



Neighborhood Streetscapes

Neighborhood Traffic Management Program
Design Review – Cross Link Road (South)

September 29, 2014

Presentation Overview

The purpose of tonight's meeting is to gather input on the draft design for the Cross Link Neighborhood Streetscape.

- Review of Process
- Frequently Asked Questions
- Traffic Calming Treatments
- Hands On: Comment on Posters
 - Workshop Summary
 - Draft Design

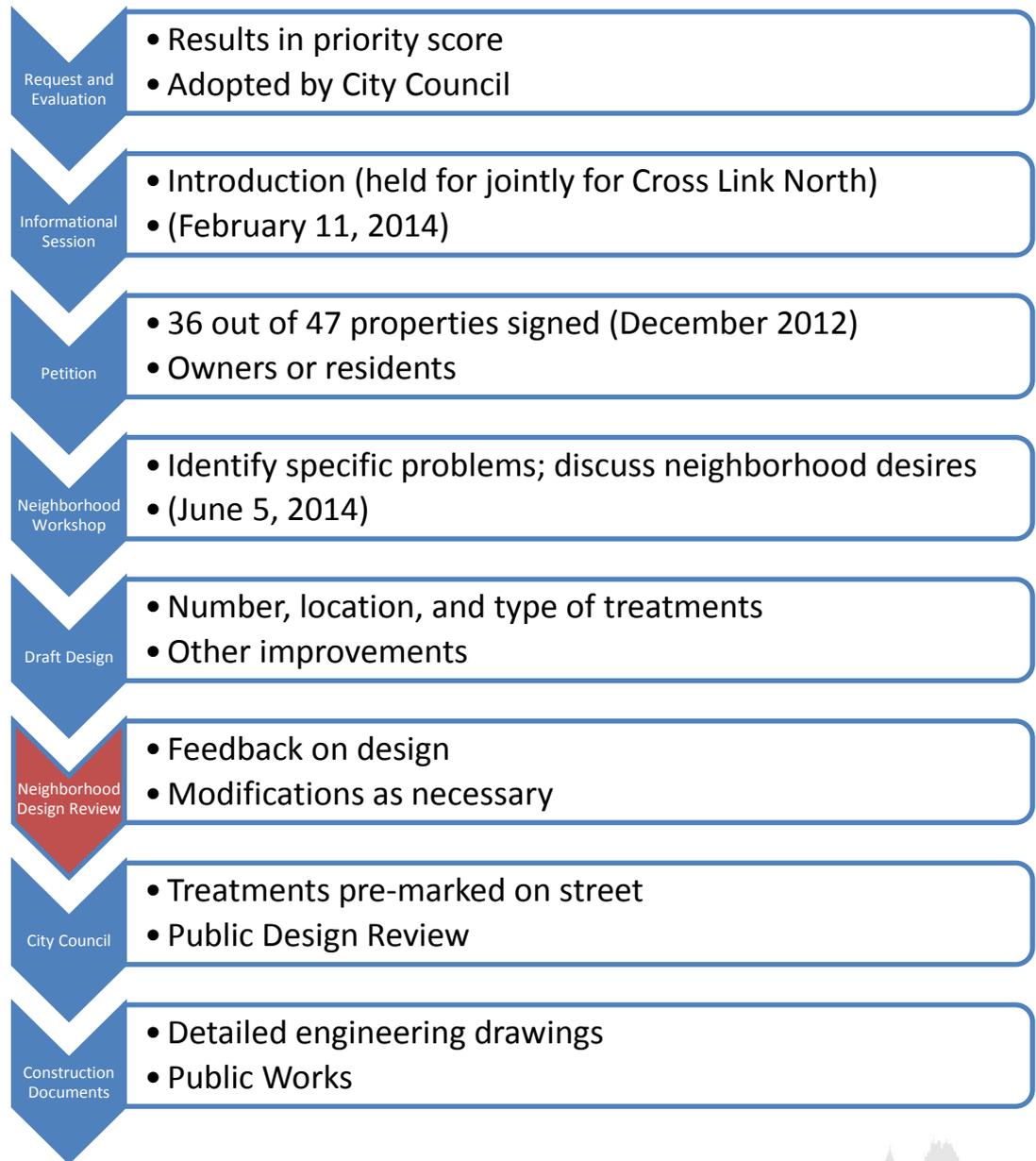


What happens now?

