

TRANSPORTATION

Preliminary Traffic Calming Design & Public Comment





How do we approach the traffic calming design?

- Consistent treatment placement along entire street
 - 300' – 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 Roanoke 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

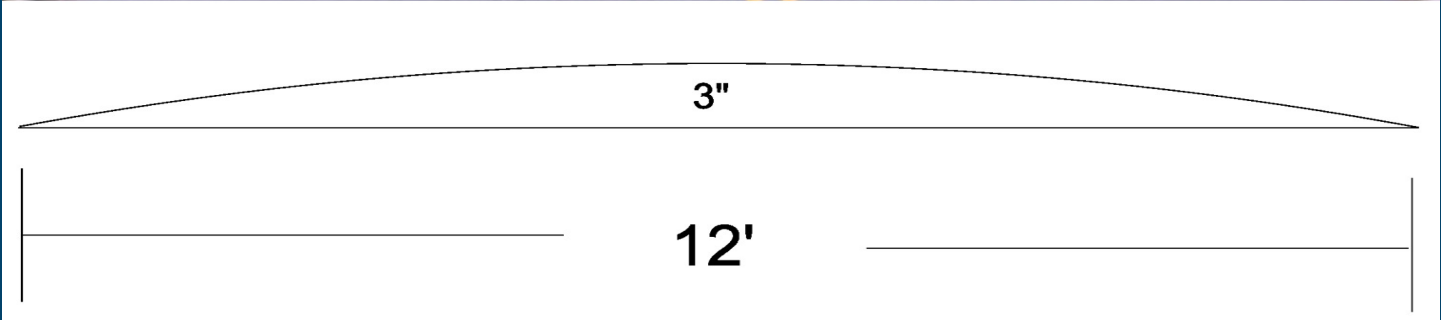


Raleigh

Treatment Limitations

- Your street's width will determine what types of treatments can be placed
 - Aycock St is approximately 26' wide
 - Based on this street width, speed humps/speed cushions are the only option available for use

Speed Humps (vertical)





Speed Humps (vertical)

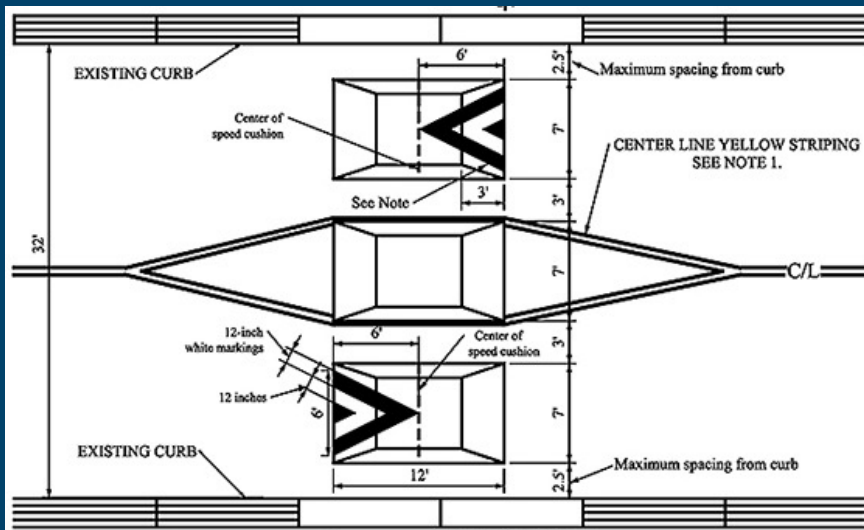
Pros

- 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)

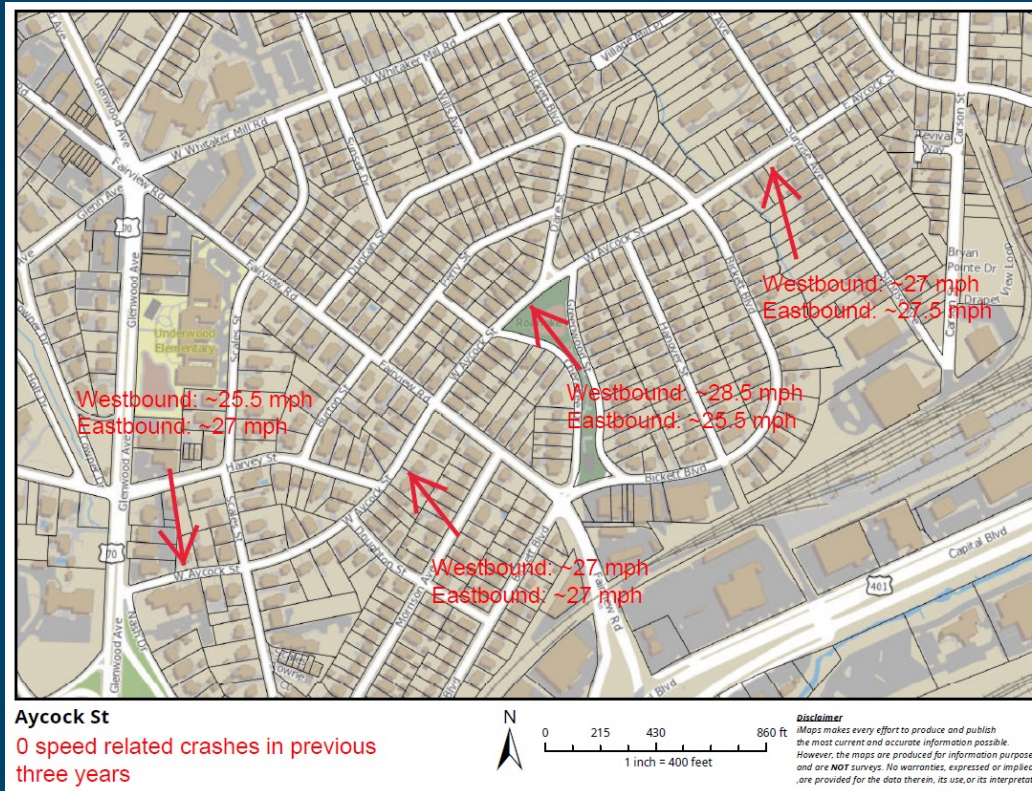
Pros

- 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

Evaluation Data





Raleigh

Design Process

- Based on the speed progression along Aycock St and multiple existing all way stops we are proposing speed humps or speed cushions at approximately 500' – 600' between the existing all way stops
- Roanoke Park and pedestrians were specifically considered. The proposed placement was chosen to maximize effectiveness for entire park frontage along Aycock St



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
 - The speed humps or speed cushions will be effectively identical to the ones placed on Fairview Rd. The intent is to have drivers go at the speed limit, not to force a stop at each speed hump or speed cushion location
- 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 hump in a targeted location?
- Would you prefer speed humps or speed cushions?
- What other questions, comments, suggestions do you have?

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

