

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 12th/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 10th 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:

- **8th Street Bulb-Out** - Currently, 8th 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) 8th 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 11th Street and 15th Street