

# Braddock Road Multimodal Improvements Project

## Summary of January-March 2022 Outreach Activities and Input

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# Braddock Road Multimodal Improvement Project

## Summary of January-March 2022 Outreach Activities and Community Input

### PROJECT OVERVIEW

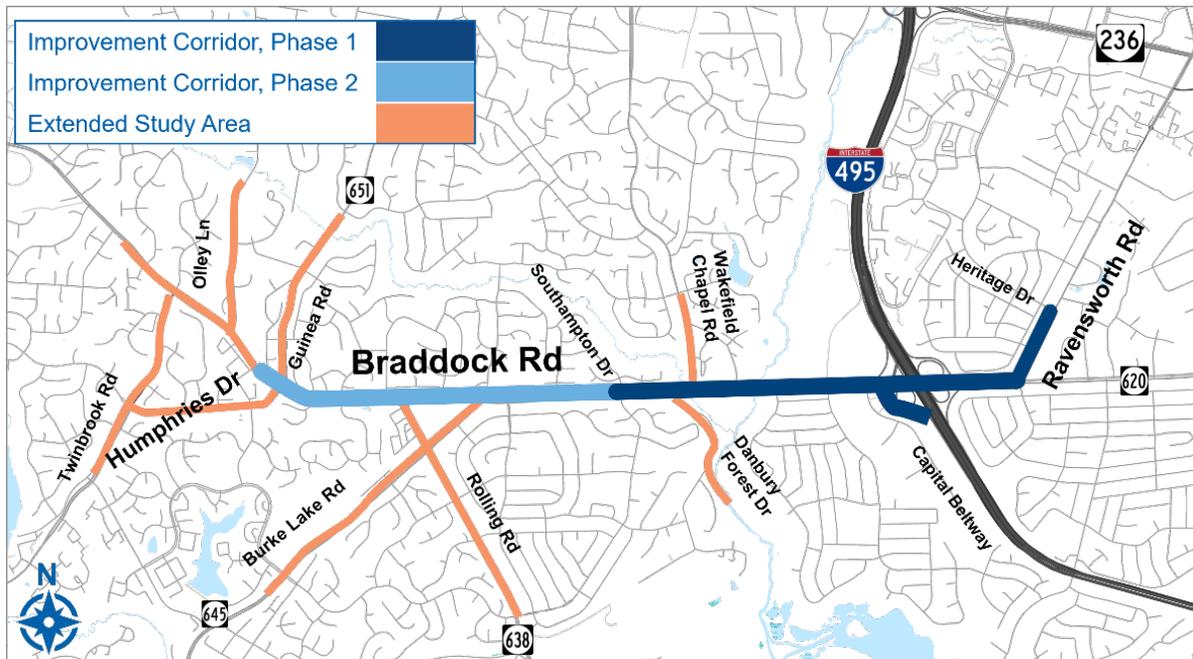
This project will construct multimodal and access management improvements along three miles of Braddock Road (Route 620) between Humphries Drive in Burke and Ravensworth Road in Annandale, including the eastbound and westbound Braddock Road ramps to southbound I-495 (Capital Beltway Outer Loop) and a half-mile of Ravensworth Road between Braddock Road and Heritage Drive.

The improvements include:

- Intersection enhancements including at Rolling Road, Wakefield Chapel Road/Danbury Forest Drive, and Burke Lake Road
- New and upgraded shared-use paths along both sides of Braddock Road
- A pedestrian overpass just west of Burke Lake Road

The project's right-of-way acquisition and construction will be completed in two phases (see figure below): Southampton Drive to Ravensworth Road (Phase 1) and Humphries Drive to Southampton Drive (Phase 2).

This project builds on the recommendations from the Fairfax County Braddock Road Multimodal Study (2018). In 2020, Fairfax County and VDOT coordinated on the best implementation approach and VDOT agreed to take over the project. In 2020, as part of a VDOT pilot project, proposed changes were included with the Phase 1 SMART SCALE funding application to reduce costs. These proposed changes were first presented to the community on August 3rd, 2020.



# Braddock Road Multimodal Improvement Project

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### OVERVIEW OF COMMUNITY INPUT PHASE

VDOT held a virtual public information meeting Thursday, January 13th, to discuss plans to construct multimodal and access management improvements along three miles of Braddock Road (Route 620) between Humphries Drive in Burke and Ravensworth Road in Annandale, including the eastbound and westbound Braddock Road ramps to southbound I-495 (Capital Beltway Outer Loop) and a half-mile of Ravensworth Road between Braddock Road and Heritage Drive.

In lieu of an in-person meeting, VDOT invited residents and other stakeholders to learn more, participate in the virtual meeting, and give feedback from January 13th through March 1<sup>st</sup>. This was accomplished by:

- A Thursday, January 13th online meeting where the project team made a short presentation beginning at 7 p.m. as well as answered questions.
- Residents and stakeholders providing comments on the alternative concepts via the online survey (also available in Spanish and Vietnamese).
- Residents and stakeholders emailing comments to [meetingcomments@vdot.virginia.gov](mailto:meetingcomments@vdot.virginia.gov).
- Residents and stakeholders mailing comments to Mr. W. Calvin Britt, P.E., Virginia Department of Transportation, 4975 Alliance Drive, Fairfax, VA 22030.

Meeting materials and the presentation were made available online at [virginiadot.org/BraddockMultimodal](http://virginiadot.org/BraddockMultimodal). Materials included:

- **Preliminary Design (Base Option) Presentation:** Recorded presentation in English (with slides available in English, Spanish, and Vietnamese).
- **Base and Alternative Options Presentation:** Live and recorded presentation in English (with script and slides available in English, Spanish, and Vietnamese).
- **Roll Maps:** Full roll maps for the base design and all alternative concepts, with captions in English, Spanish, and Vietnamese.

To announce the meeting, VDOT shared information by way of:

- News release
- Newspaper ad
- Mailed postcards
- Flyers at bus shelters and destinations (e.g., parks, shopping centers) near the study area
- Direct emails to community groups and individuals

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### SUMMARY OF VIRTUAL MEETING

There were 274 attendees at the virtual meeting on January 13, 2022. Meeting speakers included:

- Andrew Beacher, P.E. (VDOT, Preliminary Engineering Manager)
- W. Calvin Britt, P.E. (VDOT, Project Manager)
- Tad Borkowski, P.E. (FCDOT, Senior Transportation Planner)
- Lara Hegler, P.E. (Consultant Project Manager)
- Suresh Karre, P.E., PTOE (Consultant Lead Traffic Engineer)

The presentation covered several topics, with a focus on describing the base concept for the entire corridor and other improvement options provided for three key intersections. The presentation content included:

- Project team introduction
- Project location overview
- Background
- Project analysis and purpose
- Critical intersection options
- Traffic corridor analysis
- Project funding and schedule
- Methods for providing comments
- Q&A

There were 172 comments submitted during the meeting using the Q&A tool, with 156 substantial questions or comments. Comments were categorized based on topic in the table below. Some comments were tagged with more than one category. There were also two verbal comments given during the meeting.

