Krog-Lake-Elizabeth-North Highland Transportation Strategy

Sponsored by: Kwanza Hall, Atlanta City Council District 2

Facilitated by: TSW

October 15, 2013 - FINAL

TSW
PLANNERS
ARCHITECTS
LANDSCAPE ARCHITECTS

Table of Contents

Part 1: Introduction + Background

1.1 Introduction 1

1.2 Existing Conditions 2

1.3 Previous Plans 3

1.4 Planning Process 5

Part 2: Recommendations

2.1 General Principles 6

2.2 Project Types 7

2.3 Recommended Projects 8

Part 3: Implementation

3.1 Project Funding 21

3.2 Action Matrix 21

Acknowledgments

The Honorable Mayor **Kasim Reed**

Atlanta City Council
Ceasar C. Mitchell, President
Carla Smith, District 1
Kwanza Hall, District 2
Ivory Lee Young Jr., District 3
Cleta Winslow, District 4
Natalyn Mosby Archibong, District 5
Alex Wan, District 6
Howard Shook, District 7
Yolanda Adrean, District 8
Felicia Moore, District 9
C.T. Martin, District 10
Keisha Lance Bottoms, District 11
Joyce Sheperd, District 12
Michael Julian Bond, Post 1 At-Large
Aaron Watson, Post 2 At-Large
H. Lamar Willis, Post 3 At-Large

Department of Planning & Community Development
James Shelby, Commissioner
Bureau of Planning
Charletta Wilson Jacks, Director
Joshuah Mello, Assistant Director

Department of Public Works
Richard Mendoza, Commissioner
Nursef Kedir, Engineer

Atlanta Beltline, Inc.
Jonathan Lewis, Senior Project Manager

Inman Park Neighborhood Association
Andy Coffman, President
Suneel Gupta, Planning VP

Old Fourth Ward/NPU M
Forrest Coley, NPU M President
Mathew Garbett, Fourth Ward Neighbors
Jose Tavel, Fourth Ward Neighbors
Ross Wallace, NPU M Urban Design

Businesses
Danny Feig-Sandolval, Small Carpenters at Large
Merritt Lancaster, Paces Properties
Jarel Portman, JPX Works
Bruce Fernald, JPX Works
Marc Acampora, Traffic Engineer

TSW
Caleb Racicot, Principal
Jia Li, Associate
Laura Richter, Planner

Meeting space was provided by The Marianna

Part 1: Introduction + Background

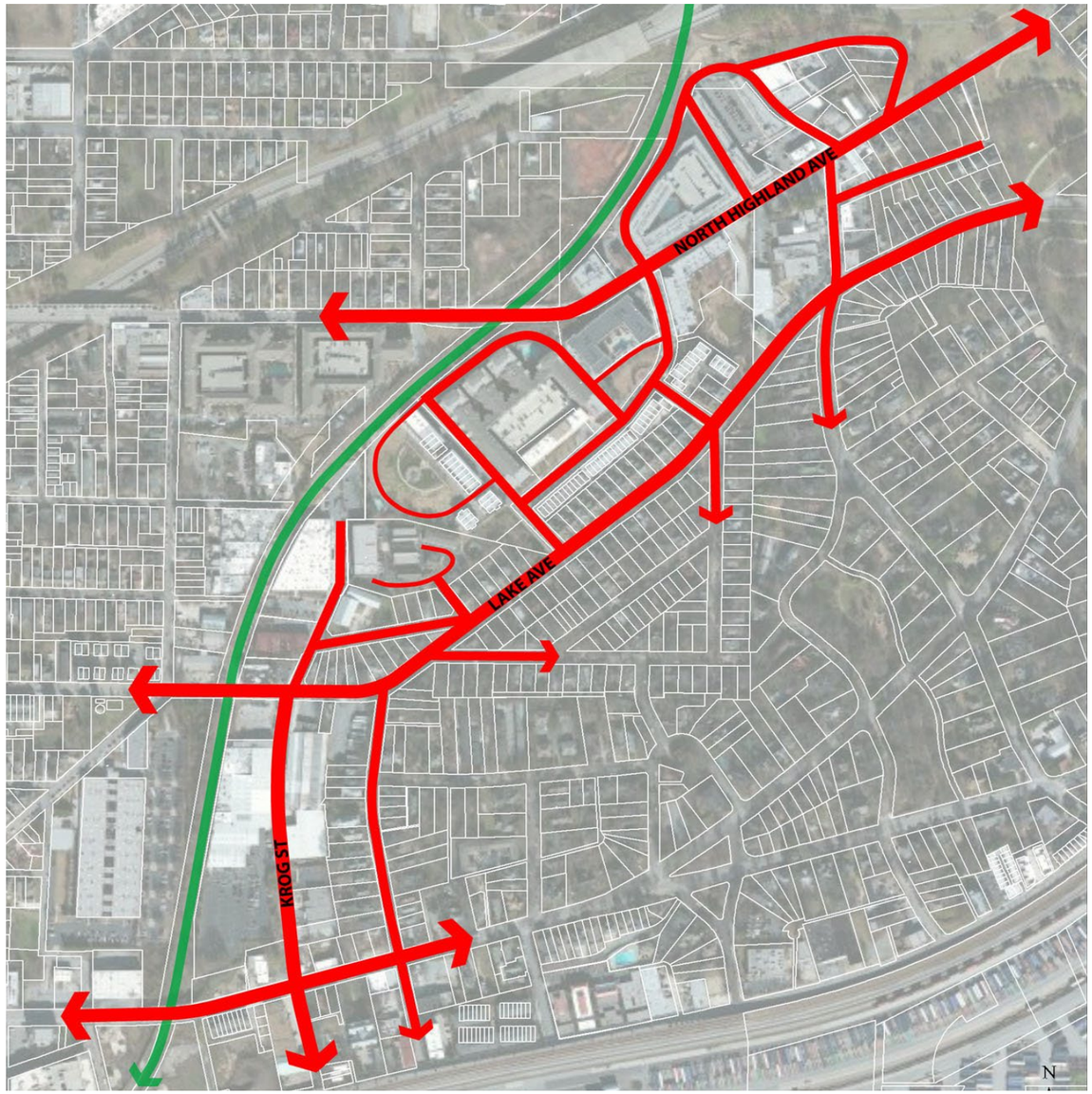
1.1 Introduction

Less than 20 years ago, the area along what is now the BeltLine between DeKalb Avenue and Freedom Parkway was a declining industrial district adjoining two historic neighborhoods one mile east of Downtown Atlanta. Then, following the 1996 Olympics and a renewed interest in in-town living, the area began to change with the arrival of several large redevelopment projects, the first being the renovation of the Southeastern Cotton Warehouse into StudioPlex on Auburn in 2000, and later the completion of the Highland Walk, Inman Park Village, and Highland Steel developments to the north and east of it. In addition, over a dozen equally important smaller adaptive reuse and new construction projects were undertaken during this period, contributing to the area's renewed vitality and increasingly important role in the surrounding Inman Park and Old Fourth Ward neighborhoods.

Today the area is in the midst of another boom that promises to complete its transformation into one of Atlanta's premier walkable, mixed-use districts, and a model for growth along the Atlanta BeltLine. Three major development projects: 280 Elizabeth Street, Krog Street Market, and Highland Park townhouses now under construction will bring hundreds of new housing units and tens of thousands of square feet of commercial space to the area over the next two years. With this growth will invariably come more traffic, but also more pedestrians, bicyclists, transit riders, and engaged residents.

As these and other new developments occur, a holistic approach to transportation is critical to meet existing and future needs. It is not enough to make improvements that benefit an individual project if these are in isolation from a greater community-wide discussion of values and needs. In fact, without this broader perspective, it is possible that transportation projects intended to benefit one development could actually have a negative impact on the greater neighborhood and city contexts.

With this in mind, this transportation strategy was sponsored by Councilman Kwanza Hall, Atlanta City Council District 2, to bring together area residents, businesses, and property owners, as well as various City of Atlanta departments, to create a proactive transportation plan for the area. The strategy's goal is to identify a general approach to transportation in the study area, and specific improvements that will be compatible with it. The strategy is not a traffic study, per se, which usually focuses on the movement of cars at the expense of local character, pedestrians, bicyclists, and transit riders. Instead, it focuses on the needs of all users, neighborhood quality of life, and deep respect for the historic nature of Inman Park and the Old Fourth Ward.



General study area boundary map showing focus streets

1.2 Existing Conditions

A variety of transportation conditions exist in the study area. Generally speaking these include: two-lane streets with on-street parking; limited public right-of-way; poor walking conditions adjacent to sites that haven't been redeveloped recently; better walking conditions adjacent to newer developments; missing or poorly-striped crosswalks at most intersections; growing levels of bicycle and pedestrian activity; problematic intersections; speeding cut through traffic on residential streets; and poor parking management on public and private streets.

Site specific existing conditions can be found in Part 2: Recommendations.

