MONROE DRIVE SAFE STREET -- FAQs
PROJECT #1013

June 24, 2025

CITY OF ATLANTA
DEPARTMENT OF TRANSPORTATION

Project Design & Scope Inquiries

- ***Sidewalks:***
  - "Will sidewalk repaving be included in the project scope?" and "Could you please provide details or a map indicating where sidewalk repairs will be performed, as this is not visible on the received map?"
    - Yes, sidewalk repair and replacement are part of the scope for this project. A preliminary plan set has been posted to the website showing sidewalk repair locations.

- ***Lane Configuration:***
  - "Can you present the design plans for review?" and "Is it possible to achieve the project goals without expanding the current lane widths?" and "What will be the proposed width of the lanes?"
    - The preliminary plans have been posted to the project website, and the lane dimensions are provided on the plans.
    - The project goals are achieved with the introduction of a road diet as an FHWA Proven Safety Counter Measure. In addition, 11-foot lanes are being proposed to minimize potential for sideswipe crashes due to the high percentage of heavy vehicles travelling in the corridor. Nationally published design guidelines (AASHTO Green Book and the FHWA Proven Safety Countermeasures) provide that the largest design vehicle should be considered when selecting a lane width. Additionally, the 11-foot lanes are recommended to better facilitate the safe use of a two-way left turn lane.

- ***Specific Segment Concerns (Yorkshire Road to Kroger at Ansley Mall):***
  - **Regarding the half-mile segment between the intersection at Yorkshire Road and the Kroger at Ansley Mall: It appears this section will remain four lanes, requiring drivers to merge into three lanes afterward.**
    - After further review, the consultant was asked to look at operations for this segment and reduce the four-lane system as much as possible. This revision will be under review during the Final Field Plan Review in August.
  - **Could you explain the rationale for this design, considering the potential for increased congestion and safety concerns?**
    - A safety evaluation was completed to assess the impacts of the treatments proposed as part of the Monroe Drive Complete Streets project and to evaluate how they would support the purposes of the project as well as the project's goal of addressing corridor crash rates.
    - Crash data was extracted for the study area (8th Street NE to Piedmont Circle) from AASHTOWare Safety, GDOT's online crash database and analytics tool. Crash data was extracted for the five-year period from January 1, 2018 to December 31, 2022, and a total of 95 crashes were reported, including 29 injury crashes (31 percent). The predominant crash types observed along the corridor were rear-end crashes (37 percent), same-direction sideswipe crashes (16 percent), left-turn crashes (15 percent), and hit-fixed-

object crashes (11 percent). One pedestrian crash also was reported and occurred outside of a marked crossing location.
    - Road diets are one of the Federal Highway Administration's (FHWA) Proven Safety Countermeasures, which is a collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries. Road diets result in a reduction of rear-end and left-turn crashes, due to the dedicated left-turn lane, and in a reduction of angle crashes, since side-street motorists cross three versus four travel lanes. Additionally, crossing pedestrians are in the roadway and exposed to vehicular traffic for less time since they are crossing fewer travel lanes. Road diets also provide traffic calming benefits and have been shown to reduce overall crash frequency between 19 percent and 47 percent.
- **Why not maintain a consistent three-lane concept throughout?**
    - The Traffic study completed with the concept report indicated that additional lanes were required for adequate level of service north of Piedmont Avenue.
- **I live on Yorkshire Road—how will southbound traffic on Monroe Drive safely turn left onto Yorkshire?**
    - Southbound traffic will be able to make a permissive left turn from Monroe Drive utilizing a dedicated left-turn lane. Dedicated turn lanes provide separation between turning traffic that is slowing or stopped and adjacent through traffic at intersection approaches, and they are particularly beneficial to safety and operations at side-street, stop-controlled intersections.
- **It currently appears to be a single lane, which would block all southbound traffic.**
    - The proposed design includes a dedicated southbound left-turn lane from which southbound traffic will be able to make a permissive left turn from Monroe Drive without blocking southbound through traffic.
- **Would it be safer or more efficient to designate southbound Monroe as "no left turn" onto side streets in this area?**
    - While this would remove potential conflicts along Monroe Drive, it greatly would restrict mobility throughout the neighborhood, resulting in higher traffic volumes on adjacent and parallel streets as well as increased cut-through traffic on smaller neighborhood streets. The reduced three-lane section with a dedicated southbound left-turn lane is intended to decrease rear-end crash potential by providing physical separation between turning traffic that is slowing or stopped and adjacent through traffic. Further, with the proposed three-lane section, southbound vehicles will only have to make the left turn across a single, opposing lane rather than two.
- **Has the possibility of making Yorkshire Road southbound only been explored?**
    - The possibility of making Yorkshire Road one-way has not been explored.

