

# Appendix G:

## Copies of All Public Comments

Unique Public Comments.....	G-1
Virginians for High Speed Rail Form Letter.....	G-17
Washington Area Bicyclist Association Form Letter .....	G-113
Other Bike-Pedestrian Crossing Support Form Letter .....	G-202

*Comments are arranged alphabetically by first name*

Name	Comment	Response
<b>Unique Public Comments</b>		
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 BWI I 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.	Support for project (not responded to)
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.	See Appendix E, Section 3.2, Bike-Pedestrian Crossing Connections
Beatrice Camp	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.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
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 and, obviously, the railroad needs the excess or they need additional capacity, but we	See Appendix D3, Responses to Other Organization Comments, p. 14

Name	Comment	Response
	need folks 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	Please support the bike-pedestrian Long Bridge crossing! It will provide an important and safe connection across the river.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
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	Support for project (not responded to)
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.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Caroline Butler	I support new bridge to bring high speedboat rail between Richmond and Baltimore	Support for project (not responded to)
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.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Claire Garvin	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.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
	I personally support and would appreciate the safety benefits that this project would add to my commute and to my leisure rides.	
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.	Support for project (not responded to)
Dana Bres	<p>I strongly support 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.</p> <p>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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Daria Pelech	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.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
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.	Support for project (not responded to)
Ed Wallace	I support the idea and I hope it becomes a legislative priority.	Support for project (not responded to)
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	See Appendix E, Section 3.7, Constructing Bike-

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	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	Pedestrian Bridge Concurrently with Railroad Bridge
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.	See Appendix E, Section 2.2, Impacts to Water Resources, and Section 3.1, Cost- Benefit of Bike- Pedestrian Crossing
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.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Eric Lotke	If we're building a bridge, of course it should include bike lanes.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Evan Handy	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!	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
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	See Appendix E, Section 2.7, Impacts to the Mount Vernon Trail, and

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	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.	Section 3.1, Cost-Benefit of Bike-Pedestrian Crossing
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	Support for project (not responded to)
Jared Noetzel	Please preference the creation of a bike and pedestrian bridge in the final proposal.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
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.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jesse Bushman	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.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jim Durham	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>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.</p> <p>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</p>	See Appendix E, Section 3.3, Design Modification Suggestions for Bike-Pedestrian Crossing, and Section 3.8, Support for Bike-Pedestrian Crossing

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	<p>amount of time that the Mount Vernon Trail will be impacted.</p> <p>(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.</p> <p>(4) Incorporate railing design that does not reduce the effective bridge width, which occurs when users avoid proximity to a vertical barrier.</p> <p>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.</p>	
John Armstrong	<p>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.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
John Shellito	<p>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.</p> <p>John</p>	<p>See Appendix E, Section 2.1, Design Modification Suggestion</p>
Jonathan Elkin	<p>Please build this! We need more inter-city and commuter rail.</p> <p>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.</p> <p>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.</p>	<p>See Appendix E, Section 2.6, Funding, and Section 3.2, Bike-Pedestrian Crossing Connections</p>
Jordan Riesenber	<p>Thank you for updating the proposal to extend the western end of the bike/pedestrian path to Long Bridge Park. This will significantly 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</p>	<p>See Appendix E, Section 3.2, Bike-Pedestrian Crossing Connections, and</p>

Name	Comment	Response
	<p>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 savings 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.</p>	<p>Section 3.3, Design Modification Suggestions for Bike-Pedestrian Crossing</p>
Joseph Conway	<p>I strongly support a bike-pedestrian crossing for the Long Bridge Project, and it is critical that the crossing remains part of the plan.</p> <p>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.)</p> <p>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.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Judd Isbell	<p>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.</p> <p>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.</p> <p>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.</p>	<p>See Appendix E, Section 3.3, Design Modification Suggestions for Bike-Pedestrian Crossing, and Section 3.8, Support for Bike-Pedestrian Crossing</p>



Name	Comment	Response
	Thank you for your consideration.	
Katy Lang	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.	See Appendix E, Section 3.7, Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge
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.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ken Schwartz	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
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.	See Appendix E, Section 2.3, Mitigation Suggestion

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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.	Support for project (not responded to)
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.	See Appendix E, Section 3.6, Support for Connecting Bike-Pedestrian Crossing to Railroad Bridge
Leeann Sinpatanasakul	<p>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.</p> <p>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 sooner--saving lives with a safe, dedicated facility in the process.</p> <p>I am agnostic as to whether it should be a separate bridge or part of the rail bridge.</p> <p>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.</p> <p>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.</p> <p>Thank you for your time.</p>	See Appendix E, Section 3.2, Bike-Pedestrian Crossing Connections, and Section 3.7, Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge
Lisa K Smith	<p>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.</p> <p>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!</p>	Support for project (not responded to)

