

Frequency of comment	Comment	Grouped comment summary	Response
8	Residents on Howe Rd won't be able to get out of driveway.	Twenty-three (23) people expressed concern for being able to enter the flow of traffic onto Howe Road, specifically travelling northbound, from either direct driveways or side streets if the signal at Shurmer is removed.	The City is equally concerned with this issue and it is the main reason they hired EMH&T - to evaluate this specific concern. As shown in the traffic simulation, the roundabout will not make the condition any worse than it is today. The signal at Pomeroy will still meter southbound traffic and create gaps in traffic heading southbound just as the existing light at Shurmer does in the existing condition. Roundabouts also have a traffic calming effect and will slow vehicles down to 20-25 mph before beginning to accelerate. Only a future three-lane section of Howe Road will improve the existing condition, where vehicles will only need a gap in one direction of traffic at a time, rather than both directions.
4	Residents on Canterbury Dr won't be able to get out onto Howe Rd.		
4	Concern that constant flow of vehicles on Howe will back up traffic on Shurmer Rd.		
2	Roundabout will make it harder to get on Howe Rd from Lanier Ave.		
5	Roundabout will make it harder to get on Howe Rd from Side streets		
5	Howe Road should be widened to accommodate the heavy traffic.	Twenty-one (21) people had suggestions other than a roundabout.	The City of Strongsville is very aware that improving the Howe Road intersection with Shurmer Road is only one piece of the puzzle. The widening of Howe Road is a long-term goal of the City of Strongsville. EMH&T was hired to evaluate the intersection improvements at Howe Road and Shurmer Road. Several of these suggestions are beyond the scope and budget of the project at this time, but the City will take these suggestions under advisement.
2	Suggests funds should be saved for Howe Road widening instead		
1	Suggest connecting Sunset Dr and Colebright Dr to the Southpark Center mall road to allow cut-through traffic.		
1	Add a one lane road "behind the houses" connecting Royalton Rd and Drake - traffic to go NB mornings and SB afternoons.		
1	Add slip ramp from I-71 to Carpenter Rd to reduce traffic from Brunswick - have Brunswick "step up" and pay for it.		
1	Close Park Lane Dr at Lanier to reduce cut-through traffic.		
5	A better solution is a ramp from I-71 at Boston Rd to accommodate Brunswick traffic.		
2	A better solution is a slip road for I-71 between Royalton Rd/82 and Center Rd/303.		
1	Suggest barricades on Strongsville streets that abut Boston Road		
1	Suggest lowering speed limit on Howe Rd to 25 mph.		
1	Suggest no garbage pickup or mail delivery on Howe Rd M-F 7:30am to 5:30pm		
1	Intersection of Howe Rd and Southpark Center mall is a bigger problem as people use adjacent driveway aprons to go around stopped traffic.	Fifteen (15) people made comments that a roundabout will not address the problems in the Howe Road corridor.	A roundabout at this intersection is not a "magic bullet" for all the issues that exist on the Howe Road corridor. However, it has been determined that a roundabout will make the intersection safer and will not degrade the existing conditions of Howe Road. In addition, it is a good first step to obtaining funding for a larger improvement along Howe Road.
1	Prefers signalized alternative with traffic sensor on Shurmer Rd.		
4	Opposes the project.		
3	Roundabout won't work during rush hour.		
3	Strongsville residents shouldn't be subjected to a roundabout they don't want just to make driving easier for people from Brunswick.		
1	Roundabout does not solve congestion issues brought on by mail delivery vehicles, garbage trucks, UPS/FedEx, etc		
1	Emergency vehicles from Drake Road are often delayed because of Howe Rd congestion and will not be solved with a roundabout		
1	Concerns over headlights from the roundabout disrupting sleep		
5	People don't know how to drive in a roundabout.	Twelve (12) people had concerns about safety in the roundabout	Part of this project's effort will be community outreach and education on how to properly navigate a roundabout. Roundabout operations dictate that drivers yield to pedestrians in accordance with Ohio law. The design of the curves within a roundabout intentionally slow drivers down to 20-25 mph. Roundabouts should be approached slowly during incimate weather as you would cautiously approach any other type of intersection.
1	Concern for ease of pedestrian traffic with constant flow of vehicles.		
1	Concern that roundabouts won't slow people down once they are used to driving through them		
1	Concern for vehicles slipping on roundabout curves in wet/icy conditions.		
1	Concern that the roundabout is too close to Royalton Road and will cause more accidents		
2	Accident in roundabout will block traffic in all directions.		
1	Concern that a roundabout will increase traffic		
1	A roundabout would allow Canterbury Drive residents to safely exit their street due to NB Howe travelers turning onto Shurmer and creating gaps in SB traffic		
1	In response to a public comment during the meeting: Accidents shouldn't be downplayed or "acceptable"		

