

TRANSPORTATION SAFETY COMMISSION  
September 24, 2019

The Vienna Transportation Safety Commission (TSC) met in regular session on September 24, 2019 in the Vienna Town Hall Council Chamber, 127 Center Street S, Vienna, Virginia. Chairman Ed Somers opened the meeting at 8:00 pm with the following Commissioners present: Leonard Ignatowski, Keith Aimone, Loginn Kapitan, Angela Sorrell, Beth Eachus, Donna Smith, Charlie Strunk and SallyJean Penna. Also present were Jennifer Sigler, TSC Clerk, Andrew Jinks, Department of Public Works (DPW) and Sergeant Pete Elias, Vienna Police Department (VPD).

**Approval of the July 30 Meeting Minutes**

Commissioner Kapitan made a motion to approve the July 30, 2019 meeting minutes.

Commissioner Strunk seconded.

Motion carried unanimously, 9 – 0.

**Department of Public Works (DPW) Report**

**Park Street NE Sidewalk** - DPW is continuing to coordinate with an on-call engineering consultant on the design phase of the project. The first public meeting will be this fall.

**Shared Mobility Devices (E-Scooters)** - Town Council provided feedback for the pilot program at the council work session on September 9. Town Council requested the TSC to provide feedback on the proposed SMD pilot program documents and to host a public meeting to hear and record the community's feedback regarding the proposed pilot program. DPW has discussed the request with the TSC chair and will provide the TSC with the SMD pilot program documents for review and comment by the end of this week. Once the documents are revised utilizing the TSC comments the document will be available online for public review and comments. At the next TSC meeting, DPW will outline the pilot program, pre-answer anticipated questions, and answer any additional questions. The floor will then be open for additional public comments.

**Answering Questions from Last TSC Meeting (July 30) -**

- What is the duration of the trail detour for the Freeman Store project?
  - o Answer: The actual duration depends on the means and method the contractor will use for the construction. The design engineer estimates the duration at approximately 3 months.
  
- Can a sign be added to the Freeman Store Project to warn the bridge users of bicycle and pedestrian traffic on the trail?
  - o Answer: An 18" stop sign for bridge users entering the trail can be added to the project. If there is not enough space for the sign then pavement markings will be used (stop bar and/or the word "STOP")
  
- Can signage outside of the MUTCD be utilized in Town?
  - o Answer: Only signage found in the MUTCD, the Virginia Supplement to the MUTCD, and the Virginia Work Area Protection Manual can be utilized in Town.

TRANSPORTATION SAFETY COMMISSION

September 24, 2019

Chairman Somers asked if the bridge could be a dead-end so people would not access the trail from the bridge.

Mr. Jinks stated the bridge is the ADA access for the Freeman Store and therefore cannot be a dead-end.

**Receipt of Petitions and Communications from the Public**

*These are non-action items for initial presentation only; three-minute time limit enforced*

Leigh Matanov, 803 Meadow Lane SW, has continued concerns about pedestrian safety on Kingsley Road and Tapawingo Road SW (following up on petition from two years ago). She would like to see the bump-outs that will be constructed also include crosswalks to increase pedestrian awareness for motorists. She also requested more police presence on Kingsley and Tapawingo Roads, especially since a cyclist was recently hit at the intersection of Kingsley Road and Ware Street SW just a few days ago. She asked DPW to see if speed humps really are a problem for first responders; if not she would like to see them added as well. She asked about signage that would prohibit commuter traffic.

Sergeant Elias said he will see about adding extra police presence on Tapawingo Road and Kingsley Road SW.

Commissioner Ignatowski suggested having the signal at Tapawingo Road and Nutley Street turn red if drivers are speeding.

