

	Comments on the proposed project:	Response
1	Why two-way cycle track? Why not one-way on each side, protected by parking?	While one-way cycle tracks in each direction were part of the initial preferred design, feedback received from stakeholders and the City of Atlanta indicated that this approach did not adequately balance the needs of all users and neighbors. The original design would have required the removal of a majority of the on-street parking and on-street parking is considered critical to the performance of Tech Square as a retail destination and neighborhood amenity. The revised design with the two-way cycle track allows the project to achieve enhanced safety for cyclists/scooter riders - especially those who may not be as confident as experienced riders - while still maintaining on-street parking.
2	The "detectable warning paver" shown on the section C-C is important as scooter and bike speeds are fast relative to senior peds. I nearly got run over before I saw the bike lane. Great plan for organizing the separate travel modes.	Thank you for your support of the project.
2	West Peachtree to 5th Street connectivity? SQ5 and Uhouse lots of student housing in & out. Parking by Amazon should be drop off and pick up only (max 15 min) The rest of parking be max 2 hours.	Midtown Alliance, in conjunction with the City of Atlanta, is currently in the early phases of developing designs for one-way bike/LIT lanes on both West Peachtree and Spring Street, which will improve connectivity for cyclists/scooter riders traveling north/south through Midtown. These projects will also provide direct connections to the proposed bike/LIT lane on 5th Street. Parking studies indicate that the on-street parking spaces in front of the Amazon store would be beneficial. Likewise, parking studies indicate that two hour parking maximums on 5th Street would be appropriate. Ultimately, parking operations will be determined by the City of Atlanta's parking office.
3	Bring the speed bump back between Peachtree and Juniper and Juniper and Piedmont. Keep church [parking] out of bike lanes on Sunday! The law applies to all.	Thank you for this input. We will continue to consider and prioritize additions, such as the speed table between Myrtle and Piedmont, as the project progresses and cost numbers become more accurate. Issues with parking enforcement should be directed to the Atlanta Police Department. That said, in the long term, Saint Mark's United Methodist Church is expecting to increase it's off-street parking supply once the new development at the southwest corner of 5th and Juniper Street is completed, which should, in turn, mitigate this issue.
3	I strongly support the overall idea, and the improvements for walking and biking. This is exactly the type of project Midtown Alliance should be working on. One change that I think should be reconsidered is the two-way cycle track between Williams and West Peachtree. I strongly prefer the one-way protected cycle tracks, and feel the trade off to save about a dozen parking spaces is not warranted. See Thomas, et al. (Journal of Accident Analysis & Prevention, 2012), which analyzed cycle track types and found that "one way cycle tracks are safer at intersections than two-way." If protected one way cycle tracks are an option, we should not sacrifice that option to save a few parking spaces where there are thousands of spots in nearby parking decks. If the two-way track is the only option, consider elevating the track a few inches as it crosses Spring St. This is a proven safety enhancement. It could look similar to the Beltline Eastside Trail where it crosses Irwin.	While one-way cycle tracks in each direction were part of the initial preferred design, feedback received from stakeholders and the City of Atlanta indicated that this approach did not adequately balance the needs of all users and neighbors. The original design would have required the removal of a majority of the on-street parking and on-street parking is considered critical to the performance of Tech Square as a retail destination and neighborhood amenity. The revised design with the two-way cycle track allows the project to achieve enhanced safety for cyclists/scooter riders - especially those who may not be as confident as experienced riders - while still maintaining on-street parking. Intersection design is a known priority and the project team is working closely with its consulting team to update the intersections, including traffic signalization, to ensure that cyclists, scooter riders, pedestrians, and vehicles are all able to traverse the intersections safely and in a timely manner.
4	Good thoughtful design overall. Would prefer to see less on-street parking in Tech Square area.	Thank you for your support of the project. The current proposed project removes 14 on-street parking spaces on 5th Street between Williams and West Peachtree Street.
4	Thoughtful design! Good consideration for future projects on perpendicular streets! Looking forward to midblock crossing at Waffle House.	Thank you for your support of the project.
