

College Park Traffic Calming Meeting

Decision Making





College Park Statistics



ADT =1,114
SPEED=46.09
SCORE=82.0

ADT =1,229
SPEED=43.06
SCORE=83.0

ADT =1,390
SPEED=40.69
SCORE=83.0



Scores

Neighborhood Traffic Management Program Prioritization Year End 2014

Priority	Neighborhood	Score	Volume Score	Speed Score	Total Ped	Total School	Bike Route	Collison Score	Ward	Request Year	Status
1	Derby Ridge	96.5	20	49.95	10	10	5	7.5	2	2009	Study Started
2	College Park	85	12	45	10	10	0	8	4	2006	Study Started
3	Sexton	83.5	19	29.52	10	10	5	10	1	2012	Study Started
4	Rice	82.3	15	44.79	10	0	5	7.5	3	2007	Study Started
5	Hanover	78.3	18	40.8	5	0	5	9.5	3	2006	Study Started
6	Stewart	73.6	20	18.57	10	10	5	10	4	2013	Received Petition. Used 2011 data
7	Manor*	71.9	7	38.9	10	10	5	1	4	2014	Waiting for Petition Letter
8	Parkade	69.5	3	37.5	10	10	0	9	2	2013	Study Started
9	Audubon	68.3	11	33.33	5	10	5	4	6	2013	Study Started
10	Edgewood	66.6	2	38.6	10	10	5	1	4	2014	Waiting for Petition Letter
11	Parkside	64.5	6	45	5	0	5	3.5	2	2012	Study Started
12	Martinshire	63	5	45	10	0	0	3	4	2007	Waiting for Petition Letter
13	McBaine	62.8	5	32.8	5	10	0	10	1	2008	Waiting for Petition Letter
14	Ridgefield	62.8	5	37.8	10	10	0	0	4	2006	Waiting for Petition Letter
15	Ridgmont	57.4	5	40.92	5	5	0	1.5	4	2006	Waiting for Petition Letter
16	Kelsey	54	4	45	0	0	5	0	3	2007	Study Started
17	Ridge	53.4	7	40.4	0	5	0	1	5	2013	Study Started
18	4th Avenue	53.1	4	27.57	10	10	0	1.5	1	2006	Petition Received. Study Started
19	North Brookline	53	3	35.01	10	5	0	0	5	2013	Waiting for Petition Letter
20	Grand	52.2	13	9.2	10	10	0	10	1	2006	Waiting for Petition Letter
21	Kennsaw Ridge	51	3	30	5	10	0	3	2	2007	Study Started
22	Austin	50.1	6	18.06	10	10	0	6	1		Study Started
23	Glenwood	50	1	36	5	5	0	3	4	2014	Waiting for Petition Letter
24	Royal Heritage	49.5	8	40.5	0	0	0	1	5	2008	Study Started
25	Saddlebrook	49	3	30	5	10	0	1	2	2009	Study Started
26	Highridge	48.3	8	29.3	10	0	0	1	4	2006	Study Started

