CITY OF ATLANTA
CYCLE ATLANTA 1.0
PUBLIC INFORMATION MEETING
JANUARY 15, 2020
This meeting, project, or study is being conducted without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to compliance by the City of Atlanta with Title VI may do so by contacting:

**Office of Contract Compliance**

**Title VI Program Manager**

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68 Mitchell Street  
Suite 5100  
Atlanta, Georgia  
rcase@Atlantaga.gov  
404-330-6010
WELCOME! LET’S GET STARTED!

- **STEP 1**: Check In at the registration table.
- **STEP 2**: View the Cycle Atlanta 1.0 Presentation
- **STEP 3**: View the boards containing project layouts.
- **STEP 4**: Provide Comments!

If you have any questions – please contact a staff member.

This informational presentation is about 10 minutes. Following the last slide, the presentation will restart from the beginning.
Cycle Atlanta 1.0 Background
Traffic Analysis Overview & Study Corridors
Study Conclusions
CYCLE ATLANTA 1.0
BACKGROUND
Overview

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. The focus of the study is on five cycling corridors that extend from the Atlanta BeltLine into the center of the city. Completing the bikeway network along each of these corridors will improve cycling conditions and expand route options that are desirable for a wide range of cyclists. When implemented, the improved and expanded bikeway network will enhance connections between neighborhoods, job centers, transit stations, tourist attractions, shops, and restaurants, as well as other daily destinations.

The Cycle Atlanta: Phase 1.0 Study is a supplement to the Connect Atlanta Plan, which is the adopted transportation plan for the City of Atlanta. While the Connect Atlanta Plan includes a city-wide network strategy to improve cycling routes, it does not provide specifics related to facility types and alignments along the five corridors that are the focus of this study.

Additionally, since the adoption of the Connect Atlanta Plan, the City of Atlanta has continued to experience tremendous growth in cycling rates and bikeway facility design has advanced considerably. New, new and innovative bikeway facility treatments go beyond shared lane markings and standard bike lanes, which were the main bikeway facilities described in the Connect Atlanta Plan.

To address the growing demand for better cycling conditions and provide more specific details for implementation, this study was developed. In short, the Cycle Atlanta: Phase 1.0 Study is an implementation strategy to develop dedicated, high-quality bikeways in the core of the City.
CYCLE ATLANTA 1.0 PLAN TIMELINE

- Stakeholder Meetings & Interviews (2014)
- Public Meetings (2014)
- Cycle Atlanta App (2014)
- Neighborhood Planning Unit Meetings (2015)
- Plan Adoption (2015)
CITY OF ATLANTA

TRAFFIC ANALYSIS
INTERSECTIONS
AND STUDY CORRIDORS
TRAFFIC ANALYSIS & PROJECT GOALS(S)

• **Cycle Atlanta 1.0 Improvement Project Goals**
  • Close gaps in bicycle infrastructure.
  • Connect bicycle facilities to transit.
  • Improve bicyclist safety.
  • Improve roadway safety for all users.
  • Promote sustainable multimodal travel options for all roadway users.
  • Repurpose Travel lanes for protected bicycle facilities.

• **Traffic Analysis Goals**
  • Evaluate Cycle Atlanta 1.0 study intersections & corridors:
    • During AM/PM Peak Periods for motor vehicles
    • Geometric design, safety for all users, access to transit & signal timing
    • Evaluate & refine Cycle Atlanta 1.0 cross sections & intersection concepts based on study findings
The traffic analysis for the Cycle Atlanta 1.0 Implementation project, Phase 1 includes the five corridors and study limits listed in Table 1 and shown on Figures 1 and 2.

### Table 1: Traffic Analysis Locations

<table>
<thead>
<tr>
<th>Study Corridor</th>
<th>From</th>
<th>To</th>
<th>Study Intersections</th>
<th>Proposed Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Courtland Street SE / Washington Street</td>
<td>Memorial Drive</td>
<td>Gilmer Street</td>
<td>1-5</td>
<td>Two-way protected bicycle lanes</td>
</tr>
<tr>
<td>Gilmer Street</td>
<td>Peachtree Center Avenue</td>
<td>Jesse Hill Drive</td>
<td>5-8</td>
<td>Two-way protected bicycle lanes</td>
</tr>
<tr>
<td>Courtland Street NE</td>
<td>Ralph McGill Boulevard</td>
<td>Ponce De Leon Avenue</td>
<td>9-14</td>
<td>One-way protected bicycle lane</td>
</tr>
<tr>
<td>Peachtree Street and Ralph McGill Blvd</td>
<td>Peachtree Center Avenue</td>
<td>Courtland Street</td>
<td>9</td>
<td>Protected Intersection Design</td>
</tr>
<tr>
<td>Porter Place</td>
<td>West Peachtree Street</td>
<td>Peachtree Street</td>
<td>15-17</td>
<td>Buffered Contraflow Lane</td>
</tr>
</tbody>
</table>

