

WHAT WE HEARD

In January 2022 ACHD reached out to the public to gather feedback on the design. Below is a summary of the feedback that we received.



ONLINE Outreach
from January 6th to 20th, 2022



69 Respondents
participated in online survey

How do you feel about the roundabout design?



24 Strongly agree
14 Agree



6 Not sure



18 Strongly disagree
7 Disagree

WHAT WE HEARD

The following are general themes received with support and concern of the proposed roundabout design at the Ten Mile and Lake Hazel intersection.

THEMES OF SUPPORT



Multi-use pathway

Appreciation of wider bike and pedestrian facilities



Environment

Will reduce number of stops and idling compared to existing stop signs or a traditional traffic signal



Safety

Severity of crashes are significantly reduced with roundabouts compared to intersections with traffic signals



Future Growth

Intersection is designed to expand with future growth in the area



User Familiarity

Concerns with issues caused by people not knowing how to properly use roundabouts



Cost

Concerns with costs to improve the intersection now when observed priority is at other locations



Timeline

Concerns with the right-of-way acquisition process and impacts to farmland



Intersection Type

Confusion on why a roundabout will be constructed instead of a traffic signal

FREQUENTLY ASKED QUESTIONS

The next several slides contain responses to the most common questions we received in January 2022.

Q. What made you decide between a roundabout and not a traffic signal?

A. In January 2021, a traffic analysis was performed that concluded that the roundabout is projected to operate better than a traffic signal with the forecasted year 2043 traffic volumes.

Additionally, the construction for a roundabout is approximately the same as a traditional intersection with traffic signals.



FREQUENTLY ASKED QUESTIONS

Q. The lanes on the Ten Mile Road and Amity Road roundabout seem tight. Is it possible to make the Ten Mile Road and Lake Hazel Road Roundabout a bit wider?

A. The design vehicle for the roundabout is a standard interstate semi-truck (WB-67), and the lanes are widened appropriately for the large-vehicle to perform all turning movements. A truck apron around the center of the roundabout allows semi-truck trailers to offtrack onto the apron.



FREQUENTLY ASKED QUESTIONS

Q. Where are people walking and biking to on Ten Mile or Lake Hazel?

A. The roundabout is designed to accommodate future needs for vehicles, pedestrians, and bicyclists. There have been recent housing developments southwest of the intersection, and upcoming developments are planned northwest of the intersection.

The roundabout will connect access to these and future developments, providing a transportation system for all users.



FREQUENTLY ASKED QUESTIONS

Q. With growth in the valley, we are seeing recent construction needing to be rebuilt soon after to accommodate growth. Is it better to spend extra now to save later?

A. This is the goal of the intersection improvement. The roundabout is a phased dual-lane roundabout which allows for expansion to a dual-lane (two circulating travel lanes) roundabout when needed in the future by simply adjusting median islands and signing.

