



LONG BRIDGE PROJECT: SPRING/SUMMER 2022 PUBLIC ENGAGEMENT REPORT

September 2022

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ACRONYMS

ACEC	American Council of Engineering Companies
ANC	Advisory Neighborhood Commission
CFA	Commission of Fine Arts
CSXT	CSX Transportation
DC SHPO	District State Historic Preservation Office
DDOT	District Department of Transportation
EIS	Environmental Impact Statement
FRA	Federal Rail Administration
GGW	Greater Greater Washington
NCPC	National Capital Planning Commission
NPS	National Park Service
NVTC	Northern Virginia Transportation Commission
PIICP	Public Involvement and Interagency Coordination Plan
PPIA	Portals Public Improvements Association
RFI	Request for Information
USCG	United States Coast Guard
VDHR	Virginia Department of Historic Resources
VPRA	Virginia Passenger Rail Authority
VRE	Virginia Railway Express
WMATA	Washington Metropolitan Area Transit Authority

1 Introduction

The Long Bridge Project (the Project) proposes the expansion of the Long Bridge Railroad Corridor (the Corridor) from two to four tracks including necessary infrastructure improvements from Rosslyn (RO) Interlocking in Arlington, Virginia, through L'Enfant (LE) Interlocking in Washington, DC (the District) and a new bicycle-pedestrian bridge. The infrastructure improvements include construction of new two-track railroad bridges over the Potomac River and the George Washington Memorial Parkway (GW Parkway) between the existing railroad bridge and the Washington Metropolitan Area Transit Authority (WMATA) Metrorail Bridge, new two-track railroad bridge over I-395, railroad bridge replacements over Ohio Drive SW, Washington Channel and Maine Avenue SW, the replacement of the Maine Avenue SW Pedestrian bridge owned by the Portals Public Improvements Association (PPIA), and the construction of retaining walls throughout the Corridor.

The Virginia Passenger Rail Authority (VPRRA) is the leading the current Preliminary Engineering (PE) Phase since 2021. VPRRA coordinates closely with the Project partners such as the District Department of Transportation (DDOT), National Park Service (NPS), CSX Transportation (CSXT), and the Federal Rail Administration (FRA), as well as Project stakeholders and the public. The purpose of this report is to document the results of the Spring/Summer 2022 Public Engagement for the Project.

The Spring/Summer 2022 Public Involvement Plan considered the following to develop the engagement program:

- The Project-level Public Involvement and Interagency Coordination Plan (PIICP).
- The Transforming Rail in Virginia Program Communication Plan.
- The need to engage two geographically separate communities, one in Virginia and the other in the District.
- The ongoing COVID-19 pandemic and the uncertainty of evolving health and safety regulations.
- The need to reengage individuals and agencies that participated in the previous phase of the Project and introduce the Project to new participants.

The Public Engagement Period occurred in June and July 2022. The primary activities during this period were:

- Advisory Neighborhood Commission (ANC) 6D Project Briefing – June 13, 2022
- Pop-Up Events
 - Southwest Duck Pond (DC) – June 15, 5:30 to 7:30PM
 - Long Bridge Aquatics and Fitness Center (VA) – June 18, 9:30 to 11:30AM
- Virtual Public Meeting – June 22, 2022
- Online Survey – June 22 to July 11, 2022

2 Outreach and Notifications

The public outreach team used a variety of outreach and communication tools to inform the public about the available opportunities for engagement. The Project affects two geographically separate communities in Northern Virginia and the District; therefore, digital notification efforts provided the most comprehensive outreach approach, and were supplemented with print notifications and in-person events in both jurisdictions, targeting all residents of the affected neighborhoods.

Outreach methods included:

- **Website announcements** for the Pop-Up Events and Virtual Public Meeting on the events pages of the VPRA and Transforming Rail in Virginia Project websites posted on May 25, 2022. The announcements included a registration link, time, and date for the Virtual Public Meeting and dates, times, and locations for the Pop-Up Events.
- **eBlasts** to the Project email list and VPRA contact list on June 3 and June 16, 2022. eBlasts included a registration link, time, and date for the Virtual Public Meeting and dates, times, and locations for the Pop-Up Events.
- **Print advertisements** for the Virtual Public Meeting in the *Washington Post* Local Living editions in the Arlington/Alexandria and District zones, published Thursday, June 16, 2022, and a Spanish language advertisement in *El Tiempo Latino*, published Friday, June 17, 2022. The print advertisements included the Zoom registration URL and QR code. Images of the *Washington Post* pages including the advertisements are included in **Appendix A**.
- **Social media posts** announcing the Virtual Public Meeting on VPRA's Facebook and Twitter accounts on June 3, June 16, and June 22, 2022. The social media reminders included a registration link for the Virtual Public Meeting and the time and date of the meeting. See **Appendix B** for images of the posts.

VPRA created a Facebook event on June 16 to announce the Virtual Public Meeting. After the meeting, VPRA published three tweets with links to the Project survey, rendering video, and meeting recording on Twitter on June 23, 2022. A post was published on both Facebook and Twitter with two links—a link to the VPRA website Events page to access the meeting recording, PDF slides, rendering video, and Project survey, and a second link directly to the rendering video on Vimeo.