5	Please reconsider the speed bump (we need it badly!) on 5th Street between Juniper and Piedmont. Because 5th east of Piedmont has no bike lane (and instead has parked cars), drivers traveling east bound floor it in this block, causing serious road anxiety and risk of injury at 5th and Piedmont. If funding is an issue, please make a public call to arms. This will be funded.	Thank you for this input. We will continue to consider and prioritize additions, such as the speed table between Myrtle and Piedmont, as the project progresses and cost numbers become more accurate.
5	Add a bike light at 5th and West Peachtree. A regular light with a sign is what we can have normally and we can do better. Bus pulling in/out always gets back up even in new design. Construction dumpsters should take parking spot! Not block bike lanes/bus pull out area.	Intersection design is a known priority and the project team is working closely with its consulting team to update the intersections, including traffic signalization, to ensure that cyclists, scooter riders, pedestrians, and vehicles are all able to traverse the intersections safely and in a timely manner. Details will be further defined as the project progresses. Trolleys effectively stopping in or poking out into the travel lanes is a known issue and the proposed design attempts to mitigate this issue by providing more space for the trolleys to stop when boarding passengers. It's unfortunate to hear that construction dumpsters have been placed in the bike/LIT lane and trolley boarding area. Issues like this should be reported to the Atlanta police department.
6	More bike racks near Amazon.	Thank you for this input. This suggestion will be considered as we progress design.
6	Looks really good, love the protected bike lane!	Thank you for your support of the project.
7	Areas of concern: Lack of physical deterrent to cars which drive in the bike lane. I'd like to see bollards or similar, which would physically prevent cars from passing into bike lane. The side by side bike lanes feel like a clever solution but I worry in practice they will be too tight to be safe. The street parking still feels terrible; public asphalt for private vehicles that suck off valuable street width. The southside parking should go. Overall, this makes me excited to live here, now I might buy. I like: More green paint. Yay! Especially the hashes in the conflict zones. The formalized crosswalks! The intent to put in more crossing signals. The inclusion [of] more physical barriers like curb height.	Thank you for your comments. Two of the primary design goals of the project is to avoid moving curb lines and impacting private right-of-way in order to keep costs down and avoid extending the project delivery timeline. The width of the public right-of-way within Tech Square allows for the inclusion of bollards and on-street parking to provide a barrier from the vehicular travel lanes. The width of the public right-of-way east of Tech Square, however, does not allow for the inclusion of bollards or similar barriers. Barriers require extra width so that vehicles and cyclists/scooter riders aren't at risk of hitting the barriers and this extra width is what causes challenges when there's limited right-of-way. As for the two-way cycle track, it's designed to meet accepted design standards and should allow safe passage of cyclists/scooter riders. The original design removed a majority of the on-street parking, however, feedback received from stakeholders and the City of Atlanta indicated that the removal of these spaces would have been detrimental to the performance of Tech Square as a retail destination and neighborhood amenity.

7	<p>The cycle tracks should not be the location where people board the trolley. The trolley should stop in the travel lane, which will also prevent it from having to force its way back into the travel lane. GA doesn't require drivers to yield to buses.</p>	<p>Ongoing communication with Georgia Tech's Parking and Transportation Services office indicated that Tech Trolley operations in Tech Square will not be changed and that the trolley pull off areas must be retained.</p> <p>One of the challenges of the revised design, which proposes a two-way cycle track along the southside of the roadway, was to retain existing trolley stops and then design the stops to facilitate safe travel of cyclists/scooter riders, safe crossings for pedestrians, and space for trolley riders to board. The proposed design, which is a raised mixing zone, offers a solution that considers all modes and includes design details, such as signage, tactile warning strips, and surface material change, that alerts users to the "mixing zone" nature of the space.</p>
8	<p>Section between Myrtle and Piedmont should have painted bike lanes in each direction instead of a sharrow.</p> <p>Two-way cycle track through Tech Square should be one way on each side. Interference with raised bus stops will discourage bikes/scooters from using the track westbound.</p> <p>Section view C: more consideration should be given to the bus stop. Pedestrians waiting for a bus will more than likely stand in the cycle track (another reason for 2 one-way lanes on each side).</p>	<p>While one-way cycle tracks in each direction were part of the initial preferred design, feedback received from stakeholders and the City of Atlanta indicated that this approach did not adequately balance the needs of all users and neighbors. The original design would have required the removal of a majority of the on-street parking and on-street parking is considered critical to the performance of Tech Square as a retail destination and neighborhood amenity. The revised design with the two-way cycle track allows the project to achieve enhanced safety for cyclists/scooter riders - especially those who may not be as confident as experienced riders - while still maintaining on-street parking.