



# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## FY2026-2031 Six Year Program: Public Comments

ID	Date	Name	Zip Code of Residence	Comment Method	Project ID	Project Title	Jurisdiction	Comments
1	4/2/2026	Rafael Barroso	22042	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	I fully support these 3 projects. I bike to work using Custis Trail and Annandale road. I can ascertain that these changes are overdue
2	4/2/2026	Rafael Barroso	22042	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I fully support these 3 projects. I bike to work using Custis Trail and Annandale road. I can ascertain that these changes are overdue
3	4/2/2026	Rafael Barroso	22042	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I fully support these 3 projects. I bike to work using Custis Trail and Annandale road. I can ascertain that these changes are overdue
4	4/2/2026	Kenny Boddye	22192	Website	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	<p>Please accept the following comments in support of several candidate projects in NVTA's FY2026-2031 Six Year Program. I submit these comments in my individual capacity as Occoquan District Supervisor and as a regional stakeholder who believes Northern Virginia must continue investing in transportation projects that improve safety, reduce congestion, strengthen multimodal access, and better connect our communities.</p> <p>I strongly support FFX-141 and want to commend Fairfax County and regional partners for the progress made on the Richmond Highway BRT initiative. This is the kind of project that shows Northern Virginia at its best: multimodal, corridor-focused, growth-aware, and willing to build infrastructure that meets the scale of the future rather than the assumptions of the past. Advancing BRT on Richmond Highway is important not only for Fairfax, but for the entire Route 1 corridor and for the broader regional transit network.</p> <p>At the same time, this project should prompt us to begin more serious cross-jurisdiction conversations about what comes next south of Fort Belvoir and Lorton. NVTA has already adopted a Bus Rapid Transit Action Plan intended as a blueprint for a regionally connected BRT system, and that plan identifies a Prince William Route 27 "US 1 South" corridor. As Richmond Highway BRT moves closer to realization, the region should begin planning for the eventual handshake into Prince William County so that corridor transit does not stop at a jurisdictional line.</p> <p>Thank you for the opportunity to comment and for your continued work to advance a safer, more connected, and more multimodal Northern Virginia transportation network.</p>
5	4/2/2026	Kenny Boddye, Prince William County Board Supervisor	22192	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	<p>Please accept the following comments in support of several candidate projects in NVTA's FY2026-2031 Six Year Program. I submit these comments in my individual capacity as Occoquan District Supervisor and as a regional stakeholder who believes Northern Virginia must continue investing in transportation projects that improve safety, reduce congestion, strengthen multimodal access, and better connect our communities.</p> <p>I strongly support PWC-046. Van Buren Road North Extension is a critical north-south intracounty connection that Prince William County will need as growth continues in and around the Fetter Park/Dumfries area, Potomac Shores, and nearby activity centers. This project is not simply about adding roadway capacity. It is about creating a more resilient network, reducing pressure on overburdened corridors, improving safety, and giving residents and commuters a viable alternative connection west of I-95 and Route 1. The multimodal elements matter here as well. A project like this supports transit access, trail connections, and the kind of coordinated land use and mobility planning that fast-growing parts of our county will require.</p> <p>Thank you for the opportunity to comment and for your continued work to advance a safer, more connected, and more multimodal Northern Virginia transportation network.</p>
6	4/2/2026	Kenny Boddye	22192	Website	PWC-047	Old Bridge Blvd. / Gordon Blvd. Intersection	Prince William County	<p>Please accept the following comments in support of several candidate projects in NVTA's FY2026-2031 Six Year Program. I submit these comments in my individual capacity as Occoquan District Supervisor and as a regional stakeholder who believes Northern Virginia must continue investing in transportation projects that improve safety, reduce congestion, strengthen multimodal access, and better connect our communities.</p> <p>I strongly support PWC-047 and believe it deserves especially strong consideration. This is a project of clear regional significance with very real local quality-of-life impacts. For the residents who live nearby and the thousands of people who move through this area every day, the Old Bridge Road and Gordon Boulevard intersection is one of eastern Prince William's most consequential chokepoints. Congestion at this location does not stay local. It affects the Route 123 corridor, the I-95 interchange area, and cross-jurisdiction travel between Prince William and Fairfax. Just as importantly, the current configuration creates real safety problems, including dangerous weaving movements from the I-95 southbound off-ramp. A grade-separated solution here would deliver meaningful benefits for reliability, safety, and regional mobility while also improving pedestrian access and commuter lot access.</p> <p>Thank you for the opportunity to comment and for your continued work to advance a safer, more connected, and more multimodal Northern Virginia transportation network.</p>

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7	4/2/2026	Kenny Boddye	22192	Website	PWC-048	Route 15 Railroad Overpass	Prince William County	<p>Please accept the following comments in support of several candidate projects in NVTA's FY2026–2031 Six Year Program. I submit these comments in my individual capacity as Occoquan District Supervisor and as a regional stakeholder who believes Northern Virginia must continue investing in transportation projects that improve safety, reduce congestion, strengthen multimodal access, and better connect our communities.</p> <p>I strongly support PWC-048. This project addresses a clear bottleneck in western Prince William County at a location that matters well beyond the immediate area because of its proximity to I-66 and the Route 15/Route 55 intersection. Eliminating the at-grade railroad conflict, maintaining a consistent four-lane section, and improving turn capacity would improve reliability and safety in a rapidly growing part of the county. Just as important, the project closes a multimodal gap by extending a shared-use path over the railroad crossing and creating continuity where pedestrian and bicycle facilities currently dead-end. That kind of multimodal completion is exactly what regional funding should help achieve.</p> <p>Thank you for the opportunity to comment and for your continued work to advance a safer, more connected, and more multimodal Northern Virginia transportation network.</p>
8	4/2/2026	Kenny Boddye	22192	Website	PWC-049	Route 234 Trail at Innovation Park	Prince William County	<p>Please accept the following comments in support of several candidate projects in NVTA's FY2026–2031 Six Year Program. I submit these comments in my individual capacity as Occoquan District Supervisor and as a regional stakeholder who believes Northern Virginia must continue investing in transportation projects that improve safety, reduce congestion, strengthen multimodal access, and better connect our communities.</p> <p>I strongly support PWC-049. Innovation Park is poised to become a major activity nexus in mid-county, and investments in person-scale connectivity will be essential if that vision is going to succeed. This trail and pedestrian bridge project is about more than recreation. It is about internal mobility, first/last-mile access, and creating the kind of walkable, bikeable, multimodal environment that modern employers, institutions, and global investment partners increasingly expect to see in high-performing metropolitan regions. If we want Innovation to function as a true center of jobs, research, education, and mixed-use activity, then we need infrastructure that helps people move safely without requiring every trip to begin and end in a car.</p> <p>Thank you for the opportunity to comment and for your continued work to advance a safer, more connected, and more multimodal Northern Virginia transportation network.</p>
9	4/2/2026	Kenny Boddye	22192	Website	PWC-050	Dale City Transit Priority	Prince William County	<p>Please accept the following comments in support of several candidate projects in NVTA's FY2026–2031 Six Year Program. I submit these comments in my individual capacity as Occoquan District Supervisor and as a regional stakeholder who believes Northern Virginia must continue investing in transportation projects that improve safety, reduce congestion, strengthen multimodal access, and better connect our communities.</p> <p>I strongly support PWC-050. This is one of the most important transit-forward projects under consideration for Prince William County because it reflects the kind of pivot our mobility network must begin making in areas that are urbanizing and intensifying. Dale City and the surrounding corridor are no longer places where we can rely on suburban-era levels of transit priority and service if we are serious about long-term mode shift. Dedicated transit and HOV priority between major commuter lots and I-95 is a strong first step toward a more robust transit spine that can better connect existing riders, attract new ones, and support future transit-oriented growth. I also support the County's choice to seek design funding now, because advancing the design work is what will allow us to refine the concept, coordinate with VDOT and adjacent projects, and move this corridor toward implementation in a realistic way.</p> <p>Thank you for the opportunity to comment and for your continued work to advance a safer, more connected, and more multimodal Northern Virginia transportation network.</p>
10	4/2/2026	Kenny Boddye	22192	Website	MAN-004	Manassas VRE Rail-with-Trail: Downtown Manassas–Bull Run Trail (Phase 1)	City of Manassas	<p>Please accept the following comments in support of several candidate projects in NVTA's FY2026–2031 Six Year Program. I submit these comments in my individual capacity as Occoquan District Supervisor and as a regional stakeholder who believes Northern Virginia must continue investing in transportation projects that improve safety, reduce congestion, strengthen multimodal access, and better connect our communities.</p> <p>I strongly support MAN-004. This project is exactly the kind of regional, multimodal investment Northern Virginia needs more of: practical, connective, and future-oriented. By creating a continuous off-road trail spine between Downtown Manassas and the Bull Run Trail, this project would improve safe bicycle and pedestrian mobility across jurisdictional boundaries while strengthening connections among Prince William County, Manassas, and Manassas Park. It would also help tie together parks, green space, rail access, and walkable destinations in a way that supports both quality of life and long-term regional connectivity. For Prince William in particular, this corridor has the potential to become a nerve center for broader east-west trail linkages over time, and that makes this a smart investment not only for today's users but for the region we are continuing to build.</p> <p>Thank you for the opportunity to comment and for your continued work to advance a safer, more connected, and more multimodal Northern Virginia transportation network.</p>

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11	4/2/2026	Ryan Jones	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	I strongly support the proposed pedestrian improvements on Colonial Highway in Hamilton. I grew up in the town and a lack of pedestrian infrastructure, as well as a wide road which encourages fast driving through residential areas has been an issue for my entire time living there. By investing in better sidewalks, buffers, lane narrowing and traffic calming measures, pedestrian safety can be improved and vehicle collisions reduced.
12	4/3/2026	Robert A. Schneider	22192	Mail	MAN-004	Manassas VRE Rail-with-Trail: Downtown Manassas–Bull Run Trail (Phase 1)	City of Manassas	<p>As the Executive Director of the Potomac and Rappahannock Transportation Commission (PRTC) and co-owner of the Virginia Railway Express (VRE), I am pleased to offer this letter of support for the application by the City of Manassas to the Northern Virginia Transportation Authority's (NVTA) FY 2026-2031 Six-Year Program. The City's application, if successful, will support a Rail with Trail project adjacent to a portion of the VRE Manassas Line extending from Downtown Manassas to Bull Run in Fairfax County.</p> <p>The project has been separated into two phases. The proposed Rail with Trail Study is considered Phase I of the overall VRE Manassas Line Trail: Landmark to City of Manassas Project identified in NVTA's Long-Range Transportation Plan, known as TransAction (ID 439). The first phase of this multi-jurisdictional project will span across the Cities of Manassas and Manassas Park and Prince William County. The project originates in Old Town Manassas, and its terminus is at the connection to the Bull Run Trail in Fairfax County. Phase 11 of the effort will extend from the Bull Run Trail to Landmark in Alexandria which, when complete, would extend more than twenty miles and connect five jurisdictions in Northern Virginia. PRTC and VRE are enthusiastic about and supportive of this trail project, as it will enhance safe walking and bicycle access to VRE's Manassas and Manassas Park stations, effectively putting more households within a short walk or bike ride to high-capacity transit opportunities including OmniRide local bus service which directly serves the Manassas Park VRE station (Route 67).</p> <p>Please give full and fair evaluation of this project, which will provide significant regional investments and provide benefits to VRE riders, as well as to the residents of the Cities of Manassas, Manassas Park and Prince William County. Should you have any questions regarding this project, please feel free to contact me at bschneider@OmniRide.com.</p>
13	4/3/2026	Kate Mattice	22201	Mail	MAN-004	Manassas VRE Rail-with-Trail: Downtown Manassas–Bull Run Trail (Phase 1)	City of Manassas	<p>As the Executive Director of the Northern Virginia Transportation Commission (NVTC) and co-owner of the Virginia Railway Express (VRE), I am pleased to offer this letter of support for the application by the City of Manassas to the Northern Virginia Transportation Authority's (NVTA) FY 2026-2031 Six-Year Program. The City's application, if successful, will support a Rail with Trail project adjacent to a portion of the VRE Manassas Line extending from Downtown Manassas to Bull Run in Fairfax County.</p> <p>The project has been separated into two phases. The proposed Rail with Trail Study is considered Phase I of the overall VRE Manassas Line Trail: Landmark to City of Manassas Project identified in NVTA's Long-Range Transportation Plan, known as TransAction (ID 439). The first phase of this multi-jurisdictional project will span across the Cities of Manassas and Manassas Park and Prince William County. The project originates in Old Town Manassas, and its terminus is at the connection to the Bull Run Trail in Fairfax County. Phase II of the effort will extend from the Bull Run Trail to Landmark in Alexandria which, when complete, would extend more than twenty miles and connect five jurisdictions in Northern Virginia. NVTC and VRE are enthusiastic about and supportive of this trail project, as it will enhance safe walking and bicycle access to VRE's Manassas and Manassas Park stations, effectively putting more households within a short walk or bike ride to a high-capacity transit opportunity. Trail access to these two stations will also allow VRE to minimize future capital expenditures through avoided parking expansions, as high-quality pedestrian and bicycle access to rail stations can decrease the vehicle access mode share at these facilities.</p> <p>Please give full and fair evaluation of this project, which will provide significant regional investments and provide benefits to VRE riders, as well as to the residents of the Cities of Manassas, Manassas Park and Alexandria, and Fairfax and Prince William Counties. Should you have any questions regarding this project, please feel free to contact me at katemattice@novatransit.org.</p>
14	4/5/2026	Laura Barrett	20136	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	Yes to ARL 030 much needed!
15	4/5/2026	Laura Barrett	20136	Website	PWC-049	Route 234 Trail at Innovation Park	Prince William County	Yes to PWC 049
16	4/5/2026	Laura Barrett	20136	Website	MAN-004	Manassas VRE Rail-with-Trail: Downtown Manassas–Bull Run Trail (Phase 1)	City of Manassas	Yes to MAN 004

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17	4/6/2026	Bradley Wersterfer	22042	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	<p>I live in Fairfax County just south of Seven Corners and commute to Amazon HQ2 in Pentagon City every day. This requires either driving for 30 minutes or taking the metro for 50 minutes. Improving the regional protected (off-street) bicycle trail network to the W&amp;OD would make it possible to reach the office in 40 minutes without contributing to single-occupancy traffic.</p> <p>To that end, I am requesting the prioritization of any projects that improve pedestrian and bicycling safety to create multimodal networks. Improving the Hillwood Avenue and Route 29 intersections of Annandale Road could make it easier to reach the East Falls Church Metro Station by bike, especially with the bike lanes south of Route 50. Establishing fully separated bike lanes as a cycle track would give cyclists the necessary comfort to make it a practical mobility option in the city.</p> <p>The W&amp;OD and Four Mile Run improvements would also significantly help. As one of the premier cycling trails in the region, adding more separated connections to it will let people use it as a legitimate option for commuting or general travel. I am glad to see that an additional grade-separated crossing is being considered, and I hope that the other projects such as Arlington Boulevard North Side trail will add a fully separated path rather than conceding the space to cars.</p> <p>Thank you for your time and effort in prioritizing these projects. I hope that all of the multimodal options will put the alternative transportation options first and give residents more flexibility to travel. The current work on Eads Street has already been transformative and eye-opening on how transportation can be when pedestrians and bikes have dedicated, protected space, and I hope that these lessons will be applied to projects like Annandale Road and Arlington Boulevard.</p>
18	4/6/2026	Bradley Wersterfer	22042	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	<p>I live in Fairfax County just south of Seven Corners and commute to Amazon HQ2 in Pentagon City every day. This requires either driving for 30 minutes or taking the metro for 50 minutes. Improving the regional protected (off-street) bicycle trail network to the W&amp;OD would make it possible to reach the office in 40 minutes without contributing to single-occupancy traffic.</p> <p>To that end, I am requesting the prioritization of any projects that improve pedestrian and bicycling safety to create multimodal networks. Improving the Hillwood Avenue and Route 29 intersections of Annandale Road could make it easier to reach the East Falls Church Metro Station by bike, especially with the bike lanes south of Route 50. Establishing fully separated bike lanes as a cycle track would give cyclists the necessary comfort to make it a practical mobility option in the city.</p> <p>The W&amp;OD and Four Mile Run improvements would also significantly help. As one of the premier cycling trails in the region, adding more separated connections to it will let people use it as a legitimate option for commuting or general travel. I am glad to see that an additional grade-separated crossing is being considered, and I hope that the other projects such as Arlington Boulevard North Side trail will add a fully separated path rather than conceding the space to cars.</p> <p>Thank you for your time and effort in prioritizing these projects. I hope that all of the multimodal options will put the alternative transportation options first and give residents more flexibility to travel. The current work on Eads Street has already been transformative and eye-opening on how transportation can be when pedestrians and bikes have dedicated, protected space, and I hope that these lessons will be applied to projects like Annandale Road and Arlington Boulevard.</p>
19	4/6/2026	Bradley Wersterfer	22042	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	<p>I live in Fairfax County just south of Seven Corners and commute to Amazon HQ2 in Pentagon City every day. This requires either driving for 30 minutes or taking the metro for 50 minutes. Improving the regional protected (off-street) bicycle trail network to the W&amp;OD would make it possible to reach the office in 40 minutes without contributing to single-occupancy traffic.</p> <p>To that end, I am requesting the prioritization of any projects that improve pedestrian and bicycling safety to create multimodal networks. Improving the Hillwood Avenue and Route 29 intersections of Annandale Road could make it easier to reach the East Falls Church Metro Station by bike, especially with the bike lanes south of Route 50. Establishing fully separated bike lanes as a cycle track would give cyclists the necessary comfort to make it a practical mobility option in the city.</p> <p>The W&amp;OD and Four Mile Run improvements would also significantly help. As one of the premier cycling trails in the region, adding more separated connections to it will let people use it as a legitimate option for commuting or general travel. I am glad to see that an additional grade-separated crossing is being considered, and I hope that the other projects such as Arlington Boulevard North Side trail will add a fully separated path rather than conceding the space to cars.</p> <p>Thank you for your time and effort in prioritizing these projects. I hope that all of the multimodal options will put the alternative transportation options first and give residents more flexibility to travel. The current work on Eads Street has already been transformative and eye-opening on how transportation can be when pedestrians and bikes have dedicated, protected space, and I hope that these lessons will be applied to projects like Annandale Road and Arlington Boulevard.</p>

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21	4/6/2026	Bradley Wersterfer	22042	Website	ARL-037	Eads St. Multimodal Improvements: 15th-23rd St. S	Arlington County	<p>I live in Fairfax County just south of Seven Corners and commute to Amazon HQ2 in Pentagon City every day. This requires either driving for 30 minutes or taking the metro for 50 minutes. Improving the regional protected (off-street) bicycle trail network to the W&amp;OD would make it possible to reach the office in 40 minutes without contributing to single-occupancy traffic.</p> <p>To that end, I am requesting the prioritization of any projects that improve pedestrian and bicycling safety to create multimodal networks. Improving the Hillwood Avenue and Route 29 intersections of Annandale Road could make it easier to reach the East Falls Church Metro Station by bike, especially with the bike lanes south of Route 50. Establishing fully separated bike lanes as a cycle track would give cyclists the necessary comfort to make it a practical mobility option in the city.</p> <p>The W&amp;OD and Four Mile Run improvements would also significantly help. As one of the premier cycling trails in the region, adding more separated connections to it will let people use it as a legitimate option for commuting or general travel. I am glad to see that an additional grade-separated crossing is being considered, and I hope that the other projects such as Arlington Boulevard North Side trail will add a fully separated path rather than conceding the space to cars.</p> <p>Thank you for your time and effort in prioritizing these projects. I hope that all of the multimodal options will put the alternative transportation options first and give residents more flexibility to travel. The current work on Eads Street has already been transformative and eye-opening on how transportation can be when pedestrians and bikes have dedicated, protected space, and I hope that these lessons will be applied to projects like Annandale Road and Arlington Boulevard.</p>
22	4/6/2026	Bradley Wersterfer	22042	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	<p>I live in Fairfax County just south of Seven Corners and commute to Amazon HQ2 in Pentagon City every day. This requires either driving for 30 minutes or taking the metro for 50 minutes. Improving the regional protected (off-street) bicycle trail network to the W&amp;OD would make it possible to reach the office in 40 minutes without contributing to single-occupancy traffic.</p> <p>To that end, I am requesting the prioritization of any projects that improve pedestrian and bicycling safety to create multimodal networks. Improving the Hillwood Avenue and Route 29 intersections of Annandale Road could make it easier to reach the East Falls Church Metro Station by bike, especially with the bike lanes south of Route 50. Establishing fully separated bike lanes as a cycle track would give cyclists the necessary comfort to make it a practical mobility option in the city.</p> <p>The W&amp;OD and Four Mile Run improvements would also significantly help. As one of the premier cycling trails in the region, adding more separated connections to it will let people use it as a legitimate option for commuting or general travel. I am glad to see that an additional grade-separated crossing is being considered, and I hope that the other projects such as Arlington Boulevard North Side trail will add a fully separated path rather than conceding the space to cars.</p> <p>Thank you for your time and effort in prioritizing these projects. I hope that all of the multimodal options will put the alternative transportation options first and give residents more flexibility to travel. The current work on Eads Street has already been transformative and eye-opening on how transportation can be when pedestrians and bikes have dedicated, protected space, and I hope that these lessons will be applied to projects like Annandale Road and Arlington Boulevard.</p>

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24	4/7/2026	Brenda Grewe	22201	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	<p>Fully support both of these. Linking the trail near Iwo Jima to Columbia Pike would be amazing for multi-use purposes. I use both directions but always need to turn around because the trail does not connect.</p> <p>Arlington Blvd trail update needed because existing sidewalks are narrow and in poor Cody and required odd work arounds.</p>
25	4/7/2026	Brenda Grewe	22201	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	<p>Fully support both of these. Linking the trail near Iwo Jima to Columbia Pike would be amazing for multi-use purposes. I use both directions but always need to turn around because the trail does not connect.</p> <p>Arlington Blvd trail update needed because existing sidewalks are narrow and in poor Cody and required odd work arounds.</p>
26	4/7/2026	Alex Caryl	22203	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	<p>Hello, I am a resident of Arlington county. I am a typical resident in that I interact with Arlington's transportation infrastructure in multiple ways. In addition to driving occasionally throughout the county I also run recreationally on our trails and commute to work in DC on my bike. Us Arlingtonians take lots of pride in our transportation options and our wonderful trail system and therefore am submitting this comment to express support for the following proposals:</p> <p>ARL-024 will provide much needed trail connectivity between Rosslyn and National Landing and the neighboring communities. Currently the only trail available is Mt. Vernon trail which is not a direct route and connects too far south.</p>
27	4/7/2026	Alex Caryl	22203	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	<p>Hello, I am a resident of Arlington county. I am a typical resident in that I interact with Arlington's transportation infrastructure in multiple ways. In addition to driving occasionally throughout the county I also run recreationally on our trails and commute to work in DC on my bike. Us Arlingtonians take lots of pride in our transportation options and our wonderful trail system and therefore am submitting this comment to express support for the following proposals:</p> <p>ARL-026 This is a common bike route with existing infrastructure. Currently cyclists are at increased risk because of high speed traffic, especially going north because of hills. There isn't a great alternative, hence why so many cyclists use it. Dedicated multi use lanes would make the route much safer and hopefully slow speeds.</p>
28	4/7/2026	Alex Caryl	22203	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	<p>Hello, I am a resident of Arlington county. I am a typical resident in that I interact with Arlington's transportation infrastructure in multiple ways. In addition to driving occasionally throughout the county I also run recreationally on our trails and commute to work in DC on my bike. Us Arlingtonians take lots of pride in our transportation options and our wonderful trail system and therefore am submitting this comment to express support for the following proposals:</p> <p>ARL-027 this is one of the most needed intersection updates in the county. For POVs the vehicle speed is relatively high so its hard to accurately anticipate a left hand turn and it's unclear what lane to be in to turn left onto four mile run SB George Mason. In addition to this, the numerous cyclists create more obstacles and make this intersection hazardous. As a cyclist, this intersection is the biggest obstacle between Columbia Pike and Shirlington Rd. The way the lighting works, it's confusing knowing when to go and when not to because you'll go full minutes without seeing a car.</p>

ID	Date	Name	Zip Code of Residence	Comment Method	Project ID	Project Title	Jurisdiction	Comments
29	4/7/2026	Alex Caryl	22203	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	<p>Hello, I am a resident of Arlington county. I am a typical resident in that I interact with Arlington's transportation infrastructure in multiple ways. In addition to driving occasionally throughout the county I also run recreationally on our trails and commute to work in DC on my bike. Us Arlingtonians take lots of pride in our transportation options and our wonderful trail system and therefore am submitting this comment to express support for the following proposals:</p> <p>ARL-032 existing informal bike routes cross all along 50 making this a logical place to put a multi-use lane.</p>
30	4/7/2026	Alex Caryl	22203	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	<p>Hello, I am a resident of Arlington county. I am a typical resident in that I interact with Arlington's transportation infrastructure in multiple ways. In addition to driving occasionally throughout the county I also run recreationally on our trails and commute to work in DC on my bike. Us Arlingtonians take lots of pride in our transportation options and our wonderful trail system and therefore am submitting this comment to express support for the following proposals:</p> <p>ARL-036 the Custis trail is a major through fare for Arlington residents from multiple disciplines. Like its other paved counterparts, there is lots of congestion particularly between the runners and the cyclists. Many people use it to commute to DC, which in turn reduces car congestion. This is a high-impact project that I support.</p>
31	4/8/2026	Melanie Cimini	22206	Website	ARL-029	S. Glebe Rd. & W. Glebe Rd. Intersection	Arlington County	<p>ARL-029: I live very close to this intersection and drive it daily. It is (in my humble opinion) not well designed, and I am eager to see improvements in the flow of traffic here. I am hoping that this proposed change will help alleviate some of the traffic in the right lane that is bound for the 395 on-ramp and create a better flow between S Adams and Glebe.</p>
32	4/8/2026	Melanie Cimini	22206	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	<p>ARL-030: I am always for more accessibility to the Metro!</p>
33	4/8/2026	Melanie Cimini	22206	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	<p>ARL-031: I love the idea of refreshing the inside of the buses with digital displays that provide better ride and stop information, but I am not enthused by the concept of using QR codes in place of the paper schedules at stops. I agree with some amount of digitization to allow for real-time updates, but I would rather see a simple real-time display like at other transportation stations (airport, train station, etc.) rather than a QR code. I understand that that may be more labor intensive and costly than the QR codes (which I assume will be static and link to a website with real-time updates) but I personally would rather simply *see* the schedule and not have to pull out my phone and scan a code. It also puts the onus on the rider to A) have a cell phone that can scan QR codes, B) have enough internet signal to open the webpage, and C) know how to scan a QR code (as some people may not know how to do, although I admit the learning curve is not that steep). If this proposal is approved with the QR codes included, I would love to see the county maintain the existing paper schedules (with a refresh since some are a tad tattered) and have the QR code in addition to them, rather than as a strict replacement.</p>
34	4/8/2026	Melanie Cimini	22206	Website	ARL-035	Performance Parking Initiative (Phases 2–3)	Arlington County	<p>ARL-035: I do not support this proposal. My concern is with the implementation of AI in this to do data analysis and contribute to the pricing. I am reluctant to have AI for phase 3 of this project for a variety of reasons, but primarily because I do not trust AI companies on an ethical level, and because I do not trust that this implementation won't lead to excessive towing and tickets as I am not confident in an AI's judgment (and Arlington has a problem with predatory towing already). I am also skeptical about the future of AI, and would not want to see the county sink money into technology that doesn't last.</p>
35	4/8/2026	Diana Baron	22204	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	<p>The S. George Mason/S. Four Mile Run intersection is in desperate need of help. It has many lanes and users of all types going through it. It needs to be made more user friendly for all, not just pedestrians, bicyclists or cars. I've spent many hours sitting in it waiting for 2 or more light cycles to turn left onto S. George Mason from Four Mile Run. Can learn a lot from an intersection sitting there watching the traffic and waiting. It needs to be fixed with proper signalling for everyone.</p>
36	4/8/2026	Lisa Sievel-Otten	20112	Website	MAN-004	Manassas VRE Rail-with-Trail: Downtown Manassas–Bull Run Trail (Phase 1)	City of Manassas	<p>This trail is especially important as it links the City of Manassas with green spaces and public parks, while also accessing two VRE stations. It would be valuable for commuters and for leisure use, and would help fill a long-standing need for more trails for the area's growing population. It also takes advantage of some existing right-of-ways to make the construction more efficient. The multi-jurisdictional cooperation in its planning speaks to the importance of this trail for so many residents.</p>
37	4/8/2026	Jon Obenberger	22201	Website	ARL-035	Performance Parking Initiative (Phases 2–3)	Arlington County	<p>Dont fund until a cost benefit has been provided on the cost to provide, monitor, manage, and support the initial phase. Then require the same assessment of the results vs expected cost to fund and support Phase 2 of the project. Additionally require documentation on where in the Arl Co budget they have staff, capital funding, and operating budget to expend the program to Phase 3 and to incrementally expend or just operate after phase 3. Dont be fooled by consultants marketing of AI and deep analysis of data to run parking costs, this isnt that difficult. It is also an incremental expansion of an existing service to generate additional revenue and lower operating cost versus current approach being used for managing parking meters and payment.</p>
38	4/8/2026	Jon Obenberger	22201	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	<p>Recommend rejecting this project. It is not a "next generation". It is a proposal to provide a basic capability Arl Co should have already built into their system or included in the last contract for the contractor providing ART service to include. The project also doesnt identify what actual improvement it will have on performance. Or why is the need for this capability not being procured and paid for as a part of a regional system, where WAMTA could procure, manage, and incrementally add information on Arl provided bus service, ensuring all transit information is incorporated and available in one system. The fare box collection is so low on the use of Arl Co provided transit service, it would be cost effective to not pay to collect fares, not maintain fair collection, and reallocate resources. Arl Co doesnt have the capital and operating budget to sustain their current system. Before selecting this project, make Arl Co look at the 5 and 10 year capital and operating needs of their system, where is the funding coming from, and where does this project fit on their list of future needs and why should it be a regionally funded project vs WAMATA making the improvement.</p>

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39	4/8/2026	Jon Obenberger	22201	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	Court House Metro Station Access Improvements. Why has Arlington County not identified this improvement and requested funding from the developers who were granted bonus density to build within 1 mile of this metro station to provide funding to Arl Co to make this improvement? The identification of all transit, pedestrian, traffic, and public infrastructure needs need to be identified and used as a basis for any development in the corridor to obtain the funding needed for these type of improvements. Arlington County does not conduct the planning efforts needed to identify future infrastructure improvements within corridors to support assessing developers for funding or identifying what they need to provide toward these public benefits. Denying this project and send a message to Arlington County to identify needed infrastructure, transit, and other public needs within all corridors based on projected "visions" for added density and land use is necessary. Otherwise you are rewarding the lack of proper planning and identification of needed improvements which Arl Co should already be including in their capital improvement program or requiring developers to pay.
40	4/9/2026	Mattias Caro	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	I'm a 12 year resident of the Town of Hamilton, Virginia. We are raising our four children here. Having improved pedestrian use will greatly benefit the town's population. It provides more freedom for my children to explore the town and access the W&O trail through lateral streets. It will help with the overall traffic calming. It will improve the safety of the side walk which in many places is in dire need of repair. It makes the town more pedestrian friendly and there are a number of businesses that have opened along the main town road that need this critical pedestrian traffic.
41	4/9/2026	Nicole Toulouse	22207	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	I write in strong support of the projects listed in Arlington. Particular attention and need should be reiterated for the Glebe Road projects that are often overlooked due to the county not owning them. Glebe Road is in a desperate need of improvements and although these are not comprehensive they make some needed modest improvements. The trail projects are also of major interest as they are also in a state of disrepair. Metro access and multi-modal are also essential to the transportation demand management needed to sustain Arlington's smart growth.
42	4/9/2026	Nicole Toulouse	22207	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	I write in strong support of the projects listed in Arlington. Particular attention and need should be reiterated for the Glebe Road projects that are often overlooked due to the county not owning them. Glebe Road is in a desperate need of improvements and although these are not comprehensive they make some needed modest improvements. The trail projects are also of major interest as they are also in a state of disrepair. Metro access and multi-modal are also essential to the transportation demand management needed to sustain Arlington's smart growth.
43	4/9/2026	Nicole Toulouse	22207	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	I write in strong support of the projects listed in Arlington. Particular attention and need should be reiterated for the Glebe Road projects that are often overlooked due to the county not owning them. Glebe Road is in a desperate need of improvements and although these are not comprehensive they make some needed modest improvements. The trail projects are also of major interest as they are also in a state of disrepair. Metro access and multi-modal are also essential to the transportation demand management needed to sustain Arlington's smart growth.
44	4/9/2026	Nicole Toulouse	22207	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	I write in strong support of the projects listed in Arlington. Particular attention and need should be reiterated for the Glebe Road projects that are often overlooked due to the county not owning them. Glebe Road is in a desperate need of improvements and although these are not comprehensive they make some needed modest improvements. The trail projects are also of major interest as they are also in a state of disrepair. Metro access and multi-modal are also essential to the transportation demand management needed to sustain Arlington's smart growth.
45	4/9/2026	Nicole Toulouse	22207	Website	ARL-029	S. Glebe Rd. & W. Glebe Rd. Intersection	Arlington County	I write in strong support of the projects listed in Arlington. Particular attention and need should be reiterated for the Glebe Road projects that are often overlooked due to the county not owning them. Glebe Road is in a desperate need of improvements and although these are not comprehensive they make some needed modest improvements. The trail projects are also of major interest as they are also in a state of disrepair. Metro access and multi-modal are also essential to the transportation demand management needed to sustain Arlington's smart growth.
46	4/9/2026	Nicole Toulouse	22207	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	I write in strong support of the projects listed in Arlington. Particular attention and need should be reiterated for the Glebe Road projects that are often overlooked due to the county not owning them. Glebe Road is in a desperate need of improvements and although these are not comprehensive they make some needed modest improvements. The trail projects are also of major interest as they are also in a state of disrepair. Metro access and multi-modal are also essential to the transportation demand management needed to sustain Arlington's smart growth.
47	4/9/2026	Nicole Toulouse	22207	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	I write in strong support of the projects listed in Arlington. Particular attention and need should be reiterated for the Glebe Road projects that are often overlooked due to the county not owning them. Glebe Road is in a desperate need of improvements and although these are not comprehensive they make some needed modest improvements. The trail projects are also of major interest as they are also in a state of disrepair. Metro access and multi-modal are also essential to the transportation demand management needed to sustain Arlington's smart growth.
48	4/9/2026	Nicole Toulouse	22207	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	I write in strong support of the projects listed in Arlington. Particular attention and need should be reiterated for the Glebe Road projects that are often overlooked due to the county not owning them. Glebe Road is in a desperate need of improvements and although these are not comprehensive they make some needed modest improvements. The trail projects are also of major interest as they are also in a state of disrepair. Metro access and multi-modal are also essential to the transportation demand management needed to sustain Arlington's smart growth.

