

# A Better Hammond Drive: How a Road Project Could Become A Neighborhood Asset

## Neighborhood Input Report

February 20, 2019

### **Overview**

The City of Sandy Springs hosted a Neighborhood Input Meeting on Feb. 20, 2019, at City Springs. Approximately 100 neighbors from the Glenridge Hammond neighborhood attended. Participants considered two questions about a possible road project involving Hammond Drive between Glenridge Road and Hammond Drive: What are your concerns about a project that would redesign Hammond Drive? And what could be done to make this project a neighborhood asset?

The answers to both questions (“concerns” and “hopes”) were clustered in five broad areas:

**Safety:** There were concerns that a redesigned Hammond Drive would make it more difficult to walk or ride a bike along or across the road. The hope was that a redesigned Hammond Drive would incorporate ample sidewalks and bike lanes, and that planners would find a way to make it easier to cross Hammond on foot or by bike.

**Quality of life:** There were concerns that a redesigned Hammond Drive would be a noisy, unattractive road which would sacrifice too many trees in its new form. It was hoped that a redesigned Hammond Drive would include “wow me” green spaces; attractive and effective screening for nearby homes; new parks or pools; and perhaps the burying of utilities underground.

**Neighborhood cohesion:** There were concerns that a redesigned Hammond Drive would result in the neighborhood being further divided than it is today, because it

might become harder to cross on foot by bike or in a car. The hope was there would be an innovative way to easily cross Hammond. (Suggestions included a pedestrian/cyclist bridge or tunnel.)

**Access:** There were concerns that a redesigned Hammond Drive would open the door for more cut-through traffic, while making it harder for residents of Glenridge Hammond to enter and leave their neighborhood on Hammond. The hope is that, in its plans, the city could find new ways of limiting cut-through traffic, while making it easier for residents to use Hammond Drive.

**Neighborhood appeal:** In general, many worried that a redesigned Hammond Drive would damage the appeal of the neighborhood (and reduce property values). Residents hoped that by making some of the improvements listed above, the neighborhood might become even more appealing—and that property values would appreciate.

**Three other concerns** were shared by a number of people in the room:

- That the redesign of Hammond Drive would not take into account other major road projects, such as the I-285/Georgia 400 improvements, and the impact those projects will have on traffic in the Hammond Drive Corridor.
  - In a related area, one citizen asked if a redesigned Hammond Drive might not cause even more congestion at the intersection with Roswell Road.
- That the need for improvements to Hammond Drive has not been sufficiently documented. “Is (this) project really needed,” one citizen asked.
- That, despite this meeting’s intentions, city planners and project consultants would not pay attention to what the citizens said. It was voiced as a concern “that (this) process is not genuine, that there is already a plan in mind.”

### ***Meeting process***

The Neighborhood Input Meeting began with a welcome from City Council Member Chris Burnett, whose district includes portions of the Glenridge Hammond neighborhood, and Bob Lepping, president of the Glenridge Hammond Neighborhood Association. They then turned the meeting over to the meeting facilitator, Otis White.

Otis explained that the meeting topic was the possible redesign of Hammond Drive, from Glenridge to Roswell Road, and the meeting also served as an experiment in citizen engagement. Usually, he said, engineers, planners and consultants who design roads gather information and then present several ways a road could be designed to overcome limitations or problems. It’s at that point—when several possible solutions are being considered—that citizens are usually offered opportunities to comment.

For the Hammond Drive project, he said, the City of Sandy Springs wanted to involve the citizens at the earliest possible moment, before the designs were drawn—as well as later

on, when the designs are drafted. The rationale is that, by listening to citizens early on, planners could learn about concerns or ideas that might be incorporated into all the designs they draft. (Otis emphasized that this meeting was *in addition to*, and not in place of, public comment on the plans themselves.)

Otis then introduced Allen Johnson, TSPLOST program manager for the City of Sandy Springs, who gave a brief presentation about the history of the Hammond Drive project and what lies ahead. In summary, Allen said that the project has been in various regional transportation improvement plans for 20 years because this portion of Hammond Drive has long been viewed as congested and unsafe. In the most recent Transportation Special Purpose Local Option Sales Tax program, money was allocated for a redesign of Hammond Drive to address the congestion and safety issues—but not for actual construction.

If the City can address the issues with Hammond Drive—and at the same time deal with neighborhood concerns about the road—money for actual construction may be available in the next TSPLOST work program, Allen added.

