

Fairfax County Parkway/Franconia-Springfield Parkway  
**Alternatives Analysis & Long-Term Planning Study**

**Summary of Public Outreach – Summer 2020**

**FINAL – October 9, 2020**

Prepared for:  **FCDOT**  
Serving Fairfax County  
for 30 Years and More

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## SUMMARY OF PUBLIC OUTREACH – SUMMER 2020

The Fairfax County Parkway (FCP) and Franconia-Springfield Parkway (FSP) Alternative Analysis and Long-Term Planning Study (the Long-Term Study) is reassessing the future conditions of the two study corridors. The study encompasses a multi-step process that includes:

- Evaluation of future operating conditions according to the current Comprehensive Transportation Plan
- Identification of potential corridor concepts to meet future multimodal transportation demand and needs
- Public input throughout the process to supplement the technical analyses
- Comprehensive Transportation Plan amendment (if necessary based on study recommendations)

This document provides a summary of the third round of public engagement performed in Summer 2020 to solicit input to consider as corridor alternatives are developed.

### Public Engagement Information and Format

The third round of public engagement for the Long-Term Study consisted of three virtual public information meetings, which included question and answer sessions, followed by an online survey. A project website also includes details of the project (<https://www.fairfaxcounty.gov/transportation/study/fairfax-county-parkway>).

### Virtual Public Meetings

Similar to the first two rounds of public engagement performed for this study in the Fall of 2018 and Spring of 2019, three public meetings were hosted but were changed to a virtual format due to the pandemic. At these meetings, Fairfax County Department of Transportation (FCDOT) staff provided an update on project activities that have been accomplished since the last round of public engagement and hosted a virtual question and answer session to solicit feedback on the proposed corridor improvement strategies as well as address any questions posed by meeting participants relative to the project. Virtual meetings were hosted on the following dates:

- **July 29, 2020** – 11:45 AM – 1:15 PM
- **July 30, 2020** – 7:00 PM – 8:30 PM
- **August 4, 2020** – 7:00 PM – 8:30 PM

The meetings consisted of a presentation by FCDOT outlining the background of the study, overview of the comprehensive plan, the process of the study, and a summary of the public outreach following the Spring 2019 outreach. Subsequently, FCDOT presented the development and evaluation of three concepts, preliminary recommendations, and the overall project schedule. The presentation was followed by a question and answer session regarding the results, the project as a whole, and the public engagement strategy.

### Online Survey

Coinciding with the virtual public meetings, an online survey was publicized by the County through the project website, news releases, social media, Fairfax Alerts, NextDoor alerts, emails to those participating in prior meetings, and Board of Supervisors newsletters. The online survey was open for the public to provide input between July 29, 2020 and August 31, 2020. The survey solicited public input on the elements of the Preliminary Recommendations for the FCP and FSP as part of the Long-Term Study. Feedback received will be used to inform the final elements of the Preferred Alternative, which will be evaluated, similar to prior concepts, outlined in the Summer 2020 meeting materials. The outcome of the evaluation will inform updates to the current Comprehensive Plan Transportation Plan

Map, with respect to the number of lanes, network connections, interchanges, trails, and high occupancy vehicle (HOV) accommodations. Participants were encouraged to reference the Summer 2020 meeting materials when completing this online survey, which can be found at: <https://www.fairfaxcounty.gov/transportation/study/fairfax-county-parkway>.

The survey consisted of questions regarding the five segments of the plan area followed by an opportunity to provide free-form comments for each segment, with a final question allowing for a free-form comment on the project as a whole. Questions were generally presented as “agree” or “disagree” with a particular recommendation; however, responses were not required. Thus, the absence of a response was interpreted to indicate a survey participant did not have a strong opinion regarding the particular recommendation.

The segments are noted below and depicted geographically in **Figure 1**:

- **Segment 1** – Fairfax County Parkway from Route 7 to Franklin Farm Road
- **Segment 2** – Fairfax County Parkway from Franklin Farm Road to Route 123
- **Segment 3** – Fairfax County Parkway from Route 123 to Franconia-Springfield Parkway
- **Segment 4** – Fairfax County Parkway from Franconia-Springfield Parkway to Richmond Highway
- **Segment 5** – Franconia-Springfield Parkway from Fairfax County Parkway to Beulah Street

