

**Lake Forrest Drive at Allen Road Mini Roundabout
Public Information Open House (PIOH)**

**At City of Sandy Springs, City Hall
September 21, 2023**

Public Comments and City Responses

Comment 1 from an Atwater Resident

(I am) so excited about this safety and traffic improvement!

I had an accident coming up from Allen Road to Lake Forrest on 12/24/2022. (The) other driver didn't see me coming up (below road grade) and sun in her eyes. She ran the stop sign.

My daughter had a hit and run at Lake Forrest and Northwood during 5 pm backup.

Please do this as soon as possible!!

Comment 2 from another Atwater Resident

The roundabout would be OK with me only if we have a secure wall or fence protecting our neighborhood. It could be put up along Lake Forrest and Allen Road. Safety for our neighbors at the intersection. We would greatly appreciate the fencing.

Response

Thank-you for attending the open house on September 21. You raised an important concern regarding roadside protection at the corner of Allen Road and Lake Forrest Drive. We appreciate raising our awareness of the risks that you mentioned and how a wall would protect the homes near that corner. We are not yet into the design of the roundabout, thus we don't have details on how the wall could be placed or extended around the corner onto Lake Forrest. When the City develops the plans for the roundabout, your concern will be given due consideration. There will be a second public open house during the intersection design development, at which time, we will present our investigation into the wall height and protection it affords.

Comment 3 from another Atwater Resident

I attended the open house at City Hall on Sept 21. I'm a homeowner in Atwater and frequently traverse the Lake Forrest/Allen Rd intersection.

I FULLY SUPPORT the construction of the "mini" roundabout, as presented at the open house. I'm confident it will improve safety and traffic flow, in addition to being aesthetically pleasing. The reduction of grade of the Allen Rd approach is a huge plus. Once constructed, folks who currently have concerns, will "see the light" and embrace it.

Keep up the good work!

Comment 4

The rush to build roundabouts as a way to deal with traffic could not be more disingenuous. Just because Europe prefers them does not mean it is the best thing. Look at the two roundabouts at Riverside Dr. & I-285. A bad idea as proven by the fact that it does not work to keep cars off 285 East. That area backs up as much or more than when we had traffic lights.

The problem with the roundabout you propose is that it does not address the problem there. The problem is the intersection of Northwood & Lake Forrest. Yet the roundabout will be at Allen Rd & Lake Forrest. Please let us know how the Northwood Dr. issue at Lake Forrest will be resolved with a roundabout ¼ mile north of this intersection.

Might I suggest a traffic light at both intersections that are timed properly. Imagine the cost savings we will have by installing two traffic lights at these two intersections.

The bottom line is that Sandy Springs has a horrible track record in dealing with traffic. I noted the non-working roundabout at Riverside Dr. & I-285. Look at the traffic the Epstein School causes in a formerly peaceful neighborhood. They have school employees (not SSDP) directing traffic on public roads at an intersection twice a day and cars ruining the cul-de-sac all while not allowing cars into other areas of our neighborhood because those residents do not want the traffic.

I implore you to reconsider this inappropriate idea.

Response

Thank you for your concern. We would like to address your comment regarding how the roundabout at Lake Forrest/Allen will alleviate the problem at Lake Forrest/Northwood.

Currently, the sight distance for traffic along Northwood (at the stop sign) is blocked by the queue of cars waiting to get through the all-way stop control at Lake Forrest/Allen. Constructing a roundabout reduces this queue because the traffic is more continuous at a roundabout instead of stop-and-go, since it is only yielding. Without this queue, which currently extends from Allen Road through the Northwood intersection and the queue blocks the line of sight of southbound cars and contribute to crashes, traffic along Northwood will have a safer condition in which to make their turns.