There were a number of questions from citizens about the timing and scope of the redesign and how this design would relate to previous plans for Hammond Drive. (Allen said that the City considered this design effort as a “clean slate,” meaning that past plans would not determine this one.)

After the Q&A, Otis asked and participants concurred that they were ready to start work on the two questions they would be asked to consider.

The citizens worked in circles of about 10. Each of the circles considered the same question at the same time, and each had a scribe who took notes on large flipcharts. (The scribe’s name is on the notes that follow.)

In doing their work, Otis asked that participants offer their individual ideas and comments, and then spend some time deciding as a group which of the ideas had the greatest amount of support within the circle. Every idea that was written on a flipchart is captured in the pages that follow in this report. The “consensus ideas” or comments are **boldfaced**.

For the second question (the one about the group’s hopes for the redesign), Otis asked that the groups again indicate their consensus ideas. He then added another element: If there was an idea or two that seemed “out of the box” but worth considering, mark it as well. You will see these ideas *italicized*.

At a couple of points, Otis asked the circles to report on their ideas so all the circles could hear each other’s thoughts.

At the meeting’s end, City Council Member Tibby DeJulio, whose district includes portions of the Glenridge Hammond neighborhood, thanked citizens for attending the meeting and participating in this important project.

***Questions considered***

Here are the questions that the circles answered in their work. (We refer to them in this report as the “concerns” and “hopes” comments.)

**Question 1:** What concerns me about changes to Hammond Drive.

We will talk shortly about your ideas for improving Hammond Drive. But we want to begin with your concerns.

Here’s the question: **Based on what you’ve heard tonight and what you already know, what are your concerns about this project?**

**Question 2:** Making Hammond Drive an asset.

In redesigning this section of Hammond Drive, we have an opportunity to make it an asset to nearby neighborhoods. But we need your ideas to see how that could happen.

Here’s the question: **What could be done to make the redesign of Hammond Drive a neighborhood asset?**

### ***Five topics***

The complete list of citizen comments is offered later in this report. But as we mentioned in the Overview, many of the comments clustered around into five broad topics or areas. Here is a sampling of comments from across the circles about these areas of concern and hope.

### **Safety**

Concerns:

- Additional lanes of traffic would mean more traffic, higher speeds, more vehicle crashes, and more danger for pedestrian crossing and walking on/around Hammond Drive.
- Mobility and safety of residents – this participant is a longtime resident (lived in his house for 55 years) and was the victim of a DUI accident on Hammond Drive in 1983. Wants to safeguard others.
- Car Safety – safety/locations/pedestrian safety
- Neighborhood wants to make sure project includes safe travel for pedestrians, bicyclers, etc., and should include sidewalks and multi-use paths.
- Pedestrian safety and safety for cyclists and kids.
- Safety with increased traffic and pedestrian traffic + more people, security and crime.

Hopes:

- Sidewalks (wide enough to accommodate double strollers) on Hammond Drive and within Neighborhood where cut-through traffic occurs.
- Develop multi-use trail w/ green buffer.
- Beltline type of wide sidewalk to encourage safe pedestrian mobility.
- Traffic calming.
- Project could be designed to create very safe and efficient travel for pedestrians and bicyclists.
- Sidewalks on both sides of Hammond and throughout the neighborhood/other side of Glenridge.

### **Quality of life**

Concerns:

- Property Impacts (concern over lowering property value, removing trees, impact to homes, impact to neighborhood, worse aesthetics).
- Destruction of 100-year old trees/shade.
- Noise –accessibility and safety issues.
- Project will increase traffic noise.

- If keep property but lose front yard or part of it, what will the impact be/what will it look like? (concerned about how close the road could end up being to house).
- More cars = more noise therefore need screening (trees and vegetation).
- Concern for width/depth of project encroaching into properties fronting on Hammond.
- Stormwater management, runoff issues being exacerbated.

