CITY OF ATLANTA

CYCLE ATLANTA 1.0

PUBLIC INFORMATION MEETING

JANUARY 15, 2020

TITLE VI COMPLIANCE

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

Richard Case

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.

PRESENTATION OVERVIEW

- ❑ Cycle Atlanta 1.0 Background
- ❑ Traffic Analysis Overview & Study Corridors
- ❑ Study Conclusions

CITY OF ATLANTA

CYCLE ATLANTA 1.0 BACKGROUND

CYCLE ATLANTA 1.0 PLAN 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. Now, 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.**

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The Atlanta BeltLine Eastside Trail supports recreation and transportation needs in Atlanta.

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 GOAL(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

Source: Draft Cycle Atlanta 1.0 Traffic Analysis Report

TRAFFIC ANALYSIS CORRIDORS & INTERSECTIONS (S)

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

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

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 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

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

TRAFFIC STUDY MAP

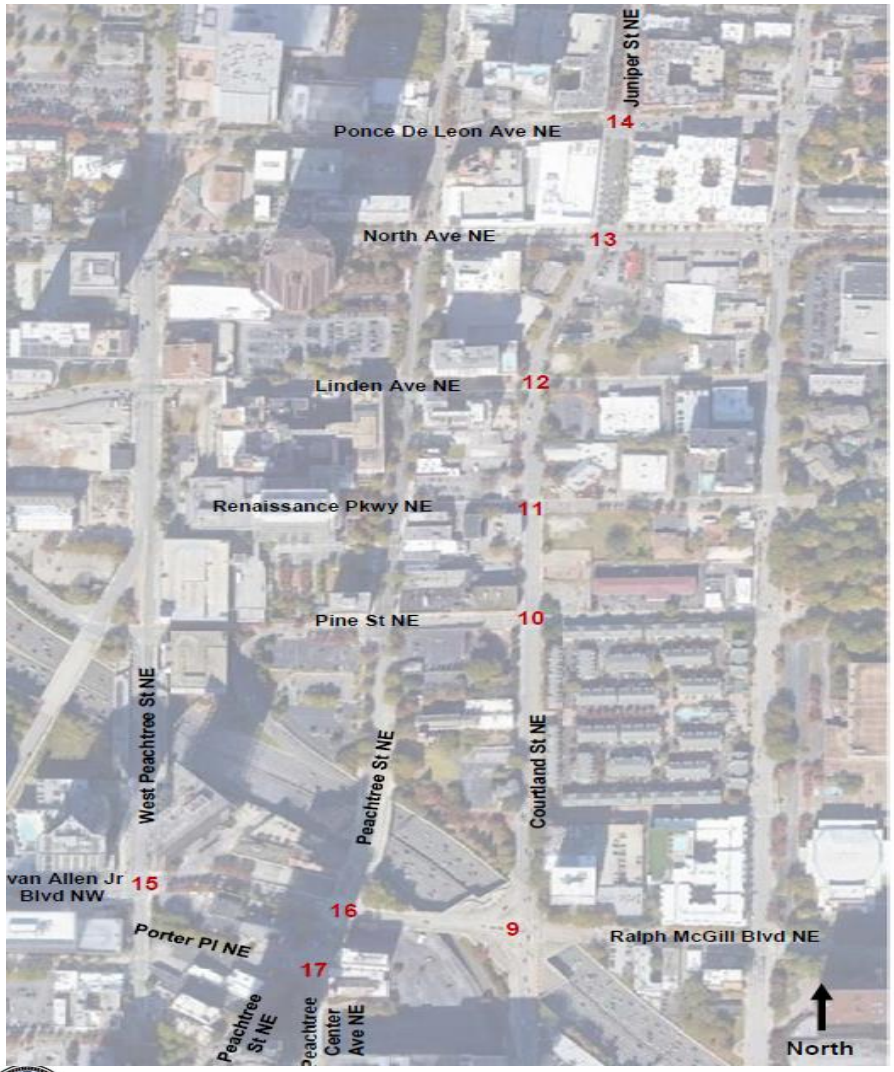


Figure 2: Courtland Street NE Corridor (Study Intersections 9-17)

