

Date	Comment Summary	City of Lima Response Summary	Crosswalks Pedestrian Safety	Roundabout	Parking	Travel Lanes Signage	Other
Live Question and Answer Session (March 18, 2018)							
3/18/2021	Where can pedestrians (new Rhodes State college) safely cross Market Street? Currently there are push-button signals at crosswalks. If there is continuously moving traffic through a roundabout, it could be a big problem.	Push-button signals are currently not in the plans for this project, however the plans do include crosswalks on each leg of the roundabout. Other devices could be used, such as a pedestrian hybrid beacon (similar to what is currently in use), but those require warrants similar to intersection stop lights. The City has reviewed research comparing pedestrian safety at signalized intersections to roundabouts and the signalized intersections do not perform as well. Also, under the current intersection layout, pedestrians have to cross four lanes of traffic. Under the proposed roundabout plan, pedestrians will only have to cross two lanes and will have a center island refuge.	x	x			
3/18/2021	I live in the Shawnee area and the roundabout there has really streamlined traffic issues. Great idea. The only problem is in the summer, when the plants grow and obscure visibility of the other legs of the roundabout. It makes it difficult to grab a spot and enter the roundabout because you can't see the other entrances. Cautions about visibility problems caused by center island obstructions. Written comment on chat board: Thank you for sharing this plan!	Good point about visibility. The Bellefontaine Street/Elm Street roundabout has vertical elements (trees) that allow you to see through. The City will evaluate the type of landscaping needed for safety. It may require a reduction in the number of plants or relocating planters to other locations. It is something the City will look at during detailed design.		x			
3/18/2021	Has the reverse/back-in angle parking recently installed on West and Elizabeth demonstrated a decrease in accidents?	Yes. We finished that project in 2014 so that reverse angle parking has been in place for seven years. We looked at 2017-2019 data through ODOT's ECAT system and pulled parking related crashes. There was only one, and it wasn't related to a parking issue, it was more of a bike lane/vehicle issue. So over those three years we had zero reverse angle parking crashes on West and Elizabeth. Comparing that to Main Street front angle parking, we had 37 crashes over a 10 year period per the LACRPC Roadside Safety Audit. So we have found it has been safer in terms of on-street parking.			x		
3/18/2021	Question 1: Thank you for putting this together for us. What will a high visibility pedestrian crosswalk look like at the Civic Center and Rhodes State College? Is it a crosswalk sign that lights up when a pedestrian is walking there? Question 2: With the change to reverse-angle parking, is there a plan for more meters, or different meters, or is that a different part of the conversation?	Response 1: With high visibility we're looking at ways to make motorists realize this is not a typical crosswalk in Lima or Allen County. We can do that by placing bars parallel with the roadway or LED lighting around the pedestrian signs or in the pavement on both sides of the crosswalk. Those are typically push button activated and flash for a pre-determined amount of time. They are very noticeable. There is also retro-reflective signage and "yield to pedestrian" signs within the crosswalk. There are different tools in the toolbox and depending on project budget we will find ways to make the mid-block crosswalks stand out as much as we can. If are going to make a mid-block crosswalk we need to give the pedestrian the confidence that when they step out into traffic, someone is going to stop. Conversely we want the motorist realize there are higher numbers here and they need to pay attention - something is different here than normal. That is what we are striving for. Response 2: Its certainly part of the conversation and we expect to see some information come out of the parking study Downtown Lima is doing. They are looking at a 29 block area in the downtown and they are looking at on-street and off-street parking, and metered versus not metered. The study has been slowed by Covid. They are getting closer to sharing some information. Whatever parking we have it can be metered or not metered. There are different layouts. With reverse-angle parking you want to place the meters where they won't get bumped into. We have always tried to accommodate businesses in the downtown. One of the main reasons the parking study was initiated was the planned Rhodes State development. The number of students and staff coming in will factor into the solutions.	x		x		