NEIGHBORHOOD STREETSAPES PROCESS

Neighborhood Streetscape Process

Next step is to paint treatments on the street and have City Council review of project.



Answers to

FREQUENTLY ASKED QUESTIONS

Frequently Asked Questions

- How are they funded?
 - By voter-approved Transportation bond and Capital Improvement Funds.
 - There are **no** fees or assessments for Neighborhood Streetscapes
- Who is responsible for maintenance?
 - In the middle of the street: City of Raleigh Parks and Rec.
 - At edge of street: nearby property owners or HOA, just like normal verge.
- Timeframe till construction?
 - From the workshop to finished construction is expected to be about 2 years.
- Why can't we just install stop signs or put more police on the street?
 - Research shows that drivers speed up to make up for lost time at stops signs and that compliance is poor for unwarranted stop signs.
 - Traffic enforcement is costly and temporary.

OTP

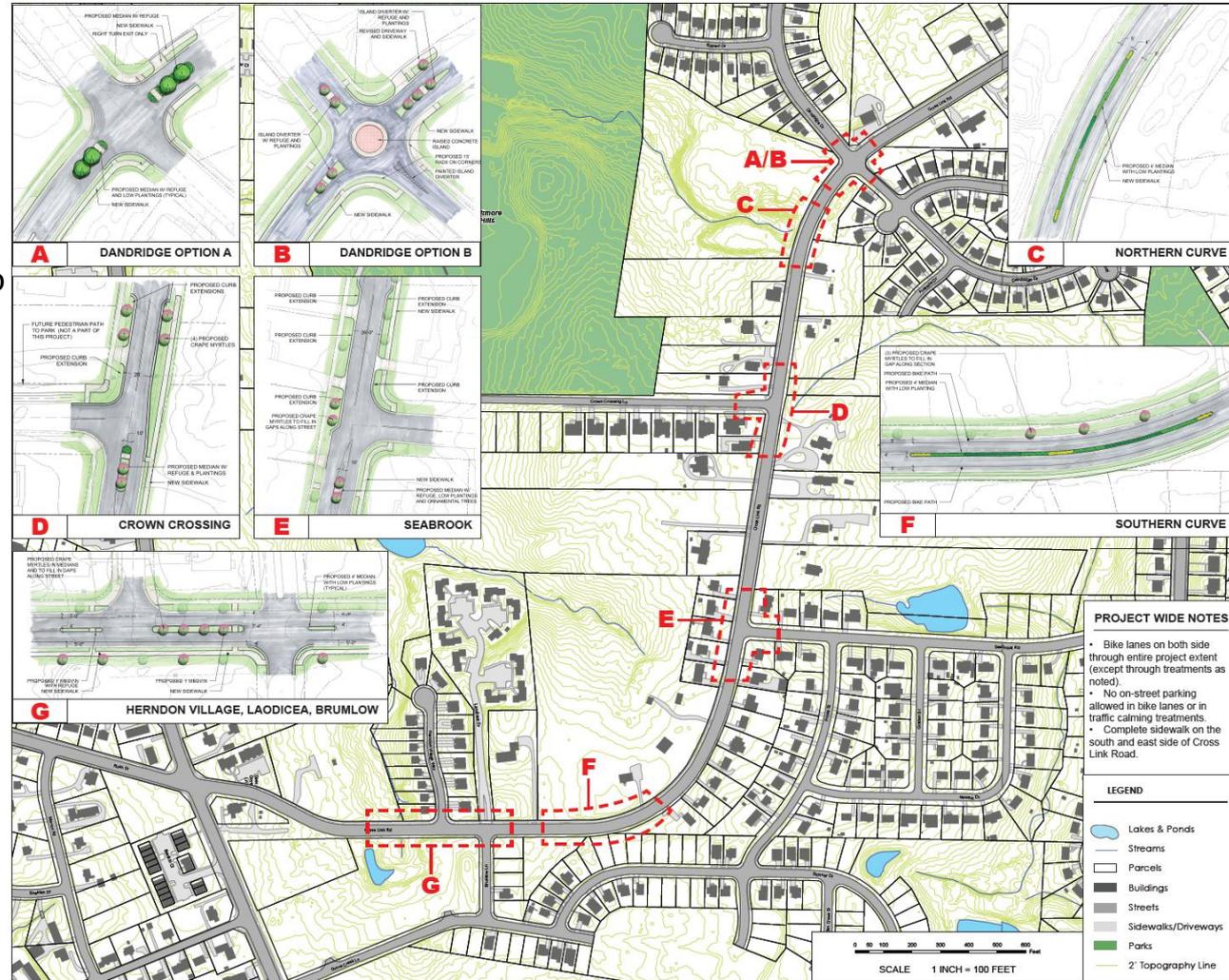
office of transportation planning

Citizen Input

DESIGN REVIEW

Overview

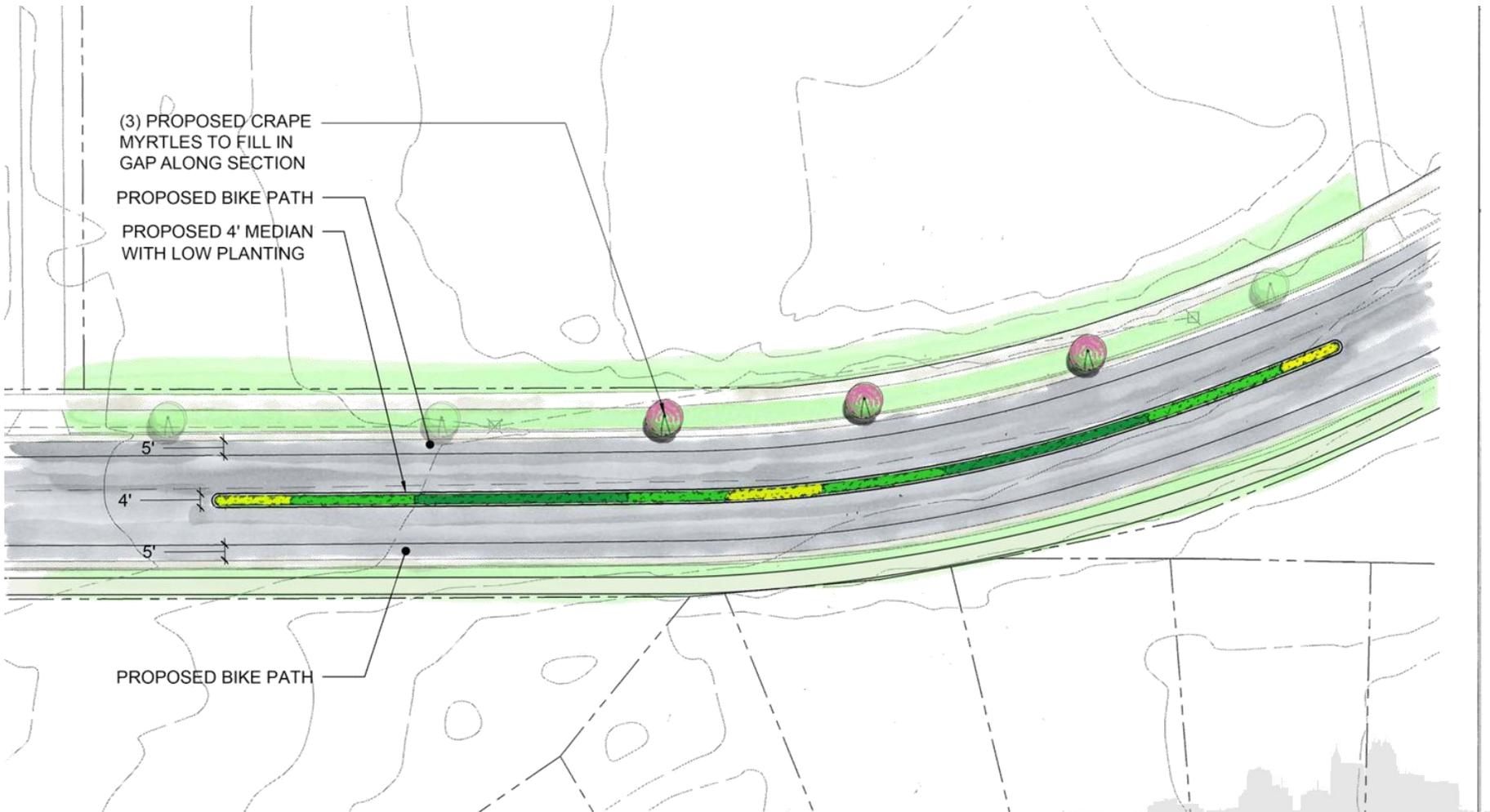
- Six traffic calming treatments; all designed for 35 mph
- Bike lane from Garner Road to Dandridge Road (except through two treatments)
- No on street parking
- Complete sidewalk on southeast side of Cross Link Road, from Garner Road to Dandridge Road
- Transit stops shifted to preferred intersection locations; 5 and 7L stops combined



Narrow planted median encourages slow speeds and prevents crossing the center line.

