

Frequently Asked Questions

How is the project funded?

Juniper Street was awarded \$3.3 million by the Atlanta Regional Commission through their Livable Centers Initiative (LCI) Implementation Program to be administered by the Federal Transit Administration. Later, a \$1.3 million state SRTA/GTIB grant was awarded, and the City of Atlanta committed \$1.3 million developer impact fees. The Midtown Improvement District is providing \$2.3 million additional funding, bringing total project design and construction funding to approximately \$8.2 million.

The grant was awarded in 2011. Why has the project taken so long to “get out of the ground”?

As a major design and construction effort located entirely within City right-of-way, the Juniper Street Transformation Project is highly complex, involving many public agencies, organizations, significant design and constructability challenges, and unique funding streams. The design team has been working diligently for many years in order to ensure that funding is in place and that all stakeholders have had the opportunity to weigh-in on the design. Since Fall of 2015, project progress has accelerated substantially and final environmental approvals are underway with Federal and State agencies. We are now anticipating a late-2019 construction start date, followed by approximately 18 to 24 months of construction.

Was converting Juniper Street from one-way to two-way traffic ever considered?

Yes – it was looked at very closely during early phases of design and engineering. A detailed traffic analysis was performed which showed that a two-way conversion would require two vehicular lanes in either direction (four lanes total) to flow properly. Given Juniper’s current three/four-lane configuration (which varies by block), studies showed that a two-way conversion would remove on-street parking opportunities and preclude installation of wider sidewalks and any dedicated bicycle facilities. After careful review and discussion with the City of Atlanta and other area stakeholders it was concluded that the project should move forward as a one-way “complete street” that would include permanent on-street parking, wider sidewalks and a high-quality bikeway.

Plans show a one-way protected bike lane. Was a two-way bikeway (similar to 10th Street) ever considered?

Yes – the design/engineering team investigated the pros and cons of a one-way vs. two-way bikeway very closely. Studies showed that – due to limited right of way – a two-way bikeway on Juniper would utilize only minimum (very narrow) standards, thereby decreasing cyclist safety and degrading riding comfort. The team opted instead for a generous one-way protected/buffered bike lane in order to be safer, more inclusive and accommodate a wider range of age groups and abilities. A complementary northbound one-way bicycle route along Piedmont Avenue is also planned within the City’s TSPLOST program.

Plans show reducing Juniper Street from four to two vehicular lanes in a few areas. Are you worried about the traffic impacts of that in the future?

The short answer is no. Although the “typical” condition will be two through-lanes, dedicated turn lanes (i.e. a third lane) will be created when approaching major cross-streets such as 10th Street and Ponce de Leon Avenue. While the traffic studies did show minimal delays at “peak hour” as a result of the new lane configuration (for example, the greatest delays were at 10th Street at a maximum of only 12 seconds), our design team carefully weighed these impacts against the positive benefits of providing safer and more efficient access for cyclists and pedestrians along Juniper Street. Incidentally, Juniper more often than not functions with two travel lanes at peak hours due to stationary vehicles in *off-peak* parking and loading areas. The new design provides *permanent* parking/loading areas so that through-lanes can operate more efficiently.