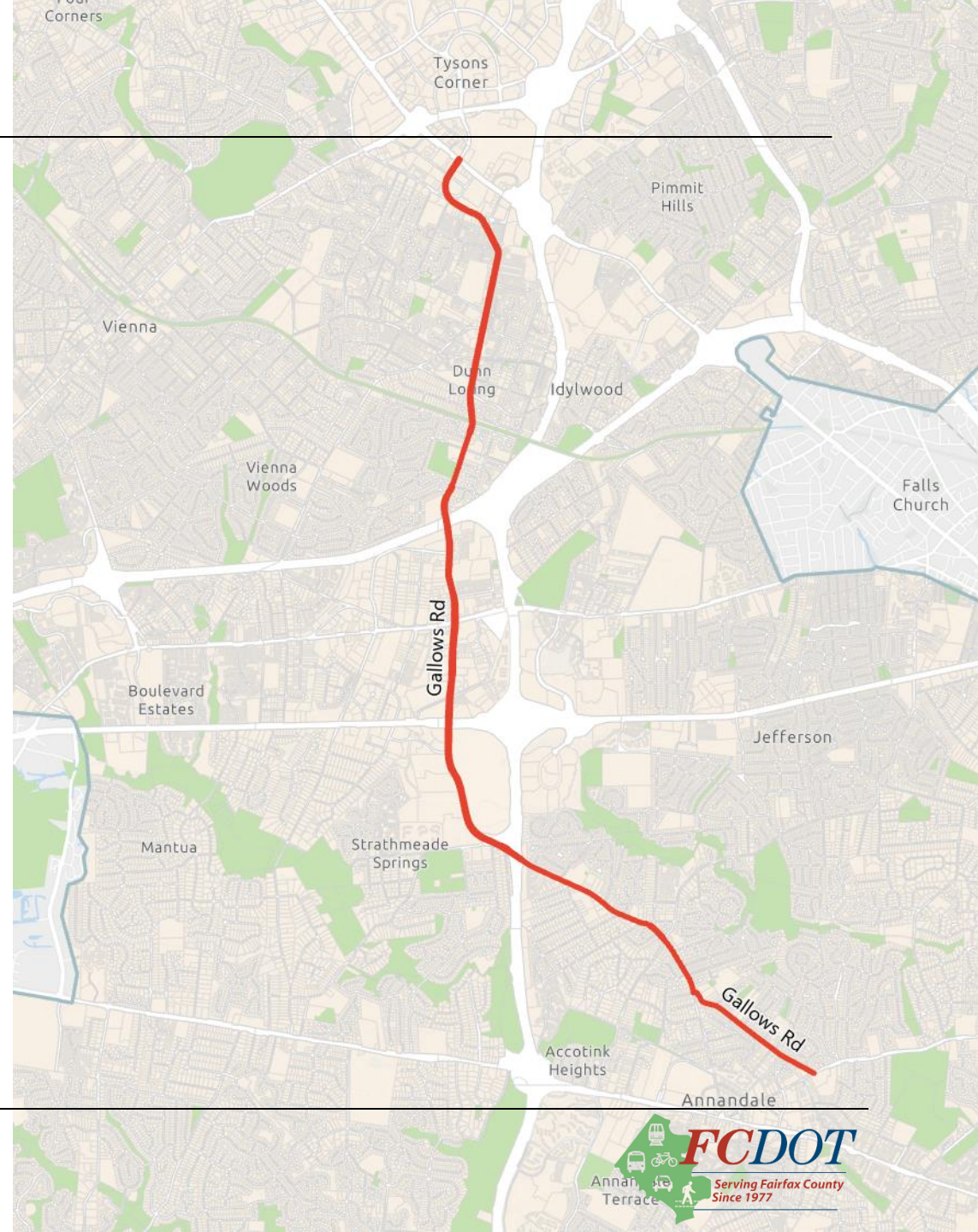




Gallows Road Multimodal Transportation Study

Outreach Summary

Comments Received Through December 2024





Public Outreach Overview

- Held three in-person public meetings
 - Tuesday, November 12, 2024, 7 p.m. (Middle Segment from I-66 to I-495)
 - Thursday, November 14, 2024, 7 p.m. (North Segment from I-66 to Route 7)
 - Thursday, November 21, 2024, 7 p.m. (South Segment from I-495 to Little River Turnpike/Columbia Pike)
- Held one virtual Q&A Session
 - Thursday, December 5, 2024, 12 p.m. (Questions about full corridor)
- Meetings Agendas included
 - Usage of the corridor
 - Preferences on design alternatives
 - Preferences on active transportation facilities and transit usage
 - Improvement suggestions
- The survey received
 - **3,039** responses
 - **861** comments



