

Work Session of the Sandy Springs City Council was held on June 3, 2025 at Following PFA, Mayor Rusty Paul presiding.

I. Public Works

Mayor Rusty Paul called the meeting to order at 6:06 p.m.

A. 2025-089 Traffic Calming Discussion

**Kristen Wescott, Transportation Unit Manager**, presented the Traffic Calming Discussion.

The City of Sandy Springs adopted its first neighborhood Traffic Calming Program on March 21, 2006. The policy was subsequently amended or updated on October 21, 2008; November 19, 2013; and October 30, 2020. The Traffic Calming Policy review presentation provides an overview of the current policy and procedures, traffic calming treatment types, and a history of traffic calming coordination between the City and neighborhoods between 2020 and 2025. A comparison of the City's policy with peer jurisdictions is provided as are considerations for policy modifications.

The City currently funds the neighborhood traffic calming program through multiple city-funded capital programs or operational budgets. Traffic Calming studies are funded under the Intersection and Operational Improvements Program (T7000). New construction of traffic calming treatments is funded under Traffic Calming (T9600). Traffic Calming infrastructure maintenance is provided under multiple public works operational budgets for contractual services, traffic calming supplies, and street maintenance supplies. Should a street with traffic calming treatments be programmed for resurfacing, traffic calming maintenance may be included under the Pavement Management Program (T3000).

**Transportation Unit Manager Wescott** said according to the Georgia Code: Uniform Rules of the Road, Article 9, no one should drive faster than is reasonable and prudent. The essence of the City's neighborhood traffic calming policy is about driving inside a neighborhood around homes and families and the Uniform Rules of the Road applies.

**Georgia Code: Uniform Rules of the Road, Article 9**

**O.C.G.A. Section 40-6-180. Basic rules**

*No person shall drive a vehicle at a speed greater than is reasonable and prudent under the conditions and having regard for the actual and potential hazards then existing. Consistently with the foregoing, every person shall drive at a reasonable and prudent speed when approaching and crossing an intersection or railroad grade crossing, when approaching and going around a curve, when approaching and traversing a hill crest, when traveling upon any narrow or winding roadway, and when special hazards exist with respect to pedestrians or other traffic or by reason of weather or highway conditions.*

Traffic Calming Policy Review

At twenty years, now is the time to consider where traffic calming has been and where it is going. This presentation will review the history of the policy, basic points and application.

## City of Sandy Springs Traffic Calming Adopted, Amended, & Updated Policies

- Original Adoption of Sandy Springs Traffic Calming Policy: March 21, 2006
- Subsequent Revisions and Amendments:
  - October 21, 2008
  - November 19, 2013
  - October 30, 2020



## Traffic Calming Policy Process

### • Section 2 Request, Installation and Removal

- Outlines process for which an individual or homeowner group may petition the city for traffic calming
- Requires meeting with staff to discuss concerns
- Provides for City-funded traffic study on streets where problem is defined
- Outlines "Area of Impact"
- If the area meets the criteria for traffic calming under the evaluation criteria, then traffic engineering staff develop a Traffic Calming Treatment Plan

#### Area of Impact (defined):

- Every parcel having frontage on the street segments within the project area
- Every parcel on cross streets up to the next major intersecting street that must use the project street as its primary access

## Traffic Calming Policy Process

- Traffic Calming studies include a review of:
  - Traffic speeds
  - Traffic volumes
  - Travel patterns
  - Crashes
  - Existing infrastructure
  - Roadway geometry
- Speed criteria is "85<sup>th</sup> percentile speed"
- Current threshold is 8 mph over the posted speed:
  - 33 MPH for 25 MPH street
  - 38 MPH for 30 MPH street
  - Threshold is below that which is enforceable by police using radar > 10 MPH (O.C.G.A. 40-14-8)

#### 85th Percentile Speed (defined):

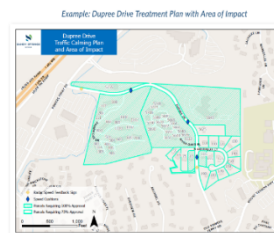
The speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point



## Traffic Calming Policy Process

- If eligible, staff prepares a Traffic Calming Treatment Plan
- Neighborhood is required to complete petition for support within area of impact:
  - 75% for area
  - 100% for parcels adjacent to treatment
- Neighborhood cost share is 50/50 for treatments included in the policy