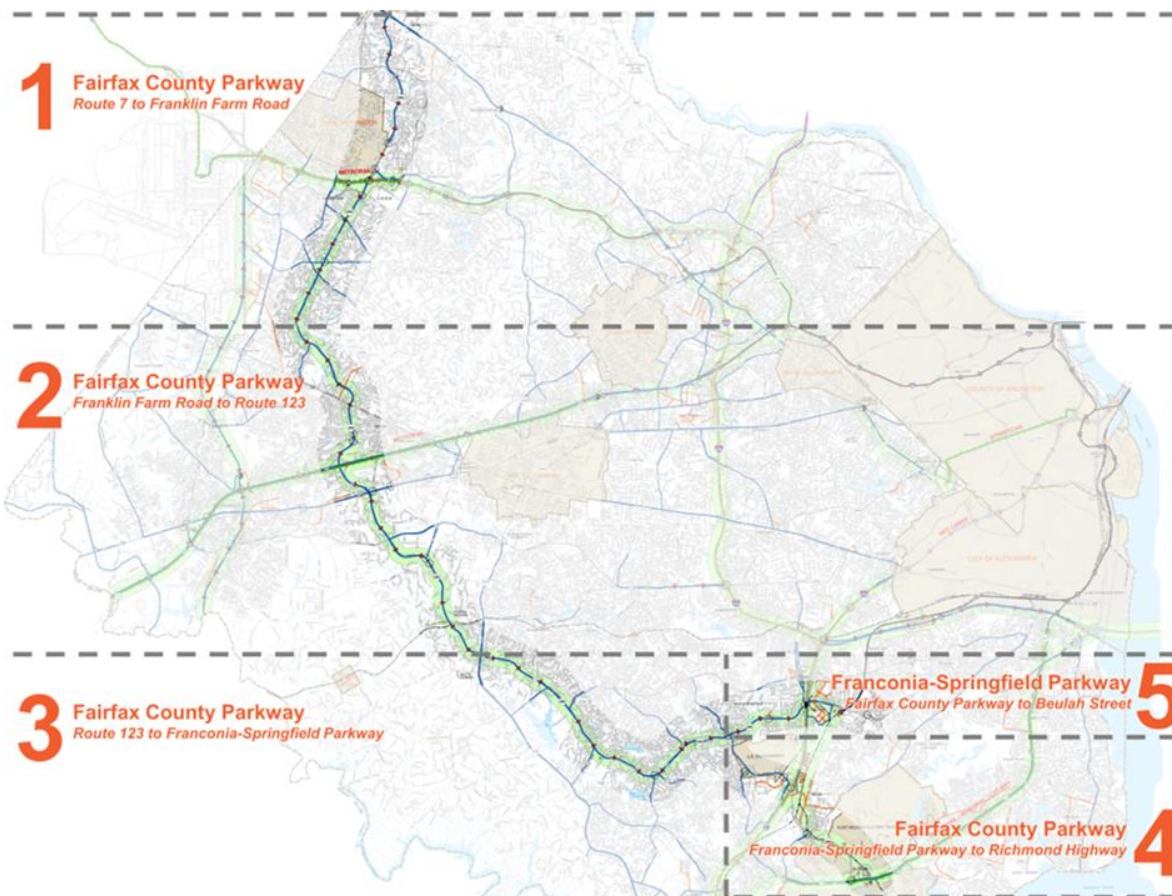


Figure 1: Study Area Segments

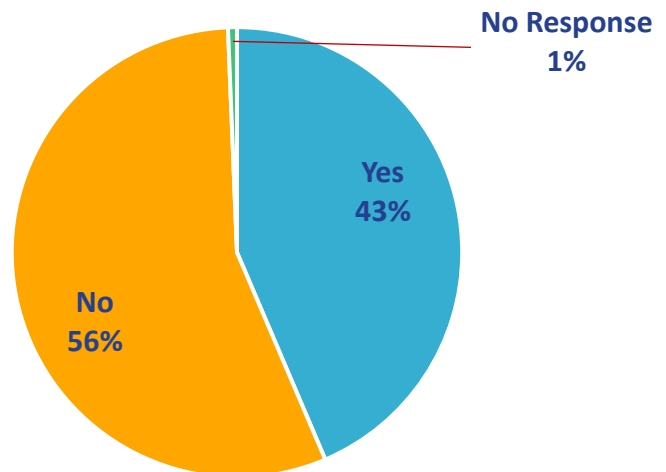
## Public Input Results

### General

Below and at the right is a high-level overview of the feedback provided by participants.

- **Online Survey** – a total of **156** recorded responses
- **Email** – a total of **12** recorded responses
- **Facebook** – a total of **64** comments

Did you participate in the 2018 and/or 2019 public outreach efforts for this study?



From the online survey, only 43% of the responses indicated that they had previously participated in this project public outreach. These results showed that 56% of the input received was from individuals new to the project process.

Participants were given the option of entering the zip code of their primary residence. Of the 156 responses evaluated, 129 zip codes were provided. All but two of these zip codes fell within Fairfax County, inclusive of cities and towns within Fairfax County. One of the outlying zip codes was Arlington, VA and the other was Crozier, VA (outside of Richmond). The zip codes within Fairfax County with the highest recorded number of survey responses (shown in lighter shades of green and shades of orange in **Figure 2**) were in close proximity to the FCP and FSP corridors and included the following:

- **22093** – Springfield, a total of **57** recorded responses
- **22153** – Burke, a total of **15** recorded responses
- **22152** – Fairfax Station, a total of **9** recorded responses

The structure of the survey presented various questions pertaining to the preliminary recommendations relevant to each segment. To consolidate the information for evaluation of the results, the following sections summarize the responses by segment or specific location with respect to the following broader topic areas:

- **Number of Travel Lanes**
- **HOV Lanes and Feeders**
- **Adding and Removing Future Interchanges**
- **Adding and Removing Interchange Modifications**
- **Trails along Both Sides of the Parkways**
- **Network Improvements**

Note that responses are reported in charts as a percentage of the 156 responses recorded for each question.

