Fairfax County Parkway/Franconia Springfield Parkway

Alternatives Analysis & Long-Term Planning Study

Summary of Public Outreach – Spring 2019

FINAL – August 20, 2019

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

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Contents

Summary of Public Outreach – Spring 2019

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 public engagement performed in Spring 2019 to solicit input to consider as corridor alternatives are developed.

Public Engagement Information and Format

The second round of public engagement for the Long-Term Study consisted of three public information meetings, an online survey, and a project website (https://www.fairfaxcounty.gov/transportation/study/fairfax-county-parkway).

Public Meetings

Similar to the first round of public engagement performed for this study in Fall 2018, three public meetings were hosted along the corridor. At these meetings, Fairfax County Department of Transportation (FCDOT) staff presented an overview of the project for this second round, shared results of survey results from an online survey conducted after the first round of public meetings, and presented an overview of preliminary improvement strategies. This was followed by an engagement effort to begin soliciting feedback on the improvement strategies. Meetings were hosted on the following dates, beginning at 7:00 PM, at the locations listed below:

- **March 27, 2019** – Willow Springs Elementary School (*located near the Braddock Road interchange with FCP*), 11 meeting attendees signed in
- **March 28, 2019** – Armstrong Elementary School (*located near the Lake Newport Road intersection with FCP*), 31 meeting attendees signed in
- **April 4, 2019** – Sangster Elementary School (*located near the Lee Chapel Road intersection with FCP*), 67 meeting attendees signed in

The meetings began with a presentation by FCDOT staff. The presentation included an overview of the project and summary of public outreach results from the Fall 2018 online survey, both for the corridor as a whole and by individual segments. Following a brief period of question and answer regarding the results, FCDOT then presented preliminary improvement strategies and how these would be used to build corridor concepts by segment. Following this portion of the presentation, meeting attendees were given the opportunity to ask questions posted online. Attendees were also given the option to use tablets to provide input via electronic survey. The same electronic survey was made available online for the public from March 27through June 3, 2019.

Before and after the presentation, nine display boards were provided to give attendees a high-level summary of feedback from the Fall 2018 online survey by segment, and to provide additional detail on the preliminary improvement strategies. Specifically, these strategies included the following, which are intended to build upon a Baseline Improvements of implementing improvements that Fairfax County has programmed for implementation in the National Capital Region Transportation Planning Board's fiscally constrained long-range transportation plan (CLRP) and the County's Transportation Priorities Plan (TPP). The baseline strategy represents a minimum improved

condition and consists of roadway widening, additional interchanges and roadways, bicycle and pedestrian improvements, transit improvements, and HOV lanes. Primary elements of the baseline strategy are illustrated in **Figure 1**.

- **Strategy A – Expanded Bicycle and Pedestrian Facilities:** The Parkways typically include a shared use path along one side of the roadway. Strategy A provides the following:
  - Shared Use Path on Both Sides of the Parkways – This could be considered for the full length of both Parkways or portions of either Parkway
  - Flexibility in access and travel for bicyclists and pedestrians
- **Strategy B – Capacity Improvements (Intersections/Interchanges):** This strategy is intended to increase corridor capacity by increasing the throughput at individual intersections/interchanges along the Parkways. Strategy B provides the following:
  - Innovative Intersections – Utilize non-traditional intersections to improve traffic flow.
  - Interchange Improvements – Several locations are identified for future interchanges in the County Comprehensive Plan Transportation Map. This strategy could also include additional interchange improvements.
- **Strategy C – Capacity Improvements (widening without HOV):** This strategy is intended to increase corridor capacity by adding new lanes along Parkways beyond what is included in the Baseline Improvements. Strategy C provides the following:
  - Roadway Widening – Adding new lanes along the Parkways. The County Comprehensive Plan Transportation Map has identified additional widening beyond the Baseline Improvements, which could modify the Map (reducing/increasing the number of lanes)
  - Network Connections – New or widened roadway connections to the Parkways. The County Comprehensive Plan Transportation Map shows both new and widened connections, which could modify the Map.
  - No HOV Lanes – HOV is not accounted for in Strategy C (see Strategies D and E for HOV)
- **Strategy D – HOV Feeder:** This strategy will provide a high occupant vehicle (HOV) feeder (limited implementation of an exclusive HOV facility) to the adjacent existing regional HOV facilities (Dulles Toll Road, I-66, and I-95). The HOV feeder would improve the reliability of transit service and carpools by bypassing congested intersections near these freeways with HOV lanes. Strategy D provides the following:
  - Direct HOV Connections – Adding direct connections to the HOV lanes from the Parkways through grade-separated, flyover connections. These connections could provide HOV lanes in all directions or only the major movements (typically towards the Washington DC urban core).
  - Enhanced Public Transportation – Enhance reliability and connections to the regional HOV network through use of the HOV Feeder lanes.
- **Strategy E – Enhanced Transit and HOV-2+:** This strategy would provide an exclusive lane for transit or HOV users to promote ridesharing and transit use, consistent with the Board of Supervisors goals, outlined in the Comprehensive Plan. Strategy E provides the following :
  - Limited Access Along the Parkways – HOV lanes require a limited access (freeway type) roadway and therefore signalized intersections would need to be replaced with interchanges.
  - Express Bus Service – Adding new express bus service consistent with the Countywide Transit Network Study recommendations.
  - Expand Existing Park and Ride Lots – Expanding the existing lots could increase transit ridership. Several existing lots are full or nearly full during typical weekdays.
  - Add New Park and Ride Lots – Adding more park and ride lots could increase ridership.

