



Community Transportation Plan

Appendix A: Traffic Calming



Appendix A: City of Decatur City-wide Residential Traffic Calming Program

Process & Procedures

The following process and procedures are considered typical for receiving, responding to, and managing residents' requests for residential traffic calming in their neighborhood (See Figure 1 for flowchart).

STEP 1: Identification of Problem

Citizens concerned about speeding in their neighborhoods should first contact the Decatur Police Department (PD) to seek assistance, with the typical first response being to increase enforcement of the current posted or statutory speed limit and to conduct educational efforts (see Appendix D, Table 1) to increase compliance. If it is determined by the PD that those initial measures are not sufficient to effectively address the speeding problem, the citizens may then request installation of physical traffic calming measures on program eligible streets by completing and submitting the Traffic Calming Project Application form (see Appendix C) that outlines the concerns and petition.

STEP 2: Petition Process

Neighborhood representatives develop and submit to the City a proposed petition attachment that clearly outlines the proposed traffic calming measures and the stated performance objectives. Table 1 – Residential Traffic Calming Measures should be cited as a reference for stating reasonable performance objectives of traffic calming measures desired by the neighborhood. Decatur will review and approve the petition attachment for circulation with the standard petition form (see Appendix C). Neighborhood representatives circulate the petition within the identified affected area. The petition must be delivered (in a legally acceptable manner) or offered to all residents (or property owner if vacant) in the affected area. A positive response must be obtained by 75% or more of the total number of properties on streets expected to receive traffic calming measures and on any streets expected to receive significant increases in traffic volume as a result of the traffic calming installation (50% or more of the total number of properties in the “affected” area on streets whose access is substantially dependent upon the streets to be calmed). Only one petition vote shall be allowed per property with the exception of duplex dwellings wherein each dwelling unit shall be allowed one vote. Single-family properties with more than two dwelling units will be allowed one vote, typically the property owner. All original petition responses, including those signatures in opposition to the proposal shall be provided to the City.

If the petition does not achieve the required level of support from the neighborhood, neighborhood representatives shall meet with City staff to evaluate potential revisions to the proposal and a second petition process.

STEP 3: Analysis of Traffic Problem

In cooperation with the PD and the Engineering Department, the City performs any necessary data collection and analysis to assess and quantify the traffic and safety conditions in the neighborhood. City staff identifies the tentative study area, collects preliminary information from their files and other potentially affected agencies, and completes any needed traffic analysis. While there are no absolute minimum criteria or warrants established for use of traffic calming techniques, staff will refer to the following guidelines when evaluating the magnitude of traffic safety problems and potential for improvement using traffic calming techniques.

A. Minimum Vehicular Volume

Daily traffic volumes greater than 600 vehicles, or peak-hour volumes greater than 100 vehicles are typically required to consider traffic calming on a particular residential street. Traffic volumes on residential streets will determine the appropriate traffic calming measures as follows. See Appendix D, Table 1 for more information on each measure.

Local streets with less than 600 vehicles per day (or less than 100 vehicles in peak hour):

- Education
- Enforcement (if education efforts fail to meet the objective)

Local streets with 600-4000 vehicles per day or peak hour volume at least 100 vehicles:

- Education
- Enforcement
- Physical measures (see Appendix D)

All collector streets and local streets with more than 4000 vehicles per day:

- Education
- Enforcement
- Less restrictive physical measures only

B. Speed

The generally accepted practice is that speed limits should be set at the 5 MPH increment nearest to the measured 85th percentile speed (i.e., that speed below which 85% of all vehicles travel, and above which 15% travel). Other considerations such as accidents and real dangers not perceivable by drivers may warrant setting a lower speed limit. Since speed limits are generally set using the 85th percentile speed, it is expected that 15 percent of the vehicles will exceed the speed limit on a regular basis, and that some of these exceedances may be excessive by motorists driving irresponsibly. For purposes of prioritizing the level of speeding problem, the 85th percentile speed will be measured. If the 85th percentile speed is above 35 mph on a local or collector street, it is a moderate speeding problem. If over 40 mph, it is considered an excessive speeding problem.

