

Town of North Wilkesboro

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# Traffic Calming Study

*Purpose: Reduce traffic speeds and volumes, identify most effective and cost-efficient traffic calming tools*

# Speed Bump Results

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*Speed bumps were installed along Finley Avenue in Fall 2021. Pre-treatment data was collected July 6-17th and post treatment data collected October 12th-29th. The data analyzed below controls for weekdays and daylight hours of that time (7am-8pm).*

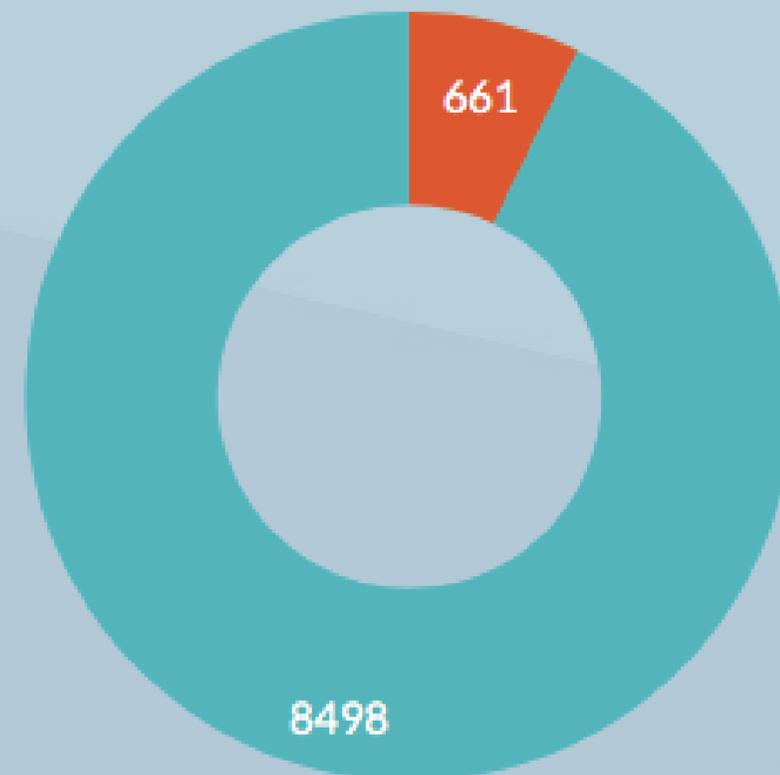
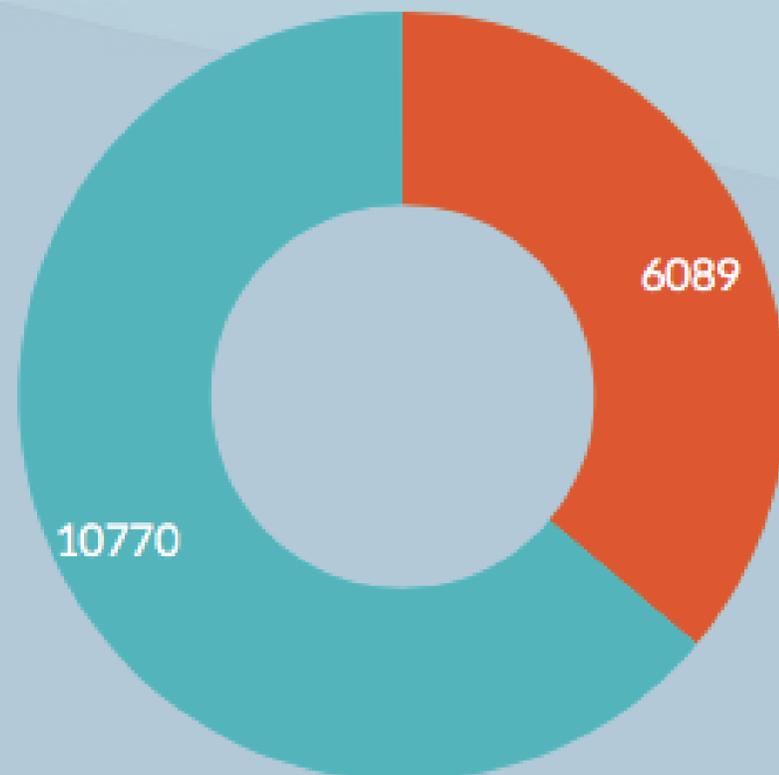
# 91% Fewer Drivers Speeding

65% of drivers sped on Finley Avenue before speed bumps. After installment, only 8% of drivers drove above the speed limit of 25 mph.

