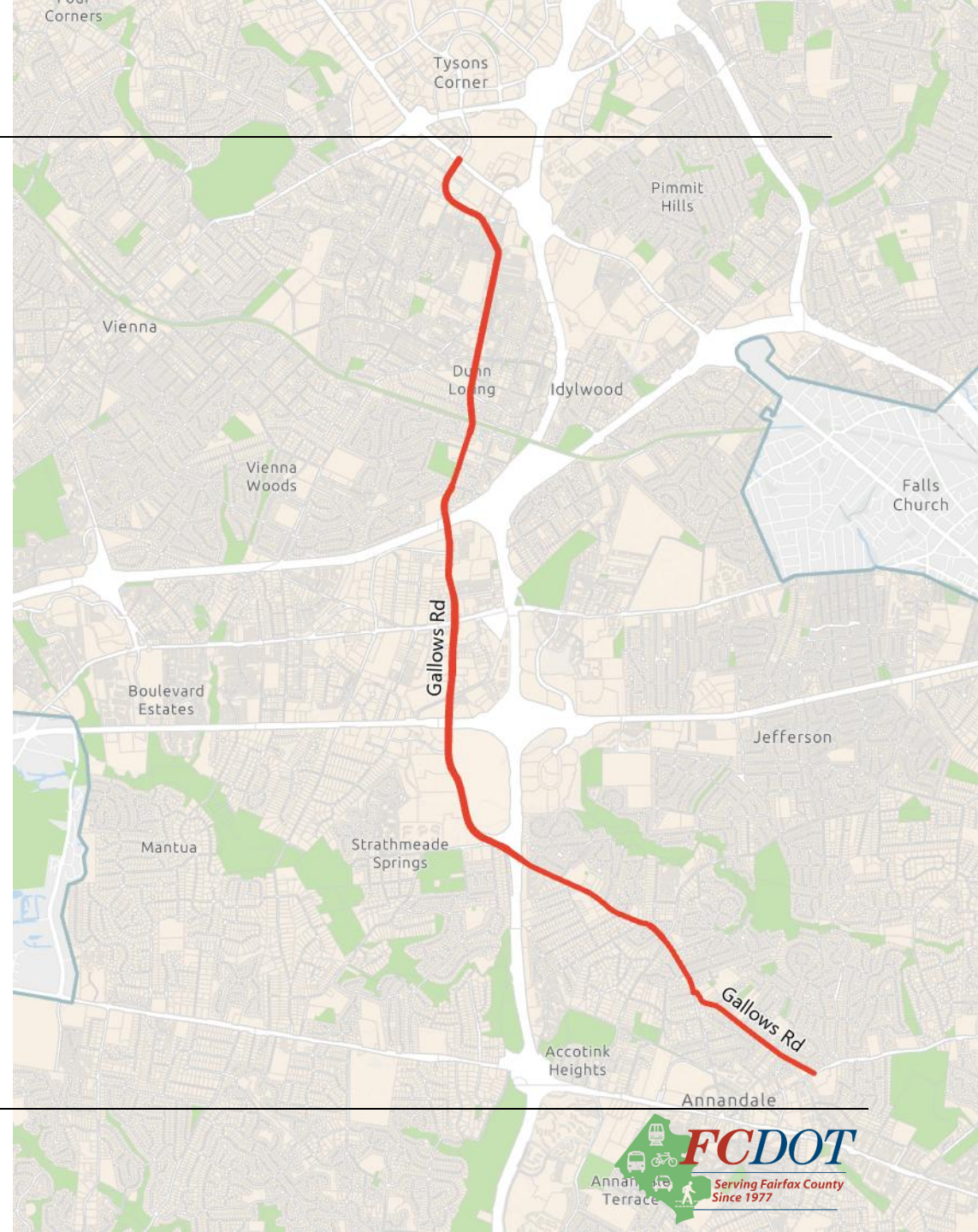




Gallows Road Multimodal Transportation Study

Outreach Summary Round 3

Comments Received Through Summer/Fall 2025





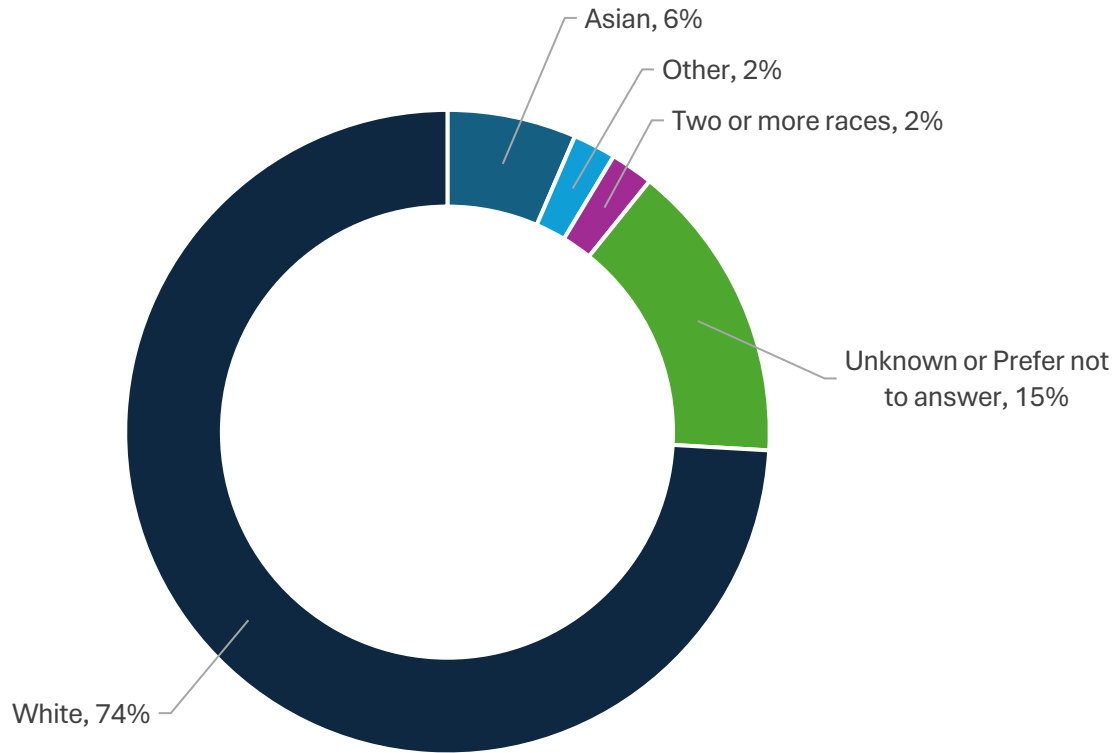
Public Outreach Overview

- Held two in-person public meetings
 - Tuesday, July 15, 2025, 7 p.m. (North Segment from I-66 to Route 7 & Middle Segment from I-66 to I-495)
 - Thursday, July 17, 2025, 7 p.m. (South Segment from I-495 to Little River Turnpike/Columbia Pike)
- Held one virtual Q&A Session
 - Wednesday, September 17, 2025, 7 p.m. (Questions about full corridor)
- 3rd Round of Public Meetings addressed:
 - Preliminary Preferred Concept
 - Beltway Crossings
 - Improvement suggestions
- The survey received:
 - **473** responses
 - **341** comments

