

**ATTACHMENT A**

**A RESOLUTION NOT APPROVING PETITIONS TO INSTALL TRAFFIC  
CALMING DEVICES IN THE WEXFORD AND WILLIAMS WOODS  
AT CATES FARM NEIGHBORHOODS  
Resolution No. 151/2001-02**

WHEREAS, the Town has adopted a Residential Traffic Management Plan (RTMP) which allows residents to petition for traffic calming measures on neighborhood streets; and

WHEREAS, the Town has received petitions from residents of the Wexford and Williams Woods at Cates Farm neighborhoods to install traffic calming measures on several streets; and

WHEREAS, the Town has recorded traffic counts and vehicle speeds at various locations in the neighborhoods; and

WHEREAS, the Town has determined that the measured traffic speeds in the neighborhoods do not meet the criteria in the Town of Carrboro's Residential Traffic Management Plan; and

WHEREAS, the Town will 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.

NOW THEREFORE, BE IT RESOLVED, by the Carrboro Board of Aldermen of the Town of Carrboro, that the requested traffic calming devices in the Wexford and Williams Woods at Cates Farm neighborhoods not be installed.

This the 21st day of May in the year 2002.

Frank Haines,  
206 Autumn Drive  
Chapel Hill, NC 27516  
967-8278

February 26, 2002

Dale McKeel  
Transportation Planner  
Planning Division  
Town of Carrboro  
301 West Main St  
Carrboro, NC 27510

Dear Dale,

On behalf of the citizens represented on the following Petitions, we are requesting traffic control devices for our neighborhood streets. The Petitions are for our selected area and could include other neighborhoods not included in the Petitions.

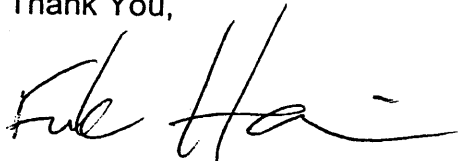
As you know our neighborhoods were connected under the "Connector Road Policy". It was our understanding that the Town was going to monitor the impact that connecting the roads would have on our neighborhoods. We live on "Collector" and "Sub-Collector" roads, not on "Arterial" roads, which we feel the traffic on our streets now represents.

We have referenced the "Town of Carrboro Residential Traffic Management Plan for Speed and Traffic Control". Many "Traffic Counts" have already been done. We have tried "Speed Watch", and had some effort on "Enforcement" from the Police Department with very little long term effect. We need our streets to be safe and peaceful.

We would like to see traffic control measures put in place as soon as possible. The immediate solution would be "Speed Bumps". We would also like considerations for other types of control measure including "Traffic Circles", "Raised Intersections", "Rough Pavement" or other alternatives that your department sees appropriate.

Please update me as you pursue these matters. If you need any more information or signatures on Petitions please call me.

Thank You,



Frank Haines

**Enclosures:**

Petitions (6 pages)  
Street Maps (2 pages)

404 Tramore Drive  
Chapel Hill, NC 27516  
March 25, 2002

Planning Department  
Town of Carrboro  
301 West Main Street  
Carrboro, NC 27510

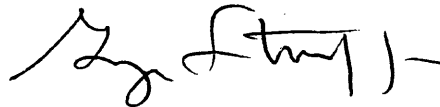
To whom it may concern:

Enclosed is a petition to make the intersection of Wyndham St. and Tramore Dr. in the Wexford subdivision into a four-way stop. There are many young children who live in proximity to that intersection and the neighborhood is very concerned about the traffic. The removal of the barriers on Wyndham that isolate Wexford from Williams Woods, together with the construction of the new phase of Wexford, will greatly increase the amount of traffic that goes through that intersection.

