

**Lyon Park Walking Town Meeting  
September 17, 2009**

Walking Tour Stop	Neighborhood Topics/Issues	Initial County Response
<p><b>Starting Point: Lyon Park Community Center, 414 North Fillmore Street. There is parking on both sides of North Fillmore Street.</b>  <b>Note: In the event of rain or inclement weather, the meeting will be held in the Community Center.</b></p>		
<p><b>Lyon Park Community Center</b></p>	<p>The Lyon Park Citizens Association is celebrating Lyon Park's 90<sup>th</sup> anniversary. The neighborhood was established in 1919. The residents would like to highlight the historic Community Center, built in 1925. The parcels are one of the few community owned (privately held) parks and community centers in the Northern Virginia area and very likely the entire Commonwealth of Virginia.</p>	
<p><b>Route: Travel south on North Fillmore to the entrance of the Bike Path. Follow the bike path to the Rockwell property located west of North Cleveland Street.</b></p>		
<p><b>1. Rockwell Property</b></p>	<p>This property which currently serves as open space is privately owned but mowed by the County. The owner, Ruth Rockwell, who was born in Lyon Park, is interested in seeing the property developed into a park and would like to sell the property to the County so that it can be used for that purpose.</p>	<p>Due to limited resources, the County is focusing its remaining land acquisition funds on properties that are identified in the Public Spaces Master Plan. The Rockwell property is not identified in the plan. Staff suggests that the owner work with the Northern Virginia Conservation Trust (NVCT) to discuss placing a conservation easement over the area. An easement can serve the same purpose without the need for an outright purchase.</p>
<p><b>Route: Travel north up the bike path to North Edgewood Street to North Edgewood and 4<sup>th</sup> Street North.</b></p>		
<p><b>2. Intersection of North Edgewood Street and 4<sup>th</sup> Street North</b></p>	<p>Residents want to point out the problem of cut through traffic from Washington Boulevard through the Lyon Park neighborhood. There are also parking problems in this area due to the 7-Eleven and other businesses on Washington Blvd.</p>	<p>Staff has evaluated these streets for traffic calming and the intersection for four-way stop sign control but do not meet the adopted criteria. The primary problem is overflow truck traffic doing business at the 7-11 store on Washington Boulevard and parking on neighborhood streets, notably 4<sup>th</sup> Street North and North Edgewood Street. The</p>

**Lyon Park Walking Town Meeting  
September 17, 2009**

Walking Tour Stop	Neighborhood Topics/Issues	Initial County Response
2. <u>Continued</u>		parking on the streets by trucks usually happens during the morning rush hours for a short duration. Commercial parking restrictions have been implemented. In 2005, the County Board amended the County ordinance to implement truck restrictions on these streets.
<b><u>Route: Travel north up North Edgewood Street to North Pershing Drive. Head East on Pershing Drive. Cross Washington Boulevard to the intersection of North Pershing Drive and Washington Boulevard.</u></b>		
3. <b>Intersection of Pershing Drive and Washington Boulevard</b>	Residents want to point out that there are plans for redevelopment up and down the Pershing Drive corridor (east of Washington Boulevard). Residents have concerns about making sure the development is appropriately planned and fits the neighborhood. Residents are concerned about pedestrian safety along Washington Boulevard. Residents would like to see more traffic enforcement along Washington Boulevard.	Most new developments will require a site plan and many development related issues get addressed and resolved at that time. Washington Boulevard between Arlington Boulevard and 10 <sup>th</sup> Street has most of the features of a complete street. There are sidewalks along both sides of the street, with utility strips and parked vehicles providing a buffer between pedestrians and moving vehicles. Signalized pedestrian crossings are provided at Brookside Drive, Pershing Drive, and 10 <sup>th</sup> Street. Other crossing locations, particularly at 9 <sup>th</sup> Street, could be considered with the proper design treatments and funding. Design treatments would include nubs, median cut-thrus, new curb ramps, and signage. The Police Department will continue to implement traffic enforcement along Washington Boulevard.
<b><u>Route: Travel east on Pershing Drive to North Pershing Drive and North Barton Street.</u></b>		
3a. <b>Intersection of North Pershing Drive and North Barton Street</b>	Residents would like to know if there are any plans to redevelop this commercial area in the near future. Residents have issues about bus stops in this vicinity.	The developer reports that it plans to move forward on an approved site plan which includes retail and housing in the next year or so. The project has been delayed due to the economic downturn. Staff will follow up with residents to get more information on the bus stop issues.

