

# Appendix E

**MOTION 2013-010**

*I move to adopt a policy for evaluating one-way traffic requests as part of the Residential Traffic Management Plan. The policy will require 75 percent support from affected residents, as well as a traffic study supporting the request*

**MOTION 2013-011**

*I move to adopt a modified procedure and ranking system for handling traffic calming requests as part of the Residential Traffic Management Plan, as outlined in the flow chart and descriptions presented by the Standing Residential Traffic Committee*

**MOTION 2013-012**

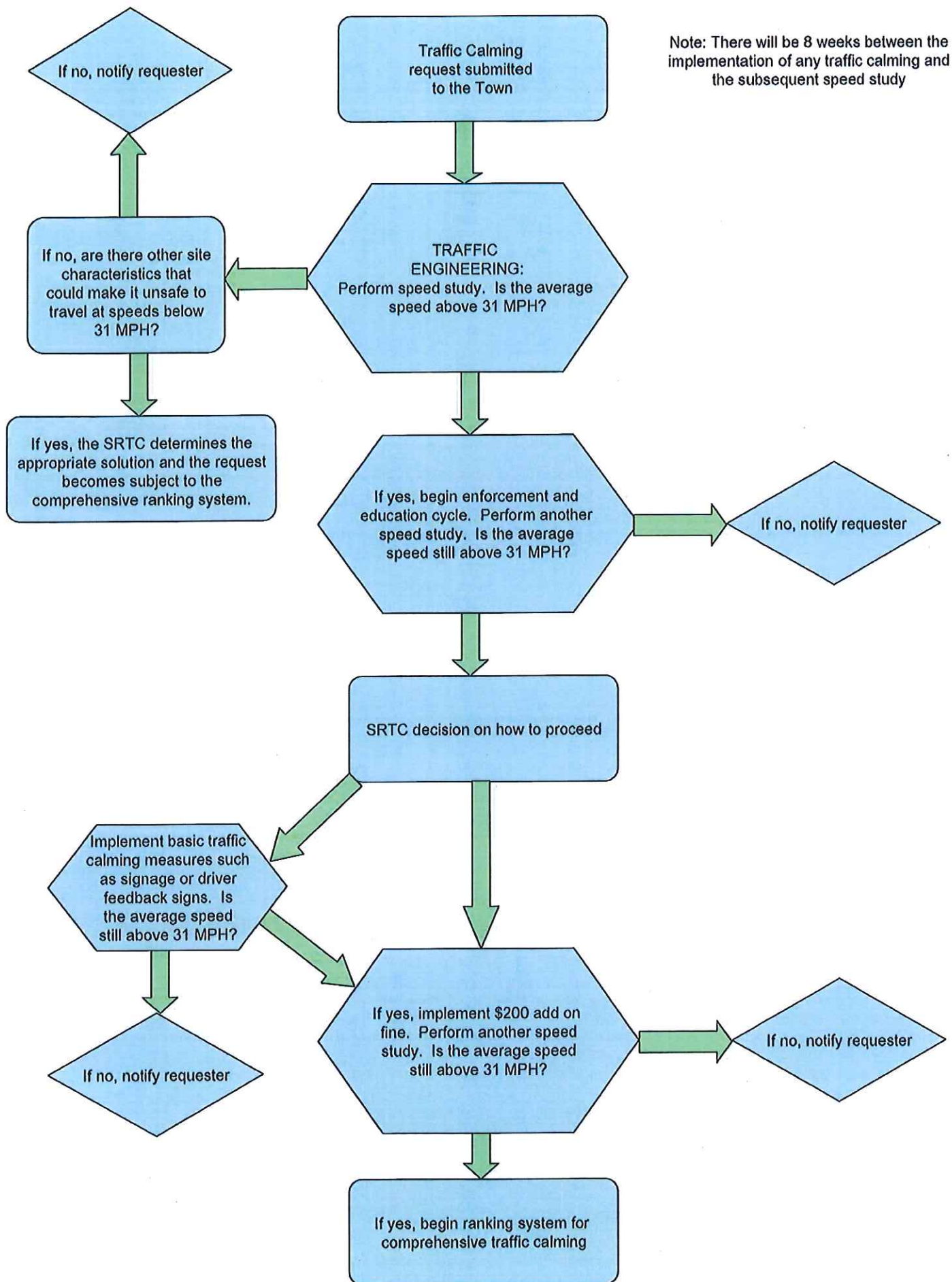
*I move to adopt a modified policy for handling requests for a \$200 additional fine for speeding on residential streets as part of the Residential Traffic Management Plan as permitted by Virginia State Code Section 46.2-878.2. The policy will enable Town Council to approve the additional fine following a public hearing if the average speeds remain above 31 miles per hour after eight (8) weeks of Leesburg Police selective enforcement*

