

Resident Concerns and Responses

The following is a summary of concerns from residents and responses for the proposed Fairview & Chapel Hill Roundabout voiced at the interested parties meeting and at the public hearing.

1. The speeds through the roundabout will make it unsafe for pedestrians and bicyclists and will make it difficult for drivers to enter the intersection from Fairview Estates.

Roundabouts, in general, are safer for pedestrians than a four-way stop because pedestrians only need to cross one leg of traffic at a time and there is a better understanding of traffic movement since traffic is only going one way through the roundabout. In comparison, with a four-way stop the pedestrian will need to cross two legs of traffic and will need to know what traffic is doing at all four entrances of the intersection prior to crossing the street. One of the major complaints at this intersection is that drivers do not come to a complete stop and instead speed through the intersection. The geometry of the roundabout will require the drivers to slow down and go through the roundabout at a uniform rate of between 15 mph and 20 mph.

In regards to a traffic signal, if a signal is installed, the drivers will be able to drive through the intersection at a much faster speed. There is concern that eastbound drivers may lose control going over the hill and go through the intersection at an excessive rate.

2. The intersection being located at the top of the hill will make it less safe.

The roundabout will allow vehicles to generally keep moving slowly instead of coming to a complete stop on the hill during winter weather. If a signal is installed, traffic would be required to stop on the hill during inclement weather. In addition, the treeline along the southside of Chapel Hill will need to be cleared in order to provide the sight distance needed for the signal.

3. The landscape and wall at Fairview Estates entrance needs to be maintained or replaced.

Public Works will work with the Fairview Estates Homeowners Association to put back a landscaped entrance and wall where it will be disturbed. Also, the island in the middle of the roundabout will be able to be landscaped.

4. The roundabout needs to be bigger than a mini roundabout.

*The diameter of the proposed roundabout is 110 feet. The diameter of the mini roundabout at Fairview and Rollins is 60 feet. (**Attachment E**)*

5. The existing traffic delays do not warrant an improvement.

The traffic at this intersection is anticipated to continue to increase as the City grows to the south and southwest.