

## Monroe Drive Safe Streets Project Meeting - April 14, 2026

Thank you for participating in the project status update meeting for the Monroe Drive Safe Street project held on April 14, 2026. The project design plans have been finalized and packaged for bid out to construction contractors. Minor revisions associated with changes in existing condition, errors or omissions on the plans, or as a result of right-of-way and construction easement acquisition efforts may be made to the design plans. The responses provided in *italics* on the following pages reflect the years of studies, design, and community input that have been invested in the Monroe Dr Safe Street project.

### 1. Project Background, Planning & Coordination

- This project has reportedly been in development since at least 2015, following a cyclist fatality at 10th Street and Monroe Drive. After more than a decade of planning, why does the final design not include dedicated bicycle infrastructure?
  - *The cyclist fatality occurred while crossing at the intersection of 10<sup>th</sup> St and Monroe Dr. Significant improvements to the intersection have been made to provide increased safety for cyclists and pedestrians.*
  - *The 2021 approved Concept Report offered a modal prioritization with pedestrians 1<sup>st</sup> and bicyclists 4<sup>th</sup>. The analysis at the time excluded dedicated bike lanes due to inability to provide standard width bike lanes.*
  - *The community requested this topic be revisited in 2024. An analysis recommended installation of unprotected, substandard width bike lanes that would require approval of a design variance for the elimination of a protected bike lane buffer and a bike lane width as narrow as 3.5 feet. A final review of the information resulted in a determination that the design variances would not be approved; therefore, bike lanes will not be included in the Monroe Dr Safe Street project. Opportunities for safe bicycle crossing of Monroe Dr at the BeltLine/10<sup>th</sup> St intersection and Park Dr SE have been incorporated as well as crosswalks at 29 locations within the project limits.*
- Has the project incorporated findings from the Kimley-Horne traffic study conducted for the Amsterdam Walk development?
  - *Findings recommended in the Amsterdam Walk development documents will be the responsibility of the developer. The current project scope does not prevent future required upgrades to be made by the developer.*
- How are future developments (e.g., Amsterdam Walk, Midtown High School expansion, Boulevard projects) being factored into traffic projections and design decisions?
  - *The Monroe Dr Safe Street project final scope approved in 2021 addresses existing and forecasted safety and congestion issues by incorporating improvements to mobility and safety along the corridor. While a growth forecast was completed in the project studies, future unaccounted for developments would be required to mitigate impacts to Monroe Dr when they are developed.*



- How are the BeltLine and future BeltLine rail being incorporated into the design, particularly at Monroe & 10th?
  - *The present intersection reconfiguration at Kanuga St and Monroe Dr and the intersection at 10<sup>th</sup> St and Monroe Dr were concurrently designed and built to incorporate roadway and BeltLine improvements. Future plans for transit along the BeltLine will be coordinated between all responsible parties similar to how it was done for the intersections.*
- Does the current design accommodate or restrict future light rail (at-grade, below-grade, or elevated)?
  - *The current Monroe Dr Safe Street design does not restrict future improvements at the Beltline intersection.*
- How is coordination being handled across agencies to ensure alignment with long-term mobility goals?
  - *ATLDOT participates in reoccurring meetings with area transportation agencies and partners to ensure project scopes align with applicable long-term goals.*