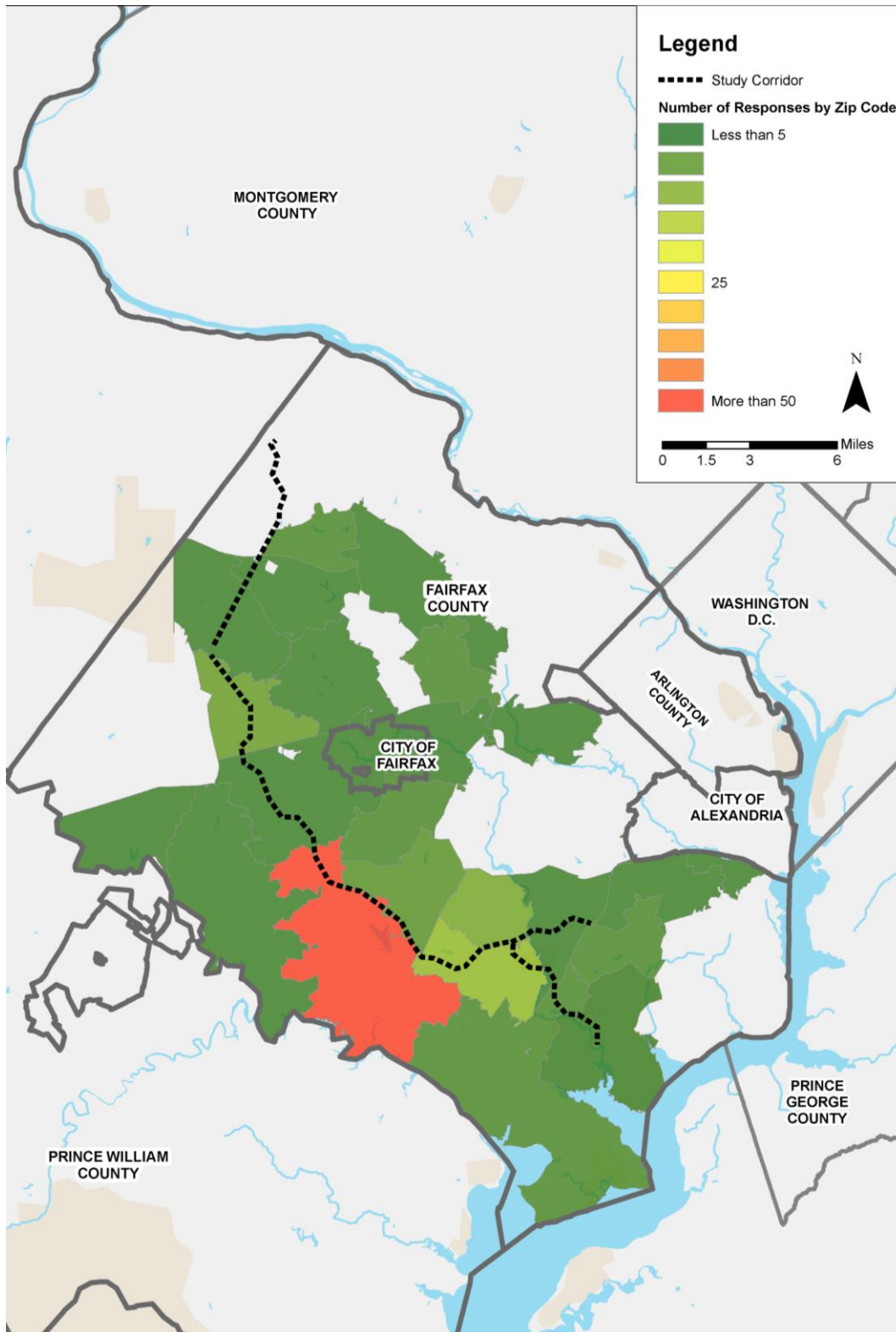


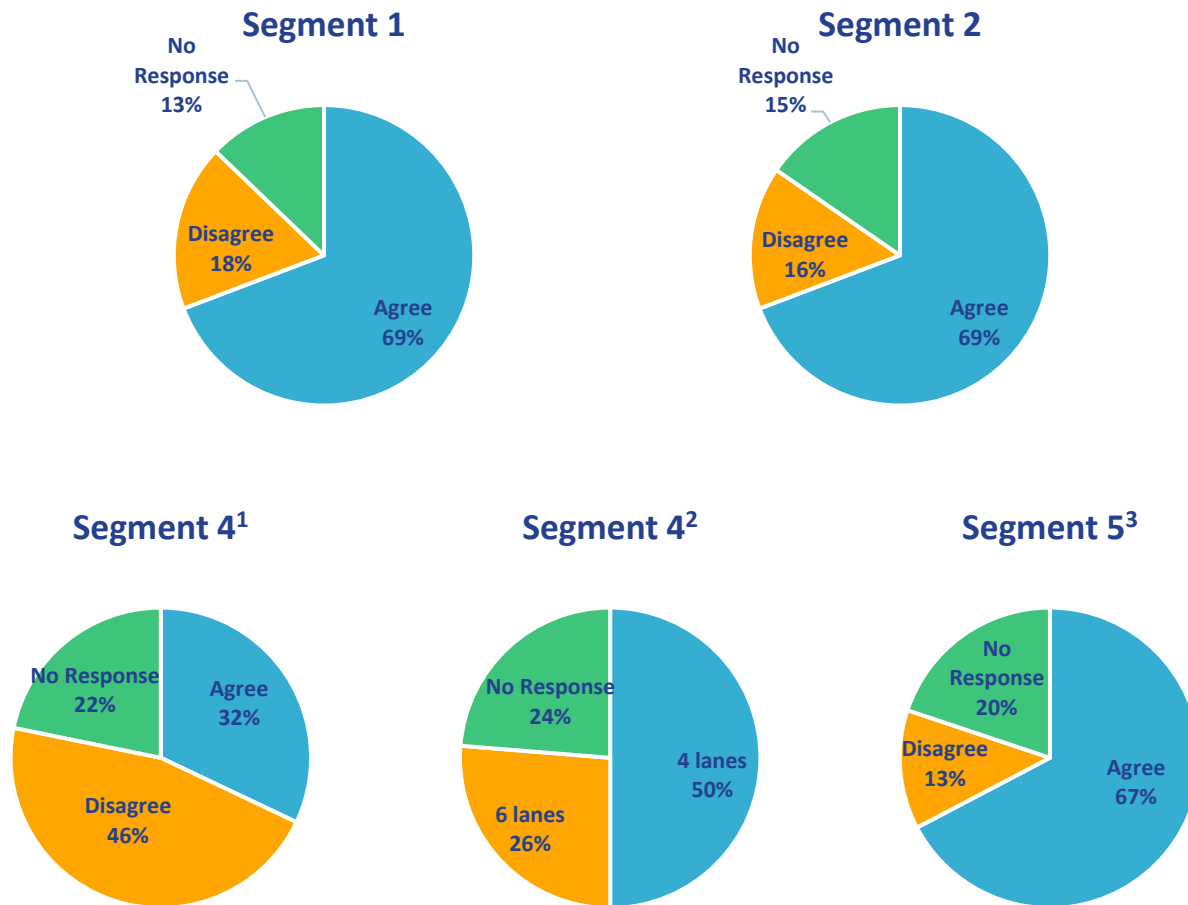
Figure 2: Summary of Participant Residency Based on Zip Code



## Number of Travel Lanes

A question regarding the recommendation of six general purpose travel lanes was presented in some form for every segment except for Segment 3. The intent of the question was to gauge feedback on providing six lanes, whether already available today, such as US Route 50 to US Route 29, or through a future widening project, such as the planned widening between US Route 29 and Route 123. The charts below summarize the responses for each segment, with specific nuances to the question indicated with a superscript and corresponding footnote below the charts.

**Question: Provide 6 general purpose lanes (all segments but Segment 3)?**



<sup>1</sup>Increase to 6 general purpose travel lanes between Barta Road and John J Kingman Road (currently not planned to widen)?

<sup>2</sup>Evaluate need for 6 travel lanes south of John J Kingman Road?

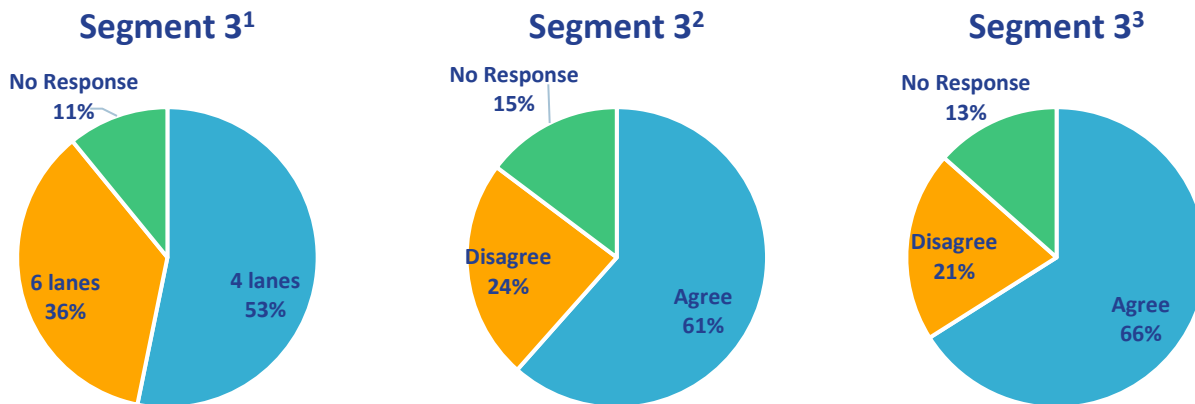
<sup>3</sup>Reduce to existing 6 travel lanes west of Frontier Drive (currently planned to be 8 travel lanes)?

The charts above indicate that a strong majority are in favor of providing six general purpose lanes for segments 1, 2 and 5. In segment 5, this represents a reduction in the number of lanes currently shown on the Transportation Plan Map. The majority of survey participants, while not quite 50 percent, disagree with the recommendation to increase the number of travel lanes to six between Barta Road and John J Kingman Road. 50 percent disagree with the need to

evaluate six travel lanes south of John J Kingman Road and would like to see it remain four lanes. This feedback was considered along with feedback from previous public outreach efforts, which largely demonstrated support for providing six travel lanes within segment 4.

Three distinct questions were presented for Segment 3 as part of the online survey since. This segment is one of the more right-of-way constrained segments of the Parkways, so a tailored approach to soliciting feedback was presented. The charts below summarize the three questions regarding the number of travel lanes in Segment 3. As shown, they indicate that a slight majority agree to maintain the status quo by voting to maintain the existing four travel lanes between Route 123 and Hooes Road, maintain the six travel lanes planned between Hooes Road and Sydenstricker Road, and reduce to the existing six travel lanes east of Sydenstricker Road.

