

COUNCIL DECISION REQUEST

SUBJECT: Longhorn Road Traffic Study

MEETING DATE: 10-16-08

PAYSON GOAL: NEW: EXISTING:

ITEM NO.:

TENTATIVE SCHEDULE:

SUBMITTED BY: LaRon Garrett, Pub. Works Dir.

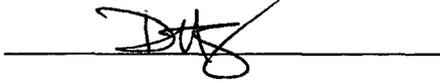
AMOUNT BUDGETED: \$0

SUBMITTAL TO AGENDA

EXPENDITURE REQUIRED: \$0

APPROVED BY TOWN MANAGER

CONT. FUNDING REQUIRED: \$0



EXHIBITS (If Applicable, To Be Attached): Traffic Calming Process Flow Chart, Affected Area Map, Proposed Traffic Calming

POSSIBLE ACTION

I move to approve the proposed traffic calming options and direct staff to continue with the traffic calming process on Longhorn Road.

SUMMARY OF THE BASIS FOR POSSIBLE ACTION:

The Town Council directed Staff to investigate the excessive speeding issues on Longhorn Road between Meadow Street and McLane Road. The study was to determine; (1) Is there an excessive speed issue in the area?; and (2) What can reasonably be done through traffic calming to address any excessive speed issues.

There is a curve on the east end of the study area and then the remainder of the street to McLane Road is a straight stretch. There is currently one 10' traffic lane in each direction, a 4' bike lane in each direction, and an 8' center turn lane. The north side of the roadway is residential and the south side is the Payson Unified School District. The Town has received complaints of excessive speeds in this area. The main affected area appears to be the straight stretch between 500 W. Longhorn Road and McLane Road.

Two vehicle/speed counts were taken in this area. The first was at 600 W. Longhorn Road on August 6, 2008 and the second was at 702 W. Longhorn Road on August 13, 2008.

Following is the results of these counts.

<u>Location</u>	<u>ADT</u>	<u>85% Speed</u>	<u>% Trucks</u>
600 W. Longhorn Road	6,529	34.14 mph	2.6%
702 W. Longhorn Road	6,702	34.87 mph	2.5%

The study data from both locations is almost identical. Eighty five percent of the traffic is traveling 9-10 miles per hour above the posted speed limit.

In accordance with the Town of Payson Traffic Calming Manual, this location is eligible for traffic calming measures. Since this study was initiated by the Town Council, the process will follow the "Staff Driven" process as outlined in the manual. Staff has determined the affected area and recommendations for traffic calming facilities. A map showing the affected area is attached. There are 918 properties in the affected area. The next step is to begin the

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public meeting process as outlined in the traffic calming manual. Residents of all properties in the affected area will be notified of a public meeting. The meeting will be an "Open House" format where the traffic calming concepts will be explained. The residents will also be given the opportunity at the Open House meeting to sign a petition indicating if they were "In Favor Of", "Opposed To", or had "No Opinion" concerning the proposed traffic calming measures.

Based on the information collected, staff has prepared a 3 tiered process to address traffic calming on Longhorn Road. The first level is to use striping and delineators to eliminate the center turn lane between McLane Road and the westerly entrance into the high school parking lot. The traffic lanes will be narrowed to 10 feet and shifted back and forth in the study area (Level No. 1). If the lane adjustments do not slow the traffic sufficiently, the next step would be to install a speed hump near 512 W. Longhorn Road (Level No. 2). If there are still excess speed issues after the installation of the first speed hump, two additional speed humps could be installed between 606 and 706 W. Longhorn Road (Level No. 3).

The bike lanes adjacent to the curb will not be affected by these traffic calming measures.

Since this is a Town initiated project, the Town will be responsible for all costs to put these traffic calming measures in place. If only Level 1 is used, the cost will be minimal (under \$1,000). If speed humps are installed, the cost is approximately \$4,000 to \$5,000 each. Funding for these measures will come for the street maintenance budget. Since the street maintenance budget is limited this year, if the improvements get too costly they may need to be deferred until adequate funding is available. The cost of the Level 1 measures could be adsorbed in to the current budget.

Staff recommends that the Town Council approve the proposed traffic calming options and direct staff to continue with the traffic calming process on Longhorn Road.

PROS: Approval will allow staff to meet with the area residents to get their input on the Longhorn Road Traffic Calming.

CONS: Installation of the proposed traffic calming options will slow the traffic on Longhorn Road, including emergency vehicles, and could increase traffic congestion in the area. Also, placing traffic calming devices on Longhorn Road may encourage motorists to use local residential streets rather than Longhorn Road, a minor arterial street.

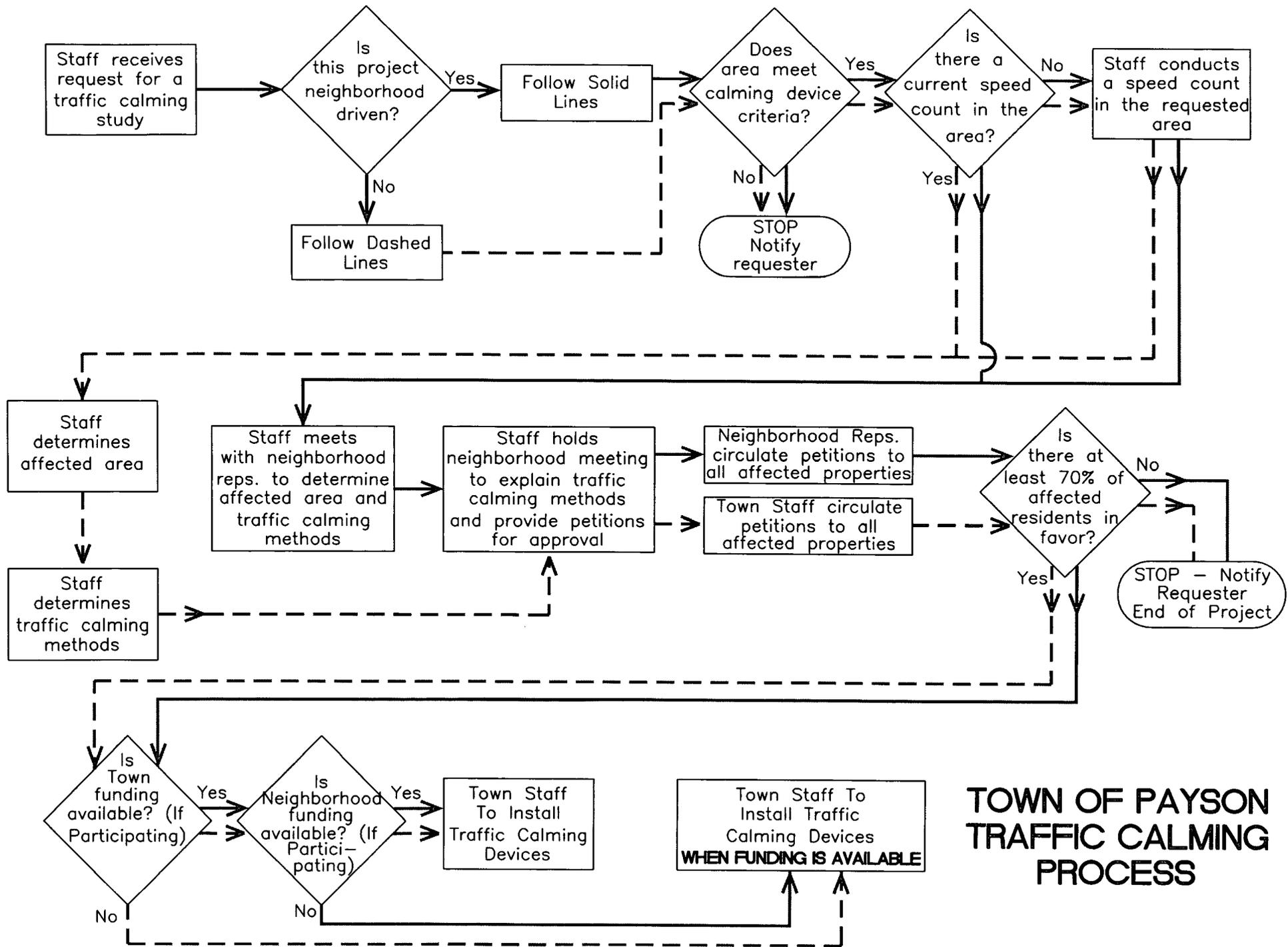
PUBLIC INPUT (if any): N/A

BOARD/COMMITTEE/COMMISSION ACTIONS/RECOMMENDATIONS (if any) (give dates and attach minutes): The Surface Transportation Advisory Committee (STAC) discussed this item at their October 1, 2008 meeting. They are supportive of those items listed in Level No. 1. They also requested that if additional levels are required, that this issue be reviewed by the STAC.

FUNDING:

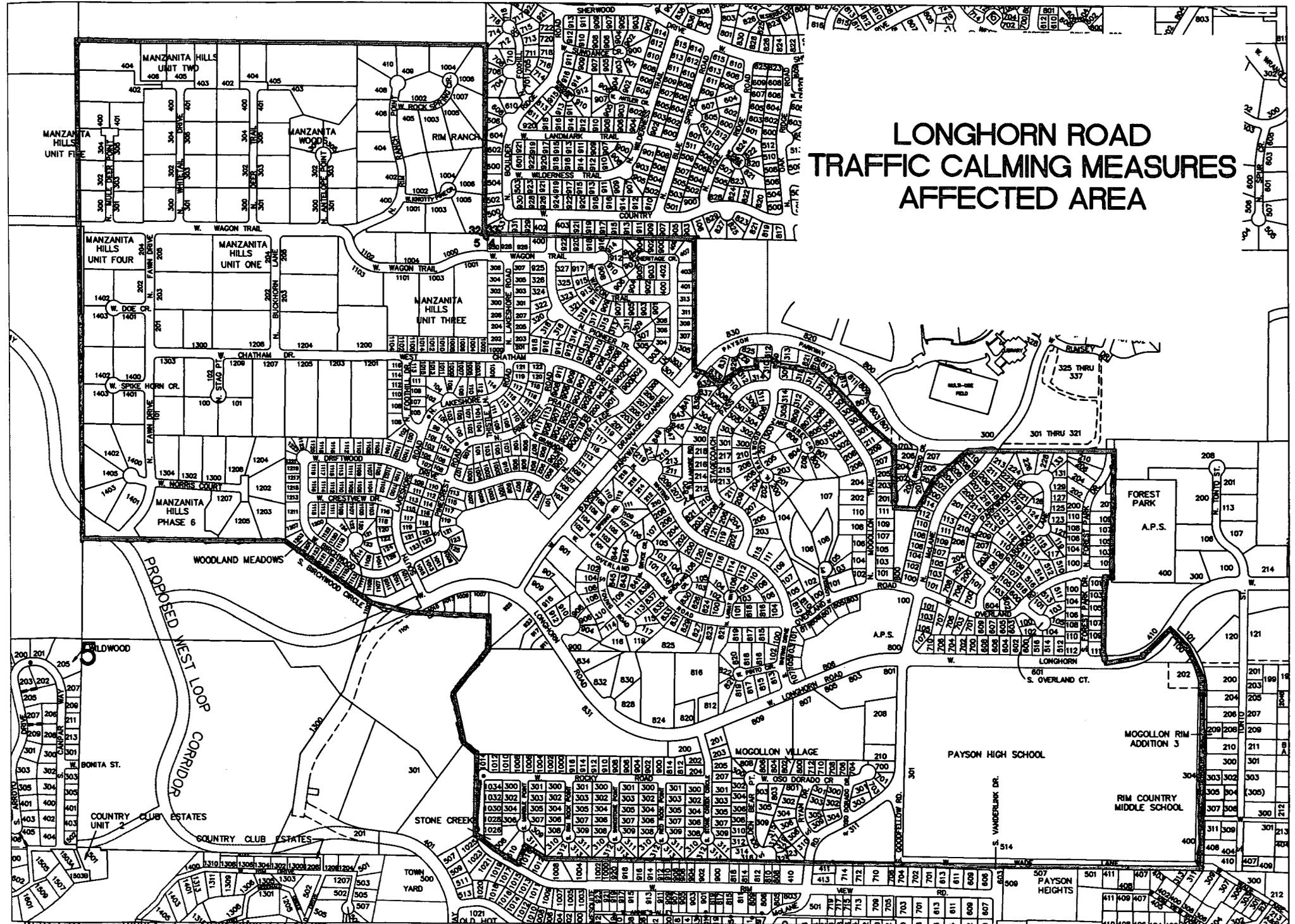
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Account Number:	Title:	Amount: \$
Account Number:	Title:	Amount: \$
Account Number:	Title:	Amount: \$
		Total Cost: \$

