



# Public Comment Received FY 2025-2030 Regional Revenue Draft Funding Scenario

Summary of comments received categorized by major focus:

| Major Focus   | Page | Number of Comments |
|---|------|--------------------|
| General / Multimodal                                | 2    | 6                  |
| Safety  | 4    | 3                  |
| Rural Character                                     | 5    | 14                 |
| Regional Bicycle –<br>Pedestrian Trails / Fall Line | 8    | 5                  |
| Public Transportation                               | 9    | 2                  |
| Fall Line – Form<br>Comments                        | 10   | 115                |
| Greater Washington<br>Partnership Comments          | 52   | 1                  |
| Total   | --   | 146                |

# General / Multimodal

|   |          |       |         |
|---|----------|-------|---------|
| From:   | Ohran Sa | Date: | 2/16/24 |
| Hello, There should be an on and off exit of i295 coming of John Rolfe Parkway that will ease Broad st and i64 big time. Thank you for your time. |          |       |         |

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|---|-------------|-------|--------|
| From:   | Andy Clarke | Date: | 2/9/24 |
| <p>I strongly support the 4 projects (\$37,543,655) for the Fall Line Trail and Hull Street shared use path. These projects appear to meet the safety, climate, health, community development and transportation goals of the region.</p> <p>I do not support the \$89m worth of highway expansion projects -- especially the Diverging Diamond intersection (\$25m), the misleadingly named "Short Pump Area Improvements", (\$75m) and the Route 5 Osborne Pike widening (\$41m). These projects do not meet the safety, climate, health, community development and transportation goals of the region, in fact they will they significantly heighten our reliance on cars and will encourage more sprawling development. Some have modest sidewalk, and crosswalk elements that are rendered largely irrelevant by the increased danger caused by higher speeds, increased volumes, and greater exposure for people outside cars. These are wasteful, damaging projects that do not meet the goals of the 2045 Plan.</p> <p>I strongly support the \$18m of funding for transit-related projects. North/South BRT and extension of The Pulse are exactly where fund should be going in this document. My only reservation with the downtown transit hub is that it needs to be done in a way that serves transit users first and GRTC and the City secondarily -- the transit hub should not unnecessarily slow down, divert, and otherwise disrupt bus services just so we can say there is a downtown transit hub.</p> <p>In short, I would support the Fall Line Trail and bike/ped projects first, the transit projects second, and I would redirect all other funding away from adding any motor vehicle capacity to our highway network. We have enough already.</p> |             |       |        |

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|---|---------------|-------|---------|
| From:   | Marcus Divers | Date: | 2/12/24 |
| <p>One project I think should be considered is the expansion and adding sidewalks to Bliley and Westover Dr. These are highly travelled roads off of Forest Hill with bus stops but no sidewalks. These neighborhoods feed into Lucille Brown Middle School and have plenty of pedestrian traffic. Bliley is especially narrow and the neighborhood is approved for Dominion Energy Underground Project so there might be a way to coordinate adding sidewalks with this work. Richmond City has already paid for an engineering firm to create an estimate/proposals for this project.</p> |               |       |         |

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|---|-----------------|-------|---------|
| From:   | Teresa Herrmann | Date: | 2/13/24 |
| <p>I appreciate being able to give public comment on the FY 2025-2030 Regional Revenue Draft Funding Scenario.</p> <p>- First off, I want to thank you for prioritizing and funding multimodal transportation. I think with the expected rise in density, the increase of public transit (BRT!), the goal of Vision Zero, and the rise of affordable electric bikes that adding Bike/Pedestrian infrastructure will help our city in its future growth. These infrastructure changes will help the Richmond citizens of tomorrow, and will incentivize more companies to launch and grow their industries here.</p> |                 |       |         |

- E. Parham Road Improvements (Henrico) - This intersection is very dangerous as a driver and as a pedestrian. People go too fast! The description notes adding sidewalks and pedestrian signals. My question is - will the signals be leading pedestrian intervals (LPI).

- Are leading pedestrian intervals (LPI) being considered for bikers as well (especially notable as some of these improvements are aimed at the fall line)? An article I found interesting: [How California's New Pedestrian Signal Law Makes Biking Safer](#)

- B Forest Hill Avenue - Phase II - This infrastructure improvement directly affects me. I ride a cargo bike with two kids on this stretch of Forest Hill avenue thirty or so times during the year - and cars go FAST. I see that there will be a buffered bike lane. I have experienced the buffered road on bike on the finished section of Forest Hill Avenue Powhite to Gravel Road - and I can tell you that it does not feel like enough protection. There needs to be Flexible Delineators at the least (in lieu of the more expensive raised median) between the road and the bike lane.

- Downtown Transit Hub - I have been fortunate enough to experience bus transit hubs in many cities and countries. The cost to build and maintain a transit hub is only useful if the hub also caters to Regional transportation as well. In lieu of the recent loss of the Greyhound station, would this transit hub be open to working with inter- and intra-city bus companies? If not, I do not support this station. Bus stations require a lot of parking and a congestion of buses, can become an urban dead-zone that feels non-pedestrian friendly. Additionally, I hope that this transit hub is not a stand-alone building, but rather is built into/within an apartment/office building.

- Are the proposals that did not make Round 2 or 3 available for review?

- Are any of the comments here available for the institutions that created the proposals to review as well? (i.e. Is there an inter-agency feedback loop)?

- CVTA seems to be the funding allocation source for regional transportation improvements. I saw that funding has been made for preliminary engineering, but could funding be used for creation of a best practices guide? As in, if there is to be region-wide infrastructure improvements, are their written best practices for the region? For example, best practices for bike lanes so they are standardized across the region? Or best practices for slowing traffic, in tandem with the governmental bodies that are working towards Vision Zero?

