

September 27, 2000

Dear Camden Neighbor,

You have just received a ballot asking you to vote on a plan for "traffic calming." We have followed this issue for several months and we urge you to vote against the plan for the following reasons:

- This plan has not been endorsed by the Community Club Board of Directors or by the Neighborhood Planning Committee. It does differ greatly from the plan developed by the traffic consultant hired by the Community Club and approved by both the Board of Directors and the Neighborhood Planning Committee.
- The approved plan was changed in response to conditions set by the City of Atlanta. (We have not been able to determine the rationale supporting the city's position.) The plan was further changed to reflect "financial constraints" placed on the consultant as he revised the original plan to conform with the city. This plan no longer reflects a neighborhood consensus of the "right thing to do."
- The traffic consultant, the Planning Committee and the Board of Directors each felt that the plan should be implemented in stages, as only a few modifications might be required to attain the desired result. This plan requires that every modification be implemented.
- This plan is expensive at an estimated \$140,000. Even if the estimate is realistic, it means less money available for improvements to sidewalks, the park, the pool and other projects that would enhance the neighborhood.

The Board of Directors has indicated a willingness to go back to the drawing board if the current plan is not approved. We urge that you vote "no" and ask them to do so.

September 26, 2000.

Dear Brighton Road Neighbor:

You have recently received a ballot asking you to vote on a plan for "traffic calming." We have followed this issue for several months and we urge you to vote against the plan.

The plan on which you are being asked to vote has not been endorsed by the Community Club Board of Directors or by the Neighborhood Planning Committee. It differs greatly from the plan (the "Community's Plan") developed by the traffic consultant hired by the Community Club and approved by both the Board of Directors and the Neighborhood Planning Committee.

The Community's Plan was changed in response to conditions set by the City of Atlanta. The plan before you now (the "City of Atlanta's Plan") no longer reflects a neighborhood consensus on how to best balance the goal of traffic calming with preservation of our neighborhood's character.

The traffic consultant recommended that various measures for traffic calming (e.g. stop signs, traffic circles, painted and textured crosswalks, etc.) should be implemented in phases, with the most controversial of those measures (i.e. speed humps or speed tables) to be implemented last, and only if the other measures "do not achieve the desired results." This approach was endorsed both by the Neighborhood Planning Committee and the Board of Directors. As the consultant's report stated:

"Because the speeding problems in this neighborhood are not severe and there is limited opportunity for cut-through traffic from outside the neighborhood, we are recommending that this plan be implemented in phases. This will allow the neighborhood to find the minimum amount of improvements that will achieve the desired goal. This approach is the most cost effective, minimizes neighborhood disruption, and maximizes the preservation of neighborhood character."

Contrary to the recommendations of the traffic consultant and the consensus of the Board of Directors, the City of Atlanta's Plan, on which we are being asked to vote, requires full implementation of a far-reaching set of measures, including traffic circles, speed tables, all-way stops, painted crosswalks *and* textured crosswalks. Their Plan is unnecessarily extreme, disruptive and costly, and disregards the objective of achieving traffic calming with minimal cost – financial and otherwise – to the neighborhood.

The Board of Directors has indicated a willingness to go back to the drawing board if the City of Atlanta's Plan is not approved. We urge that you vote "no" and ask them to do so.

September, 2000

Dear Neighbors,

As many of you know, the Brookwood Hills Community Club Board of Directors in recent months has been considering the issue of traffic calming in Brookwood Hills. Throughout the spring, the board worked with Ed Ellis of Dames & Moore, a national traffic engineering firm, to gather residents' input on various traffic calming proposals and to develop a comprehensive traffic plan for the neighborhood.

On June 5, Ed Ellis presented a traffic-calming plan to the Brookwood Hills board, and recommended that the plan be implemented in gradual stages in order to monitor the success of the various devices. After much discussion, the board voted unanimously to seek the City's approval of the plan. On June 6, Ed Ellis and representatives from the board met with the City to present the traffic calming proposals.

The City's Department of Traffic and Transportation reviewed the plan and indicated that it would be approved only if certain modifications to the plan were made and only if certain conditions were met. The modified plan ("the Plan") is set forth in detail in the accompanying documents. *The conditions under which the City will approve the Plan are as follows: (1) the Plan must be implemented in full, rather than in phases; (2) three flat-topped speed humps must be installed on Brighton Road and two flat-topped speed humps on Huntington Road; and (3) the Plan must be approved by at least 75% of the property owners on Huntington and Brighton.* Condition (3) is required because the Plan calls for the flat-topped speed humps on Brighton and Huntington Roads. In addition, because Club money will be used to fund the plan, the Board of Directors will require the approval of more than 50% of all homeowners in Brookwood Hills to ratify the plan. Each household will have one vote.

In accordance with the City's requirements, the board is now conducting a neighborhood-wide vote either in support of or in opposition to the Plan's full implementation. The estimated cost of the total Plan would be approximately \$140,000(see attachments). Funding for the implementation of the Plan would come from existing Community Club reserves, voluntary contributions and future revenues. If approved, implementation of the Plan would begin as soon as possible.

Should the Plan not garner the necessary majorities, the board will investigate alternative traffic calming measures. There can be no assurance, however, that an alternative plan can be either developed or implemented. A short survey is included with this package to evaluate the neighborhood's support for various individual traffic-calming devices.

