

Woodbury Avenue, Bartlett Street Traffic Calming Trials

- ▶ Public Meeting
- ▶ November 8th, 2023



Meeting Agenda

- ▶ Introductions
- ▶ Woodbury Avenue Speed Cushions
- ▶ Bartlett Street Mini-Roundabout
- ▶ Next Steps
- ▶ Questions and Comments

Woodbury Avenue Existing Conditions

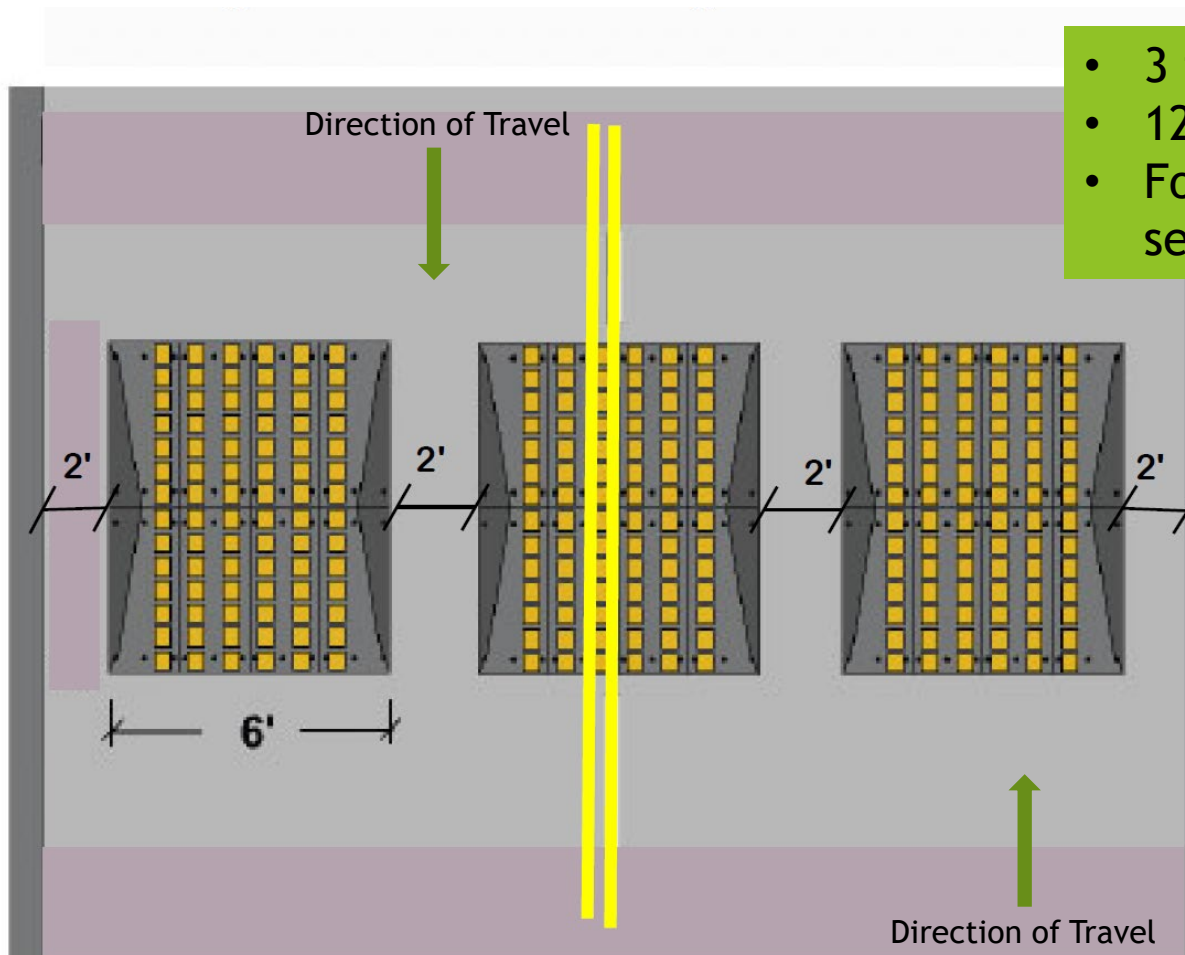
- ▶ Posted Speed Limit 25 MPH
- ▶ Actual Speeds Without Speed Cushions
 - ▶ Average range 28-32 MPH
 - ▶ 85th percentile 32-36 MPH
- ▶ Meets traffic calming warrants
 - ▶ 85th Percentile speeds are \geq 7-10 MPH over posted limit
 - ▶ Average speeds are \geq 5 MPH over posted limit
 - ▶ 5% of speeds are \geq 10 MPH over posted limit
- ▶ 35 accidents from 2018-2022, from Granite Street to Bartlett Street. No more than one per year on average at highest locations. Not a high crash experience.

