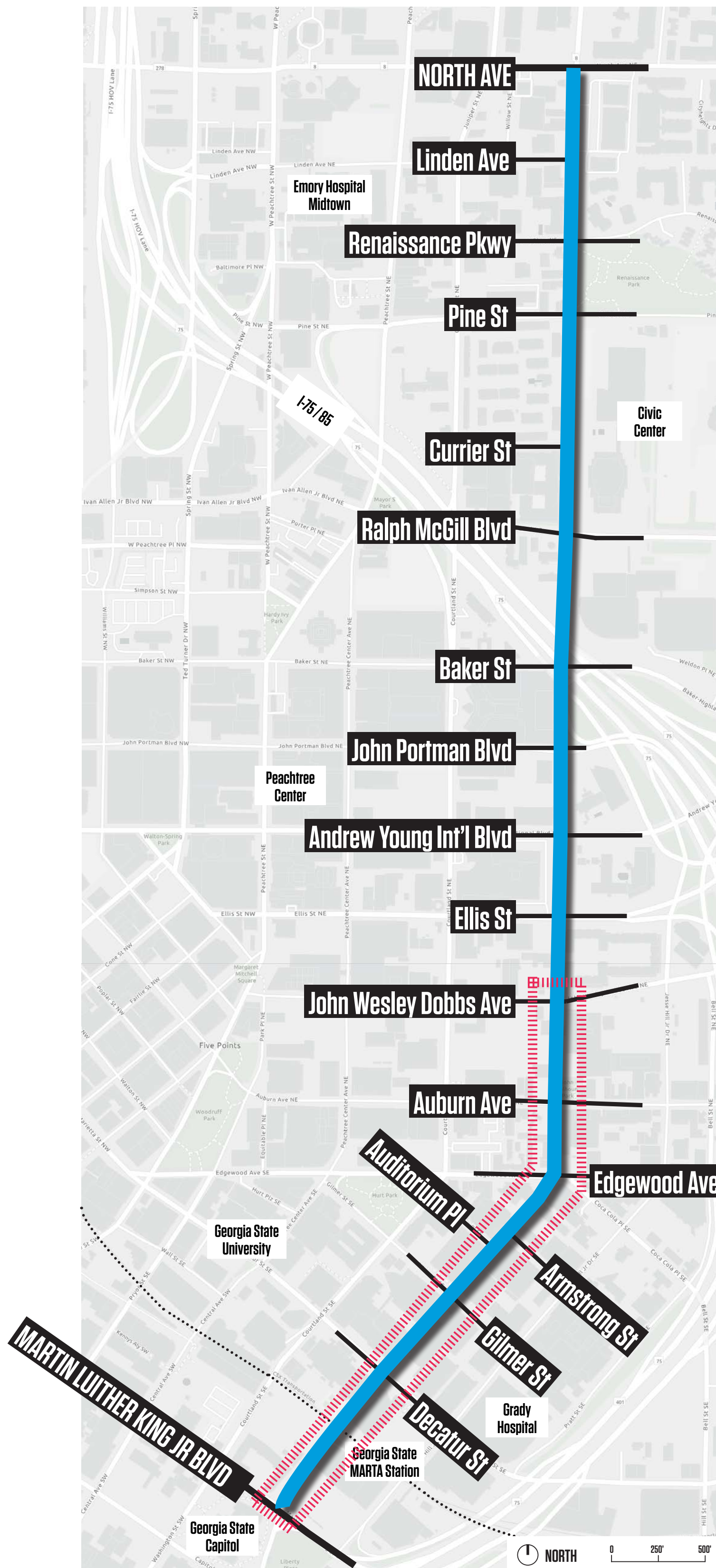
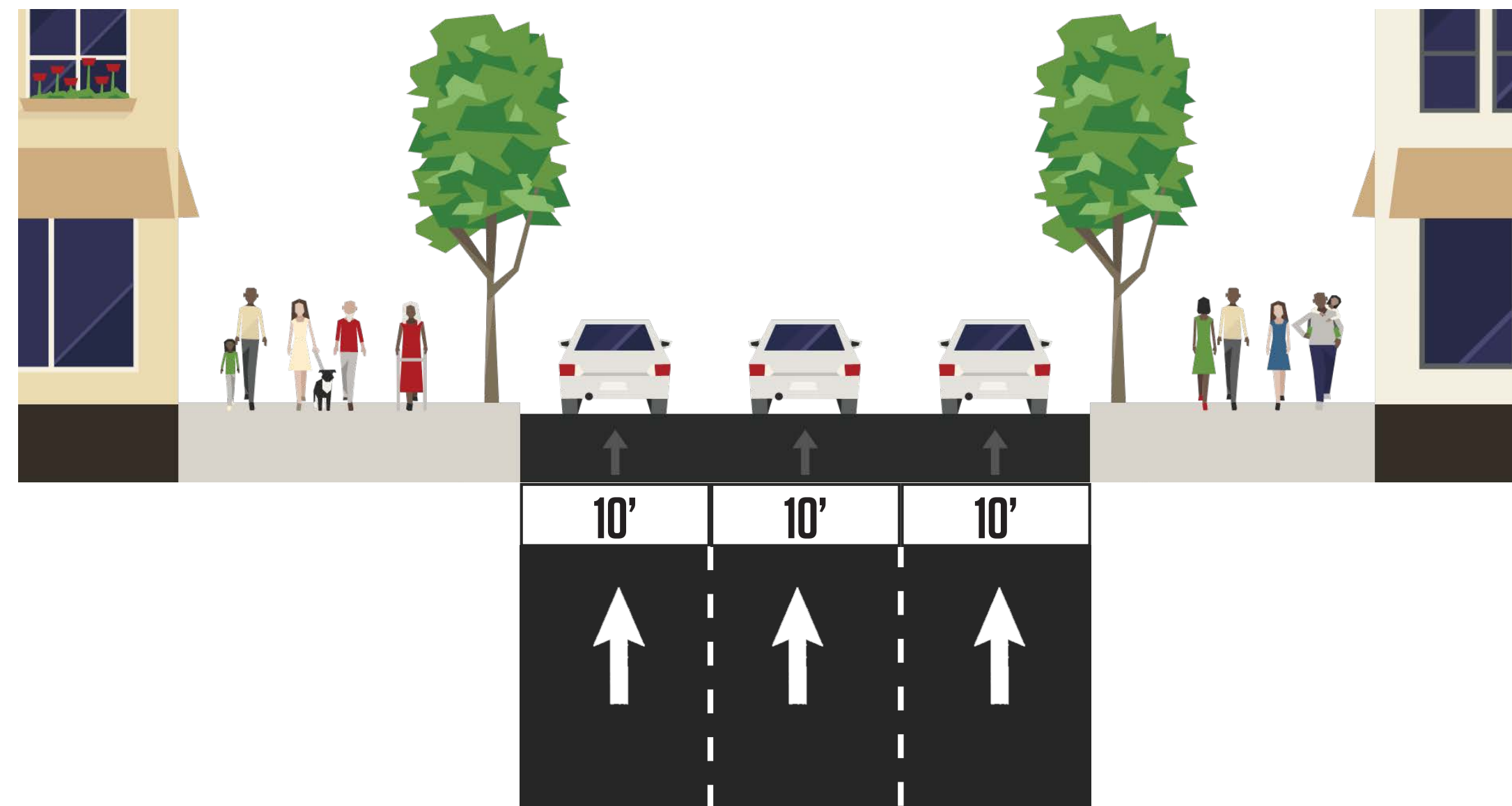


