

# **Renew Atlanta/TSPLOST Round 1 Community Meetings: Q&A Packet**



**Four community meetings were held to receive input from the public on the Renew Atlanta Bond / TSPLOST prioritization and rebaselining efforts. Meetings were held:**

*Southeast; January 22, 2019, at Carver Early College*

*Southwest; January 23, 2019, at C. T. Martin Recreation Center*

*Northwest; January 24, 2019, at Sutton Middle School*

*Northeast; January 30, 2019, at Henry W. Grady High School*

This document includes each question collected from these meetings and staff responses.

## Public Engagement Feedback Summary

	Preference Expressed for Scenario1 Complete Streets	Preference Expressed for Scenario 2 Foundational Improvements	Preference Expressed for Scenario 3 Max Leveraged Funding	Number of Registered Attendees
<b>1/22/19, Southeast</b>	21	0	0	23
<b>1/23/19, Southwest</b>	1	0	0	39
<b>1/24/19, Northwest</b>	34	41	6	129
<b>1/30/19, Northeast</b>	71	1	0	114
<b>Online Survey</b>	1014	208	121	1343
<b>Total</b>	<b>1141</b>	<b>250</b>	<b>127</b>	<b>1648</b>

Questions are shown in bold. Responses are shown in normal text.

### **1/22/2019; Southeast @ Carver Early College**

**1. Should we consider upgrading Relay bikes to electric due to the hilliness of Atlanta?**

The Relay Bikeshare expansion is funded under all scenarios. This expansion will include an investment in electric bicycles. The electric pedal assist will make Relay Bikeshare more accessible to all users.

**2. Why don't we have better traffic synchronization with the Georgia Department of Transportation (GDOT) to address safety issues?**

The City of Atlanta works closely with GDOT's Traffic group in regards to signal and Intelligent Transportation System (ITS) projects. Many projects in Downtown, Midtown, and Buckhead fall into GDOT's Regional Traffic Operations Program, which maintains signal operations during the weekday through active traffic management. GDOT and Renew routinely coordinate operations to ensure our efforts align.

**3. Will the DeKalb Ave Restriping Pilot be constructed?**

The City has procured survey services for the corridor to determine utility impacts, right-of-way, property lines, and existing available space. Once the survey has been evaluated, the determination as to the type, size, and placement of bike lanes will be made. Decisions on restriping and final design will not be made until after rebaselining and prioritization once we have more information on the Dekalb Avenue corridor.

**4. Monroe north end versus Boulevard implications?**

The Monroe Project /Boulevard Project are two separate projects which have a parallel schedule during the concept and public meeting phase. However, due to re-considerations for the Monroe Drive Project, the Boulevard Project south of Ponce de Leon to Woodward Ave will move forward into the design phase, while the Monroe Project remains in the concept phase. Boulevard south of Woodward Ave to McDonough Blvd is under consideration as a complete street project using alternative funding sources. If the funding is available, the Renew Atlanta Program will move forward and activate the project. However, it is not currently within the scope of the Renew Atlanta Program.

**5. Can you update the funding categories to map based on color codes of scenario snapshot report?**

Yes, the funding scenarios table has been updated and uploaded to the Renew Atlanta website to show updated color coding with an appropriate legend at the top. This updated table can be found at: <https://renewatlantabond.com/wp-content/uploads/2019/01/PR-Round-4-Materials.pdf>

**6. Will Bike lanes be constructed on DeKalb?**

Bike lanes are being considered for DeKalb Avenue. The City has procured survey services for the corridor to determine utility impacts, right-of-way, property lines, and existing available space. Once the survey has been evaluated, the determination as to the type, size, and placement of bike lanes will be made.

**7. Why is art a priority?**

Per the Percent-for-Art Ordinance 18-O-1884, adopted by the Atlanta City Council on November 17, 2008, and approved by the Mayor on November 24, 2008, the City established a program in the Public Art Code for funding public art in the City. The public art program requires City departments allocate a certain percentage of construction costs for public art. As such, the legislation authorizing the imposition of the Renew Atlanta Infrastructure Bond identified specific funds to be used for public art throughout the City. Per the Percent for Art Ordinance, these funds must be used for that purpose only, and therefore, are identified separately from funds for transportation or facilities projects.

**8. Why are there not more projects on the south side of the City?**

There are several projects on the south side of the City, including Cascade Road Complete Street Phase I, Fairburn Road Complete Street, Metropolitan Pkwy Resurfacing and Childress Drive Bridge Replacement. This is a citywide program and we seek to address needs throughout the City in a comprehensive way.

**9. Moreland Ave status?**

The Glenwood/Moreland Project is in the construction procurement stage. The City has submitted the bid documents to GDOT and responded to all issued comments. GDOT has sent the bid documents to the Federal Highway Administration (FHWA) for its review and comment/approval. Once approved, FHWA will give the City notice to advertise the project for construction bid.

**10. Consider a complete street project for Metropolitan Parkway – From Cleveland Ave to the Gateway of Hapeville (Dogwood Drive).**

Metropolitan Parkway is State Route 3/US Highway 41 and is not a City street. However, the City has partnered with GDOT to resurface the street and is working to make pedestrian improvements to Metropolitan Parkway to improve safety. The City will continue to work with GDOT to evaluate potential future funding sources to make improvements to the street.

**11. Consider a pilot program of complete streets – paint bike lanes now as part of restriping. Add curb and trees, etc., post-design phase with future funding.**

Potential low-cost improvements that do not require substantial right-of-way acquisitions will be evaluated on projects that are not fully funded complete streets (e.g., DeKalb Ave). However, until we have detailed surveys on utility impacts and right-of-way and begin final design, we cannot say with certainty what options/interventions can be implemented.

