

## [Braddock Road Meeting](#) Notes 20221129 - A few highlights relevant to Accotink Creek

Supervisor Walkinshaw, Senator Marsden, Delegate Watts, and over 200 members of the public attended.

The presentation did not mention stormwater.

Only Phase 1 is funded (Southampton Drive to Ravensworth Road)

Avril raised her hand, but was not called upon. Philip submitted four written questions which went unanswered. The presenters promised to answer all leftover questions and put the answers online.

### **Danbury Forest Drive Realignment:**

[The option to realign both street and stream is still dead, but many residents seem to be applying CPR.]

Suresh Karre – The Base Option is “highly recommended”.

Q: Danbury Forest residents are angry about Option 1 not being chosen.

A: The Base Option is better for traffic flow and safety. When it is explained, folks become more accepting.

Q: President, Danbury Forest HOA – Do existing R-turns in other areas have the volume of Braddock Road?

A: Gil Chelewiki – Richmond has several. North Carolina has many. Route 3 in Maryland has one with higher traffic volume than Braddock Road that is very successful.

Q: The public voted for Option 1. Do residents' wishes not matter?

A: We have to consider all factors, including public opinion.

### **Tree Loss:**

The intention to “minimize” tree loss was repeated by the presenters many times. [Of course minimization is a relative term that may lie in the eye of the beholder.]

Calvin Britt – Many residents are concerned about tree loss. We will minimize the losses. We will reevaluate stormwater controls to reduce our footprint.

Q: Keep the existing path from Stone Haven Drive to Wakefield Chapel Road to preserve trees, privacy, and runoff control.

A: Calvin Britt - The plan is not final. We have heard many comments in favor of the existing path. Any path must be ADA compliant. Safety is an issue – Do we want children walking behind trees?

A: Michael Guarino – Making the current path ADA compliant, widening to "the desired 10 feet", and grading would also involve much tree loss.

Q: How many trees will be lost to the new paths?

A: Michael Guarino – We will reduce tree impact as much as possible.

### **Tree Loss Related:**

Q: Realign Burke Lake Road intersection to reduce pedestrian crossing times.

A: No, that would require taking houses. [As opposed to taking trees and streams, which are entirely fair game.]

### **Shared Use Path:**

Q: Do we have data regarding path usage?

A: Michael Guarino – The paths are state policy, best use practice, etc. A path on one side only would cause too many pedestrian crossings.

Tom Biesiadny - Referred to a public outreach survey of about 500 people choosing between a widened Braddock Rd or a multimodal path. He said it showed a desire for a bike path. [A false dichotomy. Both options widen the road.] They expect usage to grow once it's there, and that it will encourage some people to cycle to work, which would relieve congestion on the road.

**Pedestrian Bridge (at Burke Lake Road):**

Presenters suggested the option of omitting the pedestrian bridge because of its \$8 million cost, tree loss, and redundancy due to refinements in the crosswalk layout. The participants got to vote in an instant survey. 51% voted "No", with the rest divided between pro and undecided.

**Written questions/comments Philip submitted:**

- Option 1 at Danbury Forest Dr. will not be viewed as the Least Environmentally Damaging Practical Alternative by the Army Corps of Engineers and Virginia Department of Environmental Quality. Nor will it help Fairfax County achieve any of our Chesapeake Bay preservation goals. Thank you, VDOT, for choosing a more environmental Base Option.
- Much of this project is in the Long Branch watershed. Long Branch is already a designated impaired stream subject to a TMDL plan to control sediment from stormwater runoff. It is also the subject of the Long Branch Central Watershed Management Area Project for extensive stream health restoration work to address stormwater runoff. The Braddock Road project must be done in coordination with the restoration plan to avoid creating greater stream impairment.
- Braddock Road west of Guinea Road has shared use path on one side and sidewalk on the other. Do we have figures on usage there? Just from personal observation, usage seems to be scant indeed.
- When will VDOT cease the practice of using shared use paths, and especially handicapped curb cuts, as a dumping place for winter snow? [https://www.youtube.com/watch?v=nc\\_dNI\\_6ZU4](https://www.youtube.com/watch?v=nc_dNI_6ZU4)

