

Pfeiffer Road and Deerfield Road Road Intersection Improvements - October 20, 2020 Public Meeting Comments

#	Concerns	Comments	Response
1	Traffic Flow	Desire is to minimize traffic flow on Deerfield Rd connecting Pfeiffer Rd to Montgomery Rd (as a cut through bypassing the Pfeiffer Rd/Montgomery Rd intersection). Wants to minimize traffic flow on Deerfield Rd south of Pfeiffer Rd by adding directional signs along the Pfeiffer Rd route.	Comments not directly related to project
2	Traffic Flow, Vehicular Safety, Pedestrian Access/Safety	Traffic delays will be significant during rush hours. Concerned about vehicular and pedestrian safety. Suggests driver education for the existing four way stop intersection. Suggestions for the Schoolhouse Rd/Montgomery Rd intersection.	See FAQ
3	Pedestrian Access/Safety, Property Acquisition	Will there be signing to slow traffic for crossing pedestrians and bikes? This is strongly recommended. Wants to know if the project will require acquisition of his property. He also parks two cars front to rear in the driveway off of Pfeiffer Rd and wants to continue to do that after the project is complete.	- See FAQ for signing question - The current design will require temporary construction easements for grading and driveway reconstruction. At this time no permanent acquisition of your property is expected. - The current design will reduce the length of the driveway on Pfeiffer Rd from approximately 83 feet to 64 feet. The typical parallel parking stall on a roadway is 22 feet, which means that two vehicles should have sufficient room for parked vehicles.
4	Traffic Flow, Vehicular Safety, Pedestrian Access/Safety	Primary concern: Consider safety for bikes and pedestrians. Many people using the intersection are not Montgomery residents, so promoting traffic flow over safety does not benefit Montgomery residents. Concerned that the roundabout is not the best/safest solution for ambulances and school buses. Concerned about long delays from Deerfield Rd to get into the roundabout.	See FAQ
5	Bicyclist Access/Safety	Concerned about bicyclist safety at the roundabout. He shared an article about roundabouts in the Netherlands that use side paths to circumvent roundabouts.	
6	Pedestrian Access/Safety	Suggests flashing pedestrian signs at crosswalks.	See FAQ
7	Pedestrian Access/Safety	Concerned about pedestrian safety, especially for children. Feel that the roundabout examples provided do not match the Pfeiffer/Deerfield intersection. A list of ten recommendations is provided.	See FAQ Some comments did not pertain directly to the project
8	Pedestrian Access/Safety, Traffic Flow	Concerned that drivers will not stop for pedestrians and that drivers from Deerfield will not be able to enter during rush hours.	See FAQ
9	Pedestrian Access/Safety	Concerned about pedestrian and bicycle safety, especially for children.	See FAQ
10	Pedestrian Access/Safety	Feel that the 4 way stop is safest for pedestrians.	-Roundabouts have benefits for pedestrians including a shorter crossing and vehicles only approaching from one direction.
11	Traffic Flow, Vehicular Safety, Pedestrian Access/Safety	Concerned about vehicles on Deerfield Rd not being able to enter the roundabout during peak hours when traffic on Pfeiffer Rd backs up all the way into the intersection at Deerfield. Suggests a traffic light at Pfeiffer/Deerfield coordinated with the intersection at Montgomery Rd. Asks if the roundabout will safely accommodate school buses.	See FAQ
12	Traffic Flow, Pedestrian Access/Safety	Concerned about bike safety and thinks a larger center island diameter will help. Concerned about vehicle queueing at the Montgomery Rd light now that vehicles will flow more quickly through the roundabout, and asked if improvements will be made to the traffic signal. Asked if there will be flashing lights to improve pedestrian safety.	-The outside diameter of the roundabout (outside curb to outside curb) is 110'. The diameter of the center of the roundabout (inside curb to inside curb) is 70'. The size is appropriate given the location, volume of traffic, and types of vehicles using the intersection. -We will be analyzing the traffic signal at Pfeiffer and Montgomery to determine if timing adjustments are necessary due to the impact to traffic flow caused by the roundabout. -Pedestrian safety is an important objective of this project, and we will consider a variety of upgrades/measures to enhance pedestrian safety, including the implementation of pedestrian activated flashing lights.
13	Vehicular Safety, Pedestrian Access/Safety	-Concerned that a roundabout near a traffic signal with no cross streets between is a bad idea. -Concerned about vehicular and pedestrian safety. Suggests rumble strips, speed bumps, or road widening. Thinks the entire Pfeiffer Rd corridor needs to be addressed. -General dislike of other roundabouts in the area.	-See FAQ for traffic light at Montgomery. -Rumble strips are typically not recommended for residential settings because they generate significant noise and are hazardous for bicycles. Rumble strips also help to warn drivers to slow down, but do not prevent stopped vehicles from entering the intersection out of turn or conflicting with crossing pedestrians. The FHWA states that speed bumps are only appropriate for roads with speed limits of 30 mph or less. Since Pfeiffer Rd is posted 35 mph, the speed bumps may be damaging to vehicles and unsafe for drivers. Road widening likely results in faster speeds because drivers feel more comfortable with the extra lateral space. Road widening would also likely require extensive property acquisition.
14	Traffic Flow, Pedestrian Access/Safety	-Concerned about pedestrian safety if vehicles are not forced to stop. -Concerned about traffic backing up from the Pfeiffer/Montgomery intersection into the roundabout during rush hours.	See FAQ
15	Traffic Flow, Pedestrian Access/Safety	-Concerned traffic will queue from Southwinds during rush hour and block the roundabout -Concern for children crossing the roundabout.	See FAQ

