County Board Agenda Item
Meeting of July 9, 2005

Date: June 7, 2005

SUBJECT: Approval of Traffic-Calming Projects

C. M. RECOMMENDATION:

1. Approve traffic-calming projects as recommended by the Neighborhood Traffic Calming Committee (NTCC) on the following streets:
   a. South Pershing Drive between the Arlington Boulevard Service Road and South Woodrow Street
   b. South Chesterfield Road between South Dinwiddie Street and South Columbus Street
   c. 27th Street North between North Harrison Street and North Greenbrier Street
   d. North Park Drive between North George Mason Drive and Arlington Boulevard

2. Approve a speed-hump project as recommended by the NTCC under the Streamline Speed Hump process for North Abingdon Street between Wilson Boulevard and North Carlin Springs Road.

ISSUES: None.

SUMMARY: The Neighborhood Traffic Calming Committee (NTCC) has recommended that the County Board approve the ninth set of traffic-calming projects at an estimated cost of $351,000. The recommendations of the NTCC are shown in Attachment 1. All projects recommended to move forward have met the adopted criteria for appropriateness and public support. The NTCC has also recommended that the County Board approve a Streamlined Speed Hump/Speed Cushion project which has an estimated cost of $18,000, and is included in the total funding request of $351,000.

BACKGROUND: The Neighborhood Traffic Calming Committee (NTCC) is charged with making recommendations to the County Board on traffic calming projects which meet adopted criteria, have gone through a community plan-development process and where there is substantial community support for implementation. Last spring, the NTCC and staff identified the ninth set of neighborhood streets with the most severe traffic problems and began working with residents on solutions to the problems identified.
The NTC Program, adopted by the County Board in March 2000, is a problem-severity-based program for which resources are directed to the neighborhood streets which have the most severe problems in terms of speed, volume and other factors such as reported accidents, and are in close proximity to public and private facilities such as parks, schools and community centers. A speeding problem is defined as when the recorded 85th-percentile speed is at least five miles per hour (mph) above the posted speed limit. For a street with a posted speed limit of 25 mph, a speeding problem is considered to exist when the 85th-percentile speed is 30 mph or greater.

When requests for traffic-calming assistance are received by staff, traffic data are collected and evaluated, and staff assigns a priority-ranking score to the streets with confirmed problems. Twice a year, the NTCC reviews the list of traffic-calming requests, selects the locations with the highest priority-ranking scores, and works with the residents to develop solutions to the identified problems. Next month, the NTCC will select the next set of streets, generally four to six, to receive traffic-calming assistance, plus up to three for the Streamline Speed Hump process. There are currently 78 locations on the priority-ranking list which qualify for traffic calming and are awaiting assistance, and several locations for which data have recently been collected and will be included in the next ranking. So far in 2005, residents of 19 additional street segments have requested traffic calming.

During the past six months, twelve previously-approved NTC Projects have either been completed or begun the implementation process. All of the projects approved in prior rounds are now in the implementation process. Initial evaluations of the NTC projects have found them to have a substantial impact on travel speeds, resulting in reductions of about four-to-six miles per hour.

DISCUSSION: The NTCC and staff have concluded work on the ninth set of traffic-calming projects under the NTC Program procedures adopted by the County Board in March 2000, and are recommending to the County Board that these projects move forward for implementation. The most recent NTCC funding session was held on June 16, 2005 and the recommendations of the committee are shown on Attachment 1.

