

**ISSUE PAPER**  
**ON**  
**BURKE ROAD CURVE IMPROVEMENTS PROJECT**

**ISSUE:** The proposed Fairfax County Department of Transportation (FCDOT) project to realign, upgrade and improve the Burke Rd. curve (located in the Pohick Planning District and Springfield District Supervisor's office) fails to take into account local community concerns and does not meet the vehicle, bicycle, pedestrian, private landowner and residential safety needs and likely increases safety concerns, especially vehicles travelling at excessive speeds on Burke Rd. FCDOT recently presented their project proposal (60% design) at a Citizen Information Meeting, 1 Jun 2017.

**BACKGROUND:** Burke Rd. is a Virginia DoT (VDoT) owned road. VDOT authorized FCDOT to manage the design of the project. In Feb 2015, the project was presented as an information project during a community engagement on the Burke Rd. lane diet and on-road bike lanes restriping project along with the Liberty Bell Parks and Trail project. Despite multiple attempts by residents and HOAs to engage directly with Fairfax County on the project design and until a 1 Jun 2017 scheduled meeting, no direct community engagements have occurred. Appendix One provides a chronology of known events since Feb 2015.

The area geography creates a confined community bounded by the CSX/Norfolk Southern railroad, Dominion Electric high-power distribution lines and Pohick Creek. Along this 2-mile stretch of road, Burke Rd. is the primary road into and out of the area between Rolling Rd. and Burke Lake Rd. There is one additional small residential outlet from Homewood Estates, Boothe Drive that exits directly onto Rolling Rd. Essentially, the entire length of Burke Rd. between Rolling Rd. and Burke Lake Rd. provide the only entry and exits for the community. All of the communities along this portion of Burke Rd., as well as the many VRE and Metro Bus commuters, are directly impacted by any project (Fairfax County, Virginia DoT, Virginia Railway Express, and others) along this road, as well as any adjacent property and landowners.

According to the 2013 Fairfax County Comprehensive Plan for the Pohick Planning District, there is limited projected residential growth in Pohick District and in the abutting planning districts, so there is neither plan to increase the capacity of Burke Rd. nor any plan to increase the VRE parking or commuter access to the VRE station or Metro Bus routes located on Burke Rd. Other than the limited information in the comprehensive plan, as far as the community is aware, there is no comprehensive approach to community concerns along Burke Rd. Not having a comprehensive approach for the variety of organizations or agencies that provide project support create a haphazard approach as they propose or execute their responsibilities along this section of Burke Rd. This is a significant detriment for the communities along Burke Rd.

**DISCUSSION:** The impact on the local communities of any project in this area has a significant impact, as well as the many daily VRE commuters and Metro Bus riders. There are several existing "hot spots" along Burke Rd. (see Appendix Two) with the singularly distinctive concern being the overall vehicle speed along Burke Rd. and related impacts on our community, pedestrian, vehicle, and bike safety, quality of life and ultimately expenditure of taxpayer funds.

Safety continues to be the primary concern, and safety along Burke Rd. is increasingly compromised primarily by vehicle speeds mixed with complex traffic decisions drivers, bikers, and pedestrians need to make along Burke Rd. as highlighted by the "hot spots". As now configured, Burke Rd. has multiple pedestrian and numerous bike lane and vehicle crossing points (some official and others unofficial). These crossing points and the vehicles speeds create the toxic conditions for community and commuter safety. Community safety should not be compromised by the Burke Rd. curve project that increases speeds around the Burke Rd. corner while creating additional "hot spots" or unacceptable conditions for the community residents, landowners, and local commuters.

There are several countywide projects in various stages of approval that have significant potential for impact along Burke Rd. The proposed Fairfax transportation center at Kings Park Shopping Center will force more "unrelated vehicle traffic" from Burke Lake Rd. and Rolling Rd. onto Burke Rd. as a traffic avoidance option. In addition, the widening and construction of Rolling Rd. between Old Keene Mill Rd. and the Fairfax County Parkway will also alter traffic patterns and likely increase commuters using the VRE and Metro Bus lines located on Burke Rd.

The recent (last couple of years) increase in VRE commuter use has created a VRE parking overflow problem onto Burke Rd. and into the adjacent open field area. There have been a couple of attempts by VDoT and Fairfax County to control the parking, but to no avail and has even resulted in more commuters using the local neighborhoods to find parking opportunities. There will be increasing pressure on the district supervisor's office, VDoT, and Fairfax County to find a solution for this problem and the adjacent communities need to be consulted with in the process.

