



TOWN OF CARRBORO

NORTH CAROLINA

TRANSMITTAL

PLANNING DEPARTMENT

DELIVERED VIA: HAND MAIL FAX EMAIL

To: Patrice Toney, Town Manager
Mayor and Town Council

From: Becca Eversole, Transportation Planner

Date: September 6, 2024

Subject: East Winmore Avenue Traffic Calming Report

Traffic calming requests in Carrboro are processed in accordance with the Residential Traffic Management Plan (RTMP), originally adopted by the Board of Aldermen in June 1996 and most recently revised in October 2006.

Request

On 02-27-2018, Ginny Higuchi of the Winmore neighborhood initially submitted a traffic calming request for E Winmore Ave from S Camellia St to Homestead Rd. Ms. Higuchi, at the time, represented the Winmore Homeowner's Association (HOA) board. David Christmas, currently a member of the HOA board, serves as the neighborhood's primary contact person for the traffic calming process.

Ms. Higuchi described the following concern:

- The "straight shot" nature of Winmore Ave allows for significant speeding above the posted speed limit.

Ms. Higuchi offered the following possible solutions:

- Speed humps along the street. Ms. Higuchi, a member of the Winmore HOA, was tasked with researching how to work with the Town to install such speed humps. These suggestions have been echoed by other Winmore HOA board, including Mr. Christmas.

Petition

After Town staff verified that Winmore Ave was a Town-maintained street, a petition packet was mailed by Town staff. The petition packet included copies of Attachment B of the RTMP (neighborhood petition form), an area of influence (AOI) map (see attachments), and an AOI property list.

A petition was received, signed by 50 AOI properties. This surpassed the 75% RTMP threshold, so it was determined to be valid, and the evaluation period could begin.

Evaluation

The RTMP states:

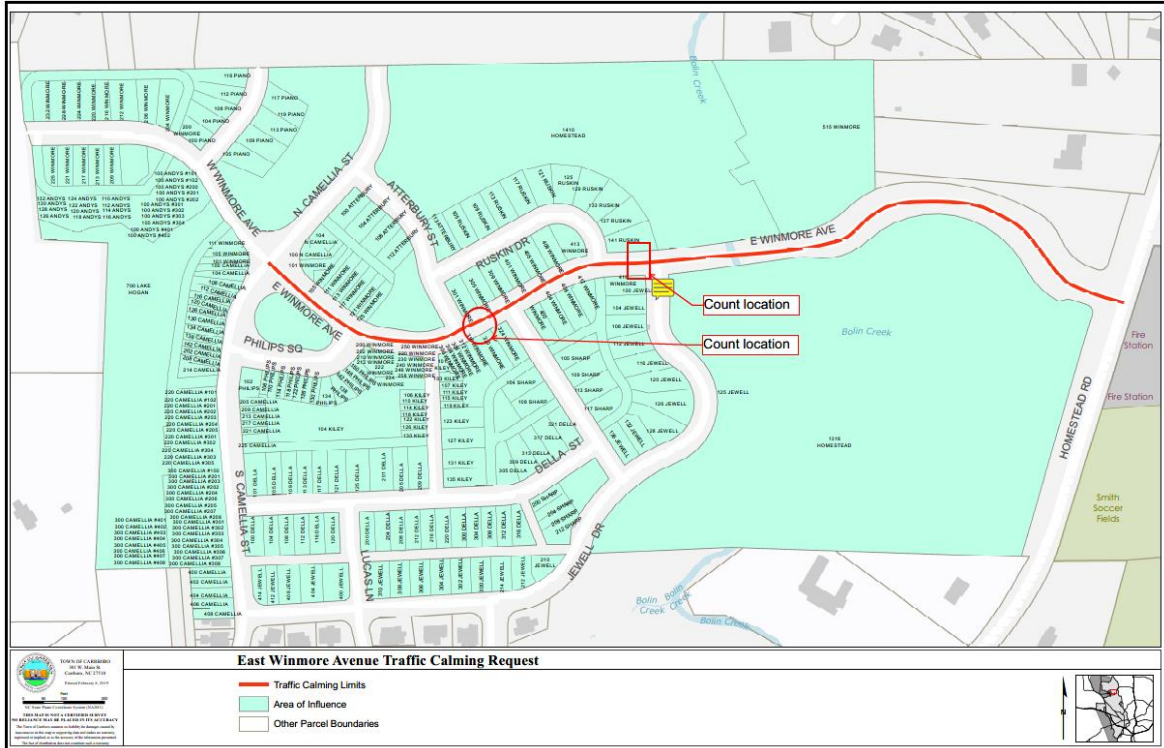
In general, streets that receive up to 25 points are eligible for Stage 1 Traffic Calming only. Streets that receive a combined total of at least 12 points in the "Traffic Volume" and "85th Percentile Speed" criteria and more than 25 points total will be eligible for both Stage 1 and Stage 2 Traffic Calming.

RTMP p. 3 lays out the evaluation criteria, performance measures, and scoring.

Traffic volume and 85th percentile speed

From 11-30-2023 to 12-2-2023, Town staff conducted two-way, 48-hr. traffic and speed counts at two mid-block locations along the street:

- Winmore Ave at Jewell Dr
- Winmore Ave at Atterbury St



The speed limit on Winmore Ave is 20 mph.

