

CYCLE ATLANTA: PHASE 1.0 STUDY

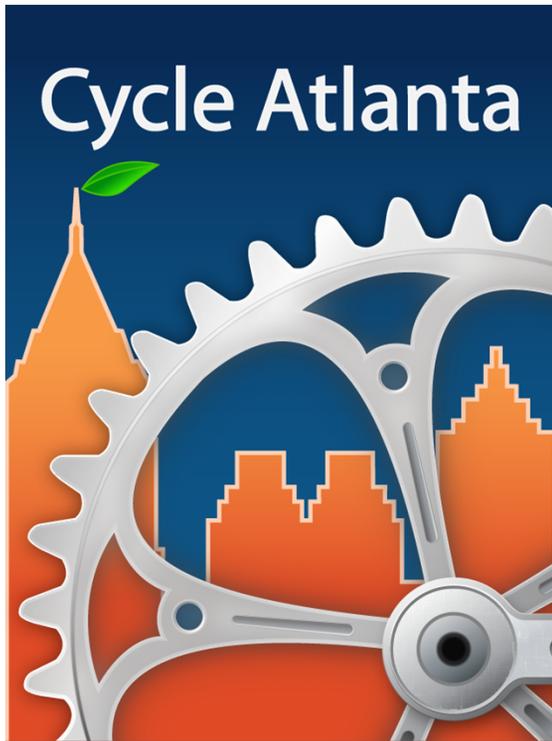
A supplement to the Connect Atlanta Plan

Public Open House - November 19, 2013



Bicycle Transportation Initiatives

Cycle Atlanta Study: Phase 1.0



A joint project between
The City of Atlanta
and Georgia Tech



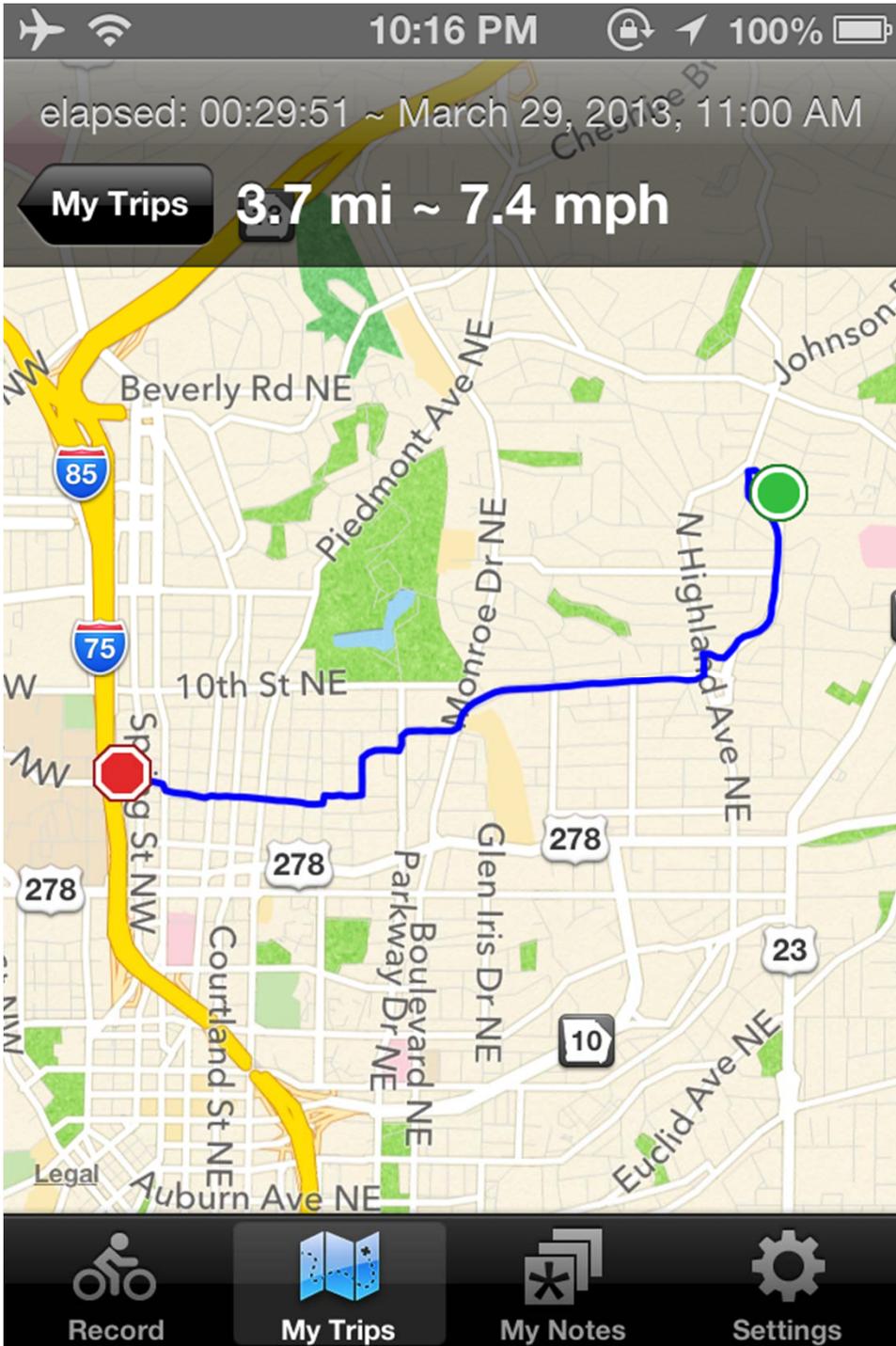
- Funded by \$80,000-LCI grant from ARC and \$20,000 donation from Atlanta Bicycle Coalition
- Joint effort between the City, ABI, Atlanta Bicycle Coalition, ADID, and Midtown Alliance
- Study kick-off in October 2012; final study due Fall 2013

