

# 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 St. Augustine's campus
- 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

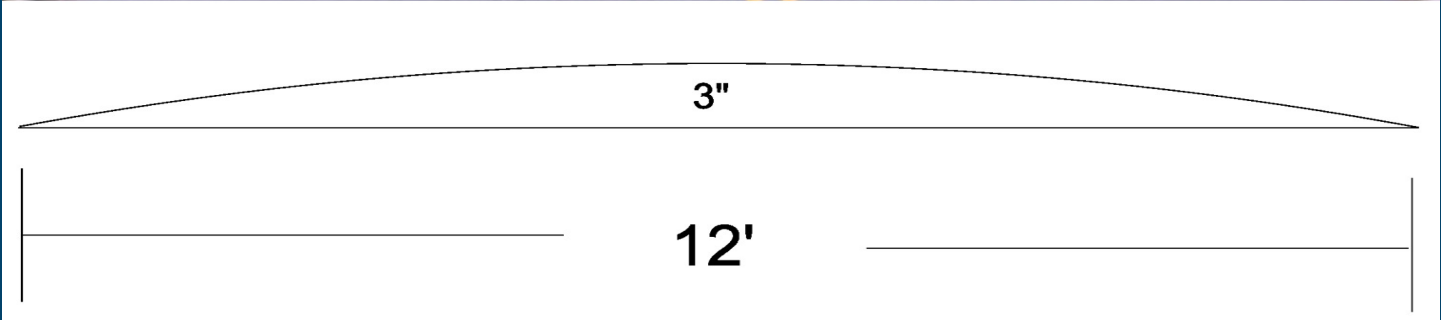


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# Treatment Limitations

- Your street's width will determine what types of treatments can be placed
  - N State St is approximately 41' wide
  - Based on this street width, horizontal and vertical traffic calming elements can be proposed
  - Based on the Long-Term Bikeway Plan, N State St is shown as having bicycle lanes at some point in the future. The traffic calming project is working to allow for the integrity of future bicycle facilities

# Speed Humps (vertical)





# Speed Humps (vertical)

## Pros

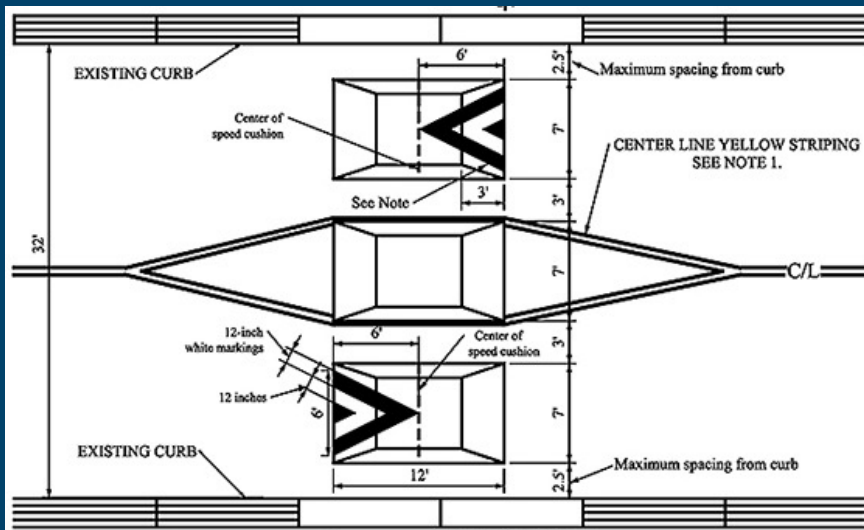
- Can be the most effective
- Fast installation time/Less impact during construction
- Versatile placement options based on compact footprint

## 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)

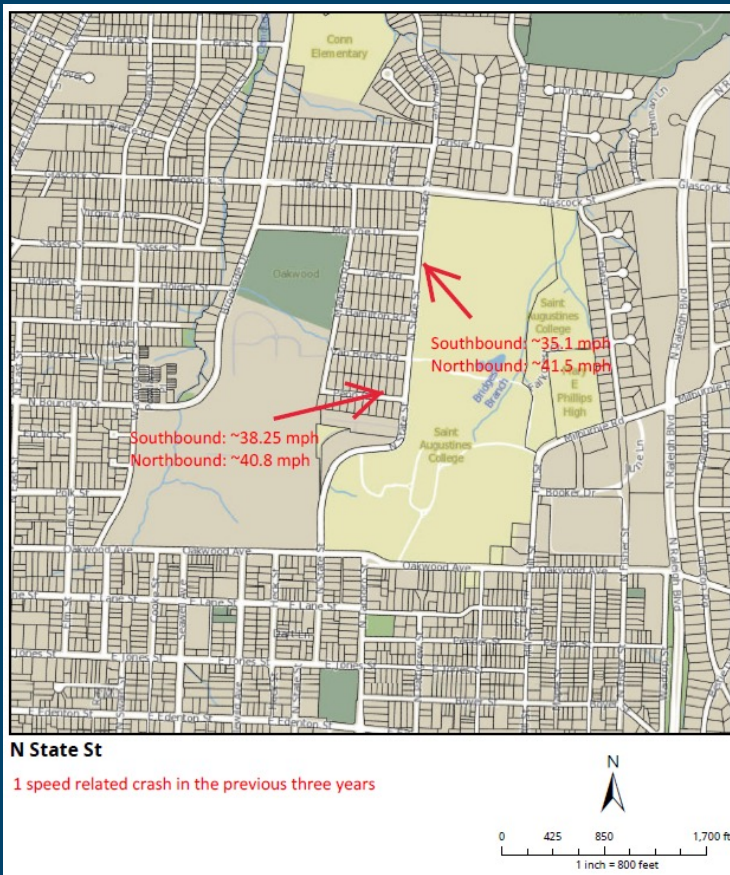
## Pros

- 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







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# Design Process

- Based on the speed progression along N State St, we are proposing treatment spacing of approximately 400' – 600' intervals
- Staff is working to allow for future bike projects to be implemented with minimal changes to the traffic calming project
- The speed limit will be reduced to 25 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 25 mph speed limit and top driver speed is capped at around 5-7 mph over the speed limit
  - Based on your location, Glascock St, Edmund St, and N King Charles Rd 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?
- Would you prefer speed humps or speed cushions to be placed along the street?
- What other questions, comments, suggestions do you have?

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

