

**Comments on Draft
Braddock Road Multimodal Study Outline**

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My understanding of the purpose of the Outline is to serve, essentially, as a Statement of Work (SOW) for the RFP that is to be issued leading to selection of a consultant contractor to gather data and perform specific assessments. If this is so, then each line item in the Outline should describe what specific information or assessment is required to successfully accomplish the task. It should not leave to contractor the task of guessing what is desired or worse allow him to contractually satisfy the SOW without giving you what you thought/wanted to ask him to provide.

Overall the Outline reads pretty well, but there appear to be a number of areas where the 'task' seems rather ambiguous, with a lack of a specific description what is wanted, what assessment is desired, what deliverable information. Perhaps the intent is to flesh out the individual bullets after there is general agreement.

I would suggest that the word 'Coordinate' be excised from the document. In my Government experience this word suggests that the intent is to get the 'other guys' to buy-in to what you plan. I believe your desire is to find areas where the Braddock Rd project supports or is supported by another agency or jurisdiction or that the analysis identifies disconnects that need to be resolved. And/or addresses the impacts of each of the Alternatives on that agency or jurisdiction. Coordinate does not go there.

Comments:

I apologize for the awkward formatting below – I Copy/Pasted from the .pdf copy of the document and it rendered inconsistent results, but saved a lot of typing!

I have only included those task statements which I had a comment to submit, so these pages do not include all the tasks in the Outline.

Corridor-wide Tasks:

- Perform an Origin-Destination study to evaluate total vehicular trips entering the Express Lanes and northbound I-495 and the traffic patterns in the corridor.

I think that we were briefed that this survey would capture license plate data to backtrack to the registered address of the car, to determine where drivers originate. Will a station be set-up to capture Northbound Express lanes, Northbound Regular lanes, and Southbound Regular lanes, since all three are a part of the 'flow' on Braddock Rd. Will a similar survey be performed for the returning rush hour? I don't think the words above convey the answer and you'd be stuck with what the contractor interpreted OR be surprised by unplanned costs to recover.

- Perform a corridor traffic analysis to assess vehicular weaving and merging issues.

Does this analysis have a geographic start/end point or strategic point along the route? Probably more bobbing and weaving between Burke Lake Rd and the Beltway going down the Braddock Slope – but you don't direct that location. If not there, then where? If there, do you want this assessment made at any other part of Braddock Rd?

- Coordinate all alternatives studied with adjacent communities

Perhaps more clearly said: Explore the impact of each of the alternatives on the traffic flow of adjacent communities. Do any of the alternatives help the Braddock Rd flow at the adjacent communities expense?

- Study trail systems, bicycle connections, bus stops, and pedestrian crossings and missing links.

And do what? What are they to look for, report back to you about? Give specific objectives.

- Look at the county's Transit Development Plan recommendations for future transit in the corridor.

Ok, they look at it. Then what? Does the Braddock Rd project support the current Development Plan? Does it disagree with any current objectives in the plan? What do you want them to tell you about after they 'look at the plan'?

- Evaluate access management strategies

What does this mean? Access to what? The Express lanes, Braddock Rd? From adjacent communities? From Burke Lake Rd? What is an access management strategy? What are you managing? With what? What do you want them to tell you? Are there existing access management strategies that are not up to this new challenge?

- Evaluate traffic signal operations and coordination along the corridor and other operational improvements.

Is the purpose here to consider a no-build approach? Or to plan for integration of the whole expanded road structure? What is the baseline they are to evaluate? What delta from the baseline are they to consider

- Perform license plate survey at the Kings Park Shopping Center

Does this task relate to the Origin-Destination study in the first bullet? Should it be placed after, before, or as a sub-set further amplifying the content of the origins and destinations question? Are you looking for commuters who are using KPSC as a Park 'n Ride today? What is the objective so that they know what they are to survey?

- Perform neighborhood travel survey

What is this? – A door-to-door survey of where folks drive from their house? Whether they carpool? What is the objective? What time of day – Rush hour only?

- Coordinate with Fairfax County Public Schools on how each alternative will impact school bus routes.

Perhaps more clearly put: Explore with the Fairfax County Public Schools the impact of each proposed alternative on the existing or planned school bus routes

HOV Widening from Burke Lake Rd to I-495

The following tasks are separately identified, but are really all part of the same question. How do you link a branch HOV/HOT to a main HOT

- Examine ability to connect directly to I-495 Express Lanes facility, including possible bridge widening to accommodate the additional lanes.

