

# Route 1



## Multimodal Alternatives Analysis

### **APPENDIX B**

### Outreach Summary Report

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# Route 1



## Multimodal Alternatives Analysis

### **ROUTE 1 MULTIMODAL ALTERNATIVES ANALYSIS**

### **OUTREACH SUMMARY REPORT**

November 26, 2014

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## Appendix

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# 1.0 Overview

The Route 1 Multimodal Alternatives Analysis project team (“team”) employed a range of strategies to obtain diverse, active participation in the development, evolution, and evaluation of multimodal alternatives for the project corridor. These strategies emphasized both sharing information and gathering input at key times during each project phase.

The diversity on the Route 1 corridor is in economics, ethnicity, language, and land use (jobs, housing, military, institutional, parks, low density and high density). As a result, targeted outreach was crucial to ensure that a range of opinions and needs were captured in the process. The area north of Fort Belvoir, and the Woodbridge area support very large Spanish speaking populations (approximately 27 percent Hispanic in census blocks adjacent to the corridor in these sections). Project flyers and newspaper ads were prepared and distributed in English and Spanish. Spanish translations were made easily accessible on the website and at public meetings. All meetings were located near the corridor in locations with public transit service and ADA compliant access. DRPT’s Title VI language was used on all flyers and newspaper advertisements.

A summary of the specific strategies and outcomes from the outreach process is provided below, with further detail in later sections.

The team shared information about the project:

- At public meetings
- On the project website
- Through information booths at corridor events and key locations
- Through attendance at business association and neighborhood meetings
- On hard copy flyers, newsletters, and posters distributed on the corridor
- On electronic flyers, newsletters, and posters distributed through the project listserv and other avenues (including the advisory committee members)
- Through REX bus ads and a Huntington Station advertisement
- On Twitter and Facebook
- Through press releases and newspaper advertisements

Outreach products (flyers, newsletters, display boards) were updated periodically throughout the project to be used as both an information sharing tool and an advertisement for the public meetings. After each public meeting, the project website was updated with all of the meeting materials in an interactive format to allow the team to receive input on the meeting materials from those who were not able to attend in person. The team regularly posted to the website and its Twitter and Facebook accounts to advertise all outreach activities. Press releases and newspaper advertisements were prepared and distributed prior to each public meeting. In addition, the team coordinated with the public relations staff at the Department of Rail and Public Transportation, and Fairfax and Prince William Counties to ensure that all the project announcements were distributed through those additional outreach networks.

## Methods for Public Comment

The team gathered input through discussions and activities at stakeholder and public meetings, at a variety of study area events, as well as through surveys and other materials posted on the website. Any materials presented at public meetings were available for review on the website, along with easy-to-use comment forms. The public was also invited to share their comments via social media, e-mail, and a website comment form throughout the process. All e-mail, website, and hard copy comments received individual responses from the project team. These comments and responses are documented in the appendix of this memo.

## How Public and Stakeholder Involvement Influenced the Project

Input from committee members, public meetings participants, elected officials, agency representatives, and other community members and stakeholders directly influenced the project from beginning to end. This included early stage input (project purpose, need, goals, and objectives) and later stage guidance (alternatives development and criteria weighting for the evaluation of alternatives).

Input from early meetings influenced an adjustment of the project purpose and need to explicitly balance the need for safe and accessible non-motorized transportation (pedestrian and bicycle) with an appropriate level of vehicle accommodation. It also made explicit the need for more robust land use in order to support high-quality transit. The project objectives were adjusted to address the need for pedestrian improvements, integration with existing and planned transit service, and minimizing impacts to the natural environment.

Input from later meetings (including input from Public Meeting #2 and from the survey taken at the meeting and available online from March 24-April 26, 2014) influenced the weights assigned to the evaluation measures. Many people have expressed a preference for Metrorail; as a result, draft funding options and a timeline and phasing plan have been developed.

The team undertook a multi-faceted stakeholder involvement process. Table 1 presents the primary outreach strategies and summarizes the methods used to implement those strategies. More information is available in the remainder of this document, as well as in the appendix.



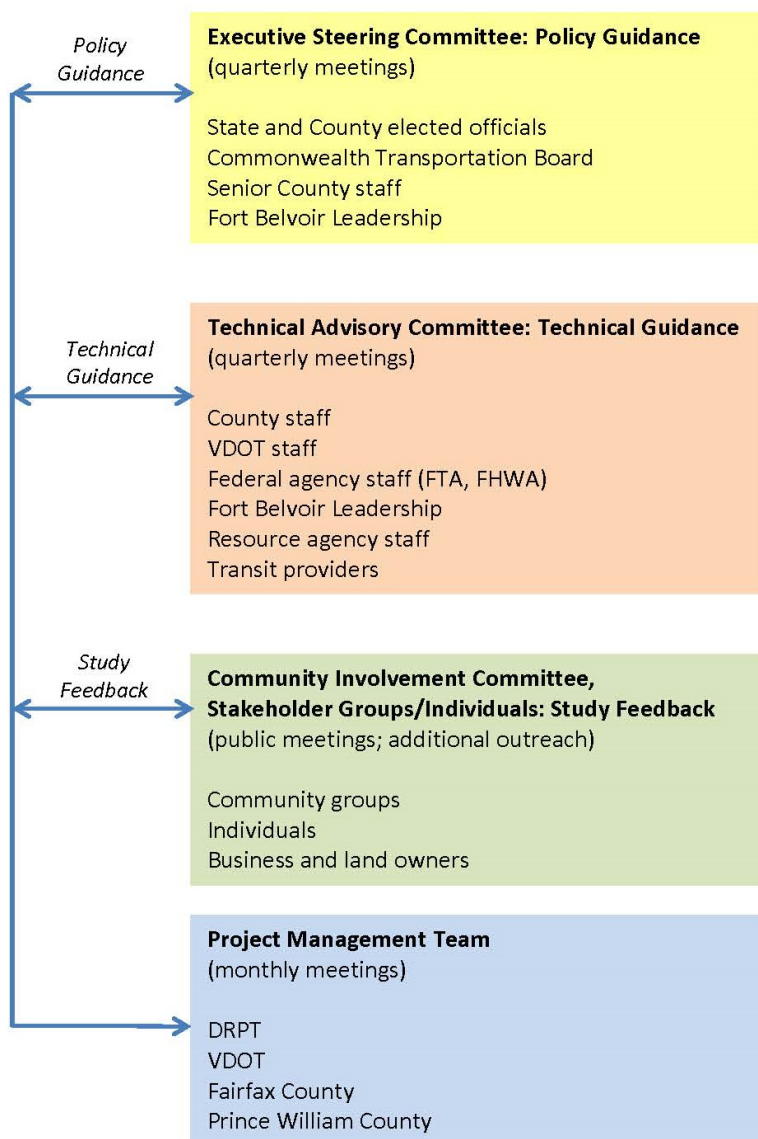
**Table 1. Outreach Strategies and Implementation Summary**

Strategy	Summary of Strategy Implementation
<b>Targeted Stakeholder Engagement</b>	<ul style="list-style-type: none"> <li>Established four committees to focus on guiding the project in ways that would respond to the overall project objectives as well as the roles and responsibilities of the relevant federal, state, and local agencies:               <ul style="list-style-type: none"> <li>Project Management Team</li> <li>Technical Advisory Committee</li> <li>Executive Steering Committee</li> <li>Community Involvement Committee</li> </ul> </li> <li>Through briefings and small group meetings, engaged elected officials and other key stakeholders to provide feedback on critical issues and build project buy-in. Targeted outreach was also used to announce and distribute information about public meetings.</li> </ul>
<b>Public Meetings</b>	Conducted three rounds of educational and interactive public meetings at key points in the alternatives development and evaluation process. Meetings were held in October 2013, March 2014, and October 2014.
<b>Community Engagement Beyond the Public Meetings</b>	<ul style="list-style-type: none"> <li>Spoke with the community at more than 20 events, including back to school nights, markets and festivals, and other established meetings in the study area. In addition, the team set up booths at the Huntington Metro Station to distribute information about the project during peak commute hours. The team also attended homeowner and business association meetings regularly.</li> <li>Reached out to existing networks, including schools, churches, grocery stores, and other gathering places, to distribute project information and public meeting notices.</li> <li>Ensured outreach across the economic spectrum on the corridor. Meeting flyers were distributed at affordable housing complexes, international groceries, human service offices, and at bus stops. Flyers and newsletters were prepared and distributed in English and Spanish, and the website included a translation tool for multiple languages.</li> <li>Established the project website and updated material frequently. After each meeting, all materials presented and distributed at the meeting were available online (including a video of the presentation), and people were able to take surveys online and comment on display boards. Updated informational material at regular intervals and distributed through e-mails, twitter, and Facebook accounts, newsletters, flyers, and other handouts.</li> </ul>

## 2.0 Targeted Stakeholder Engagement

Committee meetings and small group discussions are described in this section, including key findings from each. Project committees included the Project Management Team (PMT), Executive Steering Committee (ESC), Technical Advisory Committee (TAC), and Community Involvement Committee (CIC). In addition, many small group discussions and presentations were held throughout the course of the study. Figure 1 provides an overview of the committees and their roles for the project.

**Figure 1. Route 1 Multimodal AA Committees and Roles**



## Project Management Team (PMT)

The Project Management Team (PMT) served as management-level advisors for the duration of the project. The group reviewed technical documents in detail and provided strategic guidance at the state and local levels in order to deliver a successful project. The PMT met in-person on a monthly basis and spoke by conference call between meetings, as needed. The PMT comprised representatives from the following agencies:

- Virginia Department of Rail and Public Transportation (DRPT)
- VDOT Northern Virginia
- Office of Intermodal Planning and Investment (OIPI)
- Fairfax County DOT
- Prince William County DOT

## Executive Steering Committee (ESC)

The Executive Steering Committee (ESC) offered policy guidance and strategic direction to the project team throughout the course of the project. The ESC comprised the key elected and appointed officials who wished to maintain consistent involvement. The full ESC met five times, as described in this section. The project team also held numerous briefings with subgroups from the ESC to discuss specific elements of the analyses and findings, and to provide jurisdiction or district specific updates. Table 2 lists the ESC members.

**Table 2. Executive Steering Committee Membership**

ESC Membership	
Name	Organization/Agency
<b>Elected Officials/Senior Staff Members</b>	
<b>Congressman Gerry Connolly (Rep. by Collin Davenport)</b>	U.S. House of Representatives, 11 <sup>th</sup> District of VA
<b>Congressman Jim Moran (Rep. by Mike Lucier)</b>	U.S. House of Representatives, 8 <sup>th</sup> District of VA
<b>Scott Price</b>	Office of Senator Mark Warner
<b>Joe Montano</b>	Office of Senator Tim Kaine
<b>Delegate David Albo</b>	Virginia House of Delegates, 42 <sup>nd</sup> District
<b>Senator George Barker</b>	Virginia Senate, 39 <sup>th</sup> District
<b>Senator Charles Colgan</b>	Virginia Senate, 29 <sup>th</sup> District
<b>Delegate L. Mark Dudenhefer</b>	Virginia House of Delegates, 2 <sup>nd</sup> District (To Jan 2014)
<b>Delegate Michael Futrell</b>	Virginia House of Delegates, 2 <sup>nd</sup> District (From Jan 2014)
<b>Senator Adam Ebbin</b>	Virginia Senate, 30 <sup>th</sup> District
<b>Delegate Rob Krupicka</b>	Virginia House of Delegates, 45 <sup>th</sup> District
<b>Senator Toddy Puller</b>	Virginia Senate, 36 <sup>th</sup> District
<b>Delegate Mark Sickles</b>	Virginia House of Delegates, 43 <sup>rd</sup> District
<b>Delegate Scott Surovell</b>	Virginia House of Delegates, 44 <sup>th</sup> District

ESC Membership	
<b>Delegate Luke Torian</b>	Virginia House of Delegates, 52 <sup>nd</sup> District
<b>Supervisor Gerald Hyland</b>	Fairfax County, Mt. Vernon District
<b>Supervisor Jeff McKay</b>	Fairfax County, Lee District
<b>Supervisor John Jenkins</b>	Prince William County, Neabsco District
<b>Supervisor Frank Principi</b>	Prince William County, Woodbridge District
<b>Supervisor Catherine Hudgins</b>	WMATA Board of Directors (Also Fairfax County, Hunter Mill District Supervisor)
<b>Appointed Officials</b>	
<b>Fran Fisher</b>	Commonwealth Transportation Board (To May 2014)
<b>Jim Dyke</b>	Commonwealth Transportation Board (From May 2014)
<b>Thelma Drake</b>	DRPT, Director (To Jan 2014)
<b>Jennifer Mitchell</b>	DRPT, Director (From Jan 2014)
<b>Helen Cuervo</b>	Virginia Dept. of Transportation (VDOT), NOVA Administrator
<b>Renee Hamilton</b>	VDOT, NOVA Deputy District Administrator
<b>Staff</b>	
<b>Ryan Kelly</b>	Office of the Secretary of Transportation (To Jan 2014)
<b>Tom Biesiadny</b>	Fairfax County DOT, Director
<b>Noelle Dominguez</b>	Fairfax County, Legislative Liaison (Alternate to T. Biesiadny)
<b>Tom Blaser</b>	Prince William County DOT, Director
<b>Rick Canizales</b>	Prince William County DOT (Alternate to T. Blaser)
<b>Christopher Landgraf</b>	Fort Belvoir, Chief Facility Planning Garrison Commander
<b>Rich Baier</b>	Director, Department of Transportation and Environmental Services (Through Aug 2014)
<b>Jim Maslanka</b>	City of Alexandria T&ES (Alternate to R. Baier)
<b>Kelley Coyner</b>	NVTDC
<b>Allison Davis</b>	WMATA
<b>Greg Potts</b>	WMATA

## ESC Meeting topics and summary of input

### ESC Meeting #1: April 10, 2013 (Virginia Megaprojects Office)

#### ESC Meeting #1: Topics

The ESC provided feedback to the team and responded to three guiding questions:

- What are the most critical needs in the study area?
- What themes must the study address to cover the range of stakeholder priorities?
- What are the most important outcomes of the Route 1 Multimodal Alternatives Analysis?

#### ESC Meeting #1: Discussion Summary

The following issues were brought to the team's attention:

- Bilingual outreach is critical.
- Consider that the corridor has distinct sections – North and South of Ft. Belvoir – and what those two different populations might need in terms of outreach.
- Include large property owners as stakeholders.

- Consider water transit opportunities, parking, and real-time information.
- There are broader economic development issues to be addressed than just traffic issues.
- It's a historic corridor with historic assets.
- Help the community define what they want to see and have in their community.
- Develop a "dashboard" to measure pros/cons of options for transparency.
- Understand land use and business opportunity impacts related to the alternatives.
- Affordable housing is a major issue.
- Shouldn't feel constrained by existing funding sources, but be aware of what's available. NVTAs as a potential source of funding, along with public-private partnerships.
- Identify groups that may feel threatened or vulnerable by the project and go to them to share the approach and intentions before they express concern.
- City of Alexandria should be represented at ESC meetings, not just in the TAC.

### **ESC Meeting #2: November 14, 2013 (Fort Belvoir)**

#### **ESC Meeting #2: Topics**

The ESC provided feedback to the team on the following topics:

- Alternatives Screening and Development process
- Project Funding and Finance

#### **ESC Meeting #2: Discussion Summary**

The following issues were brought to the team's attention:

- Consider that transit mode may need to shift along corridor and not be consistent throughout, but need to also consider service implications.
- Consider transit, vehicle, pedestrian, and bicycle options together.
- Don't take any funding options off the table until we know what we are funding (type, scale, etc.).

### **ESC Meeting #3: March 13, 2014 (Mt. Vernon Government Center)**

#### **ESC Meeting #3: Topics**

The ESC provided feedback to the team on the following topics:

- Proposed alternatives for further evaluation
- Land use scenario development
- Evaluation of alternatives

#### **ESC Meeting #3: Discussion Summary**

The following issues were brought to the team's attention:

- Consider the number of curb cuts and what they mean for the comfort of a shared-use path.
- Compare land use alternatives with something that currently exists in the Metro area, and show how areas such as Ballston and Clarendon looked (in terms of density) before and after transit investment.
- Clarify evaluation criteria, especially with regards to "what the community wants."
- Refine the message about necessary investments so that the public can see and understand the magnitude. Should show only what is feasible on Route 1.
- Clarify general implementation schedule on slide for public meeting.

- Consider how land use patterns could change and what that means for changing Comprehensive Plans, etc.

#### **ESC Meeting #4: October 2, 2014 (Mt. Vernon Government Center)**

##### **ESC Meeting #4: Topics**

The ESC discussed the following topics:

- Preliminary recommendation
- Project phasing
- Population and employment growth analysis
- Traffic capacity analysis
- Potential funding strategy
- Next steps

##### **ESC Meeting #4: Discussion Summary**

The following issues were brought to the team's attention:

- Proposed phasing suggests that the planning process needs to begin immediately in order to stay on track with the timeline.
- The Comprehensive Plan updates must respond to the infrastructure capacity demands of new development. It should contain triggers that allow higher density development when there is confirmation that Metrorail is definitely coming to the area.
- There is a need for a regional conversation about connecting BRT systems.
- The funding request for this project to NVTA should be more ambitious than is shown in the current proposal. This is the kind of regional capacity building project that is envisioned to be funded by NVTA. The project should aim high.
- There is some interest from the private sector for a public-private partnership BRT project on this corridor. It should be explored further.
- Fairfax County requests that DRPT assist in making sure the adopted recommendations from this project are reflected in all the key documents so that the projects remains eligible for funding.
- Would like to see the timeline shortened, but understand the constraints. The best way to accelerate the project is to find money sooner than expected. For example, through NVTA funding in this current funding cycle.
- There is a lot of unbuilt FAR on Route 1 in the Comprehensive Plan right now. Right-of-way acquisition is one of the biggest challenges for this project. The counties need to understand the station locations, and requirements for right-of-way, density, and infrastructure so that these elements can be incorporated into the Comprehensive Plan updates.
- It will be important to bring the recommendations from this study to the Board of Supervisors in both counties as soon as the project is complete. This will allow the Comprehensive Plan updates to begin as soon as possible. The Fairfax County Board of Supervisors will further discuss the implementation timeline. The resolution for the ESC does not address the timeline issue.

**ESC Meeting #5: October 27, 2014 (South County Center)****ESC Meeting #5: Topics**

The ESC discussed the following topics:

- Findings from public meeting #3
- Final study recommendations
- Potential implementation timeline
- Project action items and next steps
- Draft resolution for endorsement

**ESC Meeting #5: Discussion Summary**

The following issues were brought to the team's attention:

- Concern among some members of the ESC that this two phased approach to Comprehensive Planning for Phase IV will be inefficient and not provide the commitment to Metrorail that large developers wish to see before making a major investment on the corridor. Other ESC members noted that the County must phase the planning updates in order to ensure appropriate provision of county services as the population grows.
- The Mount Vernon Council sent a resolution to its county elected official stating its wish to see a Metrorail extension on Route 1. A community discussion about density would help the elected officials determine if there really is widespread public support for the densities required for Metrorail. Some members of the ESC want to see this discussion occur soon. Others feel that a discussion about Metrorail today would create unrealistic expectations among members of the public and ultimately slow the planning and rezoning process.
- There is a need to identify the project sponsors for the Route 1 projects moving forward. That project sponsor would develop a more detailed funding plan. At the next federal funding milestone (at the end of the environmental process), FTA will want to see this funding plan and a local financial commitment to the project.
- FTA is the traditional way to fund this type of project, but there are other methods too, which the project team should keep in mind. For example, earmarks. Also, with employment at Fort Belvoir growing, the army might contribute to the project.
- As the team thinks about the funding plan, consider if there are lessons learned from the silver line model. There is no airport or toll road, but there may be other applicable methods for collecting funds, for example tax strategies. However we need to understand the implications for people living on Route 1. NVTA and state money will be important funding opportunities.
- Congressman Moran's office is looking into the process for transitioning any remaining money from the current Route 1 widening project to this Route 1 Multimodal project. Since the current widening project is not complete, it is not yet clear how much money will remain at the end. The intent is to keep any remaining money in the corridor.
- Executive Steering Committee members recommended a few adjustments to the draft resolution. Participants approved these changes, and the final resolution was circulated to ESC members for signatures. The following ESC members signed the resolution at or following the ESC meeting:



- Supervisor John J. Jenkins, Prince William County Neabsco District
- Delegate Scott A. Surovell, Virginia House of Delegates, 44<sup>th</sup> District
- Delegate Mark D. Sickles, Virginia House of Delegates, 43<sup>rd</sup> District
- Supervisor Gerald W. “Gerry” Hyland, Fairfax County Mount Vernon District
- Senator Linda T. Puller, Virginia Senate, 36<sup>th</sup> District
- Supervisor Jeffrey C. McKay, Fairfax County Lee District
- Christopher W. Landgraf, Fort Belvoir
- Renee N. Hamilton, VDOT
- Delegate David B. Albo, Virginia House of Delegates, 42<sup>nd</sup> District
- Delegate K. Rob Krupicka, Jr, Virginia House of Delegates, 45<sup>th</sup> District
- Delegate Luke E. Torian, Virginia House of Delegates, 52<sup>nd</sup> District
- Senator Adam Ebbin, Virginia Senate, 30<sup>th</sup> District
- Representative Jim Moran, US House of Representatives, 8<sup>th</sup> District of VA
- Representative Gerry Connolly, US House of Representatives, 11<sup>th</sup> District of VA
- Supervisor Catherine Hudgins, WMATA Board of Directors and Fairfax County Hunter Mill District

## Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) provided interagency technical advice, feedback, information, and guidance to the team throughout the alternatives analysis. The TAC met four times during the course of the project. In addition, small group briefings were held with subgroups from the TAC for detailed discussion of specific project elements. Committee members included representatives of the following groups:

- City of Alexandria
- Fairfax County Department of Planning and Zoning (DPZ)
- Fairfax County Office of Community Revitalization (OCR)
- Fairfax County DOT
- Fairfax Connector
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Northern Virginia Transportation Commission (NVTC)
- Office of the Virginia Secretary of Transportation
- Potomac and Rappahannock Transportation Commission (PRTC)
- Virginia Railway Express (VRE)
- Fort Belvoir
- Prince William County Planning
- Prince William County DOT
- Southeast Fairfax Development Corp.
- VDOT Northern Virginia
- VDOT Central Office
- Virginia Department of Historic Resources (VDHR)
- Virginia Department of Environmental Quality (VDEQ)
- Virginia Office of Intermodal Planning and Investment (OIPI)
- Washington Metropolitan Area Transit Authority (WMATA)



## TAC Meeting topics and summary of input

### **TAC Meeting #1: July 17, 2013 (South County Center)**

#### **TAC Meeting #1: Topics**

The TAC provided feedback to the team and responded to three guiding questions:

- What are the most critical needs in the study area?
- What are the key technical considerations for your agency?
- What are the most important outcomes of the Multimodal Alternatives Analysis?

#### **TAC Meeting #1: Discussion Summary**

The following issues were brought to the team's attention:

- Clarify whether this is an FTA New Starts project.
- Clarify analysis year for alternatives comparison.
- Definition of "public."
- Be cognizant of Title VI protected populations on corridor.
- Consider all modes when creating connectivity, including VRE.
- Determine northern terminus of corridor.
- Consider and carefully plan long-term and short-term phases, as well as the tradeoffs between land use intensity and mode selection options.
- Coordinate with ongoing studies or those that start up during project process.
- Issues in using COG model, which is designed for weekday analysis and not weekend analysis.
- Avoid delays by addressing environmental, historic, and cultural impacts early.
- Need certainty from the study to drive the economic development that will be necessary.
- Address both local and commuter needs.
- Need to address utility corridors; was an issue with the widening project.

