



November 24, 2017

The Friends of Accotink Creek wish to submit comments on the Braddock Road Project:

The loss of wooded habitat and resource protection area along the banks of Long Branch that would be caused by the proposed realignment of Danbury Forest Drive is environmentally unacceptable. We urge alternatives such as:

- Innovative synchronization of traffic signals at Wakefield Chapel and Danbury Forest
- Turning Danbury Forest into a cul-de-sac, eliminating direct access to Braddock Road
- Eliminating left turns from Braddock Road onto Danbury Forest

Innovative stormwater BMPs should be employed to minimize the footprint of stormwater control ponds. Where unavoidable, stormwater ponds should be located to minimize tree disturbance. The recent stream restoration at the entrance to Wakefield Park was a lost opportunity for agencies to collaborate to achieve mutual stormwater goals. The area cleared adjacent to Braddock Road for the stream restoration could still be incorporated into stormwater controls.

No net loss of tree cover or habitat should be caused by the project. Equivalent replanting should occur in closely adjacent areas.

The project corridor is thick with invasive alien plant species. Long-term invasive plant control should be instituted on whatever vegetated areas remain along the right of way.

Users of the multi-use path should not be left to bake in the summer sun. Planting shade trees of suitable native species will improve user comfort and also somewhat reduce the heat island effect of increased asphalt pavement.

One of the well-known uses of multi-use paths is a convenient place for snowplows to dump snow in winter, rendering the path impassible for weeks after each snowstorm. In addition to not allowing this practice, the multi-use path should itself be cleared of snow, just as roadways are.

Consider enhancement of the existing bike path as an alternative to laying more asphalt for new paths.

Cities across the nation and around the world have cyclovia events where streets are closed to vehicles for pedestrian and bicycle use. Why not institute a Braddock Road Cyclovia annually, quarterly, monthly?

More asphalt will not help Fairfax County meet its increasing obligations for stormwater control enhancements, especially the Accotink Creek TMDL. Consider the use of pervious materials for any paved surfaces.

Global warming is real no matter how much we wish it would go away. Replacing trees with asphalt will not help Fairfax County reach its goals of contributing to avoiding this global calamity. How petty our concerns about driver convenience will seem in the future.

It is not too late to:

- Start over, scratch plans for additional paving, and instead convert existing lanes to bike paths and bus rapid transit.
- Or think of the solutions of the future and just put a monorail down the median.

Sincerely,

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"Dominion over nature is a gift which has been given us yoked to the trust for its preservation."