



MEMORANDUM

TO: Frederick County Transportation Committee
FROM: John A. Bishop, AICP, Deputy Director - Transportation *JAB*
RE: **May 24, 2010 Transportation Committee Meeting**
DATE: May 17, 2010

The Frederick County Transportation Committee will be meeting at **8:30 a.m. on Monday, May 24, 2010** in the **first floor conference room** of the Frederick County Administration Building, 107 North Kent Street, Winchester, Virginia.

AGENDA

1. **Valley Mill Road Truck Restriction**
2. **Springdale Road Speed Limit**
3. **Valley Mill Road area alternatives**
4. **Comprehensive Plan Update**
5. **Route 37 Update**
6. **Revenue Sharing Application**
7. **Other**

Please contact our department if you are unable to attend this meeting.

Attachments

JAB/bhd

Item 1: Valley Mill Road Truck Restriction

Staff has received numerous communications requesting that Valley Mill Road be restricted to through truck traffic from Channing Drive to Eddy Lane. Staff is including VDOT's guidelines for considering through truck restrictions. This is a discussion item.

Adopted by Commonwealth Transportation Board October 16, 2003

GUIDELINES FOR CONSIDERING REQUESTS TO
RESTRICT THROUGH TRUCKS ON PRIMARY AND SECONDARY HIGHWAYS

Section 46.2- 809 of the Code of Virginia provides:

The Commonwealth Transportation Board, *or its designee*, in response to a formal request by a local governing body, after such body has held public hearings, may, after due notice and a proper hearing, prohibit or restrict the use by through traffic of any part of a *primary or secondary* highway if a reasonable alternate route is provided. *The Board, or its designee, shall act upon any such formal request within nine months of its receipt, unless good cause is shown.* Such restriction may apply to any truck or truck and trailer or semitrailer combination, except a pickup or panel truck, as may be necessary to promote the health, safety, and welfare of the citizens of the Commonwealth. Nothing in this section shall affect the validity of any city charter provision or city ordinance heretofore adopted.

Background

It is the philosophy of the Commonwealth Transportation Board that all vehicles should have access to the roads on which they are legally entitled to travel. Travel by any class of vehicle on any class of highway should be restricted only upon demonstration that it will promote the health, safety and welfare of the citizens of the Commonwealth without creating an undue hardship on any of the users of the transportation system. The Board recognizes that there may be a limited number of instances when restricting through trucks from using a segment of a primary or secondary roadway will reduce potential conflicts, creating a safer environment and one that is in accord with the current use of the roadway. The Board has adopted these guidelines to govern and regulate requests for through truck restrictions on primary and secondary highways.

Process

The Commonwealth Transportation Board delegates the authority to restrict through truck traffic on secondary highways to the Commissioner of the Virginia Department of Transportation. Such

restrictions can apply to any truck, truck and trailer or semi trailer combination, or any combination of those classifications. Consideration of all such restrictions by the Commissioner is subject to these guidelines as adopted by the Board. The Commonwealth Transportation Board retains the authority to restrict through truck traffic on primary highways.

In order to conform to the requirements of the Code of Virginia and to insure that all concerned parties have an opportunity to provide input, the local governing body must hold a public hearing and make a formal request of the Department. The following must be adhered to:

- (A) The public notices for the hearing must include a description of the proposed through truck restriction and the alternate route with the same termini. A copy of the notices must be provided.
- (B) A public hearing must be held by the local governing body and a transcript of the hearing must be provided with the resolution.
- (C) The resolution must describe the proposed through truck restriction and a description of the alternate, including termini.
- (D) The governing body must include in the resolution that it will use its good offices for enforcement of the proposed restriction by the appropriate local law enforcement agency.

Failure to comply with (A), (B), (C) and (D) will result in the request being returned. The Commonwealth Transportation Board and the Commissioner shall act upon any such formal request within nine months of its receipt, unless good cause is shown.

Criteria

Travel by any class of vehicle should be restricted only upon demonstration that it will promote the health, safety and welfare of the citizens of the Commonwealth without creating an undue hardship on any users of the transportation network. The Virginia Department of Transportation will consider criteria 1 through 4 in reviewing a requested through truck restriction. The proposed restriction must meet **both** the first and second criteria in order to be approved:

1. Reasonable alternate routing is provided. The alternate route will be evaluated for traffic and

safety related impacts. To be considered “reasonable”, the alternate route(s) must be engineered to a standard sufficient for truck travel, and must be judged at least as appropriate for truck traffic as the requested truck restriction route. If an alternate route must be upgraded, the improvement shall be completed before the truck restriction can be implemented. The termini of the proposed restriction must be identical to the alternate routing to allow a time and distance comparison to be conducted between the two routings. Also, the alternate routing must not create an undue hardship for trucks in reaching their destination.

2. The character and/or frequency of the truck traffic on the route proposed for restriction is not compatible with the affected area. Evaluation will include safety issues, accident history, engineering of the roadway, vehicle composition, and other traffic engineering related issues.

In addition to meeting the first two criteria, the proposed restriction must meet either the third or the fourth criteria in order to be approved.