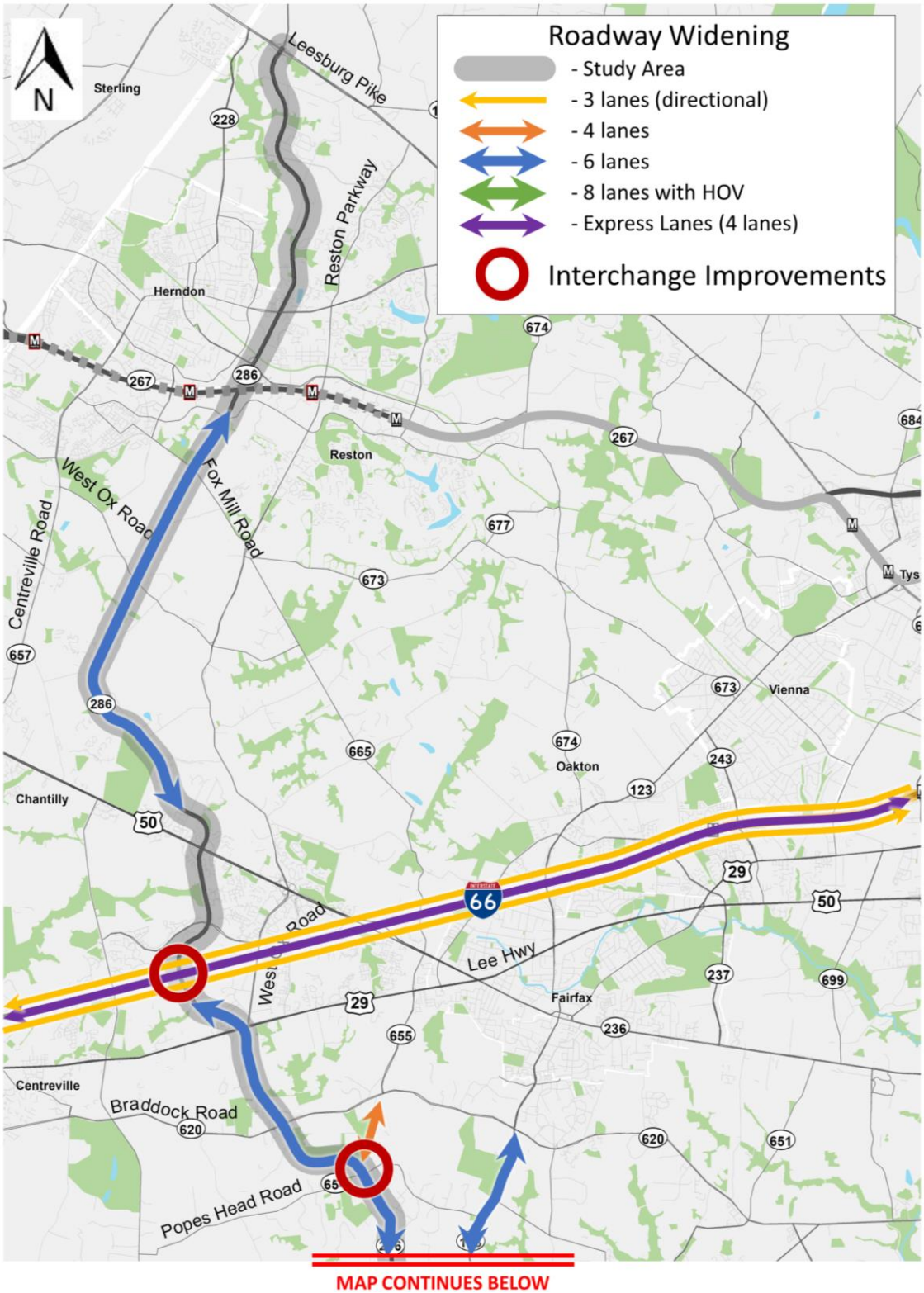


Figure 1: Baseline Improvements Map

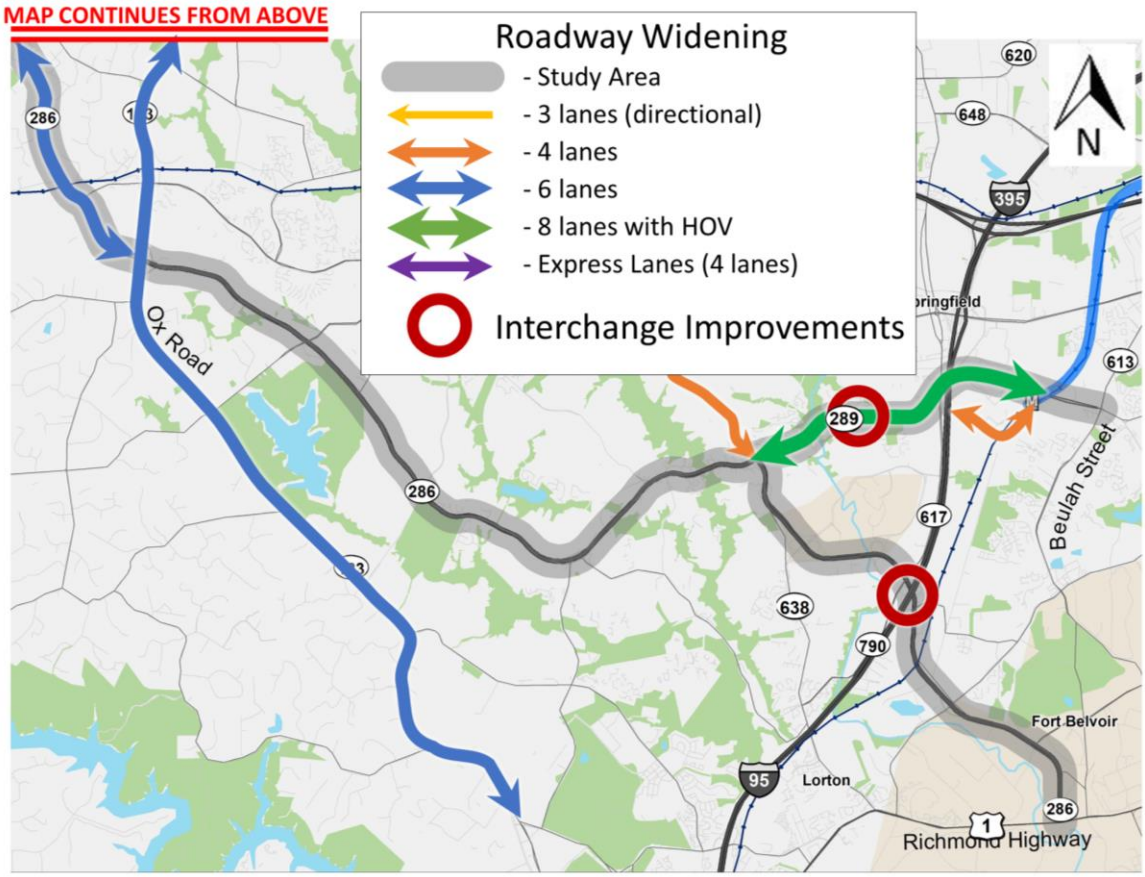


Figure 1 (continued): Baseline Improvements Map

Through the survey (at the meeting or online following the meetings), participants were given the option to select as many strategies to evaluate at the corridor or segment level. Consistent with previous public engagement efforts, feedback was solicited within five corridor segments, including:

1. Route 7 to Franklin Farm Road
2. Franklin Farm Road to Route 123
3. Route 123 to FSP (Rolling Road)
4. FSP (Rolling Road) to Richmond Highway
5. FCP (Rolling Road) to Beulah Street

This offered flexibility in taking the survey and the opportunity for participants with specific concerns to tailor their feedback based on their use or personal interests in the corridor. A participant was not required to evaluate all five segments and had the choice to select the entire corridor or as few as one segment. A sample scoring selection is provided in **Table 1** to illustrate the flexibility in completing the survey. Once a participant selected which strategies to score for each segment (or the entire corridor), targeted questions were prompted to capture specific feedback associated with each strategy.

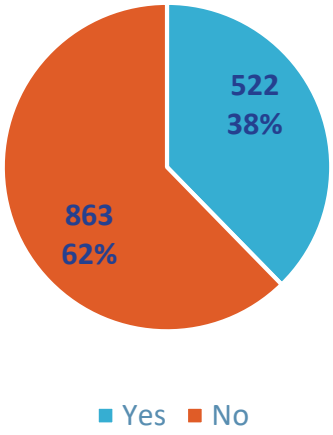
Table 1: Sample Strategy Scoring Selection in Online Survey

	Segment 1: Route 7 to Franklin Farm Road	Segment 2: Franklin Farm Road to Route 123	Segment 3: Route 123 to Franconia-Springfield Parkway	Segment 4: Franconia-Springfield Parkway to Richmond Highway	Segment 5: Fairfax County Parkway to Beulah Street
Strategy A	✓		✓	✓	✓
Strategy B	✓			✓	✓
Strategy C	✓	✓		✓	✓
Strategy D	✓				✓
Strategy E		✓			✓
Summary	+A+B+C+D	+C+E	+A	+A+B+C	+A+B+C+D+E

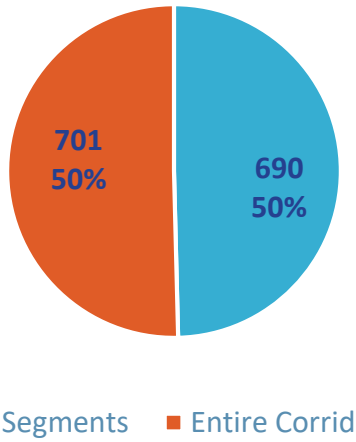
Public Input Results - General

Below is a high-level overview of the feedback provided by participants, representing information received by participants who evaluated the entire corridor as well as those who selected individual segments to evaluate against the potential improvement strategies.

