

# 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 Kaplan 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

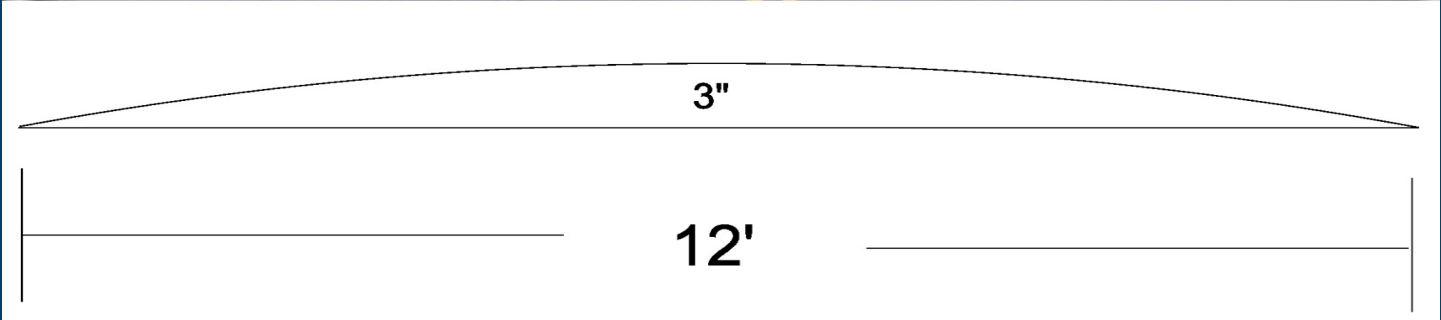


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# Treatment Limitations

- Your street's width will determine what types of treatments can be placed
  - Kaplan Dr has two distinct widths:
    - Approximately 40' wide on the western half
    - Approximately 28' wide on the eastern half
  - Based on this street width and geometry on the western half, a mix of horizontal and vertical elements are appropriate
  - Based on the street width on the eastern half, vertical elements are the only viable traffic calming treatment

# Speed Humps (vertical)







# Speed Humps (vertical)

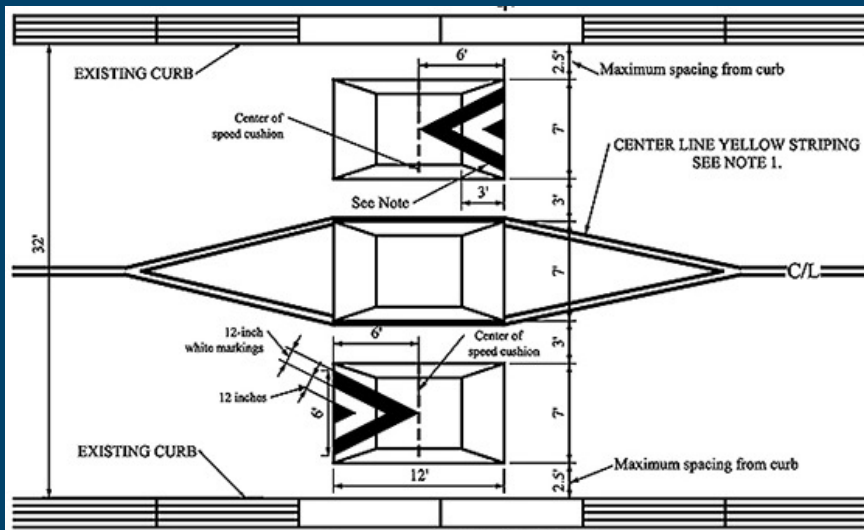
## Pros

- 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)

