



Braddock Road Multimodal Study

County of Fairfax, Virginia

Task Force Meeting Materials



Date: June 1, 2016



June 1, 2016
Braddock Road Multimodal Study
Fairfax County, Virginia

Task Force Meeting

- I. Introduction Kevin Morse, Chairman
- II. Progress Since Last Task Force Meeting (10 minutes)..... Tad Borkowski/John McDowell
 - a. Community Meeting April 25, 2016
 - i. Follow-up activities
 - ii. Web site update
 - b. Small group meetings:
 - i. Regency Properties – May 4, 2016
 - ii. Brook Hills Citizens Association (Mason District), May 10, 2016
 - iii. Korean Presbyterian Church of Washington (Old Forge/Surrey Square), May 19, 2016
 - iv. Kings Glen Elementary School (Kings Park), May 19, 2016
 - c. MOE development
 - d. Other information
 - i. Self-driving cars
- III. Upcoming Task Force Meetings (10 minutes) Tad Borkowski/John McDowell
 - a. Summer meeting schedule
 - b. Activities for next period
 - i. Develop additional spot improvements
 - ii. VISSIM simulation of additional improvements / Refine HOV and GP models
 - iii. VISSIM of Kings Park Shopping Center with Transit Center
 - iv. Complete data and populate MOE tables
- IV. Discussion Items..... Tad Borkowski/John McDowell
 - a. Discussion of April 25, 2016 Community Meeting (50 minutes)
 - i. Summary of Comments Received
 - ii. Common Misconceptions
 - iii. Community Feedback to Task Force Members
 - b. Additional Spot Improvements (50 minutes)
- V. Adjourn Meeting Kevin Morse, Chairman

John McDowell

From: tfkinva@aol.com
Sent: Sunday, May 22, 2016 5:35 PM
To: Michael.Guarino@fairfaxcounty.gov
Cc: Kiel.Stone@fairfaxcounty.gov; Tad.Borkowski@fairfaxcounty.gov; John McDowell; Zephyrs97@aol.com
Subject: Additional Considerations Regarding Potential Community Concerns with Intersection Improvements
Attachments: Intersection Improvement Concerns.docx

To all,

While having a month off from a meeting, I have been giving additional thought to potential concerns within the communities associated with the intersection improvements being considered. As such I have attached my latest thoughts on a variety of associated issues. Several of them we have talked about before and are under consideration. Some of them present new thoughts that I do not remember hearing explicitly or present additional concepts for thought. But I did not want to send on only a limited list that might miss something that has drifted off visibility as focus remains on how traffic flow can be improved. I still think there is a great level of concern within the communities that this project will do something that will substantially impact their accessibility in and out of and around the communities.

I hope these thoughts are of use.

Tom Kennedy

Comments by Tom Kennedy – Braddock Road MM Study Task Force Vice-Chair dated May 22, 2016

RK&K responses in **green**

Local Community Intersection Improvements and Concerns

Ravensworth Rd. Braddock Rd Intersection – The current proposal will create two left turn lanes from Braddock Rd. onto Ravensworth Rd. Need to be careful in the intersection design to allow smooth flow, but should be safe and compatible. **Concern** that this must maintain safe access in and out of first NE corner property. **Agree**

East Bound Braddock Rd Ramp from Inner Loop of the Beltway – Proposal will create a sharper merge angle onto Braddock Rd. I have already experienced cars coming off of the ramp cutting in front of me to get to the left turn lane. For Cars that are intent on going across lanes, this will become more hazardous with less through traffic reaction time. **Should consider** a jug handle configuration on the SW corner of Ravensworth Rd for right turn traffic and for traffic off of the Beltway to go North on Ravensworth Rd. I understand this may be very difficult but think it should carefully considered. **The sharper merge will improve safety as this becomes more of an intersection than a merge. Vehicles will approach the Braddock traffic at more of a right angle. In addition, there will be more distance from the ramp to Ravensworth Road for northbound traffic to cross the traffic flow. A jug handle at Ravensworth would require the removal of one or more homes and was therefore eliminated from consideration.**

Port Royal – Hot Lane Interchange – Additional actions should be considered to ease the concerns for this intersection. **A model run should be considered** to determine if these options would, in fact, solve the traffic problems.

Reconsider a 4th cloverleaf on the NW corner of the Bridge to improve the cycle situation on the light at the HOT Lane entry and allowing right lane exit off of Braddock Rd onto the Southbound I-495. **The fourth loop ramp at this location was eliminated for the HOT lane ramp. Restoring it would require a significant amount of additional R/W (taken from the park) and reconfiguring of the SB to WB ramp. Geometric constraints with the new HOT lane ramp prevents restoring the loop in its original configuration.**

Reconsider access to Port Royal Rd via a ramp potentially into the old Milk Plant Site or other similar location. This and the cloverleaf would eliminate all need for light cycles at the HOT Lane entry except for serving the HOT Lanes specifically. **An option like this would be very costly and would impact the operations of the I-495 mainline and the Braddock Road interchange. Since it would require a modification to the limited access right-of-way and the ramps, a detailed “Interchange Modification Report” (IMR) would need to be prepared and vetted through VDOT and FHWA. Our experience is that VDOT and FHWA would be very resistant to a modification of this type, so the**

chances of getting it approved would appear to be slim, if other suitable and less costly improvements could be implemented.

Reiterate the need to consider a pedestrian overpass at Port Royal Rd. intersection. This is a significant and complex bus stop location. And pedestrian crossings in rush hour complicate traffic light cycles. **We agree that this should be considered.**

Alternate Pedestrian Bridge Concept – Consideration might be given to a pedestrian Bridge at the Parking lot by the 7-Eleven in the Ravensworth Shopping Center. This could potentially accommodate crossing to a single bus stop at that location to facilitate both the Port Royal Rd and Queensbury bus traffic and take the pedestrian traffic off of both intersections. You will probably still get pedestrians crossing at the lights when they think they can make it but it would provide a safer alternative and with training might get good usage. Consider the impact of eliminating the entrance to the shopping center at this location to create a smoother flow of traffic and put all traffic onto Port Royal Rd. **The problem with this location is that the landing on the north side would put pedestrians on the ground to the west of the free-flowing SB-WB ramp from I-495 and would make that at-grade crossing hazardous.**

Queensbury Intersection – No changes are proposed and this would seem appropriate other than evaluating the need for long left turn lanes from both East and West bound Braddock Rd.

Inverchapel Rd. Intersection – Proposed Right-In Right-Out only. This appears reasonable for traffic along Braddock Rd. Need to consider implications for the Bus Stop at this location and the need to maintain a crosswalk or expanded parking in Wakefield with consolidation of bus stops to the Queensbury location. Consideration should be given to relocation of the bus stop to the CCT underpass which will have good access with the trails along Braddock Rd. With improved trails and a much improved underpass, this might well serve both the Inverchapel Rd. and Glen Park Rd. Bus stops since it is midway between these locations. **We agree that this is worthy of consideration**

Glen Park Intersection – Proposed Right-In Right-Out only. This should work provided other changes are also allowed.

