

*DRAFT*

*Ad-Hoc Subcommittee  
Of The Standing Residential  
Traffic Committee  
Southwest Quadrant Proposal  
Presented to  
The Standing Residential Traffic  
Committee  
Leesburg, Virginia  
May 2, 2005*

*Ad-Hoc Subcommittee of The Standing Residential Traffic  
Committee Members  
Dawn Barrett, Kim Berkey, Marcia Brown, Jim Dennison, Ann  
Jones, Al Lewis, and Larry Tucker*

*After thorough investigation and discussion the Ad-Hoc Subcommittee respectfully presents the following Proposal for consideration to alleviate traffic issues brought to the attention of this Subcommittee by the Standing Residential Traffic Committee, Leesburg Town Council and Leesburg Police.*

This proposal covers those areas needing immediate attention to improve the safety and protect the quality of life of the residents of the Southwest Quadrant of Leesburg, Virginia. We ask that our proposal be reviewed and then brought forth to the Town Council of the Town of Leesburg for consideration for the good of Leesburg.

The Ad-Hoc Subcommittee of the Standing Residential Traffic Committee was set up by Resolution No. 2004-168 the Town Council on October 13, 2004. The goal of the Council was to find solutions to the traffic calming needs of Southwest Leesburg through a cooperative effort of the affected neighborhoods. The following neighborhoods were represented:

Country Club: Marcia Brown, Jim Dennison, Larry Tucker  
Greenway Farms: Dawn Barrett, Kim Berkey  
Woodlea Manor: Ann Jones, Al Lewis

The subcommittee adopted a task plan, suggested by the Staff, to guide its research and deliberations. The eight step task plan, shown in Attachment 1 extends from the identification of the problem areas, data collection and an identification of solutions through to an assessment of community support and final recommendation to the Town Council. This report is the product of the first five tasks.

We anticipate after the review of the report by the LSRTC to incorporate recommended changes and then to move forward to the last two tasks of assessing community support and the development of the final recommendations for the LSRTC to present to the Town Council.

The Subcommittee, for purposes of planning and cost, has not at this juncture prioritized the traffic calming measures. We would like the opportunity to be an integral part of the prioritizing of the traffic calming measures with the LSRTC.

The Subcommittee recommends that current traffic calming measures in place should not be removed until all new proposed measures are put in place (i.e., stop signs on Meade Drive stay in place until all measures are installed on Meade Drive).

The Subcommittee brought its own anecdotal observations to the task of identifying the particular problem areas in the neighborhood. The Staff also provide objective information including the Leesburg Police Department Traffic Complaints & Selective Traffic Enforcement Request and Smart Survey data. The Smart Survey data was of particular interest. The available data covered all of the neighborhoods and provided data on the traffic volume, average speeds, 85<sup>th</sup> percentile speeds etc. We used this data to rank the locations. Attachment 2 shows the locations sorted so they are ranked by average speed. We observed that the streets where the average speeds are > 31mph, eight of the thirty-nine locations where data was taken, corresponded to those streets that we had identified by local observation as problem areas. We understand from the staff that the ">31 mph" criteria is the one adopted by the Town for the identification of a problem area needing to be addressed. In our research we also became aware that other Towns use different criteria. One such criteria is that the 85<sup>th</sup> percentile speed is >30mph for a posted 25 mph zone (ref Arlington's "Neighborhood Traffic Calming Program Process, Criteria and

Measures”) According to that criteria thirty-one of the thirty-nine locations for which data was provided would be considered to have a speeding problem.

The majority of the subcommittee traveled to Arlington to see first hand the traffic calming measures implemented there. This information and the commentary of the Arlington officials with regard to the affectivity of the measures implemented and their potential problems was useful.

The subcommittee has defined locations where it believes traffic calming measures are warranted and has also suggested the measures that should be considered. We believe the proposed measures represent the most effective approaches to both calm traffic and to keep traffic moving and, we believe, from our somewhat limited expertise, incorporate best traffic calming practices in use today.