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49	4/9/2026	Nicole Toulouse	22207	Website	ARL-033	S. Glebe Rd & 7th St. S Intersection	Arlington County	I write in strong support of the projects listed in Arlington. Particular attention and need should be reiterated for the Glebe Road projects that are often overlooked due to the county not owning them. Glebe Road is in a desperate need of improvements and although these are not comprehensive they make some needed modest improvements. The trail projects are also of major interest as they are also in a state of disrepair. Metro access and multi-modal are also essential to the transportation demand management needed to sustain Arlington's smart growth.
50	4/9/2026	Nicole Toulouse	22207	Website	ARL-034	N. Glebe Rd. at QuincySt. / Henderson Rd. Intersection	Arlington County	I write in strong support of the projects listed in Arlington. Particular attention and need should be reiterated for the Glebe Road projects that are often overlooked due to the county not owning them. Glebe Road is in a desperate need of improvements and although these are not comprehensive they make some needed modest improvements. The trail projects are also of major interest as they are also in a state of disrepair. Metro access and multi-modal are also essential to the transportation demand management needed to sustain Arlington's smart growth.
51	4/9/2026	Nicole Toulouse	22207	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	I write in strong support of the projects listed in Arlington. Particular attention and need should be reiterated for the Glebe Road projects that are often overlooked due to the county not owning them. Glebe Road is in a desperate need of improvements and although these are not comprehensive they make some needed modest improvements. The trail projects are also of major interest as they are also in a state of disrepair. Metro access and multi-modal are also essential to the transportation demand management needed to sustain Arlington's smart growth.
52	4/9/2026	Nicole Toulouse	22207	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	I write in strong support of the projects listed in Arlington. Particular attention and need should be reiterated for the Glebe Road projects that are often overlooked due to the county not owning them. Glebe Road is in a desperate need of improvements and although these are not comprehensive they make some needed modest improvements. The trail projects are also of major interest as they are also in a state of disrepair. Metro access and multi-modal are also essential to the transportation demand management needed to sustain Arlington's smart growth.
53	4/9/2026	Terri Armao	22204	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	Please don't provide funding for any of the projects selected in Arlington County. DES continues to waste tax dollars on projects not needed. They are making it difficult to drive or walk in Arlington. Wile most accidents are drivers a lot of these accidents are because of so-called "improvements" that are making the streets less safe. They continue to chop down trees to be replaced with concrete. The bus stops are out in the blazing sun.
54	4/9/2026	Terri Armao	22204	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	Please don't provide funding for any of the projects selected in Arlington County. DES continues to waste tax dollars on projects not needed. They are making it difficult to drive or walk in Arlington. Wile most accidents are drivers a lot of these accidents are because of so-called "improvements" that are making the streets less safe. They continue to chop down trees to be replaced with concrete. The bus stops are out in the blazing sun.
55	4/9/2026	Terri Armao	22204	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	Please don't provide funding for any of the projects selected in Arlington County. DES continues to waste tax dollars on projects not needed. They are making it difficult to drive or walk in Arlington. Wile most accidents are drivers a lot of these accidents are because of so-called "improvements" that are making the streets less safe. They continue to chop down trees to be replaced with concrete. The bus stops are out in the blazing sun.
56	4/9/2026	Terri Armao	22204	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	Please don't provide funding for any of the projects selected in Arlington County. DES continues to waste tax dollars on projects not needed. They are making it difficult to drive or walk in Arlington. Wile most accidents are drivers a lot of these accidents are because of so-called "improvements" that are making the streets less safe. They continue to chop down trees to be replaced with concrete. The bus stops are out in the blazing sun.
57	4/9/2026	Terri Armao	22204	Website	ARL-029	S. Glebe Rd. & W. Glebe Rd. Intersection	Arlington County	Please don't provide funding for any of the projects selected in Arlington County. DES continues to waste tax dollars on projects not needed. They are making it difficult to drive or walk in Arlington. Wile most accidents are drivers a lot of these accidents are because of so-called "improvements" that are making the streets less safe. They continue to chop down trees to be replaced with concrete. The bus stops are out in the blazing sun.
58	4/9/2026	Terri Armao	22204	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	Please don't provide funding for any of the projects selected in Arlington County. DES continues to waste tax dollars on projects not needed. They are making it difficult to drive or walk in Arlington. Wile most accidents are drivers a lot of these accidents are because of so-called "improvements" that are making the streets less safe. They continue to chop down trees to be replaced with concrete. The bus stops are out in the blazing sun.
59	4/9/2026	Terri Armao	22204	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	Please don't provide funding for any of the projects selected in Arlington County. DES continues to waste tax dollars on projects not needed. They are making it difficult to drive or walk in Arlington. Wile most accidents are drivers a lot of these accidents are because of so-called "improvements" that are making the streets less safe. They continue to chop down trees to be replaced with concrete. The bus stops are out in the blazing sun.
60	4/9/2026	Terri Armao	22204	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	Please don't provide funding for any of the projects selected in Arlington County. DES continues to waste tax dollars on projects not needed. They are making it difficult to drive or walk in Arlington. Wile most accidents are drivers a lot of these accidents are because of so-called "improvements" that are making the streets less safe. They continue to chop down trees to be replaced with concrete. The bus stops are out in the blazing sun.
61	4/9/2026	Terri Armao	22204	Website	ARL-033	S. Glebe Rd & 7th St. S Intersection	Arlington County	Please don't provide funding for any of the projects selected in Arlington County. DES continues to waste tax dollars on projects not needed. They are making it difficult to drive or walk in Arlington. Wile most accidents are drivers a lot of these accidents are because of so-called "improvements" that are making the streets less safe. They continue to chop down trees to be replaced with concrete. The bus stops are out in the blazing sun.

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62	4/9/2026	Terri Armao	22204	Website	ARL-034	N. Glebe Rd. at QuincySt. / Henderson Rd. Intersection	Arlington County	Please don't provide funding for any of the projects selected in Arlington County. DES continues to waste tax dollars on projects not needed. They are making it difficult to drive or walk in Arlington. Wile most accidents are drivers a lot of these accidents are because of so-called "improvements" that are making the streets less safe. They continue to chop down trees to be replaced with concrete. The bus stops are out in the blazing sun.
63	4/9/2026	Terri Armao	22204	Website	ARL-035	Performance Parking Initiative (Phases 2-3)	Arlington County	Please don't provide funding for any of the projects selected in Arlington County. DES continues to waste tax dollars on projects not needed. They are making it difficult to drive or walk in Arlington. Wile most accidents are drivers a lot of these accidents are because of so-called "improvements" that are making the streets less safe. They continue to chop down trees to be replaced with concrete. The bus stops are out in the blazing sun.
64	4/9/2026	Terri Armao	22204	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	Please don't provide funding for any of the projects selected in Arlington County. DES continues to waste tax dollars on projects not needed. They are making it difficult to drive or walk in Arlington. Wile most accidents are drivers a lot of these accidents are because of so-called "improvements" that are making the streets less safe. They continue to chop down trees to be replaced with concrete. The bus stops are out in the blazing sun.
65	4/9/2026	Terri Armao	22204	Website	ARL-037	Eads St. Multimodal Improvements: 15th-23rd St. S	Arlington County	Please don't provide funding for any of the projects selected in Arlington County. DES continues to waste tax dollars on projects not needed. They are making it difficult to drive or walk in Arlington. Wile most accidents are drivers a lot of these accidents are because of so-called "improvements" that are making the streets less safe. They continue to chop down trees to be replaced with concrete. The bus stops are out in the blazing sun.
66	4/9/2026	Katheryn Caro	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	I strongly support funding to improve pedestrian access in Hamilton, VA. We have lived here since 2014 and have 4 children who cannot safely navigate out of our S James Street neighborhood to the rest of the town due to the lack of a crosswalk or a sidewalk on the south side of E. Colonial Hwy near the Post Office. This project lacks the scope to address access for my neighborhood, but would improve pedestrian traffic safety for many people with similarly unsafe access in town.
67	4/9/2026	Nicole Toulouse	22207	Website	ARL-035	Performance Parking Initiative (Phases 2-3)	Arlington County	I write in strong support of the projects listed in Arlington. Particular attention and need should be reiterated for the Glebe Road projects that are often overlooked due to the county not owning them. Glebe Road is in a desperate need of improvements and although these are not comprehensive they make some needed modest improvements. The trail projects are also of major interest as they are also in a state of disrepair. Metro access and multi-modal are also essential to the transportation demand management needed to sustain Arlington's smart growth.
68	4/10/2026	Greg Tsukalas	20110	Website	MAN-004	Manassas VRE Rail-with-Trail: Downtown Manassas-Bull Run Trail (Phase 1)	City of Manassas	This is a bad project. There is not a lot of room between the rail and residences and businesses. This will create more problems and safety issues for residents. Not all rail easements need to become trails. This could have other implications for safety. The best place for these trails is not next to high speed railways.
69	4/11/2026	Claire Willard	22205	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	I strongly support the proposed improvements to the Custis Trail. As an Arlington resident, I greatly rely on our extensive bike trails in order to commute to work, visit friends and family, and enjoy all that Arlington has to offer. I particularly enjoy having access to the Custis Trail to reach Ballston and Rosslyn. The project's focus on grading and blind spots, as well as the other improvements, would make the trail safer to navigate for all of us who already rely on this trail and would be sure to make it a more welcoming option for others, as well.
70	4/11/2026	Claire Willard	22205	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike-S. Dinwiddie St.	Arlington County	I strongly support the proposed improvements on George Mason Drive and the intersection of George Mason Drive and Four Mile Run Drive. I am an Arlington resident and teacher at Wakefield High School, and I often commute to work by bike using the W&OD trail. The stretch of my bike commute from Wakefield High School down George Mason Drive to get on to the W&OD trail along Four Mile Run Drive is when I have the least protection as a cyclist, and my ability to turn left at Four Mile Run Drive in order to head west on the W&OD trail requires difficult and tedious maneuvering. I am always glad to see how many staff and students choose walking, biking, and public transit to make their way to Wakefield each day. I think the multi-modal path and new infrastructure at the intersection would make commuting to and from school much easier and safer for me, other school staff members, and our Arlington youth.
71	4/11/2026	Claire Willard	22205	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	I strongly support the proposed improvements on George Mason Drive and the intersection of George Mason Drive and Four Mile Run Drive. I am an Arlington resident and teacher at Wakefield High School, and I often commute to work by bike using the W&OD trail. The stretch of my bike commute from Wakefield High School down George Mason Drive to get on to the W&OD trail along Four Mile Run Drive is when I have the least protection as a cyclist, and my ability to turn left at Four Mile Run Drive in order to head west on the W&OD trail requires difficult and tedious maneuvering. I am always glad to see how many staff and students choose walking, biking, and public transit to make their way to Wakefield each day. I think the multi-modal path and new infrastructure at the intersection would make commuting to and from school much easier and safer for me, other school staff members, and our Arlington youth.
72	4/11/2026	David Willard	22205	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike-S. Dinwiddie St.	Arlington County	ARL-026 and ARL-027, together, are incredibly important for providing bike access in Arlington, especially in the southern part of the county. The existing intersection of Four Mile Run Drive, its access road, the bike trail, and George Mason Drive is a complex and slow intersection for all users. For trail users, this complexity is not currently balanced by a range of travel options, as most users will not be comfortable biking in busy traffic on George Mason, especially not up the hill toward Wakefield and the county line. The proposed multi-use trail along George Mason Drive is therefore essential in allowing Four Mile Run/W&OD trail users the option of reaching their destination quickly and safely. It is especially essential for Wakefield students, many of whom will be able to navigate to and from school almost entirely on the current and future trails, without traveling alongside busy traffic at rush hour.

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73	4/11/2026	David Willard	22205	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	ARL-026 and ARL-027, together, are incredibly important for providing bike access in Arlington, especially in the southern part of the county. The existing intersection of Four Mile Run Drive, its access road, the bike trail, and George Mason Drive is a complex and slow intersection for all users. For trail users, this complexity is not currently balanced by a range of travel options, as most users will not be comfortable biking in busy traffic on George Mason, especially not up the hill toward Wakefield and the county line. The proposed multi-use trail along George Mason Drive is therefore essential in allowing Four Mile Run/W&OD trail users the option of reaching their destination quickly and safely. It is especially essential for Wakefield students, many of whom will be able to navigate to and from school almost entirely on the current and future trails, without traveling alongside busy traffic at rush hour.
74	4/11/2026	David Willard	22205	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.-N. Jackson St.	Arlington County	The Arlington Boulevard Trail (ARL-032) is an essential project for mobility around Arlington, especially for those who live, work, attend school, or otherwise spend time in the central portion of the county (roughly bounded by Wilson Boulevard, Washington Boulevard, Columbia Pike, and the W&OD Trail on the north, east, south, and west, respectively). While Arlington's existing trail network, particularly the Arlington Loop, provide great connectivity for those in its vicinity, many neighborhoods have very little in the way of safe bike infrastructure. The Arlington Boulevard Trail is an essential east-west connection for these neighborhoods to be able to access not only Arlington's existing trail network at the W&OD, but a whole array of north-south street routes, which will hopefully only become faster, safer, and more comfortable as Arlington's on-street bike network continues to be built out.
75	4/11/2026	David Willard	22205	Website	ARL-035	Performance Parking Initiative (Phases 2-3)	Arlington County	Arlington's Performance Parking (ARL-035) pilot has been a success and its expansion will be a great asset in helping the county manage its valuable on-street parking. Real-time, dynamic pricing allows this space to be valued correctly and ensures that parking is available where people want it.
76	4/11/2026	David Willard	22205	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	The Custis Trail is an asset to Arlington, Northern Virginia, and the greater DC area, but it is in many ways an outdated piece of infrastructure. ARL-036 will widen and modernize this important east-west biking and pedestrian connection, eliminating potential conflict points and giving all users a safer and smoother trail experience, ultimately allowing for more overall users, particularly those who are less experienced on trails and/or otherwise might choose to travel by car.
77	4/11/2026	David Willard	22205	Website	ARL-037	Eads St. Multimodal Improvements: 15th-23rd St. S	Arlington County	Eads Street has, indeed, become Pentagon City's and Crystal City's true "main street" (ARL-037). The homes, offices, shops, restaurants, and other amenities bring masses of people onto these streets on foot and, increasingly, on bikes. The neighborhood now has a bike shop, many protected lanes and intersections, and great connections to the Mount Vernon Trail to the east. Pedestrian and bike infrastructure will only become more important with the expanded Crystal City Metro and train stations, as well as the future connection to DCA. Eads Street must continue to be a safe main street for all users, and a safe and fast north-south bike and pedestrian connection through the heart of the community will continue to be important as the neighborhood develops in the future.
78	4/13/2026	Angelina Jones	22206	Website	HND-016	S. Elden St. Corridor Improvements	Town of Herndon	I work in the Town of Herndon and am highly supportive of the Elden Street Corridor improvements. These changes will increase walkability and the overall comfort level for pedestrians and cyclists.
79	4/13/2026	Fatemeh Taghavi	20171	Website	HND-016	S. Elden St. Corridor Improvements	Town of Herndon	I completely support this project. These improvements are really needed at South Elden because residents like me use this area very frequently. Please support this project
80	4/14/2026	Tim Brandes	22201	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	This would be a game changer for my commute. The current elevator is so slow and cramped. Having two high speed elevators would eliminate crowding and make getting in and out much faster.
81	4/15/2026	Asa Orrin-Brown	22304	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	As the TPB CAC for Alexandria I would like to wholeheartedly endorse T&ES' request and plans to improve the Duke and Eisenhower corridors. There were lengthy public input periods for both projects, with substantial participation. The resulting designs do a great job of embracing best practices along with the desires of the community for safety improvements. Thank you for your time and consideration.
82	4/15/2026	Asa Orrin-Brown	22304	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	As the TPB CAC for Alexandria I would like to wholeheartedly endorse T&ES' request and plans to improve the Duke and Eisenhower corridors. There were lengthy public input periods for both projects, with substantial participation. The resulting designs do a great job of embracing best practices along with the desires of the community for safety improvements. Thank you for your time and consideration.
83	4/16/2026	Ken Notis	22302	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	I am writing on behalf of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC). We request that the NVTA approve funding for the two projects requested by the City of Alexandria.  We support the request for ALX-039. Eisenhower corridor improvements. This would improve safety for all modes, and is especially important for pedestrians and people on bikes.  We support the request for ALX-040, Duke Street Transitway. This is an important transit project, and will also advance safety for pedestrians and people on bikes in this important corridor.
84	4/16/2026	Ken Notis	22302	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	I am writing on behalf of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC). We request that the NVTA approve funding for the two projects requested by the City of Alexandria.  We support the request for ALX-039. Eisenhower corridor improvements. This would improve safety for all modes, and is especially important for pedestrians and people on bikes.  We support the request for ALX-040, Duke Street Transitway. This is an important transit project, and will also advance safety for pedestrians and people on bikes in this important corridor.

ID	Date	Name	Zip Code of Residence	Comment Method	Project ID	Project Title	Jurisdiction	Comments
85	4/17/2026	James McNabb	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	Please approve funding for Van Buren Ext from Cardinal Dr to Rt # 234 known as PWC-046. Traffic is unbearable going through Montclair , a residential housing neighborhood whereas a new extension from Cardinal Dr to Rt 234 would speed up access to homes and businesses on Rt234 and also save mileage, energy, exhaust air quality. It would also provide a go around access to go South on Rt95. Stats show that this Extension was needed years ago. 4Seasons does not worry about noise they are going to approve a new data center in the same area that the new road is to be built.
86	4/17/2026	James Cech	22025	Public Hearing & Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	I'm very pleased to see this project has finally received the priority it has long deserved. I was a Board Member and 4X President of the Montclair Property Owners Association. Each year our County Supervisor would come, with VDOT and PWC planners, to the annual meeting with an update on how the road extension would end the cut through traffic on Waterway drive from Cardinal to 234, through three school zones. I now live in Four Seasons and I still support this needed road to remove some of the daily traffix flowing in front of our entrance and provide a safer enviornment for the school children in Montclair.
87	4/17/2026	Mildred Carroll	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	I live in the Four Seasons community, an area that will be impacted by the road; I personally think the road will be beneficial to our community. This is an age-restricted community of 801 homes, and many of the residents feel uncomfortable using I-95 for local commutes. The Van Buren extension would provide a safe avenue to reach Rt. 1. The County has had this road on its long-range plan for years; it is time to bring it to fruition.
88	4/18/2026	Richard Dunbar	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	I am strongly opposed to this proposal. The VBRE will not reduce traffic congestion markedly. Most of the rush hour traffic on Route 234 morning and evening is due to its access to I-95 which commuters use north and south to go to work. A road that connects 234 to Cardinal Drive and points beyond does nothing to help these commuters reach any I-95 entrances or exits that is any less clogged with traffic during rush hour. The only real benefit to this road is the ability of commuters living off Cardinal Drive and Dale Boulevard to reach the commuter parking lot at U.S. Route 1 and Route 234 more directly without having to go through the Montclair community using Waterway Drive. It is also of benefit to drivers who want to reach local shopping and services in Woodbridge and Dale City if they live between Clubhouse Drive and U.S. Route 1. Others not living in that area are more likely to use Minnieville Road, Spriggs Road, Waterway Drive, and U.S. Route 1. The negative impact this road has on residential communities between Route 234 and Cardinal is concerning. The VBRE would enable access to the Four Seasons Retirement community by unauthorized persons. It also would cut right through the residential community at the intersection of Cardinal Drive, Benita Fitzgerald Drive and Van Buren Road creating additional congestion at that location, especially during school hours. It also poses a clear safety hazard to residents of that community and would add noise and pollution to that community.
89	4/19/2026	Matthew Shaw	22209	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	ARL-024 This is a critical connection north-south between North Arlington and Crystal City that doesn't require unsignalized crossings over free-flow roads. Please build this and keep it as far away from travel lanes as possible (or put a barrier when appropriate)
90	4/19/2026	Matthew Shaw	22209	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	ARL-030 This is a great project. Courthouse desperately needs an elevator alternative. The current one is extremely slow and gets bottlenecked by users who do not want to walk via the East entrance. This reduces pressure for people who need to use the elevator, such as cyclists and stroller users.
91	4/19/2026	Matthew Shaw	22209	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	ARL-031 Websites should be a supplement to paper maps. Info should still be available at major stops on boards, but does not have to be at every stop.
92	4/19/2026	Matthew Shaw	22209	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	ARL-032 The ABT needs to be extended through this area. The current sidewalk is insufficient.
93	4/19/2026	Matthew Shaw	22209	Website	ARL-035	Performance Parking Initiative (Phases 2–3)	Arlington County	ARL-035 Street parking in commercial corridors needs to be priced appropriately. Be careful about the communication and framing to make sure that this sounds fair.
94	4/19/2026	Matthew Shaw	22209	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-036 Custis Trail is extremely busy in the summer and highly utilized outside of winter. A wider trail will improve safety and reduce user friction. Separate walk/run from bike if possible using striping. Pay attention to the highway 29 crossing near I66 in particular, the switchback has a hard corner. Install mirrors where appropriate on tunnels and blind curves with warning signs when they are unavoidable.
95	4/19/2026	Matthew Shaw	22209	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	ARL-037 It is worthwhile to reduce or remove parking in favor of bike lanes, parklets, or wider sidewalks.
96	4/19/2026	Brian Shelton	22305	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	I ride through here to get to work on the weekdays and for fun on the weekends. This intersection is a mess for everyone who needs to go through it. Separating bicycle and pedestrians with a bridge will definitely help reduce the confusion and accidents and make riding the W&OD mush safer and enjoyable
97	4/19/2026	Richard Bailey	22205	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
98	4/19/2026	Richard Bailey	22205	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
99	4/19/2026	Richard Bailey	22205	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!

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100	4/19/2026	Richard Bailey	22205	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
101	4/19/2026	Richard Bailey	22205	Website	ARL-029	S. Glebe Rd. & W. Glebe Rd. Intersection	Arlington County	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
102	4/19/2026	Richard Bailey	22205	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
103	4/19/2026	Richard Bailey	22205	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
104	4/19/2026	Richard Bailey	22205	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
105	4/19/2026	Richard Bailey	22205	Website	ARL-033	S. Glebe Rd & 7th St. S Intersection	Arlington County	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
106	4/19/2026	Richard Bailey	22205	Website	ARL-034	N. Glebe Rd. at QuincySt. / Henderson Rd. Intersection	Arlington County	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
107	4/19/2026	Richard Bailey	22205	Website	ARL-035	Performance Parking Initiative (Phases 2–3)	Arlington County	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
108	4/19/2026	Richard Bailey	22205	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
109	4/19/2026	Richard Bailey	22205	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
110	4/19/2026	Richard Bailey	22205	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
111	4/19/2026	Richard Bailey	22205	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
112	4/19/2026	Richard Bailey	22205	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
113	4/19/2026	Richard Bailey	22205	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	Making it easier for non-car mobiles to get around is the single easiest way to improve safety, health, satisfaction, and the environment. Go multi-modal!
114	4/20/2026	William Nicholas	22304	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	I strongly support both of these vital projects and commend NVTA for pursuing them.
115	4/20/2026	William Nicholas	22304	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	I strongly support both of these vital projects and commend NVTA for pursuing them.
116	4/20/2026	Kelsey Cooper	22304	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	I support these vital projects to improving transit options and roadway safety for the City of Alexandria.
117	4/20/2026	Kelsey Cooper	22304	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	I support these vital projects to improving transit options and roadway safety for the City of Alexandria.
118	4/20/2026	Mike Shindledecker	20194	Website	HND-016	S. Elden St. Corridor Improvements	Town of Herndon	Elden Street is such an important area of Herndon and of Northern Virginia because of the goods and services it provides to people of our community. However, to congestion and lack of safety features of this corridor make it very challenging to navigate, particularly for pedestrians and bicyclists. This project is sorely needed for the people of our area and will better the greater Herndon-Reston area.
119	4/20/2026	Lori Esquina	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	Our community(55+) of Four Seasons Historic Virginia strongly opposes the Van Buren Rd (VBR) project which will go directly through the middle of Cardinal Grove Community, the entire east side of our retirement community of Four Seasons and by Copper Mill Estates. These communities will all be adversely affected including Fannie Fitzgerald Elementary school, built on the corner of Cardinal Drive, Van Buren Rd, Benita Fitzgerald Dr. All those school children, parents and buses will be negatively impacted by VBR. VBR will destroy large, old growth trees, wildlife habitats, 2 creeks and wetlands. It will increase noise and air pollution from VBR and the adjacent I95. It will bring commercial development and semi truck traffic. It will increase traffic on Cardinal Drive and Rt 234, a heavily traveled road. It will decrease the safety and security of each community No fence or wall will be there to provide security for these homesand the residents of all ages. Many of the parcels of land are zoned commercial (M-2) and are only 50 feet from our senior citizens homes. Offices, datacenters, warehouses, industrial parks are some of things we have heard or seen on maps of the area. The county told us years ago that the road was needed to relieve traffic on I95 and Route 1, this is no longer the case. I95 has added express lanes, widened the regular lanes from Occoquan to Quantico. Also the widening of Route 1 from Woodbridge to Quantico is funded and well underway.The enormous financial cost of this 2 mile road is not justified. Please let's save the quality of life and safety of the people of eastern PWC.

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120	4/20/2026	Thomas Esquina	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	The proposed Van Buren Rd (VBR) project will go directly through the middle of Cardinal Grove Community, the entire eastern side of the retirement community of Four Seasons and by Copper Mill Estates. These communities all approved by the county including Fannie Fitzgerald school built on the corner of Cardinal Drive, Van Buren Rd, Benita Fitzgerald Dr. All those school children, parents and buses will be negatively impacted by VBR. Yet the county allowed these residential communities and the school to be built. VBR will destroy large, old growth trees, wildlife habitats and wetlands. It will increase noise and air pollution from VBR and the adjacent I95. It will bring commercial development and semi truck traffic. It will increase traffic on Cardinal Drive and Rt 234, a heavily traveled roads. It will decrease the safety and security of each community and the residents of all ages. Many of the parcels of land are zoned commercial (M-2) and are only 40 feet from people's residences. Offices, data center, warehouses, industrial park are some of things we have heard or seen on maps of the area. The county told us years ago that the road was needed to relieve traffic on I95 and Route 1, this is no longer the case. I95 has added express lanes, widened the regular lanes from Occoquan to Quantico. Also the widening of Route 1 from Woodbridge to Quantico is funded and well underway. Please let's save the quality of life for PWC citizens.
121	4/20/2026	Richard & Paul Shapiro	20158	Mail	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	We wish to submit my support for funding of a project to upgrade the sidewalks and pedestrian crossing in the referenced Concept Plan illustrated in the attached document. We have tried to provide details comments on the current conditions in the nearby vicinity of our residence at ___ 20158, which is on the South side of E. Colonial Highway.
122	4/21/2026	Jeremiah Howard	22205	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	I oppose the widening of Custis Trail. Widening the trail will encourage bicyclists to ride faster, endangering pedestrians. Thank you.
123	4/21/2026	Trey Joseph Wadsworth	22102	Website	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	A four page project "description" with a MapQuest quality map circa 1997 internet with a highlighted line and no other meaningful details warrants a \$1B project? The scores from the evaluations lack key details like the total available points per criteria to understand how well this massive project performs. It's nearly impossible to understand how this project performs relative to other projects of its type. What are the ridership projections, SOV reductions? Staff calculated scores obscures important detail to know if another project would be better. Hard to believe this is the most worthwhile way to spend \$1B on the lone project for Fairfax County when clearly there has been no effort to better describe the public of its merits. I wouldn't proceed with this project as presented to the public. NVTA staff have not sufficiently relayed important information for this level of expenditure.
124	4/21/2026	Trey Joseph Wadsworth	22102	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	The map doesn't work to view the projects and I should be able to submit a comment without associating it with a specific project. You're are unintentionally limiting the public's ability to comment on broader concepts related to the entire programming process by forcing them to choose a project to even leave a project. The form should be revised and the maps actually enabled before any action is taken on this SYP by the Authority's board.
125	4/21/2026	Rebecca Gaspard	22203	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	I strongly support the proposed Custis Trail widening and improvement project. I bike this trail regularly with my two young kids (ages 4 and 6), and the current conditions make it genuinely stressful. Many sections are very narrow, with a soundwall on one side and a drainage ditch on the other. Add in the steep hills, blind curves, and large bumps from tree roots, and it's a lot to navigate — especially with children.  Widening the trail and improving lighting would make a real difference in safety for all users, from families to daily commuters. It's easy to think of this as just a recreational path, but for many in our neighborhood it's an important transportation route. These improvements are well worth the investment.
126	4/21/2026	Kay Kinnal	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	I stringly oppose this project. There would be little benefit to extending Van Buren Rd. Currently, there are other avenues to reach Cardinal Drive, and those streets, which I travel daily, are not congested. The largest beneficiary of this extension would be the data centers proposed adjacent to the planned roadway extension. This extension would create very little benefit for the community or commuters. The costs involved in construction would far outweigh any benefit. Thank you.
127	4/21/2026	Sean Schweitzer	22302	Website	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	I support funding for the Richmond Highway BRT in order for the County to complete the project which will service many surrounding residents that need a more reliable and efficient mode of transit. I also support the Duke Street Phase 2 project as well as Eisenhower Ave/ Van Dorn corridor improvements which will help residents have safer biking and walking options and better transit options.
128	4/21/2026	Sean Schweitzer	22302	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	I support funding for the Richmond Highway BRT in order for the County to complete the project which will service many surrounding residents that need a more reliable and efficient mode of transit. I also support the Duke Street Phase 2 project as well as Eisenhower Ave/ Van Dorn corridor improvements which will help residents have safer biking and walking options and better transit options.
129	4/21/2026	Sean Schweitzer	22302	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	I support funding for the Richmond Highway BRT in order for the County to complete the project which will service many surrounding residents that need a more reliable and efficient mode of transit. I also support the Duke Street Phase 2 project as well as Eisenhower Ave/ Van Dorn corridor improvements which will help residents have safer biking and walking options and better transit options.
130	4/21/2026	Judy Dota	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	Please do not use funds to support the PWC Van Buren Road project. It will adversely affect the seniors in Four Seasons 55 and over community. There are other more important projects that will serve the community and not hurt it.
131	4/21/2026	Marianne DiGiario	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	Please do not fund to build this road. We have enough crime, traffic and people driving without licenses. This road will be a nuisance to those living in Four Seasons Historic 55 community with all the noise and air pollution.
132	4/21/2026	Debra Haeder	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	I am opposed to construction of the van buren extension
133	4/22/2026	Antonina Nuzzo	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	I live in Four Seasons. This road is too close to our community and I believe will feed more traffic on 234. How will this prevent trucks cutting thru Dale City to bypass the truck rest stop? Also, it will have too much traffic passing Fitzgerald school. Cardinal Drive which intersects the road and it has had quite a few accidents and deaths already. I think this road is a total waste of money and will cause more traffic.

