EXECUTIVE SUMMARY

A corridor study was conducted along Queens Folly Road between US 278 at the western terminus and the North and South Gates (Dunes House Lane and Ocean Lane) as the eastern terminus.

The corridor study included the evaluation of operational and safety concerns between and including the following intersections:

1. US 278 & Queens Folly Road;
2. Queens Folly Road & St Andrews Common Driveway;
3. Queens Folly Road & Queens Grant Driveway #1;
4. Queens Folly Road & Queens Grant Driveway #2;
5. Queens Folly Road & Trent Jones Lane (General Store Intersection);
6. Queens Folly Road/Hotel Circle & Mooring Buoy/Ocean Lane (Traffic Circle);
7. Ocean Lane & Carnoustie Road;
8. Ocean Lane & Hampton Place Driveway;
9. Mooring Buoy & Dune House Lane; and
10. Mooring Buoy & Port Tack.

The evaluation included field observations to identify existing concerns based on traffic patterns (including vehicular, pedestrian, bicycle, and other modes of travel). The evaluation also included a traffic analysis of areas of concern as identified in the field to compare existing operations with recommended improvements.

Traffic count data at the intersection of Ocean Lane & Hampton Place Driveway was collected with an emphasis on the "commercial" vehicles (i.e. those vehicles with visible commercial logos or markers of other kinds). Based on the traffic counts, the percentage of commercial vehicles going southbound beyond the Hampton Place Driveway is 19% in the AM peak hour and 9% in the PM peak hour, the percentage going northbound at this intersection is 27% in the AM peak hour and 10% in the PM peak hour, and the percentage going westbound (leaving Hampton Place Driveway) is 100% in the AM peak hour and 22% in the PM peak hour.

Based on the field observations and traffic analysis, the following improvements are recommended for consideration:

1	Convert the intersection of Queens Folly Road & Trent Jones Lane into a right-in/right-out intersection to reduce occurrences of blocked travel lanes and to reduce pedestrian/ bicycle/vehicular conflicts. The pedestrian crosswalk at this intersection is also recommended to be realigned to be a "z-style" crossing to improve the safety of pedestrians/bicyclists by reducing pedestrian/ bicycle/vehicular conflicts.
2	Convert the intersection of Queens Folly Road & Ocean Lane & Hotel Circle & Mooring Buoy (traffic circle) into a traditional roundabout such that entering lanes yield to traffic already within the traffic circle.
3	To heighten the awareness of pedestrians crossing, install rectangular rapid flashing beacons (RRFBs) at the crosswalk at the intersection of Mooring Buoy & Dunes House Lane;
4	Restripe all pedestrian crosswalks to have ladder style markings to improve visibility of pedestrians;
5	Install pedestrian crossing signs and arrows per the *Manual on Uniform Traffic Control Devices* (MUTCD) at all pedestrian crosswalks to alert drivers of nearby pedestrians;
6	Install pedestrian crossing signs with ahead sign per the *Manual on Uniform Traffic Control Devices* (MUTCD) along Queens Folly Road and Dunes House Lane to alert drivers that they are approaching a point where crossing activity might occur;
7	Complete/install a planted buffer along the entire frontage of Queens Folly Road in both directions in between Trent Jones Lane and the traffic circle an additional safety measure for pedestrians and bicyclists (adding to and similar to the existing buffer along Queens Folly Road in the northbound direction); and
8	Install a multiuse path along the north/west side of Mooring Buoy beyond Port Tack to the terminus of Mooring Buoy (continuing the existing multiuse path which currently terminates at Port Tack).

Based on the field observations and traffic analysis, no changes to the Queens Grant Driveways or St. Andrews Common Driveway are recommended.