



Agenda for McLean Regional Traffic Concerns Community Meeting

McLean High School

May 9, 2018

7:00 P.M.

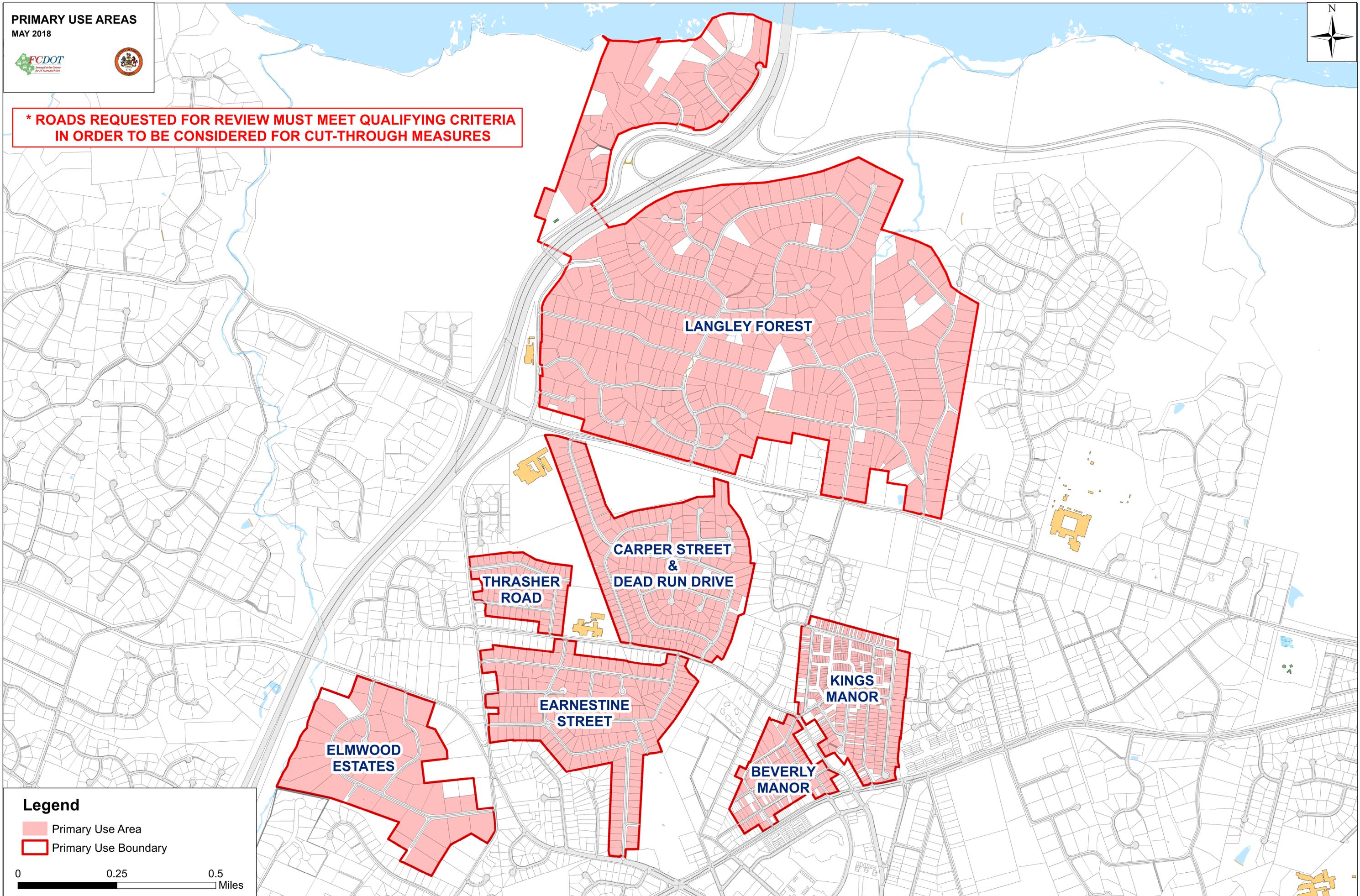
Welcome/Introductions	Supervisor John Foust
Recap of September Meeting	Allison Richter, VDOT
Police Enforcement Activities	Captain Alan Hanson, FCPD
Role of McLean Transportation Advisory Group (MTAG)	John Schell, MTAG Chairman
Cut Through Measures and Traffic Calming	Neil Freschman, FCDOT Allison Richter, VDOT
Balls Hill/Georgetown Pike Intersection	Tom Folsie, P.E., VDOT Allison Richter, VDOT
Other Updates	Allison Richter, VDOT
Shoulder Lane	Allison Richter, VDOT
American Legion Bridge	Allison Richter, VDOT
Q&A	
Adjourn	

