COMMUNITY SURVEY RESULTS

NE/Scott Blvd.
Road Safety Audit

December 2015
Survey Summary

- **2,567 total respondents**
  - **1,638 respondents live within 1 mile of the corridor** (83% of respondents who answered this question; 64% of all respondents)
  - **842 work within 1 mile of the corridor** (56% of respondents who answered this question; 33% of all respondents)
  - **71% work outside the home; 22% work at home; 11% are retired; 8% are stay-at-home parents or caregivers; 3% are students**
  - **56% are between 35 and 54 years of age; 17% are between 55 and 64; 23 people under age 24 took the survey (<1%)**

- Represent businesses, neighborhood groups, schools, government agencies, residents/homeowners, nonprofit/advocacy/community improvement groups, and more
Affiliation of Respondents

- Atlanta Bicycle Coalition
- Businesses
- Candler Park Neighborhood Assoc.
- CDC
- Churches & faith-based groups
- Clairemont Heights Civic Assoc.
- Clifton Corridor TMA
- Commuters, Residents
- City of Decatur
- Cyclists
- Decatur Active Living Board & Pedestrian Advisory Committee
- DeKalb County
- Department of Veterans Affairs
- Druid Hills Civic Association
- Emory
- Emory Village Alliance
- Fernbank Science Center
- GDOT
- Insider Traveler
- Lullwater Estates
- NPU-N
- Olmstead Linear Park Alliance
- Residents, homeowners, etc.
- Schools, including Paideia School
- Scott Hall Condos
Frequency of Travel

- 49.3% Never
- 33.1% A few times per week
- 16.1% A few times per month
- 1.4% Rarely
- 0.2% Every day
Purpose of Travel

- **Morning commute to work**: 45.6%
- **Evening commute from work**: 42.4%
- **To get to/from school**: 50.6%
- **Access to highways or other area roads**: 40%
- **Recreation (walking, biking, jogging, skating, etc.)**: 82.4%
- **Running errands in a car**: 30%
- **Running errands on bike or foot**: 20%
- **Other (please specify)**: 10%

**“Other” Categories**
- Get to restaurants/shops
- Social activities
- Visit family
- Everything (live on/near)
- Pass through to get to other areas of Atlanta/Decatur
- Recreation
- Church
- School
- Access to cultural activities
- Access to medical services
Main Mode of Travel

- Drive alone: 68.4%
- Drive with others (carpool): 22.9%
- Bus: 3.1%
- Walk/Run/Jog: 3.3%
- Bike: 1.9%
- Other (please specify): 3.3%

Comments:
- Scooter
- Skate
- Specified driving with family, friends, etc.
Travel Mode Frequency

- **Drive**:
  - 5 - 7 days/week: 55%
  - 2 - 4 days/week: 28%
  - 1 day/week: 13%
  - Rarely: 4%
  - N/A: 0%

- **Public Transportation**:
  - 5 - 7 days/week: 60%
  - 2 - 4 days/week: 35%
  - 1 day/week: 3%
  - Rarely: 1%
  - N/A: 1%

- **Walk**:
  - 5 - 7 days/week: 27%
  - 2 - 4 days/week: 22%
  - 1 day/week: 23%
  - Rarely: 19%
  - N/A: 9%

- **Bicycle**:
  - 5 - 7 days/week: 33%
  - 2 - 4 days/week: 10%
  - 1 day/week: 14%
  - Rarely: 33%
  - N/A: 40%
How safe do you feel on the corridor?

Based on all responses

On a scale of 1 to 5 where: 1 is not at all safe and 5 is very safe

- 41.9%: Very safe
- 29.6%: Moderately safe
- 17.0%: Neutral (not safe, but not unsafe)
- 9.6%: Somewhat safe
- 2.0%: Not at all safe
How safe do you feel on the corridor?

