Public Information Meeting

Welcome to the Virginia Department of Transportation’s (VDOT) public information meeting on concepts being studied to assess potential operational and safety improvements for less than a mile of Route 50 (Arlington Boulevard) between Glebe Road and Fillmore Street. The concepts studied include improving traffic signal timing and operations, turn lane improvements, turn restrictions, access management, pedestrian, bicycle, and transit enhancements.

This meeting is being held to provide an opportunity for residents and organizations to give VDOT comments and/or suggestions on the study. A second public information meeting will be held in early 2020 to discuss alternatives developed based on public input and feedback.

VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them.

VDOT representatives are here to discuss the concepts being studied and answer your questions. Residents and drivers of the corridor in the study area are asked to take a short online survey that is now available for responses at www.virginiadot.org/route50arlingtonstudy.

All comments received on this study will be reviewed and the final concepts based on public input will be made available on the VDOT study website.

Study at a Glance

**Purpose:** Assess potential safety and operational improvements.

**Lengths and Limits:** About 0.7 miles of Arlington Boulevard (Route 50) between Glebe Road and Fillmore Street.

**Phase:** Study

**Begin Date:** August 2019

**Completion Date:** Spring 2020

**Cost:** $250,000
This study is assessing potential safety and operational enhancements along less than a mile of Route 50 (Arlington Boulevard) between Glebe Road and Fillmore Street.

Currently, this segment of Route 50 experiences congestion in the morning and evening peak periods and a high number of crashes.

The concepts being studied will be developed based on public input and may include:

- Traffic signal timing and operations improvements
- Turn lane improvements
- Access management for properties and streets along the corridor
- Pedestrian, bicycle and transit enhancements
- Innovative Intersections (potential examples include Quadrant Roadway and Restricted Crossing U-Turn)

Potential environmental impacts will not be included as part of this study. When the operational concepts are finalized and carried forward into a future project design development, VDOT will coordinate with the appropriate federal, state and local agencies as part of the environmental review and approval process.

Preliminary study concepts presented on the displays are conceptual and may change as the study and concepts are refined. Property owners would be informed of the exact location of any easements during the right of way acquisition process and prior to construction if projects should be developed as a result of this study.

Information about right of way purchase is discussed in VDOT's brochure, “Right of Way and Utilities: Guide for Property Owners and Tenants.” Copies of this brochure are also available online at: [www.virginiadot.org/business/row-default.asp](http://www.virginiadot.org/business/row-default.asp).

VDOT will review and evaluate any information received as a result of the public information meeting. The comment sheet and brochure are provided to assist in making your comments. You may leave the sheet or any other written comments in the comment box, or mail/email your comments.

Residents and drivers of the corridor in the study area are asked to take a short online survey that is now available for responses at [www.virginiadot.org/route50arlingtonstudy](http://www.virginiadot.org/route50arlingtonstudy).

Comments must be postmarked or delivered to VDOT by Nov. 25, 2019. A second public information meeting will be held in early 2020 to discuss alternatives developed based on public input and feedback. Look for details on the study website.

All comments received on this study will be reviewed and the final concepts based on public input will be made available on the VDOT study website. Study information shared here, including a summary of comments received during the comment period, will be available on the study website mentioned above.

| Primary Contact: Bobby Mangalath, P.E. | Northern Region Operations Traffic Engineering | 4975 Alliance Drive Fairfax, VA 22030 | 703-259-3238 |
COMMENT SHEET

All comments are subject to public disclosure.

Name (optional): ____________________________

Address (optional): __________________________

Email (optional): ____________________________

1. What are your major concerns that you would like to see incorporated into this study?

2. Please provide us with any additional information or suggestions that will assist VDOT in developing the final concepts of this study.

3. How did you hear about this meeting?

   ______ Newspaper       ______ Social Media       ______ Website       ______ Other ____________________________

Please leave this comment sheet at the designated location, or mail your comments (postmarked by Nov. 25, 2019) to the addressee on the reverse side.
Postal Service will not deliver without a stamp

Virginia Department of Transportation
Northern Virginia District
Mr. Bobby Mangalath, P.E.
4975 Alliance Drive
Fairfax, VA 22030
ROUTE 50 STARS SAFETY AND OPERATIONAL IMPROVEMENTS STUDY - ARLINGTON COUNTY

A Study undertaken as part of VDOT’s Strategically Targeted and Affordable Roadway Solutions (STARS) Program

November 14, 2019

Claudia Llana, VDOT, Northern Virginia District, Transportation and Land Use
Terrell Hughes, VDOT, Central Office, Transportation and Mobility Planning Division
Dana Trone, WRA (Consultant to VDOT)
Presentation Outline

• Meeting Objectives
• VDOT STARS Program
• Route 50 STARS Safety and Operational Improvements Study
  • Study Overview
  • Existing Traffic and Safety Conditions
  • Potential Improvements
• Next Steps
Objectives of the Public Information Meeting

• Inform the public about this STARS study
• Present preliminary information on safety and traffic conditions within the study area
• Solicit input from the public on existing safety and traffic issues
• Gather ideas to enhance safety and reduce congestion in the corridor
Background on VDOT’s STARS Program

Terrell Hughes, VDOT, Central Office, Transportation Mobility Planning Division
Background on VDOT’s STARS Program

- STARS is an acronym for Strategically Targeted and Affordable Roadways Solutions
- Program to develop solutions to reduce crashes and congestion bottlenecks using a data-driven approach

Crash hotspots
Speed data
Traffic count data

Use this information together to identify corridors with safety and congestion challenges

Overall goal of STARS is to develop solutions that can be funded and implemented
STARS Program Goals

