CITY OF DUNWOODY
PUBLIC WORKS DEPARTMENT

TRAFFIC CALMING POLICY

Article 3.6

Version: Final

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I. Introduction

Because of increased congestion on the City's arterial and collector road network, combined with driver's desires to find shorter travel routes, drivers frequently seek alternate travel routes. Frequently, the routes include the City's local and residential subdivision streets. Many of these streets have experienced increases in volume and speeding that has diminished the quality of life and the safety of residents, pedestrians, bicyclist, and other motorists.

Traffic Calming as defined by the Institute of Transportation Engineers (ITE), is the use of physical and psychological devices "to reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users." The use of Traffic Calming techniques may return the quality of life and safety in a neighborhood by alerting drivers to share the road, drive with more care, drive more slowly, and, in some cases, divert to more appropriate routes.

While each neighborhood and each situation may be somewhat unique, a systematic approach is taken by the Traffic Calming Program. Thus, the same definitions and criteria, as outlined in this policy, are applied in all cases. As a part of that approach, the transportation system of the City needs to be considered as a whole. Solving a problem on one neighborhood or street should not cause another problem to appear somewhere else.

II. Minimum Requirements

In order for the installation of Traffic Calming Measures to be considered, the following criteria must be met:

1. Only local residential subdivision streets with a speed limit of 30 mph or less are eligible for the Traffic Calming Program.

2. Streets classified as Arterial, Collector, and/or Thoroughfare are not eligible for Traffic Calming.

3. The 85th percentile speed as measured by a speed study must be 11 mph greater than the posted speed limit of the street for residential subdivision streets with a measured two-way, 24-hour traffic volume less than 1,000 vehicles per day. On residential subdivision streets with volumes above this threshold, the 85th percentile speed must be 9 mph greater than the posted speed.

4. The traffic study must show that the Traffic Calming techniques will not divert traffic on to other residential subdivision streets in the study area.

5. Impacts to emergency vehicle response times must be considered and minimized.

6. Pedestrian and Bicycle access must be preserved

7. The neighborhood Traffic Calming plan shall be designed using sound planning practices and engineering judgment.

III. Definitions

For purposes of this Policy, certain terms and words are defined. Where words have not been defined, but are defined in a subsequent section of this Policy, those words shall have the meaning as defined therein. The following words, terms and phrases when used in this Policy shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

AASHTO means the American Association of State Highway and Transportation Officials.

Affected area means a geographic portion of a neighborhood consisting of all property owners whose quality of life as a resident in the neighborhood, and not necessarily as a traveler through the neighborhood, is being directly impacted by the cut-through or speeding traffic problem being addressed. The affected area will include all lots from which residents must traverse the traffic calming measure. The affected area will also include all lots from which residents may have an alternate route without traffic calming measures but whose lots have driveways that access the segment of the residential subdivision street for which traffic calming measures are sought.

Department means the Public Works Department.

Eligible Petitioner means the person whose name is recorded as the owner or co-owner of real property in the tax records maintained by the DeKalb County's Tax Commissioner and Board of Tax Assessors for the address listed on the petition within the affected area or an alternate individual who is legally authorized to act as an agent for the individual, trust, or organization listed as the owner or co-owner.

Neighborhood Coordinator is an eligible petitioner who has initiated a request for traffic calming measures and/or has assumed a primary role in circulating the subsequent traffic-calming petition and undertakes to serve as the City's sole contact with respect to the progress of any subsequent traffic study and traffic-calming petition.

ITE means the Institute of Transportation Engineers.

MUTCD means the Manual on Uniform Traffic Control Devices.

Owner of Real Property means homeowners or other real property owners as indicated in the tax records maintained by the DeKalb County Tax Commissioner and Board of Tax Assessors.

Local Residential Subdivision Street means a street within a platted residential subdivision.

Traffic-calming measures means those methods and processes, prescribed by "AASHTO" or other nationally recognized organizations, that the City may use to reduce aggressive driving behavior that impairs the quality of life of its citizens in any neighborhood in which the posted speed limit is no greater than thirty (30) miles per hour. Such measures include, but are not limited to, speed humps, bicycle lanes, center traffic islands, splitter islands, and striping and turn restriction lanes.

Traffic study means the process by which data pertinent to the flow, rate of speed and density of traffic, collected over a defined period of time, is measured and analyzed to determine its impact on the safety of citizens within a neighborhood or affected area.

IV. Traffic Calming Process

1. A Homeowners' Association, neighborhood group, or individual can request a Traffic Calming Project for their neighborhood or street. The Public Works Department will discuss with them the:
   - Application Process
   - Responsibilities of the Neighborhood Coordinator
   - Traffic Study Process
   - Petition Requirements
   - Financial Participation
   - Potential Passive Traffic Calming Solutions

2. Upon establishment of the Neighborhood Coordinator, the Department of Public Works will define the affected area and provide a list of owner names and addresses to the Neighborhood Coordinator.

3. To establish initial interest from the neighborhood, the Neighborhood Coordinator must submit an Initial Petition Form with signatures showing support for a Traffic Calming project from a minimum of 20% of the property owners within the affected area. (See Appendix B for example petition forms.)

4. The Public Works Department will then conduct appropriate studies to determine the existence and extent of the problem.
   - If the results of the study indicate that the minimum requirements established in Section II of this document are not met, the neighborhood coordinator will be informed in writing.
   - If the results of the study indicate that the street meets the minimum requirements of Section II, Public Works staff will develop recommendations, including suggested passive and active traffic calming measures.

5. For qualifying streets Public Works staff will schedule a neighborhood meeting and invite the households within the affected area to discuss study findings, suggested passive and active measures, definition of the affected area, anticipated costs, and the petition process.

6. Public Works will prepare a preliminary design of the proposed traffic calming measures and provide it to the neighborhood coordinator for distribution. A petition deadline date will be established 90 calendar days from the date of distribution and communicated to the neighborhood coordinator.

7. To show awareness and support for the proposed traffic calming plan, the neighborhood coordinator must submit a petition to Public Works with signatures of 65% of the property owners within the affected area approving the proposed plan.

8. Public Works shall verify the signatures on the petition and, once verified, will develop a final project design and cost, based on the suggested passive and active measures.

9. Final design and cost for any active measures will be presented to the Mayor and City Council for funding and approval.

10. The City will fund 100% of the cost–necessary for construction of any active traffic calming measures. Funding will be allocated to neighborhoods in the order that their petition is approved by the City Council. Any neighborhoods that are approved for the construction of active traffic calming measures after the current budget has been expended will be funded out of future year's budgets.

