



McLean Regional Traffic Concerns Community Meeting

McLean High School

May 9, 2018

7:00PM



Meeting Agenda

- Recap of September Meeting
- Police Enforcement
- McLean Transportation Advisory Group (MTAG)
- Activities Since September
- Cut Through Restrictions & Traffic Calming
- Balls Hill Rd/Georgetown Pike
- Other Popular Issues
- Shoulder Lane/American Legion Bridge
- Questions/Comments
- Adjourn

Recap of September Meeting

- General Discussion of the Issues
- Cut Through Restrictions & Traffic Calming
- Line by Line Review of Citizen Suggestions and Available Responses
- Question/Comment Period

“Short Term” Accomplishments

- ✓ Installed temporary traffic monitoring cameras (linked to 511)
- ✓ Installed larger “Do not Block the Intersection” signs
- ✓ Installed additional “No U-turn” signs
- ✓ Installed additional orange flags placed on the signs
- ✓ Increased police enforcement to prevent illegal behavior in the intersection
- ✓ Widened shoulder on north side of Georgetown Pike at the intersection of Balls Hill Rd & Georgetown Pike for increased enforcement
- ✓ Painted the box to encourage drivers not to stop in the intersection

“Intermediate Term” Accomplishments

- ✓ Formed regional advisory group representing various neighborhoods, to communicate with neighbors
- ✓ Began Cut Through Restriction Process with Dead Run/Carper neighborhood
- ✓ Analyzed concept of improvements at Balls Hill Road and Georgetown Pike intersection
- ✓ Reviewed Douglass Drive and Georgetown Pike intersection
- ✓ Interacted with local group and FCPS with the purpose of improving safety around Cooper Middle School
- ✓ Reviewed other possible alternatives to improve congestion in the area

“Long Term” Accomplishments

- ✓ Began coordination with Maryland on proposed improvements to American Legion Bridge
- ✓ Commonwealth Transportation Board approved \$6 million to initiate environmental document for proposed improvements on Virginia side that will connect to bridge
- ✓ Public Information Meeting on this initiative (495 NEXT) to be held June 11, 2018 at Cooper Middle School, 6:30PM

Residential Traffic Administration Program (RTAP)

TRAFFIC CALMING	CUT-THROUGH RESTRICTION
<p>Physical devices installed for slowing the speed of traffic (speed hump, speed table, raised pedestrian crosswalk, choker, traffic circle, median island, etc.)</p> <p>QUALIFICATIONS: Residential 25 mph local, collector or minor arterial road. On collector roads, with ≥ 12 dwellings per 1000 ft. of roadway. Volume of 600 to 6000 vehicles per day. If a minor arterial, volume $\leq 15,000$ and traffic calming devices must exist on the same street in an incorporated city or town within $\frac{1}{4}$ mile. 85th percentile speed of vehicles ≥ 10 mph over posted limit</p>	<p>Access restrictions to reduce volume of traffic (turn prohibition, diverter) or traffic calming.</p> <p>QUALIFICATIONS: Residential 25 mph local or collector road ≥ 150 peak hour cut-through vehicles, one direction, that account for $\geq 40\%$ of peak hour traffic On collector roads, no access restrictions: and ≥ 12 dwellings per 1000 ft. of roadway</p>
<ol style="list-style-type: none"> 1. Request to district supervisor by HOA/CA, who forwards request to FCDOT. Includes names of 4 to 5 residents who can serve on a task force. 2. Traffic count and speed survey of road by FCDOT. 3. If qualifies, FCDOT develops a conceptual traffic calming (t.c.) plan. The conceptual plan is presented to the task force for acceptance. 4. The Task Force conducts a community awareness meeting to discuss the t.c. effort. 5. Vote via ballot by residences, as indicated on map provided by FCDOT, to approve the proposed t.c. plan. 6. Board of Supervisors (BOS) endorse t.c. plan. 7. FCDOT schedules the installation of devices. 	<ol style="list-style-type: none"> 1. Request to district supervisor by HOA 2. Supervisor forwards request to FCDOT 3. FCDOT issues primary use area map & petitions 4. Community gathers signatures verifying $\geq 75\%$ support for a cut-through (c.t.) study. 5. FCDOT performs study to ascertain c.t. volumes 6. If qualifies, BOS approve resolution requesting VDOT for c.t. measures 7. Task force formed to develop c.t. plan 8. Community informational meeting to discuss proposed plan 9. Vote via ballot by residences in primary use area to approve c.t. plan 10. BOS conduct joint public hearing with VDOT to approve c.t. plan 11. FCDOT schedules the installation of devices and signs