Name	Comment	Response
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 time has come to upgrade and expand the rail bridge over the Potomac - it is long overdue.	Support for project (not responded to)
Margaret Gendron	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	Support for project (not responded to)  See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
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	<p>Please consider revising the requirement for two tracks to be in service at all times throughout construction.</p> <p>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.</p> <p>This could greatly decrease the construction time and costs associated with a longer timeline.</p> <p>This is similar to the Cameron Run bridge replacement in Alexandria that was done over a long weekend.</p> <p><a href="https://www.alexandriava.gov/RailroadBridge">https://www.alexandriava.gov/RailroadBridge</a> &lt;<a href="https://nam04.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.alexandriava.gov%2FRailroadBridge&amp;data=02%7C01%7Cfarmer%40vnb.com%7C838fb78a64fd4d7b2c0908d75a25736b%7C365c5e99f68f4beb89d9abecb41b1a1b%7C0%7C1%7C637076989234667219&amp;sdata=g1TQC9Vsfto3InIHcu6oMnMkcK0tcf4iVu1Rr348L6E%3D&amp;reserved=0">https://nam04.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.alexandriava.gov%2FRailroadBridge&amp;data=02%7C01%7Cfarmer%40vnb.com%7C838fb78a64fd4d7b2c0908d75a25736b%7C365c5e99f68f4beb89d9abecb41b1a1b%7C0%7C1%7C637076989234667219&amp;sdata=g1TQC9Vsfto3InIHcu6oMnMkcK0tcf4iVu1Rr348L6E%3D&amp;reserved=0</a>&gt;</p>	See Appendix E, Section 2.4, Operations Impacts During Construction

Name	Comment	Response
	Thanks, Mark Scheufler	
Michael Greene	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!	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michael Hong	<p>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.</p> <p>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.</p> <p>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.</p>	See Appendix E, Section 3.2, Bike-Pedestrian Crossing Connections, and Section 3.8, Support for Bike-Pedestrian Crossing
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.	See Appendix E, Section 2.5, Support for Action Alternative B
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.	Support for project (not responded to)
Neil Flanagan	<p>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.</p> <p>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</p>	See Appendix E, Section 3.3, Design Modification Suggestions for Bike-Pedestrian Crossing, Section 3.7,

Name	Comment	Response
	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge, and Section 3.8, Support for Bike-Pedestrian Crossing</p>
<p>Pamela Van Hine</p>	<p>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.</p> <p>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.</p> <p>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.</p>	<p>See Appendix E, Section 3.7, Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge, and Section 3.8, Support for Bike-Pedestrian Crossing</p>

Name	Comment	Response
	<p>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.</p> <p>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.</p>	
Paul Cantrell	<p>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 pollution 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.</p>	Support for project (not responded to)
Paul Kaplowitz	<p>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</p>	Support for project (not responded to)
Paul Leiby	<p>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.</p> <p>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.</p> <p>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 <u>everyone</u>.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Peter Horton	<p>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!</p>	See Appendix E, Section 2.1, Design Modification Suggestion

Name	Comment	Response
Peter Richman	<p>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.</p> <p>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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Renee Greenwell	I fully support upgrading the long bridge rail bridge to accommodate increased traffic at higher speeds.	Support for project (not responded to)
Richard Archambault	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.	Support for project (not responded to)
Ron Erdmann	<p>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.</p> <p>Ron Erdmann Rails to Trails Member since 1987</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
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.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tom Korn	<p>Hello. I'm Tom Korn, 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</p>	See Appendix E, Section 3.9, Support for Bike-Pedestrian Crossing Downstream of Long Bridge

Name	Comment	Response
	<p>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 say I'm going to encourage those groups to support a downstream location for the bridge. Thank you very much.</p>	
Tyler Wean	<p>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.</p> <p>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.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Wayne Rose	<p>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.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
William Mark Habeeb	<p>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.</p>	<p>Support for project (not responded to)</p>
William Irwin	<p>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.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>



Name	Comment	Response
	<p>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.</p>	
Wyatt Gordon	<p>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?</p> <p>Thanks!</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Yvette White	<p>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.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Zachary DesJardins	<p>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.</p>	<p>See Appendix E, Bike-Pedestrian Crossing Connections, and Section 3.6, Support for Connecting Bike-Pedestrian Crossing to Railroad Bridge</p>
Zachary DesJardins	<p>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.</p>	<p>See Appendix E, Section 3.3, Design Modification Suggestions for Bike-Pedestrian Crossing</p>
Zachary Schrag	<p>I support the construction of a bike-pedestrian crossing for the reasons stated on p. 34 of the Long Bridge Project DEIS. Thanks.</p>	<p>See Appendix E, Section 3.8, Support</p>

Name	Comment	Response
		for Bike-Pedestrian Crossing
<b>Virginians for High Speed Rail Form Letter</b>		
Aaron Lam	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Abigail Cheever	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Adam Roach	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Adam Soroka	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Agricola Ira	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will</p>	Support for project (not responded to)

Name	Comment	Response
	<p>double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
Alan McCleaf	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Let's regain our rail infrastructure and get more cars and trucks off the highways!</p>	Support for project (not responded to)
Allan Carpenter	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Allen Irwin	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Allen Muchnick	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>

Name	Comment	Response
	<p>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.</p>	
Amanda Yoder	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Amy Carlheim	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Andrea Pitman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Andrew Gregory	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Andrew Hamilton	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
Andrew James Austin	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Angela Adams	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Angela Lynn	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I take the trains to DC every chance I get for meetings and classes We need to invest more in our rain service</p>	Support for project (not responded to)
Angela Ziama	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

Name	Comment	Response
	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	
Ann Harrod	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p> <p>Population is growing in metropolitan DC area, and we need to construct more rail transportation.</p>	Support for project (not responded to)
Ann Pierce	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>WE need greater passenger rail capacity from all parts of Virginia to and from Washington DC.</p>	Support for project (not responded to)
Anna Fischer	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
	<p>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.</p>	
Anne Ambler	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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!</p>	Support for project (not responded to)
Anupam Barua	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Arthur Banks	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We are regular Amtrak riders from the NRV to Florida. We must still travel by car between NRV and Williamsburg &amp; Tidewater area due to very limited service. For this and the many reasons stated above we believe the Long Bridge should be a priority.</p>	Support for project (not responded to)
Ashley Paulus	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will</p>	Support for project (not responded to)

