

CITY COUNCIL ACTION MEMO

To: Honorable Mayor and Members of City Council
From: Perry Eisenach, Public Services Director
Date: March 25, 2014 (Council Work Session)
Re: Options for National Avenue Gateway Project

THE ISSUE: City Council consideration of options to construct the National Avenue Gateway Improvements Project

RELATIONSHIP TO STRATEGIC PLAN: **Goal 3:** Continue Revitalization of Historic Old Town and **Goal 4:** Create a More Livable City for All.

BACKGROUND: The City is continuing in its efforts to complete the purchase of multiple parcels of property on the west side of East Lane between Piccadilly and Fairfax Lane. These property acquisitions will allow the City to realign the roadway through this area which will significantly improve safety and will provide for much desired gateway improvements into downtown.

The City's consultant, Painter-Lewis, has developed two options for the construction of the roadway improvements. Option A would provide for a roundabout and Option B would provide for a linear intersection (see attachments).

BUDGET IMPACT: There is currently \$1.4 million in the proposed FY15 budget for the construction of this project which includes both demolition of the existing structures and construction of the roadway improvements and landscaping. This funding consists of \$700,000 of City funds and \$700,000 state Revenue Sharing funds.

OPTIONS: From an engineering perspective, both of the options being considered will work and both options have certain advantages. A summary of the primary advantages of each is provided below:

Option A – Roundabout

- Would provide for a more unique and enhanced gateway entering downtown.
- Would serve as a traffic calming measure.
- Would provide for improved and safer traffic flow for vehicles turning south onto East Lane from National and vehicles turning west onto Piccadilly from East Lane.

Option B – Linear Intersection

- More familiar for area residents (some local residents do not like roundabouts).
- Provides for more on-street parking.
- Probably have slightly lower construction cost (both options can be completed within the \$1.4 million budget).

PUBLIC COMMENTS: A public open house was held on Tuesday, March 4 to give residents the opportunity to view the two options being considered and provide comments. The attendance at the event was excellent and many comments were received.

Overall, the significant majority of residents were very in much in favor of the proposed project, though some comments were received indicating they felt the project was not needed at all. A preference between the two options was fairly even between residents, though more emphatic comments were received by residents that do not like roundabouts in any situation. Another comment often heard was of concern for large trucks traversing the roundabout. While large trucks would need to slow down, the attached drawings show how a large truck could traverse the roundabout without having to drive over any of the proposed landscaping improvements.

The comments received from the public open house and during the past two weeks are attached. City staff comments are also included in the attached.

There were some excellent suggestions received such as traffic flow modifications coming out of/onto Jolley Lane (alley) and additional parking on Fairfax Lane that staff plans to incorporate into the final design, regardless of which option is selected by City Council.

PROJECT SCHEDULE: Once City Council selects their preferred option, the final engineering design drawings for the project will be prepared and the project advertised for construction bids. Staff currently anticipates beginning construction on the project by late summer and completing the project around Thanksgiving later this year.

RECOMMENDATION: As both options will work from an engineering perspective and both have certain advantages, selecting the preferred option is more of a subjective decision. The Public Services Department prefers Option A, the roundabout.

OPTIONS FOR CITY COUNCIL: Approve either Option A (roundabout) or Option B (linear intersection).



THE COMMON COUNCIL

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Winchester, VA 22601
540-667-1815
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RESOLUTION

APPROVAL OF OPTION FOR NATIONAL AVENUE GATEWAY IMPROVEMENTS PROJECT

WHEREAS, constructing improvements to major gateways into the City has been identified by City Council as one of the City's highest priorities in the Strategic Plan; and

WHEREAS, the City is in the process of acquiring multiple properties between Piccadilly Street and Fairfax Lane on the east side of East Lane; and

WHEREAS, these properties will allow the City to realign a section of this roadway to improve safety and construct some much desired gateway enhancements on this major entrance into downtown; and

WHEREAS, two options for completing the project have been developed – Option A, a roundabout, and Option B, a linear intersection, for City Council's consideration.

NOW, THEREFORE, BE IT RESOLVED THAT: The City of Winchester Common Council hereby selects and authorizes City staff to complete the project utilizing [Option A – roundabout] [Option B – linear intersection].

Resolution No.

