



CORRIDOR Road Safety Audit

SR 8 / SR 10 / US 23 / US 29 / US 78 / US 278 /
PONCE DE LEON AVENUE NE / SCOTT BOULEVARD
ATLANTA AND DECATUR | DEKALB COUNTY | GEORGIA



G R E S H A M
S M I T H A N D
P A R T N E R S



Prepared for the Georgia Department of Transportation

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In Cooperation with the U.S. Department of
Transportation and FHWA

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EXECUTIVE SUMMARY

In December 2015, a Road Safety Audit (RSA) was performed for a roughly three-mile stretch of Ponce de Leon Avenue NE and Scott Boulevard in Atlanta and Decatur, DeKalb County, Georgia. Through this area, the road is contiguous with portions of State Route (SR) 8, SR 10, and U.S. Highway (US) 23, US 29, US 78 and US 278. The audit consisted of research into local conditions, a thorough community survey, analysis of crash data, and two days of extensive field inspection, followed by review and discussion of findings, observations, and potential solutions for safety issues.

This report is the final result of this formal safety evaluation of SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard from Moreland Avenue/US 23/Briarcliff Road/SR 42 to SR 155/Clairemont Avenue. The report summarizes findings and observations and offers recommendations to address potential safety issues.

The corridor is an important corridor in the area. It has a high volume of vehicular traffic, particularly during peak rush hours, but throughout the day. At the same time, the corridor is an integral part of the historic Druid Hills neighborhood and has a series of historic parks that run along a substantial portion of the corridor. It is essential to strike a balance between safety for all users – pedestrians, cyclists, and motorists – operational efficiency, and environmental and historic concerns. This audit seeks to offer recommendations that will improve safety along the corridor but without substantially affecting capacity or operations, and seeking to preserve environmental and historic quality.

To that end, many of the findings and recommendations focus on safety improvements within the existing right-of-way, including protection for pedestrians, roadway and drainage facility conditions, signage and signal improvements where needed, and traffic calming measures where appropriate. Safety concerns include condition of pedestrian facilities, roadway condition, drainage, speeding traffic, proximity of pedestrian facilities to travel lanes, and lighting. Limited visibility due, in part, to the curvilinear nature of the roadway and the angle of intersecting streets and turning movements are also important safety concerns along SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard.

The report offers a broad range of recommendations to address these concerns, including wayfinding and signage to better direct traffic, engineering and design ideas, and traffic calming measures where appropriate. Specific recommendations include: upgrades to signs and signals; refreshing pavement markings and relocating crosswalks where possible; repairing sidewalks, drains, and the roadway surface; repairing lighting; and installing features to improve pedestrian safety. In the longer term there may be opportunities to improve visibility and sight distance (and reduce the number of crashes) through redesign of certain intersections.

The findings and top recommendations detailed in the following report are summarized in Table 1.

TABLE 1. TOP RECOMMENDATIONS

RECOMMENDATIONS	RESPONSIBLE AGENCY	LEVEL OF EFFORT	TIME FRAME	COST
Upgrade sidewalks and pedestrian facilities to meet ADA standards. Repair, replace, and/or install sidewalks, pedestrian ramps, truncated domes, crosswalks, and/or pedestrian crossing signals as needed in key locations. Consider the use of high visibility sidewalks and raised curbs at corners.	GDOT	Moderate	Intermediate	Moderate
Study opportunities to reposition crosswalks and/or sidewalks farther from travel lanes along SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard. Implement where feasible.	GDOT	Low	Intermediate	Moderate
Install raised pedestrian crossings on both segments of South Ponce de Leon Avenue.	City of Atlanta / GDOT	Low	Short Term	Low
Upgrade, repair, and/or replace signage throughout the corridor to ensure consistency and meet current standards.	GDOT	Low	Short Term	Moderate
Trim vegetation and/or move signs so they are more visible.	GDOT	Low	Short Term	Low
Refresh pavement markings where needed. Install RPMs in key locations, and consider relocating crosswalks on side streets near parks and schools farther from the RSA corridor.	City of Atlanta / City of Decatur / GDOT	Low	Short Term	Low
Repair or resurface pavement as needed.	GDOT	Moderate	Intermediate	Moderate
Ensure consistent lighting throughout the corridor by repairing or replacing light fixtures, trimming vegetation, or installing more pedestrian-scale fixtures as appropriate.	City of Atlanta / City of Decatur / GDOT	Low	Short Term	Low
Implement "Quick-Response" project at Coventry Road to realign intersection and improve pedestrian crossing.	City of Decatur / GDOT	Moderate	Intermediate	Moderate
Study feasibility of alternative configurations of the intersection at Clifton Road and implement if feasible.	City of Atlanta / GDOT	High	Long Term	High

Install chevrons and/or other signs warning of approaching curves in the roadway.	GDOT	Low	Short Term	Low
Carry out the GDOT District 7 plan to install 8-inch edge line between the railroad trestle and SR 155/Clairemont Ave.	GDOT	Low	Short Term	Low
Upgrade signals throughout the corridor, installing FYAs and/or reflective backplates as needed.	GDOT	Low	Intermediate	Moderate
Investigate the possibility of additional Emory University shuttles to help reduce traffic along the corridor.	City of Atlanta / City of Decatur / GDOT / Emory University	Low	Short Term	Low
Enforce posted speed limits and consider installing radar speed signs that inform drivers of current speed.	City of Atlanta / City of Decatur / DeKalb County	Low	Short Term	Low
Install time-restricted "No Left Turn" signs at select intersections.	GDOT	Low	Short Term	Low
Consider alternative designs or reconfigurations of intersections with high number of crashes and/or limited sight distance such as Moreland Avenue/US 23/Briarcliff Road/SR 42, Clifton Road, East Lake Road, West Ponce de Leon Avenue/North Parkwood Road/East Parkwood Road	GDOT	High	Long Term	High
Undertake a holistic planning study of the area to identify alternate east-west corridors and opportunities to reduce traffic volume on SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard.	GDOT	Moderate	Long Term	Moderate

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LEGEND

<u>LEVEL OF EFFORT</u>	<u>TIME FRAME</u>	<u>COST</u>
<p>Low <i>GDOT or Local Government</i></p>	<p>Short Term <i>1 to 6 months</i></p>	<p>Low <i>\$0 to \$100,000</i></p>
<p>Moderate <i>Full GDOT Plan Development Process (PDP) – Low Impacts</i></p>	<p>Intermediate <i>6 to 24 months</i></p>	<p>Moderate <i>\$100,000 to \$300,000</i></p>
<p>High <i>Full GDOT PDP – High Impacts</i></p>	<p>Long Term <i>Greater than 24 months</i></p>	<p>High <i>Greater than \$300,000</i></p>

1. ROAD SAFETY AUDIT

1.1. OVERVIEW

A Road Safety Audit (RSA) was performed for the stretch of SR 8/SR 10/US 23/US 29/Ponce de Leon Avenue NE/Scott Boulevard from Moreland Avenue/US 23/Briarcliff Road/SR 42 to SR 155/Clairemont Avenue on December 1 and December 2, 2015. This corridor spans portions of the City of Atlanta and portions of the City of Decatur in DeKalb County, Georgia. It is located within District 7 of the Georgia Department of Transportation (GDOT).

An extensive field inspection was conducted over the course of two days. Findings were discussed at length following each field inspection and are summarized in this report. Observations and recommendations are provided for the corridor as a whole as well as for specific intersections and segments of the corridor.

As part of the audit, the team discussed the context of the corridor, including its location in two cities, along historic parks, the presence of numerous schools in the area, and its function as an important thoroughfare connecting the cities of Decatur and Atlanta. The team also discussed how pedestrians and cyclists interact with the corridor, as well as the history of the road, but as is appropriate for an RSA, the focus of the audit was on existing conditions, potential safety issues, and the identification of practical and implementable short, medium, and long-term solutions. Potential actionable items are described and evaluated in the following report.

1.2. THE PROCESS

An RSA is a formal safety performance evaluation of an existing or future road or intersection by a multidisciplinary team of auditors. RSAs have been used successfully for a wide variety of locations to identify potential solutions leading to both short-term improvements and longer term efforts, including construction projects. The RSA process is a tool that does not rely solely on crash data, but rather takes a proactive approach to identify safety issues through firsthand observation and offer recommendations to be considered in improvement projects.

The actual audit is a three-step process that includes a meeting to discuss the location, context, and key facts about the area; a field inspection; and review of findings. During these three key steps, the audit team takes an objective, unbiased approach to identifying safety issues and needs, taking into consideration local conditions. The team then develops suggestions for short-, intermediate-, and long-term improvements to address those needs and issues. A diagram of the RSA process is provided in Appendix A.

Steps in the RSA Process

- 1. A pre-audit meeting to review information about the location**
- 2. A field inspection**
- 3. A review and analysis of findings**

1.3. THE NEED

SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard is an important roadway connecting two cities (Decatur and Atlanta) and two counties (DeKalb and Fulton). In addition to local traffic, it provides access to major roads and highways, including I-75 and I-85 in Atlanta, to SR 10/Freedom Parkway, North Decatur Road, and I-285. Within the

study limits, the road provides access to local businesses, job sites, cultural attractions, recreational facilities, schools, and residences. Additional details about the corridor and surrounding area are included in Chapter 2.

The road safety audit was initiated at the request of local community members in light of the volume of traffic, vehicle speeds, frequency of crashes, and concern for safety of pedestrians and the many types of users on and near the road. An RSA was seen as a way to examine, evaluate, and identify potential solutions to some of the safety concerns related to these issues.

1.4. AUDIT MEETING SUMMARY

The road safety audit was conducted over two days in December of 2015. The audit team consisted of representatives of the Georgia Department of Transportation (GDOT) Office of Traffic Operations, GDOT District 7, GDOT Office of Environmental Services, the City of Decatur, The Federal Highway Administration, and representatives from local bicycle and pedestrian advocacy organizations, including PEDS and the Atlanta Bicycle Coalition. A list of attendees can be found in Appendix D.

The audit team held a **pre-audit meeting** at GDOT's Transportation Management Center, located at 935 E. Confederate Avenue Building 24, Atlanta, GA 30316 on December 1, 2015. The meeting began with an introduction of participants and an overview of the RSA process. The team then discussed the limits of the study area, briefly reviewed crash data, and discussed known issues along the corridor. A high level overview of the results of the community survey and common themes among the comments was also provided.

Following the pre-audit meeting, the team conducted a **field inspection** for the first half of the corridor, stopping at East Lake Road. The team reassembled at the GDOT office to **discuss observations and issues** and to develop potential solutions. Day one of the audit concluded at approximately 4:30 PM. A nighttime inspection was conducted at approximately 6:30 PM.

The second half of the audit was held on December 2, 2015. The team gathered at the Decatur Public Works building located at 2635 Talley Street, Decatur, GA 30030 and **resumed the field inspection** at East Lake Road. The team walked the corridor to SR 155/Clairemont Avenue, recording observations and taking photographs. At the request of community members, the team also examined a section outside of the RSA limits, from SR 155/Clairemont Avenue to North Decatur Road. Following the field inspection, the team reassembled at the GDOT Transportation Management Center to **debrief** and discuss observations from the nighttime inspection and day two field work as well as potential solutions.

2. STUDY AREA

2.1. OVERVIEW

The study area is a roughly three-mile stretch of Ponce de Leon Avenue NE and Scott Boulevard that begins in the City of Atlanta in DeKalb County on the Fulton County line and runs through a portion of unincorporated DeKalb County followed by the City of Decatur (DeKalb County) in Georgia. Shows the study area in context with the larger Atlanta Metro area.



FIGURE 2-1. RSA STUDY AREA IN THE ATLANTA REGION.

Through this area, the road is contiguous with portions of several state routes and US Highways: State Route (SR) 8, SR 10, US 23, US 29, US 78, and US 278. The limits of the study area are Moreland Avenue/US 23/Briarcliff Road/SR 42 on the west and SR 155/Clairemont Avenue on the east, as shown in Figure 2-2 below. The corridor spans portions of the city of Atlanta in Fulton County and the City of Decatur in DeKalb County. It is a main thoroughfare for residents of both cities traveling between the two, as well as a route into the heart of Atlanta for residents of outlying areas, traveling from the east. Both US 78 and US 278 (which connects with East Lake Road to the south of the study corridor) have interchanges with I-285 (“the Perimeter”). In addition, several of the corresponding US highways and state routes provide access to areas east of Atlanta: US 29 connects to Tucker and Lawrenceville and SR 10/US 78 is one of several routes to Stone Mountain.

State and US Highways along the RSA corridor

- GA 8
- GA 10
- US 23
- US 29
- US 78
- US 278

Both US 78 and US 278 (which connects with East Lake Road to the south of the study corridor) have interchanges with I-285 (“the Perimeter”). In addition, several of the corresponding US highways and state routes provide access to areas east of Atlanta: US 29 connects to Tucker and Lawrenceville and SR 10/US 78 is one of several routes to Stone Mountain.

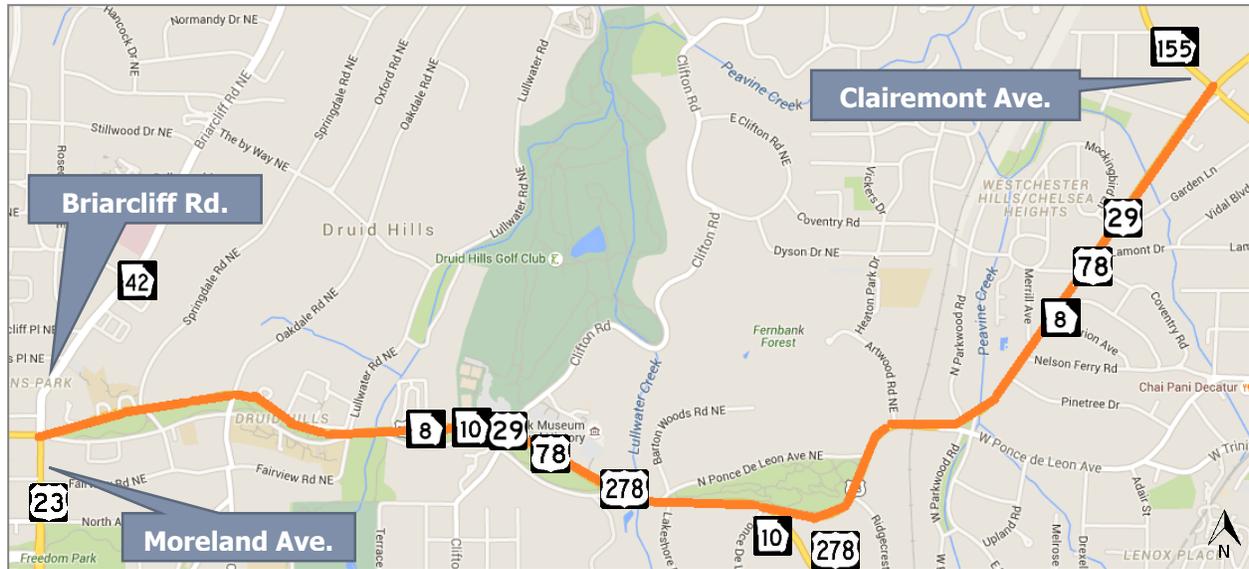


FIGURE 2-2. CONTEXT MAP: RSA STUDY LIMITS

2.2. HISTORY AND ENVIRONMENT

The area through which the RSA corridor runs is rich in history and includes some of Metro Atlanta's most storied neighborhoods, home to some of the area's most famous historical residents, including Coca-Cola magnate Asa Candler and William D. Thompson, Dean of Emory University Law School.

The **Druid Hills** neighborhood is a Historic District on the **National Register of Historic Places**. It is roughly bounded by the Fulton County line and SR 42/Briarcliff Road to the west and northwest; Emory Road and the Fernbank Center to the north; by the railroad tracks on the east; and by North Avenue and the City of Atlanta Boundary on the south. Druid Hills was conceived during the late 1880s by Atlanta businessman and developer Joel Hurt, as an "idea residential suburb."¹ Hurt, who developed Atlanta's first suburb, Inman Park, in the 1880s, established the Krikwood Land Company and retained Frederick Law Olmsted, Sr. as planner and designer for the neighborhood. Olmsted is often considered the father of landscape and most well-known for his designs of New York City's Central Park, Prospect Park in Brooklyn, as well as the grounds of the Capitol in Washington, D.C. and the Biltmore Estate in North Carolina. Olmsted's preliminary plans, completed in 1893, called for a broad, curving, divided avenue bordered by large estates and a series of public grounds in the median. The 1905 General Plan for the neighborhood is shown in Figure 2-3 below. Work on the suburb was completed in 1936 and today Druid Hills Historic District is a prime example of early 20th century architecture with a wide range of homes in a variety of styles and sizes.

The **Olmsted Linear Park** runs alongside Ponce de Leon Avenue NE, roughly from South Ponce de Leon Avenue (near Moreland Avenue/US 23/Briarcliff Road/SR 42) to North Ponce de Leon Avenue, between Ridgcrest Road and Artwood Road. The park was designed by Frederick Law Olmsted Sr. in 1893, and was part of the original residential suburb of Druid Hills. After his

¹ National Park Service website, <http://www.nps.gov/nr/travel/atlanta/dru.htm>, accessed January 2016.

passing, various individuals and groups, including his sons and the Druid Hills Corporation, completed development of the park, which eventually fell into disrepair from poor maintenance and erosion. During the 1980s, a proposal was put forth for a highway that would link Stone Mountain with Downtown Atlanta – the Presidential Parkway – and would have cut through Druid Hills and terminated at Ponce de Leon Avenue in the vicinity of Lullwater Road, near the Druid Hills Golf Course. Community opposition eventually stopped the proposed Presidential Parkway, and a compromise of sorts - Freedom Parkway – was built instead. Today, the Olmsted Linear Park exists in six sections (listed from west to east), and is managed by the Olmsted Linear Park Alliance:

- Springdale
- Virgilee
- Oak Grove
- Shady Side
- Dellwood
- Deepdene

A network of trails and paths are interspersed throughout the park sections, which connect to the Stone Mountain Trail, Freedom Park Trail, and the PATH Foundation Trail, and serve as connections or access points to Freedom Park and Candler Park to the south, among others. Along the corridor, Deepdene Park is one of the most popular destinations for people and families on foot and bicycle.

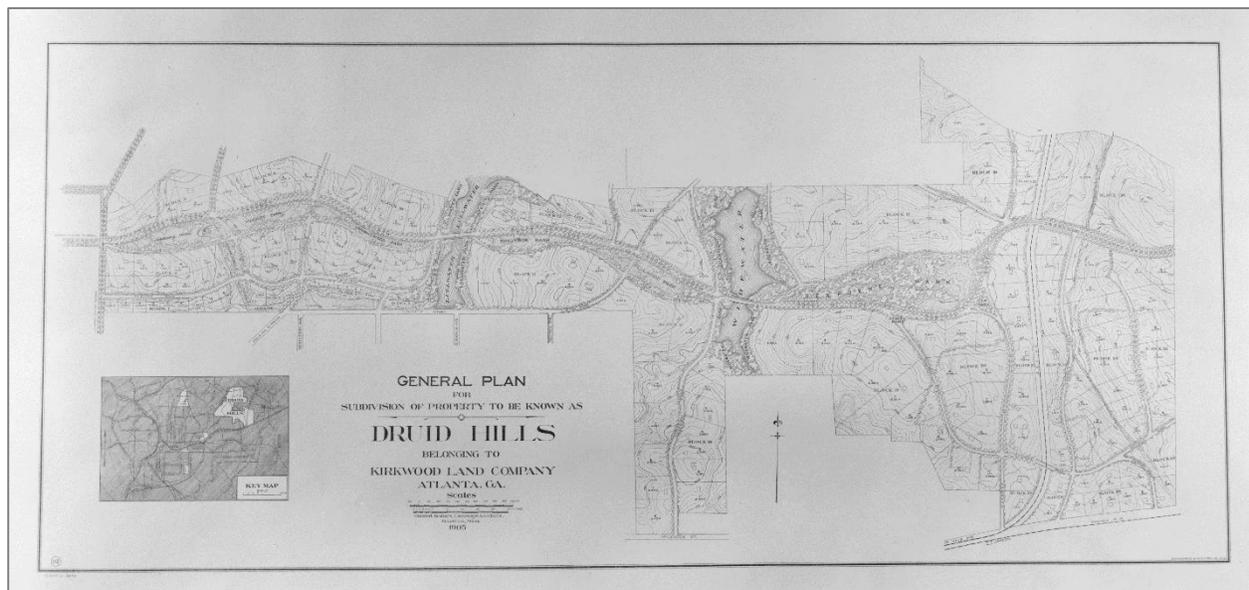


FIGURE 2-3. THE 1905 GENERAL PLAN FOR DRUID HILLS (IMAGE COURTESY OF THE DEKALB HISTORY CENTER VIA GDOT).

2.3. COMMUNITY FACILITIES

Several churches and schools are located along the corridor, resulting in a fairly high level of pedestrian activity in certain areas. At the western end of the corridor are the Druid Hills Methodist Church and the Springdale Park Elementary School, located in the northeast quadrant of the intersection, between Briarcliff Road/SR 42 and Springdale Road. South of the corridor, along South Ponce de Leon Avenue NE, are several other houses of worship and schools, including the Atlanta Hare Krishna Temple, Atlanta Primitive Baptist Church, Jackson Hills Baptist Church, and the Paideia School, whose property stretches along South Ponce de Leon Avenue from Oakdale Road to Fairview Road, where it just meets with Ponce de Leon Avenue NE.

North of Ponce de Leon Avenue NE is the Druid Hills Golf Course and the Fernbank Museum of Natural History. Lullwater Creek runs underneath the road, just west of Lakeshore Drive. Two more churches are located just south of Deepdene Park, where East Lake Road, Ponce de Leon Manor, and Ridgecrest Road meet the RSA corridor. Fernbank Elementary School and a Fernbank Science Center facility are located approximately 1/3-mile north of the corridor, along Artwood Road. In this area there is also a concrete arched bridge over SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard owned and used by CSX Railroad. This bridge was built in 1911 and is nearly 62 feet long.

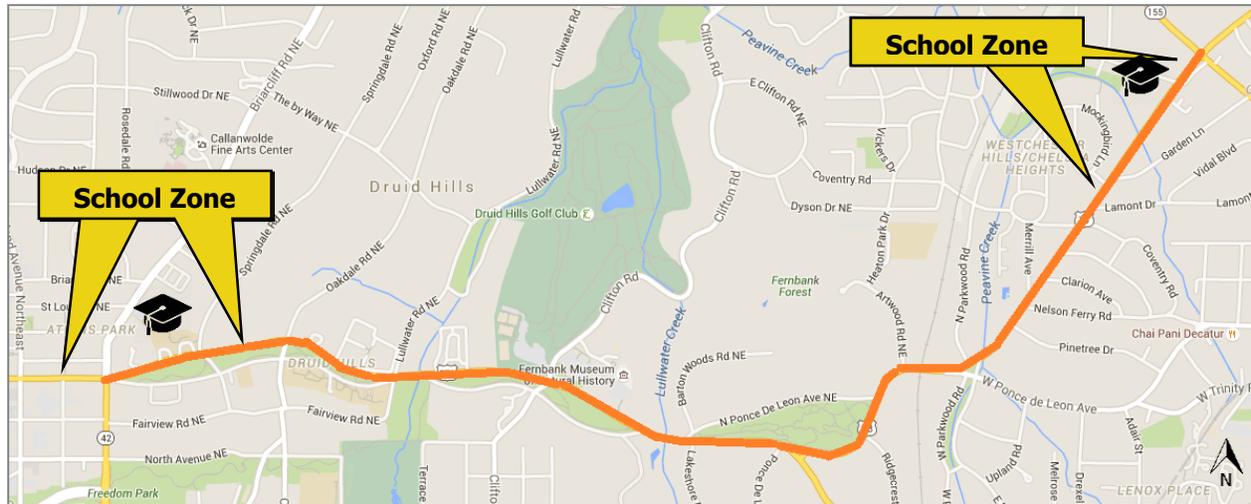
Further east lies Parkwood Park, situated between West and East Parkwood Roads, south of West Ponce de Leon Avenue. This is where Ponce de Leon Avenue NE becomes Scott Boulevard. Peavine Creek runs through the park and underneath the corridor.

A community pool facility is located on the north/west side of the corridor, opposite Nelson Ferry Road. There is currently a crosswalk and overhead flashing yellow beacon at this intersection. Farther north, Peavine Creek passes under the road again, near Westchester Elementary School, located on the north/west side of the road, just south of Westchester Drive. This section is also a School Zone with a speed limit of 25 MPH at the start and end of the school day.

School Zones

Two permitted school zones exist within the RSA study limits. According to GDOT policy, any school with multiple grades and 350 or more students may be considered for school speed zones. This is done on a case-by-case basis and requires an Engineering and Traffic Investigation report. School zones are demarcated with "School Zone" signs and either "End School Zone" signs or where the next speed limit sign appears. To advise drivers the zone has ended, GDOT prefers "End School Zone" signs, followed by a speed limit sign. Speed zone changes should not be any closer than 0.02-0.04 miles (105-211 feet) in order to provide adequate sign spacing.

At the western end of the corridor, a school zone stretches from west of Moreland Avenue/US 23/Briarcliff Road/SR 42, near Seminole Avenue NE to a point east of Springdale, near the Adair Estate (approximately from 1132 Ponce de Leon Avenue NE to approximately 1311 Ponce de Leon Avenue NE). This zone is marked with signs and flashing lights at the beginning of the zone in both directions, and the appropriate "End School Zone" sign where the zone ends on eastbound Ponce de Leon Avenue NE.



Two signs for a school zone are present on westbound (north side) Ponce de Leon Avenue NE, but this school zone is not currently permitted. GDOT is in discussion with representatives of the Paideia School about the status of this zone. The signs are located near Lullwater Estate (approximately 1692 Ponce de Leon Avenue NE) and the west of Oakdale Road (approximately 1361 Ponce de Leon Avenue NE).

Along Scott Boulevard, a school zone begins north of Lamont Drive (approximately 524 Scott Boulevard) and continues north past Westchester Drive, where it ends at approximately 835 Scott Boulevard. The beginning of the zone is marked in both directions with yellow "School Zone" signs, flashing lights, and pavement markings. The end of the zone is marked with "End School Zone" signs and speed limit signs, per GDOT policy.

Safe Routes to Schools Programs

Safe Routes to Schools (SRTS) programs are in place at Springdale Park Elementary School (City of Atlanta Schools), Fernbank Elementary School (DeKalb County Schools), and at Westchester Elementary School (City Schools of Decatur). Schools in the program receive free technical assistance tailored to their specific needs and priorities, and also receive promotional and educational materials. Together partner schools and SRTS representatives work to get more students and their families walking and bicycling to school.

Springdale Park Elementary School (SPARK) is one of three schools within the study area, and is located at 1246 Ponce de Leon Avenue, between Briarcliff Road/SR 42 and Springdale Road. As part of its participation in the Georgia Safe Routes to School (SRTS) program, in 2014 SPARK prepared a School Travel Plan with assistance from the Georgia Department of Transportation



FIGURE 2-4. A MISPLACED SIGN INDICATES THE END OF A SCHOOL ZONE AND ANOTHER ADVISES DRIVERS OF A SCHOOL ZONE FURTHER WEST FOR SPRINGDALE PARK ELEMENTARY.

Georgia Safe Routes to School Resource Center. The purpose of the plan was to help SPARK identify projects and programs to improve the safety for students walking and biking to school and to encourage more people to do so. This section provides a brief summary of the issues, opportunities, and recommendations included in the plan.

The primary concerns outlined in the report include a high volume of traffic, safety of crossing at intersections, speed of traffic, and the number of students who walk or bike on their own (without adults). The plan also notes that the "*Connect Atlanta*" plan lists Ponce de Leon Avenue as a secondary bicycle connection to SPARK. Other observations include:

- There are few school zone signs or pavement markings in the vicinity of the school, especially on Briarcliff Road;
- The relative lack of pedestrian scale lighting; and
- The relatively poor condition of sidewalks and pedestrian ramps, some of which do not meet ADA standards.

The School Travel Plan described a series of recommendations in short-, mid-, and long- term timeframes. The highest priority at the time was to designate the area as a "School Zone" and apply appropriate pavement markings, signs, and reduced speed limit. It should be noted that while the audit team confirmed signs and reduced speed limits, no pavement markings were observed along the Ponce de Leon Avenue portion of the corridor. Other recommendations relevant to this RSA are listed below and engineering recommendations for specific intersections are discussed in Chapter 5 along with findings and observations from the field inspection.

- Install high-visibility crosswalks
- Install pedestrian signage
- Consider adding Leading Pedestrian Intervals to signals
- Install ADA-compliant curbs and ramps
- Install rapid flashing or H.A.W.K. pedestrian beacons at specified locations
- Repair sidewalks

2.4. THE CORRIDOR

The RSA corridor is an approximately 3.3-mile stretch of SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard between Moreland Avenue NE/US 23/Briarcliff Road/SR 42 and SR 155/Clairemont Avenue. Throughout the study limits, it is primarily an undivided, four-lane roadway. There are more than **30 intersections** within the study limits. Of these, 11 are signalized, plus there is a flashing overhead beacon at Nelson Ferry Road in the Scott Boulevard portion of the corridor. Annual average daily traffic (AADT) volumes in 2014 range from 33,000 near Lullwater Road to 37,900 near Ridgecrest, and were estimated at 33,000 near Lamont Drive. The Metropolitan Atlanta Rapid Transit Authority (MARTA) bus route 2 is the only public transportation available along the RSA corridor. It runs along Ponce de Leon Avenue NE from Atlanta to Decatur, and coincides with the RSA corridor between Moreland Avenue/US 23/Briarcliff Road/SR 42 and where Scott Boulevard splits off from West Ponce de Leon Avenue.