**Question: Provide 4 or 6 general purpose lanes in Segment 3 (see footnote for specific phrasing)?**



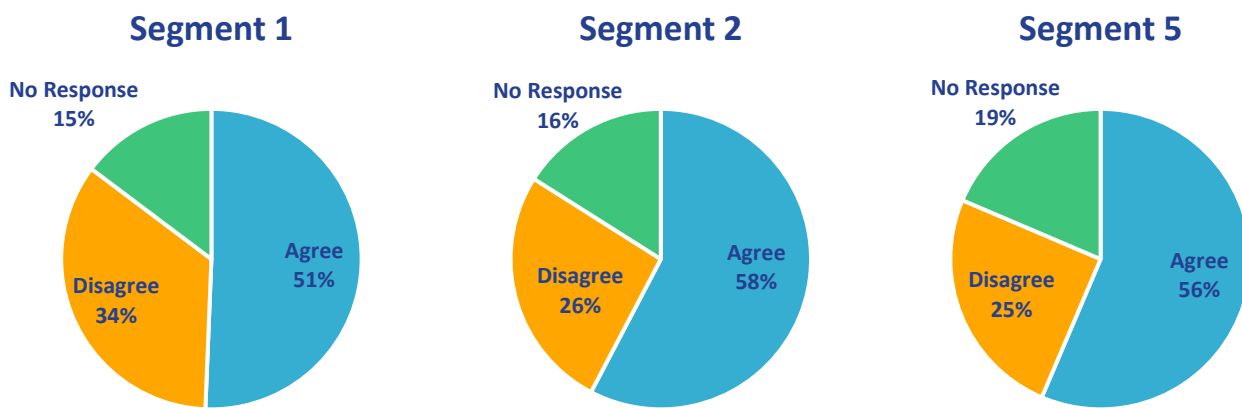
- <sup>1</sup> Modify to 4 or 6 travel lanes, west of Hooes Road (final study model runs and analysis will ultimately aid in making a final determination)
- <sup>2</sup> Maintain 6 travel lanes, but as general purpose, between Hooes Road and Sydenstricker Road
- <sup>3</sup> Reduce to existing 6 travel lanes east of Sydenstricker Road (currently planned to be 8 travel lanes)



## High Occupancy Vehicle (HOV) Accommodations

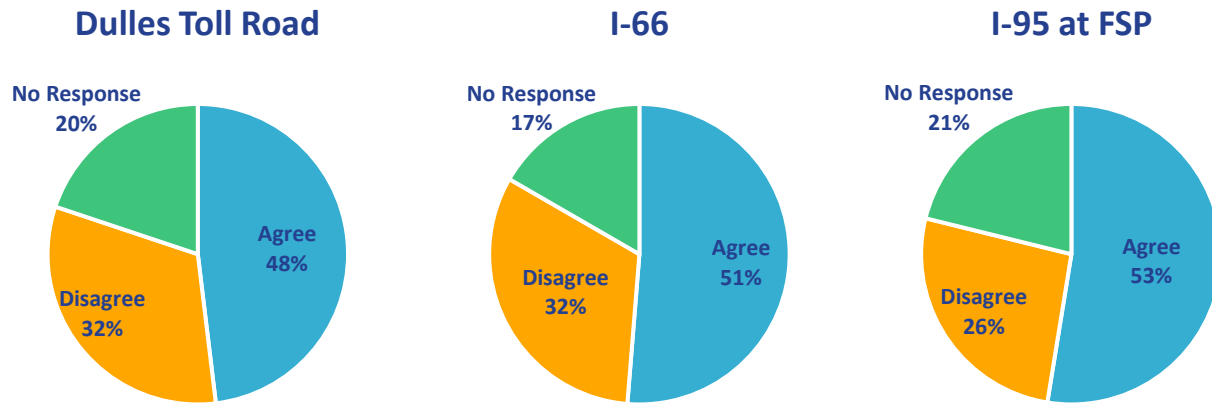
The Transportation Plan Map currently includes an HOV designation of FCP in segments 1, 2, and 3 as well as FSP in most of segment 5. As part of the preliminary recommendations, the HOV designation was identified for potential removal from the Transportation Plan Map. The charts below indicate that survey participants are mostly in favor of removing the HOV designation for segments 1, 2, and 5. Unfortunately, data for Segment 3 is not available. However, given the responses indicated below as well as those regarding the number of travel lanes in Segment 3 above in combination with the responses to the online survey from the Spring 2019 public outreach, it can be inferred there is not support for an HOV designation in Segment 3.

### **Question: Remove HOV designation?**



Separate from the HOV designation, a question was presented in the online survey regarding the recommendation for an HOV “feeder” connection at the three major crossing limited access facilities with existing HOV facilities: the Dulles Toll Road, I-66, and I-95. The question was only posed for I-95 at FSP since this location currently has a connection to the I-95 Express Lanes. The intent of these “feeder” connections would be to facilitate access to and from the crossing HOV facilities and eliminate the need for HOV users to travel on general purpose ramps and freeway segments, which may experience congestion during peak periods.