- **Survey** – a total of **1,391** recorded responses
- **Did you provide input during the Fall 2018 survey?**

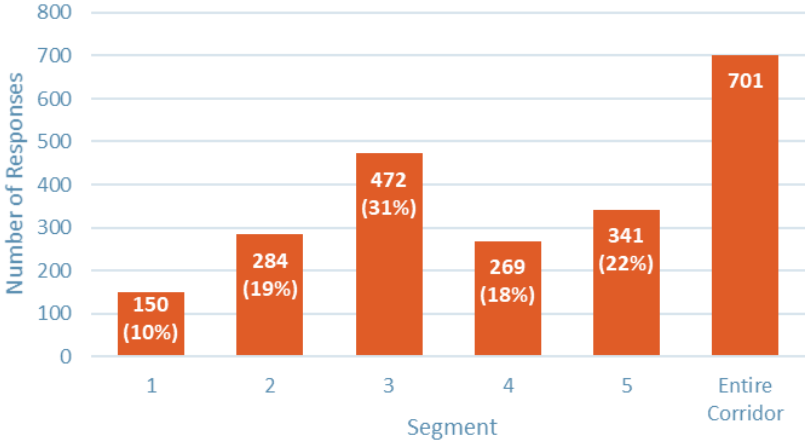


- **Would you like to provide input for the entire length of the Parkways or by individual segments?**



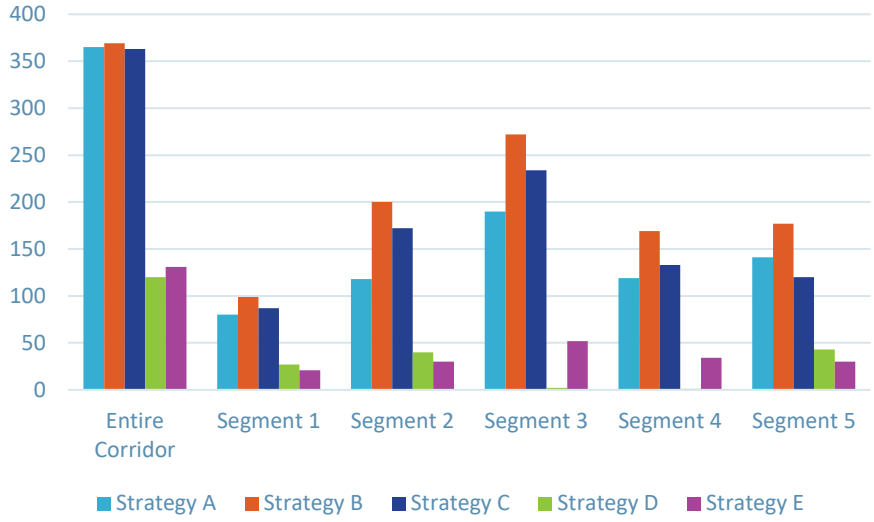
- **For which segments would you like to provide feedback?**

Note: the percentages represent the proportion of segment evaluations received from those not evaluating the entire corridor. A participant could evaluate multiple segments; hence, the total number of segment evaluations is 1,516, not 690 (as noted above).



These results indicate Segment 3 (Route 123 to FSP) received the most feedback by participants scoring individual segments while Segment 1 (Route 7 to Franklin Farm Road) received the least feedback.

- **Which strategies would you like to evaluate?**
  Note: Strategy D (HOV Feeder) was not an option for evaluation in Segment 3 (Route 123 to FSP) and Segment 4 (FSP to Richmond Highway) since a HOV facility is not currently accessible from these corridor segments.



Across the board, the most popular strategies for evaluation were strategies A through C, which represent bicycle and pedestrian enhancements as well as capacity improvements (widening and intersection/interchange improvements). These three strategies captured approximately 25% to 30% of the participation each. Participants did not indicate a strong preference to evaluate HOV accommodations in strategies D and E. These two strategies captured less than 15% of the participation combined.

As part of the online survey, participants were able to indicate their zip code of residency. Of the 1,391 responses recorded, 74 different zip codes were represented within the Washington, DC metro area, which are summarized in **Table 2**. Based on the zip codes provided, eight responses were recorded outside the Washington, DC area, including southwestern Virginia as well as areas of Georgia and New York. **Figure 2** summarizes the geographic spread of participant residency and the number of recorded responses within Fairfax County, VA.

Table 2: Summary of Responses by Jurisdiction

Location	No. Responses
Fairfax County, VA	1,276
Loudoun County, VA	60
Arlington County, VA	18
Alexandria, VA	12
Prince William County, VA	8
Washington, DC	5
Montgomery/Prince Georges County, MD	4
Total Washington, DC Metro Area	1,383

The zip codes with the highest recorded number of survey responses (shown in darker shades of orange in **Figure 2**) were in close proximity to the FCP and FSP corridors and included the following:

- **22153** – Springfield, a total of **266** recorded responses
- **22015** – Burke, a total of **205** recorded responses
- **22039** – Fairfax Station, a total of **171** recorded responses

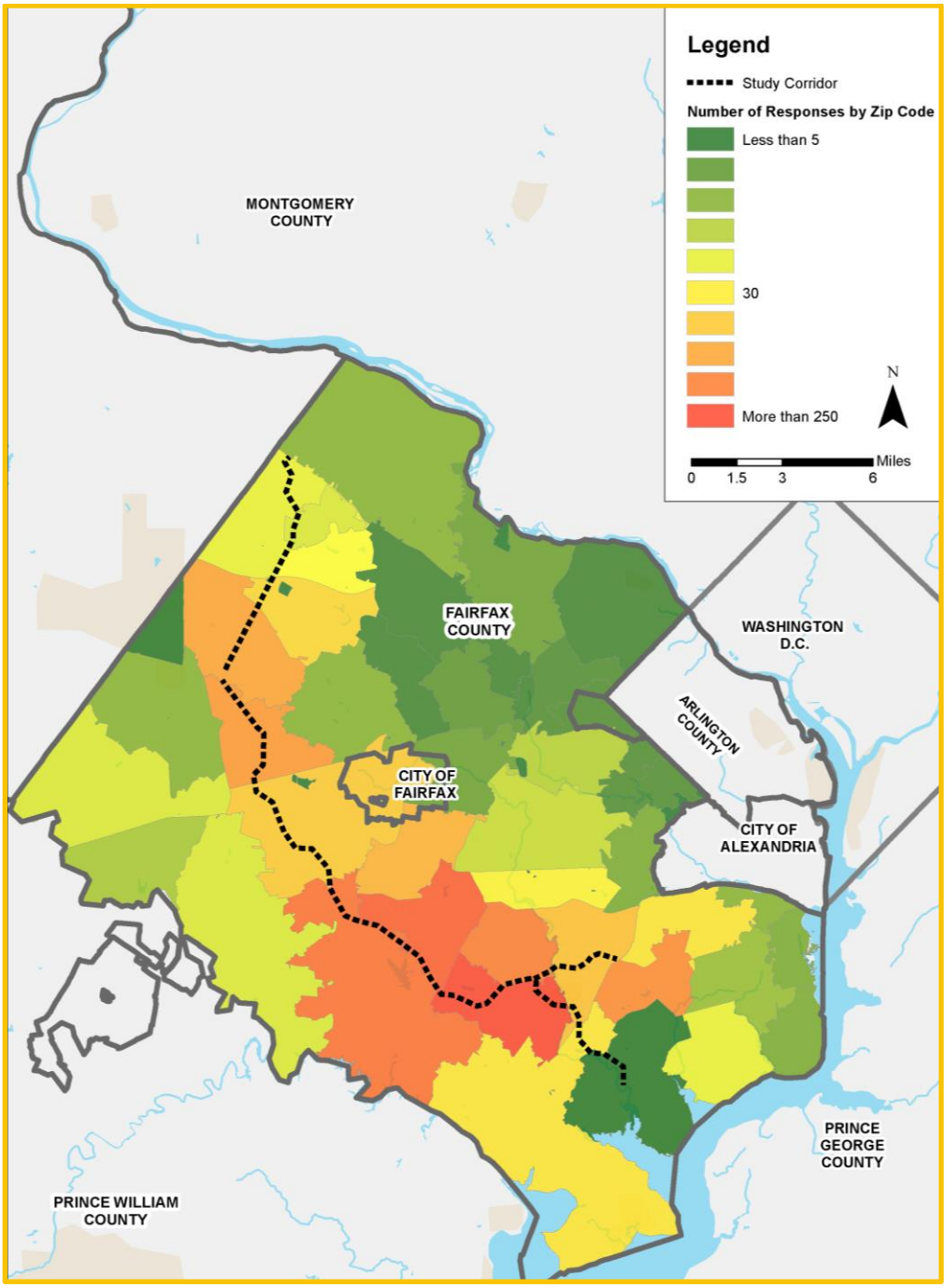
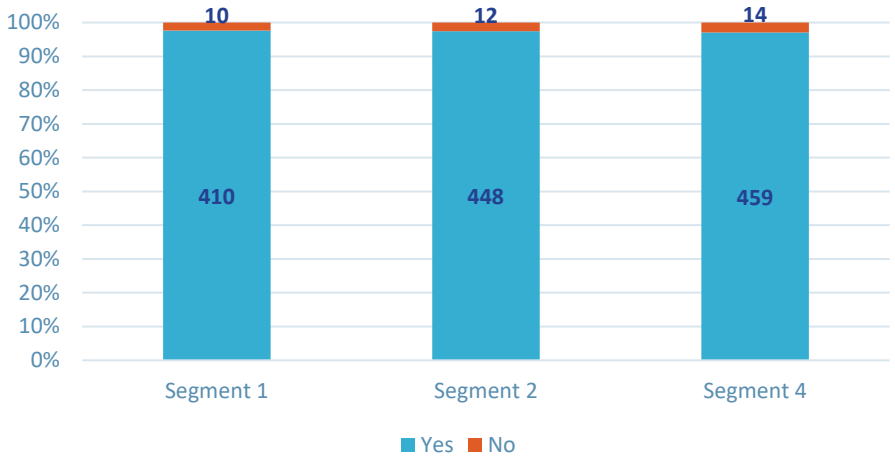


