



Renew Atlanta Bond/TSPLOST Program

City Council Transportation Committee Update

February 2019

MAYOR KEISHA LANCE BOTTOMS | JOSHUA WILLIAMS, DEPUTY COO | MICHELE WYNN, INTERIM GENERAL MGR

Agenda

Progress update

Community meeting recap

Preliminary staff recommendation review

Next steps



Since our last update, work has continued to move forward



**County Line Road
Resurfacing**



**Northwest Drive
Resurfacing**



**Collier Heights Recreation
Center Upgrades**



**Metropolitan Parkway
Resurfacing**



**Buckhead Signals
Upgrades**



**Atlanta Fire Rescue Station
23 Window Upgrades**

Projects in design

Complete Streets

- Cascade Phase I
- JE Lowery
- Piedmont Ave
- Ralph D Abernathy
- University Ave

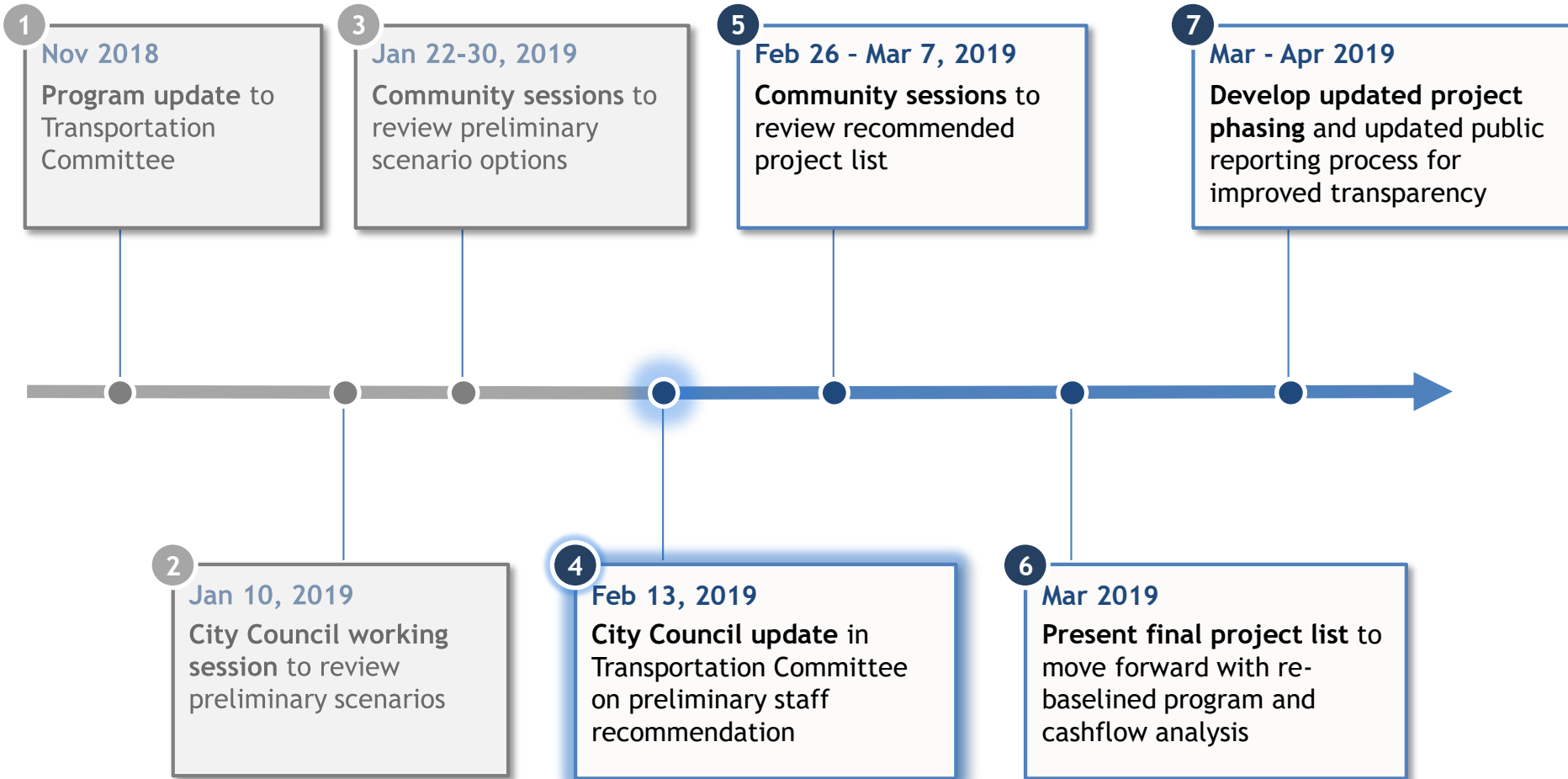
Pedestrian safety

- North Highland Ave.
Pedestrian Safety
- Piedmont Ave.
Pedestrian Safety

Signals & TCC

- Habersham Rd
@ West Wesley Rd
- Hamilton E. Holmes
@ Burton Rd
- Hollywood Rd
@ Johnson Rd
- Howell Mill Rd
@ Peachtree Battle
- Lakewood Ave
@ Claire Dr
- Lakewood Ave
@ Sylvan Rd

