

CITY OF ATLANTA



DEPARTMENT OF TRANSPORTATION

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APRIL 23, 2020

RE: Responses to Public Information Meeting Comments for Cycle Atlanta 1.0 Improvement

Dear Stakeholders

Thank you for attending the Cycle Atlanta 1.0 Public Information Meeting held Wednesday, January 15, 2020 from 6pm to 8pm. We appreciate the comments and feedback received from the meeting and during the comment period. The City of Atlanta will incorporate all written responses as part of the project's official record. Below is a summary of meeting attendance, and comments received during the comment period, of January 15, 2020 to March 30, 2020.

A total of **36** people attended the public information meeting located at the Martin Luther King Jr. Natatorium on 110 Hilliard Street, SE Atlanta, Georgia 30312. A total of **68** written comments were received. Comments were accepted during the meeting on comment cards and the project layout boards. There were **56** comments provided on the Cycle Atlanta 1.0 project location boards during the meeting, and **12** on comment cards. Comments received after **March 30, 2020**, or the close of this comment period, will continue to be collected, added to the project record, but not tabulated in this letter.

Comments received were categorized into several broad categories relating to: Safety, General Comments (Outside Project Limits/Other Concerns), Design, Connectivity, Signals, Green Infrastructure, Congestion, Maintenance, Sidewalk, Traffic Calming, and Parking Enforcement. Most comments focused on Design, Safety and Connectivity.

The comments received from January 15, 2020 to March 30, 2020 are summarized below.

Safety. Concerns were expressed for cyclist safety at Trinity Avenue, Washington Street, Ivan Allen Jr Boulevard, Peachtree Center Avenue, Porter Place, Peachtree Street, and Courtland Street – particularly at major intersections. Similar concerns for pedestrians accessing Georgia State University's shuttle services were also presented.

Response: The purpose of the project is to improve the safety, connectivity, and mobility for cyclists accessing transit facilities within the limits of proposed improvements. Feasible design treatments that separate the cyclist from oncoming traffic, improve accessibility to transit (including shuttles) will be evaluated during the engineering phase of the project. The design team will consider redesign options for intersections where necessary to mitigate, as much as possible, confusion and danger.

Concerns for safety at locations that fall outside of the project limits will be considered, implemented where funding is available, but as a separate project(s). For more information on the project locations planned for future improvements under the Cycle Atlanta 1.0 Project, and the proposed facilities, please visit:

<http://www.atlantaga.gov/government/departments/public-works/office-of-transportation/capital-transportation-projects/capital-projects-planned-underway>.

General. The eastbound lane on Trinity was recommended as a suitable facility for cyclists. Additionally, it was noted that at Washington Street between Capital Square and Martin Luther King Jr Drive, Capital Police are often observed parking in the right line on Trinity Avenue.

Response. The design team will evaluate the existing uses for travel lanes on Washington Street between Capital Square and Martin Luther King Jr Drive during the engineering phase of the project. Methods of accommodating cyclists that travel east or west on Trinity Avenue will also be evaluated during the project's design phase.

Locations Outside Project Limits. Safety concerns for cyclists traveling on Memorial Drive east of Washington Street, Pryor Street/Hank Aaron Drive, and Decatur Street/Central Avenue were expressed for City consideration.

Response. Improvements to Hank Aaron Drive, Pryor Street, and Memorial Drive are being considered, and if funded/approved, will progress as separate projects. Additionally, the design team will seek to accommodate bicyclists traveling north on Central Avenue onto Peachtree Center Avenue within the limits of the Cycle Atlanta 1.0 project.

Design. The following design considerations were provided:

1. **Peachtree Street:** Northbound bike lanes, reduce to one lane, & set back stop bars.
2. **MLK Jr Drive and Decatur Street:** Eastbound bike lanes & modified storm grates.
3. **Ralph McGill Boulevard:** Improved protection at Ralph McGill Boulevard.
4. **Peachtree Center Avenue:** A mini traffic circle at Decatur Street.
5. **Courtland Street and Ponce De Leon Avenue:** Green bike boxes westbound on Ponce De Leon Avenue to Courtland Street.
6. **Roadway Design:** Double left turn lanes at Courtland Street and Washington Street.
7. **Barrier Materials:** Durable flex posts (high quality), curb/gutter and/or Planters.
8. **Courtland from Memorial to Ponce De Leon Avenue:** A two-way cycle track on right side of roadway and implement public outreach/education measures.

Response(s):

1. **Peachtree Street:** Design team will review and consider this option, within the context of user safety, operations, budget and project scope.
2. **Martin Luther King Jr Drive and Decatur Street:** Design recommendations on locations outside of the limits of the project (i.e. Washington Street between Martin Luther King Jr Drive to Decatur Street – ect.) will be considered but as a separate project(s). Replacement needs for storm drains will however be reviewed with the design team for recommendations, to support cyclist safety.
3. **Ralph McGill Boulevard.** A buffered bike lane is being proposed at Peachtree Street and Ralph McGill Boulevard from Peachtree Center Avenue to Courtland Street. The Design team will review and consider an option that considers cyclist safety with regards to added protection for this facility.

