

*Braddock Road
Fairfax County, Virginia*

**Meeting Summary:
Q&A and Survey From Pedestrian Bridge Meeting**
Meeting Date: June 20, 2018

Note: pedestrian bridge comments from previous meetings can be found on page 9

Meeting Q & A

1. Will the Bridge be screened in?

A: The Bridge will not be completely covered, but covered enough as to prevent users from throwing objects over the side.

2. Can you show any other suggestions of how the bridge design may change?

A: We will be testing out different materials and styles; when we reach the design stage we will develop alternatives and get community feedback. Regardless of any design, the long ramps will remain in the design for ADA compliance.

3. Have you considered elevators to eliminate the size of the ramps?

A: Elevators do not typically go in a facility like this due to high cost and maintenance.

4. Are there any recently installed pedestrian bridges in Fairfax County?

A: Some have been implemented at Metro stations but are fully covered (the pedestrian bridges along Braddock Road will not be fully covered). There is a new pedestrian bridge over the Dulles Toll Road near Wolf Trap. The County will do some research on this and post the findings on the website.

5. How will snow be handled?

A: There will likely be little to no snow removal, but the County is working to develop a low maintenance facility to ensure easy access for snow plowing/shoveling, salting the walkways, etc.

6. What about the option of a covered walkway to eliminate the issue of snow/ice removal?

A: Covered walkways cost more to construct and maintain.

7. Will there be security lighting on the bridge?

A: The County will be utilizing Crime Prevention through Environmental Design (CPTED) strategies and installing design features to create a safe space for users. Lighting will be installed at the top and bottom of the bridge.

8. Have you considered adding heater elements to the bottom of the bridge to prevent ice?

A: No, it is very expensive and high maintenance. Typically this is done in colder climates.

9. If the ice on the bridge cannot be cleared, are there alternative walking paths?

A: There are crosswalks at Rolling Road and Burke Lake Road.

10. Are pedestrian bridges really used?

A: Sometimes yes, sometimes no. There has been public demand for an alternative to connect the surrounding neighborhoods to King's Park shopping center. Our research and public outreach efforts ensure we are putting a structure like this in a place that it is wanted and will be used.

11. Is there a shared use path at the end of the bridge connecting straight in to the shopping center? Could you design the bridge to extend directly into the shopping center?

A: We would have to work with the shopping center to see if that would be a viable option. If the bridge cannot extend to their property, we will look in to signage options to direct pedestrians to the shopping center.

12. What is the projected timeline of this project?

A: This project is expected to be completed by 2025.

13. Will all 4 pedestrian bridges be implemented?

A: No, ideally one bridge at King's Park Shopping Center, and possibly 1-2 more.

14. Do you have the funds for the 2 additional bridges?

A: The current project scope and estimate includes up to 2 additional bridges.

15. What if no one uses the bridges?

A: The King's Park Bridge is a big priority; several people have complained about not being able to walk to the shopping center.

16. If you do not install a pedestrian bridge at Stone Haven Drive, what is your alternative for folks who don't have access to the transit locations?

A: Pedestrians can utilize the signalized crosswalks at the Southampton Drive intersection or the Burke Lake Road intersection.

17. Where can we find the slideshow from tonight?

A: It will be posted on the project website next week.

18. How many people actually ride the bus?

A: Braddock Road is a popular bus corridor based on data the County has collected. The County will post the current ridership data for the area on the project website.

*Table from Community Meeting #2 Summary:

Preferences: Corridor Wide Pedestrian/Bicycle Analysis: Place a GREEN dot on each location of the ped/bike bridge proposals that you feel best strengthens ped/bike access in the corridor, and a RED dot for locations where you would like to see a street level pedestrian crossing.

Location	Ped/Bike Bridge	Street Level Crossing
Intersection of Braddock and Woodland Way/Burke Lake Road	14	2
Braddock and Wakefield/Queensbury	14	
Braddock and Rolling Road	10	
Braddock and Wakefield Chapel/Danbury Forest	6	
Braddock and Bradford Drive	4	
Braddock and King David/Dunleigh	3	1
Braddock and Red Fox Drive (east)	4	
Braddock and Southampton	3	
Braddock and Red Fox Drive (west)	2	2
Braddock and Kings Park Drive	1	1
Braddock and Rolling Road (between Braddock and Burke Lake Road)	1	
Braddock and Inverchapel Road	1	
Braddock and Guinea Road		1
Braddock and Stone Haven Drive		1

**Table From Community Meeting #1 Summary:

Pedestrian Accommodations - Dot Votes

Mixed-Use Path (Philadelphia)	10
Pedestrian Bridge (Lynchburg, VA)	6
Off-Road Bicycle Path (Bethesda)	6
Pedestrian Bridge (Ohio to Erie Trail)	6
Pedestrian Bridge (Farmville, VA)	2
Pedestrian Signals (DC)	2
Pedestrian Bridge (Falls Church)	2
Crosswalk (Braddock Road & Union Mill Rd)	0