11. Passive measures and/or any needed modifications or temporary measures may be implemented and studies for effectiveness before active measures are installed.

12. Upon City Council approval and the allocation of funds in the City budget, the traffic calming project will be implemented at the direction of the Public Works Department.

13. Each property in the affected area will be assessed a $25 fee per year on their property tax bill for maintenance of the Traffic Calming Devices, beginning the year after the devices are installed. Annually the Public Works Department will compare the annual revenue generated by the fee to the replacement cost of the traffic calming measures and recommend adjustment recommendations to the city council if costs increase beyond the revenue generated.

14. Within 6 months of project installation, Public Works staff will conduct follow-up studies to measure project effectiveness.

15. In the case of resurfacing, most existing traffic calming devices will need to be removed in order for resurfacing to take place. However, existing traffic calming devices will be considered as grandfathered and will be replaced following completion of the resurfacing project. No additional neighborhood funding or petitions will be required.

IV. Removal of Traffic Calming Devices

If the neighborhood decides that they no longer want previously installed traffic calming devices, they must follow the same procedure to obtain 65% support by petition as listed above for installation. Active traffic calming devices should remain in place at least 12 months before removal. If devices are removed, the road must also be brought back to City standards. The City of Dunwoody reserves the right to remove speed humps for any reason.

Appendix A – Example Traffic Calming Measures

Passive Measures

The primary use of passive measures is to reduce the speed of traffic while raising awareness of the traffic problems on residential subdivision streets. These methods are less costly than active devices, as they do not affect the geometry of the roadway or require extensive construction. Passive traffic calming measures include radar signs, re-striping, and installing signs.

General advantages of passive traffic calming measures:

- Pose no restrictions for bicycles or pedestrian traffic
- Does not affect intersection capacity or operation
- Cheaper than active traffic calming devices
- Raise awareness of drivers to speeding problems
- No impacts to transit or emergency services
- Can be done regardless of the grade of the road

General disadvantages of passive traffic calming measures:

- Not necessarily enforceable
- Not always effective over time

Radar Signs

Description
Radar signs may include short-term deployment of the Dunwoody Police radar trailer or long-term installation of a radar sign capable of measuring vehicle speed and graphically displaying the speed of the motorist.

Primary Purpose
Reduce vehicle speeds by raising the awareness of the driver to their speed

Advantages
- Possible speed reduction at the radar location
- Opportunity to collect volume and speed data, dependant upon equipment

Disadvantages
- Not an enforcement tool
- Minimal effectiveness on reducing traffic speeds over time except under certain conditions
- Fixed locations require regular maintenance

Other Considerations

Based on before and after studies conducted by the city, fixed radar signs appear to have little effect on speeds over time except when located on straight, downhill sections of certain roadways. Future installation of fixed radar signs should only be considered under the following conditions:

- When the posted speed limit is not less than 35 mph, and the 85th percentile speed is greater than 8 mph over the posted speed, AND
- Where the roadway is straight for over 1,000 feet and on a downhill grade of over 3%.

Based on these conditions permanent radar sign installation will be limited to arterial and collector roads. Upon request, locations will be considered based on an engineering review by Public Works and funding availability.

Narrowing lanes

Description
Striping is used to narrow travel lanes to 10-foot widths.

Primary Purpose
Reduce vehicle speed by creating the perception of a narrower road. Generally, speeds are lower in 10-foot wide lanes than in 12-foot wide lanes.

Advantages
- Re-striping can include bike lanes. This reduces the vehicular lane width while also providing a safe place for bikes to travel. Striping to include bike lanes also reduces the potential for driver to drive outside the lane.
- Striping is easily modified

Disadvantages
- Citizens do not always perceive striping to be an effective traffic calming technique

Other Considerations
Truck and bus traffic should be considered when determining the appropriate lane width.

Signs and Signals

Advisory and regulatory signs and signals can assist with many problems addressed by traffic calming. Installation of any signs and signals should conform to the standards set forth in the *Manual on Uniform Traffic Control Devices* (*MUTCD*), as established by the Federal Highway Administration

Turn Movement Prohibition

Description

Particular turning movements are prohibited by the installation of enforceable signage at an intersection. These signs can be installed to restrict certain turning movements altogether or just for certain hours (usually the peak traffic hours).

Primary Purpose

Helps to prevent excessive volumes on residential subdivision streets during peak hours

Advantages

- Enforceable manner of preventing cut through traffic

Disadvantages

- Turn movement prohibition applies to everyone – including residents
- Can further restrict traffic flow in already congested areas

Other Considerations

When restricting turn movement, special care should be given to considering the overall local system to prevent moving the problem to another location.

One Way Treatment

Description

One-way treatment involves having streets or roadways upon which vehicular traffic is allowed to travel in one direction only.

Primary Purpose

Increase the safety of a roadway by reducing the number of conflicting movements. One-way treatment is not a traffic calming method, but can be used to manage traffic flow in an area.

Advantages

- Increases the safety of the roadway by reducing the number of conflicting movements
- One way treatment of a roadway is enforceable

Disadvantages

- Changing a street from a two-way operation to a one-way operation takes a lengthy implementation process
- Changing a street from a two-way operation to a one-way operation may impact emergency services or transit systems

- Changing a street from a two-way operation to a one-way operation requires the consideration of the impact on the local system. Steps should be taken to ensure that making a roadway one way will not move the problem elsewhere or create new problems.
- Works best in a system comprised of parallel roads

Other Considerations

Emergency services and transit routes should be considered when changing from two-way operation to one-way operation. Their opinions will be solicited and weighed appropriately.

On-street Parking

Description

On street parking provides designated parking spots on the sides of roadways.

Primary Purpose

On-street spaces provide both additional parking and traffic calming benefits. Drivers tend to travel more slowly when driving past a lane of parked cars due to a reduction in the perceived travel way.