</p> <p>One of the challenges of the revised design, which proposes a two-way cycle track along the southside of the roadway, was to retain existing trolley stops and then design the stops to facilitate safe travel of cyclists/scooter riders, safe crossings for pedestrians, and space for trolley riders to board. The proposed design, which is a raised mixing zone, offers a solution that considers all modes and includes design details, such as signage, tactile warning strips, and surface material change, that alerts users to the "mixing zone" nature of the space. This design is intended to mitigate trolley riders' potential preference to stand in the cycle track.</p> <p>On the block between Piedmont and Myrtle, the traffic volume is much lower than elsewhere on the corridor, which makes the block suitable for sharrows, particularly for those traveling eastbound (there's a slight decline). Given the neighborhood feel of this block, shared lanes were the preferred approach, which also preserves room to maintain the existing (unstriped) on-street parking spaces.</p>
8	<p>Could you move drainage grates from cycle lane in Tech Square portion to bollards or parking space area?</p> <p>Could you give more consideration to how often cyclists have to cross over?</p> <p>More consideration of peds waiting for the trolley interrupting cycle track flow.</p>	<p>In ideal conditions, two-way cycle tracks would extend longer than two blocks in order to mitigate the need for cyclists to diagonally cross intersections to continue their ride. For the 5th Street Complete Street project, the two-way cycle track design addressed feedback we initially heard from stakeholders and the City of Atlanta, which indicated that the original design did not balance the needs of all users. Further, ongoing conversations with Georgia Tech indicated that they are considering extending the two-way cycle track into campus, which would be a benefit for this project and for cyclists/scooter riders. Until the two-way cycle track is extended onto campus, this project will provide safe intersection crossings for cyclists to continue their journey in either direction.</p> <p>One of the challenges of the revised design was to create trolley stops that would facilitate safe travel of cyclists/scooter riders, safe crossings for pedestrians, and space for trolley riders to board. The proposed design, which is a raised mixing zone, offers a solution that considers all modes and includes design details, such as signage, tactile warning strips, and surface material change, that alerts users to the "mixing zone" nature of the space.</p> <p>The design details of the drainage grate in the cycle track between Williams and Spring Street are still being considered.</p>
9	<p>I strongly support the protected bike infrastructure on display here. I caution some further thought on the Williams St/5th St intersection because it is very non-traditional and bikes and cars could really be confused. Perhaps a pilot? Like was done with the ped scramble at 5th and Spring? Thank you!</p>	<p>A traffic signal has been proposed for the 5th and Williams intersection and the redesign of the intersection is currently being developed. The revised 5th Street Complete Street design, which includes a two-way cycle track between Williams and West Peachtree, necessitates that the 5th and Williams intersection be redesigned to ensure that cyclists/scooter riders and pedestrians are able to traverse the intersection safely. The signal will also allow vehicular traffic to move through the intersection at a more predictable rate. Currently, the design proposes a dedicated bike crossing phase, followed by a leading pedestrian interval and a traditional vehicular phase. This signal design will facilitate safe crossings for pedestrians, cyclists, and scooter riders. Once the design is further developed, it will require City review and approval, and funding to become part of the project.</p>
9	<p>I am a huge fan of the bike lanes on the right. I love the "X" crossing patterns. I wonder is there room for street scape on this project.</p>	<p>Thank you for your support of the project. The project includes improvements to the streetscape within the public right-of-way. Improvements include sidewalk and curb repairs, infill of lighting and street trees, roadway repaving and restriping, and enhancements to the furniture zone.</p>
10	<p>Two-way cycle track, especially with Williams &amp; 5th St. signal timing "out of project scope" is practically useless. I will not be using it as daily bike commuter, at which point, what's the point if even existing commuters cannot be satisfied. Recent studies show two-way cycle tracks are not safest design. Also, raised bike track at trolley stop does not follow best practice, which has bike lanes raised only at crosswalk to/from bus stop, not along whole island. Also, bus island shouldn't require trolley pull out.</p> <p>Overall, very disappointed in design, as someone who was very supportive of original design. By compromising on parking, forcing buses to pull out of traffic (disadvantaging them over cars), going one way cycle track to two-way, this project is now compromised from the start. Be more ambitious with removing parking, prioritizing transit. If we can't do that on a slow, high bike/ped traffic road like 5th St, what hope is there for the rest of the city and major arterials?