

# DOWNTOWN ATLANTA TRANSPORTATION PLAN



MAY 2018





# ACKNOWLEDGMENTS

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# LIST OF ACRONYMS

ADA	American Disabilities Act	MARTOC	Metropolitan Atlanta Rapid Transit Overview Committee
ADID	Atlanta Downtown Improvement District	MMIP	Major Mobility Investment Program
ADT	Average Daily Traffic	MMPT	Multi-Modal Passenger Terminal
APD	Atlanta Police Department	MUTCD	Manual on Uniform Traffic Control Devices
ARC	Atlanta Regional Commission	NACTO	National Association of City Transportation Officials
ATSAC	Automated Traffic Surveillance and Control	NCAA	National Collegiate Athletic Association
BRT	Bus Rapid Transit	NCHRP	National Cooperative Highway Research Program
CAP	Central Atlanta Progress	OCGA	Official Code of Georgia
CIP-CWP	Capital Improvement Program/Community Work Program	ROW	Right-of-Way
DRI	Developments of Regional Impact	RTOP	Regional Traffic Operations Program
DTOP	Downtown Traffic Operations Program	SEC	Southeastern Conference
FHWA	Federal Highway Administration	SOS	Special Operations Section
FTA	Federal Transit Administration	SOV	Single-Occupancy Vehicle
GCT	Gwinnett County Transit	SPI	Special Public Interest
GDOT	Georgia Department of Transportation	SRTA	State Road and Tollway Authority
GRTA	Georgia Regional Transportation Authority	TDM	Transportation Demand Management
GSU	Georgia State University	TFA	Transportation Funding Act
GTIB	Georgia Transportation Infrastructure Bank	TIFIA	Transportation Infrastructure Finance and Innovation Act
GWCC	Georgia World Congress Center	TDOT	Tennessee Department of Transportation
HOV	High-Occupancy Vehicle	TMA	Transportation Management Association
ITE	Institute of Transportation Engineers	TNC	Transportation Network Company
ITS	Intelligent Transportation System	TSPLOST	Transportation Special Purpose Local Option Sales Tax
LADOT	Los Angeles Department of Transportation	TTC	Transportation Technical Committee
LCI	Livable Communities Initiative		
LOS	Level-of-Service		
LPR	License Plate Recognition		
MARTA	Metropolitan Atlanta Rapid Transit Authority		





# EXECUTIVE SUMMARY









# EXECUTIVE SUMMARY

The Downtown Atlanta Transportation Plan will revolutionize the way we move throughout Downtown Atlanta. This Plan presents a comprehensive package of infrastructure projects and policies developed through the consensus building of 45 organizations and 2,800 individual survey responses. Atlanta has been a city serving as a catalyst for change throughout history and this Plan was created to continue doing just that, providing a vision for what the future of Downtown Atlanta will be – a more walkable and vibrant place where people will be drawn to. An aggressive approach, this goal dictates that SOV trips remain constant in the future and do not increase with population growth. This Plan presents miles and miles of progress and improvements through new high-quality bicycle lanes, street connections, dedicated bus lanes, streetcar expansion, and enhanced pedestrian facilities. The supporting policies to ensure these projects are achieved align with and support the Plan's goals to increase connectivity, accessibility and mobility, enhance safety, and support economic vitality.

The Plan began in Fall 2016 and continued through Spring 2018, complementing the schedule of the Downtown Atlanta Master Plan.



The Plan began with an extensive data gathering process to review existing conditions, including strengths and challenges of Downtown, and identify Downtown Atlanta's future transportation project and policy needs, using a mix of conceptual and technical methodologies. The project development phase then began, consisting of an iterative process of identifying all possible projects, evaluating alternatives, and prioritizing projects into the Five-Year Action Plan meeting Atlanta Regional Commission Livable Communities Initiative (LCI) requirements. This phase provides direction for putting the Plan into action, ensuring it is prepared for success. This Plan is supported by the previous LCI plan, Imagine Downtown Encore, which contributed to the implementation of various improvement projects Downtown.

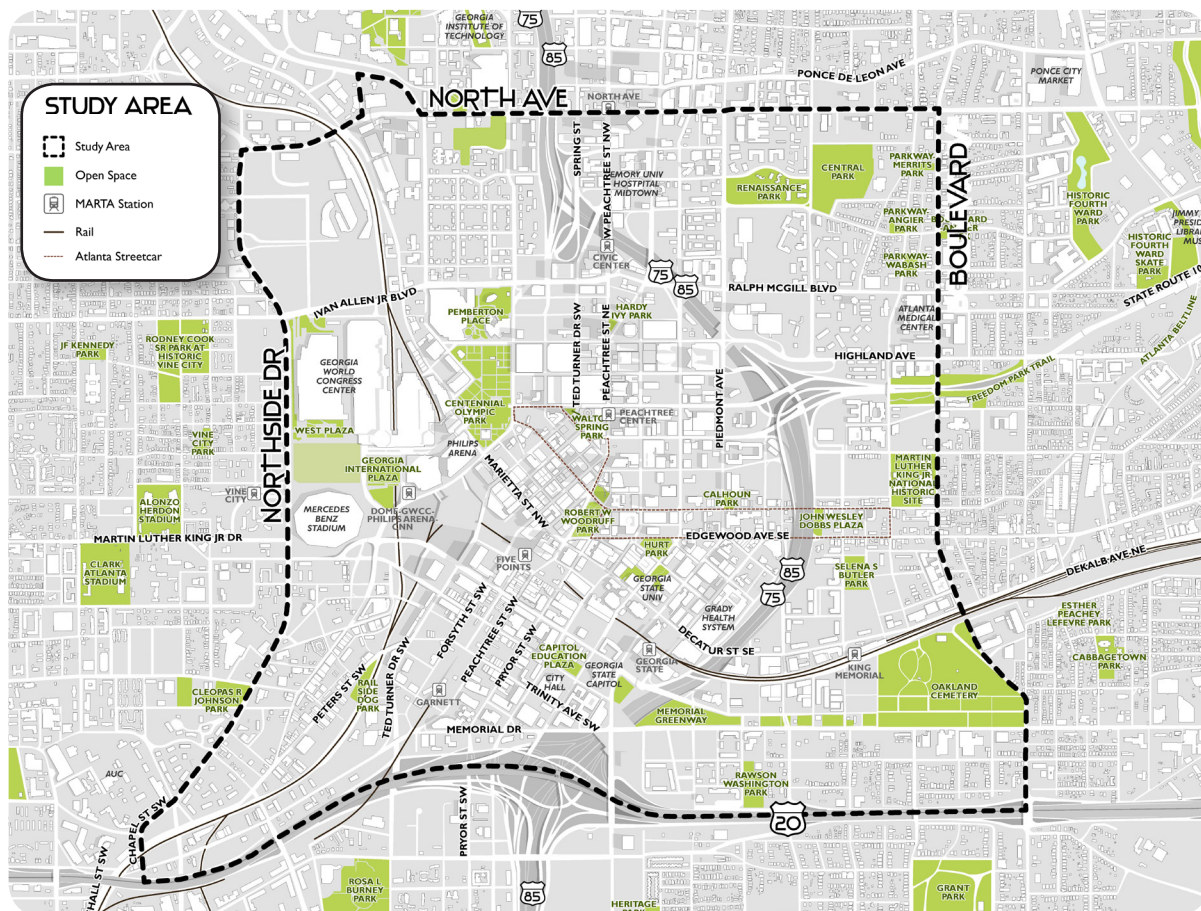
This Plan looks to build upon the momentum of the previous planning efforts to update and adapt to the current vision and goals for Downtown into 2030.

# Study Area

Downtown Atlanta is the home to many of the region's major tourist attractions. Not only is Atlanta the home to the Falcons, the Hawks, and Atlanta United FC, it hosts events ranging from college and professional sports to major artists and performers to industry conventions. Notable attractions include: the Georgia Aquarium, World of Coca-Cola, College Football Hall of Fame, Mercedes-Benz Stadium, the Martin Luther King Junior National Historic Park, and the Center for Civil and Human Rights.

The Plan is an acknowledgment of Downtown Atlanta's identity as a premier destination and activity center. The creation of projects, policies, and programs are tailored to enhance and improve upon its fundamental identity.

The study area for this Plan is 3.6 square miles, bound by North Avenue, Boulevard, Interstate 20, and Northside Drive. The area is considered alternative mode-rich as the home of 9 MARTA heavy-rail stations, the hub of the Atlanta bicycle network, and a walker's paradise according to Walk Score.



Map E.1: Study Area

Map design template provided by Interface Studio



# Guiding Principles and Plan Objectives

The guiding principles and objectives of this Plan reflect the community's vision for Downtown Atlanta. Combined, they summarize how the Plan will move forward and strategically implement the projects, policies, and programs. The public engagement for this Plan allowed for the project team to have multiple touch-points with all stakeholders, making sure that the Plan was heading in a direction that the public could stand behind and champion. Over 45 public and private agencies and organizations were engaged using consensus building techniques. Over 2,800 members of the public were also engaged in this process and remained an integral part of vetting this Plan through face-to-face meetings and online methods.

## Improve Connectivity, Accessibility, and Mobility

Enhance multimodal connections for travel needs both within Downtown and to adjacent neighborhoods to promote an efficient, equitable, interconnected, and accessible transportation network that integrates and achieves balance for all modes.

## Enhance Safety

Incorporate street design elements and use technology that supports vibrancy, reduces potential modal conflicts, and improves travel safety and security for all modes.

## Support Economic Vitality

Promote targeted transportation investments, policies, and programs that strive to balance jobs and housing in Downtown, support Downtown attractions and events, and promote equity.

# Recommended Infrastructure Projects

The project universe for this Plan is represented in the Comprehensive Project List in Appendix A. The Plan builds on previous planning efforts and projects currently in progress in Downtown Atlanta. The aspirational project list was built through the community engagement process, an identification of needs and deficiencies through microsimulation analysis, and a Street Personality Map that captured the tangible role and desired feel for each street.

- Comprehensive Project List: represents the entire extent of potential projects that meet the goals and were analyzed for cohesiveness between different networks.
- Five-Year Action Plan: a subset of the Comprehensive Project List, including projects with identified funding and highest project evaluation scores.
- Signature Projects: selected projects that represent the most transformative and effective projects in meeting the goals and objectives of the Plan.

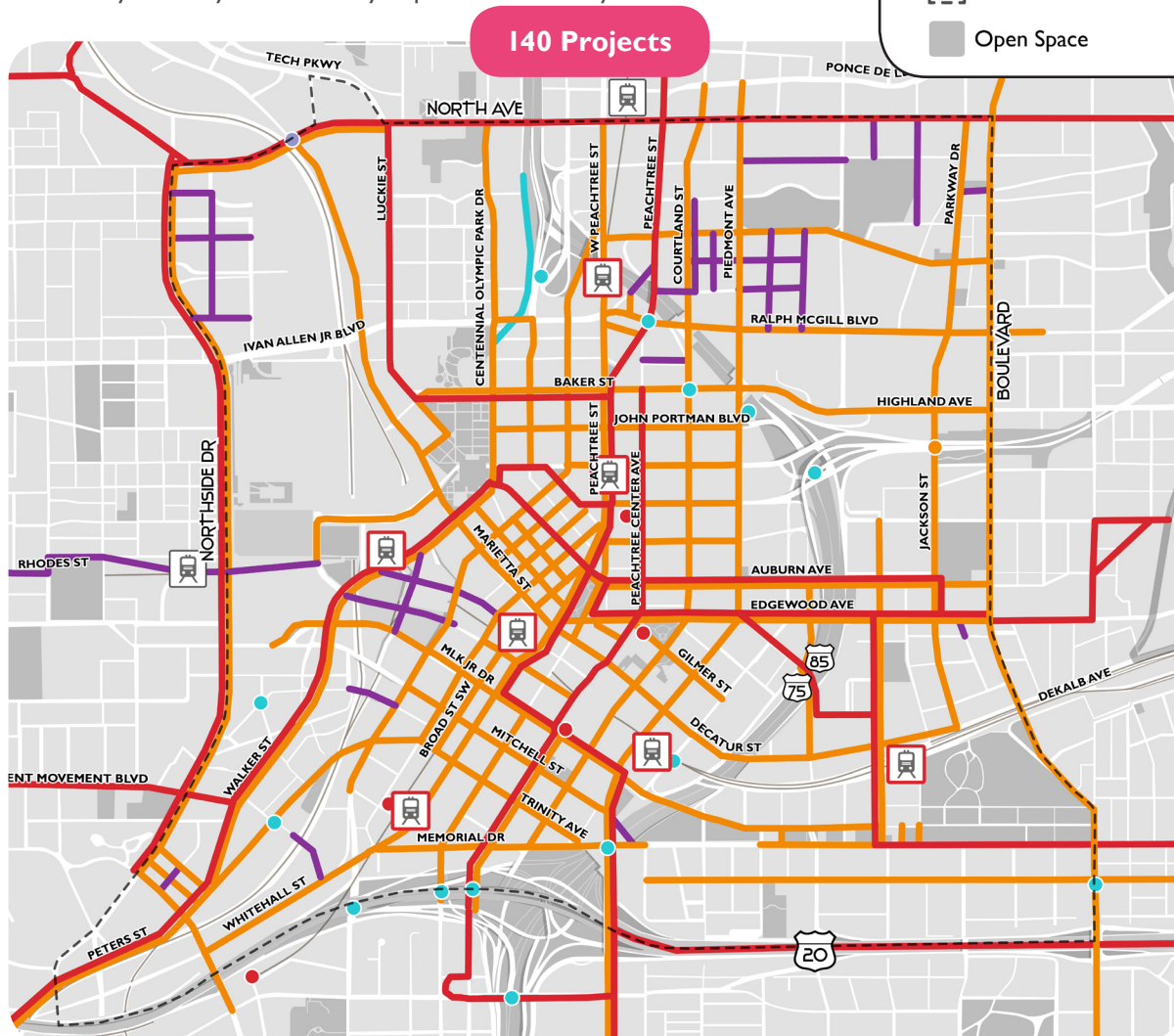
## Comprehensive Project List

The Comprehensive Project List is the aspirational list of projects and does not account for financial constraints. Not every project on this list has identified sources of funding. These projects should be reevaluated and updated as socioeconomic and political arenas shift. This list includes:

- 1.9 miles of shared streets and pedestrian improvements
- 15.6 of high-quality bicycle infrastructure
- 7 MARTA station enhancements
- 1.3-mile bus priority corridor on Peachtree Center Avenue/Central Avenue
- Support for 7.1 miles of streetcar expansion
- 8.4 miles of new streets
- 6.7 miles of roadway converted to two-way
- Variety of safety and efficiency improvements at key intersections

### COMPREHENSIVE PROJECT LIST

- Corridor
- New Connection
- Intersection/Interchange
- Transit
- MARTA Station
- Enhanced MARTA Station
- Rail
- Study Area
- Open Space













Map E.2: Comprehensive Project List by Project Type  
Map design template provided by Interface Studio

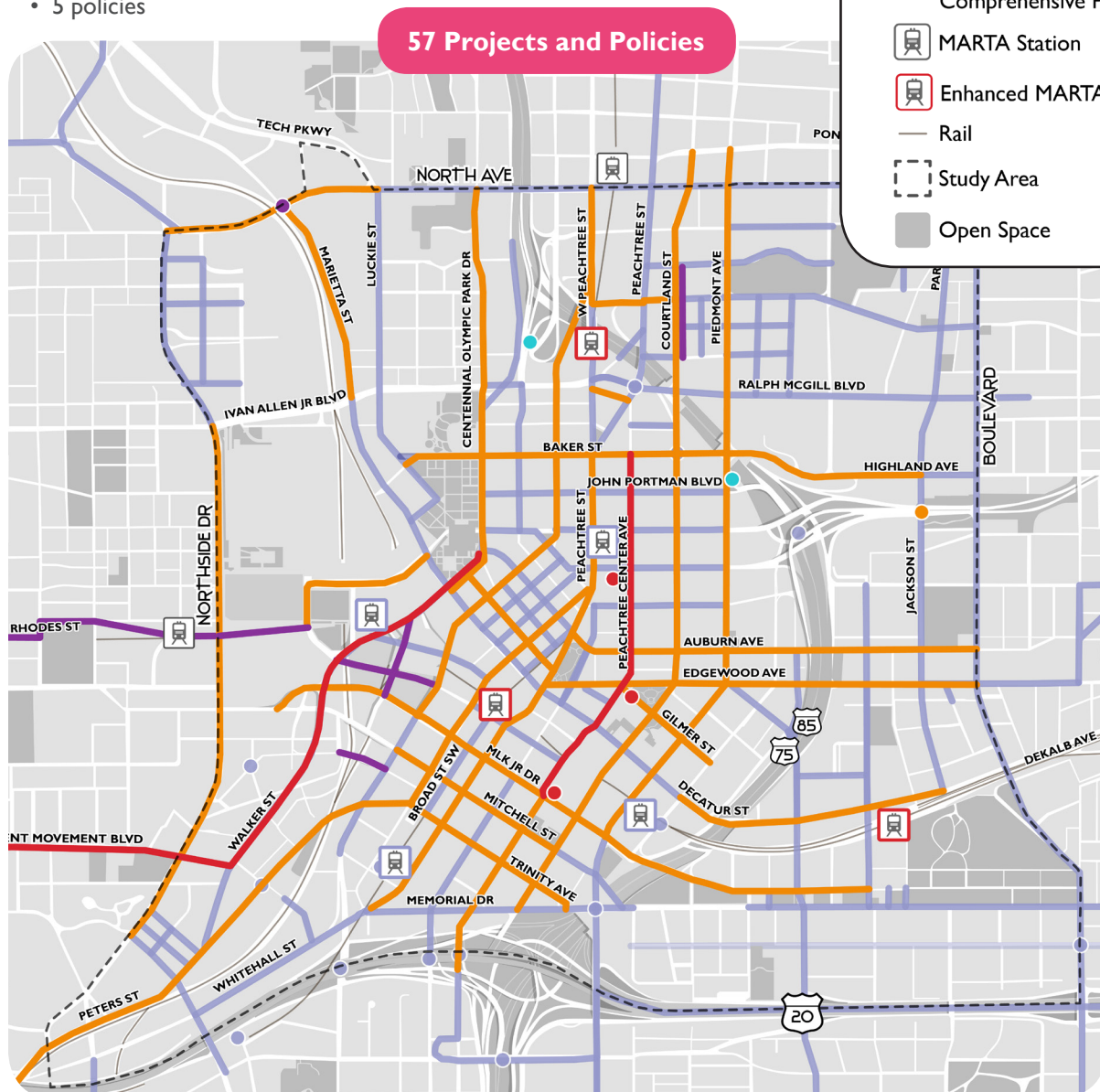
## Five-Year Action Plan

The Five-Year Action Plan serves as the short-term guide for growth that includes both projects and policies. Some of these projects may already have funding or elevated phases of design and construction. These projects and policies are necessary for the continued growth and success of Downtown. This list includes:

- 37 corridor projects
- 7 new connection projects
- 2 intersection/interchange projects
- 6 transit projects
- 5 policies

## FIVE-YEAR ACTION PLAN

-  Corridor
-  New Connection
-  Intersection/Interchange
-  Transit
-  Other Projects in Comprehensive Project List
-  MARTA Station
-  Enhanced MARTA Station
-  Rail
-  Study Area
-  Open Space

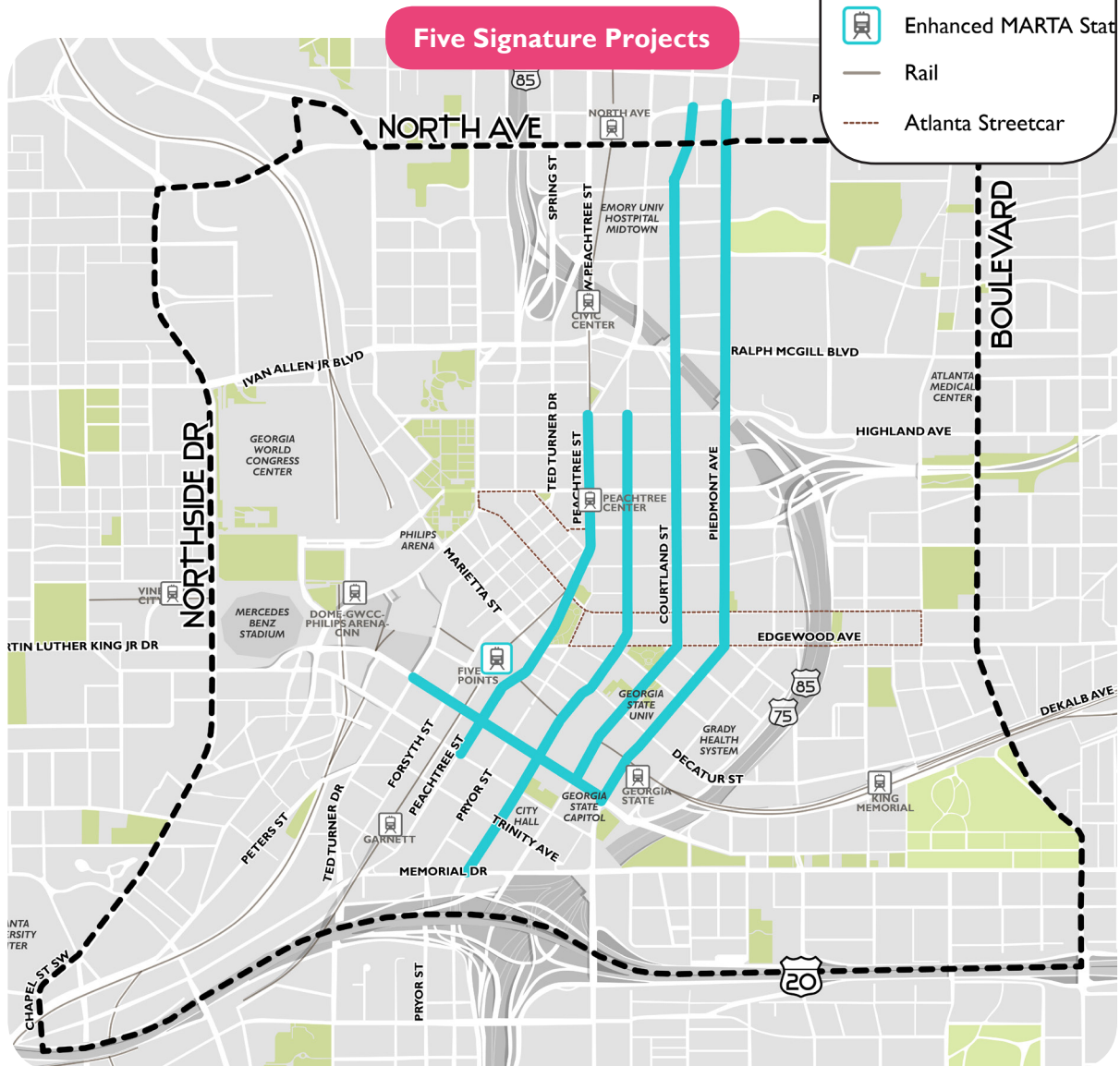


Map E.3: Five-Year Action Plan Projects by Type  
Map design template provided by Interface Studio

## Signature Projects

Signature projects are the highest priority projects of the Plan and are critical pieces in making a more complete, robust multimodal network in Downtown.

- Peachtree Street – shared street
- Martin Luther King Jr. Drive – multimodal corridor
- Piedmont Avenue/Courtland Avenue – bicycle enhancements
- Peachtree Center Avenue/Central Avenue – priority bus corridor
- Five Points MARTA station enhancements – public art, wayfinding, real-time transit information



Map E.4: Signature Projects Downtown  
Map design template provided by Interface Studio



# Recommended Policies and Programs

Infrastructure alone cannot shift the balance of single-occupant vehicle trips to walk, bicycle, or transit trips. Well-planned policies can help maximize the use of the existing network and provide economic incentives that build vibrancy in the heart of Atlanta.

The following policy recommendations augment current programs, ordinances, and policies. These are offered as broader recommendations that the City of Atlanta, CAP/ADID, and partners should pursue over a longer period, although many of these involve relatively simple actions and coordination that could be implemented within two years.

## Parking Management

Establish a managed Parking District Program in Downtown that consolidates key parking facilities into a publicly managed program capable of supporting development, serving Downtown visitors, and setting pricing to better reflect demand.

## Transportation Demand Management

TDM programs and incentives will be increasingly important to support alternatives to driving. Downtown's current TDM efforts focus on providing outreach and education services to current employers and employees. This Plan offers strengthened regulatory approaches to TDM as part of development review and proposes specific engagement activities intended to increase transit use.

## Curbside Management and Enforcement

Downtown's street curbsides accommodate numerous functions: vehicle parking, taxi queues, bicycle lanes, freight loading, bus and streetcar stops, and even commuter bus staging and layover. To address this, the Plan recommends an additional level of regulation and enforcement to ensure that streets function as intended during critical travel times and that new regulations are followed.

## Traffic Operations Management

Since Spring 2014, DTOP has updated signal timing, determined existing operational and equipment deficiencies, inventoried existing equipment, supported regular maintenance and upgrades to hardware, and evaluated the use of advanced signal timing techniques. All Downtown intersections have been included in new traffic signal timing plans, providing a successful special events program and culminating in the NCAA College Football Playoff National Championship Game. This program can continue to enhance Downtown traffic operations and help implement the objectives of this Plan.

## Sidewalk Repair and Maintenance

Effective management of our streets and sidewalks is key in supporting the needs of existing businesses and residents. This is an issue of both safety and economic vitality. Sidewalks, crosswalks, and other street "basics" ensure that Downtown streets are safe for everyone. The condition of these elements signal to residents and visitors alike that Downtown is a welcoming place.



# CHAPTER 1

## COMMUNITY VISION







# COMMUNITY VISION

The Downtown Atlanta Transportation Plan leveraged a robust public engagement process to reflect the many voices that make up the identity of Downtown and to shape the Plan's priorities. Engagement opportunities took on many forms to involve as many residents, employees, visitors, and stakeholders as possible. Through this diverse community participation of setting goals and guiding principles, the community was clear in their desire for a more walkable, bikeable, and livable Downtown.

## Guiding Principles and Plan Approach

This Plan was created alongside the Downtown Atlanta Master Plan to reinforce the relationship between land use and transportation. The integration of both yielded the goal to maintain the current number of existing single-occupant vehicle trips and elevate other modes of transportation to satisfy new trips in the future. The following guiding principles were created with public input:

- Improve connectivity, accessibility, and mobility
- Enhance safety
- Support economic vitality

## Community Engagement

The planning process relied on community engagement that leveraged hands-on, interactive feedback opportunities combined with traditional outreach tools, which facilitated broad public input and supported inclusivity. By combining face-to-face outreach with an online presence, thousands of stakeholders were engaged using four outreach mechanisms:

- Public meetings
- Community pop-up events
- TTC
- Stakeholder meetings and focus groups
- Online engagement

# Guiding Principles and Plan Objectives

Public engagement and stakeholder input was integral in creating the guiding principles and objectives of the Downtown Atlanta Transportation Plan. During initial engagement, the community and stakeholders were asked to rank and provide comment on six potential priority areas: mobility, multimodal options, economic vitality, environment, safety, and system preservation and efficiency. Feedback on these priority areas was used to form the guiding principles of the Downtown Atlanta Transportation Plan.

Based on the results of the feedback and prioritization through the various forms of outreach, the six categories were narrowed down to the top 3, with the categories “mobility” and “multimodal options” modified to reflect the feedback and understanding of the public’s desires. Figure I.1 shows priority rankings by type of feedback with 1 as the top priority and 6 as the lowest.

	Economic Vitality	Environment	Mobility	Multimodal Options	Safety	System Preservation & Efficiency
Technical Committee (88 Responses)	3	5	6	2	1	4
Transportation Forum (48 Responses)	4	5	3	2	1	6
Public Meeting (284 Responses)	2	5	4	1	3	6
Supplemental Outreach (84 Responses)	4	5	3	1	2	6
Online Outreach (668 Responses)	4	5	2	1	3	6
<b>Average</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>6</b>

Figure I.1: Priority Rankings

The three priority guiding principles are outlined with corresponding Plan objectives on the following page.

## Improve Connectivity, Accessibility, and Mobility

Enhance multimodal connections for travel needs both within Downtown and adjacent neighborhoods to promote an efficient, equitable, interconnected, and accessible transportation network that integrates and achieves balance for all modes.

- Objective 1: Provide strong pedestrian, bicycle, and transit connections to key activity centers, civic spaces, and parks within Downtown.
- Objective 2: Identify and strengthen key connections to adjacent neighborhoods with an emphasis on efficiency of travel by walking, bicycle, or transit and on perceptions of safety and comfort.
- Objective 3: Improve access to areas of historical, cultural, recreational, ecological significance, including special event destinations.
- Objective 4: Promote transit access and options.
- Objective 5: Improve and add infrastructure to promote walking, biking, and taking transit.
- Objective 6: Develop policy and program strategies to reduce travel by single-occupancy vehicles and promote best-in-class management and maintenance of assets.
- Objective 7: Identify and support efficient routes for those traveling into and out of Downtown while improving internal connectivity for those traveling within Downtown.

## Enhance Safety

Incorporate street design elements and use technology that supports vibrancy, reduces potential modal conflicts, and improves travel safety and security for all modes.

- Objective 1: Enhance safety through design and policy measures, reducing the number of injuries and fatalities.
- Objective 2: Design for a vibrant street life to support neighborhood safety and increase the number of “eyes on the street.”
- Objective 3: Increase the use of innovative and emerging technologies to support safety enhancements and communicate safety information throughout Downtown.

## Support Economic Vitality

Promote targeted transportation investments, policies, and programs that strive to balance jobs and housing in Downtown, support Downtown attractions and events, and promote equity.

- Objective 1: Support transportation investments that create a balance of jobs and housing in Downtown.
- Objective 2: Focus on multimodal improvements that improve access and enable strong connections to encourage economic vitality for residents, employees, and tourists.
- Objective 3: Address gaps in transportation networks to support under-served neighbors and residents.
- Objective 4: Encourage the use of alternative modes and/or design that reduce negative environmental impacts and stimulate economic growth by supporting active public spaces and corridors.
- Objective 5: Develop strategies that support and strengthen the existing transportation network.

# Plan Approach

The goal of this Plan is to maintain the current number of existing single-occupant vehicle trips and elevate other modes of transportation to satisfy new trips in the future—to move people, not cars. This Plan promotes project and policy opportunities associated with all modes of transportation to make Downtown as resilient as possible by providing mobility options for all.

## Integration with Master Plan Strategies

This Plan is fully integrated with the Downtown Atlanta Master Plan throughout. All of the projects and recommendations presented in this Plan support the Master Plan, and all Master Plan strategies support the mobility goals developed in this Plan. The strategies of the Master Plan include:

- MAINTAIN FOCUS ON QUALITY OF LIFE ISSUES to humanize Downtown
- UNCOVER, CELEBRATE AND PRESERVE DOWNTOWN'S HERITAGE to ensure that growth does not overwrite our history
- GROW DOWNTOWN NEIGHBORHOODS tailored to meet the needs of residents
- REINFORCE DOWNTOWN'S ROLE AS THE ENTREPRENEURIAL AND ECONOMIC CENTER of the region
- RESTORE THE FOREST IN THE CENTER OF THE CITY to improve air and water quality, create shade, and add beauty Downtown
- OFFER REAL CHOICE IN TRANSPORTATION to reduce traffic congestion and reliance on automobiles and create space for increased activity

The primary focus of this report is to provide specific details and data surrounding the transportation component of the Master Plan. Efforts coming out of this Plan aim to present opportunities for change in Downtown's transportation system. These efforts include:

- Shift how people commute and travel in and out of Downtown
- Design streets according to their personalities
- Pursue the conversion of one-way streets to two-way streets
- Improve bus service Downtown
- Fill the gaps in the region's bicycle network
- Play a proactive role in managing Downtown parking
- Actively manage curb and loading zones

## Biggest Challenges

Downtown Atlanta Master Plan survey respondents identified traffic/congestion, current bus and rail service, and parking as their top three transportation challenges. Furthermore, these responses were broken down by the relationship of the respondent to Downtown Atlanta—resident, commuter, both, neither, or simply a visitor—shown in Figure I.2.

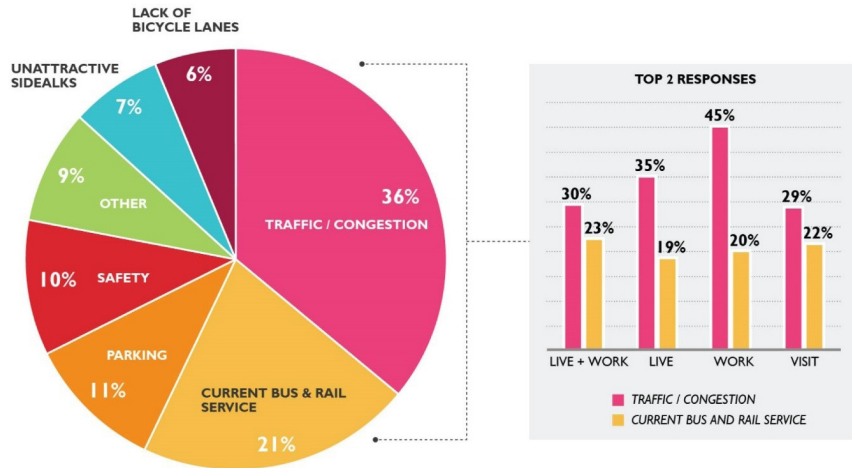


Figure I.2: Challenges

## Greatest Opportunities

Downtown Atlanta Master Plan survey respondents ranked transit improvements, pedestrian enhancements, and roadway improvements as their top three priorities. Those who live Downtown prioritized bicycle improvements over roadway improvements. Responses to this survey question are summarized in Figure I.3. These responses and desires shaped the project development.

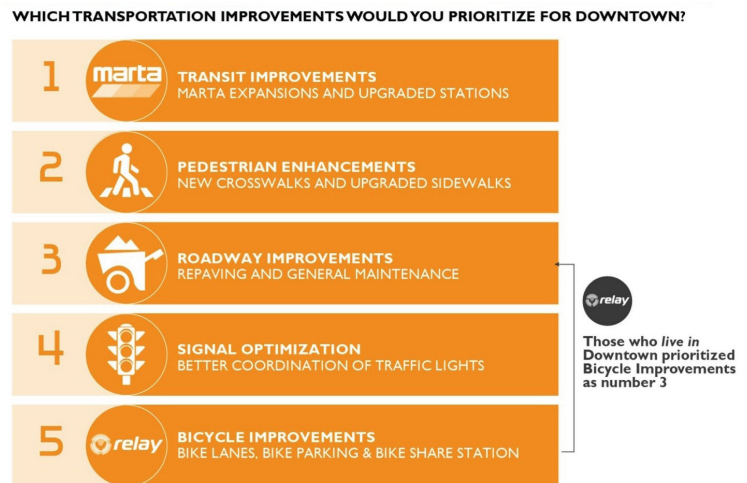


Figure I.3: Prioritization

### WHAT WOULD PERSUADE YOU TO CHANGE MODES?

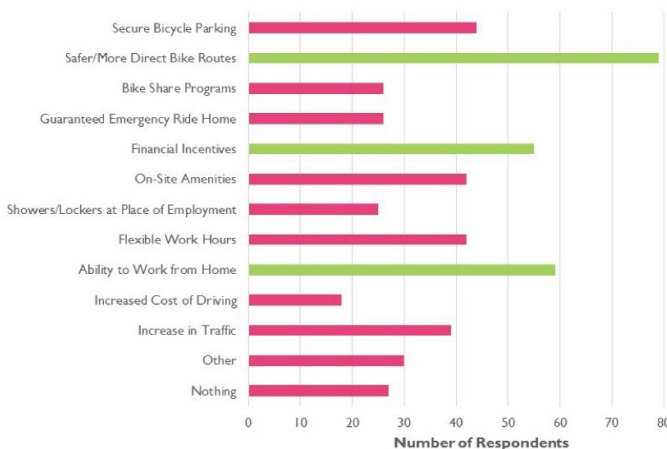


Figure I.4: Willingness to Change Modes

## What People Want

Downtown Atlanta Master Plan survey respondents indicated safer/more direct bicycle routes, ability to work from home, and financial incentives as their top three incentives to change travel mode. Responses to this survey question are summarized in Figure I.4. These responses contributed to project development.

# Community Engagement

## Public Meetings

More than 1,200 people attended four public meetings and 10 community pop-up events over the course of the planning process. Meeting locations were strategically identified to provide ample opportunities for Downtown residents, employees, visitors, and other stakeholders to help shape the Plan. Four public meetings were conducted throughout the planning process and are summarized below in Table 1.1.

TABLE 1.1: PUBLIC MEETINGS		
DATE	LOCATION	DETAILS
December 6, 2016	Gallery 72	This meeting served to kick-off the planning process and was an open house format with a formal presentation. This format facilitated conversations on the needs, challenges, and opportunities faced by Downtown Atlanta's transportation system. Participants provided feedback at different stations, which included their priorities for Downtown, personal descriptions of Downtown, prioritization of the guiding principles, Plan objectives feedback, and mapping of travel routes. Participants' input helped identify corridors by modes of heavy travel and potential areas of modal conflict as well as why and where people choose to travel in Downtown.
March 21, 2017	Rialto Center for the Arts	This open house was a joint effort with the Downtown Atlanta Master Plan team. Results from the kick-off public meeting were presented in the form of a looping presentation and interactive stations enabling the public to weigh-in on elements of the Master Plan elements and transportation-specific feedback focused on street cross section design.
June 14, 2017	Rialto Center for the Arts	This open house was a joint effort with the Downtown Atlanta Master Plan team. Results from the March open house were presented in the form of a looping presentation and interactive stations enabling the public to weigh-in on specific transportation challenges, such as redesigning Downtown's streets to better serve the people's needs and evaluating parking needs and corresponding solutions.
September 13, 2017	Atlanta-Fulton County Central Library	The final meeting was an open house format with a formal presentation and was a joint effort with the Downtown Atlanta Master Plan team. The public provided feedback on the allocation of resources (money, time, and effort) as well as the five-year work Plan for the Transportation element.

## Pop-Up Events

In addition to the public meetings, pop-up events helped the planning team to meet people where they were to connect with the community during heavily attended events or in high-traffic areas. Pop-up events included project displays, maps, and interactive input opportunities. Ten community event pop-ups were hosted throughout the planning process, summarized below in Table 1.2.

TABLE 1.2: COMMUNITY POP-UP EVENTS	
LOCATION	AUDIENCE
Sweet Auburn Curb Market	General public
Peachtree Center Food Court	General public, Downtown employees
303 Peachtree/SunTrust Food Court	Downtown employees
Georgia Building Authority	General public, Downtown employees
34 Peachtree	General public, health fair attendees
Hurt Building	General public, Downtown employees
50 Ivan Allen/Avison Young Property Management	General public, Downtown employees
Georgia State University	Students, faculty, staff
Westin Peachtree Plaza	General public, health fair attendees
Cousins/American Cancer Society building	General public, Downtown employees

### “MY WISH FOR DOWNTOWN...”

At the initial Downtown Atlanta Transportation Plan public meeting, participants identified their wish for Downtown Atlanta, which influenced the Plan’s guiding principles and objectives throughout the planning process.



Figure 1.5: Excerpts from “My Wish For Downtown” Public Outreach Feedback



## Transportation Technical Committee

The TTC served as the core advisory group to help guide the development of the planning process. With more than 45 committee members, the TTC represented a broad spectrum of Downtown interests, including technical advisors, neighborhood and area representatives, property owners, and public and private leaders from local and state agencies. The TTC was engaged four times throughout the planning process as summarized below in Table 1.3.

TABLE 1.3: TRANSPORTATION TECHNICAL COMMITTEE MEETINGS	
DATE	DETAILS
November 2, 2016	The purpose of this meeting was to kick-off the planning process by discussing TTC responsibilities, the study's purpose and scope, past successes and future opportunities, existing conditions, and Downtown's challenges. The meeting concluded with an overview of next steps.
March 9, 2017	Topics of discussion at this meeting included a review of public engagement and feedback to date, guiding principles definition, discussion of growth assumptions, and the development of needs by mode. Before the meeting was concluded, the TTC had in an open discussion about general transportation ideas and opportunities.
June 12, 2017	The planning team presented project updates at this meeting, including public involvement and the Plan's guiding principles. The TTC provided input on the draft Future Street Personality Map, and reviewed and discussed potential projects. The planning team also presented the process for developing the evaluation criteria. Lastly, the TTC discussed policy recommendations and how these policies support the overall success of projects and influence travel behavior.
August 31, 2017	The final meeting focused on Plan recommendations, which included educating the TTC on the draft project list process and discussing the details of the project list. The planning team presented project networks and policy recommendations as well as discussed the project evaluation process. The planning team also presented the Five-Year Action Plan and the TTC engaged in an interactive activity that helped to prioritize a selection of signature corridor projects.

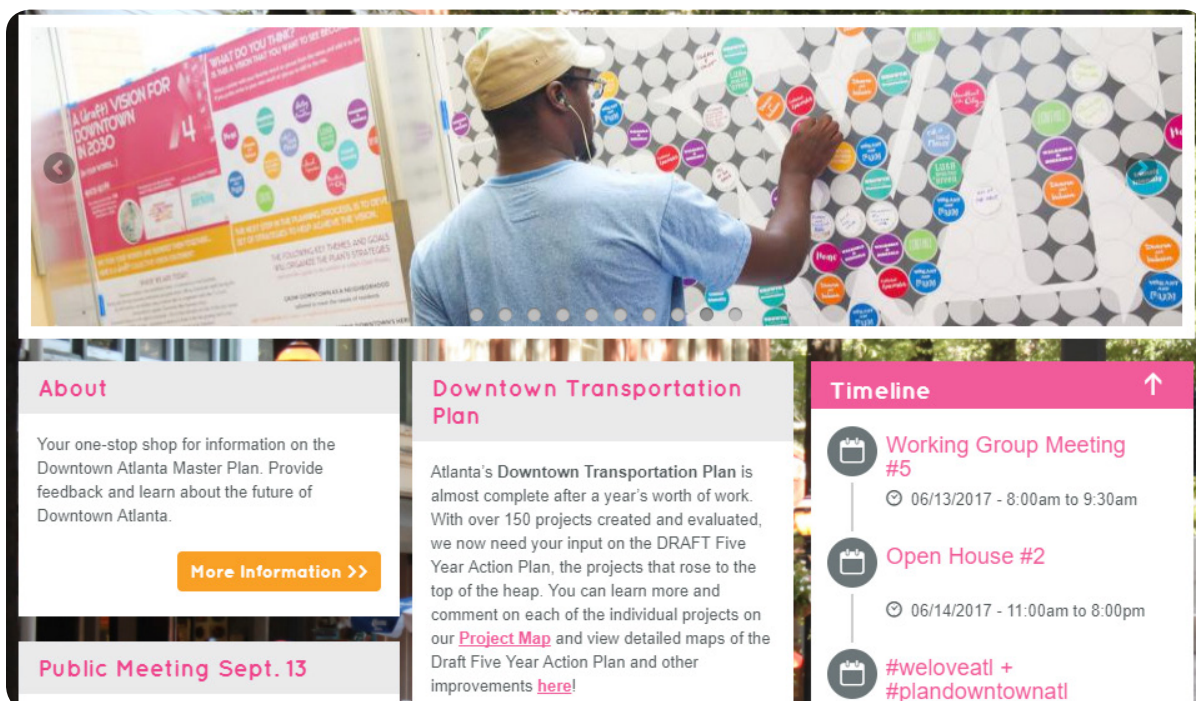


Figure 1.6: Snapshot of the Downtown Atlanta Master Plan project website



## Stakeholder Meetings and Focus Groups

The planning team used individual stakeholder interviews and focus group sessions to gain insight into transportation needs of specific user groups. These sessions were conducted as both one-on-one or small group meetings. Twenty-five individual interviews and focus groups were completed with more than 40 participants from the following organizations:

- AmericasMart
- Atlanta BeltLine, Inc.
- Atlanta Bicycle Coalition
- Atlanta Downtown Improvement District
- Atlanta Police Department
- Center for Civic Innovation
- City of Atlanta Department of Planning/Atlanta Design Studio
- City of Atlanta Department of Public Works
- The Coca-Cola Company, Inc.
- College Football Hall of Fame
- Atlanta Downtown Neighborhood Association
- Georgia Aquarium
- Georgia Department of Transportation
- Georgia Dome
- Georgia Regional Transportation Authority
- Georgia State University
- Georgia World Congress Center Authority
- MARTA
- MARTA Police
- Memorial Drive Corridor
- Parking Stakeholders
- PEDS
- Philips Arena
- Renew Atlanta
- World of Coca-Cola

The Downtown Atlanta Transportation Plan team also conducted additional outreach for this planning effort, including working group meetings and a PEDS happy hour.

## Online Engagement

The planning process relied on online engagement through all Plan phases. Concurrent with the first public meeting, the team launched an interactive project website ([plandowntownatl.com](http://plandowntownatl.com)) to provide Plan information and to serve as a feedback mechanism. Website elements included an information page with project background on both the Transportation Plan and the Downtown Atlanta Master Plan. Other project resources included maps; meeting materials (including flyers); presentations, display boards; handouts; and a section titled *Engage!* where visitors could participate in surveys, online mapping exercises, and provide comments on project outcomes.

The online survey provided the community with the option of engaging with the planning process from the comfort of their home or office. Though not a statistically valid assessment, the tool was a valuable resource for the planning team to better understand project needs and challenges. More than 2,800 responses were collected via the online survey tool.

Social media tools and platforms expanded the project's online presence and reach. Engagement opportunities, meeting announcements, links to the project website, and event photos were posted regularly to project specific Facebook, Instagram, and Twitter accounts.



# CHAPTER 2

## DATA COLLECTION & REVIEW







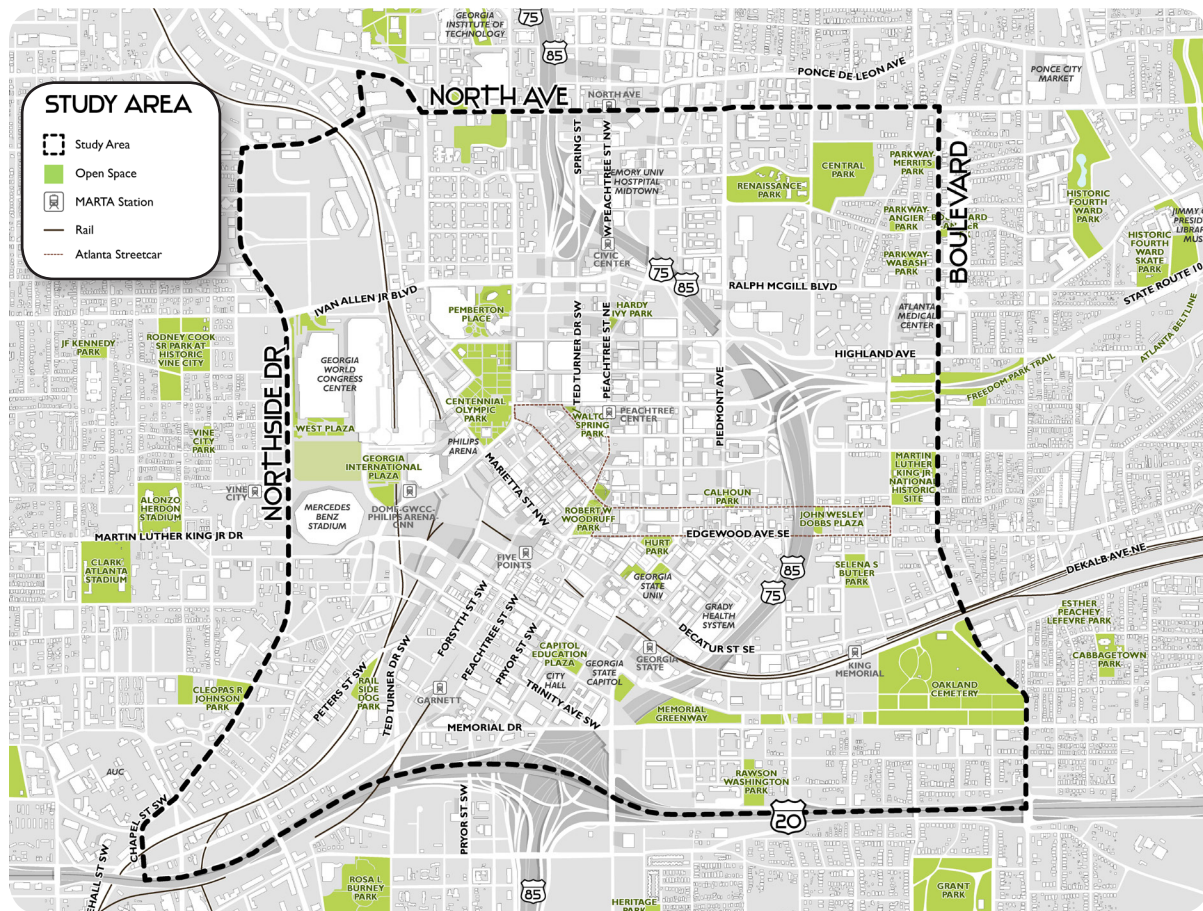


# DATA COLLECTION AND REVIEW

Downtown Atlanta is defined as the 3.6 square miles bound by North Avenue, Boulevard, Interstate 20, and Northside Drive and is home to nine MARTA stations; the Atlanta Streetcar; Interstates 20, 75, and 85; and a network of surface streets, bicycle routes, and trails and sidewalks. But, despite the wealth of modal options, the localized Interstate system is nearly at capacity. This congestion overflows onto the surface street network, forcing surface streets to serve both local and regional needs. Although many successful projects and policies have been implemented to address some of these issues, Downtown Atlanta faces an array of transportation challenges as the area prepares for robust growth and development.

To develop a prioritization framework for transportation projects in Downtown, the planning team needed to identify current and future needs. The team conducted a multilevel needs assessment to address deviancies, identify opportunities in the present-day network, and prioritize solutions that will best serve the area in the future. Using stakeholder and community engagement feedback and technical data analysis, the planning team evaluated Downtown's current and future transportation conditions.

The following sections summarize key findings from the Plan's needs assessment.



Map 2.1: Study Area

Map design template provided by Interface Studio

# Studies, Plans, and Programs

## Previous Studies

The planning team reviewed previous plans since 2006 that included transportation projects in Downtown to identify what solutions had previously been considered. These planned and programmed projects established the foundation for the Plan’s project list. In addition, recently completed and in-progress projects—such as projects from previous Downtown Livable Centers Initiative (LCI) studies—were incorporated into the baseline, existing condition for future-year microsimulation analysis, which was conducted using Synchro modeling software.

## Current Studies, Plans, and Programs

Other planning activities and studies occurred concurrent to the Downtown Atlanta Transportation Plan’s planning process. Atlanta’s Transportation Plan is a citywide planning effort that will largely focus on projects outside Downtown Atlanta; however, coordination between these plans will ensure consistency in the vision and direction for Atlanta. GDOT’s Downtown Connector Study is also in development. To avoid plan overlap, the Downtown Atlanta Transportation Plan focused on streets internal to Downtown and not on the Interstate system.

Renew Atlanta was approved through a 2015 special election and is intended to address a backlog of City infrastructure projects. In 2016, two transportation referenda—TSPLOST and MORE MARTA—were approved. These three programs were overwhelmingly supported by Atlanta voters as an investment in the City’s transportation future. These projects are integrated into and supported by the Downtown Atlanta Transportation Plan, and, in many cases, are being further defined and refined by the projects in this Plan. Other plans, programs, and studies referenced by the Downtown Atlanta Transportation Plan include Connect ATL, CycleATL, the Atlanta Streetcar System Plan, Downtown Parking Assessment, Midtown Transportation Plan, Imagine Memorial Drive, the Georgia World Congress Center Master Plan, and the Turner Field LCI.

### VIADUCT RECONSTRUCTION

There are five existing viaducts in Downtown that require reconstruction over the next five years. With development interest in the area, coordination between developers, the City of Atlanta Planning and Public Works department, and GDOT is essential to minimizing traffic impacts. Although this Plan does not have specific viaduct recommendations, phasing of each related project should be coordinated to avoid project overlap. Lastly, it is recommended that the design of each project reflect the vision of this Plan.

TABLE 2.1: VIADUCT RECONSTRUCTION		
ON	FROM	TO
Pryor Street	Wall Street	MLK Jr. Drive
MLK Jr. Drive	Richard B. Russell Plaza	Forsyth Street
Ted Turner Drive	MLK Jr. Drive	Mitchell Street
Central Avenue	Decatur Street	MLK Jr. Drive
Courtland Street	Gilmer Street	MLK Jr. Drive

# Data Sources and Mapping

The planning team used various data sources from public agencies and private market studies to establish a baseline for existing conditions and future projections. These sources are summarized below in Table 2.2.

TABLE 2.2: EXISTING DATA SOURCES	
STUDY/SOURCE	DATA USED
<i>Downtown Real Estate Market Study</i> - Bleakly Advisory Group	<ul style="list-style-type: none"> <li>Existing demographics figure (household/employment/socioeconomic data)</li> </ul>
ARC	<ul style="list-style-type: none"> <li>GIS mapping/shapefiles</li> <li>Population forecasts</li> </ul>
GDOT	<ul style="list-style-type: none"> <li>GIS mapping/shapefiles</li> <li>Crash data</li> <li>Bridge data</li> <li>Traffic volumes (ADT)</li> </ul>
City of Atlanta	<ul style="list-style-type: none"> <li>GIS mapping/shapefiles</li> </ul>
GRTA	<ul style="list-style-type: none"> <li>Ridership data for regional bus</li> </ul>
MARTA	<ul style="list-style-type: none"> <li>GIS mapping/shapefiles</li> <li>Boarding and alighting data for bus and transit ridership</li> </ul>
Atlanta BeltLine Inc.	<ul style="list-style-type: none"> <li>GIS mapping/shapefiles</li> </ul>
DTOP	<ul style="list-style-type: none"> <li>Signalized intersections (cycle lengths, signal timings, and level-of-service)</li> <li>Fiber locations</li> <li>Peak-hour turning movement counts</li> </ul>

## Market Overview

Substantial investment is occurring in Downtown with \$3.8 billion in public and private investment recently completed, under construction, or planned for completion before 2020. The market analysis completed by Bleakly Advisory Group was used to determine future transportation network needs by looking at current and desired trends in population, employment, and land use in both the Downtown Atlanta area and throughout the greater region. Despite historical challenges of sustaining growth, strong demand exists to improve development quality and to increase the number of Downtown employees, residents, and visitors Downtown. The following sections present highlights from the market analysis that may influence the recommendations of the Downtown Atlanta Transportation Plan.



## Population Forecasts

The planning team used “Likely Growth” and “Aggressive Growth” population scenarios from the *Downtown Real Estate Market Analysis* for its planning process. These forecasts are based on historic and expected demographic and economic trends from ARC, the 2000 and 2010 United States Census, and Nielsen—a consumer data collection company.

Using ARC’s growth projections, the City of Atlanta’s Department of City Planning developed a scenario, which assumes Atlanta will grow to 1.3 million residents by 2050 and that Downtown will capture 1 percent of this growth. Projections for these three scenarios are summarized below in Table 2.3.

TABLE 2.3: POPULATION FORECASTS						
POPULATION ESTIMATE/ FORECAST	2016	2021	2026	2031	AVERAGE ANNUAL GROWTH	
Likely Growth	26,850	29,618	32,386	35,154	554	2.1%
Aggressive Growth	26,850	31,012	34,883	38,754	794	3.0%
Atlanta City Design Studio	26,850	33,276	40,095	46,914	1,338	5.0%

These projections, coupled with a desire to pursue an “Aggressive Growth” trajectory, supports the need for strong transportation infrastructure in Downtown.

## Employment Forecasts

The planning team used “Likely Growth” and “Aggressive Growth” employment scenarios from the *Downtown Real Estate Market Analysis* for its planning process. The “Based on ARC Forecast” scenario assumes Downtown Atlanta will continue to capture a declining share of the region’s employment. The “Likely Growth” scenario assumes Downtown will maintain its current 5 percent share of employment over the next 15 years. The “Aggressive Growth” scenario assumes that Downtown will increase its share of regional employment in the future. These forecasts for each of these three scenarios is summarized below in Table 2.4.

TABLE 2.4: EMPLOYMENT FORECASTS						
POPULATION ESTIMATE/ FORECAST	2016	2021	2026	2031	AVERAGE ANNUAL GROWTH	
Based on ARC Forecast	157,767	164,286	168,989	173,693	1,262	0.8%
Likely Growth	157,767	171,270	181,304	191,337	2,438	1.6%
Aggressive Growth	157,767	174,397	186,152	197,907	2,876	1.9%

While employment is not projected to grow as robustly as population, the impact of employment will continue to be a major driver in the vitality of Downtown, continuing to support the need for strong transportation infrastructure Downtown. The Downtown Transportation Master Plan used the “Aggressive Growth” scenario to forecast and assess future needs.



## Land Use

The planning team used land use projections associated with the previously mentioned population forecasts to study future densities. This data included residential, retail, office, and hotel projections for Downtown Atlanta through 2030 and is illustrated in Figure 3.1. Residential growth is by far the most aggressive development type based on these projections, followed by hotel, retail, and office. This development approach was strategically developed to support a balanced jobs-to-housing ratio in Downtown Atlanta.

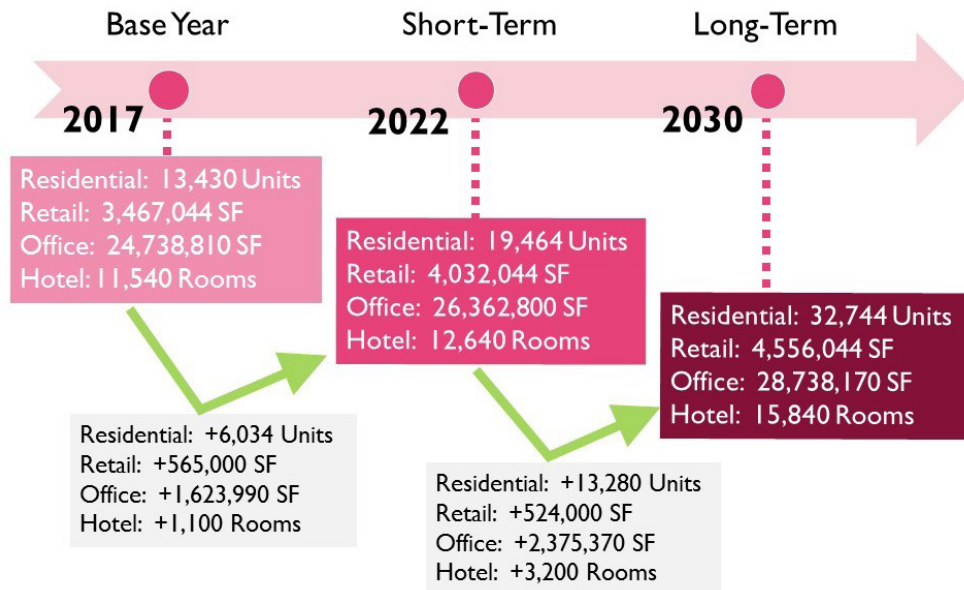


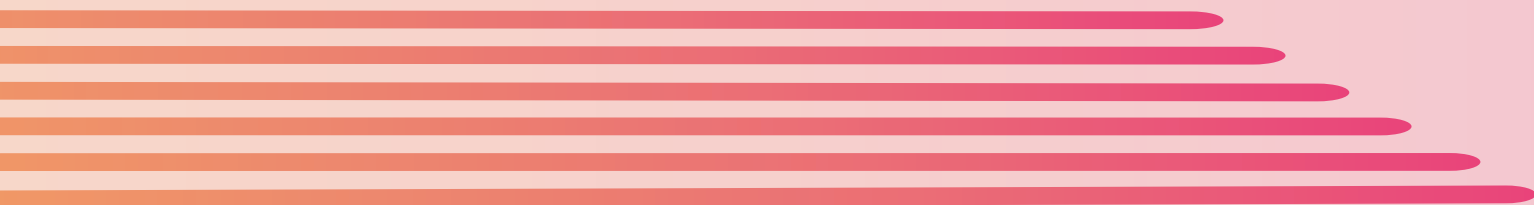
Figure 2.1: Future Land Use Intensities

Ultimately, the *Downtown Real Estate Market Analysis* suggests that Downtown is primed for growth. The Downtown transportation network will need to evolve to support this growth, leveraging alternative travel modes to meet diversifying transportation needs.