Darcy Geissler, 919 Ware Street SW, is the cyclist that was hit (referenced by Ms. Matanov, above). She and her husband have lived in Vienna for thirteen years and have three children, two at Marshall Road Elementary and one at Parkwood School. She either walks or bikes with her children to and from school. In the past seven years, things have changed. There is more traffic and more aggressive drivers. Every morning there is a long line of cars at Kingsley Road and Ware Street that she has to battle to cross the street. Cars no longer wait for pedestrians to cross, they cut around them. She has nearly been hit with her children inside the crosswalks numerous times. One driver cursed at a neighbor's child because he was crossing the road. She does not feel the traffic calming measures that have been implemented so far are effective. RRFB's are not working, the double yellow lines make it look like a road with a higher speed limit, the bike lanes are confusing and the pedestrian crossing signs in the middle of the road are knocked down almost daily. On Wednesday September 18<sup>th</sup>, as Ms. Geissler was riding her bicycle back from Parkwood School, she approached the 4-way stop and waited for the car to her left to go through the intersection. She then started to go through. She was hit by an Accura SUV, it t-boned her, because he didn't want to wait for her to cross the road, even though it was her turn. She now has memory loss and lifetime chronic pain and problems that have yet surface in the future. This driver was only charged with failure to pay attention. She would like to see speed humps, bumps or tables installed to slow down traffic. She would like full, identifiable bike lanes the entire length of the street. There should not be double yellow lines on Kingsley Road. There should be increased fines for violators and increased police presence. The morning after her accident, she was at the same intersection talking with the crossing guard and that same motorist flew through the stop sign. Ideally, there should be no through

TRANSPORTATION SAFETY COMMISSION  
September 24, 2019

traffic through this neighborhood, from 7:00 am to 10:00 am and from 4:00 pm to 7:00 pm on Marshall Road, Kingsley Road and Tapawingo Road. She suggested the Town look into purchasing the Vickery property at the corner of Marshall Road and Ware Street – in doing so, they could straighten the dangerous curve there.

Chairman Somers asked Mr. Jinks to review the traffic safety measures already approved for Tapawingo Road, Kingsley Road and Marshall Road and to go over them at the next TSC meeting to see if additional traffic calming should be considered.

**Discussion and Public Input: Town Council Motion to TSC – to initiate a transportation safety improvement study for the area bounded by Courthouse Road SW, Nutley Street SW and Maple Avenue W.**

Chairman Somers reminded everyone he will be adhering to the 3-minute time limit.

Mr. Jinks presented the following slideshow:



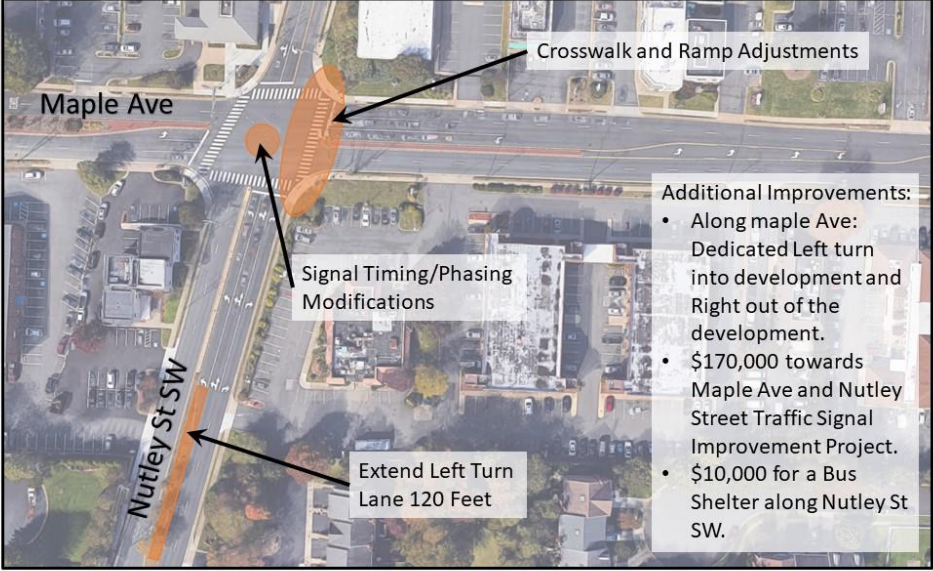
## Presentation Agenda

- Study Area
- Proposed Developments: Transportation Improvements
- Proffers
- Potential Additional Funding
- Previous Petitions
- **Tonight's Goal:**
  - **Record the community's Transportation Safety Concerns for the Study Area**



