BRADDOCK ROAD MULTIMODAL IMPROVEMENTS ESTIMATED TIMELINE

Guinea Road to I-495
February 6, 2017

FUNDING APPROVED FOR BRADDOCK ROAD IMPROVEMENTS

COMMUNITY MEETING: ALTERNATIVES RESULTS

TASK FORCE SELECTS PREFERRED ALTERNATIVE

WE ARE HERE

COMMUNITY MEETING: PREFERRED ALTERNATIVES

30% DESIGN / PUBLIC INFORMATION MEETING

PUBLIC HEARING

"PARDON OUR DUST" MEETING

"PARDON OUR DUST" MEETING

OPEN TO TRAFFIC

1990

1990 HOV and Transit Center Improvements adopted into Fairfax County Transportation Plan

2012

November 2012 Managed Lanes opened on I-495 Outer Beltway

2014

MULTIMODAL STUDY

- Task Force Established
- First Community Meeting
- Multimodal Study Consultant Selected

2015 2016 2017

MULTIMODAL STUDY

- Travel Demand Modeling
- Traffic Simulations
- Roadway Alternatives Analysis
- Transit Center Alternatives Analysis
- Community Involvement
- Community Meeting: Alternatives Results
- Community Meeting: Preferred Alternative
- Board of Supervisors Adoption of Recommended Alternatives

2018 2019

DESIGN / ENVIRONMENTAL

- Design Plans
- Stormwater / BMP
- R/W Needs Identified
- Permit Application Prepared
- Public Information Meetings
- Environmental Issues and Mitigation Measures Identified

2020 2021

RIGHT-OF-WAY ACQUISITION

- Title Reports
- Appraisals
- Negotiations
- Relocations
- Right of Way Cleared for Construction

2022 2023 2024

CONSTRUCTION

- Project Construction
- Maintenance of Traffic
- "Pardon Our Dust" Meetings
- Partial Openings of Roadways

Construction Completion in 2-3 Years, Depending on Options Selected

Open to Traffic

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THIS EXHIBIT SHOWS THE PROJECT DEVELOPMENT TIMELINE AND MAJOR ACTIVITIES OF THE PROJECT.

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BRADDOCK ROAD CORRIDOR MAP

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FEBRUARY 6, 2017

- **Congestion And Delay Will Increase Dramatically If No Improvements Are Made**
- **Proposed Options Yield Substantial Improvements**
- **HOV+ “Outside” Eliminated Due To Side Street Delay**
- **Neighbors Concerned About Preserving Community**
- **Bicycle and Pedestrian Access Is A Priority**
- **Neighborhood Access And Mobility Is Essential**

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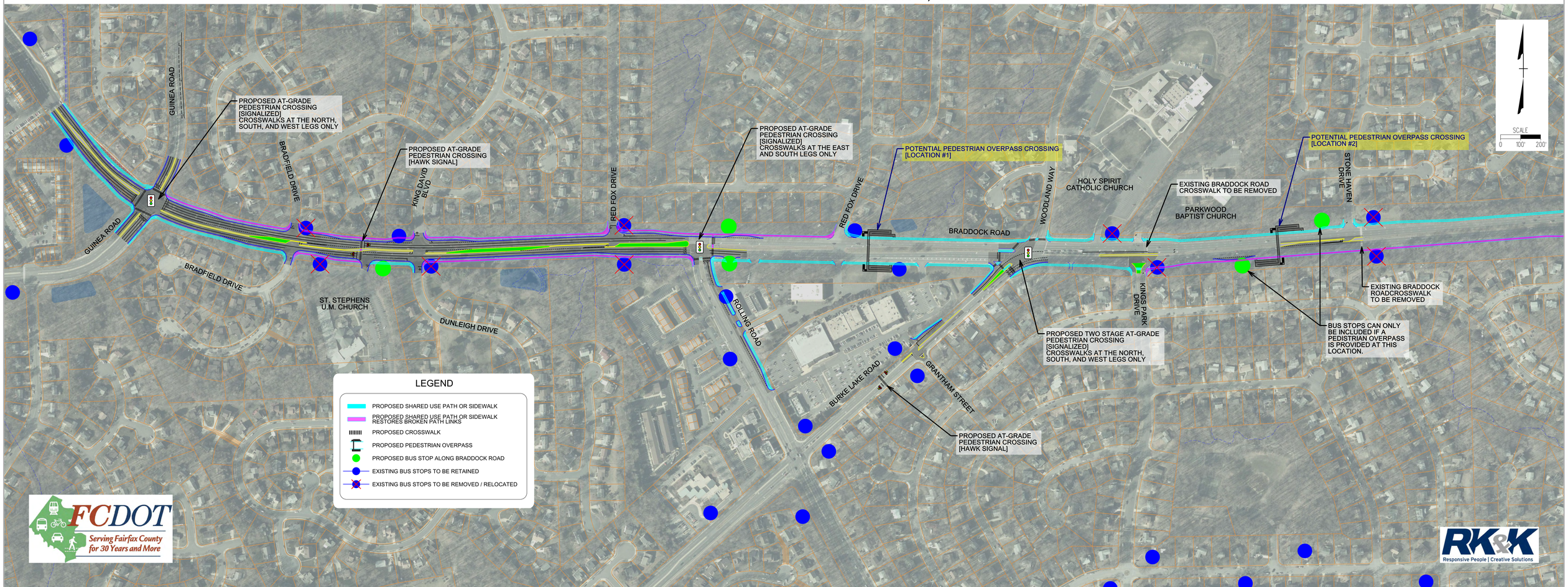
PROPOSED BIKE AND PEDESTRIAN ENHANCEMENTS ALONG BRADDOCK ROAD