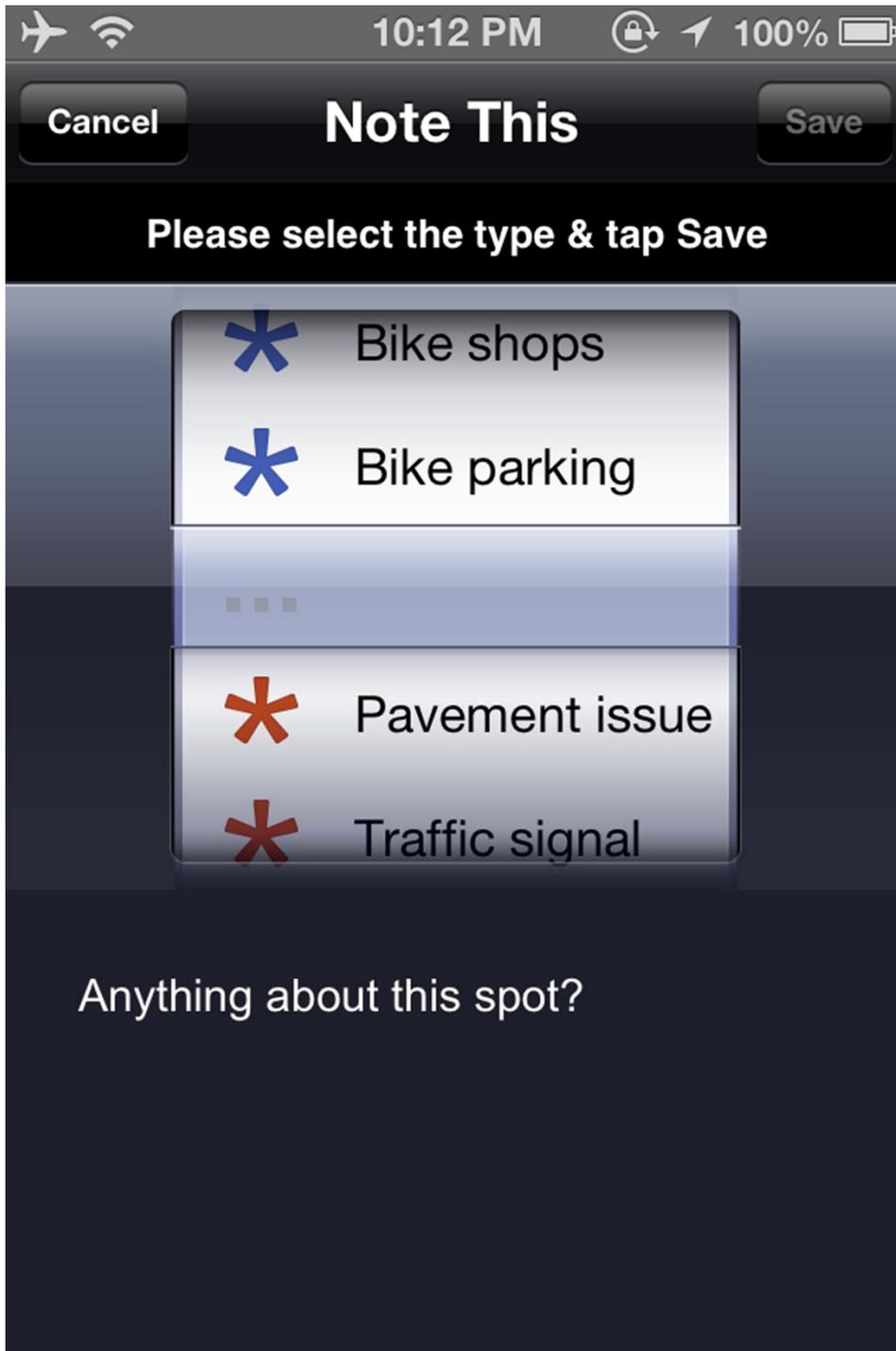
Components:

- smart phone app to collect bicycling data
- analyze five Core Bicycle Connections within the Atlanta BeltLine loop
- Work with business/property owners to develop plan for bicycle facility installation (detailed schematics and cost estimates)
- Ready for construction (ARC has committed \$2M in federal funding)







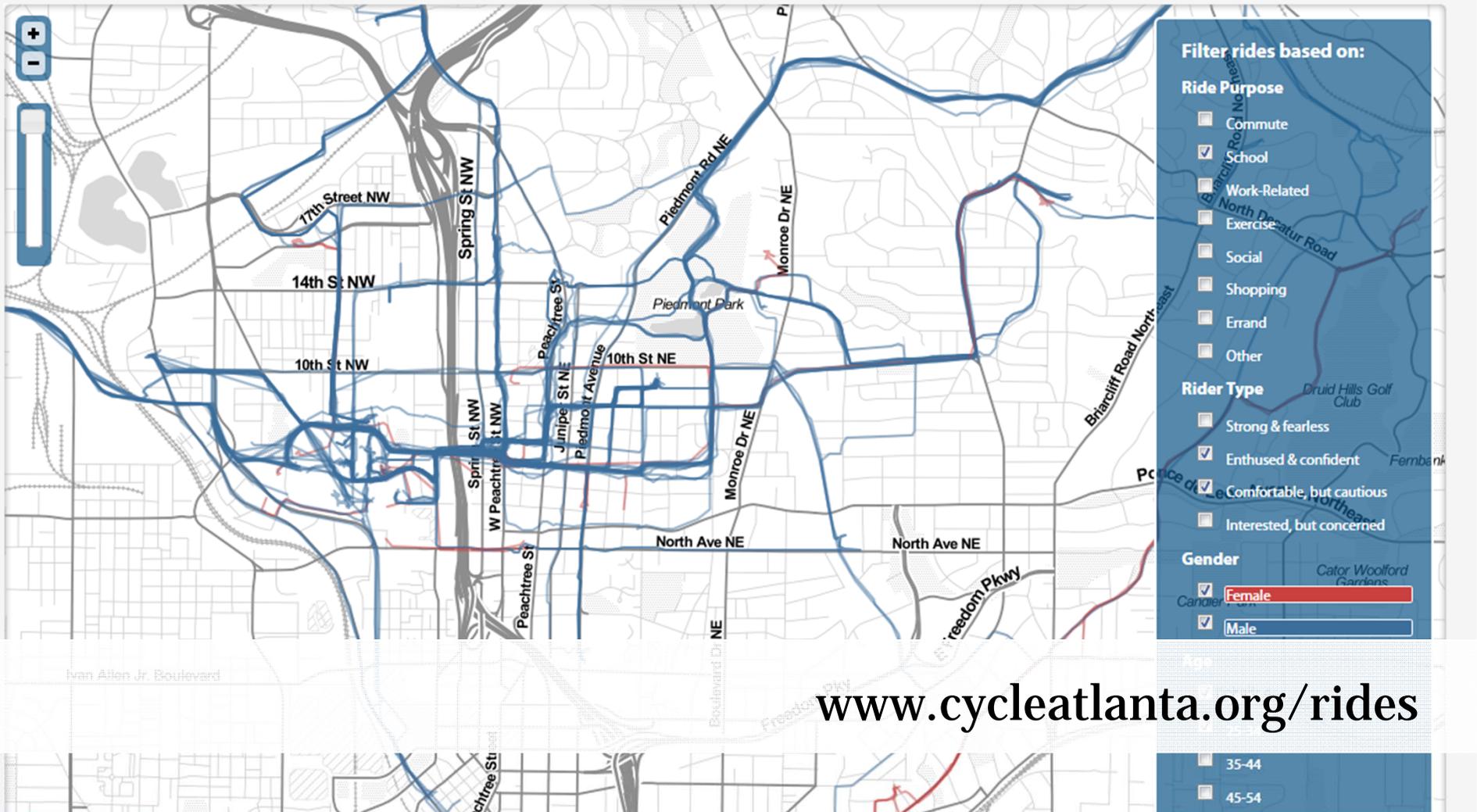


Cycle Atlanta

Mapping the ride to a better Atlanta.

Visualizing rides collected by users of the [Cycle Atlanta](#) apps.

Select attributes you wish to view and click "Update the map!" below.



www.cycleatlanta.org/rides

What is the *Cycle Atlanta: Phase 1.0 Study*?

The Study is....

- a corridor study
- design guidelines

The Study is **NOT**...

