

City of Peachtree City
WORKSHOP with PLANTERRA RIDGE HOMEOWNERS ASSOCIATION
Minutes of Meeting
May 3, 2006
6:30 p.m.

The City Council of Peachtree City met in a workshop session on Wednesday, May 3, 2006, at 6:30 p.m. Council Members attending were: Mayor Harold Logsdon, Steve Boone, Stuart Kourajian, Cyndi Plunkett, and Judi Rutherford. Staff members attending were: City Manager Bernard McMullen, Assistant City Manager Colin Halterman, City Engineer Dave Borkowski, Civil Engineer Mark Caspar, Assistant Fire Chief Ed Eiswerth, Captain Terry Ernst, and Public Services Director Tom Corbett. Members of the Planterra Ridge HOA who attended included Manny Guerrero, president; Rob Rothley, vice-president; Debbie Raniere, secretary/treasurer; and Paul Van't Hof, traffic committee chairman, as well as Eileen Shaw, former president of the HOA.

Borkowski gave a brief history of the area and used an aerial photo of the subdivision to indicate the locations where traffic counters had been set up. He noted that the final conceptual site plans were approved in 1998. The site plans for the Wal-Mart and Home Depot were approved in August 2001. The certificate of occupancy for Home Depot was issued in August 2002, and the Wal-Mart's certificate of occupancy was issued in October 2002. The widening of GA 54 began in August 2004. Borkowski said he became involved early 2005.

Borkowski showed a spreadsheet of the traffic counter numbers. Kourajian noted that the northbound traffic had doubled. Plunkett noted that the increased numbers did not reflect any residential growth in the subdivision.

Borkowski said that the Teal Vista and Celadon intersections with Planterra Way were evaluated for three-way stop signs in 2005. The signs were not authorized because the intersections did not meet the warrants. He continued that there was obviously an increase in traffic from 2001 to now. He said the spreadsheet did not reflect accurate numbers since a detailed study was not done on who came in and out of the subdivision. They did not look at the tags. He added that a subdivision with 430 homes could easily generate 800-1,600 trips per day. He also did not have traffic counts prior to the highway widening. Shaw noted that traffic counts had been taken for the Livable Centers Initiative and during the Wal-Mart traffic study. Borkowski said he could not find any data prior to 2001.

Comments from Council and the residents included:

- Many residents now had more cars since children were now teens.
- There was a huge increase in traffic over the weekend due to traffic going to and coming from the commercial area.
- One option was to lower the speed limit from 30 mph to 25 mph. Ernst said drivers could not be ticketed unless they were going 36 mph, but drivers could be

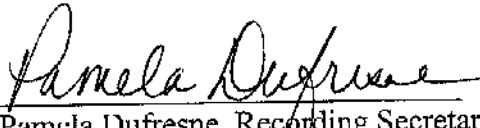
stopped and given a warning. Residents felt that would stop only small percentage of the speeders.

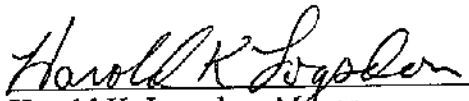
- Traffic-calming devices such as breakdowns and speed bumps were another option. Residents felt the devices worked to some degree. Some devices such as median strips might prohibit residents from getting into their driveways due to the proximity of the homes.
- The numbers on the speeds showed that 85% of the drivers were going 39 mph or less, but there were reports of two drivers going at least 75 mph on Planterra Way.
- People would have to be re-trained to use GA 54 once the widening was completed. Once the work on GA 74 began, people would use Huddleston and Dividend as a bypass. The commercial growth on GA 54 West would continue, so Planterra Way would continue to be a cut-through.
- Another traffic study was needed once the road widening was completed.
- Logsdon said everyone had made good points, and the City would do what it could to mitigate the situation.
- Borkowski said making the streets private was not an option. The City was not allowed by law to abandon roads or municipal right-of-way used by the public.
- Under Mayor Lenox, the City had looked at putting up one gate that the HOA would install and maintain. Emergency vehicles were to have a way to get in and out, even if they had to break through the gate. The HOA would repair the damage. Another option discussed was Jersey barriers. McMullen said he would discuss the possibility of one gate with the City Attorney. Signage that read, "No Through Traffic," might not be legal.
- Another option was to turn Planterra Way into a cul-de-sac below the Tennis Center and Cardiff Park. Boone noted that cut out the ability of residents at that end of the subdivision to use the entrance. There were also safety concerns, and an analysis of how turning the road into a cul-de-sac would affect emergency vehicles.
- The traffic was a safety threat. There had been several near accidents due to cars passing slower traffic, as well as pedestrians and bike riders. There was grave concern for the safety of children who would be going to the pool. There was not a cart path or sidewalk to use in the area.
- Logsdon said he wanted to go over the options again, then designate a staff member to work with the HOA to analyze the options. There were pros and cons on all of them. He understood the concerns, but Council had to look after the entire City. The options discussed included:
 - ✓ Reduce speed limit to 25 mph.
 - ✓ Look at restricting left hand turns onto GA 54 from Planterra Way; making Planterra Way a right-in, right-out only, during certain times of the day; requiring traffic exiting Wal-Mart to turn left or right; not allowing through traffic from Planterra Way to Wal-Mart and Home Depot; and not allowing right turns from GA 54 to Planterra Way during certain times of the day. The DOT would have to be involved.

- ✓ Legal opinion needed from City Attorney for one gate at the Kelly Drive entrance to the subdivision.
- ✓ Various traffic-calming devices along the spine of the neighborhood would affect those using as a cut-through the most. The devices included speed humps and temporary speed bumps. The HOA would purchase the devices for the City to install.
- ✓ Convert Planterra Way to a cul-de-sac.
- ✓ Additional cart paths/sidewalks were needed for the residents to get to the amenity area.
- Rutherford wanted to go ahead and reduce the speed limit as soon as possible.

Logsdon said staff would discuss the issue the next day and get back in touch with Guerrero.

There being no further business to discuss, the meeting adjourned at 7:57 p.m.


Pamela Dufresne, Recording Secretary


Harold K. Logsdon, Mayor