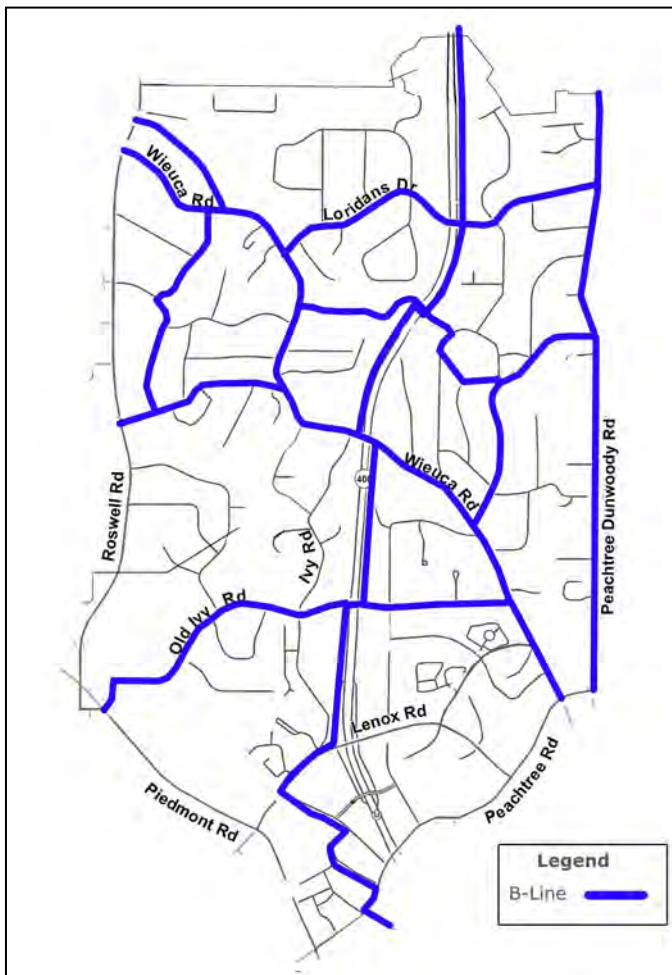


Jump on the B-Line—Making It Happen

By Robert Patterson
NBCA Board Transit Liaison

Jump on the B-Line (Part 2) Making it Happen

Editor's Note: The B-Line, a network of bike lanes for North Buckhead, is an important initiative of the NBCA. In the July newsletter, we published an article outlining the vision for the B-Line. The July newsletter is online at www.bhnp.org/nbca. In the article below, we provide further details regarding the implementation of the B-Line network.



The B-Line is North Buckhead's planned network of bike lanes (see the B-Line map printed above). When completed, our neighborhood will have an awesome bike network that connects our entire neighborhood to our green spaces, schools, shops and restaurants, the Beltline, MARTA, and each other. Further, it lets us, not cut-through traffic, define the character of our neighborhood. I can't wait!

So, what's the status? We are at the very early stages of actually building out the plan. The plan started with our neighborhood drafting the

North Buckhead Master Plan a few years ago and its official adoption by the City of Atlanta. Here is where we stand:

PATH400: PATH400, thanks to Livable Buckhead and many neighborhood supporters, already provides a wonderful biking, running, and walking trail that is both fun to be on and also connects North Buckhead to the Buckhead MARTA station and to the Buckhead shopping and business district. In time, PATH400 will connect North Buckhead to the Beltline to the south and to Sandy Springs to the north.

Old Ivy: Old Ivy was recently repaved and is scheduled to receive comprehensive marking and signage for bikes. As of this writing, these comprehensive markings and signage have not been installed, except for some preliminary striping. When the comprehensive set of markings and signage are installed by the City in the near future, then we will see the full vision for the bike lane.

What is this vision? Old Ivy is too narrow to have two full bike lanes, one in each direction. Instead, the plan is to, first, narrow the automobile lanes to 11' in width. This has already been done. Second, we will have a full bike lane in the uphill direction. Third, we will have a "sharrow" in the downhill direction (a sharrow is simply a single lane shared by both bikes and cars). As Old Ivy goes up and down hills, the bike lane and sharrow switch sides of the street. Although this arrangement is not as good as having two full bike lanes, it still represents a huge improvement. Comprehensive markings and abundant signage are supposed to make these lanes apparent to both bicyclists and drivers.

Wieuca: Currently, Watershed Management is working on the water pipes underneath Wieuca. You have probably noticed the metal plates and delays. After Watershed Management finishes its work in the late fall, the City plans to repave Wieuca and paint new lanes to provide two full bike lanes, one in each direction. Further, the City will install over ten crosswalks (yes, more than ten crosswalks!!!), making it much safer for bicyclists and pedestrians to cross the street. Ample signage will put a spotlight on all these pedestrian and bicycle improvements. The city will also narrow the automobile lanes to 11', slowing automobile traffic. All in all, the bike lanes on Wieuca could help mitigate the worrisome trend of the City and State shoving more and more traffic onto our neighborhood's signature street.

