Whitman, Requardt & Associates, LLP
Engineers · Architects · Environmental Planners Est. 1915

MEMORANDUM

Date: December 3, 2018

To: Town of Vienna
From: WRA
Subject: Review of Traffic Impact Study

Work Order Number: 18554-001
P.O. Number: 20190333-00
Project: 380 Maple Avenue West

As requested by the Town of Vienna, WRA has performed a review of the 380 Maple Avenue West Traffic Impact Study. The applicant proposes to redevelop a 23,620 square foot (SF) office building with up to 8,500 SF of retail and up to 42 multi-family residential units. This memorandum contains the findings of this review.

SUMMARY OF FINDINGS

Comments based on the submitted Traffic Impact Study are as follows:

- The TIA appears to be in general accordance with the regulations set forth by the Virginia Department of Transportation (VDOT) in 24 VAC 30-155-60.
- The TIA indicates that traffic signal timings from the 444 Maple Avenue Multi-modal Transportation Impact Study were used for the existing, background, and total future conditions analyses. Based on a review of the 444 Maple Avenue Multi-modal TIS signal timing files (provided to WRA by the Town) and the 380 Maple Avenue West Synchro files, there appear to be discrepancies in the signal timings including splits and cycle lengths. We request that the consultant provide clarification on the signal timings used.
- The proposed redevelopment contributes traffic to the northbound Wade Hampton Drive approach to Maple Avenue; however, traffic signal volume warrants would not be satisfied based on projected volumes. To mitigate significant projected delays along the northbound Wade Hampton Drive approach to Maple Avenue which increase by 4 to 6 minutes under Total Future (2020) conditions compared to Background (2020) conditions, the applicant should consider revising the lane configuration along Wade Hampton Drive to allow for a separation of northbound left-turning and right-turning traffic to reduce delays and the potential for motorists to seek alternate routes on neighborhood streets. The applicant should investigate whether this can be implemented via pavement restriping or whether other improvements are required and document the benefit of this potential improvement.
- Signalized pedestrian crossings are provided at the signalized intersection of Maple Avenue at Nutley Street (750 feet west of Wade Hampton Drive) and the Pedestrian HAWK signal west of Pleasant Street (900 feet east of Wade Hampton Drive). It is not expected that pedestrian volumes in the vicinity of Wade Hampton Drive would warrant the installation of a Pedestrian HAWK signal at the site based on existing pedestrian volume count data. The consultant should document that the

existing and planned pedestrian amenities will accommodate pedestrians and transit users to be generated by the site.

The overall methodology used for developing the Traffic Impact Study appears to be technically sound and in conformance with VDOT and Town requirements and regulations. The impacts to the adjacent transportation network for the proposed redevelopment of 380 Maple Avenue West appear to be relatively minor overall with the exception of the northbound Wade Hampton Drive approach to Maple Avenue.

However, as noted in the Traffic Impact Study, numerous traffic movements at both signalized and unsignalized intersections within the study area are projected to operate at LOS E or F, in some cases with significant delays. It is likely that both projected site traffic and existing background traffic may seek alternate routes during peak travel times to minimize travel delays. As noted in the report, Transportation Demand Management (TDM) strategies should be explored to further mitigate potential impacts to the adjacent transportation network as a result of the proposed redevelopment. Additionally, recommendations to promote pedestrian and bicycle-friendly transportation solutions should be incorporated into the proposed development to mitigate impacts to the transportation network in accordance with the Maple Avenue Commercial (MAC) Zone and should be coordinated with the future Maple Avenue Corridor Transportation Study.

If there are any questions regarding the findings compiled in this memorandum, please do not hesitate to contact us.