AGENDA ITEM # 2

To: The Honorable Mayor and Members of City Council
From: Councilman Joe Seiffert & Bert Dodson
Date: November 16, 2004
Subject: Roundelay Rd Traffic Calming

On September 14, 2004, council heard concerns from affected neighbors on Roundelay Rd. pertaining to the vote of council on August 10, 2004 to remove condition #4 attached to the September 10, 2002 CUP for St. Thomas More Catholic Church that pertained to traffic calming device(s).

That condition required the church to fund the devices. The traffic engineer determined that traffic humps would be appropriate and so notified the citizens and asked for a vote. The church paid the city $5500.00 for the devices. It appears that the 75% cutoff for citizen approval was attained. There were some residents adamantly opposed (the 25% minority) and they brought the matter before the PDC on May 4, 2004 whereupon the matter was referred to the Planning Commission and on to council at it's August 10 meeting for reconsideration.

When council voted to remove the condition at the August 10 meeting, that brought forth considerable concern from many of the majority who thought the tables would be installed. They petitioned council at the September 14, 2004 meeting to reconsider. Council voted to reconsider and the Mayor appointed Councilman Joe Seiffert and Bert Dodson to have a neighborhood meeting and make a recommendation.

A neighborhood meeting was called for October 27, 2004 at 7 PM at St. Thomas More Catholic Church. Every house on Roundelay Rd and Roundelay Circle was sent a letter inviting them to attend. The following staff also attended: Deputy Chief Les Puckett (Fire Dept), Captain Wayne Cyrus & Officer Cook (Police Dept), Gerry Harter (Traffic Engineer), Tom Wilson (Streets), Keith Wright (Neighborhood Development), Sid Franklin (Public Works), and JoAnn Martin & LuAnn Hunt (Communications & Marketing).

The results of that meeting are contained in the attached five pages. The problem was identified as speeding which was definitely confirmed by the data collected by traffic engineering in March 2004. The assembled were asked for every solution possible and then the pros and cons of each solution were solicited and recorded.

Councilman Seiffert and Dodson met on November 16, 2004 and discussed the options. From that discussion two recommendations are made for council's consideration:

1. **Install two speed tables** similar to the design on page 5 of the attachment. These tables are to be placed in locations on Roundelay Rd. where there will be no water runoff onto any driveway.

2. **POSSIBLY close Roundelay Rd**. at a location closest to Smoketree Lane BUT ONLY AFTER a public meeting with the residents on Smoketree Lane and

Willow Bend to assess their concerns with cut through traffic, speeding, and their safety concerns for children.

Further discussion:

The speeding on Roundelay did not suddenly occur after the road from Roundelay to Smoketree was opened. Speeding was (and still is) happening with people going to the three Masses on Saturday evening and Sunday mornings. Therefore it is entirely appropriate that the Church pay for the tables. However, now the speeding problem is every day and evening, and not just on weekends, since the road was opened for cut thru traffic about 1 ½ years ago.

We do not know how the Smoketree residents feel about speeding on their streets, except that only 48% voted for speed tables earlier this year when 75% was required.

Closing the road so that the Church traffic uses only Roundelay, as occurred in the past, (with speed tables installed) would likely have a positive safety effect on the Smoketree and Willow Bend residents as that would stop the cut through traffic from Old Graves Mill Rd. to Timberlake Dr. Impact of closing on Fire Dept. response was considered, however Deputy Chief Puckett said at the Oct. 27 meeting that the Fire Dept. could live with it.

Respectfully submitted.

Attachment: (5 page Oct. 27, 2004 neighborhood meeting notes)

Roundelay Road Neighborhood Meeting
October 27, 2004 7:00 – 9:15 p.m.

Problems Discussed:

- Speeding – neighbors say that 75% of all speeders are cut-through traffic (much of traffic may come from nearby subdivision)

SPEEDING FACTS: Two traffic counters between March 4-9, 2004, revealed Counter #1, of 1915 cars, 177 (9.2%) went 36+ mph—at Counter #2, of 1972 cars, 369 (18.7%) went 36+ mph—on Saturday evening and Sunday morning mass, 37 (9.5%) of 390 cars went 36+ mph in 25 mph zone.

- Concern w/children using Roundelay Road – report of near-hits
- Not safe for pedestrian, scooters, bikes – parents are telling children to ride on the left side of road in order to see traffic
- A number of people who live in the apartments use Roundelay as cut-through (and there are future plans to expand the apartments)
- Church traffic is not seen as a problem by neighbors
- Neighborhood growth
- Traffic issue started with St. Thomas More expansion then grew more with other expansion from neighboring developments
- A young child plays in/near street often—parents are busy and don't keep an eye on the child
- Drivers are also in the center of the street when they turn onto Roundelay from Timberlake
- Trees and bushes have grown near intersection and obstruct view
- Sat. night mass and Sun. morning mass produce some traffic, and the closer it gets to mass starting, the faster the drivers go
- Some traffic crossing Timberlake to Roundelay speed up to get across traffic, and therefore are going faster than they should when they reach Roundelay
- Concern about pets in the road being hit by fast drivers
- Lots of children playing in neighboring areas
- No posting of speed limit sign in one direction on Roundelay
- The cul-de-sac is a problem with loiterers
- Due to expansion in area, the character of the neighborhood has changed

