PHOTO: ADAM SHUMAKER / MARTA

Cycle Atlanta

Phase 2.0 Study

AN APPENDIX TO ATLANTA'S TRANSPORTATION PLAN

FEBRUARY 2018

PREPARED FOR:
City of Atlanta

PREPARED BY:
Alta Planning + Design

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ACKNOWLEDGEMENTS

City of Atlanta

The Honorable Mayor Kasim Reed

Atlanta City Council

Ceasar C. Mitchell, President
Carla Smith, District 1
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Cleta Winslow, District 4
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Alex Wan, District 6
Howard Shook, District 7
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Felicia A. Moore, District 9
Clarence T. Martin, District 10
Keisha Lance Bottoms, District 11
Joyce Sheperd, District 12
Michael Julian Bond, Post 1
Mary Norwood, Post 2
Andre Dickens, Post 3

Department of City Planning, Office of Mobility Planning

Tim Keane, Department of City Planning Commissioner
Janide Sidifall, Office of Mobility Planning Director
Becky Katz, Chief Bicycle Officer
Chris McIntosh, Master of City and Regional Planning graduate student and Office of Mobility Planning intern

Technical Advisory Committee

Kevin Bacon, City of Atlanta - Atlanta City Studio
Katelyn DiGioia, GDOT
Jairo Garcia, City of Atlanta - Office of Resilience
Shaun Green, Atlanta BeltLine, Inc.
Michael Halicki, Park Pride
Regan Hammond, Renew Atlanta
Tamaya Huff, City of Atlanta - Department of Public Works
Catherine Owens, Atlanta BeltLine, Inc.
Allison Roland, Department of Parks and Recreation
Byron Rushing, Atlanta Regional Commission
Rebecca Serna, Atlanta Bicycle Coalition
Christopher Silveira, MARTA
Daisy Yu, City of Atlanta - Office of Housing & Community Development

Consultant Team

Collin Chesston, Alta Planning + Design
Aileen Daney, Alta Planning + Design
Kat Maines, Alta Planning + Design
Ian Sansom, Alta Planning + Design
Benjamin Summay, Alta Planning + Design
John Cock, Alta Planning + Design
Joe Gilpin, Alta Planning + Design

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Introduction

What is the Cycle Atlanta: Phase 2.0 Study?

The *Cycle Atlanta: Phase 2.0 Study* is an implementation strategy for improving the safety and convenience of bicycling to six Metropolitan Atlanta Rapid Transit Authority (MARTA) rail stations within the City of Atlanta. This study contains detailed bicycle facility recommendations for two to three key corridors per station in addition to recommendations for improving bicycle access, circulation, and parking at each station. Stations studied include the Hamilton E. Holmes, West Lake, Oakland City, West End, Edgewood-Candler Park, and Inman Park-Reynoldstown stations.

The document is organized by MARTA study stations. Each chapter contains a station area overview map, list of projects, cross sections for each project segment, intersection concepts for selected locations, and a MARTA Station Access Plan.

While the primary goal of the *Cycle Atlanta :Phase 2.0 Study* is to facilitate first and last mile connections to transit, this study fits into a larger vision for bicycling in the City of Atlanta. That vision includes a safe, connected, and efficient network of high-quality bikeways that facilitate easy connections between transit stations, neighborhoods, job centers, schools, retail, restaurants, churches, and other daily destinations.

How Does it Fit in with Other Planning Efforts?

The *Cycle Atlanta: Phase 2.0 Study* builds on the *Cycle Atlanta: Phase 1.0 Study* and is an appendix to the *Atlanta Transportation Plan*, the city's comprehensive transportation plan. The Atlanta Transportation Plan is a vision and action plan for transportation in Atlanta. It addresses both current needs and those of the future as detailed through Atlanta City Design. While the *Atlanta Transportation Plan* includes a city-wide bicycle infrastructure network, it does not provide specifics related to bicycle facility types.

How Should it be Used?

In the past three years, the City of Atlanta has secured new local funding sources for transportation projects through the Renew Atlanta Bond and the special-purpose local option sales tax for transportation (TSPLOST) programs. MARTA and the Georgia Department of Transportation (GDOT) have also secured new funding sources for capital projects. Many of the corridors in this study already have funding for implementation.

The *Cycle Atlanta: Phase 2.0 Study* provides a strong vision and detailed design concepts based on planning-level feasibility analysis. The recommendations in this study are intended to guide bicycle facility selection, roadway configuration, bikeway and vehicle lane width dimensions, traffic calming elements, and intersection treatments during final design.

This study also provides specific recommendations related to bicycle access, circulation, and parking at each MARTA rail station. Each MARTA Station Access Plan is intended to be used by MARTA to improve the safety and convenience of trips that combine bicycling with transit.

Technical Approach

At its core, the *Cycle Atlanta: Phase 2.0 Study* is a technical study focused on feasibility and preliminary engineering for near-term bicycling projects. Thus, the project team's process for developing recommendations relied heavily on data analysis; in-person assessments of existing conditions, opportunities, and constraints; and the application of national best practices in planning and design of high-quality on-street bikeway facilities. Recommendations were also vetted by a Technical Advisory Committee (see the Acknowledgements page for a list of members) made up of professional planners, engineers, and bicycling advocates.

Study stations and study area boundaries were selected by the City of Atlanta based on their potential to increase bikeway network connectivity and expand the City's bikeway network. Preliminary study corridors were then selected based on three primary criteria: (1) available funding, (2) identification as a bikeway in the City's 2008 Comprehensive Transportation Plan, *Connect Atlanta*, and (3) previous lack of study despite strong potential to add connectivity to the network and improve transit access.

Preliminary study corridors were reviewed by the Technical Advisory Committee and the consultant team at Alta Planning + Design. The project team developed a corridor alternatives matrix that evaluated each preliminary study corridor based on factors such as network connectivity, potential to improve safety, access to destinations, potential to overcome a barrier, topography, and the presence of shade trees. The scores from the alternatives matrix were used to inform final study corridor selection.

The project team evaluated and summarized existing conditions, opportunities, and constraints along each corridor and at each MARTA station using a combination of aerial imagery, GIS data provided by the City of Atlanta, and in-field corridor analysis. A bicycle facility was identified for each study corridor based on factors such as posted speeds, traffic volumes, curb-to-curb widths, and topography. Proposed cross section graphics were then developed for final study corridors each time there was a change in either curb-to-curb width, lane configuration, or both. MARTA Station Access Plans were developed based on in-person observation of opportunities and constraints conducted by the project team. These recommendations were then presented to the Technical Advisory Committee for review.

Cycle Atlanta: Phase 2.0 Study is focused on facilitating first and last mile connections to six MARTA rail stations. It also fits into a larger vision for making bicycling safer and more convenient in Atlanta.

Corridor recommendations are rooted in an analysis of existing conditions, opportunities, and constraints including traffic volumes, posted speeds, curb-to-curb widths, and topography.

In addition to corridor recommendations, the study also contains specific recommendations for improving bicycle access at MARTA stations. A bicycle-friendly ramp at the southern end of the Inman Park-Reynoldstown station is one such recommendation.

Public Participation Summary

The public was invited to guide the process and outcomes of the study in four key ways: (1) project-specific Station Area Teams provided neighborhood-level input and oversight of draft recommendations, (2) six public events that incorporated station and corridor audits informed corridor selection and facility recommendations, (3) intercept surveys conducted at MARTA stations helped the project team understand public opinion related to bicycling and transit, and (4) a Public Open House generated direct feedback and adjustments to draft recommendations and the document itself.

Station Area Teams

The project team recruited neighborhood leaders such as Neighborhood Planning Unit (NPU) representatives, community activists, elected officials, business organizations, and other key stakeholders from each station area to serve on Station Area Teams. The purpose of these Station Area Teams was to ensure that residents, including residents who do not currently ride a bike, were included in the decision-making process. Station Area Teams were invited to participate in station and corridor audits at each station, and were encouraged to invite other interested parties and individuals. Station Area Team Members were also invited to review a draft of the document before it was made publicly available, and many Team Members also attended the Public Open House and submitted comments there as well.

Public Outreach and Feedback Events

The project team hosted six public events designed to make people aware of the study and to solicit feedback on existing conditions and desired improvements. Each event included a station access audit guided by a checklist, a walk or bike ride along one or more study corridors, and a post-walk/bike ride discussion around a poster-sized map of study corridors.

Public Open House

The project team hosted a Public Open House at the Atlanta Regional Commission in downtown Atlanta and invited the public to comment on the refined and detailed recommendations. Attendees provided comments verbally, via sticky notes on large format network maps and intersection concepts, and were provided the opportunity to submit comment cards. A draft of the document was also available for review at the event.

Intercept Surveys

MARTA staff conducted intercept surveys at each of the six study stations focused on perceptions of bicycling, transit, and the safety and ease of combining these two modes of transportation. 324 responses were collected. Key highlights are described at right.

Key Highlights of Intercept Surveys

The **top three factors** that **motivate people to bike** to or from a station are:

1) exercise (53%)
2) transportation cost savings (40%)
3) safe conditions for bicycling (23%)

8% **biked** to a Cycle Atlanta study station

48% said they are very worried or somewhat worried about not having **secure bike parking at the station**

72% said they are very worried or somewhat worried about **dangerous roadways** when riding to a station

67% said they are very worried or somewhat worried about **the speed of cars** when riding to a station

Station Area Team members assisted with station access audits and provided feedback related to existing conditions and desired improvements.

Each public outreach and feedback event included a bike ride or walk along one or more study corridors.

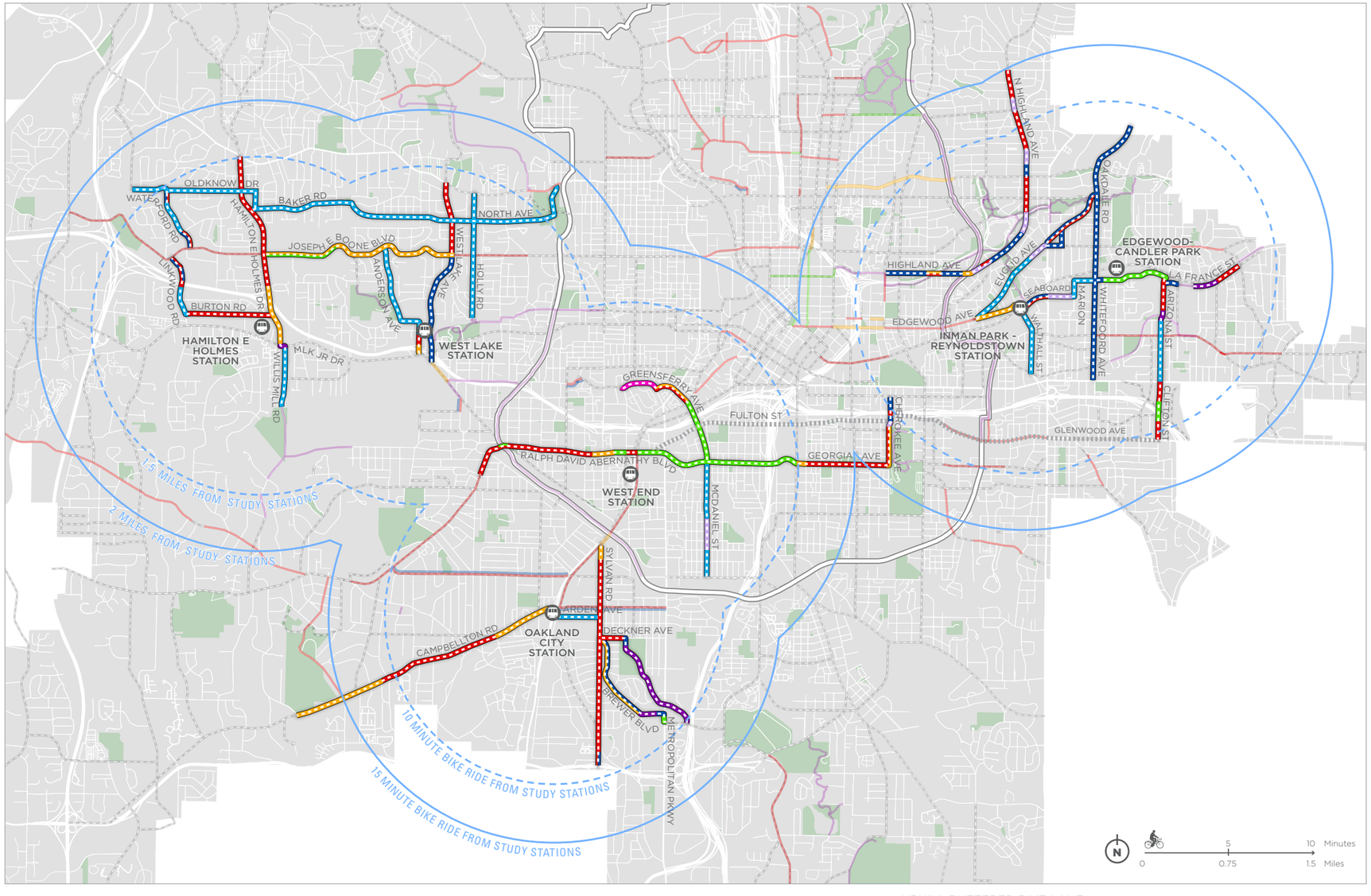
A Public Open House was held to solicit comments and suggestions on refined recommendations.

Proposed Network

The overall goal for network design is to develop a system of bikeways that connects to existing facilities, leverages corridors with funding for bikeway projects, and establishes connections between neighborhoods and the six MARTA Rail Stations via high-quality bikeways that accommodate a range of bicyclists.

The map on this page highlights the study area of 1.5 to 2 miles around the stations, the study corridors, and the proposed facility types associated with each study corridor.

Recommended Facility Type	Miles
Enhanced Shared Roadway	5.3
Uphill Bike Lane - Downhill Shared Lane Markings	1.6
Bike Lanes	9.2
Commercial Greenway - Bike Lane	0.1
Commercial Greenway	1.2
Neighborhood Greenway	10.7
Uphill Buffered Bike Lane - Downhill Shared Lane Markings	0.8
Bike Lane - Buffered Bike Lane	0.9
Buffered Bike Lane	4.2
Separated Bike Lane	3.1
Separated Bike Lane - Buffered Bike Lane	0.7
Multi-Use Path	1.4
Curbless Shared Bike/Ped Street	0.3
Further Study Required	4.3
Total	43.8



Bicycle Facility Type Definitions

The bicycle facility recommendations included in the *Cycle Atlanta: Phase 2.0 Study* span the full range of commonly accepted bikeway types in North America. Two emerging facility types, *Enhanced Shared Roadways* and *Commercial Greenways*, are also recommended along selected study corridors. *Enhanced Shared Roadways* and *Commercial Greenways* respond to challenges common to Atlanta's roadway network, and were defined during the development of the Atlanta Regional Commission's *Bike to Ride: An Idea Book of Regional Strategies for Improving Bicycling Access to Transit*. Below is a description of the facilities that are referenced throughout this document.

Shared Lane Markings

Shared lane markings, or "sharrows," are road markings used to indicate a shared lane environment for bicycles and automobiles. Shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicycle positioning, and may be configured to offer directional and way-finding guidance. Shared lane markings are not a facility type, but rather a pavement parking with a variety of uses to support a complete bikeway network. Shared lane markings are recommended in Cycle Atlanta Phase 2.0 only in combination with uphill bike lanes, where roadway width is constrained.

Enhanced Shared Roadway

Enhanced shared roadways utilize green-backed shared lane markings and bicycle-oriented wayfinding to designate streets as bicycle routes. Enhanced shared roadways may also use traffic calming devices to reduce vehicle speeds. They are typically applied on local residential or collector streets where opportunities for dedicated bikeways or multi-use paths are limited. Enhanced shared roadways are appropriate where there are no viable alternative bike routes and it is not feasible to reduce traffic volumes and/or speeds along the corridor to neighborhood greenway levels.

Commercial Greenway

Commercial Greenways are similar to neighborhood greenways, but are compatible with higher volumes roadways featuring more diverse activity. They are typically applied on neighborhood commercial streets and town center main streets. Green-backed shared lane markings, wayfinding signage, and pavement markings are required elements that reinforce the street as a shared space. Strips of textured pavers aligned with car tire paths are designed to slow traffic and remain compatible with bus service without affecting bicyclists.

Neighborhood Greenway

Neighborhood Greenways, also known as Bicycle Boulevards, are low volume, traffic-calmed residential streets designed to give bicycle travel priority. They use signs, pavement markings, and speed and volume management treatments to discourage through trips by motor vehicles and create safe, convenient crossings of busy arterial streets. They also present opportunities to employ green infrastructure, such as landscaped curb extensions and bioswales, to promote sustainable stormwater management.

Bike Lane and Buffered Bike

Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. Bike lanes are located adjacent to motor vehicle travel lanes and flow in the same direction as motor vehicle traffic. Buffered bike lanes are conventional bicycle lanes paired with a painted buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. These lanes provide greater separation between bicyclists and motor vehicles.

Separated Bike Lane

Separated bike lanes, sometimes called "cycle tracks" or "protected bike lanes" are dedicated bikeways that use a vertical element to provide separation from motor vehicle traffic. The vertical separation discourages drivers from parking or idling in the bikeway, and increases comfort for bicyclists. They are typically applied on roads with collector and arterial streets with high motor vehicle volumes, and moderate to high motor vehicle speeds.

Multi-Use Path

Multi-use paths are off-street bike facilities that are designed to accommodate bicyclists and pedestrians. Multi-use paths can be placed adjacent to a street and take the place of a sidewalk or be completely separated from a street, such as along a greenway. Off-street bikeways can be combined with on-street bikeways on any roadway type.

Curbless Shared Bike/Ped Street

Curbless shared bike/ped streets, also called "festival streets," utilize design elements such as paving materials, bollards, street furniture, and landscaping to signal a shared space between people walking, people bicycling, and people driving. They are typically applied in areas with low traffic volumes, high bicycle and/or pedestrian volumes, on campus streets, and where there is limited access for vehicles.

How to Read the Cross Sections in this Document

Each of the proposed bikeway segments identified in the map on page 4 are associated with a specific design. The proposed design, including bicycle facility type, vehicle lane configuration, and dimensions are shown in the cross section graphics on the following pages.

Cross section graphics are presented consistently as follows:

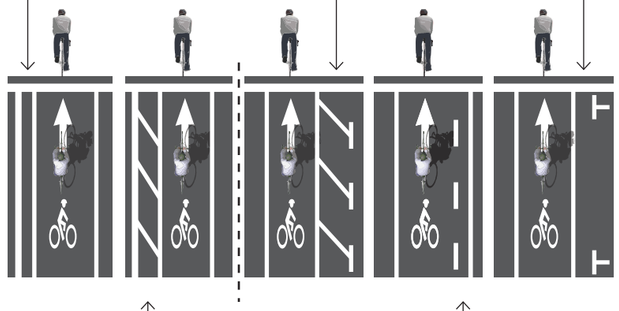
- For north-south streets, elements are arranged on the page from the west side of the street to the east side of the street, as if you were facing north.
- For east-west streets, elements are arranged on the page from the north side of the street to the south side of the street, as if you were facing east.

PAINTED BIKE LANE BUFFERS

Double white line between vehicle lane and bike lane (MUTCD figure 3D-2).

Parking side buffer: solid white line and dashed white line with hatch marks; for use in residential areas where buffer exceeds 3'.

Parking side buffer: solid white line and "T" parking space delineators; for use in commercial areas.



Double white line with hatch marks between vehicle lane and bike lane (MUTCD figure 3B-24); for use where buffer width exceeds 2'.

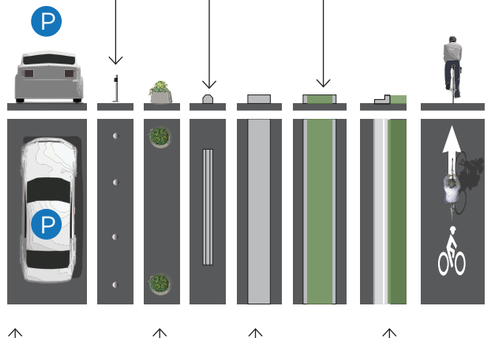
Parking side buffer: dashed white line and solid white line; for use in residential areas where buffer is less than 3'.

VERTICAL ELEMENTS FOR SEPARATED BIKEWAYS

Flex-posts: low-cost vertical element for use in interim designs or where there is limited space for buffer.

Parking stops: low-cost vertical element for use in interim designs or where there is limited space for buffer.

Landscaped median with 6" header curbs. Typically used where available buffer space is 6' or greater.



On-street vehicle parking.

Planters: low-cost vertical element for use in interim designs or where available buffer space is limited; for use in painted buffers or on top of raised separators.