**Selected Presentation Slides:**

**Typical Section Between Intersections**

- **Consistent with Comprehensive Plan**
- **Extensive community and elected officials input during FCDOT study**
  - **Technical task force team recommendation**
  - **Reflected in the preferred concept**
- **Active transportation emphasis**
- **Provides bicyclist and pedestrian safety**
  - **Shared use paths (SUPs) on both sides**
    - Decreases need for children to cross Braddock Road
    - Reduces conflicts between pedestrians and vehicles
    - Improves transit accessibility

# Shared Use Path Bridge

- Should the shared use path bridge be constructed as part of this project?
- Looking for public comments
- Potential to save \$8 Million
- Potential to reduce tree loss



Share your input.

- ✓ Online: During the virtual public meeting or at [virginiadot.org/BraddockMultimodal](http://virginiadot.org/BraddockMultimodal).
- ✓ Via Email: [Meetingcomments@vdot.virginia.gov](mailto:Meetingcomments@vdot.virginia.gov) (please reference "Braddock Road Multimodal Improvements" in the subject line)
- ✓ By Mail: Mr. W. Calvin Britt, Virginia Department of Transportation, 4975 Alliance Drive, Fairfax, VA 22030



960' total length  
4-minute travel time



132' crosswalk length

Travel time ranges from 30 sec to 3 min 30 sec depending on signal wait time

VDOT's concern for trees in this instance seems to have more to do with greenbacks than greenery.

# Critical Intersection – Danbury Forest/Wakefield Chapel Base Option



The innovative Base Option is the one we must continue to advocate here.

## Critical Intersection – Danbury Forest / Wakefield Chapel Option 1

Dual left turn lanes from Braddock to Wakefield Chapel

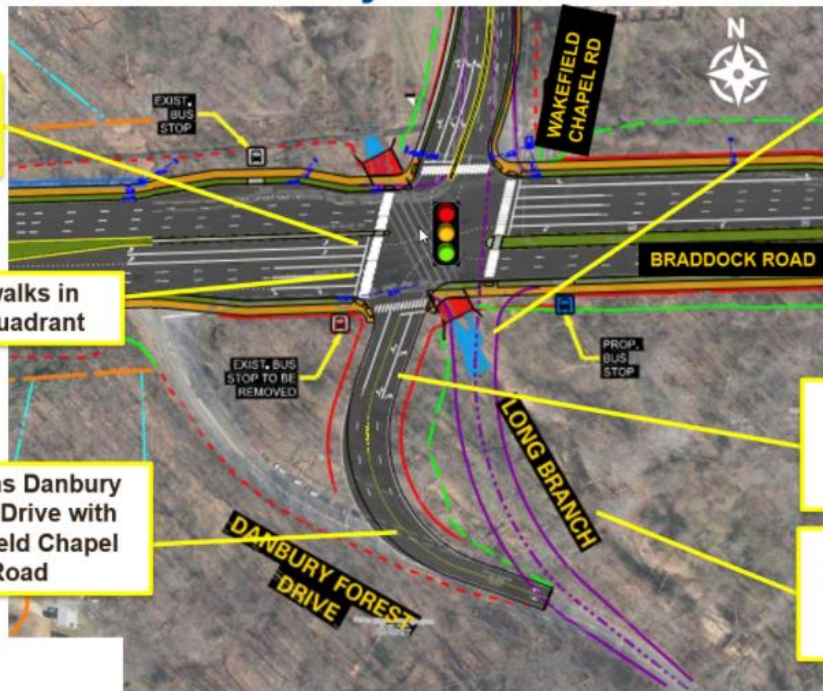
Crosswalks in every quadrant

Realigns Danbury Forest Drive with Wakefield Chapel Road

Previous FCDOT alignment, crossing Long Branch

Widened Danbury Forest at signal with additional turning movements

Greater tree, stream, and wetland impacts than other options



*Option 1 – A traditional road configuration popular with the public, but harmful for the watershed  
This option to realign both street and stream is still dead, but many residents seem to be applying CPR.*