Near the western boundary of the study limits at Moreland Avenue/US 23/Briarcliff Road/SR 42, the road has four travel lanes and one short auxiliary left turn lane onto southbound Moreland Avenue/US 23. Figure 2-5 shows this segment of the corridor, from the starting point to South Ponce de Leon Avenue. The outside travel lanes are 11 feet wide, while the inside lanes are 10 feet wide, for a total roadway width of approximately 40 feet. The speed limit is 35 miles per hour (MPH), but this section is in a school zone in which the speed limit is set to 25 MPH during school drop-off and pick-up hours. Sidewalks are present along the north side of Ponce de Leon Avenue NE until just past Clifton Road. While SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard is not a bicycle route, bicycle commuter routes cross the corridor at Oakdale and Clifton Roads, and Cycle Atlanta (bicycle plan) data shows increasing bike traffic crossing the corridor at all intersections.



FIGURE 2-5. CONTEXT MAP: MORELAND AVENUE/US 23/BRIARCLIFF ROAD/SR 42 TO SOUTH PONCE DE LEON AVENUE.

Just west of Clifton Road the school zone ends, and the speed limit is 35 MPH from here until East Parkwood Road. In this section of the corridor (see Figure 2-6), the road is similar to the western segment: it has four lanes that are either 10 or 11 feet wide, no auxiliary turning lanes, and a historic granite curb rather than a modern concrete curb and gutter. Sidewalk is only present on the north side of the road from South Ponce de Leon Avenue to Clifton Road. Then moving eastward, there is only sidewalk on the south side of the road from the next intersection with South Ponce de Leon Avenue (east of Clifton) to North Ponce de Leon Avenue, and from here to East Parkwood Road, sidewalk exists on both sides of the road. At West Ponce de Leon Avenue, where Ponce de Leon Avenue becomes Scott Boulevard, the width of the road increases, and all four lanes are 11 feet wide.



FIGURE 2-6. CONTEXT MAP: SOUTH PONCE DE LEON AVENUE TO EAST PARKWOOD ROAD.

At East Parkwood Road, the speed limit increases to 40 MPH along Scott Boulevard. This segment is shown in Figure 2-7 below. At Woodlawn Avenue, the road widens and lane widths increase to 12 feet. In this section, the road is also four lanes with no auxiliary turn lanes, except for a left turn into Westchester Elementary School from eastbound Scott Boulevard, and left turn lanes at SR 155/Clairemont Avenue in both directions.

Scott Boulevard continues north of SR 155/Clairemont Avenue as a four lane road with a speed limit of 40 MPH. Sidewalks are present to Superior Avenue, but north of Superior there are no sidewalks present on either side of the road. Auxiliary lanes are present to allow turns into and out of commercial businesses near Eastland Drive. Approaching North Decatur Road, the corridor widens to seven lanes, including a center two-way turn lane which becomes a left turn lane at the intersection with North Decatur Road/Medlock Road. The intersection itself has six legs with left turn lanes in all directions. Some pedestrian crosswalks are provided.

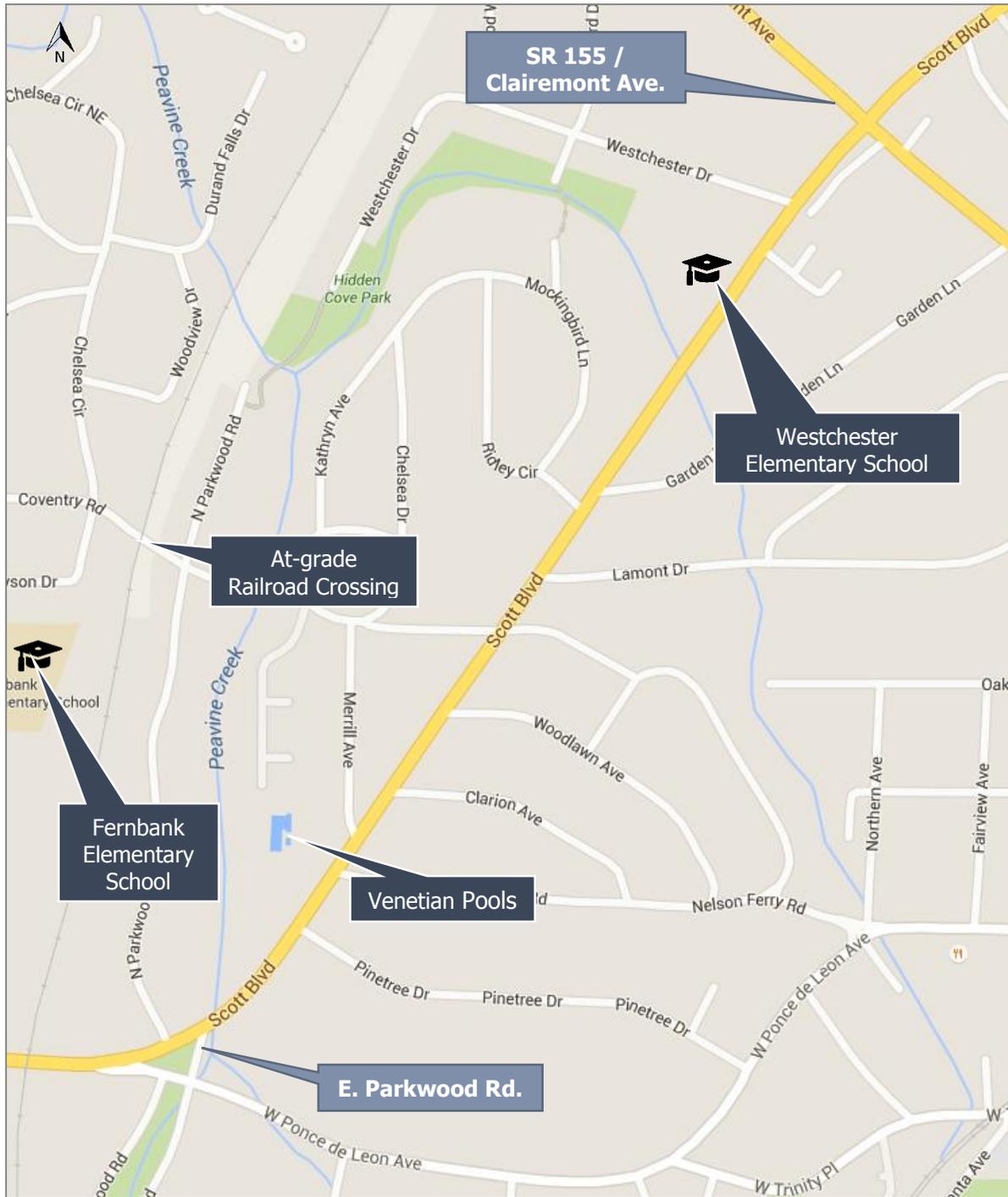


FIGURE 2-7. CONTEXT MAP: EAST PARKWOOD ROAD TO SR 155/CLAIREMONT AVENUE.

2.5. PROGRAMMED PROJECTS

There are several programmed projects planned for or under construction along this stretch of SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard that may potentially affect safety along the corridor. These project include intersection improvements, bridge replacements, drainage work, and private development. Locations are shown in Figure 2-8.

PI #0012824 is a **pedestrian equipment improvement project** at four intersections: Springdale Road, Oakdale Road, Fairview Road/Lullwater Road, and Clifton Road. The upgrades are designed to address deficiencies in pedestrian accommodations, ADA compliance, and old conductor cable. Improvements will include upgraded equipment and facilities to improve safety and usage for pedestrians and to meet ADA standards. The preliminary engineering was done in 2015 and construction is scheduled for 2017.

A project to **rehabilitate and reconstruct drainage facilities** along SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue between South Ponce de Leon Avenue and North Ponce de Leon Avenue along Deepdene Park is also planned. Preliminary engineering for this project (PI #0010474) has already been done and the project is expected to get underway within the next year. It will reconstruct and replace drainage equipment along this stretch of road, thereby providing an opportunity to address safety concerns about uneven pavement and drain grates.

PI #0007031 is a project to **rehabilitate and reconstruct the bridge** on SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue **over Lullwater Creek**. Preliminary engineering and construction are currently scheduled for 2017.

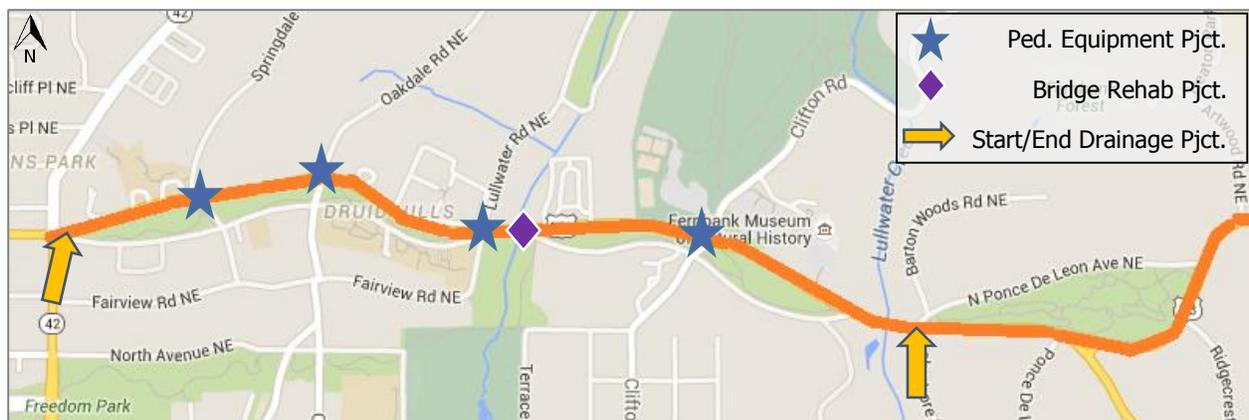


FIGURE 2-8. LOCATIONS OF PROGRAMMED PROJECTS.

There is also a large-scale development currently under construction at the intersection of Scott Boulevard and North Decatur Road known as **Decatur Crossing**. Fuqua Development is building a 40,000 square foot mixed-use retail center that is expected to include a bank, restaurants, and retail shops. The site is located southeast of Scott Boulevard and north of North Decatur Road and it is bounded on the east by Barton Way. It will provide a connector between the two roads, allowing vehicles to enter and/or exit from either road.

3. CRASH DATA

Crash data was provided by the Georgia Department of Transportation (GDOT) for January 1, 2010 through December 15, 2015.² Crashes were examined using latitude and longitude, mile logs, and intersecting street data as provided by attending officers. Data was analyzed by manner of collision, time of day, surface and light condition, and vehicle movements, among other factors. The analysis focused on identifying patterns and trends throughout the corridor, with particular attention to intersections with high incidences of crashes, and to circumstances surrounding injury and fatality crashes.

3.1. SUMMARY OF CRASHES

In total, according to the data provided by GDOT, there were **1,367 crashes** within the RSA study limits **from 2010 through nearly the end of 2015**. The vast majority of these crashes (more than 92%) involved motor vehicles in motion, while about 70 crashes involved trees (11), the curb (10), utility poles (7), parked motor vehicles (7), mail boxes (6), bridges (4) or other objects. Table 2 below shows the number of injury, fatality, and property damage crashes. See Appendix F for additional crash data information. Detailed crash data is available through the GDOT website: <http://www.dot.ga.gov/DS/Data>.

TABLE 2. BREAKDOWN OF CRASHES BY TYPE

	Injury Crashes	Fatality Crashes	Property Damage Only	Total*
TOTAL	260	4	1,105	1,368

**Note: Total crashes represents the total number of crashes, not the sum of injury, fatality, and property damage only crashes. Fatality and injury crashes are not mutually exclusive.*

In general, crashes within the study limits took place during the day, in dry roadway, daylight conditions. Only 162 (12%) of crashes happened at night (between 8:00 PM and 6:00 AM). Furthermore, fewer than half (41%) of all crashes were during morning and evening peak hours, defined for this analysis as 5:00-9:00 AM and 4:00 to 8:00 PM. This means that about half (47%) of all crashes occurred between 9:00 AM and 4:00 PM.

Of the 162 crashes at night, 46 were rear end crashes - more than any other type, and making up just over one quarter of all night crashes. These were followed by sideswipe-same direction (38 or 23% of night crashes), and collisions with objects other than vehicles (32 or 20%).

Rear end crashes (610) account for nearly half of all crashes (45%), while angle (296), and sideswipe-same direction (285) crashes were also prevalent. Collectively these three manners of crash account for more than 87% of all crashes from 2010-2015. Rear end crashes are typically associated with congestion and distracted drivers, but can also happen as a result of sudden stops. Angle crashes may be due in part to limited visibility of oncoming vehicles. The high number of sideswipe-same direction crashes is indicative of improper lane changes and passing movements, confirmed by details in the GDOT database provided by responding officers. The audit team observed and many survey comments also noted that drivers frequently change lanes to avoid waiting behind vehicles turning left at intersections, as there are no auxiliary left turn

² At the time of the report, data was only available through the first half of December 2015.

lanes along the corridor, except at Moreland Avenue/US 23/Briarcliff Road/SR 42 and SR 155/Clairemont Avenue. Figure 3-1 shows a breakdown of all crashes by the manner.

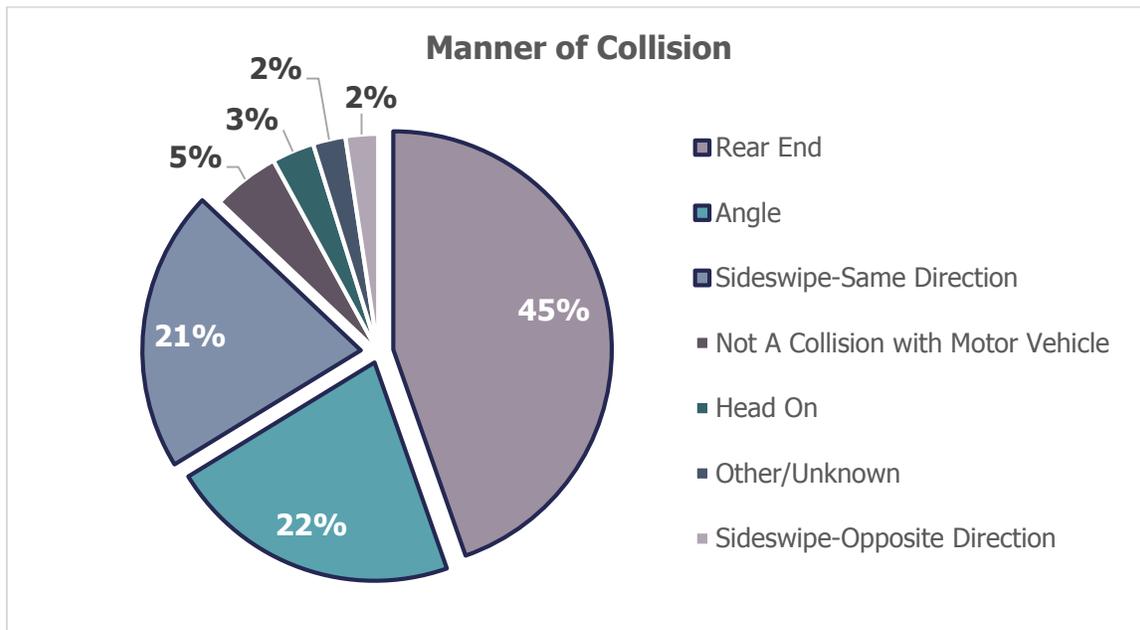


FIGURE 3-1. COLLISION BY MANNER (2010-2015).

Factors in Crashes

As part of the analysis, the audit team looked at factors in crashes and vehicle maneuvers as provided by attending officers and recorded in the GDOT database. Below is a brief synopsis of some of the common factors among crashes within the study limits between January 2010 and December 15, 2015. It should be noted that these factors are not mutually exclusive; multiple factors often play a role in each crash.

- **Following too close** and **failure to yield** were the most common factors among all crashes. Collectively, these account for 761 crashes, or about 55% of all crashes during this time period.
- **Improper lane changing** and **improper passing** were factors in 262 crashes. Of these, 31 (or 11%) resulted in injuries. These types of crashes were evenly split between vehicles traveling east (105) and west (107), and mainly took place during the day. Within this subset of crashes, common locations include: Oakdale Road (36), Clifton Road (36), Artwood Road (18), Ridgecrest Road (18), Fairview Road/Lullwater Road (18) and Lakeshore Drive (16).
- Slightly less than ten percent (10%) of crashes (117) involved vehicles negotiating a curve. This is not surprising given the curvilinear nature of SR 8/SR 10/US 23/US 29/Ponce de Leon Avenue NE/Scott Boulevard. Of these crashes, 33 were rear ends, 27 were not collisions with motor vehicles (involving the bridge near Artwood Road, the curb, and objects like trees and utility poles), and 26 were sideswipe-same direction.
- Nearly 60 crashes were attributed, in part, to speeding, driving too fast for conditions, or drivers losing control of vehicles. Three of these were D.U.I.s.

- In total 14 crashes were attributed to D.U.I.s during this time period. One of these resulted in a fatality.
- Improper turning was a factor in 39 crashes (about 3% of all crashes), seven of which resulted in injuries to one or more people. These crashes were most common at Clifton Road (16) and East Parkwood Road (5).
- Distracted or inattentive drivers were involved in about 25 crashes – mainly rear end crashes.

Common Crash Locations

Crashes occurred at nearly every intersection throughout the corridor and in places between intersections according to the GDOT crash data from 2010 to 2015; however, crashes occurred more frequently at some intersections than others. Just **two intersections** – Clifton Road and SR 155/Clairemont Avenue – accounted for **just over 23% of all crashes** within the study area during this time period. The intersection of Ponce de Leon Avenue NE and Clifton Road was the site of more crashes than any other intersection within the RSA study limits during this time period – 171 crashes or 12.5% of all crashes within the study limits during this timeframe. SR 155/Clairemont Avenue was the site of 10.8% (147) of all crashes. The next most common locations were Oakdale Road (110 crashes or 8%) and Artwood Road (95 crashes or 7%).

TABLE 3. COMMON CRASH LOCATIONS

Location / Intersection	Injury Crashes	Fatal Crashes	Total Crashes
Clifton Road	48	0	171
SR 155 / Clairemont Avenue	36	0	147
Oakdale Road	22	1	110
Artwood Road	13	0	95
Ridgecrest Road	14	1	77
Lullwater Road / Fairview Road	12	0	75
Lakeshore Drive	11	1	69
East Lake Road	11	0	63

Source: GDOT Crash Data 2010-2015. Note: This list is not exhaustive; it presents data for the eight intersections with the highest total number of crashes from 2010-2015.

Of the 171 crashes **at or near Clifton Road**, 42% were angle crashes, 27% were rear end crashes, and 23% were sideswipes in the same direction. Roughly half of all crashes at or near Clifton Road involved turning movements (83) and 36 (21%) of them involved vehicles changing lanes or passing. These occurred in all directions, under both wet and dry roadway conditions, and mostly during daytime hours. Ten crashes were head on and mainly involved vehicles traveling east or west. Eight of these were during the day.

Crashes **at or near SR 155/Clairemont Avenue** were mainly rear end (72) and angle (42) crashes. One was a head on crash and several were sideswipes. The rear end crashes took place in all intersection approaches and at all times of day. Only nine rear end crashes happened during morning rush hour and 19 during evening rush hour. Of the angle crashes at this location, more than half involved left turn movements and three-fourths of them involved northbound or westbound vehicles.

Crashes **at or near Oakdale Road** occurred under a variety of circumstances and occurred in a number of manners. About one-third of them (33) were sideswipes in the same direction, almost entirely due to drivers changing lanes. Another third (35) were rear end crashes, primarily involving eastbound or westbound vehicles on Ponce de Leon Avenue NE. Rear end crashes were evenly spread out between 7:00 AM and 7:00 PM with only 14 occurring during peak rush hours. There were 24 angle crashes at Oakdale Road, mainly involving eastbound and southbound vehicles and failure to yield or disregard for signals. Four crashes at Oakdale were head on crashes during daylight, one of which was fatal (wrong side of the road) and three of which involved eastbound vehicles.

There was a much higher percentage of crashes with objects other than vehicles **at or near Artwood Road** than at other locations. In total, there were 16 of these crashes, representing about 17% of crashes at Artwood Road. These crashes mainly involved utility poles (5), the bridge (3), and the curb (2). There were also four head on crashes at Artwood Road, attributed to excessive speed, driver losing control, and a D.U.I. Sideswipes in the same direction were also relatively common. There were 18 such crashes at or near Artwood, about half of which were due to improper lane changing.

All of the crashes reported **at or near Ridgcrest Road** took place on Ponce de Leon Avenue NE. More than half of them were rear ends (41) and half of these involved westbound vehicles. About 17% of crashes in this area were sideswipe in the same direction, mainly during dry, daylight conditions. Angle crashes at this location involved vehicles traveling in all directions and were mostly attributed to drivers changing lanes. One of the angle crashes was fatal.

The intersection **around Lullwater Road / Fairview Road** and Ponce de Leon Avenue NE was the site of numerous rear end (36) and sideswipe-same-direction (25) crashes. Collectively, these make up more than 80% of crashes at this location. Three-fourths of the sideswipes in the same direction involved eastbound vehicles changing lanes and took place at all times of day and night.

Rear ends were the most common type of collision **at or near Lakeshore Drive**. These represented nearly half of the crashes in this area (34 of 69 total crashes). More than half of the rear ends involved westbound vehicles. In total, 27 crashes (roughly 40%) in this area took place during evening rush hours (between 4:00 PM and 8:00 PM). Several crashes with objects also occurred in this area, including three with trees and one with a utility pole. There was also a fatal head on crash at Lakeshore Drive in 2013.

Of the 63 crashes **at or near East Lake Road**, more than half (32) were rear ends. More than half of these (18) happened during off-peak daytime hours. Of all crashes at this intersection, nearly 56% involved or were initiated by westbound vehicles. About 15% of crashes at East Lake Road involved sideswipes of vehicles traveling in the same direction, largely due to lane changing or passing. There were also eight angle crashes, seven crashes with objects, and four head on crashes in this area. Collisions with objects were mostly at night in the dark. The head on crashes took place on Ponce de Leon Avenue NE and three of them were during daylight hours.

3.2. INJURY AND FATALITY CRASHES

From 2010 to December 2015, there were a total of **four fatal crashes** resulting in four total fatalities and **260 injury crashes** resulting in 379 injuries within the study limits. The vast majority of injury crashes (230) and three-quarters of fatal crashes (3) were during daylight hours.

Half of the fatal crashes were head-on collisions and half were angle crashes. The fatal crashes occurred at Ridgecrest Road, Lakeshore Drive, Oakdale Road, and Ridley Circle. A variety of factors were at play in these fatal crashes: the one at Ridgecrest Road was due in part to the driver losing control of the vehicle; the one at Lakeshore Drive was a D.U.I.; the one at Oakdale was a head-on collision involving a driver on the wrong side of the road; and the one at Ridley Circle involved a turning vehicle and failure to yield.

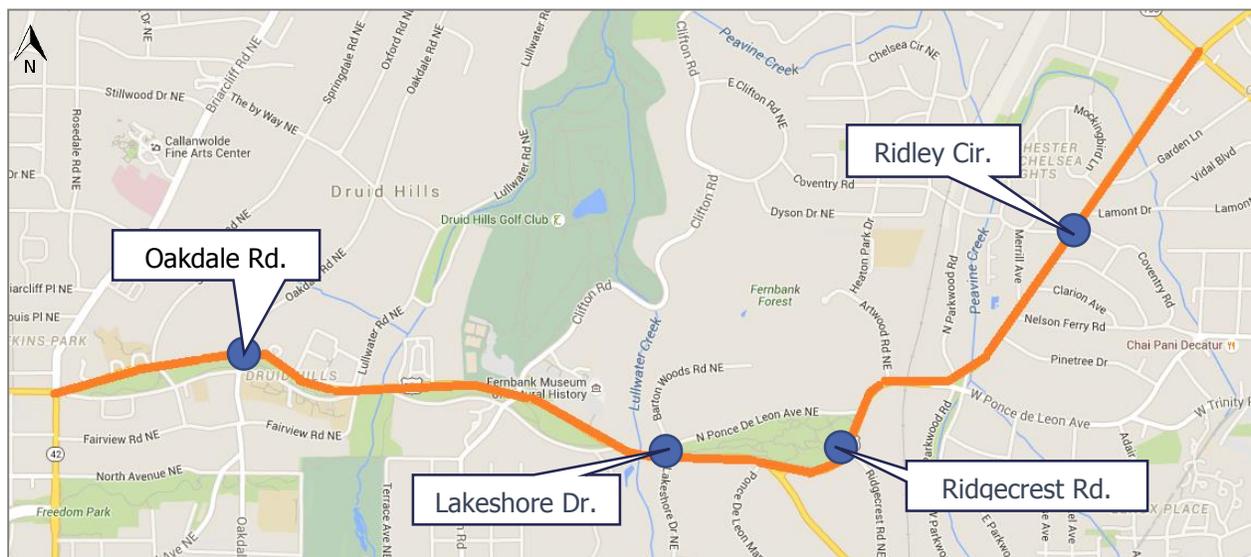


FIGURE 3-2. LOCATIONS OF FATAL CRASHES (2010-2015) (SOURCE: GDOT CRASH DATABASE)

Injury crashes were largely rear end and angle crashes. Figure 3-3 shows a breakdown by type within the study limits from 2010-2015. Injury crashes occurred at **25 different intersections** and a few locations were not known. One injury crash was not at an intersection, but in the curve between East Lake Road and Ridgecrest Road. More injury crashes occurred at or near Clifton Road than any other intersection. This area had 48 injury crashes or 19% of all injury crashes. SR 155/Clairemont Avenue was the next highest with 36 or 14%, followed by Oakdale (22 or 9%). Other common locations of injury crashes include North Ponce de Leon Avenue NE, Ridgecrest Road, South Ponce de Leon Avenue, Artwood Road, Lullwater Road/Fairview Road, East Lake Road, and Lakeshore Drive, each of which were the site of more than 10 injury crashes during this time period.

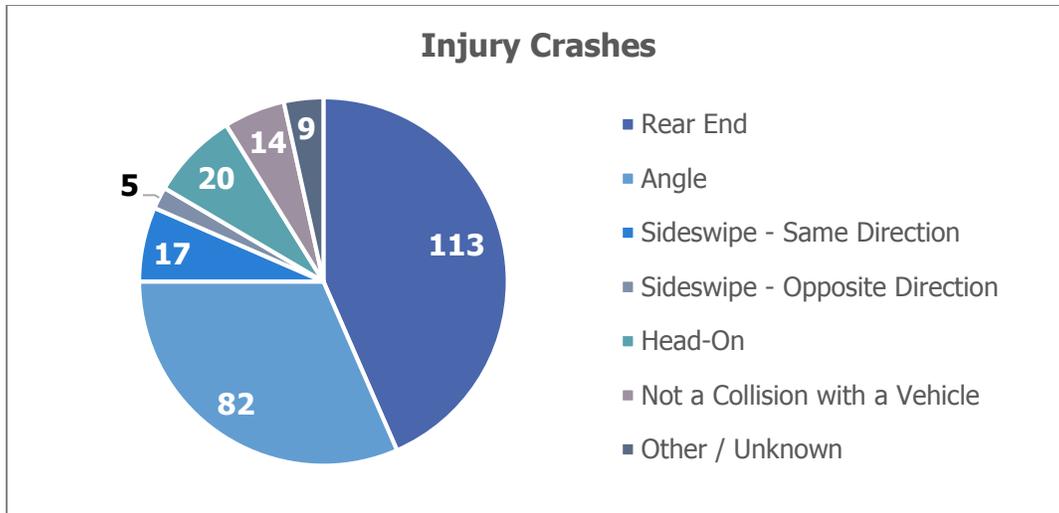


FIGURE 3-3. INJURY CRASHES BY MANNER OF COLLISION (2010-2015).

Overall, few bicycle and pedestrian crashes were recorded in the GDOT crash database. Only two crashes involved pedestrians and bicycles. The pedestrian crash occurred on Ponce de Leon Avenue NE at Fairview Road and the bicycle crash took place on Oakdale Road at Ponce de Leon Avenue NE. Neither of these were fatal.

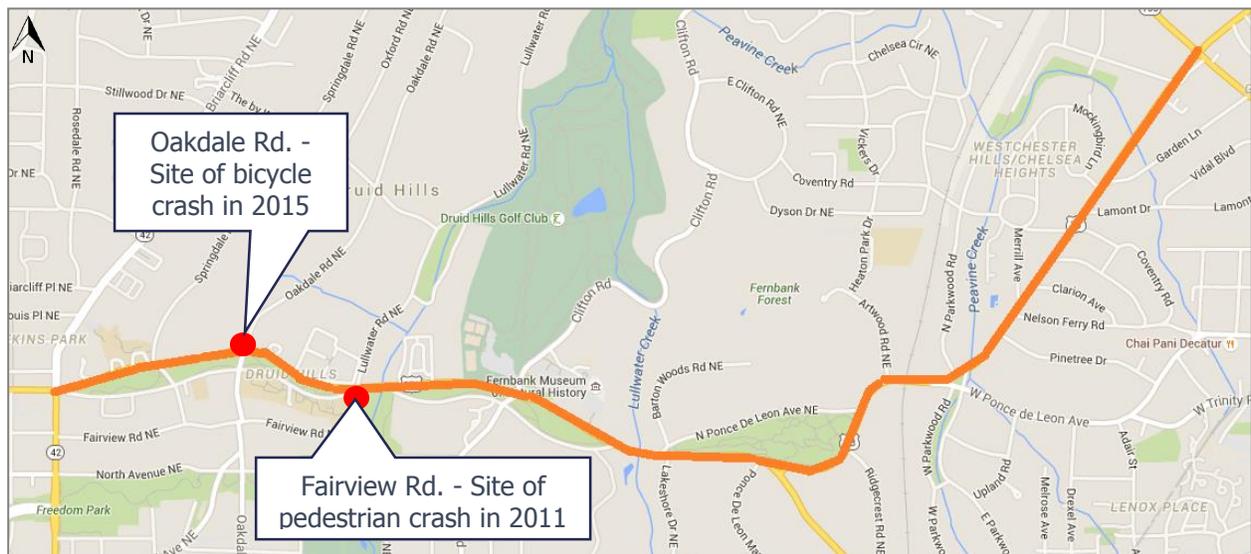


FIGURE 3-4. LOCATIONS OF PEDESTRIAN AND BICYCLE CRASHES 2010-2015

(SOURCE: GDOT CRASH DATABASE)

4. PUBLIC INVOLVEMENT

4.1. OVERVIEW

Given the importance of SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard as a connector and thoroughfare, it was important to solicit input from people who live and work near and who travel the corridor regularly. To that end, the audit team undertook an extensive public involvement process tailored to the unique characteristics of this area. Activities and mechanisms to solicit input from the community included comments via email, a thorough online survey, and a post-audit community meeting to gather additional input. The team also included local bicycle advocacy and pedestrian safety groups in the field inspections and received comments from these groups to incorporate into the report. Through these outreach mechanisms, the team compiled a **Community Contact Database** consisting of 1,042 individuals representing a variety of businesses, community organizations, schools, government agencies, and other groups.

