

Bannerman Road Final Engineering Report
Continuing Concerns/Issues from “Responses, January 7, 2022”

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1. Bannerman and McClure Intersection.

- Left Hand Turning Lane. We are pleased to see plans for a left-hand turning lane off Bannerman onto McClure. But we think it should allow for at least 3-4 vehicles to wait in the turning lane to make the left turn.
 - Engineering analysis and design guidelines in the subsequent design process will determine ‘storage’ needs for this turn lane. The proposed left-turn cue/storage will meet all required design requirements.

- U-Turn at Bannerman and McClure when traveling East on Bannerman. Why is a U-Turn needed here? Having this U-Turn makes a left turn from McClure onto Bannerman (going West) dangerous and will compound the difficulty of making a left-hand turn from McClure to Bannerman. We recommend no U-Turn here.
 - This option creates an opportunity for any roadway users to make a U-turn and also provides a secondary opportunity for McBride Hills residents to perform a U-turn should they ‘miss’ the opportunity at Tekesta. When transitioning a roadway from unrestricted to partially restricted access the objective is to balance mobility and access with safety as an overarching factor. Therefore, access (including U-turns) is provided at every safe opportunity that meets the spacing standards. This provides the balance of accessibility and mobility along the roadway. This U-turn as well as all of the median accesses serve all users of Bannerman Road, not just the adjacent neighborhood.
 - The volume of U-turns that would occur at this location will likely be very low. The number of occurrences with a left turn from McClure happening at the same time that a U-turn at this location would be very rare therefore this should not be a significant issue.

2. Bannerman Road and McClure Intersection Right Hand Turning Lane.

When turning right (East) off McClure onto Bannerman there needs to be:

- Clearly marked left turn lane and a clearly marked right lane turning lane. Currently there is confusion for where cars should be stationed when waiting to turn left or right.
 - The project team will conduct an assessment of the available area and pavement width at McClure Drive.

- A right turn “run-way” to allow those turning right to actually go right and then merge into the right on Bannerman.
 - Design speeds along Bannerman Road do not warrant ‘acceleration lanes’ for this project. Such elements would increase right-of-way impacts to homes along Bannerman Road and project expenses when not justified through engineering analysis. Also, with the widened roadway providing eastbound traffic on Bannerman two-lanes versus a single lane, and the adjacent traffic signal at Tekesta, sufficient gaps should be provided allowing for an easier right turn from McClure than the existing configuration.

This recommendation believes that a “run way” lane is within the Bannerman Road right-of-way (see below # 4).

3. Landscaping at McClure and Bannerman Intersection? When will it be appropriate for us to make recommendations for landscaping at the entrance since the existing entrance landscaping is likely to be torn up during construction?

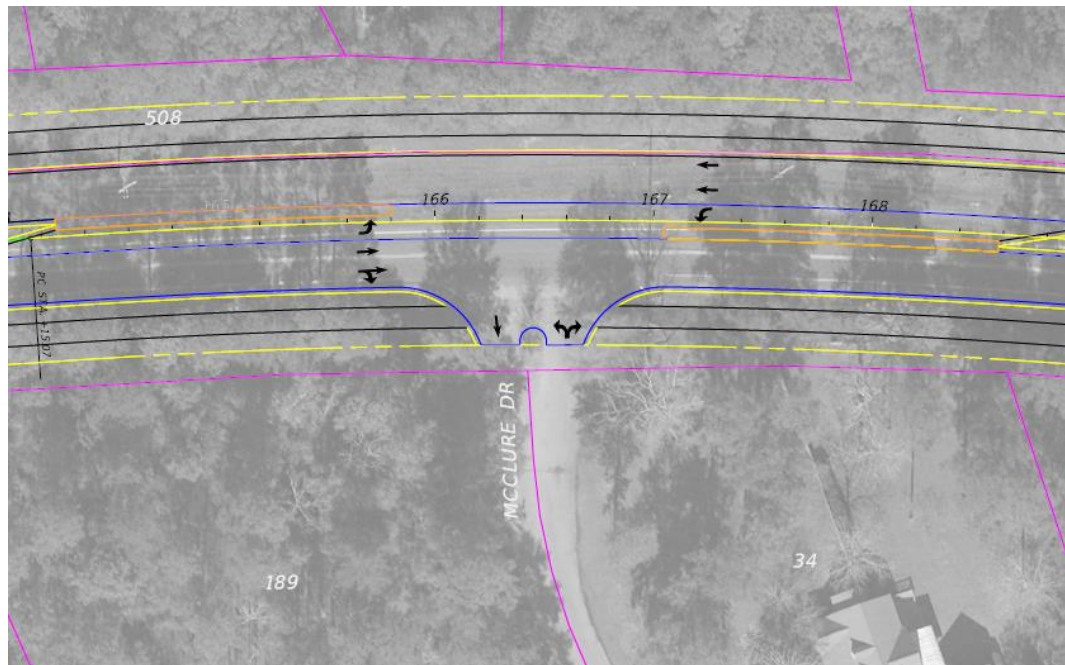
- If the McBride Hills property is impacted by right-of-way acquisition and the entrance at McClure Dr. or Reynolds Dr. must be reconfigured, our project team will work with the residents of McBride Hills to develop a solution that is in similar likeness to that which originally existed.
- Regarding landscaping, we are happy to work with the neighborhood at the appropriate point in the project to discuss landscaping options. This will be after the completion of 90% design plans in late 2022. As noted above, if landscaping on the neighborhood’s property is impacted, we will work with the HOA to develop a solution to replace the disturbed landscaping. Within the public right-of-way, we can discuss options that are compatible with the look and feel of the landscaping throughout the corridor and align with utilities and maintenance considerations.

