

# Town and Country Road Neighborhood Streetscape

## Neighborhood Traffic Management Program



*City Council  
Special Item*

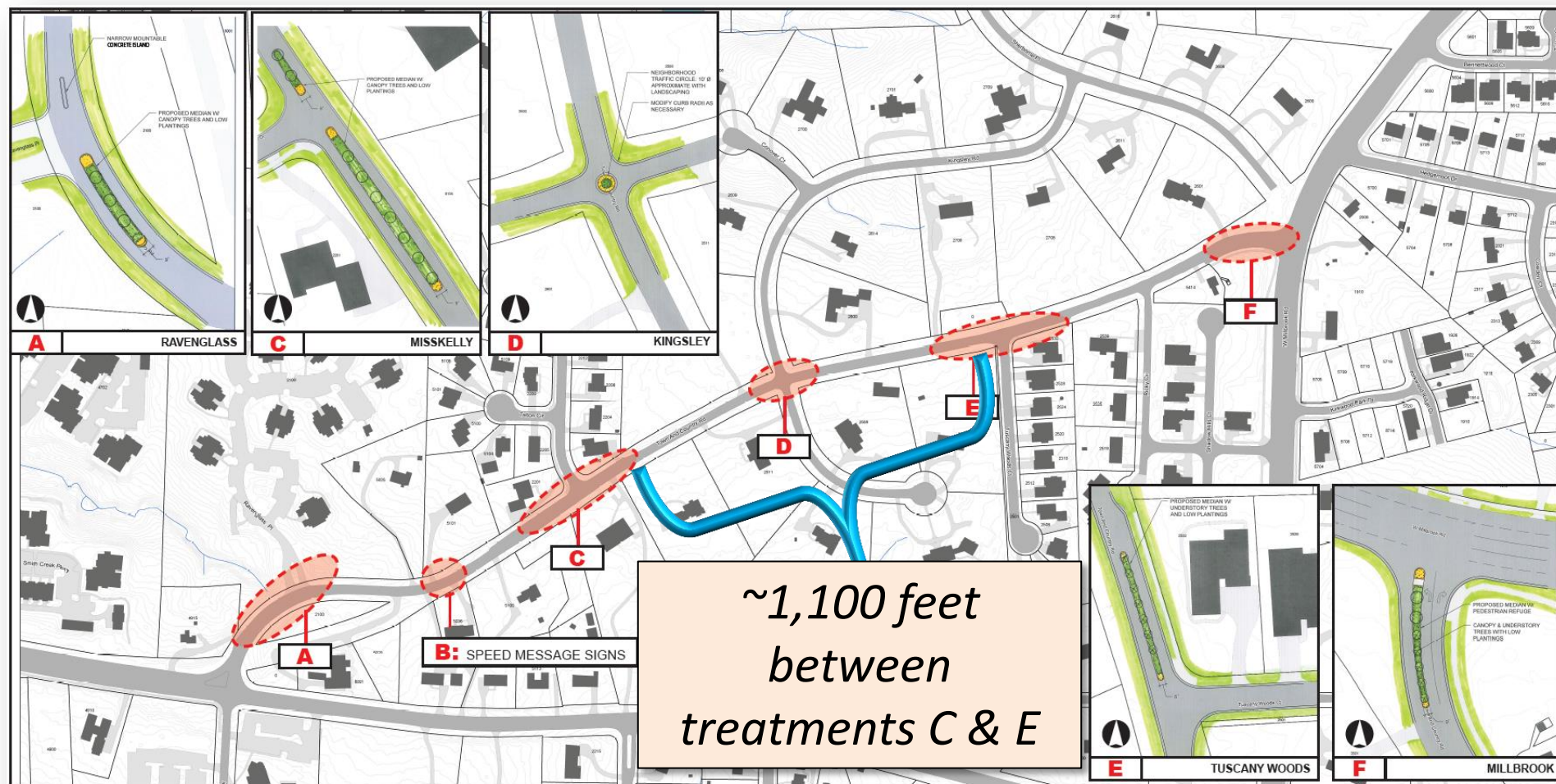
*April 21, 2015*

# Background & Summary

## City Council Direction – April 7, 2015

- Provide alternatives at Kingsley Road
- Staff has developed 6 alternatives
  - Importance of Intersection
  - Advantages
  - Tradeoffs

