

Edgewood Neighborhood Traffic Calming

Informational Workshop

Thursday, February 18, 2010



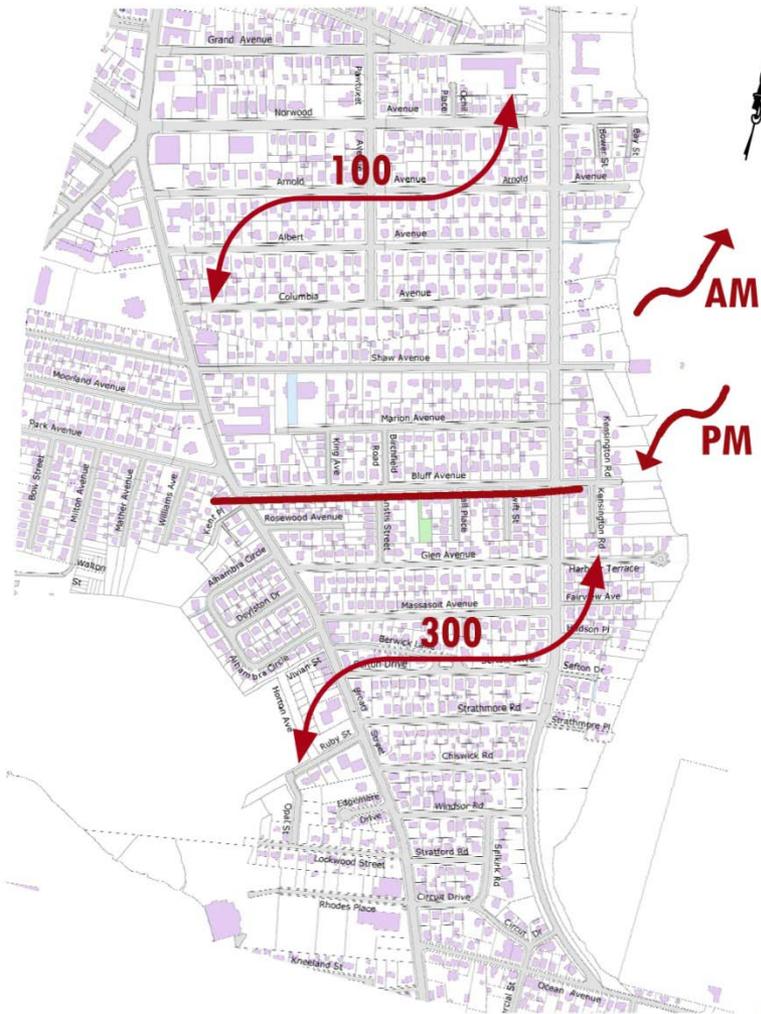
STUDY AREA



- Peak hour traffic counts on arterial and selected local streets
- Speed studies on local streets and arterials
- Inventory of signs and other regulatory devices
- Physical roadway characteristics and geometry
- Crash data and police reports