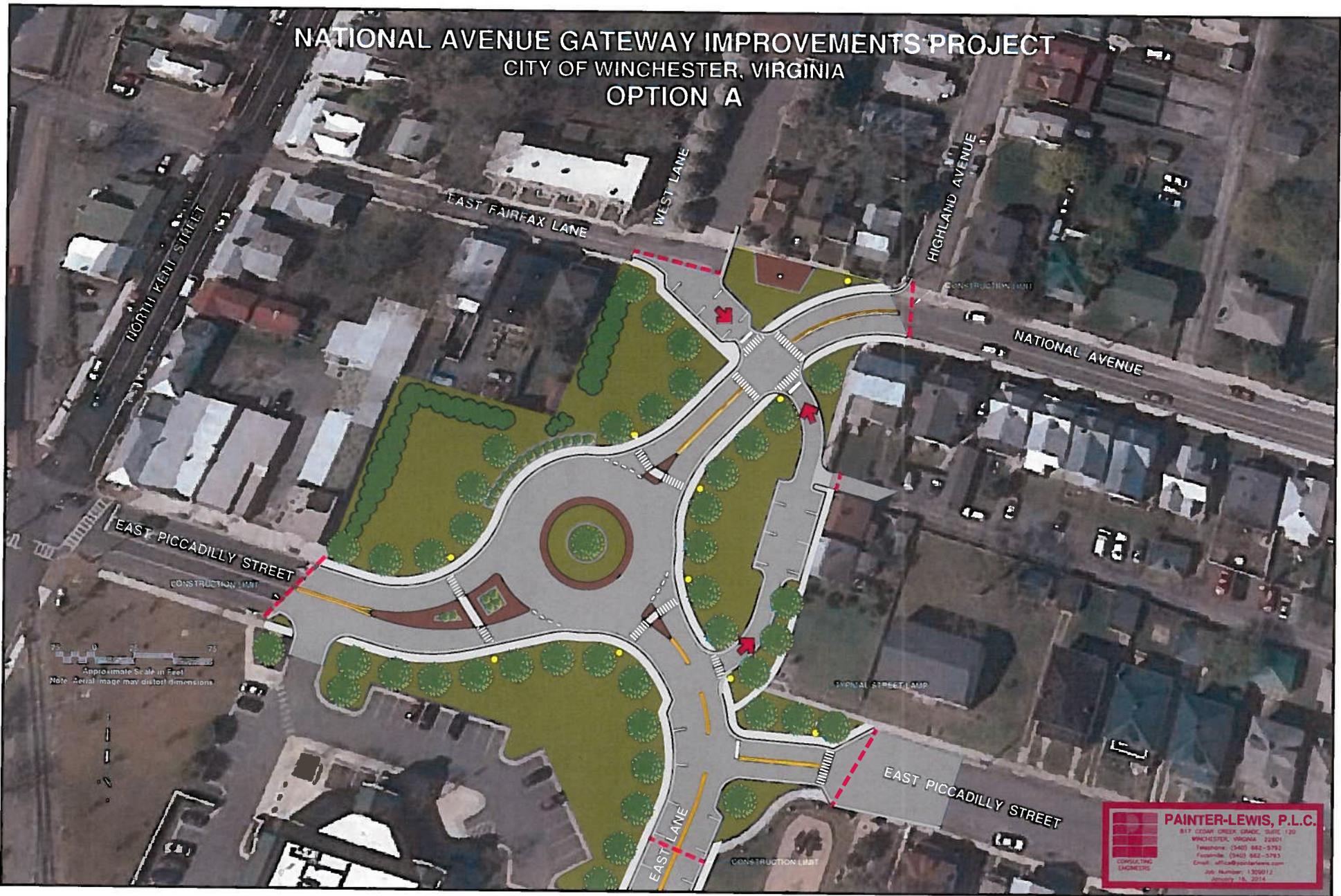
ADOPTED by the Common Council of the City of Winchester on the ____th
day of _____, 2014.

Witness my hand and the seal of the City of Winchester, Virginia.

