

Comment	Response
<p>I am one of the owners of the condo building on the corner of 4th and Piedmont. We have the new development going up behind us at Juniper and 4th as well as street improvements occurring along our 1.1 mile stretch from Ponce to 14th Street. In looking at the proposed drawings from 11/2017, we will lose some parking for new curbs and sidewalks as well as all parking on 4th from Piedmont Ave NE to Juniper St NE. Where does the city plan on providing parking for the building on 4th as well as the loss of parking spaces for our property and others on the corner of 4th and Piedmont. We have 4 condos in this building with only on-street parking in front of our property already presenting us with challenges.</p> <p>We are interested in parking solutions for these properties who have no parking the building in the easement alley. We are interested in parking decal permit parking to maintain these spaces for our property and not other buildings as well as downtown business workers taking up our parking spaces in front of our homes during business hours.</p> <p>Our condo property is at the corner of 4th and Piedmont facing Piedmont, 742 Piedmont Ave NE.</p> <p>Please get back to me on logistics in place for parking being taken away from homeowners who only have street parking in front of our homes. We intend on being present at the meeting at Piedmont Park tomorrow.</p>	<p><i>Dear Mr. Wilson, Thank you very much for providing comments for the Piedmont Avenue complete streets project. We are looking closely at the on-street parking issues. We understand there are several properties along the corridor with no off-street parking resulting in the need for on-street parking. Building on our recent Parking Utilization studies for the project, we are going to again analyze parking areas and demands. Please continue to monitor the project page for updates. Thanks again for the comments. Please continue to monitor the project page for updates</i></p>
<p>I cannot attend the public meeting or the Piedmont Ave Complete Streets project today but I will be at work at that time; however, I wanted to voice my support for the project as proposed, particularly the bicycle lanes and the removal of a vehicle travel lane.</p> <p>I commute by bicycle to work in Midtown every day, and these lanes would make me feel much safer on Piedmont Ave, a route I currently avoid. I only started commuting by bicycle once I identified a route to work and grad school that made me feel safe. Perhaps making Piedmont Ave safer for bikes would induce even more riders like me to commute by bike and take their car off the road. We must continue seize on every opportunity to build out Atlanta's bicycle network and make its transportation network safer for all--cars, bicycles, and pedestrians. This Complete Streets project does that, and I hope to see it implemented soon as proposed.</p>	<p><i>Thank you for providing written support for the Piedmont Ave complete street project. We greatly appreciate your input and comments. Please continue to monitor the project page for updates</i></p>
<p>Hi, I just learned of tonight's public meeting concerning the Piedmont Ave. Complete Street project. I can't make it to the meeting, but I want to voice my enthusiastic support. I frequently use my bicycle to commute from O4W to Georgia Tech, using Piedmont as part of my route. I also occasionally use my bike to access the bike shop located on this stretch of Piedmont, as well as other Midtown businesses and Piedmont Park. Having a protected bike lane/path/cycle track on Piedmont would greatly improve the safety and convenience of biking in Midtown and thus would encourage more people to choose bikes for transportation. Which would mean fewer cars, less pollution, and more healthy people. I'm all for it! I also drive on Piedmont Ave., and I would certainly NOT mind losing parking and/or a travel lane for cars.</p> <p>Now, it bothers me slightly that the design I'm seeing has only a one-way bike lane for most of the corridor, but I know that a southbound bike lane is planned for Juniper in the near future, so I suppose that's fine. But I'm thinking there could possibly be enough width for 2-way bike traffic on Piedmont, if the project were to use a thin concrete barrier like you see Downtown on Peachtree Center Ave. and Portman, instead of the buffer space with bollards. But that's probably more expensive.</p> <p>I also jog on Piedmont Ave. sometimes, and the sidewalks are not great for this. I'd like to see the sidewalks improved and widened if possible.</p> <p>Bottom line... better accommodation for bikes and pedestrians on Piedmont would be great, no matter how you accomplish it!</p>	<p><i>Thank you for providing written support for the Piedmont Ave complete street project. The result of designing the project to include a one-way (northbound) protected bike lane was conceived from the idea of having a northbound complement to the southbound facility on Juniper St. Consideration was taken when working through the design of each corridor. We greatly appreciate your input and comments. Please continue to monitor the project page for updates</i></p>
