

July 14, 2022 SUD/CEN ROUNDABOUT VIRTUAL MEETING QUESTIONS AND RESPONSES

	Question	Response
COMBINED BIKE RELATED QUESTIONS		
1	Please add bike lanes in the roundabouts.	Bike lanes are not proposed for this roundabout. Bikers can use the roundabout as a vehicle and take the whole lane, with others vehicles yielding to bikes. Bikers can also dismount and walk their bike as a pedestrian would using the sidewalks and crosswalks to navigate the roundabout. Please see the proposed roundabout rendering on the City project website. As an alternative route, Portner Avenue is the designated bike route in this area of the city.
2	Bikes are important to the environment, should be included/ Andy M. must be anti bike and ant environment.	
COMBINED CONSTRUCTION RELATED QUESTIONS		
3	What does the city plan on doing during the 10 month construction to avoid excessive back-up?	<p>Before construction begins, the City will inform drivers of the project schedule and alternative travel routes to navigate the Sudley/Centreville intersection during construction. Single lanes closures within the project limits will only occur during off peak hours, and through traffic will be maintained at all times. Pedestrian access will be maintained at all times. Following is an outline of the four construction phases and approximate durations. Note that existing traffic signal is maintained throughout the first three phases and removed in the last phase:</p> <p>Phase 1 (Duration 3.5 months):</p> <ol style="list-style-type: none"> 1. Relocate existing traffic signal pole outside of the project footprint and maintain existing traffic signals and pedestrian access at all times. 2. Remove existing concrete islands on Centreville and construct proposed improvements in the northwest and northeast quadrants of the intersection (Walgreens quadrant and Ryans Discount Furniture quadrant). <p>Phase 2 (Duration 3.5 months):</p> <ol style="list-style-type: none"> 1. Construct the proposed improvements in the southwest and southeast quadrants of the intersection (CVS quadrant and Iron Horse Antiques quadrant). <p>Phase 3 (Duration 1 months):</p> <ol style="list-style-type: none"> 1. Construct proposed pavement improvements (mill, leveling, and full depth pavement improvements). <p>Phase 4 (Duration 2 months):</p> <ol style="list-style-type: none"> 1. Remove the existing traffic signal. 2. Construct the proposed center island and approach islands. 3. Construct proposed wearing surface layer and install final pavement markings.
4	Difference between New Jersey and little Manassas City is that there are 100's of thousands of cars going in and out through out the day. Here we probably see about 25% of that traffic not enough to spend millions of dollars of money on it and have a major intersection closed down for weeks!! I would rather see repaving done on all the roads especially where they have just done patch work then a round about!!	Often a roundabout is confused with a traffic circle which is a series of T intersections. The City is proposing a roundabout at the Sudley Road/Centreville Road intersection to improve the existing intersection traffic delay and congestion and improve pedestrian and vehicular safety.
COMBINED EMERGENCY VEHICLE RELATED QUESTIONS		
5	Also with Sudley and 234 being heavily used by emergency vehicles, how will emergency vehicles affect roundabout traffic flow?	Emergency vehicles should have less of an impact on the proposed roundabout than they would on a signalized intersection with emergency preemption. With the roundabout, traffic would simply yield to the emergency vehicle as the emergency vehicle traverses the roundabout. Once the emergency vehicle has left the roundabout - typical roundabout flow commences, yield upon entry. When an emergency vehicle approaches a signalized intersection with preemption, the leg that the emergency vehicle is approaching on will turn green for an extended period to flush out traffic and get the emergency vehicle through the intersection. This disruption to corridor coordination can have a multi-cycle impact on operations when compared to a roundabout.
6	How will this affect the Manassas Vol. Fire Company response time?	The roundabout will not adversely impact the response time since delays at the intersection will be reduced.

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	Question	Response
	COMBINED PROJECT FUNDING RELATED QUESTIONS	
7	Are these federal funds part of the infrastructure bill that was passed?	Yes, the RAISE grant under President Biden's Bipartisan Infrastructure Law.
8	3.8M Surely there are better ways to spend that money? How much weight does the public have in this coming to fruition? I do not want this in my neighborhood.	Projects were evaluated in conformance with the Transportation Master Plan (TMP). Following the adoption of the TMP, the adoption of the Capital Improvement Program was completed. These documents went through a public process and there were numerous public discussions for this project. Your input is valid and is appreciated and we are looking out for all citizens not just individuals.
