

Osmundsen Road Traffic Calming Committee

City of Fitchburg

Ross Kahler – Transportation Engineer

Captain Edward Hartwick

Traffic Management Process

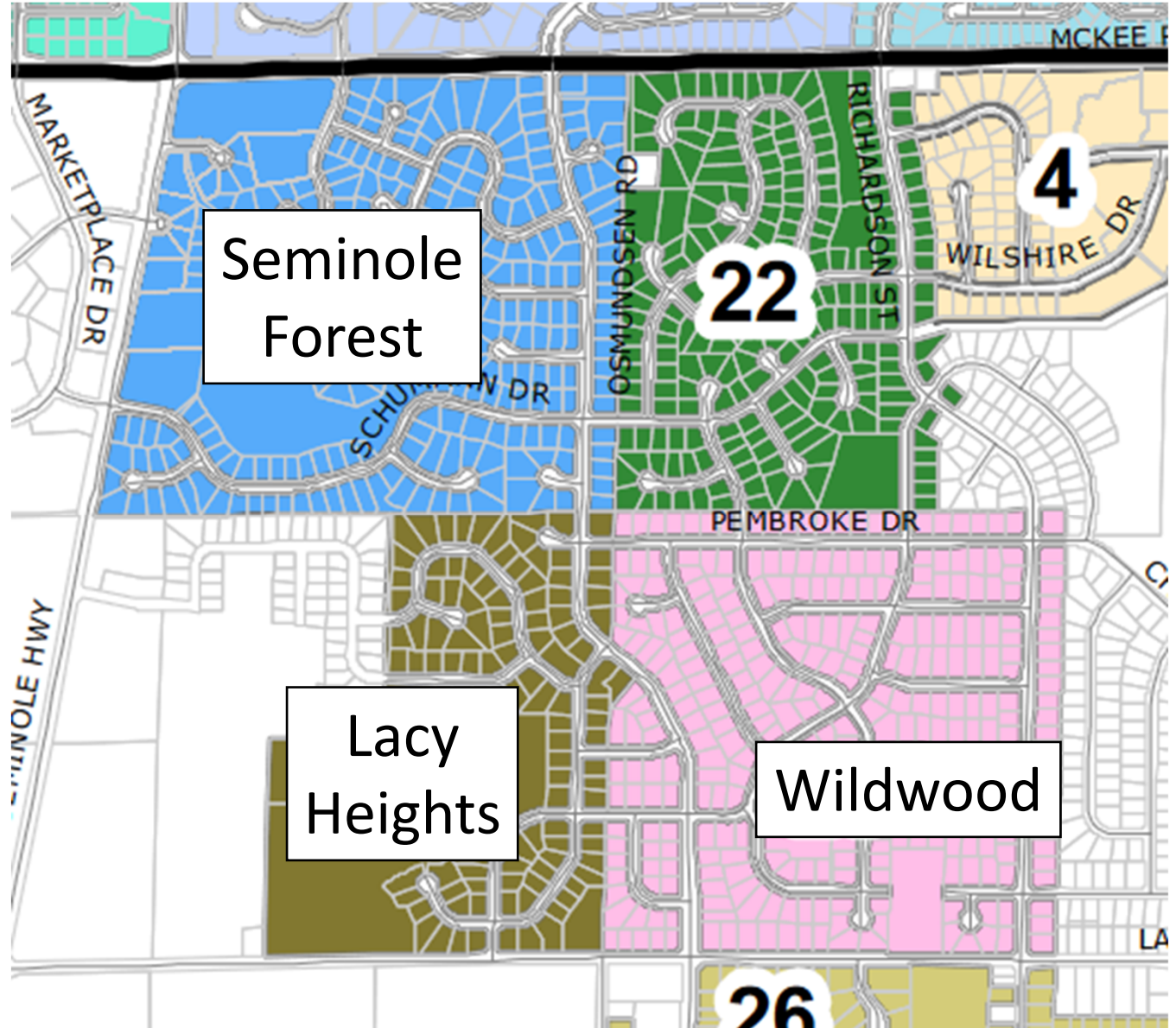
1. Community Action Request Form
2. Traffic study/qualification
3. Form Traffic Calming Committee
4. Create Traffic Calming Plan
5. Approve Traffic Calming Plan
6. Engineering/Design
7. Construction
8. Evaluation

TCC Goals

1. Identify safety issues– Meeting 1
2. Propose solutions to safety issues – Meetings 1/2
3. Draft Traffic Calming Plan – Meetings 2/3
4. Present Traffic Calming Plan to City
 - Board of Public Works
 - Transportation and Transit Commission

TCC Members

- Seminole Forest
 - Ivan Rayment
 - Jay Hochmuth
 - Kathleen Lake
- Wildwood
 - David Rizzo
 - Sue Easterday
- Lacy Heights
 - Noah Sunderman