Figure 2: Summary of Participant Residency Based on Zip Code

Public Input Results – Strategy A, Expanded Bicycle and Pedestrian Facilities

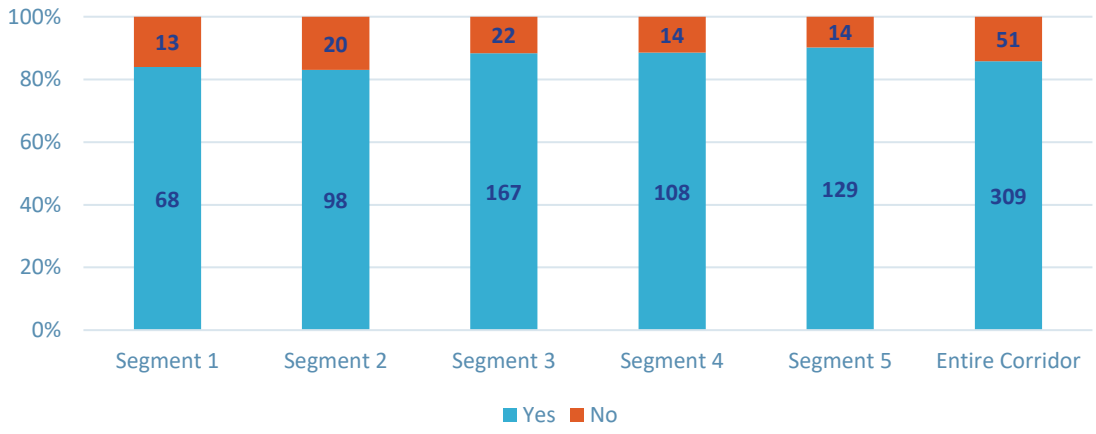
Strategy A (Expanded Bicycle and Pedestrian Facilities) was selected for evaluation at the corridor or segment level by 1,013 survey participants, representing 26% of the strategy evaluation responses among all five strategies. Specific questions used to solicit feedback associated with this strategy included the following (note: participants were not required to respond to each question if evaluating this strategy):

Do you support completing the existing trails?



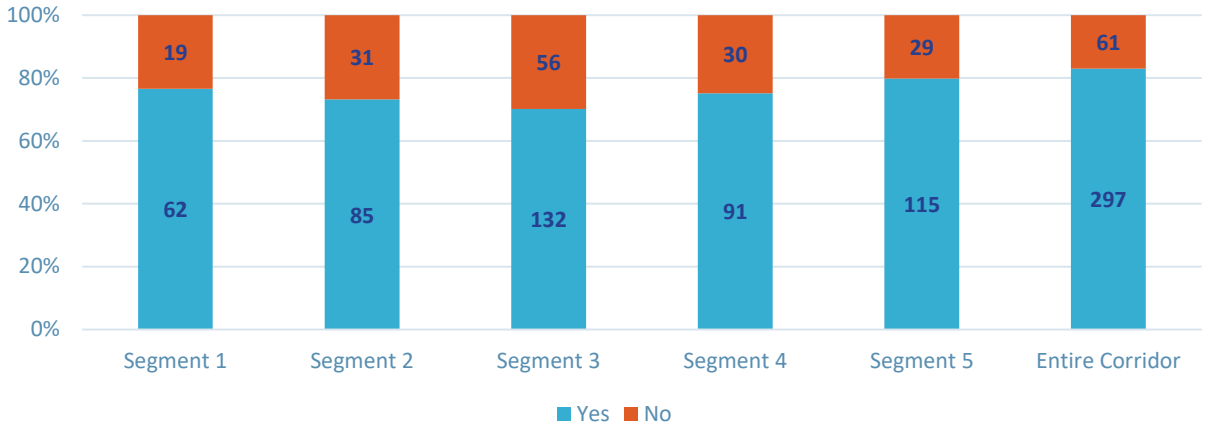
Overwhelming positive support was provided within applicable segments 1, 2, and 4 of at least 95% or greater (corridor or segment evaluation responses). Note that participants could not answer this question for Segment 3 and Segment 5 because the trail was considered to be complete based on current conditions.

- **Do you support a bicycle/pedestrian path on both sides?**



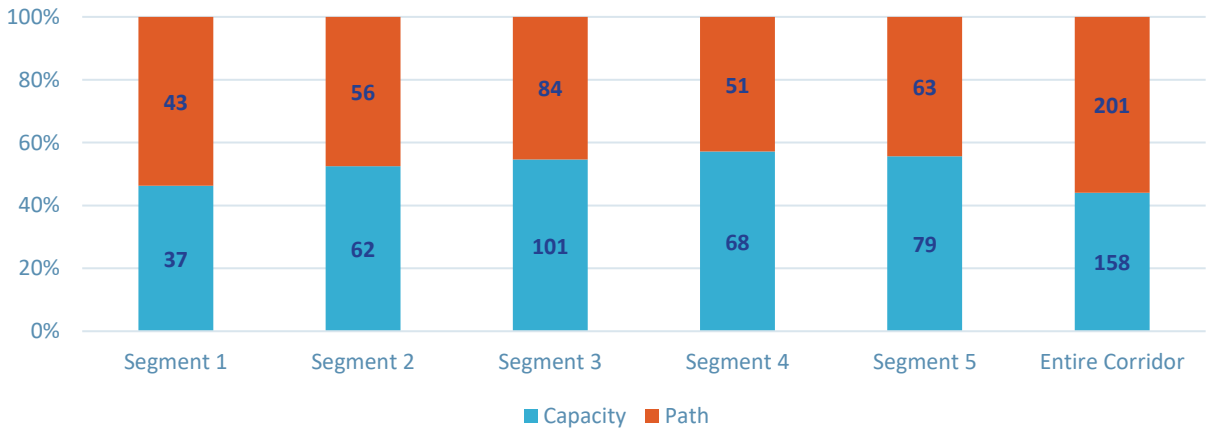
Overall positive support was provided within all segments; ranging from 83% in Segment 2 to 90% in Segment 5.

- **Do you support right-of-way acquisition (as minimal as possible) to provide a bicycle/pedestrian path on both sides?**



Support for right-of-way acquisition to provide a path on both sides varied between 75% and 80% among participants that responded on an individual segment. The highest support was recorded for participants that evaluated the entire corridor.

- **In areas with constrained right-of-way, which is your preference: provide a path on both sides or provide capacity improvements for vehicles?**



Segment 1 received support for right-of-way acquisition for a path on both sides rather than capacity improvements for vehicles (roughly 55%), while the remaining segments were opposite, with approximately 55% supporting capacity improvements over a path on both sides. Participants evaluating the entire corridor also supported a path on both sides over vehicular capacity improvements.