9	Is the roundabout definitely happening?	The current funding has taken the proposed roundabout project to 60% design. Continuation of project development and construction will advance forward once final project funding has occurred.
	COMBINED LIBERIA AVENUE SIGNAL RELATED QUESTIONS	
10	I think Liberia and 28 is far larger problem	The City of Manassas is conducting a preliminary engineering analysis for possible widening of Liberia Avenue from four lanes to six lanes from Centreville Road to Quarry Road, including right-of-way needs and bridge improvement options.
11	Are you suggesting coming into downtown will be quicker but traffic heading towards Centreville will (by your own omission) still be dealing with the light at Liberia? That will create further morning commuter nightmares.	
	COMBINED MATHIS IMPROVEMENT PROJECT RELATED QUESTIONS	
12	I'm wondering where the trucks are going to park to load and unload the vehicles once the center lane is gone.	This will be addressed with the Mathis Avenue project.
	COMBINED ROW RELATED QUESTIONS	
13	what is the red line that is showing in the picture you sent? because seem it will affect private properties.	The red line represents the proposed right of way. Right of way take will be necessary from a few parcels for sidewalk improvements.
	COMBINED PUBLIC OUTREACH RELATED QUESTIONS	
14	Lastly I have heard 1 city of Manassas resident in support of this plan. Why is the city not listening to residents?	The entire purpose of the public meetings are to receive citizen input and feedback on this project. All citizen feedback is reviewed and considered as part of the City's review process.
	COMBINED CRASH DATA RELATED QUESTIONS	
15	From 2006 to now, how many crashes have been reported at this intersection?	For the project's planning phase, traffic crashes were studied for the existing signalized intersection from 2012 to 2019, and there were ninety-one crashes: 9 - injury and 29 - property damage only. From 2019 to current there were thirty-seven crashes: 5 -injury and 32 - property damage only. These accidents reiterate the need for intersection improvements. The proposed roundabout will greatly reduce vehicle crashes, injuries, fatalities, pedestrian and bicycle crashes that a driver struggles with in a signalized intersection.
16	How many crashes were there in that intersection in 2020 and 2021?	
	COMBINED TRUCK RELATED QUESTIONS	
17	Are the trucks you discussed allowed on the city streets i.e. Center Street and Church Street.	No. Center Street and Church Street are truck restricted. Please see the City truck route on the project website.
18	Is it going to wide enough to accommodate all the truck traffic? I've seen these used successfully in small to medium size towns. but not on roads as busy as that intersection. How about the fire trucks getting through there?? Not a wise move in either place.	The proposed roundabout is designed to accommodate tractor trailers by use of the truck apron of the proposed central island. Fire trucks can take both lanes and not have to use the truck apron. Please see the truck auto-turn exhibits on the project website showing how a standard delivery truck can navigate the proposed roundabout.
19	With the light at 234 and Mathis, won't traffic back up onto the circle during heavy traffic hours? How does that affect the flow during those hours on the roundabout?	The distance between the roundabout circle and the center of the Mathis Avenue intersection is approximately 450 ft. The proposed available maximum queue length measured from the Sudley Road stop bar at the intersection with Mathis Avenue and the edge of the outside circulatory lane of the roundabout is 340 ft. Traffic simulations of the roundabout and the Mathis signal expect a maximum queue of 260 ft from the Mathis Avenue Signal at peak traffic hours; therefore, the traffic is expected not to back up onto the traffic circle.
20	Being a frequent passer of that intersection, I've seen backs up frequently. How can you ensure that the back up will not occur, when the simulation couldn't fully load the distance?	
21	I have concerns on the lack of courtesy that the average Manassas citizen shows when driving in town. I do not feel that this round-a-bout will be a feasible option due to this option. How can we ensure that this round-a-bout addition will work to its full potential, taking in account your average NOVA driver?	Education is vital to the acceptance and success of a roundabout. The city project website has links to information about using a roundabout, including "FHWA Roundabouts - A Safer Choice" and a VDOT Roundabout Brochure titled "Innovate Intersections Roundabout". Both links provide visual and verbal information on how to properly navigate a roundabout as a driver, bicyclist, or a pedestrian. In addition, the construction schedule will be posted online and on a message board at the intersection prior to construction start.

