

COMMUNITY SURVEY RESULTS

SR 8/SR 10/US 23/US 29/US 78/Ponce de Leon Ave.
NE/Scott Blvd.
Road Safety Audit

December 2015



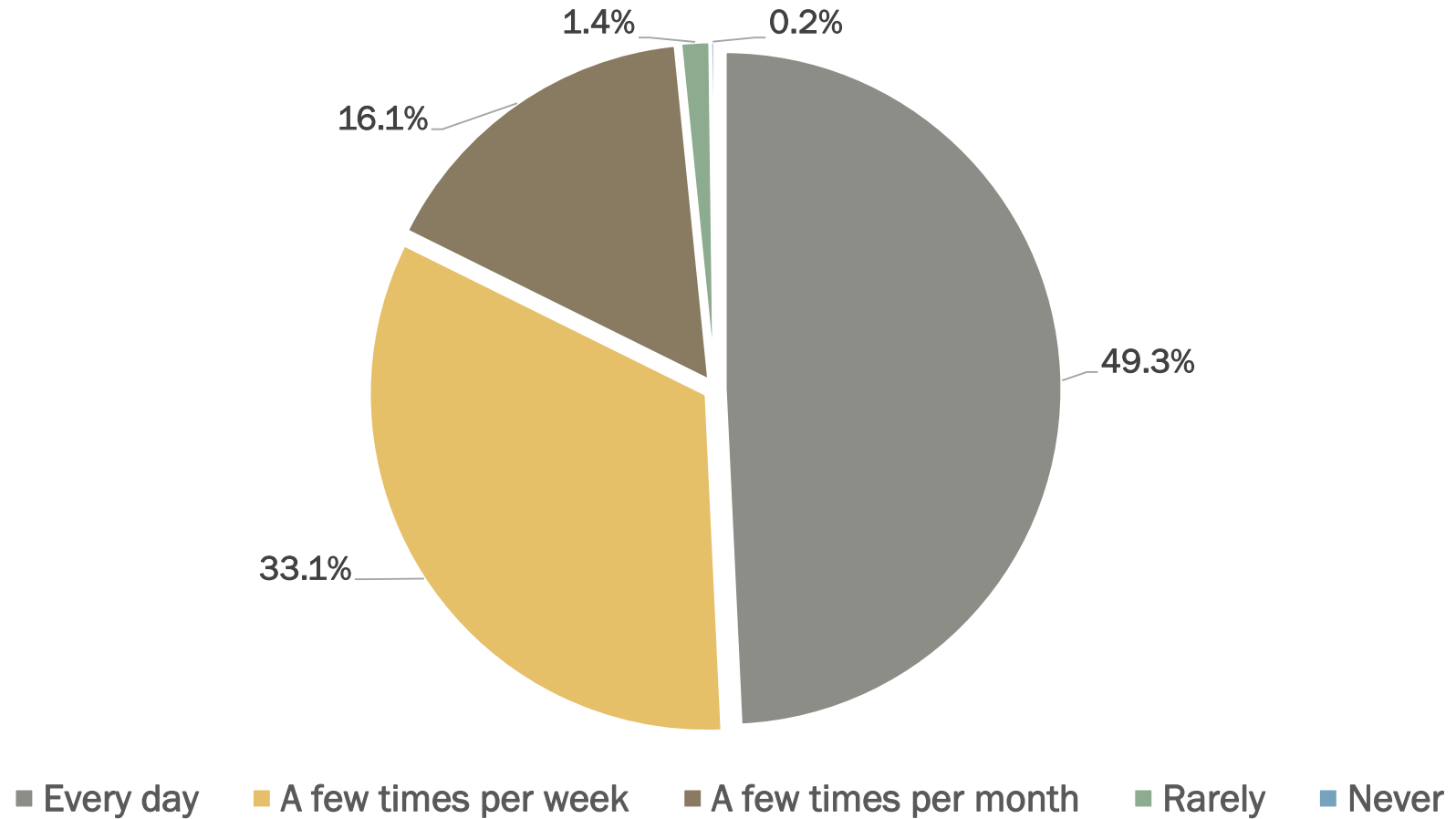
Survey Summary

- **2,567 total respondents**
 - **1,638 respondents live within 1 mile of the corridor** (83% of respondents who answered this question; 64% of all respondents)
 - **842 work within 1 mile of the corridor** (56% of respondents who answered this question; 33% of all respondents)
 - **71% work outside the home; 22% work at home; 11% are retired; 8% are stay-at-home parents or caregivers; 3% are students**
 - **56% are between 35 and 54 years of age; 17% are between 55 and 64;**
 - **23 people under age 24 took the survey (<1%)**
- Represent businesses, neighborhood groups, schools, government agencies, residents/homeowners, nonprofit/advocacy/community improvement groups, and more

