

Comment	MA Response
Please install a left hand turn signal for traffic turning south at the intersection of 5th ST and Spring ST. Also, there needs to be a four way stop or traffic light at the intersection of 5th and Williams. I work at GT in Tech Square and live in Midtown and the roads around Tech square and Midtown are in HORRIBLE condition.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. The scope of this project includes repairing sidewalks, upgrading crosswalks at intersections, installing pedestrian lighting, upgrading bicycle lanes, and improving roadway conditions. Signal upgrades are not proposed as part of this project. Midtown Alliance, however, does monitor real-time traffic conditions through the Regional Traffic Operations Program (RTOP). The exclusive pedestrian crossing phase (pedestrian scramble) was implemented through RTOP. Midtown is also managing another project called "Last Mile Intersections," which provides crosswalk and ramp improvements throughout the district in addition to several new traffic signal installations. During the scoping phase of the Last Mile project, the intersection of Williams and 5th St was studied for a full traffic signal and we found that the intersection does not currently meet the City's threshold for a signal. We will continue to monitor development and traffic in the area for changing conditions. Thanks again for your comments.
I'm not sure how you can accomplish it, but it would be great if the traffic lights at 5th and West Peach were configured so that if you are traveling east on 5th Street from Georgia Tech, you could make the jg at West Peachtree and continue east on Street. That is not possible currently, and it would be a great improvement.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. The scope of this project includes repairing sidewalks, upgrading crosswalks at intersections, installing pedestrian lighting, upgrading bicycle lanes, and improving roadway conditions. Unfortunately, the project scope does not include roadway realignment, including realigning the 5th St at W Peachtree intersection. The alignment of 5th St and W Peachtree would have to be done through a redevelopment project, which is unlikely in the near future.
In Tech Square, as you can see by the Google Maps images there are frequently Georgia Tech vehicles parked in the bike lane. Please add a concrete or divided barrier to prevent this.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. The issue that you've described is, unfortunately, a challenge that is experienced throughout the District and greater Atlanta. As we progress into conceptual design and final design phases, we will consider bike lane configurations that would deter vehicles from entering the bike lane. There will be opportunities to review and comment on these proposed designs in the coming months.
The new "pedestrian scramble" at 5th and Spring is fantastic and should be kept and enhanced. One change when Spring has a red light, pedestrians should be able to cross on the north side of the street. Since Spring is one way (and no turn on red) there are no conflicts, so pedestrians should be allowed to cross just on that one side. For all of 5th street, bike lanes should be separated whenever possible by a barrier (glazed bioswales would be best). Prioritize pedestrians and bicyclists on the corridor.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. The aim of this complete street project is to improve conditions for all user types with an emphasis of improving the safety and accessibility for pedestrians and cyclists. As we progress through the conceptual design phase, we will consider various bike lane configurations that will provide improved barriers between cyclists and vehicles. The 5th Street corridor varies in width between Williams St. and Myrtle St., which are the project's extents, so our design team will explore a combination of various enhancements to make walking, biking, driving, and transit riding safer through the corridor. There will be opportunities to review and comment on these proposed designs in the coming months.
This plan recognizes that the streets are used by more than just cars. Thank you. As a pedestrian and cyclist in this area 5 days a week, I would like to see those uses highlighted to cars. Blocking off the bike lanes, more "don't block the box" -- e.g. West Peachtree onto 5th (especially) where cars frequently queue in the box blocking those turning from 5th to WP... thank you	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. The issue that you've described is, unfortunately, a challenge that is experienced throughout the District and greater Atlanta. As we progress into conceptual design and final design phases, we will consider bike lane configurations that would deter vehicles from entering the bike lane. There will be opportunities to review and comment on these proposed designs in the coming months.