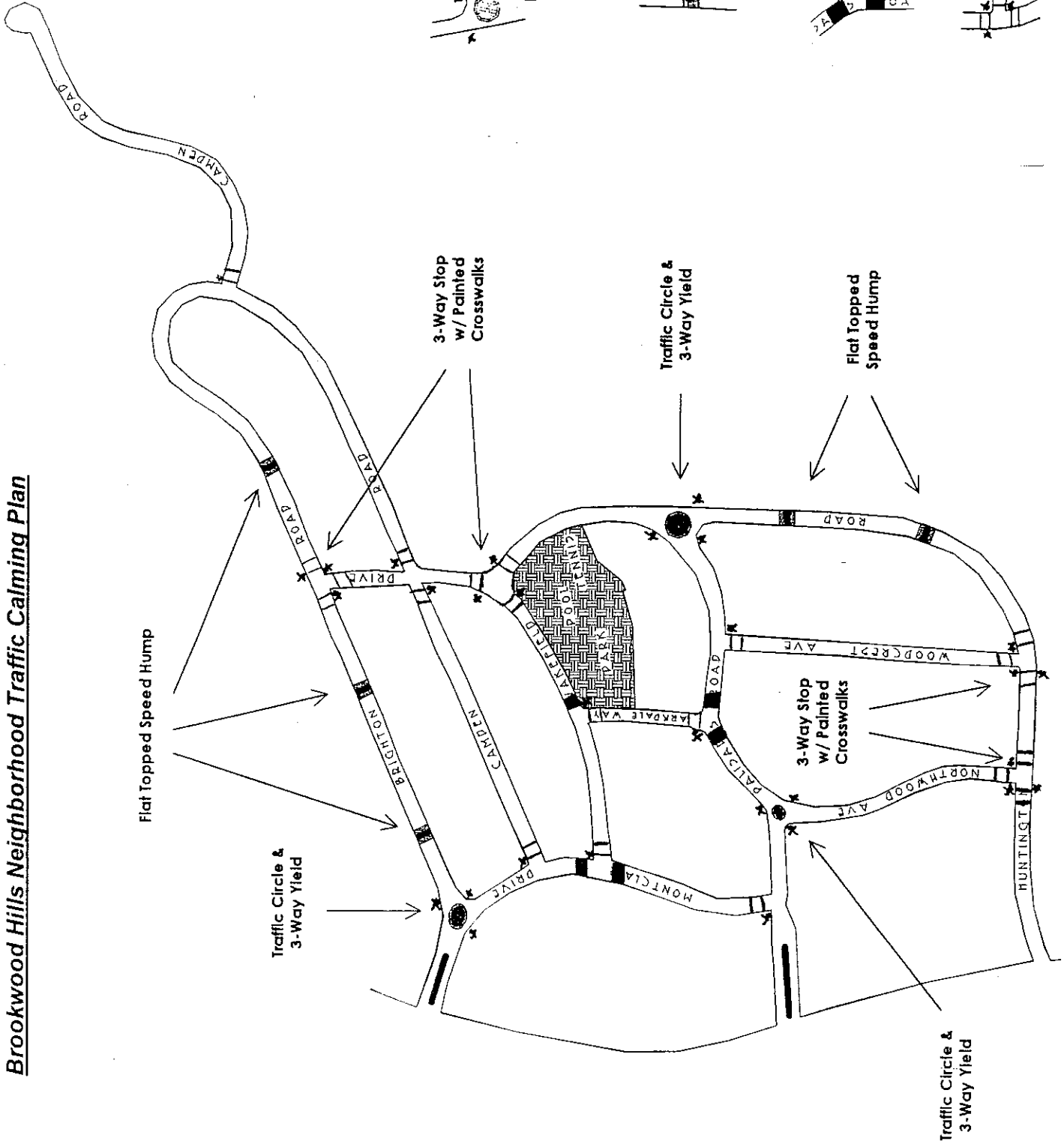
Please review the enclosed materials, fill out the attached ballot and survey, and return them in the enclosed stamped envelope to the accounting firm, Brooks, Holmes & Cook, LLP, which has been engaged by the board to tally the ballots and notify the board of the vote results. Brooks, Holmes & Cook will keep your vote confidential. If the Plan is ratified, Brooks, Holmes & Cook will forward the ballots to the Department of Traffic and Transportation to document the vote.

Please sign your ballot and forward it in the enclosed envelope to the accounting firm, Brooks, Holmes & Cook, at 8300 Dunwoody Place, Suite 100, Dunwoody, GA 30350 by October 6, 2000.

Sincerely,

The Brookwood Hills Community Club Board of Directors

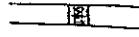
Brookwood Hills Neighborhood Traffic Calming Plan



Traffic Circles - Raised circular islands constructed in the center of residential street intersections. Drivers make left turns in a counter-clockwise direction. All stop signs are replaced by yield signs.



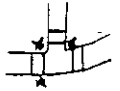
Flat Topped Speed Hump - City installed. These will be constructed of asphalt and standard concrete block caps. See enclosed diagram for design details.