**Lyon Park Walking Town Meeting  
September 17, 2009**

Walking Tour Stop	Neighborhood Topics/Issues	Initial County Response
<b>Route: Travel north up North Barton Street and turn left on 9<sup>th</sup> Street North to Daniel Street. Travel north up North Daniel to the intersection of 10<sup>th</sup> Street North and North Daniel Street.</b>		
<p><b>4. Intersection of 10<sup>th</sup> Street North and North Daniel Street</b></p>	<p>Residents have ongoing concerns about pedestrian safety at this intersection (and all intersections east and west of Washington Blvd), which are near the large (equally confusing and unsafe) intersection of 10<sup>th</sup> Street North and Washington Boulevard. Speed along 10<sup>th</sup> Street North presents a problem for pedestrians and improvements for safer crossings are needed. There are several new multi-family buildings in this area resulting in increased pedestrian traffic. The problem is that along the section of 10<sup>th</sup> Street, east of Washington Blvd., there are no safe pedestrian crossings, except for Barton Street. People going to Clarendon/Market Common have limited safe walking routes across 10<sup>th</sup> Street. The pedestrian crosswalks that exist along 10th Street (both east and west of Washington Boulevard), are poorly marked. Residents want yellow markers in the middle and more visible striped lines.</p> <p>Residents also want more speed enforcement.</p>	<p>All of the crosswalks crossing 10<sup>th</sup> Street North between N. Irving Street and Washington Blvd. have high visibility markings, except for the brick paver crosswalks. The crosswalks at 10<sup>th</sup> St &amp; Wilson Blvd and 10<sup>th</sup> St &amp; N. Barton Street will be marked with the same high visibility markings this fall.</p> <p>Staff will assess the need for additional signage at the unsignalized crosswalks at N. Irving Street and N. Hudson Street.</p> <p>There are several challenges to providing new marked crosswalks along 10<sup>th</sup> Street North between Arlington Blvd and Washington Blvd. The first is that this cross section (four travel lanes with a 2 foot median) is one of the most dangerous types to install marked crosswalks without additional treatments (such as flashers, signals, or other safety enhancements). The second challenge is that 10<sup>th</sup> St. North is a state road, and, therefore, installation of any improvements, including crosswalks, requires approval from the Virginia Department of Transportation (VDOT). VDOT's pedestrian volume thresholds for installing marked crosswalks and additional treatments are much higher than what is generated along 10<sup>th</sup> Street.</p> <p>The Police Department will coordinate with the citizens association for speed enforcement along 10<sup>th</sup> Street.</p>

**Lyon Park Walking Town Meeting  
September 17, 2009**

Walking Tour Stop	Neighborhood Topics/Issues	Initial County Response
<b>Route: Travel west on 10<sup>th</sup> Street North to North Garfield Street.</b>		
<p><b>5. Intersection of 10<sup>th</sup> Street North and North Garfield Street</b></p>	<p>Residents want to discuss concerns about redevelopment for this parcel of land on the corner of Washington Boulevard and 10<sup>th</sup> Street North. Residents would like for the addition of green and open space to be considered as part of any redevelopment at this location. As part of the original arrangement for this property redevelopment, the developer agreed to provide funds for traffic calming and other community benefits. The community is concerned about those promises. Residents have concerns regarding pedestrian safety along 10<sup>th</sup> Street North and would like to see safer crossings from north of 10<sup>th</sup> Street to the south side of 10<sup>th</sup> Street.</p>	<p>There is an approved site plan for Garfield Park development, and the developer will need to comply with site plan conditions in order to get a Certificate of Occupancy. Staff understands that the developer is proceeding with the project as approved. The project, community benefits, and site design are approved by the County Board. Any modification to the approval requires County Board action. The applicant is actively pursuing permits although a construction start date has not been provided.</p> <p>The Garfield Park plan was approved in 2004 and the developer has committed to a contribution of \$50,000 to implement traffic mitigation measures on the neighborhood streets adjacent to the site. Once the site is constructed and occupied, staff will work with residents to develop and implement traffic mitigation measures using these funds.</p> <p>A new crosswalk across 10<sup>th</sup> Street N. at N. Garfield Street will be constructed as part of the Garfield Park development.</p>