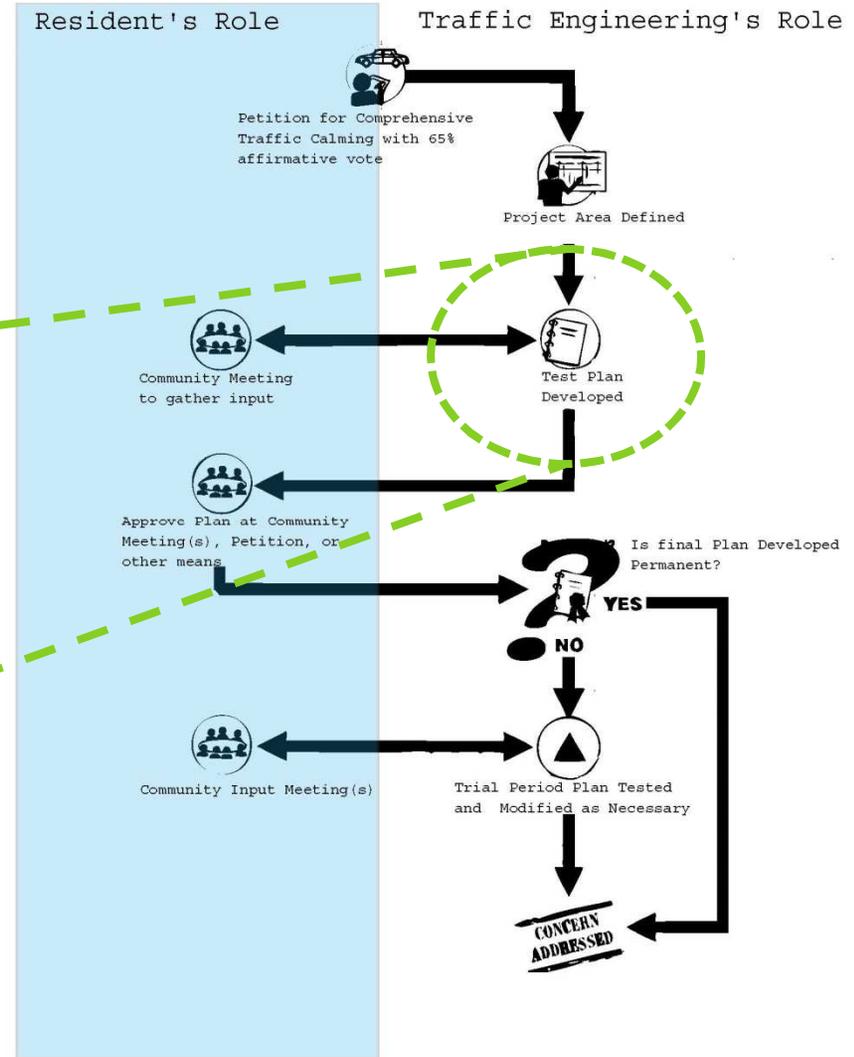


Where are we in the process?