Following the meeting, all meeting materials will be available at the project website. Find the webpage by going to: <http://www.virginiadot.org/projects/northern%20virginia/default.asp> then scrolling down to the section labeled “Studies.” Look for the page titled “McLean Area Traffic Analysis”

If you would like to submit comments online, please email them to meetingcomments@vdot.virginia.gov



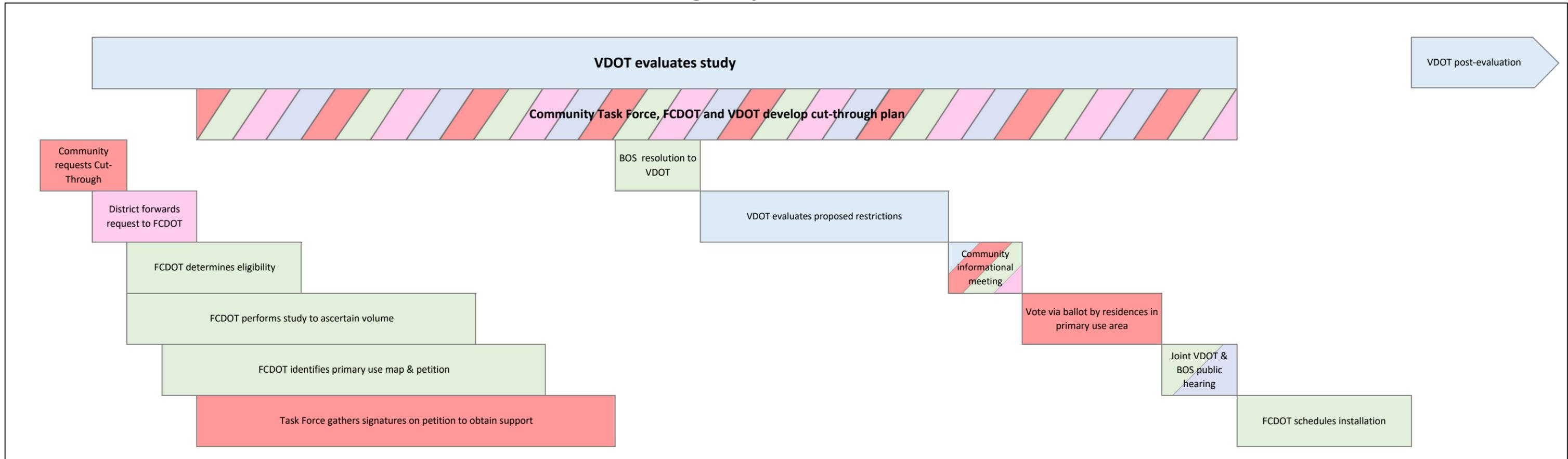
*** ROADS REQUESTED FOR REVIEW MUST MEET QUALIFYING CRITERIA
IN ORDER TO BE CONSIDERED FOR CUT-THROUGH MEASURES**



Legend
Primary Use Area
Primary Use Boundary

0 0.25 0.5 Miles

Cut-through Project Process Overview*



*** Length of process is contingent on community involvement**

Responsibilities

- FCDOT (Fairfax County Department of Transportation)
- Magisterial District Supervisor's Office
- VDOT (Virginia Department of Transportation)
- Task Force / Community

Qualifications

Local road with a posted speed limit of 25 mph
Must have at least 150 peak hour cut-through vehicles, in one direction, that account for more than 40% of the peak hour traffic

Current status of Cut-Through Restriction process for MTAG

Carper Street & Dead Run Drive - have met the traffic volume criteria for the Cut-Through Restriction Program. A conceptual plan has been developed by VDOT & FCDOT. The community is currently working on the required petition.

