



**Imagine the Possibilities**

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**SECTION G**  
*Public Comments*

**1. What in your opinion is causing the problem on I-66 Westbound between the Rosslyn Tunnel and the Dulles Access Road?**

- Don't think there is a problem with the road
- Depends on time frame
- Can't pave enough
- Limitation to Westbound inappropriate, should consider Eastbound
- Need Northern Virginia transportation plan that is not limited to I-66- 395 any different?-death of mass transit?
- I-66 not a solution to evacuation
- Individual autos not an evacuation solution
- Routine westbound congestion and evacuation are different issues
- Need evacuation plan-for what? From what?
- Need data to identify problem, source
- Lack of integration between land use planning and transportation planning developers driving the planning
- Problem is failure to implement planning
- More demand than capacity
- Neighborhood cut-through to avoid I-66
- 9 A.M. –11 A.M. Eastbound crowded - 7 P.M.- 9 P.M. Westbound
- People moving farther out
- Limited opportunity to enforce HOV for those traveling beyond inside 495
- Congestion
- Too much volume
- Exit 71 is always congested regardless of time of day
- HOV is underutilized
- Arlington residents are less likely to use Metro because Metro trains are full by the time they get to Arlington (possibly start train further Eastbound
- No "Express Metro" Westbound
- Bottleneck between exit 71 and 69 Westbound
- HOV number is too low
- Lack of good public transportation from D.C. to Tysons Corner
- Lack of affordable housing closer in to Falls Church and Arlington employment centers
- Look at Eastbound too
- Sprawl elsewhere west of Arlington/Falls Church
- No regional growth and transportation planning
- No trustworthy regional leadership (a low-cost solution)
- Personal lifestyle choices made without considering the transportation consequences
- Inadequate roadway capacity
- Inadequate Metro funding
- Metro doesn't go far enough west

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- Change in I-66 from an in and out roadway to a core roadway with large traffic in both directions
- Lack of HOV in both directions
- Metro trains lack enough capacity at key periods
- Community opposition to smart growth
- I-66 as an evacuation route is not a problem/issue
- Lack of exit capacity off of I-66
- Lack of SLUG parking near I-66
- Low HOV requirement (HOV2 verses HOV3 or HOV4)
- Possible loss of future transit (Metro) capacity in I-66 right-of-way if more vehicles lanes built
- Too many cars – house between Sycamore and Glebe – East and Westbound; AM & PM
- Lack of comprehensive management plan – on/off ramp timing
- Relaxed HOV from 3 - 2
- Inadequate Metro parking
- Lack of effective land use and planning
- Poor transit to Metro stations
- Difficult for nearby neighborhoods to walk to/access Metro Stations
- Metro Stations not friendly or close to neighborhoods that generate traffic
- Lack of reverse HOV
- Lack of understanding of economics of transit verses car
- Too many SOV cars
- Eastbound is a problem as well
- Congestion on Metro
- Congestion at Metro parking
- Poor bus service
- “Car culture”
- Land use contributes to problem-configuration/density
- School organization
- Limited – lack of mode choice, mass transit choice
- Lack of TOD
- More capacity on needed roads
- Lack of funding for transportation
- Lack of affordable housing
- Sprawl “cut-through” traffic
- Economic development pressure
- Lack of teleworking
- Lack of implementing transit projects
- Congestion is a “given”
- Roadway widths encourage traffic
- Lack of alternatives- No rail or bus to Dulles
- No HOV on Westbound lanes in the morning

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- Poor flow Westbound – control lights don't function at ramps
- Spout run and Lee Hwy merging delays
- Fairfax Dr. ramps non-functional metering
- Maybe provide more enforcement locations
- Volume of traffic during peak and non-peak hours
- Violation of trust (Coleman Decision)
- Bottleneck at Rosslyn Metro forces people onto roads
- Lack of accessibility to buses
- Need express rail service on Metro
- Need macro-scale solutions, not just I-66
- Lee Highway is a major problem
- Approaching Glebe Road (east and westbound)
- Gridlock and crawling pace at any time of day before and after HOV
- Should have done this study 10 years ago
- Too many cars from uncontrolled sprawl
- Constant Development
- Trains take too long
- Tysons Corner Overdevelopment
- HOV doesn't help on Saturday night
- Increasing HOV pushes traffic to side streets
- Why is Coleman Decision not still in effect?
- Why weren't the provisions of the Coleman Decision maintained in the state?
- It costs more to ride Metro than car
- Congestion west of East Falls Church (Cars are sorting themselves crisscrossing for the Dulles Access Road exit 69 and out to 495. Varies but is 24/7 and backs up to Ballston.)
- Most cars enter Ballston or East Falls Church (2 lanes merging)
- Uphill slope west of East Falls Church (slows people and bogs down)
- Any day of week, even Saturday afternoon
- Spillover to Washington Boulevard to avoid Ballston/East Falls Church segment
- Not strictly enforcing HOV, especially in afternoon
- Subways are underutilized
- Subways full from 7:30 AM and after 4:00 PM
- Waiting for second train at East Falls Church (so full, can't get on at 7:45 AM)
- Parking is limited at Metro (East Falls Church is full by 7:30 AM)
- Future problem is instead of decreasing parking, East Falls Church should increase parking, i.e., underground parking
- East Falls Church development is a broken promise by Arlington County; they were not to build there.
- Need more parking lots built over I-66, like at Quincy Street & 15<sup>th</sup> Street, near Washington & Lee High School
- Traffic is because too many people living too far from workplace insist on using cars

- People are driving too slow
- At what level of service is it a problem? Are expectations too high?
- Heavy demand prior to and after HOV kicks in.
- More capacity on the Orange Line
- Few alternative controlled access and parallel routes
- Improve bus services in outlying areas
- Express bus routes preferred
- Backups with the Beltway acts like a stoplight
- HOV lacks proper enforcement
- Limited exits – people drive further to back track
- Too many cars – SOV
- Lack of alternative routes between DC and airport
- Economic development without infrastructure (e.g. Dulles and Tysons)
- The geographic parameters (study area) do not fit the context of the problem
- Weaving is BAD
- Too many cars
- Growth in Fairfax and Loudoun and beyond
- I-66 is a commuter road- it will never be wide enough
- Too many solo drivers
- No Metro to Dulles or beyond Vienna on I-66
- “Underinvestment” in transit
- No viable alternative routes
- There is a bias towards cars especially in Fairfax & Loudoun Counties
- No encouragement for carpooling, Slug Lines, etc. (i.e., parking lot, formal staging area, etc.)
- Too curvy
- Merge lanes too short
- Shortage of parking at East Falls Church metro stop
- Major commercial areas are without metro, i.e. Fairfax, Dulles, and Reston
- Not enough viable routes for bus
- Attractive facilities to ride bus (i.e., shelter, seats, etc.) not available for bus
- Not enough corporate incentives for telecommuting or carpooling
- Noise has always been a problem
- Sound walls lower than actual rail
- I-66 between George Mason & Harrison merge at Ballston reduces from 3 to 2 lanes
- Lee Highway entrance to westbound reduces from 3 to 2 lanes
- Not enough Metro accessibility (i.e., entrances)
- Developers in Loudon County
- Too many people living to the west
- City residents using I-66 to get to work
- Growth in business in Tysons/Reston/Dulles
- Lack of adequate public transportation

