JMB Transportation Engineering, Inc.

Traffic/Transportation Engineering & Planning Services

Atlanta Plaza Drive

TRAFFIC CALMING STUDY

For

City of Sanibel, Florida

May 6, 2014
Revised July 9, 2014
Revised August 15, 2014

Prepared by:

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Date

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Background

The City of Sanibel commissioned this study in response to comments and suggestions received from property owners of the Atlanta Plaza Drive neighborhood. The City authorized Bean, Whitaker, Lutz & Kareh, Inc., and their sub-consultant JMB Transportation Engineering, Inc., (Consultant) to perform data collection and engineering services for the purpose of determining whether or not it is necessary to install traffic calming devices and/or implement other improvements along Atlanta Plaza Drive.

For the purpose of this study, the City of Sanibel set forth the following methodology and criteria: 1.) the Consultant will consider all written statements received from property owners of Atlanta Plaza, 2.) the Consultant will perform a site review and gather information applicable to the study and collect evidence regarding traffic speed &volume along Atlanta Plaza Drive, 3.) all recommended modifications must be consistent with the collective objectives of the neighborhood unless compelling evidence supports otherwise, 4.) proposed changes must preserve the character of the neighborhood and not restrict reasonable shared use of the road 5.) any recommended changes and traffic control devices must adhere to State and City bylaws, and 6.) all proposed changes must be feasible.

Existing Conditions

Atlanta Plaza Drive is a two-lane local road that serves a residential neighborhood that is located within the City of Sanibel. The neighborhood is contiguous to Casa Ybel Road and lies approximately three-quarters of a mile south of Periwinkle Way. The subdivision consists of approximately 60 single-family dwelling units and almost as many vacant lots. The eastern half of the neighborhood is more densely populated and homes that front Atlanta Plaza Drive (between Leather Fern & Casa Ybel) are closely spaced and have small front and rear yards. Many of the homes are located only 40 feet from the edge of Atlanta Plaza Drive. The neighborhood's access to/from Casa Ybel Road is predominately via Atlanta Plaza Drive and secondary access via E. Lake Road and Leather Fern Place. The predominate direction of travel is to/from the east via Casa Ybel Road. Therefore, the east segment of Atlanta Plaza Drive has the greatest traffic demand.

Atlanta Plaza Drive is approximately 2,500' in length, which extends east/west between its intersection with Casa Ybel Road and its western terminus. The corridor has a right-of-way width of 60', but the maintained/cleared width is somewhat less. The road's surface is made up of crushed shell/rock mix which is re-graded and resurfaced when necessary. The road width varies between 16' to 20' and there are no sidewalks. The shoulders are very narrow and in some areas there are no shoulders, and stormwater is conveyed by shallow-depth roadside swales.

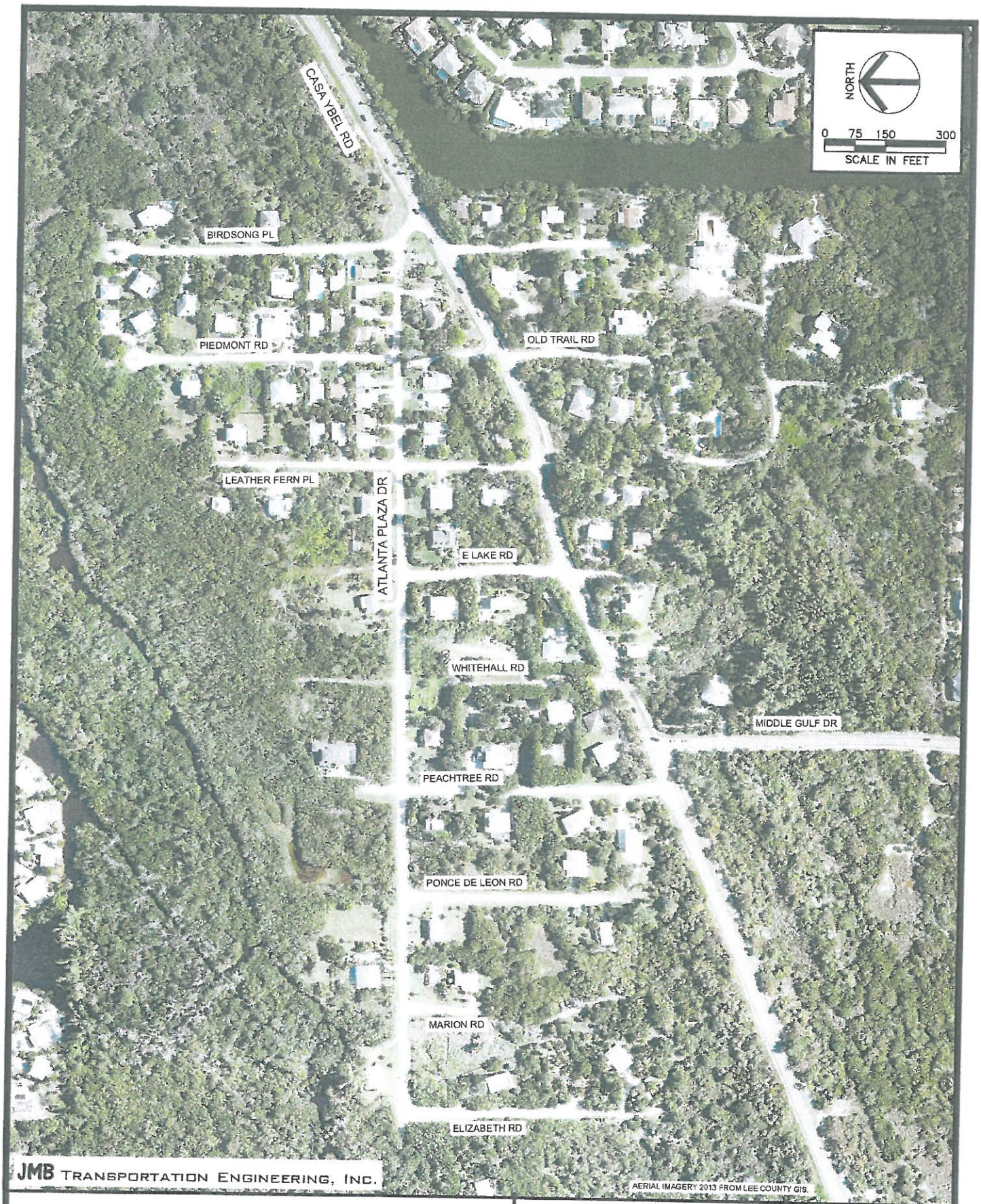
There are ten (10) platted intersecting streets, but not all have been developed for use. The intersecting side streets are unpaved and dead-end, except for two (2) streets that are known as East Lake Road and Leather Fern Place. These two north/south roads intersect both Atlanta Plaza Drive and Casa Ybel Road. All side streets are controlled by STOP

signs. There are no STOP conditions on Atlanta Plaza Drive, except for egress at Casa Ybel Road.

The predominant users of Atlanta Plaza Drive are the residents, guests and occasionally delivery & service providers. Because there are no sidewalks and the shoulders are narrow and the maintained right-of-way is narrow, the road must be shared with bicyclists, pedestrians, pet walkers and children[i]. The road has a speed limit of 30 MPH, but most drivers travel at speeds of 25 MPH or less as indicated by the collected speed data (refer to speed statistics provided in the appendix).

Site visits indicate that some residents have home-based businesses that require the use of mid-sized trucks. It appears that most of these businesses are located in the western half of the neighborhood and the commercial trucks (sometimes with equipment and trailers in tow) are driven to/from the residences.

[i] *By law pedestrians & bicyclists have the right to use public roads in a manner that does not present a threat to others or to themselves.*



Atlanta Plaza Drive
Traffic Calming Study

May 6, 2014

Existing Conditions

Figure 1

Public Information Meeting & Stakeholders' Comments

The property owners of Atlanta Plaza were notified that the City's Public Works Department and Consultant were hosting an open house at the Government Center on February 24, 2014. During the meeting, the stakeholders were asked whether or not they had any concerns with the road's existing conditions, and if so, did they have any suggestions that they believe would improve the situation. The residents were instructed to provide a written outline of their concerns & recommendations and send them via email to AtlantaPlazainfo@bwlk.net, or delivered to the Public Works Department. The City received comments from a total of 42 home sites. In those cases where two or more letters were received per residence, those comments were regarded as the collective opinion of the household from which it was received. All written comments and suggestions have been compiled and are included in the report's appendix. The residents' recommendations ranged from "do nothing" to installing traffic control devices and street pattern modifications.

Twenty-one households specifically replied to the survey request that there is a recurring safety and speeding issue along Atlanta Plaza Drive and offered various suggestions on how to remedy the situation.

Twenty of those suggested that the City lower the speed limit, and thirty-five households asked that more STOP signs be installed.

A total of sixteen residences suggested that the street pattern be modified in order to create an east & west Atlanta Plaza Drive, which would reduce traffic demand on the eastern segment.

There were four (4) comments regarding dust, but no abatement remedies were offered, except for reducing driving speeds.

Three (3) stakeholders requested that no changes be made to the community. The reason for objecting to any modifications ranged from it's not necessary, there are no speeding or safety issues, and it would change and harm the character of the neighborhood.

Three (3) residents noted that they believed the issue of safety was more related to children playing in the road and pets not properly restrained.

A summary of the solicited comments have been provided in Table A.

TABLE A
Summary of Stakeholders' Comments

ADDRESS	MAKE NO CHANGES			ROAD CONDITION IS A SAFETY CONCERN			LOWER THE SPEED LIMIT			DUST IS AN ISSUE			INSTALL STOP SIGNS			INSTALL SPEED BUMPS			RECONFIGURE ATLANTA & CASA YBEL INTERSECTION			PAVE ROAD			WIDEN ROAD			BI-SECT ROAD			CREATE OTHER INGRESS/ EGRESS		
	Yes	No	Did Not Comment	Yes	No	Did Not Comment	Yes	No	Did Not Comment	Yes	No	Did Not Comment	Yes	No	Did Not Comment	Yes	No	Did Not Comment	Yes	No	Did Not Comment	Yes	No	Did Not Comment	Yes	No	Did Not Comment	Yes	No	Did Not Comment	Yes	No	Did Not Comment
460 P Deleon		x				x			x			x	x					x			x			x			x			x			x
460 Elizabeth		x				x			x			x	x					x			x			x	x					x			x
465 P Deleon		x		x			x					x	x					x			x			x			x			x			x
475 Whitehall		x		x			x			x					x			x			x			x	x					x			x
475 E. Lake		x				x			x			x	x					x			x			x			x			x			x
480 Peachtree		x				x			x			x	x					x			x			x			x			x			x
485 Peachtree		x				x			x			x			x	x					x			x			x			x			x
490 Christine		x				x	x					x	x	x			x				x			x			x	x			x		
490 Marian		x				x			x	x			x					x			x		x				x			x			x
498 E. Lake		x				x			x			x	x					x			x			x			x			x			x
499 Peachtree	x					x		x				x		x			x			x			x			x			x			x	
499 Leather		x		x			x					x	x					x	x					x			x	x					x
499 P Deleon	x					x		x				x		x			x			x			x			x			x			x	
530 Leather		x				x			x			x	x					x			x			x			x			x			x
530 Piedmont		x		x			x					x	x					x	x					x			x	x			x		
531 Piedmont		x		x			x					x	x					x	x					x			x	x			x		
531 Birdsong		x		x			x					x	x					x	x					x			x	x			x		
534 Piedmont		x				x			x			x	x					x			x			x			x			x			x
534 Leather	x					x		x				x		x			x			x			x			x			x			x	
535 Piedmont		x		x			x					x	x					x	x					x			x	x			x		
538 Piedmont		x		x			x					x	x					x	x					x			x	x			x		
545 Birdsong		x				x			x			x	x					x			x			x			x			x			x
545 Piedmont		x		x			x					x	x					x	x					x			x	x			x		
550 Leather		x				x			x			x	x					x			x			x			x			x			x
575 Birdsong		x		x			x					x	x					x	x					x			x	x			x		
580 Birdsong		x				x			x			x	x					x			x			x			x			x			x
590 Piedmont		x		x			x					x	x					x	x					x			x	x			x		
595 Birdsong		x		x			x					x	x				x				x			x			x	x			x		
1643 APD		x				x			x			x	x					x			x			x			x			x			x
1644 APD		x		x			x					x	x					x	x					x			x	x					x
1653 APD		x		x			x					x	x					x	x					x			x	x			x		
1657 APD		x		x			x					x	x					x	x					x			x	x			x		
1666 APD		x		x			x					x	x					x	x					x			x	x			x		
1673 APD		x		x			x					x	x					x	x					x			x	x			x		
1677 APD		x				x			x			x	x					x			x			x			x			x			x
1682 APD		x		x			x					x	x					x	x					x			x			x			x
1683 APD		x		x					x	x					x			x	x					x			x	x			x		
1703 APD		x		x					x	x			x					x			x			x			x	x			x		
1714 APD		x				x			x			x	x					x			x			x			x			x			x
1717 APD		x		x			x					x	x					x			x			x			x		x				x
1750 APD		x				x			x			x	x					x			x			x			x			x			x
1817 APD		x				x			x			x	x					x			x			x			x			x			x
Totals	3	39	0	21	0	21	20	3	19	4	0	38	36	4	3	2	4	36	16	3	23	0	4	38	2	4	36	18	4	20	18	3	21

Total Properties: 60 | **Total Respondents: 42** | **Participation: 70%**

Traffic Data Collection - Speed/Volume/Class

The Consultant performed a field review for the purpose of collecting information necessary to the study. The Consultant also installed traffic data collection devices along Atlanta Plaza Drive. The devices collected speed, classification and volume data for a period of two (2) consecutive weeks, beginning on February 24th and ending on March 8th, 2014. The data was collected at two (2) locations, which were: a.) approximately 75' west of Birdsong Place, and b.) approximately 100' west of East Lake Road. The data was collected at 15-minute increments for both eastbound and westbound traffic flow and also summarized on an hourly and daily basis. The traffic data has been included in the appendix. A summary of the volume & speed data is provided in Table B.

Table B
Summary of Speed & Volume Data

Atlanta Plaza Drive Location	Maximum 2-Way 24-Hour Traffic Volume	Percentage Speed = 35 to 40 MPH	Percentage Speed = 30 to 35 MPH	Percentage Speed = 25 to 30 MPH	Percentage Speed = 20 to 25 MPH	Percentage Speed = 5 to 20 MPH
75' west of Birdsong	324	0 %	0.3%	1.1%	7.9%	90.7%
100' west of E. Lake Rd	182	0.1 %	0.4%	3.7%	20.1%	75.7%

Consideration of Public Input, Conditions & Possible Remedies

Make No Changes

Contrary to the consensus, three (3) stakeholders requested that no changes be made to the neighborhood. Their reasons for objecting ranged from stating that no changes are necessary, there are no speeding or safety issues, and it would change and harm the character of the neighborhood. While this is an option that the City may consider, the report suggests that "Make no changes" discards remedies that could be effective, but have little impact on the community. As discussed later, the report recommends that a graduated traffic calming approach be employed by the City.

Speeding & Safety

There were many residents that specifically expressed concern about speeding, the narrow road/corridor, and large vehicles. There were comments that the current conditions are unsafe for pedestrians, bicyclists, children and pets. The report concludes that due to the road's features and shared use of the corridor that the legal speed limit of 30 MPH warrants addressing and should be lowered.

Lowering the Speed Limit

Although twenty-one stakeholders suggested that speeding is an issue, the report found that at the time field measurements were collected there was no data to support this claim. The speed data indicates: a.) 99.5% of drivers travel at or below 30 MPH, b.) west of Birdsong, 90.7% travel at or below 20 MPH, and c.) west of E. Lake, 75.7% travel at or below 20 MPH. Because the road is unpaved and narrow and the maintained right-of-

way is narrow and there are no sidewalks, the report recommends posting and enforcing a lower speed limit of 20 MPH[ii], which will reduce the potential for future conflicts between motorists and pedestrians/bicyclist, as well as reduce road dust.

Stop Signs
Thirty-four residents suggested that STOP signs be installed as a way to control speeding. The report discourages the City from considering the overuse of STOP signs to address a perceived speeding issue. Additionally it should be noted that the Manual on Uniform Traffic Devices (MUTCD) Section 2B.04 states that STOP signs should not be used for speed control. Studies have illustrated that overusing STOP signs is an inappropriate method to control speeds, and in fact, may result in unintended consequences. The overuse of STOP signs results in racing between signs, hard stops and starts, more noise and increased emissions. Over time, it is common for drivers to disobey overused STOP controls which in turn may increase the potential for crashes.

Speed Humps & Speed Tables
Two (2) residents asked that speed bumps be installed as a way to control speeding. The report recommends that the City first attempt to achieve the desired results by enforcing a lower speed limit. If the desired results are not achieved, then the City should consider constructing a speed hump or a speed table (not a speed bump) approximately midway between Leather Fern Drive and Casa Ybel Road.

Mid-Block on Atlanta Plaza Drive
Because of the impact on current driving patterns, constructing a vehicular mid-block along Atlanta Plaza Drive may be the most effective option for reducing speeds. If it is deemed necessary after exhausting other more cost efficient and less disruptive options, then the report recommends that a mid-block be constructed between Leather Fern Place and East Lake Road. The mid-block will effectively create an East and West Atlanta Plaza Drive, but it should be constructed in a manner that will allow access for pedestrians and bicyclists. This option would also result in East Lake Road becoming the ingress/egress route for the western portion of Atlanta Plaza Drive. All previously installed traffic calming devices will need to be reevaluated for effectiveness and possibly removed. This option would require complete engineering design and review for roadway operation as well as fire and emergency ingress and egress.

