



Traffic Calming Measures

November 6, 2023

Complaint driven process; Approximately 100 annual requests

<u>Road Requirement</u>	<u>Speed Hump</u>	<u>Multi-Way Stop</u>
Volume	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Length	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Crash Pattern	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community Support	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Non-Compliant Installation methods exists for speed hump(s)

Horizontal Deflection

- Forces you to slow-down because you can't drive straight.

Vertical Deflection

- Forces you to slow-down due to change in height of road.

Street Width Reduction

- Narrows the width of the travel lane, decreasing comfort. (Friction)

Other

- Measures that do not fall into the above or whose primary purpose may not be speed reduction.

Focused on permanent traffic measures

Did not initially review:

- Signs
- Gates
- Pavement Markings
- Corner Radius Reductions
- Textured Pavements / Rumble Strips
- Streetscaping / Landscaping

Presentation format: Recommendations are most likely to least likely

A large, faint, light blue watermark of the Fayetteville, NC logo is visible in the bottom right corner of the slide.

Traffic Calming Budget in FY 23

Maintenance: \$ 25,000

Construction: \$ 25,000

Studies: \$ 20,000

Total: \$ 70,000

Traffic Calming Budget FY 24

Requested: \$ 75,000

Received: \$ 50,000

Encumbered: \$ (25,000)

Remaining Budget: **\$ 25,000**



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

- Speeding Crashes/Safety
- Congestion Business Interest
- Accessibility

Cost

- Range: \$2k - \$4k

Recommendation Likelihood

- Low Medium High



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

- Speeding
- Crashes/Safety
- Congestion
- Business Interest
- Accessibility

Cost

- Range: \$2.5k - \$6k

Recommendation Likelihood

- Low
- Medium
- High



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

- Speeding
- Crashes/Safety
- Congestion
- Business Interest
- Accessibility

Cost

- Range: \$4k - \$8k

Recommendation Likelihood

- Low
- Medium
- High**



***Where Pedestrian Activity Warrants Recommendation*

Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

- Speeding
- Crashes/Safety
- Congestion
- Business Interest
- Accessibility

Cost

- Range: \$10k - \$25k+

Recommendation Likelihood

- Low
- Medium
- High



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

- | | |
|---|--|
| <input checked="" type="checkbox"/> Speeding | <input checked="" type="checkbox"/> Crashes/Safety |
| <input type="checkbox"/> Congestion | <input type="checkbox"/> Business Interest |
| <input checked="" type="checkbox"/> Accessibility | |

Cost

- Range: \$15k - \$55k

Recommendation Likelihood

- | | | |
|------------------------------|--|-------------------------------|
| <input type="checkbox"/> Low | <input checked="" type="checkbox"/> Medium | <input type="checkbox"/> High |
|------------------------------|--|-------------------------------|



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

- | | |
|---|--|
| <input checked="" type="checkbox"/> Speeding | <input checked="" type="checkbox"/> Crashes/Safety |
| <input type="checkbox"/> Congestion | <input type="checkbox"/> Business Interest |
| <input checked="" type="checkbox"/> Accessibility | |

Cost

- Range: \$8k - \$40k

Recommendation Likelihood

- | | | |
|------------------------------|--|-------------------------------|
| <input type="checkbox"/> Low | <input checked="" type="checkbox"/> Medium | <input type="checkbox"/> High |
|------------------------------|--|-------------------------------|



