GoToWebinar Tips

• If you want to ask an oral question:
  • Raise your hand and unmute yourself.
  • The moderator will state your name when it is your turn to ask a question.

• If you want to write a question:
  • Expand the Questions box.
  • Type in [Enter a question for staff] to ask a written question.

• All participants are muted.

• If you get disconnected, please attempt to rejoin the meeting.
Meeting Agenda

• Project Team
• Project Location/Background
• Project Overview
• Public Outreach to Date
• Base Option Overview
• Critical Intersection Options
• Environmental and Community Considerations
• Project Funding and Schedule
• Q&A

More information available online at: virginiadot.org/BraddockMultimodal
Project Team

- Andrew Beacher, P.E.
  - VDOT, Preliminary Engineering Manager
- W. Calvin Britt, P.E.
  - VDOT, Project Manager
- Tad Borkowski, P.E.
  - FCDOT, Senior Transportation Planner
- Michael Hooshangi, P.E.
  - Consultant Project Manager
- Suresh Karre, P.E., PTOE
  - Consultant Lead Traffic Engineer
VDOT Project Location

Map Key
- Improvement Corridor, Phase 1
- Improvement Corridor, Phase 2
- Extended Study Area
- Critical Intersections

Virginia Department of Transportation
Project Background

- This project builds on the recommendations from the Fairfax County Braddock Road Multimodal Study (2018) and the Citizen Task Force.
- VDOT conducted a pilot project to review the higher-cost elements and evaluate alternatives to reduce the overall project cost.
- Phase 1 is now fully funded (for design and construction). The County continues to seek funding for construction of Phase 2.
- The County requested that VDOT administer the project in late 2020.

FCDOT Project Website: fairfaxcounty.gov/transportation/projects/braddock-multimodal
Project Overview: Future (2045) No-Build Conditions

- 30% increase in average intersection delay, 20% increase in travel time along the corridor
- Decreased safety for bicyclists and pedestrians
- Reduced transit reliability due to congestion
Transition Braddock Road into a Multimodal Corridor

- Improve connections for the Braddock Road community
- Improve safety and access for bicyclists and pedestrians
- Improve transit accessibility
- Maintain or improve travel times through the corridor for vehicles
Typical Section Between Intersections - Braddock Road

- Multimodal improvements through the corridor
  - No widening on Braddock Road
  - Shared-use paths (for bicyclists and pedestrians) on both sides
  - Enhanced transit accessibility
  - Access management improvements
  - Intersection improvements at critical locations
Typical Section Between Intersections

• Consistent with Comprehensive Plan
• Extensive community and elected officials input during FCDOT study
  • Technical task force team recommendation
  • Reflected in the preferred concept
• Active transportation emphasis
• Provides bicyclist and pedestrian safety
  • Shared use paths (SUPs) on both sides
    • Decreases need for children to cross Braddock Road
    • Reduces conflicts between pedestrians and vehicles
    • Improves transit accessibility
Public Outreach to Date

- Public Information Meeting #1 – January 13, 2022
- Public Outreach Survey
  - Open from January to March 2022
- Summary of January – March 2022 Outreach Activities and Input
  - Available on the VDOT Project Website
    - virginiadot.org/BraddockMultimodal
- Home Owners and Civic Association meetings April – June 2022
- Additional Outreach – September 2022
PIM Meeting & Survey Summary

• Public Information Meeting #1 – 274 Attendees, 172 Comments
• Letters/Emails – 649 Respondents
• Public Outreach Survey – 593 Respondents

Feedback from local users

Desire for a more multimodal corridor

- Right now, I can comfortably travel this way.
- I would like to be able to travel comfortably this way.
- Not applicable.
Base Option Overview - Legend