Left-in onto Glen Park Rd. off of Braddock Rd **should be allowed** due to the heavy use of the ball fields during sports seasons at Howry Fields. This will also reduce the otherwise heavy flow of traffic through the community from Wakefield Chapel Rd. **This could be considered, but may adversely impact traffic operations along Braddock Road. Depending on the ultimate road configuration, additional signal may be required here.**

A traffic light should be installed at the North end of Glen Park Rd. to allow adequate access to East Bound Braddock Rd. due to the high volume of traffic along Wakefield Chapel Rd. **We agree that improvements would be needed at the Glen Park/Wakefield Chapel intersection, but need to be studied to determine the best course of action.**

The actions at Glen Park Rd and Wakefield Chapel Rd still do not address the difficulty of getting in and out of the Townes of Wakefield. The traffic pattern for this community must be identified within the solution for improving traffic on Braddock Rd. **We agree that this needs to be further studied.**

Wakefield Chapel Rd Intersection – Proposed connecting intersection with Danbury Forest Dr. Agree entirely with this fix except for a couple of considerations.

A **significant pedestrian overpass should be considered** due to the bus commuters, bicycle access to NOVA and Long Branch Stream Valley Park users crossing at this location. **We agree that a pedestrian overpass may be considered at this location.**

While more difficult to accomplish, an **underpass should also be considered** similar to that at the CCT as a more long range effective pedestrian and bicycle solution. [Look Very Long Range] **An underpass would be prohibitively costly compared to an overpass regardless of the outlook range. Also, an underpass would be an inhospitable place unless it were very large and open. At the CCT, the underpass is adjacent to a stream and a bridge structure spans both features; this creates a more open environment.**

Southampton Intersection – No significant changes proposed except for allowance of U-Turns to accommodate creating Right-In Right-Out at Kings Park Dr. and Stonehurst. I think this is of some concern based on the potential level of U-Turn traffic. **The volume of U-turning traffic from the dislocated Kings Park Drive left turn would not have a significant burden on this location.**

Parkwood Baptist Church – Getting in from West and going out to the East are very problematic, forcing a significant level of U-Turn Traffic on Braddock Rd. The I am concerned about the impact of this on Southampton Dr. intersection traffic congestion especially for activities that do not occur on Sunday. Consider a midway U-Turn location without a light to ease turning ability in lighter traffic times. Talk to Parkwood Baptist Church as to the zip code source of Parishioners to best understand the potential impact. While you look at this as a traffic improvement on Braddock Rd., if it results in U-Turn congestion, it may complicate the traffic patterns. There are also preschool classes at this church during the week. **These concerns are noted. We did a traffic count on a Sunday and found that church bound traffic was not so significant as to create an access issue with our proposed redirected movements. Likewise, the amount of traffic generated for the pre-schools does not create a significant impact on the operations.**

Holy Spirit Church Traffic – The current plan will likely create a significant left turn lane traffic flow onto Woodland Way for entering the church for all activities.

At start of school, all traffic comes in Woodland Way and the main parking lot is closed to entry due to conflicting traffic patterns and safety considerations within the parking lot with drop off of entering students.

With increasing traffic turning left onto Woodland way both for School and Church Services, the capacity of Woodland Way may not be adequate to take all of the flow off of Braddock Rd due to the need to quickly turn into the Church lot. This may result in a backup on Braddock which may slow East bound traffic. **We do not see the changes in traffic patterns to be significant enough to create the backups that are suggested.**

Pedestrian access to both Holy Spirit and Parkwood Baptist Churches – This access is significantly compromised. Consideration must be given to a substantial pedestrian bridge across the intersection of Braddock Rd and Burke Lake Rd. or this will force an increase in parking congestion in the lots and in the communities along Woodland Way. Previously recommended bridge between the NE, SW and SE corners of this intersection should be considered. . **We agree that a pedestrian overpass may be considered at this location. The previously suggested configuration of the pedestrian bridge is under review.**

Transit Center Relocation – The above noted pedestrian bridge and a prior proposal on relocation of the Transit Center to the East may make transit center objectives feasible. An additional thought relative to the relocated Transit Center may also be feasible which may preclude needing to move the existing Best Academy building. Conceptually considerations should be given to the following configuration:

- Combine the parking structure and the bus bays into a structure in the grassy field area along Braddock Rd.
- Leave the Best Academy Building in Place
- Convert the wooded area between the Academy building and Braddock Rd into a grassy field area to replace that which is eliminated by the Parking/Bus Bay structure.
- Arrange to allow the parking structure to be potentially shared with the Academy to allow extension of the structure.
- Arrange for a loop for Kiss and ride between the two structures coming off of Braddock Rd. Eastbound and returning to Rolling Rd. by the Exxon. An alternate Kiss and ride could also be considered for West bound Braddock Rd. traffic coming off of West bound Burke Lake Rd. past the CVS and potentially also going past the parking structure and out the same exit by the Exxon Station.

This suggestion was previously submitted and is under review.

Bradfield Dr. Intersection [South side of Braddock Rd.] – Traffic patterns associated with West bound traffic coming out of Bradfield on the South Side of Braddock Rd. including traffic from St Matthews Methodist Church must be identified. Elimination of any direct left turns to go West on Braddock Rd will create a substantial level of U-Turn traffic and result in traffic flow backups to East bound Braddock Rd. traffic. **The U-turning traffic condition is acknowledged and understood. We have considered this with respect to the overall operations of the corridor and with respect to access management considerations. We will provide additional detail to support how this will work.**

Bradfield Dr. Intersection [North Side of Braddock Rd.] – Elimination of a left turn onto Bradfield Dr. on the North side of Braddock Rd. may result in an increased traffic load on Guinea Rd going North. While this may be partially accommodated by increased left turn traffic at King David Blvd, this places an additional point of emphasis on the consideration for widening Guinea Rd to the North of Braddock Rd. In addition if the traffic is accommodated at King David Blvd. this will increase the difficulty of turning

West out of Dunleigh Dr. **We are looking into extending the two lane NB section to the north to alleviate this concern.**

Guinea Rd North Changes – Consistent with discussions at the meetings considerations still needs to be maintained relative to widening Guinea Rd. North of Braddock Rd including consideration of a light for exit from the Bradfield and Long Branch communities. **These are under consideration but may require changes to the comprehensive plan to implement. The volume of traffic along Guinea Road is noted as an issue that needs to be addressed.**

John McDowell

From: Borkowski, Tad <Tad.Borkowski@fairfaxcounty.gov>
Sent: Wednesday, May 25, 2016 10:45 AM
To: John McDowell
Subject: Article for TF agenda

SAN FRANCISCO — Automakers are looking toward a technology-driven future, one where they increasingly acknowledge that getting around may not require owning a car.

On Tuesday, two of the world’s largest automakers, Toyota and Volkswagen, said they were stepping up to invest in technology start-ups that are working to change the way people travel by car. Toyota said it had formed a partnership with and [invested an undisclosed amount in Uber](#), the biggest ride-hailing company. Gett, the app popular in Europe, said it was working with Volkswagen, and the automaker was investing \$300 million in the start-up.