## Study Area





Maple Ave

Nutley St SW

Crosswalk and Ramp Adjustments

Signal Timing/Phasing Modifications

Extend Left Turn Lane 120 Feet


Additional Improvements:

- Along maple Ave: Dedicated Left turn into development and Right out of the development.
- \$170,000 towards Maple Ave and Nutley Street Traffic Signal Improvement Project.
- \$10,000 for a Bus Shelter along Nutley St SW.

**444 Maple Transportation Improvements**

TOWN OF VIENNA  
Transportation Safety Study

4



Maple Ave

Wade Hampton Dr

To provide 36 feet of roadway within existing Right-of-Way

**380 Maple Transportation Improvements**

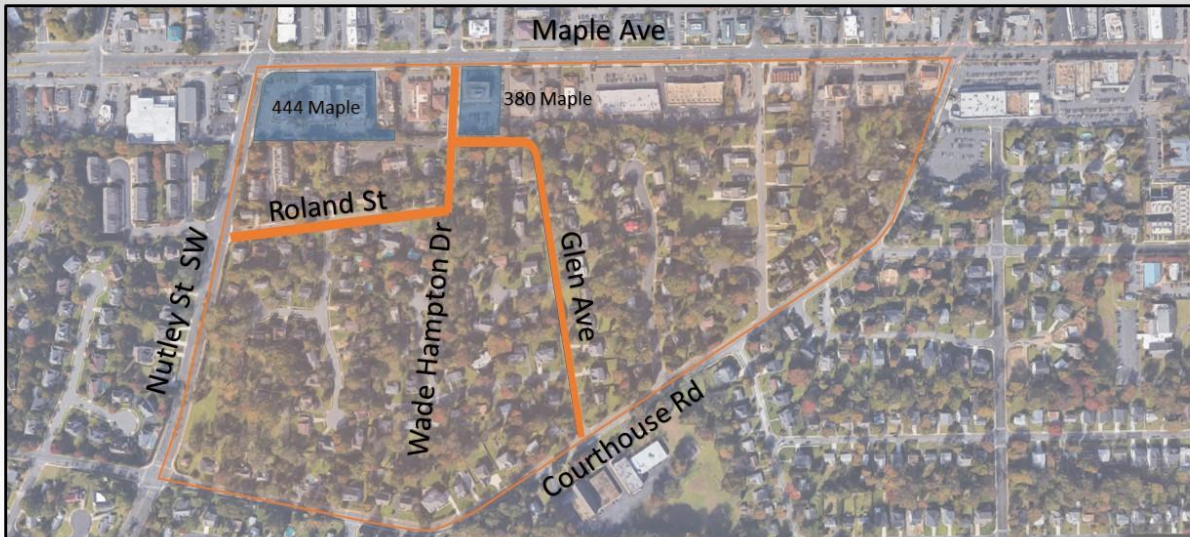
TOWN OF VIENNA  
Transportation Safety Study

5



## Proffers

- Proffer - A condition or commitment from a landowner or developer to address impacts on public infrastructure, such as roads and schools. Proffers can come in the form of cash or improvements performed by a developer.
- For traffic safety improvements the Town of Vienna will receive:
  - From 444 Maple: \$16,000 for traffic calming measures.
  - From 380 Maple: \$79,950 for traffic safety improvements along Glen Ave, Wade Hampton Dr, and Roland St.