[ii] *It should be noted that the recommended speed limit is within 5 MPH of the 85th percentile speeds that were recorded for Atlanta Plaza Drive. Furthermore, Florida Statutes 316.189 provides that municipalities have the authority to set a maximum speed of 20 or 25 MPH, within residential districts after an investigation determines that such a limit is reasonable.*

Recommended Traffic Calming Improvements

Based upon consideration of all comments and suggestions received from the property owners, and an evaluation of the "as-is" condition of the roadway and the collected traffic speed & volume data, it is the Consultant's recommendation that the City implement a graduated traffic calming plan for the purpose of achieving the desired speed compliance of 20 MPH. By doing so, the potential for future conflicts between motorists and pedestrians/bicyclist will be minimized and there will be less dust. More specifically, it is recommended that the City begin the program by first constructing the least disruptive controls and await the results. Then install more restrictive controls, if needed, until the desired results are achieved. The report recommends that the City consider the following traffic calming options in the presented order:

Option 1

Post and enforce a lower speed limit of 20 MPH. Augment with additional signage in accordance with the MUTCD.

Based upon the collected speed data, most drivers are traveling at or below 25 MPH. Therefore, this recommendation is deemed consistent with standard engineering practices (i.e., posted speed limit to be within 5 MPH of the 85th percentile speed). Because Atlanta Plaza Drive is less than 1/2 mile in length and most drivers are traveling at speeds close to the proposed, the lower speed limit will not significantly increase driver delay or inconvenience. Florida Statutes 316.189 provides that municipalities have the authority to set a maximum speed of 20 or 25 MPH, within residential districts after an investigation determines that such a limit is reasonable .

Option 2 *(only if needed after implementing Option 1)*

Install a speed hump or speed table (not a speed bump) midway between Leather Fern & Casa Ybel. For reference, a speed hump and table details have been provided in the appendix.

Although it is uncommon to install speed humps on public roads, Atlanta Plaza Drive meets the criteria for this type of speed control device (i.e., an unpaved two-lane road that is exclusively used by the adjoining residents). Two residents suggested speed bumps be installed, but the report strongly discourages the use of bumps on public roads. Speed humps& tables have proven to be as effective, and they are safer than bumps and have less impact on automobiles. The speed hump or table will need to be identified with signs and it should be a visible contrast to the road.

Option 3 *(only if needed after implementing Options 1 & 2)*

Bisect the road by constructing a vehicular mid-block between Leather Fern Place and East Lake Road. The mid-block would create an East and West Atlanta Plaza Drive, but still allow access for pedestrians and bicyclists.

This option is the most expensive and will have the greatest impact to driver patterns and behavior. Carrying out option 3 would require complete engineering design and review for roadway operation as well as fire and emergency ingress and egress.

Other Traffic Calming and Safety Measures

There are other commonplace traffic calming methods and safety improvements that were not deemed appropriate or feasible for Atlanta Plaza Drive for various reasons. Other methods and improvements that were not considered are the following:

Additional STOP signs along Atlanta Plaza Drive

Thirty-four households asked that more STOP signs be installed as a way to control speeding. The MUTCD discourages this practice and studies have proven that overusing STOP signs is not an effective method in controlling speeds. The overuse of STOP signs results in racing between signs, hard stops and starts, more noise, increased emissions, and in this case, more dust. Over time, most drivers will disobey unwarranted STOP signs which will increase the likelihood of crashes.

Sidewalks/Paths/Pedestrian facilities will require that the road's right-of-way be reestablished to its maximum width and all vegetation be removed. Also, drainage swales will need to be relocated, residential driveways will be affected and the additional facilities would result in a reduction of front yard space.

Widen Atlanta Plaza Drive as a two-lane unpaved road was suggested by some of the residents. Widening the road will do little to reduce speeds. To do so, most of the right-of-way will need to be reestablished and some vegetation removed. Also, drainage swales will be relocated, and residential driveways will be affected. Due to the amount of disruption and change caused to the neighborhood, the cost of widening, and the results will not slow traffic, this was not considered a viable option.

Realign Casa Ybel & Atlanta Plaza Drive was suggested by some of the residents, but the report concludes that reconfiguring the intersection will not result in a notable reduction of speed or improve safety. While it is more desirable to have streets intersect at an angle of 90^0, based upon the cost/benefit consideration of modifying the approach, the report does not believe it is justified.

APPENDIX

Traffic Counts & Speed Statistics for Atlanta Plaza Drive

Speed Hump & Table Detail

Atlanta Plaza Drive Right-of-Way Map

Public Information Meeting & Residents' Comments

JMB TRANSPORTATION ENGINEERING, INC.
TRAFFIC/TRANSPORTATION ENGINEERING & PLANNING SERVICES

Traffic Counts & Speed Statistics
for
Atlanta Plaza Drive, Sanibel Island, Florida

March 10, 2014

Traffic data was collected for Atlanta Plaza Drive beginning on February 24th and ending on March 8th, 2014. The data was collected at two (2) locations, which were: a.) approximately 75' west of Birdsong Place, and b.) approximately 100' west of East Lake Road. The data was collected at 15-minute increments for both eastbound and westbound traffic flow.

Attached are the traffic counts and speed statistics for the two locations. A summary of the collected data is provided below.

Atlanta Plaza Drive Location	Maximum 2-Way 24-Hour Traffic Volume	Percentage Speed = 35 to 40 MPH	Percentage Speed = 30 to 35 MPH	Percentage Speed = 25 to 30 MPH	Percentage Speed = 20 to 25 MPH	Percentage Speed = 5 to 20 MPH
a.) 75' west of Birdsong	324	0 %	0.3%	1.1%	7.9%	90.7%
b.) 100' west of E. Lake Rd	182	0.1 %	0.4%	3.7%	20.1%	75.7%

Prepared by:

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CERTIFICATE OF AUTHORIZATION NO. 27830

(PROJECT NO. 140112)

JAMES M. BANKS, P.E.
FLORIDA REG. NO. 43860

3-10-2014
DATE

Traffic Counts

Site: a.) Atlanta Plaza Drive Eastbound (west of Birdsong)
Filter time: 11:00 Monday, February 24, 2014 => 10:00 Saturday, March 08, 2014

* Monday, February 24, 2014=49 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	12	12	0	4	10	3	7	2	0
-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	2	0	2	5	1	2	2	0
-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	4	2	0	0	2	0	1	0	0
-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	2	0	2	0	2	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	8	6	0	0	3	0	0	0	0

PM Peak 1515 - 1615 (14), PM PHF=0.44

* Tuesday, February 25, 2014=128, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	2	0	0	14	10	11	6	5	19	9	11	10	6	3	17	3	2	1	0	0
0	0	0	0	0	0	0	5	2	2	1	0	7	1	2	0	2	0	8	1	0	0	0	0	0
0	0	0	0	0	0	0	2	1	3	3	4	5	0	3	3	1	0	6	0	2	0	0	0	0
1	0	0	0	0	0	0	5	4	2	2	1	0	4	2	5	1	1	2	0	0	0	0	0	0
0	0	0	0	2	0	0	2	4	5	0	0	8	4	4	3	2	2	1	2	0	1	0	0	0

AM Peak 0700 - 0800 (14), AM PHF=0.68 PM Peak 1200 - 1300 (19), PM PHF=0.63

* Wednesday, February 26, 2014=133, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	2	0	0	0	14	11	3	12	7	17	7	12	9	8	8	11	7	4	1	1	1
0	0	0	0	0	0	0	1	4	0	0	2	2	1	5	4	0	2	2	5	1	0	0	0	0
0	0	0	2	0	0	0	7	4	0	0	4	4	0	4	0	3	3	3	2	2	0	0	0	0
0	0	0	0	0	0	0	2	3	1	2	1	7	3	3	0	2	0	4	0	1	0	1	1	0
0	0	0	0	0	0	0	5	0	2	10	1	5	4	0	6	3	3	2	0	0	1	0	0	1

AM Peak 0715 - 0815 (17), AM PHF=0.65 PM Peak 1200 - 1300 (17), PM PHF=0.65

* Thursday, February 27, 2014=156, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	1	0	7	15	10	22	10	12	15	9	9	8	9	10	6	2	7	5	2	0
0	0	0	0	0	0	0	2	3	6	2	1	5	3	2	3	3	2	1	0	3	1	1	0	0
0	0	0	0	1	0	0	6	5	4	2	5	0	2	0	2	3	6	4	0	1	0	0	0	0
0	0	0	0	0	0	4	7	2	5	2	4	0	4	1	2	4	1	1	0	1	0	0	0	0
1	0	0	0	0	0	3	0	0	7	4	2	10	0	6	2	0	2	0	2	2	4	0	0	0

AM Peak 0900 - 1000 (22), AM PHF=0.77 PM Peak 1245 - 1345 (19), PM PHF=0.49

* Friday, February 28, 2014=156, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	0	9	13	7	7	15	11	8	4	14	25	6	11	12	3	1	10	3	1
0	0	0	0	0	0	0	2	1	1	3	5	1	1	4	2	3	2	3	0	0	2	0	0	0
0	0	0	0	0	0	0	3	3	4	5	2	0	2	5	8	0	2	8	2	0	4	1	0	0
0	0	0	0	0	0	6	8	1	0	7	3	3	1	0	6	0	6	0	1	0	2	2	1	0
0	0	0	0	0	0	3	0	2	3	0	2	4	0	5	9	3	1	1	0	1	3	0	0	0

AM Peak 0945 - 1045 (18), AM PHF=0.63 PM Peak 1515 - 1615 (26), PM PHF=0.72

* Saturday, March 01, 2014=122, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	1	6	5	11	6	8	14	6	10	10	3	0	9	9	5	4	13	5	0
0	0	0	0	0	1	0	1	6	2	1	5	1	3	1	0	0	5	4	2	0	2	1	0	0
0	0	0	0	0	0	3	0	3	0	2	5	1	3	2	1	0	1	3	1	1	5	1	0	0
0	0	0	0	0	0	2	2	0	1	4	4	3	2	5	2	0	3	0	1	2	6	2	0	0
0	0	0	0	0	0	1	2	2	3	1	1	1	3	3	0	0	0	3	1	1	0	2	0	0

AM Peak 1030 - 1130 (14), AM PHF=0.78 PM Peak 2045 - 2145 (14), PM PHF=0.56

* Sunday, March 02, 2014=114, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	4	0	0	4	7	11	7	7	7	14	13	6	13	7	2	5	3	4	3	0
0	0	0	0	1	0	0	0	0	1	1	2	3	2	8	3	4	0	0	2	1	2	1	0	0
0	0	0	0	0	0	0	0	1	4	4	2	2	3	1	2	0	2	0	1	0	1	0	0	0
0	0	0	0	0	0	0	0	2	0	0	0	0	3	4	1	7	3	0	2	2	0	0	0	0
0	0	0	0	3	0	0	4	5	6	2	3	2	6	0	0	2	2	2	0	0	1	2	0	0

AM Peak 0830 - 0930 (12), AM PHF=0.64 PM Peak 1315 - 1415 (20), PM PHF=0.61

* Monday, March 03, 2014=123, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	1	0	4	10	3	8	16	14	8	10	15	11	12	6	2	1	5	0	0	0
0	0	0	0	0	0	0	3	0	2	0	0	1	1	5	4	1	4	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1	1	5	0	1	2	1	3	2	0	0	0	0	0	0	0
0	0	0	0	0	0	3	6	3	0	7	6	5	4	8	5	8	0	0	0	1	0	0	0	0
0	0	0	0	1	0	1	1	0	5	8	3	2	4	1	1	0	0	0	1	4	0	0	0	0

AM Peak 1030 - 1130 (20), AM PHF=0.61 PM Peak 1345 - 1445 (18), PM PHF=0.56

*** Tuesday, March 04, 2014=141, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	0	0	0	1	4	10	13	9	14	4	12	14	8	7	11	8	7	6	7	5	4	0	
0	1	0	0	0	0	0	0	1	5	1	4	4	8	2	3	4	0	3	0	0	1	1	0	0
0	0	0	0	0	0	0	4	4	2	4	0	3	1	1	2	1	2	1	6	0	1	1	0	0
0	0	0	0	0	0	0	2	5	2	2	0	4	0	4	1	1	3	3	0	4	1	2	0	0
0	0	0	0	0	1	4	4	3	0	7	0	2	5	1	1	5	3	0	0	4	2	0	0	1

AM Peak 0815 - 0915 (17), AM PHF=0.85 PM Peak 1215 - 1315 (16), PM PHF=0.50

*** Wednesday, March 05, 2014=184, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	2	0	0	1	22	12	19	10	16	18	19	9	11	14	11	2	12	3	1	0	5	
0	0	0	2	0	0	0	4	7	6	2	7	7	5	4	3	2	6	1	5	0	1	0	1	0
0	0	0	0	0	0	1	0	2	8	3	3	4	1	3	1	0	3	0	1	1	0	0	1	0
0	0	0	0	0	0	0	10	1	5	2	4	5	8	0	6	1	1	0	5	0	0	0	1	0
1	0	0	0	0	0	0	8	2	0	3	2	2	5	3	1	3	1	1	2	2	0	0	2	0

AM Peak 0730 - 0830 (27), AM PHF=0.66 PM Peak 1300 - 1400 (19), PM PHF=0.62

*** Thursday, March 06, 2014=133, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	0	0	0	0	0	10	22	12	4	6	24	4	5	7	13	9	0	11	2	1	2	1	
0	1	0	0	0	0	0	0	4	3	2	3	1	1	2	3	5	6	0	3	0	0	0	1	1
0	0	0	0	0	0	0	5	5	2	3	1	3	0	0	0	2	1	0	4	0	0	2	0	0
0	0	0	0	0	0	0	3	7	3	0	0	7	2	0	4	3	0	0	2	0	1	0	0	0
0	0	0	0	0	0	0	2	6	4	0	2	13	1	4	0	4	2	0	2	2	0	0	0	0

AM Peak 0800 - 0900 (22), AM PHF=0.79 PM Peak 1200 - 1300 (24), PM PHF=0.45

*** Friday, March 07, 2014=157, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	4	0	0	0	0	7	6	11	12	13	19	9	11	9	7	11	12	8	8	4	5	2	2	
1	2	0	0	0	0	0	1	4	6	6	1	2	0	0	1	3	1	3	5	3	2	0	2	0
0	0	0	0	0	0	1	0	3	0	2	4	3	5	0	0	3	8	0	2	0	2	0	0	0
0	0	0	0	0	0	4	5	2	6	2	7	0	3	8	2	3	1	2	0	0	0	2	0	0
0	2	0	0	0	0	2	0	2	1	4	8	4	3	1	4	2	2	4	1	1	2	0	0	0

AM Peak 1115 - 1215 (20), AM PHF=0.67 PM Peak 1630 - 1730 (14), PM PHF=0.44

*** Saturday, March 08, 2014=18 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	1	2	3	3	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
0	0	0	0	0	0	0	0	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	0	2	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	0	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	1	2	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Site: a.) Atlanta Plaza Drive Westbound (west of Birdsong)
Filter time: 11:00 Monday, February 24, 2014 => 10:00 Saturday, March 08, 2014

*** Monday, February 24, 2014=61 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	5	27	12	4	7	6	0	0	0	
-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	6	6	4	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	7	4	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	5	11	4	0	0	2	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	10	2	0	0	0	0	0	0	0

PM Peak 1600 - 1700 (27), PM PHF=0.61

*** Tuesday, February 25, 2014=134, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	0	4	11	9	12	8	17	12	10	3	11	10	17	2	2	4	0	2	0	
0	0	0	0	0	0	0	2	0	4	0	3	2	4	0	2	0	4	0	0	2	0	0	0	0
0	0	0	0	0	0	0	7	3	3	4	8	8	2	0	5	4	4	2	0	2	0	0	0	0
0	0	0	0	0	0	0	0	2	3	2	2	0	0	0	2	6	0	0	2	0	0	2	0	2
0	0	0	0	0	0	4	2	4	2	2	4	2	4	3	2	0	9	0	0	0	0	0	0	0

AM Peak 1100 - 1200 (17), AM PHF=0.53 PM Peak 1700 - 1800 (17), PM PHF=0.47

*** Wednesday, February 26, 2014=192, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	2	0	0	0	2	11	17	6	12	19	14	16	14	26	6	19	12	4	6	2	0	2	
0	0	0	0	0	0	0	0	8	0	2	10	3	2	5	10	0	0	2	2	0	0	0	0	0
0	0	0	0	0	0	0	11	7	4	4	3	4	2	2	6	2	5	8	0	0	2	0	0	0
2	0	0	0	0	0	0	0	0	0	2	2	5	6	2	6	2	4	0	0	6	0	0	2	0
0	0	2	0	0	0	2	0	2	2	4	4	2	6	5	4	2	10	2	2	0	0	0	0	0