Dead Run Drive – Traffic calming project in process. Community task force working on Affected Residence Forms.

Langley Forest (Balls Hill Road, Douglass Drive, Lawton Street & Mackall Avenue) – traffic data has been collected twice and has not met traffic volume criteria for the Cut-Through Restriction Program. Traffic data is being collected for a third time for program qualification.

Benjamin Street – No count needed. Qualification for this road would be based on the Balls Hill and Douglass Drive traffic data. Traffic calming project in process. Waiting for community task force to be formed.

Holyrood Drive - No count needed. Qualification for this road would be based on the Balls Hill and Lawton Street traffic data.

Kings Manor (Randolph Road, Melrose Drive & Kensington Road) – Is currently scheduled for traffic data collection to verify qualification into the Cut-Through Restriction Program.

Earnestine Drive – Is currently scheduled for its second preliminary traffic data collection.

Ingleside Avenue – Is not eligible for access restriction but has qualified for further traffic calming measures and is starting the process.

Churchill Road – Is not eligible for access restriction but has qualified for further traffic calming measures.

Beverly Manor (Summit Road & Melrose Drive) - traffic data has been collected twice and has not met traffic volume criteria for the Cut-Through Restriction Program.

Dulany Drive - Does not qualify based on VDOT 2016 AADT traffic counts

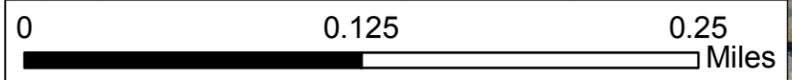
Thrasher Road - Does not qualify based on VDOT 2016 AADT traffic counts