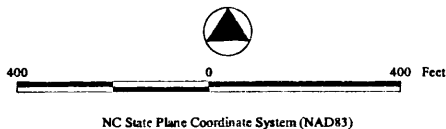
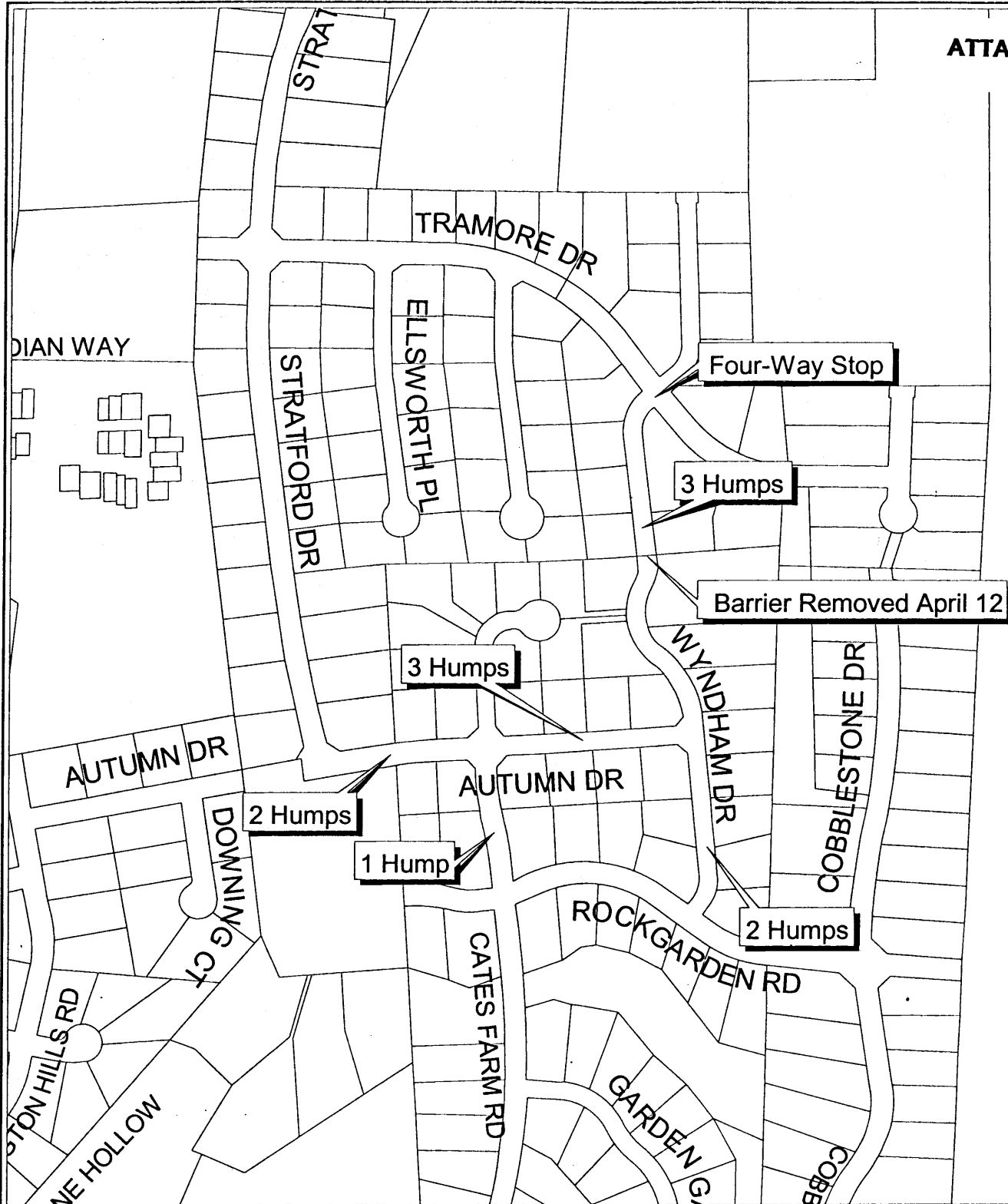
The petition was signed by 16 of the 17 families involved. There are only six houses north of the intersection on Wyndham and they have all signed the petition. There are four houses south of the intersection on Wyndham St. and they have also all signed the petition. There is only one house east of the intersection on Tramore and they signed the Petition. Five of the six families directly west of the intersection on Tramore have also signed the petition. Only one family declined to support the petition.

Thank you for your help in this matter. I am sure that we all share the same goal of making sure that no child is injured by automobile or truck traffic in this area. If I can help in any way, please call me at 966-5141 (w) or 960-8781 (h).

Sincerely,

A handwritten signature in black ink, appearing to read "George Stouffer", with a stylized flourish at the end.

