



CUT THROUGH TRAFFIC POLICY

Proposed revisions to previous CTB Policy

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Residential Traffic Management Programs



Traffic Calming
Through Truck Restrictions
\$200 Fine for Speeding Signs
Watch for Children Signs
Person with Disability Signs

Cut Through Traffic Policy

- The objective is to identify and address issues of commuters cutting through residential areas
- Focus is on reducing cut-through volume not just speed or safety of the extra cars.
- Must have significant amount of cut through traffic, an alternate route, county support, neighborhood support and a public hearing must be held

Background

- **Cut-Through Policy has not been updated since its CTB adoption in 1996, nor has it been heavily used.**
- **Widespread use of navigation apps have increased residential cut through traffic significantly over the past several years.**
- **Various aspects of the policy were outdated.**
- **Recent issues in implementation needed to be addressed.**

ADOPTED BY THE COMMONWEALTH TRANSPORTATION BOARD MAY 9, 1996

POLICY AND PROCEDURES

CONTROL OF RESIDENTIAL CUT-THROUGH TRAFFIC

POLICY ON RESIDENTIAL CUT-THROUGH TRAFFIC

It is Commonwealth Transportation Board policy that the Virginia Department of Transportation (VDOT) will recognize the problems associated with residential cut-through traffic and implement appropriate remedial measures wherever feasible.

INTRODUCTION

This policy and attendant procedures identify the specific responsibilities and requirements of VDOT and of the affected county/town in addressing concerns relating to cut-through traffic on local residential streets.

VDOT and the Counties/Towns are partners in the administration of these processes and procedures. A good working relationship between VDOT and the Counties/Towns is important for this partnership to function effectively.

DEFINITIONS

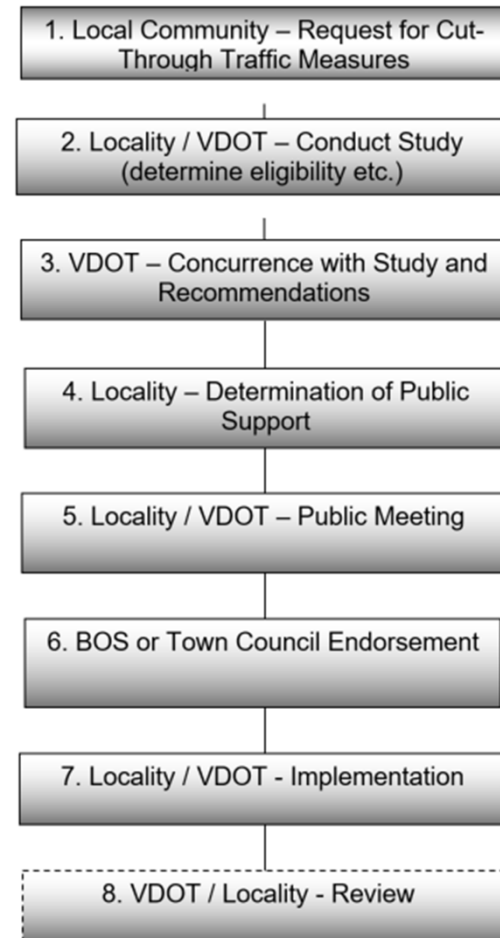
Residential Cut-Through Traffic is traffic passing through a specific residential area without stopping or without at least one trip end within the area. It is traffic that would be better served by the local street system intended for through traffic, but, for various reasons, uses the residential street system.

Local Residential Streets are streets within a neighborhood that provide direct access to abutting land uses and serve only to provide mobility within that locality.

Major Updates:

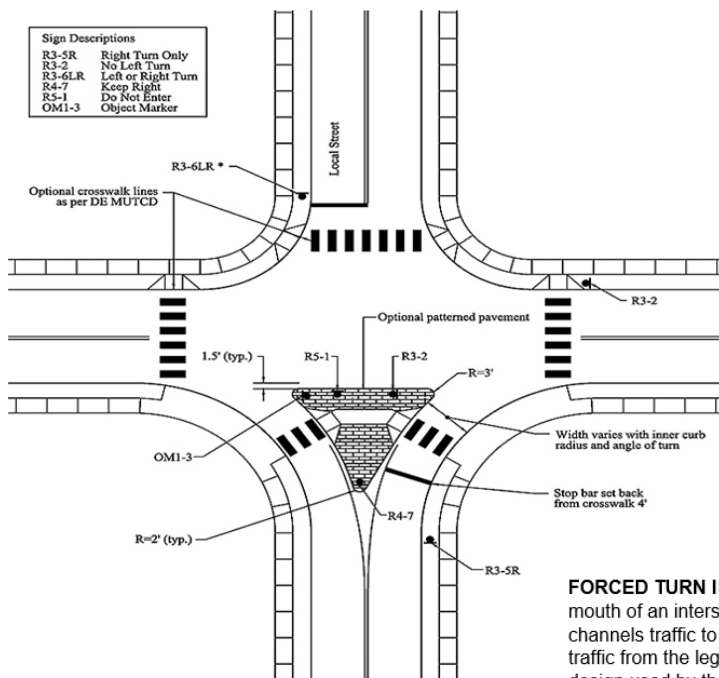
- **Streamlined the process with better definitions of terms, numbered steps, and clear responsibilities indicated for participants.**
- **Made more consistent with Traffic Calming and with Through Truck Restriction Process**

