

TRANSPORTATION SAFETY COMMISSION
September 29, 2020

The Vienna Transportation Safety Commission (TSC) met in regular session on September 29, 2020 via Zoom. Acting Chairman Beth Eachus opened the meeting at 8:01 pm with the following Commissioners present: Leonard Ignatowski, Keith Aimone, Loginn Kapitan, Angela Sorrell, Donna Smith, Charlie Strunk, SallyJean Penna and Peter Hartogs. Also present were Jennifer Sigler, TSC Clerk, Andrew Jinks, Department of Public Works (DPW) and Sergeant Pete Elias, Vienna Police Department (VPD).

Acting Chairman Eachus read the Resolution for Continuity of Government into the record. By roll-call vote, members voted unanimously to approve the resolution, 9 – 0.

Approval of the February 25, 2020 Meeting Minutes

Commissioner Strunk made a motion to approve the February 25, 2020 meeting minutes, with minor edits.

Commissioner Aimone seconded.

Motion carried unanimously, 9 – 0.

Department of Public Works (DPW) Report

Windover Ave Petition Reevaluation - Per direction from Town Council - DPW will reevaluate the Windover Avenue NW petition dated February 27, 2018. DPW will reevaluate the existing traffic study that was performed for the petition and will provide confirmation of DPW's initial recommendation or adjust the recommendations. Town Council has requested a motion from the TSC if the TSC recommends action in regard to the petition or a confirmation of no action. DPW will present its reevaluation results at the November 24, 2020 TSC meeting.

Marshall Road RRFBs - Dominion has connected the 3 Marshall Road SW RRFBs (Ware St, Pickett Pl. and Delilah Dr.) and they are now active.

Maple Ave Multimodal Study - The Multimodal Study recently wrapped up and the final documents can be found on the project website. The study resulted in various transportation recommendations for the Town including improvements to vehicular, transit, pedestrian and bicycle infrastructure in Town. The first project that DPW is focusing on are the improvements to the W&OD roadway crossings within Town. There is bond funding already available for these improvements and DPW is currently coordinating with NOVA Parks.

Receipt of Petitions and Communications from the Public

NONE

Traffic Calming Petition: Cabin Road SE

Tom Taaffe (lead petitioner), 308 Cabin Road SE, has lived on Cabin Road since 1986. For the past few years, cut through traffic has increased and the speeds have increased. Drivers on Branch Road turn down Cabin Road to Glyndon Street to try to beat the traffic at Locust Street and Glyndon Street intersection. This is most prevalent during evening rush hour. There are 14 children who live on Cabin Road. Cabin Road is not a wide road. He believes speed humps are

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one option, no turning onto Cabin Road during evening rush hour is another option, speed indicator signs are another.

Marshall Park, 305 Cabin Road SE, agrees with Mr. Taaffe. He has three children and has been concerned about the speeding traffic since they moved to Cabin Road in December.

Dan Tucker, 307 Cabin Road SE, agrees with Mr. Taaffe and Mr. Park. He has two children and has been concerned about the speeding since moving to Cabin Road in November. As vehicles turn the corner from Branch Road, you can hear them “hitting the gas” and race to get to the end of the block to beat the vehicles on Locust Road. There are no sidewalks on Cabin Road currently. It is his opinion the speeding cars are travelling close to 35 mph. He was almost hit by a speeding vehicle while taking out his trash. He has video of the speeding vehicles.

Laurie Reed, 312 Cabin Road SE, moved to Cabin Road last June. Her home is located near the corner with Branch Road and she has witnessed the vehicles speeding up coming off Branch Road. She, too, has almost been hit while taking out her trash. She asked if the speed study process could be waived due to the pandemic.

Chris & Jennifer Corcoran, 314 Cabin Road SE, have lived here for five years and have two children. Her son is afraid to ride his bike in the street because of the speeding cars. She and her family have yelled “slow down, please” to drivers and gotten rude responses. Vehicles are not stopping at the stop signs.