**12. Please consider adjusting the scope for the Monroe/Boulevard Project. Political criticism on the northern segment should not jeopardize vital safety improvements we support on the southern segment, specifically PHBs (pedestrian hybrid beacons) at the Woodward Ave and Carroll St intersections.**

Boulevard south of Woodward to McDonough is under consideration as a complete street project using alternative funding sources. If the funding is available, the Renew Atlanta program will move forward and activate the project.

**13. It is wrong to have the Monroe Drive Complete Street project is on its own without including Boulevard as part of the project. If equity is a key component of the rebaselining, Boulevard and similar corridors cannot be left out of the conversation.**

The Boulevard segment from Ponce de Leon to Woodward Ave will be fully funded under Scenario 1 of the reprioritization and is included in the preliminary staff recommendation. The portion of Boulevard south of Woodward Ave to McDonough Blvd is under consideration as a complete streets project using alternative funding sources.

**14. Would it be possible for Renew/TSPLOST funding or programming to address safety and mobility issues associated with the I-20 overpass at Windsor St? This is an extremely dangerous corridor for cyclists/pedestrians and effectively cuts off the Mechanicsville community from downtown Atlanta.**

The project lists for the Renew Atlanta and TSPLOST programs will not be amended to add new projects. The above-referenced section of Windsor St is not on either the Renew Atlanta or TSPLOST project lists. Windsor St at this interchange is within the Georgia Department of Transportation's (GDOT) right-of-way and under their authority for permitting and improvements.

## **1/23/2019; Southwest @ CT Martin Recreation Center**

### **1. What is being done about the \$1,000,000 approved for the beltline extension along Beecher?**

This project is currently being reviewed and evaluated. Additional information will be provided once this review process has been completed.

**2. The decisions of the Neighborhood Planning Units (NPU) have no legal significance in most instances so the input through that organ is often disregarded. The city planned with the neighborhoods for a multiuse trail from Lionel Hampton Beecher Park to John A White Park. It was passed and funded by the city council years ago and the money disappeared. The project has not been done. NPU-I was promised street improvements of lamps and sidewalks along Linkwood Road, Delmar Lane, and Hemphill School Road were paved and Linkwood didn't get the "Lynhurst Road treatment" we were promised.**

Thank you for your comment. Input from NPUs is extremely valuable for the City's decision making and is not ignored. However, projects that aren't part of the Renew Atlanta-TSPLOST scope are not currently being evaluated. We cannot speak to previous legislation outside of this program at this time.

### **3. Where is the slide showing actual quantitative formula for prioritization of funding for these projects?**

Prioritization analysis and the factors that drove selection will be provided with the staff recommended list. As discussed in the community presentations, alignment to the Atlanta Transportation Plan (ATP), project status/readiness, partnership funding, and community feedback will influence prioritization decisions. All this information will be provided after the 2/13 update to City Council, as well as posted on the Renew Atlanta website under the "Prioritization and Rebaselining" tab by 2/19/2019.

### **4. Are the projects fully funded set in stone?**

Projects that were included in all three scenarios reviewed in the public meetings have a high likelihood of being included in the final staff recommendation. However, fully funded projects will not be "set in stone" or finally confirmed until the close of the rebaselining process.

The ultimate staff recommendation will adjust/augment the scenarios shared in the community sessions. After the staff recommendation, we will have another round of community sessions where feedback and input can still influence the project prioritization list. Final project prioritization will not be made until March/April 2019.

**5. The MLK corridor is mobility denied because if one car breaks down there is no traffic flow and mobility is at a stop. The median (flower pot) does not help nor beautify the community. The community does not agree with the 2-lane deal. The area between Florida Avenue and Barfield Road needs sidewalks.**

In the sections with two lanes plus bike lanes, we have 17 feet from curb to curb in each direction. This will allow a least 7 to 10 feet of space for a vehicle to pass around stopped/stalled buses/utility crews/trucks, etc.

**6. Explain the process for identifying projects for inclusion of project list approved by the Council on July 24, 2017. The same information is requested in writing for 2014 and 2015.**

Projects considered for the Renew Bond and TSPLOST funding came from a variety of sources:

- City of Atlanta Comprehensive Plan
- Transportation Infrastructure Reports
- Atlanta Regional Commission Transportation Improvement Plan
- City of Atlanta Department of City Planning
- City of Atlanta Department of Public Works
- Feedback and collaboration from various partners including the Georgia Department of Transportation, Community Improvement Districts, and other partnerships
- Feedback and collaboration from local organizations such as NPUs and citizen input

**7. Describe how the mayor and council advise citizens of the program, process for including neighborhood and citywide projects in the TSPLOST list of projects.**

The City actively engaged the public prior to the passage of the Renew Atlanta Infrastructure Bond and the TSPLOST and hosted public meetings at locations throughout Atlanta to gather public input on the projects proposed for each program.

**8. Explain the role(s) the NPU and Atlanta Planning Advisory Board (APAB) play in this process for each TSPLOST?**

Neighborhood Planning Units (NPUs) and the Atlanta Planning Advisory Board (APAB) are citizen groups which provide feedback to City staff and departments on a wide range of topics including transportation. As a standard practice, Renew Atlanta invites NPU representatives to attend our public meetings. Renew Atlanta also sends project managers and staff members to NPU meetings upon request to provide updates on projects within their neighborhood.

**9. Explain the organizational structure of the order of the approval process in the 2017 TSPLOST.**

The City followed the approval guidelines as set forth in the 2016 Senate Bill 369 for the issuance of the 2016 TSPLOST.

**10. Include the names and titles of everyone in the approval process as well as their title.**

The City Council and voters approved the project list.

