

Supervisor Cook Announces Final Plans for Braddock Road Improvement Project

After more than two years of study and significant community input, I am pleased to announce the final plans for the Braddock Road Improvement Project. Seventeen intersection and corridor improvements will be constructed between Guinea Road and Ravensworth Road. (See list of improvements below.) Ten-foot wide shared use (pedestrian and bicycle) paths will be built on both sides of Braddock Road throughout the corridor. The county will not build a transit center or park-and-ride lot as part of this project.

Pedestrian and bicycle improvements include not only the mixed use paths, but all trail connections in the corridor will be completed. A “HAWK” (pedestrian controlled) signal will be constructed at Grantham and Burke Lake Road, with the shopping center entrance there becoming right in, right out only. Another “HAWK” signal will be constructed on Braddock Road, between Bradfield Drive and King David Boulevard/Dunleigh Drive. A HAWK beacon (High-Intensity Activated crossWalK beacon) is a traffic control device used to stop road traffic and allow pedestrians to cross safely. It is officially known as a Pedestrian Hybrid Beacon (PHB). The purpose of a HAWK beacon is to allow protected pedestrian crossings, stopping road traffic only as needed. Where standard traffic signal 'warrants' prevent the installation of a standard three-color traffic signal, the HAWK beacon provides an alternative. A pedestrian overpass will be constructed just west of Burke Lake Road across Braddock Road, with the potential of additional overpasses being added later.

The project will not include the construction of commuter parking. I believed commuter parking, such as a park and ride lot, was a potential future community asset worthy of serious study. Following our study, it is clear the community does not want it, and I therefore will not impose it. If in the future the community wishes to consider commuter parking options, the community can initiate a review at such time. While the citizen task force had considered a recommendation to delay a final decision on a park-and-ride lot at the Kings Park Shopping Center until after construction of road improvements, I have opted to make the decision not to construct now. Any delay in such decision would have resulted in endless questions about what the ultimate decision was going to be, and the ongoing discussion would be a distraction from the important work of getting done what the community has agreed to construct.

These improvements are all in line with those recommended by our citizen task force, which worked with county staff and consultants for more than two years to review numerous options for improving the functioning of the corridor. The genesis of this project dates back to 2005 when a citizen Area Plan Review (ARP) task force placed on the comprehensive plan the concept of commuter parking at the Kings Park Shopping Center, feeding into new HOV-bus lanes to be constructed on Braddock to the Beltway. When funding for this project became available as a result of the 2013 state transportation bill, I proposed that a new citizen task force pick up where the prior task force left off, and conduct an in-depth study of the corridor, working with county staff and consultants. As the task force dug into engineering and traffic studies, and considered public opinion, it became clear that the proposed HOV-bus lanes would not be effective in reducing travel time. I proposed that the group consider a range of smaller

intersection improvements, which the task force ultimately concluded would bring many of the perceived benefits of additional lanes, without the anticipated negative results, and at a much lower cost.

The pedestrian and bicycle improvements in the plan will connect existing trails and support additional bus service in the corridor by creating safe and easy walking and biking options throughout the corridor. Access to the Kings Park Shopping Center will improve through the addition of the Hawk signal at Grantham and the pedestrian overpass across Braddock Road.

This study was complex and difficult. I want to thank the task force again for all its work. I also want to thank the hundreds of residents who attended four large community meetings, and the almost 1600 people who responded to our online survey regarding commuter parking options. The discussion was sometimes pointed and tempers sometimes flared, but in the end the community had an unprecedented opportunity for true input into an important transportation project in our community. I look forward to continuing to work with the community as we move through the detailed engineering planning and construction phases over the next several years.