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16	Vehicular Safety, Pedestrian Access/Safety, Property Acquisition	<ul style="list-style-type: none"> -Concerned about the roundabout increasing speeds on Pfeiffer Rd -Concerned about roundabout confusion causing pedestrian safety concerns. -Doesn't think there is a problem with traffic flow currently. -Concerned about the need for property acquisition -Doesn't think crash history is significant -Suggests using money for other projects -Concerned about pedestrian safety -Dislikes general removal of trees around the city -Wants to bury telephone poles 	<ul style="list-style-type: none"> - The roundabout will improve traffic flow through the intersection, but not necessarily increase vehicular speeds. Roundabouts are designed to slow vehicles to approximately 15 mph as they come up to the roundabout and as they travel through the roundabout. -See FAQ for pedestrian safety -Traffic counts performed at the intersection determined that the intersection has an average vehicle delay of 33 seconds in the morning rush hour and 83 seconds in the evening rush hour, which are considered levels of service D and F, respectively, on a grading scale between A and F. The roundabout is anticipated to reduce average delays during rush hours to less than 10 seconds. -The roundabout will require permanent acquisition from two properties adjacent to the intersection. Both residents have been informed of the project and the property requirements. -Much of the funding for this project has come from federal grants that have been awarded specifically for this project. -The telephone poles are owned and paid for by the utility company. Burying the utilities would be the responsibility of the utility company. -The City is supportive of maintaining trees. The project intends to keep as many trees as possible.
17	Vehicular Safety, Pedestrian Access/Safety	<ul style="list-style-type: none"> -Concerned that the roundabout will allow vehicles to accelerate at higher speeds to the intersection of Deerfield and Huntersknoll, possibly driving through the stop sign. 	<ul style="list-style-type: none"> - Although drivers may not need to stop, the roundabout is intended to slow vehicles to a speed of approximately 15 mph. Although vehicles may be able to reach faster speeds by starting from 15 mph compared to 0 mph, the vehicle is likely to reach top speed before reaching the Huntersknoll intersection because there is approximately 600 feet between the two intersections.
18		<ul style="list-style-type: none"> -Concerned about trucks using Deerfield Rd even though they are prohibited from using the road. 	<p><i>Responded by Gary on 10/14</i></p>