C. Cut Through Traffic

The number of vehicles counted at a location on a candidate street during a 24-hour period (traffic volume) is considered, regardless of the origin or destination. However, the installation of some traffic calming measures may have the potential to cause traffic to divert onto other streets. This potential diversion should be carefully considered so traffic is not diverted onto other residential streets.

D. Crash History

Traffic accident problems, or crashes, are considered significant when there is a history of reported crashes of a type that could be precluded with traffic calming including pedestrian, bicycle and auto crashes along a residential street or within a neighborhood during a period of three consecutive years.

E. Street Characteristics

Minimum Length, Maximum Grades, Driveways and Roadway Alignment

Typically, traffic calming measures should not be installed on streets: (1) less than 1,000 feet (or two city blocks) long; or (2), with steep grades (greater than 8%); or (3), where the vertical and horizontal roadway alignment would result in inadequate stopping sight distance for motorists encountering traffic calming measures, or (4) with infrequent driveway spacing.

F. Transit, School and Emergency Routes

Very restrictive traffic calming measures such as speed humps typically should not be installed on a street serving as a primary emergency response route or transit route. These routes should be considered for some of the less restrictive traffic calming options such as median island, street narrowings, and traffic mini-circles. School bus routes should also be considered in the evaluation.

STEP 4: Neighborhood Workshop Meeting

City staff, in conjunction with neighborhood representatives, schedules and holds a meeting (advertised by the neighborhood) for affected area residents to review the issues, and potential techniques for solutions. The purpose of the workshop is to review the neighborhood concerns, present and discuss potential solutions, and develop consensus between City staff and workshop attendees for the strategies and measures that will be recommended to the affected area residents through the petition or ballot

process. Representatives of other affected agencies such as Fire, Public Transit and Schools may be present at this meeting.

STEP 5: Selection Process

Decatur will prioritize all projects that progress beyond Step 2. The prioritization will be based on a project ranking system as shown below. Those projects with the most total points are ranked the highest and will be selected for further action based on budget availability and compatibility with other transportation projects. Projects that are approved for further action will proceed to Step 4.

CRITERIA	BASIS FOR POINT ASSIGNMENT	POINTS
Speed	0 to 50 points: 5 points assigned for every 1 mph of the 85 th percentile speed that exceeds 35 mph (example: 38 mph = 15 points)	
Pedestrian Activity	0 to 20 points: 5 points assigned for each school, church, bus stop, public park, community center, senior center, senior living facility or shopping center that is likely to generate a significant number of pedestrians crossing the traffic calmed street.	
Volume	0 to 10 points: 1 point assigned for every 1,000 vehicles per day	
Neighborhood Support	0 or 10 points: 10 points assigned for 75% or more of the residents signing a petition to support improvements.	
Crash History	0 to 5 points: 2 points for every reported crash occurring on the project segment during the last 3 years of a type that is deemed correctible by traffic calming measures.	
Other Factors	0 to 5 points: 5 points assigned for each road condition (such as sight distance problems) that can be improved with traffic calming measures.	
TOTAL POINTS	100 Points Maximum Score	

STEP 6: Project Design and Implementation

When a traffic calming project has received the necessary petition support, Decatur staff schedules design and implementation of the project within budgetary constraints. All designs shall follow ITE or other national recommended guidelines, if available. Depending upon the number of traffic calming requests received and the available funding for design and construction, a project may be placed on a waiting list and prioritized based on relative need. Any necessary citizen co-pay, property dedication or landscape maintenance agreement shall be completed prior to final project design.

Certain techniques may be installed for a "test period" while others may be installed in a permanent fashion. The "test period" may involve the use of a "pre-mark" (color spray paint) to show the outline of each measure in the proposed location. In this way, all residents of the "affected area" will be able to see the measure before construction begins. All installations will be monitored and evaluated by staff for desired effectiveness.

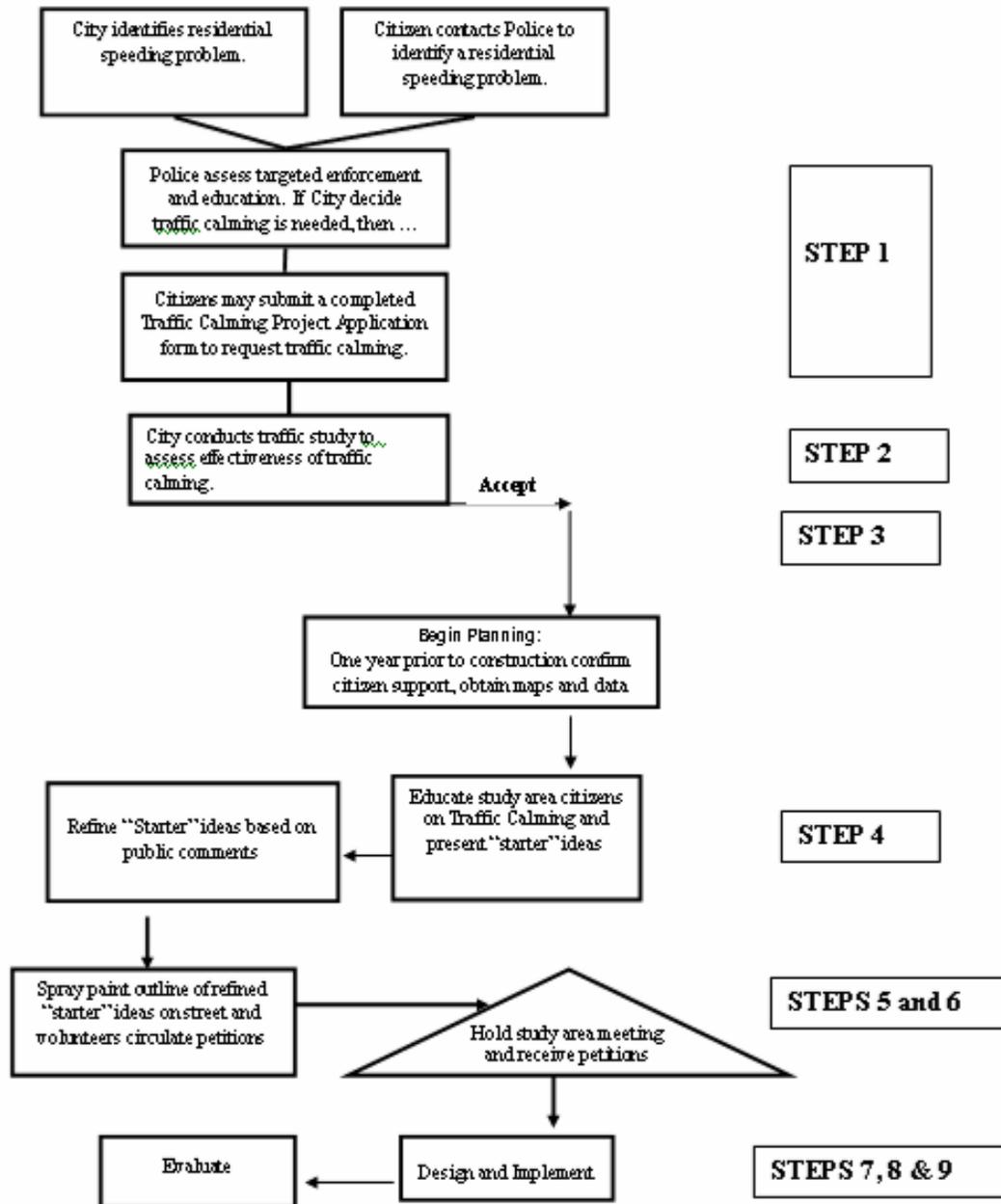
STEP 7: Monitoring and Evaluation

Within nine to twelve months after installation of the project, Decatur will begin evaluation of the project, including resident and motorist reaction, field observation, traffic counts, speed studies and other data collection as needed. If the project has not met its objectives (as stated in the Petition) within the monitoring period (six months to one year following completion), staff will notify the neighborhood representatives. The staff and the neighborhood representatives may then consider alternative solutions.