The alliances are the latest in a string of pairings between technology companies and traditional automakers that are scrambling to reposition themselves. For decades, automakers had abided by the well-worn formula of making bigger and more powerful cars to fuel their growth.

But start-ups like Uber and Lyft and technology companies like Google and Tesla have disrupted that cadence. These companies, mostly located in Silicon Valley, have in the last few years sped the development of self-driving cars, electric vehicles and ride services.

Automakers have become increasingly concerned about those technologies and their potential to help people travel easily and cheaply without owning a car — or even without knowing how to drive.

In some American cities, small groups of people are already choosing not to own cars by relying on ride-hailing services like Uber, through which consumers can order a ride through their smartphone, and car-sharing companies like Zipcar, where they essentially pick up a car whenever they need to drive one. Eventually, self-driving cars will be a reality, which would let Uber and others field fleets of driverless vehicles that can operate around the clock and further cut the cost of ride services.

“Ride-sharing has huge potential in terms of shaping the future of mobility,” Shigeki Tomoyama, senior managing officer of Toyota, said in a [statement](#) about partnering with Uber. “We would like to explore new ways of delivering secure, convenient and attractive mobility services to customers.”

Karl Brauer, an analyst at the research firm Kelley Blue Book, said there was no sign that car-sharing or ride-sharing — sometimes called “mobility services” — was slowing auto sales today. Auto sales in the United States hit a record high in 2015 and are on the rise this year, and China and other international markets will ensure the global auto market continues to grow.

Nevertheless, auto companies are investing in companies like Uber “to be ahead of the curve” if they do shake up car ownership down the road, Mr. Brauer said. “History has shown that if you wait for the market to decide, you’re dead,” he said.

In January, General Motors [invested \\$500 million in Lyft](#), the ride-hailing app popular with American users, with a focus on developing networks of autonomous vehicles. Ford Motor is making over its Dearborn, Mich., headquarters into a Silicon Valley-like campus of green buildings connected by self-driving shuttles.

And a few weeks ago, [Fiat Chrysler and Google](#) agreed to produce a test fleet of driverless minivans. Both BMW and Mercedes-Benz have started to pilot ride services.

Even other technology companies only tangentially related to automobiles are becoming more involved in ride services. Apple, which is working on its own autos project, said this month it had [invested \\$1 billion in Didi Chuxing](#), a Chinese ride-hailing company that competes fiercely with Uber.

The scale of ride-hailing as a phenomenon is encapsulated in China. Uber operates in more than 30 Chinese cities with [plans to expand](#) to 100 by the end of the year. Didi is in well over 300 cities and towns throughout the country.

Last June, Uber said it had approximately 20,000 regular drivers in the Chinese city of Chengdu alone, on par with the approximately 22,000 drivers in San Francisco and 26,000 in New York at the time.

But global expansion requires capital — lots of it. Companies like Uber have tapped venture capitalists, strategic partners and large institutional investors [at the rate of about once every six months](#) to amass enough money to keep introducing operations in new cities. In total, Uber has raised more than \$10 billion from several firms to wage its land war across multiple continents.

With the Toyota partnership, Uber gets other perks apart from money. The company, based in San Francisco, which was [valued at \\$62.5 billion](#) in December, plans to expand its vehicle financing program with Toyota, whose cars are among the most popular with Uber drivers. Customers can lease Toyota vehicles through the program and are able to pay down the cost by driving for Uber.

Toyota said that in its work with Uber, the companies would also cooperate on trials in countries where ride-hailing is growing.

The companies also plan to develop in-car apps that support Uber drivers, and to share their knowledge and research, they said.

Volkswagen has been slower to jump on the mobility bandwagon, partly because it has been consumed by an [emission-cheating scandal](#) involving its diesel models. After those revelations, Volkswagen replaced its chief executive, about a dozen top managers departed, its VW-brand sales skidded in the United States and it set aside \$18 billion to cover scandal-related costs.

Next month, Volkswagen is supposed to detail a plan to buy back or repair about 500,000 diesel models that had the cheating software and were sold in the United States.

About the same time, Volkswagen is also planning to unveil a “Strategy 2025” in which mobility initiatives will play major roles. In April, Volkswagen said it intended to set up a separate mobility company to oversee investments and initiatives on this front.

“We aim to become a world leading mobility provider by 2025,” Matthias Müller, chief executive of Volkswagen, said in a statement.

Shahar Waiser, Gett’s chief executive, stressed the synchronicity his company had with Volkswagen’s European sales, and how the companies were focused on both consumer and business clients. Mr. Waiser said Gett had \$500 million in revenue, 30 percent of which came from the company’s 4,000 corporate and business clients, and that it was profitable in some markets.

Gett, which is popular in more than 60 European cities, as well as Moscow and New York, said it planned to use the capital to continue expanding its European operations.

“By now, people realize that the landscape is so big — and every market is so different — there will be more than a monopoly or a duopoly,” Mr. Waiser said. “You will always see two, maybe three major players in this space, wherever you go.”

April 25, 2016
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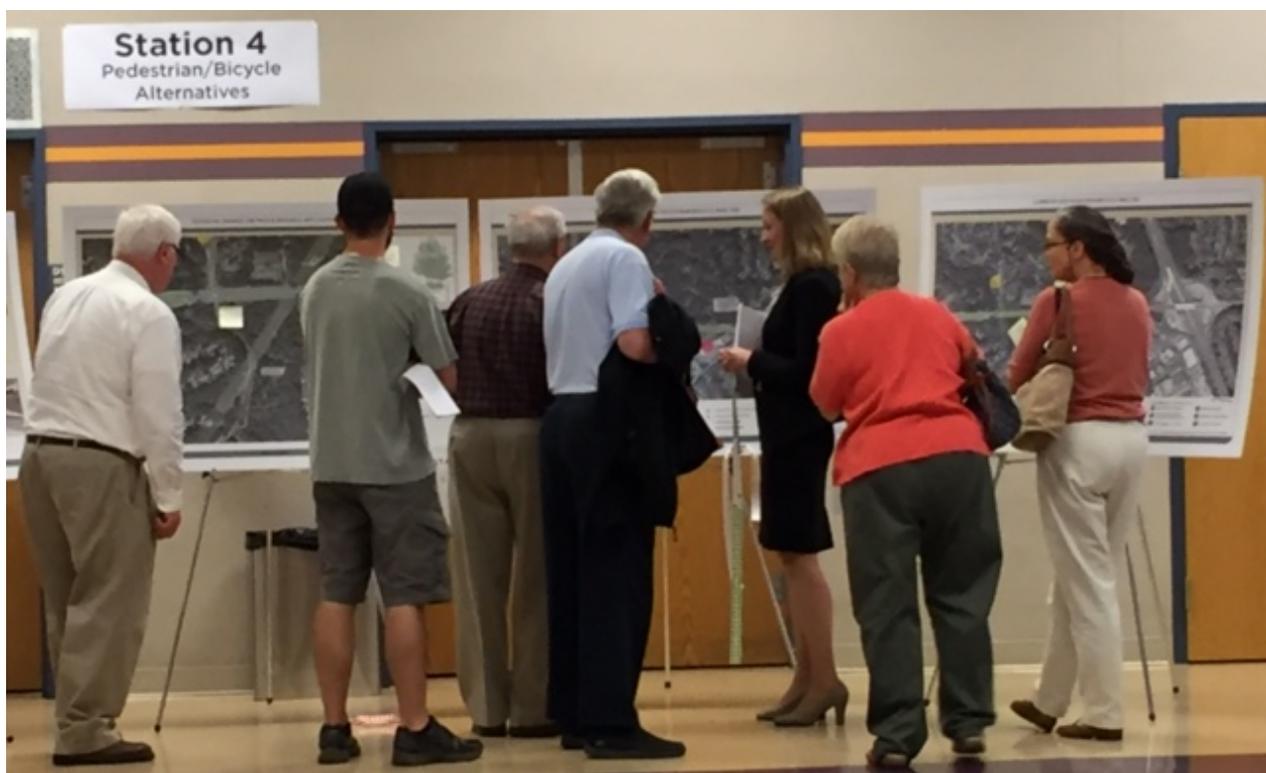
Public Information Meeting #2
Summary