NATIONAL AVENUE GATEWAY IMPROVEMENTS PROJECT

CITY OF WINCHESTER, VIRGINIA

OPTION A



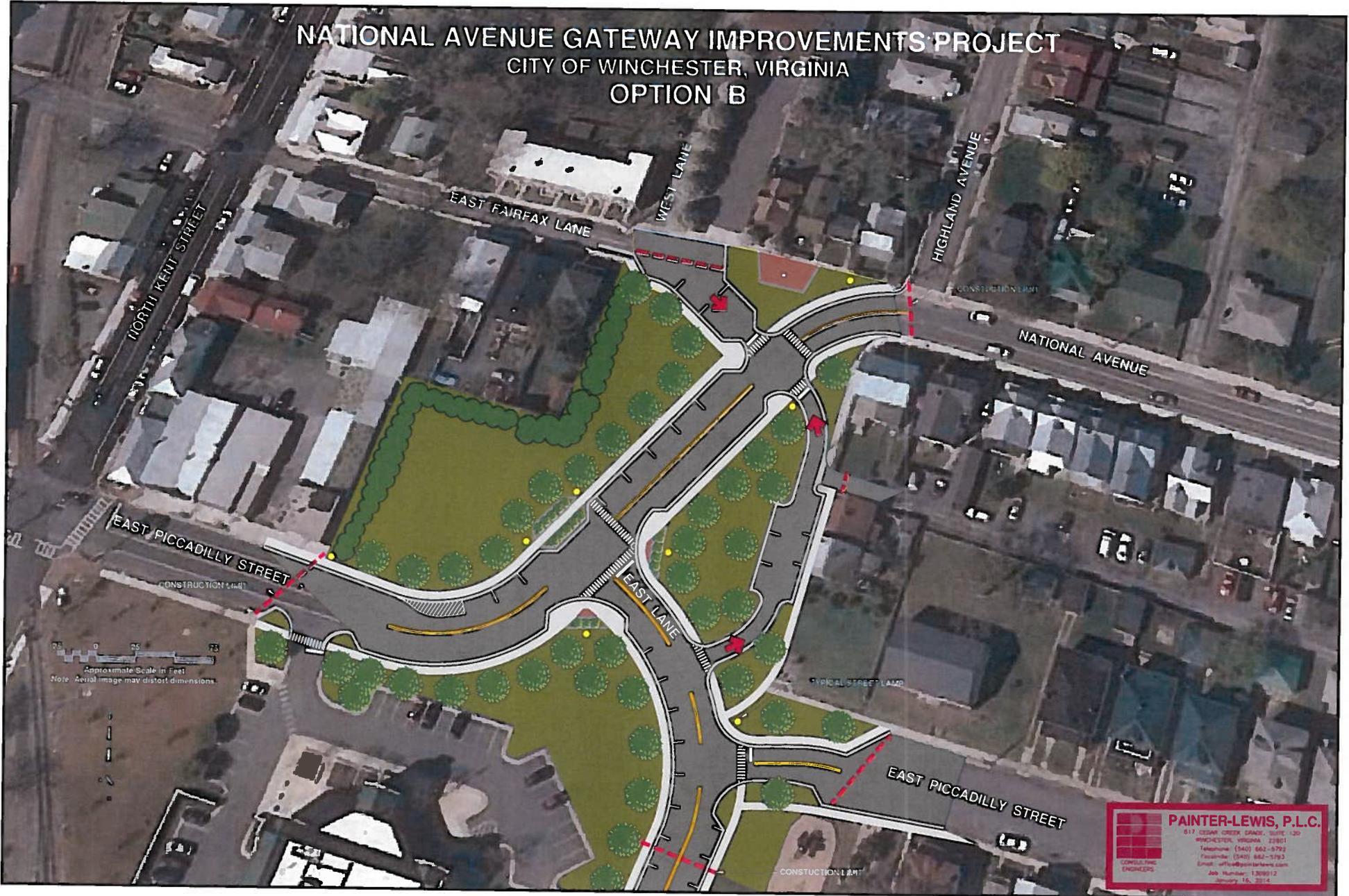
75 0 75
Approximate Scale in Feet
Note: Aerial image may distort dimensions.