REMINDER: Where are we in our re-baselining process?



REMINDER: We went to the community with three prioritization scenarios for feedback

SCENARIO 1



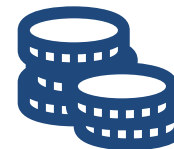
Complete Streets

SCENARIO 2






Foundational Investments

SCENARIO 3



Max Leveraged Funding

Primary focus:	Funding for complete street project implementation and designs	Funding roadway repaving and core signal improvements	Funding projects that maximize leveraged funding to get “bang for the buck”
 Safety	<ul style="list-style-type: none"> ▪ Prioritizing complete streets on the high injury network 	<ul style="list-style-type: none"> ▪ Prioritizing improved operational assets to improve vehicle safety 	<ul style="list-style-type: none"> ▪ Investing in large funded projects requiring long-term replacement
 Equity	<ul style="list-style-type: none"> ▪ Focusing investments on roads in close proximity to Equitable Target Areas (ETA)¹ communities 	<ul style="list-style-type: none"> ▪ Focusing on roadways in close proximity to ETA communities 	<ul style="list-style-type: none"> ▪ Balancing partner funding with addressing ETA communities
 Mobility	<ul style="list-style-type: none"> ▪ Building multi-modal streets on key corridors that supports the City’s future transportation network 	<ul style="list-style-type: none"> ▪ Improving vehicle capacity while balancing investment in other mobility options 	<ul style="list-style-type: none"> ▪ Improving mobility via key projects identified by partners across the city

¹ ETA is an index developed by the Atlanta Regional Commission to identify communities with large minority and low-income populations