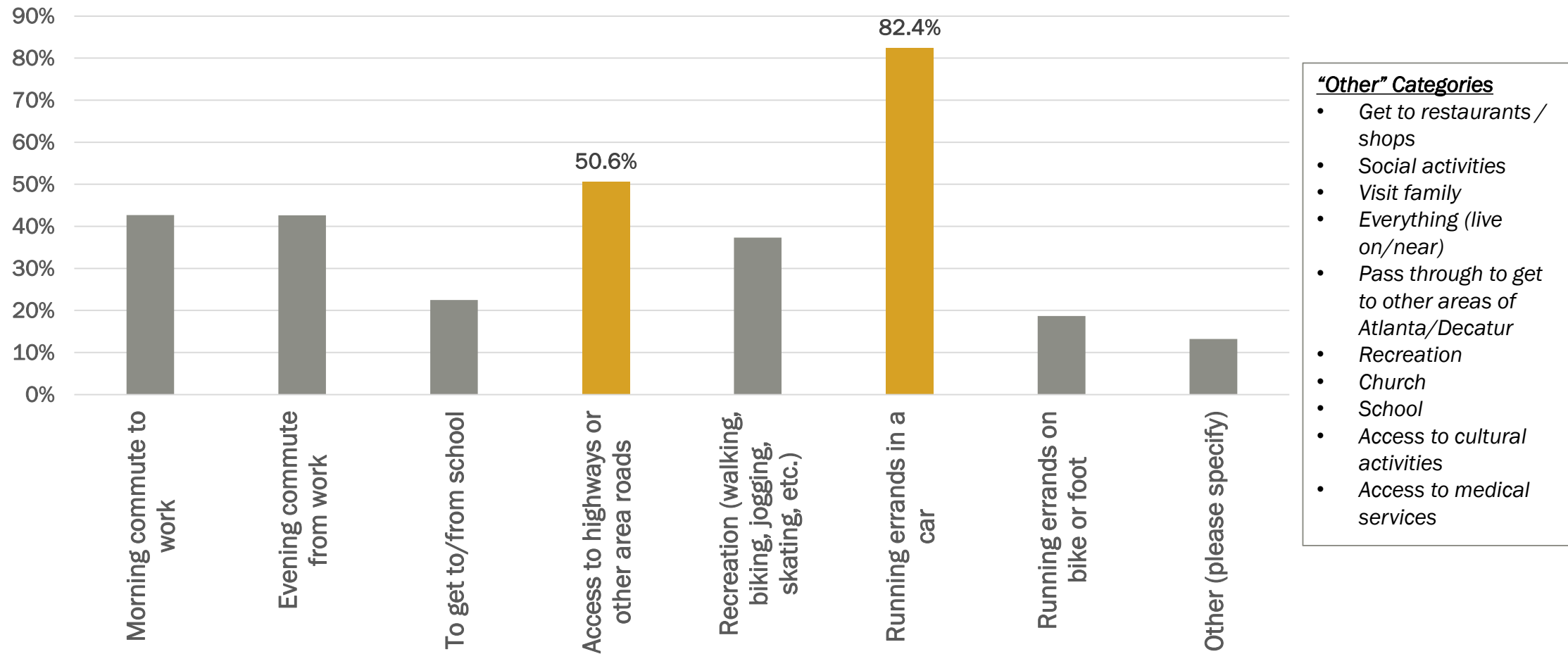
Affiliation of Respondents

- Atlanta Bicycle Coalition
- Businesses
- Candler Park Neighborhood Assoc.
- CDC
- Churches & faith-based groups
- Clairemont Heights Civic Assoc.
- Clifton Corridor TMA
- Commuters, Residents
- City of Decatur
- Cyclists
- Decatur Active Living Board & Pedestrian Advisory Committee
- DeKalb County
- Department of Veterans Affairs
- Druid Hills Civic Association
- Emory
- Emory Village Alliance
- Fernbank Science Center
- GDOT
- Insider Traveler
- Lullwater Estates
- NPU-N
- Olmstead Linear Park Alliance
- Residents, homeowners, etc.
- Schools, including Paideia School
- Scott Hall Condos