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

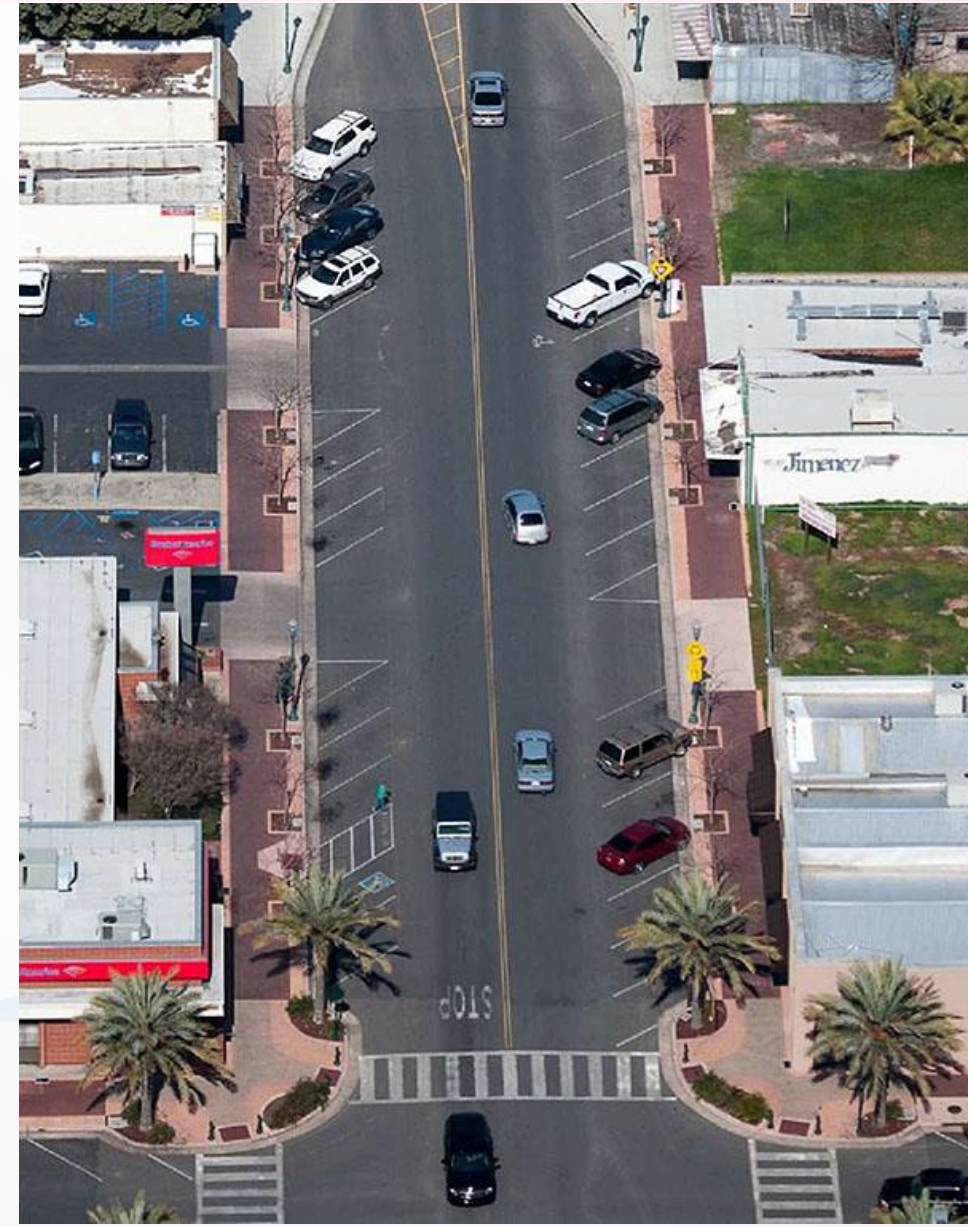
- Speeding
- Crashes/Safety
- Congestion
- Business Interest
- Accessibility

Cost

- Range: \$250 - \$10k per spot

Recommendation Likelihood

- Low
- Medium
- High



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

- Speeding
- Crashes/Safety
- Congestion
- Business Interest
- Accessibility

Cost

- Range: \$3k - \$6k

Recommendation Likelihood

- Low
- Medium
- High



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

- | | |
|---|---|
| <input checked="" type="checkbox"/> Speeding | <input checked="" type="checkbox"/> Crashes/Safety |
| <input checked="" type="checkbox"/> Congestion | <input checked="" type="checkbox"/> Business Interest |
| <input checked="" type="checkbox"/> Accessibility | |