Key Takeaways from Survey and Comments

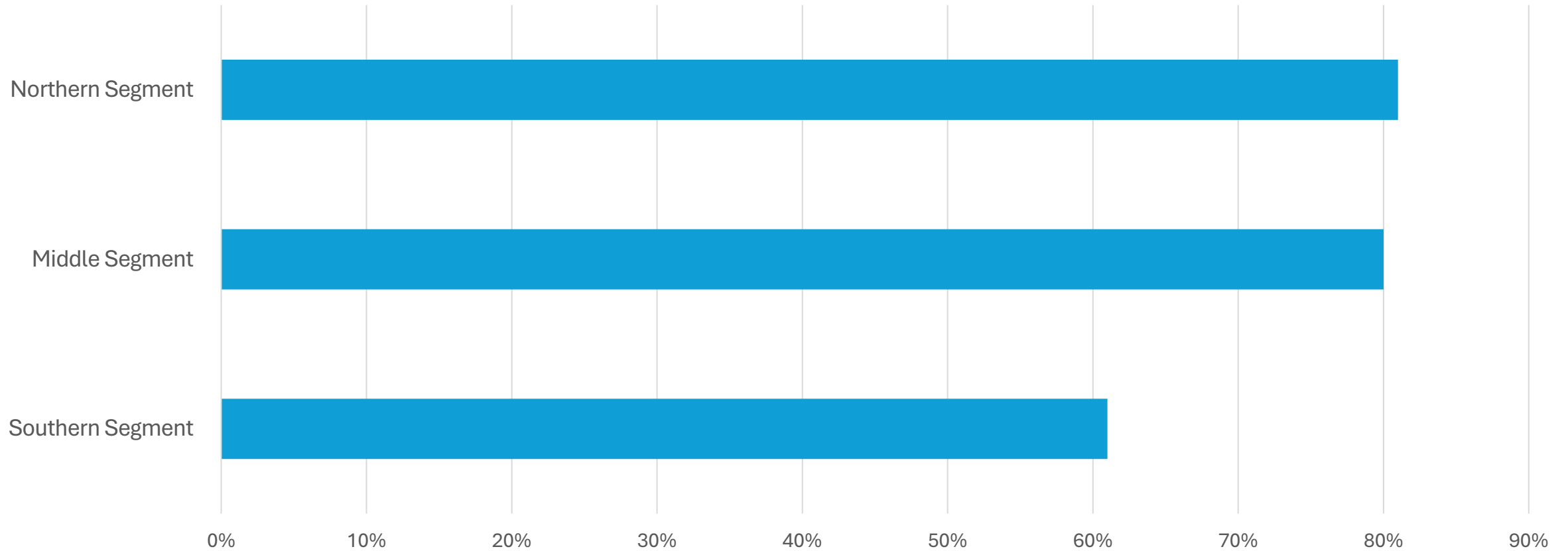
- **Safety concerns** are a major theme, with many commenters calling for traffic calming measures, better lighting, and improved crosswalks.
- There is **strong support for improved active transportation and transit infrastructure**, with many commenters advocating for protected bike lanes, wider sidewalks, and improved bus service/amenities.
- There is **concern about traffic congestion** and how the different alternatives may impact the driving experience. However, many commenters approve of adding active transportation facilities at the expense of vehicle lanes. Fewer expressed a willingness to dedicate space to transit lanes.
- The feedback on the preferred crossing location indicates that **preferences were largely divided between two areas**: a crossing north of Gallows Road and a location further north on I-495.



SURVEY RESULTS

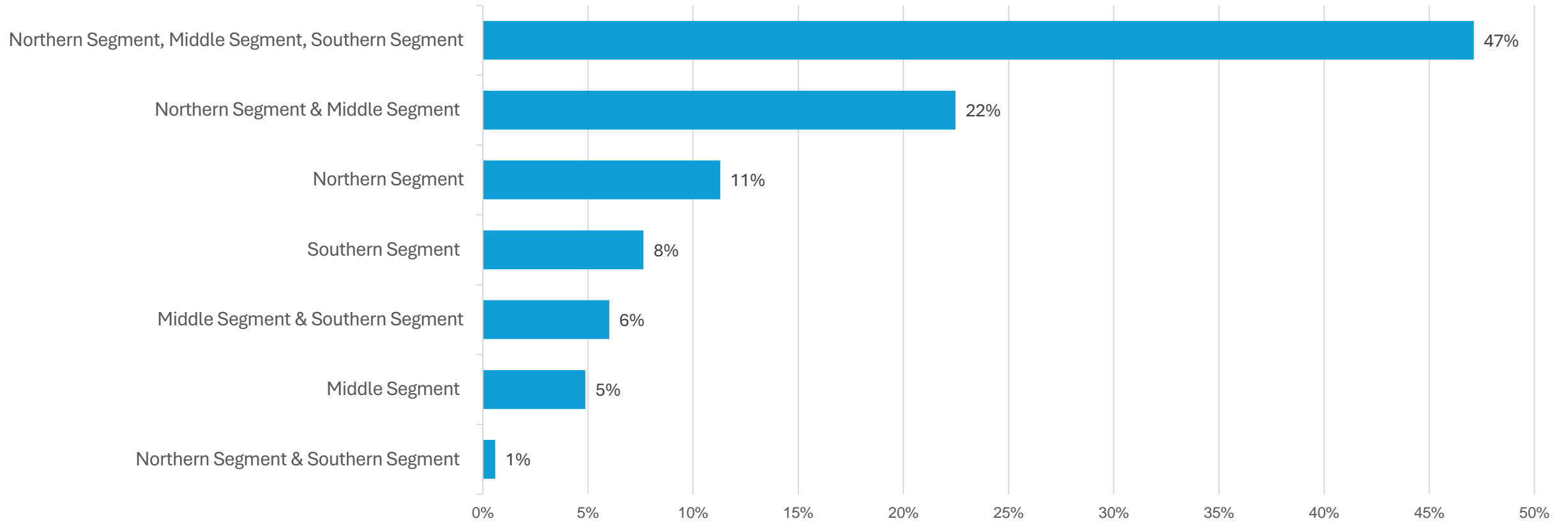


Which part(s) of Gallows Road do you use? (Totals)