**Question: Provide HOV “feeder”?**

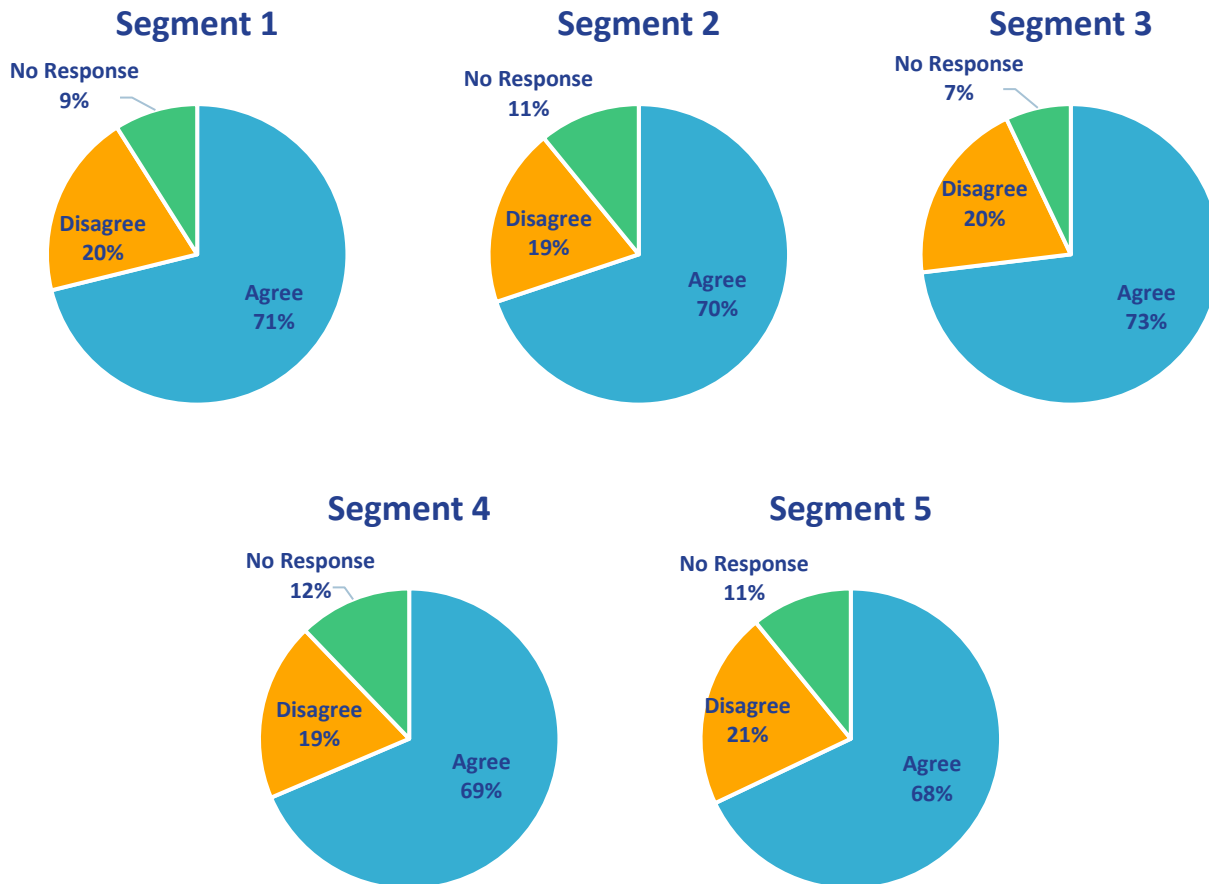


The charts consistently indicate that approximately 50 percent are in favor of providing the HOV “feeder” connections at the Dulles Toll Road, I-66, and I-95 at FSP. Overall, the results regarding support for HOV accommodations are consistent with the feedback received during the Spring 2019 public outreach. The limited number of participants that chose to provide feedback on HOV in Spring 2019 were in support of reducing the HOV designation to be HOV-2+ instead of HOV-3+, and participants were in support of HOV “feeders”.

**Trails**

For each segment, a recommendation to provide trails on both sides of the Parkways was presented in the online survey. The charts below indicate that in all five segments, survey participants are strongly in favor of adding trails on both sides of the Parkways. As discussed later in this report, this is further supported by the open-ended comments made in the survey.

**Question: Provide a trail on both sides of the Parkway?**



## Interchange and Network Improvements

The survey included a total of 16 questions regarding the provision of interchange or network improvements. The questions were posed relative to the preliminary recommended alternative and potential changes to the current Transportation Plan Map to do one of the following:

- Maintain: designation currently in the Transportation Plan Map,
- Add: designation proposed to be included in an update to the Transportation Plan Map, or
- Remove: designation currently in the Transportation Plan Map proposed to be eliminated.

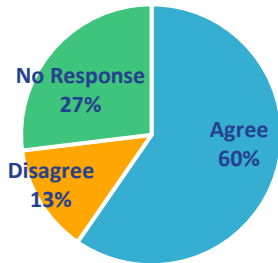
The following charts offer a summary of the survey participants' responses regarding maintaining, adding, or removing existing or planned interchange and network improvements.

## Designation for New Interchanges

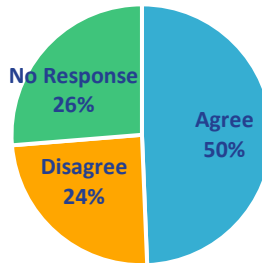
The charts below summarize survey participant responses to the question of the designation for new interchanges at existing at-grade intersections.