Hopes:

- “Wow Me” green space: Could include:
  - Making the road into a boulevard,
  - Landscaped median; and/or
  - Large green space/park to buffer road from homes.
- Will add aesthetic appeal and greenery; stonewall bordering backyards.
- Sound barriers (i.e., trees and shrubs).
- Monument type signage at entrance of neighborhood.
- Lighting / sky cutoff.
- Underground utilities.
- Project could be designed to include a beautiful landscape plan that could minimize tree removal and include re-planting of boulevard type trees and landscaping.
- Take opportunity improve aesthetics... not just concrete and asphalt....”Gateway from 400 to Heart of Sandy Springs”.
- Make it look like Johnson Ferry Road in East Cobb...similar in that largely residential and houses on street.
- Pool or water feature for the neighborhood.
- Project should blend in with current character of neighborhood-don’t want a cookie cutting project.
- Fancy lighting
  - Pedestrian lighting
  - Human scale
  - No light pollution

**Neighborhood cohesion**

Concerns:

- Splitting the neighborhood.
- Community identity.
- Fears that if a linear park is included in the design of the project (to be built in the “median” of Hammond Drive), it will “sever” or “split” the neighborhood.
- Maintain connections to rest of neighborhood-safe pedestrian crossing.
- Favoring commuter traffic over residents.

#### Hopes:

- Tunnel or pedestrian bridge to cross Hammond Drive (to accommodate golf carts and pedestrians).
- Protected crosswalks with pedestrian hybrid beacons.
- Keep neighborhood together, not divided.
- Pedestrian bridge/tunnel to get to Hammond Park; bridge over Kayron/ linear parks.
- Project could be designed to include pedestrian tunnels to safely get neighborhood from the north side to the south side (and vice versa) without having to cross Hammond Drive.
- Cross under tunnels or bridge for pedestrians over roadway.
- Separated grade pedestrian crossing.

#### Access

#### Concerns:

- Project will cause additional congestion.
  - Additional cut-through traffic, which also is a safety concern for pedestrians and children walking in the neighborhood.
  - Traffic from surrounding projects (GDOT 285/400, Express lanes, Johnson Ferry) will divert traffic to Hammond and this traffic needs to be considered as part of the project.
- Increased mobility on Hammond will increase cut-through traffic.
- Project could create more difficulty for owners who live directly along Hammond Drive and those who live off side streets to safely get in/out of their properties, or make right/left turns due to increase traffic congestion.
- Make safer to cross Hammond and to turn on and off, especially @ Hildebrand and Kayron.... Need to stop/slow traffic so intersection is not blocked.
- Cross streets - how will residents get on Hammond from the neighborhoods?
- Additional lanes will increase cut-thru traffic.

#### Hopes:

- Minimize Cut Through traffic.
  - Could add dual left turn lanes onto Roswell from westbound Hammond Drive – this could accomplished via a fly over.
  - Open to fewer entrances/exits into the neighborhood (cul de sac current roads) if complemented with enhancing remaining intersections. Prefer if cut through traffic was only on certain roads than all neighborhood roads.
  - Add “Historic Neighborhood” signs so drivers are aware that they are entering a neighborhood.
- Develop “Do Not Block” signs on road.

- Project could create cul-de-sacs at some of the north/south side street intersections; thereby closing off “cut-through.”
- Roundabouts as a way to get out of the neighborhood.
- Bus Stops that don’t block through traffic.

### **Neighborhood appeal**

#### Concerns:

- Potential impacts on property values.
- Concerns on the project’s effects on fair market value of neighborhood properties.
- Limit zoning changes, commercialization in or next to established neighborhood.
- Lower home values on Hammond (properties not maintained).
- Maintain character of neighborhood.
- Concern for over-redevelopment.
- Property values dropping due to:
  - Traffic
  - Construction

#### Hopes:

- Protect home values by adding fences and making the project aesthetically pleasing.
- Any project should consider the context surrounding Hammond Drive. It is a neighborhood. Both sides of the road should be similar to each other.
- Signage/historic markers - something that states "Glenridge Hammond" to designate neighborhood area.
- No additional multi-family housing on south side of Hammond.
- Art around sidewalks.
- Cohesive design aesthetics.
- Signage for neighborhood (Glenridge Hammond HOA signage- neighborhood monument).