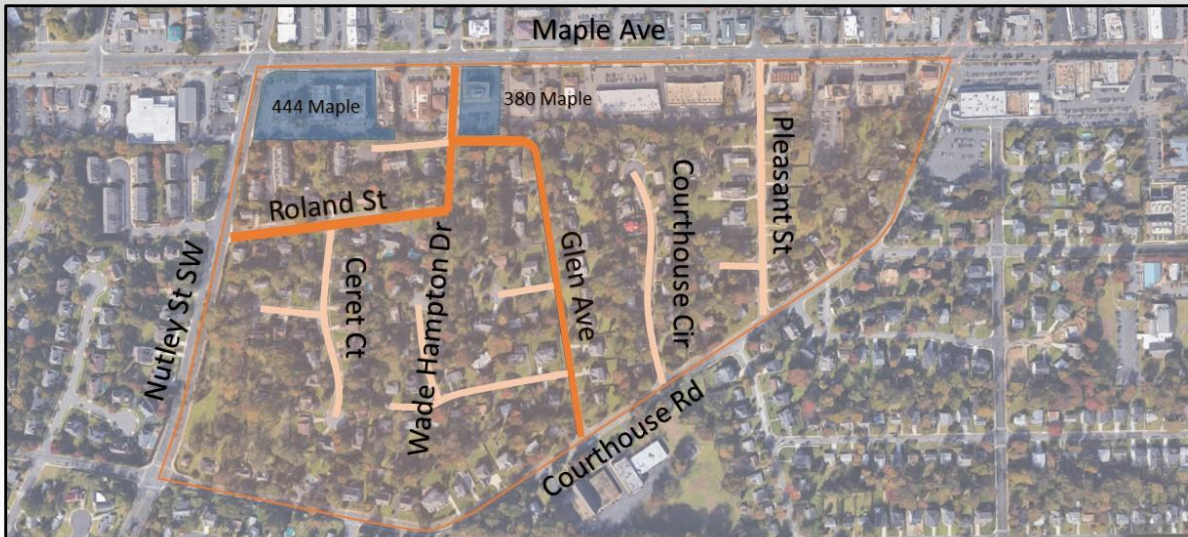


## Proffer Funding (From 380 Maple)



## Additional Funding

- Other potential improvements would need to be funded through Town resources from the Capital Improvement Program.
- VDOT Revenue Sharing
- Depending on the recommended mitigations: Additional funding sources/mechanisms are possible



## Other Potential Improvement Locations



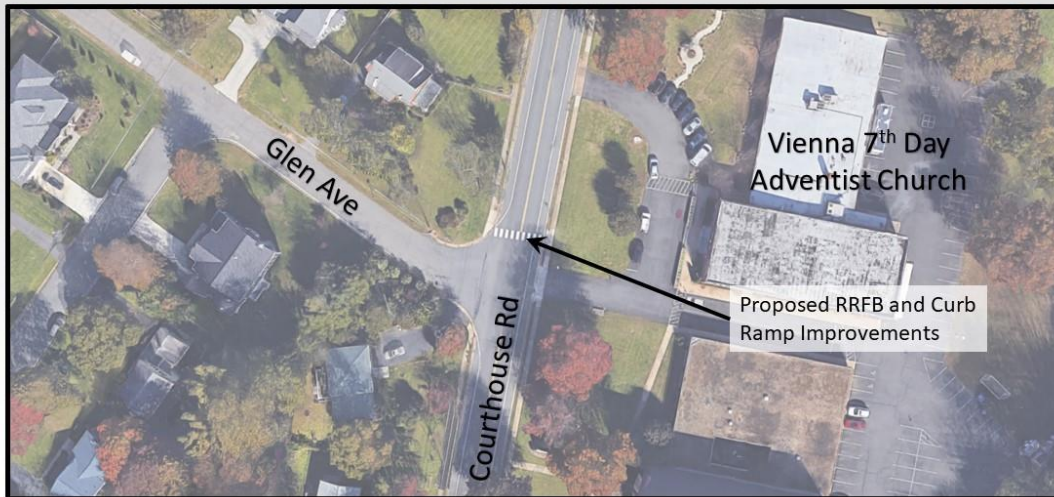
## Previous Petition

- Request for RRFB\* crossing Courthouse Road SW at Glen Avenue from the November 27, 2018 TSC Meeting.
  - TSC passed the motion to install a RRFB and curb ramp improvements at the location of the current crosswalk on Courthouse Road and Glen Avenue.
  - Town Council approved the recommended improvements and the project is awaiting funding for design and construction.