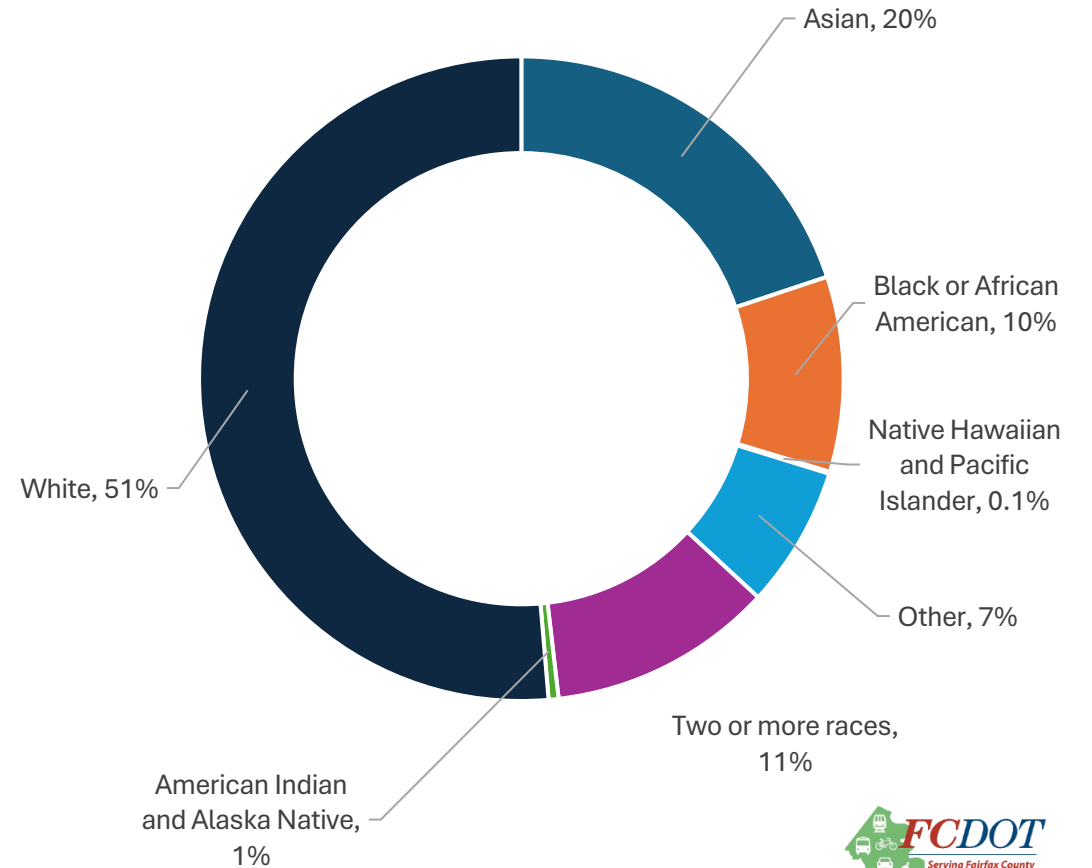


Demographics: Race

Survey



County



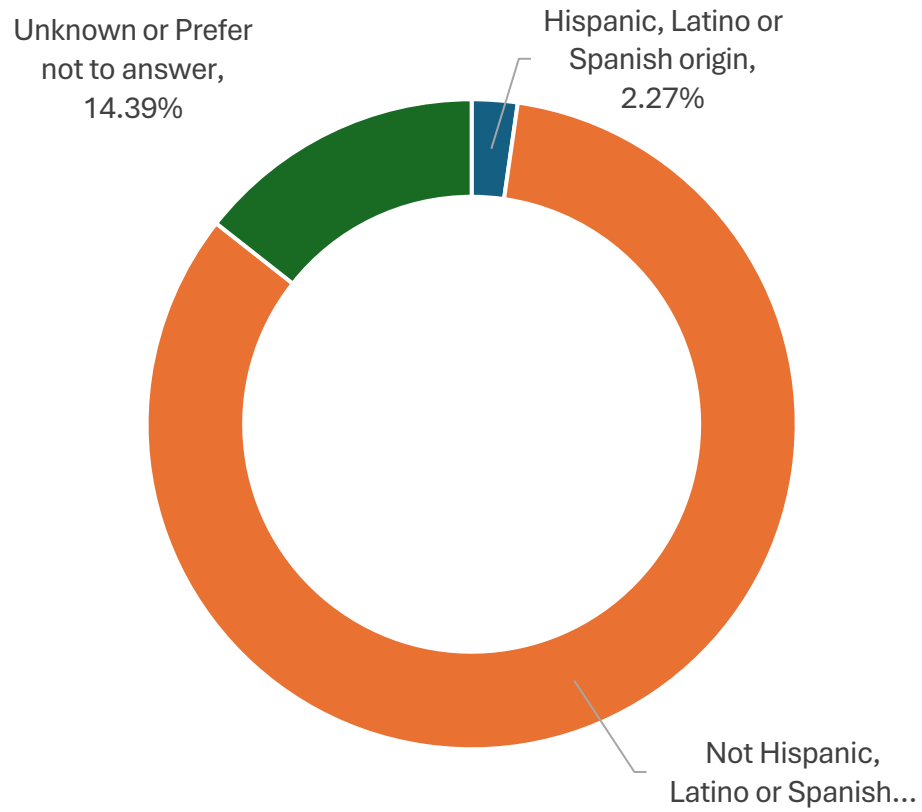
Source: ACS 2023 (5-Year Estimates)