Name	Comment	Response
	<p>double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Yes, I support two bridges linking DC and VA.</p>	
Audrey Clement	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Way to go Long Bridge Expansion!</p>	Support for project (not responded to)
Audrey Dannenberg	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Barbara Pitts	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Barbara Rainville	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)



Name	Comment	Response
Barbara Wilkes	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>The future of Virginia commerce and commuter travel is at stake.</p>	Support for project (not responded to)
Barry Moore	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Barry Swedlow	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Betty Dobbie	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Bill Welch	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
Binh Ly	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Blair Williamson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Bob Dale	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Bob Maccallum	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	Support for project (not responded to)

Name	Comment	Response
	<p>194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	
Brendan Westfall	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Brett Young	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Also please make sure there is a pedestrian and room bicycling.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Brian McCarthy	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Brian Paulus	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

Name	Comment	Response
	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>The more (tracks) the merrier.</p>	
Brook Sherman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Bruce Pensyl	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Bryce Miller	<p>Please, just do it. Traffic will not get any less so lets be proactive and get ahead of this traffic snarl.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
C Lambert	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Carl Taylor	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Carla Lee	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Carla Vines	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Caroline Corum	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Caroline Polk	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will</p>	Support for project (not responded to)

Name	Comment	Response
	<p>double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Rail service is critically important to reducing traffic in this highly congested region, particularly the I-95 corridor.</p>	
Catherine Potter	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Chad Johnson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Charles Skelly	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Charles Warren	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
	<p>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.</p>	
Chris Cuozzo	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Chris Henry	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Chris Lee	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>In addition to the needed increase in rail capacity and decongestion, I support the bike &amp; pedestrian bridge included in the plan. The pedestrian link is a vital addition for recreation, commuting, and emergency egress to &amp; from DC.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Christina Ohlrogge	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my</p>	Support for project (not responded to)

Name	Comment	Response
	<p>support and ask that the project move forward.</p> <p>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.</p>	
<p>Christopher Forinash</p>	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
<p>Chun-Hung Chen</p>	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	<p>Support for project (not responded to)</p>
<p>Claire Deane Ross</p>	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	<p>Support for project (not responded to)</p>
<p>Cody Dedmon</p>	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	<p>Support for project (not responded to)</p>



Name	Comment	Response
Corinne Blackford	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Cory Wright	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Crystal Mario	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Cynthia Connolly	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Dan Murray	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	Support for project (not responded to)

Name	Comment	Response
	<p>194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
Daniel Carey	<p>This will be a true 'Traffic calming' project.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Daniel Davis	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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</p>	Support for project (not responded to)
Daniel Gibbs	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Daniel Klein	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

Name	Comment	Response
Daniel Kwasny	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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!</p>	Support for project (not responded to)
Darren Buck	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Additionally, the pedestrian &amp; 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.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
David Bloys	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Please include the ped/bike element as a required mitigation, and construct the ped/bike part concurrent with the rail bridge.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.7, Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge, and Section 3.8,</p>

Name	Comment	Response
David D Bigness Jr.	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Just do it!!!</p>	<p>Support for Bike-Pedestrian Crossing Support for project (not responded to)</p>
David Gardiner	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>This is a very important step to lower dangerous levels of carbon dioxide emissions and to curb climate change.</p>	<p>Support for project (not responded to)</p>
David Highfield	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I often take Amtrak from BWI Rail Station to Ashland and occasionally to Roanoke, Expanding rail service would be a plus!</p>	<p>Support for project (not responded to)</p>
David James	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	<p>Support for project (not responded to)</p>

Name	Comment	Response
	<p>194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	
David Johnson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
David Kaplan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
David Manka	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)

Name	Comment	Response
David Robinson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
David Ross	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
David Samples	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
David Shriver	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Additionally, pedestrian use in the form of a walkway and bike lanes is essential. DO NOT dismiss their importance.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>

Name	Comment	Response
Davin Peterson	<p>Finally, DO NOT value engineer out aesthetically pleasing designs. Lasting over 100 years, let's enjoy looking at it.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We need this to add more VRE trains and reduce delays caused by congestion at Long Bridge</p>	Support for project (not responded to)
Deidre Henley	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We really need this.</p>	Support for project (not responded to)
Denelson Ross	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Derek Tolagian	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Diana Vincelli	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Diana Young-Paiva	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Don Polaski	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Don Stewart	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my</p>	Support for project (not responded to)



Name	Comment	Response
	<p>support and ask that the project move forward.</p> <p>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.</p>	
Donald Bennett	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We MUST invest in alternatives to the car for the commuting and long distance travel.</p> <p>Equipment is old. Infrastructure is crumbling. Only 2-tracks at Long Bridge currently create bottleneck plus no room for more rail traffic.</p>	Support for project (not responded to)
Donald Dinse	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Donald Nuss	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Our roads are clogged by traffic jams causing huge losses in increased gas consumption, wear and tear of the</p>	Support for project (not responded to)

Name	Comment	Response
Donald Zimmer	<p>automobiles and loss of manpower. By building the Long Bridge we can ameliorate the situation to a considerable degree.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Dorothy Farrell	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Dudley Vest	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Dustin Wallace	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Ed Lawhorn	<p>Make this happen!</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Edward Lilly	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Edward Turko	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Edwin Locklin	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Elizabeth Comer	<p>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.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Elizabeth Florek	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Elizabeth Hess	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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!</p> <p>Thank you, Liz Hess</p>	Support for project (not responded to)
Elizabeth Johnson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

