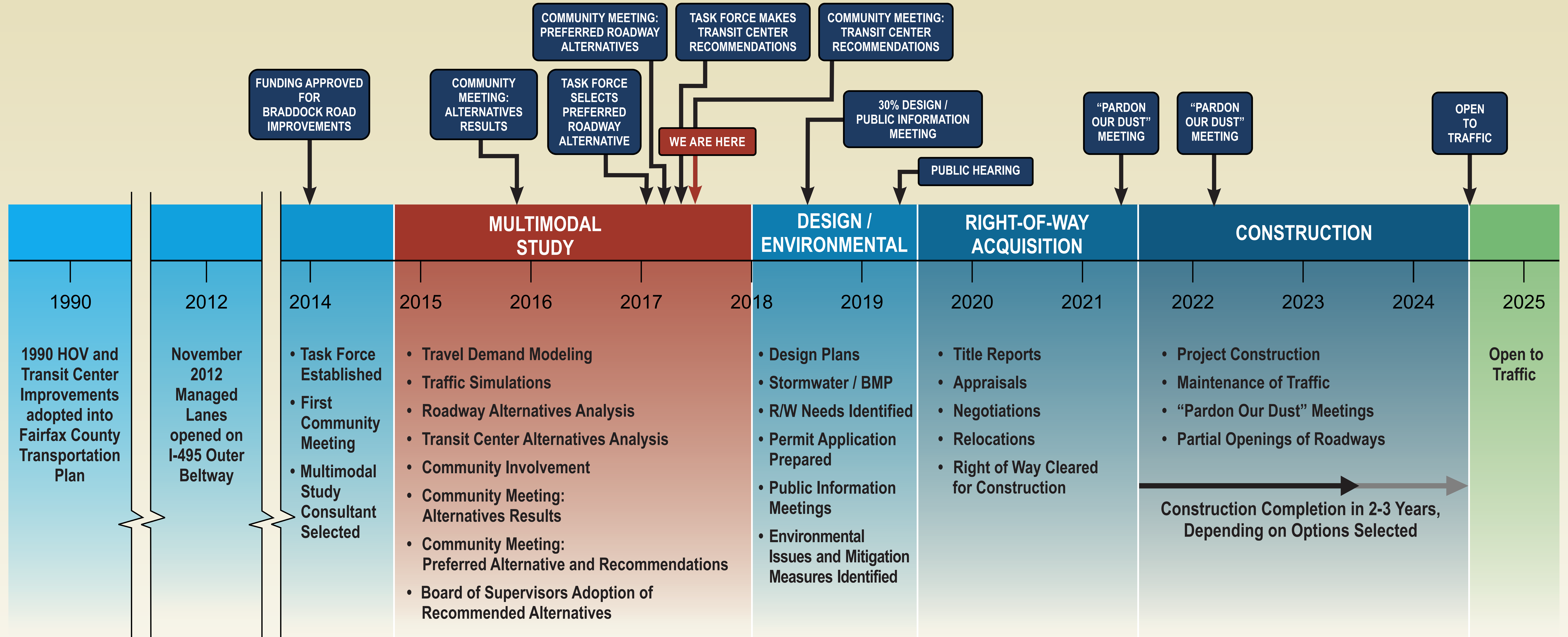


# BRADDOCK ROAD MULTIMODAL IMPROVEMENTS ESTIMATED TIMELINE

Guinea Road to I-495  
June 26, 2017



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

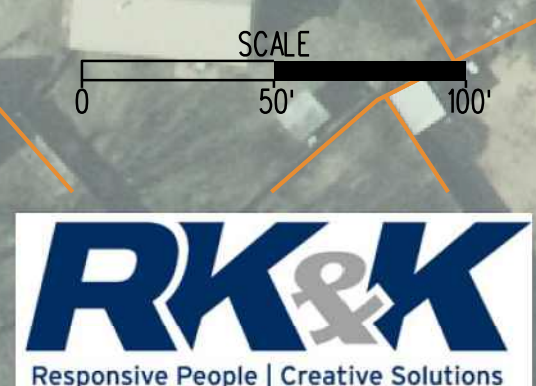
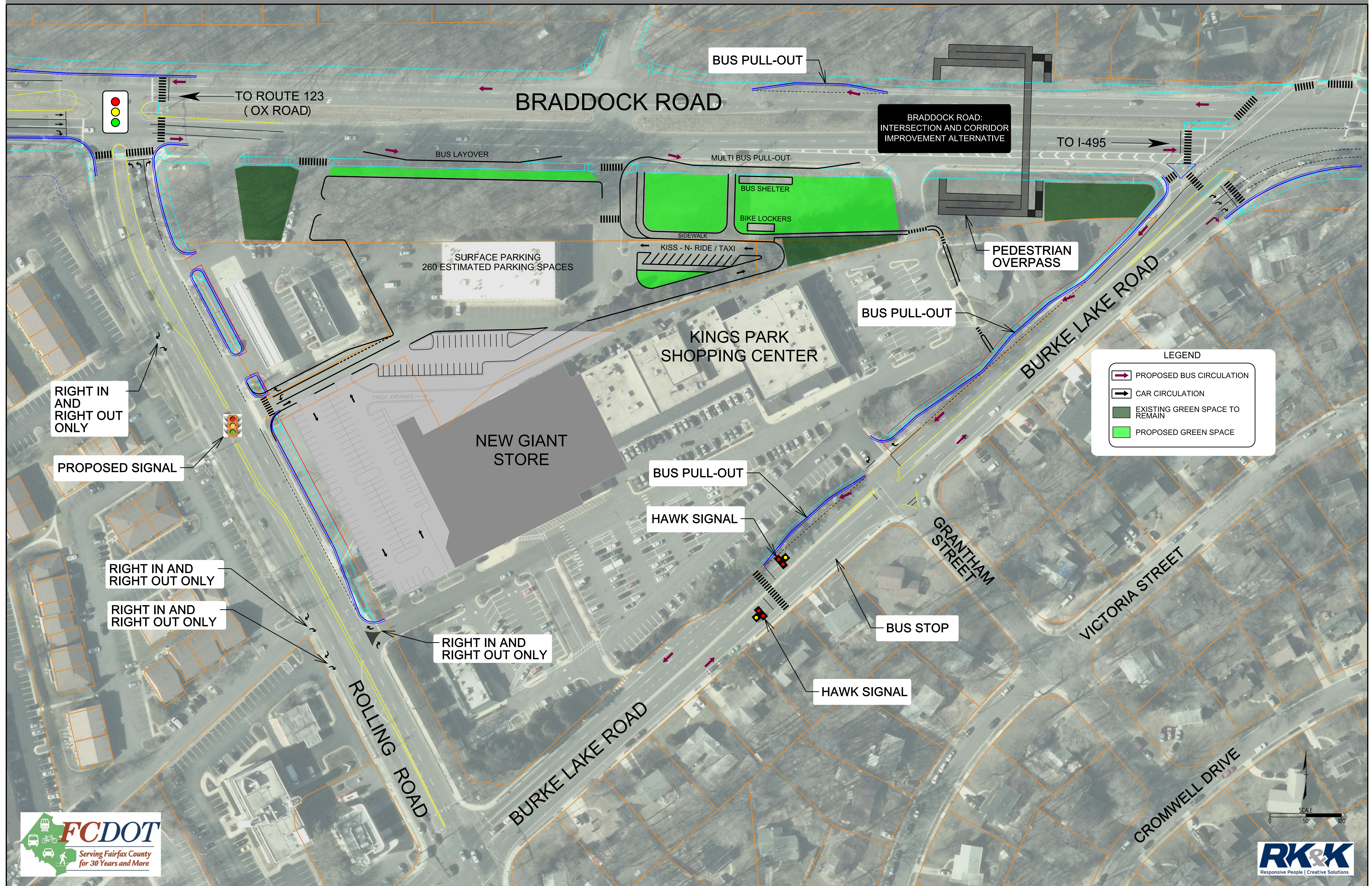


PARK-AND-RIDE / TRANSIT CENTER: ADDITIONAL FACTORS

Additional Factors	Alternatives		
	Kings Park Shopping Center - Park and Ride	Northern Virginia Training Center - Transit Center	Kings Park Shopping Center - Transit Center
Total Cost	\$9,920,000	\$10,730,000	\$22,970,000
Number of Peak Bus Trips	29	15	29
Number of Jobs within 45-min Transit Ride	13,701	3,260	13,701
Number of Vehicles Passing Site	5919	3,617	5919
Walk Score	57 (Somewhat walkable, and some errands can be accomplished on foot)	22 (Car dependent, all errands require car)	57 (Somewhat walkable, and some errands can be accomplished on foot)
Population within Walking Distance (20 min Walk)	10,892	8,394	10,892

