

Phase II Meeting One Agenda

- 1) Welcome and recap of traffic control plan and its development process**
- 2) Presentation of draft implementation policy**
- 3) Presentation of ordinance**
- 4) Comments on implementation policy and ordinance**
- 5) Notification of next Phase II meeting**
- 6) Adjourn**

Facts Concerning the Clairmont Heights and Medlock Area Traffic Control Plan

History of Communications

The traffic control plan was created with resident and County Transportation Department input over the year 2008. There were multiple announcements and various methods used to announce the meetings and solicit feedback. The CHCA and MANA Boards established a Traffic Control Planning Committee consisting of board members and interested residents from CHCA and MANA.

- There were 4 publicly announced meetings to work on the plan.
- These meetings were announced in advance each time on the CHCA Website
- The meetings were announced 4 times via the CHCA Listserv
- Residents were informed and encouraged to participate in the planning meetings 2 times via a hand delivered newsletter to all CHCA households in May and September 2008

- Multiple times meetings were announced using signage at intersections in both the CHCA and MANA areas (including Desmond, Willivee, N. Superior, and others in the MANA area).
- Additionally, the Traffic Control Plan's development phase was announced at several MANA meetings and the CHCA Annual meeting over the course of the year
- Opportunities to review and discuss the Plan were provided at the Annual CHCA Block Party/Potluck which was also announced via multiple signs and various electronic means
- Traffic Control Planning Committee members email addresses and contact information accompanied every electronic announcement to solicit comment on the traffic control plan during the calendar year 2008.

Who Participated

Over 200 residents attended the meetings in person throughout the year. Scores of additional residents provided feedback via email, phone calls and personal conversations with Board or Committee members. Several Emory University representatives attended the meetings; Representatives from Kathy Gannon's office attended all the meetings. The DeKalb Director of Transportation and or his representatives attended the meetings; Jeff Rader attended 2 of the meetings, and met several times separately with the Committee throughout the year.

Why Is Traffic Control Needed

1. To deal with the massive amount of cut-through traffic experienced on our residential streets. A 2008 Emory study recorded nearly 2000 cars a day that drove directly from Desmond to Starvine Way/Clairmont Campus. (This study did not count other cut-through traffic) The parking deck at Emory's Clairmont Campus is to nearly double in size, and thus it is likely Emory generated traffic alone will increase. There are several recent and past County studies that demonstrate speeding problems and over volume issues on Demsond, Willivee and N. Superior.

Vehicles have been recorded going over 75 MPH on both Desmond and N. Superior and there was a 50+ MPH fatality on Willivee in late 2007. Additionally, scores of residents have attested to speeding and volume problems on the same or other streets in CHCA and MANA, reporting life and limb close-calls, and repeated property damage to vehicles, mailboxes, landscaping, and retaining walls.

2. It is expected, that by reducing or eliminating cut-through traffic we will also have fewer speeding cars during rush hours.
3. More development in our area will lead to more cut-through traffic. Here are a few of the developments that are "done deals": CDC expansion on Clifton Road, VA Expansion and consolidation on Clairmont Road, and Emory's mixed-use/residential development on Clifton Road. Proposed developments that are likely along Lawrenceville HWY are both numerous and large in scale. (Lou Sohb site, Suburban Plaza, Majestic Conference Center and Hotel, and others). Also there is the massive redevelopment of Executive Park, which at present has not been announced as "on-hold". All of these developments ring the CHCA and MANA area and are likely to lead to increased cut-through traffic/speeding traffic.

Traffic Control Options That Were Rejected

Several options were discarded after initial meetings between the County and the Committee, and the Committee and residents.

1. More traffic calming - was turned down because of the immense difficulty given in obtaining the legally required 65% of the owner's signatures in order to implement a traffic calming plan across the 2000+ house area. Additionally, there are some who do not favor traffic calming devices. This approach would be nearly, if not entirely, impossible to achieve.
2. Various forms or placement of street closures. Some residents suggested physical closings/barriers in various forms/configurations at Willivee, Desmond, Blackmon,

N. Superior, and Harrington. Physical street closures present several negatives, not the least of which is the possible impeding of emergency vehicles, and creating obscure or difficult routes to reach homes. Broad resident support was also not seen as likely.

