



Date of Council Meeting: November 24, 2014

**TOWN OF LEESBURG
TOWN COUNCIL**

Subject: Crosswalk Safety and Education

Staff Contacts: Keith Markel, Deputy Town Manager
Joseph Price, Chief of Police
Clagett Moxley, Police Captain
Tom Mason, Director of Public Works
Calvin Grow, Transportation Engineer

Council Action Requested: Consider the recommendations of Town staff and the Standing Residential Traffic Committee (SRTC) regarding enhancements to crosswalks and pedestrian safety initiatives.

Staff Recommendation:

1. Install pedestrian safety improvements at the intersection of North King Street and Oakcrest Manor Drive.
2. Develop and implement an educational Campaign to promote pedestrian safety at crosswalks.
3. Analyze the efficiency of the Safe-T-Ride bus service to determine if schedule adjustments are needed.
4. Initiate an internal analysis of key intersections in town to provide Council with additional improvement opportunities.
5. Town staff recommends that no crosswalk improvements be made along the Route 15 by-pass at Edwards Ferry and Battlefield Parkway.

Commission Recommendation: The official letter of recommendation from the Standing Residential Traffic Committee (SRTC) dated November 5, 2014 is attached. The summary of the SRTC's recommendations is as follows:

1. Continue use of electronic message boards on North King Street promoting pedestrian safety.(On-going)
2. Provide additional police enforcement of crosswalk violations.(On-going)
3. Relocate a driver feedback sign on North King Street closer to Oakcrest Manor Drive (Completed).
4. Install a lighted crosswalk at intersection of North King Street and Oakcrest Manor Drive.

Fiscal Impact:

1. Staff's recommended improvements at Oakcrest Drive and King Street will cost approximately cost approximately \$15,000 (to be funded by SRTC funds allocated for FY 2015).
2. Educational outreach costs would not exceed \$5,000

3. SRTC's recommended asphalt imbedded caution light system for the crosswalk at Oakcrest Drive and King Street is 60,000.
4. The annual cost to operate the Safe-T-Ride bus route is \$246,755.

Executive Summary: With the recent accidents involving pedestrian and cyclists on the Town's roads, especially in crosswalks, has promoted the Town Council to direct staff and the standing residential traffic committee to review current tools and programs that promote pedestrian safety, especially in crosswalks and consider additional improvements and policies that further this goal.

Background:

Ove the past two months, there have been several accidents involving motor vehicles and pedestrians or bicyclists throughout Town. These accidents are not new or unique to Leesburg. However their recent occurrences remind us of the risks that are present when motor vehicles and pedestrians share the same spaces.

The Town currently has 56 signalized intersections many of which have marked crosswalks. There are also more than 20 un-signalized intersections located in Town that contain crosswalks that Public Works staff has identified as key crossing locations (see attached crosswalk list).

Due to the recent crosswalk accidents, Town Council and Town residents have requested safety enhancements for pedestrians and bicyclists. As such, staff has reviewed the current tools used by the Town to promote pedestrian/ bicyclist safety, and has identified areas where the Town may want to focus additional resources and attention.

The Standing Residential Traffic Committee (SRTC) held their monthly meeting on November 3, 2014. At this meeting, several members of the community advocated for additional measures to promote crosswalk safety for pedestrians especially in light of the bicyclist who was hit at the intersection of Oakcrest Drive and North King Street.

The SRTC considered the request and provided the following recommendations (full memorandum is attached). The action from SRTC included four short term and one long term recommendations:

Short Term:

1. Reinstall the police message board on North King Street that signals "Yield to Pedestrians in Crosswalk".
2. Provide additional enforcement of crosswalk violations.
3. Move a driver feedback sign to North King Street at Oakcrest Manor Drive.
4. Have Town Council reconsider recommendation by SRTC regarding installation of a lighted crosswalk as a demonstration project on North King Street at Oakcrest Manor Dive.

Long Term:

5. Have Town Council provide more direction regarding a comprehensive pedestrian safety plan, specifically at crosswalks throughout the Town.