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134	4/23/2026	Keven LeBlanc	20170	Website	HND-016	S. Elden St. Corridor Improvements	Town of Herndon	<p>The South Elden Street Improvements project covers a 0.4-mile segment between Sterling Road and Herndon Parkway. Safety is a central focus, with an emphasis on creating a seamless and safer multimodal environment for pedestrians and cyclists. The project includes construction of an 8-foot shared-use path and reconstruction of the existing five-lane roadway into a four-lane section with a raised median and dedicated turning lanes. Additional improvements include LED traffic, bicycle, and pedestrian signalization; upgraded streetlighting; ADA-compliant curb ramps; sidewalks; and paver crosswalks.</p> <p>The purpose of the project is to enhance safety and multimodal circulation for drivers, pedestrians, bicyclists, and transit riders, while improving access to local and regional destinations.</p>
135	4/24/2026	Karen Belle	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	<p>Good Morning ~ I am contacting you to express my support for the traffic and safety improvements proposed for the Old Colonial Hwy (Rt 7) through Hamilton VA. This road is not just a very busy commuter route, it is also a thread connecting the post office, the town park, the elementary school and homes of those who make up this community. As the population of this area grows, more and more vehicles use this road on a daily basis, with drivers caring not about the Hamilton community, but only about getting to the destination as quickly as possible. The traffic on Colonial Hwy is not only heavy, it is also fast moving. Speed limit signs seem to carry no more weight than do the yellow 'no passing' lines down the middle of the road. With the road as it is now, it is unsafe for not only young children, but also for adults with strollers to walk to the park, to the post office, or just to go for a stroll.</p> <p>I live on Colonial Highway. I know 'first hand' of how traffic has changed over the years - not only the volume, but also the speed.....and NOT in a good way. I am contacting you to ask that for your approval of Hamilton's request for Traffic and Safety Improvements along Colonial Highway.</p>
136	4/24/2026	Chris Remuzzi	22204	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	<p>George Mason Drive is a hostile traffic sewer with tons of speeding and unsafe behavior. The neighborhoods of Columbia Forest and Claremont have limited safe access to the trail system. The intersection of George Mason and Four Mile run is quite dangerous and confusing.</p> <p>The Custis</p>
137	4/24/2026	Chris Remuzzi	22204	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	<p>George Mason Drive is a hostile traffic sewer with tons of speeding and unsafe behavior. The neighborhoods of Columbia Forest and Claremont have limited safe access to the trail system. The intersection of George Mason and Four Mile run is quite dangerous and confusing.</p> <p>The Custis</p>
138	4/24/2026	Chris Remuzzi	22204	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	<p>George Mason Drive is a hostile traffic sewer with tons of speeding and unsafe behavior. The neighborhoods of Columbia Forest and Claremont have limited safe access to the trail system. The intersection of George Mason and Four Mile run is quite dangerous and confusing.</p> <p>The Custis</p>
139	4/24/2026	Chris Remuzzi	22204	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	<p>George Mason Drive is a hostile traffic sewer with tons of speeding and unsafe behavior. The neighborhoods of Columbia Forest and Claremont have limited safe access to the trail system. The intersection of George Mason and Four Mile run is quite dangerous and confusing.</p> <p>The Custis</p>
140	4/24/2026	Chris Remuzzi	22204	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	<p>George Mason Drive is a hostile traffic sewer with tons of speeding and unsafe behavior. The neighborhoods of Columbia Forest and Claremont have limited safe access to the trail system. The intersection of George Mason and Four Mile run is quite dangerous and confusing.</p> <p>The Custis</p>

ID	Date	Name	Zip Code of Residence	Comment Method	Project ID	Project Title	Jurisdiction	Comments
141	4/24/2026	Caitlin and Harrison Fields	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	<p>Dear Members of the Northern Virginia Transportation Authority,</p> <p>We are writing to express our strong support for the Town of Hamilton’s application for NVTA funding for pedestrian and traffic safety improvements along East Colonial Highway.</p> <p>As residents of East Colonial Highway and parents of young children, this project is not abstract to us—it is directly tied to the safety and daily well-being of our family and our neighbors. The current conditions along this corridor present real challenges for pedestrians, particularly families with strollers, children walking or biking, and residents trying to safely access local businesses and community amenities.</p> <p>The proposed installation of continuous sidewalks, improved pedestrian crossings, and enhanced lighting will meaningfully reduce risk and improve accessibility. Today, gaps in pedestrian infrastructure force residents into unsafe proximity with vehicle traffic. This project would create a connected, predictable, and safer environment for all users, especially the most vulnerable.</p> <p>We are also supportive of the project’s broader scope, including stormwater management and drainage improvements. Flooding and poor drainage are persistent issues in this area, and addressing them alongside pedestrian infrastructure is both practical and fiscally responsible. These upgrades will not only improve safety but also enhance long-term resilience and quality of life.</p> <p>Importantly, this project strengthens community connectivity. By linking existing and planned sidewalks and trails, it creates a more cohesive network that connects residents to Hamilton Elementary School, local businesses, and surrounding areas. That kind of connectivity is essential for a growing community like ours.</p> <p>We understand that NVTA prioritizes projects that deliver measurable benefits in safety, mobility, and regional connectivity. This proposal clearly meets those criteria. It is a well-conceived investment in infrastructure that will serve residents for decades.</p> <p>We respectfully urge the Authority to approve funding for this project. It represents a critical step toward making Hamilton safer, more accessible, and better connected.</p> <p>Thank you for your time and consideration.</p>
142	4/24/2026	Sally Mahoney	22203	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	<p>ARL 24 Definitely important because the current conditions are not safe.</p>
143	4/24/2026	Sally Mahoney	22203	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	<p>ARL 31 Good idea to provide better information on bus schedules but I question whether ART can operate and maintain a system like this given the low quality of the data they provide on their ART real time website.</p>
144	4/24/2026	Olivia Dorey	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	<p>Hello, I just moved into a house on colonial Hwy and would like to express my strong support for improvements to pedestrian safety on colonial Hwy. This road is extremely busy, especially during commute times, and I have had fears crossing the street when I need to get from my side of the road to the sidewalk side. Two areas of most concern is the crossing from sidewalk to the Hamilton mercantile as well as crossing around and near harmony church intersection. I live across from harmony church road and consistently see congestion and cars honking here due to no stop signs. When my neighbors are trying to cross with their children every day to the sidewalk side of the road it takes 3 different ways of traffic to stop for them and myself to get across. I would love to see some improvements as it is a great community to walk around and a lot of people like to walk the road and stop at the mercantile, so safety doing so would greatly improve the community, thank you!</p>
145	4/25/2026	Michelle Dugas	22204	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	<p>I strongly support the three projects I have selected here (ARL-026, ARL-027, and ARL-033). My partner and I bought a home in Barcroft in Fall 2025 and recently bought e-bikes, which have meaningfully changed how we get around our neighborhood.</p> <p>Where we live now, fewer destinations are directly walkable compared with Northern Arlington, where we previously lived in Court House. But safe, comfortable bike connections make a big difference. E-bikes greatly improve our access to neighborhood shops, services, parks, and activities, and help make the community feel more connected and livable.</p> <p>We generally feel safe riding on trails, but intersection safety is one of the biggest factors affecting comfort, especially for newer or less confident riders. In particular, improvements to the crossing at 7th Street and Glebe Road would make the e-bike boulevard parallel to Columbia Pike feel safer and more usable.</p> <p>A bike-friendly neighborhood makes this community much more appealing. In fact, the ability to get around comfortably by bike was one of the reasons we felt comfortable moving here from a more walkable neighborhood in North Arlington. I strongly encourage the County to prioritize these projects and continue investing in safe, connected bicycle infrastructure.</p>

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146	4/25/2026	Michelle Dugas	22204	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	<p>I strongly support the three projects I have selected here (ARL-026, ARL-027, and ARL-033). My partner and I bought a home in Barcroft in Fall 2025 and recently bought e-bikes, which have meaningfully changed how we get around our neighborhood.</p> <p>Where we live now, fewer destinations are directly walkable compared with Northern Arlington, where we previously lived in Court House. But safe, comfortable bike connections make a big difference. E-bikes greatly improve our access to neighborhood shops, services, parks, and activities, and help make the community feel more connected and livable.</p> <p>We generally feel safe riding on trails, but intersection safety is one of the biggest factors affecting comfort, especially for newer or less confident riders. In particular, improvements to the crossing at 7th Street and Glebe Road would make the e-bike boulevard parallel to Columbia Pike feel safer and more usable.</p> <p>A bike-friendly neighborhood makes this community much more appealing. In fact, the ability to get around comfortably by bike was one of the reasons we felt comfortable moving here from a more walkable neighborhood in North Arlington. I strongly encourage the County to prioritize these projects and continue investing in safe, connected bicycle infrastructure.</p>
147	4/25/2026	Michelle Dugas	22204	Website	ARL-033	S. Glebe Rd & 7th St. S Intersection	Arlington County	<p>I strongly support the three projects I have selected here (ARL-026, ARL-027, and ARL-033). My partner and I bought a home in Barcroft in Fall 2025 and recently bought e-bikes, which have meaningfully changed how we get around our neighborhood.</p> <p>Where we live now, fewer destinations are directly walkable compared with Northern Arlington, where we previously lived in Court House. But safe, comfortable bike connections make a big difference. E-bikes greatly improve our access to neighborhood shops, services, parks, and activities, and help make the community feel more connected and livable.</p> <p>We generally feel safe riding on trails, but intersection safety is one of the biggest factors affecting comfort, especially for newer or less confident riders. In particular, improvements to the crossing at 7th Street and Glebe Road would make the e-bike boulevard parallel to Columbia Pike feel safer and more usable.</p> <p>A bike-friendly neighborhood makes this community much more appealing. In fact, the ability to get around comfortably by bike was one of the reasons we felt comfortable moving here from a more walkable neighborhood in North Arlington. I strongly encourage the County to prioritize these projects and continue investing in safe, connected bicycle infrastructure.</p>
148	4/27/2026	Courtney Sarik	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	<p>The proposed extension of Van Buren Road to Cardinal Drive is a necessary infrastructure improvement that will directly address ongoing traffic congestion and safety concerns impacting the Montclair area, as well as the broader Woodbridge and Dumfries communities.</p> <p>Currently, a significant volume of cut-through traffic diverts into residential neighborhoods in and around Montclair as drivers attempt to bypass congested primary routes. This pattern has led to increased congestion on local streets that were not designed to handle such volumes, creating hazardous conditions for residents, pedestrians, and cyclists. The result is not only longer travel times but also a measurable increase in near-misses and traffic accidents within these neighborhoods.</p> <p>By extending Van Buren Road to connect with Cardinal Drive, the county can provide a more efficient and appropriate corridor for through traffic. This connection would redistribute vehicle flow onto roads designed to accommodate higher capacity, thereby reducing the reliance on neighborhood shortcuts. In turn, this would significantly decrease traffic pressure within residential areas, improving safety and quality of life for residents.</p> <p>Additionally, the extension would enhance overall traffic circulation throughout Woodbridge and Dumfries by creating a more connected and resilient road network. Improved connectivity reduces bottlenecks, allows for better emergency response times, and supports future growth in a more sustainable and planned manner.</p> <p>In summary, the Van Buren Road extension is not simply a convenience project—it is a critical step toward reducing accidents, minimizing cut-through traffic, and improving the safety and efficiency of transportation throughout the region. I strongly urge the county to prioritize and advance this project for the benefit of the entire community.</p>
149	4/27/2026	Dorothy Lee	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	<p>The Van Buren Extension is necessary to ensure the safety of residents of Montclair. Waterway Drive has become a cut through where drivers routinely exceed the speed limit and have caused many accidents, some of which have taken lives. This is an active community where we walk and bike extensively. Speeding drivers take away the safety we deserve. Opening Van Buren will alleviate the excess cut through traffic from this community.</p>
150	4/27/2026	David Goodman	22205	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike-S. Dinwiddie St.	Arlington County	<p>ARL-026: Building this connection between the Columbia Pike corridor and 4MR trail will greatly expand the low-stress walk/bike network serving the dense residential neighborhoods between them.</p>
151	4/27/2026	David Goodman	22205	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	<p>ARL-027: This intersection fails at serving all users! This redesign will reduce conflicts and improve mobility for all modes.</p>
152	4/27/2026	David Goodman	22205	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	<p>ARL-028: A small but really useful fix at an important connection to the Custis Trail.</p>

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153	4/27/2026	David Goodman	22205	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	ARL-032: Arlington Blvd needs a complete rehab. But in the meantime, this little piece of trail will help a lot.
154	4/27/2026	David Goodman	22205	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-036: Custis Trail is still a major commuter route. And still rife with dangerous conditions (ruts, bumps, poor visibility, etc) with little room for error. This project will reduce those hazards and improve safety.
155	4/27/2026	David Goodman	22205	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	ARL-037: This project will set up Eads St. to be a good parallel route along the west side of US-1.
156	4/27/2026	David Goodman	22205	Website	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	FFX-141: The RH BRT needs to be fully funded to give the corridor a chance to pull itself out of its auto-dependent hell.
157	4/27/2026	David Goodman	22205	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: Haycock Road is a good auto connection to Falls Church. But terrible for biking there. This project will help improve that imbalance just in time for all the new development happening at WFC Metro.
158	4/27/2026	Nora Tamburello	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	I am in favor of the Van Buren extension. I live in Montclair and believe adding this extension will alleviate some of the traffic on Waterway Drive in Montclair by providing an alternate route to 234. My children go to school on Waterway drive and walking on Waterway has become increasingly dangerous with so many motorists on the road.  Thank you for considering this alternative route to help keep our children safe.
159	4/27/2026	Jesse Kirk	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	Please make the van buren extension happen. There is too much traffic being pushed onto waterway drive .
160	4/27/2026	Mary Kellogg	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	I-95 traffic in Northern Virginia can be a nightmare especially during summer. This extension offers another source of relief to travelers and residents. When 95 is backed up, they are directed to go through the Montclair development which impacts 3 elementary schools. It creates a huge traffic jam on a major road; I've been stuck in traffic with emergency vehicles trying to get through. This is another possibility to alleviate traffic in a very busy area.
161	4/27/2026	Russell Smith	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	I live in the Montclair community. We are desperate for the Van Buren extension to be completed. Waterway Drive has turned into a bailout/cut through road when 95 and Route 1 are congested - especially during the summer months. Please finish the Van Buren Extension!
162	4/27/2026	Chris Slatt	22204	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
163	4/27/2026	Chris Slatt	22204	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
164	4/27/2026	Chris Slatt	22204	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
165	4/27/2026	Chris Slatt	22204	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
166	4/27/2026	Chris Slatt	22204	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
167	4/27/2026	Chris Slatt	22204	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	ALX-039 would improve regional bike connectivity.
168	4/27/2026	Chris Slatt	22204	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. &Duke St. Interchange	City of Alexandria	ALX-040 would make meaningful improvements to regional transit coverage, travel times, and reliability.
169	4/27/2026	Chris Slatt	22204	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.  ALX-039 would improve regional bike connectivity. ALX-040 would make meaningful improvements to regional transit coverage, travel times, and reliability.
170	4/27/2026	Samantha Holohan	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	I have been a Hamilton resident for over 15 years. I have noticed increased traffic within the area and little regard for pedestrian safety. Cars fly through our town with no enforcement of state mandated pedestrian cross walks or just overall adherence to speed limits. Sidewalks are not maintained and difficult to walk on. Please, fund our town to better sidewalk and crossing areas throughout E Colonial Hwy. I know that there are also plans to look at extending sidewalks through Hamilton to Purcellville which is so overdue. Local residents need to have safe areas to walk and bike with their families.

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171	4/27/2026	Barbara Gatewood	20158	Mail	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	<p>My husband and I have lived on a corner lot on Colonial for almost 46 years and have raised 3 children here. We moved in several weeks before the bypass opened. It was busy before but nothing like it is now. My literature from the town says that now, 10,000 vehicles travel the narrow 2-lane road every day, the road which was made during a slower time, horse and bug~. And all this traffic goes right past our house! How many of these 10,000 vehicles exceed the 25-mile speed limit??? We can attest to the speeding! The worst offenders are vehicles which are on a schedule: garbage trucks, Amazon and UPS vans/trucks, semis, lawn services trailers, etc.</p> <p>We live across from the Elementary School access road, Elementary Drive. It's quite the traffic jam during school arrival/ dismissal buses and parents/caregivers picking up children. Wednesday mornings are especially interesting with the garbage truck navigating along the highway and into the side streets. It's also quite interesting to watch cars trying to v</p> <p>get into the line of traffic, during these times. Recently, one car waited while 25 vehicles passed, bumper to bumper, both ways, until two kind souls stopped in each lane to let him in. Same thing happens when pedestrians are trying to cross the highway.</p> <p>Now with traffic from Dry Mill being closed and the 690 Exchange construction, it is next to dangerous walking with dogs, with small children in buggies or strollers, or kids on bikes crossing. The sidewalks that have been put down recently on the west side of town are smack-dab to the highway, which are horribly unsafe. There's an accident waiting to happen here!</p> <p>I attended a meeting 2-3 years ago with town and VDOT officials and about 15 residents. There was talk about painting 5-7 crossings and putting up more of the blinking speed signs. I haven't seen anything except a disabled ramp built! Also, mention was made of a 20-mile speed zone, like Leesburg has in the Old Town area. It would help to see more policing of the speed limit.</p> <p><b>Please attend to the safety of our citizens sooner than later .....</b></p>
172	4/27/2026	Russell Beal & Barbara Bearman	20158	Mail	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	<p>We want to add our support behind the request for funds for pedestrian and traffic safety projects. Hamilton has needed sidewalks on the north side of East Colonial Highway for many years. I don't know why they were never constructed in the past. The South side of East Colonial has the only sidewalk, forcing people to cross Colonial Highway when they reach the intersection of Orchard Circle and Elementary Drive, or walk along the edge of the road on the North side, walking on lawns and dodging parked cars.</p> <p>The crosswalk at S. Woodlawn Ave. is the only one for the length of Colonial Highway, eastwards to the town limit. This forces residents to cross anywhere they feel they can safely, with vehicles not always travelling at the town speed limit of 25. One is especially needed in proximity to the Hamilton Mercantile, which of late has become a very popular venue for general goods and their coffee bar. The only other crossing is on West Colonial at the US Post Office.</p> <p>We appreciate your consideration for this funding.</p>
173	4/28/2026	Joseph Valerio	22205	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike-S. Dinwiddie St.	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, not to mention achieve county goals.
174	4/28/2026	Joseph Valerio	22205	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, not to mention achieve county goals.
175	4/28/2026	Joseph Valerio	22205	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.-N. Jackson St.	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, not to mention achieve county goals.
176	4/28/2026	Joseph Valerio	22205	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, not to mention achieve county goals.
177	4/28/2026	Joseph Valerio	22205	Website	ARL-037	Eads St. Multimodal Improvements: 15th-23rd St. S	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, not to mention achieve county goals.
178	4/28/2026	Joseph Valerio	22205	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	ALX-039 is a worthy project that would improve regional bike connectivity.
179	4/28/2026	Joseph Valerio	22205	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. &Duke St. Interchange	City of Alexandria	ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
180	4/28/2026	Joseph Valerio	22205	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012 will significantly improve safety for school children, as they currently rely on crossing guards to slow heavy traffic. But no bicycle-specific pathing exists on Haycock where many students enter school.

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181	4/28/2026	Joseph Valerio	22205	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	<p>ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, not to mention achieve county goals.</p> <p>ALX-039 is a worthy project that would improve regional bike connectivity.</p> <p>ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.</p> <p>CFC-012 will significantly improve safety for school children, as they currently rely on crossing guards to slow heavy traffic. But no bicycle-specific pathing exists on Haycock where many students enter school.</p>
182	4/28/2026	Jasmine D'Addario-Fobian	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	Waterway drive was not designed to accommodate the amount of cut through and 95 bypass traffic between 234 and Cardinal. There are regular crashes due to no lights and a particularly dangerous 4 way stop that commuters run regularly. Speeders using the neighborhood to cut through are also a constant threat to residents, school bus stops, and pedestrians. There are two school zones on this road so there are many bus stops and children walking and biking to school on this route. The Van Buren extension is necessary mitigate this dangerous cut through congestion on Waterway.
183	4/28/2026	Colleen Pimentel	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	The Van Buren Extension is needed for the traffic overflow through Montclair. I don't even need to listen to the traffic forecast when I see 0.2mi of cars waiting to get to 234 from Waterway. With all the new developments, there is more traffic, and more cut-through traffic. This road has been in the plans for 20 years - it is time to break ground and begin.
184	4/28/2026	Patricia Cashin	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	The Van Buren project needs to go through ASAP. We live in Montclair which is a large family neighborhood that also houses 2 elementary schools. Our community has experienced numerous accidents and injuries because of cut through or diverted traffic speeding and/or driving recklessly. Please move forward quickly with this project it could save lives. Thank you.
185	4/28/2026	Laura OsmerDeMuth	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	Not needed other than for rt 1 congestion due to 95 shutdowns which don't occur often enough to justify the cost nor the impact to four seasons community and nature. I live in Montclair and it is extremely rare for there to be enough traffic for this to be needed as an alternative. The speeding concern in Montclair will persist regardless. Spend the money where it will impact more residents positively to justify the cost and environmental impact. That this is a single neighborhood pet project should not be justification regardless of how loud they are. Traffic fatalities in Montclair were due to 234 northbound, not the absence of Van Buren extension.
186	4/28/2026	Bel O'Neill	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	Van Buren Extension has been under the horizon for far too long. Let's get it done! The preliminary rendering was an inspiration. No data centers here. Thank you.
187	4/29/2026	Pedro Jaramillo	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	Please prioritize the Van Buren extension project.
188	4/29/2026	Susan Thurston	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	We NEED PWC-046 Van Buren Rd N Extension - Rt 234 - Cardinal Dr !!!!!!!!!
189	4/29/2026	Mark Scheuffler	20111	Website	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	FFX-141 -> Recommend partial funding of this project
190	4/29/2026	Mark Scheuffler	20111	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	PWC-046 -> Do not recommend funding for this projects
191	4/29/2026	Mark Scheuffler	20111	Website	MAN-004	Manassas VRE Rail-with-Trail: Downtown Manassas-Bull Run Trail (Phase 1)	City of Manassas	MAN-004 -> Strongly recommend funding for this regional project in one of the highest density areas outside of the Beltway
192	4/29/2026	Adam Nash	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	<p>I am writing in support of the proposed extension of Van Buren Road in Prince William County to connect Route 234 and Cardinal Drive.</p> <p>A significant amount of cut-through traffic currently uses Waterway Drive, which runs through a residential neighborhood. This creates safety concerns and places traffic on a road that was not designed to handle through movement. Public input gathered during the project's environmental review has identified that north-south traffic is using local roads such as Waterway Drive as a bypass, and residents have expressed concern about the impact this has on neighborhood conditions.</p> <p>The proposed extension of Van Buren Road is supported by county transportation planning efforts. The Prince William County Mobility Plan identifies this connection as part of a larger network intended to improve north-south travel and relieve congestion by directing vehicles onto appropriate roadways designed for higher volumes. In addition, the project has undergone a traffic analysis as part of the National Environmental Policy Act (NEPA) review, which evaluates existing and projected traffic patterns and supports the need for improved connectivity in this corridor.</p> <p>County project materials also state that the Van Buren Road extension is intended to relieve congestion and improve safety within the surrounding roadway network. Providing a direct connection between Route 234 and Cardinal Drive will allow traffic to shift away from neighborhood streets and onto a road built to accommodate through travel.</p> <p>This project represents a practical solution by aligning traffic patterns with the intended function of the road network. It reduces reliance on residential streets and supports safer, more efficient travel in the area.</p> <p>For these reasons, I support the Van Buren Road extension as a necessary improvement that addresses current traffic concerns while protecting neighborhood streets.</p>
193	4/30/2026	James Pasternak	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	I would like the Van Buren extension project to move forward. The cut-through traffic in Montclair leads to increased congestion, safety hazards, and a decline in the quality of life for residents.

ID	Date	Name	Zip Code of Residence	Comment Method	Project ID	Project Title	Jurisdiction	Comments
194	4/30/2026	Henry McFarland	22205	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	Arlington's proposed project of widening the Custis Trail seems to be an expensive project of little benefit and serious environmental costs. I frequently ride or walk along the western portion of the trail, and I have never seen anything to indicate that it does not have more than enough capacity to handle the current volume of traffic. Moreover, the project would lead to a large increase in impermeable surfaces and a loss of greenspace and mature trees. This project is a poor use of public funds and should not receive a grant.
195	4/30/2026	tommy quinn	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	The VBR project is a bad idea. A connector in the middle of 3 neighborhoods and an Elementary School at the north end of the road!!! \$180 MILLION for 2 miles of road is crazy. I am opposed to funding this project!!
196	4/30/2026	Audrey Clement	22205	Public Hearing & Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	<p>The Northern Virginia Transportation Authority (NVTA) has announced funding for 3 trail widening projects in Arlington, including the 4.24 mile Custis Trail, that runs along I-66 from Rosslyn to Westover Park. Arlington County wants \$2.4 million for the design phase of this project, which will ultimately cost \$29.9 million.</p> <p>As per Virginia code at § 33.2-2500, NVTA's mission is to "prepare a regional transportation plan . . . that includes transportation improvements of regional significance and those improvements necessary or incidental thereto." In addition to projects listed in the regional long-range transportation plan, significant projects include: "Other highway, rail, bus, and technology projects that could make a significant impact on mobility in the region."</p> <p>Virginia code at § 33.2-2510.C.1 further requires NVTA to give "priority to selecting projects that are expected to provide the greatest congestion reduction relative to the cost of the project . . ."</p> <p>Nowhere in Virginia Code are trail widening projects defined as significant. Nowhere has it been demonstrated that the Custis Trail project will provide significant congestion relief along I-66. Thus it appears that Custis Trail widening does not meet the funding requirements of Virginia Code.</p> <p>There is also the question of cost. Arlington just completed repaving 2.5 miles of the Custis Trail between Rosslyn and Hayes Park at an estimated cost of \$3.9 million (Proposed CIP 10 Year Project List FY 2025-FY 2034, p. 2). Since widening the trail would likely require tearing up more than half of what was just repaved, this project is a complete waste of taxpayers' money and constitutes the definition of "waste" in the well-worn phrase "waste, fraud and abuse."</p>
197	4/30/2026	Michael Brooks	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	This extension is incredibly important and should be completed as soon as possible. The amount of traffic diverting through Cardinal and Waterway has become a real problem.
198	5/1/2026	Stephanie Brown	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	As a resident of Montclair this can't come soon enough. The speeding and careless driving on Waterway, as well as traffic that uses it as a cut through when I-95 is backed up has reached dangerous and unsafe levels. I fully support the Van Buren extension.
199	5/1/2026	Ashish Patil	22203	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	ARL-027,ARL-0208,ARL-032,ARL-034, and ARL-036 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
200	5/1/2026	Ashish Patil	22203	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	ARL-027,ARL-0208,ARL-032,ARL-034, and ARL-036 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
201	5/1/2026	Ashish Patil	22203	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.-N. Jackson St.	Arlington County	ARL-027,ARL-0208,ARL-032,ARL-034, and ARL-036 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
202	5/1/2026	Ashish Patil	22203	Website	ARL-034	N. Glebe Rd. at QuincySt. / Henderson Rd. Intersection	Arlington County	ARL-027,ARL-0208,ARL-032,ARL-034, and ARL-036 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
203	5/1/2026	Ashish Patil	22203	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-027,ARL-0208,ARL-032,ARL-034, and ARL-036 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
204	5/1/2026	CHRISTOPHER LANDRY	22305	Website	ARL-037	Eads St. Multimodal Improvements: 15th-23rd St. S	Arlington County	In regards to ARL-037, please fund this project. Personally I would benefit greatly as a safe bicycle route on Eads would make a fantastic place for me to commute to work. Currently my safest route is out of three way, traveling all the way to the Mt. Vernon Trail. This would shorten my path significantly and free up space on the frequently crowded trail.
205	5/1/2026	richard boddie	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	This is desperately needed for the safety of Montclair.
206	5/2/2026	Bradley Wersterfer	22042	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.-N. Jackson St.	Arlington County	ARL-032 represents a critical opportunity to build more trail connectivity, especially given its proximity to the W&OD trail. Arlington Boulevard is often extremely congested, and creating an alternative off-road route that connects to the trail network enables much faster, safer, and more sustainable commuting opportunities for far more residents. I would like to see the trails along Route 50 eventually be extended such that they can serve as a parallel to the Custis Trail, connecting seamlessly to the W&OD and letting people easily reach Arlington without a motor vehicle.

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207	5/2/2026	Bradley Wersterfer	22042	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	I commute to Amazon HQ2, and I live only 10 miles away by bike on the W&OD trail. However, I am not comfortable biking in unprotected bike lanes after the trails end, so I regularly commute via other means. Extending the protected cycle tracks on Eads Street south of 15th Street to at least 23rd Street, as outlined in project ARL-037, will significantly improve the commuting experience of reaching Amazon HQ2 and many other offices in Pentagon and Crystal City by improving safety for sustainable transportation methods.
208	5/2/2026	Bradley Wersterfer	22042	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I live 1/2 mile from a bus stop for the 803 Fairfax Connector along Annandale Road and regularly use it to commute to the East Falls Church Metro. According to the Northern Virginia Transportation Commission's Bus Prioritization report, the 803 route faces an average slowdown of 5 mph (47%) during peak AM hours between Hillwood Avenue and South Washington Street, directly in the project area for CFC-013.  I am requesting that bus prioritization measures be included in CFC-013 to better enable multimodal transportation along Annandale Road, such as Transit Signal Priority (TSP), queue jumps, or even dedicated bus lanes. Improving the Hillwood Avenue and South Washington Street intersections will reduce one of the greatest sources of congestion for local buses in Falls Church and make them more competitive with driving.
209	5/2/2026	Vadim Bondarenko	22207	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	Arlington Priorities (ARL-026, ARL-0208, ARL-032, ARL-036, and ARL-037): These are the county's most deserving regional projects. They are critical for meeting our climate and mobility goals by driving a shift away from single-occupancy vehicles, increasing safety, and improving regional connections.
210	5/2/2026	Vadim Bondarenko	22207	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	Arlington Priorities (ARL-026, ARL-0208, ARL-032, ARL-036, and ARL-037): These are the county's most deserving regional projects. They are critical for meeting our climate and mobility goals by driving a shift away from single-occupancy vehicles, increasing safety, and improving regional connections.
211	5/2/2026	Vadim Bondarenko	22207	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	Arlington Priorities (ARL-026, ARL-0208, ARL-032, ARL-036, and ARL-037): These are the county's most deserving regional projects. They are critical for meeting our climate and mobility goals by driving a shift away from single-occupancy vehicles, increasing safety, and improving regional connections.
212	5/2/2026	Vadim Bondarenko	22207	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	Arlington Priorities (ARL-026, ARL-0208, ARL-032, ARL-036, and ARL-037): These are the county's most deserving regional projects. They are critical for meeting our climate and mobility goals by driving a shift away from single-occupancy vehicles, increasing safety, and improving regional connections.
213	5/2/2026	Vadim Bondarenko	22207	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	Arlington Priorities (ARL-026, ARL-0208, ARL-032, ARL-036, and ARL-037): These are the county's most deserving regional projects. They are critical for meeting our climate and mobility goals by driving a shift away from single-occupancy vehicles, increasing safety, and improving regional connections.
214	5/2/2026	Vadim Bondarenko	22207	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	ALX-039: A worthwhile project that will successfully enhance regional bicycle connectivity.
215	5/2/2026	Vadim Bondarenko	22207	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	ALX-040: An essential transit initiative that will deliver substantial improvements to regional transit coverage, travel times, and overall reliability.
216	5/2/2026	Laura Crothers	22314	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	I strongly support these projects. Offering improved multimodal travel options is essential for ensuring this region thrives.
217	5/2/2026	Laura Crothers	22314	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	I strongly support these projects. Offering improved multimodal travel options is essential for ensuring this region thrives.
218	5/2/2026	Laura Crothers	22314	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	I strongly support these projects. Offering improved multimodal travel options is essential for ensuring this region thrives.
219	5/2/2026	Laura Crothers	22314	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	I strongly support these projects. Offering improved multimodal travel options is essential for ensuring this region thrives.
220	5/3/2026	Jordan Bekenstein	22202	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	ARL-024 - I ride my bike pretty frequently between South Arlington and Rosslyn+Georgetown, and the current path along the east side of Washington Blvd is not comfortable. There are multiple crossings with super busy off- and on-ramps, after the Pentagon the path (sidewalk) twists sharply, is narrow, and often has glass/debris. It's perfectly clear to me the reasons more people don't use this route to commute; it's an unpleasant experience. The Arlington Memorial Trail would be a considerable improvement and attract more travelers, commuters, families, and tourists to this corridor, reducing congestion.  I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).

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221	5/3/2026	Jordan Bekenstein	22202	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike-S. Dinwiddie St.	Arlington County	ARL-026 - this is a critical piece of the multimodal network to fill in. I regularly ride my bike along Four Mile Run, and sitting at the intersection with George Mason and seeing the speeding cars, I never consider riding along George Mason since it's so intimidating. A multi-use path would be a game-changer. This would open up so many neighbors to shifting mode of transportation for a high number of trips, I can't understate it. I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).
222	5/3/2026	Jordan Bekenstein	22202	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	ARL-027 - ARL-026 is incomplete without this. The two are practically a package. This intersection is the key node that makes the whole George Mason corridor so scary and confusing. Again, Four Mile Run is a busy bike and walking corridor, but there is effectively zero connection/crossroads here because the network is unappealing. This is critical.  I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).
223	5/3/2026	Jordan Bekenstein	22202	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	ARL-028 - Getting this right is really important for improving the viability of the Custis Trail as a real commuting and work/shop/play corridor. Custis is widely used and making the experience of entering and exiting will be key for drawing more neighbors to shift transportation mode. Right now there are so many people who live right across the street from one of the most critical trails in the region who would have to make unintuitive twists and turns to consider not driving, thus worsening traffic and congestion.  I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).
224	5/3/2026	Jordan Bekenstein	22202	Website	ARL-029	S. Glebe Rd. & W. Glebe Rd. Intersection	Arlington County	ARL-029 - An incredibly convoluted intersection and light cycle. I often ride my bike from S Four Mile Run (easier to get home than continuing on the trail), and this is a scary intersection; pedestrians have no way to get to the north side of the street without crossing W Glebe and then S Glebe. It is a BIG intersection, so this not only has effects on congestion, but also safety.  I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).
225	5/3/2026	Jordan Bekenstein	22202	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	ARL-030 - Have you ever seen how many people use the Courthouse metro station? At peak hours it's nearly unusable. Metro is the single biggest system that improves congestion and traffic in the region, and in conjunction with all the other Metro projects in the works, increasing throughput at such a busy station with a de facto western exit will increase the attractiveness of riding metro.  I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).
226	5/3/2026	Jordan Bekenstein	22202	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	ARL-031 - Electronic schedules and updates are especially important for users who aren't frequent bus riders or are merely tourists/out-of-town businesspeople who are trained by default to taking Ubers when there is uncertainty or a lack of clarity. Apps are helpful but incomplete. If we really want more people taking the bus and getting out of cars for more trips to improve congestion, then the experience should be as pleasant and intuitive as possible. Making a modern, low-stress transit experience that users can rely upon makes the bus more attractive and less stigmatized. This is an incredibly low-cost, fast-implementation improvement that will help system-wide.  I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).

