CITY COUNCIL
ATLANTA, GEORGIA

AN ORDINANCE

BY COUNCILMEMBER CLAIR MULLER

01-O-1316

AN ORDINANCE TO PUT IN PLACE A 'MASTER TRAFFIC PLAN' FOR THE PACES CIVIC ASSOCIATION, TO INCLUDE BIKE PATHS, SIDEWALKS, SPEED HUMPS AND STOP SIGNS; AND FOR OTHER PURPOSES.

WHEREAS, the Paces Civic Association is very concerned about growing traffic problems in their neighborhood. Traffic through the neighborhood has become extremely heavy, with many cut-through drivers and an increasing number of large trucks and commercial vehicles; and

WHEREAS, these drivers are traveling at excessive speeds, making pedestrian and bicycle travel very hazardous on most streets and effectively impossible on many others; and

WHEREAS, the Paces Civic Association's Roads and Traffic Committee has identified what the Association believes are the major problems in their neighborhood and has prepared a proposal (see attached report and map) for addressing these problems.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA as follows

Section 1: That the Bureau of Traffic and Transportation investigate the installation of bicycle lanes on Paces Ferry Road from West Paces Ferry Road to the "city limits", all of Ridgewood Road, and a portion of W. Wesley Road (refer to the attached Paces Civic Association boundary map for locations).

Section 2: That the Bureau of Traffic and Transportation install signage eastbound on Moores Mill Road at the intersection of Moores Mill and Ridgewood Road that reads: "no left turns from 7:00 am to 9:00 am and 4:00 pm to 6:00 pm."

Section 3: That the Bureau of Traffic and Transportation install stop signs at the following locations: 1) at the intersections of Ridgewood Road and Ridgewood Circle (at both entrances to Ridgewood Circle); 2) at the intersection of Ridgewood Road and Nancy Creek Bluff; 3) at the intersection of Ridgewood Road and Garraux Place.

Section 4: That the Bureau of Traffic and Transportation investigate solutions to several problem roads within the Paces Civic Association neighborhood: 1) excessive traffic, including heavy truck and commercial vehicles, and high-speed drivers on Mount Paran Road and Ridgewood Road; 2) excessive traffic and high-speed drivers, especially during morning and afternoon carpool times for local schools, on the straight stretch of Nancy

Creek Road between Ridgewood Road and West Wesley Road; 3) excessive traffic and high-speed drivers, especially during morning and afternoon carpool times for local schools, on Old Plantation Road; 4) excessive traffic and high-speed drivers on Paces Ferry Road, from the Chattahoochee River to its end at West Paces Ferry Road; 5) excessive traffic and high-speed drivers on West Paces Ferry Road, from Nancy Creek (the actual creek) to Nancy Creek Road; 6) excessive traffic and high-speed drivers on West Wesley Road, from Nancy Creek (the actual creek) to Ridgewood Road (vehicles often ignore posted stop signs at Nancy Creek Road and Ridgewood Road).

Section 5: That the Department of Planning include within the City of Atlanta's five year plan of the "Sidewalk Program" construction of sidewalks on: Paces Ferry Road (from West Paces Ferry Road to the "city limits"); all of Parian Ridge Road; a portion of Mount Paran Road (west of I-75); all of Old Plantation Road; all of Ridgewood Road; Nancy Creek Road from Ridgewood Road to Garraux Road (refer to Paces Civic Association boundary map for designated locations).

Section 6: That speed humps be installed on Garraux Road, Old Plantation Road and Parian Ridge Road.

Section 7: That all ordinances and parts of ordinances in conflict herewith be and the same are hereby repealed.

A true copy,
Rhonda Dauphin Johnson
Municipal Clerk, CMC

ADOPTED by the Council — OCT 15, 2001
RETURNED WITHOUT SIGNATURE OF THE MAYOR
APPROVED as per City Charter Section 2-403 — OCT 24, 2001

July 12, 2001

Honorable Clair M. Muller
Member, Atlanta City Council
Atlanta City Hall
55 Trinity Avenue, S.W.
Atlanta, Georgia 30335

Dear Clair:

The Paces Civic Association is very concerned about growing traffic problems in our neighborhood. Traffic through the neighborhood has become extremely heavy, with many cut-through drivers and increasing numbers of large trucks and commercial vehicles. Traffic is very heavy during the morning and afternoon carpool and rush hour times, but also throughout the day. Moreover, these drivers are traveling at excessive speeds, making pedestrian and bicycle travel hazardous on most streets and effectively impossible on many others. The Civic Association has hired off-duty Atlanta police officers to patrol the neighborhood for both security and traffic violations, but this has not had any appreciable impact on the traffic problems we face.

