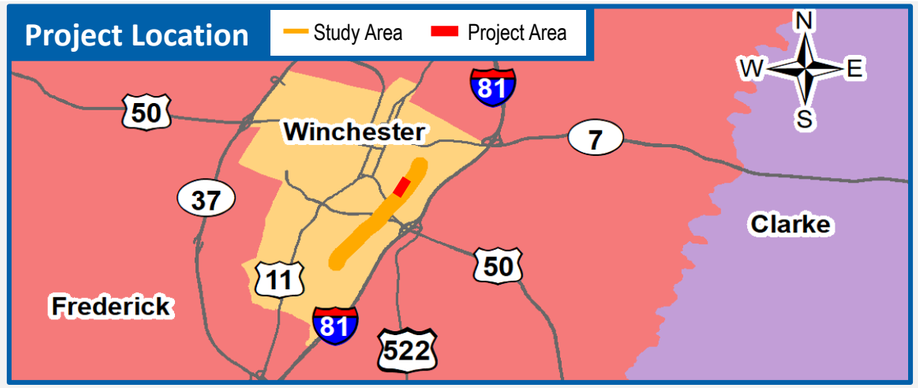
Improvement #2: Leicester Street and Pleasant Valley Road

Install Mid-Block Crossing and a Shared-Use Path Between Hollingsworth Drive and Cork Street

Conceptual Design

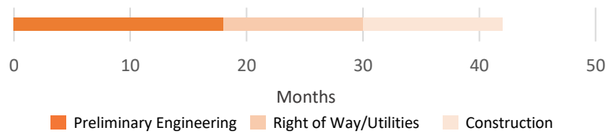
Project Location



Project Schedule & Preliminary Cost

Project schedules and cost estimate were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.

Schedule:



Cost:

Phase	Cost Estimate (2020 Dollars)
Preliminary Engineering	$360,000
ROW and Utility Relocation	$40,000
Construction	$1,430,000
Total Cost	**$1,830,000**

Operations and Safety Improvements

The following recommendations are projected to improve operations and/or safety along Pleasant Valley Road. These elements may be incorporated into a future connection with vehicular access to Jim Barnett Park as planned in the 2011 City of Winchester Comprehensive Plan.

Leicester Street and Pleasant Valley Road

Improvement 2: Install Mid-Block Crossing and a Shared-Use Path Between Hollingsworth Drive and Cork Street

- ✓ Improves pedestrian access to adjacent residential community and activity generators within Jim Barnett Park
- ✓ Five-year pedestrian EPDO crashes reduced by 3
- ✓ Reduces vehicle speeding along Pleasant Valley Road
- ✓ Five-year vehicle EPDO crashes reduced by 10

Safety Results

Crash modification factors (CMFs) were chosen to project the reduction in all severity crashes weighted to equivalent property damage only (EPDO) crashes.

2014-2019* EPDO	CMF	EPDO Reduction
10	Add High-Visibility Crosswalk (0.70)	3
66	Alignment Reconstruction (0.85)	10

** 2019 VDOT crash data was available through July 30, 2019*

Existing Observed Speeds

Speed data was recorded between Hollingsworth Drive and Cork Street on Wednesday, December 18 to Monday, December 23, 2019. The observed data indicates a speeding concern, specifically in the southbound direction.

Direction of Travel	Posted Speed Limit (mph)	Average Speed (mph)	85th Percentile Speed (mph)
Southbound	40	44	49
Northbound	40	41	46

Potential Midblock Crossing Speed Reduction*: **3-5 MPH**

**Source: VDOT*