

**BOARD OF SUPERVISORS
BUSINESS MEETING
BOARD MEMBER INITIATIVE**

SUBJECT: Village of Waterford Traffic Study

ELECTION DISTRICT: Catoctin

CRITICAL ACTION DATE: At the pleasure of the Board.

STAFF CONTACT: Stacy Carey, Chief Aide to Supervisor Geary M. Higgins

PURPOSE: Identify funding for a traffic study in the Village of Waterford

RECOMMENDATION: Supervisor Higgins recommends the Board direct staff to identify the cost and funding sources to conduct a traffic study in the Village of Waterford.

BACKGROUND: The Waterford Citizens Association approached Supervisor Higgins with concerns about the speed and volume of vehicles traveling through the Village of Waterford. In correspondence sent on August 12, 2015 (Attachment 1) the Waterford Citizens Association formally requested assistance from the Virginia Department of Transportation (VDOT) and the County to review potential traffic calming initiatives including eligibility under VDOT's [Residential Cut-Through Traffic Program](#). A traffic study is required to determine the extent of speeding and volume of traffic in the Village of Waterford.

ISSUES: In order to identify funding sources a cost estimate will need to be developed. Depending on the estimated amount, the traffic calming contingency fund could be utilized or other funding sources could be identified. Staff is requested to prepare a cost estimate and report back to the Board of Supervisors.

FISCAL IMPACT: The Capital Fund contains a Traffic Calming Contingency account that is used for traffic calming initiatives and studies. The Traffic Calming Contingency account has a current balance of \$60,000. The full fiscal impact of the proposed speed study is not known until the cost estimate for the study is determined. Once the cost estimate is developed, staff can determine if sufficient funding exists for the study.

DRAFT MOTIONS:

1. I move that the Board of Supervisors direct staff to identify cost and funding sources and then report to the Board of Supervisors for direction to proceed with a traffic study in the Village of Waterford.

OR

2. I move and alternate motion.

ATTACHMENTS:

1. Waterford Citizens Association Letter to Supervisor Higgins dated August 12, 2015
2. Vicinity Map

Waterford Citizens Association
P.O. Box 109
Waterford, Virginia 20197

Supervisor Geary Higgins
P.O. Box 7000
Mailstop #01
Leesburg, Virginia
20177

12 August 2015

Subject: Calming and Reducing Traffic in Waterford

Dear Supervisor Higgins,

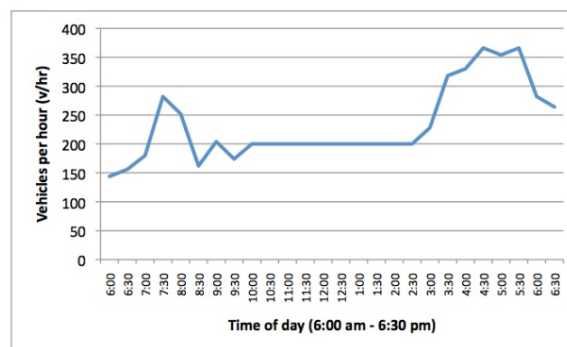
In follow up to our productive meeting of July 13, 2015, this letter represents the first of four actions agreed upon in our meeting:

Action 1: The Waterford Citizens Association (WCA) will be sending a letter to Supervisor Higgins specifying their desire for a traffic calming initiative.

As discussed in the July 13 meeting, our major concern is that the volume of traffic commuting through Waterford twice a day is jeopardizing our historic preservation efforts. Our goals to continue to responsibly steward and improve this ‘threatened and damaged National Historic Landmark’¹ cannot be achieved with the current noise, pollution and disruption from over 3,000 vehicles passing daily through the village². Historic Waterford’s quiet village character has become a noisy, unsafe and busy commuter’s thoroughfare during the morning and afternoon rush hours.

Most recent rush hour data: Rush hour traffic numbers passing non-stop through the main village intersection were recently recorded *on average* as an incredible 210 vehicles per hour (v/h) in the AM and 335 v/h in the PM. Peak volume in the afternoon was 366 v/h³. These numbers can be considered conservative lower bounds, as counting was done on a Friday in July.

Vehicle counts in Waterford VA, July 17 2015



*Note: From the Corner Store, ten-minute sampling counts were made every half-hour from 6:00-9:30 am and 3:00-6:30 pm. For the interval between the rush hours (9:30 am to 3:00 pm) the count is an estimate based on measured values.

