



2024 Street Rehabilitation Project

Channel Road Traffic Calming

Option 1: Speed Humps

Description

- Raised pavement placed lateral to vehicle traffic to create vertical deflection and reduce traffic speed

Design

- Typically 12 feet in length along the full roadway width, with a 3" vertical deflection
- Installed in series with spacings of 200 – 500 feet to control speeds for extended lengths
- Delineated by pavement markings or signage



Exhibit 1 Speed Hump Traffic Calming

Effect on Traffic

- Vehicle speed reduced to 15-20 mph when traversing speed humps
- Anticipated speed reduction of 20% - 25% between speed humps
- Can result in slight reductions in thru-traffic volume

Pros & Cons

- Speed humps create an unavoidable vertical impediment to traffic and are an effective measure for speed control
- Speed humps are a permanent addition to the roadway pavement and cannot be removed without pavement reconstruction
- Create obstacle for snow plowing operations
- Minor delay to emergency vehicle response

VOTE HERE:

A large, empty rectangular box with a blue border, intended for voters to provide their input or vote on the project.



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Option 2: Speed Cushions (Speed Pads)

Description

- Two or more raised pavement areas placed lateral to vehicle traffic to create vertical deflection and reduce traffic speed

Design

- Typically 12 feet in length and 7 feet in width, with a 3 inch vertical deflection
- Spacing between cushions/pads designed to accommodate emergency vehicles bypass
- Installed in series with spacings of 200 – 500 feet to control speeds for extended lengths
- Delineated by pavement markings or signage



Exhibit 2 Speed Cushions (Speed Pads)

Effect on Traffic

- Vehicle speed reduced to 15-20 mph when traversing speed humps
- Anticipated speed reduction of 20% - 25% between speed humps
- Can result in slight reductions in thru-traffic volume

Pros & Cons

- Create an unavoidable vertical impediment to traffic and are an effective measure for speed control
- Speed cushions are a permanent addition to the roadway pavement and cannot be removed without pavement reconstruction
- Create obstacle for snow plowing operations

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Option 3: Curb Bump-Outs

Description

- Curb extensions into the roadway at intersections or midblock locations which narrow the roadway and encourage lower traffic speeds

Design

- Curb extensions restrict roadway width in select locations, reducing “margin for error” perceived by drivers
- Can be installed in series to create speed control over extended roadway lengths

Effect on Traffic

- Reductions in vehicle speed dependent on traffic volume and distribution

Pros & Cons

- Curb bump-outs create protected adjacent on-street parking
- Construction of bump-outs requires loss of street parking in select locations
- Bump-out design requires additional considerations for roadway drainage
- Without dedicated pedestrian facilities, bicyclists and pedestrians may have to enter travel lane to navigate curb bump-outs



Exhibit 3 Curb Bump-Outs (3rd Street NE)

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Option 4: Realigned Intersection

Description

- Reconfiguration of intersection approaches using lateral shifts to promote lower traffic speeds

Design

- Lateral shift of intersection approaches introduces horizontal deflection, requiring lower traffic speeds to navigate the intersection