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227	5/3/2026	Jordan Bekenstein	22202	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	<p>ARL-032 - I hope a theme is becoming apparent with all my comments. If you want to improve congestion and shift mode shares, the solution is making alternatives to driving as appealing and competitive as possible, not necessarily adding capacity for vehicles. Arlington Boulevard has some trail/sidewalk facilities that connect much of Arlington, but its general inconsistency at parts make it unintuitive and unappealing to many who might not even consider getting out of their car for some trips. This is a major segment that blends nicely with safety improvements that Arlington and VDOT are already working on for US-50. It's especially worth noting that extending the multi-use trail along the segment in this proposal goes a LONG way mileage-wise towards making this a major potential alternative to relieve congestion and traffic along this thoroughfare. I've often wanted to ride my bike to Seven Corners but feel that I have no choice but to drive because W&amp;OD is so indirect, and then navigating car-focused roads is intimidating. A route here would be significant in connecting more people to trails, giving viable alternatives.</p> <p>I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).</p>
228	5/3/2026	Jordan Bekenstein	22202	Website	ARL-033	S. Glebe Rd & 7th St. S Intersection	Arlington County	<p>ARL-033 - I'm not really a fan, honestly. It feels lower-priority to me than what the County put. I don't understand how this improves congestion.</p> <p>I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).</p>
229	5/3/2026	Jordan Bekenstein	22202	Website	ARL-034	N. Glebe Rd. at QuincySt. / Henderson Rd. Intersection	Arlington County	<p>ARL-034 - I actually believe the Performance Parking Initiative is one of the most underrated and potentially transformative projects in the region. I took a road trip across southern France in 2025 on the way to a friend's wedding, and stopping in cities and towns big and small, it was immediately obvious where there was parking, with signs that provided clear directions to parking lots and letting me know how many spots were available, often well before I even got to the area. This provided more comfort and certainty if, having entered one parking deck as my destination in navigation, it turned out that it had no spots. Digitizing and tracking spots, combined with demand-based pricing, is the foundation to making the County (and, potentially, longer-term, the region) a more effective steward of parking spaces. I can only imagine a future where family is visiting from Richmond, they get off the interstate, and they see a large sign that indicates where and how many parking spots are available in major commercial areas.</p> <p>I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).</p>
230	5/3/2026	Jordan Bekenstein	22202	Website	ARL-035	Performance Parking Initiative (Phases 2–3)	Arlington County	<p>ARL-035 - A really important project for making transit and alternate modes more viable. I've ridden my bike along here a lot, and it's a scary intersection. It's large, there are many vehicles, and the traffic pattern is confusing. For being so close to Ballston, this intersection is a potential barrier that intimidates people who choose to drive instead of riding a bike or scooter and being stressed, worrying about safety.</p> <p>I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).</p>
231	5/3/2026	Jordan Bekenstein	22202	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	<p>ARL-036 - Custis is a major thoroughfare for walking and biking to get around the county. Its narrowness at times reduces the number of people who might take this route, and blind spots are a real concern when riding the bike. The more people who commute in to Rosslyn or DC from Custis, the fewer cars going down I-66. Expanding Custis to 12' turns it into a commuting alternative that might be more well-traveled than the Mount Vernon Trail.</p> <p>I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).</p>

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232	5/3/2026	Jordan Bekenstein	22202	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	<p>ARL-037 - Network effects are everything. I ride my bike, walk, and take the bus in the affected area all the time, and making this section of Eads more consistent with 12th to 15th will improve the attractiveness of alternate modes of transportation for more residents and commuters, reducing traffic in all of National Landing (ugh, still hate the name) for people who need to drive. This area has changed a lot since I first saw it in 2019, and it's time for upgrades.</p> <p>I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).</p>
233	5/3/2026	Jordan Bekenstein	22202	Website	LDN-040	Route 50 N. Collector Rd: Tall Cedars Pkwy–Route 28	Loudoun County	<p>LDN-040 - I've never been out here beyond Udvar-Hazy, but I get the feeling that the distances are so great that not a considerable number of people are riding bikes along the mixed-use path along a high-speed 10-lane freeway in the first place, so dangling another mixed-used path along with more lanes won't actually draw that many more trips out of vehicles. I don't know about you, but just having a path isn't enough to make the experience worth not taking a vehicle. I once rode my bike out to my aunt and uncle in Centerville, taking the I-66 Trail and the Fairfax County Parkway Trail, and the first thing I told them when I got to their home was that I was never doing that again, since the experience was so miserable. I get the impression that the mixed-use trails along here are equally unpleasant for anyone who would consider getting to their destination outside of a vehicle; consequently, this project feels like a "Just Four More Lanes, Bro, I Promise" kind of project. Consequently, I would rank this significantly lower than other projects on this list. Sorry.</p> <p>I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).</p>
234	5/3/2026	Jordan Bekenstein	22202	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	<p>PWC-046 - This sentence is mind-boggling to me. "The project is partially located within the newly designated Fetter Park/Dumfries Regional Activity Center targeted by the County for transit-oriented, mixed-use development." If they care so much about such a development, then they should be thinking from those transit-oriented uses first and cars second to manage traffic and congestion, but the way this project reads it sounds the other way. I don't know who would actually choose to get off the road and ride their bike to the Commuter Lot Bus Bay when the facility doesn't even have staple racks or bike lockers for people to leave their bikes in when they take OmniRide. It reads like bike-washing. I don't know anyone who finds walking or biking dedicated trails along loud and fast highways (again, I'd need to see more specific plans for what this road would look like before assuming otherwise) to get to their destination more attractive than driving. I think Prince William should show more demonstrated commitment and follow-through in their priorities to the transit-oriented, mixed-use aspect of Fetter Park before NVTA contributes such a large sum of money to this specific project. PWC's other projects all seem fine.</p> <p>I just want to put in my personal experiences and perspectives on projects that I KNOW would have impacts in Arlington and on projects where I believe the application for funds is misplaced or not as beneficial because the underlying presumptions are misguided. Any projects that I haven't commented upon are mostly OK to me (Route 1 BRT seems potentially significant, for example, but I don't have any personal or unique insight experience to comment further).</p>
235	5/3/2026	Robert Fennell	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	<p>Colonial Highway Pedestrian &amp; Traffic Safety Improvements'</p> <p>This is the dumbest project I've seen in a while. There must be better ways to spend \$6.7 million. Can you imagine the traffic in Hamilton during the construction of these sidewalks? We don't need this project.</p>
236	5/3/2026	Rahul Darwar	22202	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	These are good projects, the County should not waste money on the other projects which don't bring improvements to daily commutes and are more for leisure purposes.
237	5/3/2026	Rahul Darwar	22202	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	These are good projects, the County should not waste money on the other projects which don't bring improvements to daily commutes and are more for leisure purposes.
238	5/3/2026	Trish Turner	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	Please expedite the Van Buren Extension, it is sorely needed and over due to alleviate traffic issues. Thank you
239	5/4/2026	DEbra Gutierrez	02202	Website	LDN-040	Route 50 N. Collector Rd: Tall Cedars Pkwy–Route 28	Loudoun County	The Van Burn Road extension will cause more accidents than we already have at the enter section of 234 & Van Buren. It is a terrible idea to extend this road taking people's lives and costing an out radius amount of money for a 2 mile road. There are so many other areas in Prince William country that need better road ways where this money should be directed.
240	5/4/2026	DEbra Gutierrez	02202	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	The Van Burn Road extension will cause more accidents than we already have at the enter section of 234 & Van Buren. It is a terrible idea to extend this road taking people's lives and costing an out radius amount of money for a 2 mile road. There are so many other areas in Prince William country that need better road ways where this money should be directed.
241	5/4/2026	Susan English	22202	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	<p>The Arlington projects checked would all encourage travel by bike/scooter/foot and make it [much] safer. I had a neighbor complaining about seeing bike lanes being cleared of snow!! I reminded him that every cyclist/scooter takes a vehicle off the road, making travel easier for him (and his giant SUVs). I've used Eads bike lanes a lot, but they are inconsistent south of 15th (MetPark) and lately disrupted by construction, not always well maintained.</p> <p>People use Rt 50 trails often, but they could be SO MUCH BETTER, especially Jackson to Granada.</p>

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242	5/4/2026	Susan English	22202	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	The Arlington projects checked would all encourage travel by bike/scooter/foot and make it [much] safer. I had a neighbor complaining about seeing bike lanes being cleared of snow!! I reminded him that every cyclist/scooter takes a vehicle off the road, making travel easier for him (and his giant SUVs). I've used Eads bike lanes a lot, but they are inconsistent south of 15th (MetPark) and lately disrupted by construction, not always well maintained. People use Rt 50 trails often, but they could be SO MUCH BETTER, especially Jackson to Granada.
243	5/4/2026	Susan English	22202	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	The Arlington projects checked would all encourage travel by bike/scooter/foot and make it [much] safer. I had a neighbor complaining about seeing bike lanes being cleared of snow!! I reminded him that every cyclist/scooter takes a vehicle off the road, making travel easier for him (and his giant SUVs). I've used Eads bike lanes a lot, but they are inconsistent south of 15th (MetPark) and lately disrupted by construction, not always well maintained. People use Rt 50 trails often, but they could be SO MUCH BETTER, especially Jackson to Granada.
244	5/4/2026	Susan English	22202	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	The Arlington projects checked would all encourage travel by bike/scooter/foot and make it [much] safer. I had a neighbor complaining about seeing bike lanes being cleared of snow!! I reminded him that every cyclist/scooter takes a vehicle off the road, making travel easier for him (and his giant SUVs). I've used Eads bike lanes a lot, but they are inconsistent south of 15th (MetPark) and lately disrupted by construction, not always well maintained. People use Rt 50 trails often, but they could be SO MUCH BETTER, especially Jackson to Granada.
245	5/4/2026	Susan English	22202	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	The Arlington projects checked would all encourage travel by bike/scooter/foot and make it [much] safer. I had a neighbor complaining about seeing bike lanes being cleared of snow!! I reminded him that every cyclist/scooter takes a vehicle off the road, making travel easier for him (and his giant SUVs). I've used Eads bike lanes a lot, but they are inconsistent south of 15th (MetPark) and lately disrupted by construction, not always well maintained. People use Rt 50 trails often, but they could be SO MUCH BETTER, especially Jackson to Granada.
246	5/4/2026	Susan English	22202	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	The Arlington projects checked would all encourage travel by bike/scooter/foot and make it [much] safer. I had a neighbor complaining about seeing bike lanes being cleared of snow!! I reminded him that every cyclist/scooter takes a vehicle off the road, making travel easier for him (and his giant SUVs). I've used Eads bike lanes a lot, but they are inconsistent south of 15th (MetPark) and lately disrupted by construction, not always well maintained. People use Rt 50 trails often, but they could be SO MUCH BETTER, especially Jackson to Granada.
247	5/4/2026	Susan English	22202	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	The Arlington projects checked would all encourage travel by bike/scooter/foot and make it [much] safer. I had a neighbor complaining about seeing bike lanes being cleared of snow!! I reminded him that every cyclist/scooter takes a vehicle off the road, making travel easier for him (and his giant SUVs). I've used Eads bike lanes a lot, but they are inconsistent south of 15th (MetPark) and lately disrupted by construction, not always well maintained. People use Rt 50 trails often, but they could be SO MUCH BETTER, especially Jackson to Granada.
248	5/4/2026	Elizabeth Gaucher	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	I've lived with my family on Colonial Highway for 9 years; I've had a child go from elementary to high school during those years and I served on Town Council during 3 of them.  The single most persistent public concern during this time has been pedestrian safety.  Hamilton is a small town of 600 formal residents that also serves a larger functional community of families, facilities, and businesses with a Hamilton address. While the area around our borders grows at a healthy pace, we see both more children and adults running and walking through town to get to school, go to the park, visit The Mercantile, attend worship services, visit shops and restaurants, and simply exercise.  Unfortunately, this growth has a downside, and that is the increased use of Colonial Highway for automotive traffic. This combination of vulnerable human beings on foot and cars/trucks/vans/buses often traveling well above the 25 MPH speed limit is an increasing risk to human life and limb.  LDN-041 is an opportunity to proactively slow the inevitable traffic in this growing part of Loudoun County and support increasing the number of people who choose not to drive every time they leave the house. It's an investment in reducing pollution and wear and tear on the road while encouraging community relationships and support of the local economy.  Please consider this relatively small investment that I believe will pay significant dividends is pedestrian safety, local institutions, and public health.
249	5/4/2026	Eric Fernandez	22201	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals. As a budding Arlington resident, I would love to grow into this community knowing it will prioritize public transportation and reduce single car use.
250	5/4/2026	Eric Fernandez	22201	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals. As a budding Arlington resident, I would love to grow into this community knowing it will prioritize public transportation and reduce single car use.

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251	5/4/2026	Eric Fernandez	22201	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals. As a budding Arlington resident, I would love to grow into this community knowing it will prioritize public transportation and reduce single car use.
252	5/4/2026	Eric Fernandez	22201	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals. As a budding Arlington resident, I would love to grow into this community knowing it will prioritize public transportation and reduce single car use.
253	5/4/2026	Eric Fernandez	22201	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals. As a budding Arlington resident, I would love to grow into this community knowing it will prioritize public transportation and reduce single car use.
254	5/4/2026	Stephanie Hill	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	I am all in favor of any sidewalk improvements in the Town of Hamilton. I am NOT in favor of any planned trails outside of the town limits. One to Purcellville and the other to Scott Jenkins Park There is already a trail between Hamilton and Purcellville, it is the bike trail which already has a walking path.  I have only seen a handful of people walk along business route 7. So for these few people, is the plan to cut down mature trees which have been there for decades just so they can walk that path?  Western Loudoun is the rural part of the county and I would like for it to stay that way. My family moved out here from Fairfax over 50 years ago for a change of pace. People who move out here want the conveniences of where they came from, ie, Ashburn, Fairfax or some other urban place.
255	5/5/2026	Maria Stoica	22201	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	Regarding the trail projects selected above, I strongly support all three. These are great projects as they focus on connectivity and usability of the trail network.
256	5/5/2026	Maria Stoica	22201	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	The Court House elevator upgrade is direly needed. At rush hour, accessing this station by elevator is in high demand, and usually able-bodied commuters do not give priority to individuals with accessibility needs. I strongly support this project.
257	5/5/2026	Maria Stoica	22201	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	Regarding the Next Generation bus rider info project, I am concerned about the high cost and lack of added value. As a regular bus rider, I do not see the paper map and schedule as an 'obsolete' mode of communicating bus schedules, as long as the schedule is accurate (bus schedules do not change frequently and thus changing the piece of paper when needed is not difficult to do). Furthermore, I find the idea of the QR code replacing paper schedules to be an issue of equity — a QR code requires a smartphone with reliable data service which many bus riders may not have, whereas a paper schedule only requires knowing the current time. (It is concerning that the project proposers believe the QR codes should replace the bus schedules rather than being provided in addition to the bus schedules.) Additionally, having ridden on Metrobuses with a screen to display times/bus stops, I do not believe it improves the bus riding experience. Instead, I would support a project that invests in increasing the number of bus stops with electronic signs announcing bus status rather than screens on the bus. Given the considerably higher impact of the other Arlington County projects, and my concerns about the proposed changes for this project, I do not support the funding of this project.
258	5/5/2026	Maria Stoica	22201	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	Regarding the trail projects selected above, I strongly support all three. These are great projects as they focus on connectivity and usability of the trail network.
259	5/5/2026	Maria Stoica	22201	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	Regarding the trail projects selected above, I strongly support all three. These are great projects as they focus on connectivity and usability of the trail network.
260	5/5/2026	Thomas Michaelman	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	NO TO VAN BUEN ROAD. NO!
261	5/5/2026	Patricia Michaelman	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	I live at FOUR SEASONS IN DUMFRIES VA. I AM AGAINST BUILDING VAN BUREN ROAD. PLEASE KEEP OUR COMMUNITY SAFE. HAVING THIS ROAD BUILT WILL MAKE ALL RESIDENTS HERE UNSAFE. IT WILL ALSO OPEN UP OPPORTUNITIES FOR A DATA CENTER TO BE BUILT. I AM TOTALLY AGAINST BUILDING ALL. PLEASE USE THE MONEY TO BENEFIT OTHER PROJECTS THAT WILL HELP DUMFRIES. WE ALSO HAVE MANY ANIMALS THAT LIVE HERE. PLEASE DON'T THROW THEM OUT, IT IS HOME FOR THEM! PATTY MICHAELMAN
262	5/5/2026	Gaston Gianni	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	I am opposed to this road. Spending an estimated ( will go higher) \$180million for this 2 mile road does not warrant the use of taxpayer funds. There are too many safety and environmental issues to be addressed. Also the proposal does not give adequate consideration to the communities that it will affect!
263	5/5/2026	James Polhamus	20155	Website	MAN-004	Manassas VRE Rail-with-Trail: Downtown Manassas–Bull Run Trail (Phase 1)	City of Manassas	Please select this fantastic project for funding while it is still relatively affordable. It will directly benefit/connect three different localities and two downtowns. Thank you for your consideration.
264	5/5/2026	Joshua Weissman	22209	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	These trails are highly traveled and a vital connection for the entire corridor. They are routinely overcrowded and would benefit from improvement and widening projects more so than any roadway. This would also ease congestion on local roadways by encouraging multimodal transportation
265	5/5/2026	Joshua Weissman	22209	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	These trails are highly traveled and a vital connection for the entire corridor. They are routinely overcrowded and would benefit from improvement and widening projects more so than any roadway. This would also ease congestion on local roadways by encouraging multimodal transportation

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266	5/5/2026	Kristen Patterson	22204	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	ARL-026, ARL-027, ARL-0208,ARL-032,ARL-036, and ARL-037 are all good projects.. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals. I live off of S. George Mason near Four Mile Run Drive, as someone who cycles, walks, and drives along that road daily, any improvement for safety for cyclists and pedestrians are appreciated.  ALX-039 is a worthy project that would improve regional bike connectivity. ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
267	5/5/2026	Kristen Patterson	22204	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	ARL-026, ARL-027, ARL-0208,ARL-032,ARL-036, and ARL-037 are all good projects.. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals. I live off of S. George Mason near Four Mile Run Drive, as someone who cycles, walks, and drives along that road daily, any improvement for safety for cyclists and pedestrians are appreciated.  ALX-039 is a worthy project that would improve regional bike connectivity. ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
268	5/5/2026	Kristen Patterson	22204	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	ARL-026, ARL-027, ARL-0208,ARL-032,ARL-036, and ARL-037 are all good projects.. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals. I live off of S. George Mason near Four Mile Run Drive, as someone who cycles, walks, and drives along that road daily, any improvement for safety for cyclists and pedestrians are appreciated.  ALX-039 is a worthy project that would improve regional bike connectivity. ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
269	5/5/2026	Kristen Patterson	22204	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	ARL-026, ARL-027, ARL-0208,ARL-032,ARL-036, and ARL-037 are all good projects.. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals. I live off of S. George Mason near Four Mile Run Drive, as someone who cycles, walks, and drives along that road daily, any improvement for safety for cyclists and pedestrians are appreciated.  ALX-039 is a worthy project that would improve regional bike connectivity. ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
270	5/5/2026	Kristen Patterson	22204	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-026, ARL-027, ARL-0208,ARL-032,ARL-036, and ARL-037 are all good projects.. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals. I live off of S. George Mason near Four Mile Run Drive, as someone who cycles, walks, and drives along that road daily, any improvement for safety for cyclists and pedestrians are appreciated.  ALX-039 is a worthy project that would improve regional bike connectivity. ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
271	5/5/2026	Kristen Patterson	22204	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	ARL-026, ARL-027, ARL-0208,ARL-032,ARL-036, and ARL-037 are all good projects.. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals. I live off of S. George Mason near Four Mile Run Drive, as someone who cycles, walks, and drives along that road daily, any improvement for safety for cyclists and pedestrians are appreciated.  ALX-039 is a worthy project that would improve regional bike connectivity. ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
272	5/5/2026	Kristen Patterson	22204	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	ALX-039 is a worthy project that would improve regional bike connectivity.
273	5/5/2026	Kristen Patterson	22204	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. &Duke St. Interchange	City of Alexandria	ALX-039 is a worthy project that would improve regional bike connectivity. ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
274	5/5/2026	Angela Anderson	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	I am against the construction of Van Buren Road. It will create more congestion's and speeding accidents that we already have. Expand Route 1 and all the way from Woodbridge to Stafford county

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275	5/5/2026	Kathryn Garrett	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	The proposed Van Buren Rd (VBR) project will go directly through the middle of Cardinal Grove Community, the entire eastern side of the retirement community of Four Seasons and by Copper Mill Estates. These communities all approved by the county including Fannie Fitzgerald school built on the corner of Cardinal Drive, Van Buren Rd, Benita Fitzgerald Dr. All those school children, parents and buses will be negatively impacted by VBR. Yet the county allowed these residential communities and the school to be built. VBR will destroy large, old growth trees, wildlife habitats and wetlands. It will increase noise and air pollution from VBR and the adjacent I95. It will bring commercial development and semi truck traffic. It will increase traffic on Cardinal Drive and Rt 234, a heavily traveled roads. It will decrease the safety and security of each community and the residents of all ages. Many of the parcels of land are zoned commercial (M-2) and are only 40 feet from people's residences. Offices, data center, warehouses, industrial park are some of things we have heard or seen on maps of the area. The county told us years ago that the road was needed to relieve traffic on I95 and Route 1, this is no longer the case. I95 has added express lanes, widened the regular lanes from Occoquan to Quantico. Also the widening of Route 1 from Woodbridge to Quantico is funded and well underway. Please let's save the quality of life for PWC citizens.
276	5/5/2026	Laura Kirkconnell	22205	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	Widening the Custis Trail should not on this list. It is not needed. The County just repaved part of the trail, and should continue to repave when and where needed, but widening is not needed. I used to ride the Custis Trail from my Arlington VA neighborhood of Bluemont to Rosslyn. It's a great ride. The width of the trail was fine, plenty of room for me to get around slower bikes, pedestrians, people with dogs etc, and plenty of room for faster cyclists to get around me. I never had any problem. I never saw any problems with people getting around other people on the Custis Trail. I also walk the trail regularly (including with dogs), and have never had, nor seen, any problem with cyclists (even those going very fast) getting around me or other pedestrians. There's no need for widening. Widening would harm the many mature trees that make the trail a pleasant ride. These trees and also soak up stormwater to reduce the flooding problem in the neighborhood. The Trail near me goes right by an elementary school and the backyards of people. It is better to maintain that distance, and protect the trees. I don't think land should be lost to widening this trail. Where I found danger was not the Custis Trail but where the Custis Trail went into Rosslyn. I saw two separate cyclists who had been hit at an intersection where cars are rapidly changing lanes to make their way to DC or the GW Parkway. I gave up riding through that part of my daily commute, and walked my bike through Rosslyn until I was past the area where I had to get through vehicle commuters heading to the Key Bridge, around to I-66, to the GW Parkway, or wherever else they were doing while cyclists had little protection while doing their own commute.
277	5/5/2026	Laura Kirkconnell	22205	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	I recommend I-66 and N. Glebe be the Number One Priority. (1) There have been numerous accidents at this I-66 exit ramp and N. Glebe, I have seen injured people who've been hit while riding a bike, car accidents, and I was almost killed by a driver who sped through the light on N. Glebe Road heading south at the intersection with N. Fairfax street. The driver sped so closely by me that the wind whipped the legs of my pants as he roared by. This was around 7:30 am when people are rushing to work. I had the pedestrian light. The driver had the red light. There's often heavy traffic with cars backing up on I-66 and on N. Glebe. (2) When I've used Google Maps it has told me to turn at the first "next" light when coming off I-66 to N. Fairfax. Google means Glebe, because it does not recognize the light at the former Holiday Inn. (3) Around 450 units will soon be built at the Holiday Inn site, and around 300 at the Ballston One site across the street. (4) Washington-Liberty High School has a walk-to-school route along 4600 N. Fairfax. We need to ensure students are safe. (5) Please make this intersection safer, so that cars cannot speed one and off I-66 and along N. Glebe and endanger other drivers, cyclists, pedestrians, and people on scooters and other forms of transit.
278	5/5/2026	Laura Kirkconnell	22205	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	(6) I also recommend Next Generation Bus Info: I regularly used the bus while living in Sweden for two years because bus stops had a scroll showing when the next buses would be arriving, and that information was updated and accurate. Buses also displayed a map of the full bus system, so I could figure out a route to get anywhere on the bus. Thank you
279	5/5/2026	Landon Rordam	22201	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	These three projects will be extremely helpful for safety and effectiveness for the community. The Custis Trail widening, in particular, will be critical. There are many blindspots and issues that affect safety of all of the users on the trail.
280	5/5/2026	Landon Rordam	22201	Website	ARL-034	N. Glebe Rd. at QuincySt. / Henderson Rd. Intersection	Arlington County	These three projects will be extremely helpful for safety and effectiveness for the community. The Custis Trail widening, in particular, will be critical. There are many blindspots and issues that affect safety of all of the users on the trail.
281	5/5/2026	Landon Rordam	22201	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	These three projects will be extremely helpful for safety and effectiveness for the community. The Custis Trail widening, in particular, will be critical. There are many blindspots and issues that affect safety of all of the users on the trail.

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282	5/5/2026	Richard Underwood	22025	Mail	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	Please do not support the Van Buren Rd (PWC-046) project. It would allow large commercial trucks through, or adjacent to, 3 single family subdivisions consisting of more than 1000 homes. It would require condemnation of portions of more than 30 residential parcels. This project would also allow commercial hazards of pollution, noise and security into residential areas built since 2000. Prince William County support literature describes the project as: "Purpose" The purpose of this project is to complete Van Buren Road north extension between Route 234 and Cardinal Drive, thus providing relief to existing and projected traffic congestion as an alternate north-south-route along the 1-95 and Route 1 corridors. Emphasismine Please do not support this project which would allow backed up 1-95 traffic to be detoured through existing residential property.
283	5/6/2026	Boris Freydin	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	May 6, 2026 Dear Northern Virginia Transportation Authority,  I am convinced that prior to creating new transportation corridors the I-95 congestion problem(s) should be addressed by improving the existing corridors first. For example, the Route 1 corridor is frequently used by the drivers to go around the congested I-95 sections and thus should be improved first, similar to other improvements made in Northern Virginia in the past. Specifically, improvements in the Route 28 corridor (from the I-66 corridor to the Dulles airport) resulted in the significant reduction of congestion and should be looked at as a starting point for reducing congestion in the Route 1 corridor. Also, it is important to note that the current patterns of the start-and-go traffic in the congested I-95 corridor and frequent stops in the congested Route 1 corridor contribute to air pollution. Thus, when congestion in the corridors above is reduced, it should benefit the quality of air at least in proximity to the corridors. Finally, in addition of being unnecessary to meaningfully address the I-95 traffic problem while increasing local traffic and pollution in proximity to the Four Seasons retirement community, construction of the Van Buren Road North Extension: Route 234 to Cardinal Drive (Prince William County Project PWC-046) will provide access to the lots of land adjoining the Four Seasons that, in turn, will provide a known basis for construction of 2 data centers that the retirement community's residents (including our family) and currently the Board of Directors oppose. Overall, due to the reasons described above, our family opposes implementation of the PWC Project PWC-046 in proximity to the retirement community where we live.
284	5/6/2026	Steven Mulherin	22303	Website	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	I am a Fairfax County resident, a veteran, and a military spouse, and I strongly support funding the Richmond Highway BRT project.  This corridor serves a large number of military families and federal employees, particularly those connected to Fort Belvoir. Improving reliable transit between Fort Belvoir, the Huntington Metro, and the broader Washington, DC region would significantly enhance access to jobs, reduce commuting times, and improve quality of life for both military and civilian residents.  Our area is already experiencing substantial housing growth and redevelopment along Route 1. Without meaningful transit investment, this growth will continue to increase congestion rather than improve mobility. The BRT project is critical to ensuring that this development is supported by modern, efficient transportation infrastructure.  This project is not just a transportation improvement—it is an investment in economic connectivity, workforce access, and support for military families who rely on predictable and efficient commuting options.  I strongly encourage NVTA to prioritize and fund this project.
285	5/6/2026	Crystal DiMiceli	22209	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	I am a proponent of more bike and pedestrian lanes. It would also be great to have more bus route options as well.
286	5/6/2026	Crystal DiMiceli	22209	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	I am a proponent of more bike and pedestrian lanes. It would also be great to have more bus route options as well.
287	5/6/2026	Crystal DiMiceli	22209	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	I am a proponent of more bike and pedestrian lanes. It would also be great to have more bus route options as well.
288	5/6/2026	Crystal DiMiceli	22209	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	I am a proponent of more bike and pedestrian lanes. It would also be great to have more bus route options as well.
289	5/6/2026	Crystal DiMiceli	22209	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	I am a proponent of more bike and pedestrian lanes. It would also be great to have more bus route options as well.
290	5/6/2026	Crystal DiMiceli	22209	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	I am a proponent of more bike and pedestrian lanes. It would also be great to have more bus route options as well.
291	5/6/2026	Robyn Johnson	20110	Website	PWC-049	Route 234 Trail at Innovation Park	Prince William County	Highly support both projects
292	5/6/2026	Robyn Johnson	20110	Website	MAN-004	Manassas VRE Rail-with-Trail: Downtown Manassas–Bull Run Trail (Phase 1)	City of Manassas	Highly support both projects

ID	Date	Name	Zip Code of Residence	Comment Method	Project ID	Project Title	Jurisdiction	Comments
293	5/7/2026	arthur impastato	22300	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	<p>1. VDOT has cited the city for poor performance and failure to make progress, and in 2025 rescinded an expected \$6M grant for Duke and Route 1 on those grounds. NVTA funds are not intended to bail out bad projects that VDOT rejected on the merits.</p> <p>2. NVTA has an "18 month rule," where grantees are required to make "substantial progress" within 18 months of the award. We are at least 5 years since the expiration of the 18 months.</p> <p>3. Alexandria is asking for another \$15M, for a total of \$102M for DSIM. Until the city proves that the first two grants were meritorious, there should be a freeze and an audit of why we are 8 years after the initial grant and made little progress, especially in light of VDOT's disciplinary action against the city in 2025.</p> <p>4. Alexandria stated in 2018 and 2020 that the total cost for DSIM (and now this) would be \$115M. Due to inflation, that number in 2026 is now closer to \$150M. The gap between the \$87M and \$150M requires funding from "other sources" though the city never says what sources. Why would NVTA grant another \$15M until we know what the project actually is?</p> <p>5. Similarly, there are other projects in the region that we are confident need more attention and funding. No reason to let \$100M just sit there forever while NVTA can address more pressing needs.</p>
294	5/7/2026	arthur impastato	22304	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	This project has already been rejected by NVTA and is extremely unpopular with the vast majority of affected residents being against what is being proposed. I am confident that there are other projects in the region that need more attention and funding.
295	5/8/2026	Lovey Hammel	22124	Website	PWC-049	Route 234 Trail at Innovation Park	Prince William County	<p>I am writing today to express strong support for the Route 234 Trail at Innovation Park project submitted by Prince William County for funding consideration in the FY 2026 – 2031 Six Year Program. This proposed trail and pedestrian bridge would address a critical gap in the region's multimodal transportation network by improving safe pedestrian and bicycle connectivity within Nexus234 Innovation District, anchored by the George Mason University Science and Technology Campus.</p> <p>The George Mason University Science and Technology Campus is a regional hub. The campus is home to Hylton Performing Arts Center, Freedom Aquatic and Fitness Center along with nearby Innovation Town Center and University Village developments bringing an estimated 3000 new residential units and mixed use commercial core. The University campus services 4000 students per year. All the above needs safe and efficient non-automobile transportation options.</p> <p>Nexus234 is a 6000-acre hub for innovation that fosters collaboration among academia, industry, and public sector. There will be increased new businesses, residential and entertainment expansion, thus enhanced bicycle and pedestrian connectivity will be essential support for this growth. A robust multimodal transportation system is foundational to the continued success of the Innovation District and strengthens its appeal for investment and economic growth. The Route 234 Trail project would play a significant role towards these goals.</p> <p>Thanks for allowing input on NVTA draft FY 2026-2031 Program</p>
296	5/8/2026	Glenn Harris	22182	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	<p>Please see the attached letter from the McLean Citizens Association (MCA) to NVTA Chair Phyllis Randall in support of funding for the Haycock Road Shared Use Path, APPLICATION #: CFC-012, Intersection of Shreve Rd. &amp; Rte. 7 to Intersection of Haycock Rd. &amp; Falls Church Dr. This letter was sent by email to <a href="mailto:phyllis.randall@loudoun.gov">phyllis.randall@loudoun.gov</a>.</p> <p>Thank you for your attention to this matter.</p> <p>Glenn Harris, Chair MCA Transportation Committee</p>
297	5/9/2026	Kasey Vanderpoel	22204	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	<p>ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.</p> <p>ALX-039 is a worthy project that would improve regional bike connectivity.</p> <p>ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.</p>
298	5/9/2026	Kasey Vanderpoel	22204	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
299	5/9/2026	Kasey Vanderpoel	22204	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	<p>ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.</p> <p>ALX-039 is a worthy project that would improve regional bike connectivity.</p> <p>ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.</p>
300	5/9/2026	Kasey Vanderpoel	22204	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.

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301	5/9/2026	Kasey Vanderpoel	22204	Website	ARL-029	S. Glebe Rd. & W. Glebe Rd. Intersection	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.  ALX-039 is a worthy project that would improve regional bike connectivity. ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
302	5/9/2026	Kasey Vanderpoel	22204	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.  ALX-039 is a worthy project that would improve regional bike connectivity. ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
303	5/9/2026	Kasey Vanderpoel	22204	Website	ARL-033	S. Glebe Rd & 7th St. S Intersection	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.  ALX-039 is a worthy project that would improve regional bike connectivity. ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
304	5/9/2026	Kasey Vanderpoel	22204	Website	ARL-034	N. Glebe Rd. at QuincySt. / Henderson Rd. Intersection	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.  ALX-039 is a worthy project that would improve regional bike connectivity. ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
305	5/9/2026	Kasey Vanderpoel	22204	Website	ARL-035	Performance Parking Initiative (Phases 2-3)	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.  ALX-039 is a worthy project that would improve regional bike connectivity. ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
306	5/9/2026	Kasey Vanderpoel	22204	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
307	5/9/2026	Kasey Vanderpoel	22204	Website	ARL-037	Eads St. Multimodal Improvements: 15th-23rd St. S	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
308	5/9/2026	Kasey Vanderpoel	22204	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	ALX-039 is a worthy project that would improve regional bike connectivity.
309	5/9/2026	Kasey Vanderpoel	22204	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
310	5/9/2026	Richard Walker	22201	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	ARL-028, ARL-032, ARL-036, ARL-037, ALX-039, ALX-040: From a pedestrian/cyclist safety perspective -- especially child pedestrians/cyclists -- paths and sidewalks need to be protected, wide, and continuous, and they need to intersect safely with vehicular traffic. Safe and consistent multimodal transportation will bring economic benefits to Northern Virginia by making it a place that all people -- including parents -- want to live, regardless of how they choose to get around.
311	5/9/2026	Richard Walker	22201	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	ARL-031: Next Generation Bus Rider Info will benefit car drivers and transit riders alike, since increased bus ridership will decrease the number of cars on the road, which will improve traffic for everybody.
312	5/9/2026	Richard Walker	22201	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.-N. Jackson St.	Arlington County	ARL-028, ARL-032, ARL-036, ARL-037, ALX-039, ALX-040: From a pedestrian/cyclist safety perspective -- especially child pedestrians/cyclists -- paths and sidewalks need to be protected, wide, and continuous, and they need to intersect safely with vehicular traffic. Safe and consistent multimodal transportation will bring economic benefits to Northern Virginia by making it a place that all people -- including parents -- want to live, regardless of how they choose to get around.
313	5/9/2026	Richard Walker	22201	Website	ARL-035	Performance Parking Initiative (Phases 2-3)	Arlington County	ARL-035: This project will increase the availability of open public parking spaces.
314	5/9/2026	Richard Walker	22201	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-028, ARL-032, ARL-036, ARL-037, ALX-039, ALX-040: From a pedestrian/cyclist safety perspective -- especially child pedestrians/cyclists -- paths and sidewalks need to be protected, wide, and continuous, and they need to intersect safely with vehicular traffic. Safe and consistent multimodal transportation will bring economic benefits to Northern Virginia by making it a place that all people -- including parents -- want to live, regardless of how they choose to get around.

