



The Buckhead Council of Neighborhoods

Board Meeting

October 8, 2015

Peachtree Presbyterian Church

6:45 – 8:15 PM

Meeting Minutes

Attendees

	<u>Full Name</u>	<u>Neighborhood/Organization</u>	<u>Email Address</u>
1	Yolanda Adrean	City Council District 8	yadrean@atlantaga.gov
2	Peggy Allumbaugh	Peachtree Heights East	pvmccormick@gmail.com
3	Stephanie Blank	West Paces Northside	
4	Tony Casadonte	Collier Hills North	tony.c@lumieregallery.net
5	Gordon Certain	North Buckhead	gcertain@comcast.net
6	Lisa deGolian	Peachtree Heights West	lisadegolian@comcast.net
7	Michael deGolian	Peachtree Heights West	michaeldegolian@comcast.net
8	Sterling Eaves	Peachtree Hills	
9	Jim Elgar	Loring Heights- Ceasar Mitchell's office	jimelgar@gmail.com
10	Jim Garcia	North Buckhead	jim.g@reagan.com
11	Richard W. Hall	Tuxedo Park	richrdwhall@yahoo.com
12	Andrew Heath	GDOT	
13	Robert Helget	Peachtree Heights West	bbhelget@bellsouth.net
14	William Hoffman	Peachtree Heights East	
15	Michael Horowitz	Buckhead Condo Alliance	
16	Ben Howard	Buckhead Condo Alliance	benhoward@gatech.edu
17	Phyllis Isenberg	Tuxedo Park	
18	Collin Kelley	Reporter Newspaper	collin@atlantaintownpaper.com
19	Barbara Kennedy	Collier Hills	bar2010@aol.com
20	Nolan Leake	Peachtree Heights West	
21	David Locker	North Buckhead	dlocker@mindspring.com
22	Francine Lowe	Pine Hills	Francine@lowetravel.net
23	Mark McDonald	Ardmore Park	markcmcd@gmail.com
24	Brian McHugh	BCID	bmchigh@buckheadcid.com
25	Mary Norwood	Tuxedo Park	mnorwood@atlantaga.gov
26	Garth Peters	Memorial Park & Buckhead Coalition	gpeters@thebuckheadcoalition.org
27	Emory Schwall	West Paces Northside	easchwall@bellsouth.net
28	Nina Schwartz	Kingswood	ninaschwartz@comcast.net
29	Edyth Shadburn	Peachtree Battle Alliance	edyth@charleswillis.com
30	Trevor Smart	Garden Hills	
31	Carmen Talley	Grant Estates	tojetcat@aol.com
32	Gene Talley	Grant Estates	
33	Richard Taucan	Tuxedo Park	
34	Tom Tidwell	West Paces Northside	tom@tidwell-law.com
35	Linda Trower	West Paces Northside	lindat01@hotmail.com
36	Debra Wathen	Paces	6wathens@bellsouth.net
37	Jody Collins Weatherly	Peachtree Heights West	jody@jodyweatherly.com
38	Lesley Wheeler	West Paces Northside	
39	Carolyn York	West Paces Northside	ckyorkatl@gmail.com
40	Bob Young	North Buckhead	younebh@comcast.net

BCN Board Meeting Minutes – October 8, 2015

Attendance by Neighborhood

<u>Neighborhood</u>	<u>Attendees</u>
1 Ardmore Park	Mark McDonald
2 Buckhead Condo	Ben Howard, Michael Horowitz
3 Collier Hills	Barbara Kennedy
4 Collier Hills North	Tony Casadonte
5 Garden Hills	Trevor Smart
6 Grant Estates	Carmen Talley, Gene Talley
7 Kingswood	Nina Schwartz
8 Loring Heights	Jim Elgar
9 Memorial Park	Garth Peters
10 North Buckhead	Gordon Certain, Bob Young, Jim Garcia, David Locker
11 Paces	Debra Wathen
12 Peachtree Battle	Edyth Shadburn
13 Peachtree Heights East	Peggy Allumbaugh, William Hoffman
14 Peachtree Heights West	Jody Collins Weatherly, Robert Helget, Lisa deGolian, Michael deGolian, Nolan Leake
15 Peachtree Hills	Sterling Eaves
16 Pine Hills	Francine Lowe
17 Tuxedo Park	Richard W. Hall, Phyllis Isenberg, Richard Taucan
18 West Paces Northside	Tom Tidwell, Stephanie Blank, Linda Trower, Carolyn York, Emory Schwall