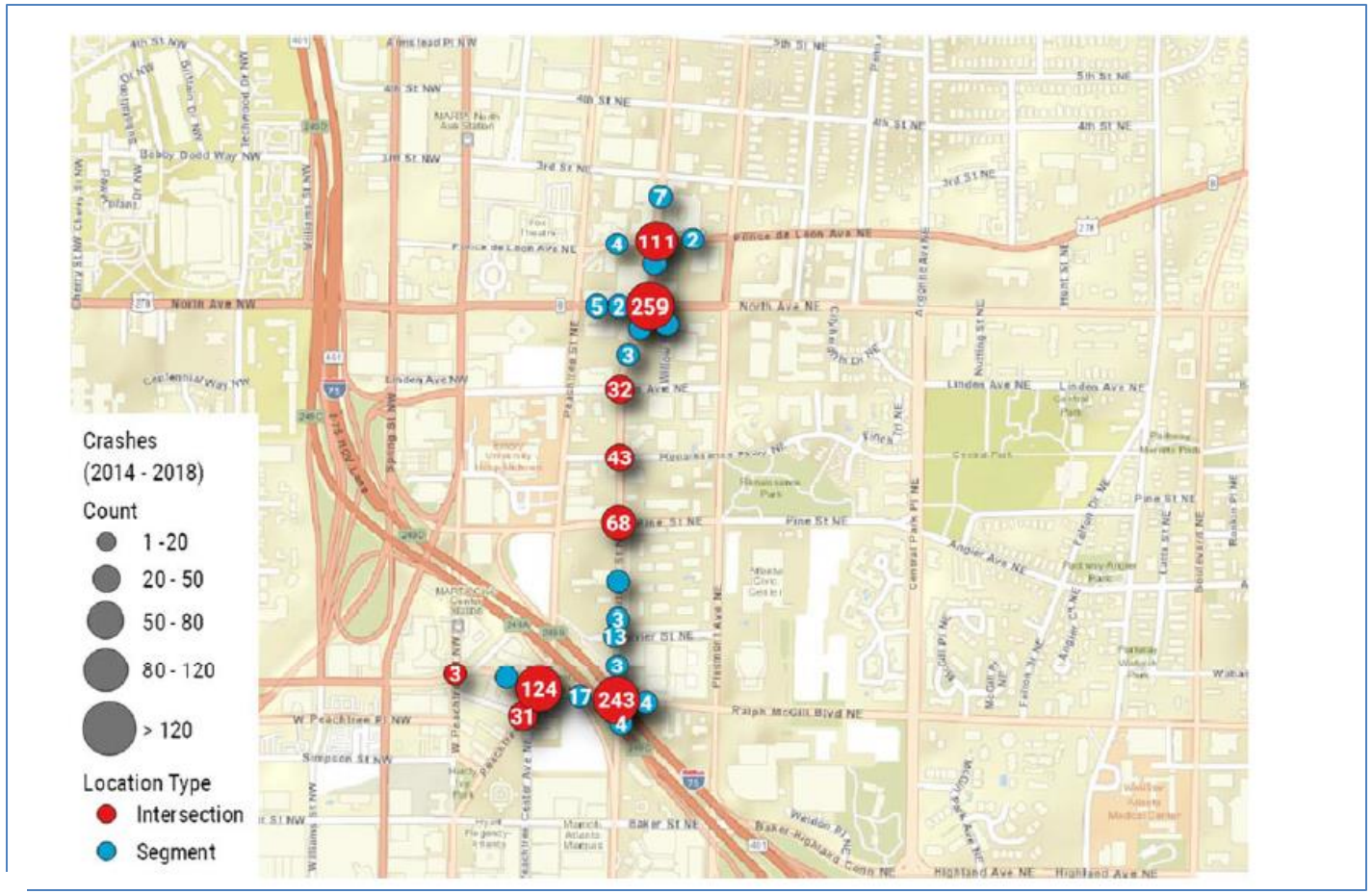
9. Courtland St NE & Ralph McGill Blvd NE
10. Courtland St NE & Pine St NE
11. Courtland St NE & Renaissance Pkwy NE
12. Courtland St NE & Linden Ave NE
13. Courtland St NE & North Ave NE
14. Juniper St NE & Ponce De Leon Ave NE
15. W Peachtree St NW & Ivan Allen Jr Blvd NW
16. Peachtree St NE & Ralph McGill Blvd NE
17. Peachtree St & NE Peachtree Center Ave NE

CRASH DATA – COURTLAND /WASHINGTON STREET

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.