Baron Road - Does not qualify based on VDOT 2016 AADT traffic counts



Dead Run Drive Cut-Through Area Map

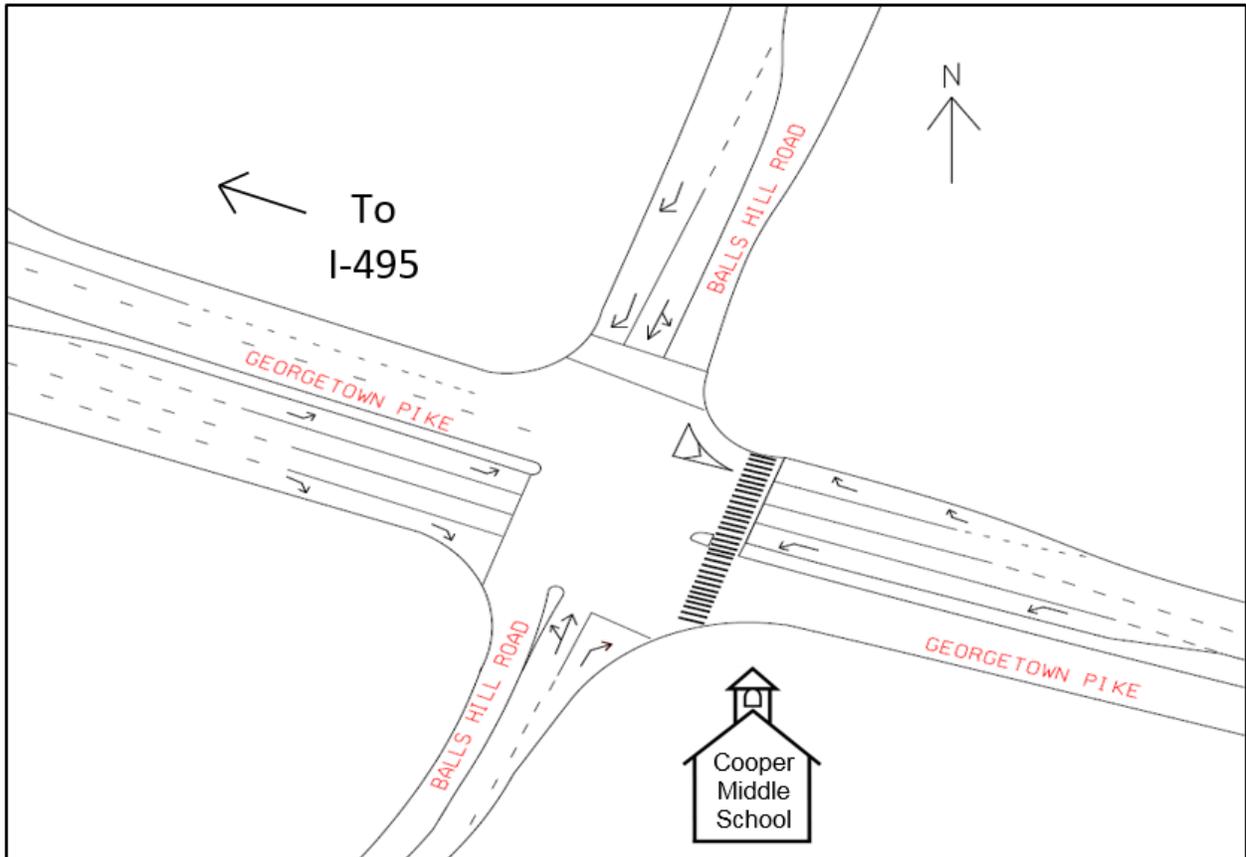
 Carper Street-Dead Run Drive Primary Use Area Boundary



