

BOARD OF ALDERMEN

ITEM NO. E(2)

AGENDA ITEM ABSTRACT

MEETING DATE: May 21, 2002

TITLE: Request -- Traffic Calming in Wexford and Williams Woods at Cates Farm

DEPARTMENT: PLANNING	PUBLIC HEARING: YES ___ NO <u>X</u> ___
ATTACHMENTS: A. Resolution B. Petition for Speed Humps C. Petition for Four-Way Stop D. Vicinity Map E. Traffic Count Locations F. TAB Recommendation G. Residential Traffic Management Plan	FOR INFORMATION CONTACT: Dale McKeel – 918-7329

PURPOSE

Carrboro's Residential Traffic Management Plan allows residents to petition for traffic calming measures on neighborhood streets. Residents of two adjacent neighborhoods, Wexford and Williams Woods at Cates Farm, have petitioned the Town to install traffic calming measures on several streets. The requests have been analyzed and a report has been prepared. A resolution for the Board of Aldermen's consideration is attached.

INFORMATION

In February residents of the Wexford and Williams Woods neighborhoods presented a petition requesting the installation of eleven speed humps at the following locations (Attachment B). More than 75 percent of the occupants of the properties on each of the affected streets have signed the petition.

- Cates Farm Road between Autumn Drive and Rockgarden Road (one hump)
- Autumn Drive between Stratford Drive and Cates Farm Road (two humps)
- Autumn Drive between Cates Farm Road and Wyndham Drive (three humps)
- Wyndham Drive between Autumn Drive and Rockgarden Drive (two humps)
- Wyndham Drive between Tramore Drive and Autumn Drive (three humps)

In March residents of Wexford presented a petition requesting that the Town convert the intersection of Wyndham Drive and Tramore Drive into a four-way stop (Attachment C). The intersection is currently a two-way stop with stop signs on Wyndham but not on Tramore. More than 75 percent of the occupants of the properties in the vicinity of the affected intersection have signed the petition.

Attachment D shows the streets on which traffic calming measures have been requested. Cates Farm Road is a “collector” street with 34-foot pavement width, a sidewalk on one side, and bikelanes. Wyndham Drive and Tramore Drive are “subcollector” streets with 26-foot pavement width and sidewalks on one side of the road. A portion of Autumn Drive, between Cates Farm and Stratford, is a collector street, while the remainder of Autumn Drive is a subcollector. The Town has recently assumed maintenance of some of the streets in newer sections of Wexford, resulting in the removal on April 12 of a barrier that had blocked a portion of Wyndham Drive.

In March and April, the Public Works staff recorded traffic counts and vehicle speeds at various locations in the neighborhoods. Attachment E shows the locations where recordings were made. The results are as follows:

Date	Address	Vehicles Per Day	85th Percentile Speed
March 19-21	304 Autumn Drive	200	27.59 mph
March 19-21	204 Autumn Drive	841	28.07 mph
March 19-21	300 Cates Farm	707	33.53 mph
March 19-21	407 Cates Farm	804	26.68 mph
March 19-21	103 Wyndham Drive	177	24.79 mph
April 24-25	205 Wyndham Drive	189	24.15 mph
April 24-25	209 Wyndham Drive	202	28.82 mph
April 24-25	303 Tramore Drive	459	30.16 mph
April 24-25	402 Tramore Drive	331	28.12 mph
April 24-25	501 Tramore Drive	74	33.46 mph

The “vehicles per day” column lists the total number of vehicles that passed this point on the street in both directions during a 24-hour period. The “85th percentile speed” is that speed at or below which 85 percent of the vehicles were moving. For instance, if the 85th percentile speed is 25 mph, then 85 percent of the vehicles were going 25 mph or lower, while 15 percent of the vehicles were going faster than 25 mph. Counts and speeds were monitored for multiple days; the chart lists the highest vehicle and speed counts recorded during a 24-hour period.

One of the criteria in the town’s Residential Traffic Management Plan is that 85th percentile speeds must exceed 35 mph (10 mph above the posted speed limit) in order for traffic calming measures to be installed on a street. While the speeds at several points on these streets exceeded the posted speed limit, none of the 85th percentile speeds exceeded 35 mph.

Nonetheless, it should be noted that a significant number of motorists on these streets were exceeding the speed limit. At 100 Autumn Drive, for instance, 34 percent of the motorists were exceeding 25 mph; at 501 Tramore, 69 percent were exceeding 25 mph; and at 300 Cates Farm Road, 86 percent were exceeding 25 mph.

Note also that several three-way and four-way stops have been created in Carrboro, including several intersections in Wexford and Williams Woods. The Transportation Advisory Board in February 2000, while considering a request for a three-way stop at the intersection of Wyndham

Drive and Autumn Drive, recommended that the town develop a comprehensive plan of installing roundabouts at intersections in the Wexford and Williams Woods subdivisions.

The Transportation Advisory Board at its May 16, 2002 meeting reviewed the petitions for traffic calming measures. The TAB recommended that town staff review the requested locations for speed humps and priority should be placed on the area near the playground on Wyndham Drive and the four-way stop location at the intersection of Wyndham and Tramore. Attachment F is a copy of the TAB's recommendation.

The estimated construction cost of a speed hump is \$1500. There are also engineering costs associated with speed hump construction for the review of spacing, sight distance, drainage, and other issues. There is currently no funding for traffic calming devices in the Town's 2001-2002 budget or the proposed 2002-2003 budget.

Attachment G is a copy of the Town of Carrboro's Residential Traffic Management Plan.

ADMINISTRATION'S RECOMMENDATION

The administration recommends that the Board of Aldermen not approve the traffic calming requests because the traffic speeds do not meet the criteria in the Town of Carrboro's Residential Traffic Management Plan; but that staff continue to monitor traffic speeds in the Wexford and Williams Woods neighborhoods and continue to investigate different measures to enhance safety on the streets in these neighborhoods.