

TRANSPORTATION SAFETY COMMISSION  
Meeting Minutes – February 24, 2026

The Vienna Transportation Safety Commission (TSC) met in regular session on February 24, 2026 in the Vienna Town Hall Council Chambers, 127 Center Street S. Chairman Beth Eachus opened the meeting at 8:00 pm with the following members present: Vice Chairman Donna Smith and Commissioners Leonard Ignatowski, Loginn Kapitan, Bets Tomas, Charlie Strunk, Kate French, Ken Nahigian. Commissioner Penna was absent. Also present were Sergeant Megan Gucwa, VPD, Andrew Jinks, DPW Administration and Jennifer Sigler, TSC Clerk.

**Approval of the November 25, 2025 Meeting Minutes**

Commissioner Thomas made a motion to approve the November 25, 2025, meeting minutes. Commissioner Strunk seconded the motion.

Motion carried unanimously 8 – 0.

**DPW Report: Project Updates**

Oak Vale Ct NW Parking Limitation - DPW received a request to add no parking signage during specific hours along Oak Vale Ct NW to discourage student parking from James Madison High School. If confirmed by internal departments within the Town and once discussed with TSC then DPW can install the signage. Note that recently the County has added similar no parking signage along some of the County roads in this area.

Chairman Eachus asked that the area be posted and letters be mailed to the affected residences on all adjacent streets announcing this topic at an upcoming TSC meeting. Since Commissioner Ignatowski is one of the affected residences, he will recuse himself as Commissioner during the discussion and participate as a resident.

Mr. Jinks suggested this item be on the April 28<sup>th</sup> TSC agenda.

Ayr Hill Traffic Calming at Lawyers Road NW Intersection - Staff is wrapping up final 100% design plan review and DPW anticipates construction to begin in the spring/early summer.

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

Catherine Hardman, 524 Lewis Street NW, mentioned that the one-way section of Church Street NW is being ignored by the residents at Venna Market.

Thomas Aly, 1820 Prelude Drive asked if the Town could request NOVA Parks plow the in-town portion of the W&OD Trail after snow events.

**DPW Recommendations for Traffic Calming on DeSale St. SW at James Dr. and Yeonas Dr.**

DPW reviewed the intersection of Desale St SW and Yeonas Dr SE, the intersection of Desale St SW and James Dr SE, and roadway sections in between these intersections. Based on speed and volume data gathered along Desale St and Yeonas Dr from Friday October 17<sup>th</sup> to Friday October 24<sup>th</sup> 2025 then along Desale St and James Dr from Saturday November 1<sup>st</sup> to Saturday November 8<sup>th</sup>, 2025, DPW does not recommend vertical or aggressive traffic calming mitigations. DPW does, however, recommend some alternative features that will improve the operation of the intersections and create a safer environment for pedestrians.

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The 85<sup>th</sup> percentile speed along Desale St SW near the Yeonas Dr intersection was 22 MPH and the 85<sup>th</sup> percentile speed along Yeonas Dr near the same intersection was 31 MPH.

The 85<sup>th</sup> percentile speed along Desale St SW near the James Dr intersection was 30 MPH and the 85<sup>th</sup> percentile speed along James Dr near the same intersection was 22 MPH.

No accidents were reported at or near the intersections.

For the intersection of Desale St SW and Yeonas Dr SE, DPW is recommending reconfiguring the intersection to be an all-way stop configuration and add high-visibility crosswalk pavement markings along all four legs of the intersection. There were multiple factors at the intersection that led to DPW recommending an all-way stop configuration, they included:

- Sight-line/distance challenges
- Pedestrian usage
- Volume distribution along both roadways. The volumes are similar throughout the day along both roadways at this intersection.

For the intersection of Desale St SW and James Dr SE, DPW is recommending shifting the existing two-way stop configuration from the Desale St legs of the intersection to the James Dr legs of the intersection and adding high-visibility crosswalk pavement markings along all four legs of the intersection. DPW is recommending shifting the existing stop signs to the alternative legs due to the difference in volumes along each roadway. The Average Daily Traffic (ADT) for weekdays along Desale St at the intersection is 940 while for James Dr is it 218. This provides a clear understanding that Desale St is the main roadway while James Dr is the side street at this intersection, thus confirming the James Dr should have the stop control.

DPW is also recommending standard parallel crosswalk pavement markings at the Ross Dr SW leg of the Ross Dr and Desale St SW intersection and at the Yeonas Cir leg of the Yeonas Cir and Yeonas Dr SE intersection.

DPW can make the stop sign updates and crosswalk pavement markings with a Work Order; there is no need for a motion from the TSC. The crosswalk pavement markings may not be in place until early spring due to winter temperatures and weather.

A resident who could not attend the meeting sent the following email to be included in this month's TSC meeting minutes:

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“Dear Town of Vienna Transportation Safety Commission,

My name is Chad Blevins and I reside at 1223 Kelley St SW and I drive through each of the intersections in question on a daily basis. I am writing regarding the traffic calming petition at the intersection of James Drive and Yeonas Drive, currently on the agenda for tonight’s (February 24) meeting. Unfortunately, I am unable to attend tonight’s session and would like to formally request that the Commission defer any final recommendation for putting this in front of the Town Council based on the following:

1. Right to Review Technical Data: I understand the Town has conducted a study to be presented tonight. As a directly impacted resident, I request the opportunity to review the full data set, specifically the 85th-percentile speeds and traffic volume counts, prior to a vote. Proper civic engagement requires that the public have time to analyze technical findings rather than receiving them at the moment a decision is made.