- City-wide bicycle master plan



Overall Study Goals

The Cycle Atlanta: Phase 1.0 Study represents **a strategy to create a complete and connected network of high-quality bicycle facilities in the core of the city.**

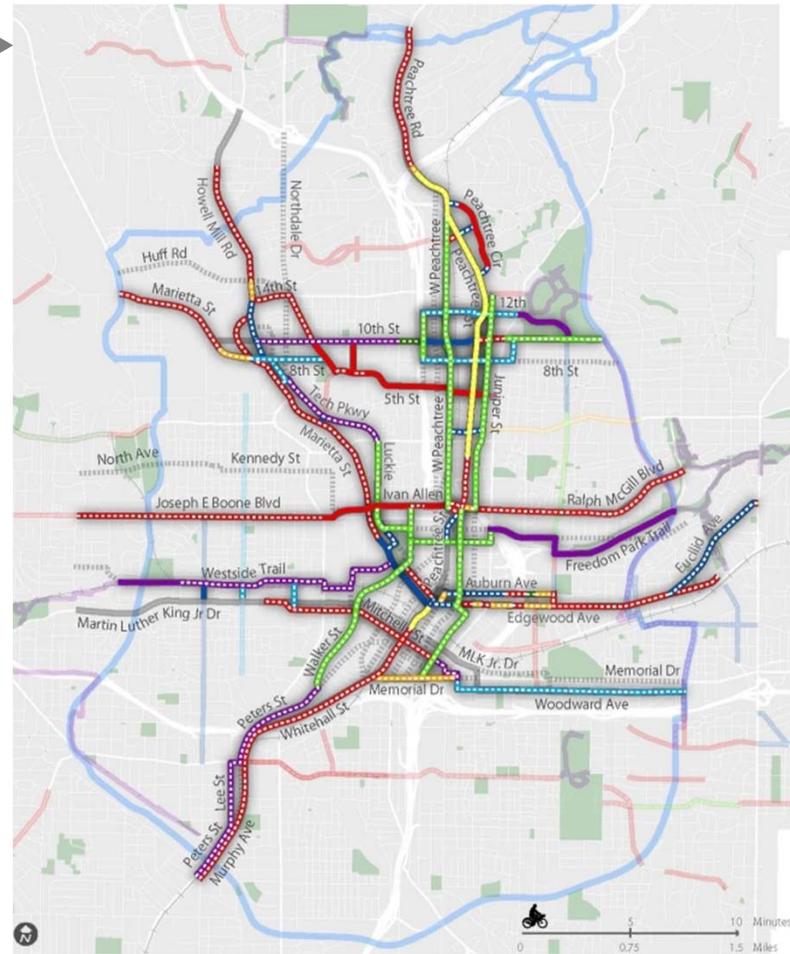


Network Design

Connect Atlanta Alignments



Cycle Atlanta Alignments

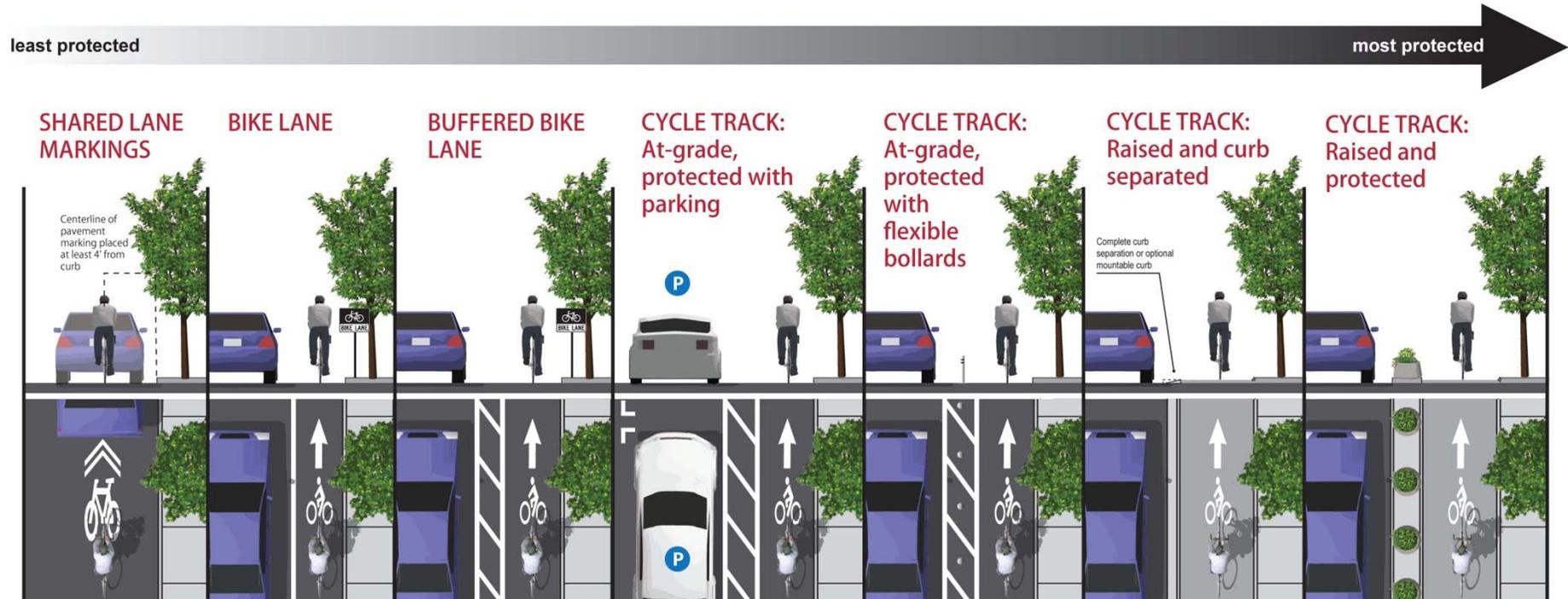


Design Cyclist

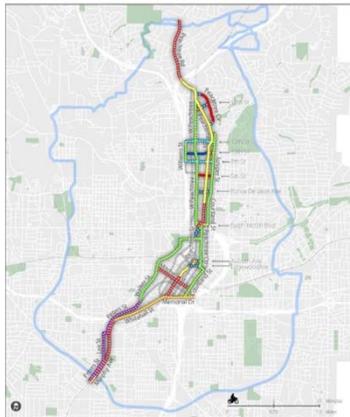
- Women
- Parents and their children
- College students
- Seniors and older adults
- People of color
- Youth – Make it safer for elementary, middle and high school students to ride a bike to school.
- City residents and workers that commute to job centers or to and from MARTA stations by bike