4. **Peachtree Center Avenue:** Improvements are planned for Peachtree Center Avenue at the intersections of Gilmer Street and Peachtree Street, where the project scope as presented in the Cycle Atlanta 1.0 plan is to support a cycle track and/or buffered bike lanes for added separation from vehicular traffic to reduce conflicts. Separation of cyclists from vehicular traffic on the roadway is a proven countermeasure, per the Federal Highway Administration (FHWA) guidance. Reducing speeding is another important goal to improve roadway user safety and per the Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA) guidance, “effective speed enforcement is an essential countermeasure to reduce speeding and lowering crash risk”. To support slower vehicle speeds and cyclist safety, plans are currently being implemented by the City of Atlanta to create a default speed limit of 25 MPH on local roads, some collectors and arterials, and facilitate slower vehicle speeds through better enforcement.

The information referenced above from NHTSA, and FHWA can be accessed via the links below.

FHWA. Selecting Safety Treatments.

<https://safety.fhwa.dot.gov/hsip/hrrr/manual/sec44.cfm>

Speed Enforcement Program Guidelines. NHTSA.

https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa09028/resources/Speed%20Enforcement%20Program%20Guidelines.pdf

5. **Courtland Street and Ponce De Leon Avenue:** Design team will review and consider an option based on safety, operations, budget and project scope.
6. **Roadway Design - Double left turns at Courtland and Washington Streets.** The design team will review existing traffic movements and provide appropriate design changes as necessary, including evaluating if a bicycle signal phase is warranted to increase protection. For example, Georgia State Law allows left turns on a red signal indication at the intersection of one-way streets, but westbound left turns on red will be prohibited in the design to increase safety. The final traffic study conducted will include this left turn on red restriction.
7. **Barrier Materials:** The designers will work with the City of Atlanta to determine the optimal barrier material type, to balance safety, installation costs, maintenance costs, and durability within limitations such as local vendors / distribution availability and project funding limits.
8. **Courtland and Memorial Drive to Ponce De Leon Avenue** – this location is outside the limits of the project.

Connectivity. Comments were received with regards to improving connectivity of the existing bicycle network downtown.

1. **MLK Jr Drive to Decatur Street:** Extend bike lane north on Courtland Street to Washington Street (eastside) Gilmer Street & Courtland Street intersection. Connect to existing bike lane on Edgewood.

2. **Porter Place to Ivan Allen Jr Boulevard:** Connect Porter Place and Ivan Allen Jr Boulevard.
3. **Ralph McGill Boulevard & Courtland Street.** Extend limits seven (7) blocks south of current location.
4. **Courtland Street and Ponce De Leon Avenue.** Facilitate connections to Juniper Street.
5. **Trinity Avenue:** Connect to Trinity and use as an eastbound route.
6. **Gilmer Street:** Proposed i limits are too short. Should extend limits to Edgewood.
7. **Courtland Street.** Continuous bike lane on Courtland is preferred to support a dedicated bus lane on Peachtree Center Avenue.

Response: A continuous bicycle facility is generally preferred for the above recommendations, however in cases where recommendations are proposed outside of the study extents, such projects will be considered as possible future improvements under a separate future project. Alternatively, connections proposed to Courtland Street, Ponce De Leon, and Trinity Avenue are currently part of the project scope. Those recommendations will be considered during the design phase of the Cycle Atlanta 1.0 project.

Signal Comments. Signal improvements are proposed for Porter Place, Ralph McGill Boulevard, Peachtree Center Avenue and Peachtree Street.

Response: The design team will explore adding signals at the above referenced locations. Signalization of Peachtree Center Avenue at Peachtree Street is a potential option to protect bicyclists from Peachtree Street to Peachtree Center Avenue and was evaluated in the preliminary traffic study.

Green Infrastructure. Inclusion of Green infrastructure at Courtland Street, Martin Luther King Jr Drive or where feasible within the limits of the project.

Response: The design team will evaluate the potential inclusion of green infrastructure where feasible, within the limits of the project.

Congestion. Congestion at Courtland Street and Ralph McGill Boulevard was noted as a concern.

Response: The design team will consider the impacts of congestion to proposed facilities and review concurrently with the traffic study during design development.

Maintenance. Street sweeping services were requested to ensure the maintenance of existing roadways included street sweeping to remove debris that routinely collects in street gutters, impacting cyclist safety.

Response: The City will be developing a maintenance plan for bicycle infrastructure as part of a separate effort, to address this concern.

Sidewalk Improvements. Sidewalk improvements were recommended at Courtland Street south of Pine Street and Renaissance Place.

Response: The current scope and budget of this project is dedicated to supporting improvements that that connect cyclists to transit. Therefore, sidewalk improvements proposed for this project may be considered as a separate project for future endeavors.

Traffic Calming. Concerns for vehicle speeds at Courtland Street, Pine Street, Courtland Street and Linden Avenue were submitted for consideration.

Response: The proposed design will include a protected bike lane on Courtland Street and Pine Streets, which will provide added separation from vehicular traffic for cyclists. Additionally, efforts are currently underway in the City of Atlanta to implement a default speed limit of 25 MPH on local roads, some collectors and arterials, to reduce vehicle speeds through enforcement.

Parking Enforcement. Concerns for vehicles parking in bike lanes were expressed. Requested better enforcement to reduce safety concerns.

Response: The City of Atlanta is committed to providing safe and convenient transportation options and promoting quality of life. Stakeholders can report a potential hazard in the street or sidewalk using the City of Atlanta 311 service online at <http://www.atl311.com/> or by dialing 311 within the City of Atlanta limits.

Your comments are welcomed and are an important part of the project development process.
Should you have further concerns or require any further information,
please contact Michael Frierson, Public Information Officer at
mfrierson@atlantaga.gov or by phone at 404-546-6254.