

# S. George Mason Drive Multimodal Transportation Study

Summary of Engagement Phase 3 (Key Intersections) – Spring 2023

## Project Background

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 County's Master Transportation Plan (MTP) identifies portions of S. George Mason Drive as a primary transit corridor and the entirety of the segment 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 walking and rolling, biking, riding transit, 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. Phase 3 focused on key intersections along S. George Mason Drive including Arlington Boulevard and S. George Mason Drive, Columbia Pike and S. George Mason Drive, and S. Four Mile Run Drive and S. George Mason Drive. Recommended improvements aimed to increase safety at these key intersections, as well as minor intersections.

## Public Engagement in Phase 3

In March 2023, the project team kicked off the third round of public engagement for the study. This engagement opportunity focused on the major and minor intersections along the corridor. It included a virtual community meeting to re-introduce the study, cover what we heard in Phases 1 and 2 of public engagement, and to share preliminary intersection concepts. Using information and public input gathered in the first two phases of the study alongside significant additional analysis of the existing conditions and potential alternatives, this engagement highlighted preliminary intersection concepts for three major intersections, as well as design tools that could be used elsewhere on the corridor.

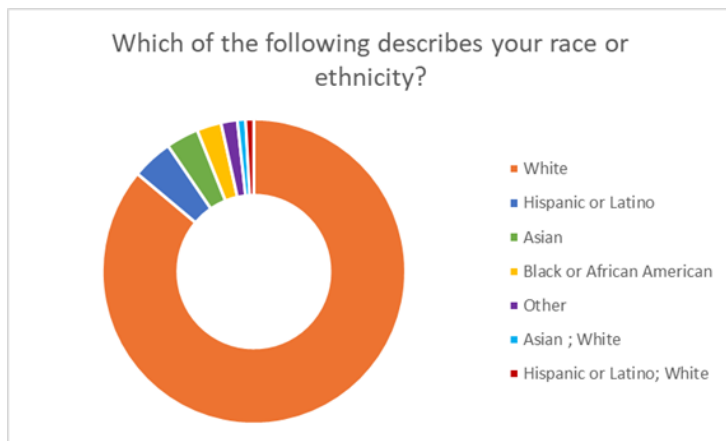
There were two ways to share input on the intersection concepts: an online feedback form and pop-up events at Barcroft Apartments. There was also a significant Q&A session during the Phase 3 Virtual Community Meeting where staff answered fifty questions submitted during and after the presentation. All options highlighted the benefits and challenges of intersection concepts, highlighted how the concepts incorporated what we've learned so far during 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 March 22, 2023, through April 30, 2023. It was available in seven languages, including English, Spanish, Amharic, Arabic, Chinese, Mongolian, and Vietnamese, and generated 193 completed responses and 384 total comments.

Two pop-up events were held at Barcroft Apartments, the first event on April 5, 2023, from 3-6 PM and the second event on April 13, 2023, from 3-5 PM. Information about the project and the intersection concepts was presented on posters, and members of the project team were available to answer questions and gather feedback. Pop-up attendees could leave comments on sticky-notes and were also encouraged to fill out the online form. 11 community members participated in each of the pop-up events.

### What We Heard

Over half (58%) of online respondents live within the 22204-zip code, which encompasses the neighborhoods in and around S. George Mason Drive. 80% of respondents own their current home, and 20% of respondents rent their current home. In comparison to [Arlington County Census Tract Demographic Dashboard data](#), 46% of residents own their current home, and 54% of residents rent their current home. Most respondents identified as White (86%), which is not representative of the population demographics of the area along and adjacent to the corridor. Referencing the same demographic data, about 51% of the population identify as white, 16% as Black or African American, 13% Asian, and 18% as Other. About 24% of the population identify as Hispanic or Latino.



The online form compared the existing conditions and proposed improvements for three key intersections of S. George Mason Drive and: Arlington Boulevard, Columbia Pike, and S. Four Mile Run Drive. Each intersection was presented separately and asked respondents how their feelings of safety would change if the proposed improvements were implemented.

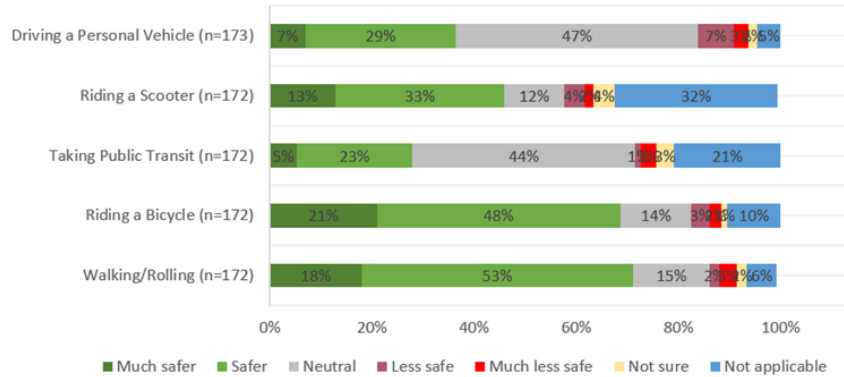
Respondents were asked to consider their feelings of safety for all modes of transportation applicable, including taking public transit, riding a bicycle, riding a scooter, driving a personal vehicle, or walking/rolling. The online form also asked respondents about improvements to other intersections along the corridor.

