



Burke Center Parkway Community Meeting

Overview:

- Safety Analysis Process
- Safety Improvements on Burke Centre Parkway (Last Three Years)
- Speed Limit Studies
- Traffic Signal Studies
- Next Steps

Safety Analysis Process

- Conduct a site visit for any immediate improvements.
- Review the official police crash investigation report.
- Conduct a thorough field review of roadway markings, signs, and sight distances.
- Review the crash history and type of crashes.
- Develop propose safety improvement(s) applicable to the location.

Safety Improvements on Burke Centre Parkway

- Burke Centre Parkway and Oak Green Way
 - Upgraded existing crosswalk to a high visibility crosswalk
- Burke Centre Parkway and Oak Leather Drive
 - Added “Left Turn Yield on Green” signs for both side streets
- Burke Centre Parkway and Roberts Parkway
 - Adjusted signal timings
 - Removed Flashing Yellow Arrow (FYA) during the PM peak from 3:30 PM to 5:30 PM
- Added Pedestrian Warning Signs at Unsignalized Crosswalks
 - Schoolhouse Woods Road/Marshall Pond Road
 - Wilmington Drive
 - Burke Pond Lane
 - Wesley Pond Ct.

Speed Limit Studies

- VA Code requires VDOT to conduct an engineering study to evaluate changes to speed limits.
- Currently, the posted speed limit on Burke Center Parkway is 40 MPH from Rte. 123 to Burke Lake Road.
- VDOT follows the Manual of Uniform Traffic Control Devices (MUTCD), a nationally-recognized standard, which recommends the posted speed limit should be within 5 MPH of the 85th-percentile speed of free-flowing traffic.
- Research shows that corridor crash rates are lowest when the 85th-percentile speed is within 5 mph of the posted speed (NCHRP 966)
- Research shows that lower operational speeds reduce the risk of severe injury and fatal crashes for all users (FHWA)

Traffic Signal Studies

- VDOT follows the Manual of Uniform Traffic Control Devices (MUTCD) to determine whether installation of a signal is warranted at a particular location (“Signal Warrant Study”).
- A Signal Warrant Study considers traffic & pedestrian volumes, crash history, roadway physical characteristics, traffic operation conditions, and other factors. Signal Warrant Study information can be found online at: <https://mutcd.fhwa.dot.gov/htm/2009/part4/part4c.htm>.
- If the intersection is warranted for a traffic signal, a Signal Justification Report (SJR) is required wherein the location will be screened for innovative intersection techniques.

Next Steps

- Review the official police crash investigation report (Sept. 2023)
- Collect speed data for the potential Speed Limit Study (Sept. - Oct. 2023)
- Collect traffic data for the feasibility of a Traffic Signal Study (Sept. - Oct. 2023)
- Develop recommended improvement(s) (October 2023)
- Present recommended improvement(s) (TBD)
- Implement recommended improvement(s) (TBD)

Thank You