

PUBLIC MEETING SUMMARY

Arlington Road Improvements (PID 116917)

Comments	Response
Will the entrance to the Redwood Apartments be blocked or torn up in any way?	Driveway and property access will be maintained during construction. There will be temporary impacts during construction of the new approaches, but these activities will be short-term impacts during work performed at the driveway.
Will there be a traffic light in front of the Redwood Apartments?	A traffic light in front of the apartment complex is not part of this project.
Individuals on the west side of South Arlington Road will need to turn south on South Arlington Road to go north on South Arlington Road. This design will cause drivers to travel further and be on the road longer, making their lives slightly more difficult and costing them time.	The medians along South Arlington Road help to improve capacity and safety in the corridor. By preventing left turns into and out of properties, the number of conflict points and potential accidents is greatly reduced. Driving patterns are more predictable. Vehicle queuing for left turns is also eliminated. These measures along with the installation of the roundabouts will help push commuters through the corridor and reduce delay for every driver.
Please do not extend the multi-use path all the way south to Harring Road. The multi-use path will promote a cut-through at Harring Road.	The addition of the multi-use path will improve pedestrian safety, which is a component of the project's purpose and need along the Arlington Road corridor.
Will the traffic light at Southwood Drive not be on a timer but rather an activated light?	The traffic light at Southwood Drive will be removed due to the construction of the roundabout at the intersection of South Arlington Road and Southwood Drive.
Will the improvements be carried through Caston Road and Greensburg Road?	The proposed project will only address traffic on South Arlington Road, between East Turkeyfoot Lake Road (SR 619) to just south of Boettler Road; including Southwood Drive and Boettler Road. The improvements do not include Greensburg Road or Caston Road.
How many hours and at what time of day did you observe actual traffic, or did you just use existing data?	Traffic data was collected via Miovision (provides data monitoring, collection, and analysis of traffic) along the corridor and analyzed for the current year and projected to the design year (2045) traffic following current best practices.
Will there be pedestrian crossings to get over to the sidewalk from Knollwood Drive and Southwood Drive? Will the sidewalk be curbed?	Full pedestrian crossing facilities are included at the intersection of Southwood Drive and South Arlington Road, including curb ramps, Rectangular Rapid Flashing Beacons signs, and stripped crosswalks.
Will there be a left turn lane the entire length?	There will not be a left turn lane south of the commercial district through the total length of the project. There will be openings in the median to allow left turns when heading north on South Arlington Road leading into Opal Drive and September Drive. The medians along South Arlington Road help to reduce congestion and improve safety in the corridor. By preventing left turns into and out of properties, the number of conflict points and potential accidents is greatly reduced. Driving patterns are more predictable. Vehicle queuing for left turns is also eliminated.
To what extent will Weaver Pond be filled in?	There will be no fill placed in Weaver Pond.
What safety measures are included to prevent children from leaving the sidewalk near the pond to the east?	A portion of the pond on the east side of South Arlington Road will be filled and moved further away from the multi-use path.