PAINTER-LEWIS, P.L.C.
817 CEDAR CREEK GRASSY, SUITE 120
WINCHESTER, VIRGINIA 22091
Telephone: (540) 962-5793
Facsimile: (540) 962-5793
Email: office@painter-lewis.com
Job Number: 1308012
January 15, 2014

NATIONAL AVENUE GATEWAY IMPROVEMENTS PROJECT

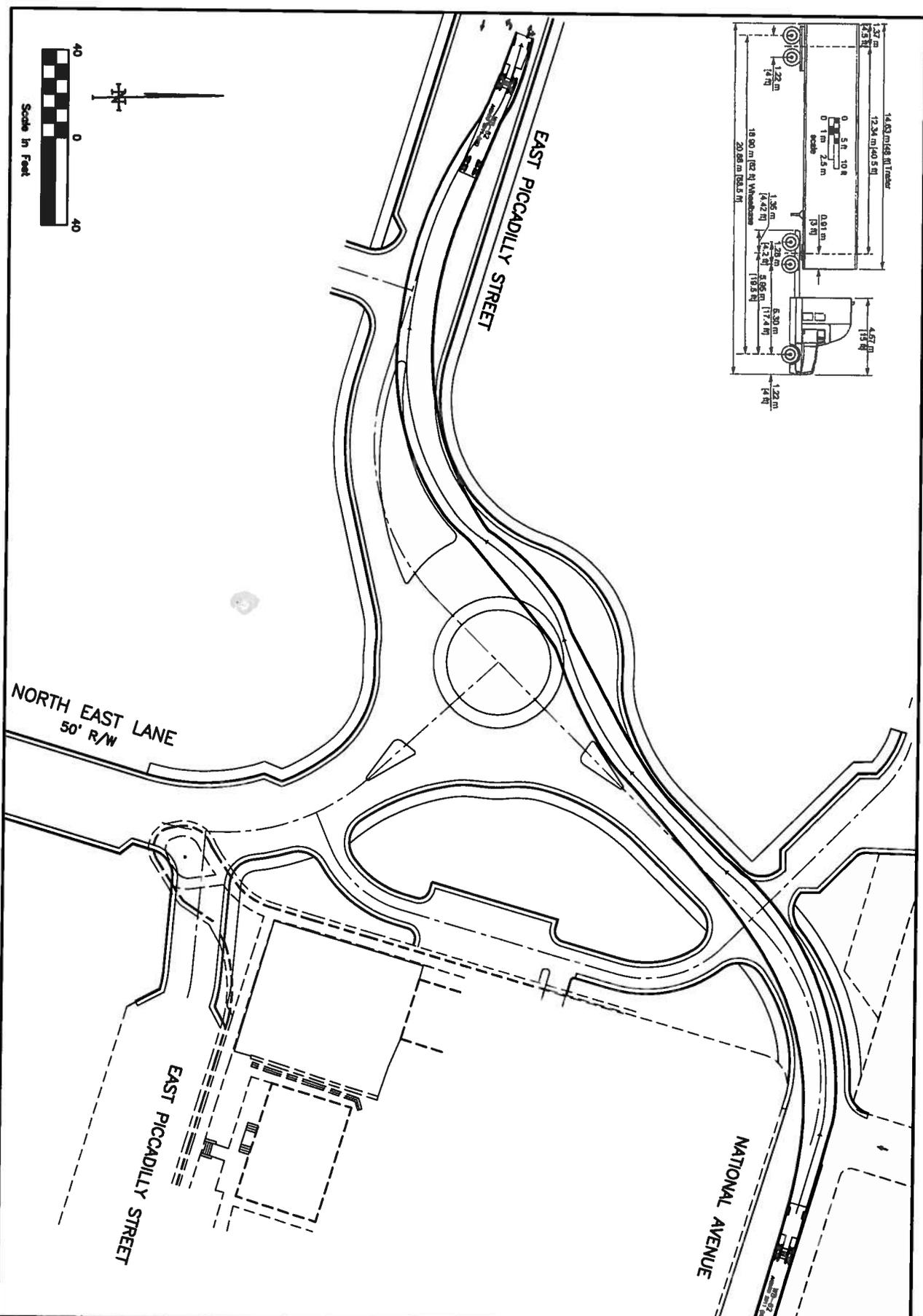
CITY OF WINCHESTER, VIRGINIA

OPTION B



0 25 75
Approximate Scale in Feet
Note: Aerial image may distort dimensions.

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January 16, 2014



SHEET: WB62 SW
 DRAWN BY: P-L
 SCALE: 1" = 20'
 DATE: 3/13/14
 JOB NO.: 1309012
 C.I.: NA



PAINTER-LEWIS, P.L.C.
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PROJECT:
**NATIONAL AVENUE GATEWAY
 ROUNDABOUT OPTION A
 WB-62 TURNING MOVMENT
 WINCHESTER, VIRGINIA**

CITY OF WINCHESTER
NATIONAL AVENUE PROJECT OPEN HOUSE March 4, 2014
CITIZEN COMMENTS WORKSHEET
Revised March 17, 2014-at 9:00 a.m.

NO.	NAME & ADDRESS:	COMMENTS:	OPTION A	OPTION B
1	Allen Baldwin 301 George Street Winchester, VA 22601	No comments.	X	
2	Philip Burns 226 Liberty Avenue Winchester, VA 22601	No comments.	No option	No option
3	James L. Dix & Judith Reed 905 Mahone Drive Winchester, VA 22601	We are taking the mess the City made & making it worse. East Piccadilly & East Lane should be lined back up. Getting on & off East Piccadilly is a nightmare.		X
4	Maggie Peterson 1000 Caroline Street Winchester, VA 22601	This seems to be the clearer, more direct option.		X
5	Sam Leinbach 317 Fairmont Avenue Winchester, VA 22601	Roundabout-may not easily handle Police & Fire vehicles coming out of East Lane & not yielding right-of-way to drivers coming from the East. Roundabout could also cause confusion.		X
6	Nikola C. 355 National Avenue Winchester, VA 22601	No comments.	X	
7	William Hall 217 West Monmouth St. Winchester, VA 22601	Straighter shot, don't like traffic circles.		X
8	Staggs Griswell 303 National Avenue Winchester, VA 22601	<ol style="list-style-type: none"> 1. Some drivers find roundabouts confusing. 2. Option B seems to allow more green space. 3. Both options eliminate Morgan's corner store, a vital business for an area with a large percentage of residents who walk rather than drive. I would like to see 		X

		either option create a space for a local market or convenience store.		
9	Shirley Guess 413 North Kent Street Winchester, VA 22601	No comments.		X
10	Chris Cardinale 448 National Avenue Winchester, VA 22601	<ol style="list-style-type: none"> 1. Worried about the closures that may happen to National Avenue. 2. I own 2 businesses that rely on traffic from both directions. 3. We already had to deal with road & sidewalk replacement & utility work over the past 10 years. 4. Please keep to roads open & keep both directions flowing. 		X
11	George Johnson 1145 Millwood Pike Winchester, VA 22602	No truck route-option A.	X	
12	Randy & Linda Estep 346 East Piccadilly Street Winchester, VA 22601	<ol style="list-style-type: none"> 1. Please realize how much traffic East Piccadilly Street has from Police Station to Lincoln Street. 2. Approximately 56 residences traffic from Day Nursery (2 x day) & each residence having approximately 2 vehicles. 3. Currently a busy intersection, plus Church. Plus Street was used for a short cut to Berryville Avenue. 4. A Roundabout, I believe, would cause more congestion & present a safety hazard. 5. Thank you for giving us an opportunity to give feedback. 6. We are all improving our area. 		X Absolutely Please
13	John M. Gregory 243 Fairfax Lane Winchester, VA 22601	<ol style="list-style-type: none"> 1. Need privacy fence at back-245-230 & full length on 230 Fairfax Lane. 2. Right turn only at Fairfax & Piccadilly Street for this would be a shortcut or cut through for trucks & buses from 522 to National Avenue. 		X