Overview

The second public meeting for the Braddock Road Multimodal Study took place from 7-8:30 pm on April 25th, 2016, at Lake Braddock Secondary School (9200 Burke Lake Rd, Burke). Approximately 235 members of the public attended the meeting.

The format for the meeting was an interactive Open House, and the room was set up for the display of informational materials at seven (7) stations. A presentation began at 7:30, followed by a Question and Answer period. Supervisor Cook presented opening remarks and then Michael Guarino (Fairfax County DOT) provided an overview of the project and the work completed to date. Attendees were encouraged to spend time at each of the display stations and to speak with the project team members present both before and after the presentation. There were many opportunities to provide feedback, including a survey and various activities at each of the display stations. All input is summarized below.

The presentation has been posted on the Braddock Road Study Information website, and e-mailed responses to the survey are being accepted until May 16th.





POST-PRESENTATION QUESTIONS AND COMMENTS

- Is there funding to build these improvements?
 - Answer: The section from 495 to Burke Lake Road, and the transit center are 75% funded. The county's next funding plan will add the additional 25% funding. The section from Burke Lake Road to Guinea Road has currently only been funded for study, not for construction.
- Why are the lights on Braddock Road not timed? This would help with traffic.
 - Answer: Timing of the lights on Braddock Road would create back-ups on the cross streets.
- Have you looked at the needs of ageing populations in the study area? These groups often need to access the shopping centers and other local destinations on foot. Make sure you build in enough time for older people to cross the streets at the crosswalks.
- This plan looks like it will reduce parking for the Giant. How can you justify this? There is already a parking problem at the Giant and people are parking in the residential neighborhoods.
 - Answer: The proposed transit center may be able to provide overflow parking for the shopping center, adjacent to the Giant parking lot.
- Would like to see a left turn off of Wakefield directly onto west bound Braddock Road.
- Glad to see these improvements fix the intersection with Grantham.
- Locals already have enough bus options. The transit center is not needed. Put the transit center out further west on the corridor, which is where the traffic is growing.
- Traffic on Braddock got worse when the HOT lanes were added to 495, and the interchange design does not help.
- Carpool lanes won't fix the problems.
- Signage on Braddock Road to get on I-495 is not clear (the new signage added as part of the HOT lanes project).
- The county should have conducted the traffic count beyond Guinea Road.
- Appreciate the pedestrian and bicycle facilities that are shown in the plans.

- Ravensworth is being used as a cut through street. This study needs to look beyond Ravensworth for a solution. The solution is not just two left turn lanes onto Ravensworth.
- Concern about the potential negative impacts of the transit center on the tenants of the building currently on that site.
 - Answer: The county would negotiate with the property owner before placing the transit center on that site.
- What does a transit center look like?
 - Answer: See some examples on the display boards. They can look different, depending on the location and design.
- The current design does not improve the intersections, but instead creates a “wall” down the middle of Braddock Road, dividing the communities and making it difficult to connect/access the other side.
- These improvements are probably serving Prince William County residents more than Fairfax residents.
- We need non-single occupancy vehicle travel modes on this corridor. Make accommodations for slug lines.
- What will be the environmental impacts, and the site/sound abatements for properties adjacent to the corridor?
 - Answer: There are not any noise walls planned, but the county will study noise impacts. The county will also study the impact to natural areas and mitigate as part of the study.
- Millennials are not as interested in driving as the older populations. Do the 2040 model numbers account for this trend? It will be important to evaluate how multimodal improvements can work in this location, which keeping the area safe for pedestrians and bicyclists. In the future, people may be more interested in using buses, so this study should consider bus/HOV lane improvements.
- Have you looked at building the transit center but not widening Braddock Road. This could include intersection improvements too. If you improve the transit center, but the buses are stuck in traffic, this is not a good solution.
- Would the HOV lanes just be in the peak, or would they be 24 hours/day?
 - Answer: Depends on the configuration of the HOV lanes.

SUMMARY OF INPUT FROM THE DISPLAY STATIONS

Station 1: Study Goals & Timeline

No comments.

Station 2: What We Have Learned So Far (a recap of the key issues expressed at the project's first meeting, and what the team has learned about the corridor since that time.)

Do you have any questions about the summary of items learned thus far?

- Graffiti
- Transit Center at George Mason?
- Who gave George Mason permission for so much parking?
- What is the cost of awesome bus service? Service that eliminates cars. Bus only lanes?
- Need to widen from Guinea Road to Burke Lake Road is very questionable.
- Braddock Road is too close to houses now. How is this proposal an improvement for these homeowners?
- How would HOV-2 lanes be enforced? Cheating is a major problem with other HOV-2 roads in the area. What about bus only/increased bus service?
- Increase bus traffic, including turning and merging vehicles make a transit center at King's Park not viable.
- Would the existing businesses at King's Park Shopping Plaza stay? Or would transit center take over the entire complex?

Are there any additional items that you recall from Meeting #1 that are not mentioned here?

- Can you actually predict added demand due to sprawl?
- Any research into roundabouts (for improved traffic flow)?
- Where will these fit?
- Why keep/add extra traffic lights?
- Should have a public docket online; not just e-mails to Cook's office.

Station 3: Roadway Alternatives (Information regarding the ideas being explored for intersection improvements along Braddock Road, and illustrations for the alignment alternatives being explored.)

Comments about general purpose widening:

- Congestion choke points are not adequately addressed. The current project to widen turn lanes moves the choke point to Braddock and Wakefield Chapel (backups at night to I-395). This new project will create another choke point at Braddock and Guinea.
- Traffic from the north side of Braddock is from LRT, and LRT is problematic
- What is the "process" for final decision-making?
- Nobody turns left from King David onto Braddock – no median. We do to Red Fox Drive to turn L onto Braddock since there is a median there.(near King David intersection); from Red Fox, we can

wait for westbound traffic to pass, cross the road, and wait in the median until eastbound traffic allows entry to Braddock.

