CITY OF DECATUR, GEORGIA

ADAIR STREET TRAFFIC CALMING INITIATIVE

OPEN HOUSE AND WORKSHOP | MARCH 14, 2023

WHAT WE HEARD

Question 1 Top Answers

What traffic calming improvements would you like to see on Adair Street?

- Education (Driver Feedback Sign)
- Enforcement (Increase Police Presence)
- Enhanced Crosswalks
- Speed Tables, Humps, Cushions
- Raised Crosswalks

Question 2 Top Answers

What incidents have you witnessed in the last 3 years?

- Speeding
- Intersection Violations (running stop sign / stop light)
- Illegal Parking

Question 3 Top Answers

What improvements would you like to see on Adair Street?

- Sidewalk Improvements
- Enhanced Pavement Markings and Signage
- Enhanced Crosswalks
- Pavement Repair & Resurfacing

Question 4 Top Answers

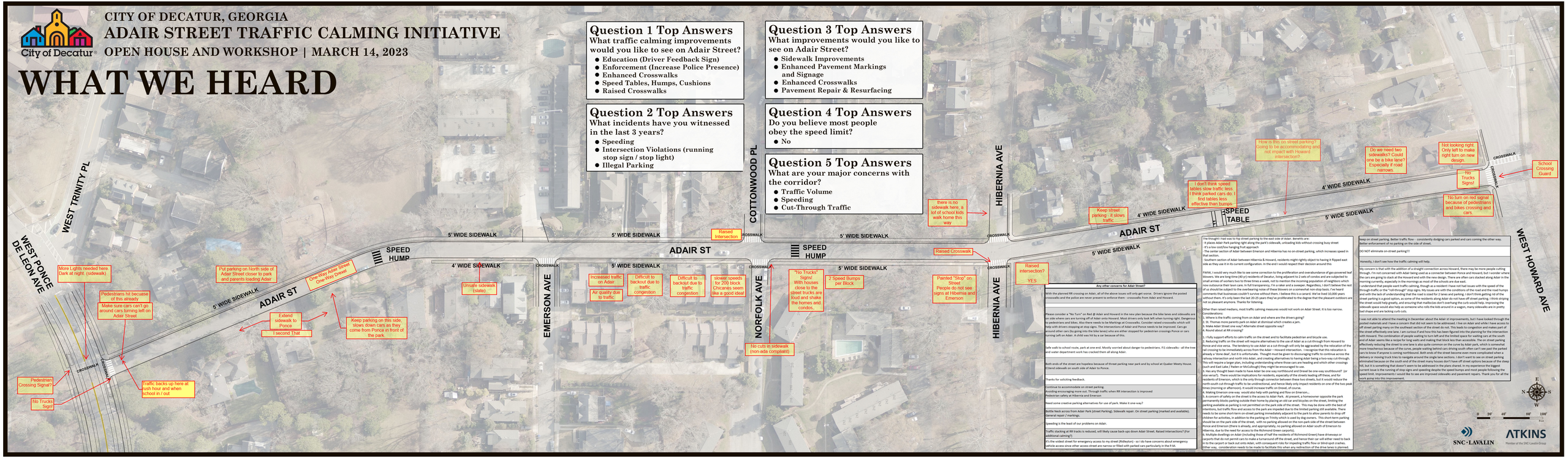
Do you believe most people obey the speed limit?

- No

Question 5 Top Answers

What are your major concerns with the corridor?

- Traffic Volume
- Speeding
- Cut-Through Traffic



Any other concerns for Adair Street?

With the planned RR crossing on Adair, all of the above issues will only get worse. Drivers ignore the posted crosswalks and the police are never present to enforce them - crosswalks from Adair and Howard.

Please consider a "No Turn" on Red @ Adair and Howard in the new plan because the bike lanes and sidewalks are on side where cars are turning off of Adair onto Howard. Most drivers only look left when turning right. Dangerous to pedestrians and bike. Also there needs to be Markings at Crosswalks. Consider raised crosswalks which will help with drivers stopping at stop signs. The intersections of Adair and Ponce needs to be improused. Cars go around other cars (by going into the bike lanes) who are either stopped for pedestrian crossings Ponce or cars turning Left on Adair. A child was hit by a car because of this.

Safe walk to school route, park at one end. Mostly worried about danger to pedestrians. F.I. sidewalks - all the tree and water department work has cracked them all along Adair.

Both ends of the street are hopeless because of threat parking near park and by school at Quaker Meety House. Extend sidewalk on south side of Adair to Ponce.

Thanks for soliciting feedback.

Continue to accommodate on street parking
Avoiding encouraging more out. Through traffic when RR intersection is improved
Pedestrian safety at Hibernia and Emerson

Need some creative parking alternatives for use of park. Make it one-way?

Bottle neck across from Adair Park (street Parking). Sidewalk repair. On street parking (marked and available). General repair / markings.

Speeding is the least of our problems on Adair.

Traffic stacking at RR tracks is reduced, will likely cause back-ups down Adair Street. Raised Intersections? (For additional calming?)

It's the widest street for emergency access to my street (Ridleyton) - so I do have concerns about emergency vehicle access since other access street are narrow or filled with parked cars particularly in the F.M.

