Traffic Calming Project Report

Bragg St between Garner Rd and S State St



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1) Project Overview and Existing Conditions

Project Overview:

The Bragg St traffic calming project focuses on addressing the identified speeding and speed related crash issues identified through engineering evaluations along the street.

Bragg St was prioritized as #15 out of the highest-ranking propriety traffic calming projects that meet warrants for action. This priority list was presented to City Council with the Neighborhood Traffic Management Program's Annual Report and approved to begin design and engagement work at the May 5, 2026 City Council meeting.

Existing Conditions:

- 85th Percentile Speed: 34 mph in the 25 mph zone
    - This is the speed at which 85% of drivers are going at or under.
- Volume: 966 average daily vehicle trips
- Crashes: 1 speed related crash in the previous 3 years

2) Desired Outcomes

The goal of this project is to slow drivers down to approximately the speed limit and work to eliminate/minimize future speed related crashes. This will be measured with an after-study to be performed approximately 6 – 9 months after the project's completion.

Staff will define the project as successful if the 85th percentile speed of the street is within 3 mph of the posted speed limit and secondarily a 95th percentile speed of the street within 8 mph of the posted speed limit.

A second after-study will be performed approximately 3 years after the project has been completed to compare crash rates along the street to measure if speed related crashes have decreased.

3) Project Timeline & Engagement

City Council Approval for Design/Engagement: May 5, 2026

Touchpoint 1 – Learn & React: September 21, 2026 – October 9, 2026

- Views: 164
- Participants: 15
- Responses: 9
- Comments: 20

Touchpoint 2 – Review: October 19, 2026 – November 6, 2026

- Views: 70
- Participants: 4
- Responses: 14
- Comments: 4

Touchpoint 3 – View Final Design: November 16, 2026

Construction: Construction bidding spring 2028

4) Touchpoint 1: Preliminary Layout & Feature Options and Resident Feedback

Preliminary Layout:



The preliminary layout recommended 5 vertical devices along the street spaced at approximately 500' intervals.

Resident Feedback:

The general sentiment is strongly supportive of implementing traffic calming measures on Bragg St, with residents overwhelmingly focused on reducing excessive vehicle speeds and improving safety for pedestrians, cyclists, children, and neighborhood residents. Many comments cite firsthand experiences with speeding, crashes, property damage, near-misses, and concerns about the safety of greenway users and people walking through the neighborhood.

Residents voted 33% for speed humps and 67% for speed cushions.

Several residents specifically noted recurring speeding issues on Bragg Street and expressed support for physical traffic calming devices to reduce vehicle speeds. A smaller number of commenters questioned the need for traffic calming, citing changing traffic volumes or concerns about project necessity.

Residents also requested staff evaluate Greenway access improvements for additional traffic calming measures due to speeding concerns and the presence of children, pedestrians, and elderly residents in the area.

Based on comments received, residents generally preferred the alternative that would provide the greatest reduction in speeding, although some requested clarification on how speed cushions function and whether drivers could maneuver around them.

Updated Design Considerations:

Based on resident feedback and staff review, staff is recommending adjustments to the proposed traffic calming layout, including modifications to device locations and quantities in the vicinity of the greenway access crossing. Residents repeatedly identified the greenway crossing area as a key pedestrian and bicyclist conflict point and expressed a desire for additional speed reduction in this segment of the corridor.

Staff is also recommending that Speed Cushions advance as the preferred traffic calming device, following the 67% public approval rating received during the neighborhood engagement process. Speed Cushions address the primary community concerns related to speeding and traffic safety while maintaining accommodation for emergency response vehicles. Additionally, Speed Cushions are generally the preferred vertical traffic calming device for cyclists, helping balance neighborhood safety objectives with multimodal transportation needs.

The recommended design modifications are intended to better align the project with resident feedback by emphasizing speed reduction near the greenway crossing while advancing a traffic calming treatment that meets the core needs of the neighborhood and received the strongest level of public support.

5) Touchpoint 2: Advanced Layout & Feature Selection and Resident Feedback

Revised Layout:



The revised layout adjusts the proposed device locations on the west side of the project and quantities to better address safety concerns near the greenway access and the connection to the Little Rock Trail. Staff is recommending advancing Speed Cushions based on the 67% neighborhood approval rating. This treatment addresses the community's primary concern of reducing vehicle speeds while maintaining emergency access and supporting a more comfortable experience for cyclists and pedestrians using the trail connection.

Resident Feedback:

Residents generally expressed strong support for the revised design and the proposed traffic calming measures, particularly the installation of speed cushions. Many commenters cited ongoing speeding issues along the corridor and emphasized the need to improve safety for pedestrians, children, and residents. Some noted that vehicles frequently travel at excessive speeds through the neighborhood, creating concerns for

people walking, playing, or accessing nearby homes and properties. Residents felt that the proposed improvements would enhance pedestrian comfort and confidence while helping to reduce dangerous driving behavior.

In addition to their support for the project, residents highlighted concerns about cut-through traffic and the potential for motorists to accelerate between traffic-calming devices. One resident questioned whether drivers may continue speeding between the proposed cushions, while others emphasized the importance of implementing the measures to address longstanding safety concerns. Overall, public feedback was predominantly positive, with residents expressing appreciation for efforts to slow traffic and create a safer environment for the community.

Updated Design Considerations:

Staff is not recommending further adjustments to the proposed device locations or quantities based on resident feedback.

6) Touchpoint 3: Final Design and Design Recommendations

Final Design Recommendations:



Staff is recommending 6 vertical devices along the street spaced at approximately 400' intervals. This area also connects to the Little Rock Trail with proximity to Carnage Middle School, Walnut Creek Trail, and Fuller Elementary School. Speed cushions have been recommended as the preferred device based on street context and resident feedback.

General Sentiment Breakdown and how engagement informed the design:

First round of engagement found general project sentiment:

- Positive: ~55%
- Neutral: ~20%
- Negative: ~25%

Second round of engagement found general project sentiment:

- Positive: ~75%
- Neutral: ~0%
- Negative: ~25%

Overall resident sentiment around the project has remained positive based on the design. The recommended project layout balances safety enhancements and the needs of the adjacent school and the greenway crossing.