PIEDMONT AVENUE SEGMENT 1: MARTIN LUTHER KING JR BLVD to JOHN WESLEY DOBBS AVE

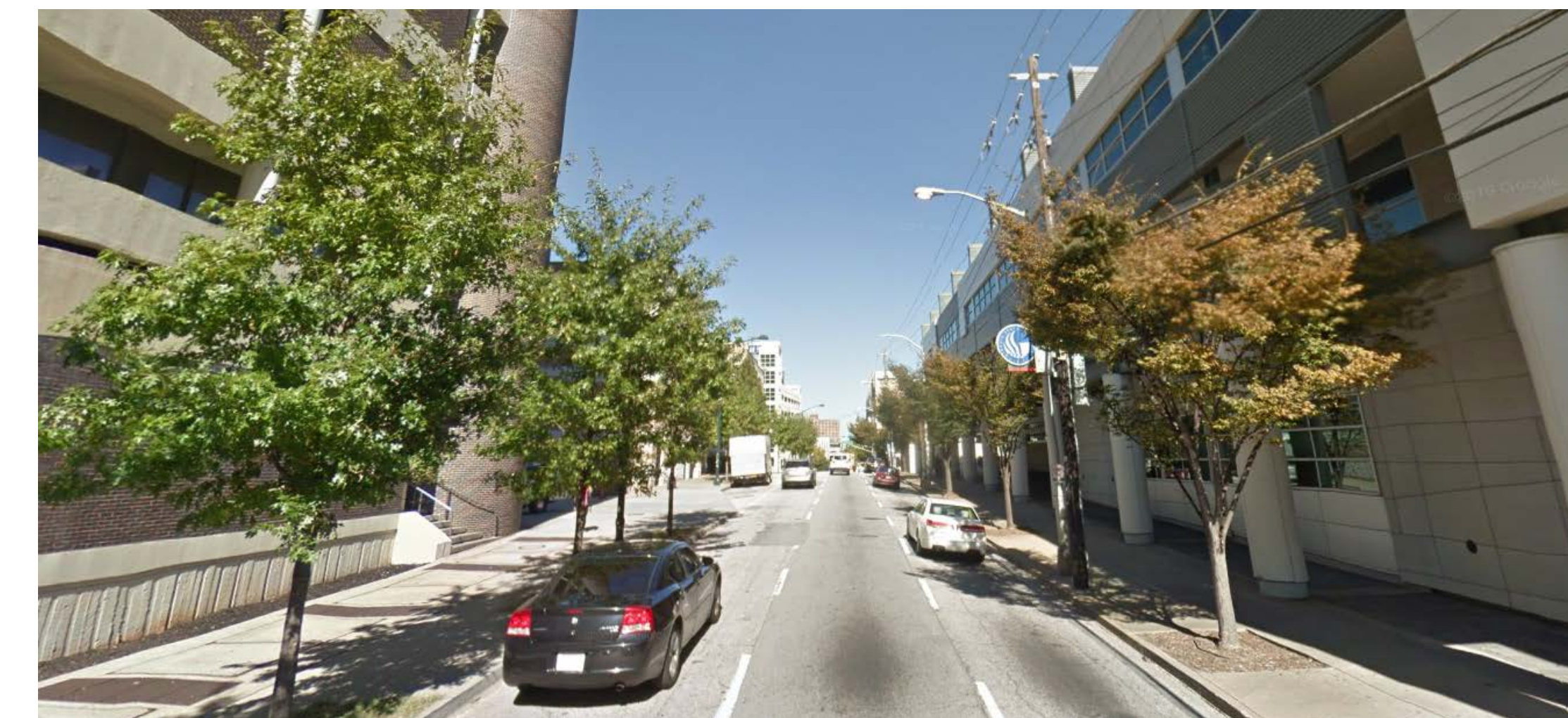
CORRIDOR MAP



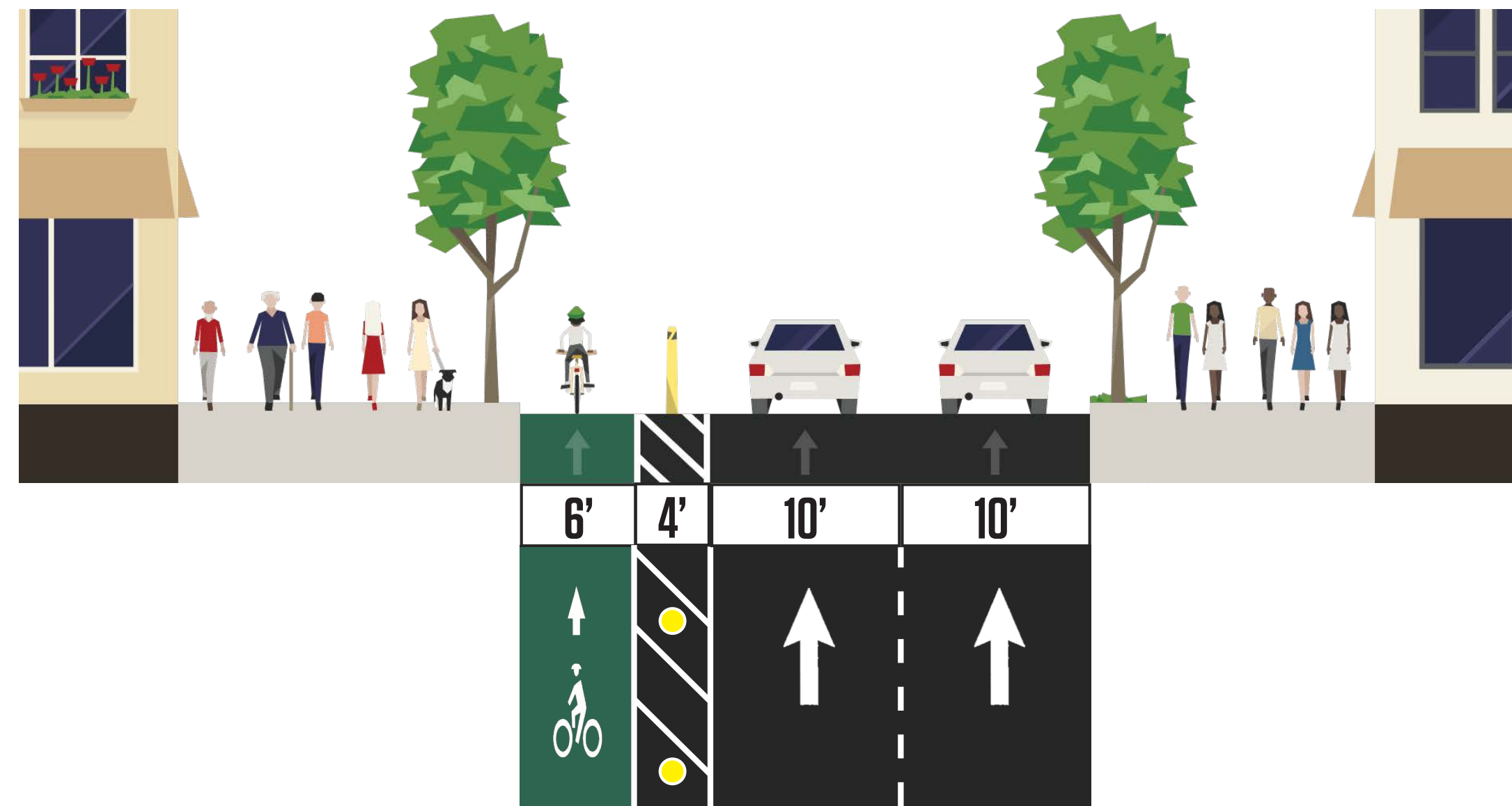
EXISTING CONDITIONS: +/- 30 ft street width



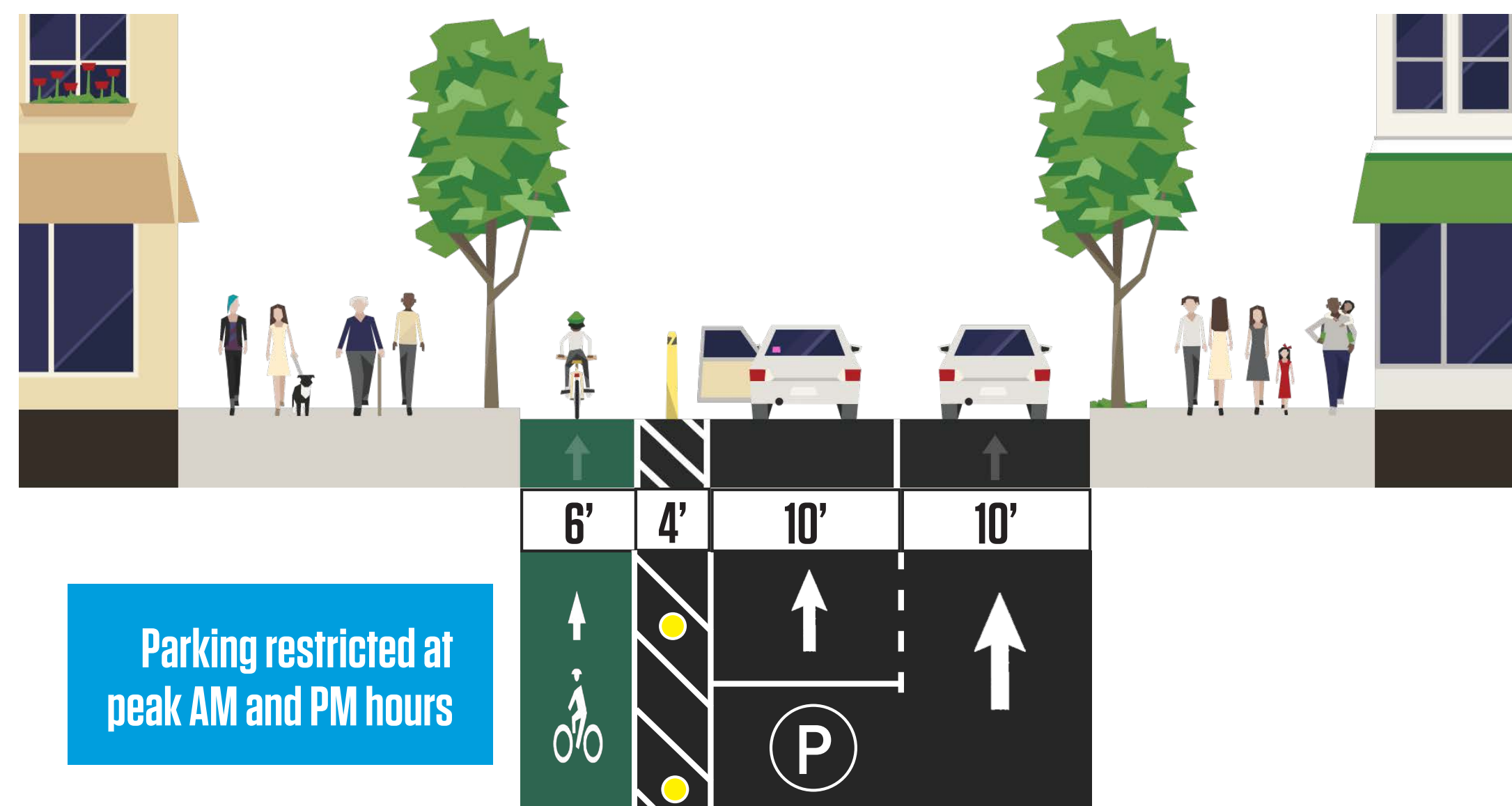
CURRENT STREET VIEW



OPTION 1: Left side bike lane, two through drive lanes



OPTION 2: Parking/loading lane at non peak hours



I prefer **OPTION 1**

With this design, how safe would you feel biking this corridor?

