

Fairfax FSS Meeting Notes 6/6/22

Introductions – 30 people in attendance including District Supervisors Alcorn and Gross; VDOT, FCDOT, FCPD representatives; Ffx FSS members and numerous concerned citizens

Guest Speakers

1. John Lynch (VDOT's Northern Virginia District Engineer)
 - a. High Crash Corridors
 - i. Leesburg Pike**
 1. Phil Kemelor: emailed John Lynch in January 2022. Focus on 5900 block of Leesburg Pike corridor after pedestrian was crashed into and killed in December of 2021. Goal of quick street safety solutions needed.
 2. John: Investigates pedestrian, bicycle, and driver safety in all aspects of road engineering. Everyone is responsible for safety between these groups.
 3. Look into other aspects: Local enforcement is sometimes not enough to mitigate threats. John sends out education material to people in the Northern Virginia area.
 4. Leesburg Pike: Team has been working on some of the Ffx FSS issues raised in the email. VDOT extended ped crossing time at crosswalk. Citizen's meeting for new sidewalk this month. Speed study is going on and data collection will be done this summer. Paint crews are planning to stripe out the shoulder area which is a short-term solution.
 5. Tom Biesiadny (FCDOT): From Fairfax County perspective, we are looking for a signalized cross walk (Hawk, Rapid Flashing, etc.) FCDOT is currently figuring out the safety of the crossing and once they have the recommendation, they will discuss with the community and then find funding to implement it.
 6. Phil: Lowering the speed is important to fix this issue. We have given feedback to lowering the speed limit to drivers.
 7. John: Looking into lowering the speed process. It is in the works and the evaluation; they are looking at the current operating speed and the characteristics of the roadway among other data points to find the optimal speed for the area. Crash data will be important in determining the speed. Also looked into putting Jersey barriers for temporary sidewalk but too many curb cuts for access to commercial facilities.
 8. Sonya Breehey: In talking about potential new crossing:
 - a. How long will it take to implement?
 - b. Concern among local community regarding poor lighting / dark spots and the feeling of crime and traffic. What is the role of the police in the area (Midblock crossing, Lighting, Police Presence)
 9. Tom: Midblock Crossing: Looking into breaking up the distance between crossings. Different options will take place early 2023. Pedestrian only signals? Hawk Signal? Done data collection but will take

time to come back to recommendations. Full access signal will take a long time to implement.

a. Lightning: Along route 7, it has not been investigated.

10. Mike Doyle: Speed feedback signs? Would this be a short-term possibility?

a. John: Mixed results with the speed feedback signs. Only results occurred when law enforcement is next to the signs. Lack of law enforcement makes it hard.

b. Corridors and intersections are ranked for their danger level. Smaller and simple improvements are done with VDOT and Fairfax County. Once you get into a capital improvement project or a new signal, investments for it are tricky. Localities apply for these funds, but they may not get it since there is a high demand for funds. Financial resource issue for VDOT makes it extremely difficult to solve all the issues we have.

11. When does the state provide funding, Will it help us fix these issues?

a. That money will flow between all the programs. It should help in a small way. Some programs will have more money than others. A lot of programs in Fairfax County. Notice of funding programs later this summer and in the fall to help issues we presented during this call.

b. VDOT: Formula Allocation

i. More money will go into states. A big portion of it going into Smart scale, Bridge Maintenance etc. All of this is Federal funding. The County will apply for and compete for safety program funding.

c. Funding sources

i. Revenue funding

ii. Transportation funding

iii. These fundings are competitive.

ii. Blake Lane

1. Chris French: 35 mph, 4 lane divided road through numerous neighborhoods, drivers go 45+ mph regularly. Blake has a lot of students walking to Oakton High School, a new park (Blake Lane Park), serves as a segment of Cross-County Trail, and will provide access to two new connections to the I-66 parallel trail when it is completed. Area has lack of traffic enforcement.

2. How can we manage the speed on Blake Lane and talk about the enforcement? Lack of change following two and half years of discussion.

a. Tom: Traffic engineering did a speed study; looked at implementing a Restricted Crossing U-Turn (RCUT) to eliminate dangerous turns at Hibbard. One day will reduce traffic

lane width, longer term goal dependent on paving/stripping schedule.

- b. Crossing at Hibbard. Looking at HAWK signal. Would need to alter median. VDOT has completed a speed study in the corridor. Analysis concluded that 35 mph is an appropriate speed limit. Chris: appropriate for who? Chris: can VDOT share a copy of the speed study with Ffx FSS?
 - i. Follow up note from Claudia Llana: “VDOT Traffic Engineering clarified that they had not considered it advisable to conduct a full speed limit study during the pandemic period. In 2021 traffic data was collected and found the 85th percentile speed at 43.5 mph. The comment that the speed limit of 35 mph is considered appropriate for a (typical) 4-lane divided roadway with 22,000 Average Annual Daily Traffic (AADT), was not based on a full speed limit study.
- c. Sonya: Lowering the speed limit doesn’t stop people from speeding.
- d. Speed trailers/notification signs were implemented by police but only for a limited time after a child on bike in the Hibbard crosswalk was struck by the driver of a car in December 2020.
- e. When will repaving happen?
- f. Police are short staffed, down 160 officers. Only 30 traffic enforcement officers are spread throughout the entire county. Resources for traffic enforcement are limited.
- g. Would VDOT consider a road diet?
 - i. John: It will be considered in the next paving cycle

iii. Richmond Highway

- 1. Sonya: High risk corridor going through some pretty rapid transformation. How are we going to move to the place of balancing better turn lanes? Need for additional safe pedestrian crossing in between the super blocks. Where are we at in reducing the width of the road widening project and when are we implementing more safety for pedestrians?
 - a. On-going investigation. Survey going on right now. In order for the BRT to be successful, time travel savings have to be in the corridor so turn signals are necessary. 12 foot roadways going to 11 feet wide. Additional crossing at post office at the southern end of the corridor and they are looking for other places to implement safe crossings.
- 2. Complex issue and involves a lot of people in the underserved communities

iv. Little River STARS

1. Christine Mayeur: We sent a letter to FCDOT about location specific comments
 2. We want to see improvement in the STARS programs and the removal of slip lanes
 3. Survey is up for the STARS program and comments are open
 4. <https://www.virginiadot.org/projects/northernvirginia/route236stars.asp>
- b. What is the VDOT crash review process?
- i. Severe injury or fatal crash worked on with local authorities and road engineers
 1. Does it (or can it) include advocates? Answer: No response from VDOT