Q&A Comment Category	# Of Comments
<b>Wakefield Chapel Rd/Danbury Forest Drive (critical intersection)</b>	44
<b>Bicycle, pedestrian, and/or transit facilities</b>	21
<b>Burke Lake Road (critical intersection)</b>	20
<b>Specific locations other than critical intersections and Ravensworth Road</b>	9
<b>Intersection plans (general)</b>	8
<b>Traffic modeling outcomes or process</b>	8
<b>Environment/Noise</b>	8
<b>Ravensworth Road</b>	7
<b>Safety</b>	7
<b>Burke Lake Road shared use path bridge</b>	7
<b>Contact/Input</b>	6
<b>Presentation (general)</b>	5
<b>Cost</b>	5
<b>Right-of-way</b>	4
<b>Rolling Road (critical intersection)</b>	3
<b>Neighborhood access/crossing Braddock Road</b>	3
<b>Schedule/phases</b>	2
<b>Land use</b>	2
<b>I-495</b>	2

# Braddock Road Multimodal Improvement Project

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### RESPONSES TO Q&A QUESTION THEMES

The team was not able to respond to all questions submitted during the meeting. In this document, we are providing responses to summary questions (i.e., questions that seek to respond to several community comments, as well as some directly quoted questions) grouped within the categories listed in the table above.

Summary Question	Response
<b>Wakefield Chapel Road/Danbury Forest Drive (critical intersection)</b>	
<b>What are the benefits of the Restricted Crossing U-Turn intersection (RCUT)? Why is it better than allowing the left turn at the intersection? Is it safer?</b>	The modified RCUT for Wakefield Chapel and Danbury Forest Drive provides for a signalized U-turn east of Wakefield Chapel Road for eastbound Braddock Road vehicles trying to go northbound on Wakefield Chapel Road. Eastbound Braddock Road vehicles would take the U-turn and then travel westbound back to the intersection and then turn right onto northbound Wakefield Chapel Road. As a result of relocating the turns away from the Wakefield Chapel Road intersection, the potential for crashes is reduced by reducing the number of potential angled collision vehicular conflict points. For instance, if there were a southbound vehicle that runs a red light from Wakefield Chapel Road at the same time the left turn movement turns green that creates a potential crash or conflict point. At the U-turn signal the only conflict is between those vehicles making a U-turn and the opposing westbound Braddock Road traffic. Further information on the RCUT intersection can be found online at <a href="https://virginiadot.org/innovativeintersections">https://virginiadot.org/innovativeintersections</a>
<b>How many crashes have occurred at Wakefield Chapel and Braddock in the last 5 years? How many cars a day make the turn onto Braddock Road from Danbury Forest Drive?</b>	From March 2015 to March 2020, 45 crashes have been reported at the intersection of Braddock Road and Wakefield Chapel Road. While we do not have daily numbers available, approximately 220 vehicles in the AM peak hour and 80 vehicles in the PM peak hour access Braddock Road from Danbury Forest Drive.
<b>Where are other RCUT intersections in NoVa?</b>	Presently there are a total of 13 RCUT's in Virginia, with 4 in service and 9 under development. Three RCUT example locations are provided below. None exist in NOVA. <ul style="list-style-type: none"> <li>• US 29 (James Monroe Highway) at Mountain Run Lake Road, Culpeper County</li> <li>• Culpeper County, US 17 (Tidewater Trail) at US 17 Business (School Street), Middlesex County</li> <li>• US 460 (Pandapas Pond Road) at US 460 Business (North Main Street)/Farmingdale Lane, Montgomery County</li> </ul>

## Braddock Road Multimodal Improvement Project

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Summary Question	Response
<b>Have other options, such as jug handles, been considered for left-hand turns?</b>	The consultant team provided conceptual options for consideration at Braddock Road and Wakefield Chapel Road. We did not entertain a jug handle at this intersection, but at other locations the consultant provided displaced left turns and reversible lane options. These were all eliminated due to high construction impacts and additional costs.
<b>Will the changes at Wakefield Chapel Road lead to more traffic through Canterbury Woods, with people trying to avoid the RCUT? How would this affect traffic flow along Wakefield Chapel Road going up to Little River Turnpike? Would it impact traffic flowing to Northern Virginia Community College and Little River Turnpike?</b>	Additional traffic analysis has not been conducted to evaluate the impact of the RCUT on the diversion of traffic onto other roadways outside of the study area. The scope of this study is limited mainly to the Braddock Road corridor. While we do expect some increases in traffic utilizing Woodland Way, the vehicles impacted by the left turn restrictions have multiple options depending on their origin and destination.
<b>Please address the plan for 2 lanes northbound on Wakefield Chapel Road. How far will the two lanes extend? Will it require widening the road?</b>	The two northbound lanes will only extend to the entrance to the Canterbury Park and Ride and then transition to a right turn only lane onto Stahlway Lane.
<b>Have you considered diverting Danbury Forest along the power line "easement" and allow it to join Braddock at Glen Park Road? How about a traffic circle at Wakefield Chapel Road?</b>	VDOT policy does not allow for roadways to be constructed within an existing utility easement as these easements are provided for both safety and the maintenance of the utilities.  A traffic circle or roundabout at Wakefield Chapel Road would not work well due to the travel demands through the intersection. It would be difficult for side street traffic to access the circle. Additionally, traffic circles require a large amount of space.
<b>With the RCUT, would left turns still be allowed to/from Glen Park Road?</b>	Under all options, access management will exist for all traffic into and out of Glen Park Road that will only allow right turns in and right turn out movements. The access restriction was part of the original Fairfax County study.
<b>How would you prepare people who have never seen an RCUT before? Is it easy for buses and trucks to use it?</b>	The RCUT would be designed to accommodate the design vehicle for the project and would accommodate buses and trucks. A virtual simulation could be developed specifically for this area to help educate the public on maneuvering through the area. We tried to demonstrate how an RCUT works using traffic flow animations in the meeting presentation. There is <a href="#">more information</a> on the VDOT website
<b>Bicycle, pedestrian, and/or transit facilities</b>	
<b>What accommodations are being made to improve ridership and throughput for bus mobility?</b>	To improve bus mobility additional bus stops, and existing bus stops that will be consolidated into single bus stops, will be provided with pedestrian and bicycle connections.

## Braddock Road Multimodal Improvement Project

### Summary of January-March 2022 Outreach Activities and Community Input

Summary Question	Response
<b>How many people ride bikes and walk along the corridor now?</b>	Currently there are limited bike and pedestrian counts at the intersections. We do not have complete bike and pedestrian count data for the corridor.
<b>Which bus stops are being eliminated/moved?</b>	Bus stops that have either been added, consolidated, eliminated, or moved can be viewed on the roll maps posted on the <a href="#">website</a> .
<b>Did you look at building underpasses for people and bikes to cross? Will this impact existing trail connections beneath Braddock Road?</b>	The existing bridge on Braddock Road over Accotink Creek already has a trail under the bridge. The trail will be improved as much as possible and lighting will be added under the bridge to improve safety. The underpass should be able to accommodate both cyclists and pedestrians, however, we are not planning on raising the bridge deck or reconstructing the bridge at this time.
<b>Was there consideration of other transit options (e.g., light rail)?</b>	In the initial study, Fairfax County considered adding a transit center at different locations but due to public feedback this was deferred until after the proposed roadway improvements are completed. A transit center could possibly be evaluated once the proposed roadway improvements have been completed. No other considerations were studied during this current project other than improvements to the bus stop locations and access to those stops.
<b>Burke Lake Road (critical intersection)</b>	
<b>How would drivers get out of the shopping center in Option 2? Why has this turn been eliminated?</b>	We are still evaluating and adjusting the design to provide the best solution for the corridor. The primary function of the January Public Involvement Meeting was to get community input on the proposed intersection improvements. Kings Park Shopping Center has many places to enter and exit but the direct connections to Braddock Road create congestion and safety concerns. Drivers wishing to access Braddock Road can exit at Red Fox Drive as well as onto Rolling Road. Currently we do not have traffic volume data available for the eliminated right turn out of the shopping center.
<b>Will there be any access to northbound Woodland Way from northbound Burke Lake Road? Why has this been eliminated?</b>	There will be no allowable through movement to Woodland Way. This was determined during the initial Fairfax County Study. Putting in a phase for that movement would take too much time away from the signal cycle and would only benefit a few vehicles that would go straight to Woodland Way. The signal time for that phase is needed for the westbound lefts onto Burke Lake Road.
<b>Specific locations other than critical intersections and Ravensworth Road</b>	