# CHAPTER 3

## POLICY REVIEW







# POLICY REVIEW

Although Downtown Atlanta offers its workers, residents, students, and visitors diverse travel options through strategic capital projects, key changes to current policies and regulations are critical to achieving a more balanced transportation system. The following sections detail the planning team's review of Downtown's existing transportation and parking policies.

## Review of Current Policies

Downtown is governed by many of the same policies, ordinances, and regulations in effect throughout the City of Atlanta, with selected regulations—particularly zoning and land development regulations—focused on specific areas of Downtown. Tables 3.1 through 3.5 extending over the following pages provide a summary of major policy themes, how they are applied in Downtown and the larger City today, how effective these policies are in their current use, and best practices that this Plan has consulted as guidance for its own recommendations. The table notes cases where Atlanta and Downtown currently follow best practices, though for many current policy applications there are innovations in peer cities from which Atlanta may adopt.

These policy topics have been divided into five primary categories and are summarized below as well as on the following pages in Tables 3.1 through 3.5:

- Parking Management
- Transportation Demand Management
- Curbside Management and Enforcement
- Traffic Operations Management
- Sidewalk Repair and Maintenance

### TABLE 3.1: PARKING MANAGEMENT

POLICY PRACTICE IN DOWNTOWN	EFFECTIVENESS OF THIS POLICY TODAY	WHERE ARE THE BEST PRACTICES?
<b>Development Parking Requirements:</b> Sec. 16-18A.015 off-street parking and loading requirements focuses on parking maximums, not parking minimums	Less Effective  Downtown parking maximums of an average of 2 spaces per 1,000 square feet of commercial space ensures that developments do not overbuild, but studies have shown that during peak hours, parking demand still leaves supply 30 percent vacant.	Peer Cities  Seattle Zoning Code Chapter 23.49 Downtown zoning parking maximums are an average of 1 space per 1,000 square feet of commercial space in their downtown district. In combination with transit investments and other TDM strategies, Seattle has reduced SOV trips from 35 percent to 25 percent of all trips while increasing the number of downtown jobs by 60,000 people since 2010.

## TABLE 3.2: TRANSPORTATION DEMAND MANAGEMENT

POLICY PRACTICE IN DOWNTOWN	EFFECTIVENESS OF THIS POLICY TODAY	WHERE ARE THE BEST PRACTICES?
<b>Employment based, commute alternatives outreach and education programs:</b> Atlanta Downtown Improvement District's TMA/ Green Source program	<b>Less Effective</b> ADID TMA has made progress on this issue, but employer switches to third-party benefits vendors and use of regionally-driven programs limit ADID TMA's ability to track effectiveness.	<b>Peer Cities</b> Washington has some of the strongest state laws on TDM and commute reduction (Commute Trip Reduction Act of 1991). Seattle's Children's Hospital uses aggressive incentives, increased parking pricing, and user-oriented technology to provide employees with travel option information.
<b>Development-based approaches to reducing driving demand:</b> Some City of Atlanta SPI zoning districts require transportation management plans; the SPI-1 (Downtown District) requires these for projects of at least 25,000 square feet of non-residential development.	<b>Less Effective</b> Plans do not undergo regular review, nor are they regularly updated based on a changes to a development's transportation impact (e.g. expansion, increases or decreases in vacancy, etc.). The effectiveness of this approach is driven by employer or organizational commitment, though this appears to be limited by public perceptions of travel alternatives (especially MARTA).	<b>Peer Cities</b> San Francisco Shift program sets requirements for impact mitigation based on parking; Cambridge, Massachusetts TDM ordinance defines a matrix of program options classified by strength and requires applicants to choose a set number from each strength category.
<b>Taxis:</b> Regulated in Chapter 22 of City Code; administered by APD Vehicles for Hire section. Atlanta uses a Certificate of Public Necessity and Convenience (medallion) system to license taxi operators.	<b>Less Effective</b> The fundamental changes in the transportation-for-hire industry have led to impacts on Atlanta's taxi businesses, as in many other major cities. The City of Atlanta's regulations are not strong by taxi industry standards, with relatively limited regulation and reporting requirements. This leads to little information collection by the City, putting the City in a limited position to help the taxi industry recover from these impacts and position itself for new service or business models.	<b>Peer Cities</b> More and more cities allow ride-sharing and TNCs, paving the way for traditional taxi companies to update traditional business models. Pittsburgh Yellow Cab has re-branded itself as zTrip and adopted many of the same on-demand features as Uber or Lyft.
<b>Dynamic Shared-Ride Services:</b> OCGA section 40-1-191, created by HB 225 of the 2015 Georgia General Assembly, gave the state regulatory authority over TNCs and taxis, referred to collectively as vehicle-for-hire services.	<b>Less Effective</b> A state-driven regulatory structure keeps a specific local government, like the City of Atlanta, from adapting its own regulations for most particular local conditions. OCGA Sec. 40-1-191 includes a provision allowing governing authorities of municipal airports to assume TNC regulation of vehicle-for-hire services at airports. The City adopted an ordinance (16-O-1146) in 2016 allowing regulations of TNCs at Hartsfield-Jackson Atlanta International Airport that draws from this, though the City cannot set its own regulations, such as curbside management relative to TNCs, anywhere else in its jurisdiction.	<b>Peer Cities</b> Best practices have emerged mostly in states that allow local regulation, though these are in rapid change and evolution as the TNCs have frequently adapted their business models. San Francisco worked with Uber on a pilot program that prioritized corridors for passenger loading in exchange for fare subsidy, though this has been discontinued. The Institute for Transportation Engineers and NACTO are partnering to develop a handbook for local jurisdictions on prioritizing curbside spaces for many users, including TNCs.



## TABLE 3.3: CURBSIDE MANAGEMENT AND ENFORCEMENT

POLICY PRACTICE IN DOWNTOWN	EFFECTIVENESS OF THIS POLICY TODAY	WHERE ARE THE BEST PRACTICES?
<b>Signage-based regulations and designations</b>	Less Effective	Peer Cities
	Signage is effective, though there may be opportunity to simplify it. There is virtually no signage for street cleaning.	Best practices in parking, loading, and other curbside regulations have used a streamlined color-coded diagram system indicating what hours and days of week parking is and is not allowed in an area.
<b>Right-of-Way Management Policy:</b> City of Atlanta Right-of-Way Manual	Less Effective	Peer Cities
	Right-of-way manual defines standards. These standards seem to be used, though enforcement of construction and encroachments is uneven.	Charlotte involves multiple agencies in a common understanding of how right-of-way is managed.
<b>Sidewalk Closures for Private Property Construction:</b> Sidewalk Closure Policy, Sec. 138-67 of Atlanta City Code of Ordinances	Less Effective	Atlanta and Peer Cities
	Policy has been enforced unevenly, with full closures regularly allowed prior to 2017 and uneven mitigation of construction impacts.	Most cities set firm schedules around construction with penalties for delays or non-compliance. As of late 2017, Atlanta appears to be enforcing this policy more regularly, with sidewalks remaining open or space reserved from adjacent travel lanes.
<b>Regulating Utility Markings:</b> Sec. 138-18 of City Code of Ordinances, requiring temporary, water soluble markings for utility and construction work to be removed after completion	Less Effective	Peer Cities
	The ordinance appears to be enforced unevenly, with large portions of Downtown streets still containing visible spray-paint utility markings. OCGA § 25-9-11.1 doesn't let cities fine violators.	Many cities struggle with this issue, in spite of best practices of city codes requiring use of non-permanent spray materials (such as spray chalk) and cleanup after completion of any work.
<b>Permitted loading and unloading:</b> Secs. 150-111 and 150-112 of City Code of Ordinances designation of curb loading zones	Less Effective	Peer Cities
	Downtown appears to have sufficient loading/unloading capacity, though informal loading still occurs. This suggests either a need for loading zones to be relocated or for additional space to be provided downtown.	Seattle prioritizes curbside use according to surrounding land uses. Its comprehensive plan uses a priority rating system for where commercial loading, referred to as "access for commerce" is to be designated and/or allowed in combination with other curbside uses.
<b>Loading/unloading of intercity and commuter buses:</b> Secs. 150-300 through 314 of City Code of Ordinances regulates bus staging in public right-of-way but exempts GRTA buses.	Less Effective	Peer Cities
	Currently, even with two dedicated intercity passenger locations, GRTA buses stop along curbsides at multiple Downtown locations. Code sections are not currently being enforced.	An ideal location for these buses is an off-street facility, such as New York's Port Authority terminal and Boston that has prohibited curbside loading to move curbside services back into its South Station Bus Terminal. For curbside uses, Rochester, Minnesota has an extensive network of commuter buses with designated loading areas and times along multiple blocks in its downtown, though this has designated large curbside areas and provided passenger amenities and uniform signage.

## TABLE 3.4: TRAFFIC OPERATIONS MANAGEMENT

POLICY PRACTICE IN DOWNTOWN	EFFECTIVENESS OF THIS POLICY TODAY	WHERE ARE THE BEST PRACTICES?
<b>City and District Traffic Management Centers</b>	<p><b>Less Effective</b></p> <p>Department of Public Works and Atlanta Information Management through DTOP/RTOP are upgrading protocol or standard operating procedure.</p>	<p><b>Peer Cities</b></p> <p>Los Angeles has one of the largest coordinated centers, LADOT's ATSAC system. The system provides real-time monitoring and adjustment of signal timing for nearly 4,600 signalized intersections citywide, and its monitoring and coordination efforts have been shown to reduce travel time by 12 percent and increase speeds by 16 percent.</p>
<b>Street Construction and Maintenance with Traffic:</b> Sec. 150-293 of City Code prohibits construction and other work obstructing traffic movement on arterials in peak travel periods.	<p><b>Less Effective</b></p> <p>Policy is not evenly enforced, and private-property construction adds to system disruptions.</p>	<p><b>Peer Cities</b></p> <p>Cambridge, Massachusetts has strong requirements for private development defined in its Building Permit Review process; this includes a construction management plan that must define how bicycle and pedestrian access are prioritized.</p> <p>This is also sometimes a function of TMAs who operate without specific policy or ordinances but serve as a coordinator. Longwood Medical and Academic Area in Boston, the TMA for a major medical and university district, proactively coordinates with the City, utilities, and private construction projects to mitigate impacts to peak-hour traffic.</p>
<b>Site-Specific Traffic Control:</b> Sec. 98-113 of City Code defines broad authority for members of Atlanta Police Department Special Operations Section (SOS) to direct, control and regulate traffic.	<p><b>Less Effective</b></p> <p>Coordination of these site-specific officers has been limited, which has led to varying levels of efficiency, especially during special events.</p>	<p><b>Peer Cities</b></p> <p>Most cities that permit this accept that it interrupts regular traffic flow and have not moved toward harmonizing human traffic direction with their larger control systems. Cincinnati generally restricts this practice, limiting off-duty officer traffic control to life-threatening situations. Other cities, such as Seattle, have considered ending the practice of allowing off-duty officers to direct traffic from garages and businesses.</p>
<b>Downtown Traffic Operations Program (DTOP):</b> Created in 2014 by ADID in partnership with city of Atlanta and GDOT	<p><b>More Effective</b></p> <p>The City of Atlanta and ADID, with funding from GDOT, have partnered to accomplish the following: updated signal timing, determined existing operational and equipment deficiencies, inventoried existing equipment, supported regular maintenance and upgrades to hardware, and evaluated the use of advanced signal timing techniques.</p>	<p><b>Atlanta and Peer Cities</b></p> <p>Atlanta has been able to leverage this program to proactively upgrade important corridors in the heart of Downtown and further integrate GDOT and the City into the creation of a special events playbook. This has allowed Atlanta to actively manage major sporting events in the Centennial Park District, Georgia World Congress Center, and Mercedes Benz Stadium.</p>

## TABLE 3.5: SIDEWALK REPAIR AND MAINTENANCE

POLICY PRACTICE IN DOWNTOWN	EFFECTIVENESS OF THIS POLICY TODAY	WHERE ARE THE BEST PRACTICES?
<b>Citywide Comprehensive Plan:</b> Atlanta's Transportation Plan	<b>More Effective</b>  This has been used in development conversations since adoption; projects identified in project lists have been featured in various funding programs.	<b>Peer Cities</b>  Boston's GoBoston plan and the District of Columbia's moveDC plans include more robust comprehensive policy frameworks that, in turn, guide and complement identified project candidates.
<b>Street Design Guide/Manual:</b> Connect Atlanta Plan (update currently in progress); NACTO Design Guide resources	<b>Less Effective</b>  The design of actual projects has not followed the guide closely and consistently.	<b>Atlanta and Peer Cities</b>  While Atlanta has innovated in some cases, it has not yet developed a robust network of streets balancing multiple modes.
<b>Local ADA Transition Plans</b>	<b>Less Effective</b>  Many parts of Downtown comply today, but not everywhere. Key gaps are in sidewalk dimensions and missing curb ramps at intersections.	<b>Peer Cities</b>  National Cooperative Highway Research Program provides guidance for developing these plans (NCHRP Project No. 20-7, ADA Transition Plans: A Guide to Best Management Practices).
<b>Street Design and Crossing Standards:</b> Connect Atlanta Plan and Right-of-Way Manual	<b>Less Effective</b>  Certain elements, such as crosswalk markings, have been adopted from GDOT's Pedestrian and Streetscape Guide; however, these are not the most progressive pedestrian design standards or the most ideal for downtown urban conditions.	<b>Peer Cities</b>  National guidance documents: NACTO Urban Street Design Guide (to which the City of Atlanta is a charter member); FHWA pedestrian design guides.

## Application of Current Policies in Downtown

Overall, transportation policies and regulations are applied and enforced unevenly in Downtown, which has historically created challenges to the operation of an efficient and balanced transportation system. The ways that curbsides and sidewalks have been managed have been a particular challenge, with sidewalk closures and disrepair limiting access to transit facilities and creating inconveniences for pedestrians.

This Plan recognizes the special needs of a high-intensity urban district like Downtown and has reviewed current policies and ordinances with a multimodal set of priorities in mind. The policy recommendations have considered the citywide policies and programs with regard to a Downtown-specific set of outcomes, especially improving walkability, ensuring street design that prioritizes pedestrians over vehicles, and using the public right-of-way as an essential part of the public realm.

The recommendations in Chapter 6 of this report are based on the primary challenges and opportunities identified in this review, especially those related to managing vehicle travel to Downtown and promoting other Downtown transportation assets.



# CHAPTER 4

## CURRENT AND FUTURE TRANSPORTATION NEEDS







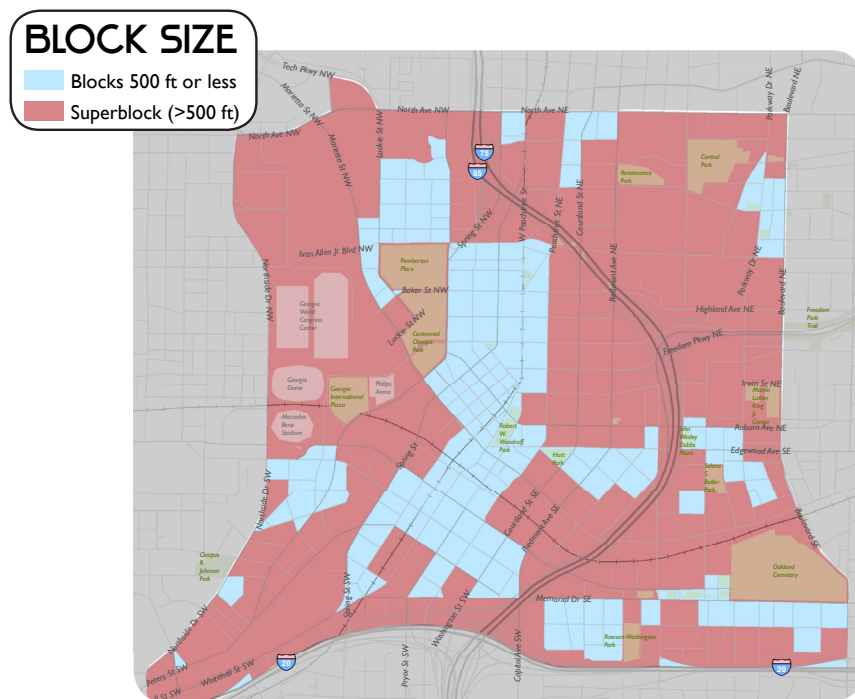
# CURRENT & FUTURE TRANSPORTATION NEEDS

In addition to reviewing previous planning efforts and conducting a market analysis, the planning team assessed Downtown's current and future conditions and transportation needs. The following sections review current conditions by mode—pedestrian, bicycle, transit, and vehicular/roadway—as well as the existing policies that impact how the transportation network operates. In addition, future transportation needs and opportunities are identified.

## Existing Conditions

### Pedestrian Network

The most walkable areas of Downtown exist along Peachtree Street and, due to smaller block sizes, streets within the Fairlie-Poplar, South Downtown, and Sweet Auburn neighborhoods. These historically small streets and small block sizes are most conducive to walking and supported the growth of Atlanta into the economic and cultural hub of the Southeast. Map 4.1 shows the block sizes of Downtown Atlanta. Blocks more than 500 feet-long (shown in red) are typically referred to as superblocks and are considered to be less walkable than smaller scale blocks.

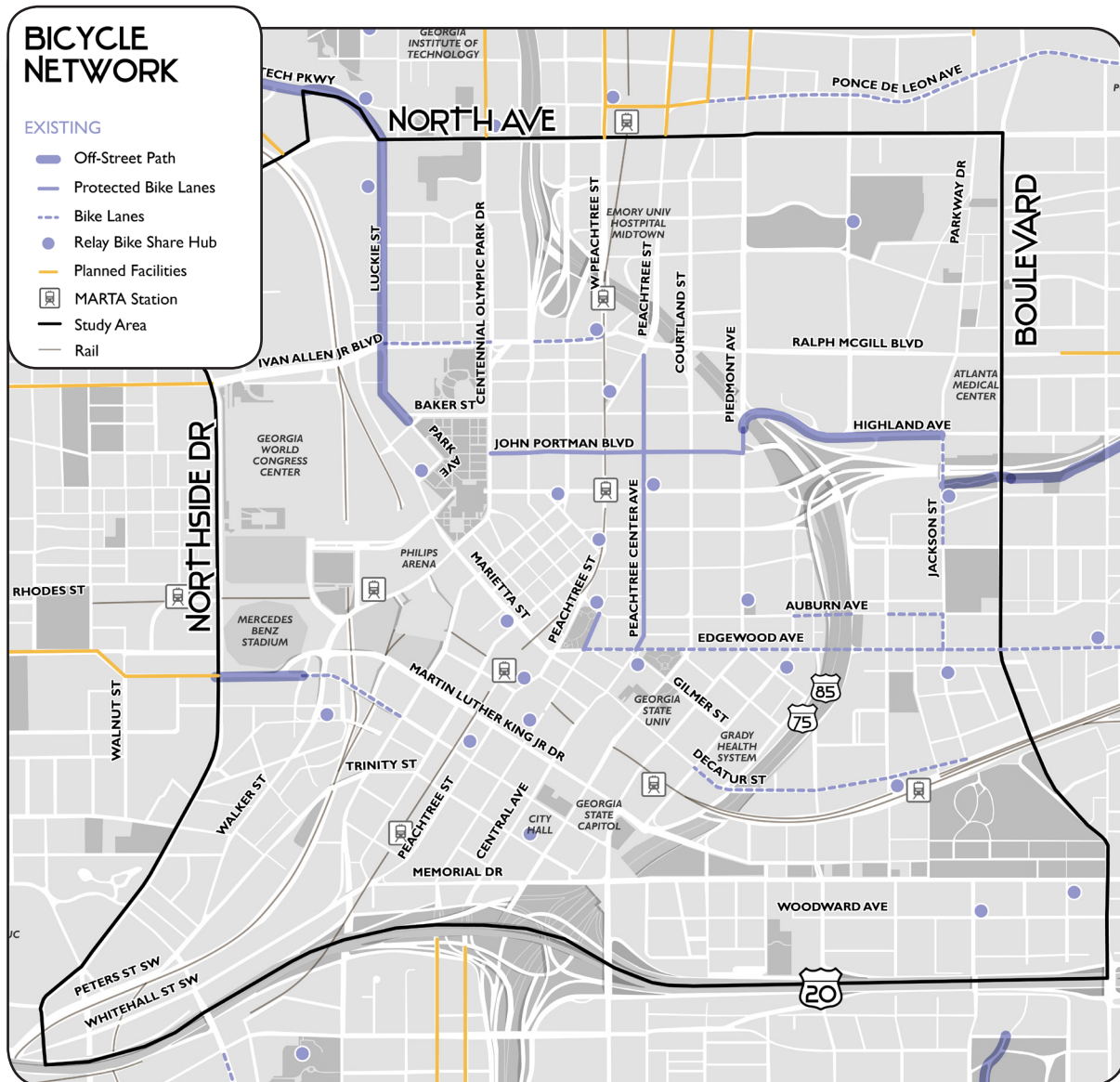


Map 4.1: Block Size

For comparison, the City of Atlanta as a whole has a Walk Score of 49 out of 100, classified as “Car-Dependent”. But, four out of the five highest-scoring neighborhoods are located in Downtown Atlanta. These neighborhoods’ Walk Scores range from 89 to 97 (out of 100), classified as a “Walker’s Paradise,” and include: Georgia State University, Peachtree Center, Sweet Auburn, and South Downtown.

## Bicycle Network

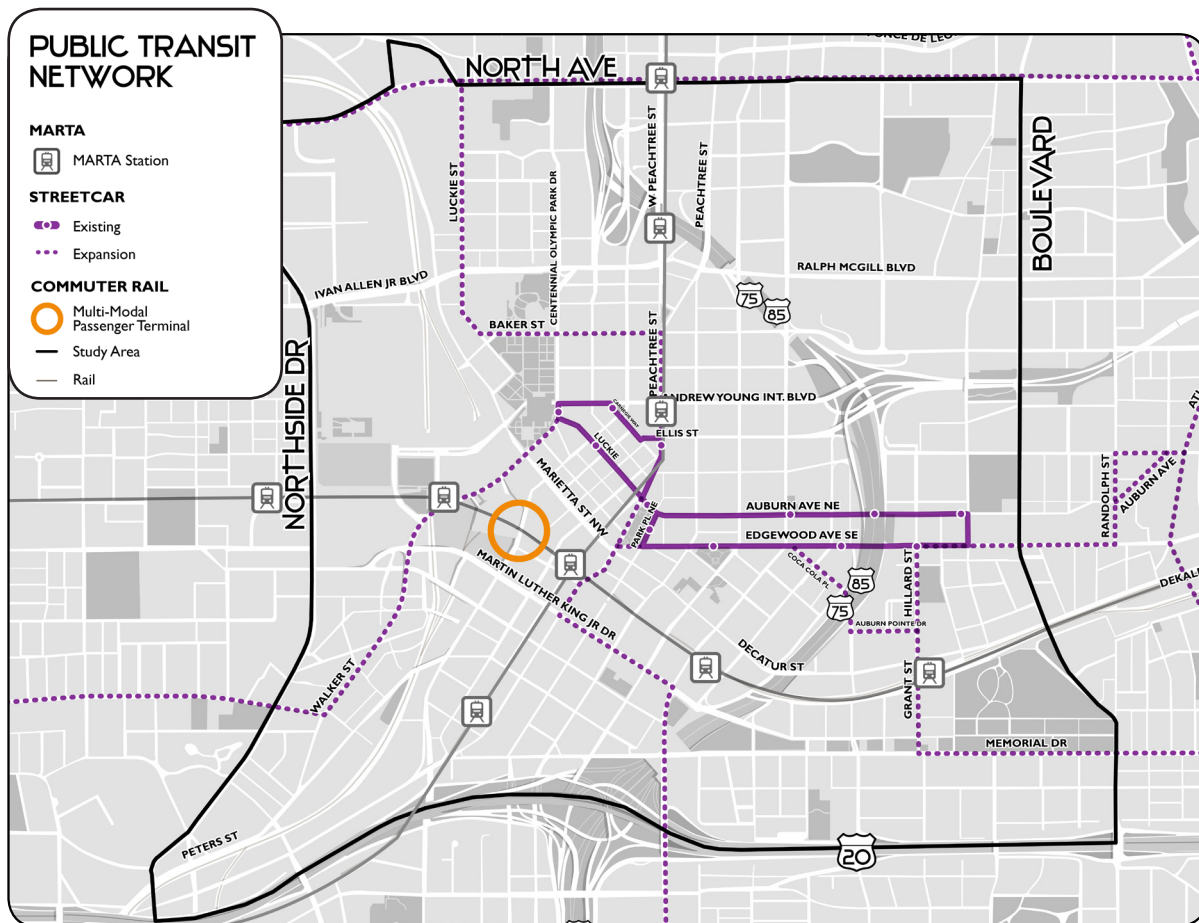
Downtown Atlanta has made great strides in recent years with bicycle infrastructure. A total of approximately 12 miles of bicycle lanes exist in Downtown, with 5.65 miles being classified as “High-Quality”—separated from vehicular traffic (multiuse off-street path or protected/separated on-street bicycle lanes). In Summer 2016, Relay Bike Share launched in Downtown as a pilot program with 10 hubs and 100 bicycles. It has since grown to 50 hubs and 500+ bicycles throughout the City of Atlanta; 22 hubs are within the boundaries of Downtown Atlanta. Ridership has been successful as Relay Bike Share usage averages 0.7 rides per bicycle per day. Map 4.2 depicts the existing high-quality bicycle infrastructure throughout Downtown.



Map 4.2: Existing Bicycle Network  
Map design template provided by Interface Studio

# Public Transit Network

Downtown Atlanta is transit rich with nine MARTA rail stations, 12 Atlanta Streetcar stops along 2.7 miles of track, and 45 different bus routes (MARTA, GRTA, CobbLinc, Gwinnett County Transit, Panther Express, and Coca-Cola Shuttles). Downtown's existing transit infrastructure by type, as well as areas planned to be served in the future, is illustrated below in Map 4.3.



### Map 4.3: Public Transit Network

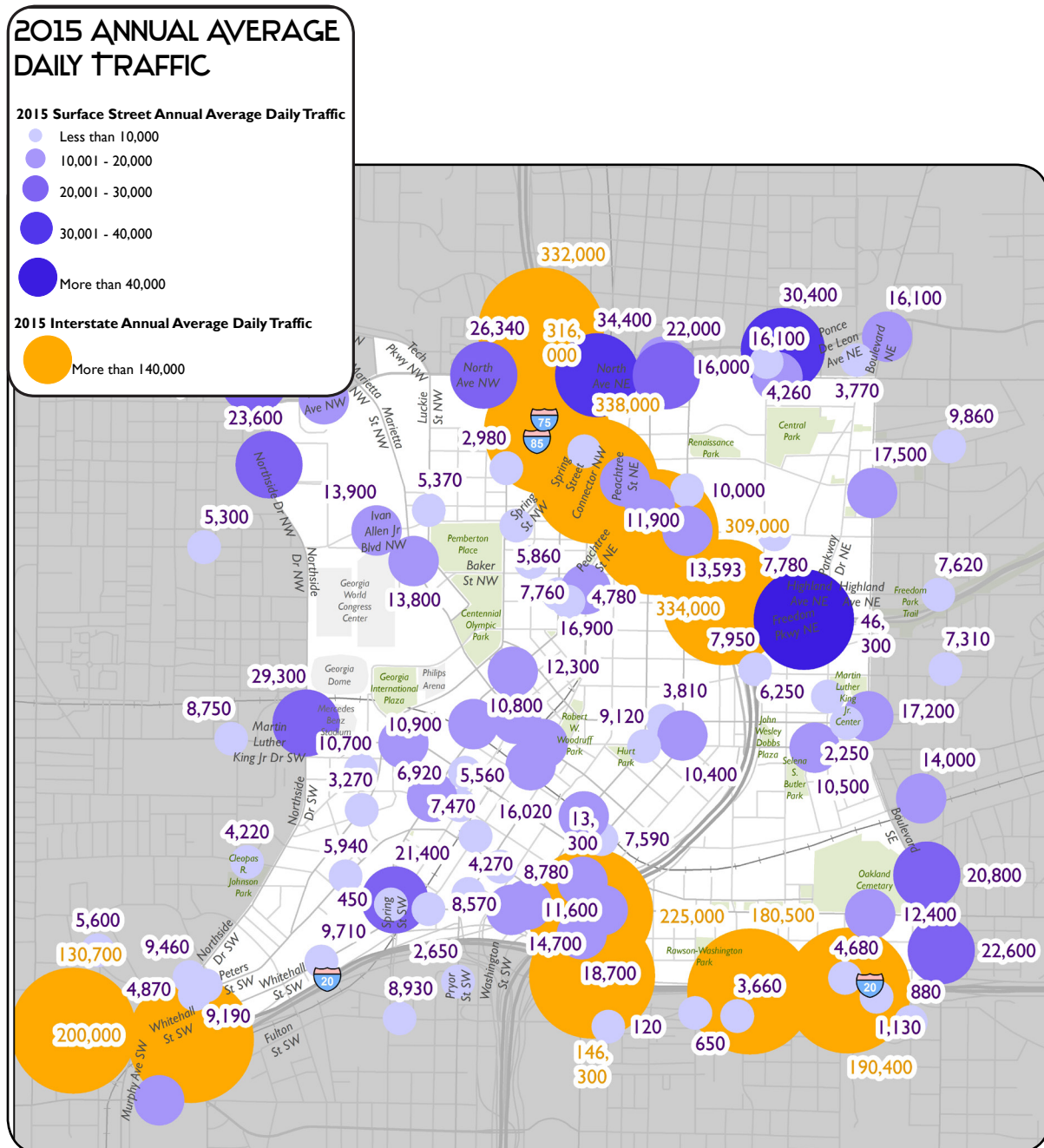
Map design template provided by Interface Studio

Additionally, it should be noted that the MORE MARTA Referendum passed in November 2016 and will provide funding for transit enhancements and projects within the City of Atlanta, including station improvements, expanded Atlanta Streetcar routes, expanded bus service, and a BRT line along I-20 East. The USDOT, GDOT, and TDOT also recently completed a study for intercity rail from Downtown Chattanooga to Hartsfield-Jackson Atlanta International Airport. This proposed line would include a stop in Downtown Atlanta, likely at the previously proposed MMPT, which was envisioned as a connection point for new rail, existing rail and bus, and future streetcar services as part of a master redevelopment of the Gulch. Although no progress has been made toward intercity or commuter rail in the Atlanta region, future redevelopment of this area should be a focus to support the vision of multimodal connections at this critical location is realized.

## Vehicular/Roadway Network

### ANNUAL AVERAGE DAILY TRAFFIC

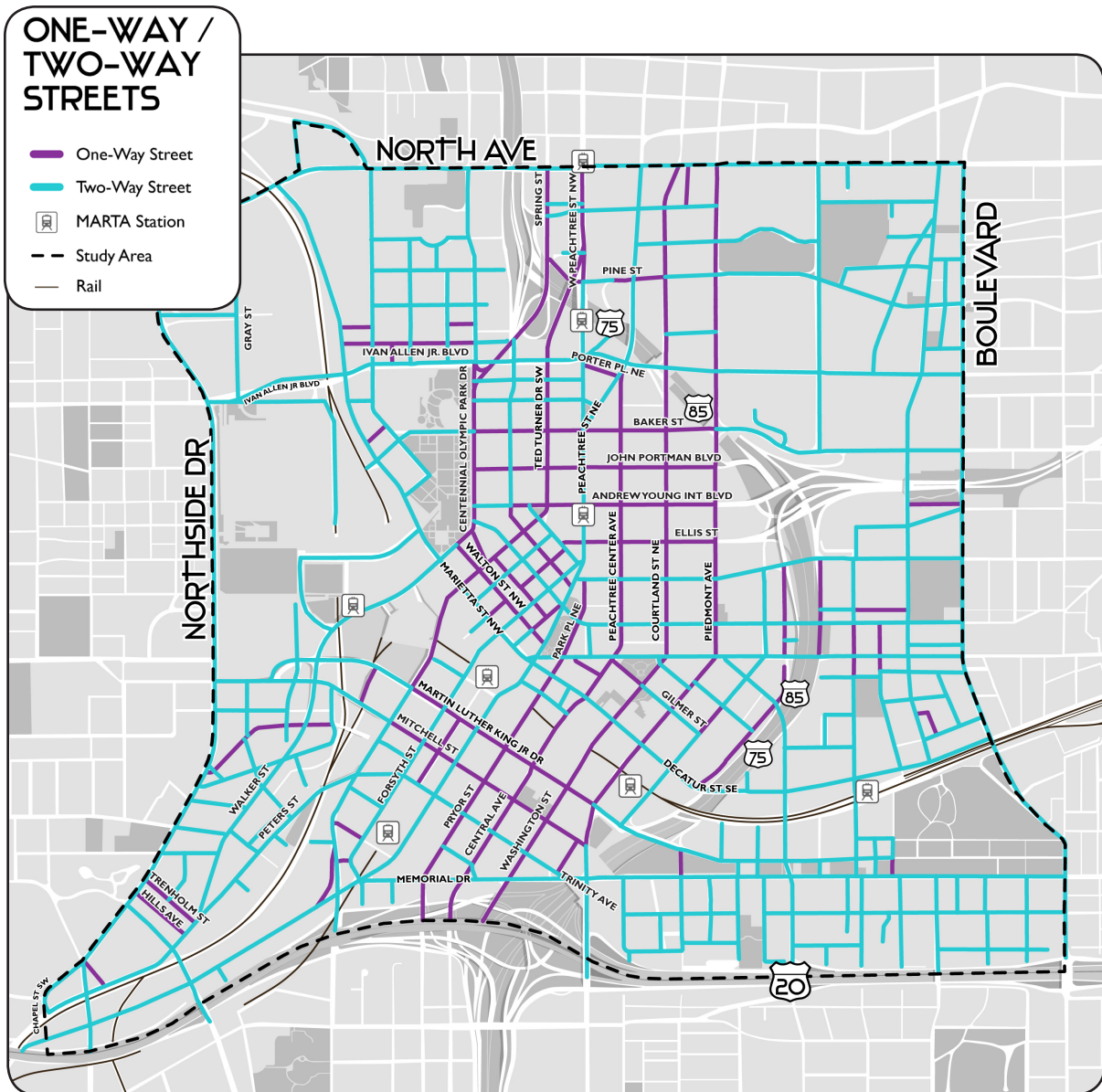
In Downtown Atlanta, there are 220 miles of dedicated vehicular lanes. These roads follow a combination of organic and traditional grid patterns, based on the railways and ridge-lines. The Downtown Connector (I-75/85) carries most of the volume into and through Downtown, with the internal roadways carrying less than 30,000 vehicles daily on average as shown below in Map 4.4.





## ONE-WAY/TWO-WAY STREETS

The Downtown network includes 16.4 miles of one-way streets and 48.45 miles of two-way streets. The concentration of one-way streets in the Downtown core is illustrated below in Map 4.5.

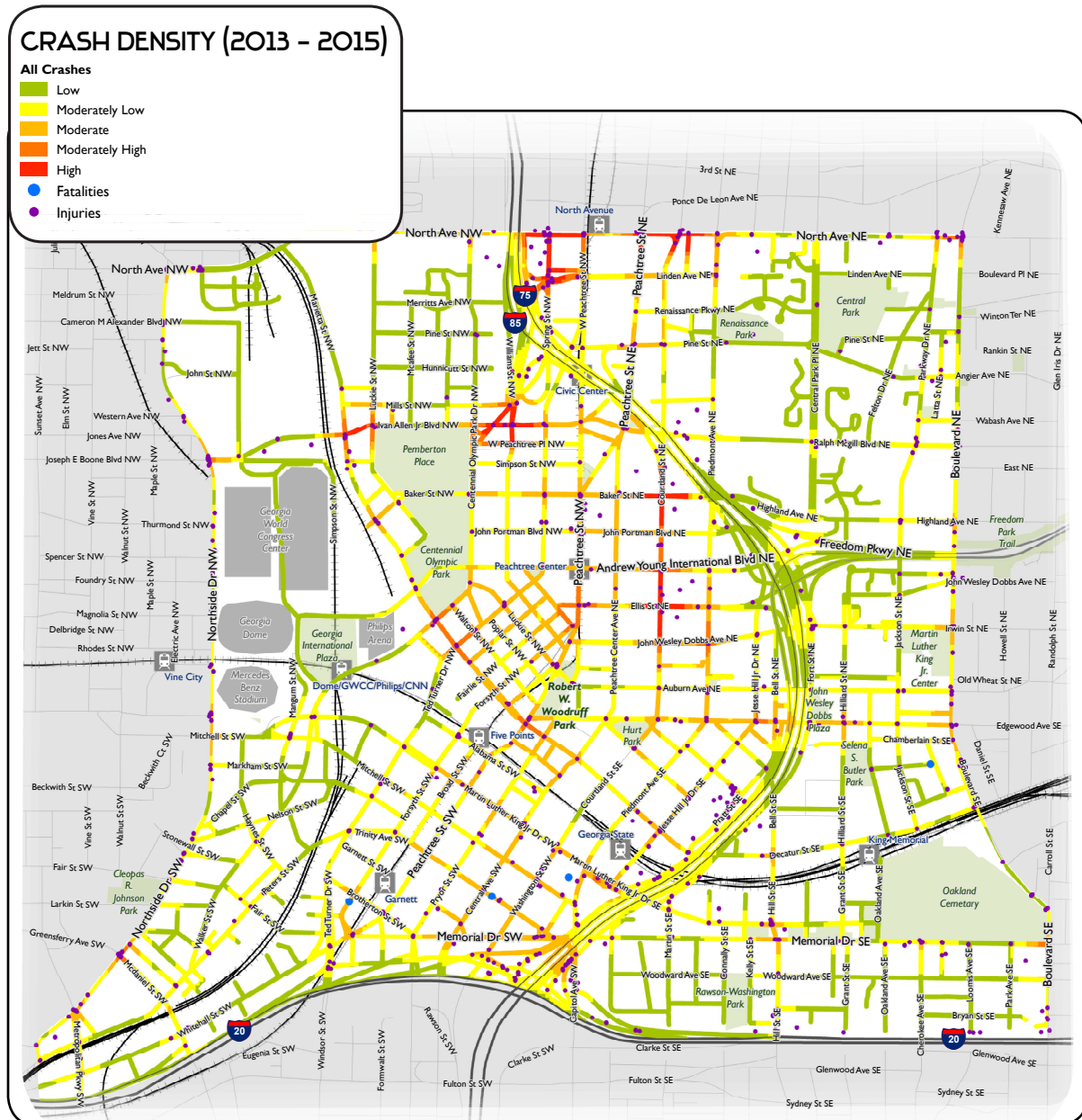


Map 4.5: Existing One-Way/Two-Way Streets  
Map design template provided by Interface Studio

Because two-way streets offer non-vehicular benefits, such as improving safety and the pedestrian experience and vehicular benefits, such as easing of navigation and decreasing travel distance by limiting around the block maneuvers, some one-way streets may be candidates for two-way conversions.

## ROADWAY SAFETY

The planning team analyzed GDOT crash data for the latest three-year period (2013 to 2015) to identify locations and areas with high levels of crash history to investigate potential operational or safety improvements. The corridors and intersections with the highest crash densities are concentrated around Interstate on/off ramps and along multilane, heavily traveled streets, such as Courtland Street, Ivan Allen Boulevard, North Avenue, and Spring Street. Crash density, as well as locations of fatal and injury crashes are illustrated below in Map 4.6.

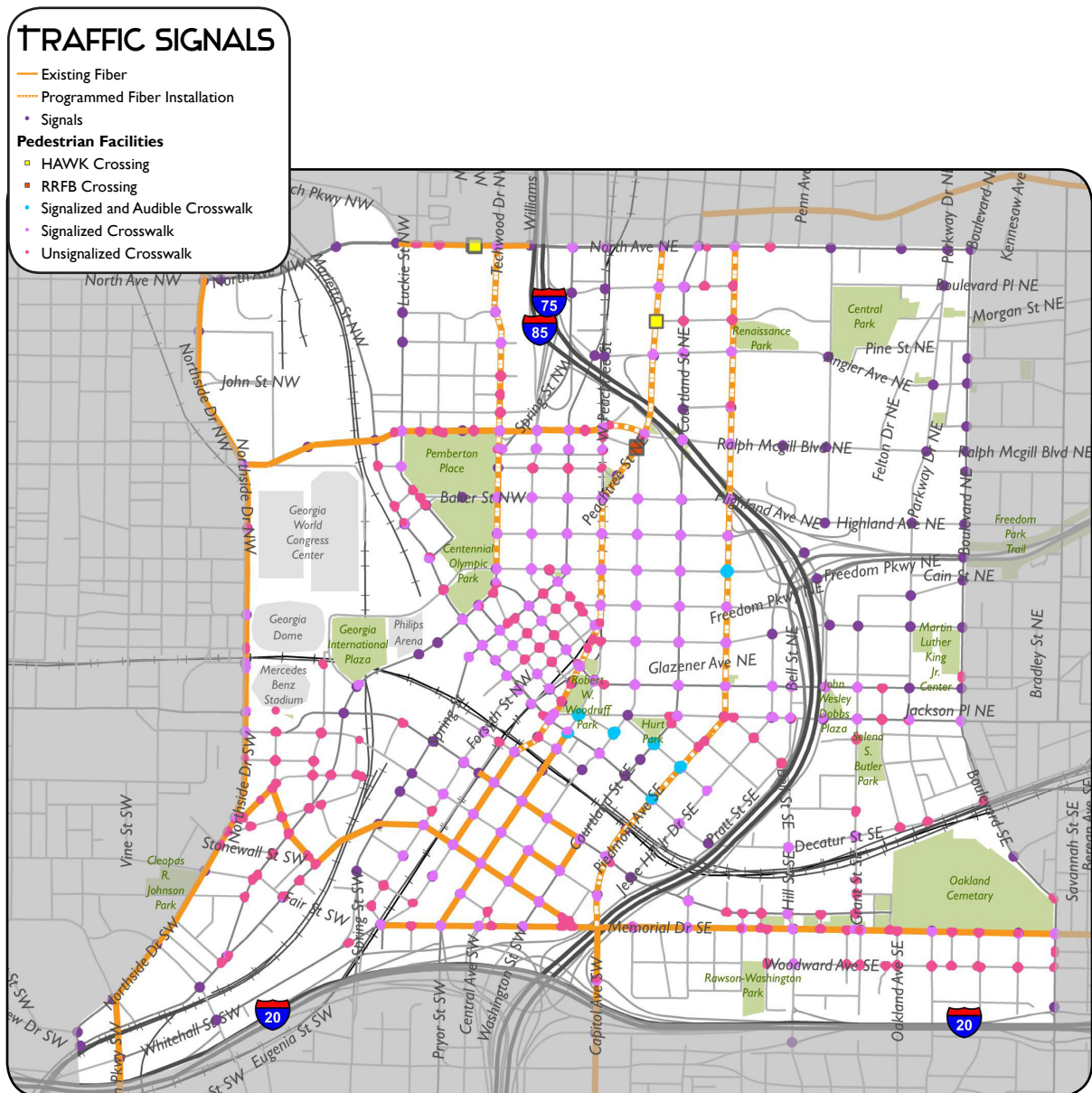


Map 4.6: Three Year Crash Density



## ADVANCED TRAFFIC MANAGEMENT SYSTEM/INTELLIGENT TRANSPORTATION SYSTEM/TRAFFIC SIGNALS

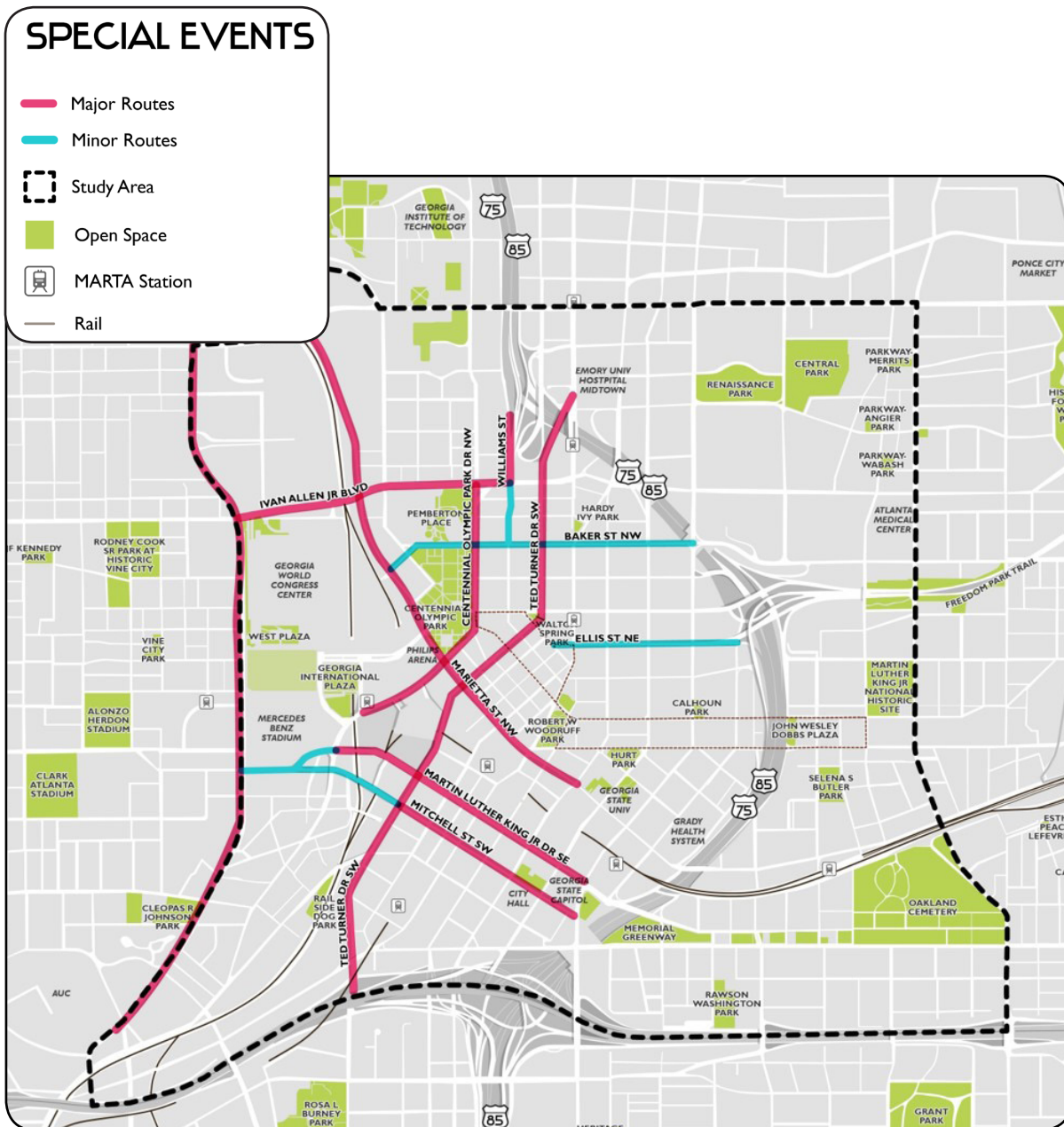
The Downtown area has more than 240 signalized intersections, which are managed through DTOP—a program that provides traffic signal timing and coordination through hardware upgrades, active daily management and monitoring, and special event management. In addition to DTOP, a recent City of Atlanta Smart Corridor initiative along North Avenue has elevated the integration of technology and transportation in Downtown. The connected network of Downtown traffic and pedestrian signals is illustrated below in Map 4.7.



Map 4.7: Traffic Signals

## SPECIAL EVENT VEHICULAR ROUTING

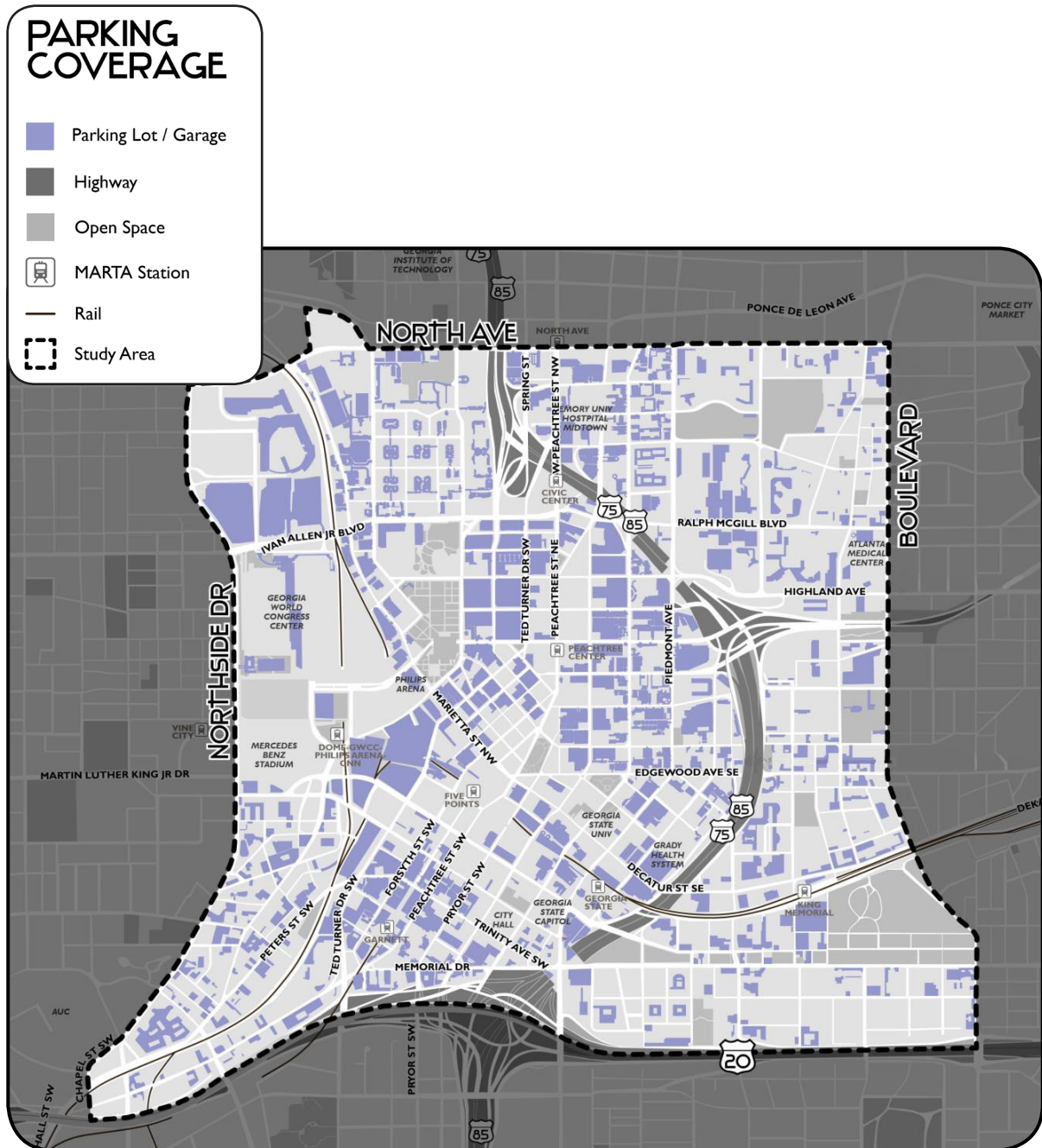
The Centennial Park District—defined as the west side of Downtown, containing Centennial Olympic Park, the Georgia World Congress Center, Philips Arena, and Mercedes-Benz Stadium—is more adversely affected by special event traffic than the rest of Downtown. As a part of the Downtown Atlanta Transportation Plan, the planning team coordinated with special event venues, the Atlanta Police Department, and the DTOP team to time the traffic signals and focus police efforts on pedestrian safety to ensure smooth egress and ingress of heavily attended special events. The major and minor special event routes are illustrated below in Map 4.8.



Map 4.8: Special Event Routes  
Map design template provided by Interface Studio

## PARKING

More than one-quarter of Downtown Atlanta's land mass is dedicated to parking, translating to 1 square mile used for housing cars in approximately 96,000 parking spaces. Previous studies revealed more than 30 percent of parking is not used during peak hours, despite the public's perception that parking is scarce. Downtown's parking areas are illustrated below in purple in Map 4.9.



Map 4.9: Parking Coverage  
Map design template provided by Interface Studio



# Future Conditions

## Aligning Travel Demand with Goals and Objectives

To develop a baseline for evaluating Plan goals and the potential impacts of Plan projects, the Downtown Atlanta Transportation Master Plan team determined an existing travel profile. To develop the existing travel profile, the planning team relied on two previous surveys and conducted its own survey specific to the Downtown Atlanta Master Plan.

- **2014 American Community Survey:** Administered nationally, including Downtown residents, commuters, and employees, to citizens ages 16+. It includes data on how people travel to work but does not separate transit into different categories.
- **2014 UrbanTrans Downtown Atlanta Travel Survey:** Administered to Downtown residents, commuters, and employees.
- **2017 Downtown Atlanta Master Plan Survey:** Online survey, open to all participants. It was taken by Downtown residents, commuters, and employees—an audience recognized as more central to Downtown—and, as a result, “walking” was represented as a higher used mode choice than in the other two surveys.

Although these surveys were conducted in different years and use different sample sizes and survey groups, the results provided insight to the travel choices of Downtown’s inhabitants, visitors, and workers.

In addition to the three surveys, the planning team gathered data from GDOT, MARTA, and GRTA to identify daily trips via vehicles (based on general purpose and high-occupancy vehicle access ramp traffic counts) and transit (bus, express bus, and rail).

- **GDOT Traffic Count Stations:** 326,000\* trips per day
- **MARTA Bus Ridership:** 15,000\* trips per day
- **MARTA Rail Ridership:** 100,000\* trips per day
- **GRTA Xpress Bus Ridership:** 6,000\* trips per day

\* approximately

### CURRENT DAILY TRAVEL PROFILE BY MODE

With many mode choices available, Downtown is primarily reached by SOVs or by rail. Although 58 percent of all trips are made by SOVs, it is important to note that this mode choice percentage is one of the lowest in the region.

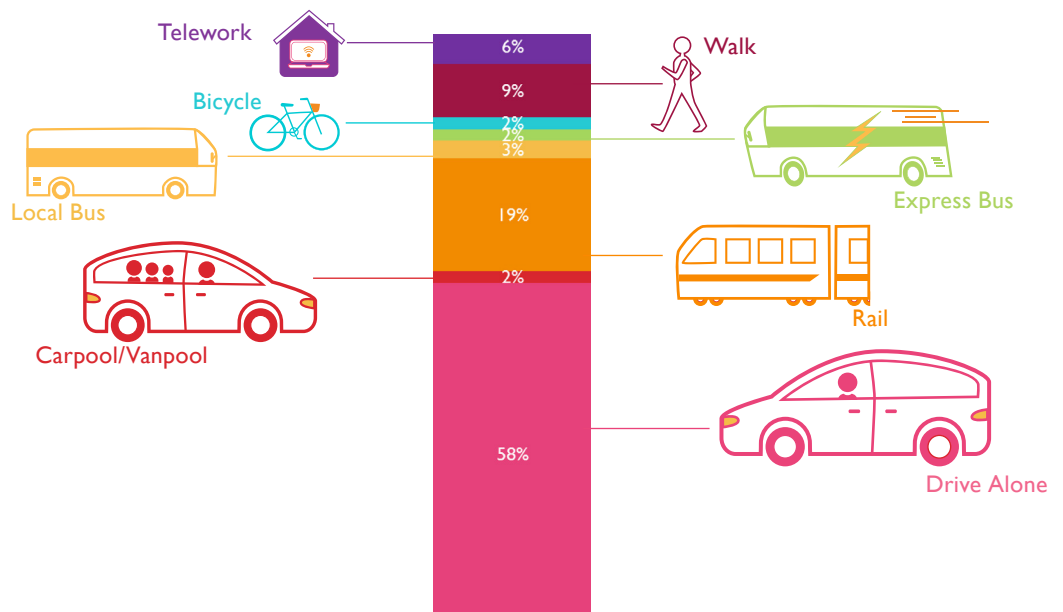


Figure 4.1: Current Daily Travel Profile by Mode

## Future Daily Travel Profile by Mode

Using population and employment growth projections and future development type distributions from the *Downtown Real Estate Market Analysis*, the planning team determined estimates for new daily person trips from the near-term (5 years) and long-term (13 years) using the ITE methodology. These estimates are illustrated below in Figure 4.2

### EMPLOYMENT AND POPULATION PROJECTIONS

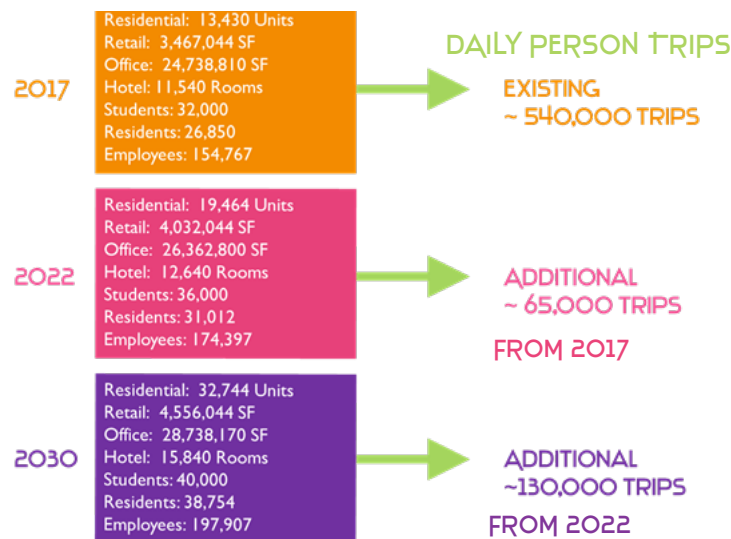


Figure 4.2: Future Downtown Employment, Population, and New Daily Person Trip Estimates

To absorb the growth of Downtown and the City of Atlanta as a whole, this Plan embraces a progressive mindset of prioritizing alternative modes over vehicles. An aggressive approach, this goal dictates that SOV trips remain constant in the future and do not increase with population growth. Numerically speaking, the portion of trips made by driving alone must decrease from 58 percent today to 45 percent in 2030 to remain constant despite population growth.

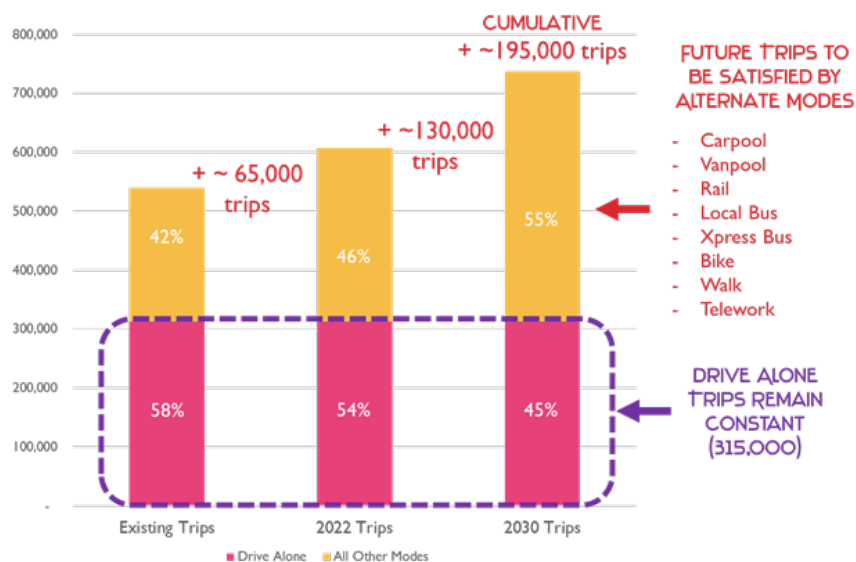


Figure 4.3: Projected Portion of Future Trips to be Satisfied by Alternate Modes



## Vehicular Network Operations Methodology

Analysis of the roadway network was conducted via Synchro Professional Version 9.0, a traffic microsimulation tool that uses peak-hour turning movement counts provided by DTOP, a program funded by GDOT to provide active management of traffic signal operations within Downtown Atlanta. For the 30 intersections beyond the DTOP limits, additional turning movement counts were collected. Various nearby intersections included in the DTOP study area were recounted to properly calibrate new counts. For the intersections located inside the Downtown study area and outside of DTOP, signal timing operations were modeled using cycle lengths that were coordinated with DTOP signal timings. Splits were optimized for these intersections. Intersection operations for AM and PM peak hours were modeled and analyzed for LOS and queuing. Results were used to identify congested areas and areas with available capacity, to potentially identify corridors or locations for projects to serve alternate modes.

