

## Allene Ave & Avon Ave Avenue Intersections Improvements:

**Project scope:** Design and construction of improvements to the intersection of Allene Ave SW, Avon Ave SW, and the Southside BeltLine Trail that maximizes pedestrian safety using site-appropriate industry best practices.

**Meeting Purpose:** Provide an update to the community on the latest intersection and pedestrian improvements designed by the City.

### Questions and Concerns:

#### Participant Communications & Engagement:

- **Inquiry on Outreach:** I am a local resident who has signed up for project updates but has not yet received any communications. Could you please verify the distribution list? Additionally, how much longer is the project expected to take?
  - Procurement is currently underway and construction is expected to begin in spring or summer of 2026. Construction is expected to take approximately 1 year, which would put the final project delivery in the Summer of 2027 at the latest.
- **Engagement Strategy:** There is concern regarding the visibility of these meetings. It appears the project is not being posted widely enough for neighbors not already on the email list to find. Are these engagement efforts aligned with the Atlanta Engagement Playbook? We would appreciate more consistent updates on the "Moving Atlanta Forward" dashboard and the Capital Projects website.
  - Notices were emailed via Constant Contact and Nextdoor a total of 9 times between January 12-29, 2026.
  - Notices sent via Constant Contact to NPU T, NPU V, NPU X and the Council Member's Office for District 12 for sharing with constituents (70 recipients).
  - Notices were sent to NPUs T, V, & X and District 12 via Nextdoor (38,000+ members).

- **Meeting Documentation:** Is this session being recorded, and will a copy be made available to the public for note-taking and transparency purposes?
  - The City of Atlanta on-line meetings are not recorded. However, the presentation is uploaded to the project website:  
<https://atldot.atlantaga.gov/projects/allene-ave-avon-ave-intersection-improvements>.

## Technical Design & Operational Questions:

- **Pedestrian Infrastructure:** The sidewalk at the curb currently appears too narrow; are there plans to widen or improve it? Regarding landscaping, since the Trees Atlanta HQ is nearby, can we coordinate the replanting of trees specifically before the curb?
  - The proposed sidewalk within the intersection limits is 5-foot wide minimum.
  - The existing right-of-way does not afford enough room to construct a minimum 5-foot-wide sidewalk and a minimum 2-foot landscape zone to plant trees between the sidewalk and the roadway curb. ATLDOT continues to coordinate with the Atlanta Beltline and Trees Atlanta to plant trees where possible.
- **Signalization:** How was the determination made regarding pedestrian crossing signals? Did ATLDOT evaluate if traffic counts would warrant a Pedestrian Hybrid Beacon (HAWK signal), specifically at the spur trail crossing?
  - The City of Atlanta follows the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations to determine the best safety countermeasures for pedestrian crossings. Table 1 of this report considers the speed, traffic volume, and roadway configuration to determine appropriate safety countermeasures. The highlighted sections of this table below represent the north leg crosswalk of this intersection.

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
<b>2 lanes</b> (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 7 9	① 5 6 ⑨
<b>3 lanes with raised median</b> (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 ⑦ ⑨	① 3 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑨
<b>3 lanes w/o raised median</b> (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 ⑨	① 3 4 5 6 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑨	① ③ 4 5 6 7 9	① ③ 5 6 ⑨	① ③ 5 6 ⑨
<b>4+ lanes with raised median</b> (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 ⑧ ⑨	① ③ 5 7 8 9	① ③ 5 ⑦ ⑧ ⑨	① ③ 5 ⑧ ⑨	① ③ 5 ⑦ ⑧ ⑨	① ③ 5 ⑧ ⑨	① ③ 5 ⑧ ⑨
<b>4+ lanes w/o raised median</b> (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ ⑧ ⑨	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ ⑦ ⑧ ⑨	① ③ 5 ⑥ ⑧ ⑨	① ③ 5 ⑥ ⑦ ⑧ ⑨	① ③ 5 ⑥ ⑧ ⑨	① ③ 5 ⑥ ⑧ ⑨
<p>Given the set of conditions in a cell,</p> <ul style="list-style-type: none"> <li># Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.</li> <li>● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.</li> <li>○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*</li> </ul> <p>The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.</p>					<ul style="list-style-type: none"> <li>1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs</li> <li>2 Raised crosswalk</li> <li>3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line</li> <li>4 In-Street Pedestrian Crossing sign</li> <li>5 Curb extension</li> <li>6 Pedestrian refuge island</li> <li>7 Rectangular Rapid-Flashing Beacon (RRFB)**</li> <li>8 Road Diet</li> <li>9 Pedestrian Hybrid Beacon (PHB)**</li> </ul>				