**11. What is the specific role of the council, council committees?**

The Atlanta City Council is the legislative branch of government and the chief policy making body for the City. The City Council's mission is to ensure that Atlanta is led by a groundbreaking, strong and capable group of leaders who work for the good of all citizens across the City. The Atlanta City Council is comprised of 15 members and is led by City Council President Felicia A. Moore. The standing committees of the Atlanta City Council meet to consider legislation and to make recommendations on each item. The committees then report their actions to the full council (the entire city council body). <http://citycouncil.atlantaga.gov/how-your-council-works>

**12. Are the state requirements on the process all municipalities must use to issue a referendum for a TSPLOST?**

Senate Bill 369 set forth the procedure to issue a referendum for the TSPLOST.

**13. What are the requirements for selecting project funding and refunding or reprogramming funds for projects?**

Projects can be funded from a variety of sources (local, state, federal, private) and each funding source comes with its own list of requirements and obligations. Renew Atlanta has several projects which leverage funds from governmental partners, community improvement districts, and other local agencies to deliver the best projects possible within an agreed-upon scope and schedule.

**14. Are there specific prohibitions on what projects can and cannot be funded? Explain. If a project is not in the list at the point when the referendum is on the ballot, can that project be included after the voters have voted and approved the original list of projects?**

The Renew Atlanta Infrastructure Bond and the TSPLOST each contained a list of approved projects to be funded. Projects that are not captured on the corresponding project list will not be completed / considered with the available funding.

**15. Can the city arbitrarily remove or transfer a project to a new vendor that has not been approved by the Office of Procurement, or by the authority outlined in the referendum and approved by voters? Please explain that process.**

Each project contained on the Renew Atlanta and TSPLOST project list must follow state and local procurement laws.



**16. Under what circumstances can a council member or the mayor transfer funds to a project that was not approved prior to the project list being voted on by the voters?**

Renew and TSPLOST funds can only be spent on projects that were authorized on the respective approved project lists.

**17. Did the project list approved by the council in July 24, 2017 include the project list submitted by the Piedmont Conservancy included in any of the 3 TSPLOSTS that were approved by the voters? Who recommended and approved funding the project 19 million dollars?**

The Atlanta City Council approved the final TSPLOST project list pursuant to Resolution 16-R-3712.

**18. Review the funds: how much money has been spent from each of the 3 TSPLOST by category and how much of those funds were spent by NPU?**

As of December 2018, approximately \$122M of the Renew Atlanta Bond funds and \$62M of TSPLOST funds have been spent. The NPUs are not authorized to spend City funds.

## **1/24/2019; Northwest @ Sutton Middle School**

### **1. Where is the vision for where the program is going and what it will accomplish?**

Each scenario for the reprioritization of the Renew Atlanta Program seeks to adhere to a set of values for how we improve Atlanta's transportation and infrastructure network with the limited funds available. Focusing on multi-modal streets with complete streets, improving the quality of our assets with foundational investments, or making the funding go further with max leveraged funding.

### **2. Why do design-only projects? Isn't that a waste of dollars?**

Fully designed, "shovel-ready" projects prepared for implementation allows the City to quickly respond to funding opportunities. Projects that will only be designed in the reprioritization of the Renew Atlanta Program will be shared with our partners at GDOT and the federal government to potentially win funding support that could move the project forward.

### **3. Preserve trees.**

Thank you for the comment. All projects comply with the City of Atlanta Tree Ordinance.

### **4. Why isn't there more transparency in the bond premium spending?**

The City Auditor's Office conducted an audit of the Renew Atlanta Bond and TSPLOST expenditures to include the historical spending of the bond premium. Details regarding this audit are provided in full transparency on the Renew Atlanta website via the following link: [https://renewatlantabond.com/wp-content/uploads/2019/01/renew\\_atlanta\\_and\\_tsplost\\_review\\_of\\_expenditures\\_-\\_december\\_2018.pdf](https://renewatlantabond.com/wp-content/uploads/2019/01/renew_atlanta_and_tsplost_review_of_expenditures_-_december_2018.pdf).

Under this rebaselining and prioritization effort, the remaining \$7.6 million in bond premium funds will be included in the total program revenue available for the Renew Atlanta Program. Specifically, these funds will be allocated under the Renew Atlanta Bond project contingency category to help mitigate unforeseen risk and market volatility.

### **5. Should Cascade TCC be in Scenario 1?**

Currently, there is not enough funding in Scenario 1 of the Renew Atlanta reprioritization to construct the Cascade Corridor TCC. Approximately \$9-13 million in additional funding will be allocated to TCC projects in Scenarios 2 & 3. The boost in funding allows for the full implementation of the Cascade Corridor TCC in those scenarios. However, Renew Atlanta will review the construction budget for the Cascade Road Phase 1 Complete Street project and decide whether the TCC (or a smaller portion) can be included in the staff recommendation.

## **6. Status of Wieuca Road Resurfacing @ Roswell Road?**

The Wieuca Road Resurfacing Project is currently in the construction procurement phase and will be advertised for bidding for construction. Renew Atlanta is currently coordinating a batch of 20 resurfacing corridors, including GDOT roadway systems (GDOT Group B) FC-10583, to follow multiple repairs and construction projects to be completed on Wieuca Road by the City's Department of Watershed Management (DWM). DWM's estimated completion date for its projects is September 2019. Renew Atlanta will then proceed with the resurfacing Wieuca Road once DWM's project is complete.

## **7. Why isn't escalation and contingency included in the scenario budgets?**

All three scenarios of the Renew Atlanta reprioritization have the same level of contingency factored into the budgets. Each scenario shows \$26.1M (about 5% of the total program amount) in program contingency to account for price escalations or unforeseen events. This is in addition to project level contingency included in each project estimate.

**8. I have limited opinions about the major projects and feel the city will make good decisions. My bigger concern is how Public Works does such a poor job repairing sidewalks and streets in Buckhead. One block south of Honour Ave on Roswell Road, the sidewalk is broken into dozens of pieces. It extends from 10 to 25 feet. I have reported this damage for 8 years. Nothing has been done. This is an ADA lawsuit waiting to happen.**  
*sebyerly@comcast.net*

The Department of Public Works will send out an inspector to assess the area mentioned, Roswell Road, south of Honour Avenue. Next steps will be determined upon completion of the assessment. Please allow 30 days for the assessment to be completed.