The Town has a long history of providing enhanced crosswalk features and tools to assist pedestrians and cyclists in using the Town's extensive network of trails and sidewalks. The following programs and tools are currently in use throughout Town to promote crosswalk safety:

Signage and Warning Lights

At heavily traveled intersections throughout Town, marked crosswalks have been provided. At many signalized intersections with marked crosswalks the Town has installed pedestrian activated crosswalk aids that signal when it is appropriate for a pedestrian to cross the street. By pressing a crosswalk button near the intersection, the pedestrian can activate the traffic signal to provide notification when the travel way is clear for crossing the street. At some critical intersections the pedestrian movement is built into the light's cycle. This stops all vehicular traffic and allows for pedestrian only movement. While this intersection control provides the safest crossing for pedestrians, it also lengthens the time for the lights to cycle and provides additional traffic congestion during peak drive times.

Driver notification signage has also been installed at many locations, informing drivers that they are approaching a crosswalk and that they are required to yield to pedestrians in the crosswalk.

Bollard signs marking the crosswalk are sometimes used in the center of streets to mark heavily traveled crosswalks. This type of signage has been used at the crosswalk on Loudoun Street near the County Government Building and along Miller Drive.

In the highly traveled area where the W&OD Trail crosses Catocin Circle a pedestrian activated traffic signal was installed to allow trail users to activate a traffic signal that stops vehicular traffic.

Driver feedback speed signs are used in several locations throughout Town. These signs show the posted speed and also contain an LED sign board that shows the speed of the passing vehicle. Excessive speed near crosswalks reduces the amount of time a driver has to react to a pedestrian in the crosswalk.

Staffed Crosswalks

Especially around schools, there are specific times of the day that low traveled crosswalks are extremely busy. Because of the young age of the pedestrians and because of the spike in users, six schools located within the Town have school crossing guards:

1. Catocin Elementary School
2. Leesburg Elementary School
3. Balls Bluff Elementary School
4. Cool Spring Elementary School
5. Tolbert Elementary School
6. Harper Park Middle School

These crossing guard positions are staffed and funded by the Loudoun County Sheriff's Office. The guards are generally on duty at these crosswalks from 07:20 AM to 07:55

Because a safe pedestrian crossing of Route 15 at Edwards Ferry Road is not possible at this time, the Town of Leesburg currently fully funds the Safe-T-Ride Bus that provides free shuttle service between several large shopping centers on the east side of Route 15 with shopping centers and high density residential units on the west side of Route 15, along Edwards Ferry Road. The annual Town cost to provide this service is \$246,755. Following the recent transition from the Town's contract with Virginia Regional Transit to the County's new shuttle bus provider, the Town modified the routes of the former shuttle loop to reduce the length of the route, thus, shortening the time each bus would take to complete the circuit. The intent was to make riding the bus across Route 15 a more efficient option rather than taking the significant risk of crossing the busy highway. Currently the Safe-T-Ride bus operates from 7:00am to 7:00pm Monday through Friday and 9:00am to 6:00pm Saturday and Sunday. Ridership for this past October for this route was approximately 2,300 passengers.

As part of staff's review of the current tools and technology in use at Town crosswalks, new enhancements and implementation of new programs were also considered. Staff recommends the follow actions to further promote Town crosswalk safety.

Educational Campaign to Promote Crosswalk and Pedestrian Safety:

Understanding the roles and responsibilities of pedestrians, cyclists, and drivers is a critical element of any program aimed at increasing safety on the Town's streets, trails, and sidewalks. Because this issue is of such importance to the region, the Metropolitan Washington Council of Governments (COG) has developed a program to increase pedestrian safety awareness. As a member of COG, Leesburg can utilize these educational materials to create its own campaign.

As part of this educational campaign staff recommends that sandwich board style signs with pamphlet holders be placed as high use intersections or intersections where safety issues have occurred in the past to help provide information to pedestrians and cyclists. Users of the crosswalk would be able to take a brochure with them that would show the proper way to use crosswalks.

The final aspect of the educational campaign would be encourage community groups such as Boy Scouts /Girl Scouts, and other civic clubs to make pedestrian/ bicyclical safety part of their educational program. The Town should also reach out to Home Owners Associations to develop educational partnerships. These neighborhood organizations often have e-mail and social media tools that can support the Town's efforts to educate residents on crosswalk safety. The Town would be able to provide materials and guest speakers through the police department to visit with these groups and share the importance of crosswalk safety.

Safe-T-Ride Bus Service

Staff recommends that the Town continue to evaluate ridership numbers of the Safe-T-Ride shuttle bus program to make sure it is providing the best service for the money. Depending on information provided by users of the shuttle and trends in ridership, the Town may want to consider modifying the hours of service or adjusting routes and shuttle stops to provide the most efficient service possible to promote use of this safety tool.