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315	5/9/2026	Richard Walker	22201	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	ARL-028, ARL-032, ARL-036, ARL-037, ALX-039, ALX-040: From a pedestrian/cyclist safety perspective -- especially child pedestrians/cyclists -- paths and sidewalks need to be protected, wide, and continuous, and they need to intersect safely with vehicular traffic. Safe and consistent multimodal transportation will bring economic benefits to Northern Virginia by making it a place that all people -- including parents -- want to live, regardless of how they choose to get around.
316	5/9/2026	Richard Walker	22201	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	ARL-028, ARL-032, ARL-036, ARL-037, ALX-039, ALX-040: From a pedestrian/cyclist safety perspective -- especially child pedestrians/cyclists -- paths and sidewalks need to be protected, wide, and continuous, and they need to intersect safely with vehicular traffic. Safe and consistent multimodal transportation will bring economic benefits to Northern Virginia by making it a place that all people -- including parents -- want to live, regardless of how they choose to get around.
317	5/9/2026	Richard Walker	22201	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	ARL-028, ARL-032, ARL-036, ARL-037, ALX-039, ALX-040: From a pedestrian/cyclist safety perspective -- especially child pedestrians/cyclists -- paths and sidewalks need to be protected, wide, and continuous, and they need to intersect safely with vehicular traffic. Safe and consistent multimodal transportation will bring economic benefits to Northern Virginia by making it a place that all people -- including parents -- want to live, regardless of how they choose to get around.
318	5/9/2026	Patrick Conley	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	These two projects are critical for the city of falls church. with upcoming residential and commercial development projects, multimodal improvements in both of these corridors will improve safety for all modes of transport, offer alternate means to travel other than car, relieve traffic, and create a better neighborhood to support our local businesses
319	5/9/2026	Patrick Conley	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	These two projects are critical for the city of falls church. with upcoming residential and commercial development projects, multimodal improvements in both of these corridors will improve safety for all modes of transport, offer alternate means to travel other than car, relieve traffic, and create a better neighborhood to support our local businesses
320	5/9/2026	Kasey Vanderpoel	22204	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.  ALX-039 is a worthy project that would improve regional bike connectivity. ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
321	5/10/2026	Sandra Bruner	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Thank you for the opportunity to comment on this important request. We are all concerned about the safety of pedestrian traffic along Colonial Highway in Hamilton.  The existing sidewalks (mostly one side of the highway) are in bad condition with concrete buckling up from tree roots and worn out, uneven pavement. Many walkers have tripped, fallen, and been injured by walking and jogging on these pathways. Where sidewalks exist in the town, most places are so narrow that if you meet someone coming in the other direction, one of the parties needs to step off the sidewalk, either into the grass (someone's property), or into the street. Parents pushing strollers, walking dogs, or corralling children can be in danger from our often-busy street.  Currently, there are only two crosswalks in our town, one near the school entrance, and the other by the post office. There are other busy roads that could use painted crosswalks, e.g., at Rt. 704 and E. Colonial Hwy (especially with bikers gaining access to and from the bike trail); S. St. Paul Street and E. Colonial Hwy.; and Ivandale and Reid Streets.  Providing safe pedestrian routes, and crosswalks, would benefit all who use these sidewalks to exercise, take our children to the playground, walk to the school, churches, town office, restaurants, and visit our neighbors. By safely walking, we can enjoy the beauty of our town, look around, rather than watching our footing. It is a blessing to live in a small town where we can walk and enjoy our surroundings. If walkways were safe and accessible, perhaps more residents would choose to walk rather than drive through our town.  Respectfully submitted, Sandra Bruner, Hamilton resident since 1985
322	5/10/2026	Robert Stanley	22201	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	ARL-026 - South George Mason Drive Multimodal Improvements - This would provide additional connectivity as I prefer to prioritize biking when moving around Arlington and often feel unsafe without dedicated paths or bike lanes.
323	5/10/2026	Robert Stanley	22201	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	ARL-028 - North Glebe Rd at I 66 WB Off Ramp Intersection Improvements - I live next to here, this is an unsafe intersection to try to get off as a biker or pedestrian, I saw someone almost get hit here last week, this would represent a significant improvement for safety, especially when dark or getting darker out.
324	5/10/2026	Robert Stanley	22201	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	ARL-032 - Arlington Boulevard Trail - This is a worthy project.
325	5/10/2026	Robert Stanley	22201	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-036 - Custis Trail Widening and Modernization - This is a worthy project and would help improve connectivity and safety for going to DC. I use this path at least twice a week and improvements on top of an already great path would be welcomed.
326	5/10/2026	Robert Stanley	22201	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	ARL-037 - Eads Street Multimodal Improvements - This this is a worthy project.

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327	5/10/2026	Robert Stanley	22201	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	ALX-039 - Eisenhower Avenue and South Van Dorn Street Corridor Improvements - this is a worthy project that would improve regional bike connectivity and would be appreciated.
328	5/10/2026	Robert Stanley	22201	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	ALX-040 - Duke Street Transitway Phase 2 Van Dorn Street and Duke Street Interchange Improvements - this is a helpful project that would improve the safety and accessibility of this area.
329	5/10/2026	Eliot Forster-Benson	22043	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.-Columbia Pike	Arlington County	I would like to support these projects. It is crucial that we have more infrastructure for bikes as they are becoming such an important tool for people to get around. To make it safer would improve the lives of everyone. Thank you. Eliot
330	5/10/2026	Eliot Forster-Benson	22043	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	I would like to support these projects. It is crucial that we have more infrastructure for bikes as they are becoming such an important tool for people to get around. To make it safer would improve the lives of everyone. Thank you. Eliot
331	5/10/2026	Eliot Forster-Benson	22043	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	I would like to support these projects. It is crucial that we have more infrastructure for bikes as they are becoming such an important tool for people to get around. To make it safer would improve the lives of everyone. Thank you. Eliot
332	5/10/2026	Eliot Forster-Benson	22043	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.-N. Jackson St.	Arlington County	I would like to support these projects. It is crucial that we have more infrastructure for bikes as they are becoming such an important tool for people to get around. To make it safer would improve the lives of everyone. Thank you. Eliot
333	5/10/2026	Eliot Forster-Benson	22043	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	I would like to support these projects. It is crucial that we have more infrastructure for bikes as they are becoming such an important tool for people to get around. To make it safer would improve the lives of everyone. Thank you. Eliot
334	5/10/2026	Eliot Forster-Benson	22043	Website	ARL-037	Eads St. Multimodal Improvements: 15th-23rd St. S	Arlington County	I would like to support these projects. It is crucial that we have more infrastructure for bikes as they are becoming such an important tool for people to get around. To make it safer would improve the lives of everyone. Thank you. Eliot
335	5/11/2026	Margaret Maclaine	20158	Mail	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	My name is Margaret Maclaine, I live in Hamilton, VA. I have raised my children all grown now. Would like to give my support for the project in the plans for safety. We have lived in Hamilton since 1966 - This will provide safety to the needs of all. Please provide the funds needed. Thank you and have a great day.
336	5/11/2026	Amy Adams	20110	Website	PWC-049	Route 234 Trail at Innovation Park	Prince William County	Nexus234 is a 6,000-acre hub for innovation that fosters collaboration among academia, industry, and the public sector. As new businesses establish operations and residential development continues to expand, enhanced bicycle and pedestrian connectivity will be essential to supporting residents, employees, and visitors. A robust, multimodal transportation system is foundational to the continued success of the Innovation District and strengthens its appeal as a destination for business investment and economic growth. The Route 234 Trail project would play a significant role in advancing these goals.
337	5/11/2026	Becky Haines	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	I am writing in support of the Town's recent application for NVTA's funds for pedestrian and traffic safety improvements to Colonial Highway in the town of Hamilton and adjacent County area.  The Town of Hamilton is a small but busy location centered in Colonial Highway. According to VDOT traffic data, 2-lane Colonial Highway (Business Route 7) sees 10,000 vehicles per day at the Town limits. In my experience, there is often overflow traffic when Routes 7 and 9 are backed up during rush hour or due to accidents and I believe this creates potential safety issues in this primarily residential area.  One of the main challenges for pedestrians and motorists is the lack of well-designated crosswalks to facilitate the safe crossing along this busy road. Adding to the dangerousness is the discontinuity of sidewalks, particularly along E. Colonial that lacks sidewalk, gutter, and curb to provide safe pedestrian access and separation from traffic. When bicyclists are added to the mix, it can be dangerous for drivers, riders, and pedestrians.  Town residents have been seeking these types of improvements for many years, but the Town is too small to have the financial resources to afford them. As a vibrant part of fast-growing Loudoun County we are hoping for broader support for these improvements. Thank you for your support for this vital safety project.

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338	5/11/2026	Tia Ross	22193	Public Hearing & Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	<p>I have several questions.</p> <ol style="list-style-type: none"> <li>Property Impact &amp; Right of Way <ul style="list-style-type: none"> <li>- What permanent and temporary easements are required from my property, and how were they determined?</li> <li>- Will any fencing, landscaping, or structures be removed or relocated - and at whose cost?</li> <li>- How will my property access (driveway, entrances) change during and after construction?</li> </ul> </li> <li>Drainage &amp; Stormwater <ul style="list-style-type: none"> <li>- How will the project alter stormwater runoff patterns on or near my property?</li> <li>- What measures are in place to prevent flooding, erosion, or standing water behind my property?</li> <li>- Will there be new stormwater facilities (pond, pipes, swales) near my property and who maintains them?</li> </ul> </li> <li>Noise, Safety &amp; Quality of Life <ul style="list-style-type: none"> <li>- What are the projected noise level increase, and are noise barrier being considered?</li> <li>- How will headlight glare from the roadway be mitigated for adjacent homes?</li> <li>- Will the project increase traffic speeds or volumes, and how does that affect safety for nearby residents.</li> <li>- Have studies been conducted to gauge the rate of increase in crime during and after construction has completed.</li> <li>- What measures have been put in place to prevent &amp; mitigate increases in crime?</li> </ul> </li> <li>Environment &amp; Buffer Impacts <ul style="list-style-type: none"> <li>- How much tree clearing or buffer removal will occur behind my property?</li> <li>- Will there be any replanting, screening, or landscaping to restore privacy?</li> <li>- Are there any impacts to wetlands, streams, or environmental resources near my property?</li> </ul> </li> <li>Construction Impacts <ul style="list-style-type: none"> <li>- What is the construction timeline, and how long will impacts last behind my property?</li> <li>- What are the expected construction hours and noise levels?</li> <li>- Will there be temporary access roads, staging areas, or equipment storage near my property?</li> </ul> </li> <li>Compensation &amp; Appraisal <ul style="list-style-type: none"> <li>- How will the county determine fair compensation for easements or land acquisition?</li> <li>- Will they use a full appraisal or administrative/desktop valuation, and can I request a review?</li> <li>- Are damages to the remainder of my property (loss of privacy, noise, value) considered?</li> </ul> </li> </ol>
339	5/11/2026	Joann Ballard	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	<p>Thank you for the opportunity to submit comments. We have lived in Hamilton for almost 30 years. The traffic is worse every year and it causes a lot of issues for walking. Sidewalks need to be on both sides of the main road from Hamilton station road thru town toward Purcellville. Many current sidewalks are small and have tree roots and are uneven causing walkers to get injured. It is also hard to walk when passing other walkers and dog walkers....you have to go into the street or on someone's lawn. Fixing and expanding the sidewalks would be a great help - on both sides of the road from Hamilton station road - thru town, toward Purcellville Traffic also goes too fast thru town so a light at South St. Paul st would help some. Thank you for your consideration.</p>
340	5/12/2026	Kristi Black	20110	Website	PWC-049	Route 234 Trail at Innovation Park	Prince William County	<p>The Prince William Chamber of Commerce strongly supports the Route 234 Trail at Innovation Park project submitted by Prince William County for funding consideration in the FY 2026 – 2031 Six Year Program. This proposed trail and pedestrian bridge would address a critical gap in the region's multimodal transportation network by improving safe pedestrian and bicycle connectivity within Nexus234 Innovation District ("Nexus 234" or "Innovation District"), anchored by the George Mason University Science and Technology Campus.</p> <p>The George Mason University Science and Technology Campus serves as a regional hub for research and experiential learning, entrepreneurship and collaboration, and the arts. The campus serves more than 4,000 students per year across five facilities and is home to major community assets, including the Hylton Performing Arts Center and the Freedom Aquatic and Fitness Center. Additionally, the nearby Innovation Town Center and University Village developments will bring nearly 3,000 new residential units and a mixed-use commercial core to the area, increasing demand for safe and efficient non-automobile transportation options.</p> <p>Nexus234 is a 6,000-acre hub for innovation that fosters collaboration among academia, industry, and the public sector. As new businesses establish operations and residential development continues to expand, enhanced bicycle and pedestrian connectivity will be essential to supporting residents, employees, and visitors. A robust, multimodal transportation system is foundational to the continued success of the Innovation District and strengthens its appeal as a destination for business investment, economic growth, and talent development. The Route 234 Trail project would play a significant role in advancing these goals.</p> <p>Thank you for your consideration of our input on NVTA's draft FY 2026 – 2031 Program. We appreciate NVTA's continued investment in projects that improve safety, connectivity, and transportation choice across the region.</p>
341	5/12/2026	Freda Kjolhede	22311	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	George Mason & 4 MILE Run - make this intersection less confusing & less congested.
342	5/12/2026	Freda Kjolhede	22311	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	Bus Rider info - good to get more info into the hands of the actual bus user.
343	5/12/2026	Freda Kjolhede	22311	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	Totally unnecessary! especially Van Dorn & Eisenhower - will slow traffic and make it more congested! Don't Do It!
344	5/12/2026	Freda Kjolhede	22311	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	Totally unnecessary! especially Van Dorn & Eisenhower - will slow traffic and make it more congested! Don't Do It!

ID	Date	Name	Zip Code of Residence	Comment Method	Project ID	Project Title	Jurisdiction	Comments
345	5/12/2026	Amanda Self-Scheff	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	To Whom It May Concern: I am from the town of Hamilton and cannot be at the meeting on May 14th. I hope that you will approve funds to make our town safer for our residents. I am a mother of three and I am worried about my children being able to visit friends or even walk to school. We live close to our school and park but have to cross colonial highway to get to them and many of the sidewalk areas are unsafe. Our sidewalks do not continuously go through our town and some are in poor condition. I'm worried that a death will occur if our town is not able to make changes. Your funds will change the lives of our town residents and future residents. I hope you consider our town with great thought there is no way we can do this on our own as we are a small town with not much revenue to complete a project like this. Thank you for your time.
346	5/13/2026	David Earley	22207	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	I strongly support Projects ARL-024, ARL-027, ARL-028, ARL-032, ARL-036, ARL-037 which all would enhance pedestrian infrastructure and multimodal balance. These will enhance safety, promote sustainable economic growth and produce important transportation objectives.
347	5/13/2026	David Earley	22207	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	I strongly support Projects ARL-024, ARL-027, ARL-028, ARL-032, ARL-036, ARL-037 which all would enhance pedestrian infrastructure and multimodal balance. These will enhance safety, promote sustainable economic growth and produce important transportation objectives.
348	5/13/2026	David Earley	22207	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	I strongly support Projects ARL-024, ARL-027, ARL-028, ARL-032, ARL-036, ARL-037 which all would enhance pedestrian infrastructure and multimodal balance. These will enhance safety, promote sustainable economic growth and produce important transportation objectives.
349	5/13/2026	David Earley	22207	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	I strongly support Projects ARL-024, ARL-027, ARL-028, ARL-032, ARL-036, ARL-037 which all would enhance pedestrian infrastructure and multimodal balance. These will enhance safety, promote sustainable economic growth and produce important transportation objectives.
350	5/13/2026	David Earley	22207	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	I strongly support Projects ARL-024, ARL-027, ARL-028, ARL-032, ARL-036, ARL-037 which all would enhance pedestrian infrastructure and multimodal balance. These will enhance safety, promote sustainable economic growth and produce important transportation objectives.
351	5/13/2026	David Earley	22207	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	I strongly support Projects ARL-024, ARL-027, ARL-028, ARL-032, ARL-036, ARL-037 which all would enhance pedestrian infrastructure and multimodal balance. These will enhance safety, promote sustainable economic growth and produce important transportation objectives.
352	5/13/2026	Sue Campbell	22204	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	The VHC Behavioral Health Facility on Carlin Springs Road is not conducive to a bike access path from 5th Rd S. The proposed uses of the facility are not in alignment with a "kid friendly bike path" which is how the trail is described. VHC itself does not want a path to the neighborhood and the Glencarlyn neighborhood has serious major concerns about the path being uses simply for overflow parking. The parking garage for the facility on the ground floor at the bottom of the hill is less than a block from the Long Branch that connects with the W and OD trail. Much of Glencarlyn sits on top of a fairly steep hill as well. There are plenty of other projects that need funding and the Arlington PAC does not list this in their list of projects to emphasize. This path was proposed many years ago before the facility took shape. The path onto 5th Rd would open up to a quiet cul-de-sac and I will try to include a Google map of the area and also a Google map of the trail bikes would take from, for example, a trip from Fairlington.
353	5/13/2026	Richard Bailey	22205	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	I support!
354	5/13/2026	Richard Bailey	22205	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	I support!
355	5/13/2026	Richard Bailey	22205	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	I support!
356	5/13/2026	Richard Bailey	22205	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	I support!
357	5/13/2026	Richard Bailey	22205	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	I support!
358	5/13/2026	Richard Bailey	22205	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	I support!
359	5/13/2026	Richard Bailey	22205	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	I support!
360	5/13/2026	Sharon Mercke	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	The proposed improvements to the Town of Hamilton - installing new sidewalk and pedestrian crossings, drainage, curb and gutter would be enormously helpful to the quality of life in the town. There are so many pedestrians in Hamilton, including myself, who have to cross the street back and forth to be able to navigate the main road (Colonial "Highway") on a sidewalk. This weekend I was speaking with a dad carrying his child in a front carrier who was explaining how he had to cross multiple times to get to his destination. It really is an unsafe situation. Yesterday within a mile I counted twelve people out walking - and this did not include any school children coming home from school - a lot of people walk, and more want to walk. I hope that you will give this project high priority and approve it for the benefit of our residents. Thank you very much for your time.
361	5/13/2026	Jon-Paul Scheff	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	I would like to provide my support for the LDN-041 Colonial Highway Pedestrian Safety Improvements Project in Loudoun County.  As a resident of Hamilton, I believe these improvements will directly benefit both my family and the broader community. Improving pedestrian safety and accessibility along Colonial Highway is an important investment for residents, families, and especially children who use or travel through this corridor every day.  Projects like this help make the area safer and more connected for everyone, and I appreciate the county's continued focus on pedestrian and transportation safety improvements.

ID	Date	Name	Zip Code of Residence	Comment Method	Project ID	Project Title	Jurisdiction	Comments
362	5/13/2026	John Musso	22202	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	<p>On behalf of the Arlington Chamber of Commerce, I write to express the Chamber’s strong support for funding three of the candidate projects considered for the FY2026-2031 Six Year Program: 1) the Court House Metro Station Access Improvements; 2) the S. George Mason Drive/ S. Four Mile Run Drive Intersection Improvements; and 3) the Arlington Memorial Trail. All three projects are strategic investments in Arlington’s transportation network that improve accessibility, reduce congestion, and build on multi-modal infrastructure.</p> <p>The proposed Arlington Memorial Trail would serve as a major connector for bicycle users, pedestrians, and micromobility uses between Rosslyn and National Landing via Arlington National Cemetery. By connecting these two major mixed-use neighborhoods in Arlington, this trail would serve the growing number of residents who commute by modes such as bicycle and micromobility.</p> <p>Taken together, these three projects exemplify targeted, high-impact transportation investments that improve connection between our business districts and residential neighborhoods, serving important economic sectors of Arlington and the region. The Chamber respectfully urges the Authority to approve three projects for inclusion in the FY2026–2031 Six Year Program. Thank you for your consideration of our comments.</p>
363	5/13/2026	John Musso	22202	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	<p>On behalf of the Arlington Chamber of Commerce, I write to express the Chamber’s strong support for funding three of the candidate projects considered for the FY2026-2031 Six Year Program: 1) the Court House Metro Station Access Improvements; 2) the S. George Mason Drive/ S. Four Mile Run Drive Intersection Improvements; and 3) the Arlington Memorial Trail. All three projects are strategic investments in Arlington’s transportation network that improve accessibility, reduce congestion, and build on multi-modal infrastructure.</p> <p>S. George Mason Drive/ S. Four Mile Run Drive Intersection Improvements will enhance safety at a critically important intersection that is among the top ten locations for automobile crashes in Arlington County. A safer and more efficient intersection will benefit the significant number of Arlington residents who pass through it by car or transit every day. Additionally, the grade separated crossing of the Washington and Old Dominion Trail will improve safety and connectivity for trail users.</p> <p>Taken together, these three projects exemplify targeted, high-impact transportation investments that improve connection between our business districts and residential neighborhoods, serving important economic sectors of Arlington and the region. The Chamber respectfully urges the Authority to approve three projects for inclusion in the FY2026–2031 Six Year Program. Thank you for your consideration of our comments.</p>
364	5/13/2026	John Musso	22202	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	<p>On behalf of the Arlington Chamber of Commerce, I write to express the Chamber’s strong support for funding three of the candidate projects considered for the FY2026-2031 Six Year Program: 1) the Court House Metro Station Access Improvements; 2) the S. George Mason Drive/ S. Four Mile Run Drive Intersection Improvements; and 3) the Arlington Memorial Trail. All three projects are strategic investments in Arlington’s transportation network that improve accessibility, reduce congestion, and build on multi-modal infrastructure.</p> <p>The Court House Metro Station Access Improvements would more than double the elevator capacity at the Metrorail station, greatly improving user access and reducing congestion. The impact of this capacity increase, and reductions in congestion at the other entrances, would be comparable to opening a new entrance to the Metrorail station. The Court House Metrorail station serves one of Arlington’s most densely developed mixed-use neighborhoods, and a less congested, more accessible station would position the neighborhood up for sustainable long-term growth as a hub of residential, commercial and civic activity.</p> <p>Taken together, these three projects exemplify targeted, high-impact transportation investments that improve connection between our business districts and residential neighborhoods, serving important economic sectors of Arlington and the region. The Chamber respectfully urges the Authority to approve three projects for inclusion in the FY2026–2031 Six Year Program. Thank you for your consideration of our comments.</p>
365	5/13/2026	Christopher Ziemann	22314	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	Please find attached letter of support from the Alexandria Transportation Commission.
366	5/13/2026	Christopher Ziemann	22314	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	Please find attached letter of support from the Alexandria Transportation Commission.
367	5/13/2026	Graham MacDonald	22303	Website	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	I am highly supportive of the route 1 BRT as a local resident. It is a necessary improvement to an area that is very dangerous for non drivers, is rapidly growing and receiving new real estate investment and density, and where traffic is growing.
368	5/13/2026	Stephanie Mickelson	22203	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
369	5/13/2026	Stephanie Mickelson	22203	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
370	5/13/2026	Stephanie Mickelson	22203	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.

ID	Date	Name	Zip Code of Residence	Comment Method	Project ID	Project Title	Jurisdiction	Comments
371	5/13/2026	Stephanie Mickelson	22203	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
372	5/13/2026	Stephanie Mickelson	22203	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
373	5/13/2026	Stephanie Mickelson	22203	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	ALX-039 is a worthy project that would improve regional bike connectivity.
374	5/13/2026	Stephanie Mickelson	22203	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. &Duke St. Interchange	City of Alexandria	ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.
375	5/14/2026	Andrea Bailey, Prince William County Board Supervisor	N/A	Public Hearing	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	Asking for support of the Van Buren Road North Extension Project which will create a connection to an extensive bicycle and pedestrian network on Route 234 in the Potomac District and relieve traffic cut throughs in the Montclair subdivision area
376	5/14/2026	Phillip Leonard	N/A	Public Hearing	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Spoke in support of the East Colonial Highway improvements citing safety concerns[ML1.1] and beautification needs
377	5/14/2026	David Fisher	N/A	Public Hearing	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Spoke in support of the East Colonial Highway improvements citing speeding through the Town of Hamilton.
378	5/14/2026	James Bourne	20158	Public Hearing & Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Stated that Hamilton was the second largest commerce center in Loudoun County 100 years ago; however, after a fire, there is no sidewalk to get from one side end of the town to the other.
379	5/14/2026	Tyler Pumphrey	N/A	Public Hearing	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Spoke in support of the East Colonial Highway improvements citing the need for preserving the character of the Town and a lack of infrastructure to support pedestrian activity.
380	5/14/2026	Rebecca Jones, Vice Mayor, Town of Hamilton	N/A	Public Hearing	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Spoke in support of funding request for the East Colonial Highway improvements that will create safe pedestrian routes to schools and parks.
381	5/14/2026	Patricia Miller	N/A	Public Hearing	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Spoke in support of the East Colonial Highway improvements citing safety concerns.
382	5/14/2026	Kenneth Wine, Mayor, Town of Hamilton	N/A	Public Hearing	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Spoke in support of the East Colonial Highway improvements citing the need for improved, contiguous sidewalks through the town as well as safety concerns over speeding through town.
383	5/14/2026	Bryan Munson	N/A	Public Hearing	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Spoke in support of the East Colonial Highway improvements citing safety concerns due to traffic speeding and lack of pedestrian facilities.
384	5/14/2026	Tamsyn Knight	N/A	Public Hearing	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Spoke in support of the East Colonial Highway improvements citing safety concerns, particularly lack of sidewalks and crosswalks.
385	5/14/2026	Craig Greene, Council Member, Town of Hamilton	N/A	Public Hearing	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Stated that a sidewalk on the east end of town was installed using federal funding and asked for funding to complete the project.
386	5/14/2026	Fred Hussain	N/A	Public Hearing	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	Support Richmond Highway BRT, In favor of WMATA taking over project, Support Dale City
387	5/14/2026	Fred Hussain	N/A	Public Hearing	PWC-050	Dale City Transit Priority	Prince William County	Support Richmond Highway BRT, In favor of WMATA taking over project, Support Dale City
388	5/14/2026	Frank Putzu	N/A	Public Hearing	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	Spoke against the Landmark Transit Center and the Eisenhower and Van Dorn stating these projects were approved without public input and low SMARTSCALE scores. Further, he stated that the project costs have risen due to slow progress.
389	5/14/2026	Frank Putzu	N/A	Public Hearing	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. &Duke St. Interchange	City of Alexandria	Spoke against the Landmark Transit Center and the Eisenhower and Van Dorn stating these projects were approved without public input and low SMARTSCALE scores. Further, he stated that the project costs have risen due to slow progress.
390	5/14/2026	Jason Stanford	N/A	Public Hearing	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	Stated that northern Virginia is expected to gain 600,000 new residents over the next 25 years, so the Alliance supports the Authority's continued investment in projects that expand transportation capacity. He urged funding for the Richmond Highway BRT project, the Loudoun County Rt. 50 North Collector Road Project, the Van Buren Drive North Extension, Route 234 Trail at Innovation Park, the Route 15 Overpass and Improvement Project, the Duke Street Transitway Phase 2, the Custis Trail Widening and Modernization, and the South George Mason Drive and South Four Mile Run Intersection Improvements.
391	5/14/2026	Jason Stanford	N/A	Public Hearing	ARL-036	Custis Trail Widening & Modernization	Arlington County	Stated that northern Virginia is expected to gain 600,000 new residents over the next 25 years, so the Alliance supports the Authority's continued investment in projects that expand transportation capacity. He urged funding for the Richmond Highway BRT project, the Loudoun County Rt. 50 North Collector Road Project, the Van Buren Drive North Extension, Route 234 Trail at Innovation Park, the Route 15 Overpass and Improvement Project, the Duke Street Transitway Phase 2, the Custis Trail Widening and Modernization, and the South George Mason Drive and South Four Mile Run Intersection Improvements.
392	5/14/2026	Jason Stanford	N/A	Public Hearing	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	Stated that northern Virginia is expected to gain 600,000 new residents over the next 25 years, so the Alliance supports the Authority's continued investment in projects that expand transportation capacity. He urged funding for the Richmond Highway BRT project, the Loudoun County Rt. 50 North Collector Road Project, the Van Buren Drive North Extension, Route 234 Trail at Innovation Park, the Route 15 Overpass and Improvement Project, the Duke Street Transitway Phase 2, the Custis Trail Widening and Modernization, and the South George Mason Drive and South Four Mile Run Intersection Improvements.
393	5/14/2026	Jason Stanford	N/A	Public Hearing	LDN-040	Route 50 N. Collector Rd: Tall Cedars Pkwy–Route 28	Loudoun County	Stated that northern Virginia is expected to gain 600,000 new residents over the next 25 years, so the Alliance supports the Authority's continued investment in projects that expand transportation capacity. He urged funding for the Richmond Highway BRT project, the Loudoun County Rt. 50 North Collector Road Project, the Van Buren Drive North Extension, Route 234 Trail at Innovation Park, the Route 15 Overpass and Improvement Project, the Duke Street Transitway Phase 2, the Custis Trail Widening and Modernization, and the South George Mason Drive and South Four Mile Run Intersection Improvements.

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394	5/14/2026	Jason Stanford	N/A	Public Hearing	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	Stated that northern Virginia is expected to gain 600,000 new residents over the next 25 years, so the Alliance supports the Authority's continued investment in projects that expand transportation capacity. He urged funding for the Richmond Highway BRT project, the Loudoun County Rt. 50 North Collector Road Project, the Van Buren Drive North Extension, Route 234 Trail at Innovation Park, the Route 15 Overpass and Improvement Project, the Duke Street Transitway Phase 2, the Custis Trail Widening and Modernization, and the South George Mason Drive and South Four Mile Run Intersection Improvements.
395	5/14/2026	Jason Stanford	N/A	Public Hearing	PWC-048	Route 15 Railroad Overpass	Prince William County	Stated that northern Virginia is expected to gain 600,000 new residents over the next 25 years, so the Alliance supports the Authority's continued investment in projects that expand transportation capacity. He urged funding for the Richmond Highway BRT project, the Loudoun County Rt. 50 North Collector Road Project, the Van Buren Drive North Extension, Route 234 Trail at Innovation Park, the Route 15 Overpass and Improvement Project, the Duke Street Transitway Phase 2, the Custis Trail Widening and Modernization, and the South George Mason Drive and South Four Mile Run Intersection Improvements.
396	5/14/2026	Jason Stanford	N/A	Public Hearing	PWC-049	Route 234 Trail at Innovation Park	Prince William County	Stated that northern Virginia is expected to gain 600,000 new residents over the next 25 years, so the Alliance supports the Authority's continued investment in projects that expand transportation capacity. He urged funding for the Richmond Highway BRT project, the Loudoun County Rt. 50 North Collector Road Project, the Van Buren Drive North Extension, Route 234 Trail at Innovation Park, the Route 15 Overpass and Improvement Project, the Duke Street Transitway Phase 2, the Custis Trail Widening and Modernization, and the South George Mason Drive and South Four Mile Run Intersection Improvements.
397	5/14/2026	Jason Stanford	N/A	Public Hearing	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	Stated that northern Virginia is expected to gain 600,000 new residents over the next 25 years, so the Alliance supports the Authority's continued investment in projects that expand transportation capacity. He urged funding for the Richmond Highway BRT project, the Loudoun County Rt. 50 North Collector Road Project, the Van Buren Drive North Extension, Route 234 Trail at Innovation Park, the Route 15 Overpass and Improvement Project, the Duke Street Transitway Phase 2, the Custis Trail Widening and Modernization, and the South George Mason Drive and South Four Mile Run Intersection Improvements.
398	5/14/2026	Bernard Berne	N/A	Public Hearing & Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	Spoke against three Arlington County trail projects (Arlington Memorial Trail, Arlington Boulevard Trail, and Custis Trail Widening and Modernization). He stated that bicycle and pedestrian projects do not meet State Code requirements for NVTA funding support.
399	5/14/2026	Bernard Berne	N/A	Public Hearing & Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	Spoke against three Arlington County trail projects (Arlington Memorial Trail, Arlington Boulevard Trail, and Custis Trail Widening and Modernization). He stated that bicycle and pedestrian projects do not meet State Code requirements for NVTA funding support.
400	5/14/2026	Bernard Berne	N/A	Public Hearing & Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	Spoke against three Arlington County trail projects (Arlington Memorial Trail, Arlington Boulevard Trail, and Custis Trail Widening and Modernization). He stated that bicycle and pedestrian projects do not meet State Code requirements for NVTA funding support.
401	5/14/2026	Bill Pugh	N/A	Public Hearing	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
402	5/14/2026	Bill Pugh	N/A	Public Hearing	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
403	5/14/2026	Bill Pugh	N/A	Public Hearing	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
404	5/14/2026	Bill Pugh	N/A	Public Hearing	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
405	5/14/2026	Bill Pugh	N/A	Public Hearing	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
406	5/14/2026	Bill Pugh	N/A	Public Hearing	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
407	5/14/2026	Bill Pugh	N/A	Public Hearing	ARL-029	S. Glebe Rd. & W. Glebe Rd. Intersection	Arlington County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
408	5/14/2026	Bill Pugh	N/A	Public Hearing	ARL-030	Court House Metro Station Access Improvements	Arlington County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
409	5/14/2026	Bill Pugh	N/A	Public Hearing	ARL-031	Next Generation Bus Rider Info	Arlington County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
410	5/14/2026	Bill Pugh	N/A	Public Hearing	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
411	5/14/2026	Bill Pugh	N/A	Public Hearing	ARL-033	S. Glebe Rd & 7th St. S Intersection	Arlington County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
412	5/14/2026	Bill Pugh	N/A	Public Hearing	ARL-034	N. Glebe Rd. at Quincy St. / Henderson Rd. Intersection	Arlington County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
413	5/14/2026	Bill Pugh	N/A	Public Hearing	ARL-035	Performance Parking Initiative (Phases 2–3)	Arlington County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
414	5/14/2026	Bill Pugh	N/A	Public Hearing	ARL-036	Custis Trail Widening & Modernization	Arlington County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
415	5/14/2026	Bill Pugh	N/A	Public Hearing	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
416	5/14/2026	Bill Pugh	N/A	Public Hearing	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.

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417	5/14/2026	Bill Pugh	N/A	Public Hearing	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
418	5/14/2026	Bill Pugh	N/A	Public Hearing	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
419	5/14/2026	Bill Pugh	N/A	Public Hearing	HND-016	S. Elden St. Corridor Improvements	Town of Herndon	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
420	5/14/2026	Bill Pugh	N/A	Public Hearing	LDN-040	Route 50 N. Collector Rd: Tall Cedars Pkwy-Route 28	Loudoun County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
421	5/14/2026	Bill Pugh	N/A	Public Hearing	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
422	5/14/2026	Bill Pugh	N/A	Public Hearing	MAN-004	Manassas VRE Rail-with-Trail: Downtown Manassas-Bull Run Trail (Phase 1)	City of Manassas	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
423	5/14/2026	Bill Pugh	N/A	Public Hearing	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
424	5/14/2026	Bill Pugh	N/A	Public Hearing	PWC-047	Old Bridge Blvd. / Gordon Blvd. Intersection	Prince William County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
425	5/14/2026	Bill Pugh	N/A	Public Hearing	PWC-048	Route 15 Railroad Overpass	Prince William County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
426	5/14/2026	Bill Pugh	N/A	Public Hearing	PWC-049	Route 234 Trail at Innovation Park	Prince William County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
427	5/14/2026	Bill Pugh	N/A	Public Hearing	PWC-050	Dale City Transit Priority	Prince William County	Applauded the inclusion of projects supporting walkable, bikeable, transit friendly projects and supported them. Noted the cost-effectiveness of certain projects and opposed road expansion projects. He commented on the need for dedicated money for maintenance.
428	5/14/2026	Allan Muchnik	N/A	Public Hearing	MAN-004	Manassas VRE Rail-with-Trail: Downtown Manassas-Bull Run Trail (Phase 1)	City of Manassas	Commended the localities for submitting projects that do not expand roadway capacity and improve active mobility. He stated he strongly supports the Rail with Trail project for Manassas City and Prince William County as well as Dale City Transit Priority project, Route 234 Trail project, and Route 15 Railroad Overpass project in Prince William County
429	5/14/2026	Allan Muchnik	N/A	Public Hearing	PWC-048	Route 15 Railroad Overpass	Prince William County	Commended the localities for submitting projects that do not expand roadway capacity and improve active mobility. He stated he strongly supports the Rail with Trail project for Manassas City and Prince William County as well as Dale City Transit Priority project, Route 234 Trail project, and Route 15 Railroad Overpass project in Prince William County
430	5/14/2026	Allan Muchnik	N/A	Public Hearing	PWC-049	Route 234 Trail at Innovation Park	Prince William County	Commended the localities for submitting projects that do not expand roadway capacity and improve active mobility. He stated he strongly supports the Rail with Trail project for Manassas City and Prince William County as well as Dale City Transit Priority project, Route 234 Trail project, and Route 15 Railroad Overpass project in Prince William County
431	5/14/2026	Allan Muchnik	N/A	Public Hearing	PWC-050	Dale City Transit Priority	Prince William County	Commended the localities for submitting projects that do not expand roadway capacity and improve active mobility. He stated he strongly supports the Rail with Trail project for Manassas City and Prince William County as well as Dale City Transit Priority project, Route 234 Trail project, and Route 15 Railroad Overpass project in Prince William County
432	5/14/2026	Dharm Guruswamy	22204	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	I am strongly supportive of both these projects as they fix known safety issues for pedestrians.
433	5/14/2026	Dharm Guruswamy	22204	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	I am strongly supportive of both these projects as they fix known safety issues for pedestrians.
434	5/14/2026	Sharon Ruggieri	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	I support the installation of new sidewalks and pedestrian crossings along both sides of E. Colonial Highway in Hamilton. These improvements would provide a safe pedestrian route to Hamilton Elementary School and town businesses. I support the further enhancements in drainage and lighting needed improve pedestrian safety and accessibility.  Thank you for your time and attention.