**Question: Maintain designation for a new interchange?**

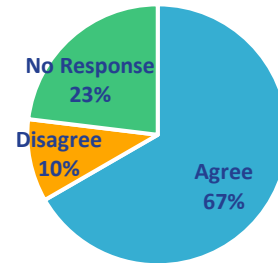
**Fairfax County Parkway  
and Sunrise Valley Drive**



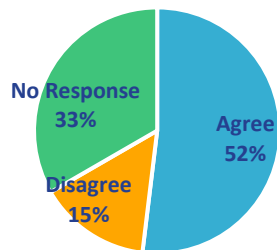
**Fairfax County Parkway  
and John J Kingman Road\***



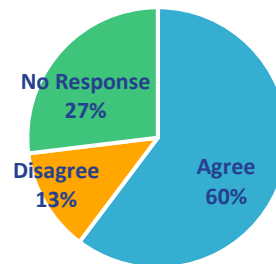
**Fairfax County Parkway  
and Richmond Highway**



**Franconia-Springfield  
Parkway and Bonniemill  
Rd/Hampton Creek Way**



**Franconia-Springfield  
Parkway and Beulah Street**



\*This question also included reference to consideration of incorporating access to National Museum of the United States Army within the future interchange.

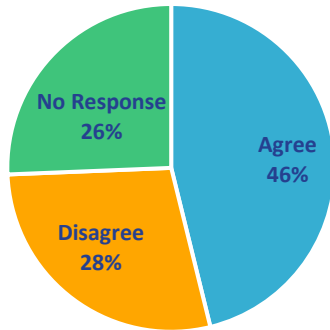
The charts above indicate that participants are predominantly in favor of maintaining a designation for interchange improvements at current at-grade intersections within the Transportation Plan Map with the exception of John J Kingman Road, wherein a larger percentage, though still a minority, disagree with the interchange designation.

Regarding the Popes Head Road intersection, this is currently designated as a planned interchange in the Transportation Plan Map and is currently under design for interchange improvements as part of a VDOT project to widen Fairfax County Parkway from Route 29 to Route 123. The Transportation Plan Map will retain the designation for interchange improvements as the design and construction are not expected to be complete until after this study; however, it is expected that the designation for a new interchange would be removed as part of a future update to the Transportation Plan Map after construction is complete. To learn more about the widening and interchange design project, visit the project website:

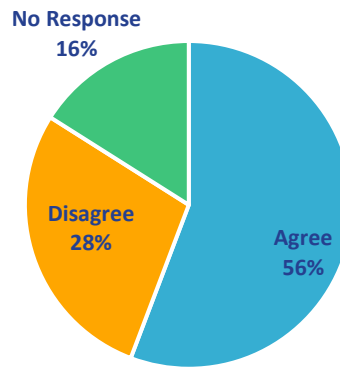
[http://www.virginiadot.org/projects/northernvirginia/ffx\\_co\\_pkwy\\_widening.asp](http://www.virginiadot.org/projects/northernvirginia/ffx_co_pkwy_widening.asp).

**Question: Add designation for a new interchange (not currently on the Transportation Plan Map)?**

Fairfax County Parkway and  
Franklin Farm Road



Fairfax County Parkway and  
Burke Centre Parkway\*



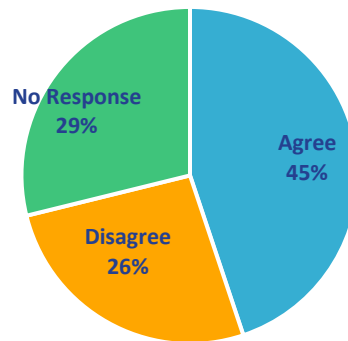
\* This question specifically noted this as a **new** partial interchange (southbound flyover to Burke Centre Parkway)

The results indicate there is less support regarding the addition of a designation for new interchange improvements at Franklin Farm Road and Burke Centre Parkway; however, an overall majority of participants agree to the addition.

**Question: Remove designation for new interchange (currently on the Transportation Plan Map)**

The chart at the below summarizes survey participant responses to the question of removing the designation for planned interchange improvements at McLearen Road (crossing roadway does not exist today). The input shows support for removing the interchange designation at McLearen Road.

Fairfax County Parkway and McLearen Road

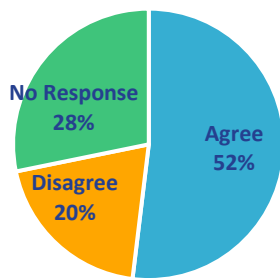


## Designation to Improve Existing Interchanges

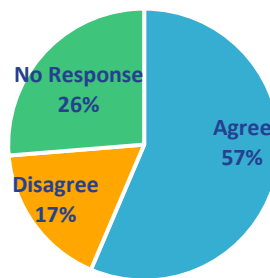
The charts below summarize survey participant responses to the questions related to the designation for interchange improvements at existing interchanges.