### **TAC Meeting #2: September 25, 2013 (South County Center)**

#### **TAC Meeting #2: Topics**

The TAC reviewed and discussed the following:

- Draft Purpose and Needs Statement
- Draft Needs Assessment
- Draft Evaluation of Alternative Methodology

#### **TAC Meeting #2: Discussion Summary**

The following issues were brought to the team's attention:

- Clarify the study area.
- Accommodate people accessing the stations and transferring between modes.
- Consider both people traveling through and within the corridor.
- Several issues regarding materials for presentation at the public meeting, including a recommendation to video record the presentation.
- Several issues regarding the draft list of goals and measures.

### **TAC Meeting #3: March 6, 2014 (South County Center)**

#### **TAC Meeting #3: Topics**

The team presented the following topics to the TAC for discussion and comment:

- Existing travel markets and the Metrorail core capacity issue
- Initial alternatives, key indicators and evaluation factors, and the process by which the team is refining those alternatives
- The land use scenarios and economic analysis tasks
- Project funding and finance, including potential sources
- Next steps and upcoming meeting schedule

### **TAC Meeting #3: Discussion Summary**

The following issues were brought to the team's attention:

- Utilize general travel market trends along with specific transit market trends.
- Constraints on the project related to Metrorail and highway capacity concerns.
- Consider of bus capacity issues.
- Request to see ridership results for new riders versus those switching from other transit modes.
- Take into account planned VRE service increase for Woodbridge.
- Reference other relevant plans and possible constraints they could create.
- Include County bond funding as a possible financing strategy.

### **TAC Meeting #4: September 10, 2014 (South County Center)**

#### **TAC Meeting #4: Topics**

The team presented the following topics to the TAC for discussion and comment:

- A brief project update, including schedule and project status; highlights from the last meeting; and the process for arriving at a recommended alternative at the end of the study
- Evaluation of Alternatives
- Key considerations for project implementation including Environmental Scan findings, population and employment growth, traffic and roadway capacity
- Preliminary implementation and phasing approach
- Next steps: adopting recommendations into local and regional plans, beginning National Environmental Policy Act (NEPA) process and concept engineering, and refining cost estimates and funding plans

#### **TAC Meeting #4: Discussion Summary**

The following issues were brought to the team's attention:

- Ensure that any plan accommodates both through and local trips
- Clarify "cost per rider" vs "cost effectiveness" - the former sounds like it refers to the potential transit fare rather than a measure to compare alternatives
- Several edits/clarifications to the station activity density level information
- Simplify and clarify traffic findings
- With regards to phasing and implementation:
  - Show land use planning actions that will be needed along with the implementation timeline
  - Call out specific actions that need to be taken at multiple levels (state, county, local)
  - Consider how potential growth above current forecasts might affect other parts of Fairfax County

## Community Involvement Committee (CIC)

Throughout the process, the Community Involvement Committee (CIC) offered guidance related to a range of issues, including critical guidance for strategic outreach to and engagement with the corridor's diverse set of communities. Representatives included business and residential leaders from the corridor, as well as organizations with particular areas of knowledge and interest on Route 1 (environmental, historic, economic, etc.). The team met informally with members of the CIC prior to its first official meeting on September 30, 2013, in order to introduce them to the project and identify others who should be involved in the group. Meetings with the CIC were then held prior to each of the three public meetings.

The CIC included representatives from:

- Alexandria Economic Development Partnership
- Audubon Naturalist Society
- Community Preservation and Development Corporation
- Fairfax Advocates for Better Bicycling
- Fairfax County Federation of Citizens Organizations
- Friends of Dyke Marsh
- Friends of Huntley Meadows Park
- Friends of Quander Brook
- George Mason University Center for Regional Analysis
- Good Shepherd Housing & Family Services
- Habitat for Humanity
- Lee District Association of Civic Organizations
- Lee Land Use Committee
- Mason Neck Citizens Association
- Mount Vernon Council of Citizens' Associations
- Mount Vernon-Lee Chamber of Commerce
- Northern Virginia Affordable Housing Alliance
- North Woodbridge Breakfast Club
- Planning Commissioners (Fairfax County and Prince William County)
- Sierra Club, Virginia Chapter
- South County Federation
- South Fairfax Chamber of Commerce
- Southeast Fairfax Development Corporation
- Spring Bank Community Association
- The Coalition for Smarter Growth
- Transportation Commissioners (Fairfax County)
- United Community Ministries
- Wesley Housing Development Corp. of Northern Virginia
- Woodbridge Civic Association

## CIC Meeting topics and summary of input

### **CIC Meeting #1: September 30, 2013 (Mt. Vernon Government Center)**

#### **CIC Meeting #1: Topics**

The CIC reviewed and discussed the following:

- Project purpose, goals, community and stakeholder involvement strategy, and schedule
- Corridor demographics
- Case studies of transit supported development and density
- Draft goals showing initial analysis of current conditions and trends
- Findings from a survey distributed to CIC members prior to the meeting

#### **CIC Meeting #1: Discussion Summary**

The following issues were brought to the team's attention:

- Terminology and other suggested changes for the public meeting presentation.
- Need for short term improvements.
- Consider using Level of Service analysis.
- Outreach suggestions, including reaching out at bus stops, to non-governmental organizations (NGOs), surveys.
- Consider visitors as stakeholders.

The committee also broke out into small group discussions led by members of the team. In these groups, CIC members were asked to consider the following questions:

- What are your transit visions for the Route 1 corridor within the study area, and what conditions will need to be in place to allow these to be realized?
- What do you think the community's expectations are for this study?

### **CIC Meeting #2: March 18, 2014 (Mt. Vernon Government Center)**

#### **CIC Meeting #2: Topics**

The CIC reviewed and discussed the following:

- Travel markets and ridership modeling
- Proposed alternatives for further evaluation
- Land use scenarios and economics
- Project funding and finance
- Public meeting outreach--Specific questions that were asked of the CIC:
  - What will the community be interested in learning about at the meeting?
  - Does the presentation need to be modified to clearly provide that information?
  - Are there other meeting outreach strategies that we should consider?

CIC was also asked to review the display boards independently, or in small groups, and provide feedback to the team.

#### **CIC Meeting #2: Discussion Summary**

The CIC highlighted a number of slides for clarification and refinement prior to presentation to the public. In particular, the CIC recommended less information on each slide, and streamlining of the presentation material. The CIC suggested that some of the material could be shifted to the display boards so that the presentation could focus on the key findings and deliverables.

### **CIC Meeting #3: October 1, 2014 (South County Center)**

#### **CIC Meeting #3: Topics**

The CIC reviewed and discussed the following:

- Outreach activities
- Evaluation of alternatives process
- Summary of key indicators and findings
- Draft recommendation
- Growth scenarios and traffic analyses
- Project phasing and funding
- Next steps

#### **CIC Meeting #3: Discussion Summary**

The following issues were brought to the team's attention:

- Clarify the differences between the transit modes. People generally do not understand which options will make their travel trips shorter, and how the transit travel time compares with auto travel times.
- Clearly explain the cost effectiveness measure.
- Many people are afraid of density as a concept. It is better to use words like "mixed-use", "live/work/play environment", "compact and convenient", and "lifestyle choices" instead of "density." Use examples, such as recent changes in Huntington, to help people understand the mixed-use, higher density, multimodal vision for the corridor.
- Add a north arrow to the visualizations to help people with orientation.

## Other Targeted Engagement

The team conducted small group meetings, interviews, and briefings with many key stakeholders throughout the study. Table 3 documents many of those meetings. This was a very effective way to provide project updates and receive targeted feedback and input at critical points in the planning process.

**Table 3. Briefing Dates and Attendees**

Briefing Dates and Attendees	
Date	Attendees
8/2/13	Fairfax County Planning Staff
9/5/13	ESC Briefing: Supervisor Hyland
9/5/13	ESC Briefing: Supervisor McKay, Taylor Holland
9/9/13	ESC Briefing: Delegate Scott Surovell
9/10/13	ESC Briefing: Senator Toddy Puller, Carrie Ann Alford (legislative aide)

<b>10/1/13</b>	ESC Briefing: Barbara DeChene (Chief of Staff for Supervisor Principi)
<b>10/3/13</b>	Prince William County Office of Housing Staff
<b>10/29/13</b>	Southeast Fairfax Development Corporation
<b>11/13/13</b>	Mount Vernon-Lee Chamber of Commerce
<b>4/9/14</b>	Mount Vernon-Lee Chamber of Commerce
<b>5/27/14</b>	Greg Potts (WMATA), Senator Puller, and Delegate Surovell
<b>5/28/14</b>	ESC Briefing: Senator Puller and Delegate Surovell
<b>6/9/14</b>	Supervisor Jenkins
<b>6/10/14</b>	Supervisor Principi
<b>6/25/14</b>	Chairman Bulova
<b>6/25/14</b>	VDOT: Helen Cuervo, Renee Hamilton, other VDOT senior staff
<b>6/26/14</b>	Supervisor McKay and Supervisor Hyland
<b>7/7/14</b>	ESC Briefing, Fairfax: Senator Puller, Delegate Surovell, Supervisor Hyland, Supervisor McKay, and Tom Biesiadny
<b>7/15/14</b>	ESC Briefing, Prince William: Senator Puller, Senator Barker, Rick Canizales, Delegate Futrell, Tracy Gordon, Supervisor Jenkins, Chris Price, Supervisor Principi, Susan Roltsch
<b>8/21/14</b>	ESC Briefing: Tom Biesiadny (Fairfax DOT)
<b>8/27/14</b>	ESC Briefing: Rick Canizales (Prince William DOT)
<b>8/28/14</b>	Federal Transit Administration
<b>9/2/14</b>	ESC Briefing: Supervisor McKay and Supervisor Hyland
<b>9/4/14</b>	ESC Briefing: Senator Puller and Delegate Surovell
<b>9/5/14</b>	ESC Briefing: Rick Canizales (Prince William DOT)
<b>9/8/14</b>	Mount Vernon Council of Citizens' Associations, Transp. Committee
<b>9/10/14</b>	Montebello Condo Association
<b>9/16/14</b>	Fairfax County Transportation Advisory Commission
<b>9/17/14</b>	Southeast Fairfax Development Corporation (SFDC) Board

## 3.0 Engagement with General Public Outside of Public Meetings

Outreach efforts were aimed at informing the public about the project, encouraging attendance at public meetings, and providing a variety of opportunities for input. The team created several types of outreach products in order to ensure the right type and amount of information for each target group. Outreach materials were distributed both electronically (via e-mail, social media, and the website) and in print. Print materials were posted and/or placed at many locations along the corridor, including bus shelters, grocery stores, affordable housing complexes, libraries, community centers, and government centers.

### Website

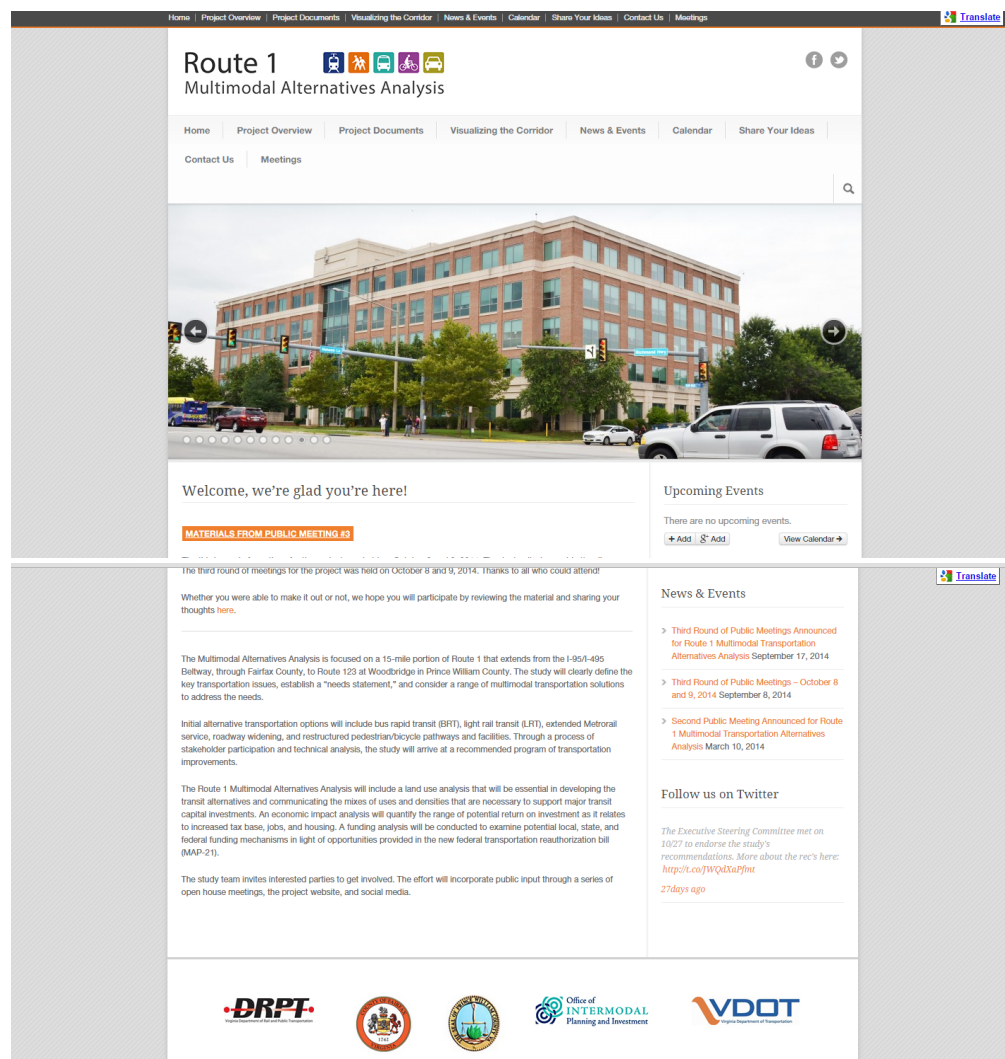
The consultant team established a project website (<http://route1multimodalaa.com/>) and updated the content throughout the study. The website contained background information, schedules of events and meetings, materials from committee and public meetings (including surveys and presentation videos from public meetings), related reports and studies, project-specific documents/findings, news coverage related to the project, and a question/comment box.

The website served as a key opportunity to interact with stakeholders on the corridor who were not able to attend public meetings. Following each public meeting, all of the materials were posted on the website in an interactive format. The project team used its social media network, e-mail communication, and other outreach strategies to advertise this alternative method for providing project input. Comments received through the project website and e-mail address are documented, with responses, in the appendix.

The website also included the google translate tool, which allowed any user to translate the full website text into another language. Eighty language options were available, including Spanish, which is the primary language of many residents and business owners on the Route 1 corridor. Figure 2 presents a screen shot of the website cover page,



Figure 2. Website Cover Page



## Social Media

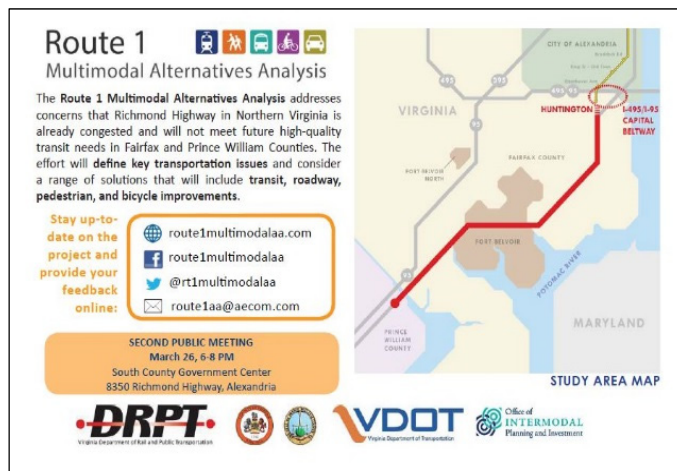
The team established Facebook (route1multimodalaa) and Twitter (@rt1multimodalaa) accounts for the project. Social media was used to advertise meetings and project outreach efforts, connect the project with other related events and celebrations, and take comments. The project team coordinated with public relations staff at DRPT, Fairfax County, and Prince William County to arrange re-tweeting and re-posting of all project notifications. As a result, the project team was able to quickly broaden its social media outreach to these already established networks.



## Printed Materials

### Handouts

The team created a simple hand out for distribution at locations such as Metrorail stations and information booths. The handout contained links to the project website and other social media accounts. For the second and third meetings, the handout was updated to also include a map, a short paragraph about the project, and details about the next public meeting.



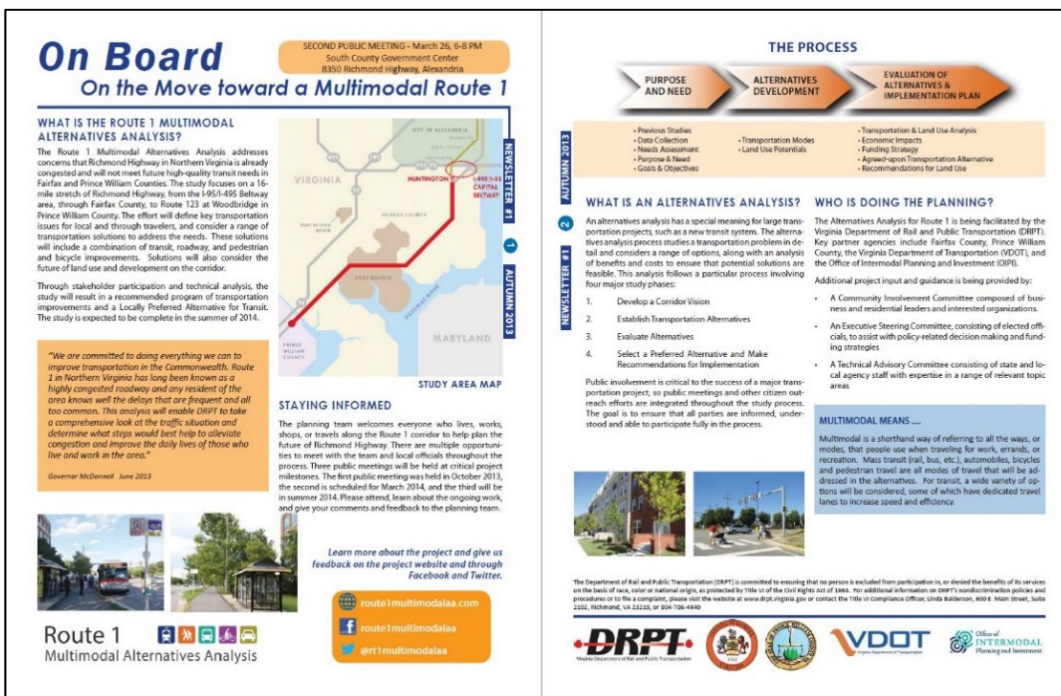
### Flyers

In the weeks leading up to each meeting, one-page flyers were distributed in both English and Spanish. The flyers contained links to the project website and other social media accounts, as well as details about the meeting and a summary of project progress to-date. The flyer was prepared in both a hard copy and digital format with “live” links to the website and social media accounts. The e-mail distribution list included over 350 contacts including committee members, public meeting attendees, and anyone who had expressed interest in the project through the project website or at outreach events. Each of the three public meeting flyers can be found in the appendix of this memo.



## Newsletters

The purpose of the two-page newsletter was to provide a more substantial overview of the current project status and findings to-date. The project newsletters were posted on the project website, distributed at events and meetings. Several of the Executive Steering Committee members made the newsletter available to constituents at their offices.



## Outreach to Underrepresented Populations

To engage low-income and minority populations (who are historically underrepresented in planning processes), the team distributed print materials to community centers, low-income apartment complexes, libraries, and international markets along and near the corridor. Press releases were sent to three Spanish language newspapers and three Spanish radio stations, and ads placed in the Washington Hispanic newspaper. All meeting flyers and bus advertisements were prepared in English and Spanish. The website included a translation tool for all the text. The team also reached out to community leaders and organizations along the corridor who represent the low income and minority populations, including VOICE, Progreso, and Ventures in Community. Outreach to the study area schools and attendance at back-to-school nights included materials in English and Spanish and Spanish translators, as needed.

## Information Booths

In an effort to engage those community members who typically cannot or do not attend meetings, the team reached out to community members at back-to-school nights, Town Halls, markets, festivals, and at the Huntington Metrorail station. Table 4 notes the events attended by project team members. At

each, the project team set up an information table with a project display board, actively engaged attendees, and distributed meeting notices, newsletters, and other handouts.

**Table 4. Information Booths**

Outreach dates and locations	
<b>9/11/13</b>	Route 1 Widening Meeting
<b>9/11/13</b>	Hayfield Middle School Back to School Night
<b>9/12/13</b>	Potomac Communities Workshop
<b>9/17/13</b>	Woodley Hills Elementary School Back to School Night
<b>9/17/13</b>	Route 7 event
<b>9/19/13</b>	Walt Whitman Middle School Back to School Night
<b>9/21/13</b>	Lee District Community Fair
<b>9/24/13</b>	Groveton Elementary School Back to School Night
<b>9/25/13</b>	Vibrant Streets Summit
<b>9/25/13</b>	Riverside Elementary School Back to School Night
<b>9/26/13</b>	Gunston Elementary School Back to School Night
<b>10/2/13</b>	Mount Vernon Farmers Market
<b>10/2/13</b>	Ventures in Community
<b>10/3/13</b>	West Potomac High School Back to School Night
<b>10/5/13</b>	Occoquan Farmers' Market
<b>10/6/13</b>	Lorton Farmers Market
<b>10/9/13</b>	Mount Vernon Farmers Market
<b>10/19/13</b>	Mount Vernon-Lee Celebration!
<b>11/6/13</b>	Huntington Metro Station – rush hour
<b>2/1/14</b>	Mount Vernon Town Hall meeting booth

## Schools

The team made phone calls and sent e-mails to principals and Parent Teacher Association presidents at schools throughout the Route 1 corridor study area in order to discern the best way to share information their school community. Outreach efforts included flyers sent home in backpacks, e-mails sent to parents, and listing the meeting date on school calendars or in school newsletters. The team reached out to the following schools before each of the three public meeting. The star (\*) indicates a significant Spanish speaking population in the school. Bilingual materials were offered to all the school and distributed as needed. The schools included:

- Belle View Elementary School
- West Potomac High School
- Bucknell Elementary School
- Groveton Elementary School
- Hybla Valley Elementary School\*
- Holland Meadows Elementary School\*
- Walt Whitman Middle School\*
- Mount Vernon Woods Elementary School\*
- Mount Vernon High School\*
- Riverside Elementary School
- Stratford Landing Elementary School
- Carl Sandburg Middle School
- Wayneswood Elementary School
- Fort Hunt Elementary School
- Woodley Hills Elementary School
- Washington Mills Elementary School
- Woodlawn Elementary School\*
- Fort Belvoir Elementary School
- Lorton Station Elementary School
- Gunston Elementary School
- Belmont Elementary School

## E-mail and Written Comments

Interested parties were able to submit comments throughout the project via a comment form on the website, e-mails directly to the project e-mail addresses ([route1aa@aecom.com](mailto:route1aa@aecom.com) and [ideas@route1multimodalaa.com](mailto:ideas@route1multimodalaa.com)), or hard copy letter to DRPT and the other project partners. The team sent individual responses for all the comments received. These comments and responses are documented in the appendix.



## 4.0 Public Meetings

The team conducted three educational and interactive public meetings at key points in the alternatives development and evaluation process. Press releases were distributed to approximately 50 media contacts at the beginning of the project and before each meeting. The team placed advertisements in five local papers for each meeting: Washington Hispanic (in Spanish), Prince William Times, Alexandria Gazette Packet, Mt. Vernon Gazette, and Lorton Connection. For the second meeting, a large advertisement was placed at Huntington Metro Station in English and Spanish. For the third meeting, ads were placed on REX buses running on Route 1 in English and Spanish (see photo).



All three public meetings were held at the South County Center, an accessible location along the project corridor in Fairfax County. The third public meeting was held at both the South County Center and the Belmont Elementary School in Woodbridge, Prince William County. Spanish-speaking team members were available to speak with meeting participants; this was noted at the sign-in table and on the badges of appropriate team members.

