

SRTS

Bulb-Outs/Curb Extension/Bump-Out

- Reduces pedestrian crossing distance
- Improve visibility
- Improves pedestrian safety
- Slows turning vehicles
- Appears to widen sidewalk – narrower roadway

Reasoning for SRTS:

A nationwide initiative to:

- Enable & encourage children/parents to walk/ride to school
- A way to decrease childhood obesity
- Decrease air pollution
- Decrease in pedestrian injury by 44%

Cloverlane Dr.

36' W (face of curb-curb)

Std. car width = 5.8'

Bulb-Out = 6' W; 12'

Std. School Bus width = 8.5'

Driving Width = 24'

Std. Fire Truck width = 8' – 10'

Mistletoe Dr:

30' W

Repercussions of removing curb extensions:

- Potential legal consequences
- Return of funds
- Laws prohibit altering/removing the devices without proper authorization; failure to comply could result in fines/penalties

- Need to be replaced with other means of traffic calming devices; i.e. grid lines
- Because of maintenance, gridlines were found to be costly

Historical Data:

- In 2014, NCTCOG received a Transportation Infrastructure Generating Economic Recovery (TIGER) grant.
- Delaney Elementary and James Arthur Intermediate were selected, as a call for project, in 2017
- Two meetings were held (at Delaney Elem.) on 2/10/17 and 3/7/17
- Crash data and traffic counts were included from 2009 to 2014 (no pedestrian or bicycle crashes in the area, and only four vehicular crashes)
- Survey results were incorporated into the project design
- Local stakeholders: NCTCOG, KISD, City of Kennedale, and TxDOT

Funding: (\$1,104,695.00)

State: 80% (\$883,756.00) City: 20% (\$220,039.00)

Base Bid: \$1,413,557.00