

BOARD OF ALDERMEN

ITEM NO. E(1)

AGENDA ITEM ABSTRACT MEETING DATE: September 16, 2008

TITLE: Follow Up to Traffic Calming on Oak Ave., continued

DEPARTMENT: PUBLIC WORKS	PUBLIC HEARING: YES ___NO__X__
ATTACHMENTS: A. Resolution B. February 19 th Oak Ave. agenda item materials C. Enforcement memo D. Memo 1 from Traffic and Parking Committee E. Memo 2 from Traffic and Parking Committee	FOR INFORMATION CONTACT: Adena Messinger, Trans. Planner: 918-7329

PURPOSE

The purpose of this item is to provide further follow-up information to the Board of Aldermen about traffic calming on Oak Avenue. Staff has identified some potential options for moving forward and offers a resolution for the Board's consideration.

INFORMATION

At the Board of Aldermen's regular meeting on February 19, 2008 staff provided follow-up to the October 16, 2007 request from residents for traffic calming on Oak Avenue, between Weaver Street and E. Poplar Ave. (see **attachment B**). The information presented on February 19th indicated that the installed speed table is decreasing the speed of traffic on the 100/200 block of Oak Ave. During the discussion the Board requested additional information on the following items:

1. An update on enforcement of traffic speed (attachment C)
2. Further study of the Oak/Greensboro intersection (attachment D)
3. A proposal for striping of Oak Ave. (attachment D)
4. A report on the street resurfacing schedule for Oak Ave. (attachment D)
5. A recommendation regarding additional signage. (attachment D)
6. A report on the feasibility of on-street parking on Oak Ave. (attachment D)

Additionally, the Board of Aldermen requested follow-up from staff on the feasibility of one-way traffic on 100 block of Oak Ave. Determining the impacts of a one-way traffic pattern on the 100/200 block of Oak Ave. will require significant staff resources. As such, staff feels that specific Board direction is needed in order to proceed with such an assessment. Staff further feels that, in conjunction with an assessment, input from a broader scope of residents would be important as not all residents who could potentially be impacted have been given the opportunity to weigh in. Three options for moving forward are provided for Board of Aldermen consideration in **attachment E**.

FISCAL AND STAFF IMPACT

Proposed modifications to the pavement marking at the intersection of Oak Avenue and North Greensboro: \$200 - \$300

Staff impact for traffic volume options:

Option 1: Est. 16-20 hours of staff time for monitoring volume over the next year.

Option 2: Est. 75-80 hours of staff time for the analysis and gathering public input.

Option 3: Staff time for preparing for a public hearing and approximately 16-20 hours of staff time for developing the baseline neighborhood traffic volume.

The Police Department will continue to monitor Oak Avenue as part of their routine enforcement.

RECOMMENDATION

Staff recommends that the Board of Aldermen accept the resolution in **Attachment A** directing staff to pursue one of the following options regarding traffic volume:

Option 1. Additional traffic monitoring and routine enforcement. Given its current function as a subcollector, the 100/200 block of Oak Ave. is carrying an amount of traffic within the range defined in the LUO. Though not intended to reduce the volume of traffic, data collected after the recent installation of a speed table is indicating a reduction in vehicle speeds. One option is for the Board to direct staff to actively monitor traffic volume on Oak Ave. and continue with routine enforcement.

Option 2. Assessment of public interest and of a one-way traffic pattern. Another option is for the Board to require a re-assessment of public interest via petition. Should the public desire the one-way traffic pattern, staff would be directed to conduct a comprehensive evaluation of the traffic in the neighborhood with the intent of estimating the impacts of the one-way configuration. Staff would bring back the results to the Board for a determination about the one-way traffic pattern.

Option 3. Public interest and baseline data collection. A third option is to conduct a public hearing to determine neighborhood interest in this modification to the street network and decide how to proceed based on results of the public hearing. In addition, staff would collect baseline data consisting of traffic volume counts for the neighborhood streets.