



DEPARTMENT OF ENVIRONMENTAL SERVICES

Division of Transportation

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January 7, 2010

Mr. Charles Walter, President  
Arlington Ridge Civic Association  
2604 S. Grant Street  
Arlington, VA 22202

Mr. Bruce Cameron, President  
Aurora Highlands Civic Association  
716 S. 21<sup>st</sup> Street  
Arlington, VA 22202

Dear Mr. Walter and Mr. Cameron:

This letter is in response to your letter dated July 30, requesting the expenditures of some of the developer contribution for a number of improvements within both civic associations. I would like to apologize for the delay, but due to the volume and complexity of your requests, it was necessary to involve various staff in the evaluation and coordination of this response. The list below reflects your request and our evaluation.

**Arlington Ridge Road:**

Your request for two additional speed display units, one northbound near 29<sup>th</sup> Street South and one southbound near South Meade Street, was investigated to ensure placement at or near these suggested locations would include the proper conditions for feasibility and accuracy of the units, such as existing poles with electricity and no tree impacts. Staff has identified two locations where speed displays can be placed to achieve best results. The first site addresses southbound traffic and are located between 2350 and 2360 Arlington Ridge Road, and the second site addresses northbound traffic and is located near 1925 Arlington Ridge Road. Along with the speed displays, new signage will be installed in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). The cost for two units is approximately \$11,000. This amount includes materials and installation costs. Installation of these two units will occur in the spring of 2010.

We will also be replacing the two pedestrian bollards on Arlington Ridge Road at South Lang Street and 28<sup>th</sup> Street South with ones similar to those located at 19<sup>th</sup> Street South. Due to the weather conditions, these will also be installed in the spring of 2010.

Bollards have been successful in many locations; however, in some locations they have been problematic. Staff will continue to evaluate the bollards for effectiveness and maintenance. Our policy states that if bollards require more than four maintenance calls, the bollards will be removed or relocated.

**23<sup>rd</sup> Street South:**

Two new permanent speed display units will be placed on 23<sup>rd</sup> Street South. The first unit will be located in the vicinity of 745 23<sup>rd</sup> Street South for westbound traffic, and the second unit will be located near South Lang Street for eastbound traffic. Again, the cost is approximately \$11,000 for the two units and they will be installed in the spring of 2010.

Three crosswalks currently exist at South Grant, Hayes and Ives Streets. We will replace the existing crosswalks across 23<sup>rd</sup> Street South with high-visibility laddered crosswalks. We will also install

*we should follow up with what they mean by bollards @ Grant, Hayes, Ives*

pedestrian bollards similar to the type installed along Arlington Ridge Road. Installation of pavement markings requires the pavement temperature to be above 55 degrees to ensure that the markings adhere properly to the roadway. Therefore, markings will be added when the weather is favorable for necessary conditions.

**Traffic Signal at Arlington Ridge Road and South Lang Street:**

This intersection has been previously evaluated for a traffic signal and does not meet any of the warrants necessary for installation of a traffic signal as specified in the MUTCD. Since the warrants were not met, other measures have been installed to improve visibility, address vehicular speeds, and increase pedestrian safety at the location, such as installation of temporary curbing to create a median and installation of high-visibility laddered crosswalks. Staff continues to monitor safety in this area, but at this time, we will not further study this location for a traffic signal.

**Sidewalk on the southwest corner of Arlington Ridge Road, Oakcrest Road and 23<sup>rd</sup> Street S:**

We agree that pedestrian safety is of the utmost concern. The temporary curbing measures that were installed have proven to be effective in narrowing the crossing distance for pedestrians as well as providing them with a safe place to walk. Since this intersection is a primary walking route and lacks the desired permanent safety measures, I have requested staff to prepare a preliminary design to install permanent curb, gutter and sidewalk at the intersection. Staff will follow up with you once the preliminary design is available.

**Funding:**

The measures above will be paid from the developer contributions from the Potomac Yard site plan #346. After all of the traffic measures above have been implemented the remaining funds will be allocated for the sidewalk project for the southwest corner of Arlington Ridge Road and Oakcrest Road.

I have requested that Elizabeth Diggs follow up with the installation of the measures listed above and serve as point of contact for the preliminary design for the sidewalk for Arlington Ridge Road.

I support the Arlington Ridge Civic Association's efforts to update your Neighborhood Conservation Plan, last updated in June 1973. The Neighborhood Conservation Program provides the primary source of funding to neighborhoods to address desired infrastructure improvements at a time when other programs have fewer resources or have lost their funding altogether.

Sincerely,



Dennis Leach, Director  
Division of Transportation

cc: Marsha Allgeier, Deputy County Manager  
Patricia Bush, Manager of Transportation Operations  
Elizabeth Diggs, Capital Projects Management Coordinator  
Shannon Flanagan-Watson, Assistant County Manager  
Wayne Wentz, Transportation Engineering & Operations Bureau Chief