

# CITY OF WINCHESTER, VIRGINIA

## PROPOSED CITY COUNCIL AGENDA ITEM

**CITY COUNCIL/COMMITTEE MEETING OF:** July 14, 2015 **CUT OFF DATE:** \_\_\_\_\_

RESOLUTION  ORDINANCE  PUBLIC HEARING

**ITEM TITLE:** Proposed Safety Improvements at Cork Street/Indian Alley

**STAFF RECOMMENDATION:** See attached.

**PUBLIC NOTICE AND HEARING:** NA

**ADVISORY BOARD RECOMMENDATION:** NA

**FUNDING DATA:** See attached.

**INSURANCE:** NA

The initiating Department Director will place below, in sequence of transmittal, the names of each department that must initial their review in order for this item to be placed on the City Council agenda.

<u>DEPARTMENT</u>	<u>INITIALS FOR APPROVAL</u>	<u>INITIALS FOR DISAPPROVAL</u>	<u>DATE</u>
1. Finance	[Signature]		7/7/15
2. Planning	[Signature]		7/7/15
3. Downtown	[Signature]		7/2/15
4. Police	[Signature]		7/7/15
5. Fire	[Signature]		7/7/15
6. Parking Authority	[Signature]		7/7/15
7. City Attorney	[Signature]		7/7/2015
8. City Manager	[Signature]		9 July 2015
9. Clerk of Council			
Initiating Department Director's Signature: [Signature]			7/6/15 Date

Revised: September 28, 2009



APPROVED AS TO FORM: [Signature] 7/6/2015  
CITY ATTORNEY



# CITY COUNCIL ACTION MEMO

**To:** Honorable Mayor and Members of City Council  
**From:** Perry Eisenach, Public Services Director  
**Date:** July 14, 2015 (Council work session)  
**Re:** Indian Alley/Cork Street Safety Improvements

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**THE ISSUE:** Addressing safety concerns for pedestrians and motorists near the intersection of Cork Street/Indian Alley in the vicinity of Shenandoah Valley Discovery Museum.

**RELATIONSHIP TO STRATEGIC PLAN:** Goal #3 – Advance the quality of life for Winchester residents.

**BACKGROUND:** At the Council work session on April 28, staff presented four options to improve safety for pedestrians and motorists near the intersection of Cork/Indian Alley. At the work session, Council provided the following direction to staff:

1. Take immediate action as necessary to address the safety concern. As such, a temporary speed bump was placed in Indian Alley just south of Cork Street.
2. Take the options to the Planning Commission to get their input and recommendations.
3. As a part of Option #2, investigate the possibility of converting the travel direction the entire length of Indian Alley between Piccadilly and Clifford from one-way north to one-way south.

**OPTIONS:** There are five primary options for City Council to consider that are summarized in a matrix on the attached sheet. This matrix provides the estimated cost, advantages, and disadvantages for each option. There is also a schematic provided for each of the options.

Separate from the five options is a proposal to install a crosswalk across Cork Street at Indian Alley. This would not be a raised crosswalk and would not include bump-outs that were previously discussed.

Lastly, the only option that includes parking changes is the Modified Option #1. The possible parking changes on Cork Street that were discussed at the work session on April 28 have been removed from the proposal.

**BUDGET IMPACT:** The estimated cost for the options ranges from \$0 to approximately \$20,000. Funds are available in the Highway Maintenance operating budget for this expenditure.

**PLANNING COMMISSION RECOMMENDATION:** The Planning Commission recommended that Option #3 be selected. Option #1 was their second choice. Please see attachment for details.

**PARKING AUTHORITY RECOMMENDATION:** Since Option #3 impacts the parking lot operated by the Parking Authority, staff obtained input from the Parking Authority on this issue. The Parking Authority recommended that Option #1 be implemented (please see attachment for details). Subsequent to their meeting when this was discussed, Councilor Hill and Mr. Helm, the Parking Authority chair, have provided a proposed Modified Option #1 for consideration.

