



Route 28 Corridor Safety and Operations Study

Steering Committee Meeting #2

July 21, 2014



- Introductions
- Study Overview
 - Phase 1 – Short term improvements
 - Phase 2 – Long term improvements
- Data Collection Activities
- Initial Observations
- Agency Meeting Summaries
- Technical Committee Meeting #2
 - Brief Review of 06/25/14
- Schedule & Next Steps

Study

– Phase 1 – Short term

- Current study effort
- Discussed in detail in this presentation

– Phase 2 – Long term

- Currently on hold
- Subject to HB2 prioritization process

Route 28 – Centreville Rd

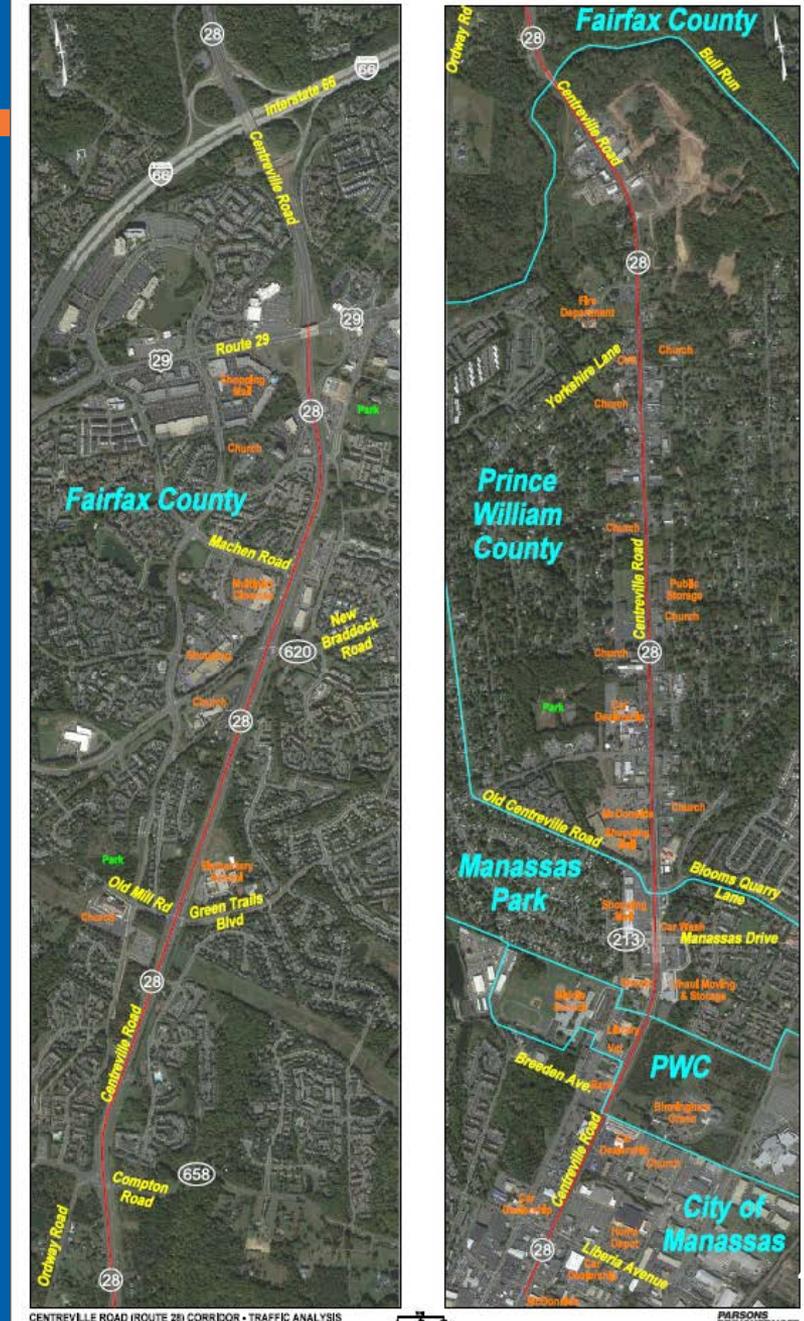
- From South of I-66
- To Liberia Ave

Mathis Ave

- From Manassas Dr
- To Liberia Ave

Localities/Agencies Included:

- Fairfax County
- Prince William County
- City of Manassas Park
- City of Manassas
- Virginia Department of Transportation



Scope of Work

- Data collection
- Evaluate existing conditions
- Develop candidate solutions (under \$2M)
- Develop traffic model
- Screen candidate solutions
- Model & evaluate recommended solutions
- Make recommendations
- Public involvement

