



Inter-Office Memo

BOARD OF COUNTY COMMISSIONERS

TO: Corrina Gumm, P.E., Traffic Operations Manager

FROM: Peter Nguyen, E.I., Engineer I

DATE: November 19, 2024

SUBJECT: James Road Traffic Calming Survey Results - Corrected

To assess the favorability of the recommended traffic calming measures established in the Traffic Calming Study conducted by LTG, Inc, a Traffic Calming Survey was mailed to property owners within the benefited and affected areas of the proposed treatments on James Road between Friday Road and Cox Road. The “benefited” area includes those residents who benefit directly from the proposed treatment and the “affected” area adds those residents who must traverse a proposed treatment to access their residences in the immediate area of James Road. It is noted that the benefited plus affected area for the proposed textured pavement at Friday Road and at Cox Road intersections includes residents that would traverse this proposed treatment via Friday Road, Friday Lane, Jillian Lane, or Fox Trail Court.

Out of 101 eligible respondents, we received 62 responses. The breakdown of votes from the combined benefited and affected areas for each traffic calming measure is as follows:

Speed Tables

- 76% yes (47 out of 62)
- 21% no
- 3% left blank

Textured Pavement at Friday Road

- 71% yes
- 18% no
- 11% left blank

Textured Pavement at Cox Rd

- 68% yes
- 19% no
- 13% left blank

Reduced Lane Width from 11 ft to 10 ft

- 32% yes
- 50% no
- 18% left blank

Vibratory Edgeline Markings

- 55% yes
- 31% no
- 15% left blank

Regarding the proposed reduced lane width from 11 ft to 10 ft, 50% of residents responded in disagreement with this strategy. However, based on the professional engineering assessment by staff and the Taylor Morrison engineering consultants, this measure is necessary and is supported by engineering design standards, as is an array of traffic calming measures (speed tables, textured pavement, and vibratory edgeline markings) due to the anticipated increase in traffic, and the roadside hazard/steep drop that the existing large canal on the north side of the road presents.

The responses were further analyzed to assess the reception of residents within the "benefited" area, defined as those directly adjacent to the roadway who would experience speed reduction due to the speed tables along James Road. However, since the interpretation of the "benefited" area may vary, the results should be considered comparable rather than definitive.