

CITY OF ATLANTA



DEPARTMENT OF TRANSPORTATION

10th ST at PIEDMONT AVE PEDESTRIAN SCRAMBLE PILOT RESULTS

For two weeks in August 2022, ATLDOT piloted a pedestrian scramble at the intersection of 10th St and Piedmont Ave. The goal was to assess the potential for a pedestrian scramble as well as cross section changes to support the future extension of the 10th St Cycle Track.

10th ST @ PIEDMONT AVE PED SCRAMBLE PILOT RESULTS

The goal of the pedestrian scramble pilot is to assess traffic flow and gather data to make the intersection of 10th St and Piedmont Rd safer for all users.

ATLDOT installed a pedestrian scramble (diagonal crossing) at the intersection of 10th St at Piedmont Ave from Monday 8/15/2022 to Monday 9/12/2022. Eastbound left and westbound right turn only lanes were implemented for the first two weeks of the pilot, from Monday 8/15/2022 to Monday 8/29/2022.

The pilot investigated possible intersection safety improvements associated with the [Central Midtown Connection Plan](#). ATLDOT assessed traffic flow and gathered additional data to develop strategies for making the intersection safer for all road users.

HIGHLIGHTS

- Social media and survey responses to the ped scramble were overwhelmingly positive
- Most respondents did not experience increase in travel time
- Users of all modes felt safer with pilot in place

HOW MANY PEDESTRIANS USED THE SCRAMBLE?

Pedestrians used the scramble and followed signal indications, despite pedestrian wait times increasing. 20% of pedestrians crossed the intersection diagonally during the pilot. 90% of pedestrians followed the signal indications and only crossed during the pedestrian phase of the signal.



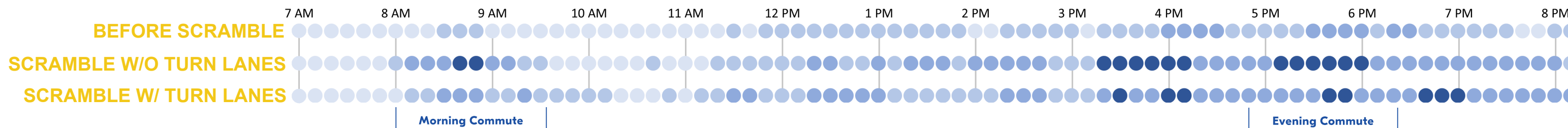
20% of pedestrians crossing the intersection used the ped scramble by crossing diagonally



90% of pedestrians complied with signal indications despite increased pedestrian wait times.

TRAVEL TIME FOR DRIVERS

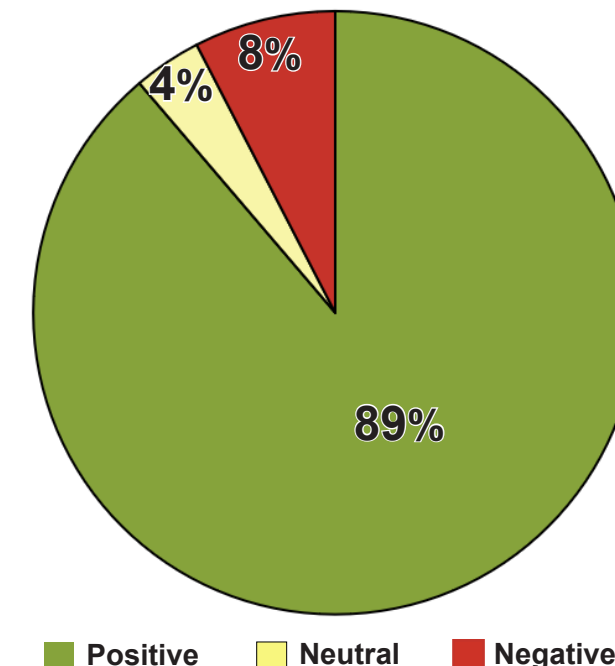
Slower car travel time (dark blue circle) Faster car travel time (light blue circle)



During the scramble pilot with 10th St reduced to three lanes, peak hour travel times on eastbound 10th St increased by 1.2 minutes in the AM and 3.0 minutes in the PM. Westbound travel times on 10th St increased by 1.0 minutes in the AM and 0.9 minutes in the PM. When lane restrictions were removed, improvements were mainly seen on Eastbound 10th St (reduced to +0.8 minutes in the AM and +1.6 minutes in the PM). Travel times along westbound 10th St were largely the same (+0.25 minutes).