| 1 | 2 | 3 | 4 | 5 |
|-----------------|---------------|---------------|-------------|--------------|
| Not safe at all | Mostly unsafe | Same as today | Mostly safe | Totally safe |

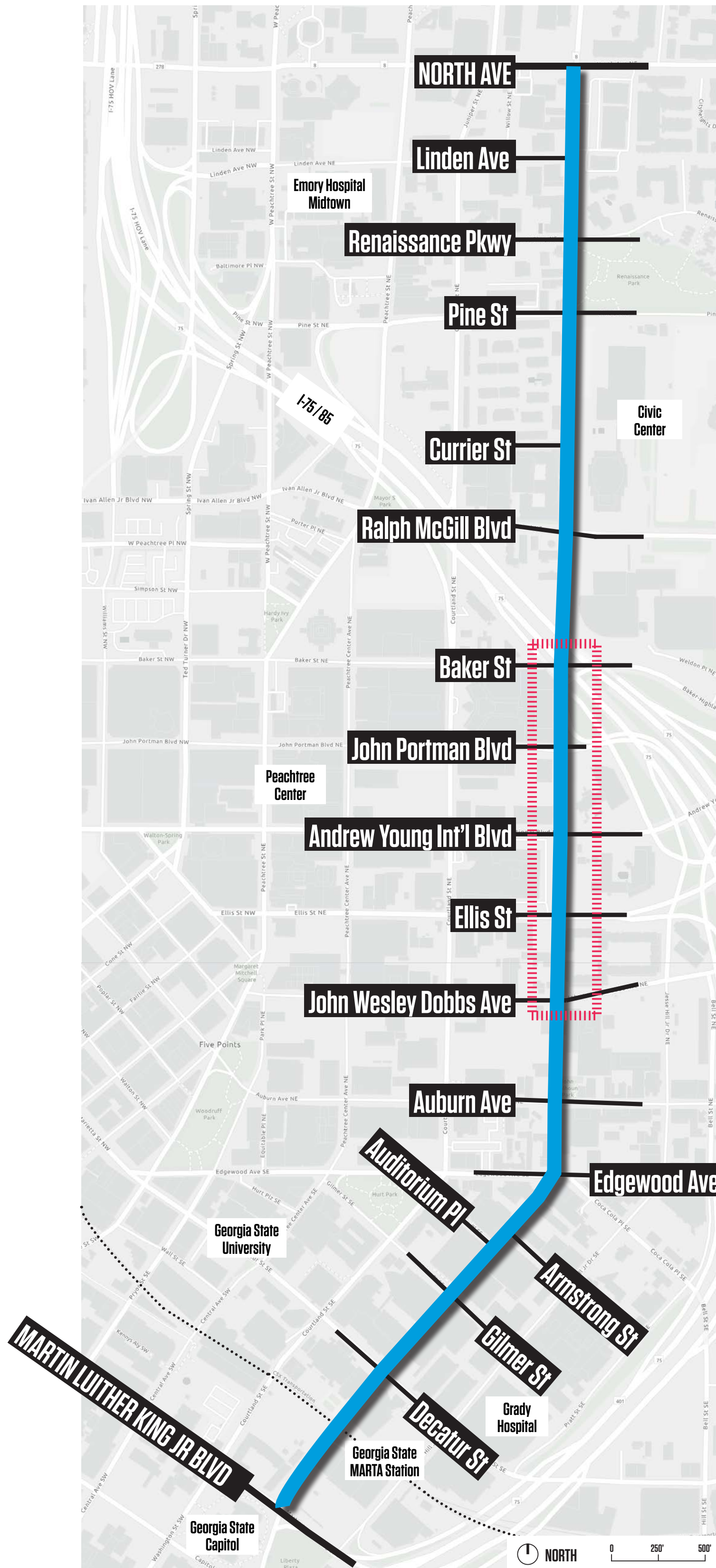
I prefer **OPTION 2**

With this design, how safe would you feel biking this corridor?

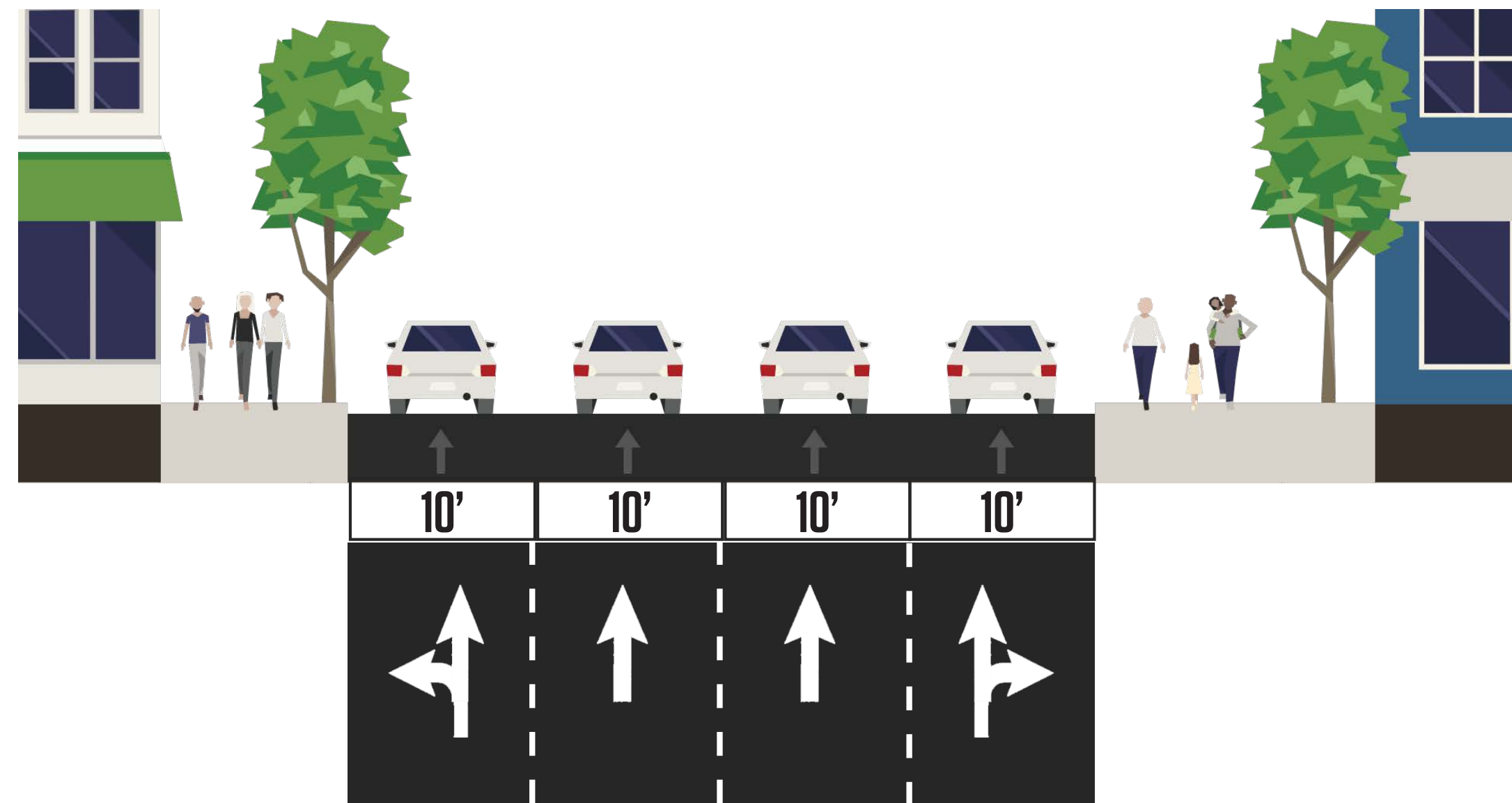
| 1 | 2 | 3 | 4 | 5 |
|-----------------|---------------|---------------|-------------|--------------|
| Not safe at all | Mostly unsafe | Same as today | Mostly safe | Totally safe |