Name	Comment	Response
Elizabeth Scott	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Elizabeth Stewart	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ellen Boden	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Elliott Harrigan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I recommend this bridge ultimately be dedicated for passenger rail solely and the old bridge be for freight</p> <p>Kind regards</p>	Support for project (not responded to)

Name	Comment	Response
Emily Dooley	<p>elliott Harrigan Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Eric Myra	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Eric Pugh	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Erin Rogers	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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 &amp; bike lanes.</p>	Support for project (not responded to)

Name	Comment	Response
Ernest Thomas Greene	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ernie Johnson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ethan Abruzzo	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ethan Bowen	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Additionally, the pedestrian &amp; 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.</p> <p>Thank you!</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>

Name	Comment	Response
Eugenia Burkes	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Let's get more cars off the roads and more passengers on the trains! I support Long Bridge DEIS expansion.</p>	Support for project (not responded to)
Evelina Scott	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ezekiel Brody	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Felicia Woodruff	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Again, I strongly support the Long Bridge DEIS expansion project preferred, less costly alternative.</p> <p>Thank you.</p>	Support for project (not responded to)



Name	Comment	Response
Felipe Nascimento	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We need much more investment in our train infrastructure and this is a step in the right direction!</p>	Support for project (not responded to)
Flora Valdes-Dapena	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Frances Hooper	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Garrett Hennigan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.7, Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge</p>

Name	Comment	Response
Gary Harkrader	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>The NRV term must be Radford. Radford university students must have direct access to Amtrak-not busing to Christiansburg! Huge Rail yard in Radford!</p>	Support for project (not responded to)
Gary Riggins	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Gavin Baker	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
George Payne	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my</p>	Support for project (not responded to)

Name	Comment	Response
	<p>support and ask that the project move forward.</p> <p>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.</p>	
Gerald Stokes	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Gopal Chaudhary	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Gregory Cobban	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Gregory Otten	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Grover McDonald	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Hank Pohl	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Hank Zimmerman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Harvey Hoffman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Herb Furse	<p>These additional trains &amp; 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.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I think that this is an important step we should take</p>	Support for project (not responded to)
Herb Treger	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
horea popa	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Howard Miller	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ignacio Pessoa	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
Innard Mulcasey	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ira Birnbaum	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Jack Berry	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Jack Tuttle	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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James Frierson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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</p>	Support for project (not responded to)
James Irwin	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
James Lancaster	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
James McLaughlin	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my</p>	Support for project (not responded to)

Name	Comment	Response
	<p>support and ask that the project move forward.</p> <p>It will more expensive the longer we wait. Let's get started now.</p>	
James Miller	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
James Miller	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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</p>	Support for project (not responded to)
James Prokop	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>The VRE is a great service and keeps many cars off the road.</p>	Support for project (not responded to)
James Schuyler	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	Support for project (not responded to)



Name	Comment	Response
James Shelton	<p>194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
James Suh	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
James Wamsley	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Janak Patel	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

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	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
Jane Green	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.7, Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge</p>
Jason Fisher	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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!</p>	<p>Support for project (not responded to)</p>
Jason Kirby	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	<p>Support for project (not responded to)</p>
Jason Williams	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	<p>Support for project (not responded to)</p>

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Jay Colavita	<p>194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Jay Markiewicz	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Jeanne Comeau	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Jeff Yutzler	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Jeffrey Harvey	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Jeffrey Karrenbauer	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Jeffrey Parnes	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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</p>	Support for project (not responded to)
Jeremiah Strunk	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Jeremy Hoffman	<p>This is just a small step in the right direction, but a necessary one.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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!</p>	Support for project (not responded to)
Jerry Rij	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Jesus Camacho	<p>Add a personalized message. Please consider this initiative carefully. It is greatly needed.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Jim Bayley	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my</p>	Support for project (not responded to)

Name	Comment	Response
	<p>support and ask that the project move forward.</p> <p>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.</p>	
Jim Edwards-Hewitt	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Joan Jackson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Joe McAndrew	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Joe Shearin	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

Name	Comment	Response
John Beall	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
John Craddock	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
John Craddock	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
John D White II	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
John David Conmy	<p>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.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
John Davis	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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</p>	Support for project (not responded to)
John Fay	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I am all in favor of the Long Bridge project. It would make my trips to Richmond a great deal easier.</p>	Support for project (not responded to)
John Jesaitis	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)



Name	Comment	Response
	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	
John Mason	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
John Moutoux	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
John Siddall	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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 of the Nation's Capital.</p>	Support for project (not responded to)
John Trainer	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

Name	Comment	Response
	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	
Joseph Berman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Joseph Conway	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.7, Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge</p>
Joseph Trask	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Joshua McCrea	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Kate Wofford	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Katherine Hoffman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Katherine Wilkins	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Kathleen Quellan	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
Kay Hume	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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!</p>	Support for project (not responded to)
Keith Shovlin	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Kelly Craighead	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We support all rail expansion for VA and the Eastern Corridor</p>	Support for project (not responded to)

