



## **Renew Atlanta - Cascade Corridor**

### **October 13, 2016**

#### **Cascade Corridor Resurfacing**

The Cascade Corridor will be resurfaced from the Atlanta City limits up to Ralph D. Abernathy Blvd.

- Council Districts 4, 10 and 11; NPU's I, R, S and T
- Estimated project cost \$4M
- Funding source – Renew Atlanta and Partnership Funding
- Target Construction Start – End of 2017

#### **Cascade TCC (Traffic Communications Corridor)**

The Cascade Corridor will get signal upgrades and timing optimization from Childress Dr to Lawton St.

- Council Districts 4, 10 and 11; NPU's I, R, S and T
- Estimated project cost \$4M
- Funding source – Renew Atlanta and Partnership Funding
- Target Construction Start – End of 2017

#### **Cascade Corridor Streetscape**

The Cascade Corridor will get sidewalks, lighting and bus stop enhancements including street furniture.

*Phase 1 Streetscapes* from the Atlanta City limit to Willis Mill Rd and from Delowe Dr to Avon Ave.

- Council Districts 4, 10 and 11; NPU's I, R, and S
- Estimated project cost \$10.3M
- Funding source – Renew Atlanta and Partnership Funding
- Target Construction Start – End of 2017

*Phase 2 Streetscapes* from Avon Ave to Ralph D. Abernathy Blvd.

- Council Districts 4, 10 and 11; NPU's S and T
- Estimated project cost \$7.7M
- Funding source – Proposal being developed and finalized
- Target Construction Start – End of 2018

#### **Previously Constructed Streetscapes**

Previous projects have constructed sidewalks and lighting along the Cascade Corridor from Willis Mill to Delowe Dr.

- Council Districts 4, 10 and 11; NPU's I, R, and S

Please direct any questions to Renew Atlanta, [RenewAtlanta@atlantaga.gov](mailto:RenewAtlanta@atlantaga.gov)  
Please visit Renew Atlanta's website at [www.RenewAtlantaBond.com](http://www.RenewAtlantaBond.com)



## Summary of Comments Public Meeting Cascade Corridor Streetscape October 13, 2016

The Public Meeting for the Cascade Corridor was held on October 13, 2016 at the Vicars located at 838 Cascade Rd SW, Atlanta, GA 30311.

56 comments were received. Of the 56 responses, 32 were in favor of the project, 3 were uncommitted at the time, 5 were conditionally in favor of the project, 15 respondents did not specify their position, and 1 respondent was against the project.

### **Major Concerns/Comments**

The major concerns were organized into 4 areas – roadway traffic concerns, construction concerns, functionality and beautification concerns, and concerns about the different modes of transportation.

1. 14 comments regarding roadway traffic concerns
  - a. 6 comments regarding the intersection of Cascade Ave and Ralph D. Abernathy
  - b. 2 comments regarding the lane configuration along the Cascade Corridor
  - c. 6 comments regarding traffic calming
2. 19 comments regarding construction concerns
  - a. 4 comments regarding utilities along the corridor
  - b. 10 comments regarding detailed plans or a visual preference survey
  - c. 5 comments regarding funding of the streetscape corridor
3. 28 comments regarding functionality and beautification concerns.
  - a. 12 comments regarding beautification (trees, street furniture and trash cans)
  - b. 5 comments regarding ADA compliance
  - c. 11 comments regarding lighting along the Cascade Corridor
4. 51 comments regarding the different modes of transportation.
  - a. 11 comments regarding vehicular traffic
  - b. 16 comments regarding bicycles and bike lanes
  - c. 15 comments regarding pedestrians
  - d. 9 comments regarding transit users



Summary of Comments  
Public Meeting  
Cascade Corridor Streetscape  
October 13, 2016

Responses to Questions/Comments

1. Roadway traffic concerns

- a. The intersection of Cascade Ave and Ralph D. Abernathy: The six comments talk about the difficulty to travel east through the intersection due to a few cars trying to turn left onto Ralph D. Abernathy. Or difficulty getting back over in order to turn left onto Langhorn.

*Response: Renew Atlanta will look into adding a small turn lane for the eastbound direction allowing for one or two left turning cars which will provide two lanes for the cars going straight through the intersection*

- b. Lane configuration along the Cascade Corridor: The two comments referring to the lane configuration have asked to remove the bike lanes on Cascade Ave and return to the four lane configuration.