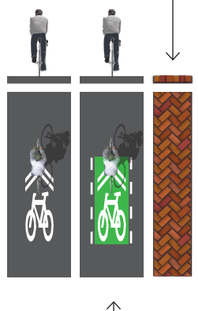
Raised separator with 6" header curbs; typically for use where available buffer space is less than 6'.

Landscaped buffer with integrated curb and gutter for use in combination with raised separated bike lane or multi-use trail in sidepath configuration.

SHARED LANE TREATMENTS

Shared lane markings (MUTCD 9C-9); for use on neighborhood greenways.

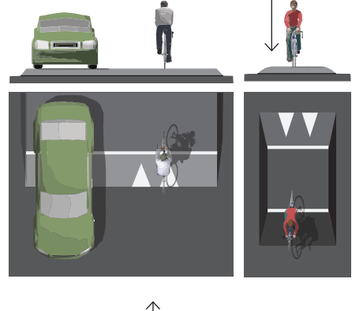
Textured pavers: traffic calming element for commercial greenways and shared bicycle and pedestrian streets.



Shared lane markings with green colored pavement; for use with enhanced shared roadways and commercial greenways.

TRAFFIC CALMING TREATMENTS

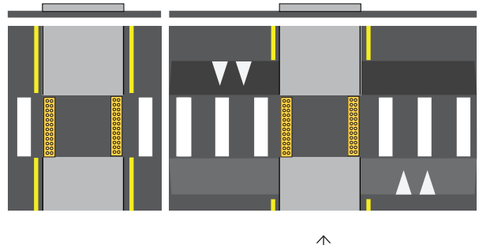
Speed cushions: vertical traffic calming element for use on enhanced shared roadways and emergency response routes.



Speed table: vertical traffic calming element for use on neighborhood greenways.

MID-BLOCK PEDESTRIAN CROSSINGS

Pedestrian crossing with cut-through median refuge island.



Pedestrian crossing with cut-through median refuge island and raised crossing.

BICYCLE WAYFINDING SIGNAGE

Bicycle wayfinding signage (MUTCD figure 9B-4): critical element for neighborhood greenways, commercial greenways, and enhanced shared roadways. Encouraged for all bikeways.

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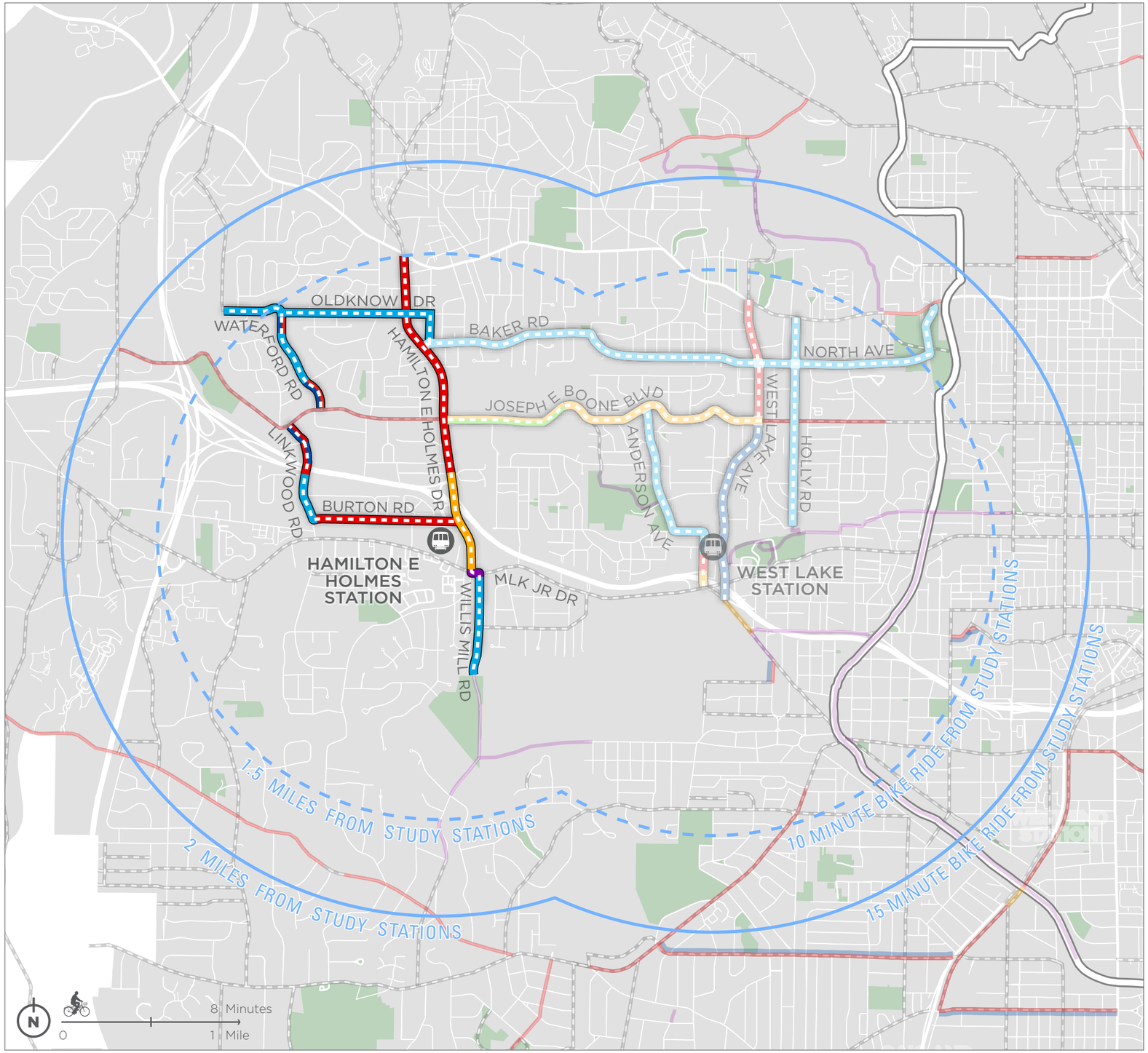
Hamilton E Holmes Station

Hamilton E Holmes Station

OVERVIEW MAP



PROPOSED BIKEWAYS
- ENHANCED SHARED ROADWAY
- UPHILL BIKE LANE - DOWNHILL SHARED LANE MARKINGS
- BIKE LANE
- NEIGHBORHOOD GREENWAY
- BUFFERED BIKE LANE
- SEPARATED BIKE LANE
- SEPARATED BIKE LANE - BUFFERED BIKE LANE
- MULTI-USE PATH

EXISTING BIKEWAYS
- UPHILL BIKE LANE - DOWNHILL SHARED LANE MARKINGS
- BIKE LANE
- BUFFERED BIKE LANE
- SEPARATED BIKE LANE
- MULTI-USE PATH

- BELTLINE
- FUNDED OR PREVIOUSLY PROPOSED BIKEWAY CORRIDOR
- PARKS
- ATLANTA CITY LIMITS

Cross Section ID	Facility Type	Street Name	From	To
HH 1.1	Neighborhood Greenway	Waterford Rd NW	Skipper Dr NW	Oldknow Dr NW
HH 1.2	Neighborhood Greenway	Oldknow Dr NW / Commercial Ave NW	Waterford Rd	Baker Rd NW
HH 2.1	Uphill Bike Lane - Downhill Shared Lane Markings	Waterford Rd NW	Oldknow Dr NW	550' south of Oldknow Dr NW
HH 2.2	Neighborhood Greenway	Waterford Rd NW	550' south of Oldknow Dr NW	Baker Ridge Dr NW
HH 2.3	Uphill Bike Lane - Downhill Shared Lane Markings	Waterford Rd NW	Baker Ridge Dr NW	470' south of Baker Ridge Dr NW
HH 2.4	Uphill Bike Lane - Downhill Shared Lane Markings	Waterford Rd NW	470' south of Baker Ridge Dr NW	Collier Dr NW
HH 3.1	Uphill Bike Lane - Downhill Shared Lane Markings	Linkwood Rd NW	Collier Dr NW	Linkwood Pl NW
HH 3.2	Uphill Bike Lane - Downhill Shared Lane Markings	Linkwood Rd NW	Linkwood Pl NW	330' north of Tribble Ln NW
HH 3.3	Bike Lanes	Linkwood Rd NW	330' north of Tribble Ln NW	Tribble Ln NW
HH 3.4	Neighborhood Greenway	Linkwood Rd NW	Tribble Ln NW	Burton Rd NW
HH 4.1	Bike Lanes	Burton Rd NW	Linkwood Rd NW	Hamilton E Holmes Dr NW
HH 5.1	Bike Lanes	Hamilton E Holmes Dr NW	Donald Lee Hollowell Pkwy	Godfrey Dr NW
HH 5.2	Buffered Bike Lanes	Hamilton E Holmes Dr NW	Godfrey Dr NW	330' south of Godfrey Dr NW
HH 5.3	Buffered Bike Lanes	Hamilton E Holmes Dr NW	330' south of Godfrey Dr NW	Burton Rd NW
HH 5.4	Buffered Bike Lanes	Hamilton E Holmes Dr NW	Burton Rd NW	620' north of MLK Jr Dr NW
HH 5.5	Buffered Bike Lanes	Hamilton E Holmes Dr NW	620' north of MLK Jr Dr NW	MLK Jr Dr NW
HH 6.1	Multi-Use Path	MLK Jr Dr NW	Hamilton E Holmes Dr NW	Willis Mill Rd SW
HH 6.2	Neighborhood Greenway	Willis Mill Rd SW	MLK Jr Dr NW	Lionel Hampton Trail

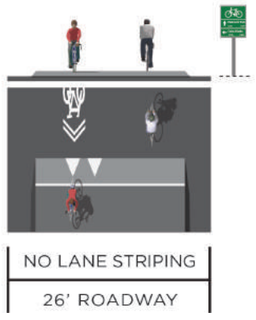
Hamilton E Holmes Station

WATERFORD RD / OLDKNOW DR COMMERCIAL AVE NW

HH 1.1

Neighborhood Greenway

WATERFORD RD NW
FROM: SKIPPER DR NW
TO: OLDKNOW DR NW



HH 1.2

Neighborhood Greenway

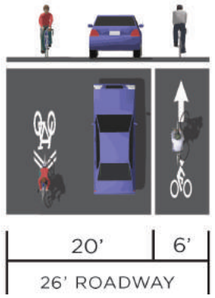
OLDKNOW DR NW / COMMERCIAL AVE NW
FROM: WATERFORD RD
TO: BAKER RD NW

Rotate stop signs along Oldknow Dr so that people traveling on intersecting streets must stop but people traveling on Oldknow Dr do not.

HH 2.1

Uphill Bike Lane - Downhill Shared Lane Markings

WATERFORD RD NW
FROM: OLDKNOW DR NW
TO: 550' SOUTH OF OLDKNOW DR NW



HH 2.2

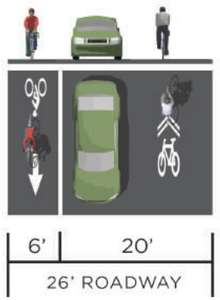
Neighborhood Greenway

WATERFORD RD NW
FROM: 550' SOUTH OF OLDKNOW DR NW
TO: BAKER RIDGE DR NW

HH 2.3

Uphill Bike Lane - Downhill Shared Lane Markings

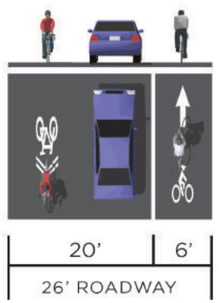
WATERFORD RD NW
FROM: BAKER RIDGE DR NW
TO: 470' SOUTH OF BAKER RIDGE NW

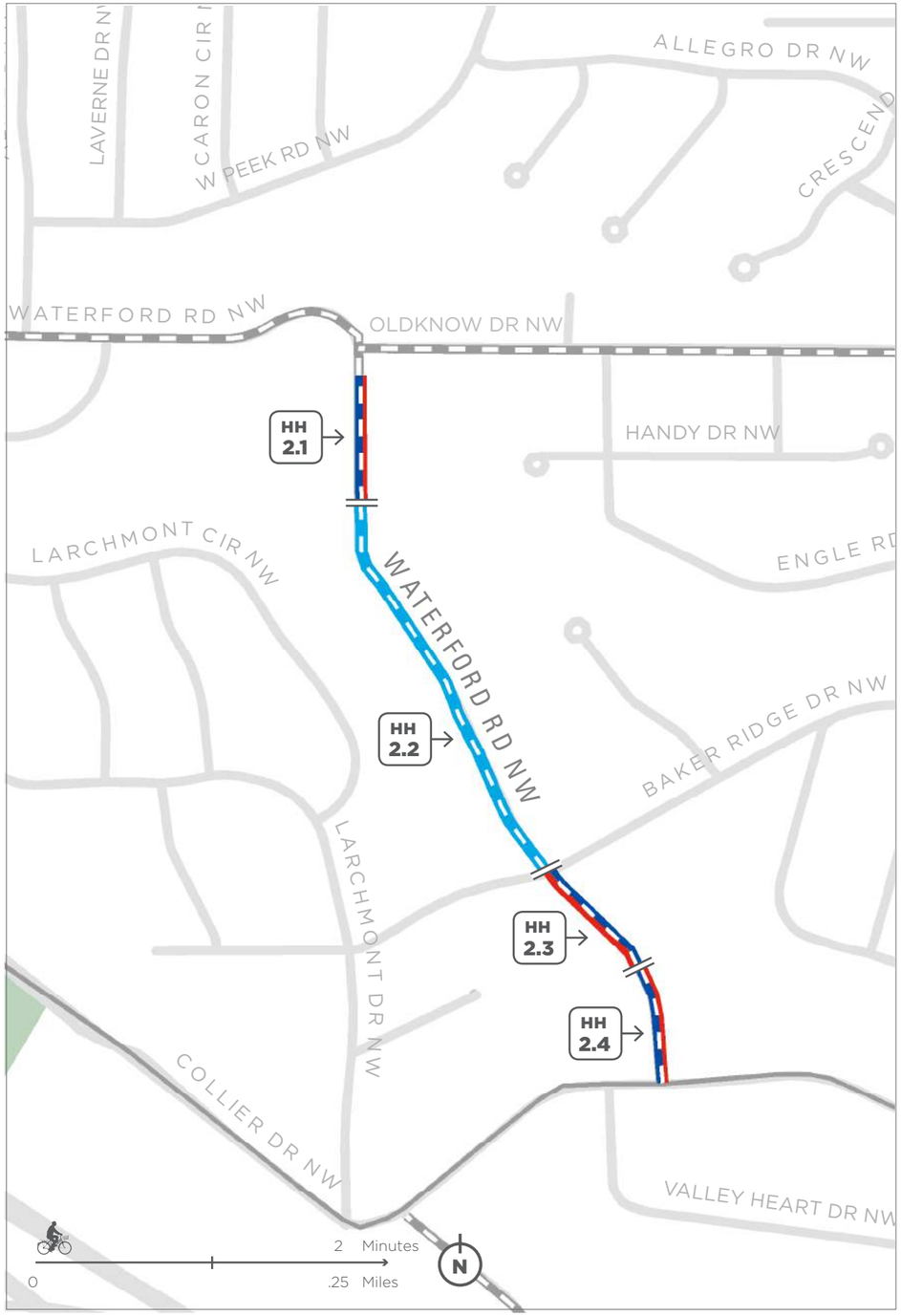


HH 2.4

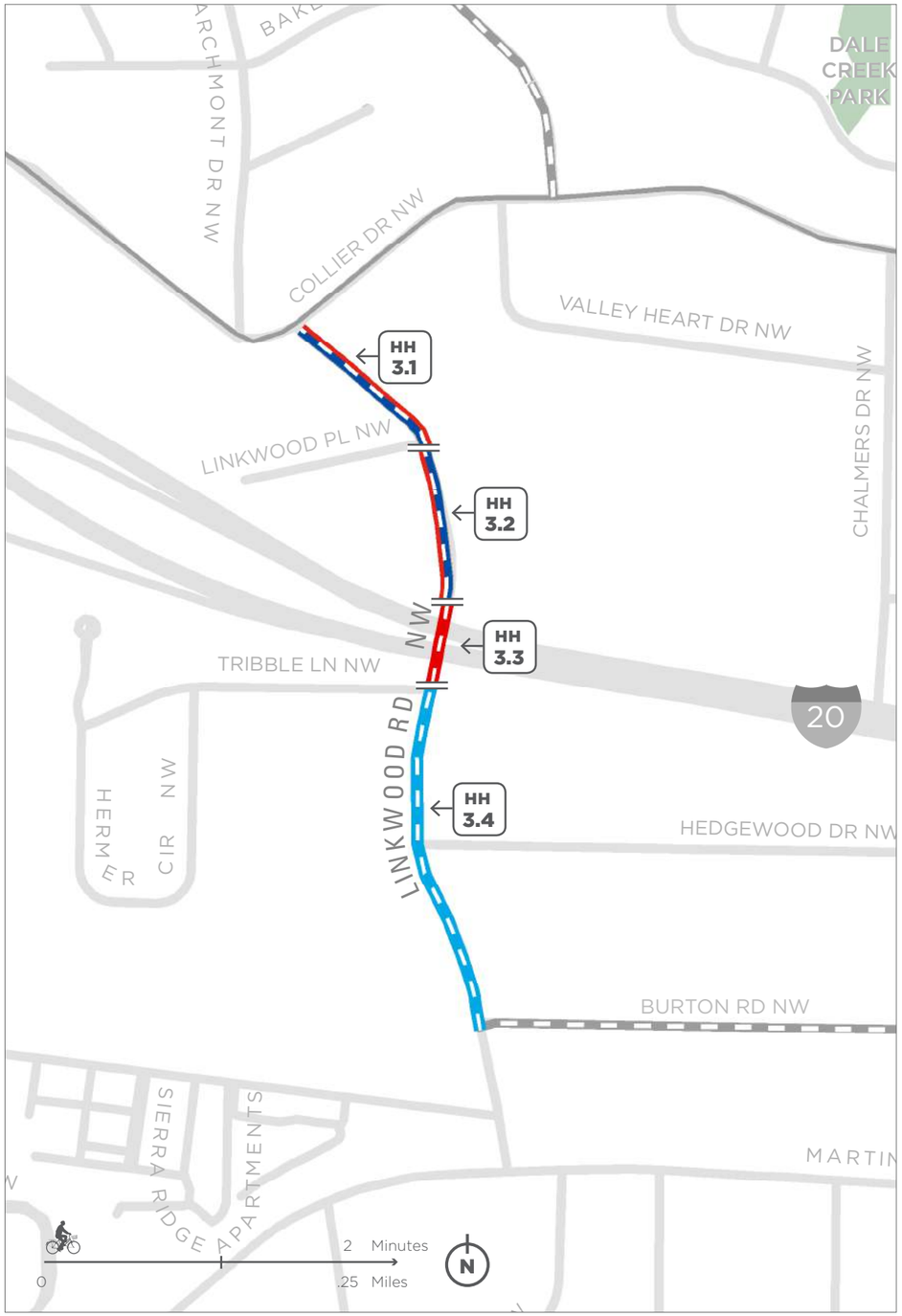
Uphill Bike Lane - Downhill Shared Lane Markings

WATERFORD RD NW
FROM: 470' SOUTH OF BAKER RIDGE NW
TO: COLLIER DR NW





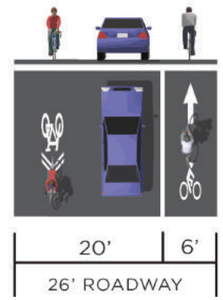
Hamilton E Holmes Station



HH 3.1

Uphill Bike Lane - Downhill Shared Lane Markings

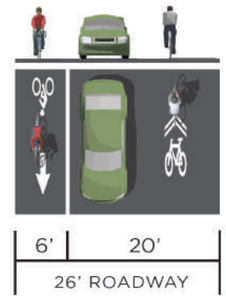
LINKWOOD RD NW
FROM: COLLIER DR NW
TO: LINKWOOD PL NW



HH 3.2

Uphill Bike Lane - Downhill Shared Lane Markings

LINKWOOD RD NW
FROM: LINKWOOD PL NW
TO: 330' NORTH OF TRIBBLE LN NW

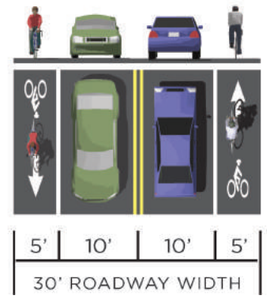


HH 3.3

Bike Lanes

LINKWOOD RD NW
FROM: 330' NORTH OF TRIBBLE LN NW
TO: TRIBBLE LN NW

Reduce vehicle lane widths to create space for bike lanes. Existing roadway is constrained, resulting in narrower than desired bike lanes and travel lanes for buses.



