

**ACTION ITEM  
BOARD OF SUPERVISORS**

**DATE:** August 18, 2009

**TO:** Board of Supervisors

**FROM:** Keith Dayton, Director of Public Works *KCD*

**ISSUE:** Consider Restricting Through Truck Traffic on Parkway Boulevard (SR-1264); Flatford Road (SR-709); Hampton Park Road (SR-751); Northampton Boulevard (SR-1482); Eustace Road (SR-751); and Embrey Mill Road (SR-733); Winding Creek Road (SR-628); and Walpole Street (SR-709)

**STAFF RECOMMENDATION:** Approval

**BUDGET IMPACT:** N/A

**ATTACHMENTS:** (4)

- [1] Background Report [4] Reso/Ord/Proc # R09-256
- [2] Location Map [ ] Reso/Ord/Proc #
- [3] CTB Guidelines [ ] Reso/Ord/Proc #

**REVIEW:** [X] County Administrator's Office *Antonio Romanello*

[X] Legal *Joseph R. Woodward*

[X] Sheriff's Office *[Signature]*

- [ ] Consent Agenda [ ] Other Business [X] Public Hearing
- [ ] Discussion Item [ ] Presentation [ ] Unfinished Business
- [ ] New Business

**PRESENTATION BY:** N/A

**ELECTION DISTRICTS:** Garrisonville, Hartwood, Rock Hill

## **BACKGROUND REPORT**

In an effort to save time and avoid traffic on Garrisonville Road (SR-610), truck drivers are continuously searching for alternate routes. As a result, many of these alternate routes are through residential areas. Located between Garrisonville Road and Courthouse Road (SR-630), Parkway Boulevard (SR-1264), Flatford Road (SR-709), Hampton Park Road (SR-751), Northampton Boulevard (SR-1482), Eustace Road (SR-751/SR-1618), Embrey Mill Road (SR-733), Winding Creek Road (SR-628), and Walpole Street (SR-709) are quickly becoming favored routes to gain access to Courthouse Road (SR-630) and Interstate 95 (I-95).

Large truck traffic on residential streets creates a number of problems related to both maintenance and safety. As residential streets are not structurally designed to handle the heavy load of truck traffic, these heavy loads tend to accelerate the deterioration of the pavement surface, which could require premature maintenance that may otherwise not be necessary.

In addition, these residential roads are in areas with families and many small children. Many of the streets contain sidewalks, crosswalks, and multi-way stop intersections. Several of the streets currently being used take the truck traffic through school zones where a large number of children walk to and from school each day.

This request was previously presented at the June 16, 2009 meeting of the Board as Resolution R09-254, and was approved. However, upon further discussion with the Virginia Department of Transportation (VDOT) regarding the proposed restriction and alternate routes, VDOT determined that the alternate routes, as previously presented, were not acceptable, as the termini were not identical to the routes being restricted.

Under VDOT's guidance, staff reevaluated and modified the proposed restrictions and alternate routes, and recommends that the revised alternate routes should be as follows:

### **Parkway Boulevard (SR-1264), Flatford Road (SR-709), and Walpole Street (SR-709)**

Garrisonville Road (SR-610) from Parkway Boulevard (SR-1264) to Shelton Shop Road (SR-648) to Courthouse Road (SR-630) to Walpole Street (SR-709).

### **Eustace Road (SR-751/SR-1618) and Embrey Mill Road (SR-733), and Winding Creek (SR-628)**

Garrisonville Road (SR-610) from Eustace Road (SR-751) to Shelton Shop Road (SR-648) to Courthouse Road (SR-630) to Winding Creek Road (SR-628).

### **Winding Creek Road (SR-628)**

Shelton Shop Road (SR-648) from Winding Creek Road (SR-628) to Courthouse Road (SR-630) to Winding Creek Road (SR-628)

### **Hampton Park Road (SR-751) and Northampton Boulevard (SR-1482)**

Garrisonville Road (SR-610) from Parkway Boulevard (SR-751) to Mine Road (SR-684) to Northampton Boulevard (SR-1482).

On July 7, 2009, the Board authorized a public hearing to be conducted on August 18, 2009. Should the Board approve Resolution R09-256 in support of a through truck restriction, a formal request will be presented to VDOT, certifying that all of the program requirements have been met.