Based on responses from those who live within one mile of the corridor

On a scale of 1 to 5 where: 1 is not at all safe and 5 is very safe

- 1: Not at all safe
- 2: Somewhat safe
- 3: Neutral (not safe, but not unsafe)
- 4: Moderately safe
- 5: Very safe

- 1.5% respondents rated it 1: Not at all safe
- 8.5% rated it 2: Somewhat safe
- 15.0% rated it 3: Neutral (not safe, but not unsafe)
- 33.2% rated it 4: Moderately safe
- 41.8% rated it 5: Very safe
Top Primary Safety Concerns

- Vehicle Speeds 78%
- Traffic Congestion 73%
- Turning Lanes for Vehicles 68%
- Pedestrian Crossings/Crosswalks 42%
- Sidewalk Connectivity (Gaps) 42%

Comments

- Lane width
- Speeding drivers
- Sidewalk proximity to travel lanes, width
- Road condition / potholes
- Specific issues at intersections
  - Clifton
  - Springdale
  - Oakdale
  - Coventry
  - Lullwater/Fairview
- Drain conditions
- Lack of turn lanes
All Primary Safety Concerns

- Vehicle speeds: 77.6%
- Traffic congestion: 73.1%
- Turning lanes for vehicles: 68.3%
- Pedestrian crossings / crosswalks (gaps): 0%
- Sidewalk connectivity: 10%
- Bicycle access / use: 20%
- Limited visibility for motorists: 30%
- Signal timing: 40%
- Drainage: 50%
- Pedestrian signals: 60%
- Access management (driveways, side streets, ...): 70%
- Lighting: 80%
- Pavement markings: Other (please specify)
Top Opportunities for Safety Improvement

- Reduce Congestion/Improve Traffic Flow 72%
- Improve Turning Movement for Vehicles 64%
- Improve Signal Timing 42%
- Install/Repair Sidewalks 42%

Comments
- Widen sidewalks, move away from travel lanes
- Reduce speeds, lower speed limit
- Enforcement – of speeds, red light violations
- Repair road surfaces, drainage
- Turn signals and/or lanes
- Public transportation to alleviate congestion
- Bike connectivity – off roadway

Pedestrian Safety is More Important to Area Residents
Of respondents who live within one mile, a slightly higher percentage chose Install/Repair Sidewalks (43.3%) than Improve Signal Timing (41.8%), and a higher percentage chose Improve Pedestrian Crossings than in the overall group (41% vs. 38%)
All Opportunities for Safety Improvement

- Reduce congestion / improve traffic flow: 72.2%
- Improve turning movement for vehicles: 64.4%
- Improve traffic signal timing: 41.9%
- Install / repair sidewalks: 41.6%
- Improve pedestrian crossings: 41.6%
- Install / repair pedestrian signals and ramps: 33.5%
- Refresh pavement markings: 33.5%
- Improve signal visibility: 20.0%
- Install / repair signage: 10.0%
- Other (please specify): 10.0%
Overall Comments on Corridor
Based on 1,217 individual responses (Q8)

- All comments were read and categorized into main themes

- Tier One
  - Intersection safety / turning movements: 491 (40%)
  - Speeding: 484 (40%)
  - Pedestrian safety: 362 (30%)

- Tier Two
  - Congestion: 239 (20%)
  - Bicycle safety: 216 (18%)
  - Narrow lanes: 176 (15%)
  - School zone safety: 124 (10%)
  - Drainage: 58 (5%)

A sampling of comments:
- Need a safe way to cross from south side of PDL to Deepdeene Park
- Frequent lane changes (to avoid being stuck behind turning cars)
  - Makes especially difficult for people turning out of driveways or side streets
- Support for red light and speeding enforcement
- Vegetation blocks views; trees and utility poles too close to road in some locations
- Bridge over Lullwater Creek floods, pushes pedestrians trying to cross into PDL
- Want safer pedestrian crossings on Scott Blvd.
- Drainage of bridge over Peavine creek not adequate
- Dangerous intersections north of Clairemont: N. Decatur / Medlock / Scott
- Find ways to get people out of cars to reduce congestion
- Bike connectivity and safety needed, but should not be on roadway with current road conditions – there are other options
  - Especially between Scott & S. PDL
- Suggestions for dividing road from oncoming traffic
- Drivers don't stop for crosswalk at Nelson Ferry
- Dark at night in Olmstead section
- Support for traffic calming
- Width of Scott Blvd. encourages speeding
At Briarcliff/Moreland

Top Safety Concerns
- Turn Lanes 77%
- Lane Widths 56%
- Traffic Signals (timing, visibility, etc.) 51%

(All others 36% or less)

Top comment: congestion

Top “Very Important” Potential Improvements
- Improve turn movements (1358)
- Address vehicle speed (805)
- Improve bicycle access (714)
- Add/install crosswalks, pedestrian signals (677)
- Improve visibility for drivers (597)

Comments: significant congestion on SB Briarcliff; lights too short for traffic turning left:
- Especially WB Ponce to SB Moreland, SB Briarcliff to EB Ponce; and NB Moreland to WB Ponce
At Springdale Rd.