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### Summary of January-March 2022 Outreach Activities and Community Input

Summary Question	Response
<b>Are there any changes proposed for the intersections outside of the critical intersections?</b>	Access management would be implemented outside of the critical intersection. It would be limited to where left turns would be restricted out of some of the side streets. Bus stop changes as well as shared use paths along the corridor would also be implemented outside of the critical intersections for the benefit of the minor intersections.
<b>Are there any changes proposed outside of intersection areas?</b>	<p>Outside of these intersection areas, the design follows the Preliminary Design, or Base Roadway Design Option, which aligns with the project recommendations from the original Fairfax County study, with two exceptions – one at Danbury Forest Drive and Wakefield Chapel Road, and the other at the interchange of I-495 and Braddock Road.</p> <p>The high cost of the recommended improvements at these two locations led to the development of options that provided substantial cost savings. These options were presented on August 3rd, 2020, to the public and were included in the successful SMART SCALE application by the County.</p> <p>Please refer to the Preliminary Design overview presentation for more information. The presentation is linked in the “resources” section at the bottom of the <a href="#">VDOT project website</a>.</p>
<b>Intersection plans (general)</b>	
<b>What makes an option a "base" option?</b>	The base option is what the County presented previously from their study in 2018 and what is included in the current funding received from the successful SMART SCALE grant application.
<b>Traffic modeling outcomes or process</b>	
<b>Why are all the new options increasing delays compared to the Base? If Base is the best of the options for delays that you are proposing, why are we talking about Options 1 and 2?</b>	While the Base option performs better at some intersections for some peak hours, it does not have the best delays across all of the alternatives. Additionally, there are multiple factors being considered in addition to delay such as environmental impacts, cost, multimodal safety, etc. Public input will also be taken into consideration before determining a preferred alternative.
<b>Did the projections for delays include future traffic projections from the DMV customer service center, the Erickson Living community, and various infill projects?</b>	The traffic projections are based on land use assumptions that factor in both existing and future land use. These land use assumptions are used by a Fairfax County DOT maintained travel demand model that is based off of a regional travel demand model as developed and adopted by the Metropolitan Washington Council of Governments (MWCOC). Forecasts from the travel demand model in tandem with existing counts were used to come up with traffic projections. Existing traffic associated with nearby land uses would be captured by the traffic counts.

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Summary Question	Response
<b>How is traffic going to be affected going westbound on Braddock Road turning left onto Burke Lake Road in the evening?</b>	Depending on the alternative chosen, there should be improvements due to the extension of the turn lanes through the Kings Park Drive intersection. Additionally, by restricting the northbound left and through movements, additional signal capacity can be reallocated to the westbound left turn movement, at the same time as the northbound right turn movement is occurring.
<b>It appears all the studies were completed only for increasing traffic flow through the community. What studies were completed on increased travel time and distances with the base and options?</b>	Travel time and distances traveled were considered throughout the corridor for the base case and all of the options.
<b>These improvements seem obsolete now that traffic volume has decreased on Braddock Road due to COVID. Are there going to be changes that are more in line with the current post COVID picture?</b>	It is not yet known what the final impact of Covid will be on future traffic volumes and travel patterns. Volumes have been growing towards pre-pandemic levels. It is still too early to see what the final travel pattern changes will be.
<b>Environment/Noise</b>	
<b>What is being done to protect the community from the increased noise impacts?</b>	If there are noise impacts that warrant noise walls, they will be addressed during the environmental evaluation under NEPA.
<b>How will stormwater management needs be handled?</b>	Stormwater design will be handled according to current VDOT standards and federal regulations.
<b>What impact will the shared use paths have on trees? Will the paths be able to meander to avoid tree removal?</b>	VDOT can evaluate minimizing the removal of trees as a result of the shared use path.
<b>For the Danbury Forest/Wakefield Chapel option, why is there such a devastating amount of tree demolition (northeast of Wakefield/Braddock especially) compared to the size of the area of the path?</b>	The new shared use path will require grading that involves putting in place earth materials to create compacted fill to create an easy vertical grade for the shared use path. Retaining walls will not be used to support the fill in place, instead the fill will have a pyramid shape in cross section that will provide for the necessary support. The side slopes that result from this grading encroach on adjacent trees and other vegetation. We are still evaluating and updating the design to minimize construction impacts as much as possible.
<b>Ravensworth Road</b>	
<b>Will the Ravensworth widening induce more cut-through traffic?</b>	The capacity improvements are limited to the influence area of the intersection of Ravensworth Road and Braddock Road. While the capacity improvements will aid in better intersection operations, the overall travel demand on Ravensworth Road is not anticipated to increase due to the widening.

## Braddock Road Multimodal Improvement Project

### Summary of January-March 2022 Outreach Activities and Community Input

Summary Question	Response
<b>How many crashes have occurred at Ravensworth Road and Braddock Road, including those involving pedestrians?</b>	From March 2015 through March 2020, there were 100 reported crashes at the intersection of Ravensworth Road and Braddock Road. There are no data concerning if there were any pedestrian crashes at this intersection but there were no KSI (killed or seriously injured) crashes involving pedestrians on the corridor.
<b>What is the predicted increase in vehicle throughput along Ravensworth Road and into central Annandale as a result of the widenings?</b>	The capacity improvements are limited to the influence area of the intersection of Ravensworth Road and Braddock Road. While the capacity improvements will aid in better intersection operations, the overall travel demand on Ravensworth Road is not anticipated to increase due to the widening.
<b>Where is the land coming from for the Ravensworth Road widening?</b>	There are minimal right-of-way impacts areas along Ravensworth Road, including the church. Widening is primarily within the existing right-of-way.
<b>Safety</b>	
<b>When you talk about delays or safety increasing or decreasing, what starting point are you measuring from?</b>	We are comparing each option against the “No Build” option in the future.
<b>Burke Lake Road shared use path bridge</b>	
<b>Why is there a pedestrian bridge and a crosswalk proposed?</b>	Previous community input requested a safe way to travel across Braddock Road near Burke Lake Road and encouraged the County to keep the pedestrian bridge along with the crosswalks. The pedestrian bridge will accommodate both cyclists and pedestrians.
<b>Contact/Input</b>	
<b>Where can we access this information online?</b>	<a href="https://www.virginiadot.org/projects/northern-virginia/braddockmultimodal.asp">https://www.virginiadot.org/projects/northern-virginia/braddockmultimodal.asp</a>
<b>Who should we contact if we have questions?</b>	W. Calvin Britt, P.E., (VDOT, Project Manager) 703-259-2961
<b>How were these options developed? Did they include community input?</b>	Many options were initially developed by VDOT and Fairfax County DOT staff. These initial options were narrowed down through a high-level screening process that took into consideration all modes of travel, safety, operations, connectivity, and costs. We seek public input on the options that are being presented at this meeting.
<b>Cost</b>	
<b>Does this project take into account the actual cost in 2028 compared to now?</b>	Yes
<b>What are the cost differences between maintaining left turn signals at Wakefield Chapel Drive and the RCUT?</b>	The RCUT does add two additional signals but the signalized intersection realigning the roadways requires additional right-of-way based on the costs of each, we did feel that the additional right-of-way impacts would require a higher cost to construct.
<b>Right-of-way</b>	

