

City of Peachtree City
SPECIAL CALLED MEETING
Minutes of Meeting
September 10, 2002
7:00 p.m.

The City Council of Peachtree City met in a special called meeting on Thursday, September 10, 7:00 p.m., in the City Hall Council Chambers. The purpose of the meeting was to discuss the Golf View Drive traffic calming devices. Council Members attending were: Mayor Steve Brown, Annie McMenamin, Steve Rapson, and Dan Tennant. Murray Weed was unable to attend due to a previously scheduled meeting for the City of Hapeville.

Old Agenda Items

09-02-07 Selection Ethics Board – Final Candidate and Alternate

Deputy City Clerk Betsy Tyler told Council that five names had been drawn per the ordinance for the Ethics Board on September 5, and two had been drawn as alternates. However, three of those chosen were unable to serve. Of the three remaining in the pool, one had recused himself on this case. Tyler recommended that the Mayor draw both remaining names, with the first to serve on the board and the second to serve as the alternate. Council agreed. Brown drew Allison Moore's name first and Terry Garlock's name was the second drawn.

04-02-06 Discuss Golf View Drive Traffic Calming

Brown told those attending the meeting that no action would be taken. Council wanted to hear comments from both sides and he asked those who spoke to try not to repeat points. He reminded those attending that Golf View was a pilot program. He limited individual comments to three to four minutes per person. He asked if there were any objections to having Dr. John Henahan and Curt Wagner represent the opposition. Brown continued that most points would be covered in their presentation and it could take 30 minutes on its own. If anyone had anything new and relevant to the situation after the presentation, they could comment. Those who were in favor of the traffic-calming devices would then be given equal time and should also limit comments to three minutes.

Bonnie Harps asked for a summary of why the devices were installed.

City Engineer Troy Besseche told those attending that the City had received numerous complaints and in the past had dealt with the complaints on a case-by-case basis. The City had been reactive and had now decided to become more proactive. The result was a neighborhood traffic-calming program. The program was presented to Council during its retreat in March and it addressed some of the residents' concerns. The program established standards for a traffic-calming program, identified streets, and addressed public involvement in the process. Council endorsed the program and discussed the concerns of residents from Golf View.

Besseche continued that Council approved the first phase of the Golf View pilot program at a subsequent meeting. Offset speed humps and four-way stops were installed. The second phase of the program was in response to comments made by residents about the Phase 1 improvements, which included weaving through the speed humps and crossing the yellow line. The height of the speed humps was raised to four and one-half inches, the speed humps were extended across both lanes of traffic, the speed limit was lowered to 20 mph, and additional stop signs were installed.

Curt Wagner, John Feenaghty, Neal Lattamore, and John Henahan were introduced as those representing the 750-plus residents who signed a petition against the traffic-calming devices on Golf View. Wagner thanked staff for their assistance and Tennant for arranging the meeting.

Henahan told Council and those attending the meeting they had tried hard to leave emotion out of the presentation (a copy of the Powerpoint presentation is included in the official meeting file) and to just present the facts. He thanked the residents who asked for the traffic-calming devices. Henahan continued that he knew they wanted to feel safe on their street and this was not a condemnation of their actions. The issues addressed in the presentation included emergency vehicle response times, air quality, noise pollution, compliance with Americans with Disabilities Act (ADA) costs, and liability issues.

Points made in the presentation included concern that the the times of emergency response vehicles were profoundly affected by the traffic-calming devices, acceleration and deceleration of vehicles was the most polluting way to operate motor vehicles, vehicles were noisier when starting and stopping than when cruising, and vehicle and personal injury claims would increase. Henahan also discussed the cost of traffic-calming devices and said that roads with speed humps suffered more damage than other roads according to the state Department of Transportation (DOT). Henahan continued that the devices might not be in compliance with the Manual of Uniform Traffic Control Devices (MUTCD). He said the speed limit violated state law and that the street did not meet the warrants set by the City for traffic-calming devices. Henahan addressed each warrant and provided information on the figures provided.

Henahan continued that those opposed to the traffic-calming devices requested the City come into compliance with the MUTCD as required by state law. They requested a moratorium on vertical deflection devices on City streets that were primary response routes, an agreement to place large notifications about traffic-calming devices, and a requirement that traffic-calming measures comply with the MUTCD. They also requested that traffic-calming measures be funded by the residents who requested them. They felt it was not appropriate for taxpayers to pay for them.

Henahan said the traffic-calming strategies were fraught with potential problems. He asked Council not to penalize 97% of the drivers who traveled on Golf View because of the three percent (3%) who violated the law. He said that three percent would violate the law no matter what.