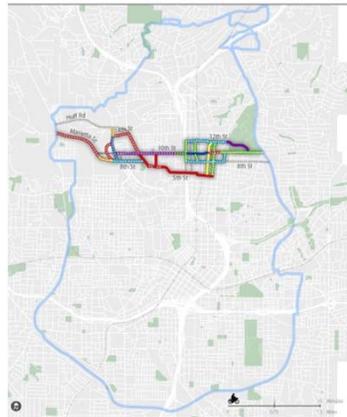
Range of on-street bikeway facilities



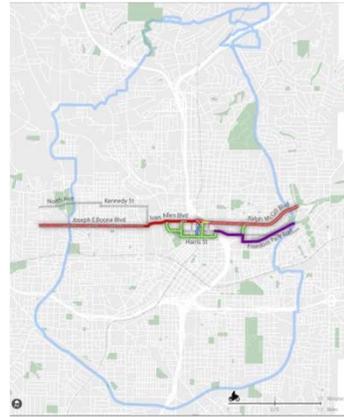
Corridor Design



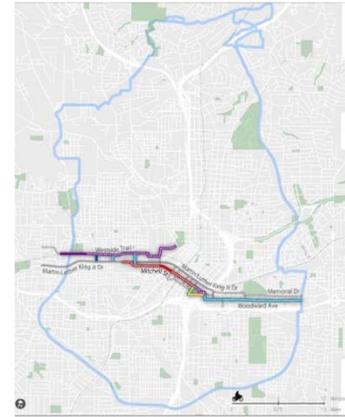
Corridor A



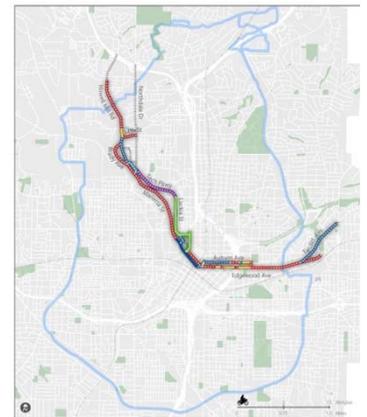
Corridor B



Corridor C



Corridor D



Corridor E

31 total miles of bikeway facilities



Corridor Design

FINAL DRAFT 09.27.13

A supplement to the *Connect Atlanta Plan*



Cross Section ID	Cross Section	Street	From	To	Existing Travel Lanes	Proposed Travel Lanes	Notes
A29	<p>2-WAY CYCLE TRACK</p>	Gilmer Street	Peachtree Center Avenue	Courtland Avenue	3	2	2 travel lanes; on-street parking both sides of street
A30	<p>2-WAY CYCLE TRACK</p>	Courtland Street/ Washington Street	Gilmer Street	Memorial Drive	4	3	3 travel lanes

Additional Notes

- The Atlanta Downtown Improvement District (ADID) is currently working on a streetscape and plaza project for Peachtree Street near the Five Points MARTA station. Specifically, ADID is developing concepts for the segment of Peachtree Street from Martin Luther King Jr. Boulevard to Marietta Street. The overall goal for this segment is to design a street environment that is more supportive of transit and pedestrians. With the emphasis on pedestrians, low vehicular volumes, and speeds, the street will likely not need a dedicated bike facility. However, as designs are developed, they should consider design elements that support a bicycle connection to the Five Points MARTA station.
- Once the Atlanta Streetcar construction is completed, a bicycle facility connection should be developed to connect cyclists between Walton Street and Auburn Avenue and Edgewood Avenue.
- A new Georgia State MARTA station entrance has been proposed at Courtland Avenue. If this station entrance is developed, this entrance should be developed as the primary bicycle entrance for the station.



Intersection Concepts

13 innovative
intersection
designs at
key
connection
points

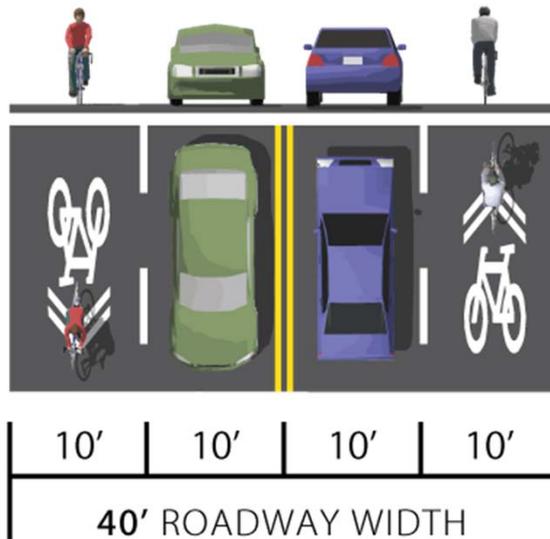


Concept Review: Peachtree Rd/St

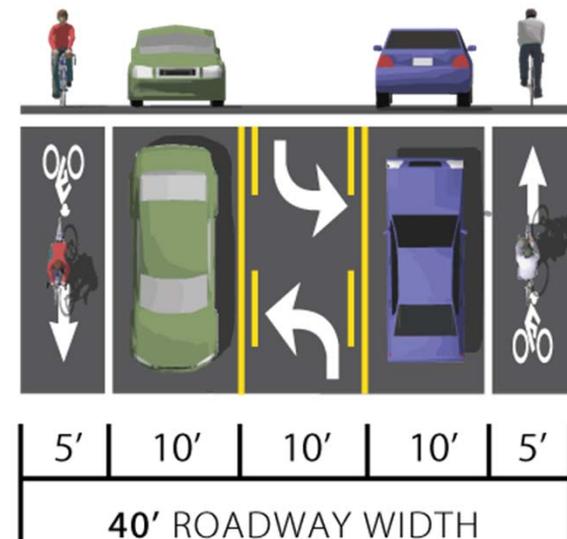
What facility design is preferred option for Peachtree Street?