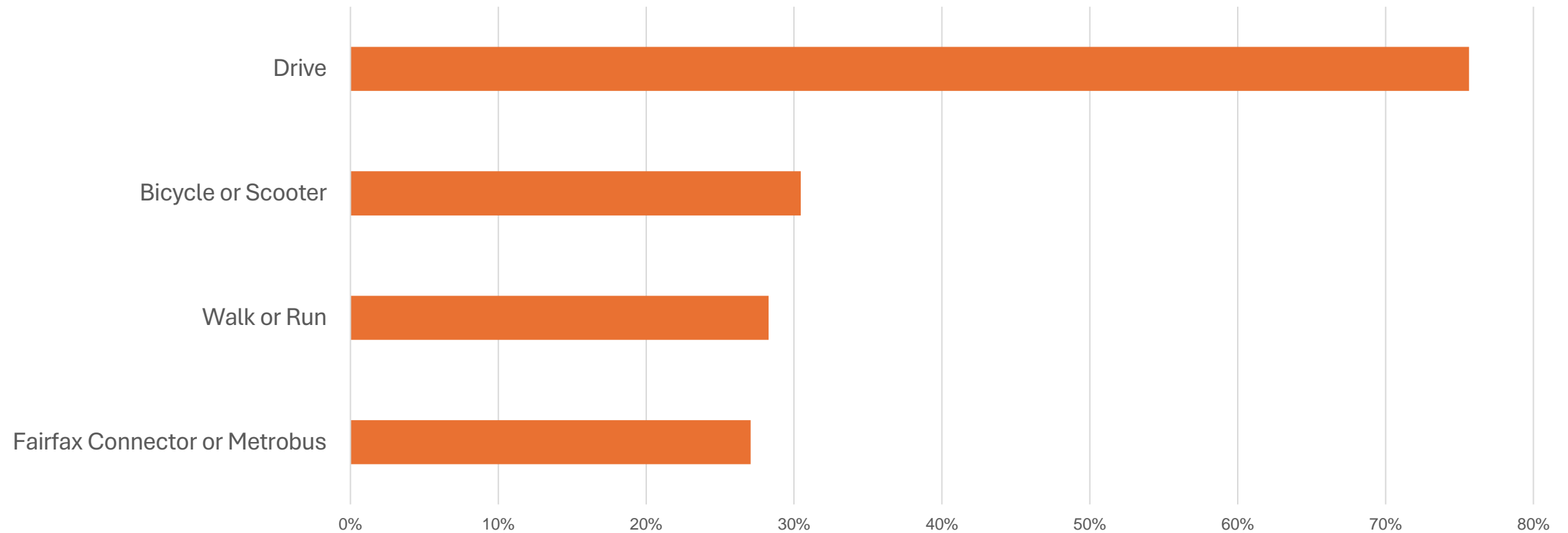


Which part(s) of Gallows Road do you use?



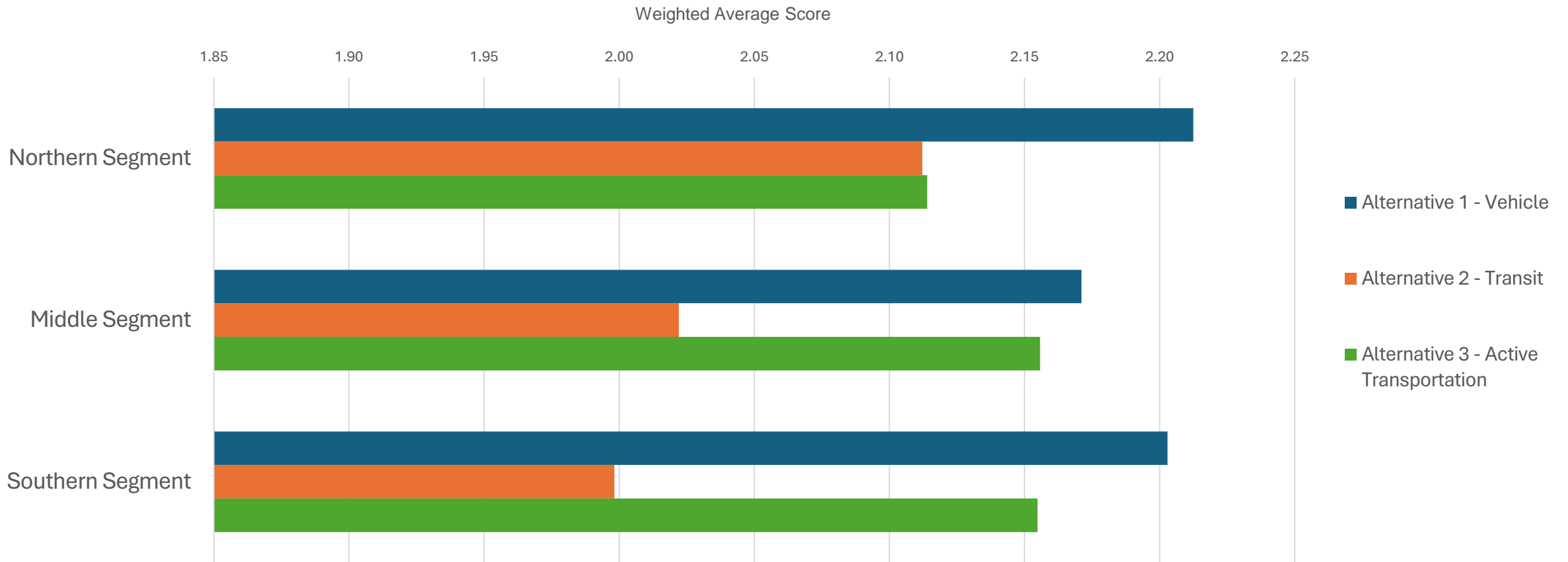


How do you travel along Gallows Road?



