TRANSPORTATION

Preliminary Traffic Calming Design Meeting

Raleigh

How did we get here?

- Someone requests traffic calming
- Staff conducts an evaluation
- Evaluation results in score (40 point minimum to qualify)
- Highest scored streets get first option of a project
- Staff holds introductory meeting to explain process
- Residents of subject street and surrounding neighborhood are balloted
- A successful balloting process moves a street forward to next step

Ballot Results

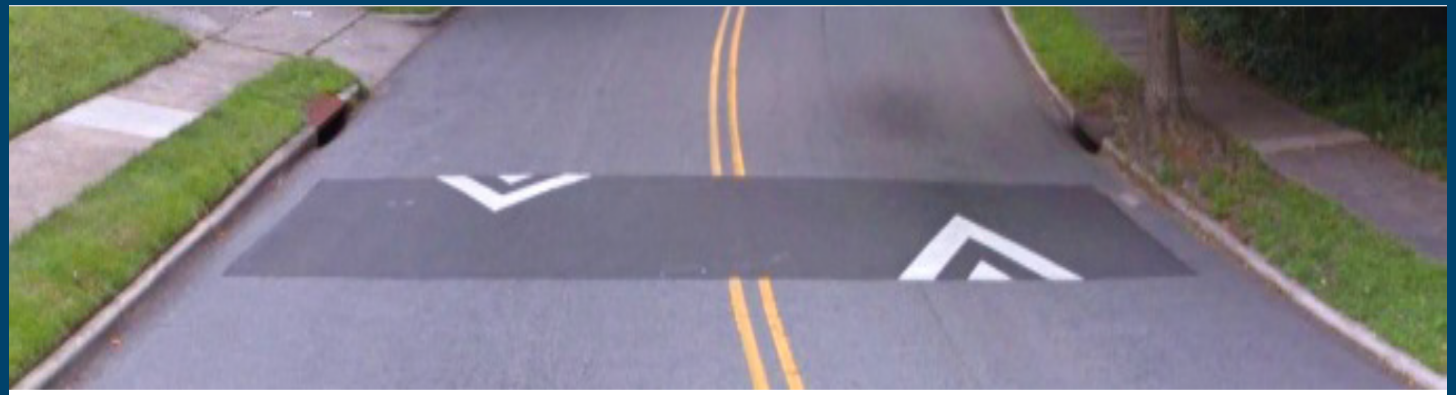
Street Name	Street Participation Threshold (min 50%)	Street Support Threshold (min 70%)	Neighborhood Participation Threshold (min 25%)	Neighborhood Support Threshold (min 60%)
Van Dyke Ave	60.56%	81.40%	37.82%	81.06%

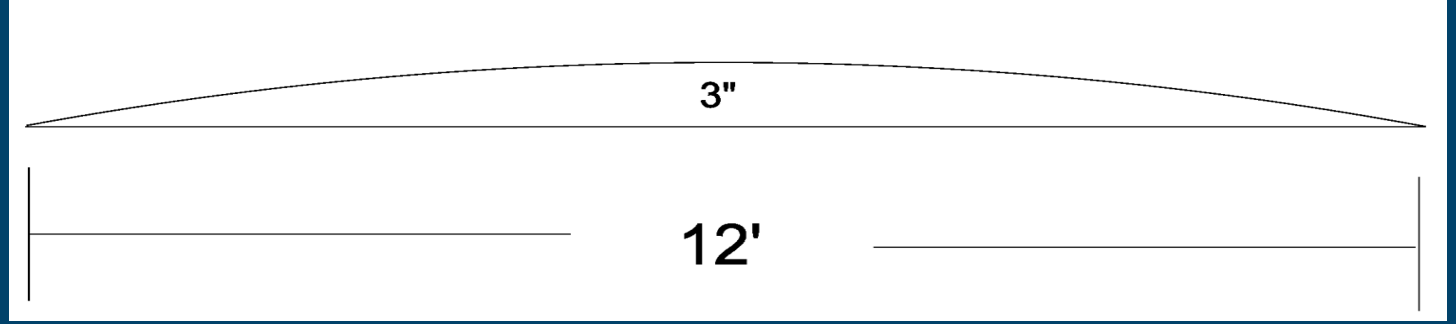
What do we do tonight?