AM Peak 1015 - 1115 (20), AM PHF=0.50 PM Peak 1445 - 1545 (27), PM PHF=0.68

* Thursday, February 27, 2014=145, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**2**	**0**	**4**	**15**	**8**	**11**	**6**	**8**	**8**	**12**	**11**	**6**	**17**	**12**	**8**	**2**	**9**	**6**	**0**	**0**	
0	0	0	0	2	0	0	0	6	0	0	2	0	6	0	2	0	**0**	4	0	0	2	0	0	0
0	0	0	0	0	0	0	**11**	0	4	0	4	0	2	0	2	4	**10**	2	0	5	2	0	0	0
0	0	0	0	0	0	0	**4**	0	0	0	0	4	2	4	0	**4**	2	0	0	4	2	0	0	0
0	0	0	0	0	0	4	**0**	2	7	6	2	4	2	7	2	**9**	0	2	2	0	0	0	0	0

AM Peak 0715 - 0815 (21), AM PHF=0.48 PM Peak 1630 - 1730 (23), PM PHF=0.57

* Friday, February 28, 2014=162, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**8**	**4**	**10**	**8**	**7**	**11**	**16**	**3**	**13**	**30**	**12**	**8**	**11**	**8**	**4**	**5**	**4**	**0**	
0	0	0	0	0	0	0	0	0	2	0	0	**4**	0	9	**8**	2	4	5	2	2	1	2	0	0
0	0	0	0	0	0	0	2	2	2	2	0	**4**	3	2	**6**	0	2	0	4	0	4	2	0	0
0	0	0	0	0	0	4	2	6	2	0	**9**	4	0	0	**10**	6	0	6	0	2	0	0	0	0
0	0	0	0	0	0	4	0	2	2	5	**2**	4	0	2	**6**	4	2	0	2	0	0	0	0	0

AM Peak 1130 - 1230 (19), AM PHF=0.53 PM Peak 1500 - 1600 (30), PM PHF=0.75

* Saturday, March 01, 2014=109, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**4**	**5**	**0**	**0**	**8**	**16**	**8**	**6**	**10**	**14**	**0**	**2**	**3**	**8**	**7**	**10**	**2**	**6**	**0**	
0	0	0	0	0	0	0	0	0	4	**2**	2	0	4	**6**	0	0	0	6	9	4	9	6	0	0
0	0	0	0	0	2	2	0	0	0	**8**	0	4	2	**0**	0	0	0	0	6	0	0	0	0	0
0	0	0	0	0	2	0	0	0	4	**6**	2	2	2	**8**	0	0	1	0	1	2	2	0	0	0
0	0	0	0	0	0	3	0	0	**0**	0	4	0	2	0	0	2	2	2	0	4	0	0	0	0

AM Peak 0945 - 1045 (16), AM PHF=0.50 PM Peak 1345 - 1445 (16), PM PHF=0.50

* Sunday, March 02, 2014=100, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**	**4**	**9**	**12**	**8**	**5**	**6**	**10**	**10**	**12**	**4**	**2**	**2**	**2**	**2**	**0**	
0	0	0	0	0	0	0	0	4	0	0	**2**	0	1	2	4	**4**	4	2	0	0	0	2	0	0
0	0	0	0	0	0	0	0	0	2	2	**2**	4	0	0	0	**0**	0	2	2	0	0	0	0	0
0	0	0	0	0	0	0	4	2	0	4	**2**	2	0	2	2	**4**	4	0	0	2	0	0	0	0
0	0	0	0	0	0	0	0	2	2	3	**6**	2	4	2	4	2	4	0	0	0	2	0	0	0

AM Peak 1100 - 1200 (12), AM PHF=0.50 PM Peak 1545 - 1645 (12), PM PHF=0.75

* Monday, March 03, 2014=115, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**5**	**6**	**8**	**8**	**9**	**11**	**4**	**18**	**1**	**9**	**6**	**8**	**9**	**4**	**7**	**2**	**0**	**0**	
0	0	0	0	0	0	0	2	2	0	**2**	3	0	**6**	0	4	0	2	3	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	**3**	4	2	**4**	0	0	6	4	4	2	0	0	0	0	0
0	0	0	0	0	0	1	2	4	**6**	2	4	0	**4**	1	5	0	2	2	0	7	0	0	0	0
0	0	0	0	0	0	4	2	2	**2**	2	0	2	**4**	0	0	0	0	0	2	0	2	0	0	0

AM Peak 0930 - 1030 (13), AM PHF=0.54 PM Peak 1300 - 1400 (18), PM PHF=0.75

* Tuesday, March 04, 2014=149, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**2**	**6**	**8**	**10**	**11**	**12**	**6**	**20**	**13**	**6**	**8**	**13**	**11**	**4**	**3**	**10**	**4**	**2**	**0**	
0	0	0	0	0	0	0	0	2	0	**4**	2	2	**2**	2	4	3	2	4	2	2	2	2	0	0
0	0	0	0	0	0	0	0	0	4	**4**	2	0	**6**	2	2	2	2	0	1	2	0	0	0	0
0	0	0	0	0	0	0	6	8	**5**	4	0	**4**	3	2	0	6	1	0	0	6	0	0	0	0
0	0	0	0	0	2	6	2	0	**2**	0	2	**14**	2	0	2	2	6	0	0	0	2	0	0	0

AM Peak 0915 - 1015 (15), AM PHF=0.75 PM Peak 1230 - 1330 (26), PM PHF=0.46

* Wednesday, March 05, 2014=140, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**14**	**11**	**2**	**7**	**9**	**13**	**10**	**16**	**20**	**8**	**10**	**8**	**0**	**0**	**0**	**4**	
0	0	0	0	0	0	2	0	2	**4**	0	2	0	4	2	4	**4**	2	4	2	0	0	0	2	2
0	0	0	0	0	0	0	2	2	**7**	2	5	2	3	4	0	**9**	4	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	**4**	0	0	0	7	2	4	**4**	0	0	0	6	0	0	0	2	0
0	0	0	0	0	0	2	2	**6**	0	0	0	0	4	0	**8**	7	2	4	0	0	0	0	0	0

AM Peak 0830 - 0930 (21), AM PHF=0.75 PM Peak 1530 - 1630 (25), PM PHF=0.69

* Thursday, March 06, 2014=171, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**0**	**0**	**0**	**6**	**17**	**11**	**2**	**6**	**10**	**30**	**9**	**9**	**10**	**19**	**6**	**12**	**8**	**10**	**0**	**2**	**2**	
2	0	0	0	0	0	0	4	2	0	0	0	**4**	3	3	2	7	2	2	2	2	0	2	2	0
0	0	0	0	0	0	0	5	1	2	2	2	**6**	2	4	2	4	0	0	2	2	0	0	0	0
0	0	0	0	0	0	2	2	4	0	0	4	**9**	4	2	4	4	2	6	0	2	0	0	0	0
0	0	0	0	0	0	4	6	4	0	4	4	**11**	0	0	2	4	2	4	4	4	0	0	0	0

AM Peak 1145 - 1245 (23), AM PHF=0.64 PM Peak 1200 - 1300 (30), PM PHF=0.68

* Friday, March 07, 2014=132, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**17**	**9**	**5**	**8**	**4**	**12**	**16**	**14**	**12**	**8**	**6**	**5**	**2**	**6**	**2**	**0**	
0	0	0	0	0	0	0	0	**8**	1	0	0	2	0	0	**4**	0	0	2	2	0	2	0	0	0
0	0	0	0	0	0	0	0	**2**	4	0	2	2	6	2	**8**	6	4	2	0	2	0	0	0	0
0	0	0	0	0	0	4	2	**4**	2	3	4	0	6	**8**	2	0	4	0	2	0	2	2	0	0
0	0	0	0	0	0	0	0	**3**	2	2	2	0	0	6	**0**	6	0	2	1	0	2	0	0	0

AM Peak 0800 - 0900 (17), AM PHF=0.53 PM Peak 1430 - 1530 (26), PM PHF=0.81

*** Saturday, March 08, 2014=20 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	2	0	0	2	0	6	2	8	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	2	0	0	0	0	2	0	6	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	0	0	0	2	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		0	0	0	0	2	0	4	2	0	0	-	-	-	-	-	-	-	-	-	-	-	-

Site: b.) Atlanta Plaza Drive Eastbound (west of E. Lake Road)
Filter time: 11:00 Monday, February 24, 2014 => 10:00 Saturday, March 08, 2014

*** Monday, February 24, 2014=31 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	17	8	3	0	1	3	0	0	0
-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	4	1	3	0	1	1	0	0	0
-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	4	4	0	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	3	1	0	0	0	2	0	0	0
-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	6	2	0	0	0	0	0	0	0

PM Peak 1500 - 1600 (17), PM PHF=0.73

*** Tuesday, February 25, 2014=77, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	2	2	4	9	6	10	5	7	8	2	3	7	3	4	5	0	0	0	2	0
0	0	0	0	0	0	0	1	0	2	2	3	0	0	0	3	0	1	2	0	0	0	2	0
0	0	0	0	0	0	3	3	2	3	0	0	4	0	3	1	0	0	2	0	0	0	0	0
0	0	0	0	0	0	0	3	1	3	2	3	0	2	0	3	1	2	1	0	0	0	0	0
0	0	0	0	2	2	1	1	3	2	1	1	4	0	0	0	2	1	1	0	0	0	0	0

AM Peak 0845 - 0945 (11), AM PHF=0.78 PM Peak 1200 - 1300 (8), PM PHF=0.50

*** Wednesday, February 26, 2014=83, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	1	0	0	0	3	8	7	1	6	1	12	6	14	8	8	3	2	3	0	0	0	2
0	0	0	0	0	0	2	1	2	0	0	1	0	1	7	0	0	0	2	1	0	0	0	0
0	0	0	0	0	0	0	0	4	0	1	0	7	2	6	2	5	0	0	2	0	0	0	0
0	0	0	0	0	0	2	7	1	0	1	0	4	0	0	0	2	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	1	4	0	1	3	1	6	3	3	0	0	0	0	0	2

AM Peak 0730 - 0830 (13), AM PHF=0.46 PM Peak 1330 - 1430 (16), PM PHF=0.56

*** Thursday, February 27, 2014=87, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	1	0	4	9	4	11	5	7	9	7	6	11	2	3	3	2	0	2	0	0
0	0	0	0	0	0	2	2	0	0	2	3	0	0	2	4	0	1	0	0	0	0	0	0
0	0	0	0	1	0	0	6	0	4	0	2	3	0	0	1	1	0	3	0	0	2	0	0
0	0	0	0	0	0	0	2	4	6	2	3	2	3	1	6	0	0	1	2	0	0	0	0
0	0	0	0	0	0	3	0	0	2	1	0	4	3	3	0	1	2	0	0	0	0	0	0

AM Peak 0915 - 1015 (13), AM PHF=0.58 PM Peak 1445 - 1545 (14), PM PHF=0.59

*** Friday, February 28, 2014=97, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	0	0	7	17	1	2	8	9	7	4	6	14	4	8	4	3	0	3	0	0
0	0	0	0	0	0	0	5	0	0	3	2	0	0	3	5	0	3	1	0	0	0	0	0
0	0	0	0	0	0	3	9	0	2	5	0	1	2	2	1	2	0	2	3	0	1	0	0
0	0	0	0	0	0	0	3	1	0	0	5	3	1	2	9	1	3	0	0	0	2	0	0
0	0	0	0	0	0	3	0	0	0	0	2	3	2	0	0	2	2	2	0	0	0	0	0

AM Peak 0645 - 0745 (20), AM PHF=0.56 PM Peak 1445 - 1545 (14), PM PHF=0.41

*** Saturday, March 01, 2014=74, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	1	0	2	5	4	5	12	3	8	0	5	3	7	6	4	0	3	5	1	0
0	0	0	0	0	0	0	2	2	3	1	3	0	0	2	2	4	1	2	0	1	0	0	0
0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	1	3	2	0	0	3	1	0
0	0	0	0	0	0	0	2	0	0	8	0	4	0	2	1	0	0	0	0	0	3	0	0
0	0	0	0	1	0	2	2	3	0	2	0	2	0	2	0	2	2	1	0	2	0	0	0

AM Peak 1015 - 1115 (14), AM PHF=0.43 PM Peak 1200 - 1300 (8), PM PHF=0.50

*** Sunday, March 02, 2014=54, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	3	0	0	2	3	1	3	9	6	0	6	1	4	5	7	2	2	0	1	0
0	0	0	0	1	0	0	0	0	0	1	3	1	0	3	0	3	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	2	1	0	2	1	0	2	0	2	3	2	2	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	2	2	0	0	0	0	0
0	0	0	0	3	0	0	2	1	0	2	4	0	0	2	0	0	0	3	0	2	0	1	0

AM Peak 1145 - 1245 (10), AM PHF=0.58 PM Peak 1800 - 1900 (7), PM PHF=0.50

*** Monday, March 03, 2014=91, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	1	0	6	5	4	7	3	8	3	27	6	10	3	4	0	2	0	0	0	0	
0	0	0	0	0	0	0	2	0	0	0	3	0	5	3	0	2	3	0	0	0	0	0	0	0
0	0	0	0	0	0	3	2	3	2	2	5	0	7	1	6	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	2	3	0	0	3	10	0	3	1	0	0	0	0	0	0	0	0
1	0	0	0	1	0	3	0	0	2	2	0	0	5	3	2	0	1	0	2	0	0	0	0	0

AM Peak 1030 - 1130 (10), AM PHF=0.52 PM Peak 1300 - 1400 (27), PM PHF=0.66

*** Tuesday, March 04, 2014=73, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	2	4	9	5	7	0	4	10	7	7	3	6	3	0	2	4	1	0	0	
0	0	0	0	0	0	0	2	2	4	0	1	0	1	2	1	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	2	2	0	1	0	0	3	3	0	0	3	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	3	0	3	0	1	4	0	5	0	1	0	0	0	3	0	0	0	0
0	0	0	0	0	2	3	3	3	0	0	2	3	3	0	2	2	3	0	2	2	1	0	0	0

AM Peak 0845 - 0945 (11), AM PHF=0.69 PM Peak 1215 - 1315 (10), PM PHF=0.67

*** Wednesday, March 05, 2014=95, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	3	0	0	2	11	21	6	4	4	13	3	7	3	10	3	0	3	0	0	0	0	
0	0	0	3	0	0	0	2	1	6	0	2	3	0	3	2	2	5	0	1	0	0	0	0	0
0	0	0	0	0	0	2	3	2	0	3	1	3	1	2	0	3	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	3	3	0	2	1	7	0	1	2	3	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	3	14	0	0	0	0	3	2	0	2	0	0	1	0	0	0	0	0

AM Peak 0815 - 0915 (26), AM PHF=0.45 PM Peak 1200 - 1300 (13), PM PHF=0.47

*** Thursday, March 06, 2014=93, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	0	4	14	9	10	0	5	13	7	3	4	6	10	3	0	1	0	1	1	
0	0	0	0	0	0	0	5	0	3	0	0	2	1	0	1	2	0	2	0	1	0	0	0	0
0	0	0	0	0	0	1	8	2	2	0	3	4	0	1	0	3	3	2	0	0	0	1	1	0
0	0	0	0	0	0	0	1	3	3	0	0	2	3	0	3	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	3	0	4	2	0	2	6	2	2	0	0	6	0	0	0	0	0	0	0

AM Peak 0645 - 0745 (17), AM PHF=0.56 PM Peak 1200 - 1300 (13), PM PHF=0.55

*** Friday, March 07, 2014=80, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	3	0	0	0	0	2	12	8	4	2	4	4	10	9	3	6	3	3	3	3	2	0	0	
0	1	0	0	0	0	0	5	2	2	0	2	2	1	1	3	0	0	1	3	2	1	0	0	0
0	0	0	0	0	0	2	0	3	0	2	0	2	3	0	0	2	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	4	3	2	0	2	1	2	3	0	1	0	0	0	1	0	0	0	0
0	2	0	0	0	0	0	3	0	0	0	0	0	3	5	0	3	1	2	0	0	1	0	0	0

AM Peak 0700 - 0800 (12), AM PHF=0.64 PM Peak 1415 - 1515 (11), PM PHF=0.52

*** Saturday, March 08, 2014=16, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	0	3	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM Peak 0700 - 0800 (8), AM PHF=0.56 PM Peak 0000 - 0100 (0), PM PHF=-1.#J

Site: b.) Atlanta Plaza Drive Westbound (west of E. Lake Road)
Filter time: 11:00 Monday, February 24, 2014 => 10:00 Saturday, March 08, 2014

*** Monday, February 24, 2014=33 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	8	11	4	0	3	1	3	1	1	0
-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	1	2	0	0	1	1	1	0	1	0
-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	3	2	1	0	1	0	0	1	0	0
-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	1	5	0	0	0	0	1	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	3	2	2	0	0	0	0	0	0	0

PM Peak 1445 - 1545 (12), PM PHF=0.57

*** Tuesday, February 25, 2014=66, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	1	0	1	11	2	4	2	7	7	3	5	4	1	10	5	1	1	1	0	0	
0	0	0	0	0	0	0	1	0	0	0	3	1	0	0	3	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	5	0	3	1	3	1	1	5	0	0	1	4	1	1	1	0	0	0
1	0	0	0	0	0	0	4	2	2	1	0	2	2	0	1	1	5	1	0	0	0	0	0	1
0	0	0	0	1	0	1	1	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0

AM Peak 0700 - 0800 (11), AM PHF=0.55 PM Peak 1730 - 1830 (12), PM PHF=0.62

* Wednesday, February 26, 2014=77, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	3	0	0	0	3	3	9	3	2	4	10	6	12	7	4	1	7	1	1	1	0	0	
0	0	0	0	0	0	0	0	3	0	0	1	0	1	3	1	1	0	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	1	1	4	0	6	1	0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	1	3	4	1	0	0	5	0	1	3	2	0	2	0	0	0	0	0	0
0	0	3	0	0	0	1	0	0	2	1	1	1	4	2	1	1	0	2	1	1	1	0	0	1