Over four nights we captured a lot of community feedback

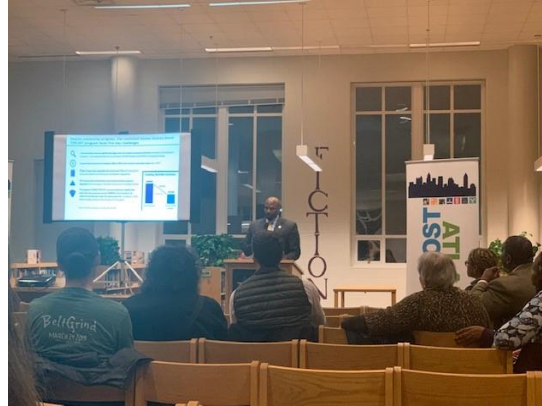
4 community meetings

15+ staff members per night

100+ questions submitted

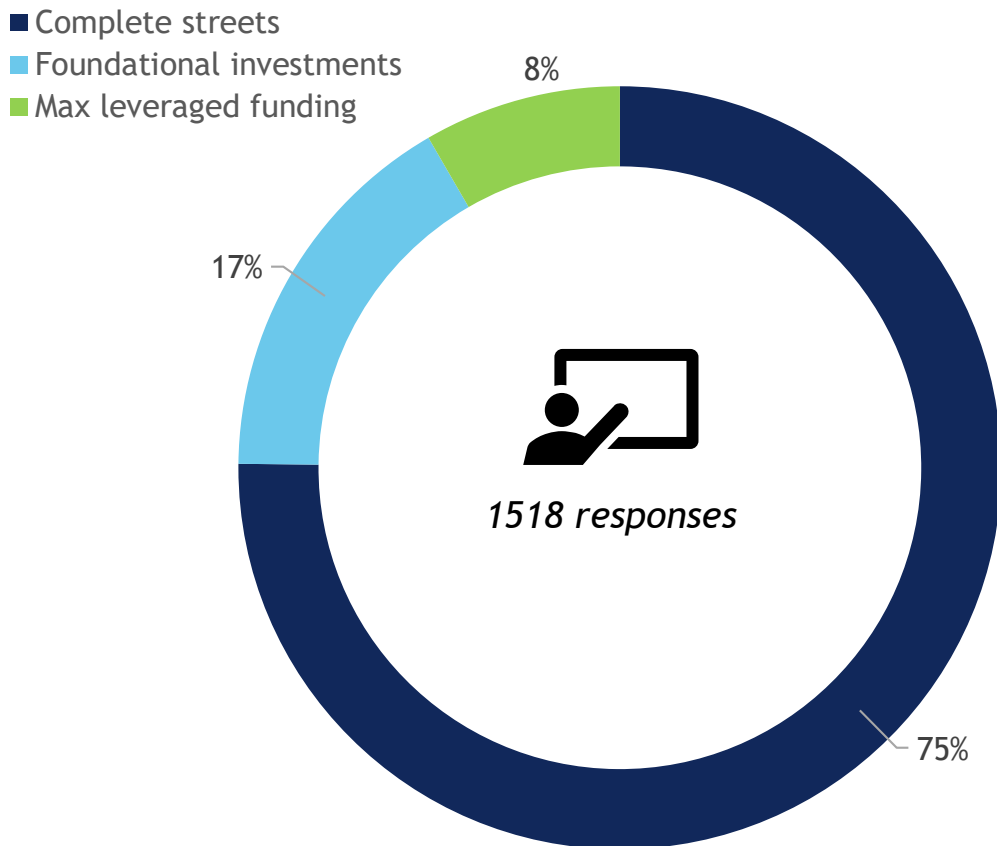
300+ attendees

1,500+ surveys submitted



What we heard across all sessions

Scenario feedback



Qualitative feedback

- Safety is a major priority across all communities
- Not enough funds to address all the issues in each community
- A lot of request for projects not in the project list or the scope of Renew/TSPLOST (e.g., transit)
- Clear desire for more delivery by the program
- A want for more information and details prior to making a decision

What we heard in each community meeting

Southeast - 01.23.2019

- Focus on safety and equity
- Strong desire for more projects in the southeast portion of the city
- DeKalb Ave improvements and bike lanes are a high priority
- Monroe/Boulevard and extension of complete street south of I-20 were priorities

Southwest - 01.24.2019

- Focus on safety and equity
- Strong desire for more projects in the southwest portion of the city
- Feels that projects promised in past had not been delivered, including (and prior to) this program
- Major concerns with lack of transparency
- Interest in data behind decision making

Northwest - 01.25.2019

- Focus on safety, mobility, and improving quality of life concerns
- Strong desire for more projects in the northwest portion of the city
- Desire more information to make an informed preference choice
- Feels that current project list is outdated and doesn't fit emerging community issues
- Increasing traffic is a major concern

Northeast - 01.30.2019

- Focus on safety
- Strong North Highland contingent in support of the Pedestrian improvement project (signals)
- Monroe/Boulevard & Dekalb Avenue major projects with strong support
- Need for improved signal timing/maintenance; better management of traffic for cars and pedestrians
- Concerns on final project list decision accountability

How what we heard informed the path forward

We're working hard to continue public engagement/education

- Across the meetings, awareness and knowledge on the program varied
- We've collected ~100 questions that we'll be responding to directly
- All question responses will be compiled into an FAQ pack and published for all online

Feedback collected directly drove our preliminary staff recommendation

- All survey responses and feedback during engagement sessions have informed our preliminary staff recommendation
- This recommendation is **anchored on feedback supporting Complete Streets Scenario** with adjustments to address:
 - Used community feedback on values to determine key investment areas
 - Captured projects that consistently came up as concern areas during community engagement
 - Conducted prioritization analysis of each project category to determine trade-offs

Preliminary staff recommendation is an augmentation of the Complete Streets Scenario (1/2)



Preliminary staff recommendation

Making heavy investments in complete streets while maintaining a focus on resurfacing, traffic signalization, and leveraging outside funds. While complete streets are cornerstone, noticeable progress will be made across various transportation priorities.

Complete streets



26+ miles

Multi-use trails



10+ miles

Resurfaced roadway



135+ miles

Traffic communication corridors



45+ miles

Signalized intersection improvements



330+ intersections enhanced

Preliminary staff recommendation is an augmentation of the Complete Streets Scenario (2/2)