# Kingsley Road Area



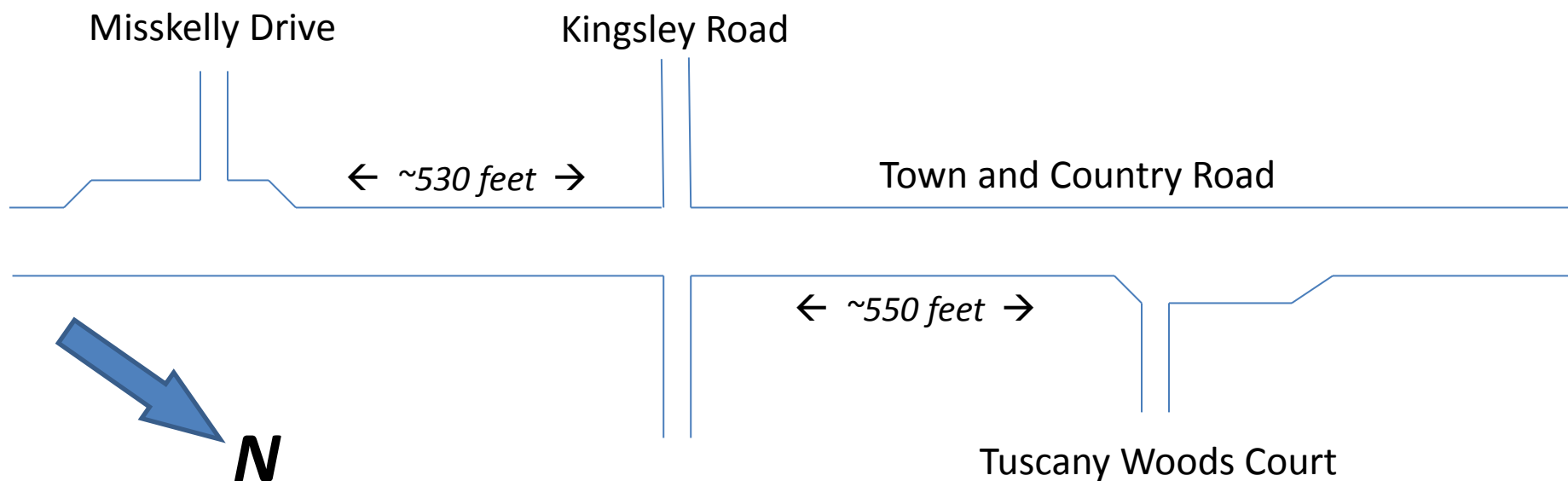


# Location D: Kingsley



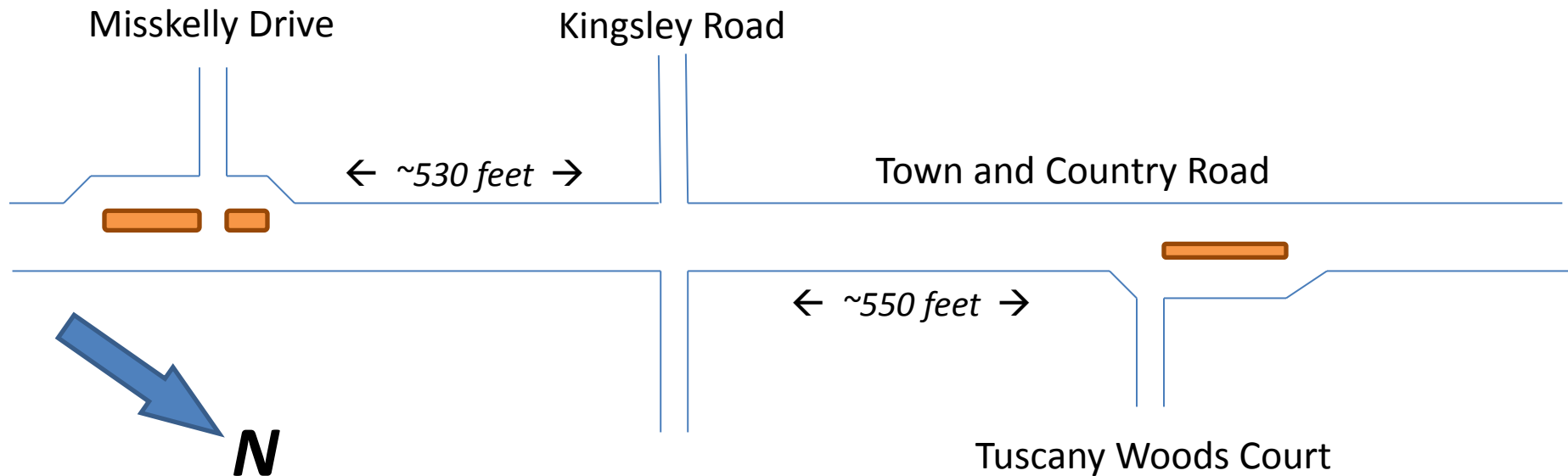
*(Facing North)*

# Existing Conditions at Kingsley Road



- Town & Country Rd. has been widened with development near Misskelly Drive and Tuscan Woods Court

# No Treatment at Kingsley Road



- Southbound lane shift at Misskelly Drive
- Northbound lane shift at Tuscany Woods Court
- ~1,100 feet between treatments

# Proposed Treatment



## Neighborhood Traffic Circle

- Conclusively limits speed
- Proven safety record
- Generally less expensive than other intersection treatments
- Limits left turns by very large vehicles