- Select an option on the comment form



Level 2 and 3 Implementation Process



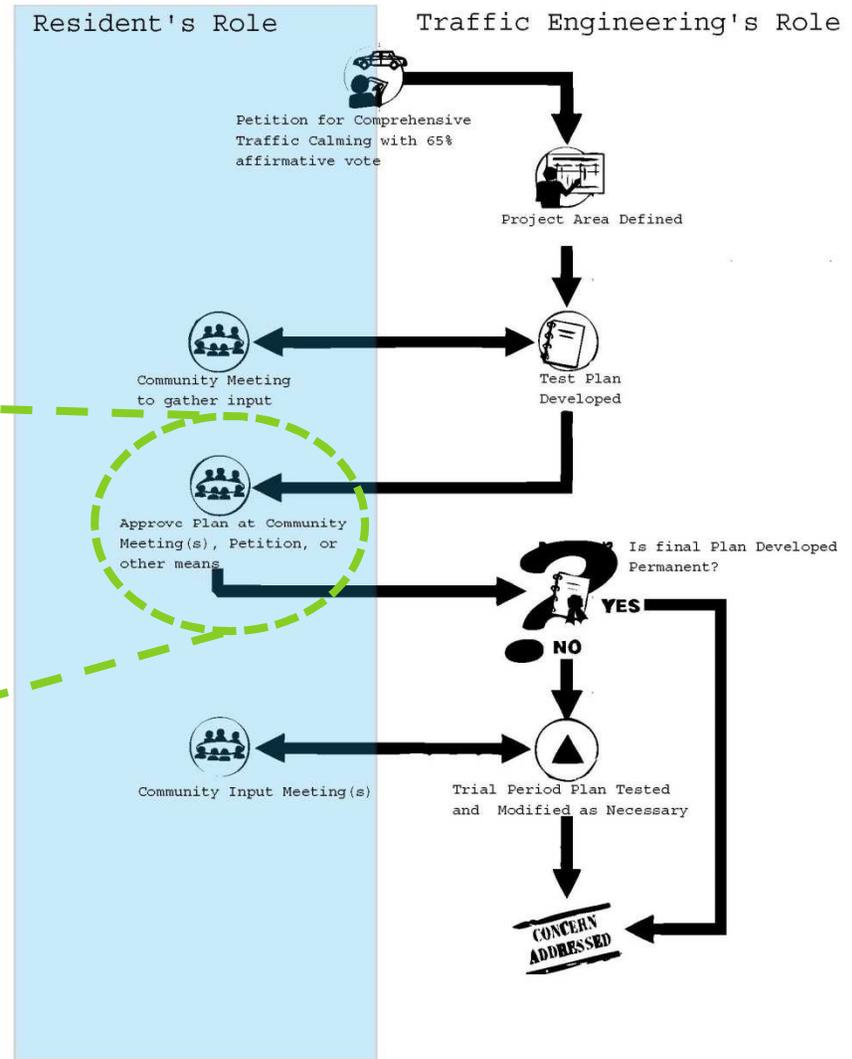


Goal for Tonight

- Select an option on the comment form
- Consensus on a plan



Level 2 and 3 Implementation Process





Traffic Calming Devices

Very aggressive versus moderately aggressive

- Very aggressive
 - Increased Noise
 - Speed increase between humps
 - Overall street speed reduction 1-2 mph more than moderately aggressive
 - Possible higher cut-through reduction

- Moderately aggressive
 - Minor noise change
 - Overall street driving modification
 - Lesser impact on cut-through traffic



College Park Traffic Calming Budget

- \$32,000 for College Park
- Money comes from our Traffic Safety Funds which totals approximately \$75,000
- Traffic Safety Funds are split between safety projects and calming projects



College Park Traffic Calming Options

- Speed Humps (\$4,000 each)
- Speed Tables (\$8,000 each)
- Bulb-out (\$25,000 each) approximately



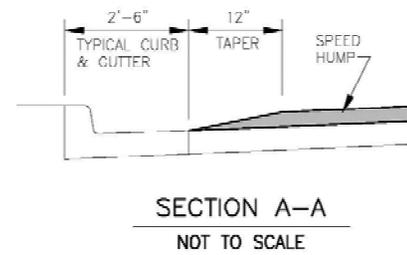
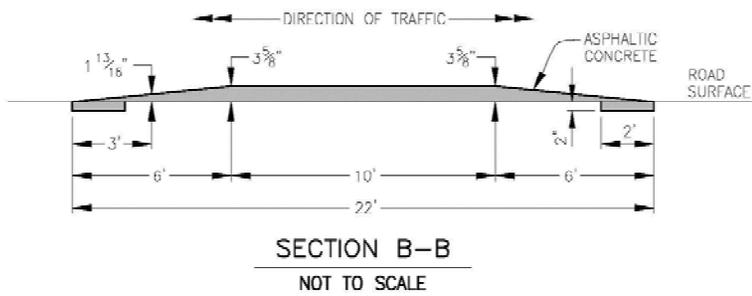
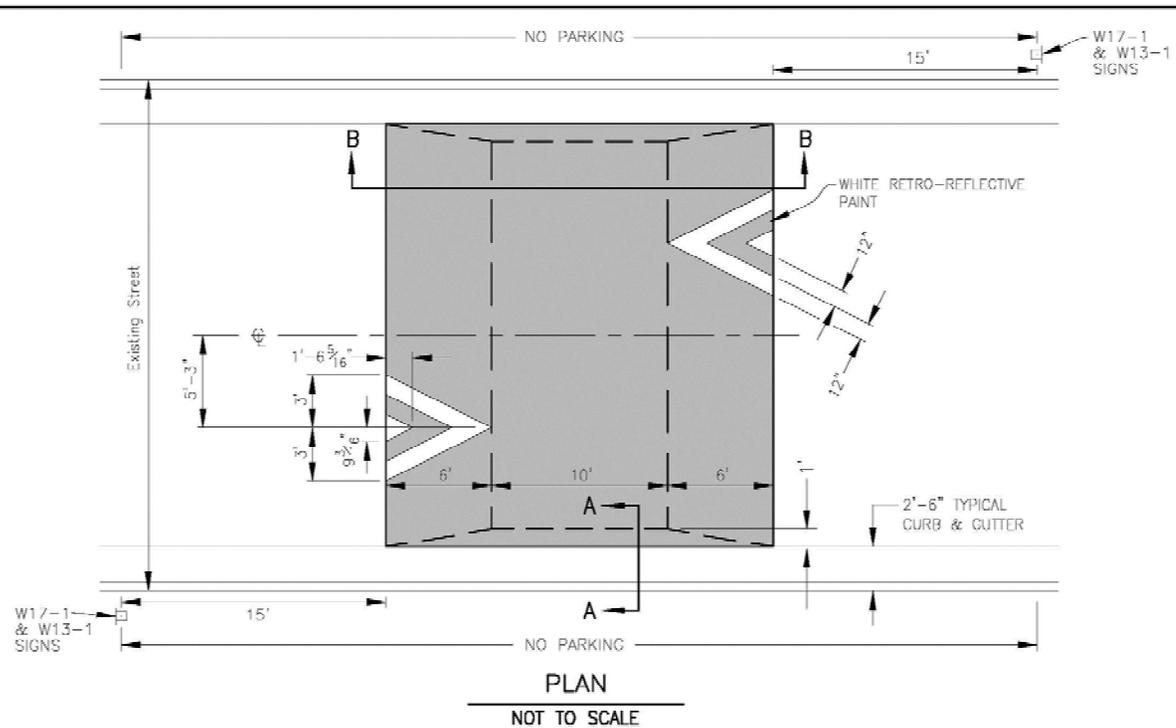
Speed Humps