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- Watering down of HOV rules
- Extend hours of HOV (both directions)
- Metro less of an option (parking limited, crowded)
- Less use of Metro (westbound) / cost same as Eastbound
- Not enough incentives to get people out of their cars
- No Metro to Tysons/Reston/Dulles
- No buses either
- The traffic coming in and out of Ballston has huge back-ups (a lot of D.C., Maryland drivers)
- Housing Development around the areas; politicians making judgments without regard to traffic studies, such as the Emergency Route—clearly a political gain idea
- Lack of available metro parking, and transit solutions are not enforced by counties, such as promoting public transportation use
- A lack of encouragement for mass transit
- Expanding 66 would not benefit Arlington County
- If 66 is widened, leads to a bigger parking lot on I-66 during rush hours
- Insufficient fines for HOV restrictions
- Metro is overcrowded and not convenient; it has too many stops
- Metro is failing because of a lack of adequate parking
- People don't like changing trains/too many stops—convenience makes a big difference
- What problem? Be clear! Don't just presume
- Too much traffic
- Insufficient capacity
- Too many cars with one or two drivers
- Drivers either too slow or too fast
- Excessive emissions
- Too many access points
- Methods of access to I-66 causing back-ups
- Access to I-66 is too easy
- Some planning in the transportation context
- Not enough trains/alternatives
- Better information on alternative modes of transport
- Inefficient utilization of ramp metering
- Problem area: Glebe Road to Dulles Access Road
- Outer County development
- Too many single occupancy vehicles
- Is there even a problem?
- Lack of concern over population growth
- Lack of concern demographics – who lives where
- Lack of concern about commute
- Poor planning over decades regarding land use

- Why only Route 66
- Outdated
- Lack of close-in affordable housing
- Trains too short (in number of cars)
- Can't walk from home to businesses
- Flow of traffic not managed during peak hours
- Lack of alternative routes
- Lack of outer beltway
- Not enough teleworking
- Not enough alternative transportation modes
- Poor regional planning
- How can problem only be Westbound
- Arlington improvements only benefit outer counties
- Mornings going west
- No problem
- Impatient people
- Not enough HOV
- The road has no cost versus Metro
- Too many people living further west
- Too much development in Arlington
- Unrealistic expectations, especially in a reverse commute
- Violations (SOV) and ban on trucks
- Noise and air pollution increasing
- Area infill development
- Not enough/ limited Metro service
- Poor regional planning
- Not enough Metro buses on Lee Hwy.
- Need more carpooling/ Slug Lines
- Business costs operating further out not assessed further out
- Transportation versus land use issue- framing of "the problem" is inappropriate
- Inadequate public transit (especially to Tysons, Reston, and Dulles)
- Reduction in hours for HOV and from HOV-4 to HOV-2
- Congestion on local roads and ramps to I-66 (Exits 69 & 71 especially)
- What problem? Problem not unique to I-66
- Lack of reverse commute HOV
- No transit-oriented development outside the beltway
- Sea of humanity pouring out of Ballston in the morning
- Poor pedestrian access to metro stations
- Lack of outer beltway
- No access point between 69 & 71
- Lack of capacity
- Cheap gasoline
- Unreasonable expectations of McMansion residents in outer suburbs

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- Concern about East bound only and will East bound in the future
- Lack of viable commuter options
- Lack of reliability of bus service
- Uncontrolled development in suburbs
- Sprawl
- Glebe Road on-ramp choking point
- Spill over to parallel routes
- Lack of regional investment
- Lack of political will to make Coleman Decision work and enhance transit
- Concern about evacuation as problem statement
- Noise
- Air Quality in corridor such as dust, and other physical intrusions
- HOV at its capacity with the number of occupants and hours
- Side roads congested as well
- Size of cars
- Community division from new construction projects
- Poor management of on-ramps
- HOV violators
- Slip roads onto 66 were poorly designed for merging at exit 69
- Evacuation needs can vary and need to be defined
- “Evacuation” is a red herring
- Need facts first before the problem can be defined
- Weekend single occupancy vehicle capacity not sufficient for retail
- Region is not growing intelligently, so people are driving
- Lack of alternatives to drive west
- West bound entrance ramp from Fairfax drive in Ballston functions poorly
- Other extra access work is poor and arterial signals are poorly coordinated
- Regional population growth
- NO HOV, Bus or Rail options to the West!
- Mowing during rush hour and maintenance
- No emergency management plan for I-66 and the regions
- No congestion management plan for I-66 corridor
- Poor incident management to move traffic
- Fire trucks shouldn’t block 2 lanes
- Crowding is caused by the developers who recently sold and built thousands of lots by Leesburg and as far west as Haymarket. Build more lanes and they will just sell more lots. The developers used their money to defeat ‘slow-growth’ candidates for the Loudon County Board. The same thing happened with I-270
- Not enough lanes
- Ramps not well design
- More support for Metro, parking, railcars
- People going to DC
- More feeders in public transportation
- Better support for carpooling

- Air pollution
- State & county have locked parallel roads
- New growth and development
- Poor planning
- Lack of funding source to fix problems
- Lack of education
- Lack of other options for travel
- Nationwide (lack of interconnections – transit/roads)
- Lack of consensus – agreement
- Lack of Metro to Dulles/Tysons
- Lack of ease of taking transit
- Lack of support from employers – telecommute & transit
- Economic growth/ success
- Lack of HOV enforcement
- Road rage/ frustration/ rubbernecking accidents
- Mindset of people (feel the need to drive)- want SOV need HOV
- Outer suburb growth
- Isolated time of day problems (not all day)
- Drive as fast as you can to fill the gaps
- Slows at 495
- Not enough lanes- Reverse commute is bad at the 2 and 3 lane sections
- Can't get out of city on the Chain Bridge
- If 495 can't handle 2 lanes from 66 then how will it handle 3
- Lack of capacity if the highway and transit network in the corridor
- Poor local planning (between land use and transportation)
- Uncontrolled development
- Lack of funding for highway projects
- Problem goes all the way to West Virginia (out beyond the study area)
- Little coordination (between land use and interconnection of highway transportation systems)
- Disconnect of systems (egress, ingress)
- Connector Road to Tysons, as well as local streets
- Noise of traffic
- Metro is unable to meet the demand (they need more room for people, more trains, and more parking)
- Metro hasn't reached the maximum potential to solve the region's problems
- Metro is reactive than proactive
- Funding constraints
- Evacuation on September 11<sup>th</sup> was more like a rush hour situation. People were very calm. Not a typical response. Next time people may panic more.
- More passengers on transit. Increase in demand for east to west travel in a.m. Gridlock occurring further out.
- Added more running time - increase in travel time in both a.m. and p.m.

