

**2.20.19 Public Open House and Online (community remarks) for the Spring Street and West Peachtree St Complete Streets Concept Development Project**  
**2.20.19 Public Comment Cards and Midtown Alliance**

<b>Midtown Cc Comments</b>		<b>Response to Comment</b>
Live	Traffic Analysis should include all modes. Report by person travel time instead of vehicle delay/LOS. Calculate for each mode and overall. Look at O/D trends for bikes using streetlight data. Also, measure bike accessibility and safety impacts (HSM). Develop a curbside management prioritization framework. Peds>Bikes[micro mob.]>Bus>Car>Ride Share>Trucks[deliveries]. Health Impact Assessment to evaluate alternatives.	<i>Thank you for participating in our open house regarding the West Peachtree Street and Spring Street Complete Streets Projects on February 20. We are currently assessing the preliminary results of our traffic impacts. We have tasked the design team to evaluate OD trends as well as determine travel times for "slow" moving modes (e.g. pedestrians, bikes, scooters, etc.) and "fast" moving modes (e.g. cars and buses). Once the traffic study is complete, we will publish study results and present our findings in future public meetings.</i>
Live and Work	Make bike lanes at sidewalk level not street level. 2-way bike lanes on WPT because people are going to go the wr	<i>Thank you for participating in our open house regarding the West Peachtree Street and Spring Street Complete Streets Projects on February 20. Our design team is exploring different designs for the bicycle facilities, including a raised bike facility, a parking protected facility, and other kinds of treatment. Additionally, the design team will evaluate what side of the street the bike facility will be on. Considerations for the location of the facility include conflict areas, user preferences, and designs of other facilities in the vicinity (i.e. what side of the street are bike facilities on, on other one-way streets in Atlanta).</i>
Live	On WPT we need two-way bike traffic. No one will bike/scooter to spring to loop around. Make the barrier smaller to fit. I feel the car parking needs to be removed and use side streets for parking except near North Ave MARTA (those spots are the only good spots to drop people off/pick up). Spring: Please two-way bike traffic. We need physical barrier vs parking[?]. Near 11th St and WPT there are telephone poles right in the way. I think spring St bike lanes should be on east side. This is the side with the most residential and it is closer to WPT. The WPT bike lanes should be on the east side because MARTA stations are on that side. It would prevent people having to cross	<i>Thank you for participating in our open house regarding the West Peachtree Street and Spring Street Complete Streets Projects on February 20. Our design team is exploring different designs for the bicycle facilities, including a raised bike facility, a parking protected facility, and other kinds of treatment. Additionally, the design team will evaluate what side of the street the bike facility will be on. Considerations for the location of the facility include conflict areas, user preferences, and designs of other facilities in the vicinity (i.e. what side of the street are bike facilities on, on other one-way streets in Atlanta).</i>
Live and Work	Consider sidewalk study to find 10' + stretches where bikes/scooters can be routed around designated loading zones [see graphic drawn].	<i>Thank you for participating in our open house regarding the West Peachtree Street and Spring Street Complete Streets Projects on February 20. Our design team is exploring innovative designs that will accommodate all curbside activity including [un]loading, parking, and how that will impact the proposed bicycle facilities.</i>
Live and Work	Drop-off/Uber/Lyft lanes should be on the left side as driver get off on that side. For bicyclists it would be difficult to turn into EW directing streets being on the left side.	<i>Thank you for participating in our open house regarding the West Peachtree Street and Spring Street Complete Streets Projects on February 20. Our design team is exploring different design alternatives for the proposed bicycle facilities including which side of the street to put the bike facility on. Considerations like conflict areas, user expectations, and continuity with other planned or built facilities on one-way streets.</i>
Work	Please do this! Safety of students biking to GT should be a priority. Neither street needs so many vehicle lanes. Way over capacity. Also extra necessary now that scooters are instructed to ride in bike lanes. Please improve sidewalks on Spring St as well.	<i>Thank you for participating in our open house regarding the West Peachtree Street and Spring Street Complete Streets Projects on February 20. We're cataloging locations with narrow or impassable sidewalks. Fortunately, Spring and West Peachtree is experiencing redevelopment resulting in private development projects building out the streetscape with wide sidewalks and street trees. In locations without planned or under construction private development projects, the design team will design wider or improved sidewalks where ROW exists.</i>
Work	I would love to see the 10th Street protected cycle track expanded all the way down/some sort of better connectivity to safely arrive to work, especially during higher traffic times. (Project extents: Myrtle to WPT)	<i>Thank you for participating in our open house regarding the West Peachtree Street and Spring Street Complete Streets Projects on February 20. While this project does not directly address the concerns made in your comment, Midtown Alliance, in partnership with the City and GDOT, is in the early design phase of the 10th Street Bridge Multi-modal Enhancement Project. The goal of this project is to update the 10th Street Bridge so that it provides safer connections for all mode types, especially non-vehicular uses, across the 10th Street Bridge, thus "bridging" Midtown to Georgia Tech. The project limits include 10th Street from Fowler St to Williams and Williams St from 8th St/Peachtree Pl to 12th Street.</i>  <i>Extending the 10th Street cycletrack west from its current terminus at Myrtle Street to Spring Street has been studied. At the time of the study, however, the traffic impacts were too great to move the design forward. There are alternative east-west routes along low stress streets to get from the 10th St cycletrack/Myrtle St intersection. 12th St, connects Piedmont Park to Williams St and has shared lane markings. 8th St and Peachtree Pl are both low volume streets connecting further south.</i>
Live and Work and Visit	Extension of and more of protected bike lanes to encourage more interested bikers who are not as fearless as experienced ones, including myself. Less driving lanes is good. I trust that traffic engineers can come up with efficient and creative solutions :)	<i>Thank you for participating in our open house regarding the West Peachtree Street and Spring Street Complete Streets Projects on February 20. We greatly appreciate your input and comments. Our design team will be looking at different elements that will improve safety, comfort, and connections for all users. Reducing the number of travel lanes is key in accomplishing this.</i>
Work and Visit	Bike lanes should be buffered. Curbside management needs to be realistically addressed. Reduce speeds: slow and stead is better than fast and stopped. Wider sidewalks. What is the construction budget (helps set expectations)?	<i>Thank you for participating in our open house regarding the West Peachtree Street and Spring Street Complete Streets Projects on February 20. We greatly appreciate your input and comments. Our design team is looking at different elements that will improve safety, comfort, and connections for all users. Reducing the number of potential conflicts between vehicles and pedestrians and cyclists is a top priority.</i>  <i>Construction timeline and budget is still undetermined.</i>
Live and Work	Bike lanes should be buffered with parking. No turn on red at all intersections. Reduce speed limit to 25 MPH and time signals accordingly. Provide corraling area for scooters -> on-street parking area? Consistently wide sidewalks. Protected (Dutch junction) intersection at Spring and 5th.	<i>Thank you for participating in our open house regarding the West Peachtree Street and Spring Street Complete Streets Projects on February 20. We greatly appreciate your input and comments. Our design team is looking at different elements that will improve safety, comfort, and connections for all users. Reducing the number of potential conflicts between vehicles and pedestrians and cyclists is a top priority. Additionally, curbside management strategies will be explored where on-street parking, TNC's, shareable mobility devices, and other public transit facilities compete. Thanks again for your comments.</i>