Comments	Response
<p>What is the proposed MOT for EMS and residents during construction?</p>	<p>Traffic will be maintained during construction. The construction will be completed in two main stages. Stage 1 will construct northbound lanes while maintaining two-way traffic on the existing roadway. Stage 2 will have traffic on the newly constructed roadway, while the southbound lanes will be removed and replaced. There will be phases within the stages to construct the roundabouts at the two intersections. Additionally, prior to each phase of construction, advanced notification will be provided to inform roadway users, including EMS and schools, of the anticipated dates of construction.</p>
<p>Who will answer questions, provide information, address safety concerns?</p>	<p>The City of Green will provide information during construction.</p>
<p>Will residents receive advanced notice of power/internet/cable disruptions (i.e., medical devices)?</p>	<p>Prior to any utility shut-offs, notifications will be given to those affected by the contractor or utility company.</p>
<p>If traffic on South Arlington Road is to be maintained in both directions, flaggers must be directed to stop both lanes to let cars waiting in Knollwood Drive and Southwood Drive to exit.</p>	<p>The general maintenance of traffic scheme will not require flaggers. If necessary for construction, the contractor can use flaggers for short periods of time.</p>
<p>Will temporary signs be placed on the west side by Weaver Pond? This creates an obstructed vision for traffic from Knollwood.</p>	<p>Temporary signs will be placed in locations where they will not obstruct vision for traffic on Knollwood Drive.</p>
<p>What will prevent drivers from using our allotment as a way around construction? Our streets are only 1 and ½ lanes wide. We have many people who walk on the streets, including young families with children.</p>	<p>There is nothing preventing the public from utilizing the allotment roads. However, with maintenance of traffic stages, drivers would spend more time utilizing the allotment roads rather than staying on South Arlington Road.</p>
<p>Please continue to allow people on Harring Road to turn left onto South Arlington Road.</p>	<p>Access to Harring Road will remain the same safter this project is completed.</p>
<p>Parcel No. 2815867 needs a field drive for access wide enough for farm equipment. Access to the field drive/parcel should be wide enough for farm equipment.</p>	<p>The pavement width at this driveway is not anticipated to be changed during construction of this project.</p>
<p>Our home is just outside the project zone. We have concerns about how we will get out of the driveway once construction is completed. If these improvements are to improve the flow of traffic, then we will have a steady flow at busy times. Currently we get breaks from the traffic lights at Boettler Road and Caston Road.</p>	<p>While the project will improve the flow of traffic through the corridor, by design, roundabouts slow traffic and create gaps which allow opportunities to travel into the intersection and provide gaps for exiting driveways downstream of the roundabout. While the gaps may not occur in the same large blocks as they currently do during the red phase of the signal, the gaps will occur more frequently than the current condition.</p>
<p>When do you anticipate widening the road or sidewalks from Harring Road to Caston Road? Caston Road currently has a bike path and there will be sidewalks to Harring Road from this project. We have had many experiences with people walking in our yard or through our property and sidewalks might increase these incidences.</p>	<p>This project will only address traffic on South Arlington Road, Southwood Drive, and Boettler Road and not traffic on Harring Road or Caston Road. Currently, the sidewalk on South Arlington Road’s termination location is still being determined.</p>
<p>How is this project considering future modification/expansion to the roundabouts?</p>	<p>The addition of the eastbound exit lane on the South Arlington Road and Southwood Drive roundabout will connect to the development that is currently under construction.</p>

Comments	Response
<p>How can the scope of this project be modified to minimize the impact on the public during a future roundabout expansion?</p>	<p>The addition of the eastbound exit lane on the South Arlington Road and Southwood Drive roundabout will connect to the development that is currently under construction.</p>
<p>Please plan for future installation of infrastructure connections for storm sewer and street lighting</p>	<p>Storm sewer and lighting upgrades are included in the scope of the project.</p>
<p>The East Island at the Boettler Road/South Arlington Road roundabout are concerning for exiting 978 and 980 Boettler Road to the west and further when headed north on South Arlington Road. Please review shortening those islands to provide better egress at the shared driveway. Ideally with the non-stop traffic coming from the west in the mornings, there would be a middle lane landing to be able to cross the east bound land and then wait to get into the west bound lane. It is already challenging to get to I-77 North.</p>	<p>Movements from the shared driveway for 978 and 980 Boettler Road into the entry lanes for the roundabout will be analyzed and the splitter island will be evaluated to ensure the ability to complete the turning movements.</p>