For each counter location, the higher 85th percentile speed of the two traffic directions surveyed was used for the analysis.

No segment traffic volumes exceeded the 800 vehicles per day (vpd) threshold in the RTMP for collector/subcollector streets. Winmore Ave was considered a collector for the purposes of this analysis. The results are included in the attached sheets.

Pedestrian and bicycle volumes

On 03-20-2024 between 3:00 pm and 5:00 pm, Town staff conducted two-hour pedestrian and bicycle counts at two locations: the intersections of E Winmore Ave and Atterbury St, and E Winmore Ave and Jewell Dr. The results are included in the attached sheet. It was sunny and 71F that day.

Bus stops

Although the Chapel Hill Transit HS Route has a nearby stop: Homestead at Camden, there are no CHT buses on Winmore Ave itself.

Proximity to pedestrian generator

This analysis, which applies to retail locations and parks, was conducted via ArcGIS Network Analyst. No parks or retail are within the threshold network distances. An analysis map is included as an attachment.

Scoring summary

The evaluation shows that the intersection of Winmore Ave with Jewell Dr is eligible for Stage 1 and 2 calming, while the intersection with Atterbury St is only eligible for Stage 1 calming.

Location	Total Pts	Vol/Spd Pts	Eligible stage
Winmore Ave at Jewell Dr	37	25	Stage 1 and 2 Calming
Winmore Ave at Atterbury St	9	0	Stage 1 Calming Only

Staff recommendation

Note that the RTMP (p. 4) states:

For streets eligible for both Stage 1 and Stage 2 traffic calming, town staff may recommend that Stage 1 traffic calming measures be implemented prior to implementing Stage 2 measures. Once Stage 1 Traffic Calming measures are implemented, town staff will wait approximately three to six months and collect traffic speed and volume data and evaluate other traffic conditions on the street. The data would then be analyzed using the Traffic Calming Criteria to determine if the Stage 1 Traffic Calming measures were successful. If the measures were successful, then the traffic calming process will end at this point. Otherwise, town staff will move on to analyze and recommend possible Stage 2 Traffic Calming methods.

The RTMP states that Stage 1 traffic calming “does not involve the use of physical controls or impediments on the roadway system” (p. 4). It lists Stage 1 measures as including:

- Neighborhood Awareness Campaigns and Education
- Radar Speed Trailer Deployment
- Traffic Enforcement Actions
- Traffic Signs and Pavement Marking
- Alternative Transportation Modes

The Traffic and Parking Committee, in their April, May, and August 2024 meetings, recommended that Stage 1 traffic calming measures be initially implemented,

particularly adding a stop sign on eastbound Winmore Ave at the intersection with Jewell Dr. Staff also recommends that additional patrols be conducted to make sure drivers are obeying both the posted speed limit and stop signs, including the recommended one at eastbound Winmore Ave and Jewell Dr.



TAB recommendation

On September 5, 2024, the Transportation Advisory Board (TAB) met virtually to review the staff recommendation for traffic calming on Winmore Ave. Residents of the Winmore neighborhood were mailed flyers inviting them to attend.

After a presentation by staff, there was a discussion session involving both Board members and neighborhood residents. The main concern expressed with the staff recommendation was that having a stop sign on eastbound Winmore Ave but not westbound would be confusing for drivers using the intersection. There was also concern that the existing signage/treatment at the crosswalk at Winmore/Jewell was insufficient.



The TAB voted to recommend to the Town Council the conversion of the Winmore/Jewell intersection to a three-way stop with additional signage/treatments to the existing crosswalk. The TAB also recommended that staff study further signage/treatments at the intersection that may be needed as traffic calming measures.

Due to concerns about where a westbound Winmore Ave stop sign would be placed, as that location contains a bridge, speed table, and crosswalk in close proximity, staff continues to recommend that a stop sign be installed on eastbound E Winmore Ave only at the Jewell Dr intersection. Staff also recommends signage that would indicate that westbound E Winmore Dr traffic does not stop.

Additional notes

- There is an existing traffic table on E Winmore Ave past the bridge just before the Greenway crosswalk and the intersection with Jewell Dr.
- New speed limit signs were recently installed to display the lowered speed limit of 20mph.
- Winmore Ave is approximately .5 mi in length.
- Winmore Ave begins at Homestead Rd and ends at Andys Ln, with Jewell Dr, Ruskin Dr, Sharp St, Atterbury St, Kiley St, Phillips Sq, Camelia St, Piano St, and Andys Ln intersecting midway. There is a roundabout at the intersection with Camelia St.
- No properties in the neighborhood have driveways directly on Winmore Ave. All driveways instead empty into the streets mentioned above. There is extensive on-street parking on Winmore Ave throughout the neighborhood. Legacy Academy of Chapel Hill has a driveway directly on Winmore Ave before you enter the neighborhood.
- Winmore Ave begins at Homestead Rd as a divided roadway with no curb and a sidepath along the eastbound side of the road. It then crosses Bolin Creek on a two-lane bridge with a separated sidepath. Past Jewell Dr, the road is approximately 22 ft. in width with no centerline or bike facilities, including on-street parking on both sides. There are curbs and a sidewalk along both sides. The road slopes down from Homestead Rd to Bolin Creek and slopes back up from the creek near continuously through the neighborhood.