

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
- 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

(October 2004)

- No HOV on Westbound lanes in the morning
- 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 over development
- 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 & 15th Street, near Washington & Lee High School

(October 2004)

- 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
- “Under investment” 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

(October 2004)

- Growth in business in Tysons/Reston/Dulles
- Lack of adequate public transportation
- 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
- 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 11th was more like a rush hour situation. People were very calm. Not a typical response. Next time people may panic more.

(October 2004)

- 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 mad 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

(October 2004)

- I-66 opens up at East Falls Church but jams at Washington Blvd and Glebe Road- poor design of I-66
- Sunlight problem
- 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?

(October 2004)

- 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
- 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 3rd 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

(October 2004)

- Airport traffic needs to be policed- there is a lack of enforcement
- What happens if during an evacuation we have a loss of Metro?
- 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

(October 2004)

- Possible closure of ramps for evacuation- should be automated with gates that come down
- 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 verses 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 Marymount 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