- Could CVTA be a funding source for marketing of infrastructure projects, notably, advertising new bus lines, creating an anti-speeding campaign, or promoting new bike lanes.

Thank you so much for your time! The Candidate Projects and Recommendations were a fun read!

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|-------|------------|-------|---------|
| From: | Dan Nelson | Date: | 2/15/24 |
|-------|------------|-------|---------|

Why are there no images or links to more information about these projects? Surely these draft projects had been submitted in detail. If you actually want public feedback, you need to include more than a paragraph description that provides little to no detail.

|   |         |       |         |
|---|---------|-------|---------|
| From:   | Sze Hui | Date: | 2/15/24 |
| <p>I am truly excited about the various bike and pedestrian projects that are a part of the funding plan. I would like to see a project that will extend the shared use path on Woodman Road from E. Parham Road to Hilliard Road. I am also very excited to see the transit projects on this list come to fruition. As part of the GRTC Pulse extension westward along Broad Street, I would like to see more thought given to pedestrian and bicycle facilities as part of the project scope.</p> |         |       |         |

## Safety

|  |           |       |         |
|--|-----------|-------|---------|
| From:  | Lindey H. | Date: | 2/13/24 |
| <p>Thank you for taking the time to review public comment for these projects! I am so, so excited to see how many improvements to pedestrian, cycling, and transit infrastructure are on here. The BRT (and particularly its current fee-free iteration) has been life-changing for a lot of people I encounter on a daily basis in my work. I'm glad its success has been noted so widely &amp; that there are extension and North-South plans underway.</p> <p>I am also, as a current resident of the east end and former resident of southside, really thrilled by the projects to ease congestion and improve safety in particularly dangerous corridors. These are regional concerns that require regional solutions.</p> <p>The route 5/Williamsburg improvements will make my life noticeably easier, though crucially they can only do so much until the dramatic increase in congestion caused by the current Williamsburg and Government Road closures in the city is eased. I dearly hope the county will be realistic about the way city infrastructure impacts east end congestion as they consider future developments, because improvements on their side of the line are not enough to ease the financial, temporal, and emotional burdens.</p> <p>I really appreciate your time and consideration, and best of luck finalizing these projects!</p> |           |       |         |

|   |            |       |         |
|---|------------|-------|---------|
| From:   | Dan Nelson | Date: | 2/15/24 |
| <p>Bike lanes that are not safe for children to ride in do not provide access for children to ride to school. Cars and bicycles should not mix on busy roadways. If you look at a plan for a bike lane and it's obviously something you won't want your kid riding in, then it's not a bike lane, it's a death trap.</p> <p>Shared use pathways like the ones Richmond is proposing are a recipe for death and injury. Bicycles and pedestrians travel at very different speeds, and in very different ways. The only safe design is for pedestrian, car and bicycle traffic to all have their own designated infrastructure clearly marked and separated.</p> <p>The Dutch have already figured all of this out and have achieved Vision Zero. All we need to do is follow their lead.</p> |            |       |         |

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|---|--------------|-------|---------|
| From:   | Emily Monroe | Date: | 2/15/24 |
| <p>As a regular cyclist along the Route 1 corridor, I routinely face instances of life threatening traffic negligence. I pass people walking along dirt pathways instead of sidewalks, in all kind of weather and conditions. I am lucky enough to have a vehicle for transportation, but I think about the folks in these neighborhoods that don't have that privilege. The residents of Chesterfield and Richmond along this corridor deserve to be able to safely walk or bike to get to the places that they need. It is a matter of life and death for them.</p> |              |       |         |

Please support funding the staff-recommended scenario for the Fall Line trail in round 3 of the Central Virginia Transportation authority's regional funding, with a portion of any additional funds also directed to Route 1. The unfunded sections in Richmond and Chesterfield are critical to completing this trail and providing active transportation, healthy outcomes, and equitable access to opportunity for people across the region. Model trails for the Fall Line in Bentonville and Indianapolis have seen upwards of \$1 billion in economic impact when looking at property values, corporate job growth, and tourism. The investment in the Fall Line will pay off and keep our region both a great place to live and a regionally and nationally competitive market.

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- \* 7 localities in 2 planning districts

## Rural Character

|   |                  |       |         |
|---|------------------|-------|---------|
| From:   | Lynn R. Fibbiani | Date: | 2/10/24 |
| Stay out of Varina from Bickerstaff south. No Short Pump. Keep it rural. The traffic is already overwhelming historic Rt.5. |                  |       |         |

|  |                |       |         |
|--|----------------|-------|---------|
| From:  | Mallory McCune | Date: | 2/21/24 |
| I am commenting in opposition to the proposed widening of New Osborne Turnpike from Route 5 to Williamsburg Road in Henrico County. This proposal reflects a lack of familiarity with the community through which this road runs and flies in the face of the prolonged effort to avoid the consequences such a widening would have in this historic Route 5 Corridor. |                |       |         |

|   |               |       |         |
|---|---------------|-------|---------|
| From:   | Joshua Vereen | Date: | 2/22/24 |
| I oppose all initiatives and projects to alter or widen New Osborne TPKE / Route 5 for future traffic growth. Varina does NOT need to be expanded upon. DO NOT SHORT PUMP OUR VARINA. More traffic would cause more danger to cyclist even with the Bike trail being here. The beauty and attraction to the area is the country atmosphere for people to enjoy. More traffic, more houses, more roads and sidewalks take away from all that. I oppose all listed initiatives and projects regarding New Osborne TPKE and Route 5 that are currently listed. |               |       |         |

|   |               |       |         |
|---|---------------|-------|---------|
| From:   | Gray Montrose | Date: | 2/22/24 |
| I am strongly against the project proposed for Route 5 and New Osborne Tpke in Henrico, expanding this rural corridor to four lanes is exactly the kind of car-focused sprawl the East End neither wants nor needs. We beg you, do not turn the East End into the unending suburbia of Short Pump and Midlothian! |               |       |         |

|  |             |       |         |
|--|-------------|-------|---------|
| From:  | Jane Koontz | Date: | 2/22/24 |
| Varina's New Osborne Turnpike should NEVER EVER be widened to 4 lanes! Absolute idiocy to open this up to further residential development. |             |       |         |

