

Supplemental
Information from
Councilmember Babick

Safety Improvements for Un-Protected Cross-Walks

Scope:

1. Newman Smith High School (North End parking lot) to First Baptist Church
2. Blue Trail
 - a. McCoy
 - b. Peters Colony
 - c. Furneaux (North of Rosemeade)
3. Orange Trail - Scott Mill @ Southern Oaks
4. Purple Trail - Keller Springs
5. Others

Background:

Newman Smith High School (NSHS) - as driver of the request, have received many concerns raised by parents and students about the safety of the Crossing from NSHS to First Baptist Church (FBC).

- Student Crossing during School Zone Flasher periods is not an issue as traffic tends to back up at a slower pace and drivers alert to students along the stretch in front of NSHS on Josey Lane
- Student Crossing during non-School Zone Flasher periods at times walk out in front of drivers on both north and southbound lanes unexpectedly
- North-End Cross walk is somewhat stranded and while it includes a non-interactive Safety Sign on both north & southbound lanes, is in an unexpected location along Josey where drivers may be surprised to see an other-wise Jay-Walking pedestrian

Trail Crossings (Major & Secondary Streets) - As our trail system evolved, pedestrian crossing signs were added - most without crossing signals.

- Major Arterials
 - Josey & Southern Oaks Road - stoplight added circa 2013 including traffic light and pedestrian activated signals
 - Purple Trail along Keller Springs @ RR Crossing (By Home Depot)
 - Others - Tunnel access under major streets
- Secondary Streets
 - Scott Mill
 - McCoy
 - Peters Colony
 - Perry
 - Other

Justification: Public Safety & Accident Avoidance

Signage Uses:



- Currently utilized

- Alternative Signage
- Alternative Colors



- Make More Obvious
- Add School Colors

Funding / Approval Recommendation:

- Co-Fund with CFBISD - vetted with CFBISD Administration (CFO & Superintendant) regarding Board Approval and Inter-Local Agreement for up to 50% for NSHS - Will present if direction from Council
- Traffic Advisory Committee - Forward topic to TAC for prioritization and allocate funding as appropriate to assess full public impact

Backup

From: Marc Guy
Sent: Wednesday, October 14, 2015 3:18 PM
To: Steve Babick
Cc: Matthew Marchant
Subject: Safety Improvement for X-Walk -- NSHS to First Baptist

Michael Brighton in Traffic Operations has done some extensive research regarding different types of material and equipment available if you want to enhance the crosswalk between NSHS and the First Baptist Church.

To recap below, the pedestrian-activated flashers would cost about \$12,000 to \$15,000. The pavement-embedded LEDs will cost about \$17,000, which doesn't include installation cost. Both of these products would likely be contractor installations. PW recommends against the LEDs because of the need to penetrate the pavement surface and risk of damage to the LEDs due to the high traffic volumes, snow and ice removal, pavement shifting, etc.

There are also a variety of enhanced traffic marking products in the marketplace, which range in cost from \$10 to \$20 per square foot. Given the length of this crosswalk the material cost would be about \$6,000 to \$12,000 plus installation cost. The product brochure is attached in a pdf format. One concern PW has about this product is that it is unclear what its durability is under heavy traffic conditions and the resulting ongoing maintenance impact. The more common application of this type of decorative material is in low impact/low traffic areas. PW would also recommend against using a solid green crosswalk as the Federal Highway Administration appears poised to make that a national standard for trail/street crossings.

A fairly simple and inexpensive option would be to add a solid contrasting colored stripe, typically black, to highlight the existing standard white crosswalk blocks.

From: Marc Guy
Sent: Tuesday, October 06, 2015 2:08 PM
To: Steve Babick
Cc: Matthew Marchant
Subject: RE: Safety Improvement for X-Walk -- NSHS to First Baptist

Steve, the cost estimate for two pedestrian-activated flashers is about \$12,000 to \$15,000, which includes installation. <http://cdn.tapcoapps.com/pdfs/TBR/solar/1005-00004-Pedestrian-Solutions.pdf> Another option is LED-embedded crosswalks, which is especially effective at night or early in the morning. The down side to this concept is that it requires cutting into the pavement surface to install, and may cause some problems during ice/snow removal. <http://www.tapconet.com/solar-led-division/in-road-warning-lights>

The other suggestion was to consider adding color accents to the crosswalk to help heighten driver awareness. We'll investigate products currently on the market and the colors which are available that would meet reflectivity and traffic wear standards.