- HOV hours are not long enough
- Limited funding
- Demand for increase services, unable to handle reverse commute
- Some routes only go up to West Falls Church. Outbound doubles back for Manassas and Woodbridge.
- Service unable to meet demand to activity centers; ties to economic vitality
- Delays for buses would be different
- Fleet management – loop backs
- Growing demand further west
- Parking
- Outlying areas/pockets for transit service
- Metro Orange Line congestion- trains are crowded both in the morning and evening
- Parking at Metro Stations is full by 7:00 a.m. and there is a waiting list to get a space
- Not enough Metro cars
- Shorter headways
- During periods of congestion there are always bottlenecks
- People often time their trips so they can get on I-66 right after the HOV hours end
- Our job centers have created “islands” so people have to use I-66, need mixed use development
- Tysons has no pedestrian walkways
- Most people have to drive to their jobs in Tysons
- Building more roads is not the answer
- Metro and buses are not popular choices
- Need transit solution in the I-66 Corridor
- Metro to Tysons will not be helpful because when you get off there is no place to walk to your office
- Land-use in Reston is better but Metro Station is still in right-of-way and you would have to walk to Reston Towne Center
- Need smart development
- Arlington has made decision to have mixed use development
- Need a land-use and transit planning solution
- Fairfax County has done land-use planning with the car in mind
- During reverse commute on I-66, problem is not in Arlington- problems when you get to 495
- Need to look at both sides of I-66
- Driver behavior/expectations- many drivers hit their breaks once they see the sign for delays causing congestion
- Need regional solution- fix the whole picture
- I-66 opens up at East Falls Church but jams at Washington Blvd and Glebe Road- poor design of I-66
- Sunlight problem

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- Constant flow of traffic from Ballston onto I-66
- Ramps (both off and on) cause congestion- right lights need to be longer
- Congestion with 4 lanes merging from GMU and Harrison- merge too short
- There is not a noticeable difference on Washington Blvd congestion during HOV hours verses non-HOV hours
- Merging is a big problem- people always tailgate
- Driver behavior is a problem
- Just too many people on the road
- HOV moves cars but when it is not HOV I-66 is packed
- Need to see data on parallel road and possible relief
- People do not ride the buses, they are empty
- Many bad drivers that don't let people merge they are constantly stopping and starting
- Bottlenecking
- More people need to bike to work
- Need to reward those who use public transit
- Arlington groups that live near Metro often don't use it because user needs don't fit with the Metro schedule
- Need bus service that goes North and South- most service follows major highways- need a shuttle
- Need more "good" information- maps, schedules, etc.
- Need increased education about Flex Car
- The North Fairfax Drive Ramp is a problem because of the slope- you cannot see the traffic
- Need to advertise the bus routes better- even ART bus
- Buses have a bad rep and the schedules are unclear so people will choose to drive
- Need a smarter buses that look cool with better signage
- Hard to use Metro because parking is such a problem which impacts I-66 because people will choose to drive
- Increased growth west of Arlington with "cities" like Tysons
- Accidents on Route 123, Route 50 and Nutley cause congestion
- Rosslyn is a problem for Metro- the trains in the system are already overcrowded- need 8 cars
- Many things at different times of the day: HOV times, times need to be similar inside and outside the beltway, traffic demand
- I-66 provides "signal free" access from Prince William County to Tysons, Arlington and DC
- More growth along I-66
- Ramps at Fairfax Drive and Washington Blvd adding to traffic and congestion
- At 2 o'clock on a Saturday there is dead stop traffic at Nutley Street, will widening work?
- If you use the shoulder it will fill with traffic
- There are weekend and weekday issues
- Accidents cause congestion- we could use shoulder to relieve traffic

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- Bottlenecks at Washington Blvd (Eastbound)
- After 3 o'clock there is congestion on Spout Run, Lee Highway and Route 29
- People are driving home later to avoid traffic
- Even if I-66 is congested people still take it to the Dulles Access Road
- Adding another lane will not help
- Even at off peak times I-66 is congested both West and Eastbound
- People want rail and it should be easy, fast and doesn't cash too much.
- Need 3<sup>rd</sup> rail line for express service, need to save room in the right-of-way
- Additional express bus service from Centreville
- Need rail relief- express bus is doing well on Columbia Pike
- Metro needs better signage to help people with parking
- I-66, Lee Highway, Washington Blvd all need to be looked at as a package
- Need mulimodal solution
- Need to look at where the traffic is coming from
- Need to reduce traffic all together
- Price transportation network Westbound
- Consider HOT Lanes
- Review air quality issues
- Allow trucks to ride on I-66 inside the beltway at night from 10:00 pm-4:00 a.m. so they are not on side streets
- Congestion
- No congestion management plan
- TPB said HOV would be managed- look at history of HOV2 and HOV3
- Goal should be to keep I-66 free of congestion
- Extra lane could be used for HOT lanes and bus service
- Look at land use design and job center design
- Metro needs space to run express track
- Dulles Metro will help ease congestion some
- Need to look at East and Westbound lanes
- Why are you only looking at Westbound? Traffic on Eastbound is heavy
- Westbound Ballston traffic with the merging causes back-ups
- Increasing job growth
- Maryland people driving to Virginia
- Problems are west of Ballston in the morning
- There is relief after Ballston because of the three lanes
- Congestion at the Dulles Access Road in the morning
- Many weekend problems- never a good time to be on I-66
- I-66 is always congested unless it is during the HOV hours
- I-66 is part of a regional network
- Not just a peak hour problem
- Airport traffic needs to be policed- there is a lack of enforcement
- What happens if during an evacuation we have a loss of Metro?

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- People in Arlington are moving in and out to jobs outside of the county- about 30%
- I-66 connects major downtowns/office centers- Tysons, Ballston, Crystal City, etc.
- Too many cars (especially at Exit 69 Ramp Westbound – Glebe Road & relieved at three lanes)
- Not enough capacity
- HOV Hours don't match peak periods
- Parallel Routes bog down
- Insufficient transit capacity/resources
- Land use decisions outside the Beltway (higher density planning/bus service needed)
- Technical Report on I-66 operation needed – have observed choke points outside peak hours at Ballston/Fairfax Drive (two lanes) to Lee Highway/Connector Road (three lanes)
- Lack of adequate access for incident response
- Enforcement of and Managing lanes during HOV – (cheaters to Dulles Airport: backtrackers & cut-through)
- Available capacity for HOV not fully utilized
- People's perceptions regarding parallel roads and carpooling – find out why people choose to travel I-66
- Enforcement Issues – safety and latest technology
- Enforcement outside Beltway needs to be coordinated with improvements inside the Beltway (don't use shoulder)
- Number of cars verses number of lanes
- Corridors dumping onto I-66, DC Fairfax drive, etc.
- Two ramps dumping onto I-66 in first mile
- Signal markings- too late to move over- need more signs further down the road
- Some accidents happen because of signage
- Reverse rush hour commute
- Congestion both East and Westbound
- There are often back-ups at 1:30 p.m.- people are changing their work hours
- When the shoulder is narrow or non-existent disabled cars have no place to go
- Police Officers have been hit
- Arlington has small shoulder for enforcement
- For evacuation VDOT would have to open up all lanes on I-66
- Consider using Metro as an “auto train” to load cars and emergency vehicles for evacuation
- DC has not shared evacuation plan with Northern Virginia
- Need I-66 open for emergency vehicles and supplies
- Can we use the left side buffer between Metro and I-66 for additional lanes?
- Problem with ramp access and merging- need more space
- Possible closure of ramps for evacuation- should be automated with gates that come down