George Stouffer



## Traffic Calming Requests -- Wexford and Williams Woods



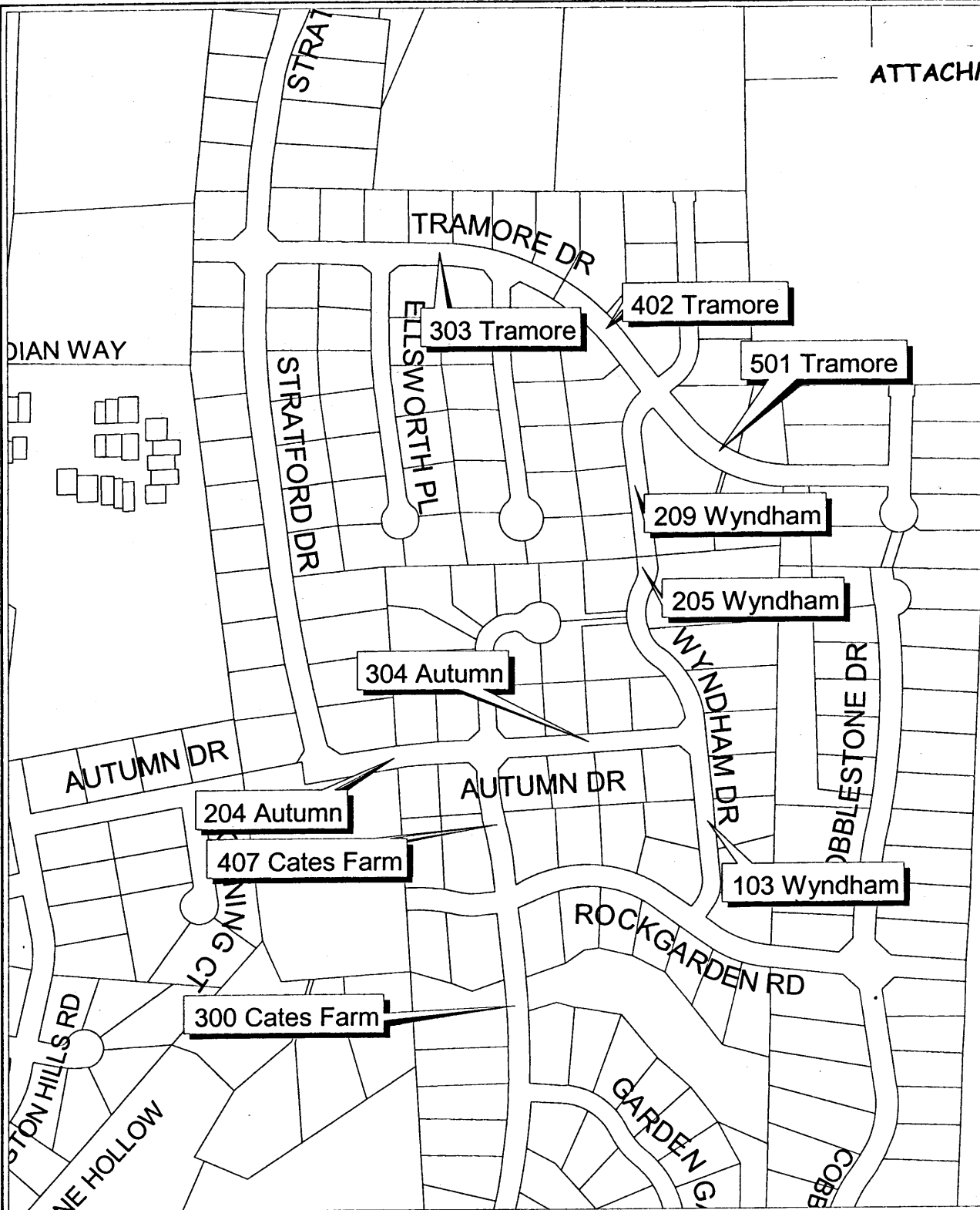
TOWN OF CARRBORO  
301 W. Main St.  
Carrboro, NC 27510

10 May 2002  
Dale McKeel, Planning Department  
918-7329

Text Street Names  
Properties

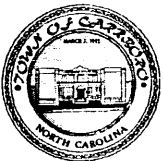
THIS MAP IS NOT A CERTIFIED SURVEY AND IS FOR REFERENCE ONLY

The requestor must be aware of data conditions and ultimately bear responsibility for the appropriate use of the information with respect to possible errors, original map scale, collection methodology, currency of data, and other conditions specific to the data.