BCN 2014/15 Officers (Executive Committee)

<u>Office</u>	<u>Officer</u>	<u>Neighborhood</u>	<u>Email</u>
Chairman	Tom Tidwell	West Paces Northside	tom@tidwell-law.com
Vice-Chairman	Ron Grunwald	Loring Heights	rgrunwald@bellsouth.net
Secretary	Gordon Certain	North Buckhead	gcertain@comcast.net
Treasurer	Debra Wathen	Paces	6wathens@bellsouth.net
Communications	Jeff Clark	Garden Hills	jeffbclark@gmail.com
Parliamentarian	[open]		

BCN Standing Committees

<u>Committee</u>	<u>Chair</u>	<u>Email</u>
Executive Committee	Tom Tidwell	tom@tidwell-law.com
Education	Tom Tidwell	tom@tidwell-law.com
Development and Infrastructure	Ron Grunwald	rgrunwald@bellsouth.net
Transportation	Debra Wathen Elizabeth Scattergood	6wathens@bellsouth.net betsy.scattergood@gmail.com

Other (Legislative, NPU, Parks, Voter Education/Registration, etc.)

I. Welcome & Introductions

Tom Tidwell called the meeting to order at about 6:45 PM.

II. Approval of Minutes

Minutes for the September meeting were approved.

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III. Admit New Member Neighborhoods

No neighborhoods asked to be considered for BCN membership.

IV. BCN Standing Committees

- **Communications – Tom Tidwell** reminded
- **Education –** No report
- **Development/Infrastructure –** No report
- **Transportation –** Gordon Certain made a presentation on a proposed streetcar line on Peachtree Road:

In an April presentation to BCN, Beltline spokespeople surprised Buckhead with a report that a rail-based streetcar system initially planned to service the Beltline loop was to be extended (years in the future) up Peachtree Road to Lenox Square and maybe farther. That segment was projected to cost \$376 million in an overall city-wide system valued at \$3+ billion. Since that meeting, Gordon found additional documentation on the City's web sites which updated the plan.

Peachtree Road Streetcar I-85 To Buckhead MARTA Station	
Downtown Route	Peachtree Road Route
• Perhaps 6,400 vehicle/day	• 36,400 to 44,500 vehicles/day <i>(5 to 7 times more traffic)</i>
• Length: 2.7 miles (one-way loop)	• Length: 7.8 miles (round trip)
• 11 Stops, ¼ mile apart (avg.)	• 32 Stops, if ¼ mile apart
• 29 Traffic Signals	• 33 Traffic Signals
• Average Route Speed 5 MPH	• Route Speed? 6 MPH?

In order to understand the impact a streetcar system might have on Buckhead traffic, Gordon and his wife Sue went Downtown and rode the existing streetcar system which connects Centennial Olympic Park to the King Center. That streetcar operates free of charge through the end of the year, yet perhaps only 40% of the seats were occupied, apparently by local residents. There were few obvious tourists.

The current streetcar stops for passengers at approximately ¼-mile intervals and thus averages an effective speed of five MPH. Gordon argued that if a similar streetcar were operated in Buckhead on Peachtree at comparable speed, it would have a significant negative impact on Buckhead traffic.

Peachtree Road Needs More Transportation Capacity, Not Less	
• Atlanta Streetcar documents estimate the cost of the Peachtree Road route at \$376 million.	
• But the result would be catastrophic during construction and very detrimental when done.	
• What options provide more capacity?	
– Elevated Line – expensive and un-aesthetic.	
– Subway line – attractive but likely very expensive.	

