

Burton Valley Elementary Pilot Study Evaluation Results

Lafayette Transportation & Circulation Commission

March 1, 2023

Pilot Project Background



Presentation Purpose



1. Review what's been installed in Burton Valley



2. Share results of data collection and evaluation effort

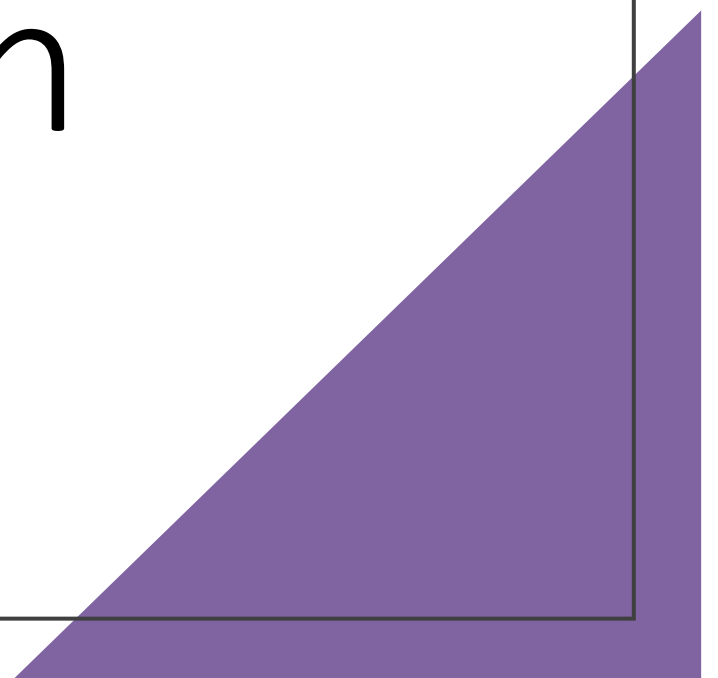


3. Review concept and cost estimate for permanent walkway



4. Share next steps

1. What's Been
Installed in Burton
Valley?





Speed Humps



Delineators at Speed Humps



Delineators
at Speed
Humps



Part-Time
Parking
Restrictions



Parking
Restrictions
in Advance
of Crossings



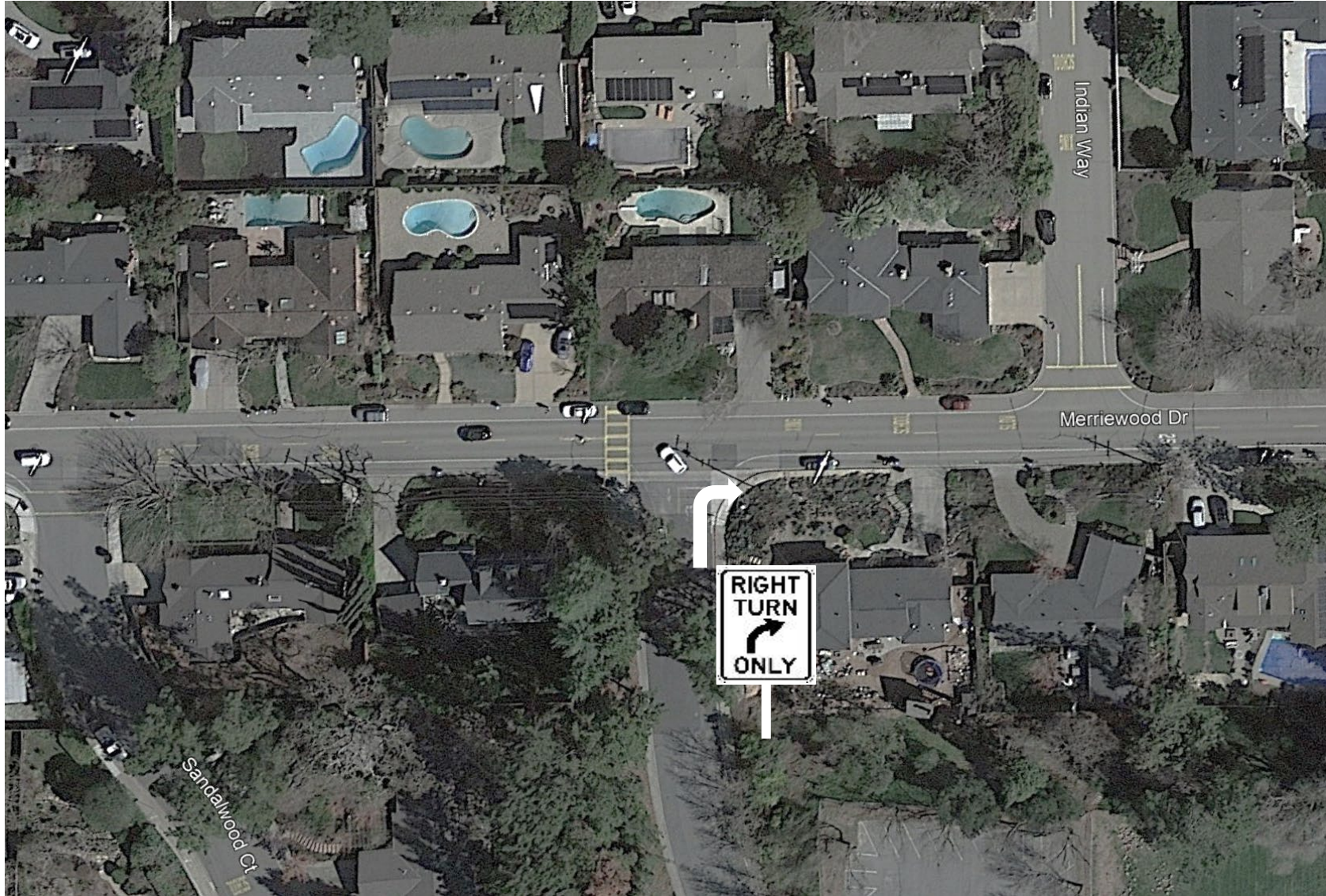
Silverado Lane Widths



Lane Markings



Stop Sign
on Indian
Way



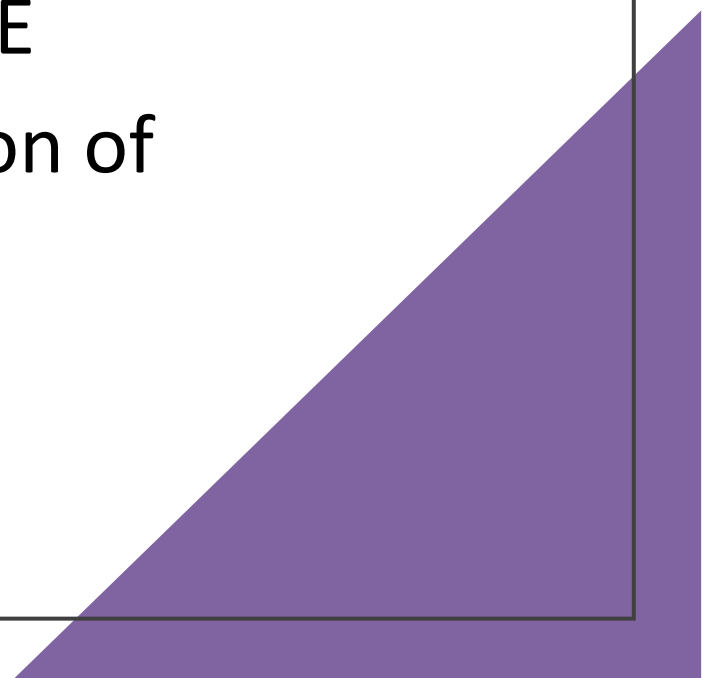
Right-Turn-Only
out of BVE



Crosswalk Enhancements

Goals of the Project

- Reduce Vehicle Speeds
- Encourage walking and biking to/from BVE
- Improve perception of safety



What Are We Evaluating?

