

TRANS 2008-01
Richmond Highway Corridor Speed Reduction Study Resolution

WHEREAS, the Fairfax County Board of Supervisors applied the Highway Corridor Overlay District to the land along Richmond Highway upon concluding that the major purpose of the Richmond Highway was to carry through traffic; and

WHEREAS, the Mount Vernon Council passed a Richmond Highway Traffic Congestion Resolution in July 2004 and reaffirmed the July 2004 Resolution in resolution passed in January 2007 and forwarded the same to the Mount Vernon District Supervisor requesting appropriate cost statistics and guidelines to charge developers for required transportation costs, create a separate Richmond Highway Development Fund to pay for improved transportation and traffic safety needs in the Richmond Corridor; and require a trip generation analysis for each additional housing construction to indicate how many vehicles will be generated to determine proffer amount for transportations improvements; and

WHEREAS, the Transportation Advisory Commission on April 1, 2008 briefed the public on Public Transportation initiatives (engineering improvements to Richmond Highway, including pedestrian improvements at 29 intersections, 5.6 miles of sidewalks, and bus stop improvements) that have been funded and are scheduled to begin by the end of 2010; and

WHEREAS, Virginia Department of Transportation (VDOT) has implemented a Strategic Highway Safety Plan to reduce injuries by 10% by 2010 and, while Richmond Highway does have two out of the 20 primary crash corridors, the data indicates that approximately 50% of the accidents occur when a vehicle is stopped or moving under 5mph; and

WHEREAS, VDOT has recommended lowering the speed limit on Richmond Highway: 1) from 45 mph to 35 mph from the Alexandria City limits to .24 mile south of Old Mill Road; and 2) from 50 mph to 45mph from .24 mile south of Old Mill Road to .3 miles north of Furnace Road; and

WHEREAS, the reduction of speed will slow already congested traffic and result in a reduction in capacity of vehicles carried through the corridor per minute, thereby impacting adjacent neighborhoods as vehicles “cut-through” adjacent streets; and

WHEREAS, already funded engineering solutions, such as key sidewalks and raised medians are scheduled to take effect around the 2010 cut-off date; and

WHEREAS, the 29 improved intersections with bus service will have improved access for bus stops that are out-of-the main flow of traffic thereby reducing rear end collisions, and the synchronization of traffic signals should improve the flow of traffic on Richmond Highway; and

WHEREAS, the Mount Vernon Council of Citizens’ Associations by resolution 2001 has been requesting development of transit improvements in the Richmond Highway corridor;

THEREFORE BE IT RESOLVED that the Mount Vernon Council of Citizens' Associations urges Fairfax County Board of Supervisors to fast track improvements to Richmond Highway; and

BE IT FURTHER RESOLVED that VDOT improve traffic light signalization and delay any consideration of implementation of speed reduction at least until 2010 so that traffic light signalization changes can be assessed and funded intersection improvements can be built; and

BE IT FURTHER RESOLVED by the MVCCA that Senator Toddy Puller and Delegate Kris Amundsen request that a rail transit study including the merits and costs of alignment for light rail and monobeam/monorail be conducted in coordination with MVCCA representation.

Passed –MVCCA June 25, 2008