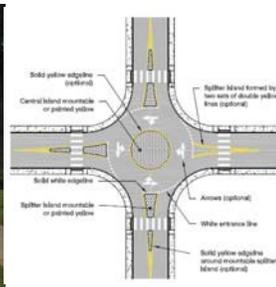




Brambleton Community Association
Community Traffic Control & Calming Guide
BCA Board Adopted: June 4, 2019



BRAMBLETON COMMUNITY ASSOCIATION

COMMUNITY TRAFFIC CONTROL & CALMING GUIDE

Introduction

Brambleton Community Association's Traffic Control & Calming Guide has been created to assist community leaders, staff, and residents in requesting, reviewing, and responding to neighborhood traffic concerns in a consistent and uniform manner.

Traffic conditions on local streets are a key measure of neighborhood livability. The orderly movement of vehicles, pedestrians, and bicycles throughout the community is of great importance and is the responsibility of every member and organization of the community. As a community, our commitment to addressing traffic-related issues will be continuous and requires active involvement from its members to demonstrate good driving habits, engage in awareness and education efforts, provide effective enforcement, and implement and install traffic calming measures when necessary. The commitment to address traffic-related concerns throughout our community will require involvement from every resident, owner, and guest; Loudoun County Sheriff's Office (LCSO); Virginia Department of Transportation (VDOT); Loudoun County; elected officials from the County and State; and the Brambleton Community Association (BCA). With everyone's commitment and involvement, the guidance contained within this document will be effective.

This document presents an overview of possible actions that can be taken to address traffic-related concerns on local streets throughout the community, including both BCA and VDOT roads. The actions contained within this document will focus on awareness & education, enforcement, and traffic calming measures used to address identified traffic related concerns.

Resources used or referenced to create this document were state statutes, the Association's governing documents, VDOT's Traffic Calming Guide for Local Residential Streets, Loudoun County ordinances, the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD), and other documents providing guidance on traffic calming measures and practices. This document is a guide for residents, the Safety & Security Committee, BCA staff, and the BCA Board. The Board will use this document as deemed appropriate but may find it necessary to take actions outside of the document's guidance if deemed in the best interest of the community and the Association.

VDOT ROADS VS BCA STREETS

Throughout the community, there is a mixture of streets that are deeded or dedicated to either VDOT or BCA. These streets are deeded, dedicated, and bonded at the time that the developer subdivides the property, but they remain the responsibility of the developer until they are accepted by either VDOT or BCA through the bond release process.

The maintenance, upkeep, and snow removal of state roads throughout the community is the responsibility of VDOT. These roads are typically identified by a route number at intersections placed above the stop sign. VDOT maintains these roads in accordance with their uniform standards and related policies. In Calming Guide for Local documents to address speeding roadways in the state's operated Other traffic management tools routes, such as restricted truck through traffic, "Watch for additional speeding fines are Department's Residential Neighborhoods would work of this program, and the County coordinating these traffic traffic calming.



in addition, VDOT uses its Traffic Residential Streets or other in neighborhoods on streets and and maintained highway system. for primary and secondary routes, control of residential cut-Children" signage, and provided through the Traffic Management Program. through Loudoun County as part would take the lead role in management tools, including

BCA is responsible for the maintenance, upkeep, and snow removal on common area (private) streets or streets that consist of an ingress/egress easement on property not belonging to the Association. BCA is also responsible for guidelines, policies, and procedures for these streets as permitted by state statute and the Association's governing documents.

It is the Association's goal to understand and address ongoing or systemic traffic-related issues throughout the community on both VDOT and BCA roads and streets as initiated by its members through resident awareness and education campaigns, monitoring & data collection, and enforcement activities. As noted above, BCA can evaluate and implement traffic calming measures on its private streets without other government approvals, but BCA is committed to working with residents in a similar manner as Loudoun County and VDOT in order to address identified traffic issues on state roads with similar and relatively consistent guidelines developed as part of this document.

