

## TRYON ROAD WIDENING, PART C

Lake Wheeler Road to Par Drive



A Public Meeting was held on May 10, 2018 at the Carolina Pines Community Center. The meeting was a “drop-in” type meeting with City and Lochner staff available to answer questions. No formal presentation was conducted. Comments were received both at the meeting and during the comment period that followed the meeting. Written comments were requested by May 25, 2018. The comments received are paraphrased below in **bold** face type followed by the project team response in *italics*.

1. **Cherry Field is not a viable option for pushing traffic through:**
  - a. **Grade of Cherry Field**
  - b. **Congestion - parked cars on both sides**
2. **Consider making Tryon Pines a full access intersection**
  - a. **Houses are farther apart**
  - b. **Less cars parked on the side of the road thus easier visibility**
  - c. **Cherry Field is dangerous as it is.**

*There may be some daily trips from Tryon Pines that will utilize Cherry Field for access. However, it is unlikely that the entirety of Tryon Pines will utilize it based on the length of the trip and the time involved to make that trip. The Tryon Road/Cherry Field Drive intersection is being designed to provide the required sight distances for intersections. Because it is being designed for full access, a “bulb” for U-turns is required on the side of the roadway opposite of Cherry Field Drive. To provide for this U-turn, a 550’ turn bay is required by the NCDOT. This westbound turn bay extends back to Tryon Pines Drive. Because of this, a left-turn only lane into Tryon Pines is not feasible without compromising the deceleration and storage lengths required for 45-mph facility like Tryon Road. Additionally, if the full access would shift to Tryon Pines Drive, a bulb for U-turns would be required opposite of Tryon Pines Drive with potential impacts to property, structures, and access on the south side of Tryon Road across from Tryon Pines. It is not feasible to provide full access at Tryon Pines dues to intersection spacing and impacts on adjacent properties.*

3. **A stop light at Fairway Drive would help cars turning from Cherry Field, Tryon Pines, and Crestview by giving some space and time to make safe turns U-turns.**

*A traffic signal at the Tryon Road Fairway Drive intersection is not warranted at the current time. A full traffic signal warrant analysis was performed for this location. Out of the nine traffic signal warrants detailed in the Manual on Uniform Traffic Control Devices (MUTCD), four were applicable to this intersection. They are:*

*Warrant 1 – Eight-Hour Vehicular Volume*

*Warrant 2 – Four-Hour Vehicular Volume*

*Warrant 3 – Peak Hour*

*Warrant 7 – Crash Experience*

## TRYON ROAD WIDENING, PART C

Lake Wheeler Road to Par Drive



*The results of the warrant analysis are provided in the table below. As you can see, none of the four applicable warrants were satisfied in the year 2017. The Tryon Road/Fairway Drive location may meet the warrants for a traffic signal at some future date, therefore it is recommended that the City of Raleigh and the NCDOT re-evaluate these warrants with updated traffic data once the Tryon Road, Part C Widening project is complete and traffic has “normalized.”*

Warrant	Description	2017 Existing
Warrant 1	8-hr Vehicular Volume	No
Warrant 2	4-hr Vehicular Volume	No
Warrant 3	Peak Hour Volume	No
Warrant 4	Pedestrian Volume	Not Applicable
Warrant 5	School Crossing	Not Applicable
Warrant 6	Coordinated Signal System	Not Applicable
Warrant 7	Crash Experience	No
Warrant 8	Road Network	Not Applicable
Warrant 9	Intersection Near a Grade Crossing	Not Applicable

*“No” the warrant is not satisfied.*

*The traffic analysis also shows that the Tryon Road, Part C Widening project improves the traffic operations at the Tryon Road/Cherry Field Drive intersection in 2040 when compared to the condition if no improvements are made. The main reason for this is that a 4-lane roadway has twice the traffic carrying capacity as a 2-lane road. With appropriate turn lanes, there will be less congestion and traffic will flow much more freely through the corridor than a 2-lane roadway with limited turn lanes.*

- 4. The speed limit through (from Lake Wheeler Road to the golf course) should be 35 mph. With all the U-turns, people will have to make from Cherry Field and Tryon Pines, it would be much safer if the speed limit was lowered.**

*Tryon Road is a state owned and maintained roadway facility. As such, the NCDOT is responsible for speed limits along their roadways. Their desire is a consistent 45 mph speed limit along the entirety of Tryon Road. Consequently, this section of Tryon Road is being designed for 50 mph with a posted speed limit of 45 mph throughout the corridor.*

- 5. Concerned with the width of Cherry Field Drive when cars are parked along both sides, particularly at night when people are home from work. Cars line both sides often and make it difficult for my minivan to fit through. I am concerned about fire truck and ambulance access in an emergency to Tryon Pines neighborhood coming from Swift Creek/Cary area. If they have to make a left on Cherry Field to access Beehnon Way or Tryon Pines Drive, what happens if they can't fit through because the street is too narrow due to parked cars? Please reconsider a left turn into Tryon Pines Drive from the west for emergency access.**

## TRYON ROAD WIDENING, PART C

Lake Wheeler Road to Par Drive



*This is a safety concern regardless of where the emergency vehicles are trying to go. Cherry Field Drive and Tryon Pines Drive are constructed to the same width (31 feet back-of-curb to back-of-curb) and concerns of emergency vehicle access would be similar on either roadway. City staff plans to investigate restricting parking to only one side of Cherry Field Drive in order to improve access and safety. Emergency vehicles will be permitted to access Tryon Pines Drive from Tryon Road. The median on Tryon Road will be constructed using "mountable" curb and emergency vehicles are accustomed to crossing medians such as these for emergency purposes.*

