Traffic Impact	Oral Response During the Meeting
Will the project address the westbound 580 exit merge?	Yes, additional signage and/or lights will be needed to provide advance warning to drivers regarding the roundabout.
Will the project address the sight distance from westbound 580 exit to the roundabout? Will more lighting, advance signage and warning lights be included in the work scope?	Yes. Exact warning devices are to be determined.
What is the queue length for cars after the roundabout is installed?	The traffic studies state that there will be several cars queued during peak hours.
Will bus routes be affected by this project?	No. Buses can navigate around the roundabout. Bus routes will not have to change.
Bicycle-Related Questions	
Why not include Class II bike lanes?	Bike lanes are currently on MacArthur Blvd and Foothill Blvd, but are not shown in the colorized concept drawing. Bicyclists will definitely be taken into consideration as part of the design.
Can we follow Dutch design for roundabouts (bike lanes are physically separated from vehicle lanes)?	We will consider this idea. However, the lack of right-of-way may make it difficult to implement.
Design should ensure that bicycle movements will not be confusing.	The roundabout will be designed to allow for safe movements by bicyclists.
General Design Questions	
Why is there a free right turn to northbound Foothill Blvd (can conflict with bike movements)?	The amount of traffic that turns right onto northbound Foothill Blvd is significant. The free right turn will allow those cars to not have to enter the roundabout.
Why not install a traffic signal instead?	A traffic signal was considered in both the 2006 and 2015 studies of this intersection. Although there are benefits to having a traffic signal (e.g. protected pedestrian crossings), a signal may lead to excessive queue lengths and sight distance issues for cars exiting westbound I-580. A long queue of cars would also block access to Lewis Ave.
Will signage be provided to clarify which way drivers should go?	Signage will be provided.
Will stop signs be installed at the entries to the roundabout?	Entries to roundabouts are yield-controlled, meaning that cars wishing to enter should yield to cars that are already in the roundabout. This is unlike traffic circles for which the entries are controlled by stop signs or traffic signals.
Will there be a loss of street parking?	Yes. Four spaces will be removed at the southwest corner and two at the southeast corner.

Traffic Impact	Oral Response During the Meeting
Will sidewalk be added on the north side of the intersection?	This will be taken into consideration. **(Update: After reviewing the existing site after the public meeting, it does not appear that additional sidewalk is needed on the north side. The future crosswalk crossing Foothill Blvd will connect to the existing sidewalk.)**
Can trucks make U-turn at the round-about?	U-turns by trucks will be taken into consideration. The current design allows for truck movements through the intersection.
Will drivers understand how to maneuver around the roundabout?	Signage will be provided.
Will it become unsafe to turn out of the driveway for the townhomes at the southwest corner of the intersection?	Traffic from the roundabout onto southbound Superior Ave will be slowed down by the geometry of the roundabout, so it should be safe to exit the driveway for the townhomes.
Was the roundabout modeled on a computer?	Yes. Specialized roundabout design software was used.
Is the Fire Department OK with the roundabout design?	The roundabout will not inhibit fire trucks through the intersection.
What is the project schedule?	A second public meeting will be held towards the latter part of the design phase. Construction is expected to start in 2017.
Pedestrian Crossings / Safety	
Speeding cars may crash into the roundabout, so pedestrian protection (bollards, barriers, etc.) should be part of the design	We will take pedestrian safetly into consideration. Bollards and barriers will be considered.
What type of crosswalk will be provided (lighted crosswalks, flashing beacons, ladder striping, etc.)?	Crosswalks will be made more visible through striping and/or lights. Exact details are to be determined.
The safety of pedestrians crossing MacArthur Blvd should be considered	Pedestrian safety will be taken into consideration.
Will pedestrian crossings be safe?	The safey of pedestrians using the proposed crosswalks will be taken into consideration.
What is the best location for the pedestrian crossing on Foothill Blvd? Should the median island be extended to the crosswalk?	We will consider extending the median island on Foothill Blvd.
How many crosswalks currently exist at this intersection? How many are proposed?	Two crosswalks exist. Three are proposed in the current concept.
The free right turn to northbound Foothill Blvd creates high traffic speeds, which makes it dangerous for pedestrians to cross Foothill. Can this be addressed with the roundabout?	We will look into this issue. Speeds might be mitigated with a bulb-out or other traffic calming measures.
MacArthur Blvd	
Traffic calming is needed on MacArthur Blvd north of the roundabout.	We will take this into consideration. Traffic speeds were reduced with the MacArthur Blvd Streetscape improvements constructed approximately a decade ago.
What is the current average speed of traffic on MacArthur?	Speed surveys are conducted by the City's Traffic Division every five years. The last speed survey showed that 85% of traffic along MacArthur Blvd travels below 40 MPH. The next speed survey for MacArthur Blvd will be conducted soon, and the speed limit may change depending on the speed data to be collected.