4. Improvements on McClure Drive. The January 7 responses state “Improvements to McClure Dr. outside the right of way are not part of the project scope. McClure Drive is a private Road and not maintained by the local or state government” (p.7).

- Where, EXACTLY, does the right of way end into McClure Drive?
 - Please see images below: The first image displays the current McClure Drive signage indicating private ownership.



The second image shows the approximate right-of-way boundary in 'yellow' – the 'fuchsia' line indicates the known private property boundary.



- Does the project expect the three HOAs to be responsible for improvements on McClure Drive that are required as a result of the widening of Bannerman tht go beyond the right-of-way?
 - o The Bannerman Road project will be designed to tie into the existing side-street, similar to other roadway projects connecting to neighborhood streets. If the McBride Hills roadways are impacted by the connection of

project improvements to the neighborhood roads, our project team will work with the residents of McBride Hills to develop a solution.

- In a meeting that McBride Hills HOA Board of Directors held with Tallahassee/Leon County officials May 30, 2019, there was wide agreement from those officials that making our HOA responsible for road repair was inappropriate and never would be allowed today. We strongly believe that the widening project IS responsible for any improvements required on McClure Drive that result from the Bannerman Road Widening project.

- Blueprint is not aware of the meeting you are referring to. If you can provide us more specifics on who attended and any meeting minutes that were developed, that will help us research the commitments that may have been made.

- 5. Left Turn Turning Lanes for Other Roads off Bannerman.** When traveling West on Bannerman from Thomasville Road, there needs to be stand alone left turn turning lanes for Trinity Church, McBride Point, Duck Cove, and Standing Pines. Are these left turn lanes on Bannerman included as part of the recommendations? “Strategic Medium Openings” (p. 8) are inadequate and stand alone left turn turning lanes are needed to avoid back-ups on Bannerman going West.

- The engineering analysis has developed a solution for Bannerman Road that balances individual vehicle access and corridor efficiency. The Blueprint project team has had, and continues to have, a robust public engagement effort where residents and community destinations (i.e. Churches) have equal input in to the final project solution.

- 6. U-Turn for Reynolds entry at Tekesta to go West.**

-The figure depicting the U-Turn lane at Tekesta for folks wishing to go West on Bannerman is not wide enough for larger trucks to safely make the U-Turn.

- The final design will be engineered to meet the requirements of the local and state design guidelines and will be designed to accommodate larger vehicle U-turns.

-Will drivers going East on Bannerman using the U-Turn be able to get across two lanes of traffic quick enough (when it is possibly backed up) to even get to the U-Turn?

- The extra lane of capacity provided in the final design will greatly reduce ‘back-ups’ and motor vehicle operators leaving Reynolds Dr. will only have to navigate one direction (east-bound) of traffic verse the opposing traffic pattern that exists today. Engineering design and research indicates that the proposed right-turn with a U-turn (to head west-bound on Bannerman Road) is a more efficient (less time) and most importantly, safer vehicular operation compared to the condition that exist today.

7. The Right Turn Run-way onto Tekesta (going West on Bannerman) is too short for the evening rush hour traffic and will back onto Bannerman up causing safety issues.

- Based on the technical analysis and resulting data, a 200' westbound right-turn lane is required to permit continuous right turns from Bannerman westbound to Tekesta northbound. The 15% line and grade plans depict a westbound right-turn lane beginning 230' east of the stop bar which is adequate to permit the right turn movement.

8. Property Values. The project staff response to this issue (p. 11) misses the point. The addition of multi-use paths on Bannerman have little to do with property values of actual homes in our neighborhood. *Adequate entry to and exit from the neighborhood via McClure and Reynolds is what will affect property values.*

Historically, reduced congestion and improved multi-modal opportunities (all being provided as part of the NE Connector Corridor project) enhance real-estate marketability and values.