- ***Drawings & Dimensions:***
  - **Could you please provide the design drawings?**
  - **Will we receive drawings with dimensions before the plans are finalized?**
  - **Specifically, where on the roadway is the width less than 39 feet?**
  - **Can you provide drawings showing where the roadway is less than 39 feet in width?**
    - Preliminary plans have been posted to the project website for public viewing. Dimensions are provided on the plans for curb-to-curb widths.
    - To provide a minimum 5-foot-wide unprotected bike lane along with two 10-foot-wide travel lanes and a 10-foot-wide center two-way, left-turn lane, a minimum width of 40 feet between the curbs would be required. Bike lanes were considered between 10th Street NE and Piedmont Avenue NE. The roadway width is 40-feet or wider within six (6) segments of Monroe Drive between 10th Street NE to Piedmont Avenue NE:
      - Cresthill Avenue to Elmwood Drive
      - Park Drive to Orme Circle
      - Amsterdam Avenue to approximately 300 feet north of Amsterdam Avenue
      - Worchester Drive to Dutch Valley Road
      - Westminster Drive to 100 feet south of Yorkshire Drive
      - From 100 feet north of Yorkshire Drive to 100 feet south of Cumberland Road
    - The remaining segments of Monroe Drive between 10th Street NE and Piedmont Avenue NE range in width between 36 feet to just under 40 feet.

- ***Traffic Calming & Lane Width:***
  - **Given the project's goal of creating safe streets for all, would traffic calming measures achieved by shrinking lanes be more effective than expanding them?**
    - Road diets are one of the Federal Highway Administration's (FHWA) Proven Safety Countermeasures, which is a collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries. Road diets result in a reduction of rear-end and left-turn crashes, due to the dedicated left-turn lane, and in a reduction of angle crashes, since side-street motorists cross three versus four travel lanes. Additionally, crossing pedestrians are in the roadway and exposed to vehicular traffic for less time since they are crossing fewer travel lanes. Road diets also provide traffic calming benefits and have been shown to reduce overall crash frequency between 19 percent and 47 percent.
    - 11-foot lanes are being proposed to minimize potential for sideswipe crashes due to the high percentage of heavy vehicles travelling the corridor. Nationally published design guidelines (AASHTO Green Book and the FHWA Proven Safety Countermeasures) provide that the largest design vehicle should be considered when selecting a lane width. Additionally, the 11-foot lanes are recommended to better facilitate the safe use of a two-way, left-turn lane.
  - **Would this approach also allow for dedicated bike lanes?**

- While 10-foot travel lanes would provide space for bike lanes, the inconsistent width ranging from just over 3 feet to just under 5 feet is not the appropriate application for Monroe Drive based on the characteristics of the roadway, including facility type, traffic volume, and heavy vehicle usage. Providing a substandard bike lane width and elimination of a bike lane buffer/protection adjacent to the travel lane would require variances to city code and adopted guidelines. Inconsistent, substandard, and unprotected bike lanes would not be a safe and comfortable bike facility for all users on Monroe Drive due to high traffic volumes, the prevalence of heavy vehicles, and the high density of driveways, drainage grates, and other in-lane hazards (i.e., trash bins).

- **Why is not providing a bike lane considered a better option than a 4- or 5-foot bike lane?**
  - This is not the appropriate application for Monroe Drive based on the characteristics of the roadway, including facility type, traffic volume, and heavy vehicle usage. Inconsistent, substandard, and unprotected bike lanes would not be a safe and comfortable bike facility for all users on Monroe Drive due to high traffic volumes, the prevalence of heavy vehicles, and the high density of driveways, drainage grates, and other in-lane hazards (i.e., trash bins).
- **Why are the travel lanes widened from their current 10-foot width to 11 feet?**
  - 11-foot lanes are being proposed to minimize potential for sideswipe crashes due to the high percentage of heavy vehicles travelling the corridor. Nationally published design guidelines (AASHTO Green Book and the FHWA Proven Safety Countermeasures) provide that the largest design vehicle should be considered when selecting a lane width. Additionally, the 11-foot lanes are recommended to better facilitate the safe use of a two-way, left-turn lane.
- **Instead of 11-foot travel lanes, would maintaining 10-foot lanes accommodate bike lanes?**
  - 11-foot lanes are being proposed to minimize potential for sideswipe crashes due to the high percentage of heavy vehicles travelling the corridor. Nationally published design guidelines (AASHTO Green Book and the FHWA Proven Safety Countermeasures) provide that the largest design vehicle should be considered when selecting a lane width. Additionally, the 11-foot lanes are recommended to better facilitate the safe use of a two-way, left-turn lane.
  - While 10-foot travel lanes would provide space for bike lanes, the inconsistent width ranging from just over 3 feet to just under 5 feet is not the appropriate application for Monroe Drive based on the characteristics of the roadway, including facility type, traffic volume, and heavy vehicle usage. Providing a substandard bike lane width and elimination of a bike lane buffer/protection adjacent to the travel lane would require variances to city code and adopted guidelines. Inconsistent, substandard, and unprotected bike lanes would not be a safe and comfortable bike facility for all users on Monroe Drive due to high traffic volumes, the prevalence of heavy vehicles, and the high density of driveways, drainage grates, and other in-lane hazards (i.e., trash bins).
- **Please do not increase lane width, as this may encourage higher speeds.**
  - Road diets are one of the Federal Highway Administration's (FHWA) Proven Safety Countermeasures, which is a collection of 28 countermeasures and strategies effective

in reducing roadway fatalities and serious injuries. Road diets result in a reduction of rear-end and left-turn crashes, due to the dedicated left-turn lane, and in a reduction of angle crashes, since side-street motorists cross three versus four travel lanes. Additionally, crossing pedestrians are in the roadway and exposed to vehicular traffic for less time since they are crossing fewer travel lanes. Road diets also provide traffic calming benefits and have been shown to reduce overall crash frequency between 19 percent and 47 percent.