**Neighborhood Self Improvement Program:**  
 Neighborhood cost for treatments such as striping, additional signage, or Radar Speed Feedback Signs (RSFS) is 100%



## Sandy Springs Policy Through the Years

| Policy (Year) | 85 <sup>th</sup> Percentile Threshold (MPH) <sup>1</sup> | Neighborhood Approval (%) <sup>2</sup> |
|---------------|----------------------------------------------------------|----------------------------------------|
| 2006          | 10                                                       | 65                                     |
| 2008          | 11                                                       | 90                                     |
| 2013          | 8                                                        | 75                                     |
| 2020          | 8                                                        | 75                                     |

1. The speed at which a local road qualifies for traffic calming (X MPH over speed limit)
2. Percent of Homeowners within the area of impact that must approve traffic calming treatments

## Active Treatments

Active traffic calming aims to reduce speed by horizontal or vertical deflection. These methods are more expensive than passive devices because they often affect the geometry of the roadway. Also requires regular maintenance.

|      | Chokers | One-Way Entry/Exit | Curb Extensions | Median Barrier | Channelization |
|------|---------|--------------------|-----------------|----------------|----------------|
| 2006 | X       | X                  | X               | X              |                |
| 2008 |         | X                  | X               | X              | X              |
| 2013 |         | X                  |                 |                |                |
| 2018 |         |                    |                 |                |                |

|      | Speed Cushions | Chicanes | Roundabout | Splitter Island | Speed Humps | Raised Intersection |
|------|----------------|----------|------------|-----------------|-------------|---------------------|
| 2006 |                | X        | X          | X               | X           | X                   |
| 2008 | X              | X        | X          | X               |             | X                   |
| 2013 | X              | X        | X          | X               |             |                     |
| 2018 | X              | X        | X          | X               |             |                     |

## Active Measures – Current



Allen Road Speed Cushions

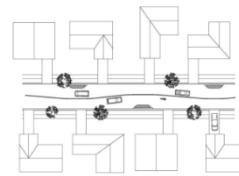


Vernon Woods Drive Roundabout

## Active Measures – Current



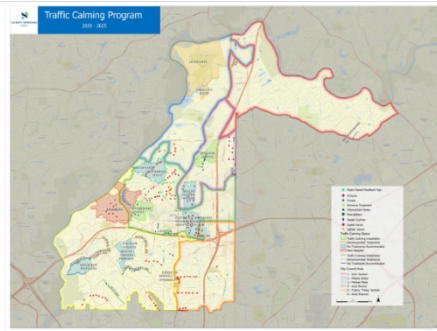
South Trimble Road Splitter Island



Chicanes

## Sandy Springs Traffic Calming Policy Implementation History 2020 – 2025

The map shows where all treatments are throughout the City but, also highlights neighborhoods with some interaction over the last five years.



In those five years, twenty-two studies were completed. As a result of the studies, nine of the neighborhoods did not qualify even at thresholds the City has. Eight neighborhoods were eligible and five installed traffic calming treatments.

### Traffic Calming Program: 2020-2025

•Over 80 citizen/neighborhood requests for Traffic Calming between 2020 and 2025  
 •Public Works Transportation has worked 22 neighborhoods in this period

| Study Year | Neighborhood/<br>Street        | Qualify for<br>Traffic Calming | Recommendations                                                     |
|------------|--------------------------------|--------------------------------|---------------------------------------------------------------------|
| 2020       | Glen Errol Road                | ●                              | 5 sets speed cushions, 2 RSFS                                       |
|            | Glenridge Hammond Neighborhood |                                | Install speed hump signs at existing locations and sign maintenance |
|            | Huntcliff HOA                  | ●                              | 6 sets speed cushions, edgeline striping                            |
|            | Londonberry Road               | ●                              | 5 sets speed cushions                                               |
|            | Osner Drive                    | ●                              | 3 sets speed cushions, 2 RSFS                                       |
|            | Spalding Woods                 | ●                              | Detailed plan developed in 2017                                     |
|            | Whitner Dr/Idlewood Dr         |                                | Installed signs                                                     |
| 2021       | Allen Road                     | ●                              | 2 sets speed cushions                                               |
|            | Breakwater Ridge               |                                | Sign maintenance, new stop bars                                     |
|            | Jett Road                      | ●                              | 4 sets speed cushions                                               |
|            | Rivershore Estates             | ●                              | 9 sets speed cushions for 3 streets                                 |

