



# Neighborhood Traffic Calming

City of Avondale Estates, 2/12/2025



# Catalysts for Traffic Calming Measures

- Community Concerns
  - Vehicles traveling at **speeds uncomfortable for pedestrians & cyclists**, particularly if children cross path
  - Higher speeds and cut-through concerns identified on **Kensington more so** than other streets
  - Concerns that the Complete Street project **increase in high-speed cut-through traffic**, especially during construction
- Between 18% and 30% increase in all modes of travel between 2022-2024
- 10% recorded driving over speed limit but below speed at which police can ticket
- Vehicles driving at posted speed limits can still pose safety risks

# Policing Alternatives Considered

## Traditional Policing Not Solution

- Every traffic study conducted over the past ten years has shown that most drivers do not exceed the posted speed limit.
- Drivers seldom exceed the speed limit by more than 10 mph, which is the limit Georgia law requires for officers to issue tickets.
- Police cannot be everywhere all the time.
- Adding police is costly.
- Redirecting police takes away from other public safety concerns

# Policing Alternatives Considered

## Ghost Cars Liability and Ineffective

- Ghost cars (empty police vehicles) strategically placed to deter speeding
- Police Vehicles are equipped with costly equipment – a significant financial loss and liability if stolen or vandalized
- Not an efficient or effective use of a highly valuable resource
- Deterrent is limited to those that see the car and expect it to be occupied
- In-car technology notifies drivers of the locations of police vehicles, reducing their deterrent value
- Creates a misleading impression for those with immediate public safety concerns, potentially delaying a response.

# Traffic Calming Plan

## Objectives and Features

### Objectives

- Cue drivers to slow down
- Slow or deter cut-through traffic from Kensington Rd./S Avondale Rd. to N Avondale Rd.
- Maintain driver safety
- Keep aesthetics top of mind
- Be cost conscious
- Implement ASAP during construction

### Features

- Narrow road widths
- Add additional stop signs and stop bars
- Institutionalize parking to slow traffic
- Add pedestrian crossings and crosswalks
- Meet the standards for a bike boulevard, and sign the corridor accordingly

# Community Input Collected and Heard

- City Hall **Open House** on May 16, 2024.
- 2024-25 **Print Newsletter Articles:** July/Aug, Sept/Oct., Nov./Dec, and Jan./Feb. 2025
- **Online Comment Form** available starting May 16 & again in January after installation
- **E-news, Facebook, and City Website** updates throughout process
- **Plans were adjusted** to respond to comments received before installation began
- **Field adjustments** were made based on feedback and staff observation of driver behavior during construction
- **Ongoing evaluation** currently underway

# Current Assessment Methods

1. Field Observations and Accident Reports by transportation and Public Safety Professionals
2. Online Community Comments Post Implementation
3. Traffic Volumes and Traffic Speed Data
4. Traffic Engineer Assessment of Plan and Field Report

# 1. Field Observations and Accident Reports

-  Measures are slowing traffic
-  No Accidents
-  No agencies (including Emergency) reporting issues or concerns
-  Some vehicle confusion at certain locations
-  Drivers do not always adhere to measures or ignore them – i.e. park on striped areas
-  While doable, a couple of turns seem particularly tight

## 2. Online Community Feedback After Implementation

### Positive Responses

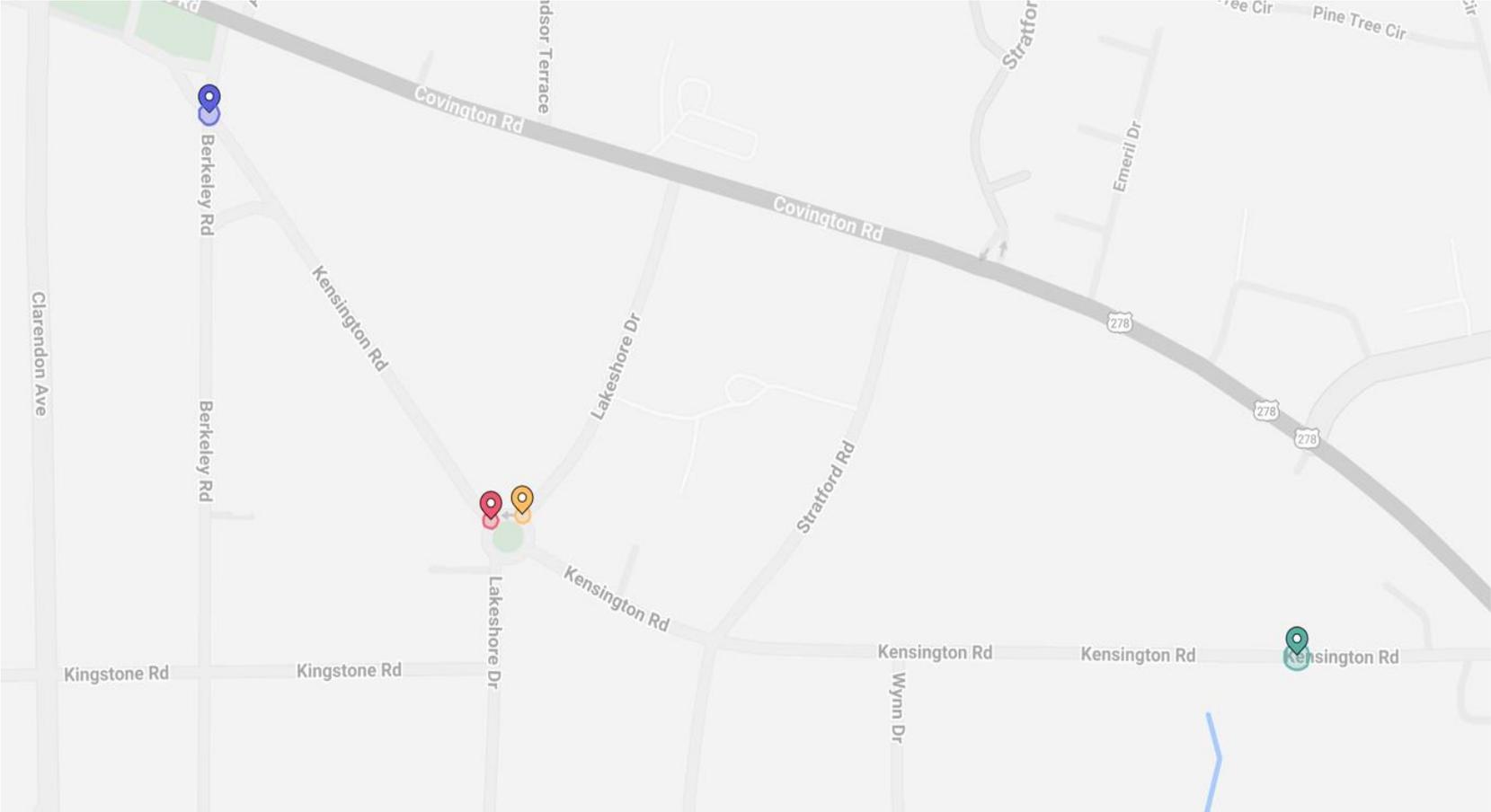
- ✓ Measures are slowing traffic
- ✓ Time inconvenience worth the benefits of slower traffic
- ✓ Pedestrians, cyclist and parents/children feel safer

### Reported Concerns

- ⚠ Berkeley – Kensington Intersection turn is too tight
- ⚠ Stop signs are confusing on the Kensington roundabout
- ⚠ Wave delineators and paint are unattractive
- ⚠ Near misses (car crashes)
- ⚠ Slowing travel and emergency vehicles access limited

# 3. Traffic Volume And Speed Data Observations Post Implementation

Travel data shows an uptick of traffic on Kensington Rd year-over-year.



Traffic Pattern Volume 2022 – 2024 4 Data Collection Points			
	2022	2023	2024
	630.7K	687.5K	746K
	488.5K	557.7K	621.7K
	262.5K	289.4K	333.4K
	428.3K	493.1K	558.6K

Travel data is the number of cell phones traveling through the intersection.

### 3. Speed Data Demonstrates the Traffic Calming Slowing Traffic

Indicators show lower speeds with traffic calming measures installed.

10 Kensington Data Collection Point	Sample Size	Average Speed	Traveling 31 MPH or More	Traveling over 41 MPH
Pre-Construction – August 2024	259	17 mph	26	1
Post-Construction – January 2025	572	14 mph ↓	1 ↓	0 ↓

## **4. Direction to Kimley-Horn Traffic Consultants in Assessing LAS Traffic Calming Plan**

- Assess vehicle safety
- Evaluate “concerning areas” as defined by community input
- Keep pedestrian and cyclist safety as part of assessment
- Keep cost low
- Keep vertical elements minimal
- Keep aesthetics top of mind

# 4. Kimley-Horn Traffic Assessment

## Preliminary General Observations

- Implementation effective and achieving traffic calming
- No concerns about emergency vehicle access
- Recommendations to reinforce traffic calming objectives
- A few areas requiring more thought

# 4. Kimley-Horn Traffic Assessment

## Preliminary Quick Fix Recommendations

- Add more “turtles” to define parking
- Add more wave delineators and move them closer to white line adjacent to travel lane
- Provided a temporary curb solution as alternative to delineators
- Paint yellow striped line between chicanes to delineate lanes
- Add additional signage to clarify golf parking or no parking area
- Swap black chain at plazas for reflective chain
- Extend the curb radius at the NW quadrant of S Avondale Road at Clarendon Rd.
- Build the Complete Street section at plazas as soon as possible



# 4. Kimley-Horn Traffic Assessment

## Preliminary Longer-Term Investments

- Build mid-block raised crosswalk east of Exeter Road
- Advocate to eliminate free flowing right-hand turn lane from Covington Hwy onto Kensington with GDOT
- Install handicap ramps at traffic circle crosswalks



# 4. Kimley-Horn Traffic Assessment

Detailed Evaluation and Designs Underway

- Suggested striped median -“medianette”- as road widens at Kensington and Covington Highway instead of chicanes
- Evaluating the turning radius at Berkeley-Kensington Intersection to determine if turn can be widened
- Considering alternatives and impact of removing stops signs or replacing them with yield signs at round-about
- Suggested minor modifications to curb radius of South Avondale and Clarendon (Clock Tower)

# Next Steps

- Direction from BOMC on possible short-term fixes
- Await possible revised plans for 3 areas:
  1. Berkely – Kensington intersection turning radius
  2. Stop signs and crosswalks at the Kensington roundabout
  3. Kensington and Covington Hwy. entrance
  4. Extend curb radius at the clock tower
- Continue discussion with GDOT on redesign of Kensington and Covington Hwy. intersection
- Discussion of bigger investment for longer-term upgrades
- Continue to monitor and report to BOMC



# Neighborhood Traffic Calming

City of Avondale Estates, 2/10/2025