## **9. Why is the Moores Mill Road at West Wesley Road intersection project shown twice and within two separate project categories on the Citywide Project-Level Scenario Snapshot Report included in the Breakout Session Packet?**

The Moores Mill Rd at West Wesley Rd Intersection Project shows up twice on the snapshot report because the project was originally funded and legislated from both the Renew Atlanta Bond (design) and TSPLOST (construction) programs. The snapshot list currently shows no allocated funding for the "street, capacity, and vehicle improvement" project category in any of the funding scenarios. Funds for the project have been designated within the "traffic signals and school zone beacons" project category. The full intersection improvement project, including turn lanes, signal upgrades, and construction, is fully funded in the project category of "traffic signals and school zone beacons" within Scenarios 1 & 2. The project is only funded through full completed design in Scenario 3 and would be shelved until funds are identified and available to take the project through construction.

**10. Stop design on projects in “concept” phase known to be on hold – pick one or two to take to design in case construction money becomes available.**

Projects that stop at design are not planned to be funded to completion in the reprioritization of the remaining Renew Atlanta projects. However, there are two ways design-only projects can still be completed: 1) working with funding partners to find partnership dollars to support implementation of the project, or 2) at the close of the Renew Atlanta Program, a small group of projects will be identified to move forward if there are additional available dollars from unused contingency or higher than expected sales tax collections. It is our intention to deliver as many projects as possible, so we will continue to work to find additional funding even on projects that are funded at design-only.

**11. Lengthen left-turn the lane from southbound Howell Mill to southbound I-75 to provide more stack-up space prior to the exit. Start the southbound turn lane at Willy’s/Shell Station to improve continued flow south on Howell Mill Rd. You can’t just “fix” Howell Mill without addressing east-west feeder streets with single-family and high-density residential! Slow traffic on Huff, DeFours, Collier from Peachtree to Marietta (or Ellsworth).**

The proposed southbound left-turn lane along Howell Mill Road is longer than the existing turn lane and will provide additional storage capacity. Due to right-of-way constraints, Howell Mill Road cannot be widened to accommodate further turn lane storage than currently designed.

**12. Who changed the zoning on Howell Mill from low to medium density?**

Land use changes for the properties along Howell Mill Road fall under the jurisdiction of the Department of City Planning and are not within the control of the Renew Atlanta/TSPLOST programs.

**13. Please cut your overhead. How is it \$65 million?**

The Renew Atlanta/TSPLOST Program overhead includes direct and indirect costs, including but not limited to engineers managing projects, schedulers, estimators, and the program management team. Given the size, complexity, and scope of the Renew Atlanta/TSPLOST Program, there is a substantial need for skilled and qualified people to manage the delivery.

**14. Wieuca-Phipps Roundabout: Why are we paying for it? Why not the developer?**

A portion of this project will be funded by impact fees. These impact fees reflect a proportionate share of new development’s impact on City services.

**15. Wealthier Buckhead residents (not me) are completely fed up with their tax monies funding everyone else with such little funding given to our streets. Residents/taxpayers are so angry. You neglect the area at great risk. Please do not cut needed work in our area.**

The Renew Atlanta Program is committed to delivering an impactful set of projects. The reprioritized Renew Atlanta project list will focus on addressing needs in all communities in an equitable way.

**16. Please table the designs that are in the composing/concept phase. We could save that money and put aside to keep future projects from falling short.**

All design work conducted by the Renew Atlanta/Program will be saved and used if funding sources are identified for those projects in the future.

**17. Can we widen sidewalks and add a rail so that bikes and walkers can use sidewalks to maximize streets for cars/buses?**

The City is committed to prioritizing safety when designing projects, including the installation of sidewalks, shared use paths, and bicycle lanes.

**18. Can something be done about the total lack of crosswalks on Roswell Road between north of Lakemoore Drive to the “The Ivys” condos for about 0.7 mile? This impedes MARTA bus use.**

Roswell Road is a State and US route and would require permission to implement any changes within the right-of-way of this corridor. The part of Roswell Road referenced above is not part of either the Renew or TSPLOST project lists.

**19. There are two segments of Wieuca Road about ½ mile long with no crosswalks. There are sidewalks but can't cross the road to get to the other side. Will any Renew projects improve the situation?**

The Wieuca Road Repaving Project will connect the sidewalks to the crosswalks and add ADA compliant ramps to provide safe mobility for pedestrians across Wieuca Road.

**20. We need transit from Cobb and other Metro Atlanta counties to Buckhead, as 93% of workers do not live there. The trains can follow I-75 to the railroad tracks on Atlanta and part of I-75 that leads to the Lindbergh MARTA station.**

Promoting transit use and infrastructure is a key tenet of the Atlanta Transportation Plan (ATP). The City is committed to working with the State of Georgia, neighboring counties, and other nearby cities to prioritize transit investments and coordinate services for metro area commuters to ensure the region's mobility future. It is our hope that the recent creation of the Atlanta-Region

Transit Link Authority (The ATL) will help coordinate and drive metro-wide transit investments similar to the one you have identified in the coming years.

**21. Is North Ivy Road on the list to be repaved? If so, when? What other roads in North Buckhead are on the list to be replaced? (I know Wieuca, W. Wieuca, and Old Ivy are listed).**

North Ivy Road is to be paved from North Stratford Rd to Wieuca Rd under contract FC-9962, which includes a batch of 20 roadway resurfacings. The contractor is currently scheduled to begin construction on this batch in early spring of 2019. The other roads to be resurfaced in the North Buckhead area are: Lenox Road, Peachtree Road, and the Buckhead Loop portion of Lenox Road. The locations and limits can be found on the Renew Atlanta interactive map.

