

Waterford Citizens' Association

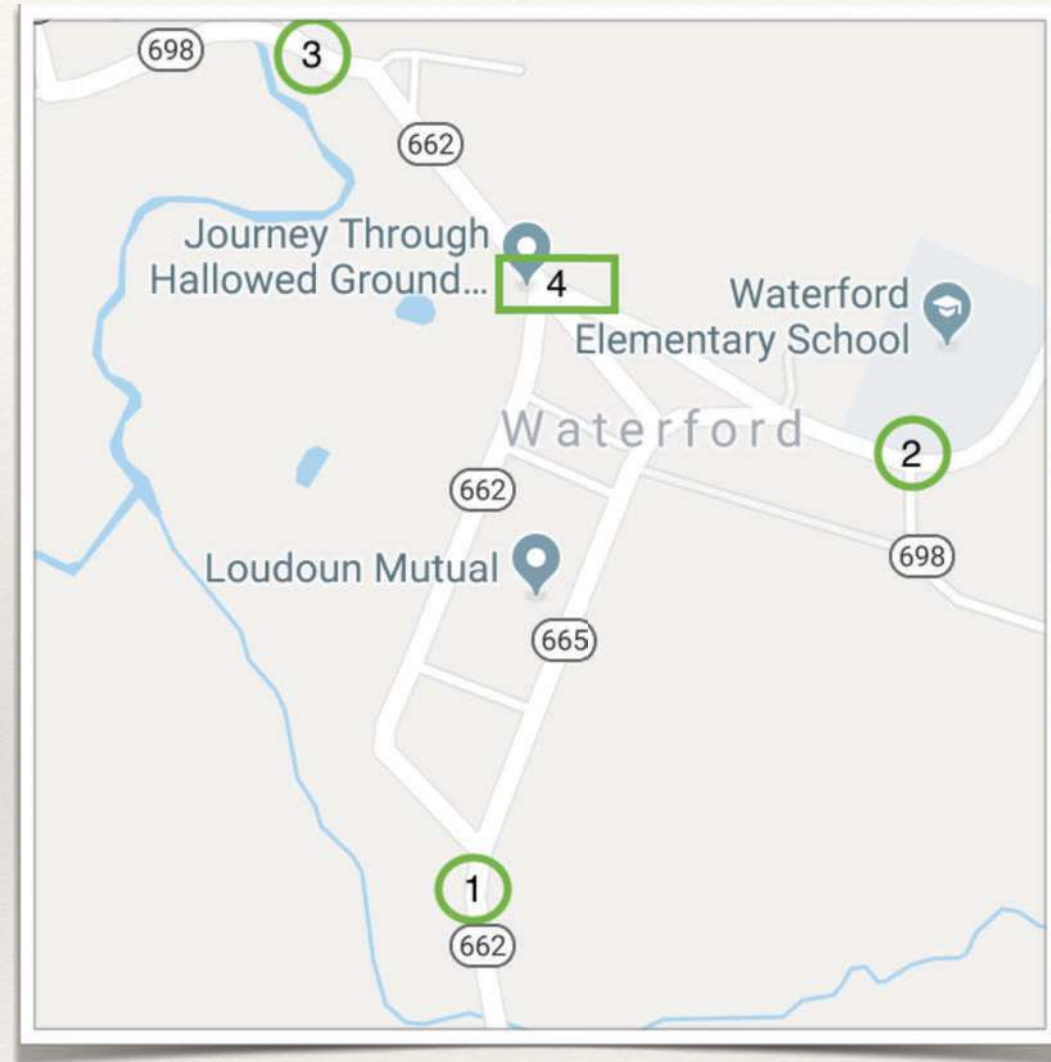
Traffic Committee Update

September 10, 2019

WCA Traffic Committee

Focus on Village Entry Points and Center:

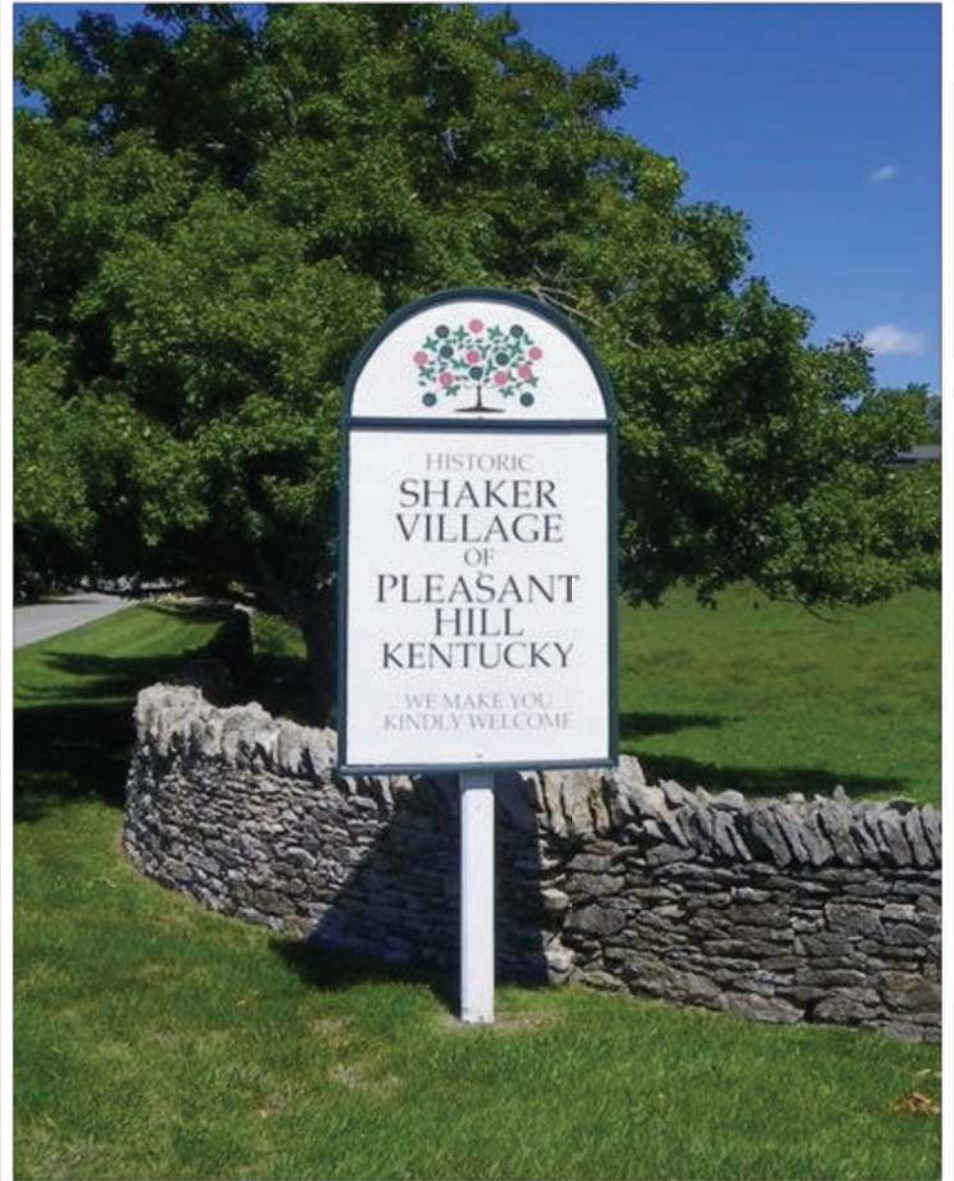
1. Clarkes Gap Road
2. Loyalty Road
3. First Street/Main Street
4. Post Office Intersection



