

A RESOLUTION ENDORSING ACTIONS IN RESPONSE TO RESIDENTIAL TRAFFIC
MANAGEMENT PLAN PETITIONS SUBMITTED BY RESIDENTS OF MORNINGSIDE
DRIVE, SPRING VALLEY ROAD, AND BLUERIDGE ROAD

Resolution No. 152/2005-06

WHEREAS, the Carrboro Board of Aldermen in June 2005 adopted the Residential Traffic Management Plan for Speed and Traffic Control; and

WHEREAS, property owners and residents of Blueridge Road, Morningside Drive, and Spring Valley Road (between Morningside and Pathway) have expressed concerns about speeding traffic and submitted petitions to the Town under the Residential Traffic Management Plan; and

WHEREAS, data for the streets such as traffic volume, traffic speed, and bicycle and pedestrian activity have been collected and evaluated by Town staff using the criteria in the Residential Traffic Management Plan.

NOW, THEREFORE, THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO RESOLVES:

Section 1. The Board of Aldermen endorses the installation of two speed tables on Morningside Drive and two speed tables on Spring Valley Road (between Morningside and Pathway).

Section 2. The town staff is instructed to schedule one or more meetings with the residents of Blueridge Road to discuss traffic concerns and possible solutions.

Section 3. The town staff is instructed to monitor traffic volume and speed on Blueridge Road following any changes to Morningside and Spring Valley.

Section 4. This resolution shall become effective upon adoption.

**AN ORDINANCE AMENDING CHAPTER 6 OF THE CARRBORO TOWN CODE
TO INSTITUTE A THREE-WAY STOP AT THE INTERSECTION OF
MORNINGSIDE DRIVE AND SPRING VALLEY ROAD**

THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO ORDAINS:

Section 1. Article II of Chapter 6, Section 6-4 (c), of the Carrboro Town Code is amended by adding the intersection of Morningside Drive and Spring Valley Road to the list of three-way intersections which have stop signs erected on each street at the entrance to the intersection.

Section 2. All provisions of any town ordinance in conflict with this ordinance are repealed.

Section 3. This ordinance shall become effective upon adoption.

Note to Dale: Neighbors want to be advised of meeting.

1

Neighborhood Petition Form (Page 1)

ATTACHMENT C

Please fill out this form and return with attached sheets to:

Town of Carrboro
Planning Department
301 W. Main Street
Carrboro, NC 27510
FAX: (919) 918-4454

THE UNDERSIGNED AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they own property or reside within the following area:
 - Adjacent to Morningside Drive (entire length)
 - Adjacent to Spring Valley Road (between Morningside Dr and Pathway Dr)
 - Adjacent to Calumet Court (entire length)
2. All persons signing this petition do hereby agree to the following problem in the defined area:
 - High speed driving regularly occurs on Morningside Drive and Spring Valley Road
 - Motorists often run the stop sign at Spring Valley and Morningside
 - Motorists often make high speed turns on to Spring Valley from Morningside
3. All persons signing this petition do hereby agree that the following contact person represents the neighborhood in matters pertaining to items 1 and 2 above:

Name of key contact person # 1: Terry Krauss

Address, City, and Zip Code: 201 Morningside Drive, Carrboro, NC 27510

Telephone (day): 932-1227 / 971-3201 Fax: N/A E-mail: tkrauss@nc.rr.com

Name of key contact person # 2 (please print): N/A

Address, City, and Zip Code: _____

Telephone (day): _____ Fax: _____ E-mail: _____

Please attach additional pages if necessary to discuss the request.

Date Submitted: 9-12-05

Terry Krauss

Total 55 out of 62

Neighborhood Petition Form (Page 2)

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Town staff will identify an "area of influence" in the neighborhood. The area of influence includes properties abutting the street and properties on intersecting streets within a reasonable distance of the problem street. The Planning Department will provide a map and addresses for the area of influence.

The petition must be signed by at least 75 percent of the owners or residents of properties within the "area of influence." Each property is entitled to one signature. Valid signatures include those from (1) a property owner or spouse, (2) an adult head of household, or (3) an adult renting the property.

SIGNATURE AND PRINTED NAME	ADDRESS OF PROPERTY	DATE
P. Leach PHILIP D. LEACH	206 Spring Valley	9/3/05
Steve Oglesbee STEVE OGLESBEE	327 BLUERIDGE RD (FACE SPRINGVALLEY)	9/3/05
Steve Oglesbee	"	"
Suzanne R. McCray SUZANNE K. MCCRAY	108 Spring Valley Rd	9/8/05
Lisa Garmen LISA GARMEN	102 Spring Valley	9/8/05
Genora K. Hildray GENORA K. HILDRA	204 Spring Valley	9/11/05
Thomas Bodenheimer THOMAS BODENHEIMER	1801 Pathway Drive	9/11/05
KEITH HAYES KEITH HAYES	1713 Pathway Drive	9/11/05
Joe Dunn JOE DUNN	117 Blue Spring Valley	9-11-05
Ryan Elting RYAN ELTING	112 Spring Valley	9-11-05