Advantages

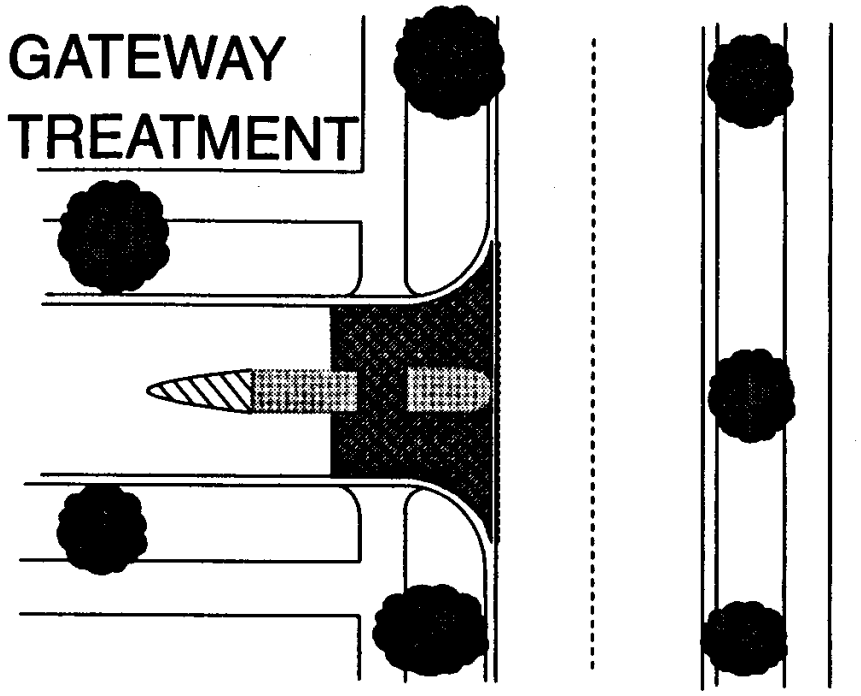
- May reduce the speeds of the passing traffic
- Increase pedestrian safety – on-street parking provides a greater buffer between the sidewalk and the traveling vehicular lanes

Disadvantages

- Common perception that on-street parking is not aesthetically pleasing
- Possible difficulty seeing pedestrians crossing at mid-block locations

Other Considerations

Parking spaces should be prohibited at least 100' from an intersection and at least 10' on both sides of a fire hydrant.



Gateway and Pavement Treatments

Description

Gateway treatments are decorative entrances indicating transition from one area to another. Pavement treatments involve decorative pavement in the form of different colors and textures.

Primary Purpose

Visually alert the driver that they are entering a new area, such as a residential area from an arterial road. Gateway treatments can include signs, decorative walls, arches, pillars, hedgerows, etc. Pavement treatments can include colored concrete, stamped concrete, or bricks.

Advantages

- Versatile and easily individualized for each specific neighborhood
- Aesthetically pleasing
- Easy to implement with active traffic calming devices

Disadvantages

- Limited utility in speed reduction

Other Considerations

Gateway treatments should not obscure proper sight distance, therefore making the intersection less safe. Structures are not permitted in the public right-of-way.

Increased Patrolling and Target Enforcement

Description

Police can intensify coverage for an area of concern, most commonly to enforce speed limits and stop signs.

Primary Purpose

Increase the awareness of the traveling public of law enforcement and to encourage them to obey traffic laws.

Advantages

- Citizens perceive as achieving results
- Decrease in traffic violations in the general area

Disadvantages

- Police generally do not have the staff to regularly patrol most residential areas
- Time that police officers spend patrolling for traffic violators is not directly spent in reducing violent crime
- Many residential subdivision streets have insufficient geometric alignment for radar enforcement
- Increasing patrols and enforcement only reduces speeds in the general area during the period of intensified attention. Once the intensity subsides, the traffic violators typically return to their previous habits.
- Enforcement applies to all residents in violation

Other Considerations

If heavy truck traffic is an issue, citizens can request that the road be added to the truck route prohibition list.

Neighborhood Safety and Awareness Program (Neighborhood Watch)

Description

Teach techniques motorists, pedestrians, and parents can use to help address speeding issues, and increase awareness of their driving habits. Unique programs can be developed for specific cases, such as crime awareness or parking enforcement.

Primary Purpose

Increase the awareness and activity of the neighborhood. Frequently, it is members of the neighborhood who are the most flagrantly violating traffic ordinances (i.e. stops signs or the speed limit).

Advantages

- Involves the neighborhood actively and regularly in the solution
- Easily combines with other traffic calming techniques

Disadvantages

- Citizens do not always perceive neighborhood watch programs as effective traffic calming techniques
- Program effectiveness is proportional to neighborhood involvement

Right-of-Way Clearing

Description

Clearing of brush or other objects in the right-of-way that obscure signs or sight distance either along roadways or at intersections can improve safety.

Primary Purpose

Maintain minimum sight distances along roadway. Sight distances over a certain length may increase the speed of a roadway, but sight distances below the minimum adversely affect safety. Clearing the right-of-way does not assist in traffic calming, but does assist in improving safety.

Advantages

- Potential quick turn-around on a request for the clearing of the right-of-way
- City program is already in place to trim trees and clear the right-of-way
- Improve safety of intersections and roadways by providing ample view of signs and improving sight distances

Other Considerations

The City of Dunwoody encourages homeowners to keep the right of ways clear from vegetation or improvements that may affect public safety. Right of way clearing performed by City work crews may be done without regard for existing landscaping or vegetation.

Active Measures

The primary purposes of active traffic calming devices are to reduce the speed of traffic, improve bike and pedestrian safety, and raise awareness of traffic problems along a residential subdivision street. These methods are more expensive than passive devices because they often affect the geometry of the roadway, which requires extensive construction and maintenance. Active traffic calming devices include speed humps, traffic circles, and splitters.

General advantages of active traffic calming devices

- Effective at solving specific traffic issues, especially speeding
- Raises awareness of drivers to speeding problems

General disadvantages of active traffic calming devices

- May pose restrictions for bicycle traffic
- May negatively impact transit or emergency services
- Higher cost than passive traffic calming measures

Standard Speed Humps

Description

The standard speed hump is a 22-foot long, four to six inch high, and constructed of asphalt or concrete, extending the entire width of the roadway which causes vertical displacement of the vehicle. The hump consists of two 6 foot long ramps flanking a 10 foot flat section. Humps can be colored and/or textured to add aesthetic appeal.

Primary Purpose

Reduce vehicle speeds by providing vertical displacement of the vehicle that result in a jolt if the vehicle's speed is too high.

Advantages

- Reduces vehicle speeds – encouraging 25 mph vehicle speeds
- Pose no restrictions for bicycles
- Do not affect intersection capacity or operation

Disadvantages

- Potentially increase traffic noise from braking and acceleration of vehicles, particularly buses and trucks

Transit Service Impacts

22-foot speed humps create a minor impact to transit scheduling.

Emergency Services Impacts

When speed hump designs are selected for any street, one should consider whether it is used as a primary response route. Minor impacts to response time may occur.

