

OVERVIEW & HIGHLIGHTS FROM MARCH 2017 PUBLIC MEETING:

- 70 participants signed-in. It is estimated that 10-20 more also attended and did not sign-in.
- The overall consensus was very favorable towards the idea of the protected bike lane
- Many participants had questions about specific bike turning movements/transitions to intersecting streets/routes and how those are incorporated into the design
- Desire expressed by many residents who live along corridor for dedicated loading and parking spaces for residential buildings (i.e. permit on-street parking)
- Overall, most participants seemed to favor the conversion of the easternmost lane into a protected bike facility. Many urged the design team to take a fresh look at maximizing parking on the west side of the street.
- Several participants had questions about the timing/feasibility of two-waying 13th Street. A few residents who live on 13th Street continued to have concerns over “bringing congestion of 14th Street to 13th Street” while others acknowledged the convenience of being able to go south easier via Juniper Street
- Some participants expressed a desire to look at two-waying the entire corridor. However, maintaining Piedmont as one-way complete street was a clear consensus. Most participants acknowledged that the design showed a good balance between “complete street” improvements while maintaining acceptable and vehicular level of service. Many also recognized that Piedmont was part of a larger system that included Juniper and others.
- It is also worth noting that while many of the open house facilitators (design team and Midtown Alliance) did report hearing at least some negative feedback only 4 out of over 90 total written comments expressed concern or disagreement with the concept being presented.

INDIVIDUAL COMMENT CARDS:

- The proposed concept shows a West Bound thru for bicycles at Piedmont and 14th street. Given the current phasing (ped exclusive) this would require an additional phase (exclusive bike phase). This may exacerbate existing traffic congestion during the pm peak. Alternative: bike box in front of the North Bound protected left turn lane.
- Street lighting needs to point directionally downward. Low density residential and street lights have a tendency to shine in bedroom windows at night.
- Great plan! The sooner the better!
- Really love the bike path along Piedmont! Please do it!
- I would spend/ focus money on our Peachtree corridor landmark. Remove vehicles from it and consider this when designing Juniper and Piedmont.
- Make 4th street from Myrtle to Piedmont a 2 way before you take away parking on Piedmont
- All intersections need to be ADA compliant
- Love the plan. Very excited about protected bike lanes however, underwhelmed by intersection treatments. Worried about right hooks. Separate signals? Wider turning radius? Cars merge before turn? Abundant examples from other cities. Let's steal from the best!
- Raised bike buffer will allow me to ride with my child! Thanks!

- Two-way Piedmont (Along with Juniper) from Ponce to 14th. One-way won't stay uncongested and is bad for safety
- Bike facilities need protection from Uber loading and unloading
- Yes to more crosswalk and crosswalks on all sides of intersections. Yes to protected bike lanes. Yes to more native trees/vegetation. Give pedestrians extra time to cross.
- Very Happy! Protected bike lane is great. 10-ft bike lanes are great. Connection to 10th street cycle track is important.
- Great job. Love the protected bike lanes. Love the sidewalk repair and bulb outs.
- Parking on the west side of Piedmont Ave on weekday afternoons and Friday and Saturday night is full. Where will people Park?
- Spending millions to put a bike lane next to a park? Only in Atlanta! Let them ride through the park!
- In favor of permanent parking lanes (Dedicated parking) – it's confusing as is.
- I love the protected bike lane – please add a paired South bound lane to Juniper in the plan.
- Bike lanes (too many). From a biker: I think we need to look at reducing the planned amount of bike lanes. There are too many in my humble opinion or just too long of sections) (mild bike ride)
- Please do a comprehensive analysis of impact to AM and PM travel times on Monroe and Piedmont if Monroe was road dieted, piedmont was a 2-way, and Juniper and Myrtle were 1-ways with bike facilities. Share with Midtown Garden District, Virginia Highlands and Monroe Complete streets.
- I recommend to plant trees that keep their leaves all year long and are native to Georgia in the raised planters that will make street parking. Thanks!
- I support the overall design of making it 2 lanes, wider sidewalks, and protected bike lanes. Approve adding crosswalks at all sides of intersections.
- Removing parking makes sense, especially because people who live in the city are in the minority of people who use it.
- Overall, I am happy with the proposal. Ideally, I would like to see Piedmont as a 2-way street, but I like that it is down to 2 lanes. The protected bike lane is my favorite part. I also like all the new ped crossings. I am excited for Piedmont to become a more bike and pedestrian friendly street. I also hope you will consider lowering the speed limit and giving pedestrian signal a walk sign before cars.