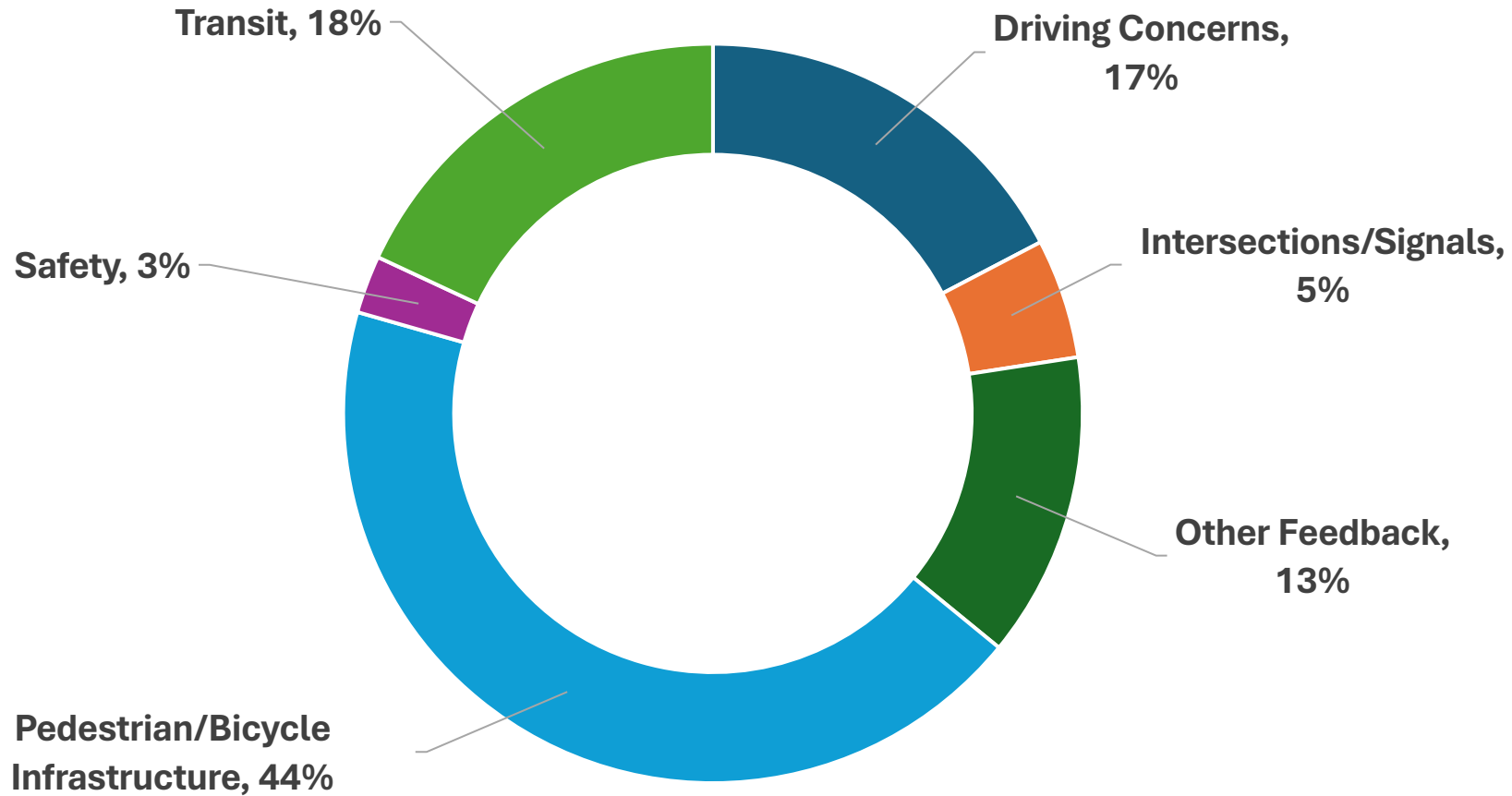


Please rank from most to least preferred your preference for the following improvement alternatives for the Northern, Middle, and Southern Segments.





Comments or feedback for the improvement alternatives or segments





Comments or feedback for the improvement alternatives or segments (Summary)

Active Transportation	Transit	Driving	Other Feedback	Intersection/Signal	Safety
<ul style="list-style-type: none">• Pedestrian and bicycle facilities should be connected to key destinations (e.g., schools, parks).• More pedestrian crossings and sidewalks are necessary for accessibility.• Creating pathways for both pedestrians and cyclists was seen as a practical.• Support for allocating ROW towards active transportation facilities.	<ul style="list-style-type: none">• Transit frequency and reliability need improvement.• Bus routes should be optimized to better serve key areas.• More transit-friendly infrastructure would encourage usage.	<ul style="list-style-type: none">• Traffic congestion is a frequent issue.• Lane reductions are widely opposed.• Drivers worry about increasing delays due to design changes.	<ul style="list-style-type: none">• There is a need to balance immediate concerns with long-term goals.• Community engagement should be prioritized in decision-making.• Future projects should be forward-thinking, but practical .	<ul style="list-style-type: none">• Key intersections need improved signal timing.• Additional traffic signals should be considered in high-traffic areas.• Some intersections are confusing and require better signage or redesign.	<ul style="list-style-type: none">• Speeding and reckless driving are major concerns.• Additional crosswalks and pedestrian signals can improve safety.• Better lighting and visibility measures are needed in certain areas.