I have attached a short blog post I wrote two months ago on the case for incorporating a shared-use mobility zone into the 5th Street design between Williams and Spring. Traffic in the area is already unbearable, and the coming addition of more than 100 new jobs between the NDC, Cooks and Anthem projects will make the situation noticeably worse. Midtown Alliance should use this project as an opportunity to designate more roadway to loading/unloading, as the current space for a single bus is clearly insufficient.	Thank you for participating in our 5th Street Complete Street Project's public engagement. We appreciate your input. The scope of this project is to improve safety, mobility, and accessibility for all roadway users. The project team recognizes the need for better off-street parking and loading/unloading space. Our design team will explore ways to integrate safe and efficient loading/unloading into the design, especially in areas fronting retail and restaurants.
Heading westbound on 5th street at the Juniper intersection needs some signage improvement. Currently cars routinely turn right on red - often into bicycles in the bike lane. It seems to me that this should not be a legal turn, since the bike lane is the right lane, and the left lane is the car lane. One cannot turn right on a left hand lane. In any case, there are a couple ways to solve this: 1) Prohibit right turns on red at that intersection. 2) Put up signage that says "Right Yield to Bicycles/Queue" 3) Attempt to prohibit a right turn on red when there is a bike in the bike lane (may be too complex) 4) Move the bike lane to the center at that intersection, making a right hand turn lane for cars.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. The scope of this project includes repairing sidewalks, upgrading crosswalks at intersections, installing pedestrian lighting, upgrading bicycle lanes, and improving roadway conditions. Once installed, the project will enhance the safety, connectivity, and visibility of cyclists traversing the corridor. Our designers will also look at simple intersection improvements, such as No Right on Red, to make the corridor safer. Additionally, Midtown Alliance has a separate project on Juniper Street between Ponce de Leon Ave. and 14th St. that will provide a protected bike lane that intends to improve the intersection experience at 5th St. for both cyclists and pedestrians.
Need more protections / barriers for bike lanes on 5th street corridor, as these are often blocked by delivery trucks and uber/lyft drivers. The intersection of 5th and Cypress also needs to be improved: a cyclist was hit by a car there just this morning and in addition of a four-way stop or a mini-traffic circle or other traffic calming measure at this intersection would go a long way to reduce more accidents like this as they slowing down the traffic that often zooms down the street and doesn't notice the cycle lanes.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. The issue of vehicles entering the bike lane is, unfortunately, a challenge that is experienced throughout the District and greater Atlanta. As we progress into conceptual design and final design phases, we will consider bike lane configurations that would deter vehicles from entering the bike lane. Midtown Alliance has a separate project, titled the "Last Mile Intersections Project," that is improving traffic signalization and crosswalk conditions of various intersections in the District and includes pedestrian improvements to the 5th St./Cypress St. intersection. A traffic study conducted on this intersection showed that current and future traffic volumes do not merit amending the vehicular signalization of the intersection, however, the proposed pedestrian improvements will increase the visibility of pedestrians. There will be opportunities to review and comment on proposed designs in the coming months.
Please make the bike lanes along this stretch protected bike lanes separated with a curb from the street. The current lanes have frequent problems with people parking in them. It makes it hard for more timid cyclists, who then have to enter the stream of traffic.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. The issue that you've described is, unfortunately, a challenge that is experienced throughout the District and greater Atlanta. As we progress into conceptual design and final design phases, we will consider bike lane configurations that would deter vehicles from entering the bike lane. There will be opportunities to review and comment on these proposed designs in the coming months.
Please coordinate signals along 5th street to allow bike progression, so that bikes can continue without stopping if a typical bike speed of 15 mph is maintained.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. The scope of this project includes repairing sidewalks, upgrading crosswalks at intersections, installing pedestrian lighting, upgrading bicycle lanes, and improving roadway conditions. Midtown's traffic signals currently operate under the Regional Traffic Operations Program (RTOP). Signals along 5th St. have been timed to favor a cyclist traveling at 15 mph and mitigate speeding vehicles to enhance safety.
Please create protected bike lanes with posts throughout the area, similar to what exists currently heading west on some segments of 5th street	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. As we progress into conceptual design and final design phases, we will consider bike lane configurations that would deter vehicles from entering the bike lane. There will be opportunities to review and comment on these proposed designs in the coming months.
