

KINDERTON VILLAGE

Kinderton Village Meet & Greet With Mayor Rick Cross & Town Manager Lee Rollins Question & Answers

Question: Update on Easement between Rise Complex Oak Wind Drive?

Answer:

That area is not declared a road it is declared as an easement for utility trucks to access the utilities in that area and for emergency vehicles. They believe they are the only ones that have access to the lock. The aesthetics of the area on the side of the Gate facing Kinderton is up to the Kinderton Single Family HOA. Single Family Home HOA says there are plans to remove the temporary gate. Rendering ideas of beautifying the area are being submitted to the Single Family HOA from Trent Adams.

Question: Will the I-40 sound barrier be extended?

Answer:

The sound barrier will not be extended. DOT places the sound barriers when homes are a certain distance away from highways. This is based on studies on how sound travels. The study also mentioned that trees have very little effect on sound. That there was no plan for planting trees in the area near the overpass.

Question: Could Kilbourne Drive have a stop sign to slow traffic?

Answer:

Bermuda Run mentioned that there was a study done and at the time the study showed that a stop sign would not be beneficial to the area. Lee Rollins supplied documents about stop signs.

Question: Suggestions for nails in tires and in driveways in our community?

Answer:

Bermuda Run encourages everyone to report any malicious activity to the Sheriff's Department. Non Emergency: 336.751.0896. Email: sheriff@dcsonc.com

Question: Could there be arrows on Glenmoor Ave?

Answer:

Bermuda Run could request to put up arrow signs for Glenmoor. This would require the majority of the approval of the residents on Glenmoor and the approval of the HOA Master Board.

Question: Who is responsible for trees' along roads of Kinderton?

Answer:

Bermuda Run will take care of the part of the tree on the road side. This will allow for busses, garbage trucks, emergency vehicles and utility trucks to pass easily. Home owners are responsible for the side closer to the side walk and their home. The HOA requires ARC approval for home owners to trim these trees.

Question: Kinderton Village sidewalk repair?

Answer:

They are aware of the severe need for sidewalk repair in both Bermuda Run and Kinderton because of tree roots raising the sidewalks. Last year Bermuda Run allocated \$15k for repairs to Kinderton Village Sidewalks. The repairs made last year were on Old Town Drive because it needed the most improvement. This year they have allocated \$32k for repairs in Kinderton Village. Repairs this year are anticipated to start in September on Town Park Drive. One street at a time is more cost efficient.

Question: Do you hear if there would ever be a reduce in our water bill?

Answer:

Unfortunately there will probably never be a reduction in water bills even with a sewer system improvement because of the costs involved.

Question: When will the I-40 project be coming to an end near Bermuda Run?

Answer:

Possibly ending this September if no issues with the weather.

Question: Update on Blue Heron Trail?

Answer:

Bermuda Run is looking to do the Blue Heron Trail in phases. The 1st phase of the paved trail would border I-40 East that stretches from the pedestrian tunnel to the new pedestrian bridge. Then future phases would be around the property owned by Hillsdale Group that features the Bahnson Lakes. The funding for this project would come from 20% Bermuda Run and 80% State & Federal funding. Currently hoping to have approvals by October and a start 1st phase possibly January 2022. The 1st phase could take 9 to 12 months.

There was no specific area for parking dedicated at this time for the trail. But they are having on-going conversations with representatives of Truist Sports Park to create a parking area for the trails on the north side of the current pedestrian bridge. So public parking access could take place off from Twins Way Drive.



Mayor Rick Cross



Town Manager Lee Rollins



Town of Bermuda Run - Master Plan

NOTE FROM MAYOR RICK CROSS

“I am grateful for the attendees’ willingness to come out and spend time with Lee and me, and I’m glad that we were able to share thoughts, answer some questions, and have the opportunity to get to know each other better. As I said to the group, I am hoping we can do this again. I also hope folks will take me up on my offer to come over any time there are gatherings - large or small - where I can continue to exchanges thoughts and ideas to help make ours a special community. Just reach out to me with a date, time, and location.

As we discussed last evening, we have some great things going on across our town. We also know that, as does any community, we have some opportunities and challenges. I hope we were able to convey that our Town Council, town staff, and I continue to work hard to address those challenges and capitalize on the opportunities.

I want to encourage folks to sign up for our town’s e-newsletter. This is a good way to stay abreast of what’s happening around town. Just click on the link below to enroll:

<https://visitor.r20.constantcontact.com/manage/optin?v=0017wkX2ma9Iz7klWspnvEo52PveDaf9mJ8EtIOvSV1EeaftRH2I4T6Gxtdm8e4INRC2ek4IM6BAaUvP7qFDnmxFoxGiS5gJux7iSgonZrMrks=>

Additionally, for those on Facebook and/or Instagram, please follow Town of Bermuda Run for on-going information and announcements.