MAY 2018

Balls Hill Road and Georgetown Pike Intersection

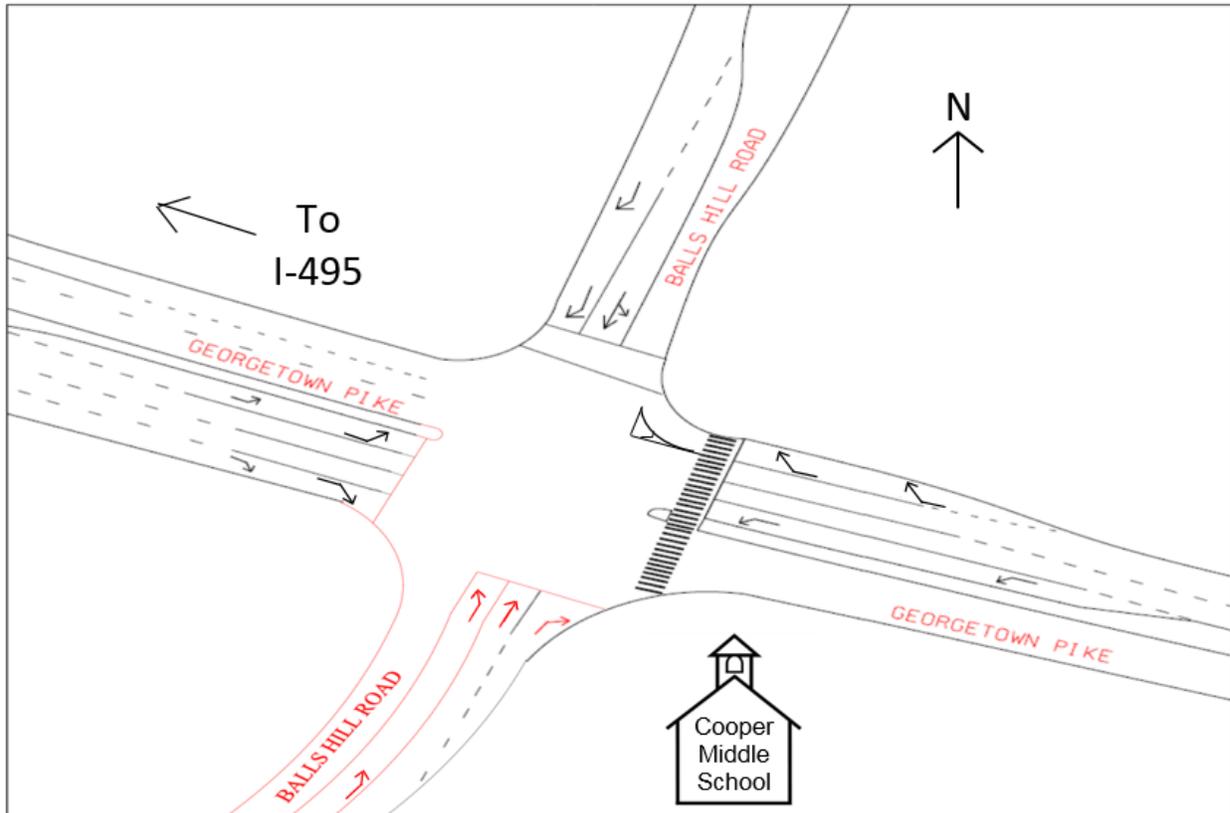
Existing Condition



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 and Georgetown Pike Intersection

Proposed Condition



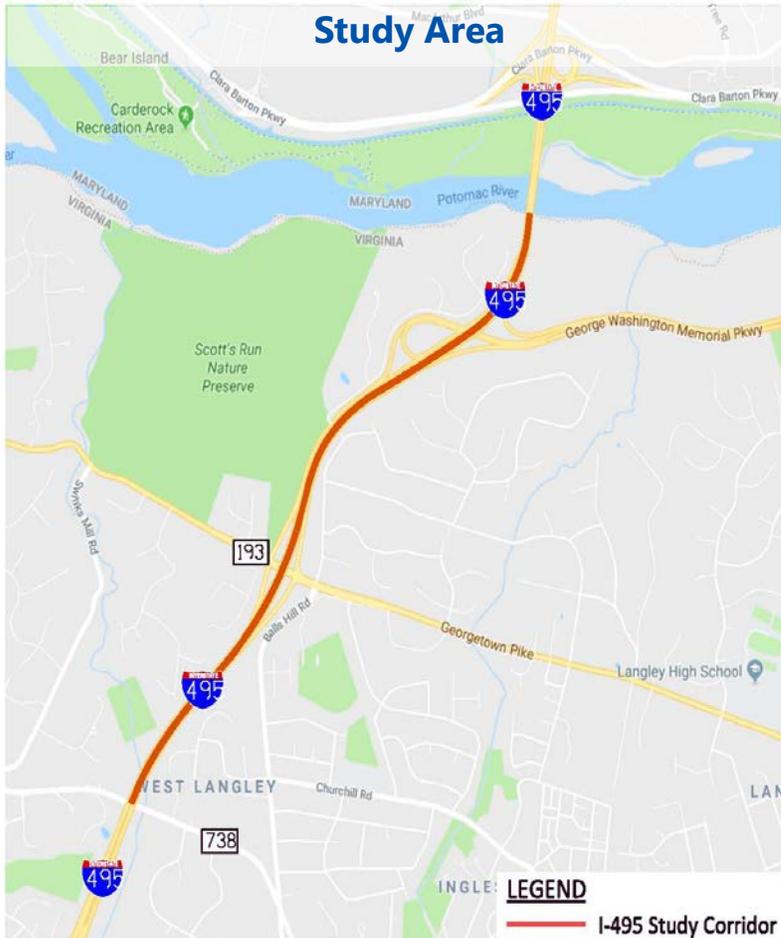
Intersection Delay		Increased / Decreased average delay for each movement (sec.)										
Time Period	Delay /LOS	EB			WB			NB			SB	
		L	T	R	L	T	R	L	T	R	L/T	R
AM	23.0/C	-0.4	-1.2	-0.2	-0.7	-1.3	0.0	-4.6	-46.7	-18.4	1.1	0.2
PM	19.4/B	-0.6	-1.0	-0.3	-0.6	-1.4	0.0	-7.5	-42.6	0.1	-6.1	0.1