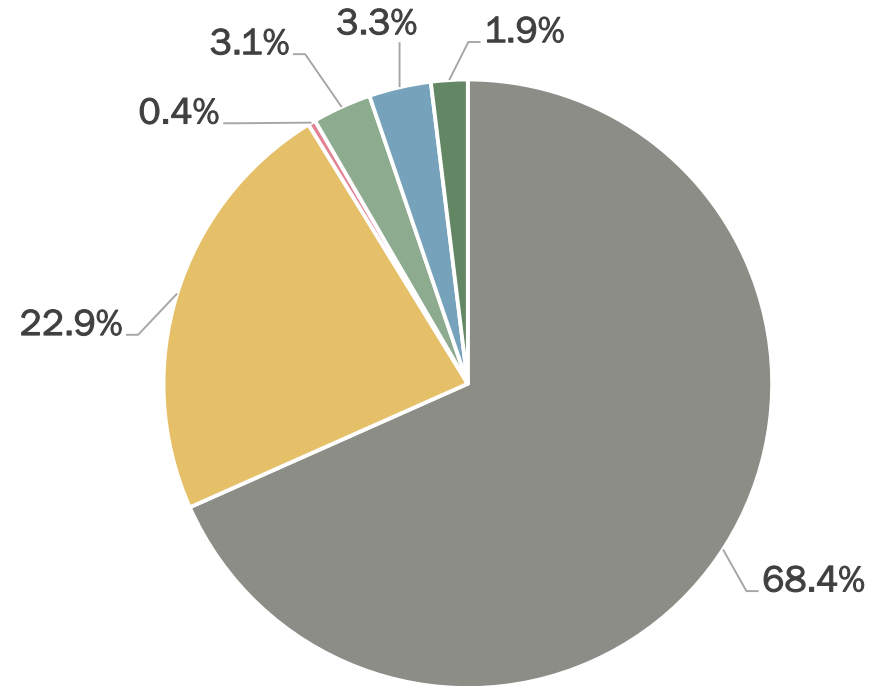
Frequency of Travel



Purpose of Travel



Main Mode of Travel

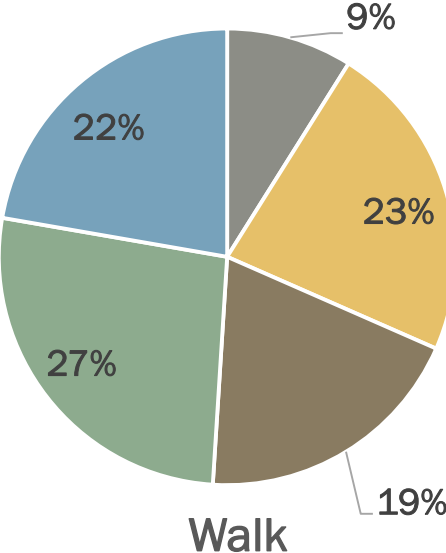
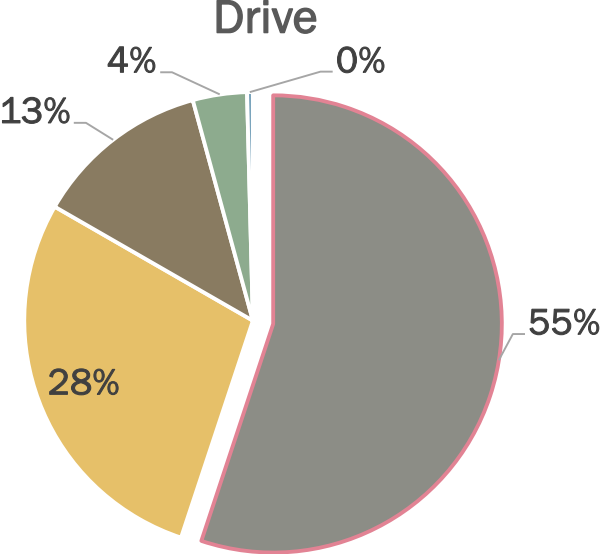


Comments

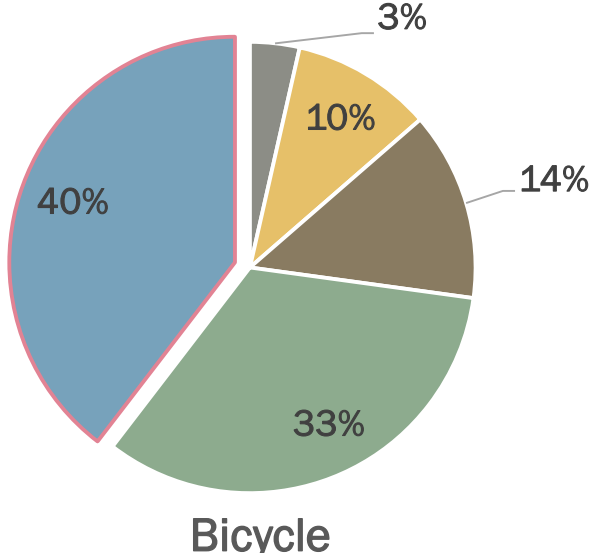
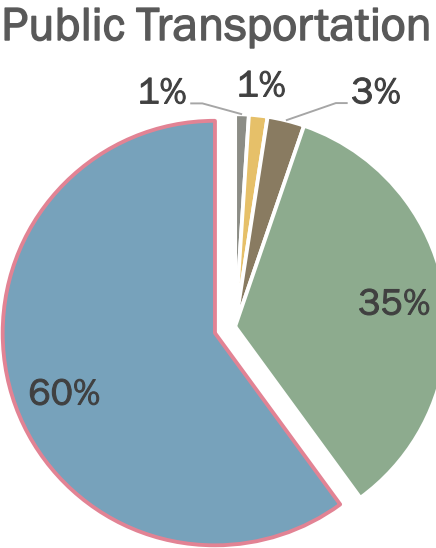
- Scooter
- Skate
- Specified driving with family, friends, etc.

■ Drive alone ■ Drive with others (carpool) ■ Bus ■ Walk/Run/Jog ■ Bike ■ Other (please specify)

Travel Mode Frequency



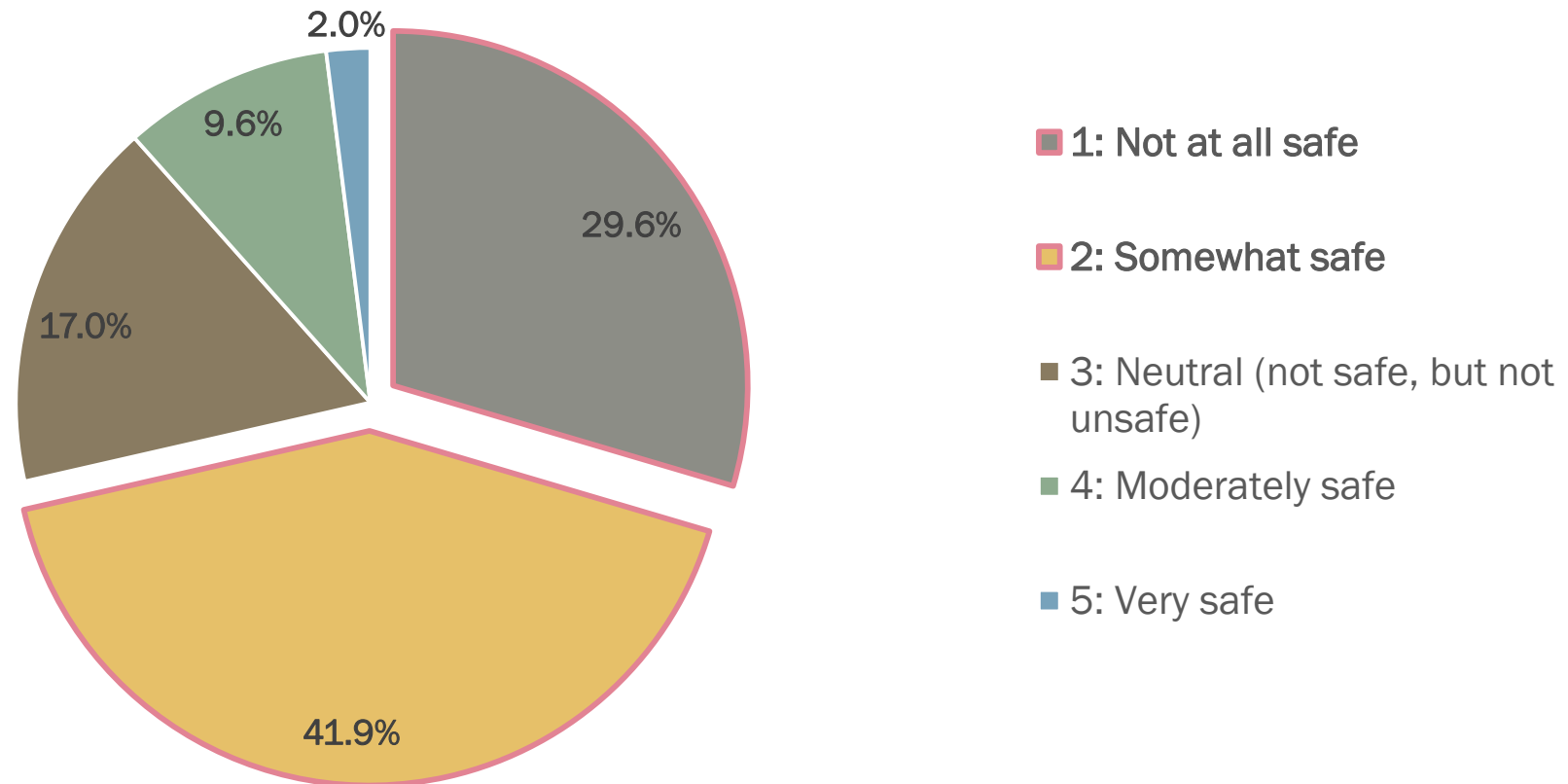
- 5 - 7 days/week
- 2 - 4 days/week
- 1 day/week
- Rarely
- N/A