<p>This email is in support of the complete street plans for Piedmont Avenue. You guys are doing a great job making Midtown a destination for cyclists.</p> <p>I'm really happy for the protected lane running from Ponce up to 15th Street. The street is so pleasant for all the trees. SO many more cyclists will take advantage of this route if given a protected lane.</p> <p>The Cycle Track along 10th Street gets a lot of use (I ride it daily) and there have been concerns about cars entering the cycle track because it's not protected. I see it happen too often. I think Piedmont would be a great place to encourage the building of more protected cycling infrastructure within Midtown if not the City.</p> <p>I'll be interested to hear how the intersection of the cycle track and Piedmont will work out. East-bound toward the BeltLine at Monroe, I'm usually coming north on Myrtle making the right into the cycle track, but about once a week I enter the cycle track by taking 10th Street east-bound from Peachtree and/or the Midtown MARTA station. Your plans mention there is another study which covers this. With the protected lane, I see myself using Piedmont to reach the cycle track — instead of Myrtle — but will be interested to know the plans to get cyclists north of 10th Street into the western-most end of the cycle track.</p> <p>So glad to hear that the community is supportive. I've been riding bicycles in Midtown since the 80s and the cycling experience has been steadily improving. Thanks so much for your support of alternatives to bringing the car, taking advantage of the trees that make the street so inviting, and building spaces for people. I don't have a lot of room in today's schedule, but I hope to drop by the meeting this evening. Please count my support in either case.</p>	<p><i>Thank you for providing written support for the Piedmont Ave complete street project. The City is currently installing a Pedestrian Hybrid Beacon (PHB) at 10th and Myrtle (same signal type as the one at the Childrens School and on Monroe Dr at Cumberland Dr). Additionally, the City will be altering the way people cross 10th St to access the cycletrack at Myrtle St. The project to connect the 10th St cycletrack to Piedmont and Juniper was identified in our Midtown Transportation Plan. We have not begun planning or design that project yet, however. We greatly appreciate your input and comments. Please continue to monitor the project page for updates</i></p>
<p>I'm writing to express my support for the Piedmont Complete Street project. I work in Midtown and commute and travel daily for work by bike.</p> <p>In addition to providing a valuable, protected connection for cyclists, this project will likely reduce speeding by vehicles which adds an additional safety benefit for all users.</p>	<p><i>Thank you for providing written support for the Piedmont Ave complete street project. We greatly appreciate your input and comments. Please continue to monitor the project page for updates</i></p>
<p>Hello, I just wanted to add my support for the complete streets project proposed for Piedmont Ave. As a daily bike commuter through Midtown, a safe north-south route is sorely needed here to link with the Ponce DeLeon bike lane and the (equally important) eventual extension of the 10th St Cycle track.</p>	<p><i>Thank you for providing written support for the Piedmont Ave complete street project. We greatly appreciate your input and comments. Please continue to monitor the project page for updates</i></p>
<p>I am a Georgia Tech employee who bikes to work. I live in Midtown, and I am very grateful for the bike lanes that already exist. I am exited about the prospect of Piedmont Avenue's planned bike lanes (between Ponce and 15th Street). I am writing to express my support for the project! I hope the plan gets approved!</p>	<p><i>Thank you for providing written support for the Piedmont Ave complete street project. We greatly appreciate your input and comments. Please continue to monitor the project page for updates</i></p>

Comment	Response
<p>As a Midtown resident and daily bike commuter, I enthusiastically support this plan. This is an important safety improvement - in particular, the section 10th to 14th and the intersection at 14th and Piedmont must be addressed. I'm also very happy to see improvements to the sidewalks. The more physical protection/barriers for the bike lane, the better. Finally, any additional design features that would slow traffic would be greatly appreciated. Please and thank you!</p>	<p><i>Thanks for your enthusiastic support of the project. We are working with our design team to incorporate as many vertical barriers and traffic-calming features as our budget will allow. One of our key next steps will be to review the current plans against the budget to determine if/where we can add more traffic-calming and buffering elements to the project. We greatly appreciate your input and comments.</i></p>
<p>My interest is with two section 1. The whole of piedmont Ave from Ponce to the very end I would like to see it be improved because for walking it is very bad, especially the sidewalks. You can seriously hurt yourself. I am very glad that they are looking into the matter. 2. The other problem is (4th) and Juniper St. There is a lot of action going on and it is not very safe. I want to bring it to the attention of someone to show some interest. We have seniors that live right at that mark and there is an accident that happens every week. What can we do to make things a little safer not only for seniors, but for everyone? Lets Talk.</p>	<p><i>Midtown Alliance has studied this intersection for a full traffic signal. Unfortunately, the traffic engineering methodology needed to warrant a signal here was not met. But, we believe with the continued growth in the district and in the proximity to the intersection, a signal will be warranted there very soon. We encourage you to contact Atlanta's Department of Public Works or Atlanta311 to report any hazards or issues that you observe with the intersection of 4th/Juniper. We greatly appreciate your input and comments.</i></p>