STEP 8: Removal of Traffic Calming Project

At any time following construction completion, if it is determined that the project should be removed for public health and safety reasons, the City Commission will be requested to authorize the removal of one or more traffic calming measures, upon notification to the neighborhood representatives. If the city has no concerns with the project but the neighborhood itself decides that the traffic calming measures should be removed or significantly altered, the neighborhood must furnish petitions and signatures of more than 75% of households and businesses in support of the removal or alteration of the project (50% of households and businesses on streets that access is dependent on the streets to be calmed).

Figure 1. Traffic Calming Process and Procedures



Decatur Traffic Calming Workshop Meeting Summary

On Saturday, November 18, traffic calming workshops were held with representatives from four Decatur neighborhoods: Sycamore Drive, South Columbia Drive, Garden Lane / Lamont Drive, and East Lake Drive / Second Avenue. General traffic calming procedures and policies were presented, and then participants were split into groups by neighborhood to look at maps and, with the project team, identify issues and potential solutions for their neighborhoods. The issues and concerns raised for each neighborhood, along with potential ideas to address the issues, are described below.

Sycamore Drive

Issues and Concerns

- Traffic speed and volume on Sycamore Drive, Forkner Drive, Glendale Avenue, and Poplar
- Failure to observe speed limit on Sycamore by:
 - MARTA bus drivers
 - Ambulance drivers
 - Test drivers from Infiniti and BMW dealers
- Safety at Suburban pre-school (Sycamore @ Forkner)
- Drivers who run STOP signs
- Humps are not effective
- Parking shortage near new townhouses (Church @ Forkner)

Ideas to Consider

- Joint newsletter to educate all residents of neighborhood concerns
- Meet with MARTA to re-train bus drivers on Route 2
- Letter from City to managers of car dealerships using Sycamore for test drives
- Change emergency vehicle route from Sycamore to Winn Way
- Prohibit right-turns from Ponce to Sycamore, AM peak
- Re-stripe Sycamore to create bicycle lanes
- Re-stripe Church to add on-street parking
- Mini-traffic circle at Glendale @ Glenn Circle (near Ponce)
- Mini-traffic circle at Glendale @ Mt.Vernon
- Install "Traffic Calmed Area" and "Children at Play" signs
- 20 mph speed limit on Forkner and Glendale
- Study safety measures at Suburban school
- Convert Poplar to one-way southbound
- Regulate \$5 max. on taxi ride home from downtown Decatur
- Help Decatur Heights Church maintain neighborhood community center and skateboarding in parking lot

South Columbia Drive

Issues and Concerns

- Inadequate pedestrian facilities – no sidewalk on west side of S. Columbia
- Safety of pedestrians/children
- Speeding S. Columbia, particularly from Commerce Dr.
- Potential impact of new development on east side of S. Columbia near College
- Safety for children walking to Glennwood Elementary (walking school bus)

Ideas to Consider

- No left turn northbound on S. Columbia at College
- Add northbound left turn phase at Commerce & College

- Realign intersection or install roundabout at S. Columbia & Commerce
- Narrow road and add multi-use path on west side
- Median on S. Columbia between Shadowmoor & Derrydown
- Bulb-outs and on-street parking to reduce lane widths
- Add crosswalk across S. Columbia north of Commerce intersection
- Extend Glennwood Elementary School Zone to S. Columbia

Garden Lane / Lamont Drive

Issues and Concerns

- Cut-through traffic avoiding the Scott/Clairemont intersection
- Speeding through neighborhood (cut-through traffic)
- No sidewalks
- Don't want speed humps
- Need to keep on-street parking