Woodbury Avenue Not a Typical Arterial

Characteristic	Typical Arterial Roadway	Woodbury Avenue
High Truck Traffic	✓	✗
High Bus Traffic	✓	✗
Speeds Over 40 MPH	✓	✗
4 lanes of traffic	✓	✗
Parallel Local Roads	✓	✗
High Traffic Volumes	✓	✓
Emergency Response Route	✓	✓

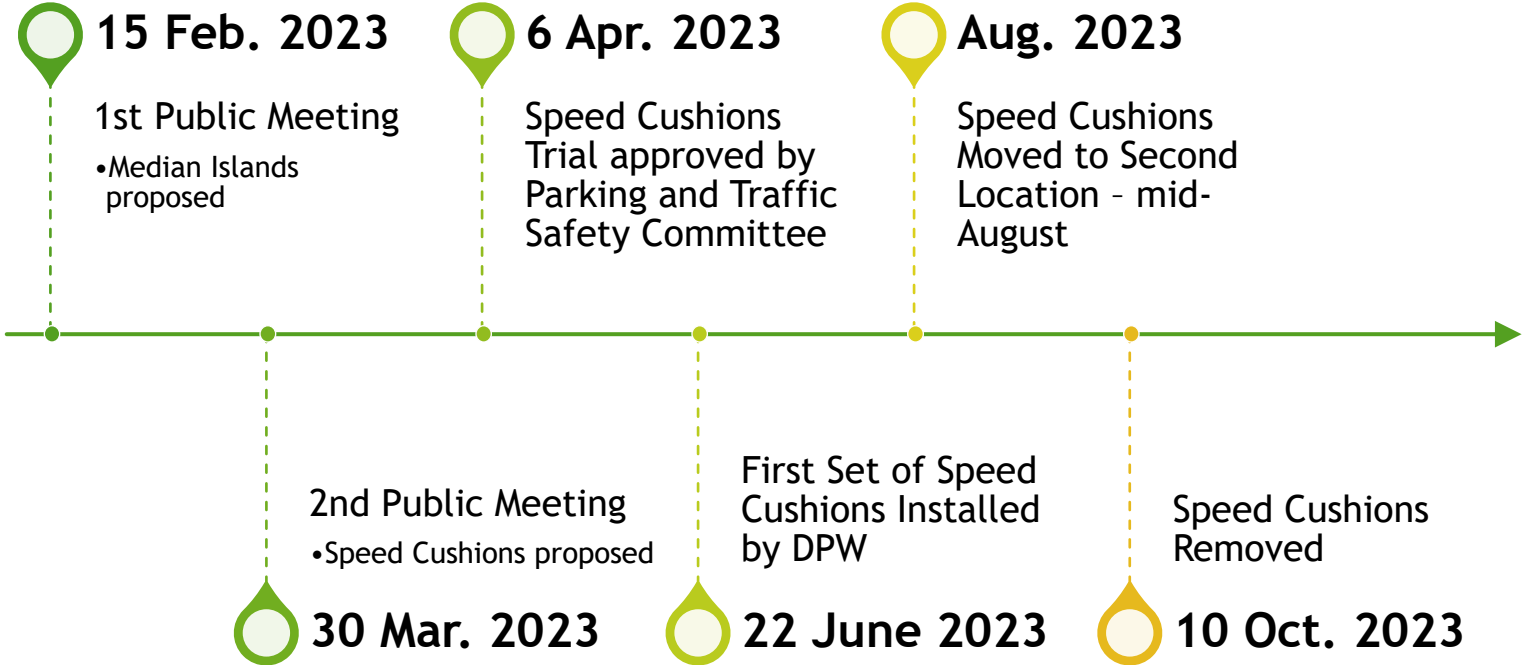
Therefore, speed cushions could be suitable.

