



Department of Public Works Office of Transportation

Berkley Park Neighborhood Traffic Issues Status Report

➤ Antone Street has qualified for Speed Humps. DPW to provide Mike Wagoner the list of Property Owners and the Petition Requirements. Also need breakdown of funding requirements. (The neighborhood received petition and is currently being completed. Still need funding requirements. Also curious if we could install less than 5 humps to save money.)

DPW Status Update: Speed hump spacing is determined to ensure their effectiveness in reducing speed. If the number of speed humps is reduced on Antone Street, the humps would lose their effectiveness in reducing speed due to large gap between the humps. As a result, we recommend keeping the proposed number of humps. As it was stated at our meeting, the City has no funds for the humps at this time.

➤ Verner Street data was flawed due to sensor placement. Street to be re-tested based on opening of FLIP and Piedmont Facility. BPNA to provide date for re-test.

DPW Status Update: Verner Street was retested and the results are as follows:

Direction of Travel	85 th percentile speed, miles-per-hour	24-Hour Traffic Volume, vehicles per day
Westbound	33.8	92
Eastbound	29.9	229

This finding reveals that the street does not meet minimum requirements for speed hump or other traffic calming measures consideration.

➤ DPW has agreed to investigate additional Traffic Calming/Planning measures on side streets affected by the “No Through” sign from Chattahoochee to Holmes Street. These measures could include Traffic Diverters and/or Speed Humps.

DPW Status Update: We have proposed traffic calming measures along Antone Street which met traffic calming requirements. No other street with Berkeley Park Neighborhood met such requirements. We also reviewed Berkeley Park’s master plan which did not include traffic analysis when it proposed various traffic control measures. Furthermore, we reviewed recent traffic counts along the streets within Berkley Park Neighborhood. Based on review of the traffic count information, we do not believe that there is excessive cut-through traffic to warrant traffic diverters which are traffic calming measures.

- DWP to continue discussion with GDOT on options for Traffic Uprights at Northside and Antone.

DPW Status Update: GDOT responded to a request for median stating that they do not support it and indicated they will maintain the uprights. We made another recommendation which was to install a “Kwick Kurb”. GDOT has not responded and we sent another request for response.

- Proposed Cross-walk designs will be too costly. DPW to re-price and itemize specific items related to the improvements in order to determine funding requirements. At a minimum, DPW had agreed to move forward with painting the crosswalks.

DPW Status Update:

- **Bellemeade & Buchanan - \$4,000**

Cost includes updating existing crosswalk marking and ADA ramp on one corner

- **Bellemeade and Buchanan - \$12,000**

Cost includes updating existing crosswalk markings, ADA ramps on northeast and northwest corners of the intersection and tightening turning radii at both corners on Commerce Drive side.

- Funding has been approved for 17th St & Howell Mill Signal. DPW to follow up to see if the completion date can get moved up.

DPW Status Update: legislation for contract was just approved. Once the contract is signed, we will proceed with installation of the signal at 17th St and Howell Mill Road. We anticipate construction to start within the next 90 days.

- Councilmember Muller’s office has followed up with Selig and the NCA. The NCA agreement states, “Retail Developer agrees to install, at Retail Developer's expense, a fiber optic synchronization mechanism that will synchronize the traffic lights on Howell Mill Road running from I-75 to Chattahoochee Avenue, and will consider extending the synchronization to Collier Road if economically feasible and recommended by Retail Developer's Traffic Consultant.” Selig is working to identify where this was left, and determine what is required to complete. DPW to provide requirements as seen by the City for this synchronization to take place. BPNA to continue discussions with Selig.

DPW Status Update: Selig has agreed to interconnect the signals at District Driveway and I-75 ramps. The remaining signals on Howell Mill Road between District Drive and Chattahoochee Avenue will be interconnect and synchronized by Kroger shopping center owner if the signal at White Street and Howell Mill Road is approved. With regard to previous commitment by Selig, we did not identify any signed agreements between the City and Selig.

If BPNA has a copy of the agreement signed by Selig, we like to get a copy of it so that the City’s Law Department could review it and advise us of our ability to enforce the agreement.

- DPW has received the data from the Kroger Shopping Center Owner, and the light has been approved pending agreement from Underwood Hills.

DPW Status Update: The signal at this intersection met warrants. DPW met with council members Clair Muller and Felicia Moore. Felicia Moore’s office sent corresponds to Underwood Hills to get their feedback. Underwood Hills neighborhood raised some concerns and suggested improvements along neighborhood streets. Once we hear from the neighborhood, we will proceed with next steps.

Additional Requests-

- DPW has approved a Speed Limit Reduction on Holmes Street from 30mph to 25mph. DPW to advise as to Legislative Status and proposed completion.

DPW Status Update: Legislation request has been forwarded to the City's Law Department and we are expecting the legislation to be discussed during at City Council Transportation Committee meeting on February 24 or March 11, 2009. We anticipate sign replacement to take place in late March or early April.

- Additional "No Parking Signs" to be added the length of the south side of Holmes St.

DPW Status Update: Service request was created for this request and findings and recommendations will be forwarded no later than 2/22/2009.

Date: February 5, 2009
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