



MEMORANDUM

Date: April 10, 2019

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 revised 380 Maple Avenue West Traffic Impact Study, dated March 18, 2019. 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 revised 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. The applicant has confirmed that Synchro files are consistent with the 444 Maple Avenue Synchro files provided by the Town to the applicant.
- Northbound Wade Hampton Drive is now depicted with a shared left-through lane and an exclusive right-turn lane, and the analysis was revised to reflect this proposed configuration. Delays are still projected to be significant, however, queue lengths are reasonable.

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 revised study incorporates the revised lane configuration for northbound Wade Hampton Drive and documents analysis results of this proposed improvement. The impacts to the adjacent transportation network for the proposed redevelopment of 380 Maple Avenue West appear to be relatively minor overall except for the northbound Wade Hampton Drive approach to Maple Avenue which is projected to experience significant delays during peak times.

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.