Name	Comment	Response
Ken Anderson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>This is the most important rail project for Virginia.</p>	Support for project (not responded to)
Ken Gill	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ken Notis	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Kenneth May	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Kenneth Wynne	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>An important project facilitating Richmond--&gt; DC and other routes.</p>	Support for project (not responded to)
Kim Duncan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Kriston Rehberg	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Show us that you truly care about efficient, clean, and reliable transportation.</p>	Support for project (not responded to)
Laney McMath	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Laura Naab	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Having taken Amtrak cross-country this summer, I wholeheartedly support this effort to expand the productive rail corridors within Virginia.</p>	
Laura Pilati	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Lea Hansen	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Lee Williams	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Lenna Ojure	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We use the train frequently and find it more comfortable than driving or flying. Please increase rail options.</p>	
Leonardo Sarli	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Leshia Johnson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Leslie Calambro	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Leslie Cintron	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will</p>	Support for project (not responded to)



Name	Comment	Response
	<p>double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
Litt Thompson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Richmond to Washington DC is America’s #1 most congested corridor. Please help make this happen!</p>	Support for project (not responded to)
Liz McCauley	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Lloyd Brown	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Lloyd Bryant	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
	<p>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.</p>	
<p>Lou Ferraro</p>	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>This expansion of capacity will improve the reliability of our trains, reduce travel times, and allow for the increase of passenger rail service.</p>	<p>Support for project (not responded to)</p>
<p>Lowell Smith</p>	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	<p>Support for project (not responded to)</p>
<p>Margaret Feierabend</p>	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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!</p>	<p>Support for project (not responded to)</p>
<p>Margaret Ross</p>	<p>Dear Long Bridge Project Team,</p>	<p>Support for project (not responded to)</p>

Name	Comment	Response
Margaret Smith	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We need more transportation options in Virginia!!</p>	Support for project (not responded to)
Marise Reynolds	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Mark Adams	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>As a commuter from Spotsylvania County to Washington, D.C., I firmly believe this will improve my quality of life</p>	Support for project (not responded to)

Name	Comment	Response
	and of my neighbors, lessen the congestion on I-95, and reap economic rewards for all regions in the great DC Metro Area.	
Mark Ferguson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mark Olson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mark Perreault	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 2.3, Mitigation Suggestion</p>
Mark Pimble	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Mark Rios	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mark Scott	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mark Taylor	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Please fund this most important project, we need more train frequency!</p>	Support for project (not responded to)
Mark Trapnell	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Rail travel will get more and more important.</p>	Support for project (not responded to)
Martin Wheeler	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
Marty Calon	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Mary Ann Amstutz	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mary crowder	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mary Dolan	<p>Looking forward to its completion!!</p> <p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Urgently needed!</p>	
Mary Gallagher	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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 &amp; pollution.</p>	Support for project (not responded to)
Mary Grice	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mary Levy	<p>I have been commuting for almost 20 years via train, and look forward to improvements. Thank you.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Maryann Long	<p>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.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>From Charlottesville there is 1 reliable Amtrak service in each direction/day. Using it means you can't make a morning meeting in DC &amp; only have 4 hours in DC before you have to get to Union Sta for the return journey. We need more service here!</p>	Support for project (not responded to)
Matthew Dedes	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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!</p>	Support for project (not responded to)
Matthew Fuchs	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I am a frequent rider from Richmond to DC for business and the current congestion around DC has become</p>	Support for project (not responded to)



Name	Comment	Response
	<p>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.</p>	
Matthew Gillikin	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Matthew Keitelman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Matthew Lynch	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I know many share my support of the Recommendation, and had shared my anticipation of progress these last few years. What a long Summer!</p> <p>Ridership continues at its sad, skeletal rate, and I continue in anticipation for our robust future system.</p>	Support for project (not responded to)
Maureen O'Keefe	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

Name	Comment	Response
	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
Mayra O'Neill	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Melanie Scott	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Michael Brownell	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Michael Cialdella	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 2.5, Support for Action Alternative B</p>
Michael Kelly	<p>and should demolish the old as eventually it will need to come down</p> <p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Let's get the trains moving!!!</p>	
Michael Kernbach	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Michael Moynihan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Michael Resnick	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Michael Shushan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will</p>	Support for project (not responded to)

Name	Comment	Response
	<p>double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
Michael Webb	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mike Mueller	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Milford Sprecher	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mitchell Teixeira	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Thank you for your consideration of this input - time is of the essence, please proceed expeditiously.</p>	Support for project (not responded to)

Name	Comment	Response
Morris Mitchell	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Nancy Finch	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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!!!</p>	Support for project (not responded to)
Nancy Jarvie	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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!</p>	Support for project (not responded to)
Nancy Tatterson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my</p>	Support for project (not responded to)

Name	Comment	Response
	<p>support and ask that the project move forward.</p> <p>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.</p>	
Navarre Bartz	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Ned Krack	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Nicholas Lynn	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I have taken the trains to work as an airline pilot 16 years . We need more service to DC for our workforce</p>	Support for project (not responded to)
Nicole Diederich	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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</p>	
Nicole Prysby	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Norma Bergey	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>There are currently on 2 tones a day that Amtrack runs from Newport News. We need more Rail systems and less roads for cars.</p>	Support for project (not responded to)
Olen Dorney	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Paige Wheeler	<p>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.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Patrick Courtemanch	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Patrick Doyle	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Patrick Strom	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)



Name	Comment	Response
	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
Paul Arbuckle	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Paul Kaplowitz	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Paul Logan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Paul Phillips	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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</p>	Support for project (not responded to)

Name	Comment	Response
Paul Prose	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I live in Culpeper and the bridge would mean one less person on the road driving to DC. Please support this project.</p>	Support for project (not responded to)
Paul Reynolds	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Peter Henry	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Peter Horton	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Peter McCabe	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will</p>	Support for project (not responded to)