PIEDMONT AVENUE SEGMENT 2: JOHN WESLEY DOBBS AVE to BAKER ST

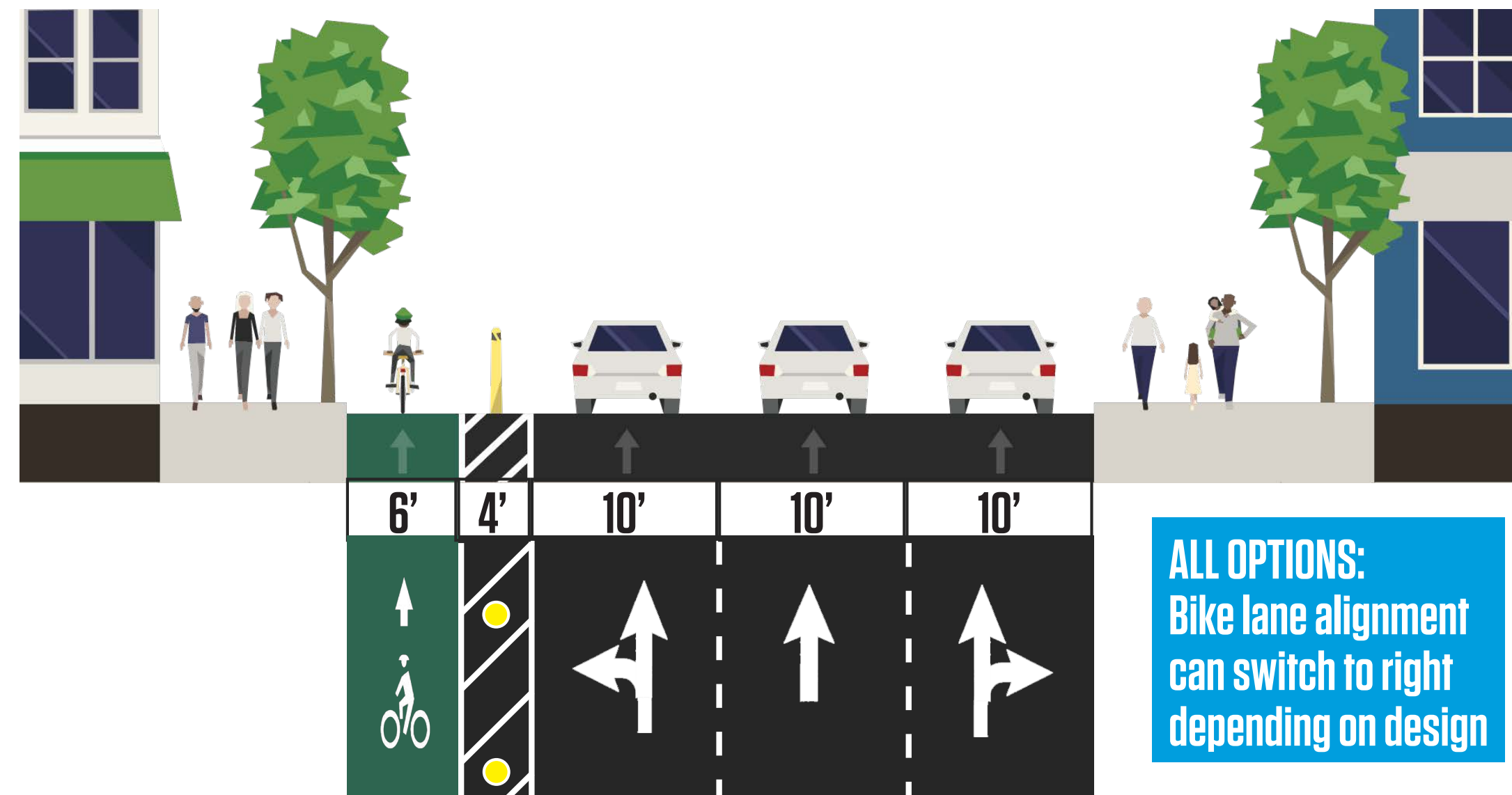
CORRIDOR MAP



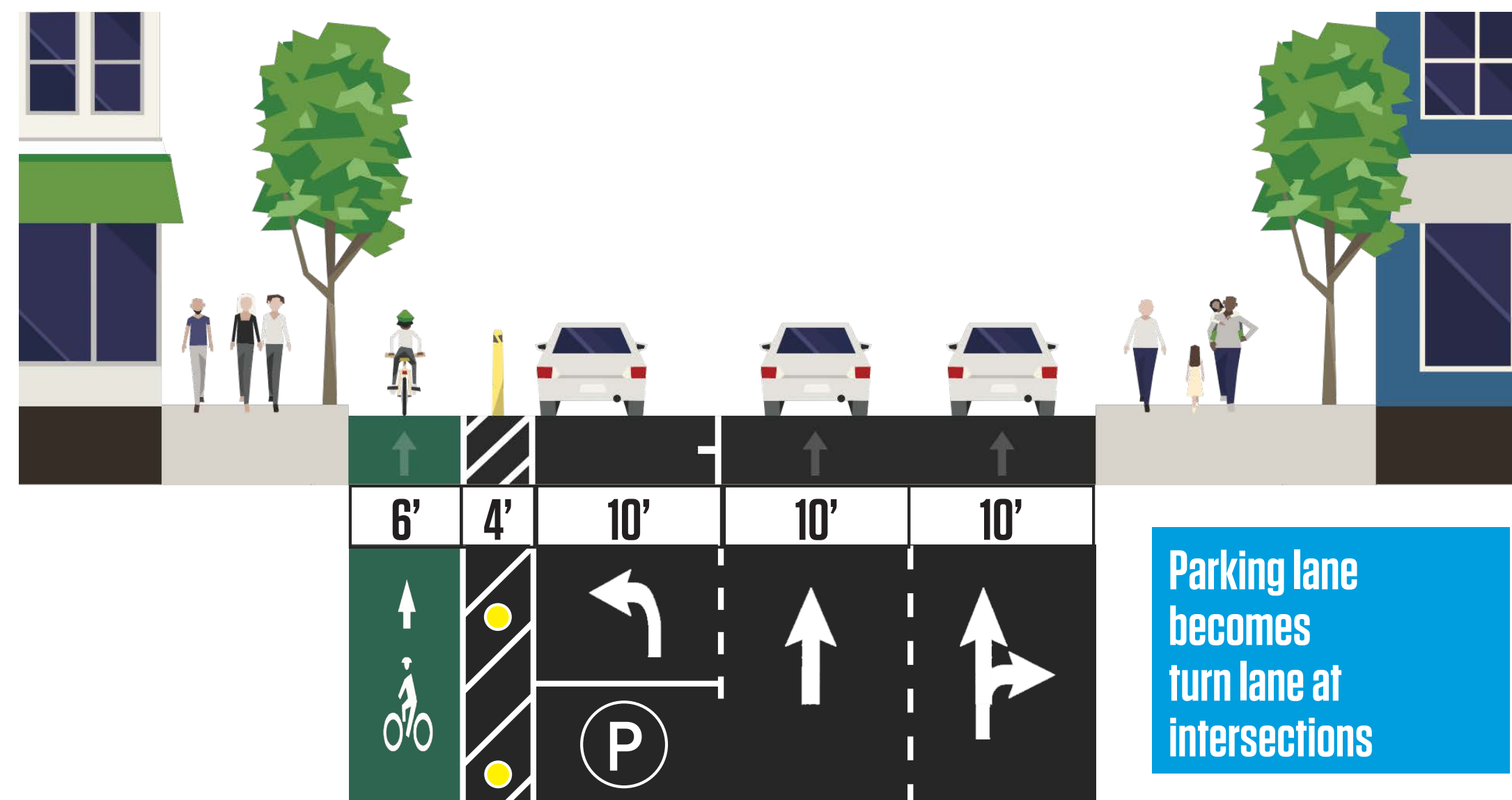
EXISTING CONDITIONS: +/- 40 ft street width



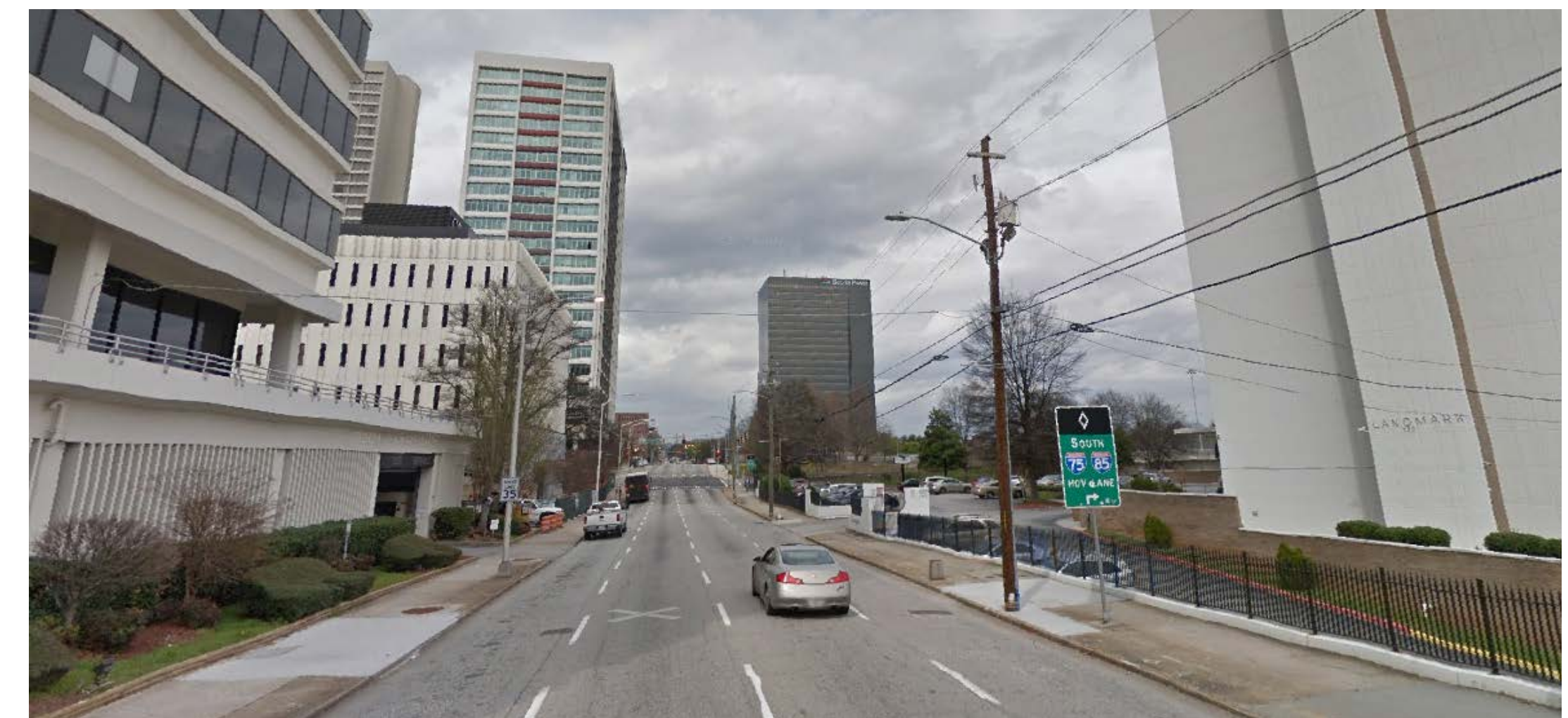
OPTION 1: Bike lane with 3 through drive lanes