Regarding the installation of traffic signals, neither intersection satisfies the warrants per the Manual of Uniform Traffic Control Devices (MUTCD). Constructing a signal out of compliance can have disastrous results and legal ramifications. If the side-street (Allen and/or Northwood) does not have enough traffic on it to cause the signal to change, drivers along Lake Forrest will become accustomed to it always being green. Then, when it is red, drivers may not register this and could run the light/cause a severe crash.

The upfront cost of constructing traffic signals may be lower, but there is routine equipment maintenance, cost associated with providing power to the traffic signal, shorter lifespans of the equipment (replacing, etc.), and increased fuel consumption and emissions due to stopped and delayed vehicles.

The roundabouts at the Riverside Drive & I-285 interchange work much better, with shorter queues and much less delay, than the traffic signals they replaced. The purpose of these traffic control devices is to handle traffic safely and efficiently, not to keep cars off 285 East.

Comment 5

I am writing today to voice my displeasure in the city of Sandy Springs putting forth a project to install a roundabout at the intersection of Allen Rd. and Lake Forrest Drive. I do not believe this is a needed addition to either street nor do I believe this is a good use of city money for the following arguments and concerns, that were arisen from the proposal meeting on the 21st of September:

- Safety
 - I notion that the roundabout is about making the area more safe for both pedestrians and for traffic at the level presented seemed unconvincing
 - The Lake Forrest/Northwood Dr. Issue
 - The issue presented here was that there is a large traffic safety concern with the intersection of Northwood and Lake Forrest. It was specifically cited as the occurrences with vehicles turning left off of Northwood onto

Lake Forrest southbound. This was cited mainly as a visual impairment caused by traffic backing up southwardly along the northbound side of Lake Forrest as a result of the 4-way stop at Lake Forrest and Allen Rd. With little to no mention of pedestrian safety issues at this intersection.

- Based on what was presented to us, the amount of incidents in the last five years amounts to 38 incidents, one of which was a DUI so I am not including it in my argument as it bears external concerns that it could be argued traffic safety would not alleviate.
- Of the remaining 37 incidents, one was “unknown result”, leaving the remaining 36 incidents to be cited as minor incidents with no injury. As such on average 7.2 incidents occur per year, with none of the incidents resulting in injury or harm and most likely resulting in minor vehicle damage. As this is a relatively low number for an area that was considered so busy that adjustment to the road in a major way (the roundabout) was needed, this hardly warrants justification for the proposed project by the city of Sandy Springs.
- Further as the issue appears to stem from visual impairment of vehicles turning leftward off of Northwood Dr. and onto Lake Forrest Dr. I believe there are much more practical and cost beneficial solutions in this area as listed below:
 - The installment of a 3-way stop at the intersection of Northwood Dr. and Lake Forrest Dr. Additionally, the installment of a traffic mirror, visible from Northwood Dr. that would show vehicles stopped at the intersection coming from Northwood Dr. a clear view of oncoming southbound traffic from Lake Forrest.
 - I understand the argument of why a mirror if there is a 3-way stop already, and the argument is the safety in redundancy. As was made very clear during the presentation a mixed bag of, at least in my opinion, excuses, were given, citing: Speeders, Distracted Drivers, and Drivers failing to stop at the Allen Rd./Lake Forrest intersection. The mirror would further allow drivers entering the proposed 3-way stop to confirm that it was safe to enter the intersections and that there would be no distracted drivers or otherwise failing-to-stop drivers about to enter the intersection.
 - The cost of this would be much lower than the proposed roundabout and would serve the same function.
 - The arguments I heard against this from the presentation committee were weak at best and hinged on essentially the

reality that issues would occur when drivers broke the law. As this is out of control of pretty much every citizen and would occur regardless of what traffic solution is proposed, most of the arguments in that regard against a 3-way stop installation fall quite flat. Simply no traffic solution will prevent a person determined to violate the law, from violating the law.