FINDINGS

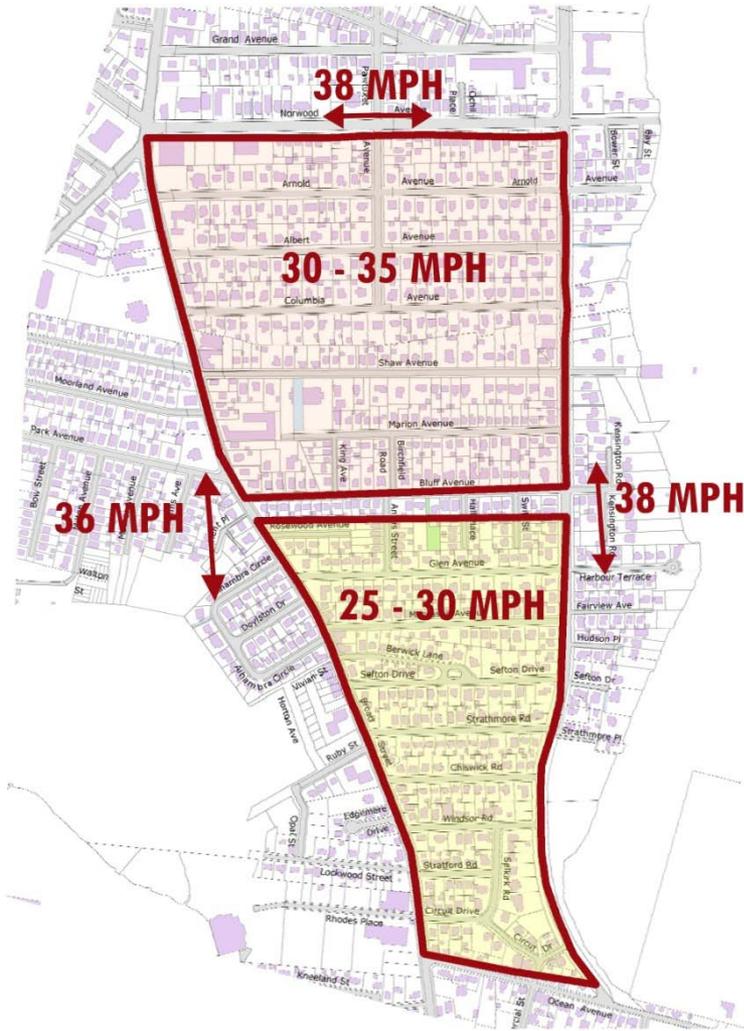
Existing Cut-Through Traffic Volumes



- Cut-through traffic volume on local streets

FINDINGS

Existing 85th Percentile Speeds



- Cut-through traffic volume on local streets
- Speeds on local streets and arterials

- Bring prima fascie speeds closer to posted speed limits
- Divert cut-through traffic to surrounding arterial streets
- Improve efficiency of surrounding arterial street network

POTENTIAL ALTERNATIVES

- Vertical Deflection
- Horizontal Deflection
- Narrowings
- Non-Physical Measures



VERTICAL DEFLECTION

- Speed bumps
 - Circular bump forcing a near-stop condition
 - Suited to retail development
- Speed humps
 - Parabolic hump forcing significantly slower speed
 - Used in sequence
- Speed tables
 - Like speed humps, but used at intersections and in areas of high pedestrian activity



HORIZONTAL DEFLECTION

- Restricted movements
 - One way streets
 - Cul-de-sacs
 - Right-in-right-out splitters
- Chicanes
 - Diversion in roadway alignment
- Lateral shifts
 - Diversion in roadway alignment
- Chokers
 - Reduce roadway widths to single lane
- Traffic circles



NARROWINGS

➤ Neckdowns

- Reduce speeds through driver perception of reduced roadway width



➤ Medians

- Channelize traffic on wider, higher speed roadways
- Provide access management



NON-PHYSICAL ALTERNATIVES

- Enforcement
- Driver feedback signs



RECOMMENDED TRAFFIC CALMING MEASURES

➤ **Local Streets**

- Speed humps
- Neckdowns
- Speed tables near Rhodes Elementary School

➤ **Narragansett Boulevard**

- Neckdowns
- Medians (Norwood Ave. to Strathmore Rd.)
- Speed humps (Strathmore Rd. to Ocean Ave.)