Funding by project category, \$USD Million



SCENARIO 1



SCENARIO 2



SCENARIO 3

Prioritized investment areas

X See appendix for details

Project category	Current Funding Allocation	Complete streets	Foundational investments	Max leveraged funding	Preliminary staff recommendation
A ADA	\$8.5	\$9.3	\$8.9	\$9.3	\$9.3
Art	\$10.9	\$10.9	\$10.9	\$10.9	\$10.9
B Bridges	\$18.4	\$23.4	\$23.4	\$28.9	\$22.4
Community facilities	\$5.8	\$5.8	\$5.8	\$5.8	\$5.8
C Complete streets	\$22.3	\$81.7	\$68.6	\$66.9	\$80.2
General facilities	\$33.2	\$35.0	\$35.0	\$35.0	\$35.0
D Multi-use trails ¹	\$69.5	\$76.9	\$76.9	\$76.9	\$77.1
E Neighborhood greenways	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Neighborhood improvements	\$4.1	\$4.1	\$4.1	\$4.1	\$4.1
F Partnership & matching funds	\$19.0	\$21.5	\$21.5	\$21.5	\$21.5
Public safety buildings	\$10.3	\$10.4	\$10.4	\$10.4	\$10.4
Relay bike share	\$0.0	\$2.0	\$2.0	\$3.0	\$2.0
G Resurfacing	\$61.3	\$78.7	\$82.3	\$78.0	\$79.9
H Roadway & intersection improvements	\$5.2	\$5.2	\$5.2	\$9.7	\$6.4
Roadway construction	\$8.5	\$8.5	\$8.5	\$8.5	\$8.5
I Scoping & engineering studies	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
J Sidewalks and streetscapes	\$12.0	\$12.0	\$12.0	\$14.0	\$12.0
K Street capacity improvement	\$0.6	\$4.4	\$4.4	\$7.3	\$4.2
L Traffic communications corridors	\$19.3	\$22.9	\$32.6	\$28.2	\$22.9
M Traffic signals & school zone beacons	\$19.8	\$26.1	\$26.2	\$20.4	\$26.2
Unassigned - local district funding	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8
Unassigned - citywide funding	\$108.6	\$0.0	\$0.0	\$0.0	\$0.0
Overhead	\$65.0	\$65.0	\$65.0	\$65.0	\$65.0
Contingency ²	\$27.3	\$26.1	\$26.1	\$26.1	\$26.1
Total	\$539.6	\$539.6	\$539.6	\$539.6	\$539.6

Preliminary staff recommendation

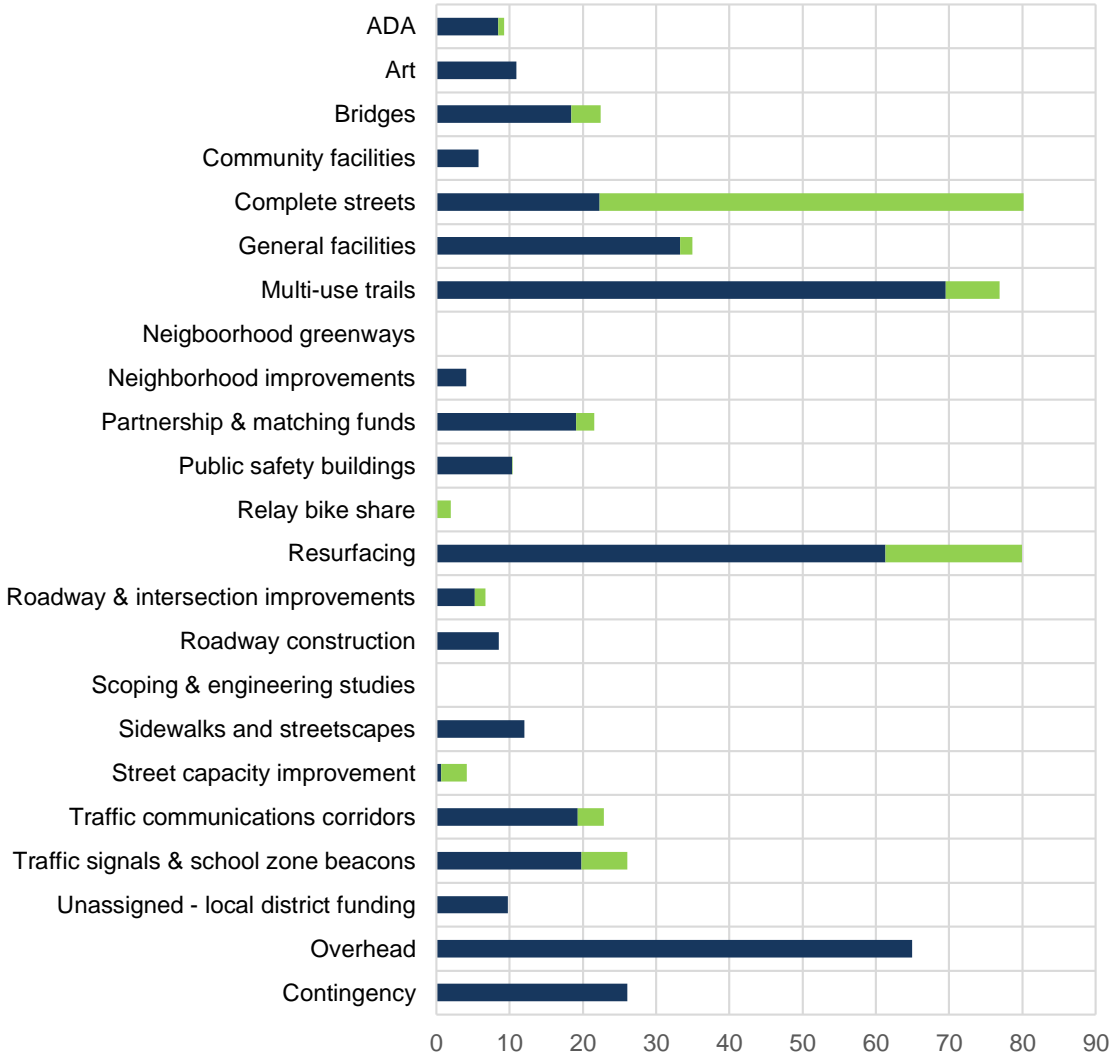
1 Multi-use trails includes \$65.9M Atlanta Beltline Right of Way acquisitions