Ideas to Consider

- Neighborhood gateway monuments
- Restrict turning movements to/from Scott Blvd. during peak hours
- Install sidewalks
- Traffic circle at Lamont/Vidal to slow traffic
- Landscaped bulb-outs to define on-street parking and narrow street

East Lake Drive / Second Avenue

Issues and Concerns

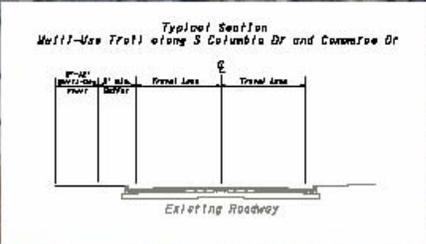
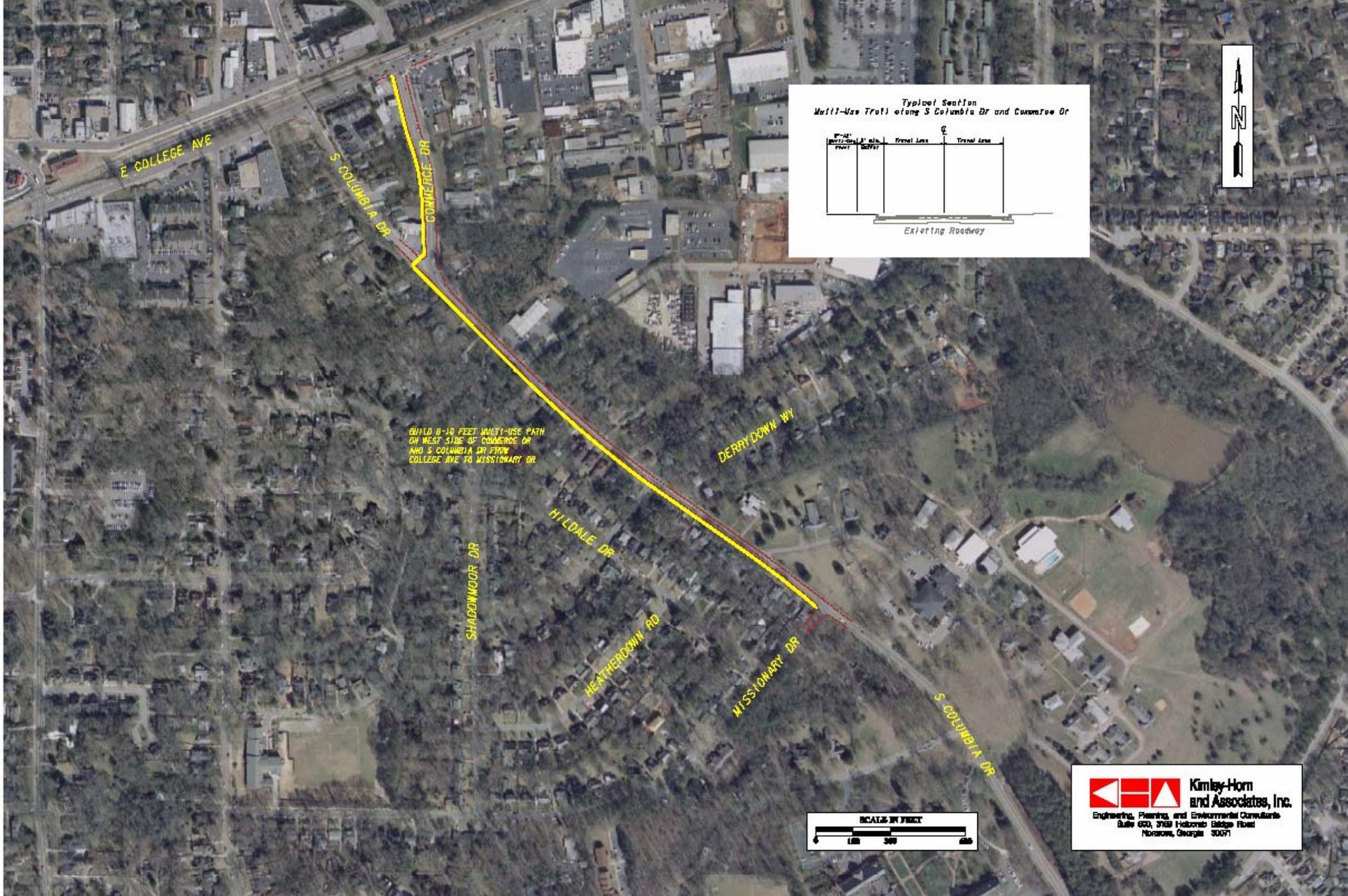
- Cut-through traffic (estimated 350 vehicles in AM and 500 vehicles in PM peak hour)
- Speeding on Second Ave. and East Lake Drive
- Running 4-way STOP signs
- Reckless passing on 2-lane streets
- Speed humps are not working
- Lack of continuous sidewalks on East Lake