Being a rail-based system, streetcars have no ability to steer around obstacles, as buses can. Further, Peachtree already has bus service, so the streetcar would be redundant.

Gordon's presentation to BCN and other materials about the streetcar are at www.nbca.org/sc. Gordon asked Buckhead neighborhoods to join in an online survey his neighborhood was conducting through November 1. The total response, shown below, included 88 from North Buckhead and 73 from other Buckhead neighborhoods. 84% opposed Peachtree Road streetcars.

Peachtree Road Streetcar Petition

- The petition is outlined in "Editorial: Streetcars" in North Buckhead's 16-page October Newsletter, mailed to all 4,300 North Buckhead homeowners.
- See www.nbca.org/sc.
- Join us in this fight.
- The last thing we need is for the City to waste more resources on a system that will never be built.



ZIP	N	YES to Peachtree Road streetcars	NO to Peachtree Road streetcars	Undecided
30305	41	10%	90%	
30309	14	36%	64%	
30318	4	25%	75%	
30319	4		100%	
30324	1		100%	
30326	10	10%	90%	
30327	8		100%	
30342	79	15%	82%	3%
Total	161	15%	84%	1%

- **Other –** No report

V. Speaker

Andrew Heath - Briefing by GDOT on Peachtree Road lane changes

Andrew Heath, P.E. made the presentation for GDOT. His job title is State Traffic Engineer, Georgia Department of Transportation. His office address is 935 E. Confederate Avenue, Atlanta, GA 30316. He can be reached at the following numbers: Office: 404-635-2828, Mobile: 404-683-5674.

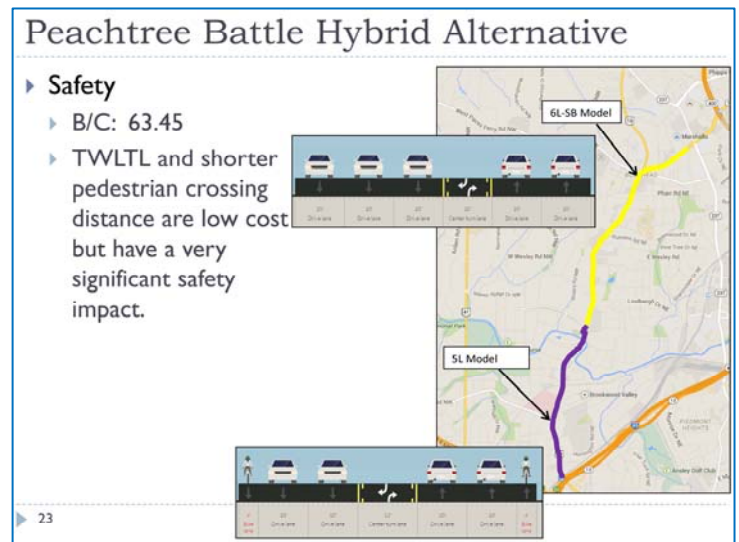
The topic of restriping Peachtree Road's traffic lanes has been explored for a couple of years. During that time a number of options were considered at public meetings. This presentation appears to be GDOT's effort to focus on a single option. In the area under study, Peachtree between Deering Road and Maple Drive, the segment between Maple Drive and Pharr Road is being handled by the Buckhead CID while GDOT is in charge of the remainder.

One of the main drivers for change is the high accident rate on Peachtree Road. The accident rate is generally thought to be the result of an almost total absence of dedicated left turn lanes. Instead, left-turning vehicles impede traffic through traffic, so the average utilization of the inside left lanes is reported to be about 15%. All of the recent options considered by GDOT (other than No Build), include the conversion of one of Peachtree's six traffic lanes into a two way left turn lane (TWLTL). (The TWLTL lane is just painted on the pavement and involves no landscaped medians or pedestrian refuges.)

Another relevant characteristic of Peachtree in the area included in GDOT's study is that the right of way is unusually narrow: the six traffic lanes occupy 60 feet, averaging a narrow 10' each. Sidewalks are also narrow and immediately adjacent to the traffic lanes, making walking uncomfortable and risky.