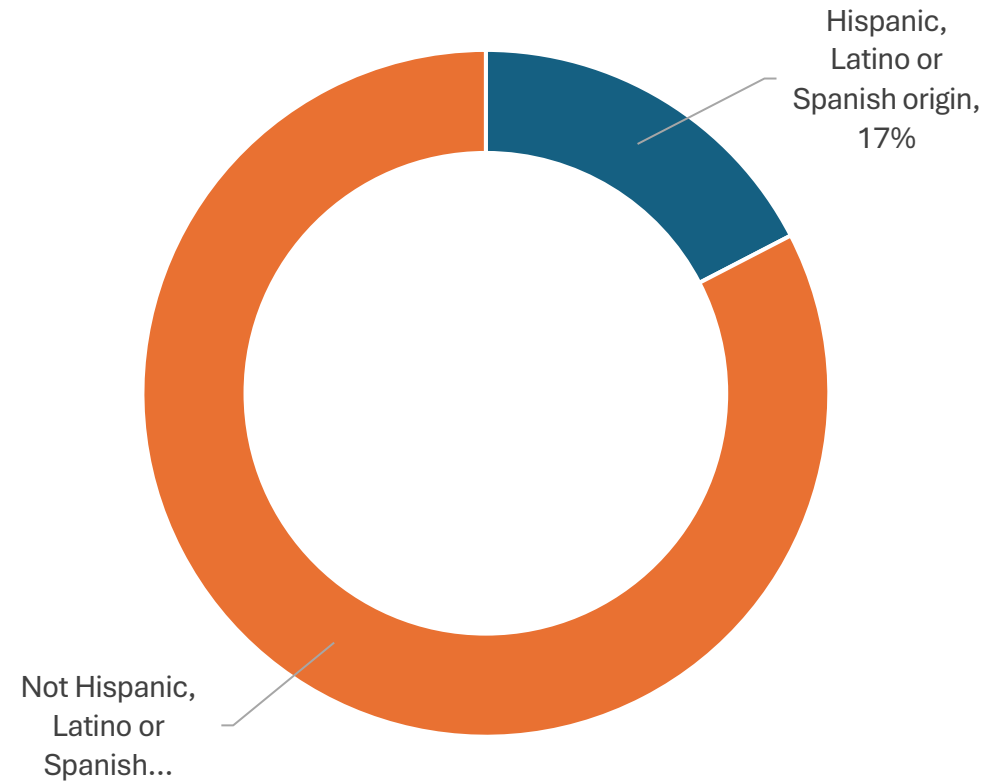


Demographics: Ethnicity

Survey



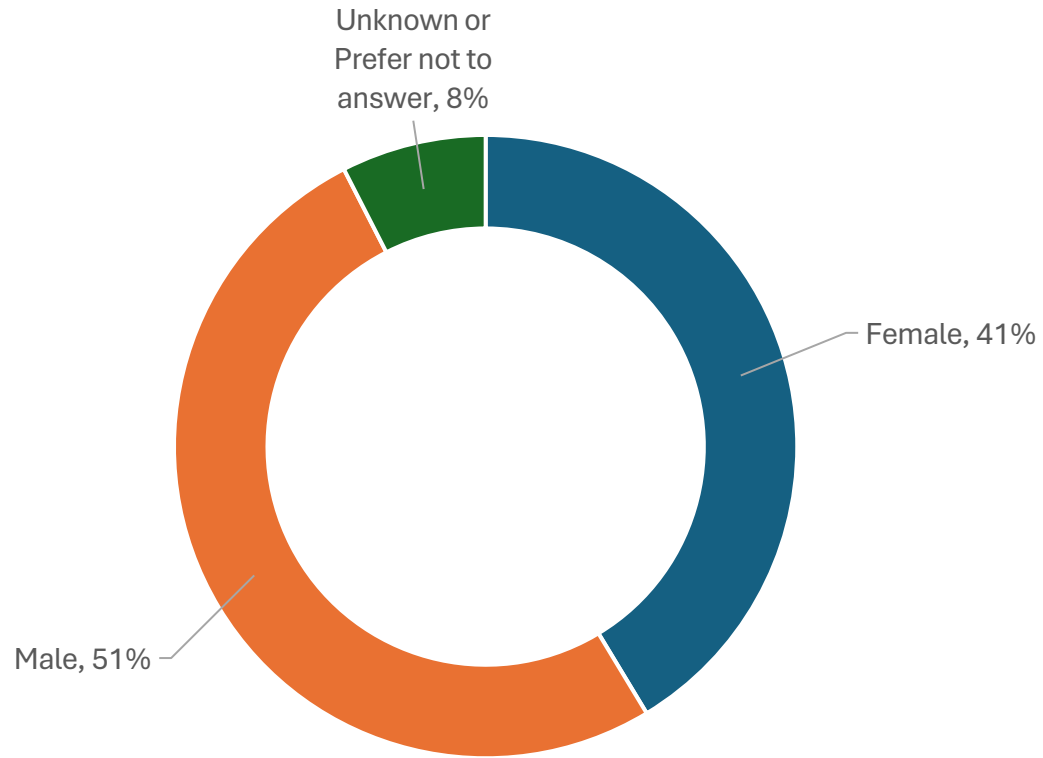
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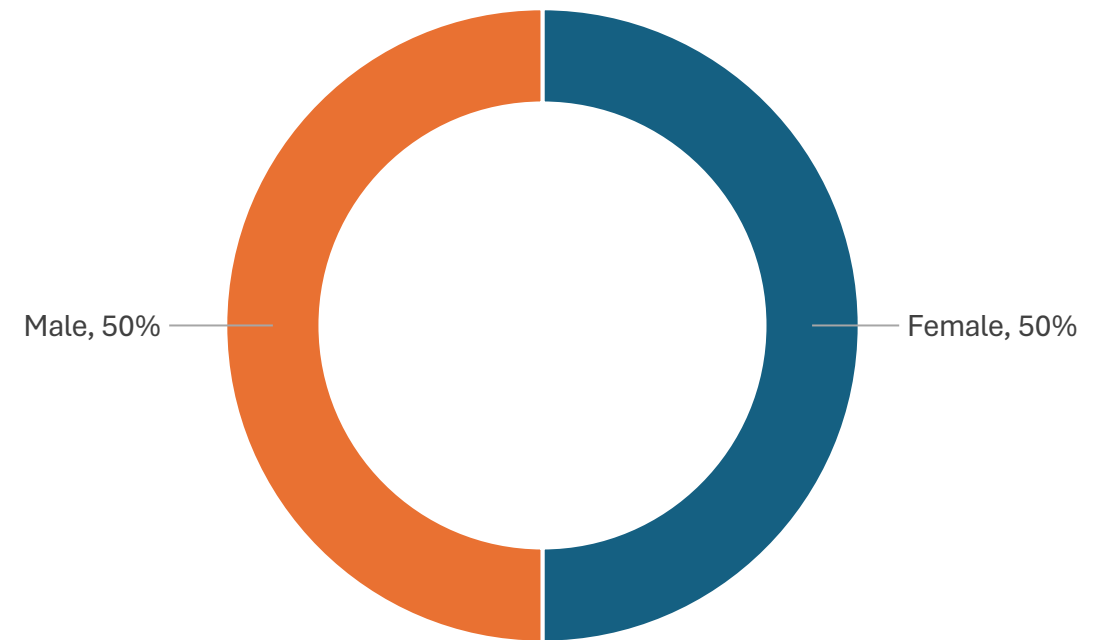