Speed Cushion Specifications

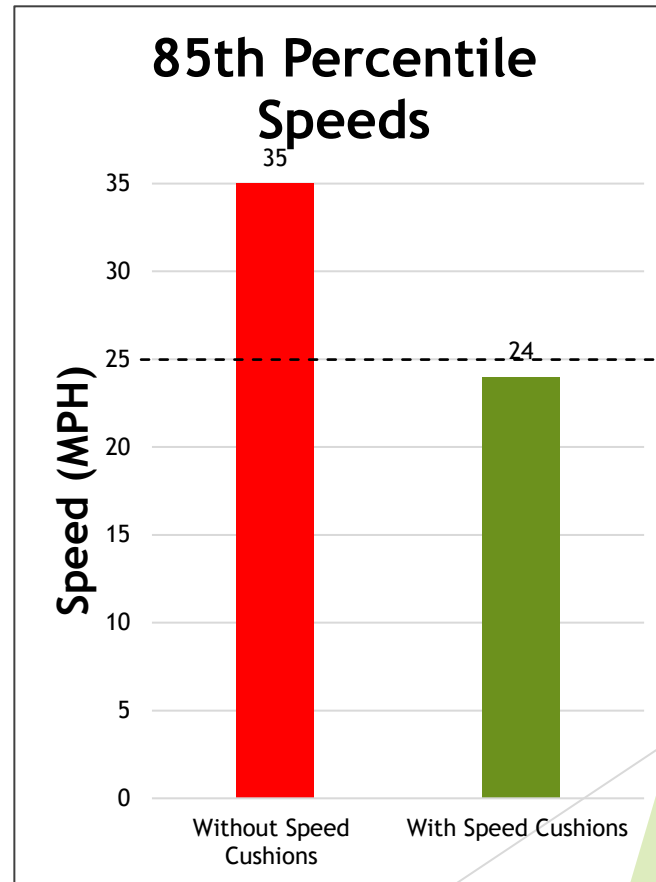
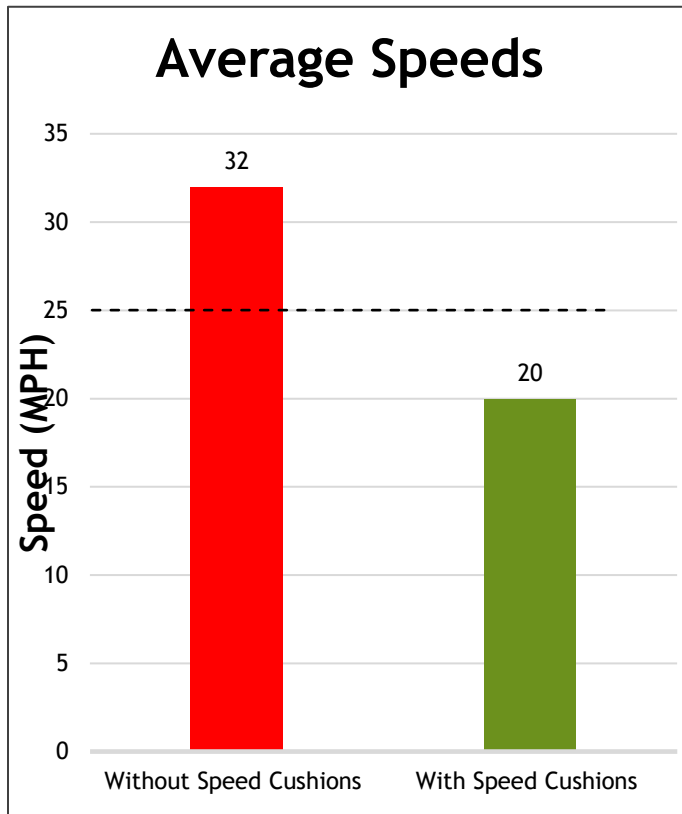


