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# Multimodal Streets Policy: Implementation Guidelines

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City of Atlanta  
Department of Public  
Works

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DPW Policies & Procedures

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2018

**Keisha Lance Bottoms**  
Mayor



# Multimodal Streets Policy | 2018 Implementation Guidelines

## Multimodal Streets Policy: Implementation Guidelines

Guidelines for the implementation of the Multimodal Streets Policy of the City of Atlanta Department of Public Works in association with the Departments of City Planning and Watershed Management the Renew Atlanta/ TSPLOST program, and the Mayor's Office of Resilience,

Approved by:  Oct 24, 2018  
James A. Jackson Jr., Interim Commissioner  
Department of Public Works  
Date

Approved by:  29 Oct 2018  
Tim Keane, Commissioner  
Department of City Planning  
Date

Approved by:  11.7.18  
Kishia L. Powell, Commissioner  
Department of Watershed Management  
Date

Approved by:  16 Oct 2018  
Tom Weyandt, General Manager  
Renew Atlanta/TSPLOST  
Date

Approved by:  11/13/2018  
Amol Naik, Chief Resilience Officer  
Mayor's Office of Resilience  
Date



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## **1.0 POLICY**

The City of Atlanta shall design, build, operate, and maintain a multimodal transportation network that will promote safe, healthy, low stress, affordable, and convenient methods of transportation for all users regardless of age, abilities, race or economic status. Multimodal design will insure future mobility access while promoting social equity, improved health, economic growth, public safety, recreational opportunity, and environmental sustainability throughout the City of Atlanta.

## **2.0 STREET USERS**

The City of Atlanta shall be comprised of a completely connected multimodal network that provides safe and efficient travel for all pedestrians, bicyclists and users of other mobility devices, transit users, freight deliveries, and motorists. Recognizing that everyone is a pedestrian at some point in the day, and pedestrians and bicyclists are the most vulnerable users of the roadway, it is critical to ensure that Atlanta's streets encourages safe movement and networks for those modes.

The City of Atlanta will incorporate the Multimodal Streets Policy into all City and State-owned transportation facilities and projects in the public right-of-way. All projects shall be planned with the goal of establishing, maintaining, and expanding the completely connected multimodal network. In addition, designated freight/truck routes shall provide access for commercial vehicles of the most appropriate size for urban freight delivery. All private roadways will be strongly encouraged to follow these guidelines and principles of multimodalism and connectivity and should be designed in context and consideration of enhancing the transportation network.

## **2.1 STREET AND NETWORK CONNECTIVITY**

The City of Atlanta will prioritize opportunities to create a safe multimodal transportation network that provides connected facilities to serve all users and modes of transportation for current and future use. Streets shall be connected to create complete networks that provide travelers with multiple choices of modes and routes and help reduce crashes and congestion on roadways. Street and subdivision designs are critical to creating and maintaining a connected network. Designs with cul-de-sacs shall be discouraged and through streets shall be designed with the appropriate traffic calming measures to discourage unsafe travel.

## **2.2 CITY DEPARTMENTS COLLABORATION**

The City of Atlanta will approach every public or private project, program and practice that affects the transportation network or occurs in the right-of-way as an opportunity to improve the street conditions and travel routes for everyone. All City departments will coordinate and collaborate with internal and external stakeholders to maximize all Multimodal Streets opportunities and connectivity.



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### 2.3 SCOPE

The City of Atlanta will apply the Multimodal Streets Policy in a context-sensitive manner to all public roadways and encourage its use on privately-owned streets that serve the general public. It applies to new construction, reconstruction, retrofit, resurfacing, repaving, and major repairs. This Policy shall apply to all City owned facilities in the right of way, which includes, but not limited to, parking, bridges, alleys, frontage roads, temporary traffic control zones, bicycle-pedestrian paths, park streets, and other elements of the City's transportation system. Public roadway projects must incorporate appropriate stormwater management facilities and, where feasible, implement green infrastructure practices to reduce stormwater runoff volumes and improve regional water quality. The project scope and construction limits will be used as project parameters in determining the limits of the Multimodal Streets Policy for each project.

