

16 May 2014

From: Bradfield Homeowners Association (HOA)
To: Fairfax County Department of Transportation
Subject: Bradfield HOA Concerns
Reference: Braddock Road Citizens Task Force meeting on 7 May 2014 in which HOA concerns were requested by 17 May.

The Bradfield HOA submits the following concerns regarding the Braddock Road Multimodal Study.

- 1. Land acquisition and fair compensation** is a concern to affected homeowners in Bradfield I who will lose their land and protective tree covering. Each county resident will lose in three ways: be exposed to the view of more traffic, will experience increased traffic noise, and will be left with a decreased lot size. All these factors will decrease property values. How will residents be fairly compensated and their property values protected? What are tree removal guidelines?
- 2. Ensure pedestrian safety** for crossing Braddock Road and navigating the bus stop area. Pedestrians must perform the "Braddock Road Dash" across four lanes of traffic before reaching the bus stop. The east bound bus stop at Bradfield Dr is situated on top of a sewer access pad with no sidewalks to approach it. It is inaccessible after a snowfall forcing riders to walk on a narrow gravel shoulder to reach it. A sufficient amount of land exists west of Bradfield Dr. to relocate the bus stop to a safer area.
- 3. Install safe, wide, lighted sidewalks**, with proper crosswalks along both sides of Braddock Road from the Beltway to GMU.
- 4. Consider adding dedicated bike lanes.** If a transit center is built, it should be bike friendly.
- 5. Consider accommodating slug lines.** If a transit center or commuting lot is built at Kings Park Shopping Center consider accommodating slug lines, which are bound to come.
- 6. Study safe bus service access** to all stops along the route. Consider providing commuter parking at several stops and expand service hours for express bus service.
- 7. Study the problems of adding HOV lanes** on Braddock road. The lanes and the restrictions it would cause on left turns may cause more congestion than they would alleviate.
- 8. Braddock road is neither pedestrian nor bike friendly** and that needs to be solved now, not in 2023. Sidewalks with pedestrian crosswalks are needed along the entire length of the highway and especially at Metro bus stops. Many rely on Metro buses to travel to and from the Pentagon. We are concerned about pedestrian ability to safely cross additional lanes of traffic

while current safety risks remain unaddressed. For example, at the Guinea/Braddock intersection, the traffic lights offer **NO** point in the cycle for a pedestrian to cross Braddock from north to south to reach the bus stop. This occurs because motorists on southbound Guinea taking a right onto Braddock cannot see the first 20 ft. of the crosswalk due to a blind motorist turn – a very dangerous situation - until their cars are already in the intersection. We have observed pedestrians, almost get hit by drivers making that turn while the Walk light is LIT. Without the effectively planned trifecta of cross-walks, road design and traffic light walk signals, pedestrians are subjected to danger that could kill or maim them.

- 9. Limiting construction noise** especially at night. Several years ago, repaving caused loud noise disturbances due to the beeping of the trucks backing up. More recently during repaving, it seemed that the trucks circled around instead of backing up. While the engines were still loud, it was less disruptive to sleeping residents.
- 10. Noise abatement measures** such as sound barriers should be considered to compensate residents whose homes border on Braddock Rd. due to noise from anticipated increased road traffic. Home values are likely to decrease as noise increases.
- 11. Safe driver entry and exit access** should be studied. Neighborhoods along Braddock Road rely on median break-throughs to enter and exit Braddock Road such as the intersection of Bradfield Dr. and Braddock Rd. Currently, during rush hours, drivers seek safer out-of-the way alternatives. With anticipated road expansion we expect substantially more difficulty. How will this be addressed? To provide safe entry, please consider adding traffic lights spaced in a similar fashion as those at two close intersections. For example the intersection of Little River Tpk. and Prosperity Rd. and the intersection of Little River and Woodburn Rd. are just one block apart.
- 12. The study should include costs as well as benefits** of physical changes to Braddock Road and the surrounding areas. Costs must include non-financial costs as well as financial costs. Improvements will benefit a much larger population than those communities surrounding Braddock Road due to the amount of traffic commuting from and to areas outside of the Braddock neighborhoods. However, the non-financial costs will be borne almost exclusively by those living near Braddock Road. The study should a priori delineate how those costs will be compared to the benefits. If or when there are financial costs (e.g., the taking of property) the study should delineate the method of compensation prior to a decision to proceed with construction that causes a financial cost on a resident.
- 13. Transit Center implications and impact** to the area are troublesome. A full explanation of the layout and design needs to be shared with the public. Initial questions include how much land is needed, how many vehicles will use the facility, what traffic pattern to enter and exit, what are the potential negative impacts including congestion. What areas of the county will be served and bring more congestion to the area? With limited land currently available, will existing

businesses be forced out or conversely will the design include additional business or residential development?

- 14. Pedestrian walkways** should allow safe passage on sidewalks to surrounding areas including walking trails and commercial establishments. Will trails be maintained and protected? Pedestrians at the intersection of Bradfield Dr and Braddock Rd do not feel safe crossing Braddock to walk to the Kings Park Shopping Center during rush hour as traffic is intimidating. Will pedestrian overpasses be considered for some intersections?