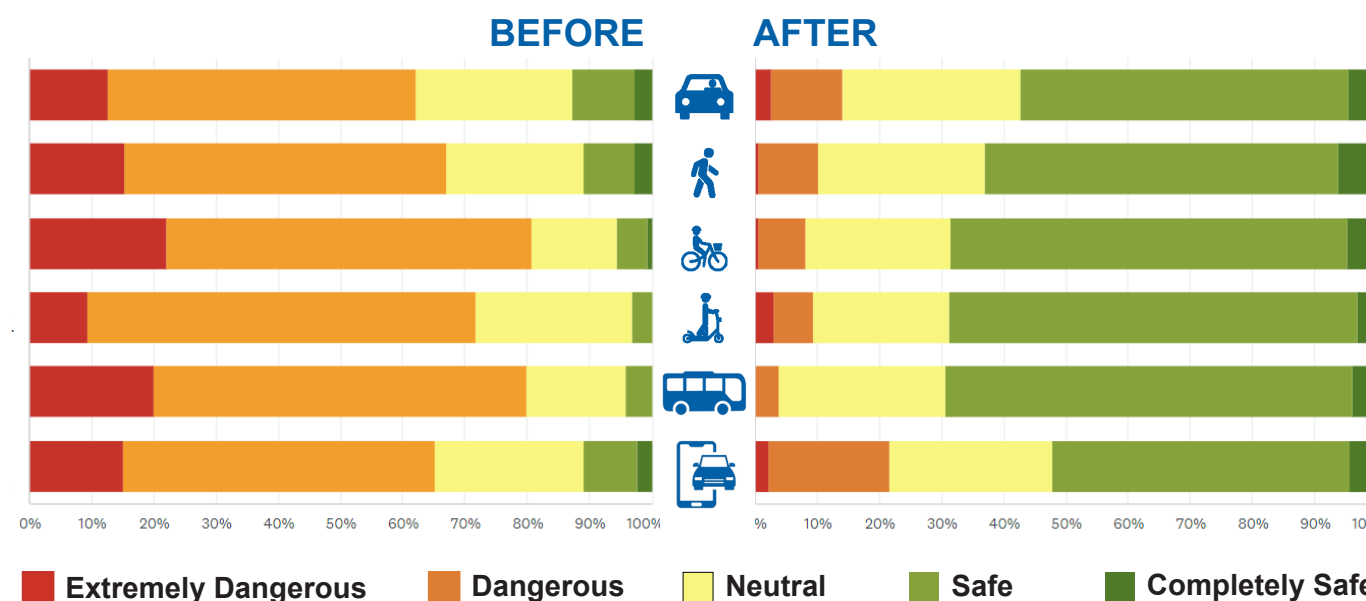
HOW DID PEOPLE REACT? SOCIAL MEDIA DISPOSITION

ATLDOT reviewed the disposition (positive, negative, neutral) of 1,700 posts, comments, and likes on Twitter, NextDoor, Instagram, as well as survey results from Midtown's Neighbor Association, and emails sent directly to ATLDOT@atlantaga.gov. 1,509 (89%) of the responses were positive, 24 (4%) were neutral, and 129 (8%) were negative.