*Response: The intent of the project is to build a multimodal corridor along Cascade, therefore no existing bike lanes will be removed. The design of the TCC (Traffic Communication Corridor), signal timing upgrades will take lane configuration into account when the signals are retimed. Timing of the signals will have the biggest impact on moving vehicles through the corridor.*

- c. Traffic calming: The six comments about traffic calming are referring to ideas, suggestion, or the request to do something to slow the cars down for the safety of the other Cascade Corridor users such as the pedestrians, the bicyclists and the transit users. The suggestions include speed humps, buffered bike lanes, and both the planting and clearing of trees.

*Response: Renew Atlanta will look into all safety measures that improves safety along the corridor for all users. This includes safety improvements for pedestrians and bicyclists as well as cars. Speed humps are only allowed on local neighborhood roads, Cascade is considered to be an arterial street; therefore, Renew Atlanta cannot place speed humps. The speed limit along the corridor is 35mph, so buffering the bikes lanes is not necessary. And trees inside the City's Right of Way that block the view of cars may be removed.*



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2. Construction concerns

- a. Utilities: The four comments for utilities pointed out two major concerns. First, Cascade has been resurfaced in the past and almost immediately torn up again for utility work followed by a patch job. Second, the utility lines along the Cascade Corridor are above ground and some members of the community would like to see them buried.

*Response: Renew Atlanta is working with The Department of Watershed and The Department of Public Works to make sure that all work is being coordinated. In addition Renew Atlanta is coordinating with utilities throughout the span of the project. Unfortunately, burying the utilities is cost prohibitive.*

- b. Visual Preference Survey and Detailed Plans: There were 10 comments asking to see detailed plans before construction begins. Five of those comments first want for Renew Atlanta to conduct a Visual Preference survey.

*Response: Renew Atlanta will to conduct a Visual Preference Survey, for various project elements (lighting, street furniture, bike lanes v. no bike lanes, etc.)*

- c. Funding the Streetscape Corridor: There are five comments that wanted to better understand how the funds for this project will be spent. The concerns range from asking about phase 2 funding, where the money is coming from and where it is going, and if Renew Atlanta is working with other agencies so that the resources are not being doubled up.

*Response: Renew Atlanta is funded by the Renew Atlanta Bond that was voted for by 80% of all voters. In addition the Cascade Corridor includes projects on the new voter approved TSPLOST. Renew Atlanta will follow City of Atlanta guidelines for the work that is contracted out; more than 30% of the contracted money will go to disadvantaged and minority owned business. Also, Renew Atlanta is coordinating with other agencies such as MARTA to make sure that the money and resources spent on the corridor are fully coordinated.*

Refer to:

<http://renewatlantabond.com/wp-content/uploads/2015/10/Renew-Atlanta-2015-Bond-Presentation.pdf>



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3. Functionality and beautification concerns

- a. Beautification (trees, street furniture and trash cans): The twelve comments regarding beautification include five comments concerning trees asking Renew Atlanta to be mindful of the trees that already line the corridor and also asking Renew Atlanta to plant additional trees along the streetscape. Two involve street furniture asking Renew Atlanta to put benches at more MARTA bus stops and to place bike racks at the commercial centers. The five comments regarding littering and trash are asking Renew Atlanta to place trash can along the corridor.

*Response: Renew Atlanta will address these concerns. Trees inside the City's Right of Way that block the view of cars may be removed. However, Renew Atlanta will look into adding trees along the corridor provided they are on the City's approved list and do not create safety issues.*

- b. ADA Compliance (Americans with Disabilities Act): There are five comments that mention how many people in wheel chairs use the corridor. They want to make sure that the corridor will accommodate wheelchairs.

*Response: Renew Atlanta will construct the streetscape in compliance with ADA regulations. Not only is ADA compliance a law, but it is a priority for all Renew Atlanta Streetscape and resurfacing projects.*

- c. Lighting along the Cascade Corridor: The eleven comments about lighting along the corridor all want the streetscape to be lighted. Many are asking what the lamp posts would look like and citing other local projects as an example of what they would like to see. A few mention fixing or replacing the existing lights that are not currently working.

*Response: Renew Atlanta will put street lamps along the entire Cascade Corridor. There will be a Visual Preference Survey so that the community can give input on how the pedestrian lamp posts will look.*



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4. Different modes of transportation

- a. Comments about cars: There are 11 comments concerned about cars along the corridor. The majority of the concerns are about traffic flow and getting caught at lights because of a left turner or behind a bus picking transit riders.

