

TRANSPORTATION SAFETY COMMISSION

June 26, 2018

The Vienna Transportation Safety Commission (TSC) met in regular session on June 26, 2018 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, Julie Hays, Beth Eachus and Tamara Redmon. Vice Chairman Becky Allison and Commissioners Jonathan and Charlie Strunk were absent. Also present were Jennifer Sigler, TSC Clerk, Christine Horner, Department of Public Works (DPW) and Lieutenant Tu Farhan and Sergeant Pete Elias, Vienna Police Department (VPD).

Approval of the May 29, 2018 Meeting Minutes

Commissioner Aimone made a motion to approve the May 29, 2018 meeting minutes.

Commissioner Eachus seconded.

Motion carried unanimously, 6 – 0.

Department of Public Works (DPW) Report

Marshall Road SW Sidewalk Improvements - Marshall Road has been completed and is reopened to vehicular and pedestrian traffic. Pavement markings, striping, and final punch list items are being addressed by the contractor.

Lawyers Road NW Pedestrian Improvements (Malcolm and Holmes) - DPW plans to present proposed improvements to Council when potential funding sources are available. It is anticipated that this project will be presented to Council in the Fall of 2018.

Lawyers Road and Walnut Lane NW - DPW plans to add “PED XING” pavement markings to Lawyers Road approaching this crosswalk. This work will be completed in conjunction with other striping work that is being scheduled throughout Town.

Tapawingo Road SW and Kingsley Road SW - DPW is currently coordinating with Fairfax County to secure funding for the curb extensions with urban bioretention. This project will be completed as a part of the joint stormwater efforts with the County. The Town has received and is reviewing the County’s draft funding agreement. It is anticipated that this agreement will be presented to Council in the Fall of 2018.

Park Street NE - DPW has completed the speed hump repair. The speed study is being conducted and the results will be shared with the TSC at the July 2018 meeting.

Receipt of Petitions and Communications from the Public

NONE

Casmar Drive SE Petition – Speed Hump Request

Steve Nolan, 104 Casmar Street SE, has lived on Casmar Street since June 2011. There are now fifteen more children under the age of nine. Casmar Street is being used as a cut-through between DeSale Street and Park Street SE. Cars often speed through there.

Alyssa Alter Morschauser, 101 Casmar Street SE, lives on the corner with DeSale Street. Drivers ignore the stop sign and roll through it. Ms. Alter Morschauser and her family do not park their cars on the street because they fear a vehicle will hit them. They also advise visitors not to park in the street. She

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has two small children and is concerned for their safety, even on the sidewalk. Children use these sidewalks to walk to school.

Michael Morschauser, 101 Casmar Street SE, agrees with Mr. Nolan. There are adjacent street that have speed humps already, such as Kingsley Road and Patrick Street. Cars can drive over these humps at the speed limit.

Michael Wolper, 100 Casmar Street SE, agrees with the previous speakers. He added Casmar Street is a hill and drivers speed down the hill and then do not properly stop at the stop sign.

Dale Ringer, 124 Casmar Street SE, has lived at the top of the hill for forty years. Speed is the problem, not volume. Additionally there are parking violations at the corner of Park Street and Casmar Street, such as vehicles parked too close to the stop sign, which causes problems when drivers on Park Street turn onto Casmar Street.

Yeora Park, 102 Casmar Street SE, lives at the second house from the corner with DeSale Street and has three young children. She supports the idea of a speed hump on Casmar Street. Because of the hill, it is very easy for drivers to speed. She believes a speed hump would remind drivers to slow down.

Chris Poch, 121 Casmar Street SE, resides just north of Fardale Street. Believes the problem is in the southern half of the street. He is not in favor of the speed humps in general, and does not want the speed hump located in front of his house if approved. He believes a three-way stop or lane narrowing striping would be a better solution.

