

**Frost Road (CH-197) Corridor Improvements Project  
Public Involvement Meeting  
November 20, 2014**

**Summary of Public Comments and Responses to Comments**

**POR-C.H. 197 (Frost Road)  
PID 92561**

**January 21, 2015**

An open house public involvement meeting was conducted on November 20, 2014, from 6:00 pm to 8:00 pm at the Streetsboro Administration Building located at 9184 State Route 43, Streetsboro, Ohio. Proposed improvements, project schedule, right-of-way, and environmental displays were presented to the public showing the area along Frost Road to be improved. Representatives from the Ohio Department of Transportation, City of Streetsboro, and GPD Group were available to discuss the project and address questions.

Property owners and business owners were invited to attend the public involvement meeting by direct letter. The general public was informed of the meeting by news release via the Akron Beacon Journal newspaper on November 6, 2014 and November 13, 2014.

Approximately 13 people attended the open house public involvement meeting. An informational handout was provided to all attendees with a comment form for written comments. Oral comments and questions were addressed by representatives from the Ohio Department of Transportation, City of Streetsboro, and GPD Group. Additionally, the informational handout was made available to the community along with the comment form at the Streetsboro Administration Building for those unable to attend the public involvement meeting. Four written comments were received from residents for the public comment period that concluded on December 8, 2014.

The following is a summary of the four (4) written comments and responses to the comments.

### **Comment No.1**

**Comment from property owner:** Supports the project with the following concerns: The second phase needs additional research. I have been a resident at Frost Road for twenty years. The times with most traffic are early morning, work related trips, through school schedule. Also, evening hours from 4 to 6 during 5 days a week. Very few cars on Saturday and Sunday.

**Response to property owner:** Additional research for the proposed improvements was previously done by GPD Group via a safety and corridor study during September 2011 for Frost Road between Ellsworth Road and Cleveland Canton Road (State Route 43). The entire corridor as well as each intersection between Ellsworth Road and Cleveland Canton Road (State Route 43) was reviewed in depth with regards to safety, crash analysis, capacity analysis, auxiliary turn lane determination analysis, signal warrant studies, turn lane storage length recommendations, pavement condition ratings, as well as additional miscellaneous items. The study showed that the majority of crashes were rear-end type congestion related crashes. An exclusive shared left-turn lane throughout the corridor will provide left-turning vehicles an area to queue while they wait to turn, provide more free flow, and less delay for vehicles continuing along Frost Road. Weekday peak hours typically occur between 7:15 AM and 8:15 AM and between 4:45 PM and 5:45 PM. Traffic models and past traffic data indicate that the amount of traffic along Frost Road is projected to increase which would result in longer delays, more congestion, and possibly more crashes.

### **Comment No. 2**

**Comment from property owner:** I support Phase 1 – improvements to both ends of Frost Road near Interstate 480 and State Route 43. I have a lot of concerns about Phase2, widening the rest of Frost Road.

**Response to property owner:** GPD Group conducted a safety and corridor study during September 2011 for Frost Road which included Phase 2 within the study. The study indicated that the widening of Frost Road within Phase 2 would permit a shared left-turn lane to be constructed to provide left-turning vehicles an area separate from free flowing vehicles, thus improving safety, and less delays. Past traffic data and traffic modelling indicates that the amount of traffic along Frost Road is projected to increase which would result in longer delays, more congestion, and more unsafe conditions without the construction of an additional shared left-turn lane.

### **Comment No. 3**

**Comment from property owner:** We are in favor of Phase 1 of the project to modify the I-480 and State Route 43 intersections. We are not in favor of Phase 2 of this project for the following reasons: 1. After Phase 1 and the Philipps Parkway project, further turning lanes are not necessary. 2. It will be increasingly difficult to make left turns from side streets and driveways. 3. Residents of Frost Road will be forced to give up frontage which will lower property values and cause unnecessary legal defense fees. 4. Another study needs to be done after Phase 1 to determine the need for a third lane.