2 Program contingency includes remaining Bond Premium in the amount of \$7,590,688

Preliminary Staff Recommendation Overview

Scenario funding by project category, \$USD Million

■ Current funding allocation
■ Prelim. staff rec. allocation



Staff recommendation overview

- Focuses on delivery complete street projects investing more than \$80M in total to the project category
- Provides sizeable investments in resurfacing, signals, and multi-use trails
- Prioritizes complete streets in design and aligned to ATP

Project summary

207 resurfacing projects
15 complete street projects
113 traffic signal improvement projects
13 traffic communication corridors
121 other projects

469 total projects

 **128M** potential leveraged funding

* Multi-use trails includes \$65.9M Atlanta Beltline Right of Way acquisitions
 ** Program contingency includes remaining Bond Premium in the amount of \$7,590,688

REMINDER: Our preliminary staff recommendation is based on four guiding prioritization principles

Guiding prioritization principles

ATP Criteria

Analysis conducted

A Transportation impact based on ATP principles

B Current status

C Ability to leverage outside funds

D Community feedback




SAFETY
Can this project improve our highest injury roads?

- Amount of High Injury Network (HIN) addressed by project



EQUITY
Can this project impact our most vulnerable residents?

- Project impact or proximity to Atlanta Regional Commission Equitable Target Areas (ETAs)

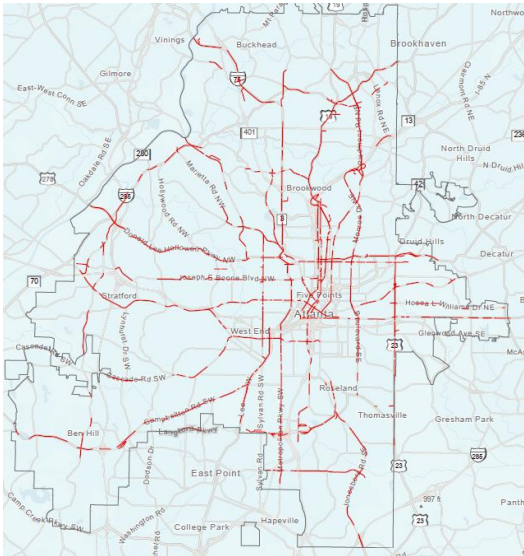


MOBILITY
Can this project improve mobility and modal shift?

- Proximity to MARTA rail transit
- Alignment with Atlanta City Design growth corridors and nature network

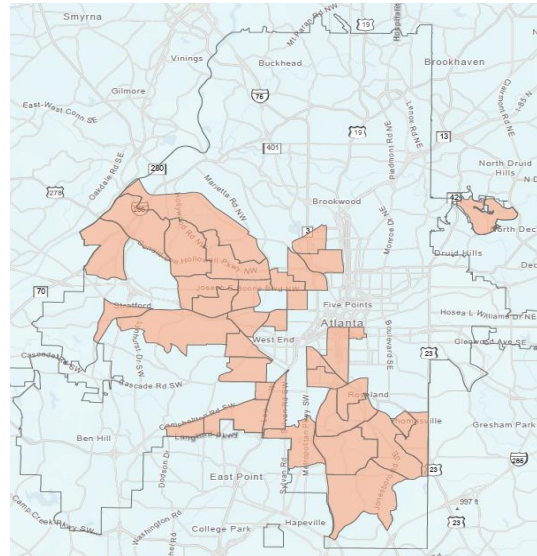
COMPLETE STREET ANALYSIS EXAMPLE: Each project was scored and mapped to inform prioritization decisions

