

Rabbitt Road Study Additional Background Information

Study results

Recent traffic studies indicate the 85th percentile speeds along Rabbitt Road are as follows:

Rabbitt Road	Direction of travel	85th percentile speeds*	% of vehicles between 30 and 40 MPH
North of the Public Works driveway	Toward Rudis Way	39 MPH	48%**
North of the Public Works driveway	Toward Q.O. Blvd.	39 MPH	38%**
Vicinity of 214 Rabbitt Road	Toward Pheasant Run Road	36 MPH	18%**
Vicinity of 214 Rabbitt Road	Toward Rudis Way	35 MPH	16%**

* 85% of the speeds recorded were at or below this speed

** Majority of this traffic falls in the 35 to 40 MPH range

Based on these study results, the level of speeding is high enough to consider the installation of traffic calming devices.

Countermeasures

To lower these speeds, there are three techniques that can be used - engineering, education and enforcement measures:

- The City uses both police presence (enforcement measures) and speed boards (education measures) in an attempt to reduce speed, but it is felt that **neither of these measures would have long term impact on the 85th percentile speeds.**
- At one time, the City attempted to control speeds through the use of stop signs. An example of this is the all-way stop at Rudis Way. However this approach has proven to be ineffective, and could open the City to potential liability issues by ignoring well-developed, nationally recognized guidelines that indicate stop signs are not to be used for speed control. **For these reasons, we will no longer consider using stop signs for speed reduction,** and will instead use safer, more effective methods to calm traffic.
- This directs us to looking for an engineering solution to slow speeds. Due to the straightness of Rabbitt Road, **the most appropriate traffic calming device would be the installation of speeds humps.**
 - These devices are typically 22 feet long (6 foot ramps on each end and a 10 foot flat section in the middle)
 - The height of these devices is between 3 and 3.5 inches
 - For Rabbitt Road, this would entail speed humps at the following locations:
 - one hump midway between the Public Works driveway and Rudis Way,
 - a second hump just south of 214 Rabbitt Road, and
 - a third hump on the south side of Rabbitt Road and Pointer Ridge Drive (striped as a marked raised crosswalk)

Expected Results

This action should reduce the 85th percentile speeds to between 25 and 30 MPH and reduce the number of motorists traveling more than 35 MPH to less than 5%.

Considerations

The installation of speed humps has advantages:

- They slow travel speeds
- They reduce high end speeding
- They are in place 24 hours a day, 365 days a year.

They also have disadvantages:

- They slow emergency vehicle response times a maximum of 10 seconds per device,
- They may increase traffic noise due to rapid braking, rapid acceleration, or objects bouncing in truck beds
- The required signage and markings may be considered unattractive.

How Neighborhood Support is Attained

Traffic calming guidelines require we survey the surrounding neighborhood to determine the level of support before moving forward with a project of this nature.

For neighborhoods with no formal HOA, the City determines the level of support through the use of mail-in ballots. These ballots are sent out to residents who live directly on the street proposed for traffic calming and to residents on side streets whose only access to their homes is via the street being considered for traffic calming. In the case of the Rabbitt Road Study, ballots would be sent to all residents who live along:

- Rabbitt Road
- Rudis Way
- Country Woods Court
- Sportsman Way
- Leafy Overlook Court
- Pointer Ridge Drive
- Trudy Way

Approval Process

When the mail-in ballot method is used to determine support, **only the ballots returned will be considered.** A “No response” is not counted as part of the total vote.

To move forward with the traffic calming program, an affirmative response is required of:

- **at least 67% of the ballots returned from residents who live directly on the street proposed for traffic calming, and**
- **at least 50% of residents on side streets whose only access to their homes is via the street being considered for traffic calming.**

In the case that:

- **only one of the two above conditions is met, or**
- **fewer than 50% of the surveys are returned**

staff will send a second survey to all impacted residents who did not respond to the first survey in an attempt to increase responses.

- **If sufficient support is not generated for the project after the second surveys are tabulated, the installation of speed humps/raised crosswalks would not be pursued further.**
- **At that time, the community would be informed of this decision as well as any educational and/or enforcement methods we recommend in place of the proposed traffic calming device.**