## Concerns and Hopes

Scribe: Caitlin

### Concerns

- **Safety**
  - **Additional lanes of traffic would mean more traffic, higher speeds, more vehicle crashes, and more danger for pedestrian crossing and walking on/around Hammond Drive.**
  - **Major concern about safety implications for kids.**
  - **Need for safe pedestrian crossings - pedestrian hybrid beacons (HAWK)**
  - **Need sidewalk.**
- **Property Impacts (concern over lowering property value, removing trees, impact to homes, impact to neighborhood, worse aesthetics).**
- **Project will cause additional congestion.**
  - **Additional cut-through traffic, which also is a safety concerns for pedestrians and children walking in the neighborhood.**
  - **Traffic from surrounding projects (GDOT 285/400, Express lanes, Johnson Ferry) will divert traffic to Hammond and that this traffic needs to be considered as part of this project.**
- **Construction impacts (cut-through, delays).**
- Roswell Road/Hammond intersection improvements needed.
- Major existing bottleneck.
- If project were to happen, intersection improvements need to be included along with whatever happens along the Hammond Corridor.
- Splitting the neighborhood.
- The project may be unnecessary/not warranted.
  - Can we make efficiency improvements without widening the road? Tweaking traffic signals instead?
  - Are four lanes really needed?
- Environmental impacts (trees and wildlife).
- Potential for adding density to Hammond Drive and the neighborhood. Want to preserve existing density.
- Flooding currently exists. Could worsen with project.

**Boldface** = Group consensus ideas  
*Italics* = "Out of the box" ideas worth considering

## Hopes

- **Tunnel or pedestrian bridge to cross Hammond Drive (to accommodate golf carts and pedestrians).**
- **“Wow Me” green space: Could include:**
  - **Making the road into a boulevard,**
  - **Landscaped median; and/or**
  - **Large green space/park to buffer road from homes.**
- **Protected crosswalks with pedestrian hybrid beacons.**
- **Minimize Cut Through traffic.**
  - **Could add dual left turn lanes onto Roswell from westbound Hammond Drive – this could accomplished via a fly over.**
  - **Open to fewer entrances/exits into the neighborhood (cul de sac current roads) if complemented with enhancing remaining intersections. Prefer if cut through traffic was only on certain roads than all the neighborhood roads.**
  - **Add “Historic Neighborhood” signs so drivers are aware that they are entering a neighborhood.**
- **Protect home value by adding fences and making the project aesthetically pleasing.**
- **Sidewalks (wide enough to accommodate double strollers) on Hammond Drive and within neighborhood where cut-through traffic occurs.**
- **Bike lane and/or motorized scooter lane, if it would decrease vehicle traffic.**
- **Address existing operational/safety issues at Roswell/Hammond-there are issues with driveways causing traffic to block roadway.**
- **Speed management element on Hammond, including physical design features to slow traffic.**
- **Any project should consider the context surrounding Hammond Drive. It is a neighborhood. Both sides of the road should be similar to each other.**
- **Advance bike/pedestrian improvements along creek between Lorell Terrace and Hammond Drive.**
- **Incorporate Michigan left (restrict left-turning movement).**
- **Additional safety improvements.**

Scribe: Anthony

## Concerns

- **Add to destruction of neighborhood character by increasing noise and destroying neighborhood road quality.**
- **Need more lanes to turn South on Roswell Rd from west on Hammond; need better traffic light timing; need dedicated right lane and two left turn lanes on Roswell Rd.**
- **Please add sidewalks.**
- **Please don't add a roundabout.**
- **Widen Hammond.**

## Hopes

- **Will add aesthetic appeal and greenery; stonewall bordering backyards.**
- **Develop multi-use trail w/ green buffer.**
- **Pedestrian bridge/tunnel to get to Hammond Park; bridge over Kayron/linear parks.**
- *Make a reversible 3-lane based on direction and traffic.*
- What can this project do to make an asset to the community?
- Develop Don't Block the Box signs on road.

Scribe: Marla

## Concerns

- **Mobility and safety of residents – this participant is a longtime resident (lived in his house for 55 years) and was the victim of a DUI accident on Hammond Drive in 1983. Wants to safeguard others.**
- **Closing off main arteries (Glenridge/GlenForest) to prevent cut-through traffic.**
- **This resident commented, we're dealing with minutia, we should be questioning the philosophy of determining our priorities: Preserving Integrity and residential quality of life vs tear downs to facilitate mobility.**
- **Would like to eliminate cut-through traffic on Kayron/Greenbriar to 285.**
- This is premature. Until we see what current construction (285/400) alleviates, we won't know what other concerns we should consider.
- Westbound and Eastbound cut-through traffic – from 285 to Hammond.
- Hammond Drive access during rush hours; four-way stop vs. stoplights.
- If there are lights at both ends of Kayron, this resident fears it will become a thruway.
- Increased mobility on Hammond will increase cut-through traffic.
- Existing home adjacent to the street because of knock down of a home will experience additional noise.
- Destruction of 100-year old trees/shade.
- GA 400-285 Interchange will make residents feel trapped if work is concurrent.
- Create sound barriers.