It is difficult to assess how many of the existing 11 "hot spots" (Appendix Two) will be resolved along Burke Rd. with the proposed FCDOT project to upgrade and improve the Burke Rd. curve project, since there has been limited information

shared with the local community. More importantly, it is equally as difficult to assess how many “hot spots” will be created or exacerbated by the proposed project. However, it is likely there will be several “hot spots” created, especially with the increased speeds.

Because of all these factors, the only coordinating/integrating activity becomes the residents that live in the area. Accordingly, the local communities must be meaningfully engaged on proposed projects to provide meaningful solutions. The following are our community goals for the Burke Rd. curve project:

1. **Do no harm.** Recognize the local community has meaningful input that needs to be incorporated into the initial design goal considerations for projects. No aspect of the project should jeopardize the safety or quality of life the community currently enjoys and ideally would improve the places where we work, reside, commute and recreate.
2. Minimize or eliminate the need to use private land for county or VDOT desired upgrades and improvements were practical, and only as a last resort and to meet community needs.
3. Recognize the impacts of local community, commuter, and related transportation dynamics on residents.
4. Provide needed infrastructure improvements where the community can agree on outcomes.
5. Integrate interconnected sidewalks, trails and bike lanes as a priority for any of the proposed solutions.

**ALTERNATIVES:** Without a consistent and comprehensive plan for Burke Rd., it is doubtful any proposed solution without focused input from community residents will provide meaningful or long-term positive benefits for local pedestrian, bike or vehicle safety. In reality, the project likely complicates the work, recreation, commuting and living conditions in the community. Resident, pedestrian, biker and vehicle safety continue to be the primary community concern with any project along the two-mile stretch of Burke Rd. between Rolling Rd. and Burke Lake Rd.

**1. Status Quo.** This option retains the current road, drainage infrastructure, bike lane and pedestrian travel routes that are generally undesirable from a community perspective. While undesirable because of the drainage concerns, the status quo, with the 90-degree turn and 15 mile-per-hour speed limit, provides advantages over a project that increasingly jeopardizes resident safety because of increased traffic speeds and complex vehicle, biker and pedestrian safety decisions. It is possible to provide sidewalk and bike lane improvements without altering the road configuration.

**2. Fairfax County Planning Proposal.** This option reflects the county proposal presented Feb 2015 with a few minor updates that widens the traffic lanes, adds bike lanes, a sidewalk, and parks trail around the curve. Project also flattens the curve to provide 35 mile-per-hour traffic speeds around the curve area.

This option significantly increases the traffic speeds around the Burke Rd. curve, thereby increasing the speeds along the entrance and departure to the curve and likely increase speeds along the rest of Burke Rd. This is the most significant concern of the community. Excessive speeds around the curve will jeopardize resident safety and those community members using the road, sidewalks and trails.

The proposed extension of the Liberty Bell Trail takes the existing trail from the curve toward Burke Lake Rd. and ends at the Burke Nursery. While this extends the trail to Cardinal Estates, this portion of the project requires extensive private-land acquisition. A preferred option extends the trail to connect with the existing county trail at Ridge Ford Drive.

This proposal appears to prepare Burke Rd. as an upgraded alternative transportation corridor and encourages more traffic use and increased speeds along Burke Rd. as a cut through by unrelated vehicles. The increased speeds and traffic volume directly jeopardizes local resident safety and security.

**3. Community Alternative.** This option is yet to be determined depending on the Fairfax County proposal for the project upgrade. This proposal would use the community goals for the design and incorporate meaningful community input to achieve desired outcomes. The primary emphasis would be on reducing speeds along Burke Rd. FCDOT needs to engage directly with community on design goals and expectations as the community has requested since Feb 2015 and they have been ignored.

**RECOMMENDATION:** Since, the FC DoT has failed to adequately include community input despite repeated attempts over the past 28 month, the proposed FC DoT alternative is unacceptable to the community for safety concerns and does not address the primary community concern for vehicle speeds and safety along Burke Rd. The Community Alternative is preferred since it would address the community needs first and primarily incorporates the community concerns for safety and vehicle speeds along Burke Rd.