Participants were also able to provide written comments on this strategy. A total of 154 written comments were recorded. Below are some of the recurring themes among the feedback provided:

- Participants overall want safer crossings for bicyclists and pedestrians. The speed of the roadway contributes to the concerns for bicycle and pedestrian safety.
- Participants feel that a path on one side is sufficient if there is a safe crossing of the Parkways and connections to intersecting facilities.
- Participants would like to see better maintenance to make the path useable throughout the year.
- Some participants support the removal of traffic signals for improved vehicular operations if safe overpasses are provided for bicyclists and pedestrians.
- Rolling Road was specifically mentioned four times as a difficult location to navigate for users of the trail network.

Public Input Results – Strategy B, Capacity Improvements (Intersections/Interchanges)

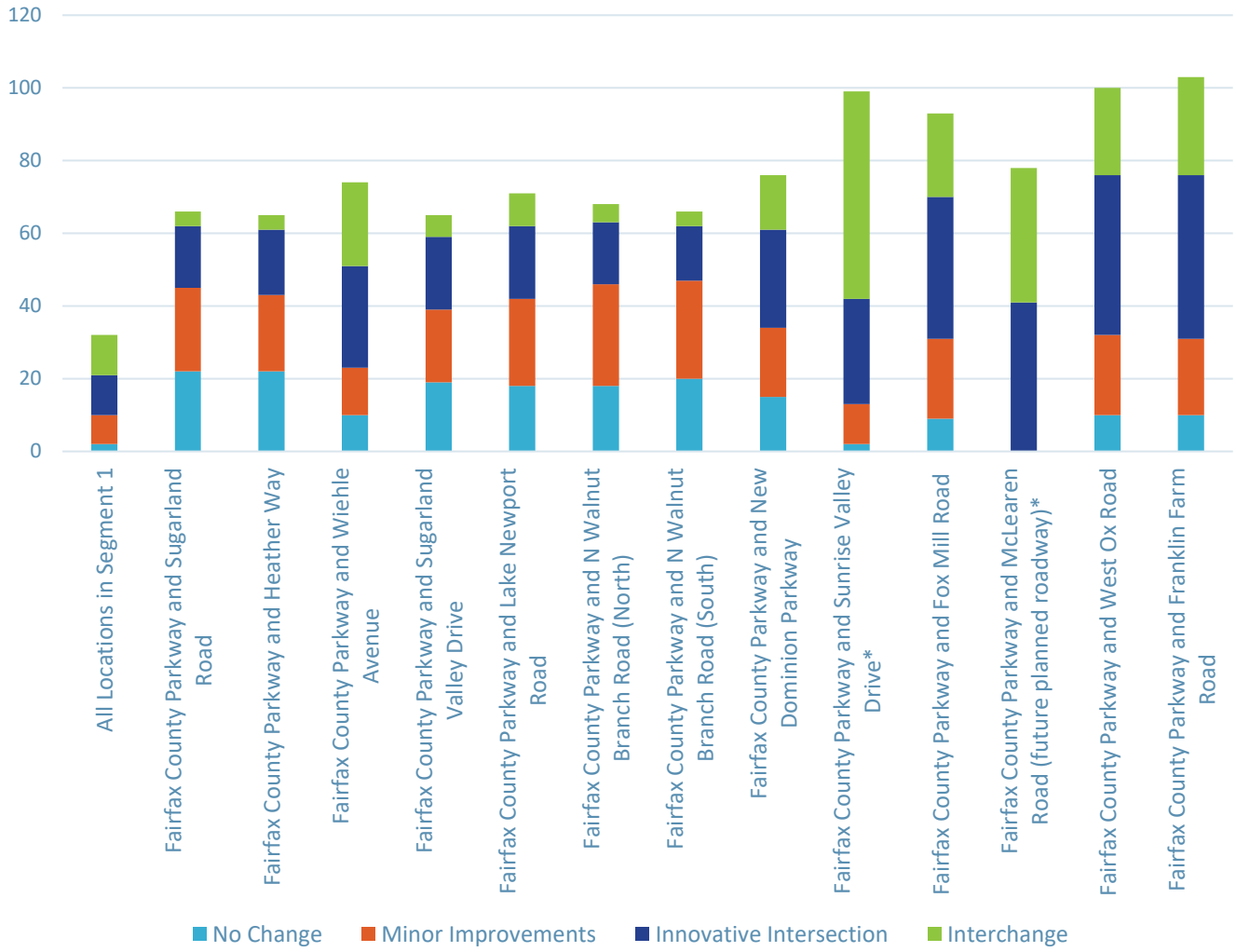
Strategy B (Capacity Improvements (Intersections/Interchanges)) was selected for evaluation at the corridor or segment level by 1,286 survey participants, representing 33% of the strategy evaluation responses among all five strategies. The primary piece of information solicited as part of this strategy was each participant's preference for improvements at each intersection along the Parkways. Participants could select (1) no change, (2) minor improvements, (3) innovative intersections, or (4) interchange. The following sections provide a summary by intersection within each segment. Participants were not required to evaluate each intersection and had the option to assign a particular treatment for all intersections within a segment. Those locations indicated with an asterisk represent future planned interchange locations, and those with a plus (+) represent future planned roadway connections.

Participants also were asked whether they would support right-of-way acquisition in order to provide capacity improvements at intersections along the corridor. The highest percentage of support for acquisition was within Segment 1 at 91%, while the lowest percentage of support for acquisition was within Segment 3 at 76%.

Participants were also able to provide written comments on this strategy. A total of 138 written comments were recorded. Below are some of the recurring themes among the feedback provided:

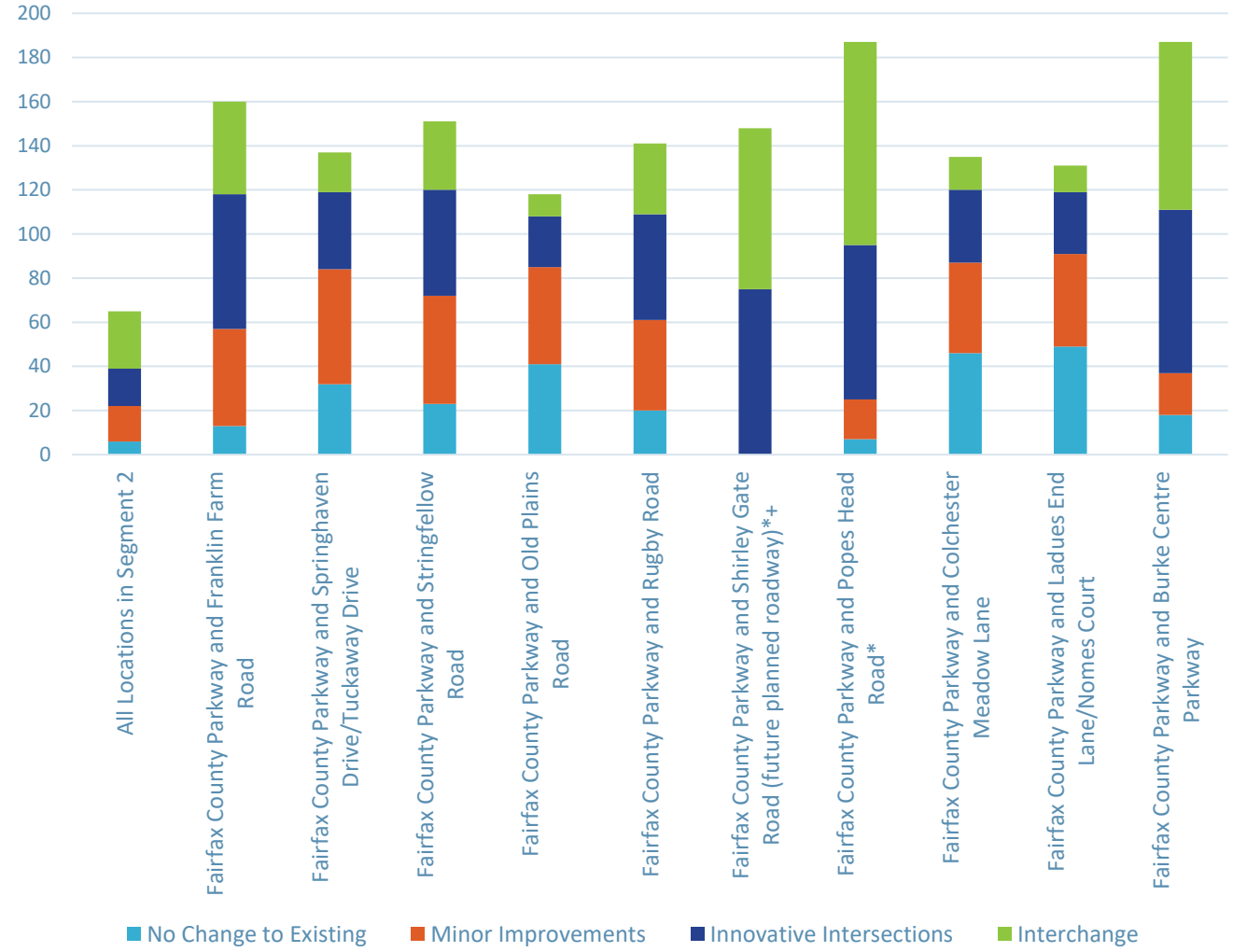
- The majority of feedback related to interchanges on the Parkways suggest interchange improvements; however, many specifically mentioned the interchange improvements must improve safety and minimize environmental impacts.
- McLearen Road was mentioned specifically in 5 responses, with mixed support for the extension. The primary support was for construction of the interchange and connection to West Ox Road prior to completing the extension to the east.
- 11 responses mentioned Huntsman Boulevard specifically, with concerns over the recurring congestion and bottleneck conditions at this intersection. Some responses suggested improving signal operations, adding and/or extending turn lanes, and constructing a flyover as potential mitigation strategies.
- Of the 4 responses that mentioned Beulah Street, one of the primary concerns was related to the u-turn pattern to reach Walker Drive (located to the west of the intersection). Only one comment specifically identified congestion as an issue at this intersection.
- Of the other known congestion points along the corridor, such as Sunrise Valley Drive, I-66, Shirley Gate Road, and Backlick Road, few responses (1 or less) specifically mentioned these locations as an area of concern.