Following each public meeting, all of the meeting materials were placed on the project website in an interactive format. Those who visited the website could watch a video of the presentation, comment on the display boards, and participate in the survey. The input received through the website was incorporated in the public meeting reports for each meeting, located in the appendix of this document. Table 5 lists the public meeting dates, locations, and attendance numbers.

**Table 5. Public Meeting Details**

Public Meeting Details			
Mtg. #	Date	Location	Attendance
1	10/9/13	South County Center, Fairfax	75
2	3/26/14	South County Center, Fairfax	145
3	10/8/14 and 10/9/14	Belmont Elementary School, Prince William (10/8) and South County Center, Fairfax (10/9)	152

## Public meeting topics and summary of input

### Public Meeting #1

The first public meeting was focused on sharing background information about the project and gaining public input regarding the draft project goals and needs. The team received input in the form of comments on display boards, “voting” on preferences about project priorities and potential trade-offs, through a Q&A session, and through the survey (58 responses).

#### Key Themes:

- Create destinations on Route 1, not a throughway.
- Understand how any proposed Route 1 transit service connects to the region, not just destinations on the corridor.
- Ensure that Fort Belvoir is a key participant as we look to the future. The travel impacts from Ft. Belvoir are very significant.
- Create safe pedestrian and bicycle conditions.
- Ensure ADA compliance.
- Factor in stream protection and environmental quality.

#### Key Questions that Emerged:

- How will the project progress once the study is complete? What is the timeline? (Federal, State, and local responsibilities/roles)
- How will the project be funded?
- How will the corridor connect at its north end into Alexandria?

### Public Meeting #2

At the second public meeting, the team shared information about outreach findings, updated goals and objectives, technical analyses, refined alternatives, land use analyses, and possible funding strategies.

Public input at the meeting was taken in the form of comments made during the Q & A session, comments written near the display boards, a short survey (124 responses), and a written activity that encouraged attendees to vote on measures for evaluating the multimodal alternatives.

Though there were a variety of opinions from the public regarding the multimodal alternatives presented at the meeting, two preferences emerged from an analysis of the input:

- a) Nearly 85% of survey respondents prefer a rail alternative, with more than half preferring a Metrorail extension. Many respondents emphasized that this was their preference because of the added economic and ridership benefits that come with a rail system versus a bus system.
- b) Respondents recognized the need for long-term transit planning, but emphasized the need for shorter-term solutions, including street and sidewalk improvements, bicycle lanes, and mixed-use development.

### Public Meeting #3

The third public meeting for the Route 1 Multimodal Alternatives Analysis took place in two parts on October 8, 2014 (Belmont Elementary School in Prince William County, VA) and October 9, 2014 (South County Center in Alexandria, VA). Representatives from DRPT and the consultant team spoke about the process to date and the recommended alternative. Before and after the presentation, meeting attendees were invited to learn more about the project findings to date by looking at a series of display boards and speaking with members of the team.

Public input at the meetings was taken in the form of comments made during the Q & A session, comments written near the display boards, and a short survey (76 responses). All materials from the meetings (including the presentation, display boards, and survey) were posted on the project website until November 9, 2014 to allow all members of the community to give their input, even if they were unable to attend the meetings.

Though there were many who expressed an interest in seeing an expedited timeline for the recommended BRT/Metrorail alternative, the majority of people who attended the meeting and responded to meeting materials online were supportive of the recommendation for short-term median-running BRT and long-term Metrorail extension to Hybla Valley.

Please see the appendix for detailed meeting notes and survey findings from each of the three public meetings.

# ROUTE 1 MULTIMODAL ALTERNATIVES ANALYSIS

## PUBLIC & STAKEHOLDER INVOLVEMENT REPORT

### APPENDIX

November 26, 2014

Appendix A: Summary of Public Meeting #1 (October 9, 2013)

Appendix B: Summary of Public Meeting #2 (March 26, 2014)

Appendix C: Summary of Public Meeting #3 (October 8/9, 2014)

Appendix D: Public Meeting Outreach Flyers

Appendix E: Website and Email Comments and Responses



**Public Meeting #1  
Summary Meeting Notes  
October 9, 2013**

**DATE/TIME:** October 9, 2013 – 6:00 p.m. to 8:00 p.m.

**PLACE:** South County Government Center, 8350 Richmond Highway, Alexandria, VA 22309

**SUBJECT:** Public Meeting #1

**ATTENDEES:** Approximately 75 attendees, plus PMT members and consultants (see sign-in sheet)  
36 surveys completed

**1. Presentation**

Amy Inman, DRPT Project Director, opened the meeting, welcomed attendees, and introduced the elected officials, staff and consultants. Tim Roseboom, DRPT Project Manager, provided an overview of the Route 1 Multimodal Alternatives Analysis project. Jason Mumford, AECOM project manager, presented the project background, purpose, schedule, and draft goals and needs.

**2. Question and Answer Period (following presentation)**

A fifteen minute question and answer period followed the presentation. Comments and questions during the Q&A period are list below. To the right of each comment/question is a note as to which draft goal and need are addressed.

- Goal 1: Improve multimodal travel options
- Goal 2: Improve safety; Increase accessibility
- Goal 3: Increase the economic competitiveness and vitality of the corridor
- Goal 4: Preserve community, health, and the environment

Comment/Question	Goal & Need
a. What other studies have been conducted on this topic? Answer: Many studies have been conducted on Route 1 and they are informing this study. This is the first Alternatives Analysis for high quality transit service on Route 1.	N/A
b. What is the vision for Route 1? How do land use and transportation factor into this study? Answer: The study will define the types of land uses you will be needed for the different mode options.	Goal 3, Need: Connections to regional activity centers
c. There is a lot of interest from developers in building residential on this corridor. This may impact the selection of one mode over another.	Goal 3, Need: Support compact, mixed-use development



Comment/Question	Goal & Need
d. What about the need to link from Springfield to Lorton and Fort Belvoir, and other parts of the County/region? Answer: This study emphasizes the Route 1 corridor specifically, but recognizes that these connections need to be made if there is going to be a system. The Countywide Transit Network Study is currently looking at these network elements. We are coordinating the studies.	Goal 3, Need: Connections to regional activity centers
e. Who will determine future decisions regarding implementation of this study? Answer: The plan will need to be in the long range plans for in the Counties in order for the Feds to move ahead. It is a local decision first and will require local participation for implementation. The State would like to support the localities and assist with decisions.	N/A
f. Fort Belvoir Hospital is a largely outpatient facility, so it is a major traffic generator. This should be kept in mind during the planning process. Consider the future number of Fort Belvoir employees and visitors. Answer: The justification for the current Route 1 widening project at Fort Belvoir is largely based on the hospital traffic conditions. The design for this widening project includes preservation of space in the right-of-way for future high quality transit service.	Goal 2, Need: Decrease congestion
g. What about the bottleneck at Alexandria boundary? Will the City enter into this planning? Answer: The City has done its own study on Route 1 in its jurisdiction and the project team for this study will continue to collaborate with the City to resolve the connection at the north end of the corridor.	Goal 3, Need: Connections to regional activity centers
h. What is the implementation timeline? 1 year? 5 years? Answer: Funding availability will largely influence the implementation timeline. Implementation will likely occur in phases over time.	N/A
i. How involved has Fort Belvoir been in this study? Answer: The project leads have met with the Commander. There is also a representative from Fort Belvoir on the ESC, TAC, and CIC. Could not attend tonight due to government shutdown.	N/A

### 3. Information Station Comments/Feedback

Following the presentation and Q&A period, participants were encouraged to visit each of the six information stations set up around the meeting room. Each station was staffed by one member of the consultant team and one member of the Community Involvement Committee. Below is a



summary of the comments and feedback received at the stations. To the right of each comment/question is a note as to which draft goal and need are addressed.

## Station #1: Study Overview

Comment/Question	Goal & Need
<ul style="list-style-type: none"> <li>Intersection of Rt.1 &amp; 95 (need to fix this). Causes bottlenecks and long backups.</li> </ul>	Goal 2, Need: Decrease congestion
<ul style="list-style-type: none"> <li>What would happen if we do away with buses (or have dedicated bus lanes)?</li> </ul>	Goal 1, Need: Improve transit travel time
<ul style="list-style-type: none"> <li>Need to consider other connections along corridor to destinations throughout the region</li> <li>Huntington to Springfield – need to label destinations on map</li> </ul>	Goal 3, Need: Connections to regional activity centers
<ul style="list-style-type: none"> <li>Route 1 is not a through corridor today</li> </ul>	Goal 2, Need: Decrease congestion
<ul style="list-style-type: none"> <li>Traffic calming/slowing is needed on Route 1 – for pedestrian safety</li> </ul>	Goal 2, Need: Improve accessible pathways/ pedestrian crossings
<ul style="list-style-type: none"> <li>Trapped in neighborhood – issues with closed gates at Ft. Belvoir on south side</li> </ul>	Goal 2, Need: Decrease congestion
<ul style="list-style-type: none"> <li>Like to see dedicated blue path on Rt.1 – not part of road, and not shared with pedestrians</li> </ul>	Goal 1, Need: Improve transit frequency, service, travel time
<ul style="list-style-type: none"> <li>Clear division at Rt.1 for transit, safe pedestrian path (safe overpass/underpass). Consider limited left turns or limited access</li> <li>Controlled environment on Rt.1 for pedestrians, cars, transit, bikes</li> </ul>	Goal 2, Need: Improve accessible pathways/ pedestrian crossings
<ul style="list-style-type: none"> <li>Add more signalized intersections</li> </ul>	Goal 2, Need: Improve accessible pathways/ pedestrian crossings
<ul style="list-style-type: none"> <li>Well designed (not just standard), something architectural appealing</li> </ul>	Goal 3, Need: compact, mixed-use development
<ul style="list-style-type: none"> <li>Environmental interest is important! Sustainability <ul style="list-style-type: none"> <li>Clean air, Clean water, parks (protect and restore, historic and cultural)</li> <li>Next stage of process</li> <li>Stream restoration, reducing parking lots and stormwater</li> </ul> </li> </ul>	Goal 4, Possible New Need



Comment/Question	Goal & Need
<p>runoff (need more native plants)</p> <ul style="list-style-type: none"> <li>• Spring Bank Community – Natural springs – stream (Bell Haven Park)</li> <li>• Rt. 1 runoff is a problem</li> <li>• Wants to advance stream restoration project</li> <li>• Fairfax County owns right-of-way now but project has stagnated – what is the status?</li> </ul>	

## Station #2: Project Background

Participants added feedback directly to the project goals display board as follows:

Goals	Specific Aims	Feedback
Improve high-quality multimodal options	<ul style="list-style-type: none"> <li>• Improve transit to reduce travel times and increase frequency, reliability, and attractiveness;</li> <li>• Improve access for workers to jobs and opportunities generally, and for minority and low-income populations specifically;</li> <li>• Increase comfort, connectivity, and attractiveness of bicycle and pedestrian networks to and along the corridor;</li> <li>• Integrate with existing (and planned) transit systems and roadway improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Ped &amp; Bike Friendly</li> </ul>
Improve safety; improve accessibility	<ul style="list-style-type: none"> <li>• Provide accessible pathways to and from transit service and local destinations along Route 1;</li> <li>• Reduce pedestrian-vehicle conflicts;</li> <li>• Improve pedestrian crossings;</li> <li>• Improve traffic operations;</li> <li>• Reduce congestion</li> </ul>	<ul style="list-style-type: none"> <li>• Improve Route 1 connectivity with neighborhoods east and west of it (e.g. Sherwood Hall, Boswell Ave);</li> <li>• Complete the sidewalks on both sides of Route 1;</li> <li>• Community friendly traffic flow in balance with pedestrian safety and crossing needs in community centers;</li> <li>• User-friendly corridor</li> </ul>



Goals	Specific Aims	Feedback
Increase the economic competitiveness and vitality of the corridor	<ul style="list-style-type: none"> <li>• Increase and improve connectivity to regional activity centers;</li> <li>• Encourage and support compact, higher density, mixed use development consistent with local plans, policies, and economic objectives;</li> <li>• Increase public and developer confidence in the delivery and sustainability of new transit investments</li> </ul>	<ul style="list-style-type: none"> <li>• Connections from Prince William County to DC;</li> <li>• Must have permanent transit structures (e.g. tracks) to get development;</li> <li>• Transport interactions across jurisdictions which can reduce vehicle trips yet move more individuals, drop-off Prince William County, mass transit carry into Fairfax</li> </ul>
Protect and improve community, health, and the environment	<ul style="list-style-type: none"> <li>• Minimize impacts on private property and historic and natural resources;</li> <li>• Expand opportunities for more and affordable housing near high quality transit;</li> <li>• Reduce energy consumption and greenhouse gas emissions;</li> <li>• Increase opportunities for “active transportation” (e.g. walking, bicycling)</li> </ul>	<ul style="list-style-type: none"> <li>• Corridor should reflect the great/lovely character of the community;</li> <li>• Include some interpretive signs and display opportunities linked to history along Route 1</li> </ul>

### Station #3: Corridor Issues and Project Goals

Comment/Question	Goal & Need
<ul style="list-style-type: none"> <li>• Pedestrian/bike friendly</li> <li>• Safe easy pedestrian walkways</li> </ul>	Goal 2, Need: Improve accessible pathways/ pedestrian crossings
<ul style="list-style-type: none"> <li>• Bike path</li> </ul>	Goal 1, Need: Improve bicycle networks
<ul style="list-style-type: none"> <li>• Main street identity, not a throughway</li> </ul>	Goal 3, Need: Support compact, mixed-use development
<ul style="list-style-type: none"> <li>• Lower speeds on Route 1</li> </ul>	Goal 2, Need: Improve accessible pathways/ pedestrian crossings
<ul style="list-style-type: none"> <li>• Smooth rapid transit from PW county to DC</li> <li>• More frequent public transit</li> <li>• Mass transit into Prince William County</li> </ul>	Goal 1, Need: Improve transit frequency, service, travel time
<ul style="list-style-type: none"> <li>• Grand Boulevard – separate through traffic and local traffic</li> </ul>	Goal 2, Need: Decrease congestion
<ul style="list-style-type: none"> <li>• Widen Route 1 into Prince William County</li> </ul>	Goal 2, Need: Decrease congestion
<ul style="list-style-type: none"> <li>• Need a funding plan</li> </ul>	Possible new goal



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## Station #4: Transit Types

Comment/Question	Goal & Need
<ul style="list-style-type: none"> <li>How will riders access the mode (median vs. run on the side)?</li> </ul>	Goal 2, Need: provide accessible pathways and pedestrian crossings
<ul style="list-style-type: none"> <li>Consider Connectivity                             <ul style="list-style-type: none"> <li>Long range trips to DC</li> <li>Connect to Alexandria City</li> <li>Branch to Mt. Vernon</li> <li>Connectivity to Metrorail</li> </ul> </li> </ul>	Goal 2, Need: Connections to regional activity centers
<ul style="list-style-type: none"> <li>Can our preferred mode handle our daytime commuters and tourists?</li> <li>More frequent services (at least every 15 feet) (smaller buses)</li> </ul>	Goal 1, Need: Improve transit frequency, service, travel times
<ul style="list-style-type: none"> <li>Mode should allow riders to see the street, which will help out businesses</li> </ul>	Goal 3, Possible new need
<ul style="list-style-type: none"> <li>Alternative fuels</li> <li>Solar?</li> </ul>	Goal 4, Need: Reduce energy consumption and greenhouse gas emissions
<ul style="list-style-type: none"> <li>Cost</li> <li>"Band Aid" vs. longer range solution</li> <li>Wi-Fi capabilities</li> </ul>	Possible new goals

## Station #5: Visions for the Future

Comment/Question	Goal & Need
<ul style="list-style-type: none"> <li>Current infrastructure on Rt.1 is old, outdated and inadequate. The road and old developments have storm sewers that pollute our streams, etc.</li> <li>More permeable surfaces</li> <li>Clear-cut the entire road and redevelop by reinventing the Richmond Corridor to have stormwater facilities that slow down the erosion and catch the trash and road debris.</li> </ul>	Goal 4, Possible new need
<ul style="list-style-type: none"> <li>Activity center development/targeted growth views</li> </ul>	Goal 3, Need: Support compact,



<ul style="list-style-type: none"> <li>Create destinations on Rt. 1 (at activity centers)</li> </ul>	mixed use development
<ul style="list-style-type: none"> <li>One side of the clear – cut development could have rail transit, the route 6 travel lanes and mixed developed on the other side could be good – bicycle and pedestrian friendly. Tunnels connect bicycles, pedestrians cross the transit and road.</li> </ul>	Goals 1, 2, 3 Need: Support compact mixed-use development Need: Improve bicycle networks Need: Improve accessible pathways, improve pedestrian crossings
<ul style="list-style-type: none"> <li>Scooters: make provision for the use of scooters and gold carts – especially for use by seniors and those who can’t get around via bikes and walking – also needed implications for frontage roads and sidewalks. Will support light rail/ streetcars (buses are a pain)</li> </ul>	Goal 2, Need: Provide accessible pathways
<ul style="list-style-type: none"> <li>Fun is a factor. People should enjoy the ride. People don’t think buses are fun.</li> </ul>	Possible new goal
<ul style="list-style-type: none"> <li>Underground utilities, communication lines, Wi-Fi</li> </ul>	Goal 3, possible new need

At station #5, participants were asked to respond to “priorities” scenarios. Below is the response compilation:

Scenario	Agree	Disagree	Need More information
1. I would be willing to deal with more traffic congestion in my car (i.e., wait two more minutes at a signal) if Route 1 became a place where I felt safe and comfortable walking and crossing the street.	6	2	1
2. I would be willing to have ten story buildings in key activity centers on Route 1 if I would also be able to walk safely from my home to destinations (sidewalks and crosswalks at intersections, etc.).	8		
3. I would be willing to have ten story buildings in key activity centers on Route 1 (e.g., Beacon Center) if I would also get higher quality transit service.	9		

## Station #6: Evaluation of Alternatives

Comment/Question	Goal & Need
<ul style="list-style-type: none"> <li>Widen Route 1 and locate the transit in the center</li> </ul>	Possible new goal





<ul style="list-style-type: none"> <li>Limit pedestrian crossing at grade (safety issues). Consider overhead crossways</li> </ul>	Goal 2, Need: provide accessible pathways and pedestrian crossings
<ul style="list-style-type: none"> <li>Consider alternative routes to Route 1 to alleviate traffic (for example Olde Mill Road or Telegraph Road through Ft. Belvoir as a Saturday facility)</li> </ul>	Goal 2, Need: Decrease congestion
<ul style="list-style-type: none"> <li>Possible technology—buses or subway</li> <li>Choose buses that are stable – strong against wind (if bus is the selected alternative)</li> </ul>	Possible new goal
<ul style="list-style-type: none"> <li>Something for all: alternatives for traffic calming, lane width and plantings</li> <li>Drivers should drive speed limit</li> </ul>	Goal 2, Need: provide accessible pathways and pedestrian crossings
<ul style="list-style-type: none"> <li>Better management of through traffic vs. local traffic</li> <li>U-turn lanes at all lights to reduce cross streets</li> <li>People making left turns cause backups</li> </ul>	Goal 2, Need: Decrease congestion
<ul style="list-style-type: none"> <li>Bike paths will make streets too wide (take the bike route off of Rt. 1)</li> <li>Add bike lanes</li> <li>Bike access to Huntington metro needed, guide fixes to improve bike conditions along corridor (e.g., remove utility poles from sidewalks)</li> </ul>	Goal 1, Need: Improve bicycle networks
<ul style="list-style-type: none"> <li>Go green – use photovoltaic/solar panels at station emphasize ECO whenever possible</li> </ul>	Goal 4, Need: Reduce energy consumption and greenhouse gas emissions
<ul style="list-style-type: none"> <li>Regional analysis of no build-- Regional opportunity costs (economic and environmental) of no build</li> </ul>	Goal 3, Possible new need
<ul style="list-style-type: none"> <li>Bi-directional connections to North Woodbridge</li> </ul>	Goal 3, Need: Connections to regional activity centers
<ul style="list-style-type: none"> <li>Include underground utilities</li> <li>Wi-Fi the entire corridor</li> <li>Considerate calculation of risk management per capita. Is it worth the risk to leave private auto?</li> </ul>	Possible new goals

## 4. Survey Findings

Thirty-six surveys were completed and submitted during the public meeting. Below is a summary of





the survey findings.

**Q1: What is your zipcode?**

20002- Washington DC  
 20039- Washington DC  
 20052 (2)- Washington DC  
 20171- Herndon  
 22038 (2)- Fairfax  
 22079 (3)- Lorton  
 22303 (3)- Huntington  
 22304- Alexandria  
 22306 (2)- Groveton  
 22307 (2)- Belle Haven  
 22308 (3)- Ft. Hunt  
 22309 (11)- Mt. Vernon  
 22314- Alexandria  
 NA (3)

**Q2: How often do you use public transportation (bus, metro, etc.) on Route 1?**

- A. Daily (4)
- B. Weekly (4)
- C. Monthly (5)
- D. I don't use public transportation (22)

**Q3: If you do use public transportation on Route 1, what systems do you use?**

- A. Metrorail (13)
- B. Metrobus (1)
- C. REX (1)
- D. Fairfax Connector (7)
- E. OmniRide/OmniLink
- F. Virginia Railway Express

**Q4: What is the most important transportation need along Route 1?**

- A. Provide better public transportation (13)
- B. Improve the walking environment (6)
- C. Improve car traffic flow (13)
- D. Other (10)

**Q4 "Other" responses:**

- More affordable housing, more parks, more smart growth planning, more town centers
- Need to connect public transportation of Prince William County with Springfield
- Safe crosswalks
- Safety
- Slow traffic down
- Improve rail



- Improve biking environment
- Keep cars and people from crossing in places other than intersections
- Reduce through traffic flow with better public transport - rail transit will get commuters through quickly
- Improve cycling environment, both North-South and East-West
- All of the above
- Widen Route 1 to 6 lanes for the entire length to respond to the needs of "A" and "C"
- Connections (Springfield, Lorton, I-95)
- Connect Huntington and Springfield Metro liens and add a spur to Fort Belvoir (multiple stops) and even add loop to Route 1 (multiple stops)

**Q5: What improvements would make it more likely that you would choose to WALK to get around on Route 1? (Rank the three most important items, using #1 for the most important)**

- More sidewalks (**highest** ranking overall)
- More destinations within walking distance (**second** highest ranking overall)
- More marked crosswalks across busy streets (**third** highest ranking overall)
- Slower vehicle traffic (**fourth** highest ranking overall)
- More shade or places to sit (**fifth** highest ranking overall)
- Better lighting (**sixth** highest ranking overall)
- Maps showing safe routes for walking to popular destinations (**seventh** highest ranking)

**Q5 "Other" Responses:**

- Traffic lights better synced
- Would like completed sidewalks along north side of Richmond Highway (Route 1)
- Distances along Route 1 are too great for walking!
- Added pedestrian overpasses and underpasses

**Q6: What improvements would make it more likely that you would ride a BIKE to get around on Route 1? (Rank the three most important items, using #1 for the most important)**

- Bike lanes on Route 1 (**highest** ranking overall- tied with on-street bike paths)
- On street bike paths separated from car traffic by parked cars or a curb (**highest** ranking overall- tied with bike lanes on Route 1)
- More destinations in my neighborhood (**second** highest ranking)
- Off-street paths (**third** highest ranking)
- Neighborhood streets that give bicycles and pedestrian priority by reducing vehicle traffic and speeds (**fourth** highest ranking)
- Slower vehicle traffic (**fifth** highest ranking)
- More marked crosswalks across busy streets (**sixth** highest ranking)
- Better lighting (**seventh** highest ranking)

**Q6 "Other" Responses:**

- I would never bike on Rt. 1 period.
- Eliminating gaps for bike connections
- None of these improvements would work. Bikes are already quite well served on neighborhood/residential streets. Bike should not be allowed to complicate the Route 1



problem.

- A linked bike trail for Route 1 from Woodbridge to the Beltway.