Live and Work and Visit	I would love to see Midtown get more connected and PROTECTED bike lanes. Make Spring and WPT 2-way roads again. Put in green infrastructure b/c compared to the rest of Atal, Midtown is a concrete jungle. By putting in green infrastructure it would help absorb some of the rain water buildings can't absorb.	<p><i>Thank you for participating in our open house regarding the West Peachtree Street and Spring Street Complete Streets Projects on February 20. We greatly appreciate your input and comments. Our design team is looking at different elements that will improve safety, comfort, and connections for all users. Reducing the number of potential conflicts between vehicles and pedestrians and cyclists is a top priority.</i></p> <p><i>Determining what kind of barrier separates the bicycle lane will be a part of this phase of the project (e.g. planters, parking, combination of planters/etc.). Midtown Alliance, through the 2016 Midtown Transportation Plan, studied converting WPT and Spring Street from one-way to two-way. Due to the major impacts to traffic it was determined to be unfeasible.</i></p>
Visit	Just wondering if this plan can incorporate best practices regarding private companies hiring off-duty officers to "assist" office workers in exiting buildings faster...all the while wreaking havoc on remaining lanes of rush hour traffic. Seems like we need to address the prioritization of ROW in this way...	<p><i>Thank you for participating in our open house regarding the West Peachtree Street and Spring Street Complete Streets Projects on February 20. We greatly appreciate your input and comments. The issue regarding private companies hiring off-duty officers to assist office workers in existing buildings is not something that can be addressed through design.</i></p>
Work and Visit	Love the protected bike lanes and scramble <u>pedestrian</u> crossing. All construction should be contained and cleaned up, every day to minimize lack of bike/ped access. Fewer steel plates, more sweeping and clean up	<p><i>Thank you for participating in our open house regarding the West Peachtree Street and Spring Street Complete Streets Projects on February 20. We greatly appreciate your input and comments. Our design team is looking at different elements that will improve safety, comfort, and connections for all users. Reducing the number of potential conflicts between vehicles and pedestrians and cyclists is a top priority.</i></p> <p><i>Construction timeline and budget is still undetermined. However, like most linear transportation projects, impacts to the public will be kept to a minimum.</i></p>
Work and Visit	Spring and WPT both need to be two-way streets esp. by Tech Square. Put protected bike lane on both sides of both streets. Cycle tracks are not safe long-term options.	<p><i>Thank you for participating in our open house regarding the West Peachtree Street and Spring Street Complete Streets Projects on February 20. We greatly appreciate your input and comments. Our design team is looking at different elements that will improve safety, comfort, and connections for all users. Reducing the number of potential conflicts between vehicles and pedestrians and cyclists is a top priority.</i></p> <p><i>Midtown Alliance, through the 2016 Midtown Transportation Plan, studied converting WPT and Spring Street from one-way to two-way. Due to the major impacts on traffic it was determined to be unfeasible.</i></p>