THE CUT-THRU TRAFFIC PROCESS



Major Updates

- Provided a separate guidance document with measures that can be used with policy



FORCED TURN ISLAND - Involves a raised traffic island, typically triangular in shape at the mouth of an intersection that blocks certain traffic movements approaching the intersection. It channels traffic to the right and blocks left and through movements and; prevents entering traffic from the leg opposite the island and left-turning traffic from the adjacent leg. The design used by the Delaware Dept. of Transportation per below provides access for bicycles and pedestrians.

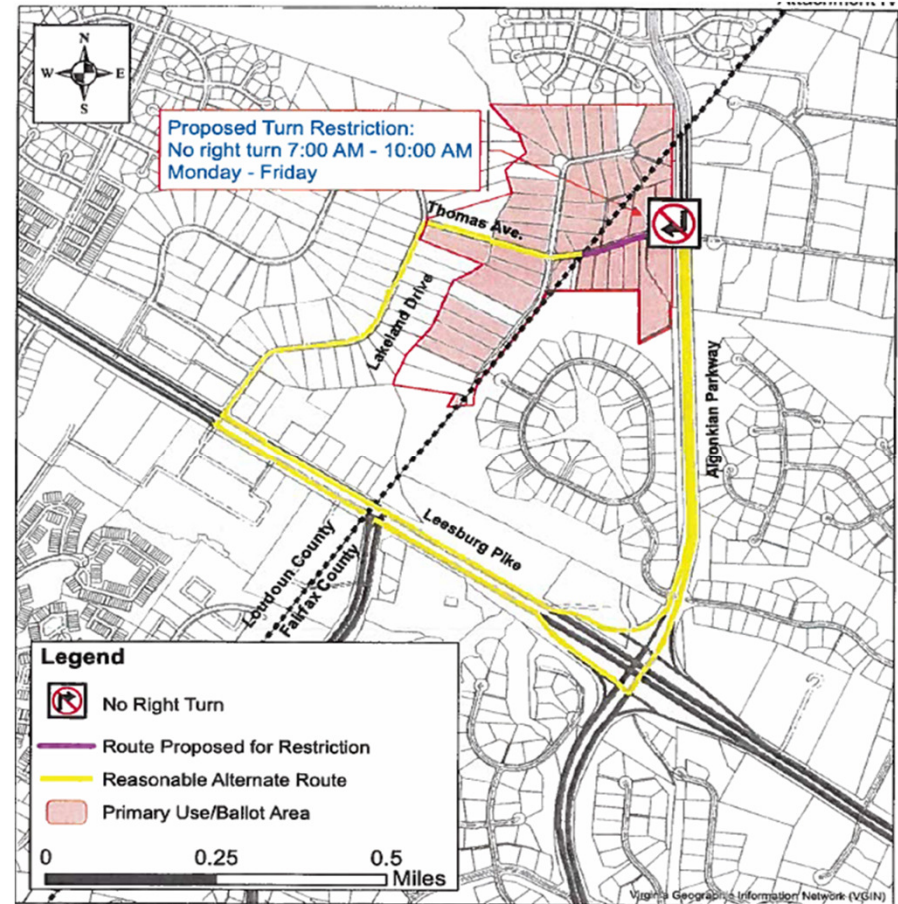


Regulatory Signs

Various regulatory signs placed appropriately at an intersection to prohibit certain traffic movements can be used to control cut-through traffic. Examples of such signs that may be used (there may be others as well) are below. To illustrate, where a cut-through traffic issue is due to left-turning traffic, a sign restricting left turns could be installed. Typically, such issues occur at specific times of the day therefore for these cases, a regulatory sign restricting left turns during the specified times of day would be installed such as shown below.