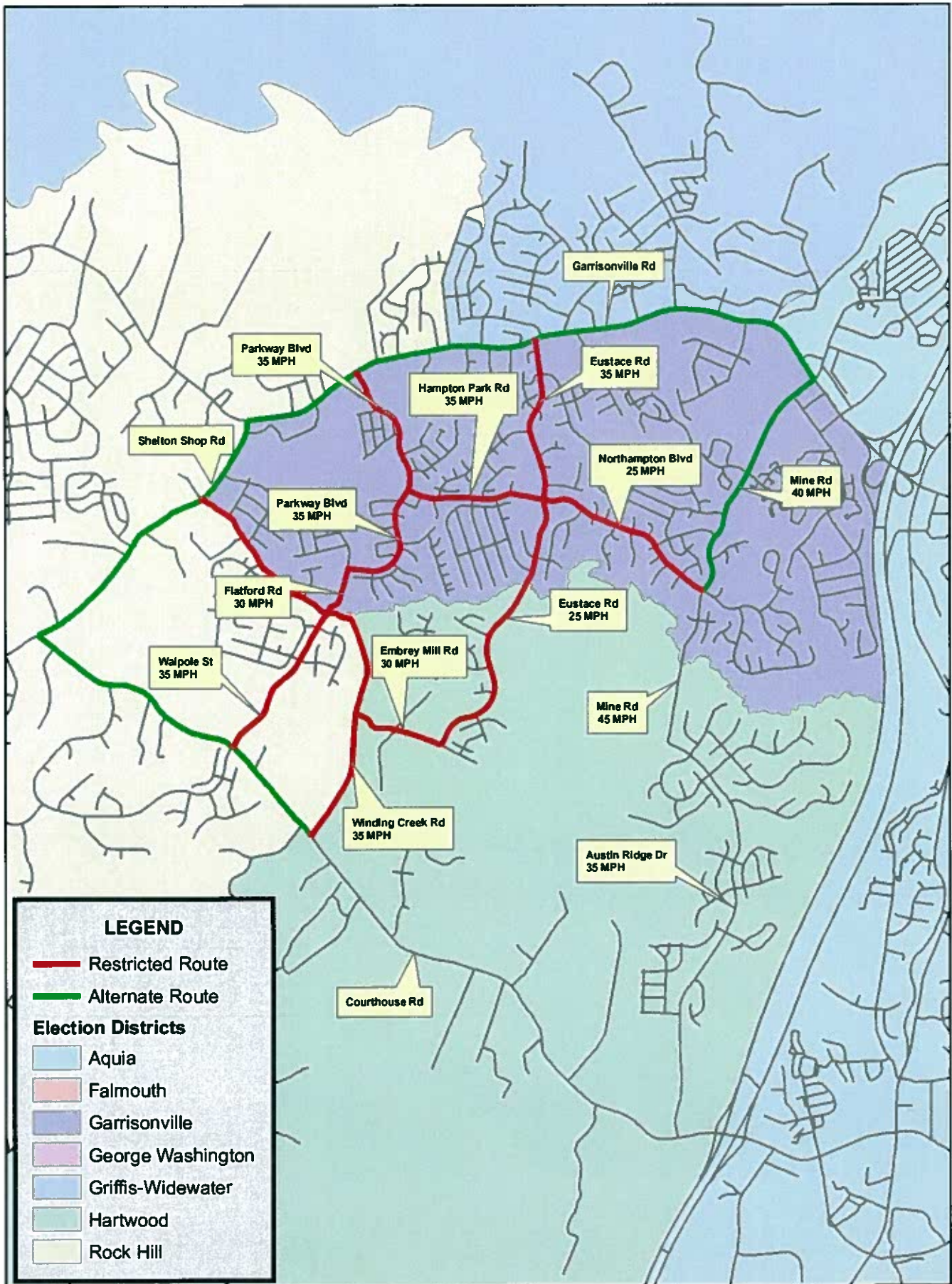
Upon receipt of the formal request and approved resolution, VDOT will forward the request to the State Traffic Engineer who will conduct a traffic engineering study to collect information pertaining to reasonable alternate routes, safety, accident history, roadway engineering, vehicle composition, and other traffic engineering related issues. Following completion of the study, the State Traffic Engineer will prepare a report, which will be sent to the VDOT District Administrator, who will obtain additional public input.

Following the public comment period and/or public hearing, the District Administrator will prepare a report for the State Traffic Engineer, including his recommendation, and all support data and materials.