		3. Parking spaces for the green instead of the street for safety reasons.		
14	Eric Kirk 367 East Piccadilly Street Winchester, VA 22601	1. Roundabouts, in my location, do not work. 2. A tilted roundabout would be less likely to work than an elevated roundabout (tilted to the topography).		X
15	Michael Butler 2653 Windwood Drive Winchester, VA 22601	No comments.	X	
16	Dave Donovan	Parking.		X
17	John M. Gregory	See number 13 above.	N/A	N/A
18	Ed Acker 106 Clevenger Court Winchester, VA 22601	1. Cul-de-sac end of East Fairfax, redirect to exit at N. Kent. This will eliminate it as a cut through to avoid three on Piccadilly. 2. Eliminate parking on blind curve. Create an 8-10 car parking area on cleared land with entry/exit driveway opposite East Lane access. 3. Where will Polly's Cab park?		X-with Modifications
19	Fred McKay 419 Mosby Street Winchester, VA 22601	Thanks.	X	
20	Rose Lane 241 & 243 E. Fairfax Lane Winchester, VA 22601	1. East on Piccadilly where the corner store is make that parking-take out those spaces on roundabout. 2. Privacy fence from Fairfax Northside around new construction. 3. Leave parking in front of funeral home. 4. No trucks at East Traffic on Fairfax. 5. Parking at corner store green but also straighten the space back to take some of the curve. 6. Put statue in middle of circle. 7. Top of Piccadilly & National-widen the curve to be truck friendly.	X-with some changes	
21	Ed Gallagher 241 East Fairfax Lane	1. The roundabout will not allow enough room to pass with a tractor trailer. They	X-(Yes)	

	Winchester, VA 22601	<p>will cut the circle.</p> <ol style="list-style-type: none"> 2. Fairfax Lane must end with a right-turn only away from National Avenue. This will eliminate 90% of cut through traffic of large trucks, tractor trailers & cars from 522. Police refuse to monitor the street, say it's a city problem. 3. The new property line from Fairfax Lane to Piccadilly needs a (6') six foot wall to protect the Fairfax Lane properties from trespassers & vandals. Put shrubs or trees in front of wall as shown on layout. 4. No through trucks of any kind larger than a pick-up. 5. No parking on option B on street. Eliminate green area across from Police Station & make additional parking spaces which are desperately needed. 6. All cross streets on Fairfax Lane from Rt. 522 to Piccadilly or National area dangerous with blind spots. 7. Plan "B" – eliminate parking on street from National/Fairfax to East Lane. 8. East Lane & Piccadilly needs traffic light for left hand turns. 9. Extend National Avenue 20-25' coming west then begin turn to Piccadilly to eliminate tractor trailers taking front porch off 1st house on National Avenue (This porch was replaced again last summer because of a 53' tractor trailer couldn't make the turn. 		
22	Wendy Werner 112 Morningside Drive Winchester, VA 22601	No comments.	X	
23	Gary Auerbach 112 Morningside Drive Winchester, VA 22601	East Fairfax Lane could be reversed ow.	X	

24	Carol Stroebe 678 Berryville Avenue Winchester, VA 22601	<ol style="list-style-type: none"> 1. Roundabout is clearly preferable for safety, traffic flow, walkability, & aesthetics. 2. As a bicyclist, I would also prefer the roundabout to the "linear" intersection. 3. Also, traffic calming & speed...I keep thinking of additional merits of the roundabout. 	X	
25	Allen Smith 208-218 East Fairfax Lane Winchester, VA 22601	Additional parking at the top of East Fairfax Lane (angled parking slots) would be very beneficial to residents.		X
26	Larry Yates 678 Berryville Avenue Winchester, VA 22601	I was disappointed that City Staff did not have traffic counts, & did not know if displaced businesses would be assisted.		X
27	Benjamin Pinner 124 East Clifford Street Winchester, VA 22601	No Comments.		X
28	Sue Pinner 124 East Clifford Street Winchester, VA 22601	I don't like roundabouts but this does look good.	X	
29	Kristen Goff 1617 Merrimans Lane Winchester, VA 22601	<ol style="list-style-type: none"> 1. Interested as I am on committee of First Presbyterian Church regarding Old Stone Church. 2. Both designs exhibit positive potential. 3. I favor round-about as am familiar with them in other locations. 4. Need to ascertain bus/truck ability to negotiate-i.e. provide enough room. 5. Thank you for the opportunity. 	X	
30	Milton Paul 319 National Avenue Winchester, VA 22601	<ol style="list-style-type: none"> 1. Any chance they can grade and/or pave Jolley Lane as part of this? 2. 20 years untouched is very hard on our cars. 3. Thanks, Milton. 	X	
31	Amie Cave 365 National Avenue Winchester, VA 22601	Make sure entrance to Jolley Lane is wide enough for larger trucks to make the turn since both options force a right turn onto the lane.	X	
32	Josh Huff	Widen entrance/improve Jolley Lane.	X	

	365 National Avenue Winchester, VA 22601			
33	Steven Mark Georgia 316 East Piccadilly Street Winchester, VA 22601	East side of intersection needs to be parking.		X
34	Barbara J. Fogle 605 Baker Lane Winchester, VA 22601	<ol style="list-style-type: none"> 1. So glad to see options presented in color, clearly labeled, to see & visualize how to simplify this. 2. Soften the green space conducive to pedestrians/lunchers/walkers to enjoy the new changes. 3. Make a "walk-over" connecting the green spaces on either side of the street(s). 		X
35	Jean Richardson 808 National Avenue Winchester, VA 22601	No comments.	No option.	No option.
36	Chester Ramey 947 Franklin Street Winchester, VA 22601	<ol style="list-style-type: none"> 1. Put resident only parking lot on west side of National (SW corner) versus the 6 spaces on the east side of the road. 2. Re-name Piccadilly/National/Berryville-all Berryville Avenue from Kent to Pleasant Valley (would help tourists & other out-of-towners orientate themselves-if you're enhancing Berryville Avenue between Pleasant Valley & I-81 & making road improvements-finish the job by making it <u>one</u> street name. 		X
37	Rachel Delgado-Simmons 316 East Piccadilly Street Winchester, VA 22601	<ol style="list-style-type: none"> 1. I like it because it slows traffic & looks attractive (modern). 2. I am concerned about the crossing the street because there are a lot of families. 3. However, what is going in the green area-benches? Picnic tables? Etc. 4. What is in the middle of the circle? Another statue-(perhaps John Kirby-black jazz singer). 5. Also-where is our corner store going to be? We really use that store & hope it can 	X	