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	Question	Response
	COMBINED TRANSPORTATION RELATED QUESTIONS	
22	30 seconds quicker to do what? Still have to wait at the light on Liberia?	<p>In the future conditions, during the highest volume peak hour, the roundabout is expected to operate with 30 seconds less delay when compared to the traffic signal. This correlates to a level of service (LOS) "B".</p> <p>The City of Manassas is planning future additional traffic improvements at the intersection of Centreville Road (Route 28) and Liberia Avenue. Please see the project website for additional information. The distance from the proposed roundabout to the Liberia Avenue intersection is approximately 2,820 ft., which is expected to be sufficient to contain the Liberia Avenue queue.</p>
23	This proposal doesn't improve traffic it simply bottlenecks further away.	The City of Manassas has many projects in development that are expected to remediate and improve the city intersections. The roundabout project is one of the many improvements.
24	As a matter of comment, while I think in theory this would be a good idea, I think the environment in the city of Manassas would only lend itself to confusion and even road rage. People are impatient and overall very rude and poor drivers. I do not agree with this roundabout proposal	Vehicle delay for the proposed roundabout has been reduced by 30 seconds versus the existing signalized intersection. Education is vital component to the acceptance and success of a roundabout. Please visit the city project website for links to information about using a roundabout, including "FHWA Roundabouts - A Safer Choice" and a VDOT Roundabout Brochure titled "Innovate Intersections Roundabout". Both links provide visual and verbal information on how to properly navigate a roundabout as a driver, bicyclist, or a pedestrian.
25	<p>In your simulation on traffic flow, with regard to crosswalks:</p> <p>(1) Have you simulated a person walking through it at normal pace?</p> <p>(2) Simulated person with impaired gait?</p> <p>(3) Simulated person who uses a cane to assist walk/</p> <p>(4) Simulated person who uses a walker?</p> <p>(5) Simulated person with manual and/or powered chair?</p> <p>Thank You!</p>	The Rectangular Rapid-Flashing Beacons (RRFB's) will be timed to flash for an adequate amount of time to allow all types of users to cross the intersection safely. In addition to users with mobility challenges, the RRFBs will include audible indications to aid visually-impaired users in crossing the street.
26	Virginia drivers don't know traffic laws. I hear you saying the rules but drivers don't know roundabout laws. Is this just asking for accidents and back up? It's not clear why this roundabout is needed. Other than feeling it will improve traffic flow. But will it?	<p>Education is vital to the acceptance and success of a roundabout. The city project website has links to information about using a roundabout, including "FHWA Roundabouts - A Safer Choice" and a VDOT Roundabout Brochure titled "Innovate Intersections Roundabout". Both links provide visual and verbal information on how to properly navigate a roundabout as a driver, bicyclist, or a pedestrian.</p> <p>In the future conditions, during the highest volume peak hour, the roundabout is expected to operate with 30 seconds less delay when compared to the traffic signal. This correlates to a level of service (LOS) "B".</p>
27	Why slow down traffic?	Roundabouts typically reduce all crashes by 35% according to NCHRP Report 572: Roundabouts in the United States versus signalized intersections. Vehicle speeds are expected to be reduced for the proposed roundabout with islands on the approaches, and appropriate roadway curvature to reduce vehicle speeds. Potential vehicle conflict points are also reduced versus traditional intersections.
28	a pedestrian crossing lines with pedestrian light it will be more effective and cost less	The proposed roundabout installs additional pedestrian crossings and street lights. In addition, the proposed roundabout is expected to greatly reduce vehicle crashes, injuries, fatalities, pedestrian and bicycle crashes that a driver struggles with in a signalized intersection. Roundabouts typically have 35% reduction in all types of crashes, 76% reduction in injuries, 90% reduction in fatalities, and 46% reduction in pedestrian crashes.

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	COMBINED TRANSPORTATION RELATED QUESTIONS CONT'D.	