Andrew's 33-page presentation covered a lot of territory. It is available [online on the BCN web site](#). It covers many of the alternatives recently considered. Rather than attempt to restate the content of his presentation, the following page shows Andrew's charts on the six recent alternatives together with a summary which ranks each alternative's morning time Level of Service (LOS) at 24 intersections.

Three of the seven options shown on the next page, including the one favored by GDOT, involve on-street bike lanes. Andrew's presentation reported on the recent highly regarded restriping of Ponce de Leon Avenue (PDL), which now has the same configuration recommended by GDOT for the part of Peachtree between Peachtree Battle Avenue and Deering Road. PDL has four through lanes, a center TWLTL, and bike lanes on both sides. Motor vehicle and bicycle traffic apparently coexist very well on PDL. That appears to have made GDOT confident that the same approach could work well as proposed in the "Peachtree Battle Hybrid Alternative". See the figure at the right. The GDOT solution for Peachtree also includes four through lanes, a 12-foot TWLTL, and a pair of 4-foot bike lanes from Peachtree Battle Avenue to Deering Road. From Peachtree Battle, north to Pharr Road, the GDOT configuration includes five though lanes, a 10-foot TWLTL, and no bike lanes.



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6-Lane Northbound Alternative

- Operations**
 - Improves travel times in the AM and intersection delays throughout the corridor in the AM
- Safety**
 - B/C: 75.32
 - TWLT/L is 10' wide
 - Pedestrian crossing remains 60'

6-Lane Hybrid Alternative

- Operations**
 - Improves the travel times, intersection delay, and throughput for the corridor in the PM
- Safety**
 - B/C: 75.32
 - TWLT/L is 10' wide
 - Pedestrian crossing remains 60'

6-Lane Southbound Alternative

- Operations**
 - Improves intersection delays throughout the corridor in the AM
- Safety**
 - B/C: 75.32
 - TWLT/L is 10' wide
 - Pedestrian crossing remains 60'

5-Lane Alternative

- Operations**
 - Provides no operational disadvantage when compared to the No build model alternative
- Safety**
 - B/C: 79.95
 - TWLT/L is 12' wide
 - Reduces pedestrian crossing to 52' and creates sidewalk buffer
 - Creates dedicated space for cyclists

AM Analysis

Intersection Label	No Build	5 Lane	6 Lane NB	6 Lane SB	West Wesley Hybrid	Peachtree Battle Hybrid
	Average LOS	Average LOS	Average LOS	Average LOS	Average LOS	Average LOS
Deering Rd	C	D	D	B	C	C
25th St	B	B	B	A	B	B
26th St	C	C	C	B	C	C
Palmade Rd	A	A	A	A	A	A
Collier Rd	C	E	D	C	C	C
Brighton Rd	A	A	A	A	B	B
Brookwood Valley	A	A	A	A	A	B
Peachtree Valley	A	A	A	A	B	B
Peachtree Park	A	A	A	A	B	A
Colonial Homes	A	A	A	A	A	A
Biscayne Dr	A	A	A	A	A	A
Peachtree Memorial	A	A	A	A	A	A
Fairhaven-Peachtree Hills	B	B	B	B	B	B
Peachtree Battle	D	E	E	D	C	C
Terrace	A	A	A	A	A	A
Lindbergh	C	C	B	C	B	B
Lakewood	A	A	A	A	A	A
Peachtree Way	A	A	A	A	A	A
Wesley	D	D	D	C	C	C
Emerson	A	A	A	A	A	A
Sheridan	A	A	A	A	A	A
Delmont	A	A	A	A	A	A
Peachtree Ave	A	A	A	A	A	A
Pharr	C	C	C	C	C	C

West Wesley Hybrid Alternative

- Operations**
 - Provides a more uniform stream of vehicles through the corridor (AM and PM), allowing for a more reliable commute
- Safety**
 - B/C: 51.72
 - Creates dedicated space for bicyclists north to BeltLine