## 2. Construction Timeline, Phasing & Management

- When is construction expected to begin, and what is the overall timeline for completion?
  - *Construction is expected to begin Summer 2026. Tentative timeline for completion of Phase I and II is 24 to 30 months.*
- How will construction be phased geographically, and where will work begin?
  - *Phase I will be from just north Park Drive to Armour Dr.*
  - *Phase II will be from 8<sup>th</sup> St through Park Dr including the roundabout, and the minor improvements at the Montgomery Ferry Rd intersection.*
  - *The contractor will provide a schedule of activities that will be shared with the community ahead of construction start.*
- Can estimated durations (in weeks/months) be provided for each phase?
  - *Phase I has a tentative timeline of 12 months.*
  - *Phase II has a tentative timeline of 12 to 18 months.*
- How will traffic be managed or redirected during construction to minimize disruption?
  - *The contractor is required to adhere to the Manual of Uniform Traffic Control standards which are the federal standards for traffic control and staging. City staff will review and approve any requests for lane closures and associated detour plans during construction to minimize disruptions along Monroe Dr and in surrounding neighborhoods. Traffic advisories noting potential traffic disruptions will be provided.*
- What measures will be taken to prevent construction-related cut-through traffic in neighborhoods?
  - *City staff will review and approve any requests for lane closures and associated detour plans during construction to minimize disruptions along Monroe Dr and in surrounding neighborhoods.*
- How will access to high-traffic destinations (e.g., Piedmont Park during events) be maintained?
  - *The contractor will be required to provide a project delivery schedule that will be reviewed against known dates for special events as well as those dates that have historically been scheduled. ATLDOT will request that the contractor avoid and/or minimize construction activity on special event dates that may impede traffic flow.*
- Who is the contractor, and who should residents contact in case of property damage?



- *The contractor has not been selected at this time.*
- *In the event of a damage claim, the property owners may file a claim by filling out and submitting a claim form to the City at:  
<https://www.atlantaga.gov/government/departments/law/information-regarding-filing-a-claim-against-the-city-of-atlanta>.*

### 3. Traffic Flow, Congestion & Neighborhood Spillover

- What is the plan to address existing congestion on Monroe Drive, independent of future development?
  - *The Monroe Dr Safe Street project final scope approved in 2021 addresses existing and forecasted safety and congestions issues by incorporating improvements to mobility and safety along the corridor.*
  - *Completed traffic models of existing and forecasted traffic volumes on Monroe Dr indicate the lane reconfiguration would result in reduction in congestion in both directions on Monroe Dr.*
- How will the lane reduction (from 4 lanes to 3) impact traffic flow and diversion into surrounding neighborhoods?
  - *Completed traffic models of existing and forecasted traffic volumes on Monroe Dr indicate the lane reconfiguration would result in reduction in congestion in both directions on Monroe Dr and minimal changes to streets in area neighborhoods while significantly improving safety. Reduction in conflict points at intersections is also expected to reduce crashes by approximately 30%, which will also improve traffic flow.*
- What measures will reduce cut-through traffic on streets such as Yorkshire Road, W. Sussex Road, and within Virginia-Highland and Piedmont Heights?
  - *Based on the reduction of congestion in both directions on Monroe Dr, motorists are not expected to choose to use side streets to bypass the Monroe Dr corridor. ATLDOT has assessed all city streets to determine the potential need to mitigate speeds through the neighborhoods and will continue to monitor streets for changes in travel behavior that may warrant being addressed.*
- Has a cumulative traffic impact analysis been conducted considering nearby corridor changes (e.g., Juniper, North Highland, Boulevard)?
  - *A traffic demand model was completed and incorporated the network of major complete streets projects included in the Renew Atlanta program to show the possible effects of roadway reconfigurations along selected corridors.*
- How will traffic be mitigated during peak periods and major events?
  - *Completed traffic models addressed peak traffic hour volumes under normal operating conditions. Special event traffic is not used to drive everyday use design elements; however, the City of Atlanta recognizes the need to address traffic management in neighborhoods surrounding areas where large special events frequently occur.*
- What strategies are being considered to reduce overall vehicle volume and encourage alternative transportation?
  - *The lane reconfiguration from a four-lane undivided roadway to a three-lane section will encourage slower speeds and provide a safer environment for pedestrians along and across the corridor, as well as presenting opportunities for bicyclists to cross the corridor and reach the heavily traveled BeltLine.*