Based on projects that are currently underway, the planning team determined a baseline future state to test a breadth of project types without projecting any future vehicle growth. Five projects that are already funded were considered as part of an adjusted baseline roadway network before any other potential projects were modeled.

The following projects were modeled to represent the adjusted existing network:

- Baker Street Two-Way Conversion from Centennial Olympic Park Drive to Piedmont Avenue
  - Forsyth Street Multimodal Operational Enhancement from Memorial Drive to Carnegie Way\*
  - Mitchell Street Two-Way Conversion from Ted Turner Drive to Capitol Avenue
  - MLK Jr. Drive Two-Way Conversion from Ted Turner Drive to Jesse Hill Jr. Drive
  - Piedmont Avenue Multimodal Operational Enhancement from Ellis Street to North Avenue\*
- \* Realignment and reduction of lanes to provide space for bicycle facilities

To fully evaluate Downtown's vehicular network operations, the planning team added all projects included in the comprehensive project list to the baseline future state to create a future build state that represents a fully built-out network. The vehicular traffic model results are presented for projects in the Five-Year Action Plan Project Fact Sheets (see Appendix C) in three levels of analysis:

1. Project expected to have no negative traffic impacts
2. Project likely to have marginal impact to traffic operations
3. Mitigation likely needed at the following locations to maintain reasonable traffic operations

The first project level, No Negative Traffic Impacts, refers to projects that either improve connections with new roads or increase mobility options without impacting the existing vehicular travel lanes. The second level, Marginal Impact to Traffic Operations, refers to projects that reduce traffic operations to a level-of-service no worse than LOS D. The third level, Mitigation Needed to Maintain Traffic Operations, refers to projects that include intersections that reduce traffic operations LOS E or F. Projects in this level would likely need additional mitigation to maintain reasonable traffic operations are identified on the Five-Year Action Plan Project Fact Sheets. It should be noted that in an urban setting, though, intersection traffic results of LOS D and E are acceptable. Streets with this LOS are preferred as it is an indicator of economic vitality, especially when coupled with an improved pedestrian experience.

# Summary of Needs

Using the quantitative and qualitative analysis conducted for Downtown’s current and future transportation conditions, the planning team categorized the study area’s needs by mode. The following sections outline the primary needs identified for each mode type—pedestrian, bicycle, transit, vehicular, as well as corresponding policies. To provide safe, enhanced access, each needs area identifies enhancements, connections, and key improvements to build on existing successes and to overcome identified challenges.

## Pedestrians

Providing safe and efficient routes for pedestrians traveling around Downtown to access key destinations requires maintaining a balanced transportation system. Downtown’s pedestrian needs, prioritized in projects and policies of this Plan, are identified below in Table 4.1.

TABLE 4.1: SUMMARY OF PEDESTRIAN NEEDS	
NEED	REASON FOR NEED
PROTECTED CROSSINGS AT INTERSECTIONS	<ul style="list-style-type: none"> <li>• Provide safe crossing for pedestrians.</li> <li>• Encourage pedestrians to cross at designated intersection crossings instead of mid-block—also beneficial to traffic, as crossing mid-block at inappropriate times can cause delay in vehicular flow (note: shared street concept recommendations differ in design and intent).</li> </ul>
SMALLER BLOCK SIZES	<ul style="list-style-type: none"> <li>• Smaller blocks are more walkable and encourage pedestrians to cross at designated crossings.</li> <li>• Smaller blocks allow for shorter pedestrian trips, which encourages walking.</li> <li>• Smaller block sizes can lead to an increase in walking, which has positive health benefits.</li> <li>• Increased foot traffic can equate to higher spending on retail and services.</li> </ul>
ENHANCED ACCESS / WAYFINDING (TO / FROM TRANSIT STATIONS)	<ul style="list-style-type: none"> <li>• Signage encourages people Downtown to explore the area on foot.</li> <li>• Encourage more walking and the above-mentioned benefits.</li> <li>• Reduce “perceived” walk journey.</li> <li>• Fewer users feel “lost” Downtown.</li> <li>• Increase visitors at key attractions.</li> </ul>
SLOWER TRAVEL SPEEDS	<ul style="list-style-type: none"> <li>• Slower travel speeds improve roadway safety without substantially affecting travel time.</li> <li>• Lessen the severity of crashes (including vehicle-on-vehicle, vehicle-on-pedestrian, and vehicle-on-bicycle).</li> <li>• Safer for bicyclists sharing the road with motorists.</li> <li>• Creates a more comfortable environment for pedestrians and bicyclists—streets are more inviting.</li> <li>• Environmental benefits are associated with reduced emissions due to lower travel speeds.</li> </ul>
REDUCED CONFLICTS WITH LOADING	<ul style="list-style-type: none"> <li>• Better enforcement of sidewalk infractions through curbside management policy.</li> </ul>
ENHANCED TREE CANOPY AND LANDSCAPING	<ul style="list-style-type: none"> <li>• Increased shade, which promotes more walking and biking.</li> <li>• Environmental benefits for trees and air quality.</li> </ul>
POLICY NEEDS	<ul style="list-style-type: none"> <li>• Maintenance and ADA compliance.</li> <li>• Enforcement of Right-of-Way Manual requirements for construction.</li> </ul>

## Bicycles

To support bicycle usage in the Downtown area, safe and usable facilities are vital to making this mode choice attractive. Downtown's bicycle needs are identified below in Table 4.2.

TABLE 4.2: SUMMARY OF BICYCLE NEEDS	
NEED	REASON FOR NEED
FILL GAPS IN THE NETWORK	<ul style="list-style-type: none"> <li>•To provide a safe experience, connections need to be made to existing infrastructure so that trips can be completed within high-quality facilities.</li> <li>•Gaps need to be filled to provide continuously safe infrastructure.</li> </ul>
HIGH-QUALITY INFRASTRUCTURE	<ul style="list-style-type: none"> <li>•Throughout Atlanta and other North American cities, more people are choosing bicycles as a mode after protected infrastructure is installed.</li> <li>•High-quality infrastructure is defined as those protected from vehicular traffic via a buffer or barrier such as curbing, street trees, street furniture.</li> </ul>
STREET CLEANING	<ul style="list-style-type: none"> <li>•Bicycles are more vulnerable to gravel, dirt, and leaves in lane, which can cause crashes.</li> <li>•Maintenance of bicycle facilities are challenging due to the size of street cleaning vehicles. Efforts must be made to invest in cleaning equipment that fits bicycle infrastructure.</li> </ul>
SLOW TRAVEL SPEEDS	<ul style="list-style-type: none"> <li>•Slower travel speeds improve roadway safety without substantially affecting travel time.</li> <li>•Lessen the severity of crashes (including vehicle-on-vehicle, vehicle-on-pedestrian, and vehicle-on-bicycle).</li> <li>•Safer for bicyclists sharing the road with motorists.</li> <li>•Creates a more comfortable environment for pedestrians and bicyclists, making the streets more inviting.</li> <li>•Environmental benefits are associated with reduced emissions due to lower travel speeds.</li> </ul>
CURBSIDE MANAGEMENT	<ul style="list-style-type: none"> <li>•Reduce conflicts with buses and truck loading through design and enforcement.</li> </ul>
TREE CANOPY AND LANDSCAPING	<ul style="list-style-type: none"> <li>•Increased shade, which promotes more walking and biking.</li> <li>•Environmental benefits for trees and air quality.</li> </ul>
POLICY NEEDS	<ul style="list-style-type: none"> <li>•Pavement management needed to maintain high-quality bicycle infrastructure on and off road.</li> <li>•Enforcement of Right-of-Way Manual requirements for construction.</li> </ul>

## Transit

Although Downtown offers more transit options than most anywhere else in the region, an improved, connected transit network is integral to the growth of Downtown Atlanta. Downtown's transit needs are identified below in Table 4.3.

**TABLE 4.3: SUMMARY OF TRANSIT NEEDS**

NEED	REASON FOR NEED
IMPROVE MARTA BUS OPERATIONS	<ul style="list-style-type: none"> <li>• Provide more direct MARTA bus service into and out of Downtown.</li> <li>• Decrease headways to reduce wait times between connections.</li> </ul>
IMPROVE MARTA DEPARTURE/ ARRIVAL INFORMATION	<ul style="list-style-type: none"> <li>• Improve real-time bus location technology.</li> <li>• Improve website and mobile app to reflect real time bus and train location and potential to connect all users.</li> </ul>
MARTA STATION ENHANCEMENT AND INTEGRATION	<ul style="list-style-type: none"> <li>• Continue maintenance of platforms, elevators, escalators, access points, and gates to ensure operation for all users.</li> <li>• Use technology, such as transit screens outside stations to show arrival and departure times of buses and trains.</li> <li>• Provide amenities, such as the MARTA fresh market and dry cleaning services internal to stations.</li> <li>• Improve bus staging to provide welcoming experience for those waiting for connections.</li> <li>• Coordinate with development community to increase density and transit supportive land uses in surrounding areas.</li> </ul>
ATLANTA STREETCAR SYSTEM EXPANSION	<ul style="list-style-type: none"> <li>• Expand the Atlanta Streetcar system to more origins and destinations to increase functional reach.</li> <li>• Provide more connections to MARTA rail lines as proposed in Streetcar System Plan (North Avenue, King Memorial, West End, Bankhead, Lindbergh).</li> </ul>
ATLANTA STREETCAR OPERATIONAL EFFICIENCIES	<ul style="list-style-type: none"> <li>• Decrease headways to reduce wait times at platforms and increase ridership.</li> </ul>
COMMUTER BUS PASSENGER STAGING	<ul style="list-style-type: none"> <li>• Provide high-quality bus stops with shelter from elements (rain and sun).</li> <li>• Provide time tables and maps at stop locations with arrival and departure information.</li> </ul>
COMMUTER BUS OPERATIONAL IMPROVEMENTS	<ul style="list-style-type: none"> <li>• Provide dedicated bus lanes that are shared among all agencies to remove buses from traffic/congestion at peak hours.</li> <li>• Expand origins and destinations of bus service area.</li> <li>• Encourage more reverse commute scheduling and later evening departure times to support longer work hours and more flexibility for employees to stay longer.</li> <li>• Provide high-quality station/staging areas for buses that could double as waiting areas for riders.</li> </ul>
INTERCITY BUS OPERATIONS	<ul style="list-style-type: none"> <li>• Coordinate all services to one dedicated off-street facility that is connected to MARTA and other modes.</li> </ul>

## Vehicular

With an aggressive goal of keeping vehicle travel constant despite population growth, while facilitating special events traffic, the Downtown area must target complementary project solutions that respond to the Plan's identified vehicular needs. Downtown's vehicular needs are identified below in Table 4.4.

TABLE 4.4: SUMMARY OF VEHICULAR NEEDS	
NEED	REASON FOR NEED
MAINTAINING CURRENT TRAFFIC VOLUMES (0% GROWTH)	<ul style="list-style-type: none"> <li>• Embrace travel by multiple modes (walk, bicycle, transit).</li> </ul>
MANAGING OPERATION WITHIN CURRENT RIGHT-OF-WAY	<ul style="list-style-type: none"> <li>• Curbside management to include enforcement of no-loading zones particularly during peak periods.</li> </ul>
SMART SOLUTIONS (CONNECTED CORRIDORS, ITS, ETC.)	<ul style="list-style-type: none"> <li>• Ensure all traffic signals are connected and communicating with the latest technology and are integrated into DTOP.</li> <li>• Use North Avenue as smart corridor pilot.</li> </ul>
IMMEDIATE, LOW-BARRIER CAPACITY PROJECTS	<ul style="list-style-type: none"> <li>• Evaluate need for on-street parking in congested areas.</li> <li>• Evaluate one-way streets that could be converted to two-way operations.</li> </ul>
MAINTAINING SPECIAL EVENTS ACCESS	<ul style="list-style-type: none"> <li>• Ensure streetscape improvements allow for reversible traffic during egress of major events.</li> <li>• Continue to support active traffic management of special events Downtown, with regular performance monitoring and evaluation.</li> <li>• Support concurrent Special Events Operations Playbook that proactively developed and continues to modify event signal timing plans and recommends the creation of three committees to manage Downtown events. See more on page 85.</li> </ul>
MAJOR INTERCHANGE/ACCESS IMPROVEMENTS	<ul style="list-style-type: none"> <li>• Interstate on/off ramps need to enter into Downtown with design that focuses on slowing down vehicles.</li> <li>• Williams Street / Ivan Allen Jr. Boulevard needs further study.</li> </ul>



## Policies

Policies and defined programs are sometimes just as, if not more, effective than implemented projects. Downtown's policy needs to support its transportation goals are identified below in Table 4.5.

TABLE 4.5: SUMMARY OF POLICY NEEDS	
Need	Reason for Need
PARKING MANAGEMENT	<ul style="list-style-type: none"> <li>• Overabundance of parking supply with Downtown causing a severely low parking costs which induces more automobile trips.</li> </ul>
TRANSPORTATION DEMAND MANAGEMENT	<ul style="list-style-type: none"> <li>• Existing programs need enhancement and support to create higher mode share split for transit, biking, and walking.</li> </ul>
CURBSIDE MANAGEMENT	<ul style="list-style-type: none"> <li>• Existing narrow right of way can operate more efficiently with better enforcement of the curb.</li> </ul>
TRAFFIC OPERATIONS MANAGEMENT	<ul style="list-style-type: none"> <li>• Upgrades to technology and active signal timing to meet the needs of all users will allow the existing network operate more efficiently.</li> </ul>
SIDEWALK REPAIR AND MAINTENANCE	<ul style="list-style-type: none"> <li>• Improvements to the sidewalks and relating to the most vulnerable user walking the city streets will make for a more livable downtown that can support growth.</li> </ul>

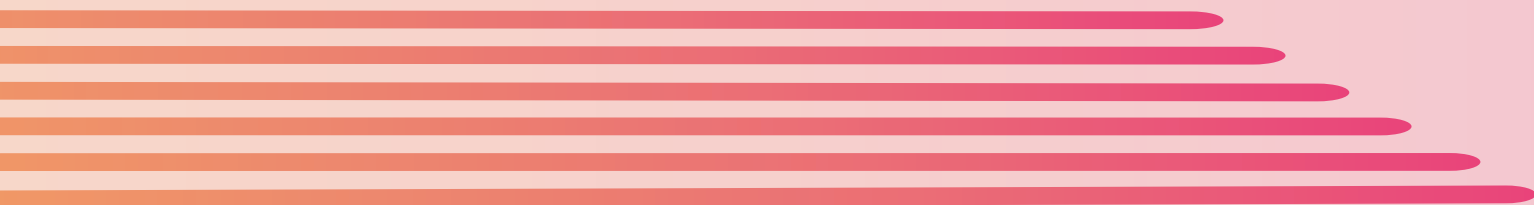


Pedestrian Scramble at Centennial Olympic Park Drive and Marietta Street



# CHAPTER 5

## PROJECT DEVELOPMENT AND EVALUATION







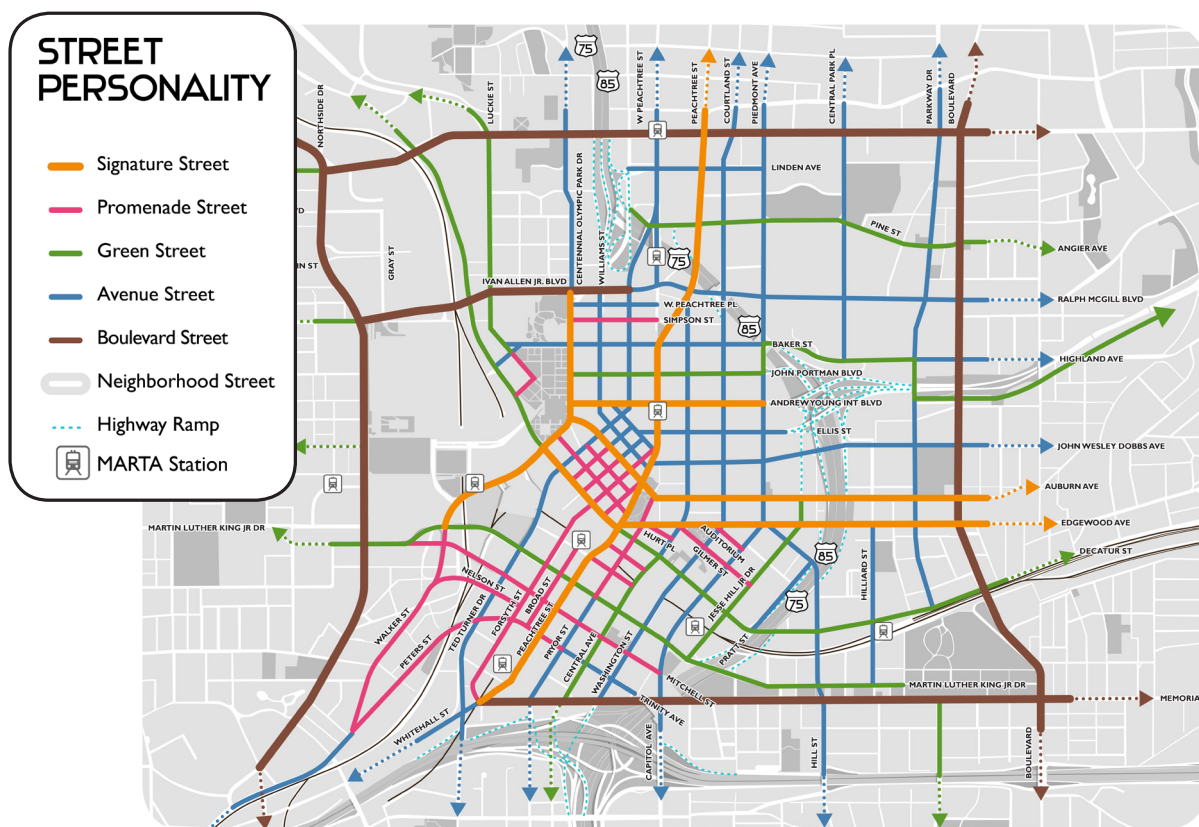


# PROJECT DEVELOPMENT & EVALUATION

## Project Identification

The Plan builds on previous planning efforts and projects currently in progress in Downtown Atlanta today. As a community-based effort, the Plan considered where the public experienced network gaps on daily commutes. Public engagement allowed for the project team to have multiple touch-points—making sure the Plan headed in a direction that the public could stand behind and champion.

Issue identification is helpful but can serve an even more robust role when looking at context. Acknowledging that transportation and land use work together to create places, a street personality map was created to capture the tangible role and desired feel for each street in Downtown. Using this map in conjunction with microsimulation analysis, a project evaluation process was created to generate the Comprehensive Project List, then further refine it into the Five-Year Action Plan.



Map 5.1: Street Personality

Map design template provided by Interface Studio



# Street Personality

The strategy for the Plan aligns the function of the streets, the design of the character of the areas the streets serve, as well as existing and future plans to successfully integrate mobility and placemaking. The street personality map is just the first step in creating a cohesive strategy that incorporates a palette of tools tailor-made for Downtown Atlanta.

The street personality map departs from traditional street classifications that primarily focus on vehicular characteristics, like speed, capacity, and throughput. Traditional street classifications are useful, but they fall short in offering enhanced integration between transportation and community objectives. This Plan expresses the balance between transportation, land use context, and urban form in the street personality map.

STREET TYPES	STREET PURPOSES						
	An 'X' indicates a Higher Degree / Emphasis versus a Lesser Degree / Emphasis						
	Bike/Ped Circulation	Curbside/Services	Transit	Local Traffic	Commuter Traffic	Enhanced Ecological Considerations	Placemaking/Economic Development
	Signature	X		X	X		X
	Promenade	X	X				X
	Green	X		X	X	X	
	Avenue	X	X	X	X		
	Boulevard	X		X	X		
	Neighborhood	X	X		X		

Figure 5.1: Street Purposes



Figure 5.2: Street Personality Examples

**Signature** – These streets act as a front door to Downtown and to Atlanta. They are highly visible; connect unique historic, cultural, and entertainment destinations; and have the potential to create a sense of arrival Downtown. These streets should be designed to slow traffic, offer a mix of transportation options, and capitalize on Downtown’s unique assets.

**Promenade** – These streets are currently, or should in the future be, pedestrian-focused, vibrant, and mixed-use. These streets are internal to Downtown, narrow, and best experienced at slow speeds. Traffic volumes on these streets are typically low and should remain so.

**Green** – These streets connect major open spaces and trail networks. They will provide a large and inviting, lush tree canopy and integrate green infrastructure to manage stormwater.

**Avenue** – These streets have historically been designed to handle larger traffic volumes but include a mix of modes, land uses, and activity. Some of these streets may be truck routes that serve the logistics needs of Downtown buildings. Others are wide streets that serve as key connections to surrounding neighborhoods. The goal is to efficiently handle traffic on these streets while creating a safe and attractive space for pedestrians.

**Boulevard** – These streets need to handle a lot of commuter traffic (mostly cars) but should also include a mix of modes. They allow traffic to move at the edges of Downtown and provide access to Interstates and other primarily vehicular routes. Boulevards should be designed as attractive gateways to Downtown.

**Neighborhood** – These include slow-moving streets entirely within existing neighborhoods. They are designed to serve the adjacent housing.

# Guiding Principles, Plan Objectives, and Project Evaluation

Decades of planning and incremental decisions can only take a community so far—and in an ideal world, every project would be fully funded and implemented. With escalating transportation infrastructure costs, constrained right-of-way conditions, growing competition for resources, and increasing proportions of budgets being dedicated to maintaining and repairing infrastructure, there is no better time than the present to make sure our priorities are well-established.

## Evaluation Process

Each project included in the Comprehensive Project List was evaluated against the guiding principles, goals, and objectives to determine its overall score and ability to address what priorities the public deemed most important. The projects that scored the highest are represented in the Five-Year Action Plan, ensuring that the Plan moves forward quickly on actionable projects. This process is demonstrated in Figure 5.3 below.



Figure 5.3: Evaluation Process

## Evaluation Criteria

1. **Adjacent Neighborhood Connectivity** – Project creates or supports connections between surrounding neighborhoods to Downtown job centers.
2. **Community Access** – Project connects to a community center, civic center, special event destination, or green corridor.
3. **Equitable Connectivity** – Project connects low-income communities and/or disadvantaged populations to Downtown job centers.
4. **Pedestrian Conditions** – Project improves pedestrian conditions and paths commonly traveled by residents, employees, tourists, and convention attendees.
5. **Ecology** – Project incorporates green stormwater infrastructure and contributes to the tree canopy and landscaping for improved air quality, increased shade, and noise reduction.
6. **Crash Reduction** – Project implements safe street designs or safety improvements that aim to reduce bicycle, pedestrian, or vehicular crashes.
7. **Bicycle Connectivity** – Project connects existing or planned bicycle facilities to fill existing gaps in bicycle infrastructure.
8. **Connectivity to Transit** – Project improves connection between one transit mode (existing or planned) and another mode of travel (vehicular, bicycle, pedestrian, or other transit mode).
9. **Vehicular Operations** – Project does not reduce vehicular operations from acceptable to failing level-of-service.
10. **Flexibility for Special Events** – Project allows for flexible use of the right-of-way during special events.

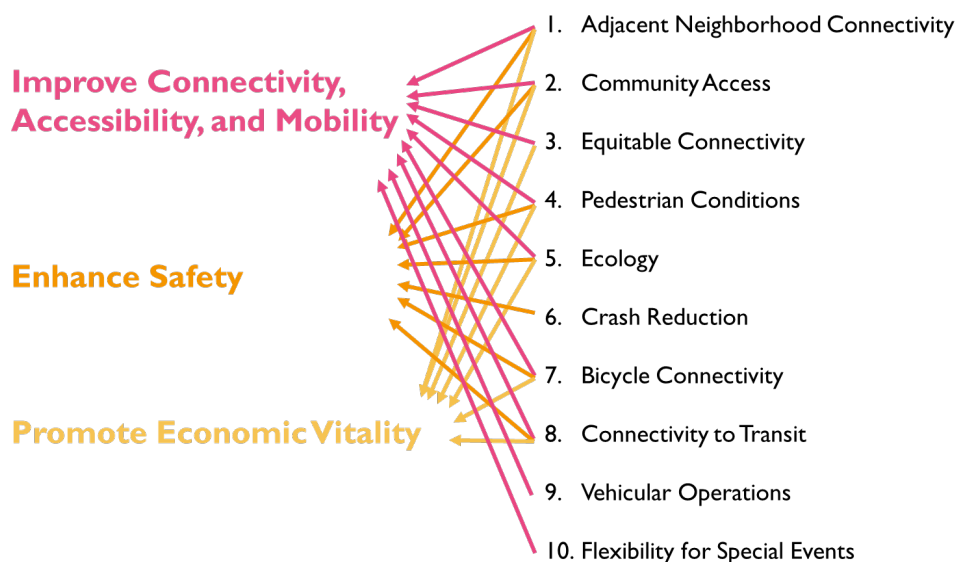


Figure 5.4: Evaluation Criterion Relationship to Plan Objectives

## Project Evaluation

A unique prioritization process was developed for the Plan to account for the array of Plan objectives, representing the potential benefits of projects. Initially, each project was scored from -1 to 1 based on its ability to meet each of the Plan objectives.

The evaluation process is based on a tiered approach that compares the project to its relation to Plan objectives. For example, the Enhance Safety guiding principle correlates to seven out of 10 evaluation criteria. If the criteria correlated to all three guiding principles, then the project was given a higher weight (3), and its original score was multiplied by three. If the criteria only correlated to one of the three guiding principles, then the project was given a lower weight (1).

TABLE 5.1: CRITERIA/TIER DISTRIBUTION		
Guiding Principle	Number of Criteria	Distribution
Improve connectivity, accessibility and mobility	9 of 10	5 criteria - Tier 1 2 criteria - Tier 2 2 criteria - Tier 3
Enhance safety	7 of 10	4 criteria - Tier 1 3 criteria - Tier 2 0 criteria - Tier 3
Promote economic vitality	7 of 10	5 criteria - Tier 1 2 criteria - Tier 2 0 criteria - Tier 3
<b>Total</b>	<b>10</b>	<b>5 criteria - Tier 1 3 criteria - Tier 2 2 criteria - Tier 3</b>

The Evaluation Criteria with the specific scoring categories are presented in Appendix D.





# CHAPTER 6

## PROJECT LISTS AND IMPLEMENTATION









# PROJECT LISTS & IMPLEMENTATION

As Downtown Atlanta continues to transform, this Plan should be considered its guiding document informing change and growth. Implementation of the following projects and policies begin to offer real choices in transportation, ultimately leading to a reduction in automobile reliance and creation of space for other modes.

The following policies and project lists were created to offer a real choice in transportation, reducing reliance on automobiles and creating space for increased activity in other modes.

## Comprehensive Project List

The Comprehensive Project List reflects a list of policies and capital improvement projects. Each project and policy represent a small piece of the puzzle needed to complete Downtown's multimodal network. This list represents the aspirational list of projects and does not account for financial constraints. Projects that do not have identified funding sources should be updated as social, economic, and political arenas change. The comprehensive project list is provided in Appendix A.

**140 Projects in Comprehensive Project List**

## Five-Year Action Plan

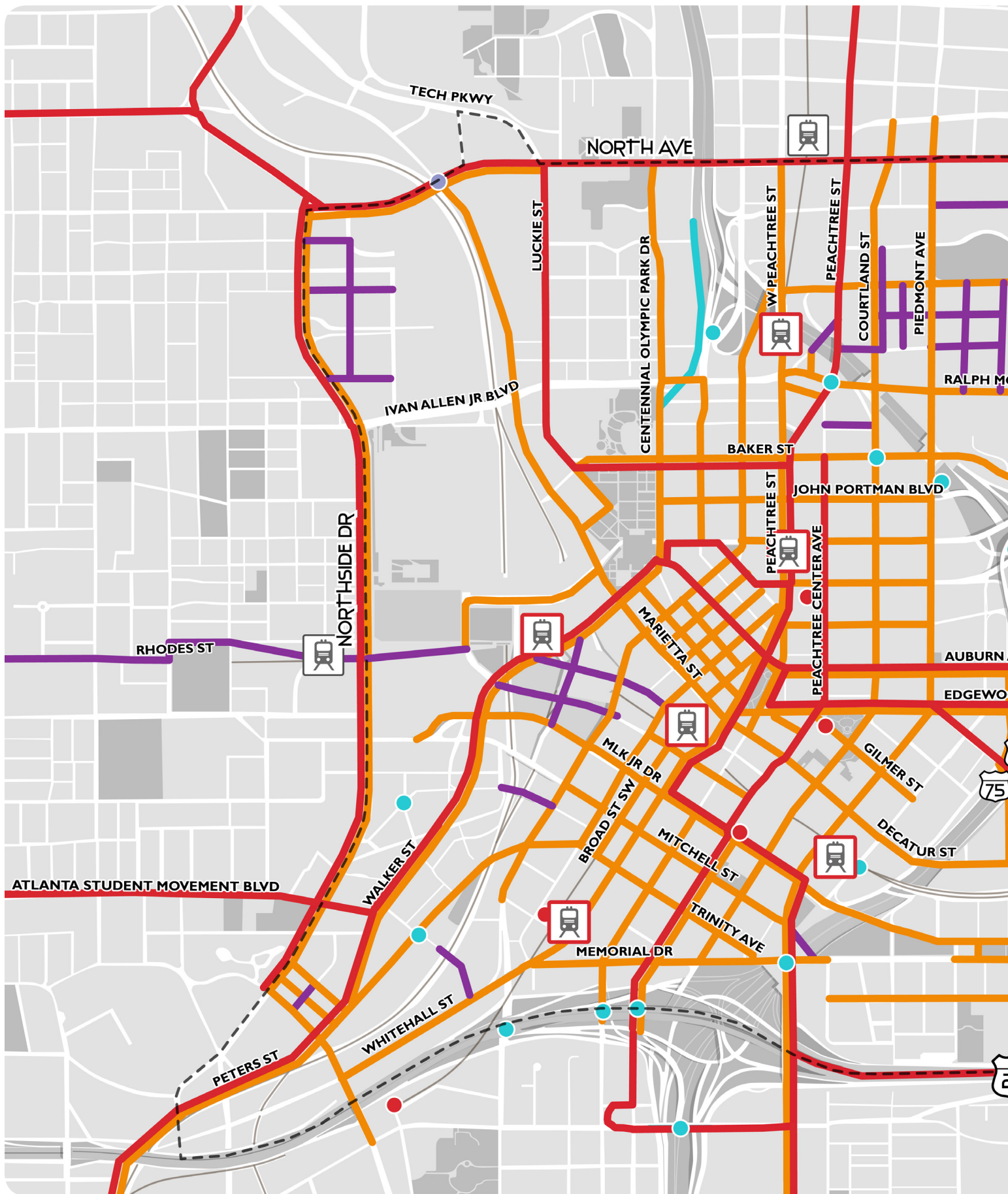
The Five-Year Action Plan serves as the guide for growth, empowering the City of Atlanta, CAP/ADID, and other partners to work towards implementing this Plan. This action plan is short-term, which means that some of the projects listed already have funding or have elevated phases of design and construction. The Five-Year Action Plan list is provided in Appendix B.

**57 Projects and Policies in  
Five-Year Action Plan**

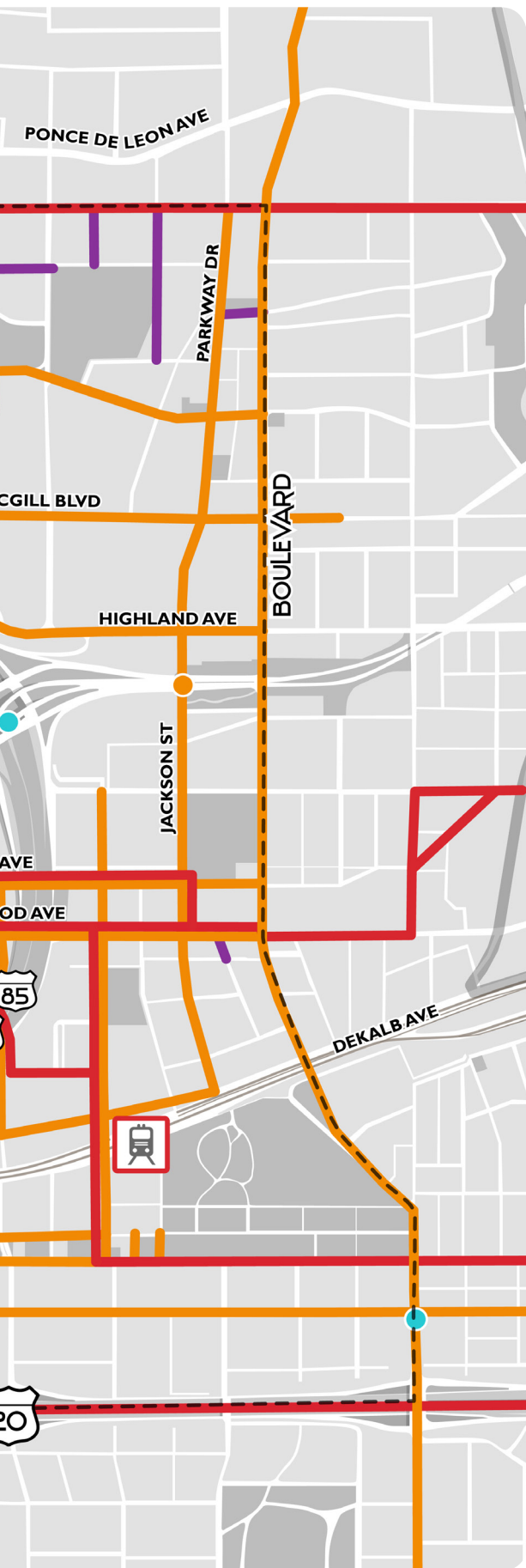
## Signature Projects

Signature projects indicate the highest priority projects of the Plan. These projects are critical pieces in making a more complete, robust multimodal network in Downtown.

**Five Signature Projects**



# COMPREHENSIVE PROJECT LIST



- Corridor
- New Connection
- Intersection/Interchange
- Transit
- 🚊 MARTA Station
- 🚊 Enhanced MARTA Station
- Rail
- Study Area
- Open Space

This map identifies 140 transportation projects included in the Master Plan. The projects are organized in four categories. Appendix A provides the Comprehensive Project List in more detail.

Map 6.1: Comprehensive Project List by Project Type



# Comprehensive Project List

The Comprehensive Project List includes 140 projects across all four modes: pedestrian; bicycle; transit; and roadway. The following goes through an explanation of sample projects included in each modal category.

## Pedestrian Improvements and Shared Streets

Every trip begins and ends as a walking trip, yet walking often remains a lower priority mode during the planning process. Walking is a key element to a healthy community's transportation system. When a great pedestrian environment exists, walking offers a practical mode choice with benefits for not only individuals but for the overall community. The availability of high-quality pedestrian facilities and amenities plays a key role in encouraging travel by means other than the automobile. In addition to creating opportunities for mode shift from driving to walking, it also allows the success of transit and other active transportation modes. This Plan recommends that the pedestrian mode remain the focus over other travel modes.

The Plan recommends 1.9 miles of shared streets, roadways that can be shared with bicyclists and pedestrians. These streets typically have lower volumes and speeds and do not need special accommodations to be active-friendly. The recommendations enhance the walkability and bikeability of neighborhoods like Fairlie-Poplar and South Downtown and support connections to and from the adjacent transit stations. Security precautions included into the street design should be made a priority to ensure the safety of all users.



Broad Street NW, Atlanta



Mariahilfer-Strasse, Vienna



Map 6.2: Shared Streets  
Map design template provided by Interface Studio

## High-Quality Bicycle Network

Building upon the advocacy efforts of the PATH Foundation and Atlanta Bicycle Coalition, Atlanta is growing for those who bicycle for transportation or recreation. As the bicycle heart and hub of Atlanta, the goal of Downtown is to provide safe connections to surrounding neighborhoods through high-quality connections.

Bicycle planning requires a flexible and responsive approach, given users' different reasons combined with varying levels of skill. Bicyclists are typically separated into four categories (Roger Geller, 2006):

- No Way, No How: non-riders
- Interested but Concerned: riders who are curious but afraid to ride on-road and only ride recreationally
- Enthused & Confident: riders who are comfortable sharing the roadway but largely prefer bicycle-only facilities
- Strong & Fearless: riders who would cycle no matter the roadway conditions

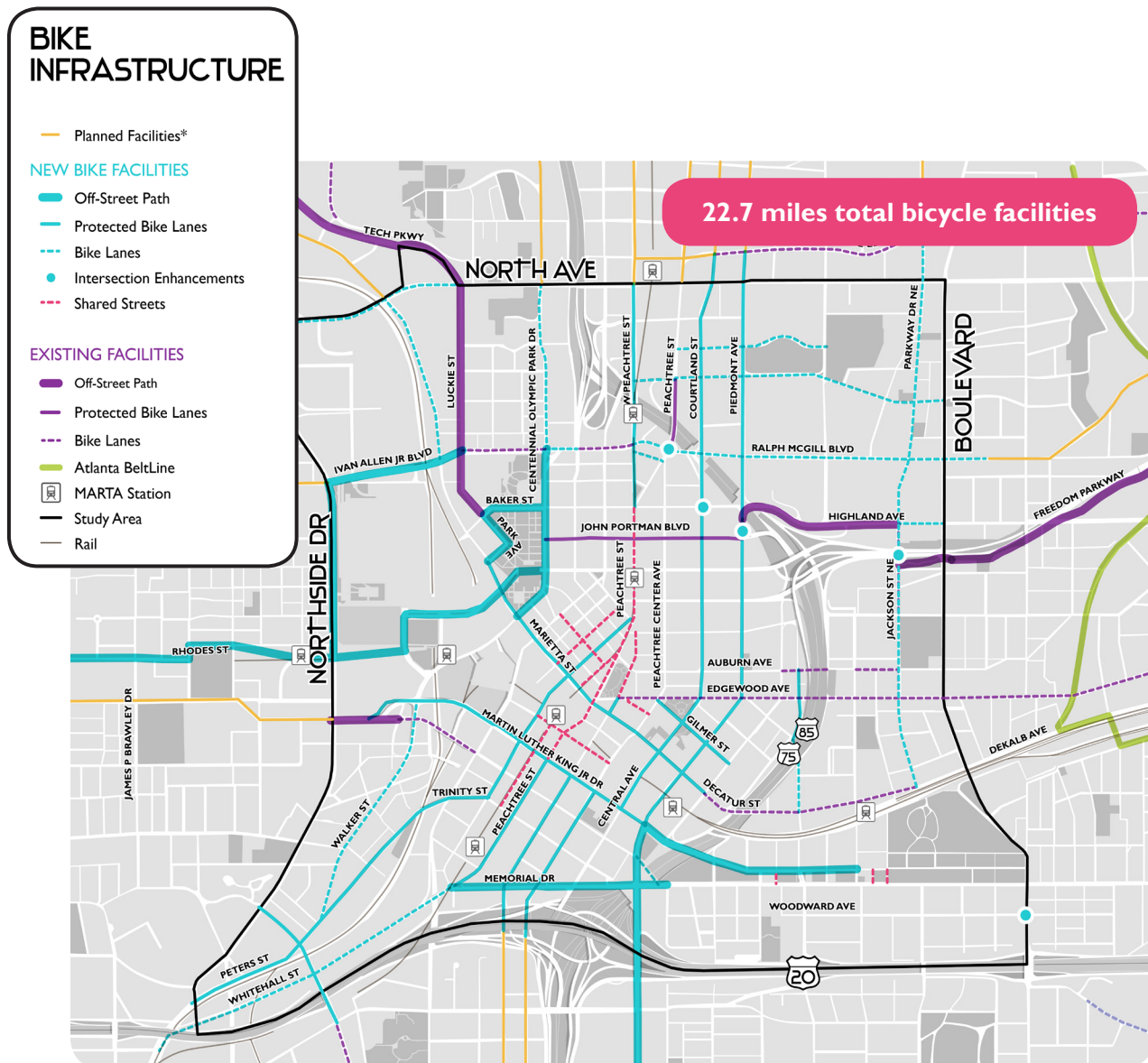


Polk Street, San Francisco



This Plan acknowledges that although most people typically fall within the Interested but Concerned category, there is indeed a spectrum of bicyclists that travel within the Downtown area. The recommendations also support the Master Plan goal to grow Downtown neighborhoods as areas for residential growth by providing a safe mobility option for families.

The Plan recommends 22.7 total miles of bicycle facilities —15.6 of which are off-street paths or protected from vehicular traffic. The implementation of these facilities can further enhance Downtown neighborhoods as residential growth areas by providing mobility choices.



\* Planned Facilities are projects included in previous studies and adopted by City of Atlanta

Map 6.3: Bicycle Infrastructure  
Map design template provided by Interface Studio



## Transit Enhancements

Good—not just adequate—public transportation is needed to bridge the gap between those who are mobility-constrained and those who can move freely. This can provide a real travel choice for everyone. Public transit does not exist in a vacuum that operates apart from local and regional policies, land use decisions, or transportation investments. Often, even the smallest decisions, like where to locate a small-scale residential development, can create significant challenges for a transit network to operate efficiently and meet overall mobility needs. Creating an enhanced experience through operational improvements can improve the time and financial incentive for the public to choose transit over driving.

Through the public engagement process, the community made clear that they wanted to consider having dedicated lanes for the Atlanta Streetcar System. Closing vehicular lanes were evaluated using microsimulation modeling. It was found that with a few locational exceptions, it is feasible to dedicate a lane for the Streetcar without a large negative impact to vehicular level-of-service. However, the implementation of this option requires a more in-depth study to analyze the design and costs associated with dedication. In anticipation of more detailed work by Atlanta BeltLine Inc. and MARTA to identify priorities, all Atlanta Streetcar extensions are included in the Comprehensive Project List.



Atlanta Streetcar at Woodruff Park

Some notable transit projects:

- Seven MARTA transit station enhancements
- Priority bus corridor along Peachtree Center/Central Avenue
- Support for Atlanta Streetcar expansion
- Support for I-20 BRT
- Support for Northside Drive BRT

## TRANSIT ENHANCEMENTS

- ☆ Interstate HOV Ramp Reconfiguration
- Enhanced Bus Shelter Proposal

### BUS CORRIDOR / BRT ROUTE

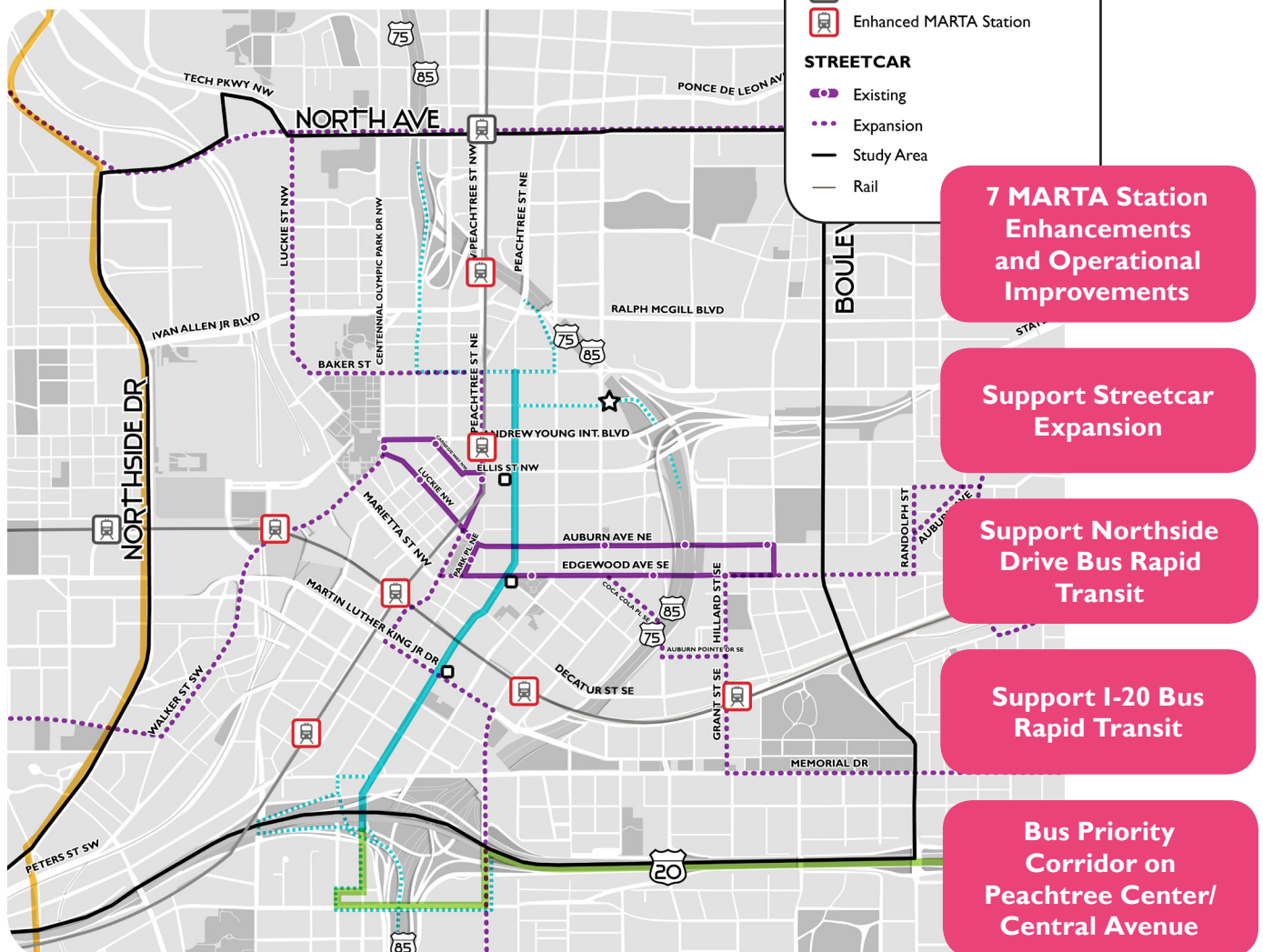
- MARTA I-20 BRT
- Northside Drive BRT
- Priority Bus Corridor
- Bus Access Route

### MARTA

- 🚊 MARTA Station
- 🚊 Enhanced MARTA Station

### STREETCAR

- Existing
- Expansion
- Study Area
- Rail



Map 6.4: Transit Enhancements

Map design template provided by Interface Studio

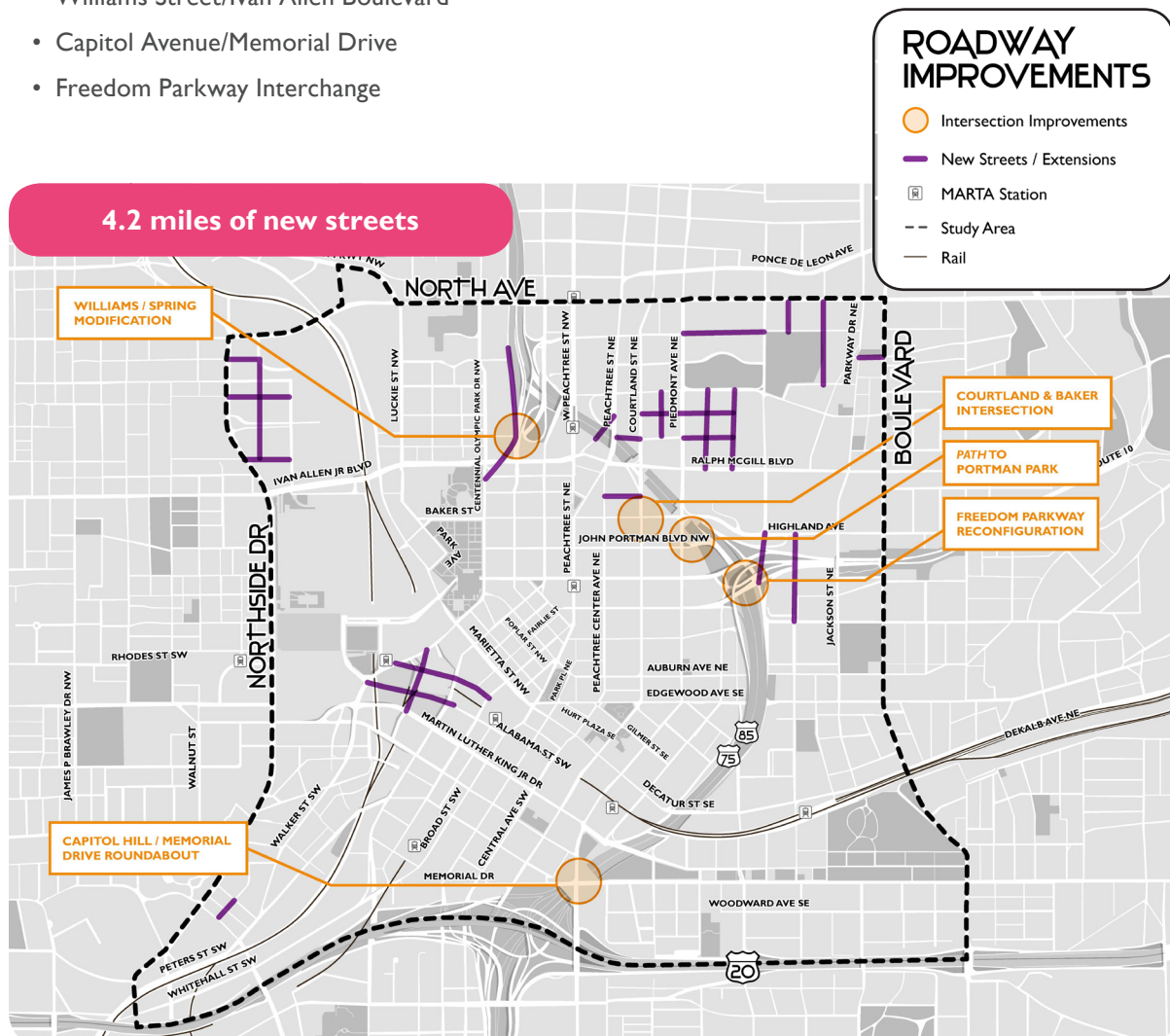
## Roadway: New Streets and Intersection Improvements

Creating smaller block sizes can increase general mobility by generating a tighter grid network. Redevelopment opportunities (like the Gulch, Civic Center, and Herndon Homes) can serve as great partnerships with private entities to further enhance the Downtown experience. Over 4 miles of new streets are recommended to provide additional connections.

Intersection and interchange improvements are crucial to provide safer crossings, better vehicular operations, and reduced vehicular-non-vehicular conflicts.

Notable projects include:

- Courtland Street/Baker Street
- Piedmont Avenue/John Portman Boulevard
- Williams Street/Ivan Allen Boulevard
- Capitol Avenue/Memorial Drive
- Freedom Parkway Interchange

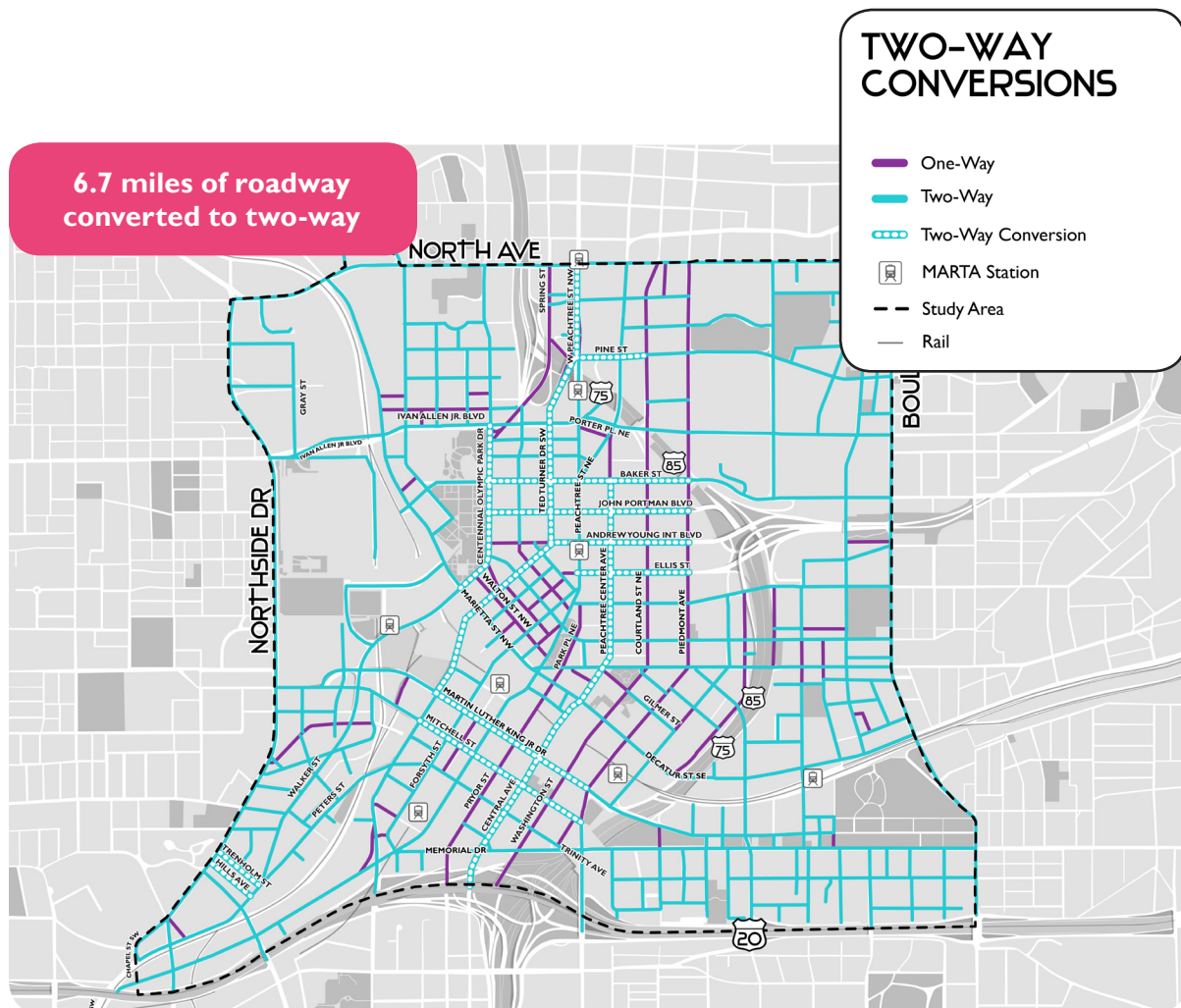


Map 6.5: New Streets and Intersection Improvements  
Map design template provided by Interface Studio

## Two-way Conversions

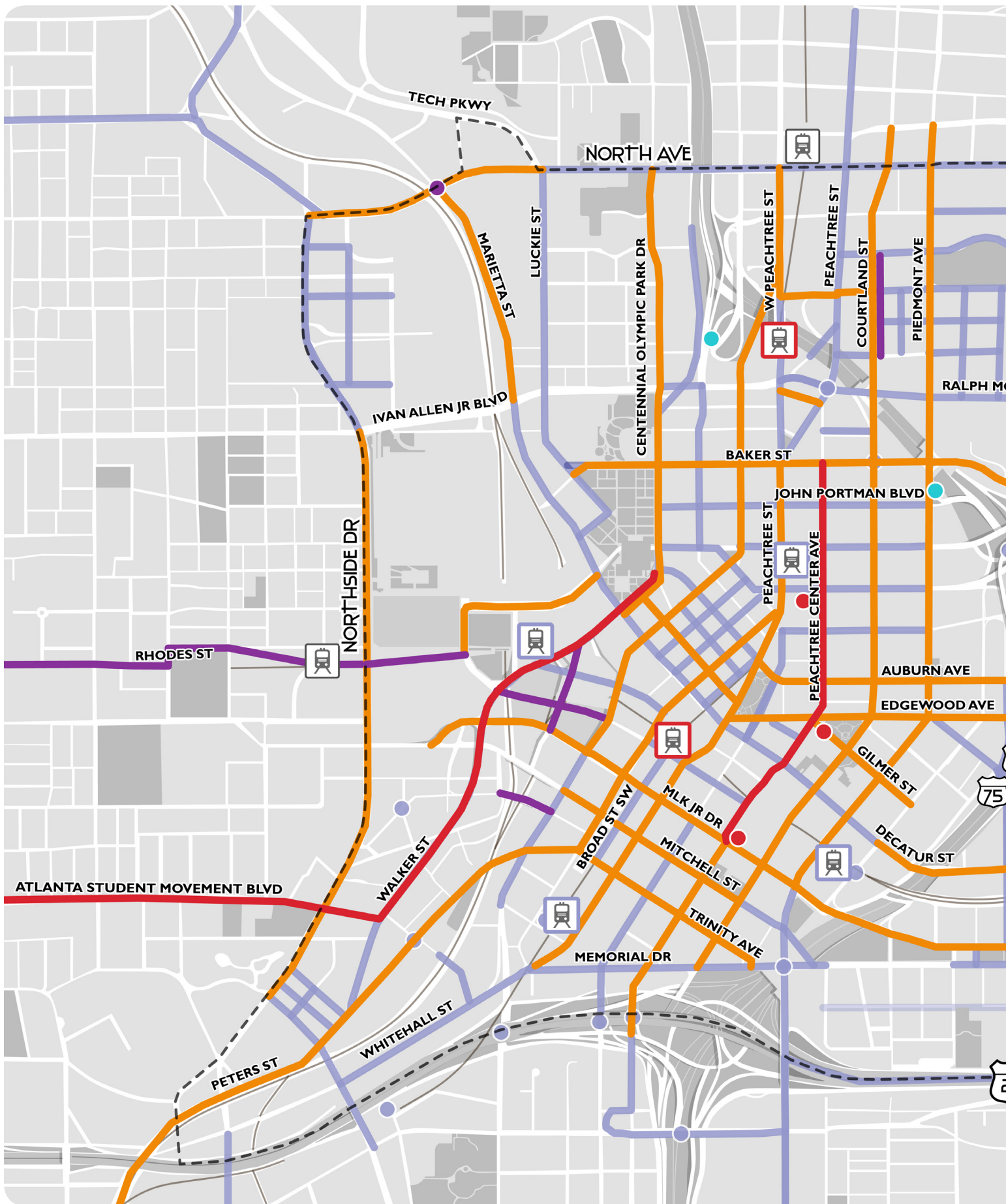
Two-way conversions can allow for better local access and slower moving traffic. It is a method for managing traffic patterns and can lead to a safer pedestrian and bicycling environment. As a system, it allows for a decrease of travel distances of motorists and can reduce confusion. Given Downtown Atlanta's role in tourism in the region, the conversion can help to continue supporting economic development through enhanced mobility.

