

Goodwood Property Owner's Association

Change to Neighborhood Streets Request

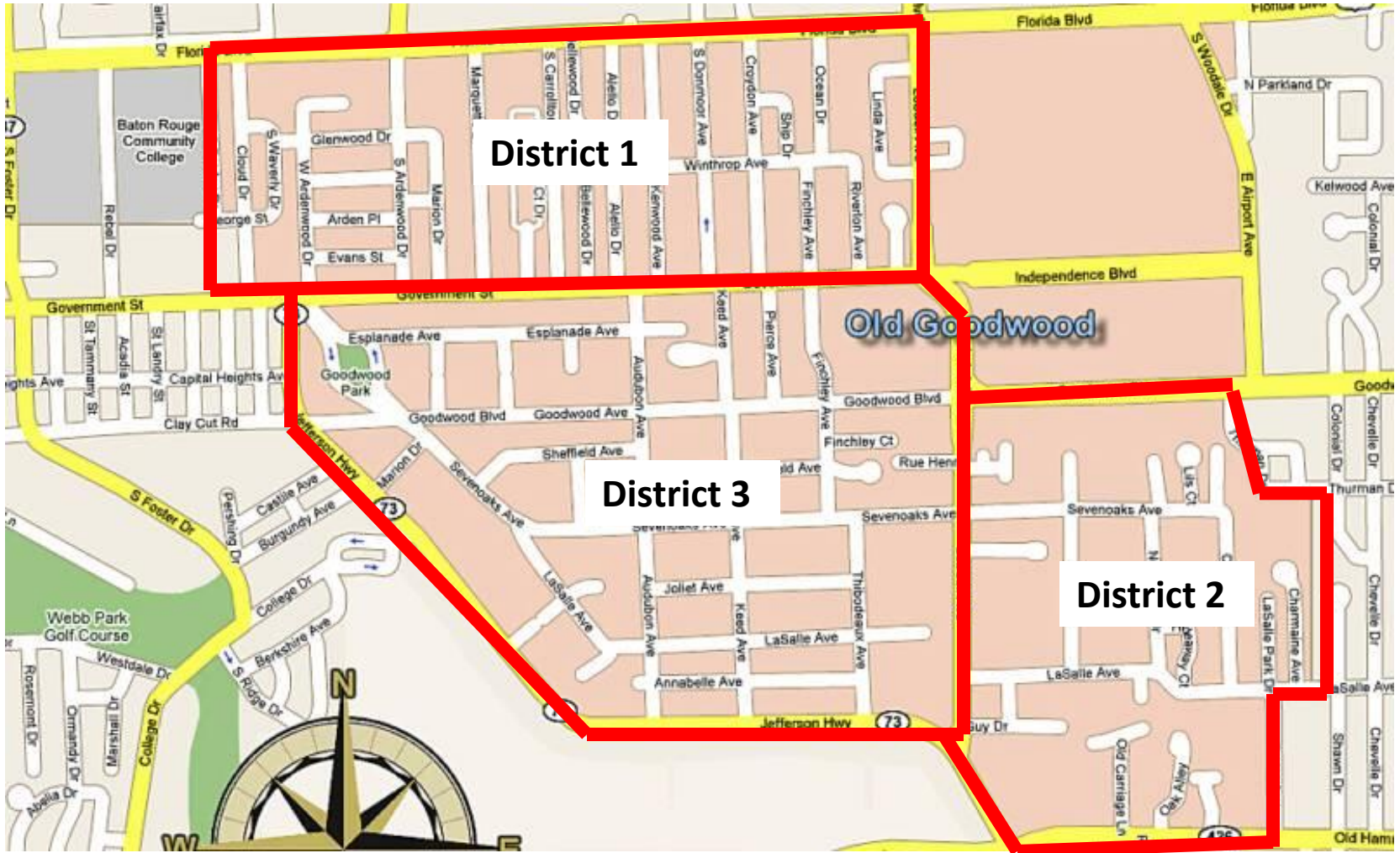
Project Results

Department of Transportation and Drainage

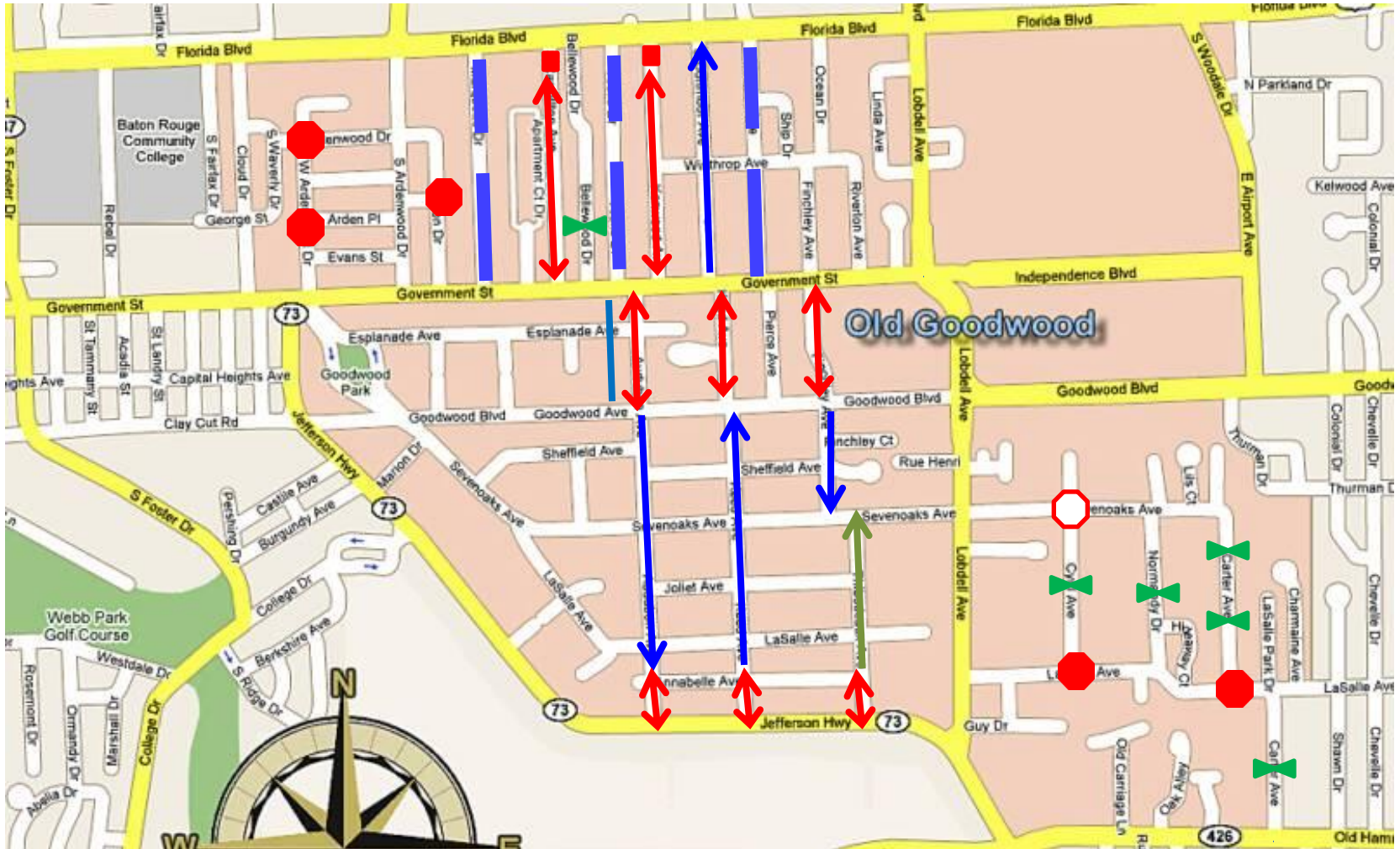
Traffic Engineering Division

08/26/15

GPOA Traffic Districts








Overall Plan



District 1 Solutions



	Proposed All-Way STOP Sign
	Existing Speed Humps
	Existing One Way
	Proposed Partial Closure
	Proposed Speed Humps

S. Carrollton (Florida – Government)

Volume Per Day

S/B

Prior	372	290 (avg)
During	76	68 (avg)
After	293	196 (avg)
Change	-296	-222
% Change	- 79.3%	- 76.6%

N/B

Prior	411	293 (avg)
During	215	203 (avg)
After	125	103 (avg)
Change	-196	-90
% Change	-47.7%	-30.7%

85th Percentile Speed

S/B

Prior	40
Test	36
After	30
Change	-4
% Change	-10%

N/B

Prior	33
Test	31
After	40
Change	-2
% Change	-6.1%

Bellewood (Florida – Government)