Highland Avenue @ Sampson Street

Highland Avenue bridge @ Atlanta BeltLine

North Highland Avenue @ Inman Village Parkway

North Highland Avenue @ Elizabeth Street

Irwin Street @ Sampson Street

Krog Street

Lake Avenue @ Hale Street

Lake Avenue @ Elizabeth Street

1.3 Previous Plans

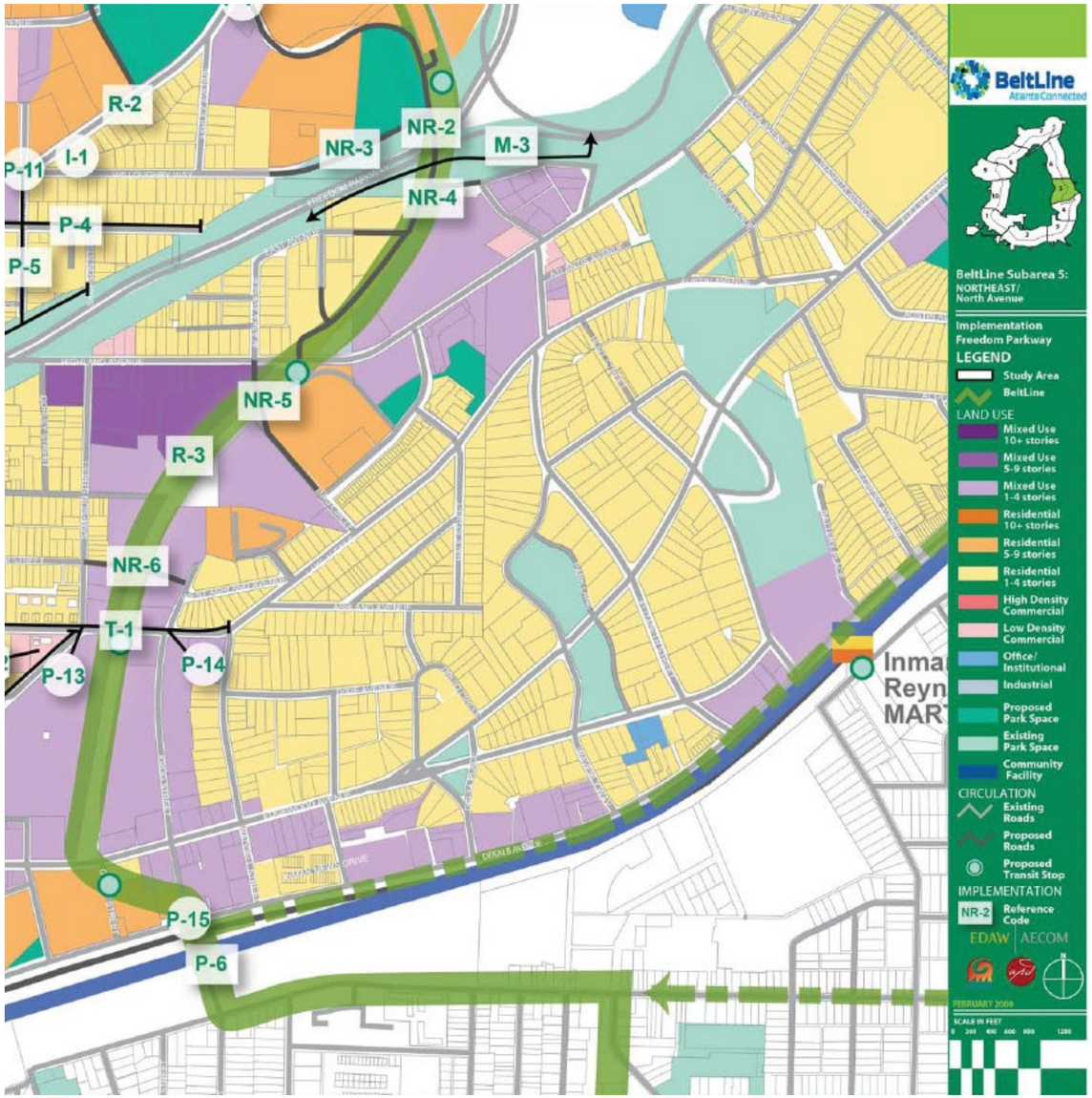
Earlier plans and initiatives in this area include the BeltLine Subarea 5 Master Plan, the Old Fourth Ward Master Plan, the Connect Atlanta Plan, and the Atlanta Short Term Work Program, which are described in the following section.

BeltLine Subarea 5 Master Plan

The Master Plan incorporates upgrades to pedestrian facilities, proposes future streetcar infrastructure, and bike facilities, as well as improved connectivity through the creation of new streets. The projects that fall within the study area are outlined below:

- New Streets across the BeltLine:
  - Elizabeth Street (NR-4)
  - Montag Circle (NR-5)
  - McGruder Street (N5-6)
- Pedestrian upgrades:
  - Irwin Street/Lake Avenue (P-2)
  - Irwin Street @ Sampson Street (P-13)
  - Krog Street @ Lake Avenue (P-14)
  - Krog Street @ DeKalb Avenue (P-15)
- Streetcars on Highland and Auburn Avenues
- Connections to the BeltLine
- Bike Facilities:
  - Highland Avenue (P-17)
  - Irwin Street (P-2)
- Preserve historic warehouses (i.e. Stove Works)
- Preserve single-family homes
- Irwin Street transit to connect to streetcar (and other improvements at this crossing)
- Public art:
  - Highland Avenue bridge
  - Irwin Street
  - Krog Street
  - Virginia Cotton docks
  - Edgewood Avenue

Subarea 5 Master Plan concept plan



Subarea 5 Master Plan land use and transportation map

Old Fourth Ward Master Plan

Adopted in 2008, this plan focuses on the Old Fourth Ward, including several recommendations in the study area:

- Stop sign at Irwin @ Sampson Street (completed)
- Streetcar along Highland Avenue
- Streetcar along Auburn Avenue with a connection to the BeltLine at Irwin Street
- Bike facilities on both Highland Avenue and Irwin Street

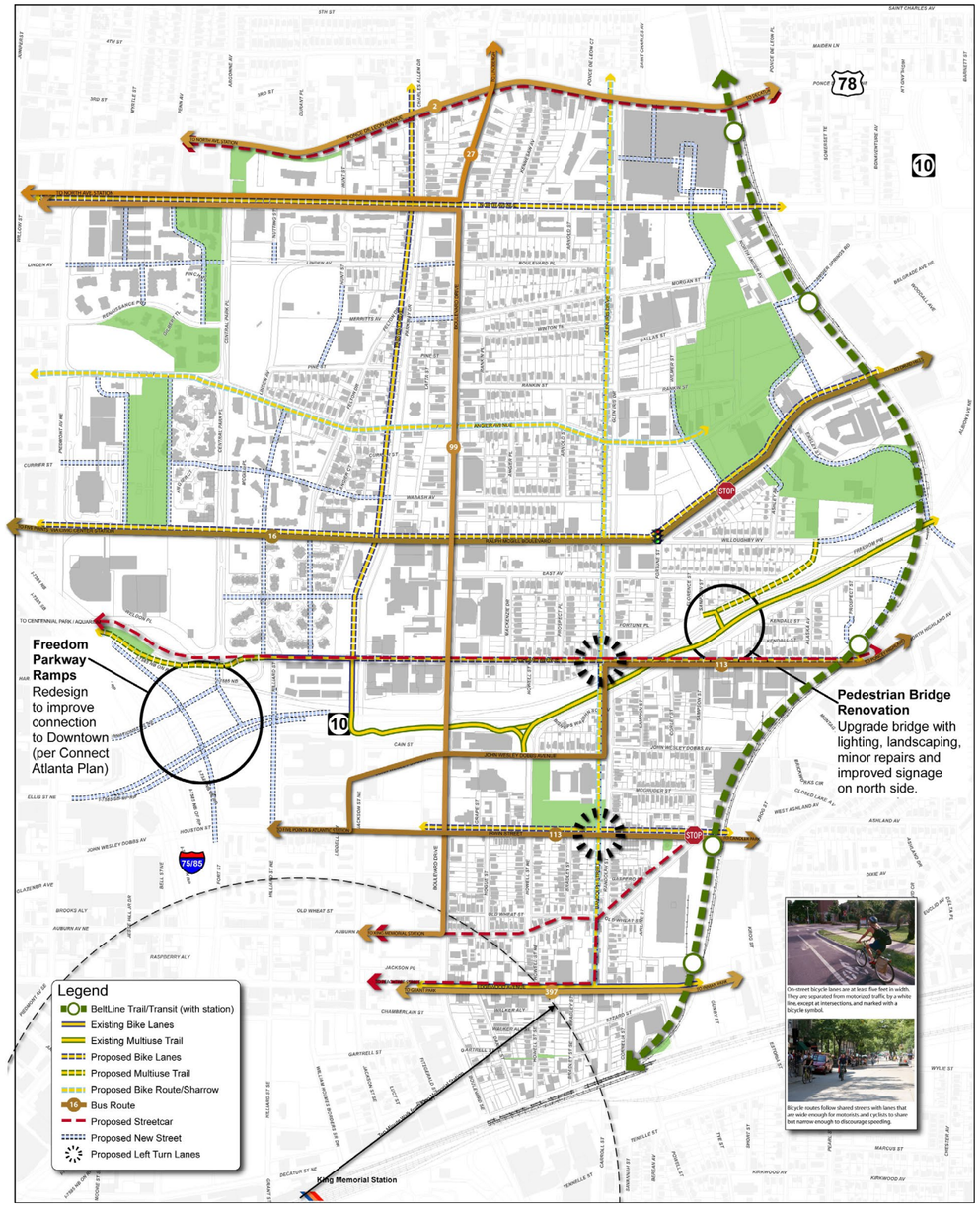
Connect Atlanta Plan

Connect Atlanta, the City's comprehensive transportation plan, recommended the following for the study area:

- Bicycle facilities
  - Primary: Edgewood Avenue
  - Secondary: Highland Avenue
- Transit Facilities
  - BeltLine transit
  - Auburn Avenue Streetcar
- New streets
  - Elizabeth Street across BeltLine
  - McGruder Street across BeltLine
  - Along BeltLine (Highland Park townhouses)
- Krog Street tunnel Complete Street improvements

Atlanta Short Term Work Program

- Edgewood Avenue Bridge replacement
- North Highland Pedestrian Facilities
- Inman Park Traffic Calming
- North Highland Avenue Transportation and Parking Study
- Update and implementation of the "North Highland Avenue Transportation and Parking Study" (December 1999)



Old Fourth Ward Master Plan transportation recommendations map

1.4 Planning Process

The recommendations of this plan were developed using both public outreach and technical analysis. This allowed the planning team to ensure that they reflect community needs, while still being based on sound planning and transportation principles.