## Traffic Count Locations

Text Street Names  
☐ Properties



TOWN OF CARRBORO  
 301 W. Main St.  
 Carrboro, NC 27510

10 May 2002  
 Dale McKeel, Planning Department  
 918-7329

THIS MAP IS NOT A CERTIFIED SURVEY AND IS FOR REFERENCE ONLY

The requestor must be aware of data conditions and ultimately bear responsibility for the appropriate use of the information with respect to possible errors, original map scale, collection methodology, currency of data, and other conditions specific to the data.

**TRANSPORTATION ADVISORY BOARD  
RECOMMENDATION  
May 16, 2002**

**SUBJECT:** Request for Traffic Calming in Wexford and Williams Woods at Cates Farm

**MOTION:** The Transportation Advisory Board (TAB) recommend that Town staff look at the requested locations for speed humps and priority should be placed on the the area near the playground on Wyndham Drive and on the four-way stop at the intersection of Tramore and Wyndham.

**MOTION:** Ellen Perry **SECOND:** Elizabeth Shay **VOTE:** Ayes (All); Noes (None).

CHRIS VAN HASSELT /lon  
TAB Chair

5 / 17 /02  
DATE

# TOWN OF CARRBORO



## RESIDENTIAL TRAFFIC MANAGEMENT PLAN FOR SPEED AND TRAFFIC CONTROL

ADOPTED BY:

**CARRBORO BOARD OF ALDERMEN, JUNE 1996**

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PETITION: TRAFFIC CONTROL DEVICES

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## INTRODUCTION

Many residents approach the town with concerns over speeding in neighborhoods. The Residential Traffic Management Plan represents a commitment by the Town of Carrboro to promote the safety and livability of residential neighborhoods. The Residential Traffic Management Plan provides a process for identifying and addressing existing problems related to speeding, excessive volumes, and safety on town-maintained residential streets. Based on this policy, proper actions can be taken depending on the severity of the problem. This document also includes traffic control devices. Some of the devices may already be in use and other devices may be new. Both advantages and disadvantages of each device will be included.

## **PROCESS**

The following is the process that must be completed when petitioning for traffic calming devices. This process is available only to citizens who live within the municipality of Carrboro, and who reside on town-maintained, residential streets. See the appendix for the petition.

- **Petition:** A "Petition To Request Traffic Control Devices" available from the town must be submitted with the signatures of the petitioners. A brief description of the traffic control device and the street desired to be amended is required in the petition as well. The petition must be submitted to the Planning Department. The petition must be signed by at least 75% of the property owners or residents of properties located on the project street. The petitioners are allowed to present no more than three (3) traffic calming devices as alternatives for use along their street. The completed form must be hand-delivered or mailed to:

**PLANNING DEPARTMENT  
TOWN OF CARRBORO  
301 WEST MAIN STREET  
CARRBORO, NC 27510**

- **Planning Staff Recommendation:** After receiving and verifying the validity of the petition, a two-day traffic count to monitor traffic volume and traffic speeds will be done by the Planning Department. After which, the data received and the site in question will be analyzed and a recommendation as to the appropriate action to be taken will be forwarded to the representative of the neighborhood in concern. The recommendation will then be sent to the Transportation Advisory Board (TAB).
- **TAB:** The TAB will make recommendations to the Board of Alderman.
- **Board of Alderman:** The Board of Alderman reserves the final decision concerning actions to be taken. The Board will review the residents' petition, the staff's analysis, and TAB recommendation. The Board reserves the right to hold a public hearing as necessary if the proposed solution is deemed questionable by the residents.
- The construction and installation of some traffic calming devices may be expensive. The least costly form of traffic calming should be considered as the primary means of discouraging traffic in any specific case. When expensive devices are approved, the

petitioners that qualify may need to wait an extended time for installation. Once the actual date of installation is determined, the neighborhood representative will be contacted in writing.