3/18/2021	I want to go back to Lieutenant Bishop's question and if I'm understanding the answer correctly. Were you saying that the data and literature are suggesting that a roundabout with a protected island where you would be crossing one lane, with a refuge in the center, and then crossing the second lane is as safe or safer than crossing four lanes with pedestrian lights as we currently have?	Yes we looked at the Insurance Institute of Highway Safety and studies in Europe indicate that converting conventional intersections to roundabouts can reduce pedestrian crashes by 75%. Single lane roundabouts have been reported to involve substantially lower pedestrian crash rates compared to conventional intersections with traffic signals. Roundabouts reduce crashes where people are seriously hurt or killed by 78-82% compared to conventional signalized or stop-controlled intersections (AASHTO Highway Safety Manual). So the information we are finding is showing that when signalized (higher volume) intersections are converted to roundabouts for efficiency, there is a reduction in both the seriousness and the number of crashes.	x	x			

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3/18/2021	Our office has been concerned about the possibility that voters will not be able to get to our office to vote, but if your timeline is followed it will work well. Next year is a gubernatorial election so we'll have a few more voters. We also have a handicap parking spot in front of our office and we hope it gets retained - especially if you do the reverse-angle parking. There is an issue with the state over that space because the van-accessibility striping is on the wrong side. So if you do the reverse angle parking and the stripes are put in place as you show, it should work out beautiful. We have to follow federal guidelines. I'll be calling to talk to you.	If you look at the rest of the layout, typically the ADA spaces go in the center of the block. Your situation is different being a voting location and we need to provide for that. Typically, we will have cross hatched area and a drop curb for the wheelchair ramp and then the ADA space positioned in the middle of the block. Regarding construction, on election day or leading up to election day that space needs to be open for voting. We can put special dates in the plans to make the contractor aware they will be asked to move equipment or work in a different area.			x		
3/18/2021	Written comment on chat board: Thank you Kirk. We have quite a bit of parking in our lots by the new building but there will be some parking off-site so pedestrian access will also be important for the College.	Thank your for your comment. No response.			x		
Email Comments Received							
2/19/2021	I received the letter regarding the updates happening to the streetscape and the opportunity to comment. I'm not 100% clear on where the boundaries are, so let me know if some of my suggestions are outside of the realm of the project. Our requests from The Meeting Place and Coworking Center: 1) ability to get some additional parking along Market Street. We would love to see Market Street turned into two lanes with a turn lane in the middle, and parking along the sides, which would slow down traffic so that they can see the businesses better, be safer for pedestrians, and provide more parking for businesses; 2) consistent parking along all streets - either all of them metered or all of them 2 hour. All pull in or all reverse in, but only if West Street could match the rest of the streets. If metered, ability to pay using mobile phone; 3) additional signage so that the public can see where parking is available, both on street and off, to encourage more outside visitors; 4) additional signage for walkable places and historical buildings to encourage more pedestrian traffic. My goals would be: Slow down traffic, consistent parking, better walkability and bikeability. Is it possible to get the feedback in from the downtown parking consultants and to use that in conjunction with this project?	Email Response (2/19/21): Attached please find a couple slides that show the project footprint and some conceptual ideas that we will be presenting at the public meeting on 3/18 at 5:30. Your portion of Market Street is included in the project because we need time to transition the two eastbound lanes into one lane for the one-lane roundabout. The slides show two west bound lanes by the Meeting Place because we have reduction has already taken place. I do like our idea of reducing to one lane and offering more onstreet parking and a capacity check should determine whether it's feasible. I have talked to the downtown parking consultants and we are coordinating our efforts. I will forward your comments below to our consultant who is packaging them all up so we can provide responses. If you have any questions, it may be easier to discuss over the phone at 419-233-1269. Additional Comments after email response: The purpose of the project is to "implement various improvements and correct facility deficiencies on Main St. between the midblock crosswalk south of Market St. and Wayne St. to reduce vehicular crashes and increase pedestrian safety. Improving urban mobility within this corridor is of utmost importance as it serves as the heart of the central business district which is currently experiencing a high amount of redevelopment". In addition, the City of Lima has adopted a complete streets policy (Resolution 05-16) which establish goals for making each public works safe and convenient for all modes of transportation.			x	x	