<https://dpwatl.maps.arcgis.com/apps/webappviewer/index.html?id=c7fcd9e3593541499de2f0f548fef8c>

**22. It would be easy and inexpensive to complete sidewalks in places that almost have the complete sidewalk, e.g., Wieuca Road.**

There are many costs that must be taken into consideration when determining the cost of a project. Utility relocation, right-of-way acquisition, and drainage needs are costs that must be factored into the sidewalk replacement/completion project which can increase the overall project cost greatly. The Wieuca Road Repaving Project will connect the sidewalks to the crosswalks and add ADA compliant ramps to provide safe mobility for pedestrians across Wieuca Road.

**23. Complete streets seems to meet the goals of ATP best. Tonight's room was mainly people aged around 60. The antagonism to modes of transportation that disrupt car traffic overwhelmed the discussion. How are you engaging with youth and economically disadvantaged people who cannot drive to a northwest Atlanta session?**

The team is working to reach residents via multiple channels to get feedback and update the public on the program in the following ways: 1) City Council updates are being uploaded to the Renew Atlanta website so anyone can get more details on the program, 2) we are holding 2 rounds of community meetings in every quadrant of the City to capture feedback, 3) we have an online survey that can be filled out to provide feedback and that covers everything discussed in the community sessions, and 4) all materials and updates related to community meetings are online and available to all.

**24. I bike. It is not a safe transportation mode in Atlanta. Please help make Atlanta safer for people who choose not to or cannot afford to use a car.**

In late 2018, the City adopted a new comprehensive transportation plan, Atlanta's Transportation Plan, which commits to investing in a transportation system that prioritizes safety, mobility and affordability/equity for all modes of transportation. The Atlanta Transportation Plan (ATP) aims to

increase the amount of safe bicycle infrastructure in Atlanta.  
<https://transportationplan.atlantaga.gov/>

**25. There is a section of approximately 3 blocks on the north side of Wieuca Road which has no sidewalk. The south side is complete between Peachtree Road and Roswell Road. There are families who cannot leave their property unless they are in a car or risk the lives of family members (babies) in the crosswalk to exercise or even go to the shopping center. Please address the sidewalk situation on the north side of Wieuca Road.**

Thank you for providing this information. Your request will be added to the sidewalk assessment list for future funding consideration. No additional projects are being added to the program.

**26. There is extreme concern throughout my area/neighborhood about the rise of surface street traffic generated by drivers using GPS to cut/avoid traffic buildups. Streets that face these concerns in my area include: West Wesley to Peachtree & Northside and Peachtree Battle Ave between Northside & Peachtree.**

At the request of Council Members Matzigkeit and Shook, the Department of City Planning will be conducting a feasibility study on the use of congestion pricing (tolls) and other innovative transportation demand management measures to address surface street traffic and congestion on these corridors in North Atlanta. Through this study, we expect to identify implementable solutions to address the concerns expressed by residents in this area of the city.

**27. Please email URL showing dates/timeline for all “Major Projects Currently Funded” and Everbridge link to register.**

We are currently in the process of prioritizing all remaining Renew Atlanta projects. Once we have a final approved list of projects, we will post a schedule on our website. In order to stay engaged with the Renew Atlanta /TSPLOST Program and receive project updates and future public meeting notifications, subscribe at [Renew Atlanta + TSPLOST Project Update Portal](#). When you sign up, you will receive project update messages to your email address(es) and mobile or business phone(s), based on your specific preferences.

<https://member.everbridge.net/index/892807736722407#/login>

**28. Why does the detour route for the Powers Ferry Road run through Putnam and Blackland? Why not Lake Forest, a much better alternative at 35 miles per hour? Putnam is very residential at 30 miles per hour.**

We did consider the Lake Forrest to Wieuca Rd route as a potential detour route, but it was eliminated after analysis. The City analyzed both options for the detour for the Powers Ferry Road Project. The data showed that routing the detour through Lake Forest would be less safe due to the on-street parking on Wieuca and large volume of pedestrians in and around Chastain Park.



**29. In support of Howell Mill Complete Street being in all scenarios. Why are the Complete Street and TCC separate projects if they are on the same road?**

The Howell Mill Complete Street Project and the TCC Project are funded by different cost centers. After the projects began to take shape, Renew decided to package them together (combine the construction drawings for bidding and construction purposes within a single bid set) since they occupy almost the same identical geographical footprint, even though they remain separate projects with different project managers. The TCC Project will be bid for construction in the same package as the complete street project.

**30. What happened to the \$1.6 million that was allocated to a Renew Atlanta project at Mount Paran Road @ Conway Drive as of January 18, 2019? The neighborhood opposed the 3-streets' widening for left and right turn lanes. As it stands now, traffic lights in this intersection all synchronize – but this could not have cost \$1.6 million. Could this money be used to curb Mount Paran between Northside Parkway and Northside Drive – 2 miles?**

A small portion of the funds were used to perform upgrades to the traffic signals by adding detection, new equipment, and signal timing. The remaining funds were not allocated to the project and are included in the rebaselining and reprioritization efforts. The funds remaining will be utilized for projects that are currently listed on the Renew Atlanta Bond project list and not used to fund projects outside of the current list.

**31. Why did the city waste \$300k+ putting in sidewalks on Peachtree Dunwoody that are not ADA compliant? There are telephone poles in the middle of the sidewalk?**

This project was built in accordance with ADA standards. The poles mentioned within the Peachtree Dunwoody Road segment between Carter Drive and Loidans Drive have compliant sidewalk widths of 36" minimum at the rear. These areas are called pinch points and are compliant with ADA requirements when utility poles and other right-of-way restrictions are present.