No Build Alternative

- Operations**
 - No operational improvements
- Safety**
 - Benefit/cost ratio (B/C): none
 - No safety improvements

Peachtree Battle Hybrid Alternative

- Operations**
 - Provides a more uniform stream of vehicles through the corridor (AM and PM), allowing for a more reliable commute
- Safety**
 - B/C: 63.45
 - Creates dedicated space for bicyclists north to BeltLine

(Extract from the presentation's 26th page)

The chart below was not presented at the BCN meeting. It is an alternative page 26 from GDOT presentations made roughly a week earlier to some Buckhead neighborhoods. It presents a seemingly different assessment of the merit of the various alternatives. Those alternatives are mostly the same as shown in the multi-colored figure from page 26 presented to BCN, above.

Peachtree Battle Hybrid – Performance Measures (Normalized)


	No Build	5L	Hybrid	Wesley	Battle
LOS AM	4.6	5.0	3.4	4.7	5.0
LOS PM	4.8	5.2	2.6	3.7	4.4
Travel Time AM	4.5	5.0	3.5	5.0	5.0
Travel Time PM	5.0	4.0	2.5	3.5	5.0
Volume AM	4.9	4.9	3.1	2.9	2.3
Volume PM	4.4	4.9	2.7	3.2	2.5
Average	5.0	4.8	3.0	3.8	4.0

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These are some of the charts that Andrew presented to support the selection of the Peachtree Battle Hybrid Alternative. He argued that that option best supported the goals set out in the first chart below. He also argued that the bike lanes would provide pedestrians a welcome buffer from vehicle traffic.

Goals of the Peachtree Project

- Repave the roadway
- Improve safety for all road users
- Improve corridor reliability and operations
- Create multimodal access on P'tree to the BeltLine
- Be sensitive to neighborhoods, residents, and churches

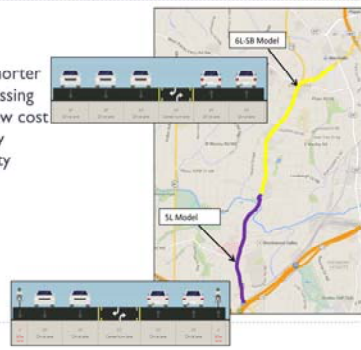


22

Peachtree Battle Hybrid Alternative

► Safety

- B/C: 63.45
- TWLTL and shorter pedestrian crossing distance are low cost but have a very significant safety impact.

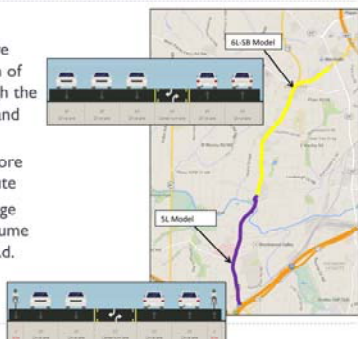


23

Peachtree Battle Hybrid Alternative

► Operations

- Provides a more uniform stream of vehicles through the corridor (AM and PM)
- Allows for a more reliable commute
- Increases average throughput volume on Peachtree Rd.



24

Peachtree Battle Hybrid Alternative



25

In the Q&A session, meeting attendees expressed outrage. The apparently unanimous response was solid opposition to the GDOT proposal, though reasons cited for opposition differed. Some felt that bikes had no place on Peachtree since motor vehicle traffic was already very congested and getting worse. Others felt the congestion on fewer traffic lanes on Peachtree would flood their quiet neighborhood streets with cut-through traffic. Some questioned if there were even enough Peachtree area bike traffic to justify having bike lanes. Others expressed concern for the safety for bike riders who would only have a four-foot lane, bounded by a ten-foot traffic lane on the left and the curb on the right. Some argued that Ponce de Leon was a poor model for what should be done to Peachtree since PDL's right of way was wider than Peachtree's. And so forth. Yolanda Adrean asked an interesting question: had any alternative routes to Peachtree been considered by GDOT? Andrew answered "No".