## Recommendations

- *Bradfield Drive/Hawling Place*: Narrowing all current corners and a raised brick colored crosswalk.
- *Bradfield Drive (where the golf carts cross)*: Bump-outs with parking lane beginning and ending at residential properties. Raised crosswalk at golf cart crossing.
- *Nickels Drive/ Bradfield Drive*: Traffic Circle and speed cushions prior to intersection Eliminate stop signs on Bradfield Drive upon completion.
- *Country Club Drive (just beyond entrance where current medians are located (approx. Maryanne Ave.))*: Bump-outs at Maryanne Ave and Governors Place. Speed cushion at Governors just prior to its T-stop with Country Club Drive. Traffic Circles to be located at four way intersections (Rollins and Country Club & Dailey and Country Club).
- *Country Club Drive (beginning at Dailey Place and extending to Janney Street)*. Bump outs with parking lanes beginning and

ending at residential properties. A raised crosswalk at Golf cart crossing.

- *Janney Street*: Speed cushion on descending hill just prior its intersection with Country Club Drive.
- *Meade Drive (extending from the intersection at Greenway Drive until Moore Place)*: Bump-outs at all T intersections with parking lanes from Moore Place until Deermeadow Place. Traffic Circle at Moore Place and Meade Drive. Speed cushions at properly engineered locations at Fairfield Drive, Lawnhill Drive and Deermeadow Place. Raised crosswalk at Lawford Drive. Stop signs at on Meade Drive at Moore, Fairfield Drive, Lawnhill Drive, and Lawford Drive are to be eliminated. Stop signs and current crosswalk to remain at Meade and Greenway Drive. No parking signage to continue on non-residential side of Meade Drive from Deermeadow Place to Greenway Drive.
- *Governors Drive and Route 15*: Continued monitoring of the use of this street as a u-turn area. Reports of u-turns > 100 feet from the sign just after turning onto Governors from Route 15.

A map of these locations depicting these recommended traffic calming measures was also prepared and has been provided to the staff.

Acknowledgement.

The subcommittee would like to acknowledge the help, support and guidance provided by Calvin Grow and Mike Bomgardner and Nick Colonna.

## ATTACHMENT 1

### SOUTHWEST – AD\_HOC COMMITTEE TASKS

#### 1. IDENTIFY PROBLEM

Speeding, running through stop signs, cut through traffic, pedestrian safety, others. U-turns, traffic redistribution.

#### 2. DEFINE SCOPE OF PROBLEM

- Identify affected streets and intersections
- Analyze street use with respect to street classifications and design standards
- Problem not confirmed by current data and RTMP guidelines

#### 3. DATA COLLECTION

a) What to measure?