4.2. EMAIL COMMENTS

The audit team received nearly 20 emails from community members during the course of the RSA process. These addressed a variety of topics and issues ranging from the timeline and process for an RSA to specific comments about conditions on the corridor and potential safety issues. The audit team reviewed all comments and responded accordingly. The team also identified common themes as well as unique insights into the RSA corridor to incorporate into the report as appropriate. A summary of comments is provided below grouped either by geographic location or issue topic.

4.2.1. GENERAL CONCERNS AND POTENTIAL SAFETY ISSUES

- There was concern about the possibility of considering widening of Ponce de Leon Avenue NE, particularly through Druid Hills and a hope that the **focus** of the RSA would be more **on intersections and traffic flow**.
- The study area should be extended to **include the segment of Scott Boulevard north of SR 155/Clairemont Avenue** to North Decatur Road.
- Traffic congestion is one of the primary issues along this route and some people would like to have additional public transportation to alleviate traffic, which would also make it safer for young people and easier for commuters.
- **Deepdene Park** is a destination for families with children and people on bicycles. It is important that the **crossings** along and near the park include leading pedestrian indicators, high visibility crosswalks, and long enough light cycles for children and families to cross safely.
- It is suspected that **speeds in excess of the posted limit** may contribute to injury and fatality crashes. Measures to reduce speeding should be considered; they are key to the safety of people who walk, drive, or ride buses along the corridor, as well as those who cross it on bicycle.
- **Bicycle commuter routes** cross SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard at Oakdale Road and Clifton Road. It is important that these

crossings are safe for people on bicycles and the signals should have loop detectors that can tell when bikes are present.

4.2.2. EMAIL COMMENTS BY GEOGRAPHIC LOCATION

- Ponce de Leon Avenue NE and **Lullwater Road/Fairview Road** - The intersection is close to the Paideia School and as a result of the proximity of the school there are many pedestrians in the area. There once was a school zone along Ponce de Leon Avenue NE, but some of the signs have been taken down. Community members are concerned about the speed at which vehicles travel, the narrow sidewalk, and its proximity to the roadway. Specifically, there is not much of a buffer between the sidewalk on the bridge over Lullwater Creek and the road.
- Scott Boulevard and **East Parkwood Road** – Traffic backs up at the signal on West Ponce de Leon Avenue, which conflicts with traffic at the intersection of East Parkwood Road and West Ponce de Leon Avenue during heavy commute times. The geometry of the intersection is confusing where Ponce de Leon Avenue NE becomes Scott Boulevard and meets West Ponce de Leon Avenue. Traffic travels in six directions and is controlled by several signals.
- Boulevard and **Coventry Road** – Westchester Elementary School is just down the street from this intersection and as such there is a good amount of vehicular and pedestrian traffic at this intersection. The pedestrian crossing is challenging – there is not enough room for pedestrians to stand at the landing (curb ramp) while waiting for a walk signal and the signal is not long enough to cross the road. Because of the hill and the angle of the road, driver visibility is limited and vehicles travel fast on Scott Boulevard. There is no curb in the area and the sidewalks are narrow and often obstructed.
- Scott Boulevard and **Superior Avenue** – There are numerous crashes at this intersection and drivers are reported to run red lights. Motorists often do not notice pedestrians. The area could benefit from traffic calming measures.

4.3. COMMUNITY SURVEY

The audit team developed an online community survey as a tool for gathering input from people who live and work near and who travel the corridor on a regular basis. The survey was sent out via email to stakeholders and potentially interested groups and individuals, who also shared with their members, friends, family, and colleagues. The survey was initially available for a period of 3 weeks from November 11, 2015 to November 24, 2015. At the request of a community group, the audit team reopened the survey for a period of seven (7) days starting on November 30, 2015 in order to ensure that more people had the opportunity to respond and provide input. In total, the team received **more than 2,500 responses** from representatives of businesses, neighborhood groups, schools, government agencies, residents and home or property owners, nonprofit/advocacy groups, community or neighborhood improvement groups, and more.

4.3.1. SUMMARY OF SURVEY RESULTS

In total, the survey received 2,567 responses. There were 1,217 individual comments in response to an open ended question about safety concerns along the RSA corridor. In response to

individual questions, the team received 2,587 comments about safety concerns along the corridor and 1,735 comments about specific intersections. **Collectively, 5,539 individual comments were provided in the survey responses.**

According to response data, nearly two-thirds (1,638) of respondents live within one mile of the SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard corridor and one-third (842) work within one mile of the corridor. Most respondents work outside the home, while about 22% work at home, 11% are retired, 8% are stay-at-home parents or caregivers, and 3% are students. The majority of respondents are between 35 and 54 years old.

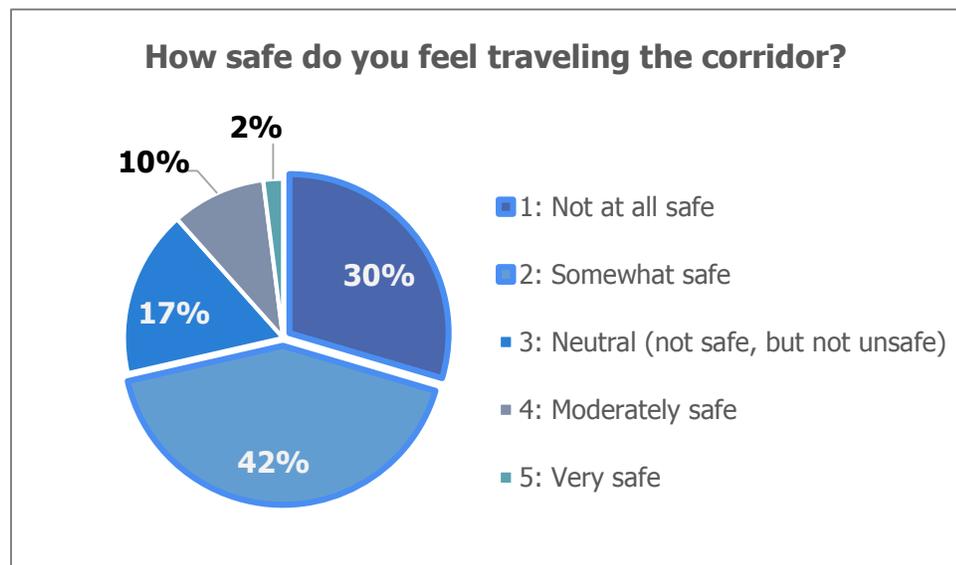
Section 1: Overall Corridor

The first section of the survey was designed to understand how people use the corridor. Nearly half of respondents travel the RSA corridor on a daily basis and one-third travel on it a few times each week. Most people report traveling the corridor to run errands in a car (82%) or for access to highways and other area roads (51%). About 40% of respondents use the corridor for their commute either to or from work (or both).

When asked about how they travel the corridor, the vast majority of respondents indicate that they drive alone (68%) or drive with others (carpool) (23%). Fewer than 3.5% each report walking/running/jogging, biking, or riding a bus. Half of people who drive do so between five and seven days each week, while 28% drive the corridor two to four days per week. Walkers are more spread out with a roughly equal percentage of people walking two to four days per week, once per week, or rarely.

The survey also asked how safe people feel traveling the corridor, what their primary safety concerns are, and what their priorities are in terms of improving safety. **More than 75% of respondents indicate they feel *somewhat or not at all safe* traveling the corridor.** The primary safety concerns are vehicle speeds (78%), traffic congestion (73%), and turning lanes for vehicles (68%). Other safety concerns include pedestrian crossings/crosswalks and sidewalk connectivity (42% each). Although speed was a top safety concern, the opportunities for improving safety that received the most responses were related to congestion and traffic flow (72%), improving turning movements (64%), signal timing (42%), and

Survey comments about primary safety concerns indicated the **proximity of the sidewalk to travel lanes, roadway and drain condition**, and specific issues at Clifton, Springdale, Oakdale, Coventry, and Lullwater / Fairview Roads.



Although speed was a top safety concern, the opportunities for improving safety that received the most responses were related to congestion and traffic flow (72%), improving turning movements (64%), signal timing (42%), and

improving sidewalks (42%). A slightly higher percentage of residents who live within a mile of the corridor believe sidewalks are more important than signal timing when compared with the overall pool of respondents. Similarly, a higher percentage of area residents chose improve pedestrian crossings than the overall group (41% of residents vs. 38% of all respondents).

Respondents were given an opportunity to provide open-ended comments on the corridor as a whole. More than 1,200 people wrote comments and the team analyzed all of them, looking for common themes and unique insights. The most common topic was intersection safety and turning movements, which includes sight distance and visibility as well as signal issues (491), followed closely by speeding traffic (484), and then pedestrian safety (362). Other categories include traffic congestion (239), bicycle access and safety (216), narrow lanes (176), and school zone safety (124).

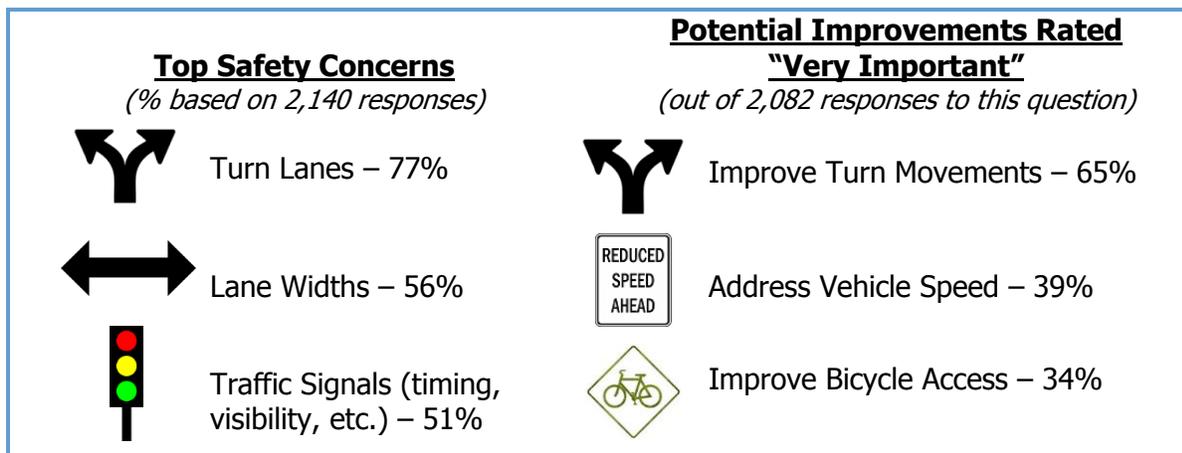
Survey Comments

- Even when signals are present, **motorists impede crosswalks**, making the corridor unfriendly to pedestrians
- Residents of the Scott Boulevard portion of the study corridor are sometimes not able to get out of their driveways due to the **speed and volume of traffic** in the area
- Respondents are particularly concerned about the intersection at **Clifton Road**
- **Traffic calming strategies** are needed
- **Safer turning movements** should be provided to prevent people from pulling into adjacent lanes to get around turning vehicles
- **Recognize the role of the RSA corridor as a connector and thoroughfare** and therefore the volume of traffic it must carry – do not pretend it is a side street
- Respondents are concerned about **school traffic** – including vehicles and pedestrians – especially at pick-up and drop-off times and the associated congestion and safety issues
- Certain segments are **very dark at night**
- It will be important to **consider the implications of projects on adjacent and parallel roads** such as DeKalb Avenue
- Some respondents expressed **willingness to walk more** to Westchester Elementary School **if conditions** on Scott Boulevards **were safer**
- Residential streets north of the RSA corridor (in Druid Hills) experience **high volume of traffic to and from Emory University and the CDC area**; they particularly experience high congestion at peak periods
- The **sidewalk is too close to travel lanes** along the Scott Boulevard portion of the corridor

Section 2: Specific Intersections

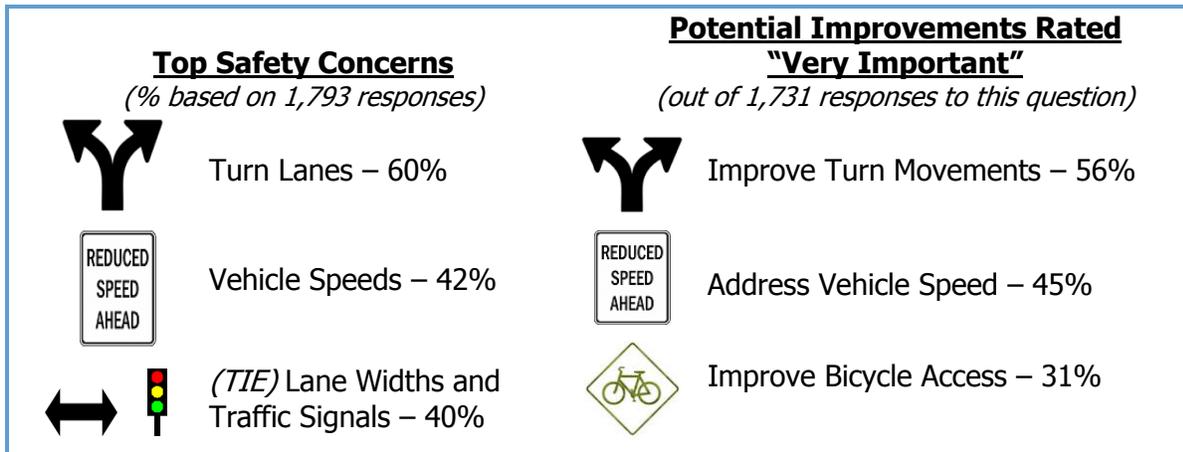
The second section of the survey asked about a limited selection of intersections along the corridor to get a sense of the types of safety concerns and priorities for potential improvements. For each of the six (6) intersections, respondents were asked first to choose from a range of potential concerns including, but not limited to signage, pavement markings, sight distance/visibility, turning movements, lane widths, signals, landscaping, pedestrian facilities, roadway conditions, and drainage. Next, respondents were asked to indicate how important various potential safety improvements are using a scale of "not important" to "very important" and with an option for "not applicable." Below are tables showing the highest rated concerns and potential improvements for each of the intersections included in the survey and a brief description of some of the comments provided about each.

Moreland Avenue/US 23/Briarcliff Road/SR 42



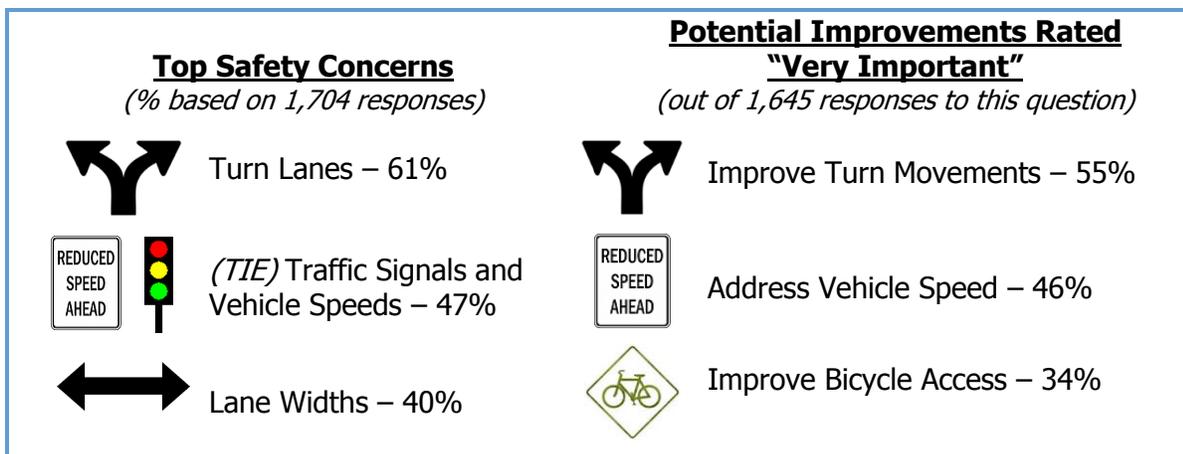
Summary of Comments about Moreland Avenue/US 23/Briarcliff Road/SR 42: There is significant congestion on southbound Briarcliff Road/SR 42 as well as northbound Moreland Avenue/US 23 and the left turn signals are too short, adding to the congestion. The left turn lane from westbound Ponce de Leon Avenue onto southbound Moreland Avenue/US 23 is not long enough and traffic backs up into through lanes.

Springdale Road



Summary of Comments about Springdale Road: It should be noted that among respondents who report that they live within one mile of the corridor, a slightly higher percentage view traffic signals (41%) at this intersection as a concern than they do lane widths (39%). Respondents are concerned about school traffic in this area – both in terms of creating congestion at pick-up and drop-off times, but also in terms of the number of pedestrians and their safety. Many comments report drivers pulling into adjacent lanes to bypass turning traffic, issues with drainage structures near the intersection, and drivers running red lights. It was also noted that Springdale is used as a cut-through for areas north and south of the corridor. Due to this increased volume of traffic and signal timing, Springdale Road experiences significant back-up, particularly in the evenings, as motorists wait to turn onto SR 8/SR 10/US 23/US 29/US 78/Ponce de Leon Avenue/Scott Boulevard.

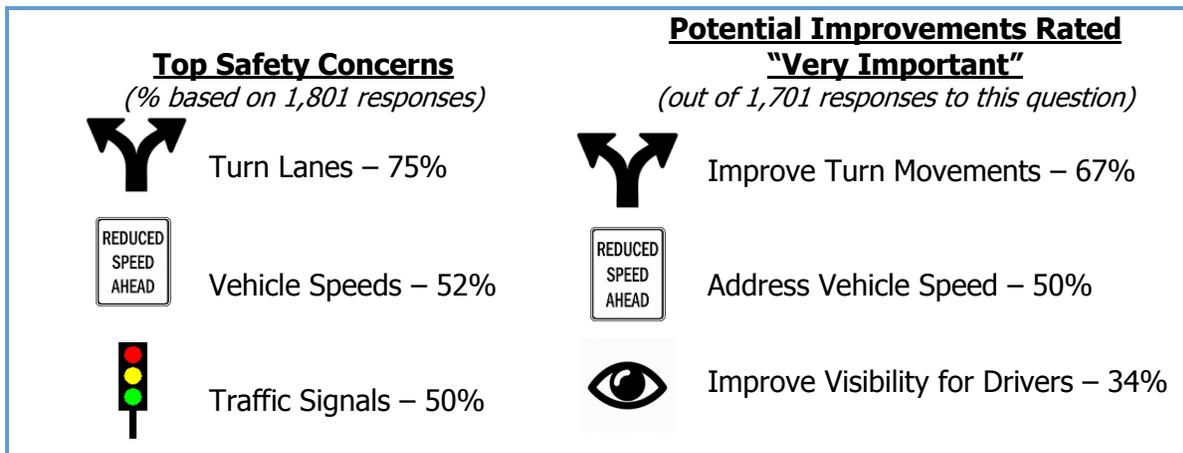
Lullwater Road/Fairview Road



Summary of Comments about Lullwater Road/Fairview Road: Overgrown vegetation blocks signs and drivers' views and the damaged drain grates are jarring to drivers. People are concerned about the length and timing of the signals and how traffic backs up and blocks the intersection at peak rush hours. Drivers reportedly ignore the "No Left Turn" sign on Fairview Road when traffic backs up. There are complications with the intersection of South Ponce de Leon Avenue

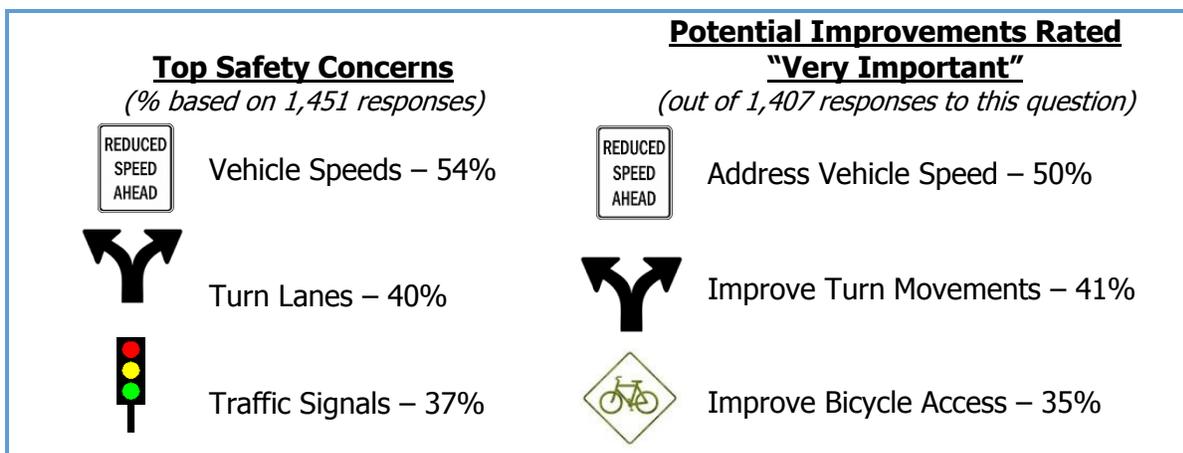
and drivers are sometimes confused about the signal cycle there. Several respondents would like to see more "No Turn on Red" signage from Fairview Road and there is a need for better connections for cyclists and pedestrians to area parks and paths. Slightly more area residents are concerned about vehicle speeds (48%) than traffic signals (47%).

Clifton Road



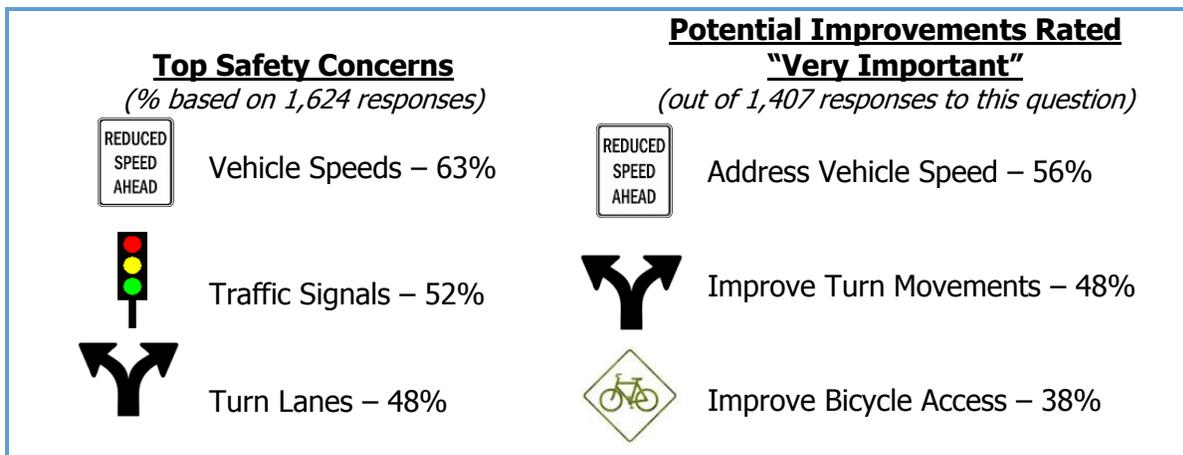
Summary of Comments about Clifton Road: Respondents noted a high number of crashes at this intersection, challenges with the left-turn movements and visibility from westbound Ponce de Leon Avenue turning onto southbound Clifton Road, and from southbound Clifton Road onto eastbound Ponce de Leon Avenue. There are concerns about the number of drivers who run red lights and exceed the speed limit when there is no congestion. Respondents noted that the left turn signals on Clifton Road have helped, but observe that on Ponce de Leon Avenue, drivers regularly pull into adjacent lanes to bypass left-turning traffic.

Ponce de Leon Manor and East Lake Road



Summary of Comments about Ponce de Leon Manor and East Lake Road: Drainage issues and limited visibility due to the curve were among the top concerns in comments about this intersection. It was also noted that the signage near the intersection and approaching the train trestle and the geometry of the intersection are potentially be confusing to drivers. Respondents also expressed concern about speeding drivers and that the area is not friendly to pedestrians or cyclists. They reported that the light is too short for pedestrians to get across the road in time and the sidewalk is too close to the road. It should be noted that a higher percentage of area residents view vehicles speeds as a concern (56%) than in the whole survey group and slightly fewer residents are concerned about traffic signals (36%).

SR 155/Clairemont Avenue



Summary of Comments about SR 155/Clairemont Avenue: Respondents noted that improved lane markings along Scott Boulevard have made a positive difference in terms of visibility and believe that those markings should continue northward. They are concerned that left turn signals are not sufficiently long and there is not enough room for pedestrians waiting at the intersection for walk signals. It was reported that drivers exceed the speed limit through the intersection in order to not get stopped by the traffic signal and sometimes run red lights. Respondents indicated a desire for better speed enforcement, particularly southbound into the school zone at Westchester Elementary. Respondents indicated support for traffic calming measures. Significant congestion was reported on Scott Boulevard, especially in the morning peak rush hour, turning left onto SR 155/Clairemont Avenue (toward I-85) and there are a number of pedestrians in the area because of the nearby school. It should be noted that slightly higher percentages of residents consider vehicle speeds (65%) and traffic signals (53%) as concerns than the overall group.

4.4. POST-AUDIT COMMUNITY MEETING

A meeting was held January 14, 2016 at GDOT's Transportation Management Center with a group of community leaders and local government employees to provide an update on the status of the RSA process and gather input from participants. Posters prepared by the audit team displayed three sections of the corridor and provided information about each segment to serve as context for the discussion about conditions, safety concerns, and potential recommendations. The audit team briefly provided an update on the RSA timeline and status, as well as the results from the community survey. The group then discussed preliminary observations and findings and attendees provided additional input and observations.

During the meeting it was agreed to recommend consideration of the following items.

- "No Trucks" signs on Clifton Road and Ridgecrest Road
- Raised crosswalks or speed tables along South Ponce de Leon Avenue, per the City of Atlanta's plan
- Install "Stop for Pedestrian" signs where needed on South Ponce de Leon Avenue
- Explore the possibility of designating South Ponce de Leon Avenue a bicycle corridor
- Radar speed limit signs and increased enforcement
- Meet or work with Emory University to discuss the possibility of additional shuttle stops
- Explore the possibility of a roundabout at Clifton Road and Ponce de Leon Avenue NE
- Consider the possibility of adding "No Left Turn" signs at certain intersections with time restrictions
- Initiate a holistic planning study to determine whether there are alternate east-west corridors
- High visibility sidewalks
- Encourage vigilant maintenance around Deepdene Park due to drainage issues
- Encourage the schools to conduct a study to determine where students walk to and from in order to establish better school zones

5. FINDINGS AND RECOMMENDATIONS

This section describes the findings, observations, and recommendations of the audit team. During the audit meeting and field inspection, the team observed issues and conditions that were common throughout the corridor as well as specific to individual intersections. Recommendations are potential actionable items categorized and rated according to safety benefit, level of effort, timeframe, and estimated cost. Safety benefit, level of effort, and cost are classified as either high, moderate, or low. Timeframe is estimated as short-, intermediate, and long-term. Photographs are provided as examples of existing conditions, and in some cases, to illustrate potential recommendations.

5.1. CORRIDOR WIDE: SR 8/SR 10/US 23/US 29/US 78/US 278/PONCE DE LEON AVENUE NE/SCOTT BOULEVARD

The audit team evaluated the entire length of the approximately 3.3-mile corridor, and at the request of community members, briefly evaluated a section of the corridor north of SR 155/Clairemont Avenue to North Decatur Road and Medlock Road. Section 5.1.1 describes findings and observations common throughout the corridor. These observations largely fall into several categories, shown in the table below. Section 5.1.2 describes and rates recommendations to address safety issues throughout the study limits.

TABLE 4. CATEGORIES OF COMMON OBSERVATIONS AND FINDINGS.

Lighting	Sight Distance	Pavement Markings
Signage	Turning Movements	Pavement Condition
Drainage	Sidewalks and Pedestrian Ramps	Vehicle Speed

One of the main concerns cited by the audit team and consistently throughout comments made by community groups is the compounding effects of narrow lanes, high volume of traffic, and the lack of turn lanes at intersections. The group discussed a variety of ways to address these concerns, including the possible widening of the roadway in certain areas. This idea was quickly dismissed, however, given the historical, environmental, and architectural significance of the corridor.

5.1.1. FINDINGS & OBSERVATIONS

1. **Drainage structures** are damaged and many drains are blocked by debris. Drain grates are not level with the roadway surface.
2. **Street name signs** were found to be inconsistent throughout the corridor. Some were observed to be too small or missing.
3. Throughout the corridor, the audit team observed **dirty, worn, or faded signs**. Some signs are not reflective at night. Some "intersection ahead" signs are missing.
4. **Vegetation** was found to **block some signs, signals, and lights** throughout the corridor.
5. The **sidewalk** was observed to be in **marginal condition** throughout the corridor. Some segments are cracked or damaged, and in some areas the sidewalk is narrow and close to travel lanes. Some sections of the corridor were missing sidewalk altogether.