Textured Crosswalk - A crosswalk with change of surface (brick, stone, etc.). Same elevation as the pavement.



Painted Crosswalk - Located at all current and future Stop signs. Painted parallel lines to indicate a pedestrian walking zone.





Memorandum

To: Mr. Walter Bland

From: Leah V. Guillebeau, EIT

Date: June 1, 2000

Subject: Brookwood Hills Neighborhood Traffic Calming Study

The purpose of this memorandum is to document the findings of the Brookwood Hills neighborhood traffic study and to summarize our recommendations for neighborhood traffic control. Recommendations in this memorandum are based on speed and volume studies performed throughout the neighborhood and issues raised by residents in public meetings, neighborhood group meetings, and comments and letters.

Data Collection

Turning movement counts were performed at the three access points to the neighborhood, which are Peachtree Street at Brighton Road, Palisades Road, and Huntington Road. These counts were performed during the morning and evening peak periods from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., respectively on Tuesday, March 28, 2000.

In addition to peak hour turning movement counts, 24-hour volumes and speeds were collected on Brighton Road, Palisades Road, and Huntington Road. The data on Brighton Road was collected on Wednesday, May 10, 2000. Other speed and volume data was collected on Friday, May 26, 2000.

Summary of Data Collection

Turning movement counts indicate that the bulk of traffic entering and exiting the neighborhood uses Brighton Road and Palisades Drive. However, this is not inappropriate due to distribution of density within the neighborhood. Brighton Road is the longest and most populated street in the neighborhood and the access at Peachtree Road / Brighton Road, is a logical choice for residents of Montclair Drive, Camden Road, and portions of Wakefield Drive. Brighton Road also provides the most direct access to the park. Turning movements at Palisades Road indicate that it is also used frequently by residents of the neighborhood and tenants of the Palisades West

office building that is located just west of Montclair Drive on Palisades Road. Palisades Road provides access to the southern section of Montclair Drive, Parkdale Way, northern portions of Northwood Avenue and Woodcrest Avenue, the park, and the northern section of Huntington Road. Although southbound Peachtree Street has a protected left turn arrow onto Brighton Road and Palisades Road does not, the volumes suggest that the distribution between left turns into the neighborhood is not significantly unbalanced and is appropriate considering the arrangement of the neighborhood, as discussed previously. The attached figures show the turning movement counts into and out of the neighborhood during the morning and evening peak hours.

In addition to collecting turning movement counts at the accesses to the neighborhood, 24-hour machine counts and speed studies were performed at four locations in the neighborhood in order to determine to what extent the speed limit is exceeded on the neighborhood streets and the frequency of speed offenders. The results of this study are shown in the table below.

Brookwood Hills Neighborhood Daily Traffic Volumes and Speed Study Results						
Location	24-Hour Volume	≤ 25 mph	26 mph- 40 mph	> 40 mph	Maximum Speed	% Speeding
Brighton Road (Upper)	767	703	63	1	45 mph	8.3%
Brighton Road (Lower)	710	614	94	2	55 mph	13.5%
Palisades Road	930	839	91	0	35 mph	9.8%
Huntington Road	881	589	290	2	55 mph	33.1%

The results of the speed study indicate that the large majority of vehicles in the neighborhood are traveling at or below the speed limit. In fact, raw data shows that the majority of people travel between 16 and 20 miles per hour on Brighton Road and Palisades Road. The greatest speeding problem occurs on Huntington Road south of Palisades Road, where 33% of vehicles exceed 25 miles per hour. Seventy-eight percent of the speeding vehicles on Huntington Road are traveling less than 35 miles per hour. The complete results of the speed study are attached to this memorandum.

Recommendations

There are several measures that can be taken to reduce overall speeds in the neighborhood. Because the majority of drivers are obeying the speed limit, our goal in developing a traffic plan was to implement measures that would minimally affect these drivers, but would force drivers exceeding the speed limit to slow down. To accomplish this, a combination of methods, including signage, street narrowing, and vertical controls, are employed. A plan illustrating these improvements has been developed and is included with this memorandum. The following is our list of recommended improvements. These improvements are recommended in conjunction with designs for the gateways to the neighborhood being developed by HGOR.

- Traffic circles at intersection of Brighton Road / Montclair Drive, Palisades Road / Northwood Avenue, Palisades Road / Huntington Road.

- Series of bump-outs on Brighton Road, Camden Road, and Huntington Road used in conjunction with painted mid-block crosswalks. These crosswalks can be converted to textured crosswalks, speed humps, or speed tables in the future if the recommended measures do not achieve the desired results. A typical detail of the proposed bump-outs is included. Dimensions will be altered depending on streets widths.
- All-way stop control used in lieu of side-street stops at the following intersections: Brighton Road / Wakefield Drive, Camden Road / Wakefield Drive, Camden Road / Montclair Drive, Wakefield Drive / Parkdale Way, Huntington Road / Northwood Avenue, Huntington Road / Woodcrest Avenue.
- Raised intersection at Huntington Road / Wakefield Drive.
- Raised speed table on Brighton Road, east of Wakefield Drive.
- Textured crosswalks on Camden Road, east of Wakefield Drive, Wakefield Drive, east of Parkdale Way, and at each end of Parkdale Way.
- Replace missing stop signs and speed limit signs throughout neighborhood. Clear obstructions away from or relocate existing signs.