### Traffic Calming Program: 2020-2025

| Study Year | Neighborhood/<br>Street                       | Qualify for<br>Traffic Calming | Recommendations                      |
|------------|-----------------------------------------------|--------------------------------|--------------------------------------|
| 2021       | Spruell Springs Rd                            | ●                              | 2 sets speed cushions                |
|            | Wyndham Hills Neighborhood                    |                                |                                      |
| 2022       | Edgewater Trail                               |                                |                                      |
|            | Grogans Bluff                                 | ●                              | 1 set speed cushions on Wing Mill Rd |
|            | Lisa Lane                                     |                                |                                      |
|            | Mt. Vernon Woods                              |                                |                                      |
|            | Old Powers Ferry Rd                           | ●                              | 7 sets speed cushions, 2 RSFS        |
| 2023       | Brandonshire Rd                               |                                |                                      |
|            | Hope Rd                                       | ●                              | 2 sets speed cushions                |
| 2024       | Dupree Dr                                     | ●                              | 3 sets speed cushions, 2 RSFS        |
|            | Riverview Rd                                  |                                |                                      |
| 2025       | River Overlook Dr, Edgewater Tr, Edgewater Dr |                                | Study request initiated May 2025     |

These are the neighborhoods successful in getting through the process. Costs are rounded and Spalding Woods paid a higher percentage because the radar speed feedback was 100% neighborhood paid.

### Traffic Calming Implementation Under CIP Program T9600

| Neighborhood Streets                   | Treatment                       | Year | Total Cost       | Neighborhood Share |
|----------------------------------------|---------------------------------|------|------------------|--------------------|
| Londonberry Road                       | 5 Sets of Speed Cushions        | 2020 | \$37,200         | 50%                |
| Spalding Woods                         | 1 Set of Speed Cushions, 1 RSFS | 2020 | \$15,100         | 75%                |
| Rivershore Estates (Riverwood Drive)   | 3 Sets of Speed Cushions        | 2021 | \$22,000         | 50%                |
| Allen Road                             | 2 Sets of Speed Cushions        | 2022 | \$10,000         | 50%                |
| Rivershore Estates (Riverside Parkway) | 3 Sets of Speed Cushions        | 2022 | \$22,000         | 50%                |
| Jett Road                              | 2 Sets of Speed Cushions        | 2024 | \$16,500         | 50%                |
| <b>Total</b>                           |                                 |      | <b>\$122,800</b> |                    |

**Councilmember Andy Bauman** asked how many neighborhoods were qualified but did not get the petition or the money?

**Transportation Unit Manager Wescott** said eight and some have abandoned the process.

**Councilmember Bauman** asked are there some communities that reach out after they see the process to say it is not going to work?

**Transportation Unit Manager Wescott** said there are many reasons why neighborhoods pursue traffic calming or not. A neighborhood champion is important to communicate the benefits of it, for their community, while the City does the technical work.

**Councilmember Bauman** asked of the eight that qualified, are there others that never got out of the starting blocks?

**Transportation Unit Manager Wescott** said there were over two thousand things in five years that were labeled in the database as traffic calming but, might be speeds for instance. Data was also coded by the call center and may not be correct. Everyone is sent a traffic calming policy but many times it is not applicable and, is how we got to the smaller number of eighty separate requests that would be eligible for neighborhood traffic calming. It is a collaborative process though some people do not have the capacity to be a neighborhood champion. That is the biggest difference on the implementation at the neighborhood level.

**Councilmember Jody Reichel** asked if there were no Homeowners Association (HOA), do you work with the individual that is on the street?

**Transportation Unit Manager Wescott** said yes. For example, the townhomes that face Allen Road had the most concerns. We worked with their HOA to sign the petition but they also provided the funding. Jett Road is another example with individual property owners on a linear street. We met with individuals and provided information on a study to be neighborhood champions and that is an ongoing process.

#### Traffic Calming Maintenance

The current studies that are most active by date, were finished in 2023 and 2024. Hope Road for instance has a treatment plan and were working through their petitioning process. Dupree Drive has completed their study, has a treatment plan, and are working through their process. There were inquiries this year for some streets including Riverside, River Overlook, Edgewater Trail and Edgewater Drive and, inquires for Hunters Branch neighborhood.