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435	5/14/2026	George McKittrick	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	<p>As large as it is, the cost estimate is too small. It does not include funds for noise abatement especially between the Four Seasons at Historic Virginia community and VBRE.</p> <p>According to the noise impact analysis for the VBRE, a small number of actual noise measurements were taken on February 9, 2021 early in the afternoon and used to "validate" a model. Unfortunately, in early 2021 traffic volumes were still significantly lower than usual because of Covid. Vaccines were scarce and working from home, online school, etc. prevailed. This meant less traffic and therefore less traffic noise during the brief sampling period. Also, a date in early February may not be a good representative of traffic on most other days of the year. So, the several hundred artificial noise levels generated by the model may not reflect real world traffic noise that prevailed before and, more importantly, after the pandemic.</p> <p>The hourly traffic volume figures used to estimate the existing 2020 conditions also may have been unusually low because of Covid. This could result in a downward bias to the 2040 build noise projections. So, the model predictions that led to a conclusion that noise abatement would not be needed I think are not worth much, to put it kindly. At a minimum, actual traffic counts and real not just modeled noise sampling under more representative conditions (i.e. post-Covid) and during peak traffic noise times should have been done. Actually, that really must be done before people who live near the planned VBRE are condemned to living with unacceptably high levels of noise.</p> <p>It is my understanding that most of the traffic count figures used to justify this proposal are generally not based on actual annual average daily traffic but rather either short-term traffic counts or extrapolations of short-term traffic counts made years earlier. Whether these estimates are good proxies for a real annual count of traffic is anyone's guess. And guesses are not good substitutes for actual data. This matters if the claims for achieving the VBRE's objectives of reducing congestion and improving throughput are based on modeling that used flawed inputs.</p> <p>If built, the VBRE would go through an E-commerce Overlay district which Prince William County created to attract distribution centers. Earlier stated reasons for the VBRE included opening up access to parcels of land that would be used for this kind of development. This is something that the parcel owners have been desiring for many years. Curiously, this reason is no longer explicitly listed as an objective of building the VBRE. The noise impact analysis makes no mention of, or allowance for, the noise from a large number of trucks that would use the VBRE around the clock. I believe that this is because of a strange policy involving building permits not yet being issued. This loophole lets the noise analysis pretend that cutting down the existing trees between I-95 and residential communities which partially block some of the noise and developing currently vacant properties along the planned VBRE will not result in any increase in noise levels for adjacent residential communities. This is despite the fact that it would have been impossible for the people who conducted the noise measurements in February 2021 not to see the trees which would be cut down, especially at the three spots in I think the folks involved in this project probably know that building the VBRE will lead to unacceptably high levels of noise for adjacent residential communities. So, it is difficult to understand how this proposal without noise abatement got this far along in the process.</p> <p>I realize that including noise abatement (noise barrier walls, etc.) would raise the overall cost of the project and lower its congestion relief / cost ratio. But it is the honest, fair, and right thing to do. Without plans and requisite funds for noise abatement the Van Buren Road Extension should NOT be funded.</p> <p>Even with noise abatement, it is not at all clear that the VBRE's nearly \$200 million price tag couldn't be better spent on other transportation projects. If, as expected, numerous distribution centers cover the land between residential communities and the VBRE after it is built (including a number of traffic signals to safely accommodate the swarms of truck traffic), the VBRE seems unlikely to measurably improve north-south travel times in the county or meaningfully relieve congestion, especially on Dumfries Road near the southern end of the VBRE where congestion will most likely worsen.</p> <p>It appears that the congestion relief estimates like the noise analysis also failed to take into account the truck traffic volume that would likely result from numerous distribution centers if the VBRE is built. And as in the noise analysis, some of the traffic count figures used in the congestion analysis may have been low quality estimates rather than actual data. Going forward, it would be desirable if reports and proposals paid for by taxpayers not only checked bureaucratic boxes but also used actual traffic counts, did relevant noise testing, and exhibited more thorough and rigorous analysis. This is not too much to ask, especially when trying to justify spending nearly \$200 million on a project that appears unlikely to accomplish its stated objectives. Adding an artery with significant traffic going to and from distribution centers seems unlikely to improve overall circulation. Whether or not this is the case should not be a matter of opinion but rather the result of careful, proper, and thorough analysis, which does not appear to have been done.</p>

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436	5/14/2026	Amy Barden	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	<p>I have lived on E. Colonial Hwy, which serves as Hamilton's main road, for 11 years. The pedestrian and traffic safety improvement project is sorely needed: vehicle traffic is heavy** and pedestrian traffic has increased significantly every year. However, sidewalks are discontinuous along Colonial Hwy, and stormwater drainage systems are either inadequate or not working at all resulting in frequent flooding of parts of the street.</p> <p>I direct my comments to the latter point. On my part of Colonial Hwy (and that of my neighbors on either side), there is only one sidewalk, and it runs in front of our houses and driveways. Co-located is an antiquated drainage system that doesn't work. As a result, after rain and snow storms, a huge pool of water forms over the front West side of my yard, the yard and driveway of my neighbor, the sidewalk in front of those locations, and in a deep chasm between the road asphalt and the curb.***</p> <p>The pooling water eventually evaporates or sinks back into the soil, but the water in the chasm remains for several days. This situation results in a big mosquito problem in the Summer. Of paramount concern, however, is when the pooling occurs, pedestrians are forced to walk out into the street to avoid walking through several inches of water or negotiating several inches of ice. We have a big speeding problem on Colonial Highway (my mailbox has been destroyed twice by speeding cars that leave the scene) so walking out into the road is extremely dangerous.</p> <p>The Hamilton Town Council and Hamilton residents have done their due diligence and have a sound plan in place to remedy inadequate drainage by installing an efficient stormwater drainage system and new curb and gutter systems to properly channel water flow, and prevent flooding thus tremendously improving pedestrian safety. The need is real, yet the costs of the project eclipse our small town's finances. It is for this reason I have written and respectfully ask that you award Hamilton the funds to carry out these improvements. Thank you.</p> <p>** Per VDOT traffic data the 2-lane Colonial Highway (Business Route 7) carries 10,000 vehicles per day at the Town limits and often carries overflow traffic from the Route 7 Bypass, especially during rush hour and when there has been an accident on the Bypass.</p> <p>***Pictures of this pooling water situation were submitted to NVTA by Jack Wright, my neighbor</p>
437	5/14/2026	John Wright	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	<p>Subject: Letter of Strong Support: East Colonial Highway Pedestrian and Traffic Safety Improvement Project (NVTA Funding Application)Dear Mayor Wine, Members of the Hamilton Town Council, and the Northern Virginia Transportation Authority (NVTA) Review Committee,I am writing to express my strong, support for the Town of Hamilton's funding application for the East Colonial Highway Pedestrian and Traffic Safety Improvement Project. As a resident directly impacted by the infrastructure deficiencies along this corridor, I know firsthand that this project is an absolute necessity for public health and safety.My property has suffered from severe, chronic drainage failures for years. I have been actively trying to resolve these issues with the town since July 2023, which included hosting an on-site inspection with Hamilton Project Manager Earl Dubin and engineers from the Virginia Department of Transportation (VDOT) to witness the damage firsthand.A primary driver of this issue is historical road maintenance. Over many years, consecutive repaving cycles have repeatedly added layers of asphalt without milling the old road surface down. As a direct result, the E. Colonial Highway road surface sits significantly higher than the adjacent sidewalks. This artificial elevation difference creates a severe grading problem, forcing massive volumes of stormwater runoff straight off the highway and directly onto the sidewalks, my driveway, and my yard.This engineering oversight creates two severe, seasonal hazards:Winter Ice Hazard: During cold months, the persistent standing water on the sidewalks freezes solid. This creates a treacherous, hidden slipping hazard for neighbors, school children walking to Hamilton Elementary, and anyone utilizing our pedestrian walkways.Summer Public Health Hazard: In the warmer months, these stagnant sidewalk puddles do not drain, creating breeding grounds for massive mosquito infestations immediately adjacent to residential living spaces and pedestrian paths.The proposed 3,500-foot infrastructure overhaul along East Colonial Highway explicitly promises to replace these failing areas with an efficient stormwater drainage system, new curbs, and gutter systems designed to channel water flow properly. By implementing an engineered curb and gutter profile, this project will finally correct the severe runoff imbalance caused by years of paving build-up.This project is not just a neighborhood cosmetic upgrade; it is a critical, long-overdue solution to a documented public health and safety issue that impacts my property and every pedestrian passing through our town. I urge the NVTA to fully fund this project so that the Town of Hamilton and VDOT can finally rectify these dangerous drainage conditions.Thank you for your time, consideration, and continued work to secure our community's safety. Please see attached photos</p> <p>Sincerely, John Wright</p>
438	5/14/2026	MARIBETH PHILLIPS	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	<p>As a resident and stakeholder of the Four Seasons in Historic Virginia community to oppose regional funding for Project PWC-046 (Van Buren Road). I respectfully submit my formal comments (pls see attachment "NVTA PWC-046_Phillips Comment"). Thank you.</p>
439	5/14/2026	Mike Doyle	22314	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	<p>On behalf of Northern Virginia Families for Safe Streets pedestrian safety nonprofit and the 960 members in our Alexandria Families for Safe Streets (AFSS) chapter, please support the Eisenhower - Van Dorn project. Please see the attached letter for a detailed reasoning on why we believe this is an important transportation project for Alexandria. Thank you.</p> <p>Mike Doyle</p>
440	5/15/2026	Janette Thode	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	<p>I support the Annandale Road Multimodal Improvements project because it will improve safety for pedestrians with new crosswalks, shortened crossing distances, ADA ramps, and widened sidewalks.</p>

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441	5/15/2026	Sarah Bayldon	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	These two projects in the city of Falls Church would make biking significantly safer. The first would have great impact on people getting to metro and students getting to the middle and high schools. Far better they use bikes than drive, but the route needs to be safe and right now access to the school campus is not good, with no connection to the W&OD Trail which runs through the city. There is an active bike club at the school so there are eager bike riders, and biking to metro means not having to find parking. Make Haycock Road a safe route to bike. Annandale Road by Hillwood is very bad for bikes. Where is one to go safely. There are no bike lanes in any direction and they feed onto Rte 29. If this section were improved it would benefit future plans to upgrade the 7 Corners intersection nearby, making it bikeable.
442	5/15/2026	Sarah Bayldon	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	These two projects in the city of Falls Church would make biking significantly safer. The first would have great impact on people getting to metro and students getting to the middle and high schools. Far better they use bikes than drive, but the route needs to be safe and right now access to the school campus is not good, with no connection to the W&OD Trail which runs through the city. There is an active bike club at the school so there are eager bike riders, and biking to metro means not having to find parking. Make Haycock Road a safe route to bike. Annandale Road by Hillwood is very bad for bikes. Where is one to go safely. There are no bike lanes in any direction and they feed onto Rte 29. If this section were improved it would benefit future plans to upgrade the 7 Corners intersection nearby, making it bikeable.
443	5/15/2026	John Carten	22201	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	a.This is a direct congestion-reduction and time-savings project, but the congestion & time loss are for people walking, biking, and using buses to reach the Metro, which isn't captured by NVTA's model. At first glance, this looks like just an elevator project, but in terms of user access to station this project provides the benefits of an entire new station entrance at a fraction of the cost. Shaves 3-5 minutes off trips approaching Court House Metro from east, and expands the curb areas where bus connections can reasonably be made from.
444	5/15/2026	John Carten	22201	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	
445	5/15/2026	Adi Rose Henderson	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	Please fund this!!! I often have to walk to school on this road and it feels very dangerous with all the cars whizzing by. I'm graduating this year, but I don't want any other kids, especially not younger ones like middle schoolers, to be unsafe while walking to and from school, the grocery store, a restaurant, or wherever else. Kid walks this stretch ALL the time. Thank you for helping us be safe!
446	5/15/2026	Tosha Bell	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I support the Annandale Road Multimodal Improvements project because it will improve safety for pedestrians with new crosswalks, shortened crossing distances, ADA ramps, and widened sidewalks.
447	5/15/2026	Dan Henderson	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support the Haycock Road Shared Use Path project because it will improve the pedestrian and bicycle connection to the West Falls Church Metrorail Station, increase travel options, and reduce congestion by providing a more complete street grid.
448	5/15/2026	James parker	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I support the Annandale Road Multimodal Improvements project because it will improve safety for pedestrians with new crosswalks, shortened crossing distances, ADA ramps, and widened sidewalks. The project will also provide new bicycle facilities, and I am an avid cyclist and would like to use my bike more as my means of transportation throughout the city.
449	5/15/2026	Tara Ryan	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I support the Annandale Road Multimodal Improvements project because it will improve safety for pedestrians with new crosswalks, shortened crossing distances, ADA ramps, and widened sidewalks. The project will also provide new bicycle facilities.
450	5/15/2026	Maddy Harris	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	Support!
451	5/15/2026	Maddy Harris	22043	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	Support!
452	5/15/2026	Jennifer Hillock	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support this project due to the increasing pedestrian and vehicle traffic on Haycock Road due to development. I also support the comments of the Mclean Citizens Association in support of this project.
453	5/15/2026	Jennifer Hillock	22043	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I support this project due to the increasing pedestrian and vehicle traffic on Haycock Road due to development. I also support the comments of the Mclean Citizens Association in support of this project.
454	5/15/2026	Wanda Howard	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	The higher the density of this area, the more a project of this size is needed.
455	5/15/2026	Wanda Howard	22043	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	The higher the density of this area, the more a project of this size is needed.
456	5/15/2026	Joan Donald	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support this due to high pedestrian and vehicle traffic in the area of Haycock.
457	5/15/2026	Robert Byrne	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support this project due to the increasing pedestrian and vehicle traffic on Haycock Road due to development." Optional addition: "I also support the comments of the Mclean Citizens Association in support of this project."
458	5/15/2026	Robert Byrne	22043	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I support this project due to the increasing pedestrian and vehicle traffic on Haycock Road due to development." Optional addition: "I also support the comments of the Mclean Citizens Association in support of this project."
459	5/15/2026	Mark Domanski	22205	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this project. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.
460	5/15/2026	Mark Domanski	22205	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.
461	5/15/2026	Stan Rediger	22025	Website	PWC-046	Van Buren Rd. N. Extension: Route 234-Cardinal Dr.	Prince William County	The Van Buren Road extension is not environmental or fiscally sound. PWC residents have pressing needs for preserving their water supply and having roads that are cost effective and serve other than short distances. Other road alignments offer greater reductions in traffic congestion; for example, Route 28 through Manassas. Please see accompanying file.
462	5/15/2026	Evan Vahouny	22042	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I walk on Hillwood and cross Annandale road regularly and have almost been hit multiple times due to the lack of crosswalks, pedestrian signals, and other necessary features of a normal crosswalk. I also bike this area regularly and it's similarly as dangerous. Please help make these intersections safer for our community!
463	5/15/2026	Paribes Kharel	22204	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.-Columbia Pike	Arlington County	Greater transportation leads to greater efficiency and equitable outcomes. Having better transportation is also more convenient.
464	5/15/2026	Paribes Kharel	22204	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	Greater transportation leads to greater efficiency and equitable outcomes. Having better transportation is also more convenient.
465	5/15/2026	Paribes Kharel	22204	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	Greater transportation leads to greater efficiency and equitable outcomes. Having better transportation is also more convenient.

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466	5/15/2026	Evan Baker	20176	Website	LDN-040	Route 50 N. Collector Rd: Tall Cedars Pkwy-Route 28	Loudoun County	I think the route 50 road is a waste of money. I support the colonial project.
467	5/15/2026	Evan Baker	20176	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	I support the colonial project.
468	5/15/2026	Anne Marie Hvid	22042	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this project. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.
469	5/15/2026	Anne Marie Hvid	22042	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.
470	5/15/2026	Michael Garcia	22192	Website	PWC-049	Route 234 Trail at Innovation Park	Prince William County	I support Prince William County's Route 234 Trail at Innovation Park project and respectfully encourage NVTA to prioritize funding for this important transportation improvement.  The proposed shared-use trail and pedestrian connectivity enhancements will improve accessibility, mobility, and safety for students, employees, residents, and visitors traveling throughout the Innovation Park and SciTech corridor. Investments in multimodal infrastructure are important to supporting continued economic development, workforce access, and regional connectivity within Prince William County.  As the Innovation District continues to grow, projects that improve safe pedestrian and bicycle access between educational institutions, businesses, and surrounding communities will provide long-term benefits for the region.  Thank you for your consideration of this project and for your continued investment in Northern Virginia's transportation infrastructure.
471	5/15/2026	Barry Buschow	22713	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this project. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.
472	5/15/2026	Barry Buschow	22713	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.
473	5/15/2026	Mary Vavrina	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	Clearly needed to handle increase in pedestrians and traffic expected as a result of the mixed use development at the corner of Haycock and Route 7. This includes both middle and high school students and buses, along with commuters using the West Falls Church Metro, in addition to local residents.
474	5/15/2026	James McDonnell	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support this project due to the increasing pedestrian and vehicle traffic on Haycock Road due to development. I also support the comments of the Mclean Citizens Association in support of this project.
475	5/15/2026	Rich Capone	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this project. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.
476	5/15/2026	Rich Capone	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.
477	5/15/2026	Amy Zhou	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support this project due to the increasing pedestrian and vehicle traffic on Haycock Road due to development.  I also support the comments of the Mclean Citizens Association in support of this project.
478	5/15/2026	Amy Zhou	22043	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I support this project due to the increasing pedestrian and vehicle traffic on Haycock Road due to development.  I also support the comments of the Mclean Citizens Association in support of this project.
479	5/15/2026	james jung	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	Please support CFC-012. The W&OD is perhaps Northern Virginia's most significant bike throughway. Connecting it to Metro stations and the Falls Church Schools only makes sense.
480	5/15/2026	james jung	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I also support CFC-013. This is a very messy set of intersections. I am frightened every time I bike through and every time I see a cyclist trying to bike through.
481	5/15/2026	Aaron Good	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this project. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.

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482	5/15/2026	Aaron Good	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.
483	5/15/2026	Shane Swift	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I wholeheartedly support this project. This is a critical link to complete the path from the W&OD trail to the Falls Church Secondary School Campus, West Falls Church Metro, and the new West Falls homes/businesses. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.
484	5/15/2026	Shane Swift	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I also support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.
485	5/15/2026	Edan Goldenpine	22206	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	ARL-024: This would be game-changing in connecting Arlington and DC by bicycle and has the possibility to reduce bike traffic on the Metro Yellow Line, increasing train capacity.
486	5/15/2026	Edan Goldenpine	22206	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	ARL-026: The trail on S. George Mason Dr is sorely needed, as there is a gap in bike infrastructure from Wakefield High School to the W&OD trail and the 12th St Bike Blvd. This project would see significant student usage.
487	5/15/2026	Edan Goldenpine	22206	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	ARL-027: This would complement ARL-026 extremely well, as it would prevent a conflict between users of the George Mason Dr trail and the W&OD trail, as well as increasing the speed of trips along the W&OD trail by eliminating an intersection that has a traffic light from their route.
488	5/15/2026	Edan Goldenpine	22206	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	ARL-037: This project would greatly improve bikeability in the Pentagon City area by adding a street with protected bike lanes to the area.
489	5/15/2026	Edan Goldenpine	22206	Website	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	FFX-141: The Richmond Highway BRT should continue to be funded to improve travel times in the area for those without cars and to also garner ridership for a future Yellow line extension. Without proper funding, this project risks delay or cancellation.
490	5/15/2026	Edan Goldenpine	22206	Website	LDN-040	Route 50 N. Collector Rd: Tall Cedars Pkwy–Route 28	Loudoun County	LDN-040: This project should not be completed, as it further cements the car-dependent nature of the area. Loudoun County should prioritize a Transit connection to de-congest the area around Route 50 and Tall Cedars Pkwy, possibly by adding a BRT from South Riding to Vienna Metro.  PWC-050: The Daly City Transit Priority project will spur transit-oriented development in the area and reduce the car-dependent nature of PWC as the county booms in population. An emphasis on transit-signal priority along with the bus lanes should be able to make transit trips faster than car trips.  ALX-040: The Duke Street Transitway is a vital project to increasing reliability and speed on the current DASH 30 and Metrobus F23 and F24 lines. As a rider that uses the Duke Street corridor daily, the Metrobus lines are especially unreliable and are constantly tardy, usually due to delays on Duke Street. It will also decrease the car-centric nature of the road, which is highly problematic with the level of density surrounding Duke Street.
491	5/15/2026	Edan Goldenpine	22206	Website	PWC-050	Dale City Transit Priority	Prince William County	PWC-050: The Daly City Transit Priority project will spur transit-oriented development in the area and reduce the car-dependent nature of PWC as the county booms in population. An emphasis on transit-signal priority along with the bus lanes should be able to make transit trips faster than car trips.
492	5/15/2026	Edan Goldenpine	22206	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	ALX-040: The Duke Street Transitway is a vital project to increasing reliability and speed on the current DASH 30 and Metrobus F23 and F24 lines. As a rider that uses the Duke Street corridor daily, the Metrobus lines are especially unreliable and are constantly tardy, usually due to delays on Duke Street. It will also decrease the car-centric nature of the road, which is highly problematic with the level of density surrounding Duke Street.
493	5/15/2026	Stephanie Oppenheimer	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this project - we bike as often as we can, and this area needs additional support to make cycling safe. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.
494	5/15/2026	Stephanie Oppenheimer	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. It's virtually impossible to traverse safely! For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.

ID	Date	Name	Zip Code of Residence	Comment Method	Project ID	Project Title	Jurisdiction	Comments
495	5/15/2026	Elizabeth Gilleran	20170	Website	HND-016	S. Elden St. Corridor Improvements	Town of Herndon	<p>On behalf of the Town of Herndon, I respectfully request inclusion of the 'South Elden Street Corridor Improvements' project in the FY26-FY31 Six Year Program, with a requested NVTA Regional Fund allocation of \$4.4 million.</p> <p>South Elden Street is a critical town arterial with documented safety deficiencies, including 27 access points with limited access management, substandard pedestrian facilities and 381 reported crashes (over 47 per year). The project directly addresses these risks through access management, reduced lane widths, enhanced crossings with refuge islands, pedestrian scale lighting, ADA compliant facilities and the consolidation of driveways for a new signalized intersection. These investments are intended to reduce crashes, improve corridor operations and provide safe, equitable access for all users.</p> <p>Congestion Reduction, Mode Shift &amp; Environment: The project limits left turns by consolidating them and providing physical barriers. In addition, by making walking, bicycling, and transit safer and more attractive, the project supports mode shift, reduces vehicle dependency, and advances NVTA goals related to congestion mitigation and emissions reduction.</p> <p>Regional Connectivity: South Elden Street provides access to two Metrorail stations, existing and future Fairfax Connector bus services as well as NVTA identified high capacity transit corridors, including proposed future BRT service in Herndon, strengthening connections between local activity centers and the regional network.</p> <p>Project Readiness &amp; Local Commitment: This project is a high local priority, and the town has advanced it through planning and preliminary engineering. The town is committed to delivering a cost effective project with measurable regional benefits consistent with NVTA's performance based investment framework.</p> <p>In closing, the Town of Herndon respectfully requests NVTA's support for the \$4.4 million Regional Fund investment in the 'South Elden Street Corridor Improvements' (HND-016) project under the FY26-FY31 Six Year Program.</p> <p>An attached letter from Mayor Kevin J. LeBlanc, Jr. further affirms the project's importance to the Town Council and the Herndon community and its strong alignment with NVTA's vision for a safer, more connected, and more sustainable Northern Virginia.</p> <p>Thank you for your consideration and continued partnership.</p>
496	5/15/2026	Shaun Dakin	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	"I support the Haycock Road Shared Use Path project because it will improve the pedestrian and bicycle connection to the West Falls Church Metrorail Station, increase travel options, and reduce congestion by providing a more complete street grid."
497	5/15/2026	Shaun Dakin	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	"I support the Annandale Road Multimodal Improvements project because it will improve safety for pedestrians with new crosswalks, shortened crossing distances, ADA ramps, and widened sidewalks. The project will also provide new bicycle facilities."
498	5/15/2026	Suzanne sinclair-smith	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support this project due to the increasing pedestrian and vehicle traffic on Haycock Road due to development.
499	5/15/2026	Joseph Crawford	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support both of these projects due to the increasing pedestrian and vehicle traffic on Haycock Road due to development and in the Annandale/Tinner Hill area.
500	5/15/2026	Joseph Crawford	22043	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I support both of these projects due to the increasing pedestrian and vehicle traffic on Haycock Road due to development and in the Annandale/Tinner Hill area.
501	5/15/2026	Craig Riegler	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	<p>I support the Haycock Road Shared Use Path project because it will improve the pedestrian and bicycle connection to the West Falls Church Metrorail Station, increase travel options, and reduce congestion by providing a more complete street grid. I have two children that attend Meridien High School. Walking and/or biking to school is easy, until they get within 200 meters of it. Then there's high traffic railways, no dedicated trail and the major Haycock road to navigate. I also use the W&amp;OD almost daily. There's no easy way to access the new and existing retail and the West Falls Church metro from this commuter trail.</p> <p>Last, bonus, fix the Shreve road crossing immediately - one person died there several years ago and there's still no fix. I almost get hit there once a month.</p>
502	5/15/2026	Peter Oppenheimee	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I strongly support this project. This is a vital link to complete the path from the heavily used W&OD Trail to the WFC Metro Station, new West Falls homes & businesses and the burgeoning development there, and the FCC Secondary School Campus. Building this connecting link would bolster bike/ped connectivity in this urbanizing area help facilitate alternatives to driving, thereby reducing congestion, lessening air pollution, and supporting the region's climate goals.
503	5/15/2026	Peter Oppenheimee	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I also strongly support this project. This area of Annandale Road is one of the least friendly places to cyclists and pedestrians in the City of Falls Church. For many FCC Oak Street Elementary students, the bike route to school crosses these perilous intersections. This project would increase walkability and bikeability in the City as well as advance future connections of Fairfax County's plans for Route 29, Annandale Road, and Seven Corners.
504	5/15/2026	Daniel Grooms	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I think it is important to move forward with the Haycock Road Shared Use Path project in order to improve the pedestrian and bicycle connection to the West Falls Church Metrorail Station, increase travel options, and reduce congestion by providing a more complete street grid. I live in Falls Church City near the W&OD Trail and would use a walking and biking path on Shreve to connect to the Metro as well as shopping and dining on the other side of W. Broad in the West Falls Development, but currently it does not feel safe to do so.

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505	5/15/2026	Jim Bourne	20158	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	Hello, at the 5/14/2026 meeting, there was public comment stating that the Custis Trail was not a commuting route. I live in Hamilton and have used the Custis trail to commute to DC and Rosslyn for the past eight years both as a cycling and running to work route. The Custis and W & OD trails are crowded each day with commuters resulting in taking many vehicles off of local streets close in to DC. With the trail, I have so many options; bike in to work and use the Loudoun Connector bus or Metro "bike on bus" for the return trip or drive into Falls Church and bike/run in the last 6-7 miles which avoids HOV tolling and keeps a car off of Arlington side streets. There is not a considerable time difference of commuting the Custis Trail versus driving.
506	5/15/2026	Bethany Henderson	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	<p>This is a very busy commercial road in my neighborhood that many students (including my own) walk to get to their middle and high school, many families walk to go to events at that campus and the nearby mixed-use development, and many commuters traverse to get to the West Falls Church train station. The current sidewalks are small, uneven in both width and paving, and often shared with bikers because the roads aren't safe for those biking to be alongside the commuting vehicles. I often see teenagers darting across parking lots instead of using the sidewalks because the sidewalks are not very accommodating. This is not safe.</p> <p>One of the reasons I currently drive to my job in downtown DC instead of taking metro is because I do not feel safe walking or biking to West Falls Church metro station with the current state of the roads and sidewalks and parking at the metro + the metro ticket is roughly the same cost as parking downtown. I'd prefer to metro more often, and having a more coherent and functional multi-modal transportation set-up along this route would make that feasible.</p> <p>In sum, I strongly support the Haycock Road Shared Use Path project because it will improve the pedestrian and bicycle connection to the West Falls Church Metrorail Station, the nearby Falls Church City Public Schools secondary campus, and the restaurants and shops in the West Falls development, increase the accessibility of multi-modal travel options, and reduce congestion by providing a more complete street grid.</p>
507	5/15/2026	Lauren Dewhurst	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this project. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion. It is so important for our community!
508	5/15/2026	Lauren Dewhurst	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners. Hugely important for safety!
509	5/15/2026	Christopher Ziemann	22314	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	<p>At its May 13 meeting, the Alexandria Transit Company (DASH) Board of Directors voted to endorse the applications to Northern Virginia Transportation Authority (NVTA) for Regional Transportation Funding for FY 2030-FY 2031:</p> <ul style="list-style-type: none"> <li>•Up to \$24 million for the design and implementation of the Eisenhower Avenue Corridor Improvements</li> <li>•Up to \$22 million for the design and implementation of the improvements to the Van Dorn/Duke Street intersection</li> </ul> <p>The DASH Board recognizes that both of these projects would reduce transit run times, especially the Duke Street and West End Transitways, increase access to transit centers, and reduce congestion overall. The Board appreciates the opportunity to review staff recommendations for this important grant program. These projects are consistent with the Alexandria Mobility Plan and NVTA's TransAction plan and will help to make Alexandria a more sustainable, accessible and safe City with enhanced multi-modal transportation options.</p>
510	5/15/2026	Christopher Ziemann	22314	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	<p>At its May 13 meeting, the Alexandria Transit Company (DASH) Board of Directors voted to endorse the applications to Northern Virginia Transportation Authority (NVTA) for Regional Transportation Funding for FY 2030-FY 2031:</p> <ul style="list-style-type: none"> <li>•Up to \$24 million for the design and implementation of the Eisenhower Avenue Corridor Improvements</li> <li>•Up to \$22 million for the design and implementation of the improvements to the Van Dorn/Duke Street intersection</li> </ul> <p>The DASH Board recognizes that both of these projects would reduce transit run times, especially the Duke Street and West End Transitways, increase access to transit centers, and reduce congestion overall. The Board appreciates the opportunity to review staff recommendations for this important grant program. These projects are consistent with the Alexandria Mobility Plan and NVTA's TransAction plan and will help to make Alexandria a more sustainable, accessible and safe City with enhanced multi-modal transportation options.</p>
511	5/15/2026	Chih-Wei Yi	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support this project due to the increasing pedestrian and vehicle traffic on Haycock Road due to development
512	5/15/2026	Don Bennett	22204	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.-Columbia Pike	Arlington County	<p>I am a member of Arlington's Pedestrian Advisory Committee, and have the following comments:</p> <p>ARL-024: Connecting trail between Rosslyn &amp; Crystal City = The hub of the entire NoVa trail network, where the I-66 &amp; I-395 corridors pinch together. Exactly the spot we want local traffic staying off highways. Anticipated to carry more bikes than many local streets carry cars. Cannot reasonably be funded via other methods due to geography &amp; interaction with Arlington National Cemetery and Route 110.</p> <p>NVTA should continue demonstrating its commitment to modal balance in project selection</p>

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513	5/15/2026	Don Bennett	22204	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	<p>I am a member of Arlington's Pedestrian Advisory Committee, and have the following comments:</p> <p>ARL-027: Critical safety project: One of the top ten crash locations in Arlington. Complex, dangerous, and obsolete existing intersection: The W&amp;OD Trail passes through the middle of the intersection, crossing over 6 lanes at the exact spot where nearly all drivers passing through come into conflict with region's biggest trail. As a regular W&amp;OD cyclist, in my opinion, this intersection is the single most dangerous spot on the entire W&amp;OD trail. And as a motorist who probably crosses this intersection at least weekly, it is difficult to even see cyclists approaching the intersection, especially some of the faster cyclists heading South toward the end of the trail on Shirlington Road. Additionally, there are equity considerations: The Four Mile Run corridor has a large collection of low-rise apartments, making it one of Arlington's largest concentrations of affordable housing. Residents disproportionately rely on walking, biking, and transit but don't enjoy the access benefits of living near Metro.</p> <p>NVTA should continue demonstrating its commitment to modal balance in project selection</p>
514	5/15/2026	Don Bennett	22204	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	<p>I am a member of Arlington's Pedestrian Advisory Committee, and have the following comments:</p> <p>NVTA should continue demonstrating its commitment to modal balance in project selection</p>
515	5/15/2026	Don Bennett	22204	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.-N. Jackson St.	Arlington County	<p>I am a member of Arlington's Pedestrian Advisory Committee, and have the following comments:</p> <p>NVTA should continue demonstrating its commitment to modal balance in project selection</p>
516	5/15/2026	Don Bennett	22204	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	<p>I am a member of Arlington's Pedestrian Advisory Committee, and have the following comments:</p> <p>NVTA should continue demonstrating its commitment to modal balance in project selection</p>
517	5/15/2026	Don Bennett	22204	Website	ARL-037	Eads St. Multimodal Improvements: 15th-23rd St. S	Arlington County	<p>I am a member of Arlington's Pedestrian Advisory Committee, and have the following comments:</p> <p>NVTA should continue demonstrating its commitment to modal balance in project selection</p>
518	5/15/2026	Shane Yambor	22041	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.-Columbia Pike	Arlington County	<p>Arlington needs every single one of these new, extension, and modernization of trail projects. We have invested enough into roadways and now it's time that those who choose to travel sustainably should have a connected, safe and reliable network. Arlington drivers want these projects too so bikers don't slow them down on the roads.</p> <p>The Alexandria projects make transit a viable option in a car-centric environment. Reducing congestion along Duke Street means catering to all users so transit is an attractive option.</p> <p>Falls Church's project connects a a truly regional trail (WOD) to a major transit hub at West Falls Church. This connection will make travel possible for those on foot/bike to get anywhere in the region.</p> <p>The VRE trail is the most regional project in this list. Connecting 3 jurisdictions to long distance commuter trail (not to mention Amtrak) that will eventually have service into DC and MD. Probably the most sustainable project too.</p> <p>PWC trail project is long overdue. Talk about bike/pedestrian access. This project is about 15 years late but will make a lasting difference along 234.</p>
519	5/15/2026	Shane Yambor	22041	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike-S. Dinwiddie St.	Arlington County	<p>Arlington needs every single one of these new, extension, and modernization of trail projects. We have invested enough into roadways and now it's time that those who choose to travel sustainably should have a connected, safe and reliable network. Arlington drivers want these projects too so bikers don't slow them down on the roads.</p> <p>The Alexandria projects make transit a viable option in a car-centric environment. Reducing congestion along Duke Street means catering to all users so transit is an attractive option.</p> <p>Falls Church's project connects a a truly regional trail (WOD) to a major transit hub at West Falls Church. This connection will make travel possible for those on foot/bike to get anywhere in the region.</p> <p>The VRE trail is the most regional project in this list. Connecting 3 jurisdictions to long distance commuter trail (not to mention Amtrak) that will eventually have service into DC and MD. Probably the most sustainable project too.</p> <p>PWC trail project is long overdue. Talk about bike/pedestrian access. This project is about 15 years late but will make a lasting difference along 234.</p>