Volume Per Day

	S/B		N/B	
Prior	137	97 (avg)	121	87 (avg)
During	259	211 (avg)	150	131 (avg)
After	137	97 (avg)	121	87 (avg)
Change	122*	114*	29*	44*
% Change	89.1%*	117.5%*	24%*	50.6%*

85th Percentile Speed

	S/B	N/B
Prior	28	28
Test	26	32
After	28	28
Change	-2*	+4*
% Change	-7.1%*	+14.3%*

Note : XX indicate final #s used for missing prior #s

Kenwood (Florida – Government)

Volume Per Day




	S/B		N/B	
Prior	463	393 (avg)	374	296 (avg)
During	199	178 (avg)	333	285 (avg)
After	463	393 (avg)	374	296 (avg)
Change	-264*	-215*	-41*	-11*
% Change	-57%*	-54.7%*	-11%*	-3.7%*

85th Percentile Speed

	S/B	N/B
Prior	30	34
Test	35	39
After	30	34
Change	+5*	+5*
% Change	+16.7%*	+14.7%*

District 2 Solutions



-  Speed Hump
-  Proposed STOP Sign
-  Existing STOP Sign

Lasalle (Normandy – Carter)

Volume Per Day

	E/B		W/B	
Prior	1,187	871 (avg)	1,497	894 (avg)
During	889	736 (avg)	848	786 (avg)
After	1,187	871 (avg)	1,497	894 (avg)
Change	-298*	-135*	-649*	-108*
% Change	-25.1%*	-15.5%*	-43.4%*	-12.1%*

85th Percentile Speed

	E/B	W/B
Prior	27	26
Test	30	28
After	27	26
Change	+3*	+2*
% Change	+11.1%*	+7.7%*

Carter (Sevenoaks - Lasalle)

Volume Per Day

	S/B		N/B	
Prior	339	292 (avg)	296	255 (avg)
During	329	269 (avg)	275	232 (avg)
After	339	292 (avg)	296	255 (avg)
Change	-10*	-23*	-21*	-23*
% Change	-2.9%*	-7.9%*	-7.1%*	-9.0%*

85th Percentile Speed

	S/B	N/B
Prior	33	32
Test	32	31
After	33	32
Change	-1*	-1*
% Change	-3.0%*	-3.1%*

Carter (Lasalle - OHH)

Volume Per Day

S/B

Prior	618	570 (avg)
During	460	431 (avg)
After	618	570 (avg)
Change	-158*	-139*
% Change	-25.6%*	-24.4%*

N/B

Prior	644	591 (avg)
During	591	489 (avg)
After	644	591 (avg)
Change	-53*	-102*
% Change	-8.2%*	-17.3%*

85th Percentile Speed

S/B

Prior	32
Test	34
After	32
Change	2*
% Change	6.3%*

N/B

Prior	32
Test	34
After	32
Change	2*
% Change	6.3%*

Sevenoaks (Lobdell - Cyrill)

