

## SUMMARY AND CONSENSUS HIGHLIGHTS

The Open House was held 4:30-6:30 at Dockside in Piedmont Park. The venue was located a few hundred feet away from the project area near the 12<sup>th</sup>/Piedmont intersection.

Based on staff reporting, attendee representation included several leadership members of Midtown Neighbors Association (MNA), many Midtown Garden District Residents (at least a dozen who live directly on Piedmont Avenue as well as a large amount of local bicycle advocates. A Total of 77 attendees officially signed in participants. (34 Pre Registered, 43 Day Of). A handful of participants were observed to have not signed-in.

Overall, participant feedback to the proposed plans was overwhelmingly positive. There seemed to be almost unanimous support for traffic calming, removal of the off-peak parking lane and addition of the protected bike lane. 10 written comments noted on the plan and section boards noted support for traffic calming.

*In terms of concerns or suggestions, the three most common themes seemed to be:*

- **Incorporation of a more substantial bike buffer** was BY FAR the most-discussed concern or suggestion offered by attendees. “Paint is not Protection” seemed to be a very common sentiment. 8 comment cards and 15 plan/section comments directly stated a desire for the team to consider a more substantial buffer for the bike facility. Many attendees expressed strong disappointment with the proposal for striping/bollards as the primary buffer treatment.
- **Requests to support permit-only resident parking** was another common concern/suggestion. As observed in previous study phases, several residential properties along the corridor south of 10<sup>th</sup> Street have no off-street parking and therefore depend on the parallel parking along the west side of Piedmont. 6 comment cards and 2 plan/section board comments directly state a concern/request for the team to incorporate support for permit parking for residents.
- **Operations of loading/service areas along east side of street** was another common concern. Many attendees insisted that delivery trucks, moving trucks and other vehicles would park within the bike lane (especially given striping/bollards buffer treatment). 5 comment cards directly stated concerns over potential loading/service vehicles conflicting with bike lane.

*Other notable conversations or suggestions for the project team included:*

- **8<sup>th</sup> Street Bulb-Out** - Currently, 8<sup>th</sup> Street is two-way west of Piedmont and one-way east of Piedmont. The proposed bulb-out on the east side was noted by a few attendees to be a

potential issue for many cyclists who treat the (extra wide) 8<sup>th</sup> street as a contra-flow lane. Design for this portion should be double checked.

- **New pedestrian beacons/crossings** – many participants applauded the incorporation of crosswalks at all legs of all intersections as well as the noted new pedestrian crossings proposed near 11<sup>th</sup> Street and 15<sup>th</sup> Street