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	<p>double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Rail improvements in the future will have a big impact on whether I remain in this region long term.</p>	
Philip Brown	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Philip Pendleton	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Philip Post	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Phillip Ross	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Preethi Vanjani	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I support Long Bridge (across the Potomac River)</p>	Support for project (not responded to)
Quinn Mulholland	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
R Uschner	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>WE REALLY NEED THE BRIDGE AND A SECOND RAILSPUR TO ENABLE AMTRAK TO HELP WITH OUR CLIMATE CHANGE GOALS!!!</p>	Support for project (not responded to)
Ralph Grove	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Ramji Venkatachari	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Randall Perkins	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Randall Wood	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ravi Ravindran	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Rees Shearer	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will</p>	Support for project (not responded to)

Name	Comment	Response
	<p>double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	
Renee Olander	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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!</p>	Support for project (not responded to)
Richard Belflower	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Richard Downer	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

Name	Comment	Response
Richard English	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We need this badly to get cars off the road</p>	Support for project (not responded to)
Richard Thomsen	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Richard Walter	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Richard Whiffen	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my</p>	Support for project (not responded to)

Name	Comment	Response
	<p>support and ask that the project move forward.</p> <p>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.</p>	
Rick Holt	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Bryan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Bryant	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Downer	<p>fluidize travel between New England and Florida and benefiting all between.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)



Name	Comment	Response
Robert Gronenberg	<p>This is a profitable route, and ridership will increase with this investment.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Lucas	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert M and Carol G Reed	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert McGinnis	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Menzies	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	Support for project (not responded to)

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Robert Miller	<p>194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Oscar	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Raines	<p>It is the right thing to do and a bargain in the long run.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Ward	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Rod Rogge	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Roger Schickedantz	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Roger Voisinet	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Thank you. We need to support rail traffic as most civilized countries do.</p>	Support for project (not responded to)
Ron Dunn	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

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Ron Kosmahl	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>am writing to support the Long Bridge DEIS expansion project preferred alternative. The 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</p>	Support for project (not responded to)
Ronald Glaus	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Roy Wullich	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
S. Graves	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Sally Hill Cooper	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>This transportation improvement project is critical for the immediate area and beyond!</p>	Support for project (not responded to)
Sam Seeley	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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 I95 is horrible. Many others in Richmond - both business and pleasure travelers - would do the same. Thank you.</p>	Support for project (not responded to)
Sandi Granger	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Scott Anderegg	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Scott Burger	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We need this for Richmond, VA residents and tourists.</p>	Support for project (not responded to)
Scott Huch	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Sean Maiwald	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Sean Tubbs	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	Support for project (not responded to)

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	<p>194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	
Shari Barck	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Sheryl Johnson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Sheryl Johnson	<p>We need more passenger rail service to combat traffic congestion as well as climate change.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>And please support more public transit funding generally. We are not going to solve our traffic congestion problem by simply building more roads.</p>	Support for project (not responded to)
Sneha Swaminath	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
Sommer Gentry	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)
Stefka Ignatov	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)
Stephanie Eckman	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)
Stephanie Eckman	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>



Name	Comment	Response
	<p>The preferred alternative will also make it easier for residents of South Arlington to get into DC.</p> <p>The ped/bike bridge will provide a valuable new, low-stress connection between two of the fastest-growing areas in the region.</p>	
Steve Strauss	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Steve Wardell	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Steven Johnson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I ride Amtrak whenever my schedule allows and am highly supportive of infrastructure investments that can increase rail service for our area.</p>	Support for project (not responded to)
Susan Miller	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Improving public transportation by rail especially for frequent routes is an important part of decreasing our carbon footprint.</p>	
Susan Motley	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Susan Partyke	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Susan Young	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
	<p>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!</p>	
Suzanne Brooks	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>This sounds like it would help me to see my children and grandchildren in Charlotte,NC. Please support this with a stop close to Gainesville, VA. As soon as possible. Thanks so much for all you do.</p>	Support for project (not responded to)
Suzanne Michels	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I have used Amtrak all my adult life, and live in VA. Please add these lines!</p>	Support for project (not responded to)
Suzanne Young	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I am also in support of the much-needed bicycle and pedestrian accommodations to mitigate for impacts to Section 4(f) resources.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Tarik Robinson	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
Terrell Harrigan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Terri Dicintio	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Theron White	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Thomas B Minetree Jr	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Thomas Britton	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>WE NEED MORE AND BETTER BRIDGES AND PUBLIC TRANSIT SOLUTIONS TO MOVE PEOPLE AND PRESERVE AIR QUALITY.</p>	Support for project (not responded to)
Thomas Goad	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Thomas Tingle	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
TJ McMahon	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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 applauded and supported.</p>	Support for project (not responded to)

Name	Comment	Response
Todd Bassett	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Tom Hoffman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Tommy Birchett	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Trent Sargent	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Adding the ability for VRE to run in both directions is essential for the growth of this region</p>	Support for project (not responded to)
Tripp Owens	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	Support for project (not responded to)

Name	Comment	Response
Tyvon Bates	<p>194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Valerie Stephens	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Please help support increased passenger rail service in Virginia, which is so important and will help all citizens and businesses in Virginia. Thank you.</p>	Support for project (not responded to)
Venugopal Gopalan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Victor Bright	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Virginia Cowles	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Vivian Bakal	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We must modernize and expand our transportation infrastructure to meet the needs of this region.</p>	Support for project (not responded to)
Warren Nooger	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Warren Vaughn	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)



