



**Northeast Study Group  
Northeast Updates Transcript  
Live Questions and Responses  
6.3.2021**

**Live Questions and Responses**

**Design & Review**

- 1. Will the traffic signal work include managing timing to address heavy backups at Ponce de Leon Place?**
  - A. The Ponce Avenue corridor is a GDOT controlled right-of-way. They have an operations contract with traffic engineering consultants, called RTOP (Regional Traffic Operations Program), to actively maintain the traffic signal timing. The City of Atlanta can try to influence the timing, but they don't have control over those signals. Timing is likely set up to maximize the throughput along the state highway and accommodate side streets as best as they possibly can. The new signals that are replacing the old signals will be timed by that active RTOP contract.
- 2. How will the bike lanes be separated from the traffic lanes?**
  - A. Flexible posts will be installed between the bike lane and travel lane in areas where the bike lane buffer is 4' or greater. This is a safety measure that will provide protection to bicyclists from vehicles in adjacent travel lanes.
- 3. Revising bike lane question. The flexible posts have not worked well on 10th Street. Are there plans to make sure they don't get knocked down or removed? Now we have graffiti'd barriers - not attractive at all.**
  - A. The flexible posts have been proven to work in other locations and are an effective safety improvement. The main difference between 10<sup>th</sup> Street and Ponce Avenue is that there are so many events at Piedmont Park so those bollards are constantly being hit, taken down and replaced. ABI has an expectation that these flexible bollards will operate better, more like those ones on Peachtree Center Avenue downtown.
- 4. Will there be a trail detour when the trail is closed?**
  - A. Yes, there will be a detour when the trail will need to be closed for ramp construction. The contractor will install a temporary gravel path to route pedestrians and bicyclists around the closure.
- 5. Given that the center turn lane between Ponce de Leon Place and John Lewis Freedom Parkway is the site of frequent vehicle collisions, including "T-bone" crashes in which turning vehicles are struck by oncoming traffic, why was this lane's removal not chosen as a means to allow for the extension of the bike lanes for the entirety of the project? How will the city provide micro mobility users with access to the Parkway in a manner compliant with the city's complete streets policy?**
  - A. Due to the cost associated with right-of-way acquisition, as well as impacts to adjacent properties and businesses and utility relocations that would be necessary to extend the



bike lanes all the way through to Freedom Parkway, ABI had to end the bike lanes at Ponce de Leon Place.

**6. Do we have hope that the ponce bike lane will ever connect to Freedom Parkway?**

A. The potential bike lane configuration east of Ponce de Leon Place has been studied very intently during the design phase. There was just no way to introduce bike lanes cost feasibly down to Freedom Parkway, while maintaining the lane configuration. ABI looked into alternate routes to get from Ponce de Leon Place to Freedom Parkway. One of the routes we came up with is taking Ponce Place north to Saint Charles Avenue (runs parallel to Ponce Avenue) east to Barnett Street where you can get back down and safely cross Ponce Avenue south to Freedom Parkway. While not ideal, Saint Charles Avenue has far less vehicle traffic and is a safer route to get from Ponce Place down to Freedom Parkway.

**7. What is estimated future timing for paving and lighting for the gravel portion from Monroe to the creek?**

A. ABI has broken the Northeast Trail up into what we're calling Segments 1 from Monroe Drive to Westminster Drive and Segment 2 from Westminster Drive to Buford Highway (a portion of Segment 2 was recently completed in coordination with GA Power). Segment 1 will begin design when the SSD (Special Service District) funding comes through. Segment 2 is currently in design and we expect the drawings to be completed in 8 weeks. Once we have the donor or bond funding from the SSD which could come as early as this Fall, we will move forward into construction.

**8. It looks as if the Ponce connection is walk bikes with tight turns? Please explain the width again.**

A. The ramp width is 10' which will be very similar to the Edgewood Avenue ramp connection. It is a switchback configuration so turning may be tight if there are other pedestrians using the ramp at the same time.

**9. Do you have an idea of gravel size yet? Just wondering for how smooth it will be for running/biking -- the gravel north of that Clear Creek bridge is pretty rough.**

A. The gravel that is proposed on the Northeast Trail will be a smaller, crushed gravel so once it has been installed and compacted, it will be better suited for runners and bicyclists.

**10. Is there any data on how many if any cyclists have been hit by cars on the 10th street lanes with the flexible posts? Do the posts work?**

A. ABI has pulled the crash history of 10<sup>th</sup> Street along Piedmont Park and attached that information for your reference.

