

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

SUMMARY OF MEETING MINUTES

MEETING DATE: April 14, 2016, 5:00PM at 5 Seasons Meeting Room, Atlanta

STUDY TEAM: Sam Samu, GDOT
Annalysce Baker, GDOT
Chandria Brown, GDOT
Erick Fry, AECOM
Sean Pharr, AECOM
Jonathan DiGioia, AECOM
Allie Velleca, AECOM
France Campbell, AECOM
Purvil Patel, AECOM
Mickey O'Brien, AECOM
John Hightower, AECOM
Brian McHugh, AECOM
Carly Queen, AECOM
Scott Younker, AECOM

CAC MEMBERS: Shaun Green, Home Park & Atlanta Beltline
Elizabeth Vason, Westside CID
Eric Meyer, Cobb DOT
Jonathan Lewis, City of Atlanta
Angel Poventud, Adair Park/CSX
Jim Martin, Berkeley Park/NPU-D
Angie Laurie, CAP
Andrew McBurney, MARTA
Tony Zivalich, Georgia Tech
Matt Neff (visiting from out of town)
Shelly Torkelson (visiting from out of town)

DISCUSSION: **CAC Meeting #1, Segment 1&2 for SR 3/ Northside Drive,
GDOT PI 0007557, City of Atlanta, Georgia**

A citizen advisory committee meeting with the above listed participants was held on April 14, 2016 in the downstairs meeting room, 5 Seasons Westside, 1000 Marietta Boulevard, #250, Atlanta, GA 30318. This meeting was held to validate data collected including crashes, traffic data, public comments, previous planning studies, and environmental resources. The CAC members worked in small breakout groups to identify issues and opportunities along segment one and two of the Northside Drive study area.

AECOM began by welcoming the attendees, followed by GDOT giving a statement. All consultants and CAC members identified themselves and what organization they were

representing. The PowerPoint was shown, followed by the breakout discussion sequence of questions. Before the presentation, a CAC member asked about the budget, scope, and timeline for the project. AECOM explained that this is currently only a study and that we are simply developing potential projects for GDOT. Additional clarification comments were made during the presentation about rezoning of historic properties, Bellemeade traffic conditions, and 2005 LCI planning studies.

The presentation portion of the meeting was followed by a 45-minute breakout session in which the CAC members discussed needs, opportunities, and community perspectives along Northside Drive in segments 1 and 2, as well as for the corridor as a whole. A study team member facilitated the discussion by asking the group a set of questions and making sure each CAC member had a chance to speak. The following CAC member responses and discussion points were recorded during the breakout session.

Question 1: If you could fix one thing about the entire NSD corridor, what would it be?

- Side street access for MARTA bus riders
- A member illustrated Cobb Bus Route 10 to use HOV ramps to NSD and come down 17th to Arts Center starting September 6th. Same for potential BRT. This is to increase reliability and improve the transit rider connections with MARTA
- A member mentioned the Beltline will potentially come up CSX corridor or Deering Road
- East-West connectivity to be better for Tech students to access Howell Mill and businesses there
- Fix the left turns at 10th and 14th because of the visibility and safety issues at those intersections
- Lack of sidewalks like from Bellemeade to Trabert and ability to cross. He would rather see a connection to dirt than nothing so that pedestrians do not have to step into the street, especially under rail bridges
- Retaining walls at Bellemeade & Holmes creating sight issues
- NSD to be the boulevard for West Midtown similar to Peachtree in Buckhead
- NSD to be a spine, not a divider for the area. Also more order including wayfinding, signage and beautification
- It is hard to get across NSD. There are connectivity issues from 16th → Marietta, 14th should be redone, and 17th has assignment of capacity issues
- Continuity of the corridor, bike improvements from 17th → Marietta, and less transition so that it is clearer for drivers to know which lanes go where

Question 2: In 20 years what will be the most critical role of Northside Drive?