## Critical Intersection – Danbury Forest / Wakefield Chapel Option 2

New Signal at Danbury Forest

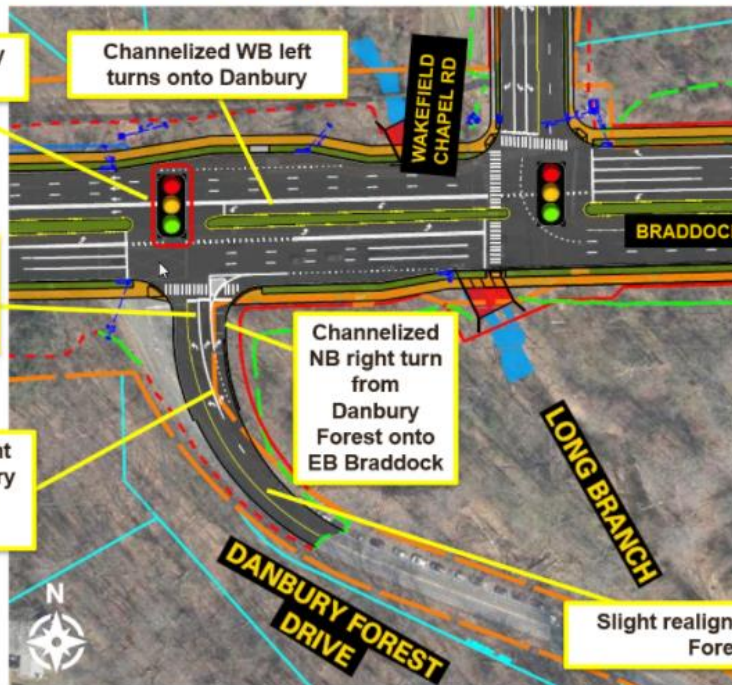
Channelized WB left turns onto Danbury

Allows for NB Danbury Forest left turn onto WB Braddock under signal and short merge lane

Signalized inside right turn lane from Danbury Forest to Wakefield Chapel

Channelized NB right turn from Danbury Forest onto EB Braddock

Slight realignment of Danbury Forest Drive



*Option 2 – Unloved by all, but second-best for the environment among official options*

# Draft Evaluation Results - Braddock Road & Danbury Forest/Wakefield Chapel

## BASE – Staff Recommended Concept

- Reduces corridor travel time by 35%
- Improves throughput by 5%
- Reduces queues by 20%
- Reduces intersection delays by 25%

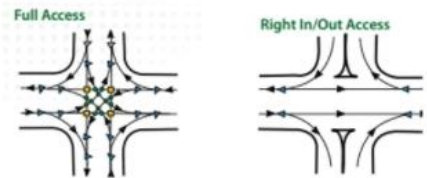


Summary of the traffic advantages of the Base Option at Danbury Forest Drive

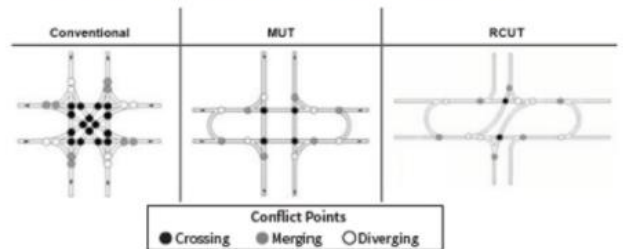
## U-turn Intersection Benefits

- Compared to traditional/full access intersections, U-turn options provide:

- **Safety benefits**
  - Reduces total number of crashes
  - Reduces severity of crashes
- **Traffic operational benefits**
  - Reduces congestion
  - Improves efficiency
  - Simplifies signal phases
- **Cost Effective**



MUT and RCUT Can Reduce Conflict Points by 50%



Additional traffic advantages of the Base Option at Danbury Forest Drive

# National Environmental Policy Act (NEPA) of 1969



- Level of environmental document based on NEPA significance of impacts (context + intensity)
- Project qualifies for a **Categorical Exclusion (CE)** due to limited impacts under **23 CFR 771.117**
- Preparation of a CE is underway currently