- The other argument was how would a 3-way stop alleviate traffic, and to this I present the point “Solutions Beget Problems”.
- The Issue with Speed and Lake Forrest
 - One of the most prominent subjects for the committee was the ability to reduce speed along Lake Forrest by the installation of the Roundabout. However the presentation was highly non-convincing and I rebut with the following arguments and concerns:
 - Speeding should generally not be an issue because of the current 4-way stop at the intersection, requiring a reduction of speed to a full stop. As stated above, no traffic solution can stop a citizen willingly choosing to violate traffic laws and “run a stop sign”. As such, to attribute citizens willing to break laws into computations of speeders is erroneous at best and a grave abuse of statistics at worst.
 - As addressed above, the main safety concern seems to be at the intersection of Northwood and Lake Forrest of which speeding concerns would be occurring southbound, while not occurring northbound as that is the direction of the congestion and thus speed would naturally be reduced. This seems at odds with the presentation as alleviating Northbound congestion would just encourage more speeding traffic heading northbound creating additional safety concern for Northwood exiting traffic.
 - The argument was made that adding a roundabout would reduce speeds on Lake Forrest but how can installing a fixture that allows traffic to move through it at speeds of between 15-35 miles per hours reduce speed more than an intersection that requires cars to come to a full stop. This seems pretty counter intuitive.
 - Further, the average modern car, posts 2010, has a 0-60 mph rating of around 8-10 seconds, as cars heading southbound will already be moving at speeds of 15-35 mph we can safely assume that once cars going southbound get through the roundabout they would have ample time to accelerate to the posted speed limit of 35 mph by the time they would reach the intersection of Northwood and Lake

Forrest. As such the speed reduction of the roundabout serves relatively no function for securing the safety of that intersection, and only serves to increase the danger of the intersection by having a faster stream of cars traveling northbound on Lake Forrest.

- This compounds into the nature of human beings and psychology which was Noticeably absent from the City's presentation. If traffic heading northbound on Lake Forrest will be moving traffic, as allowed by the roundabout, not only will this increase the average speed of the area during peak hours, but also make it harder for Northwood drivers to find a "gap" in the traffic in which to turn left onto Lake Forrest. The resulting effect is for Northwood drivers to become more desperate to find the "gap" and thus make more risky decisions possibly leading to additional incidents. Additionally with the current setup of the Lake Forrest/Northwood Dr. intersection, cars attempting to turn left onto Lake Forrest inhibit the view of cars attempting to make a right turn onto Lake Forrest and the increase wait time to turn left, due to more fluid traffic patterns both north and south, adds additional safety concerns for those attempting to make a right turn onto Lake Forrest.
- The committee attempted to make an argument that installing a roundabout would reduce speed as people would have to slow down to enter the roundabout. The main argument was that the graded median would prevent vehicles from going through the center of the roundabout and force cars into the roundabout. I see three issues with this:
 - People will take the roundabout at speed, or in the very least attempt to find the maximum speed in which they would be able to enter the roundabout while maintaining control of their vehicle.
 - A roundabout does not reduce speed as much as a stop sign does, which makes it seem that this is solely about reducing the amount of people illegally going through the intersection without stopping, of which data was not presented, but I imagine it is incredibly low in relation to the amount of cars that go through the intersection and occurs even more infrequently during "peak" hours.
 - The potential for harm to both persons and property by the graded median of the roundabout. If cars do not properly reduce speed, for

any variety of reasons and lose control of their vehicle, this could cause additional catastrophic damage.