<p>In favor of removing car lane. Please return to previous design of planters, much safer than bollards to keep cars from using bike lane (Peachtree Center Ave perpetually blocked). 14th to 15th sty needs separate bike and ped facilities (Heavy foot traffic). Otherwise, happy to see protected bike facility.</p>	<p><i>Thanks for your support and comments related to repurposing the current off-peak parking lane into a protected bike facility. The Midtown Alliance and Renew Atlanta/TSPLOST agree that planters are a safer bike buffering treatment than bollards. We are doing our best to incorporate upgrades for all users across the project within our budget. That said, raised planters cost at least four times that of the bollards, so we have tried to limit the planters to key safety concern areas.</i></p>
<p>Overall, I think this is a big and welcome improvement to Piedmont. I would encourage a few items: Planters rather than plastic posts to protect bike lane, keep the original design with bi-directional bike lane between 14th and 15th, and work more closely with Midtown Blue to enforce bike lane. Thanks!</p>	<p><i>Thank you for providing written support and comments related to the Piedmont Ave complete street project. We are continuing to explore strategies that will help cyclists feel protected throughout the corridor and promote safety for all users, especially at major areas like 14th and 15th street. The Midtown Alliance and Renew Atlanta/TSPLOST agree that planters are a safer bike buffering treatment than bollards. We are doing our best to incorporate upgrades for all users across the project with our budget. Please continue to monitor the project page for updates as we refine the design.</i></p>
<p>Road drainage will be an issue and during large events, the bike lane will most likely get flooded. In addition, a raised buffer will tend to consolidate and trap drainage in the bike lane. You should model drainage under diff. conditions and consider enhancing capture by adding to the existing collection system. The worst thing you can do is use the existing system without modification and adopt a wait and see approach.</p>	<p><i>Thanks for your comments on the Piedmont Avenue complete street project and the suggestions related to surface runoff and drainage. Using recent storm system survey data as well as City Watershed Mgmt GIS data, we have analyzed and documented some key drainage issues along the corridor. We are working with our civil engineer Kimley-Horn to address storm issues as part of our project to the extent that our budget allows. We will continue to refine the design of the bike lane and buffer in ways that help address these issues.</i></p>
<p>1. Midtown currently has very limited parking for residents and business patrons, taking one lane on Piedmont and making it into a bike lane only accelerates the problem. 2. Long term on street parking should be restricted to residents only, enforced via display of a permit decal on the vehicle. 3. I have not observed a need for a dedicated bike lane on Piedmont ave 4. Pending reconstruction of crosswalks at 11th, we need enforcement of state law by APD</p>	<p><i>Thanks for your comments related to resident parking. We heard many similar comments related to potential resident permit parking as part of the open house event. Although it is not within the purview of our construction project to incorporate permit parking, we are going to use your comments to develop a suggested parking strategy for consideration by the City. Building on our recent Parking Utilization studies for the project, we are going to again analyze parking areas and demands. Please continue to monitor the project page for updates as we refine the design.</i></p>
<p>I love the idea of the bike lane, my only concern is the delivery trucks for the retail at 10th and Piedmont. Currently most of them park on the east lane on Piedmont. Several of them are tractor trailers. Also moving vans use that lane for move ins and outs. The deliveries are 4 or 5 times per day at least. I am 99% sure they will still park for delivery and if they can't use the bike lane, they will use what will now be only one of 2 traffic lanes.</p>	<p><i>Thanks for your comments related to the Piedmont Avenue complete street project and the delivery trucks and potential bike conflicts. Please continue to monitor the project page for updates as we refine the design. We are aware of several high-demand delivery areas, including at 10th, and will re-evaluate the design in order to minimize potential conflicts, balancing needs of all users of the corridor.</i></p>
<p>1. Don't take away resident parking! Within the proposal should include resident permitted parking! Anywhere along Piedmont Ave and side streets . Don't leave us high and dry. 2. Need signage indicating 1 way street for cars turning onto Piedmont. 3. 11th and Piedmont need overhead blinking timed street crossing for pedestrians</p>	<p><i>Thank you very much for providing comments regarding resident parking and signage along the corridor. We heard many similar comments related to potential resident permit parking as part of the open house event. Although it is not within the purview of our construction project to incorporate permit parking, we are going to use your comments to develop a suggested parking strategy for consideration by the city. Building on our recent Parking Utilization studies for the project, we are going to again analyze parking areas and demands. New signage for the corridor will also be included in the designs to ensure safety between drivers and pedestrians. A Pedestrian crossing signal (RRFB) was approved by the City for the 11th at Piedmont intersection, however with the current budget for the complete street project, the RRFB will be installed at a later date. Please continue to monitor the project page for updates. Thanks again for the comments.</i></p>
