

Questions & Answers from May 24, 2016 Committee Meeting

Question/Comment	Response
<p>Questions regarding the methodology of traffic study because:</p> <ul style="list-style-type: none"> • Saw no counting devices (wires on streets) • Saw no cameras • Counters in the field were just using clipboards • The weather was cold and traffic counters were sitting in their cars • The traffic counting devices do not count pedestrians • Saw no pedestrians at the school 	<p>State-of-the art traffic counting technology (radar) was used for long-duration counts, so no hoses were present. A total of 11 personnel were in the field counting at intersections and collecting license plate data for use in the origin-destination study. These included Professional Engineers, technicians and several City staff. The appropriate data collection devices were utilized, including computerized boards for turning movement counts (which do count pedestrians) and clipboards for license plate documentation.</p> <p>The long-duration counts were performed at a different time. The origin-destination study was performed on a day with sunny morning conditions and a 20-minute period of light rain in the afternoon followed by sunny conditions. Supplemental pedestrian observations were conducted at a later day, and conditions were consistent.</p>
<p>What would happen if the road was not extended?</p>	<p>Traffic conditions would not change from existing with the exception of additional traffic from the Villages at Brightleaf (VBL), which would add traffic to Eatherton Road, the north leg of Taylor and (to a lesser extent) the other streets within the study area.</p>
<p>Would residents on Sandalwood Creek Drive use the Villages at Bright Leaf roads even without the extension of the Pond-Grover Loop (PGL) Road?</p>	<p>Yes, residents who would experience shorter trips to/from Route 100 would likely use VLB roads.</p>
<p>Without the extension of the PGL Road, are the two (2) access points for the Villages at Bright Leaf Subdivision sufficient to handle the volume of traffic from that subdivision?</p>	<p>Yes, these impacts were addressed directly by the VBL traffic impact study.</p>
<p>Why wasn't a multiple-day approach used for taking traffic counts in this study?</p>	<p>It should be noted that the long-duration counts were collected over multiple days. Also, the previously collected VBL intersection counts were reviewed and found to be consistent with the latest counts, so in effect multiple days of data were utilized.</p> <p>That said, it is typical to focus traffic counts on a single weekday in environments such as this where day-to-day patterns are generally consistent. Given the low variability in travel patterns, the counts are statistically relevant while remaining cost-effective.</p>
<p>Why wasn't the level of service on the roads included</p>	<p>Levels of service are necessary in a traffic impact study</p>

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<p>in the study?</p>	<p>(like VBL study), but this study was focused on quantifying the volume of traffic that would use the PGLR roadway vs. other roadways. The levels of service are not particularly relevant in this context. However, follow-up calculations were completed that confirmed that each residential street intersection (excluding the Route 100 or Route 109 intersections) within the neighborhood operates at LOS A or B currently and would continue to do so if PGLR was extended.</p>
<p>Why were some of the roads listed in the perspective not included in the study?</p>	<p>All of the roadways included in our proposal were included in the study.</p>
<p>What analysis tools were used to reach conclusions in the study?</p>	<p>The primary analysis tool was license plate matching to determine origin-destination patterns. Based on those results and calculated travel estimates, shortest path assignments were utilized to generate traffic forecasts if PGLR is extended. In addition, Synchro capacity analysis software was used a follow-up exercise to calculate levels of service.</p>
<p>What methods were used to collect traffic counts?</p>	<p>Those methods were described in question 1.</p>
<p>What is a destination route?</p>	<p>An origin is the location where a trip starts (or enters the study area). A destination is the location where a trip ends (or leaves the study area). The route is the path followed from origin to destination.</p>
<p>What types of trips were considered and calculated?</p>	<p>Existing and forecasted trips were considered in the context of their origins and destinations. Unlike traffic impact studies for commercial developments, trip types such as common and pass-by do not apply.</p>
<p>What is Lochmueller Group's accuracy rate on traffic predictions made in past studies?</p>	<p>Specific follow-up studies to evaluate traffic forecasting accuracy are not typically funded by clients/agencies. The best "test" of long-term performance is probably the level of repeat clients over long periods of time; i.e., if problems occur due to poor forecasts, clients and review agencies will be dissatisfied.</p> <p>To the contrary, Lochmueller Group has been completing studies for 37 years for many State DOTs and dozens of municipalities with no report inaccuracies and strong repeat business. Furthermore, we hold special DOT pre-qualification status in the category of traffic forecasting and Dustin Riechmann, PE, PTOE teaches graduate courses in travel demand forecasting and traffic studies.</p>