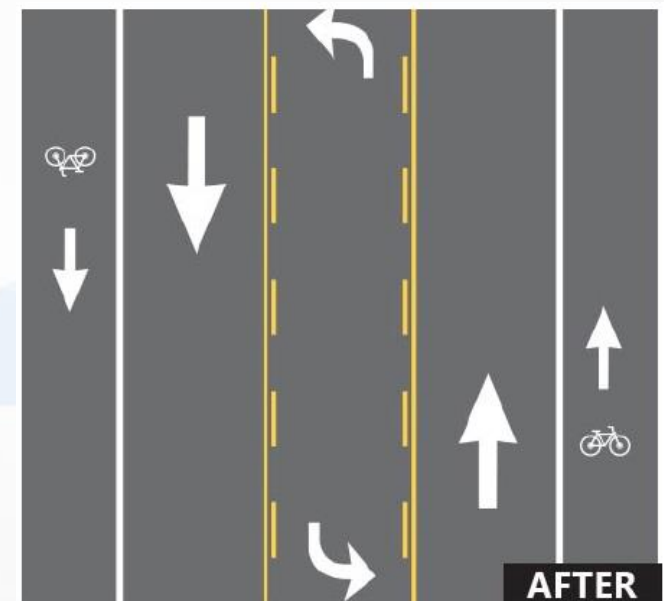
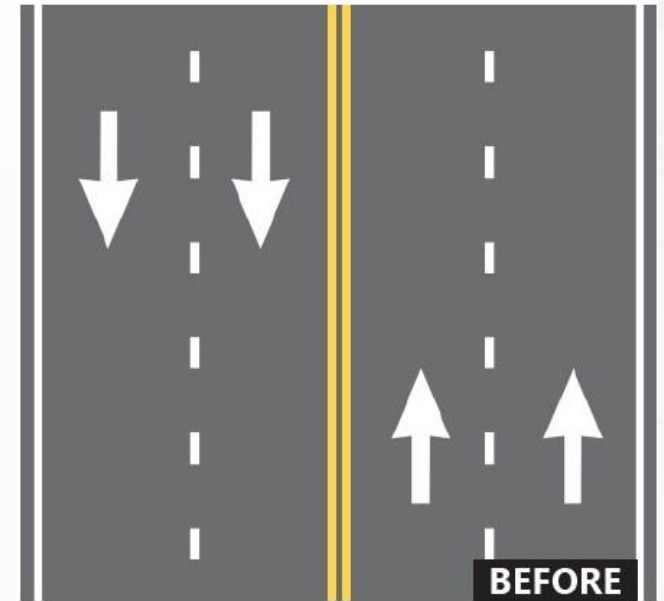
Cost

- Range: \$10k - \$100k+ (per mile)

Recommendation Likelihood

- Low*
 Medium
 High

*Low recommendation in relation to traffic calming for neighborhoods



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

- Speeding
- Crashes/Safety
- Congestion
- Business Interest
- Accessibility

Cost

- Range: \$250k - \$2M+

Recommendation Likelihood

- Low*
- Medium
- High



**Low recommendation in relation to traffic calming for neighborhoods*

Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

- Speeding
- Crashes/Safety
- Congestion
- Business Interest
- Accessibility

Cost

- Range: \$15k - \$60k+

Recommendation Likelihood

- Low
- Medium
- High



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

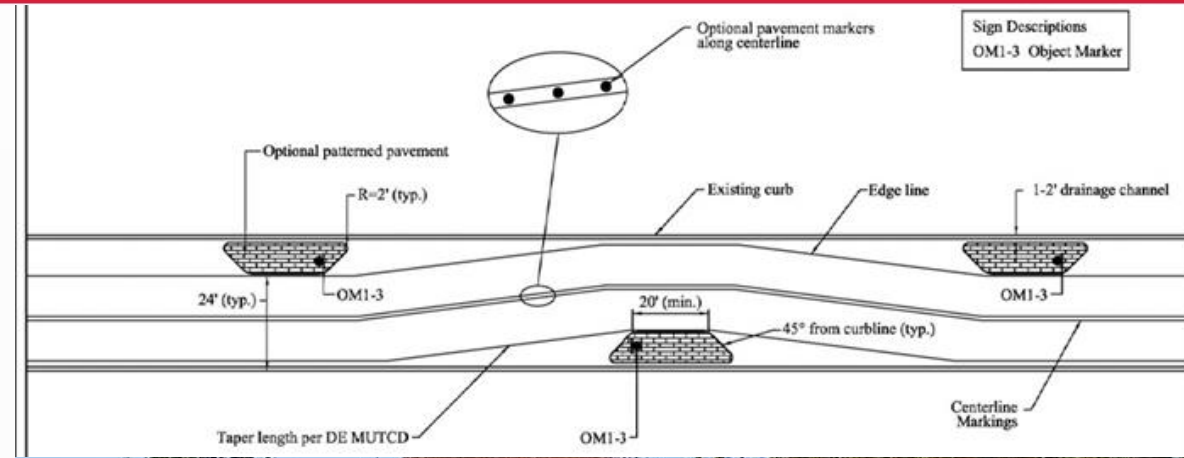
- Speeding
- Crashes/Safety
- Congestion
- Business Interest
- Accessibility