I look forward to seeing everyone again in the near future. Remember, the first of our first summer concerts - featuring ENVISION - will be on August 7th at 7:00PM at Town Center (gazebo). I hope to see everyone there!

Thanks again

Rick Cross
Mayor, Town of Bermuda Run”



LEGEND

- | | | | |
|---|---------------------------------|--|-------------------------|
| ① | FUTURE LOCATION FOR RISE | | Future Blue Heron Trail |
| ② | BB&T SOCCER STADIUM | | Future River Walk Trail |
| ③ | SYNTHETIC TURF FIELDS | | Lake & River |
| ④ | NATURAL GRASS FIELDS | | Ex. Commercial |
| ⑤ | FUTURE GRASS FIELDS | | Proposed Commercial |
| ⑥ | WINMOCK BARN | | Residential |
| ⑦ | TOWN OF BERMUDA RUN | | |
| ⑧ | FUTURE KINDERTEN COMMERCIAL | | |
| ⑨ | KINDERTON COMMERCIAL | | |
| ⑩ | COMET BERMUDA RUN APARTMENTS | | |
| ⑪ | PEDESTRIAN TUNNEL UNDER I-40 | | |
| ⑫ | PEDESTRIAN BRIDGE ACCROSS I-40 | | |
| ⑬ | KINDERTON VILLAGE | | |
| ⑭ | BERMUDA RUN GOLF & COUNTRY CLUB | | |
| ⑮ | DAVIE MEDICAL CENTER | | |

Town of Bermuda Run - Master Plan

Date: 4 June 2020



STOP Signs

Purpose of a STOP Sign

The STOP sign is a regulatory sign that is used when traffic is required to stop. It is a red octagon that has a white border and large white capital letters that read STOP. At multiway stop intersections, where all approaches are controlled by STOP signs, an “ALL WAY” plaque is required below the stop sign to inform the driver that the intersection is an “all-way” stop intersection. Flashing beacons are sometimes used to supplement STOP signs, especially in rural areas.



Figure 1: All Way Stop Sign

The Manual on Uniform Traffic Control Devices (MUTCD) provides information on the design, application, and placement of STOP signs (R1-1). The purpose of STOP signs is to assign vehicular right of way at an intersection. If installed where warranted, STOP signs can be very effective. However, STOP signs can be an inconvenience to motorists and a potential safety issue and should only be used where warranted. STOP signs should not be used to control vehicle speeds.

Where Should a STOP Sign Be Installed?

STOP signs should be located where vehicles are required to stop, or as near to that point as possible. The sign may also be supplemented with a STOP line and/or the word STOP marked on the pavement as text.

Where there is a marked crosswalk, the STOP sign should be located approximately 4 feet in advance of the crosswalk line. A STOP sign shall be placed to the right of the lane it controls. Where there is a pattern of drivers missing the STOP sign on the intersection approach, placement of a supplementary STOP on the left-hand side of the roadway or in the median or overhead has been shown to reduce crashes. Where the visibility of the STOP sign on the approach to the intersection is insufficient to slow traffic and allow drivers to stop in ample time, placement of a STOP AHEAD symbol warning sign is required.

If two lanes of traffic exist on an approach, the STOP sign should be visible to each lane of traffic.

Under What Conditions Should a Two-Way STOP Control Be Installed?

Intersections should have one or more of the following conditions for a two-way STOP control to be installed:

- At an intersection of a minor and major road, where the application of the normal right-of-way-rule would be inappropriate.



U.S. Department of Transportation
Federal Highway Administration

Safe Roads for a Safer Future
Investment in roadway safety saves lives

- At a street entering a through highway or street.
- At an unsignalized intersection in a signalized area.
- At locations where high-speed traffic, restricted view, or crash records indicate a need for STOP sign control.

The advantage of a two-way stop is that the major traffic flows do not have to stop and thus incur almost no delay at the intersection (i.e., the majority of the through traffic does not have to stop).

Under What Conditions Should a Four-Way (Multiway) STOP Control Be Installed?

Four-way STOP control is often used at the intersection of two roadways that exhibit approximately equal traffic volumes. As with other traffic-control devices, installation of a multiway stop should be based on an engineering study. The following criteria, as described in the 2003 edition of the MUTCD, should be considered:

- A traffic signal is going to be installed and the intersection needs a temporary solution to control the traffic.
- At least five crashes have occurred at the intersection in a 12-month period that are susceptible to correction by STOP signs (crash reports should be analyzed to determine the probable cause of each crash).
- Minimum traffic and pedestrian volumes are as follows:
 - o The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day.
 - o The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average

delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but if the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.

- The need to control vehicle/pedestrian conflicts exists near locations that generate high pedestrian volumes crossing the major street.
- A four-way STOP control is needed at locations where a road user, after stopping, cannot see conflicting traffic and is not able to safely negotiate the intersection unless conflicting cross traffic is also required to stop.
- An intersection of two residential neighborhood collector (through) streets of similar design and/or operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection, and the minimum traffic and pedestrian volume requirements are satisfied.

