

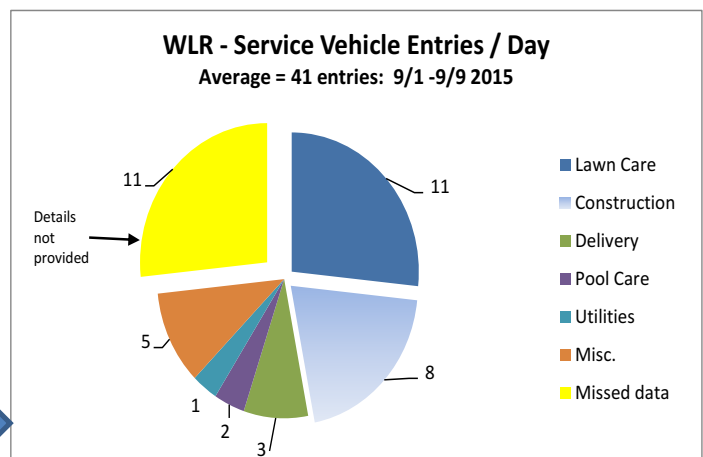
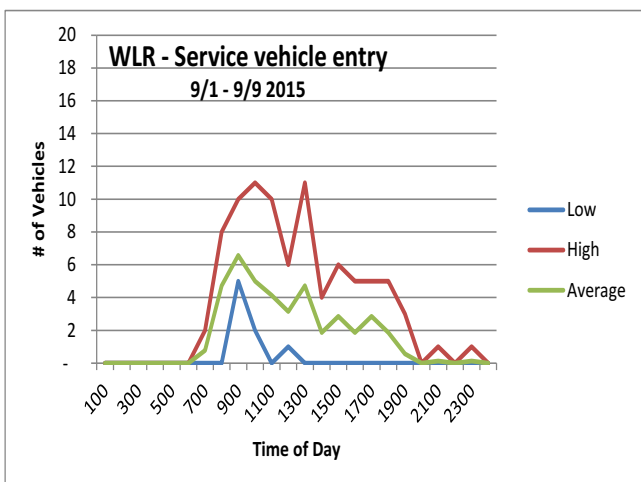
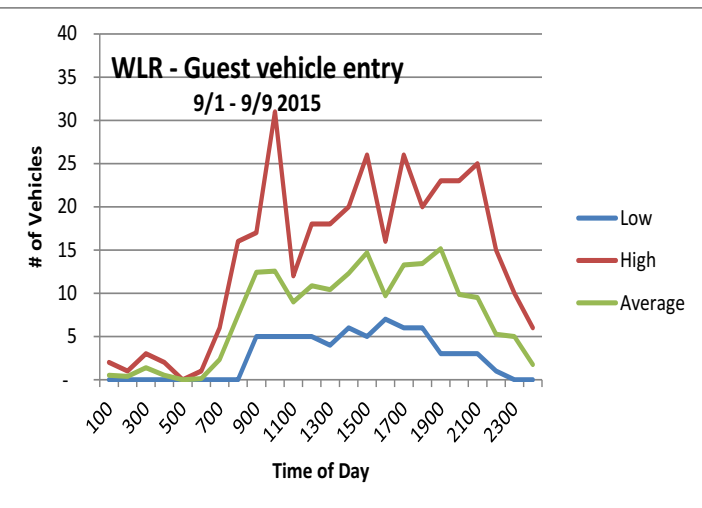
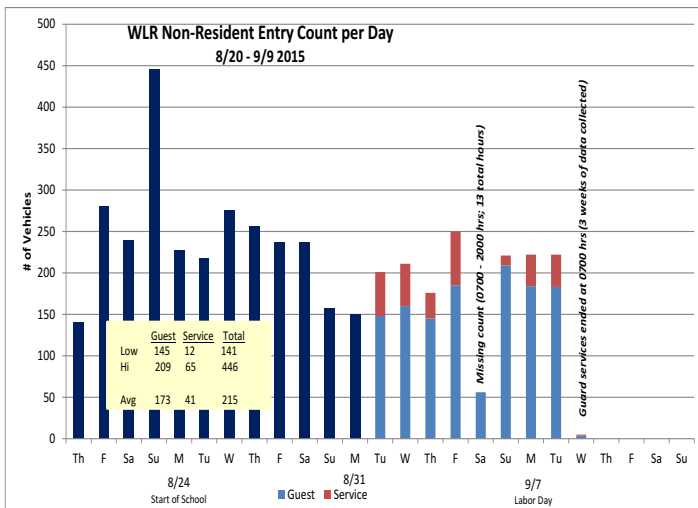
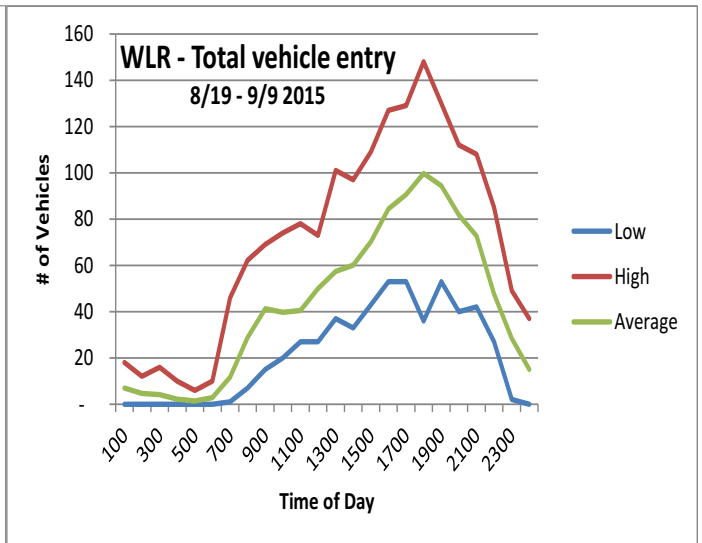
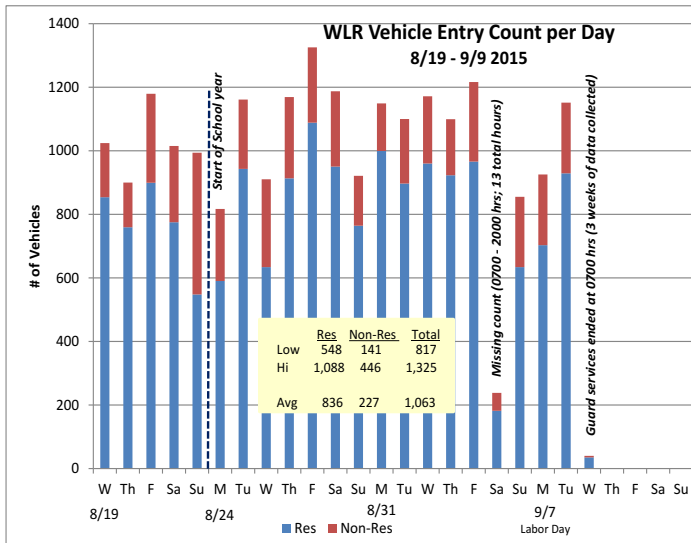
Q&A on Gates & Guards today