## Braddock Road Multimodal Improvement Project

### Summary of January-March 2022 Outreach Activities and Community Input

Summary Question	Response
<b>Does this project require residential land, and, if yes, has this been finalized?</b>	Currently the concepts show minor partial property takes on a couple of residential properties on the western end of the project. The design is still being evaluated and has not been finalized yet.
<b>What impact, if any, will the project have on land owned by civic associations?</b>	The proposed improvements will impact the NW and NE corners at the Southampton Drive and Stone Haven Drive entrances. The civic association "front area" signs will be impacted at Southampton Drive.
<b>Rolling Road (critical intersection)</b>	
<b>If the Base option at Braddock Road and Rolling Road is better than your options, why change anything?</b>	Other options were analyzed prior to knowing the actual results and these were all examined and were shared at the meeting.
<b>Regarding Option 1 for Rolling Road. How could you take a left from Rolling to westbound Braddock and take immediate right into Red Fox Drive? Seems impossible or extremely dangerous if you have through traffic on right lanes of westbound Braddock Road.</b>	Three concepts were studied at this location. Option 1 will restrict this movement; however, the volumes making this turn are very low. There are alternative access points north and south bound from Braddock Road which facilitate access to the residential neighborhood. The Base Option and Option 2 do not restrict this movement. It should be noted that the preferred alternative will be selected after further evaluation and comparison of these three concepts.
<b>Neighborhood access/crossing Braddock Road</b>	
<b>The number of U-turns that will be needed as a result of this will be quite substantial. Will that inhibit access to and from the neighborhoods?</b>	The access restrictions to side streets were previously evaluated in the initial Fairfax County Study. Any U-turns that will be needed along the corridor will be accommodated with a traffic signal.
<b>Where there is no signal, will the median block all cross traffic turns? For example, if traveling East on Braddock, can you still turn left on Stone Haven Dr.?</b>	At some of the unsignalized locations there will be some turn restrictions. For instance, at Stone Haven Drive, vehicles will be allowed to turn left from eastbound Braddock Road. However, vehicles will not be able to turn left from Stone Haven Drive to eastbound Braddock Road.
<b>Schedule/Phases</b>	
<b>Why does Phase 2 stop at Humphries Drive?</b>	This was determined by Fairfax County as a result of the cost of the project and a logical termination point. Continuing to Humphries Drive helps to accommodate dual left turns on eastbound Braddock Road at Guinea Road.
<b>Land use</b>	
<b>Does this project expand the use of land for residential housing?</b>	Land use along the corridor would be established by the Fairfax County Comprehensive Plan and Fairfax County zoning laws.
<b>Will this project impact the family cemetery in the woods on eastbound Braddock Road at Rolling Road?</b>	There will be little impact on the cemetery property due to grading from the new shared use path and the addition of drainage swales. Design plans are still being evaluated for impact reduction.
<b>I-495</b>	

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Summary Question	Response
<p><b>Will the signage leading up to the 495 intersection on the eastbound lanes be improved? People often make last-minute lane changes with the current layout, and there may be more confusion with the added lanes.</b></p>	<p>The consultant team will evaluate the need for improved signage and pavement markings throughout the interchange.</p>
<p><b>Was any consideration given to improving access/safety from the 495 eastbound off-ramp to northbound Ravensworth? Is the expectation that the double turn lane resolves that issue?</b></p>	<p>The off-ramp from the I-495 inner loop will provide a traffic signal for vehicles trying to make a left turn onto northbound Ravensworth Road. The traffic signal will be provided where a proposed “spur” from the off-ramp intersects Braddock Road. The new signal removes the current difficulty in having to get across multiple lanes on eastbound Braddock Road in order to get to the left turn lane when coming from the I-495 inner loop. Vehicles that want to either go straight on Braddock Road or take a right turn onto southbound Ravensworth Road would stay on the existing off-ramp that will remain in place for all of the alternatives.</p>

# Braddock Road Multimodal Improvement Project

## Summary of January-March 2022 Outreach Activities and Community Input

### SUMMARY OF EMAILS/LETTERS RECEIVED

VDOT received 694 emails and written comments sent between January 13 and March 1, 2022.

Similar to the Q&A from the meeting, the email and written comments were categorized based on their content as shown in the table below. The number of email/written comments in italics are subsets of the preceding categories. Some individual emails and letters had comments and questions that were categorized across multiple categories.

The majority of the emails and letters (more than 600 of the 694 received) referenced the Burke Lake Road intersection options (in particular, most of these letters supported option 2, which retains the signalized intersection with King's Park Drive), but comments were received on a variety of topics.

<b>Email and Letter Comment Category</b>	<b># of Emails/Letters</b>
<b>Burke Lake Road (critical intersection) - General</b>	<b>649</b>
<i>Support Option 2</i>	638
<i>Support removing Kings Park Drive traffic light</i>	2
<i>Request access to Woodland Way</i>	6
<b>Wakefield Chapel Road/Danbury Forest Drive (critical intersection)</b>	<b>24</b>
<i>Do not like RCUT/removal of left turn onto Wakefield Chapel Road from eastbound Braddock</i>	15
<i>Support the RCUT</i>	3
<b>Presentation (general)</b>	<b>12</b>
<b>Traffic modeling outcomes or process</b>	<b>8</b>
<b>Rolling Road (critical intersection)</b>	<b>6</b>
<b>General/Other</b>	<b>6</b>
<b>Burke Lake Road shared use path bridge</b>	<b>5</b>
<b>Bicycle, pedestrian, and/or transit facilities</b>	<b>3</b>
<b>Environmental/Noise</b>	<b>5</b>
<b>Ravensworth Road</b>	<b>2</b>
<b>Safety</b>	<b>2</b>
<b>Right-of-way</b>	<b>2</b>
<b>Schedule/phases</b>	<b>2</b>
<b>I-495</b>	<b>2</b>