## Arlington Boulevard and S. George Mason Drive

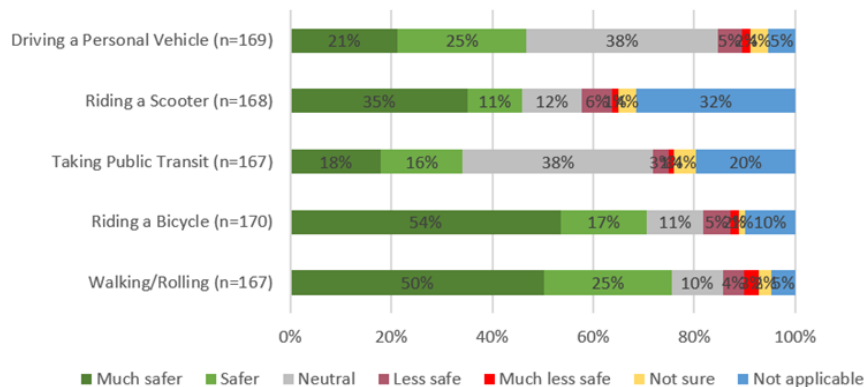
A graphic of the existing intersection of Arlington Boulevard and S. George Mason Drive was illustrated, followed by a short-term concept and a long-term concept with proposed improvements. Respondents were asked how their feeling of safety would change based on the proposed improvements. As illustrated by the graphs below:

- For all modes, most respondents reported that they would feel the same or safer with the improvements both in the short-term and long-term
- Regarding the short-term concept, many respondents reported feeling “neutral”, specifically for driving a personal vehicle (47%) and taking public transit (44%).
- Fewer respondents identify with scooter riding than other modes - 32% answered "not applicable", which was significantly more than other modes.

Overall, how would your feeling of safety change while traveling through the intersection of Arlington Boulevard and S. George Mason Drive if the **Short Term** improvements were made?



Overall, how would your feeling of safety change while traveling through the intersection of Arlington Boulevard and S. George Mason Drive if the **Long Term** improvements were made?



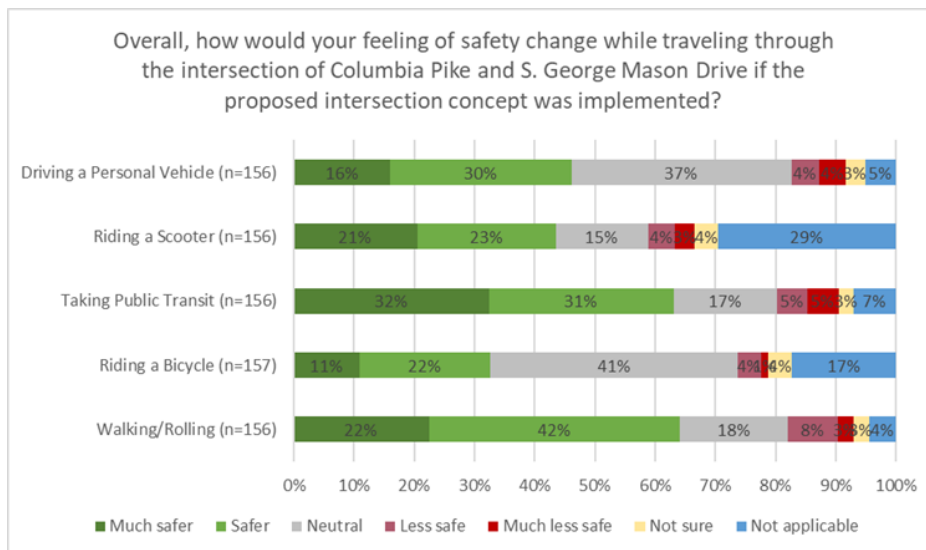
Comment themes included:

- Requests to provide further protection of the cycle track on the Short-Term concept, particularly vertical protection.
- Concerns about vehicle turning movements and high vehicle speeds through this intersection for both the short-term and long-term concepts.
- Concern for parking removal on Segment 1 (outside of the intersection) for both the short-term and long-term concepts.

### Columbia Pike and S. George Mason Drive

A graphic of the existing intersection of Columbia Pike and S. George Mason Drive was illustrated, followed by a concept with proposed improvements. Respondents were asked how their feeling of safety would change based on the proposed improvements. As illustrated by the graph below:

- For all modes, most respondents reported that they would feel the same or safer with the improvements.
- Many respondents reported feeling “neutral”, specifically for driving a personal vehicle (37%) and riding a bicycle (41%).
- Fewer respondents identify with scooter riding than other modes - 29% answered "not applicable", which was significantly more than other modes.