W17-1
MUTCD
30" x 30"
Black Letters
Yellow Background

W13-1
MUTCD
18" x 18"

PLACED AS SHOWN OR
AS DIRECTED BY INSPECTOR.



City of Columbia, Missouri
Department of Public Works

SPEED HUMP - 25 MPH

Scale: None Draw: C.M.V. Date: 11/25/2014



Kunlun Speed Hump





Kunlun Speed Hump





Rollins Rd. West of Stalcup





Limerick Lane





Berrywood Drive





Prairie Lane Speed Hump

Prairie Lane Speed Hump



Speed Humps

Advantages

- Effective
- Cost effective
- Large area of influence when used in series
- Self enforcing
- Minimal Maintenance

Tradeoffs

- Unavoidable
- May increase noise
- Aesthetics
 - Signs and markings
- More disruptive to larger vehicles



Speed Table



Existing Street Width	A
36' & wider	5'-3"
32' to 36'	3'-6"
less than 32'	3'-2"

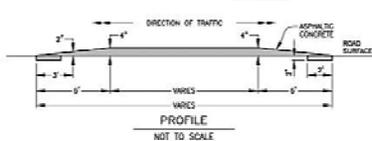
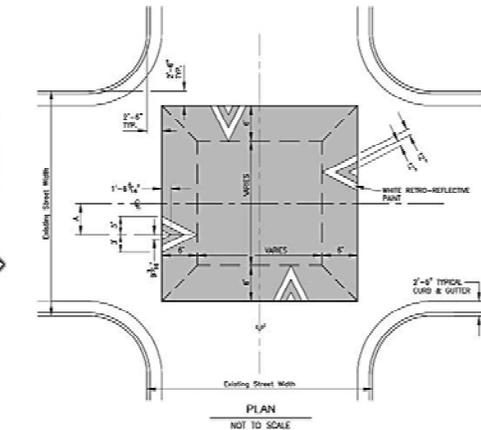


W17-1
W17C
30" x 30"
Black Letters
Yellow Background

20
M.P.H.

W13-1
W13C
18" x 18"

PLACED APPROX. 100'
BEFORE TABLE OR AS
DIRECTED BY INSPECTOR



SPEED TABLE

Existing Street Width	A
36' & wider	5'-3"
32' to 36'	3'-6"
less than 32'	3'-2"

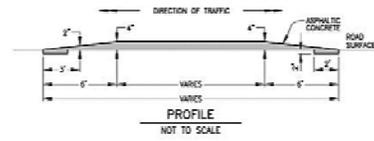
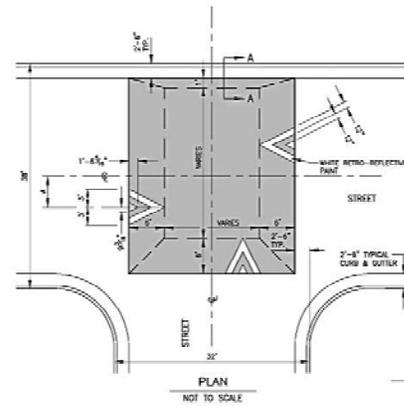


W17-1
W17C
30" x 30"
Black Letters
Yellow Background

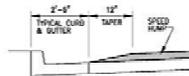
20
M.P.H.