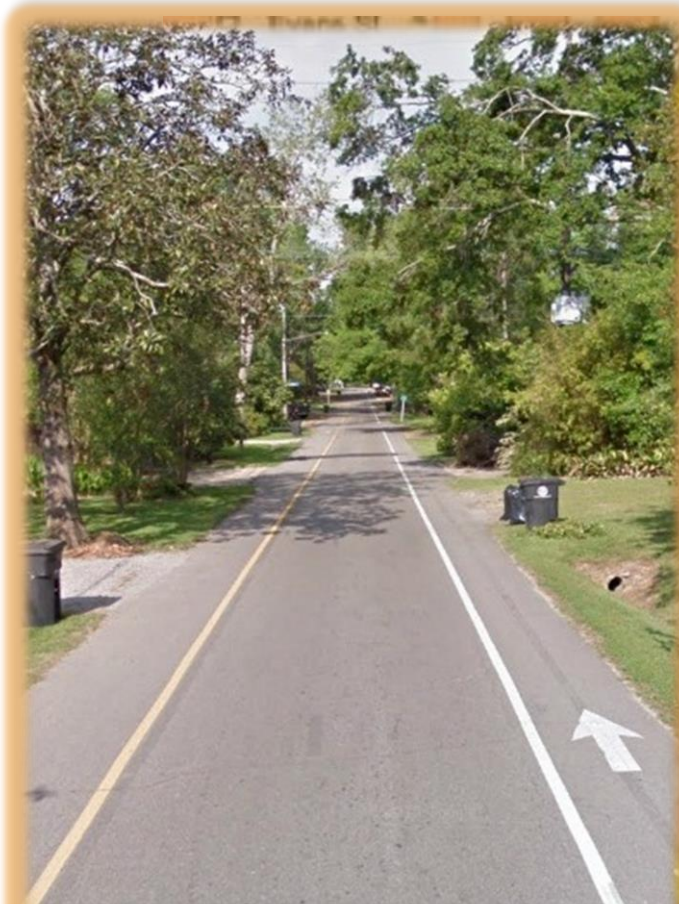
Volume Per Day

	E/B		W/B		
Prior	995	833 (avg)	Prior	902	710 (avg)
During	449	385 (avg)	During	388	346 (avg)
After	480	420 (avg)	After	450	403 (avg)
Change	-564	-448	-514	-364	
% Change	-54.9%	-53.8%	-57.0%	-51.3%	

85th Percentile Speed

	E/B	W/B
Prior	34	31
Test	31	30
After	31	31
Change	-3*	-1
% Change	-8.8%*	-3.2%

District 3 Solutions



- Proposed Sidewalk
- Proposed One Way
- Proposed Modified One Way*
- ↔ Existing Two-Way

* Change differs from test period. Was originally southbound. Done at the request of the residents.

Sevenoaks (Thibodeaux - Lobdell)

Volume Per Day

E/B

Prior	577	496 (avg)
During	505	438 (avg)
After	760	683 (avg)
Change	-72	-58
% Change	-12.5%	-11.7%

W/B

Prior	837	708 (avg)
During	718	587 (avg)
After	486	396 (avg)
Change	-119	-121
% Change	-14.2%	-17.1%

85th Percentile Speed

E/B

Prior	34
Test	34
After	28
Change	0
% Change	0%

W/B

Prior	34
Test	32
After	38
Change	-2
% Change	-5.9%

Thibodeaux (Joliet - Lasalle)

Volume Per Day

	S/B		N/B		
Prior	758	566 (avg)	Prior	726	626 (avg)
During	597	569 (avg)	During	n/a (10)	one way
After	621	407 (avg)	After	493	325 (avg)
Change	-161	+3		n/a	n/a
% Change	-22.2%	+0.5%		n/a	n/a

85th Percentile Speed

	S/B	N/B
Prior	33	33
Test	28	n/a (one way S/B)
After	27	29
Change	-5	n/a
% Change	-15.2%	n/a

Finchley (Sheffield - Sevenoaks)

Volume Per Day

S/B

Prior	597	524 (avg)
During	556	475 (avg)
After	409	290 (avg)
Change	-41	-49
% Change	-6.9%	-9.4%

N/B

Prior	595	496 (avg)
During	n/a (7)	
After	365	264 (avg)
Change	-n/a	-n/a
% Change	-n/a	-n/a

85th Percentile Speed

S/B

Prior	33
Test	29
After	28
Change	-4
% Change	-12.1%

N/B

Prior	33
Test	n/a
After	28
Change	n/a (one way)
% Change	n/a

Keed (Sheffield - Sevenoaks)

Volume Per Day

	S/B		N/B		
Prior	587	476 (avg)	Prior	615	547 (avg)
During	x(4)	x(0) (avg)	During	1,157	1,073(avg)
After	291	215(avg)	After	550	215 (avg)
Change	n/a	n/a		+542	+526
% Change	n/a	n/a		+88.1%	+96.2%

85th Percentile Speed

	S/B	N/B
Prior	34	34
Test	n/a (one way)	31
After	30	28
Change	n/a	-3
% Change	n/a	-8.8%

Keed (Sevenoaks-Joliet)

Volume Per Day

	S/B		N/B		
Prior	687	582 (avg)	Prior	570	502 (avg)
During	n/a	n/a (avg)	During	1,188	1,046 (avg)
After	359	258 (avg)	After	516	378 (avg)
Change	n/a	n/a		+618	+544
% Change	n/a	n/a		+108.4%	+108.4%

85th Percentile Speed

	S/B	N/B
Prior	34	34
Test	n/a	29
After	32	33
Change	n/a	-5
% Change	n/a	-14.7%

Audubon (Sheffield - Sevenoaks)