Social media notifications were further amplified by retweets/reposts from government, industry, and individual accounts, including:

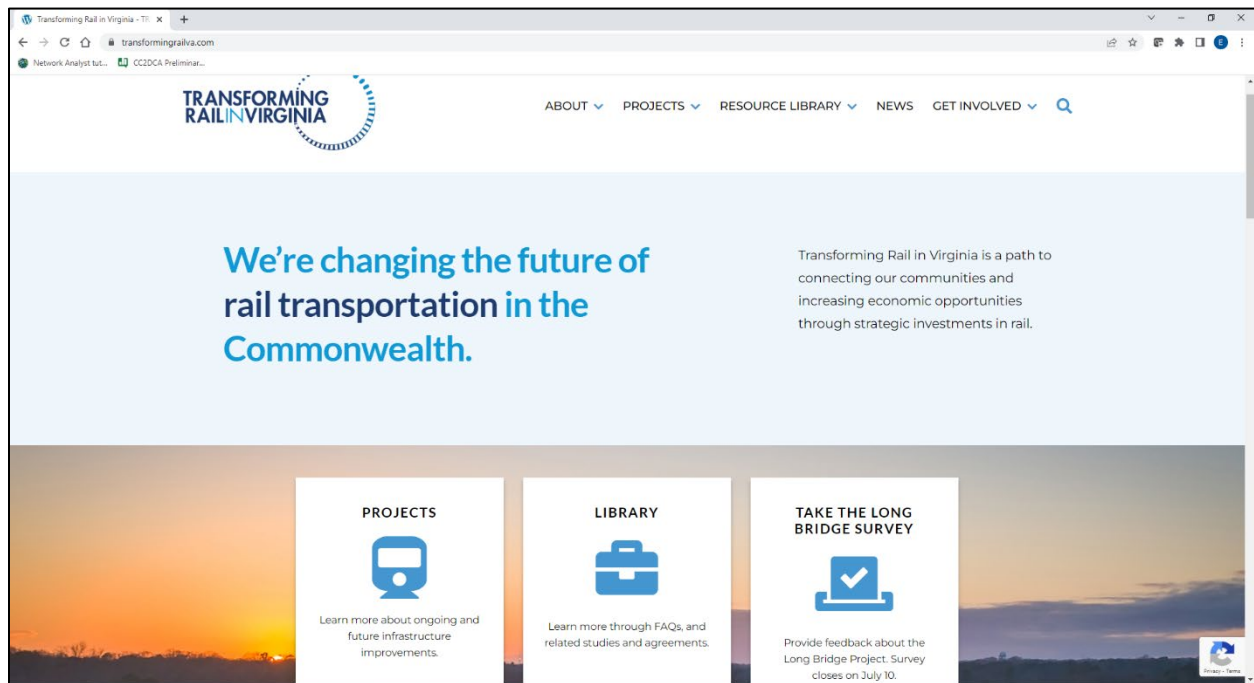
- Congressman Don Beyer
- Northern Virginia Transportation Commission (NVTC)
- City of Alexandria, Virginia, Department of Transportation and Environmental Services
- Virginia Railway Express (VRE)
- Virginia Transit Association
- Virginians for High Speed Rail
- American Council of Engineering Companies (ACEC)
- Greater Greater Washington (GGWash)

2.1 Project Website Update

Throughout the Public Engagement Period, the Project website was kept updated to notify the public of upcoming events and share the latest Project information.

On the home page of the Transforming Rail in Virginia website, announcements and links to Project materials were added to the main buttons across the top of the screen (**Figure 2-1**). A link to the Virtual Public Meeting Zoom registration page was available through the meeting date. The link was replaced by a button linked to the Project survey until the end of the engagement period.

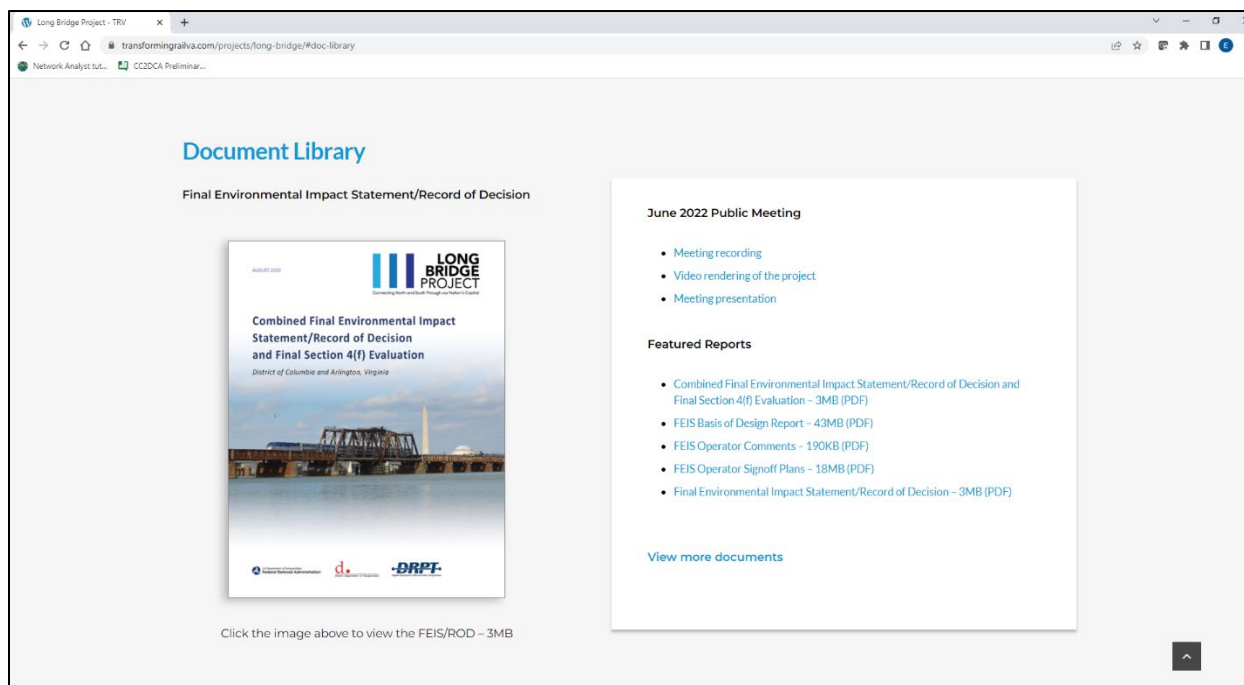
FIGURE 2-1. TRANSFORMING RAIL IN VIRGINIA WEBSITE HOMEPAGE



On the Project website (**Figure 2-2**), the same buttons were added to the top ribbon as the links provided on the Program home page. Virtual Public Meeting materials were added to the Document Library, including:

- Meeting recording (link to VPRA YouTube)
- Video rendering of the Project (link to VHB Vimeo)
- Meeting presentation (link to PDF file of presentation slides)

FIGURE 2-2. LONG BRIDGE PROJECT WEBSITE DOCUMENT LIBRARY



2.2 Engagement Materials and Activities

The Project Team used a combination of virtual and in-person strategies to reach the variety of communities and stakeholders interested in and affected by the Project.