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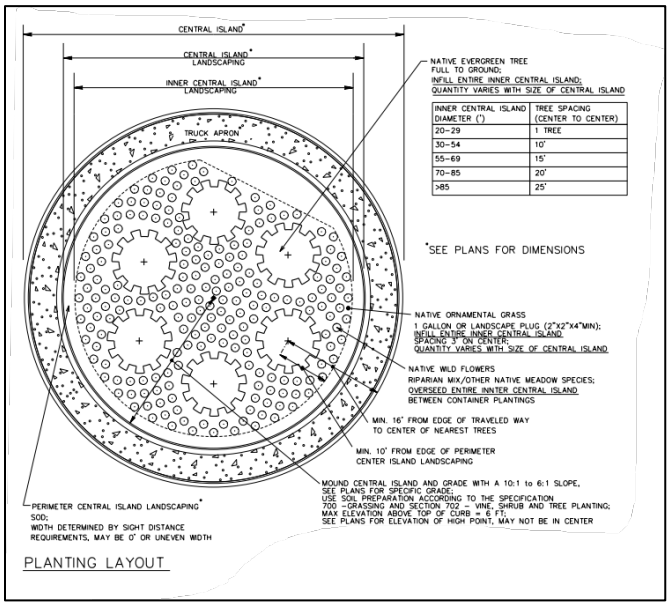
    - **Is the project expanding the lane widths? The current lanes are 10 feet wide, correct?**
        - The current lanes are approximately 10-feet wide.
        - 11-foot lanes are being proposed to minimize potential for sideswipe crashes due to the high percentage of heavy vehicles travelling the corridor. Nationally published design guidelines (AASHTO Green Book and the FHWA Proven Safety Countermeasures) provides that the largest design vehicle should be considered when selecting a lane width. Additionally, the 11-foot lanes are recommended to better facilitate the safe use of a two-way left turn lane.

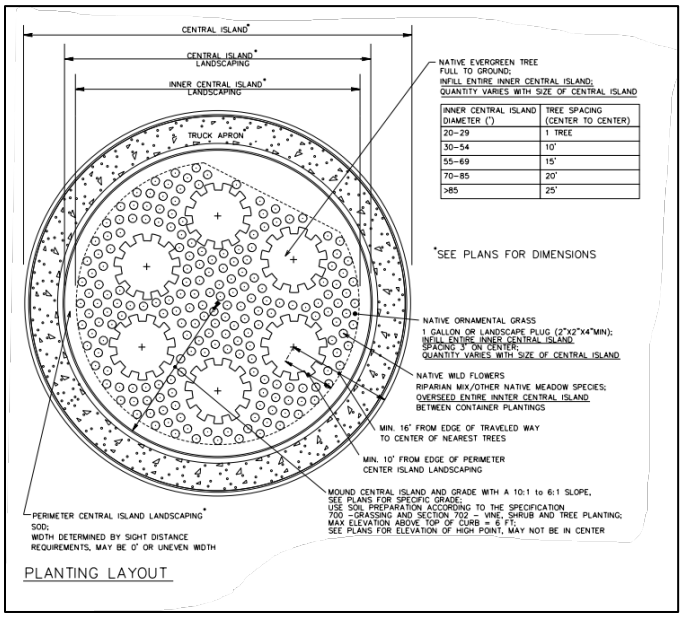
- ***Similar Street Sections:***
    - **Can you provide an example of a similar street section that has been implemented elsewhere?**
    - **Where can we see a similar street plan in action today?**
    - **Are these proven strategies for decreasing accidents, or are some elements based on theoretical models?**
        - Similar Project: Memorial Drive in DeKalb County was converted from a 4-lane section to a similar 3-lane section in 2018.
        - Road diets are one of the Federal Highway Administration's (FHWA) Proven Safety Countermeasures, which is a collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries. Road diets result in a reduction of rear-end and left-turn crashes, due to the dedicated left-turn lane, and in a reduction of angle crashes, since side-street motorists cross three versus four travel lanes. Additionally, crossing pedestrians are in the roadway and exposed to vehicular traffic for less time since they are crossing fewer travel lanes.
        - Road diets also provide traffic calming benefits and have been shown to reduce overall crash frequency between 19 percent and 47 percent, based on before-and-after studies of numerous, similar facilities.