Name	Comment	Response
William Dunn	<p>We are so far behind on fixing our infrastructure that I hope this project moves along quickly.</p> <p>Dear Long Bridge Project Team,</p>	
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
William Griggs	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
William Habeeb	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
William Novak	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	
	<p>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.</p>	

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Wyatt Gordon	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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!</p>	Support for project (not responded to)
Wylie Bunker	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>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.</p>	Support for project (not responded to)
Xingwu Yuan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
<b>Washington Area Bicyclist Association Form Letter</b>		
Aaron Chilbert	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Aaron Parrott	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Aaron Zelin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Adam Jachimowicz	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Alan Cohen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Alexander DiCaprio	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Alison Sigethy	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Amanda Van Epps	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>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.</p> <p>Please support the bike-pedestrian crossing for the health of both District residents and our planet.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Amanda Worsley	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Amber Gove	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Amy Dalebout	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Amy Rodgers	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ana Karimi	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Anders Pedersen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Andrew Boland	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Andrew Francis	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Andrew Grinberg	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Andrew Horowitz	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

Name	Comment	Response
	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Andrew McIlroy	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Andrew Paulson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Andrew Siegel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Andrew Venaglia	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Angelo Ioffreda	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support 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.)</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Anna Purinton	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Anne Larsen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Anne McCracken	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing



Name	Comment	Response
Annie Ebbers	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Anthony Delorenzo	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Antoinette Smith	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Austin Naughton	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Ben Harris	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ben Kairn	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ben Spector	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Bernadette Maurer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Bethany Durman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Betsy Biff	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Bill Gallagher	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Bill Money	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Bob Trencheny	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Brent Huggins	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Brian Dosi	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Brian Goggin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Brian McBeath	<p>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.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Brian Wright	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Brooke Alexander	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Bruce Dwyer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Caren Roushkolb	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>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.</p> <p>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.</p> <p>I look forward to your support for the bike-pedestrian crossing on Long Bridge.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Carl Landwehr	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Carlos Goldie	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Casey Kane	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>This is a once in possibly lifetime opportunity to ensure a safe connection from Washington to Virginia. We should not let this opportunity pass.</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Catherine Creese	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Catherine Frum	<p>Maybe we can get some Virginians to bike instead of bringing their cars!</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Charlie Cray	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Chip Taylor	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Christian Phelan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Christina Goodwin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Christopher Anderson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing



Name	Comment	Response
Christopher Flow	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Christopher Hackman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Colin Alford	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Colleen Leyrer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Craig Leiding	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Crystel Sylvester	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Cyn S	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Cynthia Albert	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Cyrus Chimento	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Dan Foster	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Dan Griel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Daniel Sheldon	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Darren Buck	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 2.8, Noise and Vibration Impacts to the Mount Vernon Trail, and Section 3.8,

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	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>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.</p>	Support for Bike-Pedestrian Crossing
David Cooling	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
David Cooling	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
David Cooper	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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David Cranor	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
David Gabel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
David Goodman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
David Kaplan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	
David Pensky	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
David Roodman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
David Stewart	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
David Zehr	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>

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Dean Kern	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Del Robertson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Delbert Jones	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Dena Rapoport	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Denise Nelson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Donald White	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Doug Fagen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Doug Trapp	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Doug Whall	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support



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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Douglas Barker	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Douglas Murray	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Dustin Whitlow	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ed Comer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Ed Dunne	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ed Walker	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Edward Moser	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Edward Prados	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Edward Russell	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Eileen Boettcher	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Elizabeth Farry	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Elizabeth Herron	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Elizabeth Peralta-Reed	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Elizabeth Robson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ellen Steury	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Elliot Seibert	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Eloise Clarke	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Emily Boydston	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Emily Freeland	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Eric Gramatges	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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:</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Eric Nepomuceno	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Eric Wuestewald	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Erin Gleeson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ernest Rodriguez	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>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</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Ezra Casteel	<p>goals of DC, Arlington County, and the City of Alexandria. This project will support MORE's mission of creating welcoming and inclusive communities.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support 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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ezra Deutsch-Feldman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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!</p> <p>Ezra</p> <p>-----</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Felix Mitchell	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Flynn Mahoney	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Frances Kormann	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Frank Kormann	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Frank Mikolajczak	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing



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Fred Rednor	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Freya Goetz	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Fulton Armstrong	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>I strongly support it. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Gabby Pfeifer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Gary Stoiber	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Geoff Patterson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Geoff Patterson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Geoffery Seaver	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
George Larson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

Name	Comment	Response
	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Gerhard Menckhoff	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Gilbert Watson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Gorgi Popstefano	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Gorgi Popstefano	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Graham Lampa	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Grant Klein	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Guillermo Galdamez	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Hannah Anderson-Dana	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	
Harriet Morgan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Henry Dunbar	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>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.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Holly Seeloff	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Holly Surbaugh	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>

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Howard Marks	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open 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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ingrid Seggerman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
J. Swiderski	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>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.</p> <p>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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Jack Koczela	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support 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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jacob Mason	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
James Harris	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
James Ingram	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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James Spearman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Janusz Wasiolek	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jason Sliwa	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jason Yeung	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jeb Stenhouse	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support



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Jeff Gauger	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal 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</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jeff Gustafson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jeff Wetzel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jeff Yake	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	
Jeff Yeates	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Jeffrey Grotte	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Jeffrey Newhouse	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Jeffrey Schnur	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>