Michaela Nolan, 104 Casmar Street SE, is the lead petitioner. She does not believe a three-way stop sign is the solution because drivers are currently ignoring the existing single stop sign. She was struck by a car while riding a bicycle at that location. She is unhappy with the volume and speed of the cut-through traffic.

Yousif Hakeem, 10526 Miller Road in Oakton, is friends with Alex Covell who lives on Casmar Street and visits Alex a lot. Mr. Hakeem believes speed humps can increase, not decrease, the speeds of vehicles; however, they do slow down emergency response vehicles. He quoted a study from Colorado that shows speed humps can cause up to a 14% delay in response times. Speed humps can also have a negative effect on the environment. When drivers approach a speed hump, they have to use their brakes to slow down and once over the speed hump they accelerate, using gas and polluting the air. Speed humps are dangerous for cyclists. The angle of headlights of vehicles driving over a speed hump is distracting to oncoming drivers.

Alex Covell, lives at 111 Casmar Street, near the intersection with Fardale Street. He has not observed excessive speeding on Casmar Street. He suggested the residents with children purchase small orange cones to set out when their children are playing outside and that the money that would be spent on the speed hump would be better spent elsewhere. He believes lane narrowing striping is a good idea instead of a speed hump.

Thomas Salen, 112 Fardale Street SE, is concerned if there is a speed hump installed there will be noise, pollution, screeching tires, work truck noise, etc. He is not in favor of speed humps. He does like the other alternatives suggested earlier. He pointed out streets are meant for traffic and not to be used as a playground.

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Karen Covell, 111 Casmar Street SE, has lived on Casmar Street for twenty years. She believes there has been an increase in speed and volume over that time. She is not sure a speed hump is the solution, but she agrees that something should be done.

Alyssa Alter Morschauser, 101 Casmar Street SE, reiterated that stop signs are not the solution, but anything else would be welcome.

Ann Hess, 405 Mashie Drive SE, believes a speed trap camera is the solution because drivers will know it is there and will slow down to avoid being caught by it.

Chairman Somers explained that speed trap cameras are not allowed in the State of Virginia.

Oscar Reyes, 103 Casmar Street SE, lives at the second house up from DeSale Street SE. Cars turning from DeSale Street accelerate quickly up Casmar Street.

Patricia Melton, 300 Mashie Drive SE, believes bump-outs may be a better solution for the residents of Casmar Street.

Chairman Somers thanked the petitioners for their great presentation. A speed/traffic study will be performed by DPW and the Police Department after school starts in the fall and the results will be shared with the TSC and the petitioners in October 2018.

DPW Recommendations: 300 / 400 Block of Mashie Drive SE – Sidewalk Improvements

At their May 29, 2018 TSC meeting this commission heard the petition for a sidewalk along the northeast side of the 300 and 400 Blocks of Mashie Drive SE. DPW has completed a field investigation and has assessed this project using the Pedestrian Master Plan Sidewalk Rating System. Based on the community support and the rating results, DPW has recommended that this project be included in the Capital Improvement Plan.

Chairman Somers asked DPW to apply the new Sidewalk Rating System to sidewalk petitions submitted and approved over the past five years. He also asked about proposed DPW sidewalks that were on a list of upcoming projects, but not yet completed.

Ms. Horner shared a PowerPoint Presentation outlining the Sidewalk Rating System (SRS) process as it applies to the Mashie Drive SE sidewalk petition.