Last February project streets were selected by the NTCC based upon the problem-severity ranking that had been developed to assess the severity of neighborhood traffic problems. NTCC members and a staff person were assigned to work with residents of each street to clarify the problems, develop solutions and achieve consensus within the affected area on solutions to the problems. This has been accomplished for each of the five project streets. The location of each project is shown on Figure 1. A description of each project follows:

South Pershing Drive between the Arlington Boulevard Service Road and South Woodrow Street: The residents living on and near South Pershing Drive, a neighborhood-principal street in the Barcroft School and Civic League neighborhood have identified speeding and pedestrian safety as traffic concerns. The traffic volume on South Pershing Drive is 1,980 vehicles per day with an 85th percentile speed of 37 mph. The NTCC representatives and staff met with South Pershing Drive residents and formed a working group to develop solutions to address the problems. The working group finalized plans and circulated petitions to the affected area. Eighty-seven percent of the households in the affected area support the traffic calming plan, and

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the Barcroft School and Civic League has provided a letter supporting the project. (See Attachment 2)

The South Pershing Drive plan consists of the following components:
- Raised island with textured crosswalks at the Arlington Boulevard Service Road
- One speed cushion near #28/34 South Pershing Drive
- Textured median on South Pershing Drive at the intersection of South Woodrow Street
- Parking edge lines on South Pershing Drive where feasible

Staff has estimated the cost to construct this project to be $44,000. This project will be scheduled for construction this summer.

South Chesterfield Road between South Dinwiddie Street and South Columbus Street:
South Chesterfield Road between South Dinwiddie Street and South Columbus Street in the Claremont neighborhood is designated as a neighborhood-principal street and carries approximately 2,700 vehicles per day with an 85th-percentile speed of 30 miles per hour. This street was not selected to receive traffic-calming assistance in February 2005 since the Neighborhood Conservation (NC) program was developing a street project along this section of South Chesterfield Road which was to include traffic-calming components.

However, at a project scoping meeting, it was discovered that the funded project that the NC Program was developing did not include traffic-calming measures for the west (Wakefield High School) side of the street, and the nubs on the east side did not extend into Chesterfield Road. After consultation with the civic association leadership and NC staff, it was decided as a joint project to include nubs extending into Chesterfield Road on the east side of the street, and propose nubs on the west side of the street at the entrances to the Wakefield High School parking lots. A meeting was also held with Arlington Public Schools (APS) staff and the principals of Wakefield High School and the Claremont Immersion School to review the proposal. APS staff supports the project, and letters of support from the Wakefield High School principal, Claremont Immersion School and the Claremont Citizens Association are attached. (See Attachment 3)

The South Chesterfield Road traffic-calming project consists of the following components:
- Nubs on the side-street intersections of South Chesterfield Road with South Columbus, Culpeper and Buchanan Streets
- Nubs on the entry points of the Wakefield High School parking lot
- Nubs to create a shorter pedestrian crossing point adjacent to the Claremont School
- Enhanced pedestrian crosswalk markings at primary crossing points

Staff has estimated the NTC portion of this project to be $64,000. This project is scheduled to be constructed this summer, prior to opening of school.

27th Street North between North Harrison Street and North Greenbrier Street:
In July 2000, 27th Street North a neighborhood–minor street between North Harrison Street and North Greenbrier Street in the Yorktown neighborhood, was selected by the Neighborhood Traffic Calming Committee to be eligible for traffic calming. 27th Street North has a volume of 1,355 vehicles per day and an 85th-percentile speed of 33 mph, and is located near Yorktown
High School, Greenbrier Park and Chestnut Hills Park. A work group developed a plan that consisted of two speed humps. The NTC Plan was supported by 80 percent of the residents in the affected area. (See Attachment 4) Since 27th Street North did not have curb and gutter, temporary speed humps were installed until the construction of curb and gutter was completed.

At the time, staff suggested that the Neighborhood Traffic Calming Committee not fund the permanent installation of the two speeds humps until the NC project for installation of curbs, gutters and sidewalk, was completed so that funds would not be encumbered for an undetermined amount of time. In February 2005, the Neighborhood Conservation project on 27th Street North was completed, except for the street-light installation, which is still pending.

Staff estimates the cost of this project to be $18,000. This project will be scheduled for construction this summer.

