**GDOT - SR 8 / Ponce De Leon Corridor Plan- Stakeholder Meeting**

**MEETING GROUP:** Ponce de Leon Avenue – Stakeholder Meeting

**DATE & TIME:** September 28, 29, 30 2020 6:00 PM – 8:00 PM

**LOCATION: Virtual Meeting via Microsoft Teams**

**INVITEES:** Commissioner Jeff Rader (DeKalb County), Representative Becky Evans (Georgia House of Representatives), Senator Elena Parent (Georgia Senate) David Cullison (DeKalb County),David Zaparanuck (City of Atlanta),Kent Strickland (City of Atlanta), Henry Wyche (Citizen), Pam McClure (Frazer Center), Wendy Heaps (Druid Hills Civic Association), Anne Wallace (Druid Hills Civic Association), Yvette Weatherly (Druid Hills Civic Association), Van Biesel (Druid Hills Civic Association), Bill Clark (Druid Hills Civic Association), Joey Wheeler (Druid Hills Gold Club), Bill Clark (Druid Hills Civic Association), Sandra Stewart Kruger (Olmsted Linear Park Alliance), Toby Brooks (Olmsted Linear Park Alliance), Jennifer Grant Warner (Fernbank Museum), Catherine Nowell (Fernbank Museum), Harnett Lane (Druid Hills Civic Association), Dwayne Tedder (AECOM), Anagha Krishnan (AECOM), Ryan Ellis (AECOM), Shannon Dodd (GDOT), Jennifer Corcoran (Edwards-Pitman), Justin Hatch (GDOT), Tasia Milward (GDOT), Sam Harris (GDOT), Lindsay Traylor (GDOT), Davida White (GDOT), Jeremy Busby (GDOT)

**Public Comments for Safety Improvements**

**SR 8 / Ponce de Leon Ave @ Clifton Road**

* Red symbols indicate a higher number of crashes than should typically be at this intersection. Yellow indicates it’s two times the amount. Green means it has a similar amount that it should typically have.
* Bridge reconstruction project at Lullwater Creek, just East of the Paideia School. The blue line is the drainage project. It is to rebuild some of the drainage structures. It will help clear water off the road.
* Potential alternatives Clifton Road; Draft drawings are at the preliminary stages.
* Widen symmetrically a few feet on each side, or all to one side to avoid the park, and a potential roundabout at this location. There are around 40 crashes per year that happen in this location.
* The roundabout does not perform well operationally at this intersection and would significantly affect properties and the park on all four quadrants.
* The different alternatives like the roundabout could have a 38% reduction in crashes whereas the turn lanes might only be around 20%.
* Here’s what designs could look like on Ponce and Clifton. The light blue lines are approximate locations of existing right away. These are not surveyed lines. This alternative would widen on both sides, plus include sidewalks.

**SR 8 / Ponce de Leon Ave @ North Ponce de Leon Avenue/Lakeshore Dr.**

* Several options considered in this location. Roundabouts score well here. This location has no turn lanes.
* Roundabouts with cost components with and impacts to the park area and the crash numbers may not be high enough to justify a full roundabout at this location. It performed well operationally.
* Re-alignment this cuts into the park property that may need to be acquired.
* Pros and Cons list was discussed.

**SR 8 / Ponce de Leon Ave @ Ponce de Leon Manor/East Lake Road**

* Cluster of intersections in this area. East Lake Road crashes were not as high as some of the other intersections.
* A lot of things happening at this location, roundabout performs relatively well as a safety countermeasure.
* Realignment was also a consideration; putting in a left turn lane to cut down on the rear end crashes and lining up the side street better so that people will see better.
* We’re trying to go for something that would be beneficial to safety.
* The realignment is an option that is not as high of value on crash reductions, but it has a crash reduction factor around 20% range. Realignment to bring the turning movements and add a left turn lane. See good advantages here.