		relocate nearby. Seems like it is one of the few remaining neighborhood stores? It is very important to us.		
38	Larry J. Walters 1604 Whittier Avenue Winchester, VA 22601	Option A-only if General Morgan is in the middle.	#2	X
40	I.H. Terrill	<p>1. The simplest configuration is the safest one.</p> <p>2. It would be a mistake to put in a traffic circle, otherwise known as a 'roundabout'.</p> <p>3. Because there are no existing traffic lights at the intersection, a traffic circle offers no benefit.</p> <p>4. Traffic circles can be confusing to people who are not familiar with them, and result in accidents.</p> <p>5. A traffic circle would also be a nuisance to truck drivers who would need to avoid smaller more agile cars as they move into and leave the circle.</p> <p>6. In this context, a traffic circle is nothing more than a gimmick, a detriment to free flow of traffic.</p> <p>7. The most sensible, SAFE, and appropriate street design is a straightened road, which is OPTION B, please.</p>		X
41	John Shepherd 398 East Piccadilly Street Winchester, VA 22601	<p>Perry -- Thank you for your kind and timely comments. As you may have guessed, I am opposed to any "roundabout: or traffic circle". My experience driving in Gettysburg as a young and not-so-young driver tells me that folks who live in the 300 block will simply drive out of our way to avoid the thing. Any way you slice it, the folks who live here will have one more hurdle to deal with as we drive in the direction of Old Town just to go to church (at First United Methodist). PLEASE don't put in a traffic circle, Perry!</p>		X

42	Ron Kattas National Home Management East Fairfax Lane	My biggest concern is the project does not create enough parking. We have always had parking issues for my tenants on East Fairfax Lane. My strong preference would be to create more parking in some of the green space. Both proposals create a lot of green space that could be used allocated for more parking.	X	
43	Sarah Chapman 137 North Loudoun Street Winchester, VA 22601	I think the roundabout is a unique feature that would emphasize the gateway to Old Town. My only concern is if locals are familiar with how roundabouts work. I am not originally from this area and where I came from, we had roundabouts, so I am used to them, but I know they can be confusing/intimidating for people who aren't experienced with them. A roundabout is an excellent traffic calming device and I think it fits the area because of the 3 roads converging at atypical angles. The roundabout also aids in keeping traffic moving and not backing up as can happen with traffic signals. With the addition of beautiful landscaping, I think this gateway could be really great.	X	
44	James Tillery	I really like the roundabout concept. It gives the sense of being a gateway into the city. It would be especially nice if the center of the roundabout had a fountain or statue. The roundabout also allows for the smooth and save flow of traffic. I've seen roundabouts like this as city entrance ways in Europe and it really looks nice and is very functional.	X	
45	Derek Tucker 2627 Middle Road Winchester, VA 22601	Prefer Option A as it will control vehicle speed more effectively & slow down vehicles as they enter downtown. It is also more visually appealing & attributes more to the "gateway" appearance approach. Looking forward to this positive change in Winchester.	X	
46	Jed Rau 265 Parkway Street	I have lived in and visited many places that regularly use roundabouts as part of their	X	

	Winchester, VA 22601	<p>transportation/traffic strategy. My main example would be Blacksburg, VA. Blacksburg certainly had its detractors when roundabouts first showed up on VA Tech campus, then spread to the town itself, but few people argue now that they were all good ideas (including a 4-lane roundabout at a major intersection that used to be a nightmare during afternoon rush-hour but is now easy/quick to navigate). Roundabouts slow down traffic to safer neighborhood speeds, while also keeping that same traffic moving rather than halted at a stop sign or turning vehicle. When my wife and i first moved to Winchester over 8 years ago, she and I both remarked that this intersection would be better as a roundabout. I hope that is the option chosen. While i don't live on National (or nearby streets) i use the intersection regularly and was very happy to hear that the city was buying land and planning a possible roundabout to ease my way safely through that intersection. Thank you for this opportunity to comment.</p>		
47	John Kent	<p>1. Money spent in recent years to rework the East Lane/ Piccadilly intersection: Wasted 2. Acquisition/ Demolition of potential residences (or developable lots), and possibly the last remaining Community store w/ in Downtown: Gone, and at a signification cost. Why does the City discourage locally owned Community stores? 3. The only drive-ability issue w/in the road alignments referenced: Making a right hand turn (Piccadilly heading east on National). This could have simply been rectified w/ the house on the corner (SE National/ Piccadilly intersection) being removed and realignment of the turn.</p>		X