Mark Kadonoff, 302 Glyndon Street SE, has lived here since 1998. He has concerns that any traffic calming on Cabin Road SE will adversely affect neighboring streets.

Joseph Sackett, 318 Cabin Road SE, agrees with the other speakers tonight.

Dave Moore and Kimberly Chen, 310 Cabin Road SE, have a 16-month-old baby. Their home is in the middle of the block. It is very dangerous between 4:00 and 6:00 pm. They agree with their fellow speakers.

Carlos Alzola, 401 Glyndon Street SE, at the corner of Glyndon Street and Cabin Road. He uses Cabin Road regularly to access Branch Road. He agrees that vehicles do drive too fast on Cabin Road, however he is concerned that some traffic calming measures (like no turning during afternoon rush hour) would negatively affect him personally as Cabin Road is his route to his home.

Connie Leung, 508 Valley Drive SE, has concerns that traffic calming on Cabin Road would push the problem to Valley Drive.

Tom Taaffe, 308 Cabin Road SE, reiterated that safety should be the main concern. He has concerns that running a traffic/speed study during the pandemic will not provide accurate results.

Mr. Jinks, Town Transportation Engineer, explained the traffic study captures both speed and volume of traffic. If there is currently a speeding issue, he can provide a recommendation on speed alone.

Sergeant Elias stated the police department does have an unmarked presence on Cabin Road SE.

Commissioner Smith asked if there is any way to put more weight on the anecdotal evidence.

Mr. Jinks prefers to rely more on the speed data vs. anecdotal evidence.

Commissioner Sorrell asked if high visibility crosswalk striping would help at the Cabin Road/Branch Road intersection.

Commissioner Aimone asked if the sight triangles at the corners could be checked – if there is overgrowth there it could result in pedestrians and drivers not seeing each other.

Commissioner Kapitan asked when the sidewalk might be installed.

Commissioner Sorrell said between one and three years. It is still in the design phase.

Dan Tucker, 307 Cabin Road SE, is not sure the traffic study will provide a true picture of what was happening before the pandemic.

Commissioner Sorrell said traffic studies can be done more than once, and if the results of the first study are not usable, a second study can be done after things return to normal.

Mr. Jinks said he will have the study done in a couple of weeks and hopes to have the results and his recommendations ready for the October 27th meeting.

Traffic Calming Petition – Ayr Hill Avenue NW

Susan Shields, 107 Ayr Hill Avenue NW, explained Ayr Hill Avenue NW (and NE) is an access point for the W&OD Trail and during the pandemic has seen a large increase in the number of pedestrians and cyclists. It is a connection to the industrial areas of Mill Street NE and Dominion Road NE so there is a lot of commercial truck traffic as well. It is used as a cut-through from Lawyers Road by commuters as well.

Ms. Shields sees four problems surrounding Ayr Hill Avenue NW:

1. The uncontrolled intersection at Lawyers Road and Ayr Hill Avenue.
2. The four-way stop at Center Street N and Ayr Hill Avenue NW/NE, which is frequently ignored by vehicular traffic.
3. The deteriorating condition of the roadway itself and the storm drainage ditches along the side of the road.
4. The unsafe speeds of travel, careless and distracted driving, aggressive driving and simply poor driving that is prevalent on the road.

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Left hand turns from Lawyers Road onto Ayr Hill Avenue NW are often taken at a high speed without regard for pedestrians and on the inside of the turn (on the wrong side of the street). There is poor visibility at the four-way stop at Center Street and Ayr Hill Avenue and vehicles fail to come to a complete stop at this intersection. Ayr Hill Avenue is badly in need of repaving.

Polly Ritter, 235 Lawyers Road NW, agrees with everything Susan Shields stated. She and her husband have lived in Vienna since 1998. They have witnessed excessive speeding on Lawyers Road the whole time. She agrees the road is in really bad shape. She is not sure speed humps are the answer.