*"Limited impact" seems an overly optimistic opinion*

## Key Community Concerns

- **Trees**
  - Early in design process; therefore, extent of impacts on trees is not yet known
  - Key factors:
    - Utility relocations / right of way
    - Stormwater management
    - Selection of preferred alternative
    - Design refinements to mitigate / reduce impacts
  - Potential for tree replacement / landscaping
- **Sound barrier walls**
  - No additional through lanes - criteria not met for noise study
  - Sound barrier walls not included in this project
- **Floodplain at Wakefield Chapel**
  - Staff Recommended Alternative minimizes impact
  - Coordination with Fairfax County Park Authority ongoing



*Some of our concerns have registered with VDOT although not necessarily in the form of on the ground action. Dismissing sound walls because of no additional lanes is disingenuous. The shared use paths are equivalent to lanes.*

# Project Cost, Funding, and Schedule

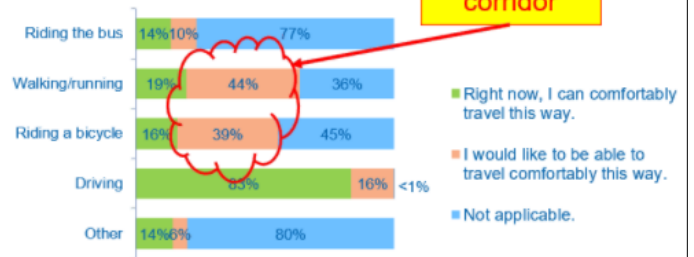
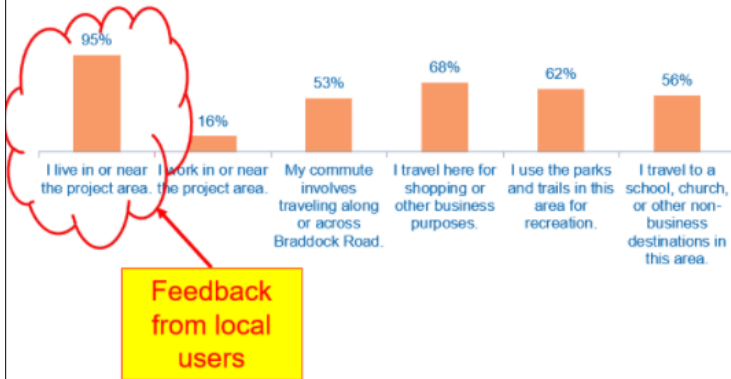
- The project is funded from **Guinea Road to Ravensworth Road through Design Approval, approx. 40% design.**
  - Phase 1 is **fully funded** through **Construction (~\$74M approved in SmartScale)**
  - Phase 2 is **not funded** beyond **Design Approval**

Milestones	Phase 1	Phase 2
Public Information Meeting #2	Today	
Design Public Hearing	Spring 2023	
Design Approval	Spring/Summer 2023	
Right Of Way Acquisition/Utility Relocation	Spring 2025 – Fall 2026	TBD
Construction	Fall 2028 (~3 years)	TBD

Funding and schedule summary

# PIM Meeting & Survey Summary

- Public Information Meeting #1 – 274 Attendees, 172 Comments**
- Letters/Emails – 649 Respondents**
- Public Outreach Survey – 593 Respondents**