6. The audit team found **pavement markings**, including center lines, skip lines, and curb lines to be **worn and not fully visible at night**. Raised pavement markers (RPMs) are missing in some areas.
7. The audit team observed a **historic granite curb** along large stretches of the corridor. In several places the curb is broken or missing due to repaving of the roadway, settling, and damage from vehicles. In some areas, the curb no longer provides a vertical barrier between the travel lanes and sidewalk.
8. The audit team observed **cracks and potholes** throughout the corridor.
9. SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard has many curves. In some sections, the audit team observed that **signage alerting motorists about the curves is not present or missing**.
10. GDOT District 7 has a **plan to install** a wider-than-average **eight-inch (8") white edge line** on Scott Boulevard east of the railroad bridge (near Artwood Road) to SR 155/Clairemont Avenue.
11. **Turn lanes are not present** at most intersections throughout the RSA corridor. The audit team observed motorists pulling into adjacent lanes to bypass turning traffic.
12. It was reported that **trucks use the side streets as cut-throughs** to avoid driving on portions of Ponce de Leon Avenue NE through Druid Hills. Trucks may damage pedestrian ramps when navigating turns at intersections.
13. The audit team **observed potentially limited sight distance** and **potentially obstructed sight triangles** from side streets. This is due, in part, to the curved nature of the corridor, and is especially a safety concern at unsignalized intersections.
14. **Lighting is inconsistent** throughout the corridor. The audit team observed street lighting on opposite or alternating sides of the road in some sections. In general, the street lights were observed to be **not of appropriate pedestrian scale** (too high). During the nighttime inspection, the audit team found some lights were blocked by vegetation, and the lights between Springdale Road and South Ponce de Leon Avenue NE were dark or inoperable. (It should be noted that in DeKalb County, Georgia Power is changing all street lights to light emitting diodes (LEDs)).
15. Some MARTA bus stops are located in areas with no pedestrian facilities such as crosswalks, ramps, or waiting platforms nearby. During the nighttime inspection, the audit team observed that many **MARTA bus stops are in dark areas**.
16. Some traffic **signals** throughout the corridor are **missing reflective backplates**.
17. Some **pedestrian ramps and driveways do not meet current ADA standards**. Many ramps and crosswalks are too close to travel lanes. It should be noted that a project to upgrade signals and pedestrian facilities is programmed for Springdale, Oakdale, Fairview/Lullwater, and Clifton Roads (PI #0012824) is intended to bring these intersections into compliance with current ADA standards and is expected to be constructed in 2017.
18. **Speeds in excess of the posted speed** limit were observed and reported in community survey results, especially during times with little or no congestion. High speeds were frequently reported for the Scott Boulevard section of the corridor.
19. **Signs for school zones were observed to be inconsistent** and some components of signs were found by the audit team to be missing.
20. The audit team observed **strong interest in the Road Safety Audit process from numerous community members, groups, and organizations**. These individuals and

groups are very active and invested in their community and it will be important to keep them apprised of and the RSA process as it progresses.



FIGURE 5-1. TYPICAL SIGNAGE AND SIGNALS THROUGHOUT THE CORRIDOR. SOME SIGNALS ARE MISSING REFLECTIVE BACKPLATES AND SOME STREET NAME SIGNS ARE OUTDATED OR DAMAGED

"Need speed enforcement & ticketing for running red lights."

-Survey Response



FIGURE 5-2. AN EXAMPLE OF TYPICAL SIDEWALK CONDITIONS ALONG SCOTT BOULEVARD.



FIGURE 5-3. AN EXAMPLE OF VEHICLES MERGING TO AVOID LEFT TURNING TRAFFIC ALONG THE CORRIDOR (IN THIS CASE AT RIDGECREST ROAD).



FIGURE 5-5. ROADWAY PAVEMENT IN NEED OF REPAIR ON SCOTT BOULEVARD NEAR NELSON FERRY ROAD.



FIGURE 5-4. DAMAGED DRAIN STRUCTURES.



FIGURE 5-6. EXAMPLE OF ROADWAY IN NEED OF REPAIR ALONG RSA CORRIDOR.



FIGURE 5-7. DAMAGE TO THE HISTORIC GRANITE CURB.



FIGURE 5-8. DIRTY AND DAMAGED SIGNS.

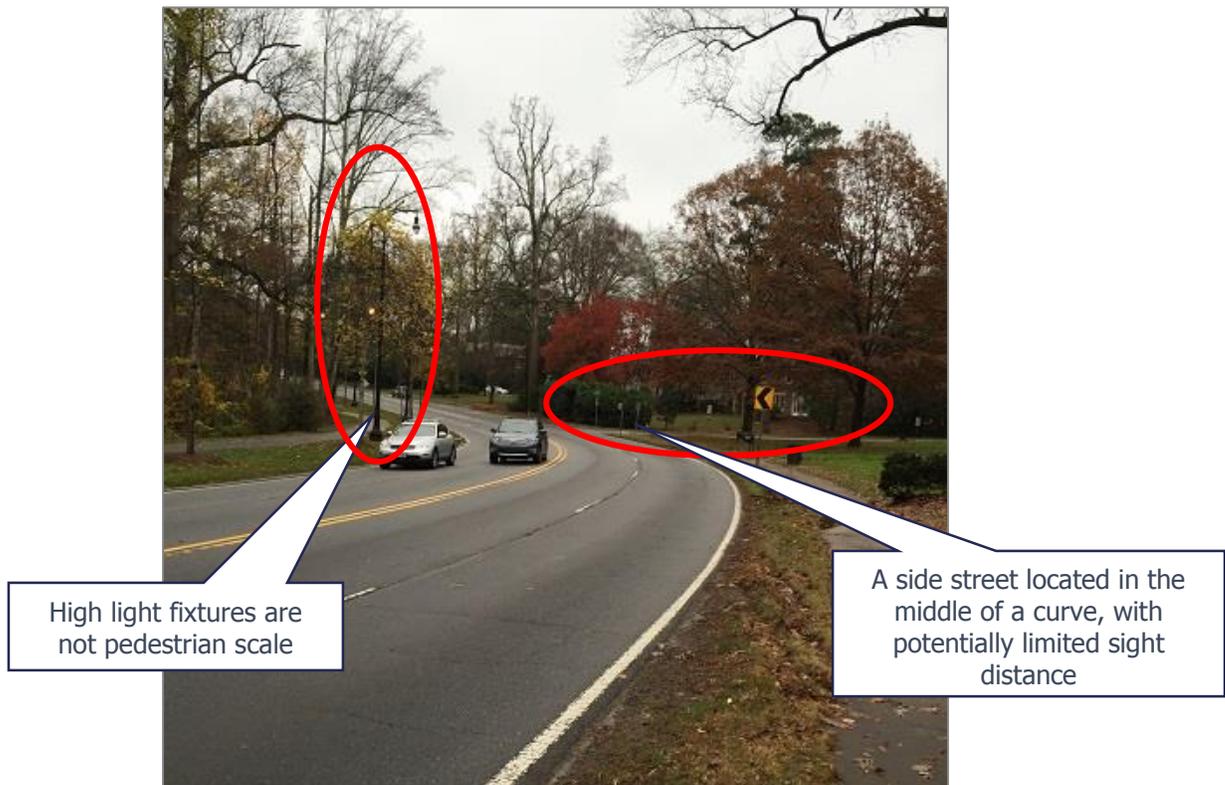


FIGURE 5-9. EXAMPLE OF CURVILINEAR NATURE OF SR 8/SR 10/US 23/US 29/US 78/US 278/PONCE DE LEON AVENUE NE/SCOTT BOULEVARD.

5.1.2. CORRIDOR-WIDE RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Complete programmed drainage project (PI #0010474) and repair or replace drainage structures as needed.	High	High	Intermediate	High
2. Upgrade, repair, and/or replace signage throughout the corridor to provide consistency and meet current standards.	High	Low	Short Term	Moderate
3. Trim vegetation as needed to ensure it does not block signs and/or lights.	High	Low	Short Term	Low
4. Repair, replace, and/or install sidewalk as needed. Consider "high visibility" sidewalks where possible and raised curbs at intersection corners. Specific locations needing improvement include: - South side east of Lullwater Road - South side between South Ponce de Leon Avenue and Lakeshore Drive - North side between North Ponce de Leon Avenue and North Parkwood Road - South side from Artwood Road and West Ponce de Leon Avenue	High	High	Intermediate	Moderate
5. Relocate crosswalks on intersecting streets back from SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard.	High	Intermediate	Intermediate	Low
6. Refresh pavement markings and install RPMs as needed.	High	Low	Short Term	Low
7. Repair the historic granite curb as needed.	Moderate	Intermediate	Intermediate	Moderate
8. Repair pavement or roadway surface as needed.	High	High	Intermediate	Moderate
9. Install "No Trucks" signs on side streets.	Moderate	Low	Short Term	Low
10. Install chevrons and/or other signage warning motorists of curves in the roadway in appropriate locations.	High	Low	Short Term	Low
11. Carry out the GDOT District 7 plan to install an 8-inch edge line east of the railroad trestle to SR 155/Clairemont Avenue.	High	Low	Short Term	Low
12. Improve and/or repair lighting as appropriate to provide consistent lighted conditions. Install more pedestrian scale light fixtures as needed.	Moderate	Low	Short Term	Low

13. Investigate status of lights between Springdale and South Ponce de Leon Avenue NE and turn on or replace bulbs as needed.	Moderate	Low	Short Term	Low
14. Realign MARTA bus stops with street lights to ensure stops are in well lighted areas.	Moderate	High	Short Term	Low
15. Carry out signal and intersection upgrade project at Springdale, Oakdale, Fairview/Lullwater, and Clifton Roads (PI #0012824). Consider calibrating sensors to detect bicycles at key locations and installing FYAs as part of project.	High	High	Intermediate	Moderate
16. Upgrade signals and install reflective backplates as needed throughout the corridor to ensure consistency.	Moderate	Low	Long Term	Moderate
17. Improve or repair sidewalks, pedestrian ramps, and driveways as needed to maintain level sidewalks and meet current ADA standards. Consider raised crosswalks or speed tables where appropriate.	Moderate	Low	Intermediate	Low
18. Enforce posted speed limits and post more speed limit signs as appropriate to encourage motorists to observe posted speed limits.	High	Low	Short Term	Low
19. Consider installing radar speed signs that inform drivers of current speed as well as more closely spaced striping (30/10) on RPMs.	High	Low	Intermediate	Moderate
20. Consider installing time-restricted "No Left Turn" signs at some intersections.	High	Low	Short Term	Low
21. Ensure consistent signage in all school zones, repairing or replacing signs as needed and meet with Paideia School to determine whether additional school zone is needed.	High	Low	Short Term	Low
22. Encourage all schools along the corridor to conduct a study or survey to determine how many students walk currently, where they walk to/from, and identify potentially safer school zones.	Moderate	Low	Intermediate	Low
23. Meet with representatives of Emory University to discuss the possibility of its shuttle adding more frequent service and/or additional stops.	Moderate	Low	Short Term	Low
24. Redesign intersections in curves as appropriate to provide better sight distance from side streets.	High	High	Long Term	High

25. Establish a Citizens Advisory Committee and hold periodic meetings to keep individuals and groups informed about the RSA process and implementation.	Low	High	Ongoing	Low
26. Consider undertaking a holistic planning study of the area to identify alternate east-west corridors.	Low	Moderate	Long Term	Moderate

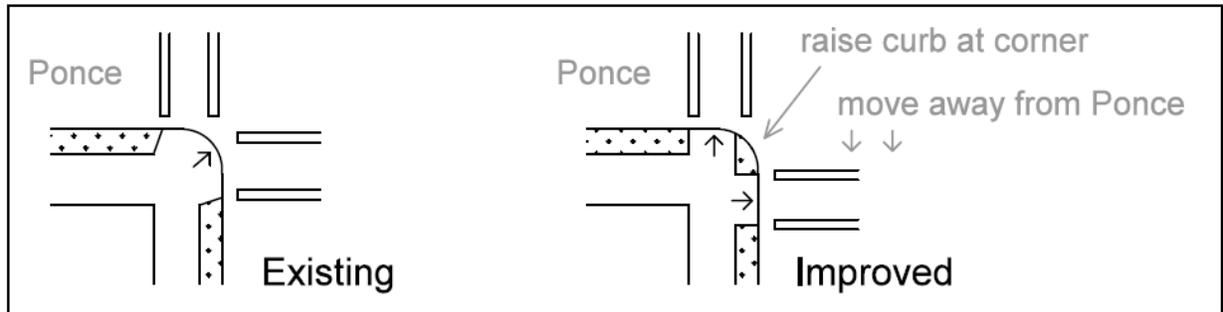


FIGURE 5-10. PROPOSED IMPROVEMENTS TO CROSSWALKS AT INTERSECTING STREETS.

Recommendations from bicycle and pedestrian advocacy groups include relocating crosswalks farther away from the main road and raising curbs at corners, and installing raised or high visibility crosswalks. Diagrams below illustrate a typical raised crosswalk or speed table, and locations where it is recommended to install, repair, widen, and/or separate sidewalks from travel lanes to improve safety.

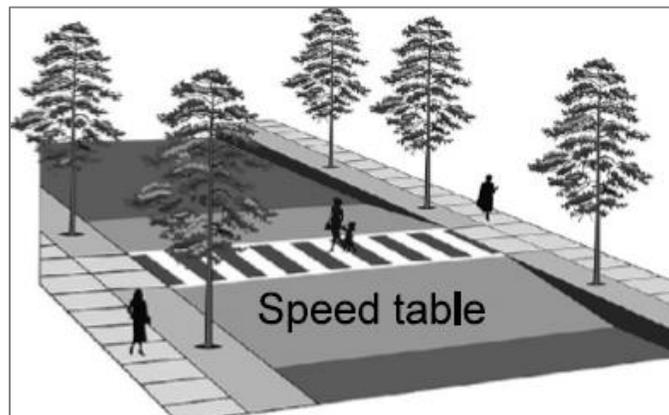


FIGURE 5-11. ILLUSTRATION OF A SPEED TABLE, ALSO KNOWN AS SPEED HUMP OR RAISED CROSSWALK.

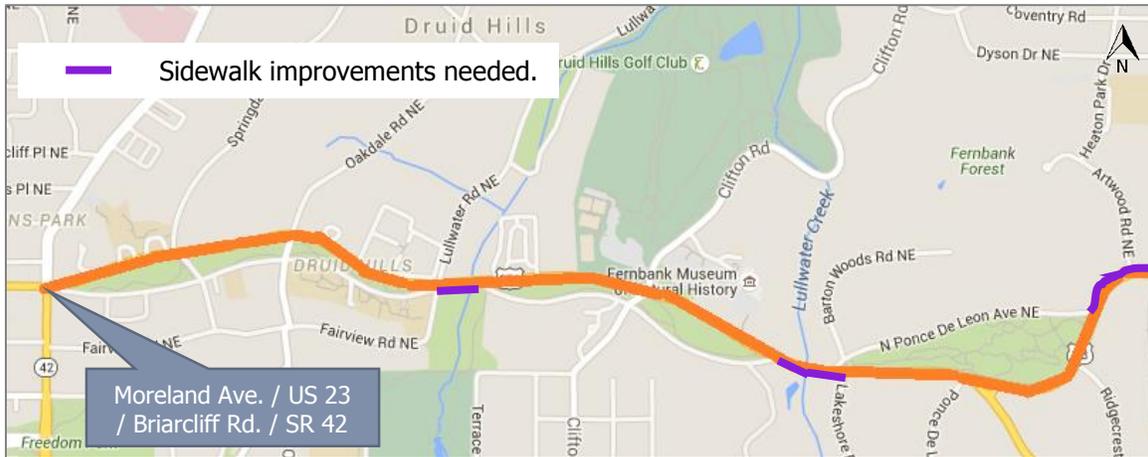
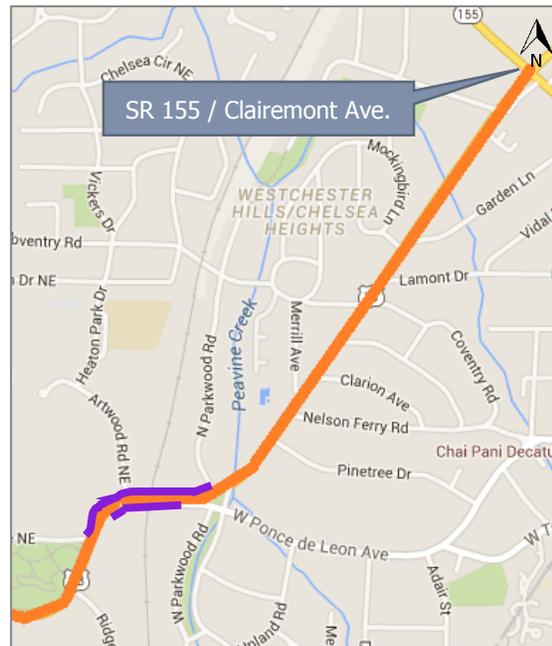


FIGURE 5-12. LOCATION OF AREAS NEEDING SIDEWALK IMPROVEMENTS.

"Add more stop lights to allow for greater pedestrian crossing. Significantly widen sidewalks. Raise crosswalks."
 -Survey Response



It has also been recommended that consideration be given to the feasibility of roundabouts at select intersections throughout the corridor. However, there are concerns with placing roundabouts in this corridor due to the volume of traffic and the potential impacts to historical and environmental resources. According to the Federal Highway Administration (FHWA), roundabouts may improve the safety of intersections by eliminating or altering conflict types, by forcing drivers to decrease speed as they drive into and through the intersection, and by reducing the number of conflict points. Roundabouts have been used successfully in countries around the world and are becoming more popular in some areas of the United States. Research shows that roundabouts perform better in terms of safety than other types of intersections, especially at small and medium capacity roundabouts. Additional information about roundabouts and a diagram comparing a typical four-leg intersection with a roundabout are available in Appendix H.

5.2. SOUTH PONCE DE LEON AVENUE

South Ponce de Leon Avenue runs parallel to Ponce de Leon Avenue NE in two sections: from Moreland Avenue/US 23/Briarcliff Road/SR 42 to Fairview Road/Lullwater Road and from Lullwater Estate to the area east of the Fernbank Museum near Lullwater Creek and North Ponce de Leon Avenue. The audit team felt it was important to evaluate South Ponce de Leon Avenue in its own right because of its parallel position to the RSA corridor and to Olmsted Linear Park, and the four intersections it shares with the corridor. Section 5.2.1 describes findings and recommendations for the length of South Ponce de Leon Avenue and section 0 lists recommendations and ratings for this roadway. (Intersections with Ponce de Leon Avenue NE are addressed in sections 5.7 and 5.9).

5.2.1. FINDINGS & OBSERVATIONS

1. The segment of South Ponce de Leon Avenue from Moreland Avenue/US 23/Briarcliff Road/SR 42 to Lullwater Road/Fairview Road is one-way (eastbound).
2. There is a spur of the PATH Foundation's Stone Mountain Trail that connects to the western end of South Ponce de Leon Avenue and the trails through the Olmsted Linear Park.
3. South Ponce de Leon Avenue between Oakdale Road and Lullwater Road/Fairview Road is the **primary access road for the Paideia School** and it is used for pick-up and drop-off of students.
4. The audit team observed **missing pedestrian facilities** across South Ponce de Leon Avenue NE, including a crosswalk and truncated domes.
5. **No pavement markings or lane striping** were observed by the audit team on South Ponce de Leon Avenue at the east end intersection (near North Ponce de Leon Avenue), and it is believed that these would help channel vehicles appropriately to improve safety.
6. Although sidewalks and/or paths are present on either side of South Ponce de Leon Avenue, there is **no crosswalk across it at either end**.



FIGURE 5-13. WORN SIGNS AT THE INTERSECTION OF SOUTH PONCE DE LEON AVENUE AND FAIRVIEW ROAD.

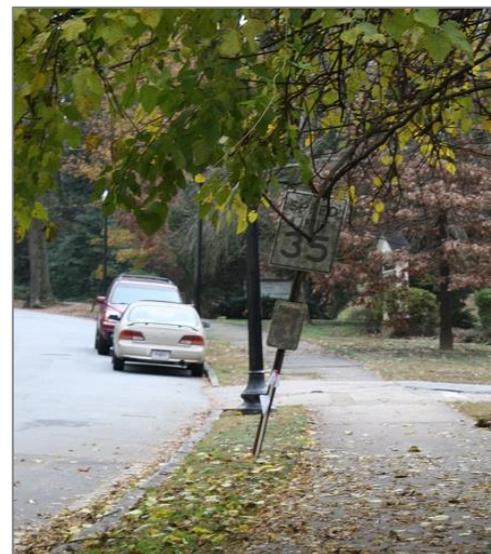


FIGURE 5-14. WORN, DAMAGED SIGNS ON SOUTH PONCE DE LEON AVENUE.

5.2.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Refresh crosswalk at Lullwater Road/Fairview Road.	High	Moderate	Short Term	Low
2. Install a crosswalk across both ends of South Ponce de Leon Avenue NE.	High	Moderate	Short Term	Low
3. Install truncated domes on ramps across South Ponce de Leon Avenue NE.	Moderate	Moderate	Short Term	Low
4. Relocate stop bar at the east end of South Ponce de Leon Avenue closer to RSA corridor.	High	Moderate	Short Term	Low
5. Install pavement markings or striping to channel traffic on South Ponce de Leon Avenue.	High	Moderate	Short Term	Low
6. Consider making South Ponce de Leon Avenue NE a bicycle corridor.	Moderate	Low	Intermediate	Low
7. Install raised pedestrian crossings on both segments of South Ponce de Leon Avenue (see Figure 5-16 below).	High	Low	Intermediate	Moderate
8. Study the possibility of redesigning the eastern intersection (near North Ponce de Leon Avenue) so that the angle is closer to 90 degrees with Ponce de Leon Avenue NE and implement if determined to be feasible.	High	Moderate	Long Term	Moderate
9. Study the feasibility of connecting the two segments of South Ponce de Leon Avenue NE by constructing and installing a bicycle and pedestrian bridge over Lullwater Creek.	High	High	Long Term	High
10. Study the feasibility of connecting the two segments of South Ponce de Leon Avenue NE by realigning the two intersections to form a continuous road, without intersecting at Ponce de Leon Avenue (see figure 5-16).	High	High	Long Term	High

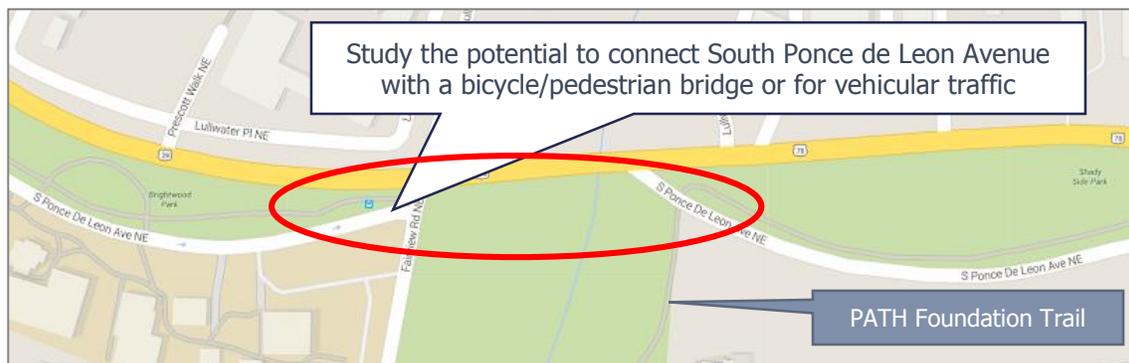


FIGURE 5-15. AREA TO STUDY POTENTIAL FEASIBILITY OF CONNECTING SOUTH PONCE DE LEON AVENUE.

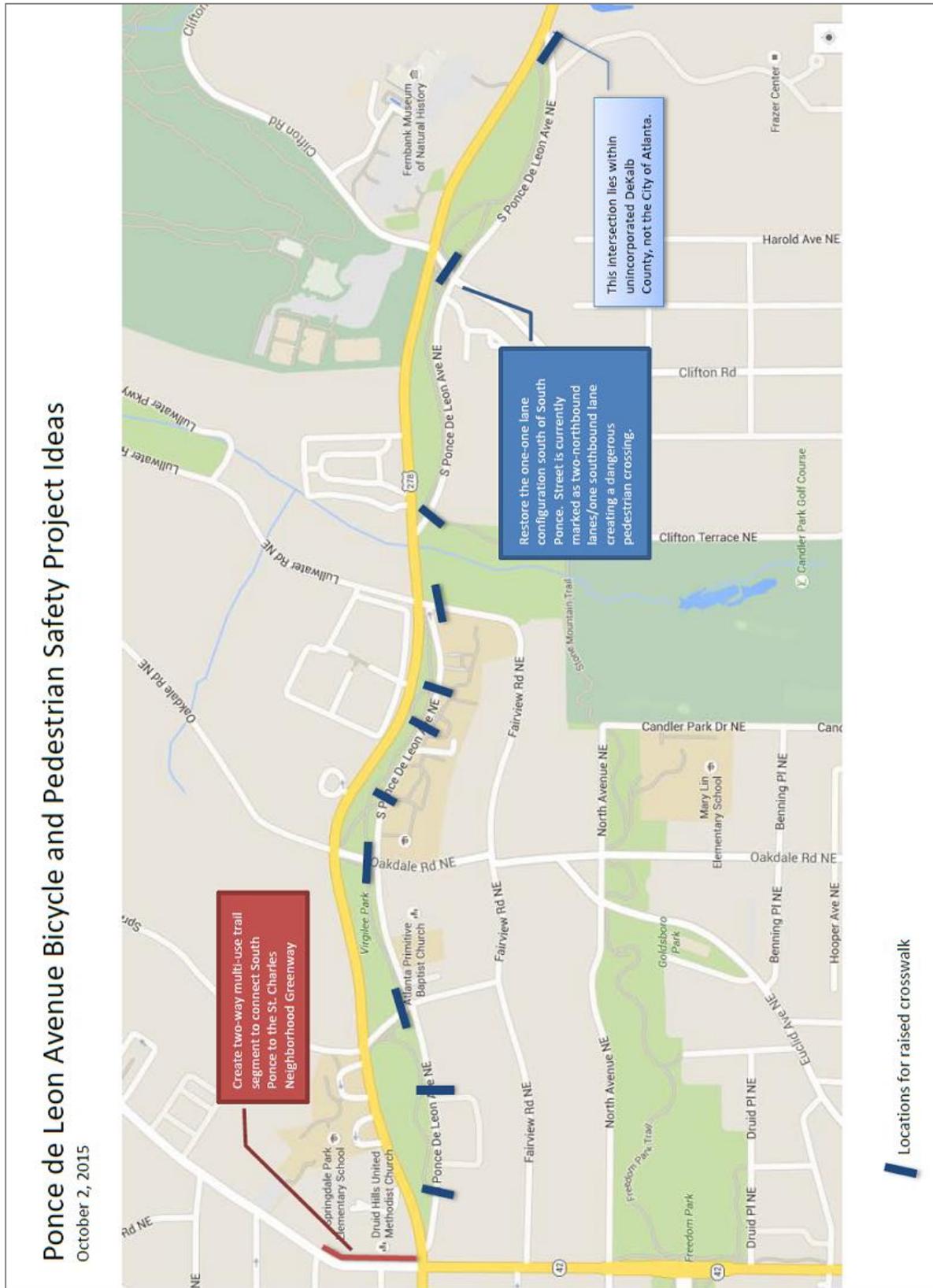


FIGURE 5-16. SUGGESTED BICYCLE AND PEDESTRIAN SAFETY PROJECT IDEAS SUBMITTED TO THE AUDIT TEAM.

5.3. @ MORELAND AVENUE / US 23 / BRIARCLIFF ROAD / SR 42 AND SOUTH PONCE DE LEON AVENUE NE

5.3.1. FINDINGS & OBSERVATIONS

1. **Sidewalk is not present on the south** side of Ponce de Leon Avenue NE, just past South Ponce de Leon Avenue NE.
2. There is an **extra double yellow line** on Briarcliff Road/SR 42 just north of Ponce de Leon Avenue NE.
3. The **left turn lane** from westbound Ponce de Leon Avenue NE to southbound Moreland Avenue/US 23 is **too short** to accommodate all turning vehicles.
4. **Pedestrian equipment**, including signal poles, pedestrian push buttons, pedestrian ramps, and truncated domes, **do not meet current standards**.
5. The audit team observed **heavy traffic volumes** for the current configuration of the intersection.
6. The **left turn signal** was observed by the audit team to be very **short**, especially for vehicles turning from Moreland Avenue/US 23 to westbound Ponce de Leon Avenue NE.



FIGURE 5-17. EXTRA DOUBLE YELLOW LINE ON BRIARCLIFF ROAD/SR 42.



FIGURE 5-18. VIEW OF INTERSECTION AT MORELAND AVENUE/US 23/BRIARCLIFF ROAD/SR 42 FROM NORTHEAST CORNER.



FIGURE 5-19. VIEW LOOKING EAST ALONG PONCE DE LEON AVENUE NE NEAR MORELAND AVENUE/US 23/BRIARCLIFF ROAD/SR 42.

5.3.2. RECOMMENDATIONS & RATINGS

The SPARK School Travel Plan offered three short-term engineering recommendations for this intersection which should be considered as part of the strategy to implement this RSA.

- Restripe all existing crosswalks with high-visibility pavement markings and restripe existing stop line pavement markings.
- Consider adding leading pedestrian interval (LPI) phasing to existing pedestrian signal timing.
- Install "Turning Vehicles Yield to Peds" (R10-15) signage.