Select your preference for bicycle facilities

Off-road



93%

Cycle Track



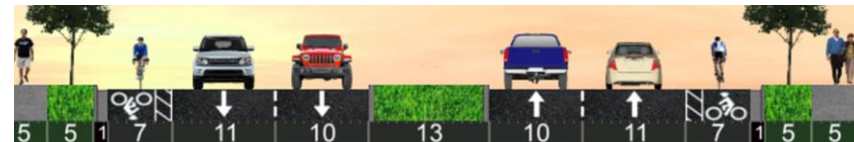
56%

On-road



7%

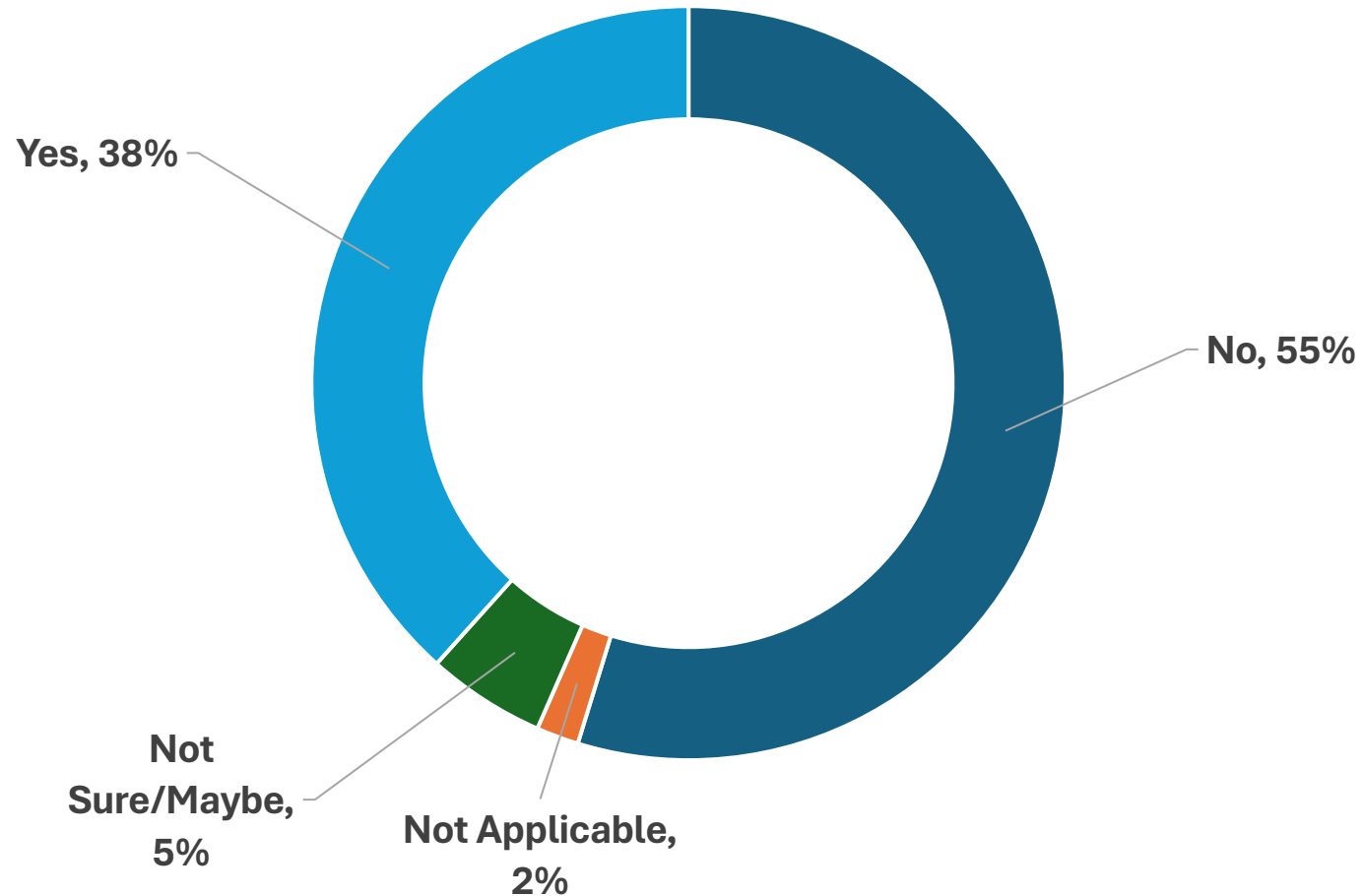
Bike Lane



44%



Drivers: do you support walking and biking improvements if it means increasing the time for your commute/drive?





What conditions would encourage you to use transit?