2.2.1 ANC 6D PROJECT BRIEFING

The Advisory Neighborhood Commission (ANC) 6D represents residents in the District Wharf, near Southwest, Buzzard Point, Capitol Riverfront, and Navy Yard neighborhoods in the District's 6th Ward. Because the Project will directly affect the residents and businesses in those neighborhoods, both during construction and permanently, the Project Team provided an update to the commissioners at the ANC 6D June 13, 2022, meeting. This meeting was open to the public, and the presentation was announced on the Project website and VPRA social media. Presentation sides are provided in **Appendix C**.

2.2.2 POP-UP EVENTS

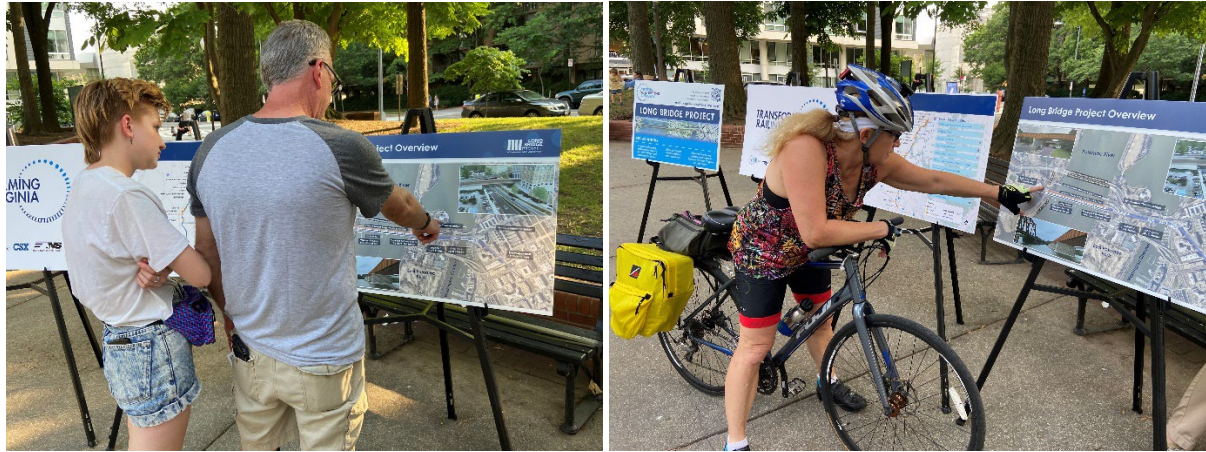
To engage directly affected stakeholders and members of the public, the Project Team executed two Pop-Up Events, one in Virginia and one in the District at the following locations:

- Southwest Duck Pond (DC) – June 15, 5:30 to 7:30PM
- Long Bridge Aquatics and Fitness Center (VA) – June 18, 9:30 to 11:30AM

VPRA and VHB staff attended the District Pop-Up Event, and VRE staff also joined the event to share information about the adjacent L'Enfant Station Project. The team identified this time and location to capture the neighborhood audience at the Southwest Duck Pond during an event that attracted local residents, see **Figure 2-3**. The Arlington Pop-Up Event was also staffed by VPRA representatives and VHB staff. The Aquatics and Fitness Center location was chosen due to its proximity to the Project site and because it was frequented by local residents.

Display boards provided Project information at both events; additionally, staff handed out Project postcards, answered questions, directed people on how to register for the upcoming Virtual Public Meeting, and encouraged on-the-spot sign-ups for the Project email list. The VPRA and VHB staff discussed the Long Bridge Project with approximately 25 attendees at each Pop-Up Event. Postcards distributed at the event and photos of the engagement activity are provided in **Appendix D**.

FIGURE 2-3. POP-UP EVENT AT DISTRICT'S SOUTHWEST DUCK POND






2.2.3 VIRTUAL PUBLIC MEETING

FIGURE 2-4. LINKS TO VIRTUAL PUBLIC MEETING ON PROJECT WEBSITE

WEDNESDAY, JUNE 22, 2022, 7 PM

Long Bridge Project Public Outreach
Virtual public meeting

-  [Complete the Long Bridge survey](#)
-  [Meeting recording](#)
-  [Video rendering of the project](#)

Meeting Documents (PDF files)

- [Presentation](#)

The Virtual Public Meeting was held via Zoom on June 22 at 7:00PM. The meeting included a short presentation followed by an opportunity to ask questions during a Question and Answer (Q&A) session. Presentation slides are provided in **Appendix E**.

A recording of the presentation and live Q&A session is posted on YouTube with a link on the Project website, as shown in **Figure 2-4**¹

The Project has a wide range of interested parties and affected stakeholders located on opposite sides of the Potomac River. A virtual meeting reached the widest audience most efficiently and avoided changes necessitated by evolving COVID-19 regulations.

¹Virginia Passenger Rail Authority. (2022). *Long Bridge Project Virtual Public Meeting - June 22, 2022*. YouTube. Retrieved August 23, 2022, from <https://www.youtube.com/watch?v=vwW49cEUx4E&feature=youtu.be>

2.2.4 ONLINE SURVEY

An online survey on the SurveyMonkey platform was used to collect input and comments on the public engagement process.¹ The survey opened immediately following the Virtual Public Meeting and closed on July 11th, 2022. The link to the survey was also shared on social media via VPRA's Twitter and Facebook accounts. A total of 405 unique respondents took the survey.

The survey provided a link to the recording of the Virtual Public Meeting. The survey had a total of six questions: two ranking questions, one multiple choice question, two written response questions and one requesting contact information if respondents wanted to be added to the Project email list. The survey asked respondents to rank the Project benefits and impacts and also provided comment boxes for additional feedback on the Project.