300 / 400 BLOCK MASHIE DRIVE SE

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Sidewalk Rating System

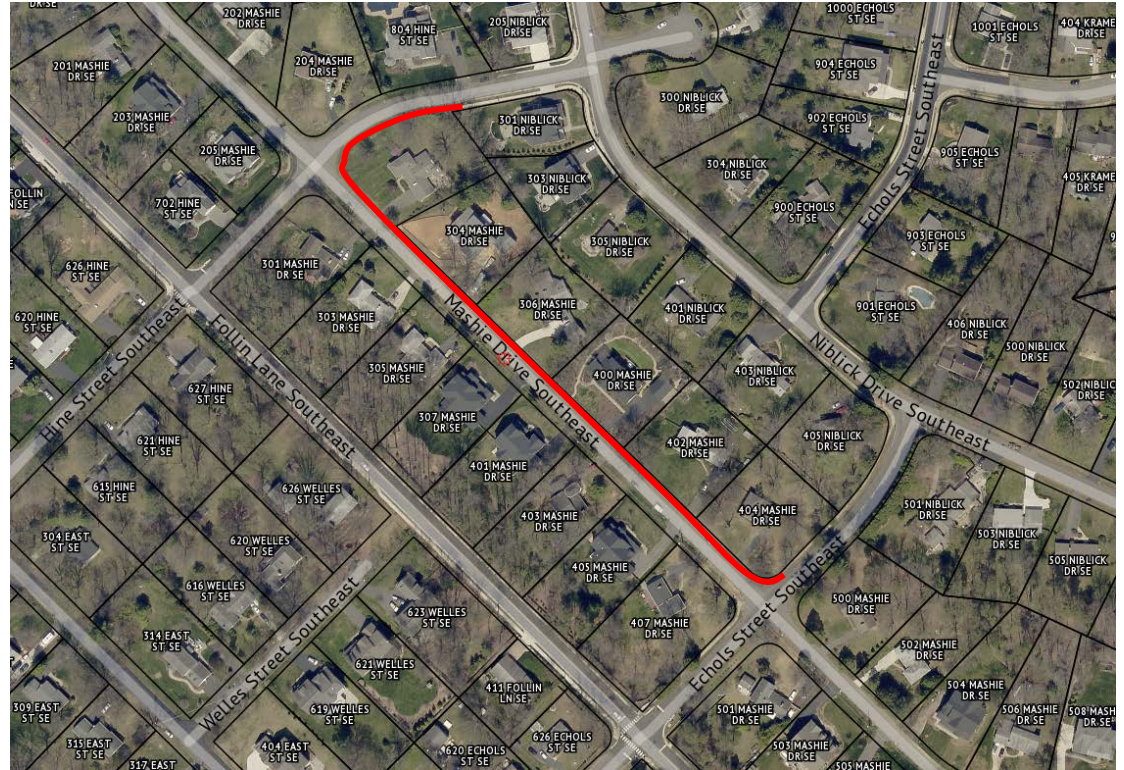
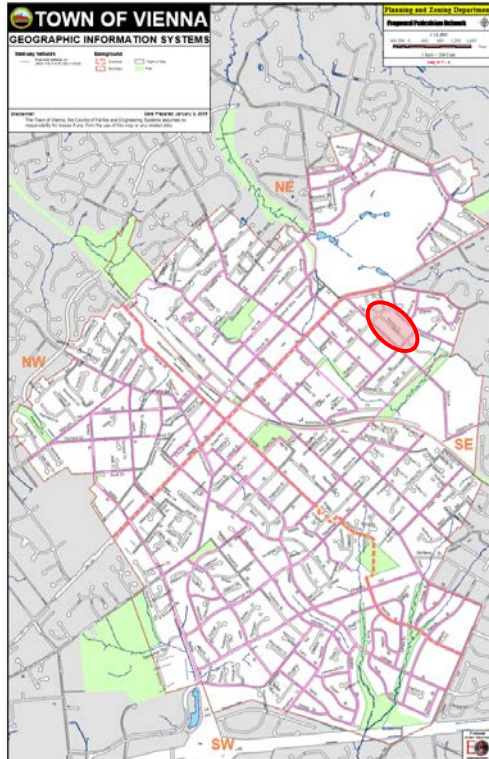
CATEGORY	POINTS	DESCRIPTION
SAFETY	5-20 POINTS FOR UNSAFE CONDITIONS	SAFETY WILL CONSIDER ITEMS INCLUDING SIGHT DISTANCE, LACK OF REFUGE AREAS OR OTHER UNSAFE CONDITION, AGE IN PLACE, SPECIAL NEEDS
SIDEWALK CLASSIFICATION	15 POINTS NO SIDEWALK EITHER SIDE 15 POINTS SIDEWALK GAP FILL IN 5 POINTS SIDEWALK ON ONE SIDE	DETERMINE WHETHER AND HOW MUCH EXISTING SIDEWALK EXISTS
FEASIBILITY	0-20 POINTS FOR FEASIBILITY ISSUES	FEASIBILITY CAN RANGE FROM POTENTIAL CONSTRUCTION ISSUES, OFF SITE IMPACTS, AND ENVIRONMENTAL IMPACTS. 0 POINTS FOR LESS FEASIBLE AND 20 POINTS FOR VERY FEASIBLE.
GIS HEAT MAP (SUITABILITY ANALYSIS)	20 POINTS HEAT MAP COLOR 5 15 POINTS HEAT MAP COLOR 4 10 POINTS HEAT MAP COLOR 3 5 POINTS HEAT MAP COLOR 2	GIS HEAT MAP SHOWING WEIGHTED CHURCHES, W&OD TRAIL, ACTIVE PARKS, PASSIVE PARKS, COMMERCIAL / RETAIL, OFFICE SPACE, SCHOOLS, GOVERNMENT FACILITIES, AND POPULATION DENSITY.
ROAD CATEGORY	15 POINTS FOR PRINCIPAL ARTERIAL 10 POINTS FOR MINOR ARTERIAL 5 POINTS FOR COLLECTOR ROADS	ROAD CATEGORIES
VEHICLE VOLUMES	15 POINTS FOR ROAD OVER 4000 VPD 10 POINTS FOR ROADS 2000-3999 VPD 5 POINTS FOR ROADS 1000-1999 VPD	VEHICLE VOLUMES BASED ON DATA OR ENGINEERING ESTIMATES
METRO STATION	10 POINTS WITHIN 1.0 MILE	DISTANCE FROM VIENNA OR GREENSBORO METRO STATION
TRANSIT STOP	10 POINTS FOR THE FIRST STOP WITHIN A 1/4 MILE OF STUDY AREA 5 POINTS FOR EACH ADDITIONAL STOP WITHIN 1/4 MILE	PUBLIC TRANSPORTATION STOP STATIONS