Southern Curve

Bike lane continues through treatment.



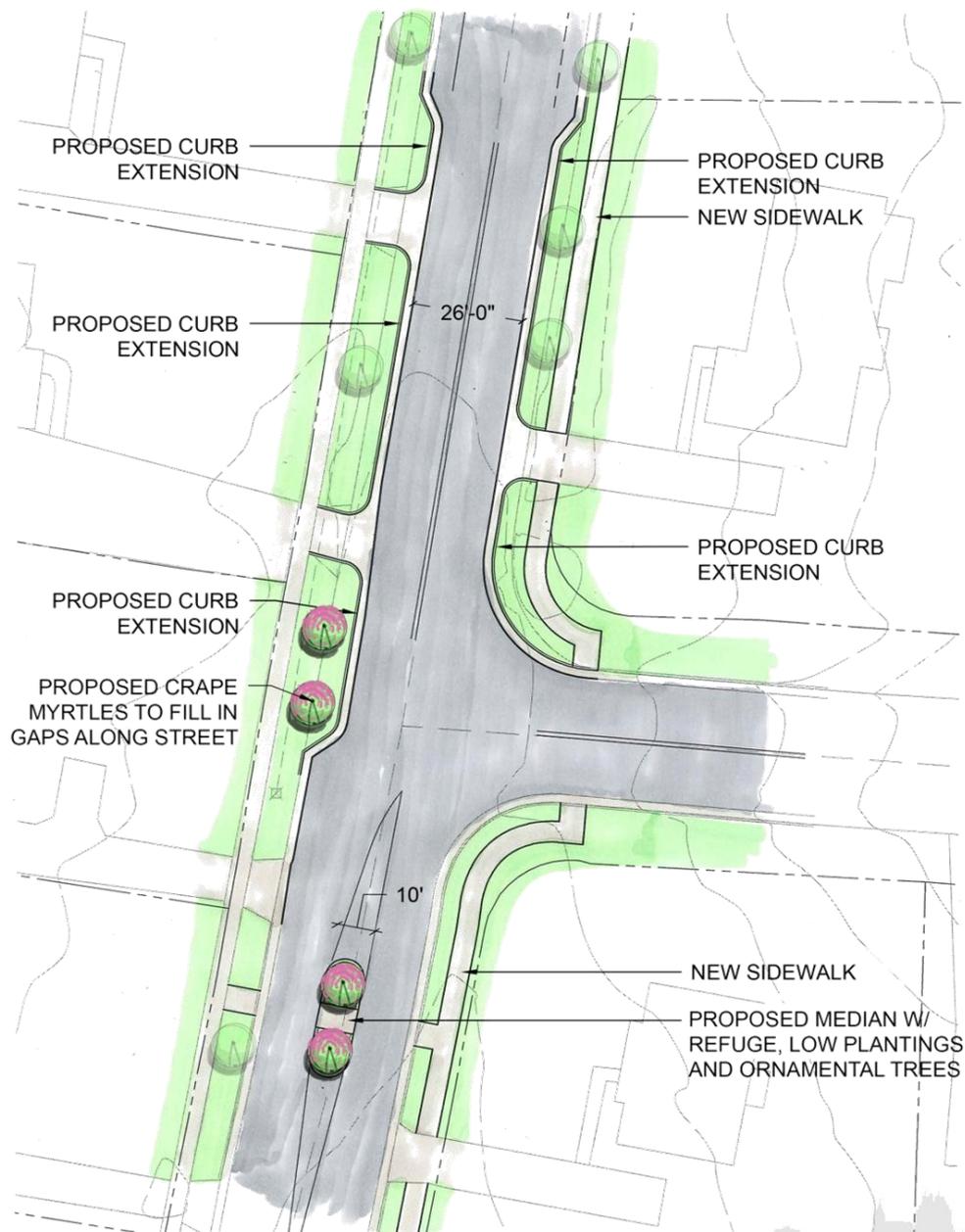
Seabrook Road

Median and curb extensions create a lateral shift designed for 35 mph travel.