# Local Examples

*Castalia Dr. at Barometer Ln.  
Cary*

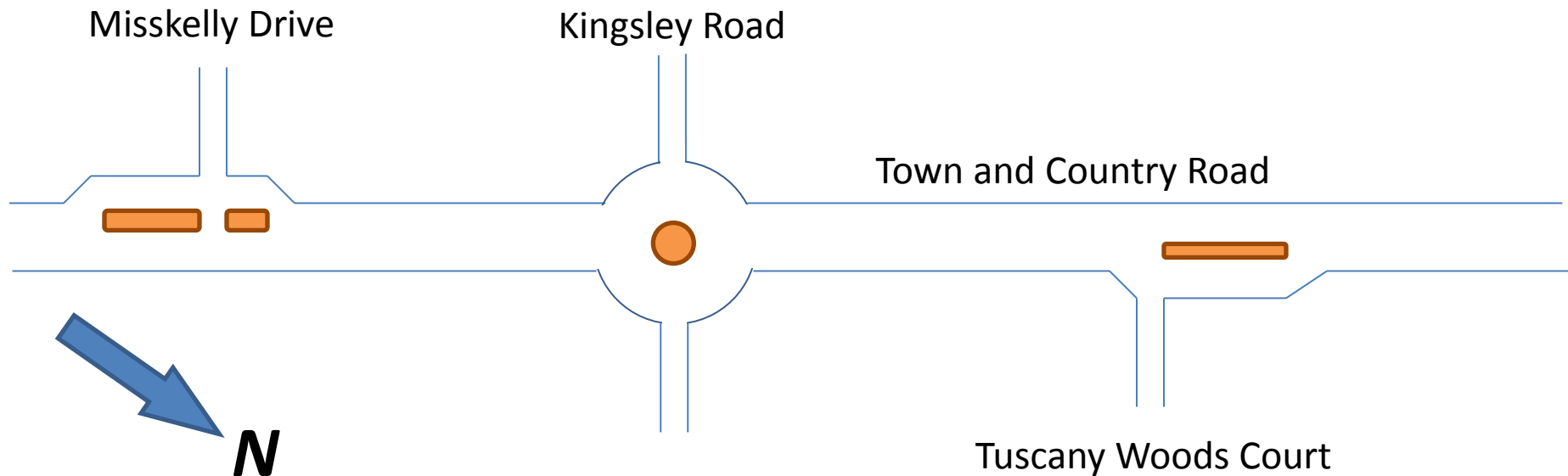


*Knox St. at Dollar Ave.  
Durham  
(NW of Duke University)*



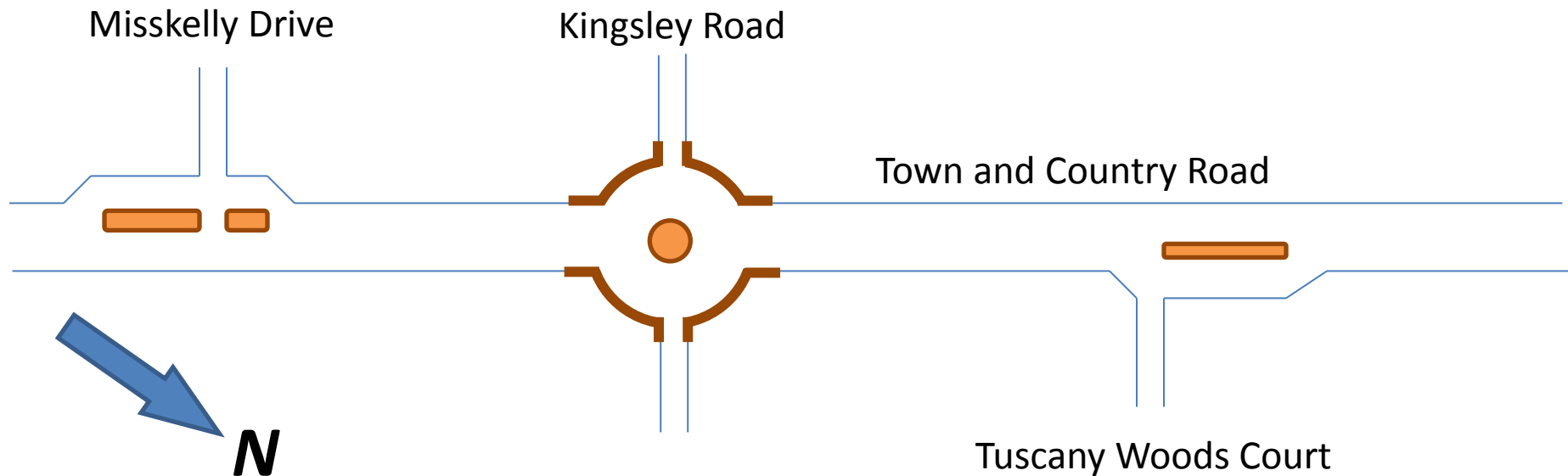


# Kingsley Road Alternative D1



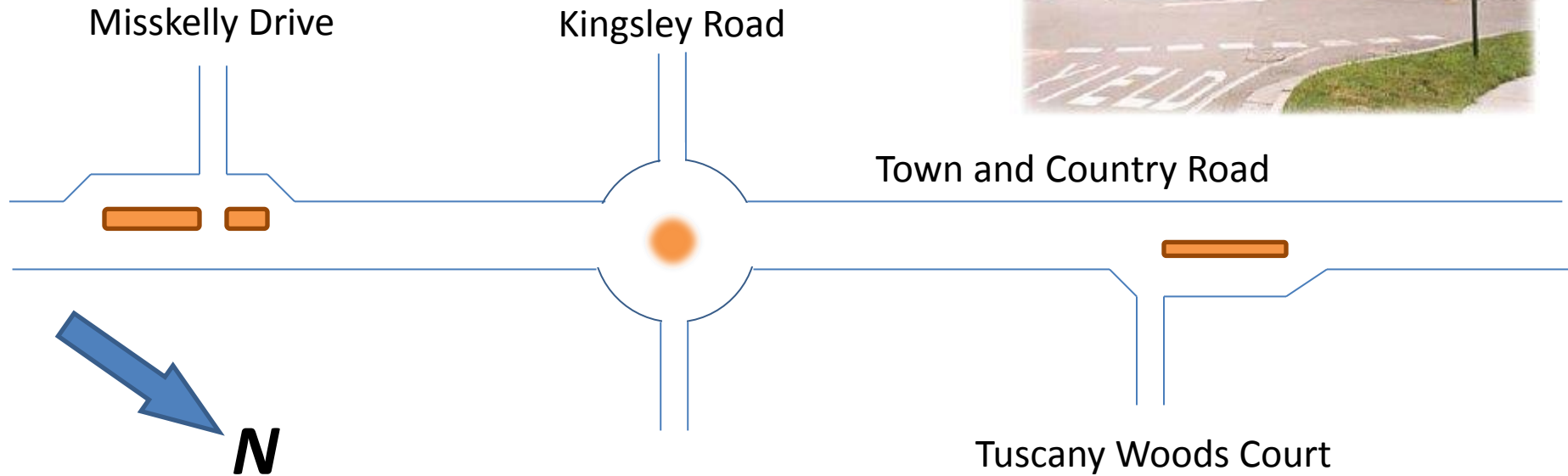
Treatment Alternative	Advantages	Tradeoffs
Neighborhood Traffic Circle without curb and gutter on corners	<ul style="list-style-type: none"> <li>• Low cost</li> <li>• Improved intersection safety</li> <li>• ~15 mph design speed</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal impacts to large vehicle access</li> <li>• Perceived risk with adjacent stormwater ditch</li> </ul>

# Kingsley Road Alternative D2



Alternative	Advantages	Tradeoffs
Neighborhood Traffic Circle with curb and gutter on corners	<ul style="list-style-type: none"> <li>Moderate cost</li> <li>Improved intersection safety</li> <li>Improvements to stormwater ditch</li> <li>~15 mph design speed</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to large vehicle access</li> <li>Additional cost for curb &amp; gutter</li> </ul>

