

EXHIBIT A Traffic Analysis Reports

Greater Traffic

A) Brendon Drive

Site Code: 000000000000006805

#903

BRENDON DR @ 213

NORTHBOUND															1837001		
Start Time	0	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
	15	20	25	30	35	40	45	50	55	60	65	70	75	9999		Speed	in Pace
01/19/06	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12-21	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	12-21	1
05:00	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4	7-16	2
06:00	3	4	9	10	5	0	0	0	0	0	0	0	0	0	31	21-30	19
07:00	2	9	52	87	23	1	0	0	0	0	0	0	0	0	174	21-30	139
08:00	2	3	25	16	3	0	0	0	0	0	0	0	0	0	49	21-30	41
09:00	2	2	8	11	3	0	0	0	0	0	0	0	0	0	28	21-30	19
10:00	3	3	8	8	2	0	0	0	0	0	0	0	0	0	22	18-27	14
11:00	1	0	7	8	1	0	0	0	0	0	0	0	0	0	17	21-30	15
12 PM	1	1	4	6	1	0	0	0	0	0	0	0	0	0	13	22-31	11
13:00	2	1	3	12	1	0	0	0	0	0	0	0	0	0	19	22-31	16
14:00	4	1	18	18	8	0	1	0	0	0	0	0	0	0	50	21-30	36
15:00	6	6	11	26	5	1	1	0	0	1	0	0	0	0	57	21-30	37
16:00	2	3	8	13	1	0	0	0	0	0	0	0	0	0	27	21-30	21
17:00	11	2	13	11	7	2	0	0	0	0	0	0	0	0	46	21-30	24
18:00	4	1	7	10	2	0	0	0	0	0	0	0	0	0	24	21-30	17
19:00	2	1	6	4	3	0	0	0	0	0	0	0	0	0	16	20-29	11
20:00	4	0	1	4	1	1	0	0	0	0	0	0	0	0	11	20-29	5
21:00	5	0	2	3	1	0	0	0	0	0	0	0	0	0	11	22-31	6
22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2		1
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		1
Total	57	38	184	248	67	6	2	0	0	1	0	0	0	0	603		
Percent	9.5%	6.3%	30.5%	41.1%	11.1%	1.0%	0.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	07:00	07:00	07:00	07:00	04:00									07:00		
Vol.	3	9	52	87	23	1									174		
PM Peak	17:00	15:00	14:00	15:00	14:00	17:00	14:00					15:00	15:00				
Vol.	11	6	18	26	8	2	1					1	57				
Total	57	38	184	248	67	6	2	0	0	1	0	0	0	0	603		
Percent	9.5%	6.3%	30.5%	41.1%	11.1%	1.0%	0.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%			
		15th Percentile :		20 MPH													
		50th Percentile :		26 MPH													
		85th Percentile :		34 MPH													
		95th Percentile :		34 MPH													
Stats		10 MPH Pace Speed :		21-30 MPH													
		Number in Pace :		432													
		Percent in Pace :		71.6%													
		Number of Vehicles > 25 MPH :		324													
		Percent of Vehicles > 25 MPH :		53.7%													
		Mean Speed(Average) :		25 MPH													

Traffic Reports have been conducted on
 A) Brendon Drive
 B) North Peachtree Road
 C) Dartford Drive

All three of these reports confirmed unsafe speeds and high volume as "cut-through" roads.

All three streets met the qualifications for traffic calming devices (speed tables have already been installed on Dartford Drive).

Complete copies of these reports available upon request.

B) North Peachtree Road

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report City: Chamblee Street: North Peachtree Road 5038

A study of vehicle traffic was conducted with HI-STAR unit number 3268. The study was done in the southbound lane on North Peachtree Road 5038 in Chamblee, GA in Dekalb county. The study began on 06-20-2006 at 10:40 AM and concluded on 06-21-2006 at 10:40 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 1,770 vehicles passed through the location with a peak volume of 207 on 06-20-2006 at 04:40 PM and a minimum volume of 2 on 06-21-2006 at 03:40 AM. The AADT Count for this study was 1,770.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	>
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
9	14	19	24	29	34	39	44	49	54	59	64	69	74		
0	19	32	41	108	244	498	440	221	80	46	14	13	7	3	