AM Peak 1145 - 1245 (10), AM PHF=0.50 PM Peak 1345 - 1445 (15), PM PHF=0.67

* Thursday, February 27, 2014=92, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	2	0	2	11	3	9	4	4	11	4	10	13	1	6	1	3	6	1	1	0	
0	0	0	0	1	0	0	4	0	1	1	3	0	1	1	4	0	0	0	1	1	0	1	0	0
0	0	0	0	1	0	0	5	0	5	0	1	1	2	1	0	1	3	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	3	2	0	0	1	1	4	7	0	1	0	0	3	1	0	0	1
1	0	0	0	0	0	2	1	0	0	3	1	8	0	3	1	1	1	1	1	1	0	0	0	0

AM Peak 0630 - 0730 (11), AM PHF=0.58 PM Peak 1445 - 1545 (14), PM PHF=0.51

* Friday, February 28, 2014=86, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	0	0	1	7	3	4	10	4	13	6	10	6	3	2	4	4	2	1	1	1	
0	0	0	0	0	0	0	3	1	1	1	1	0	1	1	1	2	1	2	1	1	0	1	0	0
0	0	0	0	0	0	0	3	0	1	6	0	3	1	0	2	1	0	1	3	1	1	0	0	0
1	0	0	0	0	0	0	0	0	0	1	3	3	1	4	1	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	1	1	1	1	3	0	7	3	5	1	0	1	0	0	0	0	0	1	0

AM Peak 1015 - 1115 (11), AM PHF=0.48 PM Peak 1215 - 1315 (14), PM PHF=0.54

* Saturday, March 01, 2014=59, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	1	3	1	0	5	1	6	6	5	5	5	4	6	3	1	3	3	1	0	0	
0	0	0	0	0	1	0	0	1	1	2	4	0	0	1	1	2	1	1	0	0	1	0	0	0
0	0	0	0	0	1	1	0	2	1	1	1	3	1	0	2	2	0	0	1	0	0	0	0	0
0	0	0	0	0	1	0	0	1	0	2	0	1	3	1	0	2	2	0	2	1	0	0	0	0
0	0	0	0	1	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	2	0	0	0	0

AM Peak 1015 - 1115 (8), AM PHF=0.48 PM Peak 1430 - 1530 (8), PM PHF=0.69

* Sunday, March 02, 2014=39, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	0	1	1	0	0	4	5	4	1	3	2	4	5	4	0	3	0	1	0	
0	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	0	1	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0
0	0	0	0	0	0	1	1	0	0	1	2	1	0	1	0	1	1	1	0	1	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	1	3	0	0	0	0	1	0	1

AM Peak 1130 - 1230 (7), AM PHF=0.75 PM Peak 1745 - 1845 (7), PM PHF=0.59

* Monday, March 03, 2014=55, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	0	0	1	2	1	4	4	3	4	7	9	9	3	1	0	3	2	0	0	0	
0	0	0	0	0	0	0	0	1	0	1	2	0	4	3	2	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	1	0	0	0	1	1	2	3	4	1	1	0	2	0	0	0	0	0
0	0	0	0	0	0	0	1	0	4	1	0	0	0	1	3	1	0	0	0	1	0	0	0	0
1	0	0	0	0	0	1	0	0	1	1	0	3	1	1	0	0	0	0	0	1	0	0	0	0

AM Peak 1030 - 1130 (6), AM PHF=0.71 PM Peak 1445 - 1545 (10), PM PHF=0.65

* Tuesday, March 04, 2014=55, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	0	0	0	0	1	3	5	4	2	1	4	8	3	4	3	5	1	3	3	1	1	0	
0	1	0	0	0	0	0	2	2	3	0	1	0	3	0	1	0	0	1	3	1	0	1	0	0
0	0	0	0	0	0	0	1	1	0	1	0	0	4	1	2	1	1	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	1	1	1	0	0	1	1	0	0	0
0	0	0	0	0	0	1	0	2	1	0	0	3	0	0	0	1	2	0	0	0	0	0	0	2

AM Peak 0815 - 0915 (7), AM PHF=0.50 PM Peak 1230 - 1330 (12), PM PHF=0.67

* Wednesday, March 05, 2014=78, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	0	1	0	0	3	5	9	6	4	4	8	3	13	1	8	0	3	2	0	3	0	4	
0	0	0	1	0	0	1	1	1	4	0	3	1	0	4	0	3	0	0	0	0	0	0	1	0
0	0	0	0	0	0	1	0	3	1	3	0	1	2	3	0	1	0	1	0	0	1	0	1	0
0	0	0	0	0	0	0	1	0	0	0	1	5	1	2	0	2	0	2	2	0	0	0	1	0
2	0	0	0	0	0	1	2	4	0	1	0	0	0	4	1	2	0	0	0	0	1	0	1	0

AM Peak 0815 - 0915 (11), AM PHF=0.65 PM Peak 1400 - 1500 (13), PM PHF=0.82

* Thursday, March 06, 2014=89, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	0	0	0	0	4	6	4	14	4	4	22	2	6	7	4	3	4	3	1	0	0	0	
0	1	0	0	0	0	0	3	1	6	1	0	1	0	2	1	0	0	1	1	1	0	0	0	1
0	0	0	0	0	0	1	0	0	4	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	1	1	1	0	0	6	2	3	3	2	1	2	1	0	0	0	0	0
0	0	0	0	0	0	2	1	1	3	3	3	13	0	0	3	0	1	0	1	0	0	0	0	0

AM Peak 0900 - 1000 (14), AM PHF=0.62 PM Peak 1200 - 1300 (22), PM PHF=0.43

* Friday, March 07, 2014=81, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	2	0	0	0	0	2	12	7	7	5	1	3	6	10	3	3	6	1	4	4	2	0	1	
1	2	0	0	0	0	0	11	6	3	2	0	0	1	1	1	0	1	1	3	1	0	0	1	1
0	0	0	0	0	0	1	0	1	2	1	0	0	0	1	2	1	0	0	1	0	1	0	0	0
0	0	0	0	0	0	1	0	0	0	0	0	1	3	3	0	1	3	0	0	3	1	0	0	0
0	0	0	0	0	0	0	1	0	2	1	1	2	1	5	0	0	1	0	1	0	0	0	0	0

AM Peak 0615 - 0715 (13), AM PHF=0.29 PM Peak 1430 - 1530 (11), PM PHF=0.52

* Saturday, March 08, 2014=17, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	0	0	1	0	3	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	1	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM Peak 0745 - 0845 (8), AM PHF=0.38 PM Peak 0000 - 0100 (0), PM PHF=-1.#J

Speed Statistics

Site: a.) Atlanta Plaza Drive Eastbound (west of Birdsong)
Filter time: 11:00 Monday, February 24, 2014 => 10:00 Saturday, March 08, 2014

Vehicles = 1,565
Posted speed limit = 30 mph,
Maximum = 33.5 mph, **Minimum** = 5.9 mph, **Mean** = 15.6 mph
85% Speed = 18.8 mph, **95% Speed** = 21.0 mph, **Median** = 15.9 mph
Variance = 14.26, **Standard Deviation** = 3.78 mph

Speed Bins (Partial days)

Speed	Bin	
0 - 5	0	0.0%
5 - 10	147	9.4%
10 - 15	454	29.0%
15 - 20	788	50.4%
20 - 25	154	9.9%
25 - 30	17	1.1%
30 - 35	5	0.3%
35 - 40	0	0.0%
40 - 45	0	0.0%

Site: a.) Atlanta Plaza Drive Westbound (west of Birdsong)
Filter time: 11:00 Monday, February 24, 2014 => 10:00 Saturday, March 08, 2014

Vehicles = 1,595
Posted speed limit = 30 mph, Exceeding = 0 (0.00%), Mean Exceeding = 0.00 mph
Maximum = 29.7 mph, **Minimum** = 5.4 mph, **Mean** = 14.4 mph
85% Speed = 17.7 mph, **95% Speed** = 19.5 mph, **Median** = 15.2 mph
Variance = 17.89, **Standard Deviation** = 4.23 mph

Speed Bins

Speed	Bin	
0 - 5	0	0.0%
5 - 10	281	17.6%
10 - 15	456	28.6%
15 - 20	780	48.9%
20 - 25	61	3.8%
25 - 30	18	1.1%
30 - 35	0	0.0%
35 - 40	0	0.0%
40 - 45	0	0.0%

Speed Statistics

Site: b.) Atlanta Plaza Drive Eastbound (west of E. Lake Road)
Filter time: 11:00 Monday, February 24, 2014 => 10:00 Saturday, March 08, 2014

Vehicles = 925
Posted speed limit = 30 mph,
Maximum = 36.6 mph, **Minimum** = 5.2 mph, **Mean** = 18.6 mph
85% Speed = 21.9 mph, **95% Speed** = 25.3 mph, **Median** = 18.3 mph
Variance = 15.14, **Standard Deviation** = 3.89 mph

Speed Bins

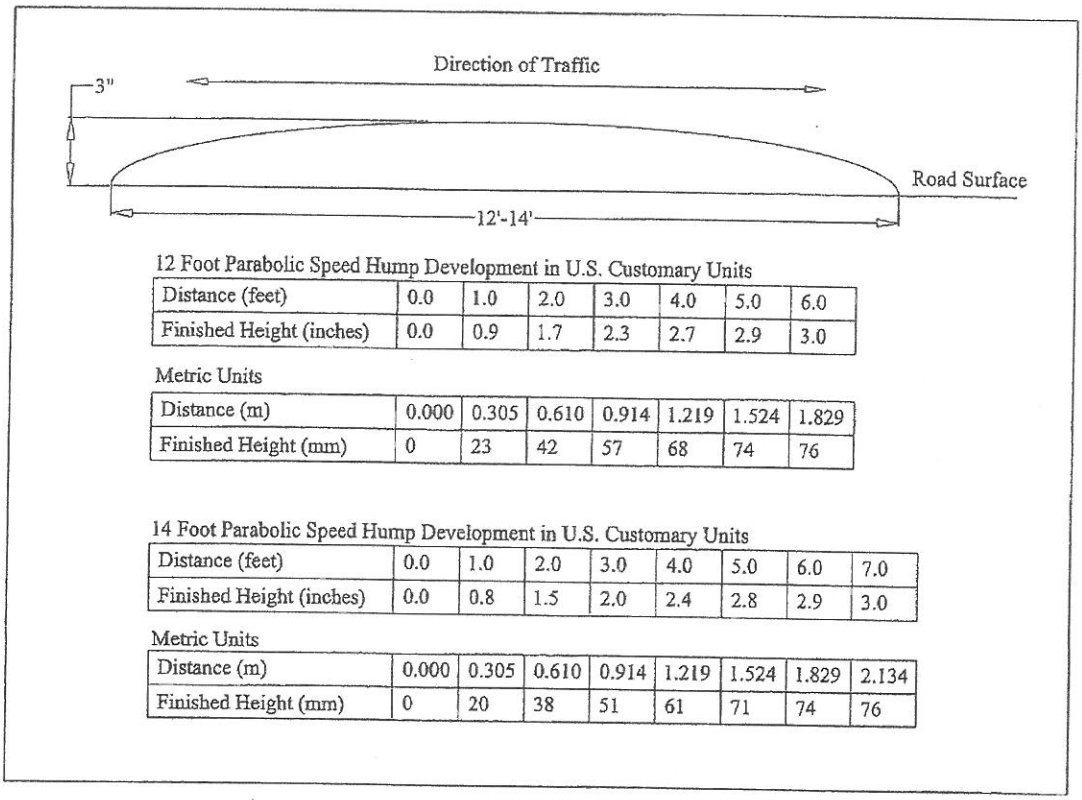
Speed	Bin	
0 - 5	0	0.0%
5 - 10	19	2.1%
10 - 15	88	9.5%
15 - 20	531	57.4%
20 - 25	235	25.5%
25 - 30	45	4.9%
30 - 35	5	0.5%
35 - 40	2	0.2%
40 - 45	0	0.0%
45 - 50	0	0.0%

Site: b.) Atlanta Plaza Drive Westbound (west of E. Lake Road)
Filter time: 11:00 Monday, February 24, 2014 => 10:00 Saturday, March 08, 2014

Vehicles = 827
Posted speed limit = 30 mph,
Maximum = 31.8 mph, **Minimum** = 5.7 mph, **Mean** = 17.4 mph
85% Speed = 20.4 mph, **95% Speed** = 23.3 mph, **Median** = 17.2 mph
Variance = 13.77, **Standard Deviation** = 3.71 mph

Speed Bins (Partial days)

Speed	Bin	
0 - 5	0	0.0%
5 - 10	42	5.1%
10 - 15	102	12.3%
15 - 20	528	63.9%
20 - 25	133	16.1%
25 - 30	20	2.4%
30 - 35	2	0.2%
35 - 40	0	0.0%
40 - 45	0	0.0%
45 - 50	0	0.0%



12 Foot Parabolic Speed Hump Development in U.S. Customary Units

Distance (feet)	0.0	1.0	2.0	3.0	4.0	5.0	6.0
Finished Height (inches)	0.0	0.9	1.7	2.3	2.7	2.9	3.0

Metric Units

Distance (m)	0.000	0.305	0.610	0.914	1.219	1.524	1.829
Finished Height (mm)	0	23	42	57	68	74	76

14 Foot Parabolic Speed Hump Development in U.S. Customary Units

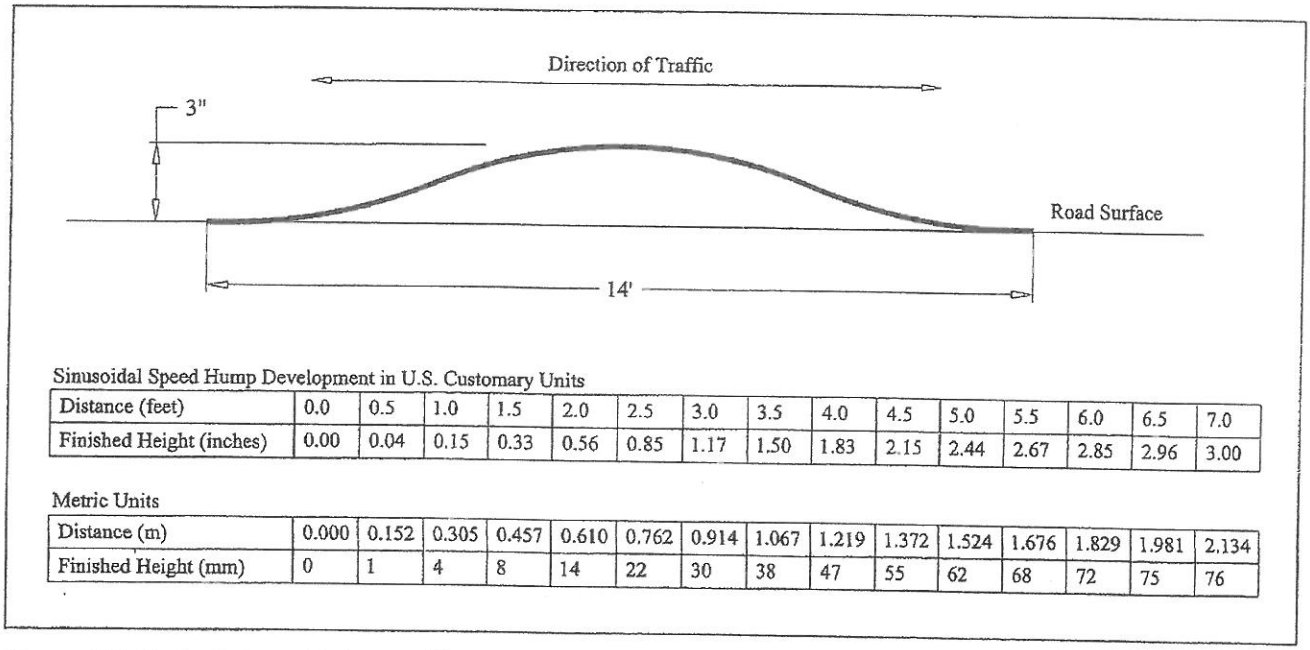
Distance (feet)	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0
Finished Height (inches)	0.0	0.8	1.5	2.0	2.4	2.8	2.9	3.0

Metric Units

Distance (m)	0.000	0.305	0.610	0.914	1.219	1.524	1.829	2.134
Finished Height (mm)	0	20	38	51	61	71	74	76

Figure 4.1. Typical parabolic speed hump.

Note: Not to scale



Sinusoidal Speed Hump Development in U.S. Customary Units

Distance (feet)	0.0	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5	7.0
Finished Height (inches)	0.00	0.04	0.15	0.33	0.56	0.85	1.17	1.50	1.83	2.15	2.44	2.67	2.85	2.96	3.00

Metric Units

Distance (m)	0.000	0.152	0.305	0.457	0.610	0.762	0.914	1.067	1.219	1.372	1.524	1.676	1.829	1.981	2.134
Finished Height (mm)	0	1	4	8	14	22	30	38	47	55	62	68	72	75	76

Figure 4.2. Typical sinusoidal speed hump.

Note: Not to scale

Several jurisdictions, such as Burr Ridge, Illinois, have begun development of modified speed humps (also called speed lumps) that include spaces in the speed hump specifically designed to accommodate the track width of emergency vehicles.

