



Questions and Answers

Northeast Study Group

Ponce de Leon Streetscape Design and Construction Updates

6.18.2020

1. **Q: Which part of Ponce De Leon will be impacted? What type of improvements are suggested? What is the proposed timeline and budget?**

A: Work will start at Monroe Drive or Boulevard and will go down to Freedom Parkway. The entire corridor, from the roadway to the sidewalk, will be impacted.

There will be a bike lane extension, sidewalk reconstruction, traffic signal reconstruction, and BeltLine access will be added.

We hope to get started in July and the project will be completed in 18 months, if everything goes as planned. The budget is \$7.5 million.

2. **Q: Will you consider creating a land bridge across Ponce de Leon Ave, or at least installing stairs on either side of Ponce de Leon on the existing elevated track / Beltline?**

A: We will not be installing a bridge between Ponce City Market and Midtown Place. However, we will be adding BeltLine access, so if you are at PCM and want to get to Midtown Place without crossing Ponce Avenue, you can easily get to the BeltLine from PCM and cross the Ponce Ave. Bridge utilizing the stairs or the ramp that will be constructed.

3. **Q: When transit is implemented in this corridor, are the plans for light rail to run parallel to the existing Beltline development, or would the (hypothetical) line run along a different route?**

A: Right now, our plan is for transit to run parallel to the existing BeltLine. It will be right in front of Ponce City Market. It will be along the westside of the existing BeltLine Trail.

4. **Q: Is there a plan to provide any kind of protective barriers to the bike path on Ponce like the yellow tubes that are on the south side of Piedmont park on 10th Street?**

A: Yes, we will be installing flexible delineator posts. They will not be throughout the entire bike extent, but they will be in certain locations throughout the limits.

5. **Q: It was stated that the sidewalk will be in the range of 4 feet to 16 feet, why would you install such a narrow 4 feet section? This make it a challenge to have adequate spacing, especially in our social distancing new norm.**

A: There are certain areas where the right of way is tight. Due to the existing lane configurations, we are not able to make the sidewalk wider than 4 feet, which meets the ADA requirement.



6. Q: Will the ramp construction encroach on the future transit corridor?

A: We believe we have left the space necessary and it will not impose upon transit negatively.

7. Q: Where will the construction start? Will it move E - W (starting at Freedom Parkway), W - E (starting at Monroe/Boulevard) or in the middle at the BL?

A: According to the preliminary schedule provided by our contractor, we will be starting at Boulevard or Monroe on the northside and will be working our way east towards Freedom Parkway. The plan is to do the Northside starting at Monroe, working our way East, then coming back to do the Southside starting at Boulevard and working our way east to Freedom Parkway.

8. Q: What impact will that bus stop have at Ponce City Market? I use it often and it's a highly used and dense stop.

A: We will work with the contractor during construction to ensure there is a way to get on the bus. We will ensure this issue is addressed during construction.

9. Q: Are you using Smart Cities technologies or solutions in this project?

A: Only a little bit. The focus of this project is to install the physical infrastructure that improves the safety and comfort of pedestrians and bicyclists in the Ponce corridor and provide a new connection with the BeltLine corridor. However, the new traffic signals will continue to provide interconnected communications between the street and the GDOT Transportation Management Center, as well as the Atlanta Traffic Control Center. The street lighting will be LED luminaires to minimize power consumption. ABI already has existing trail user count stations in the project area.

10. Q: Will you be closing any existing curb cuts into businesses along the route?

A: We will be having to do driveway aprons on the driveways on Ponce Avenue, but we will be leaving driveway access open during construction.

11. Q: When the state reconfigured the street some 18 months ago, a middle turn lane was created with periodic crosswalks with red lights. New sidewalk lighting was installed. Will these prior changes be incorporated into this plan?

A: Yes, existing crosswalks with traffic controls will remain in place.

12. Q: Will the new parts of the bike lanes be repaved or just newly marked?

A: All existing bike lanes will be resurfaced.



13. Q: Have you considered something other than flex post delineators? Atlanta Department of Transportation is going to be moving away from them because they aren't very effective. Armadillo barriers are lower profile, but effective because cars don't want to hit them. ATL DOT will start using them, I believe.

A: The Ponce corridor is a state highway and the right of way is controlled by GDOT. We submitted for vertical delineator posts to increase visibility of the buffer between vehicles and bikes. Armadillo barriers could be considered in the future but are not part of the design that was permitted by the state.

14. Q: Why is the BeltLine doing this work on the Ponce streetscape instead of the City of Atlanta? Where are the funds coming from for this?

A: Ponce is in the BeltLine Planning Area and elements of it are in the Tax Allocation District. Atlanta BeltLine has service agreements with the City of Atlanta. We are sometimes tasked with completing projects on behalf of the City of Atlanta. It was determined that Atlanta BeltLine would be the best party to deliver this project since it is a direct connection vertically between the Ponce Streetscape and the Eastside Trail corridor.

We have federal funding, Georgia Department of Transportation funding, as well as other state funds which is matched by Atlanta BeltLine Tax Allocation District money.

15. Q: Since this is a state highway, has GA DOT approved these changes?

A: Yes, we went through the GDOT process and received permits through them. We are waiting on a final notice to proceed to move into construction.

16. Q: If you have time for this, can you please give a brief update of the Beltline from Piedmont park to Mayson Street. Is it on time? When will it be open?

A: Please [visit beltline.org/meetings](http://beltline.org/meetings) to view the presentation, the recording of the meeting, and questions and answers. You may contact Nathan Soldat at 404-477-3552 or email engage@atlbeltline.org if you have additional questions.

17. Q: Will there be any color added on the streets or sidewalks, paint designs that help guide to the BeltLine?

A: No. There will not be any guide signs to the BeltLine. The only paint that will be installed is green paint for the bikes.



18. Q: How can we get a copy of the plans for the project to understand how our property might be affected?

A: You can email engage@atlbeltline.org. If there are construction impacts, we sit down with the property owner to answer any site-specific questions.

19. Q: Have organizations like the ATL Bike Coalition and PEDS been involved in design work?

A: They are both partner organizations with ABI. We have coordinated with Atlanta Bicycle Coalition specifically and will be having conversations with PEDS.

20. Q: Will you consider opening the ability to submit art designs to help guide users up to the BeltLine?

A: We have a process underway for signage and wayfinding inside the BeltLine corridor to areas outside the BeltLine corridor. The City of Atlanta is embarking on a process around wayfinding across the city to help people find their way to the BeltLine corridor. This will become a public process at some point, which will present an opportunity to explore making it more artful and engage artists in that process.

21. Q: When traveling east on Ponce, it is tricky, but you can turn left into the Carlton Condos. Will this be entirely blocked with the new median at Freedom Parkway?

A: Yes. The project will replace two existing traffic control elements originally intended to prevent the eastbound left turn into the Carlton: 1. The existing yellow painted median; 2. The raised concrete island within the Carlton driveway. The removal of the existing raised concrete driveway island will reduce pedestrian tripping hazards by providing an unobstructed sidewalk across the driveway. It will also relocate that traffic control to the vehicle space from the pedestrian space. The raised median is intended to further soften the feel of the corridor with landscape materials and (hopefully) reduce vehicle speeds.

22. Q: Is there any foreseeable work on the North Avenue Corridor, especially with respect to the former Georgia Power lot?

A: We don't have any work currently planned for the North Avenue corridor, but New City Properties will be starting work soon at the former Georgia Power site (760 Ralph McGill Blvd). That includes removing the current Gateway Trail (the U-shaped path connecting the Eastside Trail and Historic Fourth Ward Park) and constructing a new public elevator and stairs.