</p>	<p>Like all projects, the needs and priorities of all stakeholders need to be considered and addressed. While one-way cycle tracks in each direction were part of the initial preferred design, feedback received from stakeholders and the City of Atlanta indicated that this approach did not adequately balance the needs of all users and neighbors. The original design would have required the removal of a majority of the on-street parking and on-street parking is considered critical to the performance of Tech Square as a retail destination and neighborhood amenity. The revised design with the two-way cycle track allows the project to achieve enhanced safety for cyclists/scooter riders - especially those who may not be as confident as experienced riders - while still maintaining on-street parking.</p> <p>Intersection design is a known priority and the project team is working closely with its consulting team to update the intersections, including traffic signalization, to ensure that cyclists, scooter riders, pedestrians, and vehicles are all able to traverse the intersections safely and in a timely manner. A traffic signal has been proposed for the 5th and Williams intersection and the redesign of the intersection is currently being developed. Currently, the design proposes a dedicate bike crossing phase, followed by a leading pedestrian interval and a traditional vehicle phase. This signal design will facilitate safe crossings for pedestrians, cyclists, and scooter riders. Once the design is further developed, it will then require City review and approval, and funding to become part of the project.</p> <p>One of the challenges of the revised design was to create trolley stops that would facilitate safe travel of cyclists/scooter riders, safe crossings for pedestrians, and space for trolley riders to board. The proposed design, which is a raised mixing zone, offers a solution that considers all modes and includes design details, such as signage, tactile warning strips, and</p>
10	<p>When on a bike and the bike lane ends, make the area green boxes so the cyclist can legally and safely position his/her body and bike in front of the cars. This relieves the cyclists and the car driver of the challenging negotiation of merging.</p>	<p>Thank you for this comment. For this project, this design consideration would only apply to the 5th and Piedmont intersection where the eastbound bike/LIT lane ends and cyclists/scooter riders will merge with vehicular traffic as they approach the Myrtle Street intersection. A green box is already proposed for this intersection.</p> <p>Green boxes are proposed elsewhere in the project and adjacent projects to allow cyclists to wait in front of vehicular traffic before making turning movements.</p>
11	<p>Love the cycle track through Tech Square that removes the "door lane" for cyclists. Could signage be used to clarify whether bikes are allowed to "R" on red westbound from 5th onto West Peachtree? Thanks!</p>	<p>Thank you for your support of the project. Cyclists are expected to follow vehicular traffic laws unless otherwise noted.</p>
11	<p>A signal is definitely needed at 5th and Williams for the safety of everyone. Design looks good - keep up the good work!</p>	<p>Thank you for this comment.</p> <p>A traffic signal has been proposed for the 5th and Williams intersection and the redesign of the intersection is currently being developed. The revised 5th Street Complete Street design, which includes a two-way cycle track between Williams and West Peachtree, necessitates that the 5th and Williams intersection be redesigned to ensure that cyclists/scooter riders and pedestrians are able to traverse the intersection safely. The signal will also allow vehicular traffic to move through the intersection at a more predictable rate. Currently, the design proposes a dedicated bike crossing phase, followed by a leading pedestrian interval and a traditional vehicular phase. This signal design will facilitate safe crossings for pedestrians, cyclists, and scooter riders. Once the design is further developed, it will require City review and approval, and funding to become part of the project.</p>
12	<p>Vehicular rated concrete medians separating cycle and vehicles should have vegetation to mitigate heat island effects and aesthetics.</p>	<p>Thank you for this suggestion. Currently, the islands at the intersections do not include vegetation in order to provide enhanced visibility of the bike/LIT lane. It is difficult to maintain vegetation in medians such as these due to limited planting area and risk of being impacted by vehicles. We will, however, consider this suggestion as design progresses.</p>

12	Thanks for hosting this event. I'm a huge supporter of the signal at Williams St. - much needed. It's a dangerous intersection for students and needs to be made safer.	<p>Thank you attending, and for this comment.</p> <p>A traffic signal has been proposed for the 5th and Williams intersection and the redesign of the intersection is currently being developed. The revised 5th Street Complete Street design, which includes a two-way cycle track between Williams and West Peachtree, necessitates that the 5th and Williams intersection be redesigned to ensure that cyclists/scooter riders and pedestrians are able to traverse the intersection safely. The signal will also allow vehicular traffic to move through the intersection at a more predictable rate. Currently, the design proposes a dedicated bike crossing phase, followed by a leading pedestrian interval and a traditional vehicular phase. This signal design will facilitate safe crossings for pedestrians, cyclists, and scooter riders. Once the design is further developed, it will require City review and approval, and funding to become part of the project.</p>