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3/7/2021	<p>As owner of the Enterprise Building and Partner in the Metro Center, now being renovated, I speak as part of a group that will have, when the Metro is completed, invested approximately \$9,000,000 in the Downtown area. I applaud the fact that you recognize that these project issues are extremely important to the success of the rebirth of Downtown Lima and are taking steps and seeking input as to their correctness of design.</p> <p>The following are some ideas we feel deserve note and attention: 1) the roundabout in the center of the square is an excellent application - apply what we have learned from the Shawnee Road and Bellefontaine Avenue; 2) parking: First, if we intend to redevelop retail, as our Mayor and city and county development organizations charged, it becomes absolutely mandatory that parking proximate to a retail site should have a priority for those retailers patrons. Example: parking in front of the Metro Center has been consumed by contractors and deliverymen who take extended coffee breaks at the Kewpee. Secondly, angled back-in parking is extremely dangerous. We have given it serious testing. On an angled back-in, the driver's view is completely obscured from seeing approaching traffic on pulling out. In addition there are no "back-up" lights to forewarn the oncoming traffic of my intentions to enter the traffic stream. Extremely dangerous! Elderly people find it difficult to safely back in. Jenkins Jewelers has leased parking from us to allow some of his older clients to come in to shop. They refused to back-in park. Consider if the angle of the present parking lines were reversed, the same parkers could park nose-in (requiring little neck turning) and upon leaving, they have, by law, three rear view mirrors and most now-a-day have a rear view camera to validate their view. Best of all, they have back-up-lights to warn the approaching traffic of their intentions. The conversion would be relatively low cost and the safety improvement would justify it.</p> <p>One main point to make - the speed limit must be reduced and enforced in any back-in or nose-in parking area. Especially Main Street! Thank you for the opportunity for input.</p>	<p>Question1/Comment1 - Our preferred alternative is a single lane roundabout. Question2/Comment2 - A parking study commissioned by Downtown Lima, Inc. is nearing completion and recommendations on how to better manage parking (on & off street) should be forthcoming. Managing parking through restrictions such as duration (signage) or metering should certainly be entertained. The City is not in a position to reserve or restrict what public on-street spaces get used by individual private property owners, but maybe it should be investigated if businesses are willing to pay for exclusive use. Question 2/Comment 3 - Reverse angled parking is part of the preferred alternative because there have been essentially no backing type accidents on West St. or Elizabeth St. since reverse angled parking was introduced in 2014. On Main St., the diagonal pull in parking averages 3 to 4 crashes per year (from Elm to Wayne). Because the city is receiving safety funds for this project, our goal find the safest solutions.</p>		x	x		x
4/9/2021	<p>As an after-thought I remembered several experiences I had on South Main Street while backing out after visiting the GLR and Allen County Economic Development. My problem experienced, with back-up lights on and peripheral camera on, was that the traffic went by so quickly on Main Street they were in and out of my and their line of vision so quickly neither of us could have reacted quickly enough to prevent an accident. It was a racetrack. This is the same condition that used to exist on N. Elizabeth Street. With the narrowing of the traffic lanes to one, the traffic has slowed down considerably. Tie that with the fact that the tenants of my building left, eliminating much of the parking traffic, and the fact that, I am told, many of Jenkin's senior customers refused to back-in park and the incidence of accidents would greatly diminish. Especially when the residual parkers are primarily service people on coffee break with higher seating letting them see over the windshield doglegs that obscure the needed for cars. I still have to pull out blindly and hope no one hits me or is going slow enough to stop in time to stop from hitting me.</p>	<p>Question1/Comment1 - With either type of on-street parking (pull-in or reverse angle), the speed of vehicles in the travel lanes is most likely directly proportional to the crash rate. The higher the speeds the more likely crashes will happen. The reverse angle parking maneuver allows the parking vehicle to control speed by signaling, coming to a stop which significantly reduces the speed of the traffic behind, and in most cases a complete stop. With stopped traffic the backing maneuver usually can be in a safe manner vs. the diagonal pull-in parking where drivers have to inch out until they can see or be seen. The city has found that reverse angle parking is safer than diagonal pull-in parking so that is why it is be considered. Features on cars such as rear and side cameras help reduce crashes, but most of those systems focus on what is directly behind the vehicle and not what may be approaching from a perpendicular angle.</p>			x		