During the development period and until streets are released from all construction and bond obligations, changes to road signage or markings, traffic patterns, or alterations to road configurations are not an option. The developer is required to construct the roads as approved by County and VDOT. Any changes made that are not part of the approved plan will be removed by the County/VDOT or will require modification and re-approval of the plan(s).

Loudoun County maintains an online Road Maintenance Map which provides details regarding the status and future maintenance responsibility of roadways in the County, including within Brambleton. This tool can be accessed at www.loudoun.gov/roads.

FIRST STEPS

The Association will often take actions of awareness and education and also request additional enforcement from LCSO when there is a perceived or reported ongoing concern. These actions can be immediate and effective in addressing traffic concerns but are not necessarily a long-term solution to chronic and recurring traffic issues. Residents should also make it their priority to report traffic violations and concerns to LCSO in a timely manner.

Obscured lines of sight can create hazardous conditions. Sight distance can be improved when vegetation is trimmed or other physical obstacles are removed. This action is considered typical maintenance and can be performed as a result of a resident concern and site visit by staff. These types of maintenance issues are not subjected to this guideline.

Awareness & Education

The Association has the ability to alert Brambleton residents of community traffic-related issues and concerns on both VDOT roads and BCA streets. Its awareness and education efforts occur through its communication program and message/radar trailer. The communication program consists of social media and website posts, directed email blasts, linked messages in the Friday Flash, targeted mailers, and articles in the quarterly magazine. Traffic-related awareness & education campaigns have been effective in using some or all of these communication tools.

The Association-owned message/radar trailer has also been an effective tool to bring awareness to specific issues on a given street or road. This trailer can be placed on both VDOT and BCA streets. BCA was the first homeowners' association in Virginia to be permitted to locate the trailer within VDOT's right-of-way. BCA works with LCSO to locate the trailer in areas of concern. Residents can also contact BCA directly to request the trailer.



When BCA staff is notified of a traffic-related concern, they will review the stated issue to determine the appropriate next steps and decide if additional measures are required. They will also consider if the traffic-related concern is a community-wide issue or if it is location specific. Once staff has reviewed the reported concern, they will determine the appropriate awareness and education program as a first step of addressing the reported concern.

Enforcement

Effective enforcement is essential to address traffic related concerns. BCA relies on LCSO to enforce all traffic-related laws and ordinances on both VDOT roads and BCA streets. BCA has given LCSO written permission to perform enforcement of Virginia laws and County ordinances on BCA streets and common areas.

See Something, Say Something! It is every resident's responsibility to report suspicious and illegal acts to LCSO; this applies to traffic-related concerns as well. To be effective, reporting should take place immediately after the act is witnessed. Do not wait to report your concern to LCSO. Do not make the initial report to BCA. Concerns can be reported to LCSO in the following ways:

- Emergencies – 911
- Non-Emergencies – 703-777-1021
- Website Traffic Complaint Form –

<https://va-loudouncounty2.civicplus.com/FormCenter/Sheriffs-Office-6/Traffic-Complaint-Form-128>

LCSO is responsive to requests for additional traffic enforcement on residential streets. Resident should take full advantage of this service when traffic safety is a concern in their neighborhood. LCSO is the most effective manner of enforcement of traffic laws and ordinances.

The Association, through its Community Standards department, has limited enforcement resources to address traffic-related concerns and requests on BCA streets. BCA encourages residents to use LCSO as a first step for enforcement for this reason. BCA will often look to LCSO and the County to take initial enforcement actions.

TRAFFIC CALMING

What Is Traffic Calming?

Traffic calming is a collaborative effort of local residents and BCA working with available resources to reduce the impact of traffic on local streets. Through active participation from residents, we can identify the problem, plan the approach, understand the tradeoffs of possible measures, implement solutions, and evaluate their effectiveness. Citizen involvement is vitally important and required in every aspect of the planning and decision-making process. Traffic calming in residential areas seeks to create harmony between the designed use of the roadways for automobiles, pedestrians, and bicycles. Traffic calming can be as simple as the installation of an additional sign or road markings or as complex as changing the configuration of the road.