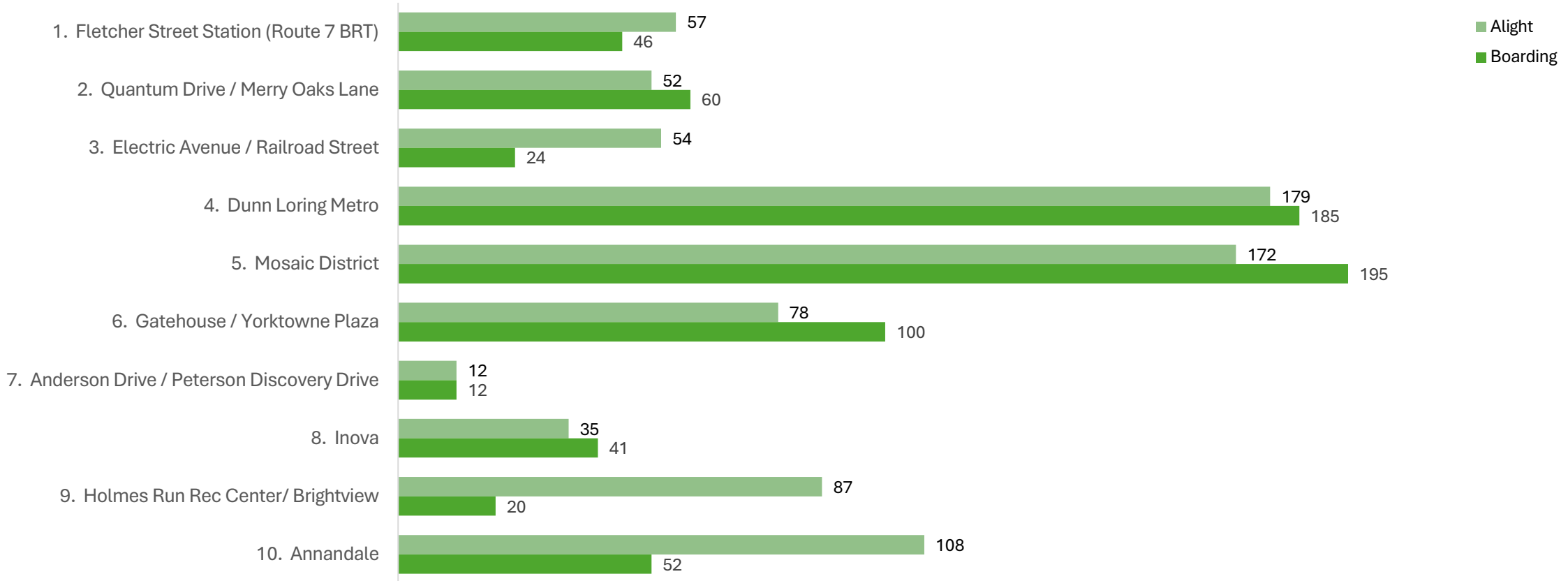
1st Reliable Travel Time

2nd Station Close to Home and Work

3rd High Bus Frequency



Which station(s) would you most likely board and alight BRT?



14 Total Answers Boardings: 834
Total Answers Alight: 735





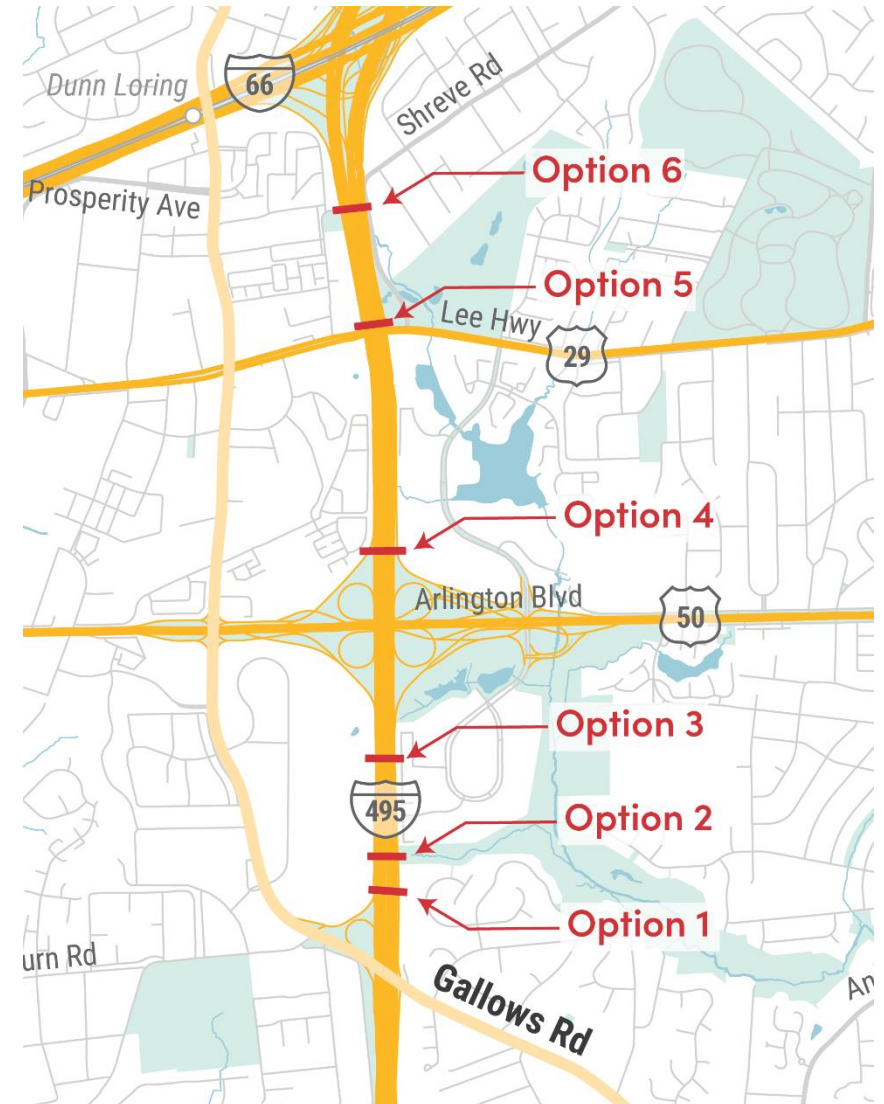
Please use this space to suggest a location(s) that would be more convenient for your commute (Top 10)