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|--|--------------|-------|---------|
| From:  | Leah Edwards | Date: | 2/22/24 |
| Hello, I am a Varina resident, and I live on Rt 5. I oppose the widening of New Osborne Turnpike to four lanes. I agree that the area does need sidewalks and improvements for pedestrian and cycling use. What we in Varina also really need is bus connectivity, not more lanes for single car |              |       |         |

use. I strongly urge that the development of the Rt 5 corridor be transit- and connectivity-focused, not 4-lane expansion.

From: Katie Price Date: 2/22/24

I own a home in Varina.  
I love Route 5—I oppose this plan and believe this will destroy our whole area.

I'm a homeowner in Henrico.  
I pay taxes and I vote.  
I 100 percent oppose this plan.

From: Aileen Rivera Date: 2/22/24

I'm a resident of Varina and I'm writing to oppose the Rt. 5/New Osborne Turnpike Improvements project. Not sure who proposed this project but obviously not someone who lives out here. Traffic is already an issue on RT 5 into the city. Adding 4 lane highway thru new Osborne turnpike into the mix is negligent and irresponsible to the people in the community. This project would Not be an improvement to our community. We need a real thorough traffic study to RT 5 and the area before anything is proposed. I request that whenever any project like this is proposed to hold community meetings in the community that is affected. This is too much taxpayer money and more importantly too many safety issues to be taken so lightly. The community had already responded no a few years ago to a survey the county did online. That has not changed. Our BOS Rev Tyrone Nelson backed the community in rejecting the idea then. I request that if this is going to be a conversation again, to make sure the community is informed and involved of your plans.

Thank you so much for your attention to this matter.

From: Randall Welch Date: 2/22/24

I oppose any changes to Rt 5 corridor that are under any consideration.

Area projects that are complete are showing that changes to roads are not performing as planned.

I am pleased to be included on any outlook in Eastern Henrico area or Richmond vicinity also.

I can support improving new Osborne with 2 lane concept and bike lanes.

Road will be slower and quieter and much safer.

Bridge cost and road cost will be better match to long term growth and use

Please note this is 2 lane concept.

It will fit neighbors and commuters extremely well.

I am pleased to work on planning.

From: Nicole Ellis Date: 2/22/24

My name is Nicole Anderson Ellis, and I am a resident of Henrico County living in the Varina District. My community has been united in a decade of opposition to proposals to make any part of Route 5 a four lane road. Our position is rooted in a century of data proving that - perhaps counterintuitively - new lanes actually increase traffic through the process of 'induced demand.' Widening Route 5 would result in increased development density, increased traffic, longer commute times, more air pollution, increased stormwater runoff; and cause an overall degradation of the quality of life for Varina residents.

While there are some forces who stand to benefit from the increased density additional lanes would bring to our community, the residency's will suffer

The last time we faced a formal proposal of this nature, it was opposed, in writing, by then-State Senator Donald McEachin, then-Delegate Jennifer McClellan, Delegate Dolores McQuinn, among others. The reasons remain the same. There are appropriate development corridors across Henrico's east end where increased density would be a benefit, but Route 5 is not one of them.

|   |                  |       |         |
|---|------------------|-------|---------|
| From:   | Brittany Brandel | Date: | 2/22/24 |
| Rt 5/New Osborne Turnpike Improvements Response: This is disappointing and concerning to hear this project presented as a recommendation when it would exacerbate the traffic problem at present. I would ask those involved to reconsider the recommendation presented and take into consideration the surrounding impact as well. Long term, is this keeping Route the beautiful, scenic drive it is known for? |                  |       |         |

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|--|--------------|-------|---------|
| From:  | Anni Sherman | Date: | 2/22/24 |
| I live on new osborne Turnpike and none of us have been given any information about expanding our road into a four lane highway. This is a quiet residential street and that is what it must remain. |              |       |         |

|   |               |       |         |
|---|---------------|-------|---------|
| From:   | Joy Feminella | Date: | 2/22/24 |
| It is infuriating that there is a recommendation to widen Route 5/New Osborne. Once again, the County ignores its constituents and does what it wants to secure the monetary support of developers. Route 5 was a scenic byway from Williamsburg to Richmond. The county has chipped away at the scenic nature of this road in an attempt to overdevelop once rural land, and in doing so, they have all but destroyed our community here in the East End of Henrico. If you want to improve the bike trail, then the answer is simple: Do NOT widen Route 5/New Osborne. I honestly can barely put together the words to express my anger at Henrico County for this. It's bad enough that they approved the Arcadia development AGAINST the wishes of the majority of citizens in the East. This truly was government by and for the people at its WORST. Now they want to widen Route 5 to accommodate even more development despite protests from the citizens? Absolutely absurd! What about us, the citizens affected by this? Is anyone listening, or does Henrico just give themselves the ultimate authority to decide what is best for its citizens, much akin to a dictatorship? Also, if traffic is a problem, then VDOT shouldn't have sold 895/Pocahontas Parkway to a foreign company. If Henrico really cared, they would reach out to this company to see if they could work out an agreement to lower the toll for a period of time at least. That would certainly cost less than widening the road...not to mention how the widening process would affect current traffic. PLEASE listen and do NOT widen Route 5. |               |       |         |