- What do your studies show as a change in population within this corridor?
- Impact on emergency response time – doubled? (Intersection Woodland Way)
- Traffic light timing is a ruse. HOT lanes have very sophisticated capability to monitor traffic flow.
Use new technology.
- During construction, how are you going to deal with bailout traffic onto Rt. 236, LRT?
- What happens to this house (arrow points to SW lot at intersection of Braddock and Bradfield Drive)?
- Parking lot is for people outside our area (near Rolling Rd. intersection)
- Bottlenecks are an issue; road changes just move the bottleneck further west toward GMU.
- Not being able to turn right eastbound is a dumb idea! (near DF jughandle). Are you adding another light here?
- Forcing traffic to cross 4 lanes of traffic to turn onto Queensbury from 495 will slow Braddock Road westbound.

Comments about intersection improvements:

- All of these pertain to the Red Fox Road area:
 - Need light at King David/Dunleigh and Braddock
 - How can I exit east on 495 from Bradfield or Long Branch?
 - Will U-turns be allowed at King David Blvd and Red Fox? How safe will that be?
 - Red Fox is the only place for those from Red Fox Forest/Long Branch/Canterbury Woods to turn left and go east on Braddock. Median allows this.
 - How might cars turn left out of Bradfield?
- Consider the traffic coming and going to St. Stephens Church.
- Where is the ped access to Holy Spirit?
- How is the George Mason traffic factored in?
- Needs to be safer intersection at Braddock and Grantham – one at each hawk signal call out.
- Retain or expand existing Park and Ride on east shoulder of DF Drive.
- This idea is terrible for people who front onto Southampton. People already speed through the intersection.
- This new route to Port Royal Rd. will be very confusing, even with excellent signage.

Comments about Option 2 (Outside HOV)

- What happens to the bus stops (at intersection of Braddock and Southampton and at jughandle)?
- (Near Danbury Forest jughandle) Does this allow you to get rid of old part?
- Who is the representative for the neighborhood? Where is Penny Gross?
- Do not add HOV to Braddock; it has not fixed traffic flow on 66 – just made it worse.
- Now will Kings Park residents who walk to Holy Spirit or Parkwood Baptist be accommodated?
- How will you turn right on Braddock from King Park Drive without a traffic light? How will you turn left as well?
- Need to make left turn lanes longer at Braddock to Burke Lake.
- So, those making a left have to cross 3 lanes?
- How does this affect traffic making a right turn without HOV?

- Change to Ravenswood/Braddock does not address lack of right turn (longer) onto Ravenswood while dangerous Brookfield traffic continues.
- Elm, St. Stephens Church, Dunleigh closed out of access to Braddock.
- What if YOU lived here? This is unfair for Elms homeowners in this stretch (SW lot at intersection to Bradfield)
- If this reduces property values, how we will be compensated?
- No to expansion of Braddock. (Then another pen: I second that!)
- There is no accommodation for access to Dunleigh!
- Wide enough? Would like two lanes to bike paths on each side of Braddock.
- Need a crosswalk at Red Fox west.
- How does this work on weekends with no traffic?
- Four hours of traffic per day = 20 hours of inconvenience. Right turns only.
- How will police, fire and EMS response times be impacted by restricted N/S access?
- Need an environmental impact assessment to the properties along Braddock.
- What's left of the natural buffer on the house side of shared use paths? Will a noise abatement wall be used to mitigate sound and visual impacts from increased traffic, and to protect properties along Braddock?

Comments about Option 3 (Inside HOV)

- How many accidents have happened at the intersection near Bradfield during the last year?
- What happens if you make HOV westbound on the inside lanes and HOV eastbound on the outside lanes? Or visa versa?
- Need a No U Turn sign for people trying to skip the light at Burke Lake Rd.
- Noise will be greatly increased if no buffer here! (Intersection at Burke Lake Road)
- Emergency response time? Doubled? (Woodland Way)
- How will anyone on Kings Park Drive go west on Braddock?
- Concern about the length for westbound traffic.
- How would buses stop and use the inside HOV lanes?

Station 4: Pedestrian/Bicycle Alternatives (Proposed accommodations for improved pedestrian and bicycle access and safety, including proposed locations for several ped/bike bridges. Illustrative examples also shown.

Proposed Ped/Bike Crossing Types

- Yes to the ped bridges at King's Park and Wakefield.
- Like (thumbs up!)
- Pedestrian overpass at Dunleigh Drive would be unsightly.
- If an overpass is built at Red Fox Drive, people will park on the neighborhood streets.
- Propose Hawk signal at Grantham.

Potential Shared Use Path and Sidewalk Applications

- Pedestrian path should be behind wall or guard rail.
- This proposal would take pervious, stream valley land and add more impervious roadway.

- Improve the ped crossing/creek underpass at Inverchapel Rd. Open grating in median for improved drainage. This will go a long way to improving access.
- Path near Danbury Forest realignment is currently impassable. Needs to be cleared, regraded and maintained.
- No visibility on current paths
- Extend sidewalk across I-495
- Guinea Road – need sidewalks not bike lanes.

Preferences: Corridor Wide Pedestrian/Bicycle Analysis: Place a GREEN dot on each location of the ped/bike bridge proposals that you feel best strengthens ped/bike access in the corridor, and a RED dot for locations where you would like to see a street level pedestrian crossing.

Location	Ped/Bike Bridge	Street Level Crossing
Intersection of Braddock and Woodland Way/Burke Lake Road	14	2
Braddock and Wakefield/Queensbury	14	
Braddock and Rolling Road	10	
Braddock and Wakefield Chapel/Danbury Forest	6	
Braddock and Bradford Drive	4	
Braddock and King David/Dunleigh	3	1
Braddock and Red Fox Drive (east)	4	
Braddock and Southampton	3	
Braddock and Red Fox Drive (west)	2	2
Braddock and Kings Park Drive	1	1
Braddock and Rolling Road (between Braddock and Burke Lake Road)	1	
Braddock and Inverchapel Road	1	
Braddock and Guinea Road		1
Braddock and Stone Haven Drive		1

Station 5: Transit Center Alternatives (An explanation of the benefits of transit centers for the Braddock Road corridor area, site layouts and visualizations for several alternative facility locations being studied, and examples of such centers in the Metro DC area.)

Transit Routes and Transit Center Sites

- Make sure the transit center has secured bike parking
- Should include covered bike parking and bike lockers
- Please make space for slug line pick up and drop off.
- Should include covered bike parking and bike lockers
- In Kings Park SC, surface parking will overflow area around Giant. Will increase congestion between Giant and McDonalds for parking turn-ins on SW side of Giant. Lot is already full in the afternoons.
- Doesn't this just invite more traffic into the area?
- Like (with a Thumbs Up)

- The VRE parking lot is mostly empty. Why do you think this will change for the Kings Park lot?(Another participant noted that this lot is full and perhaps another lot is being referred to)
- Transit station needs to be put in western part of Fairfax County, where massive growth has occurred.
- Kings Park Shopping Center is losing customers now due to inadequate parking. A transit center here will make things worse.