**SR 8 / Ponce de Leon Ave @ Ridgecrest Road**

* This is a high priority. The number of crashes here and risk factors like sight distance and crash patterns. Short term considerations that could be made here. Also, substantial improvements. This one has short and long term options. It’s in a tough spot with a difficult maneuver to turn left out of Ridgecrest. Provide a Right In / Right Out intersection which would include: Plastic tubes, or curb that doesn’t allow lefts of out this Ridgecrest side street.
* Also discussed High T intersection. Take a left and get into an acceleration lane and then get into the main line of traffic. It didn’t score very well with the investment it would take and the results it would provide. It was evaluated.

**SR 8 / Ponce de Leon Ave @ North Ponce de Leon Avenue**

* Not many crashes here, 4 or 5 per year. A lot of open pavement at North Ponce.
* Channelization concrete islands were a good option, and keeping left turns available out of north ponce, may be highly desirable to the citizens who live in this area.
* Popular area to walk. High Pedestrian walking areas.

**SR 8 / Ponce de Leon Ave @ Artwood Road**

* Pedestrian crossing needs at this location. Trying to balance these concerns for options.
* One option is a left turn lane in one direction, crash reduction percentage; not a huge safety benefit.
* Another option is a Right in, and Right out which could lose signalization and possibly pedestrian crossing capabilities.
* A significant number of rear end crashes in this area.

**SR 8 / Scott Blvd from West Ponce De Leon Ave to East Parkwood Rd.**

* One option is a roundabout consideration,
* Another is a realignment, and good crash reduction rate
* These could be expensive projects, due to drainage system, culvert type drainage structures.
* Another option is to close off one leg, right in and right out signalize in a consistent manner

**SR 8 / Scott Blvd @ Nelson Ferry Road**

* Talked with city officials and the people who own the swimming pool in the summer during a hot day in the afternoon during pandemic, not a large number of people to warrant a pedestrian hybrid beacon for the crossing at this time. This area is still a good area for considerations.
* Crosswalks and Flasher in this area. Yellow flashing light.
* Improvements considered here, and Pedestrian hybrid beacons, rectangular rapid flashing beacon
* No median in this area

# Questions and Comments During the Meeting

# As far as the crashes the roundabout data could possibly decrease 38% versus what was the turn lane percentage?

# Turn lane configuration typical section including sidewalks on both sides of the road. You don’t need sidewalks on south frontage of Ponce because you’ve got a trail system that carries that traffic.

# At this point can you infer any effective topography one of the characteristics obviously this is a historic resource defining characteristics of these Olmstead parks and these landscape design lack of retaining walls?

# There have been a series of incremental changes in traffic management. You added a protected left turn phase eastbound several years ago and then you added a prohibition to left turn westbound after that and so I’m wondering if you have any data on the impact of those traffic management solutions and what would be the case if you rerouted the turning traffic onto south ponce which is the parallel to the distributor road?

# *GDOT stated that data indicated initial reduction in crashes, but later crash rate returned to previous rate.*

# Has a level of study been done for the proposal?

# *Yes, studies have been done.*

# How wide would the recovery zone be, and the sidewalk widths will there be provisions for bike lanes in the concepts that we looked at thus far?

# *Wide sidewalks and buffers and/or bike lanes could be considered, but they will take additional property from property owners or the park to construct.*

# I think this is an incredible opportunity; safety audit of the corridor. The sidewalks are super close to the roadway. This does seem like a great opportunity.

# *Wide sidewalks and buffers and/or bike lanes could be considered, but they will take additional property from property owners or the park to construct.*

# Discuss the type of crash patterns seen in this location? Are they rear end? Angle crashes? What do they indicate in the terms of the deficiencies in the intersection?

# *Various crash types and patterns were discussed at specific intersections.*

# Will there be any green infrastructure incorporated into the design in terms of managing stormwater quality before it leaves the right of way?

# *This type of improvement could be considered with projects, but safety funding is anticipated, so improvements must focus on safety.*

# Length of left turn lane, how far? Would it back up on Eastlake? Considering expansion to give relief to East Lake.

# *There could be improvements to East Lake Rd approach. Delay appeared reasonable in design years with roundabout alternative. More study of this would be needed.*

# Is there a way to configure it to where you do don’t encroach on the park?

# *There may be a shift of the roundabout to more so minimize park impacts or eliminate them*.

# Next steps?

# Compile input from stakeholders

# Deploy Corridor Webpage

# Move highest priority projects points section to design stage