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520	5/15/2026	Shane Yambor	22041	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	<p>Arlington needs every single one of these new, extension, and modernization of trail projects. We have invested enough into roadways and now it's time that those who choose to travel sustainably should have a connected, safe and reliable network. Arlington drivers want these projects too so bikers don't slow them down on the roads.</p> <p>The Alexandria projects make transit a viable option in a car-centric environment. Reducing congestion along Duke Street means catering to all users so transit is an attractive option.</p> <p>Falls Church's project connects a truly regional trail (WOD) to a major transit hub at West Falls Church. This connection will make travel possible for those on foot/bike to get anywhere in the region.</p> <p>The VRE trail is the most regional project in this list. Connecting 3 jurisdictions to long distance commuter trail (not to mention Amtrak) that will eventually have service into DC and MD. Probably the most sustainable project too.</p> <p>PWC trail project is long overdue. Talk about bike/pedestrian access. This project is about 15 years late but will make a lasting difference along 234.</p>
521	5/15/2026	Shane Yambor	22041	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	<p>Arlington needs every single one of these new, extension, and modernization of trail projects. We have invested enough into roadways and now it's time that those who choose to travel sustainably should have a connected, safe and reliable network. Arlington drivers want these projects too so bikers don't slow them down on the roads.</p> <p>The Alexandria projects make transit a viable option in a car-centric environment. Reducing congestion along Duke Street means catering to all users so transit is an attractive option.</p> <p>Falls Church's project connects a truly regional trail (WOD) to a major transit hub at West Falls Church. This connection will make travel possible for those on foot/bike to get anywhere in the region.</p> <p>The VRE trail is the most regional project in this list. Connecting 3 jurisdictions to long distance commuter trail (not to mention Amtrak) that will eventually have service into DC and MD. Probably the most sustainable project too.</p> <p>PWC trail project is long overdue. Talk about bike/pedestrian access. This project is about 15 years late but will make a lasting difference along 234.</p>
522	5/15/2026	Shane Yambor	22041	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	<p>Arlington needs every single one of these new, extension, and modernization of trail projects. We have invested enough into roadways and now it's time that those who choose to travel sustainably should have a connected, safe and reliable network. Arlington drivers want these projects too so bikers don't slow them down on the roads.</p> <p>The Alexandria projects make transit a viable option in a car-centric environment. Reducing congestion along Duke Street means catering to all users so transit is an attractive option.</p> <p>Falls Church's project connects a truly regional trail (WOD) to a major transit hub at West Falls Church. This connection will make travel possible for those on foot/bike to get anywhere in the region.</p> <p>The VRE trail is the most regional project in this list. Connecting 3 jurisdictions to long distance commuter trail (not to mention Amtrak) that will eventually have service into DC and MD. Probably the most sustainable project too.</p> <p>PWC trail project is long overdue. Talk about bike/pedestrian access. This project is about 15 years late but will make a lasting difference along 234.</p>

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523	5/15/2026	Shane Yambor	22041	Website	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	<p>Arlington needs every single one of these new, extension, and modernization of trail projects. We have invested enough into roadways and now it's time that those who choose to travel sustainably should have a connected, safe and reliable network. Arlington drivers want these projects too so bikers don't slow them down on the roads.</p> <p>The Alexandria projects make transit a viable option in a car-centric environment. Reducing congestion along Duke Street means catering to all users so transit is an attractive option.</p> <p>Falls Church's project connects a truly regional trail (WOD) to a major transit hub at West Falls Church. This connection will make travel possible for those on foot/bike to get anywhere in the region.</p> <p>The VRE trail is the most regional project in this list. Connecting 3 jurisdictions to long distance commuter trail (not to mention Amtrak) that will eventually have service into DC and MD. Probably the most sustainable project too.</p> <p>PWC trail project is long overdue. Talk about bike/pedestrian access. This project is about 15 years late but will make a lasting difference along 234.</p>
524	5/15/2026	Shane Yambor	22041	Website	PWC-049	Route 234 Trail at Innovation Park	Prince William County	<p>Arlington needs every single one of these new, extension, and modernization of trail projects. We have invested enough into roadways and now it's time that those who choose to travel sustainably should have a connected, safe and reliable network. Arlington drivers want these projects too so bikers don't slow them down on the roads.</p> <p>The Alexandria projects make transit a viable option in a car-centric environment. Reducing congestion along Duke Street means catering to all users so transit is an attractive option.</p> <p>Falls Church's project connects a truly regional trail (WOD) to a major transit hub at West Falls Church. This connection will make travel possible for those on foot/bike to get anywhere in the region.</p> <p>The VRE trail is the most regional project in this list. Connecting 3 jurisdictions to long distance commuter trail (not to mention Amtrak) that will eventually have service into DC and MD. Probably the most sustainable project too.</p> <p>PWC trail project is long overdue. Talk about bike/pedestrian access. This project is about 15 years late but will make a lasting difference along 234.</p>
525	5/15/2026	Shane Yambor	22041	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	<p>Arlington needs every single one of these new, extension, and modernization of trail projects. We have invested enough into roadways and now it's time that those who choose to travel sustainably should have a connected, safe and reliable network. Arlington drivers want these projects too so bikers don't slow them down on the roads.</p> <p>The Alexandria projects make transit a viable option in a car-centric environment. Reducing congestion along Duke Street means catering to all users so transit is an attractive option.</p> <p>Falls Church's project connects a truly regional trail (WOD) to a major transit hub at West Falls Church. This connection will make travel possible for those on foot/bike to get anywhere in the region.</p> <p>The VRE trail is the most regional project in this list. Connecting 3 jurisdictions to long distance commuter trail (not to mention Amtrak) that will eventually have service into DC and MD. Probably the most sustainable project too.</p> <p>PWC trail project is long overdue. Talk about bike/pedestrian access. This project is about 15 years late but will make a lasting difference along 234.</p>

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526	5/15/2026	Shane Yambor	22041	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	<p>Arlington needs every single one of these new, extension, and modernization of trail projects. We have invested enough into roadways and now it's time that those who choose to travel sustainably should have a connected, safe and reliable network. Arlington drivers want these projects too so bikers don't slow them down on the roads.</p> <p>The Alexandria projects make transit a viable option in a car-centric environment. Reducing congestion along Duke Street means catering to all users so transit is an attractive option.</p> <p>Falls Church's project connects a truly regional trail (WOD) to a major transit hub at West Falls Church. This connection will make travel possible for those on foot/bike to get anywhere in the region.</p> <p>The VRE trail is the most regional project in this list. Connecting 3 jurisdictions to long distance commuter trail (not to mention Amtrak) that will eventually have service into DC and MD. Probably the most sustainable project too.</p> <p>PWC trail project is long overdue. Talk about bike/pedestrian access. This project is about 15 years late but will make a lasting difference along 234.</p>
527	5/15/2026	Shane Yambor	22041	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	<p>Arlington needs every single one of these new, extension, and modernization of trail projects. We have invested enough into roadways and now it's time that those who choose to travel sustainably should have a connected, safe and reliable network. Arlington drivers want these projects too so bikers don't slow them down on the roads.</p> <p>The Alexandria projects make transit a viable option in a car-centric environment. Reducing congestion along Duke Street means catering to all users so transit is an attractive option.</p> <p>Falls Church's project connects a truly regional trail (WOD) to a major transit hub at West Falls Church. This connection will make travel possible for those on foot/bike to get anywhere in the region.</p> <p>The VRE trail is the most regional project in this list. Connecting 3 jurisdictions to long distance commuter trail (not to mention Amtrak) that will eventually have service into DC and MD. Probably the most sustainable project too.</p> <p>PWC trail project is long overdue. Talk about bike/pedestrian access. This project is about 15 years late but will make a lasting difference along 234.</p>
528	5/15/2026	Shane Yambor	22041	Website	MAN-004	Manassas VRE Rail-with-Trail: Downtown Manassas-Bull Run Trail (Phase 1)	City of Manassas	<p>Arlington needs every single one of these new, extension, and modernization of trail projects. We have invested enough into roadways and now it's time that those who choose to travel sustainably should have a connected, safe and reliable network. Arlington drivers want these projects too so bikers don't slow them down on the roads.</p> <p>The Alexandria projects make transit a viable option in a car-centric environment. Reducing congestion along Duke Street means catering to all users so transit is an attractive option.</p> <p>Falls Church's project connects a truly regional trail (WOD) to a major transit hub at West Falls Church. This connection will make travel possible for those on foot/bike to get anywhere in the region.</p> <p>The VRE trail is the most regional project in this list. Connecting 3 jurisdictions to long distance commuter trail (not to mention Amtrak) that will eventually have service into DC and MD. Probably the most sustainable project too.</p> <p>PWC trail project is long overdue. Talk about bike/pedestrian access. This project is about 15 years late but will make a lasting difference along 234.</p>
529	5/15/2026	Charles Cates	22046	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	<p>ARL-036 The Custis Trail is a highly used commuter route in addition to a neighborhood trail with recreational users. It can get congested and needs to be widened and updated for the safety of all users. As a daily bike commuter from Falls Church to DC on the Custis Trail, I strongly support this project.</p>
530	5/15/2026	Charles Cates	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	<p>CFC-012 Haycock Rd. is a very important link to improve access to West Falls shops, but most importantly for access for students getting to the middle and high schools. I wholeheartedly support this project.</p>
531	5/15/2026	Charles Cates	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	<p>CFC-013 Annandale Rd. is one of the most uncomfortable places to bike in Falls Church and it doesn't have to be. This project would improve the bikeability of Falls Church and I support it.</p>
532	5/15/2026	Robert Leopold	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	<p>CFC-012: I support this project. This is a critical link to complete the path from the W&amp;OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.</p>

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533	5/15/2026	Robert Leopold	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.
534	5/15/2026	Lucas Hardi	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	The "Safe Path To School" projects in Falls Church are of critical importance, and this project will connect the schools campus to more of the surrounding area. I have 3 kids at the Falls Church City Secondary Campus, and I myself bike to that area several times a week. The recent and current construction of hundreds of residences have increased the pedestrian and bike traffic through the area, yet the pedestrian and bike infrastructure remains fragmented and unsafe. This project is one of the key connections that will make the area safer for the people who are already biking and walking in large numbers.  Beyond safety, this area is already close to a tipping point where biking and walking would be more convenient than driving. With this and other connections, we will see a lot more students, parents, shoppers and residents choosing to leave their cars behind.
535	5/15/2026	Shayna Lebowitz	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	The Annandale rd-hillwood-s Washington area is very difficult to navigate as a pedestrian. We live less than a mile away but sometimes drive to these businesses because walking is treacherous.
536	5/15/2026	Katie Wiles	22042	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this project. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.
537	5/15/2026	Katie Wiles	22042	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.
538	5/15/2026	Kaylin Castelli	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this project. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.
539	5/15/2026	Kaylin Castelli	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.
540	5/15/2026	Craig Bury	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	This is a very confusing and difficult pedestrian and bicycle couple of intersections that need to be improved.
541	5/15/2026	Andrew Olesen	22046	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-036: The W&OD Dual Trails in Falls Church have shown the massive improvement in bike/ped flow and safety from widening trails. Custis is very heavily used for commuting, other transportation, and recreation. Widening would be so welcome!
542	5/15/2026	Andrew Olesen	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this grant. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, West Falls Development, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and more traffic.
543	5/15/2026	Andrew Olesen	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this grant. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. Improvement would stich together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.
544	5/15/2026	Laura Berol	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I urge NVTA to support the Annandale Road Multimodal Improvements project. I frequently walk through the affected intersections, but the intersection of E. Annandale Road and Hillwood Avenue feels dangerous, without an obvious time for pedestrians to cross. I feel both intersections would be safer if the design and signaling made vehicles more aware of the possibility that pedestrians would be crossing there.
545	5/15/2026	Jamie Mageau	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support the Haycock Road Shared Use Path project because it will improve the pedestrian and bicycle connection to the West Falls Church Metrorail Station, increase travel options, and reduce congestion by providing a more complete street grid.
546	5/15/2026	Jamie Mageau	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I support the Annandale Road Multimodal Improvements project because it will improve safety for pedestrians with new crosswalks, shortened crossing distances, ADA ramps, and widened sidewalks. The project will also provide new bicycle facilities.
547	5/15/2026	Laura Berol	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I strongly support the Haycock Road Shared Use Path project. As a cyclist, I've experienced the difficulty of getting from the W&OD trail to the intersection of W. Broad Street and Shreve Road in order to access the businesses there. Shreve Road is narrow between the W&OD trail and W. Broad Street and has a bend that obscures drivers' vision, and the traffic is fast there. This project will provide a safer path for both cyclists and pedestrians on that stretch of road. It will also provide a safer way to walk or bicycle along Haycock for people trying to reach the West Falls Church Metro Station, Meridian High School, and the shopping center at the intersection of W. Broad Street and Haycock Road. As a parent of three students who have attended Meridian High School over the past seven years, I know how important those routes are for students.
548	5/15/2026	David Hale	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I support the Annandale Road Multimodal Improvements project because it will improve safety for pedestrians with new crosswalks, shortened crossing distances, ADA ramps, and widened sidewalks. The project will also provide new bicycle facilities. I often walk from N West ST to the Dunkin' at this intersection and would like a safer and easier way to cross the street.

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549	5/15/2026	David Hale	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support the Haycock Road Shared Use Path project because it will improve the pedestrian and bicycle connection to the West Falls Church Metrorail Station, increase travel options, and reduce congestion by providing a more complete street grid. One of the main reasons we continue to live in Falls Church is the walkability of the area. Projects that make it easier and safer to walk and bike are highly relevant to me and my family.
550	5/15/2026	Fabian Soria Merino	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support this project due to the increasing pedestrian and vehicle traffic on Haycock Road due to development. I also support the comments of the Mclean Citizens Association in support of this project.
551	5/15/2026	Brandon Cox	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I also support the comments of the Mclean Citizens Association in support of this project.
552	5/15/2026	Yuan Wang	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	support this project due to the increasing pedestrian and vehicle traffic on Haycock Road due to development.
553	5/15/2026	George Bonilla	22204	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike-S. Dinwiddie St.	Arlington County	There road are high traffic with distracted drivers.
554	5/15/2026	George Bonilla	22204	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	There road are high traffic with distracted drivers.
555	5/15/2026	George Bonilla	22204	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	There road are high traffic with distracted drivers.
556	5/15/2026	George Bonilla	22204	Website	ARL-029	S. Glebe Rd. & W. Glebe Rd. Intersection	Arlington County	There road are high traffic with distracted drivers.
557	5/15/2026	George Bonilla	22204	Website	ARL-033	S. Glebe Rd & 7th St. S Intersection	Arlington County	There road are high traffic with distracted drivers.
558	5/15/2026	George Bonilla	22204	Website	ARL-034	N. Glebe Rd. at QuincySt. / Henderson Rd. Intersection	Arlington County	There road are high traffic with distracted drivers.
559	5/15/2026	George Bonilla	22204	Website	ARL-037	Eads St. Multimodal Improvements: 15th-23rd St. S	Arlington County	There road are high traffic with distracted drivers.
560	5/15/2026	Emily Haggerty	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	This Shared Use Path would become an incredibly important artery of the city. Not only is it integral to encouraging safe an healthy modes of transportation for our HS and MS students, teachers, and staff, it would also provide a significantly better alternative to getting to and from the West Falls Church metro, relieving pressure on the traffic and parking jumble over there.
561	5/15/2026	Kristen van Houten	22201	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support this project due to the increasing pedestrian and vehicle traffic on Haycock Road due to development.
562	5/15/2026	Arthur Agin	22046	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.-Columbia Pike	Arlington County	Please embrace pedestrians and bicyclists by fully funding all the multimodal projects.
563	5/15/2026	Arthur Agin	22046	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike-S. Dinwiddie St.	Arlington County	Please embrace pedestrians and bicyclists by fully funding all the multimodal projects.
564	5/15/2026	Arthur Agin	22046	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	Please embrace pedestrians and bicyclists by fully funding all the multimodal projects.
565	5/15/2026	Arthur Agin	22046	Website	PWC-049	Route 234 Trail at Innovation Park	Prince William County	Please embrace pedestrians and bicyclists by fully funding all the multimodal projects.
566	5/15/2026	Arthur Agin	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	Please embrace pedestrians and bicyclists by fully funding all the multimodal projects.
567	5/15/2026	Arthur Agin	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	Please embrace pedestrians and bicyclists by fully funding all the multimodal projects.
568	5/15/2026	Kenneth Nevius	22304	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike-S. Dinwiddie St.	Arlington County	I really appreciate what y'all have done and I hope y'all can get this system off the ground because I think it would be great for the city.
569	5/15/2026	Neetha Rao	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support this project due to the increasing pedestrian and vehicle traffic on Haycock Road due to development. I also support the comments of the Mclean Citizens Association in support of this project. Thank you.
570	5/15/2026	Neetha Rao	22043	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I support this project due to the increasing pedestrian and vehicle traffic on Haycock Road due to development. I also support the comments of the Mclean Citizens Association in support of this project. Thank you.
571	5/15/2026	Paul Rothstein	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	These two projects are in areas in which there is increasing foot traffic and road traffic due to development. I live on Haycock Road and go to Annandale Road several times a month. I also support the comments of the Mclean Citizens Association in support of CFC-012.
572	5/15/2026	Paul Rothstein	22043	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	These two projects are in areas in which there is increasing foot traffic and road traffic due to development. I live on Haycock Road and go to Annandale Road several times a month. I also support the comments of the Mclean Citizens Association in support of CFC-012.
573	5/16/2026	Daniela Zagarino	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support these projects, especially the one on Haycock, due to the increasing pedestrian and vehicle traffic on Haycock Road because of ongoing development.
574	5/16/2026	Daniela Zagarino	22043	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I support these projects, especially the one on Haycock, due to the increasing pedestrian and vehicle traffic on Haycock Road because of ongoing development.
575	5/16/2026	Toni Reiss	22213	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-036. This trail is so narrow and winding that it makes it difficult to bike safely especially when there are pedestrians and cyclists approaching from opposite directions at the same time.
576	5/16/2026	Toni Reiss	22213	Website	LDN-040	Route 50 N. Collector Rd: Tall Cedars Pkwy-Route 28	Loudoun County	LDL-040. This will provide the connectivity needed for my husband to be able to safely bike to work.
577	5/16/2026	Toni Reiss	22213	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this project. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.
578	5/16/2026	Toni Reiss	22213	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.
579	5/16/2026	Yvonne Sha	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support this project due to increase population in the area after the development project.

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580	5/16/2026	Christine Whalen	22042	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this project. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.
581	5/16/2026	Christine Whalen	22042	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.
582	5/16/2026	Kim Copperthite	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support this project because of the stupid development on Haycock/Route 7 that has already dramatically increased vehicle traffic on Haycock Road and Route 7.
583	5/16/2026	Bridget Janicki	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I strongly support the Haycock Road Shared Use Path project so we can safely improve the pedestrian and bicycle connection to the West Falls Church Metrorail Station, increase travel options, and reduce congestion by providing a more complete street grid. Not only will this have a positive environmental impact but the safety of citizens cannot be overstated. Please undertake this project now.
584	5/16/2026	Elsa Chang	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this project. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. As anticipated, these new constructions are increasing pedestrian and vehicle traffic on Haycock Road, as well as other socio-environmental risks and impacts. The project would be a transformative element for bike/ped connectivity in this urbanizing area, and it creates a better alternative to driving thus helps reduce GHG emissions in the area, pollution and vehicular congestion.
585	5/16/2026	Elsa Chang	22043	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile and unsafe places for cyclists and pedestrians in the City of Falls Church. Oak Street Elementary students using their bikes to get to school take the route that crosses these intersections. This project would support and enhance together walkability and bikeability of the city and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.
586	5/16/2026	Yasir Nagi	22304	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	As an employee who works for Arlington County and commutes from Alexandria via ART bus, the ARL-035 to improve the bus rider info is extremely needed. The current printed schedules are never accurate of the real arrival times of the bus and seem to only exist to mislead any new riders. The ART system is in need for a real time visual map that shows where the buses really are, similar to WMATA's MetroPulse app.
587	5/16/2026	Yasir Nagi	22304	Website	ARL-035	Performance Parking Initiative (Phases 2-3)	Arlington County	
588	5/16/2026	Yasir Nagi	22304	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	Also the improvements to van dorn and Eisenhower are long overdue, the already high and growing housing density needs to be paired with actual walking and biking infrastructure, and not the embarrassing thin sidewalks and "share the road with bikers" signs along those roads today
589	5/16/2026	Yasir Nagi	22304	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	
590	5/16/2026	Dean Coccozza	22303	Website	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	I am an active duty service member and a Fairfax County homeowner, and I strongly support funding the Richmond Highway BRT project.  Fort Belvoir is a major employment center for both military and civilian personnel, yet transit access to and from the installation remains limited. Improving reliable connections between Fort Belvoir, the Huntington Metro, and surrounding communities would provide meaningful commuting alternatives, reduce congestion along Route 1, and better connect this part of Fairfax County to the broader region.  As a homeowner in this area, I've seen firsthand how quickly the Richmond Highway corridor is growing. New housing and development are already bringing more residents and traffic. Investing in high-quality transit now is essential to ensure that growth is sustainable and that mobility keeps pace with demand.  This project would support the daily needs of service members, federal employees, and local residents while strengthening long-term transportation infrastructure in Fairfax County. I encourage NVTA to prioritize this investment.
591	5/16/2026	Victoria G	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I support the Annandale Road Multimodal Improvements project because it will improve safety for pedestrians with new crosswalks, shortened crossing distances, ADA ramps, and widened sidewalks.
592	5/16/2026	KaiLea Stiffler	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Hamilton would greatly benefit from the improvements for pedestrian paths and crossings. We have a mix of young children, adults, and elderly in our community. The current sidewalks are adequate for safety of all residents and visitors. There are big cracks, uneven surfaces, and you have to cross the street to continue along on sidewalks because there is sidewalk on only one side at a time.
593	5/16/2026	M.H. Rubin	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	Please support and properly fund the Haycock Road Shared Use Path project. As a senior citizen who likes to walk, the current layout is narrow and dangerous. We need to keep Falls Church walkable for all of its residents, particularly senior citizens, as the population density increases and the roads are filled with more and more cars.

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594	5/17/2026	Fred Hussain	22026	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	The Van Buren Road N. Extension project (PWC – 046), needs to consider modifying the design of the segment adjacent to the I-95 south truck rest area parking lot. Should VDOT decide on expanding the truck rest stop, the design of the Van Buren Rd. should be shifted away from the existing truck rest stop. While I do not support this project due to the congestion at the truck rest stop, I request that PWC Transportation Department consult with VDOT if there would be a future need to expand the truck rest stop area. As a Dumfries, Virginia resident, the overflow of truck traffic along I-95 south, where some trucks park along the I-95 south shoulder, is a safety concern for I-95 motorists.
595	5/17/2026	Fred Hussain	22026	Website	PWC-047	Old Bridge Blvd. / Gordon Blvd. Intersection	Prince William County	For the Old Bridge Blvd. / Gordon Blvd. Intersection (PWC – 047), the project needs to continue to focus on separating the Old Bridge Blvd. traffic, entering from I-95 south, with the Virginia 123 North traffic to Occoquan and points north.  For me, I usually take Virginia 123 North, leaving I-95 north, where I encounter weaving with the I-95 south traffic approaching Old Bridge Blvd. The intersection puts me at a high risk of getting into an accident where I hate to see I-95 south traffic cross multiple lanes across Virginia 123 north just to make a left turn on Old Bridge Blvd. The dangers of approaching Virginia 123 / Old Bridge Blvd. intersection justifies that funding is necessary to design and construct improvement to this intersection. Therefore, I support NVTA to provide funding for the Old Bridge Blvd. / Gordon Blvd Intersection to improve safety for motorists and ease the congestion.  To ensure funding of this project, the NVTA should consider adding contingencies to both VDOT and the Prince William County Transportation Department that a flyover ramp from I-95 southbound ramp to Old Bridge Road would qualify for NVTA funding of this project. If both VDOT and PWC Transportation Department collectively does not pursue the flyover ramp, both agencies need to submit documentation on the reasons behind this decision and, possibly, seek return of NVTA funding.
596	5/17/2026	Fred Hussain	22026	Website	PWC-048	Route 15 Railroad Overpass	Prince William County	I have full support of the Route 15 Railroad Overpass project (PWC – 048) for constructing a grade-separated intersection to split railroad and U.S. Route 15 traffic, which is a no brainer. The project will not only improve safety for the Route 15 motorists, but to ensure improving travel time for passenger rail along this corridor between Charlottesville and Washington. I request that NVTA approve the funding request for this project to alleviate congestion that is desperately needed along the U.S. Route 15 corridor.
597	5/17/2026	John Faulkner	22207	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	I support projects that improve safety and connectivity for bicycles, pedestrians and other multimodal transportation.
598	5/17/2026	John Faulkner	22207	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	I support projects that improve safety and connectivity for bicycles, pedestrians and other multimodal transportation.
599	5/17/2026	John Faulkner	22207	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	I support projects that improve safety and connectivity for bicycles, pedestrians and other multimodal transportation.
600	5/17/2026	John Faulkner	22207	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	I support projects that improve safety and connectivity for bicycles, pedestrians and other multimodal transportation.
601	5/17/2026	John Faulkner	22207	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	I support projects that improve safety and connectivity for bicycles, pedestrians and other multimodal transportation.
602	5/17/2026	John Faulkner	22207	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	I support projects that improve safety and connectivity for bicycles, pedestrians and other multimodal transportation.
603	5/17/2026	John Faulkner	22207	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	I support projects that improve safety and connectivity for bicycles, pedestrians and other multimodal transportation.
604	5/17/2026	John Faulkner	22207	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support projects that improve safety and connectivity for bicycles, pedestrians and other multimodal transportation.
605	5/17/2026	John Faulkner	22207	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I support projects that improve safety and connectivity for bicycles, pedestrians and other multimodal transportation.
606	5/17/2026	Paul Snodgrass	22204	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
607	5/17/2026	Paul Snodgrass	22204	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
608	5/17/2026	Paul Snodgrass	22204	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
609	5/17/2026	Paul Snodgrass	22204	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
610	5/17/2026	Paul Snodgrass	22204	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	ARL-026,ARL-0208,ARL-032,ARL-036, and ARL-037 are the most deserving regional projects submitted by Arlington County. They would improve mode-shift away from single-occupancy vehicles, improve regional connectivity, improve safety, and are critical to meeting our climate and mobility goals.
611	5/17/2026	Paul Snodgrass	22204	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	ALX-039 is a worthy project that would improve regional bike connectivity.
612	5/17/2026	Paul Snodgrass	22204	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. &Duke St. Interchange	City of Alexandria	ALX-040 is an important transit project would make meaningful improvements to regional transit coverage, travel times, and reliability.

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613	5/17/2026	Zuzana Steen	20109	Website	PWC-049	Route 234 Trail at Innovation Park	Prince William County	<p>Dear Chair Randall and Members of the Northern Virginia Transportation Authority,</p> <p>I am writing today to express my support for the Route 234 Trail at Innovation Park project submitted by Prince William County for funding consideration in the FY 2026 – 2031 Six Year Program. This proposed trail and pedestrian bridge would address a critical gap in the region’s multimodal transportation network by improving safe pedestrian and bicycle connectivity within Nexus234 Innovation District (“Nexus 234” or “Innovation District”), anchored by the George Mason University Science and Technology Campus.</p> <p>We are fortunate to have in our region the George Mason University Science and Technology Campus, which serves as a regional hub for research and experiential learning, entrepreneurship and collaboration, and the arts. The campus is home to major community assets that many of us visit, including the Hylton Performing Arts Center and the Freedom Aquatic and Fitness Center. Located on 134-acres, the campus serves more than 4,000 students per year across five facilities containing classrooms, laboratories, a library, and more. Additionally, the nearby Innovation Town Center and University Village developments will bring nearly 3,000 new residential units and a mixed-use commercial core to the area, further increasing demand for safe and efficient non-automobile transportation options.</p> <p>Furthermore, employees of companies and organizations located in the Nexus 234 Innovation District, a 6,000-acre hub for innovation that fosters collaboration among academia, industry, and the public sector, will also get to benefit from the expanded and enhanced bicycle and pedestrian connectivity.</p> <p>A robust, multimodal transportation system is foundational to the continued success of our community. The Route 234 Trail project would play a significant role.</p> <p>Thank you for your consideration of my input on NVTA’s draft FY 2026 – 2031 Program. I appreciate NVTA’s continued investment in projects that improve safety, connectivity, and transportation choice across the region.</p>
614	5/17/2026	Joseph Warren	22204	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	<p>ARL-026: I am very familiar with the area since I use this road (S. George Mason Dr.) almost every day.</p> <p>The purpose of this project is to construct a bicycle trail next to the road. The road for several years has had bicycle symbols (sharrows) on the road part of the way now. This project may be useful, but it is entirely within Arlington and should be funded by Arlington. Also, I do not see any congestion reduction as a result of this project.</p>
615	5/17/2026	Joseph Warren	22204	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	<p>ARL-027: The purpose of this is to reconstruct the intersection and build a bridge over S. George Mason Dr. which would be used by pedestrians and bicyclists. There is little information about this provided by Arlington. This project is entirely within Arlington and should be funded by Arlington.</p>
616	5/17/2026	Thomas Aly	22182	Website	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	<p>Route 1 BRT is an incredibly important rapid transit project that has significant potential to help move the corridor towards a more car-lite urban community. Design is overall great, though some concerns remain.</p> <p>The Mixed Traffic section from Huntington Metro to Shields Ave is likely to cause delays for the BRT line. While only 3/4ths of a mile, traffic backup during rush hour will significantly hamper the line's reliability and capacity. This weak link will dampen ridership. Painted curb bus lanes would be sufficient to rectify this flaw.</p> <p>Ensuring transit priority signaling spans the entire route length is also critical in ensuring the line's success. Having ridden many LRT/BRT lines, a lack of priority at intersections increases travel time, often significantly. This once again dampens ridership and doesn't move people out of their cars and on to transit.</p>
617	5/17/2026	Nikki May	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	<p>I walk this exact path almost every day to get to the west falls church metro to get to work - and then I do it again to get home in the evenings. The current setup is not bike friendly and is need of repair for safer pedestrian use. Please fund this project! It would make many of us commuters’ lives much easier - and potentially shorter if biking were made possible.</p>
618	5/17/2026	Gabriel Sidman	22204	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	<p>Updates to S George Mason to improve the experience and safety for bikes and improve flow of car traffic are very welcome and should be highly prioritized. Right now it feels dangerous to bike in the flow of traffic and the oversized vans and trucks parked along the side of the road make the roads narrow for driving.</p>
619	5/17/2026	Gabriel Sidman	22204	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	<p>Updates to S George Mason to improve the experience and safety for bikes and improve flow of car traffic are very welcome and should be highly prioritized. Right now it feels dangerous to bike in the flow of traffic and the oversized vans and trucks parked along the side of the road make the roads narrow for driving.</p>

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620	5/17/2026	Michael Crudden	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Dear NVTA —  I'm writing to express my support for the planned improvements on Colonial Highway in Hamilton as part of the multi year transportation improvement plan. I've lived in the Hamilton area for going on 15 years now and in that time, traffic has continued to increase on Colonial Highway making pedestrian activities near the road higher risk. Vehicle speed in the posted 25 mile an hour zone for the segment of the road continues to be a risk on this part of the road, these plant improvements will aid and ensuring pedestrians continue to have walkable access and ensure that access is safe.  Sincerely, Michael Crudden Hamilton area resident
621	5/17/2026	Jack Crudden	20158	Website	LDN-041	Colonial Hwy Pedestrian Safety Improvements	Loudoun County	Dear NVTA, I am writing to comment in support of the Harmony sidewalk project. Hamilton is a relatively small town, so many services and our friends and family live in neighboring Purcellville. Without a car, currently the only way to get to Purcellville is via the W&OD trail, which requires pedestrians to walk or bike on a dangerous stretch of road to get to. If the sidewalk from Harmony was connected to Hamilton directly, it would make walking in Hamilton significantly more convenient.  Thank you, Jack Crudden, Hamilton VA
622	5/17/2026	Gary Rimar	22204	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	As a cyclist, all that I checked is a good or better good idea.
623	5/17/2026	Gary Rimar	22204	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike–S. Dinwiddie St.	Arlington County	As a cyclist, all that I checked is a good or better good idea.
624	5/17/2026	Gary Rimar	22204	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	As a cyclist, all that I checked is a good or better good idea.
625	5/17/2026	Gary Rimar	22204	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	As a cyclist, all that I checked is a good or better good idea.
626	5/17/2026	Gary Rimar	22204	Website	ARL-029	S. Glebe Rd. & W. Glebe Rd. Intersection	Arlington County	As a cyclist, all that I checked is a good or better good idea.
627	5/17/2026	Gary Rimar	22204	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	As a cyclist, all that I checked is a good or better good idea.
628	5/17/2026	Gary Rimar	22204	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	As a cyclist, all that I checked is a good or better good idea.
629	5/17/2026	Gary Rimar	22204	Website	ARL-033	S. Glebe Rd & 7th St. S Intersection	Arlington County	As a cyclist, all that I checked is a good or better good idea.
630	5/17/2026	Gary Rimar	22204	Website	ARL-034	N. Glebe Rd. at QuincySt. / Henderson Rd. Intersection	Arlington County	As a cyclist, all that I checked is a good or better good idea.
631	5/17/2026	Gary Rimar	22204	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	As a cyclist, all that I checked is a good or better good idea.
632	5/17/2026	Gary Rimar	22204	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	As a cyclist, all that I checked is a good or better good idea.
633	5/17/2026	Gary Rimar	22204	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	As a cyclist, all that I checked is a good or better good idea.
634	5/17/2026	Matt Bush	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support the Haycock Road Shared Use Path project because it will improve the pedestrian and bicycle connection to the West Falls Church Metrorail Station, increase travel options, and reduce congestion by providing a more complete street grid.
635	5/17/2026	Andrew Poffman	22201	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	I am an Arlington resident who commutes regularly by bike and on foot. Across this cycle's 27 candidate projects, 4 road widening or new road projects -- PWC-046, PWC-047, PWC-048, and LDN-040 -- together request \$500 million in NVTA funds, nearly 12 times the \$43 million requested by the 6 Arlington multimodal projects I support below. NVTA's evaluation criteria require consideration of modal balance, and that imbalance is hard to reconcile with NVTA's core values of equity, safety, and sustainability. I urge the Authority to prioritize these cost effective, high impact multimodal investments over highway expansion that primarily benefits single occupancy vehicles.  ARL-024: This project fills the most critical gap in the entire NOVA trail network: there is currently no consistent safe bicycle connection between Rosslyn and Crystal City, 2 of the region's densest employment centers. It sits at exactly the point where I-66 and I-395 converge and the spot where keeping people off highways matters most and is anticipated to carry significantly more bikes than most local streets carry cars. For me personally, the gap is worst in winter, when the Mount Vernon Trail goes uncleared by NPS for weeks, cutting me off from National Landing and Alexandria entirely. We already have 3 parallel highway options for cars along this corridor but nothing for people on bikes or on foot. This project also cannot be funded through other mechanisms. The geography of Arlington National Cemetery and Route 1 make alternatives essentially impossible which makes NVTA funding not just appropriate but necessary.

