

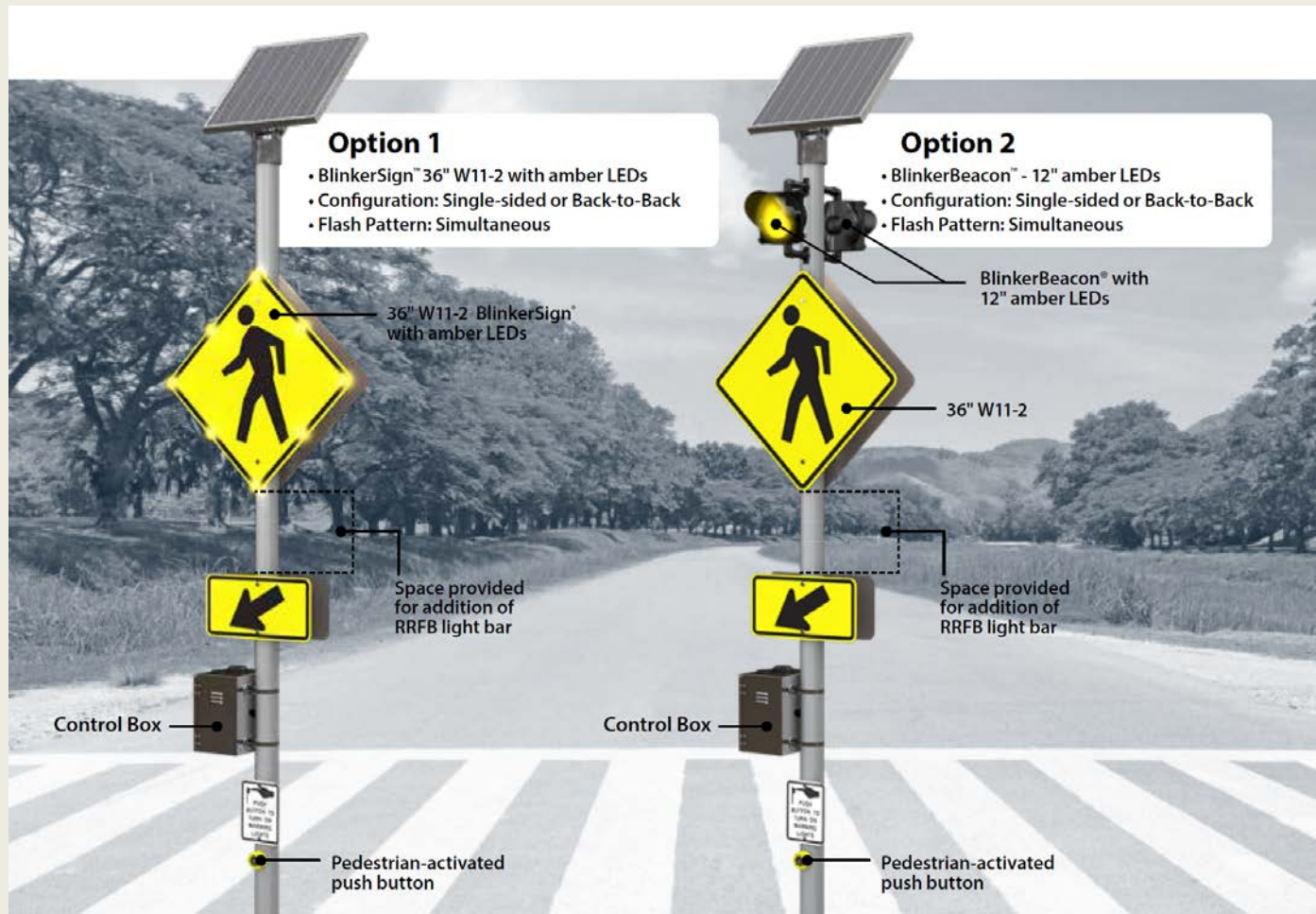
Transportation Safety Commission



**TOWN OF VIENNA
JANUARY 30, 2018**

DPW Report Supplement

Pedestrian Activated Crosswalk



Radar (Pole Mounted) Speed Display

Portable signs that use radar to provide electronic display to alert drivers of speed

