Citizen Ideas

Virginia Department of Transportation

	Idea	Can this idea move forward? Yes	Can this idea move forward? No	Status of Idea	Pros	Cons
	Cut Through Restrictions (peak hours)					
1.	Initiate study of cut through restrictions on designated streets	X		Community has requested cut-through restrictions. FCDOT will be conducting traffic counts in the fall to determine eligibility of roadways. This step is the beginning of the expedited process. Refer to FCDOT Cut Through Handout.	● Can discourage cut through drivers from using certain streets	● Traffic will seek out new routes. ● Not all streets will be eligible for restrictions. ● When traveling to or from home, some residents may have to take a longer route.
2.	Emphasize urgency and propose a process for achieving expedited approval	X		In Progress	● Can reduce timeframe to implement. ● VDOT and FCDOT have been partnering on this issue from the beginning, which promotes cooperation, resulting in a faster implementation.	● Legal Counsel has advised that the process cannot be circumvented, although it may be expedited. ● The process includes a petition, which needs majority approval. ● Therefore, the timeline is dependent on the responsiveness of the community.
3.	Permit "local traffic only" on streets during peak hours		X	There is no legal authority given to VDOT by the Code of Virginia to enact this type of regulation.	-	-
4.	Issue windshield stickers for local residents		X	There is no legal authority given to VDOT by the Code of Virginia to enact this type of regulation.	-	-
5.	Organize process of appealing to Google to withdraw designated streets from Waze App	X		In progress	● The cut through restrictions, if implemented, will effectively remove routes that are no longer viable from WAZE.	WAZE will not remove routes that are still viable due to neighborhood requests. If WAZE did remove the routes, other apps could pick the route up and it would be impossible to control.
6.	Install barriers on some streets to eliminate ability of traffic to use street as cut through	X		Under Consideration; appropriate mitigation options are still being considered. Refer to FCDOT Cut-Through Recommendations Map Boards (to be available online).	● Can discourage cut through drivers from using certain streets	● Traffic will seek out new routes. ● Not all streets will be eligible for restrictions. ● Barriers are a more permanent method and difficult to change once put in place, regardless of effectiveness. ● Could increase emergency response time.
	Traffic Calming					
7.	Work with community to maximize benefits of traffic calming on designated streets	X		FCDOT has completed/is processing various traffic calming projects in this area. Refer to FCDOT North McLean RTAP Project List Handout.	● Traffic calming can reduce the speed of drivers through neighborhoods.	● Community consent can be time consuming. ● Traffic calming does not mitigate traffic congestion.
8.	Review of county/state traffic calming guidelines to allow for greater flexibility and problem-specific solutions	X		In Progress - VDOT is reviewing and modifying these guidelines on a statewide level.	● State Traffic calming guidelines are simply guidelines. ● If FCDOT and VDOT agree, exceptions can be made. ● Traffic calming can reduce the speed of drivers through neighborhoods.	● Community consent can be time consuming. ● Traffic calming does not mitigate traffic congestion.

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	Balls Hill Road/ Georgetown Pike Intersection					
9.	Redesign intersection to improve flow for through traffic	X		Under Consideration - several options are being evaluated. Traffic data is being gathered and analyzed to further clarify the best options. More data will be provided to the public at a later date.	• Capacity of intersection will be improved. • Getting drivers onto the beltway faster will remove them from the queues at the intersections and from the neighborhood streets faster.	• Lack of Funding • Schedule - intermediate to long term solution • Could have limited impact.
10.	Consider converting right lane on Northbound Balls Hill into through and right turn lane for residents	X		Under Consideration - Please note the implementation of this idea conflicts with the idea below.	• Would allow for through movement to get through intersection faster. • Moving traffic through faster reduces the queue.	• Forces all left turns into one lane, which will extend the queue, thereby blocking the through-right lane. • Improving intersection could lead to more traffic cutting through the neighborhoods.
11.	Consider installing a concrete island to prevent cars from entering area currently painted to direct traffic flow	X		Under Consideration - Please note the implementation of this idea conflicts with the idea above	• Would prevent traffic from the ramp from backing up and blocking the intersection. • The island would protect Police enforcement. • Would allow residents to turn right into neighborhoods without waiting behind ramp traffic.	• Limits ability of traffic coming Northbound on Balls Hill Rd to make the through movement at the intersection.
12.	Determine whether right turn lane from Balls Hill onto Georgetown Pike can be extended	X		Under Consideration	• Would allow for more movement through right turn lane.	• May be limited by Cooper Middle School Entrance. • Could impact school traffic.
13.	Consider different light pattern/signal timing (Ex: Churchill Road and Dolly Madison Intersection) (Light pattern is interpreted to mean traffic signal phasing and signal timing)	X		In Progress - dependent upon other solutions presented (changing traffic signal phasing and signal timing for right/through movement)	• May help reduce queue for some of the movements	• Could lengthen queue for other movements.
14.	Widen beltway access ramp from Georgetown Pike onto Beltway Northbound	X		Under Consideration	• Add capacity which may reduce congestion at Balls Hill and Georgetown Pike	• Lack of Funding • Schedule - intermediate to long term solution
15.	Increase Police enforcement against drivers who "block the box"	X		The Police have committed to Supervisor Foust to increase enforcement. This will be aided by completion of the shoulder widening. Shoulder is scheduled to be completed by October 1st.	• Would allow drivers to make the appropriate movements through the intersection as dictated by the signals.	
16.	Widen shoulders along Georgetown Pike for improved enforcement	X		In Progress- Shoulder widening is planned on the north side of westbound Georgetown Pike, between Balls Hill Rd and the ramp to Northbound 495. Expected to be completed by October 1st.	• Provides safer enforcement area for police.	
17.	Install larger/more visible "Do not block intersection" signs	X		Completed.	• More visibility for motorists • Helps police to enforce	• Limited effectiveness due to driver behavior
18.	Install larger orange flags on signs	X		Completed.	• More visibility for motorists • Helps police to enforce	• Limited effectiveness due to driver behavior
19.	Paint the Box	X		In Progress - Expected to be completed by November 1st.	• More visibility for motorists • Helps police to enforce	• Limited effectiveness due to driver behavior