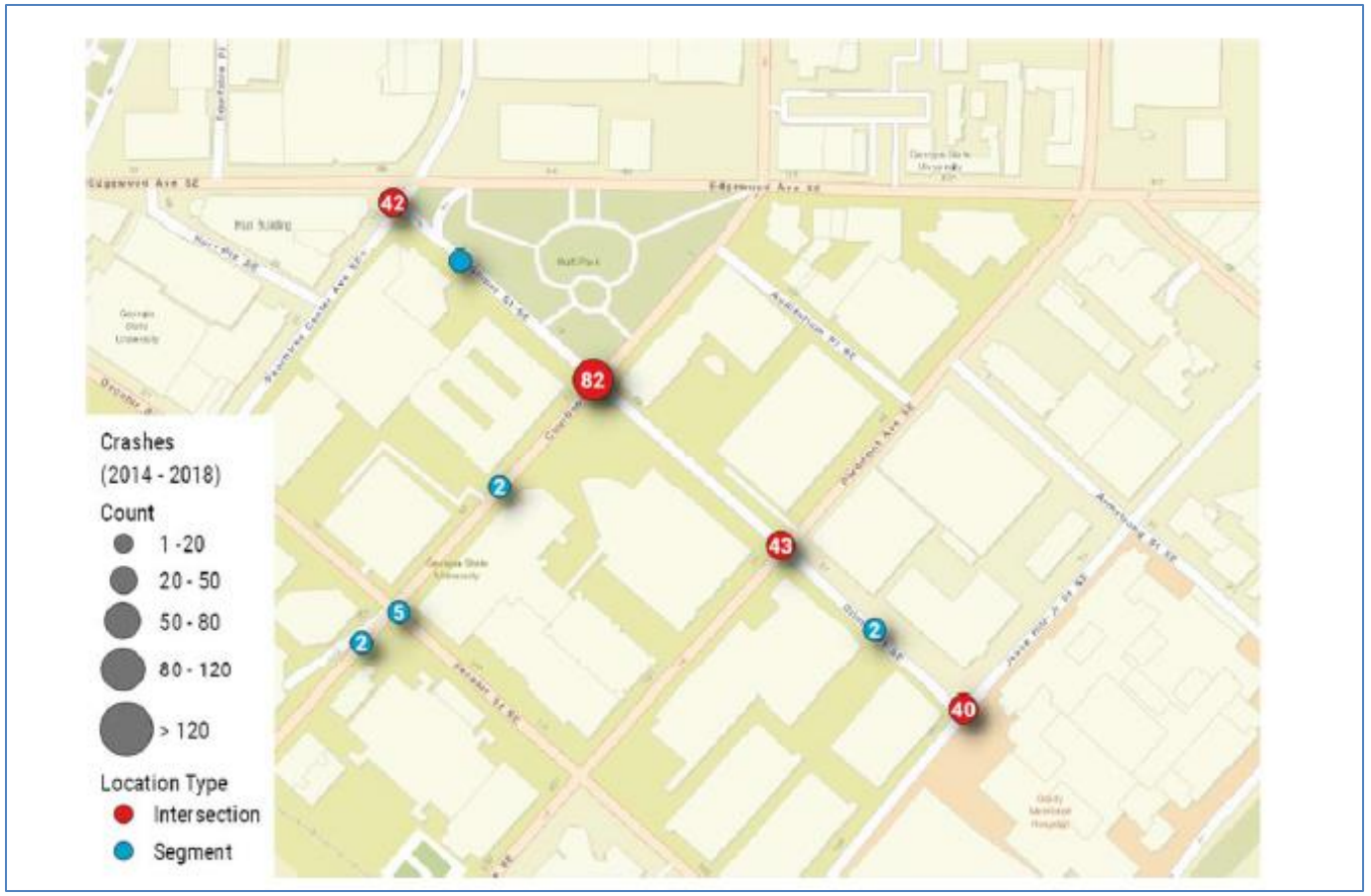
CRASH DATA – COURTLAND STREET

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.