3/28/2021	<p>Good presentation on the proposed Market and Main roundabout. We prefer a roundabout that accommodates emergency vehicles and deters semi trucks from using Market Street to go through town to Eastown Road. In your presentation you mentioned having a larger roundabout to accommodate trucks in the downtown. However, it will be difficult to accomplish this without also encouraging more truck traffic on Market Street. We have lived on W. Market since 1990. The semi truck traffic has increased a lot over the years, especially with the opening of Eastown Road. These trucks should be on the State Routes except in delivery situations. That is not the case. We have many trucks using Market Street as a main thoroughfare: Lowe's, Menards, Meijer, Gordon Foods, Walmart and even Fed Ex semis and others. It seems evident that we need much better "No Truck" signage on all sections of Market Street. What we have now is not adequate in size or placement. The trucks that do pay attention to the signage do not have much of a choice except to try to maneuver a turn onto Woodlawn, which brings a host of other problems. So, "yes" on a roundabout and "no" on trucks being able to easily maneuver it. And "yes" on much better "No Truck" signage. I have talked with Peggy Ehora about the semi trucks on Market Street. She experiences the problem, too.</p>	<p>We will review "No Trucks" and "No Thru Truck" signage and placement throughout the city including but not limited to the Downtown Business district, Market St., Metcalf St. and update as necessary. The preferred size of the center circle in the roundabout is one that will keep the existing elements including landscaping, lighting, elec. dist. box, and flagpoles, yet still accommodate a semi off route or making a local delivery.</p>		x			

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3/18/2021	I found the presentation on the Main/Market safety improvements on March 18, 2021 to be very beneficial. I support the preferred alternatives, as presented for the following reasons: 1) The larger diameter roundabout design seems best, both for vehicular traffic as well as pedestrian safety. The striped pavement crossing signage in addition to the single lane reconfiguration of Market Street will provide a higher level of pedestrian safety for crossing of Market Street. Also the median islands will provide mid crossing refuge for pedestrians. 2) The high visibility mid-block crosswalks also will signal drivers of the pedestrian crossings on Main Street, which are important as reinvestment and new life into the downtown is bringing additional pedestrian traffic. 3) The rear angle parking is expected to reduce the number of conflicts between the traveling vehicles and drivers emerging from parking. The statistics cited for the number of reduced accidents after reverse angle parking was introduced to Elm and West Street is encouraging.	Thank your for your comment. No response.	x	x	x		
3/18/2021	I've only just glanced quick through it, but I do have to say that I don't like the idea of a one-lane roundabout in the square. I hate using them as no one knows how they work so it's just frustrating. I'm still trying to wrap my head around how traffic will flow smoother going from four lanes to a one-lane roundabout and then back to four lanes. Seems to me that it will increase the traffic flow for all of the surrounding streets as people will avoid using it, and in turn, cause all of the surrounding area to be more congested on a regular basis and make it more frustrating to drive through Lima.	Traffic counts and volume analysis was conducted on Main St. and Market St. as part of the preliminary engineering phase. By design, roundabouts require vehicles to slow down in order to make their movement decision or yield to pedestrians. So far, the experience with the single land roundabout at Bellefontaine/Elm intersection has been very positive with free flow traffic and traffic crashes reduces by almost half compared to the signalized intersection. The single lane roundabout will accommodate existing and future traffic at a Level of Service A (free flow traffic and minimal delay) for all approaches according to the Main Street Safety Design Study (November 25, 2020).		x			
Survey Comments Received							
3/18/2021	I personally like the forward angle parking spaces rather than the reverse angle parking spaces.	Thank your for your comment. No response.			x		