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- DC plans to evacuate East and West they will draw a line and evacuate from that line- North/South or East/West
- Emergency Personnel would also utilize secondary roads for evacuation
- Not sure if an increase in HOV hours would do anything but keep people on the side streets longer
- Always rush hour- 5:30-10:30 a.m. sometimes it is 5:00 am –3:00 pm or 2:00 pm to 7:00 pm

Additional question on movements (asked to Emergency/Homeland)

- I-66 will need emergency pull-offs even if widened
- Major concern with getting through gridlock
- If metro train derailment- I-66 lanes need to be open
- Need more VDOT message boards in Arlington maybe one near Fairfax Drive but they should be posted before you get on I-66
- Need to be able to get supplies to I-66- i.e. water, hoses, maybe even drop hoses over the overpasses
- Is there enough water supplies in the I-66 corridor
- When responding have to look at I-66 with no lights versus side streets
- More enforcement often causes congestion
- HOV enforcement- Arlington way off I-66- State Police way on I-66- the state needs space to pull over
- HOV violators can be enforced with cameras
- HOV enforcement often forces people onto side streets
- Need more education on HOV, if increased
- If there is an accident people try to get off I-66 at Glebe Road or Lee Highway
- Congestion and back-ups at Fairfax Drive, Lee Highway and Sycamore Street
- HOV and Marymont traffic have trouble merging
- Eastbound lane- Washington Blvd hot spot for accidents
- Between 2 and 3 o'clock before HOV hours there is congestion on I-66

## 2. What concepts do you think would address the problem?

- Mass Transit and transit, commuter facilities, add metro cars, add third rail, extend Metro to Dulles, more parking, build rail on Columbia Pike and increase high-density transit oriented development
- Dedicated funding stream for Metro
- Implement concepts that people will use
- Need more lanes
- Need more data
- Study how to improve attitudes about mass transit
- Identify barriers to mass transit and address them and use planning
- Building commercial modes to reduce travel distance for residents
- Regional planning authority
- Figure out why we're evacuating, where to, and a metro-wide basis
- HOV enforcement
- Retention of bike trail
- Create smart (higher density) growth around metro stations
- Create parking areas around the East Falls Church Metro Station
- Need combination or alternative transportation options, geometric (ramp) improvements, HOV
- Possible widening of Westbound lanes
- Possibly reverse Eastbound lanes (in evacuation scenario)
- Start some Metro trains further Eastbound in the morning to encourage Metro use
- Transfer transportation funding to provide affordable housing (Virginia Housing Development Authority) for long term
- Developed phased release plan (in D.C.) during evacuation scenario
- Extra rail line Westbound at night/Eastbound in the morning
- Longer trains (more train car capacity)
- More frequent Metro trains
- Distribute employment centers out of D.C. (possibly federal agencies)
- Encourage bus and metro use by subsidizing fares
- Restructure parking at East Falls Church Metro and other Metro Stations
- Encourage use of smart tag on Route 267 to move cars through faster (possibly eliminate "bay" lanes)
- Regional Planning
- High-density development around all Metro Stations
- Build a parallel transportation corridor/capacity
- Extend Metrorail to Dulles Airport area and Centreville
- Expand exit capacity
- Build Silver Line and express service to Rosslyn
- Tax incentives and development bonuses for transit-friendly development
- Go to HOV3 inbound in a.m. and outbound in evenings
- Implement HOV in both directions during rush hours

- Improve HOV enforcement
- Consider HOT Lane implementation
- Promote telecommuting from homes and centers
- BRT and Light Rail development especially to the Metro Stations
- Increase VRE capacity
- Don't make driving so easy that people drive and abandon mass transit
- Consider I-66 back-ups as possibly part of the solution, not as the problem
- Better feeder transit to Metro Stations (e.g. small buses) public and private (local)
- More pedestrian access to Metro
- Eight car Metro trains
- Higher transit subsidies
- Better long run bus service from outer areas
- Congestion pricing/HOT
- Another Metro track/more stations
- Traffic management around exits
- Telecommuting incentives
- Slugging
- Flexible work schedules
- Better land use planning
- Encourage less car use-transportation demand management
- BRT – especially for further out areas
- Upgrading other highways (e.g. Route 50) – more efficient, not wider
- Encourage bike riding
- Disincentives for SOV
- Incentives for HOV
- HOV3/HOT
- Incentives for more models
- Spreading out of transit hubs to suburbs
- More mass transit to activity centers
- Widen Route 123
- Widen from Glebe Road westward
- Improve access points
- Ramp metering
- Permits for environmentally sensitive vehicles – buses, etc.
- HOT lanes with money to transit
- Continuous shoulders
- Better incident management
- ITS improvements
- Better signing
- Promote carpooling and transit
- Pedestrian friendly access – lighting
- Get metering on ramps to work
- Clearing accidents/incidents more quickly

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- No dedicated emergency response lanes
- Safety service patrol
- Bottleneck at Rosslyn – separate Blue Line from Orange Line
- Provide adequate parking at Metro stations
- Improve feeder bus, bicycle and pedestrian access to Metro Stations
- Encourage transit-oriented development
- Mandate HOV-3 or HOV-4
- Need emergency management plan (I-66, but also Routes 50, 21, G.W. Pkwy, I-95, etc.)
- Expand knowledge/education of “macro” transportation options
- Expand bicycle on Metro access (carry bikes onto trains during reverse commute)
- Need additional metro parking
- Offer more bus/rail stops further out
- Temporarily close some westbound ramps onto I-66 during HOV
- Political control of development
- Add two lanes in each direction
- Add lanes at Glebe Rd. for access ramps
- Use shoulder
- Frequency of Express Buses
- Lower Metro parking fares to encourage metro ridership
- Increase gas tax substantially
- Dedicated bus lanes
- Make all lanes HOT or HOV
- Should be using the highway, not neighborhood roads
- Carpool
- Land Acquisition
- Use Existing Right of Way
- Change in property value
- Add a second tier
- Fairfax should create development around Metro stations. People can live where they work.
- Make Metro free with alternative sources of revenue
- Study difference with light rail and Metrorail interface
- Encourage hybrid cars for HOV
- Commitment from politicians a must
- “Thru lane” or express lanes west of East Falls Church
- Better sign designation to Dulles Airport, etc. to eliminate the confusion about which lane for which exit.
- Signage early and in advance
- Longer entrance ramps at Ballston and East Falls Church (merging problems here)
- Similar to the “thru-lane” concept, a third rail on the subway, i.e. express trains
- Longer trains (still run some 4-car trains at rush hour)