## Hopes

- **Limit accessibility to existing neighborhood.**
- **City should acquire both sides of Hammond and add greenspace similar to Abernathy Road.**
- **Sound barriers (i.e. trees and shrubs).**
- Reversible lane (similar to Roswell Road – just north of the river).

- Beltline type of wide sidewalk to encourage safe pedestrian mobility.
- Crossover walkways – aesthetically designed.
- Traffic light (timed right).
- Monument type signage at entrance of neighborhood.

Scribes: Ron/Marty

### **Concerns**

- **Car Safety – safety/locations/pedestrian safety**
- **Cut-through traffic**
  - **Reduce # of streets to access to main (biggest issue is so that traffic does not go through neighborhood).**
- **Overdevelopment (Snow Jam).**
- Noise, accessibility and safety issues.
- Pre-assumption by the City re: the plan
  - Difficulty in turns down roadway
  - Traffic lights
- Lack traffic concerns.
- Accept more traffic along road.
- Timeline for ROW.
- Community identity.
- Future Model.
- Potential impacts on property values.
- Loss of trees.
- Buffer impacts.

### **Hopes**

- **Sidewalks**
- **Lighting / sky cutoff**
- **Access to technology (security).**
- **Underground utilities**
- **Public places – explore multiple park opportunities (different spaces for different needs).**
- Protected bike lanes.
- Trails
  - Buffers (noise, view, etc.)
  - Traffic signal – Kayron/Hammond
  - Limit access to JFR from Glenridge
- Transit access / pull offs / covered with seating
- Traffic calming.
- Reduced Hammond access.
- Restrict truck traffic.

Scribe: Kerry

## Concerns

- **Fears that if a linear park is included in the design of the project (to be built in the “median” of Hammond Drive), it will “sever” or “split” the neighborhood.**
- **Project will not improve traffic flow.**
- **Neighborhood wants to make sure project includes safe travel for pedestrians, bicyclers, etc. and should include sidewalks and multi-use paths.**
- Project will increase traffic noise.
- Questioning the need/necessity of the project and that a large amount of money is being spent unjustifiably, or without any vetting of any studies that have been performed to justify such a project.
- Project would clearly have to increase traffic capacity to improve traffic flow; thereby more traffic congestion for the neighborhood.
- Project could create more difficulty for owners who live directly along Hammond Drive and those who live off side streets to safely get in/out of their properties, or make right/left turns due to increase traffic congestion.
- Concerns that ramifications of the Hammond Drive and the 285/400 projects won't be taken into consideration when designing the Hammond Drive project.
- Project's scope/study needs to be revised to include Hammond Drive to the Chattahoochee River.
- Concerns that until the project is constructed, no sidewalks, bicycle lanes, etc. will be built in the interim. Can something be constructed in the interim?
- Concerns on the project's effects on fair market value of neighborhood properties.
- Concerns that during right of way process, property owners won't be treated fairly.

## Hopes

- **Project could be designed to create very safe and efficient travel for pedestrians and bicyclists.**
- **Project could be designed to include pedestrian tunnels to safely get neighborhood from the north side to the south side (and vice versa) without having to cross Hammond Drive.**
- **The city could utilize and surplus right of way along the project to create green space, parks or community gardens.**
- **Project could create cul-de-sacs at some of the north/south side street intersections; thereby closing off “cut through”.**
- Project could be designed to include a beautiful landscape plan that could minimize tree removal and include re-planting of boulevard type trees and landscaping.
- Project could initiate/implement more modern transit alternatives.

Scribe: Steve

## **Concerns**

- **Make safer to cross Hammond and to turn on and off, especially @ Hildebrand and Kayron.... Need to stop/slow traffic so intersection is not blocked.**
- **Improve aesthetics... park-like amenities make sure design not just focused on traffic.**
- **Limit schedule delays leading to continuing uncertainty for property owners and values.**
- Make safer for pedestrians/bikes.
- Limit impacts to property, especially where already five lanes.
- Reduce congestion, especially in p.m. and getting worse.
- Improve travel time to MARTA station, improve access to MARTA....congestion is currently a problem.
- Plan ahead for when 285 finished....hard to know.
- Concerned about use of eminent domain.
- Address uncertainty of growth .... Especially with lots of apartments and other hi-density development.... Will this project just be a band-aid?
- What if widening adds too much traffic?
- Concerned that Hammond is one of few east-west travel options.
- Limit zoning chances, commercialization in or next to established neighborhood.

