

Comment	Responses
<p>Not sure why money is being spent to fix intersection that is not broken. Taxes have shot up and there are other necessary improvements needed such as sidewalks on Sudley Road. No matter what studies show, roundabouts create panic in people. A 23 year old professional I know avoids a roundabout in her town and goes the other way because there are always accidents there. Saving 30 seconds on my work commute isn't worth the dollar amount. The Mathis Avenue light currently backs up traffic from 28. Big selling point 'reduces accidents'. It's not a high accident intersection like 28 and Liberia.</p>	<p>Comment Card- Noted. Thank you for your comments. A traffic accident in 2016 took out the Sudley Road/Centreville Road intersection signal and pedestrian poles; therefore, a temporary pole and signals were installed. Consequently, the existing spanwire signal there today is a temporary solution. The proposed roundabout is the safest and most cost effective improvement for the Sudley Road/Centreville Road 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. Specific studies for this intersection show that the proposed roundabout will move traffic through the intersection faster and safer, reduce vehicle crashes, injuries, and fatalities, and will improve air quality.</p>
<p>Why can't we work on the existing light cycle and improve that? She feels it might be cheaper. She asked about speed limit.</p>	<p>Regarding the Mathis Avenue/Sudley Road and Centreville Road/Liberia Avenue intersections, upcoming CIP projects are expected to improve both intersections.</p>
<p>Design is not pedestrian friendly. 1. Sidewalks too narrow and not buffered from the roadway, should have 4ft buffer. 2. Yield signs and pavement markings are needed at all four approaches before reaching the crosswalk.</p>	<p>Comment Card- Noted. Thank you for your comment. The City is looking into feasible locations to install sidewalk buffer strips with minimal property impacts. Yes, the proposed design includes yield signs and pavement markings, please refer to the Proposed Signing and Pavement Marking plans in the 60% Design Plans on the project website. In addition, the public meeting exhibit has been updated to show the yield signs and pavement markings.</p>
<p>Main - sidewalk are narrow without buffer. Bikes might fall into traffic. He feels a buffer would be better and roadway could be made smaller to get the buffer.</p>	
<p>Don't hold public meetings that require non-scientific face coverings!</p>	<p>Comment card- Noted. Thank you for your comment.</p>
<p>Strongly concerned that the construction and final (completion) of roundabout will force even more cars and trucks to come down Quarry Road (which is posted "No trucks over 10,000 GVW"). Speed and trucks are not currently enforced, causing additional cars and trucks onto Quarry Road and will only make it worse. Flashing yellow lights will not stop cars/trucks for pedestrians, only red lights with signs telling drivers they must stop when flashing, (Example: Backlick Road near Lynbrook ES in Fairfax County). This flashes yellow to slow traffic and flashes red when pedestrian pushes button.</p>	<p>Comment Card- Noted. Thank you for your comments. It is expected that the construction and use of the proposed roundabout should not send more traffic volumes to Quarry Road. The proposed roundabout is expected to better handle the current and future traffic volumes than the existing signalized intersection by moving vehicles faster and safer through the intersection and should discourage traffic rerouting.</p> <p>The City is considering adding additional truck restriction signs.</p> <p>The signal you are referring to at Backlick Road near Lynbrook ES is called a Hawk Signal and is not recommended for crosswalks in roundabouts. The Rectangular Rapid Flashing Beacons (RRFB's) are approved for use for roundabout crosswalks; consequently, RRFB's are proposed for the roundabout crosswalks. Please know that pedestrian safety is paramount, and the City will consider adding additional signage and intersection crossing safety measures.</p>
<p>Spill over traffic onto Prescott Avenue and Quarry Road to avoid roundabout, we need speed tables, flashing speed signs/speed cameras on Quarry to discourage cutting through.</p>	

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<p>Quarry Road has trucks using it through Quarry Road is restricted.</p>	<p>Thank you for the comment notifying the City of this issue. Quarry Road is posted and restricted for trucks over 10,000 GVW; however, trucks under that weight, delivery and moving trucks, are allowed to drive on Quarry Road. Please know that the City is considering adding additional truck restriction signs.</p>
<p>Suggest more truck restriction signs be placed to help.</p>	
<p>Refine transportation management plan to avoid sending traffic to residential streets.</p>	<p>The transportation management plan and design shall be adjusted to utilize commercial streets with the exception of Prescott Avenue which is within the project footprint.</p>
<p>Concern about traffic being diverted to residential areas. What sense to divert traffic during construction?</p>	
<p>There are busy multiple entrances and exits; how will they impact traffic flow and roundabout operation?</p>	<p>Ingress and egress from the multiple entrances are one of the sources for trip generation that drives the traffic volume used in the modeling of the roundabout. When traffic volumes are taken from traffic counts of the existing roadways approaching the intersection, the resulting net volume includes the ingress and egress from the entrances along the roadways. The traffic counting stations on the approach roadways are strategically set to capture the net volume used to model the roundabout. Roundabout traffic modeling results show the level of service (LOS) improving from D to B.</p>
<p>Alleviate traffic backups from vehicles entering the following commercial entrances- Walgreens, Food Lion, and Mathis Avenue/Sudley Road intersection.</p>	
<p>Presentation. Where can we find the studies.</p>	<p>Traffic studies can be found on the City project website.</p>
<p>Where is the latest traffic study.</p>	<p>The 2022 traffic study will be added to the project website. This traffic study shows that the available 340ft queue storage between the Sudley Road/Mathis Avenue intersection and the roundabout splitter island is sufficient to reduce traffic the expected back-up between the two intersections.</p>
<p>Will like more modeling of the traffic signal at Mathis Avenue?</p>	