At least half of the vehicles were traveling in the 35 - 39 mph range or a lower speed. The average speed for all classified vehicles was 37 mph with 88.6 percent exceeding the posted speed of 25 mph. The HI-STAR found 2.10 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 35 mph and the 85th percentile was 43.19 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
1577	140	37	6	3	2	1	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,717 which represents 97.20 percent of the total classified vehicles. The number of Small Trucks in the study was 37 which represents 2.10 percent of the total classified vehicles. The number of Trucks/Buses in the study was 6 which represents 0.30 percent of the total classified vehicles. The number of Tractor Trailers in the study was 6 which represents 0.30 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 06-20-2006 at 04:40 PM the average headway between the vehicles was 17.31 seconds. The slowest traffic period was on 06-21-2006 at 03:40 AM. During this slowest period, the average headway was 1200.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 78 and 125 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

C) Dartford Drive

REV. 10/06

DEKALB COUNTY

H5

ITEM NO.

BOARD OF COMMISSIONERS

HEARING TYPE

BUSINESS AGENDA / MINUTES

ACTION TYPE

Public Hearing

MEETING DATE: February 14, 2006

Resolution

SUBJECT: Traffic Calming Petition- Dartford Drive
Commission Districts: 1 & 6

DEPARTMENT: Public Works -Transportation

PUBLIC HEARING: YES NO

ATTACHMENT: YES No

INFORMATION CONTACT: Ted Rhinehart
John Gurbal

PAGES: 2

PHONE NUMBER: (770) 492-5200

PURPOSE:

To consider adopting the attached resolution creating Traffic Calming District Number 06-18-01 in Land Lots 369 and 370 of the 18th District, for the purpose of installing traffic calming measures (speed tables) and appropriate signage on Dartford Drive.

NEED/IMPACT:

Speeding has been confirmed on Dartford Drive, which meets the criteria for traffic calming measures. Owners of 76.92 percent of the eligible properties in the identified affected area have signed the petition to have traffic calming measures installed. The public hearing has been advertised and appropriate signs have been posted notifying residents in the area. All properties in the affected area will be assessed a yearly maintenance cost of \$25.00 during the life of the traffic calming measures beginning the first year after installation.

RECOMMENDATION(S):

Adopt the attached resolution to create Traffic Calming District Number 06-18-01 in Land Lots 369 and 370 of the 18th District, for the purpose of installing traffic calming measures (speed tables) and appropriate signage on Dartford Drive; and
Assess all properties in the affected area of this district an annual \$25.00 maintenance cost.

EXHIBIT B
Police Enforcement

Residents of the Kingsley neighborhood,

Over the past month, I have spent a lot of time patrolling your neighborhood specifically the area of N. Peachtree Road where it intersects Brendon Drive and Davantry Drive. I would like to make you aware of some concerns I have regarding traffic in the above noted areas. As you are aware, N. Peachtree Road is a through street which attracts an abundance of commuters attempting to “cut through” from The Georgia Perimeter Campus to the Gwinnett County side of Dunwoody. As you also know the primary areas of concern are the three way stop signs which are erected at the intersections of N. Peachtree Road and Brendon Drive and N. Peachtree Road and Davantry Drive. Over the course of the last month, I have “set up” on both of those stop signs during several different hours of the day including the afternoon school hours between the times of 1430 hours and 1530 hours. I have personally observed dozens, if not hundreds of vehicles fail to comply with both stop signs. I have issued several citations and even more warnings to as many violators as I could stop. I will say though that the violations are so voluminous that one police officer cannot effectively enforce the law at either of those locations.

It is my belief that a serious accident involving vehicles or even perhaps a pedestrian could occur at either location should the hazards go uncorrected. As a police department we are doing everything we can to assist in finding an answer to this problem. Having said that, it is a physical impossibility to stage an officer at the two locations permanently to enforce the law as it pertains to both intersections. It is my hope that something can be done on your end to curtail the ongoing problem.

Additionally, I have been made aware of a problem with vehicles speeding through the neighborhood and even through the school zone. I have been advised that the Kingsley neighborhood streets do not lend themselves to laser enforcement by law. I am working on alternative solutions to the problem but would appreciate any help you can give in reference to this issue. I appreciate your assistance on this matter as my ultimate goal is to keep the Kingsley students and parents safe as they walk throughout your neighborhood.

Thank you again for your time,

K.R. Laird #2622

Kingsley school has worked closely with the DeKalb County Police Department in an effort to improve traffic safety near the school and ensure that traffic laws are being obeyed by drivers.

On several occasions, we have requested and received police officers stationed near the school to enforce traffic laws.

One officer who has worked regularly on traffic safety near Kingsley was concerned enough to write the letter which appears to the left. He documents the unsafe traffic conditions near the school, and references the high volume of citations issued.