*The motions were approved by the following vote:*

*Aye: Burk, Butler, Dunn, Hammler, Martinez, Wright and Mayor Umstatted*

*Nay: None*

*Vote: 7-0*



If no, notify requester

Traffic Calming request submitted to the Town

Note: There will be 8 weeks between the implementation of any traffic calming and the subsequent speed study

If no, are there other site characteristics that could make it unsafe to travel at speeds below 31 MPH?

TRAFFIC ENGINEERING:  
Perform speed study. Is the average speed above 31 MPH?

If yes, the SRTC determines the appropriate solution and the request becomes subject to the comprehensive ranking system.

If yes, begin enforcement and education cycle. Perform another speed study. Is the average speed still above 31 MPH?

If no, notify requester

SRTC decision on how to proceed

Implement basic traffic calming measures such as signage or driver feedback signs. Is the average speed still above 31 MPH?

If no, notify requester

If yes, implement \$200 add on fine. Perform another speed study. Is the average speed still above 31 MPH?

If no, notify requester

If yes, begin ranking system for comprehensive traffic calming

## PRIORITIZATION OF ELIGIBLE COMPREHENSIVE PROJECTS

Eligible Comprehensive traffic calming projects will be prioritized for implementation based upon the severity of the traffic conditions by taking into account the following cumulative traffic impacts: speeding, volume, cut-through traffic, crash history, proximity to pedestrian generators (like schools, parks, community centers) and unique roadway conditions. Priority points will be assigned per the following table:

Speed	2 points for each mph greater than the average speed of 31 mph
Volume	1 point for each 500 vehicles over 1,000 vehicles per day;  5 points if 40-65% or more ADT on local street is cut-through traffic between arterials or major roadways;  10 points if higher than 65%
Crash History	5 points for each speed-related crash in the past 3 years
Pedestrian Generators (15 points max.)	5 points for each school, park or trail access, library or community center or senior housing along roadway;  3 points if within 1 block;  2 points if within 2 blocks
Unique Conditions (15 points max.)	5 points for designation as a Bike Route or as a Town Plan pedestrian corridor, or for proximity to neighborhood business district or existing/planned transit stops;  10 points for written support from Homeowner's Association or 75% of neighborhood residents demonstrated support;  5 points for missing sidewalk section;  5 points for inadequate or uncorrectable site distance problems;  5 points for any other geometric factors which could result in unsafe conditions

## **BASIC TRAFFIC CALMING**

Basic traffic calming services include the installation of traffic control devices (such as crosswalks, truck restrictions, additional \$200 fine for speeding, smart trailer, watch for children, pedestrian warning, driver feedback signs) traffic enforcement by Leesburg Police Department Traffic Enforcement Unit, and traffic safety education. The application of basic and comprehensive measures is subject to the adopted "Residential Traffic Management Plan". Basic traffic calming consists of those traffic control devices and programs that can be implemented to regulate, warn, guide, enforce and educate motorist, pedestrians and bicyclists. They may include standard striping and signing elements as found in the Manual on Uniform Traffic Control Devices.

Basic traffic calming is used where most traffic concerns can be addressed using education, enforcement and/or engineering.

## **COMPREHENSIVE TRAFFIC CALMING**

Neighborhoods that are experiencing adverse traffic conditions that cannot be addressed using basic traffic calming services may be eligible for a comprehensive traffic calming project, which include speed humps, chokers, traffic circles and raised crosswalk.

The implementation of comprehensive traffic calming projects is limited to residential, 2-lane local or neighborhood collector streets, with a maximum posted speed limit of 25 mph. Streets designated in the Town Plan as through collector roadways are generally not considered for comprehensive traffic calming measures, except for Driver Feedback Signs and additional \$200 fine. These roadways, by their classification or function, are intended to carry higher volumes of traffic to accommodate a large vehicle mix.

## **THRESHOLD CRITERIA FOR COMPREHENSIVE PROJECTS**

The following threshold criteria must be met to be considered for the implementation of Comprehensive traffic calming projects:

Local and Collector Streets (25 mph posted speed limit, 1,000-2,000 vehicles/day):

✓ Greater than the average speed of 31 mph

or

✓ Other site characteristics that could make it unsafe to travel at speeds below 31 mph