Improvements to North King at Oakcrest Drive (SRTC & Staff)

The Department of Public Works recommends that the Town install a flashing yellow signal with push buttons at the North King Street/Oakcrest Manor Drive crosswalk which could be installed by the end of the year (weather permitting) at a cost of \$15,000. The SRTC has a budget of \$36,000. The lighted crosswalk recommended by the SRTC would cost approximately \$50,000 and could not be installed until the spring of 2015. Lighted crosswalks are usually installed at location with 40 pedestrians per hour and North King Street/Oakcrest Manor Drive crosswalk average about 8 to 10 pedestrians per hour.

Comprehensive study of key intersections

Beyond the immediate recommendation to provide improvements to the heavily traveled Oakcrest Drive crosswalk, the Town should consider a comprehensive approach to ranking critical crosswalks, according to need, as a tool for determining what intersections would most benefit from additional improvements. This would provide a deliberate process to assess true need, rather than reacting to specific citizen request.

To initiate the action items listed above, staff recommends Town Council adopt the draft resolution as attached.

Attachments:

1. Draft Crosswalk Resolution
2. List of significant crosswalks that are un-signalized
3. Pedestrian/Crosswalk State Code Statutes
4. SRTC Crosswalk Improvement Recommendations (memos from 2014 & 2009)
5. Images of crosswalk improvements

PRESENTED November 24, 2014

RESOLUTION NO. 2014-

ADOPTED _____

A RESOLUTION: CROSSWALK SAFETY INITIATIVES

WHEREAS, the Town of Leesburg wishes to continue to promote Leesburg as a pedestrian and bicyclist friendly community; and,

WHEREAS, the Town of Leesburg has invested significant financial resources to develop sidewalks, trails, and bicycle paths to promote a healthier community and to provide residents and visitors a valuable community asset that allows for increased mobility and recreational opportunities; and,

WHEREAS, the Council of the Town of Leesburg places the safety and well-being of all residents, and visitors of Leesburg as a top priority for the Town Government; and,

WHEREAS, the Council of the Town of Leesburg is committed to finding ways to continue to promote safety and educational awareness regarding the use of the Town's transportation system, especially efforts to protect pedestrians and cyclists when using crosswalks.

THEREFORE, RESOLVED, that the Council of the Town of Leesburg directs the Town Manager to implement the following actions:

1. Intersection of Oakcrest Manor Drive and North King Street.
 - a. Install motorist facing, post-mounted flashing crosswalk warning signs at the crosswalk for a cost not to exceed \$20,000 using funds allocated to Standing Residential Traffic Committee (SRTC).

And/or

- b. Install asphalt imbedded crosswalk caution lights in the amount of \$60,000 using a combination of all of the funds allocated to the SRTC for FY 2015 along with an allocation of undesignated fund balance.
2. Develop and implement an educational campaign to promote pedestrian safety at crosswalks.
3. Analyze the efficiency of the Safe-T-Ride bus service to determine if schedule adjustments are needed.
4. Initiate an internal analysis of key intersections in Town to provide Council with additional improvement opportunities.

PASSED the ____ day of November, 2014.

Kristen C. Umstattd, Mayor
Town of Leesburg

ATTEST:

Clerk of Council

| Leesburg Signal List 3-14 | | No. of marked crosswalks |
|---------------------------|---------------------------------|--------------------------|
| 1. | Battlefield and Evergreen | 1 |
| 2. | Battlefield & Ft. Evans | 4 |
| 3. | Battlefield & Greenway | 2 |
| 4. | Battlefield & Miller | 4 |
| 5. | Battlefield & Potomac Center | 1 |
| 6. | Battlefield & Potomac Station | 4 |
| 7. | Battlefield & Route 15 Bypass | 0 |
| 8. | Battlefield & Shanks Evans | 4 |
| 9. | Battlefield & Sycolin | 4 |
| 10. | S. King & Greenway | 1 |
| 11. | Battlefield & Tennessee | 4 |
| 12. | Battlefield & Kincaid Blvd. | 4 |
| 13. | Battlefield & Tavistock | 3 |
| 14. | Catoctin Circle & Dry Mill | 2 |
| 15. | Catoctin Circle & Harrison | 4 |
| 16. | Catoctin Circle & Rescue Squad | 0 |
| 17. | Catoctin Circle & W&OD Trail | 1 |
| 18. | Crosstrail & Russell Branch | 4 |
| 19. | E. Market & Catoctin | 4 |
| 20. | E. Market & Ft. Evans | 4 |
| 21. | E. Market & Plaza | 4 |
| 22. | Edwards Ferry & Battlefield | 4 |
| 23. | Edwards Ferry & COSTCO | 3 |
| 24. | Edwards Ferry & Heritage Way | 4 |
| 25. | Edwards Ferry & Plaza | 4 |
| 26. | Edwards Ferry & Rt. 15 Bypass | 0 |
| 27. | Edwards Ferry & Shenandoah Sq. | 2 |
| 28. | Edwards Ferry & Target | 3 |
| 29. | Ft. Evans & Bypass | 0 |
| 30. | Ft. Evans & Outlet Mall | 1 |
| 31. | FT. Evans & Potomac Station | 4 |
| 32. | Ft. Evans and Sycamore Hill | 4 |
| 33. | King & Market | 4 |
| 34. | N. King & Battlefield | 1 |
| 35. | N. King & Dry Hollow | 2 |
| 36. | N. King & Smartts Mill | 0 |
| 37. | River Creek EB ramp | 3 |
| 38. | River Creek WB ramp | 2 |
| 39. | Russell Branch & Balch | 4 |
| 40. | Russell Branch & Village Market | 4 |
| 41. | S. King & Catoctin Circle | 4 |
| 42. | S. King & Clubhouse | 1 |
| 43. | S. King & Country Club | 1 |
| 44. | Battlefield & Plaza | 2 |
| 45. | S. King & Davis | 3 |
| 46. | S. King & Evergreen Mill | 1 |
| 47. | S. King & Fairfax | 2 |
| 48. | S. King & Loudoun | 4 |
| 49. | S. King & Meade | 1 |
| 50. | Sycolin & Hope | 2 |
| 51. | Tolbert & Evergreen Mill | 2 |
| 52. | Tolbert & Sycolin | 3 |
| 53. | W. Market & Catoctin | 2 |
| 54. | W. Market & Memorial | 2 |
| 55. | Sycolin & Tavistock | 1 |
| 56. | S. King & Masons | 0 |
| | TOTAL | 139 |

Key marked crosswalk at uncontrolled locations

1. North King Street at Oakcrest Manor Drive
2. North King Street at Cornwall Street
3. South King Street at W&OD Trail
4. South King Street at the off ramp Route 7/15 Bypass
5. E. Loudoun Street near Harrison Street (Loudoun County Offices)
6. W. Loudoun Street at Wirt Street
7. Old Waterford Road at Loudoun County Library
8. Old Waterford Road at Morven Park Road
9. Catoctin Circle at Ashton Drive
10. Catoctin Circle at W&OD Trail (Near Loudoun County High School)
11. Catoctin Circle at Crestwood Street
12. Catoctin Circle at Post Office (Flashing amber Lights)
13. Battlefield Parkway at Smartts Lane
14. Battlefield Parkway at Balls Bluff Road (Push Button Flashing Amber Lights)
15. Battlefield Parkway at Fieldstone Drive
16. Battlefield Parkway at Catoctin Circle
17. Battlefield Parkway at Chadfield Way
18. Kincaid Blvd. at Patrice Drive (Push Button Flashing Amber Lights)
19. Harrison Street and W&OD Trail
20. Dry Mill Road and W&OD Trail
21. Valley View Drive W&OD Trail
22. Tavistock Drive at Hallyard Court
23. Potomac Station Drive and Bonnie Ridge Drive

State Code references:

§ 46.2-904. Use of roller skates and skateboards on sidewalks and shared-use paths; operation of bicycles, motorized skateboards or foot-scooters, motor-driven cycles, electric power-assisted bicycles, and electric personal assistive mobility devices on sidewalks and crosswalks and shared-use paths; local ordinances.

The governing body of any county, city, or town may by ordinance prohibit the use of roller skates and skateboards and/or the riding of bicycles, electric personal assistive mobility devices, motorized skateboards or foot-scooters, motor-driven cycles, or electric power-assisted bicycles on designated sidewalks or crosswalks, including those of any church, school, recreational facility, or any business property open to the public where such activity is prohibited. Signs indicating such prohibition shall be conspicuously posted in general areas where use of roller skates and skateboards, and/or bicycle, electric personal assistive mobility devices, motorized skateboards or foot-scooters, motor-driven cycles, or electric power-assisted bicycle riding is prohibited.