Officer Laird has cited the need for traffic calming and pedestrian safety devices in the area surrounding Kingsley school.

Moving forward, Kingsley has a commitment from the City of Dunwoody to provide regular police enforcement of traffic safety near the school in support of our SRTS program.

EXHIBIT C

Addition of Crosswalks (painted stepladder, except as indicated)



Dartford and
Brendon Drive
Raised Asphalt Crosswalk



Mt Vernon Hwy. and
Brendon Drive
Pedestrian actuated
signal



North Peachtree Road
And Davantrv Drive



North Peachtree Rd
at Brook Run Park



North Peachtree Road
And Brendon Drive



Davantrv Drive and
Brendon Drive



Seaton Drive and
Brendon Drive



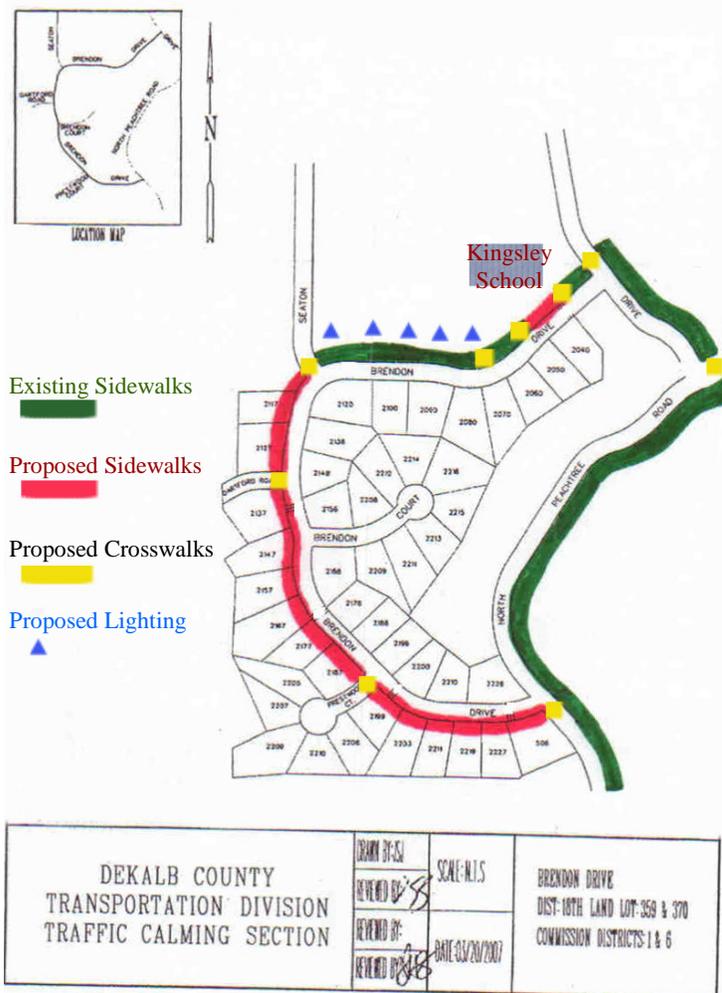
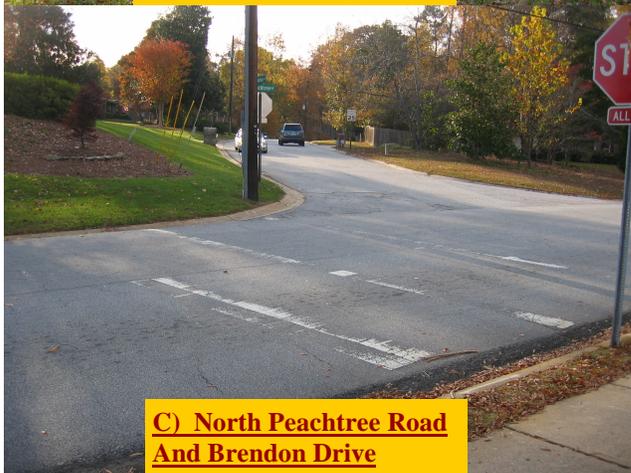
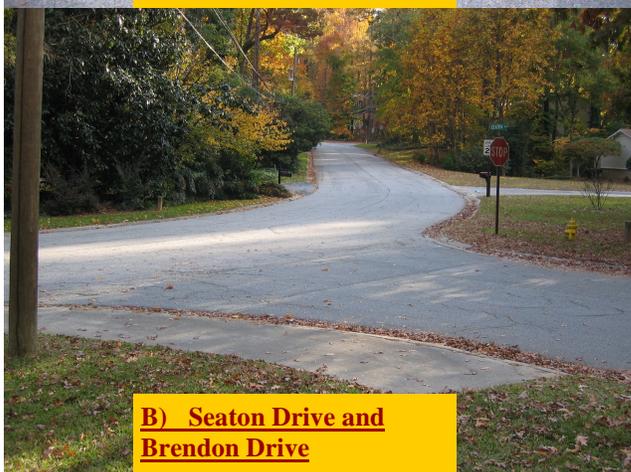
Brendon Drive and
School Driveway