\*RRFB - Rectangular Rapid Flash Beacon  
pedestrian crossing device



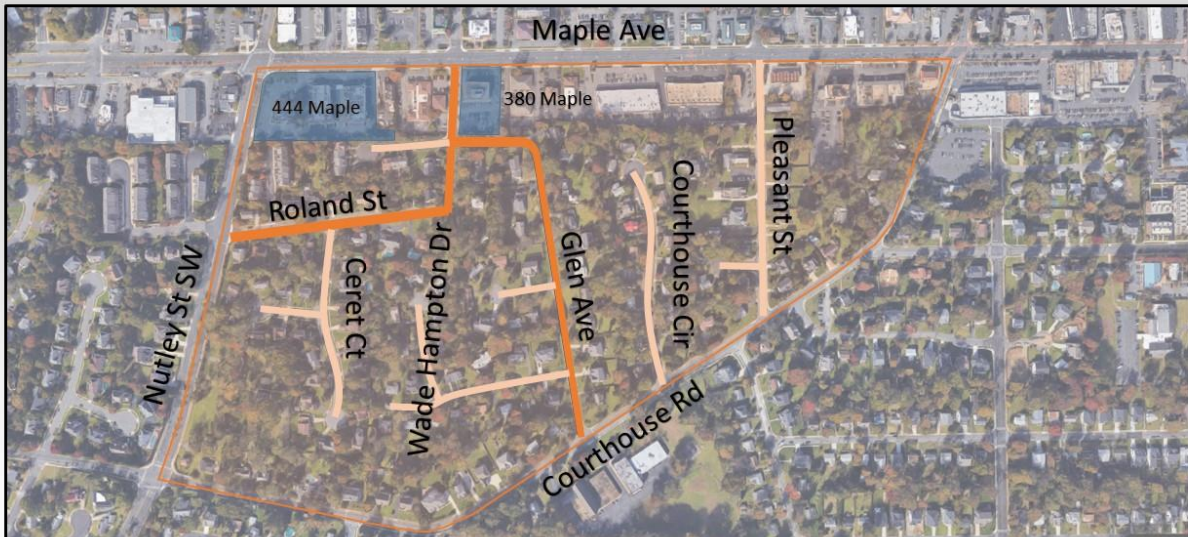
## Previous Petition: RRFB Crossing Courthouse Road at Glen Avenue





## What are the Community's Concerns?

- Traffic Calming?
- Traffic Congestion?
- Sidewalks?
- Crosswalks?
- Bicycle Facilities?
- Other?



## Study Area



TRANSPORTATION SAFETY COMMISSION  
September 24, 2019

Commissioner Aimone asked if Mr. Jinks knows the typical roadway widths within the specified area.

Mr. Jinks replied he does know the roadway widths, he didn't bring that information with him. He did note some roadways have varying widths.

Commissioner Aimone asked if the on-street parking on the development side of Wade Hampton Drive was would remain after the road is widened from 32' to 36'.

Mr. Jinks said it would be limited because that is where the access is to the development.

Commissioner Ignatowski asked if the exact nature of the development was known. He has heard different stories about what will happen.

Mr. Jinks responded the nature of the development was still up in the air as of the last Council work session.

Commissioner Penna asked about the dedicated turn lane on Maple Avenue for the 444 Maple project – would it come out of the proffers?

Mr. Jinks said no, it was part of the project plan.

Darcy Geissler, 919 Ware Street SW, asked how the Town plans to deal with additional traffic on Maple Avenue. She does not believe adding a dedicated left turn lane on Maple Avenue, turning into the residential side street, is a good idea since traffic in neighborhoods is not controlled now.