Intersections & Roundabouts

- ***Park Drive Roundabout:***
  - **Will the roundabout at Park Drive be landscaped in the middle, or will it remain a large concrete slab?**
    - The roundabout will be landscaped per GDOT detail RA-1



  - **Can you confirm that the Park Drive roundabout will be landscaped in the middle, rather than being a large concrete slab? An example would be helpful.**
    - The roundabout will be landscaped per GDOT detail RA-1



- **What is the proposed diameter of the traffic circle? If a traffic circle is implemented at Park Drive, how are pedestrians expected to safely cross at Elmwood?**
  - A slow speed environment is established at a roundabout through geometric curvature and entry path deflection. Increased deflection is best for speed control by establishing the necessary entry path to achieve geometrically slow entry speeds and to build driver expectation to reduce speed and yield at the roundabout's entry.
  - Based on GDOT standard guidance, a "Compact" Single Lane Roundabout has an outer diameter of 85 to 120 feet. The prosed layout at Park Drive is elliptical and has a larger diameter, 112 to 130 feet. The proposed geometry and circle diameter will increase the deflection of vehicles entering the intersection from Monroe Drive. A smaller circle would allow for faster vehicular movements due the more linear entry.
  - A rectangular rapid flashing beacon (RRFB) has been added to the design to improve conspicuity of pedestrians crossing at Elmwood Drive and Orme Circle.
- **Currently, cars do not stop, and the only way to cross is during a break in traffic. A continuous traffic flow from a roundabout might eliminate these lulls.**
  - A rectangular rapid flashing beacon (RRFB) has been added to the design to improve conspicuity of pedestrians crossing at Elmwood Drive and Orme Circle.
- **What is the plan for pedestrian safety at this crossing (Park Avenue)?**
  - Roundabouts are a proven safety countermeasure for all road users at intersections, and since they reduce vehicular speeds, reduce the number of conflict points at an intersection, and decrease crossing lengths for pedestrians. They also create a more suitable environment for walking.
  - A rectangular rapid flashing beacon (RRFB) has been added to the design to improve conspicuity of pedestrians crossing at Elmwood Drive and Orme Circle.
  - Geometric modifications have been made to the preliminary roundabout design to expand pedestrian refuge islands on Monroe Drive and shorten crossings.
  - Secondary measures to provide a safer crossing at Park Avenue are under consideration.
- **What specific changes will be made to the roundabout to ensure children cycling to VHE can cross safely, without entering the traffic lane?**
  - The design has been revised to include wider sidewalks along the outside of the roundabout with an eight-foot shared-use path around the circle that can accommodate cyclists of all ages crossing Monroe Drive at Park Drive.
  - Secondary measures to provide a safer crossing at Park Avenue are under consideration.
- **The roundabout design appears potentially hazardous for pedestrians; additional safety measures are needed to ensure safe crossings.**
  - Roundabouts are a proven safety countermeasure for all road users at intersections, and since they reduce vehicular speeds, reduce the number of conflict points at an intersection, and decrease crossing lengths for pedestrians, they create a more suitable environment for walking.

        - Secondary measures to provide a safer crossing at Park Avenue are under consideration.
    - **Splitter islands could significantly enhance safety at the roundabout.**
        - Splitter Islands are provided on all four approaches of the proposed roundabout design.

- ***Monroe & 10th Street Intersection:***
    - **Are there plans to improve the traffic light timing at the 10th Street/Monroe Drive intersection? The current northbound light timing is inadequate for rush hour traffic.**
        - The traffic signal at the intersection of Monroe Drive at 10th Street will be retimed as part of this project.

- **Monroe & Virginia to 8th Street:**
    - **Have there been any changes to the design of Monroe Drive between Virginia Avenue and 8th Street, including the possibility of a pedestrian scramble at the 8th Street intersection?** and **Will the section between Virginia Avenue and 8th Street be reduced to four lanes?** and **Will the 8th Street intersection be converted to an all-way stop or pedestrian scramble?**
        - The 8th Street signal will not be modified with this project.
        - The Monroe Drive Safe Streets project scope of work does not include the removal of the dedicated right-turn lane at Virginia Avenue. ATLDOT is aware of the TU project and would require a traffic operations evaluation and model prior to any changes to the system.
        - A scramble at 8th street has not been evaluated as part of this project.

- **Montgomery Ferry & Monroe Drive:**
    - What are the proposed plans, if any, for the intersection of Montgomery Ferry and Monroe Drive, given its history of multiple dangerous accidents?
        - Preliminary plans have been posted to the project website for public viewing. The geometry change is to provide a safer vehicular transition for the intersection.
        - The current design plans include widening the roadway on the north side of the intersection of Monroe Drive at Montgomery Ferry Drive to improve alignment of the northbound travel lanes. This improvement will remove the northbound jogging movement through the intersection while also improving the line of sight for northbound permissive left-turn movements. Additionally, a retaining wall, signal modifications, and adjustments to the adjacent curb lines with ADA ramps are safety enhancements included as part this project.

- **Yorkshire Intersection Accidents:**
    - There have been multiple accidents at the Yorkshire intersection. Was a traffic light considered? Wouldn't losing a lane at this point heighten the risk? and There have been serious accidents at the Yorkshire bend. The plan appears to introduce a new southbound merger point at this intersection. What is the strategy to enhance safety at this bend?