How safe do you feel on the corridor?

Based on all responses

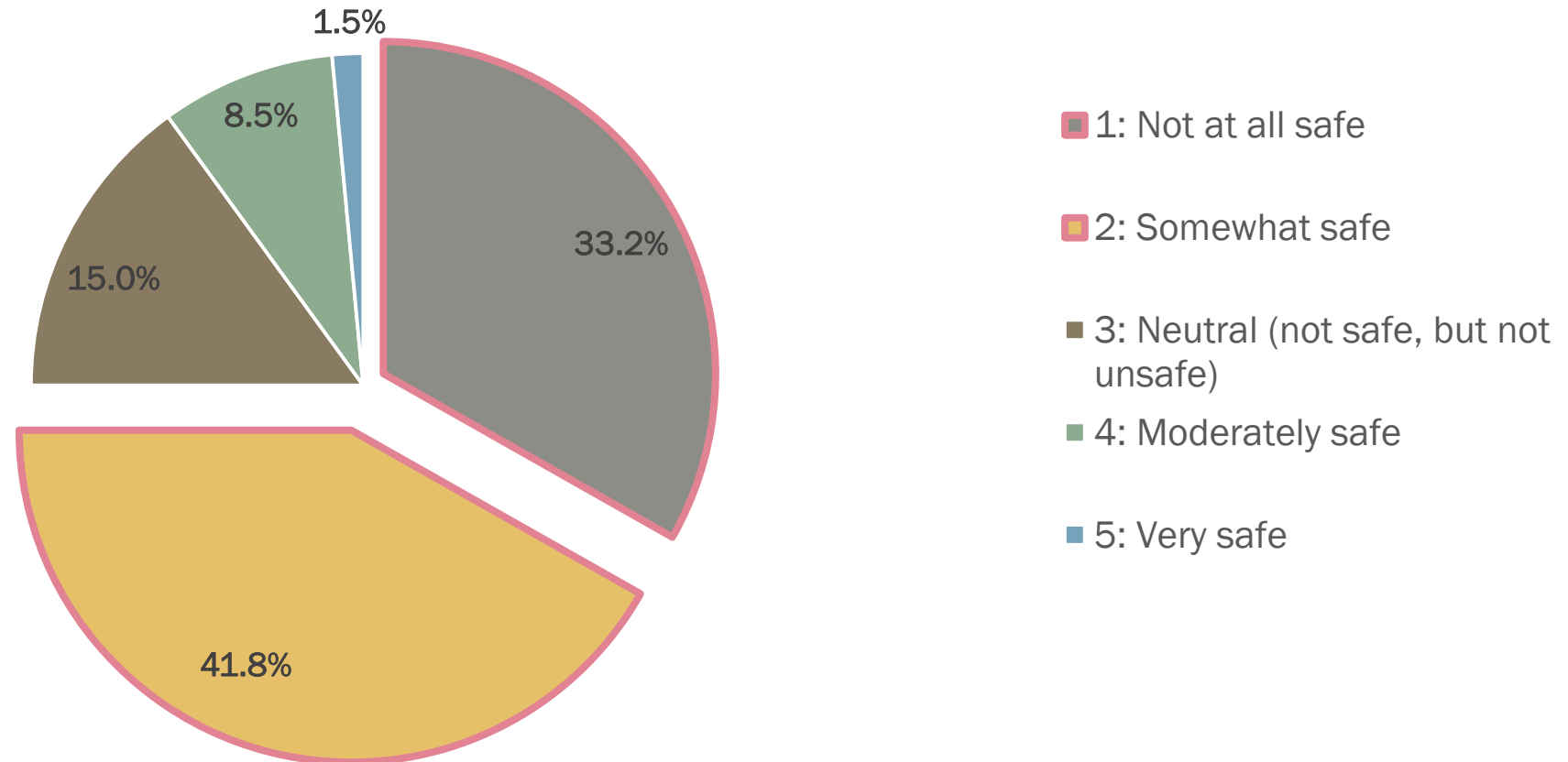
On a scale of 1 to 5 where: 1 is not at all safe and 5 is very safe



How safe do you feel on the corridor?