<p>As designed in this proposal, there will be frequent car/truck parking in the bike lane. Something substantial needs to be in place (not Plastic Bollards) to prevent car parking (like a concrete curb or steel post). Must prevent cars from entering and driving in bike lane. This part of town adjacent to Piedmont Park sees festivals and events and people will be looking for parking. The only way to prevent it is a physical barrier that cannot be destroyed or circumvented. (Cars parking and driving in bike lanes and cycle tracks is commonplace in Atlanta- and there is no police enforcement)</p>	<p><i>Thank you very much for providing comments regarding the bike buffer. We are looking closely at measures to prevent cars from parking in the bike lane by making sure that the bollards are substantial size and quality, decreasing the space between bollards, and potentially creating additional physical barriers. Please continue to monitor the project page for updates. Thanks again for the comments.</i></p>

Comment	Response
<p>Someone mentioned having parking as a buffer for the bike lane, but there is no parking on the east side of the street for most of the corridor. Can parking be explored on the east side instead of the west side to help buffer the bike lane? Also, maybe buffers as seen on John Portman/Peachtree Center cycle tracks are an option? They would fit within proposed ROW for existing "buffer zone." Basically...I would like to see more of a physical barrier. Thanks!</p>	<p><i>Thank you very much for providing comments for the Piedmont Avenue complete streets project. We had previously explored parking on the east side of the street, but could not achieve a road alignment that would work for the street. Additionally, the east side has a large number of driveways that did not allow for as much parking on the east side as the quantity we could get on the west side. To address your buffer comment, we are doing our best to incorporate a better physical barrier for cyclists by tightening the space between bollards and providing more substantial bollards than those seen on the 10th Street cycle track. Please continue to monitor the project page for updates. Thanks again for the comments.</i></p>
<p>Supportive of bike lane - eastbound. Consider standardizing pedestrian crossings and better protection for cycle lane. Supportive of limited parking - questions on how deliveries will work with limited parking and narrowed lanes.</p>	<p><i>Thank you very much for providing comments and support for the Piedmont Avenue Complete Streets Project. We aim to improve all pedestrian crossings throughout the corridor with as much consistency as possible, though some areas will require different treatment than others. Many pedestrian crossings will be part of separately funded projects, with which we are coordinating our designs. Please continue to monitor the project page for updates. Thanks again for the comments.</i></p>
<p>Need raised barrier on the corridor, plastic posts don't stop inattentive drivers. Comment about light pacing will be added in email.</p>	<p><i>Thank you very much for providing comments on the cycle track buffer. We are doing our best to incorporate upgrades for all users across the project with our budget. We are currently working to develop a better physical barrier for cyclists by using a tighter spacing between bollards and providing more substantial bollards than those seen on the 10th Street cycle track. Please continue to monitor the project page for updates. Thanks again for the comments.</i></p>
<p>14th and Piedmont intersection has very long wait times. Find a way to redesign island so people can cross to it even if it requires a narrow sidewalk to make it possible.</p>	<p><i>Thank you very much for providing comments about user experience at the 14th Street intersection. As part of the complete street project, signal times will be adjusted to achieve the maximum efficiency for all users. Unfortunately, we are not able to redesign the existing islands as refuge islands based on the necessary road alignment of the intersection, but the crossing distance of pedestrians across Piedmont at 14th will be shortened by the lane reduction. Please continue to monitor the project page for updates. Thanks again for the comments.</i></p>
<p>My wife and I bike east-west every day across Piedmont on 5th. This is an exciting and well planned opportunity to make Piedmont and Midtown more broadly the epicenter of walking/cycling commuting in Atlanta. I am 100% supportive.</p>	<p><i>Thank you for providing written support for the Piedmont Ave complete street project. We greatly appreciate your input and comments. Please continue to monitor the project page for updates.</i></p>
<p>Love all these plans. Love the Juniper street plan too. Wish that this city could complete projects like these as fast as stadiums get built and bridges get replaced. Tell them to hurry it up. Also - dear God, bury the lines. Thanks for your work.</p>	<p><i>Thank you for providing written support for the Piedmont Ave complete street project. We will try our best to keep this project on track and get it installed as soon as we can. We greatly appreciate your input and comments.</i></p>