- Removal of a traffic control device: Unless the TAB initiates a general request to the Board of Aldermen, the traffic calming device will stay in place for a minimum of three years. Removal before the three-year period must necessarily be at the cost to the residents. Unless the device is determined detrimental to the health and safety of the town's citizens by the affected residents and the town's emergency service staff, the process for petition for removal will be the same as the installation of the device. A petition with 75% of the street's occupants' signatures of removal must be done to remove traffic calming devices. Traffic calming devices must be ineffective in reducing average speeds in accordance with posted speed limits and/or vehicle volumes. The 85<sup>th</sup> percentile speeds must be less than 2 MPH lower than those speeds demonstrated prior to the installation of the devices in order to be considered ineffective. A staff analysis, followed by a TAB recommendation will be forwarded to the Board during a public meeting, and if necessary, for a public hearing.
- Streets that have traffic control devices installed may be excluded from the Snow Removal Plan and street cleaning activities, **depending on the type of device installed.** [PLEASE NOTE: Current devices, as listed, **would not** exclude a street from the Snow Removal Plan.]

## EVALUATION CRITERIA FOR STREETS

- The street must operate as a town-maintained residential street.
- The posted speed limit on the affected length of the street must be 25 miles per hour which is the standard speed limit for residential streets.
- The 85<sup>th</sup> percentile vehicle speeds must exceed 35 MPH (+10 MPH over posted speed limit).
- Actual volume of traffic will be based on traffic counts conducted by Carrboro Planning and Public Works staffs (as recorded through staffs' administrative process).
- Guidelines reviewed by staff as received from the Institute of Transportation Engineers (ITE) that is appropriate for town streets.

## **LIST OF TRAFFIC CONTROL DEVICES**

A comprehensive evaluation of twenty-five (25) traffic control devices has been included in this document (see appendix). A brief definition of each device is given. Also, a chart showing the advantages, disadvantages, and cost of each traffic control device is provided in the appendix.

# APPENDIX

## ***LIST OF TRAFFIC CONTROL DEVICES***

CHICANES	PORTABLE RADAR	TRAFFIC SIGNAL TIMING
CHOKERS/FAYETTEVILLE	NARROW STREET	SPEED TABLES
CHOKERS	DESIGN	
ENFORCEMENT	NO-TURN ON RED	SPEED WATCH
FORCED TURN	ON-STREET PARKING	STREET CLOSURE
CHANNELIZATION		
LOWERED STATUTORY	ONE-WAY DESIGNATION	TRUCK RESTRICTIONS
MEDIANS	PROTECTED PARKING	TURN RESTRICTIONS
MULTI-WAY STOPS	PUBLIC INFORMATION	UNDULATIONS
NO PARKING	RUMBLE STRIPS	TRAFFIC CIRCLES
PAVEMENT MARKINGS		

## ***DEFINITION OF TRAFFIC CONTROL DEVICES***

**CHICANES** are a form of curb extension which alternate from one side of the street to the other.

**CHOKERS/FAYETTEVILLE CHOKERS** involve reconstructing streets to narrow its lanes e.g. narrowing the street to a single lane to discourage traffic. Fayetteville chokers also slow traffic.

**ENFORCEMENT** involves two levels: 1) the standard level of enforcement, as presently provided by the Police Department, upon request by a citizen or neighborhood, and is dependent upon availability of resources; and 2) the extra enforcement level would target neighborhoods where speeding has been identified as a high level problem and would be an on-going process without citizen request (e.g. a specified number of policemen per neighborhood).

**FORCED TURN CHANNELIZATION** is installed in the form of a traffic island and prevents traffic from executing specific movements at an intersection.

**LOWERED SPEED LIMITS** such as a 25 MPH city-wide municipal speed limit.

**MEDIANS** can limit access from a thoroughfare into a neighborhood by controlling through traffic and reducing the number of speeders.

**MULTI-WAY STOPS** require a stop sign on all street corners where the streets intersect.

**NARROW STREET DESIGN** involves narrow street widths and tighter vertical and horizontal curves, which forces driver to drive at a slower speed. Posted speed limits should be less than 35 MPH. Existing neighborhood problems would not be addressed under this strategy since street design is the major component of this strategy.

**NO-TURN ON RED** involves placing "No-Turn On Red" signs at signalized entrances to neighborhoods.

**NO PARKING** may allow improved movement on otherwise congested residential streets.

**ONE-WAY DESIGNATION** involves designating a current two-way street as a one-way street.

**ON-STREET PARKING** requires on-street parking and may be effective because it forces motorist to slow down and to divert to other routes.