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Remove the extra double yellow line on Briarcliff Road/SR 42.	Moderate	Low	Short Term	Low
2. Study signal timing for left turn movements and make adjustments as needed to reduce congestion on Moreland Avenue/US 23 and Briarcliff Road/SR 42.	Moderate	Low	Short Term	Low
3. Consider installing sidewalks or relocating paths through Olmsted Linear Park closer to road on south side of the corridor east of South Ponce de Leon Avenue NE. <i>This would be the purview of City of Atlanta and should be done in consultation with the Olmsted Linear Park Alliance.</i>	Low	Moderate	Intermediate	Moderate
4. Redesign intersection and implement full intersection improvement.	High	High	Long Term	High

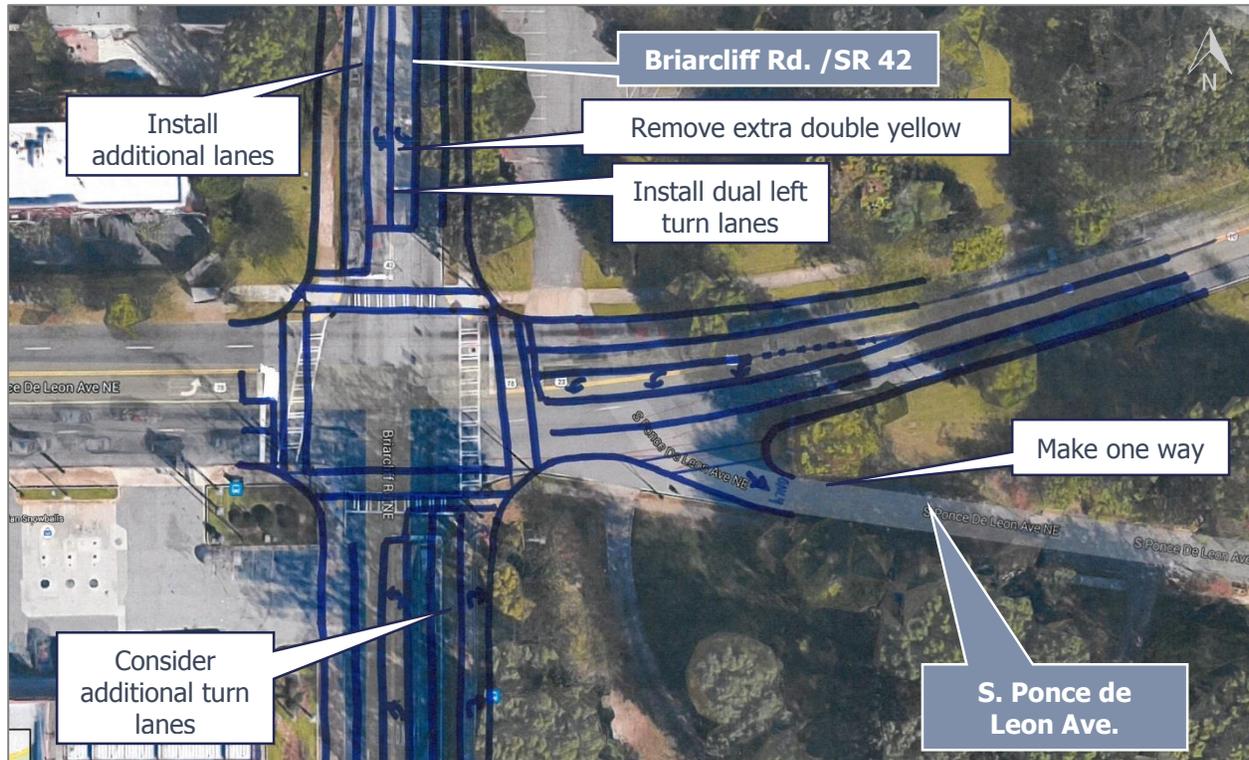


FIGURE 5-20. CONCEPTUAL DIAGRAM ILLUSTRATING POTENTIAL CHANGES TO INTERSECTION AT MORELAND AVENUE/US 23/BRIARCLIFF ROAD/SR 42 AND SOUTH PONCE DE LEON AVENUE.

"Light cycle and lack of sufficient turn lane on Ponce westbound at Moreland causes dangerous behavior by drivers trying to skirt the back-up from the cars waiting for a left turn onto Moreland; there simply isn't a long enough left turn lane."

-Survey Response

5.4. @ SPRINGDALE ROAD

5.4.1. FINDINGS & OBSERVATIONS

1. Vehicles were reported to stop in the intersection, blocking cross traffic, due to congestion from Moreland Avenue/US 23/Briarcliff Road/SR 42.
2. **Pedestrian equipment** such as signal poles, push buttons, pedestrian ramps, and truncated domes **do not meet current standards**. These issues will be addressed as part of the intersection and signal upgrade project discussed above (PI #0012824).
3. **No sidewalk** is present on the south side of the RSA corridor.
4. The **alignment of the intersection is skewed** and was observed by the audit team to **limit visibility** for motorists crossing or turning onto Ponce de Leon Avenue NE.
5. This intersection is within a **school zone**.
6. **Pavement markings are missing** from Springdale Road approaching the intersection.
7. **Vegetation blocks the signal heads**.



FIGURE 5-21. DRAIN STRUCTURES IN NORTH QUADRANTS OF INTERSECTION AT SPRINGDALE ROAD IN NEED OF REPAIR.

"On Springdale it is difficult to see lane markings and some people try to get around the other cars and often there are near misses."

-Survey Response

"The angles of turns from Springdale to Ponce are awkward and people seem not to know what to do there - when two parties are turning left onto Ponce from opposite directions, they don't seem to know on which side of the other driver they should pass."

-Survey Response



FIGURE 5-22. VIEW LOOKING EAST ALONG PONCE DE LEON AVENUE NE PAST SPRINGDALE PARK ELEMENTARY SCHOOL.

5.4.2. RECOMMENDATIONS & RATINGS

The SPARK School Travel Plan included several short term recommendations for this intersection. Some of these recommendations overlap with those of the audit team, as shown in the table below.

- Restripe all existing crosswalks with high-visibility pavement markings and restripe existing stop line pavement markings.
- Consider adding leading pedestrian interval (LPI) phasing to existing pedestrian signal timing.
- Install school crossing signage (S1-1) on Springdale Road north of intersection.
- Install "Turning Vehicles Yield to Peds" (R10-15) signage.

Bicycle and pedestrian groups recommend increasing the amount of time provided for crossing Ponce de Leon Avenue NE from 20 seconds to 30 seconds to better accommodate strollers and older adults.

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Install "Do Not Block the Intersection" (R10-7) signs. (Also in SPARK Travel Plan)	Moderate	Low	Short Term	Low
2. Add center line striping and other pavement markings as needed on Springdale Road.	Moderate	Low	Short Term	Low
3. Trim vegetation as needed to make signals more visible.	High	Low	Short Term	Low
4. Carry out programmed intersection improvement project (PI #0012824) and consider a recommendation from bicycle and pedestrian groups to raise the curb at intersection corners.	High	High	Intermediate	Intermediate
5. Install a raised pedestrian crossing across Springdale Road where the SPARK school path is. This can serve as a traffic calming measure in addition to a pedestrian safety feature. (<i>Note: ensure the raised crossing is fully in the City of Atlanta right-of-way.</i>)	Moderate	Moderate	Intermediate	Low

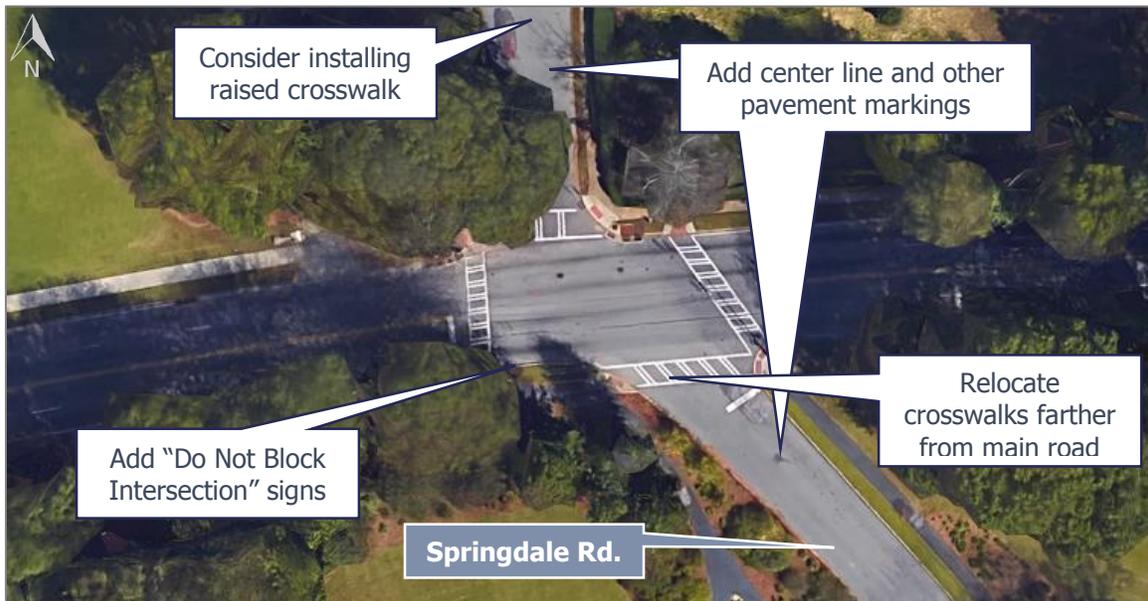


FIGURE 5-23. SUGGESTED IMPROVEMENTS TO INTERSECTION AT SPRINGDALE ROAD.

"A lot of left turning traffic enters Ponce from both sides of Springdale and during heavy traffic, I frequently sit through 3 or 4 cycles to cross or turn from Springdale. Could turn lanes somehow remedy this, or could the cycle for Springdale be lengthened during heaviest traffic times?"

- Survey Response

5.5. @ OAKDALE ROAD

5.5.1. FINDINGS & OBSERVATIONS

1. There are **no turn lanes** at this intersection.
2. The audit team observed **vehicles waiting to turn onto Oakdale Road** from westbound Ponce de Leon Avenue NE, causing traffic to back up.
3. There are several churches and a school located very near to this intersection. A **high level of pedestrian activity** is reported in this area.



FIGURE 5-24. INTERSECTION AT OAKDALE ROAD, LOOKING EAST.

5.5.2. RECOMMENDATIONS & RATINGS

Bicycle and pedestrian groups recommend increasing the amount of time provided for crossing Ponce de Leon Avenue NE from 20 seconds to 30 seconds to better accommodate strollers and older adults.

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Consider a recommendation from bicycle and pedestrian groups to raise the curb at intersection corners.	Moderate	Low	Intermediate	Low
2. Study opportunities to allow better turning movements from Ponce de Leon Avenue NE onto Oakdale Road and implement recommendations as appropriate.	High	High	Long Term	Moderate
3. Install a raised pedestrian crossing across Oakdale Road near St. John's Lutheran Church. This can serve as a traffic calming measure in addition to a pedestrian safety feature. <i>(Note: Ensure the raised crossing is fully in the City of Atlanta right-of-way).</i>	Moderate	Low	Intermediate	Low

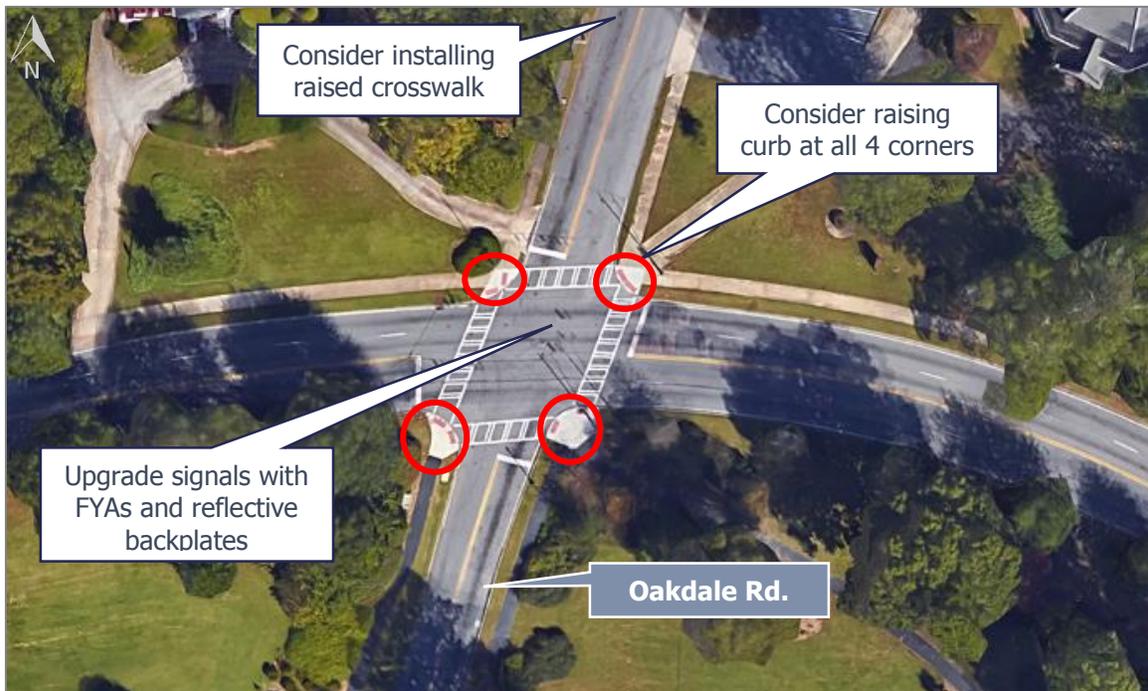


FIGURE 5-25. SUGGESTED IMPROVEMENTS TO OAKDALE ROAD INTERSECTION.

5.6. @ FAIRVIEW ROAD/LULLWATER ROAD

5.6.1. FINDINGS & OBSERVATIONS

1. South Ponce de Leon Avenue NE enters Fairview Road very near the intersection with Ponce de Leon Avenue NE.
2. There is **no crosswalk across the east leg** of Ponce de Leon Avenue NE and the crosswalk across Fairview Road is worn and faded.
3. **Left turns are prohibited** from westbound Ponce de Leon Avenue NE **onto southbound Lullwater Road.**
4. There are **speed humps present** on Lullwater Road.
5. It was reported to the audit team that **crosswalk push buttons** across Ponce de Leon Avenue NE are **currently inoperable.**
6. The audit team observed a **missing guardrail at the bridge over the creek** on the south side of Ponce de Leon Avenue NE, east of Fairview Road/Lullwater Road.
7. The **shoulder at the bridge over Lullwater Creek** (west of South Ponce de Leon Avenue NE) **is narrow**, and as a result, the audit team found the sidewalk to be very close to the travel lanes.

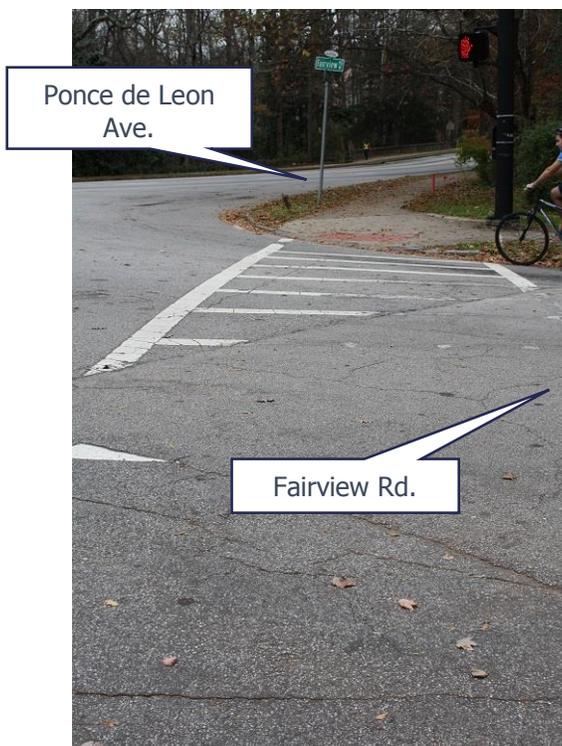


FIGURE 5-26. CROSSWALK IN NEED OF RESTRIPIING WHERE FAIRVIEW ROAD MEETS THE RSA CORRIDOR.



FIGURE 5-27. VIEW OF INTERSECTION AT LULLWATER ROAD/FAIRVIEW ROAD, LOOKING SOUTH ACROSS SOUTH PONCE DE LEON AVENUE.

"Make sidewalk near Lullwater on east side safer for children walking to school."

"Guardrails to protect pedestrians on Lullwater Bridge."

-Survey Responses



FIGURE 5-28. INTERSECTION AT LULLWATER ROAD/FAIRVIEW ROAD, LOOKING WEST.



FIGURE 5-29. BRIDGE OVER LULLWATER CREEK EAST OF LULLWATER ROAD/FAIRVIEW ROAD.

"Need to put the NO TURN ON RED sign across the street when facing ponce from Fairview. If people miss it on the right there, they often don't realize they shouldn't turn on red."

-Survey Response

5.6.2. RECOMMENDATIONS & RATINGS

The SPARK School Travel Plan recommended an intersection study for this intersection, including Fairview Road, Ponce de Leon Avenue NE, and South Ponce de Leon Avenue NE.

Bicycle and pedestrian advocates recommend recalibrating traffic signal sensors to detect bicycles and increasing crossing time across Ponce de Leon Avenue NE from 20 seconds to 30 seconds for strollers and older adults.

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Refresh and install crosswalks as needed, including on east side.	High	Low	Short Term	Low
2. Carry out intersection improvement project (PI #0012824) and install working pedestrian push buttons.	High	Moderate	Intermediate	Moderate
3. Consider a recommendation from bicycle and pedestrian groups to raise the curb at intersection corners.	Moderate	Low	Intermediate	Low
4. Install a guardrail along the bridge on Ponce de Leon Avenue NE.	High	Low	Intermediate	Moderate
5. Install more "No Turn on Red" signage.	High	Low	Short Term	Low

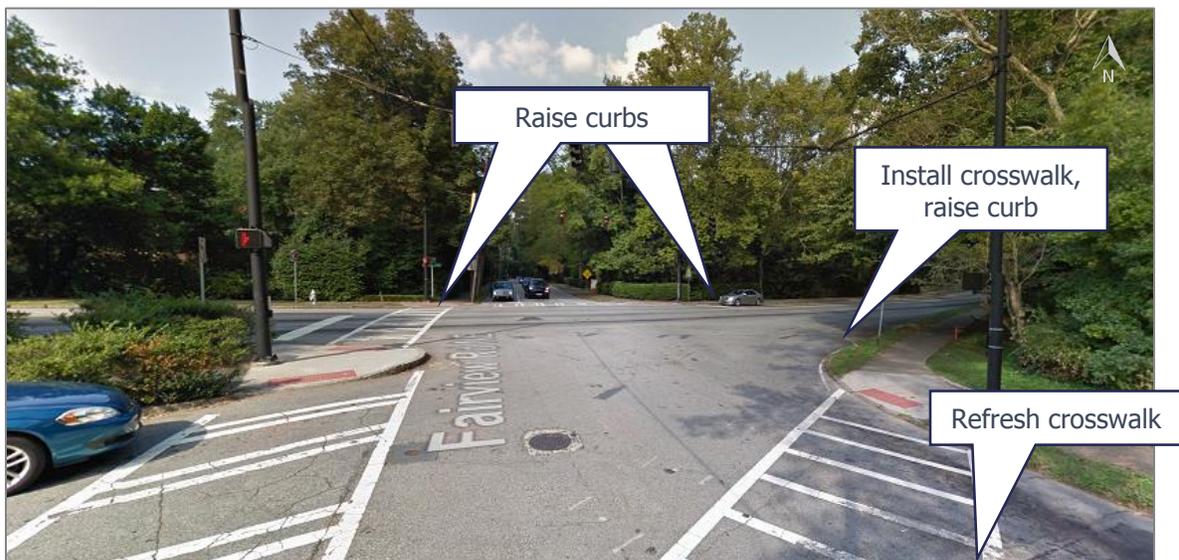


FIGURE 5-30. SUGGESTED IMPROVEMENTS TO LULLWATER ROAD/FAIRVIEW ROAD.

5.7. @ SOUTH PONCE DE LEON AVENUE (NEAR LULLWATER ESTATE)

5.7.1. FINDINGS & OBSERVATIONS

1. The PATH Foundation's Stone Mountain Trail meets with South Ponce de Leon Avenue near Lullwater Estate, connecting to the paths in Shady Side Park
2. The audit team observed **potential drainage issues** at this intersection.
3. A **fire hydrant** was found to be **out of service** near this intersection on the north side of the road (at approximately 1632 Ponce de Leon Avenue NE).
4. A **damaged school zone sign** was found on the north side of Ponce de Leon Avenue NE, near Lullwater Estate. This **sign is not needed** as this area is not currently a permitted school zone.
5. The **pavement markings and crosswalk** at Lullwater Road/Fairview Road are **worn and faded**.
6. **Visibility is limited** for drivers **turning left from South Ponce de Leon Avenue NE near Lullwater Estate** because of the angle of the road to Ponce de Leon Avenue NE.

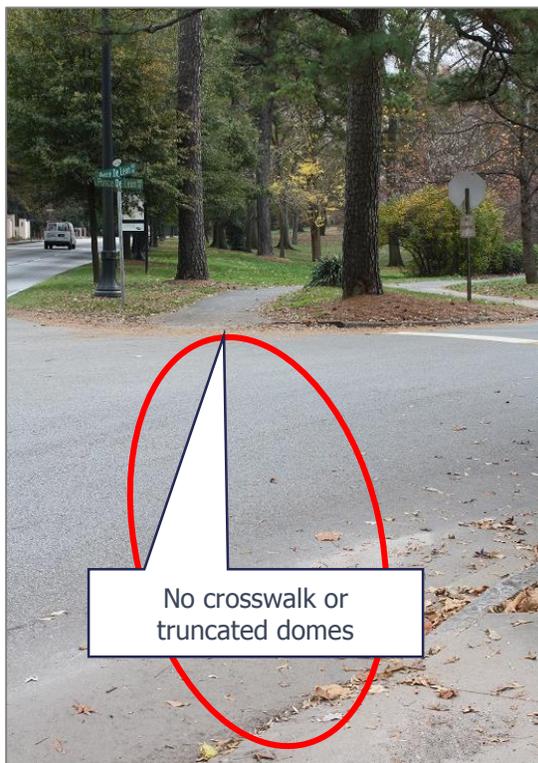


FIGURE 5-31. THE WESTERN END OF THE SECOND SEGMENT OF SOUTH PONCE DE LEON AVENUE NE (NEAR LULLWATER ESTATE).



FIGURE 5-32. MISPLACED AND DAMAGED SCHOOL ZONE SIGN ON NORTH SIDE OF PONCE DE LEON AVENUE NE NEAR LULLWATER ESTATE.

5.7.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Remove damaged and incorrect school zone sign.	Low	Low	Short Term	Low
2. Coordinate with the Paideia School to permit school zone and sign appropriately.	Moderate	Low	Short Term	Low
3. Study the feasibility of expanding the shoulder or relocating the sidewalk farther from travel lanes at the bridge over the creek, west of South Ponce de Leon Avenue, and implement if possible.	High	Moderate	Long Term	High
4. Repair the fire hydrant.	Low	Low	Short Term	Low
5. Consider redesigning the intersection as right-in/right-out on South Ponce de Leon Avenue NE.	High	Moderate	Long Term	Moderate
6. Install bulb-out to T-off intersection and shorten pedestrian crossing.	High	Moderate	Intermediate	Moderate

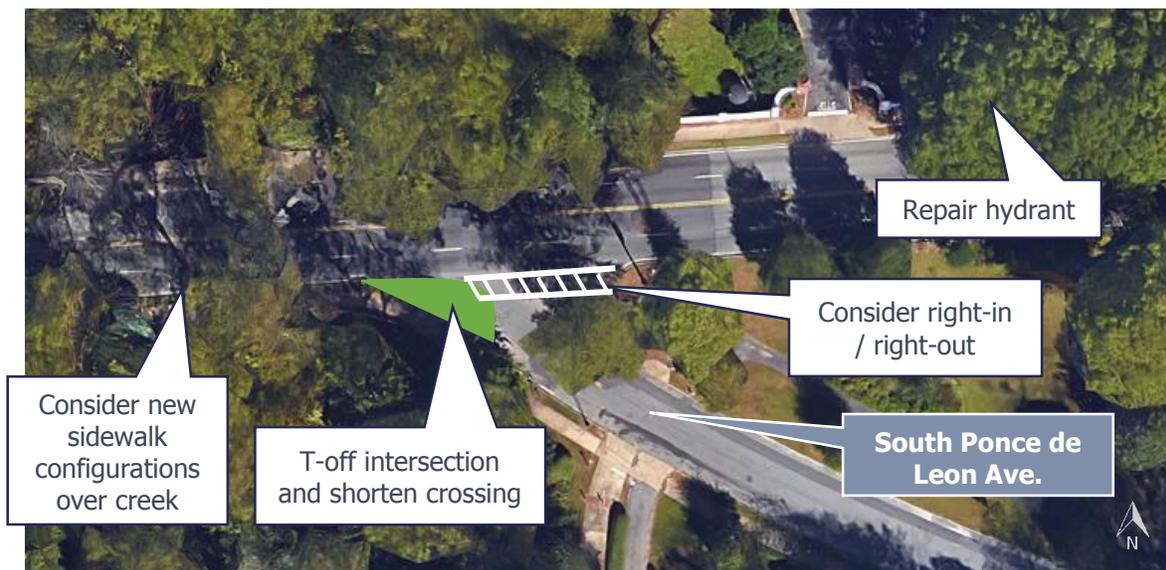


FIGURE 5-33. SUGGESTED IMPROVEMENTS TO THE INTERSECTION AT THE WESTERN END OF THE SECOND SEGMENT OF SOUTH PONCE DE LEON AVENUE AT PONCE DE LEON AVENUE NE (NEAR LULLWATER ESTATE).

5.8. @ CLIFTON ROAD

5.8.1. FINDINGS & OBSERVATIONS

1. The MARTA **bus stop sign is blocked by the pedestrian signal head** in the northeast quadrant.
2. The audit team found **only one street name sign** at this intersection, located in the northeast corner, and it is **damaged**.
3. **Guidewires and a telephone pole** were observed to be **partially blocking the sidewalk** in the northeast and northwest quadrants.
4. The concrete **pedestrian ramps** and **granite curb** are **uneven** in all four corners of the intersection, particularly the northeast corner.
5. The audit team observed a **nonfunctional light pole in the southeast quadrant** of the intersection.
6. A **sign displaying a large red "X" was observed hanging from the overhead span wires** in the southbound lane of Clifton Road on the north side of Ponce de Leon Avenue NE. The sign is intended to prevent drivers from driving in the wrong lane but may be confusing to drivers.
7. **Pavement markings and center line striping** on Clifton Road are **worn and faded** both north and south of the RSA corridor.
8. **Pavement markings in northbound lanes of Clifton Road** (south of Ponce de Leon Avenue NE) **may be confusing** to drivers as they crest the hills at South Ponce de Leon Avenue.
9. The intersection was not constructed in a manner consistent with Olmsted's original plan. The **skewed angle limits driver visibility** and may negatively impact safety.

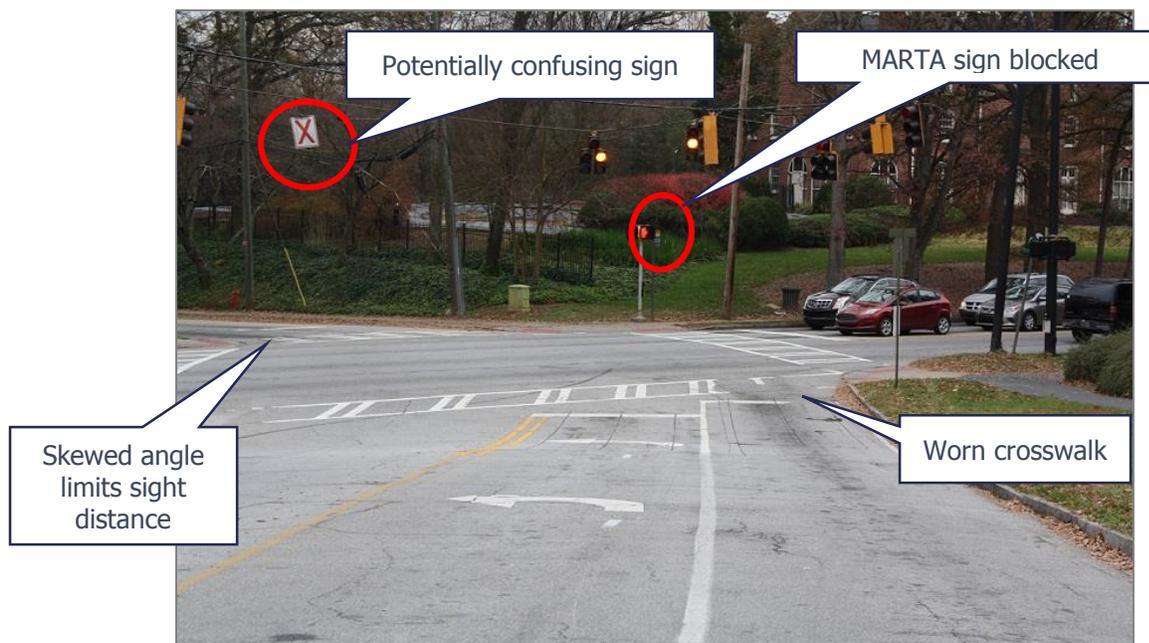


FIGURE 5-34. CLIFTON ROAD LOOKING NORTH ACROSS PONCE DE LEON AVENUE NE.



FIGURE 5-36. DAMAGED CURB RAMP AND TRUNCATED DOMES AT CLIFTON ROAD AND SOUTH PONCE DE LEON AVENUE.