|  |                 |       |         |
|--|-----------------|-------|---------|
| From:  | Jessica Wakelyn | Date: | 2/22/24 |
| I am writing to strongly oppose the widening of New Osborne Turnpike, Rt. 5. The citizens of Varina live here because of the beauty, history, and character of this special district. Bringing |                 |       |         |

traffic and congestion goes against our quality of life, will add significant amounts of pollution, and make us vulnerable to unbridled development. This idea is the kind of horrible ideas of the past. Please be considerate and recognize that there is a better way.

## Regional Bicycle-Pedestrian Trails / Fall Line

|   |          |       |         |
|---|----------|-------|---------|
| From:   | Ben King | Date: | 2/13/24 |
| Really appreciate how the list of draft projects, if fully implemented, connects areas that are currently only accessible/safe for cars. I would prefer to make trips by bike or foot but feel that lack of sidewalks and/or bike lanes makes pedestrians unsafe. |          |       |         |

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|--|-------------------|-------|---------|
| From:  | Riley D. Champine | Date: | 2/14/24 |
| Prioritize Forest Hill Avenue Phase II   |                   |       |         |
| When Richmond's next pedestrian or bicycle fatality occurs, I expect it to happen on this section of Forest Hill Ave. As there are no other viable crossings over Powhite Parkway in this area, it is impossible to avoid this route despite its treacherous conditions. The proposed changes in this project would greatly improve safety here, and by promoting walking, bicycling, and transit use, it should also lessen car traffic. Please prioritize this project, and help remove Forest Hill Ave from the Richmond's "High Injury Network". |                   |       |         |
| Thank you for your consideration.  |                   |       |         |

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|---|-------------|-------|---------|
| From:   | John Murden | Date: | 2/15/24 |
| You can read below for the automated text, or hopefully you'll get a ton of them anyway. Here are my real human words :)  |             |       |         |
| I bike all over Southside, it's an amazing community where the only real resource are the people. Not a lot of parks, not a lot of infrastructure. It's hard to get around and feels unsafe because of how the streets are put together. But an amazing community!  |             |       |         |
| The Fall Line will be a bike/walk highway in this area. It'll allow kids on scooters and moms with strollers and folks in wheelchairs to move through their community safely and easily. It'll connect us to the rest of the city. It'll be a truly wonderful thing for a lot of different kinds of people.   |             |       |         |
| Thank you,<br>John Murden   |             |       |         |
| Please support funding the staff-recommended scenario for the Fall Line trail in round 3 of the Central Virginia Transportation authority's regional funding, with a portion of any additional funds also directed to Route 1. The unfunded sections in Richmond and Chesterfield are critical to completing this trail and providing active transportation, healthy outcomes, and equitable access to opportunity for people across the region. Model trails for the Fall Line in Bentonville and Indianapolis have seen upwards of \$1 billion in economic impact when looking at property values, corporate job growth, and tourism. The investment in the Fall Line will pay off and keep our region both a great place to live and a regionally and nationally competitive market. The Fall Line is a one-of-a-kind, transformational project, the largest regional project in Central Virginia history, excluding interstates, and is the most developed and signature trail project in Virginia. When completed, the trail will connect:<br>* 340,000 people to 150,000 jobs |             |       |         |



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\* 7 localities in 2 planning districts

From: John Lugbill

Date: 2/16/24

Overall, the draft regional project list is an outstanding example of the overwhelming multi-modal transportation needs the Central Virginia Transportation Authority was created to help address.

I'm very supportive of the funding for the Fall Line trail in the City of Richmond as recommended by the staff. I would also encourage support for the Chesterfield County section of the Fall Line trail along Route 1. This section in Chesterfield could be broken down into 3 separate sections for consideration if funding is not available for the entire section. Further, this part of Route 1 in Chesterfield County has bus service but doesn't have any sidewalks for the riders to come and go from the bus stops. The Fall Line trail along this corridor would help to address this shortfall. Further, the completion of the Fall Line trail sooner rather than later will reduce costs and allow the region to benefit from this 43 mile long transformational trail.

I also strongly support the array of bike and pedestrian improvements across the region outlined in these draft projects.

From: Ryan Carlson

Date: 2/21/24

Please support the maximum funding for the Fall Line trail in round 3 of the Central Virginia Transportation authority's regional funding.

## Public Transportation

From: Kaye Carrithers

Date: 2/13/24

A. Since W. Broad St. is a primary travel and business corridor, we need to make it safe for pedestrians. Pedestrians need to be able to cross W. Broad St. safely to transact business and to get to and from bus stops. Crosswalks are needed:

- 1) at every intersection where there is a traffic light and
- 2) close to every bus stop.

Having a safe place to cross the street would reduce the number of people jaywalking across W. Broad St. and make riding the bus safer.

B. We need to make riding the bus more convenient and appealing, so more people will choose to ride the bus. This would reduce traffic, reduce the need for building new roads and improve air quality. People need to be able to get to: a) grocery stores, b) the post office, c) their bank, d) medical appointments, e) recreation centers and community centers, f) their church, and g) shopping.