<p>The preliminary plans don't show the existing twin 16" Sunoco gas lines nor the easements Sonoco has.</p>	<p>Thank you for your observation, it will be reviewed and addressed accordingly.</p>
<p>The property lines appear incorrect for 980 Boettler Road and 4137 South Arlington Road. The 4137 South Arlington Road driveway actually isn't on the 980 Boettler Road property like shown in the plans.</p>	<p>Thank you for your observation, it will be reviewed and addressed accordingly.</p>
<p>It appears there will be close to half an acre of the woodlots taken from my properties. There will then be close to 1,500 yards of material placed to develop a 3:1 slope along South Arlington Road. Please conduct a life cycle cost analysis comparing an MSE/retaining wall to the grading option. Please include the market value of the tree takes in this analysis. Alternatively, if you can stake the proposed ROW, LOD and temp easement on my property, we could then review in person the tree takes and see the value needs quantified as part of the LCCA. Also, please provide a guardrail in a similar location to the existing one.</p>	<p>At a time that is convenient for you, we would like to meet and discuss this question/comment in greater detail. Please reach out to our office via phone or email to set up a meeting.</p>
<p>Will the zoning for property landscapes be addressed (sound barrier/reducer) Currently I am not allowed to have anything tall enough to make a difference.</p>	<p>A noise analysis is being conducted along the corridor and will determine if additional recommendations are needed for noise barriers. Regarding landscaping, our understanding is that there are not any restrictions on the type of plants and or height of landscaping done outside of the right-of-way. As we move further into this project, if some sort of landscaping buffering is desired, the City is willing to work with you on this matter.</p>
<p>Roundabouts do not save gas as we spend more gas driving around in circles unnecessarily, driving out of our way, rather than waiting for a light. I spend just as much time "waiting for my turn" as I do waiting for a green light. I have left long lines "waiting my turn" to get into a roundabout; longer waits than a stop light.</p>	<p>The benefit of these projects can be directly related to improved access and increased safety. Roundabouts have been proven to reduce congestion which will in turn reduce vehicle travel time, which saves drivers time and fuel. By design, roundabouts slow traffic and create gaps which allow opportunities to travel into the intersections.</p>
<p>Accidents will happen, people will get impatient with the roundabouts, and you'll be right back where you left off.</p>	<p>Roundabouts are statistically proven to reduce accidents, specifically injury and fatal accidents.</p>
<p>There will be too much noise for area residents.</p>	<p>A noise analysis is being conducted along the corridor and will determine if additional recommendations are needed for noise barriers.</p>

Comments	Response
<p>Semi's struggle to get through, ladder fire trucks cannot make the turn.</p> <p>Just take two lanes in each direction, skip the needless sidewalks.</p>	<p>The roundabout was designed to accommodate all vehicles, including emergency vehicles, semis, buses, and trucks. Emergency vehicles will travel through the roundabout much like they do at any other intersection. Drivers on the road should pull off to the right and allow emergency vehicles to pass on their left. When possible, drivers within the roundabout should exit the roundabout and move to the right to allow emergency vehicles to pass. Avoid stopping in the roundabout when possible.</p> <p>The addition of the multi-use path/sidewalk will improve pedestrian safety, which is a component of the project's purpose and need along the project corridor.</p>
<p>To approach our house from the north does not change significantly; however, coming from the south to our property requires use of both roundabouts. Plans show a narrow apron, currently it is wide and allows for traffic volumes and speed and needs to be kept wide.</p> <p>I want additional information about the proposed regrading. The last project regrading left an unmanageable slope in front of our house, and this project would lower the road and steepen the slope more.</p> <p>The plans show sidewalks along our entire property and the law requires us to maintain that area and keep it clean. It is not reasonable to assume that we will be in charge of clearing the additional sidewalk in front of our house (500 feet total)?</p> <p>The divided highway also requires that all residents in both Redwood developments travel south to leave home. I am not sure the present plan adequately accommodates that much additional traffic.</p>	<p>Drive aprons have been laid out according to City of Green (and ODOT) standards for curbed roadways with sidewalks. Traffic will be spread out between two lanes in the proposed condition (per direction) which will allow the driver to slow to an appropriate speed to turn into the provided drive width.</p> <p>Based on your concerns and our further evaluation of the situation, the City intends to modify the slope at this location to make this significantly more gradual. With the roadway being curbed, it will be possible to fill a good portion of the existing ditch line and utilize the proposed curb, gutter and storm sewer for drainage. This results in a substantially milder slope down to the roadway.