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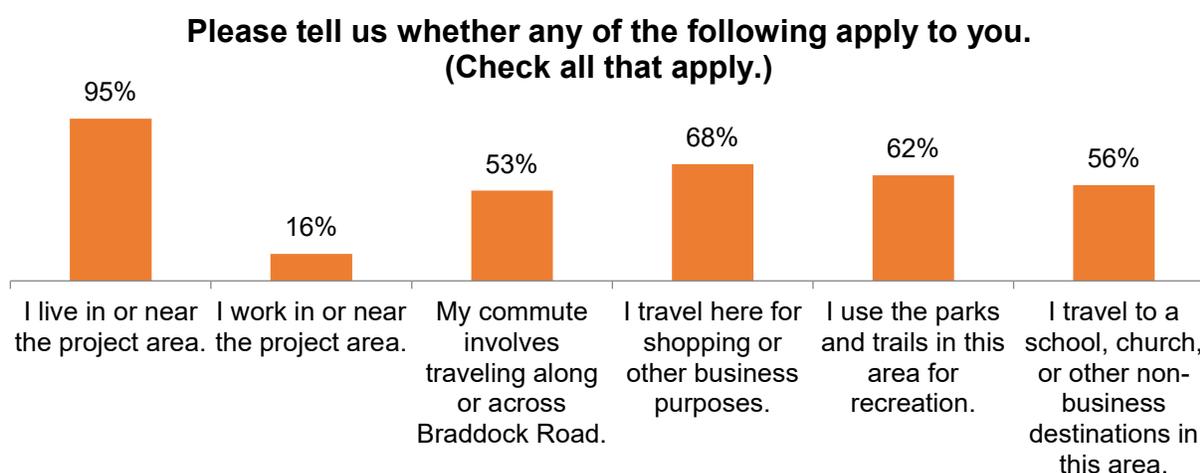
### SUMMARY OF SURVEY RESULTS

There were 593 responses to the survey, though not everyone responded to all questions. Though the survey was available in English, Spanish, and Vietnamese, all of the responses were received on the English survey.

#### SECTION 1: INFORMATION ABOUT RESPONDENTS

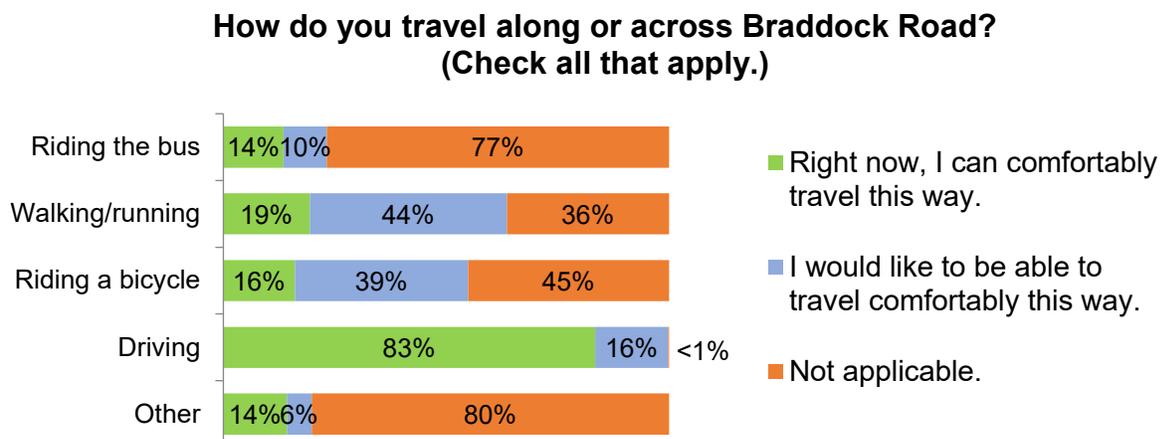
*Question 1: Please tell us whether any of the following apply to you.*

95% of the survey respondents live in or near the project area, and more than half use the corridor for other purposes, such as shopping, parks and recreation, school, church, etc. Only 16% of the respondents work in or near the project area.



*Question 2: How do you travel along or across Braddock Road?*

83% of respondents currently are comfortable driving in the study area, and an additional 16% would like to feel more comfortable when driving. Less than 20% of respondents currently feel comfortable riding the bus, walking/running, and riding a bicycle, but 39% and 44%, respectively, would like to be able to comfortably ride a bicycle or walk/run in the area.



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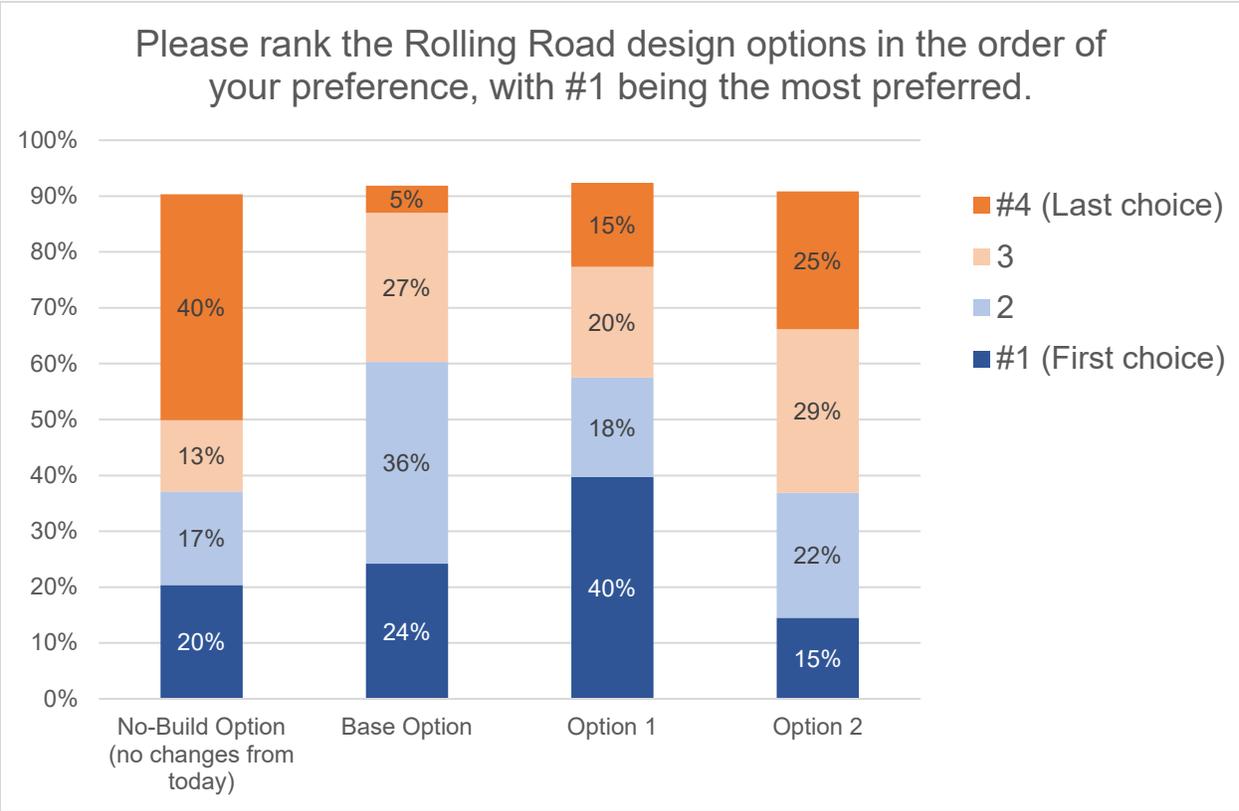
### SECTION 2: OPINIONS ABOUT THE DESIGN OPTIONS

#### Rolling Road Intersection

*Question 3: Please rank the Rolling Road design options in the order of your preference, with the first choice being the most preferred.*

393 people responded to this question (though not all gave a ranking to all options) and the percentages in the description and chart below show proportions of this number.