A person riding a bicycle, electric personal assistive mobility device, motorized skateboard or foot-scooter, motor-driven cycle, or an electric power-assisted bicycle on a sidewalk, shared-use path, or across a roadway on a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing any pedestrian.

No person shall ride a bicycle, electric personal assistive mobility device, motorized skateboard or foot-scooter, motor-driven cycle, or an electric power-assisted bicycle on a sidewalk, or across a roadway on a crosswalk, where such use of bicycles, electric personal assistive mobility devices, motorized skateboards or foot-scooters, motor-driven cycles, or electric power-assisted bicycles is prohibited by official traffic control devices.

A person riding a bicycle, electric personal assistive mobility device, motorized skateboard or foot-scooter, motor-driven cycle, or an electric power-assisted bicycle on a sidewalk, shared-use path, or across a roadway on a crosswalk, shall have all the rights and duties of a pedestrian under the same circumstances.

A violation of any ordinance adopted pursuant to this section shall be punishable by a civil penalty of not more than \$50.

(1981, c. 585, § 46.1-229.01; 1984, c. 124; 1989, c. 727; 1999, c. 943; 2001, c. 834; 2002, c. 254; 2003, cc. 29, 46; 2006, cc. 529, 538; 2013, c. 783.)

§ 46.2-924. Drivers to stop for pedestrians; installation of certain signs; penalty.

A. The driver of any vehicle on a highway shall yield the right-of-way to any pedestrian crossing such highway:

1. At any clearly marked crosswalk, whether at mid-block or at the end of any block;
2. At any regular pedestrian crossing included in the prolongation of the lateral boundary lines of the adjacent sidewalk at the end of a block;
3. At any intersection when the driver is approaching on a highway or street where the legal maximum speed does not exceed 35 miles per hour.

B. Notwithstanding the provisions of subsection A, at intersections or crosswalks where the movement of traffic is being regulated by law-enforcement officers or traffic control devices, the driver shall yield according to the direction of the law-enforcement officer or device.

No pedestrian shall enter or cross an intersection in disregard of approaching traffic.

The drivers of vehicles entering, crossing, or turning at intersections shall change their course, slow down, or stop if necessary to permit pedestrians to cross such intersections safely and expeditiously.

Pedestrians crossing highways at intersections shall at all times have the right-of-way over vehicles making turns into the highways being crossed by the pedestrians.

C. The governing body of Arlington County, Fairfax County, Loudoun County and any town therein, the City of Alexandria, the City of Fairfax, and the City of Falls Church may by ordinance provide for the installation and maintenance of highway signs at marked crosswalks specifically requiring operators of motor vehicles, at the locations where such signs are installed, to yield the right-of-way to pedestrians crossing or attempting to cross the highway. Any operator of a motor vehicle who fails at such locations to yield the right-of-way to pedestrians as required by such signs shall be guilty of a traffic infraction punishable by a fine of no less than \$100 or more than \$500. The Department of Transportation shall develop criteria for the design, location, and installation of such signs. The provisions of this section shall not apply to any limited access highway.

D. Where a shared-use path crosses a highway at a clearly marked crosswalk and there are no traffic control signals at such crossing, the local governing body may by ordinance require pedestrians, cyclists, and any other users of such shared-used path to come to a complete stop prior to entering such crosswalk. Such local ordinance may provide for a fine not to exceed \$100 for violations. Any locality adopting such an ordinance shall install and maintain stop signs, consistent with standards adopted by the Commonwealth Transportation Board and to the extent necessary in coordination with the Department of Transportation. At such crosswalks, no user of such shared-use path shall enter the crosswalk in disregard of approaching traffic.

E. A locality adopting an ordinance under subsection D shall coordinate the enforcement and placement of any stop signs affecting a shared-use path owned and operated by a park authority formed under Chapter 57 (§ 15.2-5700 et seq.) of Title 15.2 with such authority.