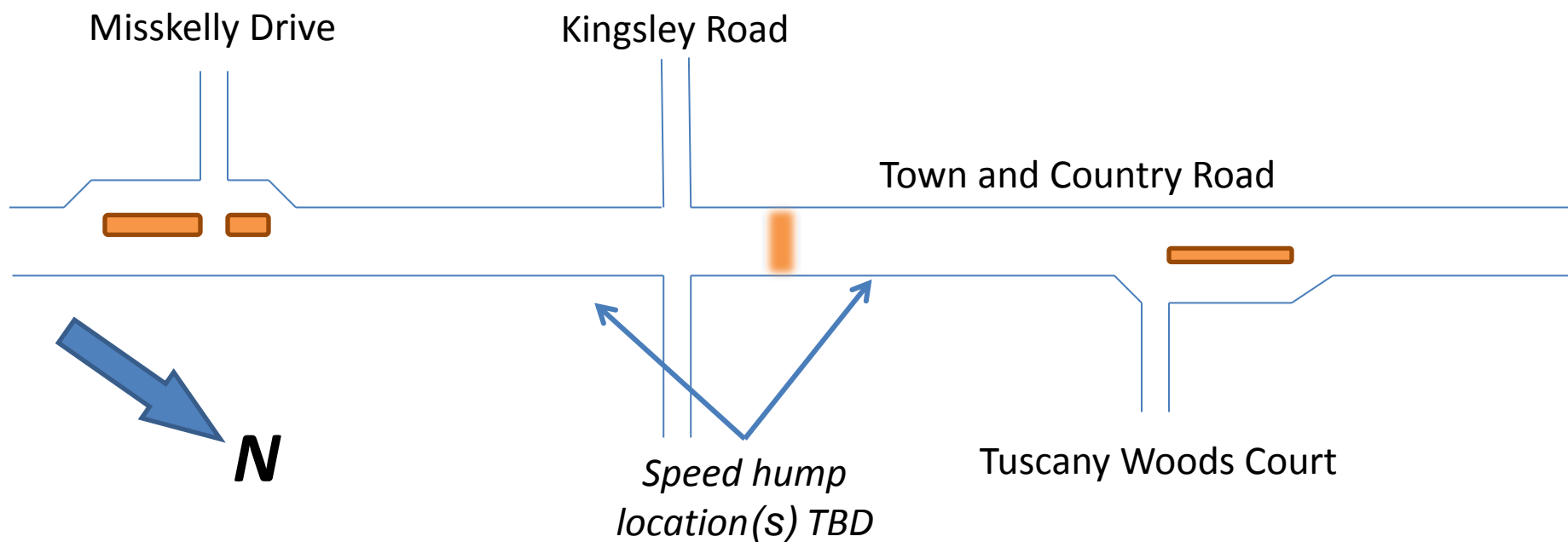
# Kingsley Road Alternative D3



Alternative	Advantages	Tradeoffs
Mini roundabout	<ul style="list-style-type: none"> <li>• Low cost</li> <li>• Little to no impact to large vehicle access</li> <li>• ~15 mph design speed</li> </ul>	<ul style="list-style-type: none"> <li>• No vertical element in treatment to increase visibility when approaching intersection</li> </ul>