13	<p>I support the proposed improvements! I am a bike commuter who has been hurt by a collision with a suddenly opened car door on this stretch of 5th Street. Separating bike traffic from parallel parking and from bus/car drop-offs will make the situation much safer!</p> <p>Now, I can't see much detail in the plan provided. But my only concern is where westbound bike traffic crosses over 5th just before Williams St. - I would want to make sure this crossing is adequately marked and possibly signalized if that's appropriate.</p>	<p>Thank you for your support of this project. One of the primary design goals is to improve the safety and visibility of people using the bike/LIT lane along this corridor.</p> <p>A traffic signal has been proposed for the 5th and Williams intersection. The revised 5th Street Complete Street design, which includes a two-way cycle track between Williams and West PEachtree, necessitates that the 5th and Williams intersection be redesigned to ensure that cyclists/scooter riders and pedestrians are able to traverse the intersection safely. The signal will also allow vehicular traffic to move through the intersection at a more predictable rate. The design of this intersection is still being developed and, once designed, will require approval of the City of Atlanta.</p>
13	More bike infrastructure is needed through Midtown. There are a lot of bike commuters that bike through Midtown, specifically 5th street, every day going to/from work and other errands. The protected bike lanes other places in Midtown are awesome, and 5th street should follow suit. It is already a bike highway, and this will increase safety of bikers, pedestrians, and drivers.	Thank you for your support of this project. One of the primary design goals is to improve the safety and visibility of people using the bike/LIT lane along this corridor.
14	Looks great! Was consideration given to placing car parking next to travel lanes, with bike lanes adjacent to sidewalks? I have seen this done in other cities, and it seemed to make sense: bicyclists are then not trapped between moving traffic and parked cars.	<p>Thank you for your support of the project. The project was redesigned so that on the blocks between Williams and West Peachtree Streets the two-way cycle track would be interior to the on-street parked cars. With this design, the cycle track will be immediately adjacent to the sidewalk with the parked cars serving as a buffer between the cycle track and vehicular travel lanes.</p> <p>On the blocks east of West Peachtree Street, the bike/LIT lanes are designed to be adjacent to vehicular travel lanes for a few reasons. First, there are only two blocks that allow on-street parking: one between Cypress and West Peachtree and another between Piedmont and Myrtle. On the block between Cypress and West Peachtree, placing the bike/LIT lane interior to the eight on-street parking would have required that the curb be redesigned and reconstructed and that the project encroach into private right-of-way, both of which would add considerable cost to the project. On the block between Piedmont and Myrtle, the traffic volume is much lower, which makes the block suitable for shared lanes with vehicular traffic. Given the neighborhood feel of this block, shared lanes were the preferred approach.</p>
14	Please design the trolley stops to allow later retrofitting with electric bus charging infrastructure. Add a "waiting zone" and leading bike signal at 5th/Piedmont to allow bicycles to get ahead of cars at the dangerous merge for eastbound bikers at Piedmont (or remove street parking between Piedmont/Myrtle).	<p>Georgia Tech's Parking and Transportation Services manages the vehicle fleet for its Tech Trolleys. Communication with Georgia Tech indicates that they are currently considering new vehicles for their trolley fleet. Should Georgia Tech elect to pursue electric bus charging, they will determine the appropriate locations for charging infrastructure.</p> <p>The Piedmont Ave Complete Street project will incorporate bike boxes to better assist riders making left turns on to Piedmont and 5th Street. Additionally, leading pedestrian intervals will be utilized while also timing bike signals to coincide with the parallel leading pedestrian interval.</p>
15	If you're looking into putting a 2 way cycle track on that side of the street, you should just dig into the college of management's lawn, and tie the cycle track in directly across from 5th street on the other side, and eliminate the section on w. Peachtree entirely. That's always been a sore dogleg maneuver and the ability to go straight across instead would be a breath of relief for both cyclists and vehicular traffic on W. Peachtree.	Thank you for this suggestion. One of the design goals of the project is to stay entirely within public right-of-way in order to avoid costly land acquisition and/or easements. Given this limitation, utilization of the Scheller lawn was not considered. That said, cyclists/scooter riders travelling eastbound will still use the sidewalk along West Peachtree to traverse the two sections of 5th Street. Likewise, the bike/LIT lane for westbound riders will benefit from enhanced visibility and an updated traffic signal design to facilitate safe crossings for all users.