Transit stops on curb extensions.

Improved pedestrian crossing.

Bike lane not continued through treatment.



Seabrook Intersection Scale: 1:30

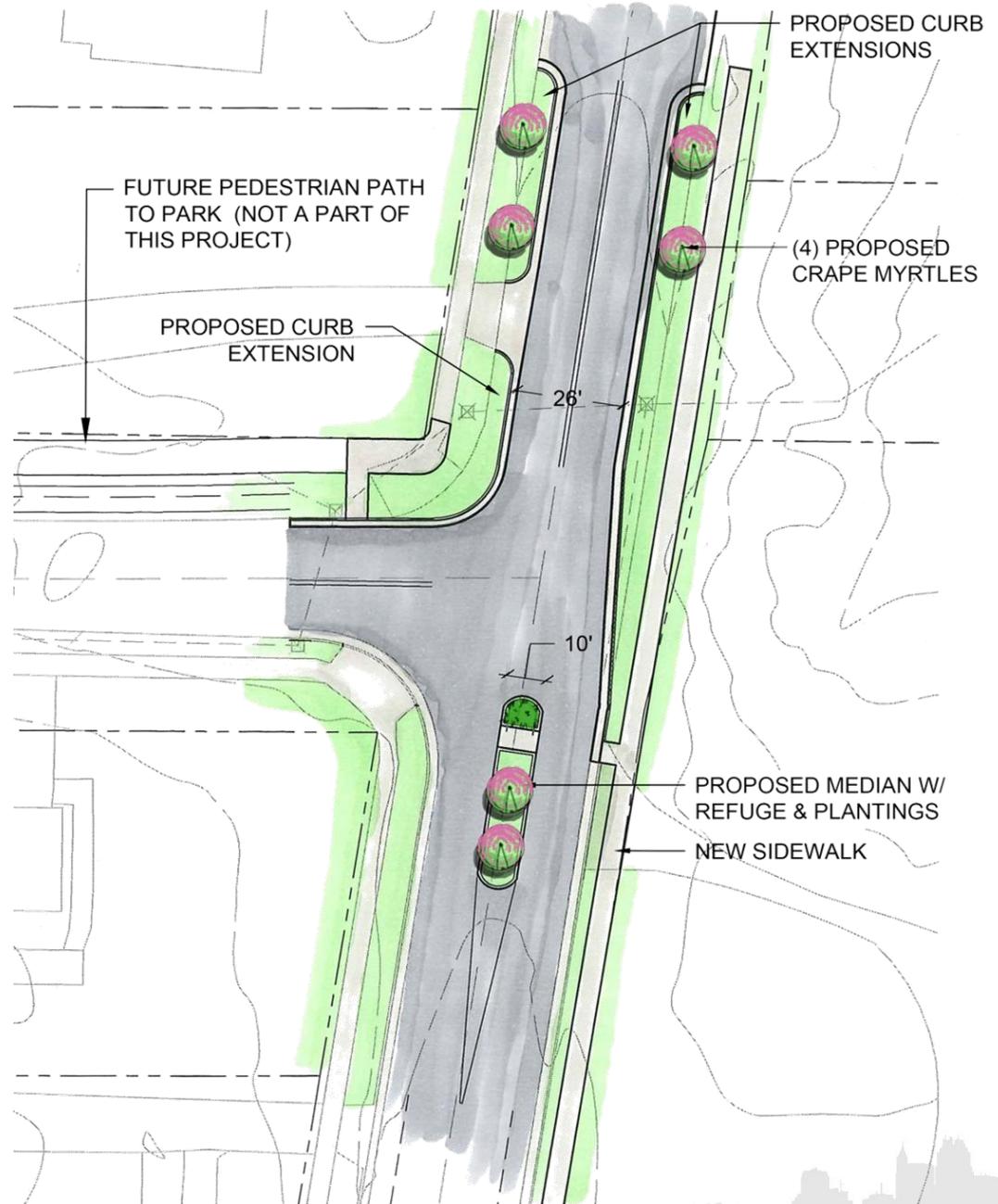
Crown Crossing Lane

Median and curb extensions create a lateral shift designed for 35 mph travel.

Transit stops on curb extensions.

Improved pedestrian crossing.

Bike lane not continued through treatment.