The Association's Roads and Traffic Committee, after meeting with you and Carolyn and representatives of the City's Department of Transportation, has identified what the Association believes are the major problems in our neighborhood and prepared a proposal for addressing these problems. This letter will identify with specificity the problem areas. The enclosed map sets forth our Association's proposed solutions.

We recognize that we are not traffic experts and hope and expect that our proposal will receive close review and comments. We have proposed stop signs, bicycle lanes, speedbumps and sidewalks in selected areas. We recognize that other measures may also be appropriate, including round-abouts and bulb-outs.

We appreciate your willingness to work with us to address these problems, and we solicit your advice and assistance. We need your help to ensure that we devise the most appropriate solutions to the problems we have identified and to efficiently implement the measures we adopt.

TRAFFIC PROBLEMS

1. Trucks and other heavy traffic. Many streets in our neighborhood have become cut-through routes for traffic traveling from Cobb County and the Moore's Mill/Bolton Road area to Interstate 75, and back again. Large heavy trucks are regularly using our roads to get to their commercial destinations.

2. Speeding drivers. Serious speeding is endemic on nearly every street in our neighborhood. Drivers on their way to or from the schools in the area, rush-hour drivers,

commercial traffic and our own neighbors, traveling at all times of the day, routinely exceed the posted speed limits with dangerously excessive speeds. Neighbors are unsafe getting mail from their mailboxes, much less walking or jogging or bicycling, because of the high-speed travel over our roads. Speed limits within the neighborhood are not uniform, which contributes to the problem.

3. No safe areas for pedestrians. Pedestrians cannot safely walk or jog on most streets in our neighborhood. Nevertheless, walkers, joggers, parents pushing baby strollers and others do try to use our neighborhood roads, and they face very serious safety risks. With the exception of a short stretch along Paces Ferry Road, we do not have any sidewalks. With the heavy truck and other commercial traffic and high-speed driving, pedestrians are at great risk in our neighborhood.

4. Dangerous conditions for bicyclists. For the same reasons pedestrians cannot safely use our streets, bicyclists also are endangered. Although many people bicycle in and through our neighborhood, we have no bicycle lanes to offer even a modicum of protection from speeding drivers and big trucks.

PROBLEM ROADS (Alphabetically)

1. Mount Paran Road. Mount Paran Road suffers from excessive traffic and high-speed drivers. Heavy trucks and commercial vehicles on their way to and from Interstate 75 routinely use Mount Paran Road. Other drivers also use this street as if it were an on-ramp to the autobahn. Pedestrians and bicyclists face treacherous conditions. Mount Paran Road is a commonly used route for large groups of cyclists, and they risk injury when they are on this stretch of road.

2. Nancy Creek Road. Nancy Creek Road experiences heavy traffic, especially during the morning and afternoon carpool times for the local schools. On the straight stretch of Nancy Creek between Ridgewood Road and West Wesley Road, speed is a major concern. Our enclosed proposal does not include any solutions to these problems, and we invite your suggestions.

3. Old Plantation Road. Old Plantation Road is a very curvy, heavily wooded street with poor sight distance. Nevertheless, drivers en route to local schools travel at high speeds on this road during the morning and afternoon carpool times. Pedestrian and bicycle travel is dangerous at these times.

4. Paces Ferry Road. Paces Ferry Road, from the Chattahoochee River to its end at West Paces Ferry Road, is heavily traveled, especially during the morning and afternoon rush hours, and traffic moves at a very high speed.

5. Ridgewood Road. Ridgewood Road suffers heavy truck traffic from Moore's Mill Road all the way to Paces Ferry Road. These trucks continue on Mount Paran Road to Interstate 75. One simple solution would be to add signage restricting left turns from

east bound Morris Mill onto Ridgewood Road from 6 to 9 am. Speed is also a serious problem all along Ridgewood Road. Between West Wesley Road and Paces Ferry Road, Ridgewood Road is very curvy and heavily wooded, and high-speed drivers make pedestrian and bicycle travel extremely dangerous. Ridgewood Road, like Mount Paran Road, is a major route for large groups of bicyclists, and they are at risk on this stretch of road.