Segment 1 (Fairfax County Parkway from Route 7 to Franklin Farm Road)



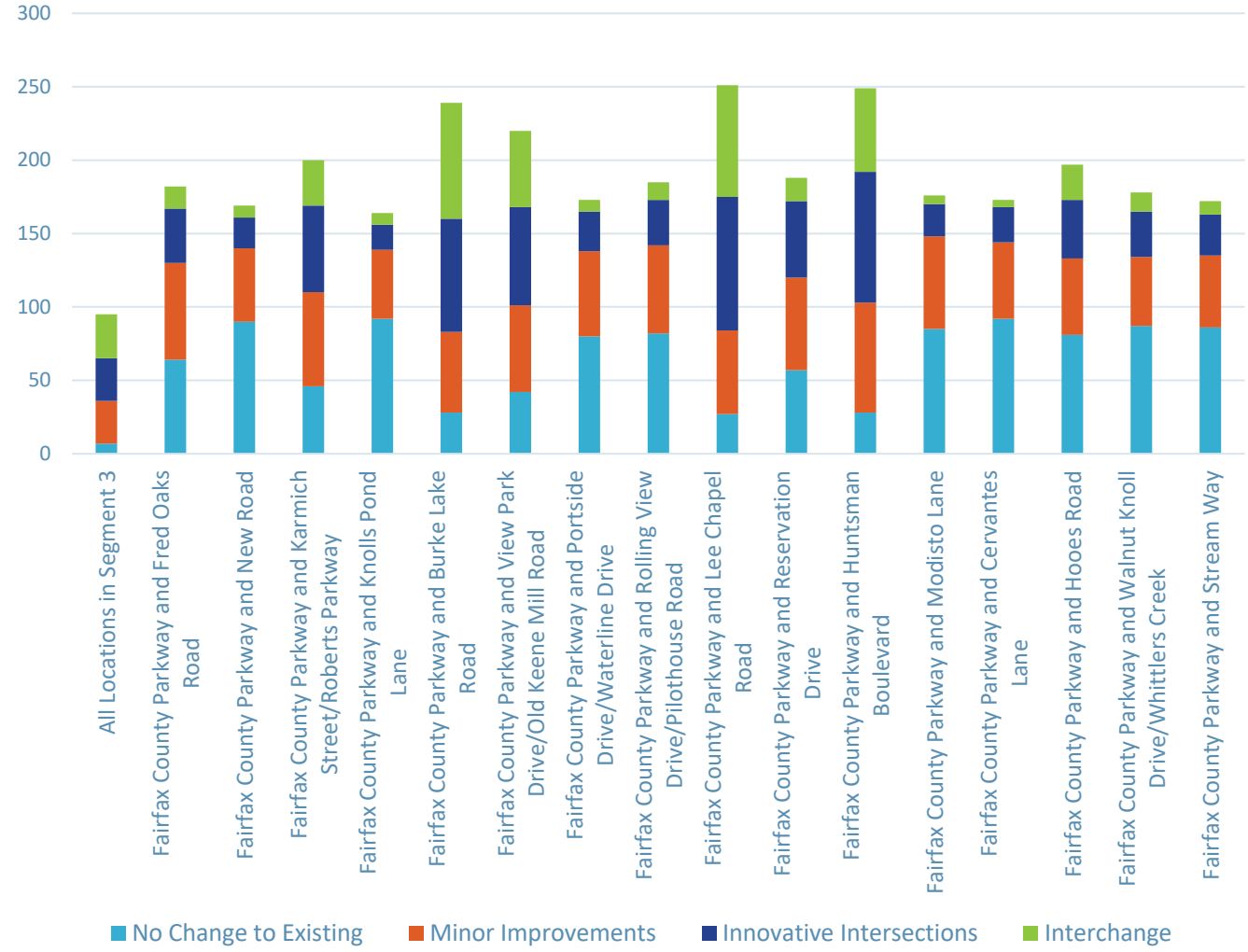
These results indicate a greater level of interest (based on the number of responses) south of New Dominion Parkway for intersection improvements, where more than 50% of responses supported innovative intersection or interchange improvements. Sunrise Valley Drive received the highest support for interchange improvements (58%) over other existing intersections, while innovative intersections were comparable in support, if not greater, than interchanges.

Segment 2 (Fairfax County Parkway from Franklin Farm Road to Route 123)