**RESOLUTION APPROVING  
MODIFICATIONS NEAR THE INTERSECTION OF CORK STREET/INDIAN ALLEY**

**WHEREAS**, City Council has reviewed and considered five primary options of improvements that improve safety near the intersection of Cork Street and Indian Alley; and

**WHEREAS**, a new crosswalk across Cork Street at the Indian Alley intersection has also been proposed for Council's consideration.

**NOW, THEREFORE, BE IT RESOLVED BY** the Common Council of the City of Winchester hereby approves and authorizes the following:

1. Implementation of [*Option 1, Modified Option 1, Option 2A, Option 2B, Option 3, Option 4, or Option 5*].
2. Installation of a new crosswalk across Cork Street at the Indian Alley intersection.
3. The costs for these modifications shall be paid for from funds in the FY16 operating budget of Highway Maintenance that has already been adopted by City Council.

## Options for Safety Improvements – Indian Alley/Cork Street

Option Description	Advantages	Disadvantages	Estimated Cost
<p><b>#1</b></p> <p>Close the northern section of Indian Alley just south of Cork Street. Allow two-way traffic in Indian Alley off of Clifford.</p>	<ul style="list-style-type: none"> <li>Option that improves safety the most for pedestrians/motorists on Cork Street.</li> <li>Low Cost</li> </ul>	<ul style="list-style-type: none"> <li>Decreases safety in section of alley just north of Clifford – alley is not wide enough for two way traffic.</li> <li>Decreases access/connectivity.</li> <li>Not supported by some adjacent property owners</li> </ul>	<p>&lt; \$1,000</p>
<p><b>#1 – Modified</b></p> <p>Same as #1 (above) except closes off Cork Street entrance in parking lot.</p>	<ul style="list-style-type: none"> <li>Adds four additional meter spaces, motorcycle parking area, bike racks</li> <li>Adds bus loading/unloading zone</li> </ul>	<ul style="list-style-type: none"> <li>Higher cost than #1 (above)</li> </ul>	<p>\$10,000</p>
<p><b>#2A</b></p> <p>Convert traffic flow on Indian Alley between Clifford and Cork from one-way north to one-way south.</p>	<ul style="list-style-type: none"> <li>Improves safety for pedestrians/motorists on Cork Street.</li> </ul>	<ul style="list-style-type: none"> <li>Decreases safety at Clifford Street.</li> <li>May create confusion for some.</li> <li>Not supported by some adjacent property owners.</li> <li>Need to move existing fire hydrant.</li> </ul>	<p>\$5,000</p>
<p><b>#2B</b></p> <p>Convert traffic flow on Indian Alley between Clifford and Piccadilly from one-way north to one way south.</p>	<ul style="list-style-type: none"> <li>Improve safety for pedestrians on sidewalk on south side of Cork.</li> <li>Improve safety for motorists at Piccadilly Street.</li> <li>Sight distance at Boscawen Street would be improved (green transformer box).</li> </ul>	<ul style="list-style-type: none"> <li>Would decrease safety for motorists at Cork Street – sight distance is not any better than what exists at Piccadilly.</li> <li>Would lose existing handicap parking space on Cork.</li> <li>Wilkins Shoe Center would lose one parking space.</li> <li>Parking at People's Cleaners would need to be reconfigured. Sight distance would be decreased.</li> <li>Possible challenges for dumpster pickup.</li> <li>Cost</li> </ul>	<p>\$15,000</p>
<p><b>#3</b></p> <p>Close the northern section of Indian Alley just south of Cork Street and divert traffic into the City owned parking lot</p>	<ul style="list-style-type: none"> <li>Increases sight distance at Cork for pedestrians/motorists.</li> <li>Low Cost.</li> </ul>	<ul style="list-style-type: none"> <li>Decreases safety in the parking lot.</li> <li>Possible conflict with vehicles entering the parking lot from Cork Street and vehicles from Indian Alley.</li> </ul>	<p>&lt; \$1,000</p>
<p><b>#4</b></p> <p>Extend the sidewalk in front of the alley and parking lot entrance farther north.</p>	<ul style="list-style-type: none"> <li>Improves sight distance/safety for pedestrians on Cork Street sidewalk.</li> <li>No changes to traffic pattern on Indian Alley.</li> </ul>	<ul style="list-style-type: none"> <li>Highest cost.</li> <li>Maintenance issues with drainage - trench drain.</li> </ul>	<p>\$20,000</p>
<p><b>#5</b></p> <p>Make no additional changes – leave speed bump in place in alley just south of Cork.</p>	<ul style="list-style-type: none"> <li>Lowest cost.</li> <li>No changes to traffic pattern on Indian Alley.</li> </ul>	<ul style="list-style-type: none"> <li>Still have limited sight distance for pedestrians and motorists at Cork Street.</li> </ul>	<p>None</p>