50% safety score



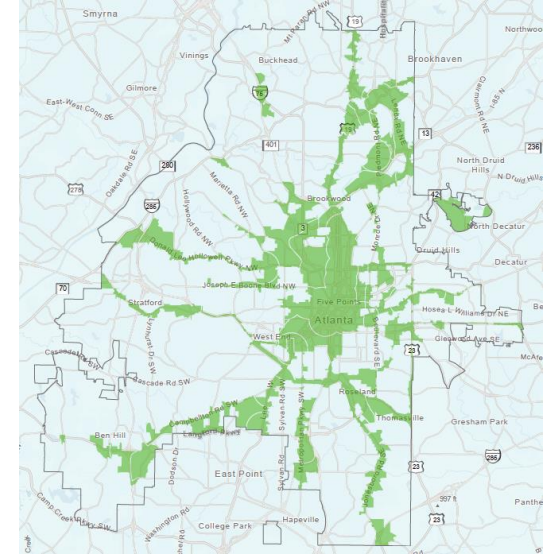
How much of the HIN will be addressed to make our roads safer?

25% equity score



How much of the project provides mobility for ETAs to prioritize equity into investments?

25% mobility score

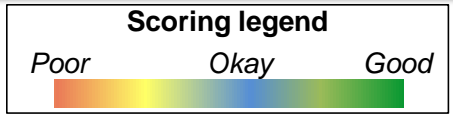


Does the project connect residents to public transport, overlap with the growth corridors, or provide access to nature assets to improve mobility in Atlanta?

=

Overall ATP prioritization score

COMPLETE STREET ANALYSIS EXAMPLE: Additional factors from prioritization guiding principles were incorporated for final decision



Project name	Preliminary funding recommendation	ATP principles analysis				OVERALL RATING
		Safety score	Equity score	Mobility score	Overall score	
Campbellton Rd - Smart Transit Corridor	Design-only	1.00	0.92	0.71	91%	5 - Very high
Dekalb Ave	Design-only	0.97	0.00	0.97	73%	5 - Very high
Cascade Rd: Phase I / Phase II	Fully-funded / Design-only	0.90	0.84	0.18	70%	5 - Very high
Monroe Dr / Boulevard	Fully-funded	0.91	0.00	0.73	64%	4 - High
W. Peachtree St	Design-only	0.84	0.00	0.85	63%	4 - High
Spring St	Design-only	0.83	0.00	0.83	62%	4 - High
University Ave	Fully-funded	0.74	0.73	0.30	63%	4 - High
Howell Mill Rd	Fully-funded	0.85	0.40	0.32	60%	4 - High
Fairburn Rd	Fully-funded	0.79	0.53	0.06	54%	4 - High
Monroe Dr	Fully-funded	0.89	0.00	0.32	53%	3 - Medium
J E Lowery Boulevard	Fully-funded	0.53	0.34	0.53	48%	3 - Medium
Piedmont Ave	Fully-funded	0.63	0.00	0.62	47%	3 - Medium
RD Abernathy Dr - Work by CID	Fully-funded	0.54	0.52	0.26	46%	3 - Medium
N. Highland Ave	Not-funded	0.63	0.00	0.43	42%	3 - Medium
Forsyth St	Not-funded	0.39	0.03	0.70	38%	3 - Medium
5th St	Fully-funded	0.48	0.00	0.54	38%	3 - Medium
North Ave	Design-only	0.58	0.00	0.19	33%	2 - Low
Peachtree Center Ave	Not-funded	0.35	0.00	0.58	32%	2 - Low
Chappell Rd	Not-funded	0.23	0.44	0.39	32%	2 - Low
Gilmer St	Not-funded	0.32	0.00	0.30	24%	2 - Low
LaFrance/ Marion Pl	Not-funded	0.01	0.00	0.67	17%	2 - Low
Euclid Ave	Design-only	0.16	0.00	0.19	13%	1 - Very low
Langhorn St	Not-funded	0.11	0.21	0.07	12%	1 - Very low
Westland Blvd	Not-funded	0.08	0.19	0.14	12%	1 - Very low