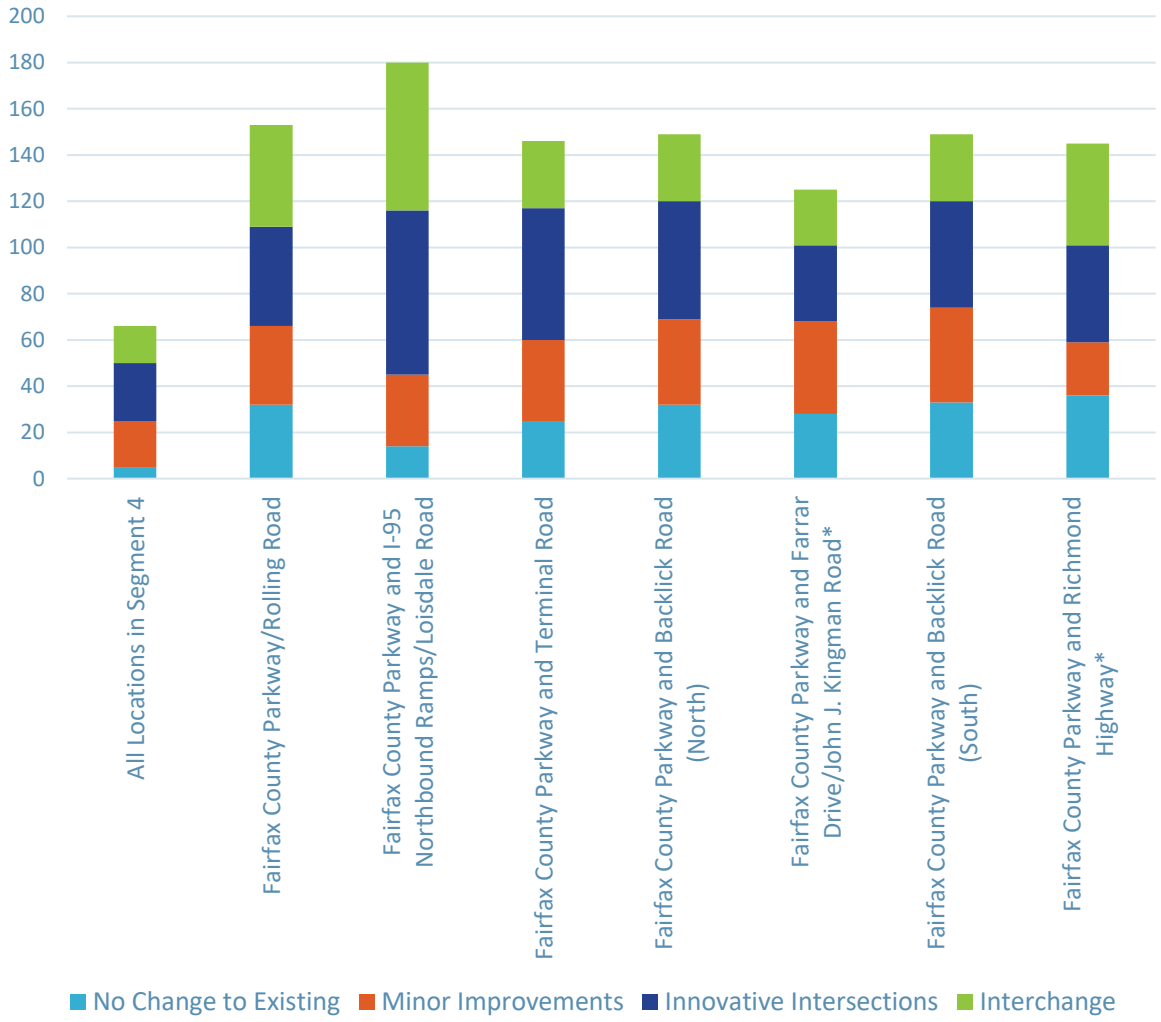
These results indicate the intersections with Franklin Farm Road, Popes Head Road, and Burke Centre Parkway are of most concern to participants that evaluated this strategy in Segment 2. Franklin Farm Road received greater support for innovative intersections over other improvements while Popes Head Road and Burke Centre Parkway received greater support for interchange improvements. At Shirley Gate Road, mixed feedback was received between an innovative intersection treatment and interchange improvements, with 51% of responses (out of a total 148 responses) indicated support for innovative intersection improvements.

Segment 3 (Fairfax County Parkway from Route 123 to FSP)



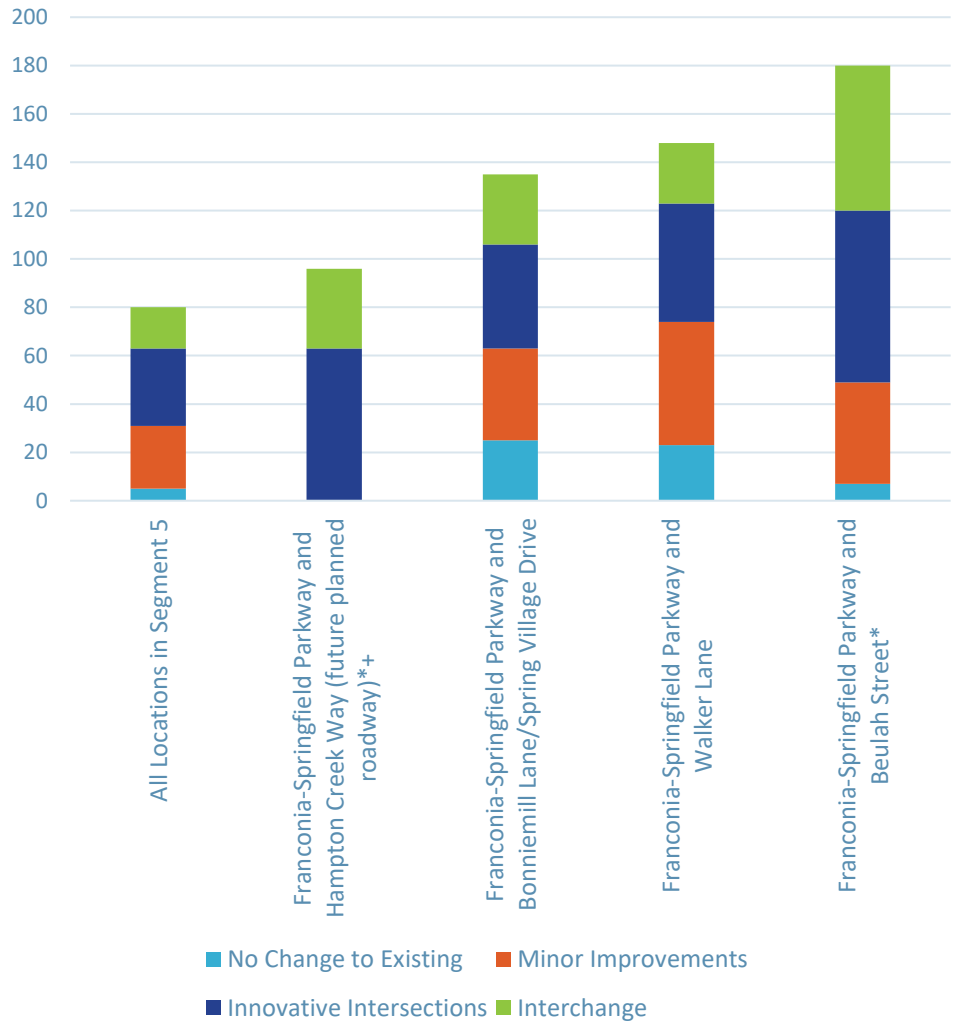
Unlike other segments, these results indicate there is a preference to make no changes or at most, minor improvements to existing intersection configurations at most intersections. Of the 16 intersections within Segment 3, the intersections of Burke Lake Road, Old Keene Mill Road, Lee Chapel Road, and Huntsman Boulevard have more than 50% support for innovative intersections or interchange improvements. Lee Chapel Road had the highest percentage and total number of responses in support of these types of improvements at 67% (or 167 out of 251 responses).

Segment 4 (Fairfax County Parkway from FSP to Richmond Highway)



Responses for intersection preferences within Segment 4 indicate overwhelming support for innovative intersection or interchange improvements, with less than 50% of responses indicating support for no change or minor improvements at all locations. The I-95/Loisdale Road intersection received the highest support for innovative intersection or interchange improvements (75%), with a slightly stronger preference indicated for innovative intersection improvements (39%, or 71of 180 responses).

Segment 5 (Franconia-Springfield Parkway from FCP to Beulah Street)

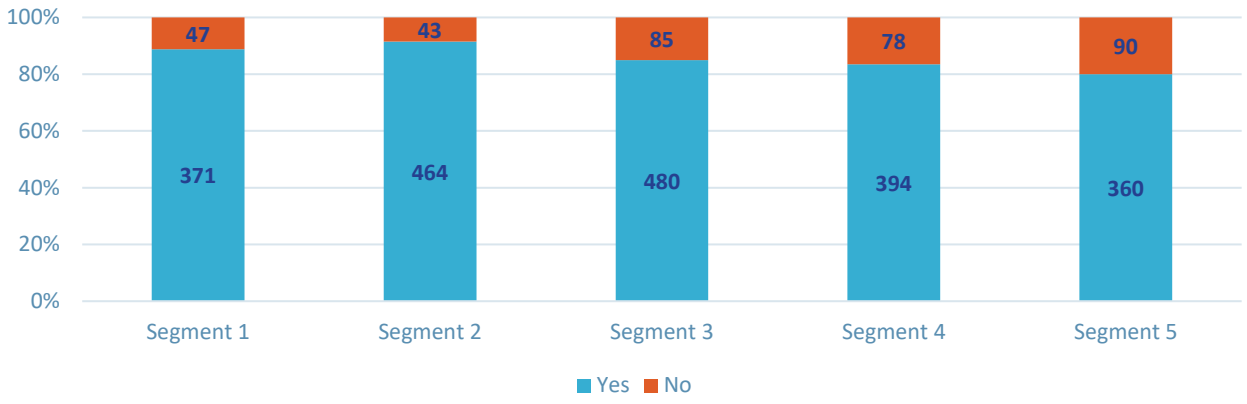


Similar to Segment 4, responses in Segment 5 indicate a majority preference for innovative intersection or interchange improvements at all locations. The highest proportion of responses in support of these types of improvements was at the intersection with Beulah Street (73%). However, like the I-95/Loisdale Road intersection, there was a slightly stronger preference indicated for innovative intersection improvements (39%, or 71of 180 responses).