Speed Humps

Delineators

Part-time parking restrictions

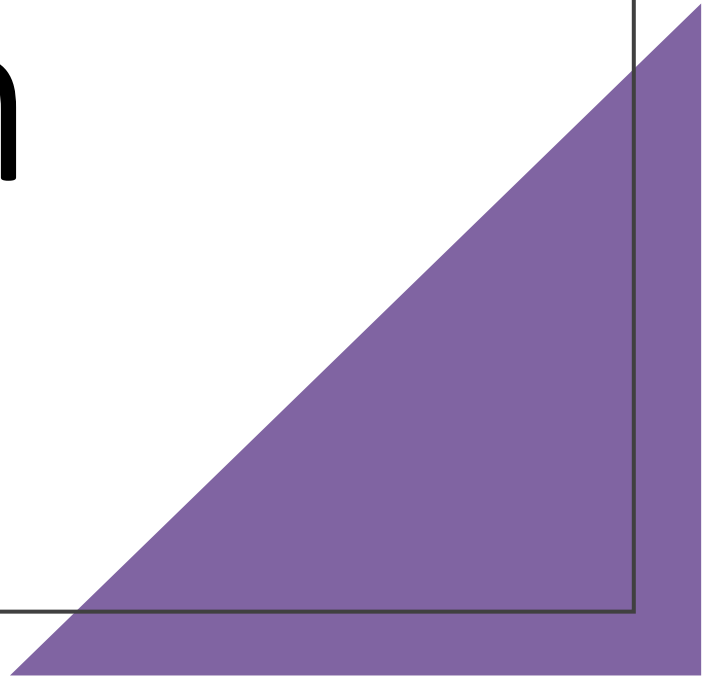
Other measures will remain

Traffic
Calming
Measures
Under
Consideration

Speed humps – all or nothing

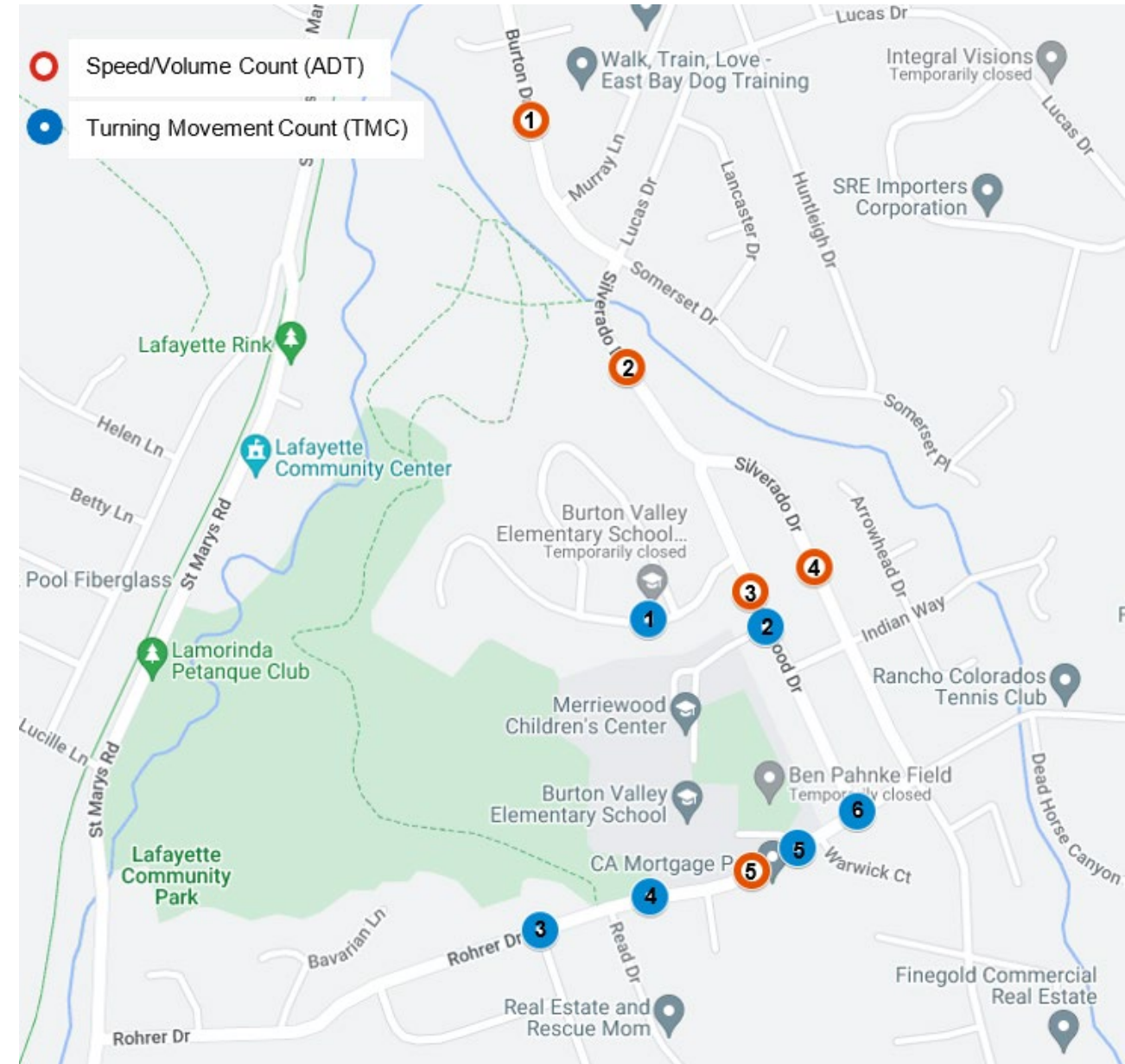
Delineators – if removed, speed humps will be extended

2. Data Collection and Evaluation



Data Collection Overview

- Volume and Speed Counts
 - 7-day pneumatic tube counts (full 24-hour days)
 - 5 locations
- Turning Movement Counts
 - 3-day camera-based counts (5 hours per day from 7:30-9:30am and 1:00-4:00pm)
 - 6 locations



Data Collection Schedule

Before Installation of Traffic Calming:

- November 2021

After Installation of Traffic Calming:

- May 2022
- July/August 2022
- November 2022

Numbers of Vehicles Per Day Traveling Above the Speed Limit (25 mph)

Location	Number of Speeding Vehicles Daily (7-Day Average)					
	Before	Before Percent	After*	After Percent	Value Change	Reduction
1. Burton Drive between Burton Court/Apache Court and Murray Lane	2,538	80%	573	18%	-1,965	-62%
2. Silverado Drive between Somerset Drive and Merriewood Drive	1,930	56%	533	17%	-1,397	-39%
3. Merriewood Drive between Sandalwood Court and School Driveway	614	35%	134	10%	-480	-25%
4. Silverado Drive between Merriewood Drive and Indian Way	1,014	61%	282	17%	-732	-44%
5. Rohrer Drive between Burnt Oak Circle and School Driveway	796	60%	212	18%	-584	-42%

*After counts are an average of three post-installation periods.