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Other traffic studies show street connectivity increased the number of trips, why does this study have a different conclusion?	I'm not sure what "other traffic studies" are being referenced, so I cannot comment.
Why wasn't Thunderhead Canyon Drive part of the study?	The study area was focused on potential users of PGLR if it was extended. Trips to/from Thunderhead Canyon Drive were captured on Westglen Farms Drive, but the study area established with City staff determined Thunderhead Canyon was outside of directly applicable area.
On Page 3, 3 rd paragraph, is the text implying that if the PGL Road is extended people would go to the Town Center Area more than they currently do?	No, the traffic study was not stating that new trips would be generated by this road extension. Instead, some drivers heading to the Town Center Area from north of State Route 100 may use PGLR in lieu of other existing routes.
On Page 4, bottom paragraph, the study states there are no pedestrian issues, but a traffic calming device was added on Forest Leaf Parkway, so there must be an issue.	It is our understanding that no specific pedestrian concerns have been reported. It appears that the street design in the neighborhoods is what led to traffic calming measures being implemented (rather than specific pedestrian issues).
The study notes that there will be two (2) to four (4) cars per minute on the road. A car passing every fifteen (15) seconds seems like a high volume.	It should be noted that the estimate of traffic north of VBL is two cars per minute, while the four cars per minute estimate applies to the section immediately north of Route 100. This reflects the heaviest hour of the entire day, while volumes would be less outside of the peak.
The study states that Forest Leaf Parkway, and other roads in the vicinity, are Urban Minor Collectors, but their volume is low for these types of streets, so they should be fine without the PGL Road being extended.	Unlike PGLR, Forest Leaf Parkway and the other roadways where traffic reductions are expected were designed as local streets with direct driveway access.
The PGL Road extension has been in the Master Plan since 1996. Why would a government agency, with twenty (20) plus years of planning around a connection with too much traffic going through a residential area, not consider moving forward with a logical plan that has been in place for so long?	This question is not pertinent to the traffic study.
Concerns with volume of traffic that would be added to the area, if the road is extended.	No specific question to answer. The projected volume on PGLR if extended are appropriate for a minor collector street.
Concerns with the road location being too close to a swing set.	This question is not pertinent to the traffic study. However, a swing set on private property should not be too close to a public roadway provided proper setbacks are provided.

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What makes the number of trips out of the PGL Road so much higher than the number of trips coming in?	I think this is a misinterpretation of the traffic volume maps, as in/out volumes would be similar. There is more traffic at the south end of the road due to VBL so perhaps that was misinterpreted.
Were the trips from the Villages at Bright Leaf residents to local schools considered in the traffic study?	Yes
Why wasn't it considered in the study how Lafayette High School students exit at Clayton Road and State Route 109, and how many of them will use the PGL Road to go to Dierbergs Town Center?	The influence of these shopping-oriented trips was considered, although specific license plate surveys on Clayton Road were beyond the scope and study area.
Will a noise and light study be completed to evaluate the impacts from the road?	This question is not pertinent to the traffic study.
Concerned that kids won't be able to ride their bicycles to neighbors, if the PGL Road is constructed.	No specific question to answer. However, with proper design, PGLR should not be an impediment to bicycle crossings, and a separate multi-use path is under consideration along its alignment.
Would the transportation environment in the study area be improved or enhanced with the completion of the Pond-Grover Loop Road and Birch Forest Drive connections?	The connection of Birch Forest Drive was not included in the study.
Would the extension of the Pond-Grover Loop Road and Birch Forest Drive connections improve or enhance traffic flow in the study area?	The connection of Birch Forest Drive was not included in the study.
Would the effectiveness and efficiency of first responders in the study area be increased with the extensions?	<p>Yes. As a follow-up to the initial study, the Fire Marshall for Metro West Fire Protection District was consulted. Based on Metro West's analysis, the extension of the Pond-Grover Loop Road would save approximately 83 seconds in a response to Hickory Valley Court and Hickory Crest. This could save nearly three minutes in total transport time to a hospital.</p> <p>According to the Fire Marshall, three minutes could be the difference between life and death in life-threatening situations, and in the case of a stroke it could be the difference between a full recovery and permanent disabilities. In addition, the road would give emergency service providers a secondary means of ingress and egress to the area.</p>
Would the safety of school children in the study area be enhanced?	The extension of PGLR would reduce traffic in front of Green Pines Elementary, which should have a positive

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	benefit to safety.
Regarding public safety, is there any reason that the Pond-Grover Loop Road and Birch Forest Drive connections should not be completed?	The connection of Birch Forest Drive was not included in the study. However, there are no public safety concerns related to the PGLR extension.
Why was the City of Wildwood founded? Wasn't it to prevent intrusions from things the citizens did not want?	This question is not pertinent to the traffic study.
Neighbors in Sandalwood Creek Subdivision are concerned with increased difficulty in accessing State Route 109, if the road is not extended and all of the Villages at Bright Leaf residents will use Eatherton Road. Is this concern valid?	I believe it is a valid concern, as VBL residents would likely use Eatherton Road to a greater extent without the PGLR extension in place.
The traffic study shows that, if PGL Road is extended, traffic on existing roads will be reduced between 9% and 36%, with an average reduction of 19%. Is that an alleviation and an accurate benefit?	Yes
There would be no driveway access onto PGL Road, while all areas with trip reduction have direct driveway access. Is there a national average on accident counts of areas with direct access versus no driveway access?	I have been unable to find research specific to the direct difference in crash history of residential streets with driveways vs. those without. However, the reduction in conflict points does have a direct correlation to a decrease in crashes.