Some agencies use temporary rubber speed humps to gauge public response before permanent devices are considered.[118] Anchorage, Alaska uses temporary speed humps not only to reduce speed but also to show neighborhoods what a speed hump is prior to installing permanent speed humps. Temporary speed humps in Anchorage are installed in the spring for a maximum of six months and are removed before the first snowfall.

4.1.2 *Speed Tables*

Speed tables have gained widespread acceptance for use on residential collectors and, if needed, on emergency vehicle access routes or transit routes. Many jurisdictions use speed tables that are 3-in. (80-mm) high and that have either parabolic or sinusoidal approaches.

In general, 22-ft. (6.7-m) speed tables with a 10-ft. (3.1-m) plateau and 6-ft. (1.8-m) straight, sinusoidal, or parabolic approaches are recommended for installation on residential collectors where the desired operating speed is 30 mph (48 km/hr.). A vertical height of 3 in. (76 mm) (2.75-in. [70-mm] minimum and 3.5-in. [90-mm] maximum) is recommended for any speed table. A typical speed table with straight approaches is shown in Figure 4.3. A speed table with sinusoidal approaches is shown in Figure 4.4. A speed table with parabolic approaches is shown in Figure 4.5. Refer to Figure 4.1 for the development of a parabolic approach and Figure 4.2 for the development of a sinusoidal approach.

If speed humps are to be installed on emergency vehicle access routes or transit routes, the 22-ft. (6.7-m) speed table with a height of 3 in. (76 mm) is recommended.

Portland has a modified speed table called the split speed table, which was designed specifically for fire trucks. Additional information on split speed tables can be found in *Traffic Calming: State of the Practice.*[119]

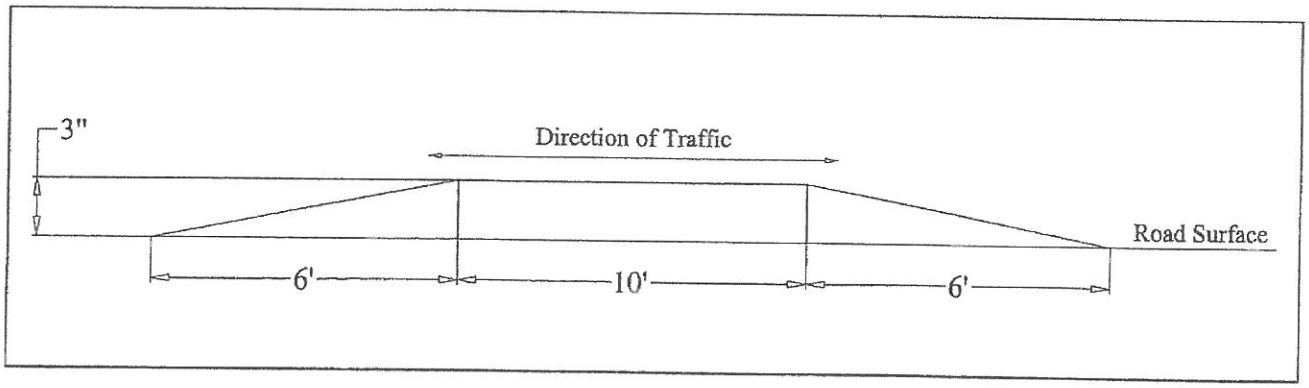
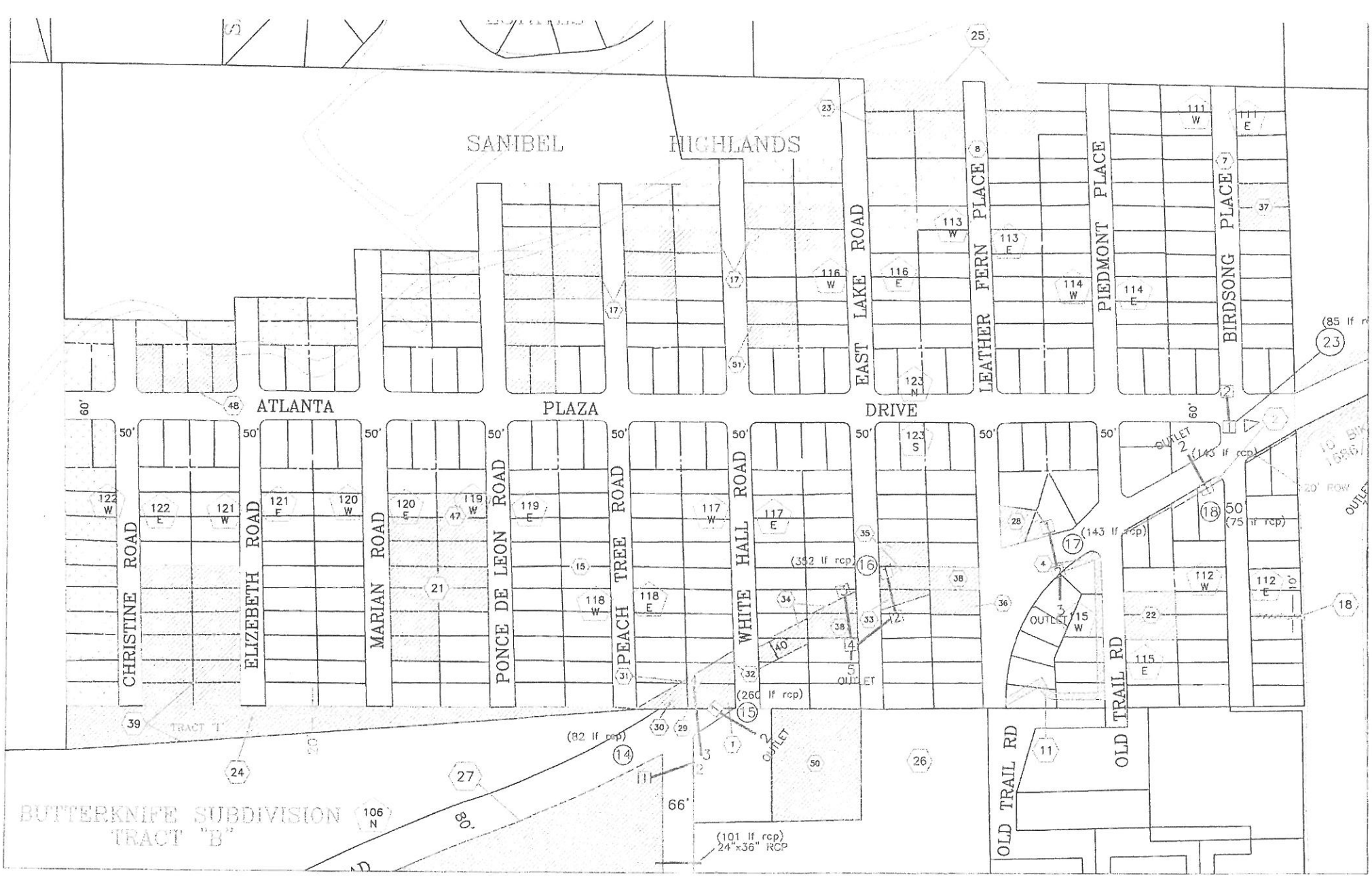


Figure 4.3. Typical straight approach speed table.
Note: Not to scale


SANIBEL HIGHLANDS
ATLANTA PLAZA DRIVE
CHRISTINE ROAD
ELIZEBETH ROAD
MARIAN ROAD
PONCE DE LEON ROAD
PEACH TREE ROAD
WHITE HALL ROAD
EAST LAKE ROAD
LEATHER FERN PLACE
PIEDMONT PLACE
BIRDSONG PLACE
OLD TRAIL RD
OLD TRAIL RD
BUTTERKNIFE SUBDIVISION TRACT "B"
TRACT "T"
OUTLET
(382 lf rcp)
(260 lf rcp)
(82 lf rcp)
(143 lf rcp)
(75 lf rcp)
(101 lf rcp) 24"x36" RCP
66'
80'
60'
50'

Bean, Whitaker, Lutz & Kareh, Inc.
13041 McGregor Boulevard
Fort Myers, Florida 33919-5910
email – fmoffice@bwlk.net
(Ph) 239-481-1331 (Fax) 239-481-1073

April 16, 2014

Atlanta Plaza Drive Area Residents

RE: Atlanta Plaza Drive
Traffic Calming Study

Dear Atlanta Plaza Drive Residents and Property Owners:

On Monday February 24th, 2014 an open house for residents to provide input on traffic issues relating to Atlanta Plaza Drive was held at Sanibel City Hall. Since that time we have been accepting public input at AtlantaPlazainfo@bwlk.net as well as gathering field data.

For those that have provided input, thank you for your time and effort. For those who have not, but still wish to provide input, please e-mail any comments regarding your concerns or observations about traffic issues or road conditions relative to Atlanta Plaza Drive to AtlantaPlazainfo@bwlk.net. We are requesting that any additional or final input be provided by April 25th, 2014. We will send you a notice when the final report is complete and scheduled to be presented to City Council.

Thank you for your time and consideration on this matter.

Very truly yours,

BEAN, WHITAKER, LUTZ & KAREH, INC.

Ahmad R. Kareh, P.E., M.S.C.E.
Vice-President

ARK/js

PRINCIPALS
SCOTT C. WHITAKER, PSM. PRESIDENT
JOSEPH L. LUTZ, PSM
AHMAD R. KAREH, PE, MSCE, VICE PRESIDENT

CONSULTING ENGINEERS - SURVEYORS AND MAPPERS - PLANNERS

ASSOCIATES:
JAMES A. HESSLER, PSM
CHRISTEN N. ALPEN, PSM
MUNIR R. SULEH, PE, M.S.E.E.

CITY OF SANIBEL

SIGN-IN SHEET: OPEN HOUSE

February 24, 2014, 8 am -1 pm and 4 pm -6:30 pm

Atlanta Plaza Traffic Calming Open House

No.	Name	Address	Telephone	Email Address
1	William W. Keeney	1717 Atlanta Plaz	410 404 5337	Keeneyarch@AOL.com
2	Aaron Fields	1657 Atlanta Plaza	239 898 4739	AADOC7@yahoo.com
3	Kim Wheeler + Paul	490 Christine Rd	239 472 3977	mangokpjc@embarqmail.com
4	Doug Cunfress	1054 Stathawk	239.472.5705	-
5	Monica Fields	1657 Atlanta Plaza Dr.	677-9077	mosunnydaze@gmail.com
6	Mollie Lassy	490 Marian Rd	472-1117	msrglassy@gmail.com
7	Richard G. Lassy	" " "	" "	" "
8	Ann Potter	1805 Atlanta Plaza Dr	395-1265	AnnP08@gmail.com
9	Nancy Smith	530 Leatherfer	472-5086	nancysmith153@net.com
10	Pat Gardner	1683 Atlanta Pl.	472-0879	N.A.
11	Myrt Kruschke	1682 Atlanta Pl	419-554-0151	—
12				
13				
14				
15				
16				
17				
18				
19				

CITY OF SANIBEL
SIGN-IN SHEET: OPEN HOUSE
February 24, 2014, 8 am -1 pm and 4 pm -6:30 pm
Atlanta Plaza Traffic Calming Open House

No.	Name	Address	Telephone	Email Address
39	Jim Stevens	545 Piedmont Rd	395-1806	
40	CLARENCE KURDTS	465 PONCE DE LEON	252-564-4629	SANDBOX285@AOL.com
41	Michael Lorraine Margolis	495 Peachtree Rd	395 1281	MjMargolis@AOL.com
42	Shawn Burks	531 Piedmont Rd	908 625 4613	sburkss@aol.com
43	Michael Valdes	531 Piedmont Rd	"	mhfval@aol.com
44	BRUCE ASPAZ	475 WHITE HALL	565-8917	MQQNEYES123@GMAIL.COM
45	[illegible]	460 Elizabeth Rd	472 4439	S66NC6me@aol.com
46	Elise Kennedy	545 Birdsong Pl.	472-4442	Ebcrocker@aol.com
47	Carol Kane	534 Piedmont Rd	472-1830	CAHYNES@AOL.COM
48	NANCYANN HARROD	499 Leather Fern PL	989-2159	nancyannharrod@gmail.com
49	Jim Jennings	9209 Kincaid Ct	395-1208	you have it
50	Charmaine YEADON	Ponce De Leon	472-1392	CNYEADON@YAHOO.COM
51				
52				
53				
54				
55				
56				
57				

Petition for Atlanta Plaza Drive February 1, 2012

PROPOSED STOP SIGN LOCATIONS

We/I endorse the proposed plan of five additional stop signs as shown on plan dated February 1, 2012 produced by William Keeney.

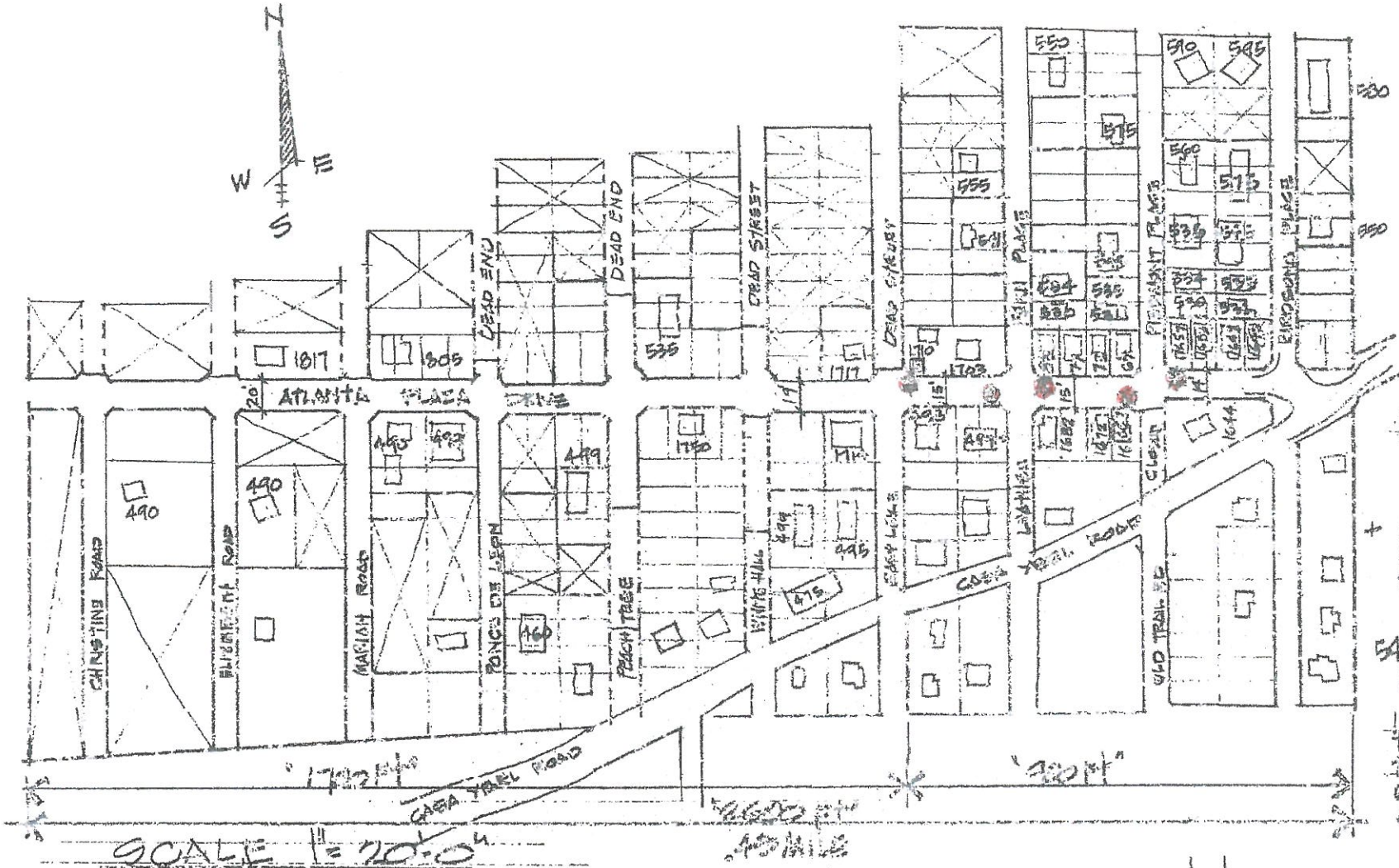
Name	Address	Phone #
William W. Keeney	1717 Atlanta Plaza	410-404-5337
Ray Walker	498 E Lake	850-4384
Sue Keeney	1717 Atlanta Plaza	410 404 5337
Jim Stevens	545 Piedmont Rd.	410-7126
Stacey Stevens	545 Piedmont Rd.	410-7105
James Lowry	530 Piedmont	239-472-1241
Jane Lowry	531 Piedmont	215 262 2870
[illegible] CAROL KANE	534 PIEDMONT	239 472-1830
Adrienne Greenfield	475 E. LAKE RD	239 634-2722
[illegible] Greenfield	475 East Lake Rd	239-634-2722
Pamela Murway	475 East Lake Rd	954-552-0256
[illegible] H. Nachtsheim	460 Elizabeth Rd	472-4439
[illegible] Nachtsheim	Ann Nachtsheim 460 Elizabeth	472-4439
[illegible] P.T. Wheeler	490 Christie Rd	472-3977
Connie & George Hays	1817 Atlanta Rd	847 212-2721
[illegible] D. Lowry	490 ~~[illegible]~~ Marian Rd	239-472-1117
Mary S. Lowry	490 Marian Rd	239-472-1117
[illegible] WILLIAM MILLS	1714 ATLANTA PLAZA	472-6711
[illegible]	1750 ATLANTA PLAZA	245-5593

Petition for Atlanta Plaza Drive February 1, 2012

PROPOSED STOP SIGN LOCATIONS

We/I endorse the proposed plan of five additional stop signs as shown on plan dated February 1, 2012 produced by William Keeney.