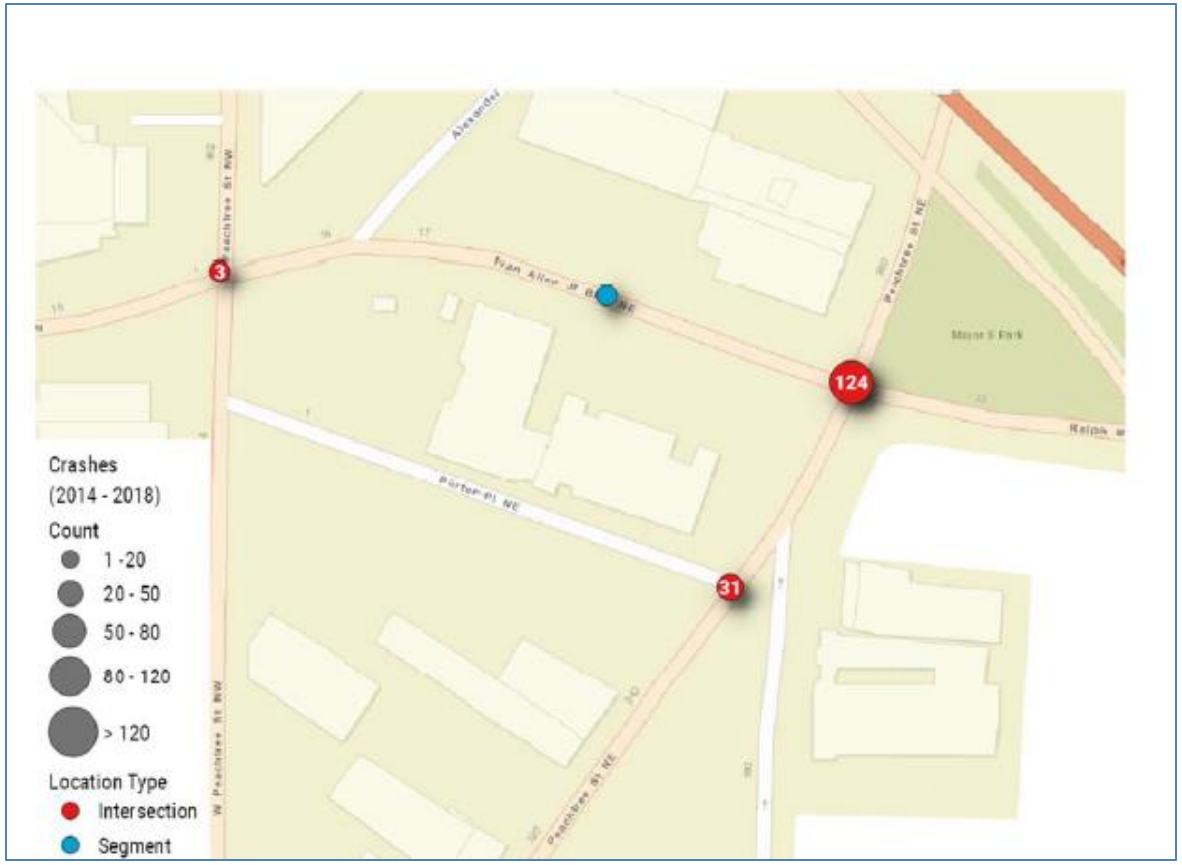
CRASH DATA – GILMER STREET

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.



CRASH DATA – PEACHTREE & RALPH MCGILL BLVD

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.



