

ROLLING HILLS COMMUNITY PARK & ROADWAY IMPROVEMENTS

Public Comments & Responses

Q1: Concern over intersection of North St. + Seminole. Stop sign in place, poor visibility traveling west or north, frequent drivers blowing through the sign, ignoring possibly, but more likely secondary to visibility. Request consideration for flashing lights prior to stop sign as signage is currently not seen + slowing violators. I personally have seen accidents + have been nearly hit numerous times. Appreciate the sheriff's office patrols but signage needs to improve, for safety (#1).

A1: This intersection is within a future improvement project associated with the Rolling Hills area. The design for this upcoming improvement project is scheduled to start later this year and when it does, these comments will be reviewed and considered as a part of the overall design. In the meantime, we have provided these specific comments to the Seminole County Traffic Engineering Division so they can assess the intersection to see if changes are needed in advance of this future project. We appreciate your feedback.

Q2: The roundabout on North Street at Nelson and Raymond at Stanley is going to increase the traffic on Stanley Street and Nelson. People are already using this as a cut thru. There may need a speed table on Stanley Street to slow down the traffic. If you are going westbound on North street it is easier to cut thru rather than go around two roundabouts. You only have to make two rights at the roundabouts. Also, what is being considered to keep people from parking on the neighborhood streets? Thanks for all of your work.

A2: Thank you for voicing your concern about Nelson Avenue and cut-through traffic. The project team will coordinate with the Seminole County Traffic Engineering Division related to studying traffic calming along Nelson Avenue. Considering the area has a grid network there is a potential

for cut-through traffic to use Nelson Avenue with or without the roundabouts. As it relates to traffic taking right turns at the roundabouts, please consider that all traffic entering a roundabout must yield to existing traffic in the roundabout, therefore a vehicle does not experience additional delays by traveling straight through a roundabout versus turning right. The roundabout on North Street and Raymond Avenue is placed at a location where multiple trails converge and large portions of the neighborhood will be accessing the park system, making it an integral part of the network solution for pedestrian and bicycle access and safety. The roundabouts create pedestrian crossings where vehicles must slow down to navigate them. The roundabout also creates a two-stage pedestrian crossing where pedestrians can look for a gap in traffic one direction at a time due to the splitter islands included across all legs of the roundabouts. Roundabouts are also shown to be a much safer alternative than unsignalized or signalized intersections with up to 90 percent fewer fatalities, 76 percent fewer injuries and 40 percent fewer bicycle or pedestrian crashes, according to studies by the Florida Department of Transportation and the Federal Highway Administration. Furthermore, if the roundabout was not installed and a traffic signal eventually needed to be placed at this location, then vehicles traveling west on North Street and then desiring to go north would be tempted to turn right on Nelson Avenue during a red phase. A traffic signal would also delay pedestrian and bicycle users of the trail network all with a less safe operation. The Seminole County Traffic Engineering Division is looking into acquiring traffic volume and speed data for roadways in the area to determine pre-park numbers to compare with traffic data once the park has been constructed. Traffic count data from Carlton Street, Allison Avenue and Beach Avenue has already been recorded.



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Q3: The section of road activities on the east (northbound) side of Palm Springs Drive has a current sidewalk that is extremely close to the road. We have had many accidents on that curve and it is dangerous to see the cars coming at you on the curve. On the bright side - I absolutely love everything about the design of this park!

A3: Thank you for your comment related to the location of sidewalks along Palm Springs Drive. Sidewalks along the roadways have been shifted to be as far from the roadway travel lanes as possible while staying within the existing public right-of-way with this project.

Q4: There are problems with traffic on Raymond & 434 especially trying to turn onto I-4. It is backed up every morning & the traffic lights do not seem to be in sync. I get stuck in the middle of 434 most mornings. DOT should be involved in solving this problem especially once a round-about is installed. The round-about may exacerbate this existing problem. I do love the idea of the roundabout, but the traffic flow/timing needs to be addressed.

A4: Thank you for your comment about traffic problems at State Road (S.R.) 434 between Raymond Avenue and Interstate 4 (I-4). The Rolling Hills roadway improvements project is making improvements along Raymond Avenue approaching S.R. 434 which should help improve access to the turn lanes on Raymond Avenue. This project also improves the safety and operation in the area of Raymond Avenue from Carlton Street to the proposed roundabout at Stanley Street including a new median and improved crossings for pedestrians. The Florida Department of Transportation (FDOT) will need to review and study further improvements along S.R. 434 and access to I-4. We are providing your comments to them for their consideration. We appreciate your feedback.

Q5: Happy with the improvements. Esthetics are beautiful. Excited for bike and walk paths. Would like to see some sort of control of trucks over weight limit going down North Street + speed control. Overall, we are happy.

A5: There are many different types of speed management strategies, and different areas in the project limits have different opportunities. The eastern end of North Street has proposed curbed medians with landscaping as well as a shared use path on the north side of the street to reduce pavement width. These features will make the corridor feel narrower in an effort to reduce vehicle speeds. The project team will review the truck and weight restrictions further with Seminole County Public Works. We appreciate your feedback.

Q6: Please review the Raymond left turns onto I-4. This lane to I-4 backs up the left of 434 lane.

A6: Thank you for your comment about traffic problems at State Road (S.R.) 434 between Raymond Avenue and Interstate 4 (I-4). The Rolling Hills roadway improvements project is making improvements along Raymond Avenue approaching S.R. 434 which should help improve access to the turn lanes on Raymond Avenue. The Florida Department of Transportation (FDOT) will need to review and study further improvements along S.R. 434 and access to I-4. We are providing your comments to them for their consideration. We are providing your comments to them for their consideration.