## Appendix One

### Timeline of Events

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| Prior to Feb 2015 | No record of earlier community engagements by Fairfax County or the Virginia DoT on this project for scoping, community impact or community requirements  |
| 26 Feb 2015       | Virginia DoT along with Fairfax County DoT conducted a community information town hall on a proposed VDoT repaving and FCDOT pavement restriping plan to add bike lanes, a lane diet and add biking sharrows to Burke Rd. between Rolling Rd. and Burke Lake Rd. Meeting was conducted on short-notice and without any prior engagement by Fairfax County or VDoT. Along with comments provided at the event, written comments were also requested.   |
| 12 Mar 2015       | <p>Written comments provided by a concerned community resident itemized significant concerns with the proposed pavements restriping that concern vehicle, bicycle, pedestrian safety and the significantly impact the areas were our community residents work, play, recreate, and commute to and from work.</p> <p>Written comments included the initial request to include the community on recommendations and decisions for the future design of the Burke Rd. curve project.</p>   |
| May 2015          | Response from Fairfax County (Adam Lind) did not take any of the suggested improvements into account, nor was there an attempt to engage in a conversation about the paving/restriping project proposal other than “advocating in future project years”.  |
| May 2015          | <p>Collected 200 signatures on a petition from local community residents and commuters about the overall concerns with the proposed lane diet, bike lane project and lack of an integrated approach to the overall variety of Fairfax County special interest projects along Burke Rd. between Rolling Rd. and Burke Lake Rd. The primary petition elements included</p> <ol style="list-style-type: none"><li>1. Reduce the travel lane widths along Burke Rd b/t Ridge Ford Dr and Liberty Bell Ct to reduce traffic speed</li><li>2. Eliminate “optional” on-road bike lane sharrows along Burke Rd between Rolling and Burke Lake Rd</li><li>3. Establish a contiguous sidewalk plan (trails and sidewalks) along Burke Rd from Rolling Rd to Burke Lake Rd</li><li>4. If possible eliminate the continuous center turn lane along Burke Rd and install turning lanes into adjacent roadways to help reduce overall speeds</li><li>5. Reclaim part of Burke Rd to extend the Liberty Bell Trail from Liberty Bell Ct to Ridge Ford Dr and connect to the existing county trail from Ridge Ford Dr to Rolling Rd and upgrade to county standards</li><li>6. Eliminate the proposed on-road bikeways and use the Liberty Bell Trail as a co-use bikeway/trail way instead of an on-road bikeway on Burke Rd</li><li>7. Eliminate the 17L bus stop b/t Shana Pl and Pebble Weigh Ct and add parallel parking for overflow VRE passengers (another 17L bus stop is 200 ft. away at the VRE stop) and help slow traffic</li><li>8. As a safety measure, install a streetlight and reflective crosswalk from the VRE stop across Burke Rd to the Burke Station Square development and along Burke Rd at Ridge Ford Dr.</li><li>9. If the above cannot be completed in conjunction with the 2015 VDOT repaving and striping plan, restripe Burke Rd as currently in use with the exception of additional parallel parking b/t Shana Place and Pebble Weigh Ct.</li></ol> |
| Jul 2015          | Based on community interest, Supervisor Herrity called a meeting with VDoT, Fairfax County transportation (roads and bike lanes), district personnel, and the Burke Station Square HOA board of director’s community representative to discuss the project. Minutes to the meeting are available. Overall, the county was non-supportive of the community interests and declared the project had already been awarded and any changes to restriping the road surface would be expensive. Supervisor Herrity was supportive of the community initiative and asked the county address the community concerns in the upcoming design of the Burke Rd. curve improvement project. The county and VDoT agreed that the cost to grinding the restriping off the Burke Rd. and restriping with   |

any recommendations from the review efforts was negligible in cost. As reflected in the meeting minutes, Burke Station Square representative requested the opportunity to be a community representative to the Burke Rd. curve project planning and design and for any of the review options and any design efforts before change became too late or too costly to implement. Informed Supervisor Herrity and his staff about the petitions signed by the local residents.