**11. There are at least two persons living under the Piedmont Ave bridge. is there a plan by the ABI to keep this bridge underpass resident-free? It's very sketchy now.**

A. There are a few options – you can call 311 where you will be linked to United Way, or dial 211 which connects you directly to United Way, that provides services to individuals experiencing homelessness. Another option is to contact Intown Collaborative Ministries, an organization that also assists with homelessness. Their website is listed below for your reference.

[https://intowncm.org/donate?gclid=Cj0KCQjw5auGBhDEARIsAFyNm9GZg4WWJl3v1LjICso-7XI-taKpjnJyTjBeUfUZoDHqSro9En9058MaAut4EALw\\_wcB](https://intowncm.org/donate?gclid=Cj0KCQjw5auGBhDEARIsAFyNm9GZg4WWJl3v1LjICso-7XI-taKpjnJyTjBeUfUZoDHqSro9En9058MaAut4EALw_wcB)



**12. Is the flexible surface of the shoulder treatment on top of a concrete base?**

- A. The Flexi-pave will be installed on top of a 4" compacted graded aggregate (#57 stone) which is on top of a stabilized sub-base.

**13. Will you install wayfinding for the St. Charles route so that people can avoid the unchanged section of Ponce when accessing the Parkway?**

- A. We can't promise anything, but ABI will coordinate with ATLDOT to try to come up with some type of wayfinding for the St. Charles Avenue route for bicyclists to bypass Ponce Avenue.

**14. If part of the plan is to improve the sidewalks along Ponce underneath and near the Beltline overpass, is there also a plan to install trash cans or other measures to control the amount of litter? That area is extremely messy and it would be a shame to invest in pedestrian improvements that quickly become unfriendly again.**

- A. The installation of trash cans is not part of this project. However, there is a possibility that they will be installed after construction is completed. ABI has worked with the City and the Parks Department in the past to determine locations for trash cans and ensure they'll be maintained. ABI can't make any promises, but there is a possibility of future addition of trash cans.

**15. How does the city plan to address parking on residential side streets close to Ponce City Market? For example: Ponce de Leon Court is less than a block from PCM and there are constant visitors parking there and walking to PCM. The issue is that Ponce de Leon Court is a narrow street with parking on both sides (currently in City of Atlanta code violation since it is <30ft wide yet the city has failed to address this). Visitors make this an even bigger challenge when it comes to parking and blocking private driveways with no regards to residents on the street.**

- A. The City of Atlanta is ultimately responsible for enforcing the parking violations. They have a residential parking permit program that can be found on their website for further information. Parking on residential side streets is outside of the BeltLine's purview. As this is a pedestrian and bicycle safety improvement project, we hope that this will give people alternate modes of transportation to these businesses within the corridor.

**16. With the new 111-room Wylie Hotel off Ponce de Leon Ave and Ponce de Leon Court - is there any talks to install a traffic light to help alleviate traffic congestions in this already very busy area?**

- A. There are no new signalized intersections within this project. This is a GDOT roadway so ABI and the design team applied all of GDOT's design standards and specifications to this streetscape project. ABI is unaware of any future plans to install a signalized intersection at this location.

### Crash History Pulled from GDOT:

GDOT's Numetric [dashboard](#) currently reports crash data pulled from multiple local agencies from the beginning of 2013 to the end of 2019. During that period, there were reportedly 503 road crashes involving cyclists within the City of Atlanta. **Two crashes (and two injuries) were reported on 10<sup>th</sup> Street** between Myrtle Street and Monroe Drive – the roughly 0.6-mile segment of 10<sup>th</sup> Street where flexible bollards are in place on the north side of 10<sup>th</sup> as part of the cycletrack facility. It appears that the two crashes likely took place at the intersection of Charles Allen and 10<sup>th</sup>, e.g., not within in the 10<sup>th</sup> Street cycletrack itself. Notably, there were five cyclist-involved crashes (including one fatality and two injuries) at the intersections beyond the cycletrack termini, Piedmont and Monroe. (See map, in which the green line represents the approximate extents of the cycletrack, red points represent crashes where possible injuries were reported, and gray points represent other crashes.)



Conversely, over the same time frame, there were **11 cyclist-involved crashes (including seven injuries) reported on a 0.6-mile portion of Ponce de Leon Ave** that is roughly coterminous with the project extents in question (Monroe Drive, left, to Freedom Pkwy, right).