HH 3.4

Neighborhood Greenway

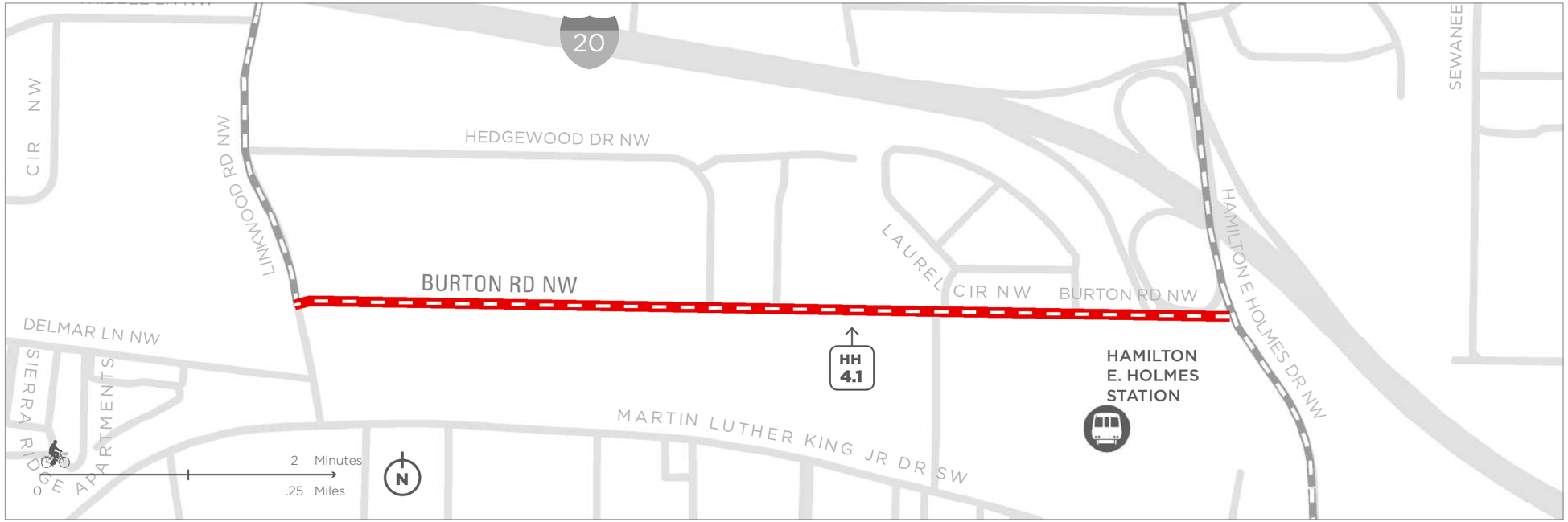
LINKWOOD RD NW
FROM: TRIBBLE LN NW
TO: BURTON RD NW

BIKE LANES

CYCLE ATLANTA STUDY CORRIDOR

EXISTING BIKEWAY

SEGMENT BREAK



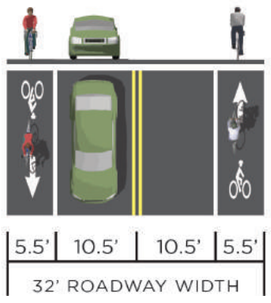
Hamilton E Holmes Station

HH 4.1

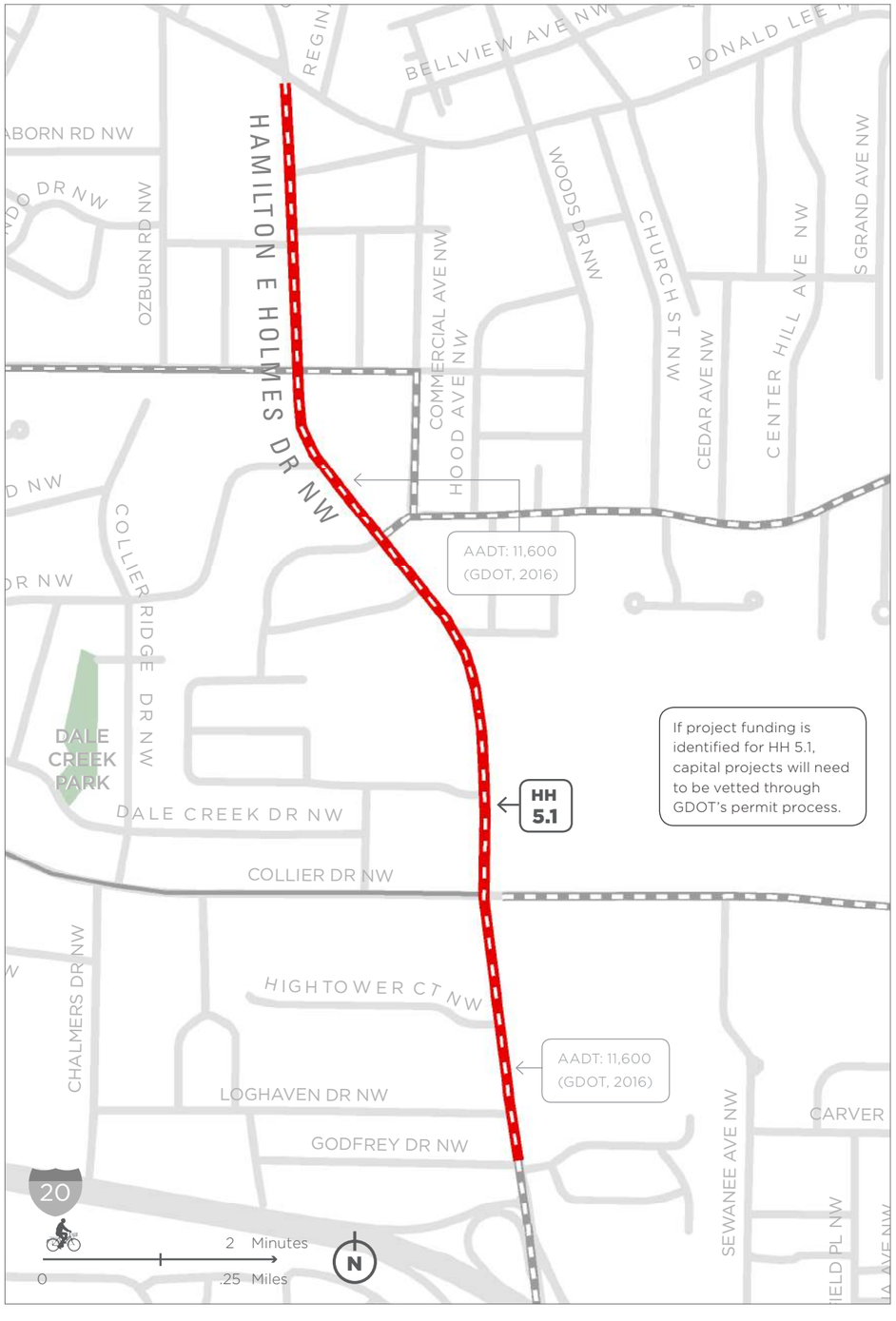
Bike Lanes

BURTON RD NW
FROM: LINKWOOD RD NW
TO: HAMILTON E HOLMES DR NW

Reduce vehicle lane widths to create space for bike lanes. Desired minimum width for bike lane not achieved here to accommodate bus travel.



Hamilton E Holmes Station



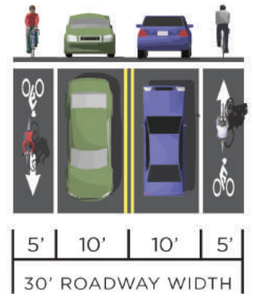
HH 5.1

Bike Lanes

HAMILTON E HOLMES DR NW
FROM: DONALD LEE HOLLOWELL PKWY
TO: GODFREY DR NW

Existing roadway is constrained, resulting in narrower than desired bike lanes and travel lanes for buses. Addition of bike lanes requires removal of existing two-way left turn lane. A traffic study is needed to determine feasibility of removing existing two-way left turn lane.

Long-term recommendation: Expand roadway to accomodate buffered or separated bike lanes with raised bus islands.



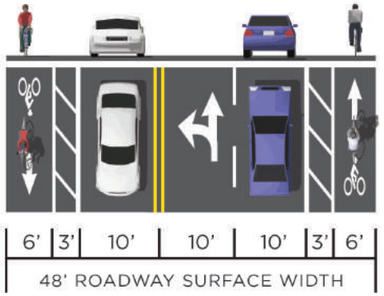
HAMILTON E HOLMES DR

HH 5.2

Buffered Bike Lanes

HAMILTON E HOLMES DR NW
FROM: GODFREY DR NW
TO: 350' SOUTH OF GODFREY DR NW

Convert existing left turn only lane to a through/left lane at westbound I-20 on-ramp/Godfrey Dr. Eliminate one northbound vehicle lane and narrow vehicle lane widths to create space for buffered bike lanes.

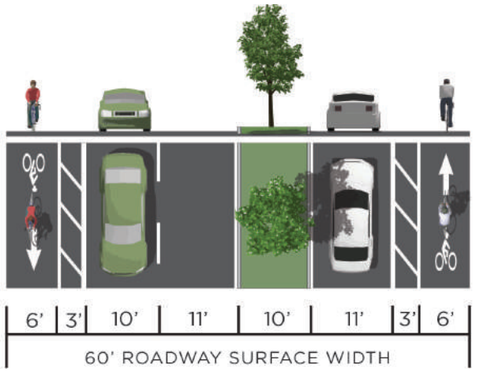


HH 5.3

Buffered Bike Lanes

HAMILTON E HOLMES DR NW
FROM: 350' SOUTH OF GODFREY DR NW
TO: BURTON RD NW

Retain two southbound vehicle lanes. Eliminate one northbound vehicle lane and reduce vehicle lane/painted median widths to create space for buffered bike lanes.

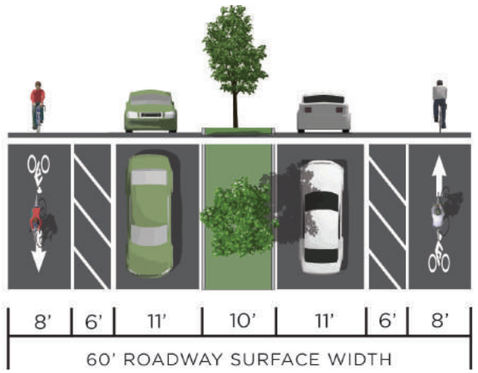


HH 5.4

Buffered Bike Lanes

HAMILTON E HOLMES DR NW
FROM: BURTON RD NW
TO: 620' NORTH OF MLK JR DR NW

Reduce number of vehicle lanes from 5 to 2 with to create space for planted median and buffered bike lanes.

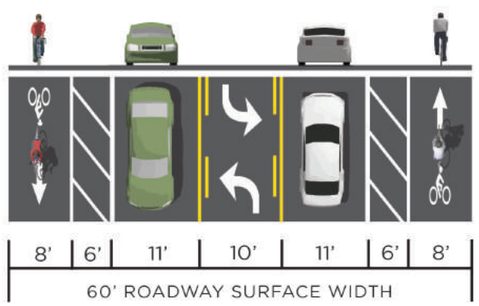


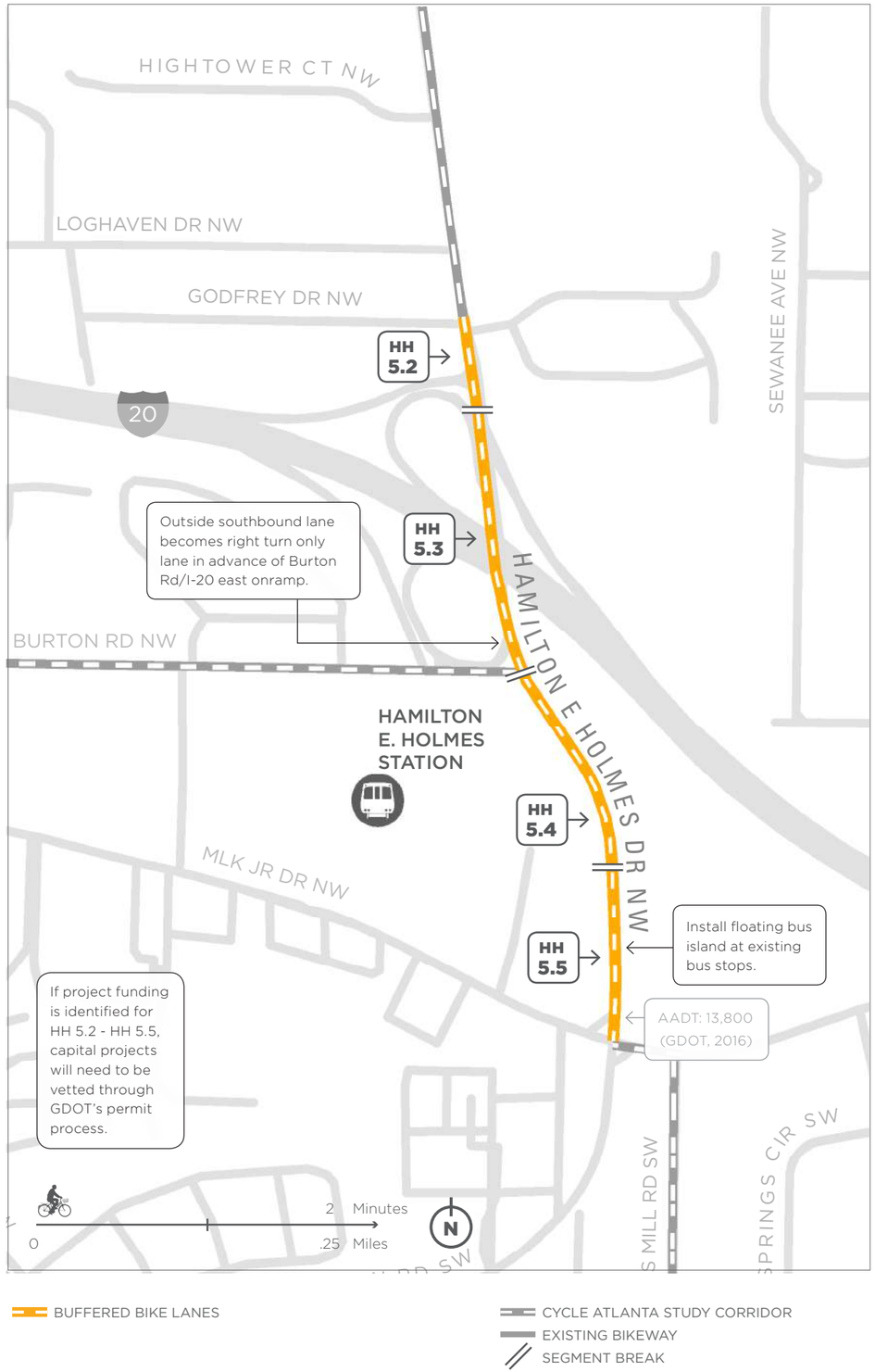
HH 5.5

Buffered Bike Lanes

HAMILTON E HOLMES DR NW
FROM: 620' NORTH OF MLK JR DR NW
TO: MLK JR DR NW

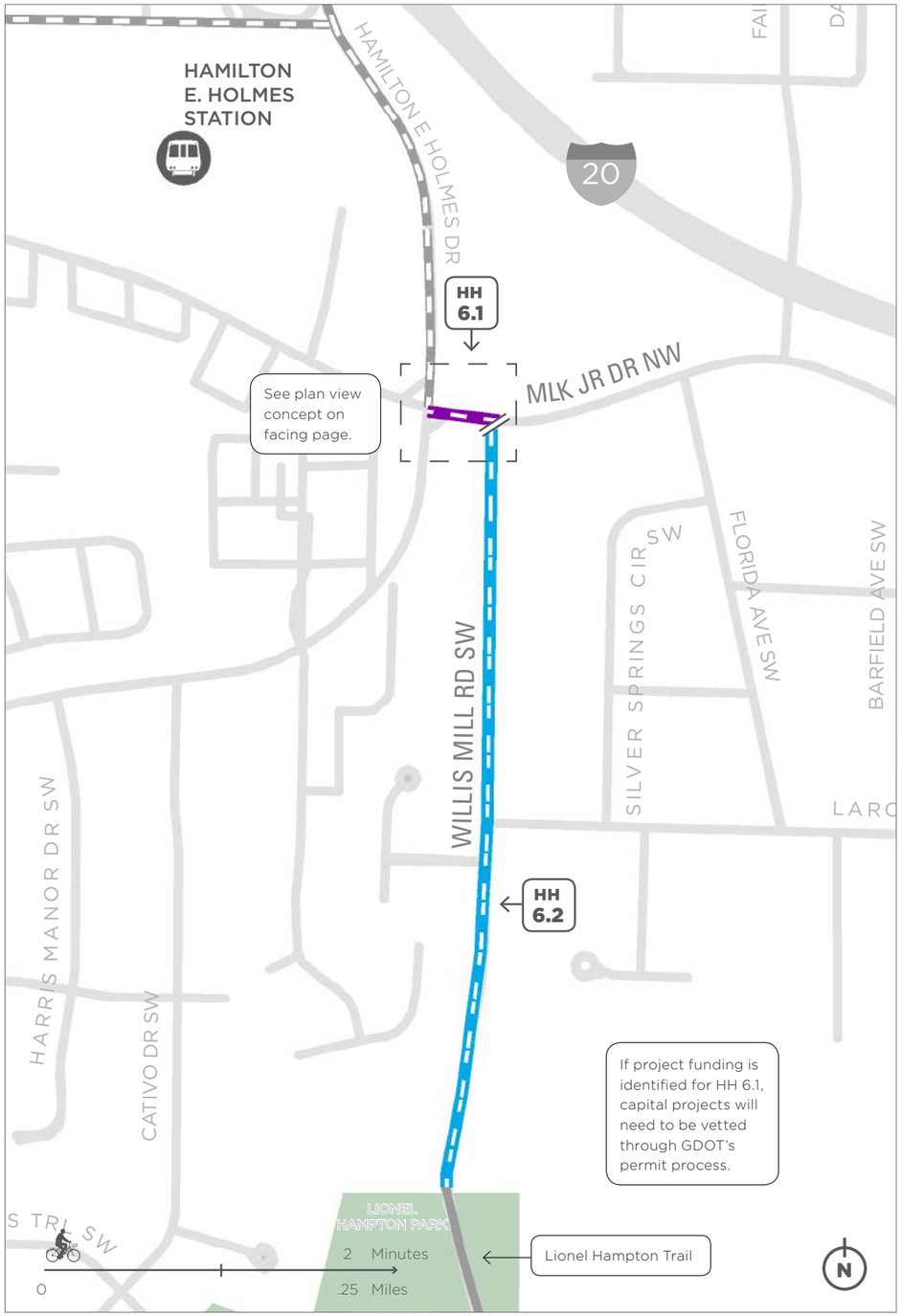
Reduce number of vehicle lanes from 5 to 3 to create space for buffered bike lanes. Retain dedicated left turn lane at MLK Dr.





Hamilton E Holmes Station

MLK JR DR / WILLIS MILL RD



MULTI-USE PATH
NEIGHBORHOOD GREENWAY

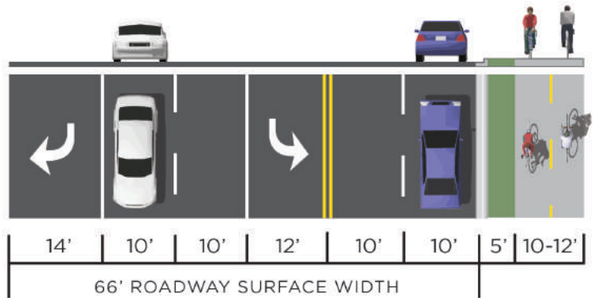
CYCLE ATLANTA STUDY CORRIDOR
EXISTING BIKEWAY
SEGMENT BREAK

HH 6.1

Multi-Use Path

MLK JR DR NW
FROM: HAMILTON E HOLMES DR NW
TO: WILLIS MILL RD SW

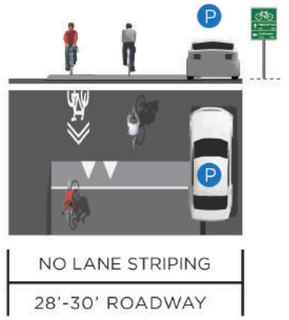
Requires coordination (easement or Right-of-Way acquisition) with property owner on the south side of MLK Dr.



