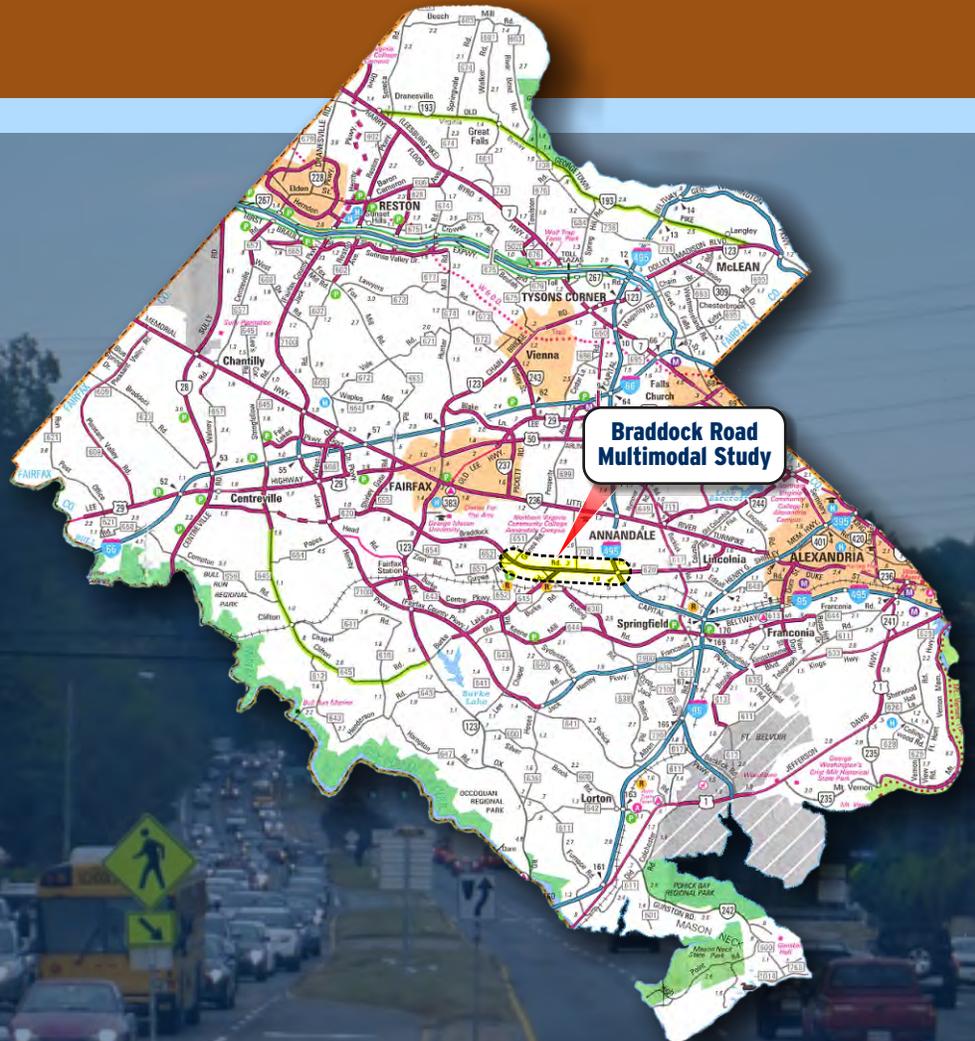
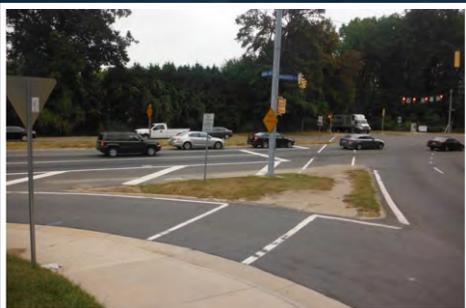




Braddock Road Multimodal Study

County of Fairfax, Virginia

Task Force Meeting Materials



Date: October 7, 2015



October 7, 2015
Braddock Road Multimodal Study
Fairfax County, Virginia

Task Force Meeting

- I. Introduction Kevin Morse, Chairman
- II. Progress Since Last Task Force Meeting (5 minutes)..... Tad Borkowski/Michael Guarino
- III. Discussion Items..... Tad Borkowski/John McDowell
 - a. Roadway (60 minutes) John McDowell
 - i. Existing Conditions VISSIM simulation
 - ii. 2040 No-Build simulation
 - b. Measures of Effectiveness Discussion (30 minutes) Tad Borkowski/John McDowell
 - i. MOE review
 - ii. Performance Measures
 - iii. Detailed discussion of Qualitative Measures
 - 1. Definitions
 - 2. Relative importance
 - c. Transit Center Sites (15 minutes)..... John McDowell
 - i. Parking demand
 - ii. Site analysis updates
- IV. Following Month's Activities (10 minutes) Tad Borkowski/John McDowell
 - a. Continue Travel Demand Modeling
 - b. Continue VISSIM preparation
 - c. Continue development of Transit Center site plans
 - d. Begin alignment option development
 - e. Next Task Force meetings
- V. Adjourn Meeting Kevin Morse, Chairman