Leigh Matanov, 803 Meadow Lane SW, suggested restrictive signage should be used to deter cut-through traffic in the neighborhood.

Chris Torregrossa, 514 Kibler Circle SW, wants to be sure the traffic study will also focus on pedestrian safety. She believes there must be a way to include pedestrian counts in the study. She is concerned about the Madison High School students who have to walk or bike to and from school.

Ed Somers asked Mr. Jinks to please discuss pedestrian counting options at an upcoming meeting.

Laura Bligh, 226 Glen Avenue SW, said the residents of the new 444 Maple Avenue W property will not be able to turn left to go down Nutley Street because there is no egress to southbound Nutley Street from that development. These residents will have to cut through somewhere, most likely Glen Avenue SW (narrow street, blind corners, no sidewalk) to get to Courthouse Road and then Nutley Street southbound. Extra commuters from both developments has her concerned about the volume of traffic. She does not believe speed bumps or tables are necessary, however she would like to see Wade Hampton Drive SW closed off at Glen Avenue and Millwood Court. If that is not possible, please add signage to restrict cut-through traffic and install a stop sign at Glen Avenue and Millwood Court.

## TRANSPORTATION SAFETY COMMISSION

September 24, 2019

Mike Ahrens, 207 Glen Avenue SW, is worried about safety and congestion. He would like to see creative urban planning employed in this area such as closing Wade Hampton Drive at Millwood Court and allowing only pedestrian and bicycle traffic.

Michell Magrens, 207 Glen Avenue SW, is in favor of closing Wade Hampton Drive at Millwood Court. Additionally, she suggested a 3-way stop sign be installed on Courthouse Road and Glen Avenue instead of or in addition to the proposed RRFB.

Chris Hogan, 226 Glen Avenue SW, pointed out that these new big buildings are just the first of many and this is the opportunity to create a "MAC Impact Package" to address issues for any neighborhood adjacent to a MAC project, such as priority when it comes to new sidewalk installation or signage installation.

Lara Brooks, 218 Courthouse Circle SW, has three small children whose bus stop is on Glen Avenue SW at the intersection with Albrecht Circle, there are no sidewalks and there are storm drain ditches on both sides of the street. For safety reasons, she would like to see the three-way stop at Courthouse Road and Glen Avenue.

Nancy Logan, 410 Millwood Court SW, says Millwood Court receives a lot of "turn-around" traffic. There are several children who live there. She is in favor of the road closure idea which would make the neighborhood more walkable.

Jonathan Tomek, 211 Courthouse Circle SW, is concerned about speeding on Courthouse Road. His dog was recently hit by a speeding car on Courthouse Road. He expressed concern about blocking off the road since that will push more traffic onto other streets, like Pleasant Street.

Jay Creswell, 404 Millwood Court SW, agrees with restricting through traffic between Maple Avenue and Courthouse Road SW. He suggested residential parking permits to reduce the people who would park on their streets and walking to the new businesses on Maple Avenue.

Ryan Surber, 234 Pleasant Street SW (at the corner of Pleasant Street and Courthouse Road), cannot let his child ride a bike on Pleasant Street. Drivers routinely ignore the flashing lights on her school bus, clearly they will not pay attention to a cyclist. When waiting for the school bus in the morning, they don't stand close to the corner of Pleasant Street and Courthouse Road because cars frequently cut that corner really tight. He never parks his car on Courthouse Road because it will be damaged. The lack of pedestrian crossings and the width of Courthouse Road make it seem much more like a wide open road where people often exceed 35 mph. He requests traffic calming measures, a fully dedicated bike lane on Courthouse Road, fines for speeding, a stop sign at Courthouse Road and Glen Avenue, RRFBs at Plum Street and Pleasant Street. He is not in favor of closing off Glen Avenue, because the overflow traffic will come to Pleasant Street; nor is he in favor of speed humps on Courthouse Road because they are noisy.