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Jennifer Brundage	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jerry Cowden	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jessica Rozek	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jim East	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Jim Feaster	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
JoAnn Bordeaux	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
John Nwaezeapu	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
John Stanley	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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John Tschetter	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jon Cowles	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jonathan Averback	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jonathan Epstein	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Jose De Arteaga	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Joseph Long	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Josephine Liu	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Josh Tuch	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Joshua Rosenthal	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Julia Serfass	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Julio Hernandez	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Karen Amy	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Karen Azeez	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Karen Hanson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Karen Hoerst	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Karyn Schwartz	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support 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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing



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Katherine Lewis	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kathryn Mikolajczak	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kathryn Riley	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Keith Bauerle	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>As a resident of the City of Alexandria I look forward to using the bridge to ride my bike to and from DC. Thanks.</p>	

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Keith Kerr	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Keith Lawrence	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kelly Close	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kelly DeYoe	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Kendall Moffett-Sklaroff	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kenneth Bandy	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kenneth Stump	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kent Fothergill	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Kerry Read	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kerstin Canby	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kevin Halligan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kevin O'Halloran	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Keya Chatterjee	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kim Toufectis	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kirstin Corris	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Thank you for being forward-thinking and representing all of us!</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kristin Frontiera	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Kyle Farver	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
L N	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Lance Tracey	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Lara Levison	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Lara Ponomareff	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Lasse Van Essen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Laurel Cullen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Lauren Anneberg	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Leif Brostrom	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Leslie Tierstein	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Linh Hoang	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Liz Brading	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing



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Lorenz Noe	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Loriane Icbaci	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Lucy Debutts	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Maitland Bottoms	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>As a user of existing bike routes across the Potomac - usually using either the upstream 14th St bridge or the</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Marc Ferrara	<p>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.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Marc Ferrara	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Marc Moscatello	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Maria Kalousi	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Mark Pankin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Mark Rodeffer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Marlon Kuntze	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Mary Lawal	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Mary Morse	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Mary Pratt	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Matt Tyrrell	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Matthew Downs	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Matthew OBrien	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Matthias Paustian	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Mauricio Sanmartin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Maxime Devilliers	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Meg Hargreaves	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Megan Ahearn	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Megan Janicki	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Megan Sweitzer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Megan Wholey	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Michael Duncanson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michael Ehst	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michael Harris	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michael Perry	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michael Quiroz	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Michael Trahan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michael Wolosin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michelle Leonard	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michelle Malebranche	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing



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Mike Burns	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Mike Orendorff	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>This would promote safety and health in our area. All for both! Thanks for your consideration:)</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Minh Nguyen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Mitchell O'Brien	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Monica Irmiler	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Mr. Klein	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Nadine Graham	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Nancy Duley	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Nancy Dupree	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Natalie Kean	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Natalie Wegener	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support 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.</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Neil Blake	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Nevada Watson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of 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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Nicholas Provenzo	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing 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.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Nick Deichmeister	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Noah Leslie	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Patrice Coss	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Patrick Pannett	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>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.</p> <p>Please support the bike-pedestrian crossing, and ensure it is fully funded and built in a timely manner.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Patrick Revord	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Paul Carstensen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Paul Morris	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Paul Neureiter	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Paul Nichol森	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>

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Pedro Dana	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Peter Denton	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Peter Eisler	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Peter Harnik	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Peter Mason	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Peter Richman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Peter Stokely	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Rachel Marks	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Raphael Tisch	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support



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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Raymond Harwood	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Rebecca Cusic	<p>This is probably a once-in-a-generation opportunity to do this river crossing right. I urge your support!</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Rich Moran	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I commute round trip almost every weekday across the 14th St Bridge. The current crossing is narrow and dangerous.</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Richard Dooley	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Richard Rynders	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Rick Beckman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Rick Entsminger	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Robert Miller	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Robert Williams	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Robin Parker	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Ron Sanseverino	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Ross Filice	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	<p>See Appendix E, Section 3.8, Support</p>

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Rubens Chagas	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Rufus Godwin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ruth Driscoll-Lovejoy	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support 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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ryan Lauer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-</p>	See Appendix E, Section 3.8, Support

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Ryan Thompson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sam Buckley	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sam Farmer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sam Kome	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Samantha Bisogno	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Samantha Wetzel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sandi Worthen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sarah Caldwell	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Sarah Husain	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Scott Donelson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Scott Dorn	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Scott Mearns	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Sean Fish	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sean Roark	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sergio Leon	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Shane Brucker	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sharon Kroszkewicz	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support



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Simon HinsonJones	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sina Chenari	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sriram Sridharan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Stacy Langsdale	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Stephanie Davio	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Stephen Claeys	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Stephen Collesano	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Stephen Kolb	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Steven Leutner	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Steven Zaret	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Susan Brewton	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Susan Huang	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Susan Wuchinich	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Suzanne Neureiter	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tamara De La Camp	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ted Saks	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Teresa Thiele	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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Thomas Martin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tim Beaty	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tim Ryan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Timothy Donovan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Timothy Meinken	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Timothy Moll	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Timothy Rosner	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Todd Weiser	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	

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Tom Haser	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tricia Chicka	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tyler Blanchard	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tyler Harding	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Tyler Tichenor	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tyler Wean	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>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.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tyrone Cook	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tyson Brown	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing



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Tyson Schaedel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Wayne Rhodes	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Wendy Reinsel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Will Herbig	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
William Carter	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
William Hall	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
William Jones	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
William Lyke	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
William Rapp	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Wilson Trawick	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Zachary Ferguson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
<b>Other Bike-Pedestrian Crossing Support Form Letter</b>		
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.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Alexis Glenn	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.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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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!	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
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.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing