

## BOARD OF ALDERMEN

ITEM NO. D(2)

### AGENDA ITEM ABSTRACT MEETING DATE: NOVEMBER 21, 2006

**TITLE: Traffic Calming Request from the Spring Valley Neighborhood**

<b>DEPARTMENT: PLANNING</b>	<b>PUBLIC HEARING: YES ___NO__X__</b>
<b>ATTACHMENTS:</b> <ul style="list-style-type: none"><li><b>A. Town Code Amendment</b></li><li><b>B. Petition from Spring Valley Neighborhood</b></li><li><b>C. Map of the Neighborhood</b></li><li><b>D. Traffic Calming Criteria Worksheet</b></li><li><b>E. TAB Recommendation</b></li><li><b>F. Messages Received from Residents</b></li><li><b>G. Residential Traffic Management Plan</b></li></ul>	<b>FOR INFORMATION CONTACT:</b> <b>Dale McKeel – 918-7329</b>

#### PURPOSE

Residents of the Spring Valley neighborhood have submitted a petition under the Town's Residential Traffic Management Plan requesting three-way stops at two intersections. Town staff has collected data and evaluated traffic conditions and recommends that a three-way stop be installed at one of the intersections. A town code amendment has been prepared for the Board's adoption.

#### INFORMATION

Creekview Circle and Waterside Drive are residential streets consisting primarily of single-family detached homes. Both streets have a 25 mph speed limit, curb and gutter, 60-foot right of way, and pavement width of about 24 feet. The streets do not have sidewalks.

The Town of Carrboro's Residential Traffic Management Plan (RTMP) provides a mechanism for addressing residents' concerns about traffic conditions on residential streets (see Attachment G). Residents of the Spring Valley neighborhood submitted a petition to the Town in June 2006 (Attachment B). The petition met the 75 percent threshold in the RTMP (30 out of 32 residents – 93.75 percent). The petition stated the following:

- Drivers go too fast for conditions near both intersections of Waterside Drive and Creekview Circle; the neighborhood has narrow streets which are curvy and hilly, creating limited sight distances; other obstructions limit sight distances, such as shrubbery and parked cars; the posted speed limit of 25 mph is too high, plus people routinely exceed that speed; children use streets as play areas, and there is much concern that a child will be hit. Three-way stops are requested at intersections of Waterside Drive and Creekview Circle.

## **TRAFFIC COUNTS, VEHICLE SPEEDS, AND ENFORCEMENT**

Public Works staff recorded traffic counts and vehicle speeds on the streets. The results of these counts are shown on Attachment C.

The “vpd” figure indicates the total number of vehicles that passed the point in both directions during a 24-hour period. The “mph” figure indicates the “85<sup>th</sup> percentile speed,” which is that speed at or below which 85 percent of the vehicles were moving during a 24-hour period. For instance, if the 85<sup>th</sup> percentile speed is 35 mph, then 85 percent of the vehicles were going 35 mph or lower, while 15 percent of the vehicles were going faster than 35 mph.

The Carrboro Police Department reported that there have been no reported crashes on Creekview Circle and Waterside Drive in the past five years. There was one reported crash on a driveway serving several residences off of Waterside Drive.

## **TRAFFIC CALMING CRITERIA AND STAFF REVIEW**

The Residential Traffic Management Plan provides six criteria to be used in evaluating the traffic conditions on a street. The six criteria are traffic volume, 85<sup>th</sup> percentile speed, pedestrian volume, bicycle volume, bus stops, and proximity to pedestrian generators.

Using the worksheet on page 3 of the RTMP, Waterside Drive received a score of 21 (see Attachment D). Since the street did not receive a combined total of at least 12 points in the “Traffic Volume” and “85<sup>th</sup> Percentile Speed” criteria and more than 25 points total, it is not eligible for Stage 2 Traffic Calming but is eligible for Stage 1 traffic calming. Stage 1 involves primarily education and enforcement measures, while Stage 2 includes physical modifications to the street such as speed humps.

Though now publicly maintained, Creekview Circle and Waterside Drive were originally built as private streets and do not fit neatly into any of the street classifications in the land use ordinance; however, the right-of-way is the same and the pavement width slightly narrower than a subcollector street.

## **STAFF RECOMMENDATION**

The Town’s Traffic and Parking Committee (made up of representatives from the Economic Development, Fire, Planning, Public Works, Police, and Recreation and Parks departments) discussed the neighborhood request.

Town staff recommends that a 3-way stop be created at the northern intersection of Waterside Drive and Creekview Circle (intersection nearest the pond) due to the level of pedestrian and bicycle activity, roadway curves, and limited sight distance in this area. Sight distance is much better at the southern intersection of Waterside Drive and Creekview Circle (closest to the entrance) and a 3-way stop is not recommended at that location.

The Committee also recommends that shrubbery be trimmed or removed which may be interfering with visibility at intersections and other locations where pedestrians and bicyclists may be present. Town staff is available to meet with residents to discuss this issue.

In making this recommendation, Town staff reviewed the guidelines for multi-way stops in the *Manual of Uniform Traffic Control Devices*. The three-way stop is not recommended as a traffic calming device but is recommended at the northern intersection to control vehicle-pedestrian conflicts near a location with high pedestrian and bicycle volumes.

A notice was mailed to the residents and property owners in advance of the TAB meeting and Board of Aldermen meeting. Town staff has received letters and e-mails from residents, which are attached (Attachment F).

## **SUMMARY OF TAB REVIEW**

### **FISCAL IMPACT**

There will be costs for the installation of stop signs and any associated pavement markings.

### **RECOMMENDATION**

A town code amendment has been prepared for the Board's adoption (Attachments A).