How Does the Traffic Calming Program Work?

The program works in two phases. Phase 1 focuses on introducing passive, less restrictive measures such as signage and pavement markings. It can also include advanced awareness, education, and enforcement actions. If the Phase 1 measures prove to be ineffective in addressing the concern within the established time frame, the objective data supports additional intervention, and the required resident support exists, then Phase 2 of the program would be explored, which includes more restrictive methods. BCA can study, develop, and implement plans on its private streets and roads.

Phase 1 – Initiating a Traffic Calming Study for BCA Streets & Roads

Phase 1 begins when you or your neighbor submits a “Traffic Calming – Citizen Action Request Form” and a “Petition for Traffic Calming Study” (sample documents in the appendix). The request form identifies the specific traffic concerns present. The petition indicates neighborhood consensus that the traffic concern should be studied. A minimum of 10 owners' signatures from 10 separate

addresses in the immediate area will be required for a complete submission. The General Manager can also initiate a study without the 10 signatures based on observed safety concerns or ongoing issues.

Traffic Analysis Study

- Once the required forms have been submitted, BCA staff will determine the status of the streets (on bond/off bond and BCA/VDOT).
- The study area will be defined, and data will be collected through a variety of methods which may include, but are not limited to, speed monitoring, ticket/violations issuance, accident history review, and traffic counts.
- The study area will be determined by BCA and will be influenced by the following factors:
 - Configuration of the street system in the area;
 - Location of arterial streets;
 - Potential alternative routes for local traffic;
 - Location of elementary schools and designed school walk routes;
 - Location of parks, pools, community buildings, and other recreational amenities and travel routes to them;
 - Potential parallel local street routes;
 - Any other factors that may impact the flow of traffic.

Review of all of the data will be used to determine the severity of the concern and to determine if development of an intervention plan is warranted. To qualify for a Phase 1 plan, one of the following criteria must be met:

- The 85th percentile of traffic is traveling in excess of 5 MPH over the speed limit;
- 25% of the cut-through traffic is not related to the neighborhood/section(s);
- The road/street is not being used for its intended use and design;
- BCA General Manager/staff or Board determines there is an unusual condition that warrants action.

Developing and Implementing a Phase 1 Plan

When qualified, the data, along with insights and suggestions from area residents, BCA staff, the BCA Safety & Security Committee, and other agencies or consultants, if any, will be used to develop a proposed plan for Phase 1 solutions recommended for implementation to address the concerns identified in the submitted request and documented concerns. BCA will seek resident input on proposed recommendations if the implementation or solution is something more than signage or pavement markings. At its discretion, BCA may use a variety of methods which may include, but are not limited to, online surveys, committee meetings, onsite meetings, or various other methods to obtain resident input. Use of any specific method is not required.

The plan with supporting data must be submitted to the BCA Board of Directors if there is a change or modification to the street/road or existing traffic pattern. The installation of additional signage and markings can be approved and implemented by the General Manager as budgets and funding allows.

Evaluating the Effectiveness of The Plan

The plan will be evaluated by BCA no later than six months after implementation. New data will be obtained and analyzed. The results will be compared with prior data in order to measure the effectiveness of the Phase 1 plan.

Important Considerations & Limitations

BCA's Traffic Calming Guide has been adopted in furtherance of general safety and welfare. It is not intended to create nor to benefit a special class of individuals, nor does it create any third-party rights or beneficiaries.

Implementation of traffic calming devices shall be done in a manner that is complimentary to the MUTCD guidelines as well as VDOT and County standards. Actions taken shall be in a uniform manner with consideration of setting precedent for the entire community with similar situations.

Consideration must be given to how the installation of any traffic calming device will impact traffic flow and traffic on adjacent streets or within the section of the neighborhood.

The cost to install and maintain any given traffic calming device must be considered.

Implementation of any program, in whole or in part, is subject to approval by Brambleton's Board of Directors and/or other agencies, available funding, resident support, and other variables.

