

BOARD OF ALDERMEN

ITEM NO. D(2)

AGENDA ITEM ABSTRACT MEETING DATE: October 16, 2007

TITLE: Request for Traffic Calming on Oak Avenue

DEPARTMENT: PLANNING	PUBLIC HEARING: YES ___ NO ___ X ___
ATTACHMENTS: A. Resolution B. Residents' Petition C. Oak Ave. Data D. TAB Recommendation	FOR INFORMATION CONTACT: Adena Messinger – 918-7329

PURPOSE

Residents of Oak Avenue have submitted a petition under the Town's Residential Traffic Management Plan requesting traffic calming between Weaver Street and Poplar Ave. The staff recommendation and the Transportation Advisory Board recommendation are provided below. Staff has provided a resolution for consideration by the Mayor and Board of Aldermen (*attachment A*).

INFORMATION

Residents of Oak Avenue have submitted a petition under the Town's Residential Traffic Management Plan requesting traffic calming between Weaver Street and Poplar Ave. (*attachment B*). The Traffic and Parking Committee, composed of Town staff from the Public Works, Police, Parks and Recreation, Fire, and Planning departments, has collected data (*attachment C*) and evaluated traffic conditions and recommends:

- (1) additional enforcement,
- (2) that residents work with staff to implement a neighborhood awareness campaign directed at all users of Oak Ave.,
- (3) narrowing of the intersection of Oak Ave. and N. Greensboro street, and
- (4) a traffic management plan be conducted to address traffic and safety concerns of the neighborhood as a whole.

The Transportation Advisory Board reviewed the petition on June 21, 2007 and made the following recommendations (*see attachment D*):

1. Due to the unique nature of a small street with a curve, the TAB recommends putting in a speed table where staff has identified a location and that it include a textured surface similar to those at Lake Hogan farms.
2. That the town explore the possibility of delineating Oak Ave. with textured surface at the entrances to Oak Ave. as well as along the edges of Oak Ave. and to explore ways to narrow intersections, especially at Oak and Greensboro, using bulb outs or planters.

DISCUSSION

Under the criteria outlined in the Residential Traffic Management Plan, Oak Ave. received a total score of 25 and a combined score of 12 for speed and volume. The threshold for stage II traffic

calming is a total score of 26 or higher plus a combined score for speed and traffic of 12 points or higher.

The Traffic and Parking committee reviewed the TAB recommendations and had the following comments:

1. Staff favored a neighborhood traffic management plan be conducted before installing a speed table in this location. However, if a speed hump is approved, it would need to be in the style of those found on High Street. Like High Street, Oak Avenue does not have sidewalks. LHF Road is a connector road built to collector standards and includes sidewalks on either side. The textured surface-finished speed tables serve as crosswalks connecting the sidewalks on either side.
2. The recommendation to add a textured surface to the entrance of Oak Ave and along the edges of the length of the street was not supported for the following reasons:
 - a. Cost: would require replacing the asphalt and hiring a contractor to stamp asphalt; and would require more frequent maintenance as the stamping would wear away due to contact with right wheels
 - b. Several sources have indicated that textured pavement can be problematic for the visually impaired as it can be more difficult to detect the transition to the street. It can also be a nuisance for wheelchair users. (TrafficCalming.org; Sacramento County DOT; LA County Dept. Public works; Federal highway Administration)
 - c. Textured pavement would increase noise levels as tires run along the imprint, resulting in the unintended consequence of noise pollution.
 - d. This type of treatment is not consistent with the character of residential streets in the vicinity of downtown Carrboro.
3. The recommendation to narrow the intersection at N. Greensboro was supported; however, implementation would be dependant upon 1) the ability to find a solution that would not prevent school buses from using that access point as it is part of several bus routes, and 2) the ability to fund whatever measure is identified.

A resolution that directs follow-up, per the staff recommendations, is provided (Attachment A).

FISCAL IMPACT

Complete speed table (asphalt; pavement markings and signage) approx. \$2500.00 (does not include imprinting or coloring of the speed table)

Cost of textured surfaces – would be determined by area being treated.

Intersection narrowing -- would be determined by technique employed.

STAFF IMPACT

Police Department: staff to enforce speed

Public Works: staff to implement and maintain any recommended physical treatment

Planning: staff to work with neighborhood, oversee neighborhood plan

Engineering: placement and design of traffic calming devices

RECOMMENDATION

Staff recommends that the Board of Aldermen adopt the resolution provided in *Attachment A*.