**Councilmember Reichel** asked what is the cost to do a study?

**Transportation Unit Manager Wescott** said most of that cost is in the staff time. We procure outside traffic and speed counts and, it is a nominal charge depending on how many locations we go to and the issues. It may be a few hundred dollars up to two thousand dollars.

**Councilmember Reichel** said during Bill Griffith's public comments, he was concerned that someone scootering or riding a bike would skew the radar. Is that true?

**Transportation Unit Manager Wescott** said the manufacturer's detail need to be reviewed but they generally are looking a vehicle speeds. When we do speed studies, the data collection does not include scooters, bicycles, and more. We try to control those factors and, like all traffic calming studies, we like to do these during typical times and avoid holidays.

**Transportation Unit Manager Wescott** continued with the presentation and said the City started putting in speed cushions in 2013 and 2014 and they have to be maintained under the Operational Budget. Also, the Annual Striping Maintenance Budget refreshes chevron for instance on the speed humps themselves, replaces signs as they are damages or aged out and more.

### Traffic Calming Treatment Maintenance

- The City of Sandy Springs Public Works Department repairs and maintains speed cushions at no cost to the neighborhood, including "Speed Hump" signs
- Currently, the City repairs existing speed humps, raised intersections, chicanes, and splitter islands

This is a snapshot of the cost. The current policy does not specifically state that the City is taking on maintenance cost but the original policy did. We have interpreted that once the neighborhood has participated in this program and helped with the initial installation, the City is maintaining it from there on.

### Traffic Calming Replacement Projects

| Neighborhood/ Streets            | Treatment                                                                                                   | Year      | Total Cost |
|----------------------------------|-------------------------------------------------------------------------------------------------------------|-----------|------------|
| Spalding Woods (Glenridge Drive) | 8 Sets Speed Cushions (These replaced the asphalt speed humps constructed by Fulton County)                 | 2019      | \$20,000   |
| Winding River Drive              | 5 Sets Speed Cushions (Cushions replaced asphalt speed bumps that were milled when the road was resurfaced) | 2021      | \$36,500   |
| Stewart Drive                    | 2 Sets Speed Cushions (Coordination with stormwater project)                                                | 2022-2023 | \$5,600    |
| Londonberry Rd                   | 5 Sets Speed Cushions (Portion of Londonberry Rd was repaved)                                               | 2022-2023 | \$15,800   |
| Jolyn Place                      | 2 Sets Speed Cushions (Replace two array cushions w/ three array cushions; new development)                 | 2024      | \$3,000    |

The City has a similar policy to many neighboring jurisdictions in terms of speed threshold, neighborhood approval, and cost sharing.

### Neighboring Jurisdiction Policies

| City/County           | 85 <sup>th</sup> Percentile Threshold (MPH) <sup>1</sup> | Neighborhood Approval (%) <sup>2</sup>   | Cost Sharing (City/Neighborhood %) |
|-----------------------|----------------------------------------------------------|------------------------------------------|------------------------------------|
| City of Sandy Springs | 8                                                        | 75 (100% at proposed property locations) | 50/50                              |
| City of Alpharetta    | 11                                                       | 75                                       | 100/0                              |
| City of Chamblee      | 10                                                       | 65                                       | 100/0                              |
| City of Dunwoody      | 9, 11 <sup>4</sup>                                       | 65                                       | 100/0                              |
| City of Brookhaven    | 10                                                       | 70                                       | 100/0                              |
| City of Johns Creek   | 11 <sup>5</sup>                                          | 50+1                                     | 100/0                              |
| City of Roswell       | 10                                                       | 65                                       | 50/50                              |
| City of Atlanta       | 10 <sup>3</sup>                                          | 75                                       | 100/0                              |

1. The speed at which a local road qualifies for traffic calming (X MPH over speed limit)
2. Percent of Homeowners within the area of impact that must approve traffic calming treatments
3. City of Atlanta does a scoring system, 85<sup>th</sup> percentile speed is one of the factors
4. 9 mph for streets with more than 1,000 VPD, 11 mph for streets with less than 1,000 VPD
5. Or number of daily trips exceeds 20% of the affected area

**Councilmember Melissa Mular** asked since the City has one hundred percent at the proposed property locations, is that unusual or is that somewhat common?