- How will delivery vehicles, construction vehicles, or stalled cars be handled in reduced lane conditions?
  - *The proposed typical section will allow for periodic short-term stops for deliveries along the corridor and will be able to accommodate occurrences such as stalls. Should future construction require a lane closure, City staff will review and approve traffic control plans to minimize disruptions along Monroe Dr.*

#### 4. Intersection Design & Operations (Monroe & Montgomery Ferry and Others)

- Residents are concerned that the Monroe & Montgomery Ferry redesign may prioritize vehicle throughput over safety—how is safety being prioritized?
  - *The current northbound through-lane configuration aligns the travel lane directly into the curbing, ADA ramp, and utility poles and large trees with a severe skew to the left necessary for drivers to maintain the center of the travel lane and avoid these obstructions. As a result, crashes involving vehicles running off the road occur at this area of the intersection. The proposed safety improvements to the northeastern corner of this intersection include the following while maintaining an 11-foot northbound travel lane:*
    - *Minor widening of the edge of pavement of the northbound travel lane of Monroe Dr up to four feet north of the intersection to provide a less severe skew, improving pedestrian safety and access, and reducing the likelihood of run-off-the-road crashes,*
    - *Upgraded ADA ramps and crosswalks, and*
    - *Installation of a center raised median on the northern leg of the intersection.*
- Was a traffic study conducted specifically for this intersection, and can it be shared?
  - *A dedicated traffic study for this existing signalized intersection was not warranted for the Monroe Dr Safe Street project, but it was included in the overall traffic evaluation as part of the approved Concept Report. This document will be made available on the project website.*
- As a key BeltLine access point, has a standalone evaluation been completed for this intersection?
  - *A standalone evaluation for pedestrian volumes and travel patterns for the Atlanta BeltLine was not done for the Monroe Dr at Montgomery Ferry Dr intersection. Enhanced crosswalks and upgraded pedestrian facilities at the intersection will accommodate the pedestrian connection along Montgomery Ferry Dr to the Atlanta BeltLine. In addition, a Pedestrian Hybrid Beacon at new mid-block crossing with a center median island in front of Ansley Mall will provide connectivity to an accessible connection between the Ansley Mall property and the Atlanta BeltLine.*
- What improvements are planned for:
  - Monroe & Montgomery Ferry (e.g., left-turn signals, congestion relief)
    - *The current improvements will strongly support the City’s Vision Zero policy and are expected to eliminate the following crash types: run-off-the-road, struck fixed object, sideswipe, and head-on.*
    - *Pedestrian-related improvements are signal upgrades, curb ramps, a raised median island, and enhanced crosswalks.*
  - Cumberland Road
    - *The alignment of the intersection has been adjusted to reduce the length for the pedestrian crossing across Cumberland Rd by approximately 30-feet, and to*





*not synchronized with the traffic signals; however, the signal timing of the full traffic signals and nearby Pedestrian Hybrid Beacons (PHBs) will be analyzed to confirm the PHBs will not impact operations at the full traffic signals. Synchronization is provided as necessary to ensure proper operations.*