Other factors considered		
Project cost	Project readiness	Partnership funding
5 - Very high	1 - Very low	5 - Very high
5 - Very high	2 - Low	1 - Very low
4 - High	3 - Medium	1 - Very low
3 - Medium	2 - Low	1 - Very low
3 - Medium	2 - Low	5 - Very high
2 - Low	2 - Low	4 - High
1 - Very low	3 - Medium	4 - High
4 - High	5 - Very high	5 - Very high
4 - High	5 - Very high	1 - Very low
3 - Medium	3 - Medium	1 - Very low
2 - Low	4 - High	3 - Medium
2 - Low	4 - High	3 - Medium
1 - Very low	5 - Very high	3 - Medium
4 - High	1 - Very low	1 - Very low
2 - Low	2 - Low	1 - Very low
1 - Very low	4 - High	4 - High
2 - Low	3 - Medium	1 - Very low
2 - Low	2 - Low	4 - High
1 - Very low	1 - Very low	1 - Very low
1 - Very low	1 - Very low	1 - Very low
1 - Very low	1 - Very low	1 - Very low
1 - Very low	3 - Medium	3 - Medium
2 - Low	1 - Very low	1 - Very low
1 - Very low	1 - Very low	1 - Very low

Detailed prioritization analysis pack for all project categories will be uploaded to Renew Atlanta / TSPLOST website following February 13th council update

What we'll discuss in the next round of public meetings

1. **Recap feedback** from the first round of meetings
2. **Present staff recommended project list**
3. **Engage residents on outstanding questions** regarding project prioritization and the program
4. **Capture feedback** on potential adjustments to preliminary staff recommended scenario

Southeast	Southwest	Northwest	Northeast
Carver Early College 55 McDonough Blvd. SE, Atlanta, GA 30315	C.T. Martin Recreation Center 3201 M.L.K. Jr. Dr. SW, Atlanta, GA 30331	Sutton Middle School 2875 Northside Dr. NW, Atlanta, GA 30305	Henry W. Grady High School 929 Charles Allen Dr. NE, Atlanta, GA 30309
Round 2	Round 2	Round 2	Round 2
Tuesday, February 26, 2019 6:30-8 PM	Wednesday, February 27, 2019 6:30-8 PM	Thursday, February 28, 2019 6:30-8 PM	Thursday, March 7, 2019 6:30-8 PM

Stay Engaged



www.RenewAtlantaBond.com/
Prioritization

 @RENEWATL2015

Appendix

Preliminary Staff Recommendation Snapshot (citywide only)

*Completed or under construction

Complete streets

- Fully funded**
- ✓ 5th St
 - ✓ Cascade Rd. Phase I
 - ✓ East Paces Ferry Rd*
 - ✓ Fairburn Rd
 - ✓ Howell Mill Rd
 - ✓ J E Boone Blvd*
 - ✓ J E Lowery Boulevard
 - ✓ Lynhurst Dr*
 - ✓ MLK Jr. Dr*
 - ✓ Monroe Dr
 - ✓ Monroe Dr / Boulevard
 - ✓ Piedmont Ave
 - ✓ Ralph David Abernathy
 - ✓ University Ave

- Design-only funded**
- Campbellton Rd
 - Cascade Rd Phase II
 - Dekalb Ave
 - Euclid Ave
 - North Ave
 - Spring Street
 - West Peachtree St

- Not funded**
- LaFrance/ Marion PI
 - Gilmer St
 - Forsyth St Complete Street Project
 - Peachtree St / Rd
 - N. Highland Ave
 - Peachtree Center Ave
 - Chappell Rd
 - Langhorn St
 - Westland Blvd