Demographics: Gender

Survey



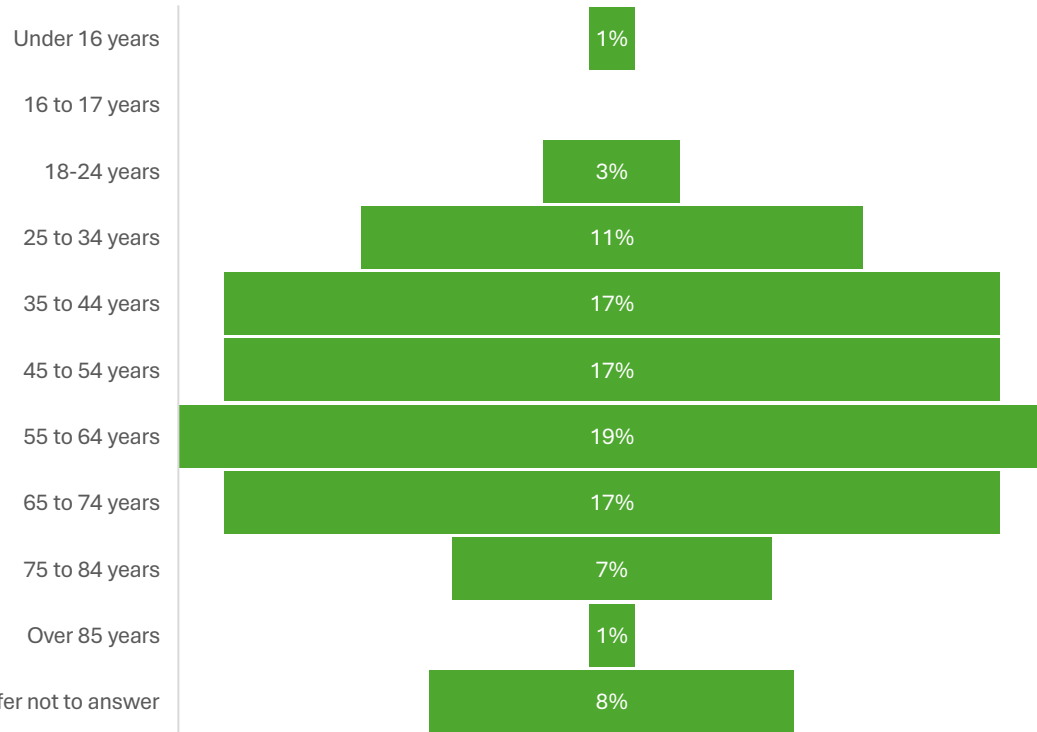
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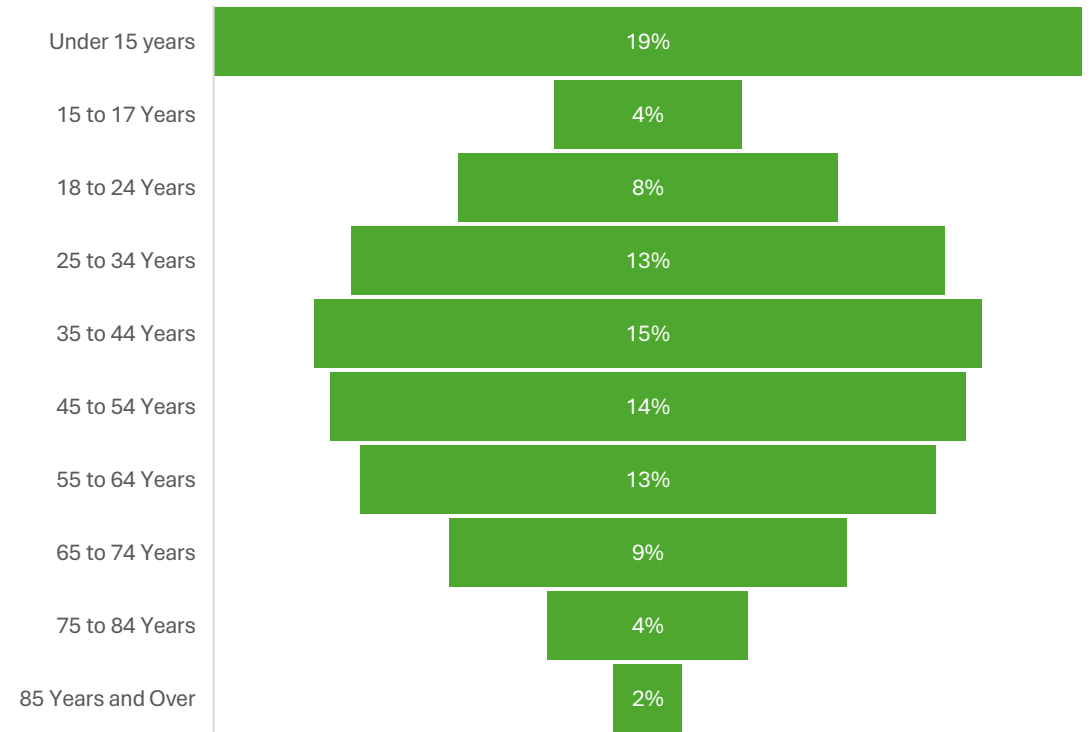


Demographics: Age

Survey



County





Key Takeaways from Survey & Comments

- Many residents emphasize **preserving existing lane capacity** and maintaining vehicle flow, viewing lane reductions as likely to worsen congestion and cut-through traffic.
- At the same time, there is strong support for **safety and accessibility improvements**, especially near schools, crosswalks, and transit stops.
- Commenters frequently call for **better signal timing and coordination**, along with targeted fixes like refuge islands and shorter crossings.
- A significant number advocate for **protected bike lanes, wider sidewalks, and pedestrian bridges**, particularly near the W&OD Trail, Dunn Loring Metro, and I-495, to improve comfort and connectivity.
- Speeding and reckless driving are major concerns, with requests for **speed cameras, police enforcement, and traffic calming** on both Gallows Road and adjacent neighborhood streets.
- Many see **better public transit** as a long-term solution to congestion, supporting shuttles, bus signal priority, and frequent Metro access over additional road widening.