## **Hopes**

- **Take opportunity to improve aesthetics... not just concrete and asphalt...."Gateway from 400 to Heart of Sandy Springs".**
- **Add turn lanes at Roswell Road - focus on intersection and may not need more through lanes on Hammond.**
- **Add sidewalks and greenspace.**
- **Consider roundabout at problem intersections.**
- Improve surrounding road network.
- Improve, not reduce, property values.
- Make it look like Johnson Ferry Road in East Cobb...similar in that largely residential and houses on street.
- Keep neighborhood together, not divided.
- Improve ingress/egress @side roads.
- Grade, separated or dedicated flyover elevated road...Hammond.
- Connection to MARTA.

Scribe: Caroline

## Concerns

- **People cutting through the neighborhood.**
- **If keep property, but lose front yard or part of it, what will the impact be/what will it look like? (concerned about how close the road could end up being to house).**
- **Consistency of width from Glenridge to Roswell.**
- **Lack of access to public transportation.**
- Traffic buildup getting out of neighborhood.
- Traffic buildup on Roswell Road - how will it be resolved?
- If the City only takes the north side of Hammond, what will happen to the aesthetic of the south? (concerned about unsightly houses remaining)
- Uncertainty on being able to keep property, and concerned about having time to find new housing if necessary.
- City being a good steward of resources.
- Concerned about timing of project/want City to move the needle/worried nothing will happen.
- Pedestrian safety and safety for cyclists and kids.
- Impact to big intersections.

## Hopes

- **Sidewalks on both sides of Hammond and throughout the neighborhood/other side of Glenridge.**
- **Add green space (maybe as a barrier from road) w/ benches.**
- **Roundabouts as a way to get out of the neighborhood.**
- Signage/historic markers - something that states "Glenridge Hammond" to designate neighborhood area.
- Lighting on both sides of the street that looks aesthetically pleasing.
- Access to additional public transportation.
- Sandy Springs trolley.
- Cutoff streets that are currently used by through traffic/turn into cul-de-sacs - to get rid of through traffic.
- No additional multi-family housing on south side of Hammond.
- No parking signs by MARTA stops - i.e. "No parking here to corner" to cut down on non-resident parking.
- Add curbs.
- Beautification of MARTA stops/add trash cans.
- Mimic Abernathy Greenway (in terms of lighting/sidewalks).
- Don't want it to look like Roswell Road.
- Needs to have character.

Scribe: Melissa

## Concerns

- **Issues turning in and out of neighborhood.**
- **Once Hammond widened, there is nowhere to go at Roswell Rd, it bottle caps there.**
- **Lower home values on Hammond (properties not maintained).**
- Cross streets- how will residents get on Hammond from the neighborhoods?
- Artery for East Cobb - geared toward East Cobb residents, not Sandy Springs.
- Concerns between 5-6 pm- people don't let you out of neighborhood.
- People cut through streets to avoid Hammond.
- Studies- Hammond Study and 285 Study- were they done in conjunction or separate – need to take each study into account.
- Demolished properties need maintenance regularly – this is not being done.
- Need sidewalks.
- Need bike lanes.
- Need "Don't Block the Box intersection striping.
- Need to close off some side streets.
- Lack of traffic enforcement.
- No reversible lanes, but dedicated turn lane ok.
- More cars = more noise therefore need screening (trees and vegetation).

## Hopes

- **Center turn lane with island.**
- **Model like Johnson Ferry, but with green space.**
- Tunnel from River or Abernathy to GA 400.
- Cross under tunnels or bridge for pedestrians over roadway.
- Make Hammond safer.
- Aesthetics - planted islands, etc.
- Green space.
- Pool or water feature for the neighborhood.
- Cul-d-sac streets to prevent cut through.
- Reasonable speed limit.
- Crosswalks.
- Art around sidewalks.
- Cohesive design aesthetics.
- More walkable.
- Work with speed.
- Pedestrian bridge.
- Traffic signal with sensor.
- Signage for neighborhood (Glenridge Hammond HOA signage- neighborhood monument).