W13-1
W13C
18" x 18"

PLACED APPROX. 100'
BEFORE TABLE OR AS
DIRECTED BY INSPECTOR



SPEED TABLE T-INTERSECTION



**\$8,000 PER SPEED TABLE.
\$16,000 TOTAL FOR 2
SPEED TABLES.**

City of Columbia, Missouri
Department of Public Works
**COLLEGE PARK DRIVE
SPEED TABLE**

Scale As Shown | Date: 2/15/2015



Speed Table (4-Way Intersection)

Existing Street Width	A
38' & wider	5.25'
32' to 37.5'	3.75'
less than 32'	3.15'

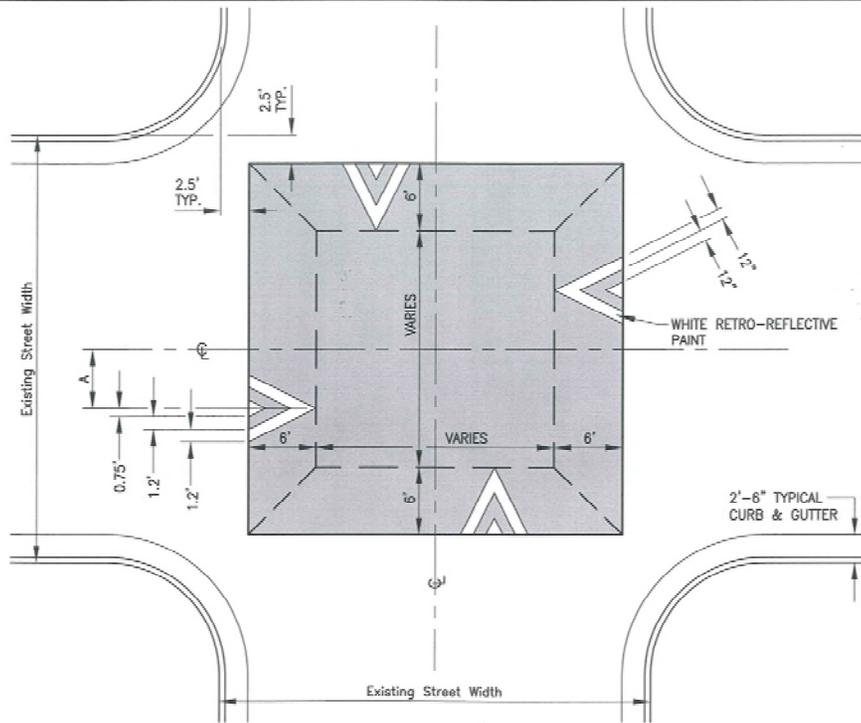


W17-1
MUTCD
30" x 30"
Black Letters
Yellow Background

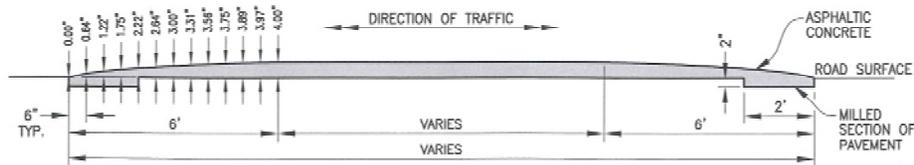


W13-1
MUTCD
18" x 18"

PLACED APPROX. 100'
BEFORE TABLE OR AS
DIRECTED BY INSPECTOR.



PLAN
NOT TO SCALE



PROFILE
NOT TO SCALE

City of Columbia, Missouri
Department of Public Works

SPEED TABLE

Scale: None | Dwn: C.M.V. | Date: 6/24/2008



Speed Table (3-Way Intersection)

Existing Street Width	A
38' & wider	5' - 3"
32' to 37.5'	3' - 9"
less than 32'	3' - 2"