6. West Paces Ferry Road. West Paces Ferry Road, from Nancy Creek (the actual creek) to Nancy Creek Road, is a heavily traveled speedway. The road winds along the creek and visibility is poor, but drivers routinely travel at high speeds, making pedestrian and bicycle traffic extremely dangerous. This road nevertheless is frequently used by joggers and walkers, who are at great risk from the high-speed traffic.

7. West Wesley Road. From Nancy Creek (the actual creek) to Ridgewood Road, West Wesley Road is another speedway. Cars heading west descend the hill from the back gates of The Westminster Schools at excessive speeds and frequently coast through the posted stop signs at Nancy Creek Road and Ridgewood Road.

* * * * *

We understand from our meeting with you that funding earmarked for traffic and road improvements, including sidewalks, may be available to our neighborhood and that time is of the essence. For that reason, after your review of this letter and the enclosed proposal, we would like to hear back from you as quickly as possible to discuss what our next step should be to take advantage of this funding opportunity.

Paces Civic Association residents strongly support measures to reduce traffic, slow speeders and provide safe access for pedestrians and bicyclists in our neighborhood. We look forward to working with you to accomplish these goals. If we can provide any additional information, please call Mary Page at (404) 352-9936.

Thank you for your continued assistance.

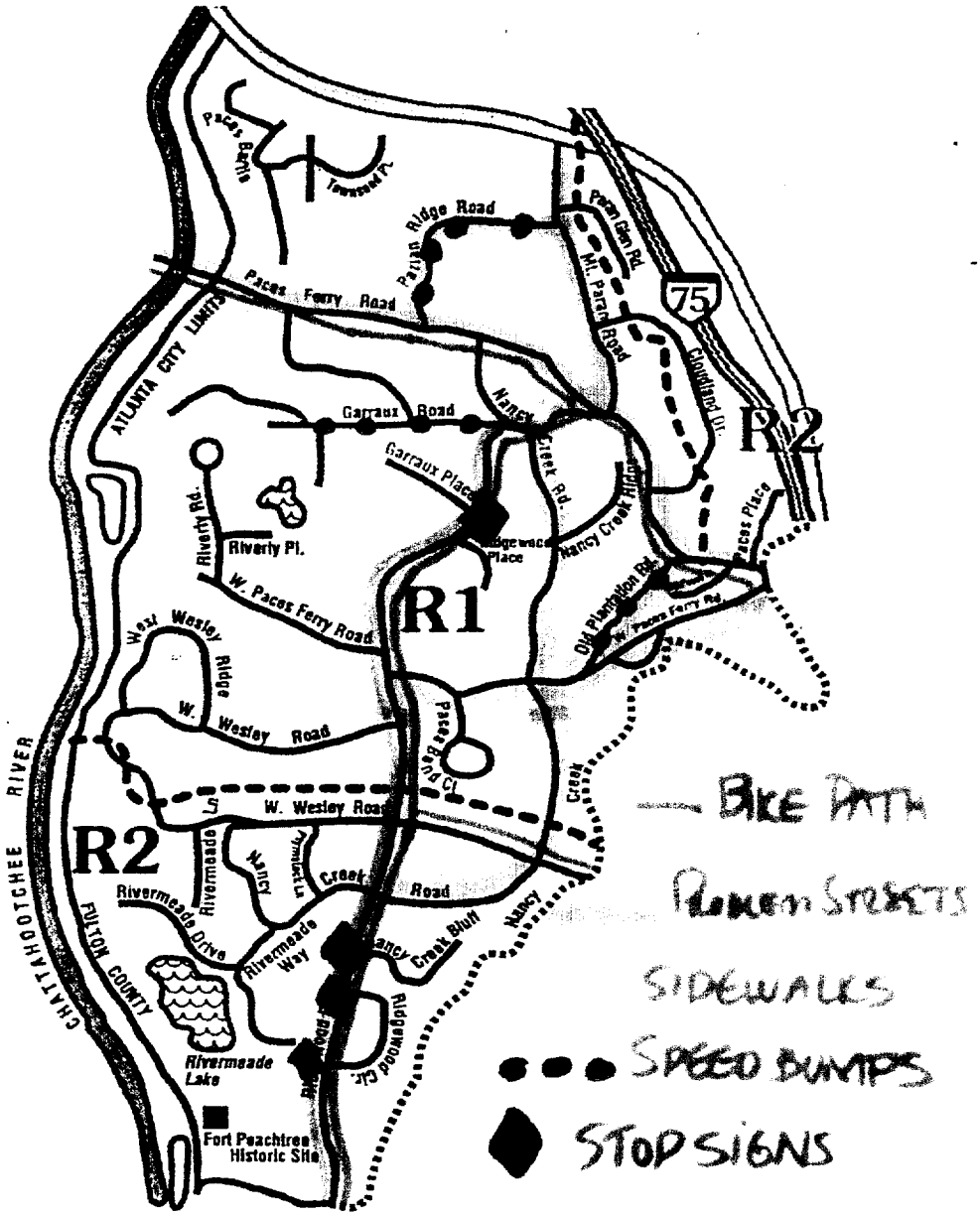
Sincerely,

Joe Weber
President

Mary Page
Roads and Traffic Committee Chair

Enclosure

Paces Civic Association Boundaries



ZONING

Symbol	Minimum Lot Area	Minimum Frontage	Maximum Height	Yard Front	Requirements Side	Rear
R1	2 Acres	200 Ft.	35 Ft.	60 Ft.	25 Ft.	25 Ft.