**Lyon Park Walking Town Meeting  
September 17, 2009**

Walking Tour Stop	Neighborhood Topics/Issues	Initial County Response
<p><b>Route: Travel south on North Garfield Street to 9<sup>th</sup> Street North. Turn right on 9<sup>th</sup> Street North and travel to North Highland Street. Travel south on North Highland Street to the intersection of North Highland Street and 7<sup>th</sup> Street North.</b></p>		
<p><b>6. Intersection of North Highland Street and 7<sup>th</sup> Street North</b></p>	<p>Residents want to point out Henry Clay Park which is heavily used by Lyon Park residents. Residents would like to see the planting of more trees on the park property. Residents want to point out that the island at this location (7<sup>th</sup> and Highland) does not work as intended to slow down traffic. It is too small. Residents also want better, more highly visible (with yellow crossing signs) cross walks leading to the park since scores of children come to the park everyday. Residents also request more police presence since it appears that there is increased crime around the park.</p>	<p>Staff in the Department of Parks, Recreation and Cultural Resources is supportive of efforts to increase tree canopy coverage, including planting additional trees on public property. Please provide contact information for a designated community representative to Patrick Wegeng (703-228-6521, or <a href="mailto:pwegeng@arlingtonva.us">pwegeng@arlingtonva.us</a>) in order to ensure that additional tree planting in Henry Clay Park meets community needs and expectations.</p> <p>The traffic circle was installed prior to the adoption of the new Neighborhood Traffic Calming program in 2000, which added new traffic calming measures to the toolbox. Staff will collect data along N. Highland Street to determine travel speeds, and if Neighborhood Traffic Calming thresholds are met, add this street to the list of streets which qualify for and are awaiting traffic calming assistance.</p> <p>Crosswalks at N. Highland Street and 7<sup>th</sup> Street North will be marked this fall.</p> <p>The Police Department (PD) will conduct extra checks in the park during the midnight hours. PD also encourages residents to call the police should they observe any illegal activity.</p>

**Lyon Park Walking Town Meeting  
September 17, 2009**

Walking Tour Stop	Neighborhood Topics/Issues	Initial County Response
<b>Route: Travel South on North Highland Street to the intersection of North Highland Street and 4<sup>th</sup> Street North.</b>		
<p><b>7. Intersection of North Highland Street and 4<sup>th</sup> Street North</b></p>	<p>Residents want to highlight that all of the neighborhood's north to south streets west of Washington Boulevard serve as through streets. Many of them are through streets from 10<sup>th</sup> Street North to Route 50. Highland Street connects from Route 50 to Wilson Boulevard and Clarendon Metro, through to Lee Highway. Residents want to point out the dangers of the intersections of these through streets with Route 50 where turns going eastbound or crossing on Route 50 are especially dangerous.</p> <ul style="list-style-type: none"> <li>• Residents would like to explore the possibility of making turns onto Route 50 right turn only from the Lyon Park neighborhood so drivers can only go westbound on Route 50.</li> <li>• Residents would also like to explore the possibility of either closing off various streets at the Arlington Boulevard point of entry (for Highland, Garfield and Fenwick and Jackson) or make it right turns only into and out of those streets onto Route 50 (going west).</li> </ul> <p>There are numerous accidents from residents and others cutting through when people take a left or cross over Route 50 from these neighborhood streets, since there is no median strip or jersey barrier on this part of Route 50—something that was promised years ago from the state. There are also numerous accidents from people taking lefts on these streets from Route 50 or even crossing over from the south side – since there is a blind hill at that point.</p>	<p>The north-south streets which intersect Arlington Boulevard west of Washington Boulevard (including streets in Ashton Heights) with the exceptions of North Fillmore and North Irving Streets (signalized intersections) carry low volumes of traffic. Traffic volumes have been relatively consistent over the past 20 years. There have been several attempts to deal with traffic safety issues. Several years ago, VDOT, which controls Arlington Boulevard, proposed that a raised median be installed between Fillmore Street and Glebe Road that would eliminate left turns to and from the cross streets, except at the signalized intersection of Irving Street. The project did not move forward because there were neighborhood concerns about a change in neighborhood traffic patterns in the four neighborhoods that border Arlington Boulevard Street. There were also County requests to expand the scope of the project to include a paved shoulder, curb and gutter, drainage improvements, street lighting and trail improvements between Fillmore Street and Glebe Road. VDOT could not find money for these improvements at that time.</p> <p>In the meantime, County staff will conduct a safety study of this section of Arlington Boulevard. Traffic volumes and accident history will be analyzed to determine if there are patterns and what options for correcting those accident patterns may exist. That study will be shared with VDOT.</p>