Before

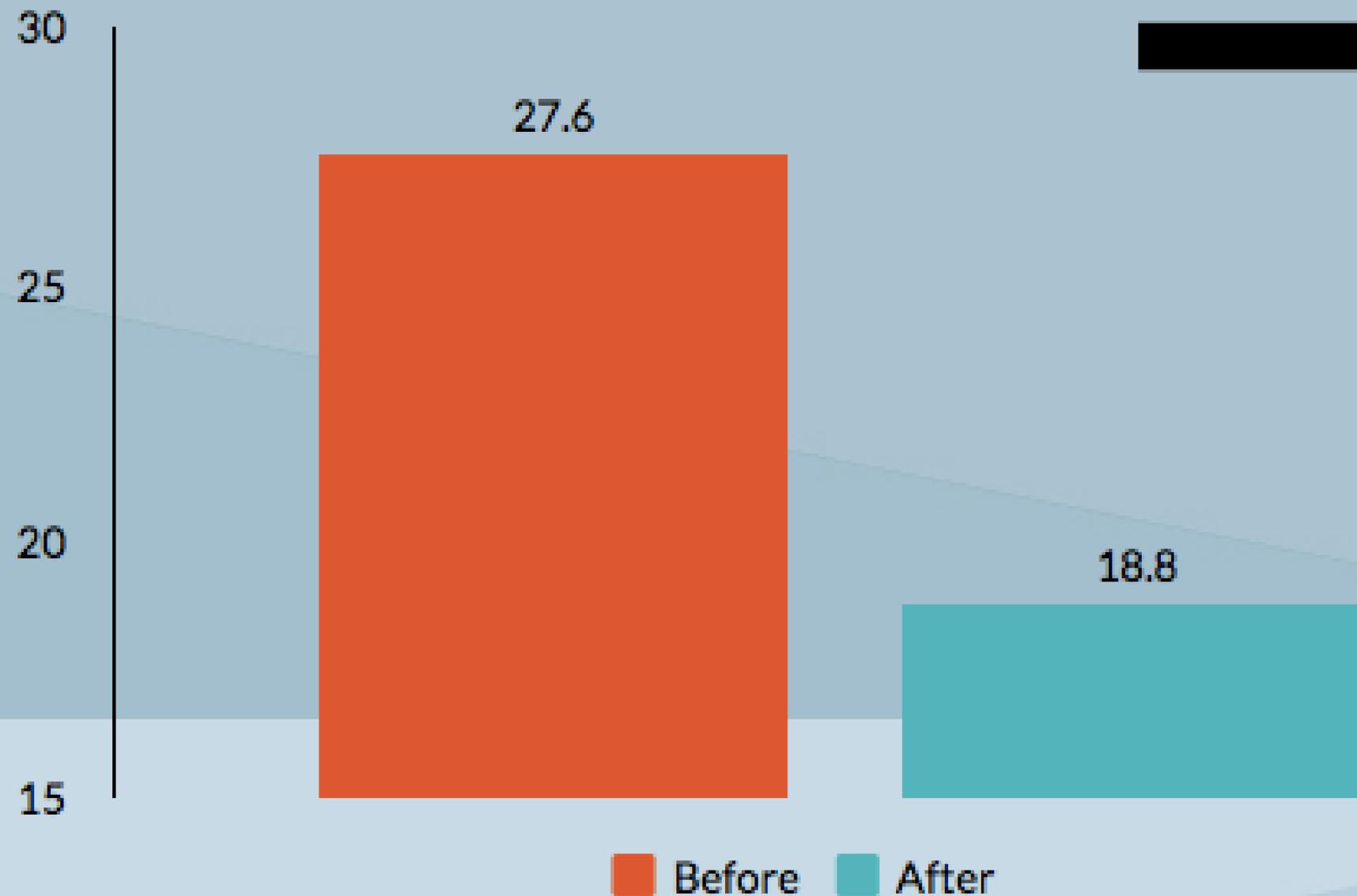
After

Speeding (36.12%) Safe Drivers (63.88%) Speeding (7.22%) Safe Driving (92.78%)