TRAFFIC CONTROL

Traffic control devices include signs and/or pavement markings to specifically guide the motorist along a street or through an intersection. Traffic control devices include stop, yield, speed limit, and curve warning signs. The appropriate use of these traffic control devices is specified in the Manual on Uniform Traffic Control Devices (MUTCD), which is the national standard for appropriate installation and application of signage and pavement markings on public roadways.

Properly placed warning and regulatory signs are tools that can be used to address traffic-related concerns within the community. BCA will consider placing additional signage on community private streets upon review of appropriate application and as consistent with VDOT standards. Requests for signage on VDOT streets needs to meet specific standards, and the requests will be directed to VDOT.

New Sign Requests on VDOT Roads – Sign requests on VDOT roads in Brambleton will need to go through VDOT's Northern Virginia District Office. BCA encourages residents to inform the Association of their request to VDOT if they desire. Requests should be sent to:

VDOT Northern Virginia District
4975 Alliance Drive
Fairfax, Virginia 22030
800-367-7623

New Sign Requests on BCA Streets – BCA has a limited budget for new traffic signs on its streets and will consider the installation of new signs to address identified traffic-related issues. Approval of new sign requests is based on the concern, location, existing and uniform sign standards, and cost. BCA staff can approve new signs if conditions warrant a sign and the requested sign is within existing uniform standards and current practices. If the request is denied by staff, the petitioner can present their request to the Safety & Security Committee at one of its meetings for further consideration. A recommendation will then be heard by the BCA Board of Directors. Initial requests for a new sign on a BCA street can be emailed to HOA@Brambleton.org. The following information is to be included in the request:

- Name and property address
- Daytime phone number and email address
- A specific location of the concern
- A description of the traffic-related item
- The type of sign requested
- Optional: Petition stating the request with signatures, addresses, and email addresses of impacted neighbors.

Pavement Marking on BCA Streets – Pavement markings and/or striping on pavement can also be effective methods to control traffic. Residents should use the aforementioned Sign Request procedure when desiring pavement markings on BCA streets.

TRAFFIC CALMING

Traffic calming is the management of vehicles, pedestrian, and bicycle traffic to offset negative impacts of speed and/or cut-through traffic by narrowing the roadway, constructing speed humps, or otherwise channeling the traffic in such a way that encourages desired travel speeds in residential areas. The objectives of traffic calming involve the reduction in vehicle speeds and crashes as well as improvement in bicycle and pedestrian movements.

Traffic Calming on VDOT Roads – The VDOT **Traffic Calming Program**, through the “[Traffic Calming Guide for Neighborhood Streets](#)”, provides communities with guidance and procedures to identify and implement various traffic control measures on neighborhood streets where appropriate. For further information on this subject, please review VDOT’s Traffic Calming Guide.

Traffic Calming on BCA Streets – Roadways, common drives, and alleys that are defined as private BCA maintained streets can be reasonably modified, enhanced, or altered if determined appropriate in order to address traffic-related concerns. BCA streets must be released from all County bonds and obligations and accepted for maintenance by the Association in order to be considered for traffic calming. Traffic control measures must be implemented prior to consideration of traffic calming. If traffic control measures are considered ineffective after a period of 12 months, then residents can petition for traffic calming devices.

Types of Traffic Calming Devices – There are a number of traffic calming measures that can be considered for use on BCA streets. Different measures or a combination of measures may be used based on existing conditions and needs that are being addressed. The following measures provide a few examples of commonly used roadway features in other neighborhoods.

Speed Humps and Tables

Speed humps and tables are speed control devices designed to cause a driver to slow to approximately 20 MPH. Greater speeds may cause the driver to experience discomfort as the vehicle hits the hump. Streets that have these devices typically see a 5% to 10% reduction in speeds.



Bulbouts

Bulbouts or curb extensions at intersections reduce the roadway width from curb to curb, providing increased visibility for pedestrians and drivers while reducing the crossing distance. The narrowed roadway section may contribute to vehicle speed reductions.