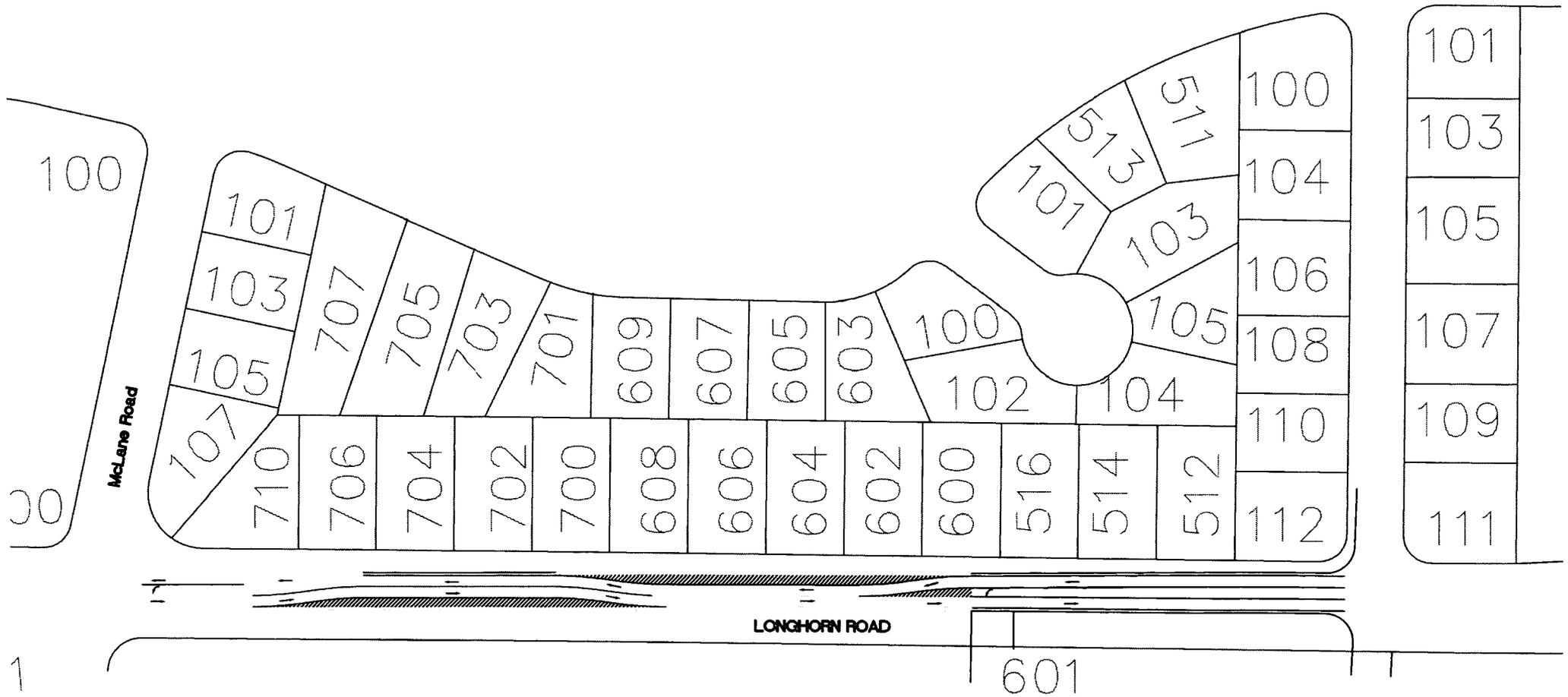
CFO: _____ Date: _____



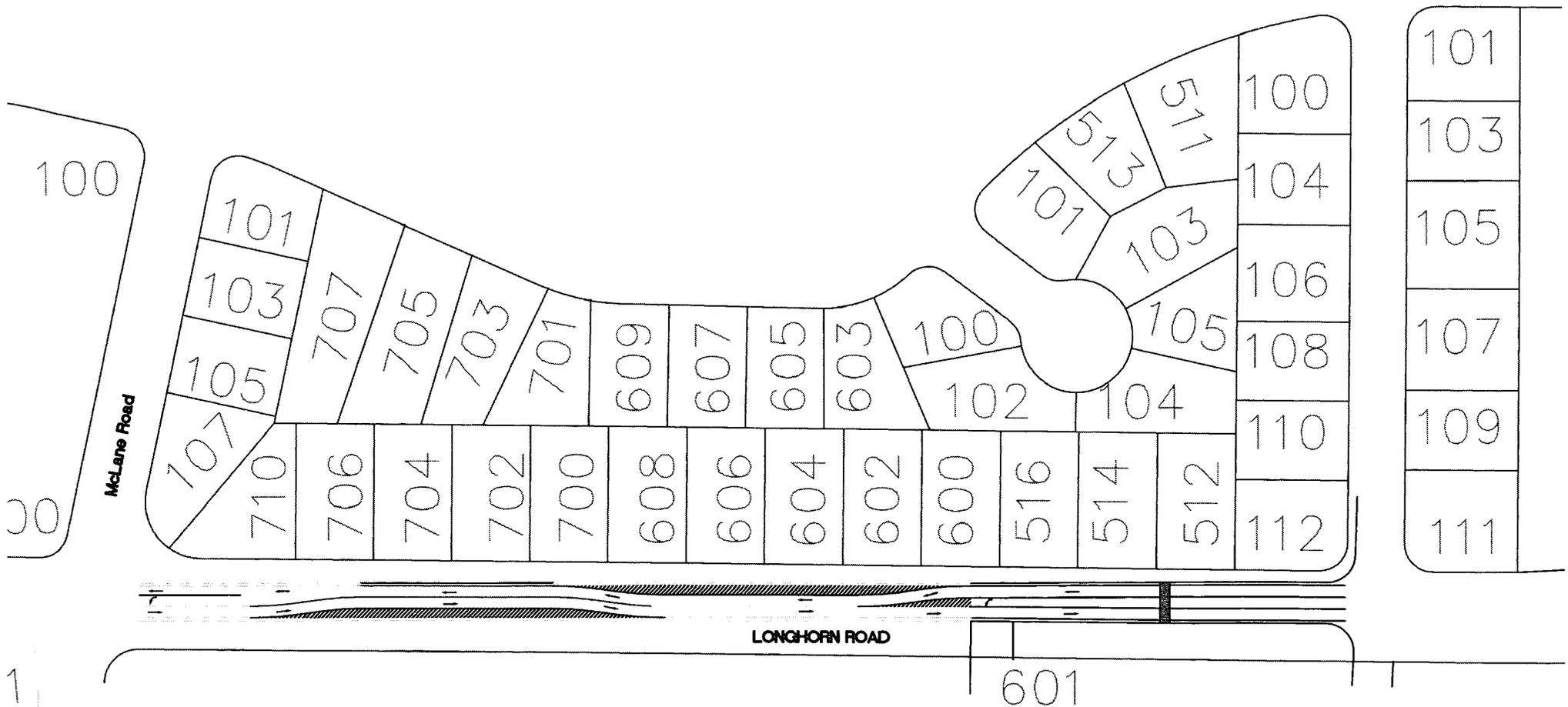
TOWN OF PAYSON TRAFFIC CALMING PROCESS

LONGHORN ROAD TRAFFIC CALMING MEASURES AFFECTED AREA





**LEVEL NO. 1
 RESTRIPE AND ADD DELINEATORS TO
 NECK DOWN TRAFFIC LANES**



LEVEL NO. 2
RESTRIPE AND ADD DELINEATORS TO
NECK DOWN TRAFFIC LANES
ADD ONE SPEED HUMP ON EAST END

