

EXHIBIT NO. 1

City of Alexandria, Virginia

~~11-18-00~~

~~9-27-00~~

MEMORANDUM

13
12-12-00

DATE: SEPTEMBER 22, 2000

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: PHILIP SUNDERLAND, CITY MANAGER *PS*

SUBJECT: TRAFFIC ISSUES AND CONCERNS PRESENTED IN RESPONSE TO CITYWIDE TRAFFIC SURVEY

ISSUE: Report on the City's response to the traffic issues and concerns raised by citizens and citizen associations in response to the City's citywide traffic survey.

RECOMMENDATION: That City Council:

1. Receive this report, release it for public review and docket it for public hearing at Council's Saturday November 18 Public Hearing meeting; and
2. At the Tuesday, November 28 Council meeting, approve, in concept and subject to future funding considerations, the actions staff propose to undertake to address those traffic concerns presented by citizens and citizen associations in response to the citywide traffic survey that have not yet been addressed (see Attachment I). Staff will return to Council soon after the beginning of the year, with an estimate of the costs to undertake these actions, and a plan for undertaking them.

BACKGROUND: Over the past several years, City Council and members of the community have discussed various concerns about traffic in the City (ranging from speeding, to the volume of traffic on major roadways, to the impact of traffic on individual neighborhoods) and the need to develop measures to deal with these concerns. In January 1999, Council requested that staff conduct a survey to find out from civic associations what they perceived to be the major traffic problems in their neighborhood. Letters were sent to more than 80 citizen and homeowner associations (Attachment II) requesting their participation in the survey and their response by April 30, 1999.

At the April 27, 1999, Council meeting, staff reported on the survey and the responses that has been received, and proposed a tentative schedule for evaluating and replying to those responses (Attachment III). The responses raised a wide variety of traffic and traffic-related concerns. Many focused on the violation of motor vehicle laws and the need for increased Police Department enforcement of these laws. Many addressed road repair and maintenance issues, and requested remedial action by the City. Others were directed at the performance of traffic-control devices, such

as the synchronization of traffic signals and the timing of signals not included in the City's synchronized system. Others focused on a perceived need for additional regulatory controls and devices, such as additional stop signs, traffic lights and dedicated turning lanes.

At the June 8 Council meeting, the goal was to bring an action plan for Council review in October 1999 and begin implementing the plan in January 2000. Council also held a public discussion as part of the June 8 meeting to enable citizens and citizen association representatives to present additional traffic-related concerns, and requested staff to return at the June 22, 1999, Council meeting with a list of "to do" items and a realistic time schedule for their completion. On June 8, Council also discussed other traffic-related items including: 1) measures to enhance the existing red light traffic camera sites; 2) traffic counts to be taken in anticipation of the installation of flashing warning lights at an intersection lacking a camera; 3) traffic signal optimization and related issues; and 4) a proposed work program and tentative schedule for speed control and speed reduction on designated roads throughout the City (Attachment IV).

On June 22, 1999, City Council received a status report (Attachment V) on the actions that staff could complete by January 2000.

Since June 1999, the following traffic-related programs and actions have been undertaken:

City Council has initiated the "Gridlock Reduction Program" (GRP), and approved funding for a traffic calming pilot program in Rosemont that will address traffic related to the U.S. Patent and Trademark Office (PTO);

The Police Department has addressed the motor vehicle enforcement concerns raised by citizens and citizen associations in their responses to the traffic survey (see Attachment VI), and have continued to handle on-going enforcement issues, particularly those related to vehicular speeding and failure to obey traffic signs; and

The Department of Transportation and Environmental Services has:

- (1) addressed a large number of the requests and suggestions raised by citizens in response to the survey, including many roadway maintenance and maintenance-related concerns (e.g., bent and missing signs, poor pavement striping, and signal bulb outages) (see Attachment I);
- (2) worked with the Rosemont neighborhood to develop a traffic calming program to be piloted in Rosemont;
- (3) initiated a new pedestrian safety-focused program to install pedestrian activated count-down signals to aid pedestrians crossing major streets;
- (4) started a review of timing of pedestrian crossing signals throughout the City; and
- (5) outlined a strategy and process for developing a City-wide transportation policy and program, which will be discussed at the City Council retreat on October 21.

DISCUSSION: Attachment I provides a status report on all of the requests received from citizens and citizen associations that responded to the traffic survey. It also provides, as to each such request,

either (1) a description of the actions that the City has taken in response to the request through the end of August 2000, (2) a description of the actions that the City proposes to undertake in the future and of the time we estimate will be required to complete the actions, or (3) an indication that the City has not responded to the request because staff does not believe any action is warranted or because the City lacks authority to undertake any response action (e.g., the area in question lies within the authority of VDOT).

We are recommending that City Council make this report public and seek further public comment at the Saturday, November 18 public hearing and then, on Tuesday, November 28, provide concept approval of the actions described in Attachment I that staff are proposing to undertake in the future.

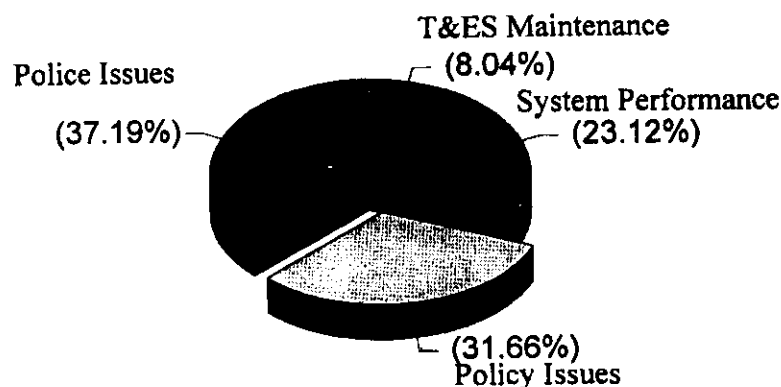
In response to that approval, staff will determine the costs for these actions, along with a plan for performing them, and will present the plan for Council consideration soon after the start of the new year.

As of this report, approximately 60% of the almost 200 individual traffic concerns identified by citizens and citizen associations have been reviewed and acted on by the Police or TE&S staff and/or by the Traffic and Parking Board (i.e., they have been addressed by inspection, repair, or other City action, or staff has determined that City action is not authorized or otherwise warranted). Each survey response on which staff proposes to take some form of action has been assigned a short-term (one to two months), mid-term (three to six months) or long-term (more than six months) time frame in which the action will take place.

The chart below shows the nature of the issues and concerns expressed in the responses to the survey. These issues and concerns have been assigned to one of the following four categories: enforcement; policy; performance; and maintenance. Following the chart is a brief description of each of these categories.

Community Traffic Concerns

Classification By Functional Area



Enforcement. This category has the highest percentage of issues and concerns (37%). Examples include red light running, speeding and the failure to obey traffic signs. All original complaints in this area were investigated by the Police Department, with the use of radar patrols, Smart Trailers and other enforcement measures. An on-going enforcement presence continues in certain areas of the City, and new requests are acted on when received.

The Police Department is committed to aggressive enforcement of traffic violations, and the department uses a variety of methods to do this. Currently, there are three active and one inactive (Duke Street and Taylor Run Parkway) photo red light locations in the City. The department uses two Smart Trailers to deter speeding in problem areas. The trailer, which is parked on the side of the road, visually displays the speed of vehicles as they approach the trailer. The equipment in the trailer recording speeds to enable staff to analyze the extent of the speeding problem and follow up with enforcement of posted speed limits. Six motor officers work solely on traffic enforcement and are regularly supplemented by radar conducted by other patrol officers all over the City. The pilot "Gridlock Reduction Program," which is directed at evening rush hour traffic, has been in operation since May 8, 2000, and we are asking Council to continue that program through the rest of the fiscal year.

A more comprehensive review of the enforcement actions taken by the Police Department in response to requests submitted in response to the survey is contained in the attached memorandum from the Chief of Police to the City Manager (Attachment VI). The memorandum also describes a new Traffic Management Plan that the Police Department is in the process of implementing. Under this plan, the department will identify how traffic issues can be handled most effectively within the department, assign responsibility for coordinating the department's response, provide ongoing enforcement to known problem areas and provide feedback to citizens on the results of their requests. The department's Traffic Unit Supervisor will work closely with staff in the Department of Transportation and Environmental Services to ensure that information is transmitted on design and engineering issues so that action can be taken to address problem intersections and roadways.

Policy. Requests raising what we have termed "policy" issues account for almost 32% of the total requests and concerns presented in response to the survey. Examples include better protection for pedestrians, improved mobility, reduce traffic congestion and cut-through traffic, new regulatory signals or signs, and more bike lanes. To date, the City has completed the required federal warrant studies for 10 signal requests at major intersections. The results of these studies will be forwarded to the Traffic and Parking Board by the end of the year, and then to City Council. Half of the stop sign requests have been evaluated and docketed for the Traffic and Parking Board; the remainder will be docketed over the next three to six months for the Traffic and Parking Board as evaluations are completed.

These and some of the other outstanding items in this category of Attachment I do not raise critical policy issues, and can be addressed by staff. Others, however, do raise such issues and, to be undertaken, require that basic policy determinations be made. For example, lengthening the length of a pedestrian crosswalk light on an arterial street (as has been requested) might improve pedestrian safety and convenience, but at the same time will reduce the flow of traffic, possibly resulting in some vehicles using adjacent neighborhood streets. The request, therefore, presents the question whether

City policy should prefer pedestrian safety and convenience, or the prevention of cut-through traffic in neighborhoods. As another example, installing a new regulatory sign or signal on an arterial (as has been requested) might slow the movement of vehicles on that roadway, but also will reduce the flow of traffic, possibly causing vehicles to turn onto adjacent local streets. The request thus presents the question whether City policy should prefer reducing the speed of traffic on arterial streets or protecting residential areas from cut-through vehicles.

On the other hand, the policy choices presented by these two examples, like most other such choices in the transportation area, are not mutually exclusive. Instead, a decision is needed that properly balances the choices and the values underlying them. Thus, the requests we have categorized as raising "policy" issues require decisions by the City that strike a "proper balance" between competing outcomes and values. In the case of many such issues, the decisions are not difficult and staff is in a position to make them; in the case of other issues, the decisions are more difficult and require a close review by Council.

In this regard, we note that, when it comes to traffic, Alexandria is really not significantly different than other highly urbanized, economically healthy cities in the country. All such urban cities are grappling with traffic and, more particularly, with the need to strike a proper balance between "quality of life" concerns and increasing demands for mobility. A significant task before the City is to gain a comprehensive understanding of its traffic conditions so that it can reach this "proper balance."

It is our recommendation that the outstanding items in Attachment I which, in staff's view, raise important policy issues be deferred until those issues can be considered by Council, and that Council address those issues in the course of discussing and eventually adopting a comprehensive transportation policy and program for the City. (These items are marked by "*" in Attachment I.) The concept of, and the process for developing, such a policy and program will be discussed during the Council's retreat next month. The other outstanding items in Attachment I, which do not raise critical policy issues, will be addressed by staff in the time frames set out in the attachment, subject to the availability of funding.

Performance. Performance requests accounted for about 23% of the items submitted in response to the survey. These requests largely involve the manner in which traffic signals are coordinated, the length of signals' amber and red segments, and phasing of signals that are not connected to the City's synchronized traffic control system. Staff has addressed most of these performance requests, and will address the remainder as our signal synchronization program expands.

Maintenance. Maintenance items accounted for about 8% of the survey responses. Various roadway and signal features have been identified that required repair or maintenance work, such as damaged traffic signs, missing signs, faded pavement striping and signal bulb outages. Staff has addressed all of these identified maintenance concerns.

In summary, the types of traffic-related problems identified by citizens and citizen associations in response to the City's citywide traffic survey are quite typical of urban areas around the country where development pressures have led to mounting pressures on constrained road networks. The U.S. Conference of Mayors reports that traffic congestion and safety is of paramount concern in communities throughout the country, with nine out of ten Mayors citing speeding, aggressive driving and red light running as their most critical community problems.

The successful solutions to these traffic problems in various communities have differed, but they all appear to share an approach that attempts to evaluate traffic and related transportation issues on a comprehensive, community-wide level, rather than through a case-by-case, piecemeal response to individual problems as they are identified. These communities have developed a forum for public debate on what their fundamental transportation policies should be, and have set those policies through a goals- or values-setting process that has integrated input from all segments of the community. Based on these policies and with continued public input, these communities have adopted a set of policies and a program of strategies designed to achieve an integrated transportation system which is intended to produce safe and efficient conditions for pedestrians, bicyclists and motorists. The process for developing a similar set of policies and program strategies in Alexandria will be discussed at the upcoming Council retreat.