- 6. As a Crestline Avenue resident since 1978, I have seen massive traffic growth on Tryon and on my street (as people use it as a cut-through). Speed is a big problem on Tryon as we try to leave our neighborhood, especially if turning left to get to Garner.**

*The proposed design should help eliminate any cut-through traffic on Crestline Avenue. Traffic exiting Crestline Avenue intending to travel east on Tryon Road will turn right and then make a U-turn at Cherry Field Drive in order to drive towards Garner. Fairway Drive could be used as an alternative since full access is proposed at the Tryon Road/Fairway Drive intersection.*

- 7. As a Raleigh resident since 1959, I have observed the waste of transportation dollars in increasing off-ramp lanes, including Wake Forest Road and South Saunders Street. If instead of building single off-ramps, multiple off-amp lanes had been built in the beginning, Tryon Road could have been widened and finished years ago.**

*Thank you for your comments.*

- 8. I live at the intersection of Crestline and Fairway and the traffic on Fairway due to access restriction onto Crestline is a concern. Why not allow 2-way turn at Crestline and Tryon? Full access at all intersections is not possible due to intersection spacing and requirements for deceleration and storage for turn lanes.**

- 9. When are street lights to be installed?**

*Street lighting along Tryon Road is included in the project. The construction contract will include laying the conduit for the street lights and Duke-Energy will follow with the installation of street light standards.*

- 10. Why not grass swales rather than curb and gutter to reduce stormwater runoff?**

*The selected cross-section is in compliance with the City of Raleigh's UDO. The use of grass swales would not reduce the amount of roadway runoff and they require more right-of-way along both sides of the road.*

- 11. Consider a stop light at Cherry Field Drive, otherwise good job!**

*According to the traffic analysis completed, the Tryon Road/Cherry Field Drive intersection will operate an acceptable levels of service with stop sign control on Cherry Field Drive. Upon completion of the project, updated traffic data can be collected and the traffic signal warrants*

## TRYON ROAD WIDENING, PART C

Lake Wheeler Road to Par Drive



*can be re-evaluated at this location. If the warrants are satisfied and the funds are available, a new traffic signal could be added at a future date.*

- 12. My concern is that the City of Raleigh may deem the homeowners adjacent to the easement for neighborhood signage would be monetarily compensated for the sign removal, leaving the Garden Club empty handed should the neighborhood be required to replace this entrance sign. My proposal is for the City of Raleigh to declare the sign easement as part of the widening project and replace the neighborhood sign. If the City plans to pay for reconstruction of the sign, I sincerely hope such funds are awarded to the Tryon Pines Garden Club who has maintained the sign area since 1997?**

*The City will investigate this situation and all real property title matters of those properties being impacted by the project to insure any compensation is directed to the appropriate parties duly entitled.*

- 13. Issues concerning ingress/egress for the Delta Sigma Phi Fraternity at 1526 Tryon Road.**

- a. There will be no left turns into or out of 1526 Tryon Road.**

*That is correct, construction of the widening project will limit full access to selected intersections.*

- b. An eastbound vehicle will be required to make a U-turn at Par Drive to access the property. The vehicle making the U-turn will face two lanes of oncoming traffic and traffic exiting Par Drive.**

*That is correct.*

- c. There are 40 college students living at Delta Sigma Phi each driving a vehicle and arriving from the west about the same time of day during the school week as rush-hour traffic flows westward along Tryon Road. All 40 would be required to make a U-turn at Par Drive. Likewise during certain social events, as many as 80 cars making the U-turn resulting in a very serious risk of accident.**

*If the 40 vehicles arrived during the same hour and an arrival time of 30-minutes was used, that is slightly more than 1 vehicle arriving every minute. This is considered a low vehicle count. Yes, they will be required to make a U-turn at Par Drive as will all vehicles even during social events.*

- d. Provide full access at western-most entrance.**

*This would compromise safety by reducing the required length of the left turn lane for Par Drive.*

- e. Shorten the proposed median arriving from the west by 50 feet to allow left turns into the eastern entrance also allowing left turns out of the eastern most entrance.**

*This would create a dangerous situation and will not be permitted by the City of Raleigh or the NCDOT.*

- f. Install a traffic light with a left turn signal at the entrance to Par Drive.**

*According to the traffic analysis completed, the Tryon Road/Par Drive intersection will operate an acceptable levels of service with stop sign control on Par Drive.*

## TRYON ROAD WIDENING, PART C

Lake Wheeler Road to Par Drive



**14. Please have my mailbox moved to my side of the street.**

*The City will investigate the requirements from the US Postal Service to determine if there are any restrictions in complying to this request.*

**15. Telephone cable is buried along the driveway.**

*Telephone service may experience some brief outages during construction as new lines are installed.*

**16. Can Crape Myrtles being removed be replaced? I don't know anything about Chinese Fringe or Pistache Trees.**

*Ultimately we balance species diversity with citizen preference. Although we do discourage the use of some species, crepe myrtles are not included on the City's "do not plant" list and are appropriate in certain circumstances. In this situation it may be a reasonable request to replace crepe myrtles with crepe myrtles at this location. They need to be single stemmed and an appropriate cultivar for the location.*

**17. Comments from Mr. Kennel are similar to those of Mr. James regarding access to 1526 Tryon Road (Delta Sigma Phi house).**

*Please see responses to item 13 above.*