Study intersections include:

1. Washington St SW & Memorial Dr SW
2. Washington St SW & Trinity Ave SW
3. Washington St SW & Capitol Square SW
4. Washington St SW & MLK Jr Dr NW
5. Courtland St SE & Gilmer St SE
6. Peachtree Center Ave NE & Edgewood Ave NE
7. Piedmont Ave SE & Gilmer St SE
8. Jesse Hill Jr Dr SE & Gilmer St SE
9. Courtland St NE & Ralph McGill Blvd NE
10. Courtland St NE & Pine St NE
11. Courtland St NE & Renaissance Pkwy NW
12. Courtland St NE & Linden Ave NE
13. Courtland St NE & North Ave NE
14. Juniper St NE & Ponce De Leon Ave NE
15. W Peachtree St NW & Ivan Allen Jr Blvd NW
16. Peachtree St NE & Ralph McGill Blvd NE
17. Peachtree St & NE Peachtree Center Ave NE

Source: Draft Cycle Atlanta 1.0 Traffic Analysis Report
TRAFFIC STUDY AREA MAP

Figure 1: Courtland Street SE / Washington Street SW Corridor (Study Intersections 1-8)

1. Washington St SW & Memorial Dr SW
2. Washington St SW & Trinity Ave SW
3. Washington St SW & Capitol Square SW
4. Washington St SW & MLK Jr Dr NW
5. Courtland St SE & Gilmer St SE
6. Peachtree Center Ave NE & Edgewood Ave NE
7. Piedmont Ave SE & Gilmer St SE
8. Jesse Hill Jr Dr SE & Gilmer St SE
Figure 2: Courtland Street NE Corridor (Study Intersections 9-17)

9. Courtland St NE & Ralph McGill Blvd NE
10. Courtland St NE & Pine St NE
11. Courtland St NE & Renaissance Pkwy NE
12. Courtland St NE & Linden Ave NE
13. Courtland St NE & North Ave NE
14. Juniper St NE & Ponce De Leon Ave NE
15. W Peachtree St NW & Ivan Allen Jr Blvd NW
16. Peachtree St NE & Ralph McGill Blvd NE
17. Peachtree St & NE Peachtree Center Ave NE
Below is crash data provided for the years 2014 – 2018. A 200 foot influence area was applied to assign crashes to each of the study areas.
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EXISTING CONDITIONS – CRASH DATA

Data Highlights

- Courtland Street trended downward in crashes & injuries overall from 2014-2018
- Other corridors experienced upward & downward trends in injuries & crashes

Table 2: Crashes on Study Corridors

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Crashes</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Courtland Street SE / Washington Street</td>
<td>91</td>
<td>62</td>
</tr>
<tr>
<td>Gilmer Street</td>
<td>42</td>
<td>45</td>
</tr>
<tr>
<td>Courtland Street NE</td>
<td>178</td>
<td>181</td>
</tr>
<tr>
<td>Peachtree Street and Ralph McGill Blvd</td>
<td>27</td>
<td>19</td>
</tr>
</tbody>
</table>

Table 3: Crashes on Study Corridors

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Bicycle Crashes</th>
<th>Pedestrian Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Courtland Street SE / Washington Street</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Gilmer Street</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Courtland Street NE</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Peachtree Street and Ralph McGill Blvd</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
EXISTING CONDITIONS – STATEWIDE AVERAGES

Data Highlights

- Courtland Street and Courtland/Washington Street exceeded statewide averages from 2014 to 2017 for minor arterials in urbanized areas.
STUDY SUMMARY FINDINGS

• *Traffic Study Corridors
  • Courtland Street SE/Washington from Memorial Drive to Gilmer Street
  • Gilmer Street from Peachtree Center Avenue to Jesse Hill Drive
  • Courtland Street NE from Ralph McGill Boulevard to Ponce De Leon Avenue
  • Peachtree Street and Ralph McGill Boulevard from Peachtree Center Avenue to Courtland Street
  • Porter Place from West Peachtree Street to Peachtree Street

• *Planned Level of Service Results
  • All study intersections within corridors to operate at Level of Service D or better.