FISCAL IMPACT: City staff have expended an estimated \$150,000 in departmental operating budgets to respond to and address the items identified in the responses to the citywide traffic survey. If all of the outstanding Attachment I items are addressed, other than those marked by an "*" in Attachment I (which are recommended for deferral pending development of a citywide transportation policy and program). Then the costs could increase by about an additional \$500,000 or more. These cost estimates do not include any contract staff necessary to assist City staff with necessary field work. Staff will return to City Council soon after the first of the year with the proposed costs and plan for completing these outstanding items. This plan will reflect available Fiscal Year 2001 funds and what would be required in funding in future fiscal years.

STAFF:

Richard Baier, P.E., Director of Transportation and Environmental Services
Charles Samarra, Chief of Police
Joseph Hilleary, Deputy Chief of Police

ATTACHMENTS:

- I. Status of responses to Citywide Traffic Survey and Proposed Action Plan – August 20, 2000
- II. Letter to Civic and Homeowner Associations, January 22, 1999
- III. Docket Memorandum: Recent Traffic Control Initiatives, April 27, 1999
- IV. Docket Memorandum: Community Traffic Survey Results and Traffic Control Initiatives, June 8, 1999 (without attachments)

- V. Docket Memorandum: Continuation of Discussion of Traffic Concerns, June 22, 1999
- VI. Memorandum from Chief of Police to City Manager: Traffic Concerns and Traffic Calming Measures, August 29, 2000

STATUS OF RESPONSES TO CITY WIDE TRAFFIC SURVEY AND PROPOSED ACTION PLAN (9-22-00)

Locations	Requests/Concerns	Category	Actions to Date	Time Frame
Rockville/Seminary Valley Civ. Assoc.				
Telegram St. Between Polk and Richenbacher	Speeding	Speeding	Police Responded	Done
	Req. 4-way stop at Richenbacher	Four Way Stop	Failed to meet warrants	Done
	Very heavy traffic/travel takes forever	Traffic Issues	VDOT resignalized to improve	Done
1. Van Dom St. between Landmark Shopping Center and S. Pickett				
Duke Street	Very heavy traffic all the time	Traffic Issues	VDOT resignalized to improve	Done
	Needs better signalization	Signalization	Assigned to Construction Division for field review	3-6 Months
	Needs handicap curb cuts	TES Issue		
North side of Richenbacher - Van Dom to Belham				
-395	Req. sound barriers from State	TES Issue	Request forwarded to VDOT	Up to VDOT
Cameron Station Entrance	Cameron Station entrance used to cut through park to N. Pickett in Seminary Valley.	TES Issue	Met with Association re: street network	Done
Eisenhower Connector/Duke Street - Statement	Opposed to Alt. 3/Favor to some degree Alt. 5	TES Issue	Noted for files	N/A
Carlyle Towers				
Duke & Dulany St.	Speeding	Speeding	Police Responded	Done
	Red Light Running	Red Light Run	Police Responded	Done
	Pedestrian crossing difficult	Pedestrian Concerns	Increased pedestrian time for crossing	Done
	Highlight crosswalk	Pedestrian Concerns	Assigned to Traffic Division to review and design	3-6 months
	Add signs: Do Not Run Red Light, Pedestrian Crossing, Do Not Block Crosswalk	Signage	Assigned to Traffic Division	3-6 months
	Install Red Light Camera	Red Light Run	Police Responded	Done
	Build bridge or tunnel across Duke Street from Carlyle	Pedestrian Concerns	Approved in Carlyle PTO Plan	1-2 years *
Duke & John Carlyle St.	Vehicles exiting garage accelerates/danger to pedestrians	Pedestrian Concerns	Assigned to Traffic Division	6-9 months
Duke & Holland Lane.	Hot Right Turn creates problem for pedestrians/vehicles block crosswalk on east bound Duke	Pedestrian Concerns	Pedestrian crossing signs installed	Done
Del Ray Newsletter				
Mt. Vernon/E. Custis Avenue	Request signal control	Signalization	Consultant performed warrants analysis which indicated warrants not met- Director reviewing warrants	review 3-6 months*
Rt. 1 and E. Monroe Avenue	Red Light Running	Red Light Run	Police Responded	Done
	Speeding	Speeding	Police Responded	Done
E. Monroe and Mt. Vernon Avenue	Red Light Running	Red Light Run	Police Responded	Done
	Install Left Turn Signal	Signalization	Assigned to Traffic Engineering	3-6 months*

E. Monroe between YMCA, Simpson Stadium/Park & Giant Supermarket	Speeding	Speeding	Police Responded	Done
	Difficult pedestrian crossing/install pedestrian activated signal	Pedestrian Concerns	Restriped the street	Done
E. Custis/LaGrande	Request four-way stop sign	Four Way Stop	Consultant performed warrants analysis	review 3-6 months
E. Bellefonte/Leslie	Request four-way stop sign	Four Way Stop	Consultant performed warrants analysis	review 3-6 months
E. Howell/DeWitt	Request four-way stop sign	Four Way Stop	Consultant performed warrants analysis	review 3-6 months
Mt. Vernon Avenue and Adams	Request traffic signal	Signalization	Consultant performed warrants analysis - Director is reviewing study as signal failed warrants	review 3-6 months
E. Mt. Ida/Mt. Vernon	Add WRONG-WAY sign to the DO NOT ENTER sign	Signage	Refer to Traffic Board consideration	1-3 months
Mt. Vernon/Howell	No Parking sign in front of Post Office is ignored/paint "X" on street	Signage	Met with Post Office to review design options	Done
Montrose Avenue & Route 1	Signal for exiting traffic from Potomac Yard too short	Signalization	Assigned to Traffic Engineering	6-9 months*
Spring Street & Ramsey Street	Replace YIELD sign with STOP sign	Signage	Replaced sign	Done
W. Glebe near Executive Avenue	Center median stripes not continuous or lined up	Pavement Marking	Assigned to Traffic Division	1-3 months
Hearthstone Mews				
N. Fairfax/Second Street	Request fourway stop sign	Four Way Stop	Denied by Traffic Board	Done
	Need parking controls	Parking Issue	Approved for one corner by Traffic Board	Done
N. Pitt/Second Street	Request fourway stop sign	Four Way Stop	Denied by Traffic Board	Done
	Need parking controls	Parking Issue	Assigned to Traffic Division	1-3 months
N. Fairfax/N. Royal/Second Streets	Request fourway stop sign	Four Way Stop	Requires warrants analysis	3-6 months
	Need parking controls	Parking Issue	Assigned to Traffic Division	1-3 months
Mt. Jefferson				
Rt. 1 - Jefferson Davis Highway	Overloaded - street too narrow	Traffic Issues	Potomac Yards Improvements	1-2 years *
	Traffic a mess during rush hours	Traffic Issues	Potomac Yards Improvements	1-2 years *
	Monroe Ave. Bridge from 4 Mile Run takes 20 minutes from 4 Mile Run to E. Glebe Road	Traffic Issues	Potomac Yards Improvements	1-2 years *
E. Laverne Avenue	Speeding	Speeding	Police Responded	Done
	Too much truck traffic	TES Issue	Noted in files	Done
	Cut through traffic	Police Issue	Police Responded	Done
	400 Block parking too close to E. Glebe Rd.	Parking Issue	Assigned to Traffic Division	3-6 months
	Sight distance problem	Misc.	Installed "No Parking here to corner"	Done
E. Clifford Avenue	Disrespect for parking regulations	Police Issue	Police Responded	Done
	Double parking/disregard of 3 hr. time limitation in 400 block	Police Issue	Police Responded	Done
	Speeding/no enforcement	Speeding	Police Responded	Done
	Cut through traffic - little or no observance of stop signs	Police Issue	Police Responded	Done
Ashby/Montrose St./Glebe Rd.	No traffic control-cannot make left turn onto Montrose or go east on E. Glebe in rush hours	Traffic Issues	Met with residents, no consensus on solution	Pending
	Request stop sign or traffic light	Signage/Signalization	Requires warrants analysis	6-9 months*

	No traffic control-cannot make left turn onto Montrose or go east on E. Glebe in rush hours	Traffic Issues	Assigned to Traffic Division	3-6 months
	Request stop sign or traffic light	Signage/Signalization	Requires warrants analysis	6-9 months*
Hume Avenue/DeWitt	Request stop sign	Signage	Assigned to Traffic Division	1-3 months
	Enforce traffic signals	Police Issue	Police Responded	Done
Hume Avenue/Mt. Vernon Avenue	Enforce traffic signals	Police Issue	Police Responded	Done
Northeast Civic Association			Included in Dept. Capital Budget	6-9 months
Powhatan Street	Consider second stage improvements (between 2nd St. and Washington St.)	T&ES Issue		
Old Town North Community Association			Retimed signals	Done
N. St. Asaph St. at Pendleton, Wythe, Madison and Montgomery	Eliminate signals or retime signals	Signalization		
			Retimed signals	Done
N. Washington, N. St. Asaph, Montgomery Streets	Synchronize signals	Signalization		
			Police Responded	Done
Wythe and Fairfax Streets	Illegal driver behavior at these dead end locations	Police Issue		
			Police Responded	Done
Second and Fairfax Streets	Illegal driver behavior at these dead end locations	Police Issue		
			Police Responded	Done
First and Pitt Streets	Illegal driver behavior at these dead end locations	Police Issue		
			Police Responded	Done
N. Fairfax St.	Speeding	Speeding		
			Police Responded	Done
Third Street/Royal Street	Parking too close to corner obstructs sight	Police Issue		
	Suggests pedestrian crosswalk both sides of Third St. and across Third Street	Pedestrian Concerns	Installed "Pedestrian Crossing" signs	Done
North Washington and Bashford Lane	Red Light Running	Red Light Run	Police Responded	Done
Pitt St. Station Homeowners Association			Police Responded	Done
Bellvue Place (Private Street)	Cut through traffic - traffic avoids N. Pitt/Second Street	Police Issue		
Pitt Street and surrounding streets	Lack of parking	Parking Issue	Assigned to Traffic Division	6-9 months
N. Pitt St. north of Montgomery Street	Speeding	Speeding	Police Responded	Done
N. Pitt St. between Second St. and Bashford Lane	Speeding	Speeding	Police Responded	Done
Washington Street	Improve synchronization of traffic signals	Signalization	Retimed signals	Done
Old Colony/Holiday Inn	Redevelopment impact on traffic in area is a major concern	Traffic Issues	Noted in files for Neighborhood Traffic Program	Done

Seminary Hills Association

N. Quaker Lane at Trinity	Speeding	Speeding	Police Responded	Done
N. Quaker Lane	Speeding especially in 25 mph zones	Speeding	Police Responded	Done
	Tailgating	Police Issue	Police Responded	Done
Quaker Lane/King Street/Braddock Road	Jaywalking by TC Wms. students is dangerous for both drivers and pedestrians	Pedestrian Concerns	Police Responded	Done
Trinity Drive east of N. Quaker Lane	Cut through traffic	Police Issue	Police Responded	Done
Seminary Rd. between N. Quaker Lane and I-395	Speeding	Speeding	Installed additional 25 mph signs	Done
	Tailgating	Police Issue	Police Responded	Done
	Red Light Running	Red Light Run	Police Responded	Done
Fort Williams Pkwy. between Duke St. and Seminary Rd.	Speeding	Speeding	Police Responded	Done
	Tailgating	Police Issue	Police Responded	Done
	Cut through traffic	Police Issue	Police Responded	Done
Fort Williams Parkway and Duke Street	Speeds on Duke St. dangerous to Ft. Williams traffic turning onto Duke Street	Speeding	Police Responded	Done
Seminary Rd. and St. Stephens Road	Red Light Running	Red Light Run	Police Responded	Done
	School creates backup at St. Stephens - Can more green time be given during rush hour?	Signalization	Reviewed by Traffic Engineering	Done
St. Stephens Road at School entrance	Vehicles waiting to pick up students gridlock St. Stephens Road.	Traffic Issues	Signal supports school	Done
St. Stephens Road/N. Garland St./ Fort Worth Ave./ Ft. Williams Pkwy.	Tailgating associated with students/residents	Police Issue	Police Responded	Done
	Speeding	Speeding	Police Responded	Done
St. Stephens Road/N. Garland St./ Fort Worth Ave.	Stop Sign violations	Police Issue	Police Responded	Done
Seminary Road/N. Jordan St.	Red light running during AM rush hour making left turn from Jordan St. on to Seminary Road	Red Light Run	Police Responded	Done
Seminary Road/Library Lane	Red light running during AM rush hour making left turn from Seminary Road on to Library Ln.	Red Light Run	Police Responded	Done
Seminary Road at Hammond Jr. High School	Speeding through flashing yellow "25 mph school zone" sign in AM rush hour	Speeding	Police Responded	Done
N. Howard between Seminary and Braddock Rds.	Speeding	Speeding	Police Responded	Done
	Tailgating	Police Issue	Police Responded	Done
Seminary West Civic Association				
Seminary Road between Beauregard Street and the City line	Reduce speed to 25 mph	TES Issue	Requires speed study	6-9 months