3. The roadway is residential in nature. Typically, the roadway will be judged to be residential if there are at least 12 dwellings combined on both sides within 150' of the existing or proposed roadway center line per 1,000 feet of roadway.
4. The roadway must be functionally classified as either a local or collector.

Failure to satisfy criteria 1 and 2, and either criteria 3 or 4 will normally result in rejection of the requested restriction.

The Commonwealth Transportation Board when deemed necessary may modify or revise any provisions or criteria contained in these guidelines.

Item 2: Springdale Road Speed Limit

Enclosed please find the letter from Charlotte Messick regarding concerns about speeds on Springdale Road. This item is for discussion and potential recommendation to the Board. To adjust the speed limit, a speed study would need to be completed, potentially by VDOT, as speed limit changes need to be based upon traffic volume, design, and safety considerations.

LONG CREEK FARM, INC.
976 SPRINGDALE ROAD
WINCHESTER, VA 22602
(540) 869-4978



May 6, 2010

Department of Planning and Development
Mr. John Bishop
107 North Kent Street
Winchester, VA 22601

RE: Speed limit on Springdale Road

Dear Mr. Bishop:

As a follow up to our phone conversation regarding the planned changes to Shady Elm Road/Rt. 37 interchange and the impact upon Springdale and Passage Roads I am requesting assistance in changing the speed limit on Springdale Road.

In the past several years traffic has increased dramatically on Springdale Road with far too many vehicles traveling at excessive speeds. Two years ago I spoke about this issue at a Frederick County Board of Supervisors meeting. Gil Barrington, former Police Chief of Stephens City, kindly set up radar at 839 Springdale Road and clocked many drivers going 65 mph as they topped a blind hill in front of our main farm shop. We traverse this road often with our large farm equipment and for safety reasons (ours and drivers) we NEED the speed limit decreased from 55 to 35. I have stepped out of my own vehicle many times on Springdale Road as some careless driver passes me (PASSES ME!) doing at least 60 mph, does a U-turn at the intersection of Springdale and Passage and heads back toward me, stopping them, and giving them a lecture on reckless driving and their own risk of safety. My husband and my farm employees have had several near misses while moving tractors and farm equipment. We were forced to hire an attorney and go to court after one accident in which a teen driver flew around a blind curve on the wrong side and plowed into our hay truck.

Frederick County has had a lot to say recently about supporting agriculture, and their desire to encourage and assist farmers in continuing to farm and not 'grow houses'. If we sold road frontage and 'grew houses' the speed limit would be reduced on Springdale, as it has been on Shady Elm Road. We do NOT want to do that, nor do we want to be involved in a potentially fatal accident if things remain as they are.

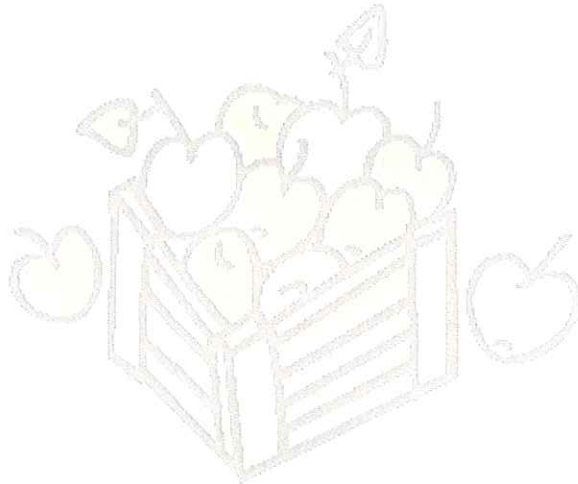
Going in the other direction, Springdale is a narrow twisting road as you go around Bartonsville Dam towards route 11. Again, many vehicles traveling far too fast around blind curves that have run myself and many others into the ditch to avoid a collision. A long time Frederick County school bus driver with a perfect driving record recently had a collision in that area due to a careless driver and excessive speeds. I can't stress strongly enough how dangerous this road has become especially at 'rush hour' times. Many people now use Springdale and Passage Roads as 'short cuts' to the south side of Stephens City rather than traveling Rt. 11 through Stephens City and with the new baseball fields on Passage Road, even more so.

Changing the speed limit to 35 mph on Springdale is vital to our continued ability to farm in Frederick County. I don't want to see it take a fatality to accomplish this. Your assistance in this issue is greatly appreciated. Thank you.

Sincerely,

Charlotte Messick

Charlotte Messick
Secretary-Treasurer



Item 3: Valley Mill Road Area Alternatives

Staff has continued working on the alternatives discussed at the Transportation Committee and will be bringing an update for consideration by the committee.

Item 4: Comprehensive Plan update

Staff is working on the update to the Transportation section of the Comprehensive Plan and will be updating the Committee.

Item 5: Route 37 Update

VDOT will be updating the Committee on the survey work and future planning for Route 37 East.

Item 6: Revenue Sharing Application

After the mailing of this agenda, but prior to the Committee meeting, staff will be meeting with VDOT and the County Administrator to discuss potential revenue sharing projects. Depending upon the disposition of that meeting, staff will be updating the Committee and seeking a recommendation to the Board of Supervisors. Revenue sharing applications are due by June 18, 2010.

Item 7: Other
