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Title: Discussion Regarding Proposed Traffic Calming in Westfield Estates and Idlewood (Deferred from 3/28/19 CIC)

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2/28/2019	1	Capital Investment Committee	referred	

DATE: February 20, 2019

TO: Board of Mayor and Aldermen

FROM: Eric Stuckey, City Administrator
Paul Holzen, City Engineer/Director of Engineering
Jonathan Marston, Assistant Director of Engineering

SUBJECT:
Discussion Regarding Proposed Traffic Calming in Westfield Estates and Idlewood (Deferred from 3/28/19 CIC)

Purpose

The purpose of this memo is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning proposed traffic calming in the Westfield Estates and Idlewood neighborhoods.

Background

In May 2018, a seven-year-old was walking with her mother on Alexander Drive, which does not have sidewalks, and was struck by a vehicle. This event prompted a resident of the area, Westfield Estates and Idlewood, to contact the Traffic Operations Center (TOC) with a request to implement traffic calming measures in the area. The specific areas of concern were speeding and cut-thru traffic on Westfield Drive and Alexander Drive.

The current process for implementing traffic calming requires approval from at least 51% of the affected property owners to proceed. With this in mind, City staff defined the petition zone and, in the absence of a formal Homeowners Association for the area, provided this information to the resident who requested traffic

calming. Also, from May 14TH to May 18TH, City staff collected speed and volume data on Westfield Drive and Alexander Drive. That study revealed that both Westfield Drive and Alexander Drive meet the volume requirements for traffic calming, but only Westfield Drive met the speed requirement. Because Westfield Drive and Alexander Drive function as one cut-thru between Del Rio Pike and SR-96W, staff determined that the process should proceed for both streets.

The initial, kick-off public meeting was held on May 21, 2018. At this meeting, similar traffic concerns were expressed about Oxford Drive. A successful petition, with 86 of 137 (62%) property owners signing the petition in favor of traffic calming, was returned to City staff on July 5, 2018. Also, following the start of the new school year, staff collected speed and volume data, from August 22ND to August 31ST, at two (2) locations on Oxford Drive. However, neither location on Oxford Drive met speed *or* volume criteria for traffic calming.

A second public meeting was held on November 29, 2018 to discuss the combined study results and specific traffic calming measures for the successful petition area. Staff presented a conceptual proposal for several speed humps along Westfield and Alexander Drives. After some additional discussion, the attendees at the meeting generally agreed to proceed with this concept. There was also some discussion about enhanced signage in the area.

Because the original concept showed a total of seven (7) speed humps to be installed, staff recommends proceeding with a 2-phased approach to implementation. The phases would be broken down as follows:

- Phase 1
 - Install three (3) portable speed cushions on Westfield Drive.
 - Install new and upgraded signage:
 - Enhanced “No Truck” signs on Westfield, Alexander, and Oxford Drives,
 - Enhanced Speed Limit signs on Westfield, Alexander, and Oxford Drives,
 - New “Speed Hump Zone” signs on Westfield Drive,
 - Replace “Yield” signs with “Stop” signs on Carver Court and Lynn Court, and
 - New “Curve Warning” signs at 90-degree curve on Alexander Drive.
- Phase 2
 - Install five (5) permanent asphalt speed cushions
 - Three (3) on Westfield Drive, and
 - Two (2) on Alexander Drive.
 - New “Speed Hump Zone” signs on Alexander Drive.

Staff believes that this 2-phased approach would allow the residents to better understand what to expect with speed humps/cushions *prior* to the implementation of all devices, in a permanent manner, at one time.

The concern remaining for staff is how to gauge the neighborhoods’ acceptance of the first phase *before* implementation of the final phase. The Westfield Estates and Idlewood neighborhoods do not have formal HOAs. Therefore, staff does not want to place the additional burden of another petition or survey on any one resident. However, staff does want to accurately gauge the neighborhoods’ acceptance of the speed hump/cushion concept *prior* to spending funds for full and final implementation.

Financial Impact

The current estimated cost of the 2-phase traffic calming plan is approximately \$47,000 (Phase 1 = \$21,000

and Phase 2 = \$26,000) for the purchase of materials and installation by in-house staff.

Engineering and Streets are working with Administration and Finance to determine an available source of funding for this project.

Recommendation

Staff recommends proceeding with the 2-phased implementation of traffic calming in the Westfield Estates and Idlewood neighborhoods. Staff also requests feedback from the Board about the best way to proceed with a follow-up petition/survey prior to proceeding with phase 2.