Cork

Possible Crosswalk

Discovery Museum

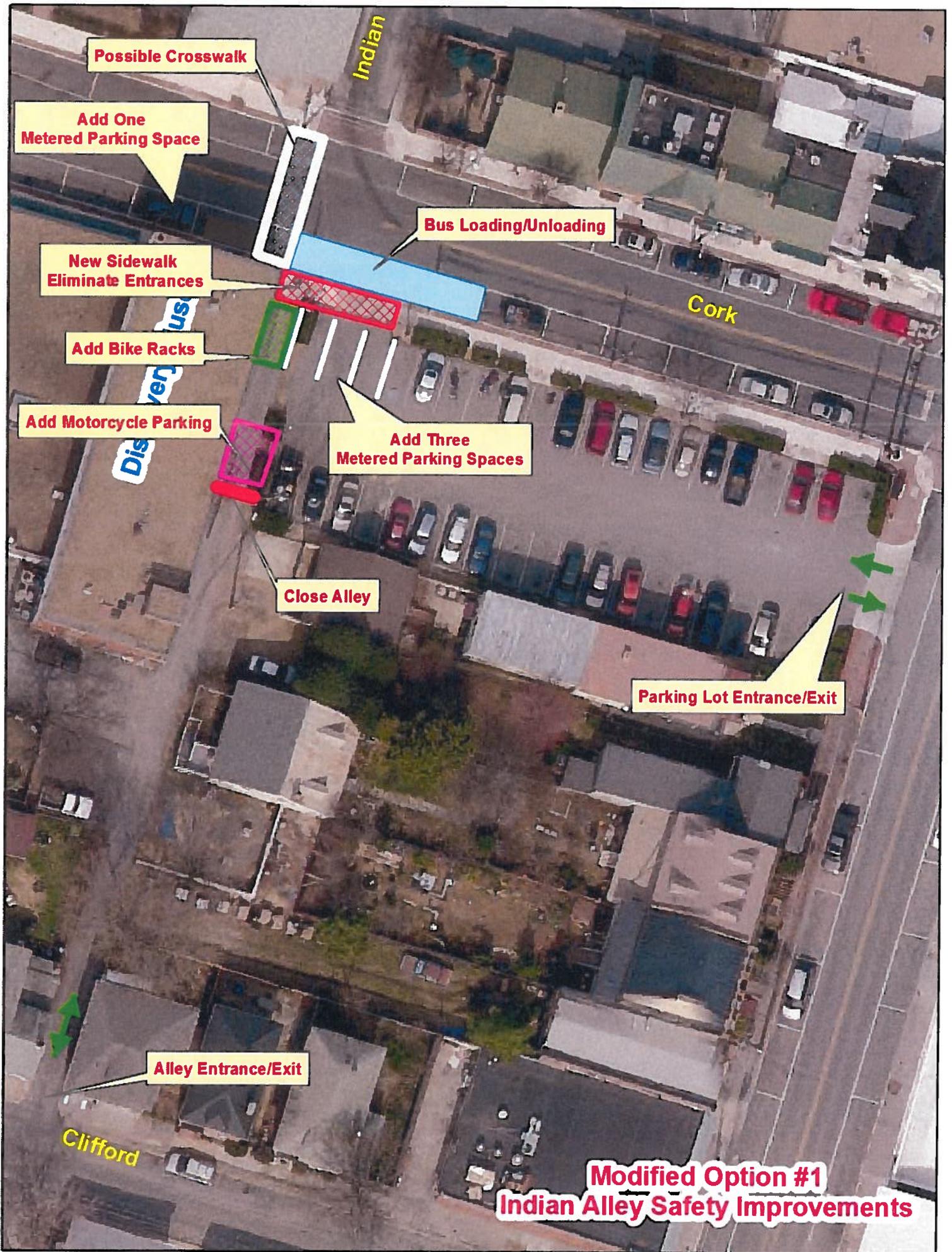
Close Alley

Close Alley

Two Way Traffic

Indian Alley Safety Improvements  
Option 1

Clifford



Possible Crosswalk

Add One Metered Parking Space

New Sidewalk Eliminate Entrances

Add Bike Racks

Add Motorcycle Parking

Add Three Metered Parking Spaces

Close Alley

Parking Lot Entrance/Exit

Alley Entrance/Exit

Modified Option #1  
Indian Alley Safety Improvements



Cork

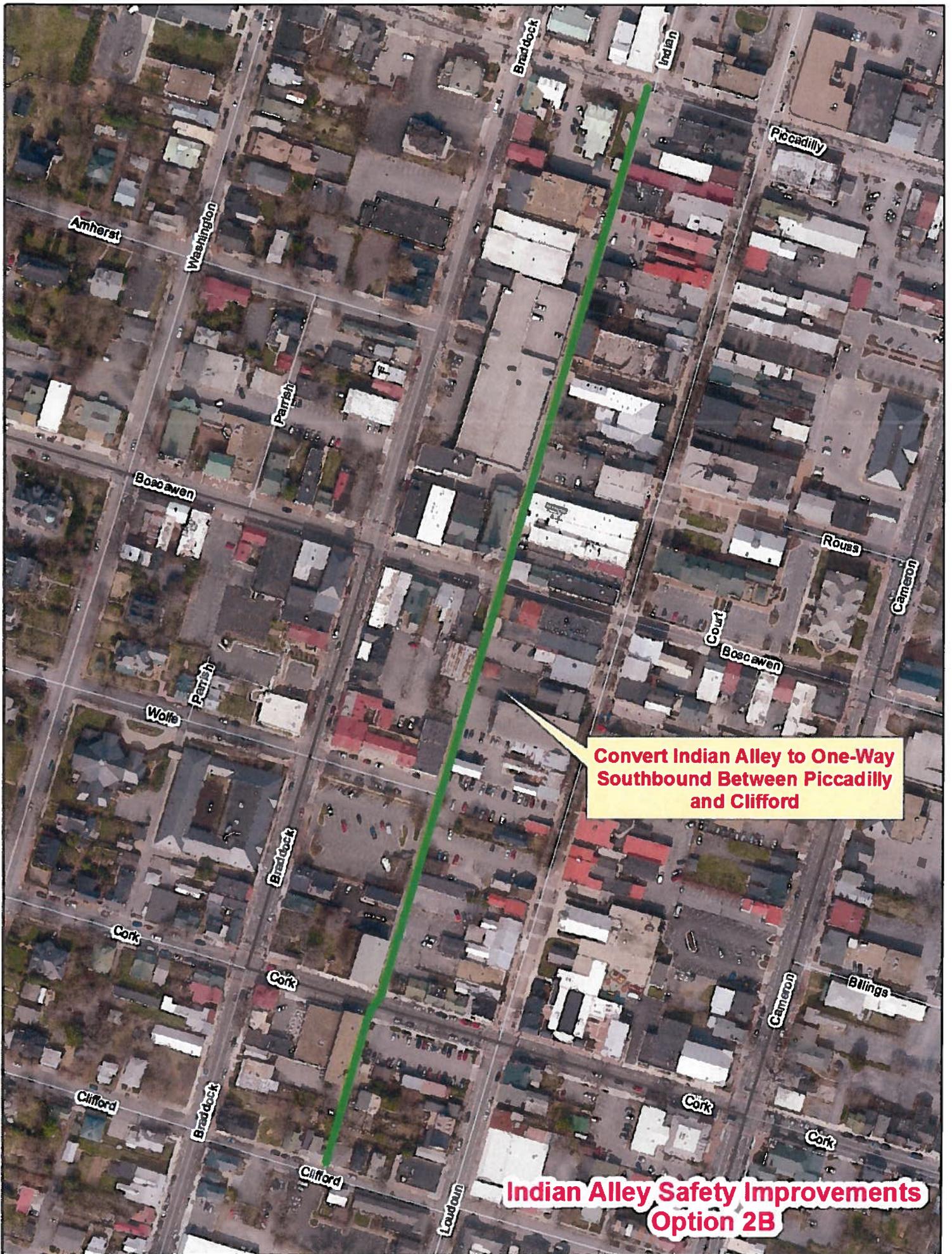
Possible Crosswalk

Discovery Museum

One Way South

Indian Alley Safety Improvements  
Option 2A

Clifford



**Convert Indian Alley to One-Way Southbound Between Piccadilly and Clifford**

**Indian Alley Safety Improvements Option 2B**



Cork

Possible Crosswalk

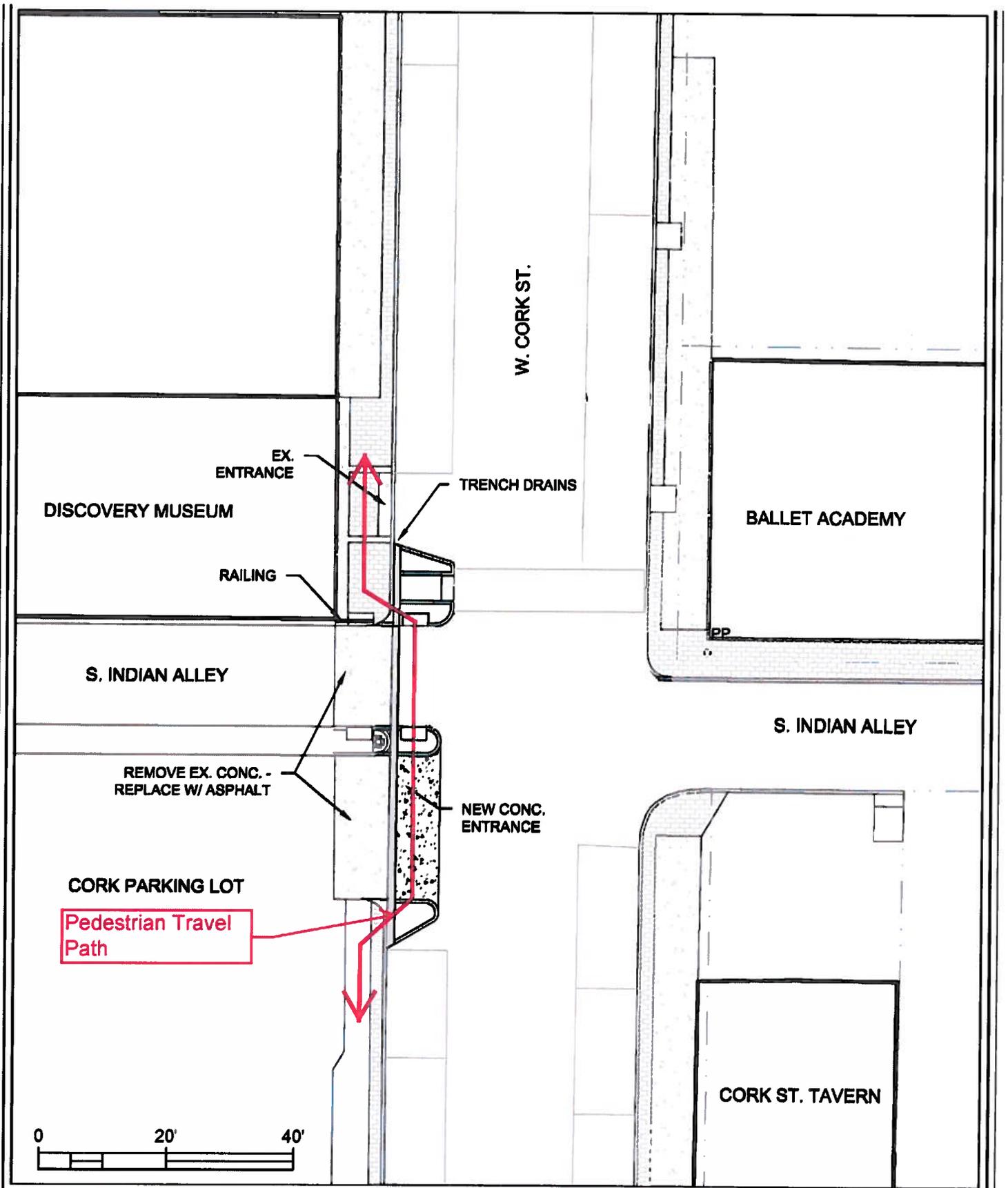
Discovery Museum

Close Alley

Divert Traffic Into Parking Lot

Indian Alley Safety Improvements  
Option 3

Clifford



**CITY OF WINCHESTER**  
**VIRGINIA**  
 PUBLIC SERVICES DEPARTMENT  
 15 N. CAMERON STREET  
 WINCHESTER, VA 22601  
 PHONE: 540-667-1815  
 FAX: 540-662-3351

**Option #4**

SCALE: 1"=20'  
 DATE: 2/3/13