SURVEY RESULTS

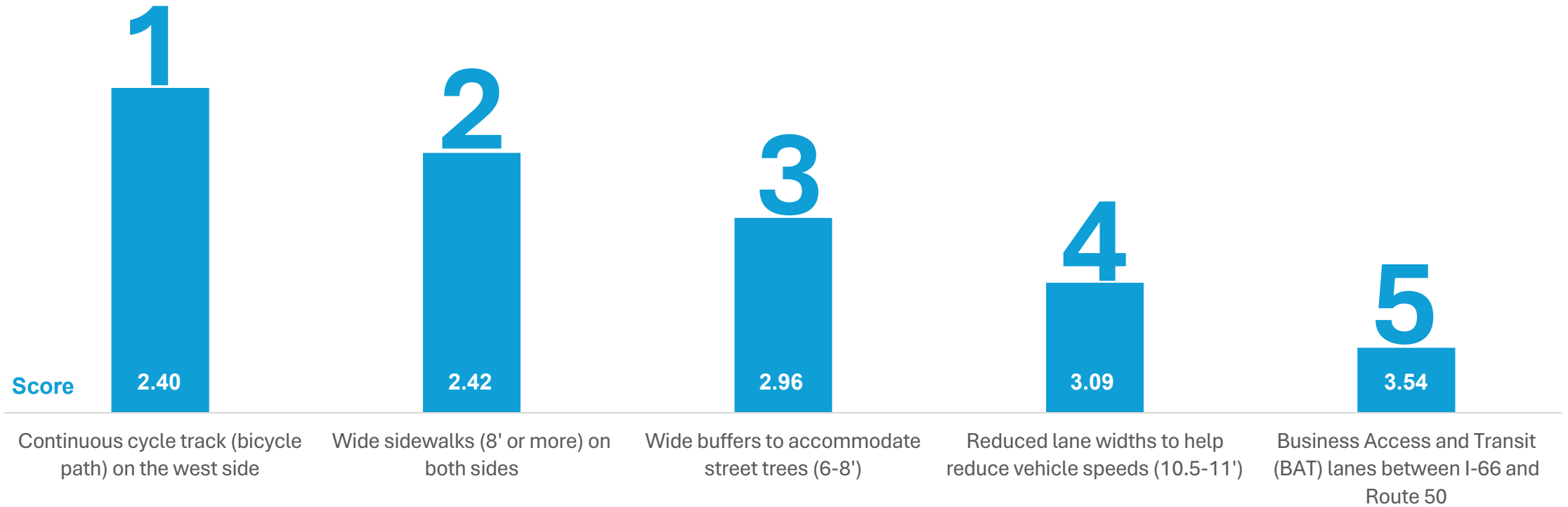


How We Calculated Priority Rankings

- Survey participants were asked to rank their preferred improvements in order of priority with 1 = highest priority.
- Each ranking was assigned a weighted score. The **higher the rank the lower the points.**
 - 1st choice = 1 points
 - 2nd choice = 2 points
 - 3rd choice = 3 points
 - And so on...
- Scores from all respondents were summed and averaged to calculate an overall score for each improvement.
- Based on the assigned weights, improvements with **lowest** average scores reflected **greater** community priority.

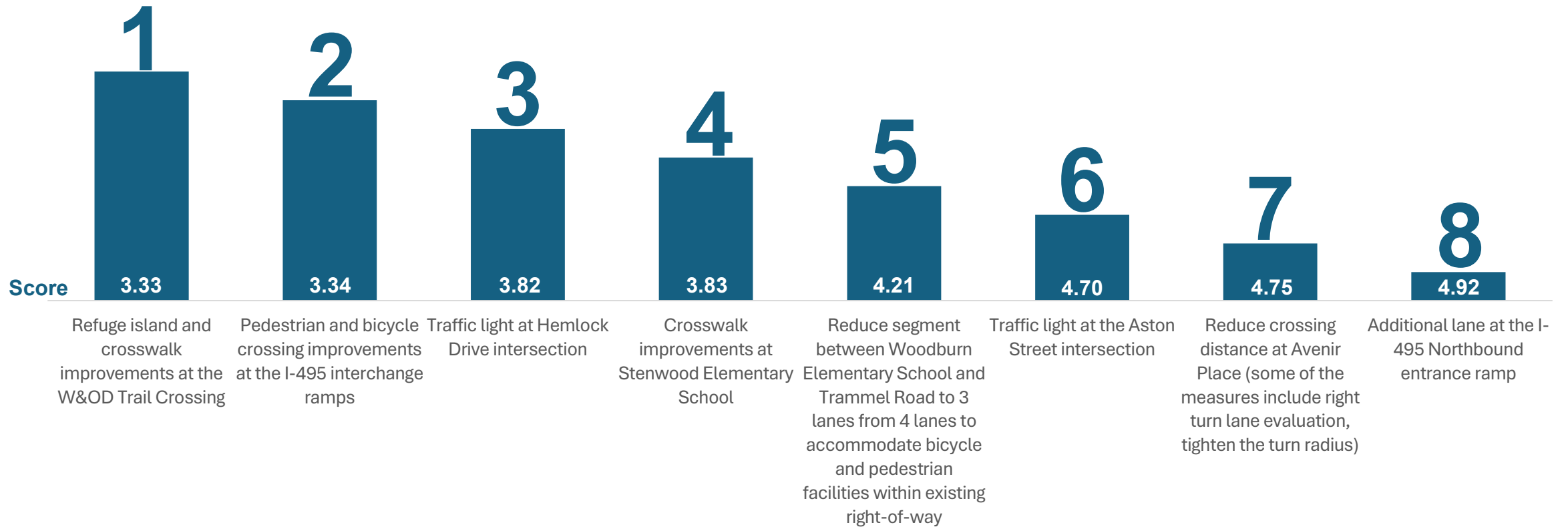


Rank these proposed Gallows Road corridor improvements in priority order.



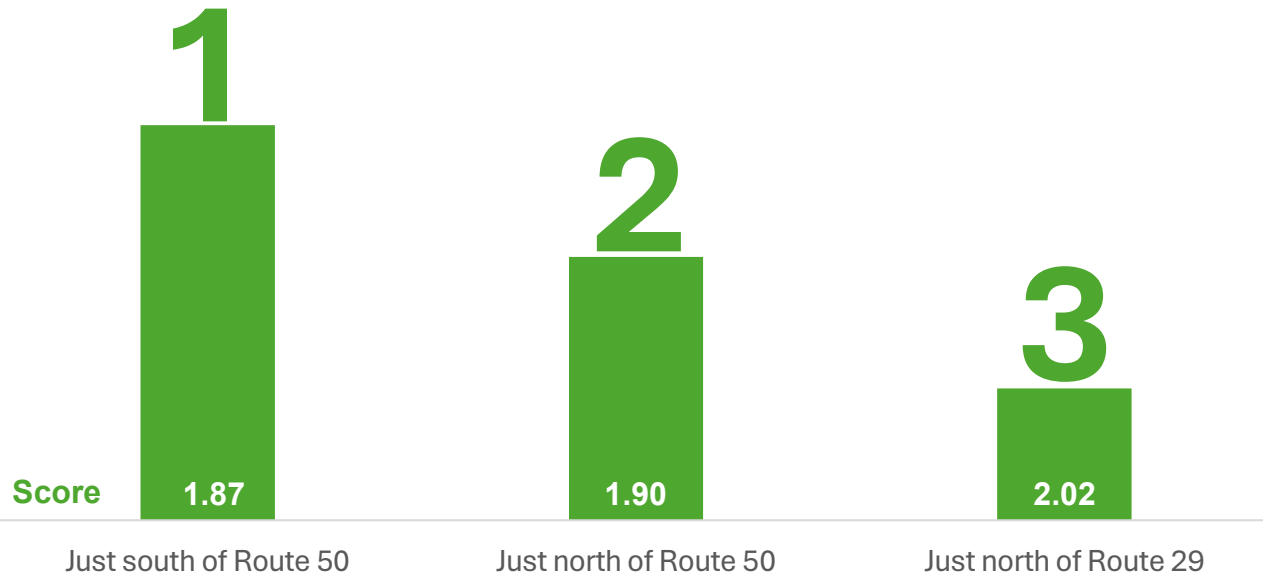


Rank these proposed short- and intermediate-term improvements in the priority order from 1 to 8



