



## Questions and Answers

### Southeast Study Group

### Bill Kennedy Way Southeast Interim Safety Improvements

6.4.2020

1. **Q: Has elimination of the parking on both sides of the street been considered? Given the relatively short length of the street, the number of parking spaces are quite few. There is also plenty of off-street parking and an entire parking deck just off the street, so I strongly believe that there could be a much better use of the space.**

**A:** Yes, we have considered eliminating parking on the street. To accommodate transit, parking will have to be eliminated on one side of the street. This is an interim solution, so the final design has not yet been determined.

2. **Q: If the trail width on the street is 10 ft, wouldn't it make more sense to direct pedestrians onto the adjacent sidewalk and cyclists onto the trail? This would allow cyclists to move at a faster pace.**

**A:** People who are there to patron businesses or access residential users are likely to utilize the sidewalk whereas BeltLine users will use the trail to jog, walk, etc. It is permissible to use both; it is up to the users to determine which one they would like to use.

3. **Q: What can be done about the continued buildup of loose gravel, sediment, and concrete rocks that line Bill Kennedy Way? It doesn't make it suitable for biking and running. This is from the Argos concrete plant around the corner on Glenwood.**

**A:** There is not much we can do about adjacent properties. We can work with Public Works to keep it clean. Once we are done with construction, we are looking at ways to prevent gravel from coming on to the trail.

4. **Q: What is the current planned project timeline for construction and completion of Subarea 3, the Southside Trail between Glenwood Ave SE and Pryor Rd SW?**

**A:** The segment from Glenwood Avenue SE to Pryor Road SW is still in the design phase. Construction documents are scheduled to be completed in September 2021, but we do not yet have construction funding identified for the entirety of this corridor.

5. **Q: What has caused the delays for the BKW interim safety improvements, and what is the new timeline?**

**A:** Delays include rain and the time it takes to receive and review bids. Work will begin around June 15, 2020. Weather permitting, the new timeline is 6 months.



**6. Q: What are the project costs and funding sources?**

**A:** The contract amount is for \$850,000. The funding source is bond funds committed at the end of 2019. For the I-20 portion, we were awarded a grant of \$250,000 from the Georgia Department of Transportation.

**7. Q: Has there been any discussion with GDOT about closing the ramps to/from I-20? If not, why not?**

**A:** We have not talked to GDOT about closing the ramps. Because we are asking so many things of them, closing the ramps is not something we will ask. There are a lot of different alignments so closing the ramps is not necessary.

**8. Q: What will be the project cost for paving the trail from Glenwood to Pryor Street? Is there a way to reduce the initial cost and accelerate the timeline by paving first and doing the ramps, landscaping, other aspects later as more Tax Allocation District and grant funds become available?**

**A:** Once we have a design for all the sections, we will have a better understanding of exact cost. Details can shift the budget up or down.

**9. Q: How do you plan to protect the crossings at Madison Yards? Those are very dangerous to BeltLine users.**

**A:** BeltLine did not design or construct that portion of the corridor; it was done in collaboration with the developer of Madison Yards. This allowed us to accelerate the development of that portion of the trail. We attempted to get the access point that lines up with the I-20 ramp to be a two-way, but the Georgia Department of Transportation was unfavorable. The turn radius is so big because it is a truck access point. There is code in the State of Georgia that requires motor vehicles to stop before they cross into a sidewalk, there is a stop sign, and a granite band. We will continue to monitor this crossing and emphasize the importance of stopping at the stop sign.

**10. Q: Will you address the I-20 off ramp safety situation? A vehicle came off the off ramp and ran thru the guardrail, concrete barrier and landed in home's living room.**

**A:** We are proposing to install a concrete barrier between motor vehicles and trail users.

**11. Q: At the last meeting we discussed maintaining the travel lane at the existing 10 feet. Is there a reason to expand it to 11 feet? Seems like it would encourage increased vehicular speed through the corridor which is not a good thing.**

**A:** There is a 5-foot bike lane between the parking area and moving traffic. This provides space for bikes, but also is buffer between parking maneuvers and moving traffic. It is very tight when you put a 10-foot lane next to on street parking (like West Peachtree at 4<sup>th</sup> Street or 8<sup>th</sup> Street). Opening the lanes to 11 feet provides more space.



**12. Q: Could we get packed gravel on the trail from Glenwood to Ormewood? it's a hazard to bikers and runners. SE11 BeltLine group would be happy to help spread.**

**A:** This is because of the quantities of sand that is there from the old train use. That is not something we will look to do immediately due to limited resources.

**13. Q: Will the existing trees along BKW be removed?**

**A:** We received a permit from the City for the removal of trees.

**14. Q: Will there be any work with GDOT to add turn signals or no left turn at the BKW/Faith intersection?**

**A:** GDOT does not have jurisdiction over that intersection; that is a City of Atlanta intersection. Our plans do not change vehicle operations but will install passive pedestrian detection and pedestrian traffic signals to make it safer to cross BKW.

**15. Q: Is the plan to shift traffic lanes on the I-20 bridge to create more space on one side? You mentioned not doing any changes to the west side.**

**A:** Yes, the plan is to shift traffic west to reallocate space to trail users.

**16. Q: For the bike lane going west on Glenwood, at Bill Kennedy Way, cars often use bike lane as a turning lane. will any measures be added to prevent that?**

**A:** The project will add wide white crosswalks, green bike lanes and bike boxes, white pavement hatching and a pedestrian scramble phase with a No Turn on Red restriction to the intersection. The look and feel will be completely different.

**17. Q: Will the sidewalk be closed during this time? What about front door access for the residences along BKW?**

**A:** There will be access to sidewalks and front doors. There will be very limited sidewalk closures because it is a main thoroughfare. Any sidewalk closures will be announced.

**18. Q: Has the team coordinated closures with the work taking place at the intersection of Glenwood Avenue SE and Moreland Avenue SE? Both seem to be taking place at the same time and could cause real problems for Ormewood Park residents trying to get to I-20 and places north.**

**A:** City lane closure permits will be required. While work is being performed south of Faith Ave, Chester Ave would be a logical route diversion.



**19. Q: Previously I asked if the bus stop on Bill Kennedy Way just after the Faith Intersection could be indented to allow traffic to pass a stopped bus at this location. That does not appear to have happened, can you tell me why?**

**A:** The state of Georgia does not have a yield to buses law, so the concern is that if the bus is pulled off to a pullout it will be difficult for the bus to get back into traffic. It will also create a blind spot for cars to see pedestrians attempting to cross the street.

**20. Q: Will there be a reduction in speed limit along BKW in conjunction with the interim improvements?**

**A:** There is a city-wide movement led by the ATL DOT to reduce speed limits around the City. BKW is one that we have discussed.

**21. Q: When the Interim work is being performed, will the storm water located along Bill Kennedy be relocated or will that more likely occur during the final BeltLine work on Bill Kennedy?**

**A:** Storm water infrastructure will remain as-is during this proposed construction effort. Future construction to bring transit to the corridor will require significantly more utility relocation efforts, including stormwater systems.

**22. Q: Once the BKW Beltline is established. Will there be artwork added to the bridge overlooking I-20?**

**A:** We will revisit this to determine what type of art installation will go here.

**23. Q: What does interim mean for this segment?**

**A:** We do not know yet. It could be interim for 5 years or 10 years. The final condition will include transit along Bill Kennedy Way. The timing of the final trail is dependent on transit funding.