HH 6.2

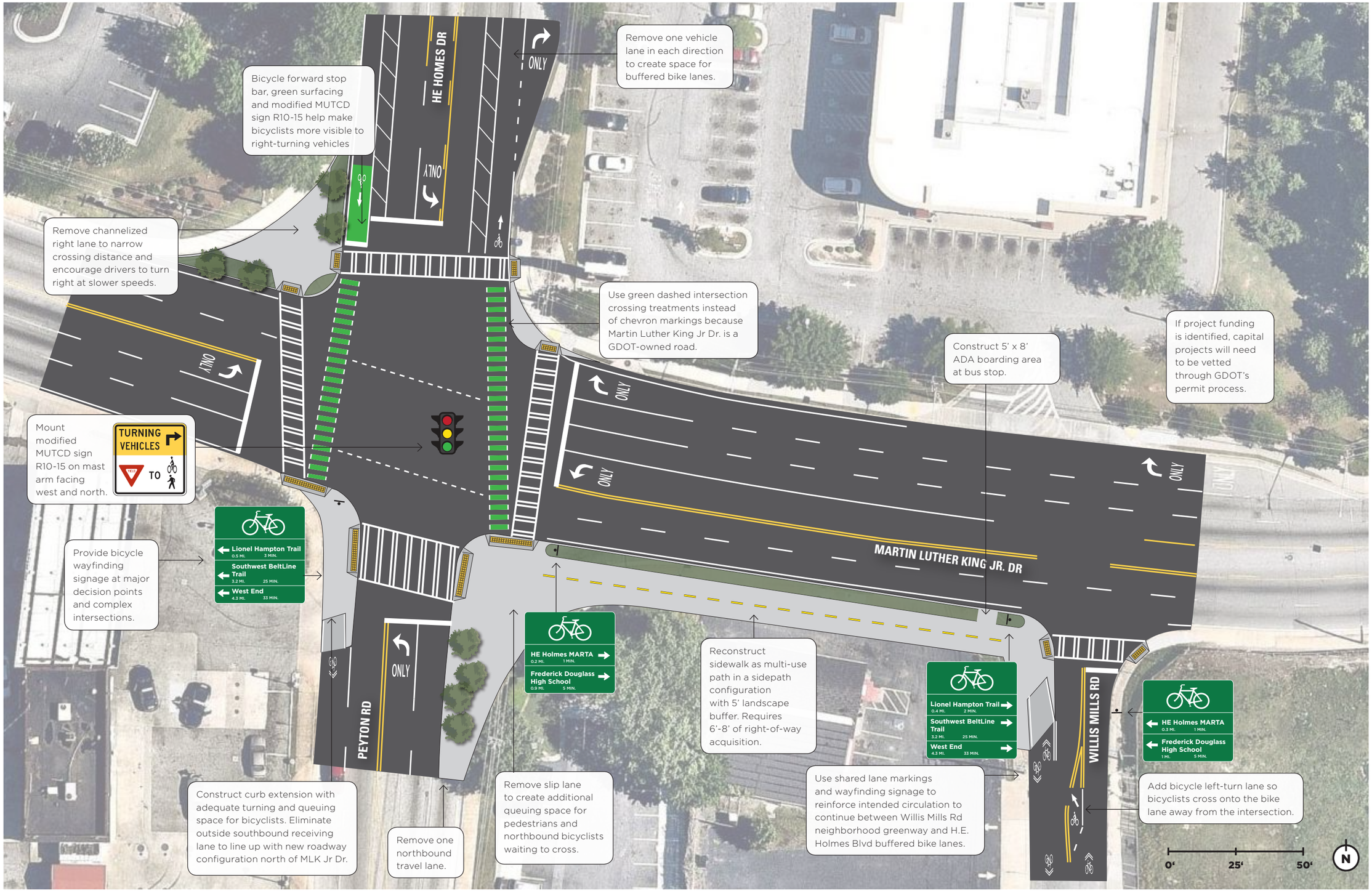
Neighborhood Greenway

WILLIS MILL RD SW
FROM: MLK JR DR NW
TO: LIONEL HAMPTON TRAIL

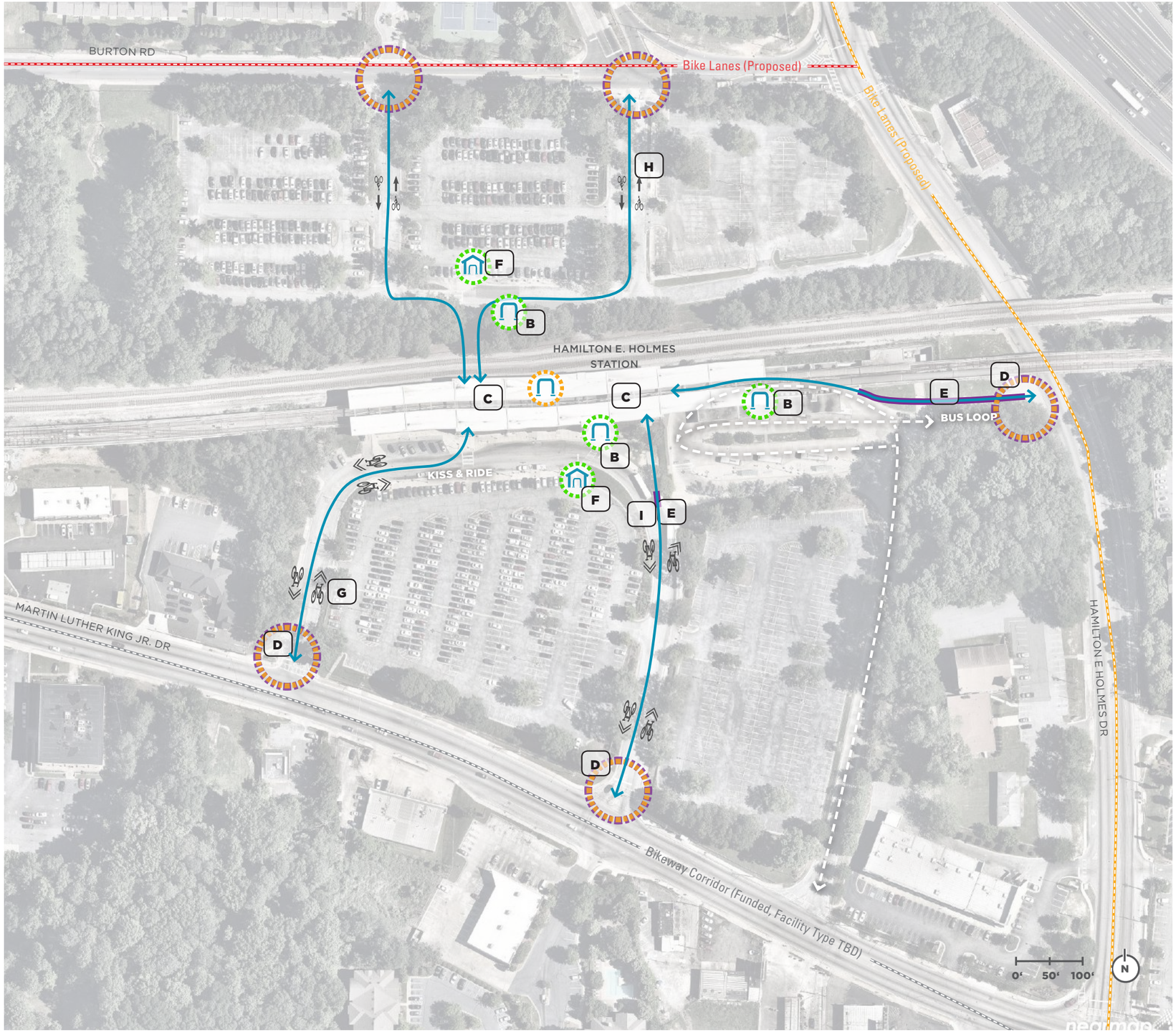


Hamilton E Holmes Station

HAMILTON E HOLMES DR / WILLIS MILLS RD + MLK JR DR



Hamilton E Holmes Station



- **A** Replace existing wave rack inside station with inverted-U racks
- **B** New covered inverted-U bike racks and "more bike parking available inside station" signage
- **C** Add bicycle wheel channels to stairs

- **D** Add wayfinding signage guiding bicyclists into the station as they enter, and to area destinations as they leave
- **E** Construct a new multi-use path for bicyclists and pedestrians entering from HE Holmes Dr
- **F** Add secure bike parking area (SPA)
- **G** Add shared lane markings on the pavement where people biking share this space with vehicles to indicate bicycle circulation to bike parking and elevators
- **H** Stripe bike lanes where parking lot entrances have adequate width
- **I** Add warning signage for bicyclists entering road

LEGEND

- Replace existing bike parking
- New bike parking
- New secure bike parking area
- Station access point
- New ramp
- Bicycle circulation
- Shared lane markings

MARTA STATION ACCESS PLAN

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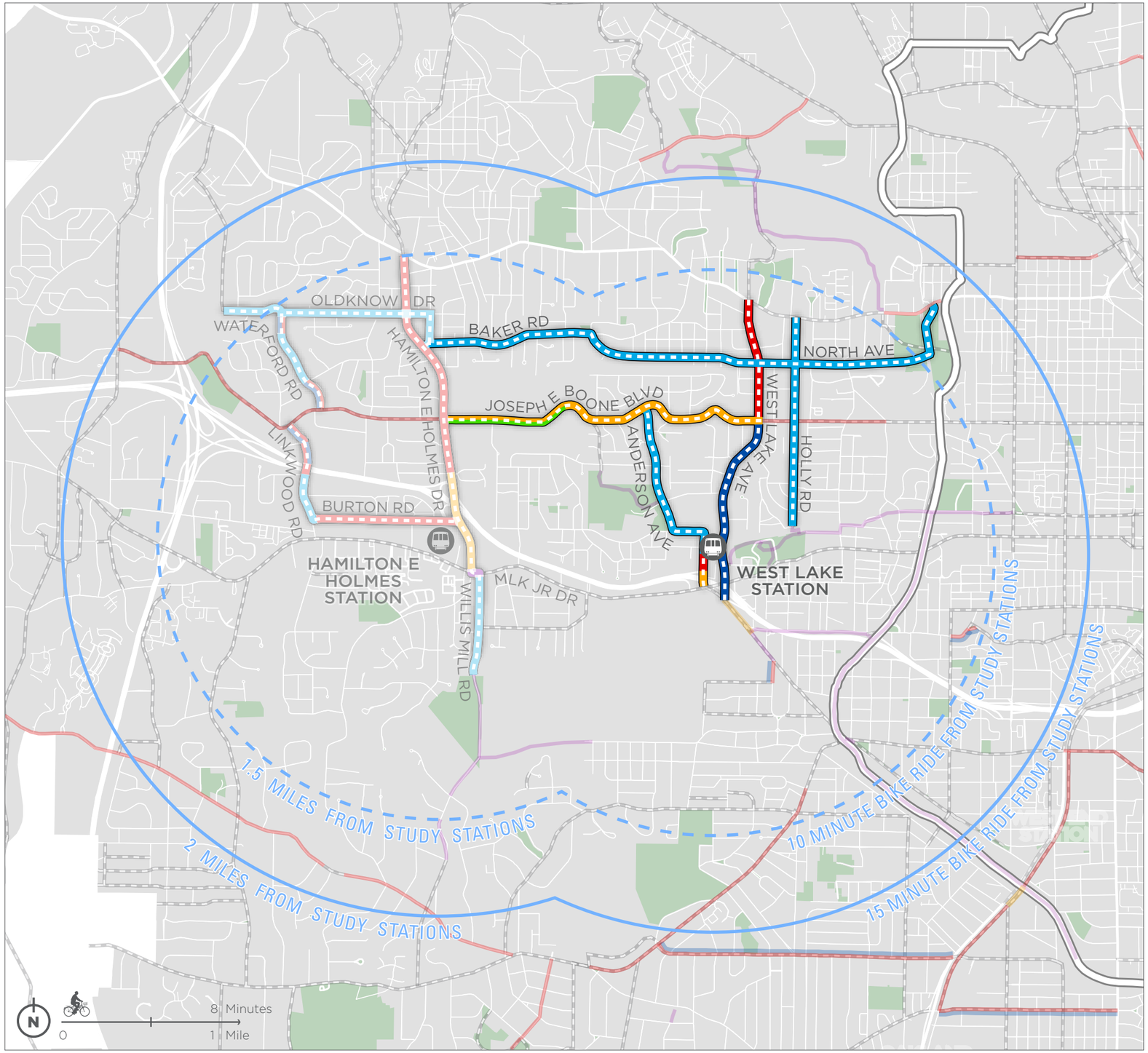
West Lake Station

West Lake Station



PROPOSED BIKEWAYS

- ENHANCED SHARED ROADWAY
- UPHILL BIKE LANE - DOWNHILL SHARED LANE MARKINGS
- BIKE LANE
- NEIGHBORHOOD GREENWAY
- BUFFERED BIKE LANE
- SEPARATED BIKE LANE - BUFFERED BIKE LANE

EXISTING BIKEWAYS

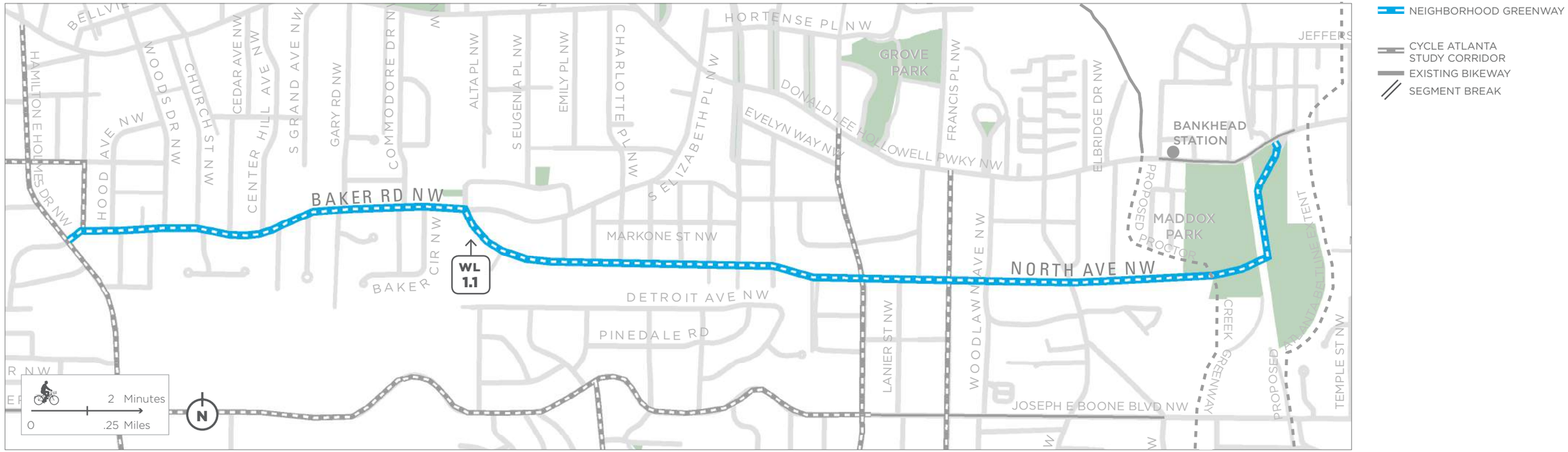
- UPHILL BIKE LANE - DOWNHILL SHARED LANE MARKINGS
- BIKE LANE
- BUFFERED BIKE LANE
- SEPARATED BIKE LANE
- MULTI-USE PATH

- BELTLINE
- FUNDED OR PREVIOUSLY PROPOSED BIKEWAY CORRIDOR
- PARKS
- ATLANTA CITY LIMITS

OVERVIEW MAP

Cross Section ID	Facility Type	Street Name	From	To
WL 1.1	Neighborhood Greenway	Baker Rd NW / North Ave NW	Hamilton E Holmes Dr NW	Donald Lee Hollowell Pkwy
WL 2.1	Separated Bike Lane - Buffered Bike Lane	Joseph E Boone Blvd	Hamilton E Holmes Dr NE	1060' west of New Jersey Ave NW
WL 2.2	Buffered Bike Lanes	Joseph E Boone Blvd	1060' west of New Jersey Ave NW	West Lake Ave NW
WL 3.1	Neighborhood Greenway	Anderson Ave NW / Anderson Ave SW	Joseph E Boone Blvd NW	190' south of Penelope Rd NW
WL 3.2	Bike Lanes	Anderson Ave SW	190' south of Penelope Rd NW	I-20 West On-Ramp
WL 3.3	Buffered Bike Lanes	Anderson Ave SW	I-20 West On-Ramp	MLK Jr Dr NW
WL 4.1	Bike Lanes	West Lake Ave NW	Donald Lee Hollowell Pkwy	Joseph E Boone Blvd NW
WL 4.2	Enhanced Shared Roadway	West Lake Ave NW	Joseph E Boone Blvd NW	Ralph David Abernathy Blvd SW
WL 5.1	Neighborhood Greenway	Anderson Ave NW / Anderson Ave SW	Donald Lee Hollowell Pkwy	Lionel Hampton Trail

West Lake Station

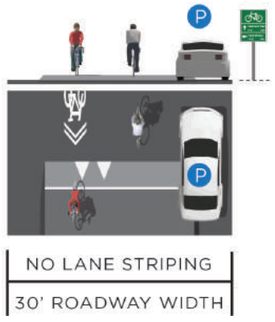


WL 1.1

Neighborhood Greenway

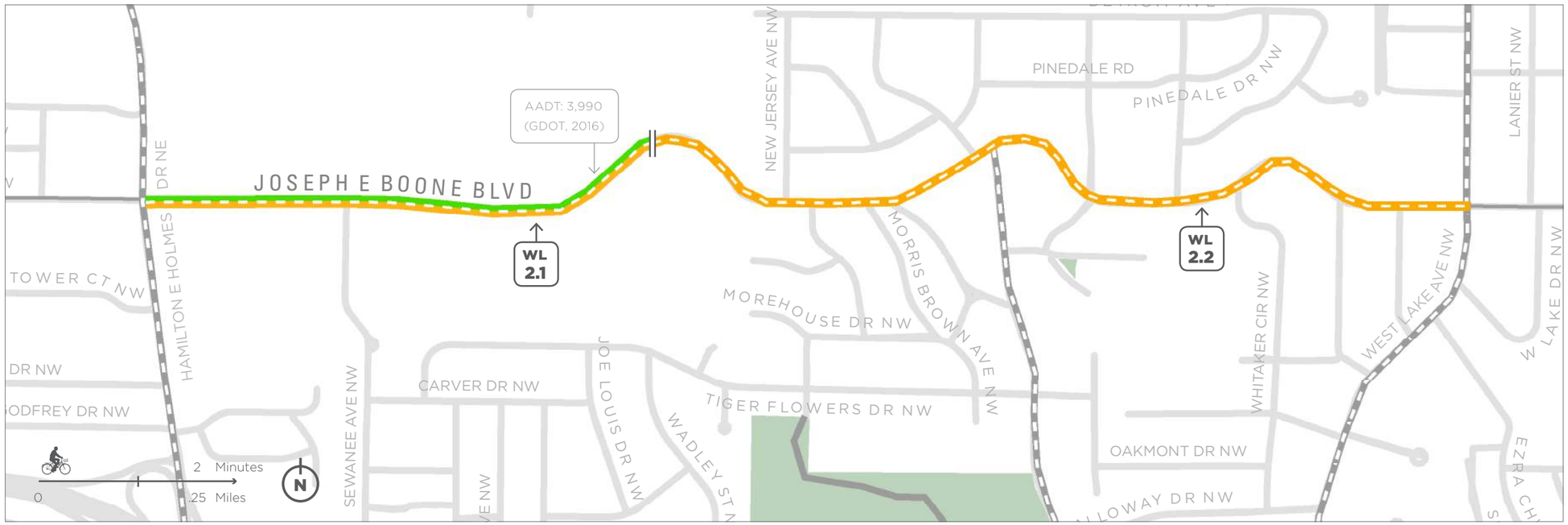
BAKER RD NW / NORTH AVE NW
FROM: HAMILTON E HOLMES DR NW
TO: DONALD LEE HOLLOWELL PKWY NW

Speed cushions could be considered as an alternative to speed tables since Baker Rd and North Ave are bus routes.