29	Why is the plan for a 2 lane roundabout with 2 lanes of traffic feeding into it from each road Vs a 1 lane? The 2 lane plan has more points of conflict than a single lane with single points of entry from each road and is much easier to navigate when making a left turn	Understanding that, as noted, more lanes creates more conflicts and complexity roundabout analyses always begin with a single lane. Then, one-by-one, as capacity is reached individual legs will have lanes added. Utilizing industry standard software and VDOT parameters, the roundabout should be sized appropriately for the future design year traffic conditions.
30	Why have pedestrians and bikers stand in the middle of the road?	The median refuges do not require users to pause at them - they simply provide space outside of the vehicular traveled way where, if needed, users can pause before making their next crossing.
31	Will the pedestrian refuge islands be accessible by wheelchairs?	Yes. The refuge islands are 10ft wide and 8ft long with detectable warning surfaces.
32	We are very concerned about the traffic safety issues this project may cause.	The proposed roundabout is expected to greatly reduce vehicle crashes, injuries, fatalities, pedestrian and bicycle crashes that a driver struggles with in a signalized intersection; it is expected to increase safety. Roundabouts typically have 35% reduction in all types of crashes, 76% reduction in injuries, 90% reduction in fatalities, and 46% reduction in pedestrian crashes. Source: see FHWA Roundabouts - A Safer Choice brochure on the project website.
33	Roundabouts are meant for low traffic volumes to eliminate the traffic light. I predict more delays for rush hours at this roundabout	Traffic models have shown that the proposed roundabout design is expected to reduce the delay at the intersection during rush hour versus the existing signalized intersection.
34	Right now if you are turning left onto 28 leaving any of the many businesses/fast food places between Sudley and Liberia we rely on the gaps created by the red light.	Gaps in traffic are still expected as the proposed roundabout will slow traffic going through the intersection. These will allow safe ingress and egress from side streets and entrances.
35	There seem to be way to many side streets, both residential and businesses, with entrances and exits close to where the roundabout will be. Eliminating the traffic lights will mean that traffic in all directions will be steady and constant thus making it hard for people turning into residences or the businesses along the way. I think the roundabout will result in more accidents by those trying to turn in and exit the surrounding businesses.	
36	I think this is a big mistake because the customers turning out of businesses/fast food places/stores either side of this intersection onto Rt.28 need the gaps created by the traffic light at this intersection to be able to safely turn - especially turning left - or cross traffic. I talked with a man last night who resides in 28 within a block or two from that intersection and he said without that gap created by the traffic light it will be nearly impossible to turn out from his home. Multiply this by all living in the trailers and other homes on 28. With the proximity of Seton School, especially, but also of Osborne and Osborne Park high schools, there are many new/student drivers who will be trying to drive this strip. Without the gaps created by the traffic lights here they may take undue risks if running late for school after picking up morning coffee or a run through do lunch. Please please please do not proceed with this project to replace the traffic lights with a roundabout.	
37	why change road, makes it worse than now.	The proposed roundabout is expected to greatly reduce the current traffic delay and congestion (improve the level of service (LOS)), reduce vehicle crashes, injuries, fatalities, pedestrian and bicycle crashes that a driver struggles with in a signalized intersection. Roundabouts typically have 35% reduction in all types of crashes, 76% reduction in injuries, 90% reduction in fatalities, and 46% reduction in pedestrian crashes. Source: see FHWA Roundabouts - A Safer Choice brochure on the project website.
38	Yes with 28 being the main feed it will be a mess quickly. Will need one of those little trailer police stations right in the middle.	Traffic models have shown that the proposed roundabout design is expected to reduce the delay at the intersection during rush hour versus the existing signalized intersection.
39	Too much traffic for a round about. Will create many more accidents. Bad move!	

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	COMBINED TRANSPORTATION RELATED QUESTIONS CONT'D.	
40	People can't drive on a straight road around here! Try driving in DC or MA and watch how many can't navigate roundabouts - the number of accidents that can and will happen from people freaking out how they missed their turn. PLEASE DON'T DO IT!	Education is vital to the acceptance and success of a roundabout. The city project website has links to information about using a roundabout, including "FHWA Roundabouts - A Safer Choice" and a VDOT Roundabout Brochure titled "Innovate Intersections Roundabout". Both links provide visual and verbal information on how to properly navigate a roundabout as a driver, bicyclist, or a pedestrian.