Pros: portable

Cons: residual effects are negligible when removed, long-term placement has mixed results

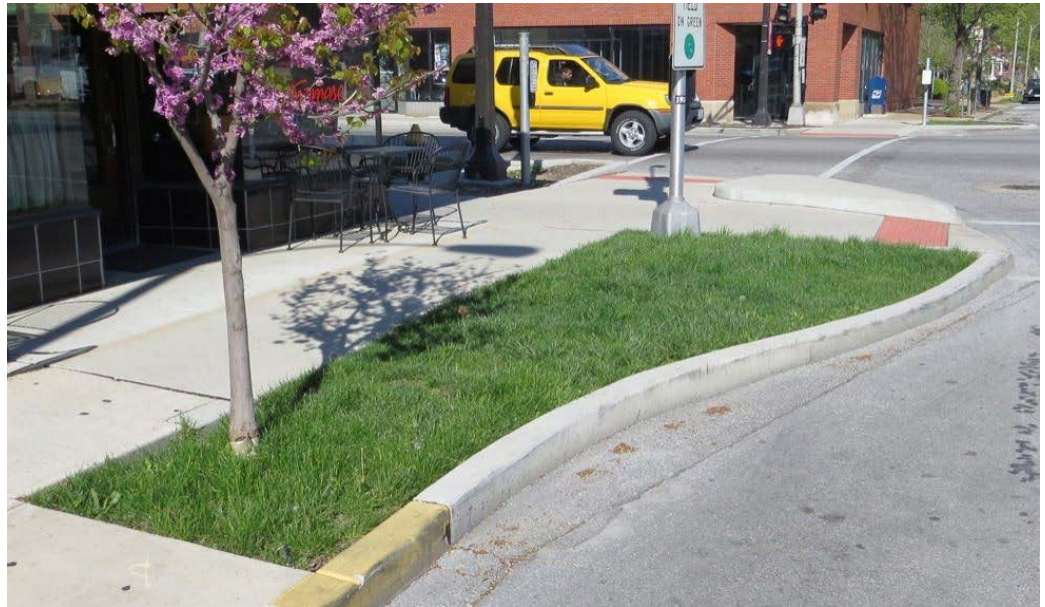


Choker/ Corner Extension

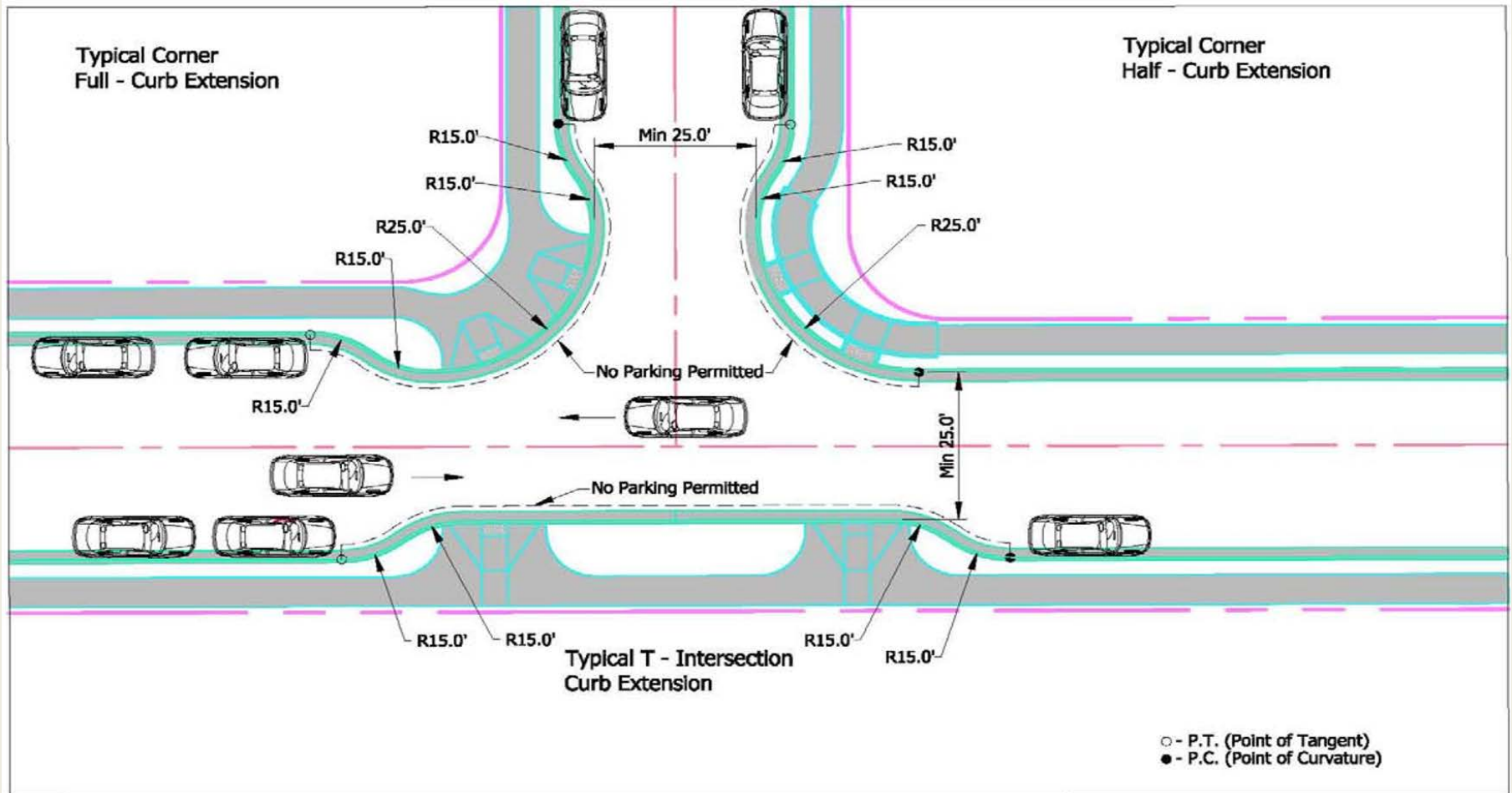
Curb extensions at midblock or intersection corners that narrow a street by extending the sidewalk or the planting strip

Pros: breaks up sight lines, lower impact on emergency response time, increased pedestrian visibility, decreased street width

Cons: require design to be effective, drainage impacts, impact to parking and access to driveways, additional maintenance



Typical Corner Extension Placement



Reduced Corner Radii

Reduced corner radii at an intersection forces drivers to slow for turning movements (TOV standard for new intersections is 25')

Pros: self enforcing, minimal maintenance

Cons: increased emergency response time, large vehicle turning movements, drainage impacts, snow removal



Tighter corner radii reduce crossing distance and slow turning traffic (Credit: Michele Weisbart)