➤ **Norwood Avenue**

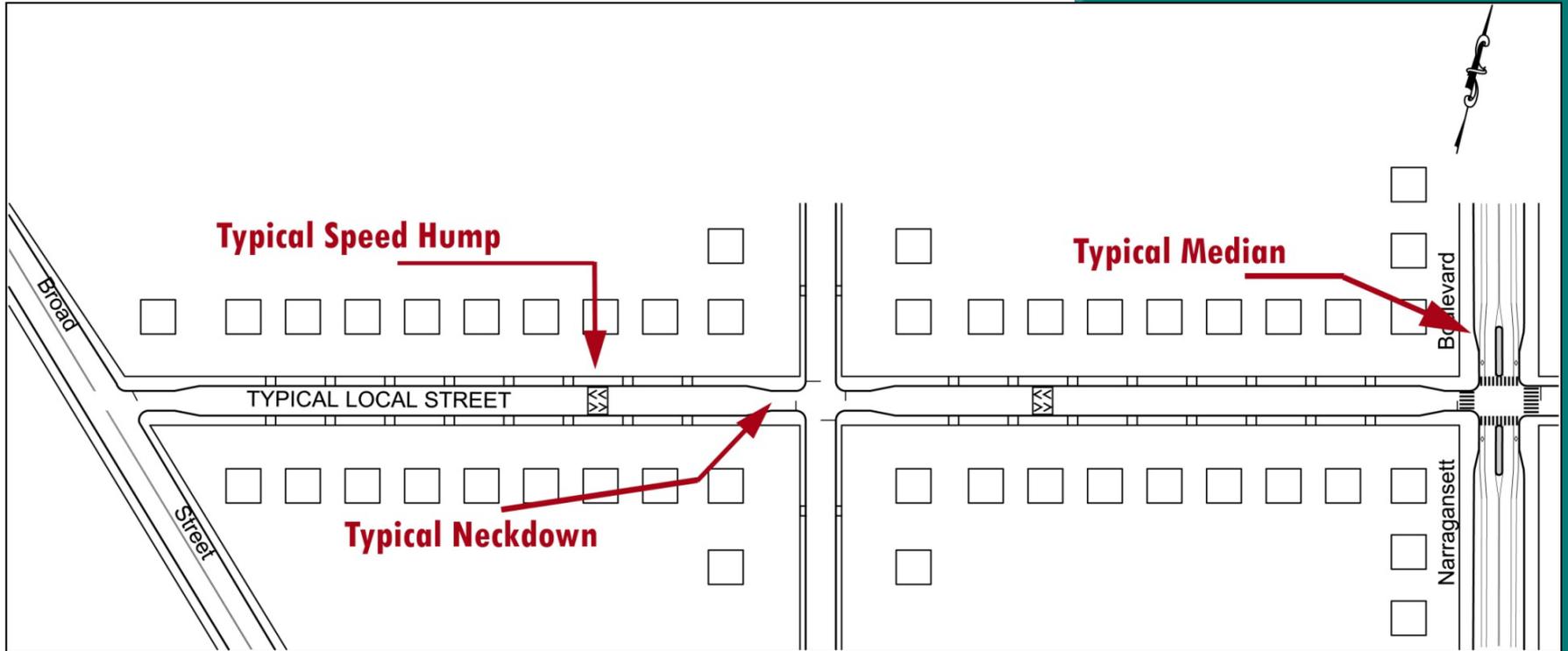
- Median Access Management
- Driver feedback signs