Perhaps more clearly put: Develop conceptual design to feed the new HOV/HOT lanes directly into the I-495 Express lanes. Is this even feasible considering the recent rebuild of the bridges over I-495? If fiscally and politically feasible, this would likely drive the answer as to the placement of the expanded lanes addressed in the tasks below. Which is the cart and which is the horse?

- Evaluate all four alternatives for viability – GP lanes only/HOV 2/HOV 3/HOT lanes. Make recommendation on preferred alternative.

What is the measure of 'viability'? Are there criteria that the contractor should know about or be referred to in order to make a proper assessment? Is it viability or construction/flow feasibility as asked in the task above?

- Evaluate best location for roadway widening to accommodate GP lanes only/HOV 2/HOV 3/HOT lanes (e.g., far left lane or far right lane) for effectiveness, safety, and traffic flow.

It would seem to me that the answer to this question is not a standalone. If you don't change the access to the Express lanes at I-495, then it would seem that you are committed to a inside (left) HOV/HOT lane placement. Otherwise you would

either have to use an above grade flyover or else completely redesign the Braddock Rd/I-495 junction.

- Evaluate enforcement strategies to examine occupancy violations utilizing the HOV and HOT facilities.

Perhaps simply, how do you enforce occupancy requirements on this new branch of HOV/HOT? (And do it any better than on the current I-495 HOV/HOT). And which will it be, HOV or HOT and whose decision is that? Using overhead EZ-Pass readers within first block of HOT lanes East of Burke Lake Rd? Employing a physical barrier separating HOV/HOT from GP? I guess that is what the study will grapple with but I don't think that enforcement on Braddock Rd can be separated from that of I-495 HOT

- Examine implementing innovative at-grade solutions for incorporating preferred alternative on Braddock Road (eg, Turn-lane restrictions, lane conversion to accommodate peak hour traffic, queue jumping for buses).

First need to identify the challenges for each mode of transport, then address each with one or more solution sets – with some you may not be able to get there from here without setting up conflicts with another mode. The task above and the task below are the opposite sides of the same coin.

- Also examine possibility of grade-separated solutions and draw a comparison with at-grade solutions for the preferred alternative to be effective.

General Purpose Widening from Guinea Rd to Burke Lake Rd

- Develop conceptual design of addition of General Purpose lanes on the Braddock Road segment from Guinea Road to Burke Lake Road.

Aside from Right-of-Way and environmental concerns (creek drainage adjacent to the road) for this stretch of Braddock Rd, it would seem the major issue will be to provide for transition from all GP to HOV/HOT approaching Burke Lake Rd – which is addressed as a separate task right below – so the next task is really part of the one above

- Ensure coordination with HOV lane East of Burke Lake Rd

Not 'coordination', but rather, smooth transition to HOV/HOT for those desiring and qualifying, vs those continuing on in GP lanes – with high likelihood of weaving and merging on East bound Braddock Rd between the intersection of Rolling Rd and Burke Lake Rd

- **Develop conceptual design of the Transit Center on Braddock Road, including determination of parking needs.**

A figure of 500 spaces was talked about at Feb brief – can even that number be housed in a multi-level structure on the apparent available footprint, considering ingress/egress and melding with the traffic flow for the rest of KPSC and the surrounding three already busy roads? What **is** the real estate footprint that the contractor will be directed to consider? Contractor will need to assess max spaces that can be provided with various configurations of a parking structure that fits on the real estate. An additional consideration that needs to be looked at is: What is the likely demand and if that cannot be satisfied, what measures need to be taken to prevent spillover into surrounding neighborhoods like KP & RFF. We do not need another Wakefield Chapel/NOVA experience.

- **Coordinate with Fairfax Connector and WMATA on existing and future bus routes and service along the Braddock Road corridor, and how each alternative will function with the proposed park-and-ride facility.**

Explore with Fairfax Connector and WMATA to assess demand for commuter parking generated by current and future Express and regular bus routes... and how each alternative supports or doesn't support those plans

- **Evaluate usage of current park-and-ride lots and informal carpooling along the corridor.**

This does need to be done, but an additional factor is the co-opting of parking set-up for playgrounds such as the one just North of Braddock on Wakefield Chapel Dr. This has become a defacto commuter lot with few spaces available for local residents to use when bringing their children to the park during the week.

- **Coordinate with recommendations from the Transit Development Plan.**

Examine to see if this project supports or is supported by the recommendations of the Transit Development Plan

- **Study pedestrian/bike facilities to/from and within the Transit Center**

It is unclear to me what we would ask the contractor to determine from this task. There is no Transit Center, hence no pedestrian/bike facilities to/from and within it. As far as we know there is nothing more defining than a vague word picture of something called a Transit Center. No size, no capacity beyond possibly containing 500 spaces, with no other mention of 'facilities within.