In addition to these improvements, we are also recommending a protected left turn phase on southbound Peachtree Street onto Palisades Road and we will help the neighborhood in working with the City to pursue this signal upgrade. The addition of a protected left turn phase should shift some left turn volumes onto Brighton Road to Palisades Road, which may also reduce traffic volumes on Montclair Drive.

Because the speeding problems in this neighborhood are not severe and there is limited opportunity for cut-through traffic from outside the neighborhood, we are recommending that this plan be implemented in phases. This will allow the neighborhood to find the minimum amount of improvements that will achieve the desired goal. This approach is the most cost effective, minimizes neighborhood disruption, and maximizes the preservation of neighborhood character.

Definition of Terms

Cut-through Traffic – Traffic on a neighborhood street that has neither an origin or a destination within the neighborhood.

Bump-outs – Sections of concrete or other materials extended from the curb line to narrow the street width. Depending on the locations of driveways and the width of the existing street, bump-outs vary in length, shape, and width.

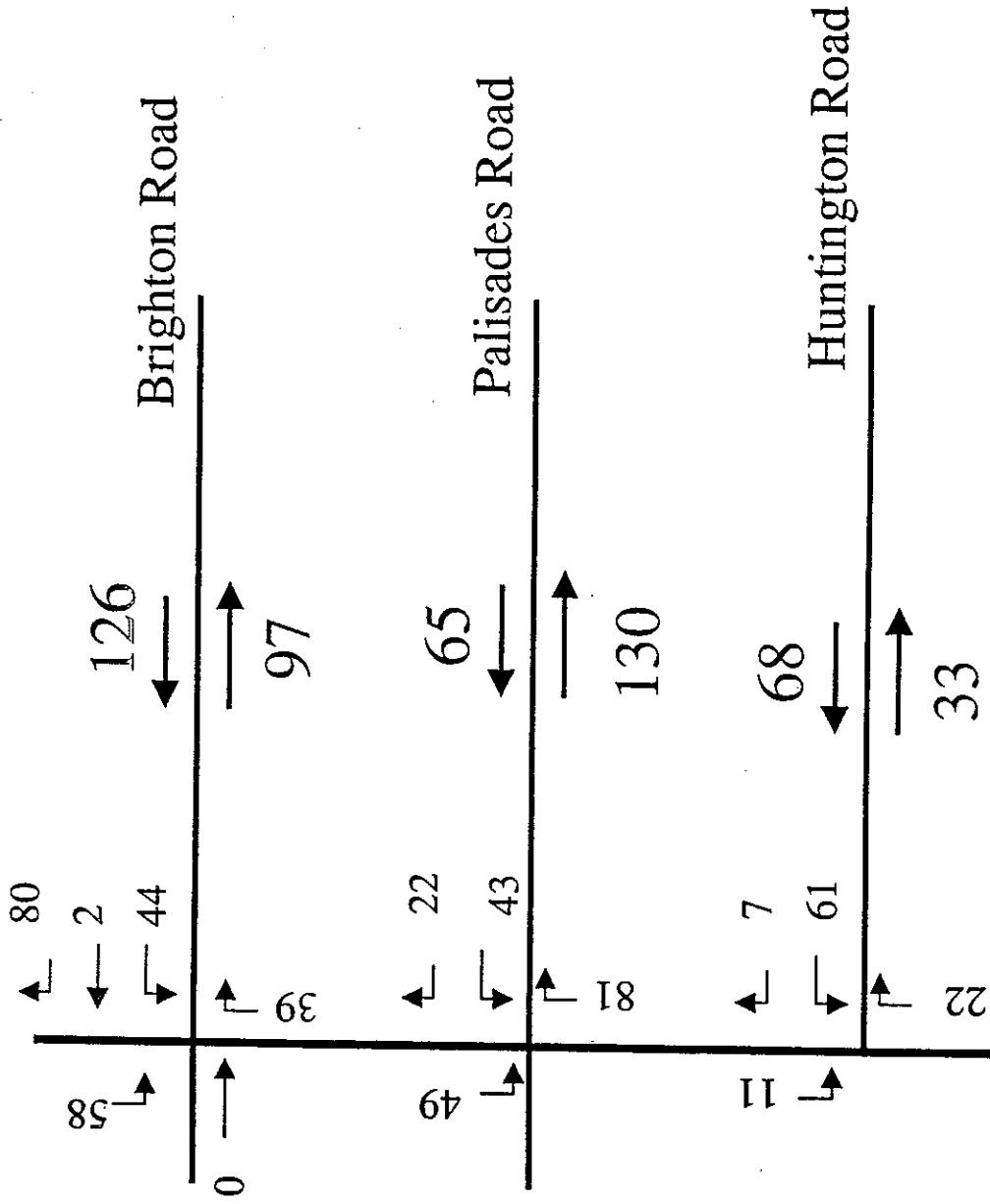
Mini Traffic Circle – Raised circular islands constructed in the center of residential street intersections. Drivers making left turns are direction to maneuver in a counter-clockwise direction, exiting the traffic circle by turning right onto the desired street. All stop-signs are replaced with yield signs.