Public Outreach

The public outreach process used a variety of techniques, including:

- A **community workshop** on December 8, 2012, to obtain input and ideas from the residents, property owners, developers, and other stakeholders of the study area.
- A **steering committee meeting** on July 16, 2013, to review and discuss preliminary concepts.
- A **draft plan presentation** on August 19, 2013, to allow the community to review recommendations before they were finalized.

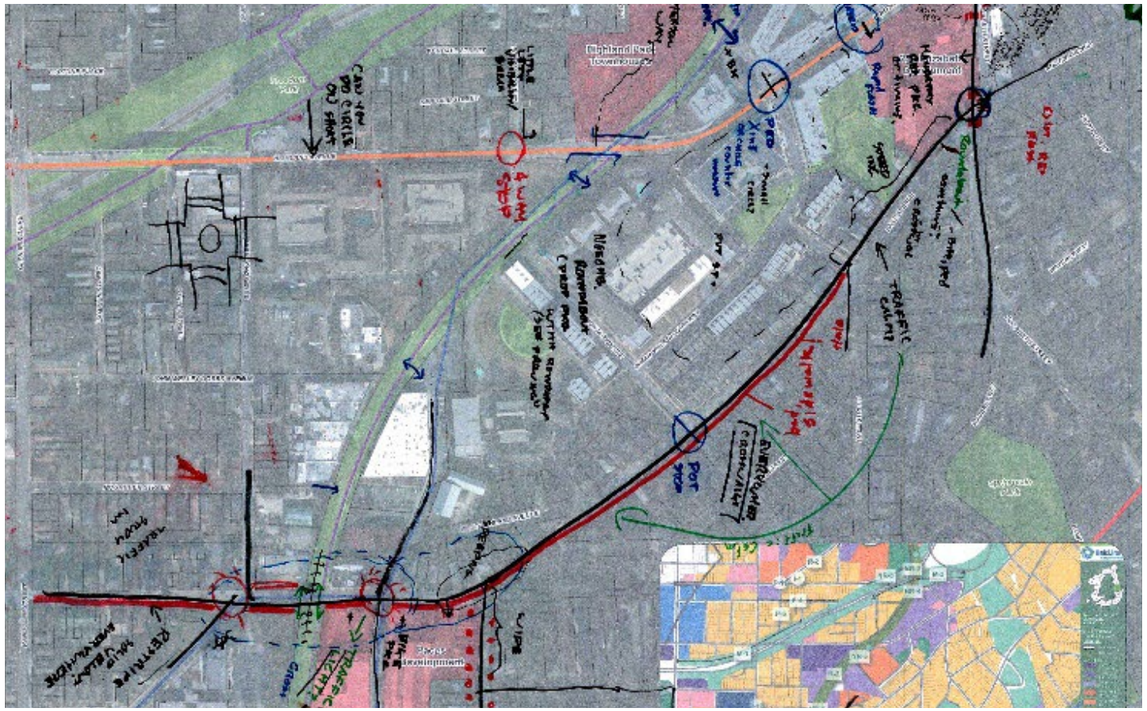
In addition, throughout the process the planning team received dozens of emails from area stakeholders and incorporated them into the effort.

Technical Analysis

Stakeholder ideas were translated into specific recommendations using a technical analysis undertaken by the consultant, in coordination with the City of Atlanta Department of Planning and Atlanta BeltLine, Inc. Specific elements of this included:

- Assessing the physical ability of certain rights-of-way to accommodate community aspirations
- Testing recommendations for their ability to accommodate the vehicles likely to use them on a regular basis
- Ensuring that recommendations were consistent with on-going City policies and projects
- Incorporating best transportation planning practices for historic urban neighborhoods

In addition, recommendations in the vicinity of the Krog Street Market were coordinated with the traffic study for said facility, in consideration with the four items noted above. However, as noted on page 9, all projects will require further study and refinement before they can be implemented.



Stakeholders came together at the community workshop to share and document their ideas

Part 2: Recommendations

2.1 General Principles

During the planning process it became evident that transportation in Inman Park and the Old Fourth Ward means more than just moving as many cars through the area as rapidly as possible. Rather, any transportation strategy in these two historic neighborhoods must also consider the reciprocal relationship between transportation, quality of life, neighborhood character, sustainability, and more.

With this in mind, the following principles were established to strive for a transportation system that:

- Supports communities, places, and the role of transportation facilities as public spaces
- Attracts and sustains economic activity
- Maximizes transportation choices
- Respects neighborhood character
- Emphasizes walking as a form of neighborhood transportation
- Creates harmony among transportation networks

Images used courtesy of Congress for the New Urbanism

2.2 Project Types

The recommendations that follow generally fall into five categories, as described below.

Pedestrian Projects

Pedestrian projects focus on making walking more pleasant and safe, and include the following:

- Mid-block pedestrian crossings, which provide new or enhanced crosswalks at existing unsignalized intersections. These may be controlled with:
  - In-street crosswalk signs, which provide nominal level of driver notification of crossing pedestrians, or
  - Rapid flash beacons, which provide a greater level of driver notification.
- Pedestrian access points, which provide paved walkways and ramps pedestrians and bicyclists.
- Upgraded pedestrian facilities, which include rebuilt sidewalks and curb ramps.

Bicycle Projects

Bicycle projects focus on providing safer facilities for cyclists and reminding drivers that bikes have the same right to use the roadway as cars do. Project types are:

- Sharrows, which include markings and share the roadway signage in existing travel lanes.
- Bicycle parking, which includes bike racks in accordance with City requirements.

Vehicular Projects

Vehicular projects focus on improving the operation of existing intersections, subject to warrant. Project types include:

- Stop signs
- Traffic signals
- New streets, which must be designed as low-speed "complete streets."

Recommendations also include a limited number of on-street parking changes.

Transit Projects

Transit projects make better use of existing bus facilities with routing upgrades and better stops.

Shared Projects

All of the major recommendations of this transportation strategy are shared facilities, which means they balance the needs of bicyclists, pedestrians, and drivers in response to context. Project types include:

- Major intersection improvements, which may incorporate traffic control devices, mini-roundabouts, pedestrian refuges, medians, curb extensions, improved crosswalks, or similar facilities.
- Traffic calming, which aims to slow traffic to the benefit of adjacent homes, pedestrians, and bicyclists.
- Shared spaces, which blur the lines between vehicles, bicyclists, and pedestrian zones in a low-speed setting. This occurs in a way that can actually reduce congestion and vehicular delay, while creating significantly safer conditions for non-drivers and supporting adjacent land uses.

2.3 Recommended Projects

The following are potential projects to implement the general principles found on page 6, all of which are subject to further technical study and refinement, as further noted on page 9. Most projects have been divided into geographic areas to best demonstrate the relationship between the different project types, although some area-wide general recommendations are found below. Projects are also followed by a number that is keyed to the matrix starting on page 22. This matrix provides further project details, including order-of-magnitude costs, responsible parties, and potential time frames.

General Recommendations

Crosswalk accessibility upgrades (1)

In the short-term, upgrade all existing crosswalks by repainting them and providing ADA-compliant curb ramps. Please see the following pages for specific locations.

Detailed intersection traffic studies (36)

During the planning process, three intersections emerged where detailed study beyond the scope of this current effort is required: North Highland Avenue @ Inman Village Parkway, North Highland Avenue @ Elizabeth Street, and Lake Avenue @ Elizabeth Street. At these locations, a traffic study should be undertaken to determine the appropriate intersection control option (i.e. traffic signal, mini-roundabout, etc.) based on site characteristics.

Commercial area on-street parking management (28)

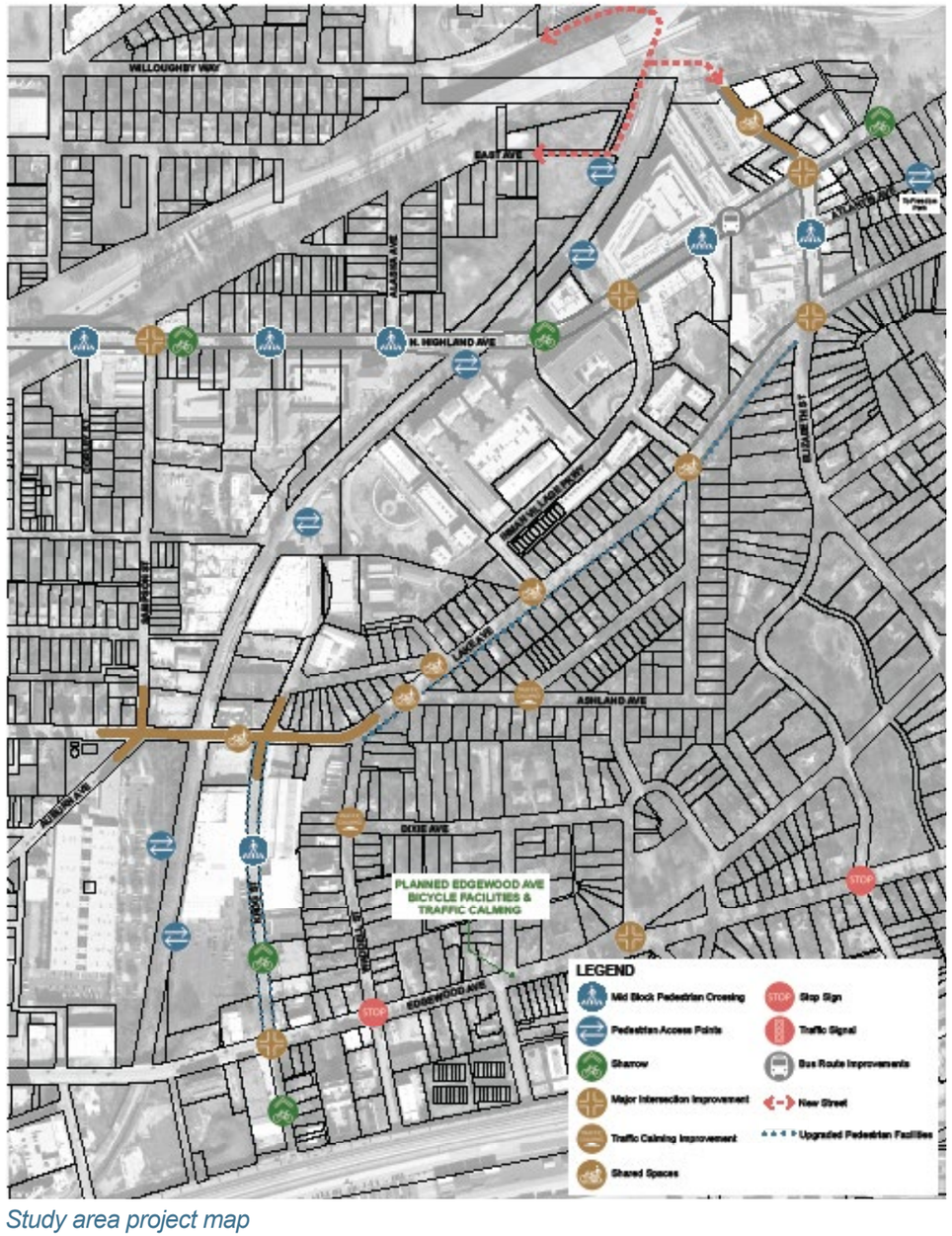
Work with property owners, businesses, and residents to improve the management of existing on-street parking in commercial areas. Options explored should include better enforcement, parking meters, and other tools to ensure that on-street parking serves the needs of its various users.