These suggestions would make it easier for people to ride the bus:

- 1) It needs to be safe for people to get to and from bus stops.
- 2) Buses need to run between Willow Lawn and Short Pump at least every 20 minutes.
- 3) Sheltered seating needs to be available at every bus stop.
- 4) Trashcans need to be available at every bus stop, and provision for emptying them daily needs to be made. This would reduce littering.
- 5) A circuit bus or van to run through each county district would be helpful—to run by apartment complexes, residential subdivisions, and retirement centers—to enable people to get to the primary corridors to conduct business or to catch a bus to travel longer distances. This

would be an opportunity for private enterprise, a public/private partnership, or an expansion opportunity for GRTC.

6) ADA Ride needs to be more easily accessible: a) make information about the program available for people who don't use computers, b) advertise the availability of the program, c) help people apply for the program, and d) teach people how to actually ride the buses.

These suggestions would reduce people's fear of riding the bus. Also, as more people choose to ride the bus, more people who have access to private transportation will choose to ride the bus. Riding the bus can be part of community engagement and a chance to meet neighbors.

|       |       |       |         |
|-------|-------|-------|---------|
| From: | Henry | Date: | 2/16/24 |
|-------|-------|-------|---------|

It is disappointing and telling that the requests for comment don't even include transit as a funding option worth improving in the various social media posts and above this textbox on the page - a vast majority of these projects are highway expansions, which seems in direct opposition to climate goals, and only one regional transit project has been awarded funding.

CVTA and PlanRVA have been great at creating and leveraging momentum for improving transportation across the Richmond region - but I see nothing equitable or even effective about a hundred million dollars in highway expansions and capacity increases. This draft plan takes large steps backwards on addressing congestion, pedestrian safety, and transportation equity - and I implore staff and officials to reconsider the formula that resulted in such inequitable, highway centric funding decisions.

## Fall Line – Form Comments

|       |               |      |         |
|-------|---------------|------|---------|
| From: | Adam Steinman | Date | 2/15/24 |
|-------|---------------|------|---------|

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|       |              |       |         |
|-------|--------------|-------|---------|
| From: | Vicki Silver | Date: | 2/15/24 |
|-------|--------------|-------|---------|

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From: Emily Haynes McGee

Date: 2/14/24

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From: Charles Warren

Date: 2/15/24

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From: Rachel Pryor

Date: 2/15/24

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From: Elaine Miller

Date: 2/15/24

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- \* 7 localities in 2 planning districts

From: Bryce Lyle

Date: 2/15/24

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From: Gary Zimmermann

Date: 2/15/24

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From: Mark Rausch

Date: 2/15/23

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From: Trish Bernal

Date: 2/15/24

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From: Craig Foster

Date: 2/15/24

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From: Doug Allen

Date: 2/15/24

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From: Hannah Ayers

Date: 2/15/24

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From: Oliver Bonhotel

Date: 2/15/24

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From: Chris Pond

Date: 2/15/24

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From: Elke Jack

Date: 2/15/24

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As a resident of the middle section, I think this is also important for the safety of cyclists who can drop off main roads and utilize the trail to get from the north and south sections. I've heard and seen too many cyclists get hit.

|       |                |       |         |
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| From: | Shannon Macika | Date: | 2/15/24 |
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As someone who commutes often by bicycle and wants to reduce my personal car usage, this trail will provide not only a vital artery for recreation but also for reducing carbon emissions to contribute to a healthier local environment.

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| From: | Devyn Keller | Date: | 2/15/24 |
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I am so excited for this project and the opportunities it will bring our area!

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| From: | Samantha Kenny | Date: | 2/15/24 |
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| From: | Stokes Grymes | Date: | 2/15/24 |
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| From: | John Fulton | Date: | 2/15/24 |
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| From: | Joshua Quinn | Date: | 2/15/24 |
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| From: | Jenna Evers | Date: | 2/15/24 |
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| From: | John Hickman | Date: | 2/15/24 |
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| From: | Susan Motley | Date: | 2/15/24 |
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| From: | Louise Lockett Gordon | Date: | 2/15/24 |
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| From: | Ashley Snyder | Date: | 2/15/24 |
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| From: | Rachel Wisler | Date: | 2/15/24 |
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| From: | Donald August | Date: | 2/15/24 |
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| From: | Art Raymond | Date: | 2/15/24 |
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| From: | Craig Secor | Date: | 2/15/24 |
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- \* 95 schools and 6 colleges and universities, including 2 HBCUs
- \* 7 localities in 2 planning districts

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| From: | Jay Henderson | Date: | 2/15/24 |
|-------|---------------|-------|---------|

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| From: | Lynn Klanchar | Date: | 2/15/24 |
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| From: | Megan Kapito | Date: | 2/16/24 |
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| From: | Ned Trice | Date: | 2/16/24 |
|-------|-----------|-------|---------|

Bike Trails like the Capital Trail and the future fall line trail are wonderful shared community assets.

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| From: | Elke Jack | Date: | 2/15/24 |
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As a resident of the middle section, I think this is also important for the safety of cyclists who can drop off main roads and utilize the trail to get from the north and south sections. I've heard and seen too many cyclists get hit.

|       |                     |       |         |
|-------|---------------------|-------|---------|
| From: | Patricia Reddington | Date: | 2/16/24 |
|-------|---------------------|-------|---------|

I am a frequent user of the Capital Trail and strongly support the Fall Line Trail. I think it will benefit everyone in the metro area as the Capital Trail has. Please support funding the staff-recommended scenario for the Fall Line trail in round 3 of the Central Virginia Transportation authority's regional funding, with a portion of any additional funds also directed to Route 1. The unfunded sections in Richmond and Chesterfield are critical to completing this trail and providing active transportation, healthy outcomes, and equitable access to opportunity for people across the region. Model trails for the Fall Line in Bentonville and Indianapolis have seen upwards of \$1 billion in economic impact when looking at property values, corporate job growth, and tourism. The investment in the Fall Line will pay off and keep our region both a great place to live and a regionally and nationally competitive market.