Overall Schedule

- Completed Spring 2015

Data collection includes:

- Turning movement counts at 33 locations
 - AM and PM peak periods
- 24 hour tube counts
 - 8 locations
- Two-Way Left Turn Section
 - 81 driveways
- Intersection Queuing
 - 10 locations
- Travel Time Runs
 - Northbound and Southbound
 - AM peak and PM peak periods



Field data collection is complete

- Time frame for collection
 - Prior to end of school year

Data summaries being completed

- All collection summaries completed
- Data will be summarized in Tech Memo
 - With raw data on CD
- Data available to agencies and future studies

AM Peak

- 7:30 am to 8:30 am
- Heavier congestion when compared to PM
- Truck 7%
- Directional Flow – NB

PM Peak

- 4:45 pm to 5:45 pm
- Truck 3%
- Directional Flow – SB

Three distinct roadways

– Northern Section

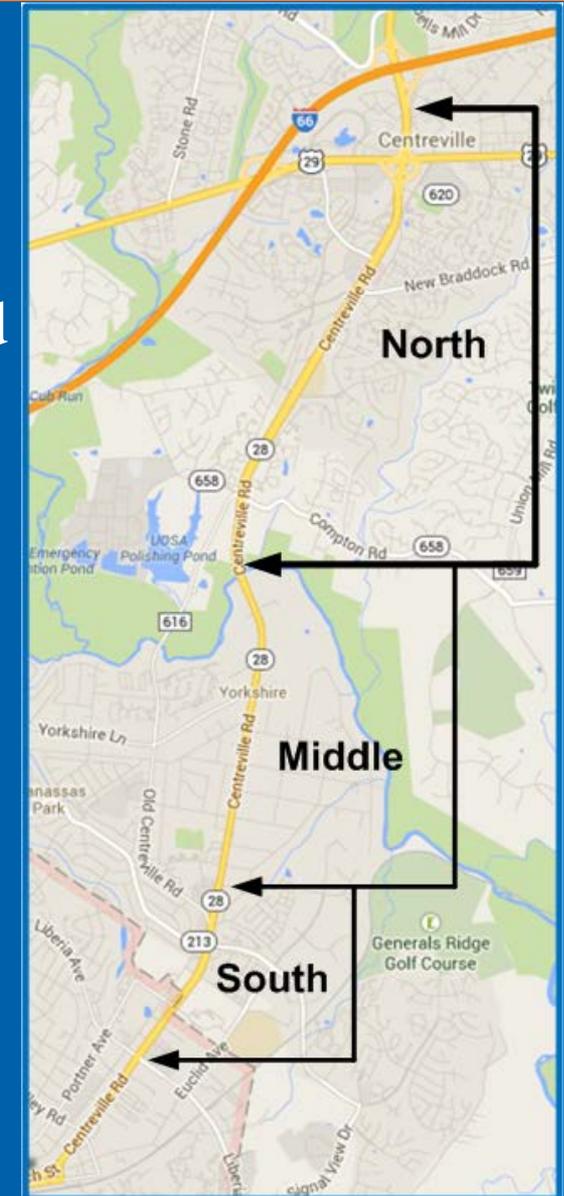
- More expressway like, higher speed
- Wide median
- Pedestrian facilities

– Middle section

- More commercial
- Less access control

– Southern portion

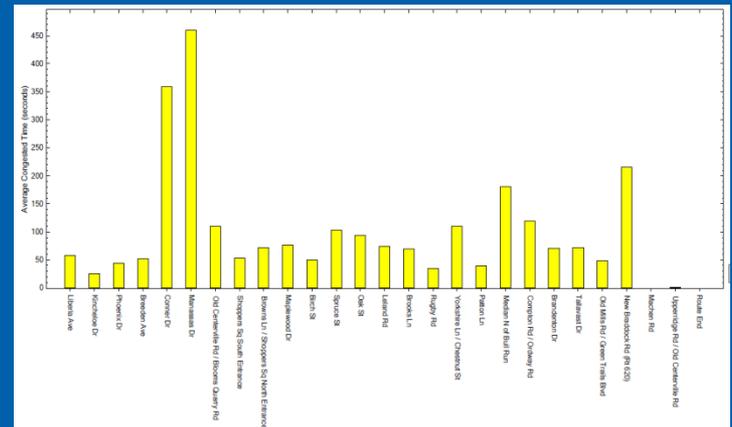
- More urban
- Divided thoroughfare



Approximate Travel Times

– Between south of I-66 to Liberia Ave

- AM Peak
 - Northbound = 60 minutes
 - Southbound = 10 minutes
- PM Peak
 - Northbound = 15 minutes
 - Southbound = 20 minutes



Queuing Summary

- Northbound queues extend from New Braddock Road to Manassas Drive during AM peak period
- Southbound queues extend from Compton Road to Upperridge Drive
- Area of study focus



AM Northbound

Two-way left lane volumes - driveway peaks

- Very low volumes, out of 81 driveways
 - 30% of driveways had zero volume
 - 93% of driveways had less than 10 vph observed
 - No Driveway with more than 24 vph observed
 - Possible to re-purpose this section of roadway?