**Transportation Unit Manager Wescott** said as we have worked through this process, in general when we get requests through our department, for instance speed cushions or the radar feedback signs, they all have an impact and we try to locate them as best as we can. Also, we have to look at driveways and access as this cannot be blocked.

Current Sandy Springs Traffic Calming Status

**Recommended but not Implemented Traffic Calming Treatments**

| Neighborhood        | Study Completed | Average Daily Traffic Volume | Posted Speed Limit | Recommended Plan                | Total Estimated Cost |
|---------------------|-----------------|------------------------------|--------------------|---------------------------------|----------------------|
| Jett Road*          | 2021            | 1,005                        | 30                 | 2 Sets Speed Cushions           | \$19,800             |
| Rivershore Estates* | 2021            | 1,400                        | 25                 | 3 Sets Speed Cushions           | \$29,700             |
| Old Powers Ferry    | 2022/2025       | 3,460                        | 30                 | 2 RSFS<br>7 Sets Speed Cushions | \$22,700<br>\$69,300 |
| Hope Road           | 2024            | 1,600                        | 30                 | 2 Sets Speed Cushions           | \$19,800             |
| Dupree Drive        | 2024            | 2,240                        | 30                 | 2 RSFS<br>3 Sets Speed Cushions | \$22,700<br>\$29,700 |

\* Jett Road has 2/4 sets of speed cushions installed  
 \* Rivershore Estates has 6/9 sets of speed cushions installed

**Recommended but not Implemented Traffic Calming Treatments**

| Neighborhood       | Study Completed | Average Daily Traffic Volume | Posted Speed Limit | Recommended Plan                  | Estimated Total Cost |
|--------------------|-----------------|------------------------------|--------------------|-----------------------------------|----------------------|
| Grogans Bluff      | 2022            | 600                          | 25                 | 1 Set Speed Cushions              | \$9,900              |
| Spruell Springs Rd | 2021            | 500                          | 25                 | 2 Sets Speed Cushions             | \$19,800             |
| Osner Drive        | 2020            | 640                          | 25                 | 2 RSFS<br>3 Sets Speed Cushions   | \$22,700<br>\$29,700 |
| Huntcliff          | 2020            | 1,270                        | 25                 | Striping<br>6 Sets Speed Cushions | \$14,500<br>\$59,400 |
| Glen Errol Road    | 2020            | 2,335                        | 30                 | 2 RSFS<br>5 Sets Speed Cushions   | \$22,700<br>\$49,500 |
| <b>Total</b>       |                 |                              |                    |                                   | <b>\$441,900</b>     |

**Sandy Springs Neighborhood Improvement Programs Comparison**

| Program               | Neighborhood Approval Percent | Cost Share Neighborhood/City Percent | Budget (FY25) |
|-----------------------|-------------------------------|--------------------------------------|---------------|
| Street Light Policy   | 65                            | 50/50                                | \$100,000     |
| Neighborhood Sidewalk | 65                            | 75/25                                | \$0           |
| Traffic Calming       | 75                            | 50/50                                | \$50,000      |

**Councilmember John Paulson** said the numbers for the estimated cost of \$441,000 do not add up.

**Transportation Unit Manager Wescott** said it is one total for both slides.

**Councilmember Mular** asked are those not implemented a mix of the cost and threshold, or is it one more than the other?

**Transportation Unit Manager Wescott** said all of these neighborhoods were different. Some did not have a neighborhood champion and some did not like the recommendation.

**Councilmember Reichel** asked would \$441,000 in calming be eligible if the City would pay for it all?

**Transportation Unit Manager Wescott** said if all of these communities moved forward with traffic calming, we want to give a good estimate of what that current value is for uncompleted projects.

**Councilmember Tibby DeJulio** asked is it because they did not want to spend the money or they just did not want the traffic calming?

**Transportation Unit Manager Wescott** said both. A lot of traffic calming studies came forward in 2020 and 2021 as people were home seeing traffic on their streets and speeds went up. We cannot always divert traffic. This program is about bringing people to reasonable traffic speeds.

**Councilmember Mular** asked is \$441,900 the total cost to the neighborhood or the cost to the City?

**Transportation Unit Manager Wescott** said it is the total cost.

**Transportation Unit Manager Wescott** continued with the presentation and said if Council asked Staff what can be looked at in terms of modifying the policy, one is having conversations upfront on how a neighborhood gets into this program.