BRADDOCK ROAD FAIRFAX COUNTY, VA

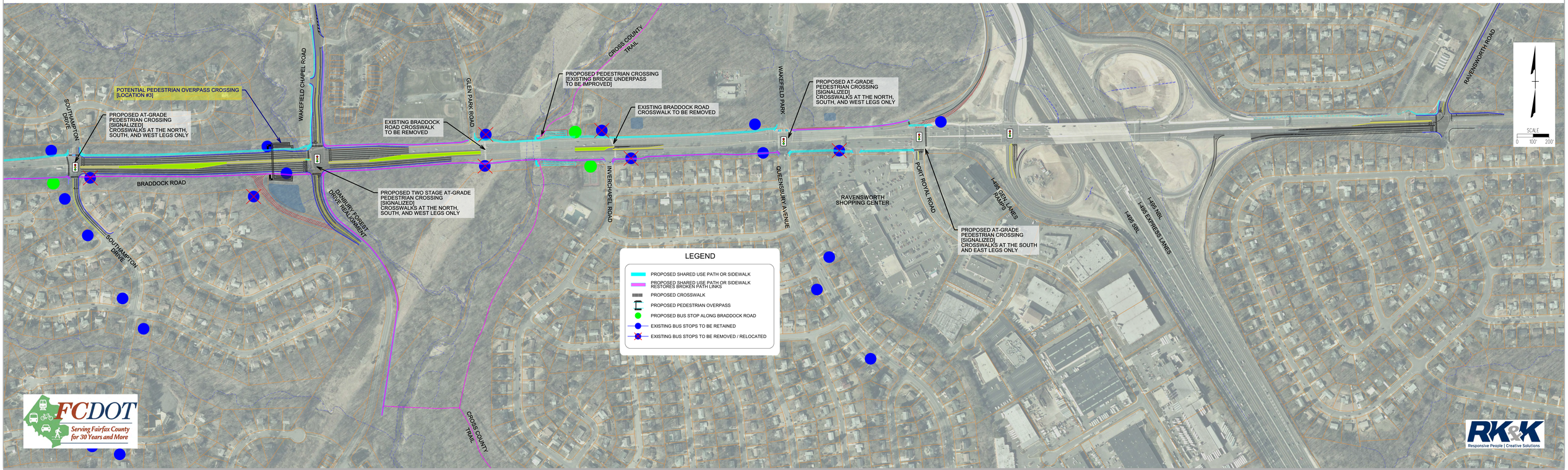
FEBRUARY 6, 2017



PROPOSED BIKE AND PEDESTRIAN ENHANCEMENTS ALONG BRADDOCK ROAD

BRADDOCK ROAD FAIRFAX COUNTY, VA

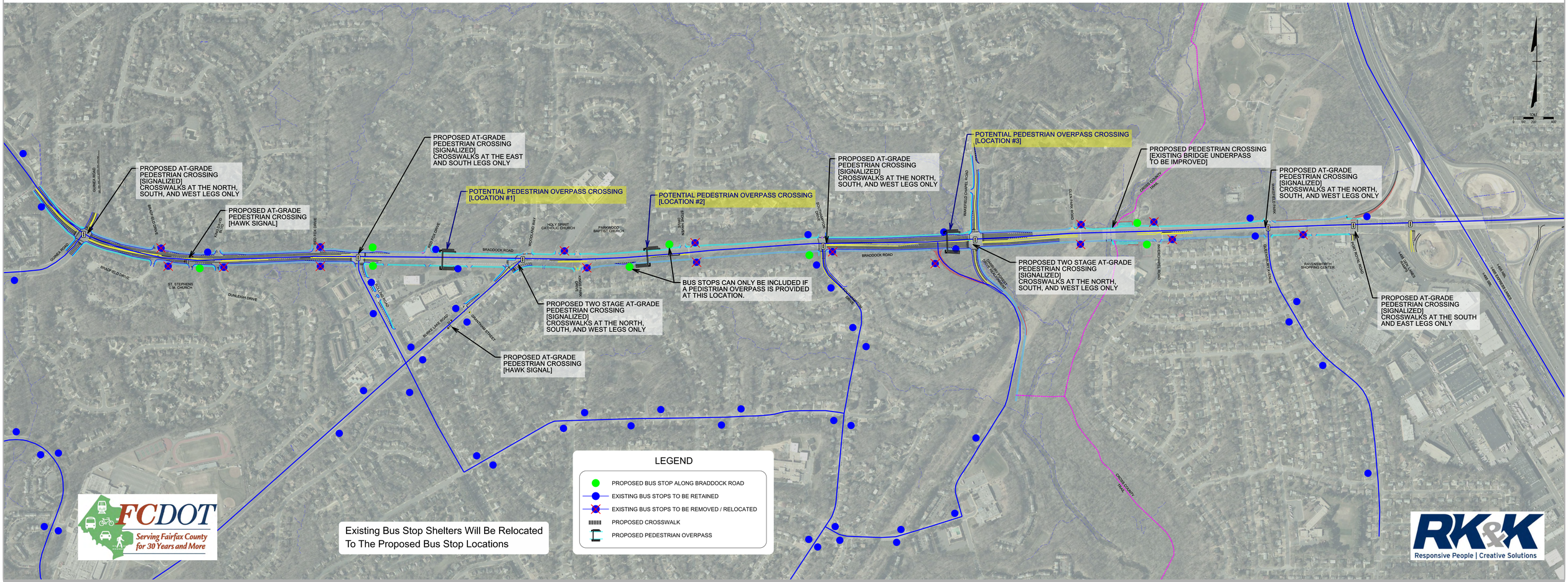
FEBRUARY 6, 2017



PROPOSED BUS STOPS ALONG BRADDOCK ROAD

BRADDOCK ROAD FAIRFAX COUNTY, VA

FEBRUARY 6, 2017



BICYCLE / PEDESTRIAN CROSSINGS: STREET LEVEL

CROSSING TYPES

High-Visibility Crosswalk

Requirements for suitability:

- Meets minimum standard for all crosswalks

Note: Standard crosswalk of two parallel lines is not suitable for the study area.

High-Intensity Activated Crosswalk (HAWK) Signal

Requirements for suitability:

- Minimum of 20 pedestrian crossings in peak hour
- Two lanes or fewer in each direction

Note: Used with high-visibility crosswalk

Fully-Signalized Crossing

Will be provided at all signalized intersections.

Note: Used with high-visibility crosswalk

ENHANCED CROSSING TREATMENT

Pedestrian Refuge Islands

- Median refuge provides waiting space if needed at wide road crossings; may incorporate plantings

Note: Used with high-visibility crosswalk

BICYCLE / PEDESTRIAN CROSSINGS: BRIDGE

PRECEDENT IMAGES

Bridge over Wards Road, Lynchburg, VA

Busse Woods Pedestrian Bridge, Elk Grove Village, IL

Ohio to Erie Trail Bridge over Country Line Road, Westerville, OH

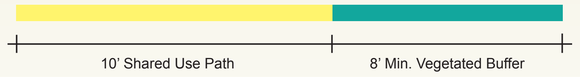
Requirements for suitability:

- High pedestrian volume
- High traffic volum

VISUALIZATION

Potential Pedestrian Bridge on Braddock Road

Shared Use Path:



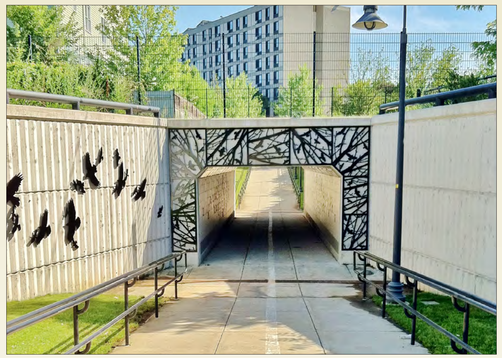
POTENTIAL UNDERPASS TREATMENTS

Material and Facade

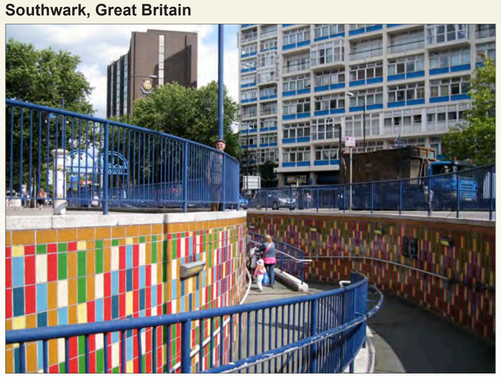
West Yorkshire, England


Seoul, South Korea

Cambridge, Massachusetts



Southwark, Great Britain

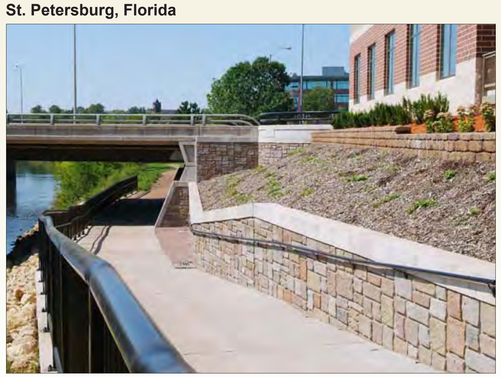


Paving and Edge Treatment

Sydney, Australia

Boulder, Colorado

St. Petersburg, Florida



Lighting and Public Art

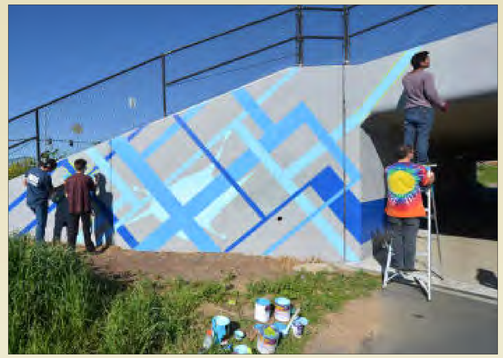
OuluFinland

Singapore

Holland

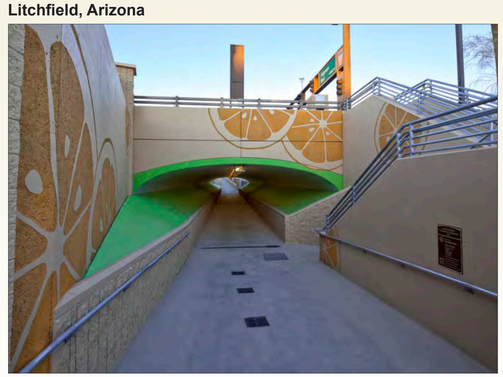
Murals

Brentwood, California



Milwaukee, Wisconsin

Litchfield, Arizona



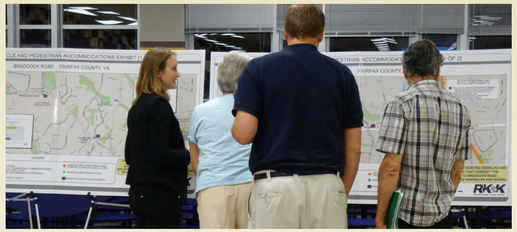
SUMMARY OF PUBLIC FEEDBACK RELATED TO BICYCLE / PEDESTRIAN FACILITIES

What has the community said about facilities for riding a bicycle and walking along and across Braddock Road?

At the first two community meetings, participants had the chance to weigh in on many aspects of this project, including current conditions, areas of concern, and potential solutions related to riding a bicycle and walking along and across Braddock Road.

This board summarizes the input received to date. Full summaries of community input can be found at http://www.fairfaxcounty.gov/braddock/braddockroadmeetings.htm

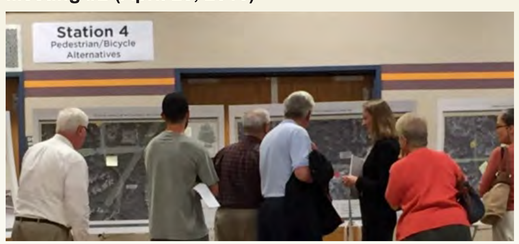
Meeting #1 (June 9, 2015)



Input Received at Meeting #1

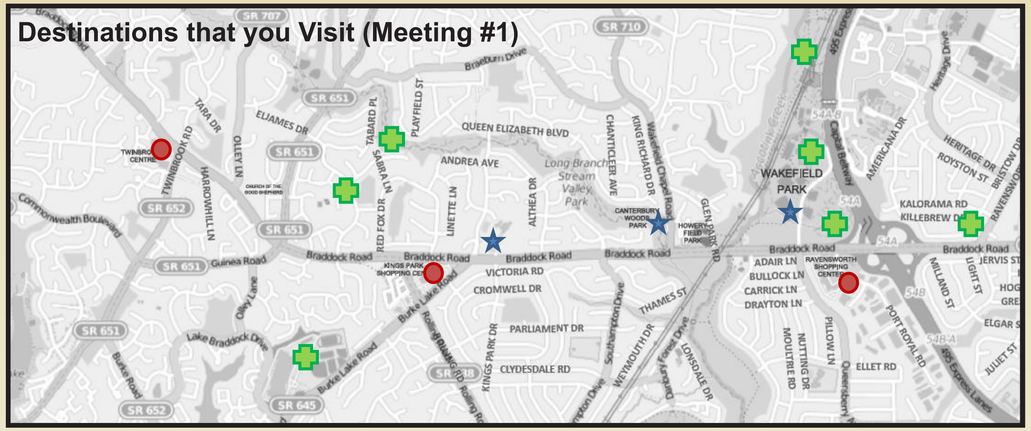
- Destinations that people visit.
- Routes that require bicycle / pedestrian improvements.
- Priority pedestrian crossing locations.
- Preferred types of pedestrian accommodations (paths, signals, etc.).