#### 4. DATA RESULTS

- Confirm scope of problem
- Focus on solution

#### 5. COMMITTEE DISCUSSION OF PROBLEMS AND RECOMMENDED MEASURES

a) Development of master calming plan

#### 6. RETURN AND REPORT TO LSRTC AND INCORPORATE RECOMMENDATIONS

#### 7. ASSESS COMMUNITY SUPPORT FOR TRAFFIC CALMING

#### 8. RECOMMENDATIONS TO THE TOWN COUNCIL

## ATTACHMENT 2

		Duration Hrs	Date Started	Date Finished	Total recorded volume of traffic	Avg Speed	% exceeding 25mph	mode speed	85th percentile speed	Rank by 85th percentile speed	Rank by average speed	85th percentile speed > 30mph	Average Speed >31mph
Country Club Drive	Eastbound	21	10/28/2003	10/29/2003	1181	35	94.7	35	41.42	1	1	X	X
Meade Drive	Eastbound	24	9/10/2002	9/11/2002	43	33	63.6	15	n/a		2	X	X
Bradfield Drive at Cartpath	Southbound	24	5/12/2003	5/13/2003	369	33	88.5	30	39.94	2	3	X	X
Country Club Drive	Westbound	24	10/24/2003	10/25/2003	1538	33	93.6	30	39.44	3	4	X	X
Bradfield Drive at Golf Crossing	Eastbound	24	8/19/2004	8/20/2004	342	33	93.3	30	39.38	4	5	X	X
Bradfield Drive at Cartpath	Northbound	24	5/12/2003	5/13/2003	412	33	92.8	30	38.58	5	6	X	X
Bradfield Drive at Golf Crossing	Westbound	24	8/19/2004	8/20/2004	340	32	88.3	30	38.21	6	7	X	X
Country Club Drive at Orr	Eastbound	24	8/19/2004	8/20/2004	1395	32	93.6	30	37.32	9	8	X	X
Woodlea Drive at Jacob	Southbound	24	9/1/2004	9/2/2004	902	31	82.7	30	38.15	7	9	X	
Greenway Drive at Connery	Eastbound	24	8/23/2004	8/24/2004	593	30	78.9	25	37.7	8	10	X	
Greenway Drive at Connery	Westbound	24	8/23/2004	8/24/2004	794	30	79.5	25	35.34	12	11	X	
Country Club Drive at Orr	Westbound	24	8/19/2004	8/20/2004	1029	30	84.7	25	34.59	15	12	X	
Woodlea Drive at Jacob	Northbound	24	9/1/2004	9/2/2004	780	29	68.6	35	36.64	10	13	X	
Inbound Meade Drive	Westbound	24	10/10/2003	10/11/2003	643	29	68.4	25	35.99	11	14	X	
117 and 119 Meade Drive	Westbound	38	10/3/2003	10/4/2003	1668	29	72.8	25	34.84	13	15	X	
1107 Bradfield Drive	Northbound	25	3/18/2004	3/19/2004	648	29	80.2	25	34.81	14	16	X	
Country Club Drive	Eastbound	24	9/19/2002	9/20/2002	1257	28	68.1	25	33.97	17	17	X	
Meade Drive S.B.	Northbound	24	8/29/2002	8/30/2002	193	28	69.7	25	33.66	18	18	X	
1107 Bradfield Drive	Southbound	25	3/18/2004	3/19/2004	628	28	68.3	25	33.36	21	19	X	
Meade Drive	Westbound	24	9/10/2002	9/11/2002	26	28	100	25	29.25	35	20		
Outbound Meade Drive	Eastbound	24	10/10/2003	10/11/2003	667	27	59	25	34.2	16	21	X	
Deermeadow Court at Culvert	Southbound	24	4/1/2004	4/2/2004	3328	27	50.06	20	33.47	19	22	X	
Meade Drive	Eastbound	24	7/30/2002	7/31/2002	326	27	60.4	25	33.38	20	23	X	
Eastbound Meade at Fairfield	Eastbound	48	9/12/2003	9/14/2003	665	27	64.9	25	32.59	22	24	X	
Marshall Drive at Crosswalk	Eastbound	24	10/21/2004	10/22/2004	631	27	63.3	25	32.32	25	25	X	
Westbound Meade at Fairfield	Westbound	48	9/12/2003	9/14/2003	751	27	62	25	32.08	26	26	X	
Meade Drive at Greenway	Eastbound	24	8/23/2004	8/24/2004	1032	27	65.7	25	31.16	28	27	X	
Meade Drive S.B.	Southbound	24	8/29/2002	8/30/2002	199	26	55.6	25	32.36	24	28	X	
Country Club Drive	Westbound	24	9/19/2002	9/20/2002	1046	26	64.5	25	30.83	30	29	X	
Deermeadow Place at Culvert	Southbound	24	12/17/2003	12/18/2003	121	26	57.9	25	29.97	31	30		
Deermeadow Place at Culvert	Southbound	24	4/21/2004	4/22/2004	94	25	33.3	30	32.38	23	31	X	
Deermeadow Court at Culvert	Northbound	24	4/1/2004	4/2/2004	117	25	44.8	20	31.23	27	32	X	
Hague Drive at Bradfield	Northbound	24	9/1/2004	9/2/2004	229	25	35.6	15	31.07	29	33	X	
Deermeadow Place at Culvert	Northbound	24	4/20/2004	4/21/2004	156	25	48.8	25	29.79	32	34		
Meade Drive at Greenway	Westbound	24	8/23/2004	8/24/2004	941	25	48.1	20	29.7	33	35		
Meade Drive at Lawnhill	Westbound	24	5/27/2003	5/28/2003	894	25	47.8	20	29.29	34	36		
Meade Drive	Eastbound	24	5/27/2003	5/28/2004	705	24	38.9	20	29.06	36	37		
Meade Drive	Westbound	24	7/30/2002	7/31/2002	280	23	24.4	20	27.92	38	38		
Hague Drive at Bradfield	Southbound	24	9/1/2004	9/2/2004	236	22	26.7	15	28.66	37	39		