Station 6: Next Steps (Informational board: Where do we go from here?)

No comments.

Station 7: Comments/Survey (See Comments List attached)

These comments are listed by (1) Ideas that people liked and would like to see implemented within the Braddock Road Study Area; (2) ideas that people did not like; and (3) any additional comments.

1. Are there any ideas shown tonight that you particularly like and would like to see implemented?

- Bike/Ped Amenities
 - Shared Use Paths (painted stripe demarcations)
 - Would prefer cycle track but will take a shared path--- paint with stripes to demarcate areas for bikes vs peds.
 - Ped bridges are worth it; create “community”; hawk crossings are unsafe since drivers don’t stop
 - Like the fact that you are looking at better bike/ped facilities
 - Pedestrians waling to bus stops on Braddock face great danger now; fix asap.
 - Make these improvements now!
 - Bikes and pedestrians should be the priorities.
 - Like sidewalks along Braddock, and bridges over it.
 - Like ped bridges
- Intersection improvements would be OK if they prevent more lanes on Braddock
 - Improve intersections without adding any new lanes (multiple)
 - Adding lanes will change the character of my neighborhood
- Nova Training Center site is preferable to Kings Park for the Elms neighborhood
 - Helps Mason and helps through-travelers coming off 66
- Glad you generated an alternate site for the transit center
- Like the transit center at Kings Park; can’t imagine that too many people shop at Giant during regular commuting hours. Buses are currently not on time because of traffic.
- Definitely need to realign Danbury Forest/Braddock/Wakefield Chapel intersection.
- The jug-handle solution for EB Braddock to Wakefield is elegant. (multiple)
 - The shoulder of Danbury Forest Drive provides Park-and-Ride parking for about 20 cars. The P&R lot off Wakefield Chapel north of Braddock is typically filled to overflowing.

Retain or expand this P&R parking to the South of Braddock so people don't have to drive across Braddock twice to take the bus.

- Early right turn from Braddock to Wakefield Chapel should be implemented asap. You are correct in closing off crossing from Stonehaven – dangerous.
- Like some of the spot improvements
- Redoing and widening intersections (II)
- The No Build
- Like Danbury improvements (ped/bike improvements) Crossing at Red Fox (west) and the improvements at Glen Park and Stone Haven.
- Like that you are open to community feedback.
- Like the Danbury Forest light and changes.
- Like the connection of Danbury Forest and Wakefield Chapel. Excellent!
 - The improvements already made at Danbury have made my commute safer – thank you.
- General purpose lanes; no HOV (multiple)
- Many good ideas, and lots of work to make them understood. Thanks.
- Cheers for the trail shown on the south side of Braddock --- need this for peds and bikes.
- Like the path on the east side of Danbury Forest Drive. A good idea. A path through the woods would be preferable to one along the shoulder. There is already an existing trail from Loisdale Drive to Braddock Road that can be used as a start.
- The Cross County Trail passes under Braddock Road on the east bank of the Creek. This could be enhanced at low cost.
- Bike trail under Braddock Rd. should have solar lights for safety.
- Need more buses --- especially on the weekends.

2. No, I don't like any of the ideas shown

- More buses on reliable schedules
 - Need to be available weekends, too
- Transit Center
 - Parking lot at Kings Park negatively impacts several neighborhoods and will lower property values and quality of life
 - Location at Kings Park will make a bad parking problem worse
 - No transit center at Kings Park
 - Transit Center will not work at Kings Park --- too much traffic already; put center further out (maybe on land owned by GMU) (multiple)
 - What evidence do you have that the commuter parking lot will be used?
 - No transit center at Kings Park! Do not build!
 - Don't close off left turn options into Kings Park Drive and Inverchapel --- there is no advantage to this.
 - What about noise and air pollution impacting adjacent neighborhoods? Also pollution runoff into the Creek.
 - Will overcrowd an already crowded location at Kings Park. Should be at the training center site.

- Put the transit center further west.
- My property values and the area's quality of life will go down with the Center at Kings Park. Giant promised sufficient parking but did not deliver --- too much traffic.
- Put the center at NOVA Training Center site now and add it to Kings Park in 20 years or so.
- Increasing the number of buses will slow down traffic on Braddock.
- Alternative routes will increase local travel time and make access difficult; north/south and cut-through traffic will increase causing safety problems
- Extend all left turn lanes --- this is a major cause of stopped traffic.
- Roads create more traffic, which lowers quality of life and doesn't solve congestion.
- Models don't account for a future with self-driving cars and teleworking.
- As older residents age in place, they MAY be able to navigate a 6-lane road, but not 8-lanes; same for multi-level garages. Shoppers at the Giant and DVS will be big losers if the transit center is built at Kings Park.
- A sound barrier wall will be needed if Braddock is widened
- Road widening just postpones the problem; only transit will help
- It represents unnecessary destruction of a lovely community of families. Very sad.
- Don't like widening Braddock Road
 - Don't add lanes; add speed enforcement on Braddock Rd.
 - Don't divide the community with high speed roadways.
- One mile of HOV is silly and confusing.
- People cheat on HOV's, so no change is likely.
- Don't like right in/right out at Red Fox Drive (west)
- Access to and from the neighborhoods is not being carefully considered. If Bradfield Dr. becomes a right in/out only and residents in Elm and Church are required to turn right on Braddock and then U turn across 4 lanes of traffic, it will be a big problem. The solution for The Elms, St. Stephens and Dunleigh is to connect them with an access road and provide a signal for left turns.
- Provide a safe pedestrian crossing at Braddock/Woodland Way to the shopping center.
- All of these plans impact the crossflow between north and south sides of Braddock Rd.
- The HOV lanes assume a transit center option; otherwise don't need it.
 - HOV is ridiculous – one would need to cross over 4 lanes of traffic to make a left turn.
 - No HOV lanes. Is confusing to local traffic.
 - No HOV or HOT lanes – it is not a highway
- Reserved lanes in each direction for buses and HOV are necessary, but do they have to be physically separated from general traffic; could be open to all outside of rush hours.
- What neighborhood property will be confiscated? And, no HOV lanes that our taxes would pay for – we could all use an extra lane.
- It will be impossible to get out of Dunleigh Drive.
- Hawk lights will back up traffic. There is a light at Burke Lake and Rolling Roads.
- All options shown are harmful to our property. We will not be able to access Braddock Road to go west out of Bradfield Drive.
- Options are creating a parkway, not a local road.