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- HOV lanes – origin and destination study and better count study 24/7 before decision on changing anything
- Some people are adverse to buses
- Need more parking at Ballston for using Express buses to Tysons
- Metro accommodating more people (need more thought about development in Vienna)
- Would like aerial maps for citizen meetings (requested by Leeway/Overlee Civic Association rep in Arlington and Brilyn Park Association rep in Falls Church)
- Double-decker transit overtop of I-66
- To discourage/decrease traffic volume on I-66, mandate costly transportation proffers on each building lot to be developed in outlying areas beyond Fairfax County (or other point to be determined). Money would go to I-66 congestion short of adding additional lanes.
- Try other methods other than building another lane, before you build another lane, i.e., add more metro cars, parking lot, etc.
- Adding lanes is not necessarily improving the situation
- Other rail alternatives, i.e., monorail
- More effective noise walls
- Noise buffers around subway tracks
- Fixing hotspots of on & off weaving
- Reengineer on & off ramps
- Enforce the traffic control lights at onramps
- Look at merging lanes
- Improve mass transit- better bus routes (Express), accessible bus routes thru connector buses, both directions- more Orange capacity – more parking further out-deliver Metro to Tysons
- HOV westbound (morning)
- HOV3/HOV4 – raise limits
- If widened, lanes should be limited access (e.g. HOV/HOT/Express bus)
- Reserve HOV for SUV (full)
- HOT revenue to support public transit
- Better regional planning that links land use and transportation
- Fix bottlenecks on I-66 westbound
- One bottleneck is at Glebe Road and Sycamore
- Address traffic at Glebe Road
- More transit options for people further west
- Widening G.W. Parkway and improve access to Route 50-possibly synchronize street lights on 50/Lee Hwy during peak hours
- Solutions are to include East and Westbound transit-bus routes are two-way / congestion is currently only one-way
- Increased options for mass transit to Tysons Corner
- Preserve bike paths, trees, general quality of life
- Comprehensive congestion management plan like in London (including road pricing)

- Longer HOV hours in both directions
- HOV-3 or HOV-4 at peak hours, then go back to 2 at non-peak hours
- Take away hybrid exception for HOV
- Change development patterns in outer suburbs
- Make more comprehensive transportation plan especially individuals in outer suburbs
- Improve other commuter roadways (i.e., Rte. 50, Chain Bridge Rd., etc)
- Increase incentives for rideshare (cash & non-cash)
- More effective coordination of the working hours set by agencies and corporations
- Improve merge areas on I-66 and eliminate curves in Rosslyn area
- Make GW Parkway, Rte. 50, Chain Bridge Rd., and I-66 HOV or widen
- Shift funding from building roads to mass transit
- Encourage bike riding (i.e., more paths) & bike access to D.C. from VA via bridges (Memorial Bridge)
- Get outer counties (Fairfax, Prince William, Loudoun) to buy into transit-oriented designs
- More Metro stop entrances
- More bike trails and on-road bike lanes
- Improve safety of bike lanes
- Higher sound walls
- Put walls where they don't exist, but are needed
- Carpool staging areas
- Better enforcement of vehicle muffler laws
- Quick incident response team for stopped vehicles
- Photo enforcement for HOV
- Truck enforcement
- No tour buses
- Shuttle service from corporate buildings in VA to Metro stops and reverse (i.e., from Vienna to Tysons and back)
- People should live where they work
- Reliability of transit outside Beltway
- Add a bus lane convert to a regular lane in non-rush hour
- Increase incentive to people getting out of their car (Metro-check)
- Make it a toll road for public transit
- Incentives users of westbound Metro users (able to park in zone areas near Metro)
- Widen Old Dominion add center lane (install lane controls)
- Have all four lanes go inbound or outbound at a certain time of day
- Widen from Fairfax Dr to Dulles Access Rd
- Employer incentive to act work schedules
- Better informational signs (real-time) to help motorist make informed decisions before entering congestion
- Change zone parking in Arlington to encourage Metro use

- Encourage/expand Flex cars and Zip cars
- What times of day are being focused on because different volumes at different times
- Have severe penalties for violating HOV restrictions, such as requiring people to wait along side the road for a time limit
- Bring back “snitch system” for HOV violators
- Especially increase enforcement onto 267 and increase toll price
- Build more mass transit and increase train connections
- New parkway from the Potomac to McLean
- Additions to I-66 should be underground with parks and bike lanes above
- On route 267 (Glebe) Ballston, expand this road in both directions by at least 1 lane and have HOV in both directions
- Add a fast, express line train
- Elevated monorail
- Expand I-66 Westbound past Arlington County
- Stagger Work times of government employees in D.C.
- Fairfax and outer counties such as Loudon should have to pay a larger percent of any expansion to I-66 Westbound
- Small car lane
- Look at Glebe, and Washington Blvd for the impacts on these roads from congestion and the arterials
- Variable speed limits (slower speed out of D.C. – then speed up)
- Reinforce public trust
- Reduce rate of entry at Glebe/Westmoreland
- User tax on non-HOV users to use E-Z Pass
- Include HOV to original number of four
- Maintain bike lanes
- Quick removal of abandoned vehicles/cop cars/distractions
- Express buses/bus lanes
- Subsidize Metro with HOT Lane tax
- Geometric road issues
- Merging issues
- Driving into sunlight
- Complete review of signage (streets vs. exits)
- Solutions out further than to end of study area
- Actually implement things suggested/talked about
- Manage current processes better
- Shut down I-66
- Pay toll to cross property line
- Alternative transit, i.e., shuttle buses, express buses
- Prohibit single-occupancy vehicles
- Outer beltway
- Electric cars

- Federally coordinate van pools
- Time-of-day based tolls for all vehicles
- Incentives for home delivery of goods and services
- Vehicle-use tax in business districts
- Change building permit structure
- Change business hours to discourage peak shopping hours
- Construct another Metro line into Virginia
- Toll road - not just HOT
- Solutions within no-build option
- Balance resource allocation between highways and residential streets
- Mass evacuation not feasible/ current evacuation needs are met (walking, biking)
- Increased development around Metro stations, including Prince George County
- Increase gas tax to \$5/gallon
- More funding for mass transit (longer trains running more frequently, additional line to Dulles)
- Another new highway corridor (7-Sisters Bridge)
- Increasing capacity on roads
- Improve bottlenecks at exits 69 & 71
- Funding to improve bike and pedestrian paths
- Tax breaks to businesses that encourage employees to carpool, use mass transit, or walk/bike
- Tolls for all users during rush hour with money earmarked for mass transit
- Eliminate all parking spaces in D.C.
- Extend I-270 into the city
- VRE line from DC to Dulles
- Buses/Trains need to run more frequently
- Transit feeder routes
- Parking taxes
- Increase standing capacity on metro trains; seats only for disabled/elderly
- For emergency evacuation route- use all lanes westbound, better pedestrian access and signage.
- By the time any solution is fully implemented, the war on terror will be won (or lost). The evacuation rationale is a charade.
- Build Lee Highway trolley
- Control development
- Disincentives to drive
- Congestion pricing or charges
- Resolve Glebe road on-ramp congestion
- Improve ramp lights and traffic signalization at access points
- Improve VMS / sign effectiveness
- Buffer roadway from noise, physical intrusions, etc.
- Regional bus rapid transit system
- Regional plan focus on system and land use
- Affordable housing provision