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| From: | Michelle Mertens | Date: | 2/16/24 |
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| From: | Richard Crom | Date: | 2/16/24 |
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| From: | Meg Lessard | Date: | 2/16/24 |
|-------|-------------|-------|---------|



As a mom that bikes her kids to school/day care and myself to work, I look forward to one day be utilizing the Fall Line. Biking is a wonderful way to connect to my familiar and our city, but geez, sometimes the current routes are scary!

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| From: | Lauren Millard | Date: | 2/16/24 |
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| From: | Edward James | Date: | 2/16/24 |
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| From:   | Mara George | Date: | 2/16/24 |
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| From:   | Michael and Marcy George | Date: | 2/16/24 |
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| From:   | Marcy George | Date: | 2/16/24 |
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| From: | Colin Schoenhaut | Date: | 2/16/24 |
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| From: | Alex Kouzel | Date: | 2/17/24 |
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| From: | Diana Joyner | Date: | 2/17/24 |
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| From: | George Paczolt | Date: | 2/18/24 |
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| From: | Amanda Bradley | Date: | 2/18/24 |
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| From: | Diane Pominsky | Date: | 2/19/24 |
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| From: | Kevin Bruny | Date: | 2/21/24 |
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| From: | Mark Heede | Date: | 2/21/24 |
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| From: | Grant Rissler | Date: | 2/21/24 |
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| From: | Daniel Klein | Date: | 2/21/24 |
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| From:   | Tim Kelly | Date: | 2/21/24 |
| <p>Please support funding the staff-recommended scenario for the Fall Line trail in round 3 of the Central Virginia Transportation authority's regional funding, with a portion of any additional funds also directed to Route 1. The unfunded sections in Richmond and Chesterfield are critical to completing this trail and providing active transportation, healthy outcomes, and equitable access to opportunity for people across the region. Model trails for the Fall Line in Bentonville and Indianapolis have seen upwards of \$1 billion in economic impact when looking at property values, corporate job growth, and tourism. The investment in the Fall Line will pay off and keep our region both a great place to live and a regionally and nationally competitive market.</p> <p>The Fall Line is a one-of-a-kind, transformational project, the largest regional project in Central Virginia history, excluding interstates, and is the most developed and signature trail project in Virginia. When completed, the trail will connect:</p> <ul style="list-style-type: none"> <li>* 340,000 people to 150,000 jobs</li> <li>* 95 schools and 6 colleges and universities, including 2 HBCUs</li> <li>* 7 localities in 2 planning districts</li> </ul> |           |       |         |



|       |               |       |         |
|-------|---------------|-------|---------|
| From: | Beth Weisbrod | Date: | 2/21/24 |
|-------|---------------|-------|---------|

Please, Mayor Stoney, support maximum funding for the Fall Line trail in round 3 of the Central Virginia Transportation authority's regional funding, with a portion of any additional funds also directed to Route 1. The (currently) unfunded sections in Richmond and Chesterfield are critical to completing this trail and providing active transportation, healthy outcomes, and equitable access to opportunity for people across the region. Model trails for the Fall Line in Bentonville and Indianapolis have seen upwards of \$1 billion in economic impact when looking at property values, corporate job growth, and tourism. The investment in the Fall Line will pay off and keep our region both a great place to live and a regionally and nationally competitive market. As you know, trails like this are talent generators, appealing to the young professionals that sustain a region's economy into the future.

The Fall Line will continue the transformation that the Virginia Capital Trail began -- encouraging active transportation, outdoor activity, and healthy activities for all ages and abilities. The potential impact for the Fall Line Trail's connections:

- \* 340,000 people to 150,000 jobs
- \* 95 schools and 6 colleges and universities, including 2 HBCUs
- \* 7 localities in 2 planning districts

All of these connections means heavy usage of this trail. Remember, trails like this are built for people who don't yet realize the importance it will play in their lives.

Thank you on behalf of everyone living along the future Fall Line Trail.

|       |             |       |         |
|-------|-------------|-------|---------|
| From: | Gayle Lewis | Date: | 2/21/24 |
|-------|-------------|-------|---------|

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| From: | Steven Hague | Date: | 2/21/24 |
|-------|--------------|-------|---------|

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| From: | Tom Saunders | Date: | 2/21/24 |
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| From: | Beveret Ware | Date: | 2/21/24 |
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| From: | Sara Page | Date: | 2/21/24 |
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| From: | Becky Sterner | Date: | 2/21/24 |
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| From: | Andrew Kinch | Date: | 2/22/24 |
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| From: | Kimberly Lee | Date: | 2/22/24 |
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From: Jim Rosendale Date: 2/22/24

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From: Pam Stidman Date: 2/22/24

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And not only this, it will provide individuals of all abilities to get outside and get moving, become active and improve their well being. It will promote "a community feeling" among the citizens who live, work and transverse these areas with the trails.