EXHIBIT D Sidewalks and Lighting

The addition of sidewalks near the school is a necessity for pedestrian safety. Some sidewalks currently exist, and our proposal is to bridge the gaps where sidewalks are currently missing.

- A) The main entrance of the school has an island with no sidewalks, forcing pedestrians into the street immediately in front of the school.
- B) New sidewalk would originate at Seaton/Brendon Drive intersection (where sidewalk currently ends)
- C) Sidewalk will continue along Brendon Dr to N. Peachtree Rd.



Lighting (Lamp Posts)

Lighting is required along the northern side of the sidewalk approaching the school on Brendon Drive. This area is very dark during the hours children walk to school, presenting a serious safety concern.



EXHIBIT E
Letter sent to Kingsley Neighborhood (8/16/07)

Kingsley's principal, Karen Graham, sent a letter to the residents living near the school at the beginning of the **2007/2008** school year. The purpose of this letter was to address traffic safety concerns, notify neighbors of our new car pool procedures and inform the community that we would be participating in the Safe Routes to School Program. Community members were invited to join Kingsley's SRTS committee.

KAREN GRAHAM
PRINCIPAL



CRAWFORD LEWIS, Ph.D.
SUPERINTENDENT

DeKalb County School System
KINGSLEY CHARTER SCHOOL

2051 Brendon Drive
Dunwoody, Georgia 30338-4599
(678) 874-8902
FAX (678) 874-8910
www.dekalb.k12.ga.us

August 16, 2007

Our Neighbors on Brendon Drive,

As I am sure you have noticed by the increase in activity on your street, school is back in session for the 2007-2008 academic year.

The return of students also means the return of school busses and other related school traffic. We want to let you know that we are aware of the many concerns raised by neighbors dealing with this issue.

School administrators and parents worked together this summer to discuss a number of possible solutions. Our first step was to develop a new "car pool" procedure for student drop-off and pick-up. We have attached a copy of our new procedures for your reference. The two key components of this plan involve making Brendon Drive a one-way road for school traffic (essentially reducing the volume of cars driving by your house by 50%) and restricting parking on the residential side of the street (to alleviate gridlock and other concerns).

In addition to our new car pool procedures, we are very excited about participating in a new program sponsored by the Georgia Department of Transportation entitled "Safe Routes to School". In the coming weeks and months, we will be putting together teams to develop plans designed to increase traffic safety around the school and provide safe conditions that encourage children to walk to school. We welcome and encourage members of the neighborhood to be a part of our planning team. If you are interested in participating, please send an e-mail to our school's Charter Council at council@kingsleycharter.org. You can find out more information about this program on the internet at the following website:

<http://www.dot.state.ga.us/DOT/plan-prog/planning/projects/bicycle/SRTS/index.shtml>

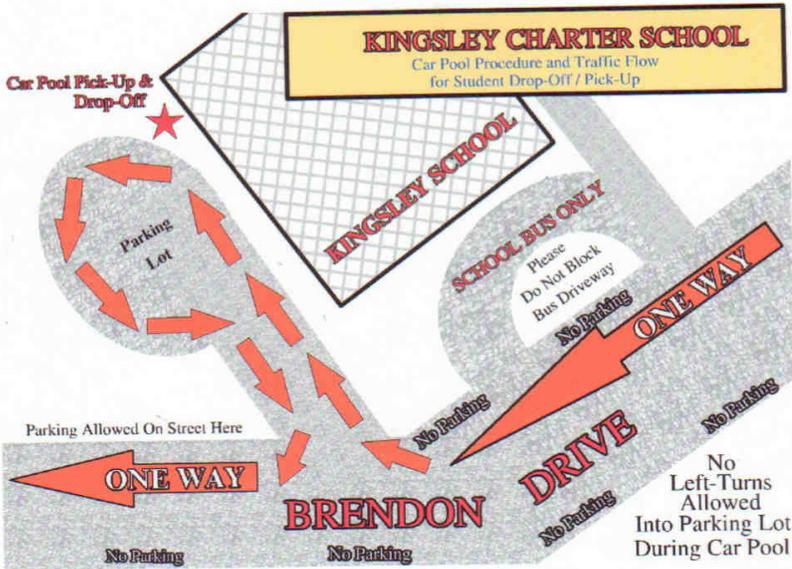
Please be assured that the safety of our students and neighbors is a top priority. We want to be a "good neighbor", and it is our sincere hope that you consider Kingsley Charter School an asset to this wonderful community.