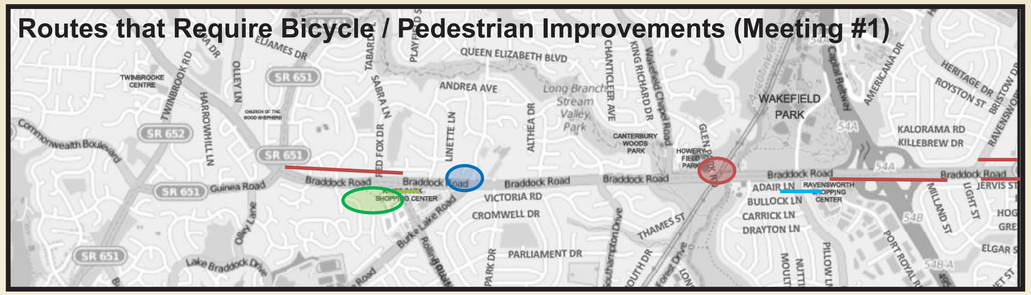
Meeting #2 (April 25, 2016)

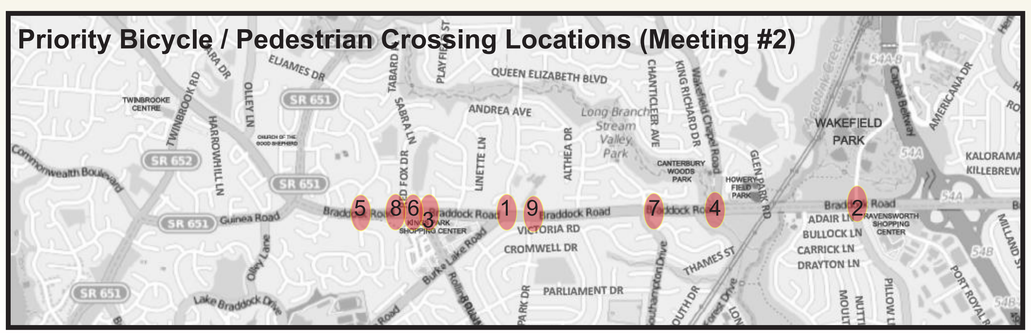


Input Received at Meeting #2

- Comments on proposed accommodations for improved bicycle / pedestrian access and safety, including proposed locations for several bridges.







Park & ride

Shopping

Other destinations (parks, greenways, schools, recreation centers, church)

No sidewalk or multiuse path exists

Dangerous intersection for pedestrians. A right turn is allowed on red, and drivers do not pay close attention to the pedestrians trying to cross the street.

This path is in particularly poor repair. It is not maintained.

Underground tunnel should be improved so that it feels safer.

Crossing is unsafe. Drivers turn quickly off of Braddock to Rolling Road and don't look for pedestrians in the crosswalk.

Path needs further separation from the roadway and better access to the bus stop. Suggest elevated connection to shopping center.

Crossing to Kings Park Shopping Center

Crossings to three park & ride locations

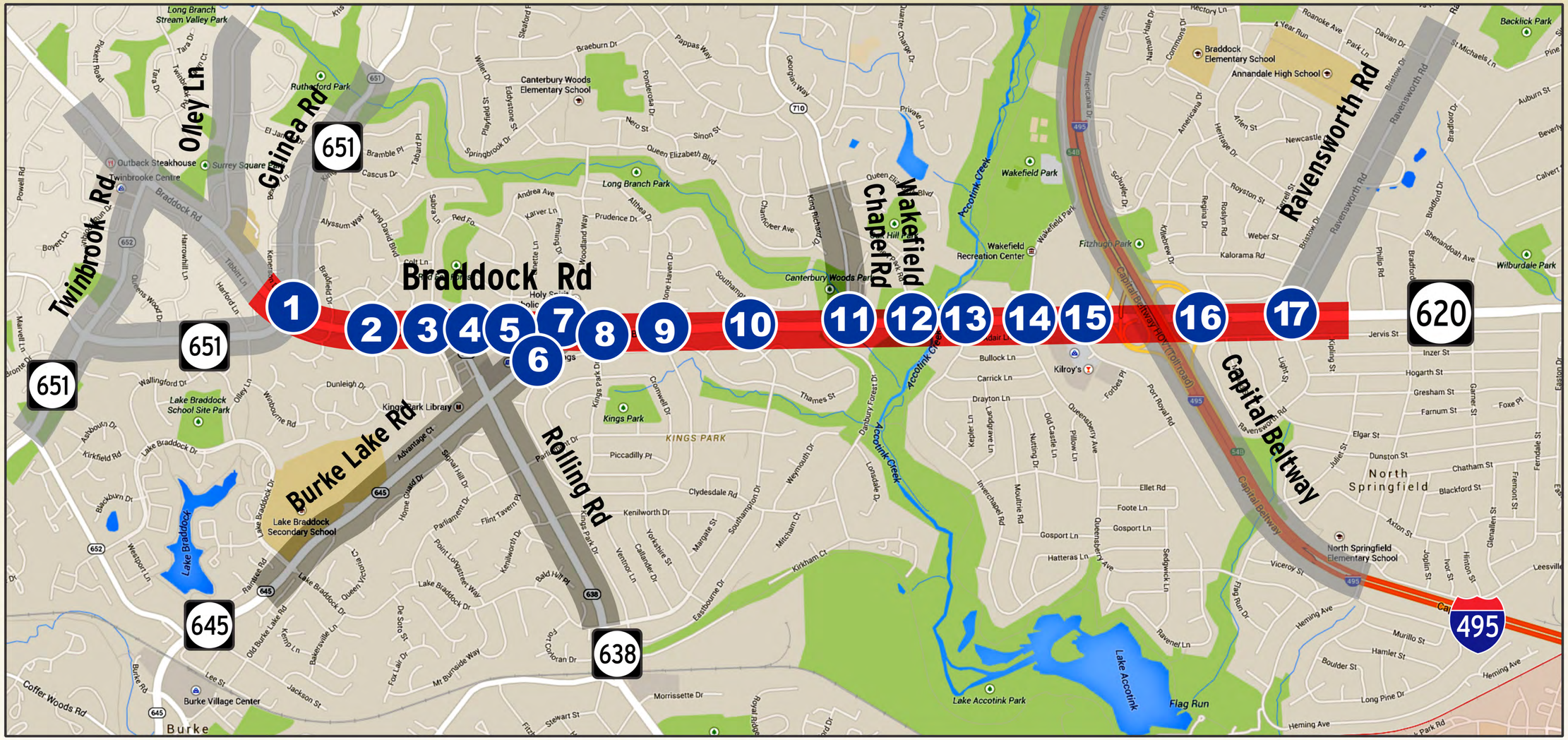
Crosswalk at Olley Lane (does not exist today)

#	Location (Intersection)	# of people who said this was a preferred location: Bike/Ped Bridge	Street Level Crossing
1	Braddock and Woodland Way/Burke Lake Road	14	2
2	Braddock and Wakefield/Queensbur	14	
3	Braddock and Rolling Road	10	
4	Braddock and Wakefield Chapel/Danbury Fores	6	
To east of map area	Braddock and Bradford Drive	4	
5	Braddock and King David/Dunleigh	3	1
6	Braddock and Red Fox Drive (east)	4	
7	Braddock and Southampton	3	
8	Braddock and Red Fox Drive (west)	2	2
9	Braddock and Kings Park Drive	1	1

ACTIVITY - BICYCLE / PEDESTRIAN ACCOMMODATIONS PREFERENCE

Potential Location Alternatives for a Bicycle / Pedestrian Bridge	Which Alternative do you think best addresses the community's concerns and needs? [Please choose one using a dot sticker.]	Do you have any comments about this alternative? [Please tell us by writing on the board or on a sticky note.]
Location #1 (Between Rolling Road and Burke Lake Road)		
Location #2 (Between Kings Park Drive and Stone Haven Drive)		
Location #3 (West of Wakefield Chapel Road)		
Other Suggested Locations		