Total 9

9/11/05

Neighborhood Petition Form (Page 2)

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SIGNATURE AND PRINTED NAME	ADDRESS OF PROPERTY	DATE
Susannah C. Hewson Susannah C. Hewson	200 Morningside Dr. Carrboro	7/25/05
Joan W. Wilson Joan W. Wilson	103 Spring Valley Rd. Carrboro	7/28/05
Richard Gunnels Brenda Gunnels	104 Spring Valley Rd Carrboro	7/30/05
James Trier James Trier	106 Spring Valley Rd. Carrboro	7/30/05
Robin Weinberger Robin	107 Spring Valley Rd Carr	7/30/05
DONNA PRATHER Donna Prather	107-A SPRING VALLEY RD CARRBORO NC	7-30-05
J. Alexander Stewart Elisabeth Sterling	114 Spring Valley Rd. Carrboro NC	7/30/05
Michelle Tejada MICHAEL TEJADA	116 Spring Valley Rd. Carrboro NC	7/30/05
Barbara Brister Barbara Brister	113 Spring Valley Rd. Carrboro NC	7/30/05
Daisy Vick Carolyn Pasternak Carolyn Pasternak	105 Spring Valley Rd	8/3/05
	110 Spring Valley Rd	9-3-05
Lucille Richardson	115 Spring Valley Rd	9-3-05

Total 12 9-11-05

Neighborhood Petition Form (Page 2)

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SIGNATURE AND PRINTED NAME	ADDRESS OF PROPERTY	DATE
<i>Terry Krauss</i> Terry Krauss	201 Morningside Dr. Carrboro	8-20-05
<i>Lorraine Lewis</i> Lorraine Lewis	107 Morningside Dr. Carrboro	8-20-05
<i>Melissa J. Caminiti</i> Melissa J. Caminiti	105 Calumet Ct. Carrboro	8-24-05
<i>Jean Baynes</i> Jean Baynes	203 Morningside Dr. Carrboro, NC	8-24-05
<i>Carli Tenhagen</i> Carli Tenhagen	102 Morningside Dr. Carrboro NC	8-28-05
<i>Donna Tabor</i> Donna Tabor	103 Morningside Dr. Carrboro NC	8-29-05
<i>Laura A. Janda</i> Laura A. Janda	108 Morningside Dr. Carrboro, NC	8/29/05
<i>Nick C. Kappas</i> Nick C. Kappas	104 Morningside Drive	8/29/05
<i>Lindsay Berk</i> Lindsay Berk	Lindsay Berk 105 Morningside	8/29/05
<i>Walter C. Rosen</i> Walter C. Rosen	100 Morningside Dr.	8-29-05
<i>Thomas Whinnant</i> Thomas Whinnant	1708 North Greensboro	8-29-05
<i>Bobbie Stanford</i> Bobbie Stanford	1800 N. Greensboro St	8/29/05

Total 12

9-11-05

Neighborhood Petition Form (Page 2)

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SIGNATURE AND PRINTED NAME	ADDRESS OF PROPERTY	DATE
<i>Dawn Wilson</i> Dawn Wilson	202 Morningside Dr	9-8-05
<i>Kitty Dalton</i> Kitty Dalton	207 Morningside	9-8-05
<i>Jim Haskins</i> Jim Haskins NANCY RAASCH	206 Morningside Dr	9/8/05
<i>Nancy Raasch</i> Nancy Raasch	211 Morningside Dr.	
<i>Kate Melcher</i> Kate Melcher	301 Morningside Dr.	9/8/05
<i>Margaret Stimpson</i> Margaret Stimpson	303 Morningside Dr	9/8/05
<i>Rebecca Mormino</i> Rebecca Mormino	205 Morningside Dr.	9/8/05
<i>Noreen O'Donnovan</i> Noreen O'Donnovan	209 Morningside Dr.	9/9/05
<i>Helen Johnston</i> Helen Johnston	302 Morningside Dr.	9/9/05
<i>Sadie Bauer</i> Sadie Bauer	304 Morningside Dr.	9/9/05
<i>JEANNE EPPLE</i> Jeanne Epple	300 Morningside Dr.	9/10/05
<i>Rich Thayer</i> Rich Thayer	300 Blue Ridge Rd	9/10/05

Total 12 9-11-05

Neighborhood Petition Form (Page 2)

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SIGNATURE AND PRINTED NAME	ADDRESS OF PROPERTY	DATE
Elisabeth C. Scott Elisabeth C. Scott	101 Morningside Dr	9/11/05
Elizabeth Gunn Elizabeth Gunn	212 Blairidge Rd. Corner of Blairidge + Morningside	9/11/05
Raymond C. Gunn Raymond C. Gunn	103 Calumet	9-11-05
Michael J. Bruce Michael J. Bruce	102 Calumet Ct	9/11/05
Betty H. Dennis Betty H. Dennis	104 Calumet Ct.	9/11/05
Florence Baker Florence M. Baker	106 Calumet Ct.	9/11/05
William H. Henley William H. Henley	107 Calumet Ct	9/11/05
John D. Jordan John D. Jordan	100 Calumet Ct.	9/11/05
Philip Cohen Philip Cohen	202 Spring Valley	9/11/05
Richard Pasenau Richard Pasenau	200 Spring Valley	9-11-05

Total 10 9-11-05

February 27, 2006

Dale McKeel
Transportation Planner
Town of Carrboro
301 W. Main Street
Carrboro, NC 27510

Dear Dale,

I am enclosing the information that is necessary for the Town of Carrboro to conduct a traffic study for Blueridge Road, Aberdeen Court, and Webb Drive.

I want to convey some comments that I heard while gathering these signatures.

- Overwhelmingly, the residents do not want any speed bumps on Blueridge Road.
- While some are reluctant to have extra stop signs on Blueridge Road, they prefer this solution over speed bumps.
- One resident did not think there was a traffic problem and wanted any available money to go toward education issues.
- Quite a few neighbors cited as a consistent offender of traffic laws to be public school bus drivers.

I told residents that I did not know what the solution/s would be, but did tell them that I would pass their comments on to you.

I was not able to speak someone in every residence in the affected area because they were not home at the 4-5 times I stopped by. In spite of that, I was successful in obtaining 75% of the residents' signatures.

Sincerely,



Syndee Kraus

Enclosures: Neighborhood Petition Form (Page 1)
Neighborhood Petition Forms (Page 2) X 4

Neighborhood Petition Form (Page 1)

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Town of Carrboro
Planning Department
301 W. Main Street
Carrboro, NC 27510
FAX: (919) 918-4454

THE UNDERSIGNED AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they own property or reside within the following area:
 - Adjacent to Blueridge Road (entire length)
 - Adjacent to Aberdeen Court (entire length)
 - Adjacent to Webb Drive (entire length)
2. All persons signing this petition do hereby agree to the following problem in the defined area:
 - High speed driving regularly occurs Blueridge Road
 - Motorists often run the stop sign at Morningside and Blueridge
 - Motorists often make high speed turns on to Blueridge Road from Morningside
 - The potential impact of traffic calming solutions on Morningside and Spring Valley Roads increasing the amount of traffic on Blueridge Road
3. All persons signing this petition do hereby agree that the following contact person represents the neighborhood in matters pertaining to items 1 and 2 above:

Name of key contact person # 1: Syndee Kraus

Address, City, and Zip Code: 311 Blueridge Road, Carrboro, NC 27510

Telephone (day): 932-3790 Fax: N/A E-mail: kraus311haus@bellsouth.net

Name of key contact person # 2 (please print): N/A

Address, City, and Zip Code: _____

Telephone (day): _____ Fax: _____ E-mail: _____

Please attach additional pages if necessary to discuss the request.

Date Submitted: 2/28/06

Blueridge Rd Carrboro, NC
Traffic Study

4-3
1

Neighborhood Petition Form (Page 2)

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SIGNATURE AND PRINTED NAME	ADDRESS OF PROPERTY	DATE
1. M. Ross Oglesbee / M. Ross Oglesbee	327 Blueridge Rd	1/1/2006
2. Jennifer & Roger Strickland Jennifer Strickland	321 Blueridge Rd	1/1/2006
3. Beverly Rockhill Beverly Rockhill	323 Blueridge Rd	1/1/2006
4. Robert M. Milliken Robert M. Milliken	325 Blueridge Rd	1/1/2006
5. Pat Carroll Pat Carroll	315 Blueridge Rd 204-416	1/1/2006
6. Sue Taylor Sue Taylor	315-B BLUERIDGE RD	1/1/2006
7. Daniel A. Nord DANIEL A. NORD	315C Blue Ridge Road	1/1/2006
8. Daniel A. Nord DANIEL A. NORD	313 Blue Ridge Road	1/1/2006
9. Joyce C. Allen Joyce C. Allen	304 Blueridge Rd.	1/1/2006
10. Connie Cleary Connie Cleary	302 Blueridge Rd	1/1/2006
11. Rita Chao Rita Chao	303 Blueridge Rd., Carrboro	1/1/2006
12. Elizabeth Cunn Elizabeth Cunn	212 Blueridge Rd. Carrboro	1/1/2006

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petition

Neighborhood Petition Form (Page 2)

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	SIGNATURE AND PRINTED NAME	ADDRESS OF PROPERTY	DATE
13	Ann Ebird	301 Bluebridge Rd	1/1/06
	Ann Ebird	Carrboro NC 27510	
14	Robert Evans	311 Bluebridge Rd	1/1/06
15	ALFRED BAUMHOVER	105 Bluebridge	1/8/06
	Alfred Baumhoer		
16	Frank M Boardman	100 Aberdeen Ct	1/8/06
	FRANK M. BOARDMAN	102 Aberdeen Ct	
17	Elva Conley Small	104 Aberdeen Ct.	1/8/06
	Elva Conley Small		
18	Patricia Kyser	108 Aberdeen Ct	1/8/06
	Patricia Kyser		
19	Ashley Christensen	106 Aberdeen Ct	1/8/06
	Cheryl Christensen		
20	Rebecca Taylor	109 Aberdeen Ct	1/8/06
	Rebecca Taylor		
21	INGRID WYNDELL		
	Ingrid Wyndell	107 Aberdeen Ct	1/8/06
22	Domino Banks	201 Bluebridge	1/8/06
	Domino Banks		
23	Deborah Ellis	205 Bluebridge	1/8/06
	Deborah Ellis		
24	Joshua Knobe	207 Bluebridge Rd	1/8/06

Blueridge Rd
Traffic Study

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Neighborhood Petition Form (Page 2)

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	SIGNATURE AND PRINTED NAME	ADDRESS OF PROPERTY	DATE
25.	Joyce C Watkins JOYCE C WATKINS	211 BLUERIDGE ROAD	1-8-06
26.	CLIFTIN CRANDELL Cliftin Crandell	213 Blueridge Rd	1-8-06
27.	K.R. Averill K.R. Averill	210 Blueridge Rd.	9 Feb 06
28.	Sally Miller Sally Miller	314 Blueridge Rd	2-17-06
29.	Maura High MAURA HIGH	307 Blueridge Rd.	2-20-06
30.	Victor Rhodes Jr Victor Rhodes Jr.	306 Blueridge Rd	2-20-06
31.	Heather Brinkhaus Heather Brinkhaus	309 Blueridge Rd	2-21-06
32.	RICHARD TACEWELL Richard Tacewell	102 WEBB DR.	2-22-06
33.	Chris Reynolds Chris Reynolds	101 Webb Dr	2-23-06
34.	Amalae Kevin Long Amalae Kevin Long	209 Blueridge Road	2-22-06
35.	L. Soutarland L. Soutarland	312 Blueridge Rd.	2-23-06
36.	Bob Smith Bob Smith	202 Blueridge Rd	2-23-06

A-6 (4)

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[illegible]

total of
12
properties

Traffic Counts and Vehicle Speeds

Location	85th % Speed	Volume	Date
100 Morningside	33.12	1157	12/13/2005
100 Morningside	33.62	1239	12/14/2005
100 Morningside	31.87	1219	3/8/2005
205 Morningside	31	136	3/8/2005
205 Morningside	33.04	155	3/7/2005
205 Morningside	29.43	136	9/27/2005
205 Morningside	30.75	149	9/28/2005
108 Spring Valley	33.68	965	9/27/2005
108 Spring Valley	34.05	966	9/28/2005
110 Spring Valley	34.31	983	3/7/2005
110 Spring Valley	34.54	996	3/8/2005
113 Spring Valley	34.09	909	9/27/2005
113 Spring Valley	34.43	904	9/28/2005
113 Spring Valley	34.38	914	3/7/2005
113 Spring Valley	34.53	933	3/8/2005
201 Blueridge	33.31	362	12/13/2005
201 Blueridge	33.39	414	12/14/2005
300 Blueridge	33.23	219	12/13/2005
300 Blueridge	33.94	255	12/14/2005
312 Blueridge	29.79	156	12/13/2005
312 Blueridge	29.4	179	12/14/2005

Traffic Calming Criteria

Street Name: Morningside Drive

Criteria	Application	Collected Data	Points
<i>Traffic Volume</i>	<i>Criteria</i> – 5 points for every 20 % of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (75 vpd for minor streets, 200 vpd for local streets, and 800 vpd for subcollector and collector streets).	1219 vpd at 100 M'side (3-8-05) Exceeds by 52 %	10
<i>85th Percentile Speed</i>	<i>Criteria</i> – 2 points for every mph that the 85 th percentile speed exceeds the posted speed limit	33 mph at 205 M'side (3-8-05)	16
<i>Pedestrian Volume</i>	<i>Criteria</i> – 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school	22 peds (10-25-05)	2
<i>Bicycle Volume</i>	<i>Criteria</i> – 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school	2 bikes (10-25-05)	0
<i>Bus Stops</i>	<i>Criteria</i> – 1 point for each transit stop and 2 points for each school bus stop on the street	0 transit, 4 school	8
<i>Proximity to Pedestrian Generator (Retail and Parks)</i>	<i>Criteria</i> – 5 points if within 0-0.2 miles; 3 points if within 0.21 and 0.4 miles; 1 point if within 0.41 and 0.6 miles.	MLK Park, < 0.2 miles	5
	<u>Additional Consideration:</u> In some situations the residents' concern is for a few drivers greatly exceeding the speed limit. In this case, town staff would also review the 95th percentile speed on the street.	N/A	
TOTAL POINTS			41