SOLUTIONS	PROS	CONS
Cut off / close Roundelay connection to Smoketree	• less traffic • inexpensive • 24 hr per day fix • gaps can allow for foot traffic/bikes • the location of barriers can help by dividing church traffic • not permanent – can test it • could have a gate – opened by fire/police • fire dept. could live with barriers • some Smoketree residents may agree with this fix	• for police – would eliminate a quick access to Smoketree/Roundelay depending on direction • reaction of Smoketree neighbors • accessibility for the Smoketree residents • Graves Mill Fire Station uses the cut through to go to Timothy House • would need to add signs • makes fire hydrants on Smoketree difficult to use if fire on Roundelay • eliminates dual access points for cars
Install 3-way stop signs	• slows down traffic • may deter some cut through traffic • cheap (cost $500 for 5 signs)	• need more police presence to enforce • roll-throughs will happen after a time • noise of vehicles stopping and starting
Widen road to 31', add sidewalks, curb/gutter	• sidewalks would keep kids out of street	• expensive • not practical • may increase speed of cars • right of way needed from residents • drainage problems may result
Continuous Police presence (defined as 1-2 times per wk/ 1/2 hour per time)	• visibility of officers a deterrent • effective in slowing traffic • speeding fines generate revenue for City	• cost is significant • there's a better use for officers than doing this • difficult to reassign staff to this, because they're need other places that have more pressing problems • police may not be able to run radar as often as we like • don't have the staff to do this currently • could be seen by citizens as a "fishing hole" for revenue

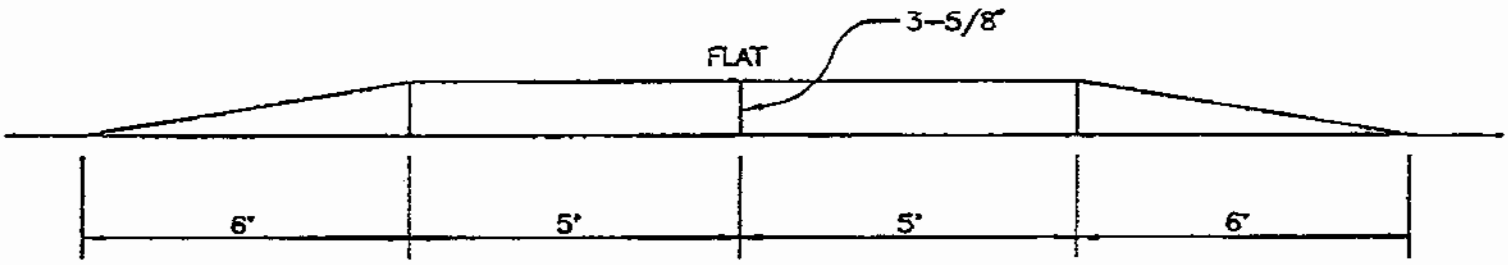
SOLUTIONS	PROS	CONS
Install traffic light	• easier to make a left on to Timberlake Rd. • intersection would be safer	• too many lights on Timberlake now • cost - $150,000 • will not deter right off of Timberlake • may make speed issue worse • stopping at light in inclement weather may cause problems
Increase speed limit fines	• generates potential revenue for the City • an attention getter for motorists • deterrent	• could be seen by citizens as a "fishing hole" for revenue • you won't catch all the speeders and these won't have a behavior change • limited resources to enforce fines • Council may have to do this for other neighborhoods too
Install rumble strips	• gets your attention • not damaging to vehicles	• noise • snowplows could be impacted – could cause slick areas if grooved/damage if raised • may channel water • doesn't really control speeders • not sure of costs/maintenance

SOLUTIONS	PROS	CONS
Install traffic tables *(see page 5 for definition of traffic tables and a drawing)*	• should slow traffic approx. 8 mph. • works best if spaced properly • doesn't have jarring impact on vehicles • less traffic will come through • church funded in CUP: $5,500 available • reduces need for police presence • no government liability if maintained correctly • no noise if 1:12 slope and 2 ½ – 2 ¾ in height	• "hotrod" drivers may gun it between tables • would need 2-3 tables to be effective • can't install on the hills—needs flat surface to work right • water run-off • snowplows may cause problems by leaving slick spots in front/behind tables • if drivers not aware this may be a danger • need to install signs • not everyone in neighborhood wants them • punishes everyone for the "sins of a few" • may or may not be an issue w/Fire & EMS • maintenance will be an issue • costs - $2000-$3000 each • other neighborhoods will want them • could change property values up/down depending on new residents' views of tables • aesthetics • what's the criteria for installation elsewhere—better have a plan • some vehicles may honk horns

ACTIONS to be taken:

- Keith to have bushes/trees cut back around the intersection of Timberlake and Roundelay Rd.
- Gerry to install another speed limit sign on Roundelay Rd.
- Council Members Seiffert and Dodson will discuss solutions, come up with recommendations, and present at Council's next work session in November
- Council Member Seiffert asked for email addresses of residents that want to be kept informed: (the following gave us their email addresses)

  Patricia Kilmartin: patricia.kilmartin@adelphia.net
  Dale Dietz: dad24502@aol.com
  Bill Burton: krazrph42m@aol.com
  John Bryant: bryant.j.w@att.net

SPEED TABLES DEFINITION

Speed tables are flat-topped speed humps often constructed with brick or other textured materials on the flat section. Speed tables are typically long enough for the entire wheelbase of a passenger car to rest on the flat section. Their long flat fields, plus ramps that are sometimes more gently sloped than Speed Humps, give speed tables higher design speeds than Speed Humps. The brick or other textured materials improve the appearance of speed tables, draw attention to them, and may enhance safety and speed-reduction. Speed tables are typically no more than 3" high and 12- 22 feet long. An example of a speed table is shown below...