Resurfacing

- Fully funded**
- ✓ 8th St, Phase 2
 - ✓ 10th St*
 - ✓ 14th St, Phase 2*
 - ✓ Andrew Young Int Blvd*
 - ✓ Auburn Ave*
 - ✓ Avon Ave*
 - ✓ Baker/Highland Connector
 - ✓ Barnett St*
 - ✓ Beecher St*
 - ✓ Berne St*
 - ✓ Bohler Rd*
 - ✓ Bolton Rd*
 - ✓ Browntown Rd*
 - ✓ Buckhead Loop (Lenox Rd)
 - ✓ Campbellton Rd *
 - ✓ Carnegie Way*
 - ✓ Cascade Rd - Phase 2
 - ✓ Centennial Olympic Park Dr*
 - ✓ Cleveland Ave*
 - ✓ College Ave*
 - ✓ Collier Drive*
 - ✓ Collier Rd*
 - ✓ Decatur St
 - ✓ Defoors Ferry
 - ✓ DeKalb Ave (*includes reversible lane removal*)
 - ✓ Dill Ave*
 - ✓ East Andrews Dr*
 - ✓ East Cleveland Ave*
 - ✓ East Roxboro Rd*
 - ✓ Edgewood Ave*
 - ✓ Ellis St*
 - ✓ Ellsworth Industrial Boulevard*
 - ✓ Empire Boulevard*
 - ✓ Fair Dr*
 - ✓ Fair St / ASM Blvd.*
 - ✓ Fairburn Rd - Phase 1*
 - ✓ Fairburn Rd - Phase 2*
 - ✓ Forrest Park Rd
 - ✓ Fort St*
 - ✓ Hapeville Rd*
 - ✓ Harbin Rd*
 - ✓ Hightower Rd*
 - ✓ Hills Ave*
 - ✓ Hills Place
 - ✓ Huber St
 - ✓ Huff Rd*
 - ✓ Jackson St*
 - ✓ Jefferson St, Phase 1*
 - ✓ Jefferson St, Phase 2*
 - ✓ John Portman Blvd*
 - ✓ Johnson Rd, Phase 1
 - ✓ Johnson Rd, Phase 2
 - ✓ Lake Ave*
 - ✓ Lakewood Ave
 - ✓ Lakewood Freeway
 - ✓ Lakewood Way
 - ✓ Langston Ave*
 - ✓ Lawton St*
 - ✓ Lenox Rd, Phase 1
 - ✓ Lenox Rd, Phase 2
 - ✓ Lorient Dr
 - ✓ Luckie St*
 - ✓ Macon Dr*
 - ✓ Marietta St*
 - ✓ Mayson St*
 - ✓ Metropolitan Pkwy*
 - ✓ Montgomery Ferry Dr, Phase 1
 - ✓ Montgomery Ferry Dr, Phase 2
 - ✓ Murphy Ave*
 - ✓ North Ave – Resurfacing*
 - ✓ North Camp Creek Pkwy*
 - ✓ Northside Pkwy - Phase 1*
 - ✓ Northside Pkwy - Phase 2*
 - ✓ Northwest Dr*
 - ✓ Oakdale Rd
 - ✓ Old Chattahoochee Ave
 - ✓ Old Hapeville Rd*
 - ✓ Old Ivy Rd
 - ✓ Park Pl*
 - ✓ Peachtree Dunwoody Rd*
 - ✓ Peachtree Rd
 - ✓ Peachtree St*
 - ✓ Polo Dr*
 - ✓ R.D. Abernathy Blvd*
 - ✓ Ruby Harper Boulevard*
 - ✓ Southside Industrial Court*
 - ✓ Southside Industrial Parkway*
 - ✓ Southside Industrial Way*
 - ✓ Spring St, Phase 1
 - ✓ Spring St, Phase 2
 - ✓ Stone Hogan Connector*
 - ✓ Sylvan Rd Resurfacing*
 - ✓ West Wieuca Rd, Phase 1
 - ✓ West Wieuca Rd, Phase 2
 - ✓ West Wieuca Rd, Phase 3
 - ✓ W. Paces Ferry Rd* (*west of I-75*)
 - ✓ Wieuca Rd - Resurfacing
 - ✓ Williams St
 - ✓ Wilson Rd*

Other Major Projects

- Fully funded**
- Multi-use trails**
- ✓ ABI acquisition
 - ✓ East Side Trolley Greenway Trail & Connector
 - ✓ Path 400
 - ✓ Proctor Creek Greenway - Phase 1*
 - ✓ S. Fork Conservancy Confluence Bridge
 - ✓ Westview Cemetery – W. Lake Station Trail
- Bridges**
- ✓ Central Ave Bridge
 - ✓ Childress Dr Bridge*
 - ✓ Courtland St Bridge*
 - ✓ Powers Ferry Rd Bridge*
- Partnership & Matching Funds**
- ✓ Piedmont Park
 - ✓ Westside Quarry Park
 - ✓ Smart Cities Traffic Congestion Mitigation Program
 - ✓ 15th St Extension
 - ✓ Peachtree Reactivation
 - ✓ 10th Street Multimodal Bridge
- Street Capacity Improvements**
- ✓ Piedmont Rd Capacity Improvement
 - ✓ Baker St Conversion to 2-way
- Other**
- ✓ Buckhead ADA
 - ✓ Midtown ADA
 - ✓ Moore's Mill @ West Wesley Intersection
 - ✓ Wieuca Rd Roundabout

- Not funded**
- Multi-use trails**
- Blue Heron Blueway Trail
 - Cascade Nature Preserve
 - HE Holmes Neighborhood Trail Connection
 - Lionel Hampton Trail Connection
- Bridges**
- Nelson St- Pedestrian Bridge (*funded through Gulch redevelopment*)
 - Pryor St Bridge