

Blake Lane Corridor Community Meeting (01/12/2021): Community Comments and Responses

Subject	Comment	Response + Agency
Data	Was the traffic count done? Was it before the Pandemic?	<u>VDOT</u> : VDOT has a traffic counting program which counts major roads every three years. The last count Annual Average Daily Traffic (AADT) on Blake Lane in 2018 is 23,500 veh/day (both directions). The AADT is 22,500 veh/day in 2015, and 22,400 veh/day in 2012.
Driver or road visibility/signs	Who is responsible for enforcing the ongoing 'trimming back' of the shrubs/trees at the corners of Hibbard at both ends (Blake Lane and Chain Bridge)? Visibility is a major problem when you are trying to cross a 4-lane road. 2) Speaking of crossing a 4-lane road, has there been any talk of installing stoplights at both ends of Hibbard St? It might help slow traffic down (at least on the Blake Lane end).	<u>VDOT</u> : The intersection of Rte. 123 and Hibbard Street has been studied, but it has not been justified for a traffic signal at this time. In addition, it is on an Arterial Preservation Network (APN) which requires an approval from the Central Office. This intersection will be reevaluated with new traffic data once the pandemic is over. The intersection of Blake Lane and Hibbard Street is not likely to be warranted for a traffic signal due to low traffic volume on Hibbard Street; however, Restricted Crossing U-Turn (RCUT) is being considered for this intersection.
Infrastructure	Traffic Roundabouts would be great	<u>VDOT</u> : Roundabout is one the recommended innovated intersection when the signal is warranted; however, it is not appropriate for this roadway due to limited right of way and two lanes in each direction. It is also very costly. A recent completed a single lane roundabout cost over \$10 M.
Infrastructure	I think traffic circles would be great - would slow traffic, but keep the flow/keep things moving	<u>VDOT</u> : Roundabout is one the recommended innovated intersection when the signal is warranted; however, it is not appropriate for this roadway due to limited right of way and two lanes in each direction. It is also very costly. A recent completed single lane roundabout cost over \$10 M.

Infrastructure	Will VDOT agree to narrow the lanes to try to reduce speeds?	<u>VDOT</u> : Currently, this roadway is a 4-lane divided roadway with a raised median as well as curb & gutter on both sides. There are bus stops on this corridor, so the minimum width of a travel lane is 11 feet. Narrow lanes to 11 feet can be considered if the road is repaved.
Line-of-sight	Please check the tree growth that blocks the light at the signal on Blake and Sutton where the high school kids cross. I was crossing at this light and someone came down Blake and did not stop. He was going too fast and came around the corner and did not realize he was at a light.	<u>VDOT</u> : Initial trimming occurred earlier this year and scheduled maintenance is expected throughout this summer.
Other	Is the 85th percentile above speed limit a regulation, or policy?	<u>VDOT</u> : VA Code required VDOT to conduct an engineer study to change speed limits. The national standard Manual of Uniform Traffic Control Devices (MUTCD) Section 2B.13 Paragraph 12 requires that "When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th-percentile speed of free-flowing traffic." VDOT usually sets the speed limit lower than 85th-percentile speed due to the urban nature of Fairfax County. It is an engineering practice of VDOT traffic engineering office. Recent speed data collected on Blake Lane show that the 85th-percentile speed is about 43.5 mph (the speed could be higher than normal due to reduced traffic during the pandemic).