Other Considerations

Speed humps should not be considered on grades of eight percent or greater.

For streets that qualify under the lower speed threshold due to higher traffic volume, active measures other than speed humps should be considered.

Intersection Humps

Description

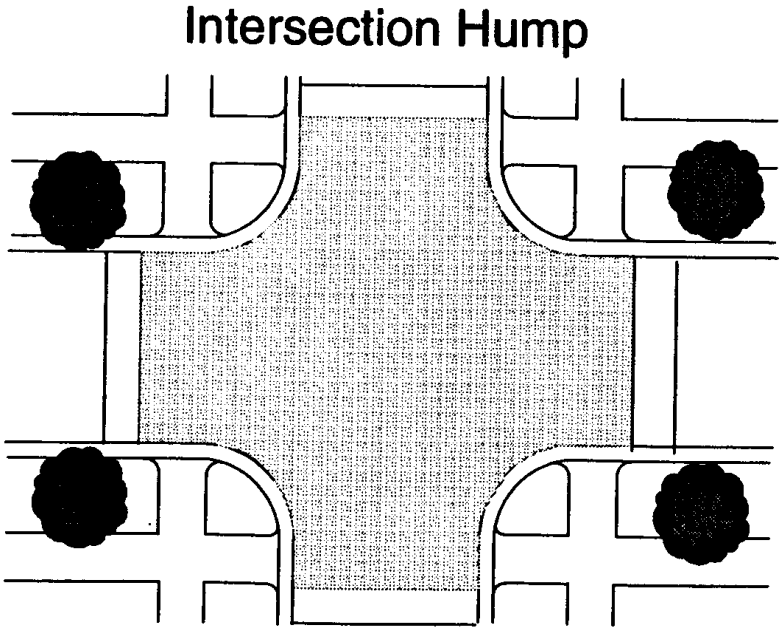
Similar to the speed hump, the intersection hump slopes are all straight lines and are typically constructed out of concrete with a surface treatment or patterning. The top of the intersection hump is flat, and the one pictured above extends beyond the boundary of the intersection providing a spot close to the curb for pedestrians to safely cross.

Primary Purpose

Reduce vehicle speeds at intersections by providing vertical displacement of the vehicle that results in a jolt if the vehicle's speed is too high. They may also provide a place for pedestrians to safely navigate the intersection. At an intersection where an all-way stop is unwarranted, an intersection hump forces motorists to navigate the intersection more slowly, making them more likely to yield the right-of-way to other motorists and pedestrians.

Advantages

- Reduce vehicle speeds – encourage 25 mph vehicle speeds
- Pose no restrictions for bicycles



- Increase pedestrian safety by providing a distinct location for drivers to yield right-of-way
- Increase intersection safety by providing a distinct location for drivers to yield right-of-way to other legs of the intersection

Disadvantages

- Potentially increase traffic noise from braking and acceleration of vehicles particularly buses and trucks

Transit Service Impacts

Intersection humps do not significantly impede transit services.

Emergency Services Impacts

When intersection hump designs are selected for any street, one should consider whether it is used as a primary response route. Intersection humps may cause difficulty with the turning radii of large vehicles.

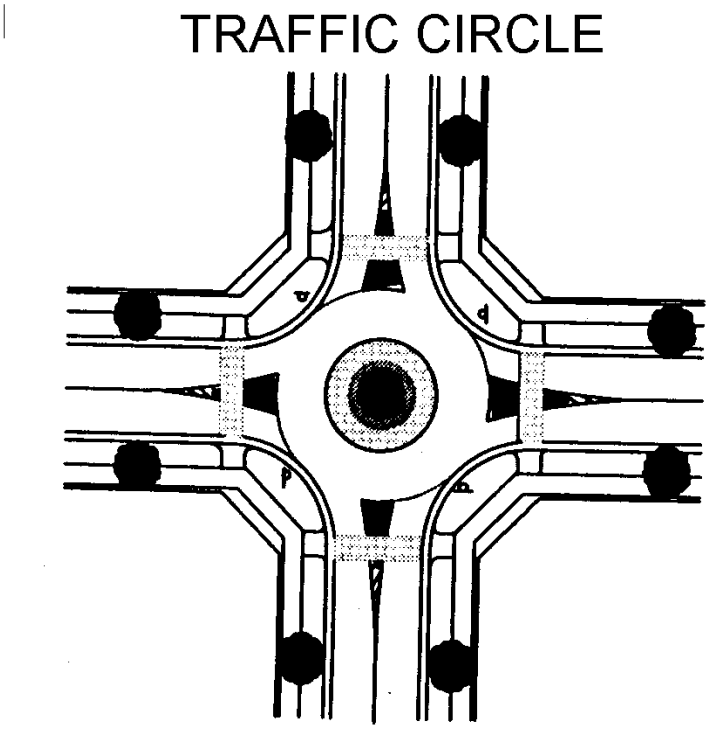
Other Considerations

Intersection humps should not be considered on grades of eight percent or greater. Intersection hump may also pose challenges with surface water management.

Neighborhood Traffic Circles (Roundabouts)

Description

Traffic circles or roundabouts consist of a landscaped island in the center of the intersection with appropriate signage and marking. A driver enters a traffic circle by turning right, after yielding to any traffic coming from the left. All turns from a roadway intersection that has a traffic circle are right in, right-out.



Advantages

- Increase operational safety by reducing the number of conflicting movements
- Reduce speeds in the intersection
- Cannot be ignored like an intersection controlled by stop signs
- May improve intersection capacity and operation
- Accommodates intersections with a wide range of access points (i.e. three to five way intersections) and can include driveways in the intersection

