

TRANSPORTATION

Preliminary Traffic Calming Design & Public Comment





How do we approach the traffic calming design?

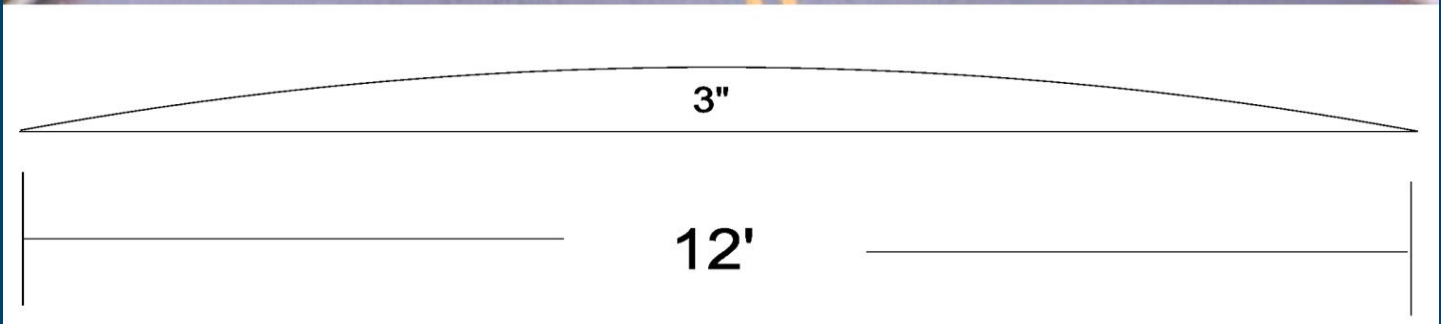
- Consistent treatment placement along entire street
 - 400' – 700' spacing of treatments
 - Close spacing is used for streets with a higher speed compliance issue
 - Target pedestrian heavy amenities to increase safety, such as Roberts Park
- Targeted placement to fix a speed related crash issue
 - If a pattern of speed related crashes is identified, targeted treatment placement can eliminate that crash pattern
 - If no pattern is identified locationally, but multiple speed related crashes have occurred, consistent treatment spacing can help eliminate crashes along an entire street



Treatment Limitations

- Your street's width will determine what types of treatments can be placed
 - Bart St is approximately 25' wide
 - Based on this street width, vertical traffic calming elements are the only viable option between intersections.
 - Horizontal traffic calming elements are being proposed at a number of the intersections to address speed related concerns on Bart St, but also related intersection concerns and issues

Speed Humps (vertical)





Speed Humps (vertical)

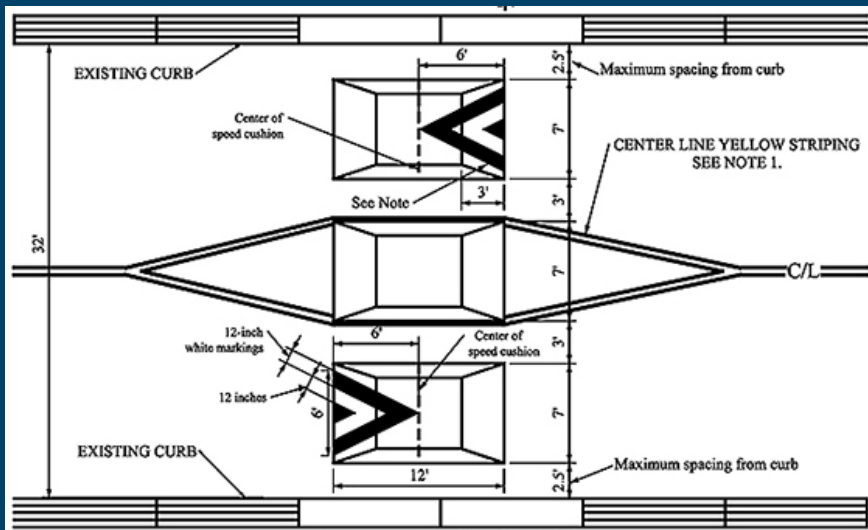
Pros

- Can be the most effective
- Fast installation time/Less impact during construction
- Versatile placement options based on compact footprint

Cons

- Does not contrast as much with existing roadway
- Impact to driving comfort
- Creates slight delay in emergency service's response times

Speed Cushions (vertical)



*Speed Cushion dimensions vary based on roadway dimensions



Speed Cushions (vertical)

Pros

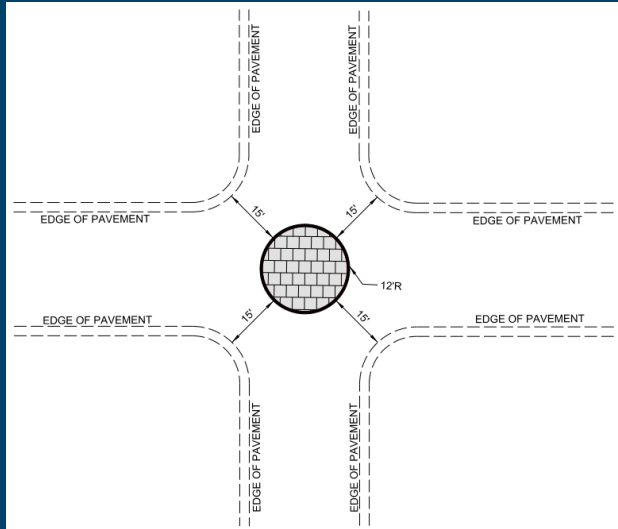
- Can be as effective as speed humps
- Relatively low impact installation timeline, but slightly slower than a standard hump as more labor is required
- Versatile placement options based on compact footprint
- Slightly faster emergency service's response times due to tire slits for larger vehicles

Cons

- Does not contrast as much with existing roadway
- Reduced driving comfort
- There is still some level of delay to emergency service's response times when compared with no treatment



Neighborhood Traffic Circle (horizontal)



*Neighborhood Traffic Circle to be placed within existing curb lines – no impacts outside of existing roadway



Neighborhood Traffic Circle (horizontal)

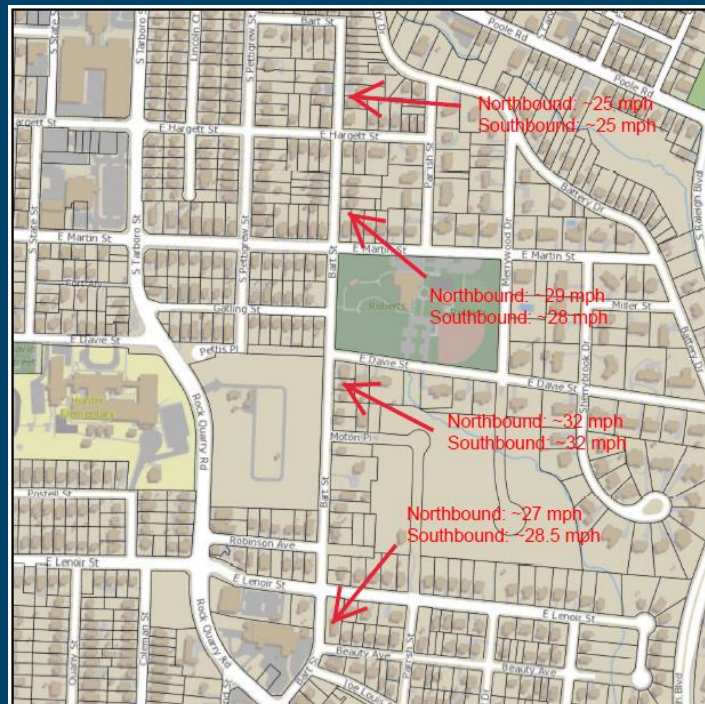
Pros

- Helps decrease speed of vehicles as they enter/drive through the intersection
- Helps to reduce the frequency and severity of collisions
- Increases safety for pedestrians and cyclists at the intersection
- Minimal impact to emergency service's response times

Cons

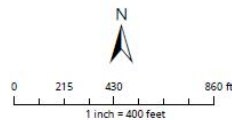
- Not all intersections meet the minimum dimensions for installation
- Slightly longer installation time, typical for treatments made of concrete

Evaluation Data



Bart St

2 speed related crashes in the previous 3 years





Raleigh

Design Process

- Based on the speed progression and vehicular volumes along Bart St, we are proposing treatment spacing of approximately 400' – 600' intervals
- In addition to a few speed related crashes along Bart St, reports of multiway stop non-compliance and a resulting intersection crash issue has been identified. The proposed project is working to resolve these intersection issues as well as the speed concerns along Bart St itself.



Raleigh

Project Goal

- The project will be deemed effective if 85% of drivers are going at or below the 25 mph speed limit and top driver speed is capped at around 5-7 mph over the speed limit
 - Based on your location, Grantland Dr, Rose Ln, and Beverly Dr are the closest completed traffic calming projects to you. We encourage you to go drive these streets yourself to experience the final project.
- Once the project has been completed for approximately 6 months, an after-study will be performed to measure project effectiveness



Raleigh

Public Comment

- What are your thoughts on the proposed design?
 - Should we place more or less treatments along the street?
- Have we adequately addressed problem areas you see?
 - Should we place another traffic calming treatment in a targeted location?
- What are your thoughts on the mix of treatments being proposed?
 - Please review our video about Neighborhood Traffic Circles that may answer some immediate questions.
- What other questions, comments, suggestions do you have?

Please direct all comments and questions to staff using the PublicInput portal for Bart St. Staff will respond and we can have a neighborhood wide conversation.