2. Shift from "Spot-Fixing" to a Network-Based Approach: I urge the Commission to evaluate this intersection as part of Vienna’s total street network. Traffic is a fluid system and altering traffic patterns in isolation often leads to "traffic migration," causing new problems that don't necessarily solve the issue at hand. I propose an incremental approach:

- Systemic Priority: Resources should be directed toward the "High Injury Network" where crash data is significantly higher, rather than quiet residential intersections. I am happy to provide a list of these intersections based on official accident data from Virginia and present them on a map during the next meeting or working session of the TSC.
- Alternative Mitigation: I propose maintaining the existing configuration and installing high-visibility "ladder" painted crosswalks. This provides a visual narrowing effect that alerts drivers and protects pedestrians without the noise and exhaust pollution of stop-and-go cars. These can also be accompanied by in-road flex-post bollards (like an R1-6 sign in other parts of town) alerting motorists of pedestrian presence.
- Sight Triangle Obstructions: It would be helpful to investigate 'Daylighting' the intersection to resolve visual obstructions caused by parked cars. Improving the sight distance is likely the most effective safety measure given the topology at these intersections.

3. Resident Usage vs. Cut-Through Traffic: Finally, I ask the Commission to distinguish between different types of roadway users in their analysis:

- Local Residents: Those of us who live on and around James and Yeonas prioritize a quiet, livable environment. New stop signs create persistent noise from braking and acceleration.
- Pass-Through Commuters: From my observations, a significant portion of the "problem" traffic consists of drivers using our neighborhood as a shortcut between Kingsley and Cedar. We need a town-wide strategy that analyzes through traffic to fully understand the downstream impacts from this study.

I look forward to reviewing the study results on the Town’s portal and engaging in a broader discussion on how this intersection fits into a safer, more interconnected Vienna.

Sincerely, Chad Blevins”

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Julia Burris, 102 James Drive SE, stated she and her fellow petitioners wanted the James Drive leg to have a 4-way stop as well.

Barbara Laster, 105 James Drive SW, is happy with DPW's recommendations.

Barb Rawdon, 1220 Kelley Street SE, asked if the stop signs could be the type with the lights around the perimeter. She believes these are more visible than the plain stop signs.

Commissioner Strunk asked why two different types of crosswalks were being used.

Mr. Jinks explained the hi-visibility crosswalks would be used at the two intersections, but a standard parallel crosswalk was proposed for Ross Drive & DeSale Street because he wanted to add the extra crosswalk but not overuse the hi-visibility type.

Vice Chairman Smith made a motion to accept DPW's recommendations as written, with a follow-up study in 6 months.

Commissioner Kapitan seconded the motion.

Motion passed unanimously – 8 – 0.

### **BAC Report**

The BAC is working on having bike racks installed at Vienna town parks and getting wayfinding signage for the I66 access point on Yeonas Drive. They are working with Cunningham Park Elementary and Fairfax County to improve the trail between Harmony Drive and CPES. Bike to Work Day is May 15<sup>th</sup> and the BAC will have a pit stop at the Town Green. The next community bike ride will be Sunday, May 17<sup>th</sup>. They will be working with the Rotary Club to reroute cyclists from the W&OD Trail during ViVa Vienna. They would like to obtain a Town "ride with GPS" account so they can publish their bike routes on it.

### **PAC Report**

The PAC discussed upcoming sidewalk projects for 2026, the recent snow event and the response to it. They want to investigate possible sidewalk grants. They requested additional signage on Beulah Road and Lawyers Road, as you enter Vienna, alerting motorists to the speed limit reduction.

### **Reports of Commissioners**

Commissioner Ignatowski spent two weeks in Florida recently and observed there are a lot of bike lanes, but not a lot of people riding bikes. He noticed recently two electric bikes were left at Peterson Lane Park.

Commissioner Nahigian has concerns about the possible casino going in at Tyson's Corner may increase the number of drunk drivers coming from the casino through Vienna. He mentioned

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he was 5 kids riding electric bicycles doing wheelies on Follin Lane. Others have seen them as well on other streets.

Commissioner Kapitan asked if anything else was going to happen with the guard rail that was removed from Moore Avenue directly across from Center Street.

Mr. Jinks said there were no plans to reinstall a guard rail at that location.

Commissioner Strunk is waiting to see what the General Assembly decides when it comes to e-bikes. He also suggested for the next snow event, the Town plan to clear hydrants, curb cuts and bus stops as part of their snow operations.

Commissioner French has been reappointed to the TSC for 2 more years. She expressed concern about the utility companies leaving messy wires dangling and tangled on poles throughout town. She asked if the utilities could schedule regular maintenance (maybe quarterly) of their equipment.

**Report of the Chairman**

Chairman Eachus expressed concern about the Nutley Street Culvert project and the traffic interruptions that are planned for the rest of the year. She asked Mr. Jinks to have a look at a crosswalk on Hillcrest Drive that is not aligned with the sidewalk/curb ramp. She mentioned it is time to approve the electronic participation regulations. She will provide a copy to everyone so they can review it and it can be approved at a future meeting.

**Adjourn – 9:00pm**