Mark Esswein, 105 Wilmar Place NW, is most concerned if traffic calming is put in place on Ayr Hill Avenue, there will be increased traffic on Wilmar Place. If traffic calming is to go on Ayr Hill Avenue, it should also go on Wilmar Place.

Howard Uman, 114 Wilmar Place NW, has experienced problems walking at the intersection of Ayr Hill Avenue and Lawyers Road. He agrees with Mr. Esswein that both Ayr Hill Avenue and Wilmar Place should have similar treatment.

Jacob Davis, 103 Ayr Hill Avenue NW, agrees with the speakers before him.

Commissioner Smith has observed the same problems the petitioners brought up. There seems to be a visibility issue turning left onto Ayr Hill Avenue.

Commissioner Strunk believes the curb radii at Ayr Hill Avenue and Lawyers Road are poorly designed for this area.

Commissioner Aimone agrees with Commissioner Strunk.

Acting Chairman Eachus directed Mr. Jinks to look at past petitions and traffic studies done in the area and note why nothing has been done thus far.

Susan Shields, 107 Ayr Hill Avenue NW, offered a few suggestions as solutions:

- Place a four-way stop at the painted lane markers
- Paint a crosswalk with blinking pedestrian lights at both Walnut Lane and Ayr Hill avenue where they intersect with Lawyers Road
- Enforce the no trucks sign located on the south side of Ayr Hill Avenue just after you enter Ayr Hill Avenue from Lawyers Road
- Try to improve the four-way stop visibility at the intersection of Ayr Hill Avenue and Center Street
- Speed tables and rumble strips could be utilized
- Signage painted on the street

BAC Report

BAC Vice Chairman Strunk reported four years ago the BAC submitted an application to the League of American Bicyclists to nominate the Town as a bicycle friendly community. It's time to submit again and due to Covid-19, the LAB has extended the deadline to do so.

There are a lot of people biking and walking lately making the W&OD very crowded.

The Mayor is open to starting up community bicycle rides once a month.

PAC Report

BAC Committee Member Brian Land has been working with the Town Attorney to see if Vienna can mandate that new home construction projects include installation of new sidewalk even if there is no sidewalk on either side. The TSC would make a motion of the subject for Council to approve.

The Street Safety Guide will return to the TSC for discussion in October.

The Robinson Trust sidewalks are moving along. Currently four projects have been approved by Council to move to the design phase. Cherry Street SW, Delano Drive SE and Orrin Street SE are being heard by Council and if approved will move on to the design phase. DPW is looking to hire a project manager for the Robinson Sidewalks projects. Until then, Mr. Jinks will assist.

Reports of Commissioners

Commissioner Hartogs introduced himself. He is excited to be able to contribute to the Town.

Commissioner Aimone asked about a scooter that has been left at the Wawa site for over three weeks. He was under the impression they would be picked up quickly by the company who owns them.

Mr. Jinks said no scooter company signed up to operate in the Town of Vienna, so this scooter is probably from Fairfax County. He will contact the company and let them know it's there.

Commissioner Strunk announced speed pillows were installed on Tapawingo Road SW and Kingsley Road SW. They seem to be effective.

Commissioner Kapitan has noticed there is a lot of noise associated with the speed pillows. He asked about the process to have signs that were no longer necessary removed.

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Commissioner Sorrell said there will be an article in the Vienna Voice about the importance of sidewalks.

Commissioner Penna asked about the process to request a new crosswalk. Someone asked her why there is no pedestrian crossing signal at the intersection of Follin Lane SE and Maple Avenue E.

Mr. Jinks said that the signal upgrade project includes a pedestrian crossing signal for that intersection.

Mr. Ignatowski noted there is a tree limb obstructing the view of the signal on Maple Avenue at East Street heading westbound. He asked why the speed table that was to be removed on Nutley Street NW in front of Louise Archer Elementary was reinstalled after the new sidewalk went in.

Report of the Chairman

NONE

Adjourn – 10:20 pm