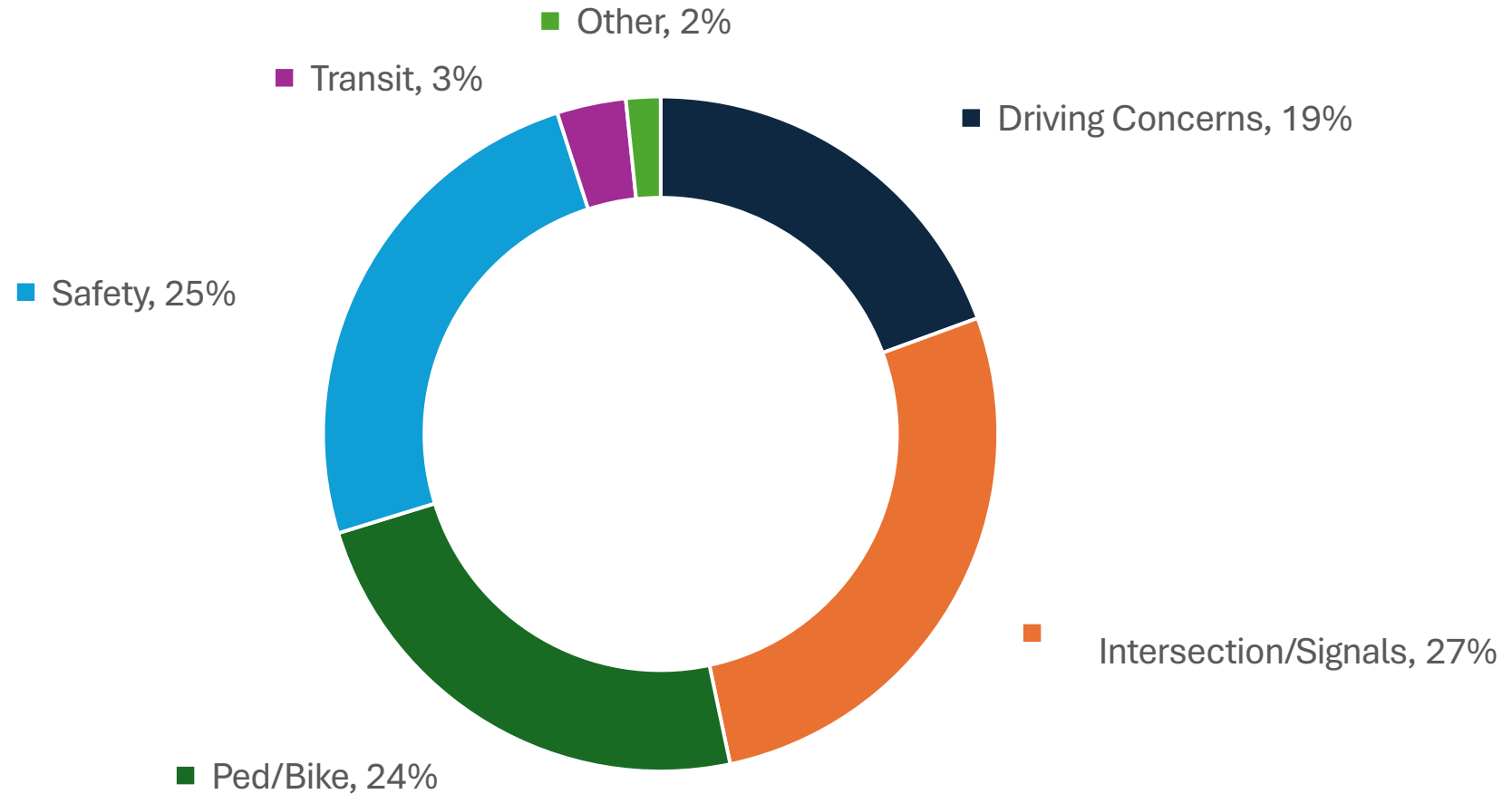


Rank your preferred location for a bicycle bridge crossing over I-495





Other short- and intermediate-term improvements for Gallows Road





Summary from Short- and Intermediate-Term improvements Comments

Driving Concerns	Intersection/Signal	Bike/Ped	Safety	Transit	Other
<ul style="list-style-type: none">• Strong opposition to lane reductions due to congestion and cut-through concerns.• Preference for better signals and turn lanes over lane reallocation.• Fears that design changes could hinder emergency response or add risks.• Support for small safety upgrades if lane capacity is maintained.• Use traffic calming to deter neighborhood shortcuts.	<ul style="list-style-type: none">• Strong support for new lights at Hemlock, Aston, and Woodburn for safer crossings.• Preserve key turns at Avenir Place and Dunn Loring to maintain flow.• Improve signal coordination and shorten pedestrian waits.• Add flashing beacons, LPIs, and no-right-on-red at key crossings.• Clearer signs and markings to aid driver awareness at intersections.	<ul style="list-style-type: none">• Broad support for protected bike lanes and wider sidewalks.• Strong push for pedestrian bridges or tunnels at W&OD and I-495.• Requests for trees, lighting, and shade to improve walking and biking experience.• Emphasis on clean, well-maintained, and smooth bike facilities.• Desire for continuous routes linking neighborhoods, Metro, and Mosaic District.	<ul style="list-style-type: none">• Strong calls for cameras, radar signs, and police enforcement along Gallows, especially near schools.• Urgent need for signals, guards, and lower speed limits at Woodburn and Stenwood.• Requests for shorter crossings, better lighting, and high-visibility crosswalks at key sites.• Requests to maintain trees, signage, pavement, and lighting.• Safety prioritized over aesthetics or vehicle flow.	<ul style="list-style-type: none">• Strong interest in frequent, reliable buses connecting Annandale, Dunn Loring, and Tysons.• Support for BAT lanes, improved stops, and strict bus lane enforcement.• Endorsement of future BRT and multimodal corridor improvements.	<ul style="list-style-type: none">• Concern that projects may stall and will not be implemented.• Warnings that new high-density projects could worsen traffic and environmental issues without proper studies.• Call for regular inspections of sidewalks, curbs, and utilities to prevent hazards.



Feedback from Short- and Intermediate-Term improvements Comments

Driving Concerns

Topic	Feedback
Driving Concerns	<ul style="list-style-type: none"><li data-bbox="665 451 2397 644">• “Please, please, please. Do not allow for bike lanes or take any action that will result in The elimination of a car lane. Traffic is always backed up already . I am very concerned about overflow car traffic on Walton Lane. Cut through traffic increases the possibility of accidents. The fact that there are no sidewalks is an additional factor that increases safety risks...”<li data-bbox="665 708 2346 843">• “A center left turn lane would be much safer in the residential sections of Gallows compared to the 4 lanes we have currently. Stacking behind vehicles turning left off Gallows encourages vehicles to unsafely pass on the right...”<li data-bbox="665 908 2359 1143">• As Gallows Road is considered an emergency route I do not support narrowing the lanes on ANY segment of Gallows Rd. Especially the North and Middle Sections that lead to the hospital. Moreover, Boulevards and center safety cement for people crossing the street will interfere with snow removal and the eliminate the flexibility to make temporary lanes available for emergency needs...”