Your support in this project is greatly needed and appreciated. Please support funding the staff-recommended scenario for the Fall Line trail in round 3 of the Central Virginia Transportation authority's regional funding, with a portion of any additional funds also directed to Route 1. The unfunded sections in Richmond and Chesterfield are critical to completing this trail and providing active transportation, healthy outcomes, and equitable access to opportunity for people across the region. Model trails for the Fall Line in Bentonville and Indianapolis have seen upwards of \$1 billion in economic impact when looking at property values, corporate job

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Your support in this project is greatly needed and appreciated.

|       |                  |       |         |
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| From: | Tara Fitzpatrick | Date: | 2/22/24 |
|-------|------------------|-------|---------|

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My family and I live on Brookland Parkway, on the proposed trail route, and we're excited for the opportunity to steward such and incredible resource.

|       |                      |       |         |
|-------|----------------------|-------|---------|
| From: | Christine von Ulrich | Date: | 2/22/24 |
|-------|----------------------|-------|---------|

Please support funding what will be one of Virginia's treasures. This is a favorite scenario for the Fall Line trail in round 3 of the Central Virginia Transportation authority's regional funding, with a portion of any additional funds also directed to Route 1. The unfunded sections in Richmond and Chesterfield are critical to completing this trail and providing active transportation, healthy outcomes, and equitable access to opportunity for people across the region. Model trails for the Fall Line in Bentonville and Indianapolis have seen upwards of \$1 billion in economic impact when looking at property values, corporate job growth, and tourism. The investment in the Fall Line will pay off and keep our region both a great place to live and a regionally and nationally competitive market.

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| From: | Thomas Petersik | Date: | 2/22/24 |
|-------|-----------------|-------|---------|

I regularly come into Richmond , sometimes with friends, to ride the existing trail to Charles City or Williamsburg. It is a safe, wonderful trail for us seniors and also for our bringing our grandchildren to ride and be introduced to historic parts of Richmond, particularly Church Hill neighborhoods.

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|-------|----------------|-------|---------|
| From: | Lindsay Childs | Date: | 2/22/24 |
|-------|----------------|-------|---------|

I'm excited about the vision for and the progress already made on the Fall Line Trail. I've walked some of the route in Chester, and I ran a 10K on the Capital Trail, and in a suburban community like Chesterfield County a project like this could make a huge difference in the quality of life in what at present is an overwhelmingly car-dominated environment. Please support funding the staff-recommended scenario for the Fall Line trail in round 3 of the Central Virginia Transportation authority's regional funding, with a portion of any additional funds also directed to Route 1. The unfunded sections in Richmond and Chesterfield are critical to completing this trail and providing active transportation, healthy outcomes, and equitable access to opportunity for people across the region. Model trails for the Fall Line in Bentonville, Arkansas, and in Indianapolis have seen upwards of \$1 billion in economic impact when looking at property values, corporate job growth, and tourism. I myself have seen the positive impact on property values from trails in other places, for example, along the Mohawk-Hudson Bikeway in the Albany/Schenectady NY area, and the Willamette River Trail in Eugene, OR (on which I commuted by bike while working there, years ago) and the FLT has the potential to completely transform Manchester and eastern Chesterfield County. The investment in the Fall Line will pay off and keep our region both a great place to live and a regionally and nationally competitive market.

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I'd like to live long enough to see it completed! (I'm slightly older than Joe.)

|       |               |       |         |
|-------|---------------|-------|---------|
| From: | Doug Hildrith | Date: | 2/22/24 |
|-------|---------------|-------|---------|

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| From: | Melissa Sheffield | Date: | 2/22/24 |
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| From: | Marie Greenwood | Date: | 2/22/24 |
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| From: | Brooke Peery | Date: | 2/22/24 |
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| From: | Douglas Allen | Date: | 2/22/24 |
|-------|---------------|-------|---------|

Please fund a once-in-a-generation opportunity to provide the people of Greater Richmond sustainable transportation and recreation options, rather than an unnecessary, overpriced, car-centric exit ramp solely for a single convenience store that happens to be popular today.

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| From: | Jeremy Hoffman | Date: | 2/22/24 |
|-------|----------------|-------|---------|

Hi! As a climate scientist, I recognize that active transportation is a key ingredient to our future transportation mix in order to reduce our carbon footprints while providing a critical public health intervention for hundreds of thousands of Virginians and visitors. Please support funding the Fall Line.

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| From: | Stephen Salpukas | Date: | 2/22/24 |
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| From: | Louise Lockett Gordon | Date: | 2/22/24 |
|-------|-----------------------|-------|---------|

The Fall Line would make a difference in me getting to work by bike safely everyday.

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| From: | Chris Connell | Date: | 2/22/24 |
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From: Liz Pettit Date: 2/22/24

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From: Daniel Warshaw Date: 2/22/24

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- \* 95 schools and 6 colleges and universities, including 2 HBCUs
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From: Barry Greene, Jr. Date: 2/22/24

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From: Wyatt Gordon Date: 2/22/24

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From: Leah Whitehouse Date: 2/22/24

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From: Chris Banks Date: 2/22/24

I live along the proposed Fall Line route in Richmond's North Side. This trail represents mobility for my family from my toddler as she grows to my parents as they age. It will be a part of safe routes to school, employment, grocery shopping, entertainment and retail. It will contribute to better health outcomes for my neighbors. It will draw investment and development that aligns with the neighborhood's low volume driving past and low carbon future. It will help offset the damage from highways that divided our neighborhoods.

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| From: | Kevin Johnson | Date: | 2/22/24 |
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| From: | Marci Tyndall | Date: | 2/22/24 |
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| From: | Justine Blincoe | Date: | 2/22/24 |
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| From: | Natalie Rainer | Date: | 2/22/24 |
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| From: | Trey Dunnaville | Date: | 2/22/24 |
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| From: | Heather Allen | Date: | 2/22/24 |
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| From: | Linda Wilkenson | Date: | 2/22/24 |
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| From: | Maribel Castaneda | Date: | 2/22/24 |
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| From: | Marsha Butler | Date: | 2/22/24 |
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| From: | Dennis Dempsey | Date: | 2/22/24 |
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| From: | Michael Grabow | Date: | 2/22/24 |
|-------|----------------|-------|---------|

I **really** don't want to see Richmond get stuck using the existing unsafe and disconnected bike lanes instead of having high quality infrastructure that actually protects people like the other localities. Please support this and any other funding for the Fall Line.