Failure to Stop at Existing STOP Signs

- Approximately 72 percent of fatal crashes occur at unsignalized intersections. Most often, the cause of the crash can be attributed to a driver failing to yield the right of way. When there is a history of drivers failing to heed STOP signs that are clearly visible, the following approaches could be considered:
 - Install STOP AHEAD sign.
 - Increase size of STOP and STOP AHEAD signs.
 - Install an additional STOP and/or STOP AHEAD sign on the left-hand side of the road or in the median on the left side of the approach.
 - Install an overhead STOP sign.
 - Install intersection illumination.
 - Install a red reflective strip or post insert on the STOP sign post.

- Consider adding a flashing red beacon in conjunction with the STOP signs mounted either on top of the sign or on an overhead span wire or mast arm.
- Place actuated red flashing beacons (see MUTCD Section 4K.05) on the top of a STOP sign. A detector would be in the pavement in advance of STOP sign. As a vehicle approaches, the red beacons would begin to flash. This solution would address the driver expectancy problem and give more attention to the STOP sign.
- Under rural road conditions, install two sets of transverse rumble strips in the approach lane (one in advance of the STOP AHEAD sign and the other before the STOP sign). Consider installation of two additional sets of transverse rumble strips to supplement the first two locations.

Resources

Manual on Uniform Traffic Control Devices. Washington, DC, USA: Federal Highway Administration, 2003. Accessible via <http://mutcd.fhwa.dot.gov>.

A review of published research on multi-way stop intersections: <http://www.ite.org/traffic/documents/AHA99B49.pdf>.

Ellison, James W., P.E. *Case Study: Failure to Stop at a Stop Sign: A Progressive Approach*. <http://www.ite.org/library/IntersectionSafety/Ellison.pdf>.

Neuman, Timothy R., R. Pfefer, K.L. Slack, K. Kennedy Hardy, D.W. Harwood, I.B. Potts, D.J. Torbic, and E.R. Kohlman Rabbani. NCHRP Report 500, Volume 5: *A Guide for Addressing Unsignalized Intersection Collisions*. Washington, DC: Transportation Research Board, 2003.

Intersection Safety Brief #8: *Toolbox of Countermeasures and Their Potential Effectiveness to Make Intersections Safer*. Federal Highway Administration/Institute of Transportation Engineers.

Stop Signs: Frequently Asked Questions

Q: Why don't they put in more stop signs?

A: A stop sign is one of our most valuable and effective control devices when used at the right place and under the right conditions. It is intended to help drivers and pedestrians at an intersection decide who has the right-of-way.

The Manual on Uniform Traffic Control Devices (MUTCD) is a set of well-developed, federal and state recognized guidelines that help to indicate when such controls become necessary. These guidelines take into consideration, among other things, the probability of vehicles arriving at an intersection at the same time, the length of time traffic must wait to enter, traffic delays, and the availability of safe crossing opportunities.

Public understanding of the function of stop signs is one of the most critical elements in reducing speeding and traffic accidents.

Q: What is the purpose of a stop sign?

A: The stop sign is used to assign right of way at an intersection and to make sure that traffic flows smoothly and predictably.

Q: Will a stop sign reduce speeding in my neighborhood?

A: Because a stop sign is used to assign right of way at an intersection, it is not an effective means to control speeding. Research shows that where stop signs are installed as "deterrents" or "speed breakers," there are high incidences of intentional violations resulting in accidents. When vehicles must stop, the speed reduction is only near the stop sign, and drivers tend to speed up between stop sign controlled intersections. When not required to stop by cross street traffic, only 5 to 20% of all drivers come to a complete stop, 40 to 60% will come to a rolling stop below 5 mph, and 20 to 40% will pass through at higher speeds. Signs placed on major and collector streets for the purpose of speed reduction are the most flagrantly violated.

Stop signs are not warranted in the Manual on Uniform Traffic Control Devices (MUTCD) as an effective measure to reduce speeding.

Q: Will increasing the use of stop signs in my neighborhood, better control traffic?

A: As with any traffic control device, overuse of stop signs will cause many drivers to ignore them, creating a more hazardous situation, especially in low volume areas, such as residential neighborhoods. Because a stop sign causes a substantial inconvenience to motorists, it should be used only where needed. Studies have shown that, sometimes, after installing a stop sign there is an increase in rear end collisions. Also, the stop sign may cause such an inconvenience that traffic detours through residential streets, parking lots, etc. A little known fact is that the "stop and go traffic" resulting from the placement of stop signs will increase carbon dioxide emissions, thereby further impacting the air quality in your area. There is a noticeable noise increase in the vicinity of an intersection from acceleration and braking. Additionally, deceleration, idling, and acceleration of vehicles increases fuel consumption.