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Forest Hills Traffic Study and Evaluation



October 26th, 2011



Where we have been...

- Traffic Data collected late summer and early fall for Collier Drive.
- August 31st - Public meeting discussing resident concerns, traffic calming measures and the FHPC traffic proposal.
- October 2011 – Additional traffic data collected for Lee St. and Dunn St.



What you have said...

Since the August 31st meeting, a number of Forest Hills residents have weighed in with their opinion on the matter. Thanks to all that participated! The results were varied, and did not provide a consensus on a solution; but all input was beneficial. Some of the submitted comments include:



What you have said...

- “add more sidewalks”
- “build some chokers or chicanes”
- “don’t add stop signs”
- “more stop signs, if needed, are okay”
- “close Daniell Drive”
- “don’t touch Daniell Drive”
- “increase the police presence”
- “widen Lee Street, it is too narrow”
- “slow down the City of Smyrna vehicles”
- “restrict left turn movements from Lee Street to Concord Road in the a.m.”
- “on-street parking isn’t the answer”
- “There is no issue, it is ‘much ado about nothing’”
- “the traffic is a serious concern”



What the data says...

- Traffic data was collected in early fall (after the start of the school year) for Collier Drive.
- Traffic data was collected throughout the month of October for Lee Street and Dunn Street.



Collier Drive by the numbers

- Average daily traffic (Mon-Fri) EB/NB only: 584 vpd (vehicles per day)
- Average speed: 22 mph
- 85th percentile speed: 32 mph
- Amount of excessive speeding (average speed >8mph over the speed limit): 2%



Dunn Street by the numbers

- Average daily traffic (Mon-Fri) both directions: 535 vpd
 - 221 vpd northbound
 - 314 vpd southbound
- Average speed: 25 mph
- 85th percentile speed: 34 mph
- Amount of excessive speeding (average speed >8mph over the speed limit): 10%



Lee Street by the numbers

- Average daily traffic (Mon-Fri) both directions: 966 vpd
 - 439 vpd northbound
 - 527 vpd southbound
- Average speed: 24 mph
- 85th percentile speed: 37 mph
- Amount of excessive speeding (average speed >8mph over the speed limit): 7%



Where do we go from here?

- Volume Calming

- Does the data reflect the presence of cut-through traffic?

- Speed Calming

- Is there a speeding problem illustrated in data, and if so, to what degree?



Volume Calming

- Volume Calming – Measures consisting of primarily physical barriers intended to block or restrict a particular traffic movement.
 - Full Closure
 - Partial Closure
 - Median Barrier
 - Diagonal Diversion**



Diagonal Diversion: Daniell Drive at Dunn Street

- Why?

- The anecdotal and logical reasoning for Forest Hills as a cut through is as a connection between the South Cobb Drive/King Springs area to the Concord/Spring/Atlanta Road area.

- The common path for this movement involves Daniell Drive, Lee or Dunn Street and sometimes possibly Collier Drive

- A diagonal diversion at the intersection of Daniell Drive and Dunn Street would eliminate the opportunity

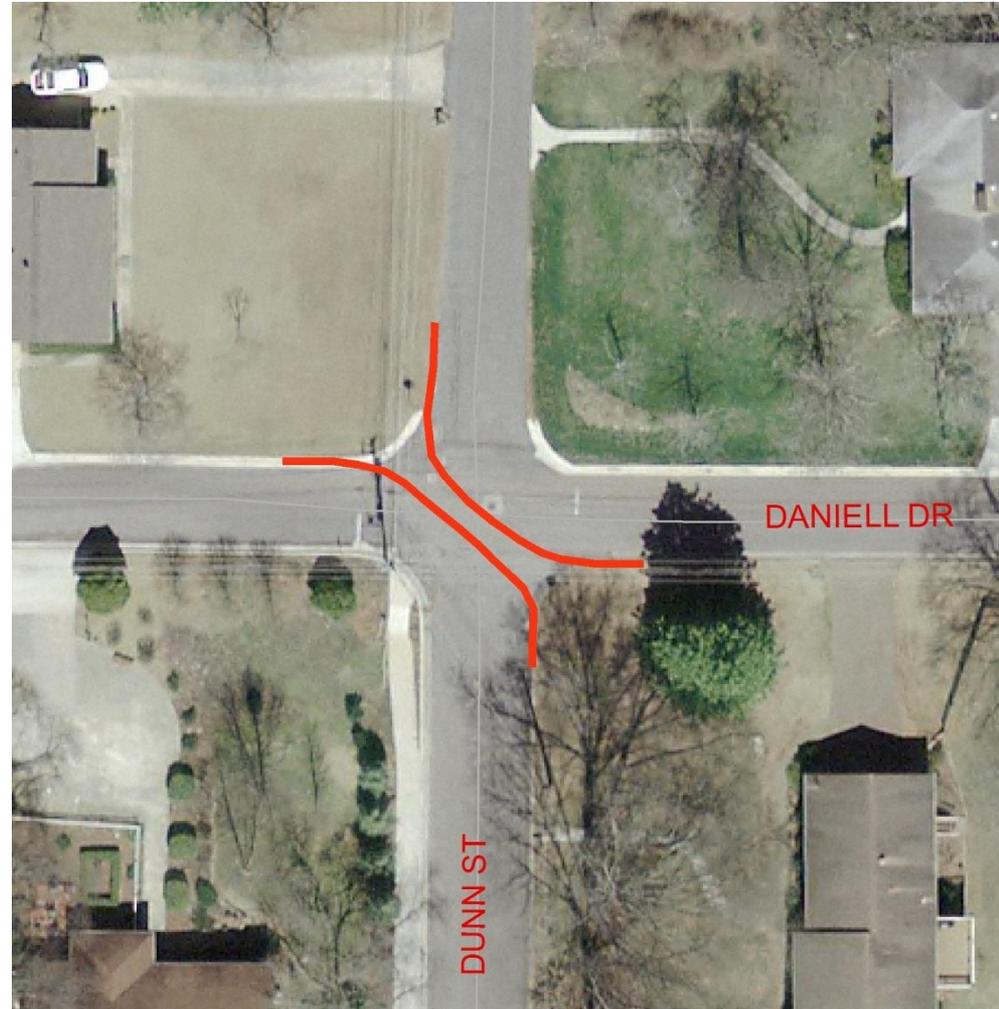


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What it may look like





Speed Calming

- Volume Calming – Measures consisting of either horizontal or vertical deflections that work to encourage slower travelling speeds
 - Chicanes
 - Traffic circles
 - Center medians
 - **Speed humps/raised intersections**



Speed Humps and/or raised intersections on Dunn and Lee Streets

•Why?

- The data collected from Lee and Dunn Streets do not reflect consistent, habitual speeding along the roadways.
- Nearly all of the traffic is travelling at safe speeds, but there is a minority that are driving too fast.
- Speed humps and raised intersections do not require the safe drivers making up the majority of the population to change their driving habits, but do make speeders adjust to an appropriate speed.



Additional minor changes

- Remove the flashing yellow light on Collier Drive between Pretty Branch and Collier Gate.
- Review location and placement of speed limit signage.
- Review feasibility of potential restrictions on certain turn movements during particular times of day.

The cost of traffic calming

- Estimated costs for various measures
 - Diagonal diversion: \$2,000
 - Speed hump: \$600-\$900
 - Raised intersection: \$1,800-\$2,200
 - New stop sign: \$50

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Discussion