7-Day Average of the 85th Percentile Speed

Location	7-Day Average 85 th Percentile Speed (mph)			
Note: Speed limit is 25 mph				
	Before	After*	Value Change	Percent Change
1. Burton Drive between Burton Court/Apache Court and Murray Lane	34 mph	26 mph	-8 mph	-24%
2. Silverado Drive between Somerset Drive and Merriewood Drive	31 mph	27 mph	-4 mph	-13%
3. Merriewood Drive between Sandalwood Court and School Driveway	30 mph	27 mph	-3 mph	-10%
4. Silverado Drive between Merriewood Drive and Indian Way	32 mph	27 mph	-5 mph	-16%
5. Rohrer Drive between Burnt Oak Circle and School Driveway	32 mph	27 mph	-5 mph	-16%

*After counts are an average of three post-installation periods.

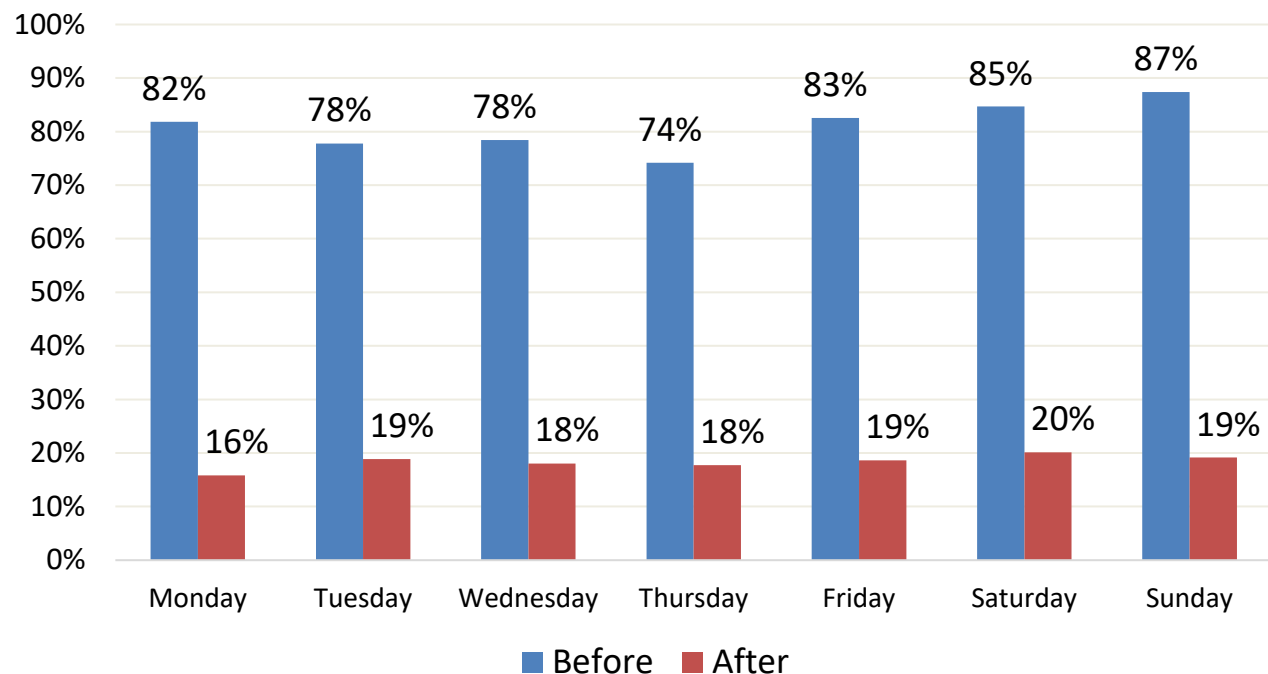
1. Burton Drive between Burton Court/Apache Court and Murray Lane

**85th Percentile
Speed**

Before: **34 mph**

After: **26 mph**

7-Day Average Daily Percent of Vehicles Traveling Above Speed Limit



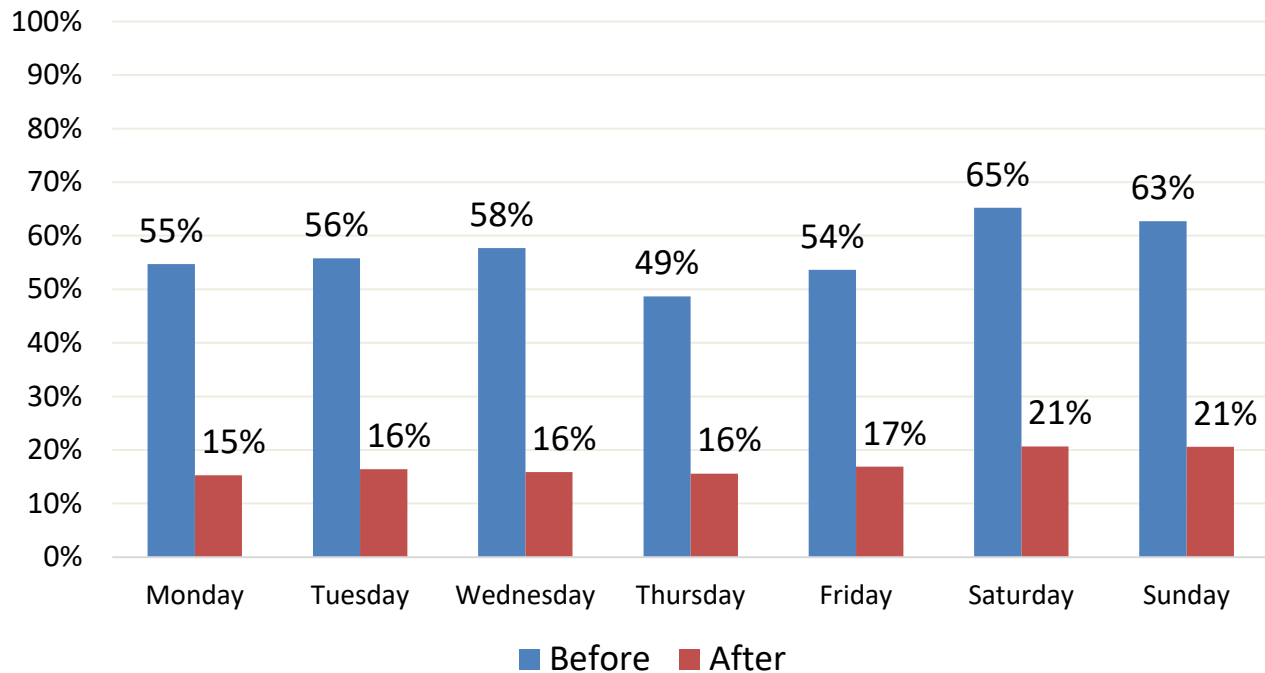
2. Silverado Drive between Somerset Drive and Merriewood Drive