The purpose of this exercise is to evaluate an alternative option in the I-495 northbound traffic operations model. This option removes the existing timed inside shoulder lane from the Old Dominion Drive overpass to the George Washington Memorial Parkway off-ramp. The existing shoulder lane currently provides congestion relief for the northbound Beltway by providing additional merge area for the I-495 northbound Express Lanes.

Existing Conditions

The section of the Beltway within the study limits, specifically the northbound direction between Old Dominion Drive and the George Washington Memorial Parkway, consistently experiences saturated conditions during the PM peak periods. These conditions make modeling traffic operations extremely challenging. Travel speeds and other measures experience wide fluctuations in response to small changes in traffic demand and vehicles being serviced by the roadway network.

The existing inside shoulder lane terminates and merges with the 495 mainline lanes in the segment between Route 193 and George Washington Memorial Parkway. The on-ramp from Route 193 and the associated acceleration lane continues north and becomes an "Exit Only" lane at the George Washington Memorial Parkway. The merge point of the inside shoulder lane combined with the lane drop at the George Washington Memorial Parkway creates a bottleneck for the Beltway traffic which greatly impacts the travel speeds within the segment. The bulk of this bottleneck effect was originally at the Old Dominion Drive overpass before the shoulder lane was added.

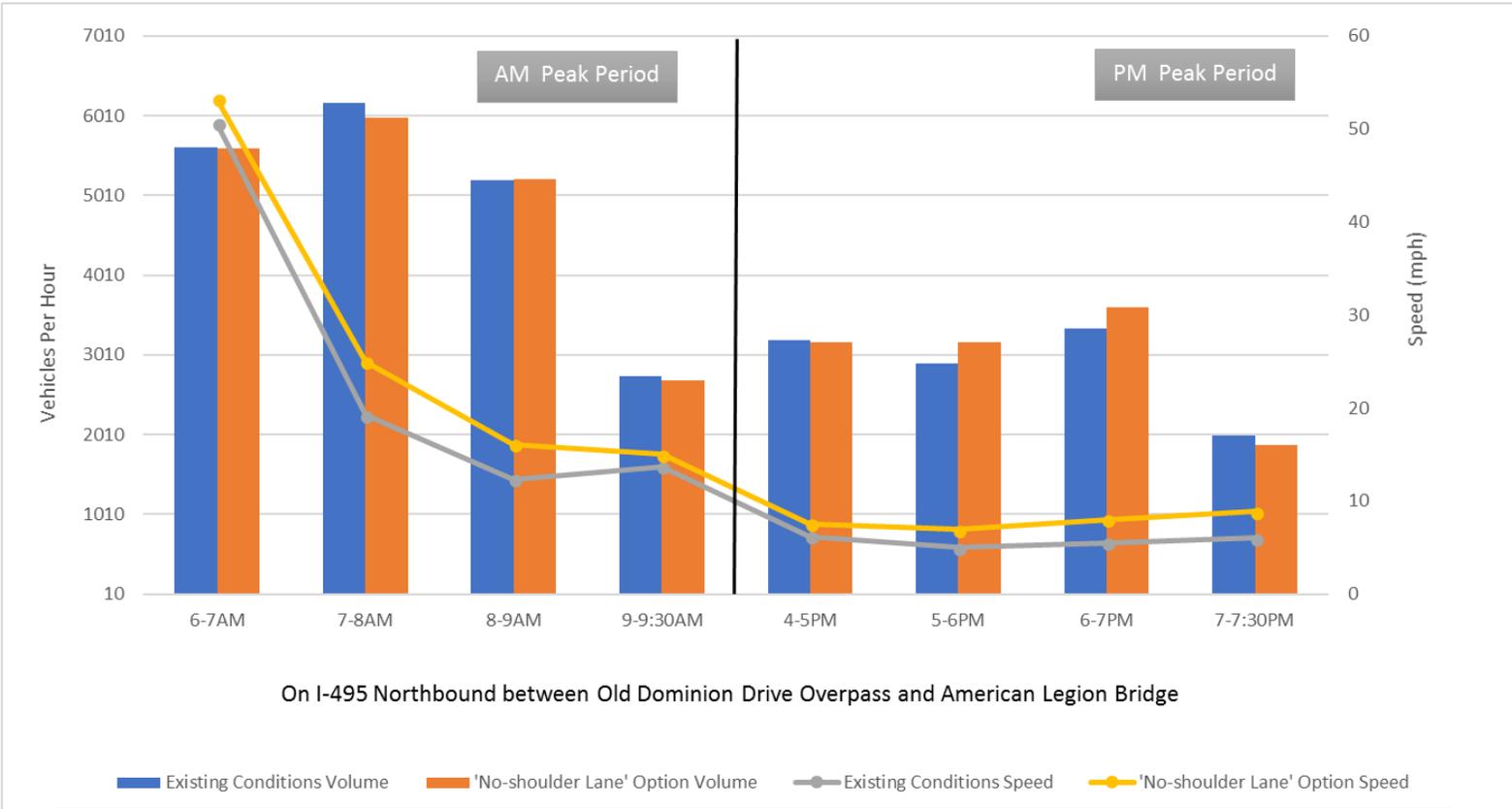


Model Findings

By removing the existing timed inside shoulder lane,

- ❖ There is minimal change in the throughput observed in the mainline segment between Old Dominion Drive and the American Legion Bridge.
- ❖ The Route 193 on-ramp to I-495 in PM Peak period shows a minor improvement in the throughput compared to existing conditions. This is a result of the merge area for the Express Lanes moving back to the Old Dominion Drive area, which meters the traffic and provides a more consistent flow to the mainline near Route 193.
- ❖ Delay on the I-495 Express Lanes will likely increase prior to the merge area; as was the case prior to the implementation of the shoulder lane.
- ❖ The operations along the I-495 Express Lane ramps to the Dulles Toll Road interchange ramps and Route 123 interchange ramps in the Tysons area are expected to deteriorate. It is noted that this modeling does not consider traffic diversions to arterial network due to driver expectation of reduced traffic speeds.