Raised Intersection – An intersection with ramps on each approach that elevate the intersection by approximately 6 inches.

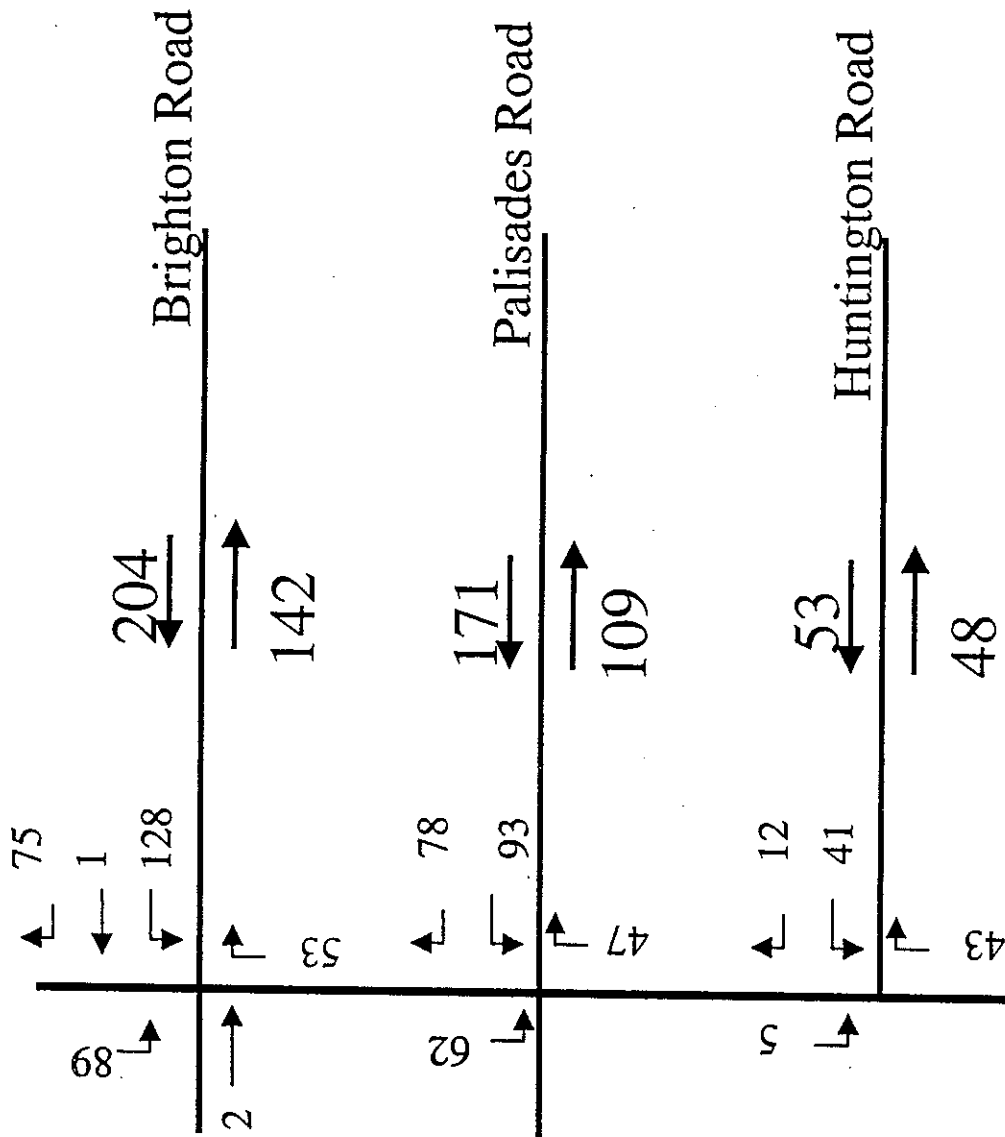
Speed Hump – Raised section of pavement approximately 3 to 6 inches high that extends the full width of the street. Speed humps are typically paved with asphalt, but other construction materials may be used. Speed humps installed by the City of Atlanta are asphalt. Any variation in design or construction materials must be approved by the City and performed by a private contractor with private funds.

Speed Table – A flat-topped speed hump. Speed tables are typically used as raised pedestrian crossings. These may be constructed of asphalt, concrete, brick pavers, or any combination of materials.

A.M. Peak Hour Turning Movement Volumes



P.M. Peak Hour Turning Movement Volumes



Brookwood Hills Neighborhood
Speed Study Results

Speed (mph)	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Volume	Average Speed	Mode Speed	Percent > 25mph	
Palisades Road																			
Eastbound	19	60	176	168	41	0	0	0	0	0	0	0	0	0	464	21.6	20 mph	8.84%	
Westbound	18	69	158	171	47	3	0	0	0	0	0	0	0	0	466	21.8	20 mph	10.73%	
Huntington Road n. of Woodcrest																			
Eastbound	9	14	80	195	113	28	2	0	0	2	0	0	0	0	443	25.6	25 mph	32.73%	
Westbound	6	33	102	150	115	32	0	0	0	0	0	0	0	0	438	24.9	20 mph	33.56%	
Brighton Road e. of Wakefield																			
Eastbound	60	61	127	139	51	31	0	0	0	0	0	0	0	0	469	21.6	25 mph	17.48%	
Westbound	12	49	94	72	11	1	0	1	0	1	0	0	0	0	241	20.7	20 mph	5.81%	
Brighton Road w. of Wakefield																			
Eastbound	9	75	122	66	11	0	0	1	0	0	0	0	0	0	284	20.0	20 mph	4.23%	
Westbound	59	82	129	161	41	10	1	0	0	0	0	0	0	0	483	20.8	25 mph	10.77%	