Projects with higher point values are considered optimal locations for potential sidewalks.

DPW discretion, funding and grant opportunities, and community support may impact the timing and ranking of potential sidewalks.

Proposed Sidewalk Location

300 and 400 Block Mashie Drive SE



Safety

CATEGORY	POINTS	DESCRIPTION
SAFETY	5-20 POINTS FOR UNSAFE CONDITIONS	SAFETY WILL CONSIDER ITEMS INCLUDING SIGHT DISTANCE, LACK OF REFUGE AREAS OR OTHER UNSAFE CONDITION, AGE IN PLACE, SPECIAL NEEDS

- Sufficient sight distance
- Refuge area present
- Pavement width: 22'
- **Safety Score: 5 points**



Sidewalk Classification

CATEGORY	POINTS	DESCRIPTION
SIDEWALK CLASSIFICATION	15 POINTS NO SIDEWALK EITHER SIDE 15 POINTS SIDEWALK GAP FILL IN 5 POINTS SIDEWALK ON ONE SIDE	DETERMINE WHETHER AND HOW MUCH EXISTING SIDEWALK EXISTS

- No sidewalk present on either side
- **Sidewalk Classification Score: 15 points**



Feasibility

CATEGORY	POINTS	DESCRIPTION
FEASIBILITY	0-20 POINTS FOR FEASIBILITY ISSUES	FEASIBILITY CAN RANGE FROM POTENTIAL CONSTRUCTION ISSUES, OFF SITE IMPACTS, AND ENVIRONMENTAL IMPACTS. 0 POINTS FOR LESS FEASIBLE AND 20 POINTS FOR VERY FEASIBLE.