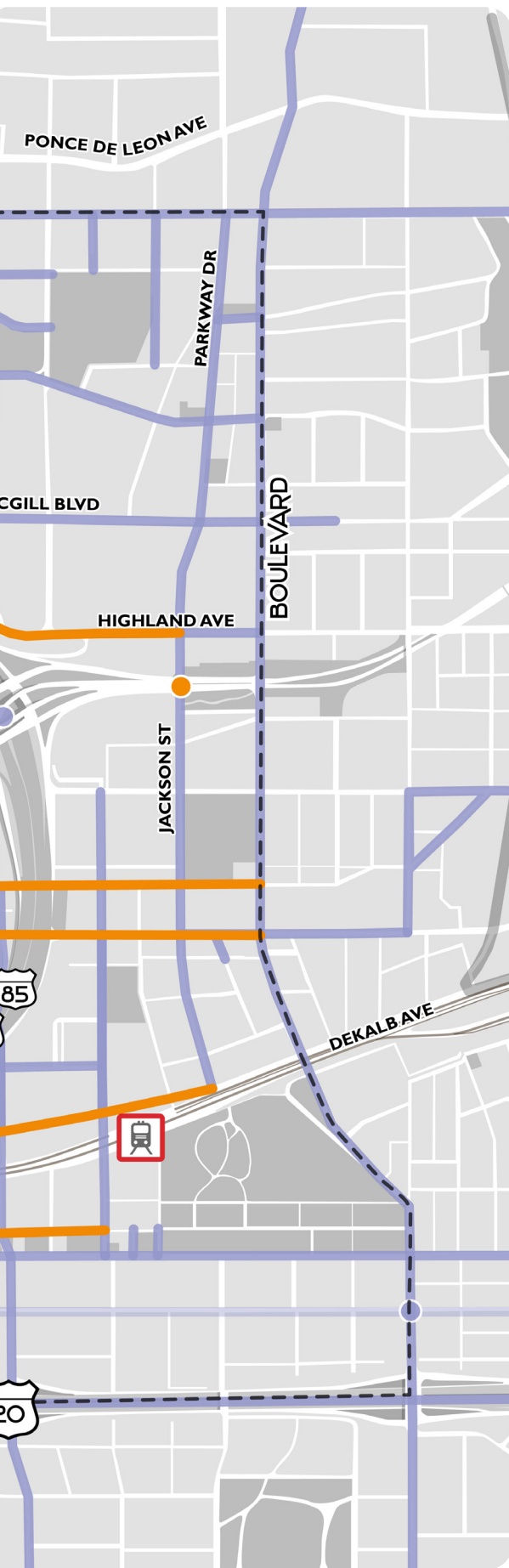
6.7 miles of one-way streets are proposed for conversion through this Plan. Not all streets are included as existing vehicular volumes preclude removing lanes. One example is Courtland Street, where a two-way conversion could add stress on parallel streets, like Peachtree Street.





Map 6.6: Two-Way Conversions  
Map design template provided by Interface Studio







# FIVE-YEAR ACTION PLAN

- Corridor
- New Connection
- Intersection/Interchange
- Transit
- Other Projects in Comprehensive Project List
-  MARTA Station
-  Enhanced MARTA Station
- Rail
- Study Area
- Open Space

This map serves to identify transportation projects in the Five-Year Action Plan. The Five-Year Action Plan identifies the short-term work program of projects to begin in the next five years. Appendix B includes the Five-Year Action Project List in more detail.

Map 6.7: Five-Year Action Plan



# Five-Year Action Plan Policies and Programs

Infrastructure alone cannot shift the balance of SOV trips to walking, biking, or transit trips. Well-considered policies can help maximize the use of the existing transportation network while providing economic development enhancing incentives that can continue to build vibrancy in Downtown.

The Plan organizes policy recommendations to focus on five key programs intended to serve as priority areas for implementation.

## Parking Management

- Create parking enterprise fund and acquire parking assets
- Support development and consolidate parking
- Invest in mobility options

## Transportation Demand Management

- Update regulatory framework for Downtown development
- Create a transit fare holiday
- Improve service of all local and regional transit agencies

## Curbside Management and Enforcement

- Launch an informational campaign and target enforcement
- Update all curbside designations
- Implement new signage and information distribution
- Plan for the future

## Traffic Operations Management

- Continue technology upgrades in partnership with GDOT and City of Atlanta
- Engage private property managers and developers
- Prioritize pedestrian and bicycles at appropriate intersections and corridors
- Support special events management plan

## Sidewalk Repair and Maintenance

- Support City of Atlanta enforcement staff adherence to the right-of-way manual
- Bring all streets up to ADA standards
- Require replicable materials
- Maintain an asset management database on sidewalk and curb ramp repair needs

## Interrelatedness of Policies

Parking and TDM policies are closely related. As policies for one shift, behavior of the other may also shift in ways that are not always obvious. For this Plan, the TDM efforts serve as the incentive to the more closely managed parking program that this Plan has recommended. The diagram below outlines the interrelatedness of these two programs.

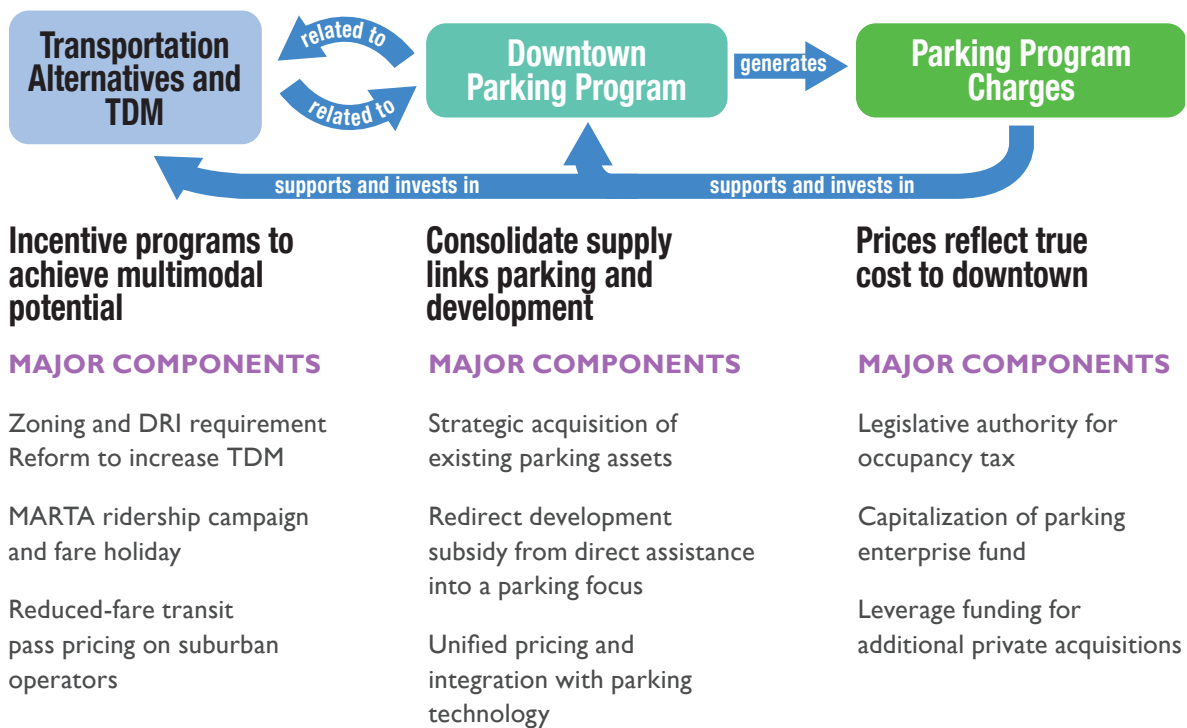


Figure 6.1: Connection between TDM and Parking



## Parking Management

Parking is an integral factor in Downtown's heavy reliance on vehicles. Parking lots and structures are the dominant land use in Downtown due to years of growth during the height of the automobile age. However, demand has not caught up with supply. 2007 and 2013 parking studies found that a significant portion of Downtown's parking supply is unused at a given time—over 30 percent at the peak levels of parking use.

The parking supply and demand imbalance reduces the market price. In fact, while daily parking rates are often comparable in price to a transit trip, monthly parking passes are often much less expensive than monthly transit passes. Therefore, transit struggles to compete against the SOV, leading to the cyclical effect of a broad belief that parking is a necessary component of new development and of Downtown's economic competitiveness.

These factors point to an opportunity to better use existing Downtown parking facilities to serve the needs of future development and to allow the current parking supply to absorb any future growth as the projects and policies to reduce drive-alone travel to and within Downtown are realized. However, virtually all of Downtown's parking supply is privately owned and managed through separate private organizations, making coordination of supply use, regulations, and pricing highly difficult.

The Downtown Atlanta Transportation Plan recommends a managed parking district program in Downtown that consolidates key parking facilities into a publicly managed program capable of supporting development, serving Downtown visitors, and setting competitive pricing to better reflect demand.

There are three key components of the Downtown Parking District Program.

1. Create Parking Enterprise Fund and Acquire Parking Assets

A public agency or entity leads the program through a public-private partnership to coordinate and provide inventory information. This information may be gathered from additional future studies. The managing entity enters the Downtown off-street parking market through acquiring parking facilities and building its own supply.

2. Support Development and Consolidate Parking

New development is directed into partnerships with the managing entity to meet parking needs, reducing the amount of new parking supply. The managing entity functions as a land bank that sells or leases unused parking supply for new development, transferring public subsidy of development projects through direct assistance and tax abatements to reduction of related parking costs. The managing entity works with off-street parking operators to provide real-time parking occupancy data in order to deliver information to users and provide a better parking experience.

3. Invest in Mobility Options

As mobility habits change, the enterprise fund will allow Downtown to invest in multimodal improvement projects and TDM programs to continue to support the goals of this Plan. New bike lanes, improved sidewalks, and dedicated transit lanes will support a more vibrant and less car dependent Downtown.

## DOWNTOWN PARKING DISTRICT PROGRAM

The Downtown Parking District Program is not only a means of consolidating parking supply and supporting Downtown redevelopment, it also is a potential revenue source that can support increased TDM programs in the short term. The City of Atlanta has multiple vehicles that can be used to distribute revenue to TDM programs. One of the more commonly used in Georgia is a parking enterprise fund.

Creation of the Downtown Parking District Program enables the City and its managing entity to generate revenue from basic parking operations—daily and monthly parking payments and any in-lieu payments or reservations that the City collects in partnership with private development. In the longer term, additional revenue may be raised through land sales as land-banking capabilities are used.

The City may also elect to pursue increased charges that help to set parking at a price more closely aligned with its true cost. These would require the legislative approval.

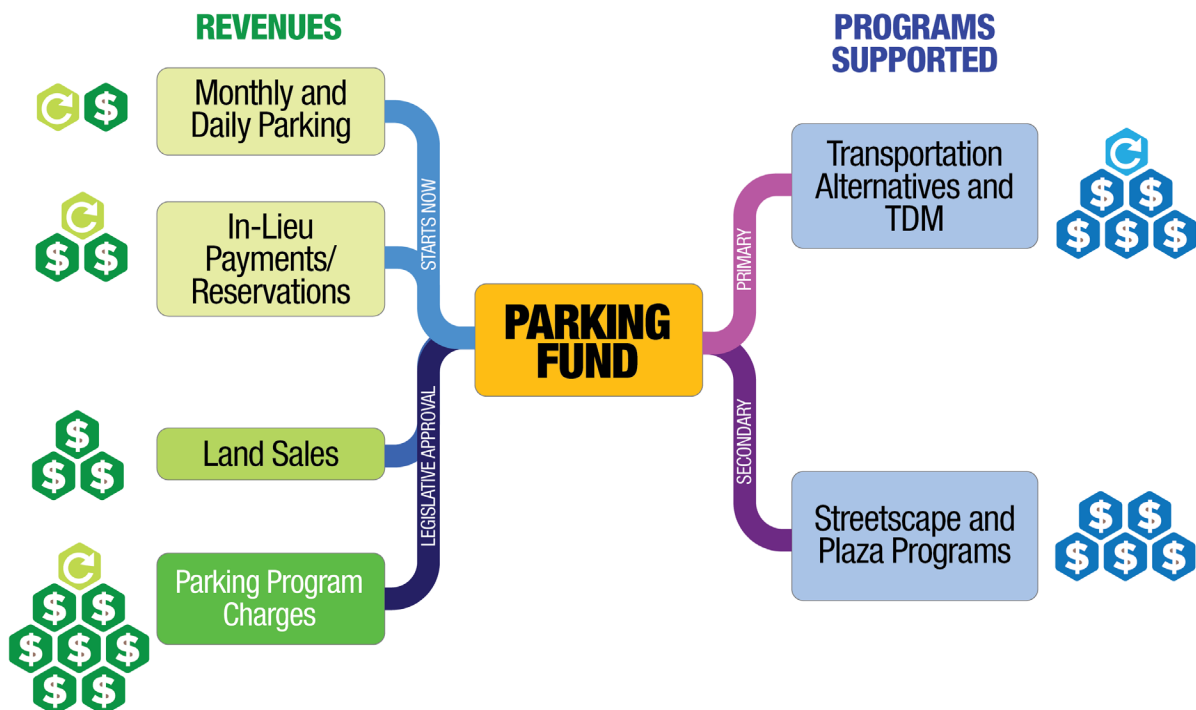
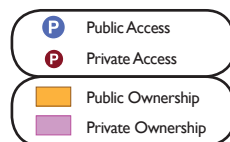
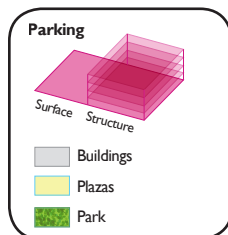


Figure 6.2: Parking Enterprise Fund

## Downtown Parking District Program



### CURRENT CONDITIONS

Downtown's off-street parking system is a mix of private and public surface lots and structures. Several private management companies manage the supply, much of which features minimal customer amenities and information.

Challenges include:

- Lack of coordination among different facilities, especially on availability, pricing, and times of access
- High degree of competition driving down market prices
- High amounts of land speculation for development supported by revenue from parking operations and low taxation encourage property owners to wait for greater market demand.



Figure 6.3: Parking District Program Step-by-Step Process

### STEP 1: CREATE PARKING ENTERPRISE FUND AND ACQUIRE PARKING ASSETS

The City or another public entity enters the market through strategic acquisition of parking assets. This provides revenue to a parking enterprise fund that serves as the basis for future mobility enhancements. The managing entity can set common pricing, access permissions, and install technology that streamlines customer experience.

This step will require identification of funding sources to enable these first acquisitions. Potential sources may include:

- Re-purposing infrastructure improvement funds
- Tax allocation district funds
- TIFIA loans

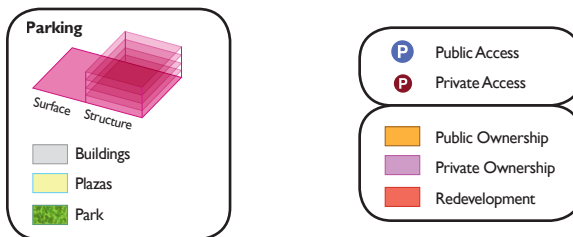
## Downtown Parking District Program



### STEP 2: SUPPORT DEVELOPMENT AND CONSOLIDATE PARKING

As the managing entity controls additional parking supply, it can provide spaces to new development (shown in red) and consolidate parking into a smaller number of facilities.

This can consolidate parking demand from Downtown's many surface lots into structures, allowing the lots to be redeveloped as use is reduced. This sale of parking assets will provide additional revenue to support the parking enterprise fund.



### STEP 3: INVEST IN MOBILITY OPTIONS

The parking enterprise fund is intended not only to sustain a managed parking district, but also to provide project funding for capital projects. This is an important way to provide new project funding sources.

Figure 6.4: Parking District Program Step-by-Step Process  
(Continued)



## Transportation Demand Management

TDM programs and incentives will be increasingly important to support alternatives to driving. Downtown's current TDM efforts focus on providing outreach and education services to current employers and employees. This Plan recommends expanding and updating these efforts need to take a proactive lead in reducing vehicular trips.

Downtown Atlanta is not new to TDM approaches. TDM services have been offered to Downtown employers and institutions through CAP/ADID's TMA for about 13 years, although limited staff and financial resources have limited the reach of these efforts.

TDM strategies are important to coordinate with the parking-based management approaches previously described. In addition to placing travel alternatives within closer reach of Downtown's traveling public, they also allow a public managing entity to continually open parking to support new development. Rather than accommodating a consistent level of demand, the agency also works on an ongoing basis to reduce demand, so that a given amount of parking supply can support increasingly more development.

Key components of the proposed Downtown TDM Program include:

1. Update Regulatory Process for Downtown Development

The Plan recommends taking more assertive approaches to setting TDM requirements during the development process, both within the City of Atlanta's development review and within the DRI review process led by GRTA/SRTA.

2. Create a Transit Fare Holiday

City of Atlanta and Downtown TMA partner with MARTA on establishing a limited-time fare holiday as part of a transit ridership development campaign. The City of Atlanta leads development of new revenue sources to fund expanded TDM options. Focus on value capture from vehicle oriented travel. Coordinate with the transit fare holiday to provide an incentive shift away from parking.

3. Improve Service of All Local and Regional Transit Agencies

The Atlanta Downtown Improvement District's TMA/Green Source program partners with the City of Atlanta, MARTA and other transit agencies to improve transit service.

## UPDATE REGULATORY PROCESS FOR DOWNTOWN DEVELOPMENT

CAP/ADID should serve as the proactive leader in updating the regulatory process in Downtown. Currently the DRI review process is led by GRTA/SRTA and focuses on vehicular trip generation and traffic operations as a means to mitigate the development's impact on the surrounding area. This approach does not fully take into account the complexity of multimodal movement of those in Downtown Atlanta. Similarly, the City of Atlanta zoning and development review process should continue to support mode-shift to non-SOV modes. CAP/ADID should bring together involved agencies and serve as the moderator in these discussions to determine the best course of action for each entity to meet the goals of reducing vehicular trips.

### 1. Updates to the DRI Process

The DRI process for Downtown Development should reduce emphasis on vehicular trip generation and traffic operations and instead promote reducing single-occupancy vehicle trips and reporting procedures that better quantify vehicular trip reductions and track TDM program commitments. Based on a more holistic regulatory review process, impact fees can cover recommended improvements such as reduced transit passes, increased transit service, installation of bicycle infrastructure, or other TDM programming.

### 2. Update to the Zoning Requirements

Some City of Atlanta SPI zoning districts require TMPs. The Downtown District (SPI-I) requires a TMP for projects of at least 25,000 square feet of non-residential development. However, these plans do not undergo regular review, nor are they regularly updated based on changes to a development's transportation impact (e.g., expansion, increases or decreases in vacancy, etc.). The effectiveness of this approach is not tracked with TDM metrics as it is driven by employer or organizational commitments without recourse of non-compliance with the TMP. Regulations should require stricter reporting and tracking of travel trends and more incentives for companies and property managers to progressively and proactively reduce their impact on traffic.

Zoning should be revised to address parking requirements in relation to development. SPI-I currently attempts to minimize the parking burden by requiring developers to adhere to parking maximums, rather than parking minimums. Therefore developers often build the maximum parking allowed. It is recommended to review the existing zoning ordinance Sec. 16-18A.015—off-street parking and loading requirements—to lower existing parking maximums and better achieve the mode shift goals of this Plan.

Other zoning recommendations to reduce automobile dependence in Downtown prohibit bundled leases and sales of parking spaces to encourage developers to seek shared parking solutions. These various solutions should be considered in the upcoming Atlanta Zoning update.

## CREATE A TRANSIT FARE HOLIDAY

A special fare reduction program (a fare holiday) is proposed to increase transit ridership. The program would ideally extend long enough to help Downtown commuters adjust to transit as a primary way of travel. This Plan is complementary to the Downtown Parking District Program.

- Launch an informational campaign about the benefits of transit.
- Enable legislation with the state that allows the City of Atlanta to levy special transportation charges that could help to support TDM and other programs.
- Request MARTA board approval of the transit fare holiday program. This may eventually include more detailed financial and operations planning to be prepared for potential service increases.
- Establish the fare holiday for an extended period of up to 12 months (per FTA guidance on pilot project fare reductions) during which Downtown commuters who elect to participate are offered free or deeply discounted transit fare passes, with no obligation to continue through the program.
- Coordinate the holiday with other changes to parking pricing in Downtown. Introduce new parking policies related to the Downtown parking program. The revenue generated may be used to support TDM programs such as the transit fare holiday.

Figure 6.5 outlines how this fare holiday would work in a hypothetical three-year implementation scenario.

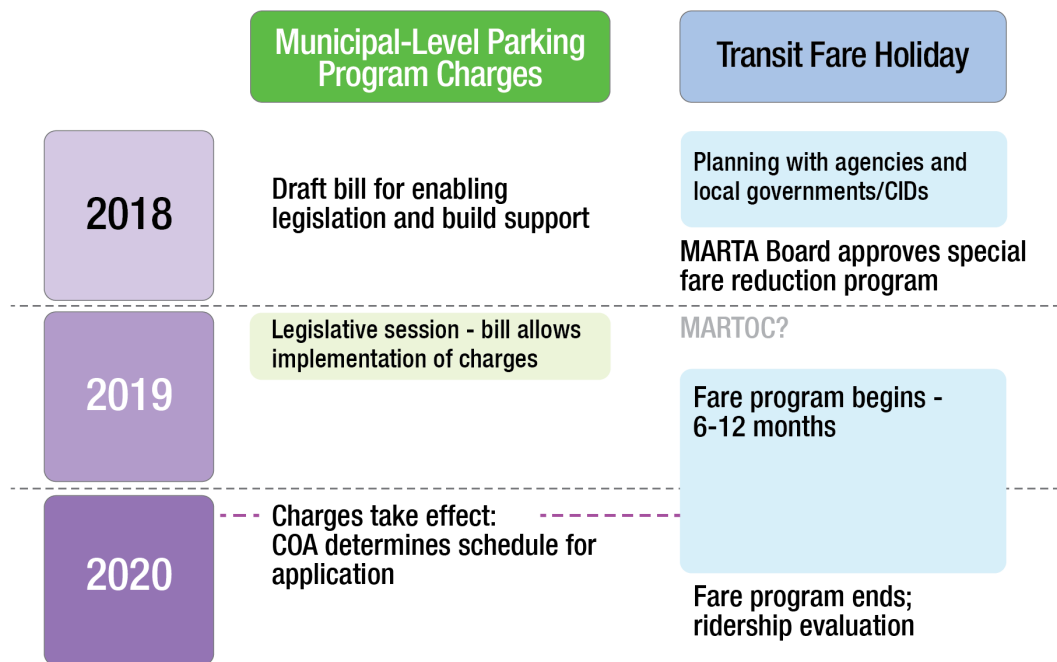


Figure 6.5: Transit Fare Holiday

## IMPROVE SERVICE OF ALL LOCAL AND REGIONAL TRANSIT AGENCIES

Downtown Atlanta serves as the central business district for the Atlanta region. Even as the core of the MARTA heavy rail system, it struggles with a high single-occupancy vehicle rate. In order to meet the goals of the Plan, Greensource and the TMA of CAP/ADID need to coordinate with all transit agencies and their operators to look for methods to increase ridership through programs, such as discounted fares, coordinated service, and improved operational efficiency.

- Continue discounted fare programs and use various funding sources, including the new parking district program, to further reduce the transit fare.
- Encourage transit agencies to increase service to provide downtown residents and workers more flexibility.
- Look for ways to improve regional bus service by coordinating with GDOT to run transit in dedicated/managed lanes, particularly for corridors in the MMIP.



GRTA Express bus at Forsyth and MLK Jr. Drive



## Curbside Management

Curbsides accommodate numerous functions: vehicle parking, taxi queues, bicycle lanes, freight loading, bus and streetcar stops, and even commuter bus staging and layover. However, with many of Downtown's streets configured entirely for travel lanes combined with a general lack of alleys in Downtown's street network, fully flexible curbside areas are an important part of Downtown's current streets. Existing curbsides are often used illegally, especially for freight loading, passenger loading, and even stationary parking. Blocking of travel lanes and bicycle lanes is a particularly common problem.

Many of the Plan's project recommendations will reshape the curbside profile of many Downtown streets. In some cases the Plan looks to replace parking and loading zones with bicycle facilities, transit lanes, or green infrastructure enhancements. The Plan recommends additional regulation and enforcement to ensure that streets function as intended during critical travel times. The Plan also recommends a comprehensive assessment of current and emerging curbside uses and the establishment of a leasing system for how curbside will be allocated in the future. Program steps should be applied in the general sequence recommended in Table 6.I on the following page.

It is important to note that increased enforcement will be a challenge for Downtown that must be addressed through more systematic changes throughout the City. In regards to increased enforcement, the APD is the primary law enforcement agency addressing moving traffic, parking, and loading violations on public streets. The APD recognizes the challenges that improper curbside use has created for Downtown given its own limited staffing and resources. Allowing the APD to be a more proactive partner in curbside management will require a broader commitment of the City to increase staffing capacity and dedicate resources to transportation-related needs.



Peachtree Center Avenue Protected Cycle Track  
Photo Credit: John McNicholas

**TABLE 6.1: SUMMARY OF CURBSIDE MANAGEMENT PROGRAM**

PROGRAM ELEMENT	ACTIONS
<b>TARGET ENFORCEMENT</b> YEAR 1	<p><b>ACTIONS:</b> Lead an informational campaign on proper curbside use and designations. Select key curbside locations with routine violations or known impacts to efficient transportation operations and conduct targeted enforcement campaigns.</p> <p><b>CANDIDATE LOCATIONS:</b> Peachtree Center and John Portman protected cycle tracks; Ellis Street; Centennial Olympic Park Drive</p>
<b>REVISIONS TO CURBSIDE DESIGNATIONS</b> YEARS 2-3	<p><b>ACTIONS:</b> Conduct inventory of all special curbside regulations and review current needs. Develop a curbside management plan with a targeted outreach process, needs assessment, and a fee schedule for curbside use. Non-allowed uses of curbside will be subject to future enforcement.</p> <p><b>INTENDED OUTCOMES:</b> Revised map for recommended locations of curbside designation. Transition plan for current specialty curbside uses lost or relocated based on other Plan street projects. Fee structure for permits and additional designations beyond plan.</p>
<b>SIGNAGE AND INFORMATION</b> YEARS 4-5	<p><b>ACTIONS:</b> Align with the contract termination of the City's street parking enforcement vendor services. Revisit on-street parking time limits and enforcement spans. Align with curbside management plan. Develop a simplified signage program that specifies when and how curbside may be used.</p> <p><b>INTENDED OUTCOMES:</b> Flexible and easily adjusted signage and information program to clarify curbside use. Balance time-restricted curbside uses (such as off-peak freight loading or evening-based passenger loading or valet parking) with other curbside needs.</p>
<b>FUTURE PROOFING</b> YEARS 5+	<p><b>ACTIONS:</b> Investigate designating geo-fenced TNCs and taxi zones and apply a fee in order to complement revenue lost parking revenue. Granularity of these zones allow for increasing fees in more congested areas, thus encouraging less TNC activity in targeted areas. Future enforcement using LPR technology.</p> <p><b>INTENDED OUTCOMES:</b> Better manage TNC activity.</p>



## Traffic Operations Management

DTOP actively manages traffic signal operations within Downtown Atlanta. The program updates signal timing, determines existing operational and equipment deficiencies, inventories existing equipment, supports regular maintenance and upgrades to hardware, and evaluates the use of advanced signal timing techniques. This program can continue to enhance Downtown traffic operations and help implement the objectives of this Plan.

### CONTINUE TECHNOLOGY UPGRADES IN PARTNERSHIP WITH GDOT AND CITY OF ATLANTA

- Continue to identify gaps in the network for advanced communication infrastructure corridor upgrades.
  - Extend fiber-optic upgrades along Centennial Olympic Park Drive south past Andrew Young International Boulevard to Marietta Street and Martin Luther King Jr. Drive.
  - Install fiber-optic upgrades along Martin Luther King Jr. Drive during recommended corridor two-way conversion and coordinate with Special Events.
- Identify blind-spot locations in special events zone to install new cameras.
- Install detection technology to gather data and metrics.
- Investigate traffic responsive technology and identify corridors for a pilot program.

### ENGAGE PRIVATE PROPERTY MANAGERS AND DEVELOPERS

- Require coordination between developers and DTOP for communications infrastructure upgrades. Align construction timelines to minimize conflicts and avoid double work in cutting up the sidewalk.
- Champion changes to permitting process for hiring off-duty police officers to manage private traffic events. Any building must submit an application with Department of Public Works that includes a traffic impact study showing the challenges of egress and its impact on the transportation network. This permit will be required to use uniformed officer to control egress. All hired off-duty uniformed officers must complete the ADP SOS traffic operations course.

## PRIORITIZE PEDESTRIANS AND BICYCLES AT APPROPRIATE INTERSECTIONS AND CORRIDORS

- Elevate active transportation to a similar level of analysis as vehicles in all Downtown traffic modeling.
- Ensure pedestrian and bicycle signals include leading intervals to enhance safety by reducing conflicts with vehicular turning movements.
- Ensure side street pedestrian signals “rest in walk” for new streets.
- Identify additional opportunities for full time pedestrian scramble operation at certain intersections.
- Apply signage per MUTCD guidance to indicate where bicycles may take full use of the street particularly for locations without a dedicated bicycle facility.

## SUPPORT SPECIAL EVENTS MANAGEMENT PLAN

- Create three committees with levels of structured coordination.
  - Permitting Committee for review, comment and approval of plans to serve as a point of coordination to identify and collaborate with potentially impacted stakeholders. This committee will provide an environment for success.
  - Operations Committee to work out details of the plan by implementation leaders from each major facility. This committee will make success happen.
  - Stakeholder Committee to provide feedback and high level plans for upcoming events. This committee gathers input and support for continued refinement in plans.
- Manage events based on each day’s Event Management Level



Figure 6.6: Special Event Management Levels



## Sidewalk Repair and Maintenance

Effective management of our streets and sidewalks is key in supporting the needs of businesses and residents. Sidewalks, crosswalks, and other street “basics” ensure that Downtown streets are safe for all users. The condition of these elements signal to residents and visitors alike that Downtown is a welcoming place.

### **SUPPORT CITY OF ATLANTA ENFORCEMENT STAFF ADHERENCE TO THE RIGHT OF WAY MANUAL**

- Ensure pedestrian accommodations are the priority in enforcement, especially near construction sites.
- Reduce bicycle conflict through enforcement.

### **BRING ALL STREETS UP TO ADA STANDARDS**

- Encourage pedestrian conditions analysis as a part of development review.
- Identify nearby off-site improvements that development may be able to address as a part of development review.

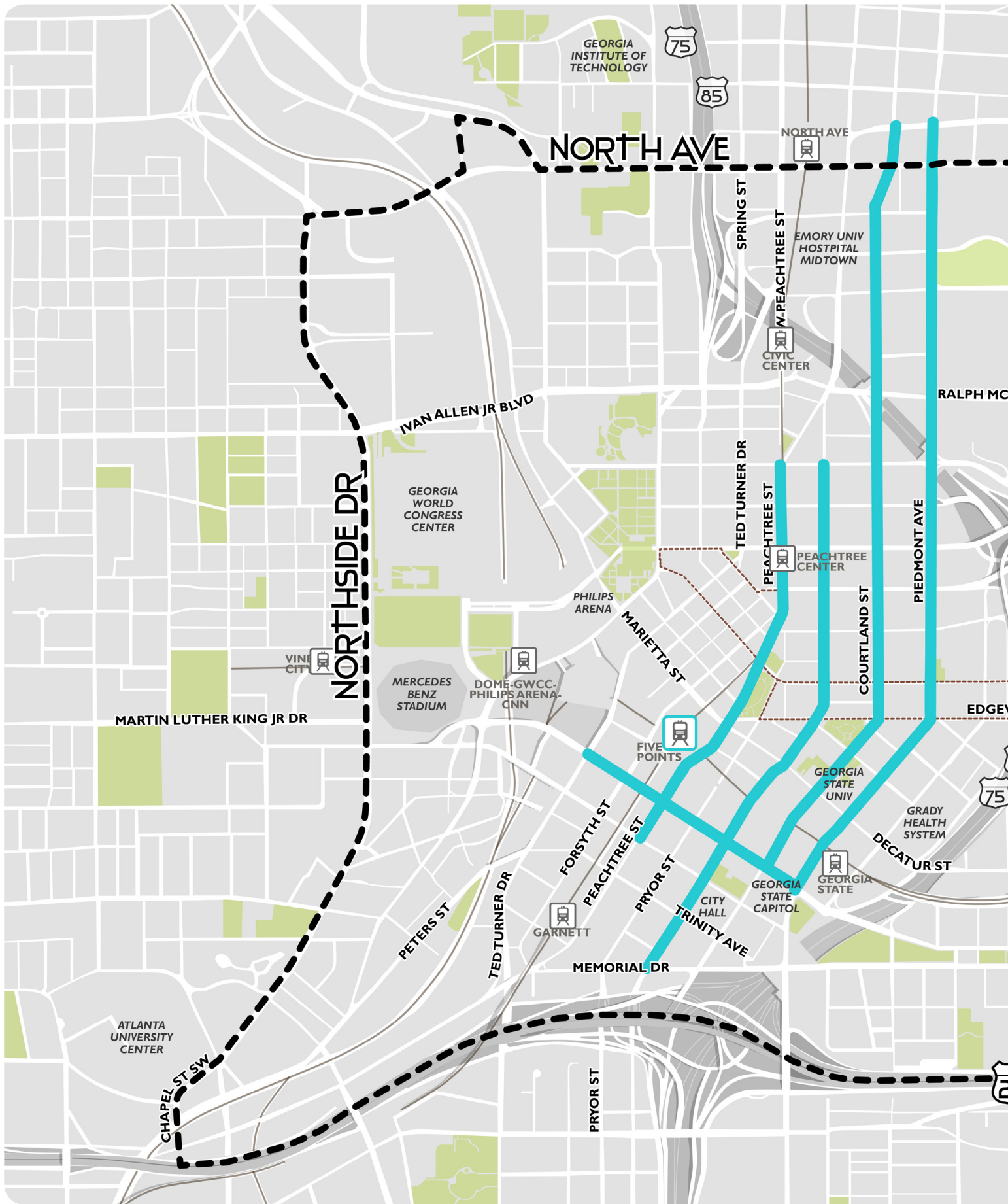
### **REQUIRE REPLICABLE MATERIALS**

- Select materials that are readily replicable and require construction projects, utility companies performing street work and other entities that disturb streetscapes, to restore sidewalks to a safe condition that keep the aesthetic of the original design.

### **MAINTAIN AN ASSET MANAGEMENT DATABASE ON SIDEWALK AND CURB RAMP REPAIR NEEDS**

- Recommend asset management database be maintained for sidewalks in Downtown. Partner with Transportation Engineering Department at Georgia Institute of Technology and PEDS.
- Recommend regular meetings between agency partners to coordinate on the status of deficiencies and proactive implementation measures for temporary and permanent solutions.







# SIGNATURE PROJECTS

- Signature Projects
- Study Area
- Open Space
- MARTA Station
- Enhanced MARTA Station
- Rail
- Atlanta Streetcar
- Atlanta BeltLine

The signature projects are the top priorities for this Plan. These five projects, presented in the following pages, are key to enhancing Downtown according to the current vision, guiding principles, and plan objectives. Designed as the framework projects to maintain momentum and guide project and program definition and implementation, each project can lead and/or advance in partnership with the others.

Map 6.8: Signature Projects



# Peachtree Street Shared Street

PROJECT ID: C-60, C-61

## Project Intent

Atlanta's signature street should be one where residents, workers, and visitors come together all times of the day—before work for coffee, during work for a meeting, and after work for a drink. With the Atlanta Streetcar potentially extending along Peachtree Street, desires for a more bikeable and walkable street would be difficult to implement while keeping modes separated. Taking inspiration from woonerfs in the Netherlands, 16th Street in Denver, and the Portland Streetcar, the Plan proposes to make Peachtree Street a shared street. This will improve the interaction of the building and the street or more importantly, the businesses with their patrons. Bicyclists will be encouraged to share the street at a leisurely pace and follow painted markings or pavement differentiations as to reduce conflicts with streetcar tracks.

## Existing Conditions

- Four-lane to five-lane street
- Separated sidewalks that are constrained and narrow
- Streetcar northbound between Auburn Avenue/Luckie Street and Ellis Street
- Rideshare drop-off occurs within travel lanes, permitted valet, and loading zones

## Recommendations

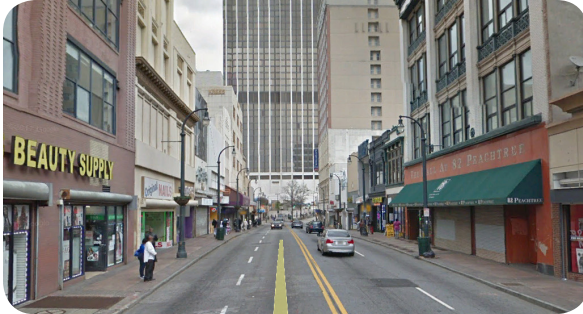
- Shared street
- Reduction of travel lanes to two lanes, one in each direction
- Enhanced pedestrian streetscape to include protected buffer of shade trees and street furniture
- Removal of curb cuts to reduce vehicular turning conflicts



Map 6.9: Peachtree Street Shared Street  
Map design template provided by Interface Studio

## Cross Section

Peachtree Street Existing



Peachtree Street Proposed



## Complementary Projects

- T-1 Atlanta Streetcar/MARTA Light Rail - A Loop - Peachtree Dedicated Streetcar Lane
- T-5 Atlanta Streetcar/MARTA Light Rail - Capitol Line
- T-11 Atlanta Streetcar/MARTA Light Rail - Greenbriar
- T-23 MARTA Station Enhancements - Peachtree Center

## Implementation Considerations

- Design of this corridor is integral to its success as its a new concept in the city
- Atlanta Streetcar System Plan plans for expansion north and south along Peachtree Street
- Bicycle interaction with streetcar tracks will encourage a leisurely pace and reduce conflicts
- Consider bollards to restrict vehicle access
- Consider accommodating bus turning radius around existing MARTA bus layover at Five Points station
- Coordinate with City of Atlanta regarding potential legal considerations of shared streets concept and implementation



Shared Street in Copenhagen

See Appendix A for comprehensive project list.

# MLK Jr. Drive Two-Way Conversion

PROJECT ID: C-44

## Project Intent

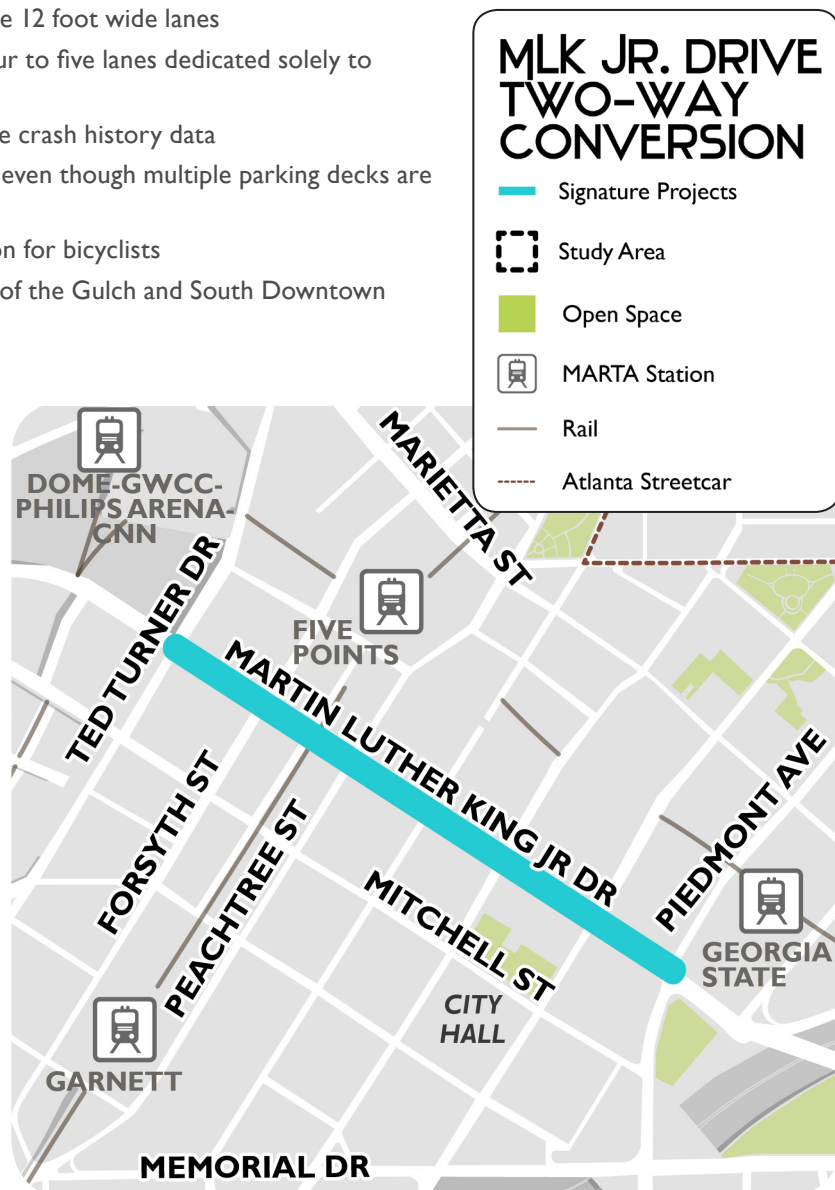
The Plan proposes converting MLK Jr. Drive to a two-way street with a more hospitable pedestrian experience for existing businesses and new development in the Gulch and South Downtown, converted street to two-way operations with enhanced green infrastructure, enhanced pedestrian experience, and high-quality bicycle facilities (both directions). It should remain flexible enough to allow for reversible operations during high-volume special events.

## Existing Conditions

- One-way street – four to five 12 foot wide lanes
- Over capacity – between four to five lanes dedicated solely to vehicular traffic
- Increased speeds and notable crash history data
- Abundant on-street parking even though multiple parking decks are available
- No safe east-west connection for bicyclists
- Near future redevelopment of the Gulch and South Downtown

## Recommendations

- Two-way conversion flexible enough to allow for reversible use during high-volume special events
- Protected bicycle lanes, westbound on north side of the street and eastbound on south side of the street
- Reduction of travel lanes to two lanes westbound and one lane eastbound with turn lanes at key intersections
- Enhanced pedestrian streetscape to include protected buffer of shade trees and street furniture
- Removal of on-street parking



Map 6.10: MLK Two-Way Conversion

Map design template provided by Interface Studio



## Cross Section

### Martin Luther King Jr. Drive Existing



### Martin Luther King Jr. Drive Proposed



## Complementary Projects

- C-60 Peachtree Street Shared Street - Phase I
- C-9 Broad Street SW Shared Street
- C-49 Mitchell Street Two-Way Conversion and Enhancement
- C-24 Forsyth Street High-Quality Bicycle Facilities & Streetscape Enhancements

## Implementation Considerations

- As a critical route for special-events traffic, coordinate with DTP to allow reversible operations
- With existing MARTA and regional bus service, ensure coordination of stops when designing bicycle lanes and buffers
- MLK Jr. Drive viaduct reconstruction design should incorporate connections for bicycles and flow of eastbound traffic

See Appendix A for comprehensive project list.



# Courtland Street & Piedmont Avenue Bicycle Pairs

PROJECT ID: C-18, C-63

## Project Intent

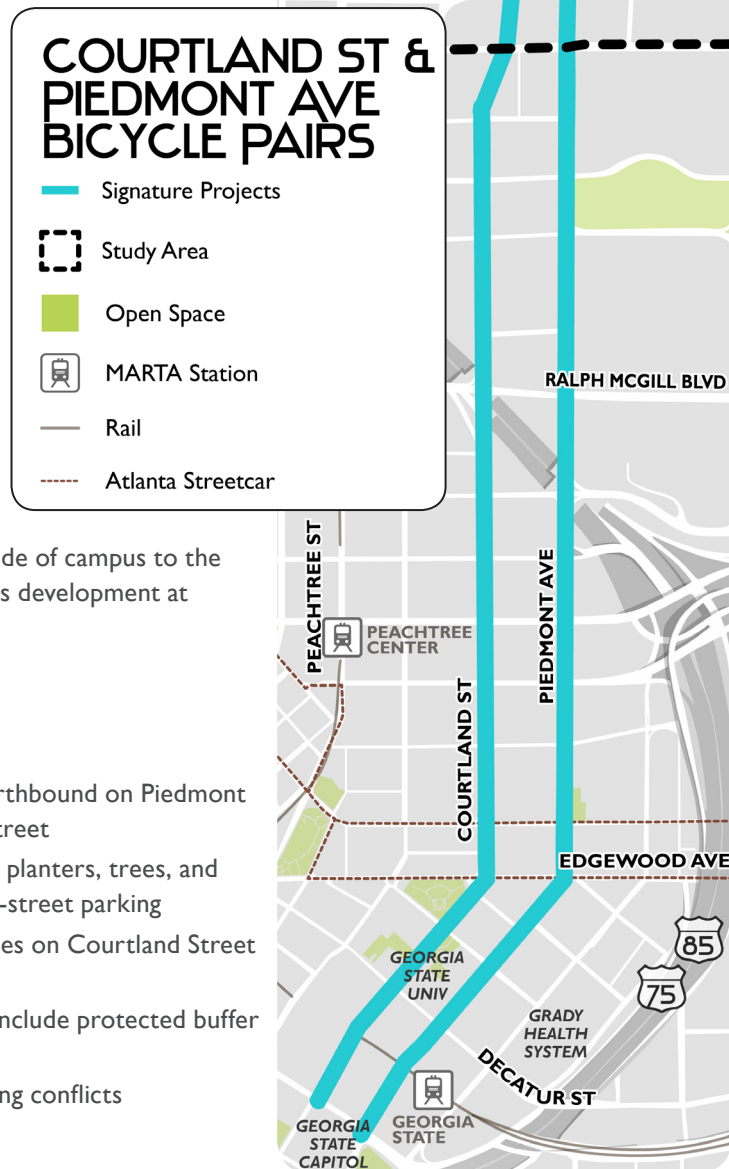
To provide safe and efficient mobility for residents, students and workers in Downtown Atlanta on foot and bicycle, repurpose outside lanes of Courtland Street/Washington Street and Piedmont Avenue with matching one-way protected bicycle lanes that provide a buffer for bicyclists and pedestrians. These parallel facilities will also retain the one-way vehicular operation to accommodate existing vehicular volumes and provide connection to the proposed Midtown bicycle pairs currently in design phase and planned facilities to the south, such as Capital Avenue. Additionally, these facilities will support the economic development potential of various developable parcels along both streets.

## Existing Conditions

- Parallel one-way roads that facilitate north-south vehicular movement.
- Four to five lanes dedicated solely to vehicular traffic on Courtland Street
- Increased speeds and notable crash history
- Georgia State University residential density growth
- Recent streetscape improvement along Piedmont Avenue
- No safe bicycle north-south route exists for students to travel from residential complexes on the north side of campus to the academic buildings and future campus development at Turner Field/Summerhill

## Recommendations

- One-way protected bicycle lanes, northbound on Piedmont Avenue, southbound on Courtland Street
- Protected bicycle lanes buffered with planters, trees, and where excess right-of-way allows, on-street parking
- Reduction of travel lanes to three lanes on Courtland Street and two lanes on Piedmont Avenue
- Enhanced pedestrian streetscape to include protected buffer of shade trees and street furniture
- Removal of curb cuts to reduce turning conflicts



Map 6.11: Courtland Street & Piedmont Avenue Bicycle Pairs

Map design template provided by Interface Studio

## Cross Section

Courtland Street Existing



Courtland Street Proposed



Piedmont Avenue Existing



Piedmont Avenue Proposed



## Complementary Projects

- NC-5 Courtland Street Sidewalk Improvements
- INT-3 Courtland Street & Baker Street Intersection Improvement
- INT-8 I-75/85 NB HOV Piedmont Avenue Off-Ramp Reconfiguration
- T-21 MARTA Station Enhancements - Georgia State

## Implementation Considerations:

- The two-way cycle track on Courtland Street from Gilmer Street to Memorial Drive that is in design would be converted to a one-way facility upon completion of the Piedmont Avenue one-way protected bicycle lane
- Atlanta Streetcar System Plan may consider Courtland Street or Piedmont Avenue for improved streetcar network grid

# Central Avenue / Peachtree Center Avenue Bus Priority Corridor

PROJECT ID: T-13

## Project Intent

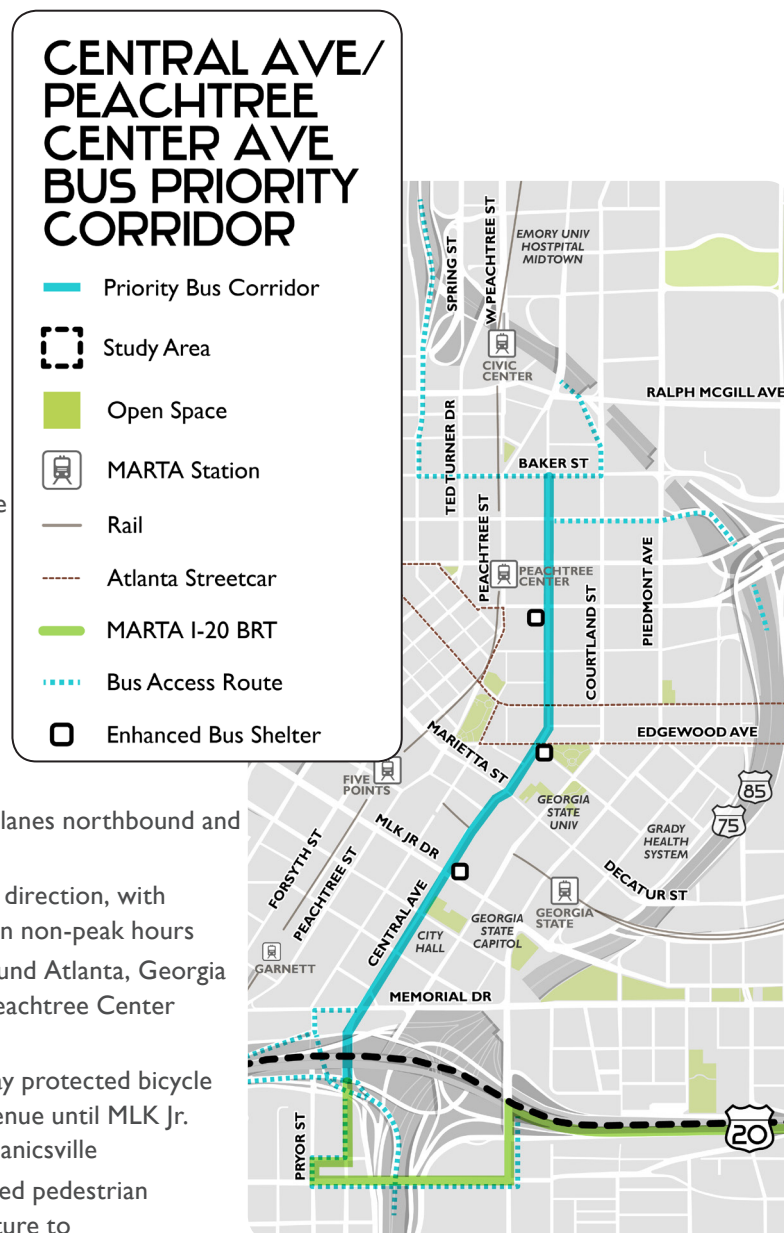
The project transforms Central Avenue/Peachtree Center Avenue into a high-quality bus corridor for regional and local service with two-way vehicular operations. The project includes improved pedestrian facilities, bus shelters, and transit signal priority phase to allow buses to have signal jumping during peak hours, once dedicated bus lanes are implemented. The section along Central Avenue south of Martin Luther King, Jr. Drive would also include a bicycle lane with a green infrastructure buffer that serves as stormwater mitigation.

## Existing Conditions

- One-way, northbound street
- Delivery access and dedicated loading zones
- Taxi stand queues for hotels
- On-street parking
- Bus stops without signage or shelter
- **Peachtree Center Avenue Only:** two-way protected bicycle lane

## Recommendations

- Two-way conversion
- Removal of two-way protected bicycle lane
- Reduction of travel lanes to two lanes northbound and one lane southbound
- Dedicated bus lanes, one in each direction, with southbound lane open to traffic in non-peak hours
- Enhanced bus stops at Underground Atlanta, Georgia State/Hurt Park Streetcar, and Peachtree Center MARTA/Streetcar
- **Central Avenue Only:** one-way protected bicycle lane, northbound on Central Avenue until MLK Jr. Drive as a connection with Mechanicsville
- **Central Avenue Only:** enhanced pedestrian streetscape and green infrastructure to provide flood mitigation and serve as a buffer for bicycle facility

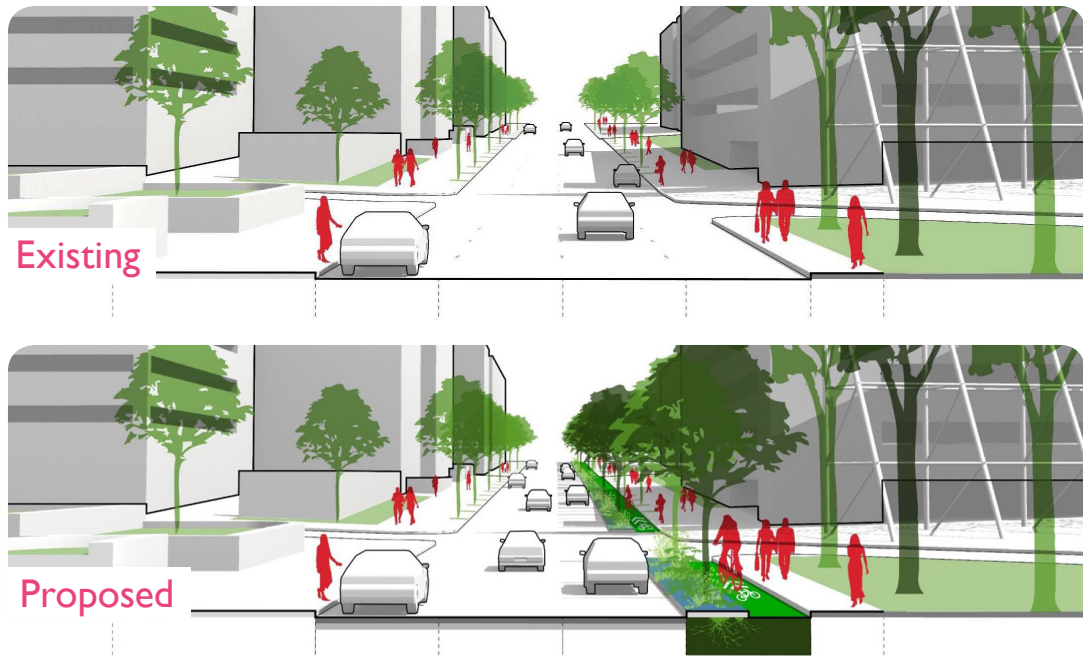


Map 6.12: Central Avenue/Peachtree Center Avenue Bus Corridor

Map design template provided by Interface Studio

## Cross Section

### Central Avenue at Garnett Street Looking North Improvements



Graphic provided by Interface Studio

## Complementary Projects

- INT-1 I-75/85 NB HOV Piedmont Avenue Off-Ramp Reconfiguration
- C-18 Courtland Street High-Quality One-Way Bicycle Facility, Viaduct, & Streetscape Enhancements
- C-60 Peachtree Street Shared Street Phase 1
- C-61 Peachtree Street Shared Street Phase 2
- C-63 Piedmont Avenue High-Quality Bicycle Facilities

## Implementation Considerations

- Review on-street parking need and remove on a case-by-case basis
- Phase One: construct a bicycle lane with green infrastructure buffer on Central Avenue
- Phase Two: construct the bus corridor, only after the completion of phase and complementary projects to ensure north-south bicycle connectivity and safety

See Appendix A for comprehensive project list.



# Five Points MARTA Station Enhancements

PROJECT ID: T-19

## Project Intent

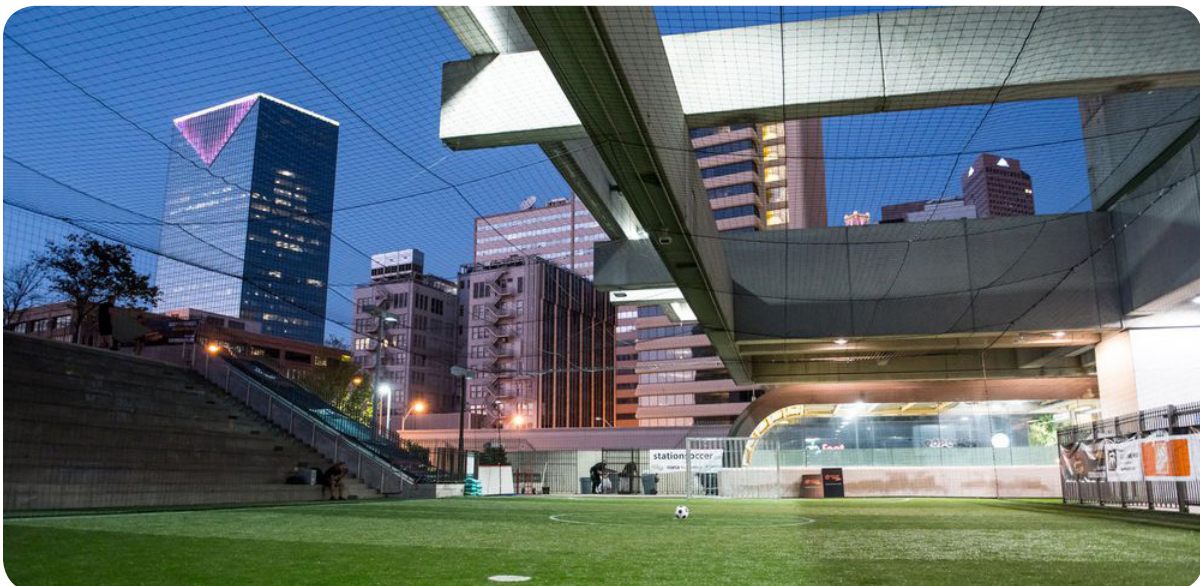
The project overhauls the Five Points MARTA Station with a new vertical access point to the west in the Gulch in coordination with redevelopment. This initiative continues implementation of 2016 MARTA Makeover study recommendations, including public art, wayfinding signage, events and activations, reconfigured bus layover and access around the station, and improvements to Broad Street Plaza.

## Existing Conditions

- Bus staging area on Alabama Street and Broad Street
- Broad Street Plaza is underused
- Station soccer field and Community Garden activation of previously under used spaces

## Recommendations

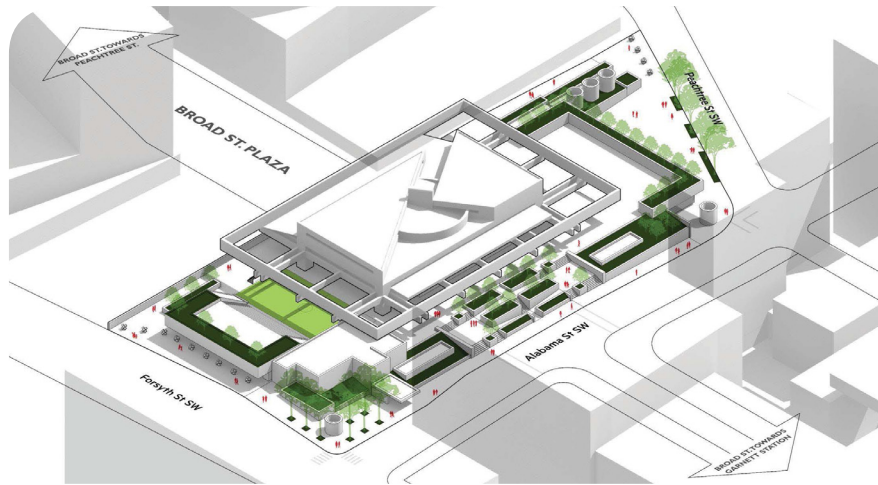
- Increased vertical access points in the Gulch in coordination with redevelopment
- Reconfigured bus layover and staging area
- Activate space with public art
- Provide wayfinding signage to help visitors better orient themselves in the city
- Provide informational signage with real-time bus and train information outside of the station
- Continue activating the space with events and active uses



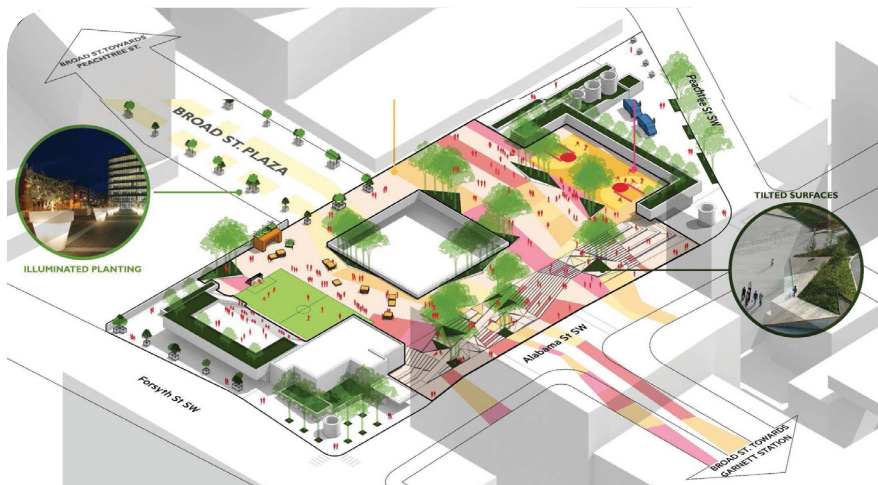
Station Soccer at Five Points MARTA Station

## Cross Section

### Five Points Station Existing



### Five Points Station Conceptual Enhancements



Graphic provided by Interface Studio

## Complementary Projects

- C-1 Alabama Street (Upper) Shared Street
- C-8 Broad Street SW Shared Street
- C-9 Broad Street NE Shared Street
- C-60 Peachtree Street Shared Street Phase I
- NC-1 Alabama Street Extension/New Viaduct
- C-24 Forsyth Street High-Quality Bicycle Facilities and Streetscape Enhancements

## Implementation Considerations

- Coordinate with MARTA about bus operations at Five Points
- Investigate vertical redevelopment opportunities
- Consider potential Gulch and MMPT redevelopment effect on this station

See Appendix A for comprehensive project list.