Seminary Road between Beauregard Street and the City line	Prohibit huge trucks (tractor trailers) with the exception of Coca Cola trucks and resident's trucks	TES Issue	Assigned to Traffic Engineering	6-9 months
	Manage traffic through more police presence	Police Issue	Police Responded	Done
	On side streets, paint double yellow center line and side white lines where missing	Pavement Marking	Met with residents, they deferred request	Done
	Permit residential parking sticker parking on both sides of Seminary Road	Parking Issue	Not part of Residential Permit District	Done
	Actively support VDOT in King St./Beauregard Study	Misc.	Noted in files	Done
	Make Seminary Rd. less attractive and King Street (Rte. 7) more attractive to drivers	Misc.	Noted in files for Neighborhood Traffic Program	Done
Seminary Road between Janneys Lane and Geo. Mason Drive	Reduce speed to 25 mph	TES Issue	Requires speed study	6-9 months
Seminary Road and Dawes Seminary Road/Fillmore Avenue Fillmore Avenue Seminary Road between Fillmore and Dawes (south side) Seminary Road/Echols	Double left turn green arrow timing	Signalization	Assigned to Traffic Engineering	3-6 months*
	Prohibit left turn during rush hour	TES Issue	Refer to Traffic Board consideration	1-2 months
	Enforce speed limit	Speeding	Police Responded	Done
	Repair sidewalk so there is no standing water that pedestrians have to walk through	Pedestrian Concerns	Referred to Maintenance Division	1-2 months
	Northbound Seminary Road traffic stops beyond stop line marked on street	Pavement Marking	Assigned to Traffic Division	1-2 months
Seminary Road/Fillmore Avenue/Dover Place	Red Light Running	Red Light Run	Police Responded	Done
	Install signs pointing to stop line - "STOP HERE"	Signage	Installed signs	Done
	Install advanced left turn signal for west bound Seminary Rd. traffic in rush hour	Signalization	Assigned to Traffic Engineering	3-6 months*
	Double left turn green arrow timing	Signalization	Assigned to Traffic Engineering	3-6 months*
	Install signal sensors at each entrance on Seminary Rd. to stop traffic above 35 mph	Signalization/Speeding	Assigned to Traffic Division	1-3 months*
	Close entrance to Dover Place and create new entrance to Fillmore Avenue	TES Issue	Assigned to Traffic Engineering	3-6 months
<hr/>				
Shad Row Homeowner Association N. St. Asaph Street	Cut through traffic in AM and PM - alternative to Washington Street	Police Issue	Police Responded	Done
	Speeding	Speeding	Police Responded	Done
	Traffic not stopping for pedestrians	Pedestrian Concerns	Police Responded	Done
	Red light running at N. St. Asaph St. and Pendleton St.	Red Light Run	Police Responded	Done
	Stop Sign violations	Police Issue	Police Responded	Done
	Signal set for southbound traffic encourages speeding	Signalization/Speeding	Assigned to Traffic Engineering	3-6 months*
	Replace Pendleton light with 4 way stop sign	Four Way Stop	Signal maintained for safety purposes	Done
	Bus traffic along Pendleton creates heavy traffic flow at intersection with St. Asaph	Traffic Issues	Assigned to Transit Division	6-9 months

J. St. Asaph Street (area wide vicinity)	Parking problem - double parking blocking garage/driveway entrances	Parking Issue	Police Responded	Done
	Double parking problem caused by package delivery trucks	Police Issue	Police Responded	Done
	Phone in front of Alex. Health Dept. used by people who doublepark	Police Issue	Police Responded	Done
	Construction vehicles clogging up the streets	Traffic Issues	Assigned to Construction Division	Done
	More traffic and parking enforcement needed	Police Issue	Police Responded	Done
Warwick Village	TES and Recreation Directors are in agreement with Assoc. on their Neighborhood Improve. Plans.			complete 3-6 mont
Warwick Village	TES/Recreation Issue	Project work underway		
Cloverway/Crownview Residents Comments				
Crown View Drive (400 & 500 block)	Requests residential permit parking	Parking Issue	Provided permit parking	Done
	Request stop sign at Crown View Drive onto Cloverway Drive	Signage	Installed sign	Done
E-mail from Rubin Grimer				
Duke and S. Ingram Street	Restrict parking near mailbox	Parking Issue	Installed sign	Done
Duke and N. Pickett Street	Restrict parking on N. Pickett at corner of Duke St. to assist turning traffic	Parking Issue	Installed sign	Done
Duke St. and N. Jordan Street	Adjust traffic signal to permit right turn on red when southbound Jordan has a green light	Signalization	Request denied due to conflict with service road	Done
E-Mail from Marianne Ketels				
King Street Metro Station Area	Install sign directing people to Old Town (This is being responded to by staff)	Signage	Project work underway	Done by 8/00
E-Mail from Paul Linehan				
E. Monroe between YMCA, Simpson Statium/Giant /CVS	Speeding	Speeding	Police Responded	Done
	Pedestrian Safety	Pedestrian Concerns	Assigned to Traffic Engineering	3-6 months
	Need for pedestrian signal or stop sign	Signalization/Signage	Painted parking bays to narrow street	Done
Letter from Marta Mirecki				
Slater's Lane/GW Parkway	Request more green time for west bound traffic	Signalization	Retimed signals	Done

E-Mail re: 4600 Duke Street 4600 Duke Street	Adjust traffic signals to assist pedestrian crossing Install red light camera	Signalization/Ped. Concer Red Light Run	Changes in timing provided Police Responded	Done Done
Letter from Robert and Laura Plaze Cambridge Road	Speeding Heavy traffic volumes are dangerous for pedestrians Suggests traffic calming measures	Speeding Pedestrian Concerns Traffic Issues	Police Responded Assigned to Traffic Engineering Noted in files for Neighborhood Traffic Program	Done 3-6 months 6-9 months
E-Mail from Carol Ruckman Ledbetter/Helen	Requests 4-Way Stop signs	Four Way Stop	Consultant performed warrants analysis	review 3-6 months
E-Mail from Larry Stansbury Edsall Rd./Yoakum Pkwy./Whiting St.	Speeding Rolling stops	Speeding Police Issue	Police Responded Police Responded	Done Done
Memo from Jeffrey Willis Del Ray Area	Agree on goals to improve road safety, keep traffic flowing and avoid gridlock Maintain quality of life Create on street parking where possible	Traffic Issues Misc. Parking Issue	Noted in files for Neighborhood Traffic Program Noted in files for Neighborhood Traffic Program Assigned to Traffic Engineering	6-9 months 6-9 months 3-6 months
E-Mail from Quaker Lane Resident N. Quaker Lane and Duke Street	Install right turn lane for Quaker Lane traffic wishing to go west onto Duke	TES Issue	Assigned to Traffic Engineering	3-6 months
Upper King Street Harvard/King St.	Pedestrian push button on south side of King Street not working Red light running	Signalization Red Light Run	Reviewed by Traffic Engineering Police Responded	Done Done
West St./King St. King Street Metro Station Area	Green light for West Street is too short Pedestrian crosswalk dangerous even with flashing light	Signalization Pedestrian Concerns	Reviewed by Traffic Engineering Assigned to Traffic Division	Done 3-6 months
King Street/ Daingerfield Rd.	Signal needed to allow left turn from King St. to Daingerfield Rd.	Signalization	Assigned to Traffic Engineering	3-6 months*
Duke St./West Street	Violation of "NO LEFT" turn from east bound Duke to north bound West Street still occuring	Police Issue	Police Responded	Done

Letter from Loretta Britten King Street and 28th Street	Motorists playing radio so loud buildings shake - enforce noise laws	Police Issue	Police Responded	Done
King St. between I-395 and Beauregard Street	Better synchronization of traffic signals	Signalization	Signals retimed	Done
Letter from Paragon Assets Ltd. Partnership King St. between I-395 and Seven Corners King St. at old Jefferson Hospital King St. between N. Hampton and 28th Street	Better synchronization of traffic signals Remove traffic signal Westbound left turns dangerous to both east bound and west bound traffic	Signalization Signalization Traffic Issues	Retimed signals Put on flash except rush hour Assigned to Traffic Engineering	Done Done 1-3 months
Letter from Hunter Alexander King Street/Beauregard Street	Support for overpass at this location	TES Issue	Noted for files	Done
Bolling Brook Towers Condo Association King Street/Beauregard Street Study	Oppose any change other than improved signal coordination Enforce speed limit Install red light camera at King and 28th St. to deter red light runners Install no turn on red when pedestrians are present sign at 28th and King Street	Signalization Speeding Red Light Run Signage	Noted for files Police Responded Police Responded Assigned to Traffic Division	Done Done Done 1-3 months
Letter from Maureen Bader Route 7	Too many traffic lights Better synchronization of traffic signals More police patrol Oppose overpass	Signalization Signalization Police Issue TES Issue	Noted for files Retimed signals Police Responded Noted for files	Done Done Done Done
Letter from Efeson Hailu 28th and King Streets	Siren/Traffic Noise (disturbs baby) Lots of accidents	Misc. Misc.	Noted for files Assigned to Traffic Division	Done 3-6 months
Bolling Brook Towers Condo Association King Street Overpass Project	Oppose overpass	TES Issue	Noted for files	Done

Letter from Thomas Brooke Howard Jr. King Street/Beauregard St.	Remove traffic signal at old Jefferson Hospital	Signalization	Signal put on flash mode	Done
E-Mail from Mary Judkins King Street/Callahan/Russell	Request more green time for Russell and Callahan traffic	Signalization	Assigned to Traffic Engineering	Done
E-Mail from Peter Spencer King Street	Requests study on speeding, especially buses speeding	Police Issue	Police Responded	Done
Harvard Street	Wrong way drivers observed	Signage/Police Issue	Police Responded	Done
Harbor Terrace of Old Town Bashford Lane and Pitt, N. Royal, N. Fairfax and N. Abington Sts.	Streets are being used as major thoroughfares during rush hour	Traffic Issues	Noted for files on Neighborhood Traffic Program	9-12 months
	Negative impact on access/egress to parking lots/pedestrians	Traffic Issues	Noted for files on Neighborhood Traffic Program	9-12 months
	Speeding enforcement and stop sign enforcement needed	Police Issue	Police Responded	Done
Madison and St. Asaph Streets	Change lights to "blinking" mode on weekends/holidays	Signalization	Assigned to Traffic Engineering	9-12 months*
	Better street lighting	TES Issue	Assigned to Engineering	
	Enforce property owners to clean walkways	Misc.	Assigned to Maintenance	3-6 months
Letter from James G. Maxfield King/Beauregard Streets	Opposed to proposed overpass	TES Issue	Noted for files	Done
Letter from Lucille Ferraren King St. between I-395 and Dawes Avenue	Enforce speed limit	Speeding	Police Responded	Done
	Synchronize signals	Signalization	Retimed signals	Done
	Establish pedestrian friendly traffic patterns	Pedestrian Concerns	Changed striping	Done
King St./S. 28th St.	Install red light camera	Red Light Run	Police Responded	Done
King St./Park Center	Traffic from I-395 weaves over too many lanes to turn left to Park Center	Traffic Issues	Assigned to Traffic Engineering	6-9 months
4474 King Street (Dutch Girl Cleaners)	Cars leaving cleaners cross over double yellow lines blocking east-bound vehicles	Traffic Issues	Assigned to Traffic Engineering	6-9 months
Memo from Mona D. Brown King St./Jefferson Memorial Hospital (4600 King St.)	Traffic signal should dwell on King Street and only go red when traffic exits the hospital	Signalization	Signal put on flash mode	Done

North Hampton Dr./King St.	Traffic signal should dwell on King Street and only go red when traffic enters from North Hampton Dr.	Signalization	Change made to signal	Done
King St. between I-395 and Dawes Avenue	Synchronize all traffic signals	Signalization	Retimed signals	Done
King St./28th Street	Modify traffic signals to improve traffic entering King St. from 28th Street	Signalization	Retimed signals	Done
	Install red light camera to catch red light runners	Red Light Run	Police Responded	Done
	Install "NO TURN ON RED WHEN PEDESTRIANS ARE PRESENT" signs at both right corners	Signage	Assigned to Traffic Division	3-6 months



City of Alexandria, Virginia

**Department of
Transportation and Environmental Services**

P. O. Box 178 - City Hall
Alexandria, Virginia 22313



January 22, 1999

Mr. Rob Kuckro, President
Alexandria Federation of Civic Association
209 East Alexandria Avenue
Alexandria, VA 22301

Subject: Identification of Traffic Problems

Dear Association President:

The Alexandria City Council has instructed me to contact you to ask that you discuss with your members any traffic operations problems or concerns that they may have in your neighborhood. These could include red light running, speeding, cut through traffic, traffic signal synchronization, and other related items.