**Q7: What most accurately reflects your vision for the future of Route 1?**

- A. It will be a street that I'd like to walk or jog along for exercise. (2)
- B. It will be a green boulevard that accommodates several modes of transportation like bike lanes, bus lanes or even streetcar routes. (17)
- C. It will be a corridor that I can drive from point A to point B in a timely manner. (14)

**Q7 "Other" Responses:**

- Metrorail Stations at ½ mile intervals.
- A series of communities (neighborhoods and commercial districts) linked and accessible by bike trails, sidewalks, walkways, and mass transit
- It will accommodate through North-South traffic as well as East-West traffic to neighborhood destinations along the way
- A destination I want to go to
- It will be an efficient corridor for expediting vehicular traffic relating to Route 1's interstate and Northern Virginia's function where smooth traffic flows augmented by rail more transit that does not reduce right of way.

**Q8: What would you like to see happen as a result of the Route 1 multimodal transportation alternatives analysis?**

- Lights better synced.
- 1. A median that prohibits left turns across traffic. 2. Dedicated public transportation lanes. 3. Overhead pedestrian crossings with no pedestrian crossings available at ground level.
- US Route 1 is a North/South federal highway. It's a piece of the US Highway system. [It] should be enhanced while still increasing retail, business offices, apartments (mixed-use development) with grids so that mixed-use developments encourage walkability and bicycle friendly commutes. This can be achieved if Fairfax County follows Prince William County's lead; clearly adding a path and redeveloping the same so that development is on one side and the road is on the other.
- Incremental steps begin to make corridor pedestrian and bike friendly for access to businesses and Metro (Huntington)
- Finish
- Develop Plan for "grand boulevard" with center for fast traffic and side roads for local traffic and mass transit (e.g. Light Rail), bike path, and sidewalks
- My vision is A & C (see Q7)
- Improved egress into Prince William County. Mass transit terminating in Prince William County or beyond. Improved commercial quality and better pedestrian ability
- Establish Metrorail between Huntington Station and Prince William County
- A smart growth, transit friendly neighborhood with more green infrastructure, more low and moderate income housing, more workable town centers, get current level of cars off the road.
- Try to project Metro to Kings Crossing or even Hybla Valley - Light or Monorail beyond; Project light or Metrorail south along Route 1 to Fairfax County Parkway then west to Kingman to serve the Army Museum and Fort Belvoir employees and others using Kingman entrances, then back to Route 1 to serve Lorton and Woodbridge; Identify how to secure a viable connection with Old Town Alexandria beyond Metro.



- Any plan to accommodate bicyclists as a legitimate transportation mode, not just for exercise. US 1 is a cyclist nightmare today. I'd love to be able to ride to a restaurant or other business on US 1 and leave my car at home.
- Transit with tracks to connect neighborhoods and commercial activity centers
- Focus on destinations along Route 1 (e.g. Community Business/Residential Centers)
- This study needs to recognize that the Route 1 corridor is a lot wider than the Richmond Highway footprint. Many people who travel Route 1 are commuters - this study should look at who they are, where they live, and where they are going (e.g. Fort Belvoir or DC). If you get these commuters off Route 1, you will lessen traffic congestion immensely
- Find a way (any way) to support denser, walkable neighborhoods and capture growth. I want to see a regional analysis of the no-build option that takes environmental and economic impacts in Prince William, Prince George, Alexandria, Loudon, etc... into account.
- Need to know what kind of development you want to encourage and where to plan transportation
- Expand connections, too much emphasis on "transit alternatives" rather than how to get people around
- More bike lanes, better walkability between modes, landscaping improvements, public transportation interconnecting Prince William County and Springfield
- Get rid of the buses for 2 months, see what happens. Get buses to travel along service roads. Dedicate lane "Buses and Trucks Only" - ticket others
- I'd like Route 1 to be easier to drive (i.e. less congestion) as well as be more capable of handling public transit
- Move quickly toward widening Route 1 to 6 lanes; Select a rail mass transit approach that does not reduce right of way capability for autos
- A better public transportation network that focuses on alternative modes of transportation. More emphasis on cycling and walking to get to destinations, less focus on automobile traffic
- Beautify the highway (cleaner intersections and streets, plants, grass mowed). Better lighting (street). Better flow of traffic.
- Select high capacity transit modes; Turn Route 1 into a boulevard for transit, bike, ped, etc...; Create mixed use, mixed income, walkable, bikeable transit oriented community, include parks and stream restoration
- Construct a complete street to accommodate all kinds of traffic
- I'd like to see the elimination of low density strip malls and frontage roads and be replaced by high density buildings that are connected to transit (thus eliminating the need to drive everywhere) to create more well-used spaces. Thus, I'd like to see more priority placed on public transit and biking/walking and less on driving.
- Light rail or other rail service, bike lane on-street
- Sidewalks on both sides of Route 1, crosswalks, better public transportation to include bus lanes, turnouts for bus stops, traffic lights which are timed better, safer for pedestrians
- Build transit demand by using BRT first; Use "morán" cross section north, especially to Buckman Road

**Q9: Is there anything else that you would like for the project team to know as we move forward?**

- In addition to the existing businesses and residences, there are millions of visitors to the INOVA Hospital, Fort Belvoir Community Hospital, the future Army Museum, Mount Vernon, and Woodlawn. These visitors would use rail transit to get to businesses and back to

historical tourist sites. Need to address the millions of trips by tourists and/or hospital visitors!

- East/West Accessibility
- See Stewart Schwartz at Smart Growth. PLEASE include proper contaminant system for runoff to keep areas and river clean. Include development of Quander Creek Park
- There is an unspoken risk factor not being addressed to participants. Have had a bus accident, the company evaluated driver in compliance. My being hurt was slight risk factor, which should have been factored when I choose to ride. Spoke with Karen of [organization illegible]
- Reduction of industrial truck traffic.
- Fairfax County Comp. Plan has 176 ft Right of Way. Use all of it.
- US 1 needs more green space, more people-friendly parks (like dog parks), and more trees and native plants. Reduce current parking lots to reduce polluted runoff; do stream restoration.
- Traffic Count will differ once Mulligan Road connecting Route 1 and Telegraph Road is open; Do not permit bike traffic until a continuous bike trail is opened on Route 1; Identify the locations where you expect an East-West connection via residential traffic; in briefing, please repeat the questions of participants who face you but not the audience.
- SE Fairfax County has terrible options for cyclists crossing US 1 and moving East-West. Topography matters. Please consider how to integrate East-West cycle routes in the plan. Also, cycle routes are like any other road; they do no good if they simply stop like the US1/GWMP connector. Don't build "bridges to nowhere". Please also name a bicyclist/pedestrian liaison and post the name and contact on your website.
- Need to set back bus pull offs at bus stops, to avoid buses blocking blend of traffic; Connectivity to Springfield (west) and Mount Vernon/Sherwood Hall/Bellview (East); Traffic generators, tourism, Belvoir Hospital
- Be willing to look beyond the Richmond Highway footprint!
- Affordable housing plans and stormwater management plans must be included in study
- Walking will only happen within "town centers". Use buses or rail between them. Use multilevel parking to make more compact layout; Need much more specific alternatives to make choices; Need 10-15 year perspective for developments to occur
- Project needs to be expanded to whole corridor to connect Huntington to Springfield via a loop through Fort Belvoir, connection to Lorton, alternatives like Telegraph Road and Fort Hunt Road
- Places safe for children
- Bypass Route 1 buses only
- If studies were asphalt instead of paper, there would have been plenty of permits to widen Route 1 by now
- Whatever alternatives or conventional transportation recommendations are made, the existing infrastructure that already exists is doing damage to watersheds. Plan must include a fix to old infrastructure that impacts negatively on adjacent communities and the surrounding watersheds
- Do NOT extend project north into historic Alexandria.
- There seems to be a constant emphasis on selecting the cheapest options for public transit (i.e. Dulles Silver Line station, no tunnel through Tysons) rather than a holistic look at the



benefits the additional investment will have (both monetarily and aesthetically). While costs should be a concern, how transit will bring greater development and thus tax revenues and livability should also be highly important to any analysis.

- I think it is important to take into account the needs of the many pedestrians who utilize Route 1, making it a safer environment. It is important to secure enough funding to make the project a success, and that the project can be completed

## 5. Public Input through the Project Website

Following the public meeting, all of the meeting materials were posted on the project website under a page called “participate in public meeting #1.” Announcements about this opportunity to participate on-line were made at the public meeting and through Facebook and Twitter. On the webpage, visitors can:

- Watch a video of the presentation and questions and answer period.
- View the display boards and provide comments/feedback for each board (similar to visiting the stations at the public meeting)
- Complete the survey
- View the PowerPoint document from the meeting

Results from the website survey and display board comments will also be compiled and summarized as the information becomes available.

### Public Meeting #2 Summary of Input March 26, 2014

**DATE/TIME:** March 26, 2014 – 6:00 p.m. to 8:00 p.m.

**PLACE:** South County Center, 8350 Richmond Highway, Alexandria, VA 22309

**SUBJECT:** Public Meeting #2

**ATTENDEES:** Approximately 145 attendees (see sign-in sheet and list of elected officials and staff below)

#### ESC Members

##### Officials:

Senator Adam Ebbin  
Supervisor Gerald Hyland  
Supervisor Jeff McKay  
Delegate Mark Sickles  
Delegate Scott Surovell

##### Officials' Staff:

Trent Armitage, Delegate Sickles' Office  
Sam Bosch, Senator Ebbin's Office  
Joan Clark, Supervisor McKay's Office  
Taylor Holland, Supervisor McKay's Office  
Megan Howard, Delegate Surovell's Office

##### Other members of ESC:

Tom Blaser, Prince William County  
Allison Davis, WMATA (also on TAC)  
Christopher Landgraf, Fort Belvoir (also on TAC)

#### Official not on ESC

Delegate Patrick Hope

#### PMT Members

Thomas Burke, Fairfax County  
Amy Inman, DRPT  
George Phillips, Prince William County  
Tim Roseboom, DRPT  
Bud Siegel, VDOT  
Leonard Wolfenstein, Fairfax County

#### TAC Members

Hyojung Garland, Fairfax County  
Edythe Kelleher, Southeast Fairfax Development Corporation  
Jim Maslanka, City of Alexandria  
Randy White, Fairfax County

#### Consultants

Lauryn Douglas, AECOM  
Meredith Judy, Rhodeside & Harwell  
Jennifer Koch, Rhodeside & Harwell  
Barrett Lane, AECOM  
Jason Mumford, AECOM  
Bill Pugh, AECOM  
Prasad Pulaguntla, AECOM  
Dan Reed, Nelson\Nygaard  
Deana Rhodeside, Rhodeside & Harwell  
Jeff Roux, AECOM





### i. Summary of Meeting and Findings

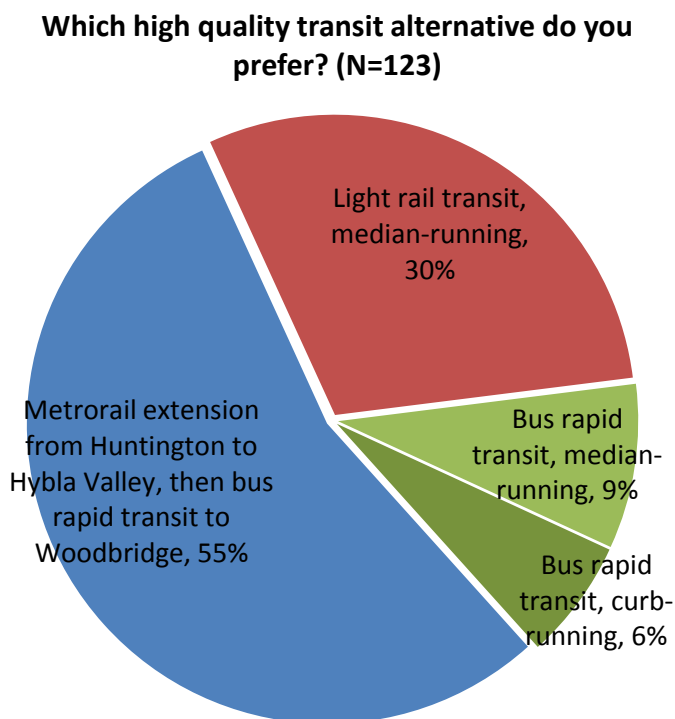
The second public meeting for the Route 1 Multimodal Alternatives Analysis took place on March 26, 2014, at the South County Center in Alexandria, VA. The meeting format was a presentation by members of the Consultant Team followed by a question and answer session. Before and after the presentation, meeting attendees were invited to learn more about the project findings to date by looking at a series of display boards and speaking with members of the team. Approximately 145 people attended the meeting.

Public input at the meeting was taken in the form of comments made during the Q & A session, comments written near the display boards, a short survey, and a written activity that encouraged attendees to vote on measures for evaluating the multimodal alternatives. All material from the meeting (including the presentation, display boards, survey, and the evaluation measures activity) was posted on the project website until April 25, 2014 to allow members of the community to give their input even if they were unable to attend the meeting.

Though there were a variety of opinions from the public regarding the multimodal alternatives presented at the meeting, two preferences emerged from an analysis of the input:

- a) Nearly 85% of survey respondents prefer a rail alternative, with more than half preferring a Metrorail extension. Many respondents emphasized that this was their preference because of the added economic and ridership benefits that come with a rail system versus a bus system. Many also expressed a preference that the rail be extended beyond Hybla Valley to Ft. Belvoir or Woodbridge.
- b) Respondents recognized the need for long-term transit planning, but emphasized the need for shorter-term solutions, including street and sidewalk improvements, bicycle lanes, and mixed-use development.

The remainder of this document provides a more detailed description of the meeting proceedings and the public input received.





### 1. Presentation

Amy Inman, DRPT Project Director, opened the meeting by welcoming attendees and introducing the elected officials, staff, and consultants. Delegate Scott Surovell (D-Fairfax), Delegate Patrick Hope (D-Arlington), Supervisor Jeff McKay, and Supervisor Hyland took a few minutes to describe their roles in the project and their support for multimodal transportation improvements on the Route 1 corridor. Tim Roseboom (DRPT Project Manager) then provided an overview of the Route 1 Multimodal Alternatives Analysis project. Jason Mumford (AECOM project manager) and Meredith Judy (Rhodeside & Harwell) presented the project background, outreach findings, goals and objectives, technical analyses, refined alternatives, land use analysis, and project funding strategy examples from other communities in the region.

### 2. Question and Answer Period

A twenty minute question and answer period followed the presentation. Comments and questions during the Q&A period are listed below.

- I have lived in the area for 25 years and I always use public transportation. We should not build more houses. To make the area better we need fewer houses.
  - Answer: Thank you for your comment.
- The lease will not be renewed at Woodlawn Stables. Does this study take into account all the new development that will go in that location? Also, the new Mulligan Road connection will bring a lot of new traffic to the area. We need to keep that in mind.
  - Answer: The Woodlawn Stables site falls into a historic district, which will require an easement and thereby lessen the intensity of development. Fort Belvoir has also been actively engaged with this study, helping the project team understand the current construction and project schedule occurring near the site. The project team is continuing to coordinate closely.
- Nothing has been improved on the Route 1 corridor for the past forty-three years. The kind of economic development that we really need requires a first rate transit system. Metrorail is a “boomtown” for all locations it serves. We need to take into account all the visitors to the area from the south, and commuters, including Fort Belvoir workers and residents. It does not make sense to consider bus as one of the alternatives. We need Metrorail. Don’t show all the development that could occur on the corridor only at Beacon Hill.
  - Answer: The study team is also looking at all modes (not just improved bus service), including Bus Rapid Transit, Light Rail Transit, and Metrorail, as well as a combination of Metrorail and Bus Rapid Transit, and assessing the development potential of each.

The Beacon Hill images in the presentation are an example only. The study includes an analysis of land use and development for all the proposed station locations.



- Remember all the tourists that travel to this area.
  - Answer: The team is taking all travel types into account in the study, including visitors and tourists.
- What is the time frame for implementation on this project? We are already experiencing extremely heavy traffic on Route 1 and many transportation problems. Will it take five years? More?
  - Answer: This study's work will help local governments make the decisions necessary to advance the project. The next steps are the environmental evaluation phase and preliminary engineering design. The New Starts funding process is rigorous and competitive and takes quite a few years.
- Are there any short-term solutions? We are having problems on the corridor every day at 5:00 p.m.
  - Answer: The study is looking at roadway, transit, and pedestrian/bicycle improvements. The focus of this particular study is on long-term improvements, but shorter-term solutions are also being explored. In addition, the Counties have other ongoing projects in the works to address shorter-term transportation improvements.
- How many Metrorail stops are being considered?
  - Answer: The "refined Metrorail alternative" has two new stops in a Yellow Line extension (at Beacon Hill and Hybla Valley). In this refined alternative, BRT continues after Hybla Valley for the rest of the corridor.
- A shared use path is a bad idea if there is any significant pedestrian traffic. I see that the County is already beginning to implement a shared use path on portions of the corridor. This project (transportation improvements on Route 1) should begin with pedestrian and bicycle infrastructure investments. These are much less expensive than implementing a new transit system.
  - Answer: Fairfax County has been working for many years on improving pedestrian and bicycle conditions on Route 1. These low cost solutions include sidewalk and crosswalk improvements, among others. There are also several other plans that are currently underway and are scheduled to become fully realized by the end of this year.
- Is the study looking in the short-term to provide bus pull-offs on the roadways?
  - Answer: The study is looking at curb- and median-running transit options. The study is not looking at providing bus pull-offs for current bus services.
- The problem with bus pull-offs is that it can be difficult for the buses to pull back into traffic. This slows down the service for hundreds of people who are riding the buses. If we provide bus



pull-offs, we need to be more aggressive with signal priority and other methods for improving bus service times.

- Answer: Thank you for your comment.
- Is there a way to provide input for the evaluation factors other than on the handout tonight?
  - Answer: Yes, all the materials, including the evaluation factors handout/survey can be accessed on the project website (<http://route1multimodalaa.com/>). We encourage you to visit the website and to share the links with your neighbors, friends, and colleagues.
- Is the roadway alternative already decided?
  - Answer: The vehicular alternative of consistent lanes throughout the corridor is the recommendation. The transit alternatives being studied for further consideration will assume the preferred vehicular alternative.
- In Arlington, there are currently two streetcar projects underway: Columbia Pike and Crystal City. This is already increasing property values in those areas. I would hope that you are pursuing all potential funding sources for this Route 1 project, including contributions from property owners who are benefitting from the increases in property values.
  - Answer: Yes, we are looking at a wide range of funding options and strategies.
- Why can't we put something on the ballot that would allocate money to this project?
  - Answer: Local contributions (County funds) are a critical component of a funding strategy, and that local financial commitment must be demonstrated when applying for federal funding.
- The vehicular cross sections in the presentation show six lanes of traffic, but if there are dedicated transit lanes then there will actually be more lanes. That makes it even more difficult for pedestrians to cross the street. The advantage of Metrorail is that it is underground, so does not require additional lanes on the roadway.
  - Answer: That is correct. The dedicated transit lanes would be in addition to the six lane cross section for car travel.
- In the interim (before this project is implemented), will anything be done about the thousands of cars going into and out of Fort Belvoir? Anything other than the Mulligan Road connection? I can't leave my house after 3:00 p.m.
  - Answer: Fort Belvoir is kicking off a Route 1 roadway widening project between Mount Vernon Memorial Highway and Telegraph Road. The project will begin in June and is expected to be completed in March/April 2016. This is a three-and-a-half mile road widening that will include enough right-of-way for future dedicated transit facilities. The Mulligan Road connection is scheduled for completion in June 2014.

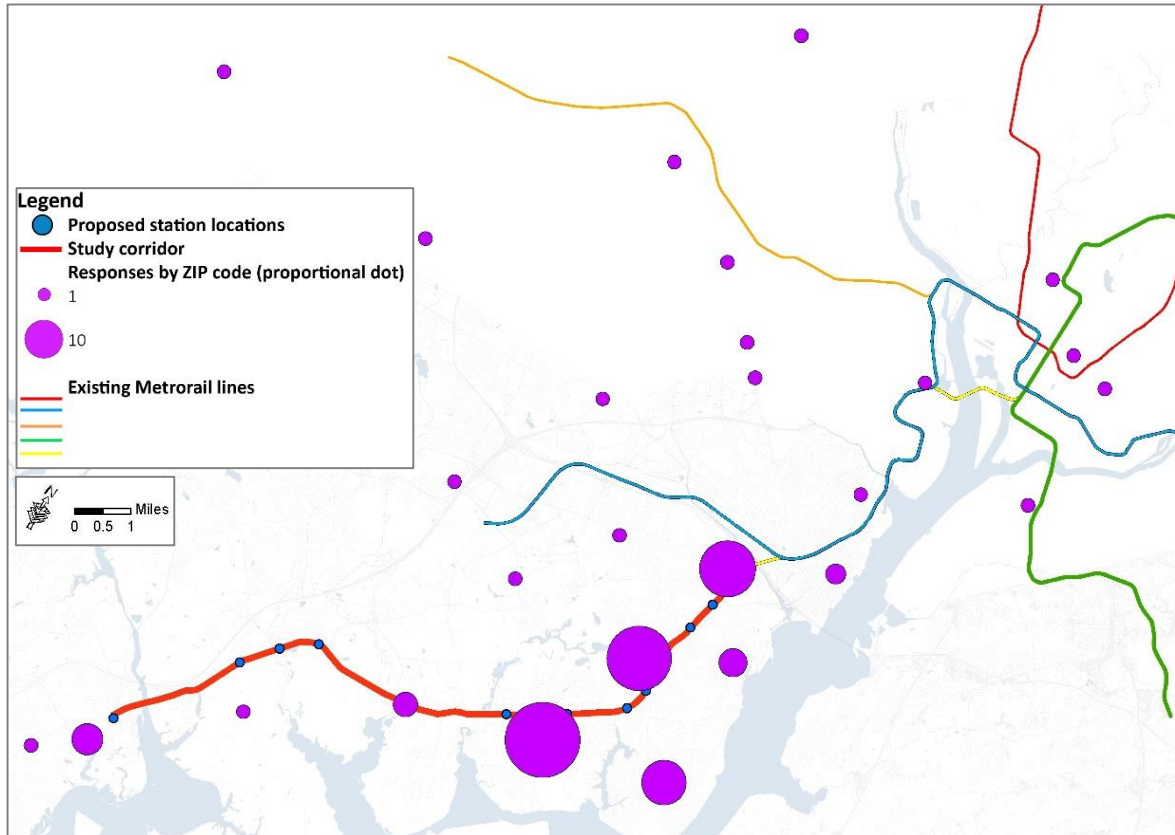


- More roads mean more traffic. We don't need more traffic, we need transit. This area has been neglected. None of the earlier studies were adequate.
  - Answer: Thank you for your comment.
- How does a pedestrian cross a transit median? Pedestrian accessibility is very important.
  - Answer: The transit median will be designed so that it is easy for a pedestrian to cross at the intersection. The land uses will be more conducive to walking and the crosswalks would also be designed to facilitate pedestrian activity. The study team is aware how critical walkability will be in the future design for transit and land use.
- Will the travel flow improve with any of these alternatives? It needs to be easy for people to take transit or walk/bike. The transfers must be smooth and easy in order for people to select these other modes.
  - Answer: The transit ridership modeling takes into account the ease of transfers. We will explore this further.
- There is lots of traffic between the Route 1 study area and the Tysons Corner area. Does this study look at improving transportation connections between these two areas?
  - Answer: This study does not include an evaluation of connections between Route 1 and the Tysons Corner area. However, the Fairfax Countywide Transit Network Study is looking at this and other transit connections throughout Fairfax.
- There is a major bottleneck on Route 1 at the Route 1/I-95 split near Fort Belvoir. The solution here requires involvement of the railroad. Is this study looking at that issue?
  - Answer: This study is not specifically addressing this issue, however VDOT has a project underway that does address this bottleneck. Bud Siegel from VDOT is in attendance tonight and is available to speak about this project after the presentation.
- Would there be park and ride available at the stations if the Metrorail is extended to Hybla Valley? Otherwise people might begin parking in the adjacent neighborhoods.
  - Answer: The project team has currently identified parking garages at two potential stations along the corridor: Woodbridge VRE and Lorton Station Blvd. As the alternatives are evaluated in more detail, the project team will look at the parking needs.
- The type of development shown in the presentation tonight doesn't just happen by itself. The residents and other property owners need to get involved and encourage mixed use and enhanced development options that will serve the needs of residents and others. I encourage you to get involved in the Mount Vernon Council, which is meeting right after this presentation. The land use and transportation link is very important.
  - Answer: Thank you for your comments.