Residential parking program (29)

Establish a residential parking program in Inman Park with limited enforcement hours. Current thinking is that this would be only occur Thursday, Friday, and Saturday evenings between the hours of 4:00 p.m. and 4:00 a.m. Specific affected locations should be as determined by collaboration between the neighborhood, the City, and businesses, but should include consideration for said parking limits along Lake Avenue, among other streets.

Private Parking Controls and Enforcement (27)

Private parking controls in Inman Park Village and Highland Steel, such as stickers, meters, or improved enforcement, could ensure the availability of parking for commercial uses within said communities. Because these streets are private, specific actions taken, if any, must be at the discretion of the homeowners associations or owners.



Study area project map

Implementation Considerations

The on-the-ground execution of the recommendations found in this report will have a profound impact on the realization of its principles. Different project types, such as stop signs, bulbouts, medians, traffic signals, roundabouts, and shared spaces, all have advantages and disadvantages for different users that must be considered on both technical and contextual grounds.

National engineering guidelines established by the Manual of Uniform Traffic Control Devices (MUTCD), the American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration (FHWA), and the Institute of Transportation Engineers (ITE) provide processes to undertake prior to selecting and implementing specific transportation projects, especially intersection control devices. Among other things, these include reviewing warrants, site constraints (i.e. available right-of-way, topography, etc.), safety, adjacent uses, and advantages and disadvantages for specific users.

With this in mind, it would be irresponsible for this planning-level strategy to definitively recommend specific projects, especially intersection control devices, without the appropriate engineering studies and stakeholder outreach being first undertaken. While every effort has been made to ensure the feasibility of the recommendations found herein, they are, nevertheless, conceptual in nature only. This conceptual nature is especially important to keep in mind at intersections. As such, various options have been provided. These and other options must be studied by the City of Atlanta, with appropriate community and property owner engagement, following acceptable engineering protocol before selecting a preferred option.

Mini-Roundabouts

Many community stakeholders are interested in studying if mini-roundabouts could be implemented in lieu of traffic signals or stop signs as certain locations, especially in the Inman Park commercial district. According to reports provided by FHWA and ITE, mini-roundabouts:

- Offer a low-speed, low-noise intersection option that requires little ongoing maintenance.
- Can be ideal to reduce delay at stop-controlled intersections that do not meet signal warrants.
- Have a typical 45 to 80 feet in inscribed circle diameter (assuming 90 degree approaches).

Given this fact, the City of Atlanta should consider them in assessing any changes to intersection control devices.

Pedestrian facility upgrades with redevelopment (13)

Construct privately-funded sidewalk and on-street parking upgrades adjacent to new developments, per current zoning requirements.

Commercial area bicycle parking (20)

The zoning code requires businesses to provide bicycle parking. Compliance with this is essential to promoting the use of bicycles in the community. Options to be explored should include bike parking on both private property and in the public right-of-way, such as installing bike corrals in existing on-street parking spaces; bike corrals are recommended for two such spaces along North Highland Avenue in front of Adore Hair Studio (see page 14). Partnerships with the Atlanta Bicycle Coalition should be undertaken to assess other locations and designs.

Wayfinding signs (14)

Due to the layout of streets, many people do not realize the area's proximity to MARTA, the BeltLine, and other destinations. This initiative proposes low cost signs that could be supported by local business and artists.

Highland Avenue

The Highland Avenue and Sampson Street commercial area is a focal point of the Old Fourth Ward neighborhood. The recommendations that follow will improve its accessibility and usability. Please see page 11 for a graphic depiction of these projects.

Bike corrals should be explored in commercial areas

In Raleigh, NC, businesses produced low cost wayfinding signs

Highland Avenue @ Corley Street rapid flash beacon mid-block crossing (2a)

This project will provide improved access to on-street parking on the north side of the street and reflect where many people are currently crossing the corridor.

Highland Avenue @ Sampson Street crosswalk accessibility upgrade (1a)

There is an immediate need for restriping the crosswalks at this intersection.

Highland Avenue @ Sampson Street intersection signal study (37)

Shorter term, there is a need to study the feasibility of traffic signal at this intersection.

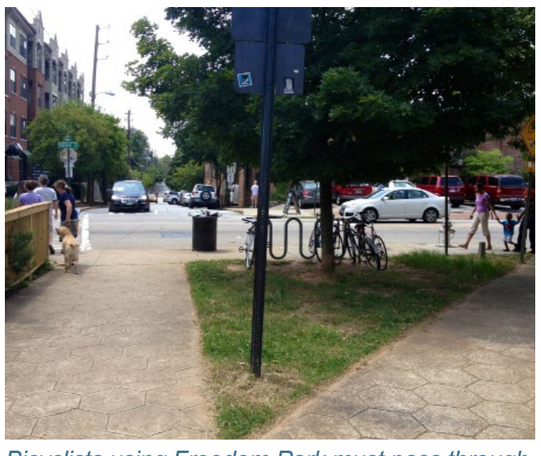
Highland Avenue @ Sampson Street intersection improvement (4)

Longer term, improvements will clarify intersection expectations for different users. This will include crosswalks and bulbouts for pedestrians and drivers, as well as reconfiguring the north approach for bicyclists to directly link to the Freedom Park Trail with a ramp. This will allow bicyclists to behave like any other vehicle at the intersection.

Highland Avenue @ Highland Walk rapid flash beacon mid-Block crossing (2b)

Currently there is an 800 foot section of Highland Avenue between Sampson Street and Alaska Avenue with no pedestrian crossing. A crossing will improve safety and reflect how people currently cross the corridor.

Highland Avenue @ Alaska Avenue rapid flash beacon mid-Block crossing (2b)