EXISTING CONDITIONS – CRASH DATA

Table 2: Crashes on Study Corridors

Corridor	Crashes					Injuries				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
Courtland Street SE / Washington Street	91	62	103	96	88	8	8	15	19	16
Gilmer Street	42	45	29	46	40	2	2	4	5	6
Courtland Street NE	178	181	167	158	157	45	32	39	30	29
Peachtree Street and Ralph McGill Blvd	27	19	35	43	36	2	1	8	9	4

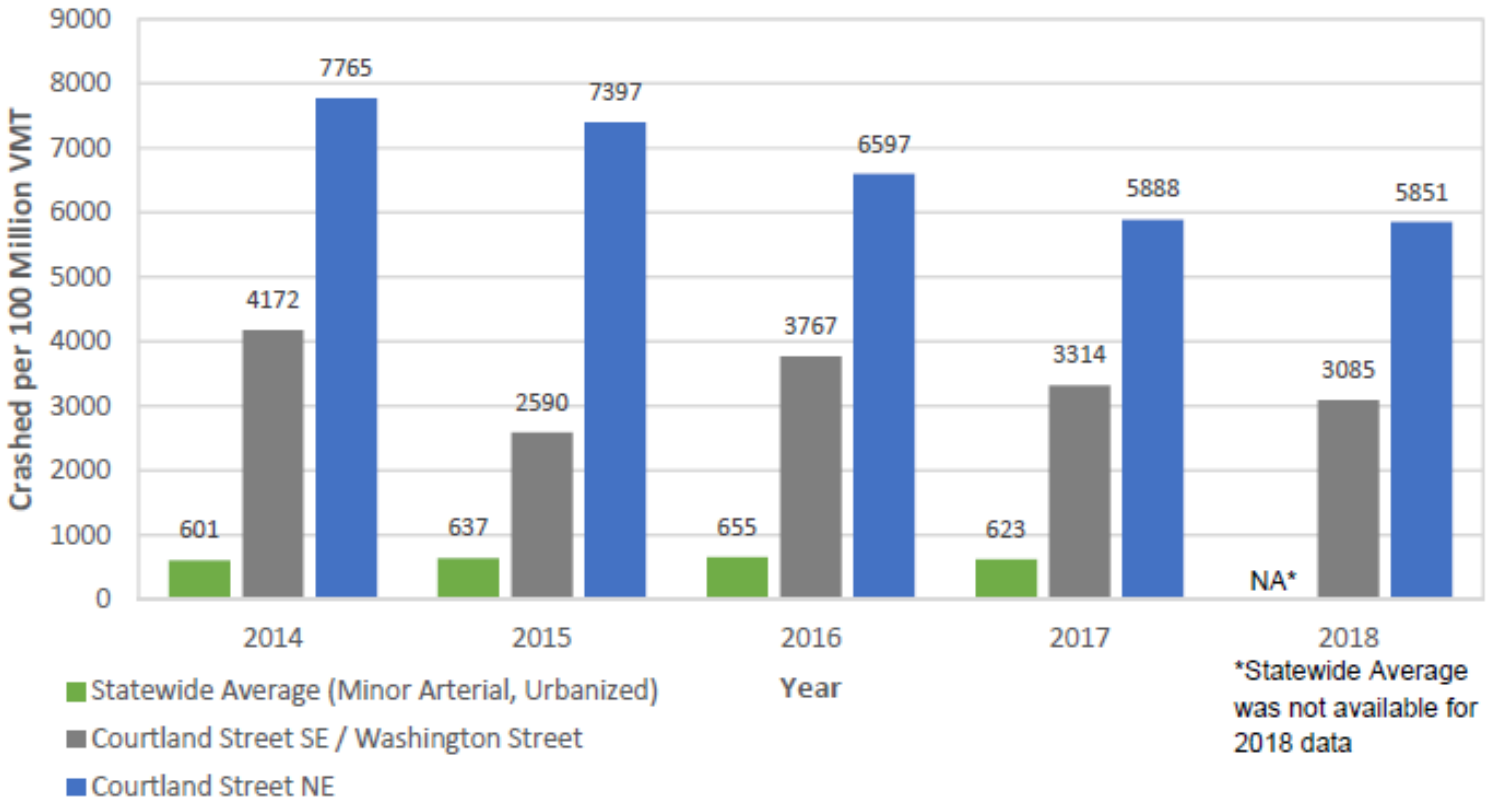
Table 3: Crashes on Study Corridors

Corridor	Bicycle Crashes					Pedestrian Crashes				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
Courtland Street SE / Washington Street	0	0	0	0	0	1	0	2	1	2
Gilmer Street	0	0	0	1	0	0	0	2	2	1
Courtland Street NE	0	0	0	0	0	5	3	3	2	2
Peachtree Street and Ralph McGill Blvd	0	0	0	1	0	1	1	2	2	2

Data Highlights

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

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.