Little River Turnpike
Arlington Blvd
Columbia Pike
John Marr Seven Corners
W&OD Trail Woodburn Elementary
Sleepy Hollow Road / Lake Barcroft
Holmes Run Drive
Mason District Park



Please rank your top three choices for possible locations for a pedestrian/bicycle crossing over I-495

Rank	Option
1 st	Option 1: Just North of Gallows Rd/I-495 Interchange
2 nd	Option 5: Just North of Route 29/I-495 Interchange
3 rd	Option 6: Just South of I-66/I-495 Interchange
4 th	Option 2: Between Gallows Rd/I-495 Interchange and Route 50/I-495 Interchange
5 th	Option 4: Just north of Route 50/I-495 Interchange
6 th	Option 3: Just south of Route 50/I-495 Interchange

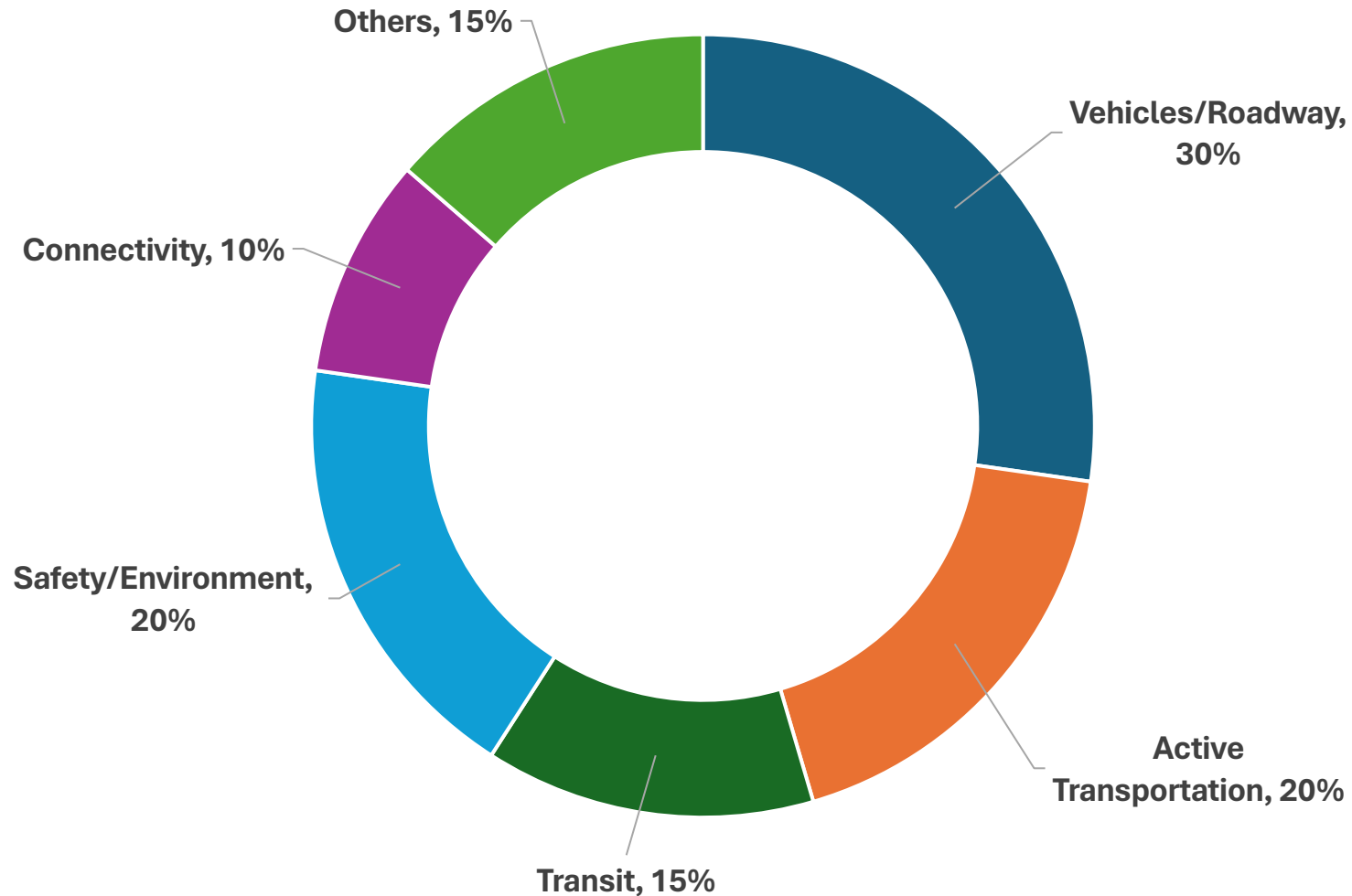




COMMUNITY COMMENTS



Overall Major Areas of Concern from Written Comments



*There was a total of 861 written comments. These were assigned comment codes to identify major areas of concern.