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- Suburban Metro-Purple line or circumferential service
- HOV full time
- Reconnect the communities: air rights, connections etc....
- More incentives for hybrids
- Toll lanes with variable pricing
- Toll vs. money for metro or Potomac Crossing
- Close side roads, manage cut-throughs and enhance neighborhoods
- Mitigate vibration on Spout Run bridge
- Helicopter option
- Re-evacuation gate entrances
- Electronic evacuation signs
- Explore widening Rte 50 from Seven Corners to Beltway or limited access
- Install variable message signs before entrance (& exit ramps)
- Dedicated radio station for I-66 information
- Underground metro trucks
- Continue exemptions for clean cars
- 511 for Northern Virginia
- Improve bike path west of Arlington
- Smart highways
- Make DC more livable
- Make outer counties (& states) accountable for land use decisions
- More density in Arlington and DC is controversial
- Metro rail must be viable in the long term—4 tracks
- How to accommodate track east of Ballston?
- WMATA rail operates poorly
- Toll lanes to make users pay
- Toll lanes for non-Arlingtonians
- Bus lanes on arterials
- Third lane each way—from non-Arlingtonians
- Remove lanes on I-66 to improve merging (eastbound west of East Falls Church)
- Expand bike on metro rail especially for reverse commuting
- Recognize there is a problem vs. talking about it – educate public
- Motor assistance on I-66
- Better maintenance on existing roads
- Planning/ coordination/ trial run for evacuation – employers, government
- Incentives to use hybrid cars & education for those not driving in them
- Tax break – increase
- Major roadway – treat it as such – not just local
- More support for biking
- Regional solution – focus on this being the problem – regional coordination
- More accurate signage about congestion on I-66
- Region-wide survey via website, fax, other options for those who utilize I-66 during the backup periods, where they are coming from, where are they going,

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- why? What would get them off I-66 if it were an option i.e. rail to Dulles or Manassas – get sense which solution has greatest impact
- Make Route 123 a limited access highway
  - Make HOV2 both ways during rush hour
  - No HOV both ways
  - Better regional land use planning (include outer regions-Reston)
  - Better connections of alternative modes to transit (trail, sidewalk more feeder buses)
  - Directional lane like 395
  - Parallel line to Metro-no parallel line
  - Better incident management
  - Exempt local residents from tolls on HOT Lanes
  - Educate Police on incident management
  - Cameras to catch HOV offenders
  - Distribute government agencies across the region, so they're not all in DC
  - Use the same concepts eastbound as well
  - Will truckers petition to use the lane if an additional lane is added?
  - Need interlocking pieces (a right mix, little of this and a little of that)
  - Potential third track (would help with air quality problem)
  - Mixture of solutions (not either/or)
  - HOT lanes (Is it worth dedicating a lane to this?)
  - Noise walls
  - Solution needed all the way to the Beltway
  - Configuration of roadway improvements
  - Police may be overtaxed. Need an alternate source of authority to divert traffic, implement calming controls. Routes need to be posted ahead of time. Need authority to slow traffic signals during emergency evacuation.
  - Need advance planning for evacuation, management of facilities, and designated assembly areas.
  - Need to balance both sides for choke points, wherever it ends.
  - Incentive programs such as NU Ride for use on I-66.
  - Investing in current transit systems
  - Quick drop bridges during evacuations
  - Dedicated lanes for transit
  - Dedicated source of funding for transit and parking/garages
  - Operating elevators, and restrooms at transit centers for those traveling longer distances
  - Coordinate land use with amenities, i.e., sidewalks, signs, shelters, heated facilities
  - Provide schedules, real time information, and/ or improve the flow of information and response during periods of poor weather, traffic incidents, and special events
  - Marketing of existing transit services
  - Manage capacity – coordinate a plan with Fire and Police to define the role of transit during evacuation

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- Temporary barricades during emergencies
- Need shuttle bus service from neighborhoods to transit centers
- Need express bus service or BRT; but need schedule on how long it will take to build or implement.
- Already have SOV (Single Occupancy Vehicle) on I-66- if we introduced HOT lanes then we could have revenue for transit
- HOT Lanes could be done quickly
- Not sure cars are really off neighborhood streets- net affect
- Need express buses from Herndon-Monroe to Ballston, Fairfax Drive, and Wilson Blvd. To help Orange Line
- It is clear to us that buses are for “poor people”; there is no sidewalk, no shelters, and no schedules. Need “professional bus service with real time information”
- Working in Tysons means having to drive; companies should offer shuttle service to and from buildings
- Need educational component for adults and kids on how to use transit
- Need nice bus stops like Clarendon
- There is a “class system” between Metro rail verses Metro Bus
- Bicycles can help with commute if there were better ways to travel down I-66
- Need to change our settlement pattern
- Arlington is changing parking restitutions for apartments, etc. so people are moving out
- Arlington needs more affordable housing
- An extra lane for HOV/HOT and express bus would help ease congestion on I-66
- Need more road- would relieve Glebe Road and get people off local streets
- If an extra lane we would need real sound walls
- How will this impact the bike trail? Relocation?
- Ballston residents will not be happy to learn that right-of-way is outside the sound wall
- I-66 needs to be packaged with improvements to secondary roads
- Lee Highway and Washington Blvd not designed to handle traffic and congestion
- Take through traffic off local streets
- Improved signals
- Price transportation
- Adding transit capacity- need express bus service
- Shorter transit headways
- Not sure we can fix the problem on I-66
- I-66 can’t support 60 mile work commute
- Not sure extending HOV hours works because then more cars will be on the side streets longer
- During the work week there are many non-driving options- need to increase non-driving options on weekends
- Need HOV management plan
- Route 7 traffic could be eased with improvements to I-66