BUFFERED BIKE LANE
SEPARATED BIKE LANE - BUFFERED BIKE LANE

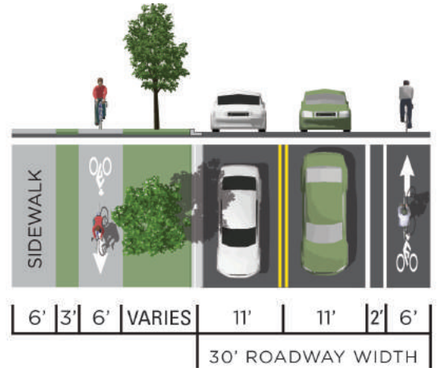
CYCLE ATLANTA STUDY CORRIDOR
EXISTING BIKEWAY
SEGMENT BREAK



WL 2.1 Separated Bike Lane - Buffered Bike Lane

JOESPH E BOONE BLVD
FROM: HAMILTON E HOLMES DR NE
TO: 1060' WEST OF NEW JERSEY AVE NW

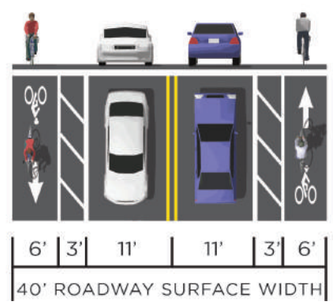
Requires coordination (easement or Right-of-Way acquisition) with owner of Lincoln Cemetery to construct sidewalk and separated bike lane on north side of street.



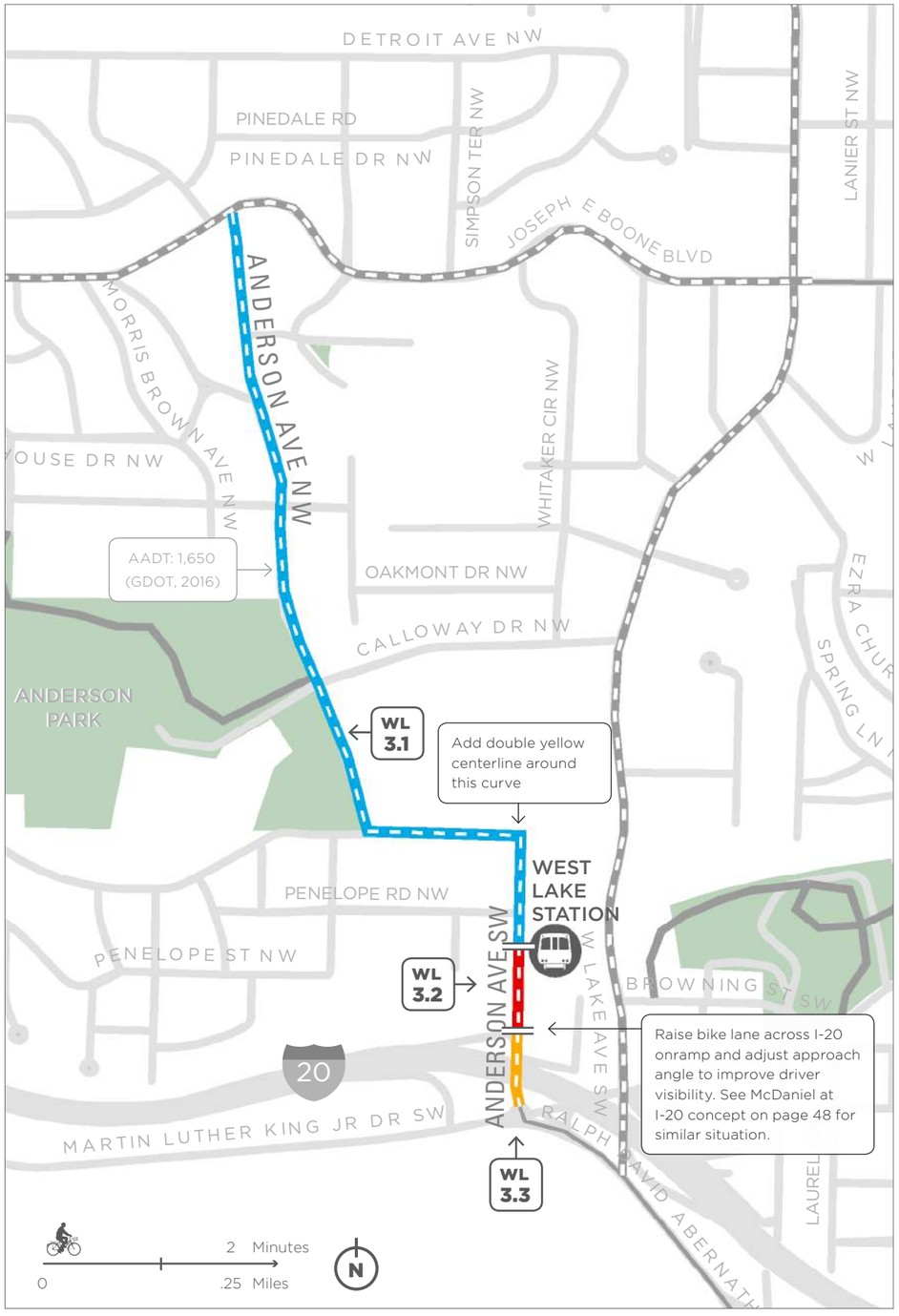
WL 2.2 Buffered Bike Lanes

JOESPH E BOONE BLVD
FROM: 1060' WEST OF NEW JERSEY AVE NW
TO: WEST LAKE AVE NW

Existing roadway surface is 26-30'. Requires Right-of-Way acquisition and significant grading. Longer term roadway expansion project.



West Lake Station



HH 3.1

Neighborhood Greenway

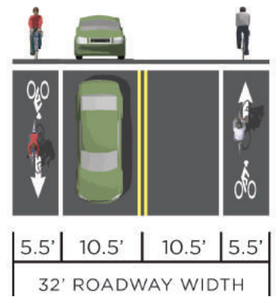
ANDERSON AVE NW / ANDERSON AVE SW
FROM: JOSEPH E BOONE BLVD NW
TO: 190' SOUTH OF PENELOPE RD NW

HH 3.2

Bike Lanes

ANDERSON AVE SW
FROM: 190' SOUTH OF PENELOPE RD NW
TO: I-20 WEST ON-RAMP

Reduce vehicle lane widths to create space for bike lane. Desired minimum width for bike lane not achieved here to accommodate bus travel.

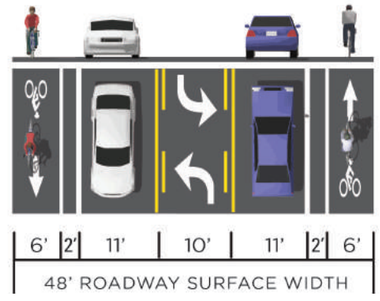


HH 3.3

Buffered Bike Lanes

ANDERSON AVE SW
FROM: I-20 WEST ON-RAMP
TO: MLK JR DR NW

Reduce number of vehicle lanes from 4 to 3 to make space for buffered bike lanes.



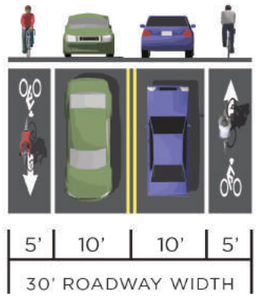
WL 4.1

Bike Lanes

WEST LAKE AVE NW
FROM: DONALD LEE HOLLOWELL PKWY NW
TO: JOSEPH E BOONE BLVD NW

Existing roadway is constrained, resulting in narrower than desired bike lanes and travel lanes for buses. Addition of bike lanes requires removal of existing two-way left turn lane.

Long-term recommendation: Expand roadway to accommodate buffered or separated bike lanes with raised bus islands.

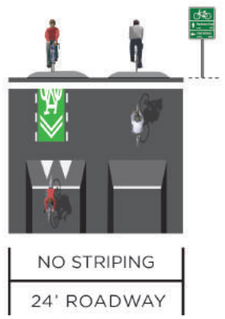


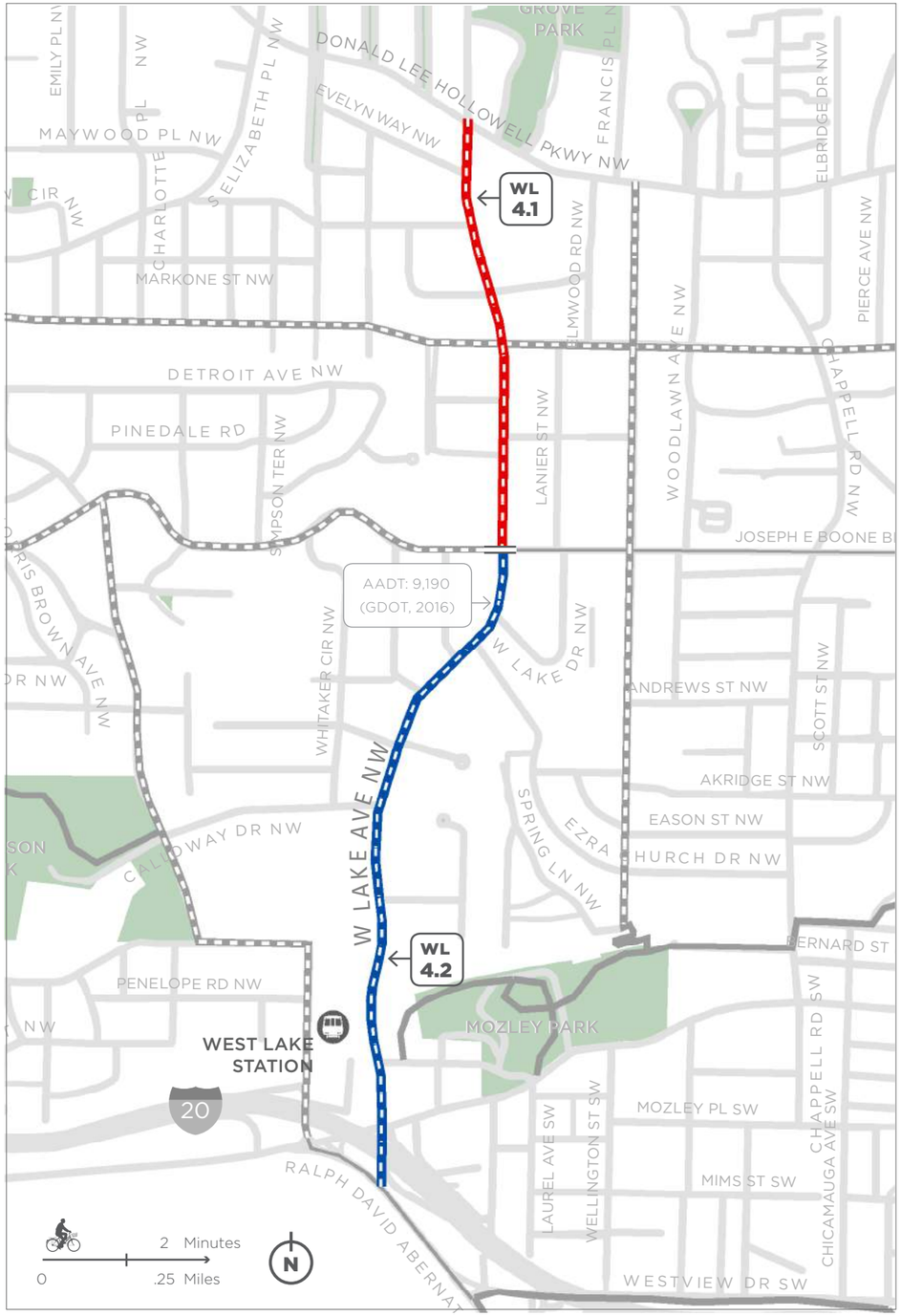
WL 4.2

Enhanced Shared Roadway

WEST LAKE AVE NW
FROM: JOSEPH E BOONE BLVD NW
TO: RALPH DAVID ABERNATHY BLVD SW

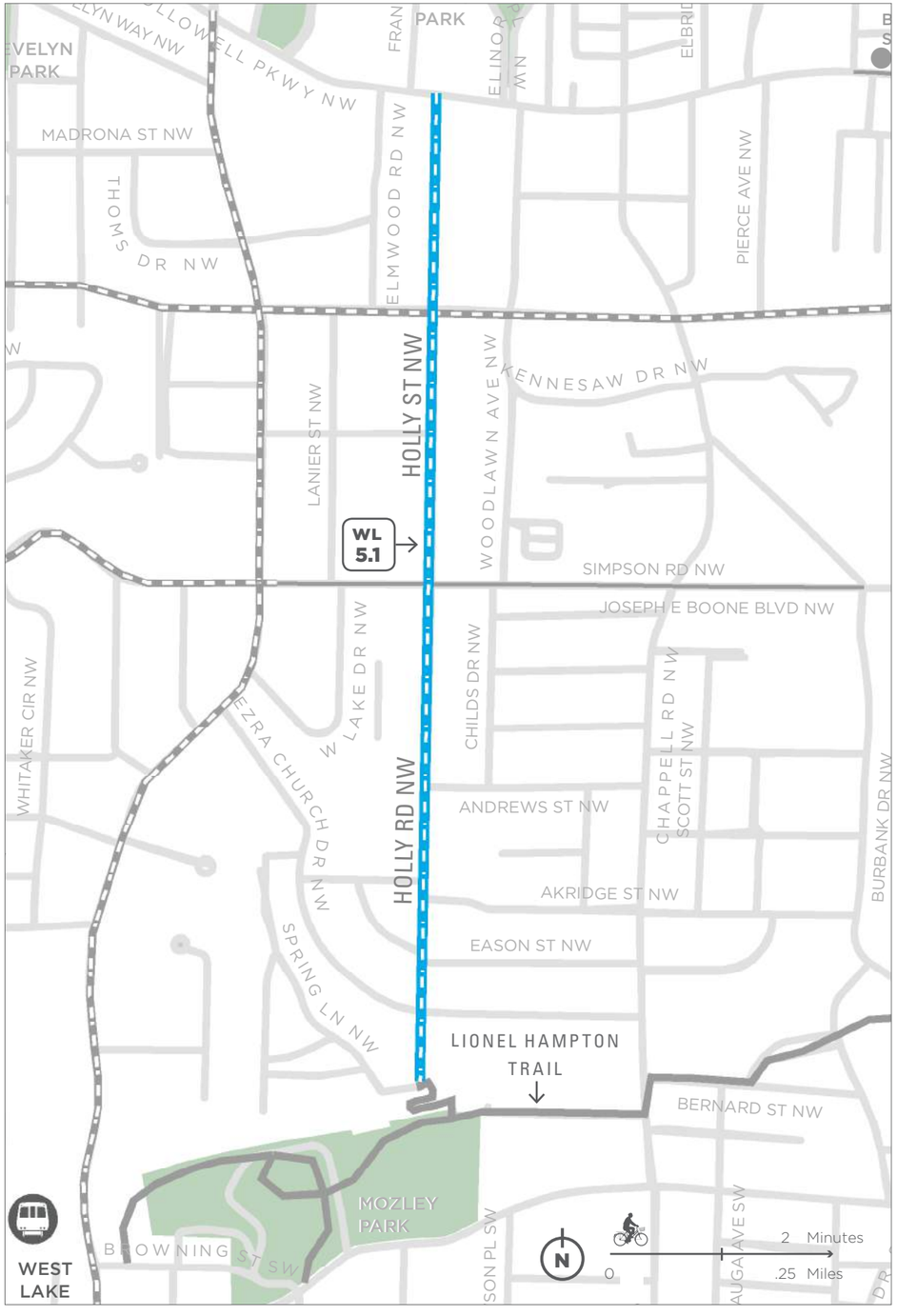
Long-term recommendation: Expand roadway to accomodate buffered or separated bike lanes with raised bus islands.





West Lake Station

HOLLY ST / HOLLY RD

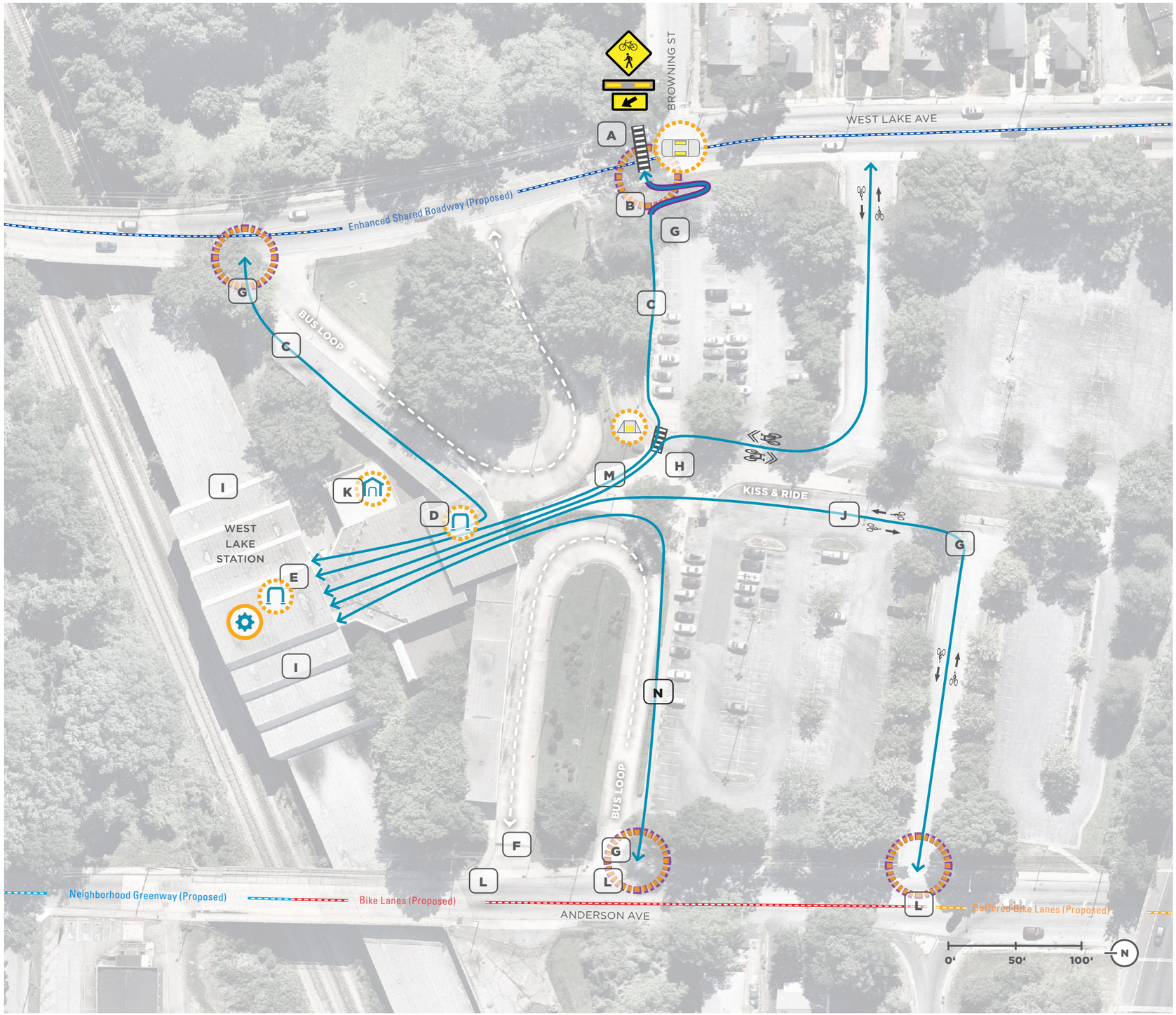


WL 5.1

Neighborhood Greenway

ANDERSON AVE NW / ANDERSON AVE SW
FROM: DONALD LEE HOLLOWELL PKWY NW
TO: LIONEL HAMPTON TRAIL

West Lake Station



- **A** Enhance existing crosswalk with Rectangular Rapid Flashing Beacon (RRFB) and raised bicycle/pedestrian crossing island
- **B** Create opening in fencing and install ramp for bicyclists accessing station from Browning St and the Lionel Hampton Trail
- **C** Reconstruct as shared-use or separated-use path
- **D** Replace existing bike parking outside the station with inverted-U racks. Install "more bike parking available inside station" sign.
- **E** Replace existing bike parking inside station with inverted-U racks
- **F** Replace with drainage grates that bicycle tires cannot drop into if a bicyclists rides over it
- **G** Add wayfinding signage guiding bicyclists into the station as they enter, and to area destinations as they leave
- **H** Add new crossing with curb ramps on both sides to connect the entrance to the bike parking and station entrance
- **I** Add bicycle wheel channels to stairs
- **J** Stripe bike lanes where parking lot entrances have adequate width
- **K** Add secure bike parking area (SPA)
- **L** Add green conflict markings in proposed bike lane at bus loop and vehicle entrances/exits
- **M** Remove existing bollard-style bike parking
- **N** Construct new multi-use path from bus loop entrance to station entrance for bicyclists entering from Anderson Ave