The next stage of this project will be to move into final engineering design. To assist county engineers in that effort, and provide residents with the additional opportunity to provide input on the specifics of the intersection improvements, the county will hold six workshops this fall. Each workshop will focus on a specific stretch of the corridor and will allow residents to speak directly with the engineers working on the final design plans. The schedule of workshops is as follows:

Sep 18, Guinea to Dunleigh-King David, 7:30 pm in Braddock Hall

Oct 2, Wakefield Chapel-Danbury Forest, 7:30 pm in Braddock Hall

Oct 18, Beltway area, 7:30 pm in Braddock Hall

Oct 25, Burke Lake Intersection, 7:30 pm in Kings Park Library

Nov 16, Ravensworth, 7:30 pm at Ravensworth Baptist Church, 5100 Ravensworth Rd, Annandale, VA 22003, with Mason Supervisor, Penny Gross

Dec 11, Burke Lake Intersection 2nd meeting, 7:30 pm in Kings Park Library

More details on the project can be found here: [Braddock Road Multimodal Study](#) .

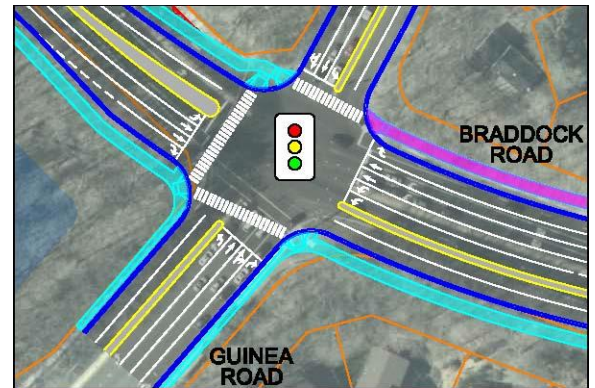
The final staff report is in the last stages of editing and will be posted in the next few weeks.

A pictorial summary of the specific proposed improvements follows:

- Braddock Road at Guinea Road:



Existing



Proposed

- Due to the Braddock Road realignment, the entire intersection would shift to the South
- Northbound approach converted to left-turn, through-right, right-turn lanes (no additional pavement)
- Extend two-lane Northbound section north of intersection to Burnetta Drive
- Add right turn lane to Westbound Braddock Road turning on to Northbound Guinea Road

- Braddock Road at Bradfield Drive:



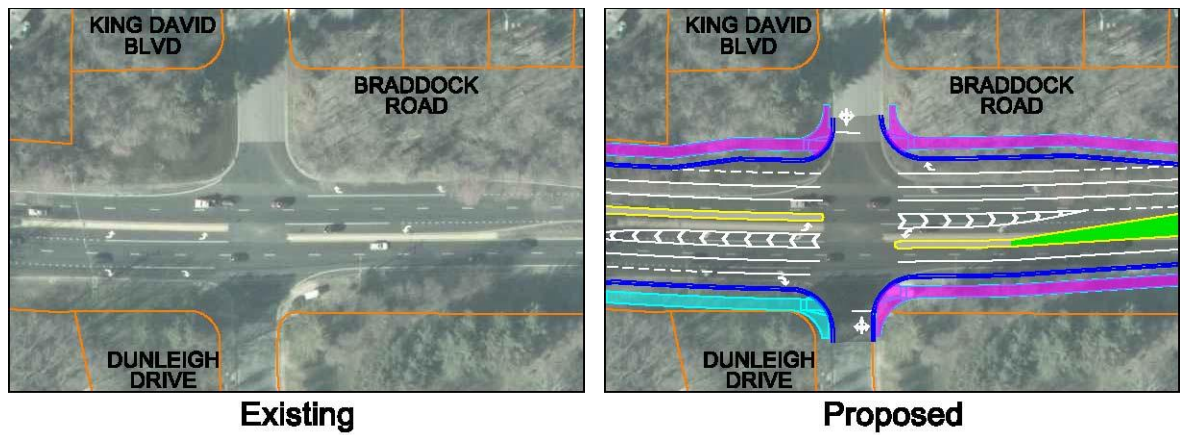
Existing



Proposed

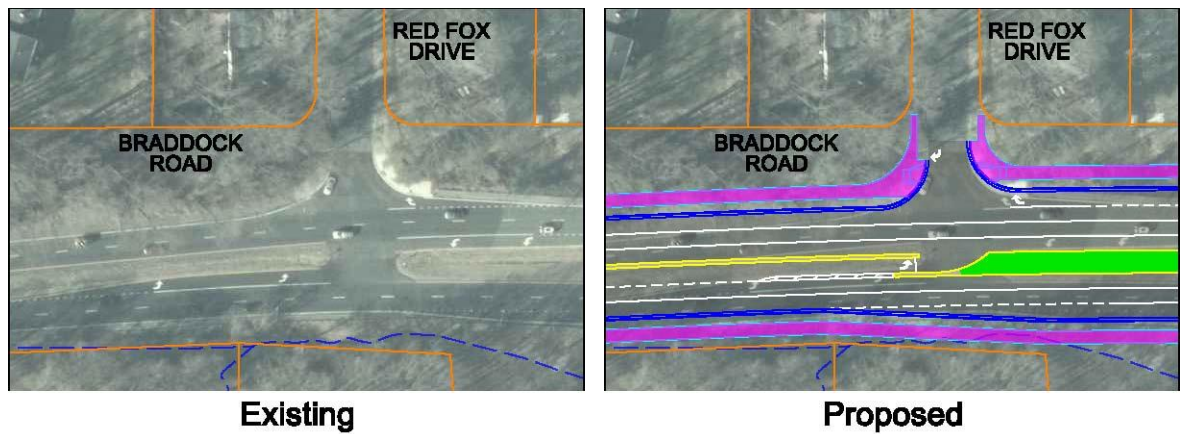
- Restrict Bradfield Drive intersection to right in/right out both directions with channelized Braddock Road Westbound left-turn lane to Bradfield Southbound

- Braddock Road at Dunleigh Drive/King David Blvd:



- Within the vicinity of the intersection the median would be widened to 30 feet wide to provide a safe area for left turning vehicles from the side streets to stop in the median area

- Braddock Road at Red Fox Drive (western connection):

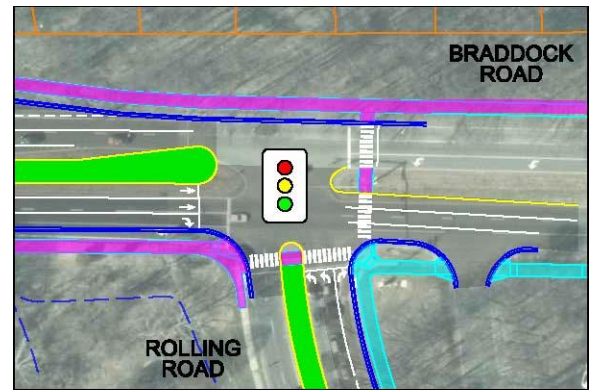


- Restrict Red Fox Drive (western connection) to right in/right out with channelized Braddock Road Eastbound left-turn lane to Red Fox Drive Northbound (western connection)

- Braddock Road at Rolling Road:



Existing



Proposed

- Add right turn lane along Rolling Road Northbound and convert the existing right/left share lane along Rolling Road Northbound to left only

- Burke Lake Road at Grantham Street:



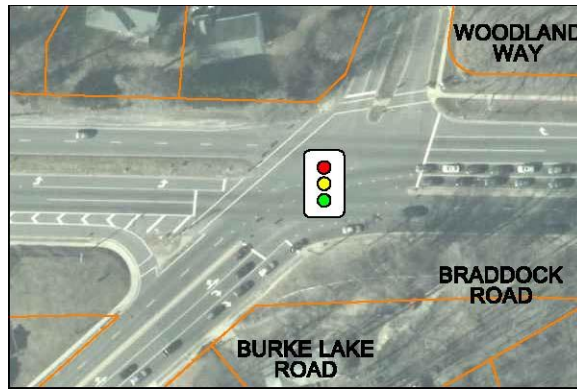
Existing



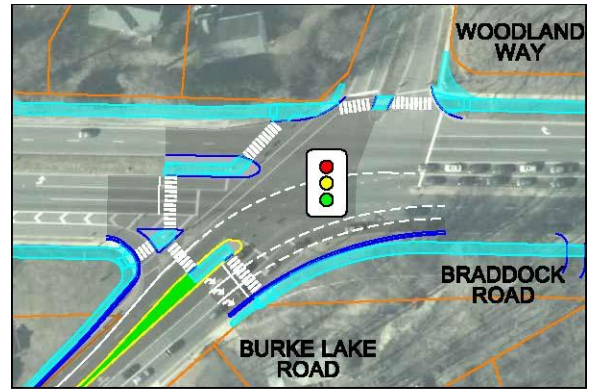
Proposed

- Restrict Grantham Street to right in/right out
- Restrict shopping center drive to right in/right out with a left in from Burke Lake

- Braddock Road at Burke Lake Road:



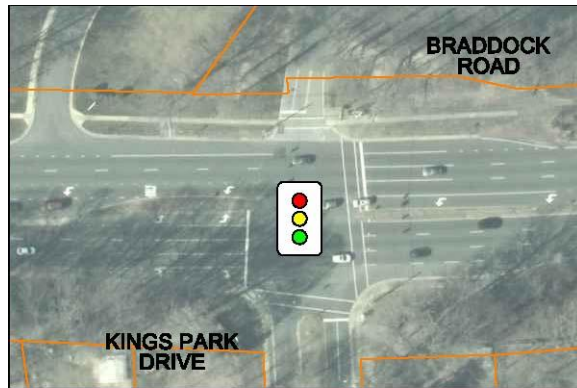
Existing



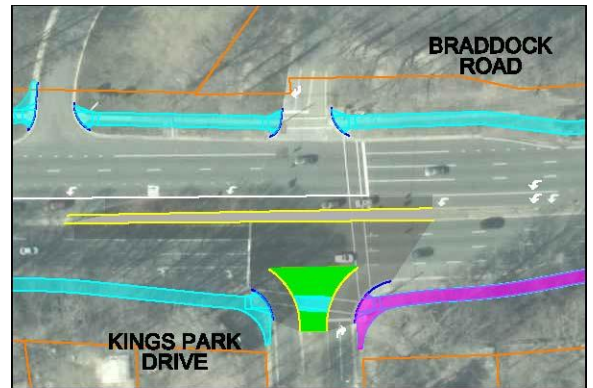
Proposed

- Convert Northbound approach to triple right-turn only
- Northbound right-turn-on-red prohibited
- Extend Braddock Road Westbound dual left turns

- Braddock Road at Kings Park Drive:



Existing



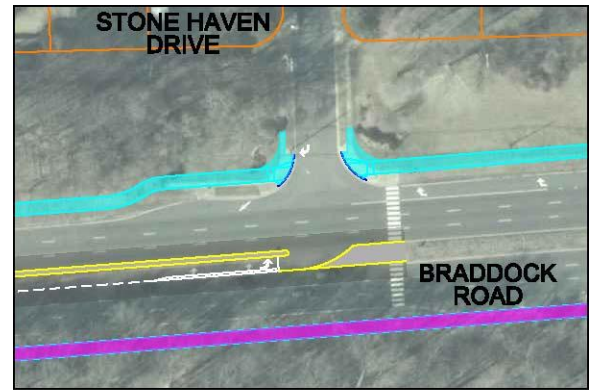
Proposed

- Restrict Kings Park Drive to right in/right out with additional median on Braddock Road, thereby permitting the extended Westbound left turn lane approaching Burke Lake Road
- Restrict the Parkwood Baptist Church access to right in/right out with additional median on Braddock Road

- Braddock Road at Stone Haven Drive:



Existing



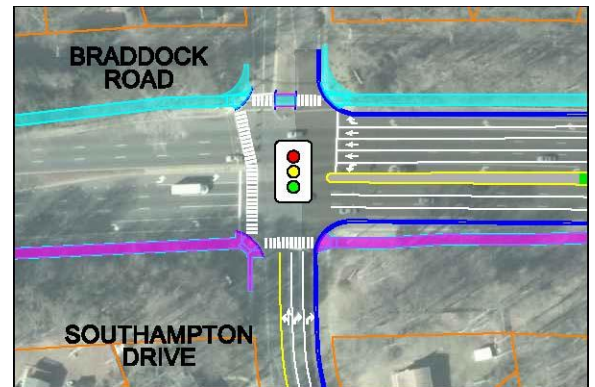
Proposed

- Restrict Stone Haven Drive to right in/right out with channelized Braddock Road Eastbound left-turn lane to Stone Haven Drive Northbound

- Braddock Road at Southampton Drive:



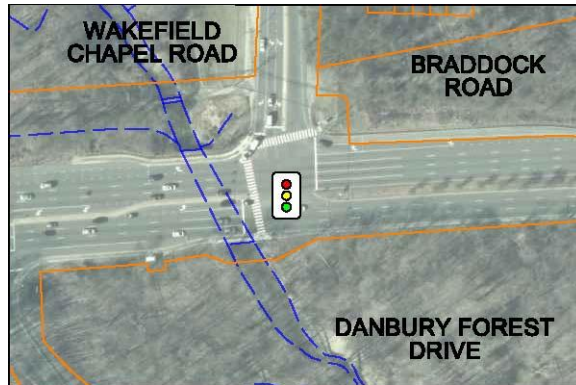
Existing



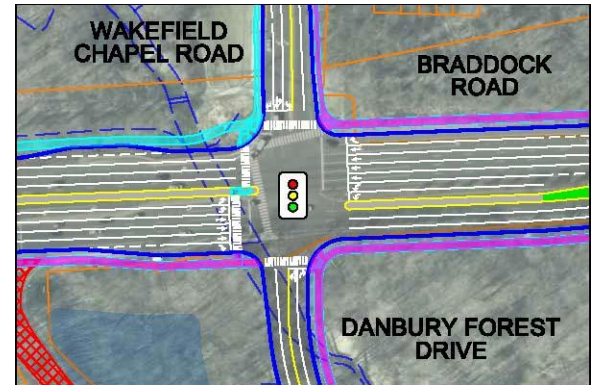
Proposed

- Add additional right turn lane to Southampton Northbound turning on to Eastbound Braddock Road

- Braddock Road at Danbury Forest Drive/Wakefield Chapel Road (Conventional Intersection):



Existing



Proposed

- Realign Danbury Forest Drive to meet Wakefield Chapel Road
- Convert the Eastbound and Westbound left turn movements on Braddock Road to dual left-turn lanes
- Extend a second travel lane along Wakefield Chapel Road Northbound up to Stahlway Lane
- Danbury Forest Drive to be a four-lane roadway until tying into the existing roadway

- Braddock Road at Glen Park Road:



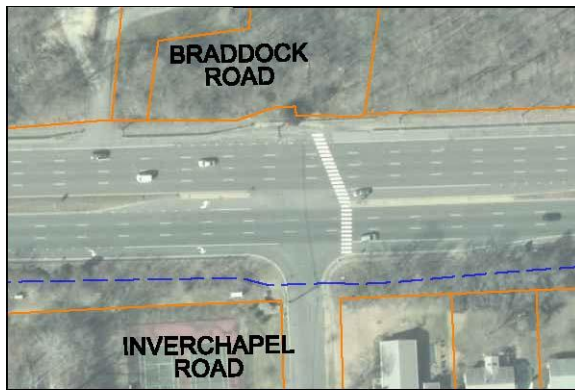
Existing



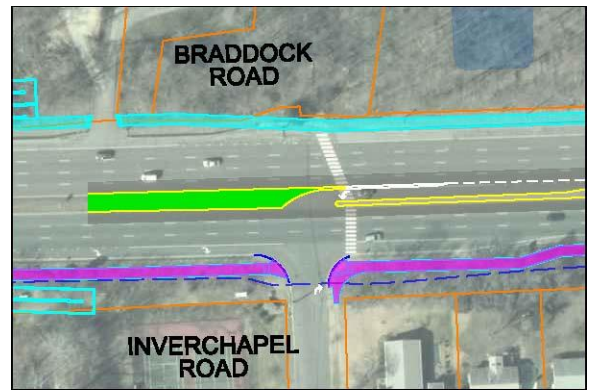
Proposed

- Restrict Glen Park Road to right in/right out with additional median on Braddock Road