### 3. Survey results (Including those completed at the meeting, online submissions, and email submissions)

#### Question 1: What is your zip code? (N=123)



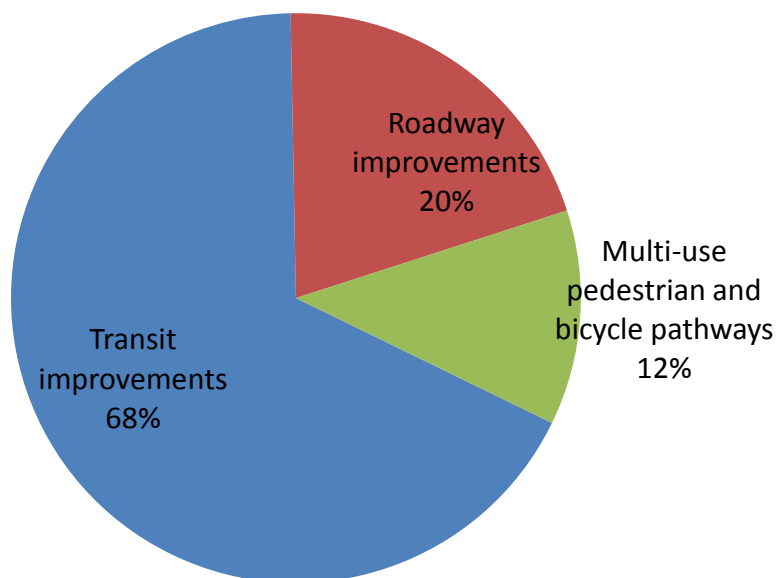
Sources: Fairfax County; Prince William County; Prince Georges County; City of Alexandria

Place	ZIP	Number of responses
Mt. Vernon	22309	30
Groveton/Hybla Valley	22306	22
Ft. Hunt/Belle Haven	22308, 22307	18
Huntington	22303	17
Woodbridge	22191, 22193	7
Alexandria	22314, 22301, 22305	5
Arlington	22203, 22204, 22206, 22201	4
Washington, DC	20002, 20009, 20018, 20019	4
Franconia/Rose Hill	22315, 22310	3
Ft. Belvoir	22060	3
Fairfax	22030	2
McLean	22036, 22101	2
Other – 1 each (Falls Church, Lincolnia, Lorton, Springfield, Sterling*, Vienna)	22046, 22312, 22079, 22150, 20165, 22182	6

\*not shown on map

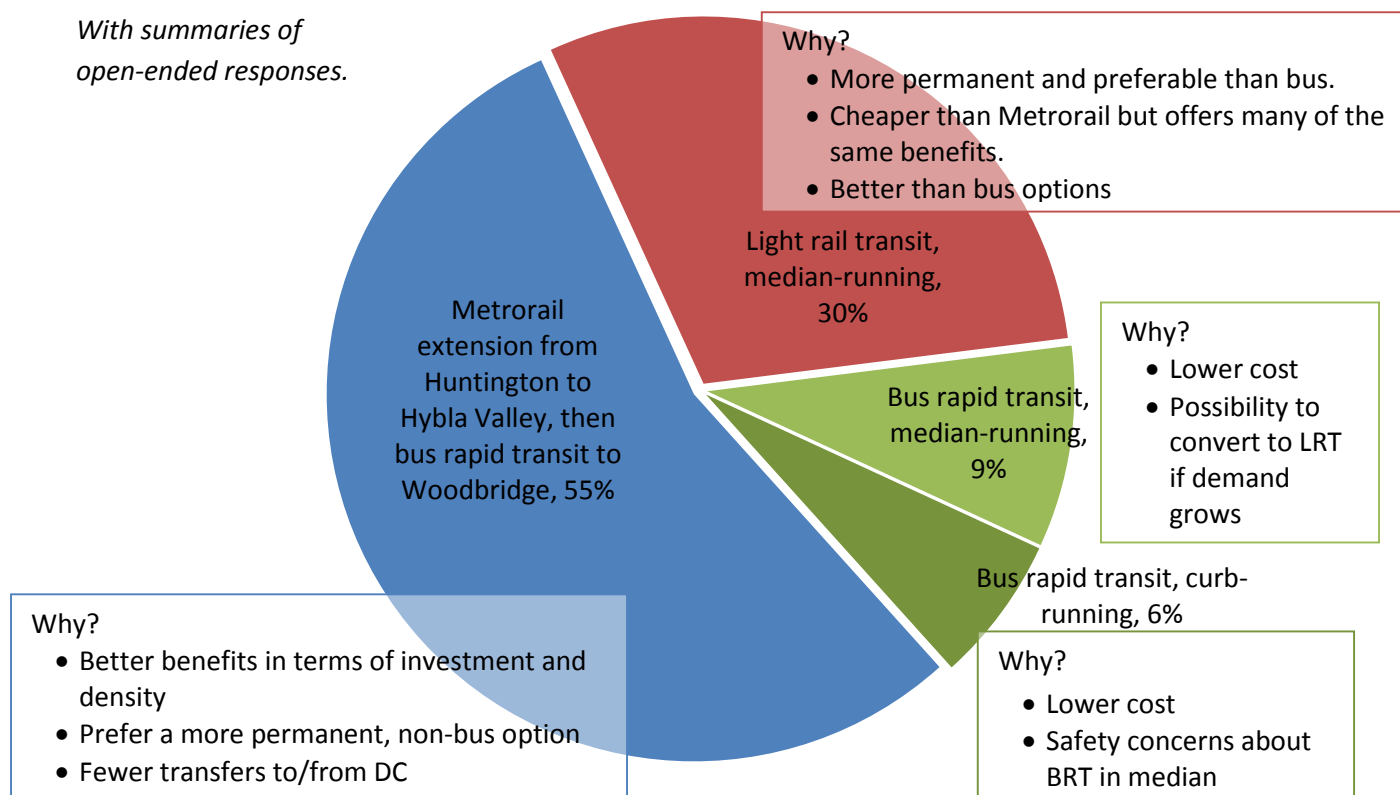


**Question 2: All of the alternatives include pedestrian, bicycle, car, and transit improvements. Which of these should have the highest priority for implementation? (Choose one.) (N=123)**



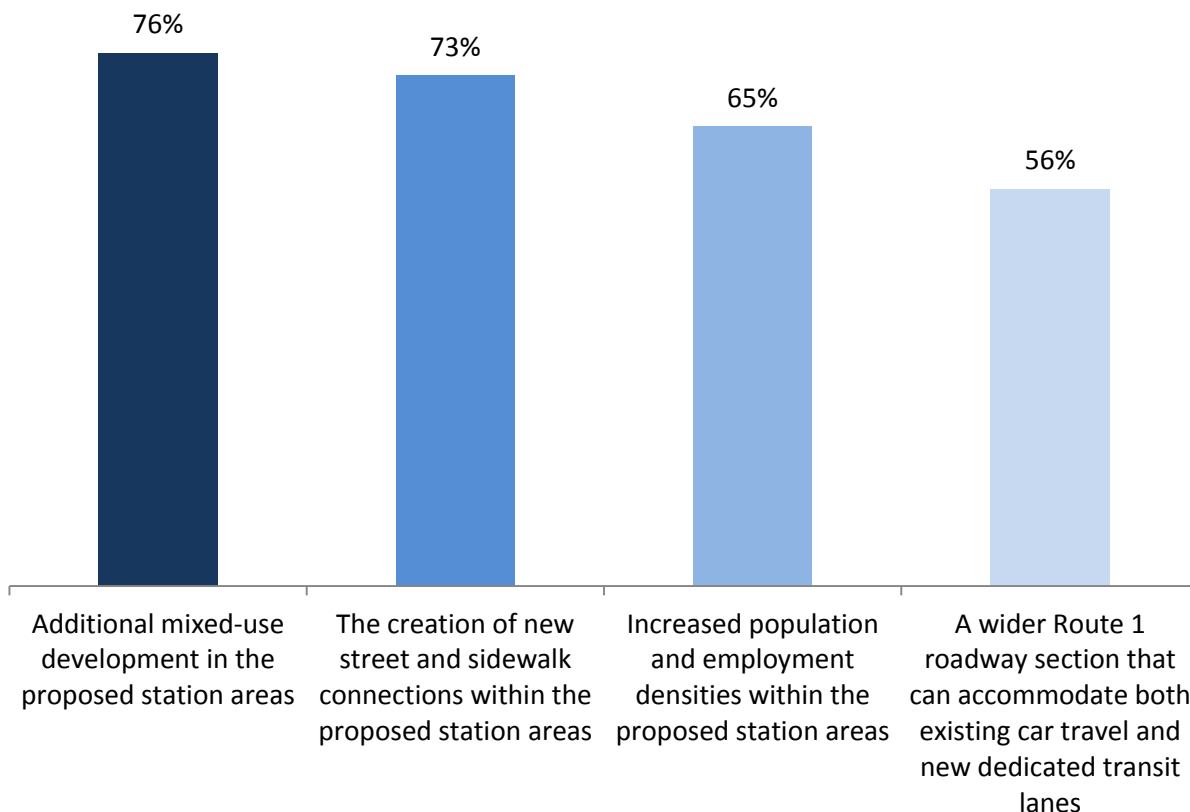
**Question 3: Which high quality transit alternative do you prefer and why? (Choose one.) (N=124)**

*With summaries of open-ended responses.*





**Question 4: The introduction of high quality transit on Route 1 will require changes along this corridor. Please choose those changes that you feel would be worthwhile in order to bring better transit to Route 1. (Choose all that apply.) (N=124)**



**Question 5: Do you have any additional questions or suggestions based on the information presented at the meeting?**

# responses	Coded responses
13	Yes to fixed rail
12	Improve bicycle/pedestrian infrastructure. (Including connections to bus or rail stations. For mixed-use path, need to address safety issues.)
8	No to BRT. (Bus is slower; fewer people ride the bus; BRT can be easily watered down in its implementation, leading to an only slightly improved level of service.)
6	Extend Metro further. (In order of frequency: to Woodbridge, Ft. Belvoir, Woodlawn.)
6	Need action in the short-term
6	Need rail to bring other investment
5	Do not widen the road
4	Prioritize densification and growth/evolution of businesses community
4	Need to address congestion
3	Willing to pay for fixed rail
3	Take into account who (with regards to income level) will ride the different types of transit and what that means for long-term development



#### 4. Evaluation Measures (Including online exercise responses, paper responses from the meeting, and “dot” votes from the meeting display board)

For two sets of evaluation measures, participants were asked to indicate the measure that is most important to them within each goal or set of criteria.

Evaluation Measures 1: Project Goals and Objectives			
Goal	Objective	Multimodal Measure	Votes
<b>GOAL 1: Expand attractive multimodal travel options to improve local and regional mobility</b>	Improve transit to reduce travel times	Transit travel time, automobile travel time	17
	Integrate with other transit service	Connections to existing and planned transit	15
	Increase transit ridership	Transit ridership	9
	Increase transportation system productivity	Total person throughput	8
	Improve bicycle and pedestrian networks	Continuous sidewalk and bike pathway	6
<b>GOAL 2: Improve safety; increase accessibility</b>	Improve pedestrian crossings	Average pedestrian delay to cross, adequate pedestrian refuges	15
	Provide accessible pathways	Walkability Index and Bicycle Level of Service	11
	Maintain traffic operations	Traffic Level of Service	9
	Reduce modal conflicts	Separate facilities for separate modes	7
<b>GOAL 3: Increase economic viability and vitality of the corridor</b>	Support higher activity levels	Accommodate 2035 density (growth scenarios)	23
	High-capacity transit facilities at appropriate locations	Serves low-income residents, value added to adjacent properties	13
	Investments are financially feasible to construct and operate	Project costs, cost effectiveness, allows incremental implementation	7
<b>GOAL 4: Support community health and minimize impacts on community resources</b>	Contribute to improvements in regional air quality	Change in vehicle miles traveled	20
	Increase opportunities for bicycling and walking	Continuous sidewalk and bike pathway	12
	Minimize negative impacts to the natural environment	Right of way impacts on environmental and historic resources	8
Evaluation Measures 2: FTA New Starts/Small Starts			
	Criterion	Transit Measure	Votes
<b>Project Justification</b>	Congestion Relief	Project sponsors will receive a medium rating until further guidance is released	12
	Mobility Improvements	Total project boardings; transit-dependent ridership is weighted 2x	8
	Economic Development	Transit supportive plans and policies; plans to preserve affordable housing	7
	Land Use	Quantitative analysis of station area development; proportion of legally binding affordability	5
	Environmental Benefits	Environmental benefits are monetized and compared to the annualized costs	2
	Cost Effectiveness	Annualized cost per annual linked trip on the project	1
<b>Financial Commitment</b>	Commitment of Funds	Capital and Operating	16
	Reasonableness of Assumptions and Financial Capacity	Capital and Operating	6
	Current Financial Condition	Capital and Operating	2





5. **Display Board Area Notes** (Including comments recorded at the meeting and comments collected on the project website)

- Land Use
  - Depth of lots on Route 1 limits development potential
  - Keep diversity in the area. Keep low-cost workforce housing
- Pedestrian and bicycle infrastructure
  - Pedestrian and (especially) bike connections are lousy. (So are car connections, which causes congestion on the arterials.) Nearby stuff is a long way around.
  - Please keep building pedestrian infrastructure
  - Eliminate left turns for pedestrian safety and to reduce congestion
  - Bicycle and pedestrian improvements are the most important to reduce auto traffic
- Vehicle infrastructure
  - Use a local/through lane concept: Two through lanes in the middle with a median and local/slow lanes on the right – “grand boulevard” concept
  - 45 mph road design is incompatible with the planned, walkable land use and may cause greater traffic congestion
  - Kings Crossing and Walmart/Costco: Bad traffic intersections. Sometimes bus stopping at Kings Crossing blocks traffic. Use barriers to prevent illegal left turns.
- Transit
  - Like the LRT best, or Metro/BRT with inside lanes
  - Place “Park & Rides” at new transit stations
  - Smaller and more frequent buses
  - How to get Belvoir worker there quickest via transit?
  - We do not want BRT as the long-term goal. It is a great intermediate step, but without fixed rail, landowners will not invest to meet 2035 plan and we will not be able to achieve the benefits being promised.
  - Extension
    - Needs another option, extending Metrorail to either Fort Belvoir or to the Lorton VRE station. Stopping Metrorail at Hybla Valley is too shortsighted, especially when there's a major anchor at Ft. Belvoir.
    - Fails to take into account Metrorail all the way to Woodbridge via underground and above ground. Please add these slides.

## Public Meeting #3 Summary Report October 8<sup>th</sup> & 9<sup>th</sup>, 2014

### Summary of Meetings and Findings

The third public meeting for the Route 1 Multimodal Alternatives Analysis took place in two parts on October 8, 2014 at Belmont Elementary School in Prince William County, VA, and October 9, 2014 at The South County Center in Alexandria, VA. The format of both meetings was a presentation by members of the client and consultant team followed by a question and answer session. Before and after the presentation, meeting attendees were invited to learn more about the project findings to date by looking at a series of display boards and speaking with members of the team. Approximately 152 people attended the two meetings.

Public input at the meetings was taken in the form of comments made during the Q & A session, comments written near the display boards, and a short survey. All materials from the meetings (including the presentation, display boards, and survey) were posted on the project website until November 9, 2014 to allow members of the community to give their input even if they were unable to attend the meetings.

The remainder of this document provides a more detailed description of the meeting proceedings and the public input received at both meetings.



**DATE/TIME:** October 8, 2014 – 6:00 p.m. to 8:00 p.m.

**PLACE:** Belmont Elementary School, 751 Norwood Lane, Woodbridge

**SUBJECT:** Public Meeting #3

**ATTENDEES:** Approximately 49 attendees, including 25 members of the general public. See sign-in sheet and list of elected officials and staff below.

## **ESC Members**

### Officials: (3)

Senator Toddy Puller

Delegate Michael Futrell

Supervisor Principi

### Officials' Staff: (5)

Colin Davenport, Congressman Gerry Connolly's Office

Carrie Ann Alford, Senator Puller's Office

Philip Castle Newell, Delegate Torian's Office

Michael Tudor, Supervisor Principi's Office

Patrick Durany, Supervisor Jenkins' Office

### Other members of ESC: (1)

Rick Canizales, Prince William County

## **PMT Members (5)**

Amy Inman, DRPT

Tim Roseboom, DRPT

Thomas Burke, Fairfax County DOT

George Phillips, Prince William County

Bud Siegel, VDOT NoVa

## **TAC Members & Other Agency Staff (2)**

Richard Burke, VDOT

Randy White, Fairfax County

## **Consultants (8)**

Lauryn Douglas, AECOM

Jason Mumford, AECOM

Ben Chambers, AECOM

Jeff Roux, AECOM

Jeff Schlossberg, RHI

Deana Rhodeside, RHI

Meredith Judy, RHI

Karina Ricks, Nelson\Nygaard



## 1. Presentation

Amy Inman, DRPT Project Director, opened the meeting by welcoming attendees and introducing the elected officials, staff, and consultants. Jason Mumford (AECOM) presented an overview of the study purpose, process, and status. Mr. Mumford also described the evaluation of alternatives, findings, key considerations for implementation, and next steps.

Senator Puller, Supervisor Principi, and Delegate Futrell took a few minutes to describe their roles in the project, and their interest in promoting multimodal transportation improvements on the Route 1 corridor.

## 2. Question and Answer Period

A thirty minute question and answer period followed the presentation and elected officials' statements. A summary of the discussion is provided below.

- a. VDOT has plans to widen Route 1 in Woodbridge in the near future. How does this dovetail with any plans to widen Route 1 in Fairfax County?
  - o Answer: The Fairfax Comprehensive Plan shows widening of Route 1 in Fairfax County between the river and Fort Belvoir. This project is not currently funded; however it is seen as a high priority by Supervisor Hyland.
- b. I am frustrated that the alternatives are discrete. Would like to see early investment in right-of-way acquisition for the full corridor, rather than acquiring it over time (potentially after development has already occurred). Also, agree with the "blueway" transportation concept.
  - o Answer: Thank you for your comment.
- c. What is being done to increase transit ridership rather than just investing in highways?
  - o Answer: The intent of this study is to increase travel opportunities beyond the automobile. Right now the corridor is designed to promote automobile travel. As the counties invest in sidewalk infrastructure and walkable development patterns, the percentage of non-auto based travel trips will increase. The intent is to change land use patterns in order to increase transit ridership and walk trips.
  - o Answer: As transit reliability and frequency increases, this will increase transit ridership on the corridor. The current REX service is very competitive. It has good frequencies and travel times. The recommendations in this study would further advance high quality transit service on the Route 1 corridor.
- d. I understand that PRTC is overcrowded and needs expansion. What is being done to address this problem?
  - o Answer: The funding to improve PRTC service needs to come from the localities. The Commonwealth offers some capital and operating cost assistance programs; however, the localities need to take the lead on making these types of improvements. The Route 1 Multimodal study has considered ridership and service on PRTC and Metrobus routes. The intent is to provide a high quality transit option on Route 1 that is designed to complement and leverage existing services.



- e. Rail seems like the best option for the corridor, but an opening year of 2040 is too far away.
  - o Answer: In order to implement a long-range plan for a Metrorail extension, the planning, design, and funding work will need to begin immediately. Based on current FTA criteria, the project will not likely be competitive for federal funding before 2035.
- f. Is the Prince William County ride share program included in this study (carpool, vanpool, and slug lines)?
  - o Answer: Yes, all of these commuter travel methods are included in the regional forecast used for the ridership and traffic projections. The I-395/I-95 HOT lanes are also included in the forecast.
  - o Answer: Park and Ride accommodations have been included in the Route 1 Multimodal Study. Park and Rides are shown at Woodbridge (with a pedestrian overpass over Route 1) and Lorton.
- g. How do the activity density scenarios compare with the Comprehensive Plan? Please explain the land use scenario diagrams.
  - o Answer: The activity level charts show the population and employment levels (activity density levels) within a half mile around each proposed station. The colored bars represent: 2010 activity density, 2035 projections (regardless of whether this project occurs), allowable densities under the Comprehensive Plans, and the two new land use scenarios created as part of this project (called Scenarios 2 and 3). Scenario 2 refers to the increase in development that we could reasonably expect due to the investment in high quality transit (approximately 15-25%, depending on the station location). Scenario 3 refers to the amount of development generally needed to support Metrorail (Huntington to Hybla Valley) or BRT/LRT (Gum Springs to Woodbridge). These analyses can assist the counties in determining how much additional development should be allowed in the station areas in order to support high-quality transit service. The counties also recognize the need to provide other types of infrastructure to support new development (schools, streets, parks, public safety, water/utilities, and other public services).
- h. Transportation is a means to an end. High quality public transportation is a method for promoting economic development in the area. If we get more economic development, we will see investments in the schools and infrastructure. It is expensive to run the Metrorail line to Woodbridge, but it means economic development, and will allow us to expand PRTC lines and other public services. If we want to make money, we need to spend money.
  - o Answer: Thank you for your comment.
- i. Is the Blue Line Metrorail extension to Woodbridge part of this study?
  - o Answer: The blue line extension is not a part of this study; however, the study will note that the blue line extension is the best Metrorail commuter line option for Prince William County. It will provide better commuter service at a lower construction cost compared with a Yellow Line extension to Woodbridge. However, it is up to the localities to advance any studies required to move the Blue Line project forward.



- j. PRTC has an upcoming funding shortfall. I am concerned about ADA compliance on future transit service, and in access to future transit stations (for example the pedestrian overpass over Route 1 at Woodbridge).
    - o Answer: All buses and stations will be ADA compliant. This will be noted in the final report.
  - k. Prince William County is being left out of this study. If planning changes in Prince William County, will the recommendations from this study change? Supervisor Principi is doing a lot to improve economic development conditions in Woodbridge. Are these efforts reflected in the study?
    - o Answer: Efforts to improve economic development in the study area will assist in an FTA funding application. It will be important to document the policies and efforts that promote transit-oriented development when applying for funding. The counties should take care to adopt the policies today that will make the transit project more competitive in the federal process in the future. If the transit projects are not competitive for federal funding, there will need to be other sources to fund the projects.
  - l. If Fairfax does not do their part, what happens to the Prince William County section?
    - o Answer: The counties need to work together, and every indication is that they will continue to do so. This study is identifying needs and the counties will work together to advance the projects.
- 3. Display Board Area Notes** (Including comments recorded at the meeting and comments collected on the project website)
- Project Schedule, Purpose, and Need
    - o Need for further study of Route 1 multimodal through PWC as was the original intent of the directing and enabling legislation. Make this recommendation as a priority of one of the following actions of the output action plan.
  - Evaluation of Transit Alternatives
    - o Full Metrorail extension to Woodbridge.
    - o When considering the alternatives, another perspective to consider them as phases which can support improvements in sequence as economics and demographics improvements/growth can progress through the alternatives in stages. – When looking at right-of-way width go with width for Metrorail along with early/temporary light rail and BRT so that Metrorail can/could come to PWC.
  - Visualizing Future Station Areas
    - o What about using the park-and-ride at 1-95?
    - o Would like longer extension of Metrorail. If you build it (Metrorail) in right spot, they will come.
    - o Would rather see LRT than BRT.
    - o Ecological impact – BRT vs. LRT. What is energy source for these buses? Think about long-term impact and cost.