INTERSECTION AND CORRIDOR IMPROVEMENTS – INTERSECTION LOCATIONS



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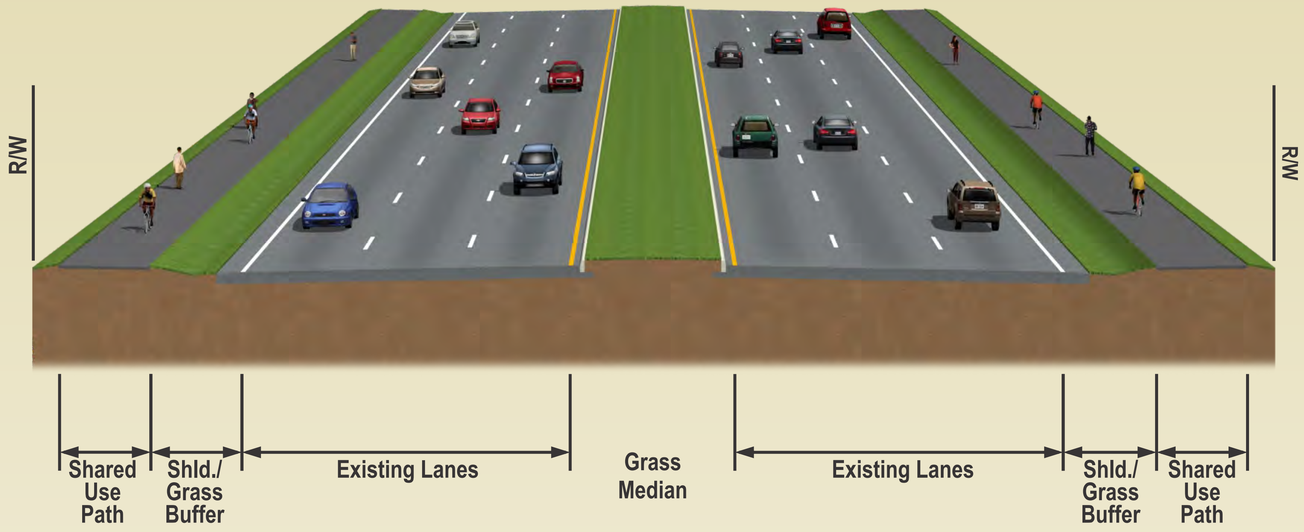
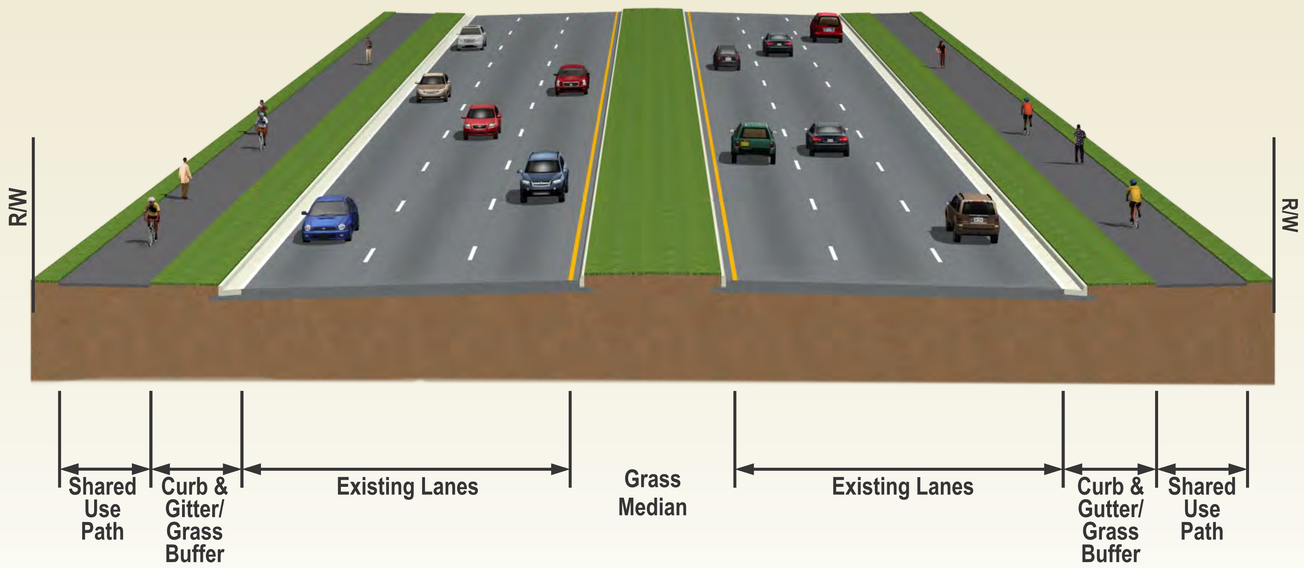
BRADDOCK ROAD TYPICAL SECTIONS

RECOMMENDED ALTERNATIVE



Intersection and Corridor Improvements (Shoulder Section)



Intersection and Corridor Improvements Alternative (Curb and Gutter Section)

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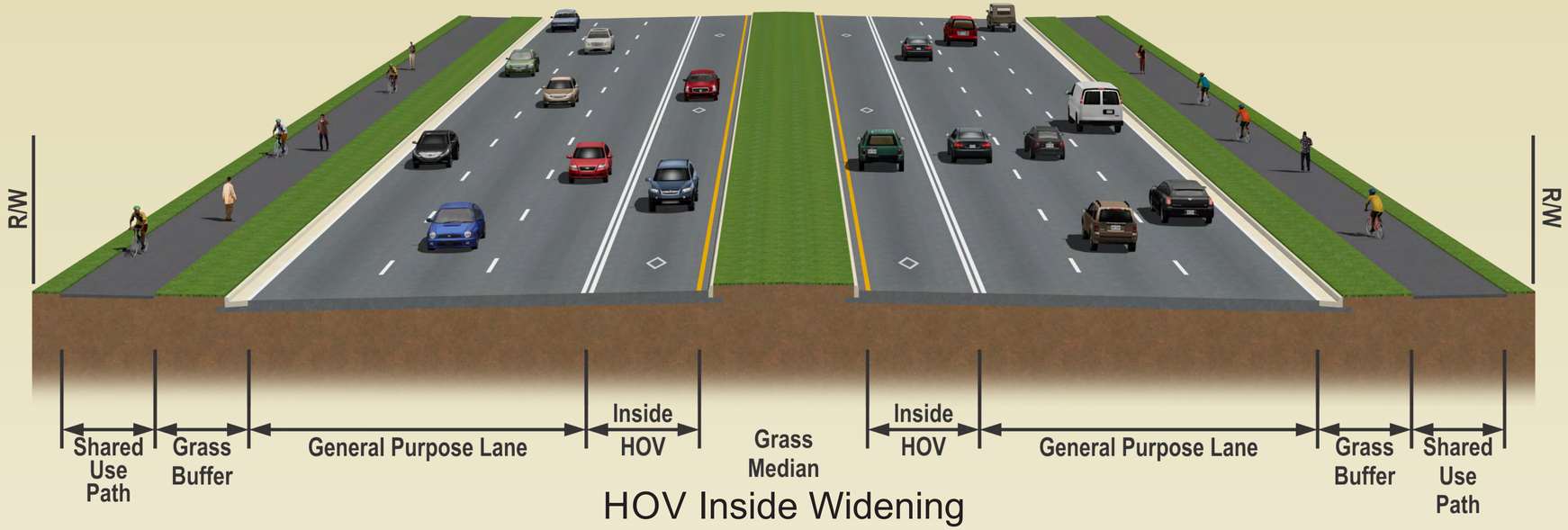
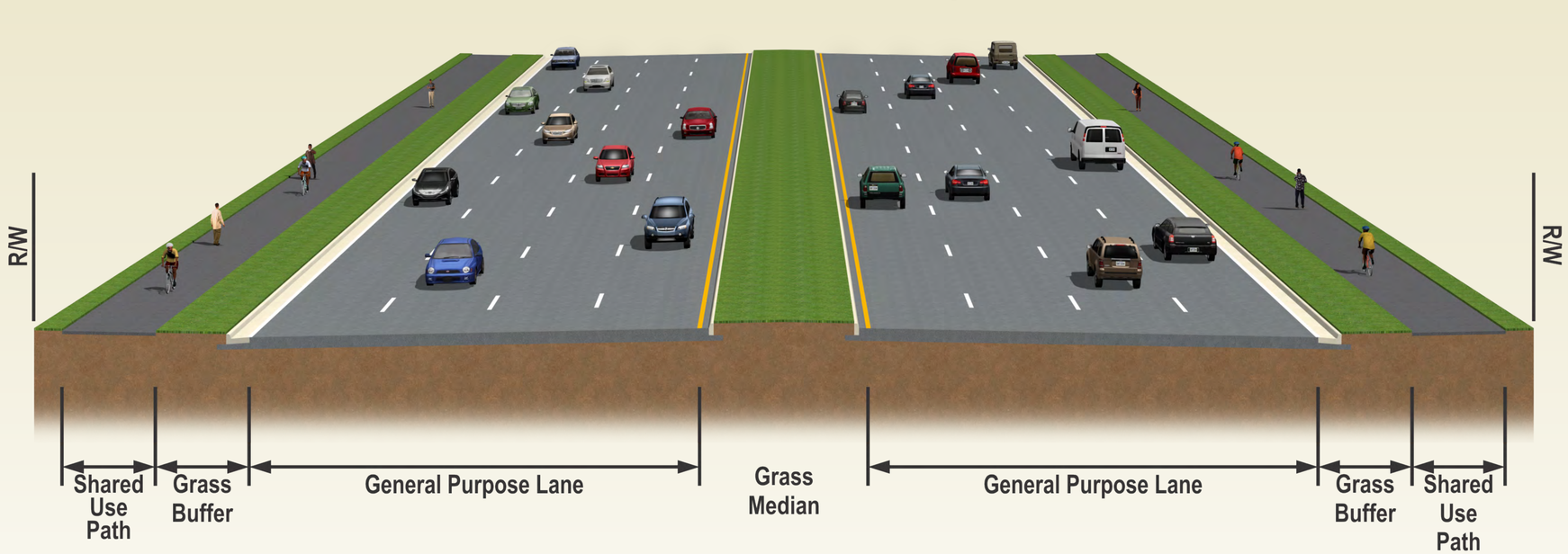
BRADDOCK ROAD TYPICAL SECTIONS