# Average Speeds lowered by **32%**

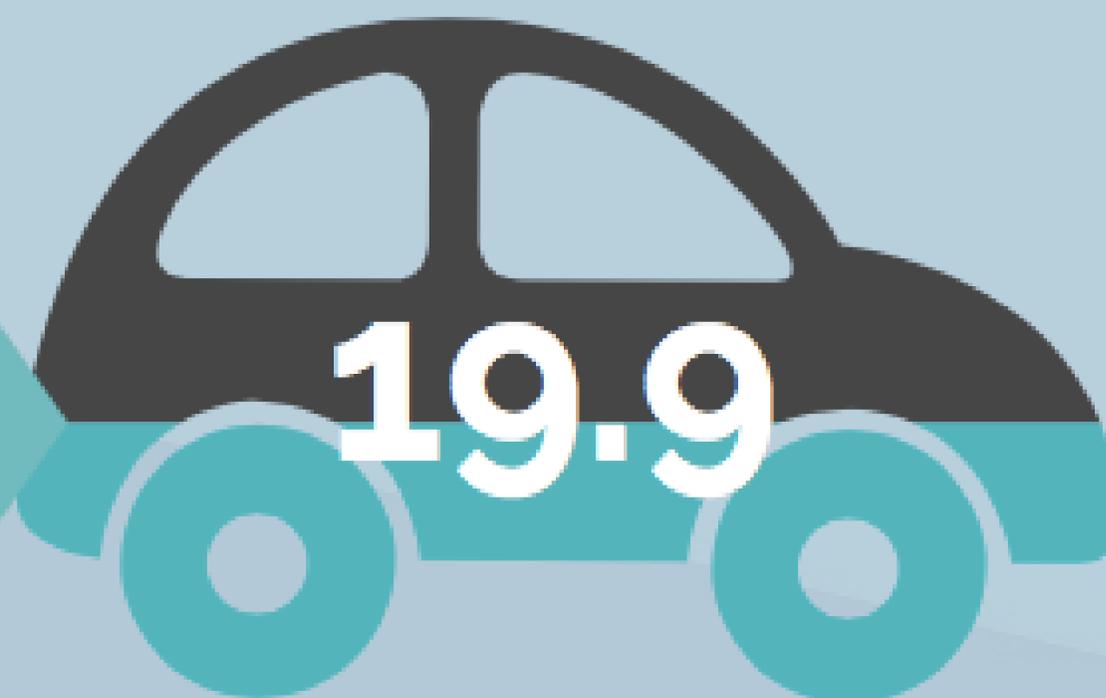
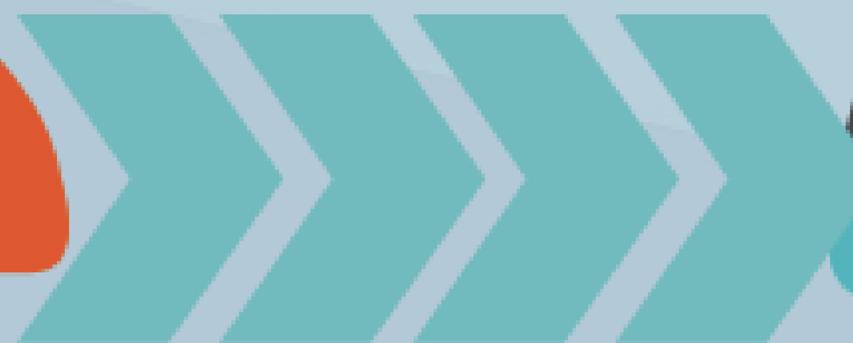
Average driver speed dropped from 27.6 mph to 18.8 mph after speed bump installation.



**30%**

## Reduction in 85th Percentile Speeds

The 85th percentile speed, the speed at which 85% of drivers are traveling or traveling slower than, decreased by 30% from 28.8 to 19.9! .



# Vehicle Count Increased by **6%**

Significant decreases in traffic volume can be worrisome as they indicate drivers using other neighborhoods as cutthrough routes, potentially creating new traffic calming challenges.



**2%**

## Peak Speed reduction

The data observed the hourly average peak speed slightly dropping from 39.9mph to 39.2mph.

# *Are speed bumps effective traffic calming tools on Finley Avenue?*

91% Fewer drivers speeding

32% Lower speeds

30% Lower 85th percentile speeds

6% more vehicles

2% Lower peak speeds

# Lane Narrowing Results

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*In September of 2021, Sixth St's uphill intersection was realigned and a bike lane added to narrow the travel lanes. Pre-treatment data was collected from August 28th until September 7th and post-treatment data was collected September 13th to 30th. The data analyzes the efficacy of lane narrowing as a traffic calming measure on Sixth St and controls from weekday and daylight hours(7am-8pm).*