Feedback from Additional Written Comments

Topic	Feedback
Vehicles/Roadway (lanes, intersections, signals, traffic)	<ul style="list-style-type: none"><li data-bbox="665 454 2356 539">• “The southern segment is currently extremely congested. It is unbelievable that reducing vehicle lanes would be an improvement and that this is even a consideration.”<li data-bbox="665 605 2244 691">• “Please prioritize a traffic signal at Hemlock Dr. and or Aston St. It's a route taken by many students and families on their way to Woodburn Elementary School.”<li data-bbox="665 756 2372 842">• “Traffic on Gallows needs to be slowed down. Cars regularly travel 50 mph in a 35. It feels unsafe to walk along it.”<li data-bbox="665 908 2390 993">• “The intersection of Gallows and Annandale Road is dangerous. Lowering Gallows Road a little so there is less of a blind spot would be helpful.”<li data-bbox="665 1059 2397 1145">• “The backups on Gallows Northbound going to the beltway are already multiple light changes long. Decreasing lanes available for cars is not appropriate.”



Feedback from Additional Written Comments (2)

Topic	Feedback
Active Transportation (bicycle, pedestrians)	<ul style="list-style-type: none"><li data-bbox="665 458 2397 551">• “Bicycle riders and pedestrians deserve and need equal access along the length of Gallows under consideration.”<li data-bbox="665 608 1786 651">• “It would be great to have sidewalks separate from bike lanes.”<li data-bbox="665 708 2333 851">• “Cycling along gallows is currently a nightmare in all segments identified. Dedicated cycling infrastructure would reduce overall congestion by encouraging folks to make short trips on bike rather than hopping in the car for every tiny errand.”<li data-bbox="665 908 2283 1001">• “I would like to see Gallows Road be friendlier to pedestrians. I would like to see continuous sidewalks.”<li data-bbox="665 1058 2308 1150">• “Protected bike lanes are a must. People drive 60 mph on gallows, unprotected bike lanes are suicide.”



Feedback from Additional Written Comments (3)

Topic	Feedback
Safety/Environment	<ul style="list-style-type: none"><li data-bbox="662 454 2395 549">• “Traffic on Gallows is bad enough. I frequently see ambulance that can't get down Gallows to the hospital because of traffic.”<li data-bbox="662 606 2395 749">• “Speed cameras are only legal in Virginia in school zones and construction zones. So that means enforcement by police, who are over worked and need to be fighting crime. You need to engineer safety, not rely on enforcement.”<li data-bbox="662 806 2395 906">• “The roads feel super unsafe to use as a pedestrian. There need to be walkability and bike-ability improvements to connect between Mosaic and Dunn Loring station.”<li data-bbox="662 963 2395 1006">• “Please consider barriers to keep the bicycle/walking paths safe.”<li data-bbox="662 1063 2395 1249">• “Electric Vehicles still generate just as much traffic as Hybrid Vehicles and just as much traffic as Gas and Diesel Vehicles. Electric Vehicles increase maintenance to the roads and increase injuries and fatalities with pedestrians since they're much heavier than similarly sized gas vehicles.”



Feedback from Additional Written Comments (4)

Topic	Feedback
Transit	<ul style="list-style-type: none">• “BRT with protected cycling infrastructure throughout the corridor would be transformative to a MUCH safer corridor and a more equitable use of public space.”• “The transit alternative (alternative 2) would be the most beneficial for the community. Buses provide equitable, affordable, convenient, and affordable transportation, and are the most effective way to increase the capacity of the road.”• “Please go with the transit alternative (Alt 2) for all sections. The Fairfax Connector 401/402 is very busy and gets delayed. Having a BRT would be amazing!”• “Bus Rapid Transit (BRT) will make traveling by bus faster than sitting in traffic, but I don't believe many people realize that.”• “We need MORE vehicle lanes not less!! And a middle turn lane could contribute to less traffic jams. We DO NOT need exclusive bus lanes.”



Feedback from Additional Written Comments (5)

Topic	Feedback
Connectivity	<ul style="list-style-type: none">• “Connection to a reliable north/south bike path would be key. Ideally could connect to the W&OD trail too.”• “A crossing near route 50 would be best.”• “Crossing I-495 along Rt. 50 is a complete barrier. This location needs to be prioritized for a safe bike/ped crossing. It also supports the planned Arlington Blvd. Trail.”• “The option of East of 50/495 interchange was not provided but is needed.”• “A pedestrian bridge between West Falls Church.”



Additional Survey Feedback

Traffic & Road Management	Pedestrian & Bicycle Infrastructure	Community Connectivity	Environmental & Health Concerns	Economic & Practical Considerations	Project Design & Outreach
<ul style="list-style-type: none">• Need to address traffic congestion, especially around major intersections and during peak hours.• Need to improve traffic light timing and add turning lanes to reduce delays.• Major concerns about reduced car lanes and increased congestion.	<ul style="list-style-type: none">• Strong demand for safe, separated bike lanes and pedestrian crossings.• Prioritize connections to W&OD Trail and other key trails.• Need for safe crossings over I-495 and Route 50.	<ul style="list-style-type: none">• Improve access to Mosaic District, Inova Fairfax Hospital, schools, and metro stations.• Enhance bus stops, frequency, and integration with pedestrian/bike routes.• Ensure safe routes for students, especially near Woodburn Elementary.	<ul style="list-style-type: none">• Expressed concerns about air quality and noise pollution for people walking and biking near high-traffic areas.• Enhance connections to trails and green space.	<ul style="list-style-type: none">• Some respondents are concerned with the cost-effectiveness of the project.• Some are skeptical about whether new infrastructure will be widely used.	<ul style="list-style-type: none">• Improve outreach and communication to residents.• Mixed opinions on options for pedestrian crossings, with some suggesting underground crossings over bridges.• Ensure new infrastructure connects to existing trails and transit networks.