HELLO!

Thank you for your interest in the Locust Grove Road Project. The purpose of this information is to give you an opportunity to:

Review the progress made on the design for Locust Grove between Victory and Overland.

Tell us if we missed anything.
# ROADWAY DESCRIPTION + PURPOSE

**Widen Locust Grove Rd. to two lanes in each direction, with a center turn lane**

**Add curb, gutter and attached sidewalk**

**Construct buffered bike lanes**

**Install a signalized pedestrian crossing at Time Zone Dr.**

**Relocate existing crossing from Mastiff St. to Puffin St.**

**PROJECT PURPOSE** Increase safety for those who walk, bike and drive | Improve traffic flow
ROUNDABOUT
DESCRIPTION + PURPOSE

Construct a dual-lane roundabout at the Locust Grove Rd. and Victory Rd. intersection.

Two lanes will approach the roundabout and two lanes will go thru the roundabout.

Add curb, gutter and detached sidewalk.

Include bike ramps at entrance to roundabout.

Add crosswalks at each leg of intersection with two-stage pedestrian crossings.

Include a truck apron for larger vehicles to use if necessary.

PROJECT PURPOSE
 Increase safety for those who walk, bike and drive | Improve traffic flow
TIME LINE

2018 December
DESIGN STARTED

2019 September
PUBLIC OPEN HOUSE #1
Community reviewed
design and provided input.

2020 Spring
PUBLIC REVIEW #2  WE ARE HERE!
Community invited to review refined design.

FINALIZE DESIGN
RIGHT-OF-WAY
ACHD begins purchasing property.

Late 2022
CONSTRUCTION
Roadway + Intersection
WHAT CHANGED?

Since the September 10, 2019 open house there have been a few changes to the project.

SIDEWALKS
In response to concerns over impacts to existing landscaping and property impacts, the sidewalk along the roadway will now be attached. This saves 4 feet of room on either side of Locust Grove.

STORMWATER BASIN
The stormwater basin has moved from the southwest corner of the Locust Grove and Victory intersection to property on the northwest side of the intersection.

CONSTRUCTION YEAR
The construction year is now 2022 for both the roadway and intersection.
PROJECT CONSIDERATIONS

Safety for pedestrians, bicyclists + motorists

Pedestrian + bicyclist connectivity

Impacts to traffic flow

Property + neighborhood impacts

Local schools

Utilities
WHAT WE HEARD

We had 115 people attend our open house on September 10, 2019 and we received 102 comments.

ROADWAY DESIGN

How do you feel about the design for Locust Grove between Victory and Overland?

<table>
<thead>
<tr>
<th>Opinion</th>
<th>People</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Sure</td>
<td>7</td>
</tr>
<tr>
<td>Disagree</td>
<td>14</td>
</tr>
<tr>
<td>Strongly Agree</td>
<td>18</td>
</tr>
<tr>
<td>Strongly Disagree</td>
<td>29</td>
</tr>
<tr>
<td>Agree</td>
<td>30</td>
</tr>
</tbody>
</table>

48 People STRONGLY AGREE + AGREE
43 People STRONGLY DISAGREE + DISAGREE

102 COMMENTS
115 ATTENDEES
WHAT WE HEARD (CON’T)

INTERSECTION DESIGN
How do you feel about the roundabout design for the Locust Grove and Victory intersection?

- Not Sure: 11
- Disagree: 13
- Strongly agree: 16
- Agree: 25
- Strongly Disagree: 32

41 PEOPLE STRONGLY AGREE + AGREE

45 PEOPLE STRONGLY DISAGREE + DISAGREE
WHAT WE HEARD (CON’T)

TOP 10 CONCERNS + COMMENTS

- Private property impacts concerns
- Project needed for growth
- Landscaping and trees concerns
- Project will increase traffic flow + efficiency
- People don’t know how to use roundabouts
- Roundabout will not be able to handle future traffic and will back up
- A five lane roadway will make it more difficult to get out of adjacent neighborhoods
- There will not be any gaps in traffic to enter the roundabout
- Add traffic signals to adjacent side streets
- High school traffic concerns - congestion, etc.