Major Updates

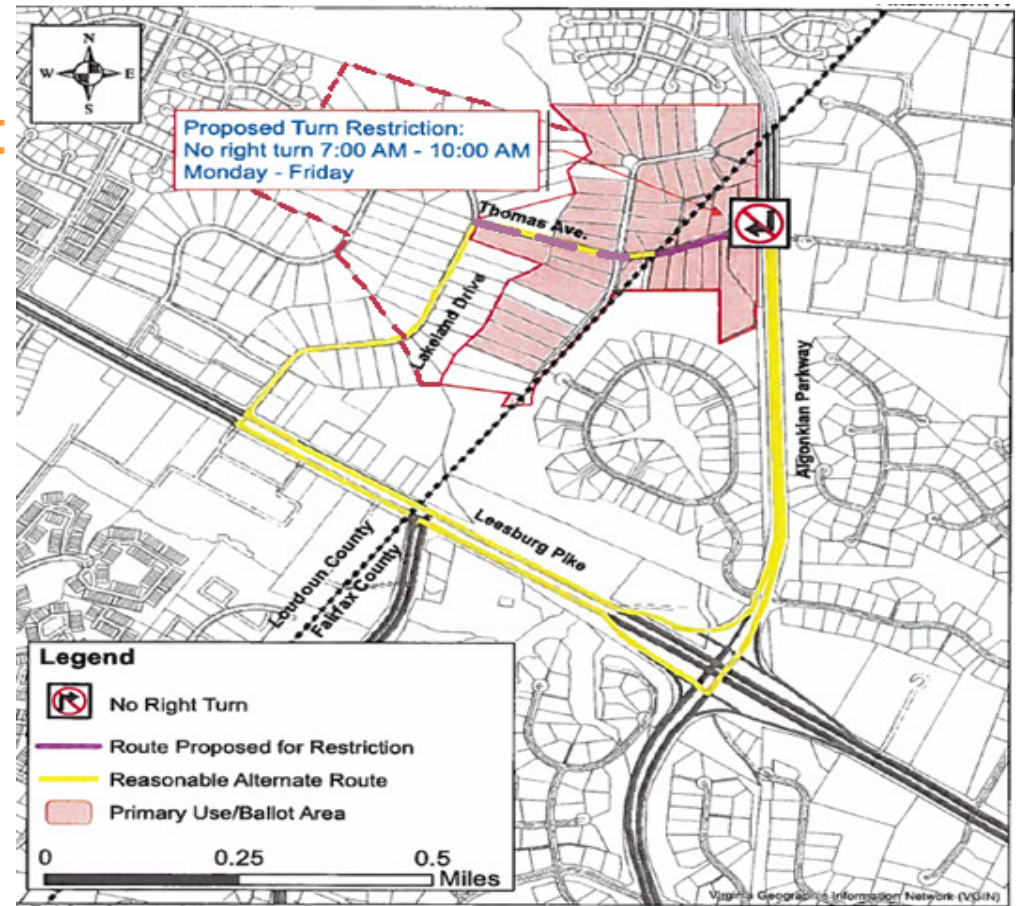
- Reduced the affected area support threshold to 2/3rd of residences from 3/4th.
- Revised the process to ensure adjacent localities are included
 - Cannot artificially terminate proposed route at jurisdiction line.
 - Consensus of adjacent locality required for proposed street termini, use area, measures and their operational impacts



Example of Application of Update:

New Policy:

- Proposed cut-through street (Thomas Ave) may not artificially terminate at adjacent locality (Loudoun) boundary
- Consensus of Loudoun County required for proposed street termini, primary use area, proposed cut-through measures and their operational impacts



Outreach for proposed policy

Goal: Ensure that all affected localities and VDOT staff have the opportunity to provide input on the revised policy

Outreach plan:

- **Revised policy distributed to each VDOT Resident Engineer and District Traffic Engineer who solicited input from their relevant localities.**
- **Comments were solicited from representatives in Loudoun, Fairfax, Arlington and Prince William counties where the cut-thru traffic policy is most often used**

Comments Received and Addressed

~ 53 Written comments were received:

- # of households that must approve the proposal
- How to address interests of adjacent localities
- Clarify Process, roles and definitions
- Modernize the public outreach process
- Provide examples of measures that can be used
- If enforceability is required, mention a greater emphasis on the role of the police department
- **Allow the portion of the public using a street for cut-through to be included in the petition and/or ballot process.**
- **Allow residential collector streets to be considered for traffic calming measures through this process.**

Questions?