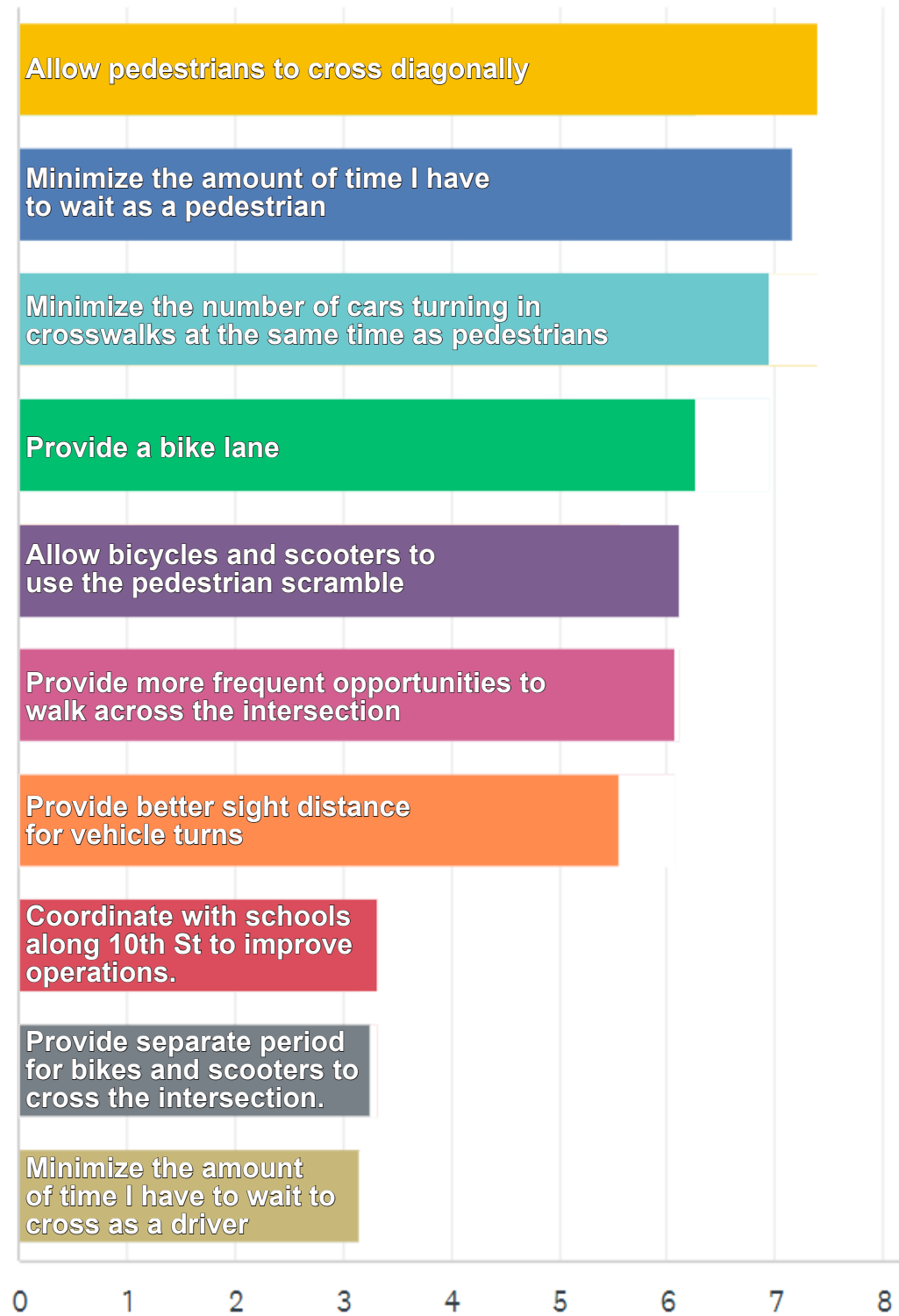
DID YOU FEEL SAFER?

Respondents using a variety of different travel modes felt that safety increased during the pilot.



RANKED IMPORTANCE OF INTERSECTION OPTIONS

Respondents were asked to rank the following 10 design options for the intersection on a scale of 1-10. 10 was the most important intersection option, and 1 was the least important. The average rank for each option is depicted below.