		<p>4. Now there are turns involved navigating Fairfax onto National: Why can't we drive in a straight line?</p> <p>5. Round-a-bouts will confuse so many drivers in Winchester (young and old). The closest two (Frederick & Warren Counties) still make little-to-no sense. In some instances, yes they are desirable, but in Downtown Winchester?</p> <p>6. Besides getting rid of some dilapidated properties, and correcting the 90 degree turn from Piccadilly to National, what is the City gaining other than "beautification", at a significant cost?</p>		
48	George Schember	Voicemail	X	
49	Scott Street	Voicemail	X	
50	Doug Watson	<p>I would strongly recommend that the City use option B (Straight through). I do not believe that the roundabout is necessary to handle what traffic flows through the intersection. Rarely do I see more than 1 or two cars backed up waiting to get out onto Piccadilly Street from East Lane except when Kent/Piccadilly is closed for a train coming through which the roundabout won't help.</p> <p>I currently drive my children to John Kerr every morning and travel on Jefferson Street to do so. It has been my observation that the roundabout at Jefferson/Handley does not work well at all. Most people still think that Jefferson St. traffic has the right of way and either stop and wait at Handley or start to pull out and the person on Jefferson hits their brakes not realizing the Handley Ave vehicle has the right of way since they got there first. I have even seen cars stop in all directions at the intersection because people aren't sure who has the right of way. I feel that you will have the same issues at</p>		X

		National Avenue if a roundabout is placed there. Thank you for your consideration.		
51	Aaron Jewell	I prefer Option A. The roundabout would ease the flow of traffic. Option B is only a slight upgrade and congestion could still be a problem.	X	
52	Judy Bauserman	I vote for the straight option. Roundabouts can be very confusing to people.		X
53	Patrick Rodgers	The primary traffic concerns are backups due to people turning left onto East Piccadilly/East Lane and visibility/safety of an uncontrolled and very busy intersection. The traffic circle takes care of both. By allowing traffic to continue to flow while allowing people to loop over to EP/EL it should mitigate the jams that sometimes reach along most of National Ave. Additionally, the traffic circle provides a "one way" area eliminating the turns across traffic. The circle will also help naturally slow traffic in a pedestrian heavy area. Please let me know if you would like to discuss.	X	
54	Brandon Horton	I feel the roundabout would be the best choice short-term but more long-term. As the city traffic increase the roundabout will allow for a continuous flow, reducing congestion. The Linear intersection seem to have more stop and start activity (if I understand it right) which would cause back-up and delays during rush-hours.	X	
55	L. Sullivan 1301 Front Royal Pike Winchester, VA	Hate roundabouts. Confusing to those entering & leaving. Meadowbranch East-West Road is more needful. Is this project really worth the money?		X
56	Pamela Beamer 601 Van Fossen Street Winchester, VA 22601	No comments.		X
57	Susan Rhodes 364 Parkway Winchester, VA	No comments.	X	
58	Eugene Rhodes	Looks to be much better for traffic flow.	X	

	364 Parkway Street Winchester, VA			
59	Pail J. Whittmore Winchester News Stand	I hope this will work.		X
60	T.L. Edwards, Jr. 107 Meadowbrook Drive Stephens City, VA	Don't complicate the flow of traffic with a roundabout.		X
61	Marlene Cross 437 S. Buckton Road Middletown, VA 22645	When we come to Winchester & head out Rt. 7 we use this area & think the straight shot would be easier to use with only 2 crosswalks across Piccadilly Street-rather than 4. Out-of-Towners may be confused with side street traffic turning in front of them out of East Lane to go around the circle to get back into town.		X
62	Raymond P. Cross 437 Buckton Road Middletown, VA 22645	No comments.		X
63	Peter Serafin 539 N. Braddock Street Winchester, VA 22601	I prefer neither option. We should slow traffic down, not speed it up. I believe this project is a waste of tax \$, with very little accomplished. What is the green space going to be used for?		
64	Bill Wiley 104 West North Avenue Winchester, VA 22601	No comments.		X
65	Catherine Mattens Academy Lane Winchester, VA	No comments.	X	
66	Donald F. Crigler 29 East Boscawen Street Winchester, VA 22601	<ol style="list-style-type: none"> 1. Traffic Circles are usually recommended for the intersection of 2 or more busy roads. In this situation National Avenue/Piccadilly is the only busy road. This will also cause semi-truck deliveries coming in Rt. 7 to have to negotiate the traffic circle, rather than straight through intersection. 2. The traffic circle requires more impervious pavement rather either leaving open space or adjacent space for future 		X

		<p>development.</p> <p>3. I would suggest the elimination of the parallel parking spaces on National Avenue. Without any proposed development in this area they are not needed & will hinder visibility.</p>		
67	Jennifer Bell Downtown Manager	<p>I lean towards the curve proposal over the roundabout but do not have a strong preference.</p> <p>I think the E. Fairfax lane area where it empties onto National Ave should be a right turn only for safety and the corresponding byway on the right side should be a right turn only.</p> <p>I am also not a fan of the parking spaces on the National Avenue entrance area (North Side) for the curve proposal. I am not sure about the safety of people getting out of their cars and also I think it takes away from the beauty and impact of the landscaping that would be done in that area. Not 100% on this as I am having trouble visualizing it.</p> <p>Street Lights - would prefer they be of the style of other downtown street lamps if possible and with capability of holding banners and possibly hanging flower baskets. This would help indicate that people are entering the downtown.</p> <p>Would prefer flowers be included in the landscaping.</p> <p>Could there be a Welcome To Old Town Winchester sign or something along those lines right before people curve going West(Fairfax Lane area)?</p> <p>I would love for there to be a fountain or public</p>		

		art in the center of the roundabout if that is the design selected.		
68	Tim Youmans Planning Director	Mr. Youmans' comments are attached at the end of this document (below).		