3. Any other comments about the ideas discussed tonight?

- Cycle Track down:
 - Braddock Rd. from Centerville to Columbia Pike
 - Little River Turnpike from Fairfax to Columbia Pike
 - Columbia Pike from Braddock Rd. to Pentagon
 - Old Keene Mill from Fairfax Parkway to Alexandria
- Why benefit more distant commuters (not all Fairfax Co. taxpayers) while damaging settled and stable neighborhoods? Put the bus stations “out there” and encourage mass transit; what is the cost and where is the cost/benefit analysis?
- Braddock Rd. is currently a barrier to community and this will worsen that issue; the most desirable communities have chosen transit over wider roads; our goal should be quality of life, not traffic flow. People need to walk more --- make area friendlier to pedestrians; more people will take the bus if they can walk to the stop.
- Transit centers are typically ugly and dangerous at night; will detract from Kings Park as a nice place to eat and shop.
- Kings Park Center is already a problem and we don’t want more problems in getting in and out of there. Don’t need to add more bus stops there.
- There is already too much traffic (e.g., on Bradfield at the preschool); this will make things worse. Also, the Elms neighborhood doesn’t want Braddock Road to intrude even further into our neighborhood. Hard to get onto Braddock from Bradfield – need to make a u-turn to go left on Braddock from the neighborhood.
- How about above-ground HOV lanes?
- Modeling out to 2040 is dishonest; issue to be addressed is whether the County’s comp plan is still relevant.
- Red Fox Forest and Long Branch will need speed humps and traffic controls before any construction begins.
- Plan to bridge over a corner of the stream bed by Danbury Forest Drive is awful. It is a dead end residential area with a school and a pool. Let the area remain quiet.
- If changes are made, the most impacted houses should be allowed to vote for noise barriers, landscaping, etc.
- Pedestrian path should be protected by a low wall, not just a grass median.
- Too many of the solutions either block access to the neighborhoods or funnel traffic into the neighborhoods. We are trying to minimize cut-through traffic as is.
 - Look for more ways to get people out of the neighborhoods; right in/out means I can’t go east at PM rush hour.
- Braddock Road does not need to be widened between Guinea and Burke Lake Road!
- No bike lanes needed on Guinea Road SB to Braddock – just repair the street surface, and then build sidewalks.
- During construction, how are you going to accommodate “bail out” traffic on LRT?
- Time the lights better – they are causing the back-ups.

- There needs to be an on-line comment page where citizens can see all comments and who is making them.
- Where is representation for Mason District (i.e., Penny Gross for Braddock/Ravensworth)? Who is liaison for our home owners?
- Fix the situation FCDOT created at Wakefield Chapel/Danbury re the lane closure. Has added 35-40 minutes to my WB commute and backs traffic up to I395 merge.
- Parking at the transit center should reserve a percentage of spaces for very small commuting cars (e.g., SMART cars, etc.).
- The changes in lane markings at the exit from Braddock onto South Hampton will result in more congestion and unsafe conditions. Right now, it is not unsafe --- doesn't need to be changed.
- Create a wider floodway --- Accotink Creek has flooded over Braddock Road twice in past 10 years.
- Why are we improving traffic flow for people who pay no taxes in Fairfax County? We need to encourage the use of public transportation.
- How are you handling projections regarding future travel behavior (e.g., driverless cars, people who do not want to drive, etc.)?
- Add several bike/ped bridges over Braddock at the shopping center and at Holy Spirit Church.
- Fairfax County Parkway is dumping cars from new development to the north and west into the Braddock district.
- Significant traffic is coming from Prince William County – fix 66 rather than put a band aid on Braddock.



April 25, 2016
Braddock Road Multimodal Study
Fairfax County, Virginia

On-Line Comments (April 25, 2016 through May 16, 2016)
Summary

1. TRANSIT CENTER: GENERAL

- The TC location favored is based on current transit vs non-transit riders (the former favoring Kings Park)
- Provide Park and Ride lots out further in County (to west) where traffic is originating (multiple comments)
- TC should be at Braddock VRE station.
- Will add “a lot more traffic”
- Support TC options, just make it safe (multiple comments)

2. TRANSIT CENTER AT NVTC

- Worried about impact on George Mason Forest neighborhood with west location having entrances across from Red Spruce Road. (multiple comments)
 - Note that a DMV motorcycle track is planned for this area now.
- Support this location: captures commuters sooner than Kings Park does and will serve a greater number of residents. (multiple responses)
- Would be “a disaster” at this location since access is difficult here.

3. TRANSIT CENTER AT KINGS PARK SHOPPING CENTER

- Site plan is confusing: seems to show existing parking lost to new Park and Ride lot (multiple comments)
- Not enough ADA parking in current lot and not enough parking in general at this location (multiple comments)
- Will increase congestion in an already crowded area (multiple comments)
- Strongly opposed to this location (multiple comments)
- Don’t want a bigger parking lot here (multiple comments)
- Will be difficult for buses to access/space is too confined (multiple comments)
- “Ridiculous” – need to reduce bus traffic before getting to Kings Park.

4. PED/BIKE FACILITIES

- Like the idea of ped/bike bridges over Braddock, and other bike/ped ideas (multiple responses)

- Good bike/ped facilities offer a good, viable alternative mode of travel (multiple responses)
- Would like to walk and bike to shops and restaurants at Kings Park, but there is currently no safe way to do that.
- Improve ped access along Braddock Rd. to Ravensworth Shopping Center (multiple responses)
- Better bike routes needed.
- Keep bus commuters safe when crossing Braddock Rd.
- Install curbs, sidewalks, and safe crossings from Guinea east.
- Support street design that provides safe facilities for peds, bikes and slugs.
- Ped and animal underpasses should be considered.

5. BUS SERVICE

- Would curb side stops re retained if Express bus used the HOV lane during peak hours? Look at key locations for local and express buses to use the same stops – first mile/last mile connectivity (multiple responses)
- Provide better bus service west of Guinea Rd and south of 124 on Burke Lake Rd.
- Do not eliminate bus stops on Braddock Road – people depend on them.

6. SOUND BARRIERS

- “Overwhelming support” from Ravensworth Farm residents for federal funding for sound barriers along the Adair Dr. segment of Braddock Rd. (multiple responses)
- Sound barrier needed between Inverchapel and Queensbury: “mandatory”

7. ADDITIONAL LANES ON BRADDOCK ROAD AND HOV ISSUES

- Additional lanes from Guinea to 495 should be HOV2+ as long as transit center is built at either location (to accommodate slug lines)
- The HOV option should be restricted to limited access roads (495,395,95), not on Braddock Road.
- In favor of a center HOV lane
- Support Braddock Road widening BUT NOT HOV options (will negatively impact our real estate)
- Support both the widening and the transit center concept.
- HOV is a “terrible idea”; does not encourage car pooling
- Against HOV and Braddock Rd. widening --- the latter is a “residential street”. Widen Rte. 66 instead (multiple responses)
- This plan will divert traffic onto Wakefield Chapel Rd. which is already overburdened.
- Give thought to extending Braddock Rd. lanes to Rte. 123 (not just to Guinea)
- Do not convert public roads to HOV lanes --- Braddock is not a highway.

- What is the vision for this project? Do you want to provide more road space or replace single occupancy vehicles with transit? If it is the first, the project will be a failure as it is only a short term solution. A better solution would include:
 - Taking some of the existing road space for bus lanes
 - Significantly improve public transit
 - Charge a toll to pay for transit
- Against construction of two lanes along Braddock to funnel left turning traffic onto Ravensworth Road. This will decrease the livability for those who live in this neighborhood. The focus should be on maintaining healthy communities, not traffic flow. Do spot improvements instead of widening, and provide a transit center.