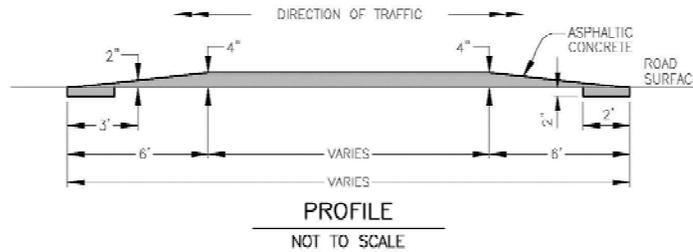
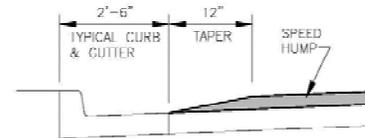
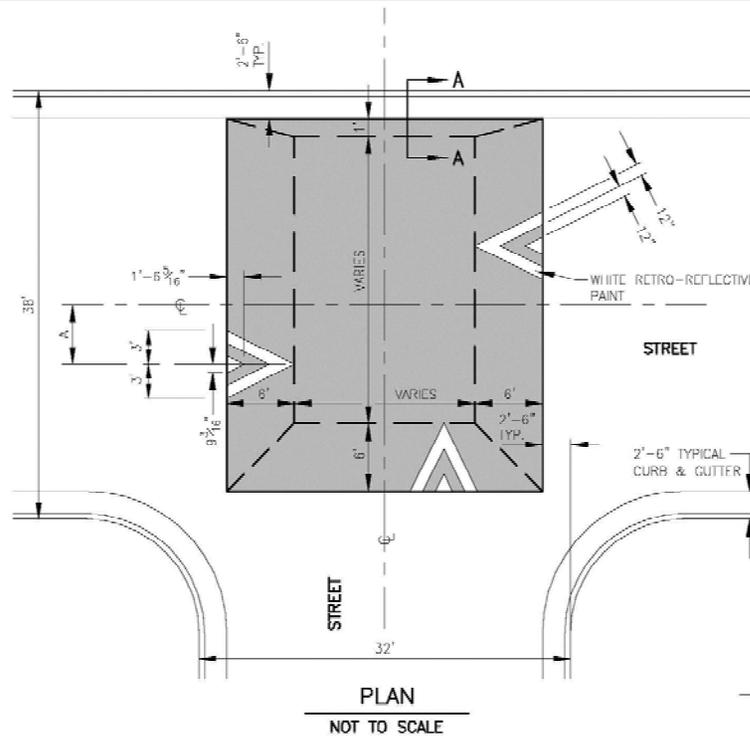
W17-1
MUTCD
30" x 30"
Black Letters
Yellow Background



20
M.P.H.

W13-1
MUTCD
18" x 18"

PLACED APPROX. 100'
BEFORE TABLE OR AS
DIRECTED BY INSPECTOR.



City of Columbia, Missouri
Department of Public Works

SPEED TABLE
T-INTERSECTION

Scale: None Draw: C.M.V. Date: 2/6/2015



Mills Drive & Marylee Drive





Westport & Rollins





Prairie Lane Speed Table

Prairie Lane Speed Table



Speed Tables

Advantages

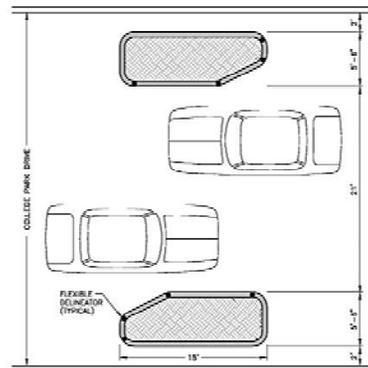
- Effective
- Large area of influence when used in series
- Minimal maintenance

Tradeoffs

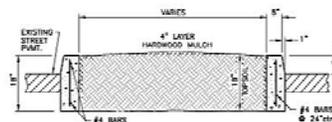
- Unavoidable
- May increase noise
- Aesthetics
 - Signs and markings