# Implementation

Ensuring success of Downtown Atlanta requires focus, leadership, and resources. With robust community engagement, the Downtown Atlanta Transportation Plan in conjunction with the Downtown Atlanta Master Plan represents a way forward to create a vibrant and dynamic center to the South's largest metropolitan region. In order to ensure the goals of the Plan are implemented, it is recommended to create a Downtown Plan Task Force, monitor and evaluate projects, and track and share the progress.

## CREATE THE DOWNTOWN PLAN TASK FORCE

Downtown Atlanta stakeholders, partners, and community members are the lifeblood of the Plan, with the expert knowledge that is integral to implementation. Bringing these groups together for the Plan was just the first step. Turning the conversation from goals to implementation via a structured, well-managed task force will ensure focused support of getting projects funded and built.

## MONITOR AND EVALUATE PROJECTS

The Five-Year Action Plan is the guiding document for CAP/ADID and the Downtown Plan Task Force to monitor and track progress. Additionally, the Five-Year Action Plan Fact Sheets in Appendix C are provided as a one-page reference for each project, that includes project definition and implementation details to assist any implementation agent or advocacy group. CAP/ADID and the Downtown Plan Task Force can use these tools as ways to support the Plan as opportunities present themselves.

## TRACK AND SHARE THE PROGRESS

It is important to track progress and share updates with the full Downtown community to ensure continued support of the Plan. CAP/ADID can serve as the management agent of this data and create data entry systems that are accessible for partners to assist in tracking reports. With the [plandowntownatl.com](http://plandowntownatl.com) website and other communication and outreach tools, CAP/ADID can share the progress of the Plan with the public to keep them engaged. Regularly scheduled updates from CAP/ADID and the Downtown Plan Task Force will build confidence and maintain momentum in the Plan's implementation.







# APPENDIX A



## COMPREHENSIVE PROJECT LIST

Appendix A - Downtown Atlanta Transportation Plan Comprehensive Project List

Project ID	Project Name	Location			Characteristics						Street Personality					Components / Description	
		Primary Street	From	To	Funded	Ped Facility	Bike Facility	Transit Facility	2-Way Conversion	Vehicular	Policy	Signature	Promenade	Green	Avenue		Boulevard
C-1	Alabama Street (Upper) Shared Street	Alabama St	Forsyth St	Central Ave		X				X		X					In conjunction with redevelopment of Underground Atlanta, reconfigure Alabama Street as shared street and reopen to mixed traffic.
NC-1	Alabama Street Extension / New Viaduct	Alabama St	Centennial Olympic Park Dr	Ted Turner Dr						X						X	Construct a new viaduct connecting Ted Turner Drive to Centennial Olympic Park Drive to subdivide the Gulch for potential redevelopment and to create an east-west vehicular and pedestrian connection
C-2	Andrew Young International Boulevard Two-Way Conversion & Pedestrian Enhancements	Andrew Young Intl Blvd	Ted Turner Dr	Piedmont Ave		X			X		X						Incrementally convert to two-way and enhance pedestrian experience as a signature/gateway for both east downtown and GWCC area. Phase 1, convert east of Peachtree. Phase 2, convert west of Peachtree
C-3	Angier Avenue / Pine Street Bike/Ped Enhancements	Angier Ave / Pine St	Courtland St	Boulevard		X	X									X	Improve sidewalk and pedestrian experience, and install bike lanes
NC-2	Atlanta BeltLine Westside Trail Connection / Lena Street Path Extension	Lena St	Booker Street	Northside Dr		X	X									X	Connect Atlanta BeltLine Westside trail to westside neighborhoods and Downtown via multi-use path above the existing MARTA track right of way and through Vine City neighborhood. Connect Vine City MARTA Transit Station to Ashby MARTA Transit Station.
T-1	Atlanta Streetcar / MARTA Light Rail - A Loop - Auburn Dedicated Streetcar Lane	Auburn Ave	Peachtree St	Jackson St				X			X						Transition existing westbound Atlanta Streetcar lane from shared lane to dedicated transit lane
T-2	Atlanta Streetcar / MARTA Light Rail - A Loop - Edgewood Dedicated Streetcar Lane	Edgewood Ave	Peachtree St	Jackson St				X									Transition existing eastbound Atlanta Streetcar lane from shared lane to dedicated transit lane
T-3	Atlanta Streetcar / MARTA Light Rail - A Loop - Park Place	Park Pl / Pryor St	Auburn Ave	Edgewood Ave		X		X				X				X	Create dedicated lane at Park Place Atlanta Streetcar stop. Create shared street with limited vehicular traffic, keep contraflow bike lane
T-4	Atlanta Streetcar / MARTA Light Rail - A Loop - Peachtree Dedicated Streetcar Lane	Peachtree St	Ellis St	Auburn Ave / Luckie St				X			X						Transition existing northbound Atlanta Streetcar lane from shared lane to dedicated transit lane
T-5	Atlanta Streetcar / MARTA Light Rail - Capitol Line	Peachtree St / MLK Jr. Dr / Capitol Ave	Luckie St / Auburn Ave	RDA / Georgia Ave				X						X			Support bi-directional Atlanta Streetcar connection from Downtown to South Atlanta (not yet under environmental review)
T-6	Atlanta Streetcar / MARTA Light Rail - Crosstown Downtown Line	Centennial Olympic Park Dr / Walker St	Andrew Young International Blvd	Fair St	X			X			X						Support bi-directional Atlanta Streetcar in either shared or dedicated lanes (under environmental review). Funded with ABI/MARTA as project lead and TSPLOST/More MARTA as the source.
T-7	Atlanta Streetcar / MARTA Light Rail - Crosstown Midtown Connection	Baker St / Luckie St	North Ave	Peachtree St				X						X			Support bi-directional Atlanta Streetcar in either shared or dedicated lanes from Downtown to Georgia Tech (under environmental review)
T-8	Atlanta Streetcar / MARTA Light Rail - Crosstown Midtown Line	North Ave	Bankhead MARTA	Somerset Terrace				X								X	Support bi-directional Atlanta Streetcar in either shared or dedicated lanes (under environmental review)
T-9	Atlanta Streetcar / MARTA Light Rail - Eastside Extension - North	Edgewood Ave	Jackson St	Randolph Ave				X			X						Support bi-directional Atlanta Streetcar in either shared or dedicated lanes (exact alignment under environmental review) from Jackson Street to Atlanta Beltline Eastside corridor
T-10	Atlanta Streetcar / MARTA Light Rail - Eastside Extension - South	Grant St / Hilliard St / Memorial Dr	Edgewood Ave	Bill Kennedy Way				X							X	X	Support bi-directional Atlanta Streetcar in either shared or dedicated lanes (exact alignment under environmental review) from Downtown to Southeast BeltLine / Bill Kennedy Way
T-11	Atlanta Streetcar / MARTA Light Rail - Greenbriar	Whitehall St / Lee St / Campbellton Rd	MLK Jr. Dr	Campbellton Rd				X			X						Support bi-directional Atlanta Streetcar in either shared or dedicated lanes (not yet under environmental review)
T-12	Atlanta Streetcar / MARTA Light Rail - Peachtree	Peachtree St	Ellis St	15th St				X			X						Support bi-directional Atlanta Streetcar in either shared or dedicated lanes (not yet under environmental review)
C-4	Auburn Avenue Streetscape Enhancements	Auburn Ave	Peachtree St	Boulevard	X	X					X						Improve existing sidewalks, trees, landscaping, lighting, and street furniture. \$900,000 funded with Renew/TSPLOST as project lead with Renew District 2 and 5 as the source.
C-5	Baker Street / Highland Avenue PATH Connection Enhancements	Baker St / Highland Ave	Piedmont Ave	Jackson St		X	X								X		Remove free-flow lanes and upgrade signals at Piedmont Avenue and create park at southeast corner of Highland and Piedmont in coordination with C-7 Baker Street two-way conversion, C-63 Piedmont Bike Lane, and INT-8. Enhance corridor with streetscape improvements to sidewalks and ADA ramps at intersections, trail improvements from Piedmont Avenue to Jackson Street.
C-6	Baker Street High-Quality Bike Infrastructure	Baker St / Highland Ave	Luckie St	Centennial Olympic Park Dr		X	X								X		Re-purpose sidewalk as a multi-use path along southern curb of Baker Street adjacent to Centennial Olympic Park to allow for future use of the roadway for expanded Atlanta Streetcar transit
C-7	Baker Street Two-Way Conversion	Baker St / Highland Ave	Centennial Olympic Park Dr	Piedmont Ave				X	X						X		Convert street from one-way to two-way operation, with left turn lanes at appropriate intersections, including signal modifications and signage. Design considerations include Atlanta Streetcar expansion and special events flexibility
C-8	Broad Street NE Shared Street	Broad St	Peachtree St	Marietta St		X				X		X					Create a shared street, that is open to mixed traffic with slow speeds that prioritizes the pedestrian experience
C-9	Broad Street SW Shared Street	Broad St	Alabama St	Trinity St		X				X		X					Create a shared street, that is open to mixed traffic with slow speeds that prioritizes the pedestrian experience
C-10	Capitol Avenue High-Quality Bike Facilities	Capitol Ave / Piedmont Ave	MLK Jr. Dr	RDA / Georgia Ave.			X	X							X		Install high-quality bike facilities (two-way, protected), with right of way reserved for two-way high capacity, high frequency transit. May require off-street path or extra right of way
INT-1	Capitol Hill / Memorial Drive Roundabout	Capitol Ave / Memorial Dr	Memorial Dr	Memorial Dr						X					X	X	Reconfigure intersection into a roundabout at Capitol Hill and Memorial Drive on existing bridge structure.
C-11	Centennial Olympic Park Drive Enhancement - Georgia World Congress Center	Centennial Olympic Park Dr / Walker St	Marietta St	MLK Jr. Dr		X				X	X						Maintain two-way facility. Improve ped facilities. Design Considerations for Atlanta Streetcar expansion, reversible for high volume special events
C-12	Centennial Olympic Park Drive Multimodal Operational Improvements	Centennial Olympic Park Dr / Walker St	North Ave	Ivan Allen Blvd			X								X		Reduce number of lanes to one in each direction and a center turn lane to accommodate bike lanes in each direction connecting Georgia Tech at North Avenue to Centennial Olympic Park
C-13	Centennial Olympic Park Drive Two-Way Conversion	Centennial Olympic Park Dr / Walker St	Ivan Allen Jr. Blvd	Marietta St		X	X	X	X		X						Convert from one-way to two-way vehicular operations, with improved pedestrian facilities and a multi-use trail along westernmost curb adjacent to Pemberton Place and Centennial Olympic Park. Design Considerations for Atlanta Streetcar expansion, reversible for high volume special events
C-14	Centennial Olympic Park Drive / Walker Street Bike Lanes & Streetscape Enhancements	Centennial Olympic Park Dr / Walker St	MLK Jr. Dr	Peters St		X	X	X			X						Maintain two-way Facility and install bike lanes. Improve pedestrian facilities. Design considerations for Atlanta Streetcar expansion, reversible for high volume special events
T-13	Central Avenue / Peachtree Center Avenue Bus Corridor	Central Ave / Peachtree Center Ave	Baker St	MLK Jr. Dr		X		X	X					X			Transform Central Avenue & Peachtree Center Avenue into high-quality Bus Corridor with two-way vehicular operation. Include improved Ped facilities, bus shelters, priority phase (signal jumping for buses) and bus only lanes. Enhanced Bus Stop recommended locations are intended to maximize multimodal connections at Gilmer Street / Georgia State University, at Ellis Street / Peachtree Center MARTA station, and at MLK Jr. Drive / Underground Atlanta. It is integral that this project be coordinated with the completion of installation of bike facilities on Capitol Avenue / Piedmont Avenue and Courtland Street / Washington Street.
C-15	Central Avenue Two-Way Conversion & One-Way Bike Lane	Central Ave / Peachtree Center Ave	MLK Jr. Dr	Rawson Street		X	X	X	X					X			Transform the Central Avenue corridor into a high-quality multi-modal route with two-way vehicular operation, and improved pedestrian facilities. Additionally install one-way high-quality bike facility with enhanced green infrastructure buffer to provide flood mitigation.
NC-4	Civic Center New Streets	Currier St	N/A	N/A		X				X							In conjunction with redevelopment of Civic Center, subdivide block for development and provide east-west and north-south circulation through site. Currier Street Extension, Myrtle New Street, Penn Ave New Street
C-16	Cone Street Streetscape Improvements	Cone Street	Marietta St	Carnegie Way		X						X					Repair sidewalk and consider lane reduction
INT-3	Courtland Street & Baker Street Intersection Improvement	Courtland St / Washington St	Baker St	Baker St			X			X					X		Improve Intersection at Baker St to accommodate southbound protected bike lane. Install dedicated phase and protected bike box to transition bikes across the I-75/85 off-ramp as it merges with Courtland Street
C-17	Courtland Street / Washington Street Streetscape Enhancements	Courtland St / Washington St	MLK Jr. Dr	Memorial Dr		X	X			X					X		Improve pedestrian streetscape and formalize on-street parking on east and west side of the street. Consider keeping the partially funded two-way protected bike lanes from Ponce de Leon Ave to Ralph McGill Ave and Gilmer St to Memorial Dr as part of \$2.0 million dedicated from FTA for the implementation of Cycle Atlanta 1.0.
C-18	Courtland Street High-Quality One-Way Bike Facility & Streetscape Enhancements	Courtland St / Washington St	Ponce de Leon Ave	MLK Jr. Dr	X	X	X	X							X		Install high-quality one-way protected bike facility to include intersection improvements. Reduce travel lanes to a consistent three lanes for entire corridor. Enhance pedestrian streetscape with amenities and on-street parking where applicable. Provide upgrades to existing GDOT bridge project: vertical connectivity and transit enhancements at GSU and Georgia Freight Depot, light wells & general beautification (coordinate with viaduct reconstruction). Partially funded as two-way protected bike lanes from Ponce de Leon Ave to Ralph McGill Ave and Gilmer St to Memorial Dr as part of \$2.0 million dedicated from FTA for the implementation of Cycle Atlanta 1.0.
NC-5	Courtland Street Sidewalk Improvements	Courtland St / Washington St	Renaissance Pkwy	Currier St		X									X		Replace the western-most travel lane with a new sidewalk to fill in gaps in the sidewalk network.

Appendix A - Downtown Atlanta Transportation Plan Comprehensive Project List

Project ID	Project Name	Primary Street	Location		Characteristics						Street Personality					Components / Description	
			From	To	Funded	Ped Facility	Bike Facility	Transit Facility	2-Way Conversion	Vehicular	Policy	Signature	Promenade	Green	Avenue		Boulevard
P-3	Curbside Management	Policy	N/A	N/A							X						Launch an informational campaign on proper curbside use and acceptable locations for stopping and parking vehicles in streets. Select target enforcement locations and work with APD and ADID Ambassadors to identify violations and issue citations. Review loading zone designations, taxi queue locations, and high-demand locations for dynamic shared ride dropoff locations and remap the curbside allocations for these uses. This may involve relocation of taxis and other special curbside designations. Implement new signage and information distribution to clearly specify what curbside uses are allowed in a location and when; coordinate this with curbside parking. Monetize the curb and TNC
C-19	Decatur Street Streetscape Enhancement & Bike Lanes	Decatur St / Marietta St	Peachtree St	Jesse Hill Jr. Dr			X						X				Due to ROW constraints, high-quality Bike Infrastructure not possible, so 5 foot bike lanes on both sides of the street will replace center turn lane (potential for raised bike lanes to differentiate from car travel lane)
C-20	Decatur Street Streetscape Enhancements & Protected Bike Lanes	Decatur St / Marietta St	Jesse Hill Jr Dr	Jackson St		X	X						X				Install a combination of a landscaped median and buffer for bikes predominantly east of Downtown Connector (I-75/85) with enhanced green infrastructure, tree canopy, pedestrian facilities and bike lanes. Install pedestrian-scale bridge enhancements. Install traffic signal at the intersection of Jackson Street at Decatur Street / DeKalb Avenue.
C-21	Edgewood Avenue Streetscape Enhancements	Edgewood Ave	Peachtree St	Boulevard		X											Enhance existing sidewalks, trees, landscaping, lighting, street furniture and on-street parking. Mill and re-pave, re-stripe and upgrade crosswalk striping. Enhance I-75/85 Bridge/Underpass. Maintain westbound bicycle facility. Consider wider sidewalks/bulb outs between Jackson Street and Boulevard.
C-22	Ellis Street Two-Way Conversion	Ellis St	Peachtree St	Piedmont Ave		X			X						X		Convert to two-way, use excess right of way to enhance pedestrian experience and provide on-street parking where applicable
NC-6	Fair Street Pedestrian Bridge	Fair St	Peters St	Whitehall St		X											Create new pedestrian connection as a bridge between Castleberry Hill and South Downtown / Whitehall Street corridor
INT-4	Fair Street Realignment	Fair St	Walker St	Walker St						X							Re-align intersection to create four-way intersection condition
C-23	Fairlie Street Shared Street	Fairlie St	Carnegie Way	Marietta St		X				X							Create a Shared Street, that is open to mixed traffic with slow speeds that prioritizes the pedestrian experience
NC-7	Fitzgerald Street Extension	Fitzgerald St	Edgewood Ave	Chamberlain Rd		X											Create pedestrian connection
C-24	Forsyth Street High-Quality Bike Facilities & Streetscape Enhancements	Forsyth St	Carnegie Way	Trinity Ave		X	X	X				X					Construct high-quality bike lanes, sidewalk repair, streetscape enhancements to include formalized parking / bus stops at Five Points MARTA Transit Station. Install pedestrian-scale bridge enhancements
INT-5	Freedom Parkway Interstate Reconfiguration	Freedom Pkwy	I-75/85	Boulevard		X				X						X	Enhance environment to include improving landscaping, sidewalks, lighting, and paint consistent with the Connector Transformation plan
INT-6	Fulton Street I-75/85 Bridge/Overpass Enhancements	Fulton St	Fulton St. at I-75/85	Fulton St. at I-75/85						X							Reference Downtown I-75/85 Atlanta Connector Transformation Study
NC-8	Georgia World Congress Center High-Quality Bike Connection	Andrew Young Intl Blvd	Northside Dr	Andrew Young International Blvd			X										Install high-quality bike facilities during redevelopment of former Georgia Dome site into Home Depot Backyard. Provide east-west facilities to unite westside neighborhoods to the proposed Downtown bicycle hub at Centennial Olympic Park. Coordinate design with GWCC and PATH foundation for alignment between Mercedes Benz Stadium and Home Depot Backyard to the proposed Atlanta BeltLine Westside Trail Connection.
C-25	Georgia World Congress Center Pedestrian Friendly Boulevard	Andrew Young Intl Blvd	Red Deck Entrance	Marietta St		X	X									X	Enhanced streetscape and pedestrian improvements to provide premier connection within the GWCC campus and connections to both the Westside BeltLine trail and Centennial Olympic Park Drive for people on bikes and on foot.
C-26	Gilmer Street Multimodal Operational Enhancements	Gilmer St	Peachtree Center Ave	Jesse Hill Jr. Dr	X	X	X			X		X					Install multimodal operational improvements including lane reduction, resurfacing, sidewalk repair, street trees, granite curbing, ADA compliant crosswalks and ramps, pedestrian lighting, and protected bicycle lanes. Install bulb-outs, bus shelters, green stormwater infrastructure and electric vehicle charging stations as appropriate and as space permits. Partially funded as two-way protected bike lanes as part of \$2.0 million dedicated from FTA for the implementation of Cycle Atlanta 1.0.
T-14	Greyhound Bus Terminal Enhancements	Forsyth St	Garnett St	Brotherton St					X								Support reconstruction and expansion of Greyhound Inter-city Terminal at Garnett MARTA Station
INT-7	Haynes Street Realignment	Haynes St	Chapel St	Chapel St						X							Re-align intersection to create four-way intersection condition
NC-9	Herndon Homes New Streets	Jett St	N/A	N/A		X				X						X	In conjunction with redevelopment of Herndon Homes, subdivide block for development and provide east-west and north-south circulation through site. Jett Street Extension, Meldrum Street Extension, Northyards Boulevard Extension, Western Avenue Extension
C-27	Highland Avenue Bike Lanes	Highland Ave	Parkway	Boulevard			X						X				Install bike lanes to connect PATH to Highland Avenue Corridor
C-28	Hill Street/Bell Street/Coca Cola Place Bike Lanes	Bell St / Coca-Cola Pl	Auburn Ave	Decatur St			X								X		Formalize bike connection along Bell Street, through Sweet Auburn Curb Market, to Coca-Cola Place & Hill Street. Connects Auburn Pointe and Southeast Atlanta to Auburn / Edgewood Bike Lane Pair
C-29	Hilliard Street Pedestrian improvements	Grant St / Hilliard St	Irwin St	Decatur St		X									X		Install sidewalk improvements to include shade trees and street amenities
C-30	Hills Avenue Two-Way Conversion	Hills Ave	Northside Dr	Peters St					X								X Convert street to two-way operations
NC-10	Hunt Street Extension	Hunt St	North Ave	Pine St						X							X Reconnect street grid with installation of new streets / extensions by Cosby Spear Highrise
C-31	Hurt Plaza Shared Street	Hurt Plaza	Edgewood / Park Pl	Peachtree Center Ave		X				X		X					Create a shared street, that is open to mixed traffic with slow speeds that prioritizes the pedestrian experience
INT-8	I-75/85 NB /SB HOV Piedmont Avenue On / Off-Ramp Reconfiguration	Capitol Ave / Piedmont Ave	Piedmont Ave	I-75/85		X	X	X		X			X	X			Reconfigure northbound HOV off-ramp onto John Portman Boulevard to facilitate direct access for HOV and express bus commuters. Reconfiguration also allows for additional park space and safer design of the bicycle connection from Freedom Pathway to two-way protected bike lane on John Portman Boulevard. Design Considerations in context of John Portman Boulevard two-way conversion
INT-9	I-75/85 Southbound Ramp- New Roadway (Exit 249C)	I-75/85 Southbound Ramp	I-75/85 Southbound (Exit 249C)	Spring St						X							Create new roadway as southbound exit ramp to Spring Street to improve efficiency of Downtown and Midtown street network, and reduce congestion of Williams St intersection. Further study and coordination with Midtown Alliance and GDOT required
C-32	Ivan Allen Jr Boulevard Eastbound Bike Lane	Ivan Allen Jr Blvd / Ralph McGill Blvd	Centennial Olympic Park Dr	Williams St			X						X			X	Reduce lane widths to accommodate eastbound uphill bike lane, maintaining sharrows on westbound right hand lane. Project includes re-stripping, signal modifications, signal re-timing and signage.
C-33	Ivan Allen Jr Boulevard Re-stripping & Bike Lanes	Ivan Allen Jr Blvd / Ralph McGill Blvd	West Peachtree St	Peachtree St			X										Reduce number lanes to one in each direction and a center turn lane to accommodate bike lanes. Project includes re-stripping, signal modifications, signal re-timing and signage. Realign Alexander Street to straighten intersection with Ivan Allen Jr Boulevard and move curb cut closer to the middle of the block
C-34	Jackson Street / Parkway Bike Boulevard	Jackson St / Parkway Dr	North Ave	Decatur St		X	X						X	X			Install street and sidewalk enhancements to create a bicycle boulevard, to include bicycle and pedestrian improvements such as bike lanes, sidewalk improvements, and mid-block crossings
C-35	Jackson Street Bridge Parklet Enhancements	Jackson St / Parkway Dr	Highland Ave	Cain St		X	X						X	X			Create safer bike route by creating buffered / protected two-way cycle track on westernmost curb of the street and improved connection to Freedom Parkway PATH. Remove center turn lane. Create parklet to enhance safety and experience by creating photograph / viewpoint at Jackson Street Bridge while maintaining safety for photographers, pedestrians, and people traveling through via bicycles and vehicles.
INT-10	Jesse Hill Jr. Drive / Butler Street Bridge Right-of-Way Acquisition	Jesse Hill Jr Dr	N/A														Replace bridge over CSX Railroad. City of Atlanta will fund right-of-way and utility relocations only. Engineering and construction are by GDOT.
C-36	John Portman Boulevard Two-Way Conversion	John Portman Blvd	Centennial Olympic Park Dr	Piedmont Ave			X		X				X				Convert street to two-way operations to two eastbound lanes and one westbound lane. As a priority East/West bike corridor, redesign to safely incorporate bikes and the realignment of the I-75/85 HOV off ramp at Piedmont Avenue that creates direct input from highway.
C-37	John Wesley Dobbs Avenue Streetscape Enhancement	John Wesley Dobbs Ave	Peachtree St	Piedmont Ave		X	X			X							Maintain two-way operations, reduce to one lane each way, with center turn lane, add on-street parking or bike lanes where appropriate
NC-11	Larkin Place Extension	Larkin Pl	Trenholm St	McDaniel St						X							X Extend Larkin Street to intersect with McDaniel Street. Larkin does not connect to McDaniel
NC-12	Linden Avenue New Roadway	Linden Ave	Piedmont Ave	Central Park Place						X							X Reconnect street grid with installation of new roadway as an East-West connection, with potential to build between property lines, but not currently public ROW
C-38	Marietta Street Multimodal Operational Enhancement	Decatur St / Marietta St	North Ave	Ivan Allen Jr. Blvd	X	X	X						X				Improve roadway to include removal of travel lane in northern direction and addition of turn lanes at intersections where applicable. Excess right of way used to provide bike lanes and improve sidewalks, tree wells, and street furniture zones. \$1,246,000 funded with Renew/TSPLOST as project lead with RenewATL funds
C-39	Marietta Street Streetscape Enhancement	Decatur St / Marietta St	Ivan Allen Jr. Blvd	Park Ave		X				X			X				Improve roadway to include removal of travel lane in northern direction and addition of turn lanes at intersections where applicable. Excess right of way used to improve sidewalks, tree wells, street furniture zones, and provide on-street parking / loading zones
C-40	Marietta Street Streetscape Enhancement & Multi-Use Path	Decatur St / Marietta St	Park Ave	Centennial Olympic Park Dr		X	X				X	X					Install multi-use path along existing parkside sidewalk (northside of the corridor) to maintain existing lanes. Add eastbound left turn lane to allow turns onto COP Drive
C-41	Marietta Street Streetscape Enhancement & High-Quality Bike Lanes	Decatur St / Marietta St	Centennial Olympic Park Dr	Peachtree St			X				X						Reduce laneage of the the street from six lanes to five lanes (two lanes each way with center turn lanes) to provide space for bike lanes to connect COP bike facilities to high-quality bike facilities (one in each direction) east of Ted Turner
T-15	MARTA I-20 East Bus Rapid Transit	I-20	Bus Corridor	Moreland Ave	X			X									Construct three (3) miles of bus rapid transit (BRT) service with two (2) new stops and one new station (exact alignment to be determined). Consider Fulton St / Central Ave Bus Route. Funded with MARTA as project lead and TSPLOST/More MARTA as the source.

Appendix A - Downtown Atlanta Transportation Plan Comprehensive Project List

Project ID	Project Name	Location			Characteristics						Street Personality					Components / Description		
		Primary Street	From	To	Funded	Ped Facility	Bike Facility	Transit Facility	2-Way Conversion	Vehicular	Policy	Signature	Promenade	Green	Avenue		Boulevard	Neighborhood
T-16	MARTA Infill Station - Mechanicsville	McDaniel St	McDaniel St	Whitehall Ter				X										Construct MARTA Infill Station as a TOD opportunity to provide connectivity, mobility, and economic development in Mechanicsville, Whitehall Street, and Castleberry Hill districts/neighborhoods. Accessibility should be primarily pedestrian. Potential as the terminus of I-20 East BRT, with new HOV ramps to be built from I-20 to the station.
T-17	MARTA Transit Station Enhancements - DOME/GWCC/Philips Arena/CNN Center	Centennial Olympic Park Dr / Walker St	N/A	N/A	X			X										Create new vertical access point to the east in the Gulch in coordination with redevelopment. New vertical access to International Plaza, as well as construction of new pedestrian connections to make the Mangum Street entrance at the western end of the station available during normal operations. This also includes general maintenance and aesthetic improvement; install new signage/wayfinding. Funded with MARTA as project lead and TSPLOST/More MARTA as the source.
T-18	MARTA Transit Station Enhancements - Civic Center	West Peachtree St	N/A	N/A				X										Install improvements to east-west access to the station through a pedestrian-only connection with Peachtree Street. Install a mid-block pedestrian crossing. Project also includes general maintenance and aesthetic improvements such as new signage and wayfinding. Formalize local and express bus depot on West Peachtree Street as part of Stitch reconfiguration.
T-19	MARTA Transit Station Enhancements - Five Points	Peachtree St	N/A	N/A				X										Create new western vertical access in the Gulch in coordination with redevelopment. Continued implementation of MARTA Makeover planning study recommendations, including public art, wayfinding, events, programming, and activations, reconfigured bus layover and access around the station and improvements to and between Broad Street Plaza / Barbara Asher Square.
T-20	MARTA Transit Station Enhancements - Garnett	Garnett St	N/A	N/A				X										Create pedestrian access improvements at south side of station that expand entry and faregate area along Brotherton Street; Re-open existing stairwells to previous Garnett St ROW; general maintenance and aesthetic improvement; install new signage/wayfinding.
T-21	MARTA Transit Station Enhancements - Georgia State	Capitol Ave / Piedmont Ave	N/A	N/A				X										Install new western access and faregate entry to upper and lower Courtland/Washington Street; General maintenance and aesthetic improvements; Install new signage/wayfinding
T-22	MARTA Transit Station Enhancements - King Memorial	Decatur St / Marietta St	N/A	N/A				X										Continue general maintenance and aesthetic improvement; install new signage andwayfinding. Explore TOD opportunities on the north side of the station involving vertical construction over the current parking / kiss-and-ride circulation loop. Sidewalk and pedestrian lighting enhancements to Grant Street tunnel beneath CSX and MARTA rail line.
T-23	MARTA Transit Station Enhancements - Peachtree Center	Peachtree St	N/A	N/A				X										Improve plaza around southwest entrance (NW corner of Forsyth and Carnegie); general maintenance and aesthetic improvement; install new signage/wayfinding. Study direct pedestrian connections from southeast entrance (SE corner of Peachtree and Ellis) to potential future development site north of Georgia-Pacific building.
C-42	Martin Luther King Jr Drive / Memorial Drive Greenway Trail	MLK Jr. Dr	Piedmont Ave	Oakland Ave		X	X							X				Enhance corridor with green infrastructure, pedestrian infrastructure, and multi-use trail along southern curb of street. Shared street between Grant Street and Oakland Avenue. The intersection of Piedmont Avenue needs specific improvements to incorporate two-way multi-use trail east of Piedmont Avenue to one-way protected bike lanes on each side of the street west of Piedmont Avenue. Install pedestrian-scale bridge enhancements over I-75/85.
C-43	Martin Luther King Jr Drive Streetscape Enhancements West	MLK Jr. Dr	Mitchell St	Ted Turner Dr		X	X							X				In coordination with rebuild of the viaduct, include enhanced green infrastructure, enhanced pedestrian infrastructure, and high-quality bike facilities in both directions. The design of this corridor needs to be flexible to accommodate special events traffic.
C-44	Martin Luther King Jr Drive Two-Way Conversion & Streetscape Enhancements	MLK Jr. Dr	Ted Turner Dr	Piedmont Ave		X	X		X					X				Convert from one-way to two-way vehicular operations to include enhanced green infrastructure, enhanced pedestrian experience, and high-quality bike facilities in both directions. Remove on-street parking. Flexibility to allow for reversible lanes during high volume and special events.
C-45	McDaniel Street Bike Lanes & Streetscape Enhancements	McDaniel St	Northside Dr	Fulton St		X	X			X						X		Add eastbound through lane on McDaniel street from Northside Dr to Peters Street. Create two eastbound and two westbound lanes (needs restriping if no changes are made). Add protected bike lanes from Northside Drive to Fulton Street. Provide high-quality sidewalk infrastructure and improvements
C-46	Memorial Drive Off Street Multi-Use Path	Memorial Dr	Whitehall St	Fraser St		X	X									X		Install streetscape / pedestrian improvements and off-Street two-way Multi-Use Path on the southside of the street to connect Pryor Street bike lane to MLK two-way path at Memorial Greenway and the Woodward Avenue Bicycle Boulevard
C-47	Memorial Drive Streetscape Enhancements	Memorial Dr	Connally St	Grant St		X										X		Install streetscape and pedestrian improvements to include sidewalk, median, and intersection improvements
C-48	Memorial Greenway Shared Streets	Memorial Dr	MLK Jr. Dr	Memorial Dr		X				X							X	Implement Shared Streets on Fort St, George St, Moore St, & Oakland Ave to improve pedestrian experience and support Memorial Greenway
NC-13	Merritts Avenue Extension	Merritts Avenue	Parkway	Boulevard						X							X	Reconnect the street grid with installation of new street connection
NC-14	Mitchell Street Off-Street bike extention to Memorial Dr	Mitchell St	Capitol Ave	Memorial Dr			X						X					Install two-way bike connection within existing parking lot to Fraser Street and Memorial Drive Greenway
C-49	Mitchell Street Two-Way Conversion and Streetscape Enhancements	Mitchell St	Ted Turner Dr	Capitol Ave	X	X			X				X					Convert from one-way to two-way vehicular operations to include high-quality pedestrian infrastructure with ADA improvements at intersections and bulb-outs to formalize protected on-street parking. Between Washington Street and Capitol Avenue, enhance the mid-block crosswalk and install retractable bollards or similar protective devices to facilitate intermittent and seasonal street closures. Funded with Renew/TSPLOST as project lead and TSPLOST as the source.
C-50	Monroe Drive / Boulevard Multimodal Operational Enhancements	Boulevard / Monroe Dr	Piedmont Cir	McDonough Blvd	X	X				X						X		Identify existing safety and mobility issues and develop corridor improvements to improve the safety and quality of life for all users. Funded with Renew/TSPLOST as project lead and Renew as the source.
NC-15	Nelson Street Pedestrian Bridge and Streetscape Enhancements	Nelson St	Ted Turner Dr	Elliott St. / Nelson St.		X							X					Repair or re-build bridge to provide safe and attractive pedestrian access between Ted Turner Drive and Elliot Street. Install pedestrian-scale bridge enhancements.
C-51	North Avenue High-Quality Bike Facilities	North Ave	Northside Dr	Luckie St		X	X							X		X		Provide high-quality bike facility to connect Northside Drive and Luckie Street and improve sidewalk / pedestrian experience under the railroad underpass, which currently acts as a barrier. Consider ecological enhancements such as green walls and planted buffers. Consider removing one travel lane in each direction.
NC-16	North Avenue Pedestrian Improvements	North Ave	Marietta St	Marietta St		X								X		X		Improve street and pedestrian lighting on existing pedestrian walkway ramps to enhance connection between Marietta Street and North Avenue. Add pedestrian activated signalized crosswalk across Marietta Street. Coordinate with any Marietta Street and North Avenue enhancement projects.
T-24	Northside Drive Bus Rapid Transit	Northside Dr	North Ave	McDaniel St	X			X								X		Consider bi-directional Bus Rapid Transit in either shared or dedicated lanes for all streetscape improvements. Funded with MARTA as project lead and TSPLOST/More MARTA as the source.
C-52	Northside Drive Multi-Use Trail and Streetscape Enhancements	Northside Dr	Ivan Allen Jr. Blvd	Mitchell St		X	X									X		Convert existing sidewalk along eastside of Northside Drive adjacent to the Georgia World Congress Center to multi-use path to Carter Street to connect to east-west bike facilities. Improve intersections, sidewalks, streetscape, median and planter beds, and existing crosswalks. Widen sidewalks on westernmost curb. Clean up and beautify the corridor by burying the powerlines and utilities. \$3,823,520 funded from Rhodes Street to Martin Luther King Jr. Drive with COA as project lead and RTP/Federal and TSPLOST as the source.
C-53	Northside Drive Streetscape Enhancements North	Northside Dr	North Ave	Ivan Allen Jr. Blvd		X										X		Improve intersections, sidewalks, streetscape, median and planter beds and crosswalks either at signals or with dedicated pedestrian signals
C-54	Northside Drive Streetscape Enhancements South	Northside Dr	Mitchell St	McDaniel St	X	X										X		Improve intersections, sidewalks, streetscape, median and planter beds and crosswalks, either at signals or with dedicated pedestrian signals. Clean up and beautify the corridor by burying the powerlines and utilities.
NC-17	Nutting Street Extension	Nutting St	North Ave	Linden Avenue						X							X	Reconnect the street grid with installation of new street connection
C-55	Park Avenue High-Quality Bike Infrastructure	Park Ave	Baker St	Marietta St			X									X		Design and install high-quality bike facility along the westside of the Centennial Olympic Park that connects Marietta Street to high-quality bike facilities at Luckie Street
C-56	Park Place Shared Street	Park Pl / Pryor St	J.W. Dobbs Ave	Edgewood Ave		X				X			X				X	Create a shared street, that is open to mixed traffic with slow speeds that prioritizes the pedestrian experience
C-57	Park Place Shared Street & Contra Flow Bike Lane Extension	Park Pl / Pryor St	Edgewood Ave	Decatur St		X	X						X					Create a shared street, that is open to mixed traffic with slow speeds that prioritizes the pedestrian experience Extend contraflow bike lane on eastside of street. Maintain parking on both sides.
P-1	Parking Management	Policy	N/A	N/A							X							This program begins to align downtown's parking supply under a public management entity. It is intended to offer a commonly-branded program for visitor parking, serve parking needs of private development, and allow a mechanism for land-banking surplus parking facilities, especially small parking lots throughout downtown, for future development projects.
INT-11	Peachtree Street at Ralph McGill Blvd Protected Bike Intersection	Peachtree St	Ralph McGill Blvd	Ralph McGill Blvd	X		X					X			X			Install a bike ramp for westbound bicyclists along Ralph McGill Boulevard will help them queue at the intersection to turn north on to Peachtree Street or continue south along Peachtree Center Avenue two-way cycle track. Partially funded as part of \$2.0 million dedicated from FTA for the implementation of Cycle Atlanta 1.0.
C-58	Peachtree Street Enhancements - Phase 3 (South)	Peachtree St	Mitchell St	Memorial Dr		X						X						Enhance pedestrian spaces with curb bulb-outs, on-street parking / managed loading areas. Reduce travel lanes to one lane in each direction and a center turn lane.
C-59	Peachtree Street Placemaking Study	Peachtree St	N/A	N/A	X	X	X	X				X						Placemaking study. \$500,000 funded with City of Atlanta as project lead with FTA / Federal funds.
C-60	Peachtree Street Shared Street - Phase 1	Peachtree St	Marietta St	Mitchell St		X	X	X		X		X						Convert Atlanta's signature corridor to a shared street by prioritizing the pedestrian and interaction with the buildings / businesses. Bikes will be encouraged to share the street. Reduce right of way for travel of vehicles to only one lane in each direction at slow speeds. Design Considerations for Atlanta Streetcar expansion.
C-61	Peachtree Street Shared Street - Phase 2	Peachtree St	Baker St	Marietta St		X	X	X		X								Convert Atlanta's signature corridor to a shared street by prioritizing the pedestrian and interaction with the buildings / businesses. Bikes will be encouraged to share the street. Reduce right of way for travel of vehicles to only one lane in each direction at slow speeds. Design Considerations for Atlanta Streetcar expansion.
C-62	Peters Street / Trinity Ave High-Quality Bike Lanes & Pedestrian Enhancements	Peters St / Trinity Ave	Forsyth St	Northside Dr		X	X						X					Install high-quality bike lanes, enhancement of existing sidewalks with landscaping, pedestrian lighting, and furniture. At Walker Street intersection, transition from bike lanes to southside two-way multi-use trail along train corridor.
C-63	Piedmont Avenue High-Quality One-Way Bike Facility	Capitol Ave / Piedmont Ave	Ponce de Leon Ave	MLK Jr. Dr			X								X			Install a high-quality bike facility (one-way, protected) that is complementary to the proposed one-way facility on Courtland Street (C-18). Reduce existing travel lanes to a consistent two lane street with design considerations for Atlanta Streetcar expansion. Partial funding available from TSPLOST for extents from North Avenue to Ellis Street

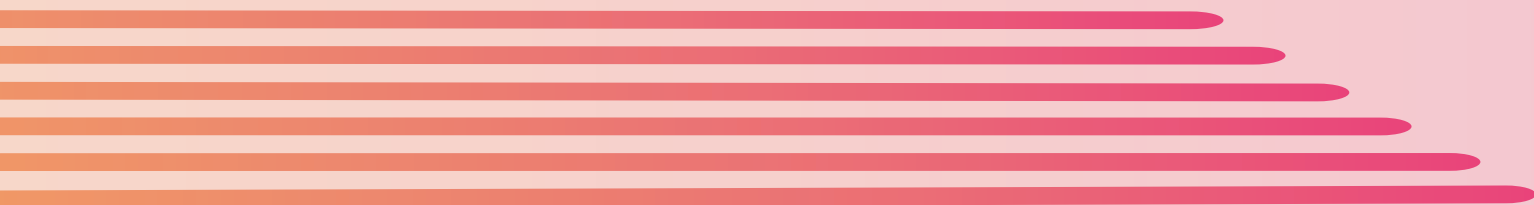


Appendix A - Downtown Atlanta Transportation Plan Comprehensive Project List

Project ID	Project Name	Primary Street	Location			Characteristics							Street Personality					Components / Description
			From	To		Funded	Ped Facility	Bike Facility	Transit Facility	2-Way Conversion	Vehicular	Policy	Signature	Promenade	Green	Avenue	Boulevard	
C-64	Pine Street Two-Way Conversion & Bike Lanes	Angier Ave / Pine St	West Peachtree St	Courtland St		X	X		X				X				Convert to two-way operations to better connect the Civic Center MARTA Transit Station to the Old Fourth Ward neighborhood. Improve pedestrian streetscape and add high-quality bike facilities to include a two-way cycle track on the northside of the street between West Peachtree Street and Peachtree Street. Acquire right of way at the Peachtree Street intersection and shift lanes of I-75/85 off-ramp to improve alignment.	
C-65	Poplar Street Shared Street	Poplar St	Ted Turner Dr	Broad St		X			X								Create a shared street, that is open to mixed traffic with slow speeds that prioritizes the pedestrian experience	
C-66	Porter Place Contraflow bike Lane	Porter Pl	West Peachtree St	Peachtree St	X		X									X	Install contraflow bike lane eastbound on south side of the street to connect to Peachtree Center two-way protected bike lanes and future Peachtree Street bike facilities. Funded as part of \$2.0 million dedicated from FTA for the implementation of Cycle Atlanta 1.0.	
INT-12	Pryor Street I-20 Underpass Improvement	Park Pl / Pryor St	I-20	I-20		X			X								Enhance pedestrian environment to include improving sidewalks, lighting, and paint consistent with the Connector Transformation plan	
C-67	Pryor Street Streetscape Enhancements	Park Pl / Pryor St	MLK Jr. Dr	South of I-20		X	X		X					X			Install one-way, high-quality bicycle facility. Install streetscape improvements including, but not limited to, granite curb, landscaping, sidewalks, lighting and milling and resurfacing.	
C-68	Ralph McGill Boulevard Bike Route	Ivan Allen Jr Blvd / Ralph McGill Blvd	Peachtree St	Midblock btw Boulevard and Glen Iris		X	X							X			Reduce vehicular lanes to two travel lanes and one center turn lane and install protected bike lanes, sidewalks, street furniture, street lighting, curbs, ramps, and street trees.	
NC-18	Richard B. Russell Plaza New Viaduct / Extension	Richard B. Russell Plaza	Centennial Olympic Park Dr	MLK Jr. Dr		X			X								Extension of Richard B. Russell Plaza to Centennial Olympic Park to provide connectivity and spur economic devloepment in the Gulch	
INT-13	Spring Street I-20 Underpass Improvement	Ted Turner Dr / Spring St	I-20	I-20		X			X								Enhance pedestrian environment to include improving sidewalks, lighting, and paint consistent with the Connector Transformation plan	
NC-19	Stitch - Alexander Street Extension	Alexander St	Ivan Allen Jr. Blvd	Peachtree St		X			X							X	Extend Alexander Street to connect Ivan Allen Jr. Blvd & Peachtree Street proposed in the Stitch	
NC-20	Stitch - Currier Street Extension	Currier St	Peachtree St	Courtland St		X			X							X	Extend Currier Street to connect Peachtree St and Courtland St as proposed in the Stitch	
NC-21	Stitch - Simpson Street New Road	Simpson St	Peachtree Center Ave	Courtland St		X			X							X	Reconnect the street grid with installation of new street to connect Peachtree Center Avenue and Courtland Street as proposed in the Stitch	
P-5	Street Design and Accessibility	Policy	N/A	N/A						X							Require pedestrian conditions analysis as a part of development review. In addition to site-specific improvements, this is intended to identify nearby offsite improvements that development may be able to address. Revisit street design and materials guidelines to ensure that maintenance and replacement of portions of the street, especially streetscape, can restore streets to previous condition. Select materials that are readily replaced and require construction projects, utility companies performing street work, and other entities that disturb streetscapes to restore them to a safe condition that keeps the aesthetics of the original design. Maintain an informational resource on sidewalk and curb ramp repair needs.	
C-69	Ted Turner Drive / Spring Street Streetscape Enhancements	Ted Turner Dr / Spring St	MLK Jr. Dr	Brothernton St		X								X			Replace one southbound lane with left turn lanes at the intersection. Repurpose excess right of way for improved ped facilities, tree/furniture zones, enhanced technological features that allow reversible for high volume special events	
C-70	Ted Turner Drive / Spring Street Two-Way Conversion	Ted Turner Dr / Spring St	West Peachtree St	MLK Jr. Dr		X			X	X				X			Convert from one-way to two-way vehicular travel, with improved pedestrian facilities, enhanced green technological features from "Greening Ted Turner Drive" student competition with City of Atlanta Office of Resiliency. Ensure design allows reversible operation for high volume special events.	
P-4	Traffic Operations Management	Policy	N/A	N/A						X							Upgrades to technology and active signal timing to meet the needs of all users will allow the existing network operate more efficiently. Apply signage per MUTCD guidance to indicate that bicycles may make full use of the street in both directions. Use Downtown Traffic Operations (DTOP) program resources to identify unwarranted traffic control. Remove traffic signals that are no longer warranted for volume or safety reasons and replace these with more pedestrian-focused traffic control treatments. Special events protocols. Permits for hiring cops.	
P-2	Transportation Demand Management	Policy	N/A	N/A						X							This is a series of transportation demand management (TDM) expansion strategies intended to build on the current efforts to reduce drive-alone travel, especially work commuting, to downtown. It offers strengthened regulatory approaches to TDM as part of development review and proposes specific engagement activities intended to increase transit use.	
C-71	Trenholm Street Two-Way Conversion	Trenholm St	Peters St	Northside Dr					X							X	Convert street to two way vehicular operations from Peters Street to Northside Drive	
C-72	Trinity Avenue Streetscape Enhancements	Trinity Ave	Ted Turner Dr	Memorial Dr		X						X		X			Enhance sidewalks with pedestrian amenities with improved landscaping, pedestrian lighting, and street furniture to prioritize pedestrians	
C-73	Walker Street Arts Streetscape	Centennial Olympic Park Dr / Walker St	Nelson St	Peters St		X										X	Create arts-themed streetscape with associated pedestrian improvements	
NC-22	Wall Street Extension / New Viaduct	Wall St	Forsyth St	Centennial Olympic Park Dr		X			X			X					Extend Wall Street over the Gulch to support previous plans to improve connectivity and encourage redevelopment	
C-74	Walton Street Two-Way Conversion & Streetscape Enhancements	Walton St	Centennial Olympic Park Dr	Peachtree St	X				X			X					Convert street to two-way operations upon restriping. Funded as part of \$2.0 million dedicated from FTA for the implementation of Cycle Atlanta 1.0.	
C-75	West Peachtree Street Two-Way Conversion & Streetscape Enhancements	West Peachtree St	North Ave	Peachtree St		X	X	X	X					X			Convert from one-way to two-way vehicular operation (between North Ave and Pine St), Install two-way protected bike facilities and improved pedestrian signage. Install enhanced sidewalks and enhanced streetscape (between North Ave and Ivan Allen Jr. Blvd). Formalize dedicated transit lanes at Civic Center MARTA Transit Station.	
C-76	Whitehall Street Streetscape Enhancements	Whitehall St	Memorial Dr	McDaniel St		X	X							X			Install sidewalk Enhancements- landscaping / lighting / furniture and bike accomodations, Reduce lanes from four to three with center turn lanes, and add bike lanes	
C-77	Williams Street Streetscape Enhancements	Williams St	Ivan Allen Jr. Blvd	Andrew Young International Blvd		X				X							Maintain two lanes each way for whole section, provide uber/taxi drop off lanes or plaza space where ROW permits. Intersection at Ivan Allen Jr Blvd requires further study	
INT-14	Williams-Spring at I-75/85 Interchange Modifications	Williams St	I-85/75 @ Williams St	Ivan Allen Jr Blvd @ COP Dr						X				X	X		Improve efficiency of Downtown and Midtown street network, and reduce congestion of Williams St intersection. Due to the complexity of the project, recommend further review. Previous recommendations to reconfigure access ramps to leave a SB offramp and to add a SB on-ramp at Williams St. Eliminate the fly-over connecting NB Williams to NB 75/85 mainline. Preserve fly over exit / entrance ramps to HOV lanes.	
C-78	Woodward Avenue Bicycle Boulevard	Woodward Ave	Fraser St	Chastain St			X									X	Implement corridor improvements that slow vehicular speeds to foster comfortable environment for all bicycle users to share the street with vehicles creating a major east-west continuity	
INT-15	Woodward Avenue & Boulevard Bicycle & Pedestrian Crossing	Boulevard / Monroe Dr	Woodward Ave	Woodward Ave		X	X			X						X	Install intersection improvemetn to provide safe bicycle and pedestrian crossing	

# APPENDIX B

## FIVE-YEAR ACTION PLAN



# APPENDIX B



## FIVE-YEAR ACTION PLAN

Appendix A - Downtown Atlanta Transportation Plan Comprehensive Project List

Project ID	Project Name	Location			Characteristics						Street Personality					Components / Description	
		Primary Street	From	To	Funded	Ped Facility	Bike Facility	Transit Facility	2-Way Conversion	Vehicular	Policy	Signature	Promenade	Green	Avenue		Boulevard
NC-1	Alabama Street Extension / New Viaduct	Alabama St	Centennial Olympic Park Dr	Ted Turner Dr						X						X	Construct a new viaduct connecting Ted Turner Drive to Centennial Olympic Park Drive to subdivide the Gulch for potential redevelopment and to create an east-west vehicular and pedestrian connection
NC-2	Atlanta BeltLine Westside Trail Connection / Lena Street Path Extension	Lena St	Booker Street	Northside Dr		X	X									X	Connect Atlanta BeltLine Westside trail to westside neighborhoods and Downtown via multi-use path above the existing MARTA track right of way and through Vine City neighborhood. Connect Vine City MARTA Transit Station to Ashby MARTA Transit Station.
T-6	Atlanta Streetcar / MARTA Light Rail - Crosstown Downtown Line	Centennial Olympic Park Dr / Walker St	Andrew Young International Blvd	Fair St	X			X				X					Support bi-directional Atlanta Streetcar in either shared or dedicated lanes (under environmental review). Funded with ABI/MARTA as project lead and TSPLOST/More MARTA as the source.
C-4	Auburn Avenue Streetscape Enhancements	Auburn Ave	Peachtree St	Boulevard	X	X						X					Improve existing sidewalks, trees, landscaping, lighting, and street furniture. \$900,000 funded with Renew/TSPLOST as project lead with Renew District 2 and 5 as the source.
C-5	Baker Street / Highland Avenue PATH Connection Enhancements	Baker St / Highland Ave	Piedmont Ave	Jackson St		X	X								X		Remove free-flow lanes and upgrade signals at Piedmont Avenue and create park at southeast corner of Highland and Piedmont in coordination with C-7 Baker Street two-way conversion, C-63 Piedmont Bike Lane, and INT-8. Enhance corridor with streetscape improvements to sidewalks and ADA ramps at intersections, trail improvements from Piedmont Avenue to Jackson Street.
C-6	Baker Street High-Quality Bike Infrastructure	Baker St / Highland Ave	Luckie St	Centennial Olympic Park Dr		X	X								X		Re-purpose sidewalk as a multi-use path along southern curb of Baker Street adjacent to Centennial Olympic Park to allow for future use of the roadway for expanded Atlanta Streetcar transit
C-7	Baker Street Two-Way Conversion	Baker St / Highland Ave	Centennial Olympic Park Dr	Piedmont Ave				X	X						X		Convert street from one-way to two-way operation, with left turn lanes at appropriate intersections, including signal modifications and signage. Design considerations include Atlanta Streetcar expansion and special events flexibility
C-12	Centennial Olympic Park Drive Multimodal Operational Improvements	Centennial Olympic Park Dr / Walker St	North Ave	Ivan Allen Blvd			X								X		Reduce number of lanes to one in each direction and a center turn lane to accommodate bike lanes in each direction connecting Georgia Tech at North Avenue to Centennial Olympic Park
C-13	Centennial Olympic Park Drive Two-Way Conversion	Centennial Olympic Park Dr / Walker St	Ivan Allen Jr. Blvd	Marietta St		X	X	X	X			X					Convert from one-way to two-way vehicular operations, with improved pedestrian facilities and a multi-use trail along westernmost curb adjacent to Pemberton Place and Centennial Olympic Park. Design Considerations for Atlanta Streetcar expansion, reversible for high volume special events
T-13	Central Avenue / Peachtree Center Avenue Bus Corridor	Central Ave / Peachtree Center Ave	Baker St	MLK Jr. Dr		X		X	X					X			Transform Central Avenue & Peachtree Center Avenue into high-quality Bus Corridor with two-way vehicular operation. Include improved Ped facilities, bus shelters, priority phase (signal jumping for buses) and bus only lanes. Enhanced Bus Stop recommended locations are intended to maximize multimodal connections at Gilmer Street / Georgia State University, at Ellis Street / Peachtree Center MARTA station, and at MLK Jr. Drive / Underground Atlanta. It is integral that this project be coordinated with the completion of installation of bike facilities on Capitol Avenue / Piedmont Avenue and Courtland Street / Washington Street.
C-15	Central Avenue Two-Way Conversion & One-Way Bike Lane	Central Ave / Peachtree Center Ave	MLK Jr. Dr	Rawson Street		X	X	X	X					X			Transform the Central Avenue corridor into a high-quality multi-modal route with two-way vehicular operation, and improved pedestrian facilities. Additionally install one-way high-quality bike facility with enhanced green infrastructure buffer to provide flood mitigation.
C-18	Courtland Street High-Quality One-Way Bike Facility & Streetscape Enhancements	Courtland St / Washington St	Ponce de Leon Ave	MLK Jr. Dr	X	X	X	X							X		Install high-quality one-way protected bike facility to include intersection improvements. Reduce travel lanes to a consistent three lanes for entire corridor. Enhance pedestrian streetscape with amenities and on-street parking where applicable. Provide upgrades to existing GDOT bridge project: vertical connectivity and transit enhancements at GSU and Georgia Freight Depot, light wells & general beautification (coordinate with viaduct reconstruction). Partially funded as two-way protected bike lanes from Ponce de Leon Ave to Ralph McGill Ave and Gilmer St to Memorial Dr as part of \$2.0 million dedicated from FTA for the implementation of Cycle Atlanta 1.0.
NC-5	Courtland Street Sidewalk Improvements	Courtland St / Washington St	Renaissance Pkwy	Currier St		X									X		Replace the western-most travel lane with a new sidewalk to fill in gaps in the sidewalk network.
P-3	Curbside Management	Policy	N/A	N/A							X						Launch an informational campaign on proper curbside use and acceptable locations for stopping and parking vehicles in streets. Select target enforcement locations and work with APD and ADID Ambassadors to identify violations and issue citations. Review loading zone designations, taxi queue locations, and high-demand locations for dynamic shared ride dropoff locations and remap the curbside allocations for these uses. This may involve relocation of taxis and other special curbside designations. Implement new signage and information distribution to clearly specify what curbside uses are allowed in a location and when; coordinate this with curbside parking. Monetize the curb and TNC
C-20	Decatur Street Streetscape Enhancements & Protected Bike Lanes	Decatur St / Marietta St	Jesse Hill Jr Dr	Jackson St		X	X							X			Install a combination of a landscaped median and buffer for bikes predominantly east of Downtown Connector (I-75/85) with enhanced green infrastructure, tree canopy, pedestrian facilities and bike lanes. Install pedestrian-scale bridge enhancements. Install traffic signal at the intersection of Jackson Street at Decatur Street / DeKalb Avenue.
C-21	Edgewood Avenue Streetscape Enhancements	Edgewood Ave	Peachtree St	Boulevard		X											Enhance existing sidewalks, trees, landscaping, lighting, street furniture and on-street parking. Mill and re-pave, re-stripe and upgrade crosswalk striping. Enhance I-75/85 Bridge/Underpass. Maintain westbound bicycle facility. Consider wider sidewalks/bulb outs between Jackson Street and Boulevard.
C-24	Forsyth Street High-Quality Bike Facilities & Streetscape Enhancements	Forsyth St	Carnegie Way	Trinity Ave		X	X	X					X				Construct high-quality bike lanes, sidewalk repair, streetscape enhancements to include formalized parking / bus stops at Five Points MARTA Transit Station. Install pedestrian-scale bridge enhancements
NC-8	Georgia World Congress Center High-Quality Bike Connection	Andrew Young Intl Blvd	Northside Dr	Andrew Young International Blvd			X										Install high-quality bike facilities during redevelopment of former Georgia Dome site into Home Depot Backyard. Provide east-west facilities to unite westside neighborhoods to the proposed Downtown bicycle hub at Centennial Olympic Park. Coordinate design with GWCC and PATH foundation for alignment between Mercedes Benz Stadium and Home Depot Backyard to the proposed Atlanta BeltLine Westside Trail Connection.
C-25	Georgia World Congress Center Pedestrian Friendly Boulevard	Andrew Young Intl Blvd	Red Deck Entrance	Marietta St		X	X									X	Enhanced streetscape and pedestrian improvements to provide premier connection within the GWCC campus and connections to both the Westside BeltLine trail and Centennial Olympic Park Drive for people on bikes and on foot.
C-26	Gilmer Street Multimodal Operational Enhancements	Gilmer St	Peachtree Center Ave	Jesse Hill Jr. Dr	X	X	X			X		X					Install multimodal operational improvements including lane reduction, resurfacing, sidewalk repair, street trees, granite curbing, ADA compliant crosswalks and ramps, pedestrian lighting, and protected bicycle lanes. Install bulb-outs, bus shelters, green stormwater infrastructure and electric vehicle charging stations as appropriate and as space permits. Partially funded as two-way protected bike lanes as part of \$2.0 million dedicated from FTA for the implementation of Cycle Atlanta 1.0.
T-14	Greyhound Bus Terminal Enhancements	Forsyth St	Garnett St	Brotherton St				X									Support reconstruction and expansion of Greyhound Inter-city Terminal at Garnett MARTA Station
INT-8	I-75/85 NB /SB HOV Piedmont Avenue On / Off-Ramp Reconfiguration	Capitol Ave / Piedmont Ave	Piedmont Ave	I-75/85		X	X	X		X				X	X		Reconfigure northbound HOV off-ramp onto John Portman Boulevard to facilitate direct access for HOV and express bus commuters. Reconfiguration also allows for additional park space and safer design of the bicycle connection from Freedom Pathway to two-way protected bike lane on John Portman Boulevard. Design Considerations in context of John Portman Boulevard two-way conversion
C-32	Ivan Allen Jr Boulevard Eastbound Bike Lane	Ivan Allen Jr Blvd / Ralph McGill Blvd	Centennial Olympic Park Dr	Williams St			X							X		X	Reduce lane widths to accommodate eastbound uphill bike lane, maintaining sharrows on westbound right hand lane. Project includes re-striping, signal modifications, signal re-timing and signage.
C-33	Ivan Allen Jr Boulevard Re-striping & Bike Lanes	Ivan Allen Jr Blvd / Ralph McGill Blvd	West Peachtree St	Peachtree St			X										Reduce number lanes to one in each direction and a center turn lane to accommodate bike lanes. Project includes re-striping, signal modifications, signal re-timing and signage. Realign Alexander Street to straighten intersection with Ivan Allen Jr Boulevard and move curb cut closer to the middle of the block
C-35	Jackson Street Bridge Parklet Enhancements	Jackson St / Parkway Dr	Highland Ave	Cain St		X	X							X	X		Create safer bike route by creating buffered / protected two-way cycle track on westernmost curb of the street and improved connection to Freedom Parkway PATH. Remove center turn lane. Create parklet to enhance safety and experience by creating photograph / viewpoint at Jackson Street Bridge while maintaining safety for photographers, pedestrians, and people traveling through via bicycles and vehicles.
C-38	Marietta Street Multimodal Operational Enhancement	Decatur St / Marietta St	North Ave	Ivan Allen Jr. Blvd	X	X	X							X			Improve roadway to include removal of travel lane in northern direction and addition of turn lanes at intersections where applicable. Excess right of way used to provide bike lanes and improve sidewalks, tree wells, and street furniture zones. \$1,246,000 funded with Renew/TSPLOST as project lead with RenewATL funds
T-18	MARTA Transit Station Enhancements - Civic Center	West Peachtree St	N/A	N/A				X									Install improvements to east-west access to the station through a pedestrian-only connection with Peachtree Street. Install a mid-block pedestrian crossing. Project also includes general maintenance and aesthetic improvements such as new signage and wayfinding. Formalize local and express bus depot on West Peachtree Street as part of Stitch reconfiguration.
T-19	MARTA Transit Station Enhancements - Five Points	Peachtree St	N/A	N/A				X									Create new western vertical access in the Gulch in coordination with redevelopment. Continued implementation of MARTA Makeover planning study recommendations, including public art, wayfinding, events, programming, and activations, reconfigured bus layover and access around the station and improvements to and between Broad Street Plaza / Barbara Asher Square.
T-22	MARTA Transit Station Enhancements - King Memorial	Decatur St / Marietta St	N/A	N/A				X									Continue general maintenance and aesthetic improvement; install new signage andwayfinding. Explore TOD opportunities on the north side of the station involving vertical construction over the current parking / kiss-and-ride circulation loop. Sidewalk and pedestrian lighting enhancements to Grant Street tunnel beneath CSX and MARTA rail line.