It would be nice to have grade separated bike lanes from the road. The debris getting pushed into the bike lanes is a problem.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. As we progress into conceptual design and final design phases, we will consider bike lane configurations that will separate cyclists from vehicles. There will be opportunities to review and comment on these proposed designs in the coming months. The City of Atlanta Department of Public Works (404-330-6262) and Department of Watershed Management (404-564-2311) are responsible for keeping the public right-of-way clear of debris and providing regular maintenance. We recommend that you request service by calling Atlanta 311. Midtown Alliance provides additional street and sidewalk cleaning through its Midtown Green program. If you have a certain maintenance issue, please call the Midtown Green team at 404-817-0500. Midtown Green can either address the issue or contact the correct City Department.
incore and ticket obstruction of bike lanes by any vehicle, including postal and armored	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. The issue that you've described is, unfortunately, a challenge that is experienced throughout the District and greater Atlanta. As we progress into conceptual design and final design phases, we will consider bike lane configurations that would deter vehicles from entering the bike lane. There will be opportunities to review and comment on these proposed designs in the coming months.
Protected bike lanes please!	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. As we progress into conceptual design and final design phases, we will consider various bike lane configurations that would deter vehicles from entering the bike lane. There will be opportunities to review and comment on these proposed designs in the coming months.
The Cypress & 5th street crosswalk is routinely ignored by drivers on 5th street. Also, drivers on Cypress street often do not realize that the intersection is not a four-way stop, and expect drivers on 5th street to stop for them. This intersection should either made into a four-way stop, or given better signage or signals to remind drivers on 5th street of pedestrians crossing, and to warn drivers on Cypress that cross traffic does not stop. Also, for some reason, only the south and east sides of this intersection have striped crosswalks.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. Midtown Alliance has a separate project, titled the "Last Mile Intersections Project," that is improving traffic signalization and crosswalk conditions of various intersections in the District and includes pedestrian improvements to the 5th St./Cypress St. intersection. A traffic study conducted on this intersection showed that current and future traffic volumes do not merit amending the vehicular signalization of the intersection, however, the proposed pedestrian improvements will increase the visibility of pedestrians.
Spring, West Peachtree, and Juniper need to be made into two way streets. Remove the fourth lane from these streets and turn it into a barrier protected bike lane, or street side parking. 5th Street is fine as is.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. This project was identified in the 2016 TSP/ST project list, approved by City voters. The scope of this project includes repairing sidewalks, upgrading crosswalks at intersections, installing pedestrian lighting, upgrading bicycle lanes, and improving roadway conditions. The 2016 Midtown Transportation Plan does not recommend the conversion of W. Peachtree St., Spring St., and Juniper St. to two-way. However, the plan includes recommendations for converting segments of one-way streets to two-way. Specifically, the Plan proposes converting segments of Pine St., 3rd St., 4th St., Peachtree Pl., 13th St., 18th St., and West Peachtree St. to two-way. The goal of these recommendations is to improve circulation for all user types. Several of these identified one to two-way conversions are in the design and engineering phase. To learn more about the project, visit www.midtownall.com/one-wayconversions . Additionally, Midtown Alliance is managing a separate project on Juniper Street that proposes to widen sidewalks, provide improved bus stops, street trees, and pedestrian lighting, and create a protected bike lane. This project is nearing construction.
Increasing the visibility of the bike lanes - particularly for cars turning onto 5th from side streets and parking garages - would significantly improve safety for bike commuters. Something like the green striping used near turns on the Georgia Tech campus would be very helpful.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. As we progress into conceptual design and final design phases, we will consider various bike lane configurations that would separate cyclists from motorists so as to provide improved safety and accessibility for cyclists. There will be opportunities to review and comment on these proposed designs in the coming months.