Intersection Option 1 for the Rolling Road intersection received the most “top choice” votes at 40% of all of the survey responses. The Base Option received the second most “top choice” votes (24%). The “no build” option was the least favored, with 53% of responses placing it in the bottom two choices in the ranking.



When looking at a weighted score (which gives 4 points for the top choice, 3 for the second choice, etc., and divides by the total number of responses to this question), Option 1 has a score of 2.67 and the Base Option has a score of 2.63.

Rolling Road Design Option	Weighted Score
No-Build Option (no changes from today)	1.98
Base Option	<b>2.63</b>
Option 1	<b>2.67</b>
Option 2	2.08

## Braddock Road Multimodal Improvement Project

### Summary of January-March 2022 Outreach Activities and Community Input

#### Question 4: Please briefly tell us why you chose that order for Rolling Road

Comments on this open-ended question were categorized into common response themes given (left most column) categorized based on the top choice given in the previous question. The number below each option indicates how many people chose that as their top choice; the percentage shown is a proportion of this number. Percentages do not necessarily add up to 100% for each of the top choices, as some of the individual survey responses gave multiple reasons, or no reasons, for their ranking.

Top Choice for Rolling Road Intersection & Reasons Given for Ranking Order	Top: No-Build Option (80)	Top: Base Option (95)	Top: Option 1 (156)	Top: Option 2 (57)	No top choice selected (205)
Improves flow of intersection	4%	8%	35%	12%	0%
Ped./bike safety	4%	9%	20%	28%	0%
Like exclusive right turn to Braddock Rd	1%	15%	4%	14%	0%
Want no changes	26%	5%	0%	2%	0%
Other	13%	4%	3%	4%	0%
Left turn to Braddock Rd from Rolling Rd is dangerous	4%	7%	1%	9%	0%
No channeling	4%	7%	1%	0%	0%
Making left turn into Red Fox Drive with consistent WB flow - safety concerns	1%	9%	0%	4%	0%
Keep lanes - no bulb out	1%	3%	3%	4%	0%
Safety (general)	0%	0%	4%	11%	0%
Most logical overall option for this intersection	0%	3%	1%	4%	0%
Keep light at Kings Park Dr [Not related to Rolling Rd]	6%	0%	1%	4%	0%
No details provided	29%	23%	35%	12%	97%

# Braddock Road Multimodal Improvement Project

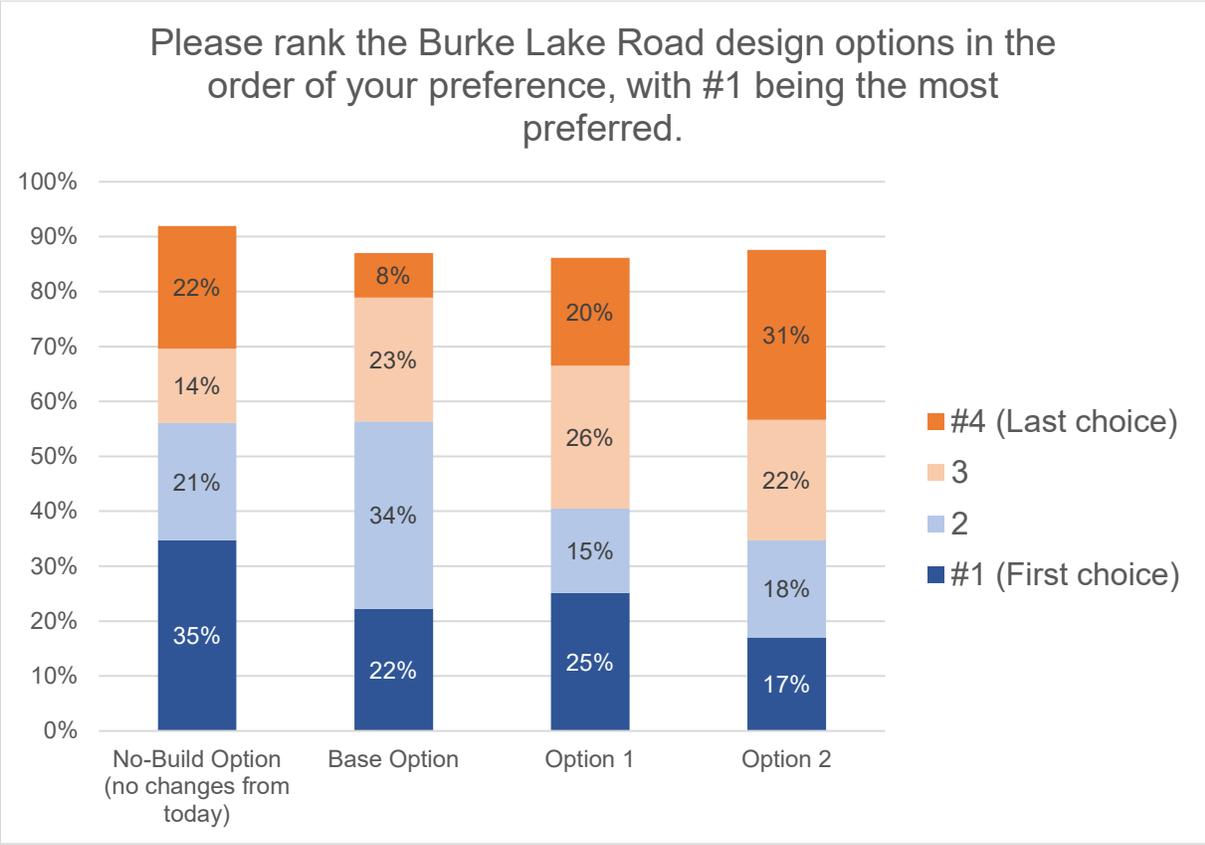
## Summary of January-March 2022 Outreach Activities and Community Input

### Burke Lake Road Intersection

Question 5: Please rank the Burke Lake Road intersection design options in the order of your preference, with the first choice being the most preferred.

346 people responded to this question (though not all gave a ranking to all options) and the percentages in the description and chart below show proportions of this number.

The “No Build” Option for the Burke Lake Road intersection received the most “top choice” votes at 35% of the responses. Option 1 received the second most “top choice” votes (25%), but 46% of the responses placed it in the bottom two in the ranking. Option 2 was the least favored, with 53% of the responses placing it in the bottom two in the ranking.



When looking at a weighed score (which gives 4 points for the top choice, 3 for the second choice, etc., and divides by the total number of responses to this question), the No Build option has the highest score (2.52) and the Base Option has the second highest score (2.45).

Burke Lake Road Design Option	Weighted Score
No-Build Option (no changes from today)	2.52
Base Option	2.45
Option 1	2.18
Option 2	1.96

## Braddock Road Multimodal Improvement Project

### Summary of January-March 2022 Outreach Activities and Community Input

#### Question 6: Please briefly tell us why you chose that order for Burke Lake Road

Comments on this open-ended question were categorized into common response themes given (left most column) categorized based on the top choice given in the previous question. The number below each option indicates how many people chose that as their top choice; the percentage shown is a proportion of this number. Percentages do not necessarily add up to 100% for each of the top choices, as some of the individual survey responses gave multiple reasons, or no reasons, for their ranking.

