

SR 4022 - Section A09 - Mt. Nebo Road - Public Meeting Comments

November 5, 2015

#	Question	Public Response
1	Was the presentation presented today helpful (with 1 being least helpful and 5 being most helpful)? <i>(Based on the scale of 1 to 5, the average score was 4.8 and the median score was 5)</i>	<ul style="list-style-type: none"> • Good presentation • Very good graphics, very good presentation • Excellent job Steve! • Where can the traffic study raw data and summaries be viewed? • Bike lanes appreciated on Mt Nebo & Nicholson • The changes are very clearly displayed and very welcome.
2	Was the information presented clearly (with 1 being not clear and 5 being very clear)? <i>(Based on the scale of 1 to 5, the average score was 4.7 and the median score was 5)</i>	<ul style="list-style-type: none"> • Very helpful team - Jen, et al. • Yes, very good job • What pedestrian facilities are included? • Excellent & very clear • The only benefit resulting from spending \$800.00 per resident is a predicted reduction of drive time through the area from 1 minute to 45 sec during peak traffic time. 6:30-8:30 AM? 4:30-6:30 PM? • The presenters were very knowledgeable and the whole project makes sense.
3	Please provide any other comments you may have about the project.	(See comments and responses below)
#	Comment	AECOM Response
1	There will be too much traffic on Linda Vista to get to traffic light off of Duff Road	<ul style="list-style-type: none"> • Traffic from Linda Vista destined to relocated Duff Road and the traffic signal on Mt. Nebo Road will have the right of way when making a right turn onto relocated Duff Road. Alternatively, Ritter Road may also be used as a Mt. Nebo access point. Linda Vista drivers may use Iris Drive to access Ritter Road.
2	Arndt Rd should have signals coordinated with others including 79. Peak traffic is solid from Roosevelt to Arndt.	<ul style="list-style-type: none"> • The distance between the Arndt Road and Roosevelt Road intersections with Mt. Nebo Road (approximately 0.9 miles) does not allow effective traffic signal coordination to occur between these intersections.
3	Steve was very helpful & explained in detail what will happen with my driveway & hill.	<ul style="list-style-type: none"> • No response necessary
4	Thank you PennDOT for also considering left turn lanes at Roosevelt Road intersection!	<ul style="list-style-type: none"> • No response necessary
5	<ul style="list-style-type: none"> • I am concerned about the impact to Ray's. This will be a negative for his customers. • I would like to see better pedestrian amenities. • This project needs to extend thru the signal @ Roosevelt 	<ul style="list-style-type: none"> • Left turn access to and from the parcel is being maintained via a shared signalized driveway mitigating impact by the project. • A 5' shoulder is being provided throughout the project to accommodate pedestrians. Pedestrian push buttons and crosswalks are also being provided at the signalized intersections. • PennDOT will extend the widening to provide left turn lane on Mt. Rebo Road through the Roosevelt intersection if possible within the existing cartway. The Township project is fiscally restrained and cannot undertake these improvements.
6	Other project should be interchange at Arndt & Mt Nebo Road. Ridiculous amounts of traffic on Mt Nebo Road. Takes 10-15 minutes going towards Pittsburgh on Mt Nebo Road. 79 North at 279 right lane loop to keep trailer trucks off Mt Nebo	<ul style="list-style-type: none"> • This intersection is beyond the limits of the current project.
7	Please, please keep the jug-handle on Duff Rd so people from south of Mt Nebo have an additional option to make a left on Mt Nebo without encountering Duff Road traffic. Please make sure the left turn into Ritter from Mt Nebo Road is made permanent.	<ul style="list-style-type: none"> • Westbound Mt. Nebo Road motorists are able to turn left onto Ritter Road and at the Relocated Duff Road. Retaining the "jug handle" or spur is not necessary from a capacity standpoint given these alternatives. Additionally the retention of this intersection would cause secondary impacts to driveways serving businesses on the northwest quadrant of the Mt. Nebo Road and Ritter Road intersection.
8	I do not see evidence that this project is cost effective. I am opposed to it. Any improvements in traffic flow will be offset by increased traffic flow taking advantage of the improvement. i.e. more non-resident through traffic. Where can the traffic study raw data and summaries be viewed?	<ul style="list-style-type: none"> • Arrangments to review the traffic study completed for this project may be made by contacting Steve Moore of AECOM at 412.503.4678.
9	I have family on Linda Vista & Duff, these improvements are overdue and necessary. A turning lane at Roosevelt would be helpful.	<ul style="list-style-type: none"> • No response necessary
10	Consider placement of stop sign on Ridge Road at Greenwood Drive to control speed.	<ul style="list-style-type: none"> • Stops signs are not legally permitted to be placed to control speed.
11	Consider relocating Duff Road further west to eliminate turn restriction impacts to Ridge Road and Mt. Nebo Service.	<ul style="list-style-type: none"> • An alternative Duff Road relocation site was evaluated. Moving the driveway further west results in steepening the Relocated Duff Road vertical alignment. An alternative design was generated moving the intersection with Mt. Nebo Road approximately 300' west (opposite Allegheny Insulation Driveway). This location allows Ridge Road, Mt. Nebo Service and Seubert's Health and Benefits driveways to operate as they do today. However, the vertical grade of Relocated Duff Road would exceed 20% more than twice what is acceptable to meet design criteria.