- Glad to see pedestrian improvement plans. Making Route 1 a destination.
- The Disability Board meets the 1<sup>st</sup> week of December. Make sure there is handicap parking near the station.
- Parking with Northern PWC/Woodbridge should be focused toward the East side of Route 1, associated with the existing VRE station and its parking area which can handle expansion in the vertical direction.
- Infrastructure and Traffic Assessment
  - Think Big (Metro)
  - Right size for future
  - Why was ferry transit not included?
    - Especially the Ft. Belvoir to National Harbor area – rush hour.
  - Resolve the scheduling mismatch for the widening of Route 1 Occoquan River Bridge to move the widening earlier/to the left in the schedule.
  - Grow the study to include more multimodal – Rail! And water service: Rail to include VRE expansion! In parallel with Metrorail extension into PWC with the ROW capacity to be included for BRT, LRT & Metro ROW capacity!
- Recommendations & Action Plan
  - Need earlier widening of Occoquan River Bridge. Concerned about planned widening at Route 123 without bridge widening. (Especially given new development proposal off of Annapolis way).
  - Need to include plans THRU Woodbridge to Stafford County
    - Include this in study action plan
  - In calculating the long term cost of new roads, have you considered all the land and buildings taken out of the tax base?
  - Phase 4 should come earlier than 2040.



# Route 1

## Multimodal Alternatives Analysis



Public Meeting #3

**DATE/TIME:** October 9, 2014 – 6:00 p.m. to 8:00 p.m.

**PLACE:** South County Center 8350 Richmond Highway, Alexandria, VA

**SUBJECT:** Public Meeting #3

**ATTENDEES:** Approximately 103 attendees, including 75 members of the general public. See sign-in sheet and list of elected officials and staff below.

### ESC Members

#### Officials: (4)

Senator Toddy Puller

Delegate Mark Sickles

Delegate Scott Surovell

Supervisor Jeff McKay

#### Officials' Staff: (2)

Carrie Ann Alford, Senator Puller's Office

Brett Kenney, Supervisor Hyland's Office

#### Other members of ESC: (2)

Chris Landgraf, Fort Belvoir

Allison Davis, WMATA

### PMT Members (5)

Amy Inman, DRPT

Tim Roseboom, DRPT

Leonard Wolfenstein, Fairfax County DOT

Thomas Burke, Fairfax County DOT

Bud Siegel, VDOT NoVa

### TAC Members & Other Agency Staff (10)

Edythe Kelleher, Southeast Fairfax Development Corporation

Hyojung Garland, Fairfax County OCR

Marianne Gardner, Fairfax County DPZ

Kristen Hushour, Fairfax County DPZ

Suzanne Matyas, Southeast Fairfax Development Corporation

James Migliaccio, Fairfax County Planning Commission

Anna Fortune, VDOT

Terry Yates, VDOT

Cindy Engelhart, VDOT

Adam Behrens, DOT

### Consultants (6)

Lauryn Douglas, AECOM

Jason Mumford, AECOM

Barrett Lane, AECOM

Meredith Judy, RHI

Jeff Schlossberg, RHI

Jenny Koch, RHI





### 1. Presentation

Tim Roseboom, DRPT Project Manager, opened the meeting by welcoming attendees. Amy Inman, DRPT Project Director, introduced the elected officials, staff, and consultants.

Senator Puller, Delegate Surovell, Delegate Sickles, and Fairfax Supervisor McKay took a few minutes to describe their roles in the project, and their interest in promoting multimodal transportation improvements on the Route 1 corridor.

Jason Mumford (AECOM) presented an overview of the study purpose, process, and status. Mr. Mumford and Meredith Judy (Rhodeside & Harwell) described the evaluation of alternatives, findings, key considerations for implementation, and next steps.

### 2. Question and Answer Period

A thirty minute question and answer period followed the presentation and elected officials' statements. A summary of the discussion is provided below.

- a. How would the plan address local access to the transit on Route 1?
  - o Answer: Local bus service will be adjusted and improved to feed into the main transit improvements along Route 1.
- b. If the Metro is to be extended from Huntington how would it be extended? What specific route would it take?
  - o Answer: The route would take North Kings Highway down to Route 1.
- c. What would happen to the adjacent buildings along North Kings Highway?
  - o Answer: The right-of-way acquisition to widen the road and allow for dedicated transit lanes would not impact anyone's homes. The Metro extension would be built underground and similarly not impact adjacent buildings.
  - o Answer: These recommendations are conceptual and more engineering studies will be conducted later in the process which would look at specific right-of-way acquisition.
- d. We should be thinking overpasses and underpasses to help move traffic through congested intersections.
  - o Answer: Thank you for your comment.
- e. Monorail should be considered as a transit option. Las Vegas is a good example of a functioning monorail system.
  - o Answer: Thank you for your comment.
- f. Arlington is a good example of what this plan is trying to achieve along Route 1. What was the economic impact of the growth along Wilson Boulevard for Arlington?
  - o Answer: We have studied Arlington, and it is a corridor that has been studied in many reports. Investment in high-quality transit and planning for the surrounding areas focused on street networks and appropriate levels of density. This planning has attracted investment and growth.
- g. This growth creates a flood of property taxes, without any increment in tax rates.



- Answer: That is correct. Changes in future tax revenues are dependent on future planning in the coming years. The numbers on future tax revenue are highly dependent on changes in the comprehensive plan and the level of density allowed.
- h.** Are you planning on putting in infrastructure for electric buses in the dedicated transit lanes?
  - Answer: We haven't studied the specific vehicles to be used in the transit lanes. That is something for Fairfax County to consider as they advance the project.
- i.** What are our biggest project competitors in Fairfax County that could compete for funding on a local level? Also, how supportive are our Governor and State legislators for funding the next steps of this project?
  - Answer: The state is funding this study right now. The state is very supportive of funding transit improvements in the Commonwealth, as is the governor. Fairfax has many competing transit needs. The six year transportation priorities plan was approved in January. There is some money to move this project forward within that priorities plan, like funding the environmental study. After six years the county would be free to allocate money for construction.
  - Answer: DRPT transit funding can offer significant assistance, and NVTa is another major funding source. We need to look at all levels of government for sources of funding.
- j.** Comment: Thank you for your work on the plan. It's a great plan. I'm a little disappointed in the length of the implementation timeline. What can we do as citizens to speed up the timeline?
  - Answer: We looked at the timeline carefully and consider it aggressive given the constraints of the implementation system.
- k.** We should have a plan in place to immediately move forward when the funding becomes available.
  - Answer: The phases are in place, so it does really come down to funding. There is some required time associated with the environmental work and land acquisition that even funding can't speed up. There is also time associated with pursuing federal funding. We need to keep the project moving along so that when funding does become available we can immediately proceed. The next step is project advancement by Fairfax and Prince William Counties, based on the recommendations from this study.
- l.** Comment: The planning for phase III does not begin for a number of years. Some planning should be started immediately to ensure that new development in the phase III area does not interrupt what is called for in phase III.
  - Answer: We will take that into consideration. The Comprehensive Plan needs to be updated to allow for the redevelopment called for in the plan.
- m.** How do the alternative transit options accommodate disabled individuals?
  - Answer: The designs of the stations will be ADA compatible. Those specific designs come at a later stage.
- n.** What role does affordable housing have in this plan?



- Affordable housing will be part of the implementation plan.
- o. If funding is not secured for phase III, does that impact the planning or implementation of phase IV?
  - Answer: without funding, it will be difficult to advance any phases of the project.
- p. Has the project team visited other cities to observe best practices? Are there places in the D.C. area we can go to see what we are trying to achieve already implemented?
  - Answer: Transit implementation on corridors similar to Route 1 is a challenge faced by many communities across the country. Rockville Pike in Maryland is grappling with similar issues of how to deal with an important arterial highway that wants to become a corridor with walkable development. The Arlington example is also frequently cited. We have some leading examples in this region that will influence what other cities around the country decide to do.
- q. We feel that Metrorail should be the first priority. Metro is a game changer that brings the kind and intensity of development that brings revenue which can be used to implement other beneficial plans.
  - Answer: Thank you for your comment.
- r. Assuming we have a functioning BRT system in place, the plan then calls for it to be replaced by a Metro extension?
  - Answer: The BRT will remain in operation. The Metro extension will be under ground and serve three major stations. The BRT will serve additional stations in between the new Metro stations.
- s. Is something being done to improve the Yellow line Metro service during the evening rush hour now?
  - Answer: Metro has a “core capacity” problem. Metro is focusing on making all trains 8 cars instead of some with only 6 cars. Then, restoring Blue line service to its pre-silver line levels of service. The Blue line improvements will help your commute, but the core capacity issues drive the immediate future of Metro service. The system can’t handle additional trains in the core of the system.
  - Answer: Metro cannot expand the system until the core capacity issues are addressed. That is why Metrorail extensions in the near term can’t happen. BRT is something that can be done in the near-term to improve transit on the corridor.
- t. I have heard that the population projections can change significantly based on the transit mode implemented? For instance bus vs. rail. How has the study adjusted to those different projections?
  - Answer: We have looked at different examples around the country and talked with developers to obtain the range of activity at which the development community would respond.
  - Answer: The big parcels on Route 1 and their owners need a 20 year time frame to arrange their leases and tenants to prepare for new development and rearranging tenants. These are big parcels that can result in large town centers to anchor the corridor. They need the timeframe to prepare for those new developments, and respond to the future transit conditions.



- u. Can you explain the cost per rider numbers for implementing the different transit options?  
It's kind of skewed right now with metro costing more.
  - o Answer: It is skewed right now because we analyzed them on an equal playing field. We are assuming the same population and employment projections for all the alternatives in this analysis. This is based on FTA funding application requirements. As areas grow, the cost per rider of the infrastructure investments will change and go down.
- v. You mentioned that it takes the larger parcel owners a long time to turn their properties around. It might be a good idea to bring in small business owners to accelerate the development while we wait for the larger businesses to turn around.
  - o The Southeast Fairfax Development Corporation is set up primarily to help small businesses. Unfortunately securing financing for projects often require single large users or tenants. It's hard to get funding with multiple smaller tenants. There is also a lot of vacant office space in Fairfax which makes it difficult to secure funding.

### 3. Display Board Area Notes (Including comments recorded at the meeting and comments collected on the project website)

- Project Schedule, Purpose & Need
  - o No comments.
- Evaluation of Transit Alternatives
  - o Public relations along the corridor to get riders from SFH.
  - o Need ASAP – 4 way stop @ Pole Rd & Jeff Todd Way.
- Visualizing Future Station Areas
  - o Would rather see LRT than BRT.
  - o Overpass at Tulley Gate, Mt. Vernon Hwy. – to bypass stop lights.
  - o Underpass at King's Hwy.
  - o Plan for bike parking at Stations (see demand on Silver Line).
  - o Metrorail segments should be planned earlier – and should be more definitive (too many “probables” tonight). Especially since they will carry more passengers.
  - o Do all the comprehensive planning for station areas at one time!
  - o Time is money – if planning and construction can be done sooner, it will cost less.
  - o How do passenger projections compare to “real world” results? For instance, passengers at Weihle Ave. Station on Silver Line are already above the one-year projections without much new development in place yet.
  - o How will passengers on feeder buses transfer at BRT stations?
- Infrastructure & Traffic Assessment
  - o Expedite the Metro stations.
  - o Backlick Rd choke point.
- Recommendations & Action Plan
  - o No comments.



## Survey results

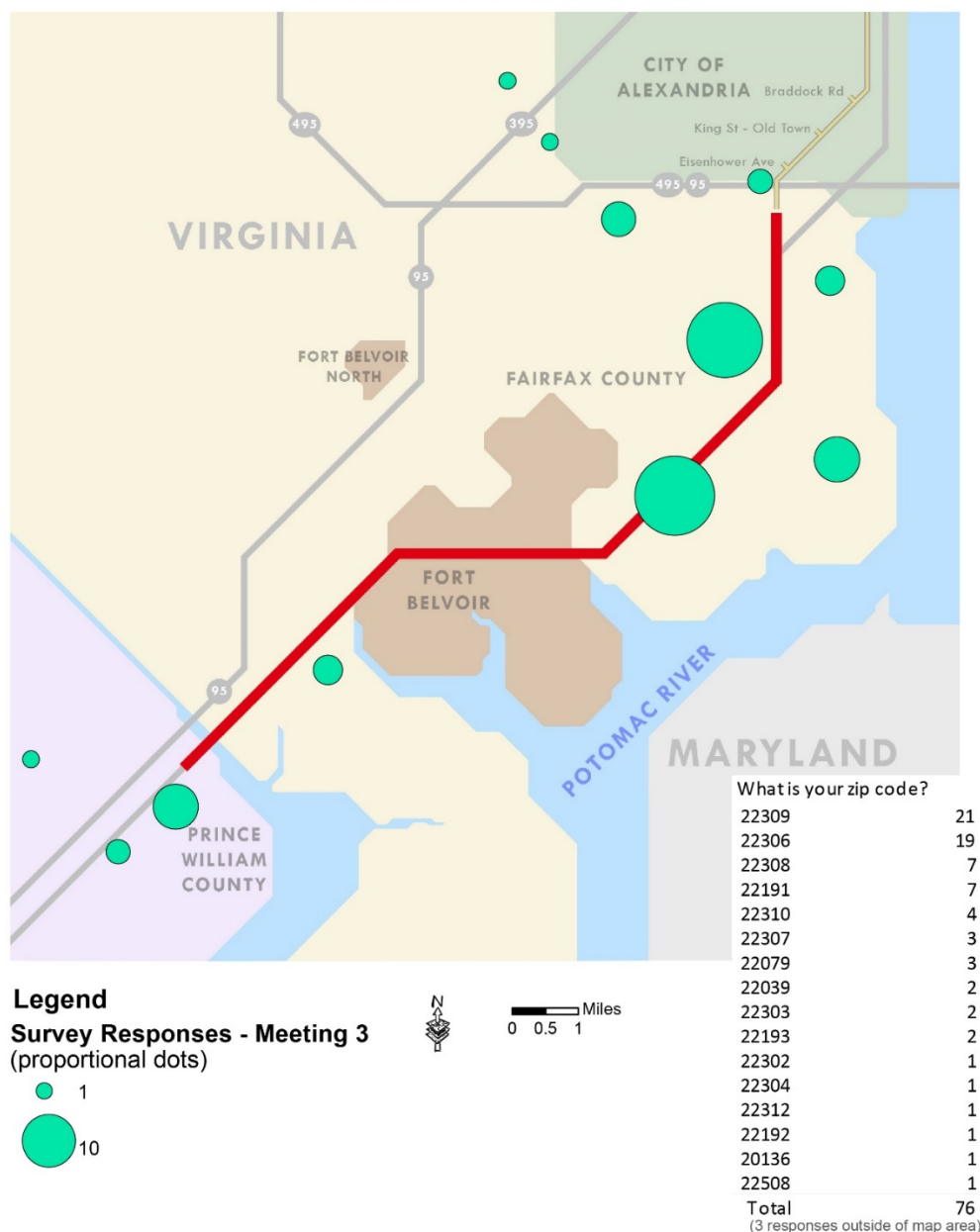
76 responses, including those completed at the two meetings, online submissions, and email submissions.

**October 8 (Prince William County):** 49 attendees (25 members of the public), 13 completed surveys

**October 9 (Fairfax County):** 103 attendees (75 members of the public), 51 completed surveys

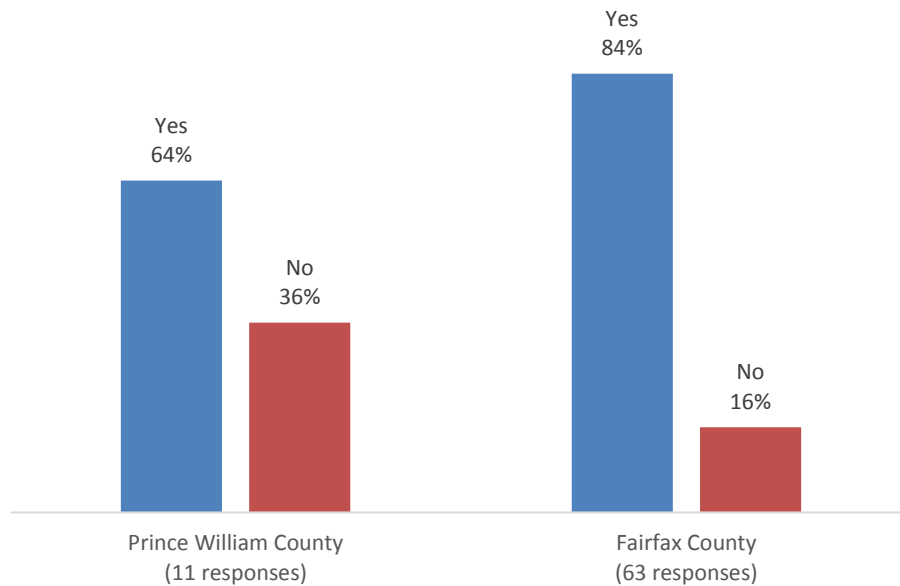
### Question 1: What is your zip code? (N=76)

Survey Reponse Rates By ZIP Code (N=76)  
Public Meeting #3 - October 2014  
ROUTE 1 MULTIMODAL ALTERNATIVES ANALYSIS

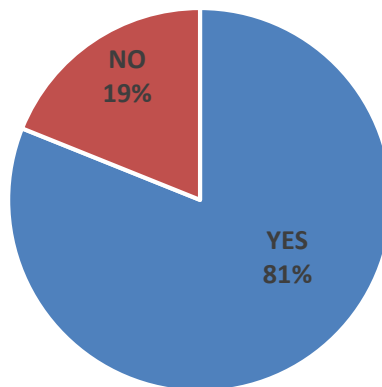




## Question 2: Do you generally support the draft recommendations? (N=74)



Combined Meeting Results



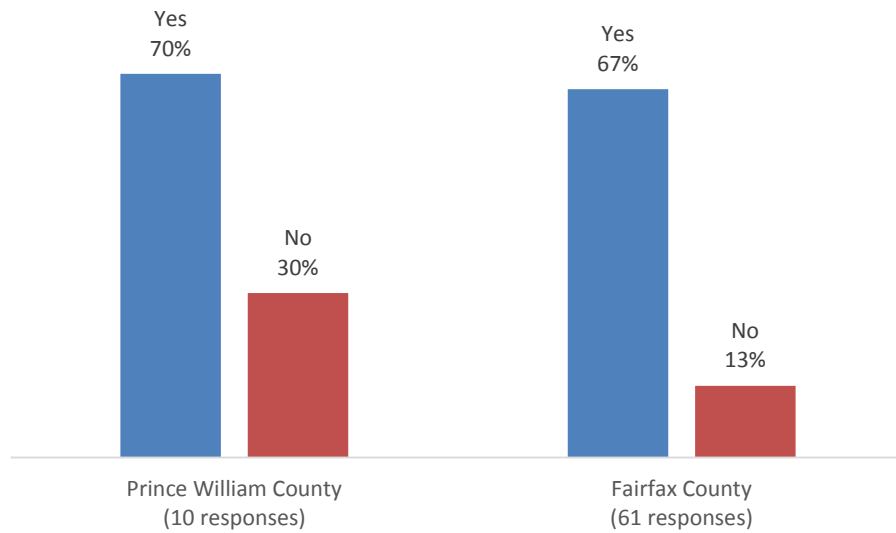
## Question 3: What are your comments on the draft recommendations?

# of Comments	Coded Comments
13	Implement plan sooner
12	Develop Metro sooner
6	Want extension of transit further into Prince William County
4	LRT instead of BRT
4	Focus on Blue Line extension down I-95
4	Extend Metro further
3	Study should consider ferry service as transit alternative
2	Prefer hybrid BRT and Metrorail option
2	Increased density and rezone is key to making the transit work

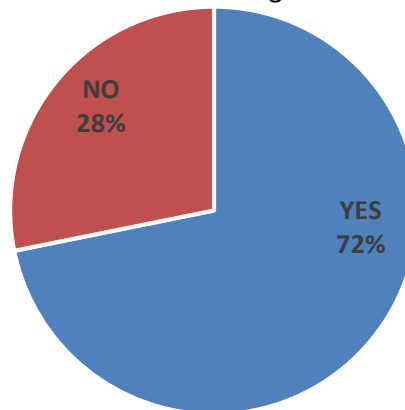
\*See appendix for full list of comments.



## Question 4: Do you generally support the implementation action plan? (N=71)



## Combined Meeting Results



## Question 5: What are your comments on the implementation action plan?

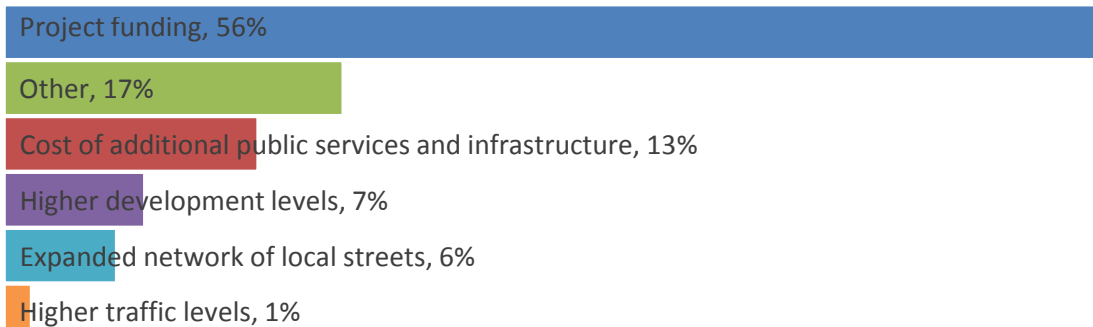
# of Comments	Coded Comments
21	Accelerate timetable of implementation action plan
9	Implement Metro phase earlier
7	Phasing makes sense

\*See appendix for full list of comments.





**Question 6: Which of the following do you see as the most significant challenge as part of a Metrorail extension between Huntington and Hybla Valley? (Please select one and provide details below.) (N=70)**



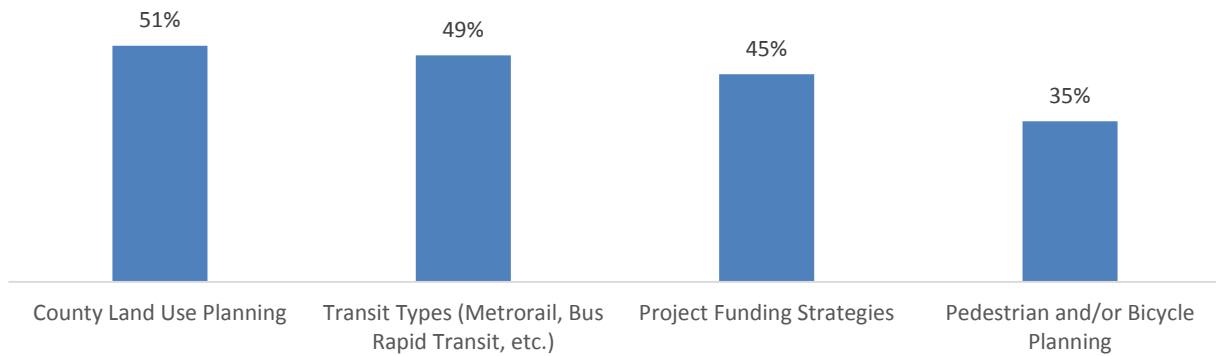
Comments
Getting the necessary stakeholders on-board
Parking - You can provide temporary parking at all stops until higher density alternatives are more feasible.
Lack of development. Need to follow the example of Arlington County in developing areas around stations.
Potential destruction of businesses during ROW acquisition and then decades later add a Metro.
I can't imagine Metrorail can be extended without displacing many residents, families, and local businesses. Some will probably be forced into bankruptcy by the years of construction alone. I expect many will fight losing their homes and businesses and drive up the project's cost of time and money significantly. Despite the ability to force them out using eminent domain, there should be provisions included to assist these citizens and business owners in relocating and/or rebuilding nearby or at a different location of their choice.
Parking - could there be free or less than \$5 cost option at Hybla Valley.
Funding - Lots of money to extend just a few miles.
Pace of implementation
Parking requirements were not presented to support businesses in mixed-use areas.
Lack of a local connected street grid
Potential disruption to local neighborhoods
Prejudice
Density - As a Fairfax county resident I would like to see the County take bonds to pay for accelerating phase 1 so that more time is given to achieve the development levels necessary to obtain funding for Metro eventually.
Funding - Comes down to the money and finding state/federal partners. The trouble with building just a new Metrorail station in Alexandria highlights the issues with funding such large-scale capital projects.
Politicians keep trying to lower taxes without admitting the consequences.
The segmented approach is not a long-term integrated plan.
Concerned about sufficient state and federal funding.
There is not enough population east of Rt 1 to justify Metro. If it is extended, it should be down Rt 95, where there is a much bigger area it could draw from. Other aspects mentioned above don't seem to have been given much thought but should be of concern. Expanded network of local streets – it's almost impossible to get to Penn Daw or Beacon Hill from east of Rt 1 during rush hour- it will only get worse if metro is extended. Cost of infrastructure doesn't seem to be justified by potential ridership shown on charts; it would seem better to figure out how to make bus and or light rail work effectively, which would that would mean stopping development like Beacon at Groveton that goes right up to Rt 1 so it can't be widened.
Bonds should be used to help accelerate early phases of this work while continuing to pursue all available funding paths. It is pretty much annually that Fairfax asks its citizens to pay for projects in the other parts.
Providing adequate parking at the new stations and getting the stations built faster.