Center Island Median

A center island median is a raised island located along the centerline of a street that narrow the travel lanes at that location. These devices are often landscaped to provide a visual amenity. Placed at the entrance to a neighborhood and often combined with textured pavement, they are often called “gateway islands”. Fitted with a gap to allow pedestrians to walk through at a crosswalk, they are often called “pedestrian refuges”.



Chicanes

Chicanes are curb extensions that alternate from one side of the street to the other, forming S-shaped curves. Chicanes can also be created by alternating on-street parking, either diagonal or parallel, between one side of the street and the other. Each parking bay can be created either by restriping the roadway or by installing raised, landscaped islands at the ends of each parking bay.



Chokers

Chokers are curb extensions at midblock locations that narrow a street by widening the sidewalk or planting strip. Two-lane chokers leave the street cross-section with two lanes that are narrower than the normal cross-section. One-lane chokers narrow the width to allow travel in only one direction at a time, operating similarly to one-lane bridges. They are good for areas with substantial speed problems and no shortage of on-street parking.



Mini-Roundabout (Traffic Circle)

A mini-roundabout (traffic circle) consists of a circular raised island located in the middle of an intersection around which traffic circulates. These devices provide traffic calming benefits to neighborhood intersections by reducing speed and crash severity.

Raised Crosswalk

Raised crosswalks are speed humps with outfitted crosswalk markings and signage to channelize pedestrian crossings, providing pedestrians with a level street crossing. By raising the level of the crossing, pedestrians are more visible to approaching motorists.

Raised Intersection

Raised intersections are flat raised areas covering an entire intersection with ramps on all roadway approaches. These devices are the same elevation as the sidewalk or slightly below to provide a “lip” that is detectable by the visually impaired. By modifying the level of the intersection, the crosswalks are more readily perceived by motorists to be “pedestrian territory”.



OTHER OPTIONS

All-Way Stop Control at Intersections

While all-way stops are not considered a traffic calming measure by VDOT, due to the unique nature of BCA streets, all-way stops are considered as an alternate option to traffic calming. All-way stop control is generally appropriate at a three or four approach intersection when the volume of traffic on the intersecting roads is approximately equal. When a resident requests an inquiry of an intersection for all-way stop control, the following criteria must be considered:

1. The decision to install an all-way stop control should be based upon an engineering study where traffic volumes are collected and crash data has been analyzed.
2. The longest leg of a side street of the intersection being considered must exceed 400 feet in length.
3. The intersection being considered must be at least 300 feet from another stop condition.
4. Other criteria that may be considered in an engineering study may include: the need to control left-turn conflicts; the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; and locations

where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop;

5. A petition must be signed by more than 50% of the impacted property owners. BCA staff will determine the impacted owners.

FUNDING TRAFFIC CONTROL & CALMING MEASURES

The Association will determine funding sources of traffic control and/or traffic calming measures on BCA streets. There are three sources of possible funding for traffic control and traffic calming measures. The primary funding for most projects will come from the monthly assessments paid by Brambleton owners. Funding may also come from Initial Capital Contributions during the development period. Funding can also come from a limited common assessment if a traffic calming project benefits only a small select group of homeowners. The source of funding for projects, other than basic sign or pavement marking installation, will be determined by the BCA Board as part of the study process. Funding or available funds may also impact the timing of traffic control and traffic calming implementation.

TRAFFIC RELATED CONTACTS & DOCUMENTS

Brambleton Community Association

Email	HOA@Brambleton.org
Phone	703.542.6263
BCA Street Concern	http://brambletonhoa.org/forms.aspx?fid=114

Loudoun County Sheriff's Office

Emergency	911
Non-emergency	703-777-1021
Traffic Hotline	https://sheriff.loudoun.gov/index.aspx?NID=8

Virginia Department of Transportation (VDOT)

Neighborhood Traffic Programs

<http://www.virginiadot.org/programs/is-VDOTCommunityPrograms.asp>

Traffic Calming FAQ

<http://www.virginiadot.org/programs/faq-traffic-calming.asp>

Traffic Calming Guide

<http://www.virginiadot.org/programs/resources/TrafficCalmingGuideOct2002.pdf>