**Top Safety Concerns**
- Turn Lanes 60%
- Vehicle Speed 42%
- Lane Widths 40%
- Traffic Signals (timing, visibility, etc.) 40%

_All others less than 25% each_

**Comments:** concerns about school traffic, drivers trying to get around turning vehicles, drainage, drivers running red light

**Top “Very Important” Potential Improvements**
- Improve turn movements (963)
- Address vehicle speed (784)
- Improve bicycle access (540)
- Improve visibility for drivers (508)
- Install/add crosswalks, pedestrian signals (474)

**Comments:** Springdale used as cut-through – experiences significant congestion/volume as result of back-up trying to turn onto Ponce, timing of signal, turning movements

Among area residents, slightly more view Traffic Signals (41%) as a concern than Lane Widths (39%)
At Lullwater/Fairview

**Top Safety Concerns**
- Turn Lanes 61%
- Traffic Signals (timing, visibility, etc.) 47%
- Vehicle Speeds 47%
- Lane Widths 40%

*All others 30% or less each*

**Comments:** overgrown vegetation blocks drivers' view; drain grates in poor condition; length/timing of signal; congestion blocking intersection, esp. at school time

**Top “Very Important” Potential Improvements**
- Improve turn movements (907)
- Address vehicle speed (749)
- Improve bicycle access (557)
- Improve visibility for drivers (486)
- Install/add crosswalks, pedestrian signals (485)

**Comments:** timing of signal; significant congestion; drivers ignore “no left turn” on Fairview when traffic backs up; people speed when not congested; more “no turn on red” signage from Fairview; complications with S. Ponce de Leon Ave.; lots of pedestrians and cyclists here – need better connections to other parks/paths

*Among area residents, slightly more view Vehicle Speeds (48%) as a concern than Traffic Signals (47%). More residents view crosswalks and pedestrian signals as very important potential improvements than improving visibility for drivers.*
At Clifton

**Top Safety Concerns**
- Turn Lanes 75%
- Vehicle Speeds 52%
- Traffic Signals (timing, visibility, etc.) 50%
- Lane Widths 44%
- Visibility and Sight Distance 32%

*All others less than 30%*

**Comments:** high number of crashes here; left-turn movements and visibility from WB Ponce turning onto SB Clifton; drivers regularly run red lights; high speeds

**Top “Very Important” Potential Improvements**
- Improve turn movements (1137)
- Address vehicle speed (852)
- Improve visibility for drivers (570)
- Improve bicycle access (545)
- Install/add crosswalks, pedestrian signals (463)

**Comments:** many people feel this is very dangerous intersection; difficult left-turn from SB Clifton onto EB Ponce de Leon and from WB Ponce onto SB Clifton; need for left-turn lanes; drivers regularly pull out from behind turning vehicles into adjacent lanes

*Among area residents, a slightly higher percentage view Vehicle Speeds (53%) as a top safety concern, and slightly fewer view Lane Widths as a concern (42%)*
At Ponce de Leon Manor/E. Lake

**Top Safety Concerns**
- Vehicle Speeds 54%
- Turn Lanes 40%
- Traffic Signals (timing, visibility, etc.) 37%
- Crosswalks, Ramps, Pedestrian Signals 32%

**Comments:** drainage issues; visibility due to curve; speeding vehicles; not friendly to cyclists or pedestrians – lack of crosswalk; signage and geometry confusing for drivers

**Top “Very Important” Potential Improvements**
- Address vehicle speed 709
- Improve turning movements 578
- Improve bicycle access 494
- Install/add crosswalks, pedestrian signals 483

**Comments:** light is too short – difficult for pedestrians to get across; sidewalk too close to road; improve drainage; speeding traffic around curve; visibility for turning vehicles; signage approaching the bridge needs to be addressed; confusing to many drivers

*Slightly higher percentages of area residents consider Vehicle Speeds (56%) as top safety concerns than the overall group and slightly fewer (36%) are concerned about Traffic Signals*
At Clairemont Ave.