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- HOV- reverse shoulders and increase hours
- Give people as many options for commuting as you can
- Adding a lane will only make things worse
- Need changes to the on and off ramps
- Glebe Road and Spout Run need improvements to the ramps, lanes and merging patterns
- Ramp metering not working
- Explore access points- review the “Ferguson letter”
- Need traffic management for local streets- Washington/ Lee Highway intersections
- Look at HOV, BRT and transit problems, etc.- fund more railcars
- Need long term solution
- Station access needs to be improved
- Fit I-66 improvements into the regional plan
- Save room for Orange Line -3<sup>rd</sup> track- keep right-of-way
- Metro needs to look at Rosslyn tunnel issues
- Tysons needs more sidewalks- Tysons needs to be like Ballston
- Evacuation is unrealistic- just “Red Hair” not going to help reach goals on I-66
- Evacuation needs to look at Eastbound lanes for outgoing traffic
- Superhighways are not built in urban areas like Arlington
- Don’t want to see I-66 widened- adding a lane will not remove traffic from side streets
- A promise was made to Arlington only 4 lanes
- If you add a lane what happens to the shoulder?
- I-66 Eastbound has more problems than Westbound
- Are there any studies looking at the Hybrid cars using HOV?
- Expand capacity- need money to expand
- Add third lane to move buses, HOV or HOT
- What kind of right-of-way does VDOT have?
- Need flexible solution that moves the most people
- If there is HOV Westbound in the AM it will force people onto the side streets
- Solution needs to reflect real traffic patterns not what you think they will use
- Need speed limit increase
- Remember that every trip has a return trip need to look at Eastbound
- Review the plans for Tysons in 2025
- Look at air quality and the cost of the solutions
- Traffic will continue to get worse if no improvements are done to I-66
- Need faster public transportation to move more people
- Spot improvements (Virginia Square/Clarendon, Ballston at Fairfax Drive – third lanes to off-ramp at Sycamore)
- Barrier separation for buses and vanpool to transit centers (i.e., I-66/Centreville)
- Major transfer centers with parking
- Increase transit marketing

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- Investing in existing transit services
- Preparation for use of shoulders for evacuation by posting with proper signage
- Synchronize signals – shift to alternate facilities
- Eliminate choke points
- Evaluate long-term solutions
- Add gates at on ramps during peak HOV hours
- Main line metering (e.g., traffic signals)
- Preempt buses (making transit more convenient)
- Improve trail systems – eliminate sharp curves, widen trails, improve sight distance & access
- Plan for walkers evacuating City
- Need O&D information for transit options
- Manage toll lane at Beltway – end to end with no access – HOT lanes only
- Look at D.C. and outwards
- Fly over lanes (build it) both directions
- Need more than one lane- one lane will not help
- More lanes will not help Arlington
- More lanes is not the answer need Metro

Additional question on improvements

- Fly over on Lee Highway- no traffic lights
- Need limited access highway
- HOT lanes not good because you would need a barrier- HOV better
- HOT lanes would not help with evacuation
- Need uniform times for HOV
- Accidents Eastbound on rise into tunnel
- Get merging areas off I-66- widen the ramps
- Need to get merging cars off side streets- longer lanes to merge
- Set shifts around HOV hours- Police Shifts
- OPM could help with what they are doing with Federal employees for evacuation- need harder set of rules

**3. What criteria should be used to determine whether the concept could successfully address the problem?**

- Hard, factual data-baseline data
- Those that reduce travel time for the most number of people
- Those that involve a constituent- building process which brings funding
- Is traffic moving/flowing?
- Long-term verses short-term solutions (prefer long-term)
- Citizen involvement throughout the process
- Difference in average speed- whether it increases
- Effect on speed on arterial roads
- Degree to which solution protects neighborhood streets
- Reduction of congestion (idle time)
- Environmentally friendly (especially air quality)
- Don't do something which causes more cars (don't let it be another I-270 in Maryland)- apply lessons learned from the I-270 development criteria
- Measurement of HOV use, trains and buses
- Control of noise impacts for residents along corridor
- Consideration of impacts on "local" streets
- Allowance for "out of the box" alternatives such as "slug lines"
- Consideration of innovative financing (i.e. design build)
- Develop solutions that can be implemented quickly
- Careful justification and analysis of cost/benefits
- To what degree is the "solution" a long-term one rather than a short-term expedient that may induce more vehicle trips
- Do the criteria damage future mass transit usage
- Will widening I-66 westbound really aid in evacuation from DC?
- Human needs should trump over minor adverse environmental impact (i.e. small wetland patches)
- The benefits to each impacted jurisdiction should be greater than the adverse impacts (i.e. don't pave over Arlington/Falls Church for the benefit of Fairfax residents)
- Effect on environment in terms of air quality, fossil fuel usage (both cars and Metro)
- More cars is not better
- No takings of property, parks or homes
- Preserving the bike trail
- Cost – public or private: (i.e. gas, taxes or tolls)
- Movement of people
- Effects on arterials and feeders
- Counts direction
- LOS
- Other multimodal corridors results

- Less time in car per commute
- Less time per distance
- Fewer cars
- Increase in HOV usage
- Vehicle occupancy
- Mode share
- Future flexibility
- Remain within ROW
- Number of incentive programs implemented
- Presence of shoulders
- Induced traffic
- Private acquisitions
- Cost effectiveness
- No more pavement
- Reliability of transit
- Regional cooperation – “win-win”
- Likelihood of litigation
- Cost
- Lack of back-ups on ramps
- Numbers of transit riders
- Percentage of carpooling & ridesharing
- How traffic on alternate roads (“side streets”) will be increased/reduced
- How will improvements affect regional traffic patterns?
- Number of alternative travel options
- Does it ease congestion
- Adversely affect current property owners
- Amount of cars and car accidents
- Does it fix technical problems in both directions
- Will it address population issues
- Does it limit sprawl
- Financial feasibility
- Improving facility may have people moving way out thus increasing the number of trips on the highway, so you are clogging it up again.
- Spillover on Washington Blvd.
- Solutions that can be implemented more quickly (For example, can implement a bus system faster than rail (Dulles Corridor Rapid Transit project)
- Spatial impacts on neighboring roads, so as not to encroach on existing residential/neighborhoods
- Metro noise (clattering)
- Bus noise
- Timing cars, i.e., origin and destination studies
- Publish and share the results of current origin and destination studies
- Against increasing the right-of-way

- Stay off local streets
- Reduced traffic volume (number of cars on road)
- Volume of people moved not cars (within time frames)
- Don't make same problem bigger!
- Commute time in all modes of transit
- Happiness of residents adjacent to I-66 (status quo)
- Protection of property value
- Better noise attenuation
- No widening of I-66
- Less traffic on feeder roads (Lee Hwy and Washington Blvd.)
- No major new construction
- People adjacent to I-66 shouldn't endure burden of region-wide problem
- Viable preventable measures for both
- Addresses air quality- gives overall solution
- No adverse affects on animals/wildlife
- Non-constructive options first (low cost)
- Ease of traffic flow
- Reversibility
- Does the solution encourage the use of mass transit
- Increase through-put – Washington DC to Toll Road
- Survey commuters prior to implementation of solution
- Make it (solution as quick as possible)
- Reduction of vehicle trips (cars) rush hour and non-rush hour
- Encourage use of mass transit during emergencies
- Noise barriers need to be set in place
- Use the “No Build” policy past Glebe Rd
- If referendum in Arlington County fails for expansion, then no building
- Air and water quality—children have a high rate of asthma
- Energy efficiency, noise and air pollution
- Exhaust all “No Build” concepts
- Balance the budget
- Do a study to identify where the cars are coming from
- Custis bike trail is adequately intact with buffers, but make sure 4 Mile Run's stream does not get pushed underground!
- No expansion within 1 mile of the school
- No domino effect of bad solutions that result from new improvements
- Remove language about expansion of west bound for evacuation purposes; reverse traffic on east bound 66 in emergency
- Keep the community boundaries together if transit projects take place
- Employ a wide based criteria system
- Very little of suggested criteria address air quality
- Current noise standard should be maintained
- Current noise evaluation methods are old fashioned

