

**5th Street Complete Street Project: Public Comments and Responses on the proposed 30% Design**

published 11/28/18

| Comment   | Response   |
|---|--|
| <p>1 This email is in support of separated bicycle lanes for the 5th St renewal as a complete street. I am the Board Treasurer of the 1010 Midtown Condo. I bicycle in Midtown but feel unsafe on most streets due to lack of separation from vehicles. Separated lanes would encourage many to bicycle more, and would give a safe place to get the electric scooters off the sidewalks!!</p>  | <p>Thank you for your note in support of separated bicycle facilities on 5th Street. As a key east-west corridor in Midtown, the 5th Street corridor is a primary commute path for people on bikes, as well as people who drive. This complete street project aims to improve the safety for all user types and one of its primary goals is to mitigate potential conflicts between cyclists and vehicles. Your note will be part of the project's official record. We encourage you to stay involved as the project design progresses in 2019.</p>  |
| <p>2 I can't make the open house but I have a few questions comments. For context, I'm a daily bicycle commuter along 5th (from Midtown to GaTech campus) when it's warm out (Mar-Nov) and not raining and then walk the rest of the time.<br/>           1) When I am heading north on West Peachtree for that 50 ft where 5th breaks and then want to turn left back onto 5th, I see the light for bicyclist, but I have no idea what the light is for the cars / bicycles that are turning left onto West Peachtree. I know that right when it turns green, I have 5-10 seconds to cross, but if I come down 5th and round that corner and see a green for the left turn from the bicycle lane I have no idea if it's safe or not to cross the lanes without fully stopping and trying to checkout that light on 5th.<br/>           2) I don't quite understand the new stop signs at Cypress and 5th. I'm sure it's for "safety" but I've never seen any issues there.<br/>           3) I don't know how far up 5th you guys are asking about, but between Piedmont and (just) Peachtree the 5th street bike lanes are really bad. Mostly due to the construction on 5th and Juniper, but I feel they rarely got cleaned anyway. Lots of rocks, sand, glass and then there's the metal plate that I feel has been there for over a year.<br/>           Thanks for all the hard work making Midtown better for alternative transportation (walking / biking).</p> | <p>Thank you for your comment. Responses to your comments are bulleted below:<br/>           1) The lights at this intersection are timed so that vehicles that are traveling westbound on 5th Street and continuing on 5th Street after the bend at West Peachtree have the right of way to continue both northbound on West Peachtree or continue westbound on 5th Street, which means that the eastbound cars at the 5th and West Peachtree intersection have a red light. When on bike, do you use the marked bike lane at this intersection or do you travel in the vehicular lane? We've heard that cyclists use both.<br/>           2) The new stop signs at the Cypress and 5th Street intersection were installed by the City of Atlanta earlier this fall. The City conducted a study of this intersection and found that there are enough vehicles traveling through this intersection to warrant an all-way stop.<br/>           3) The project scope extends from Williams Street on the west end and Myrtle Street on the east end. This project will include milling and repaving damaged portions of the roadway as well as restriping the bike lane in those sections.</p> |
| <p>3 Thank you for doing this. For pedestrian safety and comfort when crossing streets, there needs to be a greater distance between stopped cars stopped and pedestrians crossing the street. Please add more visible stop bars for cars and place them farther back from the crosswalks.<br/><br/>           I agree with timing traffic lights to help with traffic flow and ease driver frustration. But time them for a speed of no more than 20-25 mph to keep drivers from racing to the next light.</p>   | <p>Thank you for your feedback and recommendations for the 5th Street Complete Street Project. We will take them into consideration as we progress with the design with project design.<br/><br/>           National best practices for roadway design call for advanced stop bars to be located at least eight feet in advance of the crosswalk to reinforce yielding to pedestrians. These best practices will be referenced as we develop the final striping plan for this project.<br/><br/>           Traffic signals in Midtown are managed through the Regional Traffic Operations Program (RTOP), which is led by GDOT and the City of Atlanta. Prior to RTOP, the signals were managed solely by Midtown Alliance (MTO). Under MTO, traffic signal timing was amended to facilitate speeds of 25 MPH during off-peak periods, which is intended to provide traffic calming and other benefits.</p>  |
| <p>4 I love the protected bike lanes and the raised bike lanes are great (if you have the money). The thing I want to see is better protection at intersection. It would be nice to see an offset curb or island where two bike lanes intersect (picture on other side). It looked like there may be enough room at the Piedmont and Juniper intersections. This would help both people making lefts on the cross street and people going thru on 5th. See "Dutch protected intersection"</p>   | <p>Thank you for your comment in support of protected bike facilities. The intersections of 5th Street and Piedmont Ave and 5th St and Juniper Street will be improved with the forthcoming Juniper Street and Piedmont Avenue projects. Improvements include left-turn boxes, signal timing to allow for advanced bicycle movement and pedestrian leading intervals.</p>  |
| <p>5 I love everything that is proposed here! I am a huge fan of making Midtown more walkable and bikeable! As a Tech student, I think the changes to Tech Square are great! I'm a proponent of eliminating the long-term parking in Tech Square entirely, and only having short, 5-minute parking, as most people there are either picking someone up (Lyft), picking up food, or picking up packages from Amazon. Also, don't cave to the businesses! If eliminating 12 parking spaces makes it safer for the thousands of pedestrians and cyclists, it's totally worth it! They can park elsewhere!</p>  | <p>Thank you for your note in support of separated bicycle facilities on 5th Street. As a key east-west corridor in Midtown, the 5th Street corridor is a primary commute path for people on bikes, as well as people who drive and walk. This complete street project aims to improve the safety for all user types and one of its primary goals is to mitigate potential conflicts between cyclists and vehicles while enhancing the urban character of Midtown.<br/><br/>           We are still early in the design phase so final design is subject to change based on stakeholder feedback and final funding dollars. Your note will be part of the project's official record. We encourage you to stay involved as the project design progresses in 2019.</p>   |