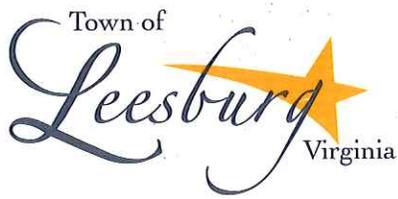
(Code 1950, §§ 46-243, 46-244; 1958, c. 541, § 46.1-231; 1962, c. 471; 1968, c. 165; 1972, c. 576; 1976, c. 322; 1989, c. 727; 2000, c. 323; 2002, c. 327; 2004, c. 658; 2007, c. 813; 2012, c. 339; 2013, cc. 507, 585, 646, 681.)

§ 46.2-923. How and where pedestrians to cross highways.

When crossing highways, pedestrians shall not carelessly or maliciously interfere with the orderly passage of vehicles. They shall cross, wherever possible, only at intersections or marked crosswalks. Where intersections contain no marked crosswalks, pedestrians shall not be guilty of negligence as a matter of law for crossing at any such intersection or between intersections when crossing by the most direct route.

The governing body of any town or city or the governing body of a county authorized by law to regulate traffic may by ordinance permit pedestrians to cross an intersection diagonally when all traffic entering the intersection has been halted by lights, other traffic control devices, or by a law-enforcement officer.

(Code 1950, § 46-243; 1958, c. 541, § 46.1-230; 1966, c. 706; 1976, c. 322; 1981, c. 163; 1989, c. 727.)



November 5, 2014

The Honorable Kristen C. Umstattd, Mayor
Members of the Town Council
Town of Leesburg
25 West Market Street
Leesburg, VA 20176

RE: Recommendation on pedestrian safety throughout the Town and North King Street at Oakcrest Manor Drive

Dear Mayor Umstattd and Council Members:

At the Leesburg Standing Residential Traffic Committee Meeting on November 3, 2014, the Committee discussed pedestrian safety throughout the Town and North King Street at Oakcrest Manor Drive.

The Committee recommended (5) five items, (4) four short-term and (1) one long-term requesting more direction from Council regarding a comprehensive pedestrian safety plan, specifically at crosswalks throughout the Town.

The (4) four short-term items are:

1. Reinstall the LPD message board on North King Street, "Yield to pedestrians in crosswalk".
2. Provide additional enforcement of crosswalk violations.
3. Move a driver feedback sign to North King Street at Oakcrest Manor Drive.
4. Council to reconsider recommendation by SRTC regarding installation of a lighted crosswalk as a demonstration project on North King Street at Oakcrest Manor Drive. (see attached)

Thank you for referring this matter for the Committee's evaluation.

Very truly yours,

A handwritten signature in black ink that reads "Sandy Kane". The signature is written in a cursive, flowing style.

Sandy Kane, Vice-Chair

Attachment: Council Agenda Item dated April 22, 2009

cc: Kaj H. Dentler, Town Manager
Thomas A. Mason, P.E., Director of Public Works
Calvin K. Grow, Transportation Engineer
SRTC Members

AGENDA ITEM ROUTING SLIP

WORK SESSION REGULAR MEETING

PREVIEW ONLY

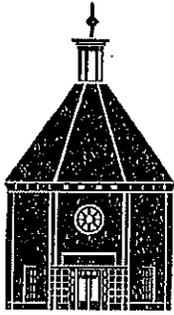
DATE: April 22, 2009

ITEM TITLE: SRTC Recommendations

- 1. Battlefield Parkway Crosswalk at Plaza Street**
- 2. Lighted crosswalk at North King & Oakcrest Manor Dr.**

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 Town Council agenda

| <u>DEPARTMENT</u> | <u>INITIALS</u> |
|---|-----------------|
| 1. _____ | _____ |
| 2. _____ | _____ |
| 3. _____ | _____ |
| 4. <u>Director of Public Works</u> | <u>DM</u> |
| 5. <u>Assistant to the Town Manager</u> | _____ |
| 6. <u>Town Attorney</u> | _____ |
| 7. <u>Town Manager</u> | _____ |
| Okay to go to Final | _____ |



The Town of
**Leesburg,
Virginia**

25 West Market Street ■ P.O. Box 88 ■ 20178 ■ 703-777-2420 ■ Metro: 703-478-1821 ■ FAX: 703-771-2727 ■ www.leesburgva.org

January 7, 2009

The Honorable Kristen C. Umstattd, Mayor
Members of the Town Council
P. O. Box 88
Leesburg, VA 20178

RE: SRTC FY 2009 Budget

Dear Mayor Umstattd and Council Members:

At the Leesburg Standing Residential Traffic Committee meeting on January 5, 2009, the Committee discussed possible projects for utilizing the remaining \$60,000.00 in the Committee's FY '09 budget.