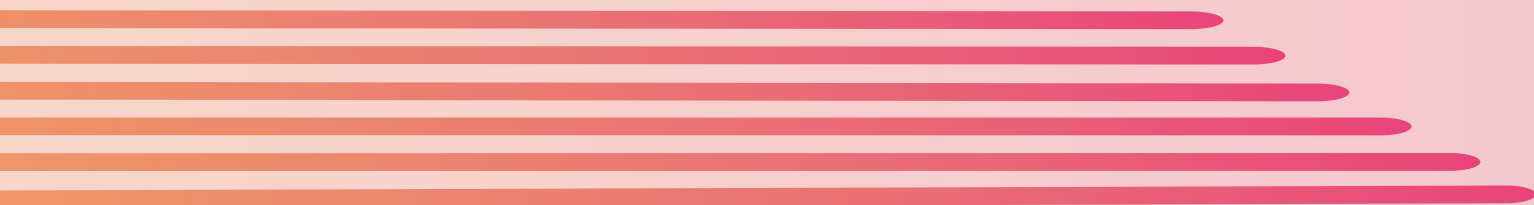


Appendix A - Downtown Atlanta Transportation Plan Comprehensive Project List

Project ID	Project Name	Primary Street	Location		Characteristics						Street Personality					Components / Description	
			From	To	Funded	Ped Facility	Bike Facility	Transit Facility	2-Way Conversion	Vehicular	Policy	Signature	Promenade	Green	Avenue		Boulevard
C-42	Martin Luther King Jr Drive / Memorial Drive Greenway Trail	MLK Jr. Dr	Piedmont Ave	Oakland Ave		X	X						X				Enhance corridor with green infrastructure, pedestrian infrastructure, and multi-use trail along southern curb of street. Shared street between Grant Street and Oakland Avenue. The intersection of Piedmont Avenue needs specific improvements to incorporate two-way multi-use trail east of Piedmont Avenue to one-way protected bike lanes on each side of the street west of Piedmont Avenue. Install pedestrian-scale bridge enhancements over I-75/85.
C-43	Martin Luther King Jr Drive Streetscape Enhancements West	MLK Jr. Dr	Mitchell St	Ted Turner Dr		X	X						X				In coordination with rebuild of the viaduct, include enhanced green infrastructure, enhanced pedestrian infrastructure, and high-quality bike facilities in both directions. The design of this corridor needs to be flexible to accommodate special events traffic.
C-44	Martin Luther King Jr Drive Two-Way Conversion & Streetscape Enhancements	MLK Jr. Dr	Ted Turner Dr	Piedmont Ave		X	X		X				X				Convert from one-way to two-way vehicular operations to include enhanced green infrastructure, enhanced pedestrian experience, and high-quality bike facilities in both directions. Remove on-street parking. Flexibility to allow for reversible lanes during high volume and special events.
C-49	Mitchell Street Two-Way Conversion and Streetscape Enhancements	Mitchell St	Ted Turner Dr	Capitol Ave	X	X			X			X					Convert from one-way to two-way vehicular operations to include high-quality pedestrian infrastructure with ADA improvements at intersections and bulb-outs to formalize protected on-street parking. Between Washington Street and Capitol Avenue, enhance the mid-block crosswalk and install retractable bollards or similar protective devices to facilitate intermittent and seasonal street closures. Funded with Renew/TSPLOST as project lead and TSPLOST as the source.
NC-15	Nelson Street Pedestrian Bridge and Streetscape Enhancements	Nelson St	Ted Turner Dr	Elliott St. / Nelson St.		X						X					Repair or re-build bridge to provide safe and attractive pedestrian access between Ted Turner Drive and Elliot Street. Install pedestrian-scale bridge enhancements.
C-51	North Avenue High-Quality Bike Facilities	North Ave	Northside Dr	Luckie St		X	X						X			X	Provide high-quality bike facility to connect Northside Drive and Luckie Street and improve sidewalk / pedestrian experience under the railroad underpass, which currently acts as a barrier. Consider ecological enhancements such as green walls and planted buffers. Consider removing one travel lane in each direction.
NC-16	North Avenue Pedestrian Improvements	North Ave	Marietta St	Marietta St		X							X			X	Improve street and pedestrian lighting on existing pedestrian walkway ramps to enhance connection between Marietta Street and North Avenue. Add pedestrian activated signalized crosswalk across Marietta Street. Coordinate with any Marietta Street and North Avenue enhancement projects.
C-52	Northside Drive Multi-Use Trail and Streetscape Enhancements	Northside Dr	Ivan Allen Jr. Blvd	Mitchell St		X	X									X	Convert existing sidewalk along eastside of Northside Drive adjacent to the Georgia World Congress Center to multi-use path to Carter Street to connect to east-west bike facilities. Improve intersections, sidewalks, streetscape, median and planter beds, and existing crosswalks. Widen sidewalks on westernmost curb. Clean up and beautify the corridor by burying the powerlines and utilities. \$3,823,520 funded from Rhodes Street to Martin Luther King Jr. Drive with COA as project lead and RTP/Federal and TSPLOST as the source.
C-54	Northside Drive Streetscape Enhancements South	Northside Dr	Mitchell St	McDaniel St	X	X										X	Improve intersections, sidewalks, streetscape, median and planter beds and crosswalks, either at signals or with dedicated pedestrian signals. Clean up and beautify the corridor by burying the powerlines and utilities.
P-1	Parking Management	Policy	N/A	N/A						X							This program begins to align downtown's parking supply under a public management entity. It is intended to offer a commonly-branded program for visitor parking, serve parking needs of private development, and allow a mechanism for land-banking surplus parking facilities, especially small parking lots throughout downtown, for future development projects.
C-58	Peachtree Street Enhancements - Phase 3 (South)	Peachtree St	Mitchell St	Memorial Dr		X						X					Enhance pedestrian spaces with curb bulb-outs, on-street parking / managed loading areas. Reduce travel lanes to one lane in each direction and a center turn lane.
C-60	Peachtree Street Shared Street - Phase 1	Peachtree St	Marietta St	Mitchell St		X	X	X		X		X					Convert Atlanta's signature corridor to a shared street by prioritizing the pedestrian and interaction with the buildings / businesses. Bikes will be encouraged to share the street. Reduce right of way for travel of vehicles to only one lane in each direction at slow speeds. Design Considerations for Atlanta Streetcar expansion.
C-61	Peachtree Street Shared Street - Phase 2	Peachtree St	Baker St	Marietta St		X	X	X		X							Convert Atlanta's signature corridor to a shared street by prioritizing the pedestrian and interaction with the buildings / businesses. Bikes will be encouraged to share the street. Reduce right of way for travel of vehicles to only one lane in each direction at slow speeds. Design Considerations for Atlanta Streetcar expansion.
C-62	Peters Street / Trinity Ave High-Quality Bike Lanes & Pedestrian Enhancements	Peters St / Trinity Ave	Forsyth St	Northside Dr		X	X					X					Install high-quality bike lanes, enhancement of existing sidewalks with landscaping, pedestrian lighting, and furniture. At Walker Street intersection, transition from bike lanes to southside two-way multi-use trail along train corridor.
C-63	Piedmont Avenue High-Quality One-Way Bike Facility	Capitol Ave / Piedmont Ave	Ponce de Leon Ave	MLK Jr. Dr			X								X		Install a high-quality bike facility (one-way, protected) that is complementary to the proposed one-way facility on Courtland Street (C-18). Reduce existing travel lanes to a consistent two lane street with design considerations for Atlanta Streetcar expansion. Partial funding available from TSPLOST for extents from North Avenue to Ellis Street
C-64	Pine Street Two-Way Conversion & Bike Lanes	Angier Ave / Pine St	West Peachtree St	Courtland St		X	X		X				X				Convert to two-way operations to better connect the Civic Center MARTA Transit Station to the Old Fourth Ward neighborhood. Improve pedestrian streetscape and add high-quality bike facilities to include a two-way cycle track on the northside of the street between West Peachtree Street and Peachtree Street. Acquire right of way at the Peachtree Street intersection and shift lanes of I-75/85 off-ramp to improve alignment.
C-66	Porter Place Contraflow bike Lane	Porter Pl	West Peachtree St	Peachtree St	X		X									X	Install contraflow bike lane eastbound on south side of the street to connect to Peachtree Center two-way protected bike lanes and future Peachtree Street bike facilities. Funded as part of \$2.0 million dedicated from FTA for the implementation of Cycle Atlanta 1.0.
NC-18	Richard B. Russell Plaza New Viaduct / Extension	Richard B. Russell Plaza	Centennial Olympic Park Dr	MLK Jr. Dr		X				X							Extension of Richard B. Russell Plaza to Centennial Olympic Park to provide connectivity and spur economic developoment in the Gulch
P-5	Street Design and Accessibility	Policy	N/A	N/A							X						Require pedestrian conditions analysis as a part of development review. In addition to site-specific improvements, this is intended to identify nearby offsite improvements that development may be able to address. Revisit street design and materials guidelines to ensure that maintenance and replacement of portions of the street, especially streetscape, can restore streets to previous condition. Select materials that are readily replaced and require construction projects, utility companies performing street work, and other entities that disturb streetscapes to restore them to a safe condition that keeps the aesthetics of the original design. Maintain an informational resource on sidewalk and curb ramp repair needs.
C-70	Ted Turner Drive / Spring Street Two-Way Conversion	Ted Turner Dr / Spring St	West Peachtree St	MLK Jr. Dr		X			X	X					X		Convert from one-way to two-way vehicular travel, with improved pedestrian facilities, enhanced green technological features from "Greening Ted Turner Drive" student competition with City of Atlanta Office of Resiliency. Ensure design allows reversible operation for high volume special events.
P-4	Traffic Operations Management	Policy	N/A	N/A							X						Upgrades to technology and active signal timing to meet the needs of all users will allow the existing network operate more efficiently. Apply signage per MUTCD guidance to indicate that bicycles may make full use of the street in both directions. Use Downtown Traffic Operations (DTOP) program resources to identify unwarranted traffic control. Remove traffic signals that are no longer warranted for volume or safety reasons and replace these with more pedestrian-focused traffic control treatments. Special events protocols. Permits for hiring cops.
P-2	Transportation Demand Management	Policy	N/A	N/A							X						This is a series of transportation demand management (TDM) expansion strategies intended to build on the current efforts to reduce drive-alone travel, especially work commuting, to downtown. It offers strengthened regulatory approaches to TDM as part of development review and proposes specific engagement activities intended to increase transit use.
C-72	Trinity Avenue Streetscape Enhancements	Trinity Ave	Ted Turner Dr	Memorial Dr		X							X		X		Enhance sidewalks with pedestrian amenities with improved landscaping, pedestrian lighting, and street furniture to prioritize pedestrians
C-74	Walton Street Two-Way Conversion & Streetscape Enhancements	Walton St	Centennial Olympic Park Dr	Peachtree St	X				X				X				Convert street to two-way operations upon restriping. Funded as part of \$2.0 million dedicated from FTA for the implementation of Cycle Atlanta 1.0.
C-75	West Peachtree Street Two-Way Conversion & Streetscape Enhancements	West Peachtree St	North Ave	Peachtree St		X	X	X	X						X		Convert from one-way to two-way vehicular operation (between North Ave and Pine St), Install two-way protected bike facilities and improved pedestrian signage. Install enhanced sidewalks and enhanced streetscape (between North Ave and Ivan Allen Jr. Blvd). Formalize dedicated transit lanes at Civic Center MARTA Transit Station.
INT-14	Williams-Spring at I-75/85 Interchange Modifications	Williams St	I-85/75 @ Williams St	Ivan Allen Jr Blvd @ COP Dr						X					X	X	Improve efficiency of Downtown and Midtown street network, and reduce congestion of Williams St intersection. Due to the complexity of the project, recommend further review. Previous recommendations to reconfigure access ramps to leave a SB offramp and to add a SB on-ramp at Williams St. Eliminate the fly-over connecting NB Williams to NB 75/85 mainline. Preserve fly over exit / entrance ramps to HOV lanes.
C-78	Woodward Avenue Bicycle Boulevard	Woodward Ave	Fraser St	Chastain St			X									X	Implement corridor improvements that slow vehicular speeds to foster comfortable environment for all bicycle users to share the street with vehicles creating a major east-west continuity

# APPENDIX C

## FIVE-YEAR ACTION PLAN FACT SHEETS



# APPENDIX C



## FIVE-YEAR ACTION PLAN FACT SHEETS

# ALABAMA STREET EXTENSION / NEW VIADUCT

Project ID

NC-I

Description

Construct a new viaduct connecting Ted Turner Drive to Centennial Olympic Park Drive to subdivide the Gulch for potential redevelopment and to create an east-west vehicular and pedestrian connection

Project Type

New Connection (NC)

Included in another infrastructure program\*

CIP-CWP

\* May include all or a portion of project extents

Project Extents

Ted Turner Drive to Centennial Olympic Park Drive

Project Characteristics

0.26 miles

Connect Ted Turner Drive to Centennial Olympic Park Drive via new street / viaduct

Decrease the block size of the Gulch to enhance the walkability of this area for potential redevelopment

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture

Design Considerations

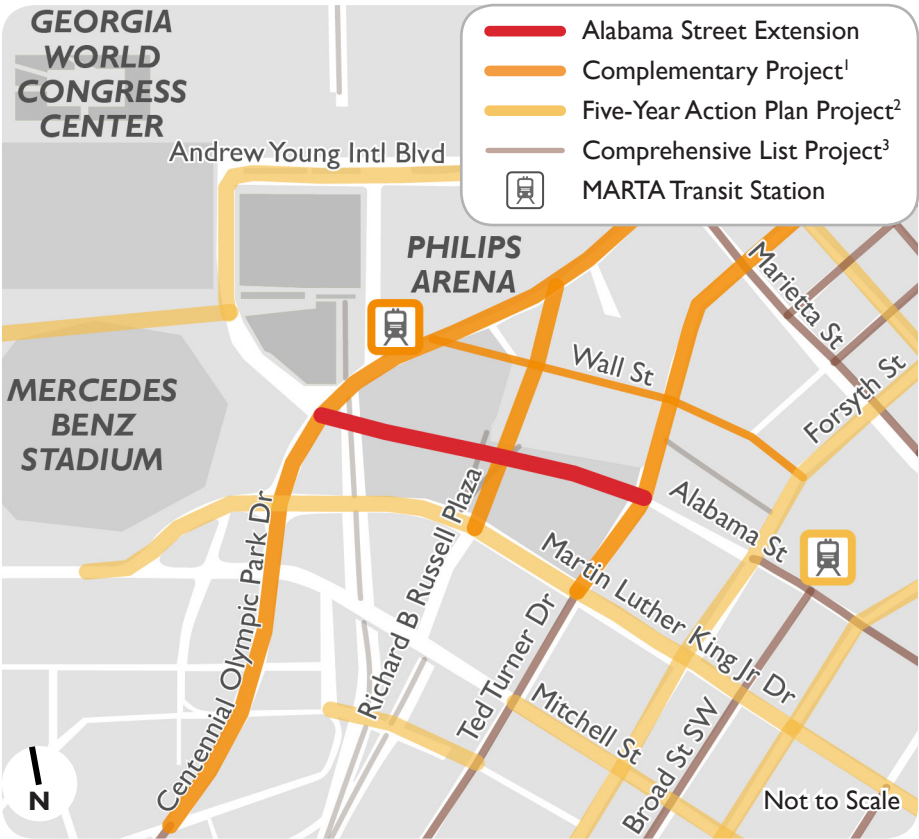
Design street section minimum width as 55' total (includes two 12' sidewalks, two 10' travel lanes, and one 11' two-way center turn lane)

Formalize on-street parking in tandem with new adjacent development

Consider the Gulch entrance and grade difference of Alabama Street at Forsyth Street and Ted Turner Drive to truly extend Alabama Street

Vehicular Traffic Model Results

Project expected to have no negative traffic impacts



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project  
**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan  
**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

	PE	ROW	CONST	TOTAL
Cost Estimate	\$3M	N/A	\$30M	\$33M
Potential Funding Sources	Local, State, and Private			
Stakeholders	MARTA, Norfolk-Southern, CSX, GWCC, Future Gulch Developer			
Complementary Projects <sup>1</sup>	NC-18 Richard B. Russell Plaza Extension NC-22 Wall Street Extension / New Viaduct C-11 Centennial Olympic Park Dr Enhancement - GWCC C-70 Ted Turner Dr / Spring St Two-Way Conversion T-17 MARTA Transit Station Enhancements - DOME GWCC			
Other Considerations	N/A			



# ATLANTA BELTLINE WESTSIDE TRAIL CONNECTION / LENA STREET PATH EXTENSION

Project ID NC-2

PROJECT DEFINITION

**Description** Connect Atlanta BeltLine Westside trail to westside neighborhoods and Downtown via multi-use path above the existing MARTA track right of way and through Vine City neighborhood. Connect Vine City MARTA Transit Station to Ashby MARTA Transit Station.

**Project Type** Corridor (C)

**Included in another infrastructure program\*** GDOT

\* May include all or a portion of project extents

**Project Extents**

Booker Street to Northside Drive

**Project Components**

1.05 miles

Develop multi-use path along Lena St from west end of Ashby MARTA parking lot to Griffin Street; through several properties from Griffin Street for Sunset Avenue; extending along Sunset Ave north to Rhodes Street; extending east along Rhodes Street from Sunset Avenue to Vine Street; through properties between Vine Street to Carter Street; extending east along Carter Street to Northside Drive

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture

Evaluate need for purchase of potential ROW, several properties from Griffin Street for Sunset Avenue and between Vine Street to Carter Street

**Design Considerations**

Anticipate significant grade challenges and vertical circulation

**Vehicular Traffic Model Results**

Project expected to have no negative traffic impacts



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$300K	N/A	\$2M	\$2.3M
<b>Potential Funding Sources</b>	Atlanta BeltLine Inc., PATH Foundation, Local			
<b>Stakeholders</b>	PATH Foundation, Atlanta Bicycle Coalition, GWCC, MARTA, Invest Atlanta, Morris Brown College, Atlanta BeltLine Inc.			
<b>Complementary Projects<sup>1</sup></b>	NC-8 GWCC High-quality Bike Facility C-52 Northside Drive Multi-Use Trail and Streetscape Enhancement T-24 Northside Drive Bus Rapid Transit			
<b>Other Considerations</b>	Invest Atlanta owns many parcels of land adjacent to or within proposed route. Leverage development opportunity to improve land uses to promote healthy active transportation along proposed multi-use path route.			

# AUBURN AVENUE

## STREETSCAPE ENHANCEMENTS

PROJECT DEFINITION

**Description** Make targeted repairs to improve existing sidewalks, trees, landscaping, lighting, and street furniture.

**Project Type** Corridor (C)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Extents**

Peachtree Street to Boulevard

**Project Characteristics**

0.96 miles

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, street and pedestrian lighting, and street furniture as targeted repairs (estimated to be approximately 10% of new streetscape)

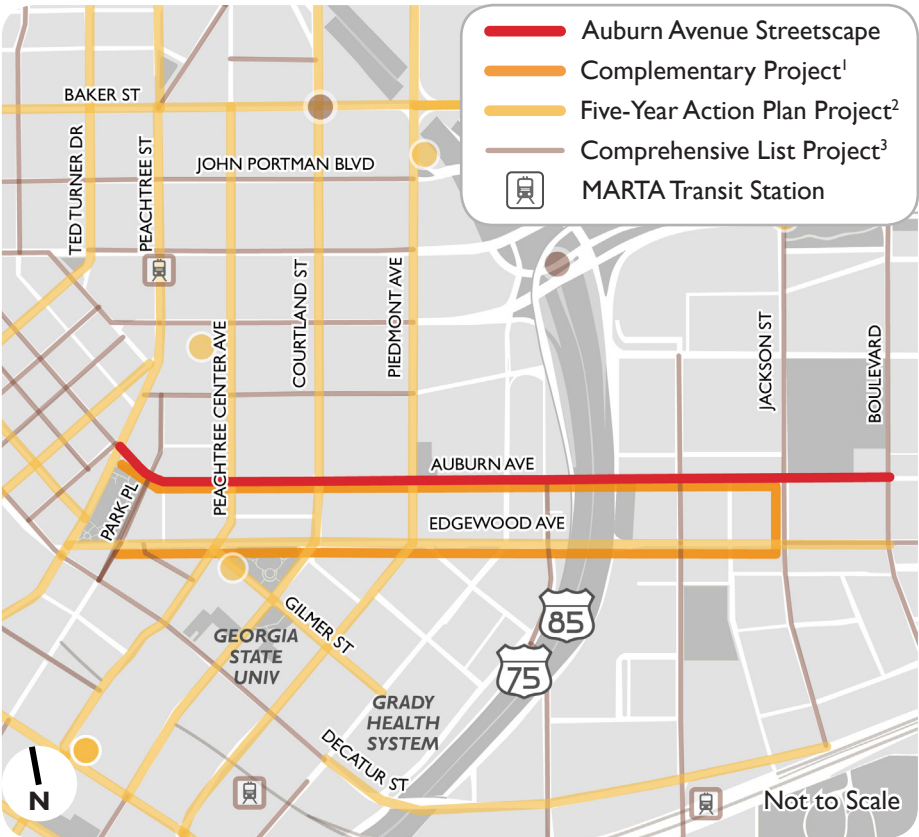
**Design Considerations**

Formalize on-street parking, where applicable

As an eastbound corridor for bikes, review potential for dedicated bike facility or safety improvements at intersections

**Vehicular Traffic Model Results**

Project expected to have no negative traffic impacts



- 1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project  
**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan  
**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$150K	N/A	\$1M	\$1.15M
<b>Potential Funding Sources</b>	Renew Atlanta Council District 2 and 5 Funding			
<b>Stakeholders</b>	Sweet Auburn Works, Atlanta BeltLine Inc., MARTA, Atlanta Bicycle Coalition			
<b>Complementary Projects<sup>1</sup></b>	T-1 Atlanta Streetcar / MARTA Light Rail - A Loop - Auburn Dedicated Streetcar Lane T-2 Atlanta Streetcar / MARTA Light Rail - A Loop - Edgewood Dedicated Streetcar Lane			
<b>Other Considerations</b>	Mitigate conflict between bicycle and streetcar tracks. Further study potential opportunity for dedicated transit lanes for Atlanta Streetcar			

# BAKER STREET / HIGHLAND AVENUE PATH CONNECTION ENHANCEMENTS

PROJECT DEFINITION

**Description**

Remove free-flow lanes and upgrade signals at Piedmont Avenue and create park at southeast corner of Highland and Piedmont in coordination with C-7 Baker Street Two-Way Conversion, C-63 Piedmont Bike Lane, and INT-8. Enhance corridor with streetscape improvements to sidewalks and ADA ramps at intersections, trail improvements from Piedmont Avenue to Jackson Street.

**Project Type** Corridor (C)

**Included in another infrastructure program\*** RenewATL / TSPLOST, CIP-CWP

\* May include all or a portion of project extents

**Project Characteristics**

0.46 miles

Remove free-flow lanes and upgrade signals at Piedmont intersection

Create park at southeast corner of Highland Avenue and Piedmont Avenue with excess space and in coordination with C-63 Piedmont Avenue Bike Lane and INT-8 I-75/85 Piedmont Avenue HOV On / Off-Ramp Reconfiguration

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, street and pedestrian lighting, and street furniture, as needed

**Design Considerations**

Redesign PATH multi-use trail crossing at the I-75/85 Northbound On-Ramp

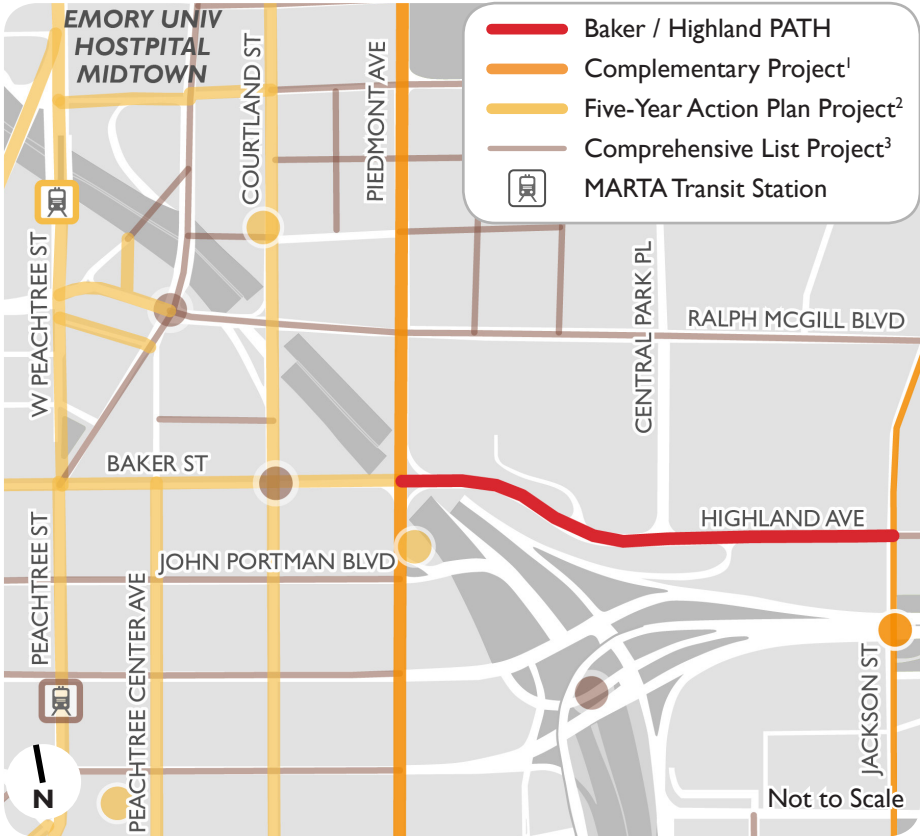
Redesign PATH multi-use trail intersection at Jackson Street

**Vehicular Traffic Model Results**

Project expected to have no negative traffic impacts

**Project Extents**

Piedmont Avenue to Jackson Street



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$915K	N/A	\$6.1M	\$7M
Potential Funding Sources	PATH Foundation			
Stakeholders	PATH Foundation, Atlanta Bicycle Coalition, GDOT, City of Atlanta			
Complementary Projects¹	C-7 Baker Street Two-Way Conversion C-63 Piedmont Ave High-quality One-Way Bike Facility C-35 Jackson St Bridge Parklet Enhancement C-34 Jackson St / Parkway Bike Boulevard INT-8 I-75/85 NB/SB HOV Piedmont Avenue On / Off-ramp Reconfiguration			
Other Considerations	N/A			

# BAKER STREET

## HIGH-QUALITY BIKE INFRASTRUCTURE

PROJECT DEFINITION

**Description** Re-purpose sidewalk as a multi-use path along southern curb of Baker Street adjacent to Centennial Olympic Park to allow for future use of the roadway for expanded Atlanta Streetcar transit

**Project Type** Corridor (C)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Extents**

Luckie Street to Centennial Olympic Park Drive

**Project Characteristics**

0.18 miles

Re-purpose existing sidewalk into a multi-use path

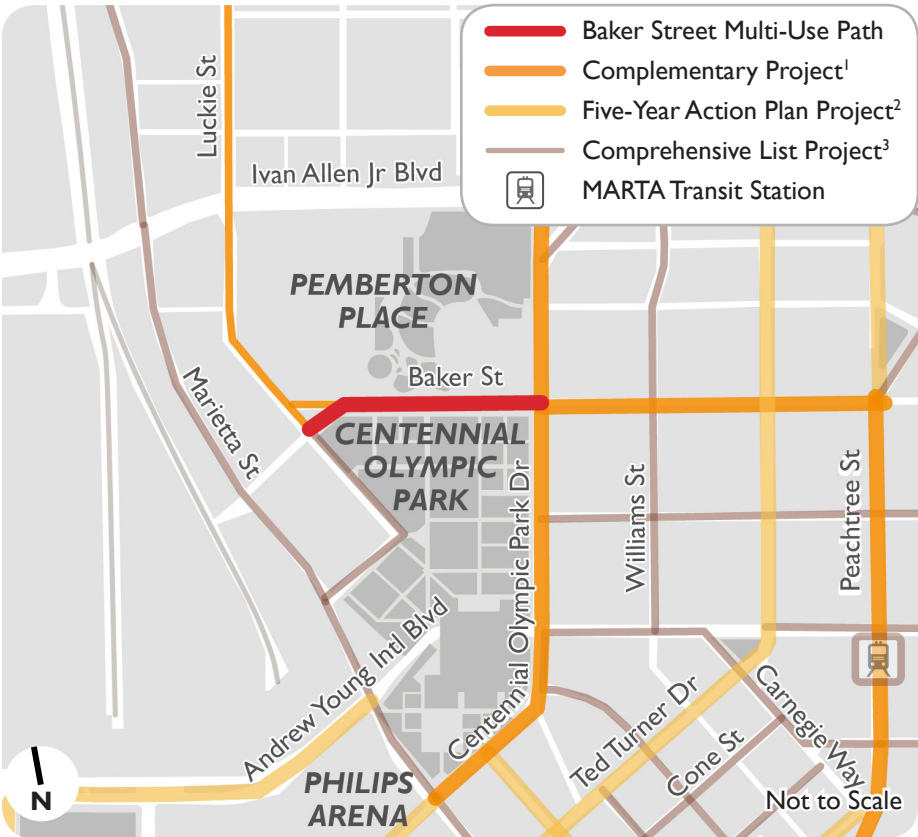
Widen ADA accessible ramps to allow bike access at the intersection of Luckie Street and Centennial Olympic Park Drive

**Design Considerations**

Dependent on expected pedestrian and bicycle volume, consider paint or other option to visually separate multiple modes to mitigate potential conflicts on multi-use path

**Vehicular Traffic Model Results**

Project expected to have no negative traffic impacts



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$106K	N/A	\$713K	\$819K
<b>Potential Funding Sources</b>	Georgia World Congress Center Authority, PATH Foundation (funded)			
<b>Stakeholders</b>	PATH Foundation, Atlanta Bicycle Coalition, GWCC, City of Atlanta			
<b>Complementary Projects<sup>1</sup></b>	C-7 Baker Street Two-Way Conversion T-7 Atlanta Streetcar / MARTA Light Rail - Crosstown Midtown Connection C-13 Centennial Olympic Park Drive Two-Way Conversion			
<b>Other Considerations</b>	Contributes to development of multi-use path around entire Centennial Olympic Park			



# BAKER STREET

## TWO-WAY CONVERSION

PROJECT DEFINITION

**Description** Convert street to accommodate two-way operations, with left turn lanes at appropriate intersections, including signal modifications and signage

**Project Type** Corridor (C)

**Included in another infrastructure program\*** CIP-CWP

\* May include all or a portion of project extents

**Project Extents**

Centennial Olympic Park Drive to Piedmont Avenue

**Project Characteristics**

0.57 miles

Convert street to two-way operations with center turn lanes at appropriate intersections

Install new traffic and pedestrian signals at intersections

Install navigational signage for drivers and pedestrians

**Design Considerations**

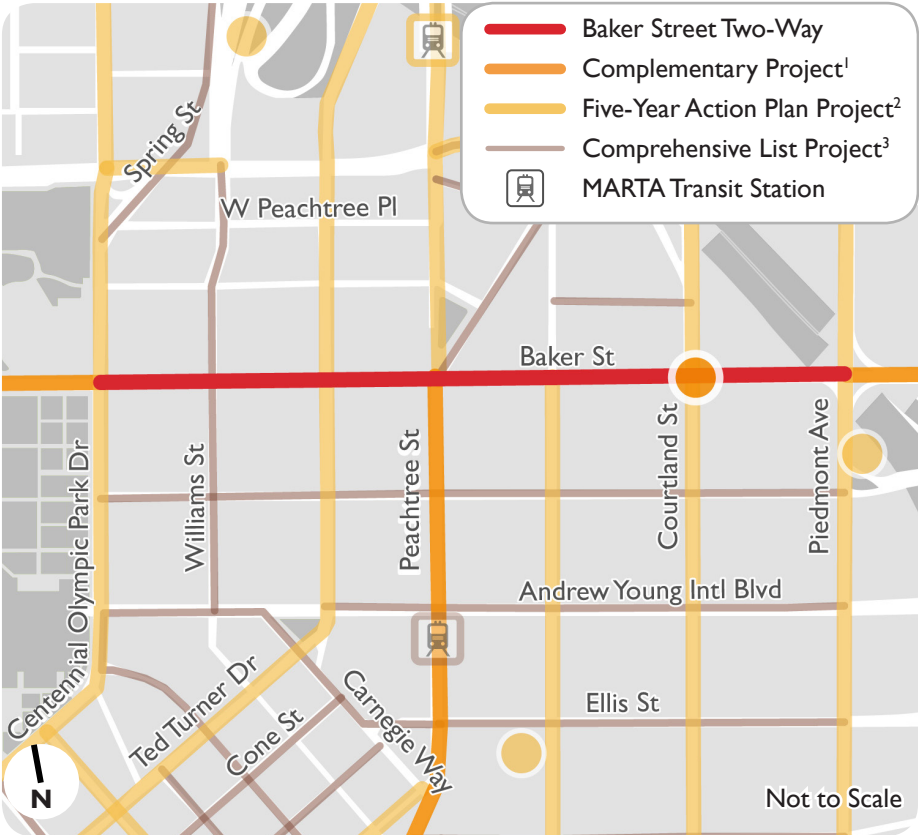
Ensure capacity for potential Atlanta Streetcar expansion alignment along Baker Street

Allow flexibility of street for potential reversible operation to accommodate special events

Enhance pedestrian and vehicular safety at Courtland Street and convergence of Downtown Connector (I-75/85) off-ramp

**Vehicular Traffic Model Results**

Mitigation likely needed at the following locations to maintain reasonable traffic operations: Courtland Street



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$252K	N/A	\$1.685M	\$1.937M
Potential Funding Sources	GTIB,TSPLOST,ADID (funded)			
Stakeholders	City of Atlanta, adjacent property owners			
Complementary Projects¹	C-5 Baker Street / Highland Avenue PATH Connection Enhancements C-6 Baker Street High-quality Bike Infrastructure T-7 Atlanta Streetcar / MARTA Light Rail - Crosstown Midtown Connection INT-3 Courtland & Baker Intersection Improvements			
Other Considerations	N/A			

# CENTENNIAL OLYMPIC PARK DRIVE

## MULTIMODAL OPERATIONAL IMPROVEMENTS

PROJECT DEFINITION

**Description** Reduce number of lanes to one in each direction and a center turn lane to accommodate bike lanes in each direction connecting Georgia Tech at North Avenue to Centennial Olympic Park

**Project Type** Corridor (C)

**Project Extents**

**Included in another infrastructure program\*** N/A

North Avenue to Ivan Allen Boulevard

\* May include all or a portion of project extents

**Project Components**

0.46 miles

Reduce two travel lanes in each direction to one lane in each direction, with a center turn lane, where applicable

Add one-way bike lanes in each direction

Install bike signals and coordinate traffic signal phasing to provide lead / priority to bikes

Install navigational signage for drivers and pedestrians

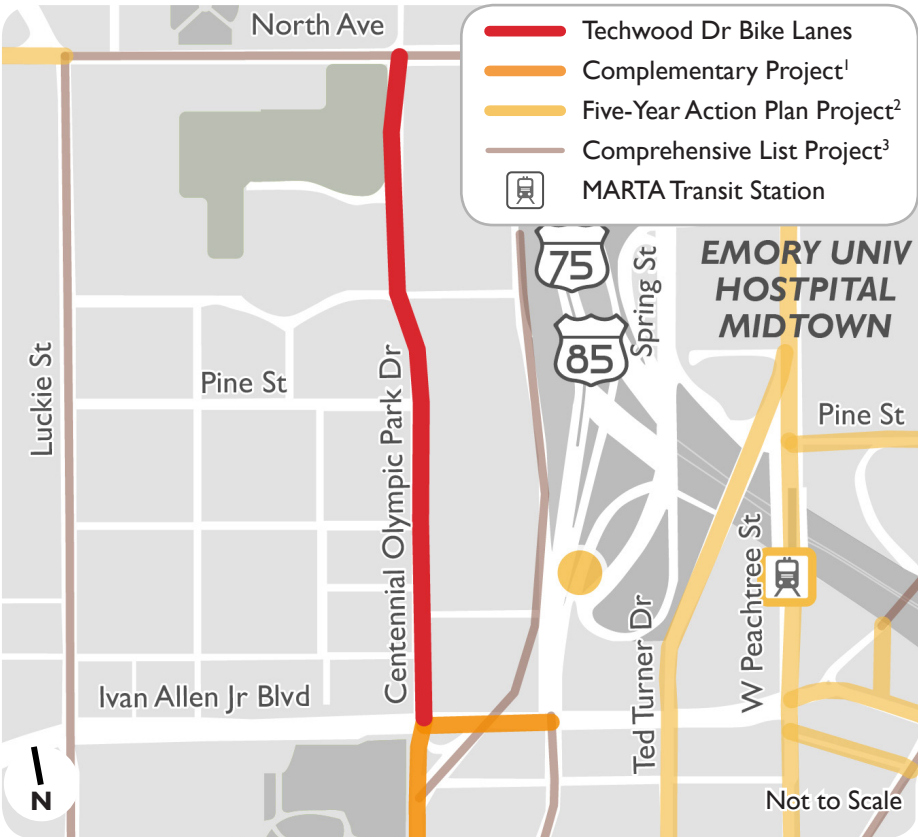
Widen ADA accessible ramps to allow bike access at the intersection of Centennial Olympic Park Drive and Ivan Allen Jr Boulevard

**Design Considerations**

Reduce conflict between bike lane and existing on-street parking by including painted buffer between bike lane and parking or reconfigure curb to use parking as the buffer between bike lane and travel lane

**Vehicular Traffic Model Results**

Project expected to have no negative traffic impacts



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$180K	N/A	\$1.2M	\$1.38M
<b>Potential Funding Sources</b>	TBD - Local and/or State			
<b>Stakeholders</b>	Georgia Tech, property owner			
<b>Complementary Projects<sup>1</sup></b>	C-13 Centennial Olympic Park Dr Two-Way Conversion C-32 Ivan Allen Jr Blvd Eastbound Bike Lane			
<b>Other Considerations</b>	N/A			

# CENTENNIAL OLYMPIC PARK DRIVE

## TWO-WAY CONVERSION

Project  
ID

C-13

**Description** Convert from one-way to two-way vehicular operations, with improved pedestrian facilities and a multi-use trail along westernmost curb adjacent to Pemberton Place and Centennial Olympic Park

**Project Type** Corridor (C)

**Project Extents**

**Included in another infrastructure program\*** CIP-CWP

Ivan Allen Jr. Boulevard to Marietta Street

\* May include all or a portion of project extents

### Project Components

0.51 miles

Convert street to two-way operations with two lanes in each direction and a center turn lane at appropriate intersections

Install new traffic, bike, and pedestrian signals at intersections

Install navigational signage for drivers and pedestrians

Re-purpose existing western sidewalk into multi-use path

Bike accessible ramp at appropriate intersections

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture (estimated to be approximately 50% of new streetscape)

### Design Considerations

Coordinate with potential Atlanta Streetcar expansion

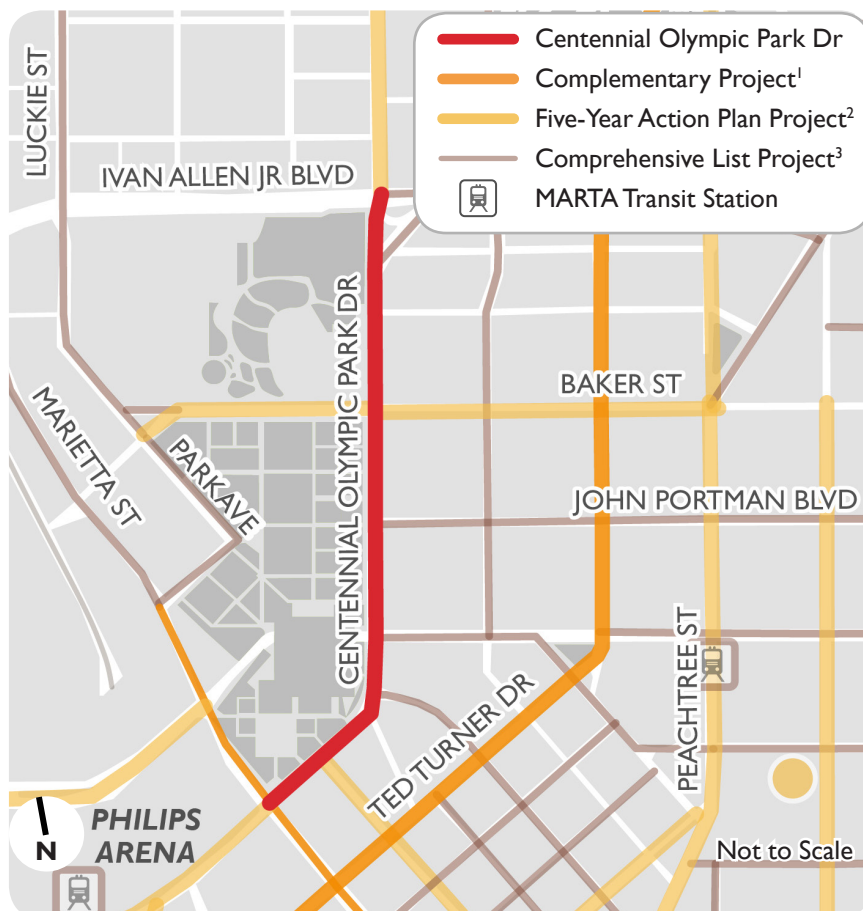
Reduce conflicts between Bike / Pedestrian / Car / Streetcar

Dependent on expected pedestrian and bicycle volume, multi-use path should consider paint or other option to visually separate modes to mitigate potential conflicts

Special events flexibility / reversible lanes

### Vehicular Traffic Model Results

Project likely to have marginal impact to traffic operations



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

### IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$840K	N/A	\$5.6M	\$6.44M
<b>Potential Funding Sources</b>	TBD - State and/or Federal			
<b>Stakeholders</b>	GWCC, Atlanta Bicycle Coalition, Atlanta BeltLine Inc., MARTA			
<b>Complementary Projects<sup>1</sup></b>	T-6 Atlanta Streetcar / MARTA Light Rail - Crosstown Downtown Line C-70 Ted Turner Dr / Spring St Two-Way Conversion C-40 Marietta St Streetscape Enhancement & Multi-Use Path C-41 Marietta St Streetscape Enhancement & High-quality Bike Lanes			
<b>Other Considerations</b>	Minimal impact on vehicular traffic if the street is converted in conjunction with C-70 Ted Turner Drive / Spring Street Two-Way Conversion			

# CENTRAL AVENUE / PEACHTREE CENTER AVENUE BUS CORRIDOR

PROJECT DEFINITION

Description

Transform Central Avenue & Peachtree Center Avenue into high-quality bus corridor with two-way vehicular operation. Include improved pedestrian facilities, bus shelters, priority phase / signal jumping for buses, and bus only lanes. It is integral that this project be coordinated with the completion of installation of bike facilities on Capitol Avenue / Piedmont Avenue and Courtland Street / Washington Street

Project Type

Transit (T)

Project Extents

Baker Street to MLK Jr. Drive

Included in another infrastructure program\*

TSPLOST

\* May include all or a portion of project extents

### Project Components

0.87 miles

- Re-purpose street to include one southbound and two northbound lanes with bus only lanes for the southbound lane and outside northbound lane
- Install new traffic signals at intersections with bus signals for prioritized phasing (signal jumping)
- Install new directional signage
- Remove existing two-way bicycle facility
- Install high-quality bus shelters at Gilmer Street / GSU, Ellis Street / Peachtree Center MARTA station and MLK Jr. Drive / Underground Atlanta

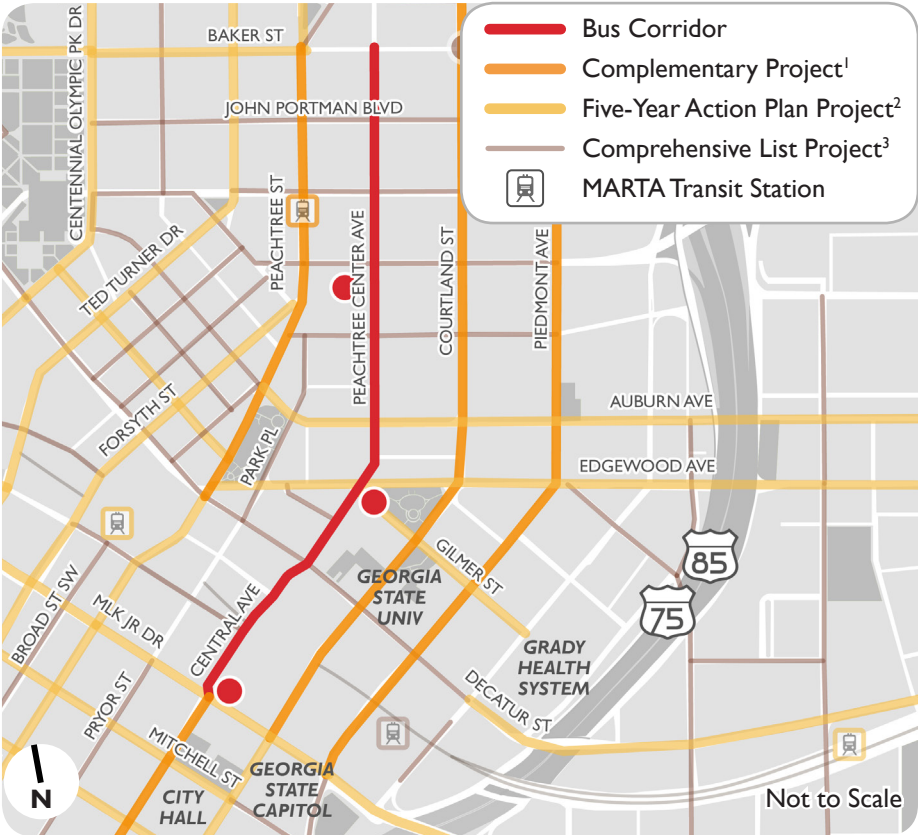
- Install real-time transit informational signage
- Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture (estimated to be approximately 50% of new streetscape)

### Design Considerations

- Balance correct number of bus stops, with the spacing, location and phasing of traffic signals
- Ensure bus stop design accommodates express and local buses

### Vehicular Traffic Model Results

- Project likely to have marginal impact to traffic operations



- 1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project
- 2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan
- 3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$1.3M	N/A	\$8.7M	\$10M
Potential Funding Sources	TBD - Local, State, and Federal			
Stakeholders	GRTA, GCT, CobbLinc, MARTA, property owners			
Complementary Projects <sup>1</sup>	C-15 Central Ave Two-Way Conversion & One-Way Bike Lane C-63 Piedmont Ave High-quality One-Way Bike Facility C-18 Courtland Street High-quality One-Way Bike Facility, & Streetscape Enhancements C-61 Peachtree Street Shared Street - Phase 2			
Other Considerations	Phasing is critical for this project, as it includes the removal of an existing bicycle facility. C-63 & C-18 must be complete before starting construction / removal of bike lane.			



# CENTRAL AVENUE

## TWO-WAY CONVERSION & ONE-WAY BIKE LANE

Project ID **C-15**

PROJECT DEFINITION

**Description** Transform the Central Avenue corridor into a high-quality multi-modal route with two-way vehicular operation, and improved pedestrian facilities. Additionally install one-way high-quality bike facility with enhanced green infrastructure buffer to provide flood mitigation.

**Project Type** Corridor (C)

**Included in another infrastructure program\*** TSPLOST

\* May include all or a portion of project extents

**Project Extents**

MLK Jr. Drive to Rawson Street

### Project Components

0.46 miles

Re-purpose corridor to include one southbound lane and two northbound lanes, with bus only lane for outside northbound lane

Convert existing easternmost lane to a northbound one-way protected bike lane

Utilize green stormwater infrastructure as protection / buffer between vehicles and bicycles

Install new traffic signals at intersections that include bike for prioritized phasing

Install navigational signage for drivers and pedestrians

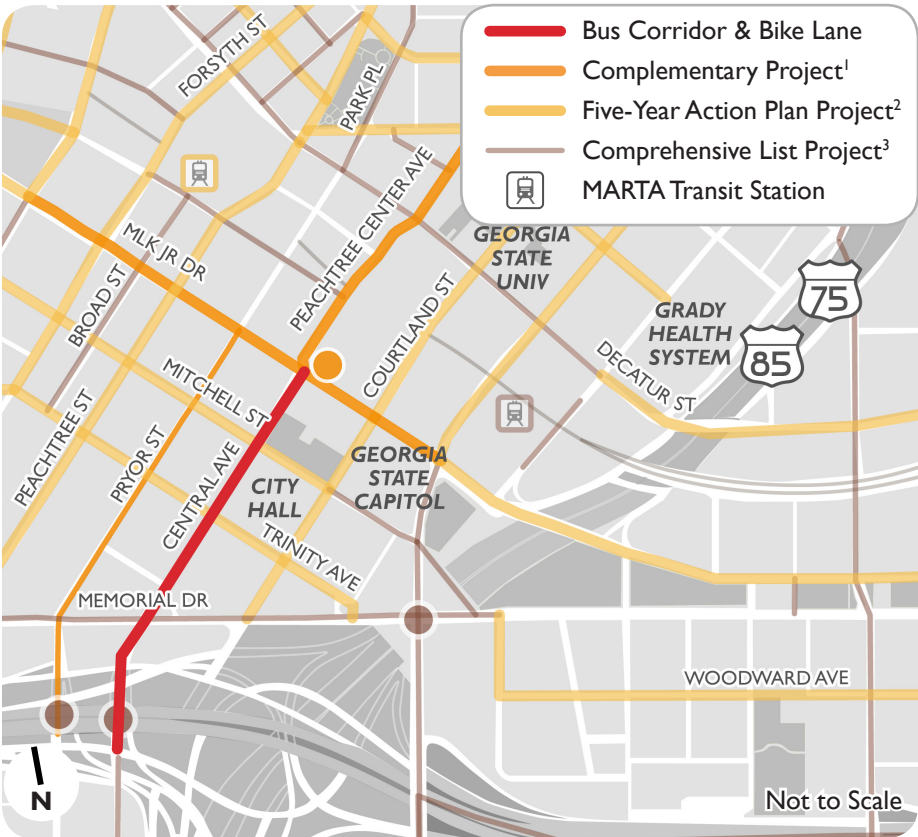
Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture

### Design Considerations

Incorporate green stormwater design with bike lane that does not preclude existing bus operations or future installation of dedicated lanes and shelters

### Vehicular Traffic Model Results

Mitigation likely needed at the following locations to maintain reasonable traffic operations: Memorial Drive



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$975K	N/A	\$6.5M	\$7.5M
<b>Potential Funding Sources</b>	TBD - State and/or Federal			
<b>Stakeholders</b>	City of Atlanta, Georgia Building Authority, GRTA, GCT, CobbLinc, MARTA			
<b>Complementary Projects<sup>1</sup></b>	T-13 Central Ave / Peachtree Center Ave Bus Corridor C-44 MLK Jr. Drive Two-Way Conversion & Streetscape Enhancement C-67 Pryor Street Streetscape Enhancements			
<b>Other Considerations</b>	Phasing is critical for this project, as it should be coordinated with T-13. C-63 & C-18 must be complete, for same reasons as T-13. C-44 is also critical for east-west bike connection. Connects to planned bike facilities south of Downtown in Turner Field LCI plan.			

COURTLAND STREET HIGH-QUALITY ONE-WAY BIKE FACILITY & STREETSCAPE ENHANCEMENTS

Project ID C-18

PROJECT DEFINITION

**Description** Install high-quality one-way protected bike facility to include intersection improvements. Reduce travel lanes to a consistent three lanes for entire corridor. Enhance pedestrian streetscape with amenities and on-street parking where applicable. Provide upgrades to existing GDOT bridge project: vertical connectivity and transit enhancements at GSU and Georgia Freight Depot, light wells & general beautification. The viaduct reconstruction not included in cost estimate. Complementary to C-63 one-way bike facility on Piedmont Avenue.

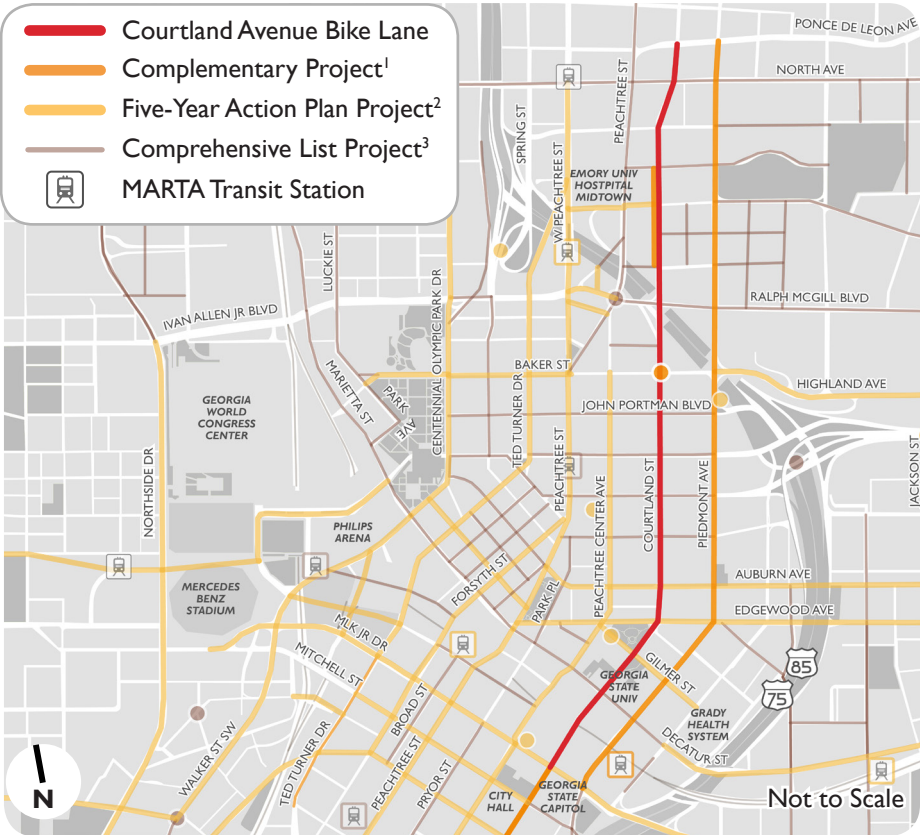
**Project Type** Corridor (C) **Project Extents** Ponce de Leon Avenue to MLK Jr. Drive

**Included in another infrastructure program\*** N/A  
\* May include all or a portion of project extents

**Project Components**  
1.63 miles  
Convert existing westernmost lane to a southbound one-way protected bike lane  
Protect bike facility with raised, horizontal elements to include planters or new curbing with trees and landscaping  
Install bike signals and coordinate traffic signal phasing to provide lead / priority to bikes  
Install navigational signage for drivers and pedestrians and people biking  
Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture (estimated to be approximately 90% of new streetscape)

**Design Considerations**  
Minimize curb cuts during construction and with redevelopment of under-utilized adjacent parcels  
Focus and prioritize user experience of the street, not solely vehicular throughput

**Vehicular Traffic Model Results**  
Mitigation likely needed at the following locations to maintain reasonable traffic operations: Baker Street, Ellis Street, MLK Jr Drive



- 1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project  
**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan  
**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$2.9M	N/A	\$19.1M	\$22M
Potential Funding Sources	Partially funded from FTA for the implementation of Cycle Atlanta 1.0, remaining funding source TBD - State and/or Federal			
Stakeholders	Atlanta Bicycle Coalition, GDOT, MARTA, Georgia State University, Midtown Alliance			
Complementary Projects¹	INT-3 Courtland & Baker Intersection Improvement C-63 Piedmont Ave High-quality One-Way Bike Facility T-21 MARTA Transit Station Enhancements - Georgia State NC-5 Courtland St Sidewalk Improvements			
Other Considerations	Coordination with viaduct reconstruction. C-18 & C-63 Piedmont Ave Bike Lane as prerequisites to be completed before T-13 Central Ave / Peachtree Center Ave Bus Corridor starts construction to ensure continuity of north-south bike network			

# COURTLAND STREET SIDEWALK IMPROVEMENTS

Project ID NC-5

PROJECT DEFINITION

**Description** Replace the western-most travel lane with a new sidewalk to fill in gaps in the sidewalk network

**Project Type** New Connection (NC)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Components**

0.2 miles

Build sidewalks and curb ramps where missing

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, street and pedestrian lighting, and street furniture in coordination with C-18

**Design Considerations**

Install 5' minimum sidewalk with 3' foot minimum street tree planting and street furniture zone

**Vehicular Traffic Model Results**

Project expected to have no negative traffic impacts

**Project Extents**

Renaissance Parkway to Currier Street



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$150K	N/A	\$1M	\$1.15M
<b>Potential Funding Sources</b>	City of Atlanta and Private			
<b>Stakeholders</b>	Property owners			
<b>Complementary Projects<sup>1</sup></b>	C-18 Courtland Street High-quality One-Way Bike Facility, Viaduct, & Streetscape Enhancements			
<b>Other Considerations</b>				

Description

Install a combination of a landscaped median and buffer for bikes predominantly east of Downtown Connector (I-75/85) with enhanced green infrastructure, tree canopy, pedestrian facilities and bike lanes. Install pedestrian-scale bridge enhancements. Install traffic signal at the intersection of Jackson Street at Decatur Street / DeKalb Avenue.