North Park Drive between North George Mason Drive and Arlington Boulevard:
Residents along the section of North Park Drive, a neighborhood-principal street in the Arlington Forest neighborhood, have been concerned with vehicle speed and pedestrian safety issues. This segment of Park Drive carries approximately 1,000 vehicles per day, with an 85th-percentile speed of 32 mph. The street is extremely wide (46 feet) and curvy, and can provide fairly direct access to and from Arlington Boulevard from the north. Park Drive is adjacent to the Lubber Run Center and the back of the Barrett Elementary School.

A small working group convened in March to begin the development of a plan to address the identified issues. The group met several times with NTC staff and NTCC members and developed a plan that was presented at an open house in May. A petition circulated in the affected area was supported by 81 percent of the households. A letter of support from the Arlington Forest Citizens Association is also attached. (See Attachment 5)

The North Park Drive traffic-calming plan consists of the following elements:
- At 1st Road North and Park Drive, a narrowed “gateway” treatment with textured pavement
- Four speed cushions
- An eight-foot-wide textured pavement median
- At 2nd Road North and Park Drive, nubs and textured crosswalks
- At 3rd Street and Park Drive, nubs to narrow the intersection, textured crosswalks and, at the northern end, a narrowed “gateway” with textured pavement.

Staff estimates it will cost $455,000 to construct the project. However, because the total NTC Program has only approximately $353,000 of funds available at this time, the NTCC has recommended that this project be funded for $207,000. This would include the two gateways, the speed cushions and nubs. The speed cushions will be scheduled for construction this year.

Streamlined Speed Hump/Cushion Program
The NTCC has recommended that the County Board approve one Streamlined Speed Hump/Cushion Project (SSHP). The recommended project has met the adopted criteria for

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appropriateness and public support. The NTCC recommends that the County Board approve the street project described below, at an estimated cost of $18,000, and continue to offer this procedure to residents on certain streets that qualify for speed humps, and where speed humps are the most appropriate measure to address speeding.

**North Abingdon Street between Wilson Boulevard and North Carlin Springs Road:**
This street is classified as a neighborhood-minor street. The traffic volume on North Abingdon Street is 1,335 vehicles per day, with an 85th-percentile speed of 34 mph. The community has asked for traffic-calming assistance to resolve pedestrian and vehicular conflicts that are a result of excessive speeds on the street, and was offered the SSHP approach to address the speeding issue.

The North Abingdon Street working group of residents, one NTCC member and staff met to develop and gain support of the SSHP plan. An open house was available to residents to review and comment on the plan near the end of the process. The Bluemont Civic Association supported the project but has not provided a letter of support. The plan was supported by over 76 percent of the households in the affected area.

Staff estimates the cost of the two speed humps to be $18,000. The speed humps will be scheduled for construction this summer.

The following project streets were selected this cycle but were discontinued because of either a lack of neighborhood interest, or a community desire for a more complex project.

- **South Utah Street and 34th Street South** in the Fairlington neighborhood have met the criteria and were selected by the NTCC for traffic-calming assistance in February 2005. After a disappointing turnout of residents for both streets at three scheduled meetings, the NTCC voted to terminate the planning effort for these streets. This was supported by the NTC designees assigned to work these projects, and the civic association president was notified. These streets may be next recommended for traffic calming in two years.

- **Vacation Lane between Lorcom Lane and North Pollard Street** in the Cherrydale neighborhood was selected as a potential streamline speed hump/cushion project. Staff held meetings with residents, marked locations where speed cushions would be located, and outlined the petition process. An insufficient number of residents failed to support the speed hump project and move it forward. Residents have requested that Vacation Lane be returned to the priority list, and wish to pursue a full NTC project when selected in the future. (See Attachment 6)

**FISCAL IMPACT:** Funding in the amount of $351,000 is available for these projects in the FY05 Street, Highway and Community Conservation Bond and FY06 PAYG Funds for the Neighborhood Traffic Calming (NTC) Program.