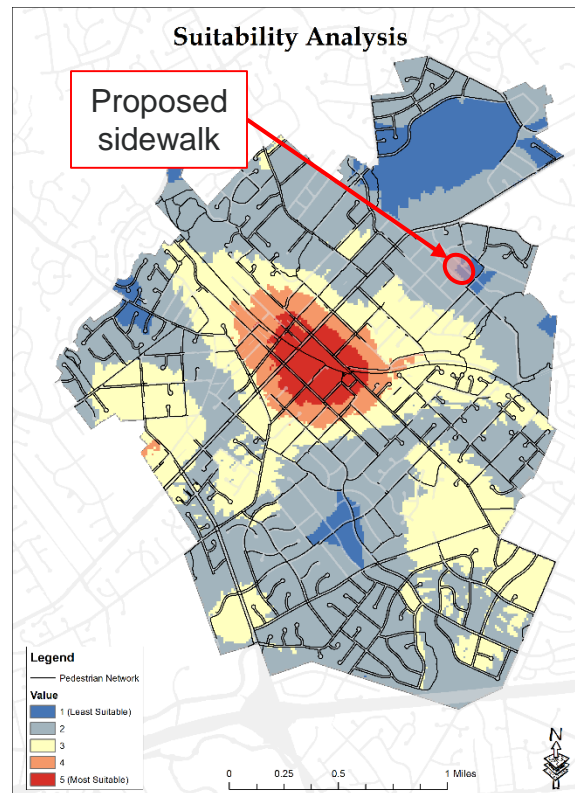
- Required storm drainage improvements
- Minor tree removal and grading
- **Feasibility Score:
15 points**



GIS Heat Map

CATEGORY	POINTS	DESCRIPTION
GIS HEAT MAP (SUITABILITY ANALYSIS)	20 POINTS HEAT MAP COLOR 5 15 POINTS HEAT MAP COLOR 4 10 POINTS HEAT MAP COLOR 3 5 POINTS HEAT MAP COLOR 2	GIS HEAT MAP SHOWING WEIGHTED CHURCHES, W&OD TRAIL, ACTIVE PARKS, PASSIVE PARKS, COMMERCIAL / RETAIL, OFFICE SPACE, SCHOOLS, GOVERNMENT FACILITIES, AND POPULATION DENSITY.

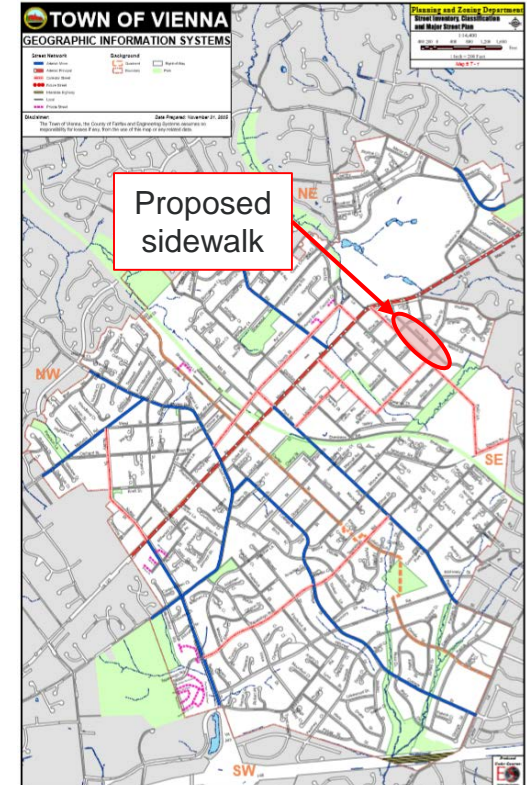
- Heat Map Color 2
- **GIS Heat Map Score: 5 points**



