

Date: August 1, 2014  
To: File  
From: Najib O. Habesch BETA Project #: 3926  
Subject: C/E/F Traffic Calming Update, Summary  
of Questions and Answers

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A meeting was held on June 23<sup>rd</sup>, 2014 with the C/E/F neighborhood to present and discuss the status of the neighborhood traffic calming plan. The following is a summary of questions asked by the public and answers given by Beta and the Town.

1. There was a concern expressed about getting out of a driveway on Canton Street.

*Answer:* Mr. Ford assured that this won't be a problem during construction or following.

2. A comment was made about how repainting Forbes would affect the traffic with the existing curve and a straight line around the curve.

*Answer:* Two realigned intersections are proposed in the plan, one at Cushing and one at Glandore. As a result, drivers who travel on Forbes toward Canton will have to stop twice; stop signs will be installed in both directions at the realigned intersections.

3. Why does the plan feature measures at Cushing and Forbes rather than Spellman and Forbes? The curve at Cushing acts as a natural calming device. The concern is to have a device at Spellman. If this is a temporary measure how can we show the effectiveness at Spellman rather than Cushing?

*Answer:* Mr. Ford took information to discuss this matter at a later time and take this matter into consideration. The Town will look into the potential of a temporary device in both locations.

4. Is Everett and Forbes intersection part of the plan?

*Answer:* Everett and Forbes intersection is not part of the 3-2-1 plan.

5. The website does not show measures at Glandore. Does that mean that will be put out there at a later time?

*Answer:* Glandore (at Forbes) is not shown but it is being planned, and a copy of the current plan can be viewed on the Town's website.

6. How will the slow points be constructed? Are they permanent or temporary?

*Answer:* Slow points will be tested at a temporary level with stantions. Once the permanent installation takes place, the stanchions will be replaced with a raised median and curbing.

7. How does the feedback process work?

*Answer:* The feedback process could include on-line surveys. We will communicate and listen to your comments regarding any feedback on the temporary measures. It is strongly recommended to provide your email to the Town CTY system and visit the town hall website.

8. There was a concern on the location of the stop sign at Cushing rather than Spellman. Cushing has a natural curve where people tend to slow down and speed back up.

*Answer:* Response to this matter was given by Najib Habesch that during the public process the majority of participants wanted to see the location of the stop sign where it is proposed. Beta and the Town will take relocating it into consideration.

9. Can the speed limit be reduced from 35MPH to 30MPH on Canton Street?

*Answer:* The speed limit can't be changed without justification. Speed limits are based on speed survey, traffic, and what the roadway can handle. It requires a permit from the state. Basically, the purpose of the project is to reduce speed. We are trying to do this through the use of physical measures. If speeds are sufficiently reduced, lowering the posted speed limit could be justified in the future.

10. The intersection of Forbes and Everett was not approved by the County Commissioners. Are there future plans for this intersection?

*Answer:* Mr. Habesch stated that improvements to this intersection were presented to the Norfolk County Commissioners (NCC) [in 2009]. The NCC rejected the plan, asking instead that we break the plan up into smaller phases and bring it back. Consequently, the 3-2-1 plan, which is what we're discussing tonight, was

developed. This plan includes 3 intersections on Canton, 2 on Forbes and 1 on Everett along with other traffic calming improvements. The NCC has approved the 3-2-1 plan.

11. There was a question about law enforcement on speed.

*Answer:* Police will be on-site during the trial period. The realigned intersections will require that vehicles come to a stop. In addition, the slow points and other measures are designed to reduce traffic speeds. We are not requesting the posted speed limits be changed at this time. That may come in the future.

12. The plan is what the neighbors agreed on, and the Slow Points were not agreed on by residents. With a 2-foot shoulder, how does that affect the resident's front property?

*Answer:* Mr. Ford: The Slow Points will be installed in the county right-of-way and will not impact individual houses.

13. How is the intersection of Canton and University Avenue being addressed?

*Answer:* It is not part of this plan. There is no specific traffic calming plan for the intersection of University and Canton.

14. The plan is to cut down volume on Canton Street and slow down traffic. How does the plan cut down traffic? And what is the actual time to construction?

*Answer:* The plan is for implementation of realigned intersections and other traffic calming measures, slow points etc. These will increase the travel time significantly on Canton Street. Commuters' value travel time and we expect that there will be a reasonable amount of traffic that will seek alternate routes and use Canton Street only if they have a reason to be there. We expect it to take approximately 4 weeks to start seeing temporary measures deployed in the field. During that time and shortly thereafter, we will solicit feedback that we will take into consideration. The evaluation period will run until October, at which time the temporary measures will be removed for the winter season. In the spring, the final plan will be bid and awarded. The selected contractor with most qualification and lowest bid will be hired and construction will start April of next year and be completed by fall 2015.

15. When will the next meeting take place and will it be posted?

*Answer:* A meeting will be scheduled next fall to discuss all the measures. All meeting notices will be posted.

16. Will there be any crosswalk on Canton for pedestrians?

*Answer:* It was not part of the project, but the issue will be considered.

17. Why was the line removed on Forbes Street approaching Cushing?

*Answer:* The line was removed based on the majority of residents' requests.

18. With the sidewalk being extended 3 feet, what is the impact of a narrower road on the plowing process and snow on the roadside?

*Answer:* There will be a snow shelf on the side of the road.

19. Are traffic signs illuminated for night traffic?

*Answer:* There is no electrical illumination. Some of the signs will have solar-powered flashers. Signs and markings will be reflectorized.

20. How much money is allocated for the plan?

*Answer:* There is \$1 million set aside and \$ 1.1 million available if/when needed.

21. Is it intended to monitor traffic volumes?

*Answer:* Yes, we will monitor volume, speed and type of vehicles including trucks.

22. Will there be enough signs and postings before getting onto Everett traveling towards Canton?

*Answer:* There will be enough signs, but not specifically on Everett. An increase in signage for that street will be taken into consideration.

23. What would be the result of stop signs on the volume of traffic that exists on Canton? What will happen to the pattern of traffic? What is the impact of mobility to the off-ramp at 4 O' clock in the afternoon? Are there standards used to measure the success of the plan?

*Answer:* The goal is to reduce speeds to approximately 28-30MPH, instead of 40MPH on Canton and Forbes, and approximately 15 MPH before and after the realigned intersections. If we can achieve this goal, it means we will have succeeded. In traffic calming, the literature says: if you achieve 10% or 15% you will achieve your objective.

In March 2013 (the last presentation), we indicated traffic will be monitored. We will be measuring volumes and speeds to determine the effectiveness of the project. If results indicate that additional actions are necessary, then additional measures will be taken.