TRANSPORTATION SAFETY COMMISSION

September 24, 2019

John Pott, 134 Wade Hampton Drive SW, asked if Public Works would be conducting the study, or would a consultant be called in.

Mr. Jinks replied a study of this magnitude would involve a consultant.

Mr. Pott suggested there should be a task force made up of two to three members of the TSC, two to three members of Public Works and two or three members of the community. The task force would allow more communication amongst its members and they would assist in the selection of the consultant to avoid problems. He feels peak hour traffic volumes are increasing.

Missy Dixon, 375 Courthouse Road SW, lives near the curve on Courthouse Road. She would like to see stop signs installed on Courthouse Road at Glen Avenue.

Bill Ling, 131 Wade Hampton Drive SW, agrees this needs to have a comprehensive look at the whole neighborhood. Restricted hours/traffic during rush hours and more police enforcement would help greatly. He feels there is definitely a speeding problem on Glen Avenue. The neighborhood is too small to handle the traffic coming from the MAC projects.

Estelle Belisle, 200 Ceret Court SW, wants the traffic to be kept on the arterial roads. She is in favor of closing off Wade Hampton Drive, however she does not want to adversely affect Pleasant Street in the process. She suggested directional signage may help with that.

Maggie Lynch Selwood, 911 Ware Street SW, requests the TSC gather more information about what can and cannot be implemented as traffic calming measures. She wonders how the boundary was determined for this study area – she is concerned because other streets (such as Marshall Road, Tapawingo Road and Kingsley Road) will also be impacted. Finally, she thinks the developers should increase the amount of money in their proffers.

John Runyan, 315 Courthouse Road SW, pointed out Georgetown has 4-way stops at every intersection to control cut-through traffic.

Natasha Perkins, 403 Roland Street SW, said that Roland Street is a traffic problem. There is striping and a stop sign already in place, but these are ignored by drivers. Her son recently left for college and she is relieved he no longer has to back out of her driveway because cars come around the blind curve and speed up without paying attention to vehicles exiting driveways. She wants Wade Hampton Drive closed or at least a 4-way stop. Walkers to Madison H.S. need safety, too, such as covered sidewalks during construction.

Alison Walisco, 314 Albrecht Circle SW, agrees Wade Hampton Drive should be closed. She also believes a three-way stop is needed at Courthouse Road and Glen Avenue, especially if the 7<sup>th</sup> Day Adventist Church adds high-school to their property.



TRANSPORTATION SAFETY COMMISSION  
September 24, 2019

De Armond Carter, 445 Courthouse Road SW (near Nutley Street), is more concerned about the traffic on Courthouse Road. It is so bad, sometimes she cannot exit her driveway. Vehicles rush to make the traffic light.

Aldis Lusic, 446 Windover Avenue NW, does not live in the area of discussion, but said he is in favor of closing Wade Hampton Drive. He is concerned about the intersection of Nutley Street and Maple Avenue and the presence of so many high-school students. With all the construction in the area, he believes additional pedestrian safety treatment is necessary, such as the yellow or orange flags pedestrians can carry with them as they cross the street.

Sim Moats, 131 Courthouse Road SW, suggested making the drive less comfortable by adding more stop signs.

Tina Cardenas, 214 Ceret Court SW, agrees Wade Hampton Drive should be closed off, there should be more enforcement of the existing stop signs, more 4-way stops added, crosswalks painted at Ceret Court and Paris Court (there are no crosswalks painted now) and would like to see sidewalks built on one side of Glen Avenue and Wade Hampton Drive.

Commissioner Sorrell asked if Glen Avenue is on the list for new sidewalk and whether a three-way stop could be installed at Glen Avenue and Courthouse Road, in addition to the RRFB that is already planned.

Mr. Jinks will look into it for Commissioner Sorrell.

Commissioner Ignatowski asked if the streets could be made one-way instead of closing them altogether.

