

Clairmont Heights and Medlock Park Traffic Control Plan

**Plan Submitted by Traffic Control Committee
Members from the Clairmont Heights Civic
Association and the Medlock Area
Neighborhood Association**

CHCA

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Process, Community Input and Planning

- | Community input provided at all 4 public meetings was highly similar. Most participants submitted ideas using the perimeter control approach. Meetings were announced by website, listserve, individual emails, and community posted signs.
- | **January 18th – Committee Members meet with County Comm. Radar & John Gurbal**
- | **May 22nd First Community Meeting** – Consensus on approach
- | **July 16th Second Community Meeting** resulted in improvements to the initial plan
- | **September 18th Third Community Meeting** plan presented and refined
- | **November 20th Fourth Community Meeting, plan finalized**
- | Over 200 residents participated in the meetings and many sent emails or provided personal correspondence impacting the plan.

Key Considerations

- I Nearly All Signage will EXEMPT RESIDENTS

- I This plan will require:

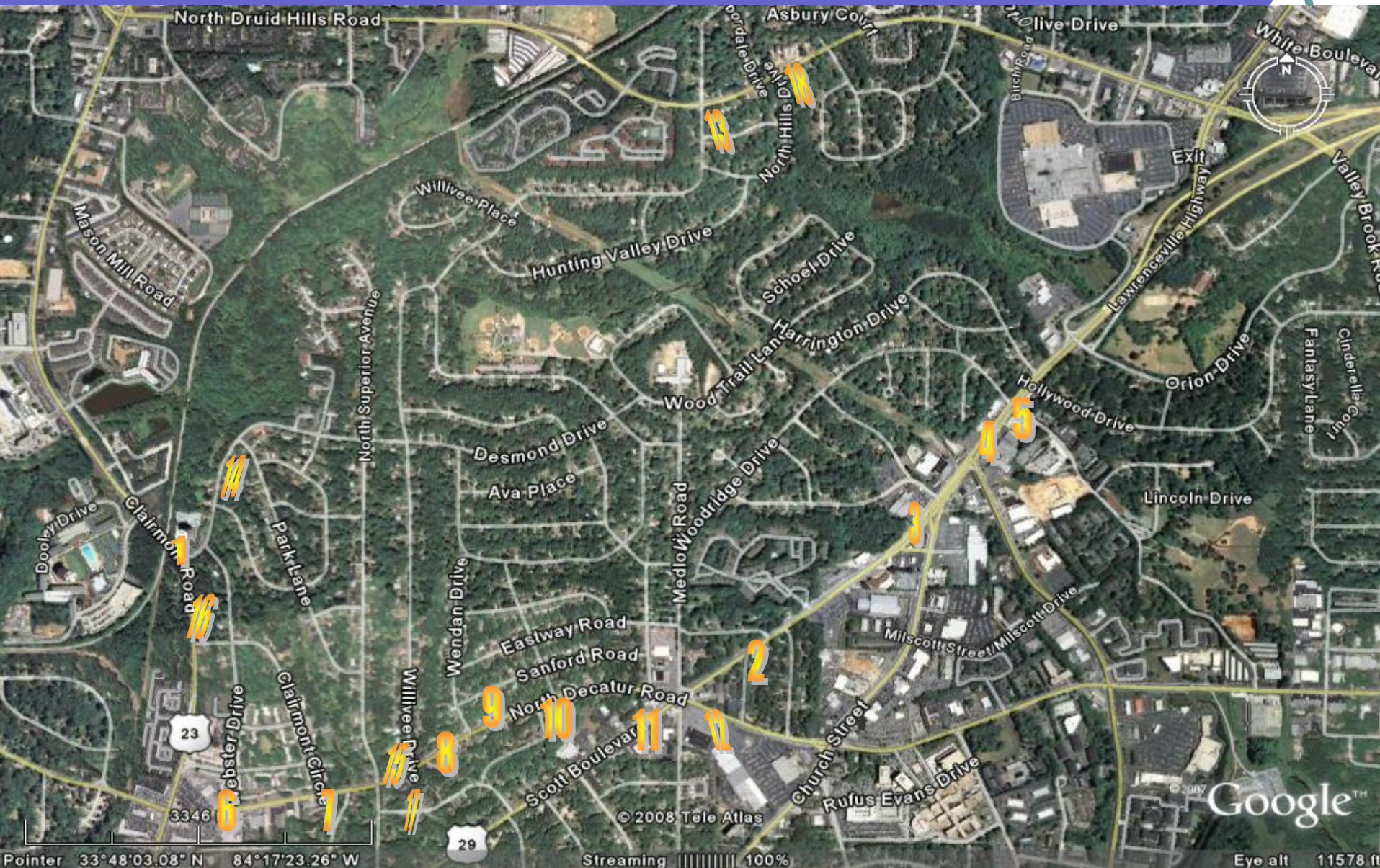
 - Patience – it will take time to implement all the signage as some roads are County controlled and some are State controlled