LEGEND

- Rectangular Rapid Flashing Beacon
- Median Refuge Island
- Replace existing bike parking
- New secure bike parking area
- Station access point
- New ramp
- Bicycle circulation
- High visibility crosswalk markings
- Bike lanes
- Shared lane markings
- Existing bicycle repair station
- Install curb ramps

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West End Station

West End Station

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West End Station

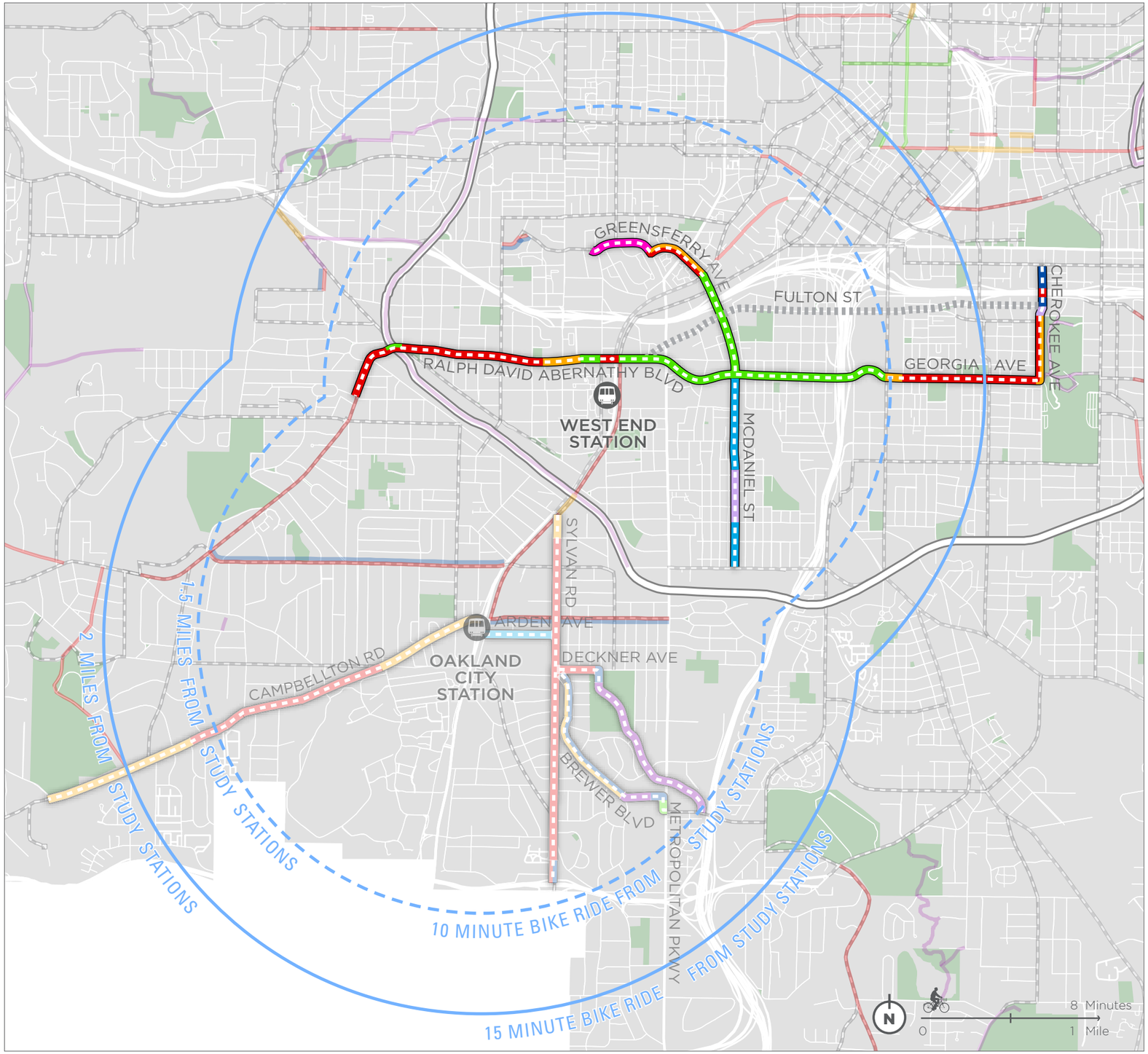
PROPOSED BIKEWAYS

- ENHANCED SHARED ROADWAY
- UPHILL BIKE LANE - DOWNHILL SHARED LANE MARKINGS
- BIKE LANE
- COMMERCIAL GREENWAY
- NEIGHBORHOOD GREENWAY
- BUFFERED BIKE LANE
- SEPARATED BIKE LANE
- CURBLESS SHARED BIKE/PED STREET
- FURTHER STUDY REQUIRED

EXISTING BIKEWAYS

- UPHILL BIKE LANE - DOWNHILL SHARED LANE MARKINGS
- BIKE LANE
- BUFFERED BIKE LANE
- SEPARATED BIKE LANE
- MULTI-USE PATH

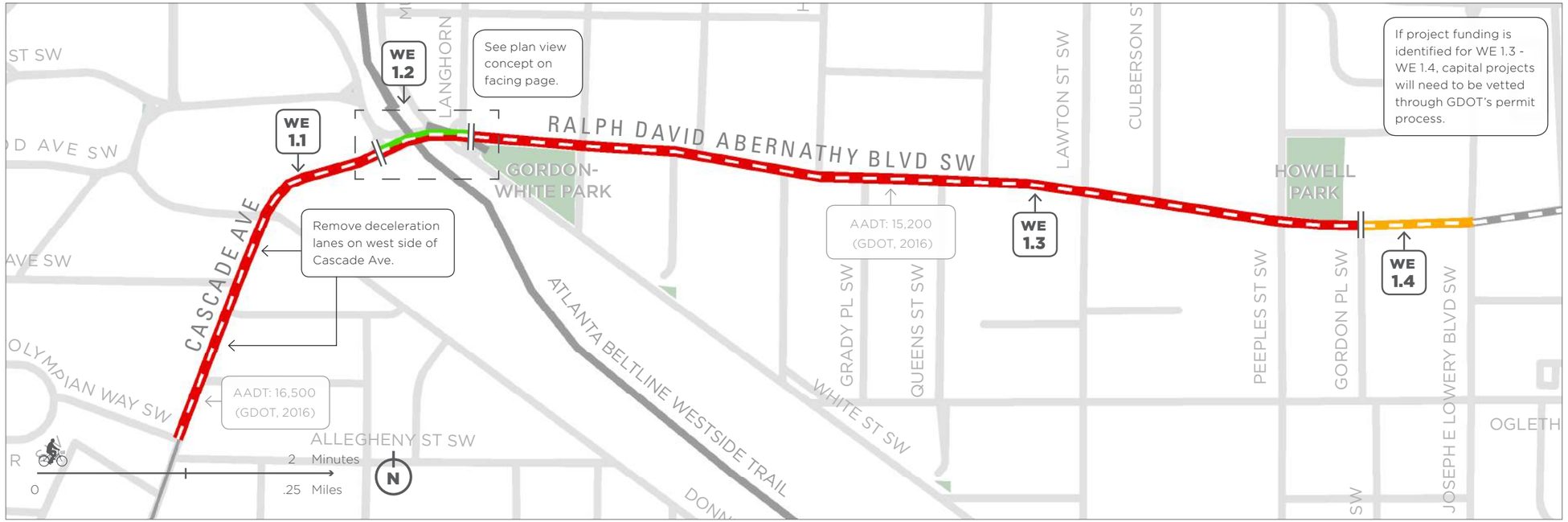
- BELTLINE
- FUNDED OR PREVIOUSLY PROPOSED BIKEWAY CORRIDOR
- PARKS
- ATLANTA CITY LIMITS



Cross Section ID	Facility Type	Street Name	From	To
WE 1.1	Bike Lanes	Cascade Ave	Olympian Way SW	Ralph David Abernathy Blvd SW
WE 1.2	Separated Bike Lane - Bike Lane	Cascade Ave	Ralph David Abernathy Blvd SW	Langhorn St SW / White St SW
WE 1.3	Bike Lanes	Ralph David Abernathy Blvd SW	Langhorn St SW / White St SW	Gordon Pl SW
WE 1.4	Buffered Bike Lanes	Ralph David Abernathy Blvd SW	Gordon Pl SW	Joseph E Lowery Blvd SW
WE 1.5	Buffered Bike Lanes	Ralph David Abernathy Blvd SW	Joseph E Lowery Blvd SW	90' west of Evans St SW
WE 1.6	Separated Bike Lanes	Ralph David Abernathy Blvd SW	90' west of Evans St SW	Lee St SW
WE 1.7	Bike Lanes	Ralph David Abernathy Blvd SW	Lee St SW	Whitehall St SW
WE 1.8	Bike Lanes	Ralph David Abernathy Blvd SW	Whitehall St SW	Murphy Ave SW
WE 1.9	Separated Bike Lanes	Ralph David Abernathy Blvd SW	Murphy Ave SW	Metropolitan Pkwy SW
WE 1.10	Separated Bike Lanes	Ralph David Abernathy Blvd SW	Metropolitan Pkwy SW	McDaniel St SW
WE 1.11	Separated Bike Lanes	Ralph David Abernathy Blvd SW	McDaniel St SW	Central Ave SW
WE 1.12	Separated Bike Lanes	Ralph David Abernathy Blvd SW	Central Ave SW	Pulliam St SW
WE 1.13	Separated Bike Lanes	Ralph David Abernathy Blvd SW	Pulliam St SW	Washington St SW
WE 1.14	Separated Bike Lanes	Georgia Ave	Washington St SW	Capital Ave SE
WE 1.15	Buffered Bike Lanes	Georgia Ave	Capital Ave SE	Fraser St SW
WE 1.16	Bike Lanes	Georgia Ave	Fraser St SW	Connally St SE
WE 1.17	Bike Lanes	Georgia Ave	Connally St SE	Cherokee Ave SE
WE 2.1	Curbless Shared Bicycle and Pedestrian Street	Greensferry Ave SW	Westview Dr SW	Spelman Ln SW
WE 2.2	Buffered Bike Lane - Bike Lane	Greensferry Ave SW	Spelman Ln SW	Northside Dr SW / US 41
WE 2.3	Uphill Bike Lane - Downhill Shared Lane Markings	McDaniel St SW	Northside Dr SW	250' south of Northside Dr SW
WE 2.4	Bike Lanes	McDaniel St SW	250' south of Northside Dr SW	500' south of Northside Dr SW
WE 2.5	Bike Lanes	McDaniel St SW	500' south of Northside Dr SW	Peters St SW
WE 2.6	Separated Bike Lanes	McDaniel St SW	Peters St SW	Whitehall St SW

Cross Section ID	Facility Type	Street Name	From	To
WE 2.7	Separated Bike Lanes	McDaniel St SW	Whitehall St SW	I-20 Westbound On Ramp
WE 2.8	Separated Bike Lanes	McDaniel St SW	I-20 Westbound On Ramp	I-20 Off Ramp
WE 2.9	Separated Bike Lanes	McDaniel St SW	I-20 Off Ramp	Fulton St SW
WE 2.10	Separated Bike Lanes	McDaniel St SW	Fulton St SW	Glenn St SW
WE 2.11	Separated Bike Lanes	McDaniel St SW	Glenn St SW	Ralph David Abernathy Blvd SW
WE 2.12	Neighborhood Greenway	McDaniel St SW	Ralph David Abernathy Blvd SW	110' north of Stephens St SW
WE 2.13	Neighborhood Greenway	McDaniel St SW	110' north of Stephens St SW	Rockwell St SW
WE 2.14	Neighborhood Greenway	McDaniel St SW	Rockwell St SW	190' north of Mary St SW
WE 2.15	Commercial Greenway	McDaniel St SW	190' north of Mary St SW	Fletcher St SW
WE 2.16	Neighborhood Greenway	McDaniel St SW	Fletcher St SW	University Ave
WE 3.1	Enhanced Shared Roadway	Cherokee Ave SE	Woodward Ave SE	240' north of Glenwood Ave
WE 3.2	Buffered Bike Lanes	Cherokee Ave SE	240' north of Glenwood Ave	Glenwood Ave SE
WE 3.3	Enhanced Shared Roadway	Cherokee Ave SE	Glenwood Ave SE	Glenwood Ave SE
WE 3.4	Commercial Greenway	Cherokee Ave SE	Glenwood Ave SE	Sydney St SE
WE 3.5	Bike Lane - Buffered Bike Lane	Cherokee Ave SE	Sydney St SE	Georgia Ave SE

West End Station

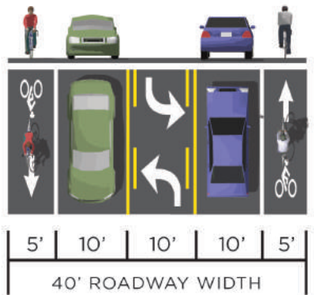


CASCADE AVE / RALPH DAVID ABERNATHY BLVD

WE 1.1 Bike Lanes

CASCADE AVE
FROM: OLYMPIAN WAY SW
TO: RALPH DAVID ABERNATHY BLVD SW

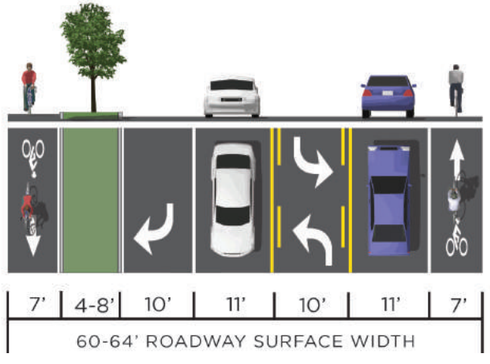
Reduce number of vehicle lanes from 4 to 3 to make space for buffered bike lanes. Desired minimum width for bike lane not achieved here to accommodate bus travel.



WE 1.2 Separated Bike Lane - Bike Lane

CASCADE AVE
FROM: RALPH DAVID ABERNATHY BLVD SW
TO: LANGHORN ST SW / WHITE ST SW

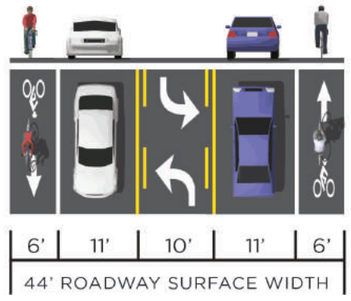
Reconfigure travel lanes and channelizing island to create space for bike lanes. See intersection concept on facing page for more details.



WE 1.3 Bike Lanes

RALPH DAVID ABERNATHY BLVD SW
FROM: LANGHORN ST SW / WHITE ST SW
TO: GORDON PL SW

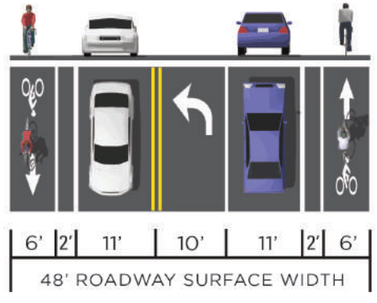
Reduce number of vehicle lanes from 4 to 3 to make space for bike lanes.



WE 1.4 Buffered Bike Lanes

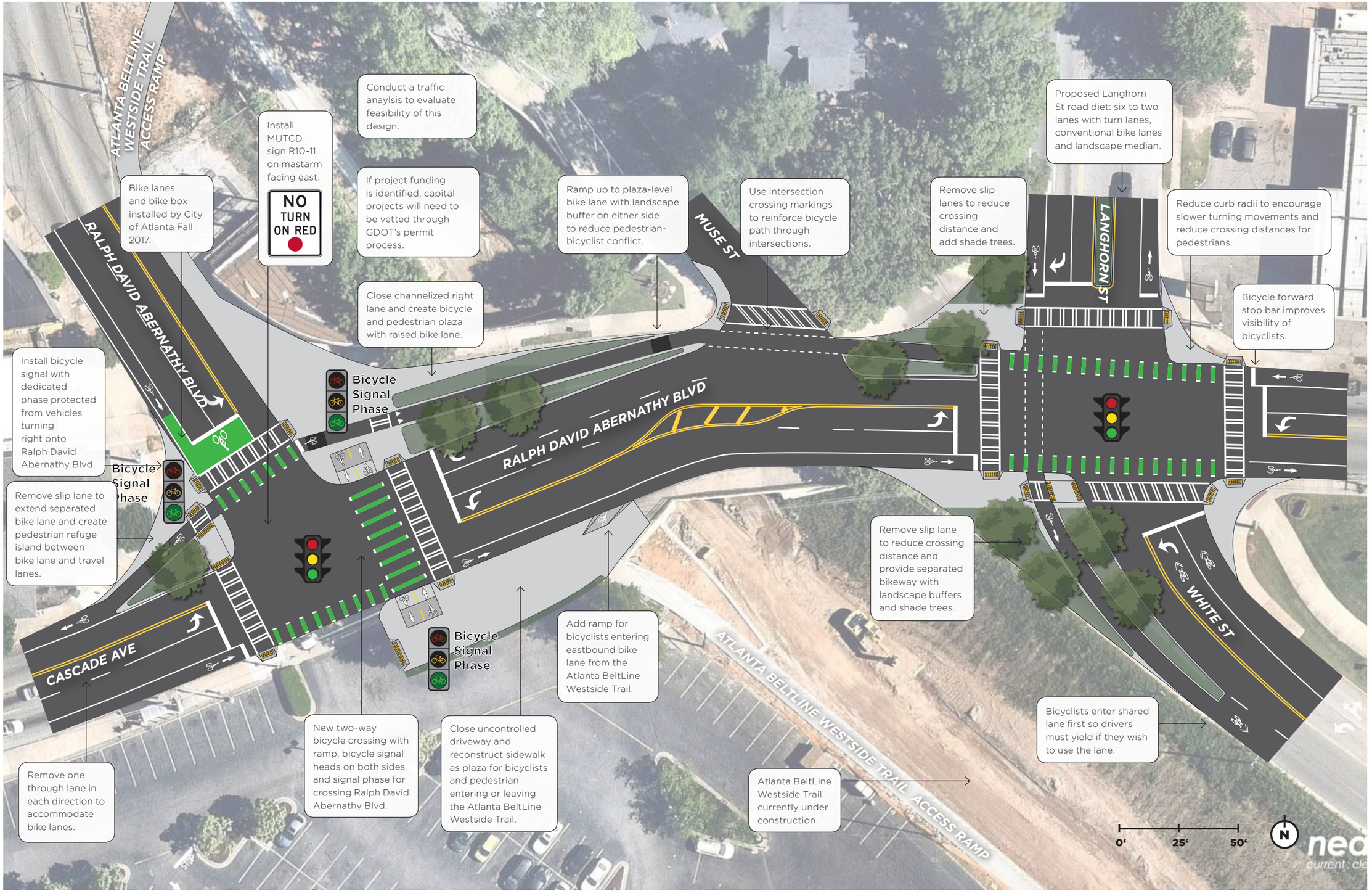
RALPH DAVID ABERNATHY BLVD SW
FROM: GORDON PL SW
TO: JOSEPH E LOWERY BLVD SW

Reduce number of vehicle lanes from 4 to 3 to make space for buffered bike lanes.

