STA-619 TRAFFIC CONGESTION STUDY

(PID 79629)

PUBLIC INVOLVEMENT SUMMARY

Summary of Public Involvement Meeting

A public open house for the State Route (SR) 619 Traffic Congestion Study was held on November 17, 2011, at the Kaufman Center (at Lake Center Christian School). The purpose of this open house was to allow the public to view the proposed SR 619 improvements and to give them the opportunity to ask questions and provide their feedback. Representatives from ODOT District 4 and TranSystems Corporation were available to answer questions about the study and receive input from attendees.

The open house was held from 5:00 PM to 7:00 PM. Sign-in sheets from the meeting listed 110 people as being in attendance. Members of the public could attend at any time during the open house hours to browse exhibits at their leisure and ask questions. Exhibits available at the meeting displayed the proposed improvements along SR 619; these were made available on the ODOT District 4 website after the meeting.

Following the meeting, there was a public comment period that ended on December 1, 2011. A comment form was available at the meeting. The form included a brief explanation of the project and asked for the public's thoughts on the proposed corridor improvements, including a recommendation for the SR 619/Market Avenue intersection. At the end of the public comment period, ODOT received comments from 38 people. Common concerns included impacts to personal property, increased noise caused by roadway widening or by removing tree barriers, and the timeframe for this project being too far out and something needing to be done now. Several people expressed their support for this project and many liked the roundabout concepts. Below is a summary of the comments received and the responses to them. Noted in parentheses is the frequency of each comment, if it was included on more than one comment response form.

Comment (frequency)	Response
General comments about the project in general and the use of roundabouts.	
Support project/improvements overall. (5)	Comment noted.
Not in support of this project.	Comment noted.
Like roundabouts. (5)	Comment noted.
Don't like roundabouts, but understand the need for them and will be able to get used to them.	Roundabouts have been proposed at locations after careful consideration of costs, safety, property impacts and operational benefits. A roundabout information sheet that was made available at the public meeting has been attached at the end of this document. Roundabouts promote the continuous flow of traffic, thereby reducing delays, stops and back-ups while improving safety and traffic flow compared to a traditional signalized intersection.
Concerned about incidences of crashes in recent roundabouts.	
All the roundabouts are concerning – they will cost a lot and traffic will still back up at King Church.	
Will the proposed roundabout at SR 619 & King Church be able to handle all the traffic (especially	The number of lanes approaching the roundabout is based on forecasted traffic growth to the year

Comment (frequency)	Response
when the flea market is open)? (2)	2030. Traffic generated by Hartville Marketplace has been incorporated into the traffic forecast. Through its design and operation, a roundabout can handle approximately 30% to 50% more traffic than a traditional signalized intersection.
The roundabout at SR 619 & Kaufman Avenue will be great – especially for people getting in/out of Lake Center Christian School!	Comments noted. The roundabouts proposed at these locations demonstrate an ability to service traffic demands through the design year of 2030.
Roundabouts at SR 619 & Kaufman Avenue and SR 619 & King Church would be excellent.	
The following seven comments were received specific to a roundabout versus traffic signal at the SR 619/Market Avenue intersection.	
Prefer roundabout at SR 619 & Market Avenue.	Comment noted.
Prefer the roundabout option if it allows the traffic to flow better.	Comment noted.
Keep traffic light at SR 619 & Market Avenue. (3)	Comment noted.
Roundabout will impact our building (business) tremendously. Would like to see plans on-line and be kept abreast of everything.	Comment noted. Potential impact to adjacent properties is an important consideration in the selection of an intersection treatment for the SR 619/Market Avenue intersection. Decisions related to roadway alignment and property impacts will be made as the study moves into the design phase when more detailed design information becomes available. The displays from the meeting are available on ODOT District 4's website: www.dot.state.oh.us/districts/D04/Planning/Pages/UpcomingPublicMeetings.aspx
Good with either option at this location – leaving it up to the village to decide.	Comment noted.
Connector roads, bypass, turning concerns and traffic control comments.	
Turn lanes at the SR 619 & Mogadore Avenue intersection would help with the traffic in this area (especially once Hartville Hardware opens).	Left turn lanes on SR 619 have been included in the proposed improvements at this intersection.
Need more traffic signals on SR 619 (near the flea market) to help with traffic.	Additional travel lanes and roundabout intersections will better facilitate traffic flow in the area around Hartville Marketplace. While traffic signals enable side street traffic to enter the main route (SR 619) they impede traffic flow along the arterials and cause congestion. Furthermore, no additional traffic signals in the area are warranted based on the amount of side street traffic.