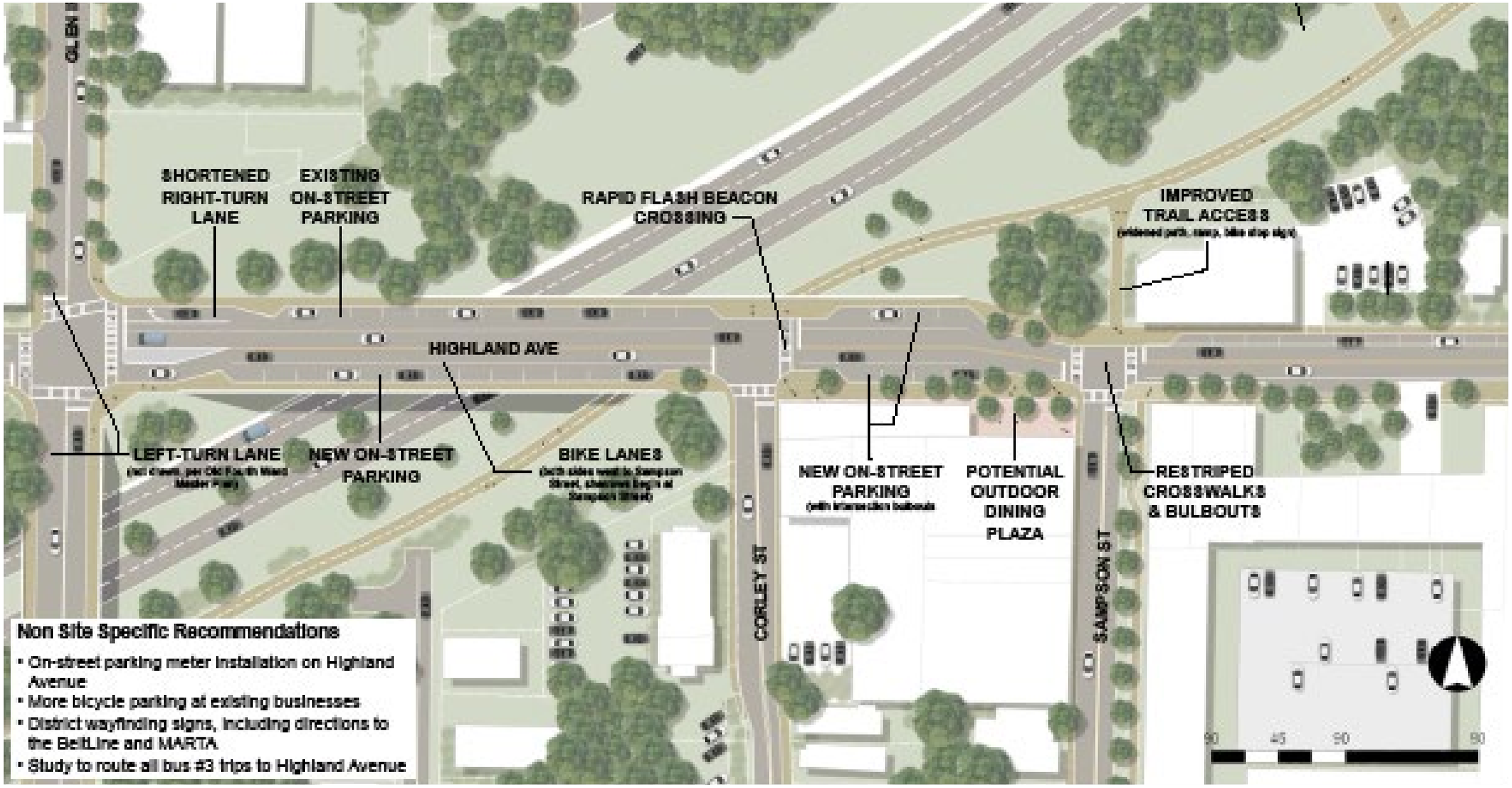


Bicyclists using Freedom Park must pass through a confusing area to access Highland Avenue

In conjunction with a recommended rapid flash beacon, this project includes working with the adjacent homeowner to trim and maintain the hedge at the northeast corner, which can otherwise become rapidly overgrown. A minimum 8 foot vertical clear zone should be provided.

Highland Avenue bridge on-street parking (24)

Currently this segment of Highland Avenue has a long right turn lane that is unnecessary. This project will eliminate this lane except at the intersection of Glen Iris Drive. A portion of the additional space should be used to install on-street parking on the south side. The remainder should be used for bike lanes.



This concept plan shows recommended projects on Highland Avenue between Glen Iris Drive (at left) and Highland Walk apartments (at right)

Highland Avenue BeltLine bridge (25)

Currently, this bridge is too wide, causing cars to speed up and create an unsafe environment for pedestrians, cyclists, and drivers. Traffic could be calmed and aesthetics improved by placing on-street parking and landscape or hardscape enhancements on the bridge. The new parking will additionally support surrounding residents and businesses.

North Highland Avenue

North Highland serves as an important neighborhood commercial street for Inman Park, a key access point to the BeltLine, and an epicenter for current development activity. Understanding this, the following improvements are recommended to capitalize on this role.

North Highland Avenue @ Inman Village Parkway intersection improvements

When the private streets in Inman Park Village and Highland Steel were developed, the area where they intersect North Highland Avenue was treated as two opposing driveways rather than a true intersection. Pedestrian crossings were not installed, and the entry to said streets was treated with a driveway apron, rather than a curbed intersection. The result is a highly used crossing lacking safe facilities. To remedy this, it is recommended that the intersection be redesigned to install ADA-compliant crosswalks, remove the aprons, and install the City's private street entry detail. In addition, pedestrians and bicyclists should be afforded safe crossing of North Highland Avenue with either:

- A traffic signal, as warranted (5a),
- A rapid flash beacon (5b), or
- A mini-roundabout, as warranted (5c).

Please see the following page for renderings of how one option might look.

North Highland Avenue @ 280 Elizabeth Street driveway improvements (6)

This mid-block crossing will include *rapid flash beacons and bulbouts. It will also provide a convenient crossing for proposed consolidated bus stops on North Highland Avenue.*

North Highland Avenue sharrow markings (17)

Install bike lanes west of Sampson Street (in conjunction with project #24) and sharrow markings east of Sampson Street to support current high levels of bicycling along the corridor.

North Highland Avenue consolidated and enhanced bus stop (31)

Currently the #3 MARTA bus stops at Inman Village Parkway and Elizabeth Street are challenging from topographic and accessibility perspectives. To remedy this, their consolidation to a central location near the 280 Elizabeth Street driveway on North Highland Avenue is recommended. As part of this, new bus shelters with posted schedules, seating, and trash cans are recommended.

Study of redirecting all #3 bus trips to North Highland Avenue (31)

Currently the #3 MARTA bus runs alternatively along Highland/North Highland Avenue and Lake Avenue, despite lower ridership and less transit-supportive land uses on the latter. Given a strong desire to improve transit along North Highland Avenue, a study should be undertaken to assess the feasibility of eliminating the Lake Avenue portion of this route, thereby effectively doubling the bus frequency on North Highland Avenue.

North Highland Avenue @ Elizabeth Street crosswalk accessibility upgrade (1b)

There is an immediate need for restriping the crosswalks at this intersection.

North Highland Avenue @ Elizabeth Street intersection improvements

In addition to the above, more substantial changes will be required to this key intersection in the future. At a minimum these should include installing ADA-compliant crosswalks at all four corners, two pedestrian refuges along North Highland Avenue, and updated signs. To accommodate left turning trucks, the pedestrian refuges should include flush pavers where trucks will occasionally turn, as shown below. Additionally, the intersection should be controlled with:

- Existing stop signs (7a),
- A traffic signal, as warranted (7b), or
- A mini-roundabout, as warranted (7c)

Photo showing a rapid flash beacon

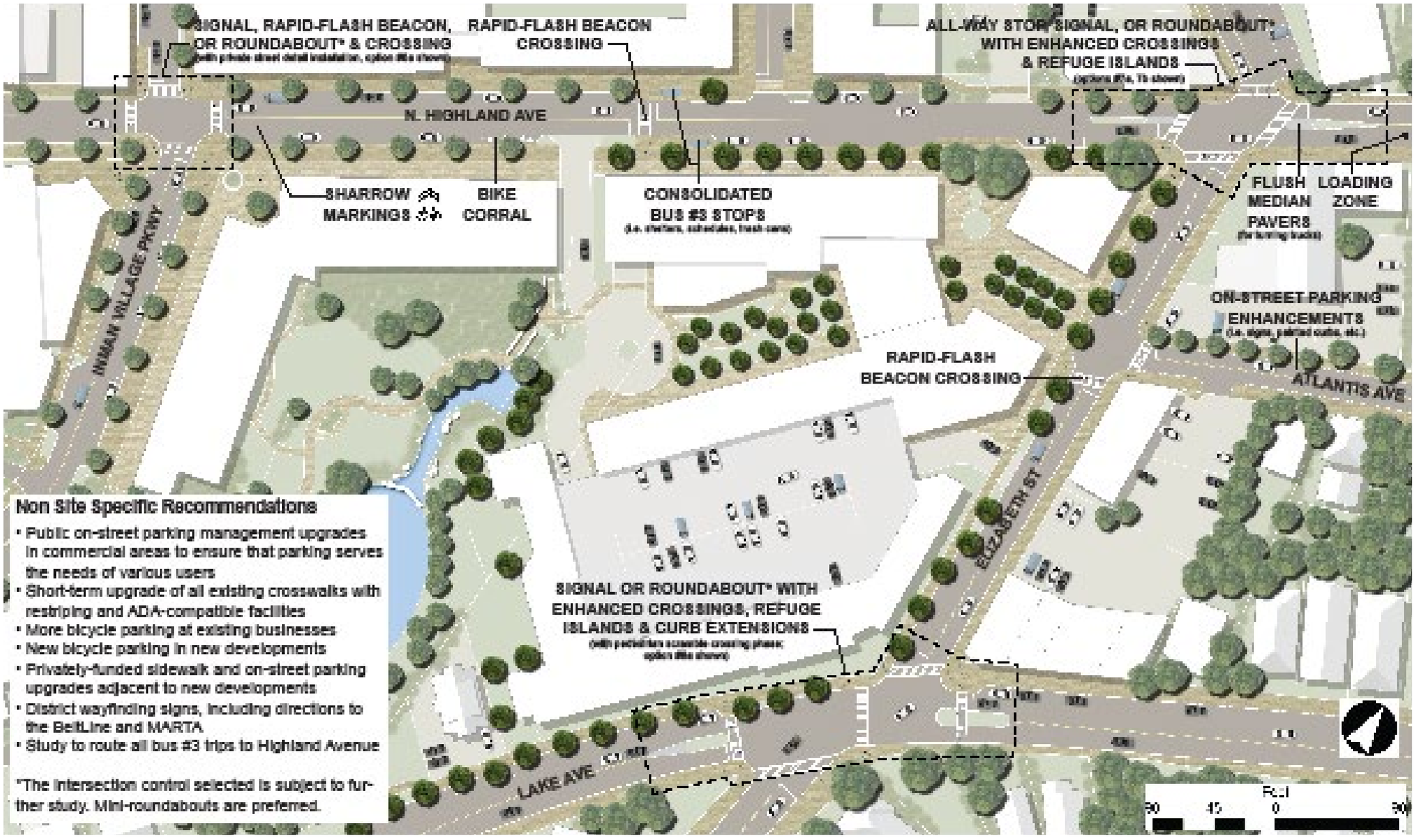
A flush median is recommended where trucks might otherwise run over a raised refuge

North Highland Avenue @ Inman Village Parkway: Existing

North Highland Avenue @ Inman Village Parkway: Existing

North Highland Avenue @ Inman Village Parkway: Proposed showing signal option (#5a)

North Highland Avenue @ Inman Village Parkway: Proposed showing signal option (#5a)



This concept plan shows recommended projects on North Highland Avenue, Elizabeth Street, and Lake Avenue

Elizabeth Street/Atlantis Avenue

With the completion of 280 Elizabeth Street, Elizabeth Street will become a focal point for walking in Inman Park and a critical link to the core of the neighborhood and the BeltLine from other areas. To this end, recommendations along Elizabeth Street and nearby Atlantis Avenue focus on making walking more pleasant and safe.