Ideas to Consider

- Newsletter to raise neighborhood awareness of issues
- Ask MARTA to re-train Route 22 bus drivers
- Install cobbled paving to narrow Second / East Lake intersection and slow turns
- Eliminate or replace speed humps
- Bicycle lane with rumble strips on lane stripe
- Use parking on alternating sides of East Lake and Second to create "chicane" effect
- Build continuous sidewalks both sides of East Lake to connect the park and the Oakhurst business district
- Restripe the centerline on East Lake (south of Third Ave.) to reflect parking on east side
- Create neighborhood gateway on East Lake at Third
- Redesign East Lake, north of Third, to enhance pedestrian and bicyclist safety



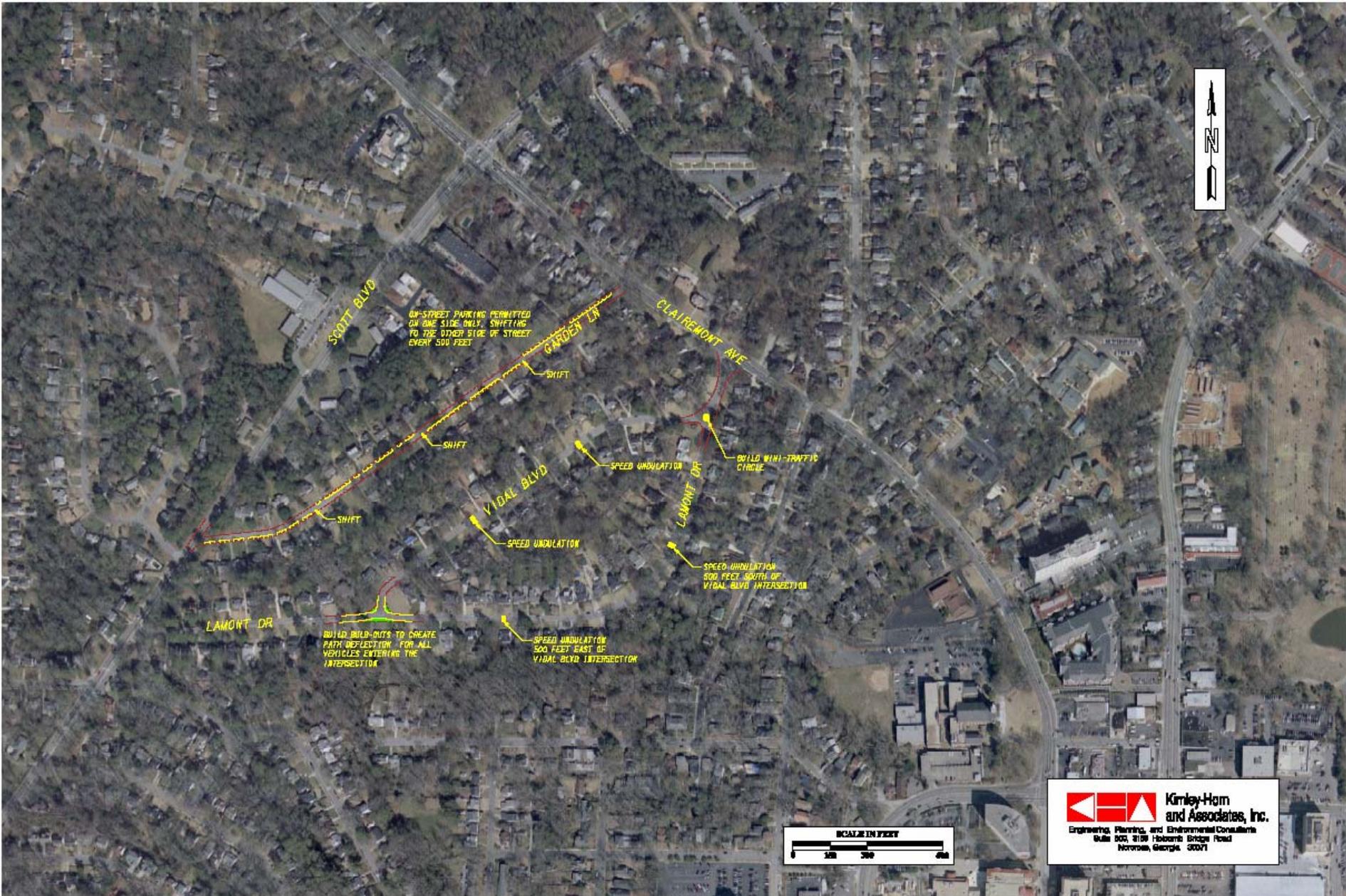

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BUILD 8-10 FEET MULTI-USE PATH ON WEST SIDE OF COMMERCE DR AND S COLUMBIA DR FROM COLLEGE AVE TO MISSIONARY DR



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ON-STREET PARKING PERMITTED ON ONE SIDE ONLY, SHIFTING TO THE OTHER SIDE OF STREET EVERY 500 FEET

SCOTT BLVD

SHIFT

SHIFT

SHIFT

VIDAL BLVD

SPEED UNDULATION