#### Policy Change Considerations

##### Traffic Calming Evaluation Process, Criteria, and Treatments

- Clarify process for conducting traffic study
- Clarify maintenance responsibilities
- Increase the 85th percentile speed threshold required to qualify for traffic calming from 8 to 10 mph over the posted speed limit
- If ADT is below certain threshold, neighborhood should not be eligible for traffic calming:
  - The Benefit/Cost Ratio is low, only benefits a few
  - Threshold should be 300 ypd
  - Remove dead-end streets from consideration
- Amend the traffic calming measures to remove treatments that require roadway reconstruction: Chicanes, splitter islands, and roundabouts/mini roundabouts

In twenty years, we have gotten better at the program but the administrative process is burdensome for residents and staff.

#### Policy Change Considerations

##### Traffic Calming Administration and Neighborhood Participation

- Review administrative and collection process for neighborhood participation
  - Current process is administratively burdensome for residents and finance department
  - Clarify tax implications for resident contributions
  - Consider property assessment across area of impact
- Reduce the approval needed for area of impact from 75% to 65% to be consistent with other COSS neighborhood policies:
  - Neighborhood Lighting Policy
  - Neighborhood Sidewalk Policy
- Modify the neighborhood participation contribution: Consider 75% by the City and 25% by the neighborhood/HOA consistent with the Neighborhood Sidewalk Program

**Councilmember Mular** asked would the approval needed for area of impact from 75% to 65% still be 100% for those that are where the traffic calming would be?

**Transportation Unit Manager Wescott** said yes. This is the whole area of impact.

**Councilmember Mular** asked would that still stay in effect with this recommendation?

**Transportation Unit Manager Wescott** said yes. Out of the ten neighborhoods that met the threshold but did not implement, if we raise the threshold, three would not meet the new threshold. For questions regarding traffic and safety, we pulled crash data for the past five years. Of all these neighborhoods that have not had treatments, compared to the Safety Action Plan, these are generally streets with either no or very low volume of crashes.

**Councilmember Bauman** said there are enough factors like crashes to say we are going to do this. Is there any metric for a neighborhood at a twenty-five to thirty mile hour street when there are crashes and speeding and something needs to be done?

**Transportation Unit Manager Wescott** said the crashes in Dupree for instance are happening at a curve and there might be other suitable mitigation measures like guardrail. You have to look at the crash types and this is what the Safety Action Plan was about. The plan looked at where the crashes that resulted in fatalities or injuries were occurring.

**Councilmember Bauman** asked should the City have traffic calming in neighborhoods?

**Transportation Unit Manager Wescott** said across the country, it has been a practice to look for intervention measures to bring speeds down on neighborhood streets.

**Councilmember Bauman** said the City says you qualify which may mean that it is justified but, people could be polled on whether we should be doing something. There is incongruity. Is it in the City interest to have traffic calming when it is shown to be warranted? When it is warranted, why is it discretionary, why are we polling neighbors, and why are we sharing costs?

**Transportation Unit Manager Wescott** said it goes back to the original policy that evolved here or nationally. People are looking at that neighborhood petitioning process or having some kind of approval.

**Dan Lee, City Attorney**, said whether or not a traffic control device is implemented, should not be a popular vote. It should be driven by empirical data and science.

**Councilmember Bauman** said we count on neighbors in many different areas to initiate policies and data and science is being used to meet the initial test. I am concerned about the area of impact. In my observation of cases over the years, the people on the street dealing with the speeding tend to be in favor. It is the neighbors that go deep into the neighborhood on those cross streets that it gets harder to get them to sign a petition and agree to share the cost. As a matter of policy, if it is warranted by data and science, we should reduce this area of impact to the lowest. If warranted, we should prioritize projects like intersection ones for instance and work our way through them. To **Councilmember Mular's** point, if we are putting speed humps or a sign on somebody's property, that owner may have some say depending on how severe the issue is. Many communities are one hundred zero and I do not want to split the difference. Is it in the City's interest to have traffic calming if it is shown to be warranted? If the answer in a particular location is yes, we should find a way to get to yes and have it installed. Not sure if it is speed cushions, slowdown signs, or speed bumps but there is a need. Our job in government is to be removing obstacles, not throwing up obstacles. We need to simplify this process both for Staff and for the neighborhoods. I support active measures that will make a difference. Also, it should not be an impediment for lower income neighborhoods or without an organized HOA to get safer roads.