- Potential for BRT
- Potential for development
- Moving people through the corridor (not only vehicles), keeping it safe, and realizing that one size fits all will not work for NSD
- Keep industrial uses
- Serve local traffic because of underdeveloped areas
- No specific main role, but lots of roles

- Fine-tuned connectivity for entire NSD

Question 3: Besides being and functioning as a state route, what should Northside Drive’s primary function(s) be?

These answers were summed up by the group facilitator and confirmed by the group with head nodding and verbal agreement statements.

- Accommodate all people/transportation
- East/West connectivity
- Movement
- Gateway
- Sense of place/destination rather than pass-through
- Improved bike infrastructure
- Brawley bike connectivity (Bike Boulevard) Boone→BeltLine→MLK
 - Bike infrastructure/network maybe in neighborhoods and parallel to NSD
- Spine

Question 4: How do you use this segment of Northside Drive?

- Drive
- Connector relief/alternate route
- In lieu of Howell Mill
- Bike across to get to and from Ga Tech, does not bike on NSD
- Drive to get to West Midtown
- Drive segment 3 & 4, bike segment 2
- To and from games

Question 5: What do you like/dislike about this segment of Northside Drive?

Like	Dislike
Fast to drive through (speed)	Hills, turns (bad for transit)
Easy to get N→S (efficiency)	Lack of sidewalks
Development opportunity?	Confusion of lanes in segment 2
Alternative	“Not much to like”
Easy for work commute	Development opportunity?
Quick commute, but would take longer commute for higher quality	Too wide
	Faded striping
	Alignment issues

Question 6: If you could fix one thing within this segment along Northside Drive, what would it be?

- Bus turns and stops
- BRT accommodations throughout corridor for future
- Sidewalks
- Eliminate mid-block lefts @ destinations

- People crossing to get to Chick-fil-a, left turns across 3 lanes of traffic
- Access management (median or turn lane)
- Pedestrian experience
- Missing sidewalk segments
- 14th/Hemphill/NSD restriping and new lane assignments
 - Left turn only, Right turn or thru
- Widen segment 1 for median, bike lanes, etc.
- Improve Marietta @ NSD- potential roundabout
- Better traffic management, better pedestrian access
- Bike infrastructure between 14th & Marietta (Extend to Hollowell)
- If widen, add bus lane from 75 to 17th

Question 7: Should features like turn lanes, landscape medians, wider sidewalks, bike lanes be added along this segment of Northside Drive? Adding these features means making Northside Drive wider which affects neighborhoods, businesses and the environment along the road.

- Zoning districts/future potential build-to line considerations
- Right of Way access
- Don't widen segment 2
- Some areas need to be wider, some do not
- Potential transit lane allocation/spot widening at stops
- Cannot answer until we look at impacts
- Need to redevelop anyways

Comments Received:

1. MARTA would like accommodations for Bus Rapid Transit (BRT) along the entire study corridor
2. Median @ Holmes Street needs to be more substantial in order to prevent illegal left turns → extend concrete median under CSX rail bridge northward.
3. Missing sidewalk segments on west side between Bellemeade & Holmes & between CSX bridge and Green Street.
4. Change right turn only configuration on Hemphill & 14th northbound into left turn only with through movement in right lane. Also change light timing on NSD @ 14th to allow westbound queue on 14th to unload while Hemphill northbound has green light!
5. Retaining walls create line-of-sight problems @ NSD & Bellemeade and NSD & Holmes.
6. Is there anything that can be done about the billboards?
7. Show a dash line that connects Ethel Street/Northside to Brady Ave/Howell Mill and a dashed line or two that connects 11th Street up to 14th Street. The Greater Home Park Master Plan and Beltline subarea 8 show new street grid within this super block.
8. Stakeholder interest in a traffic signal at 11th St and NSD.

Action Items:

- a. Distribute meeting minutes/meeting summary
- b. Schedule CAC Meeting #2
- c. GDOT/AECOM → Collect comments/develop improvements
- d. CAC → Share feedback with community organizations