Cost

- Range: \$8k - \$25k

Recommendation Likelihood

- Low
- Medium
- High



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

- Speeding
- Crashes/Safety
- Congestion
- Business Interest
- Accessibility

Cost

- Range: \$10k - \$25k

Recommendation Likelihood

- Low
- Medium
- High



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

- Speeding
- Crashes/Safety
- Congestion
- Business Interest
- Accessibility

Cost

- Range: \$15k - \$60k

Recommendation Likelihood

- Low
- Medium
- High



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

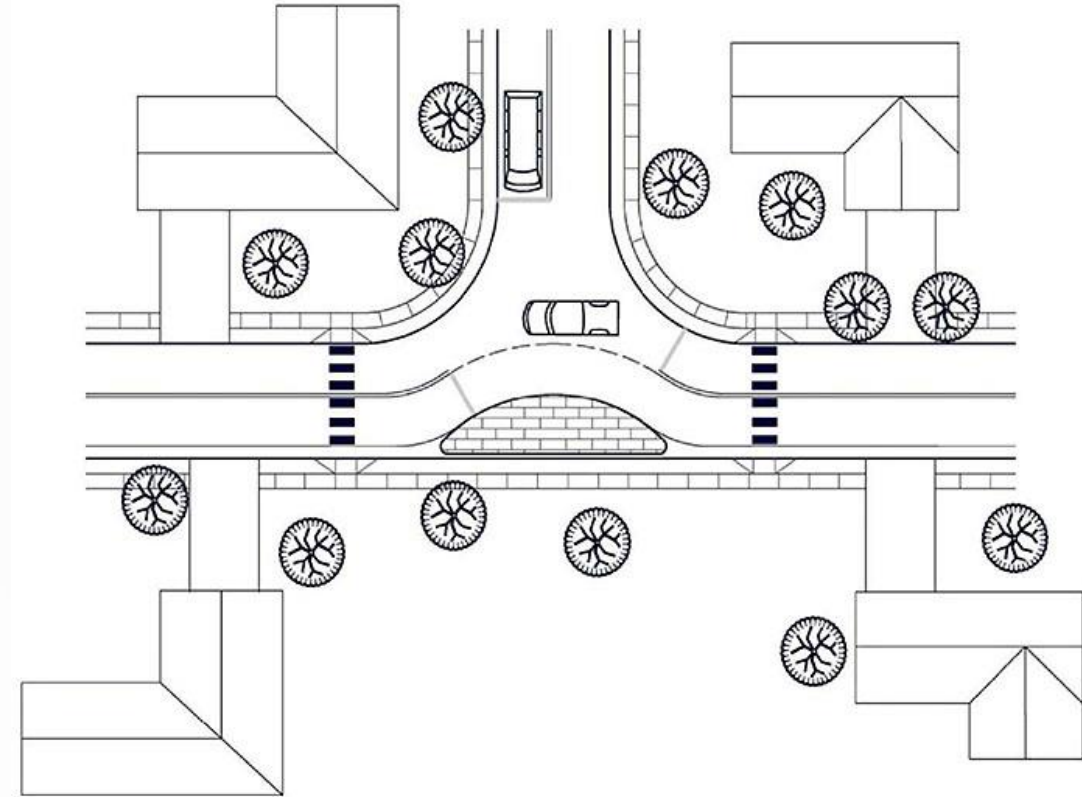
- Speeding
- Crashes/Safety
- Congestion
- Business Interest
- Accessibility