Andrew said that GDOT would hold an October 29 public open house to secure public input on the GDOT plan. The format was to be unusual: only the GDOT plan would be presented. Attendees could either express support for the plan or say why they didn't like it. There would be no alternatives to vote for.

VI. Community Concerns/New Business/Announcements

VII. Next Meeting November 13, 2015

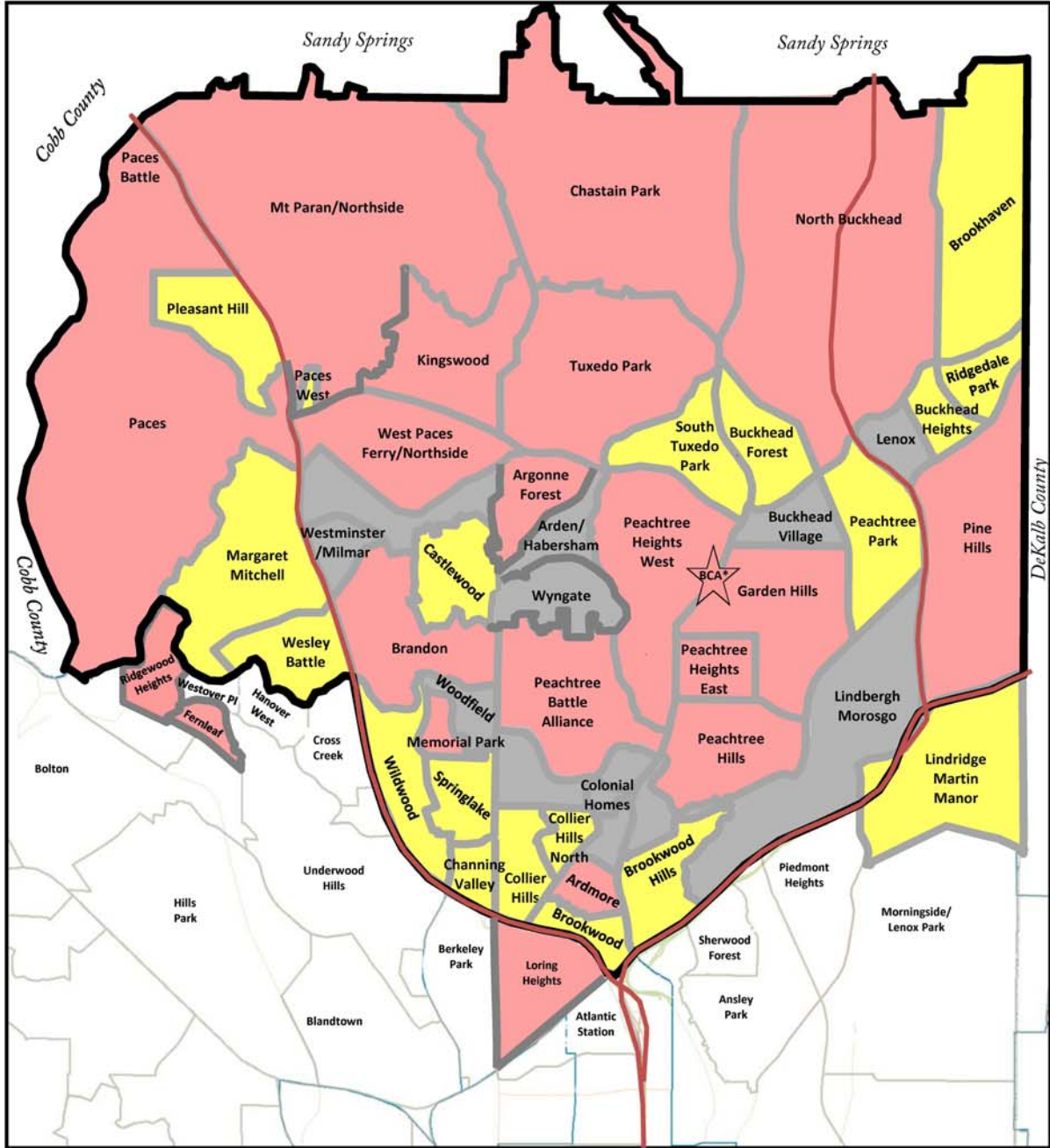
IX. Adjourn - The meeting adjourned at about 8:15 PM.

