

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 surrounding neighborhood park and open spaces
- 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

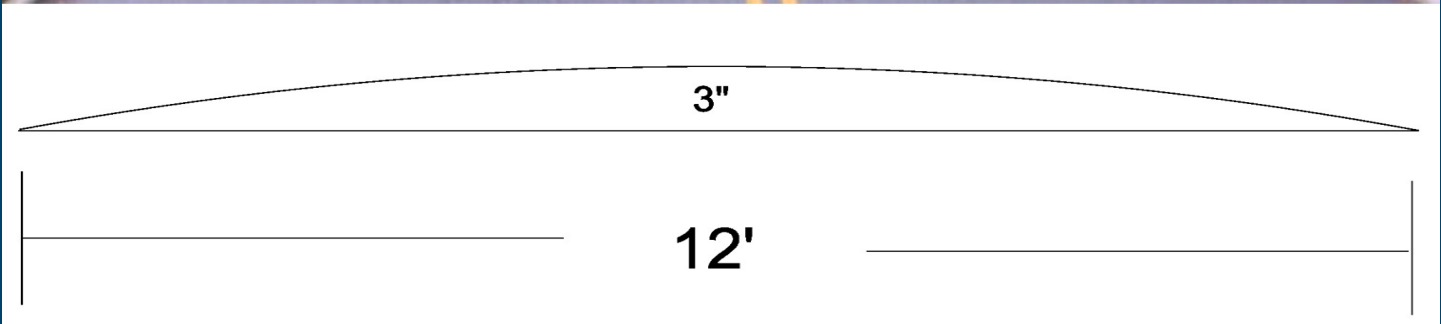
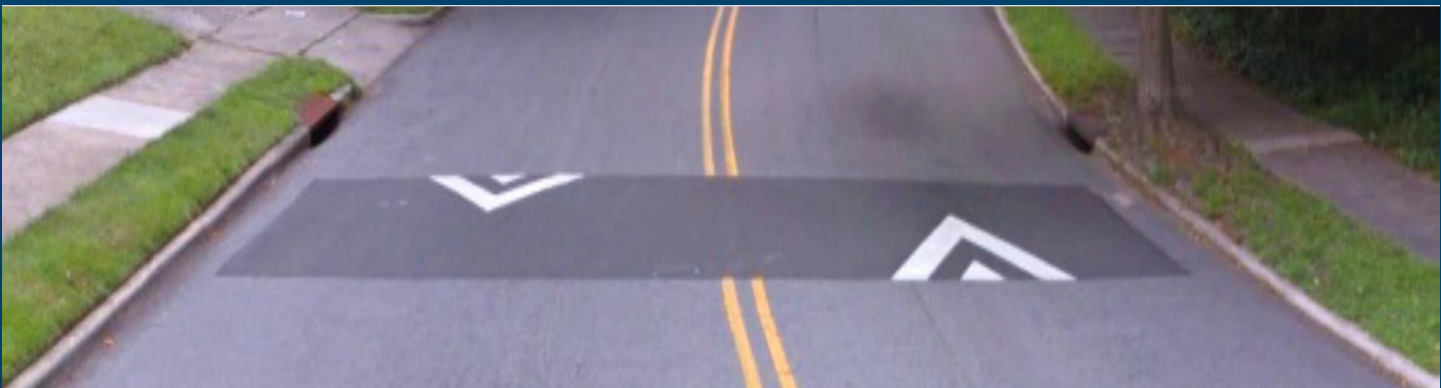


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Treatment Limitations

- Your street's width will determine what types of treatments can be placed
 - Marshlane Way is approximately 30' wide
 - Based on this street width, vertical traffic calming treatments are the only viable option between intersections and horizontal traffic calming treatments are the only viable option at four-way intersections
 - Due to the density of the homes and driveway placement, vertical treatments are somewhat limited, and horizontal intersection treatments must be incorporated to ensure a successful project

Speed Humps (vertical)





Speed Humps (vertical)

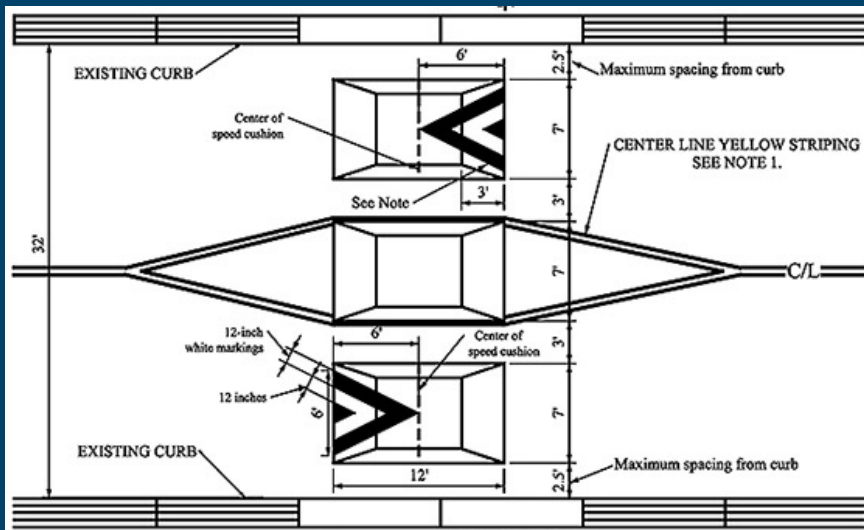
Pros

- 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)