</p> <p>Thank you for your comment. Currently, the City's code reads:</p> <p>"97.04 DUTY TO KEEP SIDEWALKS IN REPAIR AND CLEAN. (A) No owner of occupant of lots or lands abutting any sidewalk, curb or gutter shall fail to keep the sidewalks, curbs and gutters in repair and free from snow, ice or any nuisance, and to remove from the sidewalks, curbs or gutters all snow and ice accumulated thereon within a reasonable time, which will ordinarily not exceed 12 hours after any storm during which the snow and ice has accumulated."</p> <p>However, earlier this year, the City Council passed legislation which denotes that the City of Green would repair/replace sidewalks on all Major Arterials; collectors; and residential collector roadways. South Arlington Road is classified as a Major Arterial Roadway which means that the City would be responsible for future repair and replacement of the proposed walk. Unfortunately, this policy does not include snow and ice removal which will still be the responsibility of the adjacent property owner. While I know this does not ease all of your concerns, I want to at least share with you that the City has to this point never enforced this existing ordinance and to our knowledge has no intention to do so regarding snow and ice removal.</p> <p>U-turn movements required due to the right-in, right-out restrictions were accounted for in the traffic analysis of the corridor.</p>

Comments	Response
<p>Need to do more studies to determine volume. If you look at the other areas of the city with high volumes, you may experience some difficulty finding a break to merge into oncoming traffic.</p> <p>The right turn lane does not typically enter the roundabout and causes drivers to believe they have the right of way. I am not sure the value is worth the risk. Many people forget they need to yield to those already in the circle. If we did not use those lanes, it would be more obvious as everyone is using the roundabouts. People think they have the right of way and cause accidents.</p>	<p>The benefit of these projects can be directly related to improved access and increased safety. Roundabouts have been proven to reduce congestion which will in turn reduce vehicle travel time, which saves drivers time and fuel. By design, roundabouts slow traffic and create gaps which allow opportunities to travel into the intersections.</p> <p>Yield signs will be placed on the right turn lanes to indicate the need for drivers in the right turn lane to yield to cars leaving the roundabout. Unfortunately, as you are aware, some motorists do misinterpret these lanes as bypass lanes instead of yield entry lanes. Ideally, individuals should treat this lane exactly as they would if they were coming into the circulatory lane. In a perfect world, all roundabout designers would like to include only one approach lane at each leg of the roundabout as this reduces the total number of conflict points. In the case of this project, the traffic modeling for both Boettler Road and Southwood Drive (eastern leg) showed a need for separated right turn lanes to achieve the desired Level of Service out of the intersection improvement. One reason that designers tend to separate this lane is to force motorists in this lane to make a right turn. At multi-lane approaches, one of the most common accidents is what we call a weaving accident. This is when the motorist in either the inside or the outside lane weaves in the circulatory lanes and crosses over the path of another vehicle in the roundabout. For example, a person in the right turn lane attempting to go straight or left from the outside lane. By separating these movements there are geometric advantages that prevent the weaving accident from taking place. As you mentioned in your comment, there is potential for accidents due to a failure to yield from the right-turning vehicle, however, statistically they are less likely than those that come from the weaving movement described above.</p>
<p>I used to be a groundskeeper at the University of Akron and it is extremely difficult and time consuming to mow grass medians and difficult to remove the clippings.</p> <p>I am very opposed to sidewalks. I have lived here since 1966 and rarely see pedestrians using the sidewalks that already exist. Plus, maintenance is very expensive, especially in the winter.</p> <p>I do not agree with the curb lanes between the medians; these just make it more difficult for the residents.</p>	<p>The City of Green has multiple locations with grass medians throughout the city. The maintenance of these facilities is not out of the ordinary for our operation. In our opinion, the median's safety and operational benefits outweigh its maintenance costs. Additionally, the combination of the roundabouts and the median removes the need for a fifth lane of pavement which has significantly greater long-term maintenance costs.</p> <p>The addition of sidewalks will improve pedestrian safety, which is a component of the project's purpose and need along the Arlington Road corridor.</p> <p>The medians along South Arlington Road help to reduce congestion and improve safety in the corridor. By preventing left turns into and out of properties, the number of conflict points and potential accidents is greatly reduced. Driving patterns are more predictable. Vehicle queuing for left turns is also eliminated. These measures along with the installation of the roundabouts will help commuters and local residents through the corridor.</p>