**85th Percentile
Speed**

Before: **31 mph**

After: **27 mph**

7-Day Average Daily Percent of Vehicles Traveling Above Speed Limit

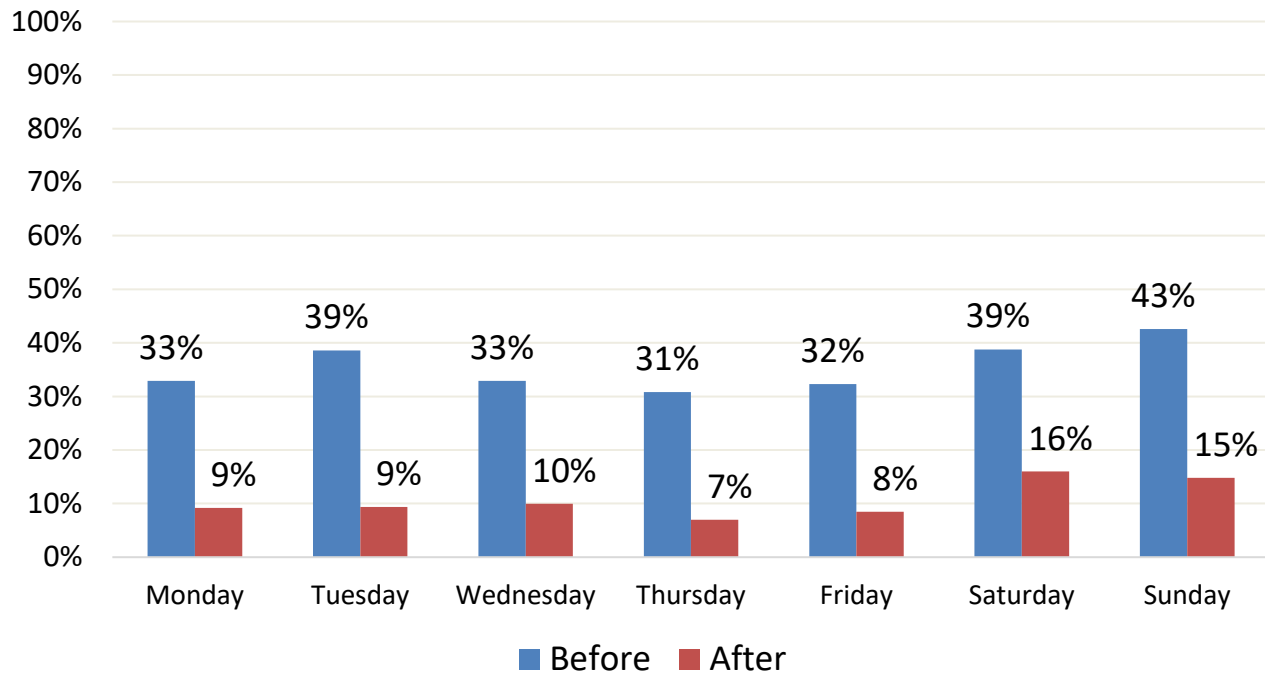


3. Merriewood Drive between Sandalwood Court and School Driveway

**85th Percentile
Speed**

Before: **30 mph**
After: **27 mph**

7-Day Average Daily Percent of Vehicles Traveling Above Speed Limit

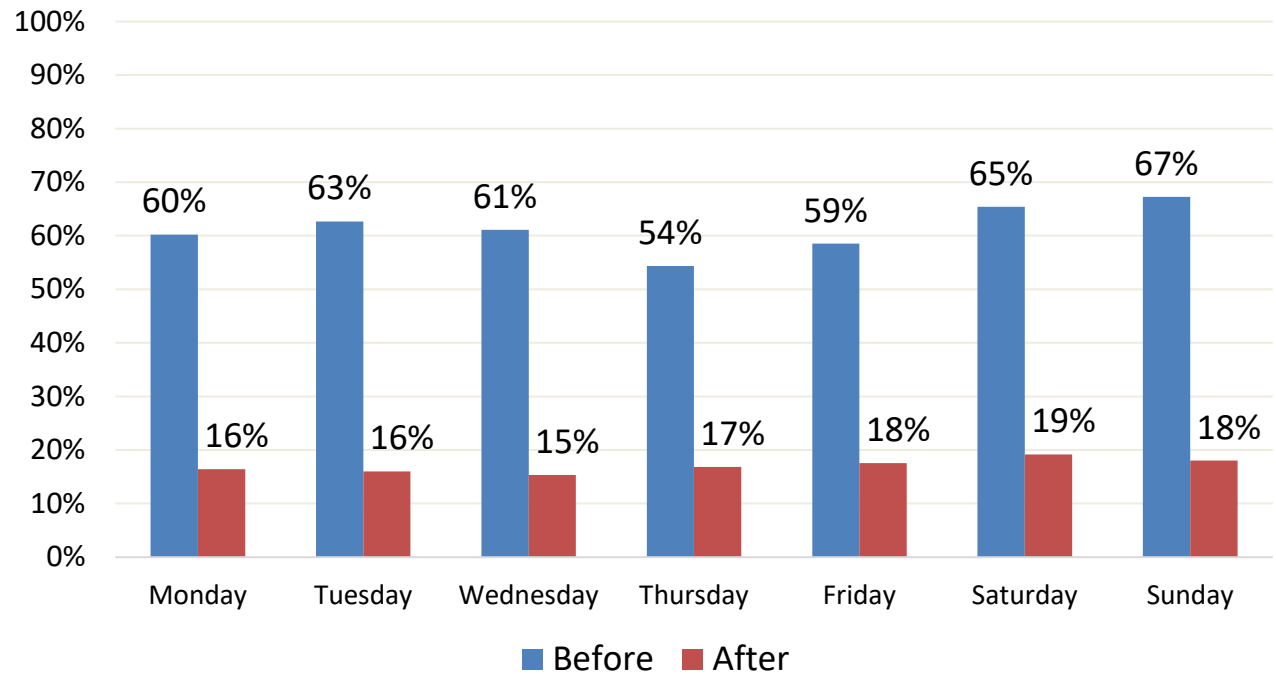


4. Silverado Drive between Merriewood Drive and Indian Way

85th Percentile Speed

Before: **32 mph**
After: **27 mph**

7-Day Average Daily Percent of Vehicles Traveling Above Speed Limit



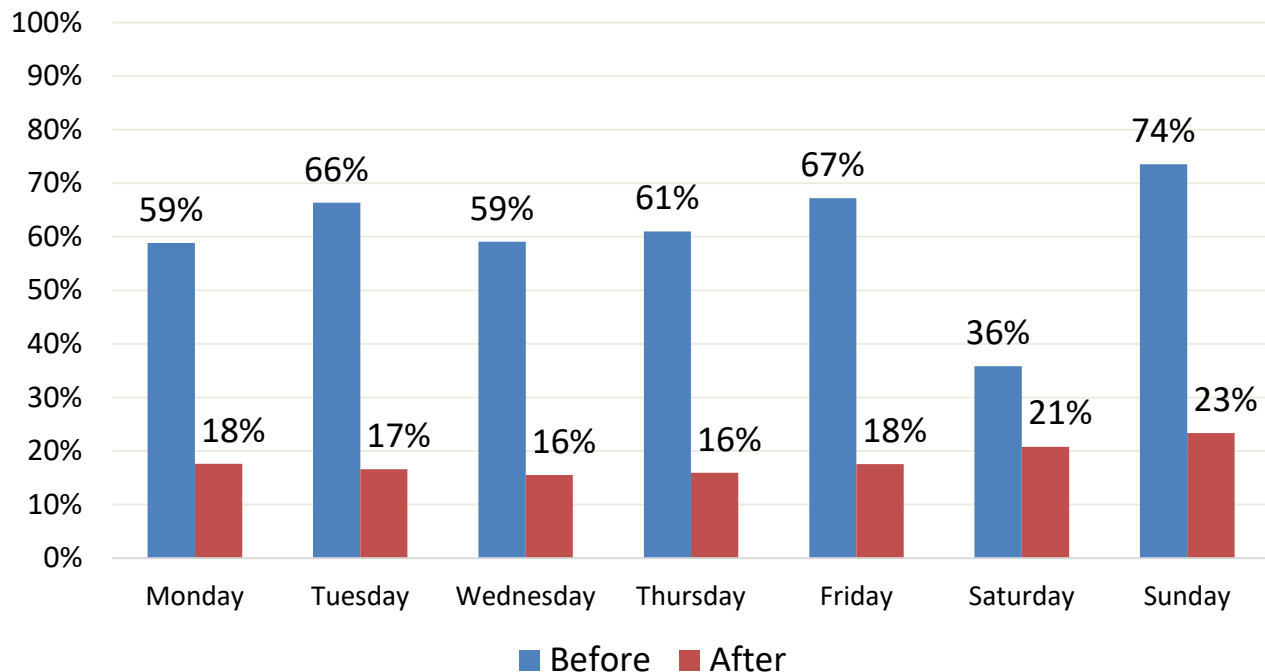
5. Rohrer Drive between Burnt Oak Circle and School Driveway

85th Percentile Speed

Before: **32 mph**

After: **27 mph**

7-Day Average Daily Percent of Vehicles Traveling Above Speed Limit



Turning Movement Counts: 3-Day, 7:30-9:30am and 1:00-4:00pm

Location	Before	After*	Value Change	Percent Change
1. Burton Valley Elementary School Driveway & Sandalwood Court				
Bicyclists	5	6	2	33%
Pedestrians	25	31	6	22%
Motor Vehicles	850	801	-49	-6%
2. Merriewood Dr & Burton Valley Elementary School Driveway (Part-Time Parking Restrictions)				
Bicyclists	6	11	4	68%
Pedestrians	76	86	9	12%
Motor Vehicles	1,234	1,190	-44	-4%
