

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
- 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

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- Longer trains (still run some 4-car trains at rush hour)
- 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

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- 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

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- 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
- 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

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- 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, 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

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- 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
- 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

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- 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
- 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 -3rd 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

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- 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
- 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