<p>Other</p>	<p>Does the Manual of Uniform Traffic Control Devices set both a floor and a ceiling? Meaning does it set both a minimum, but also set a cap on how protective solutions can be?</p>	<p><u>FCDOT</u>: MUTCD sets standards for devices that are used to promote safe traffic flow; there is no maximum safety value.</p> <p><u>VDOT</u>: The national standard Manual of Uniform Traffic Control Devices (MUTCD) Section 2B.13 Paragraph 12 requires that “When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th-percentile speed of free-flowing traffic.” VDOT usually sets the speed limit lower than 85th-percentile speed due to the urban nature of Fairfax County. It is an engineering practice of VDOT traffic engineering office.</p>
<p>Other</p>	<p>Bike traffic might increase with 66 bike trail.</p>	<p><u>FCDOT</u>: FCDOT has proposed bike lanes and bike markings for Bushman Drive and Borge Road as part of the VDOT Summer 2021 Repaving process. These bike facilities will lead to the Bushman Road access point to the I66 Parallel Trail.</p>
<p>Other</p>	<p>Hibbard Lane has become the Waze and Google Maps cut through - volume has gone up exponentially, and this issue will get worse over time, not better. We need a permanent solution, not fines.</p>	<p><u>FCDOT</u>: Traffic data was collected prior to when the Covid -19 restrictions were put in place in Virginia and the data indicated that the traffic volumes on Hibbard Lane did not meet the minimum threshold to qualify for the County's Cut-Through Restriction Program. FCDOT is waiting for the social distancing restrictions are relaxed and traffic patterns start to return to normal and will then collect traffic data again.</p>
<p>Other</p>	<p>I heard everything that goes into determining a speed limit, but I was surprised that I did not hear anything about the community through which the roadway traverses. The community's desire needs to fit into the equation.</p>	<p><u>VDOT</u>: Before a speed study is finalized, VDOT will solicit for comments from state and local law enforcement authorities as well as the Supervisor.</p>

<p>Other</p>	<p>This is not just a speed issue; it is also a volume issue given (1) Blake is a 4-lane; (2) a lot of people in the afternoon are attempting to turn left off of Hibbard; and (3) drivers don't see the Courtyard at Blake Lane entrance and associated traffic when turning.</p>	<p><u>VDOT:</u> For the past three years (10/1/2017 to 9/30/2020), there were 3 vehicle crashes at the intersection of Hibbard Street and all of them occurred when vehicles turning from the side streets onto Blake Lane. Restricted Crossing U-Turn (RCUT) is one of the innovated intersection designs can address the safety at this intersection.</p> <p><u>FCDOT:</u> An RCUT would be a long-term solution, due to design and construction costs.</p>
<p>Traffic Calming</p>	<p>We do not need speed bumps on Blake Lane. Just enforcement and a signal.</p>	<p><u>VDOT:</u> Due to low traffic volume on Hibbard Street, the signal is not likely to be warranted for this intersection. VDOT will conduct a signal warrant study when traffic has returned to typical levels, and FCPS are fully opened. The best solution (long-term) to address the safety of this intersection is to consider Restricted Crossing U-Turn (RCUT) innovated intersection.</p> <p><u>FCDOT:</u> Blake Lane does not qualify for the Traffic Calming Program. The Traffic Calming Program requires that a candidate roads posted speed limit not be above 25 mph. Blake Lane's posted speed limit is 35 mph. Also, the Traffic Calming Program has an upper vehicular volume limit of 6,000 trips a day and Blake Lanes daily volume exceeds this amount.</p>

<p>Traffic signal/signage</p>	<p>Are any of the new signs going to have flashing lights that are activated by a button being pressed to cross the road? Human Factors studies have proven flashing lights as annunciators are far more effective than static signs.</p>	<p><u>VDOT</u>: The request is for RRFB, this is for the County</p> <p><u>FCDOT</u>: No, none of the standard signs that VDOT installs have flashing lights. Rectangular Rapid Flashing Beacons (RRFB's) and Pedestrian Hybrid Beacon (HAWK) signals are two applications with flashing lights for pedestrians. HAWK signals are not recommended at intersections, due to lack of control for side streets. FCDOT has applied for grant funding for design of a new RRFB Crosswalk on the west leg of Blake La and Bushman Rd. FCDOT is recommending Federal Annual Appropriations funding for RRFB's at additional Blake La intersections.</p>
<p>Traffic signal/signage</p>	<p>What "warrants" a traffic light?</p> <p>Flashing lights is a very good idea. More signs may not be effective...</p>	<p><u>VDOT</u>: VDOT follows national standard Manual of Uniform Traffic Control Devices (MUTCD) Chapter 4C to determine whether installation of a signal is warranted at a particular location. The warrants can be found online from the MUTCD website (https://mutcd.fhwa.dot.gov/htm/2009/part4/part4c.htm). A traffic signal warrant study is required to determine the need for a traffic signal before a signal is installed. The signal warrant study considers traffic volume, pedestrian volume, crash history, roadway physical characteristics, traffic operation conditions, and other factors.</p> <p><u>FCDOT</u>: Rectangular Rapid Flashing Beacons (RRFB's) and Pedestrian Hybrid Beacon (HAWK) signals are two applications with flashing lights for pedestrians. HAWK signals are not recommended at intersections, due to lack of control for side streets. FCDOT has applied for grant funding for design of a new RRFB Crosswalk on the west leg of Blake La and Bushman Rd. FCDOT is recommending Federal Annual Appropriations funding for RRFB's at additional Blake La intersections</p>