3. Castello Road & Rohrer Drive				
Bicyclists	5	6	2	33%
Pedestrians	25	31	6	22%
Motor Vehicles	850	801	-49	-6%
*After counts are an average of three post-installation periods.				

Turning Movement Counts: 3-Day, 7:30-9:30am and 1:00-4:00pm

Location	Before	After*	Value Change	Percent Change
4. Burton Valley Elementary School Exit Driveway & Rohrer Dr				
Bicyclists	4	5	1	25%
Pedestrians	83	74	-9	-11%
Motor Vehicles	819	792	-28	-3%
5. Burton Valley Elementary School Entry/Exit Driveway/Warwick Ct & Rohrer Dr				
Bicyclists	8	8	0	-1%
Pedestrians	72	15	-57	-79%
Motor Vehicles	1,169	1,104	-66	-6%
6. Merriewood Dr & Rohrer Dr (Part-Time Parking Restrictions)				
Bicyclists	10	11	1	10%
Pedestrians	128	111	-17	-13%
Motor Vehicles	1,090	1,019	-71	-7%
*After counts are an average of three post-installation periods.				

Evaluation Summary

Speeding

Before: **58% of people speeding**

After: **16% of people speeding**

Change: **42% reduction** in the
number of people
speeding

Total Volume: Tube Counts (7-day, 24 hours each)

Motor Vehicles: **-7%**

85th Percentile Speeds

Before: **32 mph**

After: **27 mph**

Change: **5 mph** reduction

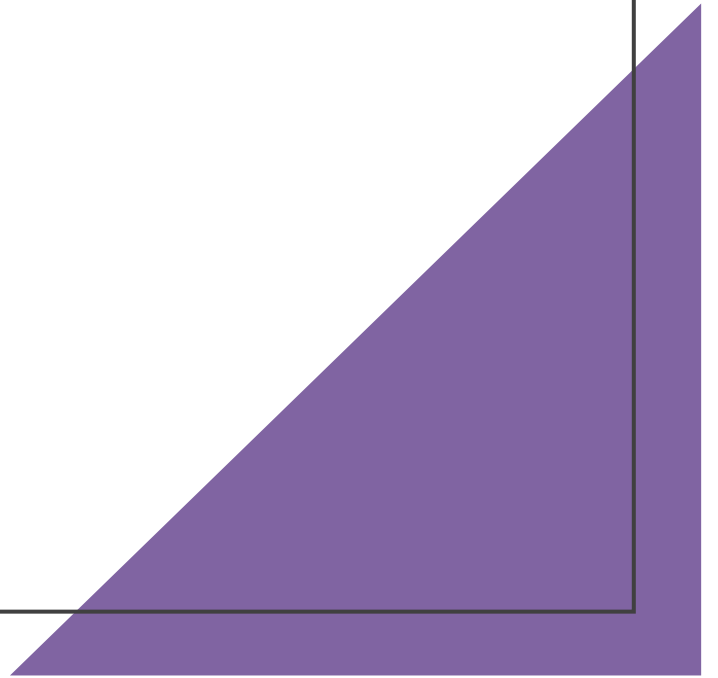
Total Volume: Turning Movement Counts (3-day, 5 hours each)