2.3 Public Engagement Period Closeout

While the Transforming Rail in Virginia website Contact page provides continuous opportunity for anyone to comment on the Project, the public engagement period surrounding the spring/summer 2022 Public Meeting was framed as the window in which comments will be considered during the progression from 15 to 30 percent design development, which started June 13, 2022 and concluded July 11, 2022.

¹ Long Bridge Summer 2022. (2022). SurveyMonkey. Retrieved August 23, 2022, from <https://www.surveymonkey.com/r/longbridgesummer2022>

3 Summary of Feedback and Comments Received

3.1 ANC 6D Project Briefing

The ANC meeting occurred on June 13, 2022, as stated on section 2.2.1. The main topics of discussion at the ANC 6D Project Briefing were the following:

- Summary of schedule and project updates
- Discussion of designs for Potomac River bicycle-pedestrian bridge and Maine Avenue SW. pedestrian bridge
- Details of upcoming Pop-Up Events and Virtual Public Meeting

The attendees expressed support for the Project, especially for the bicycle-pedestrian bridge connection between Long Bridge Park and the District. One attendee asked whether the designs for the proposed rail and bicycle-pedestrian bridges over the Potomac River accounts for boat and kayak users. The Project Team noted that the proposed bridges will match existing pier alignments and will include fender systems.

3.2 Pop-Up Events

As described in section 2.2.2, two Pop-Up Events were held on June 15 and June 18, at the Southwest Duck Pond in the District and at the Long Bridge Aquatics and Fitness Center in Virginia, respectively. The Project Team spoke to approximately 25 individuals at each event. The feedback from the Pop-Up Events primarily focused on interest on the bicycle-pedestrian bridge, especially its alignment and connections to the existing bicycle-pedestrian network. The attendees also asked questions on the following topics:

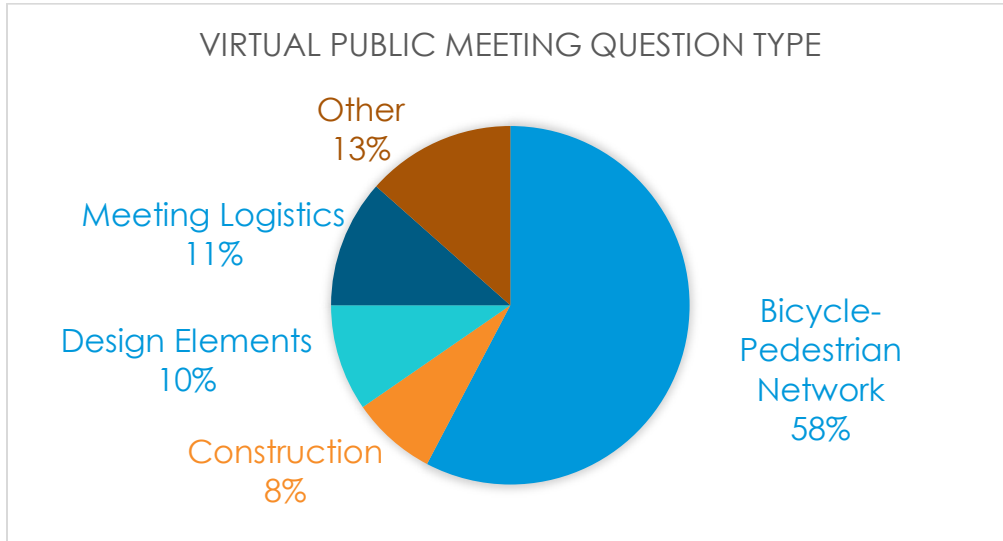
- The possibility of extending the bicycle-pedestrian bridge farther into the District.
- The functionality of a bicycle-pedestrian landing at East Potomac Park.
- The Transforming Rail in Virginia Program operations expansion, including general inquiries regarding the train schedule.
- Project location and what the new rail expansion will look like.
- The Project's construction delivery schedule.
- Methods to contact the Project Team in the future.

3.3 Virtual Public Meeting

The Virtual Public Meeting was held on June 22, 2022, as described on section 2.2.3. It had 254 registrations and 138 attendees. Feedback during the meeting was received informally, through questions or comments entered in the Zoom platform's Q&A box. A total of 52 questions and comments were submitted. Of these questions, 58 percent referred to the bicycle-pedestrian network, 10 percent concerned rail design elements, 8 percent involved impacts during construction, 11 percent were related to logistics such as access to meeting materials, and the remaining 13 percent covered various topics such as landscape design and project packaging (see **Figure 3-1** below).

The topics covered by the comments and questions are summarized below, and in **Figure 3-2**.

FIGURE 3-1. LONG BRIDGE PROJECT VIRTUAL PUBLIC MEETING QUESTION TYPE



Design Elements

- 1 question about track layout
- 2 questions about electrification of the rail bridges
- 1 question about the Project's aesthetics
- 1 question about the height of proposed bridges on the Potomac River

Construction Impacts

- 2 questions about construction schedule
- 2 questions about maintenance of traffic during construction

Bicycle-Pedestrian Network

- 9 questions about widening the bicycle-pedestrian bridge beyond current planned 14 feet
- 7 questions about extending the length of the bicycle-pedestrian bridge across the Washington Channel
- 14 questions about other concerns such as alignment details and construction impacts