Disadvantages

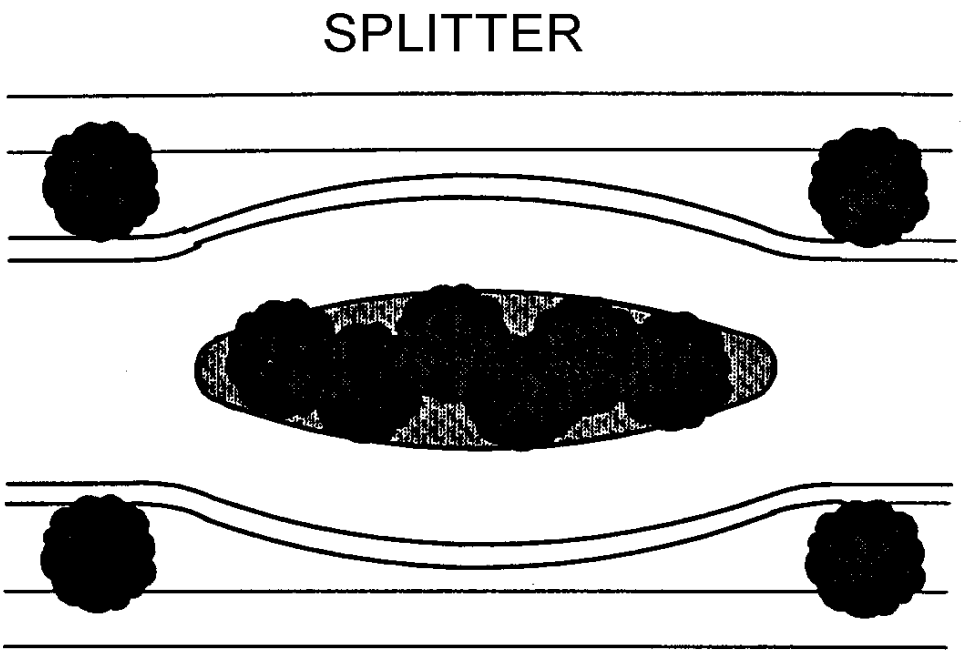
- Provides a potential obstruction for collision
- Maintenance costs increase over all-way stop due to increased landscaping and/or pavement

Transit Service Impacts

Traffic circles can be designed such that buses can navigate left turns by going the wrong way through a traffic circle. On roads with high average daily traffic that would make such maneuvers infeasible, traffic circles should be designed large enough for buses to navigate.

Emergency Services Impacts

Traffic circles can be designed such that emergency service vehicles can navigate left turns by going the wrong way through a traffic circle. On roads with high average daily traffic that would make such maneuvers infeasible, traffic circles should be designed large enough for emergency service vehicles to navigate.



Splitters (short median)

Description

Splitter islands divert traffic laterally, often narrowing the roadway, while providing one-way flow for short intervals. Splitters are frequently landscaped for aesthetic appeal.

Primary Purpose

Reduce though traffic speeds.

Advantages

- Reduce speeds on roadways through lateral deflection and roadway narrowing
- Provide areas for landscaping and improving the aesthetic value of the neighborhood
- Provide locations for safer mid-block pedestrian crossings
- Allowable on grades of eight percent or higher

Disadvantages

- Create obstructions for potential collision
- Maintenance costs increase due to increased landscaping and/or pavement

Transit Service Impacts

There is no significant impact to transit services.

Emergency Services Impacts

There is no significant impact to emergency services.

Other Considerations

- Driveways with access directly to the splitter are not allowable. If there is hardship in the placement of splitters due to driveway locations, chicanes could be considered instead.
- Installation of a splitter island requires modifying the adjacent property. While this work can usually be done within the right of way, it impacts perceived property.
- Visibility of the device should be optimized through the use of raised pavement markers, striping, and signs.

Chicanes (deflectors)

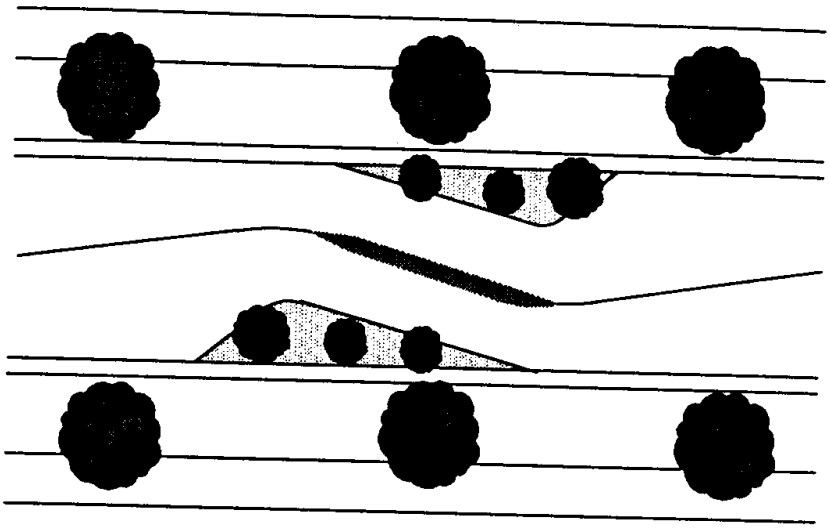
Description

Chicanes change the physical characteristics of a roadway section from an existing straight alignment to a series of horizontal curves, causing horizontal displacement of the vehicle.

Primary Purpose

Reduce vehicle speeds by providing horizontal deflection and a narrowed vehicle travel path, as well as potentially reducing sight distance that is too great for desired speed

CHICANES



Advantages

- Reduce vehicle speeds with less impact on emergency service vehicles
- Pose no restrictions for bicycle
- Allowable on grades of eight percent or higher

Disadvantages

- Existing driveways can limit placement
- Create obstructions for potential collision
- Maintenance costs increase due to increased landscaping and pavement
- May pose challenges with surface water management

Transit Service Impacts

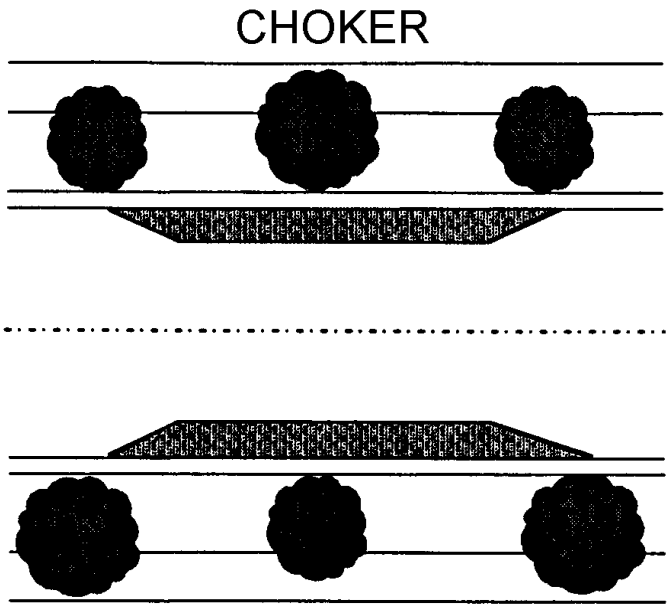
There is no significant impact to transit services.