- 3 inches tall
- 12-14 feet long
- For speeds of 25 MPH, set 300-400 feet apart

Woodbury Avenue Project Timeline

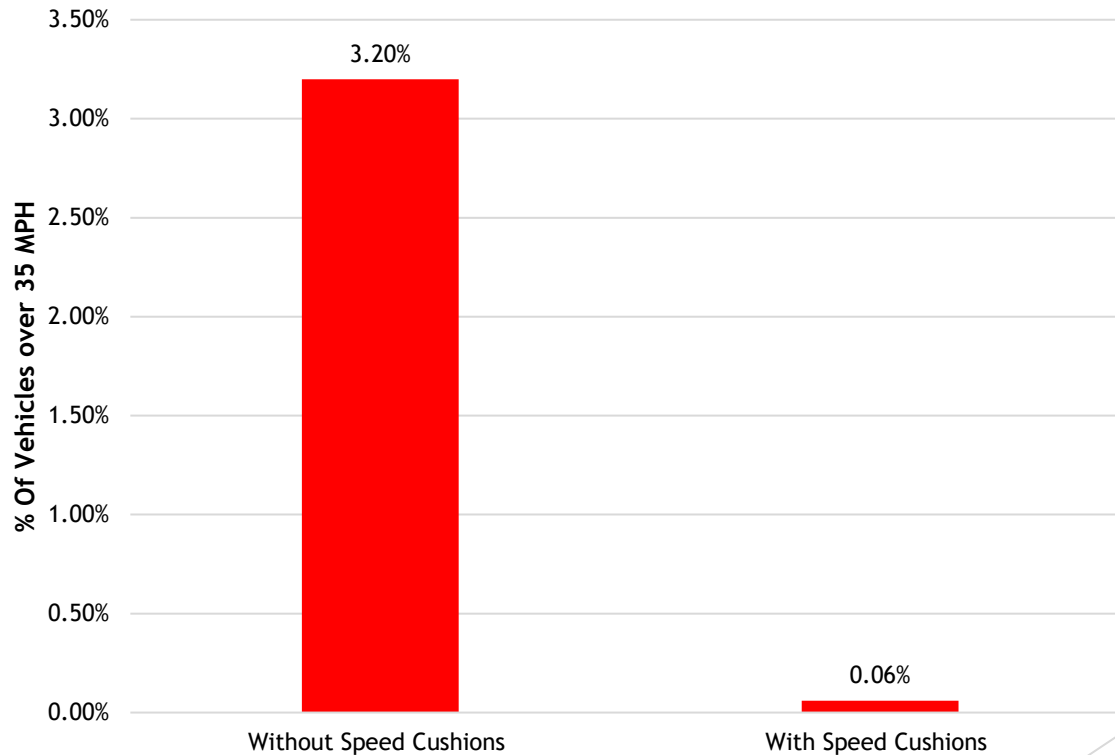


Woodbury Avenue Vehicle Speeds



Woodbury Avenue Extreme Speeders

Percent of Vehicles Traveling over 35 MPH



Speed Cushion Pros and Cons

PROS

- Effective at reducing speeds and maintaining consistent speeds
- Accommodates most users, including emergency services, school buses, garbage trucks, delivery trucks, motorcycles, bicycles
- Don't impact drainage
- Little to no impact on parking

CONS

- Possible noise impacts
- Some emergency vehicles can't fully straddle
- Causes congestion at cushions when some vehicles slow excessively
- Aesthetics of cushions, signs and markings

Woodbury Avenue Recommendation

- ▶ **Construct 8 sets of speed cushions along Woodbury Avenue as previously proposed and agreed upon with neighborhood.**