July 1, 2015

***Braddock Road Multimodal Study
Fairfax County, Virginia***

Task Force Meeting Minutes

Action Items

Task Force Members

- Review the MOE discussion and be prepared to further discussion at next meeting

FCDOT

- Work with the RK&K Team on items to continue project advancement

RK&K Team

- Refine MOE parameters based on Task Force Member comments
- Begin to develop alignment and roadway configurations
- Continue to advance analysis and transit center layouts

Discussion

Tad Borkowski began the meeting by discussing the work completed over the last month (June 2015) which included the June 9th Community Meeting. Then, Tad asked for reactions from the Task Force regarding the meeting, and John McDowell noted some additional information on that was provided in the packet. The reactions from the Task Force were as follows:

- General consensus was not to widen, primarily due to concern regarding the Beltway intersection and how to improve traffic flow in this area.
- It was noted that one member spoke to 60 or 70 people and heard no positive comments
- General concern regarding a Transit Center at Kings Park; community feels that there is already insufficient parking at this area for the retail space and that the transit center site is too small.
- Concern was raised over the construction impacts and how it will impact the community while the road is being improved.
- One member noted that they talked to residents with no knowledge of the project and did not want what they perceive as a quality of life reduction, notably with concern regarding construction traffic.
- Concern regarding transit center in high density area, and that it will adversely impact mobility of constructed at the Kings Park Shopping Center.
- One member noted that by 2030/2040 traffic will be a problem and to keep in mind that this study is looking 10-20 years in the future.
- “If you build it they will come” – concern about attracting more people at higher speeds; concern about traffic and public safety.
- Citizens felt that they were being penalized to provide capacity for traffic to come from the west.
- Citizens want to see improvements that will add value to the community, not the commuters.
- The Task Force asked why sites further west were not being considered. It was noted that similar results would be expected to a site further west as it would for a site at the western end of the study area.
- Citizens are concerned that their ability to move into and out of their community will be adversely impacted.
- One member noted that they thought the Task Force was doing their job since nothing at meeting was presented as new information
- Traffic is bad now, and concern was raised as to what it will be like in 10-15 years.

- Some feeling within the community that the transit site is already decided and not part of an analysis
- The citizens raised the question as to who will decide which improvement(s) will be implemented
- There was discussion that the overall opposition to the transit center site at Kings Park shopping center was overshadowing the need for improvements to Braddock Road.
- Citizens would like to have the Kings Park transit center site eliminated from consideration. It was noted, though, that this center need to be evaluated against other sites to determine the best approach for the community.
- A question was raised as to who makes the decision for the proposed improvements. It was noted that the Fairfax County Board of Supervisors ultimately makes the decision but takes input from County staff and the community in making the decision.

Tad noted that another community meeting will occur in Late 2015 and asked if the Task Force has any comments on the format. One member noted that people felt as though they were just told what the presenters were going to do, and that brought up questions about the comprehensiveness of the study.

John turned the discussion toward the Transit Center. He noted that the community presented strong preferences for the Northern Virginia Training Center (NVTC) site(s) over Kings Park option; however, he noted that it is important to note that the characteristics of each site would be different. The discussion from the Task Force on this topic continued as follows:

- A question about the NVTC sale and whether the County will buy it. It was noted that this was an open sale and that the County will need to make a determination as to what sort of offer to make. The Task Force members urged the Chairman to communicate with the Supervisor over the interest in obtaining this site.
- It was requested that the County keep analyzing the NVTC site and remove the Wakefield site
- Question was asked about Burke Lake Road site and county noted that no suitable sites existed
- **Motion:** Remove the Wakefield site from consideration – **PASSED** (Unanimous)
- It was noted that Kings Park could serve the local community as well as being a commuter site.
- Concern about site on Morrisette is the impact on communities which are not represented on Task Force
- **Motion:** Remove the Morrisette site from consideration – **PASSED** (2 opposed)
- A discussion regarding a third alternative further west at Fairfax County Parkway was discussed
- Concern was raised about whether the GMU site would serve the County; it was noted that this site is primarily to serve the GMU property.
- It was asked whether WMATA would be increasing service in the area with the new transit center. It was noted that both WMATA and the Fairfax Connector serve the area and that WMATA has a 10-year transit plan that will be incorporated into the study.

