

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 16, 2003
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: PHILIP SUNDERLAND, CITY MANAGER
SUBJECT: BUDGET MEMO # 38: TRAFFIC CALMING IN CENTRAL ALEXANDRIA (SEMINARY, BRADDOCK, QUAKER, HOWARD AND JANNEY'S) (COUNCILWOMAN EBERWEIN'S REQUEST)

This memorandum is in response to Councilwoman Claire Eberwein's question about funding traffic calming (speed reduction) measures for Janney's Lane from Quaker Lane to West Taylor Run Parkway out of the City's annual street resurfacing program (VDOT urban generated funds). The estimated cost of this capital project is \$150,000.

DISCUSSION: As requested by Council, the Transportation and Environmental Services (T&ES) Department has been developing traffic calming strategies for several major roadways in central Alexandria. These include: (1) Seminary Road between Howard Street and Quaker Lane; (2) Janney's Lane between Quaker Lane and King Street; (3) Quaker Lane between Duke Street and King Street; (4) Braddock Road between Howard Street and King Street; (5) King Street between Quaker Lane and Janney's Lane; and (6) Howard Street between Braddock Road and Seminary Road.

Working cooperatively with neighborhood representatives from Seminary Ridge and Clover-College Park, T&ES staff have collected speed and volume data and have developed general traffic calming concept plans for these roadways. The next phase of the work is to start with a demonstration project on Janney's Lane between Quaker Lane and West Taylor Run Parkway. In citizen meetings with Councilman Speck and Councilwoman Eberwein, community representatives have indicated support for the general concept plans, and have asked for design work to commence which will provide concept designs, for example, for pedestrian, parking and calming measures for this area, which is used frequently by the City's Emergency Medical System vehicles.

Funding is not available for this demonstration project, as funding is not provided in the proposed FY 2004 to FY 2009 Capital Improvement Program (CIP) for this demonstration element or for any other part of this traffic calming project that covers the roadways listed above. The funding for the City Council approved Traffic Calming project list for residential streets is

fully allocated for the next several years. Staff does not recommend the deferral of roadway maintenance to fund this project, as it would delay the maintenance cycle for street repairs scheduled in FY 2004 and beyond, possibly resulting in a degradation of their condition and more costly repairs in the future.

**STAFF:**

Richard Baier, P.E., Director, T&ES

Tom Culpepper, P.E., Deputy Director, T&ES

Morgan Routt, Budget/Management Analyst, OMB