

# WELCOME!

## FOLLOW UP WORKSHOP SHELDON & BRADSHAW INTERSECTION



# MEETING PURPOSE & PLAN

- Purpose - Answer your questions
- Plan for Tonight
  - January 14<sup>th</sup> Meeting Results
  - Short Presentation - follow up from last meeting
  - Public Comment - open forum for any additional Q&A
  - Second Polling - vote signal vs. roundabout

# JANUARY 14<sup>TH</sup> OPEN HOUSE RESULTS

- Number of attendees - 79
- Vote totals:
  - 25 for Traffic Signal (44%)
  - 32 for Roundabout (56%)
- Staged Construction vs. Full Closure
  - 18 written comments supported full closure
  - 0 written comments supported staged construction

# QUESTIONS/COMMENTS #1

#1 - The houses on the south side of Sheldon are much closer to the roadway than the houses on the north side of Sheldon. Why can't the City shift the improvements more to the north?

## Response

The project can be shifted to the north. How much will need to be determined as part of the design

# QUESTIONS/COMMENTS #2

#2 - A large grove of trees is being removed. Can the project avoid these trees?

## Response

It's possible. We will know how much once we get into the design phase. We will report back at a future community meeting.



# QUESTIONS/COMMENTS #3

**#3 - We want on-site tree mitigation not off-site tree mitigation.**

## Response

The project will provide as much on-site tree mitigation as possible. We will report back at a future community meeting.

# QUESTIONS/COMMENTS #4

**#4 - Large semi trucks will not be able to turn through the roundabout.**

## Response

**A 48 foot tractor & trailer will have room to turn as well as legal double trailers.**

# QUESTIONS/COMMENTS #5

#5 - I've heard roundabouts can have more accidents than a signal especially for multi-lane roundabouts.

## Response

There are instances where a multilane roundabout replaced a signal and the total number of accidents were similar. However, the severity of crashes decreased significantly.



# QUESTIONS/COMMENTS #6

**#6 - Motorists do not know how to drive roundabouts which will cause delay.**

## Response

- 3,000 installations in the U.S. over the past 15 years.
- Concerns about roundabouts are common. Before and after studies show that the majority of motorists find them easy to use.

# QUESTIONS/COMMENTS #7

#7 - I have waited up to 15 minutes in traffic at this intersection during rush hour. How can the City calculate a delay of only 224 seconds?

## Response

- Traffic counts collected in 2013

Direction of Travel	Existing Intersection Average Delay (AM)	Existing Intersection Average Delay (PM)
SB Bradshaw	126 Seconds	451 Seconds
NB Bradshaw	316 Seconds	76 Seconds
EB Sheldon	78 Seconds	47 Seconds
WB Sheldon	88 Seconds	85 Seconds

# QUESTIONS/COMMENTS #8

**#8 - Why is the average vehicle delay used in design instead of the peak delay?**

## Response

Designing a facility based on “peak flows” in the peak hour tends to result in an oversized facility, resulting in higher construction costs, higher maintenance costs, and larger right-of-way.

# QUESTIONS/COMMENTS #9

#9 - A roundabout cannot handle the high volume of traffic at this intersection. Install a signal.

## Response

Direction of Travel	Signal - Opening Year Average Delay (AM)	Roundabout - Opening Year Average Delay (AM)
SB Bradshaw	24 Seconds	9 Seconds
NB Bradshaw	27 Seconds	11 Seconds
EB Sheldon	28 Seconds	11 Seconds
WB Sheldon	31 Seconds	16 Seconds

# QUESTIONS/COMMENTS #10

#10 -When does Sheldon and Bradshaw need to be widened?

<u>Response</u>	<u>Year</u>
4 Lane Bradshaw:	2050 +/-
6 Lane Bradshaw:	2080 +/-
4 Lane Sheldon:	2080 +/-

# QUESTIONS/COMMENTS #11

#11 - What are the interim improvements for both alternatives?

## Response

### Signal

### Year

- Southbound right turn lane: 2028
- Northbound right turn lane: 2033
- East/West bound right turn lanes: 2036

### Roundabout

### Year

- East-West roundabout lane: 2030
- Southbound right turn lane: 2047

# QUESTIONS/COMMENTS #12

**#12 - Why would the City spend an extra \$1.8 million on the roundabout?**

## Response

**Roundabouts reduce traffic speeds.**

**Roundabouts reduce the severity of accidents.**

# QUESTIONS/COMMENTS #13

**#13 - Why is the City not installing a single lane roundabout?**

## Response

**A single lane roundabout will not meet the required Level of Service D standard.**



# QUESTIONS/COMMENTS #14

**#14 - Does the Rural Roads Policy allow multi-lane roundabouts?**

**Response**

**Yes.**

# NEXT STEPS

- City Council will consider both options at their March 9<sup>th</sup> meeting and direct staff to proceed with design of one
  - Staff report will include summary of public meetings and voting results, along with staff recommendation
- Next Open House in Early 2017 on more detailed design of Council directed option
- Estimated Start of Construction - 2018

# QUESTIONS & COMMENTS