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<p>The cost is excessive (16.5 M for one mile) regardless of who pays for it.</p> <p>I suggest three lanes, with one being a turning lane. Also, I propose that one north and one south lane be wide enough to accommodate a pedestrian or bicycle if needed. I suggest looking at Route 18 in Medina for turn lane designs- There are 4 lanes with a turning-only lane, and no median strip, the traffic was steady, flowed nicely, and it was very easy to get in and out of drives.</p> <p>There is too much semi traffic coming from the south going north on South Arlington Road. It is breaking down the roads and making egress from Harring Road very difficult. There should be load limits enforced.</p>	<p>Thank you for sharing your thoughts. While this project is estimated to cost 16 million dollars, the City has secured approximately 14 million dollars in outside funding through State and Federal Grants. We are confident that upon completion of the project, people will find access to and movement through the corridor significantly improved and worth the investment in our collective future.</p> <p>The medians along South Arlington Road help to improve capacity and safety in the corridor. By preventing left turns into and out of properties, the number of conflict points and potential accidents is greatly reduced. The addition of the multi-use path/sidewalk will improve pedestrian safety.</p> <p>While this is a common request, unfortunately, it is unrealistic to enforce any kind of load limit or ban on truck traffic in this corridor.</p>
<p>It is extremely difficult at times to get out onto South Arlington Road, especially going north. Traffic is coming from both directions and currently it is often only possible when the traffic light at Boettler Road turns red. Extremely concerned that I will not get a break in traffic to be able to turn left from Harring Road to go north on South Arlington Road due to the elimination of the red light at Boettler Road.</p> <p>I am concerned about two lanes merging into one just south of the Boettler Road intersection. That will increase the traffic load going past Harring Road and make it even more difficult to exit Harring Road.</p> <p>I do not like the idea of the median strip north of the circle. That will make it extremely difficult to navigate this area without needing to go an extra distance to backtrack.</p> <p>There is often heavy traffic coming from the south and it seems that more and more semi-trucks are using South Arlington Road as a throughfare, which needs to be eliminated.</p>	<p>The benefit of these projects can be directly related to improved access and increased safety. By design, roundabouts slow traffic and create gaps which allows opportunities to travel into the intersection as well as creating gaps that will allow users to turn off of Harring Road. While the gaps may not occur in the same large blocks as they currently do during the red phase of the signal, the gaps will occur more frequently than the current condition.</p> <p>Similar to the response above, roundabouts by nature will create gaps amongst all the different movements. While there will be two southbound lanes merging into one which is more than the existing condition, this merge movement will not impact the roundabouts gap creation which is what allows people on Harring Road the ability to enter the corridor.</p> <p>The medians along South Arlington Road help to improve capacity and safety in the corridor. By preventing left turns into and out of properties, the number of conflict points and potential accidents is greatly reduced. Driving patterns are more predictable. Vehicle queuing for left turns is also eliminated. These measures along with the installation of the roundabouts will help move commuters and local residents through the corridor safely and efficiently.</p> <p>While often requested. It is not feasible to ban truck traffic on South Arlington Road. However, through this project the City is implementing traffic calming measures to create an environment that is safe for pedestrians and regular motorists.</p>
<p>With the current continuous traffic, we sometimes have to wait 4-5 minutes to leave our driveway and wait for the Boettler Road and Caston Road lights to turn red. Very concerned that there will be an even more continuous flow and less stopping of traffic with the addition of the roundabouts. Great for the people traveling on South Arlington Road not for the residents.</p>	<p>The benefit of these projects can be directly related to improved access and increased safety. By design, roundabouts slow traffic and create gaps which allow opportunities to travel into the intersection and provide gaps for exiting driveways downstream of the roundabout. While the gaps may not occur in the same large blocks as they currently do during the red phase of the signal, the gaps will occur more frequently than the current condition.</p>

Comments	Response
