

Program FAQs (1/2)

Question	Response
<i>How did you prioritize projects for the final staff recommendation?</i>	Projects were analyzed based on principles from the Atlanta Transportation Plan (ATP): safety, equity, and mobility. Additional qualitative factors informed decision-making relating to project cost, project readiness, and available leveraged funding. A full analysis packet on the prioritization can be found on the Renew Atlanta website.
<i>How did you analyze safety?</i>	Safety was analyzed based on the amount of project that impacted the High Injury Network (HIN). The HIN is the network of roadways within the City that account for a disproportionate number of serious accidents and on which investments in safety can have the most outsized impacts.
<i>How did you analyze equity?</i>	Equity was analyzed based the amount of a project that overlaps with the Atlanta Regional Commission's Equitable Target Areas (ETAs). This index is constructed from census data and maintained by the ARC to help identify and better understand communities that may be more vulnerable to environmental justice concerns. These communities contain high percentages people living in poverty and/or high minority populations.
<i>How did you analyze mobility?</i>	Mobility was analyzed based on the amount of a project that overlaps with key mobility areas. These areas include: proximity to growth corridors from the Atlanta City Design, proximity to MARTA stations, and access to the City's nature network.
<i>How important were the "qualitative factors" in making prioritization decisions?</i>	Quantitative analysis drove prioritization and provided a baseline for the team to understand projects relative to one another. However, key qualitative factors resulted in de-prioritization of projects due to delivery timeline or feasibility (e.g., low project readiness that would delay construction beyond 2-3 years, very high project cost)
<i>Projects don't address key issues in my community, can we do more pressing projects I've identified?</i>	We will not be adding projects to the list as we prioritize. Atlanta is rapidly growing and we realize that new needs emerge regularly in communities, however we cannot add projects to the already approved lists at this time. There may be opportunities to address these issues through our maintenance program or future funding opportunities.
<i>Why are you funding my project through design? Isn't that a waste of money?</i>	Shovel-ready projects present a great opportunity for the City to work with funding partners (e.g., GDOT, ARC) to support the construction of projects. Further, projects that are designed tend to be the first projects that can move forward in the event of future funding opportunities. This is very normal in jurisdictions that have long-term capital programs.

Program FAQs (2/2)

Question	Response
<i>Why aren't you fully funding Campbellton Rd smart transit corridor?</i>	This is a very high priority project for the City. However, we cannot complete the work without coordinating with MARTA. Thus, we cannot move this project forward until we have more clarity on the transit side. We've allocated a sizeable funding amount to make sure we are able to be strong partners through the design process with MARTA.
<i>Why aren't you fully funding Dekalb Avenue complete street?</i>	Dekalb Ave complete street is a \$30M+ project that will take 24+ months to fully design. The team made the decision to not reserve almost 1/3 of the available funding for a project that can't move forward for an extended period. Thus, we've focused on making the roadway safe by removing the reversible lane and resurfacing. During this period, we'll look for multi-modal improvements within the current ROW. We've also funded the design of the complete street for future funding opportunities.
<i>Cheshire Bridge Road should be resurfaced</i>	Given the high level of on-going and planned development on the roadway, we have not funded improvements that will be "cut" by coming development. Once development on the roadway slows we can work to improve the state of repair of the roadway.
<i>Why aren't you funding the sidewalk & streetscape project in my community?</i>	The team determined that the streetscape portions of these projects focused more on beautification than significant safety improvements (compared to other projects prioritized in the program). Given the funding shortage and focus on safety this prioritization decision was made. However, we recognize the need for more sidewalks across the city for mobility even though these specific projects have been deprioritized.
<i>Why not reduce art funding or general facilities for complete streets?</i>	Art & general facilities are part of the Renew Atlanta Bond program and come out of a portion of funding that cannot be used for transportation projects. Thus, investments in art and facilities are not part of the rebaselining process and will remain at their current funding levels.
<i>Why haven't North Avenue and/or Langhorn complete streets been fully funded?</i>	Both of these complete street projects present areas with rapid growth and a growing need for improvement. However, prioritization decisions were made using data over the past three years. Both of these projects rated lower than peer projects that have faced challenges for years. As we move forward, these areas will likely increase in priority, despite their scoring today.