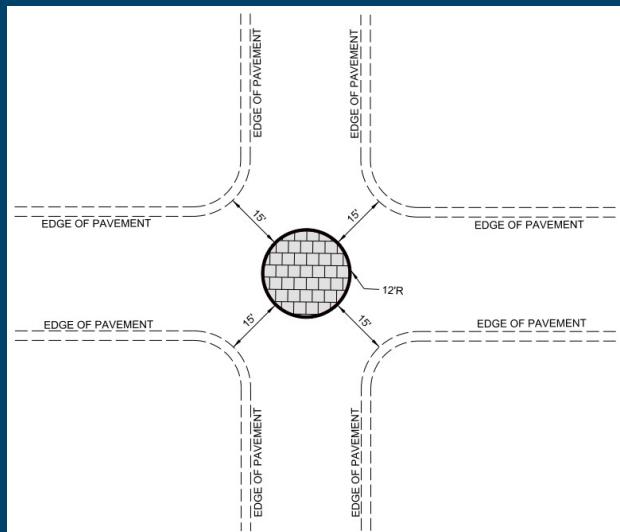
## Pros

- 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

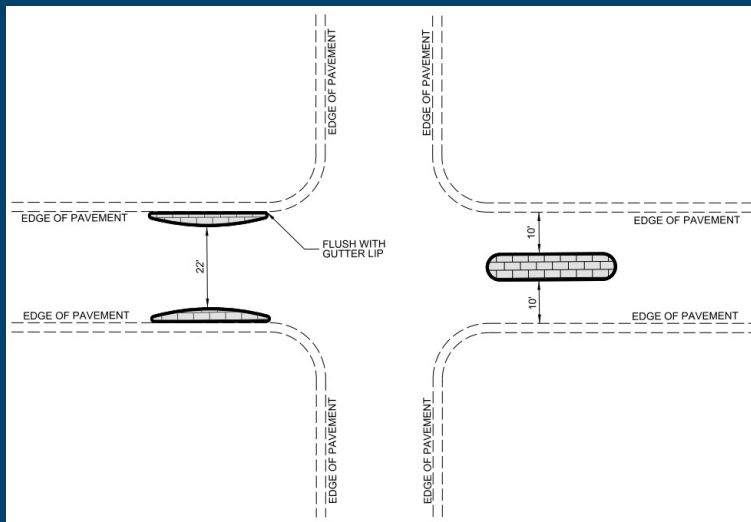
- Helps decrease speed of vehicles as they enter/drive through the intersection
- Helps to reduce the frequency and severity of collisions
- Increases safety for pedestrians and cyclists at the intersection
- Minimal impact to emergency service's response times

## 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)

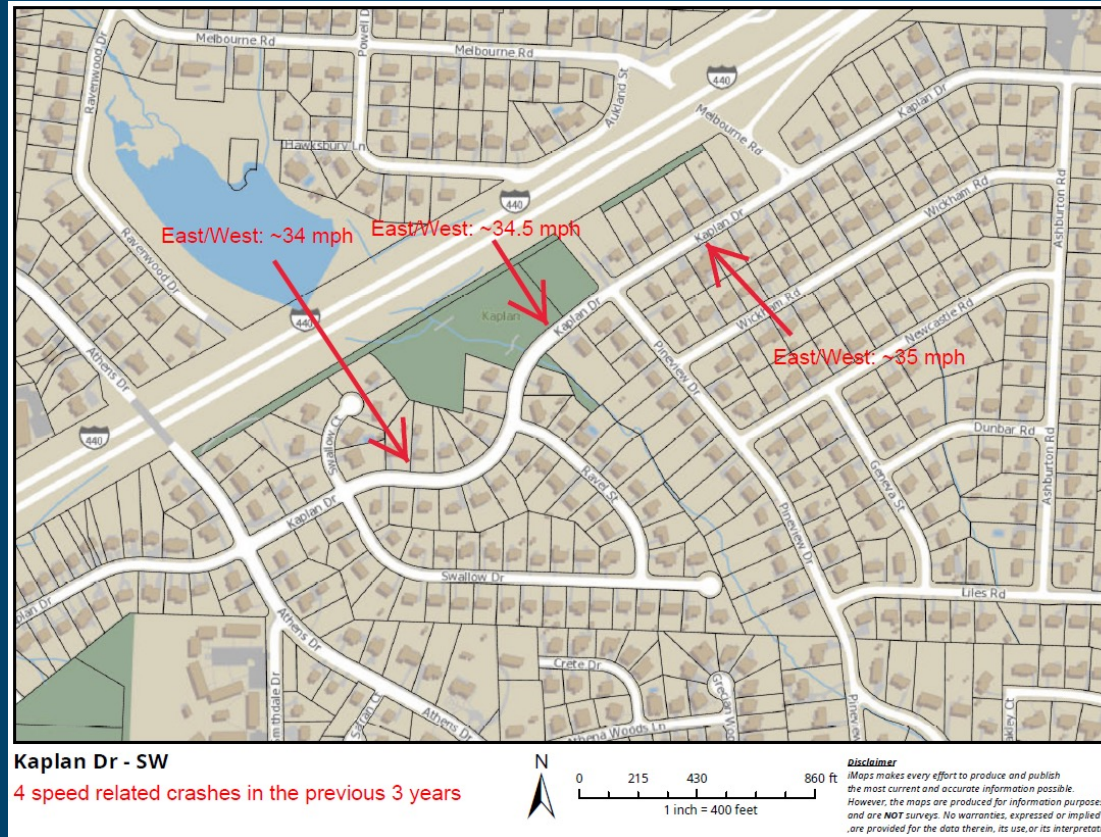
## Pros

- 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





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# Design Process

- Based on the speed progression and history of speed related crashes along Kaplan Dr - SW, we are proposing speed humps or speed cushions at approximately 400' – 500' intervals
- The crashes identified were along the entire corridor, but curves/hills were identified as the common factor. Slowing drivers down as they enter a curve will be a key goal to increase overall safety



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# 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, Kaplan Dr – E is the closest completed traffic calming project to you. We encourage you to go drive this street 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 Kaplan Dr - SW. Staff will respond and we can have a neighborhood wide conversation.