The thought I had was to flip street parking to the east side of Adair. Benefits are:
- It places Adair Park parking right along the park's sidewalk, unloading kids without crossing busy street
- It's a low cost/low hanging fruit approach
- The center section of Adair between Emerson and Hibernia has no on-street parking, which increases speed in that section.
- Southern section of Adair between Hibernia & Howard, residents might rightly object to having it flipped east side as they use it in its current configuration. In the end I would respect their decision around this

FWIW, I would very much like to see some correction to the proliferation and overabundance of gas-powered leaf blowers. We are long-time (40 yr) residents of Decatur, living adjacent to 2 sets of condos and are subjected to small armies of workers two to three times a week, not to mention the incoming population of neighbors which now outsource their lawn care. In full transparency, I'm a raker and a sweeper. Regardless, I don't believe the rest of us should be subject to the overbearing noise of these blowers on a somewhat non-stop basis. I've heard comments that businesses couldn't survive without them. I believe this is a canard. We've lived 10,000 years without them. It's only been the last 20-25 years they've proliferated to the degree that the pleasant outdoors are not so pleasant anymore. Thanks for listening.

Other than raised medians, most traffic calming measures would not work on Adair Street; it is too narrow. Considerations:
1. Where is the traffic coming from on Adair and where are the drivers going?
2. St. Thomas more parents park on Adair at dismissal which creates a jam.
3. Make Adair Street one-way? Alternate street opposite way?
4. Round about at RR crossing?

1. I fully support efforts to calm traffic on the street and to facilitate pedestrian and bicycle use.
2. Reducing traffic on the street will require alternatives to the use of Adar as a cut-through from Howard to Ponce and vice versa. The tendency to use Adair as a cut-through will only be aggravated by the relocation of the rail crossing to be immediately across from the Adar – Howard intersection. I recognize that this relocation is already a 'done deal', but it is unfortunate. Thought must be given to discouraging traffic to continue across the railway intersection and north into Adar, and creating alternatives to having Adar being a two-way cut-through. This will require a larger plan, including understanding where those cars are heading and which other crossings such and East Lake / Paden or McCullough) they might be encouraged to use.
3. Has any thought been made to have Adar be one-way northbound and Drexel be one-way southbound? (or vice versa?). There would be implications for residents, especially of the streets leading off these, and for residents of Emerson, which is the only through connector between these two streets, but it would reduce the north-south cut-through traffic to be unidirectional, and hence likely only impact residents on one of the two peak times (morning or afternoon). It would increase traffic on Drexel, of course.
4. Making Emerson one-way would also help with parking and flow on Emerson…
5. A concern of safety on the street is the access to Adair Park. At present, a homeowner opposite the park permanently blocks parking outside their home by placing an old car and bicycles on the street, limiting the parking available as parking is not permitted on the park side of the street. This may be done with the best of intentions, but traffic flow and access to the park are impeded due to the limited parking still available. There needs to be some short-term on-street parking immediately adjacent to the park to allow parents to drop off children for activities, in addition to the parking on Trinity which is used by dog owners. This short-term parking should be on the park side of the street, with no parking allowed on the non-park side of the street between Ponce and Emerson (there is already, and appropriately, no parking allowed on Adar south of Emerson to Hibernia, due to the need for access to the Richmond Green carports).
6. Multiple dwellings on Adair (including those of half the residents of Richmond Green) have driveways or carports that do not permit cars to make a turnaround off the street, and hence their car will either need to back in to the carport or back out onto Adar, with consequent risks for impeding traffic flow or blind-spot crashes. Other way, consideration needs to be made to facilitate this when any redirection of the drive lanes is planned.

Keep on street parking. Better traffic flow - consistently dodging cars parked and cars coming the other way. Better enforcement of no parking on the side of street.

DO NOT eliminate on-street parking!!!

Honestly, I don't see how the traffic calming will help.

My concern is that with the addition of a straight connection across Howard, there may be more people cutting through. I'm not concerned with Adair being used as a connecter between Ponce and Howard, but I wonder where the cars are going to stack at the Howard end with the new design. There are often cars stacked along Adair in the morning currently, especially in the mornings as most of the schools are due east.
I understand that people want traffic calming, though as a resident I have not had issues with the speed of the through-traffic or the "roll-through" stop signs. My issues are with the conditions of the road and the road humps and with the lack of understanding that the road is sized for 2 lanes and parking. I don't think getting rid of the street parking is a good option, as some of the residents along Adair do not have off street parking. I think striping the street would help greatly, and ensuring that mailboxes don't overhang the curb would help. Improving the sidewalk space would also help as someone who rolls the kids around in a wagon, many sidewalks are in pretty bad shape and are lacking curb cuts.

I was not able to attend the meeting in December about the Adar st improvements, but I have looked through the posted materials and I have a concern that did not seem to be addressed. I live on Adar and while I have access to off street parking many on the southeast section of the street do not. This leads to congestion and makes part of the street effectively one lane. I am curious if and how this has been figured into the planning for the intersection with Howard. The combination of people waiting to turn left and the limited space for waiting cars at the south end of Adar seems like a recipe for long waits and making that block less than accessible. The on street parking effectively reducing the street to one lane is also quite common on the curve by Adar park, which is somewhat more treacherous because of the curve, people waiting behind cars driving south often can't see past the parked cars to know if anyone is coming northbound. Both ends of the street become even more complicated when a delivery or moving truck tries to navigate around the single lane sections. I don't want to see on street parking eliminated because on the south end of the street many houses don't have off street options because of the steep hill, but it is something that doesn't seem to be addressed in the plans shared. In my experience the biggest current issue is the running of stop signs and speeding despite the speed bumps and most people following the speed limit. Improvements I would like to see are improved sidewalks and pavement repairs. Thank you for all the work going into this improvement.

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