The Committee favored installing a lighted crosswalk as a demonstration project at an appropriate location and decided that the crosswalk at Oakcrest Manor Drive across North King Street best captured high foot traffic, including night-time traffic fed from residential neighborhoods. Noting strong endorsements by residents in the Exeter Community, the Committee also endorsed a crosswalk across Battlefield Parkway at Plaza Street to complete the pedestrian network in that vicinity, if appropriate easements will be obtained to access the trail network on the north side of Battlefield Parkway.

The Committee accordingly recommends your approval and funding of these projects. Thank you for consideration.

Very truly yours,

Elizabeth D. Whiting, Chair

cc: John Wells, Town Manager
Thomas A. Mason, P.E., Director of Public Works
Calvin K. Grow, P.E., Transportation Engineer
SRTC members



Date of Council Meeting: April 28, 2009

**TOWN OF LEESBURG
TOWN COUNCIL MEETING**

Subject: Lighted crosswalk on North King Street at Oakcrest Manor Drive, N.E.

Staff Contact: Calvin K. Grow, P.E., Transportation Engineer *MKB for CKG*

Recommendation: I recommend that the following cost estimate be forwarded to the Town Council.

Issue: The Leesburg Standing Residential Traffic Committee has recommended that funds be made available to install the lighted crosswalk.

Background:

North King Street at Oakcrest Manor Drive Cost Estimate for a Lighted Crosswalk

| | |
|--------------------------------|----------|
| • Lighted crosswalk baseplates | \$33,880 |
| • Installation | \$7,500 |
| ESTIMATED TOTAL COST | \$41,380 |

Attachments: 1. Aerial photo of the intersection
2. Lighted crosswalk illustrations





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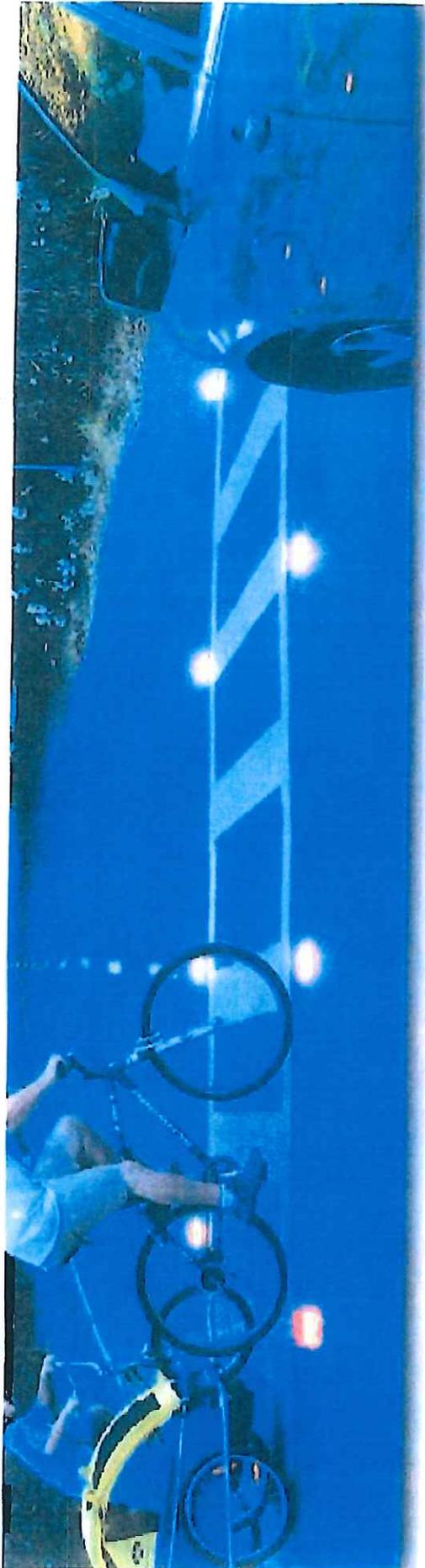


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Examples of Crosswalk Improvements and Safety Features



Driver Speed Feedback Sign



Crosswalk with signage and enhanced pavement markings



Speed Hump



Crosswalk with constant flashing lights



Crosswalk with user activated traffic signal