- Are pedestrian scramble (“all-cross”) phases being considered at:
  - 8th Street (near schools, transit, and Piedmont Park)
    - *The design of the Monroe Dr/Boulevard Complete Street project is considering installation of a pedestrian scramble at the 8th St NE intersection.*
  - 10th Street & Monroe (to reduce turning conflicts)
    - *There is already an all-stop phase for pedestrian crossings at the 10<sup>th</sup> St intersection. ATLDOT will confirm with GDOT’s Signal Operations team that the signal phases are operating correctly and review the intersection with Atlanta Police Department to determine if enforcement is needed.*
- Will additional crossings be installed between Montgomery Ferry and Piedmont for transit users?
  - *Yes, there are two signalized crossings added between Montgomery Ferry Dr and Piedmont Rd. A Pedestrian Hybrid Beacon will be between Ansley Circle and Piedmont Rd and a Reflective Rapid Flashing Beacon will be installed between Ansley Circle and Montgomery Ferry Dr.*
- Are Pedestrian Hybrid Beacons (PHBs/HAWK signals) planned or coordinated with signals (e.g., Greenwood, Yorkshire)?
  - *The signal timing of the full traffic signals and nearby Pedestrian Hybrid Beacons (PHBs) will be analyzed to confirm the PHBs will not impact operations at the full traffic signals. Synchronization is provided as necessary to ensure proper operations.*
- How will pedestrian safety be improved at high-speed or curved sections (e.g., Cumberland)?
  - *The alignment of the intersection has been adjusted to reduce the length for the pedestrian crossing across Cumberland Rd by approximately 30 feet, and to improve sight lines, simplify movements, and reduce angles of approach for vehicles on Cumberland Rd. The adjustment will reduce the speed of right-turning vehicles off of Cumberland Rd onto Monroe Dr.*
- How will children and families on adjacent streets be protected from increased traffic?
  - *Based on the reduction of congestion in both directions on Monroe Dr, motorists are not expected to choose to use side streets to bypass the Monroe Dr corridor. ATLDOT has assessed all city streets to determine the potential need to mitigate speeds through the neighborhoods and will continue to monitor streets for changes in travel behavior that may warrant being addressed.*

## 6. Bicycle Infrastructure

- Why are bike lanes not included along Monroe Drive despite the project’s safety origins?
  - *The 2021 approved Concept Report offered a modal prioritization with pedestrians 1<sup>st</sup> and bicyclists 4<sup>th</sup>. The analysis at the time excluded dedicated bike lanes due to inability to provide standard width bike lanes.*
  - *The community requested this topic be revisited in 2024. An analysis recommended installation of unprotected, substandard width bike lanes that would require approval of a design variance for the elimination of a protected bike lane buffer and a bike lane width as narrow as 3.5 feet. A final review of the information resulted in a determination*



*that the design variances would not be approved; therefore, bike lanes will not be included in the Monroe Dr Safe Street project. Opportunities for safe bicycle crossing of Monroe Dr at the BeltLine/10th St intersection and Park Dr SE have been incorporated as well as crosswalks at 29 locations within the project limits.*

- With lane reductions, is there an opportunity to incorporate protected or dedicated bicycle facilities?
  - *The City's standard width for a protected bike lane is a 6-foot bike lane with a 2-foot minimum buffer. The width of the existing road does not provide enough room to meet this standard. The installation of unprotected, substandard width bike lanes would require approval of a design variance for the elimination of the protected bike lane buffer and a bike lane width as narrow as 3.5 feet. A final review of this data resulted in a determination that the design variances would not be approved; therefore, bike lanes will not be included in the Monroe Dr Safe Street project.*
- Will there be connectivity to existing infrastructure, such as the Virginia Avenue bike lane?
  - *Connectivity between the tactical cycle track installed along Virginia Ave and the 10<sup>th</sup> Street cycle track and the Atlanta BeltLine are available via the sidepath along the east side of Monroe Dr from Virginia Ave to the 10<sup>th</sup> St and BeltLine intersections.*