• Develop comprehensive, innovative transportation alternatives to relieve congestion bottlenecks and solve critical safety challenges

• Involve planners, traffic engineers, safety engineers, roadway designers, and local stakeholders
Recent STARS Efforts Near the Study Area

- Route 50 (Lee Jackson Memorial Highway) Study (Ongoing)
- Route 50 (Arlington Blvd) from Jaguar Trail to Wilson Blvd (Ongoing)
- Route 28 and Dulles Toll Road/Dulles Greenway Study (Ongoing)
- Fairfax County Parkway and Franconia- Springfield Parkway (Funded)
- Dolley Madison Boulevard (Route 123) at Great Falls Street
- Sully Road (Route 28) at Braddock Road/ Walney Road
Route 50 STARS Safety and Operational Improvements Study
Study Area

Route 50 (Arlington Boulevard) between Glebe Road and Fillmore Street
• Evaluate operational and safety conditions along Route 50 from Glebe Road to Fillmore Street

• Consider and evaluate potential improvements to enhance safety and operations in the study area
  • Identify both short and long term improvements

• Develop cost estimates for the preferred alternatives
Route 50 Study Area Features

- 0.7-mile corridor
- 62,000 vehicles per day
- 45-mph speed limit
- Six lanes without a median
- No turn lanes at most intersections
- On-street parking between Garfield Street and Fenwick Street
- Frontage roads (segments)
- Recent signal and pedestrian improvements at Irving Street and Fillmore Street
Study Area Features

Intersections

- 2 traffic signals (with recent improvements)
  - Irving Street
  - Fillmore Street
- 6 stop-controlled
  - S. Old Glebe Road
  - Jackson Street
  - Hudson Street
  - Highland Street
  - Garfield Street
  - Fenwick Street
- 10 driveways
  - 4 on the north side
  - 6 on the south side
Multi-Modal Accommodations

- Arlington Boulevard Trail along north and south sides (along frontage roads in some areas)
- Route 50 at Irving St – 4 crosswalks
  - 10 pedestrian and bike crossings of Route 50 in peak hour
- Route 50 at Fillmore St – 4 crosswalks
  - 35 pedestrian and bike crossings of Route 50 in peak hour
- Pedestrian bridge east of Jackson St
- 6 bus stops per direction (WMATA 4A); 30 buses per day
Safety Conditions

- Five year crash study period (2014 – 2018)
- 247 total crashes within the study area
  - 61 injury crashes / 0 fatal crashes
  - 6 pedestrian/bicycle crashes
    - 1 on Glebe Road at westbound Route 50 ramps
    - 5 near Fillmore Street
  - Crashes are concentrated at intersections

Crashes will be evaluated by location, severity, type, time of day, and circumstances to examine contributing factors and develop appropriate improvements.
Route 50 Crashes by Time of Day (2014 – 2018)

Higher Eastbound Route 50 Crashes During PM Peak Period

Number of Crashes

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- Highest crash density at Irving Street, Highland Street, and Fillmore Street intersections
- Many crashes are the result of long queues at intersections and vehicles stopping to make left turns
Intersection Crashes (2014 – 2018)

- Severe Injury Crashes
- Visible Injury Crashes
- Non-Visible Injury Crashes
- Property Damage Only Crashes

Number of Crashes

GViebe Rd (WB Rt 50 Ramps)  Glebe Rd (EB Rt 50 Ramps)  Old Glebe Rd  Jackson St  Irving St  Hudson St  Highland St  Garfield St  Fenwick St  Fillmore St
Route 50 Peak Hour Travel Times

**Eastbound**

- AM Peak Travel Time
- PM Peak Travel Time
- Travel Time at Speed Limit

**Westbound**

- AM Peak Travel Time
- PM Peak Travel Time
- Travel Time at Speed Limit

Travel Time (minutes)
AM Peak Period Operations

Route 50 at Irving Street

Route 50 at Fillmore Street

Route 50 at Irving Street

NB Irving Street
PM Peak Period Operations

Route 50 at Fillmore Street

Route 50 at Fillmore Street

NB Fillmore Street

Route 50 at Irving Street
Potential Improvement Options
Access Management

- Consolidate and/or reduce access points
- Add channelizing islands at intersection (right-in/right-out)
- Directional median openings (allow only certain turn movements)
  - Prohibit left turns
  - Prohibit through movements from side streets

Channelizing island

Prohibit through movements

Right-in/right-out

Channelizing island
Roadway Network Improvements

- Prohibit left-turn movements at selected intersections and redirect to other intersections
- Modify roadways to one-way connections to Route 50
- Modify operation of frontage roads
Roadway Improvements

- Add/extend turn lanes along Route 50 or side streets
- Extend/modify frontage roadways
- Construct curbed median
- Remove roadside ditches and install curb and gutter
Innovative Intersections

• Innovative intersection designs modify movements at conventional intersections to provide new options to reduce delay, increase efficiency and provide safer travel for all road users
Traffic Signal Operations/Lighting Improvements

- Implement flashing yellow arrows
- Modify phasing by time-of-day
- Turn prohibitions for selected left turns
- Changes to signal timing and phasing
- Additional roadway lighting
- Signal timing optimization
Next Steps

• Provide comments using the following link: www.virginiadot.org/route50arlingtonstudy
• Comment Period Closes – November 25, 2019
• Second Public Information Meeting – Early 2020
• Study Completion – Spring 2020
  • Identify final recommendations
  • VDOT to work together with Arlington County to identify funding

THANK YOU!
Your input is essential as we evaluate potential improvement options.

Study Website: www.virginiadot.org/route50arlingtonstudy