Feedback from Short- and Intermediate-Term improvements Comments Intersection/Signal

Topic	Feedback
Intersection/Signal	<ul style="list-style-type: none"><li data-bbox="662 456 2395 642">• ““Please place a traffic light somewhere so children and pedestrians can cross at Hemlock in front of Woodburn School safely. If you can't do that can you create speed traps or time the lights so pedestrians can cross safely. It's a matter of time until a child or person gets seriously injured to killed. Drivers go was too fast, do not obey the blinking pedestrian light.”<li data-bbox="662 699 2395 742">• “Better timing of w&od crossing. Should not need to wait 4 minutes to cross.”<li data-bbox="662 799 2395 942">• “Please do not get rid of the right turn lane on Avenir. This is frequently used . A better improvement would be to get rid of the visual obstructions that have been put up on the sidewalk near that turn lane. Enhance the crossing with improved painting and flashing lights.”<li data-bbox="662 999 2395 1099">• “Traffic light timing in the northern segment could be recalibrated. Turning in from a side street is a very long wait.”



Feedback from Short- and Intermediate-Term improvements Comments Bike/Ped

Topic	Feedback
Bike/Ped	<ul style="list-style-type: none">• “Anything that separates bicyclists from cars would be an improvement. I bike on the bumpy sidewalk because the bike lanes are too scary to use.”• “Anything that separates bicyclists from cars would be an improvement. I bike on the bumpy sidewalk because the bike lanes are too scary to use.”• “Bicycle facilities should be provided separate from motor vehicle lanes. Shared pavements are not friendly or comfortable. Even as an avid cyclist and pedestrian, I would not take vehicle capacity away from Gallows Road. The flagship hospital is here... It must be reachable.”• “Trees close to sidewalk provide shade to encourage walking. Sidewalk between Cottage and Stenwood is very narrow and bikes use it making it dangerous for pedestrians. Keep center lane to turn from Illif onto Gallows.”• “Add a bridge for the W&OD trail similar to the Langston overpass in Falls Church. This would make the trail safer, more desirable to bike on, and also avoid disrupting vehicular traffic.”



Feedback from Short- and Intermediate-Term improvements Comments Safety/Environment

Topic	Feedback
Safety/Environment	<ul style="list-style-type: none">• “Install Speed Cameras and have a 25 MPH speed limit for entire length of Gallows Road.”• “Today was the first day of school. On Gallows Road at the crosswalk to Woodburn Elementary School I witnessed four young children followed by an adult, as they sprinted across Gallows toward the school. The yellow lights were flashing, but three cars failed to stop. Where are the police?? When is Fairfax County going to make it safe for young kids to walk across the street ten times a week for an entire school year.”• “Boulevard parkway type design, narrow lanes to reduce speeds. Gallows currently structured like a speedway and very dangerous. Need to slow down cars.”• “I would add speed traps and maybe even lower the speed limit as I see a lot of people speeding on these roads which makes this road feel unsafe for pedestrians and cyclists.”• “None of the improvements discuss pedestrian scale lighting along the corridor. It’s crucial for the Merrifield Suburban Area but also at crossing and bus shelters along the corridor.”

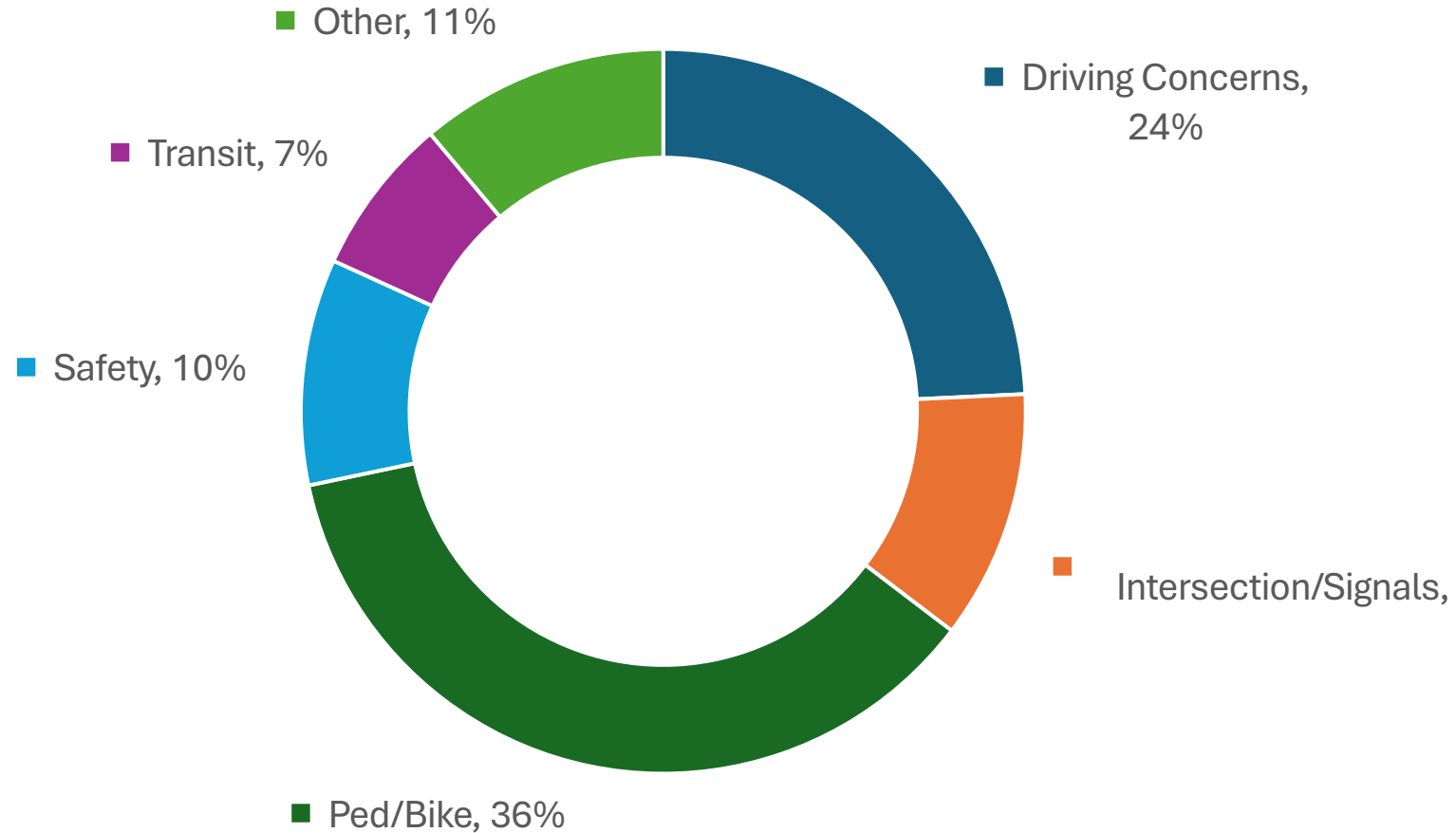


Feedback from Short- and Intermediate-Term improvements Comments Transit

Topic	Feedback
Transit	<ul style="list-style-type: none"><li data-bbox="665 454 2346 591">• “I think ultimately we need fast public transportation options between Gallows and Dunn Loring Metro/Tysons so that we can lower the reliance on cars. I know I’d take the bus if that happened instead of driving.”<li data-bbox="665 654 2333 743">• “Repair and upgrade bus stops and shelters to encourage more use of buses; Use traffic speed monitoring devices on Gallows to encourage drivers to adhere more closely to speed limits.”<li data-bbox="665 806 2226 846">• “Need more bus lanes for the whole segment of project. 401/402 carry so many people.”<li data-bbox="665 909 2377 999">• “Prioritize people and transit by relocating space from vehicles to people and transit. Plan for BRT in the corridor per the NVTB BRT Action Plan; Reduce speeds, increase transit frequency.”<li data-bbox="665 1062 2390 1250">• “Improving public transit options and bike/pedestrian options will hopefully reduce traffic. Building more lanes, and widening lanes objectively will not reduce congestion, it will just encourage more congestion. These improvements are worth a try; especially when paired with improved transit options not just along the corridor, but in the greater Fairfax County area.”