Traffic Calming Criteria

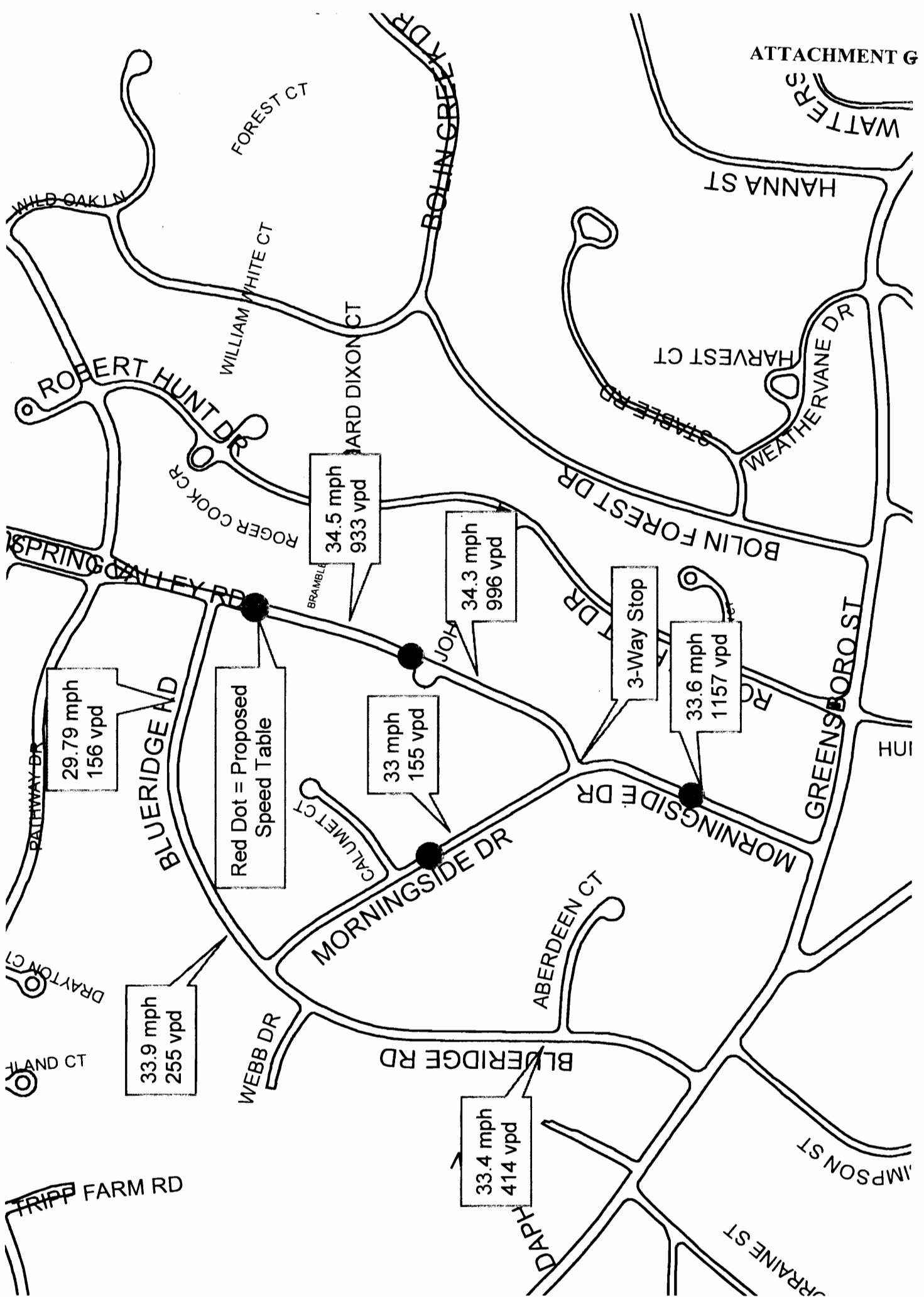
Street Name: Spring Valley

Criteria	Application	Collected Data	Points
<i>Traffic Volume</i>	<i>Criteria</i> – 5 points for every 20 % of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (75 vpd for minor streets, 200 vpd for local streets, and 800 vpd for subcollector and collector streets).	996 vpd at 110 S-Vly (3-8-05) Exceeds by 25 %	5
<i>85th Percentile Speed</i>	<i>Criteria</i> – 2 points for every mph that the 85 th percentile speed exceeds the posted speed limit	35 mph at 110 S-Vly (3-8-05)	20
<i>Pedestrian Volume</i>	<i>Criteria</i> – 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school	25 peds (10-25-05)	2
<i>Bicycle Volume</i>	<i>Criteria</i> – 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school	2 bikes (10-25-05)	0
<i>Bus Stops</i>	<i>Criteria</i> – 1 point for each transit stop and 2 points for each school bus stop on the street	0 transit, 2 school	4
<i>Proximity to Pedestrian Generator (Retail and Parks)</i>	<i>Criteria</i> – 5 points if within 0-0.2 miles; 3 points if within 0.21 and 0.4 miles; 1 point if within 0.41 and 0.6 miles.	MLK Park, < 0.4 miles	3
	<u>Additional Consideration:</u> In some situations the residents' concern is for a few drivers greatly exceeding the speed limit. In this case, town staff would also review the 95th percentile speed on the street.	N/A	
TOTAL POINTS			34