Comment (frequency)	Response
Suggest keeping traffic light at SR 619 & King Church.	Based on an evaluation of traffic demand, safety and operations, a roundabout intersection is recommended because it will result in significantly less vehicle delay time than a traditional signalized intersection with the necessary turn lanes at a similar cost.
Why wasn't there a design that included a turn lane running the length of the widening area (to help with traffic flow and allow left turns)?	A center left turn lane was proposed in certain areas. However, a center lane was not proposed in areas where left turning volumes are minimal to reduce private property impacts.
Turn light is needed at SR 619 & Cleveland Avenue, east & west.	Green arrows, also known as dedicated left turn phases, will be installed by Jan 1, 2012 for the eastbound and westbound directions at the existing intersection as part of a separate project.
A light is needed at SR 619 and Williamsburg Avenue.	The amount of traffic on the side street must reach a certain threshold to warrant a traffic signal. At this time, traffic volumes on Williamsburg Avenue do not meet the minimum volumes to justify installing a traffic signal at this location.
Extra turn lanes on SR 619 to Williamsburg seem unnecessary.	An eastbound right turn lane has been proposed on SR 619 based on a turn lane warrant analysis. This analysis takes into consideration the number of lanes, speed and traffic volume on SR 619 in addition to the turn volume. If it is determined during the design process that property impacts are too great, the proposed turn lane could be eliminated.
Turning left from Williamsburg onto SR 619 is already difficult and adding more lanes will make it worse.	Additional lanes are proposed on SR 619 due to heavy amount of existing and forecasted traffic. While adding through lanes on SR 619 will cause side street traffic to cross a wider roadway, the additional lanes are expected to create gaps or breaks in traffic to better accommodate turns. In addition, in areas where a roundabout is recommended, traffic will have the option of turning right onto SR 619 and making a U-turn at the roundabout in place of turning left directly from a side street.
It is difficult to get on SR 619 from Overlook Drive – this intersection needs some attention.	
This project will increase the difficulty for residents turning left out of their neighborhoods.	
Need a connector road from Primrose Drive to Giant Eagle (via corn fields).	At this time, improvements are proposed along SR 619. This comment will be provided to Lake Township for further consideration.
Would like a connector from Springwater Gardens to either Hoover Avenue or King Church Avenue to improve access/safety in and out of neighborhood. (3)	