WCA Traffic Committee

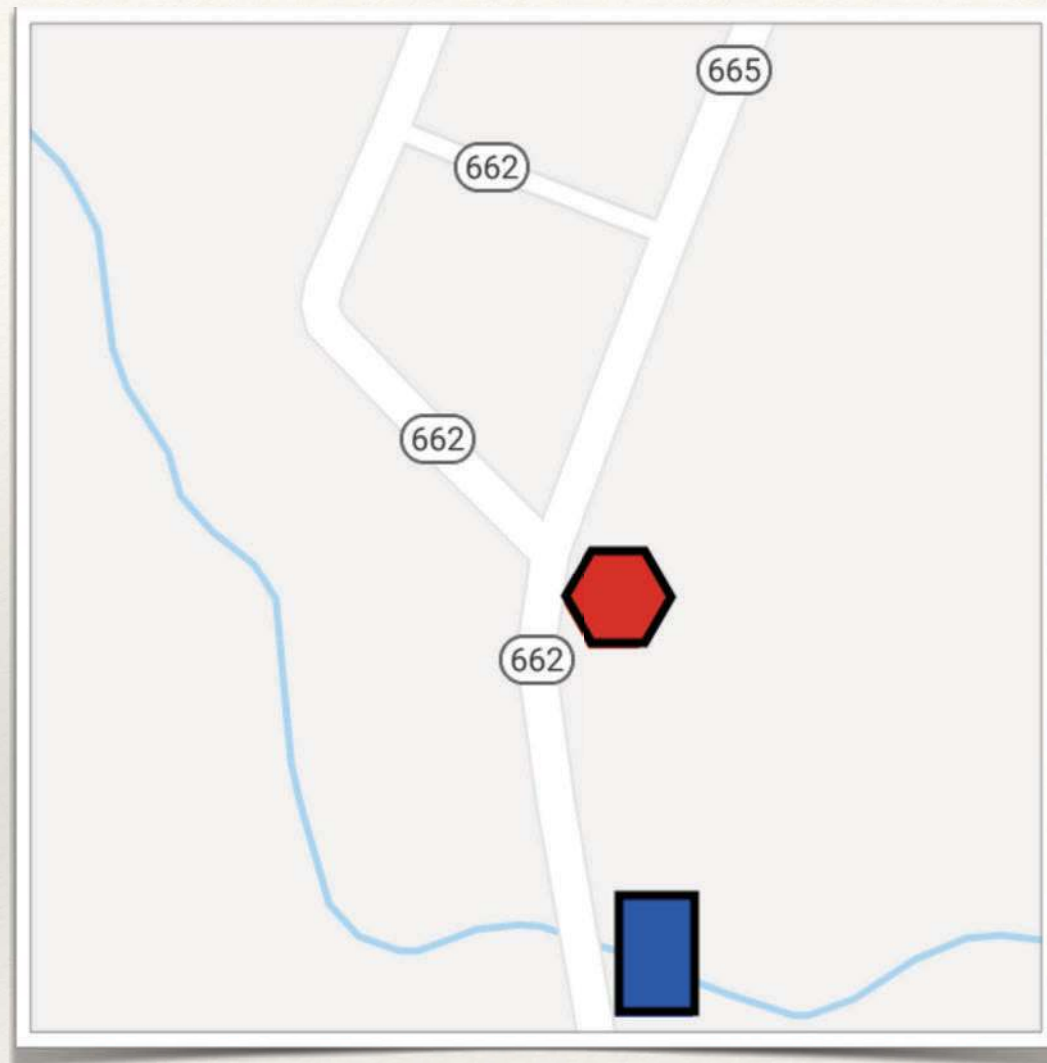
Replace Waterford Village Signs at All 3 Entry Points:

- ❖ Install signs similar to those found at the National Historic Landmark Shaker Village in Kentucky
- ❖ More prominent signs will distinguish the village from the surrounding countryside and establish a sense of place that encourages special treatment
- ❖ This would be at the WCA's cost



Entry #1, Clarkes Gap Road:

- ❖ Install a speed display sign inside 35 mph zone (speed hump not permitted on this major collector road)
- ❖ Add a stop sign at the intersection of Clarkes Gap, Factory and High Streets (awaiting VDOT approval)