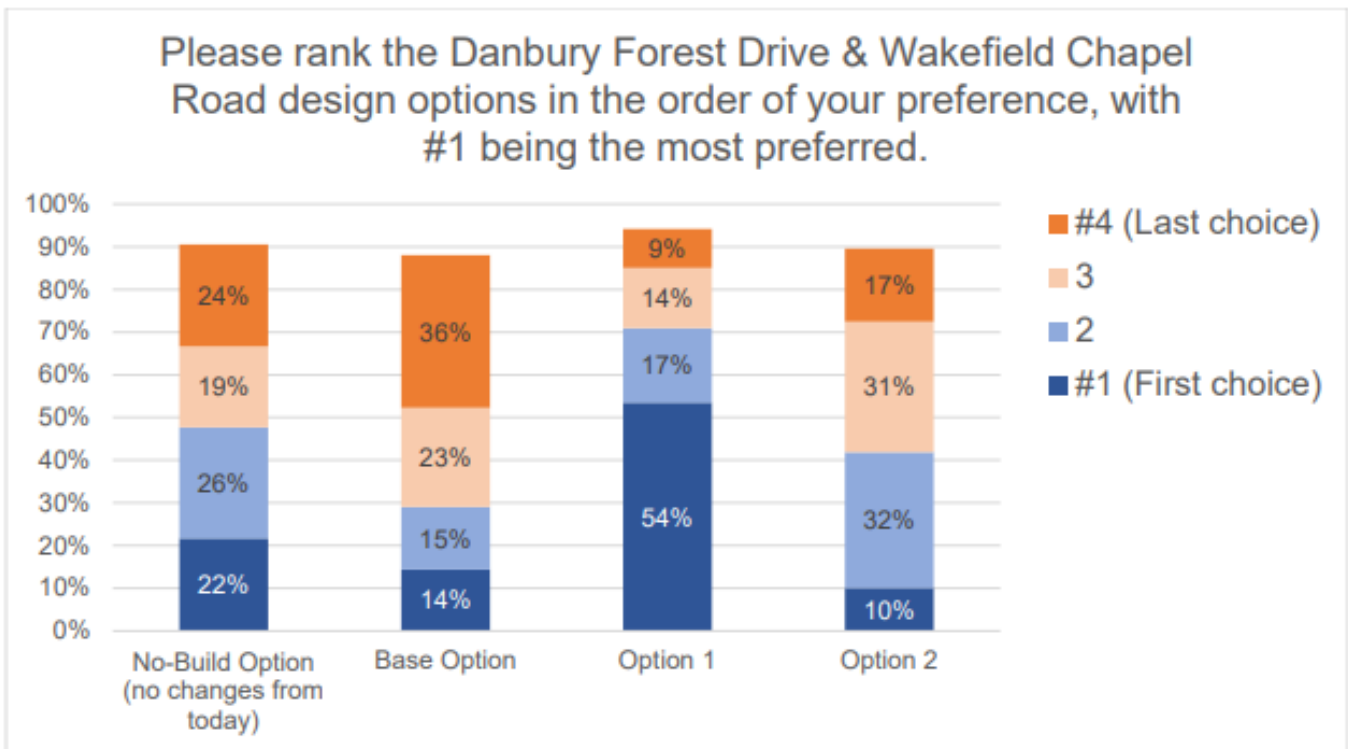


Public input summary



Only Phase 1 is funded.

In addition to this meeting, VDOT posted a Public Outreach Summary that contains details for public outreach January 2022 public meeting, including public survey results: [Braddock Road Multimodal Improvements Project Summary of January-March 2022 Outreach Activities and Input \(viriniadot.org\)](https://www.virginia.gov/transportation/dot/research/planning-and-policy/braddock-road-multimodal-improvements-project-summary-of-january-march-2022-outreach-activities-and-input)



Page 20 of the summary shows the survey results very much in favor of Option 1



# Braddock Road & Danbury Forest/Wakefield Chapel

## BASE



## OPTION 1



## OPTION 2



DANBURY/WAKEFIELD COMPARISON			
Evaluation Categories	Base Option	Option 1	Option 2
Intersection Delay	Green	Green	Yellow
Safety	Green	Green	Yellow
Multimodal	Yellow	Green	Yellow
Engineering	Yellow	Yellow	Yellow
Environmental	Green	Red	Green
Constructability	Yellow	Yellow	Green
Right of Way & Cost Impacts	Yellow	Red	Yellow
Public Input	?	?	?



Virginia Department of Transportation

This graphic from the **January 13, 2022** meeting shows VDOT's metric ranking of Danbury Forest options

### Some supplemental information from an informed citizen:

Based on the results of the public survey it appears that Option 1 with the realigned Danbury Forest Drive is the favorite option of the public. This option will have significant impacts to parkland, trees, floodplains and to wetlands and streams in that area versus the other options. The area is in desperate need for stormwater upgrades. It needs to be heavily emphasized how Option 1 will be difficult to get approval from the NEPA's Section 4(f) perspective [taking of parkland] and the impacting of streams and wetlands regulated by DEQ and USACE.

A lot of environmental impacts are on parkland. It may be worthwhile to send comments to Jai Cole at Park Authority who is a strong advocate for natural resource conservation particularly within parkland.

VDOT will have to get support from FCPA as part of getting the NEPA document approved unless they go through NPS.