    - There is to be a geometry change within the curve on Monroe Drive to provide a safer vehicular transition for the intersection.
    - The crash history at this intersection would not satisfy a signal warrant. The traffic volumes on Yorkshire Road would likely not support the installation of a traffic signal.
    - The plans show a three-lane roadway section with a dedicated turn lane for southbound lefts that begins 575 feet north of the intersection. The reduced travel lanes and dedicated southbound left-turn lane are intended to decrease traffic delay and rear-end crashes by removing the slowing/yielding left-turn traffic from the through travel lane. Additionally, turning vehicles will only cross a single opposing lane.

- **Westminster Signal:**
    - **Does the term 'signal' at Westminster refer to a pedestrian signal or a full traffic light? A full traffic signal is strongly preferred to mitigate excessive speeding between Amsterdam and Piedmont, as drivers often pay less attention to pedestrian signals.**
        - The plans were adjusted to show a Pedestrian Hybrid Beacon (PHB) in place of a traffic signal. The traffic signal would not have been warranted based on current federal guidelines. A PHB is more appropriate treatment based on the vehicular volumes on Westminster.

- **Kanuga Traffic Light:**
    - **Has traffic been re-evaluated since the addition of the traffic light at Kanuga? Are there any proposed changes regarding that light, or do traffic lanes revert to four lanes before that point?**
        - This project did not study the Kanuga intersection. The signal timing will be adjusted due to the improvements associated with the Virginia Avenue intersection realignment.
        - The project proposes a single northbound lane and maintains the two southbound lanes at the current Kanuga signal.
        - The project does not propose changes to the Kanuga signal equipment.

- **Pedestrian Crossings:**
    - **Will there be pedestrian-activated signals at the crosswalks?**
    - **Where will the pedestrian signals be located?**
        - The project proposes the addition of 8 pedestrian-activated signals at the following intersections:
            - Cresthill Avenue
            - Elmwood Drive
            - Orme Circle
            - Westminster Drive
            - Yorkshire Drive
            - Midblock in front of the Publix at Ansley Mall
            - Midblock in front of the Kroger at Ansley Mall

    - Rock Springs Road
  - **What strategies will be implemented to educate drivers on Monroe Drive about their legal responsibility to stop for pedestrians in crosswalks?**
    - Warning signs and/or RRFBs will be installed at all crossing locations. Additional regulatory signs are under consideration with this project.
  - **Given the current hostility toward pedestrians, a more aggressive campaign is needed beyond simple signage.**
    - Safety improvements are being implemented per federal, state, and city guidance.
  - **Installing Rectangular Rapid Flash Beacons (RRFBs) could be very beneficial here.**
    - The project proposes adding 6 RRFBs and 2 Pedestrian Hybrid Beacons (PHBs).
  - **What specific plans are in place to ensure safe crossings for children and senior citizens at each intersection along Monroe?**
    - The project proposes adding 6 RRFBs and 2 Pedestrian Hybrid Beacons (PHBs).
    - Additionally, the roundabout installation at Park Drive will provide for slower vehicular traffic and safer pedestrian crossings at the intersection.
  - **Please address Elmwood Drive, specifically: Cars do not stop, and if a traffic circle creates continuous flow, how will pedestrians cross without a lull in traffic? Will you require pedestrians to step onto the road to get cars to stop?**
    - The project proposes adding an RRFBs at the Elmwood Drive intersection
  - How will drivers be made aware that they must stop without a pedestrian-assisted light?
    - The project proposes adding 6 RRFBs and 2 Pedestrian Hybrid Beacons (PHBs).

- **Virginia Ave. Realignment:**
  - **Could you please address the proposed ideas for the realignment of Virginia Avenue?**
    - Preliminary plans have been posted to the project website for public viewing.
    - The proposed improvements at Virginia Avenue realign the intersection to provide for increased visibility, traffic calming due to the reduced cornering geometry, and more efficient operations with the removal of the two-part signal. The realigned intersection will reduce crossing lengths and conflict points between pedestrians and vehicles.

- **Roundabout Splitter Islands:**
  - **Will the roundabout include splitter islands at the crosswalks?**
    - Preliminary plans have been posted to the project website for public viewing.
    - Splitter Islands are provided on all approaches of the roundabout.

- **Ansley Mall Access:**
  - Does the plan increase or decrease the ways of entering or exiting Ansley Mall?
    - The plan does not modify the number of driveways for Ansley Mall.

- **Northbound/Southbound Light Timing (General):**
    - **Northbound traffic currently receives a green light and left-turn arrow before southbound traffic. At the end of the cycle, southbound traffic receives a green left-turn arrow, but the right lane turns red. Will the new design address and fix this issue?**
        - ATLDOT will review the signal operations.