Memorandum

To: Mr. Walter Bland

From: Leah V. Guillebeau, EIT

Date: July 17, 2000

Subject: Brookwood Hills Neighborhood Traffic Calming Study-Revised Plan

The neighborhood traffic calming plan for Brookwood Hills has been revised based on comments from Sandra Jennings, Manager of Traffic and Operations at the City of Atlanta. All-way stops at three intersections have been approved, which will be used in conjunction with several speed tables on Brighton Road and Huntington Road.

All-way stops will be implemented at the intersection of Brighton Road / Wakefield Drive, and on Huntington Road at its intersections with Northwood Avenue and Woodcrest Drive. This change in traffic control is recommended to improve existing sight distance deficiencies (See memo to Sandra Jennings, dated June 19, 2000.) and as one measure to control speeds on these streets.

The use of all-way stops alone as speed control is not an accepted practice due to the potential for drivers to increase their speeds after the stop signs. Therefore, speed tables are recommended at five locations on Brighton Road and Huntington Avenue, as shown in the revised traffic plan. These speed tables will replace the previously proposed bump-outs on these streets. Three speed tables are proposed on Brighton Road and two are proposed on the north-south section of Huntington Road, south of the proposed traffic circle. Bump-outs have been removed from all locations.

There are several other all-way stops that were proposed in the original traffic plan that have not been approved. Ms. Jennings has stated that the all-way stop proposed at the intersection of Camden Road at Montclair Drive does not meet any criteria for all-way stop control and will not be approved. However, she is willing to consider approval of the proposed all-way stop at Camden Road / Wakefield Drive. Depending on the effect of the three all-way stops and neighborhood comments after their implementation, we will make a decision in the future about whether or not to continue pursuit of additional all-way stops.



Memorandum

To: Mr. Walter Bland

From: Leah V. Guillebeau, EIT

Date: September 8, 2000

Subject: Brookwood Hills Neighborhood Traffic Calming Study-Final Plan

The purpose of this memorandum is to document the final traffic calming plan developed for Brookwood Hills. This plan was developed in collaboration with the Brookwood Hills Board of Directors. The original traffic calming plan proposed by Dames & Moore and described in our memorandum dated June 1, 2000 (attached) has been modified from its original form, based on comments from Sandra Jennings, Manager of Traffic and Operations at the City of Atlanta, and the Board's financial considerations. The following paragraphs will describe the changes that were made to the original traffic plan.

The City approved the installation of all-way stops at the intersections of Brighton Road / Wakefield Drive, Huntington Road / Northwood Avenue, and Huntington Road / Woodcrest Avenue. However, the City rejected the proposal for all-way stops at several locations: Camden Road / Wakefield Drive, Camden Road / Montclair Drive, and Wakefield Drive / Parkdale Way.

The final plan includes painted crosswalks on Brighton Road, east of Wakefield Drive, Wakefield Drive south of Brighton Road, Camden Road east of Wakefield Drive, and on Parkdale Way at its intersection with Wakefield Drive. A textured crosswalk is proposed on Wakefield Drive east of Parkdale Way. In general, the use of textured crosswalks is proposed at locations where the vehicles do not have to stop. Painted crosswalks are considered to be adequate across approaches where the vehicles are required to stop. A combination of painted crosswalks and textured crosswalks are also proposed at the intersections of Montclair Drive / Wakefield Drive and Palisades Road / Parkdale Way. As described previously, painted crosswalks are proposed on the stop-controlled approaches and textured crosswalks are proposed on the free-flowing approaches.

Due to financial constraints, the neighborhood has elected to use painted crosswalks at the intersection of Huntington Road and Wakefield Drive rather than the raised intersection originally proposed.

The City of Atlanta will require three speed tables on Brighton Road. Two speed tables occur west of Wakefield Drive and one occurs at approximately the midpoint between Wakefield Drive and the curve to Camden Road. Two speed tables will be required by the City on Huntington Road. These speed tables will be placed in the north-south segment of Huntington Road, as shown in the attached plan.

The City approved the installation of traffic circles at the intersections of Brighton Road / Montclair Drive, Palisades Road / Northwood Avenue, and Palisades Road / Huntington Road.

The request for a left turn phase into the neighborhood at Palisades Road was rejected by the City.

Finally, the multiple-phased approach that we proposed in our original plan was rejected by the City. The final plan must be implemented in a single phase. The components of this traffic calming plan will be implemented in a single phase.

It has been a pleasure working with you on this important project. It is our hope that through the collaborative process and numerous iterations we have come up with the best plan for Brookwood Hills. Please let us know if we can be of any further assistance.