Based on responses from those who *live within one mile* of the corridor

On a scale of 1 to 5 where: *1 is not at all safe and 5 is very safe*



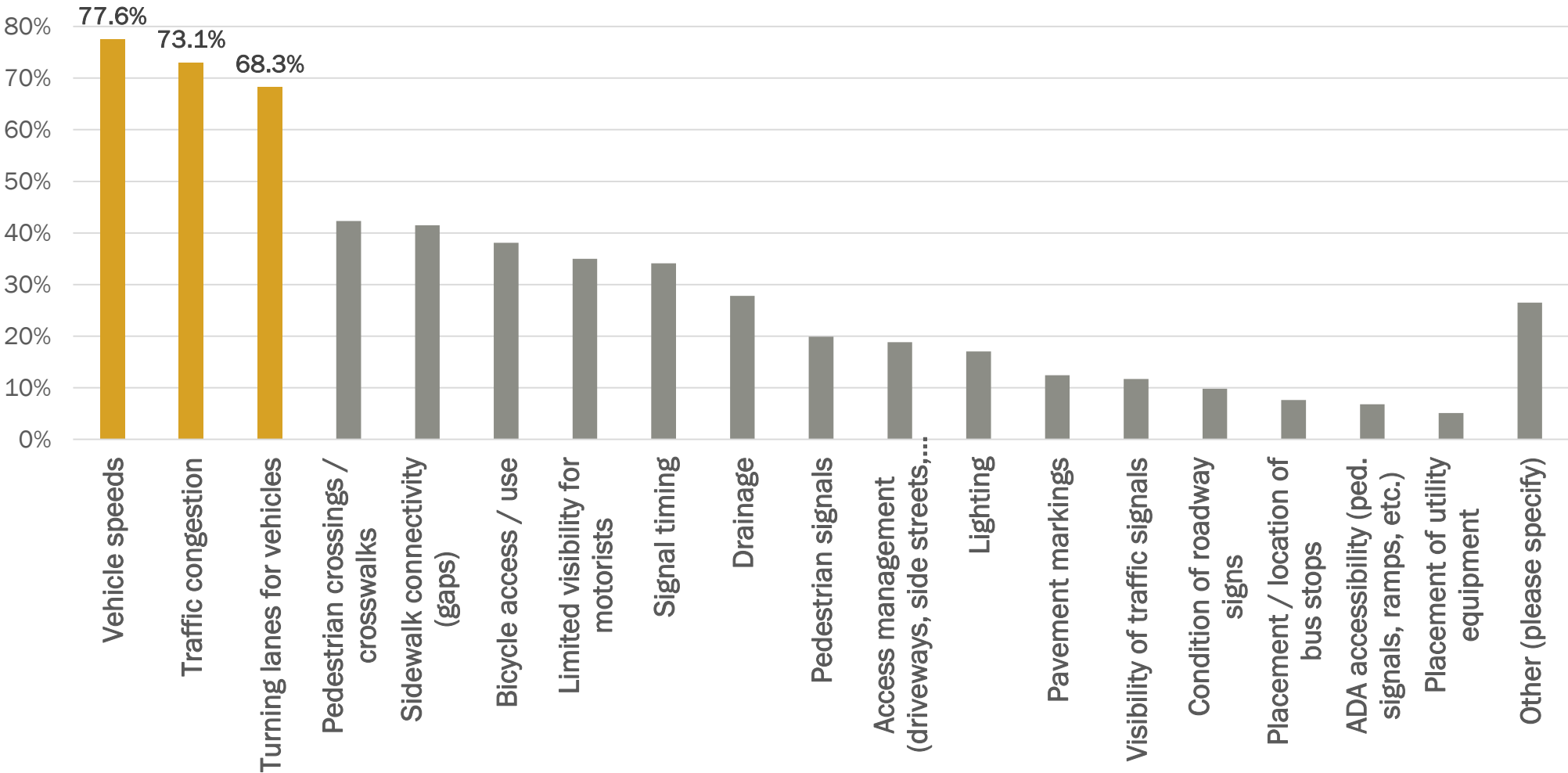
Top Primary Safety Concerns

- **Vehicle Speeds 78%**
- **Traffic Congestion 73%**
- **Turning Lanes for Vehicles 68%**
- **Pedestrian Crossings/Crosswalks 42%**
- **Sidewalk Connectivity (Gaps) 42%**

Comments

- Lane width
- Speeding drivers
- Sidewalk proximity to travel lanes, width
- Road condition /potholes
- Specific issues at intersections
 - Clifton
 - Springdale
 - Oakdale
 - Coventry
 - Lullwater/Fairview
- Drain conditions
- Lack of turn lanes

All Primary Safety Concerns



Top Opportunities for Safety Improvement

- Reduce Congestion/Improve Traffic Flow 72%
- Improve Turning Movement for Vehicles 64%
- Improve Signal Timing 42%
- Install/Repair Sidewalks 42%



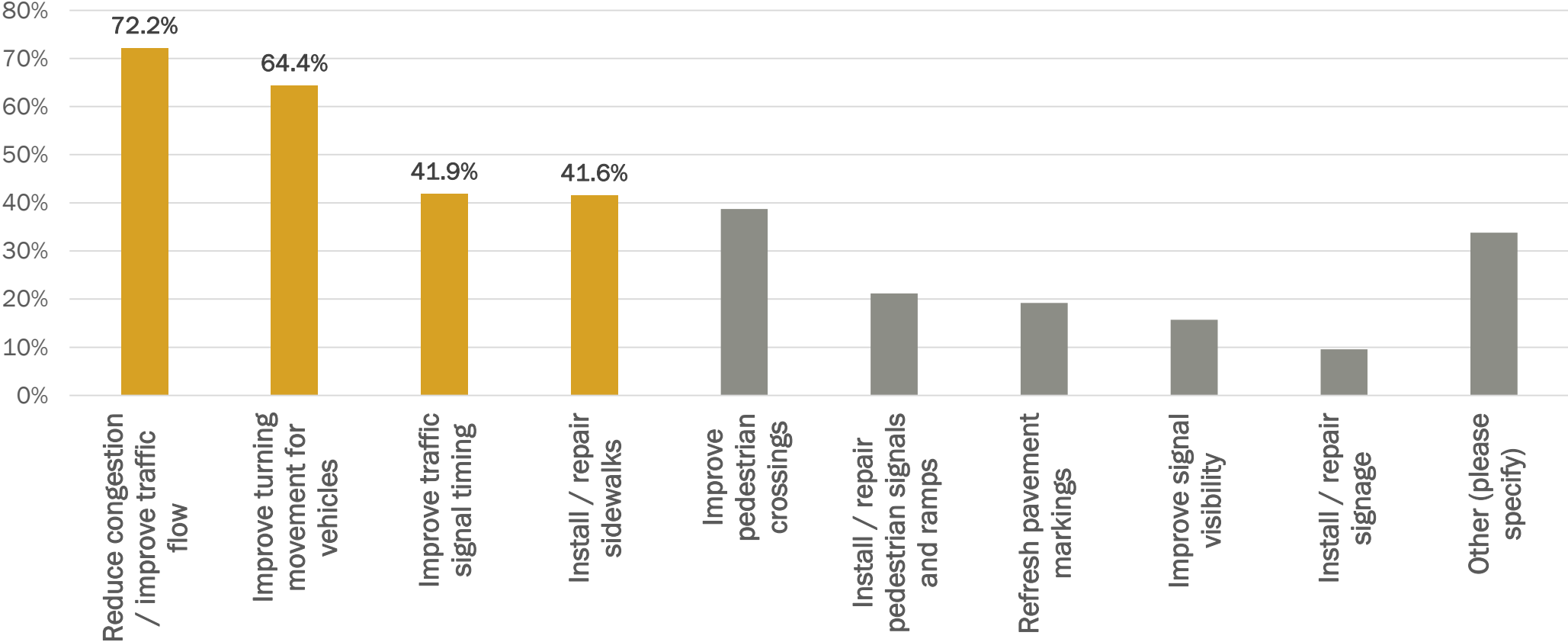
Pedestrian Safety is More Important to Area Residents

Of respondents who live within one mile, a slightly higher percentage chose Install/Repair Sidewalks (43.3%) than Improve Signal Timing (41.8%), and a higher percentage chose Improve Pedestrian Crossings than in the overall group (41% vs. 38%)

Comments

- Widen sidewalks, move away from travel lanes
- Reduce speeds, lower speed limit
- Enforcement – of speeds, red light violations
- Repair road surfaces, drainage
- Turn signals and/or lanes
- Public transportation to alleviate congestion
- Bike connectivity – off roadway

All Opportunities for Safety Improvement



Overall Comments on Corridor

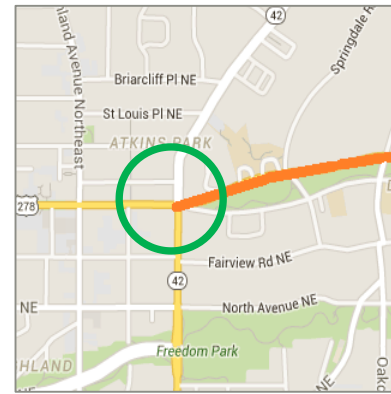
Based on **1,217 individual responses** (Q8)

- All comments were read and categorized into main themes
- Tier One
 - *Intersection safety / turning movements: 491 (40%)*
 - *Speeding: 484 (40%)*
 - *Pedestrian safety: 362 (30%)*
- Tier Two
 - *Congestion: 239 (20%)*
 - *Bicycle safety: 216 (18%)*
 - *Narrow lanes: 176 (15%)*
 - *School zone safety: 124 (10%)*
 - *Drainage: 58 (5%)*

A sampling of comments:

- Need a **safe way to cross** from south side of PDL to Deepdene Park
- **Frequent lane changes** (to avoid being stuck behind turning cars)
 - Makes especially difficult for people turning out of driveways or side streets
- Support for **red light and speeding enforcement**
- **Vegetation blocks views**; trees and utility poles **too close to road** in some locations
- **Bridge over Lullwater Creek floods**, pushes pedestrians trying to cross into PDL
- Want **safer pedestrian crossings on Scott Blvd.**
- **Drainage** of bridge over Peavine creek not adequate
- **Dangerous intersections north of Clairemont**: N. Decatur / Medlock / Scott
- Find ways to get people out of cars to reduce congestion
- **Bike connectivity and safety needed**, but should **not be on roadway** with current road conditions – there are other options
 - Especially between Scott & S. PDL
- Suggestions for **dividing road from oncoming traffic**
- Drivers **don't stop for crosswalk at Nelson Ferry**
- Dark at night in Olmstead section
- **Support for traffic calming**
- **Width of Scott Blvd. encourages speeding**

At Briarcliff/Moreland



Top Safety Concerns

- Turn Lanes 77%
- Lane Widths 56%
- Traffic Signals (timing, visibility, etc.) 51%

(All others 36% or less)

Top comment: congestion

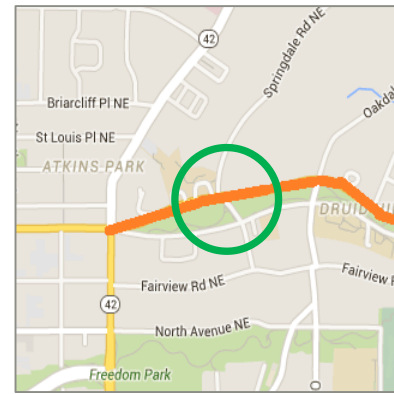
Top “Very Important” Potential Improvements

- Improve turn movements (1358)
- Address vehicle speed (805)
- Improve bicycle access (714)
- Add/install crosswalks, pedestrian signals (677)
- Improve visibility for drivers (597)

Comments: significant congestion on SB Briarcliff; lights too short for traffic turning left:

- *Especially WB Ponce to SB Moreland, SB Briarcliff to EB Ponce; and NB Moreland to WB Ponce*

At Springdale Rd.



