

10th Street Bridge Multi-Modal Enhancement Project: Public Comments - Scoping	
Public Comment	Midtown Response
Any vegetation/landscaping will help to reduce pollution. On a summer day, one can easily feel the difference in air quality over highway and then better air towards Georgia Tech campus	Thank you for participating in our open house regarding the 10th Street Bridge MultiModal Enhancement Project on November 28, 2017. We greatly appreciate your input and comments. We too see the need for adding trees and other vegetation to the project area. Our design team is exploring the possibility of including these types of enhancements in the project area. Thanks again for your comments.
Would like to see a bridge that makes the connection between Midtown and W. Midtown feel more seamless for pedestrians and bicyclists.	Thank you for participating in our open house regarding the 10th Street Bridge MultiModal Enhancement Project on November 28, 2017. We greatly appreciate your input and comments. A key goal of this project is to create a safe and inviting bicycle facility across I-75/85 to better connect the east and west sides of the Connector. There are many challenges to overcome to implement such a connection and our design team is exploring options to meet this goal.
High-quality bike lane, shade/shrubbing, remove conflict points for pedestrians; consolidate crossings/curb cuts	Thank you for participating in our open house regarding the 10th Street Bridge MultiModal Enhancement Project on November 28, 2017. 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 potential conflicts between vehicles and pedestrians and cyclists is a top priority. Thanks again for your comments.
Thanks for soliciting public input! Need to think ahead. Midtown construction booming will be influx of more people more traffic!	Thank you for participating in our open house regarding the 10th Street Bridge MultiModal Enhancement Project on November 28, 2017. We greatly appreciate your input and comments. Midtown (and the City as a whole) is indeed growing at an unprecedented pace. In addition to sheer growth, we are also planning for changes in travel preference as more and more people desire safe and connected places for travel by foot, by bike, and other modes. Our design team will be closely examining and factoring in current and future development as we develop this project. Thanks again for your comments.
Protected cycletrack or bike lanes from Myrtle to Northside would be optimum, but if we can get to Techwood Dr. that would be awesome	Thank you for participating in our open house regarding the 10th Street Bridge MultiModal Enhancement Project on November 28, 2017. We greatly appreciate your input and comments. A key goal of this project is to create a safe and inviting bicycle facility across I-75/85 to better connect the east and west sides of the Connector. There are many challenges to overcome to implement such a connection and our design team is exploring options to meet this goal. Thanks again for your comments.
1) the addition of bike lanes with appropriate safety barriers is needed. 2) An over-interstate multi-modal connector at 8 th St. which would relieve some of the traffic pressure on 10 th St.	Thank you for participating in our open house regarding the 10th Street Bridge MultiModal Enhancement Project on November 28, 2017. We greatly appreciate your input and comments. A key goal of this project is to create a safe and inviting bicycle facility across I-75/85 to better connect the east and west sides of the Connector. There are many challenges to overcome to implement such a connection and our design team is exploring options to meet this goal. We appreciate your comment about providing additional connectors across the interstate. Unfortunately, an additional bridge at 8th Street is not within the scope of this project. Thanks again for your comments.
We need a safe protected bike lane from Piedmont to Georgia Tech. I am almost hit every day by speeding drivers. Need traffic calming, dedicated bike lanes and no-turn-on-red signs. Bridge is most dangerous part of my commute.	Thank you for participating in our open house regarding the 10th Street Bridge MultiModal Enhancement Project on November 28, 2017. 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. Thanks again for your comments.
10 th St is TOD car-centric, too representative of dysfunctional planning from 90's. Atlanta is becoming a world-class city. Inclusive environments for pedestrians and bikers on 10 th need to reflect this!	Thank you for participating in our open house regarding the 10th Street Bridge MultiModal Enhancement Project on November 28, 2017. We greatly appreciate your input and comments. Midtown (and the City as a whole) is indeed growing at an unprecedented pace. In addition to sheer growth, we are also planning for changes in travel preference as more and more people desire safe and connected places for travel by foot, by bike, and other modes. The design of this project will factor in these trends. Thanks again for your comments.