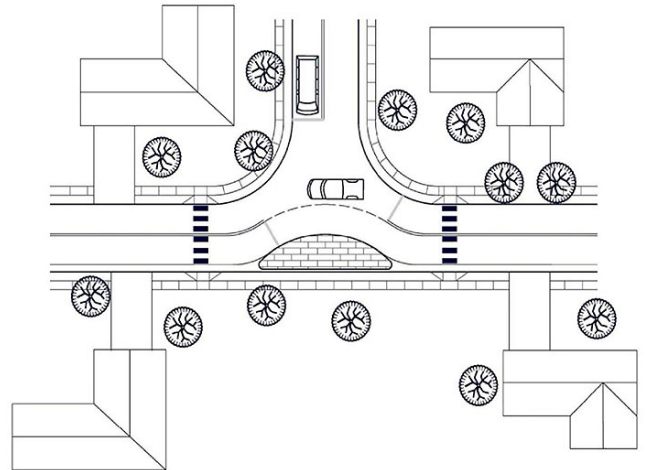


Exhibit 4 Realigned T-Intersection

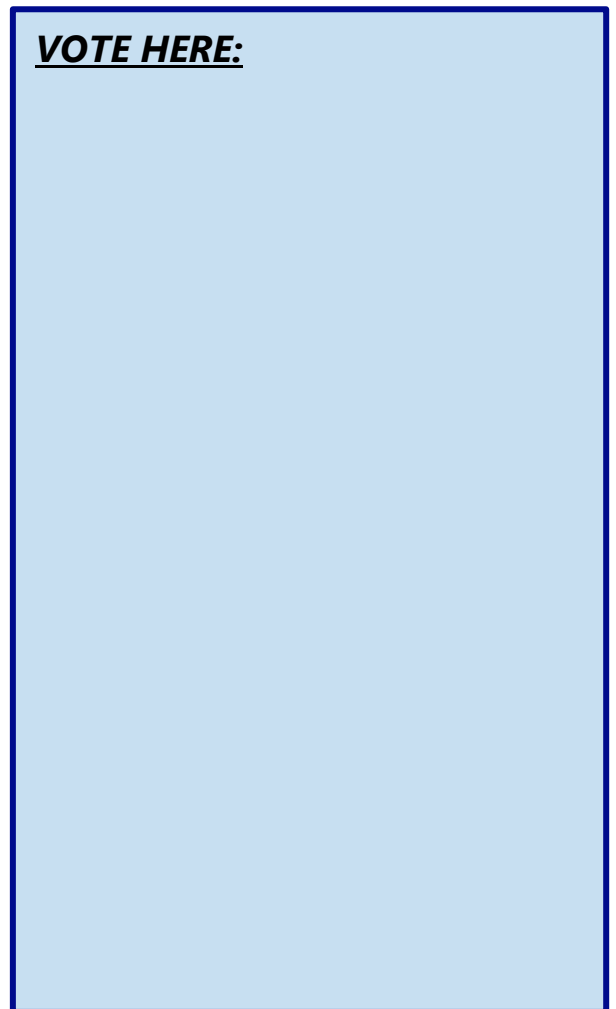
Effect on Traffic

- Can reduce speeds within intersection between 5 and 13 mph, with speed reductions in the vicinity between 1 and 6 mph

Pros & Cons

- Horizontal deflection of approaches creates effective speed control measure at intersections
- Intersection modification requires additional design considerations for roadway drainage
- Only creates speed reduction benefits in a single location

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Option 5: Traffic Circle

Description

- Raised island placed within an unsignalized intersection, around which traffic circulates

Design

- Circulation around traffic circle creates horizontal deflection of travel lanes, requiring a reduction in traffic speed to navigate the intersection

Effect on Traffic

- Can reduce speeds within intersection between 5 and 13 mph, with speed reductions in the vicinity between 1 and 6 mph
- Circulation of traffic can also reduce angle and turning collisions

Pros & Cons

- Traffic circulation results in reductions in traffic speed and collisions
- Increased construction cost compared to alternative traffic calming measures
- Intersection modification requires additional design considerations for roadway drainage
- Only creates speed reduction benefits in a single location
- Tight radius of traffic circle restricts left-turn movements for large design vehicles



Exhibit 5 Traffic Circle

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Option 6: One-Way Conversion (68th Avenue)

Description

- One-way conversion of 68th Avenue at Highway 65 East Service Drive, restricting eastbound access to Channel Drive from the west

Design

- Curb bump-out and extension along 68th Avenue with permanent signage restricting eastbound traffic to Channel Road

Effect on Traffic

- Eliminates eastbound traffic along 68th Avenue and access to Channel Road from 68th Avenue
- No anticipated impacts to traffic speeds on Channel Road

Pros & Cons

- Outside street rehabilitation project area and can be implemented during or following construction
- Eliminates access to Channel Road from Trunk Highway 65 (Central Avenue) to the west
- Elimination of access point to Channel Road will concentrate traffic volume at entrances from Mississippi Street and Pierce Street
- Does not preclude thru-traffic from Channel Road west to Trunk Highway 65 and the East Service Drive

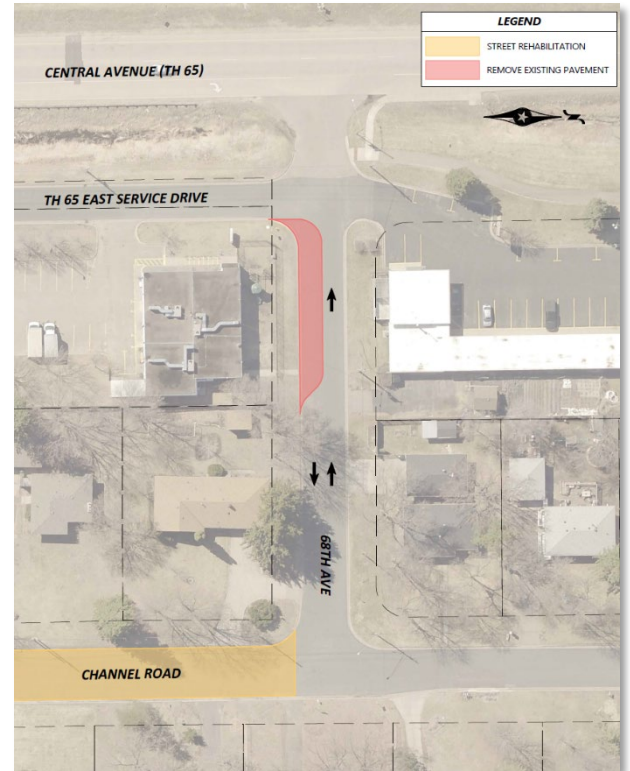


Exhibit 6 One-Way Conversion (68th Avenue)