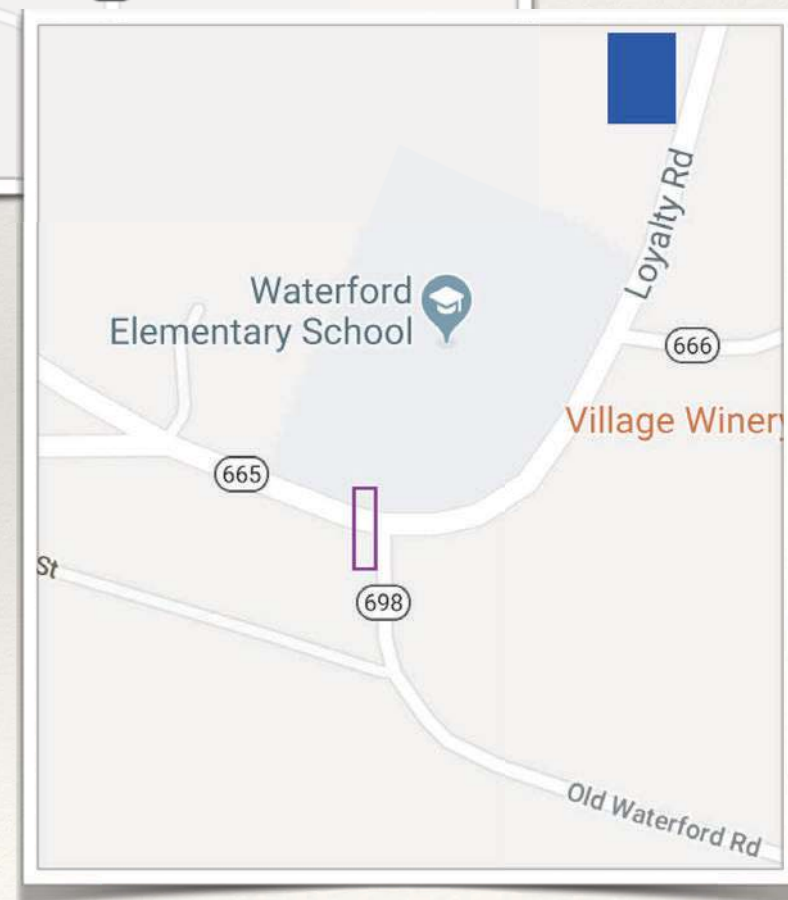
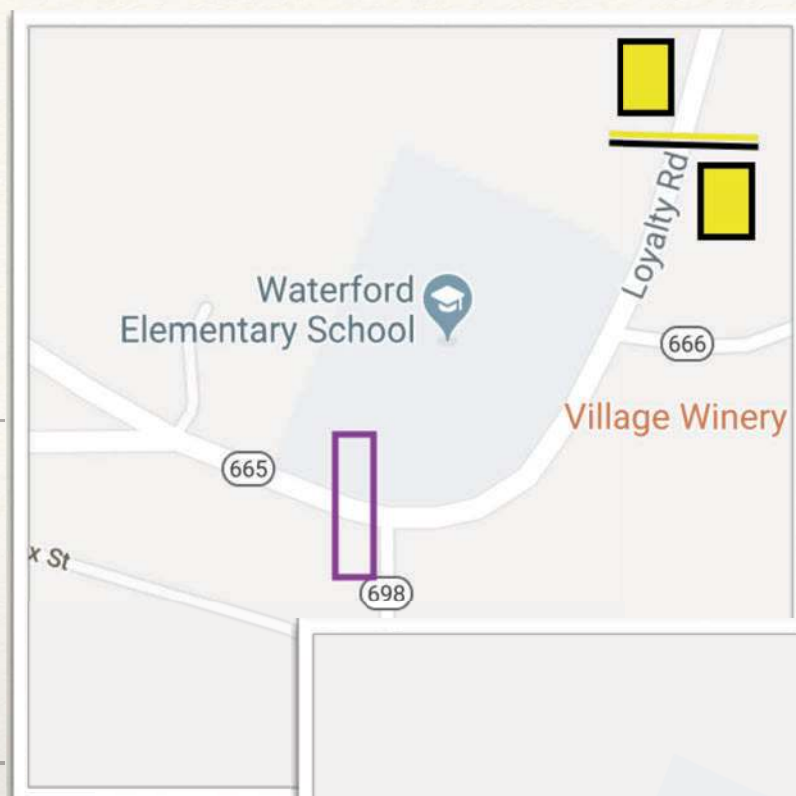
Speed Display Signs