I did a project to tech to redesign 10 th St to Dutch standards. This was a great opportunity to provide some input from that. Lets connect and talk more if you wish!	Thank you for participating in our open house regarding the 10th Street Bridge MultiModal Enhancement Project on November 28, 2017. We greatly appreciate your input and comments. If you're able to share the work you did in your class project, please send it to transportation@midtownatl.com
Thank you for finally fixing this dangerous bridge. I strongly advocate for a protected bike lanes in our case run over plastic bollards, weave through them, bulbouts to protect bikers/pedestrians, and in favor of removing a car lane.	Thank you for participating in our open house regarding the 10th Street Bridge MultiModal Enhancement Project on November 28, 2017. 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. Thanks again for your comments.
Thank you. Great Event. Safety of bikers is a major concern. I'd like to see you integrate into Tech's future plans/Pathway 400 for bike lanes.	Thank you for participating in our open house regarding the 10th Street Bridge MultiModal Enhancement Project on November 28, 2017. 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. Also, we are coordinating with Georgia Tech to integrate into their bicycle master plan. Thanks again for your comments.
Since this area of Midtown does not have much green space, and the area around the Connector in particular is currently very pedestrian/bicyclist unfriendly, both in terms of lack of shade and greenery and lack of wide barrier-separated walking/cycling space, I would suggest much of the investment for enhancement of this bridge/intersection be focused on softening the area with plants as opposed to elaborate metal or cement structures. If it can be widened like the 5th St. bridge that would be ideal.	Thank you for participating in our open house regarding the 10th Street Bridge MultiModal Enhancement Project on November 28, 2017. 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. Thanks again for your comments.
Also, since 10th Street is a gateway to Piedmont Park (including the Botanical Garden), making this a green entrance to Midtown would be especially appropriate. Likewise, when crossing from Midtown to Georgia Tech, this would provide a green entrance to the green campus beyond.	Thank you for participating in our open house regarding the 10th Street Bridge MultiModal Enhancement Project on November 28, 2017. 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. Thanks again for your comments.
Perhaps both GT and the ABG could be engaged as partners in the effort, with GT providing agricultural expertise, input on solar power for lighting, etc. and the ABG could design dramatic plantings, with signage indicating that the gardens are sponsored/courtesy of the Atlanta Botanical Garden, with signage on the bridge and further along 10th St. pointing the way to the ABG. As a second phase, some enhanced landscaping could also be added to the 14th St. bridge through a similar partnership.	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. We too see the need for adding trees and other vegetation to the project area. 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. Thanks again for your comments.
Navigating 10th Street is often a nightmare. Traffic lights are not synchronized. It can take 5-10 minutes to go from Techwood to Spring St (west to east) almost any time of the day. Improving the traffic flow should be a priority. Making the bridge and area more appealing would be great as well. And of course pedestrian safety must be a top concern.	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. Our design team is looking at different elements that will improve safety, comfort, and mobility for all users. Regarding traffic signalization, there is an existing project that has re-timed the signals in this area. If you have experienced a particular concern related to signal timing, please submit it to transportation@midtownatl.com. Regarding pavement conditions west of the Connector, this is outside the scope of this project. We would recommend that you report this through the City's 311 system - www.atl311.com. Thanks again for your comments.
I would also like to see the improvement of 10th Street west of the downtown connector made a priority. The street is in terrible shape and very unsafe. It desperately needs to be completely regraded and resurfaced. Too many heavy trucks and 18-wheel trucks damage the road surface. There always seems to be 5-6 potholes along 10th Street. Very unsafe! Thanks for allowing input.	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. Our design team is looking at different elements that will improve safety, comfort, and mobility for all users. Reducing the number of potential conflicts between vehicles and pedestrians and cyclists is a top priority. Thanks again for your comments.
Please add bike lanes on both sides with safe transitions through the large intersections. Separation from traffic for pedestrians would be great too. Not sure if already approved this way, but it would be nice to have the pedestrian signal fire slightly before cars to allow safe entrance to the crosswalk.	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. Our design team is looking at different elements that will improve safety, comfort, and mobility for all users. Reducing the number of potential conflicts between vehicles and pedestrians and cyclists is a top priority. Thanks again for your comments.