Emergency Services Impacts

There is no significant impact to emergency services.

Other Considerations

Visibility of the device should be optimized through the use of raised pavement markers, striping, and signs.



Chokers (neck-downs)

Description

Chokers narrow a street at an intersection or mid-block by construction of a wider sidewalk, landscape strip, or gateway treatment. Alternatively, lanes can be reduced to 10' by moving the curb lines.

Primary Purpose

Reduce vehicle speeds by providing horizontal deflection and a narrowed vehicle travel path, as well as potentially reducing sight distance that is too great for desired speed.

Advantages

- Reduce vehicle speeds with less impact on emergency service vehicles
- Provide shorter pedestrian crossing distances and better motorist-pedestrian visibility
- Discourage truck traffic
- Allowable on grades of eight percent or higher

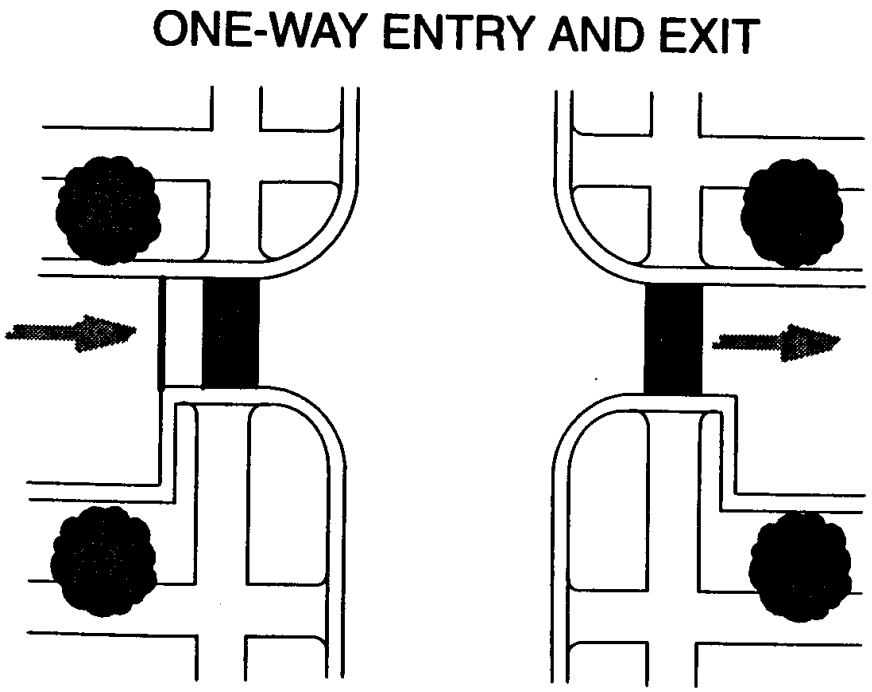
Disadvantages

- Existing driveways can limit placement
- Create obstruction for potential collision
- Potentially impede bicycle safety and mobility
- Maintenance costs increase due to increased landscaping and pavement
- May pose challenges with surface water management
- May result in the loss of curbside parking

Transit Service Impacts
There is no significant impact to transit services.

Emergency Services Impacts
There is no significant impact to emergency services.

Other Considerations
Visibility of the device should be optimized through the use of raised pavement markers, striping, and signs



Exit-only/one way entry treatment

Description
Similar to a choker, this treatment restricts the intersection such that either entry or exit movements are allowed, but not both.

Primary Purpose
More effectively manage traffic patterns within a neighborhood.

Advantages
- Reduce the number of conflicting movements in that intersection
- Reduce the need for future installation of traffic signals

- Restrict vehicular access while retaining bicycle and pedestrian access
- Provide safer areas for pedestrians to cross the intersection
- Do not create dead-end streets, making routes more direct, compared to road closures
- Reduce motorist speeds
- Alternative to a one-way street designation that allows residents within the block to continue to use the street for two-way travel

Disadvantages

- May relocate traffic to other locations where the desired movement opportunities exist
- May inconvenience local residents who may be forced to drive longer, more circuitous routes to reach their destination
- Maintenance costs increase due to increased landscaping and/or pavement
- Easy to violate because they only block half the intersection

Transit Service Impacts

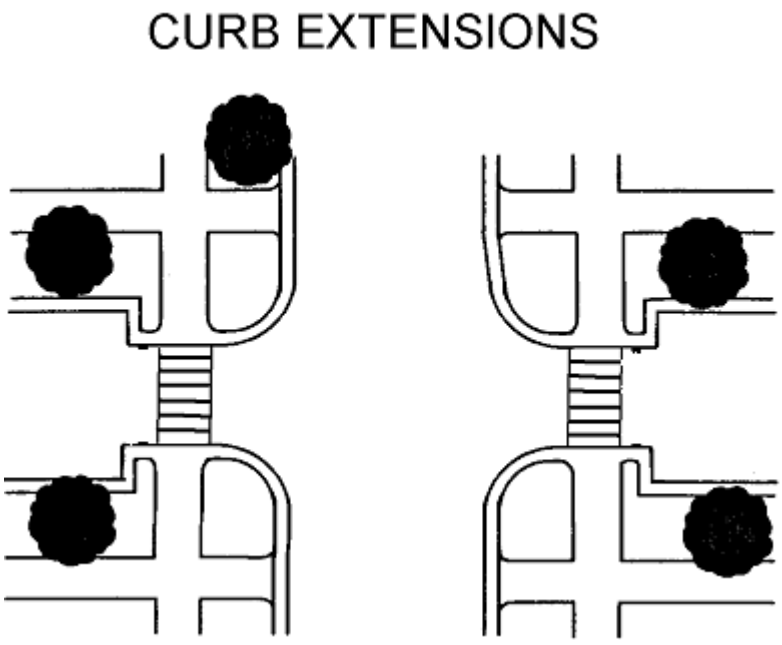
To minimize the negative effect transit routes should be planned to accommodate barriers. However, they should not be placed at any location where transit service performs a relevant turning movement.

Emergency Services Impacts

There is no significant impact to emergency services.

Other Considerations

These treatments should be planned considering the impact on overall traffic patterns in the area. Storm water drainage can be a significant consideration.



Curb extensions

Description

Curb extensions narrow the roadway to make pedestrian crossing faster and safer. They can be installed either at intersections or mid-block.

Primary Purpose

Improve pedestrian safety by reducing the street crossing distance and increasing sight distance. Curb extensions are similar to chokers (neck-downs) and chicanes, but their primary purposes differ.