**32. I have a particular interest in Wieuca Road & West Wieuca Road (all phases) being resurfaced. They are awful & I thought the promised timeline is that they would already have been resurfaced. What does it mean that beside "fully funded" those resurfacing projects say "assumes leveraged partner funding"? Who is the partner? I certainly hope the resurfacing will happen soon! I am not sure a Wieuca Roundabout is a good solution.**

"Assumes leveraged partner funding" means that partnership funding is in place to be used. The City is partnering with the PATH Foundation for the completion of the West Wieuca Road Path Project. The current estimated timeline to begin resurfacing construction is fall 2019.



**33. Why aren't TCCs included in the complete street projects?**

TCCs, or "transportation communication corridors," are funded under a separate project category due to scope of work. The TCC projects do align with most complete street projects and would be implemented and constructed in appropriate sequencing where both are fully funded.

**34. In January 2018, the City issued an invitation to bid (ITB) FC-10082 for repair of Howell Mill Bridge over Peachtree Creek, but no project has been launched. The ITB said the bridge was unsafe. The bridge has weight limit signs – 5 tons – but the limits are not enforced. The bridge will be used as an alternate when the GDOT shuts the Northside Drive Bridge for the replacement project scheduled for 2020. When will the City repair the Howell Mill Bridge to remove the danger it will collapse?**

The official detour for the GDOT Northside Drive project is I-75, not Howell Mill Road. The Howell Mill Bridge project is a repair not a replacement. The Howell Mill Road Bridge is currently load-posted for five (5) tons. We have selected a contractor to repair the bridge under FC-10082. We are moving forward with legislation through City Council to approve this repair. The contract approval and execution process will take several months. Repair work could begin as soon as this summer. We hope to have this bridge repaired before the Northside Drive Bridge construction which will is expected to start in 2020.

**35. Can you clarify the amount of leveraged funds for each scenario?**

Scenario I: Complete Streets - has an estimated \$124M in potential leveraged partnership fund. Scenario II: Foundational Investments - has \$123M in potential leveraged partnership funds, and Scenario III: Max Leveraged Funding has \$133M in potential leveraged partnership funds. They are "potential" until the project is selected and the funding confirmed and transferred from the partner to the project.

**36. Do we need more attention to intersections, speed limits, and coordination of density planning? Emory and Back, for instance, did not consider impacts on congestion.**

Attention to the form and functionality of intersections and to factors impacting vehicle speeds is critical to addressing mobility safety concerns within the City, especially for more vulnerable users like pedestrians and cyclists. Safety is one of the three key principles underlying Atlanta's Transportation Plan (ATP).

As the region continues to grow, congestion will increase along all corridors. This is why it will be important to provide travelers with mobility options, so they have alternatives to driving.

**37. The single greatest transportation issue on the north side of Atlanta is east-west traffic, principally from Cobb to Greater Buckhead. There is nothing in the list that even starts to address this issue. Why? Is the list obsolete?**

At the request of Council Members Matzigkeit and Shook, the Department of City Planning will be conducting a feasibility study on the use of congestion pricing (tolls) and other innovative transportation demand management measures to address the congestion on the east-west corridors in North Atlanta. Through this study, we expect to identify implementable solutions to address the unique challenges in this area of the City. This is independent of the Renew Atlanta/TSPLOST Program.

Cobb County is not within the city limits of the City of Atlanta, and, therefore, not eligible for Renew Atlanta projects.

**38. What is the schedule to finish design, start construction, and finish construction on Howell Mill Complete Street project?**

The Howell Mill Complete Street Project is projected to be through the design phase by August 2019. The start of construction is projected to be March 2020 and construction will have a duration of an estimated 24 months.

**39. For the complete street projects at Howell Mill, Monroe/Boulevard, North Ave, 5th, Spring, and West Peachtree, what are the exact road, bike lane, and sidewalk changes? What lane widths, number, and direction of lanes, bike lanes (protected)? Has anyone studied the possibility of grid restitching in future projects?**

Most of the detailed configurations for the Complete Street projects can be found on the Renew Atlanta website. View public meeting displays and/or presentations with possible corridor layouts at: [https://renewatlantabond.com/project\\_transportation\\_category/complete-streets/](https://renewatlantabond.com/project_transportation_category/complete-streets/)

An intact street grid promotes density and human-scaled development, as well as helping to facilitate active mobility options like walking and biking. As such, preserving areas where the street grid remains intact and working to restitch it wherever possible aligns with several stated goals of the Atlanta City Design and the City's newly-adopted Atlanta's Transportation Plan (ATP). Many of the "New Streets" programs contained within the ATP are collections of small-scale street extensions and new connections in key areas developed to contribute to restitching the grid where possible.

**40. Why aren't impact fees being used where collected?**

The Transportation Impact Fee Service Area is City wide. In evaluating where to expend Transportation Impact Fees the City looks at the priority of the project and the proximity of the project to where the fees were collected.

**41. Remove bike lanes on Pharr Road. They are not used.**

The bicycle lanes on Pharr Road serve as an alternative to driving in a corridor that provides critical access to jobs and housing. Part of improving mobility options across the City is an

investment in bicycle infrastructure. Expanding the bicycle network to better connect the existing network to job centers, neighborhoods, and transit will increase the utility of existing networks.

**42. \$10M for Art should not be a priority**

Per the Percent-for-Art Ordinance 18-O-1884 adopted by Council November 17, 2008, and approved by the prior Mayor on November 24, 2008, the City Council and Mayor established a program in the Public Art Code for funding public art in the City which requires City departments to allocate a certain percentage of construction costs for public art. As such, the original Renew Atlanta Infrastructure Bond legislation identified specific funds to be used for public art throughout the City. Per the above-cited ordinance, these funds must be used for that purpose only, and therefore, are identified separately from funds for transportation or facilities projects.

