

# 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 Greenway Club at Falls River
- 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

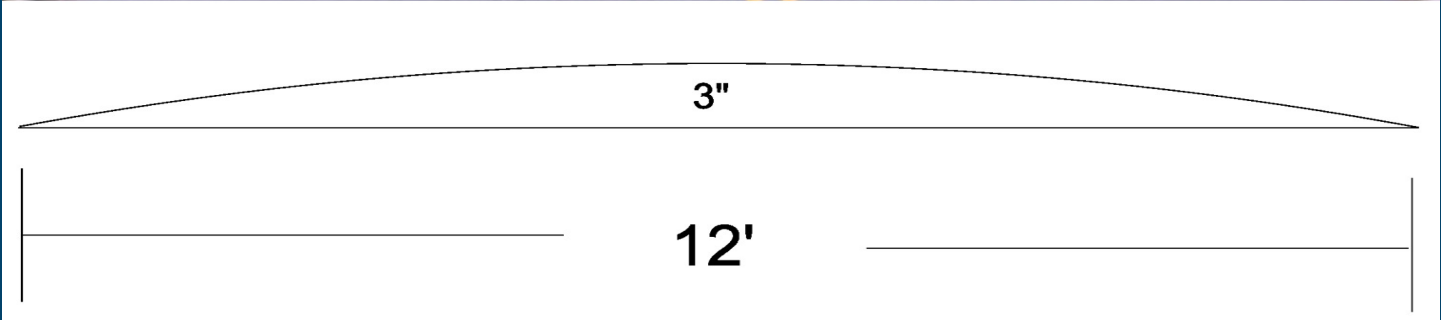


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# Treatment Limitations

- Your street's width will determine what types of treatments can be placed
  - Southwalk Ln is approximately 29' wide
  - Based on this street width, speed humps/speed cushions are the only option available for use

# Speed Humps (vertical)





# Speed Humps (vertical)

## Pros

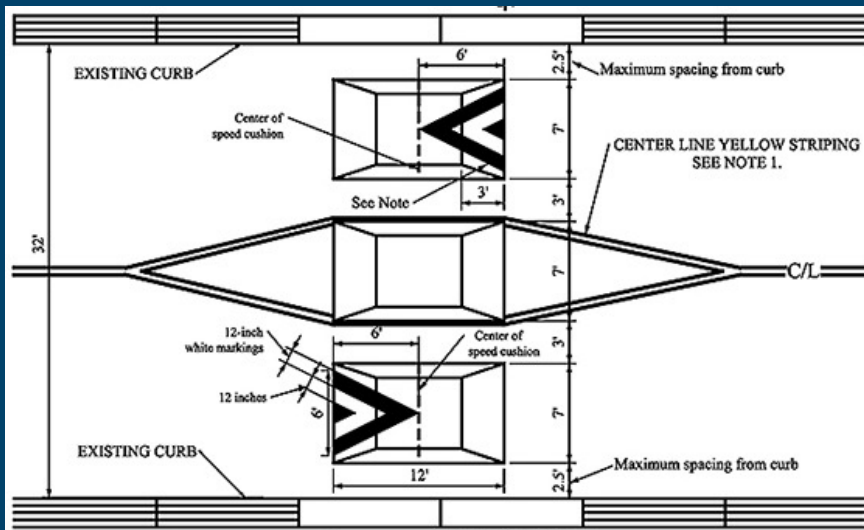
- Can be the most effective
- Fast installation time/Less impact during construction
- Versatile placement options based on compact footprint

## 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

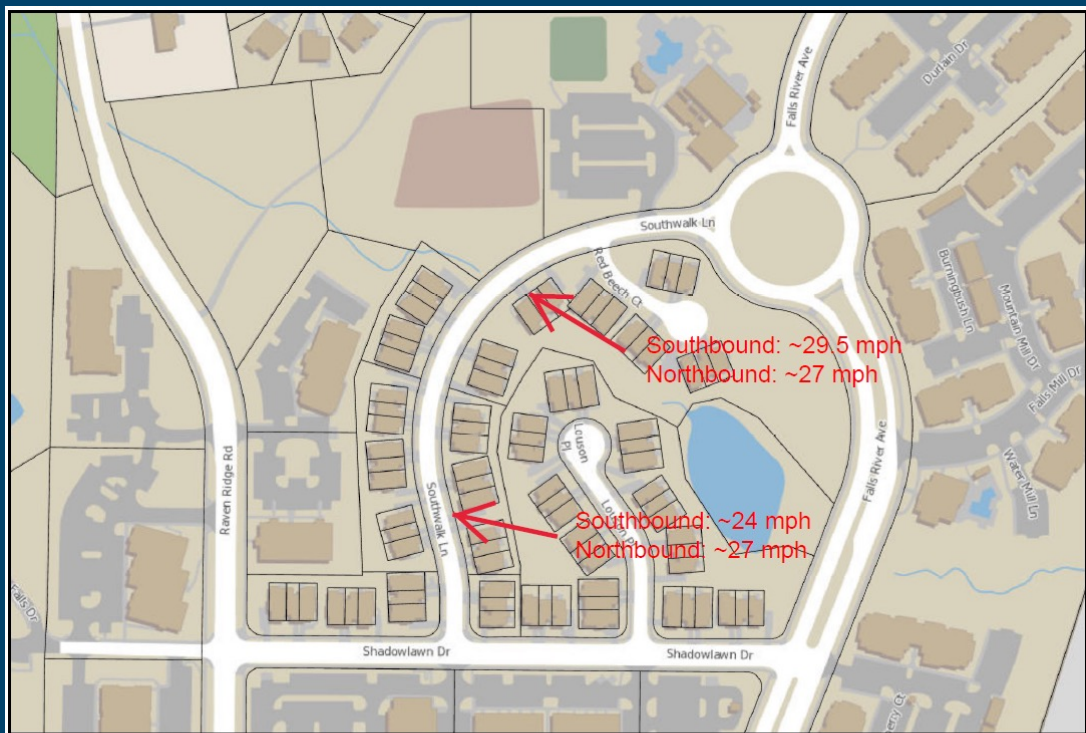
## Cons

- 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



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# Evaluation Data



Southwalk Ln

1 speed related crash in previous three years



0 105 210 420 ft  
1 inch = 200 feet

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# Design Process

- Based on the speed progression and long horizontal curve along Southwalk Ln, we are proposing speed humps or speed cushions at approximately 400' – 500' intervals
- There have been a few speed related crashes previously without there being a unifying cause aside from the lack of speed compliance. The proposed spacing and placement of the humps will lower vehicular speeds resulting in less opportunities for speed related crashes to occur, creating a safer street for all



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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, Sycamore Grove Ln 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 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 Southwalk Ln. Staff will respond and we can have a neighborhood wide conversation.