Print Name	Signature	Address	Phone #
MARK Ashton	[illegible]	480 PEACHTREE	401-965-2554
[illegible]	TAshton	480 Peachtree	401 338 3796
Paul Polite	[illegible]	1703 Atlanta Plaza	239-834-3770
Nancy Smith		530 Leather Fern	472-5086
[illegible]		550 Leather Fern	395-2355
* MYRTLE KLUSCHE	[illegible]	1682 ATLANTA PL	414 559 0151
BRIAN BAMRICK	[illegible]	1677 ATLANTA PLAZA	609 203 2715
Monica Fields	[illegible]	1657 Atlanta Plaza	677-9077
AARON Fields	[illegible]	1657 Atlanta Plaza	898-4729
Murry Lewis	[illegible]	1653 Atlanta Plaza	601-0220
Deborah Kunkel	[illegible]	1643 Atlanta Plaza	579-0688
WILLIAM H. REILL	[illegible]	531 BIRDSONG Pl.	
ALLEN H. WHITE	[illegible]	" "	"
CARL PLAYTER	[illegible]	" "	"
MARC DE CASTRO	[illegible]	545 BIRDSONG PL.	395-9698
[illegible]	[illegible]	530 Birdsong Pl	393-6934
* MARY JOS	[illegible]	1666 Atlanta Plaza Dr	579-0329
David JOS	D.N. Jos	1666 Atlanta Plaza Dr.	579-0329
Scott Schwartz	[illegible]	460 Ponce De Leon	472-8979



15 HOUSES @ 900 FT DRIVE WAY PAGE ATLANTA PLAZA.

+ 17 HOUSES ON LEATHER FERN PEDMONT PLACE

54 HOUSES TOTAL USE ATLANTA PLAZA.

INFORMATION FOR THIS PLAN PROVIDED BY CITY OF SANIBEL AND FIELD VISITS. BY ARCHITECT.

SCALE 1" = 20'-0"

⊗ = 5 ADDITIONAL "S"

STOP SIGN LOCATIONS

ALONG ATLANTA PLAZA DRIVE

PLAN to ACCOMPANY PETITION FOR ATLANTA PLAZA DRIVE PROPOSED "STOP SIGN LOCATIONS."

SHEET 1 of 1

FEB-1-2012

WILLIAM KEENEY

ARCHITECT MD.

From: Annie @ Soon Come Contract Hauling [mailto:dumpsterprincess@aol.com]
Sent: Wednesday, March 19, 2014 3:14 PM
To: AtlantaPlazainfo@bwlk.net; dumpsterprincess@aol.com
Subject: Letter of concern

Letter from Annie and Henry Nachtsheim

Addressing issue of Atlanta Plaza
Submitted by Annie and Henry Nachtsheim
460 Elizabeth Rd, Sanibel FL

To whom it may concern,
Thank you for holding the open meeting on February 24 at City Hall.
We were asked to back up our concerns with a letter. I hope I am not too late to submit. We left on the February 25 and were gone for 10 day to New Mexico.
We believe that the issue with Atlanta Plaza is a perceived problem. We have never seen anyone going much over 15 to 20 miles an hour in the area of concern, yet it seems faster. The road narrows thru the "front" of Atlanta Plaza, (which is Atanta Plaza off Casa Ybel to East Lake). Two cars can barely pass one another and we have seen one car stop as the other drives by, many times. Over time the original road has been overgrown. A great start would be to return Atlanta Plaza to its original size. Henry has built many of the roads in the Highlands. Building to the specification of the City of Sanibel a road must be 20 feet wide. It is obvious that portions of Atlanta Plaza do not meet this requirement.
Henry is a parent of 2 and a grandparent. We both love children and would not want anything to happen to a child. It is hurtful to be accused of being reckless and not caring.
We have never known anyone in the "back" (Atlanta Plaza from East Lake to Elizabeth Road) to have any ill will to those who live in the "front". This is very unfortunate and hopefully it will put to rest. The speed recorders were a great idea. I know it will show that we are not driving crazy in the "back".
Annie and Henry Nachtsheim

460 ER-1

From: sandbox285 <sandbox285@aol.com>
To: AtlanticPlazainfo <AtlanticPlazainfo@bwlk.net>
Sent: Fri, Mar 7, 2014 2:21 pm
Subject: Atlantic Plaza Traffic Calming

My name is Clarence Kurdts. My wife Patricia and I reside at 465 Ponce De Leon Road. I am writing this in response to the February 24th meeting at City Hall. Please allow us the following observations:

- There is currently no posted speed limit on Atlantic Plaza nor are there stop signs or other traffic controls. I assume that the speed limit therefore defaults to the Island wide speed limit of 30mph.

Although it is difficult to drive at that rate on this road, some neighbors manage to do so.

- The neighborhood is changing. It has attracted younger families with children. It is not unusual for both children and adults to ride their bicycles or go for walks on Atlantic Plaza. It would be alarming to implement traffic controls after an

accident occurs involving a child or an adult for that matter.

- This is a residential neighborhood. However, there is a significant amount of daily heavy commercial traffic travelling the length of Atlantic Plaza. I'm not sure what regulations apply in this case. However,

I would venture to guess that this creates additional wear and tear on the road as well as an increased hazard to walking and bicycling traffic on Atlantic Plaza.

Now that this issue has come to light we would like to see a reduced speed limit posted as well as strategically placed stop signs. All followed up by local enforcement.

Please let me know if you would like us to participate any further with regard to this issue. I can be contacted at this email address or by phone at 252-564-4629.

Clarence Kurdts

From: BRUCE CASPAR [mailto:mqqneyes123@gmail.com]
Sent: Friday, February 28, 2014 6:39 AM
To: AtlantaPlazainfo@bwlk.net; BRUCE CASPAR
Subject: Atlanta Plaza Improvments

Bruce Caspar 475 Whitehall 239.565.8917

RE: Improvements: Atlanta Plaza Dr.

1. Dust, The uncontrollable amount of dust in the dry season.
2. Man wholes, Elevation to high.
3. Slope/ Pitch, Is to radical forcing you to ride down the centerline.
4. Width, Too narrow for two cars to pass withoutÂ yielding the other.
5. Speed, Post the minimal speed allowable.

Remedy:
Lower the elevation of the Man wholes, or widen Atlanta Plaza Dr. to the full width of the easement reducing the slope & making it possible for two cars to pass in opposite direction without yielding one another.

Have two Sanibel Police Cruisers at opposite ends of Atlanta Plaza Dr. make a pass at 30 mph. I think all questions would be answered

475 WH-1

From: MJMARGOLIS [mailto:mjmargolis@aol.com]
Sent: Monday, February 24, 2014 10:28 PM
To: atlantaplazainfo@bwlk.net
Subject:

Attention: Keith Williams:

Thank you for allowing my wife and I to air our opinions and concerns about Atlantic Plaza and possible resolutions to concerns that have been raised about the current traffic on Atlantic Plaza.

To my understanding by previous action taken by the City of Sanibel when 480 and 485 Peachtree Road were build, Peachtree Road was closed as a through Street to Altanta Plaza leaving 3 homes of the 5 homes on Peachtree Road to use Casa Ybel as access .

If the City were to split Atlanta Plaza into separate access East and West and decided to reopen Peachtree Road, three significant and damaging events would occur:

A) The Landscaper from Elizabeth St and his Heavy equipment would have to make an extremely difficult sharp turn into Peachtree and subject all five homeowners to the noise of his equipment usually very early in the morning..

B) All homes on Peachtree Road would lose monetary property advantages of living on a dead end street.

C) Traffic from Middle Gulf Drive which currently comes onto Peachtree Road accidently on a regular basis would now go onto Atlantic Plaza and have to turnaround and come back out.

If the city does decide to split Atlanta Plaza into East and West access it would less damaging to the neighborhood to have access from Whitehall Street which only has one house on it and that is currently used as a commercial property of a landscaper with Heavy equipment. Additionally, not being diagonally across from Middle Gulf Drive will lessen the chance of accidental traffic going onto Atlantic Plaza.

Although my wife and I can not comment with firsthand knowledge of the traffic patterns of vehicles and pedestrians on Atlanta Plaza, it would seem to me that based upon the concerns that have been raised, the addition of some speed bumps on Atlantic Plaza would be the simplest and least upsetting to the neighborhood.

Thank you,

Michael and Lorraine Margolis
485 Peachtree Road
239 395-1281

485 PR-1

From: Paul & Kim Wheeler [mailto:mangokpje@embarqmail.com]
Sent: Thursday, February 27, 2014 7:58 AM
To: Atlantaplazainfo@bwlk.net
Subject: roadwork

Hello,

As a resident of the area I would like to see some landscaping or curves/islands placed in the roadway to both slow traffic and make the street more attractive. I think the rail straight superhighway aspect of Atlanta Plaza is VERY unattractive (not in keeping with the Sanibel aesthetic) as well as promotes speeding. I would also be fine with dividing the neighborhood in two with access to the rear half by one of the side streets. I would not like to see stop signs or speed bumps which are noisy to adjacent houses when trucks bump over them.They are also dangerous(especially to motorcycles) on a sand street , no matter how many warning signs , which are also unattractive, there are .They are simply not visible as they are not painted yellow, etc.

Paul and Kim Wheeler 490 Christine Rd Sanibel

490 CR-1

From: Mary Lassy [mailto:msrglassy@gmail.com]
Sent: Monday, February 24, 2014 3:33 PM
To: AtlantaPlazainfo@bwlk.net
Subject: Atlanta Plaza Traffic Calming Meeting 2/24/2014
From Mollie & Dick Lassy, 490 Marian Rd.:

1) Our end of Atlanta Plaza does not have much traffic. Residents drive under 20 mph. Visitors and delivery drivers (UPS & Fed X) exceed 20 mph. Most of the time the road is too rough to drive 20 mph. I drive between 10 & 15 mph. We always exit and enter Atlanta Plaza over East Lake. We avoid using the end of Atlanta Plaza at Casa Ebel.

2) We have walkers, bikers and people exercising their dogs. Occasionally, we see small children on bikes with adults. When a car goes by they are engulfed in road dust.

3) Dust is a problem. Mud is a problem every time it rains. The material added to roadway a couple years ago appears to have clay content. Dust sticks to cars and flies all over the place. When it rains, the material does not drain. Standing water forms and passing cars washout pot holes making the road very rough. The town grades the road frequently and also waters it when it is dry. These provide short term help. A material suitable apparently is no longer available.

4) The option for paving the road was discussed. Fairly distributing the assessment to residents will be difficult. Some people are on side streets and use very little of Atlanta Plaza and may not want to be involved. Cost of paving the entire roadway maybe prohibitive. Also, paving could bring more speed.

Road Conditions on Atlanta Plaza and East Lake

From: **Mary Lassy** (msrglassy@gmail.com)

Sent: Fri 4/18/14 9:39 PM

We attended your information session on Atlanta Plaza road conditions.

At this time we want to express our dissatisfaction on the way the City of Sanibel ignores the road conditions of this area. The main road needs to be graded and especially the side road of East Lake Drive. It is impossible with the type of material you have been putting on these once "shell" roads to keep smooth, but recently they are absolutely filled with potholes and washboard type areas. We all are suffering with the great amount of dust it creates. The only positive aspect is the speed limit is limited to 15 mph or you ruin your car!! I would appreciate it if they would grade more often if they continue to use the clay material.

Mollie Lassy, 490 Marian Road

490 MR-2

From: Larry Robbins [mailto:larry@robbinsllc.org]
Sent: Wednesday, March 12, 2014 9:52 AM
To: AtlantaPlazainfo@bwlk.net
Subject: Atlantic Plaza traffic Issue

To whom it is intended,

I have lived at the corner of Peachtree Rd and Atlanta Plaza for seven years and have witnessed the traffic flow during that time. It is absurd to suggest that neighbors in the subject Atlanta Plaza area drive anywhere near or exceed thirty miles per hour which I understand is the Atlanta Plaza Rd speed limit. This fact is currently being documented by the recorders. It is not to say that speeders don't occasionally get away with speeding on a Sanibel street but those types of occurrences as they relate to the Atlanta Plaza neighborhood traffic and far from the norm. Once the recordings are made public it would appear that the individuals making the speeding claims will eat some crow and at the same time they should question why they elected to occupy homes on country type gravel roads with no sidewalks and with a 30 mile an hour speed limit only to raise hell about neighbors that typically drive well under 25 miles per hour on a bumpy road that usually is very jarring should anyone not driving a tank attempt to go faster that that.

Regarding the comments made about the safty of children in the Atlanta Plaza roadway, please ask those commenters why the children are congregating in the traffic lanes of Atlanta Plaza Rd in the first place.I have witneessed many toddlers and their accompaning adults congregating in the traffic lanes with tiny bicycles and toysand the situation is getting worse as more children move into the area ,an obvious trend.These people in general appear to have total disregard for drivers and vehicles that travel on Atlanta Plaza as their rightful conveyance.Why they don'd stay out of the traffic lanes and to the side of the road is startiling.These same people seem to believe that the traffic lanes of Atlanta Plaza Rd are their recreation areas and vehicles be dammed.Hopefully the authorties will rein in these folks because Atlanta Plaza is at times an obsticle course for vehicles avioding the people and toys in the traffic lanes.

Respectfully,
Lawrence Robbins
499 Peachtree Rd
© 2014 Microsoft
Terms

499 PR-1

Thank you for taking the time to help assist the residents of the Atlanta Plaza Drive neighborhood in finding a solution to the potentially dangerous conditions imposed on the local pedestrian traffic. There have been too many close calls to continue to ignore the probability that one of our neighbors, pets or children may fall victim to these dangerous conditions.

In speaking with many of the residents, the concerns regarding Atlanta Plaza are the following:

- The entrance to Atlanta Plaza from Casa Ybel is currently designed as an off ramp and does not have the vehicle slow down to enter the neighborhood.
- Certain areas of Atlanta Plaza Drive are narrow, not wide enough to accommodate two vehicles and pedestrian traffic.
- Atlanta plaza is a long and straight road with no traffic calming solutions.
- The current speed limit of 30 mph is too fast for the current dangerous traffic conditions.

We have been asked to provide any possible solutions so that the City of Sanibel may be able to make the necessary traffic calming accommodations for the safety of our residents. As a group, here is what we suggest:

- Making the turn onto Atlanta Plaza a 90 degree turn so that the vehicles entering the road will be at a manageable pace when entering the neighborhood.

- Create an aesthetic break in Atlanta Plaza Drive somewhere between Piedmont and Leatherfern. We could have a path between the break to allow pedestrian and bike traffic to pass through. This break would reduce traffic coming through the full length of Atlanta Plaza Drive. This will also help to reduce speeds in the section of the neighborhood where the houses are closest together and the road is the narrowest.

We believe that these suggestions will slow down and reduce the vehicle traffic on Atlanta Plaza Drive and will have the result of keeping our neighborhood safer for pedestrians.

Thank you for your help in providing a safe community that allows a safe passage for our friends, neighbors, pets and children. We look forward to working with you to make these changes happen.

Name	Street address	Phone
Nancy Ann Harrod		
NANCY ANN HARROD	499 Leather Fern Pl.	989-2159
CHARLES DAVID HARROD	499 Leather Fern Pl	989-2347
Charles David Harrod		

499 LF-1

From: Caryn Rickel [mailto:cri1611553@aol.com]
Sent: Sunday, February 23, 2014 11:01 AM
To: Keith L. Williams
Subject: Re: Atlanta Plaza Traffic
Hi Keith,

I own a home on Atlanta Plaza, and would like your phone no to call you on Monday.

What is this notice I received in the mail ? Atlanta Plaza has no traffic, almost none?

Also we love the sand roads we have there. I prefer no changes, but haven't a clue what this notice is about.

I am concerned, that I do not understand what impact this will have ?

I am in Conn right now.

Thank you
Caryn Rickel

From: Keith L. Williams <Keith.Williams@mysanibel.com>
To: 'Caryn Rickel' <cri1611553@aol.com>
Sent: Tue, Feb 25, 2014 8:47 am
Subject: RE: Atlanta Plaza Traffic

Caryn,
Thank you for the email regarding Atlanta Plaza. I appreciate your thoughts and input. To give you background, the City has been approached by a few residents regarding the speed that vehicles are travelling down Atlanta Plaza. They feel that some action should be taken to address this.

The flyer you received is an invitation for all residents and property owners to provide their insight into the situation, as we know that not every resident/property owner will share in the opinion already expressed. At this time the City is only in the "information gathering" stage to see both what the prevailing opinion is in the neighborhood as well as to obtain some field data reflecting the true traffic conditions in the area.

In conclusion, I want to encourage you to please voice your opinion on this matter via the email address provided in the flyer: atlantaplazainfo@bwlk.net. Please include your thoughts that you provided in your email to me as well as any other opinions you may have relating to the topic.

Please feel free to contact me with any additional questions or concerns.