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Entry #2: Loyalty Road

- ❖ Speed hump and two mandatory speed hump signs within 20 mph zone (yellow) **OR**
- ❖ Single speed display sign farther outside village, within 35 mph zone (blue); **AND**
- ❖ Pedestrian crosswalk (purple) from Fairfax Street/Old Waterford Road to Elementary School (VDOT approval would need to be obtained)



Speed Humps

Per the county, speed humps will have yellow striping and require signs on either side.



Raised Pedestrian Crosswalk

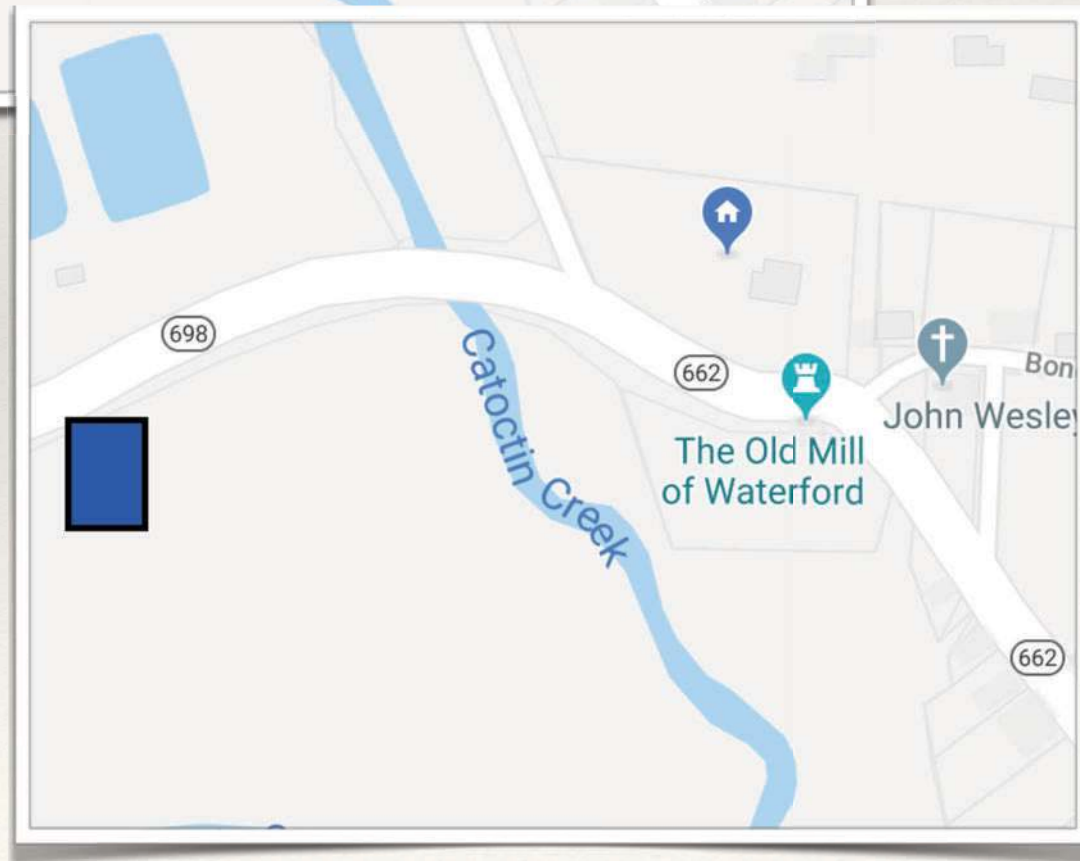


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Entry #3: First/ Main Street