Two design options developed

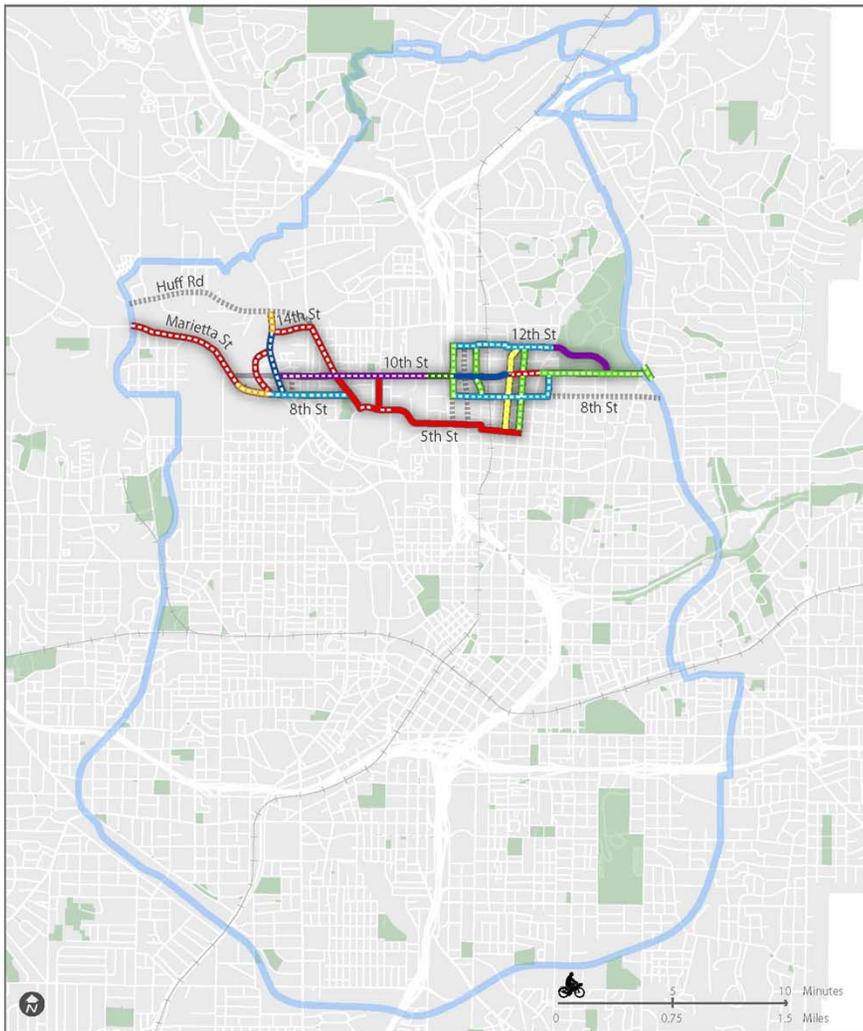
SHARED LANE MARKINGS



BIKE LANES

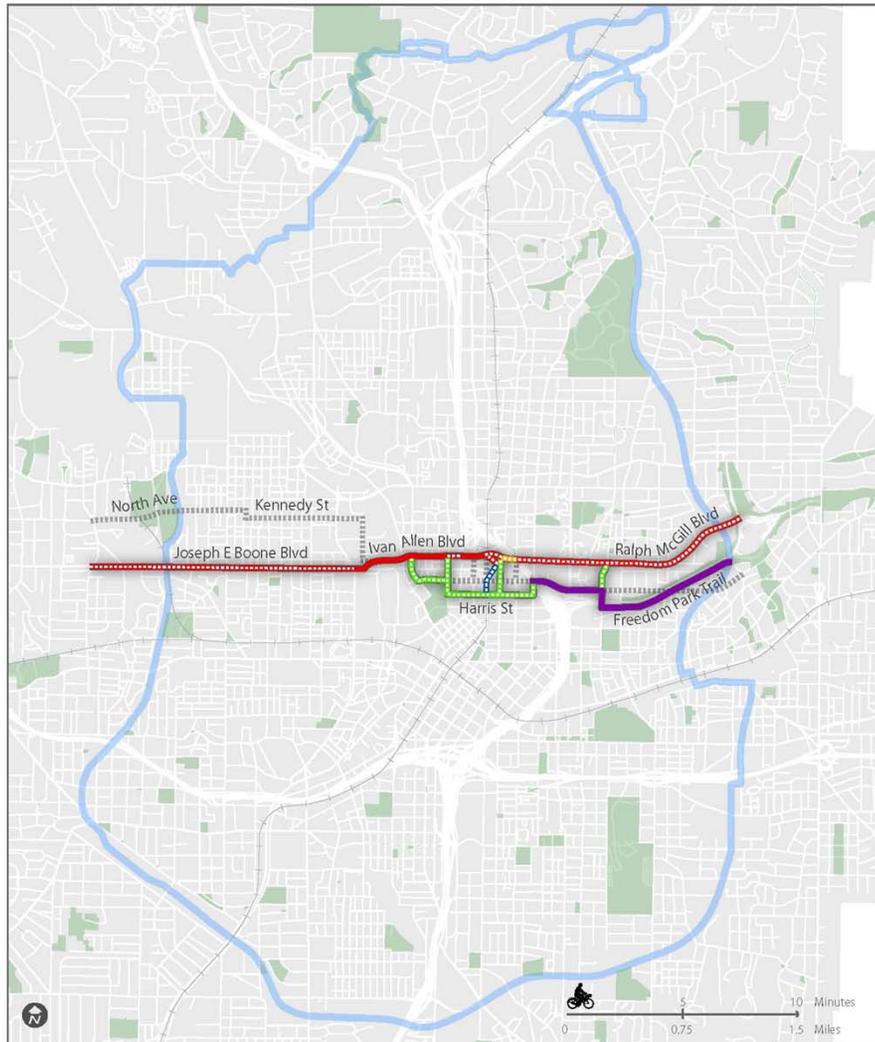


Corridor B: 10th Street



- 3.6 miles or 24 minutes by bike
- 2 MARTA stations
- King Plow Arts Center
- Georgia Tech
- Midtown
- Piedmont Park

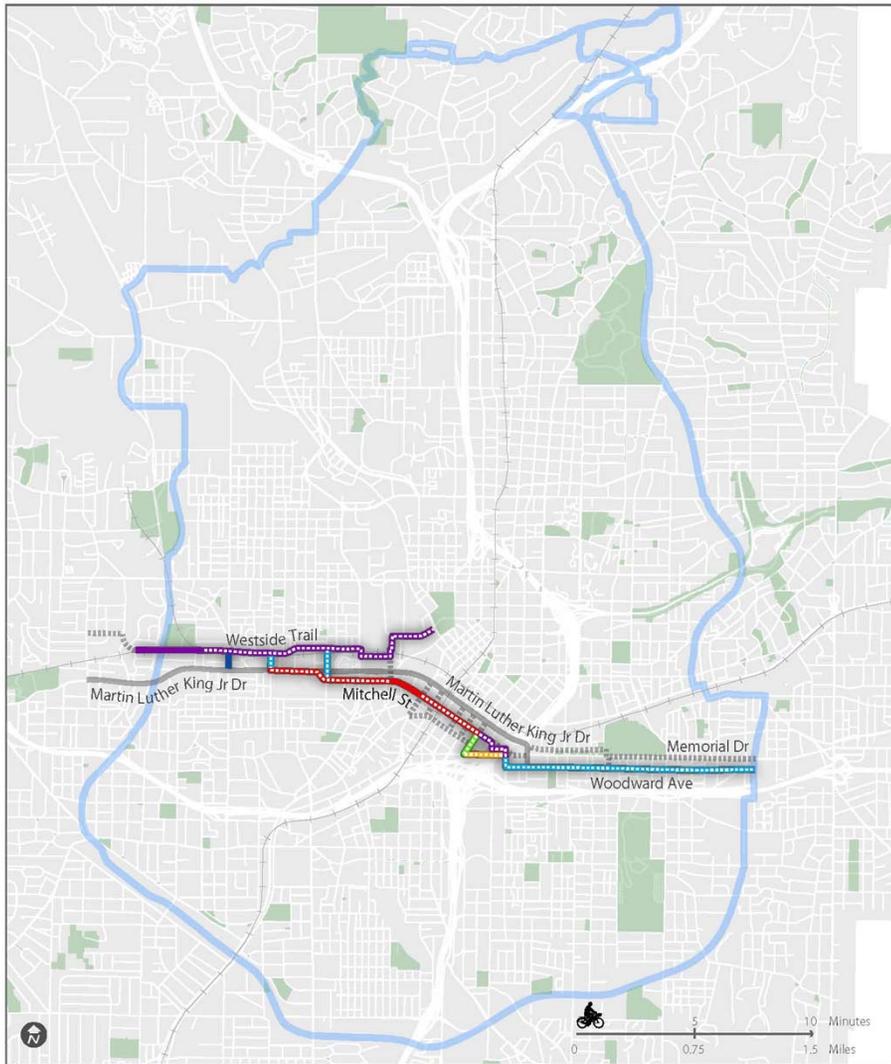
Corridor C: Boone-Ralph McGill



Existing Bike Facilities		Proposed Bike Facilities	
— Core Study Corridor	— Shared Lane Marking	— Shared Lane Marking	— Bike Boulevard
— Alternative Study Corridor	— Bike Lane	— Bike Lane	— Buffered Bike Lane
— Atlanta Beltline Corridor	— Multi-Use Path	— Multi-Use Path	— Protected Cycle Track
		— Alternative Facility Options	— Raised Cycle Track