My concerns about pedestrian safety in Midtown. Sometimes I go up to Art Center to cross to Techwood because it is a "little safer."	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. Our design team is looking at different elements that will improve safety, comfort, and mobility for all users. Reducing the number of potential conflicts between vehicles and pedestrians and cyclists is a top priority. Thanks again for your comments.
For many, this bridge is the gateway into Midtown and I agree with Eric that this project should include more green space as we want to welcome those to a green Midtown. In addition, I believe there should be a larger focus on space and safety for biking. Currently there is no dedicated space or lane for biking which hugely cuts down on the number of people from West Midtown/Georgia Tech wanting to commute into Midtown via bike. I also believe that increased space for biking will increase ridership from the midtown station.	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. We too see the need for adding trees and other vegetation to the project area. 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. Thanks again for your comments.
As someone who used to commute to Alpharetta and back every day, this turn lane from the collector lanes to go west on 10th is barely used at all and traffic trying to leave Midtown via the onramp blocks up people who are trying to get into Midtown at this intersection. I would recommend shifting the two lanes that go to the highway onramp over so they take this under utilized turn lane and then have the two left lanes dedicated to turning onto 10th. This way turning onto 10th and turning into Midtown both have two lanes dedicated. You could then in theory isolate the one lane that comes from the 10th/14th/17th exit that currently gets clogged up with people who just take the lane to bypass connector traffic and who will ride in the emergency area and cut over to the onramp lanes in the current configuration	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. Our traffic engineers are studying the movements and volumes of users in the project area. Ultimately, we hope to make the area become safer and work more efficiently for all users. Thanks again for your comments.
1) Please add dashed lines to indicate the two lanes when turning right onto 10th street. It will help drivers stay in their lanes when making the right turn from Techwood onto 10th street. Drivers always enter the intersection from the right, right turn lane, then attempt to cross into the immediate left turn lane to take a left on Fowler into GaTech's campus. There are two right turn lanes coming down that hill, but getting two cars to turn right at the same time is almost impossible because the right car just about always comes so close to hitting the left of the two cars.	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. Our traffic engineers are studying the movements and volumes of users in the project area. Ultimately, we hope to address both of the issues you submitted which will make the area safer and work more efficiently for all users. Thanks again for your comments.
2) Also, some kind of barrier like the picture below is needed on the center line of 10th street to prevent cars from illegally turning left onto 10th from these right turn lanes. This would eliminate the ability to go straight into McCamish's parking lot, but, in my opinion, that shouldn't be an option unless GTD is directing traffic (in which case they can take down the barrier).	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. Our traffic engineers are studying the movements and volumes of users in the project area. Ultimately, we hope to address both of the issues you submitted which will make the area safer and work more efficiently for all users. Thanks again for your comments.
I know this is out of the project's scope, but there needs to be something done for pedestrian at this (Spring and Peachtree Place) intersection. I do not think it needs a full light, but a single red light to cars going south on Spring Street that is timed with the signal at 10th would be incredibly beneficial. The timing should have the southbound Spring Street cars show a red at the same time as the southbound cars at 10th. When the southbound traffic on Spring is stopped this would allow pedestrians to cross at the north side of the intersection. You would then remove the crosswalk at the south side to allow for cars turning left onto spring or continuing west on Peachtree Pl. If you don't like the timed idea, you could have a pedestrian button control the light similar to the crossing on North Avenue just west of Techwood/Centennial.	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. Your comment regarding signalization at Spring St @ Peachtree Place is technically outside the project limits. With that said, through another project, we have determined that this intersection will be signalized. Thanks again for your comments.
I just moved here from San Diego. My initial suggestion to improve traffic flow would be to add something that California has had for years - traffic lights that sense traffic and change according to traffic flow. We've sat at red lights here countless times waiting minutes for lights to change when there has been no cross traffic. I think the city should invest in a plan to changeover the current traffic lights over a long time period to improve traffic flow throughout Midtown.	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. Our design team is looking at different elements that will improve safety, comfort, and mobility for all users. Regarding traffic signalization, there is an existing project that has re-timed the signals in this area. The intersections in this area have different timing plans by time of day and day of week. If you have experienced a particular concern related to signal timing, please submit it to transportation@midtownatl.com. Thanks again for your comments.
