



S. George Mason Drive Multimodal Transportation Study

Summary of Engagement #2 - Corridor-wide Analysis and Concept Development

Summer 2022

Project Background & Basis

S. George Mason Drive is a major north-south transportation corridor within Arlington County, providing access to businesses, neighborhoods, schools, parks, as well as neighboring jurisdictions (i.e., Fairfax County, City of Alexandria).

The Master Transportation Plan (MTP) identifies portions of S. George Mason Drive as a primary transit corridor and the entirety of the roadway as a primary cycling corridor. Additional planning guidance for S. George Mason Drive includes the Vision Zero Action Plan, General Land Use Plan, Arlington's Commitment to Equity, and the County's Biophilic Goals and Principles.

Project Goals

The purpose of this study is to develop a preliminary plan to improve safety and access along S. George Mason Drive for people biking, riding transit, walking/rolling, and driving. This plan will identify challenges, constraints, and opportunities for multimodal transportation improvements along S. George Mason Drive from Arlington Boulevard to the Arlington/Fairfax County Line.

The study will include a corridor-wide concept with high-level recommendations for the entire 2.0-mile corridor, as well as an initial 15% design concept for the segments from Columbia Pike to the Fairfax County line.

Public Engagement in Phase 2

In July 2022, the project team kicked off the second round of public engagement. This engagement opportunity focused on sharing the two preliminary conceptual alternatives for each segment of the project corridor developed using what we learned from the first phase of public engagement and initial analysis of the corridor. This engagement phase included a virtual community kick-off meeting to re-introduce the study, cover what we heard in the first phase of public engagement, and to share two initial concepts for each of the three segments of the project corridor.

There were two ways for the community to share input on the concepts: an online feedback form and an in-person Community Workshop & Open House. Both options highlighted the benefits and challenges of each of the design concepts, highlighted how these concepts incorporated what we've learned so far in the study, and allowed people to share their thoughts on the future of S. George Mason Drive.

The online feedback form was open for input from July 18, 2022, through August 7, 2022. It was available in seven languages, including English, Spanish, Amharic, Arabic, Chinese, Mongolian, and Vietnamese, and generated 392 complete responses.

The Community Workshop & Open House was held at Randolph Elementary School on July 20, 2022 from 5-7 PM. Information about the project and the concepts was presented on posters, and members of the project team were available to answer questions and discuss trade-offs. Workshop attendees could leave comments on sticky-notes and were also encouraged to fill out the online form. 12 community members attended the workshop.

What We Heard

The majority (61%) of online respondents live within the 22204 zip code, which encompasses the neighborhoods in and around S. George Mason Drive. Two-thirds of respondents indicated they had not attended an Arlington County public meeting in the last year, either virtually or in person.

The online form presented each of the three corridor segments individually and asked respondents to rank their top three transportation priorities in each segment. **Responses were very similar between segments.** Therefore, responses from the first segment (Arlington Boulevard to Columbia Pike) are highlighted in this summary for brevity. A complete summary of feedback received on each segment is available in the appendix on the project web page.

Priorities


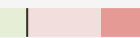



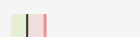

Generally, across segments, more than two-thirds (70%) of respondents ranked a dedicated bikeway within their top three priorities, with a significant majority of those who ranked this choice ranking it as their highest priority.


Similarly, three quarters (77%) of respondents ranked sidewalks within their top three priorities for the corridor, with a significant majority of those who ranked the choice, ranking it as their second priority.

Of note, in Segment 3, sidewalks and a dedicated bike path swapped priority rankings, with sidewalks a priority for most respondents and a dedicated bike path a priority for slightly fewer people. However, of those who ranked a dedicated bike path as a priority, more than half ranked it their top priority.

Vehicle travel lanes rounded out the top three priorities. However, considerably fewer respondents ranked this choice within their top three. Of those who did, most ranked it as their top priority.

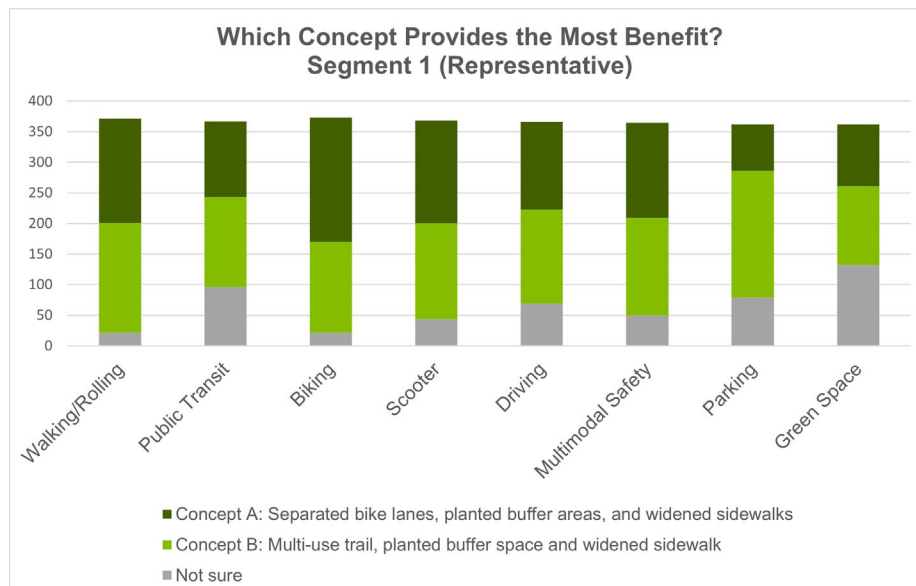
1. Priorities - Rank your top 3 transportation priorities for this segment (Arlington Boulevard to Columbia Pike):