John then turned the discussion to MOEs. He noted that through earlier discussions, that the Task Force is looking for fewer MOEs and that the selected set should help guide the objective. The Task Force discussion continued as follows:

- Look for high level MOEs with sub-headings. Concern was raised about creating MOEs that reliably evaluate the alternatives.
- A suggestion was made that no more than 3 qualitative and quantitative measures be selected
- The Task Force agreed to drop the MOE of Community Cohesion as it appeared redundant
- It was noted that all factors should be measureable, i.e. Ease of Access is fed by multiple items
- It was noted that one measure for Safety could exist which combined Crashes/Year, Pedestrian Safety, etc.
- The Task Force recommended the following qualitative MOEs be used:
 - Safety (Ped, Crashes, etc)

- Mobility (Ease of Access, Non-Motorized, etc), and
- Environment (Noise, Aesthetics, etc)
- Quantitative measures were discussed, but not fully developed, including:
 - Travel time
- Desire was stated to remove Fuel Consumption, Total Distance Traveled, Person Trips noting that a Measure of Performance does not equal a Measure of Effectiveness
- A question was raised as to the definition of a “Person Trip”. It was explained that is one person going from one location to a destination, and that one vehicle can create multiple person trips when more than one person is in the vehicle.
- Measures of Effectiveness are/should be relative, i.e. a Cost is not an MOE

Planned Activities for July/August 2015

- Continue refinement of transit center sites
- Begin developing strategies for improvements to Braddock Road
- Travel Demand Modeling efforts will continue, begin focusing on modeling of future conditions
- Continue VISSIM modeling of existing conditions.

Other items:

- The Task Force requested handout packets in advance of the meetings; Staff agreed to provide at least two days in advance.
- There will not be a Task Force meeting in August 2015; the next meeting will be on September 2, 2015.

Should any revisions to these meeting minutes be required, please advise Tad Borkowski at tad.borkowski@fairfaxcounty.gov or John McDowell, PE at jmcdowell@rkk.com.



October 7, 2015
Braddock Road Multimodal Study
Fairfax County, Virginia
Roadway Measures Evaluation

Alternative _____

Description	Measure	Ranking
Qualitative Measures		
Environment	<ul style="list-style-type: none"> • Availability for screening or landscaping enhancements • Will the alternative enhance or erode the quality of the community? • Does the alternative have the potential to improve or degrade the noise levels and air quality experienced by those adjacent to the corridor? 	
Mobility	<ul style="list-style-type: none"> • Does the alternative facilitate community access to the road? • Will the alternative provide better access and circulation for pedestrians and bicycles 	
Safety	<ul style="list-style-type: none"> • Is it likely that existing conflict areas improved? • Is it likely that the suggested improvements will lower or increase potential crashes? • Are safe movements provided to pedestrians and bicycles? 	
Subtotal Qualitative Measures		
Quantitative Measures		
Travel Time	<ul style="list-style-type: none"> • Option that creates the least aggregate travel time • Travel time represented by critical movements • Pedestrian/Bicycle travel time • Corridor Travel Times? 	
Right-of-Way Impacts	<ul style="list-style-type: none"> • Total area of right-of-way taken • Number of parcels impacted • Park land versus residential 	
Project Cost	<ul style="list-style-type: none"> • Construction Cost • Right-of-way cost • Engineering/Permitting/CEI 	
Subtotal Quantitative Measures		

Overall Weighting of Alternative: Ranking X Importance = Product

- Qualitative Measures: _____ X _____ = _____
- Quantitative Measures: _____ X _____ = _____
- OVERALL RANKING..... _____ (sum of products)



October 7, 2015
Braddock Road Multimodal Study
Fairfax County, Virginia
Transit Measures Evaluation

Alternative _____

Description	Measure	Ranking
Qualitative Measures		
Environment	<ul style="list-style-type: none"> • Does the proposed site complement the land uses adjacent? • Is the proposed site compliant with zoning codes • Does the alternative have the potential to improve or degrade the noise levels and air quality experienced by those adjacent to the corridor? • Will site lighting impact adjacent lands in a negative way? 	
Mobility	<ul style="list-style-type: none"> • Ease of access in/out for commuter and transit vehicles • Ease and convenience of access for pedestrians & bicycles • Ease of access for transit routes? 	
Safety	<ul style="list-style-type: none"> • Will vehicular access in/out of facility be safe? • Are safe movements provided to pedestrians and bicycles? 	
Subtotal Qualitative Measures		
Quantitative Measures		
Roadway Travel Time	<ul style="list-style-type: none"> • Braddock Road travel time • Pedestrian/Bicycle travel time 	
Trip Diversions	<ul style="list-style-type: none"> • Number of Braddock Road trips converted to transit • Transit headways between vehicles • Number of routes served 	
Project Cost	<ul style="list-style-type: none"> • Construction Cost • Right-of-way cost • Engineering/Permitting/CEI 	
Subtotal Quantitative Measures		

Overall Weighting of Alternative: Ranking X Importance = Product

• Qualitative Measures: _____ X _____ = _____

• Quantitative Measures: _____ X _____ = _____

• OVERALL RANKING..... _____ (sum of products)



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