FIGURE 5-35. POTENTIALLY CONFUSING PAVEMENT MARKINGS ON CLIFTON ROAD (SOUTH OF SOUTH PONCE DE LEON AVENUE) DO NOT INDICATE THAT LEFT LANE MUST TURN LEFT ON PONCE DE LEON AVENUE NE AFTER CROSSING SOUTH PONCE DE LEON AVENUE.



FIGURE 5-38. DAMAGED EQUIPMENT IN THE SOUTHEAST QUADRANT.



FIGURE 5-37. TRAFFIC APPROACHING CLIFTON ROAD. NOTE CAR PULLING AROUND TURNING VEHICLES AHEAD.

"Northbound traffic on Clifton just south of S. Ponce has started dividing into 2 lanes well before 2 lanes are marked. This can be confusing to drivers not used to this situation."

- Survey Response

5.8.2. RECOMMENDATIONS & RATINGS

Bicycle and pedestrian advocates recommend the following potential safety improvements:

- Restore the two-lane configuration (one lane in each direction) of Clifton Road south of South Ponce de Leon Avenue.
- Install a speed table or raised crosswalk across Clifton Road just north of South Ponce de Leon Avenue to calm traffic speed and increase pedestrian visibility.
- Move crosswalks on Clifton Road back from intersection.
- Increase crossing time across Ponce de Leon Avenue from 25 seconds to 40 seconds to allow sufficient time for older adults, strollers, and families traveling between parks and the museum.

It was suggested that as part of the process to improve safety at Clifton Road, consideration should be given to opportunities to redesign the intersection so that it more closely conforms to the original plans for Druid Hills, including the possibility of a roundabout. An 1894 map of Druid Hills and Ponce de Leon Avenue is shown in Figure 5-40 below.

Many community survey comments express concern about the difficulty and high incidence of crashes when turning left onto Southbound Clifton. Many expressed that consideration should be given to time-restricted prohibition of left turns and use of other streets for access to southbound Clifton Road.

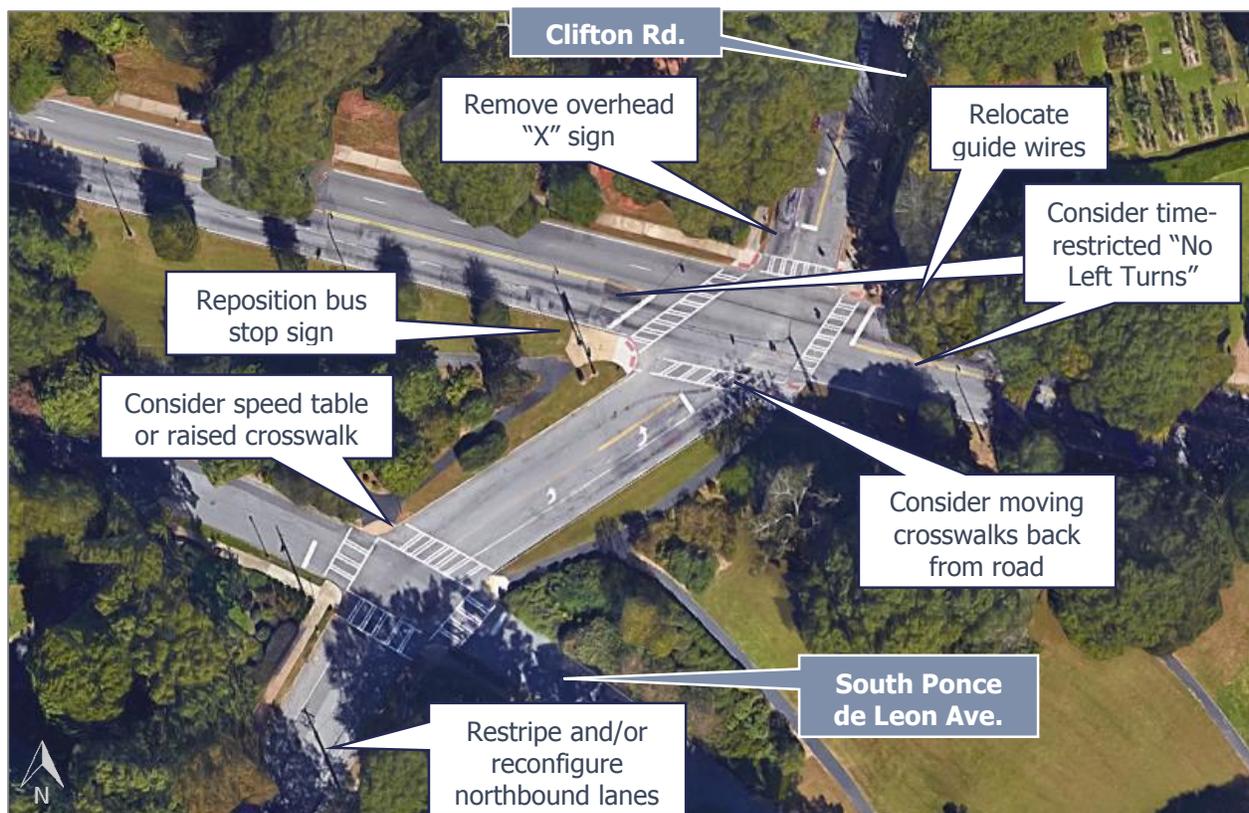


FIGURE 5-39. SUGGESTED IMPROVEMENTS TO CLIFTON ROAD INTERSECTION.

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Reposition bus stop sign or pedestrian signal head so that both are visible.	Moderate	Low	Short Term	Low
2. Install new street name signs that conform to current standards.	High	Low	Short Term	Low
3. Relocate guidewires so they do not block sidewalk on the north side of Ponce de Leon Avenue.	Moderate	High	Intermediate	Moderate
4. Carry out intersection improvement project (PI #0012824) to repair pedestrian ramps and pedestrian equipment and implement any additional recommendations that result from that project.	High	Moderate	Intermediate	Moderate
5. Work with the City of Atlanta to repair or replace the light pole in the southeast quadrant.	High	Low	Short Term	Low
6. Remove the overhead red "X" sign in the southbound lane of Clifton Road that may be confusing to northbound drivers.	Moderate	Low	Short Term	Low
7. Refresh pavement markings on Clifton Rd. north and south of Ponce de Leon Avenue NE.	High	Moderate	Intermediate	Low
8. Consider a recommendation from bicycle and pedestrian groups to raise the curb at intersection corners.	Moderate	Low	Intermediate	Low
9. Install "No Trucks" signs on Clifton Road.	Low	Low	Short Term	Low
10. Study the feasibility of redesigning the intersection to create safer turning movements and implement any recommendations deemed to be feasible.	High	High	Long Term	High
11. Evaluate the feasibility of redesigning the intersection to more closely conform to Frederick Law Olmsted's original plan for Druid Hills, including a possible roundabout at Clifton Road and Ponce de Leon Avenue NE.	High	High	Long Term	High
12. Consider time-restricted "No Left Turns" at Clifton Road.	High	Moderate	Short Term	Low

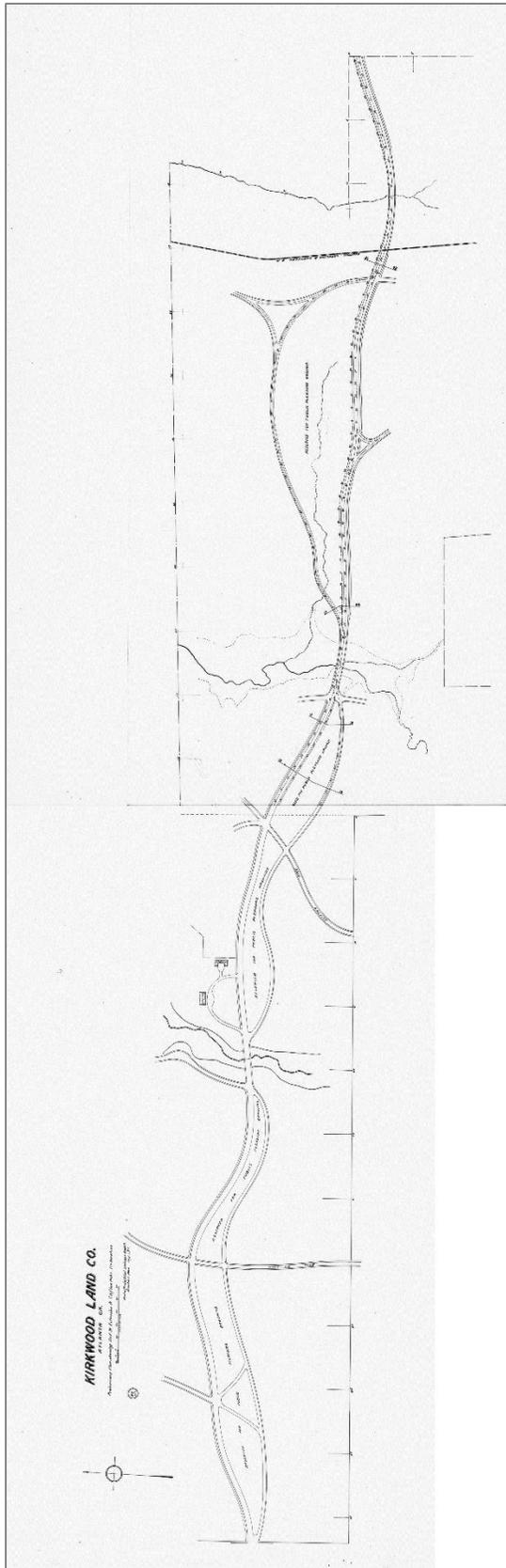


FIGURE 5-40. 1894 PLAN FOR DRUID HILLS FROM THE KIRKWOOD LAND COMPANY SHOWING RECONFIGURATION OF WHAT WAS THEN KNOWN AS CLIFTON PIKE. (IMAGE COURTESY OF THE DEKALB HISTORY CENTER, VIA GDOT).

Traveling westbound on Ponce and trying to turn left onto Clifton is [dangerous]. You cannot see if there are cars in the opposite lane also trying to turn left, and I've seen so many accidents here and been in one myself. PLEASE do not allow cars to turn left here-there are several other side streets people can utilize to get to Clifton without having to turn left here. Furthermore it would also greatly help with traffic flow.

- Survey Response

5.9. @ SOUTH PONCE DE LEON AVENUE (EAST END)

5.9.1. FINDINGS & OBSERVATIONS

1. The **stop sign and stop bar at the east end** of South Ponce de Leon Avenue was **found to be too far back from Ponce de Leon Avenue.**
2. The intersection **at an angle to Ponce de Leon Avenue**, with a **wide opening** that makes for a long crossing for pedestrians.
3. Pedestrian facilities, including a crosswalk and truncated domes, are missing.



FIGURE 5-41. FAR EAST END OF SOUTH PONCE DE LEON AVENUE.

5.9.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Install a bulb-out to square or T-off the intersection and shorten the pedestrian crossing distance.	High	Moderate	Intermediate	Moderate
2. Refresh and install pavement markings and lane striping as needed.	High	Low	Short Term	Low
3. Relocate stop bar and stop sign closer to intersection.	High	Low	Short Term	Low
4. Install pedestrian facilities including crosswalk and truncated domes.	High	Low	Short Term	Low

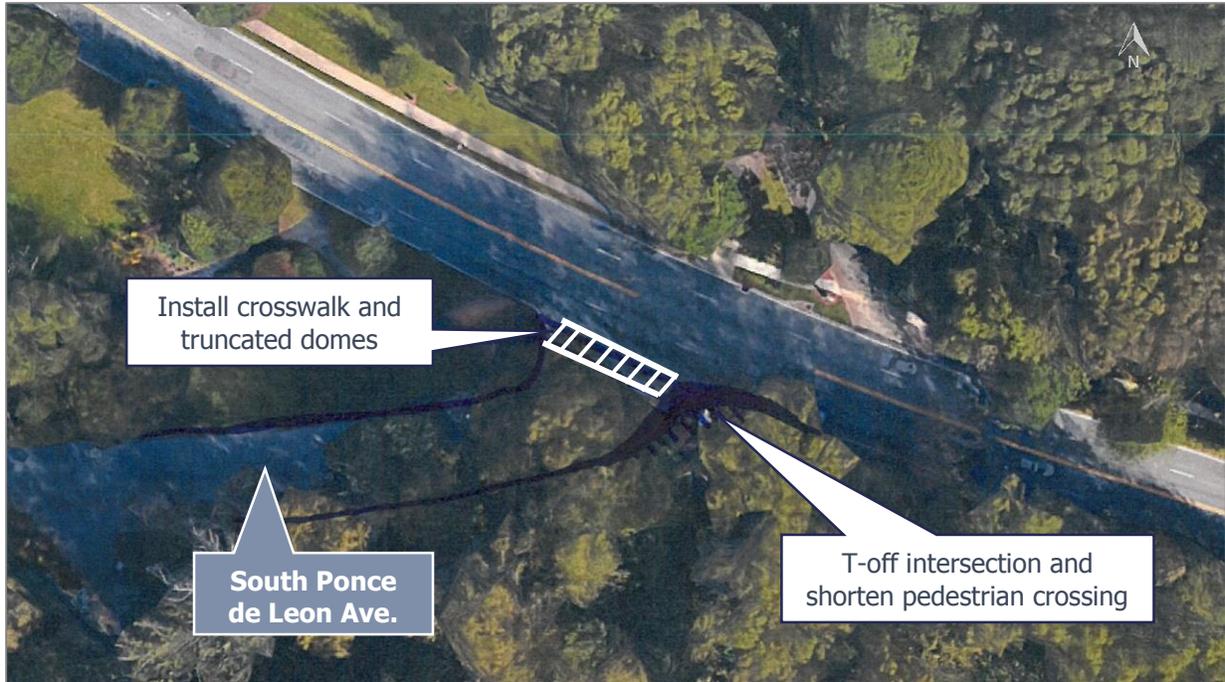


FIGURE 5-42. SUGGESTED IMPROVEMENTS AT THE EAST END INTERSECTION OF SOUTH PONCE DE LEON AVENUE AND PONCE DE LEON AVENUE.

5.10. @ NORTH PONCE DE LEON AVENUE AND LAKESHORE DRIVE

5.10.1. FINDINGS & OBSERVATIONS

1. One of the **driveways to 1820 Ponce de Leon Avenue** has been closed off with asphalt and **does not conform to current standards**.
2. A **sinkhole** was observed alongside the sidewalk on the north side of Ponce de Leon Avenue NE near Lullwater Creek (west of North Ponce de Leon Avenue).
3. The audit team observed that a **proper guardrail is needed** on the north side of Ponce de Leon Avenue NE at the culvert between South Ponce de Leon Avenue and North Ponce de Leon Avenue.
4. The **two side streets**, North Ponce de Leon Avenue and Lakeshore Drive, are **offset** from one another and signals are programmed for split phases.



FIGURE 5-43. SINKHOLE AT CULVERT ON NORTH SIDE OF RSA CORRIDOR BETWEEN SOUTH PONCE DE LEON AVENUE AND NORTH PONCE DE LEON AVENUE.

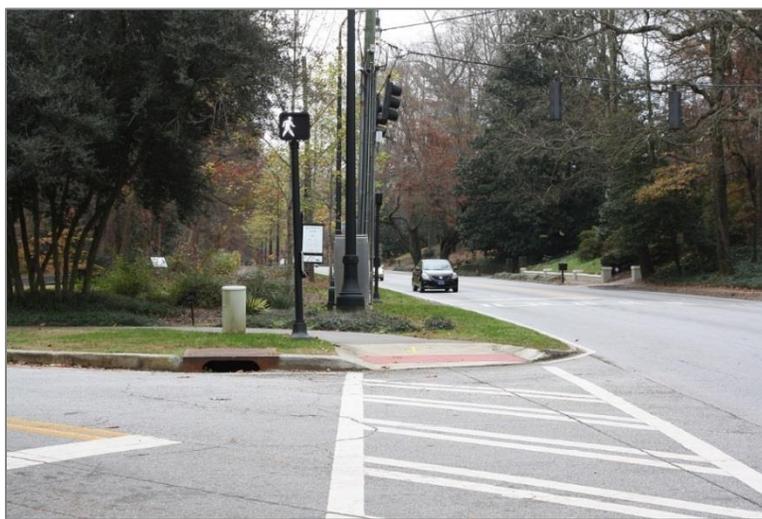


FIGURE 5-44. ENTRANCE TO DEEPDENE PARK AT NORTH PONCE DE LEON AVENUE NE.



FIGURE 5-45. INTERSECTION AT LAKESHORE DRIVE.

5.10.2. RECOMMENDATIONS & RATINGS

Bicycle and pedestrian advocates recommend increasing the time allocated to cross Ponce de Leon Avenue NE from 15 seconds to 30 seconds to allow sufficient time for people with strollers and older adults to access the park.

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Investigate the driveway at 1820 Ponce de Leon Avenue NE and bring into conformity as needed. Rebuild curb.	Low	Low	Short Term	Low
2. Install crosswalk on west leg of intersection.	High	Low	Short Term	Low
3. Investigate and repair the sinkhole as needed.	Moderate	Low	Intermediate	Moderate
4. Install a new guardrail on the north side of Ponce de Leon Avenue NE.	High	Low	Short Term	Low
5. Consider a recommendation from bicycle and pedestrian groups to raise the curb at intersection corners.	Moderate	Low	Intermediate	Low
6. Study the feasibility of tying the intersections at North Ponce de Leon Avenue and at Lakeshore Drive together with a new intersection design. Implement design recommendations if feasible.	High	High	Long Term	High

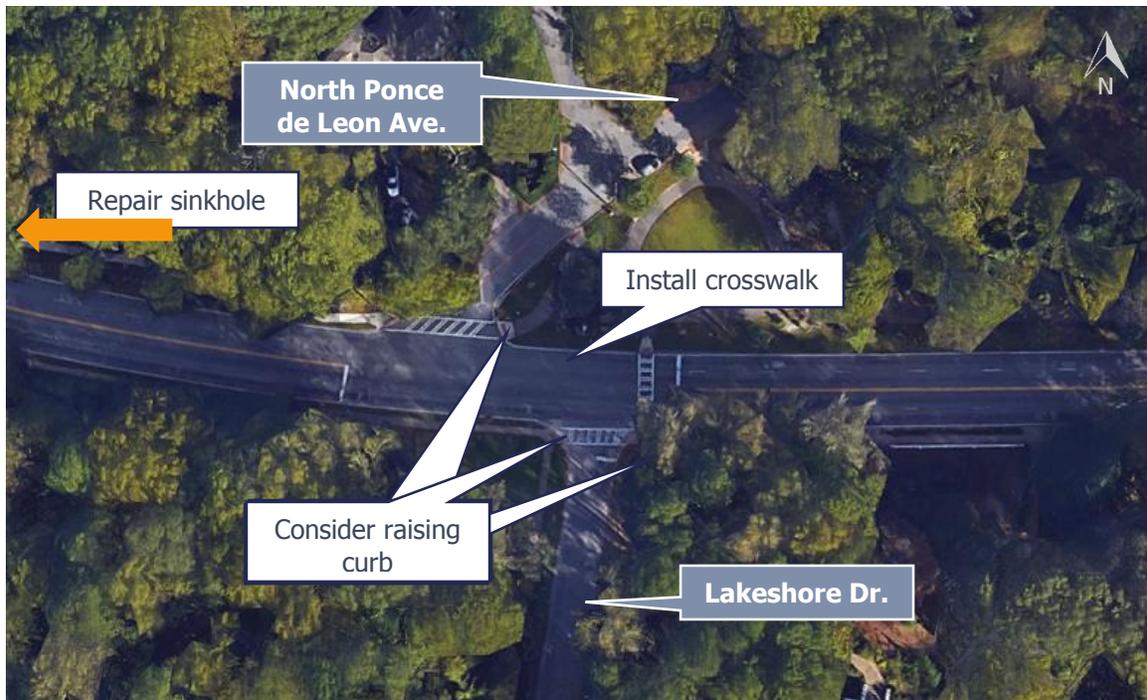


FIGURE 5-46. SUGGESTED IMPROVEMENTS TO INTERSECTIONS AT NORTH PONCE DE LEON AVENUE AND LAKESHORE DRIVE.



FIGURE 5-47. CONCEPTUAL SKETCH OF POSSIBLE RECONFIGURATION OF INTERSECTION AT NORTH PONCE DE LEON AVENUE AND LAKESHORE DRIVE.

5.11. @ PONCE DE LEON MANOR AND SR 10/US 278/EAST LAKE ROAD

5.11.1. FINDINGS & OBSERVATIONS

1. The audit team observed that the **curb is missing** along the south side of Ponce de Leon Avenue NE near East Lake Road.
2. The **pedestrian landing** on the north side of the RSA corridor **at the crosswalk** to Ponce de Leon Manor is **not connected to the multi-use trail** in Deepdene Park.
3. There is currently **no access to Deepdene Park for people east of East Lake Road.**
4. The audit team observed that there is **only a crosswalk** across the RSA corridor on **one side of the intersection with Ponce de Leon Manor** and it is **worn and faded.**
5. The intersection at Ponce de Leon Manor is very close to the one at East Lake Road. The **intersection at East Lake Road is very wide and potentially confusing** to drivers. The eastbound **right-hand lane** is very wide and was found to be **not clearly marked.** Directional signs were also found to be confusing at this intersection.



FIGURE 5-48. VIEW OF PONCE DE LEON AVENUE NE APPROACHING EAST LAKE ROAD FROM THE WEST.



FIGURE 5-49. DEEPDENE PARK SEEN FROM PONCE DE LEON MANOR.

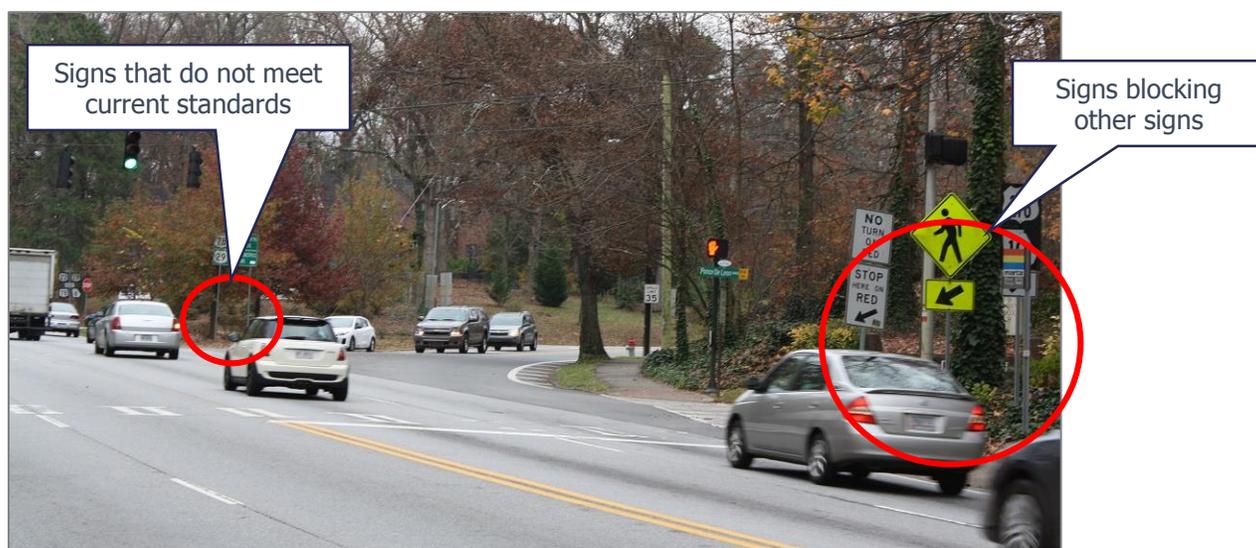


FIGURE 5-50. VIEW OF INTERSECTION AT EAST LAKE ROAD, LOOKING EAST PAST PONCE DE LEON MANOR.

5.11.2. RECOMMENDATIONS & RATINGS

Bicycle and pedestrian advocates recommend installing a crosswalk across East Lake Road sufficiently south of Ponce de Leon Avenue NE, perhaps between St. Elias Antiochan Orthodox Church and the Episcopal Church of the Epiphany, along with traffic signals and stop bars to support the new crossing(s). It is also recommended to increase time allocated for crossing Ponce de Leon Avenue NE from 15 seconds to 30 seconds to make sufficient time for people with strollers and older adults to safely cross, the road is wide in this section.

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Implement project to rehabilitate drainage facilities (PI #0010474).	High	Moderate	Intermediate	Moderate
2. Repair or install curb as needed near East Lake Road.	Moderate	Low	Intermediate	Moderate
3. Connect the pedestrian crosswalk at Ponce de Leon Manor with the multi-use trail in Deepdene Park.	Low	Low	Short Term	Low
4. Install a crosswalk on the east leg of the intersection with Ponce de Leon Manor.	High	Low	Short Term	Low
5. Consider altering the design or configuration of the intersection. Identify and carry out implementation steps as appropriate.	High	High	Long Term	High
6. Study the feasibility of redesigning the intersection as a roundabout.	High	High	Long Term	High



FIGURE 5-51. SUGGESTED IMPROVEMENTS TO THE INTERSECTION AT EAST LAKE ROAD.

"This is a tough area for pedestrians on the South side of Ponce. There are not crosswalks to get across that Azalea Park triangle. This is also the area where traffic typically opens up, so cars tend to fly through here, making it a dangerous stretch for bikers." – Survey Response

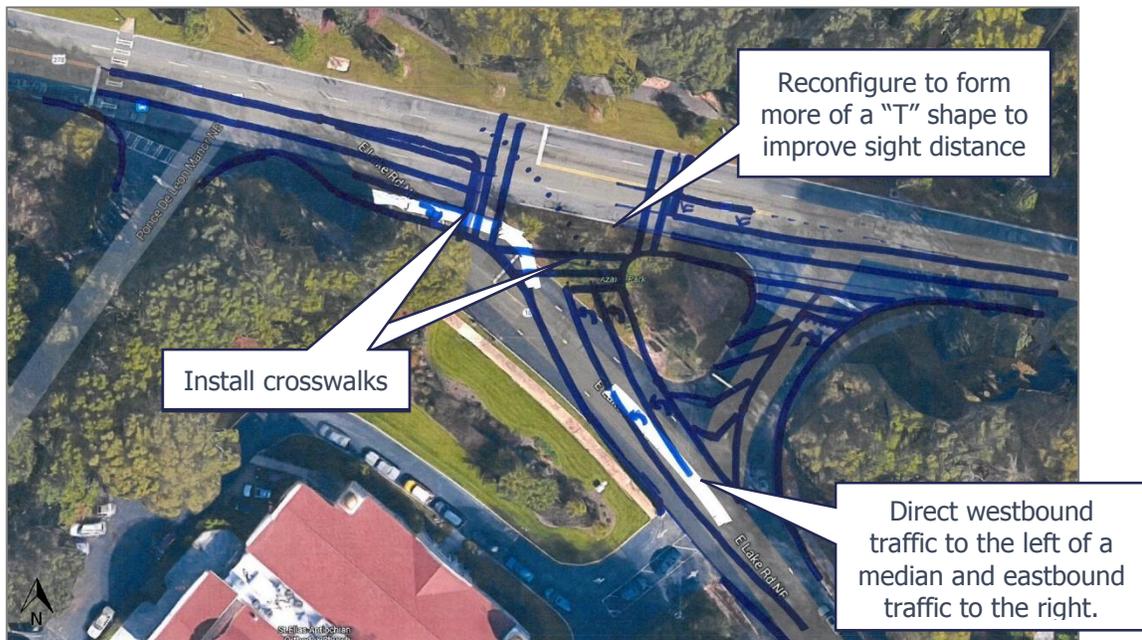


FIGURE 5-52. CONCEPTUAL DIAGRAM OF POSSIBLE RECONFIGURATION OF INTERSECTION AT EAST LAKE ROAD.

5.12. @ RIDGECREST ROAD

5.12.1. FINDINGS & OBSERVATIONS

1. This is an **unsignalized** intersection.
2. The **double-wide driveway** at 2115 Ponce de Leon Avenue NE (near Ridgecrest Road) was observed to be in **disrepair** at the sidewalk and may have **potential drainage issues**.
3. The team observed **potential drainage issues at the intersection** of Ridgecrest Road. A former drain appeared to have been filled in and the curb ramp was flooded with standing water during the field inspection.
4. **Pedestrian ramps** were found to be **damaged** and at both corners of the intersection and truncated domes are missing.
5. The intersection is across the street from Deepdene Park and has a bus stop at the corner, yet there is **no crosswalk present**.
6. **Sight distance is limited** for vehicles turning off of Ridgecrest Road. The angle of Ridgecrest Road to Ponce de Leon Avenue NE and the curve in this portion of the corridor limits driver.
7. **Pavement markings**, including lane striping and signs indicating that trucks need to merge left due to clearance heights at the CSX Railroad Bridge, are **worn and faded**.
8. **Bridge clearance signage** (eastbound and westbound) is **not clear** and the team observed evidence of vehicles hitting the bridge overpass.
9. **Signage** approaching the railroad bridge from the west is **blocked by vegetation**.