Top Safety Concerns

- Turn Lanes 60%
- Vehicle Speed 42%
- Lane Widths 40%
- Traffic Signals (timing, visibility, etc.) 40%

All others less than 25% each

Comments: concerns about school traffic, drivers trying to get around turning vehicles, drainage, drivers running red light

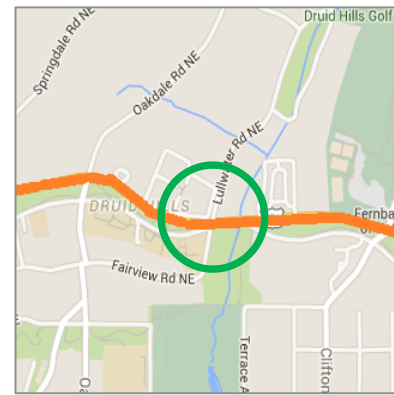
Among area residents, slightly more view Traffic Signals (41%) as a concern than Lane Widths (39%)

Top “Very Important” Potential Improvements

- Improve turn movements (963)
- Address vehicle speed (784)
- Improve bicycle access (540)
- Improve visibility for drivers (508)
- Install/add crosswalks, pedestrian signals (474)

Comments: Springdale used as cut-through – experiences significant congestion/volume as result of back-up trying to turn onto Ponce, timing of signal, turning movements

At Lullwater/Fairview



Top Safety Concerns

- Turn Lanes 61%
- Traffic Signals (timing, visibility, etc.) 47%
- Vehicle Speeds 47%
- Lane Widths 40%

All others 30% or less each

Comments: overgrown vegetation blocks drivers view; drain grates in poor condition; length/timing of signal; congestion blocking intersection, esp. at school time

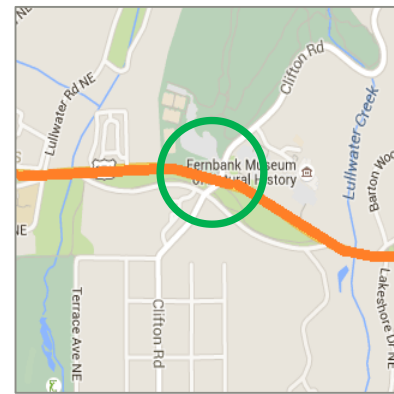
Among area residents, slightly more view Vehicle Speeds (48%) as a concern than Traffic Signals (47%). More residents view crosswalks and pedestrian signals as very important potential improvements than improving visibility for drivers.

Top “Very Important” Potential Improvements

- Improve turn movements (907)
- Address vehicle speed (749)
- Improve bicycle access (557)
- Improve visibility for drivers (486)
- Install/add crosswalks, pedestrian signals (485)

Comments: timing of signal; significant congestion; drivers ignore “no left turn” on Fairview when traffic backs up; people speed when not congested; more “no turn on red” signage from Fairview; complications with S. Ponce de Leon Ave.; lots of pedestrians and cyclists here – need better connections to other parks/paths

At Clifton



Top Safety Concerns

- Turn Lanes 75%
- Vehicle Speeds 52%
- Traffic Signals (timing, visibility, etc.) 50%
- Lane Widths 44%
- Visibility and Sight Distance 32%

All others less than 30%

Comments: high number of crashes here; left-turn movements and visibility from WB Ponce turning onto SB Clifton; drivers regularly run red lights; high speeds

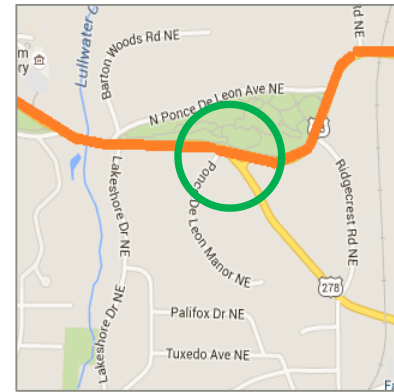
Top “Very Important” Potential Improvements

- Improve turn movements (1137)
- Address vehicle speed (852)
- Improve visibility for drivers (570)
- Improve bicycle access (545)
- Install/add crosswalks, pedestrian signals (463)

Comments: many people feel this is very dangerous intersection; difficult left-turn from SB Clifton onto EB Ponce de Leon and from WB Ponce onto SB Clifton; need for left-turn lanes; drivers regularly pull out from behind turning vehicles into adjacent lanes

Among area residents, a slightly higher percentage view Vehicle Speeds (53%) as a top safety concern, and slightly fewer view Lane Widths as a concern (42%)

At Ponce de Leon Manor/E. Lake



Top Safety Concerns

- Vehicle Speeds 54%
- Turn Lanes 40%
- Traffic Signals (timing, visibility, etc.) 37%
- Crosswalks, Ramps, Pedestrian Signals 32%

Comments: drainage issues; visibility due to curve; speeding vehicles; not friendly to cyclists or pedestrians – lack of crosswalk; signage and geometry confusing for drivers