Comment themes included:

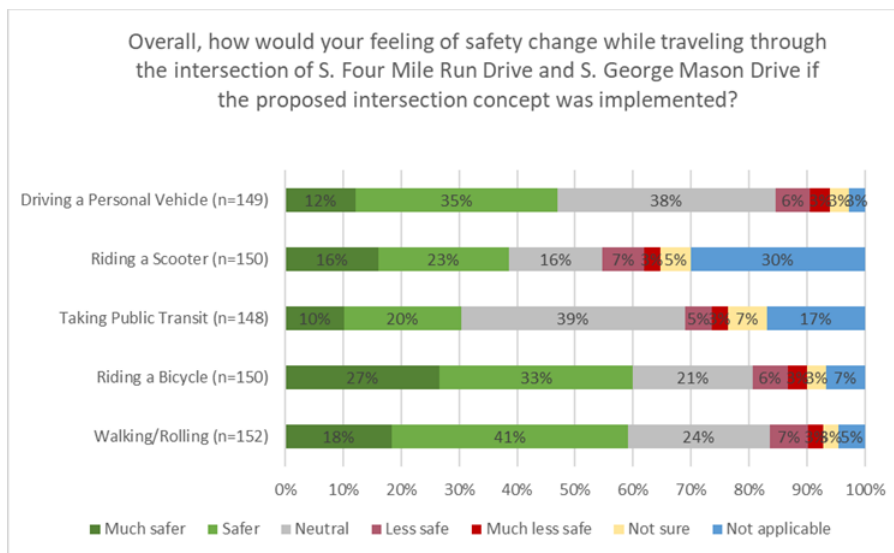
- General support for the multi-use trail, but concern for separation of pedestrians, cyclists, and scooter riders.
- Concern about traffic signalization and a call for full phase separation allowing pedestrians and cyclists to safely cross.

- Concerns that the intersection is still too large, even with the concept, particularly long crossing distances for pedestrians across S. George Mason Drive.

### S. Four Mile Run Drive and S. George Mason Drive

A graphic of the existing intersection of S. Four Mile Run Drive and S. George Mason Drive was illustrated, followed by a concept with proposed improvements. Respondents were asked how their feeling of safety would change based on the proposed improvements. As illustrated by the graph below:

- For all modes, most respondents reported that they would feel the same or safer with the improvements
- Fewer respondents identify with scooter riding than other modes - 30% answered "not applicable", which was significantly more than other modes.

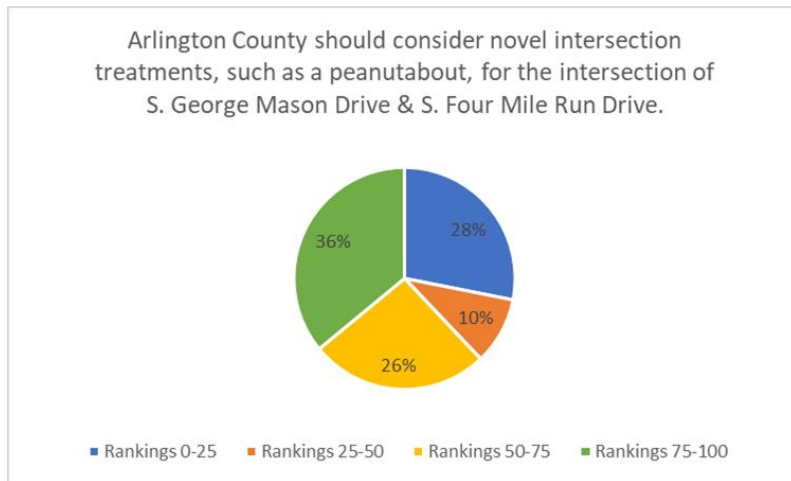


Comment themes included:

- Requests for more substantial changes to the intersection, including:
  - Closing S. Four Mile Run Drive Minor
  - Exploring an underpasses or overpasses for trail crossings
  - Full phase separation for the east side trail and W&OD Trail
- General support for the multi-use trail, but concern for separation of pedestrians, cyclists, and scooter riders.

This section of the online feedback form also included an illustration of a “peanutabout” or a peanut-shaped roundabout. Respondents were given a sliding scale and asked to rate their interest in Arlington County staff exploring this novel intersection treatment for S. Four Mile

Run Drive, with 0 (all the way to the left) being no interest and 100 (all the way to the right) being high interest. Most respondents (62%) indicated moderate to high interest in the “peanutabout” concept.



### Next Steps

The cross sections and intersection concepts developed from the S. George Mason Drive Multimodal Transportation Study will advance to capital project scoping and preliminary design. The study will lead to multiple capital projects along S. George Mason Drive, all of which will have opportunities for additional community engagement as the designs are developed. The study document represents the most likely concepts for transportation infrastructure and safety improvements along the corridor, but concepts are not final. Final plans and designs are contingent upon future discovery, funding, and additional factors.

### More Information

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

### Project Contacts:

Leah Gerber, AICP

Principal Planner, Active Transportation Coordinator

Tel: 571-447-3830

Email: [lgerber@arlingtonva.us](mailto:lgerber@arlingtonva.us)

Nate Graham

Public Engagement Specialist, Transportation

Tel: 703-228-3112

Email: [nsgraham@arlingtonva.us](mailto:nsgraham@arlingtonva.us)