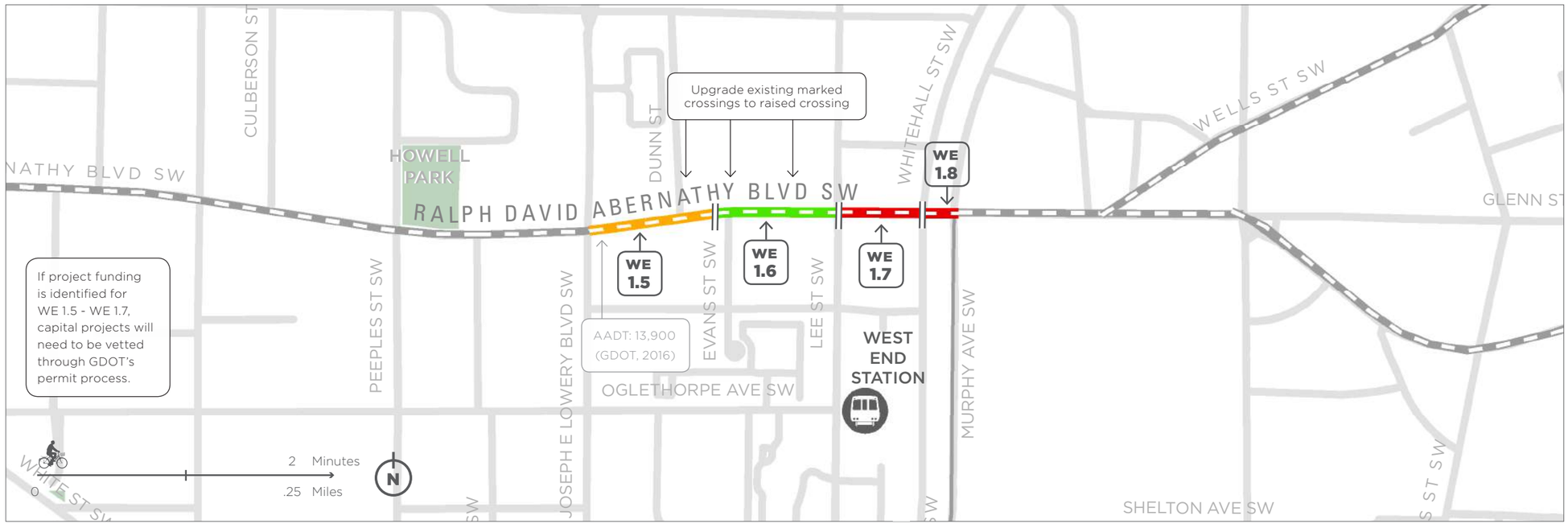


West End Station

RALPH DAVID ABERNATHY BLVD + ATLANTA BELTLINE WESTSIDE TRAIL



West End Station

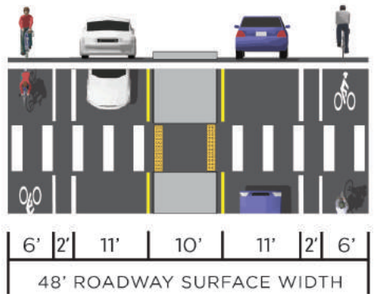


WE 1.5

Buffered Bike Lanes

RALPH DAVID ABERNATHY BLVD SW
FROM: JOSEPH E LOWERY BLVD SW
TO: 90' WEST OF EVANS ST SW

Reduce number of vehicle lanes from 4 to 2 to make space for buffered bike lanes and pedestrian refuge islands. Cross section graphic shows upgraded pedestrian crossing at Dunn St. Retain left turn pocket at Joseph E Lowery Blvd.

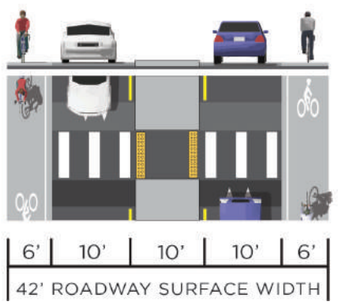


WE 1.6

Separated Bike Lanes

RALPH DAVID ABERNATHY BLVD SW
FROM: 90' WEST OF EVANS ST SW
TO: LEE ST SW

Reduce number of vehicle lanes from 4 to 2 to make space for buffered bike lanes and pedestrian refuge islands. Cross section graphic shows upgraded pedestrian crossing at Dunn St. Retain left turn pocket at Lee St.

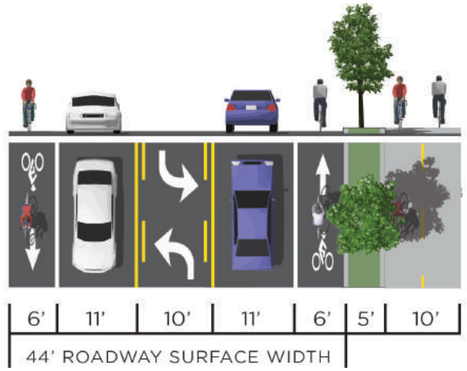


WE 1.7

Bike Lanes

RALPH DAVID ABERNATHY BLVD SW
FROM: LEE ST SW
TO: WHITEHALL ST SW

Reduce number of vehicle lanes from 4 to 3 to make space for bike lanes. Repurpose southern-most outside lane as a multi-use path per Cycle Atlanta 1.0.

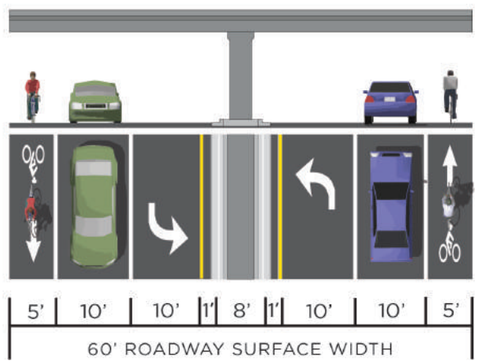


WE 1.8

Bike Lanes

RALPH DAVID ABERNATHY BLVD SW
FROM: WHITEHALL ST SW
TO: MURPHY AVE SW

Reduce vehicle lane widths to create space for bike lanes. Desired minimum width for bike lane not achieved here to accommodate bus travel.

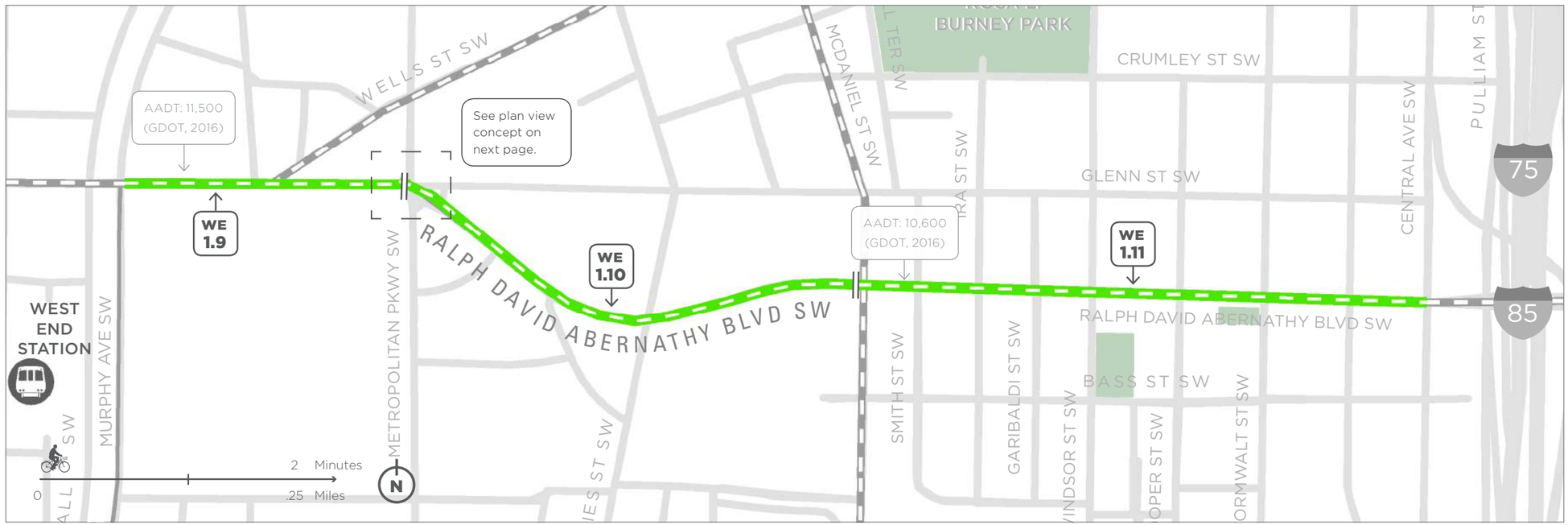


SEPARATED BIKE LANE

CYCLE ATLANTA STUDY CORRIDOR

EXISTING BIKEWAY

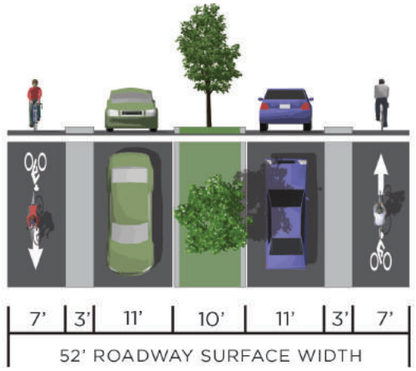
SEGMENT BREAK



WE 1.9 Separated Bike Lanes

RALPH DAVID ABERNATHY BLVD SW
FROM: MURPHY AVE SW
TO: METROPOLITAN PKWY SW

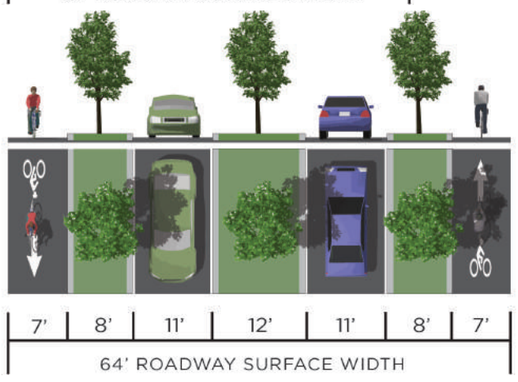
Reduce number of vehicle lanes from 5 to 3 to make space for separated bike lanes and planted median. Retain left turn pockets where needed.



WE 1.10 Separated Bike Lanes

RALPH DAVID ABERNATHY BLVD SW
FROM: METROPOLITAN PKWY SW
TO: MCDANIEL ST SW

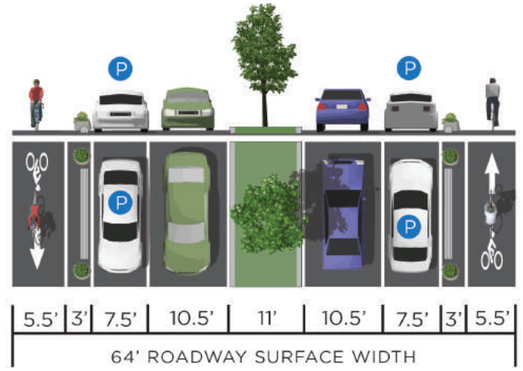
Reduce number of vehicle lanes from 5 to 3 to make space for separated bike lanes and planted median. Retain left turn pockets where needed.



WE 1.11 Separated Bike Lanes

RALPH DAVID ABERNATHY BLVD SW
FROM: MCDANIEL ST SW
TO: CENTRAL AVE SW

Reconfigure roadway with one through lane in each direction, on-street parking, and separated bike lanes. Retain existing planted median and left turn pockets. Desired minimum bike lane width not achieved here due to existing median, active bus route, and desire for on-street parking.

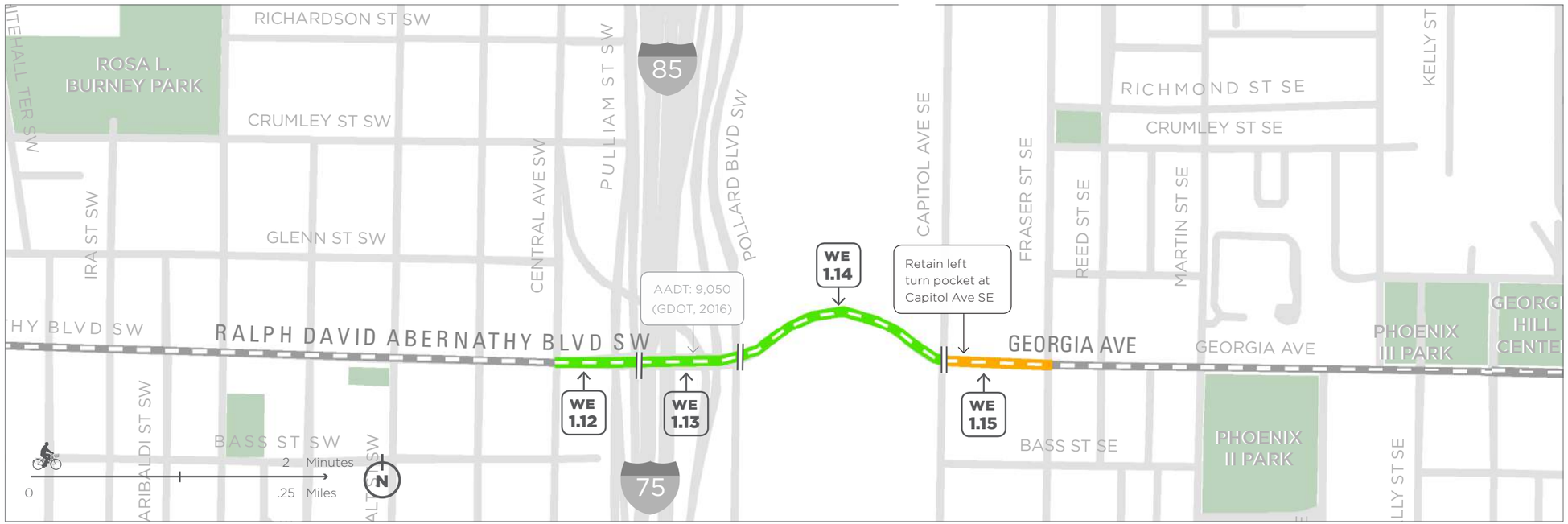


West End Station

RALPH DAVID ABERNATHY BLVD + METROPOLITAN PKWY

SEPARATED BIKE LANE
BUFFERED BIKE LANE

CYCLE ATLANTA STUDY CORRIDOR
EXISTING BIKEWAY
SEGMENT BREAK

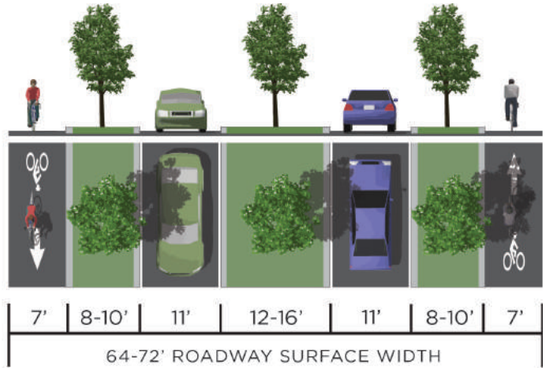


RALPH DAVID ABERNATHY BLVD / GEORGIA AVE

WE 1.12 Separated Bike Lanes

RALPH DAVID ABERNATHY BLVD SW
FROM: CENTRAL AVE SW
TO: PULLIAM ST SW

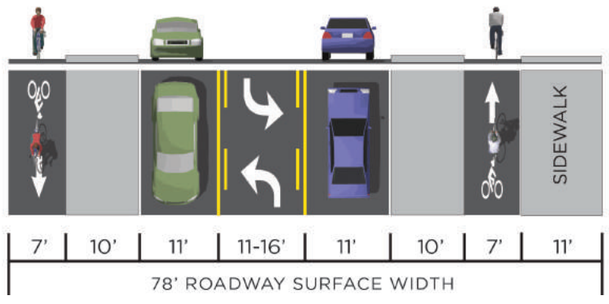
Reduce number of vehicle lanes from 5 to 3 to make space for separated bike lanes. Retain planted median.



WE 1.13 Separated Bike Lanes

RALPH DAVID ABERNATHY BLVD SW
FROM: PULLIAM ST SW
TO: POLLARD BLVD SW

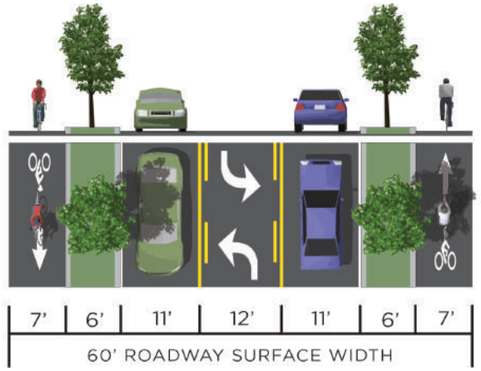
Reduce number of vehicle lanes from 7 to 3 to make space for separated bike lanes and a wide sidewalk on the south side of the street.



WE 1.14 Separated Bike Lanes

GEORGIA AVE
FROM: POLLARD BLVD SW
TO: CAPITOL AVE SE

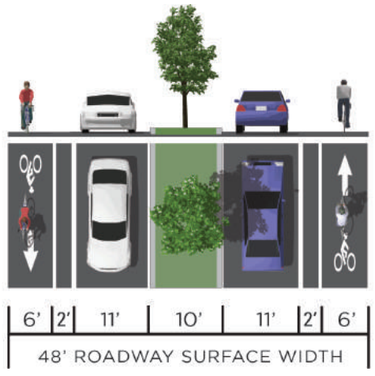
Reduce number of vehicle lanes from 5 to 3 to make space for separated bike lanes and planted median. Retain left turn pockets at Pollard Blvd SW and Capitol Ave SE.



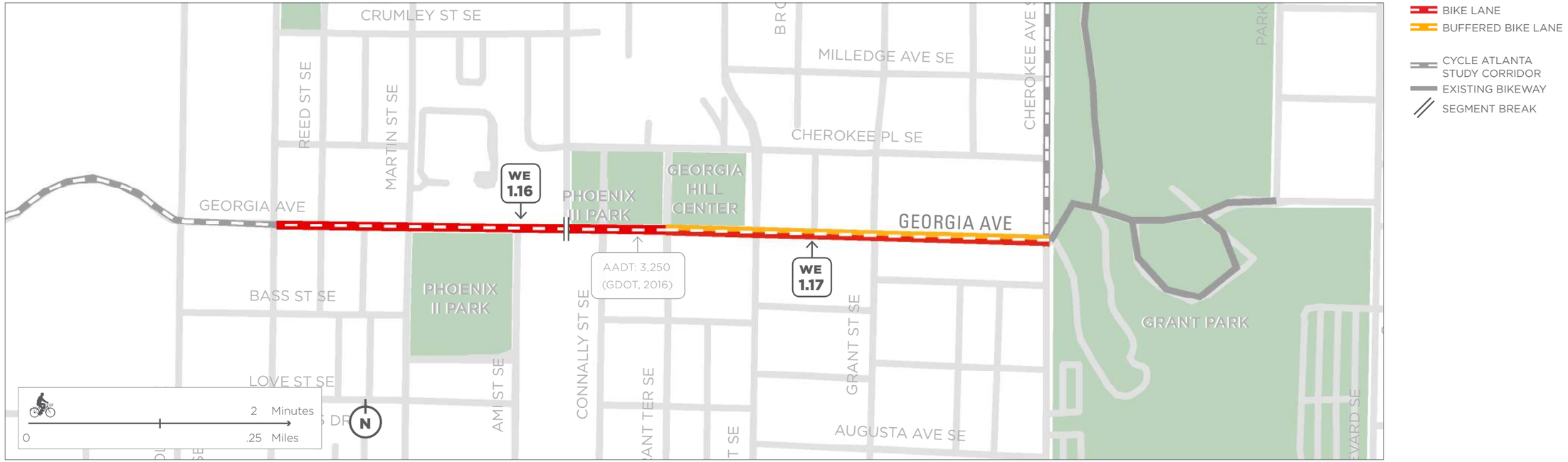
WE 1.15 Buffered Bike Lanes

GEORGIA AVE
FROM: CAPITOL AVE SE
TO: FRASER ST SE

Reduce number of vehicle lanes from 5 to 2 to make space for buffered bike lanes and planted median. Retain left turn pocket at Capitol Ave SE.



West End Station

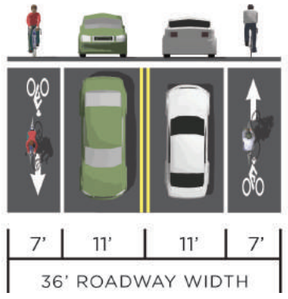


WE 1.16

Bike Lanes

GEORGIA AVE
FROM: FRASER ST SE
TO: CONNALLY ST SE

Reduce number of vehicle lanes from 3 to 2 to make space for bike lanes.