**PAVEMENT MARKINGS** such as 25 MPH marked horizontally on a road serves as a speed limit reminder.

**PORTABLE RADAR** could be placed on the road side, left unattended, and will alert motorists when they are speeding.

**PROTECTED PARKING** provides a landscaped island projecting out from the curb; the island creates protected parking bays.

**PUBLIC INFORMATION** through a continuous campaign would attack the problem of speeding by changing drivers' attitudes and habits.

**RUMBLE STRIPS** are ridges either cut in the pavement or laid over top of existing pavement to alert driver to slow down when driven over.

**SPEED TABLES** are flattened and extended long enough for both the front and rear wheels of a car to be on top of the table at once and can be comfortably crossed at 15 to 25 MPH.

**SPEED WATCH** is a program similar to the Neighborhood Crime Watch Program. The program helps organize neighborhoods to develop peer pressure programs to address speeding issues. One element involves neighbors reporting speeders to the police, and notifying the vehicle owner of the violation. Signs can be posted on the streets to warn motorists.

**STREET CLOSURE** involves closing streets to through traffic.

**TRAFFIC CIRCLES** are islands placed in the middle of intersections which forces the flow of traffic to form a circular pattern which a motorist would follow until exiting onto his/her desired street.

**TRAFFIC SIGNAL TIMING** limits the green light time motorists have to exit/enter a neighborhood, therefore reducing traffic.

**TRUCK RESTRICTIONS** restrict large trucks from using neighborhood streets.

**TURN RESTRICTIONS** do not allow turning and limits access to a neighborhood.

**UNDULATIONS** are designed so most vehicles can go over them at 20 mph without causing driver discomfort.



## TRAFFIC CONTROL DEVICES

SPEED CONTROL DEVICES	ADVANTAGES	DISADVANTAGES	ASSOCIATED COST
<b>STOP SIGNS</b>	<p>Perceived effective by residents</p> <p>May allow traffic in the immediate vicinity of the stop sign.</p> <p>May reduce through traffic if travel time is increased significantly.</p>	<p>Noise level increases for residents near the stop sign</p> <p>May divert traffic to other streets</p> <p>Effects speed in the immediate vicinity of the sign, but not between intersections.</p>	<b>\$50 - \$70 each</b>
<b>SPEED LIMIT SIGNS</b>	<p>Perceived effective by residents</p>	<p>May not reduce speeding</p> <p>Increases enforcement requirements</p>	<b>\$50 - \$70 each</b>
<b>TURN RESTRICTIONS</b>	<p>Effective in reducing the number of speeding motorists by reducing through volumes.</p> <p>Can improve safety by eliminating turn movement.</p>	<p>Reduces access to or from a neighborhood for residents</p> <p>Can divert turning traffic to intersections considered less safe.</p> <p>Increases enforcement requirements</p>	<b>\$50 - \$70 each</b>
<b>ONE-WAY STREET DESIGNATIONS</b>	<p>Can be used to make travel through a neighborhood difficult thus reducing through traffic.</p>	<p>Residential street may be unsuitable for one-way operation</p> <p>Speeds may be higher on one-way streets</p> <p>Requires an increase in signage to make effective</p>	<b>\$50 - \$70 each</b>
<b>TRAFFIC SIGNAL TIMING</b>	<p>Can encourage traffic to use the main street</p> <p>Green signal time for streets exiting a neighborhood can be controlled to limit through traffic and reduce the volume of speeding motorists</p>	<p>Residents complaining about limited green signal time</p> <p>Motorists may violate red signals if they feel the controller is not working properly</p>	<b>\$20,000 - \$30,000</b>
<b>NO-TURN ON RED RESTRICTIONS</b>	<p>Can be used in conjunction with traffic signal control</p> <p>Can reduce through traffic by limiting the amount of time motorists can enter or exit a neighborhood.</p>	<p>Limits access to and from neighborhoods</p>	<p><b>\$50 - \$70 each</b></p> <p>(Cost may vary if installed in conjunction with traffic signalization.)</p>
<b>TRUCK RESTRICTIONS</b>	<p>Perceived to be effective in reducing truck traffic on residential streets</p>	<p>Difficult to enforce</p>	<b>\$50 - \$70 each</b>