- The park is safe. Due to its location, it is statistically highly improbable that a car that loses control will impact the park and additional recreation facilities located in the area. For this to occur, a car would need to be entering the roundabout at speed from the connected parking lot, and thus not likely.
 - What is likely is if a northbound car were to lose control due to the median, property damage to the neighboring residential property is likely due to the natural grading of the surrounding land encouraging cars to continue to lose control with likely damage to residential property as a result.
 - Similarly if a southbound car were to lose control on the median, damage to the supporting structure of the 285 overpass is a possibility and thus would create further problems if support damage was done that would need additional repairs.
- An issue that was brought up by the residents of the surrounding area was that of illegal street racing. As stated before taking something of this nature, a blatant violation of multiple laws, should hardly be taken into account as while this is an issue, it should be an issue for the Sandy Springs Police and not of that concerning a planning committee or of the residents such planning effects.
 - In this regard, I see this as the only true speeding issue associated with the Lake Forrest/Allen Rd. intersection. In this regard, while a roundabout may reduce speed briefly, this will not solve the problem or street racing and may have an aversive effect of causing more incidents in the area resulting from the racers seeing the roundabout as an obstacle or challenge in their races in which to overcome.
 - Further as street racing occurs outside of peak hours, and as this is most likely where a majority of the excessive speed issues come from, it seems relatively irresponsible to cite speeding as a direct need for a roundabout and/or related to the congestion caused during peak hours.
 - Additionally by creating a roundabout it impedes LEO from intercepting these lawbreakers. It is a well known fact in Sandy Springs that LEO will sit in the parking lot attached to the intersection of Lake Forrest and Allen Rd. By installing a roundabout it will make it

more challenging for police vehicles to apprehend northbound vehicles as they will either have to go fully around the roundabout or enter oncoming traffic lanes which at best will increase response time, and at worst create a more dangerous situation for both police and southbound Lake Forrest traffic approaching the intersection.

- The Safety of Allen Road

- Speed/Grading

- One of the current real issues with the intersection of Lake Forrest and Allen Road is the current grade of Allen Road requiring a, for lack of better word, generous amount of throttle to come from the stand still stop to get into the intersection. However, with the current intersection, cars turning off of Allen Road are guaranteed a clear intersection which allows them the additional time required to get into the intersection from a complete stop. With the introduction of a roundabout and the nature of flowing traffic, especially during peak hours it compounds this issue as there will not be a guaranteed time to enter the intersection and cars must enter in pace with the traffic flowing through the roundabout. This will result in cars approaching the roundabout via Allen Road to approach at higher speeds to be able to enter in pace with flowing traffic and create additional safety concerns for both vehicles and pedestrians.
 - The challenge this creates is coming from a stand still at Allen Road and being able to safely enter the roundabout during the aforementioned peak hours. The potential for creating a back up of waiting cars along Allen Road becomes a real issue that currently does not present itself by means of right-of-way of a 4-way stop allowing cars to turn off of Allen Road. This stand-still might also create additional safety issues with the increase of draining water as mentioned below, creating a slicker road.
 - Further during the presentation we were only provided with a brief re-grading plan for Allen Road, and I am both curious and concerned with how this will develop and how the grading will impact both ingress and egress from the roundabout.

- Drainage

- An issue I have is the proper drainage of water from this intersection along Allen Road. As per the plans, retaining walls will be built along Allen Road, increasing the amount of water that is funneled into the road as it will not be allowed to drain off into the surrounding grass

areas. As Allen Road has a severe downhill path this encourages water to flow down Allen Road at higher concentrations and at higher speeds. As such wetter roads will only contribute to the previous mentioned issues with Allen Road creating safety issues for cars traveling on Allen Road.