Safety Issues



Start: 2023-07-28

End: 2023-08-07

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

Overall Summary

Total Days of Data: 11

Speed Limit: 25

Average Speed: 29.15

50th Percentile Speed: 29.33

85th Percentile Speed: 32.84

Pace Speed Range: 25-35

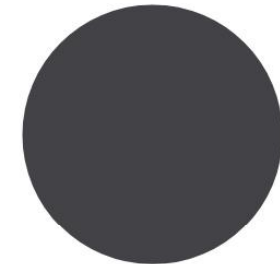
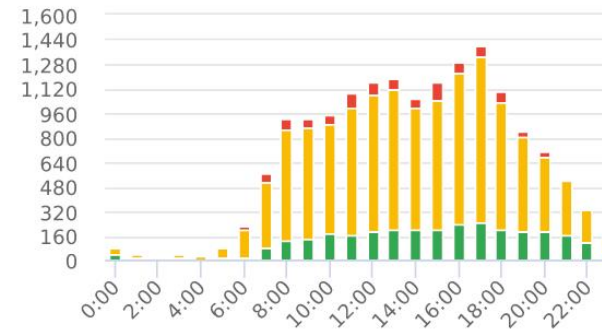
Minimum Speed: 12

Maximum Speed: 64

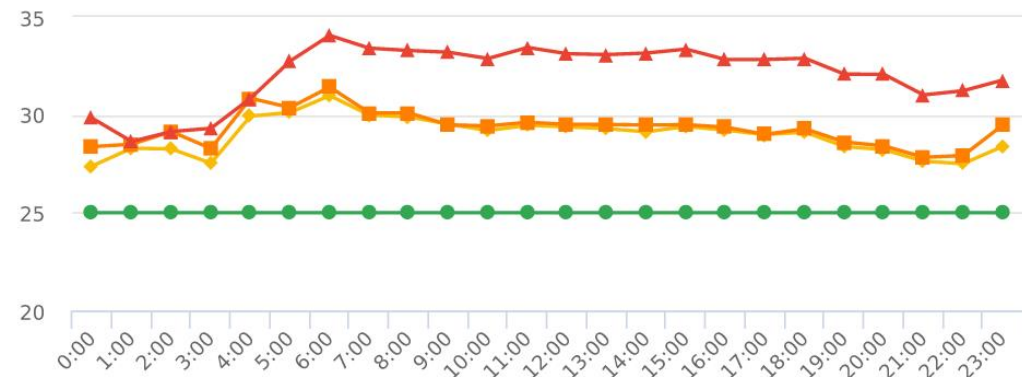
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Average Volume per Day: 1450.5

Total Volume: 15955



● Violators
 ● Inside Threshold
 ● Compliant
 ● Vehicles Slowed
 ● Other



◆ Speed Limit
 ◆ Average Speed
 ◆ 50% Speed
 ◆ 85% Speed

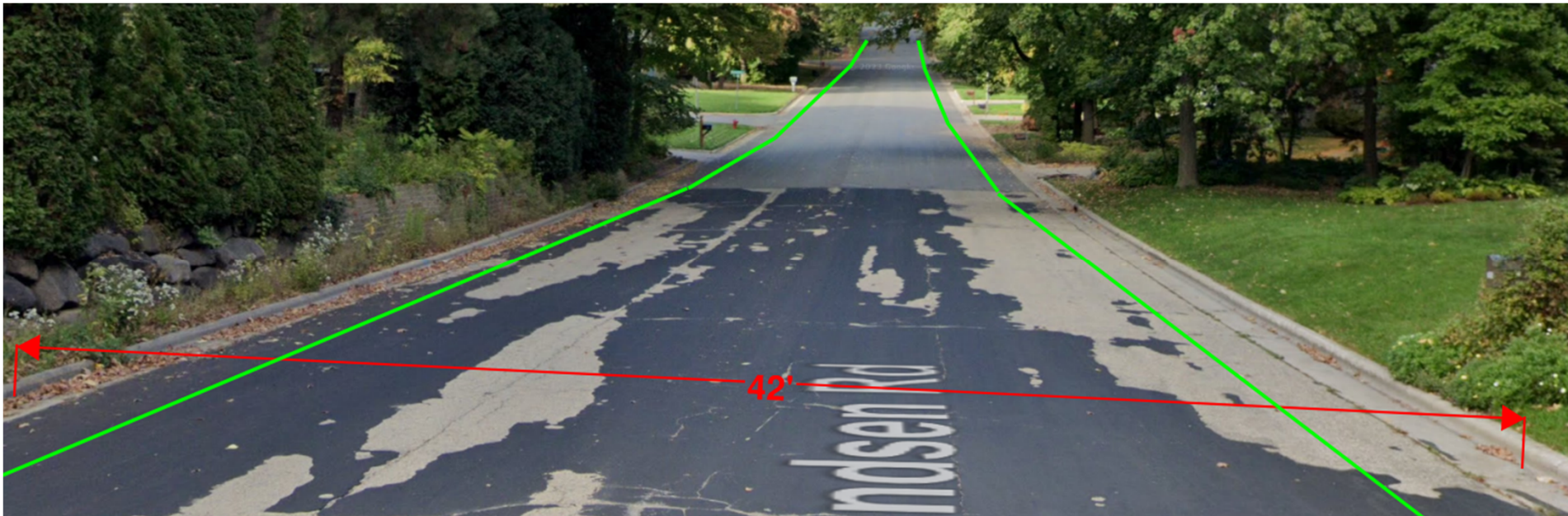
Road Characteristics

Osmundsen Road

- 42-foot width to face of curb
- 30-inch curb
- No sidewalk

Current Fitchburg Standard

- 32-foot width to face of curb
- 30-inch curb
- 5-foot sidewalk with 5-foot terrace