Cut Through Restrictions

QUALIFICATIONS:

Must have at least 150 peak hour cut-through vehicles, in one direction, that account for more than 40% of the peak hour traffic

REMEDIATION:

Access restrictions/route modifications to reduce traffic volumes

PROCEDURES:

QUALIFICATIONS

- Request to district supervisor by the community, who forwards request to FCDOT (COMPLETED)
- Preliminary traffic count by FCDOT (COMPLETED FOR DEAD RUN/CARPER & OTHERS)
- FCDOT issues primary use area map & petitions (COMPLETED FOR DEAD RUN/CARPER)
- Community gathers signatures verifying >75% support for a cut-through study (UNDERWAY)
- FCDOT performs study to ascertain cut-through traffic volumes
- If qualifies, Board of Supervisors approveS resolution requesting VDOT for cut-through measures

Cut Through Restrictions

PROCEDURES:

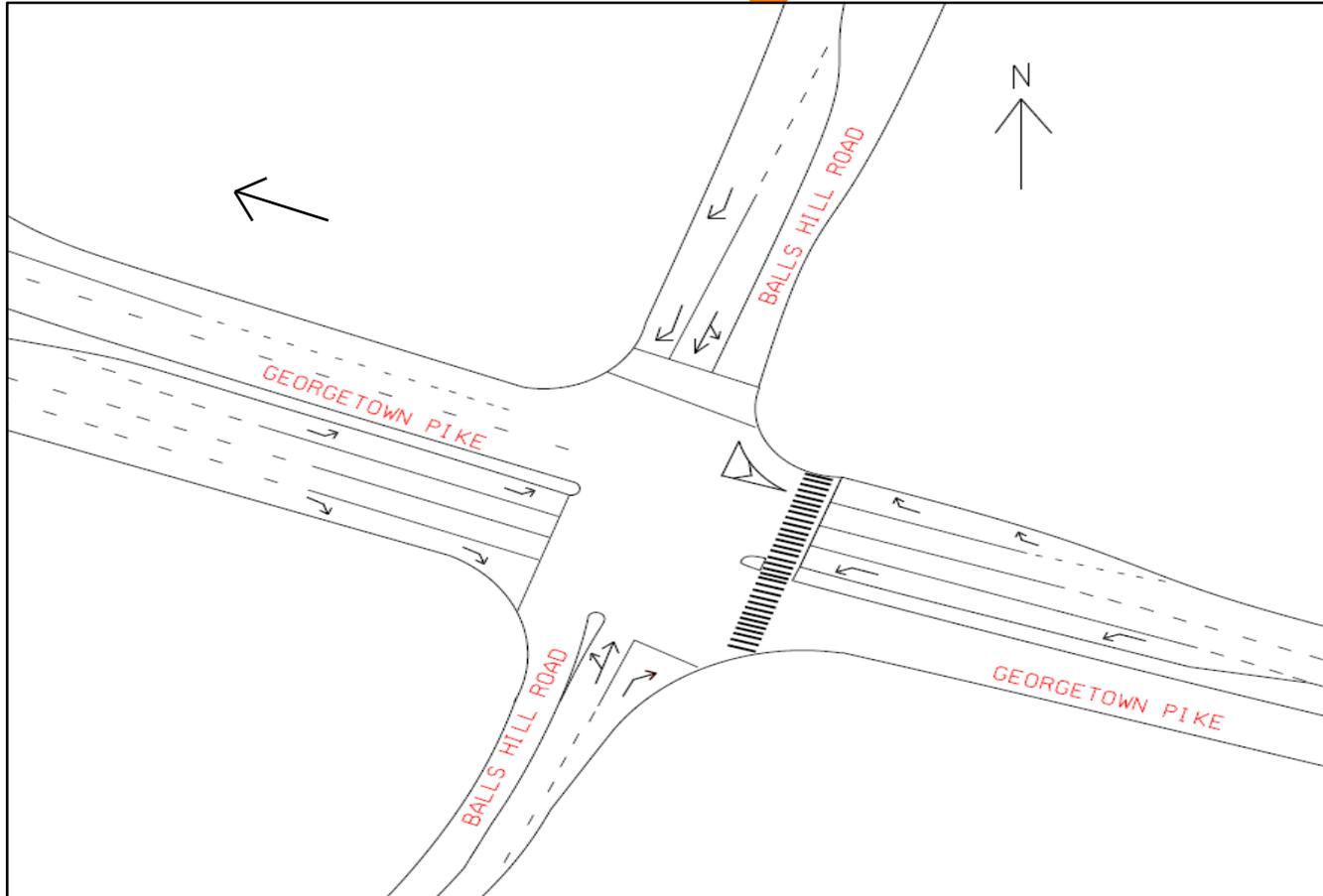
PLAN
DEVELOPMENT

- Task force formed to develop cut-through plan
- Proposed cut-through plan submitted to VDOT for study and evaluation
- Community informational meeting held to discuss proposed plan

APPROVAL
&
INSTALLATION

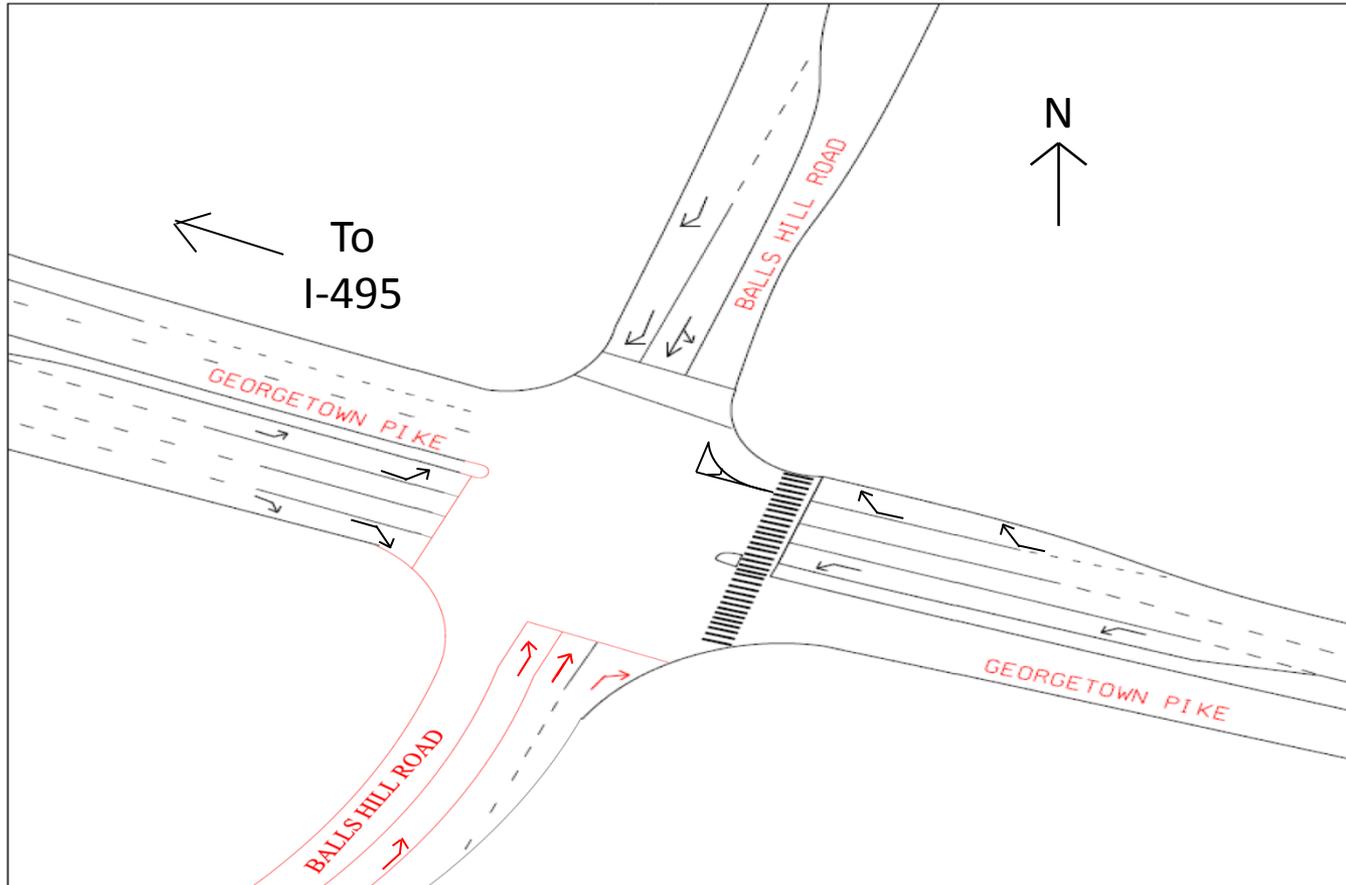
- Vote via ballot by residences in primary use area to approve cut-through plan
- Board of Supervisors conduct joint public hearing with VDOT to approve cut-through plan
- FCDOT requests installation of approved measures