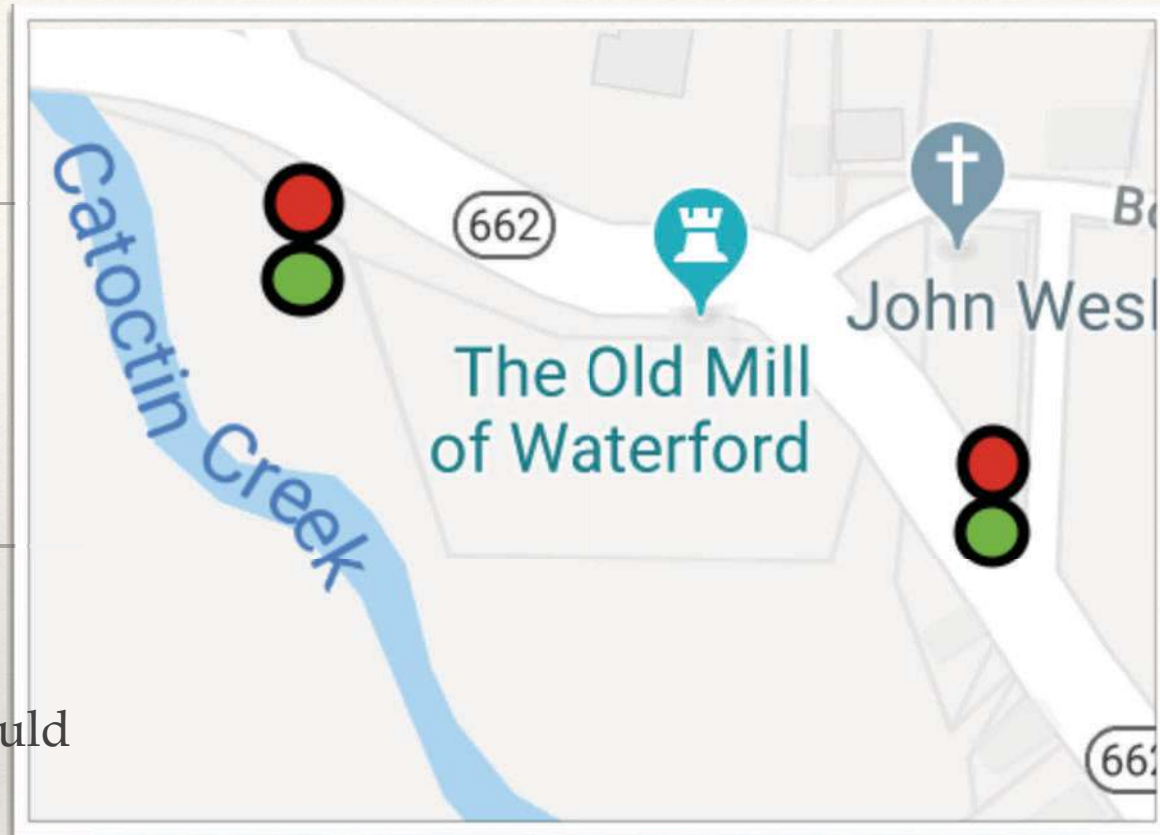
Two options pending county speed study and VDOT approval:

- ❖ Speed hump and two mandatory speed hump signs within 20 mph zone (yellow) **OR**
- ❖ Single speed display sign farther outside village, within 35 mph zone (blue)



Entry #3, cont'd.

- ❖ Alternating one-way, traffic-control signals on either side of the mill would create a one-way section of road, control traffic flow and increase safety at this blind curve.
- ❖ These would require VDOT approval.