Traffic Calming Criteria

Street Name: Blueridge Road

Criteria	Application	Collected Data	Points
<i>Traffic Volume</i>	<i>Criteria</i> – 5 points for every 20 % of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (75 vpd for minor streets, 200 vpd for local streets, and 800 vpd for subcollector and collector streets).	414 vpd at 110 S-Vly (12-14-05)	0
<i>85th Percentile Speed</i>	<i>Criteria</i> – 2 points for every mph that the 85 th percentile speed exceeds the posted speed limit	34 mph at 110 S-Vly (12-14-05)	18
<i>Pedestrian Volume</i>	<i>Criteria</i> – 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school	17 peds (10-25-05)	1
<i>Bicycle Volume</i>	<i>Criteria</i> – 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school	2 bikes (10-25-05)	0
<i>Bus Stops</i>	<i>Criteria</i> – 1 point for each transit stop and 2 points for each school bus stop on the street	0 transit, 4 school	8
<i>Proximity to Pedestrian Generator (Retail and Parks)</i>	<i>Criteria</i> – 5 points if within 0-0.2 miles; 3 points if within 0.21 and 0.4 miles; 1 point if within 0.41 and 0.6 miles.	MLK Park, < 0.2 miles	5
	<u>Additional Consideration:</u> In some situations the residents' concern is for a few drivers greatly exceeding the speed limit. In this case, town staff would also review the 95th percentile speed on the street.	N/A	
TOTAL POINTS			32



TRANSPORTATION ADVISORY BOARD

RECOMMENDATION

May 18, 2006

SUBJECT: Traffic Calming Requests for Morningside Drive, Spring Valley Road, and Blueridge Road

MOTION: The Transportation Advisory Board (TAB) recommends that the Board of Aldermen support the following staff recommendations:

1. The installation of two speed tables on Morningside Drive.
2. The installation of two speed tables on Spring Valley Road (between Morningside and Pathway)
3. The creation of a three-way stop at the Morningside-Spring Valley intersection.
4. That one or more meetings be held with the residents of Blueridge Road to discuss traffic concerns and possible solutions.
5. That Town staff monitor changes in traffic volume and speed diversion on Blueridge Road following any changes to Morningside and Spring Valley.

In addition, the TAB also recommends lowering the speed limit on all residential streets in Carrboro to 20 mph.

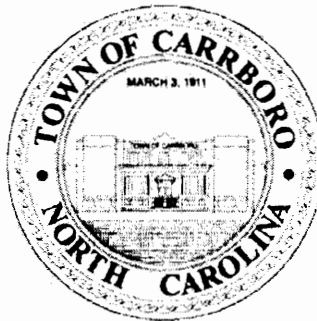
Moved: Charles Hileman Second: Dave Deming

VOTE: Passed 5-0: Ayes (Charles Hileman, Heidi Perry, John O'Leary, Tom High, Dave Deming); Noes (None).

TAB Chair

_____/_____/06
Date

TOWN OF CARRBORO



**RESIDENTIAL TRAFFIC MANAGEMENT PLAN
FOR
SPEED AND TRAFFIC CONTROL**

**ADOPTED BY:
CARRBORO BOARD OF ALDERMEN, JUNE 1996
REVISED: MAY 6, 1997; JUNE 28, 2005**

INTRODUCTION

Many residents approach the town with concerns about 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.

PROCESS AND REQUIREMENTS

This section describes the process and requirements of the Carrboro Residential Traffic Management Plan.

STEP 1 — Report the Problem

If a resident believes there is a speeding or traffic problem on a residential street, the first step is to report the problem to the Town of Carrboro Planning Department staff at 918-7324 or plandept@townofcarrboro.org.

Town staff will note the concern and provide a Traffic Calming Request Form. This form is available in Attachment A. When the form is submitted, town staff will evaluate the complaint to determine the nature of the problem, and make sure that the location meets the first traffic calming criteria: the street must be a town-maintained, residential street.

The town will not implement traffic calming measures, or conduct traffic calming studies on arterial streets or on streets that are privately maintained. Staff can work with you to identify other actions if your street is not a town-maintained, residential street.

STEP 2 — Neighborhood Consensus

After the initial report, town staff will request a petition from residents in the neighborhood to verify that there is a widespread concern for the speeding or traffic issue. The petition form is available in Attachment B.