HOV Inside Widening



General Purpose Widening

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BRADDOCK ROAD PROPOSED IMPROVEMENTS ALTERNATIVES - EXHIBIT 1 OF 4

FEBRUARY 6, 2017

BRADDOCK ROAD PROPOSED IMPROVEMENT ALTERNATIVES
EXHIBITS LEGEND

- CURB AND GUTTER OR EDGE OF ROADWAY
- TRAVEL LANE SEPARATION
- GRASS MEDIAN - CONCRETE MEDIAN
- USE OF GUARDRAIL
- SHARED USE PATH OR SIDEWALK
- SHARED USE PATH OR SIDEWALK - RESTORES BROKEN PATH LINKS
- PROPOSED RIGHT OF WAY
- GIS PROPERY LINES
- GIS WATER FEATURES
- PROPOSED RETAINING WALL
- LIMITS OF PROPOSED SLOPE (LIMITS OF CONSTRUCTION)
- LIMITS OF DISTURBANCE FOR ROADWAY CONSTRUCTION
- PROPOSED PAVEMENT
- REMOVAL OF PAVEMENT
- TREE IMPACTS
- POTENTIAL TREE PLANTING AREA
- PARK RIGHT-OF-WAY IMPACTS
- POTENTIAL STORMWATER MANAGEMENT LOCATION (INCLUDES TREE IMPACTS)

SCALE
0 50' 100'

PREFERRED ALTERNATIVE

INTERSECTION AND CORRIDOR IMPROVEMENTS ALTERNATIVE

1
2
3
4
5

GUINEA ROAD
BRADFIELD DRIVE
KING DAVID BLVD
DUNLEIGH DRIVE
RED FOX DRIVE
ROLLING ROAD
BRADDOCK ROAD
EXISTING RIGHT-OF-WAY
NO PERMANENT PROPERTY IMPACT WITH THIS OPTION

HOV INSIDE WIDENING ALTERNATIVE

GENERAL PURPOSE WIDENING ALTERNATIVE

KINGS PARK SHOPPING CENTER
BURKE LAKE ROAD
GRANTHAM STREET

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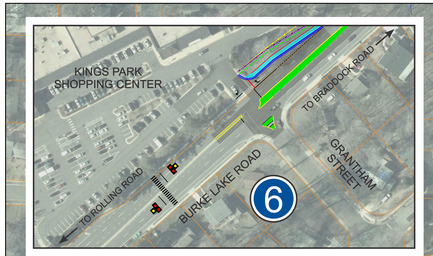
SEE EXHIBIT 2 OF 4

BRADDOCK ROAD PROPOSED IMPROVEMENT ALTERNATIVES - EXHIBIT 2 OF 4

FEBRUARY 6, 2017

SEE EXHIBIT 1 OF 4

SEE EXHIBIT 3 OF 4



INTERSECTION OF GRANTHAM STREET AND BURKE LAKE ROAD

BRADDOCK ROAD PROPOSED IMPROVEMENT ALTERNATIVES
EXHIBITS LEGEND

- CURB AND GUTTER OR EDGE OF ROADWAY
- TRAVEL LANE SEPARATION
- GRASS MEDIAN - CONCRETE MEDIAN
- USE OF GUARDRAIL
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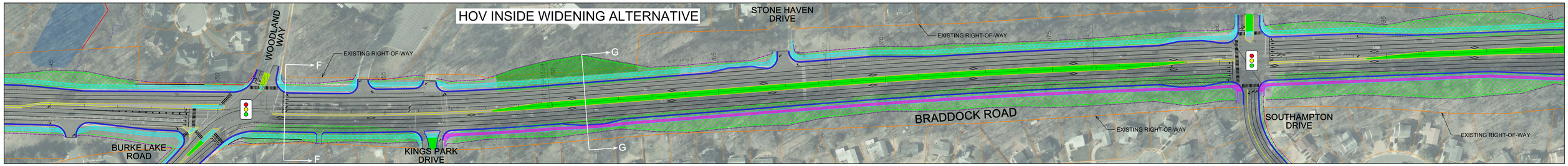
SCALE
0 50' 100'