<table>
<thead>
<tr>
<th>Legend</th>
<th>Proposed Bridge</th>
<th>Potential Stormwater Management Facility</th>
<th>Proposed Temporary Construction Easement</th>
<th>Proposed Traffic Signal</th>
<th>Existing Bus Stop</th>
<th>Proposed Bus Stop</th>
<th>Proposed Bus Stop To Be Removed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Proposed Road Improvements</td>
<td>Proposed Limits of Construction - Cut</td>
<td>Proposed Easement</td>
<td>Preliminary Limits of Construction – to be refined as design progresses</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Base Option - Overview
Critical Intersection – Rolling Road Base Option

- Signalized crosswalks across Rolling Road and Braddock Road
- Relocated bus stops
- Widen Rolling Road to add an exclusive right turn lane onto Braddock
- Enhanced safety and reduced crossing distance with bulb out
- Potential Stormwater Management Facility
Critical Intersection – Rolling Road Option 1

- Raised median to channelize NB lefts to WB Braddock with a receiving/merge lane for inside left turns.
- Pedestrian refuge islands
- Enhanced safety and reduced crossing distance with bulb out.
- No right turn onto Red Fox Drive.
- WB Braddock thru movement only stopped when pedestrian signal is activated.

Potential Stormwater Management Facility
Critical Intersection – Rolling Road Option 2

- **Traditional signal operations**
- **Narrower pedestrian median island on east leg**
- **Right turn channelized**
- **Shorter pedestrian crossing aligned parallel to Braddock**
- **Enhanced safety and reduced crossing distance with bulb out**
- **Potential Stormwater Management Facility**
Survey Results - Braddock Rd & Rolling Rd

Please rank the Rolling Road design options in the order of your preference, with #1 being the most preferred.

<table>
<thead>
<tr>
<th>Rolling Road Design Option</th>
<th>Weighted Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>No-Build Option (no changes from today)</td>
<td>1.98</td>
</tr>
<tr>
<td>Base Option</td>
<td>2.61</td>
</tr>
<tr>
<td>Option 1</td>
<td>2.67</td>
</tr>
<tr>
<td>Option 2</td>
<td>2.08</td>
</tr>
</tbody>
</table>

393 Respondents
Draft Evaluation Results - Braddock Rd & Rolling Rd

- **Technical Analysis Factors**
  - Operations – Multimodal
  - Safety – Multimodal
  - Cost
  - Right-of-Way Impacts
  - Environmental Impacts
  - Community Impacts

- **Base Option scored the highest**

<table>
<thead>
<tr>
<th></th>
<th>Base</th>
<th>Option 1</th>
<th>Option 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Score</td>
<td>64.4</td>
<td>38.9</td>
<td>50.8</td>
</tr>
</tbody>
</table>

Virginia Department of Transportation
Draft Evaluation Results - Braddock Rd & Rolling Rd

BASE-Staff Recommended Option
Critical Intersection – Burke Lake Road Base Option

- Shared-use path bridge
- Removes signal & restricts movements at Kings Park
- Right in/right out access to Kings Park Shopping Center
- Triple right turn lanes

Virginia Department of Transportation
Critical Intersection – Burke Lake Road Option 1

Eliminates Braddock EB right turns onto Burke Lake Road

Reduced crossing distance

Removes signal & restricts movements at Kings Park

Includes enhanced pedestrian safety in the SW quadrant of Burke Lake Road

Right in/right out access to Kings Park Shopping Center
Eliminates EB right turns onto Burke Lake Road

Eliminates right out of shopping center onto Braddock Road near Wells Fargo

Reduces ped crossing distance across Braddock Road

Includes enhanced pedestrian refuge with bulb out

Maintain signalized intersection with Kings Park Drive and the Parkwood Baptist Church
Shared Use Path Bridge

• Should the shared use path bridge be constructed as part of this project?
• Looking for public comments
• Potential to save $8 Million
• Potential to reduce tree loss

Share your input:

✓ Online: During the virtual public meeting or at virginiadot.org/BraddockMultimodal.
✓ Via Email: Meetingcomments@vdot.virginia.gov (please reference “Braddock Road Multimodal Improvements” in the subject line)
✓ By Mail: Mr. W. Calvin Britt, Virginia Department of Transportation, 4975 Alliance Drive, Fairfax, VA 22030

960' total length
4-minute travel time

132' crosswalk length
Travel time ranges from 30 sec to 3 min 30 sec depending on signal wait time
Survey Results - Braddock Rd & Burke Lake Rd / Woodland Way

Please rank the Burke Lake Road design options in the order of your preference, with #1 being the most preferred.