Traffic Impact	Oral Response During the Meeting
Will more/new signage be provided for the speed limits?	New signage will be provided with the construction of the roundabout.
Will crosswalk be added for the pedestrian crossing at Lewis/MacArthur?	We will take this into consideration. The crossing is still legal without a crosswalk.
Will project slow traffic on MacArthur both sides of the project intersection?	Yes. The geometry of the roundabout will force drivers to slow down to 15 to 25 MPH.
Will stop signs be installed at Victoria/MacArthur?	We will take this into consideration.
Superior Ave	
Can we discourage traffic from entering Superior Ave?	We will consider ways to accomplish this through signage or traffic calming measures.
There is currently too much speeding on Superior Ave. The roundabout may make it worse.	We will take this into consideration as part of the design.
The traffic volume is currently too high on Superior Ave. The roundabout may make it worse.	We will take this into consideration as part of the design.
How will the roundabout affect the queue length for cars on Superior Ave.	It should reduce the queue length, since the approach from Superior Ave is currently controlled by a "STOP" sign, which will be replaced with a "YIELD" sign with the roundabout.
Are trucks permitted on Superior Ave? The existing truck traffic is problematic.	Superior Ave is not a truck route.
Will traffic calming measures be installed on Superior Ave as part of this project?	Traffic calming measures on Superior Ave will be considered as part of the design.
Landscaping	
Will there be irrigation for the new landscaping?	Yes. A new water connection will be needed.
Will the landscaping be maintained?	Yes, but the plants selected will be Bay-Friendly and require minimal maintenance.
Is there budget for landscape maintenance?	Yes.
Funding	
What is FoodCo's funding contribution to the project?	FoodCo is located in Oakland and did not make a funding contribution towards the project.
A portion of the work will be done within Oakland's right-of-way. Traffic from Oakland on Foothill Blvd will benefit from the project. Will Oakland help fund the project?	Oakland has not contributed funding towards this project.
Funds were paid to the City for the development of the townhomes at the southwest corner of the intersection. Will those funds be used towards this project?	The townhome developers paid Development Fees for Street Improvements (DFSI). DFSI, General Funds, and money recovered from the State for the former Redevelopment Agency will be used towards the project design and construction phases.
Miscellaneous	
Is the Fire Department OK with speed bumps?	The current City standard speed bumps have gaps to allow for fire trucks to pass through without slowing down.

Traffic Impact	Oral Response During the Meeting
There are two southbound lanes from Foothill Blvd at the intersection. Cars on the right lane currently also turn left. Traffic enforcement by SLPD is needed.	The double left turn will be eliminated with the roundabout project. (**Update: The double left-turn movement is legal with the existing signage and striping. The Traffic Division of the Engineering and Transportation Department will review the intersection and decide if some additional signage and/or striping is needed prior to construction of the roundabout)**
There is currently illegal dumping of trash on Foothill Blvd north of the intersection within the City of Oakland.	Councilmember Lopez is currently working with the City of Oakland to address this problem.
Will roundabout help address crime stemming from the liquor store adjacent to the intersection?	The roundabout design does not include crime mitigation.
A roundabout was installed over a decade ago on Maud Ave and that did not work well and was removed. How is this project different from the one on Maud Ave?	The lack of space on Maud Ave caused the roundabout to fail. A roundabout should be feasible at the intersection of Superior/MacArthur based on the studies done for this intersection.
Will roundabout education be provided?	We will take this into consideration. At a minimum, new signage and striping will educate drivers as to what to do as they approach the roundabout.