Traffic Study Summary

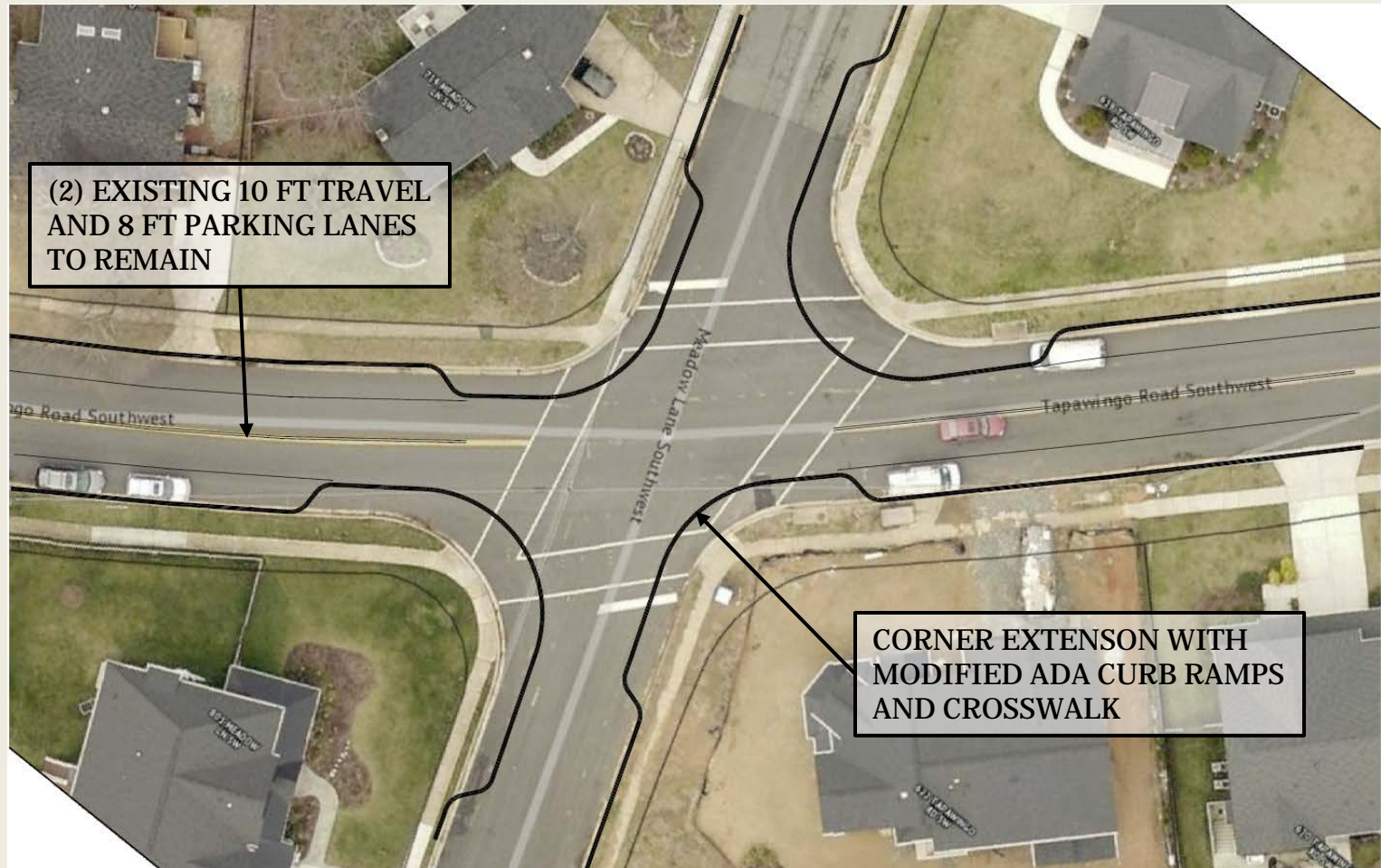


	Traffic Calming Guidelines	Tapawingo Road			Kingsley Road		
Study Date		Oct-16 (TOV)	Nov-17 (TOV)	Nov-17 (VDOT)	Nov-16 (TOV)	Nov-17 (TOV)	Nov-17 (VDOT)
VPD	---	4756	5161	4344	4378	4193	4052
+ 5 MPH	15.0%	26.0%	22.4%	---	42.0%	40.4%	---
85th Percentile Speed	31.0	31.8	31.0	31.8	32.9	33.3	31.7