Project Justification & Prioritization

- ***Bike Lanes & Drainage:***
    - **Why is not providing a bike lane a better option than a 4- or 5-foot bike lane?**
    - **Could you elaborate on how drainage issues specifically prevent the inclusion of bike lanes?**
    - **It seems that cyclist and pedestrian safety should take precedence over potential drainage concerns. How severe would these drainage issues be?**
    - **Concerning bike lanes, the ATLDOT memo recommended bike lanes within this section of Monroe. What was the reason for deciding against this recommendation?**
    - **So, we are widening lane widths, using this as a justification for not having bike lanes, and only implementing one significant traffic calming feature, which may make pedestrian crossings less safe?**
    - **If a dedicated bike lane cannot be accommodated, should the travel lanes still be narrowed for traffic calming, with the reclaimed space allocated for pedestrians?**
        - While 10-foot travel lanes would provide space for bike lanes, the inconsistent width ranging from just over 3 feet to just under 5 feet is not the appropriate application for Monroe Drive based on the characteristics of the roadway, including facility type, traffic volume, and heavy vehicle usage. Providing a substandard bike lane width and elimination of a bike lane buffer/protection adjacent to the travel lane would require variances to city code and adopted guidelines. Inconsistent, substandard, and unprotected bike lanes would not be a safe and comfortable bike facility for all users on Monroe Drive due to high traffic volumes, the prevalence of heavy vehicles, and the high density of driveways, drainage grates, and other in-lane hazards (i.e., trash bins).

- ***Prioritization:***
    - Why are we prioritizing SUVs and through-traffic over the needs of residents?
    - Why is this project prioritized over simply repaving neighborhood streets?
        - The project is providing safety improvements for vehicles and pedestrians. The concept report noted pedestrians as the highest priority user.

- ***Safety Effectiveness:***
    - **Can you explain how wider lanes improve same-direction crashes when same-direction travel lanes are being eliminated?**

        - The widened lanes will decrease side-swipe crashes that could still occur between traffic and vehicles utilizing the two-way left-turn (TWLT) lane. Additionally, the TWLT lane will reduce rear end crashes.

- ***Justification for Design Choices:***
    - **Why are the travel lanes being widened from their current 10 feet to 11 feet?**
    - **It sounds like maintaining 10-foot travel lanes would accommodate bike lanes, rather than widening to 11 feet.**
        - 11-foot lanes are being proposed to minimize potential for sideswipe crashes due to the high percentage of heavy vehicles travelling the corridor. Nationally published design guidelines (AASHTO Green Book and the FHWA Proven Safety Countermeasures) provide that the largest design vehicle should be considered when selecting a lane width. Additionally, the 11-foot lanes are recommended to better facilitate the safe use of a two-way, left turn lane.
        - While 10-foot travel lanes would provide space for bike lanes, the inconsistent width ranging from just over 3 feet to just under 5 feet is not the appropriate application for Monroe Drive based on the characteristics of the roadway, including facility type, traffic volume, and heavy vehicle usage. Providing a substandard bike lane width and elimination of a bike lane buffer/protection adjacent to the travel lane would require variances to city code and adopted guidelines. Inconsistent, substandard, and unprotected bike lanes would not be a safe and comfortable bike facility for all users on Monroe Drive due to high traffic volumes, the prevalence of heavy vehicles, and the high density of driveways, drainage grates, and other in-lane hazards (i.e., trash bins).

- ***Utility Infrastructure:***
    - **There are utilities on both sides of the road in the existing landscape buffer. Given budget concerns, a multi-use path does not seem to be a cost-effective solution compared to incorporating bike lanes into this project.**
        - There is not sufficient roadway width to safely accommodate bike lanes on Monroe Drive without widening the roadway and generating significant utility impacts.
    - **You would not need to widen the road to accommodate bike lanes; instead, you could choose not to widen the travel lanes from 10 feet to 11 feet.**
        - 11-foot lanes are being proposed to minimize potential for sideswipe crashes due to the high percentage of heavy vehicles travelling the corridor. Nationally published design guidelines (AASHTO Green Book and the FHWA Proven Safety Countermeasures) provide that the largest design vehicle should be considered when selecting a lane width. Additionally, the 11-foot lanes are recommended to better facilitate the safe use of a two-way, left turn lane.
        - While 10-foot travel lanes would provide space for bike lanes, the inconsistent width ranging from just over 3 feet to just under 5 feet is not the appropriate application for Monroe Drive based on the characteristics of the roadway, including facility type, traffic volume, and heavy vehicle usage. Providing a substandard bike lane width and

elimination of a bike lane buffer/protection adjacent to the travel lane would require variances to city code and adopted guidelines. Inconsistent, substandard, and unprotected bike lanes would not be a safe and comfortable bike facility for all users on Monroe Drive due to high traffic volumes, the prevalence of heavy vehicles, and the high density of driveways, drainage grates, and other in-lane hazards (i.e., trash bins).

Implementation & Logistics

- ***Timeline:***
  - What is the timeline for project implementation? Will it be completed in designated sections?
    - Current construction start date is early 2026.

- ***Construction Impacts:***
  - What does this mean for construction and potential street closures once the Amsterdam Walk project begins?
  - How will traffic be detoured through neighborhoods when construction starts, especially considering many side streets intersecting Monroe are very narrow?
  - If construction is divided into separate phases to 'start sooner,' won't this ultimately increase the overall duration of work on the street and its impact on neighbors?
    - All construction-related lane and sidewalk impacts will be coordinated by ATLDOT with the community.

- ***Cut-Through Traffic:***
  - What measures are being taken to minimize cut-through traffic on the neighborhood streets off Monroe as part of this project?
    - The road diet was analyzed during the concept phase and based upon the study, a percentage of traffic would circumvent the corridor at certain locations.