- Jul 2015 – May 2017 There has been no direct engagement with the community representatives since the meeting in Jul 2015 on restriping issues related to Burke Rd. Nor has there been any effort on part of the county to include community interests on the Burke Rd. curve project, despite repeated attempts by the Burke Station Square representative with FCDOT and the district supervisor's office.
- Aug 2015 Minutes to the Supervisor Herrity meeting and a summary letter provided to all the participants of the meeting. The minutes reinforced the desire for community engagement early in the design process for the Burke Rd. curve project. In addition, the meeting requested community engagement and involvement in the policy review for the community proposal for the extension of the Liberty Bell Trail along Burke Rd. toward Rolling Rd. to connect to the existing county trail.
- Sep 2015 Email to Randy Dittberner, VDOT, and Karyn Moreland, FC DoT, asking for an update on the Burke Rd curve project, the VDOT protected bike lanes review and reminding VDOT and FCDOT that the community is interested in the design efforts for the curve project and wants to engage in the design process. Peyton Onks mentioned VDOT was not interested in pursuing a protected bike lanes effort along Burke Rd. No one from the community was invited nor engaged on the protected bikes lane review. – no response from VDOT or FCDOT to my email.
- Fall 2015 Connected with Delegate Filler-Corn since Burke Rd. is a VDOT road. Met with Delegate Filler-Corn to discuss the extension of the Liberty Bell Trail project along Burke Rd toward Rolling Rd. and asked for her support with the design of the Burke Rd curve project. Generally, Delegate Filler-Corn was uninterested in the community concerns and mentioned she would contact FCDOT for a status – no follow-up response from Delegate Filler-Corn.
- Oct 2015 The Burke Station Square community representative was invited by the Springfield District representative to the Fairfax County Bikes, Trails, and Sidewalks Advisory Committee to consider presenting the Liberty Bell Trail extension to the committee for support. After a brief introduction of the proposal, the committee invited the community to present the project in Dec 2015.
- Nov 2015 County transportation officials met with the six landowners (not members of a HOA) to let them know about the curve project. This is the only time the county has directly engaged with the landowners on the curve project.
- Dec 2015 The Fairfax County Bikes, Trails, and Sidewalks Advisory Committee passed a resolution supporting the community initiative as a preferred solution for the biking, vehicle, and pedestrian concerns of the community.
- Jan 2016 Follow-up to the Sep 2015 email to Moreland and Dittberner and included Tom McFarland, Fairfax Parks and Trails (info district office). Asked about the status on Supervisor Herrity's request to consider the extension of the Liberty Bell Trail toward Rolling Rd. during design of the Burke Rd curve project. Also asked about the protected bike lane review by FCDOT and VDOT. I mentioned the meeting with Delegate Filler-Corn and the Fairfax sidewalks, trails and bike lanes resolution supporting the community request. Reinforced the community was engaged and wanted input into the design process before the design moved to far along. Mentioned we did not want a repeat performance by the county on the restriping of Burke Rd where the design was too far along to make changes. No response from FCDOT.
- Feb 2016 Randy Dittberner, VDOT, responded that FCDOT is the responsible design agent for the project, so they would need to respond. I mentioned to Mr Dittberner I was keeping VDOT informed since the extension of the Liberty Bell Trail would be along Burke Rd. and Burke Rd. is owned by VDOT.
- Feb 2016 Sent another follow-up note to Karyn Moreland asking for an update on the project. Based on Randy Dittberner response I mentioned FCDOT is responsible for scoping, planning, and design of the project and the community had not been involved to date and they had interest and concerns, especially since surveyors and performing work along the curve and marking trees for removal.

Feb 2016 Peyton Onks responded on behalf of Karyn Moreland with an update on the design status from Jeanmarie Roberson, project manager. Mentioned several county officials had met with the landowners along the project location and that a traffic study would be conducted in response to the landowners concerns. Ms Onks asked for Ms Roberson for any additional info – no FCDOT response.

Jun 2016 Sent a community interest and status email to FCDOT (Karyn Moreland, info district office) about the Burke Rd. curve project. Reinforced the community concerns for safety and traffic speeds and mentioned the lane diet and bike lanes project has done nothing to reduce excessive speeding along Burke Rd. Also asked about the growing concern for the VRE parking onto the shoulders of Burke Rd. and into the adjacent fields that could cause a fire hazard. No response from FCDOT.

Aug 2016 Follow-up request to Karyn Moreland, FCDOT, on the Burke Rd. curve project (info district office) – no response.

Nov 2016 Third follow-up request to FCDOT on the Burke Rd. curve project and this time Karyn Moreland called and provided the name of the project manager, Jeanmarie Roberson, and was told the county would schedule an informational meeting with the community to provide the status of the design effort sometime in late spring 2017.