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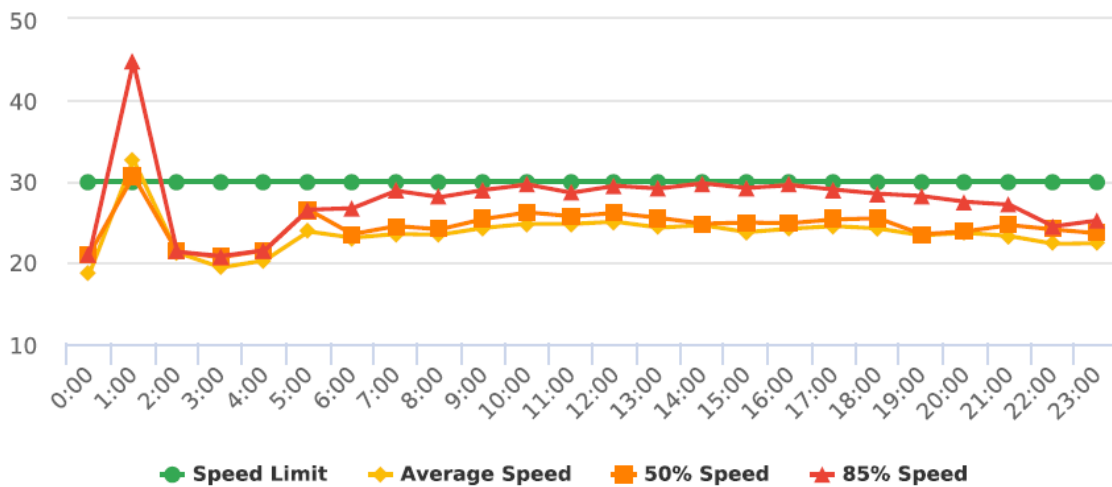
Traffic Speed Data (Channel Road)

Description

- Traffic volume and speed data gathered using StatTrak Traffic Data Collector

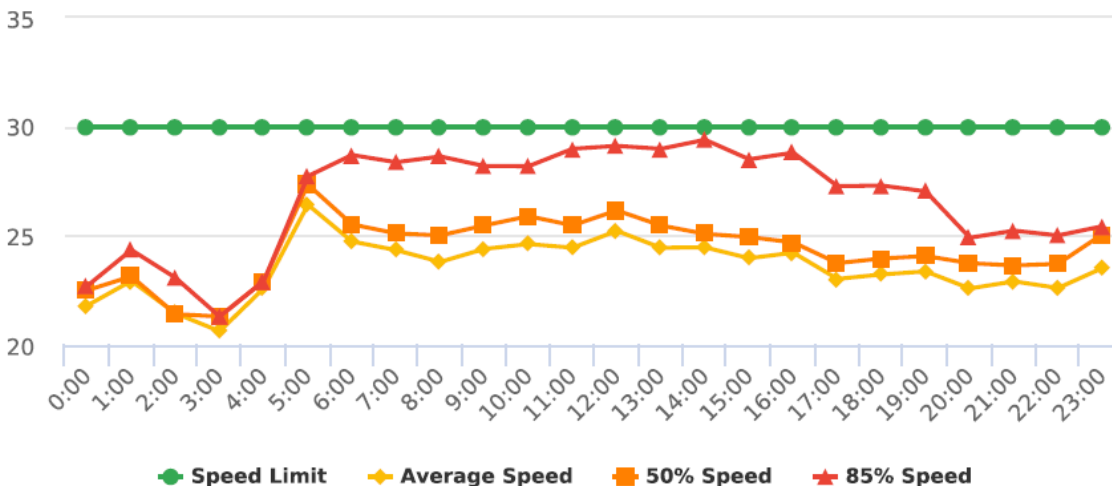
10/02/2023 – 10/10/2023 – Existing Conditions