- ***Roadside Trees:***
  - **What impact will the sidewalk changes have on existing roadside trees?**
    - The plans call for curb and sidewalk reconstruction with the aim of addressing existing maintenance issues while minimizing impacts on trees. Tree impacts will be studied on an individual basis with the city arborist.

- ***Monroe -Virginia Plans:***
  - Will the plans for the Monroe -Virginia intersection be available for viewing before August?
    - Preliminary plans have been posted to the project website for public viewing.

- ***Design Review & Feedback:***
    - **Are you open to design changes or are you only answering questions?**
    - **We have been requesting bike lane accommodation for years. Why are these questions still unanswered with only two months until the final design deadline?**
    - **There are members of the neighborhood association on this call. For a landscaped roundabout, will this discussion and decision need to occur before the August final design deadline?**
        - The plans are in final design and have been modified based on public feedback. Bike lanes were not considered as part of the improvements in the concept or preliminary design phases due to limited space between the existing curbs.
        - 11-foot lanes are being proposed to minimize potential for sideswipe crashes due to the high percentage of heavy vehicles travelling the corridor. Nationally published design guidelines (AASHTO Green Book and the FHWA Proven Safety Countermeasures) provide that the largest design vehicle should be considered when selecting a lane width. Additionally, the 11-foot lanes are recommended to better facilitate the safe use of a two-way, left turn lane.
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Budget & Cost

- ***Cost Estimate:***
    - **Do you have the designer's cost estimate, and is the project currently within budget?**
        - Opinion of probable construction cost will be updated with final plans in August. The preliminary estimate, completed in October 2024 was $8.1 million. This does not include right-of-way or utility relocation costs.

General Feedback & Comments

- ***Bike Lanes:***
    - **We strongly request the inclusion of safe bike lanes in the project design.**
    - **This project falls short of meeting the city's long-term transportation goals. With major roads only resurfaced every 20–30 years, this design will likely remain in place for decades.**

- **If we are serious about eliminating traffic fatalities, we must stop prioritizing cars as the only mode of transport.**
- **The design must seriously reconsider the inclusion of bike lanes, as most of the corridor could accommodate them—only a few short segments may not meet standard width requirements.**
- **I live on Monroe Drive and commute by bike. My current options: Bike on the street, which endangers both me and the drivers, or Bike on the sidewalk, which endangers pedestrians. Even a substandard bike lane would be vastly preferable to these unsafe alternatives for cyclists, scooter users, and pedestrians alike.**
- **Is "perfect" becoming the enemy of "good enough" in this planning process?**
- **If full bike lanes aren't feasible along the entire corridor, can we selectively include them?**
- **For example, a bike lane on Monroe Drive between 8th and 10th streets would provide much-needed safety for Midtown Garden District residents accessing the BeltLine and Piedmont Park. Many currently bike on the sidewalk near Midtown High School, which is unsafe for everyone.**
    - Inconsistent, substandard, and unprotected bike lanes would not be a safe and comfortable bike facility for all users on Monroe Drive due to high traffic volumes, the prevalence of heavy vehicles, and the high density of driveways, drainage grates, and other in-lane hazards (i.e., trash bins).
    - FHWA notes that there are tradeoffs between providing a bikeway or not, and recommends considering the non-preferred bikeway option in lieu of the preferred. ATLDOT has considered multiple bikeway options for the Monroe drive corridor.
    - All options were weighed and given the various constraints of the project and the characteristics of the corridor.
    - ATLDOT is aware of the TU project and would require a traffic operations evaluation and model prior to any changes to the system.

- ***Lane Width:***
    - **If the road is repaved and lanes are widened, driver speeds are likely to increase, which could reduce safety for all users. The reduction of a four-lane system to a 3-lane road diet will slow traffic considerably.**
        - Road diets are one of the Federal Highway Administration's (FHWA) Proven Safety Countermeasures, which is a collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries. Road diets result in a reduction of rear-end and left-turn crashes, due to the dedicated left-turn lane, and in a reduction of angle crashes, since side-street motorists cross three versus four travel lanes. Additionally, crossing pedestrians are in the roadway and exposed to vehicular traffic for less time since they are crossing fewer travel lanes. Road diets also provide traffic calming benefits and have been shown to reduce overall crash frequency between 19 percent and 47 percent.
    - **Please do not widen the lanes beyond their current width**.

        - 11-foot lanes are being proposed to minimize potential for sideswipe crashes due to the high percentage of heavy vehicles travelling the corridor. Nationally published design guidelines (AASHTO Green Book and the FHWA Proven Safety Countermeasures) provide that the largest design vehicle should be considered when selecting a lane width. Additionally, the 11-foot lanes are recommended to better facilitate the safe use of a two-way left-turn lane.
    - **A 10-foot dual left-turn lane is sufficiently wide. Expanding it to 11 feet is unnecessary, particularly since MARTA buses do not use the center turn lane.**
        - A standard two-way left turn lane is 12-14-feet wide. Providing a 10-foot two-way left turn lane is not recommended.
        - 11-foot lanes are being proposed to minimize potential for sideswipe crashes due to the high percentage of heavy vehicles travelling the corridor. Nationally published design guidelines (AASHTO Green Book and the FHWA Proven Safety Countermeasures) provide that the largest design vehicle should be considered when selecting a lane width. Additionally, the 11-foot lanes are recommended to better facilitate the safe use of a two-way left turn lane.
        - The roundabout will be landscaped per GDOT detail RA-1. Neighborhoods can partner with ATLDOT via the adopt the road program to further landscape/beatify the roundabout island.
    - **The plans on the website lack detailed dimensions, making it difficult to provide informed public feedback.**
        - Preliminary plans have been posted to the project website for public viewing and include dimensions.