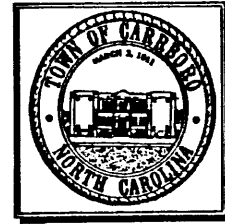
SPEED CONTROL DEVICES	ADVANTAGES	DISADVANTAGES	ASSOCIATED COST
ON- STREET PARKING	Can return a "residential" character to roadway, alerting motorists that they should travel slower.	Children crossing or running into street may not be seen due to parked cars.	\$50 - \$70 each
LOWER STATUTORY SPEED LIMIT	May be adhered to better than lower speed limits in individual neighborhoods	Requires legislature approval	\$50 - \$70 each
CHOKERS/FAYETTEVILLE CHOKERS	Can reduce traffic volume under some situations Several installations are needed to be effective over a length of roadway. Improve pedestrian safety if crossings are made at the location of choker.	Fayetteville Chokers designed to have an impact on speed. Various forms of chokers may have little impact on speed.	\$7,000 - \$10,000 (Fayetteville Chokers can cost within a range of \$3,475 to \$4,600 per set.)
MEDIAN BARRIER	Aids flow of traffic on thoroughfares. Restricts through traffic and thus the volume of speeding traffic	May direct traffic to other residential streets May require street widening to install Depends on function or classification of streets	\$10,000 - \$20,000
TRAFFIC CIRCLES	May reduce speeds in vicinity of the traffic circle	Increased hazard to pedestrians and bicyclists by moving vehicle closure to intersection corners Present an obstacle to motorists Require parking restrictions, centerline marking, and traffic control signing to be safe Cannot be built within most residential street intersections due to minimum size requirements Requires lots of signage	\$5,000 - \$30,000 Cost sensitive to intersection characteristics, design radius, etc.
ENFORCEMENT	Frequent, very visible enforcement can be effective.	Redirects police officer efforts away from crime and drug enforcement Court system treats speeding as a minor offense and assigns a low priority to prosecuting speeders	No specific costs can be provided.

SPEED CONTROL DEVICES	ADVANTAGES	DISADVANTAGES	ASSOCIATED COST
TRAFFIC DIVERTERS	Can reduce through traffic and ce thus reduce the volume of speeding traffic Can be constructed within the area of most residential inter-sections	Barrier system may need augmenting on private property to control motorists who would drive around the diverter Some diverters require enforcement to be effective	\$7,000 - \$40,000
RUMBLE STRIPES AND ROUGH PAVEMENT SUCH AS COBBLESTONE	May have some effect on slowing the faster drivers Causes driver to become more alert and/or slow down	Creates noise that may be objec-tionable to nearby residents	N/A
CUL-DE-SACS AND STREET CLOSURES	Eliminates through traffic and thus speeding traffic	Can divide a neighborhood into separate pockets Unpopular solution to some residents and most non-residents using the street Should not be installed on streets l longer than 500 ft long meaning there should be about 20 houses on a street generating 200 trips per day.	(Cost varies depending upon street width and radius design. The mini-mum costs would be no less than \$30,000.)
LOWER DESIGN SPEED FOR RESIDENTIAL STREETS	Can effect speed since motorists tend to drive at conditions they feel are safe	Requires lower statutory speed limit which requires legislative approval Can create a less safe street if horizon-tal curves, vertical profiles, and other geometric controls are not closely controlled	\$50 - \$70 each
SPEED WATCH PROGRAM	Involves neighborhoods in applying peer pressure upon residents to obey speed limits	Cost of city personnel to collect radar speed information on a routine basis Not effective on street or in neighbor-hoods with any significant amount of through traffic Application of peer pressure can make residents hostile Access to the Police Information Net-work may be restricted	N/A
PUBLIC INFORMATION PROGRAMS	Re-educate the public to the dangers of speeding on residential streets. Can seek cooperation among residents to observe speed limits everywhere.	Costs depends on how information is disseminated	N/A

SPEED CONTROL DEVICES	ADVANTAGES	DISADVANTAGES	ASSOCIATED COST
NARROW STREET DESIGN	Forces drivers to slow down	Can only be implemented for new streets	Design specific
CHICANES	Long term effective means of reducing speeds according to study by Seattle Transportation Division in 1988 Do not block emergency vehicle access	Drivers are more likely to violate chicanes at intersections with low traffic volumes. To be recognized, the device requires signs, painted curbs, landscaping, reflectors and street lights..	\$4,000 per bulb.