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<p>Is the roundabout worth it? What other studies were done to determine which intersection is priority.</p>	<p>The proposed roundabout will reduce intersection crashes and injuries, improve pedestrian safety, and will move traffic through the intersection faster and safer. The City of Manassas Transportation Master Plan (2019) used a traffic model to assess intersection levels of service at all City signalized intersections. While most intersections in the City operate at an acceptable level-of-service through 2040, the regionally-serving Liberia, Godwin, and Route 28 corridors all have capacity issues and the Master Plan and 2040 Comprehensive Plan include recommended improvements within these corridors. The adopted Comprehensive Plan includes the following recommended roadway improvements:</p> <ul style="list-style-type: none"> -Improvements to the Liberia Avenue/Rt. 28 intersection and widening of Liberia Avenue (partially completed; widening of Liberia to three-lanes eastbound in conceptual design) -Improvements to the Sudley Road/Rt. 28 intersection (recommended to convert signalized intersection to roundabout) -Improvements to the Godwin Drive corridor from Nokesville Road to Sudley Road (widen to 6-lanes; final design to be determined in coordination with the Godwin Drive extension project) -Improvements to the Grant Avenue/Wellington Road intersection (included in the Grant Avenue project) -Improvements to the Prince William Parkway/Liberia Avenue/Wellington Road intersection (recommendations to be determined in coordination with Prince William County's update to its mobility plan; shorter-term intersection improvements are included in the proposed Kline Farm rezoning) -Improvements to the Prince William Parkway/Liberia Avenue/Wellington Road intersection (Liberia Avenue northbound restriped to 3-lanes; additional recommendations to be determined in coordination with Prince William
<p>Plan relies on enforcement.</p>	<p>Additional enforcement will be provided for the roundabout as needed.</p>
<p>Take into account Annaburg Manor into the master plan? Heading down Sudley to Centreville Road. Suggests dedicated left turn to Mathis. It could alleviate the problem at the Mathis/Sudley intersection.</p>	<p>Annaburg Manor is a park and historic site with limited activity and should not have any impact on this project. The City will review the feasibility of the suggested Sudley Road EB dedicated left-turn onto Mathis Avenue.</p>
<p>Several events. How does the roundabout work with special events? Was this taken into account?</p>	<p>The roundabout is expected to move through the intersection faster and safer than the existing signalized intersection during special events. Please know that the City of Manassas develops individual event plans where event traffic can be managed by the Police Department upon request.</p>
<p>Roundabout assumes education and fixes on downstream.</p>	<p>Agreed. Education is vital to the acceptance and success of a roundabout. Educational pamphlets and links on how to use a roundabout, including "FHWA Roundabouts - A Safer Choice" and a VDOT Roundabout Brochure titled "Innovate Intersections Roundabout" is available on the City project website. Both links provide visual and verbal information on how to properly navigate a roundabout as a driver, bicyclist, or pedestrian.</p>

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<p>LOS D to B. How much more traffic (future growth) can the roundabout handle before failure?</p>	<p>The roundabout can process between 35%-40% growth before any leg of the roundabout would fail, defined by volume exceeding capacity. Seeing as the PM peak hour is the highest trafficked hour, we'll discuss in terms of the PM peak hour. In our 2021 model, we had 2,793 vehicles during the PM peak hour. We anticipate failure at approximately ~3,800 vehicles during the peak hour – or approximately 1,000 more vehicles during the peak hour.</p> <p>Traffic has been flat for many years at this intersection even with 13% growth in the community that has happened over the last 10 years. The additional 1,000 peak vehicles noted above would equate to over 1,000 more houses being built or approximately 250-300k of gross leasable area of commercial development growth to occur within the city. I think it should also be considered that when the route 28 bypass is implemented it should reduce the number of vehicles going through this intersection as well which could improve the roundabout operations and maintain the roundabout viability for years to come.</p>
<p>Can you point to roundabout examples similar to this situation? Experience says those locations are remote.</p>	<p>Main Street (Route 7) and Berlin Turnpike (Route 287) in Purcellville, VA, is an example of a similar roundabout retrofit.</p> <p>Prices Fork Road (Route 412) and N. Main Street (Route 460) in Blacksburg, VA, is an example of a roundabout in general near Virginia Tech.</p> <p>N. Main Street (Route 15) and Colonel Jameson Boulevard, Culpeper, VA, is an example of a roundabout retrofit. Other roundabout mentions:</p> <p>Hyde Park Road and SE Boulevard, Baltimore, MD.</p> <p>Temple Avenue and I-95 Ramp (400 feet away Temple Avenue/Hamilton Avenue signal), Petersburg, VA.</p> <p>Richie Marlboro Road and I-495 ramp, Largo, MD.</p> <p>I-81 Exit 150B and Route 11, Troutville, VA.</p>
<p>Why weren't similar type roundabouts mentioned in the study? Request for eight similar roundabout examples.</p>	<p>Main Street (Route 7) and Berlin Turnpike (Route 287) in Purcellville, VA, is an example of a similar roundabout retrofit.</p> <p>Prices Fork Road (Route 412) and N. Main Street (Route 460) in Blacksburg, VA, is an example of a roundabout retrofit near the Virginia Tech.</p> <p>N. Main Street (Route 15) and Colonel Jameson Boulevard, Culpeper, VA, is an example of a roundabout retrofit.</p>
<p>How many of those roundabout are inside existing conditions?</p>	
<p>Not all citizen know. Please show me where I can visibly go to see a similar roundabout.</p>	
<p>Are citizens going to have input on this project or is it a done deal?</p>	<p>The roundabout was included in the original Mathis Corridor Sector Plan adopted by City Council in 2006, the Transportation Master Plan, completed in September 2019, and the 2040 Comprehensive Plan adopted in 2020. Also, introduced into the 2019 CIP. These documents went through a public process and there were numerous public discussions for this project. Public input is valid and is appreciated.</p>
<p>You should ask the citizen and tax payers about the project before projects are approved. They need the community to have input on the type of improvement.</p>	

