

Town of Avon Traffic Calming Program

Traffic Investigation Report

Pines West Subdivision

March 11, 2008

Report Table of Contents

Purpose of Traffic Investigation

Problems Identified by Neighborhood

Neighborhood Roadway Characteristics

Safety Issues

Recorded Traffic Data

Diagnosis of Problem Areas

Directly Affected Area

Remediation Alternatives

Recommended Alternative and Estimated Cost

Recommendation and Implementation Plan

Neighborhood Response

Public Works Committee Response

Town Council Response

Implementation Program

Follow-up Study Findings

Appendix

Neighborhood Letter Petitioning for Traffic Study

Traffic Data Exhibit

Recommended Traffic Calming Device Information

Neighborhood Meeting Notes

Public Works Committee Meeting Notes

Town Council Meeting Notes and Resolution

Traffic Investigation Report

Purpose of Traffic Investigation

A traffic investigation was performed to measure and observe motorist, bicyclist, and pedestrian activity as well as the existing roadway characteristics. The investigation is intended to focus on the problems identified by the neighborhood petition letter.

Problems Identified by Neighborhood

A letter, dated March 21, 2007, was delivered to the Town of Avon requesting that a traffic investigation be conducted in their neighborhood. Mark Preis, President of the Pines West Homeowners Association, signed the letter. The letter identified several perceived problems as noted below:

- Speeding on Weeping Way Lane.
- Cut-through and speeding traffic by residents of the adjacent Pines of Avon and Stone Mill subdivisions.

The neighborhood has requested and had an Avon Police officer attend one of their neighborhood meetings in the past. The Police are reported to have told the residents that if they don't witness a speeding violation, there is nothing that they can do. A copy of the neighborhood letter appears in the Appendix.

Neighborhood Roadway Characteristics

The traffic investigation focused on the cut-through and speeding traffic on Weeping Way Lane from CR 100S (Morris Street) to the intersection of Monterey Circle.

Weeping Way Lane serves as a residential or neighborhood collector street since it collects traffic from the side streets and cul-de-sacs and provides access to a secondary arterial roadway (Morris Street). There is a straight street section along Weeping Way from Morris Street to just south of Shortleaf Drive that is approximately 1,200 feet long. Weeping Way is relatively wide and on-street parking is not prohibited. Sidewalks are located on both sides of Weeping Way Lane.



Safety Issues

Aside from potential speeding issues resulting from the long, straight street section, no other safety deficiencies were noted.

Recorded Traffic Data

Traffic volumes and speeds were recorded on Monday, 5/14/07 through Friday, 5/18/07, at five key locations within the study area (see Traffic Data Exhibit in the Appendix). Volumes were collected for both directions of travel. Speeds were also recorded for both directions and summarized for both directions combined. Stop sign locations are also noted on the exhibit. Occasional pedestrian and bike activity was noted during the non-peak periods when the traffic investigation was conducted.

Diagnosis of Problem Areas

By reviewing the traffic data, a cut-through traffic pattern was not apparent on Weeping Way Lane. Over the course of an average weekday when traffic volumes were recorded, the number of vehicles traveling north and south on Weeping Way Lane was about equal. It appears that about 60% of the recorded average weekday traffic travels west on Willowbrook Drive, indicating that more traffic travels into the Stone Mill subdivision from the Pines West subdivision than vice versa. Slightly more traffic also travels west into the Pines West subdivision from the Pines of Avon subdivision than vice versa during an average weekday, based on the recorded volumes. All streets within the study area have the capacity to convey the recorded traffic volumes.

The average speeds recorded were below the 25 mph posted speed limit, except for the southern half of Weeping Way Lane. The 85th percentile speeds were also recorded above 30 mph for this area, reaching as high as 34 mph for the first count station located nearest to Morris Street. The long, straight portion of Weeping Way Lane appears to result in the relatively high travel speeds.

Directly Affected Area

The residents considered to be directly affected by the potential installation of traffic calming devices include all residences in the Pines West subdivision south of Monterey Circle/Willowbrook Drive. Although the residences of the Pines West Subdivision north of this street also use Weeping Way Lane, the directly affected area does not include them to instead only include the residences that live closer to the locations where the speeding occurs. Approximately 50 residences are located in the directly affected area. The directly affected area is shown on the Traffic Data Exhibit in the report Appendix.

Remediation Alternatives

The following are recommendations for consideration by the Town and the neighborhood:

1. Consider installing two permanent 14-foot parabolic speed humps, pavement markings, and associated warning signs at the locations shown on the Traffic Data Exhibit. Warning signs shall be placed for both approaches in the vicinity of the speed bump. It is expected that the 14-foot speed hump will reduce the average travel speed to 20 mph or less in the vicinity of the hump.

Recommended Alternative and Estimated Cost

The cost to purchase and install two 14-foot bituminous concrete speed humps is \$6,000. The associated four warning signs will cost an additional \$1,500. The total cost to install both speed humps, warning signs, and pavement markings is estimated to be \$7,500.

Recommendation and Implementation Plan

The installation of the two recommended speed humps can be pursued this year, pending favorable approval by the residents located in the directly affected area, the Public Works Committee, and the Avon Town Council. After the speed humps have been installed for a period of at least 30 – 60 days, a follow up study should be conducted to determine how effective the devices are at reducing speeds to desirable levels. Of special note is whether or not more Pines West residents will now use the adjacent subdivision roads to avoid the speed humps. The follow up study can address this and collect traffic speed and volume data in the adjacent neighborhoods if problems occur

Neighborhood Response

Public Works Committee Response

Town Council Response

Implementation Program

Follow-up Study Findings

Appendix

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Recommended Traffic Calming Device Information

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Public Works Committee Meeting Notes

Town Council Meeting Notes and Resolution