Cost

- Range: \$15k - \$60k

Recommendation Likelihood

- Low
- Medium
- High



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

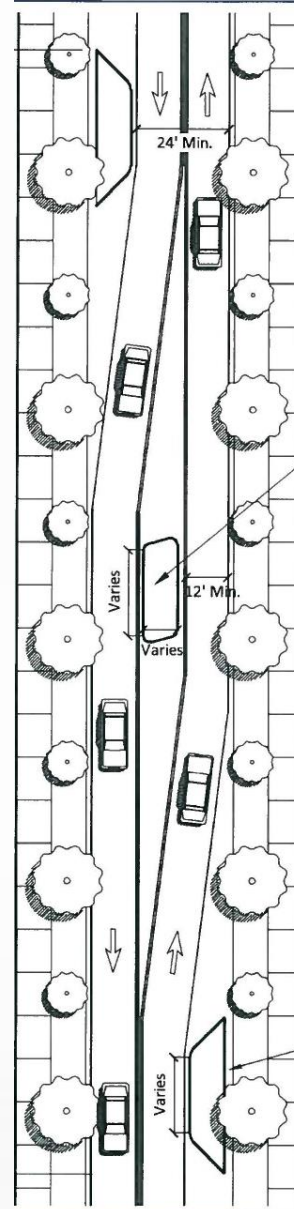
- | | |
|--|--|
| <input checked="" type="checkbox"/> Speeding | <input type="checkbox"/> Crashes/Safety |
| <input type="checkbox"/> Congestion | <input type="checkbox"/> Business Interest |
| <input type="checkbox"/> Accessibility | |

Cost

- Range: \$8k - \$25k

Recommendation Likelihood

- | | | |
|---|---------------------------------|-------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High |
|---|---------------------------------|-------------------------------|



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

- Speeding
- Crashes/Safety
- Congestion
- Business Interest
- Accessibility

Cost

- Range: \$5k - \$21k (per mile)

Recommendation Likelihood

- Low
- Medium
- High



Appropriate Road Application

- Neighborhood
- Major Non-Neighborhood
- Main Downtown Streets

Concern(s) Addressed

- Speeding
- Crashes/Safety
- Congestion
- Business Interest
- Accessibility

Cost

- Range: \$500 - \$6k (per mile)

Recommendation Likelihood

Not Recommended as Speeding Countermeasure



Measures Comparison

Traffic Calming Measure	Average Cost Range		Equivalent Num. Speed Humps	Recommendation Likelihood	Comment
	Low	High			
Speed Hump	\$ 2,000	\$ 4,000	1	High	
Speed Cushion	\$ 2,500	\$ 6,000	1.4	High	
Speed Table / Raised Crosswalk	\$ 4,000	\$ 8,000	2	High	Where pedestrian activity warrants installation
Traffic Circle	\$ 10,000	\$ 25,000	5.8	High	
Median Island	\$ 15,000	\$ 55,000	11.7	Medium	
Corner Extension / Bulb-Out	\$ 8,000	\$ 40,000	8	Medium	
On-Street Parking	\$ 250	\$ 10,000	1.7	Medium	
Radar Feedback Sign	\$ 3,000	\$ 6,000	1.5	Low	Better suited as police speed enforcement tool
Road Diet	\$ 10,000	\$ 100,000	18.3	Low	
Roundabout	\$ 250,000	\$ 2,000,000	375	Low	Not recommended for neighborhoods
Mini-Roundabout	\$ 15,000	\$ 60,000	12.5	Low	
Chicane	\$ 8,000	\$ 25,000	5.5	Low	
Choker	\$ 10,000	\$ 25,000	5.8	Low	
Raised Intersection	\$ 15,000	\$ 60,000	12.5	Low	
Realigned Intersection	\$ 15,000	\$ 60,000	12.5	Low	
Lateral Shift	\$ 8,000	\$ 25,000	5.5	Low	
Multi-Use Lines / Lanes	\$ 5,000	\$ 21,000	4.3	Low	
Rumble Strips / Stripes	\$ 500	\$ 6,000	1.1	Not for Speeding	Viewed more as a safety measure

Traffic Calming Budget FY 24

Requested: \$ 75,000

Received: \$ 50,000

Encumbered: \$ (25,000)

Remaining Budget: **\$ 25,000**





 **FAYETTEVILLE** ^{NC}
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