3/19/2021	Traffic on Market approaching the roundabout will bottleneck frequently. Many local drivers are poorly trained and will likely be the cause of these tie-ups. The planters in the middle of Market at Elizabeth and at Union really need to be eliminated. They are a nuisance. An enhanced crosswalk at Wayne & Main isn't necessary. The large majority of foot traffic is employees from the Court House & Justice Center. They are well aware of how to negotiate that area.	TheMain Street Safety Design Study (November 25, 2020) lists a Level of Service (LOS) of A for all approaches for a roundabout type intersection. LOS of A is typical of free flow traffic and minimal delay. The raised planters at the intersection of West/Market and Union/Market would be removed and replaced with lower profile (6-inch high) islands. The pedestrian facilities and traffic signal at the intersection of Wayne and Main was improved with the Wayne and High project in 2020. Although pedestrian crashes were not as high at the Wayne and Main intersection as other intersections on Main Street, it was recommended in the Roadside Safety Audit (RSA) for improvements to crosswalks and pedestrian signage. Employees of the courthouse are familiar with the area, however, the courthouse has many people who do business there that are not local.	x	x			
3/19/2021	1) Question 12 only allow a person to click ONE - not all that apply. 2) This is a terrible idea in the face of the potential large increase in pedestrian traffic with Rhodes and other businesses investing in downtown! "Bring em downtown and run em over!"	Changes to the existing condition include yield before entering, deflection angle which produces lower speeds, and fewer lanes (shorter crosswalk lengths) which all benefit pedestrians. The proposed design does not include signalized pedestrian crossings, however, Rapid Flash Beacons (RFBs) can be considered which function similar to the existing push button activated traffic signal. Traffic would be required to come to a stop once the RFBs were activated and allow pedestrians to cross. SAFETY POINTS TO CONSIDER 1) Urban roundabouts have a better safety performance (88% improvement of injury crashes for all crash types) than 2 way stop controlled intersections per the Highway Safety Manual (HSM); 2) Urban roundabouts have better safety performance (55-74% improvement of all severity and crash types) than signalized intersections per Highway Safety Manual (HSM); 3) Roundabouts are a proven safety countermeasure per the Federal Highway Administration (FHWA); 4) Single-lane roundabouts involve lower pedestrian crash rates than comparable intersections with traffic signals (Brude & Larson 2000).	x				

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3/19/2021	The flagpole is an eyesore. The "Christmas tree" is an atrocity. Remove the flagpole and plant a permanent tree for a REAL Christmas tree to improve the holiday season and local morale.	The existing Christmas Tree was purchased by Downtown Lima, Inc. and is approximately 8 years old.		x			x
3/19/2021	A roundabout is ridiculous. Trying to bring more people downtown and you put in a roundabout so people can get hit. Drivers will not pay attention to the pedestrians and people will get hurt or killed. Stupid idea!!!! If you want to change it... just take out the circle and put in a 4 way light or stop sign.	Changes to the existing condition include yield before entering, deflection angle which produces lower speeds, and fewer lanes (shorter crosswalk lengths) which all benefit pedestrians. The proposed design does not include signalized pedestrian crossings, however, Rapid Flash Beacons (RFBs) can be considered which function similar to the existing push button activated traffic signal. Traffic would be required to come to a stop once the RFBs were activated and allow pedestrians to cross. SAFETY POINTS TO CONSIDER 1) Urban roundabouts have a better safety performance (88% improvement of injury crashes for all crash types) than 2 way stop controlled intersections per the Highway Safety Manual (HSM); 2) Urban roundabouts have better safety performance (55-74% improvement of all severity and crash types) than signalized intersections per Highway Safety Manual (HSM); 3) Roundabouts are a proven safety countermeasure per the Federal Highway Administration (FHWA); 4) Single-lane roundabouts involve lower pedestrian crash rates than comparable intersections with traffic signals (Brude & Larson 2000).	x	x			
3/19/2021	Reverse angle parking is a very wise move, for a number of reasons actually. Not many people really are capable of parallel parking, and reverse angle parking with parking blocks are a lot safer. More accidents at the roundabout have been caused by people running the red light, and other's being used to using a roundabout, being confused with the traffic lights. Crosswalk Visibility LED lights, with Crosswalk Warning Sign Flashing LEDS are certainly another wise decision. Lives are more important than cost and maintenance.	Thank your for your comment. No response.	x	x	x		