Advantages

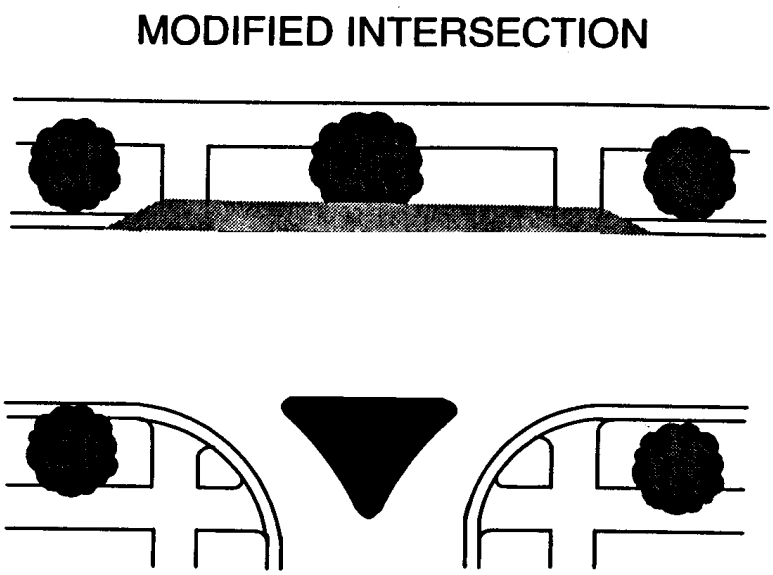
- Reduce pedestrian crossing distance and time
- Make pedestrian crossing points more visible to drivers
- Prevent vehicles from passing other vehicles that are turning at an intersection
- Provide transition from a through lane to on street parking, dependant upon road width
- Visually enhance the street through landscaping or textured treatment

Disadvantages

- May reduce the amount of on-street parking
- Makes accommodating full bicycle lanes difficult

Transit Service Impacts
Enhance service by moving the curb so riders step directly between the sidewalk and bus door.

Emergency Services Impacts
There is no significant impact to emergency services.



Modified intersections

Description
Barriers that restrict movement may be located at problem intersections. Pictured above is a right-in, right-out intersection that restricts all left turn movements to and from the minor road. Other possibilities include increasing or decreasing the curb radii to encourage different turning speeds at the intersection.

Primary Purpose
Control traffic flow though neighborhoods.

Advantages
- Improve safety by reducing the number of conflicting movements in that intersection
- Reduce local street volumes
- Reduce the need for future traffic control
- Restrict vehicular access while retaining bicycle and pedestrian access
- Provide safer areas for pedestrians to cross the intersection
- Reduce the speeds at intersections

Disadvantages

- May relocate traffic to other locations where turning opportunities exist
- May inconvenience local residents who are forced to drive longer, more circuitous routes to reach their destination
- Maintenance costs increase due to increased landscaping and/or pavement

Transit Service Impacts

To minimize the negative effect, transit routes should be planned to accommodate modified intersections. They should not be placed at any location where transit service performs a relevant turning movement.

Emergency Services Impacts

Even though these barriers would restrict turns for emergency vehicles, they can be designed and installed to provide for emergency access. If desired, the modification can be constructed with breakaway posts and striping, which would allow emergency services while strongly discouraging the target movements.

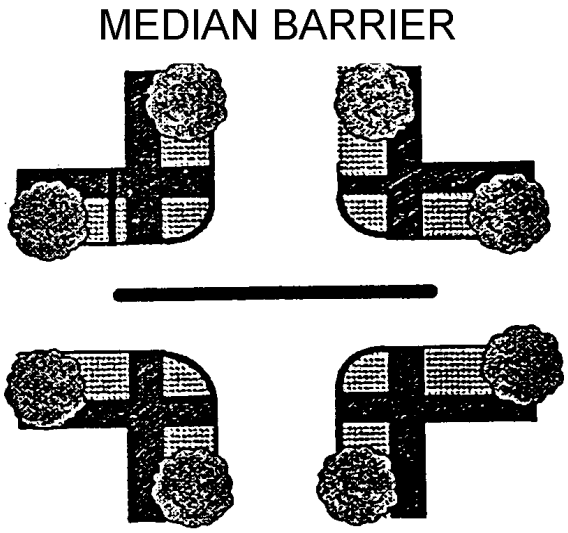
Other Considerations

Striping is easily violated.

Median Barriers

Description

Provide a physical barrier on the major street at an intersection that can effectively eliminate left turns from the major street onto the minor street as well as eliminate minor street straight-through traffic and left turn traffic across the major street. Median barriers usually consist of a concrete curbed island with a decorative landscaping and/or surface treatment.



Primary Purpose
Restrict traffic flow

Advantages

- Improve safety by reducing the number of conflicting movements in that intersection
- Reduce local street volumes
- Negate the need for future traffic signals
- Restrict vehicular access while retaining bicycle and pedestrian access
- Provide safer areas for pedestrians to cross the intersection

Disadvantages

- May relocate traffic to other locations where left-turn opportunities exist
- May inconvenience local residents who may be forced to drive longer, more circuitous routes to reach their destination
- Maintenance costs increase due to increased landscaping and/or pavement

Transit Service Impacts
To minimize the negative effect, transit routes should be planned to accommodate median barriers. They should not be placed at any location where transit service performs a relevant turning movement.

Emergency Services Impacts
Even though median barriers would restrict turns for emergency vehicles, they can be designed and installed to provide for emergency access. If desired, the median can be constructed with breakaway posts and striping or roll back/mountable curbing, which would allow emergency services while strongly discouraging left turns.

Other Considerations
A full median with no breaks can also be used to prohibit all left turns.

Appendix B – Sample Petition Letter and Forms

Sample petitions forms follow. The petition forms include multiple signatures and could be carried around by volunteers, mailed/distributed to each household or kept in a central location. Neighborhoods have had success with multiple distribution methods, and Public Works staff is available to offer advice and suggestions.

All petitions submitted must have certain features. Most importantly, the property owner(s) must clearly indicate they are in favor of traffic calming devices on the neighborhood streets. The street address of the property should be indicated, along with printed name(s) of the owner. Please note that all listed property owners must sign the petition or a 'no' vote will be recorded for the property.

Submitted petitions should include a cover letter from the neighborhood coordinator attesting that all signatures are correct and valid to the best of their knowledge. The letter should also specify that the petition supports the type of and number of traffic calming devices proposed by Public Works as the suggested solutions.