OPTION 2: Parking protected bike lane



CURRENT STREET VIEW



I prefer **OPTION 1**

With this design, how safe would you feel biking this corridor?

| 1 | 2 | 3 | 4 | 5 |
|-----------------|---------------|---------------|-------------|--------------|
| Not safe at all | Mostly unsafe | Same as today | Mostly safe | Totally safe |

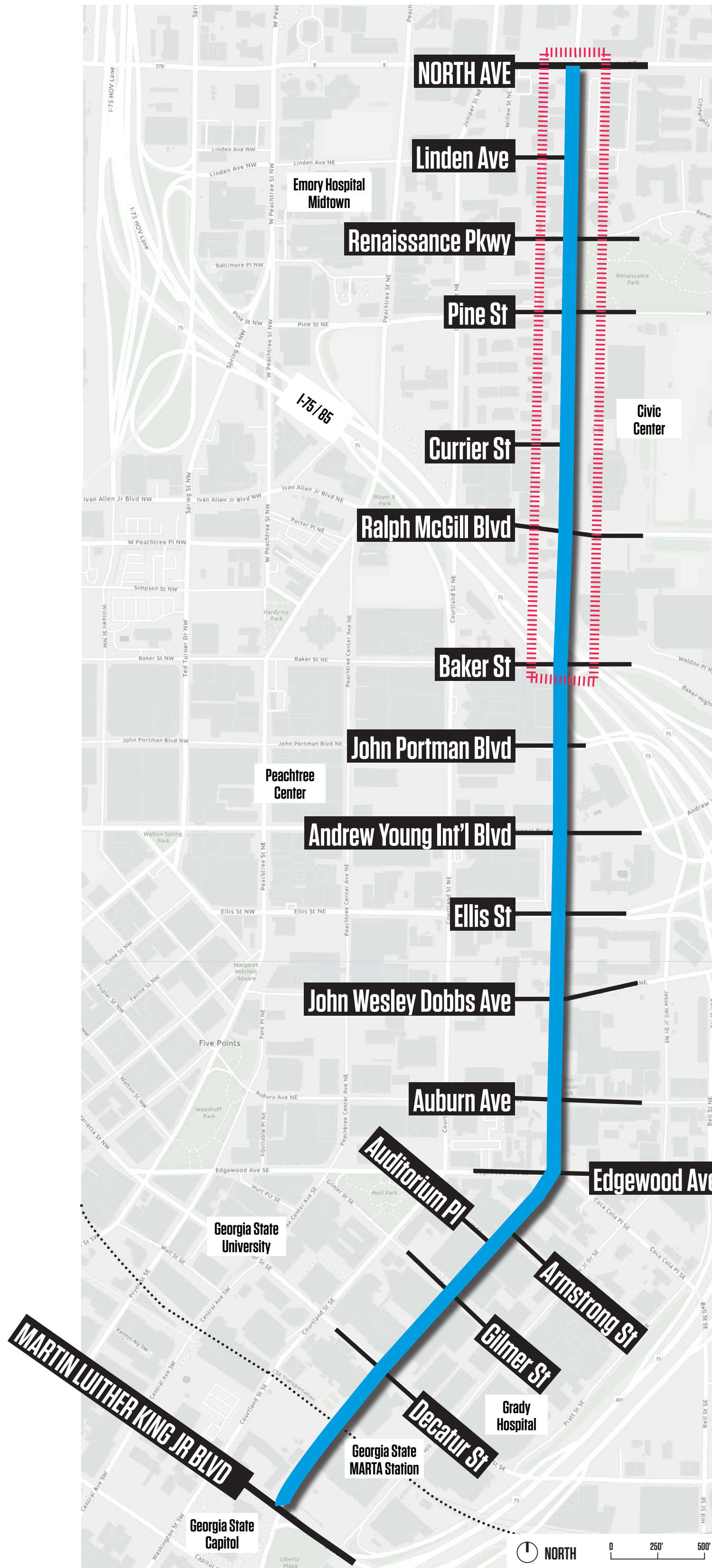
I prefer **OPTION 2**

With this design, how safe would you feel biking this corridor?

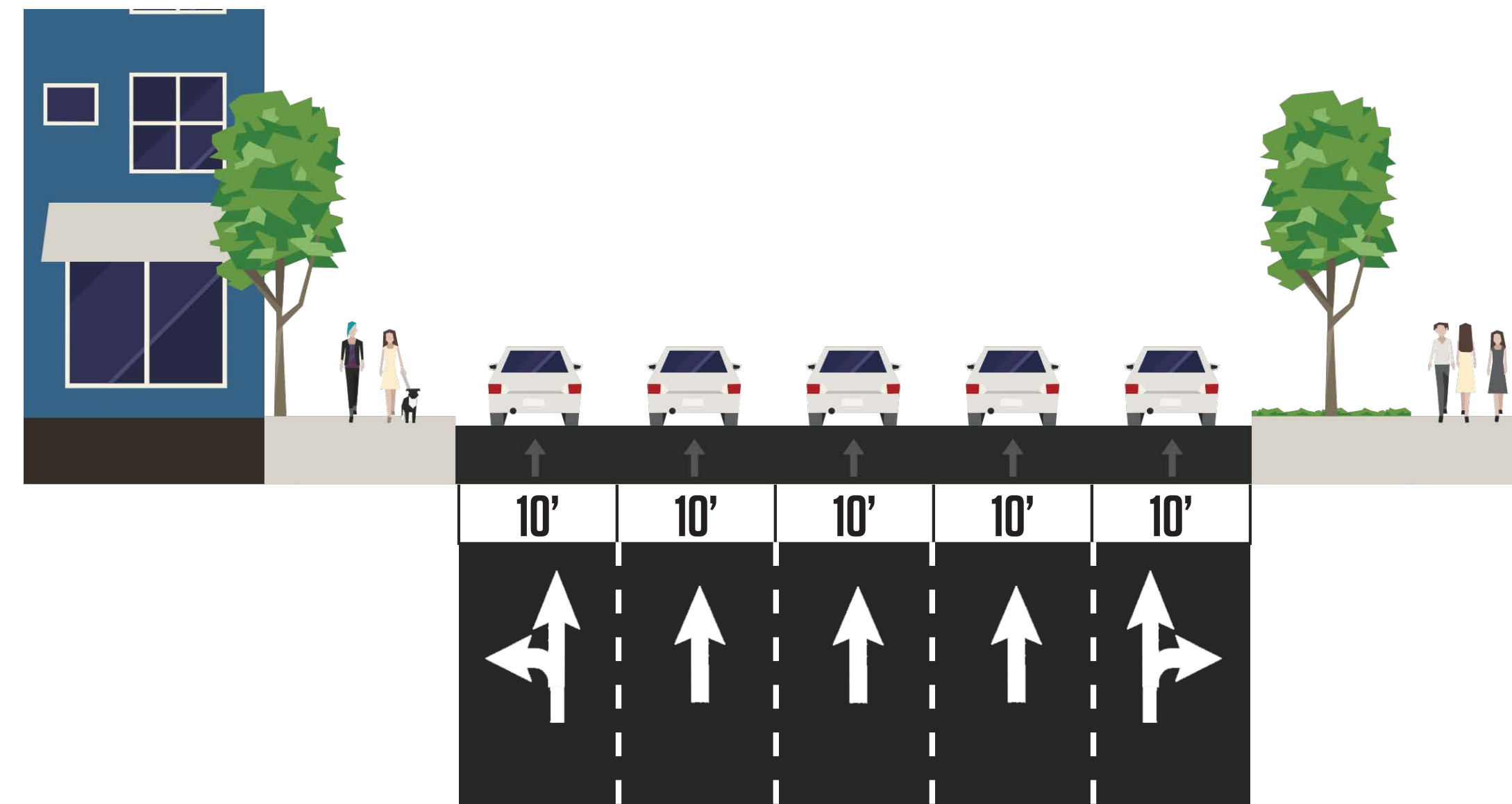
| 1 | 2 | 3 | 4 | 5 |
|-----------------|---------------|---------------|-------------|--------------|
| Not safe at all | Mostly unsafe | Same as today | Mostly safe | Totally safe |