**Councilmember Reichel** asked are a lot of requests for traffic calming because children are in the neighborhood, maybe in the streets, and they are trying to slow people down, not because there have been accidents in the neighborhood?

**Transportation Unit Manager Wescott** said generally people are concerned about the speeds of people driving past their homes and that is why my presentation started with referencing the Georgia Code. We are all vulnerable when outside of our car and over time you see how behavior is different between drivers. Some will give you leeway and slow down and, others will speed past you and those are the people we are most concerned about. We should make travel safe no matter the method and should be driving at the posted speed because the higher the speed, there will more likely be a serious injury or fatality. To make neighborhood streets what they are supposed to, interventions must happen.

**Councilmember Bauman** said that is the premise of why we are using data. This is the definition of a protected neighborhood and protects the safety of residents even it is from themselves. I am in favor of some revisions on costs and area of impact if there can be consensus. Also, there are requests for stop signs, stop lights, and more, particularly coming out of the Abernathy corridor community in the bigger arterial roads. I have always been directed to the book on the warrants. Is there any flexibility on that in saying intuitively we know? For example, coming out of one River Place, there is not a cross-section but it is difficult and, there are others off of Dalrymple, Abernathy, and others. Do we have any subjective judgment calls because if it is a function of cost that is a policy decision. If it is a function of transportation specialists and expertise and the manuals and GDOT, I completely accept that. My request is if something can be done is a function of cost, that becomes an elected official decision. Do not let that be a threshold answer to say we just cannot bring it forward. If you can bring it forward, whether it is a stop sign, stoplight, or more, because the City is growing. The City is also a pass through city to Cobb, Roswell, and Dunwoody. Where we have opportunities to make these roads safer with zero fatalities by 2040, let us do it.

**Councilmember Paulson** said I do not want to be in a position where Staff thinks there is a project that warrants it and, we do not do it because the neighbors do not like it. It needs to be cleanly defined. If Staff does not think it warrants being done, but the neighbors want to do it, we have a policy for this. In my neighborhood, we had speeders on Northridge Road and set up radars. Neighbors then asked for speed humps but there were concerns that fire trucks would not get there fast enough. It can become confusing. If there is a true safety concern and Staff puts it on the list, we get it done.

**Mayor Rusty Paul** said we need to make sure that Fire is involved in the conversation. We do not want to put anybody's life in jeopardy because first responders cannot get to the scene on time. That is part of the evaluation we have to make in what we do. It is not solely a traffic issue. It is a response to emergencies and other factors that have to be taken into consideration. The City has speed control devices that fire trucks have a difficult time maneuvering through and, we do not want to exacerbate that. I am in agreement to the policy discussion and review of traffic calming but, with the caveat of a broader policy review to not do anything that jeopardizes public safety.

**Councilmember Mular** asked if the City is requested to do a study and it qualifies for traffic calming, how is the discussion about the neighborhoods having a poll different than when we have public hearings and hear from both sides, and Council makes a decision?

**City Attorney Lee** said the general rule is you should not take acts, policy, rules, or ordinances that are arbitrary and capricious. That is what people want to do when in reality it has to be driven by a recognized safety measure that is directed at the health safety and protection of the general public. A popular vote is not part of that. The traffic calming discussion is different than a land use operation and even then your decision must be based on real data and empirical evidence.

**Mayor Paul** said there is consensus to look at the policies. Council will give Staff some direction on what we want to see. The discussion tonight gives some general direction. We will provide additional input in a public forum, maybe a public hearing to solicit input. In my experience, this has been one of the most divisive issues that comes up in a neighborhood. There are the people who live on the street who are upset their neighbors are speeding past their house and, then there are people who live off that main street who do not have to tap the brakes every three hundred feet. This creates a lot of dissension within a community when this subject comes up. One reason why a lot of communities have started it and then abandoned it is because they could not get the consensus that was needed. I am in agreement that if it is a safety issue the City should be doing it. If it is optional and will not have any impact, we need to look at the street

performance, crash and other data available to make those decisions and find some kind of metric that allows us to make better decisions.

## **II. City Council Discussion Items**

There being no further business, the meeting adjourned at 6:54 p.m.