## 7. Traffic Calming, Design Standards & Enforcement

- Why are 11-foot travel lanes proposed when NACTO recommends 10-foot lanes in urban environments to reduce speeding?
  - *Monroe Dr is a MARTA bus route and is a city-designated truck route with just over 10% of the daily vehicle count contributed to trucks. NACTO and the City Code recommend 11-foot travel lanes in each direction for roadways with regular bus or truck traffic.*
- In segments retaining 4 lanes with striped buffers, what prevents increased vehicle speeds?
  - *The segment of Monroe Dr that will retain a four-lane section is between Piedmont Ave and along the frontage of Ansley Mall. This is based on the operation of the projected traffic volumes and turning movements in this location, especially at the Piedmont Ave intersection. This short distance and the placement of full traffic signals along with the addition of a two new mid-block pedestrian crossings is not expected to encourage increased vehicle speeds.*
- Why is thermoplastic striping prioritized over raised concrete traffic calming elements?
  - *Concrete bulb outs and pedestrian refuge islands are being implemented to ensure shorter and safer crossings for pedestrians along the corridor. Introducing new curbing at select locations required adjustment to the stormwater system so striping and consideration of tactical installations to reinforce the turning movement adjustments was selected.*
- How will speeding (currently reported at 50+ mph) be effectively reduced?
  - *City of Atlanta Code of Ordinance sets the default speed limit at 25 mph. Per the Georgia Department of Transportation (GDOT) List of Roadways (LIR) approved for speed detection devices, Monroe Dr NE from Ponce De Leon Ave NE to Piedmont Cir NE is approved for a posted speed limit of 30 mph with a 25 mph school zone for Midtown High School. To reduce the speed limit to 25 mph on some or all of the Monroe Dr NE corridor, ATLDOT has conducted a formal Engineering and Traffic Investigation (speed study) that complies with the requirements of GDOT Policy 6780-4. This study documented existing traffic speeds, accident history, road design, and roadside*



*development. The findings of the study will be submitted to the GDOT District 7 Office for review for state approval and final approval by the Department of Public Safety (DPS).*

- *The 85<sup>th</sup> percentile of vehicle speeds ranged from 30 to 38 mph. Studies show that the lane reconfiguration from a four-lane undivided roadway to a three-lane roadway typically reduces the speed differential and reduces excessive speeding.*
- *In addition, the strategic placement of center median islands will provide additional traffic calming.*
- Will Atlanta Police Department (APD) play a role in enforcement as part of the Safe Streets strategy?
  - *ATLDOT will work closely with the Atlanta Police Department once the Monroe Dr Safe Street project is complete to support education of the public and enforcement of the laws and regulations that the corridor is subject to.*

## 8. Signals, Signage & Safety Tools

- Will “Do Not Block Intersection” signage be installed?
  - *Yes, Do Not Block the Box pavement markings will be installed where deemed necessary and are shown on the Signing and Marking Plans (pages 26-0001 to 26-0024) in the Final Plans on the City project website.*
- What is the status of turn restrictions along the corridor?
  - *Signalized intersections have been reviewed for No-Right-on-Red restrictions; these will remain or be added as warranted. The signs to be installed are found on the Signal Plans (pages 27-0001 to 27-0028) in the Final Plans.*
- Can red light cameras be considered at high-risk intersections (e.g., Piedmont & Monroe)?
  - *The Atlanta Police Department would need to reinstate the red-light program in order to allow this installation. ATLDOT will continue to coordinate with APD on any future plans for this program.*
- Can a clear list and map of Rectangular Rapid Flashing Beacons (RRFBs) and other signal devices (additions/removals) be provided?
  - *The locations for Rectangular Rapid Flashing Beacons, Pedestrian Hybrid Beacons, and other signal enhancements are shown by intersection on the Signal Plans (pages 27-0001 to 27-0028) in the Final Plans.*
  - *Full traffic signals are located at: Virginia Ave, Amsterdam Ave, Worchester Dr, Dutch Valley Rd, Ansley Mall Driveway, and Montgomery Ferry Dr.*
  - *RRFBs are located at: Cresthill Ave, Elmwood Dr, Orme Cir, Yorkshire Dr, Kroger property, and Rock Springs Rd.*
  - *PHBs are located at: Westminster Dr and the Publix property.*
- Do planned upgrades include:
  - Enhanced crosswalk at Seal Place & St. Charles
  - HAWK signal at Greenwood Avenue
    - *These locations are south of 8<sup>th</sup> St. Currently the Monroe Dr/Boulevard Complete Street project plans, which are currently under design, have all three of these locations receiving a PHB signal.*

## 9. Data Collection & Studies

- Has an independent City-led traffic study been completed (separate from developer studies)?



