

Town of Irvington Traffic Calming and Public Safety Subcommittee

Report and Recommendations

October 7th, 2025

Presented by Marston Smith- Chair of
Subcommittee



Recent History of Irvington Traffic Work

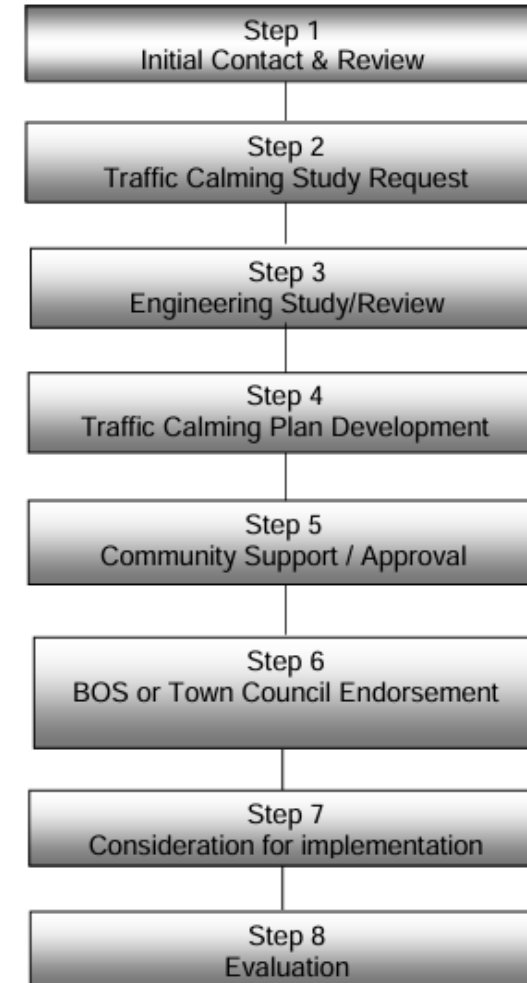
- Traffic study completed in Jan 2022
 - Rt 200- 3,033 ADT (average daily traffic), avg. speed 28 mph
 - King Carter Drive- 1,497 ADT, avg. speed 30 mph
 - Steamboat Rd- 1,100 ADT, avg. speed 25
- Lancaster Deputy program began in May 2023
- 2024 Comprehensive Plan adopted by Town Council, which includes initial traffic calming/ transportation plan
- 2025 Subcommittee- Wayne Nunnally, Albert Pollard, Marston Smith



VDOT Required Process for Implementing Solutions

- 2018 Traffic Calming Guide for Neighborhood Streets
- VDOT can only prescribe solutions from this guiding document
- Have been coordinating potential solutions with David Beale of VDOT
 - July 2025- Rt-200 walk with David, Julie Harris, Justin Nelson

FIGURE 1 - THE TRAFFIC CALMING PROCESS



Initial Goals of Subcommittee

1. Improve the **Quality of Life** for residents.
2. Provide for **Safety** of residents.
3. Increase **Connectivity** within the Town of Irvington for non-auto means of transportation (walking, bike, golf cart, etc).
4. Reduce or eliminate annual **Town expenditure**. Focus on solutions with low or zero long-term operating and maintenance costs.



Specific Areas of Concern Noted by Citizens

- **King Carter Drive**- the “main drag”, between Rt 200 and Tides Inn
- **Rt-200**- primarily on north and south ends of Town
- Southbound on King Carter past Tides Inn- blind turns, no sidewalk
- Turning onto The Lane- blind turn
- General condition of sidewalks, in various locations
- At Town entrances, as a means of signifying Town/ reducing speed





Proposed Solutions- Short-Term (2025-2027)

Proposed Solutions- Short-Term

Pole-Mounted Speed Indicator on King Carter

- To be located headed west (towards Tides Inn) on King Carter Drive “main drag”
- Speed reduction (avg per VDOT)- 6-9 mph (from 85th percentile speeders)
- Estimated install cost- \$7,500
- Ongoing O&M cost- TBD, VDOT to confirm if minimal O&M contract required



Pole-mounted speed display in Warsaw VA

Proposed Solutions- Near-Term

Rt- 200- Raised Crosswalk

- For Safety and Connectivity purposes in Town
- Under VDOT, this is allowable solution for bicycle and pedestrian treatment. Would have push signal on each side, flashing only when pushed.
- Location- approximately at Accents Flower Shop
- This is a public safety solution, but raised crosswalks are also proven beneficial for speed reduction



*Raised crosswalk on Town Centre Dr
in Kilmarnock (next to library)*

Raised Crosswalk- VDOT Facts

- Raised crosswalks are ramped speed tables that span across the width of the roadway and typically three to six inches above road grade.
- Raised crosswalks are marked as a pedestrian crossing.
- Raised crosswalks make the pedestrian more visible in a driver's field of vision and allows the pedestrian to cross at the same level as the sidewalk.
- Raised crosswalks reduce vehicle speeds and enhance a pedestrian's crossing experience.
- Typically, raised crosswalks add less than five seconds to emergency vehicle's response time. The safety impacts of this minor delay must be weighed against the safety benefits of this treatment due to the reduced risk of serious pedestrian injury or fatality.



Picture and Facts from VDOT's "Bicycle and Pedestrian Treatment" webpage

Other Short-Term Solutions

- Convex safety mirror- blind turn on the lane
 - Consider if this is appropriate at any blind turn on King Carter Dr
 - Note VDOT does not prescribe these because it may distort image/ distance, but Town may install if desired
- Various sidewalk repairs (VDOT obligation)
- Town Entrance Landmark sign/ trees
 - Proven to reduce speed
- Staging the unmanned Deputy vehicle strategically
- Allowable per VDOT, but NOT recommended:
 - “Additional \$200 Fines” signs under speed limit sign
 - Radar/ Automatic Tickets



*Top- Blind turn at The Lane
Bottom- Town Welcome sign in
Irvington, Indiana*





Proposed Solutions- Long-Term (2027+)

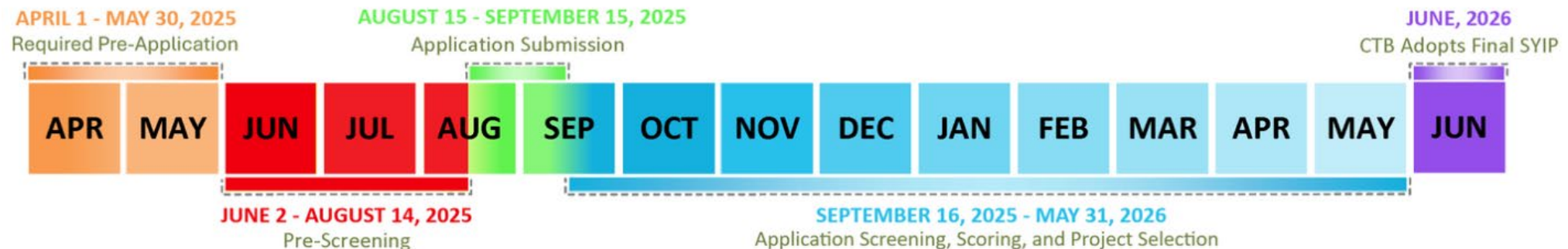
VDOT Transportation Alternatives Program

Key Facts and Findings

- VDOT will fund 80% of planned non-motor transportation upgrades
 - Project size up to \$3.125M (with \$2.5M funding from VA)
 - Town pays upfront, to be reimbursed by VDOT end-of-project
- VDOT is currently reviewing 2025 applications, to be adopted June 2026
- Next pre-application submission due date is May 2027

Transportation Alternatives Application Information

[SMART Portal](#) will open for pre-applications in Spring 2025.



Lancaster Deputy Program

- MOU established in May 2023
- Including program + insurance premium, we have spent \$88,132.81 (thru Sept 2025)
- We cannot receive revenue because we don't have ORI number
 - Requires our own Sheriff's department
- We own the vehicle (purchased for \$500)
- Opinions seem to be split in Town on efficacy and support of program



Financial Considerations

- Deputy Program operates at around \$40k/ year
 - White Stone has Sheriff program and ORI number- their total annual cost exceeds this, but they collect revenue.
 - Letter of support for Deputy program in Sept Town Council.
 - We could also strategically locate our (owned) Deputy vehicle and have similar effect, and identical revenue.
- Pole mounted-speed display and raised crosswalk have initial cost of \$15-20k in 2025-2027, low operating cost
- Long- Term- Transportation Alternatives Program
 - A planned \$1M non-auto transportation project would cost us \$200k in 2027 (we pay upfront and are reimbursed the 80%, which can be done)



Recommendations and Next Steps

- Incorporate 10/7 public input, present to TC in Nov 2025
- New traffic study (OPTIONAL, if Town Council considers data outdated)
 - Suggested locations for data points- on King Carter main drag, Rt-200 (in town) and perhaps Rt-200 near NN Insurance
- Move forward with VDOT on King Carter pole-mounted speed display
- Move forward with VDOT on Rt-200 signalized raised crosswalk
- End the Deputy Program, but consider strategic placement of our Deputy vehicle.
- Have VDOT fix required sidewalks.
- Begin drafting 2027 Transportation Alternatives Plan grant to address sidewalks, town entrance and other non-auto solutions.
 - Professional grant writers/ expeditors available





Thank You!

Marston Smith

Planning Commission, Subcommittee Chair

Resident of Irvington, VA