I wanted to draw your attention to some issues along 10th St that make the street quite dangerous for pedestrians, cyclists and cars. I usually take MARTA to the Midtown station and then walk along 10th to my office building on Georgia Tech's campus (as do many others). Here are some of the issues I have noticed: • The lanes lines are worn away or very difficult to see all along 10th St from Spring St NW to at least Howell Mill Rd. This is especially bad on the I-75/85 overpass, where the lines are basically nonexistent. Reminders to cars to share the lanes with cyclists would also be helpful here, as there are a number of (brave) cyclists who use the route. • The crosswalk on the south side of 10th St, where cars turn to go southbound on I-75/85 is particularly dangerous. Cars turning left (and occasionally turning right) regularly fail to give right of way to pedestrians and cyclists. I would estimate that between one and four cars will turn left off of 10th St at this intersection after they no longer have a turn arrow every single light, including when there are pedestrians in the crosswalk with a pedestrian crosswalk light. And they will do so going at very high speeds. When people do this at rush hour when traffic is moving very slowly on the entrance of the highway, it regularly results in the crosswalk area and often the intersection being completely blocked by cars, forcing pedestrians and cyclists to navigate through the cars to cross the street when they get the green light. • People very regularly run red lights at high speeds at nearly all of these intersections (especially W Peachtree St, Spring St, and Williams St NW). There has been very little enforcement of these violations, though they added "don't block the box" lines to several of these intersections in the last few months. Increase police presence and enforcement would go a long way towards calming some of the issues to ensure that cars in fact obey the traffic signals in this area. I witness these issues literally every single day. Accidents (and near accidents) are very common in this area, so it is a part of the city's transportation infrastructure that could really use some attention.	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. Our design team is looking at different elements that will improve safety, comfort, and mobility for all users. Regarding traffic signalization, there is an existing project that has re-timed the signals in this area. If you have experienced a particular concern related to signal timing, please submit it to transportation@midtownatl.com. Thanks again for your comments.
Thanks for sharing this—I'm not sure if I'll be able to make the open house, but when I do bike to campus I take the 10 th Street bridge. It's crazy every time.	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. Our design team is looking at different elements that will improve safety, comfort, and mobility for all users. Reducing the number of potential conflicts between vehicles and pedestrians and cyclists is a top priority. Thanks again for your comments.
Could you please inquire about the project's plans to correct for the very damaged portion of 10 th St from Hemphill to the bridge they're talking about? If they're planning to rebuild the intersection/bridge with some anticipation of handling increased traffic volume, it seems important that they also correct for the insane number of potholes and cracks immediately near the project site that may also see increased traffic as a result.	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. Regarding pavement conditions west of the Connector, this is outside the scope of this project. We would recommend that you report this through the City's 311 system - www.atl311.com. Thanks again for your comments.
I bike over the bridge twice every workday. It's the most dangerous crossing of my daily commute, as the 10 th street westbound cars accelerate before turning left to get onto the access to northbound interstate. Pedestrians and bicyclists need some extra lights and safety at this crossing, like the belline access on Monroe/10th street corner. My westbound path is 12th street to the corner of that access, on pedestrian sidewalks to the corner in front of the hotel, walk for all of all speeding cars that are turning right whatever the lights are), then pedestrian crossing to the north side pedestrian path on the bridge, then west on the pedestrian path until Atlantic St, where I can get safe on the campus.	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. Our traffic engineers are studying the movements and volumes of users in the project area. Ultimately, we hope to address the issues you submitted which will make the area safer and work more efficiently for all users. Thanks again for your comments.
I travel across the bridge in both directions twice a day in the middle of the morning and afternoon commutes (at 8:00 am on so Westbound, 8:25 or so Eastbound, 5:10 pm Westbound and 5:30pm Eastbound). I am traveling between home, daycare, work and then the reverse. Right now I always drive because walkway or biking both across the bridge is too risky by my standards. I even try to avoid it when	Thank you for submitting comments regarding the 10th Street Bridge MultiModal Enhancement Project. We greatly appreciate your input and comments. Our traffic engineers are studying the movements and volumes of users in the project area. Ultimately, we hope to address all of the issues you submitted which will make the area safer and work more efficiently for all users. Thanks again for your comments.