1	Roundabouts are cost effective due to [various] tangible and intangible benefits	Ten (10) commented in support of the roundabout	Noted.
6	Supports the project.		
1	The current widening on the east side of Howe Rd is to allow NB traffic to flow freely which may not be "legal" and if it wasn't there people would complain if that pavement was gone.		
2	Requests number of accidents on Howe and how many are within 500 feet of the intersection	Eight (8) people requested more information	<p>According to ODOT's Transportation Information Mapping System (TIMS), this segment of Howe Road (between South Mall Entrance and Drake) has been the scene of over 140 accidents from 2015 through 2017, with over 30% (or 42+) of those accidents occurring at the existing signalized intersection of Howe Road and Shurmer Road. According to Northeast Ohio Areawide Coordinating Agency (NOACA), this same <u>segment</u> of Howe Road has been identified as one of the most congested segments of roadway in a 5 county area. Something needs to be done with the corridor and the intersection improvement is a solid place to start. Accidents are defined as non-injury, property damage only, and injury accidents.</p> <p>The proposed solution was analyzed at both existing year and design year traffic. The roundabout will operate efficiently in both scenarios.</p> <p>Existing hourly traffic count data plus a 20% increase was used as input into the program and showed only a 10 minute period of a peak hour. Additionally, it was shown at 2x speed.</p>
1	What metrics were used to determine this intersection is one of the most congested in the state		
1	What defines an accident as there are typically observed more cars off the road during winter months but not many collisions		
1	If roundabouts get less efficient with more traffic, how many cars is the proposed roundabout designed to handle and using growth trends, when will the city "out grow" the proposed solution		
1	Suggests looking at a similar roundabout with equivalent traffic flow		
2	The video shared during the presentation does not depict realistic traffic volume		
5	Decisions shouldn't be made without community input. This is a "done deal."	Eight (8) people think the city is being sneaky.	<p>Not all transportation projects require public involvement, however the City of Strongsville volunteered to host a public meeting in order to publically address concerns heard when a roundabout was first recommended. A public meeting is a way to open a meaningful dialogue between residents of the affected area and the designers to make sure both parties understand the full picture of the problem and potential solutions. The City is very interested in the compiled feedback from the meeting and will be taking the comments under consideration.</p>
1	Requests mayor receives copies of comments		
1	Concern that someone is profiting in a dishonest way from the ROW purchase for the roundabout.		
1	The City added daycare and senior housing and mall knowing this problem existed		

1	The number of crashes at this intersection isn't unacceptable.	Two (2) people made comments questioning the validity of the safety data.	Safety is a main priority in all transportation projects. While roundabouts are proven to be safer than a typical signalized intersection due to fewer conflict points and less-severe incidents when accidents do occur, it is still an ultimate goal to reduce/eliminate accidents altogether. Over 40 accidents in a 3-year period may not sound like much, but it is considered a high accident rate for any location in the State.
1	Safety justification is incorrect.		
3	Post all meeting materials on website.		All meeting materials will be provided on the City of Strongsville's website.
1	Requests real time simulation		The video played at the meeting was a 10 minute segment of the PM peak hour ran at 2x the speed.
1	Please provide safety data for residential area roundabouts both pre- and post-construction.		Richland County installed their first roundabout in 2012 at a high accident loction. The pre and post study was just completed and is available for review upon request.
1	Suggest that no zoning change be allowed for the parcels adjacent to the roundabout.		The City has no plans to allow a change in zoning at the adjacent parcels.