PIEDMONT AVENUE SEGMENT 3: BAKER ST to NORTH AVE

CORRIDOR MAP



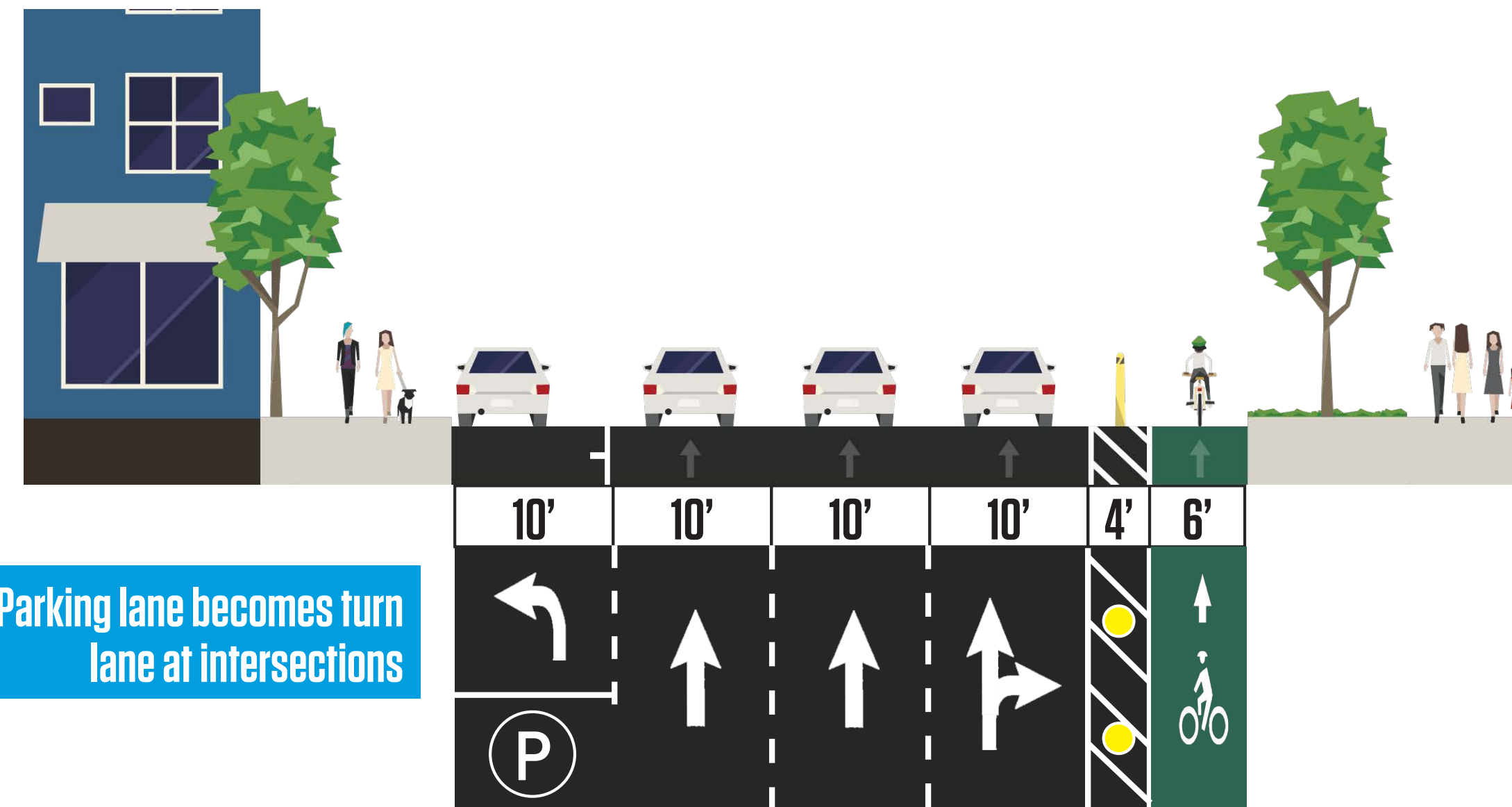
EXISTING CONDITIONS: +/- 50 ft street width



CURRENT STREET VIEW



OPTION 1: Left side parking, right side bike lane



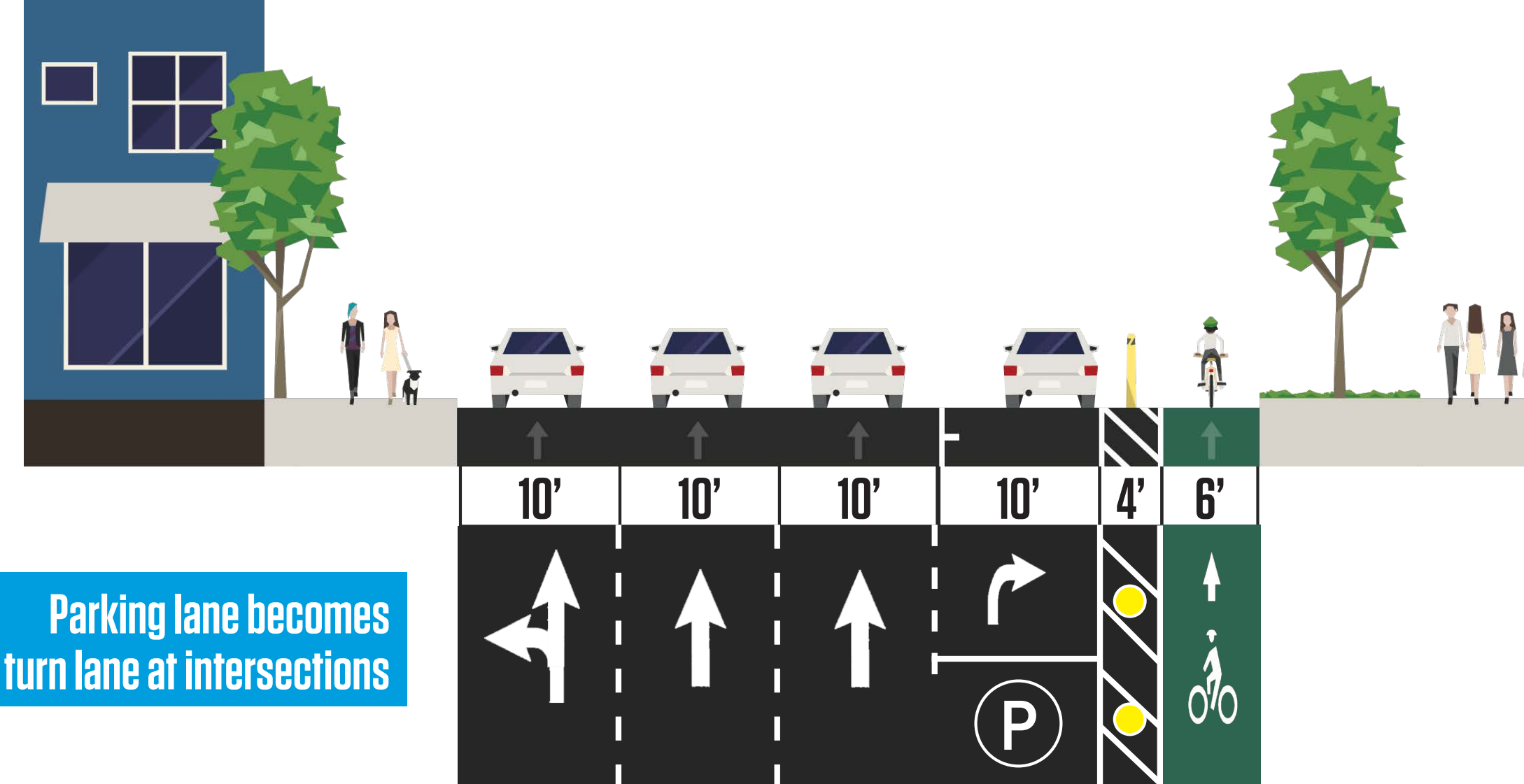
Parking lane becomes turn lane at intersections

I prefer **OPTION 1**

With this design, how safe would you feel biking this corridor?

| 1 | 2 | 3 | 4 | 5 |
|-----------------|---------------|---------------|-------------|--------------|
| Not safe at all | Mostly unsafe | Same as today | Mostly safe | Totally safe |