Road Category

CATEGORY	POINTS	DESCRIPTION
ROAD CATEGORY	15 POINTS FOR PRINCIPAL ARTERIAL 10 POINTS FOR MINOR ARTERIAL 5 POINTS FOR COLLECTOR ROADS	ROAD CATEGORIES

- ☐ Local Road
- ☐ **Road Category Score: 0 points**



Vehicle Volumes

CATEGORY	POINTS	DESCRIPTION
VEHICLE VOLUMES	15 POINTS FOR ROAD OVER 4000 VPD 10 POINTS FOR ROADS 2000-3999 VPD 5 POINTS FOR ROADS 1000-1999 VPD	VEHICLE VOLUMES BASED ON DATA OR ENGINEERING ESTIMATES

- Engineering Estimate: <1,000 VPD
- **Vehicle Volumes Score: 0 points**

Metro Station

CATEGORY	POINTS	DESCRIPTION
METRO STATION	10 POINTS WITHIN 1.0 MILE	DISTANCE FROM VIENNA OR GREENSBORO METRO STATION

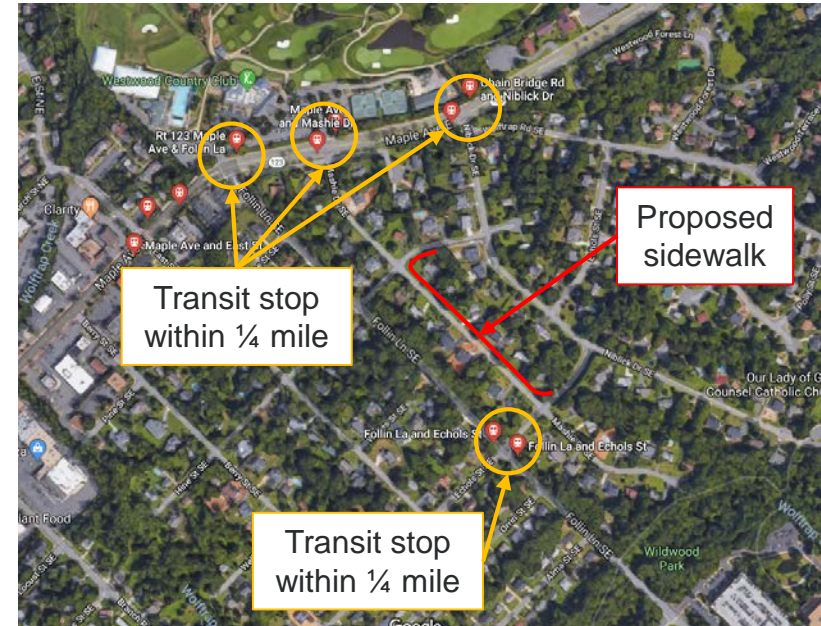
- ❑ Not within 1 mile of metro station
- ❑ **Metro Station Score: 0 points**



Transit Stops

CATEGORY	POINTS	DESCRIPTION
TRANSIT STOP	10 POINTS FOR THE FIRST STOP WITHIN A 1/4 MILE OF STUDY AREA 5 POINTS FOR EACH ADDITIONAL STOP WITHIN 1/4 MILE	PUBLIC TRANSPORTATION STOP STATIONS

- ❑ 4 transit stations within ¼ mile
- ❑ **Transit Stops Score: 25 points**



Rating Summary

ROAD MASHIE DRIVE SE
SEGMENT 300 / 400 BLOCK
DATE 06/26/2018

CATEGORY	POINTS	NOTES
SAFETY	5	REFUGE AREA, CLEAR SIGHT LINES
SIDEWALK CLASSIFICATION	15	NO SIDEWALK ON EITHER SIDE
FEASIBILITY	15	MINOR DRAINAGE IMPROVEMENTS AND TREES
GIS HEAT MAP	5	COLOR 2
ROAD CATEGORY	0	LOCAL ROAD
VEHICLE VOLUMES	0	< 1,000 VPD
METRO STATION	0	NO METRO
TRANSIT STOP	25	4 TRANSIT STOPS
TOTAL POINTS	65	