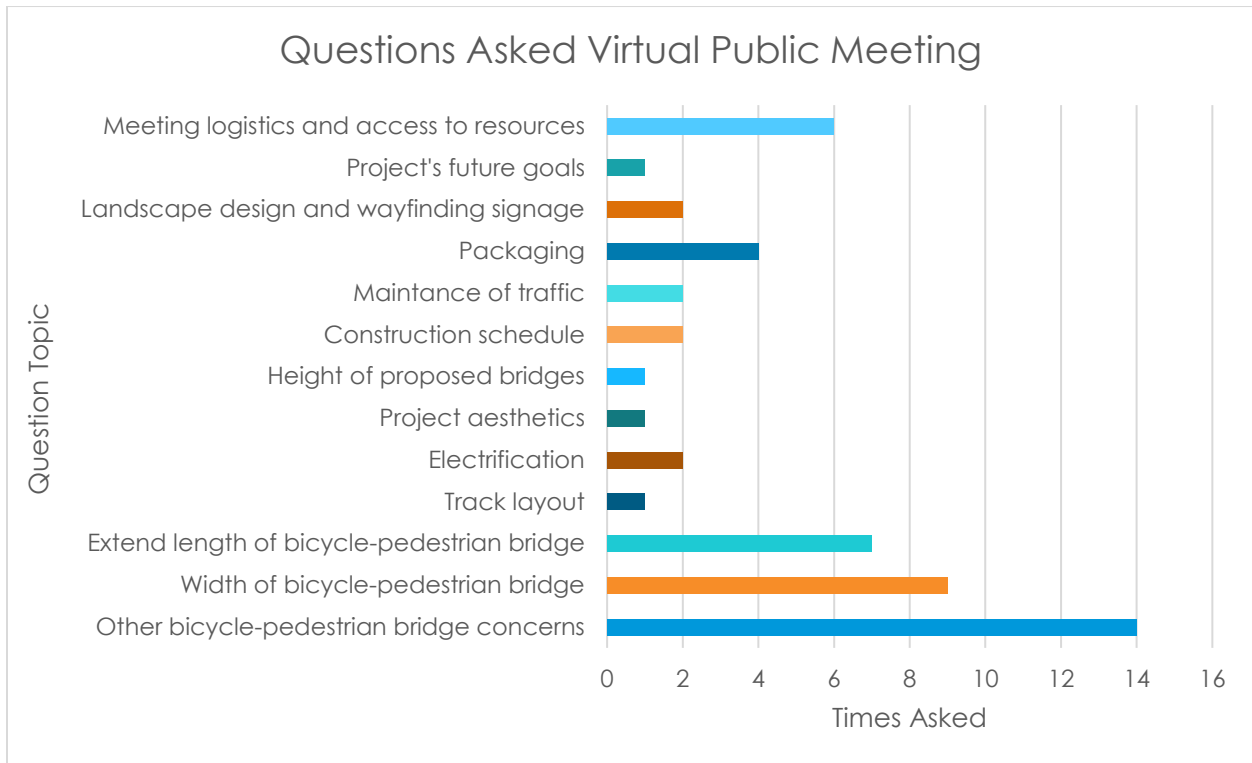
Meeting Logistics

- 6 questions about access to meeting materials, links, and resources

Other

- 4 questions about Project delivery method
- 2 questions about landscape design and wayfinding signage
- 1 question about the Project's future goals

FIGURE 3-2. PUBLIC MEETING Q&A SUMMARY



The VPRA team responded to several questions during the Q&A portion of the Virtual Public Meeting. Responses addressed during the meeting are summarized below.

Design Elements

Q: What is the height of the two new bridges across the Potomac River?

A: The bridges will have a 20 feet vertical clearance navigable channel. The controlling bridge structure is the historic Long Bridge structure, which has an 18-foot vertical clearance at the navigable channel. The US Coast Guard (USCG) gave a Preliminary Navigational Clearance Determination to approve the proposed vertical clearance during the EIS (Environmental Impact Statement) period.

Q: Have there been other aesthetic treatments considered for the Project, particularly ones with potential to complement the monumental Potomac River corridor?

A: The Project Team is vetting aesthetic qualities through the Commission of Fine Arts (CFA) and the National Capital Planning Commission (NCPC); as well as through Signatories to the Section 106 Programmatic Agreement, which include NPS, staff from NCPC, staff from CFA, the District State Historic Preservation Office (DC SHPO), the Virginia Department of Historic Resources (VDHR), and the Federal Rail Administration (FRA).

Q: Will the new bridge and design allow for future electrification to connect to the electric NEC trains?

A: The Project is committed to not preclude electrification in the future.

Q: How will the landscape design be determined?

A: The landscaping designs are being carefully vetted through the Section 106 Signatories and stakeholders throughout the corridor. The Project team is coordinating closely with NPS to develop a planting list, the landscaping design to help determine opportunities to plant pollinators and buffer the Project elements in parkland. Private property owners are being coordinated to develop appropriate planting designs along their properties. Additionally, the Project's landscape design will be vetted through NCPC and CFA.

Construction Impacts

Q: Will existing train traffic be restricted during construction?

A: The Project Team cannot predict how trains will operate during construction but can guarantee that there will be two tracks operating at all times, per an agreement with CSXT. The construction phasing of the Project is dependent on keeping two tracks open at all times.

Q: How long will it take to rebuild the section between I-395 and Maryland Avenue? What is the maintenance of traffic cost and duration for this section in terms of keeping the railroad open versus shutting the railroad down temporarily?

A: The Project Team is continuing to assess these concerns through design and coordination with agencies, but does not yet have specifics.

Q: Will the pedestrian crossover from Long Bridge Park over the GW Parkway onto Mount Vernon Trail open before the rest of the bridge for earlier use?

A: It is too early in the design to determine when and how the Project will be constructed.

Bicycle-Pedestrian Network

Q: What is the location of the proposed Bicycle-Pedestrian Bridge and has the Project Team considered opportunities to extend it further into the District?

A: The location of the Bicycle-Pedestrian Bridge was determined as part of the Environmental Impact Statement (EIS) process with members of the public and agency reviews. The Project corridor is limited and there is not enough space available within the constrained railroad corridor to continue the bicycle-pedestrian path across the Washington Channel. The EIS

can be found on the Project website at [Long Bridge Project Document Library - TRV \(transformingrailva.com\)](https://transformingrailva.com)

Q: How was the width of the bicycle-pedestrian bridge pathway determined? Can it be made wider to accommodate future volumes?

A: The width of the bicycle-pedestrian bridge was [based on the assumption] during the EIS phase [and is] outlined in the DDOT-led EIS. The EIS can be found on the Project website at [Long Bridge Project Document Library - TRV \(transformingrailva.com\)](https://transformingrailva.com)

NOTE: Subsequent to the public meeting, the bridge width was widened to 16 feet to meet DDOT minimum standards.