Densely urbanized areas such as Alexandria have over the years experienced growing traffic congestion brought on by a number of factors including increasing auto ownership, development, and commercial activity. This congestion has resulted in many arterials reaching the saturation point during several hours of each work day and in some cases in the off-peak commuting times. Driver frustration with these conditions has resulted in many traffic problems that we see every day.

While the City Council recognizes that it is a very far reaching problem for many communities, they would like to begin to address as many of Alexandria's traffic problems as possible. In order to accomplish this goal, they would like to have input of the residents who live with these situations day in and day out. If you would discuss this request with your members and provide me with your list of traffic problems and concerns, this would help greatly in getting this process underway. In responding, please try to be as specific as possible in identifying the location (by intersection or street blocks), the direction of traffic flow or which side of the street, the time of day and day of the week, and other similar information. This will assist our traffic personnel and Police Department in addressing your concerns.

I appreciate your attention to this request and I am hopeful that together we can make an impact on our traffic problems and concerns here in Alexandria.

Yours truly,

A handwritten signature in black ink that reads "Thomas F. O'Kane, Jr." with a stylized flourish at the end.

Thomas F. O'Kane, Jr., Director

EXHIBIT NO. 1*City of Alexandria, Virginia*17
4-27-99

MEMORANDUM

DATE: APRIL 22, 1999

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: VOLA LAWSON, CITY MANAGER *Vola Lawson*FROM: THOMAS F. O'KANE, JR., DIRECTOR, T&ES *TFOK*

SUBJECT: RECENT TRAFFIC CONTROL INITIATIVES

Issue: Further consideration of recent traffic control initiatives.

Recommendations: That the City Council:

1. receive the status report on City-wide traffic concerns and the tentative schedule of tasks;
2. approve the measures proposed for enhancement of the existing red light traffic camera sites;
3. approve the creation of a red light traffic camera site including the expenditure of \$15,000 from Red Light Camera Project revenue for the installation; and
4. approve the proposed work program and the tentative schedule for speed control and reduction on designated thoroughfares throughout the City.

Background:

Over the past several months, there have been extensive discussions about traffic concerns in the City. At City Council's January 12 legislative meeting, Council asked staff to begin a comprehensive approach to addressing traffic related matters throughout the City. Council also discussed several specific traffic related items. The first item involved contacting all the civic associations to get their feedback on neighborhood traffic problems. Council also discussed methods to enhance our red light camera program and to evaluate various arterial corridors with the goal to reduce the posted speed.

- I. **City-wide Traffic Concerns** - Council expressed a desire to approach community concerns about traffic issues in a more comprehensive manner and to address these concerns with some long-term solutions. The staff prepared a letter to the civic associations, a draft of which was reviewed by City Council, and the letter was forwarded to more than 80 civic and homeowner associations throughout the City on February 26, 1999. We requested that they discuss the letter with their members in order to involve as many residents as possible. The association representatives were asked to forward their concerns to T&ES by the end of April. Staff (Police and T&ES) will compile the concerns during May in anticipation of a City Council public meeting sometime in June. The following is a tentative schedule of tasks and products related to this item:

<u>Issue</u>	<u>Date</u>
▶ Staff (Police/T&ES) to compile community concerns	May
▶ City Council public meeting	June
▶ Staff to complete review and evaluation of concerns from the public meeting	September
▶ City Council discussion and consideration of an action plan	October
▶ Begin implementation	January 2000

It is difficult to determine the magnitude of the requests, but I expect the citizen concerns to range from problems that can be resolved quickly at low cost with limited study or analysis (trimming shrubs that block visibility, additional speed limit signs or pavement markings, installation of rumble strips, etc.) to more comprehensive and far reaching requests that could involve extensive data collection, surveys, and analysis to develop alternatives (street closings, creations of one-way streets, neighborhood traffic control program, etc.). Some options may require a significant capital investment in order to implement the control devices, such as the program that is currently in final design for the North East Civic Association area. The project estimate is approximately \$125,000 for the first phase which addresses traffic concerns on Powhatan Street from Slaters Lane to Second Street. Projects of this magnitude will have to be programmed as part of the annual CIP.

- II. **Red-light Camera Program** - Following City Council discussion on this program, staff met with Councilman Speck to discuss the details of two elements: 1) enhancement of the existing sites; and 2) creation of a red light traffic camera site at which the camera is inoperative, but appears to be in use, in order to measure the effectiveness of this approach.

A. **Enhancement of existing sites** - There are several enhancements that have been discussed relative to our 3 existing red light traffic camera sites. Based on this discussion with Councilman Speck, we are prepared to make the camera

fixtures more visible by painting the base, pole, and camera housing a bright color such as safety yellow to further identify the monitoring equipment. Also, for the second camera on South Patrick Street (which is actually a camera box without an operative camera), we will install a blinking light within the camera housing that simulates an activated camera to further alert motorists of our monitoring of red light running. This work should cost less than \$2,500 and can be absorbed within our operating budget. This work can be completed by the end of May.

- B. **Creation of a second site with a camera housing and no operative camera** - Also, based on our discussions, it appears that we can create a red light traffic camera intersection at Duke Street and West Taylor Run Parkway. This is a location where red light running can be a problem. The purpose of the installation would be to test the theory that warning signs and camera housing without an operative camera are a deterrent to red light running. Even without the installation of real cameras, the proposed installation is fairly involved. Warning signs with flashing yellow lights would be installed on Duke Street (two signs for each direction, one in the median and one on the right hand side), and one sign on West Taylor Run Parkway to alert motorists that there is surveillance of the intersection. It was also suggested that we advise the adjacent civic associations in writing of this new site. It is estimated that this installation (signs with flashing yellow lights, fake cameras with blinking lights, electrical connections and conduit) will cost about \$15,000 which cannot be absorbed in the operating budget. This will require approval by Council and an appropriation of funds by City Council.

With respect to the schedule, the fabrication of signs and cameras and their installation will take approximately 90 days. The length of time for the electrical conduit installation is the most uncertain element. In order to measure the effectiveness of this installation, surveys will have to be conducted prior to and after the installation is completed. The following is a tentative schedule of surveys and installation:

- | | |
|--|-------------|
| ▶ Staff (Police/T&ES) conduct survey of intersection | 3 days |
| ▶ Fabrication and installation | 90 days |
| ▶ (30 and 60 days after installation) two follow-up survey periods by staff | 3 days each |

- III. **Speed Control and Reductions** - There are two elements of this task, to study and evaluate selected locations for: (1) speed reductions on arterials from 35 mph to 25 mph; and (2) to measure the effectiveness of reducing the posted speed from 35 to 30 mph.

- A. **Speed Reduction from 35 mph to 25 mph** - the Police Department and Traffic personnel identified three locations where it may be appropriate to reduce the posted speed limit from 35 mph to 25 mph. There are a number of speed-related surveys that must be conducted to determine the appropriateness of any

speed reduction. The three arterials include Edsall Road near the City limits, Yoakum Parkway, and Stevenson Avenue near the City limits. Data will be collected from other arterials where the posted speed is 35 mph to provide background information and perspective on the arterials in general. Any proposed speed reductions would be considered by the Traffic and Parking Board, and their recommendations would be forwarded to City Council for consideration and action. If all three arterials are selected for speed reductions, the cost for sign fabrication and installation is estimated to be several hundred dollars which can be absorbed within the operating budget. The tentative schedule for the surveys, evaluation, City Council action, and installation of new signs is as follows:

- | | |
|---|------------|
| ▶ Staff (Police & T&ES) completed surveys and evaluation by | July |
| ▶ Report to City Council/recommendations | September |
| ▶ Implementation of changes | October |
| ▶ Post installation surveys (7 day, 30 days, and 90 day) | February |
| ▶ Report to City Council | March 2000 |

B. Installation of 30 mph Signs - It was City Council's desire to try a speed reduction on selected arterials from 35 mph to 30 mph in order to measure the effectiveness on travel speeds by making a minor adjustment to the posted speed. As with the proposed speed reductions to 25 mph in the previous section, a number of speed-related surveys must be conducted. These will be done in conjunction with the other speed surveys. The two candidate locations for this test are King Street from T.C. Williams to Janneys Lane and Seminary Road from Beauregard Street to Dawes Avenue. If these changes are implemented, the signs will cost several hundred dollars which can be absorbed from the operating budget. The same schedule of tasks will be followed as in the previous section.

Status of Other Transportation Projects - It is important for City Council to note that these 3 tasks will have an impact on the schedule of other transportation projects, studies, and programs currently underway or planned within T&ES. The results of the civic association surveys will determine the extent of the impact. If the focus shifts to the City-wide traffic concerns and there is a significant number of these requests, many of our other projects will be delayed. The staff currently has about 40 significant transportation and traffic-related studies underway or planned, but not yet started. These range in complexity from projects such as our City-wide traffic signal update and, the Woodrow Wilson Bridge design, to traffic safety studies on Filmore Avenue and Holmes Run Parkway.

This does not include the normal day to day transportation operations activities which involve requests for traffic control signs and signals, minor traffic studies and counts, accident evaluation, signal changes and upgrades, etc. However, many of these items are very time consuming and involve a significant level of citizen participation. Also, there is no listing of projects and programs underway in the Police Department that might be impacted by these 3 new priorities.

Fiscal Impact: For the various tasks outlined in this memo, the following addresses the anticipated fiscal impacts:

- I. **City-wide traffic concerns** - the costs will depend on the solutions and options that are ultimately selected and implemented. Installation of signs, pavement marking, and similar low cost traffic devices can generally be absorbed within the existing operating budget. However, more costly options will have to be programmed as part of the annual C.I.P.
- II. **Red light camera program**
 - A. **Enhancement of the existing sites** - the cost for painting the camera fixtures at 3 locations and installing the flashing light in the camera housing should cost less than \$2,500 and can be absorbed in our operating budget.
 - B. **Creation of a camera housing site at Duke Street and Taylor Run Parkway** - the sign and camera fabrication and installation as well as the installation of the electrical conduct and connections will cost approximately \$15,000 which will have to be allocated by City Council in June from revenue from the Red Light Camera Program. The staff will conduct the surveys with existing personnel and volunteers.
- III **Speed control and reductions** -
 - A. **Speed reduction from 35 to 25 mph** - the cost of fabrication and installation of new signs is estimated to several hundred dollars which can be absorbed within the operating budget.
 - B. **Trial installation of 30 mph speed limit signs** - depending on the number of locations where this test will be initiated, the new signs can probably be fabricated and installed for a few hundred dollars which can be absorbed within the operating budget.

Attachment: Letter to Civic Association

Staff: Michele Evans, Assistant City Manager
Lori Godwin, Director, F&ITS/OMB
Charles Samarra, Chief of Police
David Ruller, Deputy Director/Administration, T&ES
George Jivatode, Division Chief/Transportation, T&ES
David Jones, Traffic Signals Systems Engineer/Transportation, T&ES

February 26, 1999

Subject: Identification of Traffic Problems

Dear Association President:

The Alexandria City Council has asked me to contact you to ask that you discuss with your members any traffic operations problems or concerns that they may have in your neighborhood. These could include red light running, speeding, cut through traffic, traffic signal synchronization, and other related items.

Densely urbanized areas such as Alexandria have over the years experienced growing traffic congestion brought on by a number of factors including increasing auto ownership, development, and commercial activity. This congestion has resulted in many arterials reaching the saturation point during several hours of each work day and in some cases in the off-peak commuting times. Driver frustration with these conditions has resulted in many traffic problems that we see every day.