September 7, 2000

Brookwood Hill Community Club, Inc.
77 Wakefield
Atlanta, GA 30309

Attention: Walter Bland, President

RE: Traffic Calming Plan – Preliminary Construction Cost Estimate

Dear Walter:

Attached please find the approximate construction cost estimate for the Brookwood Hills Traffic Calming Plan project. If you have any questions, please feel free to call me at (404) 888-8807.

Sincerely,
Dames & Moore, a subsidiary of URS Corporation

A handwritten signature in cursive script that reads "Franco DeMarco".

Franco DeMarco, P.E.
Senior Project Manager

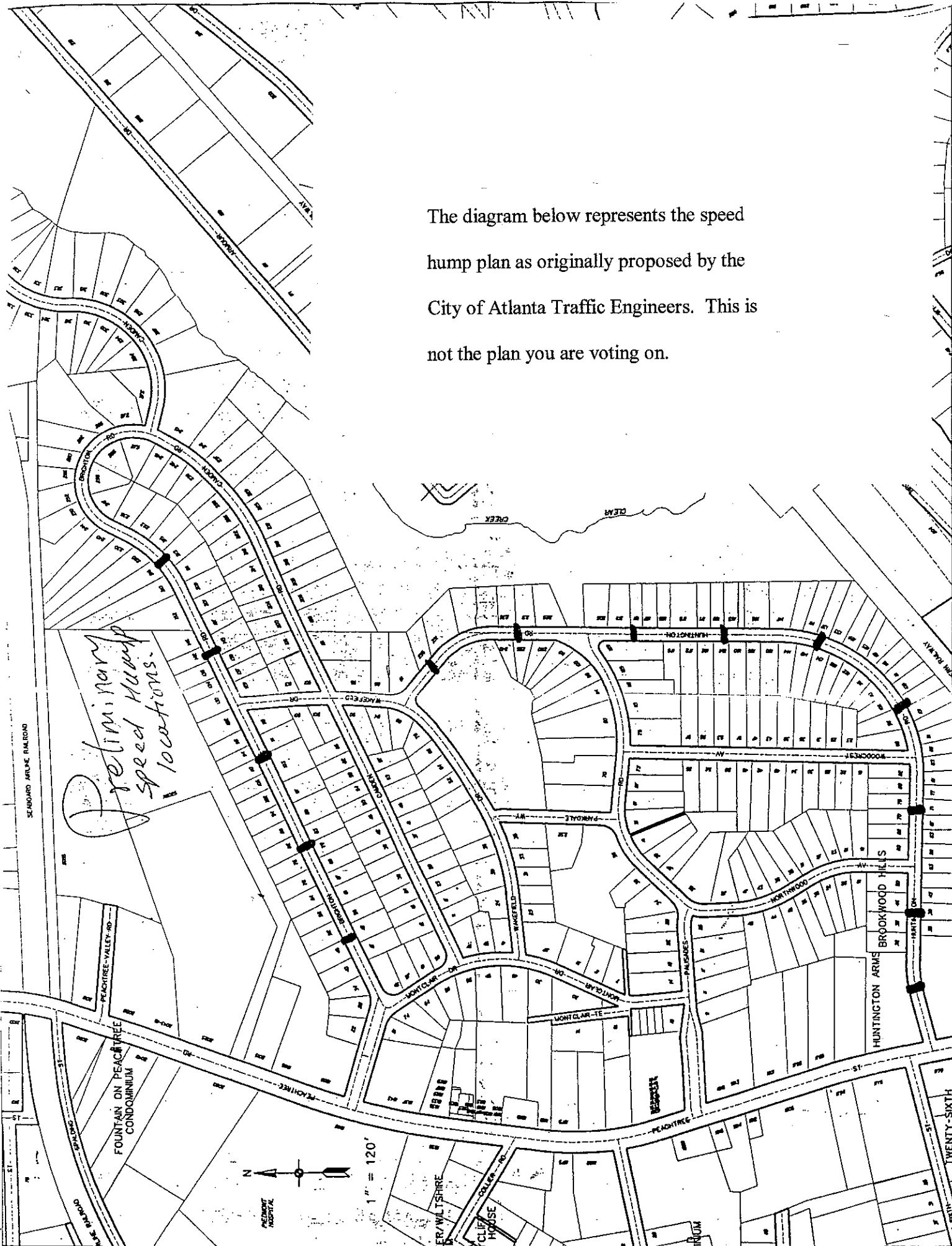
Attachments: Traffic Calming Plan – Preliminary Construction Cost Estimate

URS Corporation
235 Peachtree Street, NE
North Tower, Suite 2000
Atlanta, GA 30303
Tel: 404.888.8800
Fax: 404.577.5120

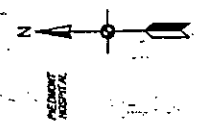
Brookwood Hills Community Club, Inc.
 Traffic Calming Plan
 Preliminary Construction Cost Estimate

Traffic Circles:	
Palisades and Huntington – approx. 2000 square feet	\$32,300
Palisades and Northwood – approx. 520 square feet	10,200
Brighton and Montclair – approx. 1400 square feet	<u>22,780</u>
Total Traffic Circles	\$65,280
Speed Tables (to be installed by City)	\$0
Textured Crosswalks at \$6,000 each	
Palisades at Parkdale (2)	\$12,000
Montclair at Wakefield (2)	12,000
Wakefield at Parkdales (1)	<u>6,000</u>
Total Textured Crosswalks	\$30,000
Painted Crosswalks (to be installed by City)	\$0
Traffic Control during constructions (detours, flagmen, barricades)	\$20,000
Subtotal	\$115,280
Contingency at 20% of Subtotal	\$23,056
Total	\$138,336
This estimate does not include landscaping for the traffic circles or the maintenance costs for textured crosswalks and traffic circles.	