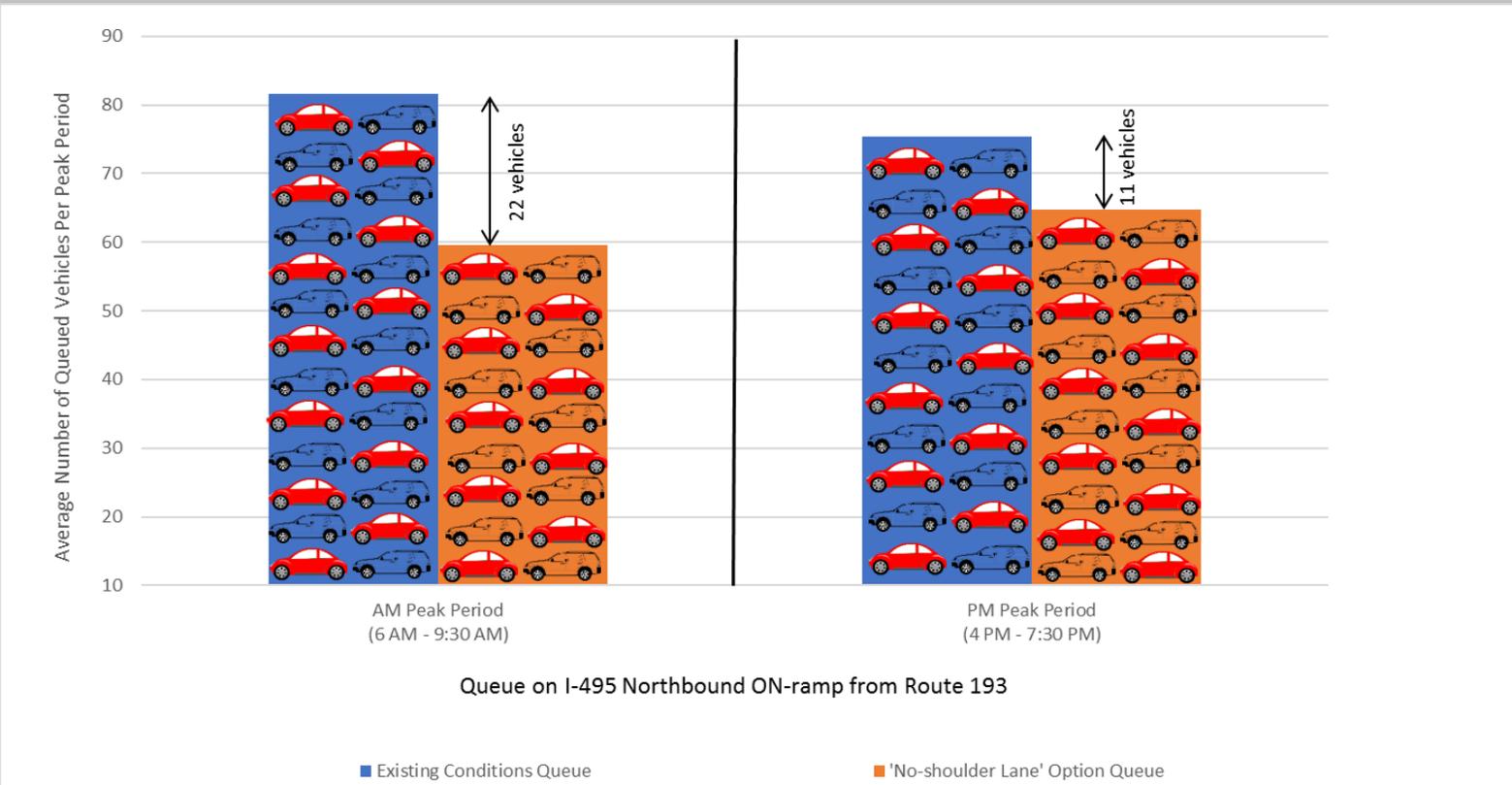
Speeds & Volumes – Existing Conditions vs. 'No-shoulder Lane' Option



On I-495 Northbound between Old Dominion Drive Overpass and American Legion Bridge

Scenario	Average Change in Speed	Average Change in Volume	Average Change in Travel Time
AM Peak Period	2 – 3 mph	200 - 250 vehicles	30 seconds – 1 minute
PM Peak Period	1 – 2 mph	300 - 350 vehicles	1 – 2 minutes

Average Vehicle Queue – Existing Conditions vs. 'No-shoulder Lane' Option



Queue on I-495 Northbound ON-ramp from Route 193



McLean Regional Traffic Concerns Community Meeting

Wednesday, May 9th, 2018
McLean High School
1633 Davidson Road, McLean, VA 22101

COMMENT SHEET

Name (optional): _____ Email Address (optional): _____

Address: _____

1. Are there any concerns regarding this topic that have not been addressed?

Yes ____ No ____ Comments:

2. Top three concerns in the area:

i.

ii.

iii.

3. Which of the proposed changes do you prefer?

4. Please provide any additional comments.

Fold Line

Postal Service
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a stamp

Virginia Department of Transportation
Ms. Allison Richter
Transportation & Land Use Director
Fairfax and Arlington Counties
4975 Alliance Drive
Fairfax, VA 22030

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