OPTION 2: Parking/loading lane at non peak hours



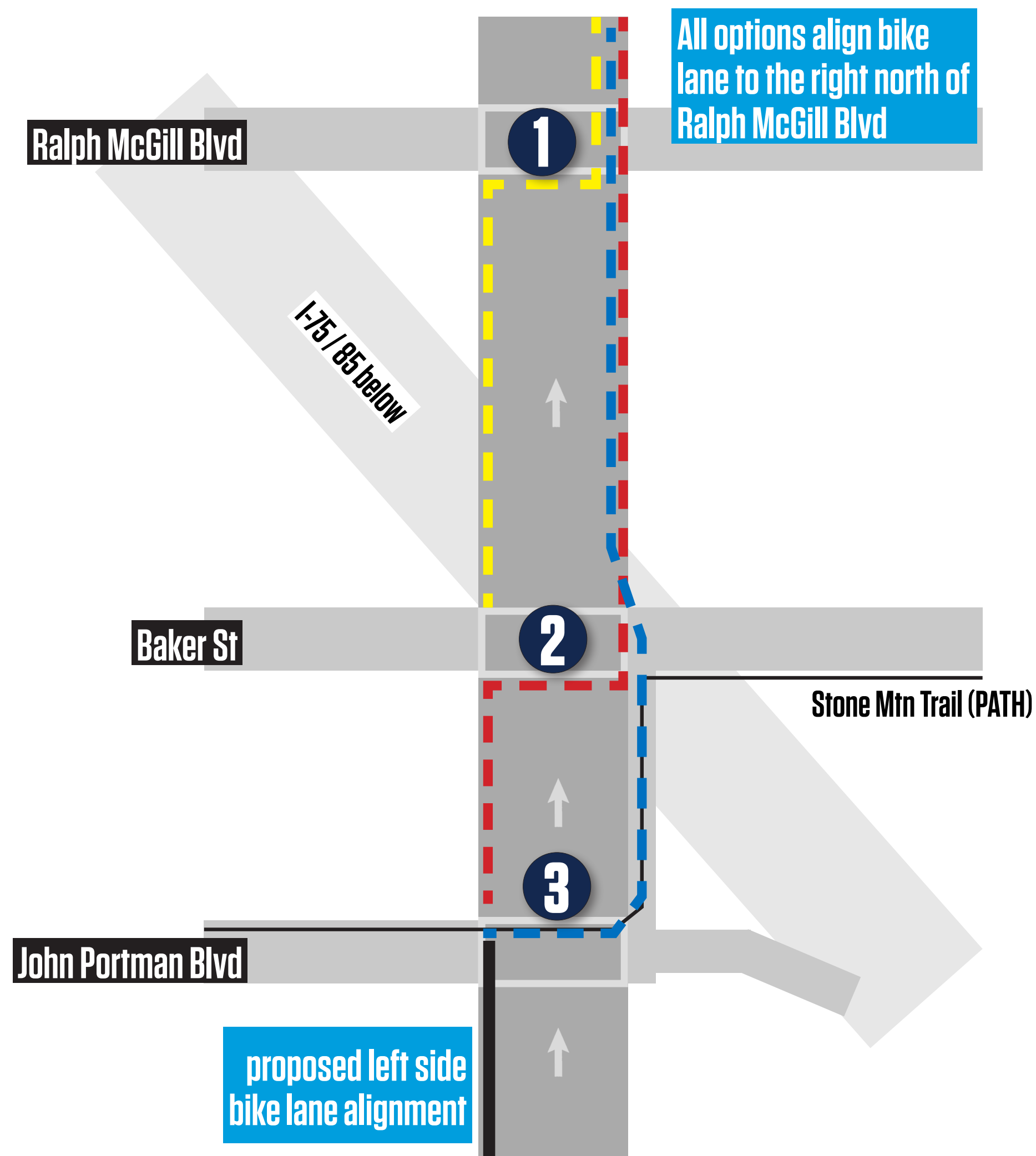
Parking lane becomes turn lane at intersections

I prefer **OPTION 2**

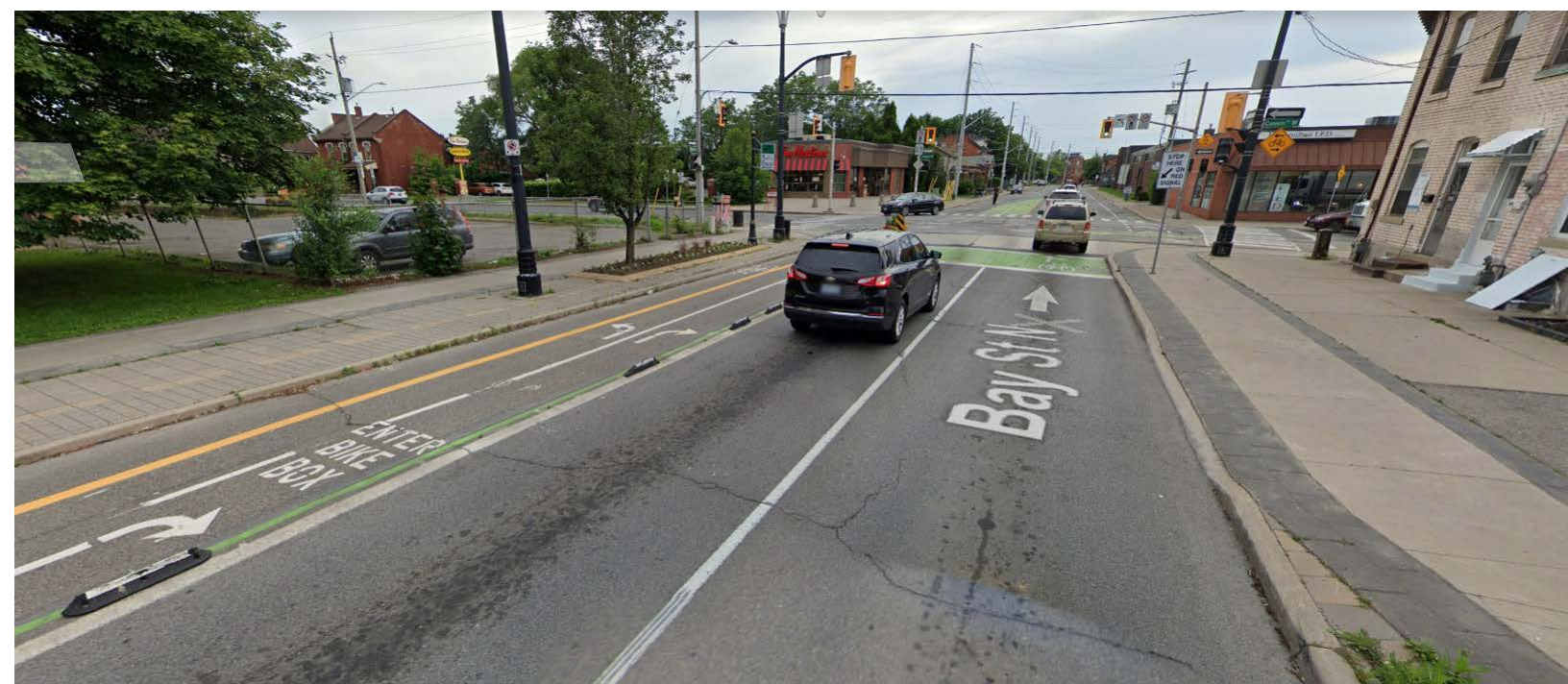
With this design, how safe would you feel biking this corridor?

| 1 | 2 | 3 | 4 | 5 |
|-----------------|---------------|---------------|-------------|--------------|
| Not safe at all | Mostly unsafe | Same as today | Mostly safe | Totally safe |

PIEDMONT AVENUE DESIGN CHOICE: Where to make the left-to-right bike lane transition?