Northern Curve

Narrow planted median encourages slow speeds and prevents crossing the center line.

Bike lane continues through treatment.



Median Near Dandridge Intersection Scale: 1:30

Two Options

CROSS LINK AND DANDRIDGE

Dandridge Option B

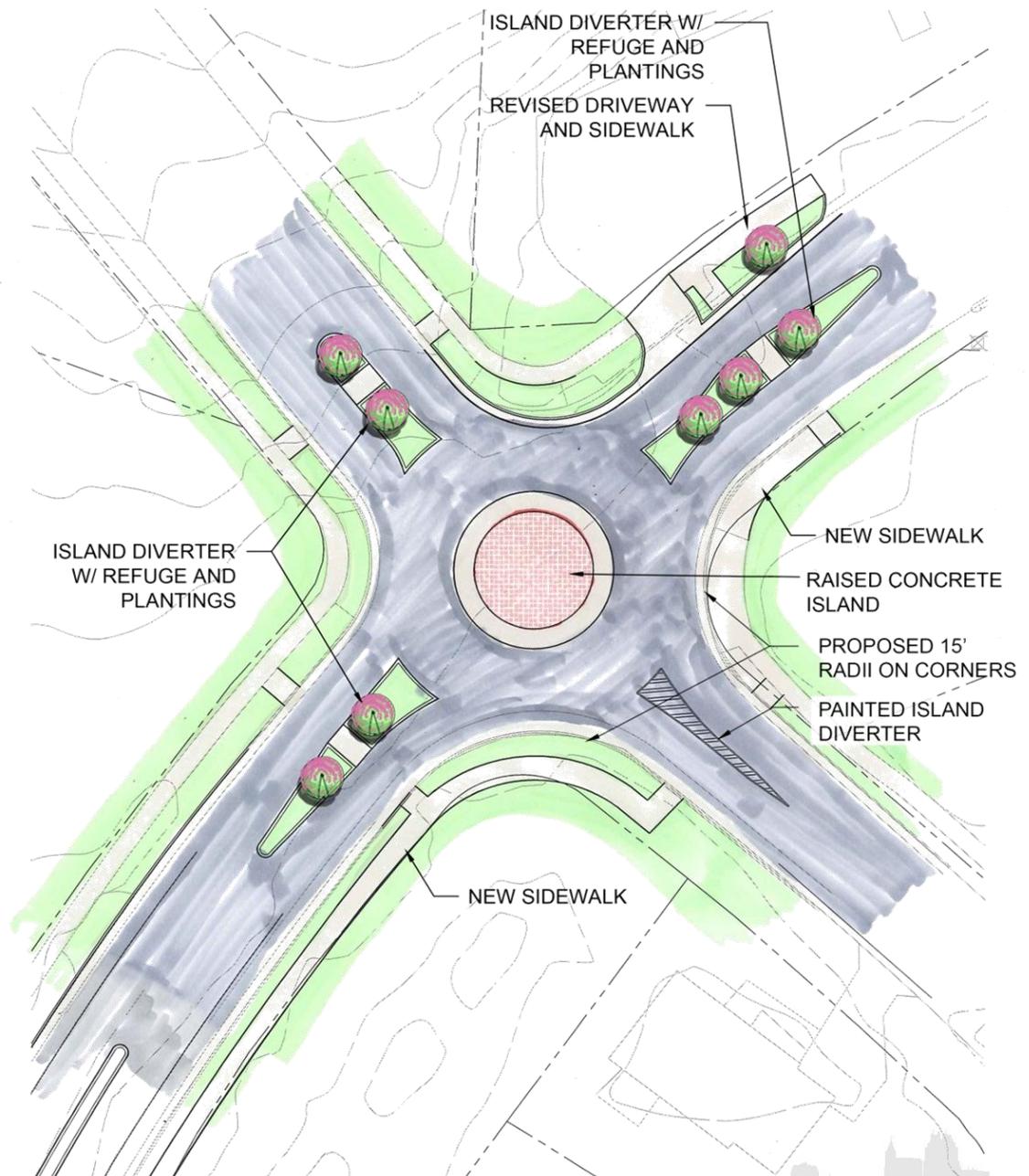
Mini-roundabout built within current intersection footprint.

Landscaped islands slow and direct entering traffic while providing safer two-stage pedestrian crossings.

Vehicles in roundabout have right-of-way, making turns from Dandridge easier.