Citizen based design

- Staff will provide you options to choose from
    - Pros and cons with each
- You will determine what type of traffic calming treatment best fits with the fabric of your neighborhood
    - Speed Hump vs Speed Table
    - Traffic circle
- You will decide the location and frequency of the treatments
- Staff will work to reach a consensus on a preliminary design

Option 1 – Speed Humps





Option 1 – Speed Humps

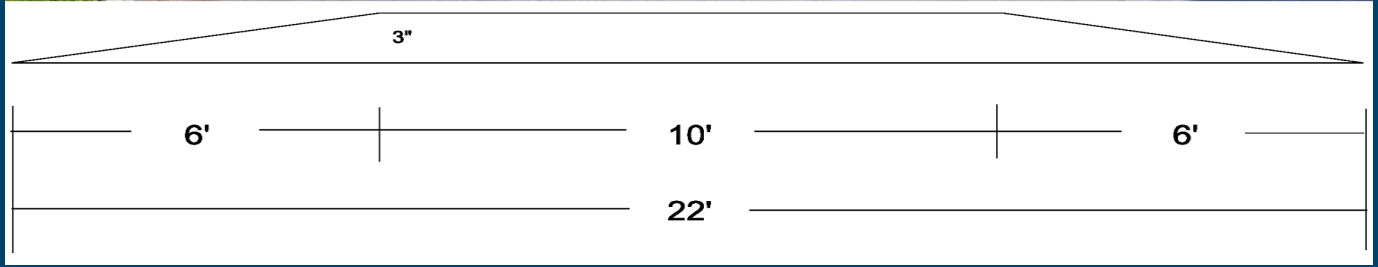
Pros

- Can be the most effective
- Less expensive to install
- Faster installation time/Less impact during construction
- More location options based on 12’ length

Cons

- Does not contrast as much with existing roadway
- Shorter life (higher maintenance needs)
- Closer spacing requires more
- Not as pleasant to traverse compared speed tables

Option 2 – Speed Tables



Option 2 – Speed Tables

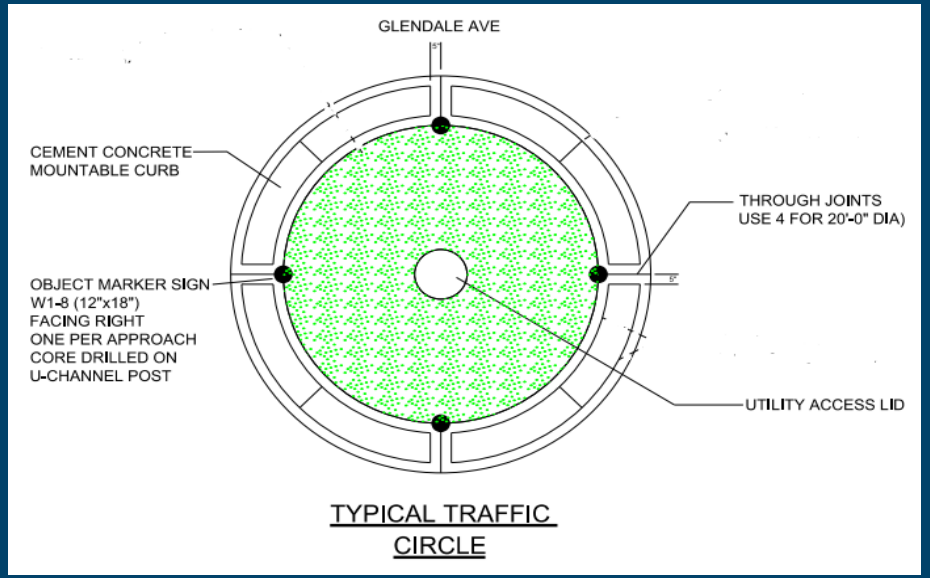
Pros

- More visible/contrast
- Less maintenance responsibilities
- A more pleasant driving experience
- Spaced further apart (300’-700’ spacing)

Cons

- More expensive to install
- Higher impact to neighborhood during installation/maintenance
- More difficult to place due to 22’ length therefore can be less effective

Option 3 – Traffic Circle



Option 3 – Traffic Circle

Pros

- Helps decrease speeds of vehicles as they enter/drive through the intersection
- Helps to reduce collisions and severity of collisions
- Minimal maintenance once installation is complete

Cons

- Existing intersections need to meet the minimum width requirements
- May require the removal of on-street parking in the immediate vicinity
- Relatively impactful construction process

Preliminary Design

- Staff will work with you tonight to develop a preliminary design
- This design will be placed on the City's website
- Staff will mark the locations of the proposed treatments on the street giving a feel of the proposed design
- Staff will send out mailers requesting feedback (via email and phone) on the preliminary design

Next Steps - Final Design Meeting

- A second / final design meeting will be held. We will discuss comments received from the marked out preliminary design. Any additional comments, changes, and or concerns will be addressed
- Staff will poll attendees and reach a design consensus

Next Steps - Final Design Approval

- Support for the final design will be determined by the balloting process (same as first one)
  - Residing on the street
    - must return a minimum of 50% of the ballots (participation rate) with a minimum of 70% of those in support of the project (approval)
  - Residing in the surrounding neighborhood
    - must return a minimum of 25% of the ballots (participation rate) with a minimum of 60% of those in support of the project (approval)

Last Step - Public Hearing

- City staff will request a public hearing with City Council
  - You will receive invites to meeting (on a Tuesday at 7:00 PM)
  - Streets meeting thresholds will be presented for construction authorization
- Citizens will be given the opportunity to speak in favor or opposition of the design
- City Council will then make a final determination whether or not to authorize construction

?

Questions?

Raleigh™