

**BOARD OF ALDERMEN**  
**AGENDA ITEM ABSTRACT**

**ITEM NO. B(3)**

**MEETING DATE: June 7, 2005**

**TITLE: Request to Set a Public Hearing: Adoption of Modifications to the Residential Traffic Management Plan**

<b>DEPARTMENT: PLANNING</b>	<b>PUBLIC HEARING: YES _ NO <u>X</u></b>
<b>ATTACHMENTS:</b> <b>A. Resolution</b> <b>B. Draft of Proposed Modifications to the Residential Traffic Management Plan</b>	<b>FOR INFORMATION CONTACT:</b> Patricia McGuire – <b>918-7327</b> Dale McKeel – <b>918-7329</b>

**PURPOSE**

Town staff has prepared modifications to the Residential Traffic Management Plan incorporating recommendations from the Transportation Advisory Board and the Board of Aldermen. A resolution setting a public hearing on the proposed modifications for June 28, 2005 has been prepared for the Board's consideration.

**INFORMATION**

The Town of Carrboro was one of the first communities in North Carolina to adopt a traffic calming policy. The Residential Traffic Management Plan (RTMP) was adopted in June 1996 and revised on May 6, 1997 (Attachment C).

In August 2000 and May 2002, the Carrboro Board of Aldermen requested that the TAB review certain aspects of the RTMP, including the following:

- The removal of the phrase that 85<sup>th</sup> percentile speeds must exceed 35 mph (August 2000)
- Deletion of traffic control devices from the list of definitions (August 2000)
- Changing "speed humps" to "speed bumps" (August 2000)
- Consideration of other traffic management plans that have been put into place (May 2002)
- Consider developing a provision for "special circumstances" (i.e., schools, playground access, etc.) that may justify deviations from the policy (May 2002)

On June 8, 2004, the Board of Aldermen received a report from the TAB on the RTMP and referred the report back to Transportation Advisory Board (TAB) for additional review. The Board also re-affirmed its decision not to accept more traffic calming petitions until revisions to the plan are approved. The Board asked the TAB to review enforcement, education, and engineering components and:

- Include Police Chief in enforcement discussions
- Describe how point system works

- Recommend appropriate residential speed limits
- Review land use ordinance to ensure ordinances are not creating traffic problems

In response to this request, the TAB prepared a set of recommended updates to the RTMP (Attachment D), which were discussed at a Board of Aldermen worksession on January 18, 2005. At this meeting, the Board referred the TAB recommendations to Town staff for review and recommendations and requested that the following ideas should be considered:

- Change the high/low priority to a neutral label;
- Develop a point system including credit for sidewalks and traffic calming devices;
- Provide details on an education program and enforcement;
- Identify problem areas and conduct a pilot program;
- Prepare a refresher course on traffic calming techniques;
- Consider lowering the town-wide speed limit to 20 mph; and
- Include the plan as part of the land use ordinance review.

Attachment E provides an excerpt of the minutes of the January 18, 2005 Board of Aldermen meeting.

Please note that the Transportation Advisory Board will review the proposed RTMP modifications in June. Recommendations from the TAB will be provided to the Board of Aldermen as part of the public hearing.

In developing the draft of proposed modifications to the RTMP, town staff reviewed and used concepts from several documents prepared by other communities, including Asheville, Cary, Raleigh, and Winston-Salem in North Carolina, Sunnyvale, California, and Portland, Oregon.

### **FISCAL IMPACT**

Setting a public hearing on the modifications to the Residential Traffic Management Plan involves staff analysis and administration of the proposed modifications, advisory board review, and advertising costs associated with public notice.

### **STAFF RECOMMENDATION**

The Staff recommends that the Board of Aldermen adopt the attached resolution setting a public hearing on modifications to the Residential Traffic Management Plan and referring the draft ordinance to the Transportation Advisory Board. (Attachment A).