- 4.5 miles or 30 minutes by bike
- 2 MARTA stations
- Bankhead and Grove Park neighborhoods
- Georgia World Congress Center
- Atlanta Civic Center
- Carter Center

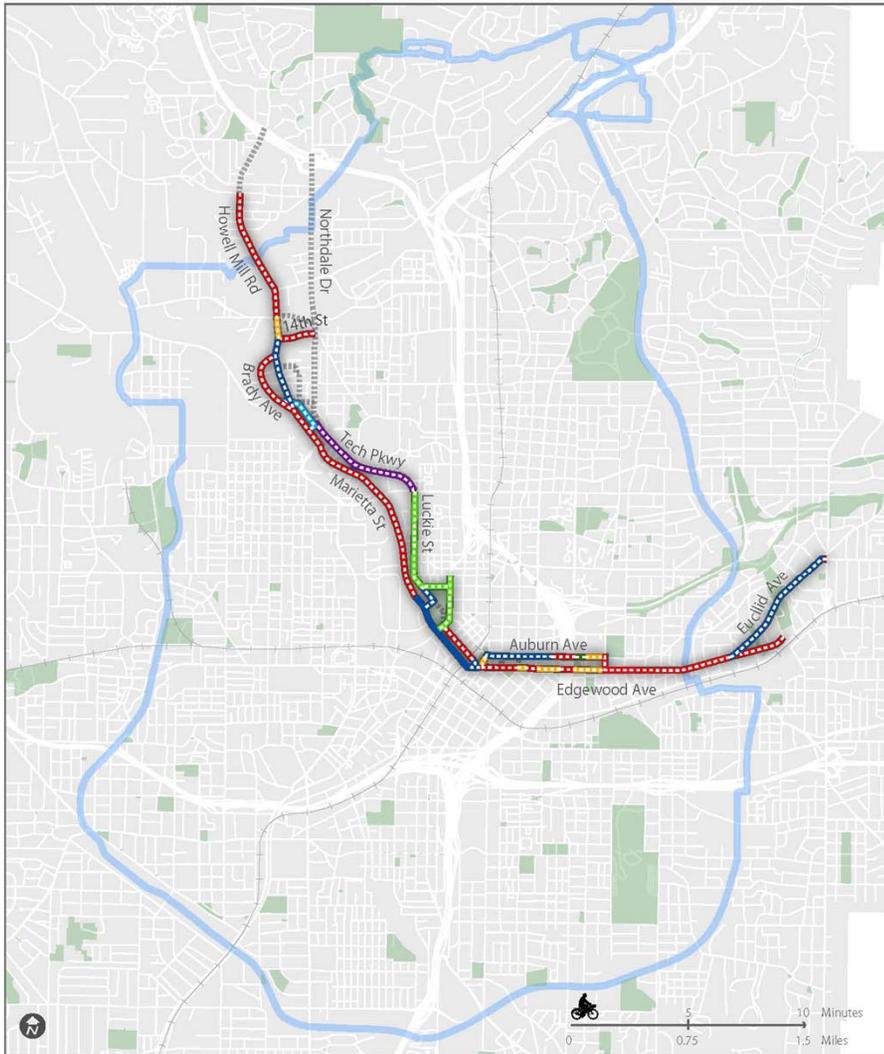
Corridor D: MLK-Woodward



- 4.3 miles or 28 minutes by bike
- 5 MARTA stations
- Atlanta University Center
- Georgia Dome
- City Hall
- Oakland Cemetery



Corridor E: Howell Mill-Marietta-Edgewood-Euclid



- 6.7 miles or 45 minutes by bike
- 3 MARTA stations
- Westside Provisions District
- Georgia Tech
- Centennial Olympic Park
- Georgia State
- MLK Historic Site
- Little Five Points



Concept Review: Centennial Olympic Park

How do you create a more urban park that better supports tourists walking in the area and potentially using bike share?

How do you safely and conveniently connect all of the routes that intersect at the park?

How do you accommodate the streetcar?

How do you balance event traffic with everyday use?



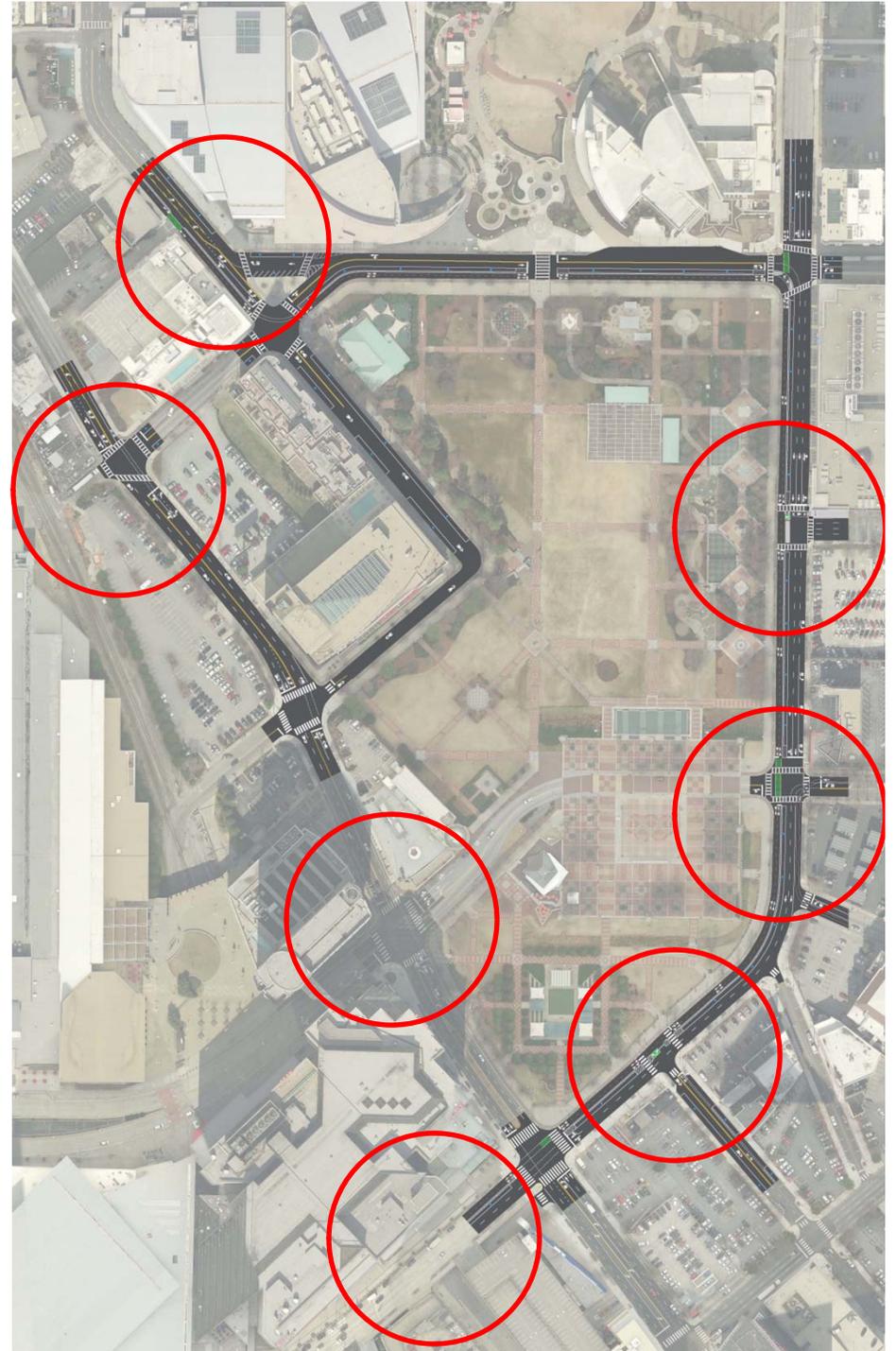
Park Concept

Two-way cycle track along Baker St and Centennial Olympic Park Dr

Shared lane markings along Marietta St and Park Ave W

Connection to:

- Luckie St cycle track
- Portman Blvd cycle track
- Walton St contra-flow lane
- Centennial Olympic Park Dr cycle track south to Castleberry Hill
- Future Westside Trail connector path
- Marietta St corridor facilities
- Atlanta Streetcar



CYCLE TRACK



12'

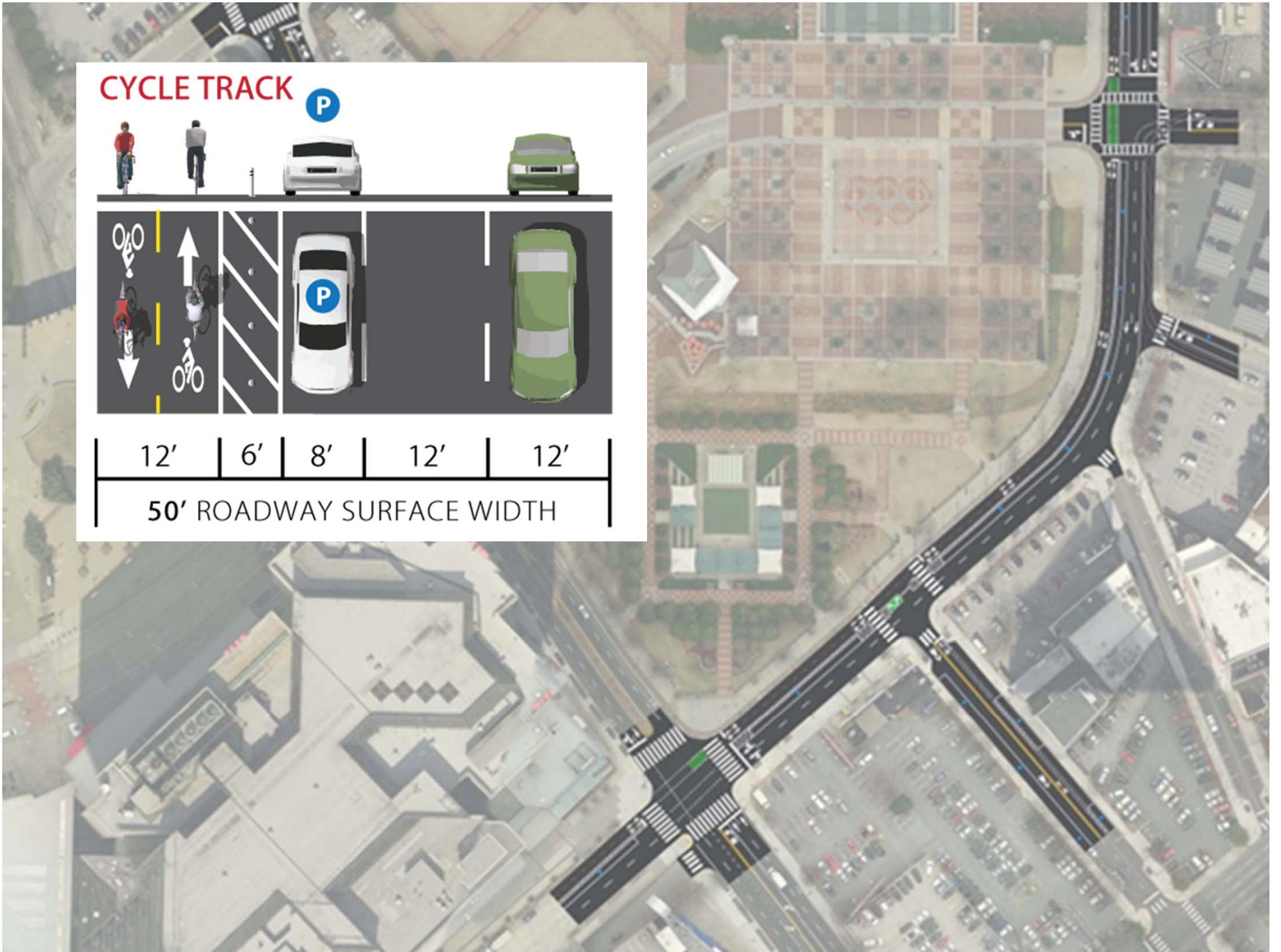
6'

8'

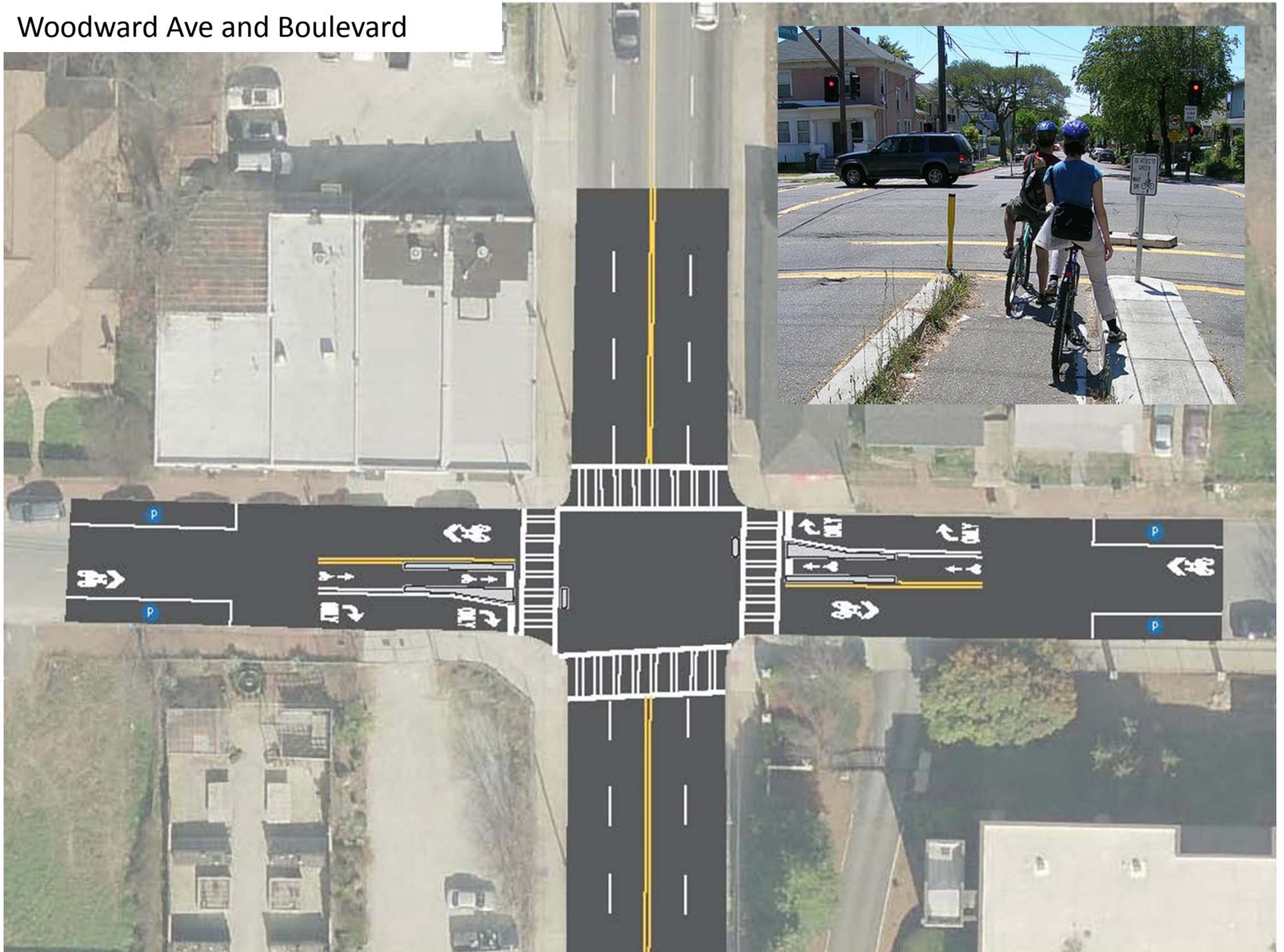
12'

