

## **Braddock Road Project Comments**

## July 20, 2017

The Friends of Accotink Creek offer these comments following the June 26, 2017, Braddock Road Project public meeting:

"Begin with the premise that the automobile must accommodate the earth, rather than vice versa."

As we approached the June 26<sup>th</sup> public meeting, the sign placed outside pointed the wrong way.

— This design points the wrong way, too, toward the past and not the future. —

Accotink Creek and its Long Branch tributary, both affected by this project, are the subjects of a TMDL report. The proposed realignment of Danbury Forest Drive can only add environmental insult to Long Branch in particular, whose wooded buffer is to be sacrificed right down to the banks.

Proposed stormwater ponds seem to be positioned without concern for loss of tree cover. Can't we do better?

Let's incorporate TMDL and general watershed and environmental health considerations into this project from the beginning as goals, not as afterthoughts to satisfy legal requirements. Synergy and cost savings will result when responsible entities coordinate with one another, rather than engaging in duplicative efforts at cross purposes.

Our planet is on fire, yet we accommodate even more automobiles. However much we wish it would go away, climate change is real. Facing it demands real actions here and now – not some other place – not some distant tomorrow.

More pavement equals increasing heat island effect, hastening us toward the precipice.

The placement of shared use lanes adjacent to the road is problematic:

- One of the shared uses becomes a place for VDOT to pile snow in winter, rendering the path impassable for weeks at a time, and making a mockery of its intended benefits.
- Having cleared away the tree cover in the right-of-way to make room for the path, in summer its users swelter in the sun from above and the heat radiating off sunbaked asphalt from below.
- In all seasons, users are serenaded by the jarring grind and rumble of speeding traffic, just an arms-length away.
- Reconsider the alternative of upgrading and regular maintenance for the existing path, preserving the existing tree cover.
- Reconsider the need for shared use paths on both sides. One side would suffice, again sparing tree cover.
- Consider the alternative of simply marking out a roughly parallel bike route along adjacent residential streets, already suitable for casual bike riders.

Given the residents' opposition to the Kings Park Shopping Center location, consider locating a transit center nearby the corridor at the existing Rolling Road VRE/Morrissette Drive or the shopping center on Burke Road, thus bringing in connections to rail, as well as bus.

Wherever a transit center might be located, how beneficial it would be to put an intensive green roof on it.

A park & ride offers opportunities for pervious pavement and other BMP stormwater controls. A park& ride offers opportunities for overhead solar panel installation.

Open space sacrificed to a park & ride should be compensated with many trees in and around the lot.

This is not the last time. Population will grow and we will be back here again.

Sincerely yours,