- Further east along Allen Road, the street has a massive incline creating a natural basin in the road for water to collect and pool into. This creates an additional concern for vehicular and pedestrian safety through the area.
- The Safety of Pedestrians
 - Ironically the safety of pedestrians is of little concern in this intersection. This is a result of all the Points of Interest being located along the eastern side of Lake Forrest resulting in most pedestrian traffic being north/south bound on the eastern side of the street and thus interacting very little with the north/south-bound traffic associated with Lake Forrest.
 - Currently at the four-way stop pedestrians have a clear walkway to cross to get from the residential areas to the area of the park. There is little to no visual impairment of pedestrians from the traffic that passes through the Lake Forrest/Allen Rd. intersection and as such causes very few safety concerns. I feel the inclusion of a roundabout will increase these concerns as at its current situation cars turning onto Allen Rd. either north or south bound are legally required to come to a full stop (and I have already discussed the non-plausible issue of including people violating the stop sign), guaranteeing pedestrians a safe crossing. The roundabout will encourage drivers to enter and exit (discussed; Safety of Allen Road) the intersection at greater speeds and thus create an increased concern for pedestrians as vehicles will be naturally moving at a higher rate of speed.
 - The presentation attempted to rebut this on the notion that there will be tiny “islands” in which pedestrians can wait for the road to be clear, but the issue arising from this are two fold: Will drivers be able to properly see pedestrians on this island, and will they be able to slow down in time to prevent collision with a pedestrian. From the presentation display it would not appear that vehicles entering the intersection would readily notice pedestrians as the pedestrian crossing is further down Allen Road, providing cars with time to increase speed and increasing time to stop as turning onto Allen Road is downhill. This is compounded with the non-inclusion of psychological behavior of drivers which would encourage higher

speeds when entering the roundabout from Lake Forrest northbound with the intention of turning right onto Allen Road, as opposed to forcing cars to come to a stop, as per the current intersection.

- Thus it seems that the inclusion of the roundabout will only cause more concern for pedestrian safety and nothing presented so far has sought to convincingly alleviate that concern.
- Design
 - Size: The size of the intersection and the required landscape alteration further speaks to the lack of necessity for a roundabout. It seems as if the planning committee is attempting to force a square peg into a round hole. The required recapture and development of surrounding land and the visual impairment it will have on the current intersection layout seem forced, undesired, and unnecessary. As communicated by during the meeting, there will be no central visual objective in the roundabout due to the lack of space available to put in such an installation, further exacerbating the point of forcing a square peg into a round hole.
 - Lighting
 - Additional lighting will need to be installed to ensure both vehicular and pedestrian safety. This lighting will need to be bright enough to illuminate not only the roundabout but also the median to aid drivers during low visibility times as the current intersection is not highly lit.
 - The lighting will need to be bright enough to highlight pedestrians around the roundabout, and as pedestrians will be further from the intersection this will require more powerful lighting and more lighting down both Lake Forrest and Allen Road.
 - This will have a negative consequence of adding to the light pollution in the area which could have a negative effect on the surrounding residential properties.
 - What are the forms the lighting will take, and how much of an additional cost will this add to the project?
 - Median
 - With a graded median, with a roundabout of this size, it was noticed in the planning meeting that large vehicles would have to ride up on the curb to go through the roundabout. Safety issues arise from this as while municipal vehicles such as school buses and emergency vehicles might have proper training for properly engaging in the roundabout, the amount of non-professional drivers will have issues. As this intersection is located in a residential area, there is a large

propensity for “amateur” drivers in various trucks and other vehicles will have challenges with the roundabout and this could lead to incidents such as loss of vehicle control and a potential to topple over.

- The median also increases the risk of accidents for people unfamiliar with the intersection, people not paying attention for various reasons, and other potential problems arising from a nondescript median that has no central visual objective to alert drivers to its existence (such as a flag pole, trees, or other visual aids).
- Solutions Beget Problems:
 - The current issue with Lake Forrest is that it is a cut through for people seeking to get between Buckhead and the northwest side of Sandy Springs, mainly to Johnson Ferry road via Sandy Springs Circle in which Lake Forrest essentially empties into, or into the Riverside Drive area, but based on surrounding traffic data and history, it is more in line with using Lake Forrest as a cut through to Johnson Ferry Rd. This congestion is mainly as a result of commuters seeking to return to Cobb Country and Marietta, and as such, We the Citizens of Sandy Springs should not be paying out of our city coffers for a benefit for the city of Marietta or the larger Cobb County.
 - As per the above logic, if congestion were to be reduced in this area, it would only incite more commuters to use Lake Forrest as a cut through and thus increase congestion with the addition of more vehicles throughout the day, which would cause additional safety concerns (Later Point) including during the congested hours (See following Point).
- Congestion Hours
 - As per the presentation, the “congested hours” occur between the times of 15:00 and 20:00 Monday-Friday, which amount to 25 hours per week, or roughly 15% of the week.
 - This hardly seems like a required solution for such a small time period and is against the odds of the local community that would be directly impacted by this proposal for the benefit of non-city residents.
 - At non-congested hours there is relatively no congestion at this intersection and little to no congestion within the area along Lake Forrest, Allen Rd. and Northwood Dr.
- Cost of Construction
 - Financial
 - The proposed initial cost is \$2.1 Million. This already seems very expensive for a project that is not only not needed, but not desired in