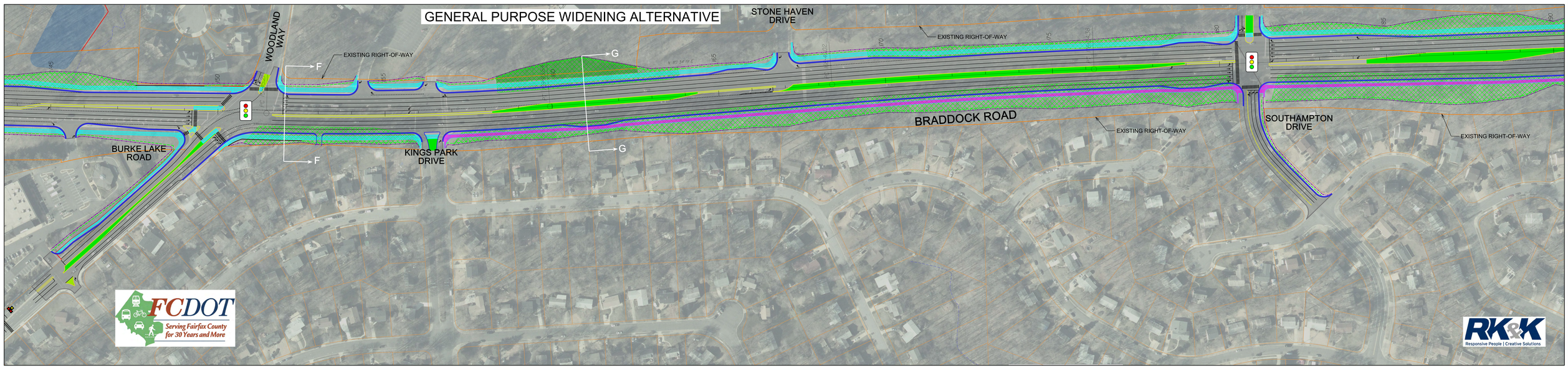
PREFERRED ALTERNATIVE

INTERSECTION AND CORRIDOR IMPROVEMENTS ALTERNATIVE

HOV INSIDE WIDENING ALTERNATIVE



GENERAL PURPOSE WIDENING ALTERNATIVE



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BRADDOCK ROAD PROPOSED IMPROVEMENT ALTERNATIVES - EXHIBIT 3 OF 4

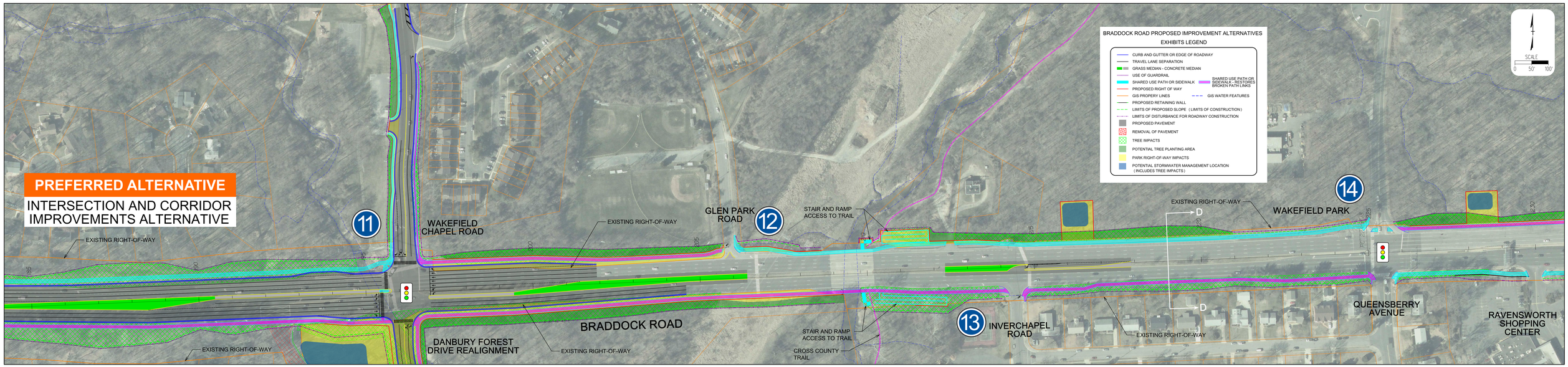
FEBRUARY 6, 2017

SEE EXHIBIT 2 OF 4

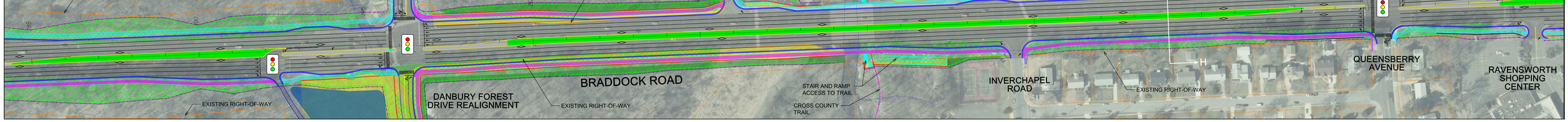
SEE EXHIBIT 4 OF 4

PREFERRED ALTERNATIVE

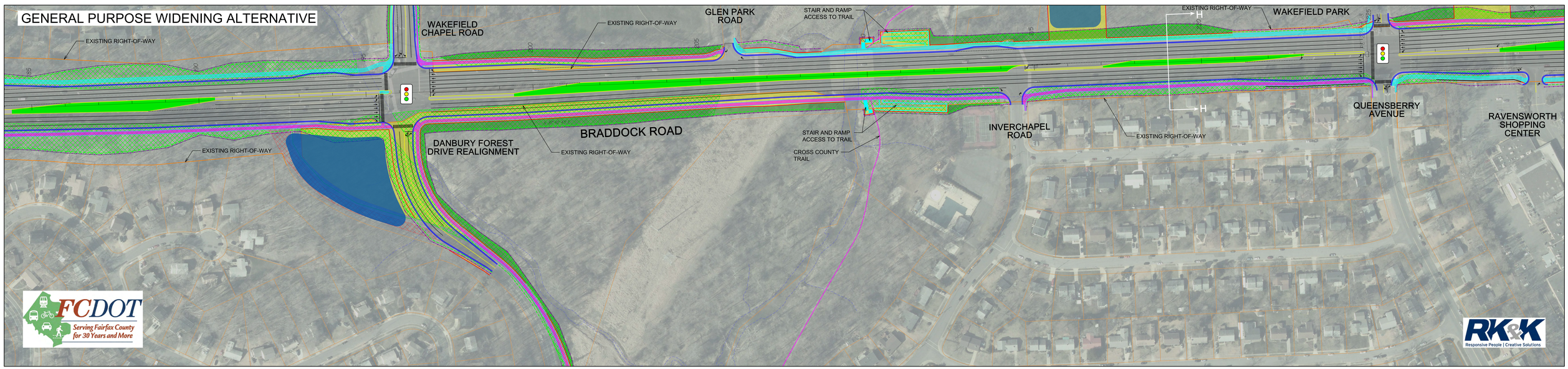
INTERSECTION AND CORRIDOR IMPROVEMENTS ALTERNATIVE



HOV INSIDE WIDENING ALTERNATIVE



GENERAL PURPOSE WIDENING ALTERNATIVE



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BRADDOCK ROAD PROPOSED IMPROVEMENT ALTERNATIVES - EXHIBIT 4 OF 4

FEBRUARY 6, 2017

SEE EXHIBIT 3 OF 4

BRADDOCK ROAD PROPOSED IMPROVEMENT ALTERNATIVES
EXHIBITS LEGEND

- CURB AND GUTTER OR EDGE OF ROADWAY
- TRAVEL LANE SEPARATION
- GRASS MEDIAN - CONCRETE MEDIAN
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- POTENTIAL STORMWATER MANAGEMENT LOCATION (INCLUDES TREE IMPACTS)

SCALE
0 50' 100'

PREFERRED ALTERNATIVE
INTERSECTION AND CORRIDOR IMPROVEMENTS ALTERNATIVE

EXISTING RIGHT-OF-WAY
SB I-495 GEN. LANES OFF RAMP
I-495 EXPRESS LANES RAMPS
I-495 GEN. LANES RAMPS
PORT ROYAL ROAD
BRADDOCK ROAD
I-495 SBL
I-495 EXPRESS LANES
I-495 NBL
NB I-495 GEN. LANES OFF RAMP
NEW SIDEWALK (NOT SHOWN IN AERIAL)
TIE INTO EXISTING SIDEWALK
RAVENSWORTH ROAD
15
16
17

HOV INSIDE WIDENING ALTERNATIVE

GENERAL PURPOSE WIDENING ALTERNATIVE

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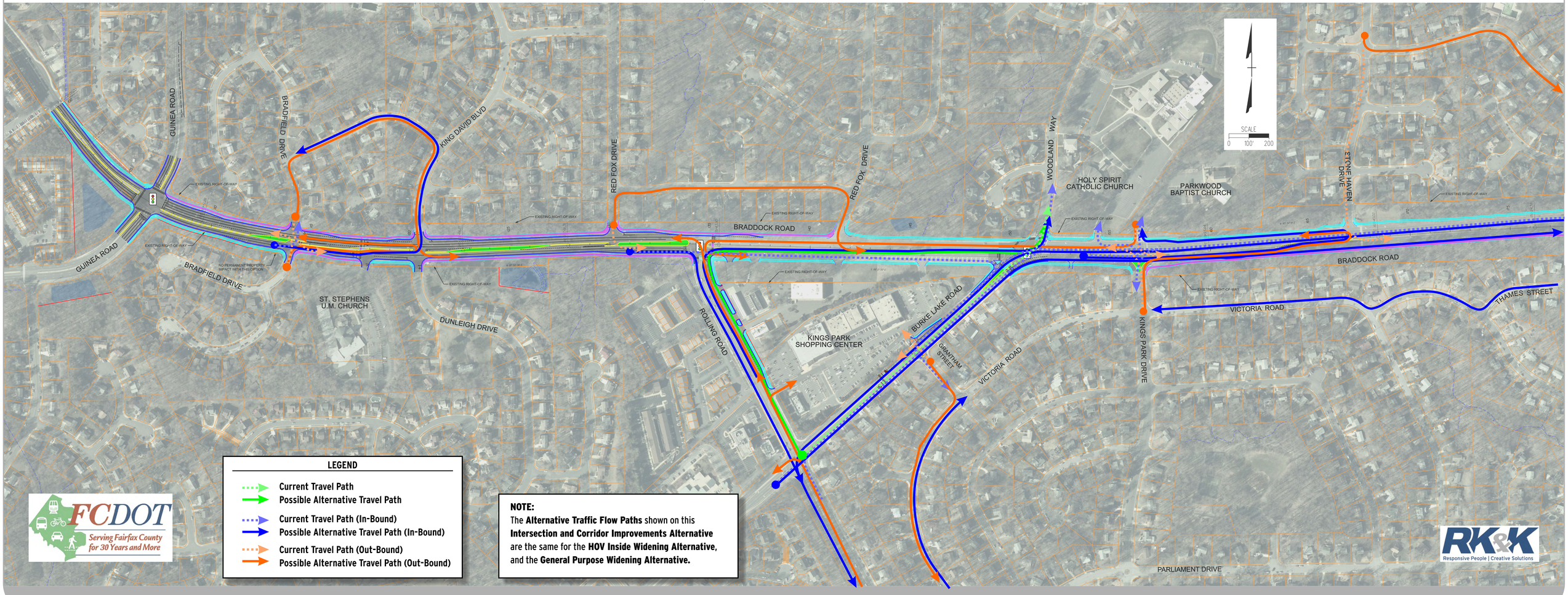
ALTERNATIVE TRAFFIC FLOW PATHS

FAIRFAX COUNTY, VA - BRADDOCK ROAD - EXHIBIT 1 OF 2

FEBRUARY 6, 2017



LEGEND

- Current Travel Path
- Possible Alternative Travel Path
- Current Travel Path (In-Bound)
- Possible Alternative Travel Path (In-Bound)
- Current Travel Path (Out-Bound)
- Possible Alternative Travel Path (Out-Bound)

NOTE:
The **Alternative Traffic Flow Paths** shown on this **Intersection and Corridor Improvements Alternative** are the same for the **HOV Inside Widening Alternative**, and the **General Purpose Widening Alternative.**

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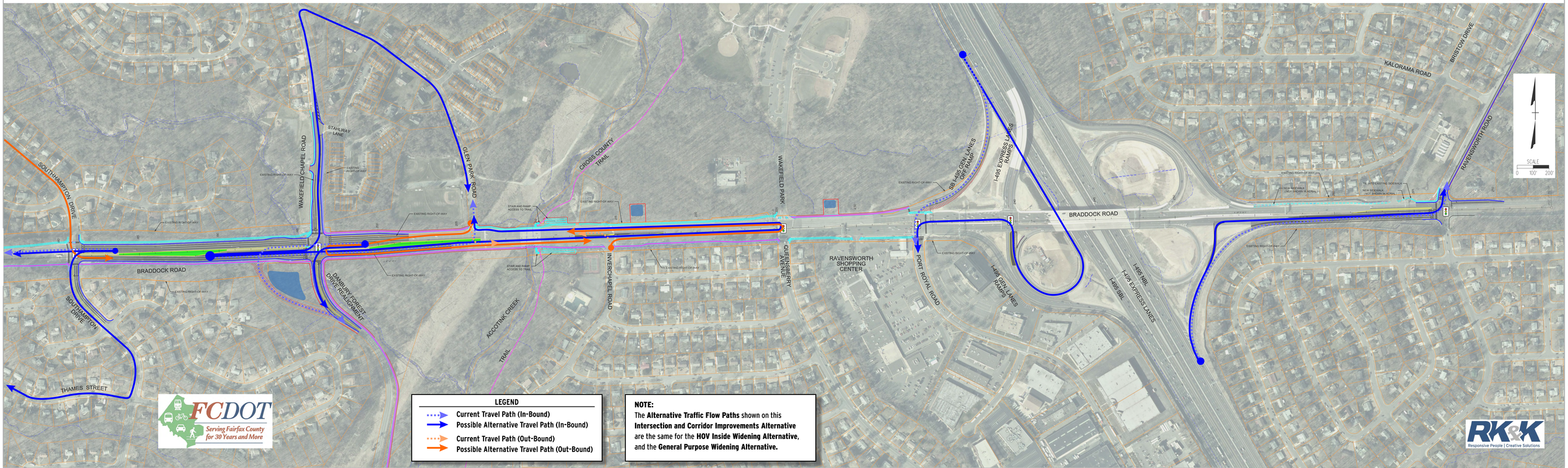
ALTERNATIVE TRAFFIC FLOW PATHS