Scribe: Erin

## Concerns

- **Concern for width/depth of project-encroaching into properties fronting on Hammond**
- **Concern that process is not genuine-that there is already a plan in mind.**
- **Maintain connections to rest of neighborhood-safe pedestrian crossing.**
- Preserve Forest and Neighborhood.
- Don't want to be trapped-can't get out of neighborhood after project completions due to more lanes and traffic.
- Make it upscale.
- Speed of traffic thru neighborhood.
- Concern that project will focus/address traffic that's only 1-2 per hours per day-is project really needed?
- Favoring commuter traffic over residents.
- Safety with increased traffic and pedestrian traffic + more people, security and crime.
- Can project wait to see traffic impact of other GDOT projects in the area? Top End 285, GA 400 managed lanes, etc.
- Feeling encroached upon by other transportation projects in the area.
- Maintain character of neighborhood.
- Concern for over-redevelopment.
- Property values of homes along Hammond Drive.
- Noise due to additional traffic.
- The project does the address the traffic congestion issues at peak hours that will have negative impacts to neighborhood.
- Increase in property taxes.
- Construction will take too long.
- Additional lanes will increase cut-through traffic.

## Hopes

- **Natural Landscaping and Trees.**
- **Wide Sidewalks/Multi-Use Path on both sides of roadway instead of sidewalk on one side/ Safe pedestrian crossing on Hammond Drive.**
- **Reversible Lane to address rush hour traffic.**
- **Reasonable Speed Limit Max 3 Lanes.**
- Bus Stops that don't block through traffic.
- Natural buffer for homes.
- Restrict cut-through traffic from Glenridge.
- Minimize Amount of Pavement.
- Separated grade pedestrian crossing.
- Decorative pedestrian street lights.
- Green Space.
- Project should blend in with current character of neighborhood-don't want a cookie cutting project.
- Extend westbound right turn on Hammond West of Glenridge through to Glenridge instead of drop lane/bottle neck merge (btw Barfield +Glenridge)

Scribe: Madalyn

## Concerns

- **Cut-through traffic in neighborhood (increased traffic).**
- **There will be no sidewalks.**
- **Safe crossing for pedestrians.**
- Tree removal, privacy, no clear cutting.
- Preserving ecosystem (stream buffer, crawdads).
- NOISE from increased capacities.
- Will 400/285 road projects negate need for Hammond improvement.
- Getting out onto Hammond.
- Increased capacity won't alleviate traffic.
- 2016 traffic study inaccurate due to Hildebrand being closed at the time of the study.
- Grading hills on Hammond, terrain changes.
- Stormwater management, runoff issues being exacerbated.
- Raindrop rule (state law) being violated
- Property values dropping due to
  - Traffic
  - Construction
- Berms
- Will the city want my property?
- Will expansion be in my backyard?
- Traffic lights for east/west roads are not good.
- Ideas being dismissed by designers.
- 4 lanes is huge, in reality it will be "6 lanes" with the addition of sidewalks.
  - Turning lanes will also increase size.
  - Essentially, project will be wider than expected.
- Closing off neighborhood streets (to remove curb cuts on new Hammond).
- Public participation being a performative gesture
  - Not actually starting from scratch, a clean slate.
- That there will be a trolley as shown in old plans.
- All previous plans.
- Still going to bottleneck.
- Roswell at capacity.
- Traffic alleviation not the concern, issue is Roswell Road.
  - Specifically left turn lane going south on Roswell.
- Hammond gets busy, but not something increased capacity can solve.
- Need to revisit issue later, need to see what other projects will do to traffic.
- No reversible lanes.
- There will be a median added.



## Hopes

- **Need sidewalks.**
- **Add Don't Block the Box.**
- **Traffic calming strategies (chicanes).**
- *From Roswell to Glenridge is an overpass, elevated express lane.*
- Landscaping, mature trees.
- Fancy lighting.
  - Pedestrian lighting
  - Human scale
  - No light pollution
- Protect wildlife.
- Make it better for homes on Hammond to exit driveways, safer.
- Center turn lane with sidewalks.
- Delayed green lights on Roswell crossing.
- Make Hammond one-way to Roswell.
- Intent to lower speed limit.
- Need shoulder.