Project Type

Corridor (C)

Included in another infrastructure program\*

N/A

\* May include all or a portion of project extents

Project Components

0.64 miles

Install a combination of a landscaped median and buffer to support people biking and walking with green street infrastructure that provides tree canopy and corridor beautification

Minimize curb cuts during redevelopment of under-utilized adjacent parcels

Upgrade Jackson Street intersection with traffic signal, which improves pedestrian crossing, bike connection, and vehicular operation

Enhance sidewalk to include street trees, landscaping, pedestrian lighting, street furniture (estimated to be approximately 65% of new streetscape)

Install pedestrian-scale bridge enhancements

Design Considerations

Coordinate Atlanta Streetcar extension and connection to King Memorial Station

Diversify green infrastructure improvements over the Downtown Connector (I-75/85)

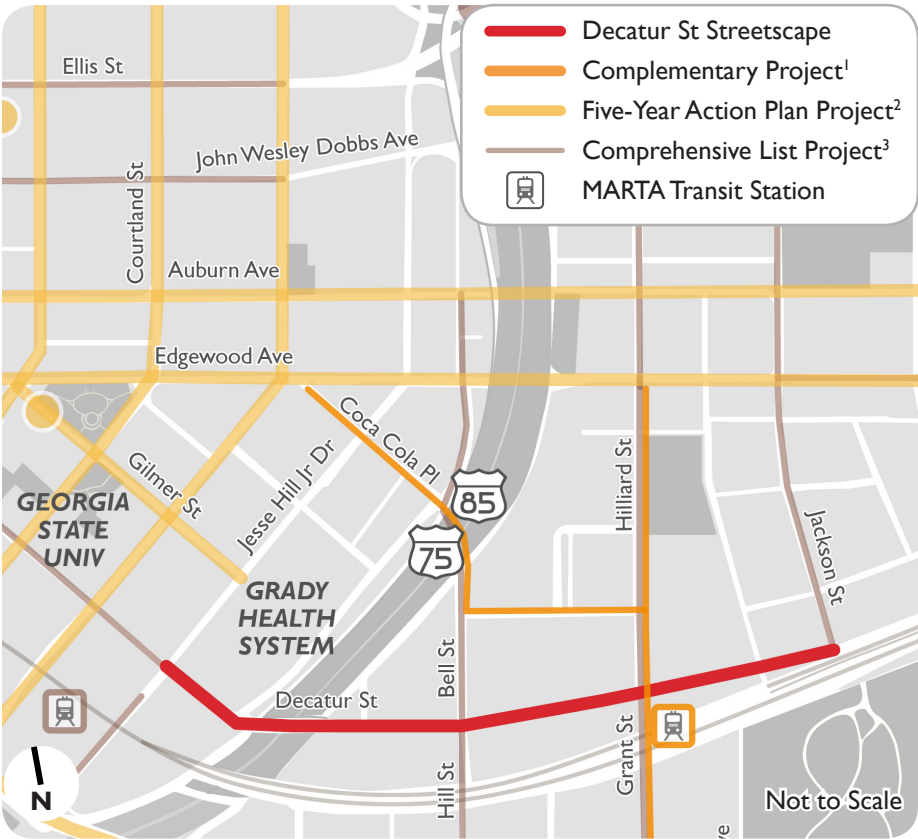
Coordinate with RenewATL on potential overlap of project with anticipated DeKalb Avenue Complete Street project

Vehicular Traffic Model Results

Project likely to have marginal impact to traffic operations

Project Extents

Jesse Hill Jr. Drive to Jackson Street



1-Complementary Projects

Adjacent projects to be reviewed and coordinated with subject project

2-Five-Year Action Plan

Priority projects from Downtown Atlanta Transportation Plan

3-Comprehensive Plan

Full list of projects from Downtown Atlanta Transportation Plan

PROJECT DEFINITION

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$1.23M	N/A	\$8.2M	\$9.43M
Potential Funding Sources	TBD - ARC LCI			
Stakeholders	MARTA,Atlanta BeltLine Inc.,Atlanta Bicycle Coalition, RenewATL			
Complementary Projects¹	T-22 MARTA Transit Station Enhancements - King Memorial T-10 Atlanta Streetcar / MARTA Light Rail - Eastside Extension - South			
Other Considerations	Phasing coordination with RenewATL DeKalb Avenue complete streets project			



# EDGEWOOD AVENUE

## STREETSCAPE ENHANCEMENTS

PROJECT DEFINITION

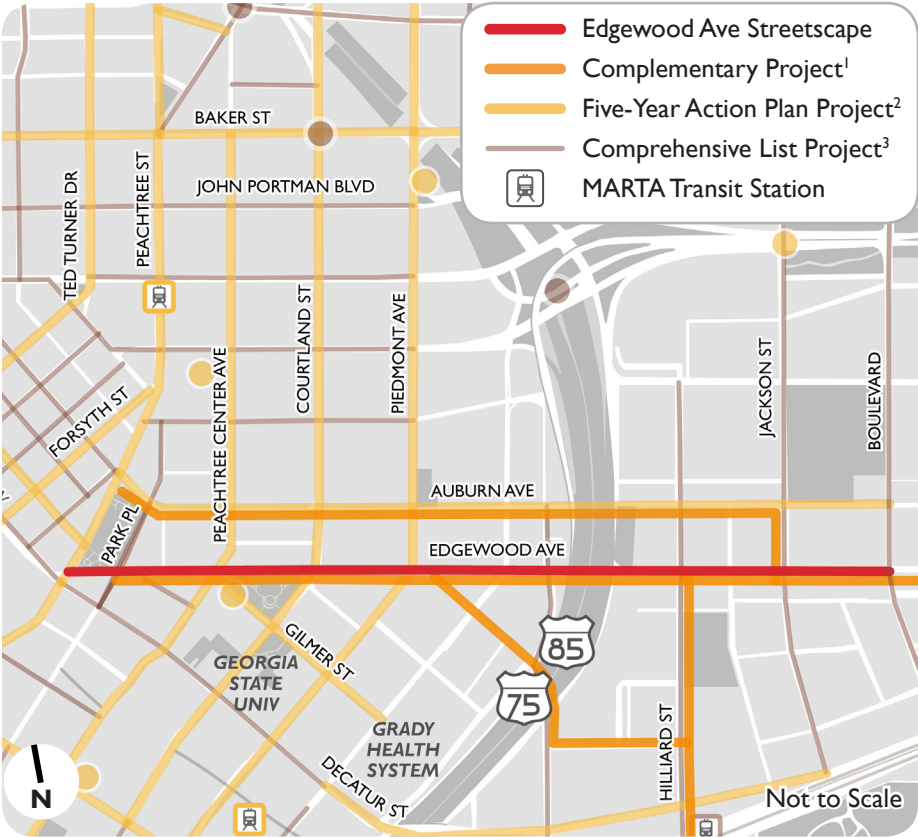
**Description** Make targeted repairs to enhance streetscape to include upgraded/improved sidewalks, street trees, pedestrian and street lighting, pedestrian amenities, furniture and on-street parking. Enhance I-75/85 Bridge / Underpass. Maintain westbound bicycle facility. Consider wider sidewalks / bulb outs between Jackson Street and Boulevard.

**Project Type** Corridor (C)  
**Project Extents**  
**Included in another infrastructure program\*** RenewATL, CIP- Peachtree Street to Boulevard  
CWP  
\* May include all or a portion of project extents

**Project Components**  
1.0 miles  
Enhance sidewalk to include street trees, landscaping, pedestrian lighting, street furniture as targeted repairs (estimated to be approximately 10% of new streetscape)  
Formalize on-street parking, where applicable  
Review potential for protected bike facility or safety improvements at intersections to support existing westbound bike corridor

**Design Considerations**  
Mitigate conflicts between bicycle and streetcar tracks

**Vehicular Traffic Model Results**  
Project expected to have no negative traffic impacts



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project  
**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan  
**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$390K	N/A	\$2.6M	\$2.99M
Potential Funding Sources	Renew Atlanta Council District 2 and 5 funds			
Stakeholders	Old Fourth Ward Business Association, Atlanta BeltLine Inc., MARTA			
Complementary Projects <sup>1</sup>	T-1 Atlanta Streetcar / MARTA Light Rail - A Loop - Auburn Dedicated Streetcar Lane T-2 Atlanta Streetcar / MARTA Light Rail - A Loop - Edgewood Dedicated Streetcar Lane T-9 Atlanta Streetcar / MARTA Light Rail - Eastside Extension - North T-10 Atlanta Streetcar / MARTA Light Rail - Eastside Extension - South			
Other Considerations	Mitigate conflict between bicycle and streetcar tracks. Further study potential opportunity for dedicated transit lanes for Atlanta Streetcar.			

# FORSYTH STREET HIGH-QUALITY BIKE FACILITIES & STREETSCAPE ENHANCEMENTS

PROJECT DEFINITION

Description

Construct high-quality bike lanes, sidewalk repair, streetscape enhancements to include formalized parking / bus stops at Five Points MARTA Transit Station. Install pedestrian-scale bridge enhancements

Project Type

Corridor (C)

Project Extents

Included in another infrastructure program\*

RenewATL, CIP- Carnegie Way to Trinity Avenue CWP

\* May include all or a portion of project extents

### Project Components

0.66 miles

Re-purpose outside travel lanes as one-way protected bike facilities in each direction

Protect bike facility with raised, horizontal elements to include parking, planters, or new curbing with trees and landscaping

Install bike signals and coordinate traffic signal phasing to provide lead / priority to bikes

Install navigational signage for drivers and pedestrians

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture (estimated to be approximately 40% of new streetscape)

Install pedestrian-scale bridge enhancements

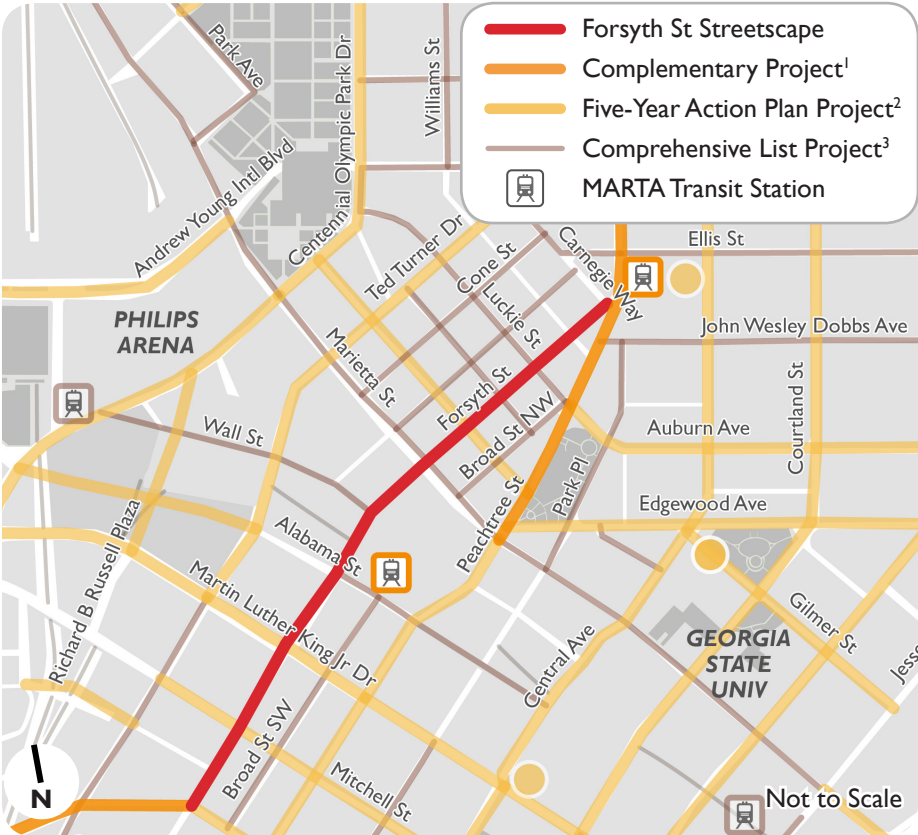
### Design Considerations

Minimize curb cuts during redevelopment of under-utilized adjacent parcels

Formalize on-street parking, where applicable

### Vehicular Traffic Model Results

Project expected to have no negative traffic impacts



- 1-Complementary Projects Adjacent projects to be reviewed and coordinated with subject project
- 2-Five-Year Action Plan Priority projects from Downtown Atlanta Transportation Plan
- 3-Comprehensive Plan Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$1.05M	N/A	\$7M	\$8.05M
Potential Funding Sources	RenewATL, GDOT			
Stakeholders	MARTA, Atlanta Bicycle Coalition, adjacent property owners			
Complementary Projects <sup>1</sup>	T-19 MARTA Transit Station Enhancements - Five Points T-23 MARTA Transit Station Enhancements - Peachtree Center C-60 Peachtree St Shared Street - Phase 2 C-62 Peters St High-quality Bike Lanes & Pedestrian Enhancements			
Other Considerations	Scheduling with Downtown Viaduct Rehabilitation & Reconstruction			

# GEORGIA WORLD CONGRESS CENTER

## HIGH-QUALITY BIKE CONNECTION

Project ID NC-8

PROJECT DEFINITION

**Description** Install high-quality bike facilities during redevelopment of former Georgia Dome site into Home Depot Backyard. Provide east-west facilities to unite westside neighborhoods to the proposed Downtown bicycle hub at Centennial Olympic Park. Coordinate design with GWCC and PATH foundation for alignment between Mercedes Benz Stadium and Home Depot Backyard to the proposed Atlanta BeltLine Westside Trail Connection.

**Project Type** New Connection (NC)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Components**

0.2 miles

In redevelopment of the Georgia Dome into the Home Depot Backyard, design and build a high-quality bike / pedestrian connection between the westside neighborhoods that is ADA accessible, friendly to bicyclists and open to the general public at all times

**Design Considerations**

Elevation difference between Andrew Young International Boulevard and Northside Drive

Coordinate design with GWCC and PATH foundation for alignment between Mercedes Benz Stadium and Home Depot Backyard to the proposed Atlanta BeltLine Westside Trail Connection

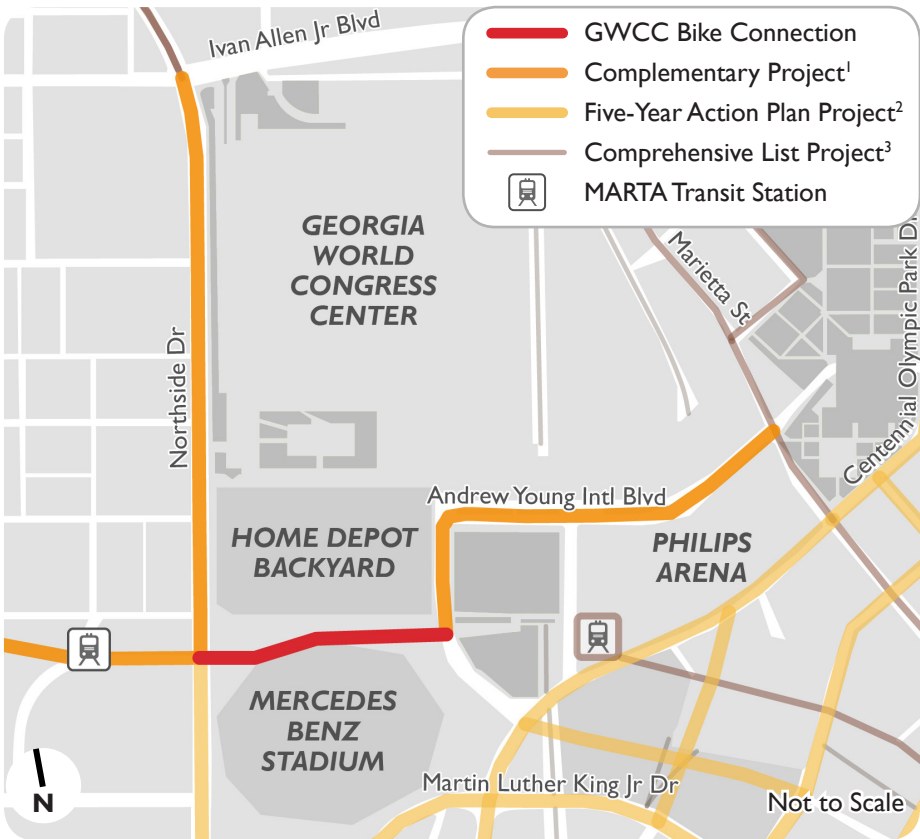
**Vehicular Traffic Model Results**

New bike / pedestrian connection increases mobility for people using multiple active transportation modes

Does not negatively impact vehicular operations

**Project Extents**

Northside Drive to Andrew Young International Boulevard



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$181K	N/A	\$1.1M	\$1.3M
<b>Potential Funding Sources</b>	State, GWCC, Private			
<b>Stakeholders</b>	PATH Foundation, Atlanta Bicycle Coalition, GWCC, Mercedes-Benz Stadium, Atlanta BeltLine Inc.			
<b>Complementary Projects<sup>1</sup></b>	NC-2 Atlanta BeltLine Westside Trail Connection / Lena St Path Extension C-25 Georgia World Congress Center Pedestrian Friendly Boulevard C-52 Northside Drive Multi-Use Trail and Streetscape Enhancement			
<b>Other Considerations</b>	N/A			

# GEORGIA WORLD CONGRESS CENTER

## PEDESTRIAN FRIENDLY BOULEVARD

PROJECT DEFINITION

Description

Enhanced streetscape and pedestrian improvements to provide premier connection within the GWCC campus to both the Atlanta BeltLine Westside Trail and Centennial Olympic Park for people on bikes and on foot

Project Type

Corridor (C)

Project Extents

Red Deck Entrance to Marietta Street

Included in another infrastructure program\*

N/A

\* May include all or a portion of project extents

### Project Components

0.40 miles

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture

Add multi-use path along existing sidewalk or within a re-purposed existing travel lane

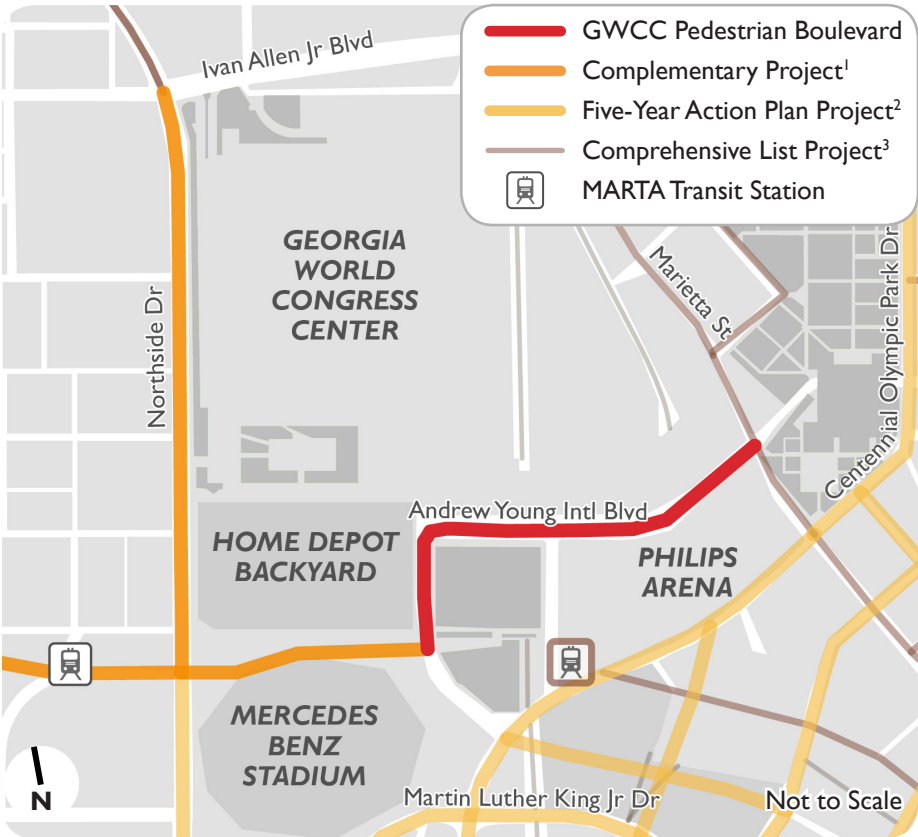
### Design Considerations

Coordinate with GWCC and special events teams to meet logistics needs such as ride share and/or coach bus drop off / pick up locations

Ensure design considers all modes of transportation

### Vehicular Traffic Model Results

Project expected to have no negative traffic impacts



1-Complementary Projects Adjacent projects to be reviewed and coordinated with subject project

2-Five-Year Action Plan Priority projects from Downtown Atlanta Transportation Plan

3-Comprehensive Plan Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$630K	N/A	\$4.2M	\$4.83M
Potential Funding Sources	GWCC and State of Georgia			
Stakeholders	PATH Foundation, Atlanta Bicycle Coalition, GWCC, adjacent property owners			
Complementary Projects¹	NC-8 Georgia World Congress Center High-quality Bike Connection NC-2 Atlanta BeltLine Westside Trail Connection / Lena St PATH Extension C-52 Northside Drive Multi-Use Trail and Streetscape Enhancement			
Other Considerations	N/A			



# GILMER STREET

## MULTIMODAL OPERATIONAL ENHANCEMENTS

PROJECT DEFINITION

**Description** Install multimodal operational improvements including lane reduction, resurfacing, sidewalk repair, street trees, granite curbing, ADA compliant crosswalks and ramps, pedestrian lighting, and protected bicycle lanes. Install bulb-outs, bus shelters, green stormwater infrastructure and electric vehicle charging stations as appropriate and as space permits.

**Project Type** Corridor (C) **Project Extents** Peachtree Center Avenue to Jesse Hill Jr. Drive

**Included in another infrastructure program\*** TSPLOST

\* May include all or a portion of project extents

**Project Components**

0.27 miles

Re-purpose outside travel lanes as one-way protected bike facilities in each direction

Protect bike facility with raised, horizontal elements to include parking, planters, or new curbing with trees and landscaping

Install navigational signage for drivers and pedestrians

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture

**Design Considerations**

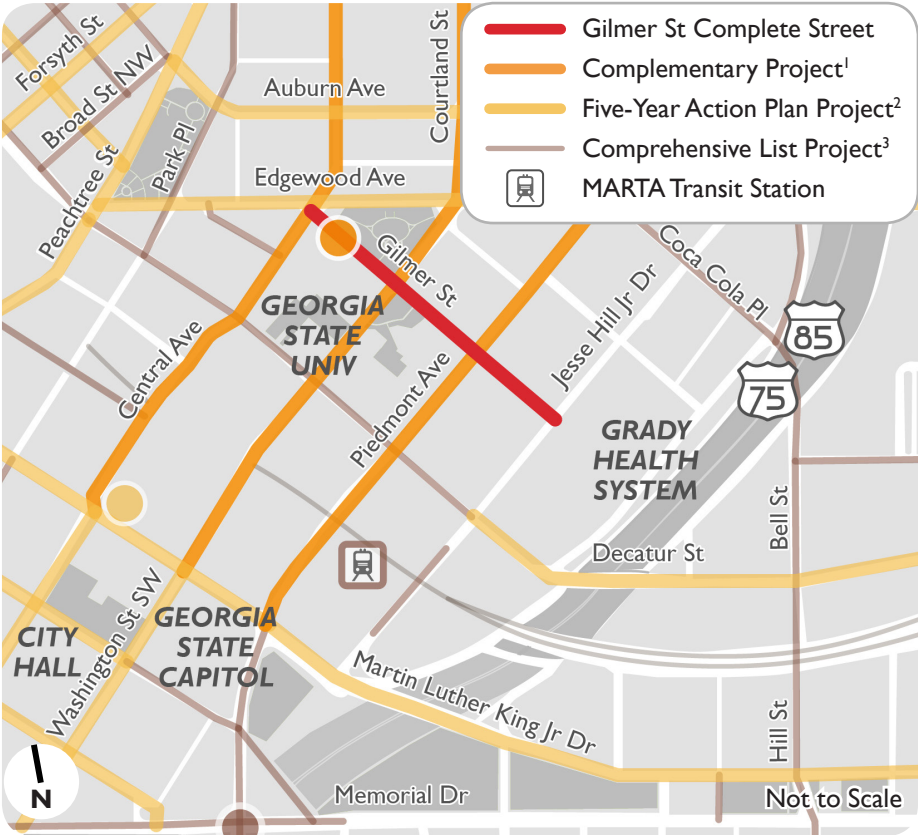
Minimize curb cuts during redevelopment of under-utilized adjacent parcels

Formalize on-street parking with curb bulb outs, where applicable

Coordinate with Georgia State University on any enhancements

**Vehicular Traffic Model Results**

Project expected to have no negative traffic impacts



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$585K	N/A	\$3.9M	\$4.485M
<b>Potential Funding Sources</b>	Partially funded from FTA for implementation of Cycle Atlanta 1.0, remaining funding source by Georgia State University or State			
<b>Stakeholders</b>	Georgia State University, MARTA, GRTA, GCT, CobbLinc			
<b>Complementary Projects¹</b>	T-13 Central Ave / Peachtree Center Ave Bus Corridor T-14 GSU Enhanced Bus Stop C-63 Piedmont Ave High-quality One-Way Bike Facility C-18 Courtland St High-quality One-Way Bike Facility, Viaduct, & Streetscape Enhancements			
<b>Other Considerations</b>	N/A			

# GREYHOUND BUS TERMINAL ENHANCEMENTS

**Description** Support reconstruction and expansion of Greyhound Inter-city Terminal at Garnett MARTA Station

**Project Type** Transit (T)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Extents**

Garnett Street Transportation Mall to Brotherton Street Pedestrian Mall

**Project Components**

Add vertical connection between MARTA Transit Station and Greyhound Bus Terminal

Enhance bus passenger terminal

Install MARTA and other regional transit real-time informational signage

**Design Considerations**

I-20 East BRT alignment has yet to be determined; therefore Greyhound Bus Terminal should not prohibit Garnett MARTA Transit Station as a terminus for this proposed line

Consider co-location of other inter-city bus operations

**Vehicular Traffic Model Results**

Improved transit experience will reduce vehicular dependency



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

	PE	ROW	CONST	TOTAL
Cost Estimate	\$1.1M	N/A	\$12.7M	\$13.8M
Potential Funding Sources	Greyhound, Federal Transit Authority			
Stakeholders	MARTA			
Complementary Projects <sup>1</sup>	T-20 MARTA Transit Station Enhancements - Garnett T-15 MARTA I-20 East BRT			
Other Considerations	N/A			

# I-75/85 NB / SB HOV PIEDMONT AVENUE ON / OFF-RAMP RECONFIGURATION

Project ID INT-8

PROJECT DEFINITION

**Description** Reconfigure northbound HOV off-ramp onto John Portman Boulevard to facilitate direct access for HOV and Express Bus commuters. Reconfiguration also allows for additional park space and safer design of the bicycle connection between Freedom Pathway to two-way protected bike lane on John Portman Boulevard.

**Project Type** Intersection/Interchange (INT)

**Project Extents**

**Included in another infrastructure program\*** N/A

Piedmont Avenue at I-75/85 HOV on / off-ramps

\* May include all or a portion of project extents

**Project Components**

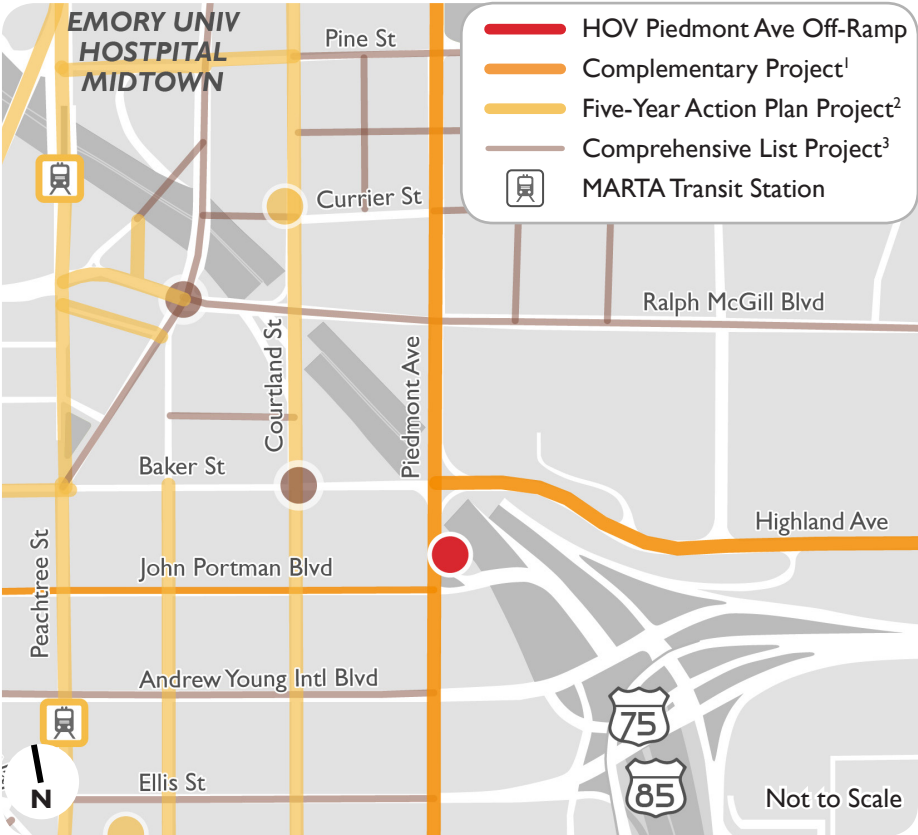
- Realign off-ramp at John Portman Boulevard by removing the conflict of bike crossing at the existing slip lane
- Redesign intersection to ensure safe movement of bikes, pedestrians and vehicles
- Create new public park in the reclaimed space
- Reconfigure 250 feet of multi-use PATH from new intersection to Baker Street / Highland Avenue along west side of Piedmont Avenue

**Design Considerations**

- Plant trees to provide canopy and complement Piedmont Avenue and Highland Avenue street trees
- Incorporate Piedmont Avenue bike lane into design of new park

**Vehicular Traffic Model Results**

Project likely to have marginal impact to traffic operations



- 1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project
- 2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan
- 3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$750K	N/A	\$5M	\$5.75M
Potential Funding Sources	Federal			
Stakeholders	GDOT, FHWA, PATH Foundation, property owners			
Complementary Projects <sup>1</sup>	C-35 John Portman Boulevard Two-Way Conversion C-5 Baker / Highland PATH Connection Enhancements C-63 Piedmont Avenue High-quality One-Way Bike Facility			
Other Considerations	Coordinated with C-6 Piedmont Avenue High-quality One-Way Bike Facility and NC-11 John Portman Boulevard Two-Way Conversion			

# IVAN ALLEN JR BOULEVARD

## EASTBOUND BIKE LANE

PROJECT DEFINITION

**Description** Reduce lane widths to accommodate eastbound uphill bike lane, maintaining sharrows on westbound right hand lane. Project includes re-striping, signal modifications, signal re-timing and signage.

**Project Type** Corridor (C)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Extents**

Centennial Olympic Park Drive to Williams Street

**Project Components**

0.09 miles

Reduce lane widths to provide space for an eastbound, uphill bike lane in accordance with Cycle Atlanta 1.0

Install new navigational signage for people walking, biking, and driving

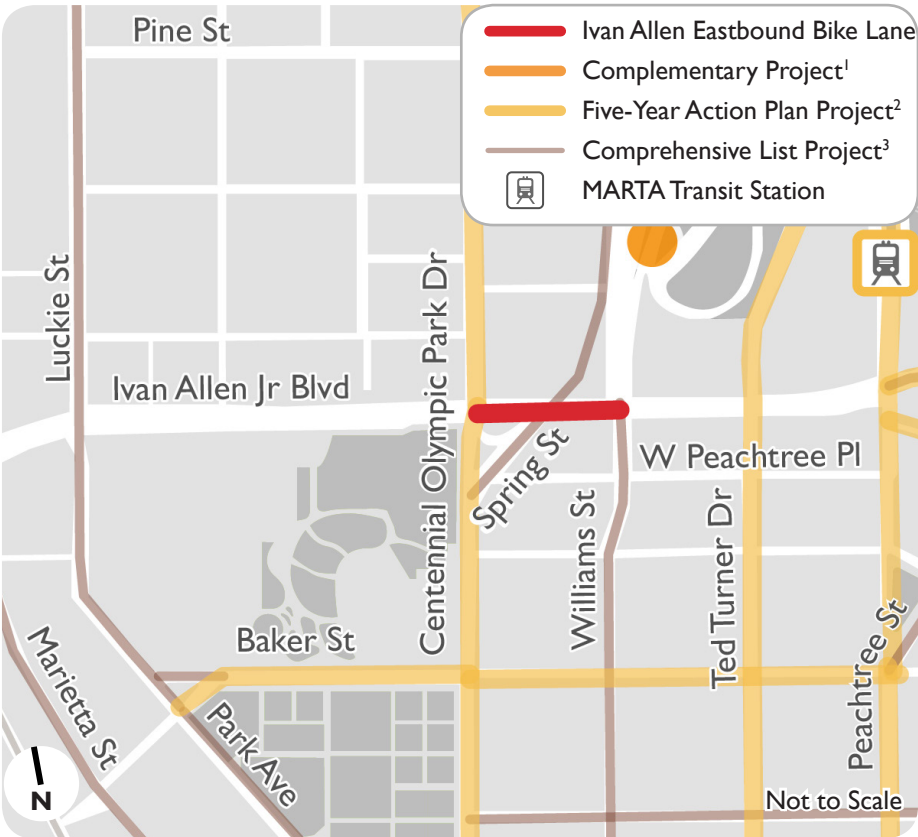
Re-time signals if necessary

**Design Considerations**

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, street and pedestrian lighting, and street furniture

**Vehicular Traffic Model Results**

Project likely to have marginal impact to traffic operations



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$37.5K	N/A	\$250K	\$287.5K
Potential Funding Sources	TBD - Local			
Stakeholders	Atlanta Bicycle Coalition, GDOT			
Complementary Projects <sup>1</sup>	INT-14 Williams-Spring at I-75/85 Interchange Modifications			
Other Considerations	N/A			



# IVAN ALLEN JR BOULEVARD RE-STRIPING AND BIKE LANES

PROJECT DEFINITION

**Description** Reduce number lanes to one in each direction and a center turn lane to accommodate bike lanes. Project includes re-striping, signal modifications, signal re-timing and signage. Realign Alexander Street to straighten intersection with Ivan Allen Jr Boulevard and move curb cut closer to the middle of the block

**Project Type** Corridor (C)

**Project Extents** West Peachtree Street to Peachtree Street

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Components**

0.15 miles

Reduce vehicular lanes to one travel lane in each direction and a center turn lane and a bike lane on each side in accordance with Cycle Atlanta 1.0

**Design Considerations**

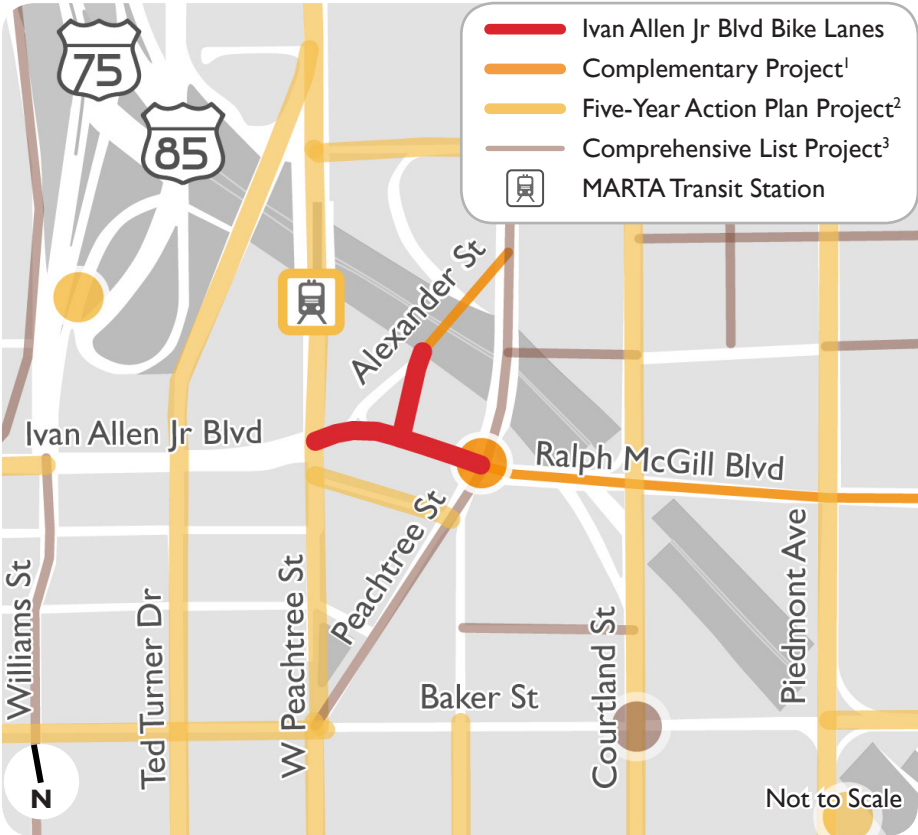
Existing on-street parking may need to be removed; if not, consider parking as a protective buffer between vehicular travel and bicycles

Reduce conflict point between turning vehicles and bicycles at intersection of Alexander Street

Realign Alexander Street to straighten intersection with Ivan Allen Jr Boulevard (likely requires purchase of entire parcel)

**Vehicular Traffic Model Results**

Mitigation likely needed at the following locations to maintain reasonable traffic operations: Peachtree Street



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$600K	Not Included	\$4M	\$4.6M
Potential Funding Sources	TBD - Local and/or State			
Stakeholders	Atlanta Bicycle Coalition, Property Owners			
Complementary Projects¹	C-57 Ralph McGill Boulevard Bike Route INT-11 Peachtree Street at Ralph McGill Boulevard Protected Bike Intersection NC-20 Stitch - Alexander Street Extension			
Other Considerations	N/A			

# JACKSON STREET

## BRIDGE PARKLET ENHANCEMENTS

PROJECT DEFINITION

**Description** Create safer bike route by creating buffered / protected two-way cycle track on westernmost curb of the street and improved connection to Freedom Parkway PATH. Remove center turn lane. Create parklet to enhance safety and experience by creating photograph / viewpoint at Jackson Street Bridge while maintaining safety for photographers, pedestrians, and people traveling through via bicycles and vehicles.

**Project Type** Corridor (C)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Components**

0.12 miles

Remove center turn lane

Re-purpose existing bike lanes into a two-way cycle track along the westernmost curb of the street

Utilize excess space as parklet to enhance scenic view of Downtown skyline

Improve southside bicycle connection to Freedom Parkway PATH with pedestrian crossing, and/or raised speed table

**Design Considerations**

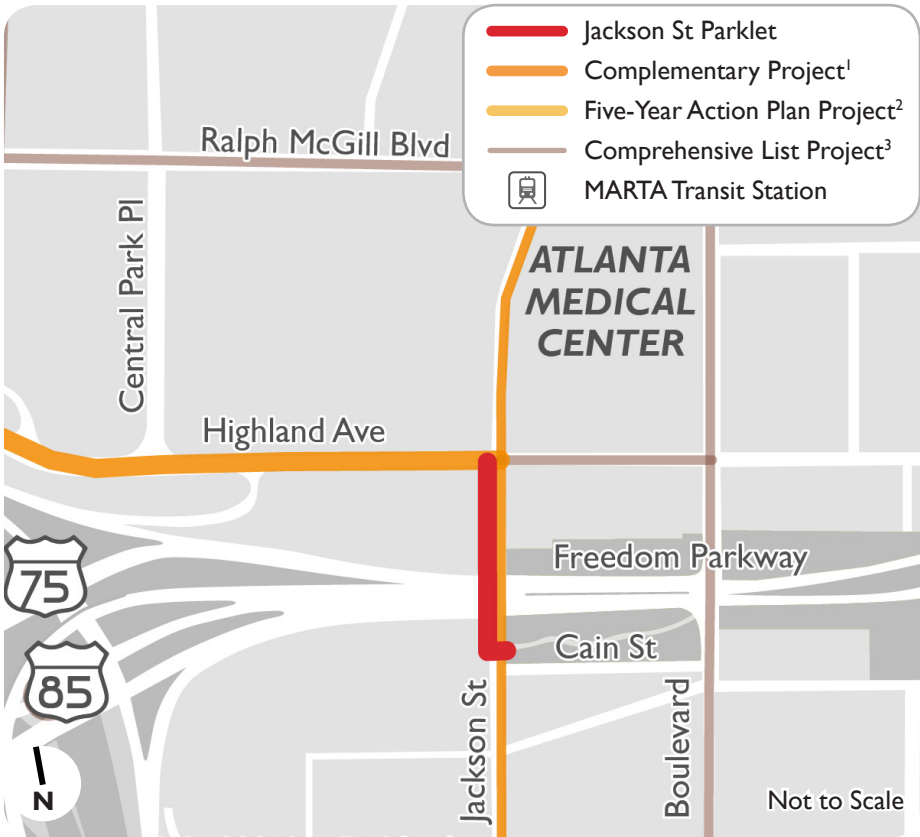
Protect bike facility with raised, horizontal elements to include parking, planters, or new curbing with trees and landscaping

**Vehicular Traffic Model Results**

Project expected to have no negative traffic impacts

**Project Extents**

Highland Avenue to Cain Street



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$525K	N/A	\$3.5M	\$4M
Potential Funding Sources	TBD - Local			
Stakeholders	PATH Foundation, Atlanta Bicycle Coalition, Park Pride, National Park Service			
Complementary Projects <sup>1</sup>	C-34 Jackson Street / Parkway Bike Boulevard C-5 Baker / Highland PATH Connection Enhancements			
Other Considerations	N/A			

PROJECT DEFINITION

Description

Install improvements to east-west access to the station through a pedestrian-only connection with Peachtree Street. Install a mid-block pedestrian crossing. Project also includes general maintenance and aesthetic improvement; install new signage and wayfinding. Formalize local and express bus depot on West Peachtree Street as part of Stitch reconfiguration.

Project Type

Transit (T)

Project Extents

Pine Street to Ivan Allen Jr Boulevard

Included in another infrastructure program\*

MORE MARTA

\* May include all or a portion of project extents

- Project Components
- Pedestrian connection on east side of station to Peachtree Street

Pedestrian connection on west side of station to Ted Turner Drive

Install new digital, real-time signage and wayfinding outside the station and along the platforms

Explore adding a mid-block pedestrian crossing

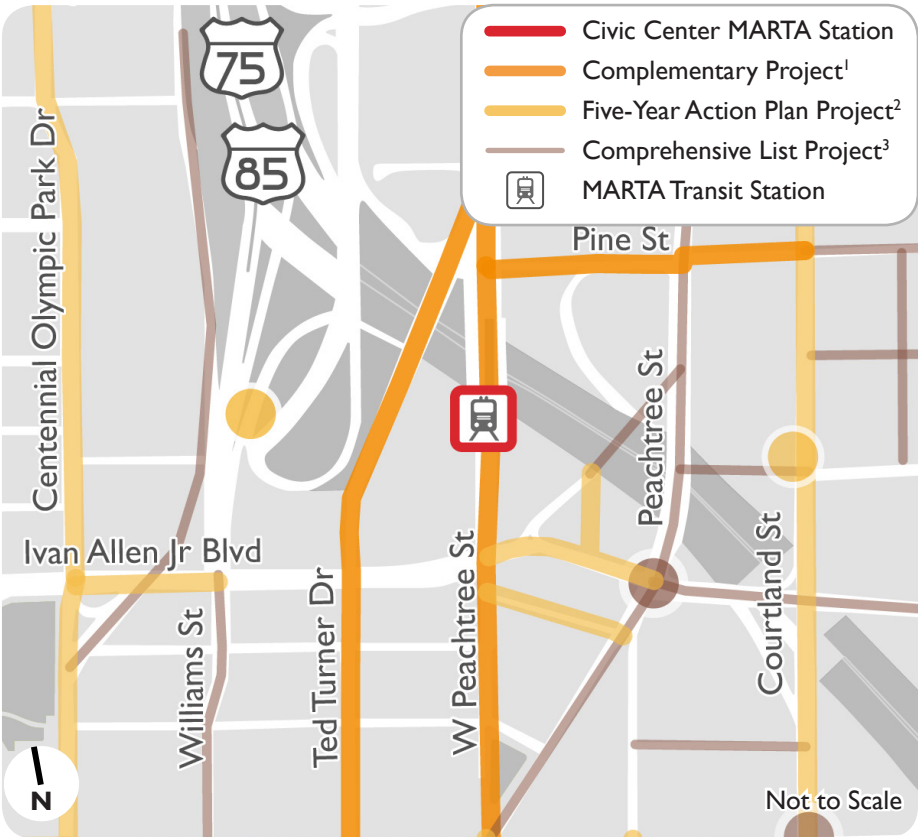
Consider re-naming the station

Design Considerations

Aesthetic improvements and formalized bus depot should include enhanced shelter from weather

Vehicular Traffic Model Results

Provides enhanced transit experience, leading to increased transit mode shift and does not reduce vehicular capacity



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project  
**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan  
**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$140K	\$250K	\$1.41M	\$1.8M
Potential Funding Sources	MORE MARTA			
Stakeholders	MARTA, Emory Midtown Hospital, property owners			
Complementary Projects <sup>1</sup>	C-64 Pine Street Two-Way Conversion & Bike Lanes C-70 Ted Turner Drive / Spring Street Two-Way Conversion C-75 West Peachtree Street Two-Way Conversion & Streetscape Enhancements			
Other Considerations	Major improvements may be accomplished as part of the Stitch redevelopment concept, but should be explored independently should that not happen			

PROJECT DEFINITION

Description

Project Type Transit (T)

Included in another infrastructure program\* MORE MARTA

Project Components

Design Considerations

Vehicular Traffic Model Results

Create new western vertical access in the Gulch in coordination with redevelopment. Continued implementation of MARTA Makeover planning study recommendations, including public art, wayfinding, events, programming, and activations, reconfigured bus layover and access around the station and improvements to and between Broad Street Plaza / Barbara Asher Square.

Western vertical access point in the gulch, west of Forsyth Street

MARTA Makeover planning study recommendations to include public art and other ways to enhance the station

Install new digital, real-time signage and wayfinding outside the station and along the platforms

Reconfigured bus layover and access should be coordinated with MARTA bus operations

Provides enhanced transit experience, leading to increased transit mode shift and does not reduce vehicular capacity

Project Extents

1-Complementary Projects Adjacent projects to be reviewed and coordinated with subject project

2-Five-Year Action Plan Priority projects from Downtown Atlanta Transportation Plan

3-Comprehensive Plan Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$233K	N/A	\$1.55M	\$1.78M
Potential Funding Sources	MORE MARTA			
Stakeholders	MARTA,Atlanta BeltLine Inc., Property owners			
Complementary Projects¹	C-8 Broad Street NE Shared Street & C-39 Broad Street SW Shared Street C-41 Marietta Street Streetscape Enhancement & High-quality Bike Lanes C-24 Forsyth Street High-quality Bike Facilities & Streetscape Enhancements C-60 Peachtree Street Shared Street - Phase I NC-22 Wall Street Extension / New Viaduct C-I Alabama Street (Upper) Shared Street			
Other Considerations	N/A			



PROJECT DEFINITION

**Description** Continue general maintenance and aesthetic improvement; install new signage and wayfinding. Explore TOD opportunities on the north side of the station involving vertical construction over the current parking / kiss-and-ride circulation loop. Sidewalk and pedestrian lighting enhancements to Grant Street tunnel beneath CSX and MARTA rail line.

**Project Type** Transit (T) **Project Extents**

**Included in another infrastructure program\*** MORE MARTA

\* May include all or a portion of project extents

**Project Components**

Sidewalk and pedestrian lighting enhancements to Grant Street Tunnel

Install new digital, real-time signage and wayfinding, outside the station and along the platforms

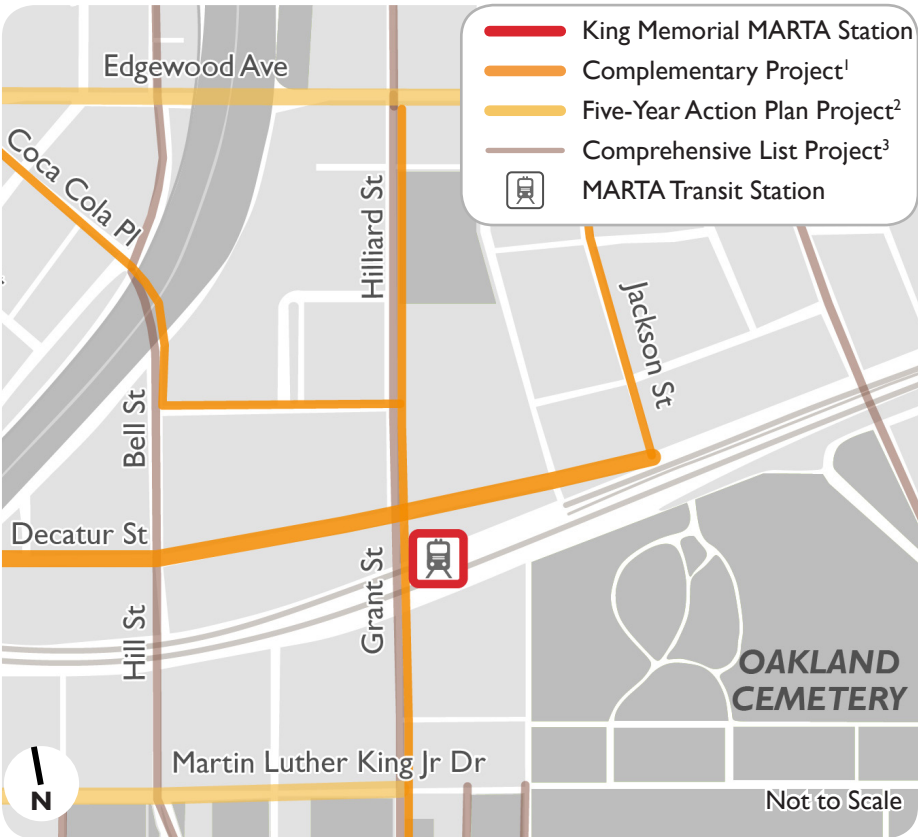
**Design Considerations**

Explore TOD opportunities on the north side of the station

With Atlanta Streetcar extension, ensure siting and design of platform / station for efficient transfer from MARTA rail to the light rail, Atlanta BeltLine / Streetcar system

**Vehicular Traffic Model Results**

Provides enhanced transit experience, leading to increased transit mode shift and does not reduce vehicular capacity



- 1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project  
**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan  
**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$270K	N/A	\$730K	\$1M
Potential Funding Sources	MORE MARTA			
Stakeholders	MARTA			
Complementary Projects <sup>1</sup>	C-20 Decatur Street Streetscape Enhancement & Protected Bike Lanes C-29 Hilliard Street Pedestrian Improvements C-34 Jackson Street / Parkway Bike Boulevard T-10 Atlanta Streetcar / MARTA Light Rail - Eastside Extension - South			
Other Considerations	N/A			

# MARTIN LUTHER KING JR DRIVE MEMORIAL DRIVE GREENWAY TRAIL

Project  
ID

C-42

**Description** Enhance corridor with green infrastructure, pedestrian infrastructure, and multi-use trail along southern curb of street. Shared street between Grant Street and Oakland Avenue. The intersection of Piedmont Avenue needs specific improvements to incorporate two-way multi-use trail east of Piedmont Avenue to one-way protected bike lanes on each side of the street west of Piedmont Avenue. Install pedestrian-scale bridge enhancements over I-75/85.

**Project Type** Corridor (C)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Components**

0.74 miles

Multi-use path along southern curb of street, northside of the Memorial Greenway

Bike-accessible ramp at intersection of Piedmont Avenue to transition from multi-use trail to protected lanes in both directions

Green stormwater infrastructure such as bio-swale planter boxes to clean runoff water and permeable pavers to reduce stormwater runoff

Install pedestrian-scale bridge enhancements over I-75/85

**Design Considerations**

Utilize existing street trees to provide shade canopy and corridor beautification and install new trees to protect multi-use path

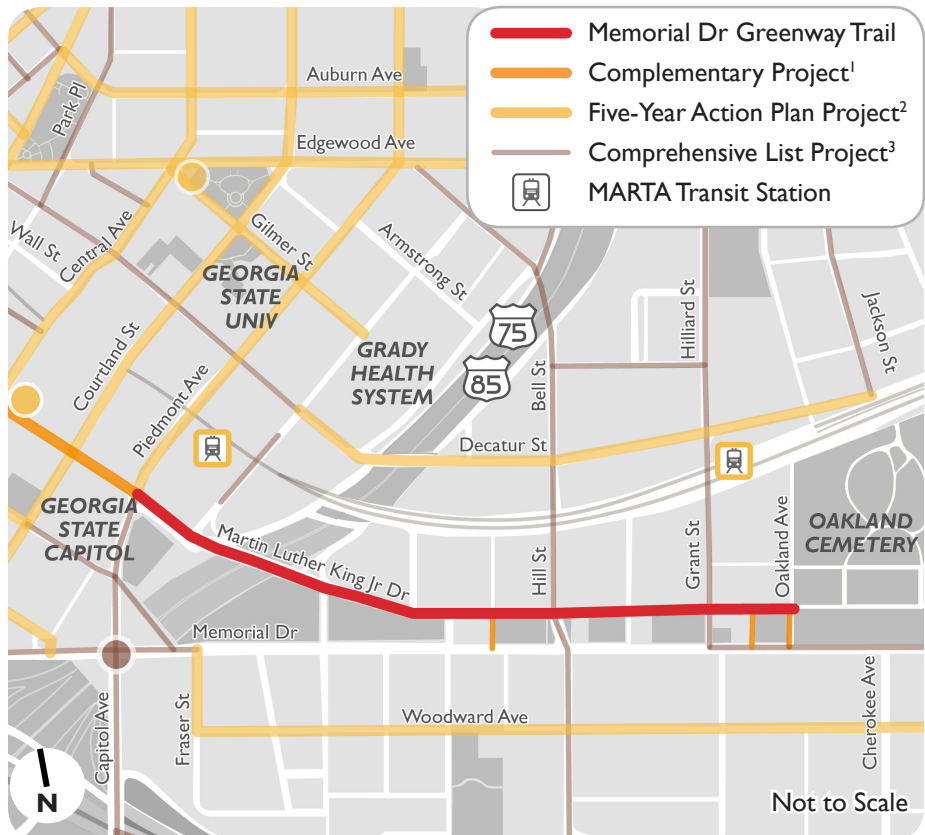
Coordinate with potential Atlanta Streetcar expansion to plan for interaction between streetcar tracks and bicycles at potential expansion intersections are critical safety concerns, likely at Piedmont Avenue and Grant Street

**Vehicular Traffic Model Results**

Project likely to have marginal impact to traffic operations

**Project Extents**

Piedmont Avenue to Oakland Avenue



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

PROJECT DEFINITION

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$1.05M	N/A	\$7M	\$8.05M
<b>Potential Funding Sources</b>	TSPLOST, State and/or Federal			
<b>Stakeholders</b>	Friends of Memorial Drive Greenway, PATH Foundation, Atlanta Bicycle Coalition, Atlanta Housing Authority, Georgia Building Authority, MARTA			
<b>Complementary Projects<sup>1</sup></b>	C-44 MLK Jr Drive Two-Way Conversion & Streetscape Enhancement C-48 Memorial Greenway Shared Streets T-10 Atlanta Streetcar / MARTA Light Rail - Eastside Extension - South			
<b>Other Considerations</b>	N/A			

# MARTIN LUTHER KING JR DRIVE

## STREETSCAPE ENHANCEMENTS WEST

PROJECT DEFINITION

**Description** In coordination with rebuild of the viaduct, include enhanced green infrastructure, enhanced pedestrian infrastructure, and high-quality bike facilities in both directions. The design of this corridor needs to be flexible to accommodate special events traffic.

**Project Type** Corridor (C)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Extents**

Mitchell Street to Ted Turner Drive

**Project Components**

0.39 miles

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture

Create high-quality bike facility to connect westside neighborhoods to South Downtown

Install bike signals and coordinate traffic signal phasing to provide lead / priority to bikes

Install traditional and special event contra-flow navigational signage for pedestrians, bicycles, and vehicles

**Design Considerations**

Plant street trees to provide shade canopy and corridor beautification with raised, horizontal protection with planters or new curbing

Minimize curb cuts during redevelopment of under-utilized adjacent parcels

**Vehicular Traffic Model Results**

Project likely to have marginal impact to traffic operations



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$780K	N/A	\$5.2M	\$5.98M
<b>Potential Funding Sources</b>	TBD - Local, State, and Private			
<b>Stakeholders</b>	Atlanta Bicycle Coalition, Richard B. Russell Federal Building, Future Gulch Developer, Georgia World Congress Center, Atlanta Police Department			
<b>Complementary Projects<sup>1</sup></b>	C-44 MLK Jr Drive Two-Way Conversion & Streetscape Enhancement			
<b>Other Considerations</b>	N/A			

# MARTIN LUTHER KING JR DRIVE TWO-WAY CONVERSION & STREETSCAPE ENHANCEMENTS

Project  
ID

C-44

## PROJECT DEFINITION

**Description** Convert from one-way to two-way vehicular operations to include enhanced green infrastructure, enhanced pedestrian experience, and high-quality bike facilities in both directions. Remove on-street parking. Flexibility to allow for reversible lanes during high volume and special events.

**Project Type** Corridor (C)

**Project Extents**

**Included in another infrastructure program\*** RenewATL

Ted Turner Drive to Piedmont Avenue

\* May include all or a portion of project extents

### Project Components

0.53 miles

Re-purpose lanes to two-way operation with center turn lanes at appropriate intersections

Re-purpose parking lanes on each side of the street as one-way protected bike facilities

Install bike signals and coordinate traffic signal phasing to provide lead / priority to bike users

Install new traffic signals at intersections to facilitate transition to two-way operations

Install traditional and special event contra-flow navigational signage for pedestrians, bicycles, and vehicles

Protect bike facility with raised, horizontal elements to include planters or new curbing with trees and landscaping and green storm water infrastructure such as bio-swales and permeable pavers

### Design Considerations

Coordinate with potential Atlanta Streetcar expansion to account for streetcar track and bicycle intersections

Flexibility of corridor to allow reversible operation during high volume special events at Mercedes Benz Stadium

### Vehicular Traffic Model Results

Mitigation likely needed at the following locations to maintain reasonable traffic operations: Washington Street, Piedmont Avenue



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

## IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$1.275M	N/A	\$8.5M	\$9.8M
<b>Potential Funding Sources</b>	City of Atlanta, Fulton County, GTIB, TSPLOST, GDOT TFA			
<b>Stakeholders</b>	Atlanta BeltLine Inc., MARTA, Georgia World Congress Center, Georgia Building Authority			
<b>Complementary Projects<sup>1</sup></b>	T-5 Atlanta Streetcar / MARTA Light Rail - Capitol Line			
<b>Other Considerations</b>	Minimal impact on vehicular traffic if opened with C-49 Mitchell Street Drive Two-Way Conversion and Streetscape Enhancement			



# MITCHELL STREET TWO-WAY CONVERSION AND STREETSCAPE ENHANCEMENTS

PROJECT DEFINITION

**Description** Convert from one-way to two-way vehicular operations to include high-quality pedestrian infrastructure with ADA improvements at intersections and bulb-outs to formalize protected on-street parking. Between Washington Street and Capitol Avenue, enhance the mid-block crosswalk and install retractable bollards or similar protective devices to facilitate intermittent and seasonal street closures.

