

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 the bus stops and desire to access the surrounding parks and commercial properties
- 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

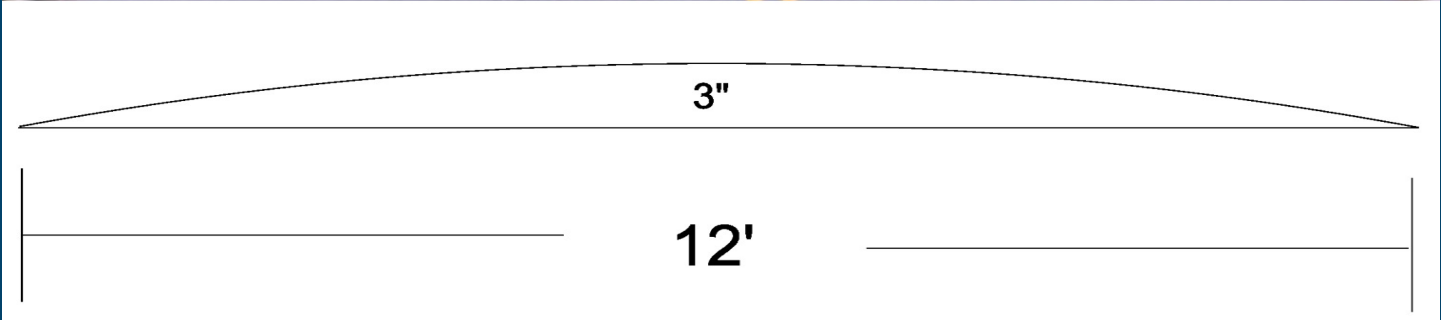


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Treatment Limitations

- Your street's width will determine what types of treatments can be placed
 - Hardimont Rd is approximately 40' wide
 - Based on this street width, horizontal and vertical traffic calming elements are appropriate and are being proposed as part of this project
 - Due to high vehicular volumes, more horizontal traffic calming elements are being proposed as they are more appropriate on high volume roadways

Speed Humps (vertical)





Speed Humps (vertical)

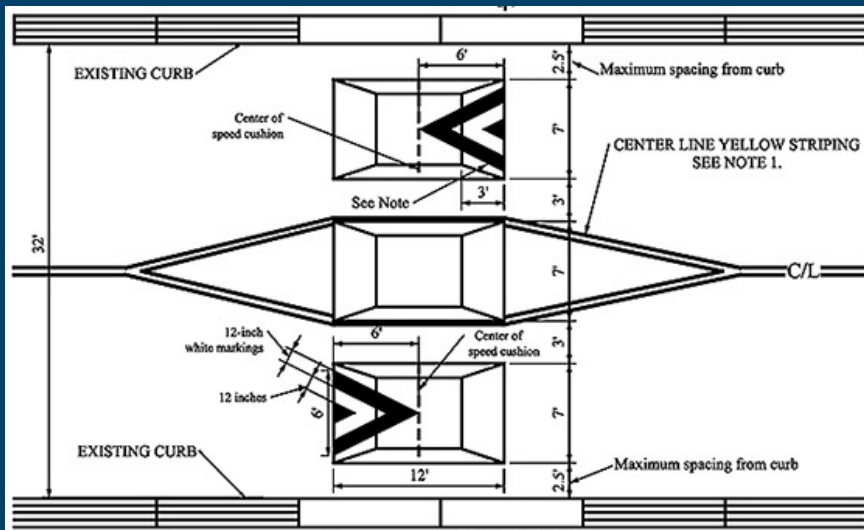
Pros

- 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)

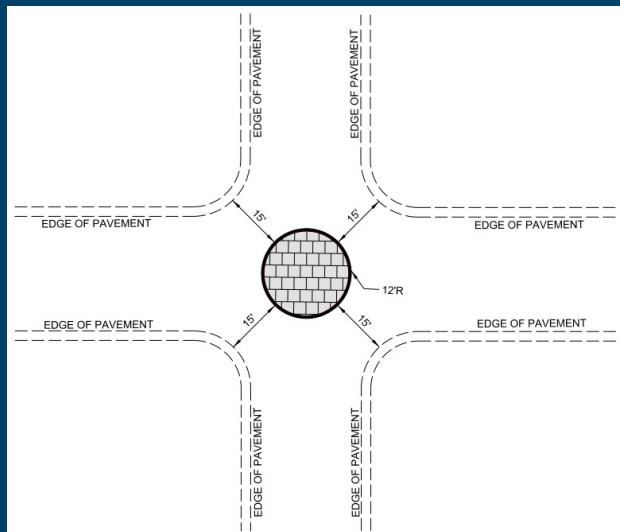
Pros

- 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)