**Pros and Cons of a Roundabout vs. Linear Intersection
National Avenue Gateway Project
By Tim Youmans, Planning Director**

Option A: Roundabout Intersection

- Continuous traffic flow at slow speed (No stacking of inbound vehicles behind left-turning traffic approaching east lane and no stacking of vehicles making left-turn onto Piccadilly from East Ln).
- Safer- reduced chance of head-on vehicle collisions.
- Pedestrians cross one direction of traffic at a time.
- Makes a statement as to City gateway transition.

- Higher design and construction cost than linear design, especially placing roundabout on hillside.
- Takes up more land area (120' diameter from backside of sidewalk to backside of sidewalk on opposite points on roundabout as compared to 50' width from backside of walk on each side of linear intersection)
- Requires more upright signage for motorists and pedestrians if VDOT signage standards followed.
- Greater challenges for turning tractor trailer trucks.
- Reduced curbside parking (19 spaces fewer than linear option).
- Less opportunity for redevelopment of excess land on west side.

Option B: Linear Intersection

- Familiar intersection design in downtown grid street environment.
- Expanded curbside parking (19 spaces more than roundabout).
- Less expensive to design and build.
- Requires less land area (50' width from backside of walk on each side of linear intersection as compared to 120' diameter from backside of sidewalk to backside of sidewalk on opposite points on roundabout).

- Greater opportunity for redevelopment of excess land on west side.
- Less maintenance costs than roundabout (e.g. mowing/weeding center island and splitter islands, repaving, snowplowing, sign maintenance).
- Still subject to inbound stacking behind vehicles making left turn onto East Ln (if a dedicated LT lane is not included in the design) and does not address stacking of vehicles making left-turn onto Piccadilly from East Ln.
- Does not create a 'Statement' entry feature.

The following information was prepared using information from the Insurance Institute for Highway Safety (IIHS), in 2008 and was contained on the Wisconsin Dept of Transportation website.

Where are appropriate locations for roundabouts?

Roundabouts are appropriate at intersections that have:

- High crash rates- **the existing East Ln/Piccadilly intersection is not a high crash location.**
- Large traffic delays- **the existing East Ln/Piccadilly intersection does not have large delays.**
- Complex geometry (>4 approach roads)- **the existing and proposed East Ln/Piccadilly intersection has only 3 approaches.**
- Frequent left-turn movements. **East Ln/Piccadilly does not have high LT movements relative to the predominant Rte 7 through movement.**

Roundabouts can be constructed along congested arterials, in lieu of road widening.- **E. Piccadilly & National Ave are not congested arterials where the City is otherwise looking at road widening.**

Roundabouts can be an appropriate replacement for traffic signals- **the current intersection is not signalized and no traffic signal has been warranted.**

Roundabouts can reduce pollution from emissions and reduce fuel consumption where they replace a standard signalized intersection- **East Ln/Piccadilly is not signalized and vehicle stacking/idling is minimal except during certain AM periods.**

What types of intersections may not be good candidates for roundabouts?

Roundabouts are not appropriate everywhere. Intersections that may not be good candidates include:

- Those with topographic or site constraints that limit the ability to provide appropriate geometry.- East Ln/Piccadilly, after demolition of structures, does not have site constraints, but the area between National Ave on the high end and E. Piccadilly St on the low end (near the Timbrook Ctr entrance) is topographically sloped about 22 feet. Roundabouts are rarely situated on hillsides.
- Those with highly unbalanced traffic flows (that is, high traffic volumes on the main street and light traffic on the side street).- East Ln/Piccadilly St intersection has a highly unbalanced traffic flow such that the overwhelming majority of traffic follows the Rte 7 corridor with only a relatively small volume on East Lane.
- Isolated intersections in a network of coordinated traffic signals.- not an issue at East Ln/Piccadilly St.

Source: *Technical Summary*

Roundabouts

Federal Highway Administration
Office of Safety FHWA-SA-10-006

6.5 Vertical Design

As a general practice, a cross slope of 2 percent away from the central island should be used for the circulatory roadway on single-lane roundabouts.

It is **generally not desirable to locate roundabouts in locations where grades through the intersection are greater than four percent**, although roundabouts have been installed on grades of 10 percent or more. Care is needed when designing roundabouts on steep grades. On approach roadways with downgrades steeper than 4 percent, it is more difficult for entering drivers to slow or stop on the approach (as with any intersection). In addition, significant slope breaks within the roundabout can create potential problems for semi-trailer trucks, including load shifting and overturning.

Steep gradients at entries and exits should be avoided or flattened to minimize grade breaks at the entry and ensure that users are able to safely enter and exit the circulatory roadway.

Note: The grading plan for Option A has not been prepared yet, but the distance between the high point on National Ave near the Highland Ave intersection and the low point on E. Piccadilly St near the entrance to the Timbrook Center following the curvature of the roadway including movement through the roundabout is approximately 440 feet. The total elevation change between these two points is about 22 feet. That translates to about a 5% grade.