

Marymount University  
Facilitated Meeting 4 – May 16, 2007  
Notes

### **Review of Comparison Chart – Information Requested**

Open space  
Clock Tower  
FAR of the overall campus  
FAR of St. Mary's  
Parking – for the use permit and for the building

### **Review of Schedule – Information Requested**

Civic Association meeting dates  
Question about adding website information to placards and notices (Jill to check).  
Planning Commission and County Board – agenda placement defined closer to meetings  
What day to check website?  
Staff to send e-mail when significant data is added  
Add carry-over dates to the schedule  
Add Marymount Open House – June 5 & June 12 (6-9 pm) at the library to review the boards  
June 6 – Old Dominion meeting @ 7:30 (St. Mary's)  
June 20 – DRCA meeting @ 7:30 (Taylor Elementary)  
Make preference known about 7/7 or 7/10 County Board meeting (2 weeks prior to meeting)

### **Questions/Comments During TIA Discussion**

Lane of traffic closed while construction taking place?  
One lane open at all times.

Who will be using the new classroom space?  
The same students as currently housed in existing buildings. This will ease some of the crowding.  
Number used s based on the number of new parking spaces (trips). Ran comparison of the number of new spaces and the number of students.

Add simulation clips to the web site. (Will check to see if possible)

How does this methodology affect the analysis of traffic data?  
When are the lights going in?  
As soon as possible – the design is at 90 percent. Staff is working with VDOT to address ADA accessibility issues. It is anticipated that the signals will be installed before, or at the very beginning, of the proposal construction.

Is this, the ADA accessibility issue, separate from the Old Dominion project?  
Yes.

Does the study take into three counts with vehicles through the segment (i.e. traveling from McLean on Old Dominion, onto Glebe, left onto 26<sup>th</sup>)?  
The study was predicated on actual driver patterns.

Improvements recommended for later discussion  
Turning lanes in should be in the simulation  
NOT taking in consideration any new development – if County does something on 26<sup>th</sup> then more road improvements COULD be made if warranted.

With all assumptions is the garage at full capacity?  
Not particular to garage.

Do the cars coming to the intersection fill the garage?  
0.6 plus existing trips on site.  
Trip = one in OR one out

Where do other cars go into the garage? Change in 84 to maximum 236.  
Spread out during the day.

What about the other entrance – loading dock?  
It will be handled the same as is today.

Commuters can get parking permits  
Yes. And junior/senior residents.

Net increase for residential – 170?  
Looking at the existing students living off campus

If 53% have cars – 200 parked on campus at night – add 90 more...

Suggest that these cars park in the garage over night – put pedestrian back on campus.  
These are rules that the university can make.

How quickly could you do analysis on that?  
Difficult to track.

Assumptions: All residents have to buy meal plan.

Shuttles to grocery store – goal to decrease the 53% - will add more shuttles.

Arlington can put together set of assumptions and run analysis for traffic focus discussion.

Counts of current students in garage  
Some may be in the surface lot or other garage.

Suggest grocery store on facility (University convenience option w/ bookstore – look at this).

Will you lose a bike lane? What happens with traffic turning left into the new garage?

More action 5 years out – can roadway handle?

Yes and will with improvements. Road is currently underutilized – we can change the  
distance – restriping if needed in garage or on road.

Where end of County right-of-way?  
A few feet.

How is the sidewalk being accommodated?  
On Marymount property – with an easement.

Problem Arterial on Old Dominion is because of the dead end streets into the Old Dominion  
neighborhoods. When traffic has constant flow – 26<sup>th</sup> flows & Glebe – level F stops at all  
intersection down to Lee during peak times.

When the new signal comes in, Arlington will have to manage.

What are assumptions?

Stop control on 26<sup>th</sup> and Old Dominion.

Turn into university garage is not actually as it is – NO. Just for the simulation.

What are critical variables - .92 volume...

26<sup>th</sup> and Old Dominion (south Bound): one lane straight & left, one straight and right turn. Why  
isn't the merge eliminated past 26<sup>th</sup>?

Currently lot of traffic in the am – less time to get through so need two lanes.

No parking on 26<sup>th</sup> to Old Dominion – to accommodate turning lane

No barrier, bumper strips – just yellow lines – to accommodate turning lane

Any analysis in queue and breaks at 26<sup>th</sup> & Glebe and 26<sup>th</sup> & Old Dominion?

This will be done at the time of signalization. Need to know the timing first.

26<sup>th</sup> & Yorktown not realistic – no one waiting

New project bring in new cross walk/pedestrian overpass near garage entrance.

Blind at curve

Actually the sight of vision better there.

How to get to new location

Circulate or direct access or go down two levels - everything interconnected.

Parking Management Plan – events, announcements – do you print on invitation?

Security directs – cordons off for event.

Admission material for visitor – designated parking or if full go to guard house.

Newcomers directed – need permission to park on campus.

If the simulation is shown to others – it would be helpful to zoom out on the screen – to see the traffic into the neighborhood.

Does the simulation show Condition F?

No new signal provides more of a gap. LOS F came from a microscopic view – simulation is macroscopic view.

What does the simulation show?

20 – 25 second delay

LOS has different standards for signal or no signal. Look at actual delay. Feel v. actual lost time. LOS F stop sign is 40 seconds but LOS F signal is 70 seconds.

What's the delay at 26<sup>th</sup> & Old Dominion – LOS C

All traffic is being shuttled down to Yorktown.