Bartlett Street Mini- Roundabout



Existing All-Way Stop

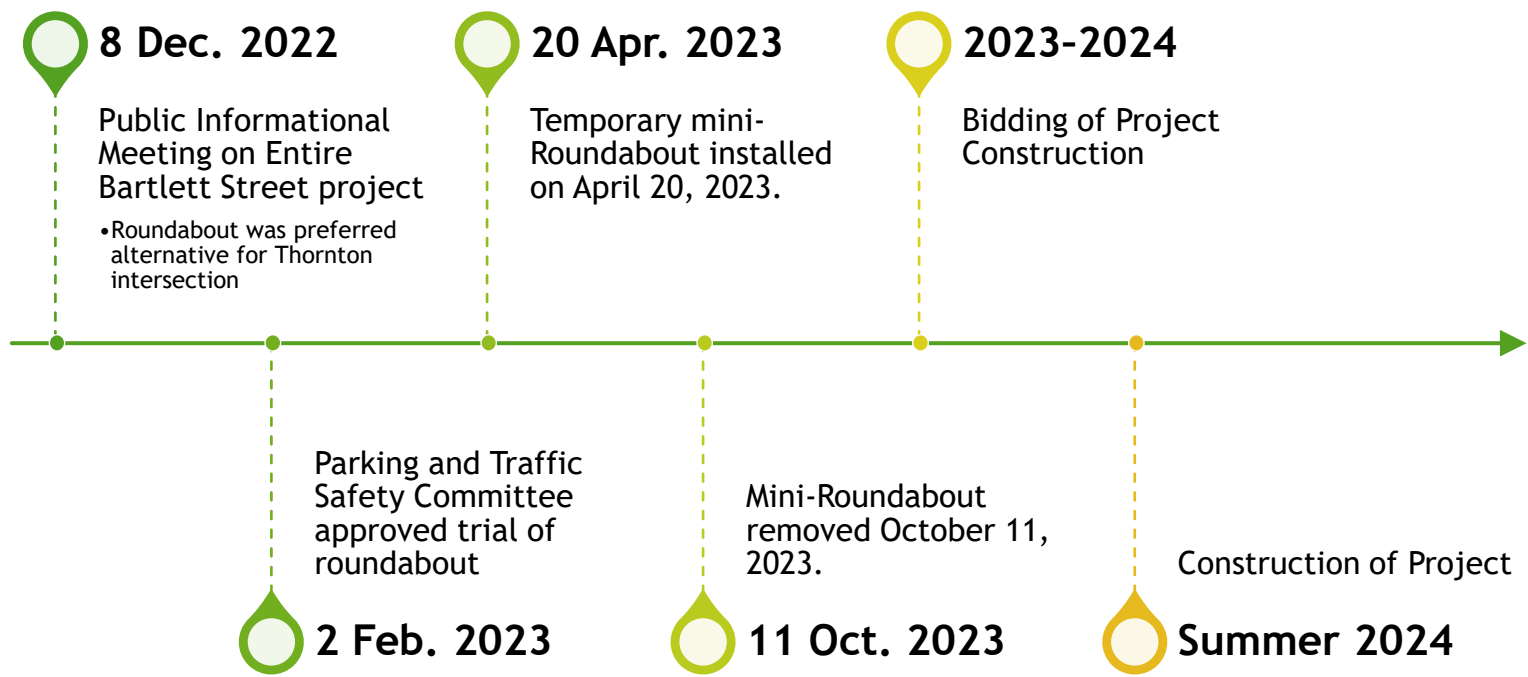
▶ Pros

- ▶ Vehicles slow when going through intersection
- ▶ Sight lines not critical

▶ Cons

- ▶ Not warranted based on traffic volumes
 - ▶ Should be close to 50/50 split
 - ▶ Actually 85/15 split
- ▶ Low compliance, respect
- ▶ Confusing and potentially dangerous for pedestrians expecting traffic to stop
- ▶ Many neighborhood complaints regarding compliance
- ▶ Not eligible for RRFBs

Roundabout Timeline





Bartlett Street Speeds With Roundabout

- ▶ **Posted Speed Limit = 20 MPH**
- ▶ **At Pine Street**
 - ▶ Average Speeds = 26 MPH
 - ▶ 85th percentile speeds = 30 MPH
- ▶ **Straight through roundabout**
 - ▶ Average speeds = 17 MPH
 - ▶ 85th percentile speeds = 20 MPH
- ▶ **Between Thornton and Dennett Street**
 - ▶ Average Speeds = 19 MPH
 - ▶ 85th percentile speeds = 22 MPH

Traffic Volumes

- ▶ Bartlett Street outbound
 - ▶ Prior to Roundabout = 2/3 **turn left** onto Thornton
 - ▶ With Roundabout = 2/3 **continue straight** to Dennett
 - ▶ After Roundabout removed = 50/50 split
 - ▶ No change in overall volume of traffic
 - ▶ Bartlett still desirable route to avoid Bypass and Circle

- ▶ Pedestrian volume = 12 during peak hours
 - ▶ Less than 20 peds/hour, which is minimum for warranting crosswalk.



Mini-Roundabout Pros and Cons

▶ Pros

- ▶ Significant and consistent speed reduction
- ▶ No aggressive left turns
- ▶ Pedestrians know what drivers will do
- ▶ Can be driven over by larger vehicles if needed
- ▶ Size is compliant with industry design standards
- ▶ Less noise from vehicle braking and acceleration
- ▶ Better air quality
- ▶ Can be used with RRFBs at crosswalks

▶ Cons

- ▶ Learning curve for drivers and pedestrians
- ▶ Slightly more difficult to maintain

Sample Aesthetics



Possible Alternatives



- ▶ Raised Intersection like Maplewood Avenue at Central Ave. (no stop signs on Bartlett)
- ▶ All-Way Stop

Next Steps

Woodbury Avenue

- ▶ Final Design of Traffic Calming Measures - Winter 2023/24
- ▶ Construction Bidding - Spring 2024
- ▶ Reconstruction of roadway/Implementation of permanent measures - Fall 2024

Bartlett Street

- Selection of Preferred Alternative
- Construction Bidding - Fall 2023
- Construction - Spring 2024

Questions and Comments

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