• *Planned Travel Time AM Peak Periods
  • Expected decreases in travel time at Courtland Street and Juniper by 50 seconds

• *Planned Travel Time PM Peak Periods
  • Expected decreases in travel time at Courtland and Washington by 20 seconds
  • Expected increases in travel time at Juniper Street and Courtland by 50 seconds

*Source: Draft Cycle Atlanta 1.0 Traffic Analysis Report
STUDY FINDINGS: COURTLAND, WASHINGTON & GILMER

CYCLE ATLANTA 1.0 IMPROVEMENT PROJECTS

Study Intersections – Courtland St & Washington St / Gilmer St

COURTLAND STREET & WASHINGTON STREET
Two-way Cycle Track

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gilmer Street</td>
<td>SR 154 Memorial Dr</td>
</tr>
<tr>
<td>Existing Typical</td>
<td>4 vehicle travel lanes</td>
</tr>
<tr>
<td>Proposed Typical</td>
<td>2 vehicle travel lanes with two-way cycle track</td>
</tr>
<tr>
<td>Cycle Atlanta Project ID A30</td>
<td></td>
</tr>
<tr>
<td>Project Length: 0.8 miles</td>
<td></td>
</tr>
</tbody>
</table>

GILMER STREET
Two-way Cycle Track

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peachtree Center Ave</td>
<td>Jesse Hill St Dr</td>
</tr>
<tr>
<td>Existing Typical</td>
<td>5 vehicle travel lanes with parking</td>
</tr>
<tr>
<td>Proposed Typical</td>
<td>2 vehicle travel lanes with parking and two-way cycle track</td>
</tr>
<tr>
<td>Cycle Atlanta Project ID A29</td>
<td></td>
</tr>
<tr>
<td>Project Length: 0.3 miles</td>
<td></td>
</tr>
</tbody>
</table>

Draft Cycle Atlanta 1.0 Traffic Analysis Report Summary Findings:

1. Despite some decreases in level of service, all study intersections operate at Level of Service D or better with the proposed alternative – with the majority at Level of Service C or better

2. With the proposed alternatives, there will be minimal increases to travel times as travel times are expected to stay approximately the same or improve

3. Proposed alternatives will improve safety for all roadway users
STUDY FINDINGS: RALPH MCGILL, COURTLAND & PORTER

CYCLE ATLANTA 1.0 IMPROVEMENT PROJECTS

STUDY INTERSECTIONS – COURTLAND ST / RALPH MCGILL BLVD / PEACHTREE ST / PORTER PL

LEGEND

- Cycle Atlanta 1.0 Improvement Projects
- Planned Transportation Projects
- Existing Streetcar Line
- Existing Bicycle Infrastructure
- MARTA Rail Stations
- Transit Service Bus Stop
- Civic Center

Data Source: Draft Cycle Atlanta 1.0 Traffic Analysis Report

RALPH MCGILL BLVD PEACHTREE ST

Bike Connection

FROM TO
Peacock Center Ave to Courtland St
Existing Typical: 3 vehicle travel lanes
Peacock Center Ave to Ralph McGill Blvd
Existing Typical: 4-5 vehicle travel lanes
Proposed Typical: 3-4 vehicle travel lanes with buffered/protected bike lanes
Proposed Project: Cycle Atlanta Project ID A47
Project Length: 0.06 miles

Draft Cycle Atlanta 1.0 Traffic Analysis Report Summary Findings:

1. Despite some decreases in level of service, all study intersections operate at Level of Service D or better with the proposed alternative – with the majority at Level of Service C or better

2. With the proposed alternatives, there will be minimal increases to travel times as travel times are expected to stay approximately the same or improve

3. Proposed alternatives will improve safety for all roadway users
A copy of the Draft Cycle Atlanta 1.0 traffic study & Cycle Atlanta 1.0 Plan is available for public viewing. Please ask a City staff member for more information.

You are welcome to review the project boards on display in the next room. We look forward to your comments, which can be provided on the boards, on comments cards or with the court reporter.