Town staff will identify an “area of influence” in the neighborhood. The area of influence includes properties abutting the street and properties on intersecting streets within a reasonable distance of the problem street. The Planning Department will provide a map and addresses for the area of influence.

The petition must be signed by at least 75 percent of the owners or residents of properties within the “area of influence.” Each property is entitled to one signature. Valid signatures include those from (1) a property owner or spouse, (2) an adult head of household, or (3) an adult renting the property.

After the petition is received it will be reviewed by town staff. Town staff will request that the neighborhood designate someone to serve as the primary contact person between the town and the neighborhood.

STEP 3 — Data Collection

After verifying the validity of a petition, town staff will collect traffic volume and speed data over a two-day period and evaluate other traffic conditions on the street, using the following criteria:

Traffic Calming Criteria

Criteria	Application	Points
<i>Traffic Volume</i>	<i>Criteria</i> – 5 points for every 20 % of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (75 vpd for minor streets, 200 vpd for local streets, and 800 vpd for subcollector and collector streets).	
<i>85th Percentile Speed</i>	<i>Criteria</i> – 2 points for every mph that the 85 th percentile speed exceeds the posted speed limit	
<i>Pedestrian Volume</i>	<i>Criteria</i> – 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school	
<i>Bicycle Volume</i>	<i>Criteria</i> – 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school	
<i>Bus Stops</i>	<i>Criteria</i> – 1 point for each transit stop and 2 points for each school bus stop on the street	
<i>Proximity to Pedestrian Generator (Retail and Parks)</i>	<i>Criteria</i> – 5 points if within 0-0.2 miles; 3 points if within 0.21 and 0.4 miles; 1 point if within 0.41 and 0.6 miles.	

Additional Consideration: In some situations the residents' concern is for a few drivers greatly exceeding the speed limit. In this case, town staff would also review the 95th percentile speed on the street.

STEP 4 — Town Staff Review

The street will be scored based on the criteria. Using this score and reviewing additional considerations, town staff will recommend whether the street is eligible for Stage 1 Traffic Calming alone or both Stage 1 and Stage 2 Traffic Calming.

In general, streets that receive up to 25 points are eligible for Stage 1 Traffic Calming only. Streets that receive a combined total of at least 12 points in the “Traffic Volume” and “85th Percentile Speed” criteria and more than 25 points total will be eligible for both Stage 1 and Stage 2 Traffic Calming.

For streets eligible for both Stage 1 and Stage 2 traffic calming, town staff may recommend that Stage 1 traffic calming measures be implemented prior to implementing Stage 2 measures. Once Stage 1 Traffic Calming measures are implemented, town staff will wait approximately three to six months and collect traffic speed and volume data and evaluate other traffic conditions on the street. The data would then be analyzed using the Traffic Calming Criteria to determine if the Stage 1 Traffic Calming measures were successful. If the measures were successful, then the traffic calming process will end at this point. Otherwise, town staff will move on to analyze and recommend possible Stage 2 Traffic Calming methods.

Stage 1 Traffic Calming

Stage 1 Traffic Calming does not involve the use of physical controls or impediments on the roadway system. These are primarily education and enforcement measures. These include:

Neighborhood Awareness Campaigns and Education. Many people drive too fast in their own neighborhoods. “Speeders” are not always bad guys from somewhere else – many are neighbors and friends, responsible people who want safe, peaceful neighborhoods. Several creative methods of reducing traffic problems in neighborhoods can be undertaken by residents to remind their neighbors to pay attention to driving habits:

- Write letters to local newspapers or publish articles in neighborhood newsletters.
- Hold a “slow down” block party to get people to think about their driving habits.
- Walk the neighborhood with door hangers and talk to neighbors about neighborhood traffic safety.

Radar Speed Trailer Deployment. This is a temporary device that is primarily used to remind motorists that they may be exceeding the posted speed limit. The trailer uses radar to monitor speeds and a reader board to show drivers how fast they are going but does not photograph vehicles. The use of trailers is contingent on availability.

Traffic Enforcement Actions. This is traditional enforcement activity on the part of Police Department’s traffic enforcement officers. The intent is to modify behavior to result in a safer situation for all drivers and neighbors.

Traffic Signs and Pavement Marking. Town staff will review the traffic signing and pavement markings in the area. If necessary, staff will modify or add traffic signing and pavement markings.

Alternative Transportation Modes. One of the goals of the Town of Carrboro is to promote and provide alternative transportation modes (public transit, walking, and bicycling). Traffic on the project street may decrease if people decide to use these other transportation choices instead of driving.

