

February 25, 2015
Braddock Road Multimodal Study
Fairfax County, Virginia

Transit Center Measures of Effectiveness

Qualitative Measures

- **Proximity to local trip sources** – how well the candidate location serves the demand for passenger service arriving from adjacent neighborhoods, either by motorized or non-motorized travel. This metric will be assisted by the results from the transit survey and determination of which neighborhoods have a higher likelihood to utilize any additional transit facilities along this corridor.
- **Accessibility for non-local commuters** – how well does the candidate location provide access for vehicles accessing the site from areas outside of the study boundary
- **Compatibility with adjacent land uses** – is the land use adjacent to the candidate site compatible with the transit center? Does the existing zoning allow the development of the transit site as envisioned?
- **Transit system operating efficiency** – a measure of ease of ingress/egress to transit facility based on number of turning movements, traffic signal operations, etc.
- **Safety of accessing site** – the ability of a transit vehicle to access a site with fewest conflicts. This is a measure of conflicts with opposing movements, left-turn across oncoming traffic and other movements within the vicinity of the candidate transit center site.

Quantitative Measures

- Site area (acres)
- Number of bus bays provided
- Number of parking spaces provided
- Property Costs (land/right-of-way/utility relocations)
- Off-site improvement costs (turn lanes, median modifications, signalization)
- Construction Cost
- Transit Travel time to/from I-495
- Average Patron Travel Time
 - Local trips via SOV
 - Local trips via walking/cycling
 - Commuter trips (originating outside of study area)
- Diverted trips from SOV
 - Local users
 - Commuter users
- Trip cost – sum of person-trip cost for all users, inclusive of cost of SOV operation, transit fares and unrecovered operating cost of transit system, tolls