Regards,

Keith L. Williams II, PE
Public Works Director/City Engineer
City of Sanibel
239-472-6397
www.mysanibel.com

From: Caryn Rickel [mailto:cri1611553@aol.com]
Sent: Tuesday, February 25, 2014 10:13 AM
To: atlantaplazainfo@bwlk.net
Cc: Keith.Williams@mysanibel.com
Subject: Re: Atlanta Plaza Traffic Caryn Rickel - resident of Atlanta Plaza, Pls. incude my comment

To Whom this May Concern,
At first when we received this notice I began to worry we were losing our beloved sand roads on Atlanta Plaza, which we love. We love our sand roads, and would like to say Atlanta Plaza does not have a traffic problem !
This may be an "over reaction by a few".
I spend many weeks on Sanibel and work from the house there on Atlanta Plaza.
Not only is there no fast traffic, there virtually is no traffic.

In fact, just last month a baby alligator saw fit to sun himself on the hot sand during the mid morning hours. I do take a daily walk, around 4 pm and yes I did see one incident of a person perhaps returning home from work, going a bit fast. This could be the reference.

We do not need more signs !

A solution could be for the people who are complaining - trying to identify the person and perhaps a warning may be all that is needed.

Thank you for taking the time to help assist the residents of the Atlanta Plaza Drive neighborhood in finding a solution to the potentially dangerous conditions imposed on the local pedestrian traffic. There have been too many close calls to continue to ignore the probability that one of our neighbors, pets or children may fall victim to these dangerous conditions.

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Option 2 (the following combination)

- 3-way stop signs at APD and Piedmont, and a 4-way stop at APD and Leatherfern
- Significantly reduce the speed limit
- Create more access to Casa ybel on the west-end of the neighborhood. It would be especially helpful if Elizabeth Road could have direct access to Casa ybel so that the larger vehicles have direct access to their commercial destination. The weight of these large hauling trucks (carrying heavy loads like gravel, stones, etc.) make them difficult to brake quickly and are a consistent part of the traffic on APD.

We believe that these suggestions will slow down and reduce the vehicle traffic on Atlanta Plaza Drive and will have the result of keeping our neighborhood safer for pedestrians.

Thank you for your help in providing a safe community that allows a safe passage for our friends, neighbors, pets and children. We look forward to working with you to make change happen.

Name	Street address	Phone
James Lowry	530 PIEDMONT RD., SANIBEL	472-1241
Donna Lowry	530 PIEDMONT RD., SANIBEL	472-1241

530 PR-1

Thank you for taking the time to help assist the residents of the Atlanta Plaza Drive neighborhood in finding a solution to the potentially dangerous conditions imposed on the local pedestrian traffic. There have been too many close calls to continue to ignore the probability that one of our neighbors, pets or children may fall victim to these dangerous conditions.

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Name	Street address	Phone
Shawn Burke	531 Piedmont Rd	908 625 4613
Michael Valdes	531 Piedmont Rd	908 625 2701

531 PR-1

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Thank you for your help in providing a safe community that allows a safe passage for our friends, neighbors, pets and children. We look forward to working with you to make change happen.

Name	Street address	Phone
Glenn Carretta	531 Birdsong	850-929-6

I don't think it would pass the City - I'm for anything that would reduce traffic.

531 Bf-1

Atlanta Plaza Drive Calming

From: **Kevin Personal** (kjhjmh@yahoo.com)

Sent: Wed 4/23/14 8:42 PM

To: atlantaplazainfo@bwlk.net (atlantaplazainfo@bwlk.net)

Hello,

My name is Kevin Herzberg and I own a house at 534 Leather Fern Place.
I believe that there is NO need to have any traffic calming on Atlanta Plaza.
There is limited traffic and the road is not conducive to excessive speed since there are plenty of pot holes in the road.

Thank you for considering the input.

I can be contacted at 727-421-7487.

Sent from my iPad

534-LF-1

Thank you for taking the time to help assist the residents of the Atlanta Plaza Drive neighborhood in finding a solution to the potentially dangerous conditions imposed on the local pedestrian traffic. There have been too many close calls to continue to ignore the probability that one of our neighbors, pets or children may fall victim to these dangerous conditions.

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Name	Street address	Phone
Janice Manley	535 Piedmont Rd	570-637-1044

535 PR-1

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Name	Street address	Phone
[illegible]	538 PIEDMONT	239 850 8365
[illegible]	"	

538 PR-1

CITY OF SANIBEL
COMMENT FORM: OPEN HOUSE
February 24, 2014
ATLANTA PLAZA TRAFFIC CALMING OPEN HOUSE

Name: James L. Stevens	Telephone: 239-395-1806

Property Address: 545 Piedmont Rd
Sanibel FL. 33957

COMMENTS:

Slower Speeds
Stop Signs

545-PR-1

Thank you for taking the time to help assist the residents of the Atlanta Plaza Drive neighborhood in finding a solution to the potentially dangerous conditions imposed on the local pedestrian traffic. There have been too many close calls to continue to ignore the probability that one of our neighbors, pets or children may fall victim to these dangerous conditions.

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Name	Street address	Phone
Stacey Steven	545 Piedmont Rd	395-1806
James L Steven	"	"
Arthur Nuhn	"	"

545-PR-2

From: Snh930@aol.com [mailto:Snh930@aol.com]
Sent: Friday, March 07, 2014 1:06 PM
To: AtlantaPlazainfo@bwlk.net
Subject: Atlanta Plaza Traffic Calming Project

To whom this may concern,

Atlanta Plaza Traffic Calming Project

Please separate the neighborhoods at Leather Fern. This would eliminate all concerns.

Speed bumps and stop signs will not make a difference to someone that currently drives 35 miles per hour down a gravel road where children are playing.

Also, Soon Come is a company located at the WEST end of Atlanta Plaza on Elizabeth drive. This is a company with numerous dump trucks that drive down Atlanta Plaza from the Atlanta Plaza EAST entrance. Since the "traffic study strips" have been laid across the road, Henry (the owner of Soon Come) has instructed his drivers to exit Atlanta Plaza thru his other property located closer to the East Lake Entrance. Its a private property 5 feet **BEFORE** traffic study strips. His drivers are able to exit Atlanta Plaza (where he hung a kite for marking purpose) and drive through Bruce Caspers property onto Casa Ybel Road. How creative and sneaky.

Another creative and sneaky action has been the blocking of the Peachtree entrance into the neighborhood.
This was done simply by laying sod down across the road years ago.

Thank you in advance for doing whats right for the**TWENTY TWO** children that currently live off Atlanta Plaza. These children are all under the 8th grade.

Thank you,
Stacey Stevens
545 Piedmont Road
Sanibel Fl. 33957

545PR-3

Thank you for taking the time to help assist the residents of the Atlanta Plaza Drive neighborhood in finding a solution to the potentially dangerous conditions imposed on the local pedestrian traffic. There have been too many close calls to continue to ignore the probability that one of our neighbors, pets or children may fall victim to these dangerous conditions.

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Name	Street address	Phone
Robin L Nuccio	575 Birdsong Place	472-2910
Alexandra Nuccio	575 Birdsong Place	472-2910

575 BP-1

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Name	Street address	Phone
Nicole Y Hunter	590 Piedmont Rd	395-3884
J. Shawn Hunter	SANIBEL, FL 33957	

590 PR-1

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Idea - Instead of 90° turn, a speed bump where Atlanta Plaza pavement ends and dirt road and 9+children begin.

* Option 1 (the following combination)
  - Making the turn onto Atlanta Plaza a 90 degree turn so that the vehicles entering the road will be at a manageable pace when entering the neighborhood.
  - Create an aesthetic break in Atlanta Plaza Drive somewhere between Piedmont and Leatherfern. We could have a path between the break to allow pedestrian and bike traffic to pass through. This break could be a moveable gate if necessary for emergency vehicles. This break would reduce traffic coming through the full length of Atlanta Plaza Drive. This will also help to reduce speeds in the section of the neighborhood where the houses are closest together and the road is the narrowest.

Option 2 (the following combination)
- 3-way stop signs at APD and Piedmont, and a 4-way stop at APD and Leatherfern
- Significantly reduce the speed limit
- Create more access to Casa ybel on the west-end of the neighborhood. It would be especially helpful if Elizabeth Road could have direct access to Casa ybel so that the larger vehicles have direct access to their commercial destination. The weight of these large hauling trucks (carrying heavy loads like gravel, stones, etc.) make them difficult to brake quickly and are a consistent part of the traffic on APD.

We believe that these suggestions will slow down and reduce the vehicle traffic on Atlanta Plaza Drive and will have the result of keeping our neighborhood safer for pedestrians.

Thank you for your help in providing a safe community that allows a safe passage for our friends, neighbors, pets and children. We look forward to working with you to make change happen.

Name	Street address	Phone
Richard Kennedy	595 Birdsong Pl	472-4442
Elsie Kennedy	595 Birdsong Pl.	472-4442

595 BP-1

Thank you for taking the time to help assist the residents of the Atlanta Plaza Drive neighborhood in finding a solution to the potentially dangerous conditions imposed on the local pedestrian traffic. There have been too many close calls to continue to ignore the probability that one of our neighbors, pets or children may fall victim to these dangerous conditions.

In speaking with many of the residents, the concerns regarding Atlanta Plaza are the following:

- The entrance to Atlanta Plaza from Casa Ybel is currently designed as an off ramp and does not have the vehicle slow down to enter the neighborhood.
- Certain areas of Atlanta Plaza Drive are narrow, not wide enough to accommodate two vehicles and pedestrian traffic.
- Atlanta plaza is a long and straight road with no traffic calming solutions.
- The current speed limit of 30 mph is too fast for the current dangerous traffic conditions.

We have been asked to provide any possible solutions so that the City of Sanibel may be able to make the necessary traffic calming accommodations for the safety of our residents. As a group, here is what we suggest:

- Making the turn onto Atlanta Plaza a 90 degree turn so that the vehicles entering the road will be at a manageable pace when entering the neighborhood.

- Create an aesthetic break in Atlanta Plaza Drive somewhere between Piedmont and Leatherfern. We could have a path between the break to allow pedestrian and bike traffic to pass through. This break would reduce traffic coming through the full length of Atlanta Plaza Drive. This will also help to reduce speeds in the section of the neighborhood where the houses are closest together and the road is the narrowest.

We believe that these suggestions will slow down and reduce the vehicle traffic on Atlanta Plaza Drive and will have the result of keeping our neighborhood safer for pedestrians.

Thank you for your help in providing a safe community that allows a safe passage for our friends, neighbors, pets and children. We look forward to working with you to make these changes happen.

Name	Street address	Phone
Jaime Kjoller	1644 Atlanta Plaza Dr.	567-0430
Rob Kjoller	1644 Atlanta Plaza Dr.	567-0430

Monica,
Hope this isn't too late. Tried to speak with you but no one was home. We hope to buy this house so will become permanent neighbors who care. Thank you for doing this! Jaime

1644-APD-1

Thank you for taking the time to help assist the residents of the Atlanta Plaza Drive neighborhood in finding a solution to the potentially dangerous conditions imposed on the local pedestrian traffic. There have been too many close calls to continue to ignore the probability that one of our neighbors, pets or children may fall victim to these dangerous conditions.

We have been asked to provide any possible solutions so that the City of Sanibel may be able to make the necessary traffic calming accommodations for the safety of our residents. As a group, here is what we suggest:

Option 1 (the following combination)

Yes → • Making the turn onto Atlanta Plaza a 90 degree turn so that the vehicles entering the road will be at a manageable pace when entering the neighborhood.

Yes → • Create an aesthetic break in Atlanta Plaza Drive somewhere between Piedmont and Leatherfern. We could have a path between the break to allow pedestrian and bike traffic to pass through. This break could be a moveable gate if necessary for emergency vehicles. This break would reduce traffic coming through the full length of Atlanta Plaza Drive. This will also help to reduce speeds in the section of the neighborhood where the houses are closest together and the road is the narrowest.

Option 2 (the following combination) @

- 3-way stop signs at APD and Piedmont, and a 4-way stop at APD and Leatherfern
- Significantly reduce the speed limit 10-15 mph
- Create more access to Casa ybel on the west-end of the neighborhood. It would be especially helpful if Elizabeth Road could have direct access to Casa ybel so that the larger vehicles have direct access to their commercial destination. The weight of these large hauling trucks (carrying heavy loads like gravel, stones, etc.) make them difficult to brake quickly and are a consistent part of the traffic on APD.

Yes! Very Important

We believe that these suggestions will slow down and reduce the vehicle traffic on Atlanta Plaza Drive and will have the result of keeping our neighborhood safer for pedestrians.

Thank you for your help in providing a safe community that allows a safe passage for our friends, neighbors, pets and children. We look forward to working with you to make change happen.

Name	Street address	Phone
Ken McDowell	1653 Atlanta Plaza	440-4129
LaVon DeLisle	"	443-9089

1653 APD-1

From: Cathie Lewis [mailto:cathie.lewis@yahoo.com]
Sent: Monday, February 24, 2014 7:57 PM
To: atlantaplazainfo@bwlk.net

Subject: Traffic Calming on Atlanta Plaza
I was unable to attend either meeting today and spoke with Keith Williams regarding this last week. I believe if the neighborhood is concerned about high vehicle speed along the roadway, perhaps posting speed limit signs and back it up with enforcement.

****

1653 APO-2

Thank you for taking the time to help assist the residents of the Atlanta Plaza Drive neighborhood in finding a solution to the potentially dangerous conditions imposed on the local pedestrian traffic. There have been too many close calls to continue to ignore the probability that one of our neighbors, pets or children may fall victim to these dangerous conditions.

We have been asked to provide any possible solutions so that the City of Sanibel may be able to make the necessary traffic calming accommodations for the safety of our residents. As a group, here is what we suggest:

Option 1 (the following combination)

- Making the turn onto Atlanta Plaza a 90 degree turn so that the vehicles entering the road will be at a manageable pace when entering the neighborhood.
- Create an aesthetic break in Atlanta Plaza Drive somewhere between Piedmont and Leatherfern. We could have a path between the break to allow pedestrian and bike traffic to pass through. This break could be a moveable gate if necessary for emergency vehicles. This break would reduce traffic coming through the full length of Atlanta Plaza Drive. This will also help to reduce speeds in the section of the neighborhood where the houses are closest together and the road is the narrowest.

Option 2 (the following combination)

- 3-way stop signs at APD and Piedmont, and a 4-way stop at APD and Leatherfern
- Significantly reduce the speed limit
- Create more access to Casa ybel on the west-end of the neighborhood. It would be especially helpful if Elizabeth Road could have direct access to Casa ybel so that the larger vehicles have direct access to their commercial destination. The weight of these large hauling trucks (carrying heavy loads like gravel, stones, etc.) make them difficult to brake quickly and are a consistent part of the traffic on APD.

We believe that these suggestions will slow down and reduce the vehicle traffic on Atlanta Plaza Drive and will have the result of keeping our neighborhood safer for pedestrians.

Thank you for your help in providing a safe community that allows a safe passage for our friends, neighbors, pets and children. We look forward to working with you to make change happen.

Name	Street address	Phone
Monica Fields	1657 Atlanta Plaza Drive	877-9077
Aaron Fields, DC.	" "	898-4729

1657 APD-1

From: aaron5county@gmail.com [mailto:aaron5county@gmail.com] **On Behalf Of** Aaron Fields
Sent: Monday, March 24, 2014 8:37 AM
To: atlantaplazainfo@bwlk.net; keith.williams@mysanibel.com
Cc: mosunnydazesanibel .
Subject: Re: Atlanta Plaza

To all concerned,
I had sent over an email dated March 14th with numerous letters attached from concerned residents of the Atlanta Plaza Community. I did not yet receive response or confirmation of that email with the attached letters. I have now attached an additional letter that was not included in the original email. Please confirm receipt of both emails or please let me know if the email dated March 14 was not received and I will resend it immediately.

Thank you again for your diligence in this matter. We appreciate your efforts to make the community safer for the families/children of the Atlanta Plaza Community.

Aaron Fields

CHECK FOR MOST CURRENT

On Fri, Mar 14, 2014 at 8:52 AM, Aaron Fields <aaron@advancesolar.com>wrote:
Thank you for taking the time to study the possible traffic calming solutions for the safety of the residents of the Atlanta Plaza neighborhood. We know that there have been many directions discussed to slow the traffic down. A number of residents are deeply concerned about this issue and have signed the attached letters so that we may have a unified voice on the solutions that we feel would be best for the community in which we live. Thank you again for accepting our input and we look forward to the changes that will result in a safer community especially for the 23 children that live here.

Please contact me if you have any questions. Best regards, Aaron Fields

From: aaron5county@gmail.com [mailto:aaron5county@gmail.com] **On Behalf Of** Aaron Fields
Sent: Monday, March 31, 2014 1:35 PM
To: atlantaplazainfo@bwlk.net; keith.williams@mysanibel.com
Cc: mosunnydazesanibel .
Subject: Re: Atlanta Plaza

Attached is another statement from a family of the Atlanta Plaza Community.

Thank you, Aaron Fields

On Fri, Mar 14, 2014 at 8:52 AM, Aaron Fields <aaron@advancesolar.com>wrote:
Thank you for taking the time to study the possible traffic calming solutions for the safety of the residents of the Atlanta Plaza neighborhood. We know that there have been many directions discussed to slow the traffic down. A number of residents are deeply concerned about this issue and have signed the attached letters so that we may have a unified voice on the solutions that we feel would be best for the community in which we live. Thank you again for accepting our input and we look forward to the changes that will result in a safer community especially for the 23 children that live here.