### 2.4 APPLICABILITY

The City of Atlanta will use the Multimodal Streets Policy for all improvements within the right-of-way and applicability shall be considered for streets that are not within the city's street system. Accommodations for walking, cycling, driving, transit, and green stormwater infrastructure will be made to the greatest extent possible and where feasible, appropriate, and fiscally practical and will be documented in the Multimodal Streets Project Concept Report. If certain travel modes are not appropriate or unable to be accommodated, the constraints and other factors shall be documented in the Project Concept Report for review and approval by the Commissioners of the Department of Public Works, City Planning, Watershed Management, and for Renew Atlanta/ TSPLOST projects, the Renew Atlanta General Manager.

This policy will not apply to projects that, at the time of the adoption of this policy, have already developed conceptual level plans (typically 30% design), changes to which would significantly impact project design costs, implementation timeline, or public engagement requirements.

### 2.5 DESIGN STANDARDS

The City of Atlanta will use the latest design guidance, standards, and recommendations available to maximize design flexibility and innovation, and always be aware that design solutions should balance user and modal needs. This includes a shift toward designing at the human scale for the needs and comfort of all people and travelers, in considering issues such as street design and width, desired operating speed, hierarchy of streets, and connectivity. Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, architectural, and urban design principles. These materials include, but are not limited to:

- The City of Atlanta's Streets Atlanta: A Design Manual for Multimodal Streets
- City of Atlanta public right-of-way standard details maintained by the Departments of Public Works and Watershed Management
- Department of Watershed Management's Rules and Regulations Governing the Development of Sanitary and Storm Sewers, and the Green Infrastructure Strategic Action Plan



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- The United States Department of Transportation Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD)
- The FHWA Separated Bike Lane Planning and Design Guide, and other associated publications.
- The AASHTO Policy on Geometric Design of Highways and Streets
- The American Association of State Highway and Transportation Officials's (AASHTO) Roadway Design Guide
- The AASHTO Guide for Planning, Design, and operations of Pedestrian Facilities
- The AASHTO Guide for the Development of Bicycle Facilities and other associated publications.
- The National Association of City Transportation Officials (NACTO) Urban Street Design Guide
- NACTO Transit Street Design Guide
- NACTO Urban Bikeway Design Guide
- NACTO Global Streets Design Guide and other associated publications.
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, A joint publication from the Institute for Transportation Engineers (ITE) and the Congress for New Urbanism (CNU).
- The Georgia Stormwater Management Manual, volumes 1 and 2

## **2.6 COMMUNITY AND CONTEXT SENSITIVE**

The City of Atlanta will provide context-sensitive Multimodal Street designs that will align with community objectives and values, local character and context of the neighborhood, land use, and current and future transportation needs through the use of the Multimodal Street Concept Report coupled with thoughtful community engagement.

## **2.7 ANNUAL REPORT AND ESTABLISHING PERFORMANCE MEASURES**

The application of Multimodal Streets will be a process that requires regular evaluation to determine progress and effectiveness. To facilitate that regular evaluation, the Commissioners of Public Works and Planning and Community Development shall provide a written report to the City Council on a regular basis on the progress and effectiveness of the Multimodal Streets Policy. The report shall take into account all projects in the public right-of-way implemented under the Multimodal Streets Policy regardless of the implementation agency. The report shall include measures such as:

- Miles of new bike lanes and bikeways by type
- Number of bicycle parking facilities installed
- Linear feet of new or repaired sidewalk
- Miles of new multi-use trails
- Number of ADA (Americans with Disabilities Act) accessibility improvements
- Number of crosswalks improvements
- Number of green stormwater infrastructure projects and volume of runoff reduced



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- Number enhanced transit facilities or bust stops
- Summary of capital project before/after data reports

### 3.0 POLICY IMPLEMENTATION

The City of Atlanta will use the Multimodal Streets Policy as a guiding principle in the decision-making process for projects in the right-of-way using project scope and construction limits as project parameters. The City of Atlanta shall make Multimodal Street practices a routine part of everyday operations and procedures. The following directives will be used to ensure Multimodal Streets are considered for all projects:

- Utilize the City of Atlanta's "Multimodal Streets Project Concept Report Form" and the *Streets Atlanta: A Design Manual for Multimodal Streets*
- Restructure or revise related procedures, plans, regulations (including zoning and subdivision regulations), and other processes to accommodate all users on every project.
- Develop new design policies and guidelines or revise existing to reflect the current state of best practices in transportation design. Atlanta may also elect to adopt national or state-level recognized design guidance.
- Develop and institute better ways to measure performance and collect data on how well the streets are serving all users.
- Promote inter-departmental project coordination with respect to activities in the public right-of-way.