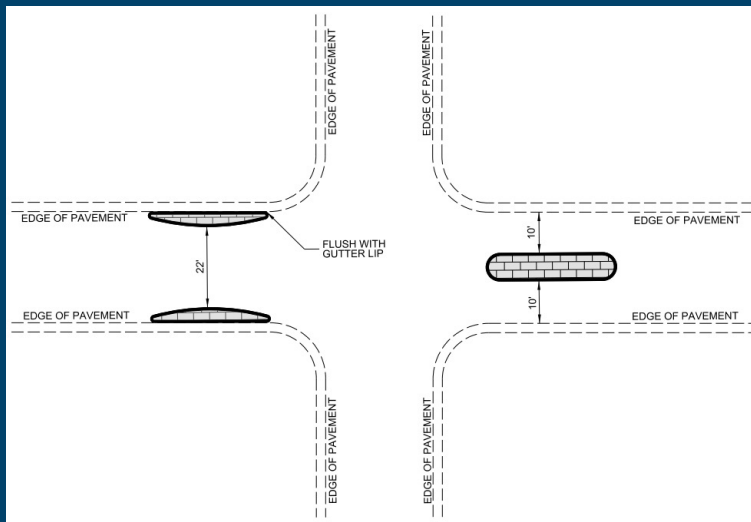
Pros

- 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

Intersection Narrowing (horizontal)



*Integrity of the separated bicycle lanes will be maintained through the intersection



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Intersection Narrowing (horizontal)

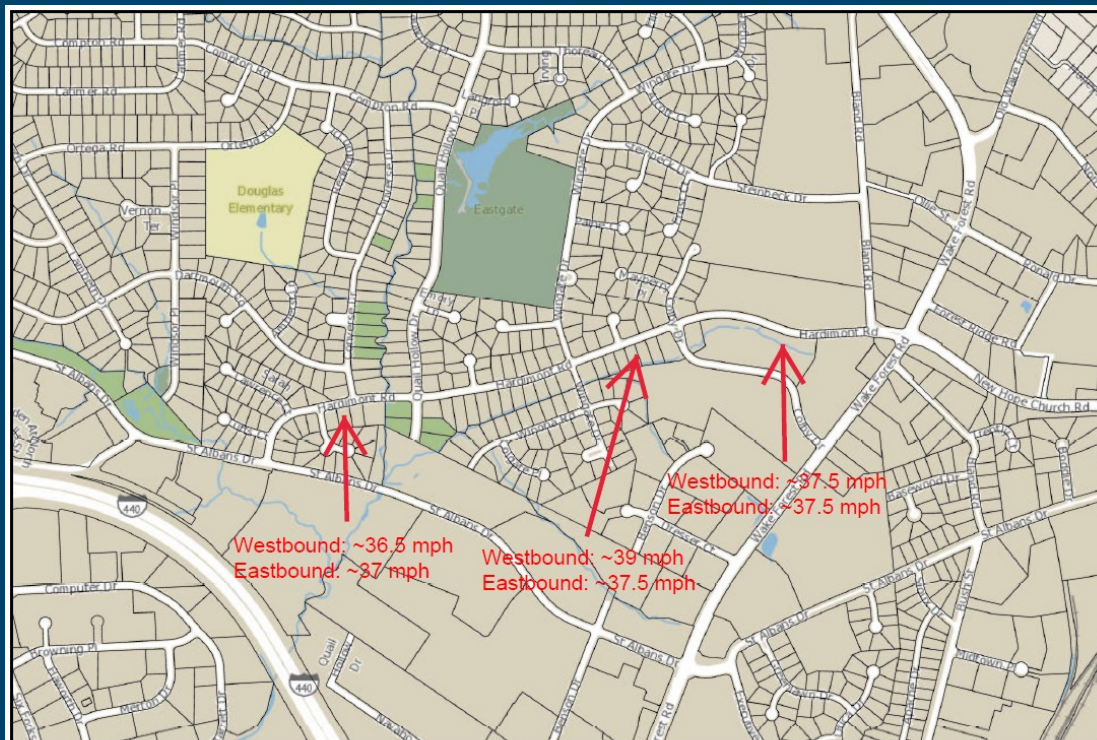
Pros

- Helps decrease the speed of vehicles as they enter/drive through the intersection
- Can be incorporated into locations with enhanced pedestrian elements to create safer pedestrian crossings
- Minimal impact to emergency service's response times

Cons

- Not all intersections are appropriate for this treatment style
- Slightly less effective at slowing down vehicles at intersections when compared to Neighborhood Traffic Circles
- Slightly longer installation time, typical for treatments made of concrete

Evaluation Data



Hardimont Rd

1 speed related crash in the previous 3 years



0 425 850 1,700 ft
1 inch = 800 feet

Disclaimer

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Design Process

- Based on the speed progression and high vehicular volumes along Hardimont Rd, we are proposing treatment spacing of approximately 400' – 600' intervals
- Staff is working to enhance the existing bicycle facilities to help increase multimodal safety as well as encourage speed compliant driving by the vehicles
- The speed limit will be reduced to 30 mph in conjunction with this traffic calming project



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Project Goal

- The project will be deemed effective if 85% of drivers are going at or below the 30 mph speed limit and top driver speed is capped at around 5-7 mph over the speed limit
 - Based on your location, Currituck Dr and Brentwood Road (active construction project) are the closest completed traffic calming project 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



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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 Hardimont Rd. Staff will respond and we can have a neighborhood wide conversation.