8. INTERSECTION AND SPOT IMPROVEMENTS

- Present a cost/benefit analysis of these options. Include green space loss in “costs”.
- Traffic light at Port Royal is a “critical choke point”. Time the lights better for eastbound traffic in AM.
- In PM: traffic trying to turn left on Burke Lake Road backs up; also, general westbound congestion. Time lights better at Kings Park, Burke Lake (left) and the Burke Lake/Rolling Road intersection.
- Lights at Guinea and Twinbrook need to allow more westbound traffic through.
- Time the lights better overall. Lights are too close together and not timed correctly. Coordinate these to keep traffic flowing (e.g., Twinbrook/Olley and at George Mason)
- Good idea to make all 3 lanes turn right from Burke Lake Road onto Braddock.
- Concerned about creating a two-lane left from Braddock to Ravensworth: Ravensworth should probably be 3-lanes with a center turning lane in conjunction with a double left turn.
- Build a flyover to southbound 495.
- Do spot improvements first (especially at Burke Lake Rd intersection and at Guinea)
- Where indirect lefts from side streets are planned (e.g., right turn onto Braddock, then u-turn at the next intersection), there is concern that sight-lines at these locations will be constrained by opposing left-turning traffic at the median opening.
- Concerned that none of the alternatives provide for pedestrian crossings at Braddock/King David Drive. There is a lot of pedestrian traffic at this location due to bus stops in both directions on Braddock, St. Stephens Church on Sundays, and St. Stephens day care during the week.
- Provide a frontage road connecting Bradfield, the church drive, and Dunleigh for joint access at King David. Close Bradfield access on both sides of Braddock. There might then be the need for a traffic signal at King David.
- The “profusion of traffic signals” from Queensbury to I 495 Express Lane left turn must be fixed – too close together. It will be impossible to enforce HOV-2. Transit Center options are a waste of money. Pedestrian and bike lanes on Braddock are impractical and unfair to

drivers who pay lots of gas tax. Make Pickett a through-road to Fairfax City. Synchronize lights east of Burke Lake Road, so that these intersections only change when Burke Lake's lights are green. Make the right lane on eastbound Braddock a thru lane at Burke Lake instead of forcing people to turn right at the shopping center. Do not use Hawk lights --- will slow traffic.

9. OTHER COMMENTS

- What is the web link for this project? Provide an on-line docket of comments and post study materials there (multiple responses).
- Extensions to turn lanes are a very bad idea (e.g., extended lane to Danbury interferes with westbound rush hour traffic. Extend median in front of ballfields; install a leading turn arrow for eastbound traffic onto Wakefield Chapel.
- Install a right turn out/in design at one intersection as a pilot project.
- Braddock must change to shorten/improve commuter trips to work and manage huge traffic volumes.
- Address speeding on Braddock Rd. (plans seem to be changing this street into a "secondary interstate").
- Factor VRE extension to Haymarket into the model; also I-66 expansion. Also, publish assumptions for 2040 traffic volume since it is hard to imagine this growing so much with the growth of telecommuting.
- Reduction from 4 lanes westbound to 3 has created significant delays on Braddock Rd. Reverse this decision! (multiple comments)
- Widening of Braddock was NOT in the Comp Plan in the early 90's. Not fair to residents who don't want this change.
- Will emergency response time change for Red Fox Stonehaven and Canterbury Woods with lack of access from south side of Braddock?
- Improve our local road conditions before discussing new ones. Also, enforce current traffic laws. (multiple comments)
- Widening will adversely impact our neighborhoods. Can't just widen one portion and not the whole thing.
- Just widen the road without HOV, transit centers, etc. Add one general use lane on each side.
- Stop "over developing" the county to the west. (multiple comments)
- Traffic on Braddock would be better if GMU did not keep adding parking capacity. They need a car reduction strategy.
- You are wrecking our neighborhood to solve a 4-6 hour/day problem.
- Extend the study area west to Shirley Gate Road.
- Northbound 495 and Braddock require merging and weaving of two streams of heavy traffic; there is often a back-up on 495. Propose alternatives for this.

- Braddock is a residential street, not a highway. Widening will make the problem worse. Widen 66 instead and “fix 50”
- Put speed bumps on Red Fox Drive and King David Boulevard since your plans will increase cut-through traffic.
- Increase public transit instead of widening roads (multiple comments)
- Use more roundabouts.
- Add an express bus from Americana Drive area (Annandale) to Tysons or Dunn Loring metros.
- What phase includes the Environmental Impact Assessment?
- Do not widen Ravenswood Road.
- Slow traffic and provide multimodal alternatives.



May 26, 2016

**Braddock Road Multimodal Study
Fairfax County, Virginia**

Common Misconceptions FAQs

Misconception: The transit center at Kings Park Shopping Center is already decided

Fact: *No decisions have been made regarding the location of a transit center along Braddock Road. Both the Kings Park Shopping Center and NOVA Training Site are still being evaluated for the inclusion of a transit center.*

Misconception: The preferred alternative has already been decided

Fact: *No decisions have been made regarding the preferred alternative for improvements along Braddock Road. All options are still being evaluated, refined and a thorough Measures of Effectiveness evaluation will be performed on each. The ultimate preferred alternative will be vetted through the Task Force, County staff and ultimately adopted by the Fairfax County Board of Supervisors.*

Misconception: This project will install 10 lanes along Braddock Road

Fact: *No alternatives currently under consideration as part of this project involve providing 10 lanes. While some intersection approaches may be up to 10 lanes, accounting for turn lanes, the roadway section will consist primarily of four lanes in each direction, including the current three lanes plus one additional lane that is either a general purpose lane or a managed lane (see next item.)*

Misconception: This project will install HOT lanes similar to those along I-495

Fact: *The use of Arterial HOV and HOT lanes, commonly called “managed lanes”, has been utilized in many areas throughout the DC Region, nationally and internationally. While the concept behind the use of these lanes is consistent, the application on different facility types varies to fit the context of each corridor. While HOT lanes have indeed been cited as an option for Braddock Road, the study team is not currently considering them, as other options such as HOV lanes are showing promise for the corridor.*

Misconception: This project will require large right-of-way purchases or eminent domain

Fact: *Most of the Braddock Road has a wide right-of-way and the proposed improvements would be constructed within the existing right-of-way in that area. Some right-of-way acquisition will be required, primarily west of Burke Lake Road, and will be small slivers of frontage property and no large takes are planned. Supervisor Cook has directed that this project not involve the taking of any homes. Eminent domain is only a last resort for acquiring property after all other attempts at negotiated settlements are exhausted.*

Misconception: This project only helps those who live in Centreville and points west

Fact: *The traffic along the corridor shows that 50% of the traffic approaching I-495 comes from Burke Lake Road and points in southern Fairfax County. It is true that those living off the corridor benefit from this project, but also true that those along the corridor benefit from the project in the form of improved operations, increased safety and better pedestrian and bicycle access.*



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