While the City Council recognizes that it is a very far reaching problem for many communities, they would like to begin to address as many of the Alexandria traffic problems that are within our control. In order to accomplish this, the council would like to have input of the residents who live with these situations day in and day out. If you would discuss this request with your members and provide me with your list of traffic problems and concerns, this would help greatly in getting this process underway. In responding, please try to be as specific as possible in identifying the location (by intersection or street blocks), the direction of traffic flow or which side of the street, the time of day and day of the week, and other similar information. This will assist our traffic personnel and Police Department in addressing your concerns.

I would appreciate it if you would forward your concerns to me by April 30, 1999. We will be scheduling a community meeting in late spring to discuss traffic issues. I hope that together we can make an impact on our traffic problems and concerns here in Alexandria.

Yours truly,

Thomas F. O'Kane, Jr., Director
Transportation & Environmental Services

cc: The Honorable Mayor and Members of City Council
Volta Lawson, City Manager

EXHIBIT NO. L

City of Alexandria, Virginia

12
6-8-99

MEMORANDUM

DATE: JUNE 3, 1999
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: VOLA LAWSON, CITY MANAGER *Vola Lawson*
SUBJECT: COMMUNITY TRAFFIC SURVEY RESULTS AND
TRAFFIC CONTROL INITIATIVES

ISSUE: Public testimony on traffic concerns and receipt of responses from the public related to the Citywide traffic survey.

RECOMMENDATIONS: That the City Council:

1. receive a summary of the responses to the Citywide traffic survey received to date;
2. provide an opportunity for civic association representatives to submit additional comments at the June 8 legislative meeting; and
3. discuss the status of our on-going traffic control initiatives.

BACKGROUND: At the City Council legislative meeting held on January 12, 1999, Council directed staff to initiate a more comprehensive approach to addressing traffic related matters throughout the City. Council requested that staff survey civic and homeowner associations in the City to elicit their traffic related concerns and to use the responses as a basis for formulating short term, intermediate and long term solutions to the problems identified.

A letter from the Director of T&ES was mailed to more than 80 civic and homeowner associations on February 26, asking for their input on observed traffic problems that were of concern to their members. The association representatives were asked to return their responses by April 30. Some 25 letters and e-mail correspondence have been received to date from association representatives and individual residents. In addition, staff has received a large number of telephone calls from the public in response to the letter.

At the April 27 Council meeting, Council approved a tentative work program and schedule (Attachment 1) for compiling, evaluating and responding to the community concerns

identified in the City survey. The schedule included a public meeting in June to review the preliminary findings of the community responses and to provide an additional opportunity for residents to submit comments. The 80 or more associations were notified in writing (Attachment 2) that Council had docketed this item for public discussion on June 8.

DISCUSSION: The 25 responses have undergone an initial staff review for categorization purposes only. Staff in Transportation and Environmental Services (T&ES) and the Police Department have compiled the preliminary findings in a summary format in Attachment 3. Staff has attempted to categorize the issues of concern by function, e.g., signal issues, parking concerns, speeding, signs, etc.

The responses include locally specific issues, e.g., pedestrian safety at certain intersections, requests to modify street signs, obstructed vision due to parking, etc., as well as broader community-wide concerns, e.g., speeding, red light running, and traffic volume. In general, the local issues tend to focus on the performance of the existing traffic infrastructure while the community-wide concerns pertain to enforcement issues. The most prevalent comments (in descending order) include speeding, signal timing/coordination, red light running, parking, commuter traffic and pedestrian safety.

Based on the work program approved at the April 27 Council meeting, staff in T&ES and the Police department will evaluate each request over the summer and develop a coordinated action plan to present to Council in October. The action plan will attempt to quantify the severity of the traffic problems identified, recommend intervention strategies, and establish regular procedures for handling existing and future traffic concerns in a comprehensive manner. Implementation will begin in January 2000.

In this evaluation process, any infrastructure maintenance items, e.g., replace bent sign, trim shrubs, signal malfunction, etc., will be handled as a regular work order request and completed within the normal repair schedule. These maintenance items will not be included in the action plan. Instead, the action plan will focus on those traffic issues that will require investments in new infrastructure or structural improvements e.g., new traffic signal, intersection redesign, neighborhood traffic control measures, etc., or for those items that will require modifications to existing City policy, e.g., street closings, new traffic patterns, etc. In this manner, the action plan is intended to provide a basis for prioritizing traffic projects and allocating limited resources based on citizen input, verifiable traffic data, and staff analysis.

Status of On-going Traffic Control Initiatives

Staff in T&ES and the Police Department are also engaged in a number of on-going traffic control initiatives that relate to many of the concerns included in the community responses to the City survey. The status of existing and new initiatives are as follows:

1. **Red Light Camera Program** - T&ES staff have been working to implement the measures designed to highlight the presence of the red light cameras at the existing intersections (flashing light on camera, new paint scheme, new signs). Completion

of these tasks has been delayed pending authorization from the camera vendor to paint the camera housing and the need to install new electric conduit to power the flashing light. This work will be completed by July 1.

In addition, T&ES and Police staff have been collecting data to gauge the extent of red light running at the intersections under consideration for installation of a mock camera in order to measure the impact of the camera on the rates of red light running before and after installation. Installation of the mock camera is on-schedule with an expected completion date of August 1.

2. Traffic Signal Optimization - The installation of the new traffic control computer is approximately 90% complete. At this time, all of the intersections that were tied in to the old mainframe traffic control computer have been transferred over to the new computer system. This system is significantly more flexible and will enable much more fine tuning of the signal coordination system to better optimize signal timing throughout the City. The final phases of the project will include integrating those intersections that were never connected to the computer system and is expected to take another year of field work. In the meantime, signal phasing adjustments at existing intersections have begun and have already started to yield benefits in certain corridors of the City.

3. North-East Traffic Improvement Plan - For nearly 3 years, staff in T&ES have worked with the members of the North-East Citizens' Association to develop a traffic improvement plan that responds to the concerns of their neighborhood. Council included \$125,000 for implementation of this plan in the FY99 CIP. On April 14, 1999, the Civic Association unanimously endorsed the design plan prepared by the City and construction began on Powhatan Street in early May. The current work should be completed by the middle of June.

4. Smart Trailers - The City owns 2 "Smart Trailers" purchased by T&ES and the Police Department to deter speeding in problem areas. The units are positioned along the public right of way adjacent to the street and visually display the speed of vehicles as they approach the trailer. The units also record observed vehicle activity, e.g., vehicle speed, traffic volume, time of day, etc., in a database which is instrumental in gauging the severity of the speeding problem and developing effective response strategies. As a result, the Police have been able to expedite their "enforcement" response to public requests.

According to the Police Department, this equipment has been well received by the public and has proven to be very effective in reducing incidents of speeding. These mobile computerized units have expanded police enforcement capability at a very low cost and complements the work of the radar crews as they are able to cover more area with the same number of personnel.

5. Radar Enhancement - The Police Department is currently testing several different devices that use laser technology to record vehicle speed. These devices permit the officer to detect speeds at long range with greater accuracy than existing radar technology. The Police intend to purchase one of these devices in early summer.

6. Red Light Signal Indicator - In response to restrictions on ticket writing authority imposed by the courts for red light violations, T&ES staff have installed a red light indicator on the back of a test signal that gives Police officers positioned after the intersection a definitive indication of the when the light turns red at lights that would have otherwise been obstructed from their view. If this installation proves effective at the test intersection, it could be used at any signalized intersection where it is difficult for Police to position officers and ticket offenders.

7. Speed Reduction Measures - This is one of the traffic control tasks that Police and T&ES staff are currently compiling data for in order to evaluate select locations targeted for possible reductions in posted speeds. The data collection is underway and staff is on-schedule to report to Council in the fall with recommendations for changes in speed limits on the designated thoroughfares.

8. "Real Time" Video Traffic Camera - T&ES staff are testing an experimental traffic monitoring camera at the intersection of Patrick and Franklin Street. The camera provides traffic signal personnel direct access to real time data (video images) of traffic conditions which when combined with the expanded capabilities of the new computer signal system could be used to make adjustments to signal phasing that would respond to changing field conditions and optimize traffic flow. This particular camera is different from previous products in that it utilizes the existing traffic communications network and therefore does not require an expensive upgrade to fiber optic cables. To date, the results have been very promising.

9. Safe Communities - In January, Mayor Donley asked the Police to evaluate the Safe Communities Program which is designed to reduce traffic related injuries and improve traffic safety. The Police department conducted a complete evaluation of this program and the tables on accident data are contained in Attachment 4. According to the program evaluation criteria, Alexandria rated very favorably with the lowest fatality rate among Virginia cities (0.02 per 1,000 licensed drivers) and the lowest injury rate (11.9 per 1,000 licensed drivers) of the six major cities of 100,000 population or more. Alexandria ranked 11th lowest in injury rates among the 40 Virginia cities reported.

The Police concluded that based on the Safe Communities Program criteria, Alexandria is a comparatively safe city among other Virginia municipalities. The cooperation among the various departments (Police, Fire, T&ES) has enabled the City staff to evaluate traffic-related concerns quickly and effectively. The data suggests that staff efforts have led to a reduction in traffic-related injuries from 3.6% from 1997 to 1998.

The Safe Communities Program is designed to help communities identify issues associated with high rates of motor vehicle related injuries and fatalities by forming partnerships with those agencies best equipped to develop and implement preventive measures. It is not anticipated that by joining the NHTSA's Safe Communities Program that there would be any significant reduction in the current injury and fatality rates because many of their programs are already in place in Alexandria. However, if Council would like for staff to explore this program further, we can conduct additional research, including contacting participating jurisdictions.

10. Sunset Drive Traffic - Councilman Speck asked that staff to investigate methods for controlling vehicles that make illegal turning movements from Sunset Drive to King Street, blocking westbound traffic on King Street. Police and T&ES staff have observed the operation of the intersection. The Police will continue to monitor the intersection and issue tickets for violations that they observe. From a traffic standpoint, the best potential for adjusting the intersection will occur when this section of King Street from Russell Road to Commonwealth Avenue is widened and upgraded by VDOT as part of the current Six-Year Program.

FISCAL IMPACT: The fiscal impacts for the tasks outlined in this memo remain as noted in the previous memo presented to Council on April 27.

ATTACHMENTS:

1. April 27 Docket Item, "Recent Traffic Control Initiatives"
2. May 28 Letter to Civic Associations Advising of the June 8th Council discussion
3. Summary Chart of Transportation Concerns
4. Evaluation Tables of Safe Communities Program

STAFF: Thomas F. O'Kane, Jr., Director, T&ES
Lori Godwin, Director/OMB, F&ITS
Charles Samarra, Chief of Police
Michele Evans, Assistant City Manager

EXHIBIT NO. 1*City of Alexandria, Virginia*19
6-22-99

MEMORANDUM

DATE: JUNE 17, 1999

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: VOLA LAWSON, CITY MANAGER *Vola Lawson*

SUBJECT: CONTINUATION OF DISCUSSION OF TRAFFIC CONCERNS

ISSUE: Continuation of discussion of traffic concerns in the City.

RECOMMENDATION: That City Council receive this report.

BACKGROUND: At the June 8 City Council legislative meeting Council received public testimony concerning traffic issues throughout the City. Council asked staff to prepare a list of traffic items, requests, and projects that could be resolved and /or completed during the months prior to the projected January 2000 implementation of our work program. Police and Transportation and Environmental Services staff have discussed their work load and priorities for the next few months and developed a list of activities and tasks that we will proceed with in the coming months. This includes concerns about speeding and red light running as well as day-to-day operational items that need to be acted on to address safety issues.

Speeding and Red Light Running

There were a number of concerns about speeding and red light running raised in the letters from civic associations and the citizen testimony on June 8. Police Department staff are compiling the requests and will address them over the summer. We will include a summary of the locations monitored and the citations issued when we report back to Council in the fall.

As we discussed in our June 8 docket memorandum, Police staff will continue to use the "Smart Trailer" in key locations around the City and compile and analyze the data obtained from this device. The Police Department will continue to use its radar equipment throughout the City, and additional radar equipment has been acquired by the Department. Forty-three radar units are assigned to the Patrol Division, three radar units are assigned to the Community Support section, and seven radar units are assigned to Traffic. Radar can now be used on all three Police Department shifts, seven days a week. This will enable the Department to address the requests that we have received from the civic associations over the summer.

We are also looking into ways to communicate information about intersections which have high numbers of vehicle accidents, in our effort to alert the public about traffic safety concerns.