large part, by the local residents that would be most affected by its construction. Additionally, this is only a preliminary estimated cost that is sure to increase as additional costs become evident and actualized. And as there are potentially other solutions that are much more cost effective, construction of a roundabout seems like a large waste of city finances.

- Non-Financial
 - Construction
 - The time of the construction will take quite a while based on other city construction projects and this could cause unforeseen consequences in addition to the safety of pedestrians and of drivers. The construction currently going on in regards to 285 and the related overpass would only further delay the completion date of the roundabout.
 - The construction of the roundabout will cause the closure for a period of time of both Lake Forrest and Allen Road which will not only put extended duress on the local residents, and the citizens of Sandy Springs that use Lake Forrest as a vital connection street to get around the city, but will cause additional congestion in the area further exacerbating the cited issues already arising from the intersection.
 - Effect on Land Value
 - There is a potential for negative effect on land value of the inclusion of the roundabout for many reason a few of which are as follows:
 - Increased traffic volume and noise in relation.
 - Inclusion of retaining walls, which while serving a functional purpose, further seclude the surrounding residential areas from the YIMBY effects of the nearby park and create a highly visible eyesore.
 - Potential for accidents causing safety issues.
 - Additional lighting requirements creating light pollution.
- Solutions
 - Aforementioned 3-way stop added to Lake Forrest and Northwood Dr. to enhance the safety of the intersection
 - Oncoming traffic warning light similar to the intersection of Sandy Springs Circle and Sandy Springs Place.

- Speed bumps on Lake Forrest similar to those on Allen Road approaching both the intersection of Lake Forrest and Allen Road, and the intersection of Lake Forrest and Northwood Drive.

Thank you for your consideration and look forward to hearing from Sandy Springs in regards to my opposition of the proposed roundabout.

Response

Thank you for your concern. We would like to address some overarching themes and concerns that were stated throughout your comments.

First, reduction of speed is not the primary goal of this traffic study, or this proposed solution; and, although a roundabout will reduce speeds, the primary two (2) goals are to reduce queueing along Allen Road that impedes the sight distance of vehicles along Northwood and reduce the grade at Allen Road entering the intersection. Reduction of speed is an added benefit of constructing a roundabout along a flat and straight roadway such as Lake Forrest

Second, many of your concerns regarding lighting, drainage, and exact grading plans are valid. This project is currently in the concept phase. These concerns are addressed in detail during the preliminary and final design phases.

Third, Lake Forrest is a public roadway and as such is open to all vehicles regardless of origin, destination, or the jurisdiction in which the motorist resides. Currently, the citizens of Sandy Springs that live in this area are impacted by this intersection. Improving this intersection will simultaneously improve the commute for its users and the environment for its residents.

Finally, we would like to directly address your proposed solutions:

- Providing a 3-way stop at Northwood Drive is not warranted per volume thresholds laid out in the Manual of Uniform Traffic Control Devices (MUTCD). Additionally, a 3-way stop here would not eliminate the queueing that this roadway experiences. Instead, it would create more queueing that may impact additional intersections to the south.
- Oncoming traffic warning lights in this situation is an interim solution. The queueing remains, the considerable grade along Allen Road remains. The proposed roundabout is an active solution because it reduces speeds without additional intervention.
- Per the City Traffic Calming Policy, speed humps are allowed on minor streets such as Allen Road and Northwood Drive, but not on collector roads such as Lake Forrest Drive.
- The City follows the Manual of Uniform Traffic Control Devices (MUTCD), which is the recognized national standard for traffic control devices. The MUTCD does not include mirrors at intersections or driveways to address sight distance restrictions. Mirrors can distort images and give a misperception of the distance and speed of oncoming vehicles giving a false sense of security that may lead to crashes.