**\*See appendix for full list of comments.**





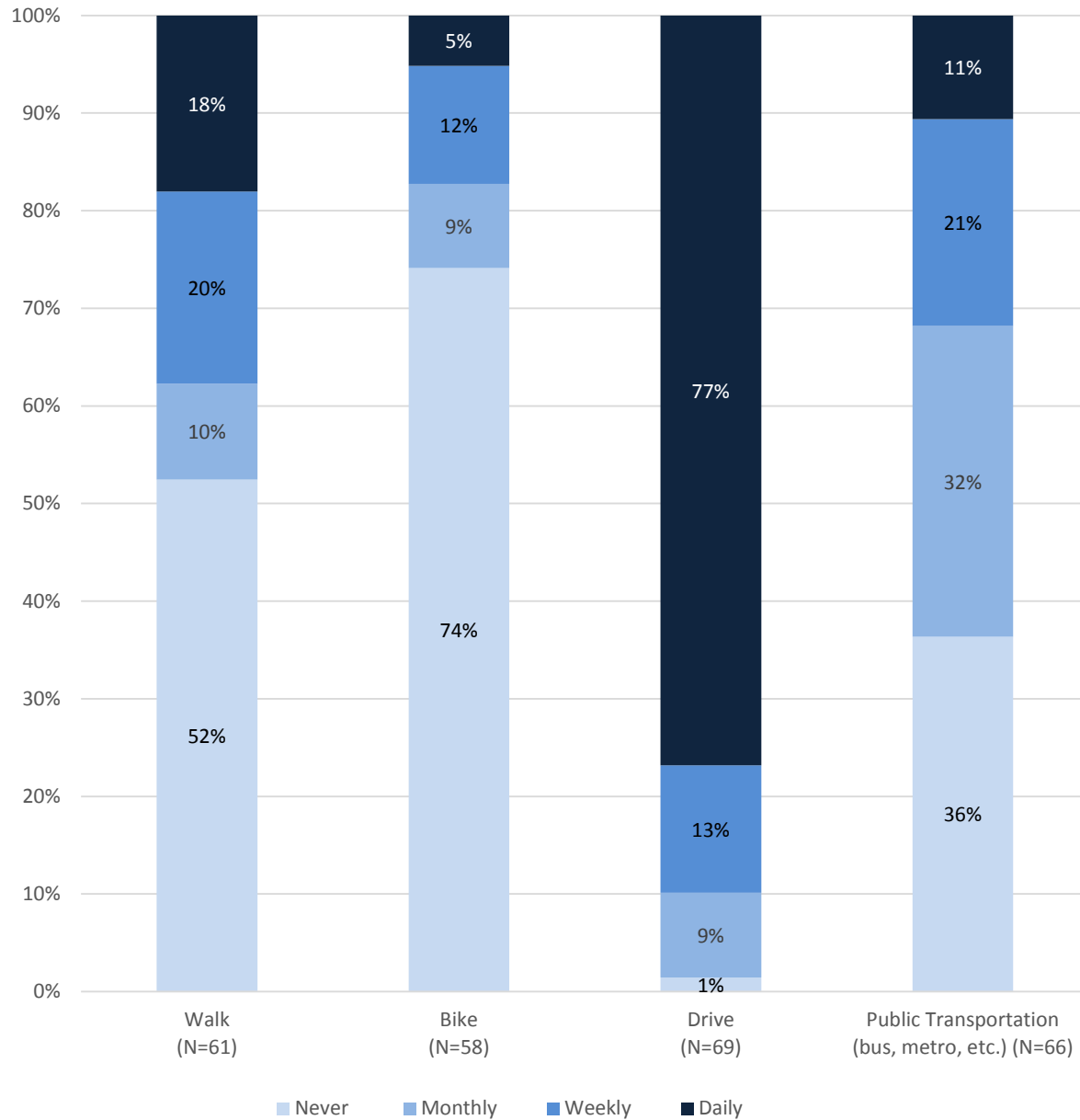
**Question 7: What aspects of this project would you like to learn more about? (Select all that apply) (N=49)**



Other (please specify)
How to get this speeded up and to get a greater role for parking.
Monorail
Projected GIS overlay showing land acquisition required
Streetcars will attract new riders. LRT. Curb cuts for buses to keep from blocking traffic.
FTA requirements that evidently drove this implementation duplication.
Monorail & future inventions
What traffic control systems will be implemented and will they be adequate.
ADA compliant aspects of project
Better understanding of commuter vs. other trips
When is it going to happen?
Integration of the options into a continuum
Woodbridge Area

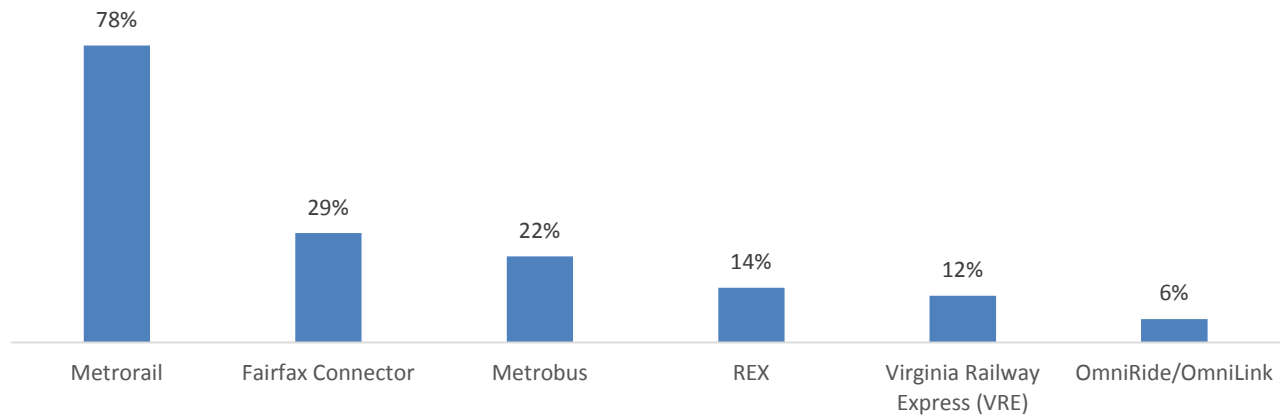


### Question 8: How often do you use the following transportation methods on Route 1?

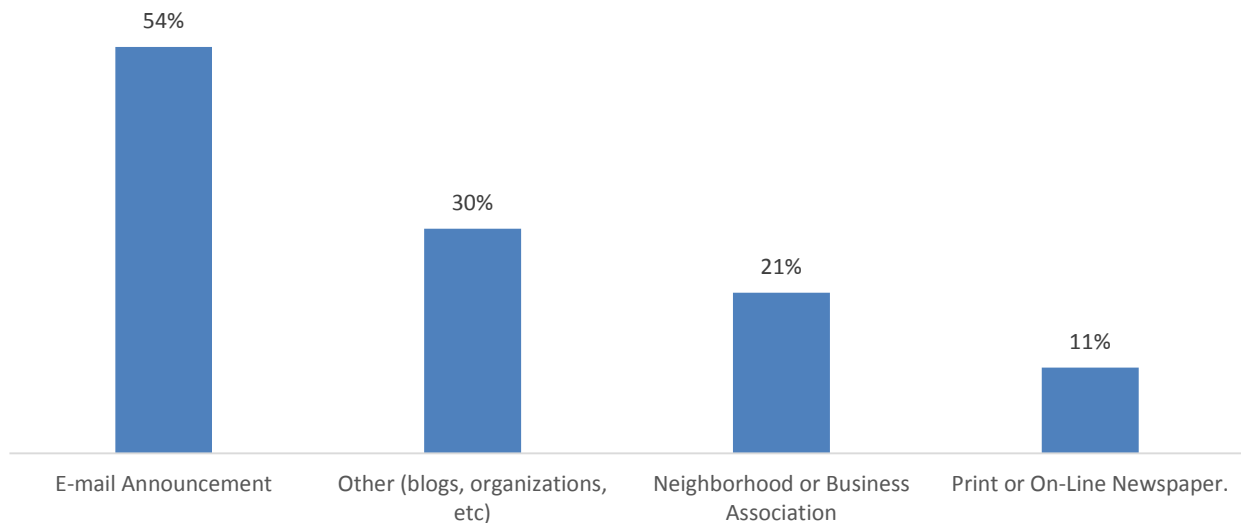




**Question 9: If you do use public transportation on Route 1, what systems do you use? (Select all that apply) (N=49)**



**Question 10: How did you learn about this public meeting? (N=71)**



**Question 11: Do you have any additional questions or suggestions based on the information presented tonight?**

**\*See appendix for full list of comments.**

**Question 12: Name and email [optional] (N=23)**

**\*See appendix for full list of comments.**



### Appendix

The body of this report includes summaries of the public meeting responses for survey questions #3, #5, #6, #11, and #12. This appendix displays the full list of comments for those questions.

#### Question # 3 (Comments on: Do you generally support the draft recommendations?)

Comments
Need Metro!
Prefer Hybrid Option
Schedule too far right
Important to carry through to Metrorail; phase time frame is long.
Well done analysis
As a resident of Lorton, I think 2035 is too far out to fox where it narrows to 1 lane under the CSX bridge.
We should extend metro to Ft. Belvoir and all stations should offer Huntington type parking, including substantial handicapped parking.
I believe the focus on BRT is misplaced. Focus should be on LRT instead.
If light rail and/or streetcars were used instead of buses. Many people will not ride a bus of any kind but will ride streetcars. Buses will not attract new riders in large numbers.
If ROW acquisition from Hybla Valley to Huntington Metro is not needed as Metrorail underground would avoid the need to condemn newly constructed buildings with ROW. I fear that nothing will be built as Phase 1 wants to acquire ROW in the most dense area. Is there a feasible plan? Because the duplicative transit from Huntington Metro via Huntington Ave will be expensive and will require businesses to be torn down.
A caveat to my support of the Hybrid plan for Metrorail from Huntington to Hybla Valley is that not having this begun until 2035-2040 is way too far in the future. This phase needs to be studied, funded, and built ASAP, not after most of us are retired and even dead. Pick up the pace!!! Implementation of Phase IV should be started immediately coincident with Phase I. If Phase IV is going to take 15 years from Comp Plan to Operation, then implementing Phase IV immediately would have it completed just about the current projected operational date for Phase III. If funding cannot be obtained for this aggressive progress, then start with Phase IV and add Phases I, II, and III as soon as funding allows. Please keep in mind that the design and implementation of Phase I should NOT be done in a manner that Phase IV will tear up what's been bought in Phase I.
Please ensure that median LR/BRT systems balance the road needs along Rte 1. Basically are 3 lanes enough for cars? I was hoping we could maintain 4 lanes.
Would like to see Metro sooner.
Replacing buses with buses in transit lanes won't get people out of cars, won't improve traffic & won't generate high quality redevelopment. Elevated monorail makes better sense to me.
It is a well thought out plan. I hope it happens sooner than the schedule that was presented.
Much too slow.
I don't think phase 4 will ever happen.
Looks great! Would be nice to know if phase 4 is somehow dependent on phase 3.
The timeline is too long for the metro portion. Most of the people footing the bill will be long gone by completion.
Delivery of first phase is too slow
Further planning on funding is necessary
Three lanes of mixed traffic plus an extra two lanes for transit will widen the highway, harming the potential for pedestrians to get around as well as use transit.
The timelines are excessive - move to #4 ASAP
Would love to see Metro first, but all things considered...
Can Alexandria City be brought into this collaboration, if/assuming it makes sense passengers would want a "one seat ride" along Rt. 1 (e.g., ride from Hybla Valley to Potomac Yard)



Comments
Let's get it "on the road"
Parking plan for phase 2? Hybla Valley. I like both the short term & long term. Primarily as both support bike & pedestrian conditions.
Need to start soon
If the metro alt is split into 2 phases - 1 to Beacon Hill - 2 to Hybla Valley. The study staff have not adequately studied the grade limiting inadequacies of light rail. Light rail is a flawed alternative
You need more Fairfax Connector like a new 172, 163 Mt. Vernon Hospital new replace now the 161 new route.
Except for the timeline and metro last. Outrageous draft recommendations.
Too long before Metro extension.
But I agree with the gentleman who said develop METRO first to generate the growth and funding to support the project financially.
A copy of the draft recommendation would be helpful.
I would like to receive an analysis of oppositional/compromising disadvantage
We should be pushing to execute phase 1 more aggressively than 2026. Plans should be in place to compress this timeframe should money become available. Elected officials should push for this to be a priority project and work diligently to push local, state and federal leaders to fast track this project. Saving a 1-4 years from the 12 year timeline will mean significant benefits for stakeholders who have been waiting for 20+ years.
I think the plan is very realistic that, absent massive rezoning along the corridor, BRT (dedicated lanes, running in median) is the best high-capacity mass transit option.
I would have also liked to have seen inclusion of a ferry service from North Woodbridge.
The key to getting them to work is density. The County can upzone, but that doesn't mean that builders will come.
Any of the options will vastly improve the Rt. 1 corridor. My biggest concern is how we're going to pay for it. Raising taxes IS NOT an option. If you even approach that as an option, this turns into a partisan political battle.
Did you include references we can look up re/ the PWC studies (ie-Blue Line). 1) Should have extended through Woodbridge. 2) Ignored ferry services possible addition from cross-river.
Alt #2, Alt # 4. Wish there was a handout to take home to review.
Does not go far enough on extent of study area & mode of transit like water service. See entries on posted sheets for input along lines of Supervisor Principi.
2040 is way too far out - final implementation must be sooner. I'd prefer LRT from Hybla South instead of BRT
Not sure how this would benefit Woodbridge as a whole. Traffic would increase in that area, cost to Woodbridge residents, but no benefits. I think funding should go into blue line down 95. This would bring ridership & growth in Prince William county. Stop this plan in Fairfax.
I support the draft recommendations. However, I would prefer to see the draft include expansion deeper into Woodbridge to cut commute time for local citizens.
There is no EIC recommendation for the Blue Line.
The Metro extension isn't included for Prince William
Good but not much for Prince William except on the coat tails of Fairfax
The timeline needs to be accelerated. Metro needs to be extended further. The current proposal will barely meet the current transportation needs and falls short of addressing the most conservative growth estimates.



Comments
Given the fact that it will be almost impossible to increase population (and ridership) from east of rte 1 because of the Potomac River barrier, it would make more sense to extend metro from Springfield along rte 95 because it could draw a much larger ridership from a wider area in the long run. Metro extension to Dulles will serve a much greater population because there is more room for development in the area the stations serve. (see growth projections for Reston, etc, vs Mt. Vernon District in county population growth projections). I don't believe metro extension to Hybla Valley is cost effective. Also believe that too much emphasis given to bike trails and pedestrian trails (and looking at groups involved in this effort, planners should recognize that vocal groups don't always mean that their ideas make the most sense. Improving bus and/or light rail movement should be maximum effort for the foreseeable future. A check of Ft Belvoir expansion makes clear that most of it will take place much closer to Springfield (mark center and gis).
Accelerate the timeline for phase 1
Need to promptly bring metro all along the Route 1 corridor as far as Ft. Belvoir and need to provide parking unless you plan to have an extensive bus network to existing car-based neighborhoods.
Yellow line extension needs to occur sooner than scheduled. As seen in Tysons, the Metro extension will revitalize the area and bring in new high quality projects.
1) would have liked to see how the crime rates are predicted to change if/when the metro line is extended to Hybla Valley 2) don't understand why travel times on Rt 1 will be 2 minutes longer if the plan IS implemented
Too long of a timeline. The growth from Ft. Belvoir will happen much before the draft recommendation timeline.
We can't wait until 2029 to begin planning Metrorail expansion. We need to start NOW so we can be done in 10 years.
Extend the Yellow Line FIRST. Then, add the BRT or light rail aspect. Route 1 needs a major overhaul ASAP and your draft recommendations do nothing to effect such an overhaul.
Too long to make a decision, and everything seems to be in series, while much could be done in parallel safely.
Move Phase 4 Metro to Begin 2019, submit bill to U.S. Congress (Sen's Warner, Kaine): Include Phase 5 with Metro to Fort Belvoir (Federal, Hospital)
Not running Metro to Fort Belvoir seems awfully short-sighted

### Question #5 (Comments on: Do you generally support the implementation action plan?)

Comments
Need Metro!
Takes too long to implement Metro
Stages seem reasonable
Metro sooner
Too Slow! We need this in 10-15 years max.
I think the metro to Hybla Valley and Woodbridge should be first after the Blue line was built to Springfield there development came soon after.
You need to provide a walkable means for people who live on existing side streets to get from their home to route 1 stations or provide parking.
We live in one of the wealthiest counties in the wealthiest country in the world. this project requires more capital and its schedule should be accelerated.
Too slow
Since the current widening of Route 1 includes dedicated transit lanes, the project should stand at Fort Belvoir and then move to Hybla Valley. The ROW acquisition or negotiation with FTA should be occurring at the same time. If the initial leg has a spike in passenger trips the projected, Metro may be possibly built instead of ROW center-lane dedicated to transit. Also, once built partially, it may be easier to obtain the necessary funding.
Again, not beginning Phase IV until 2035-2040 is way too far in the future. This phase needs to be studied, funded, and built ASAP, not after most of us are retired or even dead. Pick up the pace!!! Implementation of



Comments
Phase IV should be started immediately coincident with Phase I. Accepting the timeline on page 55, Phase I would be going operational just as Phase IV construction is beginning, and Phases II and III would be operational the year prior to Phase IV's completion. If funding cannot be obtained for progress this aggressive, then start with Phase IV and add Phases I, II, and III as soon as funding allows. And please, do NOT design and implement Phase I in a manner that Phase IV will have to tear up what's been bought in Phase I.
Find ways to speed the process! Work with Fairfax connector/REX to set BRT schedules that could run now!
Need to stay flexible - for example, the onset of self driving cars may, by itself, eliminate much of our traffic woes.
Time line too long
Much too slow.
Time line far too long. Tax rate unclear.
Only concern is the need o be more aggressive on timing
Need immediate planning on Phase 3 to assure no interference with plan by current developments
Blueprints - actual blueprints - get these done.
Waiting until 2040 is ABSURD! Move the project forward now please.
The phasing makes sense to me. I don't understand why some people are pushing for the Yellow Line Metro extension to be completed first.
Verify funding before you tear up existing businesses and properties.
Maximize opportunities to make it happen faster! Always easier to pull something forward in the plan vs. no plan/funding.
Improvements should be from the ends toward the middle
Route One a new 172 limited. Stop between Lorton VRE to Huntington North.
Starting sooner and Metro first.
How do we expedite implementation? Suggest we have a "champion" in Fairfax Co to shepherd this. (not sure Leonard is the right person based on his answers)
Too long before Metro extension.
Push for METRO first. Compress the schedule. The schedule is too stretched out.
The phased approach is logical however the timeline should be compressed wherever possible.
The implementation plan seems reasonable, but on the longer side. Although the density might not yet be there for the entire segment, the first section or two (or divide phase 2 into 2.1 and 2.2) should be implemented sooner rather than later. BRT, versus extending Metro, should not require the density to be in place before it opens. The lower costs of BRT make it more amenable to building first, and then letting the people come to it over time (vs Metro, which requires immediate mass utilization to offset its costs).
Can't happen soon enough! Happy to see the opportunity to fix the area of North Woodbridge. There's so much potential!
I like the staging. Whether Metrorail makes sense is impossible to determine now. I don't like the long time lags. Is this due to funding?
Again, it's funding...
Way too long time frame to do anything for Woodbridge. Too long- 25 yrs?
But it is only considering individual options instead of the options representing a continuum of action plan phases/places. The options should be considered as a continuum of plans with eco/demographic trigger criteria to support execution.
The implementation action plan needs to be done sooner. I would recommend a 5-7 year plan.
Still not enough for Prince William County
It should be on integrated plan that doesn't leave the following phases at risk.
Unlike the politicians currently wailing about the delay, I personally support the idea of postponing Metrorail construction while we see if there is really going to be the kind of development that would justify billions of dollars in transit improvement. More likely people would live closer to work than try to commute from MD or Washington or North Fairfax way down the rte 1 corridor.





### Comments

I support the implementation plan but do not believe the plan is aggressive enough. Waiting for 12 years to implement phase 1 of the plan is way to slow and will significantly inhibit growth, public trust and the overall success of the corridor

Too slow on rolling out improvements and unrealistic on parking needs given existing car-based pattern of development. Need to provide parking for at least the next twenty years. You can always convert the parking to something else.

Extend metro and not push bus. The bus transit corridor in Alexandria & Crystal City is along an existing metro line.

We can't wait until 2029 to begin planning Metrorail expansion. We need to start NOW so we can be done in 10 years. Bus service will only do so much.