Traffic Safety and Parking Issues

The Transportation and Environmental Services staff will continue to do the following on an ongoing basis and will address the items that were highlighted in the letters from the civic associations:

- ▶ continued repair/replacement of damaged or missing traffic control devices (signs, poles, signals, walk lights, etc.)
- ▶ continued restriping of pavement as part of annual maintenance or upon request
- ▶ continued traffic signal maintenance (timing, malfunction, bulbs out, etc.)
- ▶ continue to process requests for on-street parking (loading zones, changes to time limits, handicapped parking, etc.)

Ongoing Traffic-related Tasks

With respect to other specific projects, the following is a list of ongoing tasks that are traffic related besides the City-wide traffic concerns that will be compiled over the summer:

- ▶ complete the red light camera enhancement program and complete the installation of a "non-operative" red light camera at a new location (July)
- ▶ complete the surveys and prepare a report with recommendations to City Council on roadway segments for speed reductions from 35 mph to 25 mph and from 35 mph to 30 mph as a test (September)
- ▶ continue the installation of the new upgraded traffic signal equipment throughout the City (Phase I complete in Nov. 1999; Phase II to begin in Jan. 2000)
- ▶ complete the intersection studies and any necessary installation in response to requests received prior to the initiation of the City-wide program.

Completed Projects

We have already completed the following installations at:

- West and Oronoco (4 way stop signs)
- Van Dorn/ Eisenhower (additional turn lanes)
- Fillmore/Rosser (4 way stop signs)
- Fillmore/Stevens (4 way stop signs)
- Dawes/Rosser (4 way stop signs)
- Glendale/Commonwealth (street closure)

Intersections Under Evaluation/Review

The following intersections are being evaluated by staff and the community:

- Holmes Run Parkway/N. Pickett (plan incomplete at this time)
- Ft. Williams/Ft Worth (plan incomplete at this time)
- Ft. Williams/Dearborn (plan complete; under review)

Other Traffic and Transportation Studies and Projects

There are a number of other traffic and transportation studies and projects that will also be underway throughout this time period:

- Woodrow Wilson Bridge - monitor and participate in four design and construction committees
- King Street Station Area Improvements
 - Pedestrian study priorities
 - VDOT underpass improvements (Russell-Commonwealth)
 - Intersection changes
 - Union Station improvements
- Urban Transit Study
- Northeast Neighborhood Traffic Plan Phase II
- I-395/Seminary Road/Winkler Access Study
- Bradlee Shopping Center/King Street Traffic Access Study
- VDOT King/Beauregard Study
- VDOT Braddock Road Underpass Project
- PTO/Carlyle Project
- Potomac Yard Project (to be docketed for Council consideration in September)
- VDOT Van Dorn Intersection Study
- Mill Road Phase II Design (Telegraph - Eisenhower)
- Telegraph Road Traffic Analysis (Duke to Beltway)
- Warwick Village Miscellaneous Traffic Plans (including Landover pedestrian access project)

- ▶ Southern Potomac River Crossing
- ▶ Jamieson extension from Holland to West
- ▶ Fillmore Avenue Street Design

As staff mentioned at Council's June 8 legislative meeting, requests that are contained in the recent correspondence from the civic associations and individuals that require data collection and analysis will be compiled as part of the prioritized action plan to be discussed by City Council in October, with implementation to begin in January 2000. Such requests received from now on will be incorporated into the priority list and processed accordingly. If a request is determined by staff to have an immediate need it will be processed as a priority.

Staff:

Thomas F. O'Kane, Jr., Director, T&ES
Charles Samarra, Chief of Police
Michele R. Evans, Assistant City Manager

CITY MANAGER'S OFFICE
ALEXANDRIA, VA
AUG 29 1999 3:56

Alexandria Police Department

MEMORANDUM

DATE: AUGUST 29, 2000

TO: PHILIP G. SUNDERLAND, CITY MANAGER

FROM: CHARLES E. SAMARRA, CHIEF OF POLICE *Chamorro*

SUBJECT: TRAFFIC CONCERNS AND TRAFFIC CALMING MEASURES

This memorandum is intended to address concerns raised pertaining to traffic throughout the City. Police staff, and staff from Transportation & Environmental Services (T & ES), have been collaborating on various issues raised by City Council members and citizens.

NATURE OF THE PROBLEM

At the regular City Council meeting on January 12, 1999 a plan was devised to solicit information about traffic problems from the various civic associations throughout the City. T&ES compiled a listing of the various locations and types of complaints and, from that list, the Police Department developed a matrix identifying the location and type of complaint (Attachment A).

Traffic issues are typically complex in nature. Some problems can be addressed through enforcement while others are clearly design and engineering matters. Many issues are not solved simply by assigning police officers to conduct selective enforcement activities because staffing a particular location every day on a long-term basis is not feasible.

To effectively address the traffic situation, we must consider the many variables that create the problem (such as traffic volume, design/engineering, and development) and develop a plan of action that will consider all possible solutions. This will require the Police and T & ES to continually exchange ideas on how to approach and achieve a positive result on a given problem.

TRAFFIC MANAGEMENT PLAN

The Police Department has recently developed a Traffic Management Plan to address the traffic problems noted on the current matrix and those that come to our attention in the future. This Traffic Management Plan will identify how issues can be most effectively handled, assign responsibility for coordinating the department's response, and provide ongoing enforcement to known problem areas. This plan will also provide a mechanism to contact persons who originally called to register a complaint, giving them feedback on the police response to their complaint, including an approximation of the time devoted and the number of Virginia Uniform Summonses (VUS) issued, if any.

TRAFFIC CONCERNS AND TRAFFIC CALMING MEASURES

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Citizen complaints about traffic issues are generally referred to a supervisor or a commander. Under the Traffic Management Plan, the person receiving the complaint will evaluate whether it rises to the level that would require some type of monitored response. If so, the supervisor or commander will refer the complaint to the Traffic Unit Supervisor, who will determine the appropriate level of response.

The Traffic Unit Supervisor will be responsible for reviewing significant traffic issues to determine the nature and location of the problem, as well as the most likely times of occurrence. He will ensure that the issues are evaluated for other factors outside the enforcement spectrum, thereby determining if design/engineering factors need to be considered. The Traffic Unit Supervisor will maintain liaison with T&ES to exchange information relating to design/engineering issues. He will also keep all Patrol Shifts informed on the current status of traffic concerns citywide, thereby maximizing enforcement efforts.

Matters that require follow-up will be assigned to one of the following categories:

- *Directed Traffic Enforcement (DTE)* – assigns issues for follow-up by a selected unit or units for a specific time frame (usually restricted to seven days). Enforcement during DTE will be conducted daily for the specific duration of the enforcement effort, as staffing permits. Issues assigned to DTE are evaluated for design improvement recommendations. The Commander of the unit designated to conduct DTE at a particular location will ensure daily assignments, unless prohibited by staffing concerns. The complainant will be contacted initially and told their complaint falls into this enforcement category, and then contacted again to be told the results of our enforcement efforts.
- *Selective Traffic Enforcement Program (STEP)* – issues assigned to STEP receive ongoing enforcement, preferably at least once weekly. Selection for STEP is based on the location's history for complaints, violation rates, and accidents. All enforcement units in Patrol and in the Traffic Unit will be aware of STEP codes in their assigned areas and will make them a priority traffic enforcement issue on a continuing basis. Commanders will ensure that copies of STEP code listings are included in each appropriate Beat Packet (small document packet containing priority issues for each beat) and will periodically stress in roll calls the need for officers to regularly take enforcement action on STEP codes within their areas of responsibility. Commanders assigning officers to periodic special traffic enforcement efforts (e.g., targeted overtime funds or grant-funded traffic enforcement programs) will utilize the STEP codes to ascertain the most appropriate locations for such assignments. Citizens will not be routinely contacted with results from this ongoing enforcement category, since this category often results from multiple complaints, but may call in to the Traffic Unit Supervisor for enforcement updates.
- *Routine Traffic Enforcement* – issues that require enforcement but do not have significant numbers of violations or accidents to warrant more intensive scrutiny, as in the case of Selective or Directed Traffic Enforcement. Officers on routine patrol typically handle these issues. No follow-up response to citizens is required. Requests from citizens, other City agencies, and internal requests for general enforcement information about a particular location should be referred to the Traffic Unit Supervisor for an appropriate response.

TRAFFIC CONCERNS AND TRAFFIC CALMING MEASURES

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Another feature of the plan is the creation of a traffic management database program, not unlike the Beat Profile Program currently in use. This database is being developed to enable us to account for activity generated from selective and periodic enforcement. This database will make it possible for the department to respond to inquiries for current information pertaining to complaints about traffic offenses registered by citizens. Automated Systems staff has recently developed a data retrieval method enabling us to obtain current information pertaining to accident locations and VUSes issued. While these methods are still being perfected, we now feel that we are able to respond to requests for enforcement information and accident locations more efficiently. We plan to produce regular monthly reports for Patrol Commanders to use when planning targeted enforcement efforts.

The Traffic Unit Supervisor will establish follow-up contact with the person making the initial complaint to gather all essential elements necessary to prioritize our enforcement response, thereafter informing the citizen of the expected level of enforcement. In the case of a Directed Traffic Enforcement location, the Traffic Unit Supervisor will again contact the complainant after the DTE has been concluded, for the purpose of conveying the results of our efforts. If our results have been minimal (or none at all), based on the time expended, the citizen would be informed that the location in question will be converted to a Routine Traffic Enforcement location. If our results indicate an ongoing problem, the DTE could be extended for an additional period of monitored daily enforcement, or it could be converted to a STEP location for continuing enforcement.

In short, this plan:

- 1. fixes responsibility for review and assignment of traffic complaints,**
- 2. requires consideration of the impact of highway design and engineering,**
- 3. defines a method for assessing priorities,**
- 4. establishes a means of providing for almost continuous enforcement in problem areas,**
- 5. creates a specific database to track traffic activity,**
- 6. and provides for feedback to citizens.**

The traffic concerns listed in the matrix entitled City Council Issues (attachment A) have been prioritized according to the above definitions and have been divided between two tables: Resolved Issues 2000 (attachment B) and Enforcement Priorities 2000 (attachment C). All of the issues noted in the original matrix have been classified and are being handled accordingly.

I am confident that this systematic approach will allow the Police Department to handle traffic complaints more efficiently and provide for significantly improved documentation.

TRAFFIC CONCERNS AND TRAFFIC CALMING MEASURES

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TOP 20 ACCIDENT REPORT SUMMARY

The monthly Top 20 Accident Location Summary identifying the most accident-prone locations in the City was discontinued in early 1999, in preparation for conversion to a Windows-based, Y2K-compliant system. Automated Systems staff recently succeeded in producing two new versions of that report (Attachment D). The Traffic Unit Supervisor will ensure that an updated Accident Summary Report is issued by the second Wednesday of every month. He will also include a list of any new Directed Traffic Enforcement issues and STEP codes for use by Patrol Commanders when staffing targeted or special enforcement efforts.

SPECIAL TRAFFIC ENFORCEMENT TECHNOLOGIES

- The department continues to deploy the Speed Trailer (aka Smart Trailer) in response to complaints and for survey work. The trailers are used to remotely measure speed of passing vehicles and give a visual speed indication to motorists. We currently have two trailers in use and we are preparing a request to purchase additional units. The Smart Trailers are one of the most effective speed control tools we have. We are presently getting more requests for the Speed Trailers than we are getting for Radar enforcement.
- Laser speed detection (LIDAR) has been in use since August of 1999. As predicted, it has opened up an entirely different avenue for speed enforcement. It will not replace Radar but it provides us with an effective tool to enforce in higher volume, multi-lane roads. Previously, the only way we could do this was to use a calibrated police car to obtain a pace on a violator. LIDAR provides obvious advantages.

SPECIAL ENFORCEMENT PROBLEMS

The obvious focus in the City, and in other localities around the region, has been on drivers who disregard traffic signals, particularly red lights. Unfortunately, red light violations are one of the most difficult violations for us to enforce. Our judges require that an officer be able to testify to seeing the lights facing the violating driver in order to establish a conviction for disregarding the red phase. It is often difficult, particularly in heavy traffic, for officers to find a location that allows them to watch for this type of violation.

We have tested three devices to alert an officer positioned away from an intersection that the red phase has been activated on a light facing away from the officer. It is likely that one or another of these devices may be utilized, depending on the configuration of a particular intersection. The Traffic Unit Supervisor has discussed the use of these devices with the General District Court Judges. Their response was favorable. The Traffic Unit Supervisor will identify specific locations where these devices can be used and coordinate installations with T&ES staff.

