Spot Improvement Screening Program Update

Board Transportation Committee
July 18, 2023

Vanessa Holt, Traffic Engineering Section
Fairfax County Department of Transportation
Background

- Citizen requests for new transportation improvements, particularly intersection improvements
- Spot Improvement Screening Program focus areas:
  - Safety
  - Equity
  - Vulnerable Users
- The priority locations developed in the Screening Program can be used to inform our existing project implementation processes

Transportation Priorities Plan (TPP) (implementation partially funded)

$100 million for Active Transportation (implementation funded)

Spot Improvement Screening Program (implementation not yet funded)
Screening Program Goals

• Provide a means to identify and prioritize locations for improvements using a data-driven and equitable approach
• Prioritize safety as a metric used for evaluating transportation projects in the County
• Provide information to respond to resident concerns
Screening Program Progress

• Spot Improvement Screening Program
  • Data-driven process
  • Prioritizes safety
  • Evaluate and prioritize intersections countywide

1. Framework Document 2020-2021
2. Pilot Program 2022
3. Countywide Program 2023
Screening Program Framework

• Established methodology for prioritizing locations
  o Defines overall process for location evaluation
  o Stakeholder Input
Overall Process Defined by Framework

A  Spot Improvement Screening (Complete)

B  Finalize Locations (Current)

C  Evaluation and Implementation (Future, if supported by the Board)

2020-2021  2022  2023

1  Framework Document
2  Pilot Program
3  Countywide Program
Complete - Spot Improvement Screening

2022

Pilot Program

2023

Countywide Program

Spot Improvement Screening

- Develop GIS Database
- Use Data and Equity to Prioritize Locations
- Staff Recommendations for Locations & Prioritization
### Results of Spot Improvement Screening

<table>
<thead>
<tr>
<th>Category</th>
<th>Spot Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>High</td>
<td>287</td>
<td>7%</td>
</tr>
<tr>
<td>Medium</td>
<td>1,715</td>
<td>43%</td>
</tr>
<tr>
<td>Low</td>
<td>1,964</td>
<td>50%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,966</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

- 1,809 (46%) of locations have a nearby, programmed project
- 133 (46%) of high priority locations have a nearby, programmed project

<table>
<thead>
<tr>
<th>Supervisor District</th>
<th>Total Spot Locations</th>
<th>High Priority</th>
<th>Medium Priority</th>
<th>Low Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Braddock</td>
<td>413</td>
<td>25 (6%)</td>
<td>157 (38%)</td>
<td>231 (56%)</td>
</tr>
<tr>
<td>Dranesville</td>
<td>622</td>
<td>20 (3%)</td>
<td>115 (19%)</td>
<td>487 (78%)</td>
</tr>
<tr>
<td>Hunter Mill</td>
<td>368</td>
<td>16 (4%)</td>
<td>143 (39%)</td>
<td>209 (57%)</td>
</tr>
<tr>
<td>Franconia</td>
<td>431</td>
<td>61 (14%)</td>
<td>283 (66%)</td>
<td>87 (20%)</td>
</tr>
<tr>
<td>Mason</td>
<td>472</td>
<td>56 (12%)</td>
<td>291 (62%)</td>
<td>125 (26%)</td>
</tr>
<tr>
<td>Mount Vernon</td>
<td>449</td>
<td>24 (5%)</td>
<td>256 (57%)</td>
<td>169 (38%)</td>
</tr>
<tr>
<td>Providence</td>
<td>412</td>
<td>34 (8%)</td>
<td>180 (44%)</td>
<td>198 (48%)</td>
</tr>
<tr>
<td>Sully</td>
<td>380</td>
<td>27 (7%)</td>
<td>162 (43%)</td>
<td>191 (50%)</td>
</tr>
<tr>
<td>Springfield</td>
<td>419</td>
<td>24 (6%)</td>
<td>128 (30%)</td>
<td>267 (64%)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,966</strong></td>
<td><strong>287 (7%)</strong></td>
<td><strong>1,715 (43%)</strong></td>
<td><strong>1,964 (50%)</strong></td>
</tr>
</tbody>
</table>
Current Step - Finalize Location Priorities

- Public Input
- Board Input
- Finalize Prioritization of Locations (Not Projects)
Future Step – Evaluation and Implementation of Projects

- Would only proceed at the direction of the Board, after finalizing spot priorities
- Would require additional funding and resources

Evaluation & Implementation

- Study & Analyze Locations to Develop Potential Improvements (Includes Public Process)
- Finalize Improvements & Perform Engineering Design
- Construct Improvements
Program Recommendations

1. Focus on high priority spot locations
   a. Continue coordination with VDOT to strategize funding and implementation for spot location improvements
   b. Focus County resources on high priority spot locations where there are no programmed safety-related projects.
2. Perform corridor studies for roads with multiple high priority spot locations
3. Update the Program every three to five years
4. Identify resources to perform studies, design, and implement spot improvements
Feedback Requested from the Board:

- Feedback on priority locations for each District
- Feedback on next steps
  - Public input on priorities

Vanessa Holt, FCDOT Traffic Engineering Section, 703-877-5686
vanessa.holt@fairfaxcounty.gov