PLEASE NOTE: ASSOCIATED COSTS FOR TRAFFIC CALMING DEVICES MAY VARY BETWEEN GEOGRAPHIC REGIONS OF THE UNITED STATES DUE TO LABOR COST, MATERIAL, AND SITE SPECIFIC CONSTRAINTS.

# TOWN OF CARRBORO



## PETITION: TRAFFIC CONTROL DEVICES

WE, THE UNDERSIGNED RESIDENTS, HEREBY PETITION THE BOARD OF ALDERMEN TO APPROVE THE TRAFFIC CONTROL DEVICES DESCRIBED BELOW UPON THE INDICATED STREET OR PART THEREOF.

THE STREET OR PART THEREOF DESIRED TO BE AMENDED IS:

THAT PART OF \_\_\_\_\_ STREET FROM  
\_\_\_\_\_ STREET TO  
\_\_\_\_\_ STREET.

WITH RESPECT TO THE TRAFFIC CONTROL DEVICE PETITIONED FOR, WE REQUEST:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

[PLEASE NOTE: A MAXIMUM OF THREE (3) TRAFFIC CALMING DEVICES MAY BE REQUESTED.]

SIGNATURES OF PETITIONERS*	
RESIDENT'S SIGNATURES	LOT'S MAILING ADDRESS

\*THE ADDRESSES OF PROPERTIES THAT WILL BE DIRECTLY AFFECTED BY THE PROPOSED CHANGE HAVE BEEN DETERMINED BY THE TOWN OF CARRBORO PLANNING DEPARTMENT. BY POLICY, THE BOARD OF ALDERMEN HAS STATED THAT IT WOULD PREFER TO ENTERTAIN REQUESTS FOR CHANGES IN STREET REGULATIONS PROPOSED BY CITIZENS ONLY WHERE 75% OF THE OCCUPANTS OF THE PROPERTIES DIRECTLY AFFECTED BY THE PROPOSED CHANGE HAVE SIGNED A PETITION REQUESTING THE CHANGES.

CERTIFICATE AS TO  
***SUFFICIENCY OF PETITION***  
FOR TRAFFIC CONTROL DEVICE

TO THE MAYOR AND THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO:

I, \_\_\_\_\_, TOWN CLERK OF THE TOWN OF CARRBORO, NORTH CAROLINA, DO HEREBY CERTIFY THAT THE ATTACHED "PETITION: TRAFFIC CONTROL DEVICES" WAS PRESENTED TO ME ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 19\_\_\_\_; THAT I HAVE INVESTIGATED THE SUFFICIENCY OF THE PETITION; AND THAT THE RESULTS OF MY INVESTIGATION IS AS FOLLOWS:

THE TOTAL NUMBER OF PROPERTIES DIRECTLY AFFECTED BY THE REQUESTED CHANGE IS \_\_\_\_\_.

WITH RESPECT TO THE SIGNATURES ON THE ATTACHED PETITION, \_\_\_\_\_ SIGNATURES ARE THOSE OF RESIDENTS OF THE AFFECTED AREA WHICH IS 75% OF THE RESIDENTS ON THE PROJECT STREET.

THIS THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 19\_\_\_\_\_.

\_\_\_\_\_  
Town Clerk's Signature

\_\_\_\_\_  
(Seal)

<p style="text-align: center;">THIS FORM MUST BE ATTACHED TO THE "PETITION: TRAFFIC CONTROL DEVICES" AFTER ALL PETITIONERS' SIGNATURES HAVE BEEN OBTAINED.</p>
--

DOCUMENT LAST AMENDED:

**[THIS DOCUMENT CAN ONLY BE AMENDED BY OFFICIAL ACTION BY THE  
CARRBORO BOARD OF ALDERMEN.]**

[illegible]

### **ACKNOWLEDGMENT:**

**INFORMATION CONTAINED HEREIN WAS RESEARCHED, ANALYZED, AND COMPILED BY KIMBERLY SLEDGE. MS. SLEDGE WAS A GRADUATE STUDENT IN THE DEPARTMENT OF CITY AND REGIONAL PLANNING AT THE UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL. MS. SLEDGE SERVED AS AN INTERN IN THE PLANNING DEPARTMENT FROM SEPTEMBER 1995 THROUGH JUNE 1996 UNDER THE SUPERVISION OF THE TOWN'S TRANSPORTATION PLANNER, KENNETH WITHROW.**