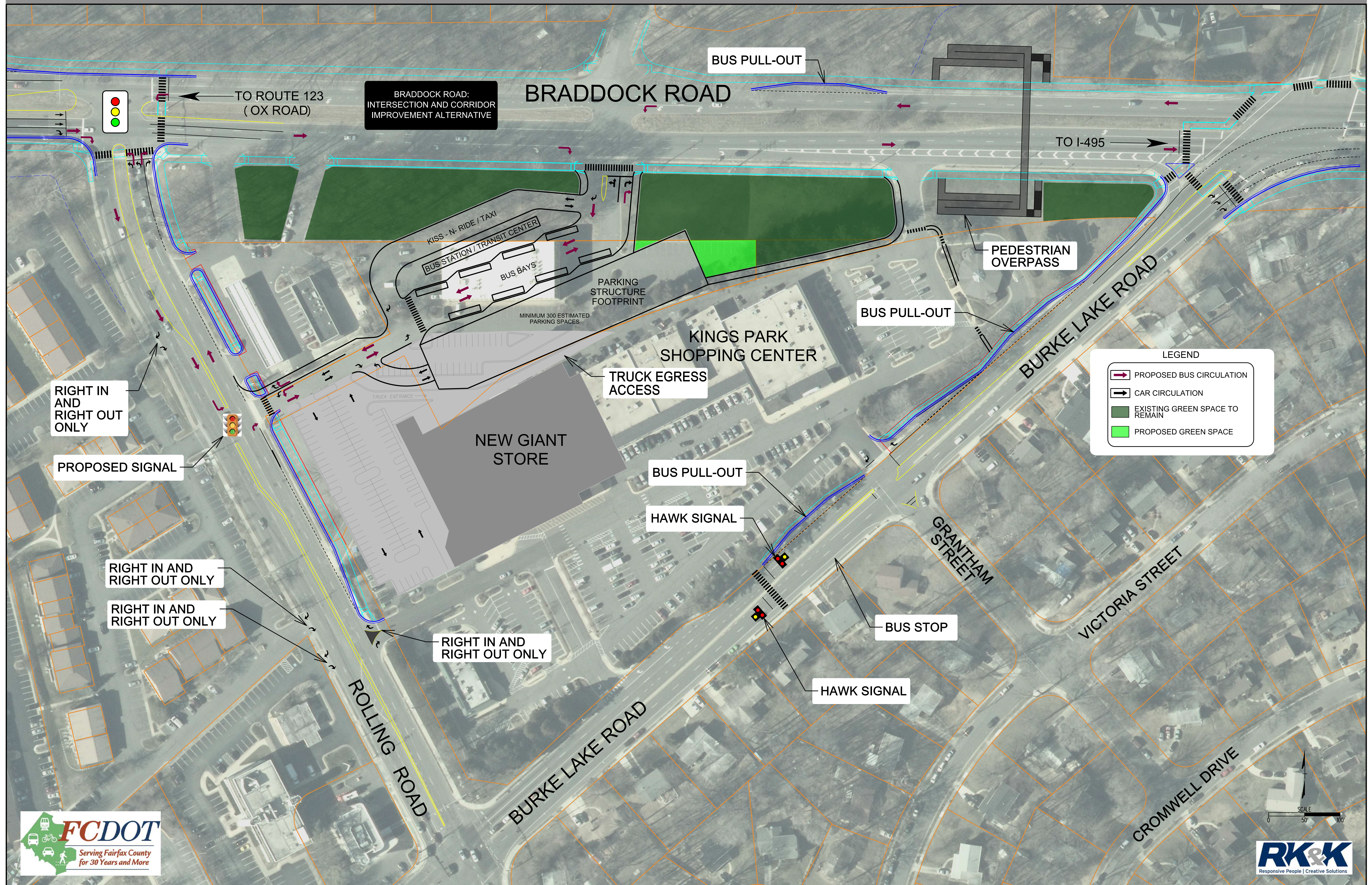


# KINGS PARK SHOPPING CENTER: PARK-AND-RIDE LOT



JUNE 26, 2017

# KINGS PARK SHOPPING CENTER: TRANSIT CENTER - GARAGE



# NOVA TRAINING CENTER: TRANSIT CENTER - WEST



JUNE 26, 2017

# MEASURES OF EFFECTIVENESS (MOE) MEASUREMENT TABLE: PARK-AND-RIDE / TRANSIT CENTER

**May 3, 2017**  
**Braddock Road Multimodal Study**  
**Fairfax County, Virginia**

What you care about/ MOE	Description of MOE	Performance Measures - Metrics	Task Force Weights*	No Transit Center	Transit Center Options		Kings Park Shopping Center Park-and-Ride
				Measure	Kings Park Shopping Center Garage	NOVA Training Center West Site	Measure
Environment	1	Number of trees affected and loss of green space	0.5	0	29,300	163,200	47,400
	2	Does the alternative increase air pollution?		5,816,042	5,688,754 (-2.2%)	5,706,311 (-1.9%)	5,688,754 (-2.2%)
	3	Will site lighting impact adjacent lands in a negative way?		0	194	119	194
Mobility	4	Ease of access in/out for commuter vehicles	1.5	N/A	2	2	3
	5	Ease and convenience of access for pedestrians & bicycles		N/A	1	0	1
	6	Increase in the number of traffic signals		0	(+)1	0	(+)1
	7	Ease of access for transit routes		N/A	2 Entrances 1 Signal	2 Entrances 1 existing signal for exiting only	Buses do not enter site
Safety	8	Will vehicular access in/out of facility be safe?	3.0	N/A	74	52	78
	9	Are safe movements provided to pedestrians and bicycles?		N/A	6	6	8
Roadway Travel Time	10	Braddock Road vehicle travel time	5.0	13.3	11.9 (-10.5%)	12.5 (-6.0%)	11.6 (-12.8%)
	11	Person throughput through the corridor		22,326	23,851 (+6.8%)	22,629 (+1.4%)	23,468 (+5.1%)
	12	Increase in vehicular density at major intersections		84 (KPSC) 49 (NOVA)	110 (+31.0%)	52 (+6.1%)	106 (+26.2%)