CITY OF ATLANTA

STUDY CONCLUSIONS

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

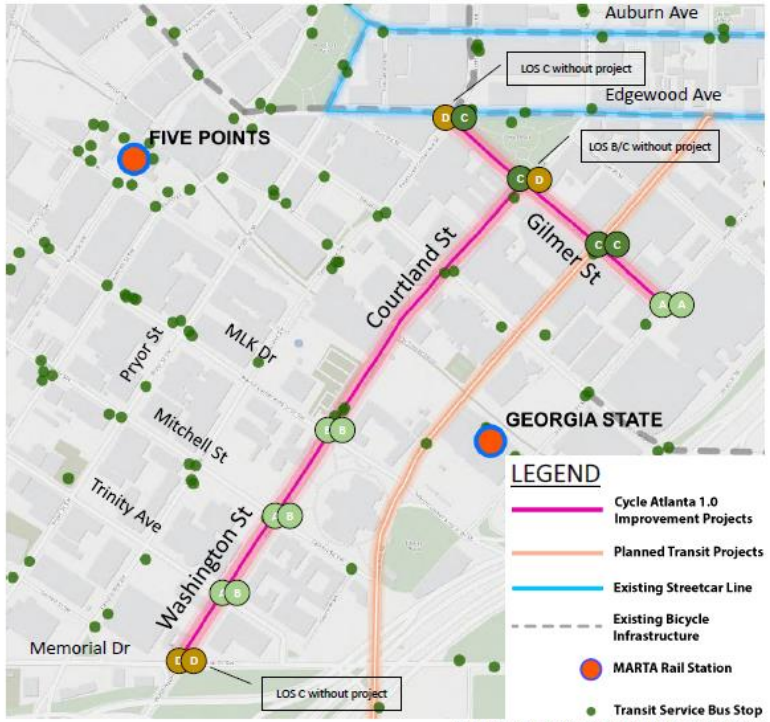
- ***Planned Travel Time PM Peak Periods**
  - Expected decreases in travel time at Courtland and Washington by 20 seconds
  - Expected increases in travel time at Juniper Street and Courtland by 50 seconds

*Source: Draft Cycle Atlanta 1.0 Traffic Analysis Report

STUDY FINDINGS:COURTLAND,WASHINGTON & GILMER

CYCLE ATLANTA 1.0 IMPROVEMENT PROJECTS

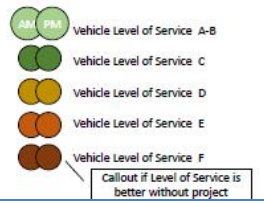
Study Intersections – Courtland St & Washington St / Gilmer St



Data Source: Draft Cycle Atlanta 1.0 Traffic Analysis Report

LEGEND

Vehicle Level of Service with Projects



Travel Time Analysis

Courtland St/ Washington St *Gilmer St to Memorial Dr*	AM +4 sec. PM -52 sec.

AM and PM peak hour travel times of the proposed alternative compared to no build conditions

Data Source: Draft Cycle Atlanta 1.0 Traffic Analysis Report

COURTLAND STREET & WASHINGTON STREET

Two-way Cycle Track

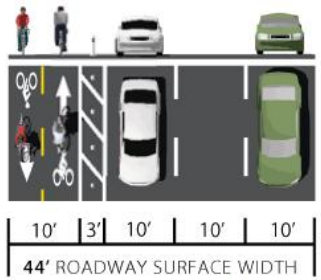
FROM	TO
Gilmer Street	SR 154 Memorial Drive

Existing Typical: 4 vehicle travel lanes

Proposed Typical: 3 vehicle travel lanes with two-way cycle track

Cycle Atlanta Project ID A30

Project Length: 0.6 miles



Preliminary cross-section from Cycle Atlanta 1.0

GILMER STREET

Two-way Cycle Track

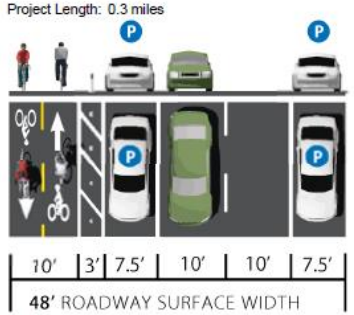
FROM	TO
Peachtree Center Ave	Jesse Hill Jr Dr