Pedestrians

- People walk in street
- Pedestrian fatalities

Meetings and highlights

- Prince Williams County (June 16)
 - ROW constrained
 - Pedestrian safety
- City of Manassas Park (June 17)
 - PM peak - bypass for Route 28 - Old Centreville Road
 - Consider “limited one-way couplet”
- Fairfax County (June 19)
 - Neighborhood cut-through traffic (northbound to eastbound)
 - Future plan for express bus service
- City of Manassas (June 24)
 - Signal coordination
 - Corridor capacity helps all traffic

Six month look-ahead

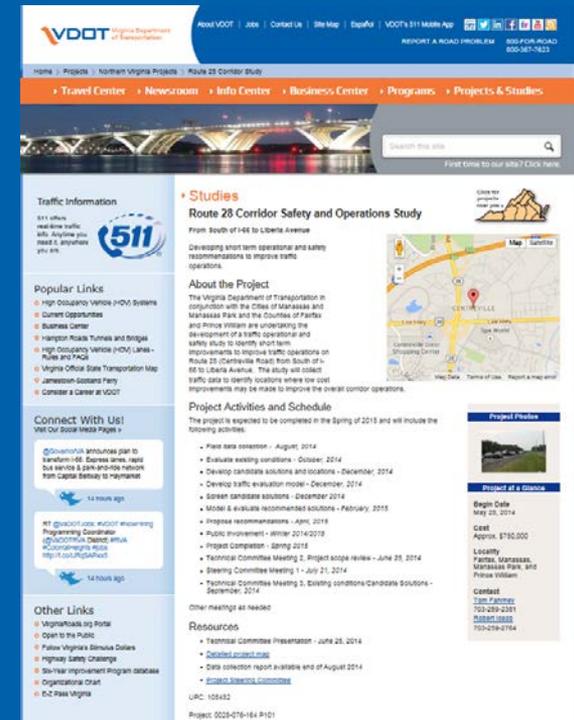
- Submit data collection memo (August)
- Website available and updated with Information
- Existing condition evaluation
- Begin development of traffic model
- Next Technical Committee Meeting
 - Tentatively – September 10, 1:30 pm

Six month look-ahead (continued)

- Begin development of candidate solutions
- Next Steering Committee Meeting
 - October time frame
- November Citizens Information Meeting
- December – Combined Technical/Steering Committee Meeting

Web Page

- Set up project informational page
- Load page onto VDOT web site
- Content completed
- http://www.vdot.virginia.gov/projects/northernvirginia/route_28_corridor_study.asp



Existing Condition Analysis – end of August

- Level of Service
- Hot spots
- Bottlenecks
- Crash Analysis

Improvement screening process defined

Begin development of traffic model

September 10 @ 1:30 pm (Wednesday)

– Agenda

- Working Meeting
- Existing condition analysis summary
- Discuss list of solutions for consideration
 - Buildable/Affordable
 - Acceptable to local agencies

Develop initial candidate improvements

- List of candidate solutions
- Screening Criteria
 - Level-of-service
 - Cost
 - R.O.W impacts
 - Utility impacts
 - Maintenance & Protection of Traffic (MOT)
 - Construction duration
 - Delay
 - Safety
 - Local acceptability

October Steering Meeting

- Review a list of candidate solutions
 - Type of solutions
 - Impacts to be considered
 - Discuss issues and concerns
- Provide input
 - Constructible
 - Property owner and citizen types of concerns
- Approve candidate short list of alternatives for additional evaluation

Citizen Information Meeting (CIM)

- November timeframe
- Recommendations for initial meeting
 - Open format
 - Stations for observed problems
 - Recorder, brochure, comment sheet
- Discuss existing conditions
- Initial observations and issues
- Obtain comments
 - Other problems
 - Input on candidate solutions

Joint Technical & Steering Committee Meeting

- December timeframe
- Review CIM feedback
- Discuss candidate alternatives
- Generate alternative selection guidance

- Questions / Comments?