41	Manassas drivers struggle with a simple 4-way stop at Prescott and Quarry. What makes you think they will have success in a round-about?	The proposed roundabout is expected to greatly reduce vehicle crashes, injuries, fatalities, pedestrian and bicycle crashes that a driver struggles with in a signalized intersection. Roundabouts typically have 35% reduction in all types of crashes, 76% reduction in injuries, 90% reduction in fatalities, and 46% reduction in pedestrian crashes. Source: see FHWA Roundabouts - A Safer Choice brochure on the project website.
42	So would you say ESG goals a main reason for the roundabout?	Environmental, Social, and Governance (ESG) are not the only goals that will be met with the addition of the roundabout. The roundabout will reduce traffic congestion and delay, promote lower speeds and traffic calming, improve operational performance and efficiency, increase pedestrian safety, improve street lighting for better visibility, create a Downtown gateway and resiliency as the roundabout is not dependent on electric stop lights, and comply with TMP & CIP goals/City Comprehensive Plan.
43	That is the dumbest place for a roundabout. That's going to make traffic worse, not to mention increase accidents. It'll slow people down for that spot and that spot only. It's not going to stop people from speeding down Centerville before and then after the roundabout. Not to mention wreak havoc on traffic while the ratty thing is being constructed.	Traffic models have shown that the proposed roundabout design is expected to reduce the delay at the intersection during rush hour versus the existing signalized intersection. In addition, before construction begins, the City will alert drivers to the project and possible alternative routes during construction. Single lanes closures within the project limits will only occur during off peak hours, and through traffic will be maintained at all times.
44	We have 2 of these in my neighborhood. Supposed to slow done the speeders. People do not understand the rules for a roundabout. Would be much better to have a 4 way stop.	Education is vital to the acceptance and success of a roundabout. The city project website has links to information about using a roundabout, including "FHWA Roundabouts - A Safer Choice" and a VDOT Roundabout Brochure titled "Innovate Intersections Roundabout". Both links provide visual and verbal information on how to properly navigate a roundabout as a driver, bicyclist, or a pedestrian. The project team looked at a 4-way stop and in the PM Peak existing conditions scenario, this configuration is expected to produce 150 seconds of delay, or a level of service "F". The existing conditions signal delay was modeled to be approximately 42 seconds. The 4-way stop was never modeled into the future conditions scenario as its high-delays in the existing conditions did not warrant any further consideration.
45	Please let's keep traffic lights. People are wreckless in this intersection, driving 15-20 mph over speed limit.	Roundabouts typically reduce all crashes by 35% according to NCHRP Report 572: Roundabouts in the United States versus signalized intersections. Vehicle speeds are expected to be reduced for the proposed roundabout with islands on the approaches, and appropriate roadway curvature to reduce vehicle speeds. Potential vehicle conflict points are also reduced versus traditional intersections. Vehicle delay for the proposed roundabout is also expected to be lower versus the existing signalized intersection.
46	WAY to much traffic at that intersection for a roundabout to be effective ... or safe.	
47	At the CVS?? That is crazy.	The proposed roundabout is at the intersection of Sudley Road, Centreville Road, and Prescott Avenue. CVS is in the southwest corner.
48	Isn't that on a hill?	No, the proposed roundabout is the intersection of Sudley Road, Centreville Road, and Prescott Avenue and the terrain is relatively flat in the intersection area.

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	COMBINED TRANSPORTATION RELATED QUESTIONS CONT'D.	
49	<p>I would agree, except where I lived in New Jersey for a few years there were a couple big roundabouts connecting two major highways, and people did learn how to navigate them. It all depends on whether it's built big enough to accommodate the speed and capacity of the roads involved.</p>	<p>The roundabout is designed as a two-lane roundabout with a central island diameter of 94 ft. and an outside diameter of 150 ft. The roundabout is designed for 15 to 20 mph entry and circulating speeds with exiting design speeds of 20 to 25 mph. The design vehicle is a WB-62 tractor trailer, which uses the truck apron in the central island. The roundabout is designed to accommodate city buses and passenger cars to travel side-by-side while staying in their respective lanes. In terms of capacity, the roundabout is estimated to have adequate capacity to handle 40% growth over existing conditions before failure – failure being defined as roundabout demand volume exceeding the roundabout capacity.</p>