OTHER COMMENTS

- Locust Grove is a residential street and this project will encourage more use
- Adding a center turn lane will solve the problem
- Direct traffic to Meridian and Eagle roads that are already widened + these streets lead to I-84 access
- High schoolers will not use new pedestrian crossing location because it isn't a direct shot
- Concerns about how the dual lane roundabout will accommodate pedestrians with disabilities - request for pedestrian signals at crosswalks + railing between street and sidewalk
ROADWAY TRAFFIC VOLUMES

The numbers below represent the approximate number of vehicles per day using Locust Grove between Victory and Overland.

<table>
<thead>
<tr>
<th>NUMBER OF LANES</th>
<th>CAPACITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>up to 15,500</td>
</tr>
<tr>
<td>3</td>
<td>15,000 - 20,000</td>
</tr>
<tr>
<td>4/5</td>
<td>20,000 - 40,000</td>
</tr>
</tbody>
</table>

EXISTING 14,600 VEHICLES

2040 PROJECTIONS 28,100 VEHICLES

Florida DOT’s Quality/Level of Service Handbook (2013)
INTERSECTION TRAFFIC VOLUMES

The numbers below represent the approximate number of vehicles entering the Locust Grove and Victory intersection during the peak hours.

Morning | 7-9 a.m.        | Evening | 4-6 p.m.

EXISTING 1,500 VEHICLES  | 2040 PROJECTIONS 2,500 VEHICLES

EXISTING 1,900 VEHICLES  | 2040 PROJECTIONS 3,000 VEHICLES
WHY A ROUNDBOUGHT?

Roundabouts are a viable alternative to traffic signals for several reasons.

SLOWER SPEEDS The circular design forces drivers to slow down.

FEWER SERIOUS CRASHES Right-angle, left-turn and head-on collisions are unlikely.

IMPROVED TRAFFIC FLOW Traffic keeps flowing which reduces delay.

DECREASED POLLUTION Vehicles have fewer stops and spend less time idling in traffic.

SHORTER PEDESTRIAN CROSSINGS Pedestrians only cross one direction of traffic at a time.
HOW TO USE A DUAL-LANE ROUNDABOUT

DRIVING

SLOW DOWN + YIELD TO PEDESTRIANS + MOTORISTS

CHOOSE YOUR LANE Before entering the roundabout determine which way you need to travel.

LEFT TURNS To make a left turn, get in the left lane.

RIGHT TURNS To make a right turn get in the right lane.

GOING STRAIGHT Either lane will work.
HOW TO USE A DUAL-LANE ROUNDABOUT

WALKING

CROSS ONLY AT CROSSWALKS Please stay on the designated walkways

WATCH FOR MOTOR VEHICLES You have the right-of-way, but proceed carefully

SPLITTER ISLANDS allow you to cross one section at a time

CENTER ISLAND Never cross to the roundabout’s center island – vehicles don’t expect pedestrians in this area
HOW TO USE A DUAL-LANE ROUNDABOUT

BIKING

Cyclists have the option to ride with motor vehicle traffic inside the roundabout or circulate as a pedestrian, using the sidewalk. Always yield to pedestrians in both cases.

RIDING WITH TRAFFIC Take the center of the lane as you approach the roundabout + follow the same rules as motor vehicles.

USING THE SIDEWALK Use the bike ramp on the right to move onto the sidewalk + dismount if sidewalk is too congested to ride safely; dismount and walk your bike when using crosswalks.

Re-enter roadway/bike lane using appropriate bike ramp.
LARGE VEHICLES

ROUNDABOUTS

Roundabouts are designed to accommodate large vehicles, providing a wider turning radius for trucks and other long vehicles.

A “truck apron” on the edge of the center island allows large vehicles and trucks with trailers to maneuver through a roundabout by allowing the wheels of the truck or trailer to roll onto the apron.

Semi-trucks, emergency vehicles and school busses will be able to drive through the roundabout.
BUFFERED BIKE LANE

ACHD’s Roadways to Bikeways Master Plan calls for more robust bike lanes along this type of roadway.

Buffered bike lanes:

Use a painted buffer to provide more space between vehicular traffic and the bike lane.

Provide more space between vehicles and bicyclists, which increases safety.

Are used on roads with higher speeds and traffic volumes.
WHAT’S NEXT?

Thank you for reviewing our information!

ACHD will review and address the comments received from the public.

Construction is scheduled for 2022.

While your comments are always welcome, they can be best used if received by April 13, 2020.