**Project Type** Corridor (C) **Project Extents** Ted Turner Drive to Capitol Avenue

**Included in another infrastructure program\*** TSPLOST

\* May include all or a portion of project extents

**Project Components**

0.55 miles

Re-purpose lanes to two-way operation with center turn lanes at appropriate intersections

Install new traffic signals at intersections to facilitate transition to two-way operations

Install new navigational signage for drivers and pedestrians

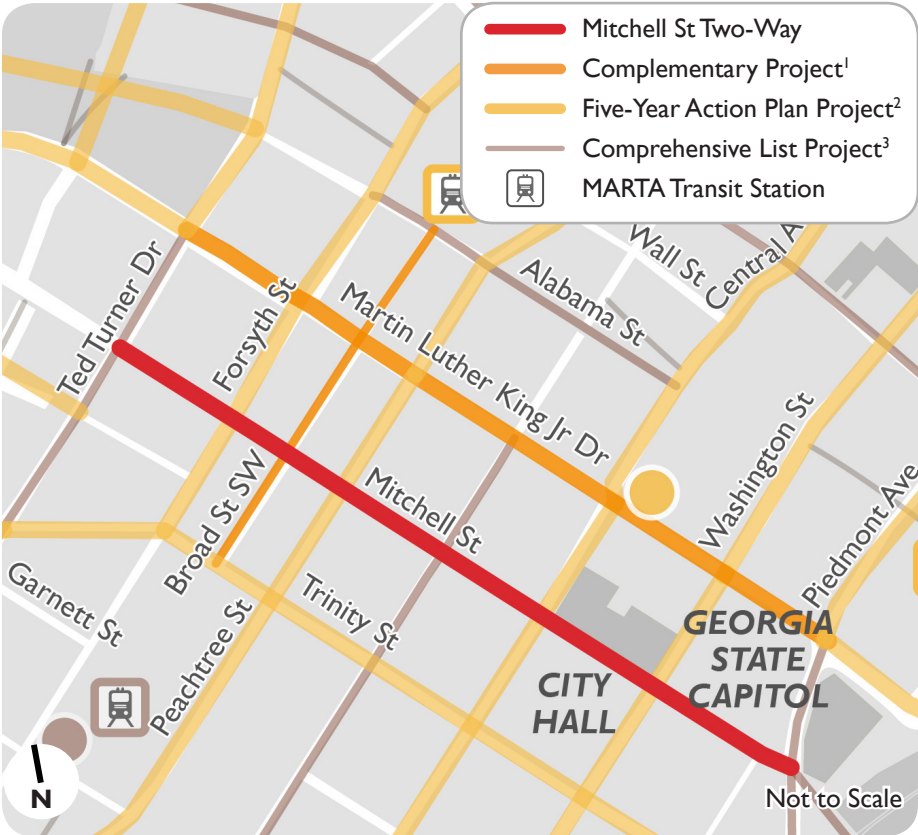
Between Washington Street and Capitol Avenue, enhance the mid-block crosswalk and install retractable bollards or similar protective devices to facilitate intermittent and seasonal street closures

**Design Considerations**

Formalize on-street parking with bulb-outs at intersections and mid-block to provide additional streetscape amenities and enhancements

**Vehicular Traffic Model Results**

Mitigation likely needed at the following locations to maintain reasonable traffic operations: Ted Turner Drive, Washington Street, Capitol Avenue



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$1.2M	N/A	\$7.9M	\$9.1M
Potential Funding Sources	Funded with TSPLOST			
Stakeholders	Georgia Building Authority, Adjacent property owners, City of Atlanta			
Complementary Projects <sup>1</sup>	C-44 MLK Jr Dr Two-Way Conversion & Streetscape Enhancement C-9 Broad Street SW Shared Street			
Other Considerations	Minimal impact on vehicular traffic if opened with C-44 MLK Jr Drive Two-Way Conversion and Streetscape Enhancement			

# NELSON STREET PEDESTRIAN BRIDGE AND STREETScape ENHANCEMENTS

Project ID **NC-15**

PROJECT DEFINITION

**Description** Repair or re-build bridge to provide safe and attractive pedestrian access between Ted Turner Drive and Elliott Street. Install pedestrian-scale bridge enhancements.

**Project Type** New Connection (NC)

**Project Extents**

**Included in another infrastructure program\*** RenewATL, CIP- CWP Ted Turner Drive to Elliott Street / Chapel Street

\* May include all or a portion of project extents

**Project Components**

0.12 miles

Repair or re-build bridge to ensure pedestrian safety and structural integrity

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture

Green infrastructure to provide shading and beautification

Install pedestrian-scale bridge enhancements

**Design Considerations**

Placemaking amenities to create a premier photography location, such as street vendor carts, or creative seating / shaded areas for relaxation

**Vehicular Traffic Model Results**

Project expected to have no negative traffic impacts



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	TBD	N/A	TBD	TBD
<b>Potential Funding Sources</b>	Local and Private			
<b>Stakeholders</b>	Property owners, CSX and Norfolk-Southern			
<b>Complementary Projects¹</b>	C-69 Ted Turner Drive / Spring Street Streetscape Enhancement			
<b>Other Considerations</b>	N/A			

# NORTH AVENUE

## HIGH-QUALITY BIKE FACILITIES

Project ID **C-51**

PROJECT DEFINITION

**Description** Provide high-quality bike facilities to connect Northside Drive and Luckie Street and improve sidewalks / pedestrian experience. Consider ecological enhancements such as green walls and planted buffers.

**Project Type** Corridor (C) **Project Extents** Northside Drive to Luckie Street

**Included in another infrastructure program\*** RenewATL

\* May include all or a portion of project extents

- Project Components**
- 0.51 miles
  - Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture
  - Reduce lane width or re-purpose one lane in each direction to create space for protected bike facility and wider sidewalks in each direction
  - Install navigational signage for drivers, bicyclists, and pedestrians
- Design Considerations**
- Install raised, horizontal protection such as bollards, planters, new curbing and trees
  - Minimize curb cuts during redevelopment of under-utilized adjacent parcels
  - Reduce bike conflict with potential Atlanta Streetcar expansion
- Vehicular Traffic Model Results**
- Project likely to have marginal impact to traffic operations



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$1.005M	N/A	\$6.7M	\$7.705M
<b>Potential Funding Sources</b>	State, Georgia Tech, and Private			
<b>Stakeholders</b>	Georgia Tech, Atlanta BeltLine Inc., MARTA, Coca-Cola, CSX Railroad			
<b>Complementary Projects<sup>1</sup></b>	T-8 Atlanta Streetcar / MARTA Light Rail - Crosstown Midtown Line NC-16 North Avenue Pedestrian Improvement C-38 Marietta Street Complete Street			
<b>Other Considerations</b>	N/A			

# NORTH AVENUE

## PEDESTRIAN IMPROVEMENTS

Project ID NC-16

PROJECT DEFINITION

**Description** Improve street and pedestrian lighting on existing pedestrian walkway ramps to enhance connection between Marietta Street and North Avenue. Add pedestrian activated signalized crosswalk across Marietta Street. Coordinate with any Marietta Street and North Avenue enhancement projects.

**Project Type** New Connection (NC)

**Project Extents**

**Included in another infrastructure program\*** N/A

North Avenue at Marietta Street

\* May include all or a portion of project extents

### Project Components

Enhance eastside ramp sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture

Install pedestrian activated crosswalk on Marietta Street to connect to North Avenue ramps

Explore vertical connections on northwest and southwest corner Marietta Street at North Avenue

### Design Considerations

Coordinate with potential Atlanta Streetcar expansion station siting to improve accessibility to these connections to Marietta Street

### Vehicular Traffic Model Results

Project expected to have no negative traffic impacts



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$120K	Not Included	\$800K	\$920K
<b>Potential Funding Sources</b>	RenewATL for C-47, Marietta Street Complete Street			
<b>Stakeholders</b>	Atlanta BeltLine Inc., MARTA, Georgia Tech, CSX, Coca-Cola			
<b>Complementary Projects<sup>1</sup></b>	T-8 Atlanta Streetcar / MARTA Light Rail - Crosstown Midtown Line C-51 North Avenue High-quality Bike Facilities C-38 Marietta Street Complete Street			
<b>Other Considerations</b>	N/A			



# NORTHSIDE DRIVE

## MULTI-USE TRAIL & STREETSCAPE ENHANCEMENTS

PROJECT DEFINITION

**Description** Convert existing sidewalk along eastside of Northside Drive adjacent to the Georgia World Congress Center to multi-use path to Carter Street to connect to east-west bike facilities. Improve intersections, sidewalks, streetscape, median and planter beds, and existing crosswalks. Widen sidewalks on westernmost curb. Clean up and beautify the corridor by burying the powerlines and utilities.

**Project Type** Corridor (C)

**Project Extents** Ivan Allen Jr. Boulevard to Mitchell Street

**Included in another infrastructure program\*** RenewATL

\* May include all or a portion of project extents

**Project Components**

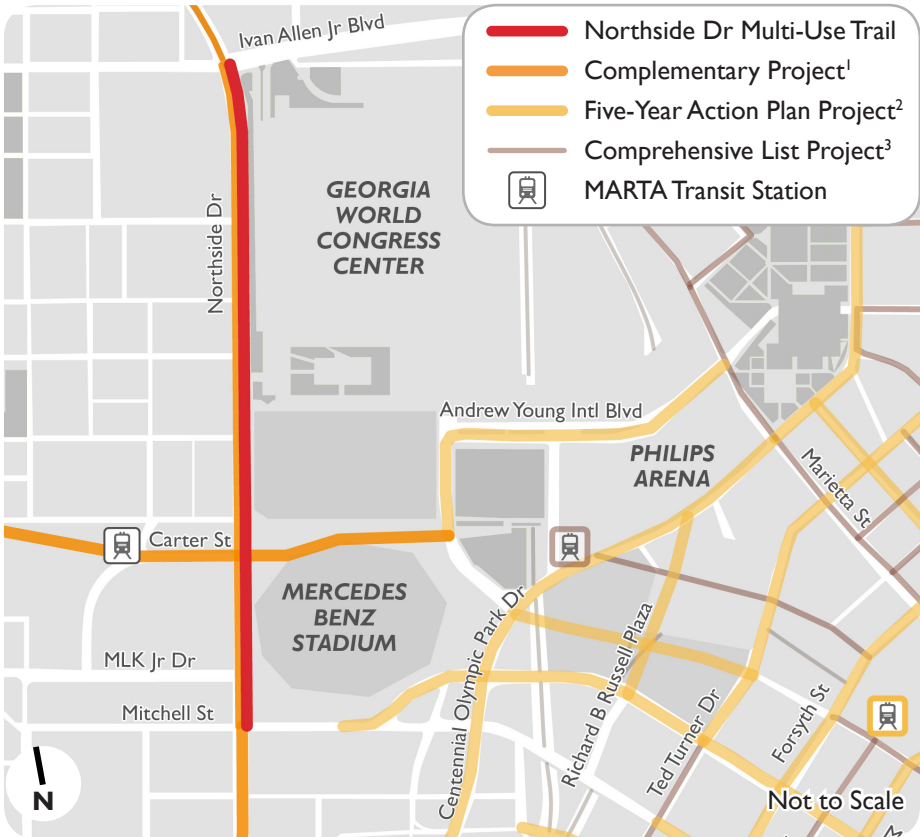
- 0.65 miles
- Widen sidewalks on westside of corridor and install street trees, landscaping, pedestrian lighting, and street furniture
- Add multi-use path along existing eastern sidewalk and install street trees, landscaping, pedestrian lighting, and street furniture
- Enhance corridor with green median that includes vegetation to provide beautification
- Bury powerlines and utilities

**Design Considerations**

- Consider Northside Drive BRT station locations
- Minimize curb cuts during redevelopment of under-utilized adjacent parcels

**Vehicular Traffic Model Results**

Mitigation likely needed at the following locations to maintain reasonable traffic operations: Ivan Allen Jr. Boulevard



- 1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project
- 2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan
- 3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$800K	\$5M	\$14.1M	\$19.9M
Potential Funding Sources	Federal, TSPLOST, GDOT TFA, PATH Foundation, and GWCC			
Stakeholders	PATH Foundation, GWCC, MARTA, GDOT			
Complementary Projects <sup>1</sup>	NC-8 Georgia World Congress Center High-quality Bike Connection NC-2 Atlanta BeltLine Westside Trail Connection / Lena St Path Extension T-24 Northside Drive Bus Rapid Transit			
Other Considerations	N/A			

# NORTHSIDE DRIVE

## STREETSCAPE ENHANCEMENTS SOUTH

PROJECT DEFINITION

**Description** Improve intersections, sidewalks, streetscape, median and planter beds and crosswalks, either at signals or with dedicated pedestrian signals. Clean up and beautify the corridor by burying the powerlines and utilities.

**Project Type** Corridor (C)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Extents**

Mitchell Street to McDaniel Street

**Project Components**

0.59 miles

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture

Install green median that includes vegetation to provide beautification

Install green storm water infrastructure such as bio-swales to clean runoff water and permeable pavers to reduce storm water runoff

Install traffic signals at appropriate intersections

Bury powerlines and utilities

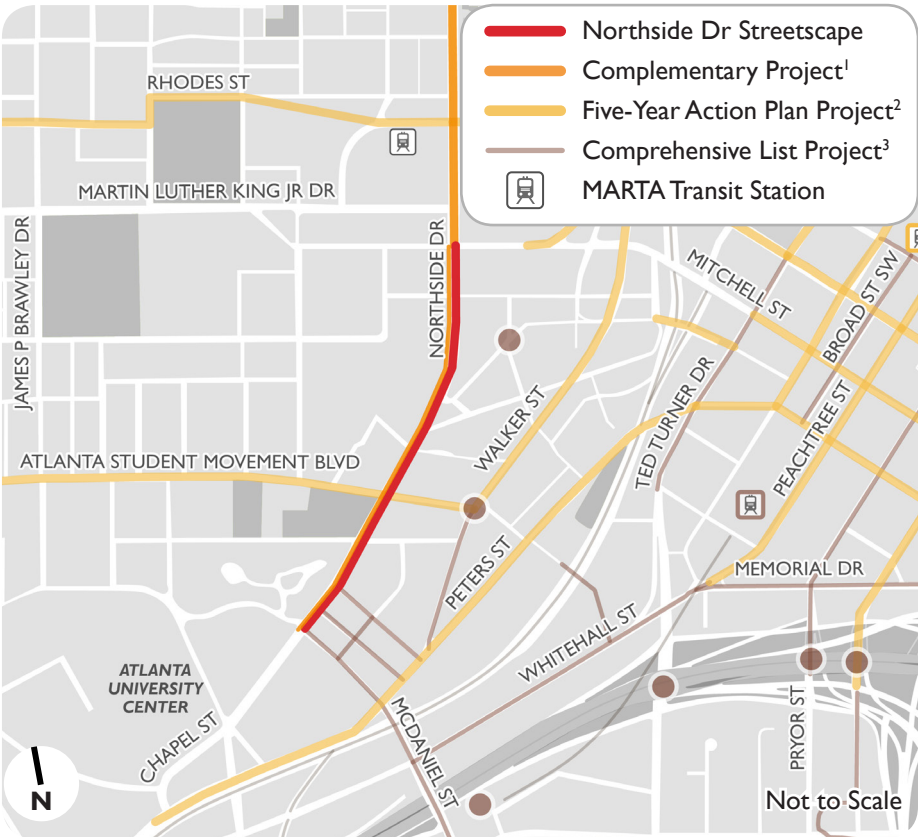
**Design Considerations**

Consider Northside Drive BRT station locations

Minimize curb cuts during redevelopment of under-utilized adjacent parcels

**Vehicular Traffic Model Results**

Project expected to have no negative traffic impacts



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$750K	\$10.6M	\$12.4M	\$23.7M
<b>Potential Funding Sources</b>	\$3.8M funded from Rhodes Street to MLK Jr. Drive from RTP/Federal and TSPLOST funds			
<b>Stakeholders</b>	Atlanta University Center, MARTA			
<b>Complementary Projects¹</b>	C-52 Northside Drive Multi-Use Trail & Streetscape Enhancements T-24 Northside Drive Bus Rapid Transit			
<b>Other Considerations</b>	N/A			

# PEACHTREE STREET (PHASE 3) ENHANCEMENTS SOUTH

PROJECT DEFINITION

**Description** Enhance pedestrian spaces with curb bulb-outs, on-street parking / managed loading areas. Reduce travel lanes to one lane in each direction and a center turn lane.

**Project Type** Corridor (C)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Extents**

Mitchell Street to Memorial Drive

**Project Components**

0.44 miles

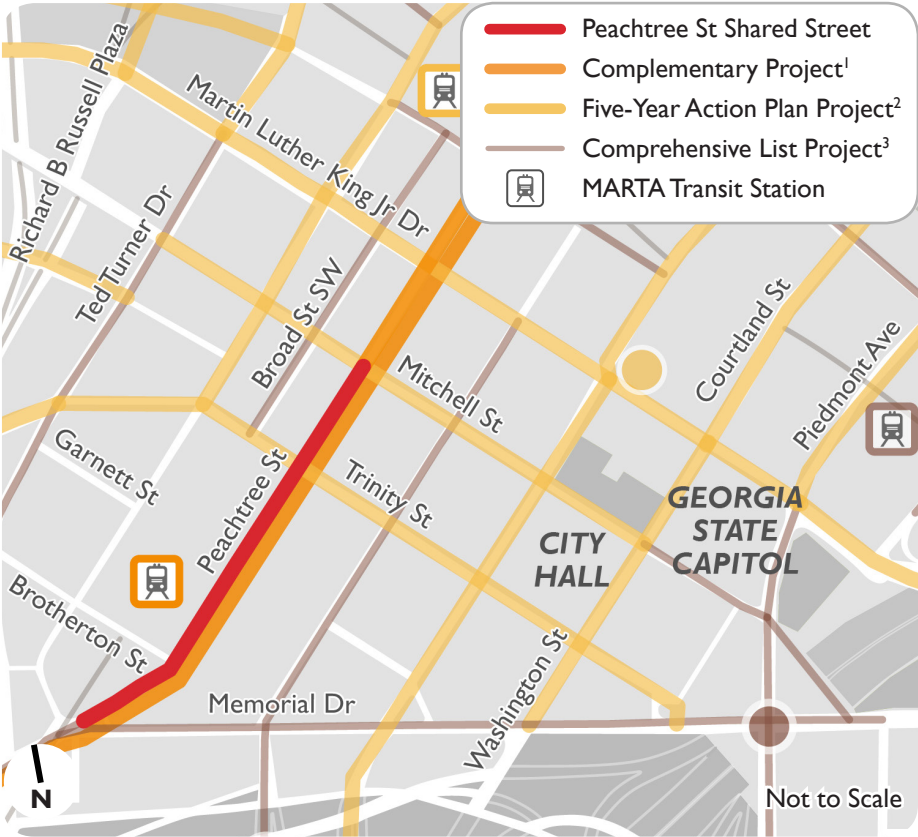
- Reduce two travel lanes in each direction to one lane in each direction, with a center turn lane, where applicable
- Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture
- Install bike lanes in both directions, where applicable

**Design Considerations**

- Formalize on-street parking with curb bulb outs, where applicable
- Coordinate with potential Atlanta Streetcar expansion along this route, with alignment yet to be finalized

**Vehicular Traffic Model Results**

Project expected to have no negative traffic impacts



- 1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project
- 2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan
- 3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$600K	N/A	\$4M	\$4.6M
Potential Funding Sources	TSPLOST, GDOT TFA, Private			
Stakeholders	Atlanta BeltLine Inc., MARTA, property owners			
Complementary Projects <sup>1</sup>	C-60 Peachtree Street Shared Street - Phase I T-20 MARTA Transit Station Enhancements - Garnett T-11 Atlanta Streetcar / MARTA Light Rail - Greenbriar			
Other Considerations	N/A			

## PROJECT DEFINITION

# C-60

## IMPLEMENTATION



# PEACHTREE STREET

## SHARED STREET - PHASE 2

PROJECT DEFINITION

**Description** Convert Atlanta’s signature corridor to a shared street by prioritizing the pedestrian and interaction with the buildings / businesses. Bikes will be encouraged to share the street. Reduce right of way for travel of vehicles to only one lane in each direction at slow speeds.

**Project Type** Corridor (C)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Extents**

Baker Street to Marietta Street

**Project Components**

0.58 miles

Create flush curbing for a treatment that distinguishes shared street zone

Add protective bollards to restrict vehicle access, where applicable

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture

**Design Considerations**

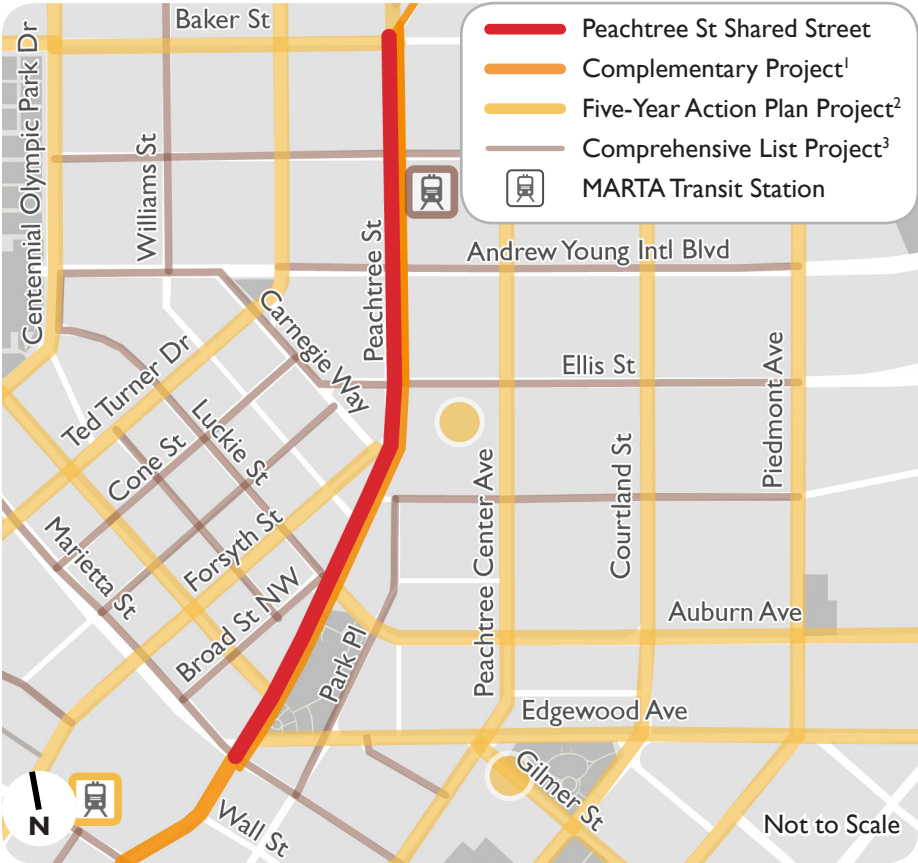
Formalize drop-off / loading zones, where applicable

Incorporate Atlanta Streetcar tracks and stations into design of street to ensure safe interaction with people on foot and on bikes

Coordinate with potential Atlanta Streetcar expansion for direct connections to multiple Peachtree Center MARTA station entrances

**Vehicular Traffic Model Results**

Mitigation likely needed at the following locations to maintain reasonable traffic operations: Marietta Street / Decatur Street



- 1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project
- 2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan
- 3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate*</b>	\$2M	N/A	\$13.9M	\$15.9M
<b>Potential Funding Sources</b>	TSPLOST, GDOT TFA, Private			
<b>Stakeholders</b>	Atlanta BeltLine Inc., MARTA, property owners			
<b>Complementary Projects¹</b>	C-60 Peachtree Street Shared Street - Phase I T-4 Atlanta Streetcar / MARTA Light Rail - A Loop - Peachtree Dedicated Lane T-12 Atlanta Streetcar / MARTA Light Rail - Peachtree T-11 Atlanta Streetcar / MARTA Light Rail - Greenbriar			
<b>Other Considerations</b>	Upon the success of C-61, Peachtree Street Shared Street Phase I, coordination is critical with construction of C-63 and C-18 Piedmont / Courtland Bike Pair			

\*Construction cost estimate is dependent on exact design decisions such as materials used for distinguishing the shared street zone

# PETERS STREET / TRINITY AVENUE HIGH-QUALITY BIKE LANES & PEDESTRIAN ENHANCEMENTS

Project ID **C-62**

PROJECT DEFINITION

**Description** Install high-quality bike lanes, enhancement of existing sidewalks with landscaping, pedestrian lighting, and furniture. At Walker Street intersection, transition from bike lanes to southside two-way multi-use trail along train corridor.

**Project Type** Corridor (C)

**Included in another infrastructure program\*** CIP-CWP

\* May include all or a portion of project extents

**Project Extents**

Forsyth Street to Chapel Street

**Project Components**

1.18 miles

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture

Install bike signals and coordinate traffic signal phasing to provide lead / priority to bikes

Install navigational signage for drivers and pedestrians

**Design Considerations**

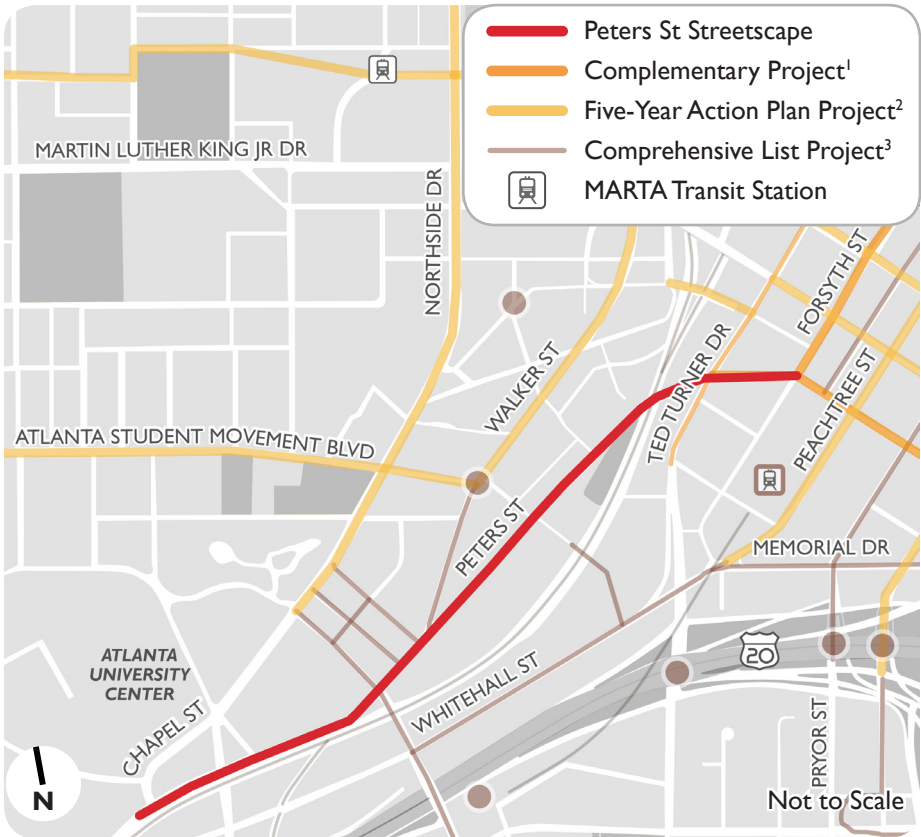
Enhance existing bike lanes with raised / horizontal protection such as planters, new curbing, on-street parking, and trees as buffer between vehicles and bicycles

Minimize curb cuts during redevelopment of under-utilized adjacent parcels

Coordinate with potential Atlanta Streetcar - Greenbriar line expansion as alignment still undetermined and Peters Street line is under consideration

**Vehicular Traffic Model Results**

Mitigation likely needed at the following locations to maintain reasonable traffic operations: Ted Turner Drive, Walker Street



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$2.3M	N/A	\$15.3M	\$17.6M
<b>Potential Funding Sources</b>	TBD - Local and/or Private			
<b>Stakeholders</b>	Property Owners			
<b>Complementary Projects¹</b>	C-24 Forsyth Street High-quality Bike Facilities & Streetscape Enhancements C-69 Ted Turner Drive / Spring Street Streetscape Enhancements C-72 Trinity Avenue Streetscape Enhancements T-11 Atlanta Streetcar / MARTA Light Rail - Greenbriar			
<b>Other Considerations</b>	N/A			

# PIEDMONT AVENUE

## HIGH-QUALITY ONE-WAY BIKE FACILITY

Project ID **C-63**

PROJECT DEFINITION

**Description** Install a high-quality bike facility (one-way, protected) that is complementary to the proposed one-way facility on Courtland Street (C-18). Reduce existing travel lanes to a consistent two lane street.

**Project Type** Corridor (C) **Project Extents** Ponce de Leon Avenue to MLK Jr. Drive

**Included in another infrastructure program\*** RenewATL

\* May include all or a portion of project extents

**Project Components**

1.70 miles

Re-purpose easternmost travel lane as a one-way northbound protected bike facility

Protect bike facility with raised, horizontal elements to include planters or new curbing with trees and landscaping

Install bike signals and coordinate traffic signal phasing to prioritize use by people biking

Include navigational signage for drivers, pedestrians and people biking

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture (estimated to be approximately 75% of new streetscape)

**Design Considerations**

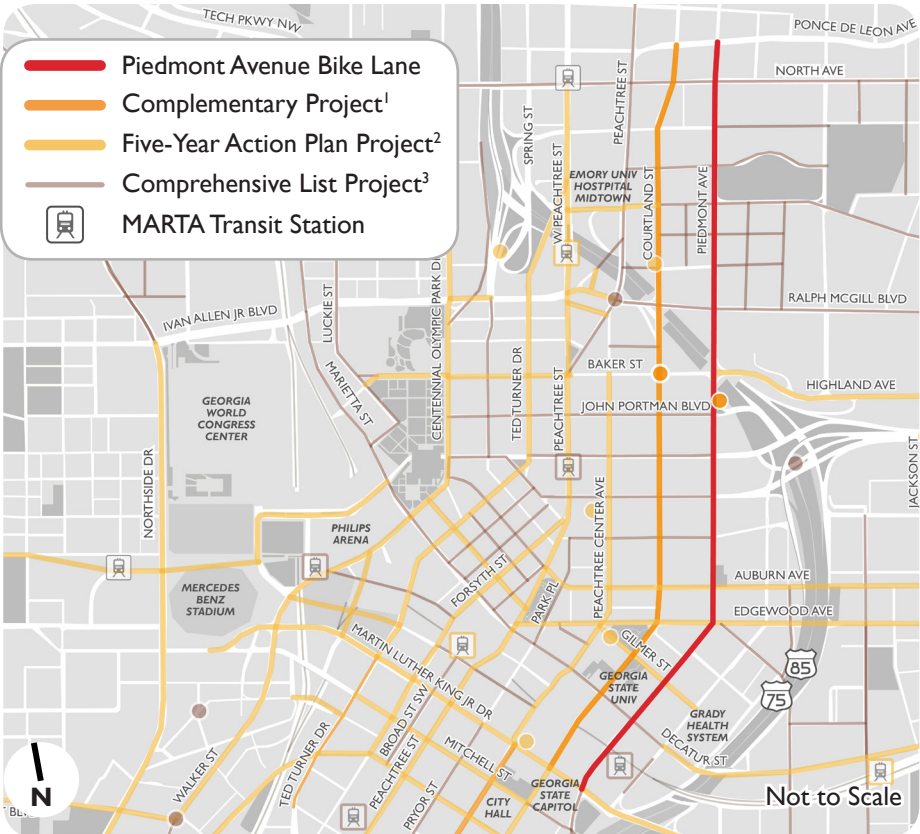
Analyze intersections for safest mitigation of potential conflict points

Install tree canopy and green stormwater infrastructure whenever appropriate

Coordinate with potential Atlanta Streetcar expansion / I-20 BRT Alignment

**Vehicular Traffic Model Results**

Mitigation likely needed at the following locations to maintain reasonable traffic operations: Ellis Street, MLK Jr. Drive



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$2.58M	N/A	\$17.2M	\$19.78M
<b>Potential Funding Sources</b>	Partial funding available from TSPLOST for extents from North Avenue to Ellis Street			
<b>Stakeholders</b>	Georgia State University, MARTA, GDOT, Atlanta Bicycle Coalition, Midtown Alliance			
<b>Complementary Projects<sup>1</sup></b>	C-5 Baker / Highland PATH Connection Enhancements C-18 Courtland Street High-quality One-Way Bike Facility, Viaduct, & Streetscape Enhancements INT-8 I-75/85 NB HOV Piedmont Avenue Off-Ramp Reconfiguration T-21 MARTA Transit Station Enhancements - Georgia State			
<b>Other Considerations</b>	Coordination with construction of C-18 Courtland Street Bike Lane & prerequisite for both to be completed before T-13 Central Avenue / Peachtree Center Avenue Bus Corridor starts construction to ensure continuity of north-south bike network			

# PINE STREET

## TWO-WAY CONVERSION & BIKE LANES

PROJECT DEFINITION

Description

Convert to two-way operations to better connect the Civic Center MARTA Transit Station to the Old Fourth Ward neighborhood. Improve pedestrian streetscape and add high-quality bike facilities to include a two-way cycle track on the northside of the street between West Peachtree Street and Peachtree Street. Acquire right of way at the Peachtree Street intersection and shift lanes of I-75/85 off-ramp to improve alignment.

Project Type

Corridor (C)

Project Extents

West Peachtree Street to Courtland Street

Included in another infrastructure program\*

CIP-CWP

\* May include all or a portion of project extents

Project Components

0.20 miles

Re-purpose lanes to two-way operations

Re-purpose northside parking lane and re-stripe lanes to add bike lanes in each direction. Install two-way cycle track on northside of the street between West Peachtree Street and Peachtree Street

Install new traffic signals at intersections to facilitate transition to two-way operations

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture (estimated to be approximately 50% of new streetscape)

Install bike signals and coordinate traffic signal phasing to provide lead / priority to bikes

Install navigational signage for drivers, pedestrians, and bicyclists

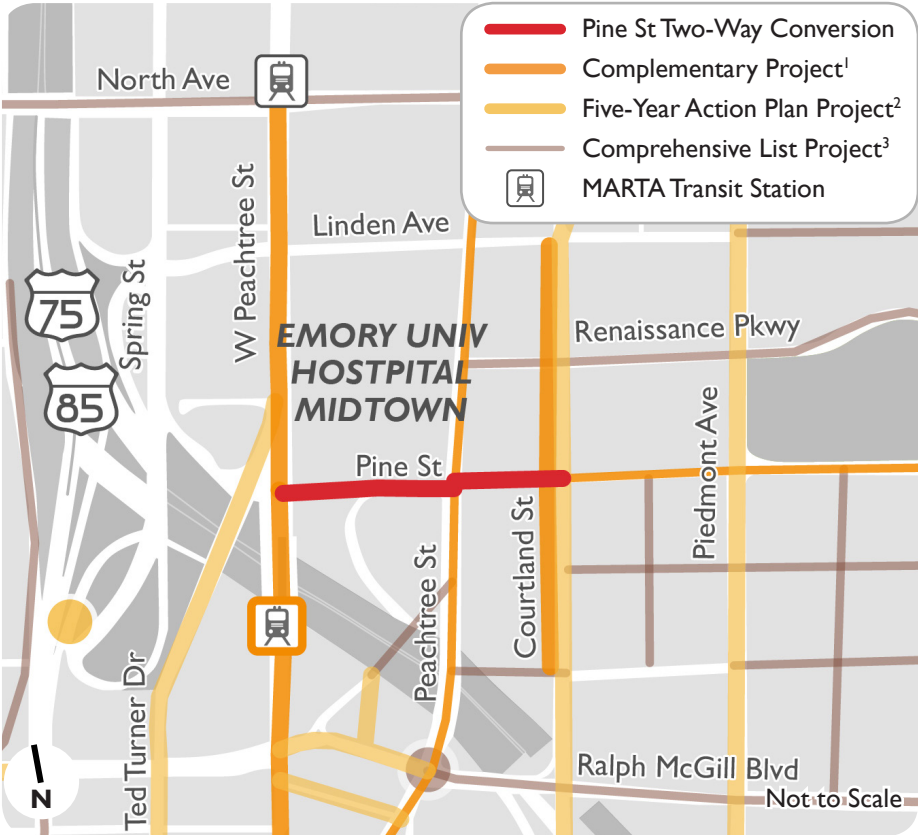
Design Considerations

Where possible install raised, horizontal protection such as planters, new curbing and trees as buffer between vehicles and bicycles

May require shifting of lanes on I-75/85 off-ramp

Vehicular Traffic Model Results

Project expected to have no negative traffic impacts



- 1-Complementary Projects
- Adjacent projects to be reviewed and coordinated with subject project
- 2-Five-Year Action Plan
- Priority projects from Downtown Atlanta Transportation Plan
- 3-Comprehensive Plan
- Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$1.05M	450K	\$7M	\$8.5M
Potential Funding Sources	TBD - Local and/or State			
Stakeholders	Atlanta BeltLine Inc., MARTA, GDOT, Emory University Hospital			
Complementary Projects <sup>1</sup>	T-12 Atlanta Streetcar / MARTA Light Rail - Peachtree T-18 MARTA Transit Station Enhancements - Civic Center C-3 Angier Avenue / Pine Street Bike / Pedestrian Enhancements C-75 West Peachtree Street Two-Way Conversion & Streetscape Enhancements NC-5 Courtland Street Sidewalk Improvements			
Other Considerations	Coordinate with redevelopment of Peachtree & Pine building			



# RICHARD B. RUSSELL PLAZA NEW VIADUCT / EXTENSION

Project ID NC-18

PROJECT DEFINITION

**Description** Extension of Richard B. Russell Plaza to Centennial Olympic Park Drive to provide connectivity and spur economic development of the Gulch

**Project Type** New Connection (NC)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Extents**

Centennial Olympic Park Drive to MLK Jr. Drive

**Project Components**

0.19 miles

Connect Centennial Olympic Park Drive to MLK Jr. Drive via new street / viaduct

Decrease the block size of the Gulch for potential redevelopment

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture

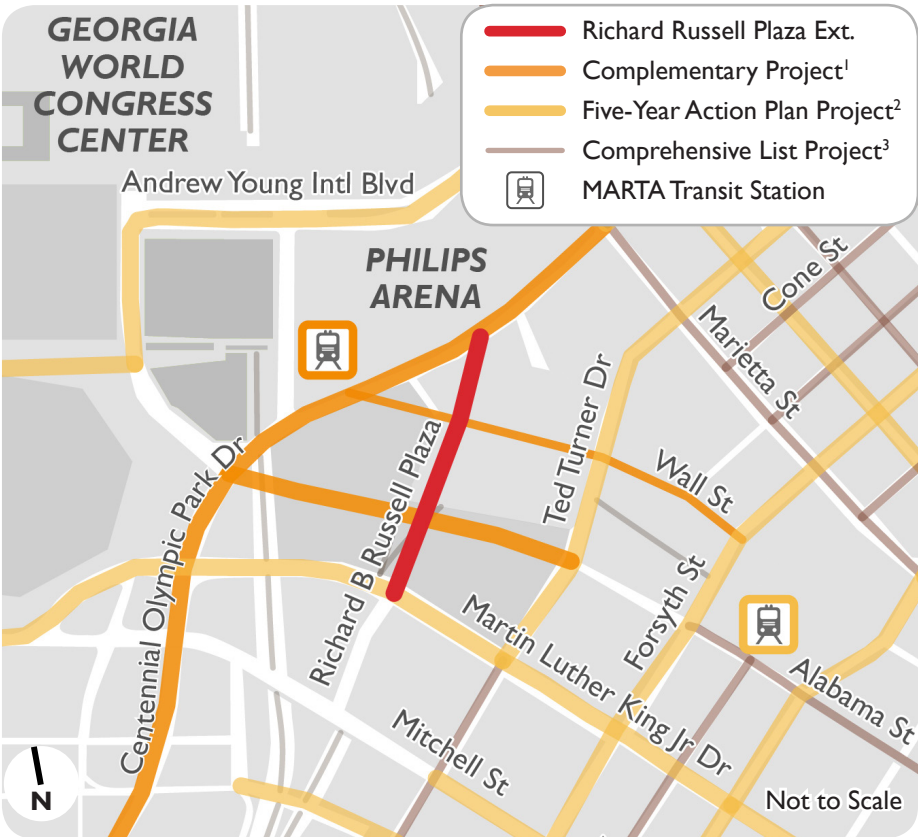
**Design Considerations**

Design street section minimum width as 55' total (includes two 12' sidewalks, two 10' travel lanes, and one 11' two-way center turn lane)

Formalize on-street parking in tandem with new adjacent development

**Vehicular Traffic Model Results**

Project expected to have no negative traffic impacts



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$2.25M	N/A	\$15M	\$17.25M
Potential Funding Sources	Norfolk-Southern, Local, State and Private			
Stakeholders	MARTA, CSX, Richard B. Russell Federal Building, Future Gulch Developer			
Complementary Projects <sup>1</sup>	NC-1 Alabama Street Extension / New Viaduct NC-22 Wall Street Extension / New Viaduct C-11 Centennial Olympic Park Drive Enhancement - GWCC T-17 MARTA Transit Station Enhancements - DOME/GWCC/Philips Arena/CNN Center			
Other Considerations	N/A			

# TED TURNER DRIVE / SPRING STREET TWO-WAY CONVERSION

PROJECT DEFINITION

Description

Convert from one-way to two-way vehicular travel, with improved pedestrian facilities, enhanced green technological features from “Greening Ted Turner Drive” student competition with City of Atlanta Office of Resiliency. Ensure design allows reversible operation for high volume special events.

Project Type

Corridor (C)

Project Extents

West Peachtree Street to MLK Jr. Drive

Included in another infrastructure program\*

N/A

\* May include all or a portion of project extents

Project Components

- 1.64 miles
- Convert street to two-way operations with two northbound lanes and one southbound lane with a center turn lane at appropriate intersections
- Install new traffic signals at intersections
- Install new navigational signage
- Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture
- Install enhanced green technological features to support Ted Turner Foundation green initiatives

Design Considerations

- Formalize on-street parking with curb bulb outs, where applicable
- Allow for reversible vehicular travel to accommodate high volume special events

Vehicular Traffic Model Results

Project likely to have marginal impact to traffic operations



1-Complementary Projects Adjacent projects to be reviewed and coordinated with subject project  
2-Five-Year Action Plan Priority projects from Downtown Atlanta Transportation Plan  
3-Comprehensive Plan Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$3.15M	N/A	\$21M	\$24.15M
Potential Funding Sources	TSPLOST, State and/or Federal			
Stakeholders	Atlanta BeltLine Inc., MARTA, Turner Foundation, property owners			
Complementary Projects¹	C-13 Centennial Olympic Park Drive Two-Way Conversion C-41 Marietta Street Streetscape Enhancement & High-quality Bike Lanes C-74 Walton Street Two-Way Conversion & Streetscape Enhancements			
Other Considerations	Reduced capacity mitigated by two-way conversion of Centennial Olympic Park Drive			

# TRINITY AVENUE

## STREETSCAPE ENHANCEMENTS

PROJECT DEFINITION

**Description** Enhance sidewalks with pedestrian amenities with improved landscaping, pedestrian lighting, and street furniture to prioritize pedestrians

**Project Type** Corridor (C)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Extents**

Ted Turner Drive to Memorial Drive

**Project Components**

0.55 miles

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture

Add green stormwater infrastructure such as bio-swales and permeable pavers at Central Avenue

Install protected bike intersection of Trinity Street and Forsyth Street

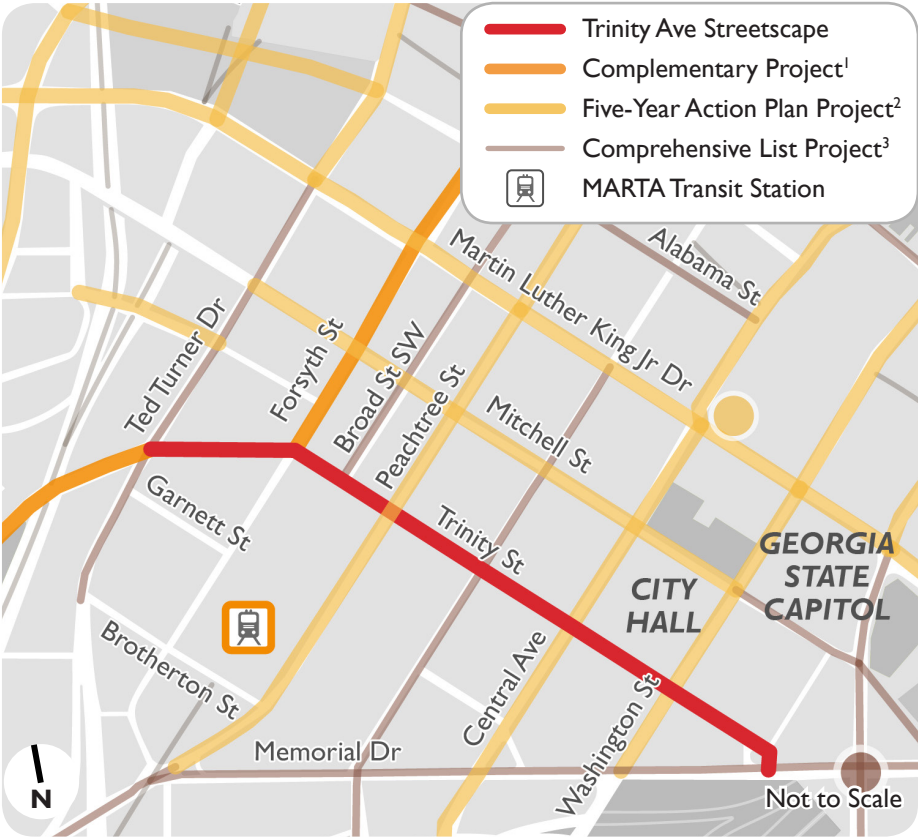
**Design Considerations**

Formalize on-street parking with curb bulb outs, where applicable

Minimize curb cuts during redevelopment of under-utilized adjacent parcels

**Vehicular Traffic Model Results**

Mitigation likely needed at the following locations to maintain reasonable traffic operations: Ted Turner Drive



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$930K	N/A	\$6.2M	\$7.13M
<b>Potential Funding Sources</b>	TBD - Local and/or State			
<b>Stakeholders</b>	MARTA, Georgia Building Authority, City of Atlanta			
<b>Complementary Projects<sup>1</sup></b>	C-24 Forsyth Street High-quality Bike Facilities & Streetscape Enhancements T-20 MARTA Transit Station Enhancements - Garnett C-62 Peters Street / Trinity Avenue High-quality Bike Lanes & Pedestrian Enhancements C-9 Broad Street SW Shared Street C-15 Central Avenue Two-Way Conversion & One-Way Bike Lane			
<b>Other Considerations</b>	N/A			

# WEST PEACHTREE ST TWO-WAY CONVERSION & STREETSCAPE ENHANCEMENTS

PROJECT DEFINITION

**Description** Convert from one-way to two-way vehicular operation (between North Avenue and Pine Street), Install two-way protected bike facilities and improved pedestrian signage. Install enhanced sidewalks and enhanced streetscape (between North Avenue and Ivan Allen Jr. Boulevard). Formalize dedicated transit lanes at Civic Center MARTA Transit Station.

**Project Type** Corridor (C)

**Project Extents**

**Included in another infrastructure program\*** TSPLOST

North Avenue to Peachtree Street

\* May include all or a portion of project extents

**Project Components**

0.62 miles

Convert street to two-way operations with a center turn lane at appropriate intersections and dedicated transit lanes at Civic Center station

Install protected bike lanes with raised, horizontal protection to include planters or new curbing with trees and landscaping

Install new traffic signals to include transit and bike signals and coordinate traffic signal phasing to provide lead / priority to bikes and buses

Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture (estimated to be approximately 70% of new streetscape)

**Design Considerations**

Minimize curb cuts during redevelopment of under-utilized adjacent parcels

Coordinate any modifications with The Stitch to ensure best mix of connectivity, mobility, and placemaking

**Vehicular Traffic Model Results**

Mitigation likely needed at the following locations to maintain reasonable traffic operations: North Avenue, Linden Avenue



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$1.08M	N/A	\$7.2M	\$8.28M
<b>Potential Funding Sources</b>	TSPLOST (portions funded)			
<b>Stakeholders</b>	MARTA, Atlanta Bicycle Coalition, Midtown Alliance, Emory University Hospital Midtown			
<b>Complementary Projects<sup>1</sup></b>	T-18 MARTA Transit Station Enhancements - Civic Center C-64 Pine Street Two-Way Conversion & Bike Lanes C-70 Ted Turner Drive / Spring Street Two-Way Conversion			
<b>Other Considerations</b>	N/A			



# WILLIAMS-SPRING AT I-75/85

## INTERCHANGE MODIFICATIONS

PROJECT DEFINITION

**Description** Improve efficiency of Downtown and Midtown street network, and reduce congestion of Williams Street intersection. Due to the complexity of the project, recommend further review. Previous recommendations to reconfigure access ramps to leave a SB offramp and to add a SB on-ramp at Williams Street. Eliminate the fly-over connecting NB Williams Street to NB 75/85 mainline. Preserve fly-over exit / entrance ramps to HOV lanes.

**Project Type** Intersection/Interchange (INT)

**Project Extents**

**Included in another infrastructure program\*** N/A

I-75/85 @ Williams Street to

\* May include all or a portion of project extents

Ivan Allen Jr. Boulevard @ COP Drive

**Project Components**

Remove northbound Williams Street on-ramp to I-75/85 flyover

Reconfigure off-ramps from southbound I-75/85 to create access to southbound Spring Street connection to Centennial Olympic Park Drive

Modify on-ramp from Williams Street to southbound I-75/85

Preserve exit / entrance ramps to HOV lanes

**Design Considerations**

Coordinate any modifications with The Stitch to ensure multi-modal connectivity, mobility, and placemaking

**Vehicular Traffic Model Results**

Mitigation likely needed at this location to maintain reasonable traffic operations



**1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project

**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan

**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
Potential Funding Sources	TBD			
Stakeholders	GDOT, Midtown Alliance, MARTA			
Complementary Projects <sup>1</sup>	INT-9 I-75/85 Southbound Ramp - New Roadway (Exit 249C)			
Other Considerations	N/A			

# WOODWARD AVENUE

## BICYCLE BOULEVARD

PROJECT DEFINITION

**Description** Implement corridor improvements that slow vehicular speeds to foster comfortable environment for all bicycle users to share the street with vehicles creating a major east-west continuity

**Project Type** Corridor (C)

**Included in another infrastructure program\*** N/A

\* May include all or a portion of project extents

**Project Extents**

Fraser Street to Boulevard

**Project Components**

1.06 miles

Install traffic calming measures such as gateway curb extensions to formalize parking, pinch-points, roundabouts, lane shifts and narrower lanes, where applicable, to prioritize people on bicycles

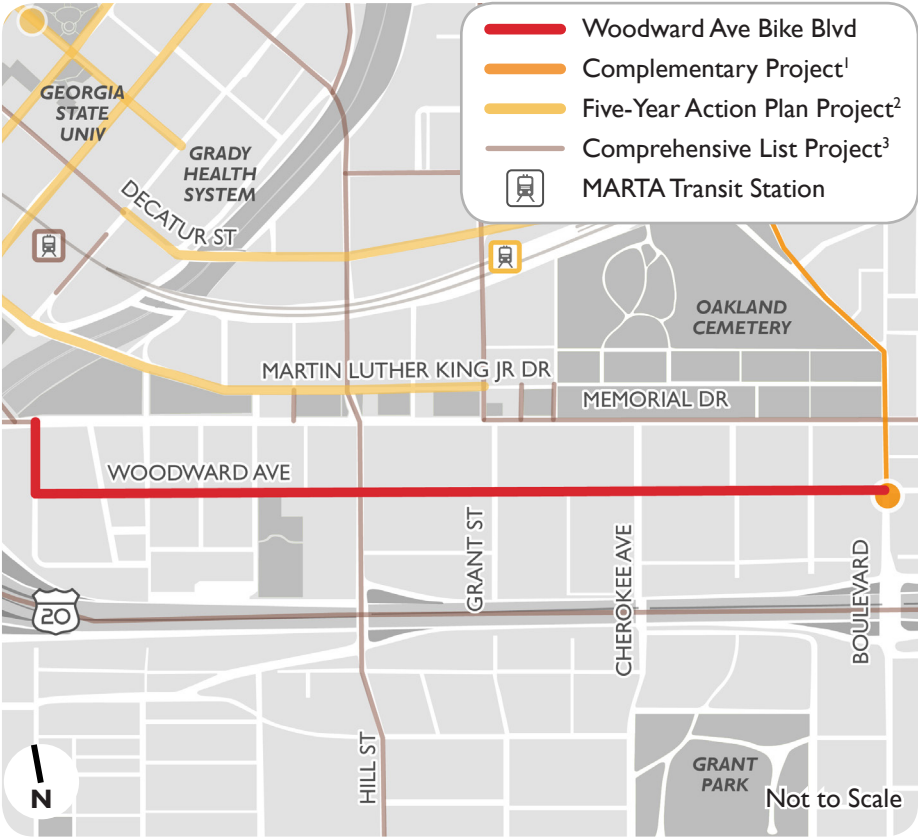
Enhance sidewalks with pedestrian amenities to include street trees, landscaping, pedestrian lighting, and street furniture (estimated to be approximately 50% of new streetscape)

**Design Considerations**

Design speed of 10 - 12 mph

**Vehicular Traffic Model Results**

Mitigation likely needed at the following locations to maintain reasonable traffic operations: Boulevard



- 1-Complementary Projects** Adjacent projects to be reviewed and coordinated with subject project  
**2-Five-Year Action Plan** Priority projects from Downtown Atlanta Transportation Plan  
**3-Comprehensive Plan** Full list of projects from Downtown Atlanta Transportation Plan

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$945K	N/A	\$6.3M	\$7.2M
Potential Funding Sources	City of Atlanta (funded)			
Stakeholders	Atlanta Bicycle Coalition, Grant Park Neighborhood Association			
Complementary Projects <sup>1</sup>	INT-15 Woodward Avenue & Boulevard Bicycle & Pedestrian Crossing C-50 Monroe Drive / Boulevard Multimodal Operational Enhancement			
Other Considerations	N/A			



# APPENDIX D

## EVALUATION CRITERIA





# APPENDIX D



## EVALUATION CRITERIA

Appendix D - Downtown Atlanta Transportation Plan Evaluation Criteria

No	Criterion Summary	Criterion Definition		Data Source	Tier	Guiding Principle
1	Adjacent Neighborhood Connectivity	Project creates or supports connections between surrounding neighborhoods to Downtown job centers		Project Description	1	Accessibility/Mobility, Safety, Economic Vitality
		0 points	Is internal to Downtown			
		0.5 points	Provides a high-quality connection to one external neighborhood			
		1 point	Provides a high-quality connection to an existing planned/programmed project that connects to more than one external neighborhood			
2	Community Access	Project connects to a community center, civic center, special event destination, or green corridor		Community Destination Map; Personality Map	1	Accessibility/Mobility, Safety, Economic Vitality
		0 points	Does not connect to a community center, civic center, special event destination, or green corridor for walking, jogging, and biking			
		0.5 points	Connects to one community center, civic center, special event destination, or green corridor for walking, jogging, and biking			
		1 point	Connects to more than one community center, civic center, special event destination, or green corridor for walking, jogging, and biking			
3	Equitable Connectivity	Project connects low-income communities and/or disadvantaged populations to Downtown job center		ARC Equitable Target Area Map	1	Accessibility/Mobility, Economic Vitality
		0 points	Does not connect a low-income community and/or disadvantaged population to Downtown			
		0.5 points	Connects one low-income community and/or disadvantaged population to Downtown			
		1 point	Connects more than one low-income community and/or disadvantaged population to Downtown			
4	Pedestrian Conditions	Project improves pedestrian conditions and improves paths commonly traveled by residents, employees, tourists, and conventioners		Project Description, Aerial Imagery, Site Visit	1	Accessibility/Mobility, Safety, Economic Vitality
		0 points	Does not include improvement of pedestrian facilities in poor condition			
		0.5 points	Includes improvement of pedestrian facilities in poor condition or creates a new pedestrian route			
		1 point	Includes premium street art, street furniture, or street activation that contributes to a more comfortable public realm			
5	Ecology	Project incorporates green stormwater infrastructure and contributes to the tree canopy and landscaping for improved air quality, increased shade, and noise reduction		Project Description	1	Accessibility/Mobility, Safety, Economic Vitality
		0 points	Does not include green stormwater management or components that contribute to the tree canopy or landscaping			
		0.5 points	Includes street trees and landscaping to provide shade, noise reduction and improved air quality			
		1 point	Includes green stormwater infrastructure, street trees, and landscaping to provide shade, noise reduction and improved air quality			
6	Crash Reduction	Project implements safe street designs or safety improvements that aim to reduce bicycle, pedestrian, or vehicular crashes		Crash Map	2	Safety
		0 points	Does not include any safety improvements or provide safer facilities			
		0.5 points	Includes a safety improvement or safer facility at an area that does not have a higher propensity for crashes based on historic trends (Green or yellow on crash			
		1 point	Addresses safety issues at an area with a higher propensity for crashes based on historic crash trends (Orange or red on crash map)			
7	Bicycle Connectivity	Project connects existing or planned bicycle facilities to fill existing voids in bicycle infrastructure by connection or extension		Existing Bicycle Facilities and Planned Bicycle Facilities maps	2	Accessibility/Mobility, Safety, Economic Vitality
		0 points	Does not connect to an existing or planned (currently proposed or included in this plan) bicycle or PATH facility			
		0.5 points	Connects a high-quality bicycle facility to one existing or planned (currently proposed or included in this plan) bicycle or PATH facility			
		1 point	Connects a high-quality bicycle facility to more than one existing or planned (currently proposed or included in this plan) bicycle or PATH facility			
8	Connectivity to Transit	Project improves connection between one transit mode (existing or planned) and another mode of travel (vehicular, bicycle, pedestrian, or other transit mode)		Project Description; Transit facilities maps (Rail, Bus, Xpress, Streetcar)	2	Accessibility/Mobility, Safety, Economic Vitality
		0 points	Does not provide a connection between one transit mode (existing or planned) and another mode of travel (vehicular, bicycle, pedestrian, or other transit mode)			
		0.5 points	Provides a connection between one transit mode (existing or planned) and another mode of travel (vehicular, bicycle, pedestrian, or other transit mode); Improves pedestrian experience and connectivity to transit			
		1 point	Provides a connection between one transit mode (existing or planned) and more than one other mode of travel (vehicular, bicycle, pedestrian, or other transit mode); Improves pedestrian experience and connectivity to transit			
9	Vehicular Operations	Project does not reduce vehicular operations from acceptable to failing level-of-service (i.e. LOS F)		Synchro Model Results	3	Accessibility/Mobility
		-1 point	Includes capacity changes that reduce existing vehicular delay level-of-service from acceptable to failing			
		0 point	Does not improve existing failing vehicular delay level-of-service			
		1 point	Does not include capacity changes that reduce existing vehicular delay from acceptable to failing			
10	Flexibility for Special Events	Project allows for flexible use of the right-of-way during special events		Project Description	3	Accessibility/Mobility
		-1 point	Has one or more negative impacts on the ability for special events plans to repurpose right-of-way			
		0 point	Has no impact on the ability for special events plans to repurpose right-of-way			
		1 point	Has one or more positive impacts on the ability for special events plans to repurpose right-of-way			