There are a couple of stretches of sidewalk on Fifth Street between Myrtle Street and Piedmont Avenue that are paved in historic herringbone patterned brick. I would like to see these stretches restored and kept as brick paving, rather than being replaced with concrete. They add a very pleasant, authentic, historic patina to the streetscape. In the past few months, a very busy section has been destroyed and replaced by concrete, granite, the concrete was well-done, but it lacks the visual interest and character of the brick. Now, just across the street, another section is in danger of destruction due to the construction of a new apartment block. In many cases, these sidewalks date back to the late 19th century, even preceeding the ubiquitous hexagonal tile sidewalks. They are a valuable asset of Midtown, and are a small detail that enriches the texture of the neighborhood.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your interest in preserving the historic design features of the District. Our design team will look at these locations to determine their condition and accessibility to the ADA standards. As we progress through the conceptual and final design phases there will be additional opportunities to comment on preferred materials.
As many other commenters have added, even though the bike lanes are marked well and heavily used, this stretch has been some of the most dangerous to bike through, especially with the street parking between Spring and Williams. The street parking should be swapped with the bike lane or removed entirely for much better protected bike lane.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. As we progress into conceptual design and final design phases, we will consider various bike lane configurations that would separate cyclists from motorists and parking so as to provide improved safety and accessibility for cyclists. The pedestrian scramble was an upgrade through the Regional Transportation Operations Program (RTOP) and will receive upgraded pedestrian signals for the "staggered" approach. Additionally, Midtown Alliance will be managing the concept phase of the TSP/ST complete street project for Spring St. and W. Peachtree. The complete street project, like this one, will enhance pedestrian and bicycle safety, mobility, and accessibility while maintaining the one-way vehicular movement. Midtown Alliance conducted a traffic study on the Williams and 5th Street intersection for another project called "Last Mile Intersections," which will enhance pedestrian safety through signal installations and crosswalk ramp upgrades, and found that the intersection does not meet the City's requirements for a traffic signal. We believe that as development continues a traffic signal will eventually be warranted. You are correct: Georgia Tech owns the parcel of land located on the north side of 5th Street between W. Peachtree and Spring; however, this project does not propose any improvements for private property.
Williams and 5th is a very dangerous intersection for pedestrian crossing. There are a dozen blind spots, and cars don't all know to look for people here. The surface parking lot at 5th and Spring is unsightly, and has poorly managed sidewalks. I believe this is entirely owned by GT, but a pocket park with appropriate sidewalks would be perfect here! At least take the fences down, it's all unlocked anyway, and they're not keeping anyone out...	There will be opportunities to review and comment on the proposed designs for the 5th Street Complete Street project in the coming months. Thanks again for your comments.
Atlanta needs more pedestrian & bike friendly areas. I'm for the project.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. As you've noted, this project aims to improve the travel conditions for all user types with an emphasis on improving the safety and accessibility for pedestrians and cyclists. As we progress through the conceptual design phase there will be more opportunities to provide feedback - we hope you'll participate.
Cars don't stop to let you pass when coming down 5th from Peachtree. The curb ramps and sidewalks were poorly repaired. The street sign is too high and it's hard to see when you are in a car. Cypress's issues - speeding and multiple people parking along the curbs. Drivers get impatient and are then impatient with pedestrians when they reach 5th.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. Midtown Alliance has a separate project, titled the "Last Mile Intersections Project," which will install several traffic signals and improve crosswalks and ramps at various intersections in the District, including improvements to the 5th St./Cypress St. intersection. Additionally, our design team will look at innovative solutions to restrict vehicles from parking, stopping, or standing in the bicycle lanes, especially in known trouble areas like the section between Peachtree St and Cypress St. Again, thanks for your comments.
I agree with previous comments that the intersection at Cypress and Fifth needs improvement. There is poor visibility of the limited signage, inadequate striping, and faulty curb ramps and sidewalks.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. Midtown Alliance has a separate project, titled the "Last Mile Intersections Project," which will install several traffic signals and improve crosswalks and ramps at various intersections in the District, including improvements to the 5th St./Cypress St. intersection. Additionally, our design team will look at innovative solutions to restrict vehicles from parking, stopping, or standing in the bicycle lanes - especially in known trouble areas like the section between Peachtree St and Cypress St. Again, thanks for your comments.
