

Cycle 2 Traffic Calming Report

[Cycle 2 Traffic Study Data](#)

Streets Studied for Cycle 2:

Brookhaven Drive

Brookwood Drive

Springdale Road

Woods Avenue

Waverly Drive

Village

Shadow Pond

Live Oak

Heartwood

Cardinal

Edgewood

Hudson Drive (*Kersey-Fred's Ln*) [*Smith St to Stewart Ave studied with Cycle 1 for effects on Kersey Ln*]

Brookwood/Brookhaven/Springdale

Brookwood, Brookhaven and Springdale are connector streets for several neighborhoods, carrying a high volume of traffic across the northern section of the city. As a rule of the Project Slow Zone program, staff will not recommend speed cushion devices for connector streets, however we do think it is important to address the speed issues as there are residences located along these streets that are adversely impacted by high-speed traffic.

Recommendations:

- Enforcement: All three streets have a posted speed of 35 MPH and are on the radar log for the City of Dublin, meaning the Police Department has the ability to issue citations for speed violations. The traffic calming team will share the speed study information with the Police Chief to assist with identifying areas for observation.
- Install [radar speed signs](#) or “Your Speed” signs with flashing LED indicators along all three streets to help make drivers more aware of their speed.
 - o Brookhaven: six (6) signs
 - o Brookwood: four (4) signs
 - o Springdale: four (4) signs

Woods Avenue

Nearly 1,400 cars per day travel along Woods Avenue between Knox and Brookhaven, confirming staff and resident observation of this street, along with Roberson and Knox, being used as a cut-through from Veterans Blvd. (Hwy 80) to Hillcrest Parkway. To decrease traffic

volume, staff recommends a concentrated placement of speed cushions on Woods Avenue between Knox and Brookhaven. This will at minimum slow traffic and at best deter drivers from using neighborhood streets as a cut-through. Staff will use social media to encourage drivers to utilize main traffic arteries to travel.

Recommendations:

- Two (2) speed cushions between Knox and Brookhaven
- Lower speed limit to 25 MPH (85th percentile is 32.3 MPH)
- Install speed limit signs

Waverly Drive

Traffic study showed low speeds and low traffic volume. The posted speed limit is 25 MPH

Recommendation:

- Install 25 MPH sign on Brookwood Drive end

Hudson Drive

Traffic study confirmed high speed and volume along Hudson Drive, meeting limits for lowered speed limit and speed cushion installation.

Recommendations:

- Install two (2) speed cushions on Hudson Drive
- Lower maximum speed limit to 25 MPH
- Install speed limit signs

Village Circle

With schools on either end of this street, and direct access by multi-family developments, this street is potentially being used as a cut-through, with traffic speeds higher than what would be desired on residential streets. (85th percentile is 37 MPH)

Recommendations:

- Two (2) speed cushions
- Lower posted speed limit to 25 MPH
- Install speed limit signs with "[We Love Our Children Signs](#)"

Shadow Pond Road

Traffic study indicates 807 vehicles per day on this street, which is indicative of a high-density residential development of this size (125 residences). With the 85th percentile at 25 MPH, speed does not appear to be an issue. The posted speed limit for this neighborhood is 25 MPH and the street is on the City of Dublin radar log. It is worth noting that the volume of traffic in a

maximized high-density single-family development can have a significant impact on the ability of residents to connect with their neighborhood and each other. The goal should be to prioritize the common spaces for people, not cars, which is virtually impossible when a neighborhood is designed like Shadow Pond. A small increase in lot size and the ability for cars to be pulled in further from the street would make a big difference in the storage of vehicles in this neighborhood, allowing for safer areas for pedestrians and interaction. Staff has no traffic calming recommendations at this time.

Live Oak Way and Heartwood Lane

Volume and speed are low according to traffic study. Residents concerned about neighborhood being used as cut through in the future. No traffic calming recommendations at this time. Staff will re-study once the new duplexes are active on Mace Cannon Road.

Cardinal Drive and Edgewood Drive

Both Cardinal and Edgewood are on the 2023 repaving list and will receive road diets during this time. Contract start date for repaving is November 15th. Each street is 32 ft in width. Each will be designed with two travel lanes 11 ft. In width, and one 10 ft. multi-modal lane.

Recommendations:

- Road diet – reduce travel lanes to 11 ft., multi-modal lane 10 ft.
 - Utilize Thermoplastic paint to mark bike/pedestrian and travel lanes
 - Multi-modal lane will be on the south side of Cardinal and west side of Edgewood
 - Re-design crosswalk at Edgewood and Greenway
 - Install traffic delineator posts separating travel lane and multi-modal lane on Edgewood at Pinewood drive to limit traffic U-turns during school pick up
 - Engineering to prepare road diet rendering for team review
- Reduce speed limit to 25 MPH
- Install speed limit signs

Cycle 2 Recommendation Summary:

- Lower speed limit to 25 MPH on five (5) streets:
 - o Woods Avenue
 - o Hudson Drive
 - o Village Circle
 - o Cardinal Drive
 - o Edgewood Drive
- Install six (6) speed cushions, two each on:

- Hudson Drive (in process)
 - Woods Avenue
 - Village Circle

 - Install 14 radar speed signs on:
 - Brookhaven - 6
 - Brookwood - 4
 - Springdale - 4

 - Road diet with multi-modal lane on:
 - Cardinal Avenue
 - Edgewood Drive
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Future Streets Considered for Project Slow Zone (Tentative)

Rollingwood
Dunwoody
Camelia
E. Mary
Central Ave
Rowe
Flanders/Benton
Pinehurst
Brookdale
Pinewood
Rutland
Mockingbird
Riverview
Ray
Woodridge