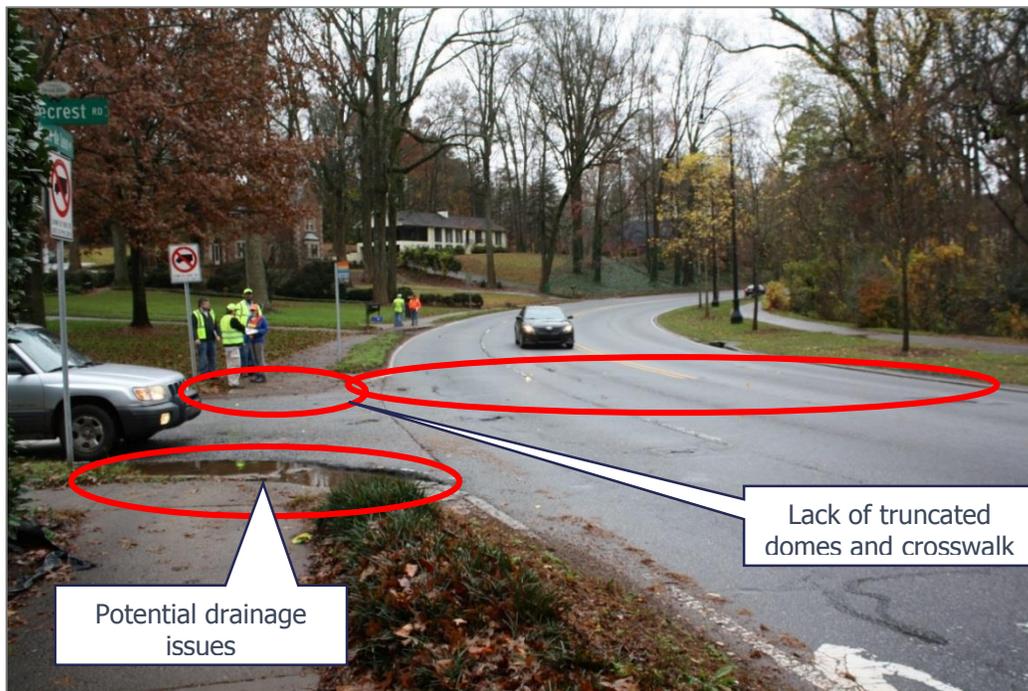


FIGURE 5-53. VIEW LOOKING WESTBOUND ACROSS RIDGECREST ROAD.

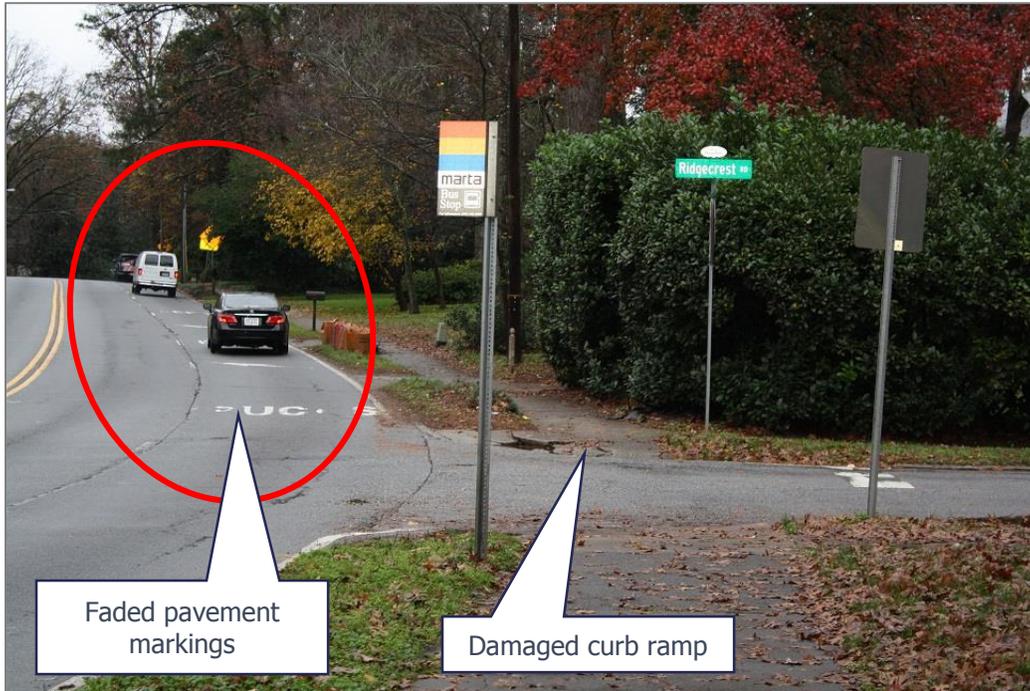


FIGURE 5-54. VIEW LOOKING EASTBOUND ACROSS RIDGECREST ROAD.



FIGURE 5-56. UNCLEAR BRIDGE CLEARANCE SIGNAGE.



FIGURE 5-55. SIGNAGE BLOCKED BY VEGETATION.

5.12.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Investigate the driveway at 2115 Ponce de Leon Avenue NE and recommend or make repairs as needed.	Moderate	Low	Short Term	Low
2. Implement project to rehabilitate drainage facilities (PI #0010474).	High	Moderate	Intermediate	Moderate
3. Repair pedestrian ramps, install truncated domes, and bring pedestrian facilities into ADA compliance.	High	Low	Short Term	Low
4. Consider installing a crosswalk and pedestrian signal to provide safe access to Deepdene Park and bus riders.	High	Low	Intermediate	Low
5. Install "No Trucks" signs on Ridgecrest Road.	Low	Low	Short Term	Low
6. Refresh pavement markings.	High	Low	Short Term	Low
7. Replace bridge clearance signage approaching the bridge in both directions.	High	Low	Short Term	Low
8. Study the possibility of converting Ridgecrest Road to right-in/right-out to reduce left turn conflicts.	High	High	Intermediate	Low



FIGURE 5-57. SUGGESTED IMPROVEMENTS AT RIDGECREST ROAD.

5.13. @ NORTH PONCE DE LEON AVENUE (EAST END)

5.13.1. FINDINGS & OBSERVATIONS

1. North Ponce de Leon Avenue is an **unsignalized** intersection in the middle of a curve along Ponce de Leon Avenue NE.
2. The opening of the intersection was found by the audit team to be very wide and it may not be clear where vehicles should travel in the intersection due to a **lack of pavement markings**.
3. There is **no crosswalk** across North Ponce de Leon Avenue.
4. The **pole** that has the **street name** and stop signs mounted on it was observed to be **tilted** and potentially damaged.



FIGURE 5-58. SOUTHWEST CORNER OF INTERSECTION AT THE EAST END OF NORTH PONCE DE LEON AVENUE.



FIGURE 5-59. SOUTHBOUND TRAFFIC AT NORTH PONCE DE LEON AVENUE.

5.13.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Shorten the distance for pedestrians to cross North Ponce de Leon Avenue.	High	Moderate	Intermediate	Moderate
2. Study the feasibility of converting this intersection to a right-in/right-out only.	High	Low	Short Term	Low
3. Install new eight inch edge lines and/or raised pavement markers.	High	Low	Short Term	Low
4. Repair or replace sign pole as needed.	Moderate	Low	Short Term	Low
5. Study ways to reduce the width of the opening of the intersection such as constructing a bulb-out of the curb (into North Ponce de Leon Avenue) and additional landscaping. Implement recommendations as appropriate.	Moderate	Moderate	Intermediate	Low

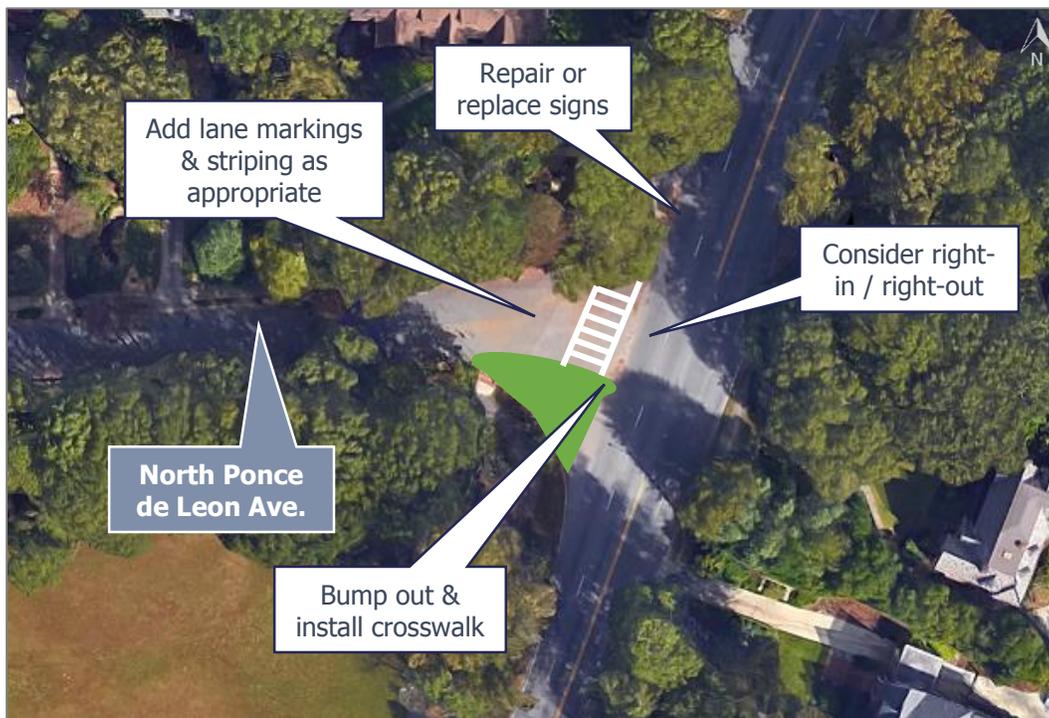


FIGURE 5-60. SUGGESTED IMPROVEMENTS FOR THE EAST END OF NORTH PONCE DE LEON AVENUE.

5.14. @ ARTWOOD ROAD AND CSX RAILROAD BRIDGE

5.14.1. FINDINGS & OBSERVATIONS

1. Artwood Road provides **access to Fernbank Elementary School**.
2. **Signage** approaching the bridge is **partially blocked by vegetation**.
3. The audit team observed **evidence of vehicles driving over the curb** onto the sidewalk as they round the curve approaching the railroad bridge.
4. A **school pedestrian sign was found lying on the ground** (it appeared to have been knocked over). The sign may not be needed per federal regulations in the Manual on Uniform Traffic Control Devices (MUTCD).
5. The audit team observed a **driveway in the northeast quadrant of the intersection**, which also functions as the pedestrian curb ramp and is missing ADA compliant facilities such as truncated domes. A curb in the southeast quadrant is also an unused driveway.
6. A **pole** was found **knocked down** in the northeast corner of the intersection.
7. A **crosswalk** is present **only on the east side** of the intersection and existing **crosswalk markings are worn and faded**.
8. **Signage on the bridge** itself is **potentially confusing** to drivers.
9. A drain grate was found to be **sunken** on the north side of the RSA corridor.
10. The **sidewalk under the railroad bridge** was observed to be **narrow**, there is no separation between the sidewalk and travel lanes, and there is a narrow shoulder on the roadway.
11. **Flashing signals** mounted on the east side of the bridge (in westbound lanes) were observed to be inoperable by the audit team.



FIGURE 5-61. CSX RAILROAD BRIDGE. THIS SIGN, IN WESTBOUND LANES, IS CLEARER THAN OTHERS, BUT BY THE TIME MOTORISTS CAN SEE IT, IT MAY BE TOO LATE.



FIGURE 5-62. EASTBOUND SIGNAGE PARTIALLY OBSCURED BY VEGETATION.



FIGURE 5-63. EVIDENCE OF VEHICLES DRIVING ON THE CURB AND SIDEWALK AS THEY ROUND THE CURVE.



FIGURE 5-64. SIGNAGE IN EASTBOUND LANES BLOCKED BY VEGETATION.



FIGURE 5-65. EVIDENCE OF VEHICLES HITTING BRIDGE OVERPASS.

5.14.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Refresh crosswalks and other pavement markings and install crosswalk on west leg of intersection.	High	Low	Short Term	Low
2. Investigate and repair or replace pedestrian countdown signal as needed.	High	Low	Short Term	Low
3. Trim vegetation to reduce sign blockage.	High	Low	Short Term	Low
4. Install ADA compliant pedestrian facilities where needed, including truncated domes. Consider recommendation to raise curb at intersection corners.	High	High	Intermediate	Moderate
5. Repair or replace sign posts and poles as needed.	Moderate	Low	Short Term	Low
6. Study opportunities to reconfigure the driveway on the northeast quadrant so that it is not in the middle of the intersection.	Moderate	Low	Short Term	Low
7. Consider installing additional reflective markings in curve such as eight inch edge lines and/or raised pavement markers.	Moderate	Low	Short Term	Low
8. Consider installing handrail or railing between travel lanes and sidewalk underneath bridge overpass.	High	Low	Intermediate	Low
9. Repair or replace flashing signals on east side of the railroad bridge.	High	Low	Short Term	Low
10. Install new bridge clearance signage on the bridge and in advance of the bridge as appropriate.	High	Moderate	Short Term	Low

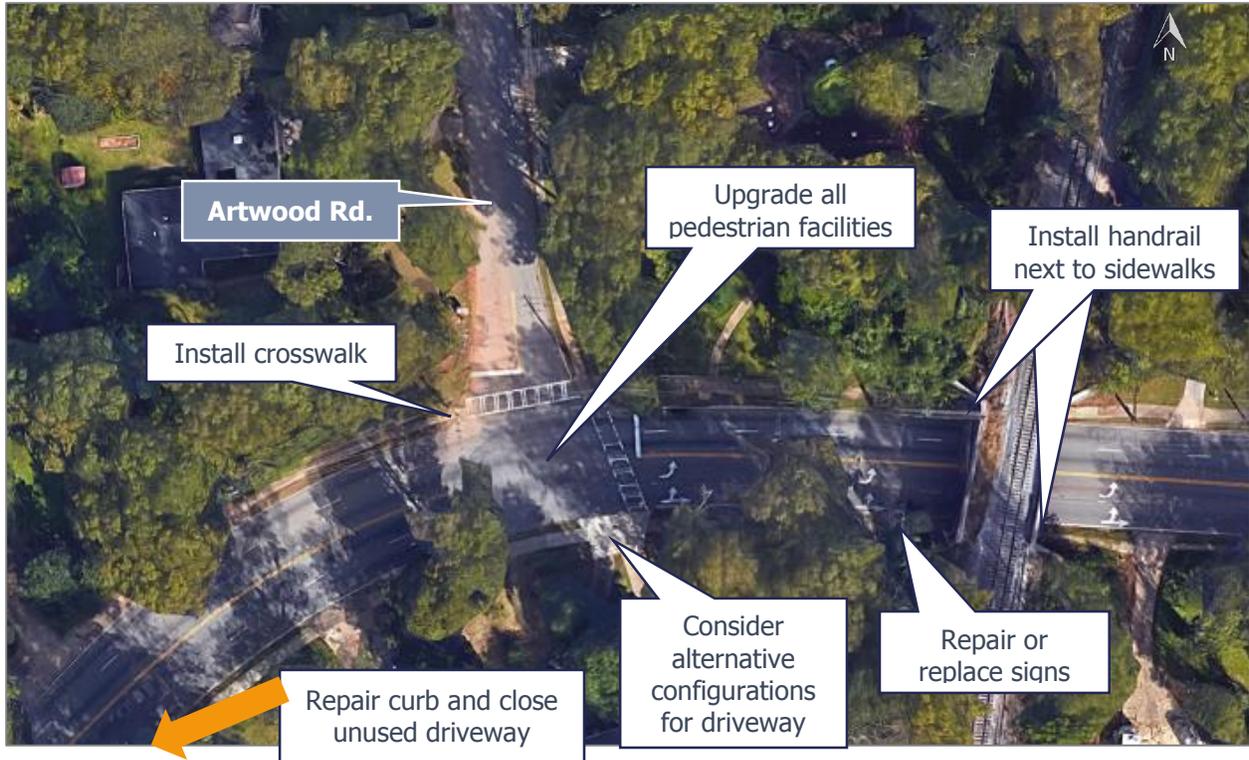


FIGURE 5-66. SUGGESTED IMPROVEMENTS TO ARTWOOD ROAD AND AROUND RAILROAD TRESTLE.

5.15. @ WEST PONCE DE LEON AVENUE, NORTH PARKWOOD ROAD, AND EAST PARKWOOD ROAD

5.15.1. FINDINGS & OBSERVATIONS

1. Between Artwood Road and West Ponce de Leon Avenue marks the border for the City of Decatur and the transition from Ponce de Leon Avenue NE to Scott Boulevard. This is also where the speed limit increases to 40 MPH.
2. This area is **not friendly or convenient for pedestrians**. There are no crosswalks present where West Ponce de Leon Avenue, North Parkwood, or East Parkwood intersect with Scott Boulevard. In order to cross, pedestrians on the south side of the RSA corridor must follow West Ponce de Leon Avenue, cross over to the east side of East Parkwood, and then follow the sidewalk and make a right on Scott Boulevard.
3. **Signs**, including the stop sign and street name sign at North Parkwood Road, are **obscured by vegetation**.
4. The **signs in the triangular median** where West Ponce de Leon Avenue splits from the RSA corridor **do not meet current standards**.
5. There is **no curb** along Scott Boulevard where the triangular median is located.
6. The audit team observed **potential sight distance issues**, particularly for vehicles turning off of North Parkwood Road onto the RSA corridor. North Parkwood Road is located in the middle of a curve. The angle at which East Parkwood Road intersects with the RSA corridor may also have potential sight distance issues, particularly for vehicles turning left.
7. The audit team observed **potential drainage issues** at North Parkwood Road. The opening of the intersection and pedestrian ramps were flooded during the field inspection.
8. The **handrail** north of North Parkwood Road **does not meet standards**.
9. North Parkwood Road and East Parkwood Road at Scott Boulevard are **unsignalized** intersections.



FIGURE 5-67. STREET NAME SIGN BLOCKED BY VEGETATION AT NORTH PARKWOOD ROAD.



FIGURE 5-68. FADED STOP BAR AT NORTH PARKWOOD ROAD.

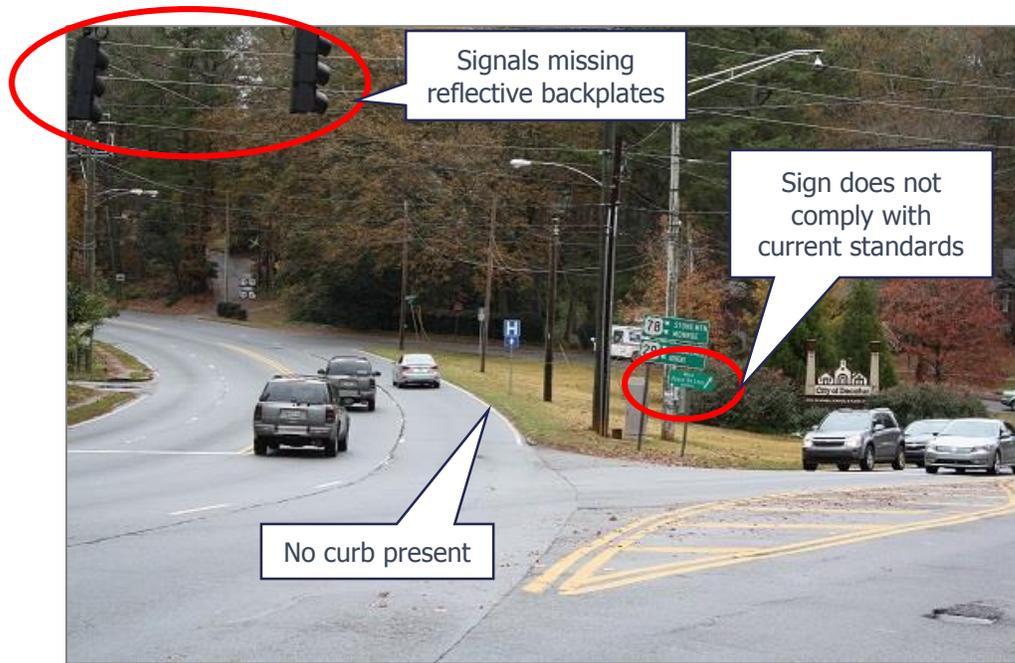


FIGURE 5-69. INTERSECTION AT WEST PONCE DE LEON AVENUE NE.

"There needs to be an off road bike path connecting the on street path on W. Ponce de Leon to the Freedom Park Path. I see bicyclist[s] every day using this route on an ad hoc basis. It is very dangerous."
- Survey Response



FIGURE 5-70. VIEW OF SCOTT BOULEVARD AT NORTH PARKWOOD ROAD ILLUSTRATES LIMITED SIGHT DISTANCE.



FIGURE 5-71. UNSUITABLE HANDRAIL ON SCOTT BOULEVARD, JUST NORTH OF NORTH PARKWOOD ROAD.

5.15.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Trim vegetation to make signs more visible.	High	Low	Short Term	Low
2. Replace or remove signs in triangular median as needed and consider installing an advance road name sign for West Ponce de Leon Avenue.	Moderate	Low	Short Term	Low
3. Install an advance signal warning sign for eastbound drivers.	High	Low	Short Term	Low
4. Install sidewalks in triangular median to facilitate safer pedestrian access.	High	Low	Short Term	Low
5. Install crosswalks across Scott Boulevard.	High	Low	Short Term	Low
6. Redesign the intersection to create an offset signalized intersection with all three streets.	High	High	Long Term	High

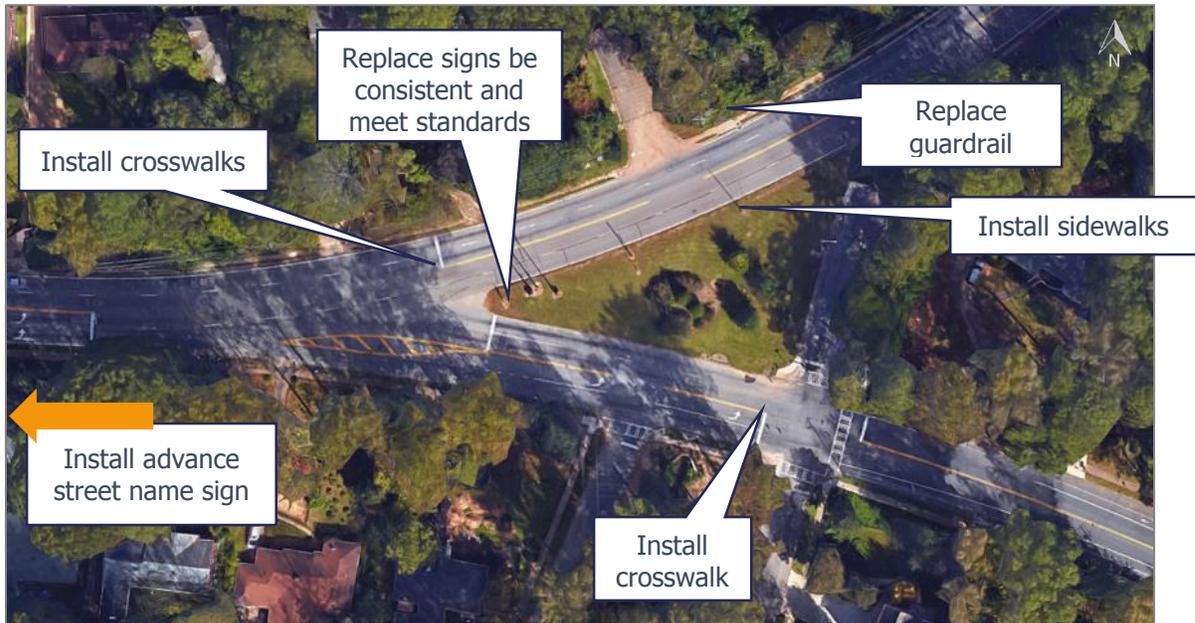


FIGURE 5-72. SUGGESTED IMPROVEMENTS AT WEST PONCE DE LEON AVENUE, NORTH PARKWOOD ROAD, AND EAST PARKWOOD ROAD.



FIGURE 5-73. CONCEPTUAL DIAGRAM OF POSSIBLE RECONFIGURATION OF EXISTING INTERSECTION.

5.16. @ PINETREE DRIVE

5.16.1. FINDINGS & OBSERVATIONS

1. There is **no curb on the south side of the intersection.**
2. There are **two driveways** very **close to the intersection** – one on Pinetree Drive and one on Scott Boulevard.



FIGURE 5-74. DRIVEWAY AT CORNERS OF PINETREE DRIVE.

5.16.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Repair or install a new curb where needed.	Moderate	Low	Short Term	Low

5.17. @ NELSON FERRY ROAD

5.17.1. FINDINGS & OBSERVATIONS

1. The intersection has an **overhead flashing yellow beacon**.
2. There is **only a crosswalk present on one leg of the intersection** (on the north side of Nelson Ferry Road).
3. The **pedestrian signs** were observed by the audit team to be **worn and faded**.
4. The audit team observed **potential drainage issues** and cracked pavement at or near the intersection.



FIGURE 5-75. OVERHEAD FLASHING BEACON AT NELSON FERRY ROAD



FIGURE 5-76. MISSING CROSSWALK AND IMPROPERLY ALIGNED CURB RAMP.



FIGURE 5-77. CRACKED PAVEMENT JUST NORTH OF NELSON FERRY ROAD.

5.17.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Consider removing or changing the flashing signal to a Pedestrian Hybrid Beacon (PHB) or Rapid Flash Beacon (RFB).	High	Moderate	Intermediate	Moderate
2. Investigate and repair drainage issues as needed.	High	Low	Short Term	Low
3. Install "Stop for Pedestrian" signs.	High	Low	Short Term	Low
4. Install a street name sign.	High	Low	Short Term	Low
5. Consider installing a "medianette" to facilitate safer pedestrian crossing.	High	High	Intermediate	Moderate

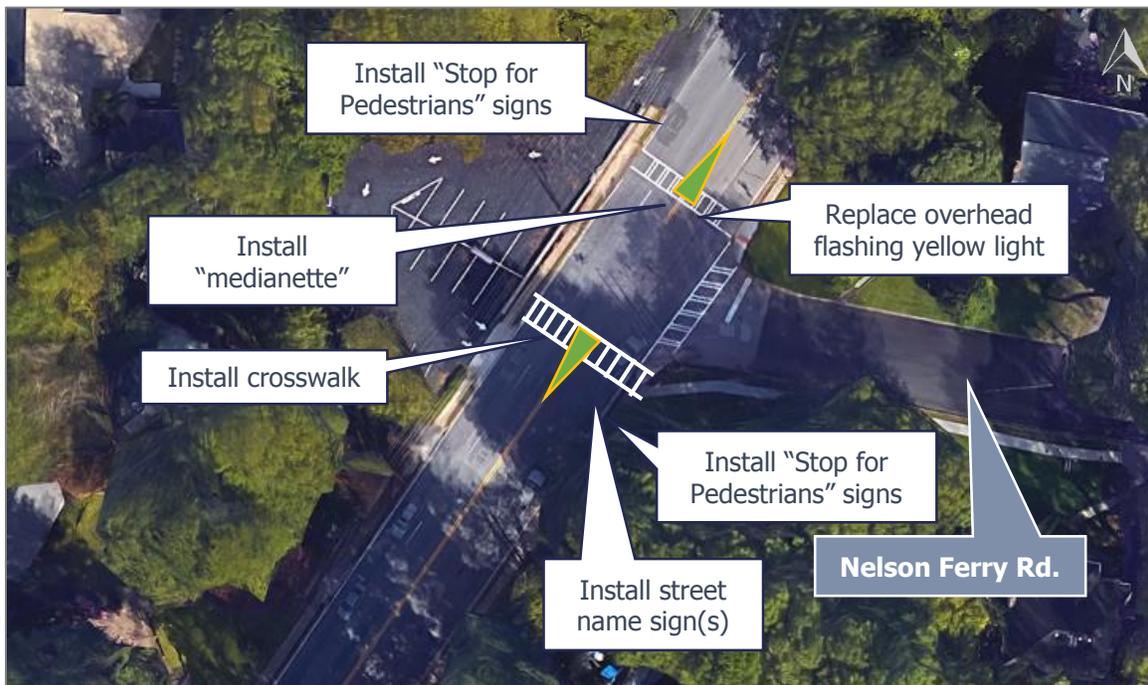


FIGURE 5-78. SUGGESTED IMPROVEMENTS FOR THE INTERSECTION AT NELSON FERRY ROAD.

5.18. @ MERRILL AVENUE

5.18.1. FINDINGS & OBSERVATIONS

1. Merrill Avenue is at a **skewed angle** to the RSA corridor and this angle may cause sight distance and visibility issues.
2. The **driveway** at Venetian Pools (between Nelson Ferry Road and Merrill Avenue) is **not well defined**.
3. The **southwest quadrant is missing truncated domes**.



FIGURE 5-79. WEST SIDE OF SCOTT BOULEVARD (LOOKING NORTH) IN FRONT OF VENETIAN POOLS.

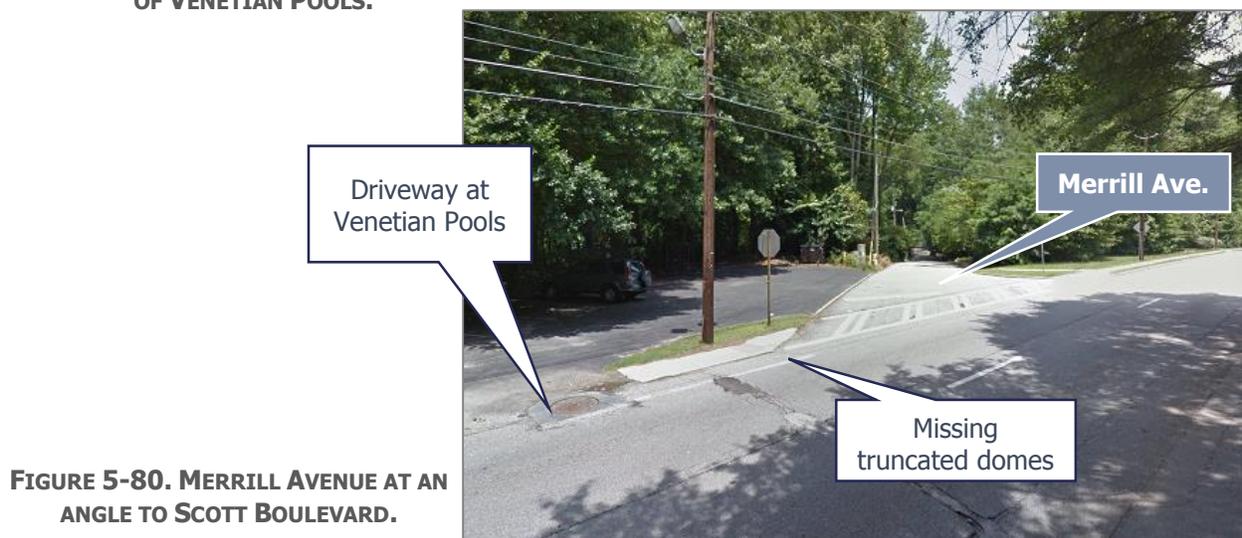


FIGURE 5-80. MERRILL AVENUE AT AN ANGLE TO SCOTT BOULEVARD.