Public Input Results – Strategy C, Capacity Improvements (widening without HOV)

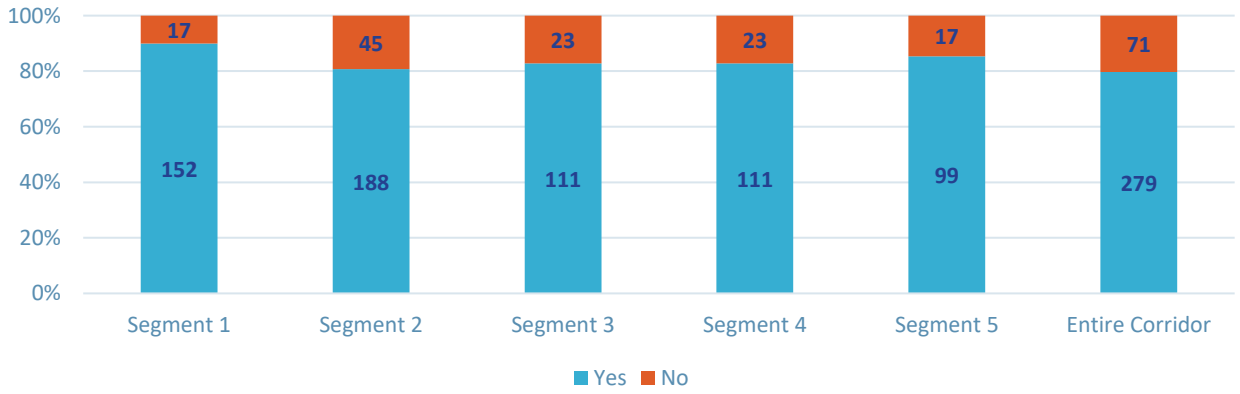
Strategy C (Capacity Improvements (widening without HOV)) was selected for evaluation at the corridor or segment level by 1,109 survey participants, representing 28% of the strategy evaluation responses among all five strategies. Two questions were used to solicit feedback associated with this strategy (note: participants were not required to respond to each question if evaluating this strategy):

- **Do you support widening the roadway beyond the current/existing number of lanes?**



Positive support was provided within all segments of at least 80% or greater. The highest support was for segments 1 and 2 where 93% of participant responses were in favor of widening.

- **Do you support right-of-way acquisition (as minimal as possible) to provide additional capacity?**



Similar to the previous question, positive support was provided at levels of 80% or greater. Again, segments 1 and 2 had the highest support, with 90% of participant responses in favor of right-of-way acquisition.

Participants also were able to provide written comments on this strategy. A total of 72 written comments were recorded. Below are some of the recurring themes among the feedback provided:

- General feedback regarding widening was split between suggestions for adding additional lanes and suggestions for capacity improvements and/or signal improvements at existing intersections. Those suggesting capacity improvements be considered believe that this would reduce the need for widening along the corridor.
- Those in favor of widening mentioned that widening beyond 6 lanes should be avoided.
- Although not suggested as a component of this strategy, several participants expressed opposition to the provision of HOV lanes as part of widening improvements.
- 5 responses specifically mentioned impacts to private property, requesting that widening not have a negative impact on property value and quality of life for those living adjacent to the Parkways.

Public Input Results – Strategy D, HOV Feeder

Strategy D (HOV Feeder) was selected for evaluation at the corridor or segment level by 230 survey participants, representing 6% of the strategy evaluation responses among all five strategies. A summary of responses is provided below in **Table 3**, representing responses from participants providing feedback on the entire corridor as well as specific feedback on segments 1, 2, and 5. This strategy was not applicable for segments 3 and 4 as no HOV access is provided to existing facilities.

Table 3: Sample Strategy Scoring Selection in Online Survey
(Do you support an HOV Feeder?)

Location	Yes	No
Dulles Toll Road (Segment 1)	136	10
I-66 (Segment 2)	153	8
I-95 (Segment 3)	151	11

Participants also were able to provide written comments on this strategy. A total of 20 written comments were recorded. The nature of the comments was in support of this strategy to promote carpooling and improve access to the existing HOV networks on the Dulles Toll Road, I-66, and I-95. The volume of feedback on this strategy is relatively low compared to other strategies, indicating that there is not a strong interest in an HOV feeder as an improvement strategy for the corridor. However, those that did provide feedback overwhelmingly offered support for this strategy.

Public Input Results – Strategy E, Enhanced Transit and HOV-2+

Strategy E (Enhanced Transit and HOV-2+) was selected for evaluation at the corridor or segment level by 298 survey participants, representing 8% of the strategy evaluation responses among all five strategies. A summary of responses is provided below in **Table 4** and **Table 5**, representing responses from participants providing feedback on the entire corridor as well as each of the five segments (note: participants were not required to respond to each question if evaluating this strategy). As with Strategy D, the volume of feedback on this strategy is relatively low compared to other strategies, indicating that there is not a strong interest in HOV-2+ and enhanced transit as an improvement strategy for the corridor. However, those that did provide feedback overwhelmingly offered support for this strategy.

Table 4: Summary of Feedback on Strategy E
(Do you support HOV-2+ to promote ridesharing?)

Location	Yes	No
Entire Corridor	127	4
Segment 1	21	2
Segment 2	29	3
Segment 3	41	14
Segment 4	30	6
Segment 5	25	7
TOTAL	273 (88%)	36 (12%)

Table 5: Summary of Feedback on Strategy E
(Do you support point-to-point (or express) bus transit?)

Location	Yes	No
Entire Corridor	126	4
Segment 1	20	2
Segment 2	27	4
Segment 3	46	9
Segment 4	31	6
Segment 5	26	6
TOTAL	276 (90%)	31 (10%)

Participants were able to provide feedback on park-and-ride facilities and whether they would support the expansion of existing or construction of new facilities. Participants evaluating the entire corridor had the option to provide feedback on all areas of the Parkways, while participants evaluating a specific segment could only provide feedback on those contained within the segment corridor. **Table** 6 provides a summary of the feedback received, indicating that participants were largely supportive of additional park-and-ride availability, either expansion of existing or construction of new facilities. The least amount of support was near Franklin Farm Road and Braddock Road (74% each), and the highest amount of support was near I-66 (91%).

Table 6: Summary of Feedback on Strategy E
(Do you support the expansion of existing or construction of new park-and-ride facilities?)

Location	Yes	No
Near Route 7	109	16
Near Dulles Toll Road	108	18
Near Franklin Farm Road	108	38
Near I-66	120	12
Near Braddock Road	93	32
Near Route 123	160	21
Near Rolling Road	183	40
Near I-95 along Fairfax County Parkway	126	19
Near I-95 along Franconia-Springfield Parkway	118	20

Participants also were able to provide written comments on this strategy. A total of 45 written comments were recorded. Below are some of the recurring themes among the feedback provided:

- Mixed feedback was provided on the designation of HOV-2+ versus HOV-3+. Those in favor of HOV-3+ point to existing HOV-2+ facilities in the region not operating well (e.g. I-66).
- Participants that mentioned transit were in support of enhanced options and facilities for improved mobility for transit users.
- A few responses mentioned the need for improved access to Metrorail stations through park-and-ride lots with bus connections.
- Comments related to park-and-ride lots mention enhanced transit as a companion measure to make the lots effective.