Additional streets: The rest of the B-Line network includes Loidans, Rickenbacker, Lakemoore, Mountain Way, part of North Stratford, West Wieuca, and Peachtree

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B-Line — Continued

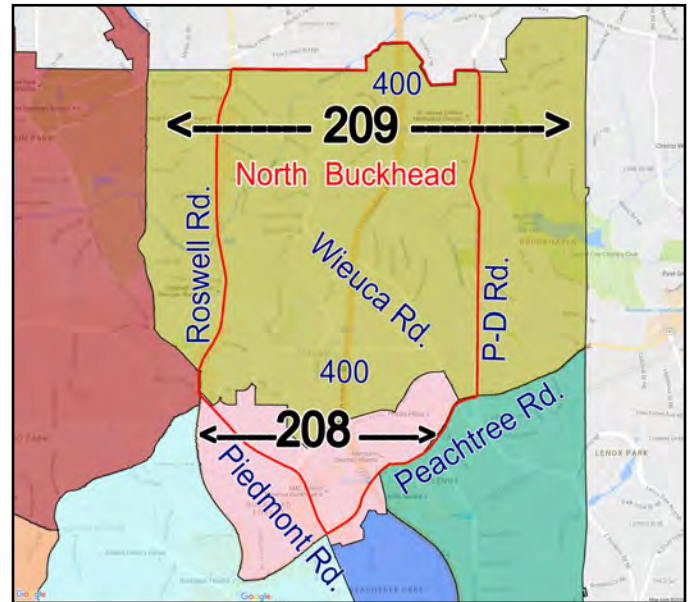
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Dunwoody. An important next step for the NBCA is to work with the City and other organizations to design and implement bike lanes on these streets. Obviously, a key ingredient will be arranging funding for this work. Stay tuned as we investigate funding options.

The B-Line represents a transformative opportunity for North Buckhead, benefitting people on bikes and pedestrians. It will also benefit people who never ride a bike by slowing traffic, especially cut-thorough traffic. How? Narrower automobile lanes, active bike lanes, crosswalks, and signage all serve to slow traffic and remind drivers that they are passing through a residential neighborhood. Most importantly, the B-Line will be an important part of North Buckhead residents defining the character of our neighborhood rather than letting traffic engineers define our neighborhood for us.

If you are interested in learning more or working on the detailed plan for the B-Line, please send an email to rpatterson@citylifedevelopmentpartners.com.

Crime Rate Drops — Cont.



North Buckhead Area Police Patrol Beat Map

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more: by 11%. What about North Buckhead?

The reports Shaw used had no summary for North Buckhead, but data was available for the two patrol beats, 208 and 209, that serve North Buckhead and nearby neighborhoods. See map above. North Buckhead has a red border.

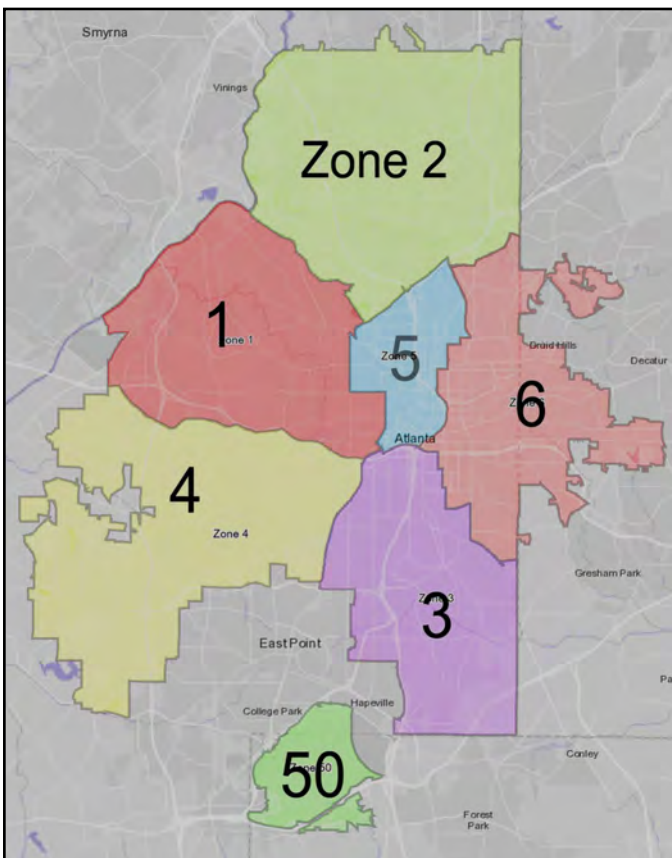
- Beat 208, which includes our mixed use area along Peachtree and Piedmont Roads, had a big felony crime rate drop of 20.8%!
- Beat 209, the residential area to the north already had a much lower crime rate (about a third of 208's counts) and was down 8.2%.
- Overall, the beats serving North Buckhead saw an 17.7% crime drop.

Some Zone 2 statistics that Shaw shared were mind boggling.

- 141 handguns have been stolen from cars in Zone 2 so far this year.
- Cash stolen from cars is even harder to grasp: \$173,000 in money (not credit cards or valuables, but actual cash) was stolen from cars in Zone 2 so far in 2019!

Shaw spent a lot of time discussing issues with valet parking services. Care is needed, especially if the valets act like novices — many have inadequate experience in protecting customers' cars and their contents.

He also told us about a surprising valet parking danger that he said APD has verified by reviewing surveillance video. It happens when a bunch of cars arrive at about the same time and line up for valet service. Overwhelmed valet staff have to take time to park the cars one by one. But, frustrated by the wait, some drivers just walk away leaving keys in the car. The waiting thief simply hops in and drives away.



Atlanta Police Department Precinct Map