Q7: The intersection of North Street + Seminole there is a stop sign. Many times, as I am coming from Arden Street I have seen many people blow thru this intersection. This week I was almost hit by a car that blew this sign at about 40-45 mph. I would like

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to see a flashing stop sign put up like the ones on Rangeline. Also, how is the 5pm traffic at Raymond + 434 going to be resolved? I've seen traffic backing up on Raymond to North Street.

A7: Thank you for your comments regarding the intersection of North Street and Seminole Avenue and regarding the area of State Road (S.R.) 434 and Raymond Avenue. Stop ahead signage is in place in advance of the intersection in the eastern and western direction. Seminole County Traffic Engineering Division has also ordered red flashes to be installed on top of the eastern and western directions. This intersection is also within a future improvement project associated with the Rolling Hills Area. The design for this upcoming improvement project is scheduled to start later this year and when it does, these comments will be reviewed and considered as a part of the overall design. In the meantime, we have provided these specific comments to the Seminole County Traffic Engineering Division so they can assess the intersection to see if any additional changes are needed in advance of this future project. We appreciate your feedback.

Q8: I am concerned that the open stretch after the roundabout on north street lacks enough speed control & would like to ask for a raised crosswalk for the area before Golfview Drive.

A8: Thank you for your comment about speed control in the area of North Street east of the proposed roundabout. There are many different types of speed management strategies, and different areas in the project limits have different opportunities. The travel lanes on the eastern end of North Street are proposed to be narrowed and medians with landscaping are included in an effort to visually narrow the roadway and encourage slower traffic. Based on our coordination with

emergency response, the recommendation is to not include a raised crosswalk in this area in order to not further impact potential emergency response times.

Q9: Your plans and renderings are awesome! I've begun to appreciate traffic circles now, after hearing the advantages. Your speakers are always so knowledgeable + articulate. My only comment is: I found some of the drawings a little confusing as somewhere not oriented to the North. Perhaps a small North arrow? (only later did I notice the north arrows on some in items in the entry room). Great job! Makes me proud of my country.

A9: We apologize for any drawings with unclear orientations. We will work to ensure future presentation graphics are as clear as possible. We appreciate your feedback and look forward to continuing to work with the community on this project.

Q10: The intersection at Palms Spring Dr & North Street. When heading east on North St. (approaching the intersection), headlights coming from traffic headed west on North St- at the intersection, are blinding to me (& others possibly) as I wait for the approaching westbound traffic.

A10: The current proposed design may not address westbound headlights impacting your ability to see while traveling eastbound towards the North Street and Palm Springs Drive intersection. However, the eastern leg of this intersection is within the limits of the future Phase 3 Rolling Hills roadway improvement project. When design begins on this future phase, these comments will be reviewed and considered. In the meantime, we have provided these specific comments to the Seminole County Traffic Engineering Division so they can assess the intersection to see if any additional changes

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are needed in advance of this future project. We appreciate your feedback.

Q11: Please consider additional traffic calming options on North street between Palm and the roundabout. Maybe a similar surface that is being used on the Palm intersection.

A11: Thank you for your comment about additional traffic calming opportunities in the area of North Street east of the proposed roundabout. There are many different types of speed management strategies, and different areas in the project limits have different opportunities. The travel lanes on the eastern end of North Street are proposed to be narrowed and medians with landscaping are included in an effort to visually narrow the roadway and encourage slower traffic. We will review further opportunities for using some textured pavement in this area to determine if it can have a traffic calming benefit.

Q12: The project looks good. I have one suggestion regarding the park and restrooms. People are worrying about illegal activities. You may want to consider placing cameras in certain areas. Along with park rangers. People wanting to do illegal things watch for patrolling and timing.

A12: The restrooms will be located in an open centralized area that will be well lit. The restroom doors will be locked and secured when the park closes. Seminole County Parks & Recreation staff will work closely with the Seminole County's Sheriff's office to increase patrolling in the area.

Q13: Suggest that: 1. fitted exercise stations be located along trail (similar to SanLando Park). 2. Covered pavilions at various locations. 3. Fixed

seating & gardens @ various locations. 4. Tie into Wekiva trail (upgrade current I4 connection & make more pedestrian friendly). 5. Provide common areas for events (farmers market, art shows...).

A13: We will consider some type of fitness area in the near future, but it isn't currently in the budget. Covered pavilions and benches are provided along the trail. The connection to the Wekiva trail isn't included in the current design or budget for this project. Pedestrian access is available through sidewalks for now.

Q14: There may not be room, but if possible, can there be pickleball + tennis courts? Also, could there be an area for kiddie golf with holes or plates to putt golf balls into with the hole poles, and people could bring their own clubs + balls? It could be a small area so no one could putt hard + hurt someone else. Since it used to be a golf course, it would be nice to bring it back in a small way.

A14: We will take a look at some of the areas that may be suitable for a tennis or pickleball court but these items aren't currently in the budget. At this time, the park is considered a passive park with no organized sports such as pickleball or tennis, but maybe in the near future we can consider the possibilities. There is a putting green using artificial turf in the park that will be open to users of all ages.

Q15: Don't forget this is a gold cart community. Please make provisions for SCCH.

A15: The trail is not intended for golf cart use except as needed for County maintenance. All golf carts will need to use roadways and designated parking areas.