<p>As for the plan overall: Love protected bike lanes, would like barrier but understand \$ - extending to 15th is very important. Please do not reduce scope. 8th bulb out (East) could be danger to west bound bike. This is a very flat street and popular for bike commuters. They will continue to use it. Please sponsor parking zones for residents of midtown. Until there is a cohesive and exhaustive plan, you will continue to receive push back on any parking reductions or changes</p>	<p><i>Thank you very much for providing comments for the Piedmont Avenue complete streets project. We are continuing to develop a better vertical buffer for cyclists based on many comments. As we revisit the design we will address the 8th Street bulb-out to reflect cyclist movement. We are going look closely at the on-street parking issues you are concerned with. We understand there are several properties along the corridor with no off-street parking resulting in the need for on-street parking. We will develop a parking strategy as part of our assessment. Please continue to monitor the project page for updates. Thanks again for the comments.</i></p>
<p>Good opportunity for questions. Support the plan 100% especially the inclusion of an active crosswalk at 15th street. (I understand funding is separate, but this is a big safety concern that must be addressed)</p>	<p><i>Thank you for providing written support for the Piedmont Ave complete street project. Though the active crosswalk at 15th is part of a separately funded project, we are positive that this will vastly enhance pedestrian safety. We greatly appreciate your input and comments. For more information on the Last Mile Pedestrian Improvements, including the crossing at Piedmont and 15th, visit the project page here: www.midtownatl.com/lastmileintersections</i></p>
<p>Concern about removal of resident parking on Piedmont Ave. Need to allow resident permits. Also for multi-family zoned properties 2-hour visitor parking is a good thing, but residents should not be restricted. Need more info about tree plantings and possible interference with existing trees. Overall the plan is good.</p>	<p><i>Thank you very much for providing support and comments about parking and tree plantings. We are going look closely at the on-street parking issues you are concerned with. We heard many similar comments related to potential resident permit parking as part of the open house event. Although it is not within the purview of our construction project to incorporate residential permit parking, we are going to use your comments to develop a suggested parking strategy for consideration by the city. Building on our recent Parking Utilization studies for the project, we are going to again analyze parking areas and demands. Tree planting and replacement plans will be assembled and available later in the design process. We anticipate very few trees being removed as part of this project. Please continue to monitor the project page for updates. Thanks again for the comments.</i></p>

Comment	Response
<p>Initial entrance to bike lane at Ponce needs a bollard or other fixed deterrent to cars entering lane, this will be a high - conflict point. Paint is not enough. Drivers will park in buffered lanes without physical barriers, and when they do - police will not remove or ticket. Build enforcement into lane. Please keep bike commuters emerging from Piedmont Park in mind - signal crossings at 12th and 14th streets should be made adequate for them. 14th street bike lane is pitted and in terrible shape.</p>	<p><i>Thank you very much for providing comments for the Piedmont Avenue complete streets project. We are continuing to refine high conflict areas such as the intersection of Ponce de Leon and Piedmont Ave; we will make sure this area is as safe as possible. We are constantly designing and tweaking the bike buffer to deter cars from parking in the bike lane, including doing as much as we can to indicate that cars are not able to be in the bike lane. Crossings at 12th and 14th Street will be improved for both pedestrians and cyclists based on the current designs and are continuously being refined. We would also like to see the bike lane improved, but unfortunately the scope and budget of this project does not allow improvements to extend up 14th Street.</i></p>
<p>4th and Piedmont, west side intersection. Due to these plans and 4th street becoming 2 lanes, almost all our parking and the apartment building behind us (on 4th) will have no parking. We want to introduce parking permit requirements for the 4th/5th street section as we are one of the only properties greatly affected by this "progress." If not, what concessions will be made for these specific properties affected? I estimate less than 10% of properties along this 1.1 mile stretch will be affected like this due to parking available in the alley behind the street front properties.</p>	<p><i>Thank you very much for voicing your concern for residential parking along Piedmont Ave. We heard many similar comments related to potential resident permit parking as part of the open house event. Although it is not within the purview of our construction project to incorporate permit parking, we are going to use your comments to develop a suggested parking strategy for consideration by the City. Building on our recent Parking Utilization studies for the project, we are going to again analyze parking areas and demands. Please continue to monitor the project page for updates. Thanks again for the comments.</i></p>