5.18.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Better define the driveway at Venetian Pools and ensure pedestrian safety crossing the driveway.	High	Moderate	Intermediate	Low
2. Study ways to reduce the skew angle at Merrill Avenue and provide better sight distance. Implement feasible recommendations as appropriate.	Moderate	Low	Intermediate	Low

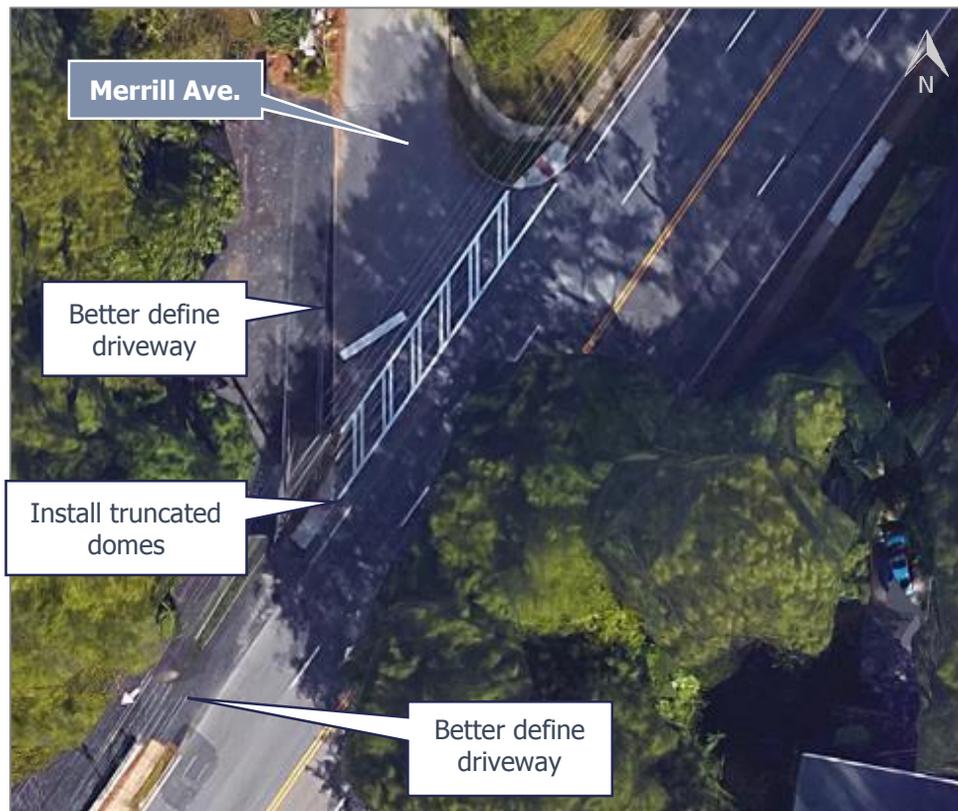


FIGURE 5-81. SUGGESTED IMPROVEMENTS FOR MERRILL AVENUE INTERSECTION.

5.19. @ CLARION AVENUE

5.19.1. FINDINGS & OBSERVATIONS

1. The audit team observed that the **curb ramp and truncated domes** in the southeast quadrant are **not aligned at an appropriate angle to the crosswalk**. The curb ramp is angled toward Scott Boulevard rather than across Clarion Avenue and the truncated domes are set too far back from the ramp edge.
2. The **street name sign** is **partially blocked** by vegetation.
3. The audit team observed **potential pavement condition and drainage issues** in the northeast quadrant of the intersection.

5.19.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Realign the curb ramp and truncated domes to create a safer pedestrian crossing across Clarion Avenue.	Moderate	Low	Short Term	Low
2. Trim vegetation around street name sign.	Moderate	Low	Short Term	Low
3. Investigate pavement condition and drainage issues and implement solutions as appropriate.	Moderate	Low	Short Term	Low

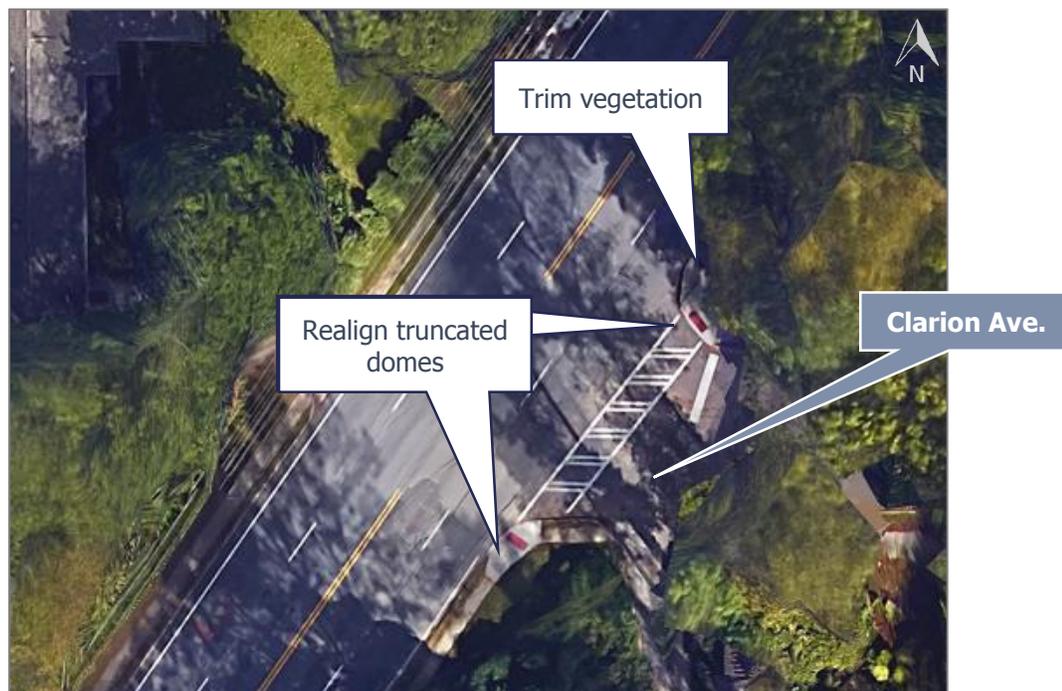


FIGURE 5-82. SUGGESTED IMPROVEMENTS FOR CLARION AVENUE.

5.20. @ WOODLAWN AVENUE

5.20.1. FINDINGS & OBSERVATIONS

1. The audit team observed a **steep slope** off of the sidewalks on the east side and in some sections on the west side of Scott Boulevard in this area. There is **no guardrail or barrier present** between the sidewalk and this slope.
2. The audit team found the **sidewalk** along Scott Boulevard to be **sloped** in this area.
3. There is an **exposed drain culvert** on the west side of Scott Boulevard with no protective guardrail.



FIGURE 5-83. STEEP SLOPE AND DRAIN CULVERT ON WEST SIDE OF SCOTT BOULEVARD NORTH OF

5.20.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Install guardrail or barrier next to sidewalk.	Moderate	Low	Intermediate	Low
2. Investigate and repair or level sidewalk as appropriate.	Moderate	Low	Short Term	Low

5.21. @ COVENTRY ROAD

5.21.1. FINDINGS & OBSERVATIONS

1. The **pedestrian signals and signs are located high** on poles and were observed by the audit team to be **partially obscured by vegetation**.
2. The audit team observed a **driveway in the northwest corner** of the intersection.
3. **Debris** was observed **covering the pedestrian ramps** and truncated domes in the northeast quadrant of the intersection.
4. The **stop bar** on the south leg of the intersection **overlaps with the crosswalk**.
5. There are **painted islands** in the northeast and southwest quadrants of the intersection and a yield sign in the southwest quadrant.
6. The audit team observed "No Turn on Red" signs in three of the four approaches of the intersection (**there is not a "No Turn on Red" sign in the southwest quadrant**).
7. A **quick-response project** is planned for this intersection to **square off the approaches and improve pedestrian crossing**.
8. **Potholes** were observed near Coventry Road.



FIGURE 5-85. PEDESTRIAN CROSSING AT COVENTRY ROAD.

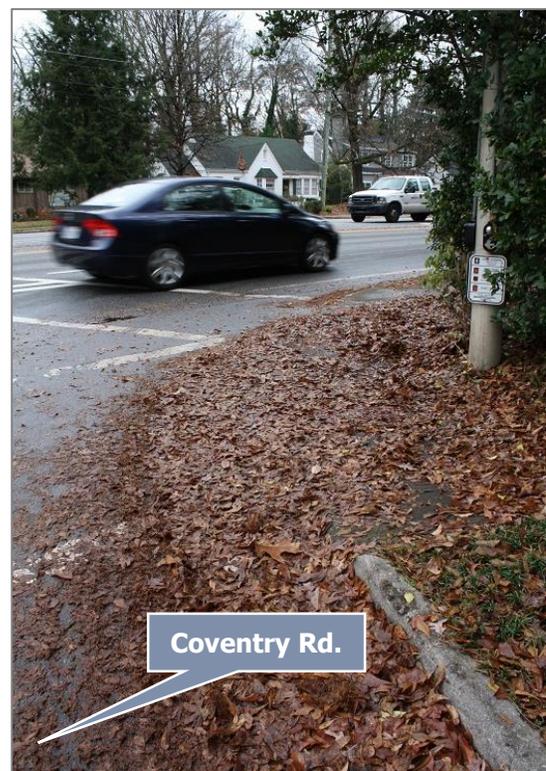


FIGURE 5-84. DEBRIS BLOCKS PEDESTRIAN RAMP AT COVENTRY ROAD.

"...That light [at Coventry] is very long for the Scott Blvd. cars and very short for Coventry Road cars. If you're going straight across, especially in the morning and evening rush hours and you get behind more one car turning left, you won't make it through the light."

-Survey Response



FIGURE 5-86. VIEW FROM NORTHEAST QUADRANT AT COVENTRY ROAD AND SCOTT BOULEVARD.

5.21.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Replace or reposition pedestrian signs and signals so they are more visible to pedestrians.	Moderate	Low	Short Term	Low
2. Consider relocating driveway so that it is not within the intersection.	High	Low	Intermediate	Low
3. Clear debris from pedestrian ramps and truncated domes.	Moderate	Low	Short Term	Low
4. Remove painted islands.	Moderate	Low	Short Term	Low
5. Restripe stop bar and/or crosswalk so they no longer overlap.	High	Low	Short Term	Low
6. Consider a recommendation from bicycle and pedestrian groups to raise the curb at intersection corners.	Moderate	Low	Intermediate	Low
7. Consider expanding the length of the school zone for Westchester Elementary School to include this intersection.	High	Low	Intermediate	Low
8. Consider converting all approaches to "No Turn on Red."	High	Low	Short Term	Low
9. Study the feasibility identifying this intersection as a designated Safe Routes to School pedestrian crossing and implement as appropriate.	High	Low	Intermediate	Low
10. Carry out the planned quick-response project to square off the intersection approaches.	High	Moderate	Intermediate	Moderate

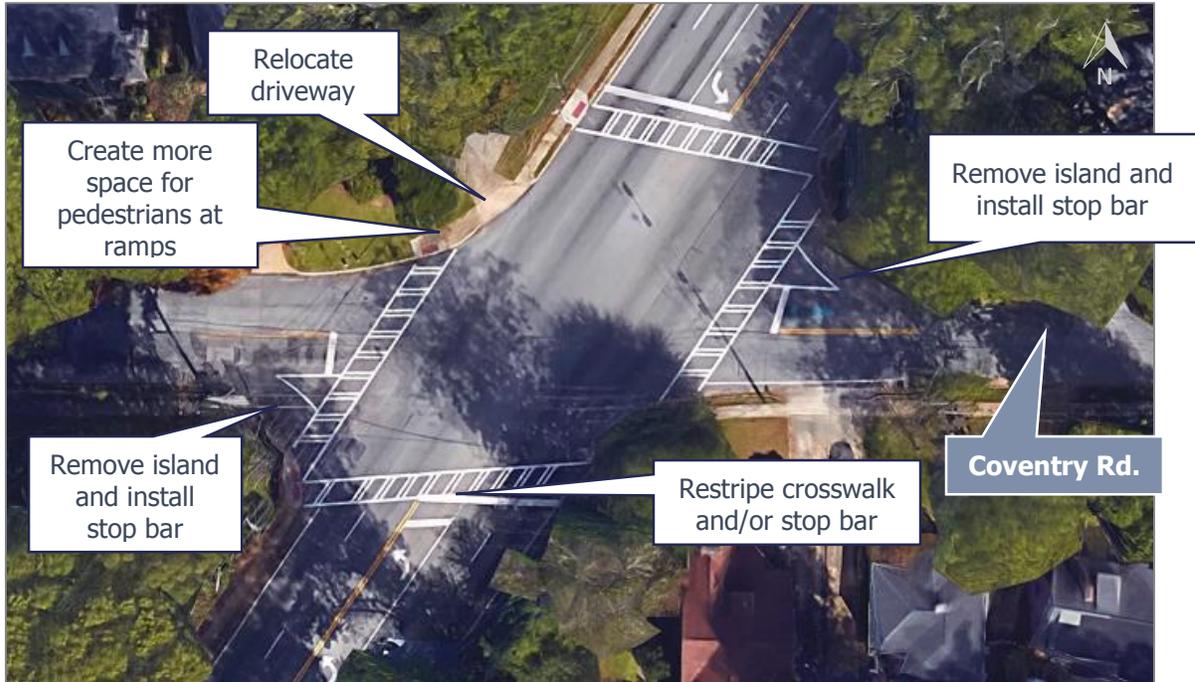


FIGURE 5-87. SUGGESTED IMPROVEMENTS TO INTERSECTION AT COVENTRY ROAD.

5.22. @ LAMONT DRIVE

5.22.1. FINDINGS & OBSERVATIONS

1. This intersection was observed by the audit team to have an **unconventional street name sign**.
2. The **truncated domes are set far back from the edge of the curb ramp** in the southeast quadrant of the intersection.



FIGURE 5-88. OFFSET PEDESTRIAN RAMP AND TRUNCATED DOMES AT LAMONT DRIVE.

5.22.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Install a street name sign that conforms to current standards.	Low	Low	Short Term	Low
2. Reposition the truncated domes in the southeast quadrant.	Moderate	Low	Short Term	Low

5.23. @ RIDLEY CIRCLE AND GARDEN LANE

5.23.1. FINDINGS & OBSERVATIONS

1. A fatal **crash occurred at Ridley Circle in 2015.**
2. The **sidewalk** on the east side of Scott Boulevard north of Garden Lane is **directly next to the road** (no separation between sidewalk and travel lanes).



FIGURE 5-89. VIEW OF INTERSECTION AT RIDLEY CIRCLE.

5.23.2. RECOMMENDATIONS & RATINGS

See corridor-wide recommendations and ratings (section 5.1.2.)

5.24. @ WESTCHESTER ELEMENTARY SCHOOL AND WESTCHESTER DRIVE

5.24.1. FINDINGS & OBSERVATIONS

1. There is a set of **overhead flashing yellow signals** across Scott Boulevard directly in front of the school.
2. There is a **left turn lane into Westchester Elementary School** from northbound Scott Boulevard.

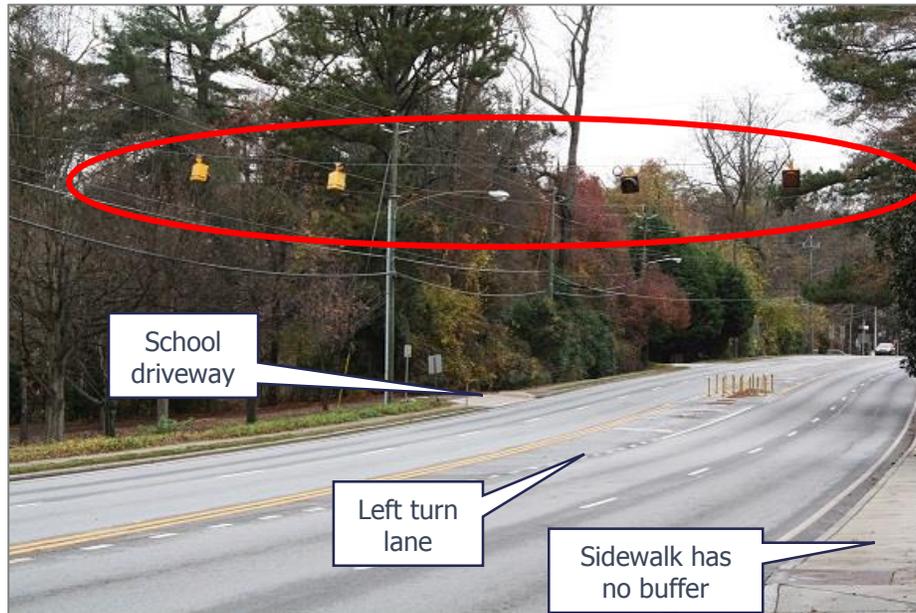


FIGURE 5-90. FLASHING OVERHEAD LIGHTS AND LEFT TURN LANE AT WESTCHESTER ELEMENTARY SCHOOL.

5.24.2. RECOMMENDATIONS & RATINGS

See corridor-wide recommendations and ratings (section 5.1.2.)

5.25. @ SR 155/CLAIREMONT AVENUE

Some survey respondents report that drivers cross over into lanes for oncoming traffic as they crest the hill in the intersection, making it difficult to turn safely.

5.25.1. FINDINGS & OBSERVATIONS

1. The audit team observed **water pooling and potential drainage issues** in the northeast quadrant of the intersection.
2. The intersection was **recently restriped** and had **new pedestrian facilities** installed as part of an improvement project on SR 155/Clairemont Avenue.
3. The audit team observed **vehicles backing up waiting to turn** at the intersection.

"I live near this intersection and the SPEED with which people drive is not safe. I don't feel safe walking on my sidewalk because cars are zooming by. It takes me forever to turn out of my driveway and the congestion in the am/pm because of the left turn onto Clairemont is ridiculous."
 - Survey Response

5.25.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Study the need for and install dual left turns and implement recommendations as appropriate.	High	High	Long Term	High

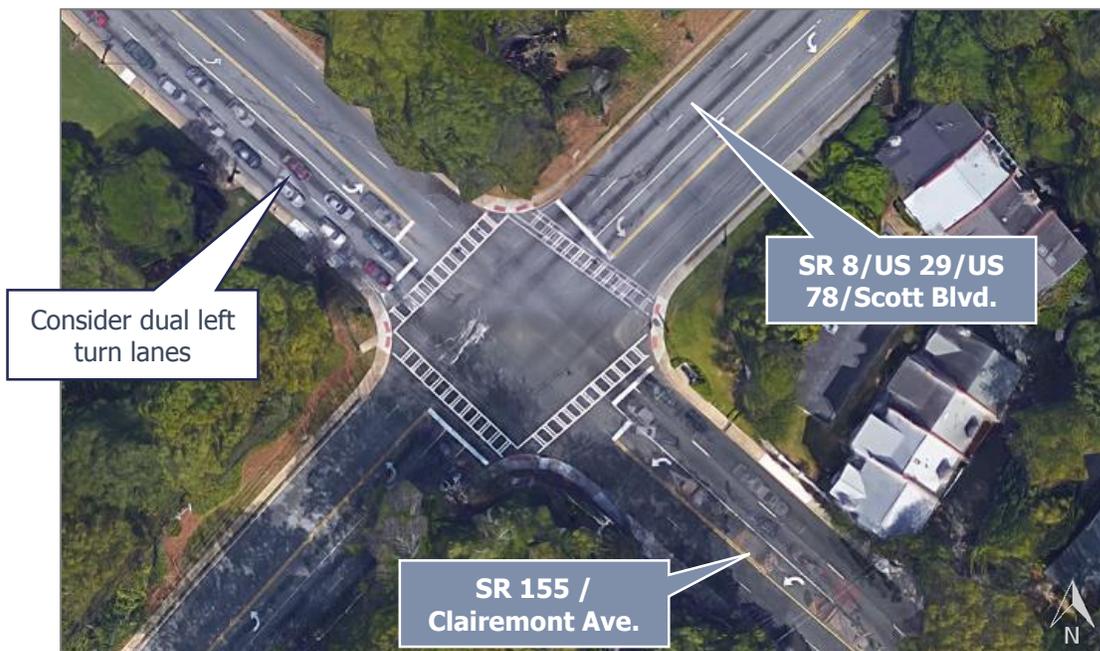


FIGURE 5-91. SUGGESTED IMPROVEMENTS FOR SR 155/CLAIREMONT AVENUE.

5.26. AREA NORTH OF RSA LIMITS

Speed and congestion at intersections are the primary concerns along this section, according to survey responses. The lack of sidewalk and proximity of sidewalk to travel lanes were also common concerns.

5.26.1. FINDINGS & OBSERVATIONS

1. From Willow Lane (north of Superior Avenue) to North Decatur Road the audit team observed there are **no sidewalks or crosswalks present**.
2. At the intersection with **Superior Avenue** there is **no pedestrian signal head** in the southeast corner.
3. North of Eastland Drive, **SR 8/US 29/US 78/Scott Boulevard widens to six and then to seven lanes**.
4. The intersection with North Decatur Road, SR 8/US 29/US 78/Scott Boulevard, and Medlock Road is a **six-way intersection**. The audit team observed that **pedestrians are always in conflict with traffic**, even in the approaches with pedestrian crossing signals.
5. A **roundabout was studied** for this six-way intersection, but the study concluded that a roundabout is **not feasible** at this location.
6. There is **no pedestrian signal head or pedestrian crossing phase across Medlock Road**.
7. The middle segment of the intersection on the east side (north of North Decatur Road and south of SR 8/US 29) is the **site of the proposed Decatur Crossing mixed use development**.



FIGURE 5-92. VIEW OF SOUTHBOUND SCOTT BOULEVARD FROM NORTH DECATUR ROAD.



FIGURE 5-94. (ABOVE) SITE OF FUTURE DECATUR CROSSING DEVELOPMENT AT RSA CORRIDOR AND NORTH DECATUR AND MEDLOCK ROADS.

FIGURE 5-93. (LEFT) MISSING PEDESTRIAN FACILITIES AT MEDLOCK ROAD AND NORTH DECATUR ROAD.

5.26.2. RECOMMENDATIONS & RATINGS

	SAFETY BENEFIT	LEVEL OF EFFORT	TIME FRAME	COST
1. Install ADA compliant pedestrian facilities including sidewalks, pedestrian ramps, and crosswalks where appropriate.	High	Moderate	Intermediate	Low
2. Install a pedestrian signal head in the southeast quadrant of the intersection with Superior Avenue.	Moderate	Low	Short Term	Low
3. Upgrade the intersection of North Decatur Road, Medlock Road, and Scott Boulevard to install consistent pedestrian facilities in all approaches where needed including signals, crosswalks, and ramps.	High	High	Long Term	High
4. Amend signal phasing at the intersection of North Decatur Road, Medlock Road, and Scott Boulevard to allow for safe pedestrian crossing.	High	Low	Short Term	Low
5. Study alternative configurations to improve safety. One option might be to reroute traffic from Medlock Road to Blackmon Drive and Vivian Circle and create a four-way intersection.	High	High	Long Term	High
6. Consider fully signaling the proposed traffic signal at Scott Boulevard and Blackmon Drive.	High	High	Long Term	Moderate

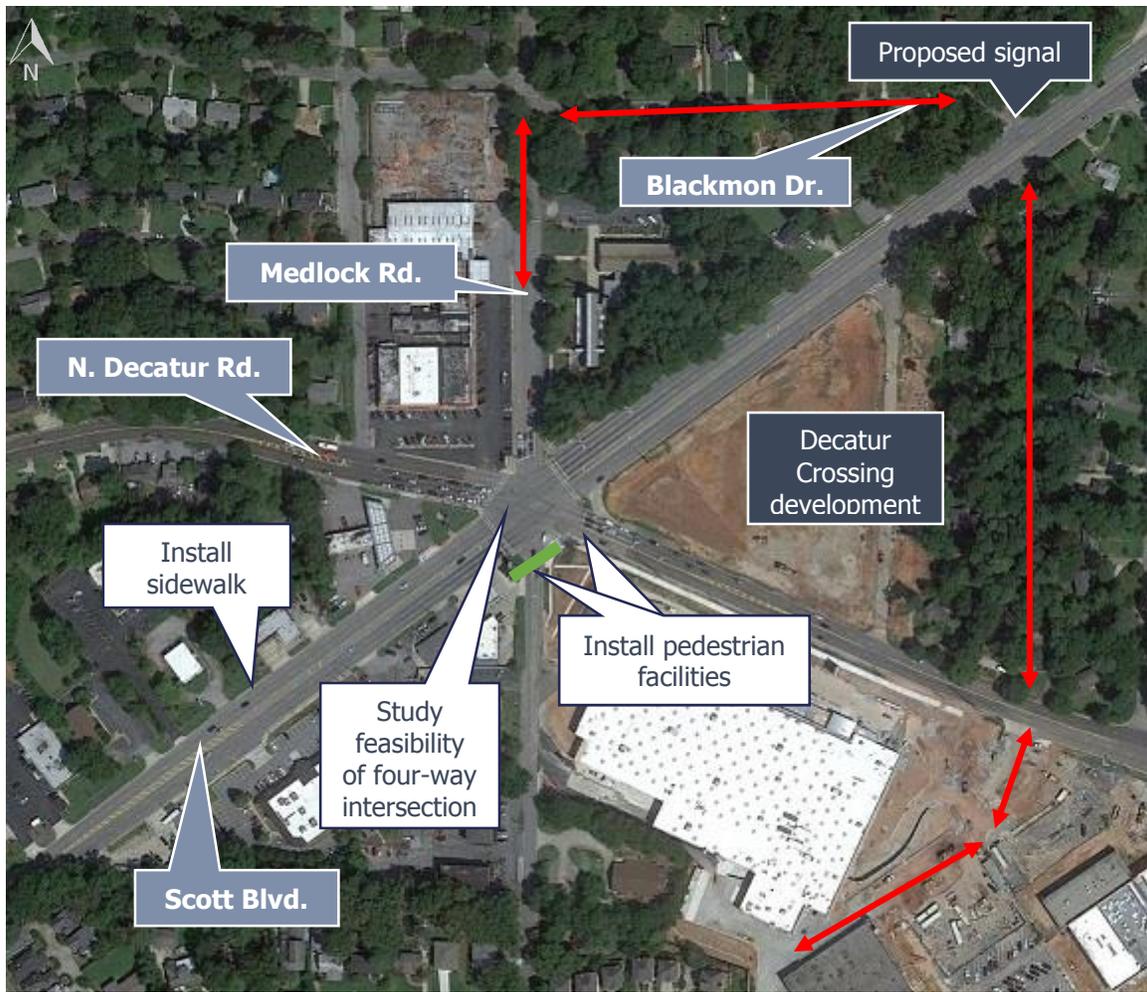


FIGURE 5-95. SUGGESTED IMPROVEMENTS FOR THE INTERSECTION AT MEDLOCK ROAD, NORTH DECATUR ROAD, AND SCOTT BOULEVARD. DIAGRAM ILLUSTRATES PROPOSED TRAFFIC PATTERNS, INCLUDING FOUR-WAY INTERSECTION AT BLACKMON DRIVE AND SCOTT BOULEVARD.

6. CONCLUSION

The SR 8/SR 10/US 23/ US 29/US 78/Ponce de Leon Avenue NE/Scott Boulevard corridor is at the confluence of several neighborhoods, two cities, and serves many different types of users. It is a major east-west corridor used by both commuters and day-to-day travelers. It is home to schools, churches, parks, residential communities, and cultural attractions. It is traversed by bicycle commute routes and multi-use paths. As such, it is essential to strive for a balance between improving operations of the roadway and preserving the historic character and environmental and cultural features of the corridor, as well as to balance the needs of all users.

Following the conclusion of the audit, GDOT and representatives from the Cities of Atlanta and Decatur will coordinate to prioritize next steps and to determine responsibility for implementation of recommendations as appropriate. Recognizing the constraints of the existing roadway, the audit team sought to identify a mix of technical enhancements and traffic control measures that will improve safety of all users.

In the short-term, steps can be taken to improve signage, signals, pavement markings, pedestrian equipment, and lighting. Any changes and improvements should be made consistently throughout the corridor. For example, sidewalks and crosswalks are currently missing in some locations and should be provided consistently along the corridor. Other short term improvements may include better enforcement of posted speed limits and adjustments to signal timing to improve traffic flow and/or reduce congestion as needed.

The audit team recommends identifying and implementing appropriate traffic calming strategies for SR 8/SR 10/US 23/US 29/US 78/US 278/Ponce de Leon Avenue NE/Scott Boulevard. Traffic calming is a term used to describe a set of strategies and measures that seek to balance vehicular traffic on streets with other uses, reducing the impact of vehicular traffic and providing opportunities for people to walk or bike safely. Traffic calming is a flexible and often inexpensive way to create a safe environment for all road users. Suggested strategies for consideration include raised curbs at intersections, speed tables, raised crosswalks, widening sidewalks, and potentially roundabouts in key locations.

The audit team also recommends studying opportunities to improve and streamline turning movements along the corridor, including through the potential use of time-restricted prohibited left turns and changes to or limitations to traffic on intersecting streets (such as making streets right-in/right-out or prohibiting trucks on side streets).

In the longer term, the audit team recommends considering alternative designs for problematic intersections, seeking to better align or square off approaches to intersections and reduce skewed angles that limit sight distance.