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636	5/17/2026	Andrew Poffman	22201	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	<p>I am an Arlington resident who commutes regularly by bike and on foot. Across this cycle's 27 candidate projects, 4 road widening or new road projects -- PWC-046, PWC-047, PWC-048, and LDN-040 -- together request \$500 million in NVTA funds, nearly 12 times the \$43 million requested by the 6 Arlington multimodal projects I support below. NVTA's evaluation criteria require consideration of modal balance, and that imbalance is hard to reconcile with NVTA's core values of equity, safety, and sustainability. I urge the Authority to prioritize these cost effective, high impact multimodal investments over highway expansion that primarily benefits single occupancy vehicles.</p> <p>ARL-027: I use the W&amp;OD Trail through this intersection multiple times a week, and it is among the most dangerous places I encounter regularly. The existing design forces the region's busiest trail directly through a 6 lane intersection where all drivers come into conflict with trail users and this is apparently one of the top 10 crash locations in all of Arlington. The equity dimension is equally key: the Four Mile Run corridor contains one of Arlington's largest concentrations of affordable housing, where residents disproportionately rely on walking, biking, and transit but don't benefit from Metro proximity. This project delivers safety, equity, and multimodal connectivity simultaneously, which is precisely what NVTA's core values call for.</p>
637	5/17/2026	Andrew Poffman	22201	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	<p>I am an Arlington resident who commutes regularly by bike and on foot. Across this cycle's 27 candidate projects, 4 road widening or new road projects -- PWC-046, PWC-047, PWC-048, and LDN-040 -- together request \$500 million in NVTA funds, nearly 12 times the \$43 million requested by the 6 Arlington multimodal projects I support below. NVTA's evaluation criteria require consideration of modal balance, and that imbalance is hard to reconcile with NVTA's core values of equity, safety, and sustainability. I urge the Authority to prioritize these cost effective, high impact multimodal investments over highway expansion that primarily benefits single occupancy vehicles.</p> <p>ARL-028: I try to cross Glebe Road from the W&amp;OD Trail multiple times a week, and it consistently feels like crossing a moat (I cross at an alternative location because this is too dangerous). The geometry is confusing, the trail narrows dangerously, and the crossing is unsafe for anyone walking or biking. This intersection is a choke point that undermines the value of the entire surrounding trail network by cutting off the connection between the neighborhoods to the east and west from the south (Ballston and the huge economic center that exists there). Fixing it would be a force multiplier for every other trail investment in this cycle, and at \$10M it represents strong value for its regional impact. Modal balance requires not just building new facilities but fixing dangerous gaps that make existing ones unusable.</p>
638	5/17/2026	Andrew Poffman	22201	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.-N. Jackson St.	Arlington County	<p>I am an Arlington resident who commutes regularly by bike and on foot. Across this cycle's 27 candidate projects, 4 road widening or new road projects -- PWC-046, PWC-047, PWC-048, and LDN-040 -- together request \$500 million in NVTA funds, nearly 12 times the \$43 million requested by the 6 Arlington multimodal projects I support below. NVTA's evaluation criteria require consideration of modal balance, and that imbalance is hard to reconcile with NVTA's core values of equity, safety, and sustainability. I urge the Authority to prioritize these cost effective, high impact multimodal investments over highway expansion that primarily benefits single occupancy vehicles.</p> <p>ARL-032: There is currently no safe way to travel by bike along Route 50 between Arlington Forest and Arlington Heights. The only alternatives require long detours that make a short distance take far longer by bike than by car. This corridor already has ample car capacity. What is missing is a facility for people who can't or choose not to drive. A dedicated trail along this straight, direct corridor would immediately serve the dense surrounding neighborhoods and contribute to the modal balance NVTA is required to weigh. I would use it regularly, and so would many of my neighbors.</p>
639	5/17/2026	Andrew Poffman	22201	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	<p>I am an Arlington resident who commutes regularly by bike and on foot. Across this cycle's 27 candidate projects, 4 road widening or new road projects -- PWC-046, PWC-047, PWC-048, and LDN-040 -- together request \$500 million in NVTA funds, nearly 12 times the \$43 million requested by the 6 Arlington multimodal projects I support below. NVTA's evaluation criteria require consideration of modal balance, and that imbalance is hard to reconcile with NVTA's core values of equity, safety, and sustainability. I urge the Authority to prioritize these cost effective, high impact multimodal investments over highway expansion that primarily benefits single occupancy vehicles.</p> <p>ARL-036: The Custis Trail is one of the most heavily used trails in Virginia (likely 3rd after W&amp;OD and Mount Vernon trails), and its current width is not adequate. I ride it multiple times a week and regularly encounter dangerous pinch points where cyclists and pedestrians are forced into conflict. Because it runs parallel to I-66 through Rosslyn, Courthouse, Clarendon, and Ballston and connects to W&amp;OD which goes to Falls Church, and into Fairfax and beyond widening it to a consistent 12 feet across all 4.24 miles would shift more people off the highway and onto the trail. This would directly serve NVTA's congestion reduction goals. Arlington maintains it to a high standard year round (they clear snow and ice off it well), a 2024 needs assessment identified the specific improvements needed, and for a fraction of what the road widening projects in this cycle request, NVTA can significantly expand the capacity of a facility that already carries thousands of people daily.</p>

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640	5/17/2026	Andrew Poffman	22201	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	<p>I am an Arlington resident who commutes regularly by bike and on foot. Across this cycle's 27 candidate projects, 4 road widening or new road projects -- PWC-046, PWC-047, PWC-048, and LDN-040 -- together request \$500 million in NVTA funds, nearly 12 times the \$43 million requested by the 6 Arlington multimodal projects I support below. NVTA's evaluation criteria require consideration of modal balance, and that imbalance is hard to reconcile with NVTA's core values of equity, safety, and sustainability. I urge the Authority to prioritize these cost effective, high impact multimodal investments over highway expansion that primarily benefits single occupancy vehicles.</p> <p>ARL-037: Eads Street is becoming one of Pentagon City's primary corridors, with Amazon HQ2 and major new development bringing thousands of additional workers and residents to the area but it is still designed like the side street it used to be, making it difficult and sometimes dangerous to arrive by bike or on foot. Cars have 3 parallel options here: Route 1, GW Parkway, and I-395. People walking or biking have very little. A complete street redesign would reduce pressure on those auto corridors and improve Arlington to Alexandria connections for people who commute through this area. At \$2M for design, it is a modest ask to unlock an \$18 million project in one of the most transit oriented, fastest growing parts of NOVA and exactly the kind of investment NVTA should be prioritizing when the alternative is \$500 million in new highway capacity elsewhere in this same cycle.</p>
641	5/17/2026	Andrew Poffman	22201	Website	LDN-040	Route 50 N. Collector Rd: Tall Cedars Pkwy–Route 28	Loudoun County	<p>I am an Arlington resident who commutes regularly by bike and on foot. Across this cycle's 27 candidate projects, 4 road widening or new road projects -- PWC-046, PWC-047, PWC-048, and LDN-040 -- together request \$500 million in NVTA funds, nearly 12 times the \$43 million requested by the 6 Arlington multimodal projects I support below. NVTA's evaluation criteria require consideration of modal balance, and that imbalance is hard to reconcile with NVTA's core values of equity, safety, and sustainability. I urge the Authority to prioritize these cost effective, high impact multimodal investments over highway expansion that primarily benefits single occupancy vehicles.</p> <p>LDN-040: I strongly oppose funding LDN-040. This project constructs a new 3.2 mile, 4 lane highway near Dulles. The single largest ask in this entire program at \$200M - with no meaningful pedestrian or transit benefit and a shared use path totaling just 2.5k feet at one intersection. Funding a new car only highway of this scale directly contradicts NVTA's core values of sustainability and the TransAction's plan goal of managing both demand and capacity, and would consume resources that could fund multiple genuine multimodal projects across the region.</p>
642	5/17/2026	Andrew Poffman	22201	Website	PWC-046	Van Buren Rd. N. Extension: Route 234–Cardinal Dr.	Prince William County	<p>I am an Arlington resident who commutes regularly by bike and on foot. Across this cycle's 27 candidate projects, 4 road widening or new road projects -- PWC-046, PWC-047, PWC-048, and LDN-040 -- together request \$500 million in NVTA funds, nearly 12 times the \$43 million requested by the 6 Arlington multimodal projects I support below. NVTA's evaluation criteria require consideration of modal balance, and that imbalance is hard to reconcile with NVTA's core values of equity, safety, and sustainability. I urge the Authority to prioritize these cost effective, high impact multimodal investments over highway expansion that primarily benefits single occupancy vehicles.</p> <p>PWC-046: I oppose funding PWC-046. Building a brand new 2.5-mile, 4 lane divided road parallel to I-95 doesn't align with NVTA's core values of sustainability and equity, nor with the vision of managing both demand and capacity. New lane miles primarily induce new vehicle trips rather than reduce congestion long-term. With superior multimodal projects competing for the same \$s, the Authority should prioritize modal balance and fund projects that actually move the greatest number of people most cost-effectively.</p>
643	5/17/2026	Andrew Poffman	22201	Website	PWC-047	Old Bridge Blvd. / Gordon Blvd. Intersection	Prince William County	<p>I am an Arlington resident who commutes regularly by bike and on foot. Across this cycle's 27 candidate projects, 4 road widening or new road projects -- PWC-046, PWC-047, PWC-048, and LDN-040 -- together request \$500 million in NVTA funds, nearly 12 times the \$43 million requested by the 6 Arlington multimodal projects I support below. NVTA's evaluation criteria require consideration of modal balance, and that imbalance is hard to reconcile with NVTA's core values of equity, safety, and sustainability. I urge the Authority to prioritize these cost effective, high impact multimodal investments over highway expansion that primarily benefits single occupancy vehicles.</p> <p>PWC-047: I oppose funding PWC-047. This project is fundamentally a highway interchange designed to speed up I-95 off-ramp traffic, with token pedestrian elements that don't meaningfully advance NVTA's core values of equity, safety, or sustainability for non-drivers. At \$56M in NVTA funds, this money would deliver far greater long-term benefit if directed toward transit, pedestrian, or bike projects in this program that genuinely serve people without cars.</p>
644	5/17/2026	Andrew Poffman	22201	Website	PWC-048	Route 15 Railroad Overpass	Prince William County	<p>I am an Arlington resident who commutes regularly by bike and on foot. Across this cycle's 27 candidate projects, 4 road widening or new road projects -- PWC-046, PWC-047, PWC-048, and LDN-040 -- together request \$500 million in NVTA funds, nearly 12 times the \$43 million requested by the 6 Arlington multimodal projects I support below. NVTA's evaluation criteria require consideration of modal balance, and that imbalance is hard to reconcile with NVTA's core values of equity, safety, and sustainability. I urge the Authority to prioritize these cost effective, high impact multimodal investments over highway expansion that primarily benefits single occupancy vehicles.</p> <p>PWC-048: I oppose funding PWC-048. The primary scope of this project is widening Route 15 to 4 lanes and grade-separating it from a freight railroad to improve automobile throughput to I-66. The shared-use path merely closes a short existing gap and is incidental to the road project. At \$65M in NVTA funds, this doesn't reflect the modal balance NVTA considers in its qualitative evaluation, and the limited pedestrian infrastructure doesn't justify treating this as a multimodal investment when far more transformative bike, pedestrian, and transit projects are available in this cycle.</p>

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645	5/17/2026	Deborah Hay	22205	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	ArL-027 is critical! I used to drive SB George Mason, turning left onto S Four Mile Run, sometimes 3 times a day. There is NEVER a good time to drive through here. My coworkers and I would drive out of our way to avoid the intersection. People get so frustrated that they go straight on SB GM, pull a U-turn, and then turn Right onto S Four Mile Run, which further makes the wait for those waiting to turn left even longer. Add to that no shortage of cyclists, runners, high school and elementary students who walk.... It's amazing someone has not been killed.
646	5/17/2026	RoseAnn Ashby	22204	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	030: a.This is a direct congestion-reduction and time-savings project, but the congestion & time loss are for people walking, biking, and using buses to reach the Metro, which isn't captured by NVTA's model. At first glance, looks like just an elevator project, but in terms of user access to station this project provides the benefits of an entire new station entrance at a fraction of the cost. Shaves 3-5 minutes off trips approaching Court House Metro from east, and expands the curb areas where bus connections can reasonably be made from.
647	5/17/2026	RoseAnn Ashby	22204	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	031: Having real-time easily accessible information at all Art bus stops would be a tremendous help to all commuters and would increase the use of Art. Good communication is key. Relying on hard-copy schedules is not the way to go in 2026.
648	5/17/2026	Bryon Rollins	20110	Website	PWC-049	Route 234 Trail at Innovation Park	Prince William County	Zeido Technologies LLC is pleased to support Prince William County's application for funding of the Route 234 Trail at Innovation Park project.  As a business operating within Prince William County and supporting the continued growth of the Innovation District, we recognize the importance of transportation infrastructure that improves accessibility, connectivity, and mobility for employees, students, residents, and visitors throughout the corridor.  The proposed shared-use trail and pedestrian connectivity improvements along Route 234 represent a meaningful investment in the region's long-term infrastructure and economic development objectives. Enhancing safe multimodal access within and around Innovation Park will help support continued growth and collaboration across the community.
649	5/17/2026	Sean Kilduff	22206	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike-S. Dinwiddie St.	Arlington County	ARL-026: This project would improve safety for bicyclists and pedestrians while improving multi-modal connectivity between neighborhoods.
650	5/17/2026	Sean Kilduff	22206	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	ARL-027: This intersection is difficult to navigate and regularly produces congestion. Project would improve pedestrian/bicycle safety on the WO&D trail and traffic flow.
651	5/17/2026	Sean Kilduff	22206	Website	ARL-029	S. Glebe Rd. & W. Glebe Rd. Intersection	Arlington County	ARL-029: This intersection is difficult to navigate and regularly produces congestion. Project would improve pedestrian safety and traffic flow.
652	5/17/2026	Sean Kilduff	22206	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	ARL-030: New western elevators to Courthouse Metro would improve access and reduce stress on the escalators at this highly-trafficked station.
653	5/17/2026	Sean Kilduff	22206	Website	ARL-031	Next Generation Bus Rider Info	Arlington County	ARL-031: Many ART buses and bus stops lack basic information for riders. Providing more dynamic access to live schedules and transfers would improve riding experience and potentially induce more riders.
654	5/17/2026	Sean Kilduff	22206	Website	ARL-035	Performance Parking Initiative (Phases 2-3)	Arlington County	ARL-035: Too much free and cheap parking in this area induces driving at the expense of other modes, constantly putting pedestrians into conflict with aggressive drivers. Dynamic pricing would help mitigate some of these issues.
655	5/17/2026	Sean Kilduff	22206	Website	ARL-037	Eads St. Multimodal Improvements: 15th-23rd St. S	Arlington County	ARL-037: This project would improve safety for bicyclists and pedestrians while improving multi-modal connectivity between neighborhoods.
656	5/17/2026	Sean Kilduff	22206	Website	FFX-141	Richmond Hwy BRT (Phases I & II)	Fairfax County	FFX-141: BRT may be a good idea, but running it in the median of a busy highway would necessarily require upgrades to pedestrian crossing infrastructure at each station (not mentioned in the summary).
657	5/17/2026	Sean Kilduff	22206	Website	ALX-040	Duke St. Transitway Phase 2: Van Dorn St. & Duke St. Interchange	City of Alexandria	ALX-040: Project would make improvements to transit coverage in Alexandria, as well as the travel times and reliability of bus service.
658	5/17/2026	Joseph Peterson	22209	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.-Columbia Pike	Arlington County	ARL-024: The Arlington Memorial trail would provide an improved connection between two areas with growing residential populations, Rosslyn and Crystal/Pentagon City. The current sidewalk path along Washington Blvd near the Pentagon is in very poor condition due to VDOT neglect and features several dangerous crossings at highway ramps. The proposed Arlington Memorial trail would provide a far safer and more convenient connection to the nearly-complete Columbia Pike realignment cycle path and upcoming changes to the ANC entrance area at Memorial Ave.
659	5/17/2026	Joseph Peterson	22209	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike-S. Dinwiddie St.	Arlington County	ARL-026 S George Mason is one of the few continuous north-south routes in Arlington County but is currently an uncomfortable and dangerous experience for multimodal users. This project addresses multiple Vision Zero action spots and creates all ages and abilities connections to Arlington's trail network and to Wakefield High School. It also enables potential future expansions into Fairfax County and Alexandria.
660	5/17/2026	Joseph Peterson	22209	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	ARL-028: Glebe Rd in Arlington is part of the high-injury network largely due to dangerous intersection designs and poor pedestrian infrastructure. This project adds ADA/PROWAG-compliant ramps and sidewalks as well as improving a connection to the Custis Trail.
661	5/17/2026	Joseph Peterson	22209	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.-N. Jackson St.	Arlington County	ARL-032: Arlington Blvd is literally a dividing line in Arlington County and facilities for anyone outside of a vehicle are severely lacking. Much of the current "trail" is a mix of tight sidewalks and on-street segments with difficult intersections. This project would be a massive improvement and provide improved connections between residential neighborhoods, commercial areas, schools, churches, and parks.

ID	Date	Name	Zip Code of Residence	Comment Method	Project ID	Project Title	Jurisdiction	Comments
662	5/17/2026	Joseph Peterson	22209	Website	ARL-034	N. Glebe Rd. at QuincySt. / Henderson Rd. Intersection	Arlington County	<p>ARL-024: The Arlington Memorial trail would provide an improved connection between two areas with growing residential populations, Rosslyn and Crystal/Pentagon City. The current sidewalk path along Washington Blvd near the Pentagon is in very poor condition due to VDOT neglect and features several dangerous crossings at highway ramps. The proposed Arlington Memorial trail would provide a far safer and more convenient connection to the nearly-complete Columbia Pike realignment cycle path and upcoming changes to the ANC entrance area at Memorial Ave.</p> <p>ARL-026 S George Mason is one of the few continuous north-south routes in Arlington County but is currently an uncomfortable and dangerous experience for multimodal users. This project addresses multiple Vision Zero action spots and creates all ages and abilities connections to Arlington's trail network and to Wakefield High School. It also enables potential future expansions into Fairfax County and Alexandria.</p> <p>ARL-028: Glebe Rd in Arlington is part of the high-injury network largely due to dangerous intersection designs and poor pedestrian infrastructure. This project adds ADA/PROWAG-compliant ramps and sidewalks as well as improving a connection to the Custis Trail.</p> <p>ARL-032: Arlington Blvd is literally a dividing line in Arlington County and facilities for anyone outside of a vehicle are severely lacking. Much of the current "trail" is a mix of tight sidewalks and on-street segments with difficult intersections. This project would be a massive improvement and provide improved connections between residential neighborhoods, commercial areas, schools, churches, and parks.</p> <p>ARL-036: VDOT did the absolute bare minimum to secure federal funding for I-66 when constructing the Custis Trail in the 1970s and it is beyond time to fix deficiencies with such a popular trail.</p> <p>ARL-037: Sections of S Eads St have seen incredible multimodal improvements in recent years but there are still segments in need of protected bike lanes and improved bus stops. The proposed project would help create a continuous all ages and abilities route between Crystal City and Pentagon City.</p>
663	5/17/2026	Joseph Peterson	22209	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL-036: VDOT did the absolute bare minimum to secure federal funding for I-66 when constructing the Custis Trail in the 1970s and it is beyond time to fix deficiencies with such a popular trail.
664	5/17/2026	Joseph Peterson	22209	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	ARL-037: Sections of S Eads St have seen incredible multimodal improvements in recent years but there are still segments in need of protected bike lanes and improved bus stops. The proposed project would help create a continuous all ages and abilities route between Crystal City and Pentagon City.
665	5/17/2026	Danielle Wolf	22304	Website	ALX-039	Eisenhower Ave. / S. Van Dorn St. Corridor Improvements	City of Alexandria	Please do NOT fund the ALX-039 Eisenhower Avenue/S. Van Dorn Street Corridor improvements project. If this plan goes through, it will lead to significantly increased congestion in that area, and likely numerous accidents (no driver wanting to make a left plans to do that by turning right!). The homeowners directly adjacent to this project do not want it, and the city of Alexandria refuses to listen to their concerns.
666	5/17/2026	Peggy Jones	22207	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	a. ARL-024: Connecting trail between Rosslyn & Crystal City = The hub of the entire NoVa trail network, where the I-66 & I-395 corridors pinch together. Exactly the spot we want local traffic staying off highways. Anticipated to carry more bikes than many local streets carry cars. Cannot reasonably be funded via other methods due to geography & interaction with Arlington National Cemetery and Route 110.
667	5/17/2026	Peggy Jones	22207	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	b. ARL-027: Critical safety project: One of the top ten crash locations in Arlington. Complex, dangerous, and obsolete existing intersection: The W&OD Trail passes through the middle of the intersection, crossing over 6 lanes at the exact spot where nearly all drivers passing through come into conflict with region's biggest trail. Equity considerations: The Four Mile Run corridor has a large collection of low-rise apartments, making it one of Arlington's largest concentrations of affordable housing. Residents disproportionately rely on walking, biking, and transit but don't enjoy the access benefits of living near Metro.
668	5/17/2026	Peggy Jones	22207	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	c.NVTA must continue demonstrating their commitment to modal balance in project selection
669	5/17/2026	Peggy Jones	22207	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.–N. Jackson St.	Arlington County	c.NVTA must continue demonstrating their commitment to modal balance in project selection
670	5/17/2026	Peggy Jones	22207	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	c.NVTA must continue demonstrating their commitment to modal balance in project selection
671	5/17/2026	Peggy Jones	22207	Website	ARL-037	Eads St. Multimodal Improvements: 15th–23rd St. S	Arlington County	c.NVTA must continue demonstrating their commitment to modal balance in project selection
672	5/17/2026	Rebecca Bradford	20110	Website	PWC-049	Route 234 Trail at Innovation Park	Prince William County	This project is essential for the growing traffic and density in the Innovation District.
673	5/17/2026	Randy Painter	22201	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	I support these projects because they significantly increase pedestrian safety.
674	5/17/2026	Randy Painter	22201	Website	ARL-034	N. Glebe Rd. at QuincySt. / Henderson Rd. Intersection	Arlington County	I support these projects because they significantly increase pedestrian safety.
675	5/17/2026	Pamela Van Hine	22202	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.–Columbia Pike	Arlington County	<p>NVTA must continue demonstrating their commitment to modal balance in project selection</p> <p>APPLICATION #: ARL-024 This trail will provide a much needed bike-ped north-south link between SE Arlington (22202) and points north, including the Rosslyn-Ballston corridor. The MVT to the east is too far east and nothing similar is west. With the ANC SE and redesign of Columbia Pike, with its new great shared use path on the north side of Columbia Pike, we can have a convenient connection to this proposed trail. The time to build this long-delayed critical trail is NOW please. This trail is my personal top priority on the list!</p>

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676	5/17/2026	Pamela Van Hine	22202	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike-S. Dinwiddie St.	Arlington County	NVTA must continue demonstrating their commitment to modal balance in project selection APPLICATION #: ARL-026: This will provide much needed shared use trails along SGMD as well as better driving facilities on SGMD. SGMD, a hilly and curvy road has high traffic of all modes and needs these improvements for safety.
677	5/17/2026	Pamela Van Hine	22202	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	NVTA must continue demonstrating their commitment to modal balance in project selection APPLICATION #: ARL-027 The heavily traveled W&OD Trail has major points of conflict and crashes with drivers on 4MRD (major & minor) and SGMD. Providing safe passage for all, per this design, is critical for our safety.
678	5/17/2026	Pamela Van Hine	22202	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	NVTA must continue demonstrating their commitment to modal balance in project selection APPLICATION #: ARL-028 This project will improve the ramp intersection for drivers, but more importantly, will create safer interactions for bike-peds using the Custis Trail.
679	5/17/2026	Pamela Van Hine	22202	Website	ARL-032	Arlington Blvd Trail (North Side): N. Granada St.-N. Jackson St.	Arlington County	NVTA must continue demonstrating their commitment to modal balance in project selection APPLICATION #: ARL-032 Just as the Arlington Memorial Trail is a critical north-south bike-ped link in Arlington, completing the Arlington Boulevard Trail, on both sides, will provide a much needed east-west passage through Arlington. This project will complete one of the currently missing links.
680	5/17/2026	Pamela Van Hine	22202	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	NVTA must continue demonstrating their commitment to modal balance in project selection APPLICATION #: ARL-036 This project will provide much needed safety and comfort improvements to the Custis Trail, a key east-west trail north of Arlington Boulevard. The current conditions are too crowded and in some places too dangerous. With expected continuing growth of bike-peds using the trails, we need these improvements.
681	5/17/2026	Pamela Van Hine	22202	Website	ARL-037	Eads St. Multimodal Improvements: 15th-23rd St. S	Arlington County	NVTA must continue demonstrating their commitment to modal balance in project selection APPLICATION #: ARL-037 This section of S Eads is a missing link for bike-peds in the County's redevelopment of S. Eads, starting at Army-Navy Drive. Continuing bike-ped-transit safety and comfort improvements further south on S. Eads will help complete the bike network in National Landing and create much safer intersections and other infrastructure for all modes. With Amazon HQ2 at the corner of 15th & S. Eads and lots of new developments further south, traffic and bike-ped-transit use will continue to grow along this no longer sleepy street. This is my number 2 priority program as I live a few blocks from 18th & S. Eads - and that intersection has always terrified me because the existing intersection is just a huge wide no-man's land with significant conflicts and crashes between drivers and bike-peds. I can't wait for it to be truly safe for all! Thank you.
682	5/17/2026	Pamela Van Hine	22202	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	NVTA must continue demonstrating their commitment to modal balance in project selection
683	5/17/2026	Pamela Van Hine	22202	Website	HND-016	S. Elden St. Corridor Improvements	Town of Herndon	NVTA must continue demonstrating their commitment to modal balance in project selection
684	5/17/2026	Maggie Shaw	22043	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	I support this project. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.
685	5/17/2026	Julius Spain Sr	22204	Website	ARL-026	S. George Mason Dr. Multimodal Improvements: Columbia Pike-S. Dinwiddie St.	Arlington County	High priority
686	5/17/2026	Julius Spain Sr	22204	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	High priority
687	5/17/2026	Julius Spain Sr	22204	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	High priority
688	5/17/2026	Julius Spain Sr	22204	Website	ARL-029	S. Glebe Rd. & W. Glebe Rd. Intersection	Arlington County	High priority
689	5/17/2026	Julius Spain Sr	22204	Website	ARL-030	Court House Metro Station Access Improvements	Arlington County	High priority

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690	5/17/2026	Susan Jung	22201	Website	ARL-028	N. Glebe Rd. I-66 WB Off-Ramp Intersection	Arlington County	<p>I live near this intersection and walk along the east side of Glebe Rd regularly to access the I-66 bike path. Every time I cross here — whether northbound or southbound — I feel like I am taking my life into my hands.</p> <p>When crossing northbound, cars speeding toward the I-66 entrance often do not look for pedestrians at all. Drivers seem unaware that a crosswalk exists there, so I have to proceed very cautiously and make sure vehicles have actually stopped before I enter the crosswalk. Visibility is also impaired by a tree near the Comfort Inn that blocks my view of vehicles entering the highway and probably their view of me.</p> <p>Last week, I narrowly avoided being struck by a southbound vehicle turning left onto the highway entrance. The driver was focused entirely on oncoming traffic and never looked toward the crosswalk where I was walking. He accelerated toward the entrance trying to avoid oncoming traffic, and the only reason I was not hit was because his passenger saw me and alerted him. Had he struck me, I likely would have been seriously injured or killed.</p> <p>The same dangers exist when walking southbound. I must watch for vehicles entering the highway from both the northbound and southbound directions on Glebe Road. In addition, drivers exiting the highway are typically looking left at traffic rather than at pedestrians in the crosswalk. So even if I have the green light, I am at risk because drivers have right turn on red. I often have to wait until I make eye contact with drivers before I feel safe enough to cross.</p> <p>A crosswalk on the west side of Glebe Road would greatly improve pedestrian safety. Currently, when traveling northbound on the west side, I often end up watching traffic and quickly crossing over informally to reach the bike path. I understand this is not ideal or safe, but it honestly feels safer than using the existing crossing configuration.</p> <p><b>Please create a crosswalk on the west side of Glebe Road before someone is seriously injured or killed.</b></p>
691	5/17/2026	Dana Bres	22202	Website	ARL-024	Arlington Memorial Trail: Memorial Ave.—Columbia Pike	Arlington County	ARL024 - This will create a more direct N-S trail in Arlington and is needed to increase non-vehicular transportation
692	5/17/2026	Dana Bres	22202	Website	ARL-027	S. George Mason Dr. & S. Four Mile Run Dr. Intersection	Arlington County	ARL027 - The existing intersection is confusing and places pedestrians and cyclists at risk. The concept of a bridge here is far superior to other approaches that have been identified
693	5/17/2026	Dana Bres	22202	Website	ARL-033	S. Glebe Rd & 7th St. S Intersection	Arlington County	ARL033 - This project seems to be very expensive for what appears to be largely minor changes. Replacing a median with paint shouldn't cost as much as is proposed. Do this one incrementally with O&M funding
694	5/17/2026	Dana Bres	22202	Website	ARL-036	Custis Trail Widening & Modernization	Arlington County	ARL036 - The Custis trail is the major E-W bike and ped trail in Arlington and serves bicycle commuters from outside Arlington as a direct route into DC. It needs improvement and increased capacity
695	5/17/2026	Regan Davis	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	<p>I support the Haycock Road Shared Use Path project because it will improve the pedestrian and bicycle connection to the West Falls Church Metrorail Station, increase travel options, and reduce congestion by providing a more complete street grid.</p> <p>Both of these projects are very important to the safety of students and pedestrians in the City of Falls Church, especially getting to and from the Secondary Campus for Mary Ellen Henderson Middle and Meridian High School.</p>
696	5/17/2026	Regan Davis	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	<p>I support the Annandale Road Multimodal Improvements project because it will improve safety for pedestrians with new crosswalks, shortened crossing distances, ADA ramps, and widened sidewalks. The project will also provide new bicycle facilities.</p> <p>Both of these projects are very important to the safety of students and pedestrians in the City of Falls Church, especially getting to and from the Secondary Campus for Mary Ellen Henderson Middle and Meridian High School.</p>
697	5/17/2026	Ross Dunlap	20110	Website	PWC-049	Route 234 Trail at Innovation Park	Prince William County	<p>Nexus234 is a 6,000-acre hub for innovation that fosters collaboration among academia, industry, and the public sector. As new businesses establish operations and residential development continues to expand, enhanced bicycle and pedestrian connectivity will be essential to supporting residents, employees, and visitors.</p> <p>Ceres Nanosciences is a growing life sciences company with advanced research and development facilities on one side of 234, and an advanced particle manufacturing site on the other side of 234. We are very excited at the prospect of additional connectivity for our business, and other businesses and university activities at GMU's campus.</p> <p>A robust, multimodal transportation system is foundational to the continued success of the Innovation District and strengthens its appeal as a destination for business investment and economic growth. The Route 234 Trail project would play a significant role in advancing these goals.</p>
698	5/17/2026	Brian Bowden	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	I support the Annandale Road Multimodal Improvements project because it will improve safety for pedestrians with new crosswalks, shortened crossing distances, ADA ramps, and widened sidewalks. There is a preschool, grocery store, 7 eleven, and multiple eateries in this space with a lot of pedestrians. These are the worst intersections with no cross walk signals. It also connects more affluent parts of the city/county with less affluent — with a community center not far away. It is crucial that this area is improved for pedestrians, bicyclists, and drivers.

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699	5/17/2026	Cynthia Bohlin	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this project. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.
700	5/17/2026	Cynthia Bohlin	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.
701	5/17/2026	Melanie Godelis	22046	Website	CFC-012	Haycock Rd. Shared Use Path	City of Falls Church	CFC-012: I support this project. This is a critical link to complete the path from the W&OD trail to the West Falls Church Metro, new West Falls homes/businesses, and Falls Church Secondary School Campus. It would be a transformative element for bike/ped connectivity in this urbanizing area and creates a real alternative to driving and will help reduce congestion.
702	5/17/2026	Melanie Godelis	22046	Website	CFC-013	Annandale Rd. Multimodal Improvements	City of Falls Church	CFC-013: I support this project. This area of Annandale Road is one of the most hostile places to cyclists and pedestrians in the City of Falls Church. For many Oak Street Elementary students, the bike route to school crosses these scary intersections. This project would stitch together walkability and bikeability of the City and future connections of Fairfax County plans on Route 29, Annandale Road, and Seven Corners.