Sincerely,

A handwritten signature in cursive script that reads "Karen Graham".

Karen Graham
Principal, Kingsley Charter Elementary

EXHIBIT F Car Pool Procedures



After attending our initial SRTS workshop in June 2007, Kingsley's SRTS committee immediately went to work improving traffic safety near the school. The first order of business was to establish a formal car pool procedure for the drop-off and pick-up of students. The new car pool procedures were designed with the specific goal of improving pedestrian/bicycle safety near the school. The car pool procedures were instituted at the beginning of the 2007/2008 school year, and have dramatically increased pedestrian safety near Kingsley.

In the Spring of 2008, our SRTS committee formed a parent safety patrol (pictured below). The goal of the parent safety patrol is to enforce car pool procedures, act as crossing guards for our student walkers and ensure overall safety during car pool hours. Typically, four parent volunteers work daily at multiple locations near the school as our safety patrol.



CAR POOL

Procedures for student drop-off and pick-up

Kingsley has strict guidelines in place for all students that are driven to school in an automobile. To ensure a safe and efficient car pool system, all parents must comply with the following school policies when dropping-off and/or picking-up students.

RESTRICTIONS

- ◆ The circular driveway in front of the school is for *BUSSES ONLY* – no cars are permitted to drive through or park in this area.
- ◆ Please do not park or stop your vehicle on Brendon Drive in front of the school during car pool hours, as this will block our car pool lanes.
- ◆ Please do not park on the residential side of Brendon Drive, as this will restrict traffic flow and creates safety concerns. If you must park and leave your vehicle, please park on the school side of the street west of the car pool parking lot (wooded section of street – near outdoor classroom).
- ◆ No left turns will be allowed into school parking lot during car pool hours. Please observe one-way traffic pattern and do not attempt U-turns.
- ◆ **DO NOT ATTEMPT TO DROP-OFF OR PICK-UP YOUR STUDENT ANYWHERE OTHER THAN DESIGNATED AREA.** Under no circumstance should students exit vehicle in front of school or anywhere along Brendon Dr. during car pool hours.

TRAFFIC FLOW

(please refer to maps for illustration)

- ◆ During car pool hours (7:00-7:50 AM, 2:00 – 3:00 PM) Brendon Drive becomes a *ONE-WAY ROAD*, with school traffic traveling in a westerly direction. All cars should enter Brendon Drive via Davantry Drive only.
- ◆ Cars should proceed past the school and turn right into the parking lot on the western side of the school building. No vehi-

cles will be allowed to make a left turn into the parking lot from Brendon Drive.

- ◆ Cars should move forward in a single file line to the appropriate student drop-off / pick-up points near the school building. Students will be met by a member of the school staff.
- ◆ Parents should remain in vehicle at all times.
- ◆ After picking-up / dropping-off your student, please continue around the perimeter of the parking lot and exit by making a right turn onto Brendon Drive.

DROP-OFF

- ◆ Morning car pool is from 7:00-7:50 AM. Students may not be dropped off prior to 7:00 AM.
- ◆ The only acceptable location for students to exit your vehicle is at the west side entrance of the school, where they will be greeted by safety patrol or a faculty member.
- ◆ After 7:50 AM your student is *TARDY* and will not be allowed into their classroom until signed into the main office by a parent.

PICK-UP

- ◆ The school day ends at 2:30. Students who ride home in an automobile will be dismissed by their teachers at 2:35 and proceed to the car pool area.
- ◆ Parents that arrive prior to dismissal should remain in their car and begin to form a single file line extending back from the student pick-up point.
- ◆ If the car pool line should extend out onto Brendon Drive, please be aware that you do not block the school bus driveway in front of the school.

SAFETY

For the safety of all of our students, your family and our neighbors we ask that you please observe all posted speed limits, stop signs, pedestrian crosswalks and all other traffic laws. Don't forget to ensure that everyone in your car wears a seat belt at all times.