|    |  |  |
|----|--|--|
| 6  | <p>Like raised/protected lanes. Would like more raises and protection and better enforcement of cars parked in lanes.</p>  | <p>Thank you for your note in support of separated bicycle facilities on 5th Street. As a key east-west corridor in Midtown, the 5th Street corridor is a primary commute path for people on bikes, as well as people who drive. This complete street project aims to improve the safety for all user types and one of its primary goals is to mitigate potential conflicts between cyclists and vehicles.</p> <p>We are still early in the design phase so final design is subject to change based on stakeholder feedback and final funding dollars. Your note will be part of the project's official record. We encourage you to stay involved as the project design progresses in 2019.</p>  |
| 7  | <p>Great stuff overall! The in-lane stops for the Tech Trolley are excellent. It's refreshing to see something in line (pun!) with best practices. This is an investment that would get a great bang for the buck. Keep the scramble in Tech Square. It's well-used and improves safety. Would be nice to provide clear guidance on cyclists being able to cross with peds. This would be safer and prevent right turn conflicts with vehicles. New boarding islands in cycle lanes would help slow cyclists on approach. Please create consistent designs. Having cycle lane end abruptly on 5th creates an unnecessary conflict. I imagine there is a low vehicle volume on the road. Serious traffic calming would benefit cyclists, peds, vehicles, and neighbors. Rather than separating cyclists here, consider chicanes or an advisory cycle track to slow traffic down. This would also decrease utility of using route for cut through.</p> | <p>Thank you for your comments and suggestions. The pedestrian scramble at 5th and Spring Street has been successful and is now considered permanent. Analysis has been conducted to determine whether it would be safe for cyclists to cross with pedestrians, however, findings indicated that there would be less potential conflicts between mode types if cyclists instead cross with vehicular traffic.</p> <p>Today, 5th Street sees up to 15,000 pedestrians, 1,000 cyclists, and 8,000 vehicles daily, which reinforces the importance of this corridor as a key east-west connection in Midtown. The primary goal of the project is to provide a safe experience for all transit modes and minimizing potential conflict between them. Traffic calming measures and mode separation measures both facilitate these goals. We will continue to explore both options as project design progresses.</p> <p>We are still early in the design phase so final design is subject to change based on stakeholder feedback and final funding dollars.</p> |
| 8  | <p>At the intersection of 5th and Spring Street, cars always drive fast on Spring Street (especially north of 5th Street) How can this complete street help with pedestrian safety on Spring, when the drive lanes are right next to the sidewalks?</p>  | <p>Spring Street (and West Peachtree St) are both projects slated for complete street improvements through the City's TSPLOST Program. Midtown Alliance is about to commence concept development for the two corridors. Similar to the 5th Street Complete Street project, the primary goal of these upcoming projects is to improve the safety of all transit modes along the corridors. The scope includes protected bike lanes, intersection improvements, and resurfacing the roadway among other improvements.</p>  |
| 9  | <p>Nice project that will enhance the bicyclist experience greatly, particularly in Tech Square. Well done!</p>  | <p>Thank you for your note in support of the project and proposed improvements for people on bike. We are still early in the design phase so final design is subject to change based on stakeholder feedback and final funding dollars. Your note will be part of the project's official record. We encourage you to stay involved as the project design progresses in 2019.</p>   |
| 10 | <p>Please, please, please. I commute daily on 5th and I'd like</p> <ul style="list-style-type: none"> <li>- Potholes gone</li> <li>- That metal plate (its been there longer than the restaurant) Perhaps its reached adulthood?</li> <li>- Safer please. More people is great. Now lets do them safely.</li> </ul> <p>Thank you for your advocacy on behalf of all non-car drivers in Atlanta.</p>  | <p>The 5th Street Complete Street Project scope includes improving the public right-of-way for all transit modes, which includes repairing damaged roadway for vehicles and cyclists. While the current project budget does not allow for a full repaving of the roadway in the project area (between Williams Street and Myrtle Street), the project will mill and repave damaged portions of the roadway to improve the experience for both drivers and cyclists.</p>  |