FAIRFAX COUNTY, VA - BRADDOCK ROAD - EXHIBIT 2 OF 2

FEBRUARY 6, 2017



LEGEND

- Current Travel Path (In-Bound)
- Possible Alternative Travel Path (In-Bound)
- Current Travel Path (Out-Bound)
- Possible Alternative Travel Path (Out-Bound)

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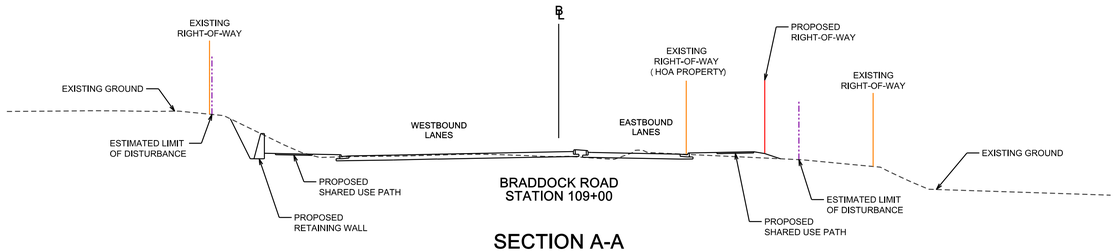
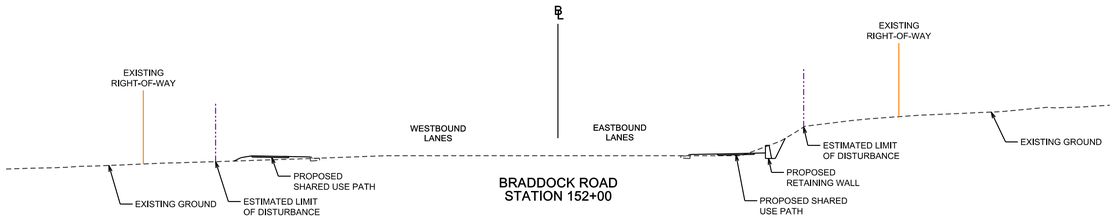
SELECTED CROSS SECTIONS

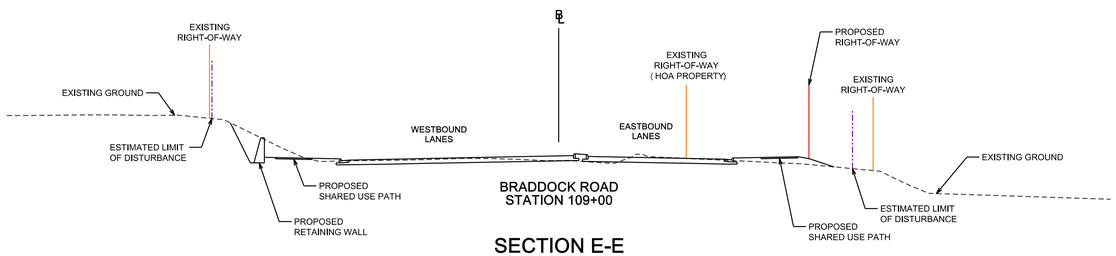
THIS EXHIBIT DISPLAYS A FEW EXAMPLES OF THE CROSS SECTION VIEW FOR THE PROPOSED ALTERNATIVES



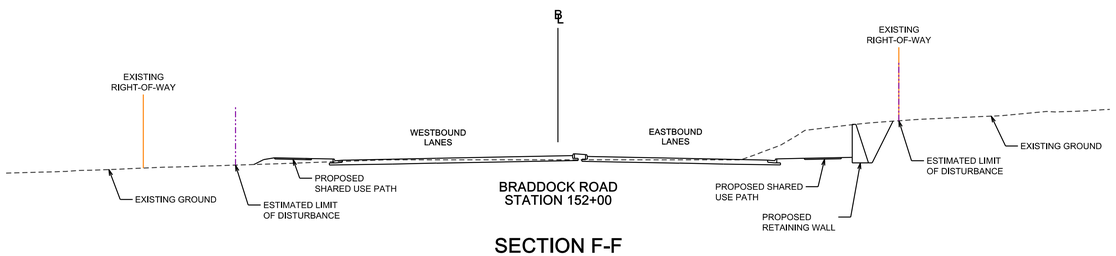
SECTION A-A
INTERSECTION AND CORRIDOR IMPROVEMENTS



SECTION B-B
INTERSECTION AND CORRIDOR IMPROVEMENTS



SECTION E-E
HOV INSIDE AND GP WIDENING



SECTION F-F
HOV INSIDE AND GP WIDENING

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SCALE
0 20' 40'

FEBRUARY 6, 2017

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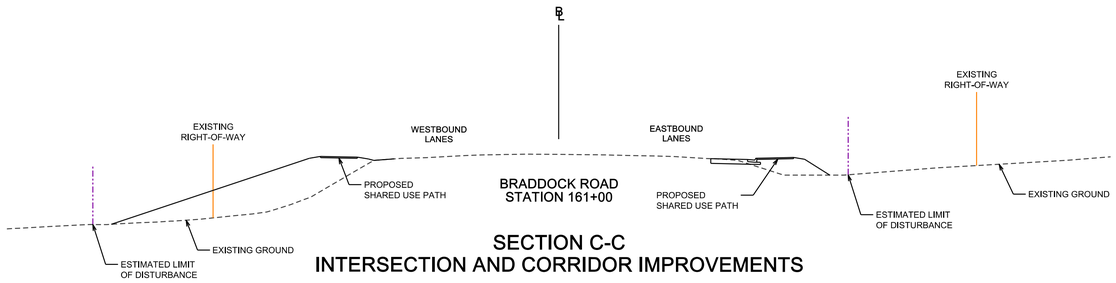
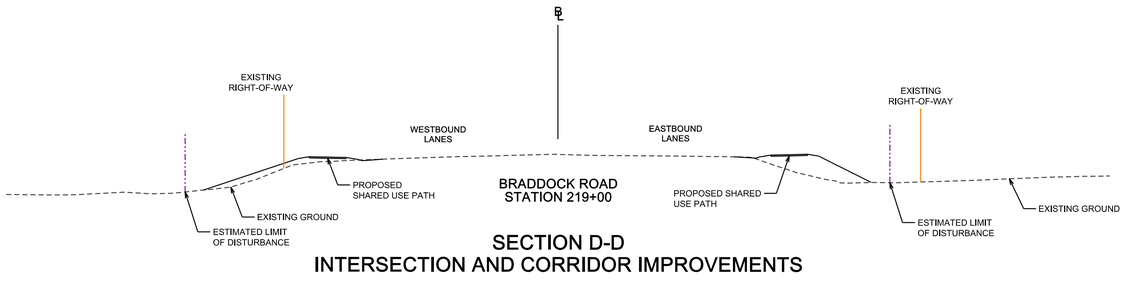
SELECTED CROSS SECTIONS

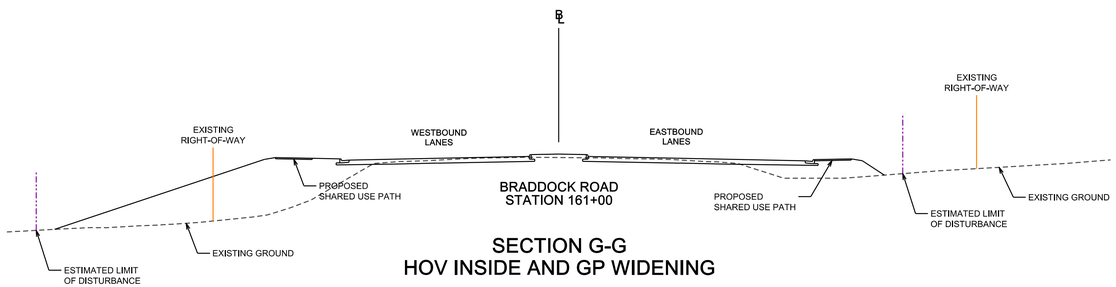
THIS EXHIBIT DISPLAYS A FEW EXAMPLES OF THE CROSS SECTION VIEW FOR THE PROPOSED ALTERNATIVES



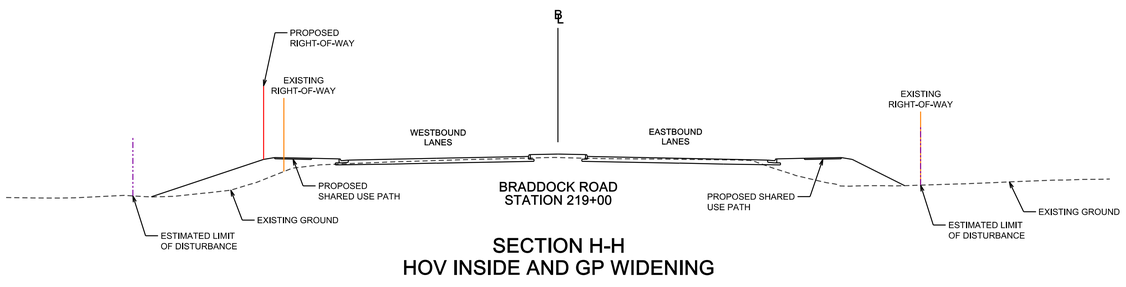
SECTION C-C
INTERSECTION AND CORRIDOR IMPROVEMENTS



SECTION D-D
INTERSECTION AND CORRIDOR IMPROVEMENTS



SECTION G-G
HOV INSIDE AND GP WIDENING



SECTION H-H
HOV INSIDE AND GP WIDENING

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SCALE
0 20' 40'

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I-495 LANE EXTENSION

REQUIRED IMPROVEMENT FOR THE BRADDOCK ROAD HOV WIDENING AND GENERAL PURPOSE WIDENING ALTERNATIVES

HEMING AVE

TO SPRINGFIELD

TO TYSONS

I-495 NBL
I-495 EXPRESS LANES
I-495 SBL

BRADDOCK ROAD

SB I-495 LANE EXTENSION FROM THE BRADDOCK ROAD INTERSECTION TO HEMING AVENUE.