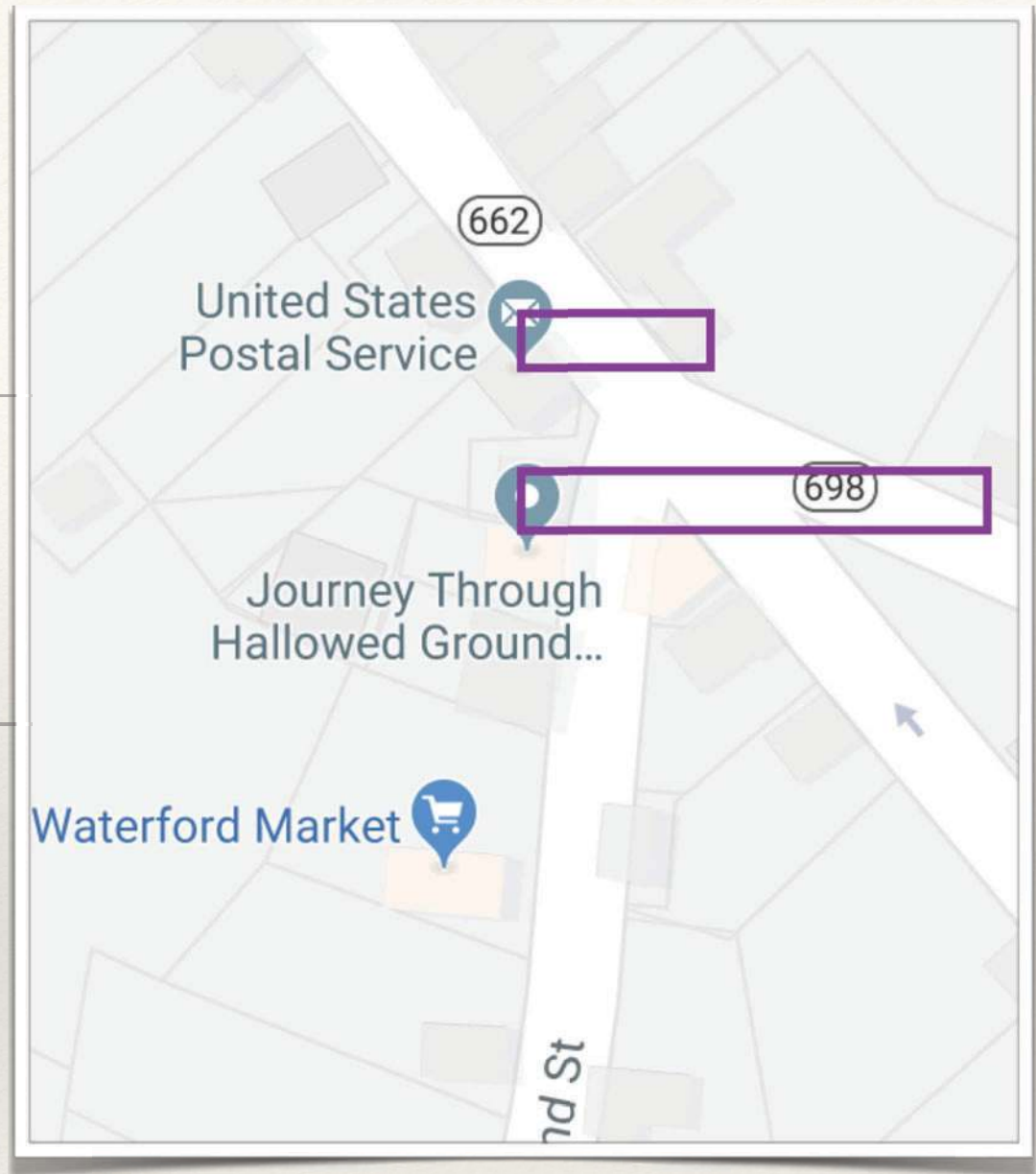


One-Way, Traffic-Control Signal with Timer



Village Center

- ❖ Pedestrian crosswalks across Main Street to the Post Office and across Second, Main and Water Streets, providing access to the Corner Store (county study and VDOT approval required)



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Long Term: Byway/ Alternative Route Study

- ❖ The next step toward establishing a byway around the village is to ask the Board of Supervisors to authorize funding for a study which would identify existing alternative routes or possible byway locations.
- ❖ The Traffic Committee will request the study if there is community support for it.