Bicyclists: **-1%**

Pedestrians: **-12%**

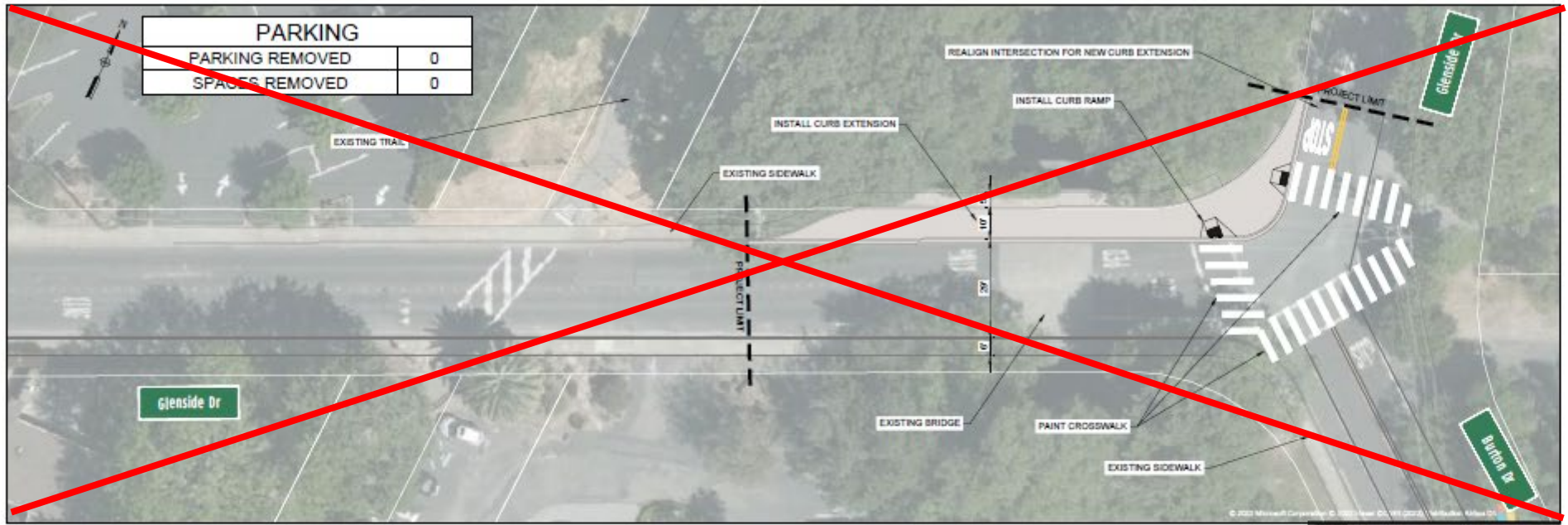
Motor Vehicles: **-5%**

3. Permanent Walkway

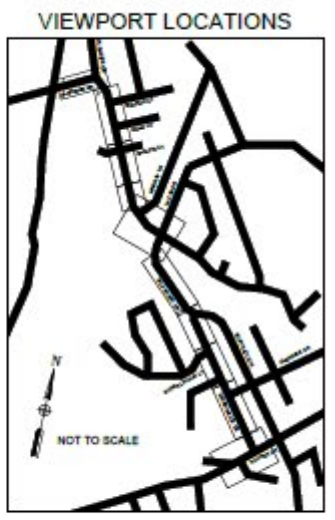


Permanent Pathway

- Council directed Staff to *“hire a consultant to study options for a protected walkway to Burton Valley Elementary School and return to City Council with recommendations”*
- Summary:
 - 7’ to 8’ walkway
 - West sides of Burton, Silverado and Merriewood Drives
 - Connections to existing walkway
 - All driveways remain accessible
 - ADA-compliant
 - Parking removal required in some locations
- Cost Estimate: \$2.9 million



PARKING	
PARKING REMOVED	0
SPACES REMOVED	0



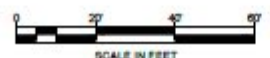
MATCH LINE A



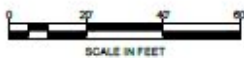
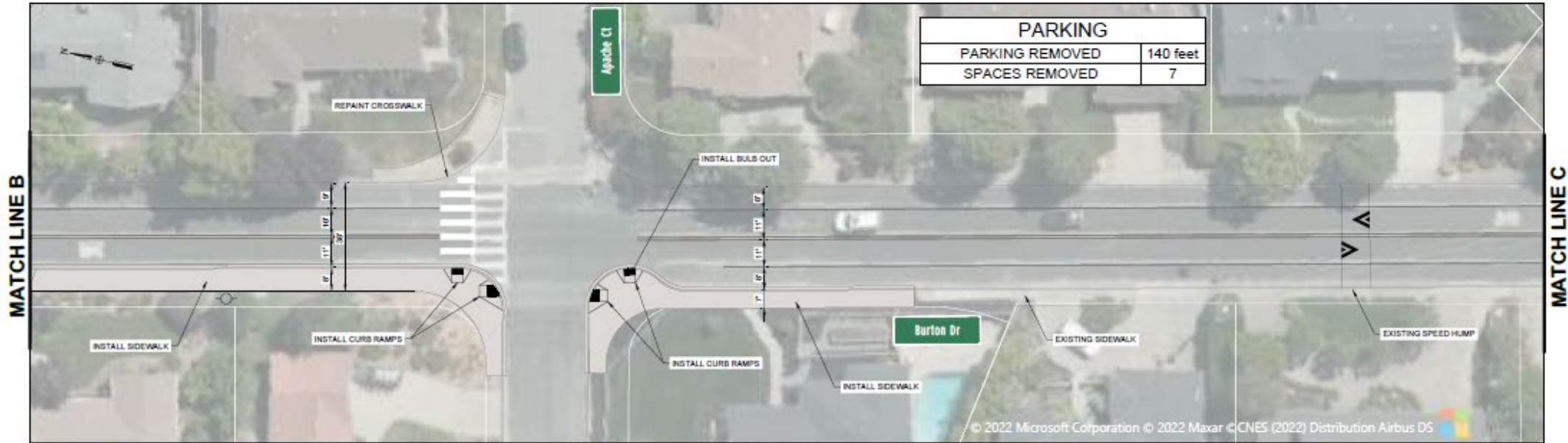
PARKING	
PARKING REMOVED	290 feet
SPACES REMOVED	13

