



Issues from the *Final Engineering Report* for Widening Bannerman Road

McBride Hills HOA Board of Directors

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The McBride Hills HOA Board of Directors have reviewed the *Final Engineering Report*, <https://www.bannermanroad.com/>, for the widening of Bannerman Road and have a number of issues that need to be addressed before proceeding with this project.

- 1. Reynolds Road and Bannerman Road Intersection.** Not allowing a left (West) turn from Reynolds onto Bannerman Road (as recommended in the *Final Report p. 1160*) will funnel traffic to the McClure Drive and Bannerman Road Intersection exacerbating an already bad situation causing likely backups for those trying to make a left turn from McClure onto Bannerman.
 - There must be a redesign that will allow a left turn onto Bannerman from Reynolds.
 - This situation will be especially problematic during morning and afternoon rush hours where it is currently almost impossible to make a left turn from McClure onto Bannerman.
 - With the coming of a Publix and other commercial stores at Bull Headley and Bannerman, we can anticipate more (not less) traffic from McClure Drive and Reynolds wanting to turn left (West) onto Bannerman.
 - Given the difficulty of making a left turn onto Bannerman from McClure, it may require folks to make a right turn onto Bannerman and go East to the round-about at Bannerman Crossing, go around the round-about and then go back West on Bannerman.
 - Limiting access into and out of the Reynolds/McClure and Bannerman is a significant safety issue as emergency, police, etc. may encounter difficulties getting into an out of these neighborhoods.

2. **Bannerman Road and McClure Drive Intersection.** A new design for this intersection is required as there are numerous problems with the recommended design (*Final Report, p. 1162*).
 - There needs to be a longer left turn turning lane onto McClure Drive (going South) from Bannerman when traveling West on Bannerman.
 - Will the entry sign of “McBride Hills” on McClure Drive need to be removed or moved and if yes, who will pay for the replacement?
 - How many turning lanes will there be from McClure Drive onto Bannerman going East? The existing situation of one to the left and one to the right (sort-of) is dangerous and not clear.
 - There needs to be a continuous right turn turning lane when going East from McClure to Bannerman.
 - How can a new design for McClure and Bannerman intersection better facilitate a left turn (going West) on Bannerman from McClure?

3. **Availability of Space to Widen Bannerman on the North Side between Tekesta and the Bannerman Crossing round-a-bout?** If Bannerman is widened with the additional two lanes on the North side of Bannerman and multi-use paths on both sides of Bannerman, it appears that the widened road will be immediately in the back yard of some of the Killearn homes?

4. **Turning Lanes.** To what extent will there be left and right turning lanes for all the roads off Bannerman between the round-about at Bannerman Crossing and Tekesta?

5. **Safety of the Multi-use paths on both sides of Bannerman.** What precautions will be made to ensure the safety of users of the multi-use paths as they cross all the roads off Bannerman?
 - These crossings are especially of concern at major intersections such as the McClure Drive and Tekesta Road intersections.

6. **Environmental impact of multi-use pathways and widening.** What is the material that will be used for the multi-use pathways? Will it be permeable, semi-permeable, or what?

7. **Storm water drainage.** The McClure Drive-Bannerman intersection already floods after heavy rain. What steps will be taken to ensure adequate drainage of this (and other) intersections?

8. **Tekesta and Bannerman intersection.** There are a number of issues with the recommendations for the intersection of Bannerman at Tekesta.
 - We recommend that this intersection be a round-about and NOT a signal. Continued reliance of a signal light here will result in major back-ups to the East on Bannerman which are already a serious problem. What is the rationale for NOT using a round-about here?

- During evening rush hour it is not uncommon now for traffic to be backed up from the Tekesta traffic light back to the Bannerman Crossing round-about. This situation makes for turning West onto Bannerman from McClure virtually impossible.
- If this intersection stays as a signal the continuous right turn turning lane from Bannerman onto Tekesta should be longer than that depicted in the *Executive Summary*, p. 20.

9. **Property Values.** Some HOA members have raised concerns about property values going down because of traffic congestion and limited access into and out of our neighborhood. Have project staff considered the impact of the *Final Engineering Report* on property values if, in fact, the recommendations result in worse congestion and traffic delays?

10. **Project Schedule.** Is it possible to provide a more detailed schedule of project activities (especially construction) and a timeline for when these activities would occur?

It should be pointed out that there are three different homeowner associations in this area affected by the recommendations in *The Final Engineering Report: McBride Hills, McBride Estates and MacLean Hills*. Homeowners in these three HOAs all have access out of and into the neighborhood **only** via the Reynolds and McClure intersections.

We appreciate the opportunity to provide this input and raise these issues and would like to schedule a Zoom meeting between the McBride Hills HOA Board of Directors and Bannerman Road project staff and/or Commissioner Welch to discuss these concerns in the very near future.