Burke Lake Road Design Option | Weighted Score
--- | ---
No-Build Option (no changes from today) | 2.52
Base Option | 2.45
Option 1 | 2.18
Option 2 | 1.96

346 Respondents
Draft Evaluation Results - Braddock Rd & Burke Lake Rd/Woodland Way

- **Technical Analysis Factors**
  - Operations – Multimodal
  - Safety – Multimodal
  - Cost
  - Right-of-Way Impacts
  - Environmental Impacts
  - Community Impacts

- **Option 1 scored the highest**

<table>
<thead>
<tr>
<th></th>
<th>Base</th>
<th>Option 1</th>
<th>Option 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Score</td>
<td>44.0</td>
<td>48.2</td>
<td>25.0</td>
</tr>
</tbody>
</table>
Draft Evaluation Results - Braddock Rd & Burke Lake Rd/ Woodland Way

OPTION 1-Staff Recommended Option
Braddock Rd & Burke Lake Rd/ Woodland Way Intersection Impacts

- Detour of NB movements destined to Woodland Way
- Loss of direct access with the removal of the Kings Park Drive signal
  - Multiple Stakeholders impacted
- Additional options studied to provide better address
Braddock Road Two U-turns Concept

- Two U-turn locations, to the west and east of Stone Haven Drive

Proposed U-Turn Serves: Woodland Way, Kings Park Drive, EB church access

Proposed U-Turn EB Stone Haven access
Critical Intersection – Danbury Forest/Wakefield Chapel Base Option

Potential Future Alignment of a Shared Use Path Bridge

New Signal for Danbury Forest

New Signal for U Turns
Video showing how the intersection design works.
Critical Intersection – Danbury Forest / Wakefield Chapel Option 1

- Dual left turn lanes from Braddock to Wakefield Chapel
- Crosswalks in every quadrant
- Realigns Danbury Forest Drive with Wakefield Chapel Road
- Previous FCDOT alignment, crossing Long Branch
- Widened Danbury Forest at signal with additional turning movements
- Greater tree, stream, and wetland impacts than other options
Critical Intersection – Danbury Forest / Wakefield Chapel  Option 2

- New Signal at Danbury Forest
- Channelized WB left turns onto Danbury
- Channelized NB right turn from Danbury Forest onto EB Braddock
- Allows for NB Danbury Forest left turn onto WB Braddock under signal and short merge lane
- Signalized inside right turn lane from Danbury Forest to Wakefield Chapel
- Slight realignment of Danbury Forest Drive
Survey Results - Braddock Road & Danbury Forest/Wakefield Chapel

Please rank the Danbury Forest Drive & Wakefield Chapel Road design options in the order of your preference, with #1 being the most preferred.

<table>
<thead>
<tr>
<th>No-Build Option (no changes from today)</th>
<th>Base Option</th>
<th>Option 1</th>
<th>Option 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>24%</td>
<td>30%</td>
<td>9%</td>
<td>17%</td>
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<tr>
<td>19%</td>
<td>23%</td>
<td>17%</td>
<td>31%</td>
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<tr>
<td>26%</td>
<td>15%</td>
<td>54%</td>
<td>32%</td>
</tr>
<tr>
<td>22%</td>
<td>14%</td>
<td>10%</td>
<td></td>
</tr>
</tbody>
</table>

**Danbury Forest Drive/Wakefield Chapel Road Design Option | Weighted Score**

- No-Build Option (no changes from today) 2.27
- Base Option 1.54
- Option 1 3.04
- Option 2 2.14