Q: What is the approximate length of the bicycle-pedestrian bridge?

A: Roughly 2,600 feet

Q: If the Project is broken into separate phases, how will the construction phases affect the bicycle-pedestrian components of the Project?

A: The Project team continues to coordinate and develop the design, and as construction phasing is further developed, more details on this topic will be provided in the future.

Q: Will there be wayfinding signage to and from the bicycle-pedestrian bridge?

A: VPRA will coordinate wayfinding signage with NPS, DDOT, Arlington County and other stakeholders as the design advances.

Q: What is the connection on the Western end of the bicycle-pedestrian bridge?

A: There is a connection to the existing Mount Vernon Trail that will include both a ramp and stairs, and another bridge connection across the GW Parkway into Long Bridge Park.

Q: Is the bicycle-pedestrian bridge 14 feet wide in all sections or are there sections with different widths?

A: All sections are proposed to be 14 feet wide unless there is a connection to a ramp or stair.

Q: Who will be responsible for maintenance, snow removal, and security for the bicycle-pedestrian bridge?

A: Virginia, the District and NPS will continue to work out the operations and maintenance responsibilities for the Project elements during the design phase of the Project.

Other

Q: In relation to delivery method, if progressive design-build is selected as the delivery method, will the design be progressive 30 percent? Or would the progressive Design Build Team be brought on earlier in the design? Will there be a requirement to use CSXT contractors, and will that impact the packaging?

A: A Request for Information (RFI) has been distributed to further examine these questions. The Project Team will be able to provide more information in the future as it continues to develop the design and consider construction delivery methods.

Q: What opportunities are there for the public to provide comments that could affect the Project's decision-making process?

A: There will be a survey available until July 11, 2022 for the public to provide direct comments and input on the Project. The Project Team will hold another public meeting in the future and will also organize pop up events throughout the community to get the public involved in the Project. Additionally, the Project website is always available and up to date with materials and can provide the Project email address.

Q: What is the goal for Long Bridge Project 15 years from now?

A: The Long Bridge Project is a rail project to increase the capacity of the rail network between the Southeast corridor and the Northeast Corridor and make riding rail more convenient throughout Virginia and in the District of Columbia. The Project will be doubling rail capacity for passenger rail and increasing freight operations as well. The effect will be to eliminate essentially a lane of traffic on I-95. From the District line throughout Virginia, the Project has many economic development opportunities as well as opportunities on rail that heavy rail riders in the Virginia-District of Columbia area had not previously experienced, which include 15-minute headways, first time weekend service, evening service, and a host of benefits for passenger rail.

The Project is a once in a lifetime opportunity to eliminate a two-track bottleneck over the Potomac River and increase multimodal transportation throughout Virginia and the District of Columbia.

Q: Will the meeting recording and presentation slides be made available?

A: Yes, the meeting materials will be posted on the Long Bridge Project Website along with a link to the survey, are posted to the Project website.

The following questions were also asked during the Virtual Public Meeting but were not responded to during the meeting due to time constraints.

1. Will any phase of this project require certain percentage of DBE or SWAM type requirements? How can a DBE/SWAM type firms get involved into this project?
2. Note there are currently no bike facilities on Ohio Drive. Will this project add them?
3. This is a really complex project! When you are rebuilding several bridges, will train traffic be 'normal'? or restricted?
4. Would the existing pedestrian/biking space on the 14th St bridge remain, in addition to the new ped/bike bridge being constructed?
5. Will this include wayfinding signing to/from the bridge, and other points?
6. What impacts to peds/bikes are expected during construction, such as along Ohio Dr on each side of Potomac Park or along Maine Ave?
7. It appears that the structure types and materials will be specified, in the alternative delivery environment, what flexibility will the Design-Build team have on the bridge structures?
8. I see that the width of the bike/ped bridge is 14ft. Is that wide enough to accommodate alternative bike styles safely, such as tandems or recumbent bikes? The 14th St bridge path is not wide enough to accommodate its traffic load. What do you think the usage will be in another 2 decades?
9. Has the track layout through Maryland Avenue SW been finalized allowing for 4 tracks in the narrow corridor?
10. Is this project dependent on 4 tracks south of the project being complete?
11. Is 2030 really the completion date for the long bridge? It took 5 years to rebuild 22 miles of I-66.

3.4 Online Survey

The online survey had 6 questions and 405 responses, and was held from June 22, 2022 to July 11, 2022, as described in section 2.2.4.

Question 1 collected email addresses if respondents wanted to be added to the Project email list. There were 231 responses to this question.

Question 2 asked whether respondents had participated in any public meetings or previously provided comments on the Long Bridge Project (see **Figure 3-3**).

- A total of 70 percent of respondents (274 responses) had not engaged with the Project prior to this survey.
- Nine percent (36 responses) attended the Virtual Public Meeting.
- Ten percent (38 responses) had attended a public meeting during an earlier phase of the Project.