Commissioner Eachus asked Mr. Jinks to give a brief presentation at the next meeting on what traffic calming measures may be used by TSC.

Commissioner Smith suggested pathways dedicated to bicycles and pedestrians could be used in this area.

Chairman Somers asked Mr. Jinks to outline the next steps in the process.

Mr. Jinks stated DPW will review the feedback from this meeting. He, along with DPW Director Mike Gallagher and DPW Deputy Director Dave Donahue, will decide how best to move forward. He will include more information on "next steps" in the DPW Report at the October 29<sup>th</sup> TSC meeting.

**Commissioner Strunk: School signage and markings on Cottage Street SW**

Commissioner Strunk raised the issue of non-standard school signage on Cottage Street SW. There are a lot of school signs and pavement markings on Cottage Street, but not on Center Street where the nearest school is located. There are two 15 MPH speed limit signs which are not approved by the

TRANSPORTATION SAFETY COMMISSION  
September 24, 2019

MUTCD and are not enforceable. There are crosswalk signs, but they lack the downward arrows that should accompany the signs.

Chairman Somers asked Mr. Jinks to take a comprehensive look at the signage and crosswalks and make a recommendation for updating these items to meet the criteria of the MUTCD.

Commissioner Kapitan asked if the signage and markings associated with the other elementary schools should also be evaluated.

Commissioner Sorrell cautioned that the goal should be to reduce the number of signs, not to add more, in addition to ensuring consistency and appropriate signage.

Mr. Jinks said he would prepare something for the November meeting, since the October agenda is already filled.

**TSC, BAC and PAC Elections**

Nominations were submitted to Commissioner Sorrell via email after the last meeting. After she shared the results, Commissioner Kapitan made the following motion:

The Transportation Safety Commission recommends the following appointments and seeks approval from the Town Council. These appointments would be for a term of one year.

Transportation Safety Commission (TSC): Ed Somers – Chair, Beth Eachus – Vice Chair

Bicycle Advisory Committee (BAC): Beth Eachus – Chair; Charlie Strunk – Vice Chair

Pedestrian Advisory Committee (PAC): Angela Sorrell – Chair; Donna Smith – Vice Chair

Commissioner Penna seconded.

Motion carried unanimously 9-0.

**BAC Report**

BAC Chairman Eachus said they discussed the revision of their operating guidelines, which they will share with the TSC at the next meeting. They are looking at updating and signing bike routes.

**PAC Report**

PAC Chairman Sorrell will share the PAC's revision of their operating guidelines at the next TSC meeting also. The PAC discussed the need for more enforcement at 4-way stops and of the posted speed limits. She suggested adding one or two more officers, or even installing cameras around Town, might help.

Chairman Somers asked Sergeant Elias to outline what the TSC can and can't request regarding red light cameras and speed cameras.

**Reports of Commissioners**

Commissioner Strunk wants to ensure the Glen Avenue SW RRFB is not forgotten in the conversations about the Maple/Nutley/Courthouse traffic calming.

Vice Chairman Eachus is unhappy the RRFBs on Marshall Road SW are not working yet. She asked Mr. Jinks to provide an update on the subject.

Commissioner Kapitan asked Mr. Jinks to find out how residents can request street illumination lighting on their street. He also thanked Mr. Jinks for his research into the I66 shared-use path entry to Southside Park.

Commissioner Aimone cautioned that stop signs were discussed during the meeting as if they were traffic calming measures when in fact they are traffic control devices and there is a specific set of criteria that must be met before they can be installed.

Commissioner Ignatowski asked Mr. Jinks if the Emergency Routes Map (which includes stop signs, speed humps and crosswalks) could be updated since the last time was in 2010. He would like to see the colors & symbols improved for better visibility/identification. He thinks the title should be changed, also. He requested the state legislation regarding the SMD pilot program be shared with the TSC members prior to the next meeting.

**Report of the Chairman**

NONE

**Adjourn** – 11:15 PM