- *A traffic demand model was completed by VHB in 2018 and Jacobs consulting did a roadway reconfiguration re-evaluation in 2020 to align with the adopted Vision Zero Policy.*
- What data has been collected to analyze current conditions on Monroe Drive?
  - *A growth factor was built into the traffic models developed for the concept development and considering various future development.*
- What was the purpose of recent surveying and traffic-counting efforts on Amsterdam Avenue, and how do they relate to this project?
  - *While the ATLDOT consultant surveyor has been on the corridor collecting topographic and right-of-way survey data to support the design plans, ATLDOT has not conducted new traffic counts on the corridor. These surveys and counts could have been part of a developer's investigation required by a DRI.*
- Can updated data on crashes, including fatalities and serious injuries, be shared?
  - *The City's Vision Zero Dashboard provides this information to the public:*  
<https://www.arcgis.com/apps/dashboards/dd914dcf7ae74cd0b6df025190c39df3>

## 10. Development & Future Growth Impacts

- How will increased traffic from developments such as Amsterdam Walk, Midtown High School expansion, and Boulevard projects be mitigated?
  - *The Monroe Dr Safe Street project final scope approved in 2021 addresses existing and forecasted safety and congestion issues by incorporating improvements to mobility and safety along the corridor. While growth forecast was completed in the project studies, future unaccounted for developments would be required to mitigate impacts to Monroe Dr when they are developed.*
- Even without new development, Monroe already experiences heavy congestion—how is current demand being addressed?
  - *The Monroe Dr Safe Street project final scope approved in 2021 addresses existing and forecasted safety and congestions issues by incorporating improvements to mobility and safety along the corridor.*
  - *The 2021 approved Concept Report offered a modal prioritization with pedestrians 1<sup>st</sup> and autos 2<sup>nd</sup>; therefore the Monroe Dr Safe Street project prioritizes safety by reducing overall vehicle speeds and increasing pedestrian safety.*
  - *Completed traffic models of existing and forecasted traffic volumes on Monroe Dr indicate the lane reconfiguration would result in reduction in congestion in both directions on Monroe Dr by approximately 10%.*
- How will cumulative impacts from multiple nearby projects be managed holistically?
  - *A growth factor was built into the traffic models developed for the concept development and considering various future development.*

## 11. Right-of-Way, Property & Environmental Impacts

- What does right-of-way acquisition involve, and which properties are affected?
  - *Right-of-way acquisition is necessary to make sure the city owns the property or temporary construction easements along each side of the roadway to provide enough land to allow the contractor to build the proposed improvements and to allow the city to maintain the roadway area in the future.*



- *The process includes appraisals of the needed property areas, analysis of potential impacts by the project on the property that remains, right-of-way contract negotiations, and finally closing of the real estate transaction.*
- *The city will be reaching out to the property owners whose property is affected by the work to be completed, but these are located at the intersections of Virginia Ave, Park Ave, and Montgomery Ferry Dr.*
- *The Right-of-Way plans can be found on pages 60-0000 to 60-0027 in the approved plans provided on the project website.*
- Can impacts to specific properties (e.g., parking areas such as Woody's Cheesesteaks) be clarified?
  - *The Right-of-Way plans can be found on pages 60-0000 to 60-0027 in the approved plans provided on the project website.*
- Why are certain trees slated for removal, and will replacements be provided?
  - *Trees slated for removal are based on the requirements for disturbance and removal for the current City tree protection ordinance. Replacements will be provided in accordance with this same code and subject to the approval of City arborists.*
- Can residents request tree removal if safety concerns exist (e.g., interference with power lines)?
  - If a resident has concerns about safety of an existing tree, please contact a City arborist.