- Braddock Road at Inverchapel Road:



Existing



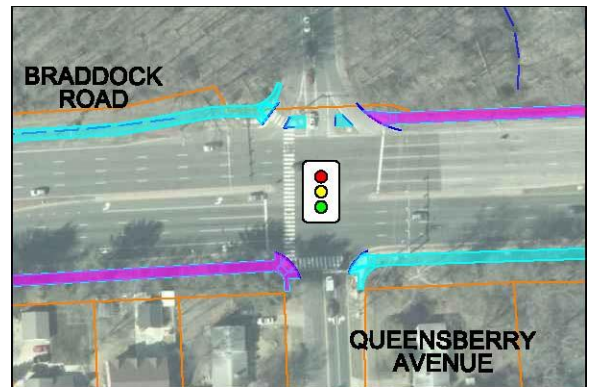
Proposed

- Restrict Inverchapel Road to right in/right out with channelized Braddock Road Westbound left-turn lane to Inverchapel Road Southbound

- Braddock Road at Queensbury Avenue:



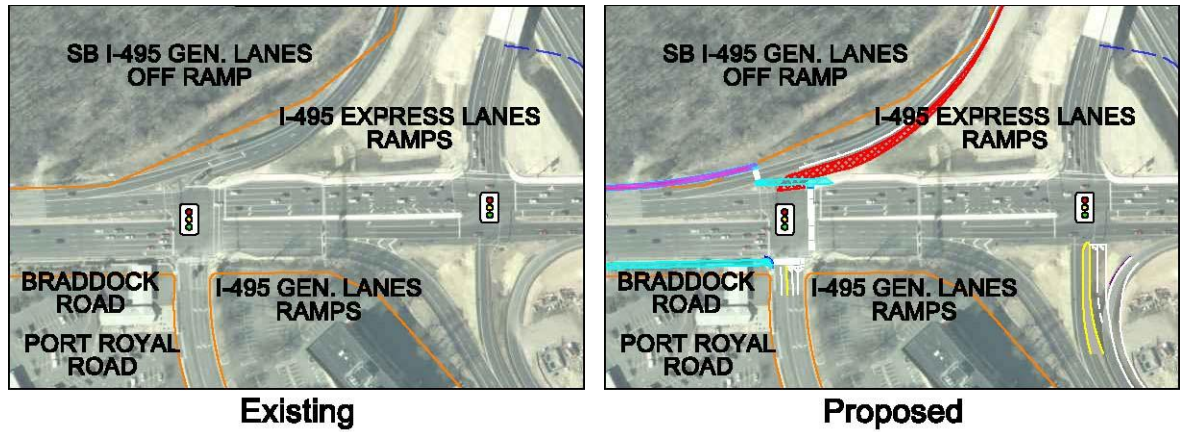
Existing



Proposed

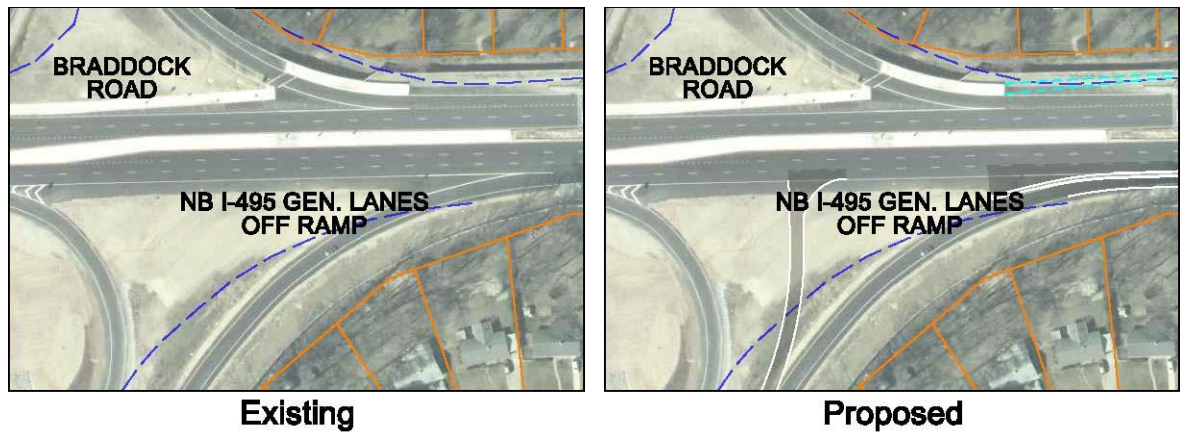
- No Changes

- Braddock Road at Port Royal Road/I-495 Southbound to Westbound exit ramp:



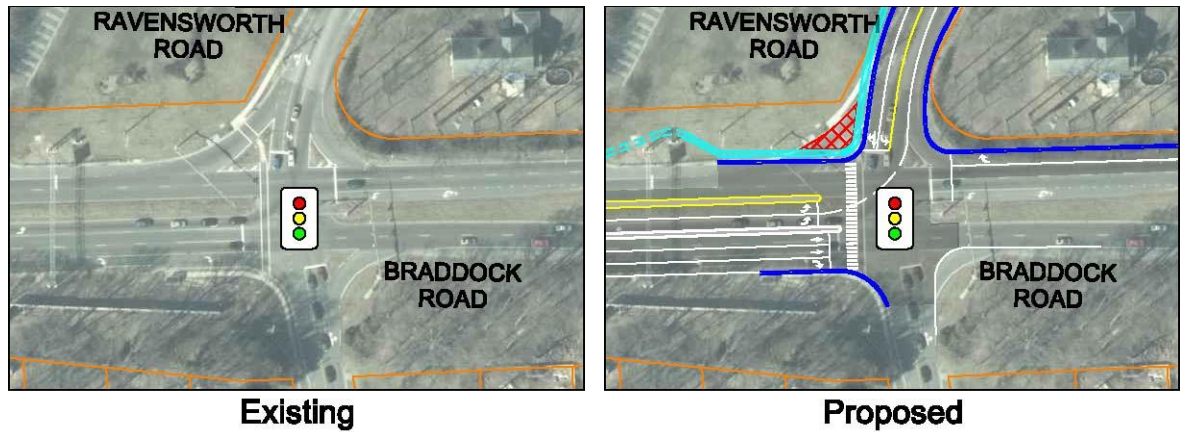
- Eliminate movement from Southbound I-495 ramp to Port Royal Road
- Southbound I-495 Ramp to Port Royal Road traffic routed to SW quadrant with new left-turn ramp (dual left turn) at Braddock Road, then left-turn from Westbound Braddock Road to Port Royal Road

- Braddock Road at I-495 Northbound to Eastbound Exit Ramp:



- Add a second ramp to create a more perpendicular intersection, creating additional weaving/storage distance along Braddock Road Eastbound turning on to Ravensworth Road Northbound

- Braddock Road at Ravensworth Road:



- Convert Eastbound approach to dual left-turn lanes turning on to Ravensworth Road Northbound
- Create Northbound dual lanes along Ravensworth Road that merge together before Heritage Drive
- Eliminate the right turn slip lane on Ravensworth Road Southbound turning onto Braddock Road Westbound
- Add left turn lane to Ravensworth Road Northbound turning onto Heritage Drive

Thank you again to the many community members who provided input on this project. Your work has made a difference.

John C. Cook
Braddock District Supervisor