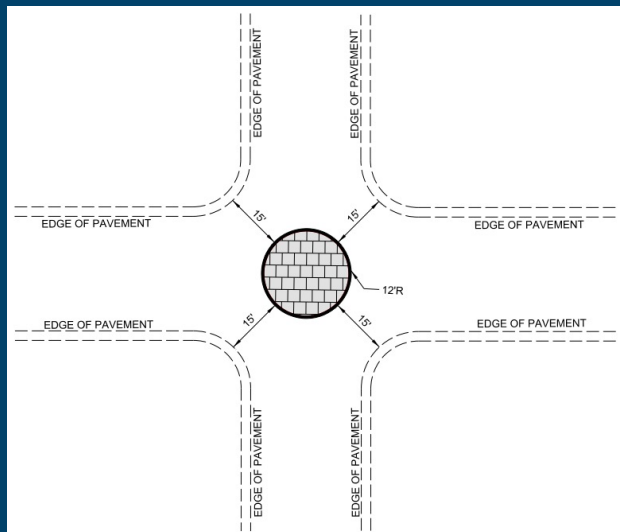
Pros

- 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

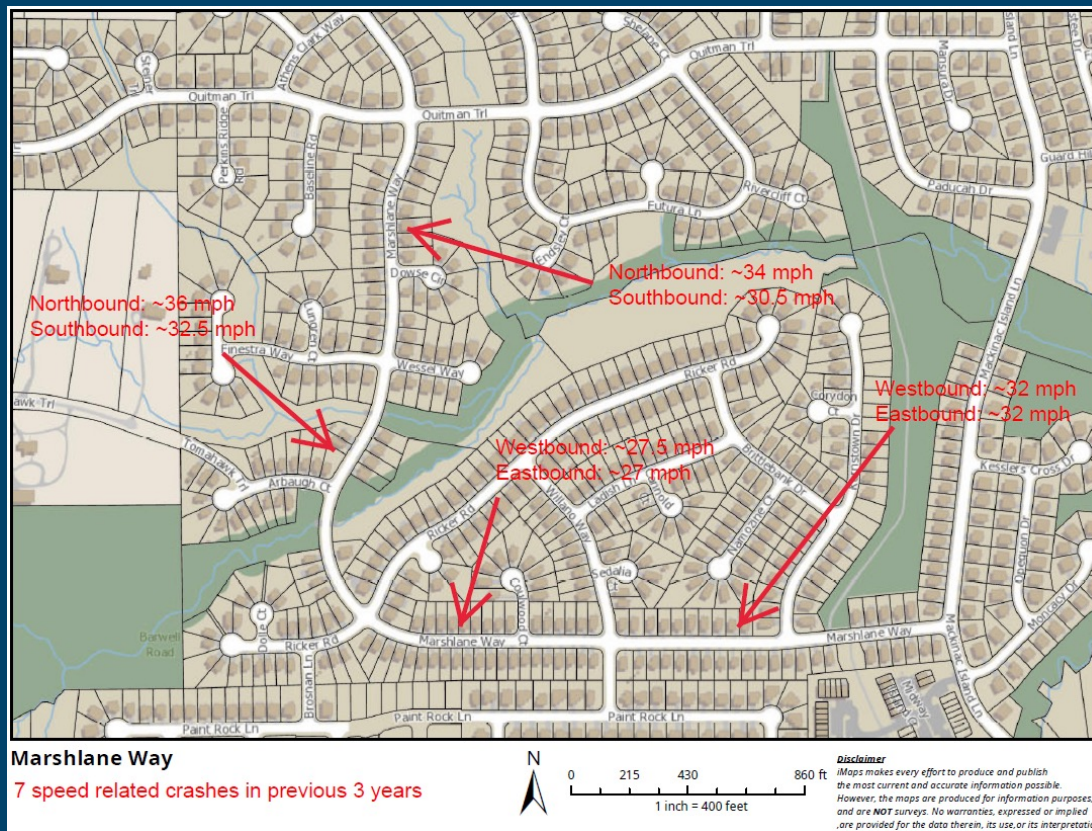
Cons

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



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Evaluation Data





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Design Process

- Based on the speed progression and vehicular volumes along Marshlane Way, we are proposing treatment spacing of approximately 400' – 600' intervals
- A speed related crash pattern has been identified, but no unifying location has been found. Due to the winding nature of Marshlane Way, keeping driver speeds low along the entire street will be key in creating a safer street for all users.



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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, Ujamaa Dr and Southgate 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



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?
- Would you prefer speed humps or speed cushions?
- Have you watched the Neighborhood Traffic Circle video that may answer some of your initial questions?
- What other questions, comments, suggestions do you have?

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