For trees within the public right-of-way contact:

Jason Ernest, [JYErnest@AtlantaGa.Gov](mailto:JYErnest@AtlantaGa.Gov), Department of Parks and Recreation, Arborist Division

For trees on private property contact:

Department of City Planning, Arborist Office, 404-330-6874 or [arborist.dpcd@AtlantaGA.gov](mailto:arborist.dpcd@AtlantaGA.gov).

## 12. Mapping, Plans & Transparency

- Can clearer, properly oriented maps (north-south alignment) be provided?
  - *The Final Plans have been posted on the project website. The cover page provides the project limits orientated with a north arrow for reference and a location map within the city. In addition, the Concept Layout provides a continuous image that largely matches the approved plans and is also available on the project website.*
- Are full, updated design plans available for public review?
  - *The Final Plans have been posted on the project website.*
- Can all acronyms (e.g., PHB, RRFB) be clearly defined for public understanding?
  - *PHB – Pedestrian Hybrid Beacon*
  - *RRFB – Rectangular Rapid Flashing Beacon*
  - *ROW – Right of Way, this is the public land that the roadway and sidewalks sit on. The right-of-way project phase, is for when additional property is needed to allow room for construction and maintenance of the roadway improvements.*
- Is there a more up-to-date project website or repository for materials?
  - *The project website <https://atldot.atlantaga.gov/projects/monroe-dr-safe-street> is updated as materials are available.*



### 13. Broader Transportation Network Considerations

- Is there consideration of converting Piedmont Road to two-way traffic south of 14th Street to relieve pressure on Monroe?
  - *There is no active ATLDOT study specifically converting the one-way section of Piedmont Avenue/Road south of 14th Street to two-way traffic.*
- How are nearby corridor changes (e.g., Juniper Street, North Highland) being considered together?
  - *A traffic demand model was completed and incorporated the network of major complete streets projects included in the Renew Atlanta program to show the possible effects of roadway reconfigurations along selected corridors.*
- How will this project integrate into a broader, citywide mobility strategy?
  - *At the beginning of the project, more than 25 documents, planning studies, and masterplans were reviewed to obtain a list of short-term and long-range goals and improvements from each of the surrounding communities. The review and summary of these multiple planning efforts have been documented in a separate report (completed August 2016). "Improved quality of life" is a dominant theme of many of the previous studies and plans reviewed for the area, with health, safety, and walkability being a common thread among many in the community.*
  - *In April 2020 the city committed to the Vision Zero systems-based approach to eliminating traffic fatalities and serious injuries through safer street design, speed management, and other proven strategies. ATLDOT completed the Vision Zero Action Plan in November 2023, with a goal of meeting Vision Zero by the year 2040.*
  - *A collection of roadway design safety countermeasures was included in the design of the Monroe Dr Safe Street project to align with the Vision Zero plan.*

### 14. Community Feedback & Engagement

- Residents have submitted additional feedback and request a formal response:  
<https://vahi.org/wp-content/uploads/VHCA-Feedback-Monroe-Complete-Street.pdf>
- There are concerns that some design elements may prioritize vehicle throughput over walkability and safety.
  - *The 2021 approved Concept Report offered a modal prioritization with pedestrians 1<sup>st</sup> and autos 2<sup>nd</sup>. While congestion is expected to be reduced, the overall vehicle speeds will also be reduced and therefore time to travel the corridor will go up. The reduction in vehicle speeds and the significant investment in enhancing pedestrian safety along and across the corridor demonstrate the priority of walkability and safety.*
- Requests include:
  - Prioritizing Phase 1 improvements between 8th Street and Ponce de Leon Avenue
  - Demonstrated pedestrian crossing improvements (e.g., HAWK signal at Greenwood)
    - *Both requests are a part of the separate Monroe Dr/Boulevard Complete Street project, which is currently under design. ATLDOT is seeking options to advance a portion of the project closer in schedule to the Monroe Dr Safe Street project.*
- Residents request more consistent updates, clearer communication, and transparency moving forward.
  - *ATLDOT Communications team will provide project status updates to the community as they are available.*