Protected bike lanes with physical barriers preventing cars straying into or parking in bicycle lanes would greatly improve the willingness of residents and visitors alike to use a bicycle rather than a car to move within midtown. This is a great first step to east west connection over the connector for pedestrians, bicycle riders and bus users.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. As we progress into conceptual design and final design phases, we will consider various bike lane configurations that would deter vehicles from entering the bike lane and provide improved safety and accessibility for cyclists. There will be opportunities to review and comment on these proposed designs in the coming months.
If/low to see the bike lanes combined to the south side of 5th St as a protected cycle track. Instead of having a bike lane on each side that frequently has cars parked in it, we could use the same street width to make a 2-way cycle track on the south side, the areas with parking spots, the cycle track would go between the sidewalk and the parked cars. In the other areas, a permanent barrier should be erected. This would greatly improve the feel of the street for novice cyclists and prevent cars parked in the bike lane, without changing the overall share of space for pedestrians, cars, and bikes.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. As we progress into conceptual design and final design phases, we will consider various bike lane configurations that would deter vehicles from entering the bike lane and provide improved safety and accessibility for cyclists. As you've noted, the 5th Street roadway configuration changes throughout the corridor so a combination of various bike lane configurations will need to be implemented. There will be opportunities to review and comment on these proposed designs in the coming months.
Please keep the street parking on 5th between Piedmont and Juniper - residential parking is getting more and more difficult, and we need this. From Piedmont east bikes and cars share the lanes very well.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. 5th Street between Piedmont Ave and Juniper St does not permit on-street parking. We understand that parking in the residential areas is very important to residents and will endeavor to minimize impacts to existing parking. As we progress through the conceptual design phase there will be opportunities to provide feedback on proposed designs. Thanks again for your comments.
Are they going to make an effort to time the traffic lights so we don't continue to just go from one red light to the next? Many of our traffic frustrations would be reduced if lights were timed so going a certain speed in normal traffic had the possibility of hitting majority green lights. I don't want to hear that Atlanta can't time lights because it once had a department that did just that. Perhaps it does now and they're not doing their job.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We appreciate your input. The scope of this project includes repairing sidewalks, upgrading crosswalks at intersections, installing pedestrian lighting, upgrading bicycle lanes, and improving roadway conditions. Midtown Alliance through the Regional Traffic Operations Program (RTOP) monitors and refines the traffic signals in the district in real-time. That said, the traffic signals are timed such a way so as to mitigate speeding in the Midtown District.
H. Please consider making the intersection on Cypress and 5th a four-way stop intersection so pedestrians are safe to cross the street. Also adding a bright strip could help drivers see there's actually a pedestrian crossing on that intersection. I can see the intersection from my place and I have lost count of how many time bikers and pedestrians could have hit. Thanks.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. Midtown Alliance has a separate project, titled the "Last Mile Intersections Project," that will enhance crosswalks and ramps, and install several traffic signals throughout the district. Improvements to the 5th Street and Cypress St. intersection are slated for crosswalk and ramp upgrades. A traffic study conducted on this intersection showed that current and future traffic volumes do not merit a traffic signal or all-way stop control. As our team begins to design the corridor improvements, this intersection will be a priority. Thanks again for your comments.
As a resident of this area, please retain the on-street parking between Piedmont and Myrtle. The traffic conditions here are quite residential so bikes and cars have long coexisted successfully in this block where vehicle speeds are low. Parking in the neighborhood is limited and what exists is necessary for residents and their guests.	Thank you for participating in our 5th Street Complete Street Project's public engagement effort. We understand that parking in the residential areas is very important to residents and will endeavor to minimize impacts to existing parking. As we progress through the conceptual design phase there will be opportunities to provide feedback on proposed designs.