Note: The opinions expressed by the speakers and individual neighborhood representatives in these minutes do not necessarily represent those of BCN or its member neighborhoods.

Prepared by Gordon Certain, BCN Secretary
November 8, 2015

Buckhead Council of Neighborhoods

Paid Membership as of 10/08/15



* BCA = Buckhead Condo Alliance

LEGEND

Paid Membership as of 10/08/15

2015 	NO 	N/A
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BCN Board Meeting Minutes – October 8, 2015

BCN Status as of October 8, 2015																							
		Dues		Data	Neighborhood Representation at Board Meetings																		
Neighborhood		2014	2015 (so far)	2015 Survey	2013	2014	2015																
					12 meetings	10 regular meetings	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					
1	Arden/Habersham																						
2	Ardmore Park	✓	✓	✓	92%	60%	✓	✓	✓		✓							✓	✓				
3	Argonne Forest	✓	✓		42%	60%	✓			✓								✓					
4	Brandon	✓	✓		50%	50%																	
5	Brookwood																						
6	Brookwood Hills	✓			42%	30%																✓	
7	Buckhead Condo Alliance	✓	✓	✓	N/A	50%	✓	✓	✓	✓	✓						✓	✓	✓				
8	Buckhead Forest	✓			33%	0%																	
9	Buckhead Heights																						
10	Buckhead Village				8%	10%																✓	
11	Castlewood																						
12	Channing Valley				50%	10%																	
13	Chastain Park	✓	✓		100%	30%						✓											
14	Collier Hills				83%	20%															✓	✓	
15	Collier Hills North	✓			50%	10%																✓	
16	Fernleaf	✓	✓	✓	17%	10%																	
17	Garden Hills	✓	✓	✓	83%	60%	✓	✓		✓	✓						✓	✓	✓				
18	Grant Estates	✓			25%	0%															✓	✓	
19	Historic Brookhaven	✓			58%	30%					✓												
20	Kingswood	✓	✓																			✓	✓
21	Lindbergh																						
22	Lindridge Martin Manor								✓														
23	Loring Heights	✓		✓	42%	30%	✓	✓		✓							✓	✓	✓				
24	Margaret Mitchell		✓		8%	0%					✓						✓						
25	Memorial Park	✓		✓	75%	40%	✓		✓		✓						✓		✓				
26	Mt. Paran-Northside	✓			75%	40%																	
27	North Buckhead	✓	✓	✓	100%	100%	✓	✓	✓	✓	✓						✓	✓	✓				
28	Paces	✓	✓	✓	50%	60%	✓		✓	✓	✓											✓	
29	Paces Battle																						
30	Paces West																						
31	Peachtree Battle Alliance	✓	✓		83%	30%															✓	✓	✓
32	Peachtree Heights East	✓	✓	✓	75%	20%	✓		✓		✓											✓	✓
33	Peachtree Heights West	✓	✓	✓	75%	70%		✓	✓		✓										✓	✓	✓
34	Peachtree Hills	✓			8%	0%																	✓
35	Peachtree Park	✓				10%																	
36	Pine Hills	✓	✓	✓	42%	70%	✓		✓	✓												✓	✓
37	Pleasant Hill																						
38	Ridgedale Park																						
39	Ridgewood Heights		✓										✓										
40	Springlake					10%			✓	✓													
41	Tuxedo Park	✓	✓		50%	50%	✓	✓	✓		✓											✓	✓
42	Wesley Bohler																						✓
43	West Paces Northside	✓		✓	92%	70%	✓	✓	✓	✓	✓						✓	✓	✓				
44	Wildwood																						
45	Wyngate																						
Totals		26	17	12	Avg:15	Avg:10	13	9	11	8	14						8	18	18				