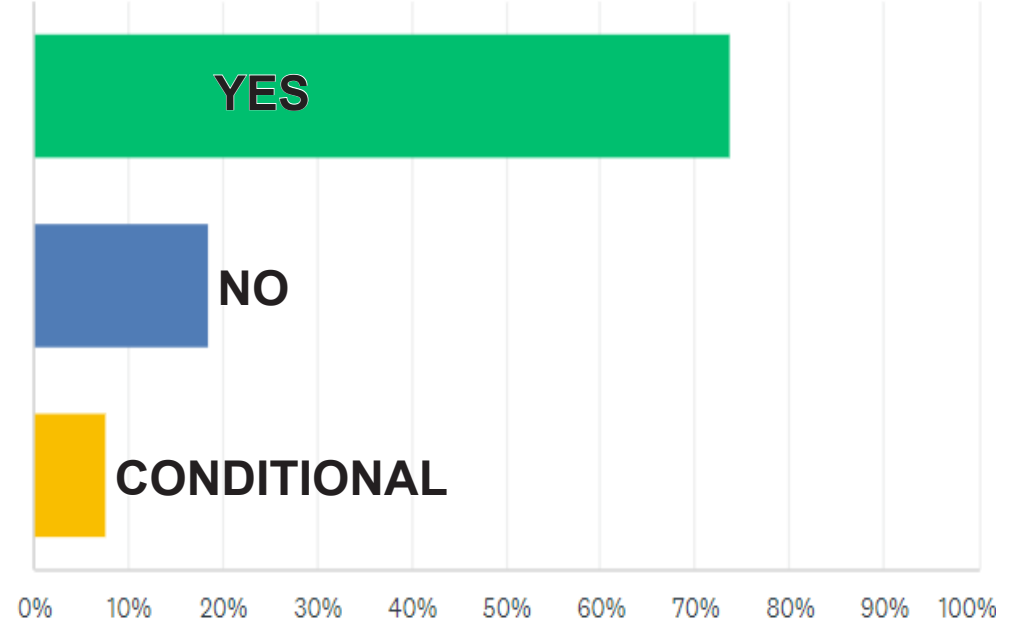
DO YOU SUPPORT THE PED SCRAMBLE BEING MADE PERMANENT?

Close to 90% of respondents were in support of making the ped scramble permanent. Even drivers and users of rideshare were overwhelmingly supportive, with over 80% of such respondents saying they would support.



DO YOU SUPPORT TURN ONLY LANES BEING MADE PERMANENT?

Over 70% of respondents supported making the turn-only lanes permanent. This support increased by 10% when asked if they would support turn-only lanes being made permanent in order to make room for a future extension of the 10th St Cycle Track.



SAFETY

The in-street barricades were perceived as a safety concern by some public comments, however no vehicle-to-barricade, vehicle-to-vehicle, vehicle-to-pedestrian, or vehicle-to-bicycle crashes were reported during the pilot implementation period that were the result of the ped scramble, turn only lanes, or within the intersection. All four reported crashes during the pilot period were at driveways near the intersection.

SUMMARY

Based on the collected data, the pedestrian scramble phase had minor negative impacts to vehicle travel time, but was strongly supported by public response and improved pedestrian access and safety at the intersection.

NEXT STEPS

ATLDOT will make the pedestrian scramble phase permanent and re-implement the scramble phase in the coming weeks. The bags on the signs will be removed at that time.