Comment 6

The grade on Allen Rd to the east of Lake Forrest Drive is very steep. It can be a challenge for some vehicles/drivers to get into this intersection when turning left from Allen Rd onto Lake Forrest Drive southbound.

How will the round-about address this grade situation? Will the grade be flattened out coming from Allen Rd to Lake Forrest Drive?

Response

The mini roundabout project would raise the grade of Allen Road 2.5 to 3 feet to provide a flatter landing at the intersection coming from Allen Road to Lake Forrest Drive.

Comment 7 from another Atwater Resident

I was unable to attend the meeting, but feel it important my voice on this issue is heard and considered. I live in the Atwater community, in one of the four townhomes on the corner of Lake Forrest and Allen Dr.

Although I appreciate the need to make improvements at that intersection, I have some serious concerns and am thus opposed to a traffic circle. My biggest concern is the proximity the cars will come to our properties. Even now, we are very close to the action on those roads. Further encroachment will prove even more dangerous. Although cars are to yield when approaching the circle, a few minutes of observation will show that most exceed the speed limit and use the signs as a suggestion as opposed to a law. It is only a matter of time before a car will take the circle too fast and being that close, end up at our front doors. If there was more room, I would support this solution, but in the present situation, it is just too close for our safety. At the very least, the city would need to provide a fence or barrier to help protect us.

I can see that this seems like a viable solution to city planners to address this difficult intersection. However, I would challenge all of you to consider this solution imagining that you live in my home. I can almost guarantee you would not green light this project.

Thank you for your consideration.

Response

We would like to address your concern of the roundabout encroaching closer to your residence. We performed a survey and as of now are not expecting to take any additional land on the residential frontages. This is a benefit to mini-roundabouts, same operational benefits at a smaller size which means less impact to the existing area.

We are currently in the concept phase, and the design is not finalized yet. The City will evaluate the benefit of including a fence or landscape boulders to provide separation between possible errant vehicles and the residential properties. This was a common question during the PIOH that raised our awareness of the possible issues you mentioned.

Comment 8 from another Atwater Resident

No one but four townhouses will be directly affected - not enough voice to veto it.

We assume that the city would move forward regardless of what we fear.

All of the townhouse owners hope that it will "crash and burn" before going any farther. Below are the main reasons why I am against it.

- The available land is way too small for it.

Some cars will come through the runabout at a much faster speed than the speed limit. If a car cannot stay in it, because it is coming around too fast, adding centric force, there would be so much more chance for townhouses to get crashed into. An ornamental iron fence on top of a concrete wall is not going to be enough to stop it. What about people walking around in such a tight area and cars moving continuously right by them? All those videos that were shown in the meeting had a lot more real estate.

- The traffic congestion is way too short of time to consider this idea. We all know it will cost more and take longer than the projection.

Simply put it, the real estate is too small and the problem occurs too short of time to jeopardize the safety of the townhouse.

Response

Mini roundabouts are becoming more popular because they offer the same operational benefits at a smaller size. We have taken into consideration the space required for school buses, fire trucks, and typical delivery trucks that were observed along Lake Forrest. This will ensure that they will be able to navigate the roundabout, which is a high priority design consideration.

This project is currently in the concept phase and the plan to include retaining walls, fencing or landscape boulders at the corner of Allen Road and Lake Forrest Drive will be carefully considered during the design phase. We'd also like to note that there are channelizing islands along each approach of the roundabout that create a physical change to the roadway and compel drivers to reduce speed.