Balls Hill Road/Georgetown Pike Existing Conditions



Intersection Delay		Synchro model average delay for each movement (sec.)									
Time Period	Delay /LOS	EB			WB			NB		SB	
		L	T	R	L	T/TR	R	L/T	R	L/T	R
AM	26.5/C	6.6	12.4	2.4	12.9	19.5	0.0	88.8	25.4	40.8	7.4
PM	21.5/C	7.0	10.8	5.3	9.2	21.4	0.1	81.0	6.5	46.1	1.5

Balls Hill Road/Georgetown Pike Proposed Conditions



Intersection Delay		Increased / Decreased average delay for each movement (sec.)										
Time Period	Delay /LOS	EB			WB			NB			SB	
		L	T	R	L	T	R	L	T	R	L/T	R
AM	23.0/C	-0.4	-1.2	-0.2	-0.7	-1.3	0.0	-4.6	-46.7	-18.4	1.1	0.2
PM	19.4/B	-0.6	-1.0	-0.3	-0.6	-1.4	0.0	-7.5	-42.6	0.1	-6.1	0.1

Balls Hill Road/Georgetown Pike

- **Description:** Provide a northbound left turn lane on Balls Hill Road by constructing a new southbound lane of about 600 feet on the west side of the road and converting the existing southbound lane into a dedicated left turn lane
- **Requires** utility relocation, storm water management, signal modification, milling and paving, construction of new lane and shoulder

Balls Hill Road/Georgetown Pike

- **Concept with high-level planning estimate**
- **Approximately \$1.5 million estimate**
- **Approximately 2 years for design, utility relocation and construction once funding is identified**

Other Popular Issues

- **Douglass Drive/Georgetown Pike**
- **School Safety**
- **Issues on Other Roadways—Handled Individually**
- **WAZE**

Shoulder Lane & American Legion Bridge

- **Model Analysis on Shoulder Lane**
- **Future of American Legion Bridge**
- **Upcoming Public Meeting June 11, 2018, Cooper Middle School, 6:30PM**

Questions/Comments

Email: meetingcomments@vdot.virginia.gov

Website:

http://www.virginiadot.org/projects/northernvirginia/mclean_traffic_analysis.asp