Dec 2016 The project manager told us to expect a meeting in late spring 2017 where the result of the design effort would be presented. Reiterated the intention was not to engage the community after the design was too far along so the community could not address our primary concern. The project manager (Jeanmarie Roberson) agreed to a meeting 13 Jan 2017 at the district supervisor’s office

Dec 2016 After confirming with the district supervisors office who would attend the 13 Jan meeting and specifically if Alan Young, the sidewalks, bike lanes, and trails district representative, was invited, the supervisor’s office confirmed the meeting was only for the Burke Station Square representative and not necessarily to represent the community, but personal interests. Chris Wells from the county bike lanes and trails advocacy office was invited to attend.

Jan 2017 Met with Fairfax County project design manager and transportation planner (I requested a community planner attend so they could address overall planning concerns) on the Burke Rd. project with the district supervisor’s office. Other than the landowners in Nov 2015, as far as the community is aware, this is the only direct engagement with any community member on the entire project. No minutes to this meeting are available. The overall response from the project manager was this discussion would only involve the Burke Rd. curve project and no other aspects of Burke Rd. and that their current working solution is the only option for the project. The transportation planner’s (Michael Gaurino) primary response was the community asked for this project and this is the “take it or leave it” Fairfax County proposal. There was neither acknowledging Supervisor Herrity’s request to have the project address the Liberty Bell Trail extension proposal nor any apparent concern for community engagement to include community concerns about this particular project and the concerns this project is likely to create.

10 May 2017 Notified by FCDOT of a 1 Jun 2017 informational meeting at 7pm, district supervisor’s office.

May 2017 Asked the district supervisor’s office how they prepare the district supervisor for informational meetings and was told that primarily the Supervisor attends the meetings to hear from the public and minimal input or preparation is requested.

1 Jun 2017 Fairfax County presented their proposal to the community. The proposal has many improvements to the current curve situation including sidewalks, bike lanes and trails. The remaining issue is the speed issue along Burke Rd. While FCDOT expressed the design of the curve brings the road up to VDOT standards, the design increased the posted speeds around the curve to 35 MPH. There is limited, if any, community expectation the current design will keep speeds at the proposed 35 MPH speed limit. The community concern remains the proposed design creates greater safety concern with increased speeds around the curve and along Burke Rd. and more complex pedestrian, bike and vehicle transportation interactions around the curve that create dangerous conditions for the community. The design as proposed is unacceptable to the community.