 - Passing a relatively simple ordinance OR passing a Special Purpose Tax District (SPTD) by vote to authorize and codify the signage based upon the County's authority to protect the health, safety, and quality of life in neighborhoods

 - Possibly purchasing a low-cost rear-view mirror hang tag or decal to identify your vehicle(s) as owned by a resident (**product cost 35-52 cents each, programmatic costs may increase price*)

* http://www.novavisioninc.com/pages/prd_hang_tag_parking_passes.html

Traffic Control Planning Area



Points on the Map

- 1) No left turn onto Clairmont from Desmond 6-9 AM, 4-7 PM
- 2) No right onto Blackmon from Scott Blvd. 6-9 AM
(Residents Excepted)
No left onto Scott from Blackmon 6-9 AM and 4-7 PM
(Residents Excepted)
- 3) No right turn onto Larry Lane from Scott Blvd. 6-9 AM
(Residents Excepted)
- 4) No right turn onto Woodridge from Scott Blvd. 6-9 AM
(Residents Excepted)
- 5) No right turn onto Harrington from Scott Blvd. 6-9 AM
(Residents Excepted)

- 6) No right turn onto Webster from N. Decatur 6-9 AM
(Residents Excepted)
- 7) No right turn onto Clairmont Circle from N. Decatur 6-9 AM
(Residents Excepted)
- 8) No right or left turn onto Willivee (at N. Decatur) 6-9 AM
(Residents Excepted)
- 9) No right turn from N. Decatur Rd. onto Wendan 6-9 AM
(Residents Excepted)
- 10) No right turn N. Decatur Rd. onto Suzanne 6-9 AM
(Residents Excepted)
- 11) No right turn N. Decatur Rd. onto Sunstede 6-9 AM
(Residents Excepted)
- 12) Medlock Rd. "School, and Park Traffic Only" 6-9 AM,
4-7 PM (Residents Excepted)

Points on the Map

- 13) No Left & No Right onto Willivee Drive from N. Druid Hills (Residents Excepted) 6-9 AM, No Right 4-7 PM
- 14) No Left turn onto Desmond from Clairmont 4-7 (Residents Excepted)
- 15) No Left turn onto N. Superior from N. Decatur 4-7 PM (Residents Excepted)
- 16) No Left onto Clairmont Cr. from Clairmont 4-7 PM (Residents Excepted)
- 17) No Right onto N. Superior from N. Decatur 6-9 AM (Residents Excepted)
- 18) No Left & No Right turn onto North Hills from N. Druid Hills Rd. 6-9 AM and 4-7 PM (Residents Excepted)

What's Next ?

- | Turn the plan over to the County by Early December 2008.
- | Committee and interested volunteers will undertake steps/process to see that plan is implemented.
- | Once County gives time frame for first signs installed communities will be informed.
- | Residents please watch neighborhood websites, emails, and newsletters for updates.

What's Ahead ?

- 1) Committee will work to draft the ordinance to provide for the Commissioner to bring to a BOC vote. Also, Special Purpose Tax District will be investigated.
- 2) Install the signage that is under County authority first*.
- 3) Simultaneously work with the County and State to seek approval for all signage that requires state approval AND work to develop the Neighborhood Identity Tags program that will issue the hang tags to CHCA and MANA residents.

** Police enforcement can only come after the hang tags/window decals have been issued to residents - signs may have a deterrent effect in the interim period*

Expected Outcomes

- | Neighborhood streets will be used in their appropriate capacity as designated by the County.
- | Safer streets for children, pedestrians, and pets
- | Reduced trash/litter on streets and in yards
- | Quieter neighborhood/ Improved Aesthetics (less traffic, less noise)
- | Stabilized/Increased property values

References

- 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 **Eppli** and 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 **Hughes** and 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).