The State Traffic Engineer will review all support data and materials, as well as the District Administrator's recommendation, and will prepare a report for consideration under the four (4) criteria outlined in the Commonwealth Transportation Board's (CTB) "Guidelines for Considering Requests to Restrict Through Trucks on Primary and Secondary Highways". This report and a recommendation to approve or deny the proposed restriction will be presented to the Transportation Commissioner.

Following approval or denial by the Transportation Commissioner, the State Traffic Engineer will make all appropriate notifications.

Staff recommends approval of proposed Resolution R09-256 to restrict through truck traffic on the designated streets.



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.

PROPOSED

BOARD OF SUPERVISORS  
COUNTY OF STAFFORD  
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, Stafford County Administration Center, Stafford, Virginia, on the 18<sup>th</sup> day of August 2009:

MEMBERS:

George H. Schwartz, Chairman  
Harry E. Crisp II, Vice Chairman  
M. S. "Joe" Brito  
Mark Dudenhefer  
Paul V. Milde III  
Cord A. Sterling  
Robert "Bob" Woodson

VOTE:

On motion of , seconded by , which carried by a vote of , the following was adopted:

A RESOLUTION TO REQUEST THE VIRGINIA DEPARTMENT OF OF TRANSPORTATION TO RESTRICT THROUGH TRUCK TRAFFIC ON PARKWAY BOULEVARD (SR-1264); FLATFORD ROAD (SR-709); HAMPTON PARK ROAD (SR-751); NORTHAMPTON BOULEVARD (SR-1482); EUSTACE ROAD (SR-751/SR-1618); EMBREY MILL ROAD (SR-733); WINDING CREEK ROAD (SR-628); AND WALPOLE STREET (SR-709)

WHEREAS, the Board is interested in promoting public health, safety, and welfare, including the prevention of accidents and injuries caused by large truck traffic in residential areas; and

WHEREAS, Parkway Boulevard (SR-1264), Flatford Road (SR-709), Hampton Park Road (SR-751), Northampton Boulevard (SR-1482), Eustace Road (SR-751/SR-1618), Embrey Mill Road (SR-733) Winding Creek Road (SR-628), and Walpole Street (SR-709) are located in Stafford County; and

WHEREAS, large trucks travel between Garrisonville Road (SR-610) and Courthouse Road (SR-630), using Parkway Boulevard (SR-1264), Flatford Road (SR-709), Hampton Park Road (SR-751), Northampton Boulevard (SR-1482), Eustace Road (SR-751/SR-1618), Embrey Mill Road (SR-733), Winding Creek Road (SR-628), and Walpole Street (SR-709), which are residential streets; and

WHEREAS, large truck traffic using these streets creates a safety concern for the residents of these dense residential areas; and

WHEREAS, pursuant to Section 46.2-809 of the Code of Virginia (1950), as amended, the County is required to submit a formal request after a public hearing, to restrict through truck traffic on certain road segments to the Virginia Department of Transportation (VDOT) for evaluation; and

WHEREAS, the County commits to enforcing this proposed restriction; and

WHEREAS, the Board has considered the recommendation of staff, and the testimony at the public hearing;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the 18<sup>th</sup> day of August, 2009, that the Virginia Department of Transportation be and it hereby is requested to restrict through truck traffic on Parkway Boulevard (SR-1264), Flatford Road (SR-709), Hampton Park Road (SR-751), Northampton Boulevard (SR-1482), Eustace Road (SR-751/SR-1618), Embrey Mill Road (SR-733), Winding Creek Road (SR-628), and Walpole Street (SR-709); and

BE IT FURTHER RESOLVED that Garrisonville Road (SR-610) from Parkway Boulevard (SR-1264) to Shelton Shop Road (SR-648) to Courthouse Road (SR-630) to Walpole Street (SR-709); Garrisonville Road (SR-610) from Eustace Road (SR-751) to Shelton Shop Road (SR-648) to Courthouse Road (SR-630) to Winding Creek Road (SR-628); Shelton Shop Road (SR-648) from Winding Creek Road (SR-628) to Courthouse Road (SR-630) to Winding Creek Road (SR-628); and Garrisonville Road (SR-610) from Parkway Boulevard (SR-751) to Mine Road (SR-684) to Northampton Boulevard (SR-1482) be designated as the alternate routes for said truck traffic.

BE IT STILL FURTHER RESOLVED that a certified copy of this resolution be forwarded to the Residency Administrator of the VDOT Fredericksburg Residency Office.

AJR:KCD:OFD:agt:1bm