MATCH LINE A

MATCH LINE B



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

MATCH LINE D



Burton Dr

Murray Ln

Silverado Dr

EXISTING SIDEWALK

EXISTING SIDEWALK

RELOCATE EXISTING CATCHBASIN

EXISTING TRAIL

PARTIAL DRIVEWAY REBUILD REQUIRED DUE TO GRADE

PARTIAL DRIVEWAY REBUILD REQUIRED DUE TO GRADE

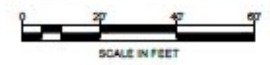
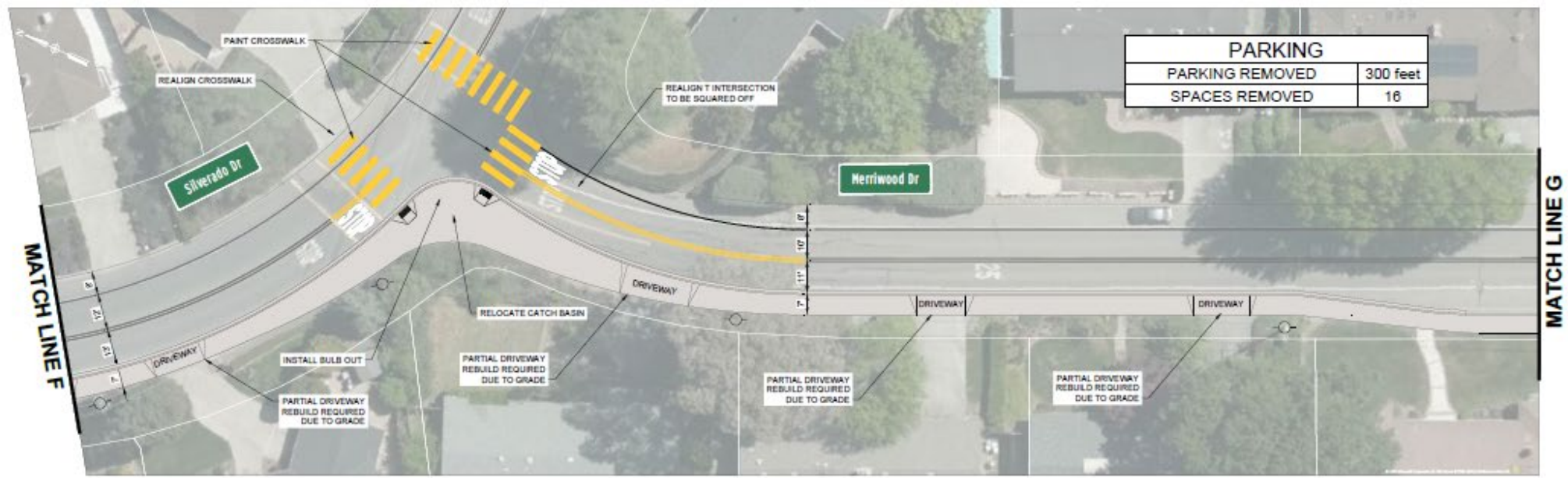
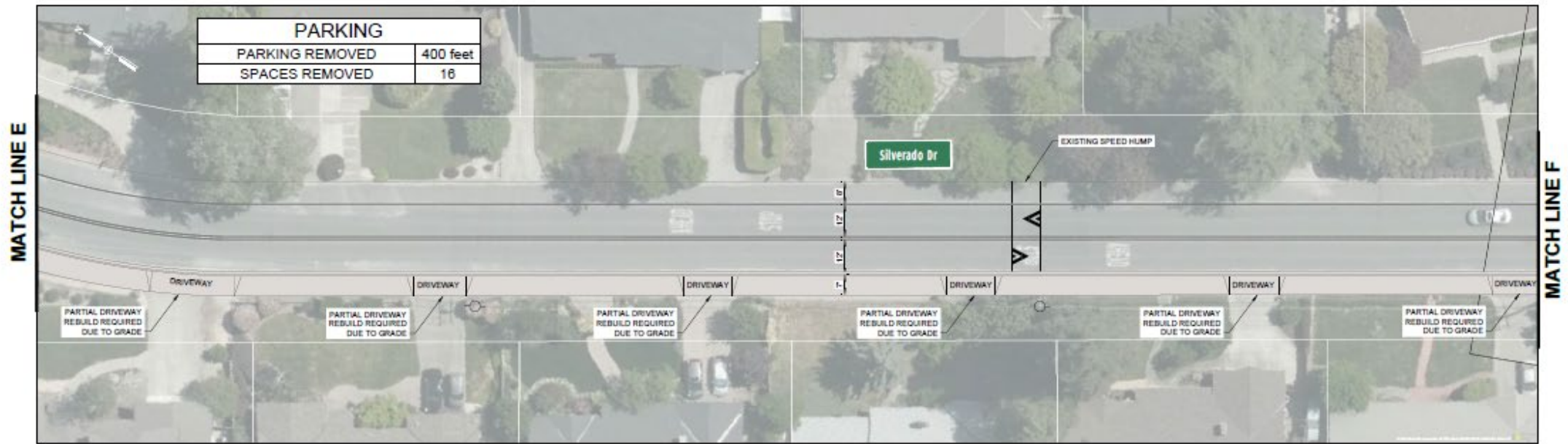
PARKING	
PARKING REMOVED	120 feet
SPACES REMOVED	5

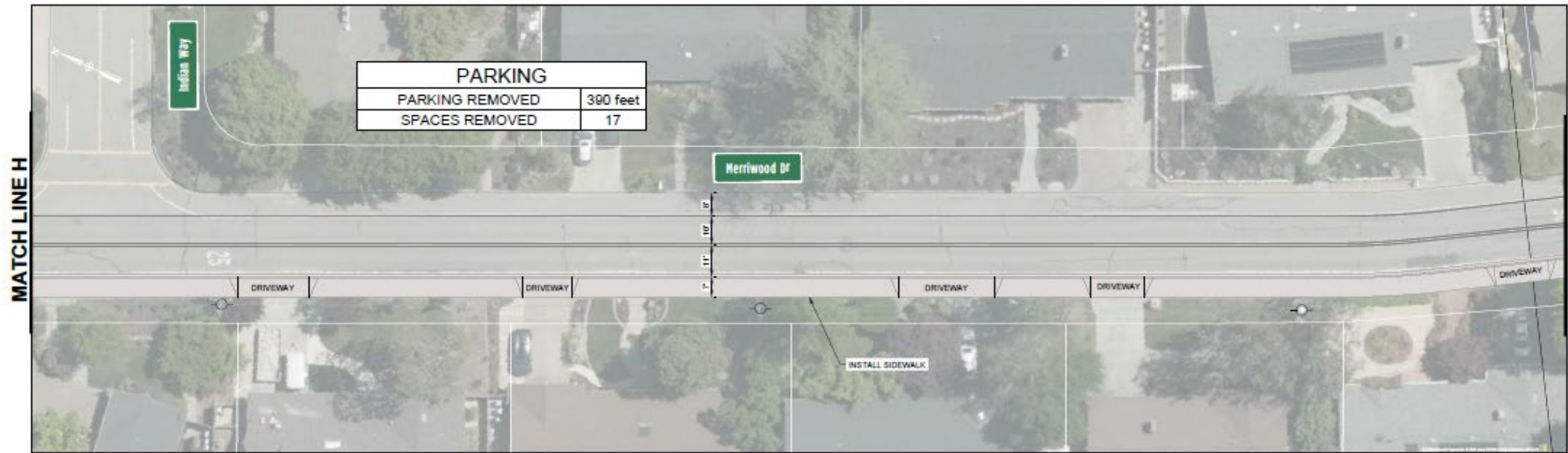
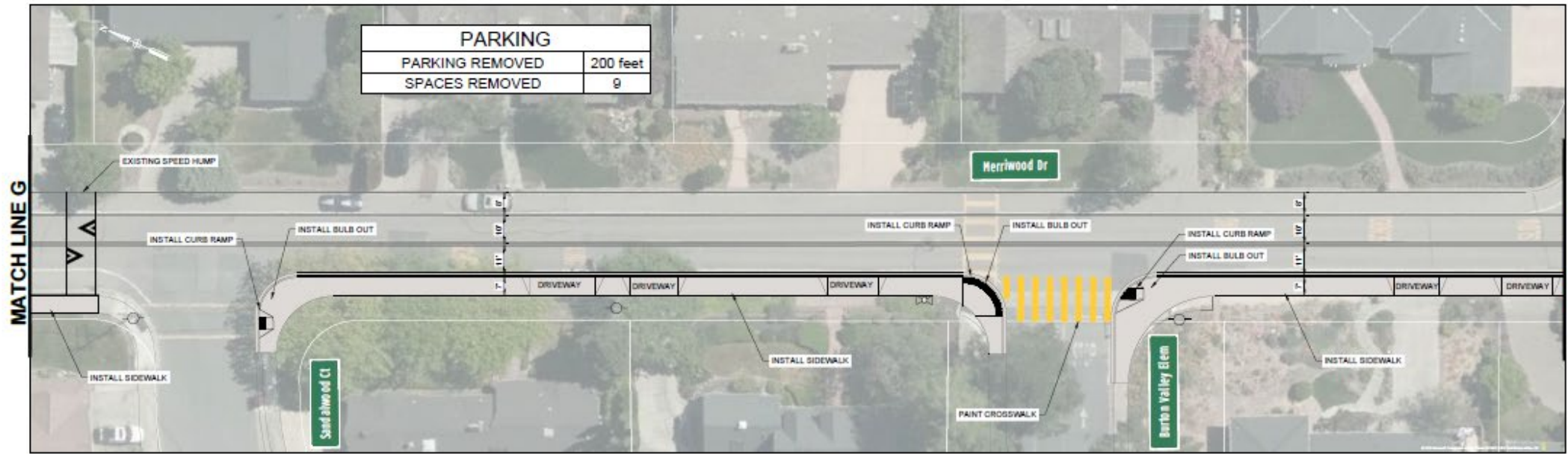