Elizabeth Street @ Atlantis Avenue rapid flash beacon mid-block crossing (2d)

A proposed rapid flash beacon will provide access between future residents of 280 Elizabeth Street, an existing neighborhood grocer, and Freedom Park.

Elizabeth Street extension (21)

Extend Elizabeth Street across the BeltLine to the Highland Park townhouses, per the BeltLine Subarea 5 Master Plan.

Elizabeth Street shared space (11f)

Elizabeth Street north of North Highland Avenue today effectively functions as a shared space due to its narrow width, slow speeds, and road surface. To better connect the core commercial area to the BeltLine, this shared space (see page 18) could be more formalized with modest changes including flush curbs and more tree plantings.

Elizabeth Street extension (21)

Extend Elizabeth Street across the BeltLine and under Freedom Parkway to Willoughby Way, per the BeltLine Subarea 5 Master Plan. During the project design, explore the feasibility of designing Elizabeth Street north of North Highland Avenue and the proposed extension as shared spaces.

Atlantis Avenue parking control upgrades (26)

Repaint curbs along the north side of the street yellow to indicate that parking is prohibited and ensure that signage is updated.

Savi Urban Market parking lot signage (32)

Install signage in the parking lot notifying patrons that Atlantis Avenue is a dead end street.

Freedom Park access improvements (16)

Currently Atlantis Avenue dead-ends at Freedom Park with a dirt path. This project would work with area residents to develop an improved pedestrian access point to the park.

Lake Avenue @ Elizabeth Street crosswalks (1k)

An immediate need exists to restripe all crosswalks at this intersection, and install a new crosswalk at the western leg.

Lake Avenue @ Elizabeth Street intersection improvements (8)

The intersection of Lake Avenue and Elizabeth Street is currently one of the most confusing in the study area due to its extreme angles, width, and lack of clearly marked pedestrian crossings. To remedy this, the intersection is included in the recommended traffic study (36) to assess ideal traffic control devices, including a close look at the feasibility of better signal timing and a mini-round-about. Following said study, the intersection should be upgraded with one of the following:

- Improved crosswalks, refuge islands, bulbouts, and an all-way pedestrian phase traffic signal, as warranted (8a), or
- Improved crosswalks, refuge islands, and a mini-roundabout, as warranted (8a)

Please see the following page for renderings of how one option might look.

Irwin Street/Lake Avenue

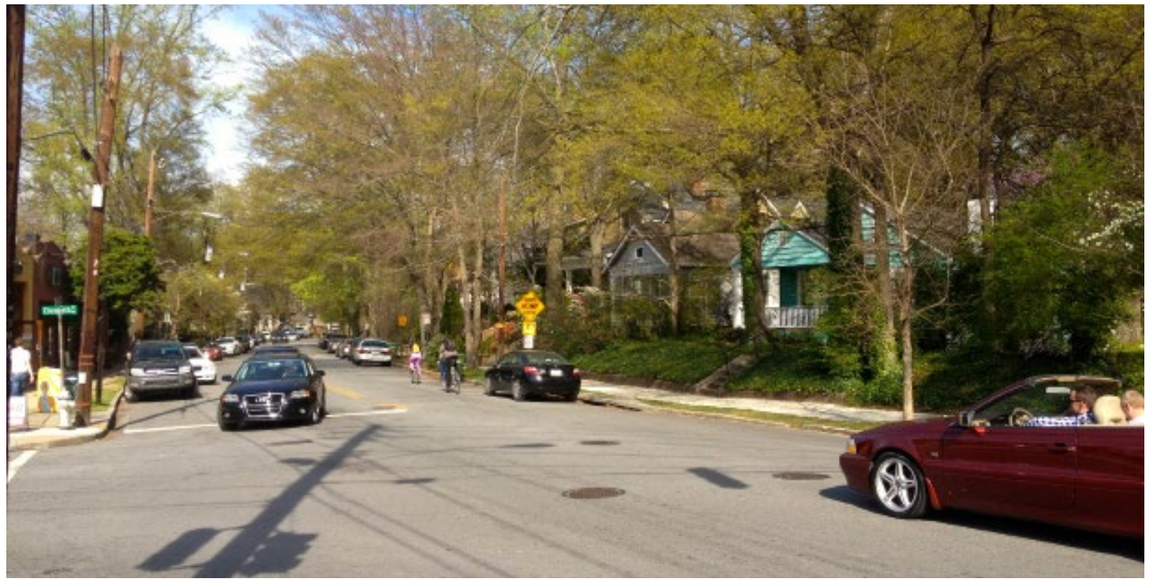
The Irwin Street/Lake Avenue corridor is currently, and will continue to be, more residential in character than Highland/North Highland Avenue. Given this, proposed recommendations for the corridor focus on calming traffic and creating shared spaces that are compatible with this character.

Crosswalk accessibility upgrades

There is an immediate need for restriping the crosswalks and installing ADA-compliant curb ramps at several locations along the corridor, including

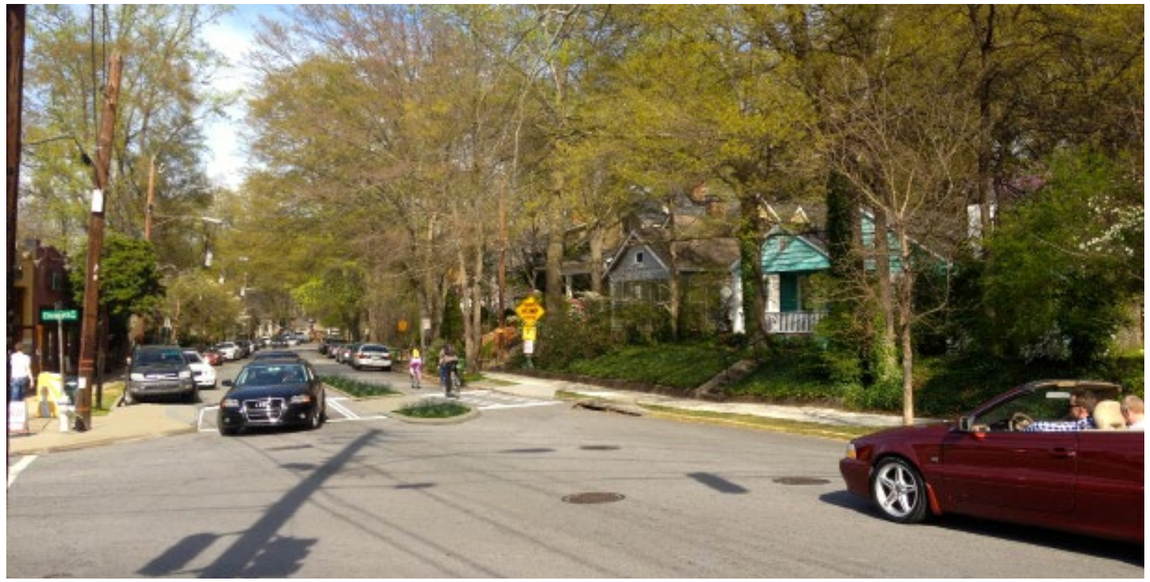
- Irwin Street @ Sampson Street (1c)
- Lake Avenue @ Krog Street (1d)
- Lake Avenue @ Waddell Street (1e)
- Lake Avenue @ Ashland Avenue (1f)
- Lake Avenue @ Brickworks Circle/West Ashland Avenue (1g)

Elizabeth Street @ Lake Avenue: Existing



Elizabeth Street @ Lake Avenue: Existing

Elizabeth Street @ Lake Avenue: Proposed showing signal option (#8a)



Elizabeth Street @ Lake Avenue: Proposed showing signal option (#8a)

- Lake Avenue @ Montag Circle (1h)
- Lake Avenue @ Hale Street/Inman Park Village Parkway (1i)

Sampson Street to Waddell Street shared space (11a)

At the community workshop, the portion of Irwin Street/Lake Avenue from Sampson Street to 754 Lake Avenue was identified as a key challenge to traffic operations, walkability, and bicycle safety. With the recent opening of the BeltLine, increasing bicycle traffic, and the future opening of the Krog Street Market, the need for comprehensive improvements at this area will only grow.

In order to develop recommendations for this area consistent with the guiding principles of this plan, a variety of options were explored including roadway widening, roundabouts, dedicated bicycle lanes, turn lanes, and the like. However, due to limited right-of-way, the closeness of intersections (including the BeltLine) and existing City initiatives, none of these options were deemed appropriate. In fact, all would have a detrimental impact on the character of the surrounding neighborhood and, in the case of roadway widening to accommodate peak hour needs, could actually increase speeding at other times of the day and negatively impact pedestrians and bicyclists.

To best address the needs of this area and the guiding principles of this plan, a recommendation was developed to convert the segment of Irwin Street and Lake Avenue from Sampson Street to Waddell Street into Atlanta's first "shared space." While details can be found on the following page, generally speaking, this involves redesigning the roadway to reduce the sharp distinction between right-of-way allocations. This will slow speeding traffic at off-peak hours, reduce delay for all users, and support the physical and symbolic linkage of the Old Fourth Ward, Inman Park, and the Atlanta BeltLine. More importantly, it will do this in a way that creates a true public space that people want to be, rather than just passing through.

Shared space intersection upgrades

Concurrent with the proposed Irwin Street/Lake Avenue shared space from Waddell Street to Sampson Street, shared spaces are recommended at the following intersections to calm traffic:

- Lake Avenue @ Ashland Avenue (11b)
- Lake Avenue @ Brickworks Circle/West Ashland Avenue (11c)
- Lake Avenue @ Montag Avenue (11d)
- Lake Avenue @ Hale Street/Inman Park Village Parkway (11e)

Practically speaking, this will involve raising each intersection to calm traffic and improve the crossing experience for pedestrians, with no reduction in on-street parking. At Lake Avenue and Ashland Avenue (11b) this it may also include installation of a mini-roundabout given its unique conditions.