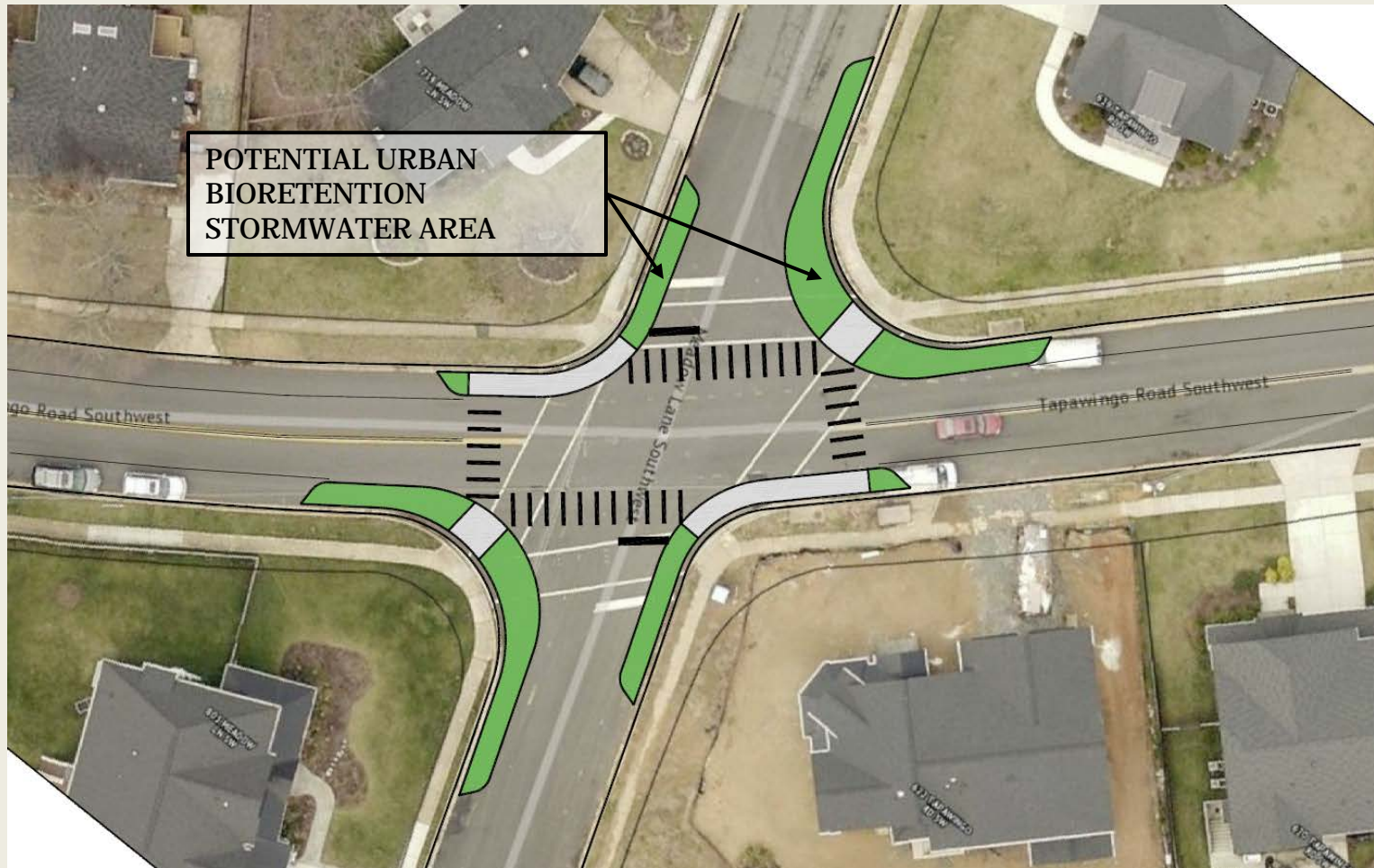
Effectiveness:

Two field studies of five corner extensions measured reductions between 1 and 3.5 mph for 85th percentile speeds. (FHWA)