SPEED UNDULATION

LAMONT DR

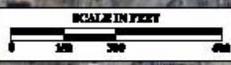
SPEED UNDULATION 500 FEET SOUTH OF VIDAL BLVD INTERSECTION

BUILD MINI-TRAFFIC CYCLE

LAMONT DR

BUILD BUILD-OUTS TO CREATE PATH DEFLECTION FOR ALL VEHICLES ENTERING THE INTERSECTION

SPEED UNDULATION 500 FEET EAST OF VIDAL BLVD INTERSECTION



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City of Decatur

Sycamore Street From E. Ponce de Leon Avenue to City Limits

Conceptual Opinion of Probable Construction Cost

Prepared by: Kimley-Horn and Associates, Inc.

3/15/2007

Description	GDOT Item	Quantity	Units	Unit Price	Cost
Asphalt Surface Course	Recycled Asph Conc 12.5 MM Superpave, GP 2 Only, Incl Bitum Matl & H Lime	1,147.50	TN	\$62.00	\$71,145.00
Asphalt Leveling	Recycled Asph Conc Leveling, Incl Bitum Matl & H Lime	1,870.00	TN	\$61.00	\$114,070.00
Milling of Existing Pavement	Mill Asph Conc Pymt, Variable Depth	17,000.00	SY	\$3.00	\$51,000.00
Thermoplastic Striping	Thermoplastic Solid Traf Stripe, 5 In, White	22,500.00	LF	\$1.00	\$22,500.00
Ponce de Leon Signal Modification	N/A	LUMP	LS	\$50,000.00	\$50,000.00
					\$308,715.00