Irwin Street/Lake Avenue @ Krog Street: Existing

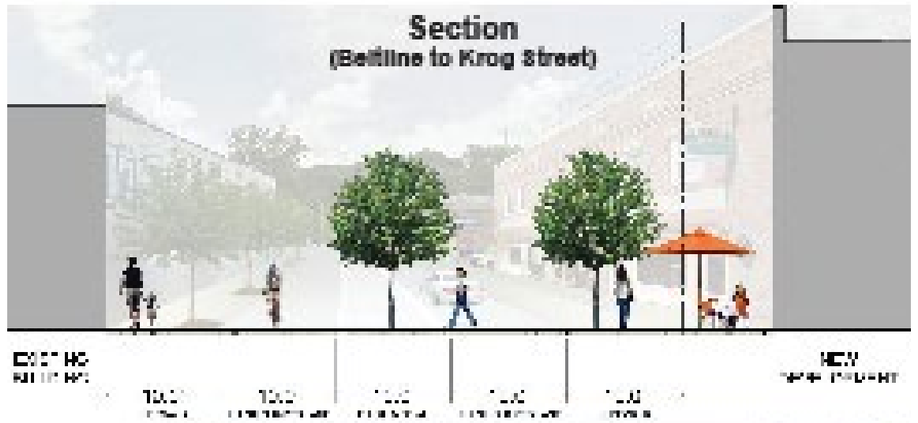
Irwin Street/Lake Avenue @ Krog Street: Proposed

About Shared Space

The goal of shared space is to improve the safety and vitality of streets, particularly ones with high levels of pedestrian and bicycle traffic by encouraging negotiation of shared areas between different street users. Shared space minimizes demarcations between vehicles, bicyclists, and pedestrians - thereby reducing the dominance of motor vehicles and enabling all users to share the space.

About this Concept

After consideration of how to safely serve pedestrians, bicyclists, and drivers on the section of Irwin Street/Lake Avenue between Auburn Avenue and 754 Lake Avenue in a way that protects neighborhood quality-of-life, supports BeltLine investments, and benefits adjacent land uses, the concept below was developed. Not only would the concept create a truly balanced transportation system, but it would also symbolically tie Inman Park and the Old Fourth Ward to the BeltLine and one another. Specific details of the project's design could also reference neighborhood history and context.



This concept plan shows details of the recommended Irwin Street/Lake Avenue shared space from Sampson Street to Waddell Street

Lake Avenue Sidewalk improvements (12)

This project upgrades broken and missing brick sidewalks along the south side of Lake Avenue from Elizabeth Street to Waddell Street with new, 6-foot wide concrete sidewalks.

Lake Avenue Radar Speed Sign Discussion (23)

Some homeowners on Lake Avenue would like radar speed signs installed to notify drivers of their speeds. Before this can happen, a discussion must occur between affected homeowners, IPNA, and the City to determine the appropriateness and funding options for such signs.

Krog Street

With the opening of the Krog Street Market, it will be more important than ever that Krog Street serves bicyclists and pedestrians well. The following recommendations will ensure this.

Krog Street mid-block crossing (3)

To ensure safe crossings of Krog Street, an in-street crosswalk sign is recommended to provide nominal level of driver notification of crossing pedestrians.

Krog Street pedestrian facilities (10)

As redevelopment occurs between Edgewood Avenue and Irwin Street, developers must upgrade pedestrian facilities, including sidewalks, street trees, and lighting.

Krog Street sharrow markings (18)

Install sharrow markings from the Krog Street tunnel to the BeltLine to make drivers aware of this important bicycle route.

Edgewood Avenue

Currently the City of Atlanta is planning a comprehensive redesign of Edgewood Avenue to improve bicycle facilities, calm traffic, and benefit vehicular operations along the corridor. The proposed recommendations below supplement this effort with additional facilities that are important to the Inman Park neighborhood.

Edgewood Avenue @ Euclid Avenue intersection study (9)

While the City currently has plans to restripe a portion of this intersection, the neighborhood is inter-

These two photos show built shared spaces in England

ested in further efforts to improve vehicular operations, pedestrian crossings, and traffic calming at this intersection. Options to be explored should include the feasibility of a traffic circle or mini-round-about, as well as other measures.

Edgewood Avenue bike lanes (19)

Planned City of Atlanta upgrades included restriped and slightly reconfigured bike lanes.

Edgewood Avenue stop signs

Install all-way stop signs, as warranted, at:

- Edgewood Avenue @ Waddell Street (33a)
- Edgewood Avenue @ Waverly Way (33b)

Edgewood Avenue @ Krog Street crosswalk accessibility upgrades (1k)

There is an immediate need for restriping the crosswalks and installing ADA-compliant curb ramps at this location.

BeltLine Access Points

When the BeltLine trail was built, official access points were limited to access from City rights-of-way. Opportunities exists, however, to work with adjacent property owners to create additional paved access points for pedestrians and bicyclists. These include:

- The private street behind Parish, in the Highland Steel development (15a)
- Montag Circle, west of the Highland Avenue bridge in Inman Park Village, where a stone path exists (15b)
- East Avenue (15c)
- Krog Street (near Rathbun's Steakhouse) (15d)
- StudioPlex on Auburn (15e)
- Krog Street Market (15f)

Concept plan showing the City of Atlanta's planned upgrades at Edgewood Avenue @ Euclid Avenue

Traffic Calming

Finally, despite their narrow natures, some streets in Inman Park are subject to a significant amount of speeding cut-through traffic and could benefit from traffic calming. These streets include:

- Ashland Avenue (34)
- Waddell Street (35)

Specific improvements will require coordination with the City of Atlanta Department of Public Works and adjacent homeowners.

Part 3: Implementation

3.1 Project Funding

This transportation strategy contains a variety of projects of varying time frames, scales, and complexities. Fortunately, transportation projects may be funded through a variety of sources.

Following the finalization of this report and its adoption by City Council, the City of Atlanta should work with Atlanta Regional Commission (ARC) and GDOT to ensure that projects eligible for federal transportation funds are included in future Regional Transportation Plans (RTPs). Revisions to such plans are made every five years.

Typically, federal funds require a local 20 percent match. Key sources for these funds and other project funds could include:

- **BeltLine Tax Allocation District (TAD)**: The BeltLine TAD generates bond funds to pay for transportation improvements near the Atlanta BeltLine. The TAD includes much of the area within one-quarter mile of the Atlanta BeltLine. Some of the projects in this plan have been refinements of those in the Atlanta BeltLine Subarea 5 Master Plan to ensure funding eligibility.
- **Development Impact Fees**: Fees generated in this service area to fund transportation improvements could be used to leverage federal funds.
- **Neighborhood Funds**: Neighborhood funds could provide a match for neighborhood-supported transportation projects identified in this plan.
- **Private Donations**: Local matches could also be obtained by soliciting area property owners, businesses, and residents. Although highly unusual, as an example this method was used in Downtown to fund public improvements in the Fairlie-Poplar district.

  Private funds may also be used to fund specific "special interest" projects. For example, the PATH Foundation funds multi-use paths, while companies such as The Home Depot and Fiskars Garden Tools have supported community garden efforts. Without a detailed analysis that is beyond the scope of this plan, ideal private funding for each project cannot be determined. However, the City and the neighborhoods should explore all options.

Additionally, a window of opportunity may exist to fund projects through a **Quality of Life Bond** or similar initiative that the City of Atlanta is purported to be considering in light of the 2012 failure of the Transportation Investment Act. Inman Park and Old Fourth Ward should work with the City of Atlanta to ensure that this funding option is considered for plan projects if and when it proceeds.

Finally, several of the projects identified in the Action Matrix can and should be paid for as part of private redevelopment efforts. These include sidewalks and streetscape improvements immediately adjacent to new developments, certain mid-block crossings, and more. While some area residents believe that the developers of these new projects should be required to pay for all community-needed improvements, this is not only inappropriate, but it is also illegal. As such, the burden of implementing most of the projects of this plan will fall on the City of Atlanta or the goodwill of specific developers, particularly those who have actively participated in this planning effort.

3.2 Action Matrix

The Action Matrix on the following pages is a list of projects, time lines, and responsible parties, and is intended to serve as a blueprint for achieving the community's vision for improving transportation in the study area.

As with any macro-level planning process, it is impossible to perfectly assign costs to future projects given their conceptual nature. However, it is possible to estimate costs based on standard assumptions (These will vary or escalate over time and are only relevant in today's economic climate). All costs are in 2013 dollars.