Volume Per Day

S/B

Prior	853	783 (avg)
During	845	788 (avg)
After	740	539 (avg)
Change	-8	+5
% Change	-0.9%	+0.6%

N/B

Prior	1,118	1,104 (avg)
During	n/a	n/a (avg)
After	515	374 (avg)
Change	-n/a	-n/a
% Change	-n/a	-n/a

85th Percentile Speed

S/B

Prior	33
Test	30
After	30
Change	-3
% Change	-9.1%

N/B

Prior	33
Test	b/c
After	29
Change	-n/a (one way)
% Change	-n/a

Audubon (Goodwood - Sheffield)

Volume Per Day

S/B

Prior	1,262	1,105 (avg)
During	847	801 (avg)
After	753	652 (avg)
Change	-415	-304
% Change	-32.9%	-27.5%

N/B

Prior	799	708 (avg)
During	x(6)	n/a (one way)
After	545	494 (avg)
Change	-n/a	-n/a
% Change	-n/a	-n/a

85th Percentile Speed

S/B

Prior	35	34
Test	27	n/a
After	28	28
Change	-8	n/a
% Change	-22.9%	n/a

N/B

Audubon (Esplanade - Goodwood)

Volume Per Day

S/B

Prior	1,010	899 (avg)
During	850	519 (avg)
After	831	713 (avg)
Change	-160	-380
% Change	-15.8%	-42.3%

N/B

Prior	1,196	1,050 (avg)
During	364	233 (avg)
After	659	551 (avg)
Change	-832	-817
% Change	-69.6%	-77.8%

85th Percentile Speed

S/B

Prior	34	34
Test	33	34
After	34	34
Change	-1	0
% Change	-2.9%	0%

N/B

Audubon (Sevenoaks - Joilet)

Volume Per Day

	S/B		N/B		
Prior	1,042	918 (avg)	Prior	1,018	848 (avg)
During	906	829 (avg)	During	n/a(7)	n/a (avg)
After	763	552 (avg)	After	514	370 (avg)
Change	-136	-89		n/a	n/a
% Change	-13.1%	-9.7%		n/a	n/a

85th Percentile Speed

	S/B	N/B
Prior	35	35
Test	30	n/a (one way)
After	30	30
Change	-5	n/a
% Change	-14.3%	n/a

Annabelle (Keed - Thibodeaux)

Volume Per Day

E/B

Prior	76	67 (avg)
During	62	58 (avg)
After	76	67 (avg)
Change	-14*	-9*
% Change	-18.4%*	-13.4%*

W/B

Prior	106	79 (avg)
During	400	270 (avg)
After	106	79 (avg)
	+294	+191
	+277.4%	+241.8%

85th Percentile Speed

E/B

Prior	24
Test	24
After	24
Change	0
% Change	0%

W/B

23
27
23
+4
+17.4%

Annabelle (Audubon - Keed)

Volume Per Day

	E/B		W/B	
Prior	56	52 (avg)	64	51 (avg)
During	188	167 (avg)	59	44 (avg)
After	56	52 (avg)	64	51 (avg)
Change	+132*	115*	-5*	-7*
% Change	+235.7%*	221.2%*	-7.8*	-13.7*

85th Percentile Speed

	E/B	W/B
Prior	24	23
Test	30	26
After	24	23
Change	+6*	+3*
% Change	+25.0%*	+13.0*

Crime Stats



GOODWOOD PROPERTY OWNERS' ASSOCIATION

7571 Jefferson Hwy #119 • Baton Rouge, LA 70806 • <http://www.brgoodwood.com>

The Old Goodwood area participated in a 3-month traffic calming and volume reduction piloting from November 2013- January 2014 that involved an area of approximately 1800 residents. The project included implementation of one way streets, restricted access and identification of speed bumps in multiple areas of the neighborhood. The response by residents has not been fully realized as the final reporting has been delayed and reassessed since the conclusion of the project.

One of the unexpected outcomes of the piloting was the impact on crime statistics for the area. During the traffic study period, an unexpected “perk” was a significant decrease in crime. There were no reported burglaries in the district the entire 3-month period. This was a marked departure from the BRPD statistics that show 54 burglaries for the previous year 3-month period.

Obviously, the traffic calming had a positive effort on crime in the Goodwood area and should be a major consideration when deciding implementation.