

CITY OF ATLANTA



DEPARTMENT OF TRANSPORTATION

Keisha Lance Bottoms
MAYOR

55 TRINITY AVE., SW, ATLANTA, GEORGIA 30303-0324
SUITE 4350, CITY HALL - SOUTH
(404) 330-6165
FAX: (404) 658-7552

Joshua Williams
Chief Operating Officer

Josh Rowan, PE
ATLDOT Commissioner

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Cherokee Avenue Resurfacing and Bike Lane Implementation Starting Soon in Grant Park Neighborhood

Less than a year after launching the Mayor's Action Plan for Safer Streets, the City of Atlanta is nearing implementation of the Cherokee Avenue protected bike lane and resurfacing project in the Grant Park neighborhood.

The City of Atlanta Department of Transportation (ATLDOT) identified the opportunity for quick implementation of the project along Cherokee Avenue SE from Mead Street SE to Memorial Drive SE through a Georgia Department of Transportation grant. Construction is targeted to begin in an August/September timeframe, weather permitting.

The Cherokee Avenue Safer Streets project has been developed and the design finalized after six (6) months of extensive public engagement. Surveys revealed that an average of three (3) crashes a month occur in the corridor, more than half of drivers on Cherokee Avenue exceed the posted speed limit, and nearly 80 percent of respondents did not feel safe biking with children in the area.

This project provides a tremendous opportunity to improve neighborhood safety, while also implementing a vision originally set forth in the 1995 City of Atlanta Bike Plan and more recently prioritized in Cycle Atlanta 2.0 and the BeltLine Subarea 3 Master Plan.

ATLDOT is also working to identify opportunities to improve safety on Hill Street and Boulevard, which both run parallel to Cherokee Avenue in the Grant Park area.

For more details on engagement and design please see detailed breakdown of each on the following pages.

Once construction begins, track its progress and view project photos through the Atlanta Department of Transportation (ATLDOT) Twitter feed [@ATLDOT](#), the [ATLDOT Facebook](#) page, Instagram channel [@ATL.DOT](#), and the revamped Renew Atlanta-TSPLOST website at <http://RenewAtlantaBond.com>.

Project Description

Resurfacing to be included along full extents of Cherokee Avenue with bike lanes. Design varies by location, see table below for details.

Location (from south to north)	Scope	Visualization – Looking north (not to scale)
Mead St to Atlanta Av	<ul style="list-style-type: none"> • Resurface roadway • Replace existing striping • No change in parking 	
Atlanta Av to Sydney St	<ul style="list-style-type: none"> • Resurface roadway • Add Two-way Cycle Track • Some parking removed 	
Sydney St to Glenwood Av	<ul style="list-style-type: none"> • Resurface roadway • Add uphill bike lane • Minimal parking removed 	
Glenwood Av to Glenwood Av	<ul style="list-style-type: none"> • Resurface roadway • Stripe uphill bike lane • No change in parking 	
Glenwood Av to Woodward Av	<ul style="list-style-type: none"> • Resurface roadway • Bike lanes in both directions • Some parking removed 	
Woodward Av to Memorial Dr	<ul style="list-style-type: none"> • Resurface roadway • Replace existing striping • No change in parking 	

Please contact ATLDOT@atlantaga.gov with questions or comments.

Project Timeline

Project update	Engagement	Description
Jan 2020 Door Knockers	Hundreds distributed	<p>Before conducting the project design, the ATLDOT conducted extensive community and stakeholder engagement. Councilmember Smith’s office worked with the Grant Park Neighborhood Association (GPNA) to hang hundreds of door knockers along Cherokee Avenue.</p> <p>Much thanks to GPNA president Laura Keene, GPNA Technology Chair Stephanie Taylor Warner (and children!), and GPNA Land Use and Zoning Chair Rick Hudson. The door knockers informed neighbors of the project, a public meeting on Feb 3, 2020, and an ongoing digital survey.</p>
Jan 2020 Preliminary Survey	369 responses with 74% from GPNA zip codes	<p>A digital survey was shared with the community in advance of the public meeting. Key outcomes from the survey:</p> <ul style="list-style-type: none"> - 82% say cars drive too fast - 79% say it isn’t safe for kids to bike - 83% say with limited space available, walking/biking should be prioritized
Jan 29, 2020 Public Meeting	76 attendees with 87% from GPNA zip codes	<p>A public meeting was held to get initial feedback on design alternatives. Designs options shared at the meeting highlighting the tradeoffs between protected bike lanes and on-street parking. Key outcomes from the meeting:</p> <ul style="list-style-type: none"> - Over 80% of attendees preferred protected bike lanes along Grant Park – tradeoff is keeping only the parking along the residential side of Cherokee in this section - Almost 25% of attendees identified a need for parking in front of commercial section south of I-20
Feb - March 2020 Stakeholder Meetings	Stakeholders	Multiple stakeholder meetings and calls were held to better understand the concerns brought up at the public meeting.
March 2020 Design Preference Survey	208 respondents 80% from Grant Park Neighborhood	<p>A second digital survey was shared with the staff recommended design options. The key results</p> <ul style="list-style-type: none"> - 80% of respondents support protected bike lanes along Grant Park – tradeoff is keeping only the parking along the residential side of Cherokee in this section - 60% of respondents support keeping parking in front of the commercial section south of I-20 – tradeoff is only providing up-hill bike lanes [over 25% of people that do not support identified need for safer bike lanes] - 68% of respondents support the design to include parking on one side of the street and bike lanes on both sides – tradeoff is bike lanes are not protected in both directions to accommodate keeping half of the parking [12% of people that do not support identified need for safer bike lanes]
April-June 2020 Detailed design effort	NA	<p>Detailed design work incorporated comments from engagement efforts</p> <ul style="list-style-type: none"> - Convert bike lane design along Grant Park to 2-way Cycle Track based on <ul style="list-style-type: none"> o Safety considerations o Feedback from surveys o Prioritization of residential on-street parking - Preserve majority of parking through commercial section based on feedback at the public meeting and from stakeholders - Developed on-street boarding platform based on coordination with MARTA
August-September 2020	NA	Expected project construction period, weather dependent

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