|    |   |  |
|----|---|--|
| 11 | <p>Great infrastructure (protected bike lanes, sidewalk paving, transit stops). Key will be enforcement &amp; signage. Cant control former, but latter can make a big difference.</p> <ol style="list-style-type: none"> <li>1. Parking in bike lanes will result in TOWING/TICKETING</li> <li>2. Loading zone across the street.</li> <li>3. Tech square parking deck on ... Street, big "Circle P" signs</li> </ol> <p>Help people use as well as prevent "bikelash"<br/>gdmcdonald@gmail.com</p>   | <p>We appreciate your comment on the role that enforcement plays in ensuring safety and accessibility for all users within the public right-of-way. While good design can facilitate the "correct" usage of space, it cannot deter all infractions and, thus, the role of enforcement pays a key role. As we progress with the design of the project, we will continue to prioritize design elements that encourage appropriate usage of the space. We encourage the general public report infractions to their local safety agency, such as APD or Georgia Tech Police Department.</p>  |
| 12 | <p>Looks pretty good! I am 100% for protected bike lanes when possible. The Tech Square portion looks great as long as the barrier between parking and the bike lane is wide enough to prevent dooring. It also needs to be permanent so cars can't run it over and park anyway.</p>  | <p>Thank you for your note in support of separated bicycle facilities on 5th Street. As a key east-west corridor in Midtown, the 5th Street corridor is a primary commute path for people on bikes, as well as people who drive. This complete street project aims to improve the safety for all user types and one of its primary goals is to mitigate potential conflicts between cyclists and vehicles.</p> <p>We are still early in the design phase so final design is subject to change based on stakeholder feedback and final funding dollars. Your note will be part of the project's official record. We encourage you to stay involved as the project design progresses in 2019.</p>  |
| 13 | <p>Thank you for your work to keep improving Midtown! Big issues for me:</p> <ol style="list-style-type: none"> <li>1. Uber/Lyft should <u>NOT</u> be able to pick up on streets. They stop <u>everywhere</u> and clog traffic. Maybe designate zones like at the Benz (or only side streets, not Peachtree!)</li> <li>2. Ditto for delivery/construction vehicles. Big trucks dropping off at retailers should have designated spots. UPS/FedEx too.</li> <li>3. The scooters should <u>NOT</u> be in car lanes. They are becoming a hazard for traffic.</li> <li>4. Basically it's creating the plan for <u>moving</u> (walk, scoot, bike, drive) but also for <u>stopping</u> (uber/delivery). Need to think both not just moving.</li> </ol> <p>Thank you again for accepting feedback! We still have some dark/dead zones when walking at night. (like 5th between cypress&amp; W. Peachtree &amp; Tech) Need trees and like. It's so pleasant to walk on main streets, but side/connector streets hamper nighttime walking. And to reiterate - more thought on <u>stopping</u> - loading zones, pickup zones, etc. - as right now cars and trucks stop anywhere, everywhere and create a complete obstacle course for cars, bikes, walkers. Designate zones and enforce them somehow (i.e.. cameras for tickets for cars/trucks that stop outside designated zones.</p> | <p>Thank you for your comments. The primary goal of this project is to improve safety and accessibility for all transit modes on 5th Street within the project limits, which includes mitigating potential conflict between the various user types. Good design can facilitate the "correct" usage of space and deter potential conflicts, such as vehicles loading/unloading in the bike lane. Design, however, cannot deter all infractions so enforcement plays a key role in monitoring usage of the public realm. As we progress with the design of the project, we will continue to prioritize design elements that encourage appropriate usage of the space. We encourage the general public report infractions to their local safety agency, such as APD or Georgia Tech Police Department.</p> <p>Your comment about the pedestrian experience in the evening is well-received and will be considered as we progress to the next phase of design.</p> |