Comment (frequency)	Response
Might be easier to bypass SR 619 (like was done on Route 30 from Canton).	A bypass option was evaluated and eliminated earlier in the study process based on substantive impacts and construction cost.
Something needs to be done about the intersections of Market Avenue & Sunnyside Avenue and Market Avenue & Meandering Creek Street.	This study focuses on intersections along SR 619. These intersections/roadways are not included with this study's limits. This comment will be provided to the Village Engineer for further consideration.
Concerned about feeder streets getting access to Market Avenue.	
Sidewalks/crossing locations.	
Support having sidewalks.	Comments noted. Sidewalks and crossing locations will be assessed and addressed in the future as this study moves into a preliminary engineering phase.
Don't see need for sidewalks near SR 619 & Cleveland Avenue.	
Concerned about safety for those crossing a wide(r) road.	
Noise and property impacts.	
Concerned about impacts to part of their yard and/or property. (8)	The impacts to property and trees will be will be evaluated in conjunction with the preliminary engineering phase. Attempts will be made to minimized impacts to the maximum extent practical. Some of the factors ODOT will consider to minimize the impacts include using curb and gutter sections, utilizing closed drainage systems and asymmetrical widening. Detailed environmental studies, including noise analyses, will be performed in conjunction with preliminary engineering studies to identify, evaluate and mitigate impacts. Resident preferences, when feasible, will be considered in implementing mitigation measures.
Concerned about increased noise or the removal of trees on property that have been acting as noise barriers. (3)	
Please consider the historic nature of this area.	
Roadway widening.	
Have you considered making a three-lane road (two lanes and a middle turning lane)? That may be all that is needed.	Yes. Forecasted traffic growth shows that a three-lane road will not accommodate traffic demand along the entire length of the study corridor by the year 2030. Thus, four-lane and five-lane sections have been proposed within certain sections. Additionally, widening of SR 619 has also been recognized as a potential needed improvement by the Stark County Area Transportation Study (SCATS).
Believe SR 619 should be widened at least to Hoover Avenue.	SR 619 is proposed to be widened to provide an additional through lane in each direction on both sides of Hoover Avenue.

Comment (frequency)	Response
The hill on SR 619, just east of Cleveland Avenue, is exceptionally dangerous in snowy, icy weather. Numerous accidents occur on this hill each year. Adding another lane of traffic in each direction will increase the chance of more cars trying to navigate the hill at the same time, thus creating a greater likelihood of accidents.	If deficient design-related items are identified, these will be investigated and addressed during the preliminary engineering and final design phases. ODOT maintenance forces have modified the truck route to provide more attention to this section as well as the rest of SR-619 during the snow & ice season.
Comments on flooding, drainage and utilities.	
Concerned about impacts to utility and drainage lines that go to residential properties. Also concerned about drainage in general (have already had to put in a ditch to prevent rain from pooling).	Comments noted. These issues will be investigated during the preliminary engineering and final design phases. In the interim, these drainage concerns have been forwarded to our maintenance department to investigate.
Issues with the curbs and flooding on SR 619 at Grange.	
Concerned about drainage/culvert capacity along Hoover Avenue.	
Concerned with the land at on SR 619 at the culvert – it always collapses and floods on the SW corner (at Williamsburg) as it is, so how do you plan to address this?	ODOT maintenance forces have been notified and are accessing the extent of the failure. Depending on the amount of pipe needing replace, a repair could be expected to be completed in the spring of 2012.
Are they running City water down SR 619 through the residential area?	Questions regarding City or Village utilities can be best answered by contacting the Village of Hartville directly.
Sanitary sewers should go in before SR 619 improvements are done.	Comment noted. Sanitary sewer improvements would be initiated at the local level.
Other comments.	
Are the proposed plans available on-line?	Yes, the displays from the meeting are available on ODOT District 4's website: www.dot.state.oh.us/districts/D04/Planning/Pages/UpcomingPublicMeetings.aspx Keep in mind these displays represent conceptual layouts, which are essentially just lines on paper.
Concerned with timeframe (four years until construction) and the amount of traffic that residents will still have to deal with until this is constructed (especially concerned with left turns at SR 619 and King Church) – something should be done in the meantime. (5)	The study is following ODOT's project development process, which allows time to look into issues such as access, property impacts and cost. The timeline to fully consider these issues, develop design plans, purchase right-of-way along the corridor and secure construction funding drives the timeline.
Please make sure police aren't on the roads	Decisions to use a law enforcement officer for