Stage 2 Traffic Calming

Stage 2 traffic calming methods involve physical modifications of the street intended to control traffic speeds. Possible Stage 2 modifications might include the following:

- Bulbouts / Curb Extensions
- Center island medians
- Chicanes
- Landscape treatments
- Mid-block chokers
- Neighborhood traffic circles
- Pedestrian refuge islands
- Raised crosswalks
- Realigned intersections
- Roundabouts
- Sidewalks
- Speed humps
- Speed tables

Town staff members are available to discuss traffic calming measures with residents. In addition, several publications and web sites provide definitions, descriptions, costs, and design guidelines for traffic calming measures. Residents who are interested in learning more about traffic calming on their own may make use of resources on the internet. For example, the web site for the Institute of Transportation Engineers (ITE) contains excellent information and several links concerning traffic calming at: <http://www.ite.org/traffic/index.html>

The following criteria apply to Stage 2 traffic calming measures:

1. 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 modification in any specific case. When expensive devices are approved, the neighborhood may need to wait an extended time for installation. Once the actual date of installation is determined, the primary contact person will be notified in writing.
2. The design of traffic calming devices will follow recommended Institute of Transportation Engineers (ITE) or other national recommended guidelines, if available.

3. Streets that have traffic calming devices installed may be excluded from the Snow Removal Plan and street cleaning activities, depending on the type of device installed. Note that devices currently in use in Carrboro would not exclude a street from the Snow Removal Plan.
4. Emergency vehicle access within and through neighborhoods will be carefully considered in the evaluation process and selection of traffic calming devices. Certain traffic calming devices may result in increased emergency response times on some streets and these impacts should be carefully considered.
5. Once installed, traffic calming devices will stay in place for a minimum of three years unless residents pay the full cost of removal. However, at any time following construction completion, if it is determined that traffic calming measures should be removed for public health and safety reasons, the Board of Aldermen will be requested to authorize the removal of one or more traffic calming measures, upon notification of the neighborhood representatives. If the town has no concerns with the project but the neighborhood itself decides that the traffic calming measures should be removed or significantly altered, a petition must be signed by at least 75 percent of the owners or residents of properties within the "area of influence." The Board of Aldermen will review petitions requesting removal or significant alteration and will be provided a staff analysis and Transportation Advisory Board (TAB) recommendation.

STEP 5 — Staff Recommendation, TAB Review, and Board of Aldermen Approval

Town staff will develop a recommendation of actions to be taken. This recommendation will be forwarded to the primary contact person of the neighborhood. The following information will be included, as appropriate:

- Information on upcoming Transportation Advisory Board (TAB) and Board of Aldermen meetings at which the staff recommendation will be discussed.
- A discussion of proposed Stage 1 education and enforcement measures.
- For Stage 2 traffic calming, the number, location, and dimensions of proposed traffic calming devices, displayed on a map of the neighborhood.
- A photograph of proposed traffic calming devices and directions to a nearby street with a similar device, if applicable.
- Information about the traffic calming device's effects on speeds and traffic volumes.

The staff recommendation will be reviewed by the TAB, which will make a recommendation to the Board of Alderman.

The Board of Alderman makes the final decision concerning actions to be taken. The Board will review the residents' petition, the staff analysis and recommendation, the TAB recommendation, and public comments. The Board may choose to hold a public hearing on the recommendation.

STEP 6 — Follow-up Evaluation

Following the implementation of traffic calming measures, a follow-up evaluation should be performed to ensure that the measures are effective. Town staff will wait approximately three to six months and collect traffic speed and volume data and evaluate other traffic conditions on the street.

Attachment A -- Traffic Calming Request Form

This form is used to report a speeding or traffic problem on a residential street. When this form is submitted, town staff will evaluate the complaint to determine the nature of the problem, and make sure that the location is a town-maintained, residential street. After the initial report, town staff will explain how residents may put together a petition to verify that there is a widespread concern for the speeding or traffic issue.

1. Contact Information

Name (please print): _____
 Address, City, and Zip: _____
 Phone Number: _____
 Email: _____

2. Please describe the location of the traffic concern. Attach a map or picture if necessary: _____

3. Please describe the nature of the neighborhood traffic problem you are concerned with (attach additional sheets if necessary): _____

4. Please list possible solutions to the problem that you would like the Town of Carrboro to consider: _____

Please fill out this form and return to:

Town of Carrboro
 Planning Department
 301 W. Main Street
 Carrboro, NC 27510
 FAX: (919) 918-4454

Attachment B – Neighborhood Petition Form (Page 1)

Please fill out this form and return with attached sheets to:

Town of Carrboro
Planning Department
301 W. Main Street
Carrboro, NC 27510
FAX: (919) 918-4454

THE UNDERSIGNED AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they own property or reside within the following area:

2. All persons signing this petition do hereby agree to the following problem in the defined area:

3. All persons signing this petition do hereby agree that the following contact person(s) represents the neighborhood in matters pertaining to items 1 and 2 above:

Name of key contact person # 1 (please print): _____

Address, City, and Zip Code: _____

Telephone (day): _____ Fax: _____ E-mail: _____

Name of key contact person # 2 (please print): _____

Address, City, and Zip Code: _____

Telephone (day): _____ Fax: _____ E-mail: _____

Please attach additional pages if necessary to discuss the request.

Date Submitted: _____