R 2	1 Acre	150 Ft.	35 Ft.	60 Ft.	15 Ft.	15 Ft.

Fence Height: Front Yard - 4' max Side and Back Yards - 6'max

*Slightly different yard requirement for corner lots.

RCS# 3210
10/15/01
5:25 PM

Atlanta City Council

Regular Session

MULTIPLE 01-O-0979; 01-O-0981; 01-O-1307; 01-O-1316; 01-O-1440; 01-O-1441
ADOPT

YEAS:	14
NAYS:	0
ABSTENTIONS:	0
NOT VOTING:	2
EXCUSED:	0
ABSENT	0

Y McCarty	Y Dorsey	NV Moore	Y Thomas
Y Starnes	Y Woolard	Y Martin	Y Emmons
Y Bond	Y Morris	Y Maddox	Y Alexander
Y Winslow	Y Muller	Y Boazman	NV Pitts

MULTIPLE

01- O -1316

(Do Not Write Above This Line)

AN ORDINANCE

BY COUNCILMEMBER CLAIR MULLER

AN ORDINANCE TO PUT IN PLACE A "MASTER TRAFFIC PLAN" FOR THE PACES CIVIC ASSOCIATION, TO INCLUDE BIKE PATHS, SIDEWALKS, SPEED HUMPS, AND STOP SIGNS: AND FOR OTHER PURPOSES.

ADOPTED BY
OCT 15 2001
COUNCIL

- ☐ CONSENT REFER
- ☐ REGULAR REPORT REFER
- ☐ ADVERTISE & REFER
- ☐ 1st ADOPT 2nd READ & REFER
- ☑ PERSONAL PAPER REFER

Date Referred	8/6/01
Referred To:	Transportation
Date Referred	
Referred To:	
Date Referred	
Referred To:	

First Reading
Committee
Date
Chair
Referred to

Committee	Committee
TRANSPORTATION	
Date: 8/15/01	Date
Chair	Chair
Action: Fav, Adv, Hold (see rev. side) Other:	Action: Fav, Adv, Hold (see rev. side) Other:
Members	Members
Refer To	Refer To

Committee	Committee
Full Council	
Date: 10/15/01	Date
Chair	Chair
Action: Fav, Adv, Hold (see rev. side) Other:	Action: Fav, Adv, Hold (see rev. side) Other:
Members	Members
Refer To	Refer To

FINAL COUNCIL ACTION

☐2nd ☐1st & 2nd Readings ☐3rd

☐Consent ☐V Vote ☐RC Vote

CERTIFIED

CERTIFIED
OCT 15 2001
ATLANTA CITY COUNCIL PRESIDENT

CERTIFIED
OCT 15 2001
DEPUTY MUNICIPAL CLERK

MAYOR'S ACTION

APPROVED
OCT 24 2001
WITHOUT SIGNATURE
BY OPERATION OF LAW

Brought forward from held status by Muller