

Response to Questions on the FY 2019 Budget

Request By: Chairman Bulova

Question: Please provide information on the status of emergency vehicle traffic preemption (EVP), including proffered improvements, capital expenditures and a list of prioritized locations.

Response:

The Fire and Rescue Department's (FRD) objective is to install emergency vehicle traffic preemption (EVP) in all 902 traffic signal controlled intersections in the County as funding is identified. FRD has divided the intersections into three phases based on priority. Currently, 93 intersections are equipped with preemption. Each intersection, depending on the complexity of the installation, costs around \$10,000 to install.

FRD installed 31 EVP systems from 2016 through March 2018. FRD's General Fund budget supported 22 of these intersection installations, and proffers or capital funds supported the remaining nine intersection installations. Proffers will fund five additional installations, pending appropriation as part of the *FY 2018 Third Quarter Review*.

In addition, 62 EVP systems have been installed in front of fire stations and along the Route 1 corridor. Fire station EVP was installed when the stations were constructed. Funds to install the Route 1 EVP came from a 2006 federal grant under the National Highway Traffic Safety Administration.

Priorities

Three major areas have been identified as Phase 1 priorities with an immediate need for preemption. These areas include a total of 65 intersections without EVP.

I. Tysons/McLean

Major commerce and economic development have increased roadway congestion in and around the Tysons area. With the addition of the WMATA Silver Line running down the center of Route 7 (Leesburg Pike), emergency response during peak daytime hours and on weekends has become even more challenging. Along Route 7 from the Falls Church border to the Dulles Toll Road interchange there are 15 traffic signal controlled intersections. On Route 123 (Chain Bridge Road) from the Vienna town limit to Old Chain Bridge Road there are nine traffic signals. In total, there are 24 intersections without EVP in this area.

II. Route 50

Due to major traffic congestion, this area is identified as a Phase 1 priority. The addition of the I-66 toll has caused traffic diversion as commuters increasingly use Route 50 to avoid paying tolls. From the Fairfax City border to Seven Corners, there are 18 traffic signal controlled intersections without EVP in this area.

III. Route 29

This area is a major commuter traffic route, identified as a Phase 1 priority, and is expected to grow more congested with the I-66 toll lane extension project. From the Fairfax City border up to Stone Road, there are 23 traffic signal controlled intersections without EVP in this area.