



## **Project Slow Zone Cycle 4 Traffic Calming Report**

### **Cycle 4 Streets                      Studied**

Rutland Drive  
Mockingbird Drive  
Riverview Drive  
Ray Street  
Woodridge Road  
Cascade Drive  
Green Street  
Vernon Street  
Duncan Street  
Ridgewood Avenue  
West Avenue

### **Cycle 4 Summary**

The traffic calming team studied and reviewed 11 streets for Cycle 4 of Project Slow Zone. All streets are neighborhood streets and were submitted by residents and/or elected representatives for review. The following is a summary of the recommendations:

- Install 17 speed cushions to slow traffic on 6 neighborhood streets including:
  - 3 on Rutland Drive
  - 3 on Riverview Drive
  - 2 on Ray Street
  - 1 on Cascade Drive
  - 2 Cascade Circle
  - 3 on Green Street
  - 3 on Duncan Street
- Lower and post the speed limit on 3 neighborhood streets to 25 MPH including:
  - Rutland Drive

- Green Street
  - Duncan Street
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### **Rutland Drive**

Significant volume and speed were determined to be an issue along Rutland Drive, with 746 cars traveling the Smith/Stewart section and an 85<sup>th</sup> percentile of 35 MPH.

#### **Recommendations:**

- Lower speed limit to 25 MPH
- Install three (3) speed cushions
  - 2 between Smith and Stewart
  - 1 between Stewart and Freds

### **Mockingbird Drive**

Mockingbird Drive is the middle street of a subdivision comprised of four streets located off of Academy Avenue Extension. The streets include Bobwhite, Mockingbird, Hummingbird and Whipporwill Way. Although cut through traffic is not necessarily an issue, nor is volume, there is some speeding noted with the 85<sup>th</sup> percentile at 33 MPH. The Engineering Department reduced the travel lane to 10 feet wide and posted 25 MPH speed limit several years ago after receiving complaints.

#### **Recommendations:**

At this time, the traffic calming team recommends reaching out to more residents in neighborhood and a study of other streets.

\*As of 3/18/25 – two additional residents on Hummingbird were contacted by staff, both noting some speeding from specific residents, but no significant dangers observed. Staff will continue with study of all streets at this time.

### **Riverview Drive**

Staff received information from residents along Riverview Drive, as well as golf course staff, that speeding into and out of the golf course was an issue. Traffic along Riverview Drive is primarily that of residents of the Riverview Park Apartments, a few single-family homes, and golf course attendees. Studies did find a high percentage of cars are speeding on Riverview, with the 85<sup>th</sup> percentile being 44 MPH near Riverview Apartments and 37.4 near the golf course.

#### Recommendations:

- Install two (2) speed cushions
  - o One near 208 Riverview, and one near entrance to golf course

#### **Ray Street**

The speed limit is posted 25 MPH on Ray Street, however two study locations indicated significant speeding. Despite this street being a narrow neighborhood street at only 20 feet wide, nearly 400 cars per day are using the street at one location, with the 85<sup>th</sup> percentiles being 35 to 38 MPH. Given the proximity of the residences to the street and the volume and speed, staff recommends speed cushions as intervention.

#### Recommendations:

- Install updated speed limit signage and neighborhood signage
- Install two (2) speed cushions
  - o One near 403 Ray Street, and one near 607 Ray Street

#### **Woodridge Road**

Woodridge Road was studied in three locations. This street has two concrete speed bumps already installed. The studies found that although speed is not necessarily an issue, the volume of cars indicates the road is being used as a cut through and could potentially be impacting safety in the neighborhood.

#### Recommendations:

Staff recommends further traffic studies on Roberson Street to create a baseline for speed and volume, as well as coordinating with the City Manager and Engineering to proceed with the Traffic Intervention process for collecting feedback from the residents and property owner.

#### **Cascade Drive and Cascade Circle**

Traffic studies indicate that both Cascade Drive and Cascade Circle are being used frequently to travel from MLK/Hwy 19 to S. Jefferson Street, with a total of 624 cars utilizing Cascade Drive in a single day. Additionally, Cascade Circle studies show high volume and speeds.

#### Recommendations:

- Install three (3) speed cushions
  - o One on Cascade Drive, and two on northern section of Cascade Circle

### **Green Street and Vernon Street**

Green and Vernon were submitted to the traffic calming team together as residents suspected that the roads are being used to avoid the traffic signal at Bellevue and Kellam and utilizing the neighborhood as a cut through. Although the study did not reveal high volumes as originally expected (134 on Green and 86 on Vernon), the 85<sup>th</sup> percentile speed on Green Street raised concerns as it was well above a safe speed in a neighborhood.

#### **Recommendations:**

- Install three (3) speed cushions on Green Street

### **Duncan Street**

The closing of both Calhoun Street and Elm Street during the expansion of Stubbs Park has created a significant volume and speed issue on Duncan Street, with residents reporting several dangerous scenarios for children accessing school bus stops. Traffic studies revealed over 900 cars per day traveling on Duncan.

#### **Recommendations:**

Staff recommends that City Council and leadership consider the reopening of Elm street to alleviate the burden and safety issues on Duncan, as well as:

- Install three (3) speed cushions

### **Ridgewood Avenue**

Ridgewood was studied at the request of a resident. Speed nor volume appear to be an issue on the street with 164 cars and the 85<sup>th</sup> percentile at 24.5 MPH. No recommendations at this time.

### **West Avenue**

West Avenue was studied after it was reported to have cars traveling at high speeds. The number of cars traveling the street as well as the speeds appear to be in normal range over a 24-hour period. No recommendations at this time.