

# BOARD OF ALDERMEN

ITEM NO. D(1)

## AGENDA ITEM ABSTRACT

MEETING DATE: October 18, 2011

TITLE: Rossburn Way Traffic Calming Request

DEPARTMENT: Planning	PUBLIC HEARING: YES ___ NO ___ X ___
ATTACHMENTS: A. Resolution B. Area of influence C. Petition D. Traffic count locations E. Traffic calming evaluation F. Pedestrian generator network analysis map G. TAB recommendation	FOR INFORMATION CONTACT: Jeff Brubaker – 918-7329

### PURPOSE

The Board of Aldermen is asked to review a traffic calming request for Rossburn Way.

### INFORMATION

The Town of Carrboro's Residential Traffic Management Plan (RTMP) provides a mechanism for residents to petition for the installation of traffic calming devices. The plan is available at the following link: <http://townofcarrboro.org/PZI/PDFs/ResTrafficManagement.pdf>.

In November 2010, a resident of the Kent Woodlands neighborhood submitted a traffic calming request for Rossburn Way. The Area of Influence for the neighborhood is shown in *Attachment B*. It is important to note that the intersection of Rossburn Way and Bixley Dr. is in the jurisdiction of the Town of Chapel Hill. The neighborhood has been made aware of the jurisdictional boundary location and has received contact information for the Town of Chapel Hill's Traffic Engineering staff, should an interest arise in traffic calming within Chapel Hill's jurisdiction.

A completed petition signed by 76 percent of the property owners or residents in the Area of Influence was received by Town staff (*Attachment C*). For the evaluation phase, traffic speed and volume data were collected in December 2010; however, at the neighborhood's request, bicycle and pedestrian counts were postponed until April 2011. Traffic speed and volume data were collected concurrently. The evaluation is based on the April 2011 data.

The posted speed limit on Rossburn Way is 25 mph.

*Functional classification of Rossburn Way*

Based on GIS data, the evaluation assumed a functional classification of local for Rossburn Way. However, the Kent Woodlands construction plans, subsequently reviewed, classify Rossburn Way as a subcollector. The width of the pavement is 24 ft. face-to-face, and the right-of-way is 50 ft. wide. Rossburn Way technically meets the Land Use Ordinance's illustrative dwelling unit threshold for subcollector roads [15-210(b)], providing direct access for 26 dwelling units in Carrboro and 13 in Chapel Hill, and connects Culbreth Rd. to local streets Palomar Pt., Bixley Dr., and Nuttree Ln. The RTMP traffic volume criterion uses 200 vehicles per day as its local street expected volume and 800 vehicles per day for its subcollector street expected volume.

### *Scoring*

Two locations on Rossburn Way were evaluated (*Attachment D*). Based on the traffic evaluation:

- Rossburn Way near Palomar Pt. received 33 points, including a combined total of 25 points in the "Traffic Volume" and "85<sup>th</sup> Percentile Speed" criteria, qualifying the location for Stage 1 and Stage 2 traffic calming measures.<sup>1</sup>
- Rossburn Way near Bixley Dr. received 8 points.

If a subcollector functional classification is assumed, Rossburn Way near Palomar Pt. would receive 18 points and Bixley Dr. would still receive 8 points.

The point of contact for the neighborhood exercised the RTMP's option to review 95<sup>th</sup> percentile speed in cases where there is a concern for a small number of drivers greatly exceeding the speed limit. A 95<sup>th</sup>-percentile review was conducted for the Palomar Pt. location only (due to the low total for Bixley Dr.). The location received a score of 47, including 15 points for Traffic Volume (assuming a local functional classification) and 24 points for 95<sup>th</sup> Percentile Speed. If a subcollector classification is assumed, Rossburn Way near Palomar Pt. would receive 32 points and meet the Stage 2 threshold.

The results of the traffic calming evaluation are shown in *Attachment E*.

### *Additional notes*

Additional notes on the evaluation:

- Where traffic speeds differed based on direction of traffic at the evaluation locations, the highest speed was considered for scoring.
- Network distance was used to calculate distance to pedestrian generators (retail and parks). Neither location was located within 0.6 miles of a retail location or Town of Carrboro park (*Attachment F*).
- The pedestrian count is based on pedestrian crossings at the intersection; pedestrians crossing more than once were counted as many times as they crossed.

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<sup>1</sup> The RTMP states (p. 4): "Streets that 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 will be eligible for both Stage 1 and Stage 2 Traffic Calming."

Stage 1 measures involve awareness and education, enforcement, signs/markings, and alternative transportation. Stage 2 measures include physical traffic calming features. The RTMP allows for a recommendation that Stage 1 traffic calming measures be implemented before considering Stage 2 measures.

### *Traffic and Parking Committee*

The staff-level Traffic and Parking Committee recommended that Stage 1 traffic calming measures be implemented and that the neighborhood coordinate with the Town of Chapel Hill due to the proximity of the jurisdictional boundary.

### **FISCAL AND STAFF IMPACT**

Additional Police Department staff time will be necessary to provide any traffic enforcement provided by the Board resolution. Public Works staff time and signage resources will be necessary to install signage at the Palomar Pt. location or update crosswalk markings.

### **RECOMMENDATION**

Staff recommend that the Board of Aldermen implement Stage 1 traffic calming measures at or near Palomar Pt. The TAB recommendation is included in *Attachment G*.

Stage 2 measures are not recommended at this time; however, if Stage 1 measures are ineffective, then it may be appropriate to implement Stage 2 measures. Per the RTMP, prior to the Board of Aldermen considering a recommendation for Stage 2 measures, a meeting notice must be provided to residents at least 10 days in advance of the meeting at which the discussion is held.