



RE: Braddock Road Multimodal Improvements

Comments of the Friends of Accotink Creek

September 15, 2026

To: VDOT

General

We appreciate the efforts made by the project designers to reduce earlier foreseen impacts to tree cover and wetlands.

In particular, we thank you for continuing to hold firm against realigning Danbury Forest Drive through the wooded floodplain of Long Branch. The care this decision shows for environmental concerns is much appreciated.

Categorical Exclusion

Invasive species:

- Bamboo groves are present on both sides of Braddock Road. Recent VDOT abatement efforts should be continued until eradication is accomplished.
- Invasives abatement within the full width of the right of way should be undertaken during and after the project. This should be done in collaboration with adjoining landowners, especially Fairfax County Park Authority.
- Preemptive planting of retaining walls with native vines will assist in preventing establishment of invasives.

An existing paved trail exists on the north side of Braddock Road between Wakefield Chapel Road and Woodland Way. Where not incorporated into the new shared use path, this existing pavement should be removed and revegetation undertaken with native species.

The impacted wetlands in Accotink Stream Valley Park will not benefit from payments to some remote wetlands bank. In addition to those payments, stormwater retention facilities should be designed and maintained to mimic the impacted wetlands habitat.

Much of the project area is the subject of the [Long Branch Central Watershed Management Area Project](#) to reduce stormwater runoff. Coordination with Fairfax County Public Works to achieve maximum synergy toward the accomplishment of mutual stormwater control and erosion reduction goals is an opportunity not to be passed by.

Section 4(f) Evaluation

VI Avoidance Analysis:

Figure 6, “SUP on New Location on Northside of Braddock Road”, shows an improbably circuitous alternate route which disregards the existing bike trail from Wakefield Park to Kings Park Shopping Center. It also improbably posits the construction of shared use paths on what are largely low-volume 25 mph residential streets.

Figure 7 “SUP on New Location on Southside of Braddock Road” Also shows an improbably circuitous route by disregarding the ease of connection to the existing north side bike trail.

4) “Project with SUP Improvements on One Side of Braddock Road Alternative”, seems to conflate the space requirements of the south side shared use path, the partial RCUT, and perhaps other features. The wording is not clear. In any case, foregoing the south side shared use path would have no impact on the partial RCUT or any other feature on the north side of Braddock Road.

Rather, foregoing the south side shared use path would spare the impact on tree cover and on the wetlands. It would also free funds for more productive improvements. We can judge the minimal usage shared use paths on Braddock Road will receive by simply observing how little usage the shared use path on Braddock Road west of Guinea Road now receives. One shared use path on the north side would amply accommodate demand.

If crossings of Braddock Road are not safe for pedestrians and bicyclists, then those crossing points should be made safe at a far lower cost in funds and tree cover. When this project is complete, pedestrians should be able to look at this stretch of Braddock Road and feel invited to cross in safety without needing to invoke the protection of prayer.

Access to transit stops on the south side can be accomplished by minimal spot improvements.

If the shared use path is needed on the south side of Braddock Road, why is there no plan to extend it the full length of the project to Ravensworth Road?

Howrey Field Park

The Howrey Field Park trail will be made redundant once the park is connected to the new shared use path. The remaining existing pavement should be removed and revegetation undertaken with native species.

Friends of Accotink Creek

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