# 6%

## More Drivers Speeding

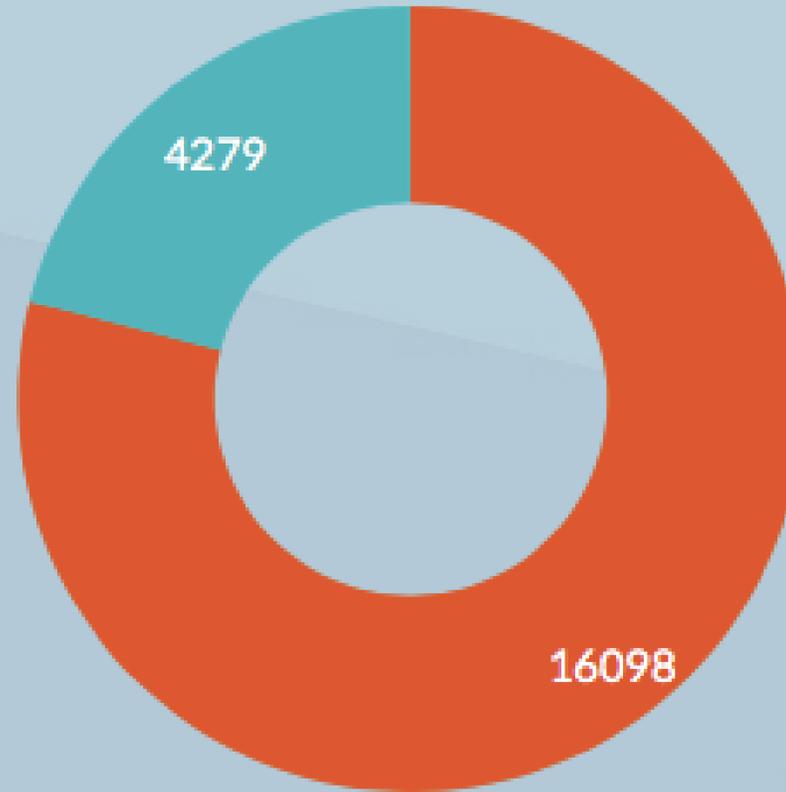
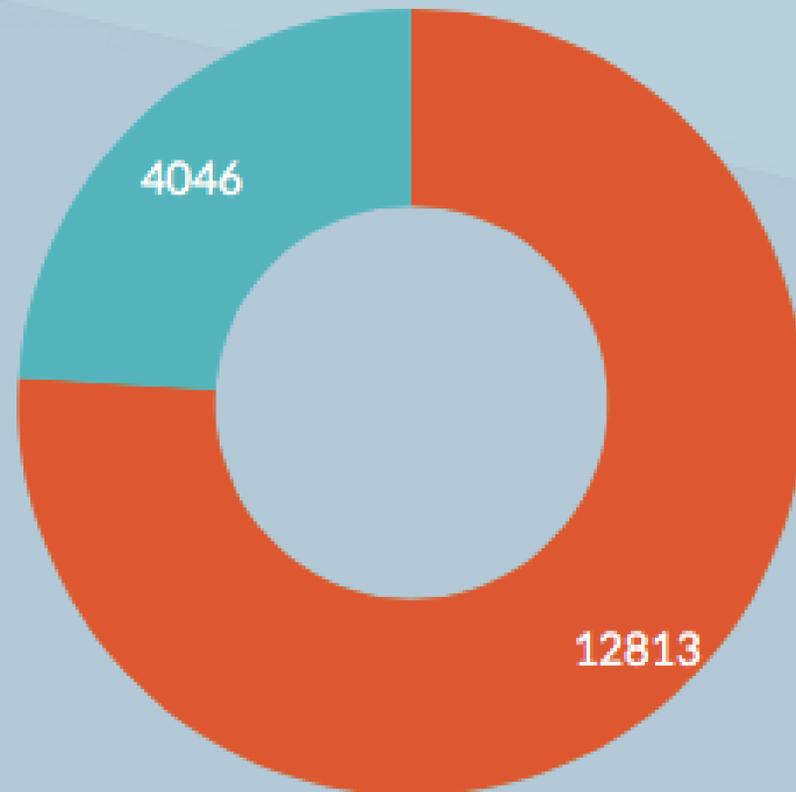
The ratio of drivers speeding compared to drivers traveling at a safe speed (at or under 25mph) on Sixth St. actually increased from 76% to 79% of drivers speeding.