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Dedicated bikeway	1		677	274
Sidewalks	2		617	300
Vehicle travel lanes	3		331	147
Parking	4		219	104
Transit stops	5		216	160
Vehicle turn lanes	6		133	79
Median	7		73	59



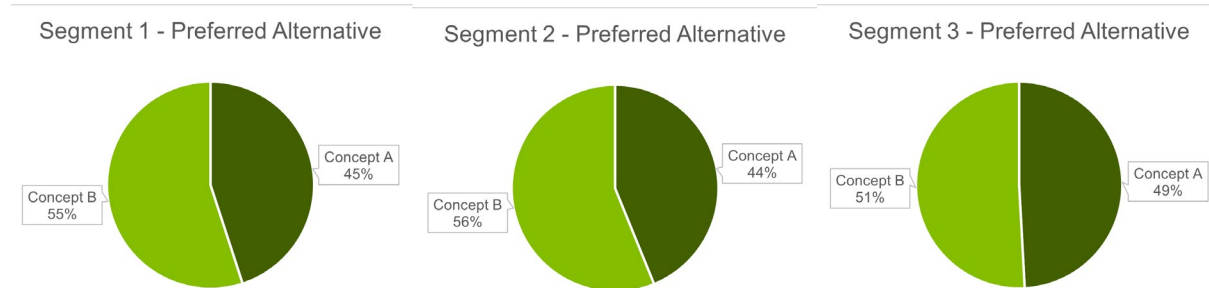
Benefits

Survey respondents were also asked to determine for each segment of the corridor which of the two proposed concepts benefitted various types of users the most. Results were similar across segments and responses generally split evenly between the two concepts. Two exceptions were responses to parking, where roughly twice as many respondents said Concept B benefitted parking users than said Concept A, and green space / stormwater management where nearly a third of users said they were not sure which concept benefitted the most.



Preferred Concept

In each segment, respondents were asked to indicate a preference for either concept. In both Segments 1 and 2 respondents indicated a slight preference (55 and 56%, respectively) for the shared use trail in Concept B. In Segment 3, responses were evenly split between both concepts.

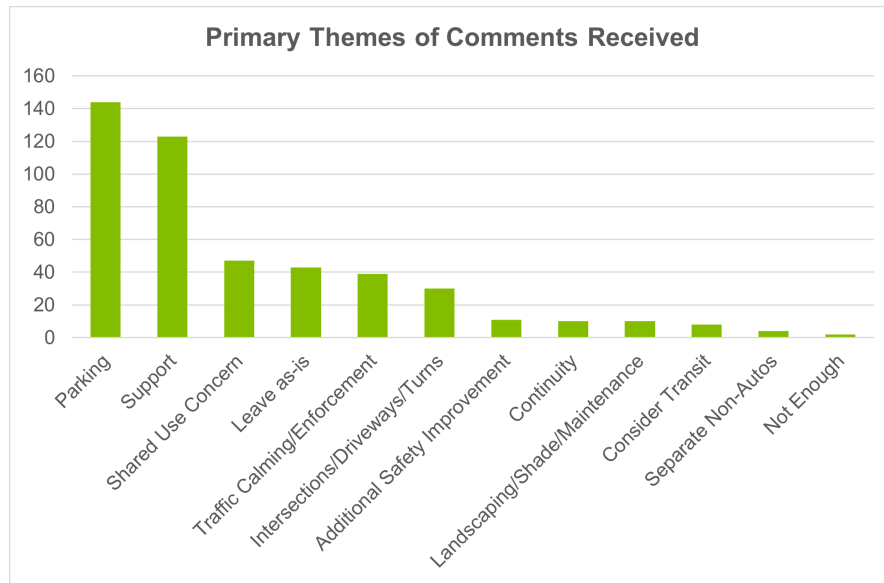


Open Response

After specific questions regarding a segment, respondents were invited to provide additional comments or feedback on that segment. Responses across segments were nearly identical and encompassed several themes. For purposes of this summary, comments were categorized based on the primary theme of the content.

The largest number of comments (144) expressed parking related concerns mostly with removing parking in the corridor, though several supported reduced parking or prohibition of the on-street parking of commercial vehicles. Nearly as many comments (123) reiterated support for the project. Of those respondents, some reiterated support for a specific concept, while others stated general support for the concepts and project.

Comments related to parking and in support of the project made up more than half of all comments received. Most remaining comments were evenly divided between concerns regarding interaction between people riding bicycles and people walking or rolling along a potential shared use path; a desire for additional traffic calming measures in the corridor; concern for all modes of travel at intersections, driveways, or when motor vehicles are turning; and statements that the corridor should be left as it exists today.



Feedback received at the Community Workshop & Open House covered similar themes to those received through the online form. Several attendees expressed concerns over loss of on-street parking, particularly in Segment 1. There were also some concerns about how bicyclists and pedestrians would interact on a multi-use trail. Similar to the online form, there was support for both concepts.

More Information

Project Page: <https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/S.-George-Mason-Drive-Multimodal-Transportation-Study>

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