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- All noise issues to be re-evaluated along whole study area
- Better criteria impacts – quality of life, economic, environment
- Drivers should be made to incur ‘real’ environmental cost of the comfort of driving
- Solutions of ‘adding another lane’ should be last choice only after all other possible options have been studied/deemed not possible
- Question effects of traffic flow – induce traffic
- Calculate health effect associated with traffic
- EIS should precede any decision
- Compensation plan – users should compensate Arlingtonians.
- Traffic volume using neighborhood roads need to be addressed/studied
- Better bus system in Fairfax
- Variable speeds – works in U.K. (M25) should work here – include speed cameras for drunk drivers, etc.
- Look at other jurisdictions & countries for good and bad examples
- Survey highway users as to transportation preferences
- Economic analyses
- Increase in occupants in vehicles
- Maintain existing quality of life in Arlington
- Demographic analysis/projections
- Improve congestion on adjoining roads
- More entry/egress points outside of Arlington
- Pilot express bus study – during rush hours/non-rush hours
- Hard data on evacuation plan
- Regional evacuation plans
- Seasonal evacuation plans
- Measurable reduction in accident rates throughout region for all transportation modes
- Quality of life in Arlington County – bike trails kept, parkland kept
- Reduce use of I-66
- Don’t foreclose future transit options- leave room for another Metro line
- Evaluate induced traffic impact of widening
- Address mass transit and ride-sharing solutions
- Evaluating solutions effect on smart growth
- Look at European models
- Safety (Don’t sacrifice breakdown lane)
- Not impacting property values
- Observe the principles of the Coleman Decision
- Fewer cars on neighborhood streets and arterial streets
- My property value doesn’t decrease
- Moving more people
- Being able to get on the metro in Arlington
- Cost benefit

- Induced traffic on Eastbound side
- Reduction of single occupancy vehicles
- Public Acceptance
- Reduction of crashes
- Equity leads to the user cost which equals the benefit
- “Enforceability” of concept
- Neighborhood conservation: reconnecting across I-66, etc....
- Improved aesthetic visual
- No screening based on evacuation
- Reducing travel time by all modes
- Amount of new mixed use development
- Reduce delays during incidents
- Funding allocated cost-how to invest money
- Fifteen, ten, five year outlooks to solve congestion
- Integrates with a regional transportation plan
- Short-term impact on transit
- More people work at home
- Has it worked somewhere else? Best practice
- Evening out congestion
- Get most people off I-66 (cars)
- No impact on house – taking property, environment
- Exhaust levels increase, noise levels increase
- No change effect on residents- noise, air quality, impact to local road network, don’t negatively impact other modes (bike, etc.)
- Evacuation issue is red herring
- Evacuate potential for future needs
- Outside ability to have SOV be more important than travel time
- Time saved with third lane (is it worth it)
- Environmental criteria (all on the list)
- Cost criteria – adding roadway is a poor use of resources in a corridor already served by rail. (Could analyze the cost of improvement in comparison to regional needs/funding.)
- Tolls are good as long as existing capacity is maintained
- Safety – costs and impacts considerations
- Noise is an important criteria and noise walls.
- Trip chaining
- Time save (this is a double edge sword as capacity goes up as travel time goes down)
- Include transit in model for non-compact members
- How many people are we talking about evacuating from DC? What measurement would VDOT use?
- Need to look at Arlington Community Values verses Fairfax County Values
- Criteria needs to reflect cost per person trip mile
- Induced traffic by mode, SOV, HOV and transit

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- Look at safety and use of shoulder
- VDOT needs to tell people about construction schedules
- Arlington will want insurance that the road will never be widened to 4 lanes in each direction
- Metro needs to expand to Dulles- help the congestion on I-66
- Need to measure the solution with numbers, data, etc.
- What are the current numbers of those traveling into the corridor?
- VDOT needs to share timeline/schedule- see mixing bowl as an example of how they kept people informed
- DC continues to grow causing more congestion
- Look at Arlington population growth versus site plan development
- Look at all no-build options
- How are you going to solve eastbound problem? Can't fix Westbound only
- Quality of life improvements- less noise, ability to get around
- Review regional zoning and air pollution
- Need regional solution
- Evacuation should not be considered because we are not going to be able to get people out- adding a lane will not make a difference
- This area will continue to grow "build it and they will come"
- HOV/HOT combination involves I-66, 395, 95 and the Dulles Corridor
- Accidents on I-66 cause congestion on parallel roadways
- Funding for BRT- Would it be part of Metro? Long term funding?
- Need management solution – TDM policy by DC could take some traffic off I-66
- Less miles traveled is better-VMT on highway is better than VMT on local streets
- Increased access for emergency personnel
- The draft criteria should focus on capacity not transit
- Look at induced development and induced traffic
- I-66 made growth possible in Fairfax, Loudoun and etc.
- Solution needs to look at land use issues with a stronger link to transit development
- Look at PPTA's, tolls, funding models, cost of solution and "finance ability"
- Do traffic counts on Washington Blvd and Wilson Blvd
- Look at the networks of roads for counts
- Give the heaviest weight to the solutions that save people time "fastest trip time"
- Re-evaluate measure definitions
- Methodology options
- Feeder Roads
- Rail (now and future impacts)
- HOT lane revenue
- Induce travel (provide broken out and clear data)
- Maintaining unrestricted access and improving access to Dulles Airport (provide as independent travel trip)
- Reflect all modes (ref: page one of criteria)

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- Accessibility for environmental justice groups (i.e., low income) (ref: page two of criteria)
- Compatibility with law enforcement
- Fewer criteria the better
- Frame as outcome vs. output

**4. How does the congestion affect your business or your community?**

- No impact on local business
- Concerned with back-ups and employee time
- It is a problem to get to DC or Tysons because of bottlenecks
- If you can't use I-66 then alternative routes are the only choice
- Regional roadways do impact businesses by locations and employee productivity
- Since more jobs are being created and moving further out it is increasing traffic
- People want to move to Loudoun County so businesses are moving there
- Need affordable housing
- I-66 makes it very hard to get to Arlington
- It takes longer to get to places therefore cause a loss of productivity, loss of time, etc.
- Movement of goods restricts businesses
- Movement of Police, Fire and emergency personnel
- **Small Businesses are having trouble serving areas they once serviced because of congestion**