Rating Summary

RATING NO.	POINTS	NAME	SEGMENT	DATE
1	80	BEULAH ROAD NE	300 BLOCK	06/08/2017
2	70	MARSHALL ROAD SW	600 / 700 BLOCK (SCHOOL)	06/08/2017
3	65	JOHN MARSHALL DRIVE NW	600 / 700 BLOCK	06/08/2017
4	65	MASHIE DRIVE SE	300 /400 BLOCK	06/26/2018
5	35	AYITO ROAD SE	300 BLOCK	06/08/2017
DPW discretion and funding/grant opportunities will impact the timing and ranking of potential sidewalk projects.				

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Karen Watts, 400 Mashie Drive SE, asked the TSC to consider school bus stops when deciding to build this sidewalk (and future sidewalks).

Ken Nahigian, 102 Westmanor Court SE, added since the Navy Federal expansion, cut-through traffic has gotten worse. This makes it especially dangerous in the winter when it is dark and there is ice on the roads.

Loretta Roby, 203 Mashie Drive SE, pointed out there is a lot of new construction on Mashie Drive SE. She also stated she does not walk her children to school in the winter because it is so dangerous.

Ann Hess, 405 Mashie Drive SE, asked if the width of the road is considered when deciding whether to install sidewalk or not.

Ms. Horner explained the width of the road falls into the safety category of the SRS.

Chairman Somers concluded DPW will review sidewalk petitions from the past five years, update the heat map, review school bus stops in the petition area, and return to the July 31 meeting with additional details.

Relocation of Bike Rack on Church Street

BAC Chairman Eachus explained the bike rack on Church Street is not in the most popular location. Council members and the Mayor have asked the BAC to see if it can be moved to another, better location. Two new potential locations have been identified: one in front of 130 Church Street NW and one on the other side of the driveway apron in front of 114 Church Street NW.

Chairman Eachus made a motion that Town Council consider moving the bike corral on Church Street from its current location between the entrance to Cocoa Vienna (108 Church Street NE) and the entrance to Diamond Spa (120 Church Street NE) to the parking spot in front of Terra Christa (130 Church Street NW) as a first choice or the parking spot in front of Rita's Italian Ice (114 Church Street NW) as a second choice.

Commissioner Aimone seconded.

Motion carried unanimously, 6 – 0.

BAC Report

BAC Chairman Eachus reported the BAC discussed moving the Church Street bike corral, the bicycle community rides, W&OD trail signage for public restrooms and additional safety signs, the bicycle rack upgrade at the caboose and Marshall Road ES bicycle safety education.

PAC Report

PAC Chairman Hays said the PAC consulted with the Town attorney regarding the guidelines for the PAC (and BAC). Currently they are advisory boards, but would like to be more proactive when it comes to the committees doing work that would support the Pedestrian Master Plan. The PAC also discussed the asphalt sidewalk on Park Street SE near Moore Avenue, which is in disrepair. DPW will prepare a work order for maintenance on the asphalt sidewalk (WO #1277)

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Reports of Commissioners

Commissioner Hays suggested escrow money be collected from new residential construction projects in Town so when it is logical to build a sidewalk in front a property, the funds will be available for that purpose.

At Commissioner Ignatowski's request, Sergeant Elias updated the TSC on the use of Segways in the Town of Vienna. Segways are "electronic assisted vehicles" and as such may be operated on sidewalks, the bike path and in the roadway (25mph zone or lower, far right hand side only). Commissioner Ignatowski added he had recently been to Portland, Oregon and Seattle, Washington where there is heavy bus usage. Additionally, in Portland, they have a bike lane against the curb, a parking lane to the left of the bike lane and travel lanes to the left of that.

Report of the Chairman

Next month DPW will present the results of the Traffic Study on Park Street NE, and its recommendations for Mashie Drive SE new sidewalk.

Adjourn – 10:29 pm