### Question: *Maintain designation for interchange improvements?*

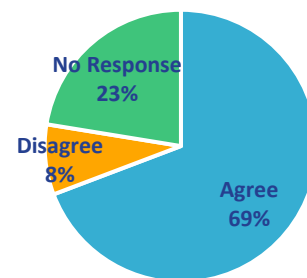
Fairfax County Parkway  
 and Sunset Hills Rd/  
 Spring St



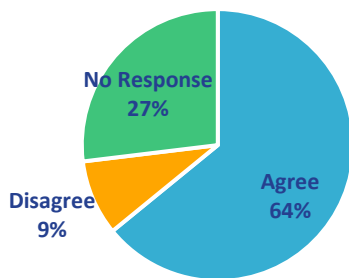
Fairfax County Parkway  
 and Dulles Toll Road



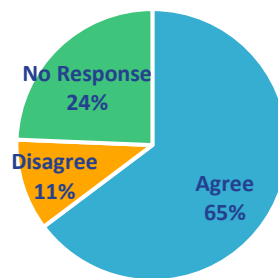
Rolling Road at FCP/FSP



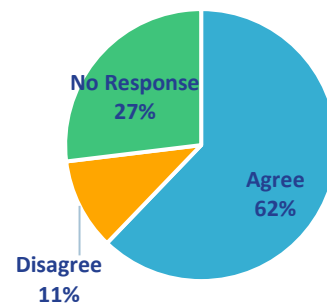
I-95 at Franconia-  
 Springfield Parkway



I-95 at Fairfax County  
 Parkway



Fairfax County Parkway  
 and Telegraph Road



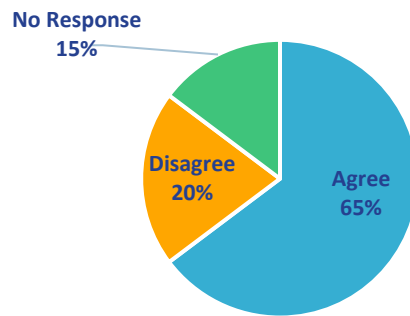
The responses indicated support to maintain all interchange improvement locations.



**Question: Add designation for interchange improvements (not currently in the Transportation Plan Map)?**

The chart below summarizes survey participant responses to the question of adding a designation for interchange improvements at the existing Route 123 interchange. The responses indicate participants are in support of adding interchange modifications to Route 123.

**Modify Fairfax County Parkway and Route 123 Interchange**



**Add Designation for New Network Connectivity**

The chart summarizes survey participant responses to the question of adding new network connectivity, specifically, enhanced network connectivity and access to and from Terminal Road and Loisdale Road between I-95 and Backlick Road on FCP (illustrated with yellow lines in **Figure 3** below). The results show support for adding the new network.

**Add New Network Connectivity**

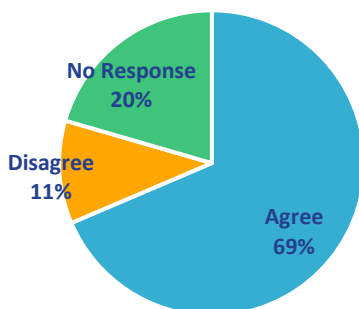


Figure 3: Potential New Network Connectivity Options

## Open Ended Comments

A review of the written feedback (including the online survey, Facebook comments, and email comments) yielded seven general topics:

- **Biking** – These comments were either submitted by cyclists advocating for safer accommodations or by those who generally drive personal vehicles advocating for the safety of those cyclists.
- **Trails** – Comments concerning trails were mostly connected with those related to biking and focused on adding and/or widening the trails for aesthetic and safety purposes. Some comments were in support of trails on both sides of the Parkways, but suggested doing so only if right-of-way is available and protective barriers could be provided between the trail and vehicular travel way. A few comments were not in support of trails on both sides of the Parkways due to the due demand/usage and recommended trails be located elsewhere away from the Parkways.
- **HOV** – Feedback regarding the provision of HOV along the Parkways was mixed between support and opposition; however, a handful of comments acknowledged the benefit of HOV to transit operations.
- **Interchanges** – Feedback regarding interchanges was inconsistent, with a mix of support and opposition to providing new interchanges. A handful of comments suggested better maintenance.
- **Transit** – Several requests had been made advocating for the inclusion of a bus route, a more robust mass transit, or a light rail system with signal priority at traffic signals.
- **Congestion** – Comments related to congestion were also associated with traffic signal improvements.
- **Nature** – Participants are hoping to maintain the natural aesthetic of the parkway by preserving the existing trees as well as adding more canopy. Several comments were made to prioritize tree preservation over the expansion of transportation infrastructure, both vehicular travel lanes and trails. A few comments suggested that trees contribute to a more-pleasant trail experience for bicyclists and pedestrians.

Specific comments to note were those pertaining to Sunrise Valley Drive, Franklin Farm Road, and Popes Head Road. Mention of Sunrise Valley Drive was generally accompanied with advocating for an interchange or the optimization of traffic signals as a result of congestion in the area, whereas Franklin Farm Road reflected a mix of support for an interchange and overall dissatisfaction with congestion at this intersection. The same sentiment was associated with mention of Popes Head Road. Comments suggest to either remove or optimize the traffic signal at Popes Head Road. As previously noted, the Popes Head Road interchange is currently under design as part of a VDOT project to widen Fairfax County Parkway from Route 29 to Route 123 (more information can be found at the following website: [http://www.virginiadot.org/projects/northernvirginia/ffx\\_co\\_pkwy\\_widening.asp](http://www.virginiadot.org/projects/northernvirginia/ffx_co_pkwy_widening.asp)).