17 Sep 2015

The first of two Q&A meetings will be held at the community pool today, Thursday, Sep 17 at 6:30pm. We understand that this is a hotly debated issue with opinions running “all over the map.” Regardless of your choice on the ballot, please do take the time to consider the issue and vote.

Those who choose an option, including Option 4 maintaining the status quo, are contributing to the decision-making process. If you do not vote, your opinion won't be counted!

The Gate Committee continues to do yeoman's work. They have graphed WLR traffic data gathered while we had a short-term guard service. See the graphs below, based on the data collected recently by short-term gate guards.



Several WLR neighbors have asked for diagrams to help understand the gate and guard options that are up for vote. The Gate Committee is working on that as well; they anticipate having them completed in time for the first Q&A meeting today at 6:30pm at the community pool. As soon as they are available, we will post them here as well.

A table of infrastructure detail intended to accompany the drawings is ready, so we're getting that out to you now. The functionalities of Option 2 are similar to those of Option 3 because the gates will not be staffed for 10 hours during the night. Footnotes follow the table to add additional detail.

	Option 1 (full-time guard)	Option 2 (part-time guard)	Option 3 (Infrastructure only / no guard)
Lighter weight gates (4, entrance & exit)	✓	✓	✓
Fast acting hydraulic actuators / drivers (4)	✓	✓	✓
Divided lanes (resident / non-resident)	✓	✓	✓
RDIF readers / toll tag readers (2 for redundancy)	✓	✓	✓
Control arms (a)	✓ (1)	✓ (3)	✓ (3)
Anti-tailgating loops (b)	✓ (resident side only)	✓	✓
Guard House (c)	✓	✓	-----
Movement of Entry Keyboard (d)	✓	✓	-----
Pedestrian gate (e)	-----	✓	✓
Concrete work roadway (f)	Minor	More extensive	More extensive

Notes:

- (a) A control arm for Option 1 is only needed on the on the non-resident side triggered by the guard. Options 2 & 3 require 2 more control arms to restrict initial access in the resident lane and close off the return lane.
- (b) Anti-tailgating is only needed on the resident side only when a guard is present 24/7 ,but in both lanes (resident & non-resident) when there is not a guard present.
- (c) Guard house must meet OSHA requirements (e.g. toilet (thus septic system), AC/heat, kitchen area, etc.).
- (d) The Entry Keyboard (Access Board) is still needed as the control mechanism for entry and when a guard is not present (even in 24/7 case)
- (e) Access for pedestrians (resident bicyclists, etc.) when guard is not present
- (f) The current roadway "dip-in" to get to the Access Board (location of a guard house) needs to be removed in all options. More extensive concrete work is need in Options 2 & 3 to create a turnaround / exit lane for non-residents lane sized for large trucks.