TRAFFIC CONCERNS AND TRAFFIC CALMING MEASURES

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We also may choose to use two-officer teams for enforcement activities at locations that present particularly difficult enforcement situations. For example, Duke and Dulaney during the morning rush hour is a difficult enforcement location because of the obvious traffic congestion. One officer could be positioned in an unmarked car on Dulaney, watching for red light and turning movement violations, thereafter notifying another officer positioned about one block east of that location. The second officer could motion the offending vehicle out of traffic into a parking lot, thereby avoiding creating an obstruction to the efficient flow of traffic.

SUMMARY

There are more registered vehicles in the City now than at any point in our history and we expect that upward trend to continue. More vehicles mean more congestion, more frustration, more violations, and more demands for increased enforcement. The ready availability of cell phones adds a new element to the equation. We now receive a number of calls each shift from cell phone callers demanding enforcement for traffic infractions they have observed during their travels to and from their destinations.

Commanders are expected to make the best use of their resources. Most of a Patrol Officer's on duty time is consumed responding to calls for service, investigating offenses and accidents, and documenting offenses in one report form or another. Our first priorities during uncommitted time are detection and suppression of criminal activity through preventive patrol. Officers are expected to find time to enforce traffic violations on their beat, either through observation at the locations specified as frequent accident locations, or by assignment to special traffic enforcement details (HOV lanes, radar details, etc.).

We have recently initiated a series of joint meetings with key personnel from the T & ES and Police departments, to facilitate discussions about enforcement and engineering issues that affect traffic throughout the City. An example of an engineering change that can affect both public safety and citizen perceptions about the need for increased enforcement is the timing of the various color phases on traffic lights. Increasing the yellow phase can provide more time for traffic to stop before the red phase is activated, particularly at locations with 35-MPH limits. Extending the all-red phase can ameliorate the problem of citizens seeing a car entering the intersection after their light has turned green.

We will be encouraging all police employees to participate in our efforts to make the City of Alexandria a safer place to travel. Specifically, we will be asking employees to note dangerous conditions, lighting phases disabled or not working in proper synchronization, shrubs or trees obscuring traffic control devices, and other traffic-related conditions. We are considering the most efficient way of conveying this information to the appropriate City agencies and will be discussing these and other issues in our upcoming meetings with representatives from T & ES. In closing, with the implementation of the Traffic Management Plan discussed herein, we feel much more capable of responding to the emerging traffic conditions facing the City for the immediate future.

City Council Traffic Issues Reported In 1999

LOCATION	SECTOR	ISSUE	ORIGIN	STATUS
Bashford Ln	1	Speed	Harbor Terrace of Old Town Condo Association	Patrol expended 18 staff hours and issued 5 summonses during second quarter 1999.
N. Pitt St.	1	Speed, Stop Signs	Harbor Terrace of Old Town Condo Association	No previous complaint or accident history. Assigned to Traffic Unit for followup.
N. Royal St.	1	Speed, Stop Signs	Harbor Terrace of Old Town Condo Association	
N. Fairfax St.	1	Speed, Stop Signs	Harbor Terrace of Old Town Condo Association Old Town North Community Assoc.	
W. Abingdon Dr.	1	Speed	Harbor Terrace of Old Town Condo Association	Regular enforcement by Traffic Unit & Patrol. Traffic Unit issued 39 summonses for speed in 1999.
E. Abingdon Dr.	1	Speed	Harbor Terrace of Old Town Condo Association	Traffic Survey conducted by Speed Trailer 9/15/98. Low violation percentage indicated.
Bellvue Pl. (Private Rd.)	1	Cut Through Traffic	Pitt St. Station Home Owners Assn.	Cut Through Traffic is not a violation. Traffic Unit to contact H.O.A.
Duke & West St.	1	Official Sign Violation No Left Turn	Upper King Neighborhood Civic Association	Regularly enforced by Traffic Unit & Patrol. Traffic issued 58 summonses in 1999.
Edsall Rd	4	Rolling Stops	Larry Stansbury (e-mail)	There are no Stop Signs on Edsall Rd.
Yoakum Pkwy.	4	Rolling Stops	Larry Stansbury (e-mail)	Assigned to Traffic & Patrol for followup.
Whiting St.	4	Rolling Stops	Larry Stansbury (e-mail)	There are no Stop Signs on Whiting St.
First & Pitt St.s	1	Illegal Driving Behavior ?	Old Town North Community Association	Assigned to Traffic Unit to assess problem.
Wythe & N. Fairfax St.s	1	Illegal Driving Behavior ?	Old Town North Community Association	
Second & N. Fairfax St.s	1	Illegal Driving Behavior ?	Old Town North Community Association	

Prepared by Sgt. Paul Story August 29, 2000 based on information provided by T&ES

Attachment A

Ft. Williams Pkwy.	3	Cut Through Traffic, Speed, Tailgating	Seminary Hill Association Inc.	Speed Trailer surveys conducted: 3/29/99, 10/9/98, 3/26/98, 12/16/97. Periodic radar enforcement by Traffic & Patrol yielded less than 10 violations in 1999.
Hume Ave. & Dewitt	2	Red Lights	Mt. Jefferson Civic Association	There is one Stop Sign on N/B Dewitt at Hume Ave. No crash history: '97 or '98. One crash in '99.
King St. & 28 th	4	Loud Car Radios	Loretta Britton (Letter)	Handled on case by case basis as complaint is received.
N. Howard bet. Seminary Rd. and Braddock Rd.	3	Speed, Tailgating	Seminary Hill Association	Traffic Unit has issued 5 summonses for violations in 1999.
N. Quaker Ln.	3	Speed, Tailgating	Seminary Hill Association	Traffic Unit has issued 146 summonses in 1999. Speed Trailer set up: 3/16/99, 1/27/99, 1/25/99, 1/29/98, 2/12/98. This road is targeted for LIDAR enforcement.
N. St. Asaph St.	1	Cut Through Traffic, Speed, Stop Signs, Double Parking	Shad Row Homeowners Association	2 Traffic Officers detailed in May, 1999. Time expended 12 hrs. No violations.
Route 7	?	More Police Patrol	Maureen Bader	Not Specific
Seminary Rd. bet. Quaker Ln. & I-395	3	Speed, Tailgating	Seminary Hill Association	Periodic radar enforcement by Traffic Unit yielded 12 summonses in 1999. Speed Trailer set up: 3 times in '98 and once in '99. Is targeted for LIDAR enforcement.
Seminary Rd. West of Beauregard	4	Manage traffic through more police presence.	Seminary West Association	Seminary Rd. is a main route for Police servicing the neighborhoods in this area.
Seminary Rd. & Echols	4	Red Lights	Seminary West Association	Patrol expended 2 hours and Traffic Units expended 2 hours during third qtr. CY 99. Six summonses issued (all to residents living in neighborhood).
St. Stephens Rd.	3	Speed, Tailgating, Stop Signs	Seminary Hill Association	Traffic Unit Supervisor and Liaison Officer for this neighborhood has personally expended at least 12 hours between '98 & '99. Two speeding violations issued.
N. Garland St.	3	Speed, Tailgating, Stop Signs	Seminary Hill Association	
Ft. Worth Ave.	3	Speed, Tailgating, Stop Signs	Seminary Hill Association	
Trinity Dr. east of N. Quaker	3	Cut Through Traffic	Seminary Hill Assoc.	Traffic Unit Assigned to assess violation.

4600 Duke St	3	Install Photo Red Light Camera	e-mail re: 4600 Duke St.	Installation of Photo Red is a Council Issue. Red Light enforcement assigned to Patrol.
Duke & Dulany	1	Speeding	Carlyle Towers	The Traffic Unit issued 118 summonses for various violations in 1999. The intersection is monitored weekly by Patrol & Traffic Units.
Duke & Dulany	1	Red Lights, Install Red Light Camera	Carlyle Towers	Installation of Photo Red is a Council Issue. Red Light enforcement assigned to Patrol.
E. Monroe & Mt. Vernon	2	Red Light Violations	Del Ray Newsletter	Assigned to Patrol
Harvard & King St.	1	Red Light Violations	Upper King St. Neighborhood Civic Assoc. (e-mail)	Assigned to Patrol
King St. & Beauregard	4	Red Lights, Install Red Light Camera	Bolling Brook Towers Condo Assoc.	Installation of Red Light Camera is a Council Issue.
King & 28 th	4	Red Lights, Install Red Light Camera	① Lucille Ferraren ② Seminary Hill Assoc.	Installation of Red Light Camera is a Council Issue. Red Light enforcement assigned to Patrol.
N. St. Asaph & Pendleton	1	Red Lights	Shad Row Homeowners Condo Assoc.	2 Traffic Officers detailed in May, 1999. Time expended 12 hrs. No violations.
N. Washington & Bashford	1	Red Lights	Old Town North Community Assoc.	Patrol expended 18 staff hours and issued 5 summonses during second quarter 1999.
N/B exit from I-395 to Seminary	4	Red Lights	Brookville Seminary Valley Civic Assoc.	Assigned to Patrol & Traffic
Rt. 1 & E. Monroe St.	2	Red Lights	Del Ray Newsletter	Assigned to Patrol & Traffic
Rt. 1 & E. Monroe St.	2	Speed	Del Ray Newsletter	Traffic Units are regularly assigned. 65 summonses issued this year (mostly for speed). Speed Trailer surveys conducted: 6/11/99, 5/10/99, 11/20/98, 11/17/98, 6/11/98.
Seminary bet. N. Quaker & I-395	3	Red Lights	Seminary Hills Assoc.	Assigned to Patrol & Traffic
Seminary Rd. & Library Ln.	3	Red Lights	Seminary Hills Assoc.	
Seminary Rd. & N. Jordan	3	Red Lights	Seminary Hill Assoc.	

Seminary Rd. & Library Ln.	3	Speed	Seminary Hills Assoc.	Assigned to Traffic (LIDAR)
N. Royal & Third St.	1	Parking Too Close To Corner	Old Town North Community Assoc.	Referred To Parking Unit
Cambridge Rd.	3	Speed	Robert & Laura Plaze	At least 24 staff hours expended by Traffic Officers since July, 1999. 7 summonses issued for speed and stop signs.
E. Clifford	2	Speed	Mt. Jefferson Civic Assoc.	Assigned to Traffic for survey
E. Laverne	2	Speed	Mt. Jefferson Civic Assoc.	Assigned to Traffic for survey
E. Monroe (300-400 blks.)	2	Speed	① Del Ray Newsletter ② Paul Lineham	Traffic Units are regularly assigned. 65 summonses in 1999 (mostly for speed). Speed Trailer surveys conducted: 6/11/99, 5/10/99, 11/20/98, 11/17/98, 6/11/98.
Edsall Rd.	4	Speed	Larry Stansbury (e-mail)	12 separate Speed Trailer surveys were conducted in February, 1999 on these roads and Edsall Rd. to evaluate the need for speed reduction and enforcement. Low violation rate indicated.
Yoakum Pkwy.	4	Speed	Larry Stansbury (e-mail)	
Whiting St.	4	Speed	Larry Stansbury (e-mail)	
Filmore Ave.	4	Speed	Seminary West Civic Assoc.	A Stop Sign was installed at Filmore Ave. & Stevens to curb speed. 3 hours of radar enforc. yield one summons since June, 1999.
Duke & Ft. Williams	3	Speed	Seminary Hill Assoc.	Traffic Eforcement expended 6 hours of staff time in Sept. 1999. 5 summonses issued.
King St. west of I-395	4	Speed	① Lucille Ferraren ② Bolling Brook Towers Condo Assoc.	The Traffic Unit has issued 273 summonses at various locations on King St. in 1999.
King St. & Beauregard	4	Speed	① Lucille Ferraren ② Bolling Brook Towers Condo Assoc.	
Pegram St. bet. Polk & Richenbacher	4	Speed	Brookville Seminary Valley Civic Assoc.	Traffic Unit has expended 12 staff hours and issued 1 summons. Four Speed Trailer surveys conducted in 1998 and one so far in 1999.