I strongly oppose the Commonwealth's current timetable and I, too, believe that our community needs investment and transit relief NOW. Waiting 10 years before a shovel even hits the ground is absurd. Please do not allow another \$2 million+ transit study to go to waste. I URGE you to prioritize the transportation needs of Richmond Highway. I have attended all of the Route 1 Multimodal Alternatives Analysis public meetings and I have heard from my fellow Fairfax County residents (from Mount Vernon and Lee) that a Yellow Line extension is the overwhelmingly preferred choice. And not in 2040, either. We need it much, much, much sooner than that. Extending the Metro to Hybla Valley must be done FIRST, with a clear plan to extend it to Fort Belvoir. The base is the largest employer in Fairfax County and is only expected to grow with the next round of BRAC. It would be irresponsible for Fairfax County to be unprepared for these changes when we know they are coming. I cannot fathom why our Fairfax County elected officials are "sharply divided over what kind of transit should be the goal for the traffic clogged Route 1 corridor." The BOS was elected to represent the will of the people and the people are speaking out in favor of a Metro extension. I could not encapsulate things any better than Mr. Martin Tillett did in his comment to a recent WAMU article. Please take a couple of minutes to read his comment below. Mr. Tillett speaks for me and many thousands of us here in South County who are pleading for the kind of attention that you have been giving to other parts of the County for years. \*\*\* "I've lived in the Route 1 corridor for 33 years. It is in desperate need of revitalization and has been neglected by the Board of Supervisors for decades while they favored development in the western areas of Fairfax County. We all know that metro rail is the game changer that will spur new growth and economic development needed to both revitalize this corridor and to increase the revenues to pay for thus far unfunded infrastructure needs for modern stormwater systems, stream restoration, sidewalks, bike trails, and a host of community assets known to communities elsewhere in Fairfax County but lacking in many of the neighborhoods adjoining Route 1. It is outrageous that this area of the county continues to be treated like the unwanted step child by the Board Of Supervisors, county agencies and departments. This older developed part of the county has antiquated and failing infrastructure that has rendered our watersheds the most degraded in all of Fairfax County. Fairfax leaders seemingly direct to the Route 1 corridor a poverty culture mentality that perpetuates the highest concentration of people in need of social services and assistance. The Route 1 commerce continues to evolve into a mish mash of poverty based retail and predatory businesses that thrive on the misfortunes of economically challenged citizens. Nearby, across the river, the National Harbor development along with the now promised Casino will draw thousands of visitors daily through this area and other nearby locations. Alexandria city has begun planning ways by which they can increase accommodations and attractions to expand commerce from this projected influx of visitors to the area. Fairfax County has done absolutely nothing in this regard unless you consider permitting an abundance of car title and quick cash loan businesses on Route 1 to meet the need for fast money to the casino gamblers a plan. This kind of abject neglect is testimony to the ever present negative attitude towards this section of the county originating from Fairfax County officials. All of the surveys and voices from the citizens in this area overwhelmingly support metro rail extension yet the plan presented does not respond to what the citizens want but rather the plan that the county officials want representative of their persistent negative attitude regarding the Route 1 corridor. The citizens have had three scripted presentations over the past 9 months where the people doing the proposed plan have heard consistently the call for extending metro and the outcome is a recommendation that puts metro dead last in their timeline with no guarantee that it will ever come. The citizens will hear from Fairfax County that they were given a voice in the process and now the officials that know what is best will make the final decisions on these



Comments
<p>recommendations. The plan recommendations as I view them suggests to local citizens that Fairfax County officials have had a heavy hand in this process steering the way to the outcomes they desire and then adding insult by cynically telling citizens thanks for your input and engagement. This is not representative democracy but rather an economically prejudiced ineptocracy in what is supposed to be one of the wealthiest and best managed counties of the nation. They were voted into office and given agency and department appointments to find workable solutions to problems and issues for all citizens and areas of the county. Their mandate is not to only support select areas of Fairfax County they deem worthy of their love and financial largess but rather to engage all areas of the county in a fair, meaningful, respectful and constructive way. It is high time that Fairfax County show the citizens along the Route 1 corridor some of that same love and money they so willingly bestow elsewhere in the county. As it stands for right now, the key priorities essential to revitalization, a better environment, economic growth, improved infrastructure and improved communities on Route 1 gets kicked down the road yet again."</p> <p>Too long to make a decision, and everything seems to be in series, while much could be done in parallel safely. Start phase 4 and phase 5 Bill to U.S. congress now!!</p> <p>What exactly is the plan? Sounds more like, "Let's wait and see what happens" position, I wouldn't call this a plan yet, too many unknowns. Until the funding is received, there is no point in these meetings. We are basically talking about what could happen if certain conditions, such as funding and population growth would be met. Which assures me that nothing will be done soon.</p> <p>Takes forever. 25 years?</p>

### Question #6 (Comments on: Which of the following do you see as the most significant challenge as part of a Metrorail extension between Huntington and Hybla Valley?)

Comments
Support Metro!
Development will come if transportation is improved.
Getting the necessary stakeholders on-board
Good Job!
You can provide temporary parking at all stops until higher density alternatives and more feasible.
Need to follow the example of Arlington County in developing areas around stations.
All can be done! Do it as soon as possible.
Lacking foresight by the decision to destroy businesses on a ROW and then decades later add a Metro. I could write a novel.
I can't imagine Metrorail can be extended without displacing MANY residents, their families, and local businesses. Some will probably even be forced into bankruptcy by the years of construction alone. I can expect MANY will fight losing their homes and businesses and drive the project's cost of time and money up significantly. Despite the ability to force them out using eminent domain, there should be provisions included to assist these citizens and business owners in relocating and/or rebuilding nearby or at a different location of their choice.
Parking - could there be free or Less than \$5 cost option at Hybla Valley? Ensure that the Yellow line express service to Springfield is eliminated! Diverting yellow service will not increase usage.
Lots of money to extend just a few miles.
Too slow
Parking requirements were not presented to support businesses in mixed-use areas.
A grid that isn't connected to thoroughfares of the area, i.e., putting additional streets through strip mall redevelopment, is not a grid.
Overpass at Fort Belvoir needs to be considered as well.
Will have to disrupt neighborhoods.
Prejudice



Comments
Especially mass transit
Extend Metro to Fort Belvoir. Hybla Valley is not ambitious enough.
Thank you for a copy of your PowerPoint based on disabilities.
As a Fairfax County resident I would like to see the county take bonds to pay for accelerating phase 1 so that more time is given to achieve the development levels necessary to obtain funding for Metro eventually.
Like all things, it comes down to the money and finding state/federal partners. The trouble with building just a new Metrorail station in Alexandria highlights the issues with funding such large-scale capital projects.
Politicians keep trying to lower taxes w/o admitting the consequences.
that the segmented approach is not a long-term integrated plan to truly include multimodal transport capabilities/capacities as the economic and development grow and trigger changes
Concerned about sufficient state and federal funding.
it doesn't go far enough
Quite simply, there is not enough population east of Rt. 1 to justify metro extension. If Metro is extended, it should be down Rt. 95, where there is a much bigger area it could draw from; and perhaps across Woodrow Wilson bridge to Maryland to cut down some of the beltway and highway congestion caused by people trying to travel north along the Potomac River. Other aspects mentioned above don't seem to have been given much thought but should be of concern (expanded network of local streets for example-it's almost impossible now to get to Penn Daw or Beacon Hill from east of Rt. 1 during rush hour- it will only get worse if metro is extended); cost of infrastructure doesn't seem to be justified by potential ridership shown on charts; it would seem better to figure out how to make bus and or light rail work effectively -- that would mean stopping development like Beacon at Groveton that goes right up to Rt. 1 so it can't be widened) . Bus pull-offs or lanes in the median should be top priorities, because the bus system seems to work pretty effectively most of the time when I travel Rt. 1. Bike activists have had far too large a role in the planning. I seriously doubt that more than a handful of people would bike the long distances that will cost millions of dollars of taxpayer money. This money would be better spent addressing real shortcomings on existing roads like ft. hunt, which is rapidly becoming one of the most dangerous roads in the county as traffic increases exponentially along that line. The county and the state would do better if they had a few traffic analysts instead of bike and trails specialists because too much planning seems to take place in response to a few noisy people rather than real consideration of best solutions to countywide problems.
Bonds should be used to accelerate early phases of this work while continuing to pursue all available funding paths. It is pretty much annually that Fairfax asks its citizens to pay for projects in the other parts of the county and its time that the County return some of these funds to Mount Vernon and Lee district. As a tax payer and land owner I would be happy to pay for such a needed project, not just for those who are land owners but for those who are in more needing situations (under employed, lower incomes, disabled) where improving transit and multi-modal connections are essential for remaining connected to the employment centers of the Greater Washington DC area
Providing adequate parking at the new stations and getting the stations built on a faster timeline than you envision.
If a metro extension is built more development (and better) will come.
I would have checked "project funding" but that is over simplified. There are only so many ways to split the current tax revenue and you can only raise taxes so high on those of us who actually pay into the system.
We need to push for dedicated Metro funding.
Is it worth doing BRT today, and trash it when Metro is extended?
Submit bill to U.S. Congress. Traffic from south of Woodbridge should be considered
The metro itself (the metro employee at the meeting said that there will be no extensions until the core is fixed). It is really bad as it is, with unreasonably long wait times. I can only use it as an emergency backup transportation, not on the regular basis.



### Question # 11 (Do you have any additional questions or suggestions based on the information presented tonight?)

Comments
Is this material available online?
With Prince William currently working on widening, saving Lorton for last creates a major choke point narrowing to one lane in each direction.
What provisions do you have for persons with disabilities?
1- No mention of ADA facilities. 2) Projections should note additional ridership with streetcars.
How is the Rapid going to work when the traffic lights are timed so that one has to stop 5x between the City of Alex and Boswell (10 minute delay)
Could you re-prioritize the phrases - put the metro extension first. Fairfax connection/REX run pretty well currently w/o dedicated lanes!
What are the assumptions re increased property (and therefore) tax valuations with better transit & walkability.
How do we help push this forward? We are okay putting money up for this. Float county bonds please. We want the development.
We need a 4-way stop at Jeff Todd Way & Pole Rd.
Capital costs must be recouped through development impact fees. Dedicate lanes, but don't widen Rt. 1!
The County board must raise the priority of funding in Richmond Hwy Corridor.
For future meetings can you please address parking structures as an evaluation criteria and/or land use.
Install charging stations & have electric buses
Educate the community better and make them provide feedback with their property tax returns. Too many people don't know what is going on.
Early phases of this project need to happen sooner. The County should take bonds to make this project happen. As a tax payer in Fairfax County I see justification for paying more taxes up front to make this happen with the understanding that future recoveries would help stabilize the tax base.
Glad you're using Facebook so I can keep up to date on what's being planned. It also makes it easy for me to share with my friends and neighbors.
Needed to highlight that only 3% of commuters use public transportation (one of your posters) we need to work on changing this!! Did you consider ways to increase carpooling?
How can we learn more about land use planning and right-of-way?
I would recommend that the expansion be extended deeper into Woodbridge or to the south edge.
Please provide an environmental study for the Blue Line for Prince William
If recommendation for PWC is to extend the Blue Line, then say so.
Keep a cool head, don't rush into things that make little sense.
Very little communication about this process was provided to people in the impacted area. Greater communication should be made around this process and the impacts to the area. You would receive significant support for expediting this project, including support for bonds, from landowners. This support would also include support for a change in the development patterns on the Route 1 corridor - particularly toward a form based code. Follow Arlington County's example as it relates to development on Columbia Pike in this regard.
Overpasses - Ft. Belvoir Tulley Gate; Mt. Vernon Hwy/Costco; & Quander Rd; Underpass - Kings Hwy
Recommendation to extend the metro is great, but contradicts with what the metro itself is saying: "Until the core gets fixed, there will be no extensions". At the meeting, it was clear that the bottom line is: we are going to build BRT, which is going to take 10-15 years to build. And the Metro- We would all like it, but it is not happening in the foreseeable future. The meeting could have been done within 15 minutes :) Knowing this, we can anticipate years of restricted lanes due to road work on Rt1, building the BRT lane:) I am not impressed and am losing interest. Flying cars might come sooner than this plan is implemented! :) I do want to point out that roads parallel to Rt 1 and more connecting local streets are great ideas! Ideally Rt 1 should be a non-stop highway for the most part, with ramps and bridges connecting parallel sides, and allowing pedestrians to cross.

# Route 1

## Multimodal Alternatives Analysis



Public Meeting #3

### Question #12 (Name and email [optional])

Comments
mrcmiller@gmail.com
cigmiller@gmail.com
wcleveland@pobox.com
gloriabannister@msn.com
cmsvoorhees@gmail.com
daviddalee@yahoo.com
paulkenedy703@gmail.com
huffmanld1@verizon.net
owensjames@icloud.com
davidmills1984@gmail.com
FCohn22309@aol.com
earlflanagan@verizon.net
6resdcridr@AOL.com
teugolfer@cox.net
catherinekkrebs@yahoo.com
Diane Cullo, diane.cullo@rocketmail.com
mhb2288@verizon.net
weathervein@msn.com
rholt.pwc@gmail.com
tayaana@netscape.net
edgevreeland@yahoo.com
gregg-reynolds@yahoo.com
wbrinley@yahoo.com
<a href="mailto:steve.hundley@usms.mail">steve.hundley@usms.mail</a>
Boots Barnes; Steven.Barnes8@verizon.net
Jasen, farmerno313@yahoo.com
<a href="mailto:cklusens@verizon.net">cklusens@verizon.net</a>
danielwiechert@gmail.com



# Route 1

## Multimodal Alternatives Analysis



The Virginia Department of Rail and Public Transportation (DRPT), in coordination with Fairfax County, Prince William County, the Office of Intermodal Planning and Investment, and the Virginia Department of Transportation are developing and evaluating solutions to improve mobility along a 14-mile corridor of Route 1 from Woodbridge to I-495.

Improvements will include:

- Transit
- Roadway
- Bicycle and Pedestrian Facilities
- A combination of all of the above



## Get Involved!

### Join us at our first Public Meeting!

Wednesday  
October 9, 2013  
6-8pm

South County  
Government Center  
8350 Richmond Highway  
Alexandria, VA



#### Provide Input On:

- The critical transportation needs
- The future vision of the corridor

#### Learn More About:

- Study process and outcomes
- Schedule for key decisions

The Department of Rail and Public Transportation (DRPT) is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964. For additional information on DRPT's nondiscrimination policies and procedures or to file a complaint, please visit the website at [www.drpt.virginia.gov](http://www.drpt.virginia.gov) or contact the Title VI Compliance Officer, Linda Balderson, 600 E. Main Street, Suite 2102, Richmond, VA 23219, or 804-786-4440

# Ruta 1



## Análisis de Alternativas Multimodales



route1multimodalaa.com



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@rt1multimodalaa

El Departamento de Trenes y Transporte Público de Virginia (DRPT), en coordinación con los Condados de Fairfax, Prince William, la Oficina de Planeación e Inversión Intermodal y el Departamento de Transporte de Virginia están evaluando y desarrollando soluciones para mejorar la movilidad a lo largo de un corredor de 14 millas de la Ruta 1 desde Woodbridge hasta la I-495.

Las mejoras incluye:

- Tránsito
- Carreteras
- Instalaciones para ciclistas y peatones
- Una combinación de todo lo anterior



## ¡Involúcrese!

### ¡Acompañenos a nuestra primer junta pública!

Miércoles  
9 de Octubre, 2013  
De 6 a 8 p.m.

South County  
Government Center  
8350 Richmond Highway  
Alexandria, VA



Podrá aportar ideas en:

- Las necesidades de transporte más críticas
- La visión futura del corredor

Aprenderá más sobre:

- Los procesos y resultados del estudio
- El calendario de decisiones clave

El Departamento de Trenes y Transporte Público de Virginia (DRPT) tiene el compromiso de asegurar que ninguna persona quede excluida de participar o sin poder disfrutar de los beneficios de sus servicios con base en su raza, color u origen tal como queda protegido por el Título VI del Acto de Derechos Civiles de 1964. Para información adicional en las políticas y procedimientos de no discriminación del DRPT y para poner una queja, puede visitar la página web [www.drpt.virginia.gov](http://www.drpt.virginia.gov) o contactar a la Oficial del Cumplimiento del Título VI, Linda Balderson en 600 E. Main Street, Suite 2102, Richmond, VA 23219 o al teléfono (804) 786-4440.





# Route 1



## Multimodal Alternatives Analysis

### JOIN US FOR OUR SECOND PUBLIC MEETING!

Wednesday, March 26  
6:00 p.m. – 8:00 p.m.  
South County Center  
8350 Richmond Highway  
Alexandria, Virginia 22309



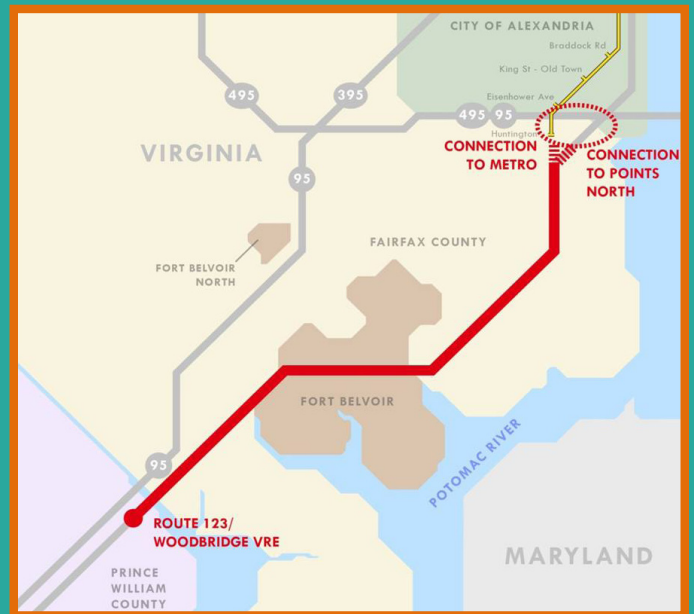
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The Route 1 Multimodal Alternatives Analysis is a year-long study to enhance mobility along a 15-mile segment of Route 1 between Route 123 in Woodbridge and Huntington Metro Station/I-495. Recommended improvements will include transit, roadway, bicycle and pedestrian facilities. This is the second of three public meetings; the first was held in October 2013.

#### A Few Key Facts:

- “Multimodal” is a shorthand way of referring to the many ways, or modes of transportation, that people use when traveling for work, errands, or recreation. Mass transit (rail, bus, etc.), automobile, bicycle and foot travel are all included in the Route 1 alternatives.
- The study’s evaluation factors include transit ridership, capital and operation costs, traffic flow, safety, right-of-way requirements, development impacts, financing, and other key considerations.
- Based on the evaluation of alternatives and input received through the engagement process, the study team will recommend a multimodal alternative for implementation. This recommended alternative will be presented at the final public meeting in the summer 2014.

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# Ruta 1



## Análisis de Alternativas Multimodales

### ¡ACOMPÁÑENOS PARA LA SEGUNDA REUNIÓN PÚBLICA!

Miércoles, 26 de marzo  
6:00 p.m. – 8:00 p.m.  
South County Center  
8350 Richmond Highway  
Alexandria, Virginia 22309



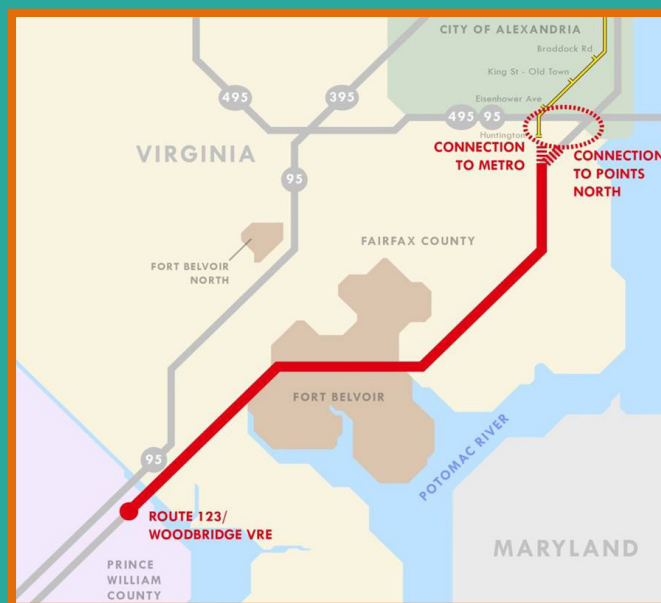
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[@rt1multimodalaa](https://twitter.com/rt1multimodalaa)



El análisis de alternativas multimodales de la Ruta 1 es un estudio de un año para mejorar la movilidad a lo largo de un segmento de 15 millas de la ruta 1 entre la Ruta 123 en Woodbridge y La Estación de Metro Huntington/I-495. Las mejoras recomendadas incluyen transporte público, carretera, e instalaciones para ciclistas y peatones. Esta es la segunda de tres reuniones públicas; la primera se celebró en octubre de 2013.

#### Algunos hechos claves:

- “Multimodal” es una forma abreviada de referirse a las muchas maneras o modos de transporte, que la gente usa cuando viaja por trabajo, compras o recreación. Opciones de transporte público (tren, autobús, etc.), automóvil, bicicleta y viajes a pie están incluidos en las alternativas de la Ruta 1.
- Factores de evaluación del estudio incluyen pasajeros de transporte público, costos de obras y operación, el flujo de tráfico, seguridad, requisitos de propiedad, impactos en el desarrollo urbano, financiamiento y otras consideraciones claves.
- Basado en la evaluación de alternativas y propuestas recibidas a través del proceso de participación pública, el equipo de estudio recomendará una alternativa multimodal para la implementación. Esta alternativa recomendada, será presentada en la última reunión pública en el verano de 2014.

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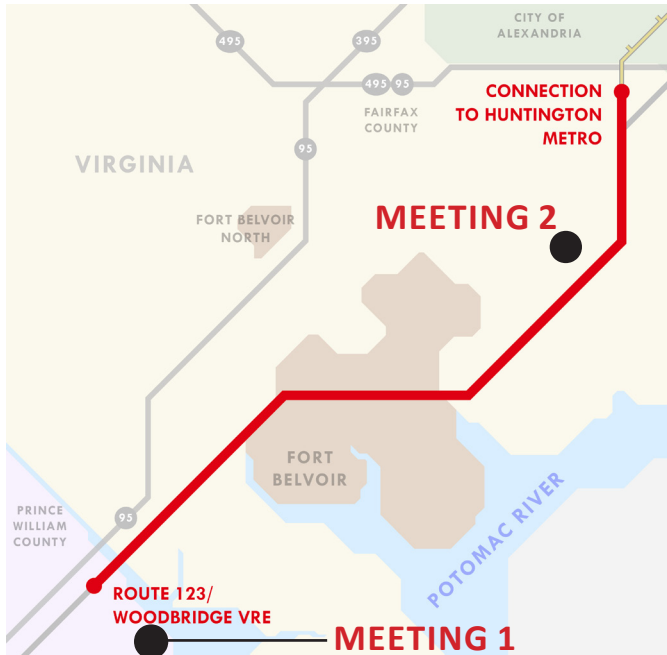


# Route 1



## Multimodal Alternatives Analysis

# JOIN US FOR OUR THIRD PUBLIC MEETING!



### MEETING 1: PRINCE WILLIAM COUNTY Wednesday, October 8

6:00 p.m. – 8:00 p.m. (Presentation at 7:00)

Belmont Elementary School

751 Norwood Lane, Woodbridge

*Public Transit: OmniLink's Route One bus will travel off-route to serve the elementary school that evening.*

### MEETING 2: FAIRFAX COUNTY

Thursday, October 9

6:00 p.m. – 8:00 p.m. (Presentation at 6:30)

South County Center

8350 Richmond Hwy, Alexandria

*Public Transit: Fairfax Connector Route 171 and the REX.*



The Route 1 Multimodal Alternatives Analysis is a study to enhance mobility along a 15-mile segment of Route 1 between the VRE station in Woodbridge and Huntington Metro Station. Join us at the upcoming public meeting to learn about the study's findings and recommendations for improved transit, roadway, bicycle, and pedestrian facilities along Route 1.



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# Route 1



## Multimodal Alternatives Analysis **¡ACOMPÁÑENOS A LA TERCERA REUNIÓN PÚBLICA!**



### **REUNIÓN 1: PRINCE WILLIAM COUNTY el miércoles 8 de octubre**

6:00 pm – 8:00 pm (Presentación a las 7:00)

**Belmont Elementary School**

751 Norwood Lane, Woodbridge

*Transporte Público: La Ruta Uno de OmniLink se desviará de su ruta para proveer servicio a la escuela el día de la junta.*

### **REUNIÓN 2: FAIRFAX COUNTY el jueves 9 de octubre**

6:00 pm – 8:00 pm (Presentación a las 6:30)

**South County Center**

8350 Richmond Hwy, Alexandria

*Transporte Público: Fairfax Connector Ruta 171 y REX.*



**El Análisis de Alternativas Multimodales de la Ruta 1 es un estudio para mejorar la movilidad a lo largo de un segmento de 15 millas de la Ruta 1 entre la Estación de VRE en Woodbridge y la Estación de Metro Huntington. Acompáñenos a la próxima reunión pública para aprender sobre los resultados del estudio y las recomendaciones para mejorar el transporte público, las carreteras, y la movilidad de bicicletas y peatones a lo largo de la Ruta 1.**



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Department of Rail and Public Transportation (DRPT) se compromete a garantizar que ninguna persona sea excluida de participar en sus servicios de transporte ni se le nieguen los beneficios de dichos servicios por motivo de su raza, color o nacionalidad según lo establecen las protecciones del Título VI de la Ley de Derechos Civiles de 1964. Si desea más información sobre las políticas y procedimientos de no discriminación de DRPT o para presentar una queja, por favor visite nuestro sitio de internet [www.drpt.virginia.gov](http://www.drpt.virginia.gov) o comuníquese con la Oficial de Cumplimiento del Título VI, Linda Balderson, 600 E. Main Street, Suite 2102, Richmond, VA 23219, o por teléfono al 804-786-440.