Residents who spoke during the meeting included John Merrick, Curt Wagner, Sandra Davis, Dominic Scartz, Janice Ketsche, Mike Cronin, Doreen Blackman-Helmen, Pete Fritts, L. Goodman, Janet Brown, Mike Byrd, Marilyn Smith, Skip Mason, Nell Wagner, Janet Perello, Ralph Berger, Owen Cook, Kevin Forkin, Christi Dadez, and Roberta Kirk.

Points made by those who spoke included:

- Calculations regarding the time and distance and concern about critical time being lost in case of medical emergencies. If the City could control speeders, people would be happy.
- 38 stop signs on a one-fourth mile stretch of road. City told them “no” when they tried to get a “Caution Children at Play” sign.
- People can now back out of their driveways without worrying about getting hit, difficult to see cars coming over the hill, no golf cart paths on Golf View
- No simple solution, concern for bus stop on Golf View because of speeders and poor sight distance
- Safer feeling regarding use of golf carts on Golf View now because of stop signs, traffic has increased 300-fold during last 15 years
- Can mow grass now without worrying about getting hit, 20 mph might be too slow
- Statistics don’t include mailboxes that were knocked over. His had been knocked over four times and his lawn had been damaged by people trying to avoid accidents several times
- 20 mph speed limit had always been posted at Thrill Hill, but had always been ignored
- Concern expressed regarding children who live in the area, especially since there was no cart path in the neighborhood
- Former Golf View resident had his mailbox destroyed once and his neighbor had replaced mailbox five times, traffic-calming devices might be excessive, but well worth the price
- Stop signs and speed bumps ugly and affect property values, but need a logical, workable plan to obey speed limit
- If everyone obeyed 30 mph limit, there would be no problem. Drivers only lost about 10 seconds because of devices so time was not that critical
- Had two accidents one day after the other and both 16 year-old drivers ended up in her yard at a tree, a lot of property damage
- Wife had almost been hit several times trying to turn into driveway
- People traveling at 30 mph can stop for a child or elderly person in street, asked opposition to think about how they would feel they lived on the street

Tennant said people needed to understand the reason the traffic-calming devices happened, which was safety. Council’s job was to protect the health, safety, and welfare of the public. It was also Council’s job to listen and this meeting was called to allow

people to vent. He continued that Council wanted to be fair, but everyone would be a little bit unhappy no matter what was done. Sometimes there had to be a reasonable compromise. Golf View was a work in progress. Priority one was safety and children and that was foremost to anything. Tennant said he had questions about some of the legalities discussed. The City needed time to work everything out. Council was trying to be a good steward of the community and to do the right thing. He asked the residents attending to "cut Council some slack" as they tried to look out for the interests of everyone.

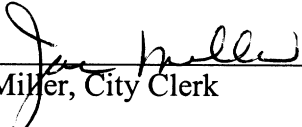
Rapson noted that he was as irritated as everybody else at first, and then realized the devices were just an inconvenience. Golf View was a residential neighborhood and should have the same quality of life as his neighborhood. There were issues Rapson wanted staff to look at, but Golf View was one of the oldest and most unique streets in the City. Council would look at everything. Rapson did not think everyone would be happy, but a majority of the problems might be solved.

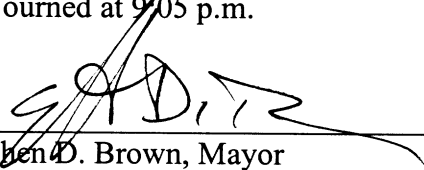
McMenamin emphasized that the bottom line would be safety. She had concerns about the speed humps from the beginning and she asked the residents to show extreme courtesy to those who live on Golf View. There had been over \$1,340 in damage to the signs and humps. She reiterated the bottom line was safety.

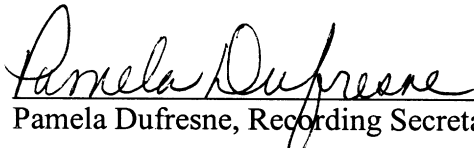
Brown said this was a moment when he did not like being on Council. Golf View was a poorly engineered piece of road with hills, sharp curves, and no sight distance. It combined all of the worst elements of a road. Council had tried to come up with something to help and had listened to the pros and cons. Brown continued that they could not please everybody. A plan was developed and speed humps were staggered, then people crossed the yellow line to avoid them. It was an absolute no-win situation. He asked those attending to be cognizant of children and senior citizens when they drove through the neighborhood. There were changes that could be made and the situation would be discussed with staff. Council would come up with solutions and try to be mindful of everyone's position.

Tennant moved to adjourn the meeting. Rapson seconded. The motion carried unanimously.

There being no other business to discuss, the meeting adjourned at 9:05 p.m.


Jane Miller, City Clerk


Stephen D. Brown, Mayor


Pamela Dufresne, Recording Secretary