*Response:* Renew Atlanta is doing a TCC (Traffic Communication Corridor) in conjunction with the streetscape project. The TCC will update the signal timing and movements from Childress Drive to Lawton Street. This will greatly improve the flow of traffic along the corridor, and this will be done at the end of 2017 along with resurfacing of the entire corridor.

- b. Comments about bicycles: The 16 comments about bicycles include a few that don't want bike lanes and would like to remove the ones that are already there. But the majority of comments want to see the existing bike lanes extended to cover the length of the corridor.

*Response:* Renew Atlanta will not remove any existing bike lanes. Limited Right of Way may restrict the addition of bike lanes from the Atlanta City limit to Willis Mill Rd, and Renew Atlanta is looking into the best ways to connect the existing bike lanes that run from Sandtown/Pollard past Beecher Street all the way up to the Beltline.

- c. Comments about pedestrians: The 15 comments about pedestrians were mostly concerned with safety; safer crossing for pedestrians and ADA compliance so wheelchairs can safely use the roadway. There were some comments that would like to see nice sidewalks on both sides of the road throughout the corridor.

*Response:* Renew Atlanta will put sidewalks on both sides of the road. The sidewalks will look like the sidewalks on Cascade Road between Willis Mill Rd and Delowe Dr, with either brick inlay or stamped concrete to look like brick inlay. All sidewalks and crosswalks will be built to meet ADA requirements and Renew Atlanta is working to identify locations where crosswalks can be added or improved for safety.

- d. Comments about transit riders: The nine comments about transit and its riders along the corridor were mixed. There were some that don't want MARTA busses using the corridor. Others want to see street furniture and more lights at the bus stops they use.

*Response:* Renew Atlanta has reached out to MARTA for ridership data and learned that an average of 1,000+ people ride the buses every weekday. Transit is clearly an important part of the Cascade Corridor. The ridership data has helped identify which bus stops are the busiest and in most need of street furniture and trash cans.





Summary of Comments  
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Number of Comment Received: 56

Question 1: Do you support the project?

Potential Response	Number of Responses
For	32
Against	1
Conditional	5
Uncommitted	3
No Response	15

Question 2: How did you hear about this meeting?

Potential Response	Number of Responses
Internet (Renew Atlanta website/Social Media)	6
Flyer in Mailbox	7
Signs	10
Word of Mouth	14
Other	1
Email	9
No Response	14

\*Many respondents mentioned multiple ways in which they heard about the meeting

Question 3: Do you understand the project after attending this meeting?

Potential Response	Number of Responses
Yes	34
No	5
No Response	17



**Public Meeting Comment Card  
Cascade Corridor  
October 13, 2016**

*Please print responses.*

Name \_\_\_\_\_

Address \_\_\_\_\_

Do you support the project? ☐ For ☐ Against ☐ Conditional ☐ Uncommitted

How did you hear about this meeting? ☐ Radio/Television ☐ Newspaper ☐ Signs

☐ Word of Mouth ☐ Other \_\_\_\_\_

Do you understand the project after attending this meeting? ☐ Yes ☐ No

Please list additional comment/questions you may have (Feel free to use the back of this sheet for additional space):

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Please share your suggestions on improving the way the Renew Atlanta team conducts public meetings:

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**Written comments will be accepted until October 27, 2016.**