SCALE IN FEET

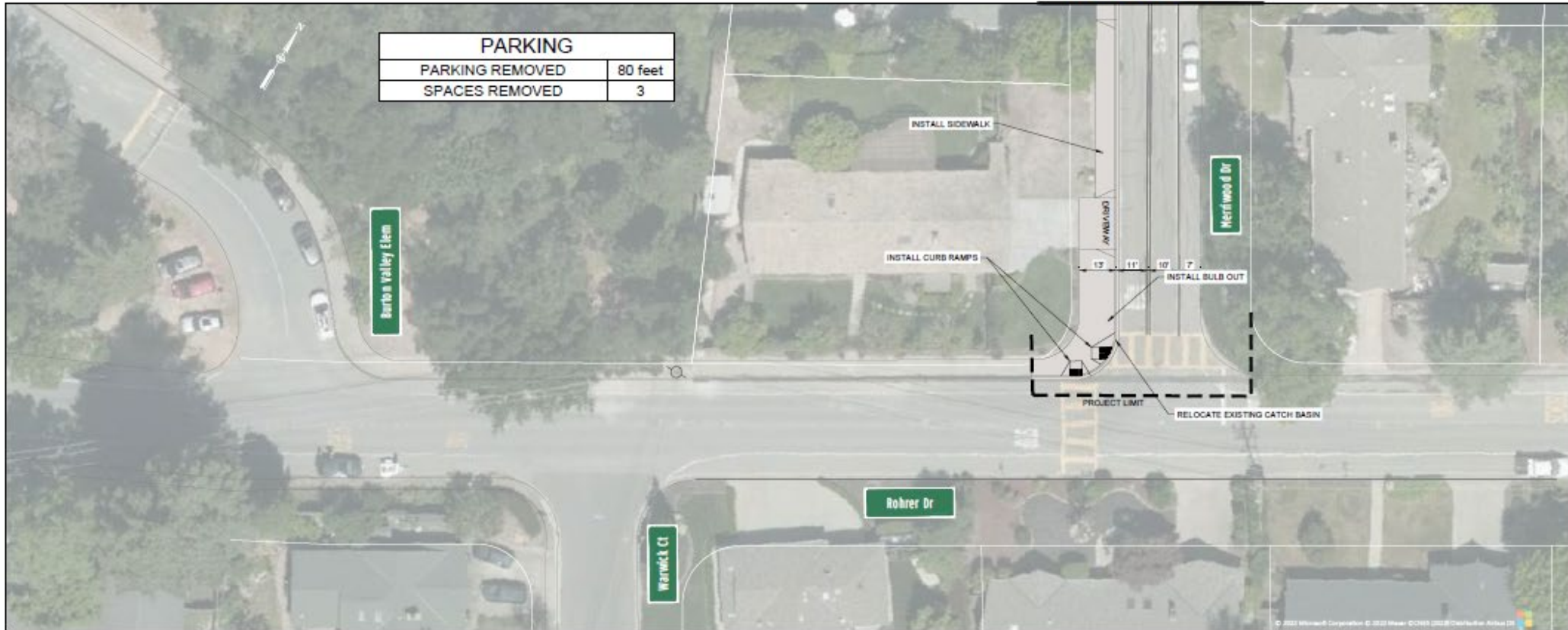
MATCH LINE E

CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

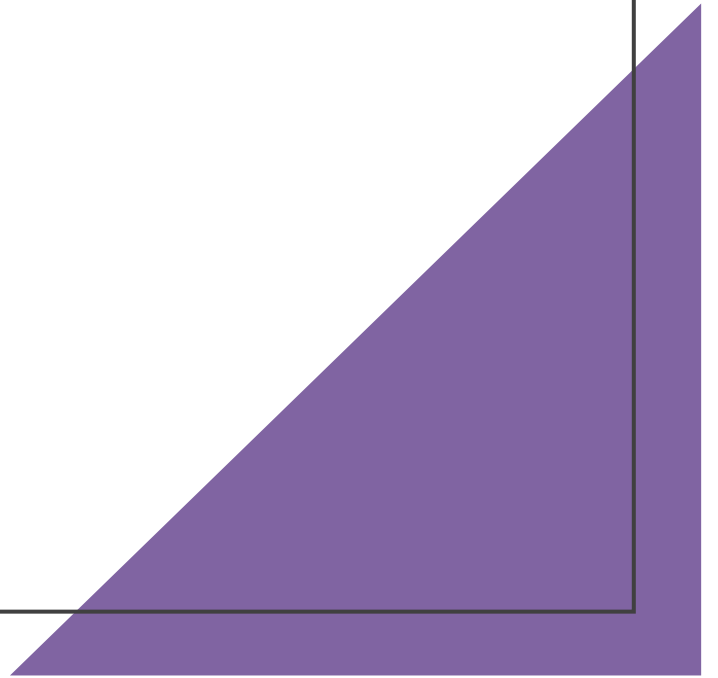




MATCH LINE I



4. Next Steps



Public Survey

Retain or remove all or any of the following:

- Speed Humps
- Delineators at the Speed Humps
- Part-time parking restrictions

Walkway design and construction?

- If the community funds
- If other funds are sought

Project
Webpage

[www.lovelafayette.org
/bvetrafficcalming](http://www.lovelafayette.org/bvetrafficcalming)