327 Respondents
Draft Evaluation Results - Braddock Road & Danbury Forest/Wakefield Chapel

- **Technical Analysis Factors**
  - Operations – Multimodal
  - Safety – Multimodal
  - Cost
  - Right-of-Way Impacts
  - Environmental Impacts
  - Community Impacts

- **Base Option scored the highest**

<table>
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<th></th>
<th>Base</th>
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<th>Option 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Score</td>
<td>26.8</td>
<td>13.1</td>
<td>1.1</td>
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</tbody>
</table>

**BASE**

**OPTION 1**

**OPTION 2**
Draft Evaluation Results - Braddock Road & Danbury Forest/Wakefield Chapel

- Reduces corridor travel time by 35%
- Improves throughput by 5%
- Reduces queues by 20%
- Reduces intersection delays by 25%
U-turn Intersection Benefits

- Compared to traditional/full access intersections, U-turn options provide:
  - **Safety benefits**
    - Reduces total number of crashes
    - Reduces severity of crashes
  - **Traffic operational benefits**
    - Reduces congestion
    - Improves efficiency
    - Simplifies signal phases
  - **Cost Effective**

\[MUT \text{ and } RCUT \text{ Can Reduce Conflict Points by 50}\%\]
Summary of Staff Recommended Options

Rolling Road - BASE

Danbury Forest/Wakefield Chapel - BASE

Burke Lake Road - OPTION 1
National Environmental Policy Act (NEPA) of 1969

- Level of environmental document based on NEPA significance of impacts (context + intensity)
- Project qualifies for a Categorical Exclusion (CE) due to limited impacts under 23 CFR 771.117
- Preparation of a CE is underway currently
Key Community Concerns

- **Trees**
  - Early in design process; therefore, extent of impacts on trees is not yet known
  - Key factors:
    - Utility relocations / right of way
    - Stormwater management
    - Selection of preferred alternative
    - Design refinements to mitigate / reduce impacts
  - Potential for tree replacement / landscaping

- **Sound barrier walls**
  - No additional through lanes – criteria not met for noise study
  - Sound barrier walls not included in this project

- **Floodplain at Wakefield Chapel**
  - Staff Recommended Alternative minimizes impact
  - Coordination with Fairfax County Park Authority ongoing
The project is funded from Guinea Road to Ravensworth Road through Design Approval, approx. 40% design.

- Phase 1 is fully funded through Construction (~$74M approved in SmartScale)
- Phase 2 is not funded beyond Design Approval

<table>
<thead>
<tr>
<th>Milestones</th>
<th>Phase 1</th>
<th>Phase 2</th>
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</thead>
<tbody>
<tr>
<td>Public Information Meeting #2</td>
<td>Today</td>
<td></td>
</tr>
<tr>
<td>Design Public Hearing</td>
<td></td>
<td>Spring 2023</td>
</tr>
<tr>
<td>Design Approval</td>
<td></td>
<td>Spring/Summer 2023</td>
</tr>
<tr>
<td>Right Of Way Acquisition/Utility Relocation</td>
<td>Spring 2025 – Fall 2026</td>
<td>TBD</td>
</tr>
<tr>
<td>Construction</td>
<td>Fall 2028 (~3 years)</td>
<td>TBD</td>
</tr>
</tbody>
</table>
Provide Feedback

Give feedback on the virtual public information meeting in the following ways by December 14, 2022.

More information at: virginiadot.org/BraddockMultimodal

Fill out the questionnaire
Link provided on website

Email Us
meetingcomments@VDOT.virginia.gov
Please reference “Braddock Road Multimodal Improvements” in the subject line

Mail Us
W. Calvin Britt
VDOT’s Northern Virginia District
4975 Alliance Drive
Fairfax, Virginia 22030

Comment
In the question window during the virtual meeting or online at virginiadot.org/BraddockMultimodal via the comment survey
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Thank You!

More information available online at: virginiadot.org/BraddockMultimodal

You can also contact Calvin Britt: calvin.britt@vdot.virginia.gov 703-259-2961