12'

50' ROADWAY SURFACE WIDTH



Woodward Ave and Boulevard



Proposed Facilities

Within the study area, there are....

30

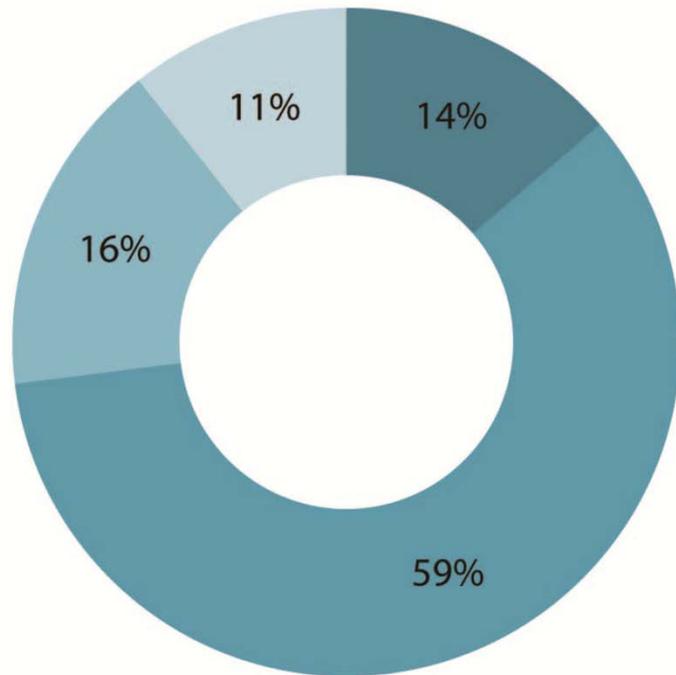
miles of existing bikeways.

31

miles of proposed bikeways.



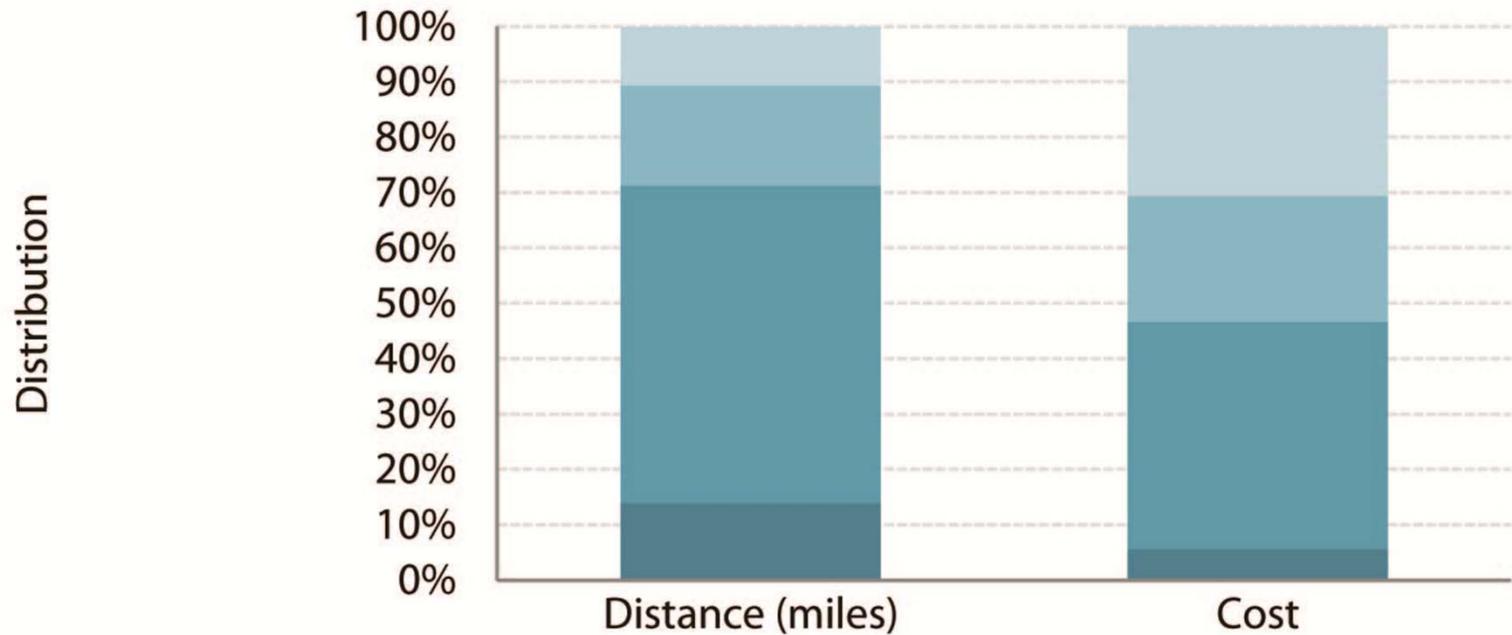
Proposed Facilities



	Distance (miles)
■ Shared Lane Markings	4
■ Bike Lanes	18
■ Cycle Tracks	5
■ Multi-Use Paths	3
	31



Cost Estimates



Multi-Use Paths	3	\$2,697,748
Cycle Tracks	6	\$2,015,132
Bike Lanes	18	\$3,615,899
Shared Lane Markings	4	\$491,186
Total	31	\$8,819,965