We spoke with Mark Hyatt at CFBISD about the crossing guard. The school district used to pay the city to place off-duty police officers at that location. They then urged Council to change the ordinance to allow school district personnel to staff the crosswalk. CFBISD personnel were used as crossing guards at the crosswalk for a couple of years, but this was discontinued when the school district determined that the crosswalk was not unsafe and that a crossing guard was unnecessary. Based upon a quick review of Fire Department records there have been no car-pedestrian accidents at this location in at least the last five years.

Marc

From: Steve Babick
Sent: Monday, October 05, 2015 4:27 PM
To: Marc Guy

Cc: Matthew Marchant

Subject: RE: Safety Improvement for X-Walk -- NSHS to First Baptist

Thanks Marc... yes that is the crosswalk in question. In addition to or in place of flashers, the Mayor also suggested perhaps a painted sidewalk (NSHS colors -- green & yellow) may stand out more for drivers passing through the area, where perhaps they are oblivious otherwise.

Thanks for all you do...

Regards,
Steve Babick
972-896-3568

From: Marc Guy

Sent: Monday, October 05, 2015 3:41 PM

To: Steve Babick

Cc: Matthew Marchant

Subject: RE: Safety Improvement for X-Walk -- NSHS to First Baptist

Steve, we can get a cost estimate for the equipment and installation for pedestrian-activated flashers. I presume you're referring to the crossing at the north driveway of NSHS. Crosswalks are currently painted on Josey Lane at the north driveway and at Sunridge. The school district used to provide a crossing guard at that location during morning and afternoon arrivals and dismissals on school days, but discontinued that a few years ago.

From: Steve Babick

Sent: Monday, October 05, 2015 1:46 PM

To: Marc Guy

Cc: Matthew Marchant

Subject: Safety Improvement for X-Walk -- NSHS to First Baptist

Marc, I'd like to see if we can explore from the standpoint of safety, adding a push button for flashing lights or other means of enhancing the unlighted crosswalk between Newman Smith High School and First Baptist Church used by both students and churchmembers. Mayor had thoughts of enhancing the crosswalk with painted street walkway in addition to or instead of flashing lights.

Whether in AM, PM or on Sunday's this is currently very dangerous area and looking to see what we can do to enhance or call attention in a bit more blatant manner to the cross walk.

I'd be happy to bring Joe Pouncy (Principal) or others at CFBISD into the discussion if there is a cost sharing to consider, depending on the recommendations.

Regards,
Steve Babick
972-896-3568

Interconnected, Surface-Applied Preformed Thermoplastic Crosswalks and Traffic Calming Surfaces for Asphalt and Concrete

TrafficPatterns® provides a cost-effective, traditional look and alternative to the use of brick and stone pavers because the material is surface applied and virtually maintenance free. The pattern and color combinations of the interconnected sheets allow designers the flexibility to create the ideal crosswalk or traffic calming pattern that complements the overall streetscape design.

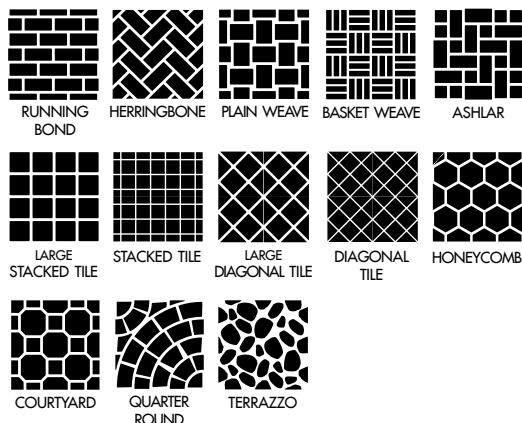
PERFORMANCE-BASED FEATURES AND BENEFITS

- Engineered as heavy-duty intersection grade pavement marking material with enhanced durability
- 125-mil; interconnected sheets of material
- High skid/slip resistant for safety. As material wears, new anti-skid elements are exposed.
- Can be applied on newly-stamped asphalt as soon as the road surface cools and sets
- Does not alter substrate
- Does not require stamping templates or grids
- Open to traffic minutes after application
- ADA compliant - Pedestrian and wheelchair friendly surface
- Eliminates the maintenance and safety concerns of loose pavers
- All preformed thermoplastic materials are made at Ennis-Flint's manufacturing facility which is ISO 9001:2008 certified for design, development and manufacturing of preformed thermoplastic. Quality, value and long-term performance are built into the marking. Anti-skid elements are added at time of manufacturing for optimized application at the jobsite.

TrafficPatterns® does not require expensive capital equipment, customized tools, templates or grids for application. The 2'x2' sheets of interconnected material are easily lifted and positioned onto an asphalt or concrete surface. Border segments can be added for design variability. Application is simple with a large infrared heater or a propane heat torch.



STANDARD PATTERNS (2'x2' Sheets)



STANDARD COLORS



STANDARD BORDERS



PREMIUM COLORS



New
Patterns/Borders
and Colors in
2'x2' Format



TrafficScapes™

Surface Systems for Enhanced Safety

CROSSWALKS • MEDIANS • ISLANDS • ROUNDABOUTS • ENTRYWAYS • LOGOS

TrafficScapes™ is a portfolio of preformed thermoplastic pavement marking materials engineered for durability, safety, and aesthetics for the streetscape and traffic calming market designed to:

- Improve traffic safety especially at intersections and multi-use paths
- Enhance visibility for pedestrians, motorists, and cyclists
- Provide design elements that complement a Complete Streets community
- Channel pedestrians across busy commercial parking areas
- Promote and/or revitalize community image
- Attract new business development in livable communities
- Create low-cost median or island effect without the use of raised curbs

Each product offers its own unique application and performance approach to streetscape projects where shared roadway safety and aesthetic appeal need to work in conjunction.



INLAID



IMPRESSED



INTERCONNECTED



OVERLAY



SURFACE SIGNS



When used on public roadways and private properties open to public travel, decorative crosswalks require proper demarcation with white linear boundaries according to the Manual on Uniform Traffic Control Devices (MUTCD).



Ennis-Flint • 115 Todd Ct. Thomasville, NC • 336.475.6600
trafficscapes@flinttrading.com • www.ennisflint.com



STANDARD COLORS

BLACK	SALMON PMS 486C	KHAKI PMS 7529C
FIELD GREY PMS 418C	SONOMA SAND PMS 479C	TAN PMS 727C
GREY PMS 423C	CINNAMON PMS 7591C	SAND PMS 7501C
WHITE	SIENNA PMC 7587C	SANTA FE CLAY PMS 174C
COCOA 7596C	HERITAGE RED PMS 7593C	CHESTNUT PMS 7601C
COLONIAL BRICK PMS 483C	DARK RED BRICK PMS 7610C	BRICK RED PMS 7624C

PREMIUM COLORS

LT GREY PMS 420C	LT BLUE PMS 7688C	BLUE PMS 654C
OLIVE GREEN PMS 5757C	SKY BLUE PMS 278C	TEAL PMS 7474C
GREEN PMS 334C	SYG PMS 389C	KELLY GREEN PMS 347C
PINK PMS 190C	LEMON YELLOW PMS 102C	LT GREEN PMS 361C
PURPLE PMS 259C	ORANGE PMS 7579C	YELLOW PMS 7408C
SAND	CHESTNUT	DARK BRICK RED
	BRICK RED	RED PMS 200C

NATURAL BRICK



ENNIS-FLINT

115 Todd Court
Thomasville, NC 27360
phone: (336)475-6600
fax: (336) 475-7900

Colors may vary on different monitors and printers. PMS colors are specified for the closest color match to the preformed thermoplastic material. Color samples can be provided upon request.

DESCRIPTION:

**TRAFFIC PATTERNS
COLORS**

DATE CREATED

9/8/14