**Lyon Park Walking Town Meeting  
September 17, 2009**

Walking Tour Stop	Neighborhood Topics/Issues	Initial County Response
<b>Route: Travel east on 4<sup>th</sup> Street North to North Garfield Street. Turn left on North Garfield Street to North Pershing Drive and North Garfield Street.</b>		
<p><b>8. Intersection of North Pershing Drive and North Garfield Street</b></p>	<p>Residents report problems with speeding along North Pershing Drive, from Route 50 (Arlington Boulevard) to Irving Street and beyond. There are also speeding problems up and down Washington Boulevard and from motorists who come off of Washington Boulevard to Pershing Drive. Residents would like to see the speed limit decreased to 25 mph (similar to Arlington Ridge Road – a similarly used road), which will increase pedestrian safety for those walking to the Metro and to the neighborhood schools, Long Branch Elementary and Thomas Jefferson Middle School. The residents also want more crosswalks with yellow center signs that provide greater visibility for safer crossings across Pershing Drive (particularly for school age children etc.) - similar to what is now present on Arlington Ridge Road.</p>	<p>The Police Department has conducted numerous traffic details along Pershing Drive and will continue to do so.</p> <p>As mentioned in the County’s Master Transportation Plan, the speed limit on most streets in Arlington is 25 miles per hour except on some arterials. The posted speed limit on N. Pershing Drive is 30 miles per hour, which is consistent with other residential arterials in the County. Posted speed limits are less important to driver behavior than the “design speed” of a roadway. Design speed is a selected speed used in designing a roadway’s geometric characteristics. Design speed limits are selected to provide for the public’s desire to use the street safely and efficiently. In past years, it was common to build streets with higher design speeds to make the street accommodating for efficient vehicular travel. Some streets have been designed to enable travel at speeds well above the posted speed limit, resulting in drivers routinely traveling above the posted limit. The higher design speeds have also not been as accommodating of safe travel for some users of the street, such as pedestrians, bicyclists, transit vehicles, and on-street parkers. Therefore, it is Arlington County’s policy to construct or reconstruct streets to achieve more consistency between the design speed and the community’s desired travel speed. Past speed data gathered along Pershing Drive indicates that the average speed</p>

**Lyon Park Walking Town Meeting  
September 17, 2009**

		<p>is 30 mph, with the 85<sup>th</sup> percentile speed around 35 mph. This indicates that the speed limit is appropriately set. Pershing Drive was identified as one of 11 arterial corridors for study in the Arterial Transportation Management Study in 2004. Concept designs for this corridor were made, but funding is not available to take those concepts to design and construction. Intersection improvements could be pursued through the Neighborhood Conservation Program.</p>
<p><b><u>Route:</u> Travel east on North Pershing Drive to North Fillmore Street and turn right and return to the Lyon Park Community Center. At the Community Center-Discussion will continue. There will be one additional presentation made by the Long Branch PTA, regarding improving the parkland where the playground equipment is, behind the school. Since both the public and the school use this County owned property, the school needs support from the County for improvements.</b></p>		