15	<p>I have lots of comments about the design you have proposed on 9/18/19. I'm sorry if I sound harsh, but I want this project to be the best it can be, and there are lots of decisions that look to be made that I think can be done much better.</p> <ul style="list-style-type: none"> <li>• The intersection with Williams and 5th: you say there is a possibility of putting a traffic signal there. If a signal is installed, what would be the phasing? Would bikes get their own phase?</li> <li>• The intersection with Williams and 5th: if a traffic signal is not installed, will a stop sign be put in for the EB/WB directions? There are going to be lots of bikes suddenly making that crossing, and there are already lots of people doing it. I have walked through this intersection probably over a thousand times (I was a student at Georgia Tech), and I have seen vehicles not stop for pedestrians in the crosswalk. A stop sign in the EB/WB directions would greatly improve safety.</li> <li>• The cycle track from Williams to West Peachtree: why are there only bollards here? I do not think it would be that difficult to install either the granite curb seen on other cycle tracks, a simpler concrete curb (like those seen on parking lots at the end of spaces), or something that actually protects people in the bicycle lane (the poles do not protect people, they just remind drivers they're not supposed to be there)</li> <li>• The interface with the cycle track and the 2 Tech Trolley stops: this is a disaster waiting to happen. People will be waiting for the bus IN the cycle track. These are some of the most popular Tech Trolley stops as well. I predict major conflicts with this current design. What thought was given to eliminating the bus bays and simply having an inline stop? Then the bus bays could be used as a boarding area. Anecdotally, most of the time the trolleys pull into the bays, they're still sticking out far enough to block traffic, so I don't see why eliminating the bus bay would cause any additional "delay" (even if it did increase delay by a little bit, it would obviously increase safety, so by choosing the current design of the shared boarding area and cycle track, you are sacrificing with safety for a perceived reduction in delay of motor vehicles. I don't believe that's right)</li> <li>• The two raised pedestrian midblock crossings: What kind of signage will be paired with these? I can foresee lots of cars not looking for pedestrians when they're supposed to.</li> <li>• 5th Street between Williams and West Peachtree: why is there no double yellow center line for most of the road?</li> <li>• 5th Street between Spring and West Peachtree: I notice there is no driveway for the current parking lot. I know Georgia Tech is putting a new building there in the future, but between the end of construction on this complete street project and the beginning of construction for that new building, will the driveway be gone? If so, I think that's a good thing as people in cars very often poke their nose out from there when they aren't supposed to and block the sidewalk/current bike lane.</li> <li>• 5th Street West Peachtree to Piedmont: I see no improvements in the name of bicycle safety on this route. What is the point of designing a complete street if you're just going to add some flowers, add ADA ramps (which are supposed to be there anyway) and refresh the pavement and markings?</li> <li>• 5th Street between Cypress and Peachtree: A classic dangerous place to put a bike lane is on the outside of parking spaces, as cars will often not look, people will get doored, and there will be lots of cars crossing the bike lane. Why is the bike lane not the closest to the curb? I suggest you switch the bike lane and the parking/loading zone, so it looks like what you've done between Williams and West Peachtree.</li> <li>• 5th Street between Piedmont and Myrtle: Why is the bike lane only in the WB direction? I measured, and the roadway width is the same between Piedmont and Myrtle as it is between Juniper and Myrtle. If your drawing is to scale, which you claim it is, there's definitely enough room for a bike lane.</li> <li>• Spring and West Peachtree Intersections: How much have you been in contact with the design team for the Spring and West Peachtree Complete Streets? It looks like you've contacted the design teams for Juniper and Piedmont a little bit.</li> </ul> <p>Thank you for responding to my questions. I think a lot of the design is good, but there are opportunities to make this better and truly reflect the priorities of SAFETY over automobile convenience.</p> <p>Also, when is construction currently projected to start?