**Response to property owner:** The proposed shared left-turn lane throughout the corridor will provide left-turning vehicles a separate area from free flowing vehicles, thus improving safety and minimizing delays. A safety and corridor study by GPD Group done during September 2011 indicates that Frost Road traffic is projected to increase which would result in even longer delays

without an exclusive shared left-turn lane. Left turns from side streets and driveways will still have the same conflicts as existing conditions since the shared left-turn lane will only be used for Frost Road traffic intending to make left-turns and not for thru traffic. Some property right-of-way takes will need to be acquired to construct the improvements but will provide a safer corridor for both vehicles and pedestrians. Currently, pedestrians do not have a safe continuous corridor to travel along Frost Road. As previously mentioned, since traffic is projected to increase along Frost Road, another study will most likely yield the same results of the need for a shared left-turn lane along the project corridor.

#### **Comment No.4**

**Comment from property owner:** We have strong objections to parts of this Frost Road project that has been planned for years without input from those of us that reside on Frost Road. Whereas this project will significantly impact our lives and the lives of those who reside in this area, it would have been appropriate and pertinent to this project to have provided public input on this project from its inception years ago. Giving the residents of Streetsboro and specifically those residents of Frost Road only one opportunity to have input AFTER the project plans have already been submitted and solidified is negligent in giving a voice to the public and residence of this community.

So please let it be officially noted in the public records that we have considerable objections to this project and will exhaust all legal options to protect their interests as deemed necessary as this project proceeds forward.

As we have stated our concerns to council, to the mayor, and to the engineers of this project, we are sure you are aware of our concerns. However, I will clearly state them below, just to be assured they are publicly recorded as documented objections and not simply hearsay for future reference.

While we do understand the need to ease the congestion where Frost Road intersects with the bridge over 480/14, that does not mean that we agree with the remainder of the planned Frost Road project. Unfortunately, since the residents were not included in the discussions, the decisions were made from outside sources that have no common knowledge of the area and traffic situations that exist but instead relied on partial data that did not give an accurate and complete picture of the situation. As we have stated in verbal conversations, the congestion at Frost Road and State Route 43 is an impossible problem to "fix" by just adding turn lanes in that area. It is common knowledge that while Frost Road does back up during rush hour times, State Route 43 is also backed up three times as much as Frost Road at those times as well. It would appear that a study was not done that correlated these two factors when coming up with a solution for the congestion issue. The only possible way to alleviate the congestion on Frost Road would be to increase the congestion on State Route 43, thus creating yet another issue. Common knowledge and observation of the situation would have made this an easy determination to assimilate into the equation. As would taking the time to have asked those residents in the area for their observations BEFORE any decisions were made based on insufficient data. We realize that this portion of the Frost Road project will go forward, regardless of input or insight from residents. We are also sure that it will not alleviate the problem without creating another one for those travelling on State Route 43.

As to our objections to "Phase 2" of the Frost Road project, we have a long list of concerns about the negative impact this phase would have on the residents of Frost Road, the residents in the

subdivisions that connect into Frost Road, and the safety and well-being of all those who travel on Frost Road. While we have been assured that Phase 2 is currently unfunded and future input on the efficacy of this project would be sought prior to its installation, we will still note our concerns here for future public record reference.

The current plans for Phase 2 require the addition of a central turn lane to run along Frost Road from State Route 43 to State Route 14/480. Not only is this additional lane not a necessary expenditure for the City of Streetsboro to incur, it is a clear threat to the safety and well-being of the residents of this community and those who travel through our community on Frost Road. Once again, I feel the determination of widening this road was based solely on referential data that does not include a common knowledge or understanding of the landscape and visible barriers that would have a negative effect if this measure was instituted.

There are many locations on Frost Road where side streets intersect with Frost Road and on-coming traffic is difficult to see when pulling out from these side streets, due to the terrain of that specific area. While it has been stated from an engineering point of view, that widening the road is meant to ease congestion, not regulate speed, it is fool-hardy for the City of Streetsboro to ignore the impact widening the road would have on the safety and well-being of its residents and those travelling on Frost Road. For instance, due to hills at both the North/South Delmonte and Frost intersections and the Greentree Parkway and Rodney St intersections, visibility of on-coming traffic is already an issue. Adding in a third lane where traffic can proceed from one traffic light on Frost Road/Rt 43 to the next traffic light at Frost/Rt14, would cause an increase in traffic speed, regardless of posted speed limits, and thus an increase of serious and probably life threatening accidents from individuals trying to cross more lanes of traffic when attempting to turn from side roads onto a free-flowing Frost Road. Accidents usually caused by these types of situations, or "T-bone" crashes as they are usually called, are often more deadly than rear-end collisions. Currently, I think research will show that most of the collisions on Frost Road are from rear-end collisions, except those located up at Rt 43 and Frost where traffic attempts to exit a business, cross multiple turn lanes, and due to blind visibility of this widened section, have fallen victim to these more serious type of T-bone collisions. Widening Frost Road all the way down will simply lead to many more of these serious accidents.