Bulb-out



PLAN
NOT TO SCALE



SECTION
NOT TO SCALE

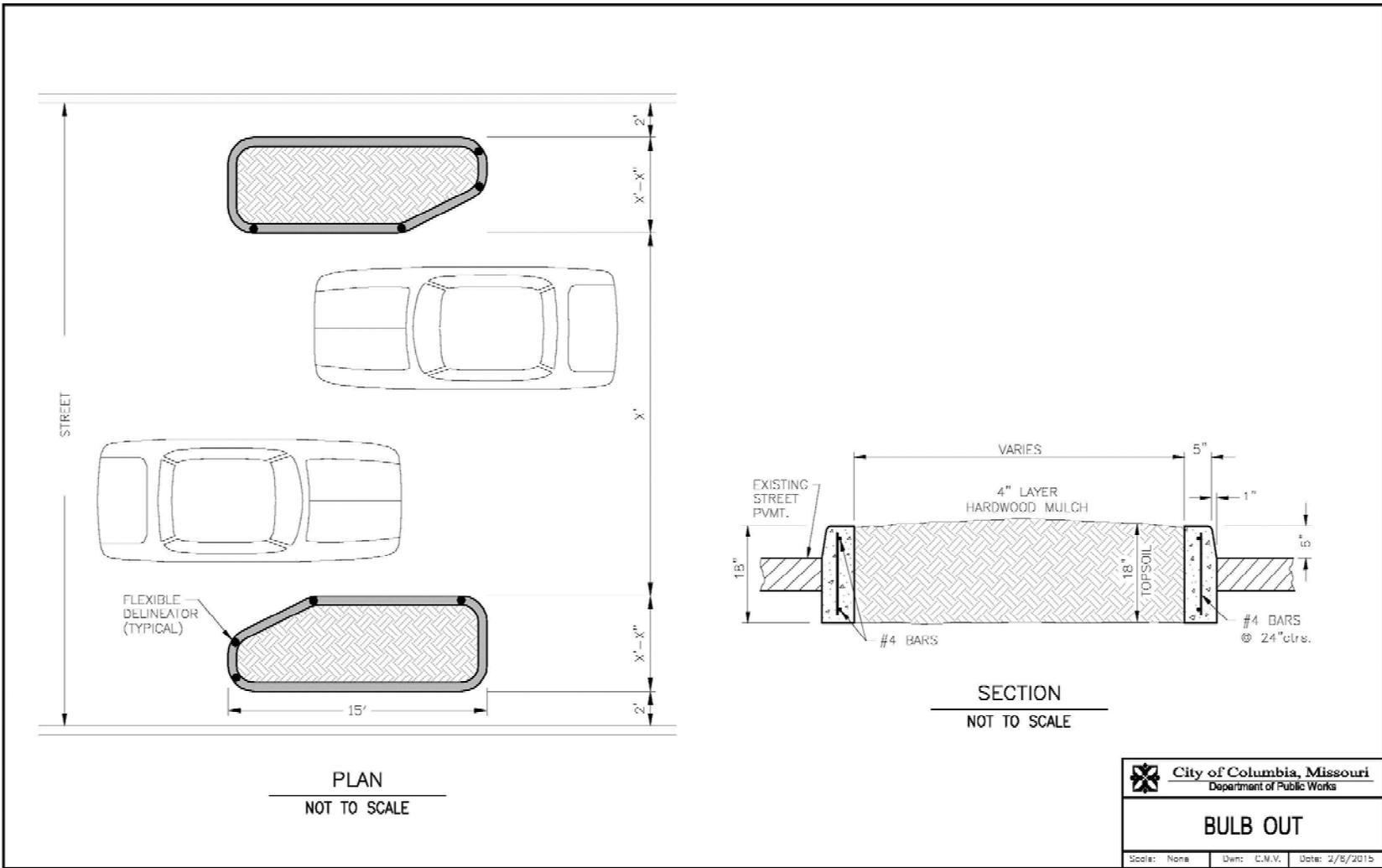
BULB OUT

\$25,000 PER
BULB OUT LOCATION.

City of Columbia, Missouri
Department of Public Works
**COLLEGE PARK DRIVE
BULB OUT**
Scale: As Shown Date: 2/16/2015



Bulb Out



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Westport near Yorktown





Westport near Yorktown





Broadway near Waugh





Broadway near Waugh





Bulb-out

Advantages

- Aesthetics
- Don't drive over it
- Reduces crossing distance for pedestrians
- Breaks up line of sight

Tradeoffs

- Small area of influence
- Costly
- Parking Removal
- Snow Removal
- Loss of bike lanes



Misconceptions

- Stop signs are a tool for speed control
- Speed limit signs control motorists behavior
- Enforcement is feasible and effective
- “The City” is forcing this on the neighborhood



Advantages of Calming

- Speed reductions of 2-4 mph near each device for most devices.
- Mild cut-through reduction (typically a 10% reduction in cut-through vehicles would be considered a significant success).