3/19/2021	I am totally against the reverse parking anywhere. I haven't been to the Meeting Place on Market since they put them in there. To reverse park you have to pull past the parking space, then put the car in reverse and if there is a car behind you, they then have to back up to allow you to back into the spot. If Main Street was wider (4 lanes) it might be possible but I think this is a very bad idea and hope the City will listen to its residents instead of going ahead with this idea ignoring public opinion like they have done in the past.	The reverse angle parking on West and Elizabeth has a proven safety record of no parking related crashes since it was implemented in 2014. Conversely, the pull-in diagonal parking on Main St. between Elm and Wayne average about 3-4 crashes per year. The reverse angle parking is part of the preferred alternative because of its safety.			x		
3/19/2021	Parking in the block of Main Street immediately north of the roundabout might cause congestion coming out of the roundabout.	Deflection angles will reduce speed while motorists are entering the roundabout, however, speeds will increase when a free flow condition (open lane - no vehicles or pedestrians) presents itself. If a parking maneuver is being made at one of the exits to the roundabout then traffic flow will be slowed or stopped until the maneuver is complete. Although the condition will not be continuous, it will have an intermittent impact. Further investigation and consideration will be given on how to address this during detailed design.			x		
3/19/2021	I am all in favor of a roundabout but have serious concerns about how pedestrian traffic will flow around such a busy roundabout.	Changes to the existing condition include yield before entering, deflection angle which produces lower speeds, and fewer lanes (shorter crosswalk lengths) which all benefit pedestrians. The proposed design does not include signalized pedestrian crossings, however, Rapid Flash Beacons (RFBs) can be considered which function similar to the existing push button activated traffic signal. Traffic would be required to come to a stop once the RFBs were activated and allow pedestrians to cross. SAFETY POINTS TO CONSIDER 1) Urban roundabouts have a better safety performance (88% improvement of injury crashes for all crash types) than 2 way stop controlled intersections per the Highway Safety Manual (HSM); 2) Urban roundabouts have better safety performance (55-74% improvement of all severity and crash types) than signalized intersections per Highway Safety Manual (HSM); 3) Roundabouts are a proven safety countermeasure per the Federal Highway Administration (FHWA); 4) Single-lane roundabouts involve lower pedestrian crash rates than comparable intersections with traffic signals (Brude & Larson 2000).	x	x			

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3/19/21	The roundabout will increase speed and decrease pedestrian safety if the cross walk stop lights are eliminated. Common sense. Several questions are conflicting (maintain or eliminate at opposites). Mid block cross walk isn't necessary, stop jay walking, this includes cops.	Changes to the existing condition include yield before entering, deflection angle which produces lower speeds, and fewer lanes (shorter crosswalk lengths) which all benefit pedestrians. The proposed design does not include signalized pedestrian crossings, however, Rapid Flash Beacons (RFBs) can be considered which function similar to the existing push button activated traffic signal. Traffic would be required to come to a stop once the RFBs were activated and allow pedestrians to cross. SAFETY POINTS TO CONSIDER 1) Urban roundabouts have a better safety performance (88% improvement of injury crashes for all crash types) than 2 way stop controlled intersections per the Highway Safety Manual (HSM); 2) Urban roundabouts have better safety performance (55-74% improvement of all severity and crash types) than signalized intersections per Highway Safety Manual (HSM); 3) Roundabouts are a proven safety countermeasure per the Federal Highway Administration (FHWA); 4) Single-lane roundabouts involve lower pedestrian crash rates than comparable intersections with traffic signals (Brude & Larson 2000).	x	x			x
3/21/2021	You people obviously don't care about people that have to travel north - south through Lima Traffic flow is very poor. The back in parking is a joke nobody uses it.	A higher volume of traffic does flow east to west vs. north to south, so the coordinated traffic signal system does favor the higher volume. Level of Service (LOS) for all roadways in the city can be found at the Lima Allen Co. Regional Planning Offices' website. LOS for Lima and Allen Co. is generally a "C" (stable flow) or better which is good compared to other metropolitan areas in the state. The reverse angle parking on West and Elizabeth has a proven safety record of no parking related crashes since it was implemented in 2014. Conversely, the pull-in diagonal parking on Main St. between Elm and Wayne averages 3-4 crashes per year. The reverse angle parking is part of the preferred alternative because of its safety.			x		x