Please contact me if you have any questions. Best regards,
Aaron Fields

1657 APP-2

From: aaron5county@gmail.com [mailto:aaron5county@gmail.com] On Behalf Of Aaron Fields
Sent: Friday, March 14, 2014 8:53 AM
To: atlantaplazainfo@bwlk.net; keith.williams@mysanibel.com
Cc: mosunnydazesanibel .
Subject: Atlanta Plaza

Thank you for taking the time to study the possible traffic calming solutions for the safety of the residents of the Atlanta Plaza neighborhood. We know that there have been many directions discussed to slow the traffic down. A number of residents are deeply concerned about this issue and have signed the attached letters so that we may have a unified voice on the solutions that we feel would be best for the community in which we live. Thank you again for accepting our input and we look forward to the changes that will result in a safer community especially for the 23 children that live here.

Please contact me if you have any questions.

Best regards,
Aaron Fields

From: aaron5county@gmail.com [mailto:aaron5county@gmail.com] **On Behalf Of** Aaron Fields
Sent: Monday, April 07, 2014 11:51 PM
To: atlantaplazainfo@bwlk.net; keith.williams@mysanibel.com
Subject: Re: Atlanta Plaza

To all concerned,

I just wanted to follow up and see how the traffic evaluation is progressing. I would be grateful for any updates and information on any future public meetings.

We appreciate your efforts.

Sincerely,
Aaron Fields

On Mon, Mar 31, 2014 at 1:34 PM, Aaron Fields <aaron@advancesolar.com>wrote:
Attached is another statement from a family of the Atlanta Plaza Community.

Thank you, Aaron Fields

On Fri, Mar 14, 2014 at 8:52 AM, Aaron Fields <aaron@advancesolar.com>wrote:
Thank you for taking the time to study the possible traffic calming solutions for the safety of the residents of the Atlanta Plaza neighborhood. We know that there have been many directions discussed to slow the traffic down. A number of residents are deeply concerned about this issue and have signed the attached letters so that we may have a unified voice on the solutions that we feel would be best for the community in which we live. Thank you again for accepting our input and we look forward to the changes that will result in a safer community especially for the 23 children that live here.

Please contact me if you have any questions.

Best regards,

Aaron Fields
(239) 939-7446

1657 APO-3

Thank you for taking the time to help assist the residents of the Atlanta Plaza Drive neighborhood in finding a solution to the potentially dangerous conditions imposed on the local pedestrian traffic. There have been too many close calls to continue to ignore the probability that one of our neighbors, pets or children may fall victim to these dangerous conditions.

We have been asked to provide any possible solutions so that the City of Sanibel may be able to make the necessary traffic calming accommodations for the safety of our residents. As a group, here is what we suggest:

Option 1 (the following combination)

- Making the turn onto Atlanta Plaza a 90 degree turn so that the vehicles entering the road will be at a manageable pace when entering the neighborhood.
- Create an aesthetic break in Atlanta Plaza Drive somewhere between Piedmont and Leatherfern. We could have a path between the break to allow pedestrian and bike traffic to pass through. This break could be a moveable gate if necessary for emergency vehicles. This break would reduce traffic coming through the full length of Atlanta Plaza Drive. This will also help to reduce speeds in the section of the neighborhood where the houses are closest together and the road is the narrowest.

Option 2 (the following combination)

- ✓ 3-way stop signs at APD and Piedmont, and a 4-way stop at APD and Leatherfern
- Significantly reduce the speed limit – 15 mph ?
- ✓ Create more access to Casa ybel on the west-end of the neighborhood. It would be especially helpful if Elizabeth Road could have direct access to Casa ybel so that the larger vehicles have direct access to their commercial destination. The weight of these large hauling trucks (carrying heavy loads like gravel, stones, etc.) make them difficult to brake quickly and are a consistent part of the traffic on APD.

We believe that these suggestions will slow down and reduce the vehicle traffic on Atlanta Plaza Drive and will have the result of keeping our neighborhood safer for pedestrians.

Thank you for your help in providing a safe community that allows a safe passage for our friends, neighbors, pets and children. We look forward to working with you to make change happen.

Name	Street address	Phone
D. M. Jos	1666 APD	917-596-3548
M. W. Jos	✓	✓

1666 APD-1

Thank you for taking the time to help assist the residents of the Atlanta Plaza Drive neighborhood in finding a solution to the potentially dangerous conditions imposed on the local pedestrian traffic. There have been too many close calls to continue to ignore the probability that one of our neighbors, pets or children may fall victim to these dangerous conditions.

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Option 2 (the following combination)

- 3-way stop signs at APD and Piedmont, and a 4-way stop at APD and Leatherfern
- Significantly reduce the speed limit
- Create more access to Casa ybel on the west-end of the neighborhood. It would be especially helpful if Elizabeth Road could have direct access to Casa ybel so that the larger vehicles have direct access to their commercial destination. The weight of these large hauling trucks (carrying heavy loads like gravel, stones, etc.) make them difficult to brake quickly and are a consistent part of the traffic on APD.

We believe that these suggestions will slow down and reduce the vehicle traffic on Atlanta Plaza Drive and will have the result of keeping our neighborhood safer for pedestrians.

Thank you for your help in providing a safe community that allows a safe passage for our friends, neighbors, pets and children. We look forward to working with you to make change happen.

Name	Street address	Phone
Mr Marvin Rookie Bradley	1673 Atlanta plaza	472-3376
Bonny Bradley	" "	239-822-1989
		822-1938

1673 APD-1

Thank you for taking the time to help assist the residents of the Atlanta Plaza Drive neighborhood in finding a solution to the potentially dangerous conditions imposed on the local pedestrian traffic. There have been too many close calls to continue to ignore the probability that one of our neighbors, pets or children may fall victim to these dangerous conditions.

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X Option 2 (the following combination)

- 3-way stop signs at APD and Piedmont, and a 4-way stop at APD and Leatherfern
- Significantly reduce the speed limit
- Create more access to Casa ybel on the west-end of the neighborhood. It would be especially helpful if Elizabeth Road could have direct access to Casa ybel so that the larger vehicles have direct access to their commercial destination. The weight of these large hauling trucks (carrying heavy loads like gravel, stones, etc.) make them difficult to brake quickly and are a consistent part of the traffic on APD.

We believe that these suggestions will slow down and reduce the vehicle traffic on Atlanta Plaza Drive and will have the result of keeping our neighborhood safer for pedestrians.

Thank you for your help in providing a safe community that allows a safe passage for our friends, neighbors, pets and children. We look forward to working with you to make change happen.

Name	Street address	Phone
Myrtle Krusine	1682 Atlanta Plaza	395-3509

1682 APD-1

Thank you for taking the time to help assist the residents of the Atlanta Plaza Drive neighborhood in finding a solution to the potentially dangerous conditions imposed on the local pedestrian traffic. There have been too many close calls to continue to ignore the probability that one of our neighbors, pets or children may fall victim to these dangerous conditions.

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- → Create an aesthetic break in Atlanta Plaza Drive somewhere between Piedmont and Leatherfern. We could have a path between the break to allow pedestrian and bike traffic to pass through. This break could be a moveable gate if necessary for emergency vehicles. This break would reduce traffic coming through the full length of Atlanta Plaza Drive. This will also help to reduce speeds in the section of the neighborhood where the houses are closest together and the road is the narrowest.

Option 2 (the following combination)

- 3-way stop signs at APD and Piedmont, won't work and a 4-way stop at APD and Leatherfern
- Significantly reduce the speed limit won't work
- → Create more access to Casa ybel on the west-end of the neighborhood. It would be especially helpful if Elizabeth Road could have direct access to Casa ybel so that the larger vehicles have direct access to their commercial destination. The weight of these large hauling trucks (carrying heavy loads like gravel, stones, etc.) make them difficult to brake quickly and are a consistent part of the traffic on APD.

We believe that these suggestions will slow down and reduce the vehicle traffic on Atlanta Plaza Drive and will have the result of keeping our neighborhood safer for pedestrians.

Thank you for your help in providing a safe community that allows a safe passage for our friends, neighbors, pets and children. We look forward to working with you to make change happen.

Name	Street address	Phone
Francis C Gardner	1683 ATLANTA PLAZA DRIVE	472-0879
Cheri Lee	1683 Atlanta Plaza DR.	472-0879
Pat Gardner	" " " "	" "

The break would need to be past Leatherfern up to East Lake. We are on the corner of Leatherfern + ATL. PL. & get awful dust when they speed.

1683APD-1

Atlanta Plaza Recommendations

From: **Paul Politte** (pfpolitte@aol.com)

Sent: Fri 4/25/14 2:04 PM

To: AtlantaPlazainfo@bwlk.net

Here are my recommendations:

1. 1. Open Elizabeth drive to Casa Ybel. This would give the Landscaping and equipment trucks ready access to Casa Ybel and eliminate the need for them travel go the entire length of Atlanta Plaza to exit. This should greatly reduce dust and road maintenance.

2. 2. Close Atlanta Plaza to through traffic between Eastlake and Leatherfern. leave a bike path and/ or walking path between them.

3. 3. Also consider completing one other road to Casa Ybel. I would recommend either Ponce De Leon, Peachtree or Whitehall. That would provide an alternate, quick outlet to the residents and businesses located west of Eastlake. The faster you can access Casa Ybel the less dust in the neighborhood and less maintenance on Atlanta Plaza .

These roads are about as rough as I've seen them. The dust is almost intolerable and I would think dangerous for kids to be breathing it all the time. I'm as concerned about dust and pot hole control as much as traffic control . There must be some sort of gravel or shell that can be used rather that pure dirt?????

Thanks for your help. Looking forward to your report....

Paul Politte

1703 Atlanta Plaza Dr.

1703 APD-1

Petition for Atlanta Plaza Drive February 1, 2012

PROPOSED STOP SIGN LOCATIONS ON ATLANTA PLAZA DRIVE

Analysis Atlanta Plaza (A.P.) Drive is straight for 2,600 linear feet or .43 mile with a 50' Right of Way that dead-ends at the West end of the street.

Atlanta Plaza Drive runs East to West and has two distinct sections. The older East end is 900' long, has smaller non-conforming (grandfathered) homes close to the road and smaller 50' lots. The road-bed width is 14' to 15' wide.
West end is 1,700' long, has larger homes, greater setbacks and larger lots. The road-bed width is 19' to 21' wide

Reason: Current speed limit of 30 mph is excessive for East end properties on Atlanta Plaza Drive for safety reasons .

The proposed five stop signs would produce safer traffic in a congested area, reduce overall traffic on the East end and produce safer results.

The A.P. Drive width on the East end is 5 to 6 feet (14'/15') narrower than the West end at 19 to 21 feet. This reduced width increases the danger of walking on the street. Walking school children and walking dogs can be especially dangerous. Please note that there are no alternative paths for walking except on the street and safety in this area is and has been a concern.

Combining this fact with the smaller, non-conforming setbacks of the older properties compounds the problem.

West end traffic would most likely use East Lake Street to get to Casa Ybel to avoid these stop signs and bypass the Eastern end of Atlanta Plaza Drive. As a result traffic on the Eastern end would be decreased, an added safety feature.

There have been rumors to block the street by installing a swing gate or a Rotary separating the A.P. Drive, East from West. The community wishes that neither of these solutions be employed.

Petition We here-by Petition the City of Sanibel to provide and install **five new Stop Signs** to shorten the Atlanta Plaza from 2600 feet to 1700 feet. This 900 feet reduction would allow the neighbors and kids to walk this street with their dogs in comfort by lowering traffic.

We as a community think the above is a viable safety solution to our problem. This allows the neighborhood to remain united. We do not wish to segregate the East from the West with any physical barriers.

Occupants of Atlanta Plaza Drive.
See attached Site Plan for sign locations and Petition signed by home owners.

Sanibel City Council

Petition for Atlanta Plaza Drive February 1, 2012

Canvas: results for the PROPOSED STOP SIGNS

54 houses use Atlanta Plaza Drive

East End has 37 homes that use Atlanta Plaza Dr., canvassed 25 houses.
22 houses signed the petition, 12 vacant/for sale or not in residence.
2 houses agreed with petition, would not sign because conflict of interest.
1 house passed on signing but did not disagree.
100% agreed as canvassed, 67% of the total houses agreed.

West end has 17 houses that use Atlanta Plaza Dr., canvassed 11 houses.
11 houses signed the petition, 6 houses vacant/for sale or not in residence.
100% agreed as canvassed, 68% of the total houses agreed.

100% of houses canvassed agreed and 98% signed the petition.

Comments from homeowners;

1. I **don't think** the homeowners are exceeding the 30 mph limit, it's the service people in their trucks doing 25 mph.
2. I do about 22 mph on the West end and slow to 17 mph on the East end.
3. I can't walk my dog on the road (East end), too dangerous.

4. I worry about the kids safety at bus time, so I meet them at the stop when I can.
5 "O" yes, I have been yelled at more than once doing 17 mph, I think it's a safety thing.
6. It is too dangerous to walk my dad down that part of the street (East end).
7. I agree with the stop signs, all 5 of them and they should help, but nothing else.
8. No road widening or paving, leave the gravel road.
9. Thank God some one is trying to do something. Came here in the 1982, quiet street then, they built out the other (West) end, lots of traffic now.

End

Every house had a comment about safety. All were glad to sign the petition and wished me good luck.

I thank the City Council for consideration on the above suggestions. I will be available to answer questions regarding the information contained in this petition.

William W. Keeney, Architect in Md., Pa., WVa., Del. and Va.
1717 Atlanta Plaza Drive, Sanibel Island, Fl 33957 410-404-5337 24/7

CITY OF SANIBEL

COMMENT FORM: OPEN HOUSE

February 24, 2014

ATLANTA PLAZA TRAFFIC CALMING OPEN HOUSE

Name	Telephone

COMMENTS:

William W. Kenney

Comments on

Yellow Sheet.

1117 A00-3

Comments by William Keeney

① Health, Safety & Welfair.

② Code is Broken down to cover many Situations.

Support.
guidance Read last Sentence
option Read last Sentance

Option "D" "Read."

Road is Not a "TO" Code or Meets the Code back Requirements 50' ROW. - 15th street

Code assumes Road is paved.

This Long Road Development.

Case Yes bel. Road. split Sambel Highlands
and Created 1/2 mile Road.
East end w/ 50 Row
West end w/ 60 Row.

Temporary Stop Sign Place meant to see
Revisit in a year. Maybe 3 signs.

1717 APD-4

All due Respect to all envolved.
Commond Sence has to prevale.

I don't want to see any Kid
crunched under Some ones wheels.
We have enough problems on this island
with tourists who think they always
have the right of way.

There Rental units with Kids, Young
Kids and bikes pulling Kids in carts.

We have Discussed Speed hunt signs.
Slow children at play
a gate
Speed Hump - gravel road

It is not our fault, this has been a
problem for at least 17 years by the developer.

the 40 people who signed the petition
Think the stop signs are the answer.

One Elderly resident & her daugther set me
down and said be careful what you ask for
you may not like what you get.

~~I and 40 residences believe the stop signs~~

I have given you from the code ammination.
and call on you to help solve our problem

Section 2C.60 Shared thru Road W16-1P

W11-15

--
From: jobmost@aol.com [mailto:jobmost@aol.com]
Sent: Tuesday, February 25, 2014 9:05 AM
To: Keith.williams@mysanibel.com
Cc: atlantaPlazainfo@bwlk.net
Subject: Atlanta Plaza Traffic Calming Open House / Sanibel Highlands Neighbourhoods

Keith,

I am living in Germany and received an invitation re to a meeting about Atlanta Plaza Traffic in the City Hall on 24th Februray, 2014. I am owner of a property there (Marian Road), but was unable to participate in the discussions.

Therefore, please would you provide me some details about this issue and ongoings planned. Many Thanks in advance.

Andreas Jung

Keith L. Williams

From: Keith L. Williams
Sent: Tuesday, February 25, 2014 1:55 PM
To: 'jobmost@aol.com'
Subject: RE: Atlanta Plaza Traffic Calming Open House / Sanibel Highlands Neighbourhoods

Andreas,

Thank you for your email. The City has been contacted by some residents on Atlanta Plaza regarding the speed of vehicles travelling down the roadway. As a result, we are gathering field data including traffic counts and speed analysis. Additionally, we opted to solicit input via email or the open house from residents and property owners regarding their opinion of the current conditions of traffic on Atlanta Plaza.

Please feel free to contribute via the email provided on the flyer your thoughts on the situation. If you feel that nothing is wrong, or don't wish to see anything changed, please reflect this in your email; conversely, if you do wish to see any issues addressed, now would be the opportune time to bring them to the City's attention.

Thanks for your time and we look forward to hearing from you at atlantaplazainfo@bwlk.net

Regards,

Keith L. Williams II, PE
Public Works Director/City Engineer
City of Sanibel
239-472-6397
www.mysanibel.com

-----Original Message-----
From: jobmost@aol.com [mailto:jobmost@aol.com]
Sent: Tuesday, February 25, 2014 9:05 AM
To: Keith L. Williams
Cc: atlantaPlazainfo@bwlk.net
Subject: Atlanta Plaza Traffic Calming Open House / Sanibel Highlands Neighbourhoods

Keith,

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Therefore, please would you provide me some details about this issue and ongoings planned. Many Thanks in advance.

Andreas Jung