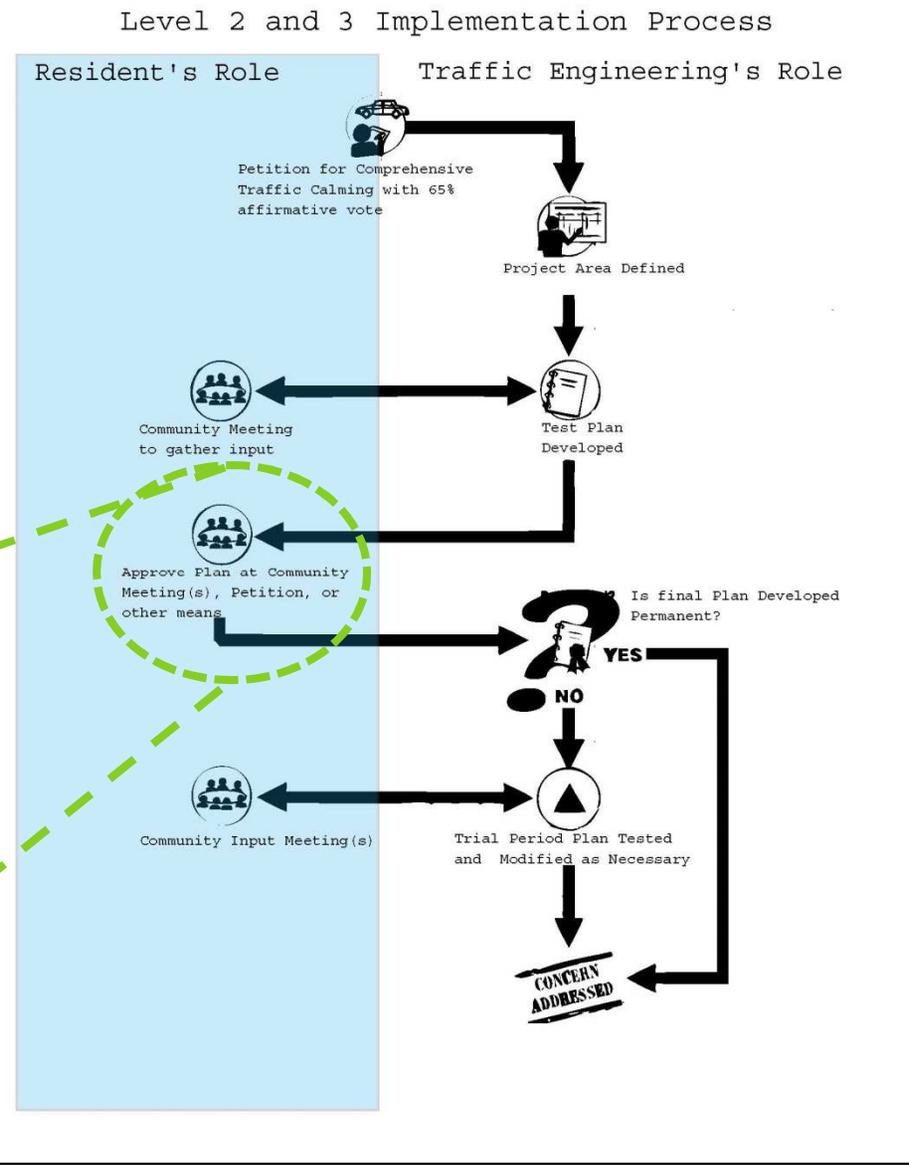
Disadvantages of Calming

- Aesthetics
- Some inconvenience
- Emergency response time could be increased
- Additional noise from bumps, gassing, braking
- Operational difficulties in winter
- More time-consuming and expensive for long-term maintenance
- School bus routes



What's next?

- Select an option on the comment form
- Consensus on plan
- Public Hearing at City Council
- Plan Completion
- Construction





Options

- Option A- Speed Humps (\$16,000)
- Option B- Speed Tables (\$16,000)
- Option C- Bulb Out (\$25,000) one location
- Option D- Combination (Less than \$32,000)
- Option E- Not in favor of traffic calming