- ***Roundabout Effectiveness:***
    - **The circumference of the proposed roundabout will significantly impact its effectiveness as a traffic calming measure and its safety for pedestrians.**
    - **The design appears to require pedestrians to walk further and relies solely on yield signs.**
        - A slow speed environment is established at a roundabout through geometric curvature and entry path deflection, which directs traffic to the right of the central island with a curved entry path into the circulatory roadway. Increased deflection is best for speed control by establishing the necessary entry path to achieve geometrically slow entry speeds and to build driver expectation to reduce speed and yield at the roundabout's entry.
        - Based on GDOT standard guidance, a "Compact" Single Lane Roundabout has an outer diameter of 85 to 120 feet. The prosed layout at Park Drive is elliptical and has a larger diameter, 112-feet to 130-feet. The proposed geometry and circle diameter will increase the deflection of vehicles entering the intersection from Monroe Drive. A smaller circle would allow for faster vehicular movements due the more linear entry.

- ***Pedestrian Hostility:***
  - The level of hostility towards pedestrians legally in crosswalks is problematic.
    - Signalization is being added to 8 pedestrian crossing locations throughout the project to support pedestrian safety.

- ***Drainage (Reiteration):***
  - If bike lanes cannot fit, the travel lanes should still be narrowed for traffic calming, and the space should be reclaimed for pedestrians. Similarly, if budget is a constraint, the roundabout should be reconsidered if it doesn't adequately solve safe or efficient pedestrian access.
    - 11-foot lanes are being proposed to minimize potential for sideswipe crashes due to the high percentage of heavy vehicles travelling the corridor. Nationally published design guidelines (AASHTO Green Book and the FHWA Proven Safety Countermeasures) provide that the largest design vehicle should be considered when selecting a lane width. Additionally, the 11-foot lanes are recommended to better facilitate the safe use of a two-way, left-turn lane.
    - Inconsistent, substandard, and unprotected bike lanes would not be a safe and comfortable bike facility for all users on Monroe Drive due to high traffic volumes, the prevalence of heavy vehicles, and the high density of driveways, drainage grates, and other in-lane hazards (i.e., trash bins).
    - A slow speed environment is established at a roundabout through geometric curvature and entry path deflection, which directs traffic to the right of the central island with a curved entry path into the circulatory roadway. Increased deflection is best for speed control by establishing the necessary entry path to achieve geometrically slow entry speeds and to build driver expectation to reduce speed and yield at the roundabout's entry.

- ***Traffic Volume:***
  - **Car traffic volume will not decrease if we continue to prioritize car traffic.**
    - All modes were weighed, with prioritization for pedestrians.

- ***Customer Service / Meeting Management:***
  - **It appears many questions have been skipped. Why are we skipping questions? When can we continue this meeting?**
  - **My question appears to have been skipped.**
  - **Please answer the questions in order. Why are we skipping questions?**
  - **The moderator has not even presented most of the questions asked.**
    - All questions asked are responded to in this document.

- **Positive Feedback:**
  - "Sounds great!" and "Thank you! Exciting to finally see movement on this."

    - Noted.

- **List Request:**
    - "Thank you - please add me to the list."

- **Specific Intersection Box:**
    - **The Westminster crossing addition might benefit from enlarging the intersection box to include the condominiums across the street, as there is significant traffic originating from there.**
        - A PHB will be installed at the Westminster crossing. The apartment driveway is 1,455 feet away from the Westminster intersection. Extending to the driveway would create an oversized intersection.

- **Curbs Ramps:**
    - **Will the curb ramps be readjusted so they do not direct pedestrians (and cyclists on the sidewalk due to lack of bike lanes) directly into traffic? Currently, they are often at 45-degree angles instead of aligning with the pedestrian path of travel**.
        - The project will adjust and rebuild curb ramps. Where right-of-way allows, the curb ramps will be angled to lead pedestrians to the receiving curb ramp.

Project Update: Key Progress Points

Here's a professional summary of the project's status and the next steps:

- **Right-of-Way (ROW) Acquisitions:** ROW acquisitions are currently underway, focusing on necessary intersections.

- **Design & Planning:**
    - Preliminary plan review is in progress, with detailed schedules being developed.
    - ROW plans are completed, and the ROW acquisition process has begun.

- **Approvals & Construction:**
    - The next major step after final plan approval is to move forward with construction.
    - Contracts are being legislated and awarded.

- **Studies & Considerations:**
  - All required traffic studies have been completed.
  - **Bike lanes are actively being considered** as part of project design.

Pictures Provided by the Public

Example A:

Example B: