

The Town of Irvington
Committee on Public Safety and Traffic Calming
Summary of Initial Findings- 6/30/25

To kick off this process, the Committee members (as well as Julie Harris and Justin Nelson) pondered the following initial questions. Bulletpoints below.

(JH- Julie Harris, AW- Allen Whitaker, AP- Al Pollard, JN- Justin Nelson, MS- Marston Smith)

#1- Where are the areas that we should focus our efforts on?

- JH- Main drag of King Carter and Rt 200- this is where off-duty deputies currently focus. Summons around 90-100 per quarter, 1-2 DUIs.
- AW- On 200, the stretch between roughly Dandelion and (current) Town Center, especially as that stretch continues to fill in with businesses.
- AP- Main drag but also entrance into Town, by having proper “gateways” that visually signal a driver to slow down.
- JN- Strongly in favor of a raised crosswalk between The Office and The Local.

#2- What are all available traffic calming solutions we can think of?

- AW- Per the 2018 VDOT report, there are non-intrusive and narrowing measures that would work at focus areas.
 - Pole mounted speed displays
 - 2-way “choker”
 - Potential negative impact- reduction of on-street parking
- AP- Creating a streetscape that makes trucks want to take another route
 - Attractive signage announcing arrival into the Town
 - Trees that create a canopy close to road
 - Raised crosswalks
 - Pedestrian islands
- AP- Flashing lights generally not considered effective, as drivers tend to get saturated with signage and ignore them.
- JN- Raised crosswalks are “pedestrian safety”, not considered “traffic calming”.
- JH- Off-duty deputy also assists with some resident concerns (i.e. uncovered dump truck spilling debris incident)

#3- What can we do unilaterally, without the approval of VDOT or Lancaster County, in relation to any road modification?

- JH- Lancaster District 5 Supervisor not supportive of limiting through-truck traffic.
- AP- Trees and large signage for “gateways”.
- MS- Explicitly allow golf carts within Town limits on Rt 200? Discuss with VDOT.

Other Information

- VDOT’s 2018 “Traffic Calming for Neighborhood Streets”. Important document.
- Raised crosswalks are typically placed mid-block, so putting it at existing Chesapeake Drive crosswalk is not advisable.
- “Bumpouts” (like at post office) could be option in lieu of raised crosswalk.
 - Goal should be placement without losing any parking spaces.
- After identifying location for raised crosswalks, VDOT will plan a preliminary review with Traffic Engineering. They may want to see pedestrian counts at crosswalk to justify this solution.
 - Tom C- do we already have these counts?

Critical Path/ Next Steps

- Meeting with VDOT’s Resident Engineer, David Beale- 7/3 at 10am
 - Participants- Justin Nelson, Marston Smith, Julie Harris, Frederick Johnson
- Understanding other potential funding sources- discuss briefly with VDOT
- Marston Smith/ Julie Harris- Discussion of significant past events- Tentatively 7/3
- Understand costs of proposed solution- TBD
- Other MS Interviews with Town Council Members- schedule after VDOT meeting
 - Wayne Nunnally- TBD
 - Frederick Johnson- TBD
 - Samantha Van Saun- TBD
 - Phil Robinson- TBD
 - Cay Bradley- TBD
 - Frances Westbrook- TBD
- Provide recommendation/ plan to Town Council- October 2025