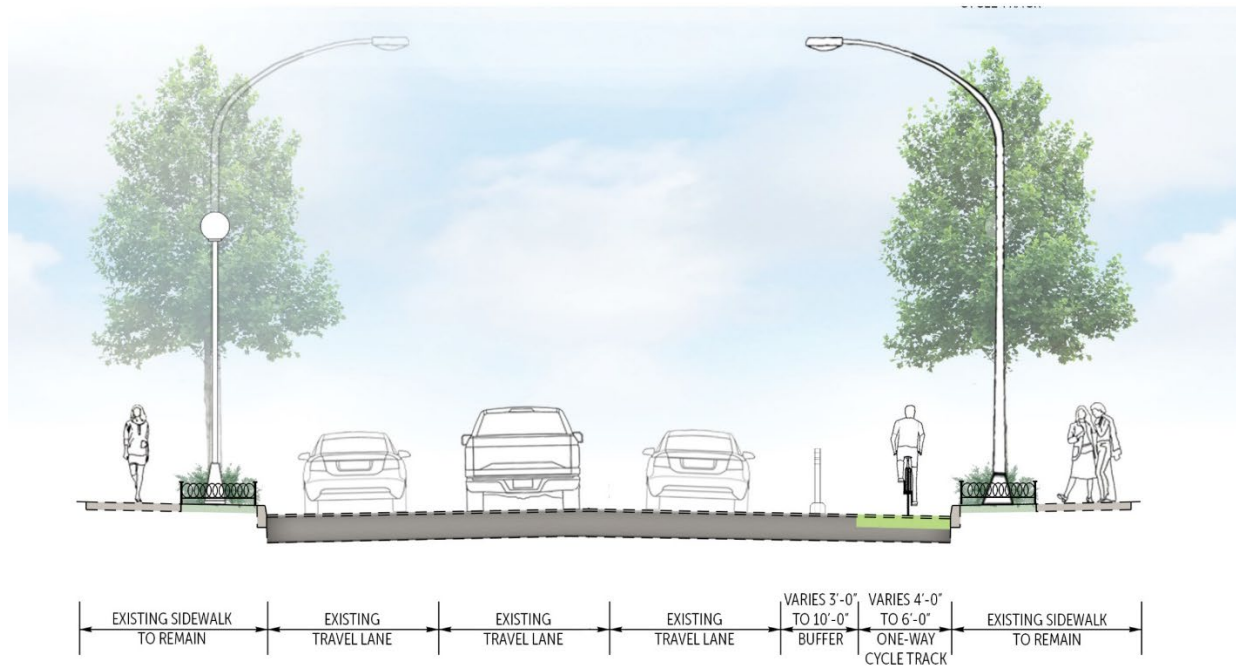


West Peachtree and Spring Street “Quick Build” Complete Streets Projects



Typical Section of West Peachtree St (without on-street parking)



Project Overview

Midtown Alliance, in partnership with the City of Atlanta, is planning improvements to Spring Street between 3rd St and 13th Street and West Peachtree Street between North Avenue and 13th Street. In September 2019, the Mayor’s Office announced a two-year, \$5M plan to bring accelerated safety redesigns to several Atlanta streets. The West Peachtree and Spring Street Complete Street projects are included in the rapid implementation strategy. Midtown Alliance has been working with the City to develop a quick build project that will improve the two corridors for people walking, biking, taking transit, and other mobility devices. The scope of this project includes the following:

- Retain the existing one-way traffic operation
- Repurpose one travel lane and several on-street parking spaces for a protected one-way bike lane
- Spot fix the roadway where the bicycle facility will be installed

Project Timeline

In early 2019, the project team met with the public during the scoping phase. The project is now in the design/engineering phase of work. This phase of work includes additional public and stakeholder engagement, and full design documents. Design + Engineering for the quick build project work kicked-off in late 2019. This phase of the project is anticipated to be completed in Q1 2020.

Frequently Asked Questions

Why have the extents been changed?

The initial project proposed installing a protected bicycle facility from Peachtree Street (north) to Peachtree Street (south) along West Peachtree Street and a protected bicycle facility along Spring Street from 17th Street to 3rd St. The original extents of the Spring Street project would have tied-into the Spring Street Bicycle and Pedestrian safety project (currently under design) between Peachtree Street and 17th Street. Due to the design complications that would impact budget and timeline, it was determined that the Quick Build project would revise the southern termini to be North Avenue. The project's northern extents were shortened to terminate near 14th Street in order to avoid encroaching on GDOT right-of-way, which would require longer review and permitting periods (both roads are State routes north of 14th). We remain committed to the scope of the initial project and will continue planning for future phases.

Won't there be traffic impacts from reducing the number of travel lanes?

The short answer is yes. Although there is potential for delays during the “peak hour” commute times as a result of the new configuration, the City and our design team carefully weighed these impacts against the positive impacts of providing safer and more efficient access for people using bicycles, scooters, and other mobility devices. In fact, an overwhelming majority of people surveyed believe that the function and feel of Spring and West Peachtree Streets should be improved to more effectively serve people walking, bicycling, and riding e-scooters as well as motorists, according to our 2019 Midtown Survey.¹

What will the bike lane look like?

The bicycle lane will be on the right side (direction of travel) of the street and will be protected using a combination of wheel stops and plastic flex posts, and in some areas the bike lane will be protected by on-street parallel parking. In locations where there is a MARTA or Xpress bus stop the bicycle lane will raise to curb level so transit riders can cross the bicycle lane to access a boarding platform. This will ensure the transit stops are ADA compliant.

How is the project funded?

Midtown Alliance (through the Midtown Improvement District) is funding the design of the project and the City of Atlanta (through RenewATL/TSPLOST funds) is funding construction.

¹ <https://www.midtownatl.com/files/docs/idthown-community-survey-findings---finalforweb.pdf>