City of Dunwoody
Traffic Calming Program
Date

Street Name	
☐ Initial Petition ☐ Final Petition	
PROPOSED TRAFFIC CALMING MEASURES:	
STREETS IN AFFECTED AREA:	
NUMBER OF LOTS IN AFFECTED AREA	
EXPIRATION DATE	
ANNUAL MAINTENANCE COST PER PROPERTY OWNER	

CITY OF DUNWOODY
TRAFFIC CALMING
TRAFFIC CALMING PETITION AND COVER LETTER

The objective of the City of Dunwoody Traffic Calming Program is to provide property owners a means of addressing speeding related problems in their communities. This petition provides that opportunity for the established affected area. The City's program provides a process by which traffic calming measures such as speed tables, bike lanes, center traffic islands, splitter islands, and striping can be implemented on public, neighborhood subdivision streets. Engineering studies must support the desired results and **65%** or more of the affected property owners must favor the installation.

THE PETITION PROCESS

To have Speed Tables or a combination of other active traffic calming measures installed in a City of Dunwoody neighborhood, a completed petition must be submitted to the City of Dunwoody Public Works. All affected owners of real property within the affected area should be contacted by the neighborhood coordinator and given an opportunity to sign this petition indicating a **yes** or **no** response to traffic calming. **ALL PROPERTY OWNERS OF RECORD MUST SIGN THE PETITION** (a **Mr. & Mrs.** signature is not acceptable; owners must sign individually)**.** If a change in ownership has occurred, such as a change in title or death the City may require additional documentation. Signatures of rental tenants are not an acceptable substitute for the signatures of the owners of record.

Witness signatures are required to verify property owners' signatures. The determining percentage will be calculated based on individual lots where owners sign affirmatively, divided by the total number of lots in the **Affected Area. For subdivisions not completely built out,** a minimum of **80%** of the total units must be occupied before a petition for the installation of speed tables will be considered.

Removal of Previously Installed Traffic Calming Measures can proceed if the City is presented a petition requesting removal. At least **65%** of the property owners must vote in favor of removal. Rules governing the signing of the petition and procedure for calculating approval percentages are the same as those used in the installation approval process. Such a petition for removal will only be considered after a period of at least **one year** after installation.

Completed petitions must be signed, witnessed, and returned to this office where signatures will be verified using tax records. Petitioners will have **90 calendar days** from the date of the announced proposal to submit the petition; otherwise the proposal will be automatically rejected. Petitions meeting verification and qualification requirements will be presented to the City Council. A public hearing will be announced and the City Council will approve or disapprove all qualifying petitions at that time.

ADDITIONAL INFORMATION

The installation of traffic calming measures will not be considered final until the measures are inspected by Public Works for compliance with design specifications. Annual maintenance charges will be added to the property tax bills at the end of the year in which the measures are installed. Each platted lot in the affected area, whether developed or not, will be subject to the assessed charges. A yes or no vote can NOT be changed, removed, or altered after the petition has been received or stamped by the City Traffic Calming.

INFORMATION CONTAINED ON THIS PETITION MAY BE SUBJECT TO DISCLOSURE IN ACCORDANCE WITH THE OPEN RECORDS LAW, O.C.G.A. CODE SECTION 50-18-70.

RETURN COMPLETED PETITIONS TO:	City of Dunwoody Public Works Department 41 Perimeter Center E. Suite 250 Dunwoody, GA 30356

Dunwoody

CITY OF DUNWOODY TRAFFIC CALMING INITIAL PETITION

Subdivision/Street:_____ **PAGE ____ OF ____**

Final Petition Deadline: _____

The undersigned property owners understand the purpose of this petition and hereby request that a speed study be conducted to determine whether or not this neighborhood and/or street is eligible for traffic calming measures according to the criteria defined in the City's latest Traffic Calming Policy. It is further understood that additional requirements must be met prior to the establishment of a Traffic Calming District as further described in the City's Traffic Calming Policy. It is also understood that the signatures shown do not necessarily signify the support of any particular traffic calming measures that may be proposed during the Traffic Calming Process.

____ No	____ Yes	1.	_____ Print Name (Last, First)	_____ Print Name (Last, First)
			_____ Home Address	_____ Phone Number □ Cell Phone?
			_____ Signature	_____ Signature
			_____ Witness	
____ No	____ Yes	2.	_____ Print Name (Last, First)	_____ Print Name (Last, First)
			_____ Home Address	_____ Phone Number □ Cell Phone?
			_____ Signature	_____ Signature
			_____ Witness	
____ No	____ Yes	3.	_____ Print Name (Last, First)	_____ Print Name (Last, First)
			_____ Home Address	_____ Phone Number □ Cell Phone?
			_____ Signature	_____ Signature
			_____ Witness	
____ No	____ Yes	4.	_____ Print Name (Last, First)	_____ Print Name (Last, First)
			_____ Home Address	_____ Phone Number □ Cell Phone?
			_____ Signature	_____ Signature
			_____ Witness	

Dunwoody

CITY OF DUNWOODY TRAFFIC CALMING FINAL PETITION

Subdivision/Street:_____ **PAGE ____ OF ____**

Description of Concept:_____ **Date on Conceptual Plans:** _____

Final Petition Deadline: _____

The undersigned property owners understand the purpose of this petition and hereby accept or reject, as indicated herein, the proposed design concept for traffic calming measures. It is further understood that an acceptance of **65%** or more of property owners in the affected area on this petition, indicated by the number of **"yes"** votes, signifies approval for the City of Dunwoody to establish a Traffic Calming District and install the proposed traffic calming measures. This authorizes the City to assess annual maintenance charges to all property designated to be in the **"Affected Area"** upon approval by the City Council**.**

1.

____ No ____ Yes

Print Name (Last, First) _____ Print Name (Last, First) _____

Home Address _____ Phone Number _____ □ Cell Phone?

Signature _____ Signature _____

Witness _____

2.

____ No ____ Yes

Print Name (Last, First) _____ Print Name (Last, First) _____

Home Address _____ Phone Number _____ □ Cell Phone?

Signature _____ Signature _____

Witness _____

3.

____ No ____ Yes

Print Name (Last, First) _____ Print Name (Last, First) _____

Home Address _____ Phone Number _____ □ Cell Phone?

Signature _____ Signature _____

Witness _____

4.

____ No ____ Yes

Print Name (Last, First) _____ Print Name (Last, First) _____

Home Address _____ Phone Number _____ □ Cell Phone?

Signature _____ Signature _____

Witness _____