The Traffic Control Plan

Residents who attended meetings and/or provided input over the course of the year wanted a plan that met these criteria:

1. Did not involve traffic calming devices
2. Did not change street routes or directions of travel
3. Provided for ease of resident movement in and out of the neighborhood
4. Was comprehensive in nature and did result in burden on one area at the benefit of another area
5. Would greatly diminish cut-through traffic, and thus the number of speeding cars during rush hours

This was achieved by using the perimeter control approach which you can view on the CHCA website (<http://clairmontheights.org/TrafficControl>) in the final version of the plan. The plan is presented in color PDF format there. The perimeter control approach meets the above criteria fully. By not allowing turns either between 6-9 AM and or 4-7 PM (as appropriate), into the neighborhood at access points all around the perimeter, cut-through traffic is forced to continue travel on the major roads upon which it should remain. It is important to remind readers that residents are excepted from the signage.

There are two "phases" to bring this plan to fruition.

Phase I - Develop a traffic control plan based upon resident and County Transportation Department input while utilizing available/known best practices. This Phase ran from January to December 2008. The traffic control plan has been submitted to the County.

Phase II - Develop the policies and procedures for implementing and enforcing the

traffic control signage. (This Phase HAS NOT been completed yet) Presently - there are two known options concerning implementation that are up for discussion. Other options are invited for discussion.

Option 1) Have a Resident Traffic Only Ordinance passed that authorizes police enforcement of the traffic control signage. Residents can be distinguished from non-residents via a decal or hang tag which can be made available to all residents for a very nominal fee, somewhere between 1-5 dollars per car with no need to renew.

Option 2) An official resident referendum held during a county election to establish a Special Purpose Tax District. This option, while a bigger task, would provide both the CHCA and MANA areas with not only the traffic control signage but also with an assigned police officer to our neighborhoods only (hours to be determined and in proportion to the cost). The option was presented to us by our Commissioner, Jeff Rader. If residents voted, and the referendum passed, the likely cost per household would be somewhere in the neighborhood of \$25-\$80 per year, added as a federally tax deductible line item to your DeKalb County property tax bill. Additional details are forthcoming once PHASE II meetings are scheduled.

PHASE II Meetings

A series of public meetings will be announced for interested residents to come together and collaboratively develop the policies and procedures related to implementing the traffic control plan and police enforcement of the signage. The first Phase II meeting will be on February 5th at the North Decatur Presbyterian Church from 7-9 PM. These policies and procedures will be integral to full implementation of the traffic control plan. Some of the issues to be discussed will include:

1. Answering questions on Phase I for new comers/others

2. Collecting input and opinion on Option 1 and 2 above, and gathering and evaluating other options that may be provided
3. Choosing either a hang tag or decal for resident's vehicle identification
4. Writing implementation policies of the ordinance for police enforcement (e.g. how to deal with visitors, tradesmen etc... during the hours of 6-9 AM and 4-7 PM)
Logic and common sense will be written into these policies.
5. Listing the obvious exclusions to the turn prohibitions such as school buses, Emory Shuttle, police, fire, and EMS personnel, medical transport services other than ambulances, County vehicles, and taxi cabs.

What Research Suggests Will Be the Benefits of Implementing Traffic Control

1. Neighborhood streets will be used in their appropriate capacity as designated by the County.
2. Safer streets for children, pedestrians, and pets
3. Reduced trash/litter on streets and in yards
4. Quieter neighborhood/ Improved Aesthetics (less traffic, less noise)
5. Stabilized/Increased property values
6. Possible increased sense of community/neighborhood

Partial Reference List

- Gordon Bagby(1980), "Effects of Traffic Flow on Residential Property Values," Journal of the American Planning Association, Vol. 46, No. 1, January 1980, pp. 88-94.
- Mark Eppliand Charles C. Tu(2000), Valuing the New Urbanism; The Impact of New Urbanism on Prices of Single-Family Homes, Urban Land Institute (www.uli.org).
- William Hughesand C.F. Sirmans(1992), "Traffic Externalities and Single-Family House Prices,"Journal of Regional Science, Vol. 32, No. 4, pp. 487-500.
- LGC(2001), The Economic Benefits of Walkable Communities, Local Government Commission (www.lgc.org).