Before

After

Speeding (76%) Safe Drivers (24%)

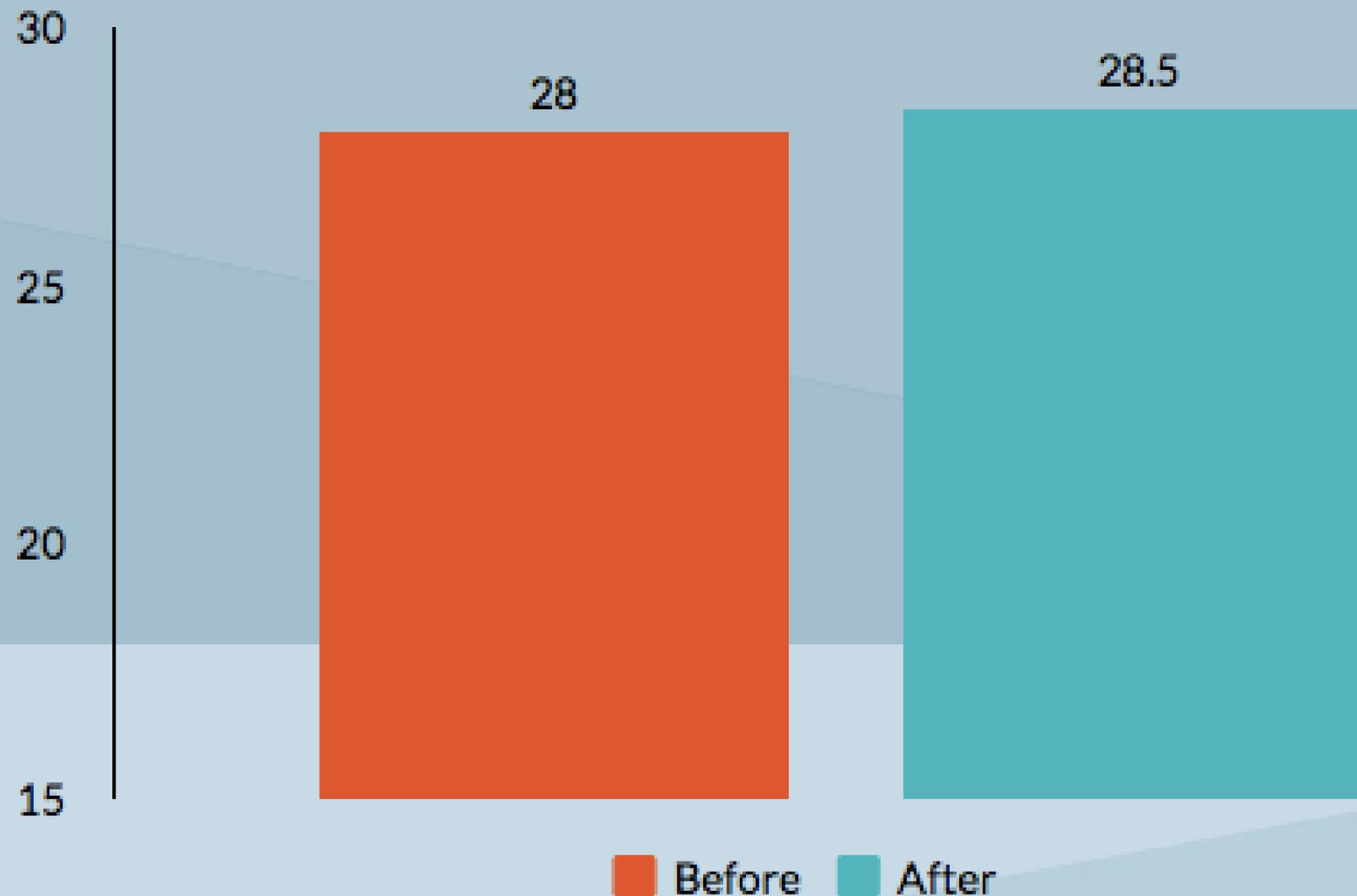
Speeding (79%) Safe Driving (21%)



# Average Speeds increased by

# 2%

Average driver speed remained almost the same, increasing slightly from 28mph to 28.8 mph after lane narrowing.



# **2%** Increase in 85th Percentile Speeds

The 85th percentile speed is the speed at which 85% of drivers are traveling at or slower. Again, it remained almost the same, increasing slightly from 29mph to 29.6mph.



# Vehicle Count **remained the same**

Significant decreases in traffic volume can be worrisome as they indicate drivers using other neighborhoods as cut-through routes, potentially creating new traffic calming challenges. The daily average of vehicles traveling through the area remained approximately the same.



# How They Compare

Traffic Calming Reductions

