

First, is now the best time to do it?

I think it is premature to plan and implement this project for the following reasons:

- Lien Rd has not been built out to its eastern extent or 4-lane capacity in order to function as a major corridor to carry traffic away from the East Towne area.
  - Roundabouts are known to greatly improve traffic flow through an intersection as proven at N Thompson & Commercial.
  - Improving traffic flow and reducing the southbound backups on Zeier at Lien at this time will likely result in increased traffic through the Ridgewood Neighborhood along both N Thompson and Glacier Hill Dr south to Commercial Ave (County. T).
  - Current traffic trends indicate that most southbound Zeier Rd, and a high proportion of eastbound Lien Rd traffic will exit the roundabout southbound onto N Thompson.
  - As N Thompson becomes more saturated, a higher proportion of south-eastbound traffic will likely exit eastbound onto Lien Rd, turn right onto Glacier Hill Dr and cut through the neighborhood to Commercial than currently do because the current left turn conflict onto Lien Rd will be eliminated.
- Efforts are very strong to use the rail corridor for commuter and high-speed rail.
  - If that happens, potentially 20 high-speed crossings, at 80+ mph, and 96+ commuter rail crossings could occur on a daily basis across both Lien Rd and N Thompson.
  - 2002 MPO estimates submitted for the Neighborhood Planning Grant projected 46,000+ daily vehicle trips through that intersection at build out.
  - The topography, speed and number of trains, high traffic volume, and proximity of the gas station all warrant consideration of grade separation if those types of rail services are implemented.
  - Reconstructing that intersection now precludes any further consideration of grade separation for decades.

Second, Plan B:

If the concerns above are not sufficient to delay implementation, then the following is a general overview of the opinions and concerns expressed at the neighborhood meetings:

- The vast majority favors a roundabout solution over a conventional signalized intersection.
- A minority of 2 on a show of hands favored the signalized solution.
- 2 right in, right out entrance/exits to the gas station (1 on Lien Rd & 1 on N Thompson) were favored over the single entrance/exit in Lien Rd.
- The most significant concern expressed relates to the number and size of traffic gaps on southbound N Thompson.
  - Significant gaps are needed due to the high number of cul-du-sacs (5), and the limited sight line caused by the curvy geometry and steep hill on N Thompson between Lien Rd and Oak Valley Dr. Egress at peak travel time is hazardous.
  - Documentation provided indicated that roundabouts create gaps. However, observed operation at N Thompson and Commercial indicates that if a platoon of 5 vehicles approach on Commercial from the East, once the first car enters the roundabout, southbound N Thompson traffic must wait for the platoon to clear.
  - The following factors identify the differences we feel will minimize the number of gaps and distance between them at certain times of the day, week, and year due to the East Towne generator.
    - Currently only one lane of southbound Zeier Rd traffic can proceed through to N Thompson after making a left turn. The roundabout solution allows both southbound Zeier Rd traffic lanes to empty onto N Thompson without the conflict with traffic exiting the gas station or turning left onto Lien Rd.
    - Currently the eastbound Lien Rd left lane is blocked with left turning vehicles, which allows only the right lane to proceed through onto N Thompson. The roundabout solution removes the left turn blockage and appears to allow both lanes to empty onto N Thompson.
    - Currently southbound N Thompson traffic is merged to one lane before going up the hill. This action has a negative effect on the gaps, but a positive effect on managing the speed through the neighborhood. Any thought of returning N Thompson to 4 lanes would be regressive, result in more serious accidents, and recreate the racetrack it once was.
- The city presentation also disclosed the plan to provide pedestrian activated traffic signals due to the high traffic volume. If the trains increased and more stringent gates were required, it was also indicated that the signals would be a possible part of that traffic control.
- If Plan B is the only option, then there was a recommendation that road sensors be used to monitor the traffic volumes and activate the signals as a pedestrian would to create southbound N Thompson gaps during peak times.

Thank you for your consideration of our concerns. Please help us to have a livable safe neighborhood. Let's do what we can to implement a solution that functions well into the future.

Respectfully,  
Bob Schaefer  
Ridgewood Neighborhood Association – Traffic & Safety Co-Chair