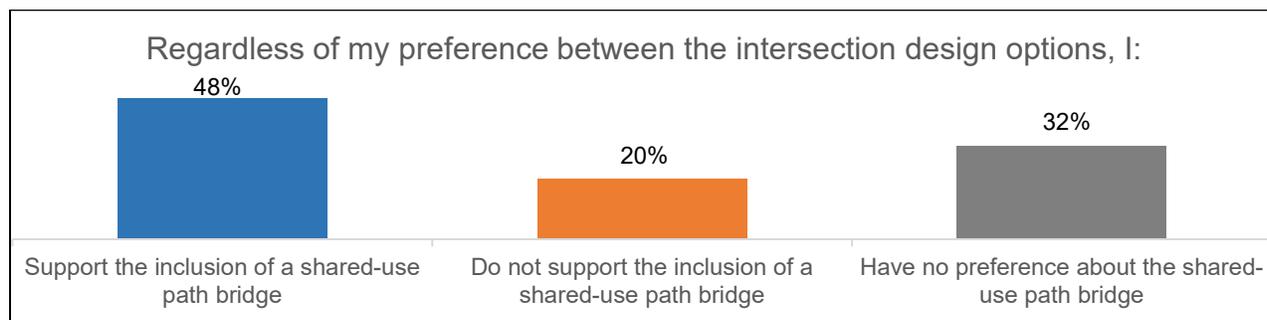
Top Choice for Burke Lake Road Intersection & Reasons Given for Ranking Order	Top: No-Build Option (120)	Top: Base Option (77)	Top: Option 1 (87)	Top: Option 2 (59)	No top choice selected (250)
Keep Kings Park neighborhood access (i.e., do not remove signal)	31%	5%	3%	56%	0%
Keep RT onto Burke Lake Road	17%	31%	5%	3%	1%
Allow Burke Lake Road northbound access or WB turn	23%	5%	7%	2%	1%
Like right in, right out shopping	8%	14%	16%	2%	0%
Remove light at Kings Park Drive	0%	13%	24%	2%	0%
Want no changes	18%	0%	1%	2%	1%
Other	8%	5%	9%	2%	0%
Improves flow/clarity of intersection	2%	9%	10%	3%	0%
Ped./bike safety	0%	3%	14%	8%	0%
Like shared use path bridge	3%	5%	5%	2%	0%
Do not like shared use path bridge	3%	0%	3%	0%	0%
Safety (general)	3%	0%	2%	2%	0%
Like 3 right turn lanes from Burke Lake Road	1%	3%	1%	0%	0%
Do NOT like 3 right turn lanes from Burke Lake Road	0%	0%	3%	0%	0%
Keep Kings Park Drive crosswalk	0%	0%	0%	2%	0%
No details provided	14%	23%	24%	25%	97%

## Braddock Road Multimodal Improvement Project

### Summary of January-March 2022 Outreach Activities and Community Input

*Question 7: Regardless of my preference between the intersection design options, I: support, do not support, or have no preference about the shared-use path bridge*

352 people responded to this question and the percentages that follow show proportions of this number. Nearly half of respondents (48%) support the inclusion of a shared-use path bridge in the Burke Lake Road intersection design. 20% do not support the path, and 32% have no opinion.



*Question 8: If you would like to share more about the shared-use path bridge, please do so here.*

Comments on this open-ended question were categorized into common response themes (left most column) based on the selection related to the bridge. The number below each option indicates how many people chose that as their top choice; the percentage shown is a proportion of this number. Percentages do not necessarily add up to 100% for each of the selections, as some of the individual survey responses gave multiple reasons, or no reasons, for their selection.

Bridge Selection & Additional Comments Provided	Support the bridge (169)	Do not support the bridge (72)	Have no preference (111)	No selection (241)
Not needed/low use	1%	39%	3%	0%
Bridge good for safety	12%	1%	2%	0%
Cost too high	1%	14%	3%	0%
Support (general)	8%	0%	0%	0%
Put bridge elsewhere (at this intersection or otherwise)	3%	3%	4%	0%
Other	3%	6%	2%	0%
No strong opinions	1%	1%	5%	0%
Want data on use	1%	7%	1%	0%
Needs maintenance	3%	1%	0%	0%
Bridge good for connections to school, shopping, etc.	2%	0%	1%	0%
Bridge must be attractive	1%	1%	0%	0%
Bridge good for traffic	2%	0%	0%	0%
ADA concerns	1%	0%	0%	0%
Environmental concerns	0%	1%	0%	0%
No details provided	64%	33%	80%	99%

# Braddock Road Multimodal Improvement Project

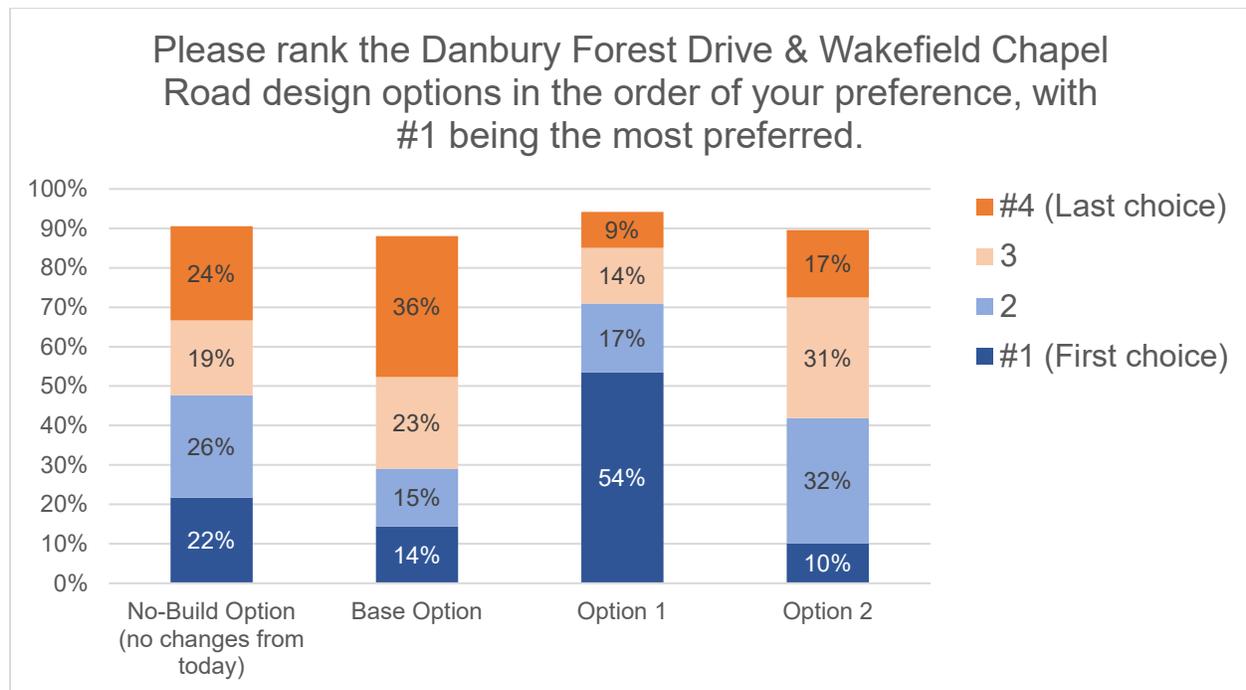
## Summary of January-March 2022 Outreach Activities and Community Input

### Danbury Forest Drive and Wakefield Chapel Road Intersection

*Question 9: Please rank the Danbury Forest Drive & Wakefield Chapel Road design options in the order of your preference, with the top/#1 being the most preferred.*

327 people responded to this question (though not all gave a ranking to all options) and the percentages in the description and chart below show proportions of this number.