We would also like to have noted that taking away 6 feet of our property is going to place this higher flowing traffic literally closer to our front door. As records will show, there have been incidents of cars hitting the front of houses on Frost Road from traffic. It seems unconscionable that the City of Streetsboro would purposely choose to eliminate 25% of our frontage and move traffic that much closer to our living rooms, risking our safety and well-being. Again, the risk imposed to simply ease congestion of a road that only experiences real back up at rush hour times. Yet the risk of higher flowing traffic would exist at all times from a third lane allowing free-flowing traffic and closer proximity to our residence. This is one of the reasons that those residents that this effects on Frost Road will seek all options available to them should the City of Streetsboro decide to impose the current Phase 2 plan on them and risk their well-being.

It is our perspective, and hopefully that of the Streetsboro City council and the employees of the city, that the safety of our residents is more important than widening of a road to alleviate congestion during rush hour times of day. It is also our belief that widening the road, and creating a more free-flowing traffic would actually end up with more congestion at both intersections at 43 and 14/480 as there is nothing in between to impede traffic flow to both ends in a high speed manner. It is our hope that the City of Streetsboro will continue to take into account the common

knowledge of the actual traffic situation that exist on Frost Road from those residents who have the most knowledge of what really happens there. Not simply base decisions on road construction by numbers on a data sheet but how that data is relatable to the actual conditions on the ground.

**Response to property owner:** The public was informed of the proposed widening of Frost Road as far back as calendar year 2012 per the City of Streetsboro's council meeting minutes. Additionally, please note that the project plans are currently being developed and have not been finalized and submitted for construction to date. Additionally, as a reminder and as stated at the public involvement meeting, funding for Phase 2 of Frost Road presently has not been secured and no construction date of the Phase 2 improvements has been determined to date.

A thorough safety and corridor study was performed by GPD Group during September 2011 which included multiple site visits and obtaining various traffic data such as traffic volumes, manual turning counts, and crash data. The traffic data was analyzed in regards to capacity analysis, auxiliary turn lanes, intersection capacity, corridor analysis, storage length of turn lanes, and signal warrants. Per this analysis it was determined that a shared left-turn lane along Frost Road will be an effective countermeasure to the current high volume of traffic in order to reduce delays and increase safety since a dedicated turn lane will be assigned outside of the free-flowing traffic lane of Frost Road. Additionally, per the traffic study, the informational handout at the public meeting, and the exhibits presented during the public involvement meeting, improvements to State Route 43 (widening and additional turn lanes) are also included in the plans along with the improvements to Frost Road and will be part of the Phase 1 scheduled improvements.

As stated previously, the purpose of the improvements are to increase safety and reduce delays, and not to encourage an increase in traffic speed. Violations of speed limits are to be enforced by law enforcement. Engineering design is based on the design speed of the facility which typically is at the legal speed limit or 5 mph higher than the design speed.

Additionally, the horizontal and vertical alignment of Frost Road was analyzed to ensure it meets or exceeds current design standards for the design speed of the facility. Current design standards include horizontal degree of curve, stopping sight distance, vertical alignment, lane widths, etc. The proposed improvements are to be designed to meet or exceed the current design standards as specified by the Ohio Department of Transportation.

The proposed improvements include a curb and gutter along both sides of Frost Road. The curb proposed will be of a vertical face type which are relatively high and steep-faced making it difficult for vehicles to cross over them. Drivers tend to shy away from them and typically laterally displace away from the curb. Thus, lessening the risk of vehicles accidentally exiting the roadway and on to private property. A review of the concerned property indicates that the proposed right of way will be five feet beyond the existing right of way. Thus, the frontage (distance between the existing house and the proposed roadway) of the concerned property will be reduced by approximately less than ten percent.