Existing Typical: 3 vehicle travel lanes with parking

Proposed Typical: 2 vehicle travel lanes with parking and two-way cycle track

Cycle Atlanta Project ID A29

Project Length: 0.3 miles



Preliminary cross-section from Cycle Atlanta 1.0

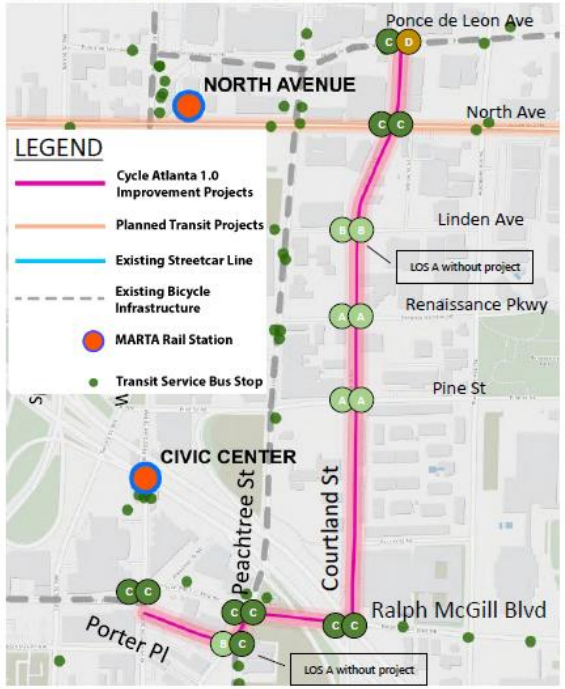
Draft Cycle Atlanta 1.0 Traffic Analysis Report Summary Findings:

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



Data Source: Draft Cyde Atlanta 1.0 Traffic Analysis Report

RALPH MCGILL BLVD PEACHTREE ST

Bike Connection

FROM	TO
Peachtree Center Ave	Courtland St

Existing Typical: vehicle travel lanes vary

Proposed Typical: vehicle travel lanes vary with **buffered/protected bike lanes**

Cycle Atlanta Project: *Peachtree-Ralph McGill-Peachtree Center-Courtland Intersection Concept*

Project Length: 0.05 miles

Preliminary concept from Cycle Atlanta 1.0

COURTLAND STREET

One-way Cycle Track

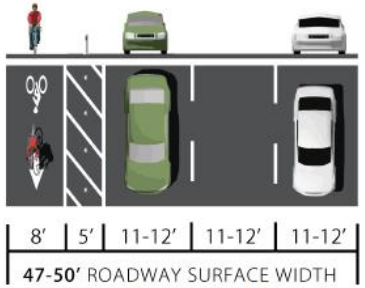
FROM	TO
Ponce De Leon Ave	Ralph McGill Blvd

Existing Typical: 4-5 vehicle travel lanes

Proposed Typical: 3-4 vehicle travel lanes with **one-way cycle track**

Cycle Atlanta Project ID A47

Project Length: 0.6 miles



Preliminary cross-section from Cycle Atlanta 1.0

PORTER PLACE

Contraflow Bike Lane

FROM	TO
West Peachtree Street	Peachtree Street

Existing Typical: 1 vehicle travel lanes

Proposed Typical: 1 vehicle travel lanes with **contraflow bike lane**

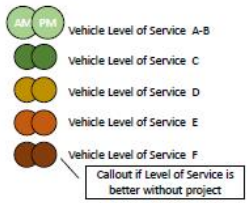
Cycle Atlanta Project ID C14

Project Length: 0.1 miles

Preliminary cross-section from Cycle Atlanta 1.0

LEGEND

Vehicle Level of Service with Projects



Travel Time Analysis

Courtland St *Ponce de Leon Ave to Ralph McGill Blvd*	AM +26 sec. PM -23 sec.

AM and PM peak hour travel times of the proposed alternative compared to no build conditions

Data Source: Draft Cycle Atlanta 1.0 Traffic Analysis Report

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

THANK YOU!

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.