Provide any additional comments to the study team





Summary of additional comments to the study team

Driving Concerns	Intersection/Signal	Bike/Ped	Safety	Transit	Other
<ul style="list-style-type: none">• Most fear cutting lanes would worsen congestion, especially in the southern segment.• Some back pedestrian and speed improvements but without removing lanes.• A few suggest redirecting regional traffic to larger arterials instead of redesigning Gallows.	<ul style="list-style-type: none">• Calls to recalibrate lights, especially at Annandale Road and Gallows, to ease congestion and long waits.• Requests for clearer signage, protected turns, and safer crossings at major intersections like Route 29 and I-495.• Support for removing right-on-red, adding refuge islands, and tightening turning radii to slow vehicles.	<ul style="list-style-type: none">• Broad backing for protected bike lanes, wider sidewalks, and safer crossings near W&OD, Dunn Loring Metro, and Mosaic District.• Calls for pedestrian and bike bridges over I-495 and better links between neighborhoods and key destinations.	<ul style="list-style-type: none">• Requests for upgrades like better lighting, visibility, and speed control.• Support for calming measures that curb speeding without worsening congestion.• Some advocate for more human-scaled design to restore safety and community connection after years of road widening.	<ul style="list-style-type: none">• Calls for better first- and last-mile connections to Dunn Loring Metro, Fairfax Hospital, and Tysons through shuttles or bus-priority corridors.• Broad support for faster, more frequent bus service and signal priority as alternatives to road widening.	<ul style="list-style-type: none">• Requests for greater transparency, access to materials, and more feedback opportunities.• Advocacy for habitat preservation and wildlife connectivity in future design and construction.



Feedback from Additional Written Comments

Driving Concerns

Topic	Feedback
Driving Concerns	<ul style="list-style-type: none">• “Needs to be balanced. Not impede businesses or vehicular traffic. I believe that I’ve previously read that some 35,000 cars use Gallows Road daily. What this project should NOT do is slow down the travel times on such a major traffic corridor. Bicycling or walking to work is not an option for the majority of people in our area.”• “Gallows wasn’t built to be the through-fare it has become. It is smack between two such arteries: Little River Turnpike and Arlington Blvd, both are way better suited to feed the Beltway. Gallows (south of 495) is a residential road, with houses and driveways. The fact it is currently four lanes is just dumb.”• “VDOT widened Gallows Road more than 25 years ago. Fairfax County has grown exponentially in the past 70 years. It is not feasible for a population of 1.4M people to ride bicycles and walk 365 days out of the year. The automobile, buses, and mass transit will continue to be the mode of choice.”



Feedback from Additional Written Comments

Intersection/Signal

Topic	Feedback
Intersection/Signal	<ul style="list-style-type: none">“I have commuted 20 years on Annandale Road, where bike lanes have been installed. I can count on 2 hands the number of cyclists I've seen on them since installation. If you want to fix a problem, fix the traffic signal timing to give Annandale Road drivers more time at the Gallows intersection during evening rush.”“The lights need to be recalibrated as they take way too long and we need more crosswalks across Gallows to create a safer crossing experience.”“The intersection at Gallows & 29 is an intimidating ocean of asphalt and cars. It is currently used by a lot of pedestrians and cyclists. People are there and using it—please look at intersection improvements that help with safety: crossing refuge, eliminating right-on-red, smaller corner radii, and more frequent signals.”“I support a traffic light at Aston and/or Hemlock—the flashing ‘Hawk’ beacon is dangerous. Don’t give people the right to stop or keep driving at someone, just put in a crosswalk and traffic stop light to force them to stop.”



Feedback from Additional Written Comments

Bike/Ped

Topic	Feedback
Bike/Ped	<ul style="list-style-type: none">• “I would certainly ride a bicycle more often from where I live east of the Beltway to the Merrifield area and beyond if I had better options for getting across the Beltway. If I want to get to Merrifield, Wakefield Park, or visit friends south/west of Gallows Rd, I have to hop onto sidewalks, cross streets at locations without crosswalks, and cross over on busy, wide thoroughfares.”• “Adding more lanes to the road would only encourage more drivers to take this road. Once the number of drivers increases, then people will say to add another lane, and the circle continues. So many people would bike/scooter or walk to the places they need to go if there was better infrastructure for it!”• “Putting a dedicated bike path along Gallows would greatly improve our family’s lives. There are so many times we want to ride our bikes down to the train or Mosaic District, but it is simply too dangerous along Gallows to do so.”• “If you ever construct a bridge over 495 north of Route 29 also add a shared use path along Shreve Road to the W&OD. Also it would be useful to construct multiple bridges over 495, even if only one goes through design and construction in the near future.”



Feedback from Additional Written Comments

Safety/Environment

Topic	Feedback
Safety/Environment	<ul style="list-style-type: none"><li data-bbox="665 454 2346 596">• “Gallows is unsafe for pedestrians, cyclists AND drivers. Road diet in the southern residential section improves safety for all 3 and minimally impacts travel times in rush hour and not at all in other 20 hours of the day.”<li data-bbox="665 654 2328 796">• “Pedestrian traffic on Gallows is like taking your life into your hands. I live in walking distance to Merrifield/Mosaic but I can't walk there because of the random sidewalks ending and the blind curves that turn right into crosswalks.”<li data-bbox="665 858 2372 1001">• “A whole generation of suburban kids used to walk to the schools, pools, and stables. Then VDOT widened Gallows and a girl got killed. Instead of automotive violence, let's go back to having safe streets that protect our suburban demographic from ending up in the ER.”



Feedback from Additional Written Comments

Transit

Topic	Feedback
Transit	<ul style="list-style-type: none">• “I wish the options prioritized good mass transit. Biking and walking are great in good weather, but efficient mass transit is the only way out of ever-widening roads and ever-worsening traffic.”• “Work on a good way to easily get between Dunn Loring Metro to Fairfax Hospital. Biking now is treacherous. Maybe driverless electric shuttle bus?”• “Would love a more robust and efficient public transit option to get neighborhoods along Gallows to and from their nearest metro station. More people would take Metro to work if barriers were removed, in turn improving congestion on Gallows.”• “May be out of scope of this survey, but please implement bus signal priority along Gallows Road.”