## Appendix Two

### Community Pedestrian, Bicycle, and Vehicle Safety “Hot Spots” along Burke Rd.

1. Traffic light departure from Burke Rd. onto Rolling Rd. especially during the VRE rush hour. Traffic backs up well down Burke Rd. and commuters often divert into the Homewood estates along Fitzhugh and Herbert Streets so they can use the Boothe Drive exit onto Rolling Rd. In addition, the county continues to allow new construction of single homes along Burke Rd. where the two-lane road is narrow and presents an increased traffic hazard as vehicles back onto Burke Rd., especially during higher volume VRE rush hour traffic conditions.
2. The Burke Rd. curve just past Fitzhugh St. where the road shoulders are narrow. The VRE vehicle parking overflow has backed up to this curve area and while where are restricted parking signs posted along the curve, vehicles routinely (especially Tuesday – Thursday) park into the dirt area and create a traffic hazard as they exit from the dirt/mud area, as well as an unsightly mess as they randomly park and then track the mud and dirt onto the road surface. The on-road and random parking in the adjacent field is unsightly and unsafe (traffic flows, potential for vehicle fires from parking in grassy areas), as well as excessive and rapid deterioration of the road shoulders creating additional maintenance and repair costs. This area is also complicated during rainstorms. After the road was resurfaced in 2015 stormwater flows onto the road pulling sizeable rocks and debris from the shoulder onto the road surface creating driving hazards.
3. The entrance and exit to the VRE station parking lot during the morning and evening rush-hour traffic. Traffic flowing toward the VRE station from Rolling Rd. rounds the curve mentioned above, and with the overflow parking obstructing sight angles and vehicle speeds rounding the corner, the VRE commuters must negotiate multiple complex variables while trying to enter or depart the parking area including the only established crosswalk location for pedestrians crossing Burke Rd.
4. One of the most dangerous “hot spots” continues to be the intersection of Burke Rd., Ridge Ford Drive and Shanna Place. Here the concerns are blind spots, excessive vehicle speeds, pedestrian and bicycle crossings and inadequate street lighting (especially during the limited daylight winter months). The blind spot is created by a crest in the hill as vehicles travel toward the VRE from the west. Vehicles crest the hill just before the intersection often travelling well in excess of the 35 mile-per-hour posted speed limit and often travelling recklessly in the center turn lane. There are also morning and evening bus stops near the Burke Rd. crest that put bus commuters at risk as they cross Burke Rd. to enter the Burke Station Square residential area. The recent Burke Rd. pavements restriping project added bike lanes that begin at this intersection. To use the bike lanes, bikers need to depart the parks and trails path that ends at the intersection and cross over Burke Rd. just below the Burke Rd. crest. Last, the stop sign departing Ridge Ford Drive is set back almost three travel lane widths away from the Burke Rd. travel lanes, so drivers attempting to enter Burke Rd. must clear traffic, bikers, and pedestrians multiple times, as they inch forward into the travel lanes to gain better sight angles.
5. The half-mile stretch of Burke Rd. between Ridge Ford Drive and Meadow Brook Drive is 6+ travel lanes wide (an incredible 68 feet wide!) that provides for parallel parking, bike lanes, and travel lanes in both directions, in addition there is a center turn lane the full length of the half-mile section. While no one from the county has been able to explain why this section of Burke Rd. was built to these standards, the width and full length center lane contribute to excessively dangerous speeds in both directions. Impatient drivers often use the center turn lanes as a passing lane or in several instances as a lane to drag race east up the hill toward the dangerous crest at Ridge Ford Drive or down the hill toward the Burke Rd curve. The only “check” to the excessive speeding is the 90-degree Burke Rd curve and where Burke Rd. narrows to two-lanes in front of the VRE parking exit.
6. The section of Burke Rd. between Peregrine Drive and Aplomado Drive is the scene of numerous (13 documented accidents by Fairfax County over the past several years) severe vehicle accidents (cars flipping over, collisions, side swiping), most involving excess speeds with single and multiple cars. These are on the 68-foot wide section of Burke Rd. where the center turn lane is and the accidents occur as vehicles speed out of the Burke Rd. curve heading up the hill or as vehicles have accelerated down the hill toward the curve from the VRE.
7. The cross over from the bike lane onto Liberty Bell Trail at the Burke Rd. curve. This is a recent “hot spot” with the completion of the Burke Rd. bike lane-restriping project and the Liberty Bell Trail project. Bikers travelling west using the bike lanes now have to stop and cross over Burke Rd. at Liberty Bell Court if they want to enter the recently completed Liberty Bell Trail. This crossing point now coincides with where traffic exits the blind Burke Rd. curve creating an especially dangerous situation since vehicles are accelerating out of the curve up the hill.

8. The existing Burke Rd. curve remains a primary safety concern for the pedestrians and bikers attempting to navigate the curve. The curve section is a narrow, two-lane road with no shoulders and the road safety barriers are located right next to the travel lanes. This is extremely dangerous since the curve is blind to vehicle operators and there is no “bailout” area for bikers or pedestrians in the event they feel threatened by passing or approaching vehicles
9. A secondary concern along the Burke Rd. curve is the occasional flooding that requires road closure during excessive rainstorms. The county will need to provide data on frequency of occurrence.
10. A continuing concern remains the awkward intersection at Old Burke Lake Rd. and Burke Rd. where traffic has blind viewing angles when departing Old Burke Lake Rd. onto Burke Rd. Especially during daily rush hour traffic since the post office fire station, gas station, and two strip malls (laundry, fast food, grocery store, 7-11, and others) feed into the two-lane section of Burke Rd. In addition when travelling from Burke Lake Rd. on Burke Rd. the road narrows from four-lanes down to two-lanes approaching this intersection. This intersection becomes even more complex when traffic backs up from Burke Lake Rd. during rush hour traffic conditions.
11. A growing safety and traffic concern is the intersection at Burke Lake Rd. and Burke Rd. This intersection is increasingly busy and the traffic light does not seem to keep up with the increasing demand. There is a blind approach to the intersection from the Burke Center Village II shopping complex that creates a consistent accident potential. In addition, the timing of the light does not support the flow of traffic demands from the VRE during rush hour conditions. This often results in traffic backed up from this intersection back to Old Burke Rd. The increase of VRE commuters, emergency fire/EMS responses, and the recent opening of the adjacent H-Mart grocery store have complicated this traffic pattern even more so.