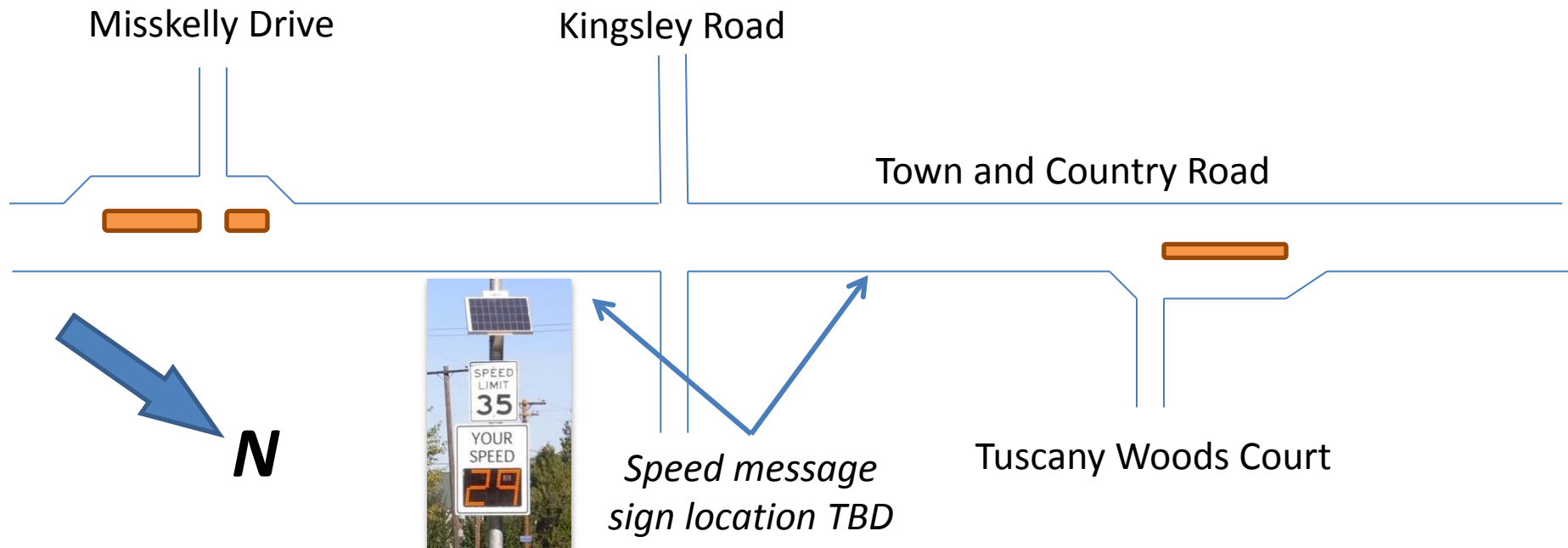


# Kingsley Road Alternative D4



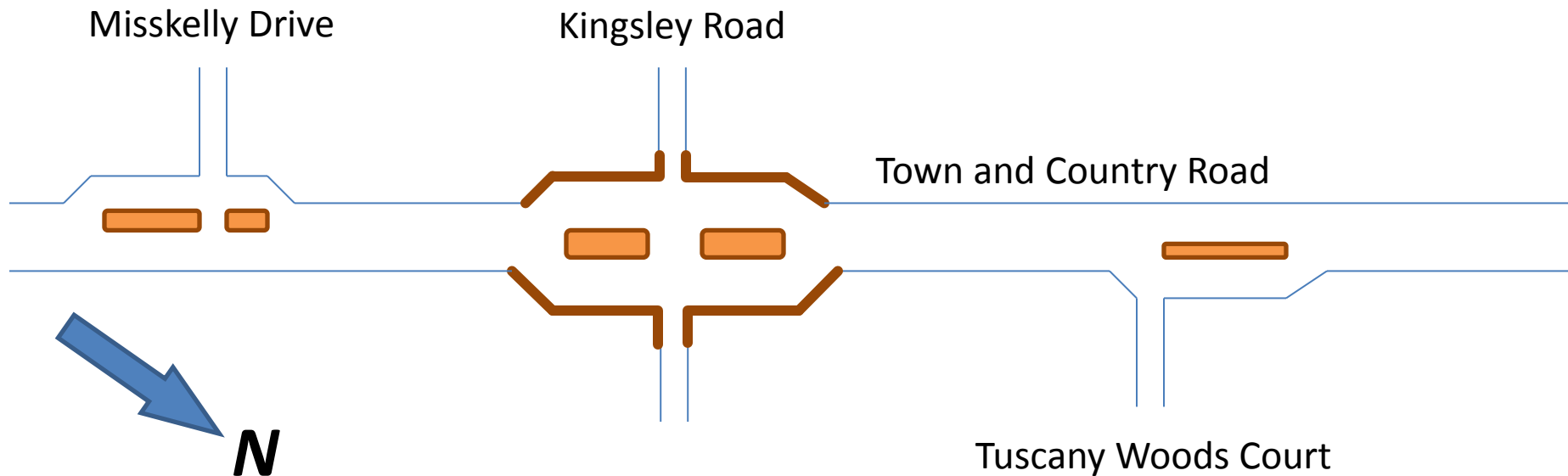
Alternative	Advantages	Tradeoffs
Speed hump(s)	<ul style="list-style-type: none"> <li>Lower cost</li> <li>25 mph design speed</li> </ul>	<ul style="list-style-type: none"> <li>Low public acceptance</li> <li>Inconsistent with other treatments</li> </ul>

# Kingsley Road Alternative D5



Alternative	Advantages	Tradeoffs
Speed message sign	<ul style="list-style-type: none"> <li>Lower cost</li> <li>No impact to large vehicle access</li> </ul>	<ul style="list-style-type: none"> <li>Little influence on speed</li> <li>Speed measurements will be skewed by turning vehicles</li> </ul>

# Kingsley Road Alternative D6



Alternative	Advantages	Tradeoffs
Curb and gutter with medians and lateral shifts	<ul style="list-style-type: none"> <li>Improved pedestrian safety</li> <li>No impact to large vehicle access</li> <li>30 mph design speed in both directions</li> </ul>	<ul style="list-style-type: none"> <li>Significantly higher cost</li> <li>May require assessments or Council waiver of assessments</li> </ul>



# Visualization: Existing



*(Facing South)*



# Visualization: Proposed



*(Facing South)*

# QUESTIONS / DISCUSSION