- Average Speed: 23.96 MPH
- 85th Percentile Speed: 28.54 MPH



12/11/2023 – 01/01/2024 – Lucia Lane Closed

- Average Speed: 24.02 MPH
- 85th Percentile Speed: 28.05 MPH





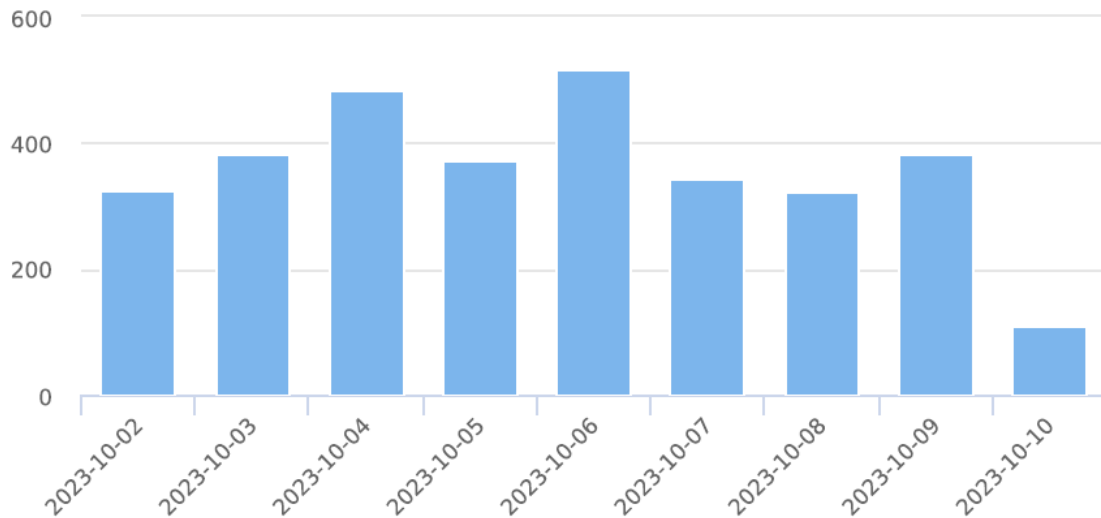
2024 Street Rehabilitation Project

Channel Road Traffic Calming

Traffic Volume Data (Channel Road)

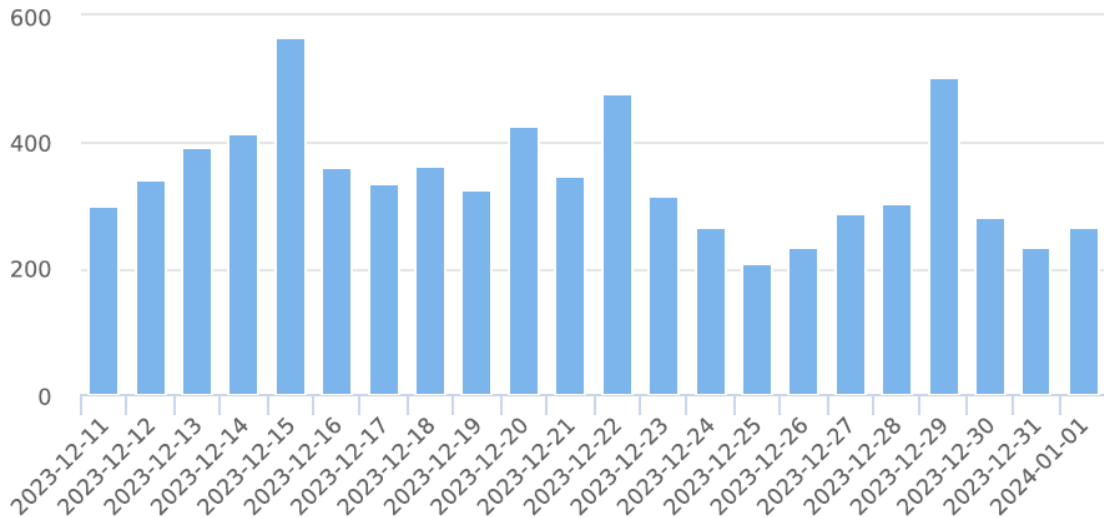
10/02/2023 – 10/10/2023 – Existing Conditions

- Average Daily Volume: 360 Vehicles per Day



12/11/2023 – 01/01/2024 – Lucia Lane Closed

- Average Daily Volume: 343 Vehicles per Day



Other Daily Traffic Volumes

- Pierce Street: 200 Vehicles per Day
- Lucia Lane: 454 Vehicles per Day
- 68th Avenue: 700 Vehicles per Day
- Mississippi Street: 3,925 Vehicles per Day