Please support funding the staff-recommended scenario for the Fall Line trail in round 3 of the Central Virginia Transportation authority's regional funding, with a portion of any additional funds also directed to Route 1. The unfunded sections in Richmond and Chesterfield are critical to completing this trail and providing active transportation, healthy outcomes, and equitable access to opportunity for people across the region. Model trails for the Fall Line in Bentonville and Indianapolis have seen upwards of \$1 billion in economic impact when looking at property values, corporate job growth, and tourism. The investment in the Fall Line will pay off and keep our region both a great place to live and a regionally and nationally competitive market.

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| <b>From:</b> | Grady Hart | <b>Date:</b> | 2/22/24 |
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Hi Mayor Stoney and other CVTA members,

Please support funding the staff-recommended scenario for the Fall Line trail in round 3 of the Central Virginia Transportation authority's regional funding, with a portion of any additional funds also directed to Route 1. The unfunded sections in Richmond and Chesterfield are critical to completing this trail and providing active transportation, healthy outcomes, and equitable access to opportunity for people across the region. Model trails for the Fall Line in Bentonville and Indianapolis have seen upwards of \$1 billion in economic impact when looking at property values, corporate job growth, and tourism. The investment in the Fall Line will pay off and keep our region both a great place to live and a regionally and nationally competitive market.

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| <b>From:</b> | Chris Mason | <b>Date:</b> | 2/22/24 |
|--------------|-------------|--------------|---------|

As a resident in the part of Henrico that will have access to this trail. I can't tell you how excited I am about the Fall Line. I feel as if people have to have more options for commuting, outside of cars, and this line will not only help with that, but it'll also help with getting more people moving here in Richmond!

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| <b>From:</b> | Winnie Brown | <b>Date:</b> | 2/22/24 |
|--------------|--------------|--------------|---------|

We are frequent users of the capital trail and would love to see more funding for cyclists.

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From: Ross Catrow

Date: 2/22/24

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From: Wilson Hale

Date: 2/22/24

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From: Kirk Millikan

Date: 2/22/24

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Thank you for your attention to this important matter.

From: Samuel Park

Date: 2/22/24

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From: John Kutz

Date: 2/22/24

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From: Kathleen Morgan

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From: Marna Bales

Date: 2/22/24

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From: Michael Delano

Date: 2/22/24

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From: Elizabeth Setaro

Date: 2/22/24

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## Greater Washington Partnership Comments

From: Michael Jerakis

Date:

2/22/24

Attached (see next page) are the Greater Washington Partnership's comments on CVTA's Fiscal Year 2025-2030 Regional Revenue Draft Funding Scenario - Round 3 Draft Projects List.

Transformative projects like the N-S BRT line, the Westward Pulse Extension, the Downtown Transit Hub, and the Fall Line Trail will help drive inclusive economic growth and expand access to opportunity.

Thank you for your consideration of these comments and for the work CVTA is doing to advance a more connected region. Attached are the Greater Washington Partnership's comments on CVTA's Fiscal Year 2025-2030 Regional Revenue Draft Funding Scenario - Round 3 Draft Projects List. Transformative projects like the N-S BRT line, the Westward Pulse Extension, the Downtown Transit Hub, and the Fall Line Trail will help drive inclusive economic growth and expand access to opportunity.

Thank you for your consideration of these comments and for the work CVTA is doing to advance a more connected region.

February 22, 2024

Chet Parsons  
Executive Director  
Central Virginia Transportation Authority  
424 Hull Street, Suite 300  
Richmond, VA 23224

**Re: Comments on Fiscal Year 2025-2030 Regional Revenue Draft Funding Scenario – Round 3 Draft Projects List**

Dear Director Parsons,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to provide comments on the Central Virginia Transportation Authority's (CVTA) Fiscal Year 2025-2030 Regional Revenue Draft Funding Scenario – Round 3 Draft Candidate Projects and Recommended Awards List (the Draft List).

The Partnership is a nonprofit alliance of nearly 50 leading corporate, university, and nonprofit employers in Maryland, Virginia, and the District of Columbia committed to championing the region's growth and vitality. In 2018, the Partnership released the [Blueprint for Regional Mobility](#), an employer-informed, action-oriented strategy to transform our region's transportation system into an asset that ensures our global competitiveness, expands access to opportunity, and removes barriers to mobility from Baltimore to Richmond.

As CVTA works to finalize and approve the Draft List, the Partnership encourages continued consideration of the value of investing in a robust, multimodal mobility network for the Greater Richmond region. We applaud the inclusion of transformative projects such as the North South Bus Rapid Transit line, the Westward Pulse Extension, the Downtown Transit Hub, and the Fall Line Trail. These projects will help drive inclusive economic growth and expand access to opportunity, aligning with central goals of our [Blueprint for Regional Mobility](#) as well as several recommendations outlined in our [Connecting the Richmond Region](#) and [Richmond's Transit Revolution](#) reports.

I thank you for your consideration of the Partnership's comments and our shared goal of making this region the best place to live, work, and build a business.

Sincerely,



Kathy Hollinger  
CEO

CC: Thomas J. Maloney, Vice President, Policy & External Affairs  
John Hillegass, Director, Regional Mobility & Infrastructure