4/14/2021	I think the roundabout that was designed at Bellefontaine avenue is the best thing to ever happen at that intersection. Traffic runs very smoothly through there and the roundabout is perfect for that location. I am not sure which option for the square is most like Bellefontaine's but that would be my pick. My only concern at the square is how will we get pedestrians across the streets with out having to use traffic signals and stopping all traffic when people need to cross. At Bellefontaine you don't have the element of traffic signals to watch out for and I think that is a plus. Also I am not in favor of reverse parking.	Changes to the existing condition include yield before entering, deflection (lower speeds) and fewer lanes which both benefit pedestrians. The proposed design does not include signalized pedestrian crossings, however, Rapid Flash Beacons (RFBs) can be considered which function similar to the existing push button activated traffic signal. SAFETY POINTS TO CONSIDER 1) Urban roundabouts have a better safety performance (88% improvement of injury crashes for all crash types) than 2-way stop controlled intersections per the Highway Safety Manual (HSM); 2) Urban roundabouts have better safety performance (55-74% improvement of all severity and crash types) than signalized intersections per Highway Safety Manual (HSM); 3) Roundabouts are a proven safety countermeasure per Federal Highway Admin (FHWA); 4) Single-lane roundabouts involve lower pedestrian crash rates than comparable intersections with traffic signals (Brude & Larson 2000). The reverse angle parking that was implemented on West St. and Elizabeth St. has a proven safety record of zero parking related accidents since 2014 (ODOT GCAT data) as compared to Main St. (Elm to Wayne) which averages 3 to 4 crashes per year. Therefore, reverse angle parking is being considered because it is a safety improvement.	x	x	x		

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4/14/2021	My only concern would be how to keep pedestrians safe and provide an opportunity for them to cross. Round about traffic seems to be constant as compared to a traffic light that stops vehicular traffic.	<p>Changes to the existing condition include yield before entering, deflection angle which produces lower speeds, and fewer lanes (shorter crosswalk lengths) which all benefit pedestrians. The proposed design does not include signalized pedestrian crossings, however, Rapid Flash Beacons (RFBs) can be considered which function similar to the existing push button activated traffic signal. Traffic would be required to come to a stop once the RFBs were activated and allow pedestrians to cross. SAFETY POINTS TO CONSIDER 1) Urban roundabouts have a better safety performance (88% improvement of injury crashes for all crash types) than 2 way stop controlled intersections per the Highway Safety Manual (HSM); 2) Urban roundabouts have better safety performance (55-74% improvement of all severity and crash types) than signalized intersections per Highway Safety Manual (HSM); 3) Roundabouts are a proven safety countermeasure per the Federal Highway Administration (FHWA); 4) Single-lane roundabouts involve lower pedestrian crash rates than comparable intersections with traffic signals (Brude & Larson 2000).</p> <p>The reverse angle parking that was implemented on West St. and Elizabeth St. has a proven safety record of zero parking related accidents since 2014 (ODOT GCAT data) as compared to Main St. (Elm to Wayne) which averages 3 to 4 crashes per year. Therefore, reverse angle parking is being considered because it is a safety improvement.</p>	x	x			
4/14/2021	When the plants grow in the roundabout in Shawnee, it is very difficult to see vehicles coming around the roundabout. Keep visibility pen for safety reasons.	Landscaping features will be reviewed during the design process to make sure they meet current standards for visibility		x			
4/15/2021	Streetscapes recently done with jutouts are terrible.	The bump outs are a means to both reduce the pedestrian travel path distance for safety and reduce the amount of storm water entering the combined sewer system thus reducing treatment costs and further EPA mandates.					x
4/15/2021	Will be some inconvenience but cant have progress without change.	Maintenance of Traffic during construction will be designed to reduce impacts as much as is practicable.					x
4/16/2021	It is already difficult for some guests to find the downtown wingate hotel. Where as I under the necessity of this project, and fully support it, I do hope that we are kept informed about the detours, and also that they are kept as short as possible, so that we can keep our guests informed.	The City will use all forms of media to broadcast changes in maintenance of traffic so that construction impacts are minimized.					x