FIGURE 3-3. ONLINE SURVEY QUESTION 2

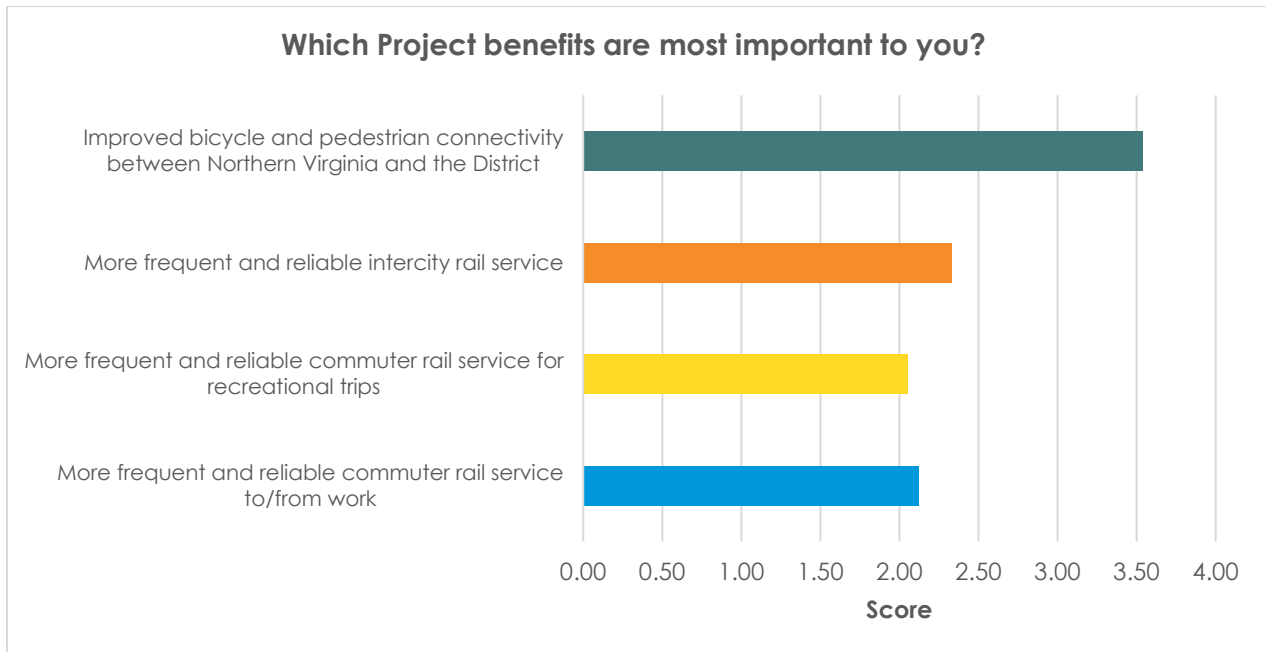
2. Have you participated in any public meetings or previously provided comments on the Long Bridge Project? (Select all that apply.)

- Virtual Public Meeting on June 22, 2022
 - DC Pop-up at Southwest Duck Pond on June 15, 2022
 - Arlington Pop-up at Long Bridge Aquatics and Fitness Center on June 18, 2022
 - Other (please specify)
 - A public meeting during an earlier phase of the Project
 - I have provided comments only
 - None of the above
-

Question 3 asked respondents which Project benefits are most important to them by ranking options from 1 to 4, with one being the highest. An overall score for each option was calculated by dividing total points by the number of responses as shown in the graphic below. See **Figure 3-4** below.

- A total of 72 percent of respondents (289 responses) ranked “Improved bicycle and pedestrian connectivity between Northern Virginia and the District” first, which corresponds to a score of 3.54.
- The next highest responses were for “more frequent and reliable intercity rail service” (13 percent, score of 2.33).
- The remaining 15 percent (59 responses) identified improved commuter rail service (score of 2.12 and 2.05, respectively).

FIGURE 3-4. SURVEY QUESTION 3 RESULTS

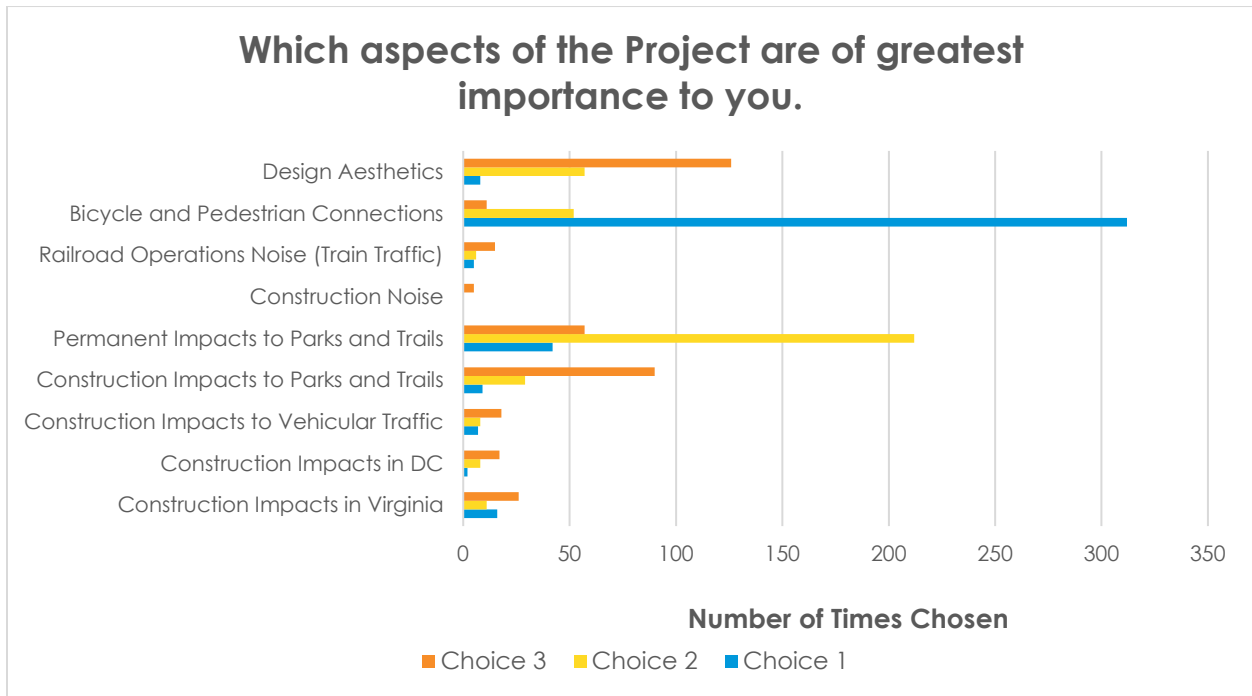


Question 4 asked which aspects of the Project are of greatest importance. General responses to the rankings are described below and in **Figure 3-5**.

- The majority of respondents (312 responses) put “Bicycle and Pedestrian Connections” as their first choice.
- “Permanent Impacts to Parks and Trails” was the most frequently chosen second choice (212 responses).
- The most frequently chosen third choice was “Design Aesthetics” (126 responses).