¹ Waterford Area Management Plan (1987) and Linking the Past to the Future – A Landscape Conservation Strategy for Waterford, VA (1992)

² County Sherriff Office study, April 2015 (email communication and results from Deputy Victor DePreto)

³ Dr Mary Sheehan, Informal Waterford Rush Hour Traffic Study, July 2015

Waterford residents, the WCA, Foundation members, VDOT and County colleagues have studied, recognized, decided on actions and implemented those actions to address the traffic problem over two decades. To date, we have taken advantage of four of VDOT’s five programs, which neighborhoods can implement to help manage traffic, most of which focus on speed reduction:

WATERFORD	VDOT COMMUNITY PROGRAMS	FOCUS
✓	1. Traffic Calming Program (First Phase: stop signs and tree plantings)	Vehicle Speed
✓	2. Additional \$200 Speeding Fine Program	Vehicle Speed
✓	3. Watch for Children’ Sign Program	Vehicle Speed
✓	4. The ‘Restricting Through Trucks’ on Secondary Highways Program	Trucks too large/heavy for a village
Not yet explored	5. The ‘ <u>Control of Residential Cut-Through Traffic Program</u> ’ provides that “VDOT will recognize the problems associated with residential cut-through traffic and implement appropriate measures wherever possible.” ⁴	Various passive/physical measures to <i>reduce</i> cut through traffic

The residents of Waterford will continue to address speed, but now will put top attention to reducing the substantial *quantity* of traffic.

1. **Task:** Proceed with the 2nd phase under the first above-referenced program, the Traffic Calming Plan, which involves installation of physical devices (chicaning, speed tables, chokers, hump-bridge) for at least Main St. (road with heaviest volume) and perhaps another high volume street.
2. **Task:** Begin following the operating guidelines for the fifth program mentioned above, the Control of Residential Cut-Through Program.

Towards accomplishing the above, we would greatly appreciate it if you would instruct the appropriate DTCI, VDOT and other Loudoun County officials to begin undertaking the final three actions agreed at our July meeting:

Action 2: DTCI will conduct a traffic study at the onset of the 2015-2016 school year. If the study shows that the average speed is 25 mph or above, since the speed limit is 20 mph, it will be possible to look at implementing additional traffic calming measures for installation.

In addition to noting speed and volume on the main heavily-traveled residential streets, (i.e., Main (Upper and Lower) and Second St.) during a period of weeks (contiguous 24-hour time frames) we request that this study also include collecting data required to support the County’s case for Waterford to be included in the Control of Residential Cut-Through Program mentioned above. Specifically, the study should ascertain whether *residential cut-through traffic is 40% or more of the total one hour, single direction volume and if a minimum of 150 cut-through trips occur in one hour in one*

⁴ <http://www.virginia-dot.org/programs/is-VDOTCommunityPrograms.asp>

*direction.*⁵ Our informal July 2015 study referenced above suggests that both criteria are met, but confirmation in a formal study during the non-summer period is needed. For the sake of expediency and efficiency, it may be cost-effective to perform at the same time as above, collection of other data regarding traffic counts that could support efforts under the Cut-Through Program, including traffic flow on surrounding alternative road networks, patterns of origin and destination (license plates, vehicle types, ridership, etc.) of vehicles entering and exiting Waterford Village, and other traffic issues including congestion at Village intersections. We would be happy to work with Eloisa Thring, DTCI, on the planning of this study.

Action 3: Tom Folsie, VDOT, will investigate the THROUGH TRUCK RESTRICTION in the Village, which is believed to have been approved by the County Board of Supervisors in the late 1990's.

We have been working closely with Deputy Joshua Brambaugh in identifying more than 50 large trucks using Factory and Second Streets in violation of the truck restriction. These trucks have yet to stop their practice. Because the trucks are so large, the VDOT sign warning trucks of the tight Factory/Second curve has been hit and required repair at least three times this calendar year. We were pleased to hear recently from Deputy Brambaugh that a certified letter is going out to these 50 companies informing company management of the new restrictions.

Action 4: The WCA and The Waterford Foundation will also be in contact with VDOT to look at possibilities for long-term options that would reduce the amount of traffic that daily goes through the Village.

Per my July 20, 2015 email to Thomas Folsie, VDOT, we would be grateful to work with a resident engineer to begin both looking at options under the Control of Residential Cut-Through Program noted above, and consider other additional or complementary programs or traffic-reduction measures Mr. Folsie or the engineer may recommend. We note that other communities in Virginia (including some that are historic or have historic designations) such as Paris, Occoquan, Fredericksburg and Williamsburg are using a combination of one-way streets and road closures (whether permanent or for defined periods of time) to minimize cut-through traffic.