CONCEPT MAPS

Sheet 1

Ponce to 3rd

- Buffer needs to be fancy. Raised, granite, possibly landscaped
- Take out as many curb cuts as possible.
- Can you make the transfer/turn onto 10th street protected? (for Bikes)

3rd to 4th

- Dedicated parking should be at all hours and no permit restrictions
- Love the raised planted areas
- "5'-wide bike lane buffer" YES!
- 4th and Piedmont and 3rd and Piedmont need cameras to discourage hookers.

- Less cameras to encourage more hookers
- Bike Lane Please!
- Very in favor of the protected bike lane. Please add plan for a complimentary (south bound) lane on Juniper.
- Part time parking (non-peak) is confusing. I like that it is removed in favor of permanent parking.

4th to 5th

- Plant native trees that keep leaves all year long and provide shade and purification of the air.

5th to 6th

- Protected bike lane throughout is great
- Figure out how to protect bicyclists from right turning cars with bulbing curb or extended buffer or something
- 5th street is a major bike route for Georgia Tech students, faculty, and staff
- ^ I agree. I use 5th all the time because the bike lane makes me feel safer.
- I propose no right on red at the 5th street intersection
- ^Agreed

6th to 7th

- Intersections are important
- Many ways to prevent right hooks. I would like to see more done than in the current plan.
- (Wants) New signal at 6th street!
- Yes, crosswalks on both sides of this intersection are needed
- Yay for the one-way protected bike lanes. Much better than unprotected would be on a 2-way street
- Keep Piedmont one-way. Balance Juniper.
- Don't put a bike lane on Piedmont or Juniper. Put a bidirectional bike lane down Peachtree. Move people to the businesses. Funnel cars down one-way streets. Remove cars from Peachtree. See Barcelona and Amsterdam.

Sheet 2

7th to 8th

- *No Comments*

8th to 10th

- Please landscape the buffer
- At 10th and Piedmont, Large trucks have to drive up on the sidewalk to turn East on 10th
- Bump out on 10th Eastbound causes vehicles to shift into the left lane to get past bump out
- Please look at bike corrals (parking and bike share) at 10th and Piedmont or 12th and Piedmont.

10th to 11th East

- Bike Box at 10th will be used
- Yes to the bike lane with buffer
- Consider providing protected turns for bicycles at intersecting cycle tracks (See 10th Street)

- Parking is too close to Piedmont on the south side of 11th street, preventing access to turn right from Piedmont onto 11th street when someone is trying to turn right on to Piedmont from 11th street. Would be great if no parking was enforced farther down 11th street

Sheet 3

11th West to 12th East

- Put a pedestrian signal at 11th street. People almost get hit here all the time
- Planter? Yes if it does not degrade visibility
- Curb extension here is great – need to decrease crossing distance and add a pedestrian signal
- Re-paint “No Parking” Areas by figure hydrants
- Add traffic light for bikes to enter 12th street from park

12th East to 12th West

- Raised planting areas here would be super helpful for stopping cars from blocking driveways
- (SW corner of 12th West intersection) This one extension is very helpful both for pedestrians and for signaling to cars that they can't go southbound.
- Bike lane protected by parking is a good idea
- Need bridge over piedmont for easier access to Willys
- Optimize this for slower speeds, preferably under 30 miles per hour

12th West to 13th

- Please fix this dilapidated sidewalk!
- (13th Street) Two way conversion is a great idea.
- No 2-way on 13th
- Yes 2-way on 13th
- Make 13th only partial 2 way at least
- Make bike lane 2 way

13th to 14th

- Move MARTA bus stop here and delete the one off of the intersection
- Bike connection from Piedmont gate on to 14th street would need a dedicated phase
- Concerns about going to one lane on Piedmont at 14th street
- Bottleneck at 14th and 15th with one lane of traffic. Could bikes route through park and then cross at existing botanical garden light?

14th to 15th

- I vote for 2 way here (bike lane) because of Ansley park neighbors who want to access the park
- Where will be the northbound bus stop
- Yay for 15th street signal. Eliminates need to deal with long crossing delay at 14th
- I like the 2-way bike option for this section
- Reconfigure island at 14th intersection
- +1 for 2-way lane here
- Lower the speed limit. People Live here.
- Talk to Trees Atlanta, We need more trees

Parking Utilization Map

- Need one dedicated loading zone on every block
- Might be good to work on policies for side street loading zones

Existing Traffic Study Map

- Safe Crossing (PHB or signal) needed at Linden and Piedmont
- Piedmont 2-way all the way to Ponce/North Ave