\* Final weight factors determined by the Task Force on April 5, 2017. Performance measure weights under each MOE category are averaged and then multiplied by this weighting.

\*\* Average of overall intersection delay for AM and PM peak (At Kings Park: Rolling/Burke Lake, Braddock/Rolling, Braddock/Burke Lake, Rolling/Kings Park Shopping Center); (At NOVA Training Center: Braddock / Burke Station)

[1] Sum of AM / PM peak based on WSDOT corridor planning values



# MEASURES OF EFFECTIVENESS (MOE) SCORING TABLE: PARK-AND-RIDE / TRANSIT CENTER



May 2, 2017  
Braddock Road Multimodal Study  
Fairfax County, Virginia



## Transit Center MOE Measurements

What you care about/ MOE	Description of MOE	Task Force Weights*	No Transit Center	Transit Center Options		Kings Park Shopping Center Park-and-Ride
			Score	Kings Park Shopping Center Garage	NOVA Training Center West Site	Score
Environment	1 Number of trees affected and loss of green space	0.5	0	-0.5	-2.0	-0.5
	2 Does the alternative increase air pollution?		0	+0.5	+0.5	+0.5
	3 Will site lighting impact adjacent lands in a negative way?		0	-1.0	-0.5	-1.0
Mobility	4 Ease of access in/out for commuter vehicles	1.5	0	<del>0.0</del>	0.0	1.0
	5 Ease and convenience of access for pedestrians & bicycles		0	1.0	0.0	1.0
	6 Increase in the number of traffic signals		0	<del>-1.0</del>	<del>0.0</del>	<del>-1.0</del>
	7 Ease of access for transit routes		0	1.0	0.5	0
Safety	8 Will vehicular access in/out of facility be safe?	3.0	0	-1.5	-0.5	-1.5
	9 Are safe movements provided to pedestrians and bicycles?		0	-0.5	-0.5	-0.75
Roadway Travel Time	10 Braddock Road vehicle travel time	5.0	0	1.0	0.5	1.25
	11 Person throughput through the corridor		0	0.75	0.5	0.75
	12 Increase in vehicular density at major intersections		0	-2.0	-0.5	-1.75

Scoring Key: Compared to the "No Transit Center" scenario, is this element for the subject alternative:

SCORES: 0.00

-3.21   0.81   -2.75



# TECHNICAL TEAM - MEASURE OF EFFECTIVENESS (MOE) SCORING: PARK-AND-RIDE / TRANSIT CENTER

**May 3, 2017**  
**Braddock Road Multimodal Study**  
**Fairfax County, Virginia**

What you care about/ MOE	Description of MOE	Performance Measures - Metrics	Task Force Weights*	Transit Center Options							
				No Transit Center		Kings Park Shopping Center Garage		NOVA Training Center West Site		Kings Park Shopping Center Park-and-Ride	
				Measure	Score	Measure	Score	Measure	Score	Measure	Score
Environment	1	Number of trees affected and loss of green space	0.5	0	0	29,300	-0.5	163,200	-2	47,400	-0.5
	2	Does the alternative increase air pollution?		5,816,042	0	5,688,754 (-2.2%)	1	5,706,311 (-1.9%)	1	5,688,754 (-2.2%)	1
	3	Will site lighting impact adjacent lands in a negative way?		0	0	194	-1	119	-0.5	194	-1
Mobility	4	Ease of access in/out for commuter vehicles	1.5	N/A	0	2	1	2	1	3	1.5
	5	Ease and convenience of access for pedestrians & bicycles		N/A	0	1	2	0	0	1	2
	6	Increase in the number of traffic signals		0	0	(+)1	0.5	0	0	(+)1	0.5
	7	Ease of access for transit routes		N/A	0	2 Entrances 1 Signal	1	2 Entrances 1 existing signal for exiting only	0.5	Buses do not enter site	0
Safety	8	Will vehicular access in/out of facility be safe?	3.0	N/A	0	74	-1	52	-0.5	78	-1
	9	Are safe movements provided to pedestrians and bicycles?		N/A	0	6	-0.5	6	-0.5	8	-0.75
Roadway Travel Time	10	Braddock Road vehicle travel time	5.0	13.3	0	11.9 (-10.5%)	1	12.5 (-6.0%)	0.5	11.6 (-12.8%)	1.25
	11	Person throughput through the corridor		22,326	0	23,851 (+6.8%)	1.5	22,629 (+1.4%)	0.5	23,468 (+5.1%)	1.5
	12	Increase in vehicular density at major intersections		84 (KPSC) 49 (NOVA)	0	110 (+31.0%)	-1.5	52 (+6.1%)	-0.5	106 (+26.2%)	-1.5

**Scoring Key:** Compared to the "No Transit Center" scenario, is this element for the subject alternative: Much Worse: -2, Worse: -1, No Change: 0, Better: 1, Much Better: 2      **SCORES:**      **0.00**      **1.02**      **-0.35**      **0.88**

\* Final weight factors determined by the Task Force on April 5, 2017. Performance measure weights under each MOE category are averaged and then multiplied by this weighting.

\*\* Average of overall intersection delay for AM and PM peak (At Kings Park: Rolling/Burke Lake, Braddock/Rolling, Braddock/Burke Lake, Rolling/Kings Park Shopping Center); (At NOVA Training Center: Braddock / Burke Station)

[1] Sum of AM / PM peak based on WSDOT corridor planning values





**Based on an evaluation of the proposed transit center and park-and-ride lot alternatives, the Braddock Road Multimodal Study Task Force came to the following conclusions:**

- 1. The Task Force is not opposed to a transit center at the Northern Virginia Training Center site.**
- 2. The Task Force opposes a transit center at the Kings Park Shopping Center site. Any further consideration of a transit center at the Kings Park Shopping Center site should not occur until after the proposed roadway improvements are completed and the transit center can be evaluated based on actual data from the improved roadway network.**
- 3. The Task Force does not support a park-and-ride lot at the Kings Park Shopping Center site at this time. The Task Force recommends that any further consideration of a park-and-ride lot at the Kings Park Shopping Center site be deferred until after the proposed roadway improvements are completed and the park-and-ride lot can be evaluated based on actual data from the improved roadway network.**



- 1. If a transit center is built, the Kings Park Shopping Center location is the best option compared to the Training Center site.**
- 2. Based on staff's analysis of the MOE's and other factors a park-and-ride lot is a reasonable alternative to a transit center at Kings Park Shopping Center.**
- 3. If a transit center or park-and-ride are not constructed at this time, it is worth reconsidering the Kings Park Shopping Center location in the future.**

## NEXT STEPS

- **Survey open for 30 days**
- **Present Final Recommendations to Community in August 2017**
- **Present Final Recommendations to Board of Supervisors**
- **Fall Community Meetings/Workshops**
- **Initiate Design**