</p>	<p>Thank you for thorough and thoughtful input. The project is expected to begin construction in late 2020. Responses to your comments are bulleted below:</p> <ul style="list-style-type: none"> <li>- A traffic signal has been proposed for the 5th and Williams intersection. The revised 5th Street Complete Street design, which includes a two-way cycle track between Williams and West PEachtree, necessitates that the 5th and Williams intersection be redesigned to ensure that cyclists/scooter riders and pedestrians are able to traverse the intersection safely. The signal will also allow vehicular traffic to move through the intersection at a more predictable rate. The design of this intersection is still being developed and, once designed, will require approval of the City of Atlanta. Should the signal not be approved then alternative all-way stop configurations will be analyzed.</li> <li>- The cycle track between Williams and West Peachtree will be separated from the vehicular travel lanes by bollards and on-street parked cars. Concrete curbing was considered as a buffer, however, were ultimately not selected due to potential trip hazards, which is of particular concern given the amount of mid-block crossings that occur in this area.</li> <li>- The project team had several meetings with Georgia Tech's Parking &amp; Transportation Services office, which manages the Tech Trolleys, and learned that changes to the existing trolley stops, including location and design, would not be suitable for their current operations and the overall performance of Tech Square. Likewise, the elimination of on-street parking was not an acceptable based on feedback received from various stakeholders. Given this, the project team designed the cycle track and mid-block crossings to provide a shared mixing zone where pedestrians and cyclists/scooter riders would be alerted to the presence of other modes. Signage will be accompanied by tactile differences to the ground plane to further indicate to users that they've entered a mixing zone.</li> <li>- The mid-block crossings will have a different texture and color than the road, and will potentially be raised. These design elements are intended to alert drivers to both slow down and look for pedestrians. Signs are proposed for the planters immediately adjacent to the travel lanes that alert cars to watch for pedestrians.</li> <li>- Georgia Tech is currently progressing plans to redevelop their parcel on the north side of 5th between Spring and West Peachtree. It is expected that the redevelopment of this parcel will occur concurrent or immediately after construction of the 5th Street Complete Street project begins. Midtown Alliance is working closely with Georgia Tech on how best to phase the installation of the mid-block crossing. The current thinking is that the mid-block crossing will not be installed until the parcel is redeveloped. The final location of the mid-block crossing will be determined based on the final design of the redevelopment.</li> <li>- While the bike/LIT lane improvements between West Peachtree and Myrtle Street are less substantial than the improvements proposed between Williams and West Peachtree, they will still improve the safety and visibility of the bike/LIT lanes. As a complete street project, the project will also provide much needed upgrades to the pedestrian experience, which is much needed in several areas of the corridor.</li> <li>- On the block between Cypress and West Peachtree, placing the bike/LIT lane interior to the eight on-street parking would have required that the curb be redesigned and reconstructed and that the project encroach into private right-of-way, both of which would add considerable cost to the project.</li> <li>- The block between Myrtle and Piedmont has a slight incline when traveling in the westbound direction, which merited westbound cyclists/scooter riders having dedicated space to travel at slower speeds. Given the lower traffic volumes on this section of the corridor, bicycle design guidelines support bikes sharing the vehicular travel lane. With eastbound cyclists having the benefit of the slight decline, the shared lane approach provided an acceptable solution that also allowed the block to maintain its on-street parking along the southern edge of the roadway.</li> <li>- The Spring and West Peachtree Complete Street projects, along with the Juniper and Piedmont Avenue Complete Street projects, are all currently led and managed by Midtown Alliance, which is also the lead for the 5th Street Complete Street project. Given this, there has been considerable coordination between projects.</li> </ul>

16	<p>To whom it may concern, I was informed that the speed bumps just east of Piedmont may not happen due to cost concerns. The speeding from cars and dangerous merge with LIT users is constant. That path is perpetually a cut-through.</p> <p>Please at least give the citizens like me a chance to make this happen through this proposal. We will find the money.</p>	<p>Thank you for this input. We will continue to consider and prioritize additions, such as the speed table between Myrtle and Piedmont, as the project progresses and cost numbers become more accurate.</p>
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