



Department Source: Public Works

To: City Council

From: City Manager & Staff

Council Meeting Date: April 3, 2017

Re: Setting a Public Hearing for the Stewart Road Traffic Calming Project

## Executive Summary

Setting a public hearing for May 1, 2017, to consider the installation of speed tables and speed humps on Stewart Road, between West Boulevard and Garth Avenue. The estimated cost of the project is \$31,800.

## Discussion

Stewart Road scored as the highest priority project within the Neighborhood Traffic Management Program (NTMP), with a score of 82.86 out of a possible 100. The scoring system takes a number of factors into consideration including speed, volume, pedestrian generators in the area, proximity to schools, bike routes, and recent accident history. The majority of scoring (2/3) is based on speed and volume of vehicles. The speed limit on Stewart Road is 30 mph; however, this street scored at the 85<sup>th</sup> percentile speed of 39.73 mph, and has over 3,900 vehicles traveling on it per day.

Two Interested Parties (IP) meetings were held at the Daniel Boone Regional Library on November 16, 2016 and again on February 8, 2017. During the first meeting, staff gathered information from the public and listened to potential solutions. The overwhelming majority of those in attendance were in favor of traffic calming to encourage lower speeds. Using the information gathered at the November 16<sup>th</sup> meeting, and taking into account that Stewart Road is over 1.0 miles in length, preliminary plans were developed and presented at the February 8<sup>th</sup> IP meeting.

Two concept plans were presented at the February 8<sup>th</sup> IP meeting. Due to the number of attendees that liked both plans, staff created a third concept plan which attempted to combine both options.

Option 1: A speed hump east of Edgewood Avenue, a crosswalk at Edgewood Avenue, and climbing bike lane.

Option 2: Three speed tables located at the intersections of Stewart Road and Lindell Drive, Stewart Road and Westwood Avenue, and Stewart Road and Thilly Avenue. A speed hump east of Edgewood Avenue and a crosswalk at Edgewood Avenue.

Option 3: Four speed humps located west of Lindell Drive, east of Westwood Avenue, east of Edgewood Avenue, and east of West Parkway. A climbing bike lane and crosswalks at Edgewood Avenue, Glenwood Avenue, and West Parkway.



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An online form was posted and outreach was completed with the three options. Most people were in favor of Option 2, with three speed tables (a raised section of the roadway where the pavement is elevated, flat in the middle, with ramps on the ends), and speed humps (raised section of the roadway where the pavement is elevated, but the ramps are shorter than a speed table). The speed tables and speed humps create a large area of influence throughout the street.

While Option 2 received the most votes, an issue was raised concerning the need to place a crosswalk near West Parkway across Stewart Road, as there isn't an accessible ramp there now. Once it was decided that the ramp should be installed, the proposed speed table in Option 2, at Stewart Road and Thilly Avenue, needed to be moved 350 feet to the west and converted to a speed hump. The proximity of the speed hump will help reduce speeds near the pedestrian crossing at West Parkway crossing Stewart Road.

Attached is a diagram of the final plan for the Stewart Road traffic calming project. Staff would like to proceed with construction, during the 2017 construction season, of two speed tables located on Stewart Road at the intersections of Lindell Drive and Westwood Avenue; two speed humps located east of Edgewood Avenue and east of West Parkway; and crosswalks at Edgewood Avenue, Glenwood Avenue, and West Parkway.

## Fiscal Impact

Short-Term Impact: The estimated cost for installation of two speed tables is \$16,000, two speed humps is \$8,000, two curb ramps, and crosswalk signs and markings is \$7,800, totaling \$31,800 will be paid from Annual Traffic Calming funds.

Long-Term Impact: Staff anticipates the replacement of the speed tables and speed humps every 15 years.

## Vision & Strategic Plan Impact

### [Vision Impacts:](#)

Primary Impact: Transportation, Secondary Impact: Secondary, Tertiary Impact: Tertiary

### [Strategic Plan Impacts:](#)

Primary Impact: Infrastructure, Secondary Impact: Secondary, Tertiary Impact: Tertiary

### [Comprehensive Plan Impacts:](#)

Primary Impact: Infrastructure, Secondary Impact: Secondary, Tertiary Impact: Tertiary



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## Legislative History

Date	Action
11/16/2016	IP Meeting Held
02/06/2017	R17-17 Accepting the Neighborhood Traffic Management Program 2016 Year End Report Summary; authorizing the Stewart Road traffic calming project to proceed.
02/08/2017	IP Meeting Held

## Suggested Council Action

Adopt the resolution setting a public hearing for May 1, 2017 for the installation of speed tables and speed humps on Stewart Road, between West Boulevard and Garth Avenue.