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	Dead Run & Georgetown Pike Intersection					
20.	Consider installing pylons in median to prohibit left turn movement from Dead Run onto Georgetown Pike	X		Under Consideration - An analysis is in progress and there will be a public involvement process if this idea moves forward.	• Low cost. • A good interim improvement to gauge effectiveness before installing a more permanent solution. • This would effectively stop the cut through traffic through Dead Run.	• Minimal effectiveness due to the fact that these are temporary in nature. • Residents of Dead Run Drive will no longer have access from that median.
21.	Consider restricting left turns from Dead Run to Georgetown Pike	X		Under Consideration	• May discourage cut through traffic on Dead Run. • Permanent solution if flex posts are found to be effective.	• Would restrict movements for local traffic. • Could redirect cut through traffic to other streets
22.	Make Dead Run one-way from Georgetown Pike to Carper	X		Under Consideration: Refer to FCDOT Cut-Through Recommendations Map Board	• May discourage cut through traffic on Dead Run.	• Would restrict movements for local traffic. • Could redirect cut through traffic to other streets
	Churchill Rd & Carper St Intersection					
23.	Consider installing a three way stop	X		Under Consideration: Multi-way Stop Analysis is being completed.	• Would facilitate movements in various directions by requiring a stop to opposing traffic.	• Adding stop signs would cause increased congestion.
	Douglass Drive & Georgetown Pike Intersection					
24.	Consider installing a traffic signal at intersection (activate for peak periods?)		X	Signal Warrants were met in 2008. Although it would facilitate traffic flow in multiple directions, the signal is not justified for many reasons. Additional Right of Way would be required in order to create a left turn lane and due to the historic nature of the roadway, no left turn lanes are currently planned along Georgetown Pike. Therefore, vehicles queued westbound at a signal would be at increased risk for rear-end collisions. Additionally, adding a signal at this intersection would likely encourage more cut-through traffic to enter the neighborhoods.	-	-
25.	Consider reducing speed limit on Georgetown Pike from Langley HS to Balls Hill Road to 25/30 mph		X	This has been considered. Traffic congestion on Georgetown Pike would not benefit from a reduction in speed limit. An artificially low speed limit detracts from effective police enforcement..	-	-
26.	Install a "warning Intersection" sign on GT Pike east of the Douglass intersection	X		Complete	-	-

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	Intersection of 267 E & 495 N					
27.	Evaluate widening the merge area to two lanes	X		Under Consideration - gathering traffic data for analysis	• Allow more capacity for on-ramp • Less diversion of traffic to neighborhood streets	• Moving merges closer to the beltway would have an adverse affect on congestion. • This could cause weaving which would contribute to a decrease in safety in the area.
	Beltway Shoulder Project					
28.	Evaluate the impact and effectiveness of the shoulder extension project	X		In Progress - VDOT and Virginia Transportation Research Council are evaluating.	-	-
29.	(To address congestion caused by drivers crossing from outside lanes to exits at Georgetown Pike or George Washington Parkway) Consider using barriers and/or signage to force cars to make an earlier commitment to exits		X	This would make backups worse by shortening the merge areas. Barriers between lanes present a safety hazard for high speed vehicles, especially during non-congested hours.	-	-
	Other					
30.	Consider closing ramp from Georgetown Pike to Beltway North during evening rush		X	The adverse impact is too significant to the regional network to consider this as an option.	-	-
31.	Work with Maryland on interim measures to improve American Legion Bridge Capacity	X		We have communicated with the Maryland State Highway Administration Project Manager responsible for the Bridge and showed our willingness to work with them on any interim measures.		
32.	Work with Maryland on long term improvements at American Legion Bridge	X		MSHA is working on an I-495 Planning Study to investigate regional mobility needs and solutions. VDOT is cooperating with the study.		