**43. The three scenarios presented on Thursday in the main auditorium and then the breakout sessions are in need of serious review. You are asking citizens to vote for one scenario over others. However, these scenarios do not address the real issues affecting where we are in road rehabilitation and city mobility improvements.**

The City is asking citizens to provide insight into what project types, as well as specific projects, are most important to them. The three scenarios reflect values that came across clearly and consistently during our discussions with stakeholders, including: City Council, community organizations, Community Improvement Districts. All scenarios address safety, mobility, and equity needs by putting more than 80% of remaining funds into complete streets, bridges, resurfacing, signal improvements, and capacity improvements. These are all projects that focus strictly on rehabilitating our transportation infrastructure and improving mobility.

**44. Cost escalations will eat up the 5% contingency fees, in aggregate \$26 million, set in each individual project and the 5% contingency fee of \$26 million set aside overall to take care of escalating costs. These will be eaten up in Year 1 at the rate of cost increases.**

We do not agree that these will be exceeded in Year 1. There are a number of fixed costs (or cost ceilings) built into the program that will not require contingency. The City is working to increase vendor/contractor competition to help drive down costs through an enhanced solicitation process. Project savings will be reallocated to contingency to help mitigate program risks and fund other projects based upon the established project priorities to be determined as a result of our rebaselining and prioritization efforts.

## **1/30/2019; Northeast @ Grady High School**

### **1. Project schedules need to be accessible.**

Project schedules are currently on hold for much of the Renew Atlanta Program as we go through this prioritization and rebaselining process. However, upon rebaselining the Renew Atlanta Program, project schedules will be available on [www.renewatlantabond.com](http://www.renewatlantabond.com) once execution timelines are confirmed.

### **2. Are timing of signals on traffic throughways set to a specific speed limit that might encourage speeding?**

Traffic signal timings are based on the posted speed limit of the street.

### **3. The 10th St and Monroe Dr intersection requires special consideration, both from a process and a budget standpoint. What is the budget and process? Please make Beltline connectivity a priority. You may want to close the Monroe-facing driveway to shuttle Beltline traffic directly to the side of the Beltline, once it is opened. Making bikes and peds cross Park Tavern driveway to get to Beltline is needlessly dangerous. *Kcobb@gatech.edu***

Renew Atlanta and the Atlanta Beltline are coordinating efforts for improvements to be made at the intersection of 10<sup>th</sup> Street and Monroe Drive. The Renew Atlanta Program is currently in negotiations with a design consultant to expand upon what came out of the public meetings and refine a design for the intersection that provides solutions for pedestrian and bicycle mobility, and safety.

### **4. We are concerned that projects do comply with the Inman Park Historic regulations. The project at Edgewood/Euclid Ave was designed with brushed concrete sidewalks. I understand this has been changed to hex pavers as required by IP Historic Regs. All projects should comply with the Historic Regulations. All contractors need to know that they must comply with Historic Regs. Handicap access ramps @ sidewalk corners also must comply with Historic Regs using hex pavers.**

The noted project was not funded by Renew/TSPLOST. Construction of all Renew/TSPLOST-funded projects strives to comply with the Historic District and Landmark District regulations found in Chapter 20 of the City of Atlanta Zoning Ordinance.

### **5. With the new state gas tax is Atlanta getting its fair share of these dollars and could such money be used instead of TSPLOST/Renew to resurface?**

The City continuously partners with GDOT to identify funds to support the Renew Atlanta Program to address the program's budget shortfalls.

**6. Monroe Dr is noted as one of the projects but not expressly 10th and Monroe. What will be done at that intersection?**

Improvements to the intersection at 10<sup>th</sup> Street and Monroe Drive are part of the Monroe Complete Street Project. The concept for the improvements to the 10th Street and Monroe Drive intersection include:

- Protected Bike Intersection - bicycle accommodations should be protected or separated from vehicular traffic
- Increased visibility and protection for bicycle and pedestrian crossings
- Separated bicycle and pedestrian crossings from 10th Street to BeltLine.
- Increased bicycle safety due to separation of bicycles from vehicle travel lanes, providing space to yield to pedestrians, improving sightlines, and clearly establishing priority.

The concept layout of this intersection can be found on the presentation boards on the Renew Atlanta Website at:

<https://www.dropbox.com/sh/k0e7y3durygf8kn/AABMtkr-y332yoYNfWDqfQ2La?dl=0>

**7. Inman Park residents are very concerned about safety improvements on N. Highland (between Elizabeth St and Alaska Ave in Inman Park and Old 4th Ward), especially pedestrian safety. We have been told this project will move forward but we want to be sure this is the case. This project includes crosswalks, flashing lights to slow car traffic and other safety features. Will this project happen?**

The North Highland Ave Pedestrian Safety Project is fully funded under all three prioritization scenarios. Fully funded projects will not be “set in stone” or finally confirmed until the close of the rebaselining process. The ultimate staff recommendation will adjust/augment the scenarios shared in the community sessions.

After the staff recommendation, we will have another round of community sessions where feedback and input can still influence the project list. Final project prioritization will not be made until March/April 2019.

**8. We need a traffic signal at Monroe and Cresthill. Is this part of Scenario 1? Also, is Monroe/Blvd TCC not funded in Scenario 1?**

Monroe/Blvd TCC is funded for all three scenarios. The Monroe Complete Street Project will look into verifying if a traffic signal is warranted at the intersection of Cresthill and Monroe.

**9. Are online purchases included in TSPLOST collections?**

Yes, to the extent authorized by state and local law. All TSPLOST collections are collected by the State of Georgia and then remitted to the City of Atlanta per the required amounts. Thus, collections are only received where they were collected by the State. Per 2018 Georgia House Bill 61 (HB61), there are now stronger requirements on online purchase sales tax collections. To the extent collections are made on online purchases by the state within the City of Atlanta, they are included in TSPLOST collections

**10. When is the City going to pay to maintain sidewalks?**

The City maintains sidewalks in accordance with state and local requirements.