## **S. Indian Alley Recommendation from the Planning Commission**

City Council requested that the Planning Commission review the alternatives for improving safety near the intersection of S. Indian Alley and W. Cork Street. At the June 9, 2015 Planning Commission work session and the June 16<sup>th</sup> regular meeting, Public Services Director Perry Eisenach and Planning Director Tim Youmans gave a presentation and asked the Commission to provide input and recommendations regarding the alternatives developed. A matrix of the alternatives that provides a description, advantages, disadvantages, and estimated cost of each was reviewed along with schematics provided for each alternative.

**After carefully considering each of the alternatives, the Commission selected Option #3 as the preferred alternative, followed by Option #1.** AT THE June 16, 2015 regular meeting, a motion recommending Option #3 was approved on a 5-1 vote with Commissioner Wolfe voting in opposition. She preferred Option #1 over Option #3.

The Commission felt that there was a much different land use character and volume of traffic associated with the portion of Indian Alley situated to the north of Cork St than the subject portion situated south of Cork St. With an estimated volume of fewer than 1.7 vehicles per hour on the segment south of Cork as compared to over 33 vehicles per hour on the segment between Cork and Boscawen, the Commission felt that the small volume of alley traffic coming in from Clifford St could either safely exit out through the Cork St parking lot (Option #3) or use Clifford Street to both enter and exit the alley (Option #1).

The Commission did not find any significant benefit to reversing the flow of traffic on the portion of Indian Alley north of Cork Street (Option 2B). Likewise, the Commission did not feel that forcing a circuitous route for pedestrians along the south side of Cork St (Option 4) represented good 'walkable community' planning as expressed in the Comprehensive Plan. The Commission felt that Options 3 and 1 are most consistent with the Comprehensive Plan. It also felt that the public benefit of Option 4 did not warrant the cost. Finally, the cost to relocate the fire hydrant with reversing the flow of the alley between Cork and Clifford (Option 2A) did not make that option attractive.

## **South Indian Alley Recommendations from the Winchester Parking Authority**

The Winchester Parking Authority at their June 25, 2015 meeting reviewed the options for safety improvements at Indian Alley and Cork Street. Public Services Director Perry Eisenach was in attendance. The Authority was asked to provide input and recommendations regarding the alternatives developed.

**The Parking Authority selected option 1 as their first choice, option 4 as their second choice and option 3 as their last choice.** The Authority liked option 1 as that would solve the safety issue and may allow for creating additional parking spaces on the Cork lot since the portion of the alley would be closed. Option 4 would also solve the safety issue and would not impact the Cork Street parking lot.

The Parking Authority discussed option 3 as endorsed by the Planning Commission but the Authority did not endorse diverting traffic into an already intensely used parking lot. This option could cause more of a safety issue in the lot in terms of fender-benders. The Authority was also concerned about the residual space that would be closed on the Alley and what that space would become and how it would be maintained. The Authority would not recommend an activity area and did not like the idea of an abandoned street.

# 24-hour Traffic Volumes on Indian Alley



0 250 500 Feet

Prepared by:  
06/15/2015

**Winchester**  
planning Virginia