The time frame for projects is divided into:

- Short-Term (1 to 3 years): Estimated $860,000 to $1.2 million total cost
- Mid-Term (4 to 8 years): Estimated $2.7 million to $4.2 million total cost
- Long-Term (9 or more years): Estimated $39,000 total cost

Action Matrix

ID	Description	Construction Costs	Construction Time Frame	Responsible Party	Funding Source
1	**Crosswalk accessibility upgrades** (accessible ramps, crosswalks, and signs)	**$66,600**	**Short-Term**	**COA**	**Local**
1a	*Highland Avenue @ Sampson Street*	*$7,399*	*Short-Term*	*COA*	*Local*
1b	*North Highland Avenue @ Elizabeth Street*	*$7,400*	*Short-Term*	*COA*	*Local*
1c	*Irwin Street @ Sampson Street*	*$7,400*	*Short-Term*	*COA*	*Local*
1d	*Lake Avenue @ Krog Street*	*$7,400*	*Short-Term*	*COA*	*Local*
1e	*Lake Avenue @ Waddell Street*	*$7,400*	*Short-Term*	*COA*	*Local*
1f	*Lake Avenue @ Ashland Avenue*	*$7,400*	*Short-Term*	*COA*	*Local*
1g	*Lake Avenue @ Brickworks Circle/West Ashland Avenue*	*$7,400*	*Short-Term*	*COA*	*Local*
1h	*Lake Avenue @ Montag Circle*	*$7,400*	*Short-Term*	*COA*	*Local*
1i	*Lake Avenue @ Hale Street/Inman Village Parkway*	*$7,400*	*Short-Term*	*COA*	*Local*
1j	*Edgewood Avenue @Krog Street*	*7,400*	*Short-Term*	*COA*	*Local*
1k	*Lake Avenue @ Elizabeth Street*	*15,000*	*Short-Term*	*COA*	*Local*
1l	*Various locations (6 unspecified locations)*	*45,600*	*Short-Term*	*COA*	*Local*
2	**Rapid Flash Beacon Mid-Block Crossings**	**$68,000**	**Short-Term**	**COA**	**Local**
2a	*Highland Avenue @ Corley Street (includes bulbout)*	*$28,000*	*Short-Term*	*COA*	*Local*
2b	*Highland Avenue @ Highland Walk*	*$20,000*	*Short-Term*	*COA*	*Local*
2c	*Highland Avenue @ Alaska Avenue*	*$20,000*	*Short-Term*	*COA*	*Local*
2d	*Elizabeth Street @ Atlantis Avenue*	*$20,000*	*Short-Term*	*COA*	*Local*
3	**Krog Street mid-block crossing** (crosswalk and yield to pedestrian signs by Krog Street Market)	**$6,000**	**Short-Term**	**Private**	**Local**

Action Matrix (continued)

ID	Description	Construction Costs	Construction Time Frame	Responsible Party	Funding Source
4	**Highland Avenue @ Sampson Street intersection improvements**				
4a	*Crosswalks, bulbouts, improved path access, 4-way stop*	*$20,000*	*Mid-Term*	*COA*	*Local*
4b	*Crosswalks, bulbouts, improved path access, traffic signal (as warranted)*	*$170,000*	*Mid-Term*	*COA*	*Local*
5	**North Highland Avenue @ Inman Village Parkway intersection improvements**				
5a	*Crosswalk and private street redesign with traffic signal (as warranted)*	*$176,000*	*Short-Term*	*COA*	*Local*
5b	*Crosswalk and private street redesign with rapid flash beacon*	*$131,000*	*Short-Term*	*COA*	*Local*
5c	*Crosswalk and private street redesign with a mini-roundabout (as warranted)*	*$35,000 - $60,000*	*Short-Term*	*COA*	*Local*
6	**North Highland Avenue @ 280 Elizabeth Street driveway improvements** (rapid flash beacon and bulbouts)	**$38,000**	**Short-Term**	**COA, Private**	**COA, Private**
7	**North Highland Avenue @ Elizabeth Street intersection improvements**				
7a	*Pedestrian refuges with existing stop signs*	*$10,500*	*Short-Term*	*COA*	*Local*
7b	*Pedestrian refuges with a traffic signal (as warranted)*	*$160,500*	*Short-Term*	*COA*	*Local*
7c	*Pedestrian refuges with a mini-roundabout (as warranted)*	*$35,000 - $60,000*	*Short-Term*	*COA*	*Local*
8	**Lake Avenue @ Elizabeth Street intersection improvements**				
8a	*Crosswalks, refuge islands, bulbouts, and an all-way pedestrian phase traffic signal (as warranted)*	*$40,000 - $60,000*	*Mid-Term*	*COA*	*Local*
8b	*Crosswalks, refuge islands, and a mini-roundabout (as warranted)*	*$90,000 - $130,000*	*Mid-Term*	*COA*	*Local*
9	**Edgewood Avenue @ Euclid Avenue intersection study**	**TBD**	**TBD**	**TBD**	**TBD**
10	**Krog Street pedestrian facilities** *(from Edgewood Avenue to Irwin Street with redevelopment)*	**TBD**	**Short-Term**	**Private**	**Private**
11	**Shared spaces improvements** *(flush roadway and sidewalk, special pavers, landscaping, signs)*				
11a	*Sampson Street to Waddell Street*	*$2.5 - $4.0 million*	*Mid-Term*	*COA*	*Local*
11b	*Lake Avenue @ Ashland Avenue (including possible mini-roundabout)*	*$25,000 - $75,000*	*Mid-Term*	*COA*	*Local*

Action Matrix (continued)

ID	Description	Construction Costs	Construction Time Frame	Responsible Party	Funding Source
11c	*Lake Avenue @ Brickworks Circle/West Ashland Avenue*	*$25,000*	*Mid-Term*	*COA*	*Local*
11d	*Lake Avenue @ Montag Circle*	*$25,000*	*Mid-Term*	*COA*	*Local*
11e	*Lake Avenue @ Hale Street/Inman Village Parkway*	*$25,000*	*Mid-Term*	*COA*	*Local*
11f	*Elizabeth Street (north of North Highland)*	*$0.5 - $1.5 million*	*Mid-Term*	*COA*	*Local*
12	**Lake Street sidewalks** *(6 ft wide, south side from Elizabeth Street to Waddell Street)*	**$51,750**	**Short-Term**	**COA**	**Local**
13	**Pedestrian facility upgrades with redevelopment**	**n/a**	**On-Going**	**Private**	**Private**
14	**Wayfinding signs**	**n/a**	**Short-Term**	**Private, COA**	**Private,Local**
15	**BeltLine access points** *(ADA-accessible ramps and walkways, or stairs, as applicable)*	**$19,000**	**Short-Term**	**Private, COA**	**Private, Local**
15a	*Private street behind Parish, in the Highland Steel development*	*$1,500*	*Short-Term*	*Private*	*Private*
15b	*Montage Circle, west of Highland Avenue bridge in Inman Park Village development*	*$2,500*	*Short-Term*	*Private*	*Private*
15c	*East Avenue*	*$5,000*	*Short-Term*	*Private*	*Private*
15d	*Krog Street (near Rathbun's Steakhouse*	*$5,000*	*Short-Term*	*Private*	*Private*
15e	*StudioPlex on Auburn*	*$5,000*	*Short-Term*	*Private*	*Private*
15f	*Krog Street Market*	*$7,500*	*Short-Term*	*Private*	*Private*
16	**Freedom Park access improvements** *(Atlantis Avenue)*	**$1,000-$10,000**	**Short-Term**	**COA, Freedom Park Conservancy**	**Local, Private**
17	**North Highland Avenue bike lanes and sharrow markings** *(from Freedom Park to Glen Iris Drive)*	**$80,000**	**Short-Term**	**COA**	**Local**
18	**Krog Street sharrow markings (Edgewood Avenue to BeltLine, including small segment of Irwin Street)**	**62,500**	**Short-Term**	**COA/ABI**	**Local**
19	**Edgewood Avenue bike lanes**	**$98,991**	**Short-Term**	**COA/ABI**	**Local**
20	**Commercial area bicycle parking**	**TBD**	**Short-Term**	**COA, Private, ABC**	**Private**
21	**Elizabeth Street extension** (across BeltLine to Highland Walk)	**Please see BeltLine Subarea 5 Master Plan**			

Action Matrix (continued)

ID	Description	Construction Costs	Construction Time Frame	Responsible Party	Funding Source
22	**Elizabeth Street extension** (north along BeltLine to Willoughby Way)	**Please see BeltLine Subarea 5 Master Plan**			
23	**Lake Avenue radar speed sign discussion** (to determine need and discuss funding options)	**n/a**	**Short-Term**	**COA, IPNA**	**Local**
24	**Highland Avenue bridge restriping and on-street Parking** (from Glen Iris Drive to Sampson Street)	**$6,000**	**Short-Term**	**COA**	**Local**
25	**Highland Avenue bridge on-street parking** (over BeltLine)	**$3,000 - $10,000**	**Short-Term**	**COA**	**Local**
26	**Atlantis Avenue parking control upgrades** (yellow curb in no parking areas, signage)	**$5,000**	**Short-Term**	**COA**	**Local**
27	**Private parking controls and enforcement** (in Inman Park Village and Highland Steel)	**n/a**	**On-Going**	**Private/HOA**	**Private**
28	**Commercial area on-street parking management** (specific tools TBD)	**TBD**	**Short-Term**	**COA, Private**	**Local**
29	**Nighttime residential parking program**	**$10,000 + Staff Time**	**Short-Term**	**COA**	**Local**
30	**Study redirecting all #3 bus trips to North Highland Avenue**	**Staff Time**	**Short-Term**	**MARTA**	**MARTA**
31	**Consolidated and enhanced bus stop on North Highland Avenue** (between Inman Village Parkway and Elizabeth Street)	**$30,000**	**Short-Term**	**MARTA**	**MARTA**
32	**Savi Urban Market parking lot signage (notifying patrons that Atlantis Avenue is a dead-end street)**	**$500**	**Short-Term**	**Private**	**Private**
33	**Stop signs (as warranted)**	**$4,000**	**Short-Term**	**COA**	**Local**
33a	*Edgewood Avenue @ Waddell Street*	*$2,000*	*Short-Term*	*COA*	*Local*
33b	*Edgewood Avenue @ Waverly Way*	*$2,000*	*Short-Term*	*COA*	*Local*
34	**Ashland Avenue traffic calming**	**$20,000-$30,000**	**Short-Term**	**COA**	**Local**
35	**Waddell Street traffic calming**	**$20,000-$30,000**	**Short-Term**	**COA**	**Local**
36	**Detailed intersection traffic studies** (3 intersections)	**$15,000 - $30,000**	**Short-Term**	**COA**	**Local**
37	**Highland Avenue @ Samspon Street signal study**	**$7,500**	**Short-Term**	**COA**	**Local**

COA = City of Atlanta
ABI = Atlanta BeltLine, Inc.
HOA = Homeowners association
ABC = Atlanta Bicycle Coalition