FLAG RUN CREEK

SCALE
0 200' 400'

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MEASURES OF EFFECTIVENESS (MOE) MEASUREMENT TABLE

What you care about/ MOE		Description of MOE	Performance Measures - Metrics	Task Force Weights	No-Build		Intersection Improvements		HOV2 Inside		General Use Lane Addition	
					Measure	Score	Measure	Score	Measure	Score	Measure	Score
Environment	1	Availability for screening or landscaping enhancements	Area available for tree planting minus area of tree removal (square feet). A negative number means that there is a net loss of plantable area.	4.5	0	0	-756,200		-968,800		-1,011,700	
	2	Will alternative provide additional opportunities for bike/ pedestrian travel?	Linear feet of additional paths and number of crosswalks, crosswalk signals or pedestrian overpasses (length in feet). Considering this project is intended to provide additional access by all travel modes, a positive number means more bike/pedestrian path opportunities are available		0	0	23680 ft 6-8 crossings		23680 ft 6-8 crossings		23680 ft 6-8 crossings	
	3	Park Land Impacts	Amount of land taken from parks for road (acres). This is a measure of the area of land taken from parks for the road improvements. The evaluation should consider the area taken related to the overall park area and the potential loss of amenities due to the loss of area.		0	0	5.53		6.35		6.58	
	4	Does the alternative improve or degrade the noise levels experienced by those adjacent to the corridor?	Noise levels as measured by traffic models (decibels average - based on average AM / PM TNM Lookup values.) Evaluation should consider where a change becomes noticeable, where it becomes painful and where it becomes damaging.		67.0	0	66.3		66.6		66.6	
	5	Does the alternative improve or degrade the air quality experienced by those adjacent to the corridor?	Air quality levels as measured by traffic models (Pounds of GHG emissions average - sum of AM / PM peak based on WSDOT corridor planning values.). Evaluation should consider where a change becomes noticeable, where it becomes unhealthy.		5,943,167	0	5,816,042		6,249,021		6,213,590	
Mobility	6	Does the alternative facilitate community access to Braddock Road?	Travel time for vehicles in the system to and from the neighborhoods (seconds per vehicle averaged over all trips.) This is an indication of how long it will take to get into and out of the neighborhoods adjacent to the study corridor.	4.7	167.21	0	86.10		111.35		69.82	
	7	Pedestrian/Bicycle travel time	Pedestrian/bicycle Travel time (minutes - for the entire network and critical movements for EB and WB traffic along Braddock Road). Lowering the pedestrian/bicycle travel time improves the desirability of the corridor for pedestrian and bicycle trips.		73.3	0	71.8		67.2		67.2	
	8	Will the alternative provide better access and circulation for pedestrians and bicycles, as represented by the number of broken path links restored?	Net change in the number of broken path links restored by the option (number). This is a measure of how the option provides connectivity of paths to and between the neighborhoods along the study corridor.		0	0	14		14		14	
Safety	9	Is it likely that existing conflict areas are improved?	Number of corridor-wide conflict points (number). This is a count of the number of conflict points along the corridor. A reduction in the number of conflict points is considered to improve safety.	4.7	597	0	510		480		480	
	10	Is it likely that the suggested improvements will lower or increase potential crashes?	Highway Safety Manual Computed Expected Crash Rate (crashes/year - current value 150.) This is a computation of the anticipated number of crashes along the corridor, based on the proposed characteristics of the corridor. An improvement is the reduction in the number of crashes computed.		345	0	275		253		253	
	11	Are safe movements provided for pedestrians and bicycles?	Number of signal-protected crossings and number of grade separated crossings. A higher number is considered better for pedestrian and bicycle access.		7 signal 1 grade sep	0	7 signal 2 grade sep		7 signal 2 grade sep		7 signal 2 grade sep	
Transportation Network Efficiency	12	Option that creates the least aggregate travel time	Vehicular travel time (minutes per vehicle). Lowering the travel time improves network traffic flow as well as travel time within the community.	2.6	17.10	0	10.76		11.10		11.23	
	13	Travel time represented by critical movements	Average Travel time (minutes - Average of EB / WB travel time and average of AM / PM peak values.) Lowering the travel time improves person throughput through the corridor.		20.3	0	13.3		13.1		13.4	
	14	Does the alternative facilitate traffic through the corridor?	Person throughput (number of person trips processed through the corridor - sum of AM and PM peaks.) This is a measure of how well the option processes person trips through the network.		18840	0	22,326		23,988		23,851	
ROW Impacts	15	Total area of right-of-way taken (fee R/W - acres)	Area of right-of-way taken (acres). Total area of right-of-way taken is land permanently taken from the adjacent property for the corridor improvements. The area taken does not necessarily mean that the use of the properties impacted is reduced in any way.	3	0.00	0	9.69		12.72		12.94	
	16	Number of parcels impacted (including temporary and permanent easements)	Number of impacted parcels (each). This is the total number of parcels where some sort of right-of-way or easements will be required, based on the conceptual plans developed.		0	0	46		50		50	

Scoring Key:	Compared to the "No-Build" scenario, is this element for the subject alternative:	Much Worse: -2, Worse: -1, No Change: 0, Better: 1, Much Better: 2

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December 1, 2016
Braddock Road Multimodal Study
Fairfax County, Virginia

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MEASURES OF EFFECTIVENESS (MOE) SCORING TABLE

December 1, 2016
Braddock Road Multimodal Study
Fairfax County, Virginia

Braddock Road - Roadway MOE Measurements

What you care about/ MOE		Description of MOE	Task Force Weights	Intersection Improvements	HOV2 Inside	General Use Lane Addition
				Score	Score	Score
Environment	1	Availability for screening or landscaping enhancements	4.5	-1.5	-2.0	-2.0
	2	Will alternative provide additional opportunities for bike/ pedestrian travel?		1.25	+1.0	+1.0
	3	Park Land Impacts		-2.0	-2.0	-2.0
	4	Does the alternative improve or degrade the noise levels experienced by those adjacent to the corridor?		0.0	-1.0	-1.0
	5	Does the alternative improve or degrade the air quality experienced by those adjacent to the corridor?		+0.5	-1.0	-1.0
Mobility	6	Does the alternative facilitate community access to Braddock Road?	4.7	+1.0	-1.0	+1.0
	7	Pedestrian/Bicycle travel time		0.0	0.0	0.0
	8	Will the alternative provide better access and circulation for pedestrians and bicycles, as represented by the number of broken path links restored?		2.0	2.0	2.0
Safety	9	Is it likely that existing conflict areas are improved?	4.7	1.0	1.25	1.75
	10	Is it likely that the suggested improvements will lower or increase potential crashes?		1.0	1.0	1.0
	11	Are safe movements provided for pedestrians and bicycles?		1.0	1.0	1.0
Transportation Network Efficiency	12	Option that creates the least aggregate travel time	2.6	2.0	1.0	2.0
	13	Travel time represented by critical movements		2.0	1.0	2.0
	14	Does the alternative facilitate traffic through the corridor?		1.0	1.5	1.5
ROW Impacts	15	Total area of right-of-way taken (fee R/W - acres)	3	-1.5	-2.0	-2.0
	16	Number of parcels impacted (including temporary and permanent easements)		-1.0	-2.0	-2.0
TOTAL SCORE:				8.41	-0.81	4.84

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OPTION	COST*
"No Build"	$0
Intersection & Corridor Improvements	$35.0 Million
HOV2+ Lanes	$101.7 Million
General Purpose Lane	$101.7 Million

* Preliminary Cost Estimates Including: Engineering, Right of Way, Construction. Does Not Include Operations or User Costs.

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BRADDOCK ROAD TASK FORCE REPRESENTIVES

- **Braddock District Council**
- **Bradfield**
- **Canterbury Woods**
- **Carleigh** (aka The Elms)
- **Danbury Forest**
- **Dunleigh**
- **Kings Park**
- **Long Branch**
- **Park Glen Heights**
- **Ravensworth**
- **Red Fox Forest**
- **Signal Hill Estates**
- **Southport**
- **Stone Haven**
- **Townes of Wakefield**
- **Woodhirst**
- **Friends of Long Branch Stream Valley**

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