➤ **Broad Street**

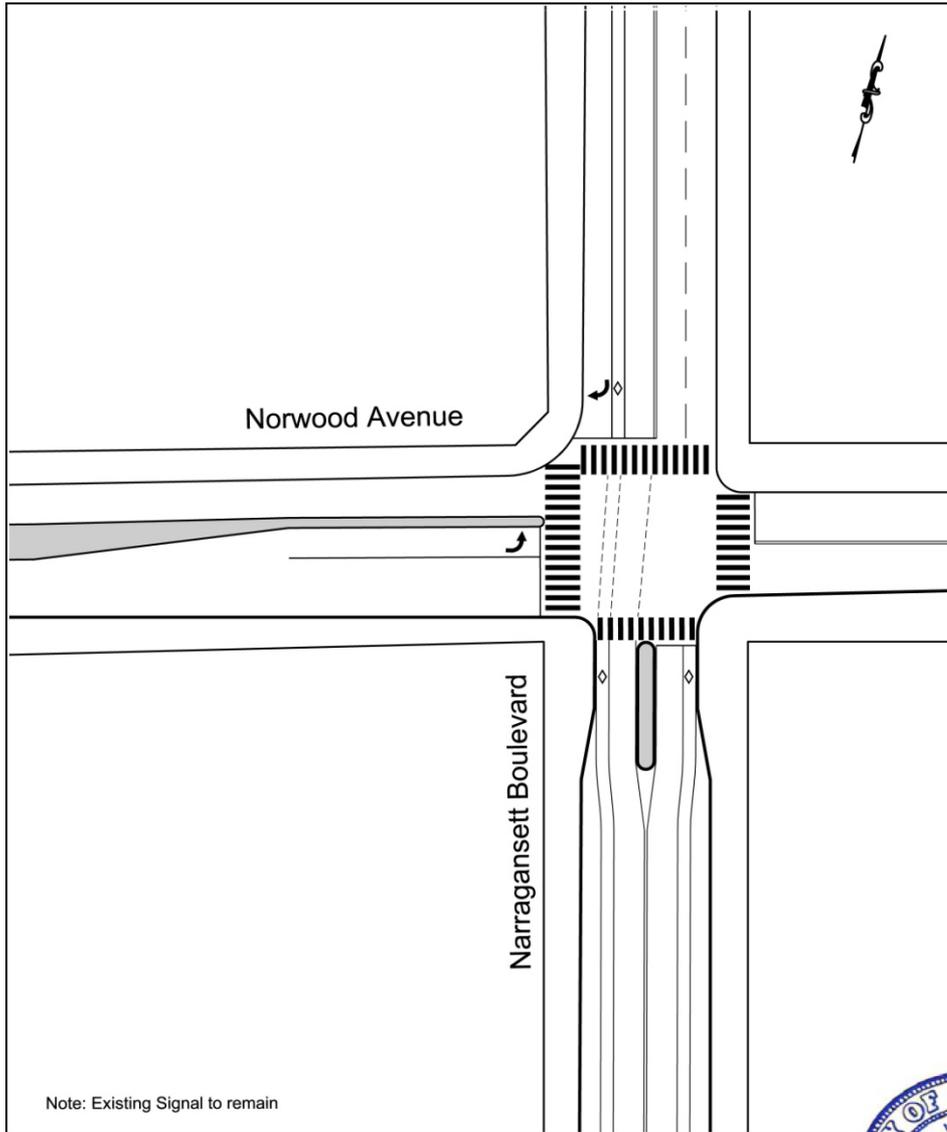
- Driver feedback signs



RECOMMENDATIONS



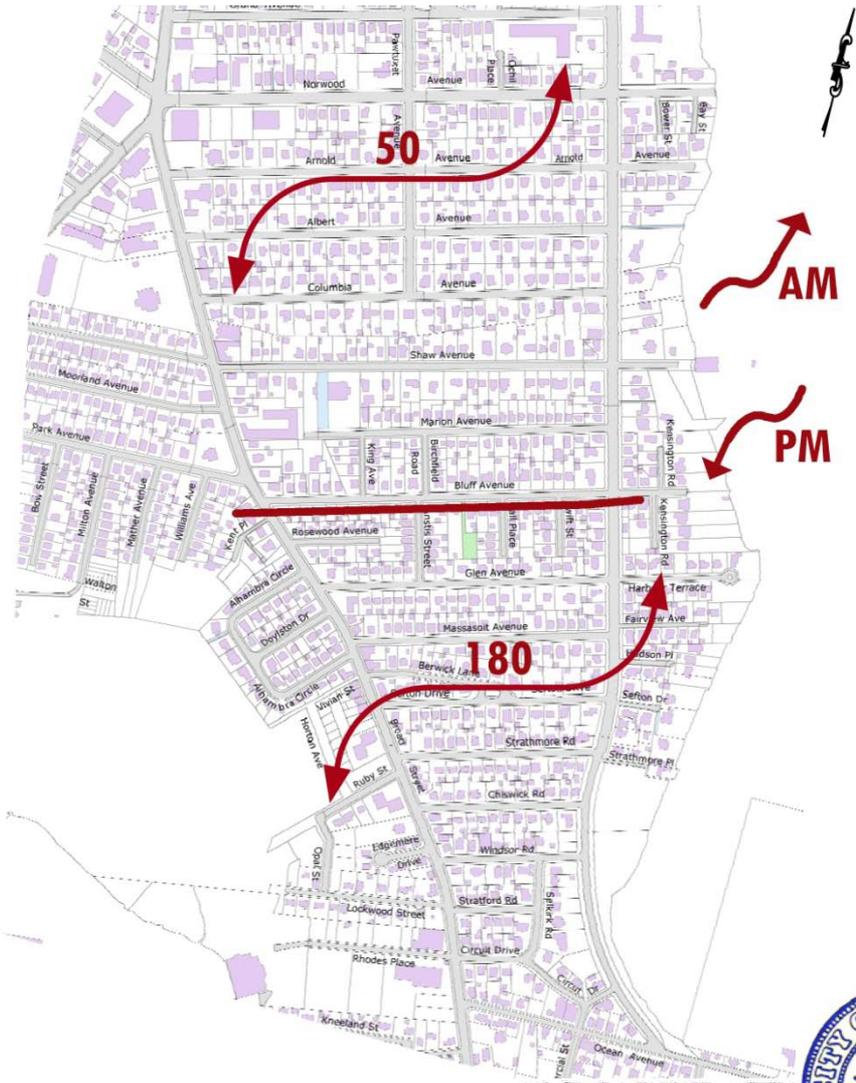
RECOMMENDATIONS



- Median and neckdowns along south leg of Narragansett Boulevard
- Median and exclusive left turn lane along west leg of Norwood Avenue
- Bicycle lane along east side of Narragansett Boulevard extended to intersection
- Existing signal to remain

ANTICIPATED RESULTS

Build Cut-Through Traffic Volumes

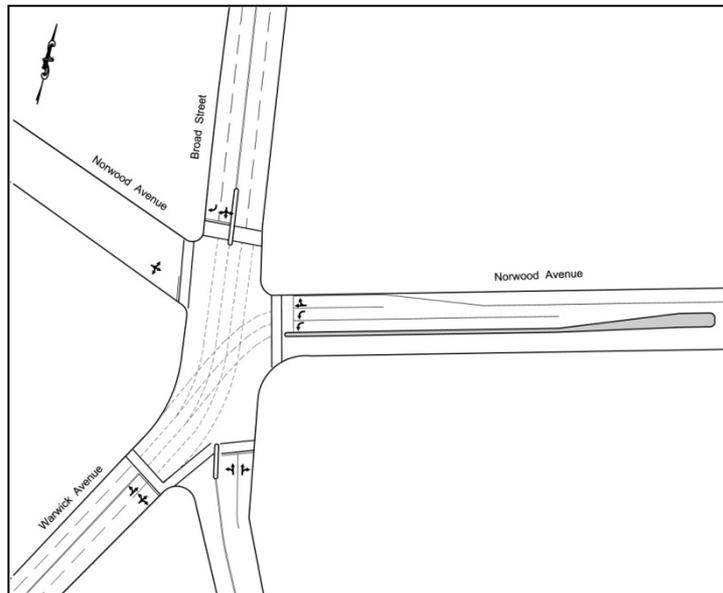


- Reduce speeds to 20-25 mph on local streets
- Reduce speeds to 33 mph on arterials & collectors
- Divert through traffic to Norwood Avenue

ANTICIPATED RESULTS

- Reduce speeds to 20-25 mph on local streets
- Reduce speeds to 33 mph on arterials & collectors
- Divert through traffic to Norwood Avenue
- Improvements at Broad Street/ Norwood Avenue intersection

Existing



Proposed



- **Three-phased approach**

*Driven by cost and ease
of implementation*

- Short Term
Improvements

- Intermediate
Improvements

- Long Term
Improvements

➤ Short Term Improvements

- Speed humps in north zone and lower Narragansett Boulevard
- Driver feedback signs
- Norwood Avenue median (with striping)
- Signal timing improvements at Broad Street/Norwood Avenue



POTENTIAL PHASING

- Speed humps in south zone
- Neckdowns on local streets and Narragansett Boulevard

➤ Intermediate Improvements



POTENTIAL PHASING

- Construct Norwood Avenue median
- Signal and geometric improvements at Broad Street /Norwood Avenue intersection

➤ Long Term Improvements