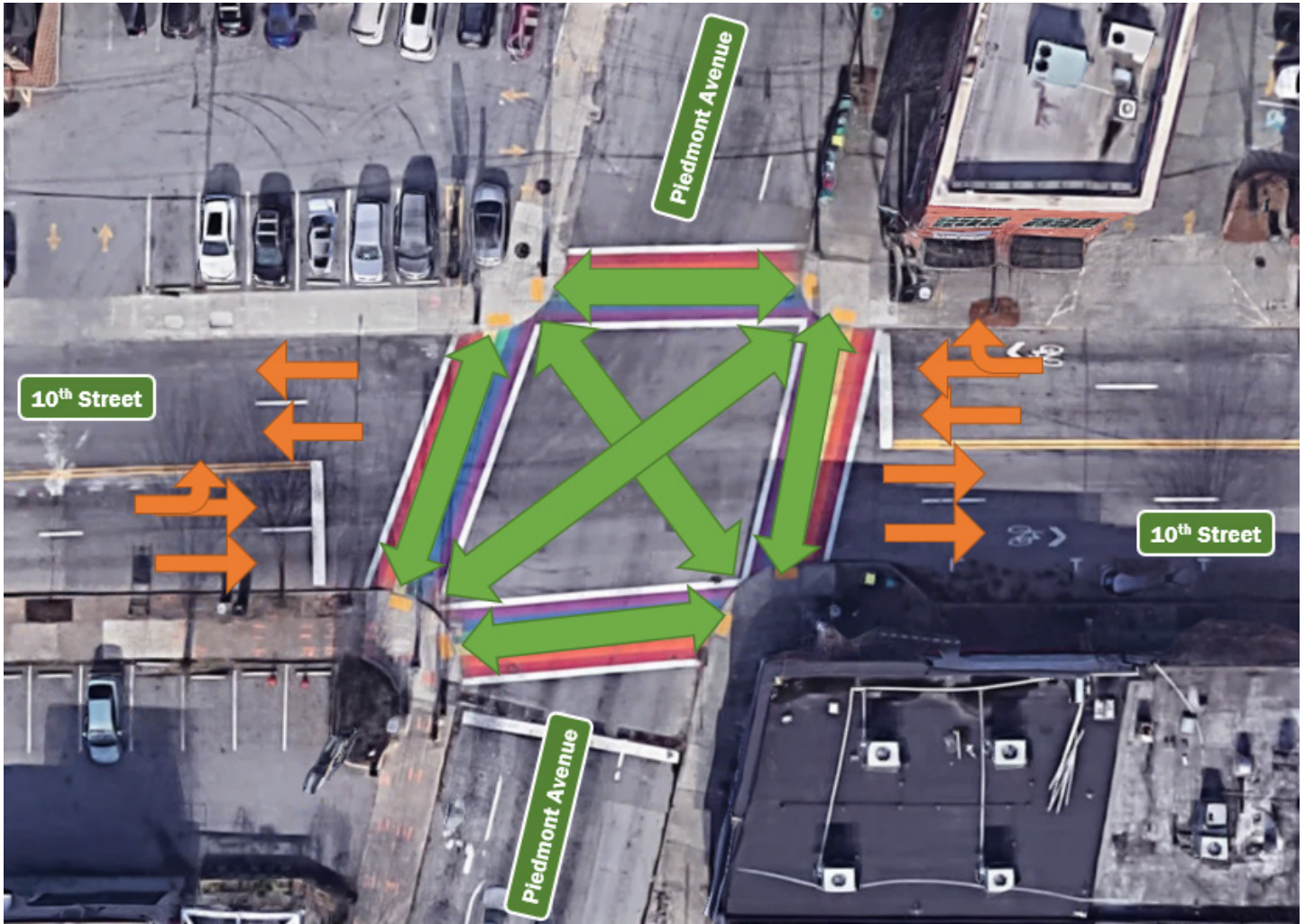
NEXT STEPS CONTINUED

The turn-only lanes will be reconsidered in the future with increased amount of advance pavement markings and signage. Future changes along 10th St such as provision of on-street parking, loading zones, ride-hailing, and school pick up drop off operations will all be considered during the design of Central Midtown Connection Plan.

Midtown Alliance and ATLDOT will continue to design the Central Midtown Connection Plan. The diagonal signal heads will be installed at that time to allow for more concurrent movements for various crosswalks. Bicycle facilities and turn-only lanes may be implemented upon construction of that project to fit all of the modal needs on the street. Follow the project at this page: <https://www.midtownatl.com/project/central-midtown-connection-plan>

Information on Piedmont Ave can be found here: <https://www.midtownatl.com/project/piedmont-ave-complete-streets>

DIAGRAM OF PED SCRAMBLE PILOT



THANKS TO EVERYONE THAT MADE THIS PILOT POSSIBLE!

- ATLDOT Office of Transportation Infrastructure Management
- SigOps Central Region
- Midtown Alliance
- Jacobs
- Toole Design Group
- Local Businesses and Residents