Top Safety Concerns

- Vehicle Speeds 63%
- Traffic Signals (timing, visibility, etc.) 52%
- Turn Lanes 48%
- Crosswalks, Ramps, Pedestrian Signals 36%

Comments: improved lane markings along Scott have made a big difference (visibility) – would like to continue; not enough time for left-turns; not enough room for pedestrians waiting at intersection; drivers speed through to make light, end up in wrong lane; drivers run red light frequently

Top “Very Important” Potential Improvements

- Address vehicle speed (916)
- Improve turning movements (737)
- Improve bicycle access (588)
- Install/add crosswalks, pedestrian signals (528)

Comments: need for speed enforcement – especially heading into School Zone; difficult for vehicles accessing Westchester; very busy intersection - congestion on Scott Blvd.; signal timing; need for traffic calming; many pedestrians in the area because of nearby schools – not safe for them; morning congestion turning left from Scott to Clairemont

Slightly higher percentages of residents consider Vehicle Speeds (65%), Traffic Signals (53%), and Crosswalks, Ramps, and Pedestrian Signals (37%) as safety concerns than the overall group
Other Comments

- Residents along Scott Blvd. complain they cannot get out of driveways due to speed and volume of traffic
- Even when signals are present, motorists impede crosswalks
- Traffic calming needed
- Safer turning movements to prevent people from scooting around turning vehicles
- Need to be cognizant of volume of traffic – should not pretend it is a side street
- Some in favor of widening; some opposed
- Very dark in certain areas at night

- Coordinate and consider implications of projects on adjacent and parallel roads (i.e. DeKalb Ave.)
- People expressed willingness to walk more to Westchester Elementary if conditions on Scott were safer
- Many concerns about intersection at Clifton Rd.
- Residential streets north of Ponce have lots of traffic from Emory / CDC area – heavy congestion at peak periods (especially southbound in evenings)
- Drivers regularly speed along Scott Blvd.
- Sidewalk too close to travel lanes along Scott Blvd.
- Concerns about school traffic (cars and pedestrians – especially at drop-off and pick-up times)
Potential Suggestions / Solutions

- Better enforcement of red lights, speeds
- Roundabouts or other innovative intersections
- Shuttle from E. Lake MARTA to Emory/CDC area
- Repair roadway surface and drain structures
- Traffic calming, lower speeds, and signal timing to slow vehicles
- Make lanes on Scott Blvd. narrower to reduce speed
- Prohibit left turns or install left turn arrows at some intersections
- Develop a long-term plan
- Consider prohibiting right-turn on red at some intersections
- Consider a signal on Scott Blvd. between Ponce and Clairemont to slow traffic and allow safe pedestrian crossing
- Consider a way to divide traffic, such as median
- Move sidewalks farther from road, especially near Paideia school and under train trestle at Artwood
- Guardrails needed in some locations
- Consider making Ridgecrest “no left turn” to cut down on crashes
- Increase frequency of buses along and across Ponce, and Clairemont to accommodate commuters to Emory/CDC
- Reduce congestion through neighborhoods north of Ponce de Leon with longer lights to access Ponce – may help reduce people running red lights
“Use signal timing and speed reduction to allow a vehicle to travel through this section in a shorter amount of time. The drivers will be happier and with lower speeds all other users will be happier and safer. Transit needs at a minimum an 11' lane to travel in. Narrow lanes slow vehicles, but buses travelling outside of the lane creates hazards for everyone.”

“If you could make Ridgecrest a no left turn zone it may cut down on the many accidents I see there every week. Another idea is to make Ridgecrest a cul de sac at the intersection of Ponce and Ridgecrest. This would allow traffic to flow up to the intersection of East Lake Road where there is a stop light.”

“Scott Blvd is in desperate need for a "road diet" along this route. On either side of Scott Blvd, there are homes and even an elementary school. I live close to that school and would never think of walking my child there out of fear of getting hit by a speeding motorist on Scott Blvd. Motorists drive slower on Ponce de Leon because the lanes are narrower. Something has to be done to reduce speeds on Scott Blvd - and posting a lower speed limit does not work. Scott Blvd needs to be narrowed to slow speeds and create a buffer between the sidewalks and the road.”

“Connect the bicycle infrastructure on W. Ponce de Leon in Decatur into the city of Atlanta/Freedom Trail.”