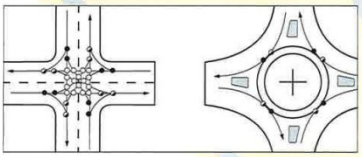
Comment (frequency)	Response
directing traffic.	traffic control are handled by the local law enforcement agencies. The proposed improvements are designed to improve traffic flow and should eliminate the desire for supplemental control at the SR 619/Kaufman intersection.
Why wasn't the public consulted sooner (i.e. before designs were drawn)? This would have informed you that most residents don't want SR 619 widened, to help keep the small-town feel.	We are still very early in the study process. This public meeting was the first opportunity the public had to comment and it was felt that showing conceptual lines on paper would be beneficial to generate feedback on the improvements proposed to address safety and congestion problems on SR 619. The public comment period allows the public to offer feedback, whether in support of or opposed to the proposed improvements. Please note that comments can be submitted to ODOT at any time. The recent comment period was an opportunity for the public to provide input on the proposed conceptual improvements on display at the public involvement meeting.
There are three senior living sites along SR 619 west of Kaufman – please keep these residents/drivers in mind when designing improvements in the area.	Improvements will be designed in accordance with ODOT's design standards. These standards will be applied throughout the corridor. There will be additional opportunities to comment on proposed improvements as projects are developed from the corridor study.

What is a roundabout?

A roundabout is a one-way, circular intersection without traffic signal equipment in which traffic flows around a center island.

Illustration of potential conflict points in traffic intersections.

Through proper design, roundabouts can easily accommodate emergency and large sized vehicles. Drivers should behave in the same manner as they would on any other road if an emergency vehicle approaches: carefully move your vehicle as far right as possible and, if necessary, stop until the emergency vehicle passes.



Signaled intersection: 32 conflict points

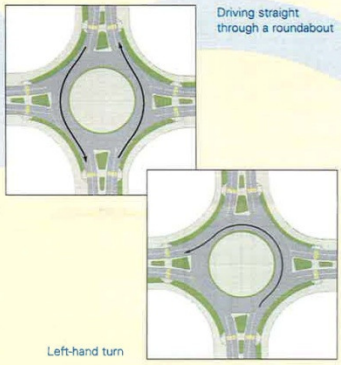
Roundabout: 8 conflict points

All roundabouts have these features:

Yield-at-entry
- Traffic entering the circle yields to traffic already in the circle.

Traffic deflection
- Pavement markings and raised islands direct traffic into a one-way counterclockwise flow.

Geometric curvature
- The radius of the circular road and the angles of entry can be designed to slow the speed of vehicles.



Driving straight through a roundabout

Left-hand turn

Because the only movement allowed upon entry or exit from a roundabout is a right turn, the occurrence of crashes that result in injury is substantially reduced. Small-angle collisions, the type of collisions that can occur as a result of a right-hand turn, are typically less severe than other types of collisions.

Roundabouts save lives. . .

Benefits of a roundabout:

Lives saved
- Up to a 90% reduction in fatalities
- 76% reduction in injury crashes
- 30-40% reduction in pedestrian crashes
- 75% fewer conflict points than four way intersections

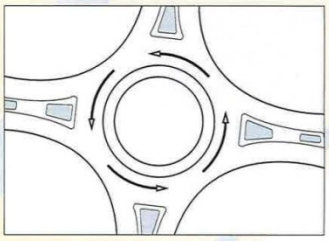
Slower vehicle speeds (under 30 mph)
- Drivers have more time to judge and react to other cars or pedestrians
- Advantageous to older and novice drivers
- Reduces the severity of crashes
- Keeps pedestrians safer

Efficient traffic flow
- 30-50% increase in traffic capacity

Reduction in pollution and fuel use
- Improved traffic flow for intersections that handle a high number of left turns
- Reduced need for storage lanes

Money saved
- No signal equipment to install and repair
- Savings estimated at an average of $5,000 per year in electricity and maintenance costs
- Service life of a roundabout is 25 years (vs. the 10-year service life of signal equipment)

Community benefits
- Traffic calming
- Aesthetic landscaping



Continuous counterclockwise traffic flow