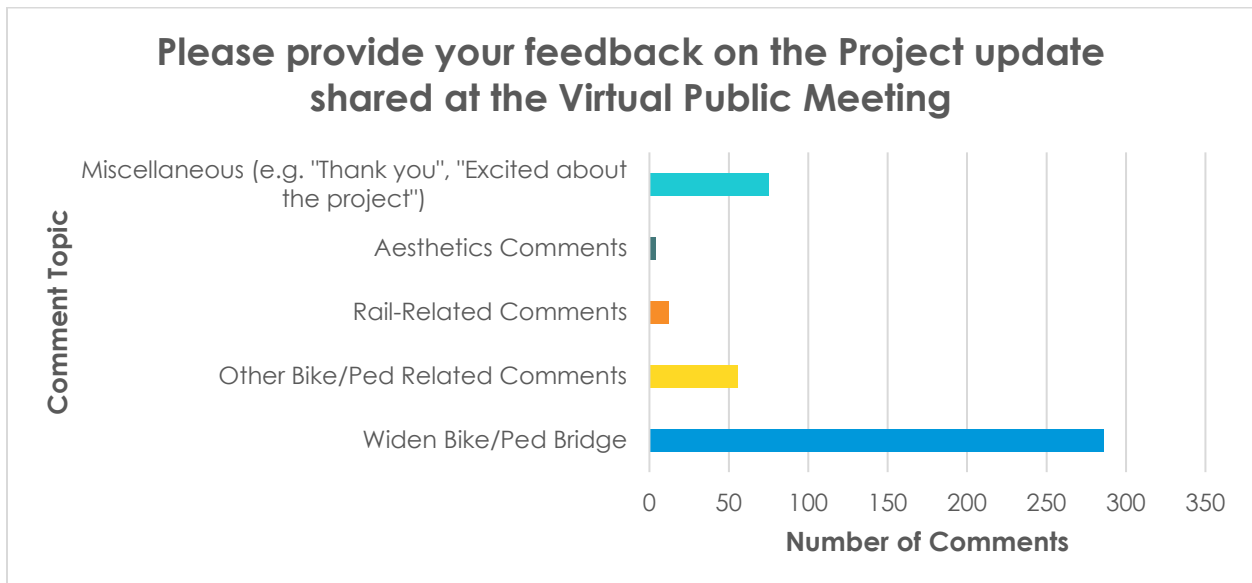
The graphic below shows the number of times each Project aspect was respondents' first, second, or third choice.

FIGURE 3-5. SURVEY QUESTION 4 RESULTS



Question 5 requested written feedback on the Project update shared at the Virtual Public Meeting. **Figure 3-6** below breaks out the topics of comments received.

FIGURE 3-6. SURVEY QUESTION 5 RESULTS



Key themes from written responses, of which 270 were received, include:

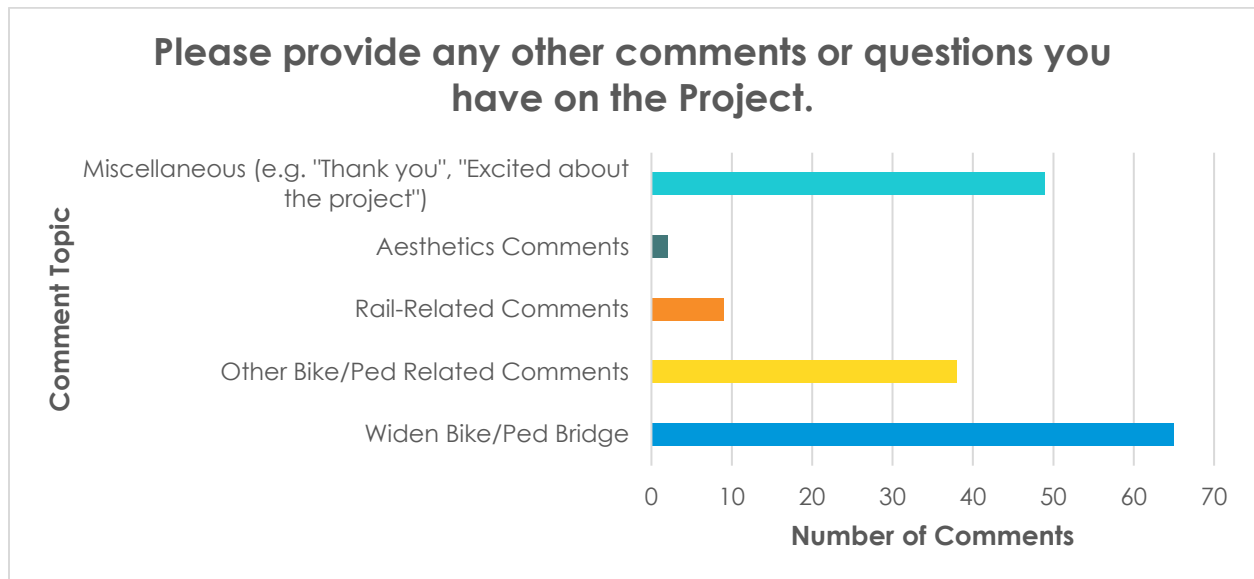
- 221 comments expressed concern about the width of the proposed bicycle and pedestrian bridge. Respondents stated that 14 feet was inadequate. 113 comments used nearly

identical language or some slight variation to express support for a wider bicycle and pedestrian bridge.

- 18 comments were related to other bicycle and pedestrian bridge issues including the desire to separate users on the bridge rather than the currently proposed shared path.
- Several respondents were very pleased that the project is going forward and expressed their support for the Project and the bicycle and pedestrian bridge in particular.

Question 6 requested general written comments or questions on the Project. **Figure 3-7** below breaks out the topics of comments received.

FIGURE 3-7. SURVEY QUESTION 6 RESULTS



Key themes from written responses, of which 163 were received, include:

- Similar to responses to Question 5, 65 respondents were interested in widening the proposed 14-foot width of the bicycle and pedestrian bridge.
- Several respondents expressed support for the project and better rail, bicycle, and pedestrian connections generally.
- Nine comments expressed support for more rail service and for electrification of the Long Bridge corridor.