Speeding

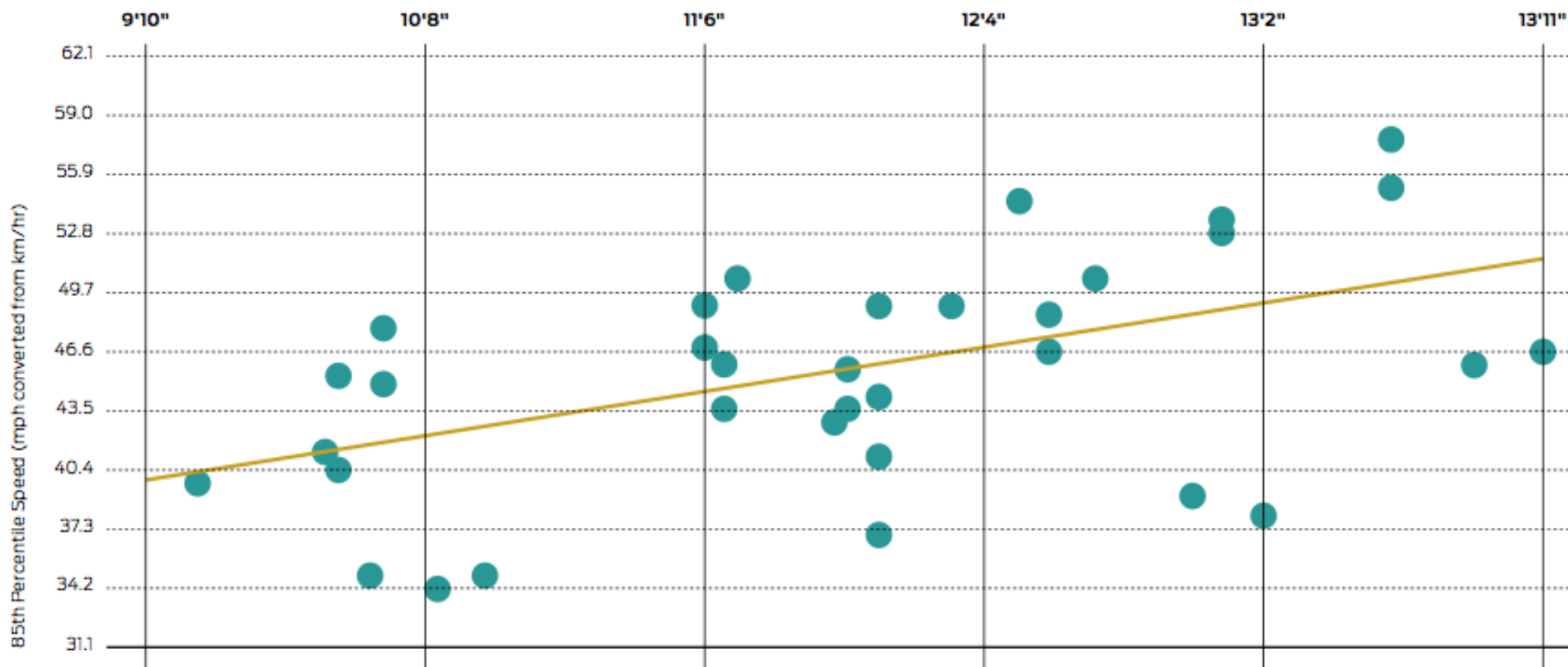
- Driver Perception
 - Drive as fast as comfortable
 - Slow down for narrowing or obstacles





Wider travel lanes are correlated with higher vehicle speeds.

Average Lane Width (feet converted from meters)



"As the width of the lane increased, the speed on the roadway increased... When lane widths are 1 m (3.3 ft) greater, speeds are predicted to be 15 km/h (9.4 mph) faster."

Chart source: Fitzpatrick, Kay, Paul Carlson, Marcus Brewer, and Mark Wooldridge. 2000. "Design Factors That Affect Driver Speed on Suburban Streets." *Transportation Research Record* 1751: 18–25.



Pedestrian Safety – Along Road

- Separate from traffic
 - Vertical
 - Horizontal
- Speed differential
 - Slow cars down



Pedestrian Safety – At Intersections

- Visibility
 - Daytime
 - Nighttime
- Driver Yielding
 - Voluntary
 - Forced



Stop Signs

- Visibility of Signs
- Enforcement

