

Response to Public Comments

DATE: February 5, 2021
BY: City of Johns Creek – Public Works Department
PROJECT: Brumbelow Road at Tuckerbrook Lane Intersection Improvement Project

A public involvement phase was initiated for the intersection improvement project located at Brumbelow Road at Tuckerbrook Lane. A public meeting presentation was held on December 9, 2020, with a total of 64 comments received from citizens. The comments were grouped into categories based on content. This document provides response to each comment grouping.

Comment Grouping No. 1: *How was this intersection selected?*

Response:

In 2020, City Council approved the Intersection Priority Matrix in order to identify and prioritize improvements at intersections throughout the City of Johns Creek. Based on the criteria outlined in the policy, which can be found at <https://www.johnscreekga.gov/residents/public-works/intersection-prioritization-projects>, the Brumbelow Road at Tuckerbrook Lane intersection was next to be addressed.

Comment Grouping No. 2: *What issues are the alternatives attempting to solve?*

Response:

The intersection is currently experiencing high vehicle speeds and has inadequate intersection sight distance for cars approaching from the west.

Comment Grouping No. 3: *Is it possible to install a 4-way stop?*

Response:

The intersection does not meet the Manual on Uniform Traffic Control Devices (MUTCD) design regulations. Additional information can be found on the website at the link below:
www.JohnsCreekGA.gov/brumbelowtuckerbrook

Comment Grouping No. 4: *Is it possible to install a traffic signal?*

Response:

The intersection does not meet the Manual on Uniform Traffic Control Devices (MUTCD) design regulations. Additional information can be found on the website at the link below:
www.JohnsCreekGA.gov/brumbelowtuckerbrook

Comment Grouping No. 5: *Concerns about stormwater and increased runoff*

Response:

Stormwater management will be determined during the engineering phase and the solution depends on the chosen alternative.

Comment Grouping No. 6: *Questions about accident data*

Response:

There are 2 documented accidents over the past 5 years. While this is a low number, the intersection priority policy is meant to identify safety challenges and solutions to address them before accidents occur.

Comment Grouping No. 7: *Concerns over impacts to the right-of-way near the intersection*

Response:

Since the initial public and stakeholder meetings, the concept designs have been altered to reduce the footprint of the project. Neither the updated roundabout nor medianettes solution will impact the neighborhood wall for the Wynbrook subdivision.

Comment Grouping No. 8: *Concerns over the medianettes design encouraging head-on collisions by redirecting traffic into oncoming lanes*

Response:

Since the initial public and stakeholder meetings, the concept designs have been altered to include a raised median between traffic which will reduce the possibility of head on collisions.

Comment Grouping No. 9: *Is it possible to explore a smaller diameter roundabout?*

Response:

The original design called for a 110 foot diameter roundabout (similar in size to the Bell Road at Boles Road roundabout). Since the initial public and stakeholder meetings the roundabout alternative was revised to reduce the to 90 feet in diameter (similar to the Sargent Road at Crossington Road roundabout).