DESIGN EXAMPLES

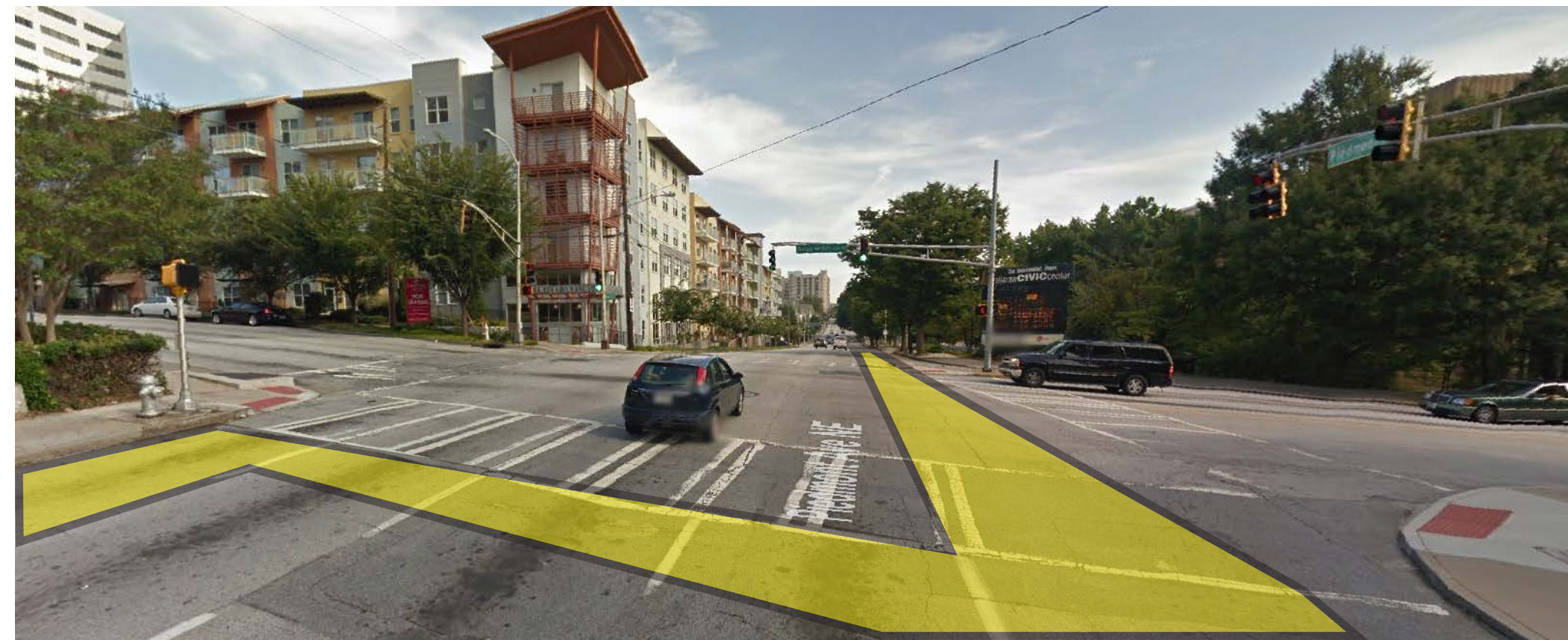


Hamilton, Ontario:
Bikers turn right at bike box



Seattle, WA:
Bikers cross intersection diagonally

OPTION 1: Ralph McGill Blvd

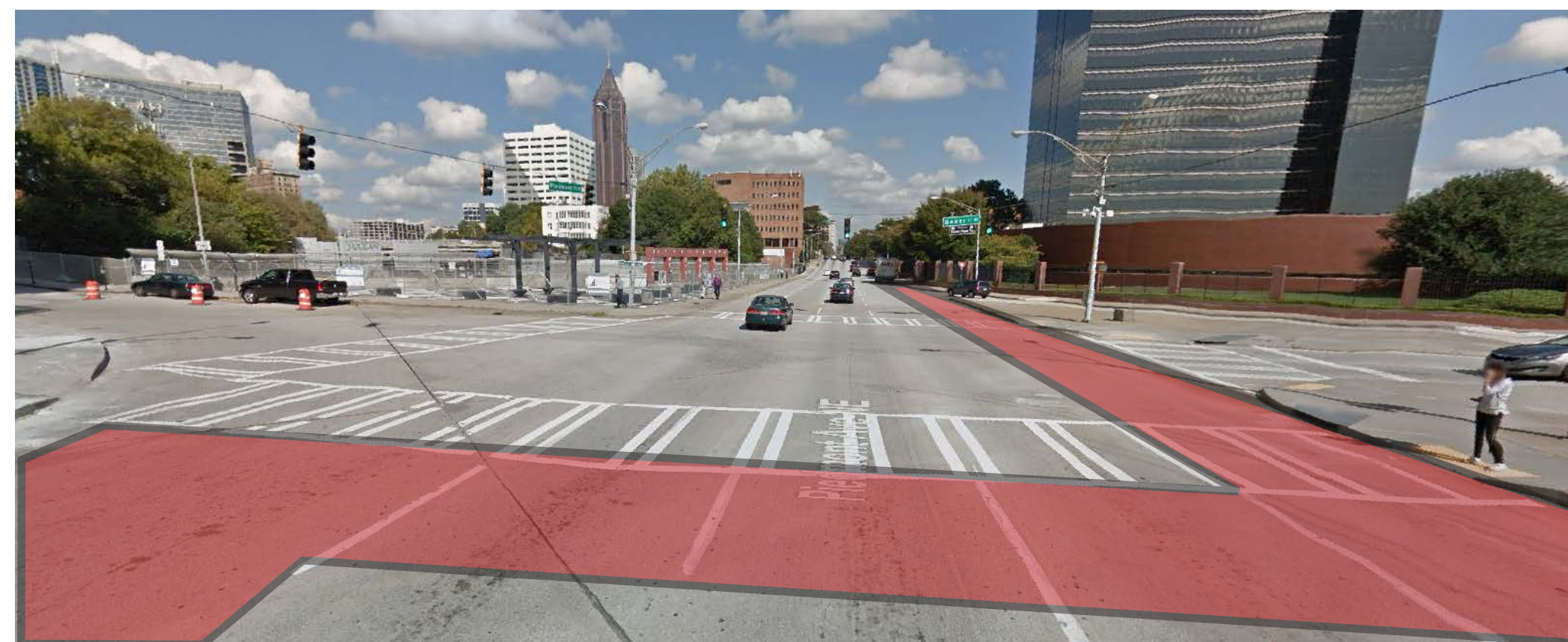


- Avoids I-75/85 ramp traffic
- Lowest driver traffic of the three intersections

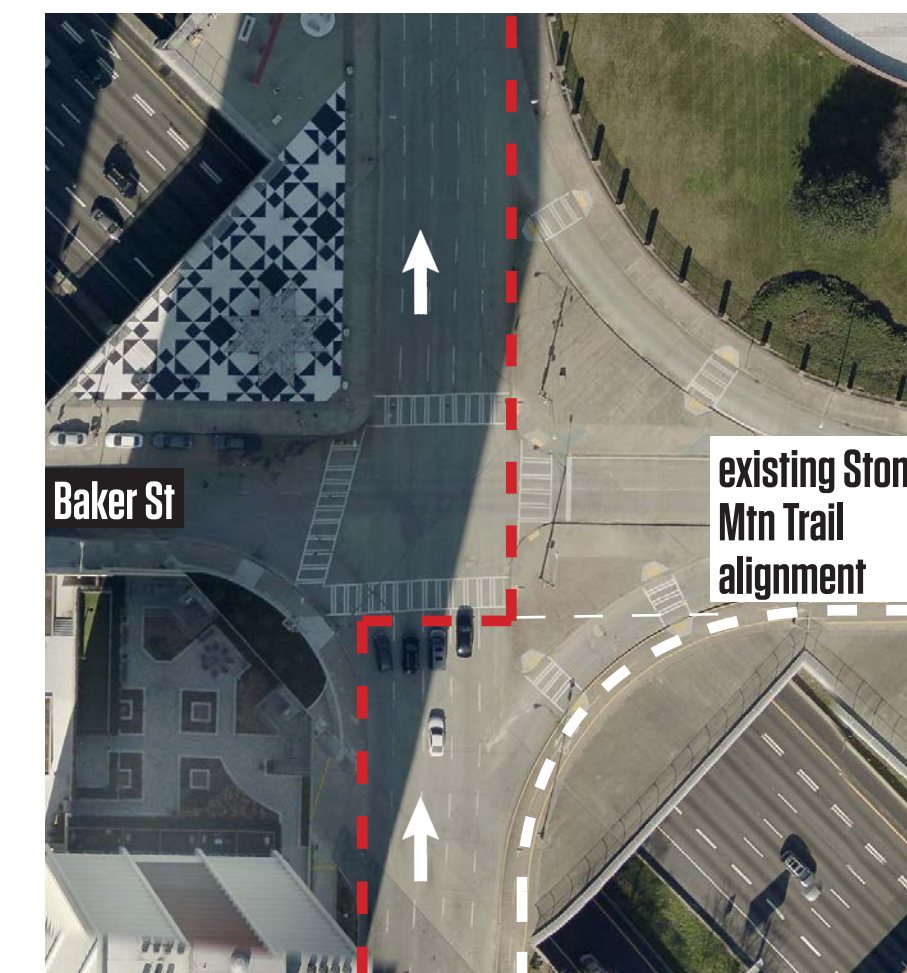


I prefer **OPTION 1**

OPTION 2: Baker St

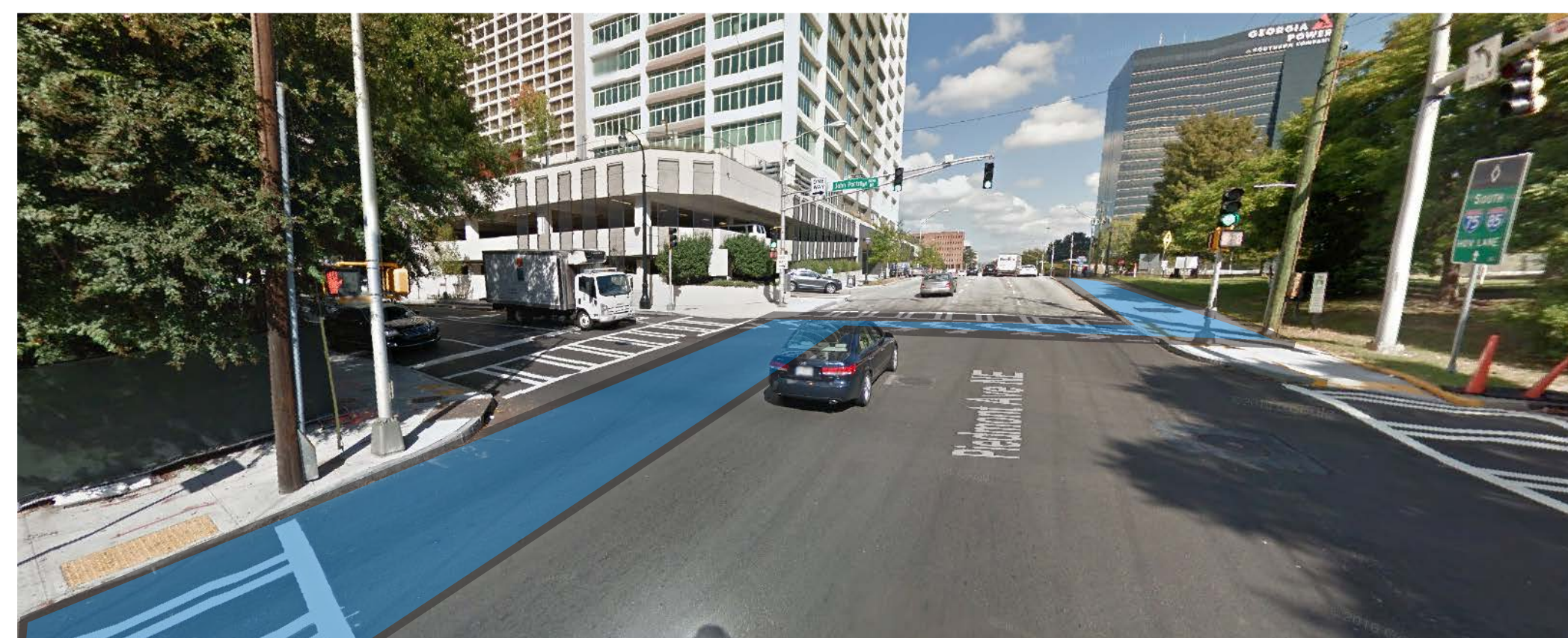


- Widest left lane transition point of the three intersections
- Provides direct connection to Stone Mountain Trail (PATH)



I prefer **OPTION 2**

OPTION 3: John Portman Blvd



- Uses existing Portman Blvd PATH alignment to cross Piedmont (already signalized & striped)
- Closing of slip lanes on Baker St will increase connection safety



I prefer **OPTION 3**

*NOTE: Option views above corrected after meeting on 2/3/20