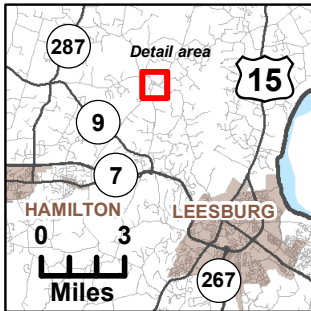
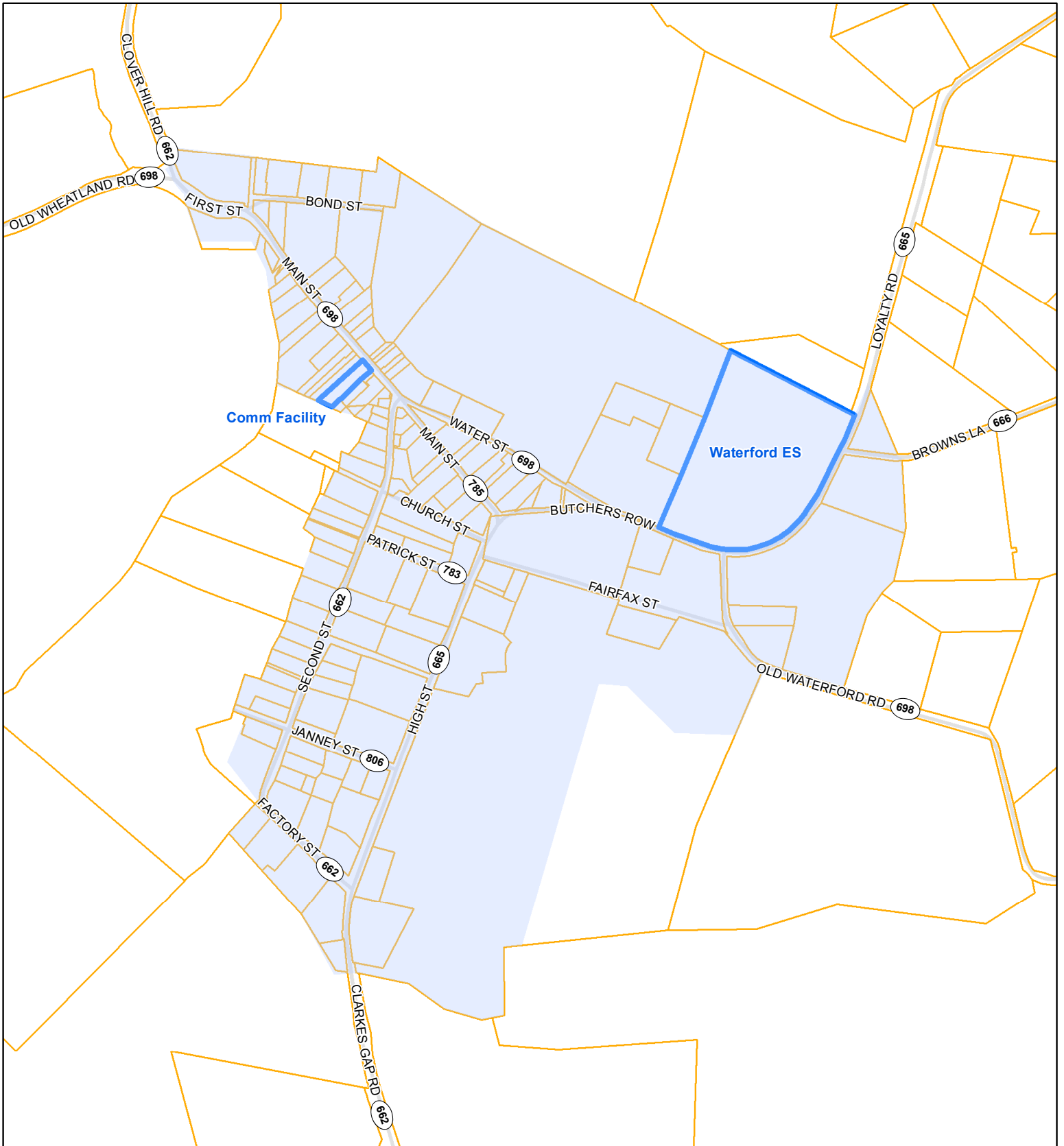
In closing, thank you in advance for your time on this extremely important matter. Residents of Waterford are excited by your efforts to take up this issue, and are truly committed to exploring and implementing all relevant opportunities that exist to recapture and preserve for future generations our historic village character.

Sincerely,

WCA Board Members: Ann Belland, President; Judy Jackson, Vice President; Edith Crockett, Treasurer; JoEllen Keating, Secretary

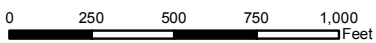
WCA Street/Traffic Committee Members: Wendy Roseberry, Chair; Meredith Imalle, Mary Sheehan, Paul Rastas, Sharyn Franke, Sharon Buchanon

⁵ An Operating Guide for the Control of Residential Cut-Through Traffic, Virginia Transportation Research Council



- Village of Waterford*
- Loudoun County Facility
- Parcel

* The Village of Waterford boundary is based on the Village Conservation Overlay District (VCO) zoning boundary, last amended on December 6, 2006.



Village of Waterford

Catoctin Election District

Created by Loudoun County
Office of Mapping and Geographic Information
Map Number 2015-304
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