Option 1 for the Danbury Forest Drive & Wakefield Chapel Road intersection received the most “top choice” votes at 54%. The No Build Option received the second most “top choice” votes (22%). The base Option was the least favored, with 59% of the responses placing it in the bottom two in the ranking.



When looking at a weighed score (which gives 4 points for the top choice, 3 for the second choice, etc., and divides by the total number of responses to this question), Option 1 has the highest score at 3.04 and the No Build Option has the second highest at 2.27.

Danbury Forest Drive/Wakefield Chapel Road Design Option	Weighted Score
No-Build Option (no changes from today)	2.27
Base Option	1.84
Option 1	<b>3.04</b>
Option 2	2.14

## Braddock Road Multimodal Improvement Project

### Summary of January-March 2022 Outreach Activities and Community Input

*Question 10: Please briefly tell us why you chose that order for Danbury Forest Drive & Wakefield Chapel Road*

Comments on this open-ended question were categorized into common response themes given (left most column) categorized based on the top choice given in the previous question. The number below each option indicates how many people chose that as their top choice; the percentage shown is a proportion of this number. Percentages do not necessarily add up to 100% for each of the top choices, as some of the individual survey responses gave multiple reasons, or no reasons, for their ranking.

<b>Top Choice for Danbury Forest Drive/Wakefield Chapel Road Intersection &amp; Reasons Given for Ranking Order</b>	<b>Top: No-Build Option (71)</b>	<b>Top: Base Option (47)</b>	<b>Top: Option 1 (175)</b>	<b>Top: Option 2 (33)</b>	<b>No top choice selected (267)</b>
Realigning makes sense/is the simplest option	1%	0%	34%	3%	0%
Don't limit turns at the intersection	13%	0%	21%	15%	0%
Do not like the U-Turn/RCUT	11%	0%	15%	15%	0%
Limit environmental impacts or noise	8%	21%	4%	30%	0%
Reduce signals	8%	11%	11%	3%	0%
Like U-Turn/RCUT	3%	38%	0%	0%	0%
Want least confusing option	6%	4%	4%	12%	0%
Safety as priority	3%	11%	5%	0%	0%
Other	1%	6%	4%	9%	0%
Improves flow at intersection	3%	6%	3%	0%	0%
U-Turn/RCUT seems less safe	3%	0%	3%	6%	0%
Want no changes	11%	0%	0%	0%	0%
Cost effectiveness	3%	6%	0%	0%	0%
Bike/ped. safety	1%	2%	1%	0%	0%
Best for Danbury Forest	0%	0%	1%	3%	0%
U-Turn/RCUT seems like it would lead to cut through traffic	1%	0%	1%	0%	0%
Like channeled WB lanes	0%	0%	1%	0%	0%
No details provided	31%	15%	19%	27%	99%

# Braddock Road Multimodal Improvement Project

## Summary of January-March 2022 Outreach Activities and Community Input

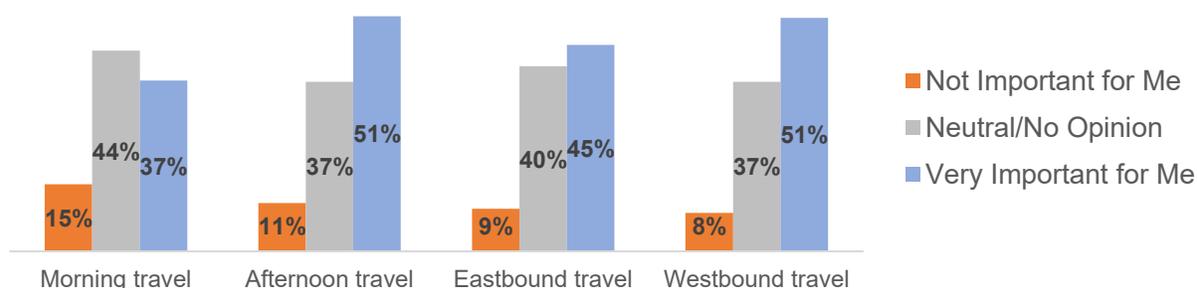
### SECTION 3: OTHER INPUT

*Question 11: Please let us know if you have preferences about which time or direction of travel should be prioritized.*

323 people responded to this question and the percentages in the chart below show proportions of this number.

Afternoon travel was chosen as “very important” by 51% of respondents, while 37% said the same for morning travel. In terms of direction, 51% of respondents said westbound travel was very important, while 45% said the same for eastbound travel.

**Please let us know if you have preferences about which time or direction of travel should be prioritized.**



*Question 12: If you have any other comments about the design options or have any additional information or suggestions that you think will assist in the completion of the project, please tell us here.*

Comments on this open-ended question were categorized into common response themes, shown in the table below.

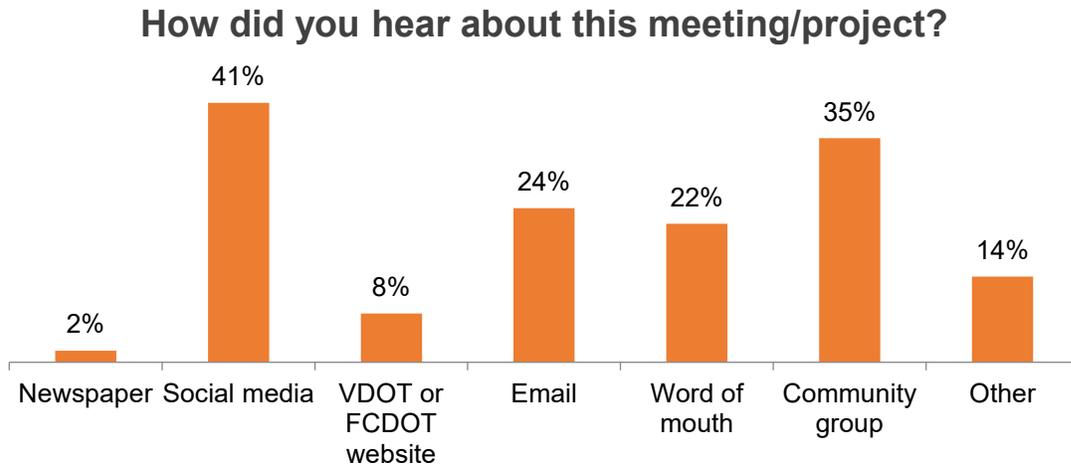
Comment category	# Comments
Roadway recommendations or comments	18
AM/PM considerations	17
More bike/ped. focus desired	15
Neighborhood impacts	15
Kings Park impacts	12
Comments about other specific locations not covered in survey	9
Environmental concerns	6
More transit focus desired	5
Data request	4
No more signals	4
Noise concerns	3
Safety	2
Other	10

# Braddock Road Multimodal Improvement Project

## Summary of January-March 2022 Outreach Activities and Community Input

### Question 13: How did you hear about this meeting/project?

Most heard about this meeting/project from social media (41%) or community groups (35%). Many heard about the project from Supervisor newsletters. 324 people responded to this question and the percentages shown are a proportion of that number.



### Question 14: Contact Information (optional)

Responses to this question are not summarized in this document.