**11. I'm the person who wondered why the old bulbs in the traffic signals at the intersection of Elizabeth Street and Edgewood Avenue are replaced with they burn out with new "old" bulbs (i.e., old style bulbs instead of LEDs—old style bulbs which still get so hot that they eventually burn the lenses on the signals).**

**Projects at (1) North Highland Avenue between Alaska Avenue and Carmel Avenue and (2) at the intersection of Euclid Avenue and Edgewood Avenue have been designed already. Let's go ahead and get them done! Why is the yellow color indicating design phase missing from project's table?**

The Renew Atlanta team has posted updated project list tables following the meeting to showing the updated yellow color labeled for design.

**12. TSPLOST Committee/City Council/Mayor need to determine who has final vote on project list and funding so public can hold them accountable.**

This process is a collaborative effort to include the Mayor, City Council, community partners, residents, and other stakeholders throughout the City. While the existing project list has been formally legislated and approved by Council and does not require to be voted on again, it is our intent to bring a final re-baselined and prioritized project list to Council for their review and final approval during the March/April timeframe.

**13. Why is \$2.0 million being allocated under scenario 1 and 2 for Relay Bike Share? There are now many different companies that provide bike share programs (Lyft and Jump, etc.) and it seems unnecessary to invest more money in this program.**

In 2016, the City of Atlanta, in partnership with Cyclehop, launched Relay Bike Share with 100 bikes and 22 stations in Downtown Atlanta. Also in 2016, the City of Atlanta City Council passed the resolution to fund the Relay expansion through the TSPLOST revenue. In 2017, with the understanding that the City of Atlanta would fund a further expansion, Cyclehop expanded the system to 500 bikes at 65 stations. More than 53,000 people have used the bike share program

and have taken over 170,000 trips traveling over 400,000 miles.

The City has been a strong partner supporting the Relay Bikeshare Program and committed to funding an expansion of the system from 500 to 1,000 including electric bikes, and another 50-70 stations, through TSPLOST revenue.

The dockless scooter and bike share companies are operating an exciting new supplemental mobility option. However, without a contract with the City, they are not committed to providing the long-term, equitable mobility option that the Relay Bike Share program delivers.

It is critical that the City honors its commitment to funding the expansion to ensure that Relay, the public bikeshare program, continues to provide an equitable and reliable station-based bikeshare system for people living in and visiting Atlanta.

**14. The Monroe Dr complete street needs to include sidewalks and safe crossings. The scenario presented at the public meeting last summer (2018) included almost nothing north of 10th St. Safe crossings are needed between Piedmont and Montgomery Ferry. Install curb ramps and fix sidewalks. Atlanta faces a class action lawsuit for its failure to make sidewalks accessible.**

The concept for Monroe Drive north of 8th St is still in development. Specifically, the team is exploring alternatives that will allow for improved pedestrian safety, more sidewalks, and safer crossings. Renew Atlanta engaged Georgia Tech to perform a walkability assessment and develop a walkability score along Monroe Drive and other corridors in the City. This assessment will be used in quantifying needed pedestrian improvements. Furthermore, a more detailed traffic model is being developed which will help better evaluate alternatives that are beneficial to pedestrian mobility and safety.

**15. Will complete street projects help with safety concerns at the intersection of Ralph David Abernathy Blvd (RDA) and E Ontario (which should fall under the RDA complete streets) & Cascade/RDA (which should fall under Cascade Rd Phase 2)? Within the last month we've had 2 fatalities in these areas. We have also had several auto accidents and hundreds of near misses. These should be considered top priorities.**

The signalized intersection at Cascade Road at RDA is currently under design by GDOT. Renew Atlanta is coordinating with GDOT to include a protected left turn phase from Cascade Avenue onto RDA.

**16. I live in NPU-C and was unable to attend the Renew reprioritization meeting due to travel. I understand that many of the projects are being reconsidered due to budgetary constraints.**



**Could you help me understand what criteria was used to classify the Moores Mill Rd and W Wesley intersections as funded in Scenario 1 (Complete Streets), Scenario 2 (Foundational Investments) but not in Scenario 3 (Max Leveraged Funding)?**

**Could you pass along the input data used to calculate:**

- 1) Safety ratings of the intersection**
- 2) The "Equitable Target Area" rating (however that is calculated)**
- 3) The mobility statistics in relationship to other intersections in W Buckhead like Moores Mill and Howell Mill; W Wesley and Howell Mill; Peachtree Battle and Bohler; Peachtree Battle and Howell Mill and W Paces Road and Paces Ferry Rd.**

**Was there any other input data used for this intersection in deciding in which scenarios it would be funded? If you could pass along this as well.**

- 1) For safety, roads that are on the high injury network (HIN) scored higher. More on the HIN can be found in the Atlanta Transportation Plan. <https://transportationplan.atlantaga.gov/>. The intersection of Moores Mill Rd at West Wesley Rd is on Atlanta's HIN and identified as a high injury intersection based on the methodology within the Safer Streets Chapter of the Atlanta Transportation Plan.
- 2) For equity, projects running through "very high" equitable target areas (ETAs) were rated higher. ETAs identify key areas for investment in the city due to at-risk criteria and can be found here: <https://atlantaregionsplan.org/resources/equitable-target-area-index-eta/>. The intersection of Moores Mill Rd at West Wesley Rd is not located in an equitable target area.
- 3) For mobility, alignment to Atlanta City Design growth corridors and proximity to public transit largely drive scoring. This intersection does not score on either rating.

Since safety was the most important criteria used, the analysis of the intersection held a high enough priority to be included in scenarios. However, the intersection was not included in all three scenarios since it does not have partnership leveraged funding.