Resolved Issues 2000

LOCATION	SECTOR	ISSUE	ORIGIN	STATUS
Bellvue Pl. (Private Rd.)	1	Cut Through Traffic	Pitt St. Station Home Owners Assn.	Cut Through Traffic is not a violation. Traffic Unit to contact H.O.A.
E. Clifford Ave.	2	Parking Violations: Double Parking, Time Restrictions	Mt. Vernon Civic Association	Referred to Parking Enforcement and <i>Routine Traffic Enforcement.</i>
Edsall Rd	4	Rolling Stops	Larry Stansbury (e-mail)	There are no Stop Signs on Edsall Rd.
Yoakum Pkwy.	4	Rolling Stops	Larry Stansbury (e-mail)	No accident history. <i>Routine Traffic Enforcement.</i>
Whiting St.	4	Rolling Stops	Larry Stansbury (e-mail)	There are no Stop Signs on Whiting St. Intersections are controlled by traffic lights. <i>Routine Traffic Enforcement.</i>
Hume Ave. & Dewitt	2	Red Lights	Mt. Jefferson Civic Association	There is one Stop Sign on N/B Dewitt at Hume Ave. Low or no accident history: '97, '98, and '99. <i>Routine Traffic Enforcement.</i>
King St. & 28 th	4	Loud Car Radios	Loretta Britton (Letter)	<i>Routine Traffic Enforcement.</i>
N. St. Asaph St.	1	Cut Through Traffic, Speed, Stop Signs, Double Parking	Shad Row Homeowners Association	2 Traffic Officers detailed in May, 1999. Time expended 12 hrs. No violations. <i>Routine Traffic Enforcement</i>

Prepared by Sgt. Paul Story August 29, 2000 based on information provided by T&ES

Attachment B

Route 7	?	More Police Patrol	Maureen Bader	Not Specific. <i>Routine Traffic Enforcement.</i>
Seminary Rd. West of Beauregard	4	Manage traffic through more police presence.	Seminary West Association	Seminary Rd. is a main route for Police servicing the neighborhoods in this area.
Seminary Rd. & Echols	4	Red Lights	Seminary West Association	Patrol expended 2 hours and Traffic Units expended 2 hours during third qtr. CY 99. Six summonses issued (all to residents living in neighborhood). <i>Routine Traffic Enforcement.</i>
4600 Duke St	3	Install Photo Red Light Camera	e-mail re: 4600 Duke St.	Installation of Photo Red is a Council Issue. Red Light enforcement assigned to Patrol.
Duke & Dulany	1	Red Lights, Install Red Light Camera	Carlyle Towers	Installation of Photo Red is a Council Issue. Red Light enforcement assigned to Patrol.
King St. & Beauregard	4	Red Lights, Install Red Light Camera	Bolling Brook Towers Condo Assoc.	Installation of Red Light Camera is a Council Issue.
King & 28 th	4	Red Lights, Install Red Light Camera	① Lucille Ferraren ② Seminary Hill Assoc.	Installation of Red Light Camera is a Council Issue. Red Light enforcement assigned to Patrol.

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Edsall Rd.	4	Speed	Larry Stansbury (e-mail)	12 separate Speed Trailer surveys were conducted in February, 1999 on these roads and Edsall Rd. to evaluate the need for speed reduction and enforcement. Low violation rate indicated. <i>Routine Traffic Enforcement.</i>
Yoakum Pkwy.	4	Speed	Larry Stansbury (e-mail)	
Whiting St.	4	Speed	Larry Stansbury (e-mail)	
Filmore Ave.	4	Speed	Seminary West Civic Assoc.	A Stop Sign was installed at Filmore Ave. & Stevens to curb speed. 3 hours of radar enforc. yielded one summons since June, 1999. <i>Routine Traffic Enforcement.</i>
Duke & Ft. Williams	3	Speed	Seminary Hill Assoc.	Traffic Enforcement expended 6 hours of staff time in Sept. 1999. 5 summonses issued. <i>Routine Traffic Enforcement.</i>
Pegram St. bet. Polk & Richenbacher	4	Speed	Brookville Seminary Valley Civic Assoc.	Traffic Unit has expended 12 staff hours and issued 1 summons in 1999. Four Speed Trailer surveys conducted in 1998 and one in 1999. <i>Routine Traffic Enforcement.</i>

Enforcement Priorities 2000

LOCATION	SECTOR	ISSUE	ORIGIN	STATUS
Bashford Ln	1	Speed	Harbor Terrace of Old Town Condo Association	D.T.E. assigned to Patrol Shifts 2, 3, & Traffic Unit.
N. Pitt St.	1	Speed, Stop Signs	Harbor Terrace of Old Town Condo Association	D.T.E. assigned to Patrol Shifts 2, 3, & Traffic Unit.
N. Royal St.	1	Speed, Stop Signs	Harbor Terrace of Old Town Condo Association	
N. Fairfax St.	1	Speed, Stop Signs	Harbor Terrace of Old Town Condo Association Old Town North Community Assoc.	
W. Abingdon Dr.	1	Speed	Harbor Terrace of Old Town Condo Association	This complaint designated for S.T.E.P. and Smart Trailer assignment.
E. Abingdon Dr.	1	Speed	Harbor Terrace of Old Town Condo Association	D.T.E. assigned to Traffic Unit for Smart Trailer.
Duke & West St.	1	Official Sign Violation No Left Turn	Upper King Neighborhood Civic Association	This complaint designated for S.T.E.P.
Yoakum Pkwy.	4	Rolling Stops	Larry Stansbury (e-mail)	D.T.E. assigned to Patrol Shifts 2, & 3.
First & Pitt St.s	1	Illegal Driving Behavior ?	Old Town North Community Association	D.T.E. assigned to Traffic Unit.
Wythe & N. Fairfax St.s	1	Illegal Driving Behavior ?	Old Town North Community Association	
Second & N. Fairfax St.s	1	Illegal Driving Behavior ?	Old Town North Community Association	
Ft. Williams Pkwy.	3	Cut Through Traffic, Speed, Tailgating	Seminary Hill Association Inc.	This complaint designated for S.T.E.P.

Prepared by Sgt. Paul Story August 29, 2000 based on information provided by T&ES

Attachment C

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N. Howard bet. Seminary Rd. and Braddock Rd.	3	Speed, Tailgating	Seminary Hill Association	This complaint designated for S.T.E.P.
N. Quaker Ln.	3	Speed, Tailgating	Seminary Hill Association	This complaint designated for S.T.E.P.
Seminary Rd. bet. Quaker Ln. & I-395	3	Speed, Tailgating	Seminary Hill Association	This complaint designated for S.T.E.P.
St. Stephens Rd.	3	Speed, Tailgating, Stop Signs	Seminary Hill Association	This complaint is active during the school year. The Traffic Unit Supervisor and Community Liaison Officer for this neighborhood handles personally.
N. Garland St.	3	Speed, Tailgating, Stop Signs	Seminary Hill Association	
Ft. Worth Ave.	3	Speed, Tailgating, Stop Signs	Seminary Hill Association	
Trinity Dr. east of N. Quaker	3	Cut Through Traffic	Seminary Hill Assoc.	Designated for Smart Trailer Survey
Duke & Dulany	1	Red Lights, Install Red Light Camera	Carlyle Towers	Installation of Photo Red is a Council Issue. Red Light enforcement assigned to Patrol.
E. Monroe & Mt. Vernon	2	Red Light Violations	Del Ray Newsletter	D.T.E. assigned to all Patrol Shifts.
Harvard & King St.	1	Red Light Violations	Upper King St. Neighborhood Civic Assoc. (e-mail)	D.T.E. assigned to all Patrol Shifts.
N. Washington & Bashford	1	Red Lights	Old Town North Community Assoc.	D.T.E. assigned to all Patrol Shifts.
N/B exit from I-395 to Seminary	4	Red Lights	Brookville Seminary Valley Civic Assoc.	D.T.E. assigned to all Patrol Shifts.
Rt. 1 & E. Monroe St.	2	Red Lights	Del Ray Newsletter	D.T.E. assigned to all Patrol Shifts.
Rt. 1 & E. Monroe St.	2	Speed	Del Ray Newsletter	This complaint designated for S.T.E.P.
Seminary bet. N. Quaker & I-395	3	Red Lights	Seminary Hills Assoc.	D.T.E. assigned to all Patrol Shifts.
Seminary Rd. & Library Ln.	3	Red Lights	Seminary Hills Assoc.	
Seminary Rd. & N. Jordan	3	Red Lights	Seminary Hill Assoc.	
Seminary Rd. & Library Ln.	3	Speed	Seminary Hills Assoc.	D.T.E. assigned to Traffic

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Cambridge Rd.	3	Speed	Robert & Laura Plaze	D.T.E. assigned to Traffic
E. Clifford	2	Speed	Mt. Jefferson Civic Assoc.	Assigned to Traffic for Smart Trailer Survey
E. Laverne	2	Speed	Mt. Jefferson Civic Assoc.	Assigned to Traffic for Smart Trailer Survey
E. Monroe (300-400 blks.)	2	Speed	① Del Ray Newsletter ② Paul Lineham	This complaint designated for S.T.E.P.
Edsall Rd.	4	Speed	Larry Stansbury (e-mail)	D.T.E. assigned to Traffic
Yoakum Pkwy.	4	Speed	Larry Stansbury (e-mail)	
Whiting St.	4	Speed	Larry Stansbury (e-mail)	
Filmore Ave.	4	Speed	Seminary West Civic Assoc.	This complaint designated for S.T.E.P.
Ft. Williams Pkwy	3	Speed	Seminary Hill Assoc.	This complaint designated for S.T.E.P.
King St. west of I-395	4	Speed	① Lucille Ferraren ② Bolling Brook Towers Condo Assoc.	This complaint designated for S.T.E.P.
King St. & Beauregard	4	Speed	① Lucille Ferraren ② Bolling Brook Towers Condo Assoc.	
Pegram St. bet. Polk & Richenbacher	4	Speed	Brookville Seminary Valley Civic Assoc.	This complaint designated for S.T.E.P.

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**Top Accident Locations
1/1/00 to 7/31/00**

January 1, 2000 to July 31, 2000	
LOCATION	COUNT
N BEAUREGARD ST & SEMINARY RD	18
EDSALL RD & VAN DORN ST	17
DUKE ST & S WALKER ST	14
WASHINGTON ST & WYTHE ST	13
DUKE ST & N QUAKER LA	12
DUKE ST & VAN DORN ST	12
JEFFERSON DAVIS HY & MONROE AV	12
N BEAUREGARD ST & SANGER AV	12
FRANKLIN ST & PATRICK ST	11
GIBBON ST & WASHINGTON ST	11
CALLAHAN DR & DUKE ST	10
DUKE ST & TAYLOR RUN PY	10
I395 & SEMINARY RD	10
KING ST & N BEAUREGARD ST	10
NOTTINGHAM DR & SEMINARY RD	10
DUKE ST & S PICKETT ST	9
EISENHOWER AV & VAN DORN ST	9
PENDLETON ST & WASHINGTON ST	9
QUEEN ST & WASHINGTON ST	9
S WALKER ST & STEVENSON AV	9
BRADDOCK RD & N BEAUREGARD ST	8
DUKE ST & GORDON ST	8
GLEBE RD & MT VERNON AV	8
PRINCESS ST & WASHINGTON ST	8
DUKE ST & S QUAKER LA	7
GLEBE RD & JEFFERSON DAVIS HY	7
N BEAUREGARD ST	7
PERSHING AV & TELEGRAPH RD	7
WASHINGTON ST & WOLFE ST	7
DUKE ST & HENRY ST	6
DUKE ST & WHEELER AV	6
GLEBE RD & OLD DOMINION BV	6
GLEBE RD & RUSSELL RD	6
GLEBE RD & VALLEY DR	6
HENRY ST & PRINCE ST	6

**Top Accident Locations
7/1/00 to 7/31/00**

July 1, 2000 to July 31, 2000	
LOCATION	COUNT
N BEAUREGARD ST & SEMINARY RD	4
PRINCESS ST & WASHINGTON ST	4
DUKE ST & N QUAKER LA	3
1395 & SEMINARY RD	3
N BEAUREGARD ST & SANGER AV	3
S WALKER ST & STEVENSON AV	3
3200 DUKE ST	2
BRADDOCK RD & N BEAUREGARD ST	2
CAMBRIDGE RD & DUKE ST	2
DUKE ST & N PICKETT ST	2
DUKE ST & S PICKETT ST	2
DUKE ST & S WALKER ST	2
DUKE ST & TAYLOR RUN PY	2
DUKE ST & VAN DORN ST	2
EDSALL RD & VAN DORN ST	2
JEFFERSON DAVIS HY & MONROE AV	2
MADISON ST & WASHINGTON ST	2
MT VERNON AV & REED AV	2
PATRICK ST & PENDLETON ST	2
PERSHING AV & TELEGRAPH RD	2
WASHINGTON ST & WOLFE ST	2