Tapawingo Road – Preliminary Traffic Calming



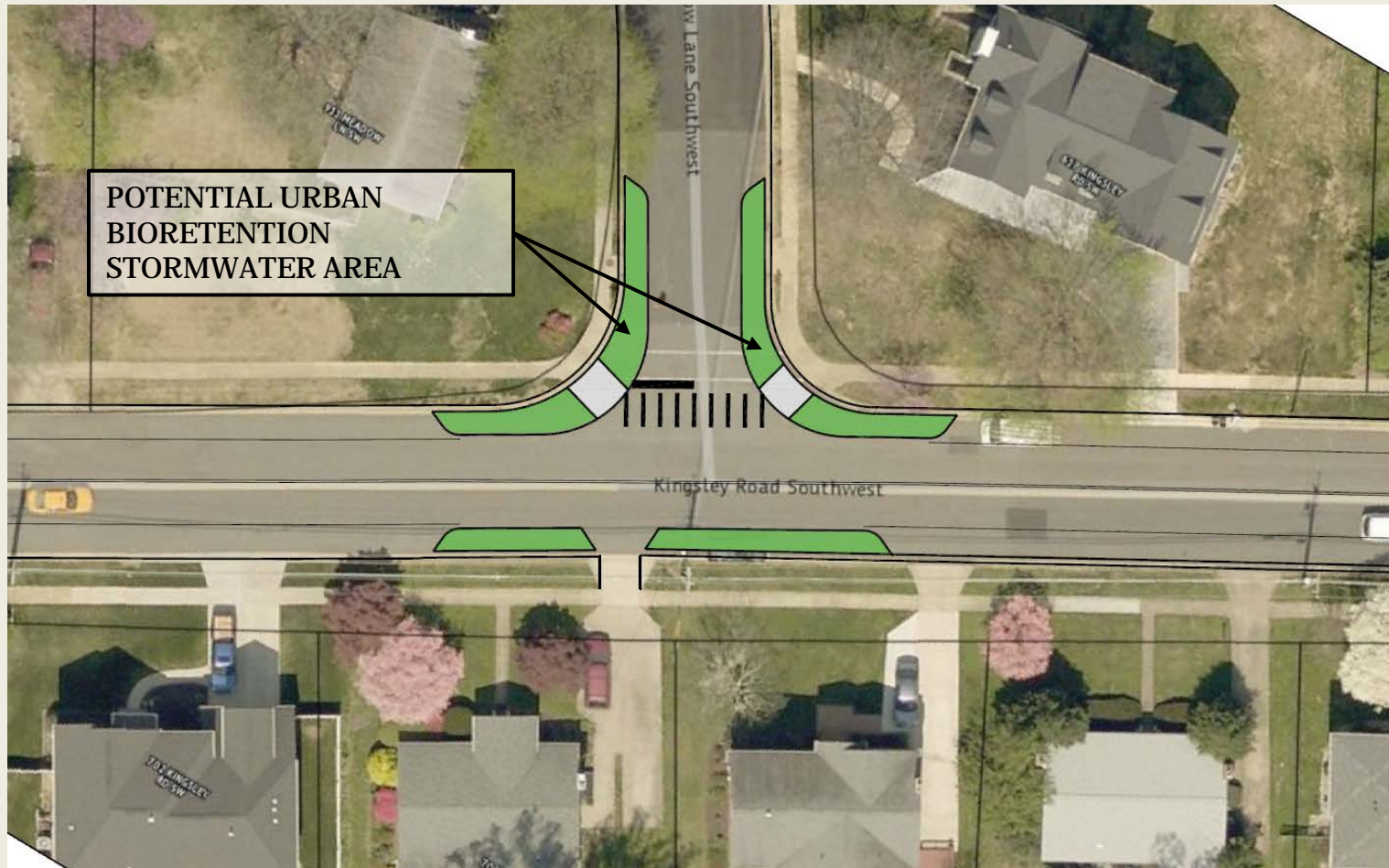
Tapawingo Road – Preliminary Traffic Calming



Kingsley Road – Preliminary Traffic Calming



Kingsley Road – Preliminary Traffic Calming



Curb Extension - Urban Bioretention



Curb Extension – Alternative Material