- One other thing to consider is that all pedestrian crossings at this intersection are stop-controlled. Pedestrian Hybrid Beacons are typically installed at uncontrolled crossing locations.
- While the existing intersection does not warrant a traffic signal or a pedestrian hybrid beacon at this time, the location may be re-evaluated in the future.

## Development Coordination & Traffic Impact:

- **Future Growth:** The "840 Woodrow" project (approx. 400 units plus retail) is slated for completion late this year or early next. Between that and the nearby Westside School Daycare (serving children ages 2–8), we are looking at roughly 700 new units in this immediate area. How has this specific growth been incorporated into your current plans and traffic studies?
  - The scope of this project was to improve the intersection from a pedestrian standpoint, fill sidewalk gaps and add ADA compliant curb ramps and driveway aprons where there currently are none. The improvements made to the pedestrian infrastructure in this area will serve the additional foot traffic generated from these developments.
- **Data & Studies:** Was a formal traffic study completed as part of these pedestrian upgrades? Do we have a projected Annual Average Daily Traffic (AADT) count for when the new apartments are fully occupied?
  - A traffic study was conducted using Synchro software to evaluate the all-way stop condition for both the existing traffic volume and the future projected traffic volume. Turning movement counts were collected using StreetLight Data InSight. This traffic study uses a very conservative assumption that all of the traffic occurring throughout the entire day enters into the intersection within 1 hour. This traffic study also estimates that by 2027, the traffic in this area will increase by 50% as a result of the nearby development. Pedestrian volumes are conservatively estimated to be 72 conflicting pedestrians per hour in the existing scenario, and 112 conflicting pedestrians per hour in the future projected scenario. Bicycle volumes are conservatively estimated to be 24 conflicting cyclists per hour in the existing scenario, and 48 conflicting cyclists per hour in the future projected scenario. Heavy truck percentage is estimated to be 5%, which is a conservative estimate, considering trucks are not allowed at all through this intersection. The Level of Service for the all-way stop at this

intersection operates at a LOS of B, with an estimated 10.6 seconds of delay under the assumed conditions of the data collected in 2023. The Level of Service for the all-way stop at this intersection operates at a LOS of C, with an estimated 19.8 seconds of delay under the assumed conditions for the projected traffic volumes of the build condition which takes into account the growth in the area from the nearby development.

- To conclude: a traffic study of the all-way stop at this intersection was conducted under very conservative traffic projections incorporating growth of the development currently underway, and determined that the all-way stop condition currently at this intersection provides an acceptable level of service for traffic operations today and as the area continues to experience additional traffic from nearby development. Synchro traffic reports can be made available under request.

## **Community Advocacy & Statements**

- **Connectivity:** I would like to go on the record in support of reconnecting Avon and University. Given that the nearby data center is currently for sale, a larger-scale infrastructure fix will likely be required in the near future.
- Your comment is received. At this time, the roadway connection is not a funded initiative. The Community is encouraged to participate in the Comprehensive Transportation Plan activities to advocate for the infrastructure project.

## **Additional Questions:**

- In the previous meeting for this project, the gap in the sidewalk on Allene Ave, around the corner, there is a water meter and no sidewalk. The City

stated they would address this sidewalk gap in the previous meeting. Is that still a part of the plans?

- Yes, the sidewalk gap will be addressed with this project.
- The skinny stretch of sidewalk along Allene Ave, will that be replaced and widened?
  - Due to environmental constraints, engineering challenges, and budgetary constraints, the sidewalk beyond the intersection limits along the south curb of Allene Ave is not able to be widened as a part of this project.