<p>I am concerned about the South bound traffic narrowing from two lanes down to one lane, a few houses north of ours. During peak traffic hours there will be nothing to break the traffic for us to get out. When I voiced this issue at the meeting I was told to turn right and go south to the Greensburg circle to go north on South Arlington Road, which would add an extra mile.</p> <p>Extremely opposed to having four lanes and a raised center median. We will truly not live in a residential area.</p> <p>Adding a two-way left turn lane down South Arlington Road from East Turkeyfoot Lake Road to Boettler Road instead of a raised median would help to reduce the industrial feel.</p>	<p>Due to the gap creation mechanisms, it is our expectation that gaps will be generated for traffic downstream. While these gaps may be less in terms of blocks of time, they should appear far more often, which would assist in reducing the length of time it takes to get out of your driveway.</p> <p>The medians along South Arlington Road help to improve capacity and safety in the corridor. By preventing left turns into and out of properties, the number of conflict points and potential accidents is greatly reduced. Driving patterns are more predictable. Vehicle queuing for left turns is also eliminated. These measures along with the installation of the roundabouts will help move traffic through the corridor without the need for large, signalized intersections that require multiple turn lanes which ultimately adds additional pavement and creates the non-residential environment you are trying to avoid.</p> <p>Additionally, by introducing curbs and trees into the driving space the median helps create a sense of narrowing to drivers which assists in reducing motorists' speeds. This plays a fundamental role in improving safety and creating a pedestrian friendly environment that makes an area feel and operate more like a traditional residential area.</p> <p>See the response above.</p>
<p>I am concerned about access to property (short and long term). I have no intention of moving anytime soon, and eventually I will sell my property and I do not want this project to land lock me and disrupt my ability to sell later on.</p> <p>Will the median go all the way to my property (4080 South Arlington Road)? The roundabout on the maps do not look close enough and the road starts to taper in front of my property?</p> <p>I want a wider driveway because it is harder for me to take tight turns.</p> <p>I like my privacy and do not want a bike path in front of my property. I already have to pick up trash from the drivers.</p>	<p>In the future it is likely that Boettler Road will be extended as part of any future development that would provide the main access out of the corridor.</p> <p>The current plans do not show the median extending down to 4080/4090 South Arlington Road.</p> <p>Thank you for your comment.</p> <p>The addition of sidewalks will improve pedestrian safety, which is a component of the project's purpose and need along the Arlington Road corridor.</p>
<p>The City of Green is going overboard on these roundabouts. Passengers are going to get motion sickness from all this.</p>	<p>Thank you for providing feedback on the proposed project. While we understand not everyone likes roundabouts, our job is to build both a safe and efficient roadway network and roundabouts play a major role in accomplishing that goal.</p>
<p>Why was the roundabout not installed at Southwood Drive when the new road and the Spring Hill Complex were constructed? It seems wasteful to have put in a brand new intersection when a roundabout was planned.</p>	<p>The developers had to make interim intersection improvements to access South Arlington Road. These intersection improvements have been coordinated.</p>
<p>I do not agree with roundabouts. Does not see any of them helping the current residents get onto South Arlington Road from the Redwood Apartments or Brookwood Estates.</p>	<p>We are confident that upon completion of the project, residents on South Arlington Road will have a much safer and efficient experience accessing the corridor.</p>

Comments	Response
<p data-bbox="107 160 999 240">With the addition of 800 apartments, I think the project should be center lane from Boettler Road to East Turkeyfoot Lake Road and leave the current light at Southwood Drive.</p> <p data-bbox="107 354 1035 462">The current traffic model shows little to no traffic entering South Arlington Road but does not show the 1600 cars during rush hours. There has been increased traffic on this road since the roundabouts at Massillon Road because nobody wants to use them.</p> <p data-bbox="107 492 999 571">At a minimum of 10 million per roundabout and 16 million more on South Arlington Road the project is a colossal waste of community funds and will only add confusion for people.</p>	<p data-bbox="1064 160 1995 324">The medians along South Arlington Road help to reduce congestion and improve safety in the corridor. By preventing left turns into and out of properties, the number of conflict points and potential accidents is greatly reduced. Driving patterns are more predictable. Vehicle queuing for left turns is also eliminated. These measures along with the installation of the roundabouts will help push commuters through the corridor and reduce delay for every driver.</p> <p data-bbox="1064 354 1959 433">Traffic data was collected via Miovision (provides data monitoring, collection, and analysis of traffic) along the corridor and analyzed for the current year and projected to the design year (2045) traffic following current best practices.</p> <p data-bbox="1064 492 1988 628">Thank you for sharing your thoughts. While this project is estimated to cost 16 million dollars, the City has secured approximately 14 million dollars in outside funding through State and Federal Grants. We are confident that upon completion of the project, people will find access to and movement through the corridor significantly improved.</p>