Traffic signal/signage	Can VDOT address the viability of either RRFBs (flashing beacons) or HAWK signals at these crosswalks? Are they being considered?	<p><u>FCDOT:</u> FCDOT has applied for grant funding for design of a new RRFB Crosswalk on the west leg of Blake La and Bushman Rd. FCDOT is recommending Federal Annual Appropriations funding for RRFB's at additional Blake La intersections.</p> <p><u>VDOT:</u> According to the Manual on Uniform of Traffic Control Devices (MUTCD) Hawk signal is not recommended at an intersection due to the lack of signal control on the side streets. In addition, it is normally being installed at a midblock location where pedestrian volume is high. In general, the cost for the HAWK signal is almost the same as a traffic signal.</p>
Traffic signal/signage	As VDOT re-evaluates the possible need for a traffic signal at Blake and Hibbard, we request that VDOT interview homeowners of the Courtyard @ Blake Lane	<u>VDOT:</u> Due to low traffic volume on Hibbard Street, the signal is not likely to be warranted for this intersection. However, the best solution to address the safety of this intersection is to consider Restricted Crossing U-Turn (RCUT) innovated intersection.
Traffic signal/signage	Yes. We could really use a "No Left Turn" for Hibbard to Blake.	<u>VDOT:</u> For the past three years (10/1/2017 to 9/30/2020), there were 3 vehicle crashes at the intersection of Hibbard Street and all of them occurred when vehicles turning from the side streets onto Blake Lane. Restricted Crossing U-Turn (RCUT) is one of the innovated intersection design can address the safety at this intersection.
Traffic signal/signage	Then can we get a crosswalk signal at Hibbard at least?	<u>FCDOT:</u> FCDOT is recommending Federal Annual Appropriations funding for RRFB's at additional Blake La intersections.
Traffic signal/signage	I asked VDOT signaling folks to look at adding a leading pedestrian interval to the ped crossing signal at the Blake-Sutton crosswalk so the high school kids can cross safely but have not been able to get any follow up on that.	<u>VDOT:</u> Pedestrian Leading Interval (LPI) has been implemented as of 3/25/21 to give pedestrian 4 seconds to enter the crosswalk before Sutton gets a green indication.

Traffic signal/signage	HAWK signals are more effective than RRFB and may be approved in this situation in the near future.	<u>VDOT</u> : According to the Manual on Uniform of Traffic Control Devices (MUTCD) Hawk signal is not recommended at an intersection due to the lack of signal control on the side streets. In addition, it is normally being installed at a midblock location where pedestrian volume is high. In general, the cost for the HAWK signal is almost the same as a traffic signal.
Traffic/pedestrian data	As indicated earlier by one of our neighbors, your numbers are low because we do not feel safe attempting to cross at the crosswalks. We have to drive from Hibbard to get to Blake Lane Park, involving a U-turn at Bushman. We need to find a solution that enables the community to walk across Blake Lane. Signs do not help.	<u>VDOT</u> : Currently, there is an existing high visibility crosswalk at the intersection of Blake Lane and Hibbard Street. Additional pedestrian warning signs have been designed and installed as of the week of 3/22/21
Speed data	Does FCPD have any data they can share about speeds captured by the radar trailers to date? Average speeds? Anything?	<u>Police</u> : The vast majority of the vehicles that have been captured by the radar trailers have been within 5 miles of the posted speed limit.
Speed data	Can you share stats on the number of citations given over the last several weeks? People regularly drive well in excess of the speed limit on Blake Lane	<u>Police</u> : Since January 1, 2021, there have been 17 citations issued.
Speeding/enforcement	Blake Lane crossings are lower than what they would be if it was safe; as pedestrians, we are terrified to cross the road, even in the crosswalks due to the 50+ mph traffic that operates	<u>Police</u> : To be safe we would suggest ensuring traffic has stopped prior to crossing
Speeding/enforcement	The cost of an increase fine might seem lower than other remedies, but it likely does not include consideration of the cost of enforcement,	<u>Police</u> : FCPD does not make the determination of fines for violations or when an area is designated for enhanced fines.