Buses, large trucks, and vehicles with trailers, can drive slowly over the circle.

Bike lane not continued through treatment.



Dandridge Intersection Scale: 1:30



*Example mini-roundabout from Waterloo, Ontario.
Same rough dimensions as Cross Link and Dandridge.*

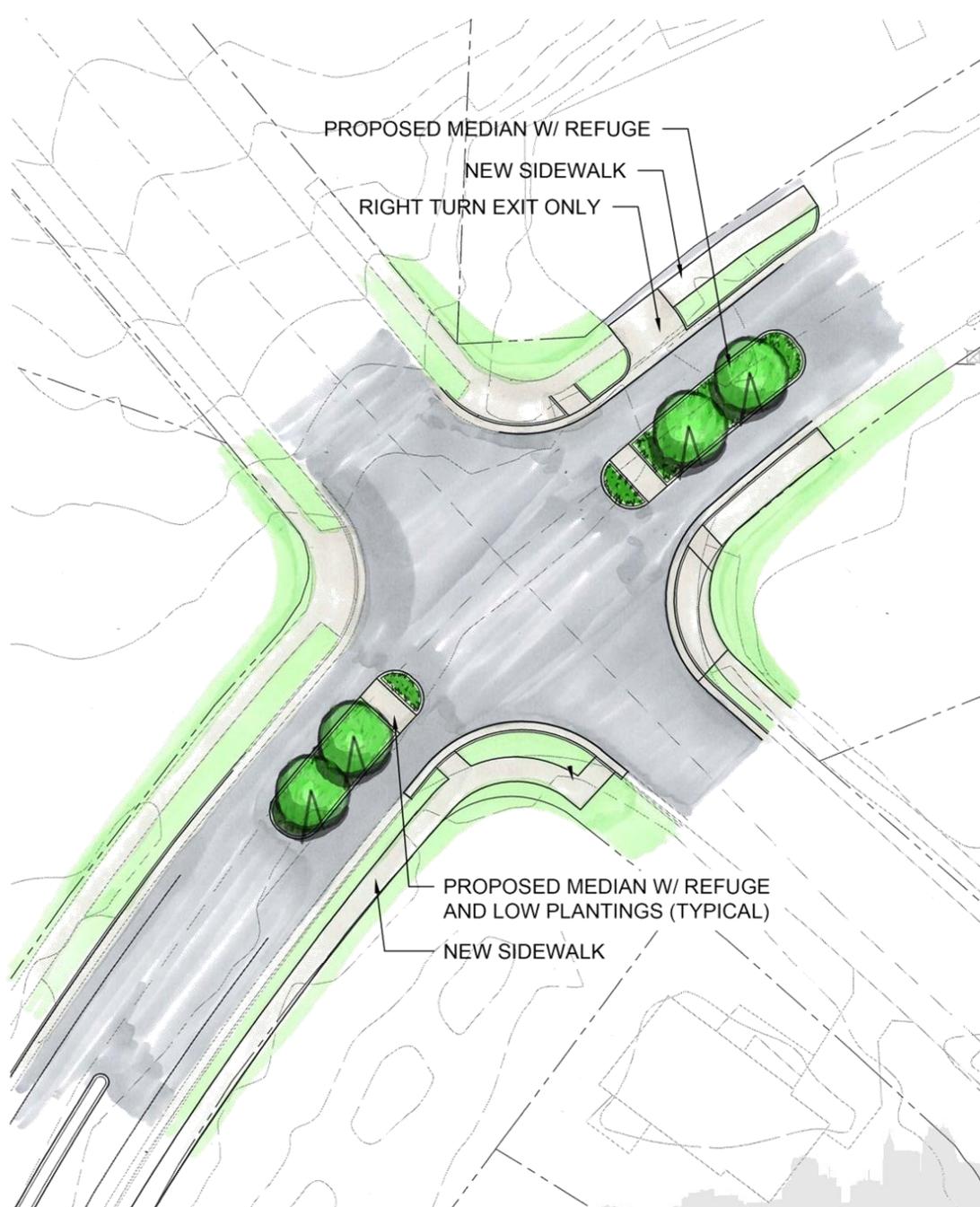
Dandridge Option A

Medians and revised curbs on Cross Link Trace corners.

Narrow lane encourages slow speed on Cross Link Road and eliminates passing.

Safer two-stage pedestrian crossing.

Bike lane not continued through treatment.



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