

LAKE BARCROFT TRAFFIC COMMITTEE

April 14, 2004

Mr. David Goslin, President
Members of the Board of Directors
Lake Barcroft Association
PO Box 1085
Falls Church, Virginia 22041

Dear President Goslin and Members of the Board,

By now you have all no doubt read every page of the comprehensive Traffic Report I left at your homes last night. That report represents a long term strategy of the major changes that we believe would make our community safer for our children, pedestrians in general, bicycle riders and even drivers.

However, I have just recently had a lengthy series of conversations with the Director of the Fairfax County Department of Transportation and determined that they have a rather rigid and time consuming process they require a community to go through if the community wants any type of a "traffic calming device" installed. Among other things, this phrase includes speed tables and speed humps. It does NOT include multi-way stop signs. The Report we prepared – including the many signatures on the petitions – is an indication that we have a problem now that can not wait a year or two for a major study and Task Force creation as is required by the County and VDOT procedures. As documented by the speed gauges during the last study of Beachway Drive, there are cars routinely traveling at speeds between 40 and 55 MPH on that street. As evinced by the anecdotal stories, those cars are often times ending up in people's front yards. The time to act is now before we have any more accidents than have already taken place (including the recent one on Waterway) and before any one in our community is seriously injured.

The Members of the Traffic Committee have therefore determined we will approach this problem with two plans. The first plan includes actions that can be undertaken fairly quickly and which do not require the establishment of a Task Force and lengthy studies. These are within the purview of a Home Owners Association to request. Some are items strictly between the LBA, Supervisor Gross's office and VDOT; others may also include the County Department of Transportation.

PLAN A

As discussed at length in our more comprehensive report, we recommend that the LBA send a letter to Supervisor Gross requesting the installation of **Multi-Way Stop Signs** at the following intersections:

- 1) Beachway and Edgewater. Presently a one-way stop. Needs to become a three-way stop.
- 2) Beachway and Blair (at the end of the so called Blair Loop) where there is now a *school* crosswalk to the Bailey's Elementary School. Presently a one-way stop. Needs to become a three-way stop.
- 3) Stoneybrae and Waterway at Beach 3. Presently a one-way stop. Needs to become a three-way stop.
- 4) Stoneybrae and Crosswoods. Presently a two-way stop. Needs to become a four-way stop.

As indicated in the Traffic Committee Report, there are presently intersections that could lead to the installation of 117 additional stop signs in our community. We believe our request of addressing the four most problematic intersections is modest indeed.

Street Striping/Painting:

Letter from LBA Board to Penny Gross requesting:

- 1) Yellow striping down the middle of Whispering Lane with white striping on the sides from Columbia Pike to Lakeview Drive. This will create what visually will appear to be more narrow driving lanes. These types of "psycho-perception controls" have succeeded in slowing people down and will hopefully keep people in their respective lanes (and out of the middle of the street, where we have had reports of near head on collisions, particularly at the top of Whispering Lane.)
- 2) Yellow striping down the middle of Lakeview from the Columbia Pike entrance to where Lakeview becomes a divided street at the median strip with continued striping between the two median strips (before and after Beach 2);
- 3) Painting a crosswalk at Beach 2 between the Beach and the recently reacquired Beach 2 parking lot.

Installation of Signs:

Letter from LBA Board to Penny Gross requesting:

- 1) The signs discussed in the Report at the crest of the two hills leading to Beach 2. For traffic approaching Beach 2 from the west, two signs on one post saying HIDDEN DRIVEWAY and SLOW WATCH FOR PEDESTRIANS and for traffic coming from the east, a single sign saying SLOW WATCH FOR PEDESTRIANS.
- 2) Signs at the major entrances to Lake Barcroft (particularly where there are no sidewalks) that say "Watch For Pedestrians". These entrances would probably be: Aqua Terrace, Whispering Lane, Dearborn Drive, Walters Woods and Woodville

Drive (where they enter onto Grass Hill Terrace.) Waterway (by Potterton) and potentially on Beachway, although Beachway may need to be signed differently due to the fact that it has sidewalks.

After these projects have been completed we will then recommend the creation of Plan B, a community Task Force as laid out in the Fairfax County DOT manual that will be able to examine traffic calming devices, specifically the new generation of speed humps and/or tables on those streets where there are still serious problems. As indicated in the larger report, these new generation humps and tables can be traversed comfortably at 20 MPH. Members of the Traffic Committee who have driven over them (there are an increasing number in Arlington and Alexandria), were pleasantly surprised as to how easy they are on both car and brakes. Hopefully, the success of the items in Plan A may mitigate against the need for anything further on those streets, such as Beachway. Whether a street like Whispering Lane (which due to its steep decline would not be an appropriate location for stop signs), or certain sections of Lakeview Drive, will benefit by such devices remains to be seen and would be studied during the Plan B part of this endeavor with extensive community input. Another item that may affect these plans is if any of the intersections where we are now proposing new stop signs do not qualify when VDOT examines them. If that is the case, we may have to revisit this strategy and move toward the creation of a Task Force sooner rather than later.

Sincerely,

George Waters, Chairman
LBA Traffic Committee

LBA Traffic Committee Members include:

Jackie Woodrum
Sue Presti
Jackie Chewning
Terri Bowman
Steve Spivak
Peter Sackleh
Rusty Gardner
Tacie Yoon
Marc Harris
Steve Sasse
Scott Horton
Anne Walker
Pete Walker
Malin Moench

Kevin Kampschroer
Kevin Howe
Chandra Hanes
Brian Tawney
Sara Franco
Moe Jafari
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Robin Kline
Phil Kemelor
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Frank Kitzantides
Mike Newsome
Scott Kalkwarf