**Your comments can be submitted by any of the following ways:**

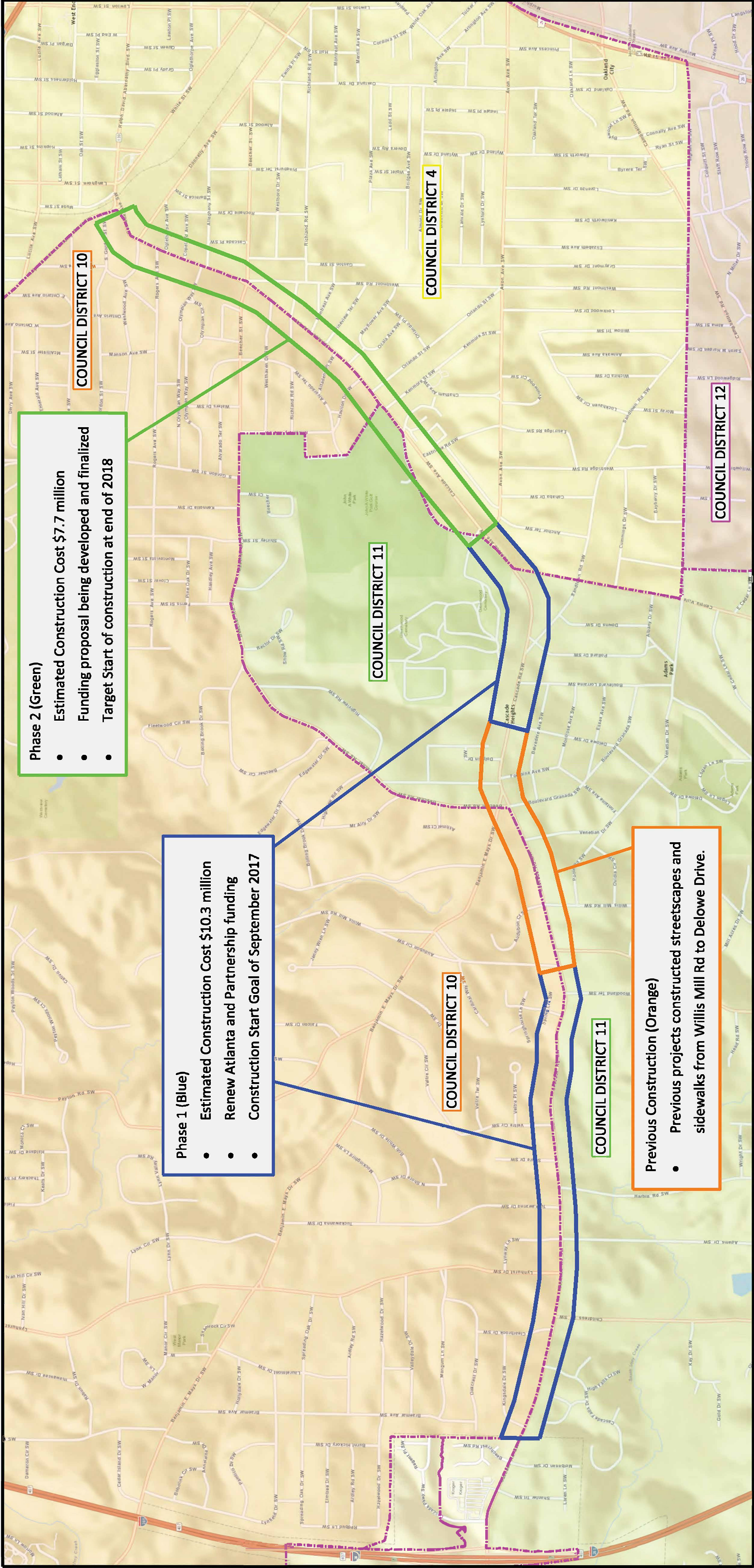
1 – Complete this form and place in the drop box.

2 – Complete this form and mail to:  
City of Atlanta  
Renew Atlanta Program  
55 Trinity Avenue, SW Suite 4350  
Atlanta, GA 30303

3 – Email your comments to [RenewAtlanta@atlantaga.gov](mailto:RenewAtlanta@atlantaga.gov)



# Cascade Corridor from the Atlanta City limit to Ralph D. Abernathy Blvd



The whole Corridor will get ....

- Resurfacing - \$4M Renew Atlanta Funding already programmed
- Signal coordination - \$2.1M Renew Atlanta and Partnership Funding
- Streetscapes - Lighting, sidewalks, street furniture, transit stop enhancements - \$18M (see above)
- Total Corridor Investment - \$29.1 M




Cascade Corridor Crash Density Map (July 2013 - Sept 2016)





Manner of Collision	2013 (July-Dec)	2014	2015	2016 (Jan-Sept)	Grand Total
Angle	19	56	51	55	181 (33.8%)
Head On	7	10	3	8	28 (5.2%)
Not A Collision with Motor Vehicle	2	3	6	8	19 (3.5%)
Rear End	27	63	59	65	214 (39.9%)
Sideways-Opposite Direction	1	3	6	7	17 (3.2%)
Sideways-Same Direction	9	26	24	18	77 (14.4%)
Grand Total	65	161	149	161	536


Manner of Collision	2013 (July-Dec)	2014	2015	2016 (Jan-Sept)	Grand Total
Non-Injury	56	118	121	124	419 (78.2%)
Injury	7	43	26	35	111 (20.7%)
Pedestrian	0	0	0	2	4 (0.7%)
Bike	2	0	0	0	2 (0.4%)
Grand Total	65	161	149	161	536

# Legend

 Ped Crashes

 Bike Crashes

 Injury Crashes

 Non-Injury Crashes