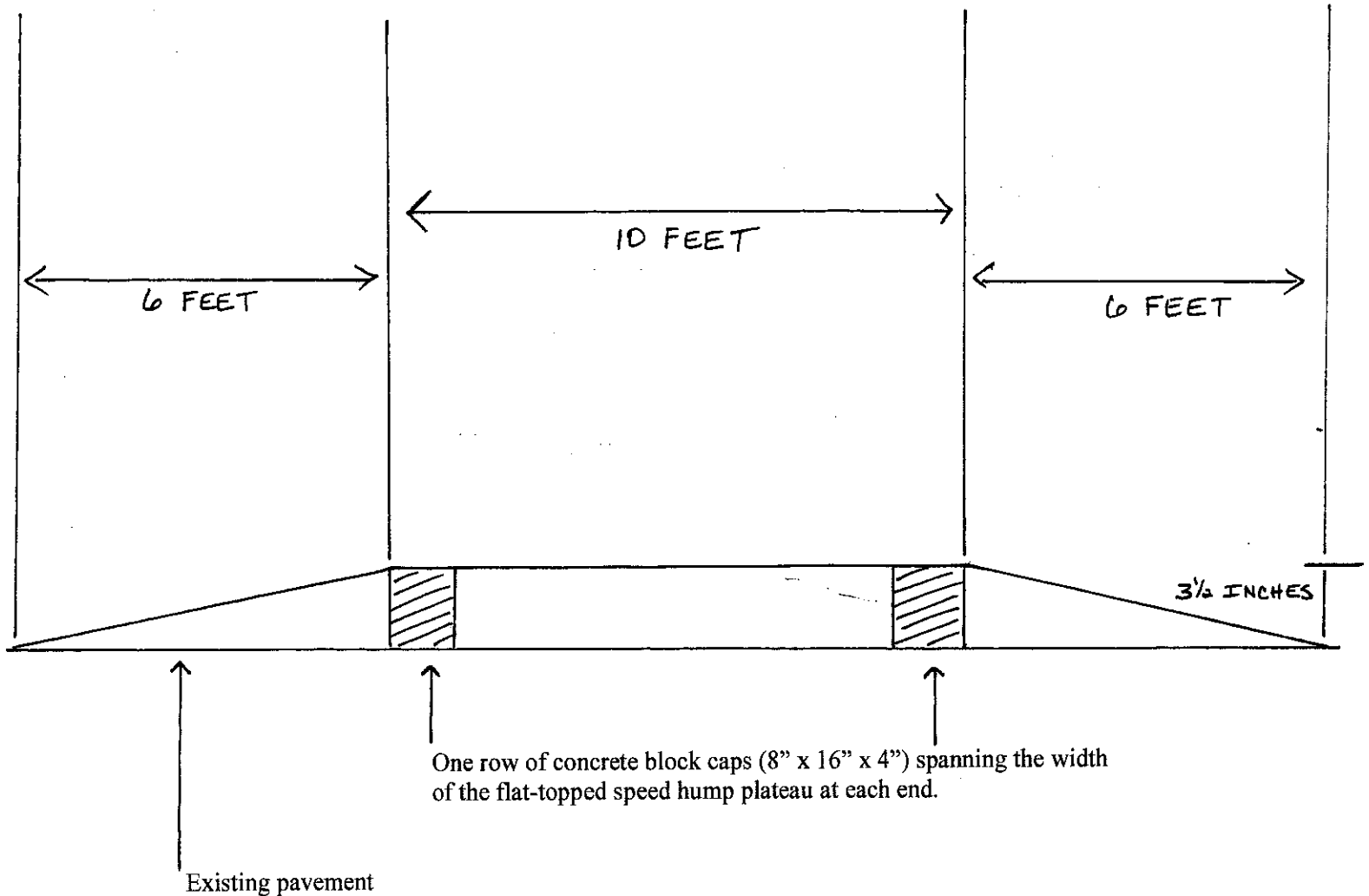
The diagram below represents the speed hump plan as originally proposed by the City of Atlanta Traffic Engineers. This is not the plan you are voting on.



Preliminary speed hump locations.



CROSS SECTION OF FLAT TOPPED SPEED HUMPS



The above diagram provides the specifications on city-installed, flat-topped speed humps. These tables have a rise of about 3 1/2 inches and approximately 10 feet across the plateau of the table. There would be concrete pavers at the edges of the plateaus. One example of these speed humps can be seen on Margaret Mitchell Rd., 1/2 mile north of the intersection of Peachtree Battle Rd. and Margaret Mitchell.

The flat-topped speed hump differs from the traditional speed hump in that the latter has a rounded, sloping rise toward the center of the hump.

**Complete this advisory survey and return with
your ballot.**

**Make sure you put your name and address on
both the survey and the ballot .**