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<p>I want to thank the 2019 report for mobility - and blind person. Easter Seals project action (disability) AAA says that roundabout are not pedestrian friendly. Pedestrian lights don't work at Centreville and Liberia.</p>	<p>"AAA has produced a list of highway infrastructure changes that could save 63,700 lives and avoid 353,560 injuries over 20 years. In the organization's list, six key areas account for 95 percent of the safety gains AAA predicts. Chief among them is the implementation of roundabouts. According to AAA, converting traditional intersections to roundabouts covers 30 percent of the fatality and injury reductions. They do this by drastically reducing the number of ways and locations cars can collide with other cars or pedestrians. What points of collision remain for cars are also less severe, since T-bone or head-on collisions are unlikely." - From a web article on autoblog.com titled, 6 ways to make roads safer: Roundabouts top AAA's list, by Joel Stocksdales, May 9, 2017.</p>
<p>Centreville Road (Route 28) & Sudley Road (Route 234) intersection pedestrian light was disabled 4 years ago. She feels that yellow flashing lights (RRFBs) will not work. Suggests hawk signal.</p>	<p>Noted, mentioned pedestrian signal repair is pending. In addition, the Liberia Avenue & Centreville Road (Route 28) project has received funding and is in design. Intersection improvements pending.</p>
<p>Need to have public meetings at an earlier stage prior to 60% plans. What about the funding opportunities?</p>	<p>The roundabout was included in the original Mathis Corridor Sector Plan adopted by City Council in 2006, the Transportation Master Plan, completed in September 2019, and the 2040 Comprehensive Plan adopted in 2020. Also, introduced into the 2019 CIP. These documents went through a public process and there were numerous public discussions for this project. In addition, project concept, existing project area evaluation and survey is completed in pre-60% design phases. Therefore, not enough project information to be commented on. However, project comments are welcome following initial project adoption. A RAISE grant application was submitted in April 2022.</p>
<p>Will construction occur at night?</p>	<p>The City can confirm once the construction contract has been awarded. However, nighttime and off-peak hour construction will be required to help minimize construction public impact.</p>
<p>When does the Council decide when they are going to fully fund this project? Is there a deadline?</p>	<p>The roundabout project is already funded through 60% design via the City CIP. RAISE grant funds, if approved, will fund the remaining development and construction of the project.</p>
<p>Why not put an entrance at corner at near Food Lion? Suggests alternative entrance off the circle. Matt- cannot place entrance off of roundabout circle since it is not safe.</p>	<p>It is not feasible to install an entrance within the roundabout area as this would create additional conflict points and may lead to roundabout congestion and crashes. Nearby property entrance analyses is included in the city website posted traffic study.</p>
<p>Does it make sense that anyone coming from Liberia toward the roundabout should get into Food Lion by entering the roundabout and exiting on Centerville Road going in the opposite direction back to the Food Lion. They can go through the existing entrance without blocking traffic because they're not making a left turn. At most, you should try to prevent left turns into Food Lion from the left lane.</p>	<p>In the proposed design, the median turn lane used for making legal left turns (with a refuge for left turning cars), is extended south towards the new roundabout south splitter island. Drivers wanting to turn left to Food Lion can use this median turn lane (legally without blocking the southbound Centreville Road traffic) to wait for a break in the northbound Centreville Road traffic to safely make the left-turn movement to the Food Lion entrance or use the roundabout to make a right-turn to the Food Lion entrance. Drivers will also have the option to use the roundabout to access the Prescott Avenue entrance to the Ryans Furniture and Food Lion parking lots.</p>