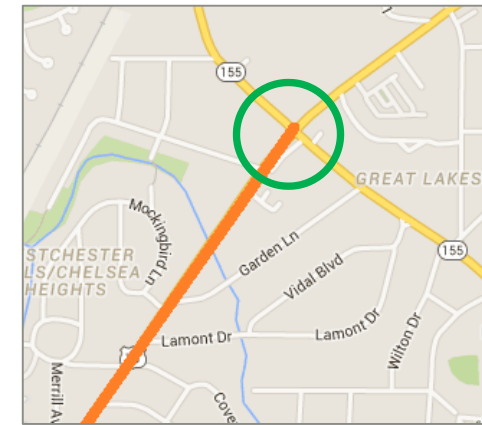
Top “Very Important” Potential Improvements

- Address vehicle speed 709
- Improve turning movements 578
- Improve bicycle access 494
- Install/add crosswalks, pedestrian signals 483

Comments: light is too short – difficult for pedestrians to get across; sidewalk too close to road; improve drainage; speeding traffic around curve; visibility for turning vehicles; signage approaching the bridge needs to be addressed; confusing to many drivers

Slightly higher percentages of area residents consider Vehicle Speeds (56%) as top safety concerns than the overall group and slightly fewer (36%) are concerned about Traffic Signals

At Clairemont Ave.



Top Safety Concerns

- Vehicle Speeds 63%
- Traffic Signals (timing, visibility, etc.) 52%
- Turn Lanes 48%
- Crosswalks, Ramps, Pedestrian Signals 36%

Comments: improved lane markings along Scott have made a big difference (visibility) – would like to continue; not enough time for left-turns; not enough room for pedestrians waiting at intersection; drivers speed through to make light, end up in wrong lane; drivers run red light frequently

Top “Very Important” Potential Improvements

- Address vehicle speed (916)
- Improve turning movements (737)
- Improve bicycle access (588)
- Install/add crosswalks, pedestrian signals (528)

Comments: need for speed enforcement – especially heading into School Zone; difficult for vehicles accessing Westchester; very busy intersection - congestion on Scott Blvd.; signal timing; need for traffic calming; many pedestrians in the area because of nearby schools – not safe for them; morning congestion turning left from Scott to Clairemont

Slightly higher percentages of residents consider Vehicle Speeds (65%), Traffic Signals (53%), and Crosswalks, Ramps, and Pedestrian Signals (37%) as safety concerns than the overall group

Other Comments

- Residents along Scott Blvd. complain they cannot get out of driveways due to **speed and volume of traffic**
- Even when signals are present, **motorists impede crosswalks**
- **Traffic calming** needed
- **Safer turning movements** to prevent people from scooting around turning vehicles
- Need to be **cognizant of volume of traffic** – should not pretend it is a side street
- Some in favor of widening; some opposed
- **Very dark** in certain areas at night
- Coordinate and consider **implications of projects on adjacent and parallel roads** (i.e. DeKalb Ave.)
- People expressed willingness to walk more to Westchester Elementary **if conditions on Scott were safer**
- Many concerns about intersection at **Clifton Rd.**
- Residential **streets north of Ponce** have lots of **traffic from Emory / CDC area** – heavy congestion at peak periods (especially southbound in evenings)
- Drivers regularly **speed along Scott Blvd.**
- **Sidewalk too close to travel lanes along Scott Blvd.**
- Concerns about **school traffic** (cars and pedestrians – especially at drop-off and pick-up times)

Potential Suggestions / Solutions

- Better **enforcement** of red lights, speeds
- Roundabouts or other **innovative intersections**
- **Shuttle** from E. Lake MARTA to Emory/CDC area
- Repair **roadway surface** and drain structures
- Traffic calming, lower speeds, and signal timing to **slow vehicles**
- Make lanes on **Scott Blvd.** narrower to **reduce speed**
- **Prohibit left turns** or install **left turn arrows** at some intersections
- Develop a **long-term plan**
- **Consider prohibiting right-turn on red** at some intersections
- Consider a signal on **Scott Blvd.** between Ponce and Clairemont to slow traffic and allow **safe pedestrian crossing**
- Consider a way to **divide traffic**, such as median
- Move **sidewalks farther from road**, especially near Paideia school and under train trestle at Artwood
- **Guardrails needed** in some locations
- Consider making **Ridgecrest** “no left turn” to cut down on crashes
- Increase frequency of buses along and across Ponce, and Clairemont to **accommodate commuters** to Emory/CDC
- **Reduce congestion** through neighborhoods north of Ponce de Leon with longer lights to access Ponce – may help reduce people running red lights

Select Quotes

*“Use **signal timing and speed reduction** to allow a vehicle to travel through this section in a shorter amount of time. The drivers will be happier and with lower speeds all other users will be happier and safer. Transit needs at a minimum an 11' lane to travel in. Narrow lanes slow vehicles, but buses travelling outside of the lane creates hazards for everyone.”*

*“If you could **make Ridgecrest a no left turn zone** it may cut down on the many accidents I see there every week. Another idea is to make Ridgecrest a cul de sac at the intersection of Ponce and Ridgecrest. This would allow traffic to flow up to the intersection of East Lake Road where there is a stop light.”*

*“**Scott Blvd is in desperate need for a "road diet"** along this route. On either side of Scott Blvd, there are homes and even an elementary school. I live close to that school and would never think of walking my child there out of fear of getting hit by a speeding motorist on Scott Blvd. Motorists drive slower on Ponce de Leon because the lanes are narrower. Something has to be done to reduce speeds on Scott Blvd - and posting a lower speed limit does not work. Scott Blvd needs to be narrowed to slow speeds and **create a buffer between the sidewalks and the road.**”*

*“**Connect the bicycle infrastructure** on W. Ponce de Leon in Decatur into the city of Atlanta/Freedom Trail.”*