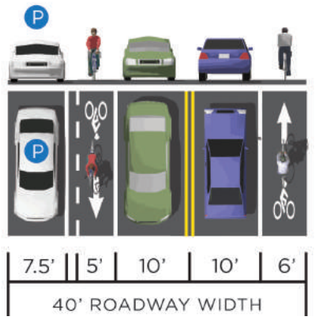


WE 1.17

Bike Lane - Buffered Bike Lanes

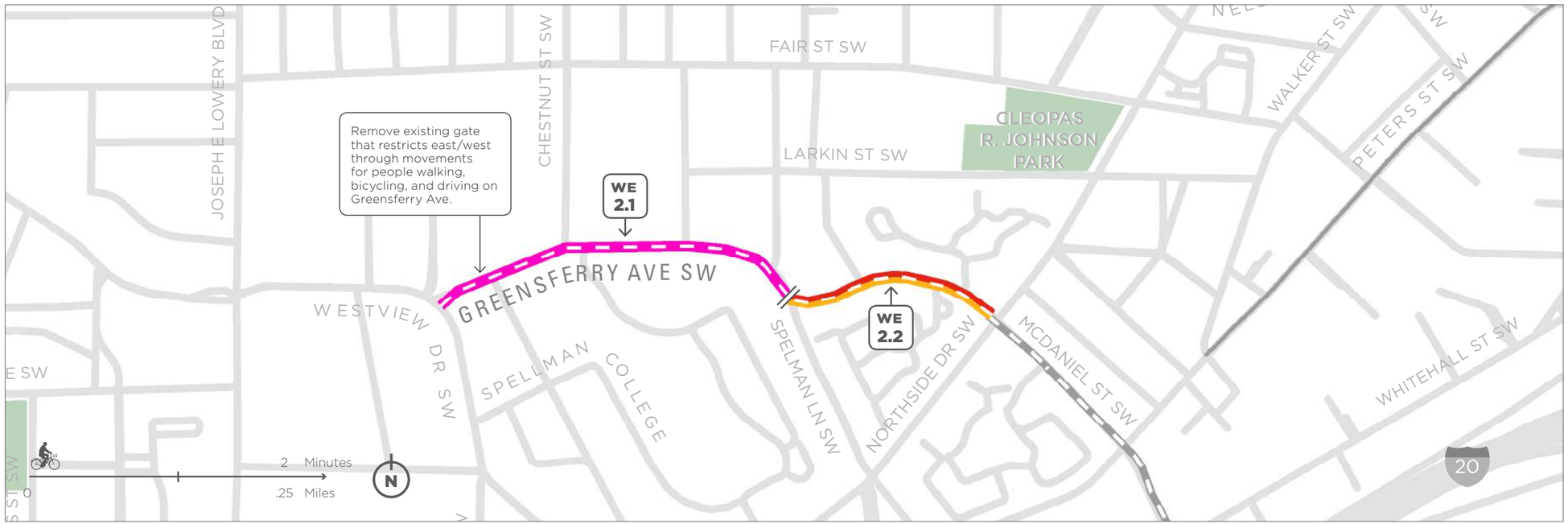
GEORGIA AVE
FROM: CONNALLY ST SE
TO: CHEROKEE AVE SE

Desired minimum bike lane width not achieved here to provide 1.5' door-side parking buffer in constrained environment. Remove on-street parking from the south side of street to make space for bike lanes. Consider allowing parking on Sundays.



CURBLESS SHARED BIKE/PED STREET
BUFFERED BIKE LANE - BIKE LANE

CYCLE ATLANTA STUDY CORRIDOR
EXISTING BIKEWAY
SEGMENT BREAK

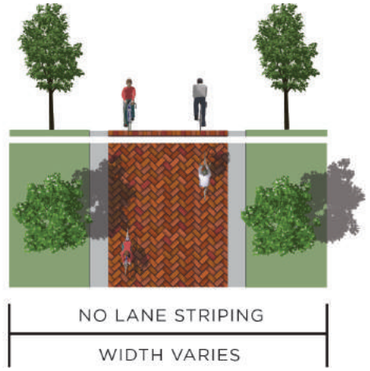


WE 2.1

Curbless Shared Bicycle and Pedestrian Street

GREENSFERRY AVE SW
FROM: WESTVIEW DR SW
TO: SPELMAN LN SW

Consider converting from conventional street with two-way vehicle traffic on on-street parking to a pedestrian and bicycle only street. Coordinate with The Atlanta University Center Consortium.

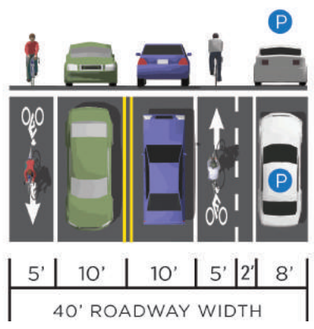


WE 2.2

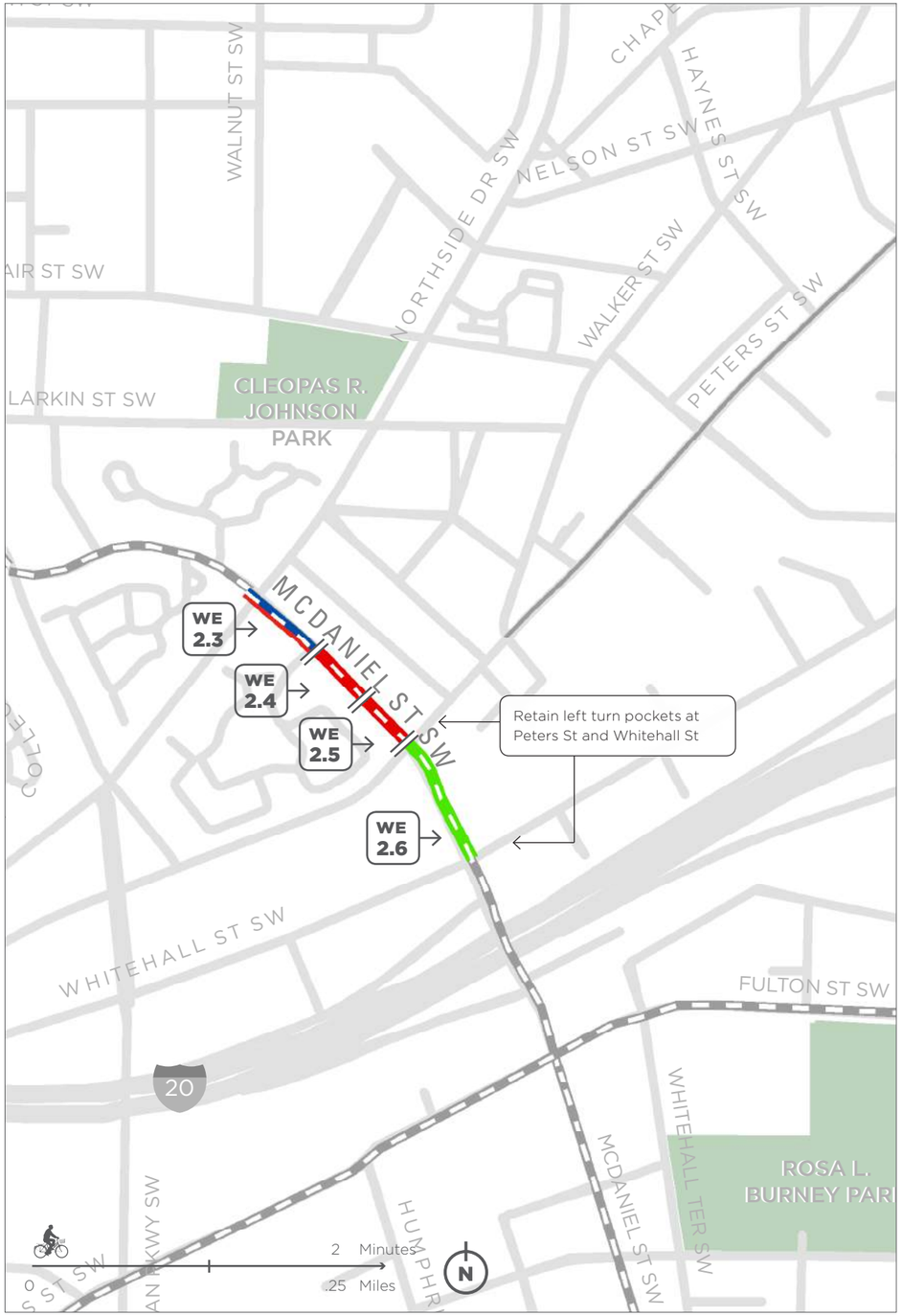
Bike Lane - Buffered Bike Lane

GREENSFERRY AVE SW
FROM: SPELMAN LN SW
TO: NORTHSIDE DR SW / US 41

Reduce number of vehicle lanes from 3 to 2 to make space for bike lanes. Retain on-street parking.



West End Station

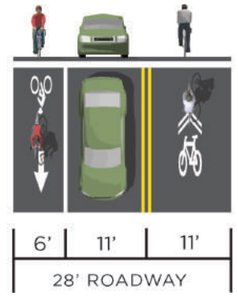


WE 2.3

Uphill Bike Lane - Downhill Shared Lane Markings

MCDANIEL ST SW
FROM: NORTHSIDE DR SW
TO: 250' SOUTH OF NORTHSIDE DR SW

Reduce existing vehicle lane widths and shift centerline to the northeast to make space for southeast bound uphill bike lane.



WE 2.4

Bike Lanes

MCDANIEL ST SW
FROM: 250' SOUTH OF NORTHSIDE DR SW
TO: 500' SOUTH OF NORTHSIDE DR SW

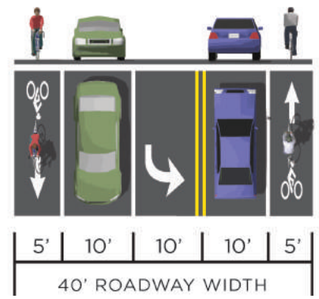
Reduce number of vehicle lanes from 3 to 2 to make space for bike lanes. Retain on-street parking. Desired minimum width for bike lanes not achieved here to accommodate bus travel.

WE 2.5

Bike Lanes

MCDANIEL ST SW
FROM: 500' SOUTH OF NORTHSIDE DR SW
TO: PETERS ST SW

Remove on-street parking to make space for bike lanes. Desired minimum width for bike lane not achieved here to accommodate bus travel.

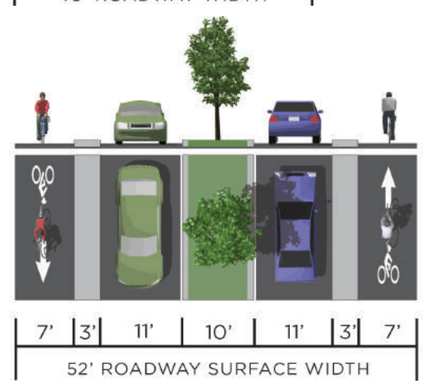


WE 2.6

Separated Bike Lanes

MCDANIEL ST SW
FROM: PETERS ST SW
TO: WHITEHALL ST SW

Reduce number of travel lanes from 5 to 2 to make space for separated bike lanes and planted median. Retain left turn pockets at Peters St SW and Whitehall St SW.

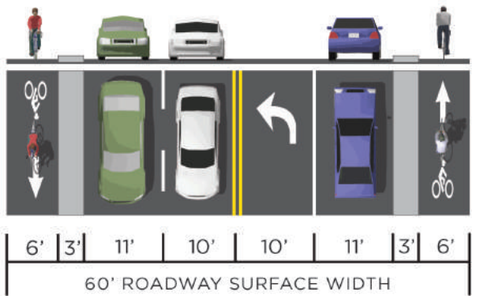


WE 2.7

Separated Bike Lanes

MCDANIEL ST SW
FROM: WHITEHALL ST SW
TO: I-20 WESTBOUND ON RAMP

Reduce number of vehicle lanes from 5 to 4 to make space for separated bike lanes. See concept diagram on the next page for more details.

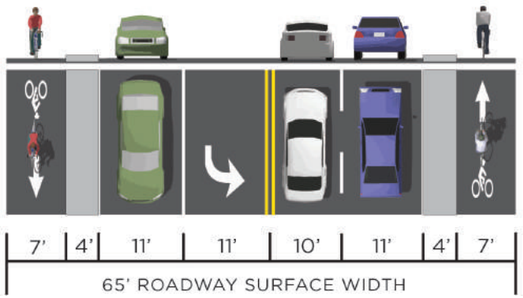


WE 2.8

Separated Bike Lanes

MCDANIEL ST SW
FROM: I-20 WESTBOUND ON RAMP
TO: I-20 OFF RAMP

Reduce number of vehicle lanes from 5 to 4 to make space for separated bike lanes. See concept diagram on the next page for more details.

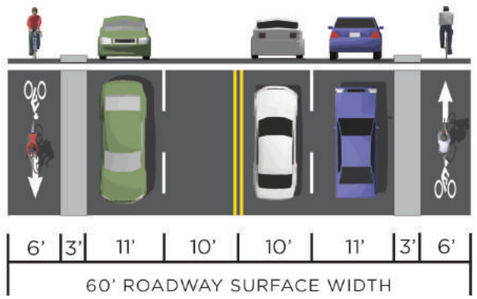


WE 2.9

Separated Bike Lanes

MCDANIEL ST SW
FROM: I-20 OFF RAMP
TO: FULTON ST SW

Reduce number of vehicle lanes from 6 to 4 to make space for separated bike lanes. See concept diagram on the next page for more details.

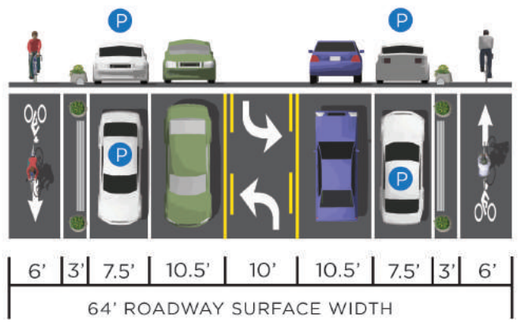


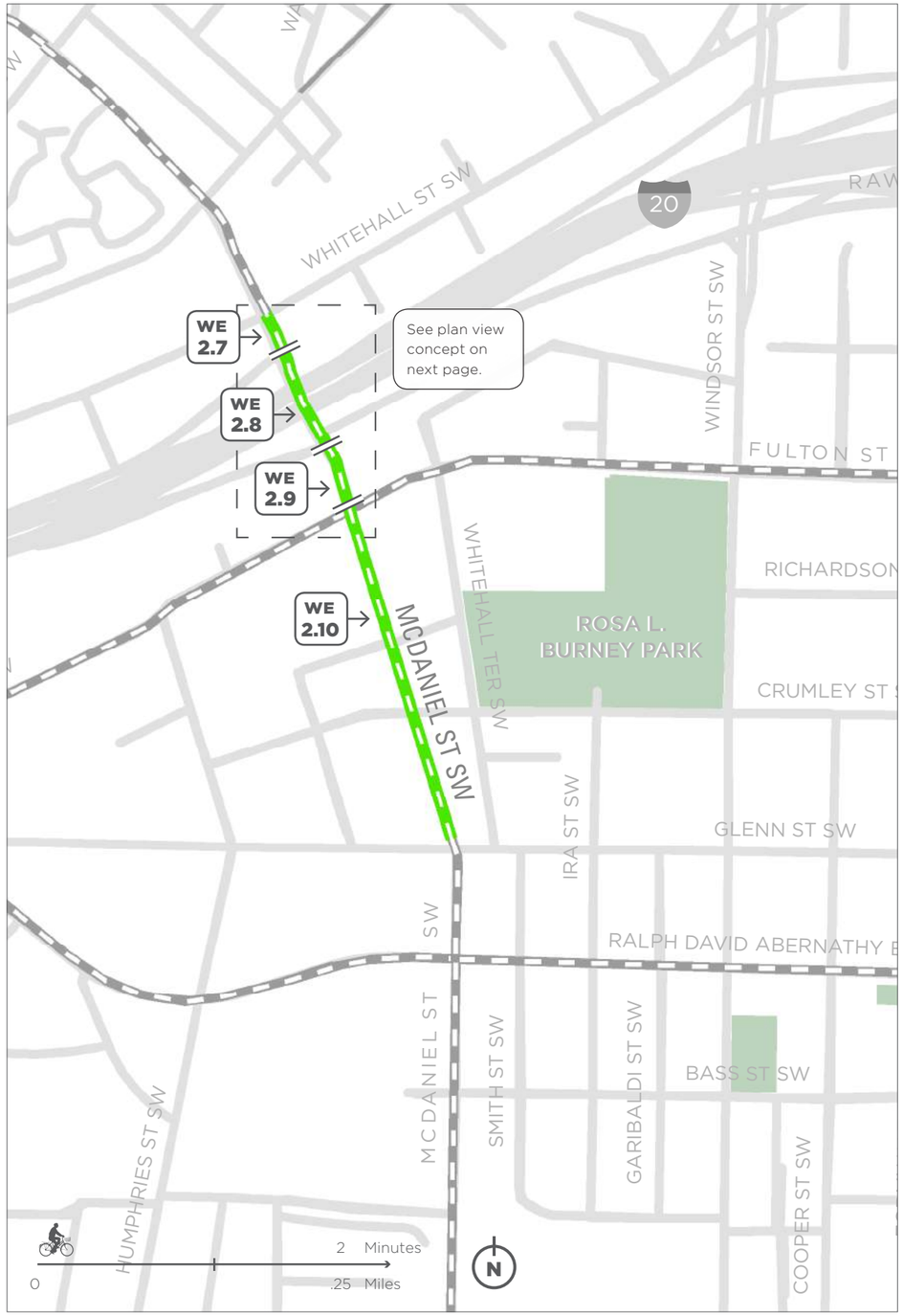
WE 2.10

Separated Bike Lanes

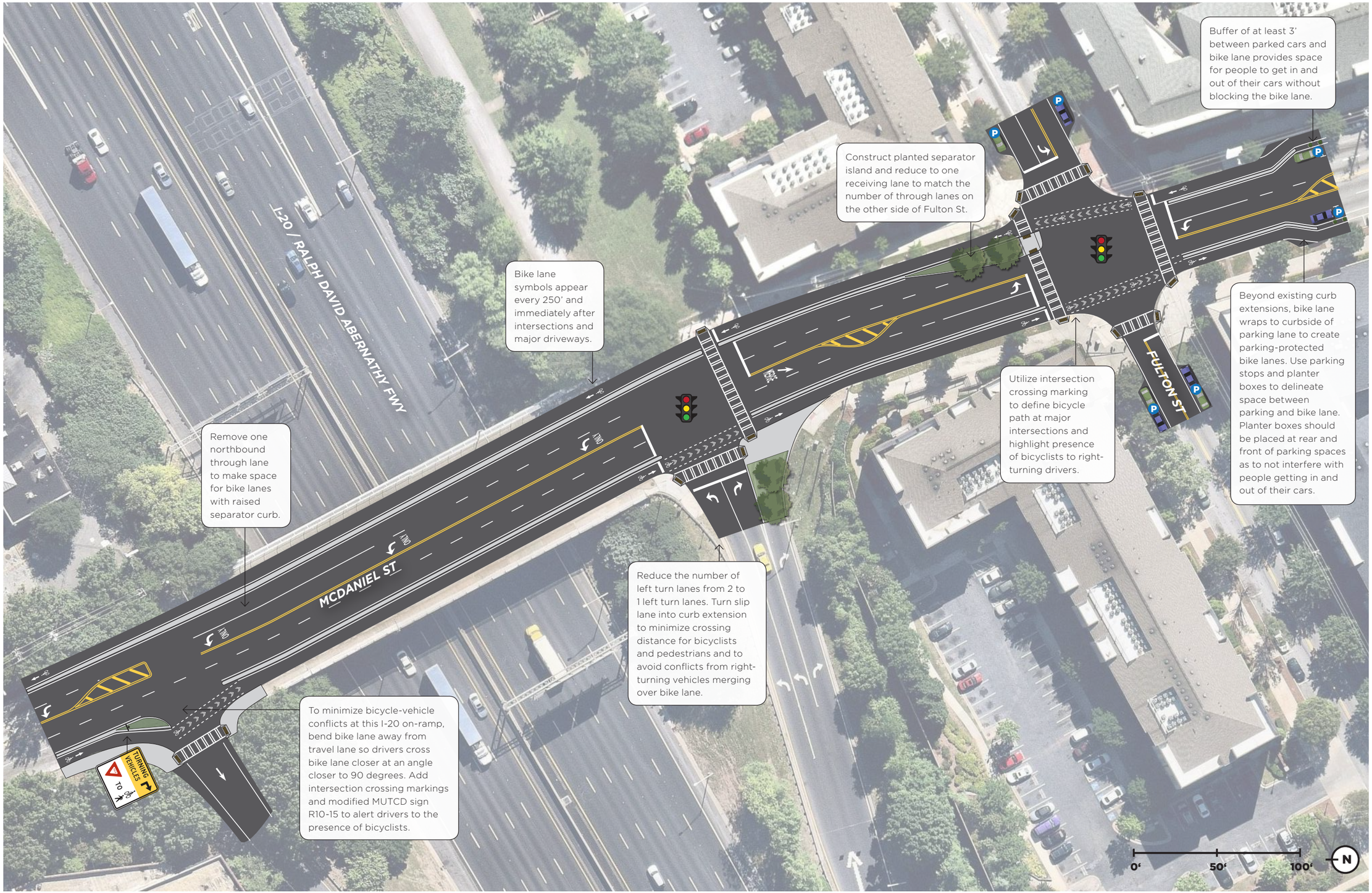
MCDANIEL ST SW
FROM: FULTON ST SW
TO: GLENN ST SW

Reduce number of vehicle lanes from 4 to 3 and flip existing parking/bike lane positions to create parking-separated bike lanes. See concept diagram on the next page for more details. At bus stops, install raised boarding islands instead of on-street parking.





West End Station



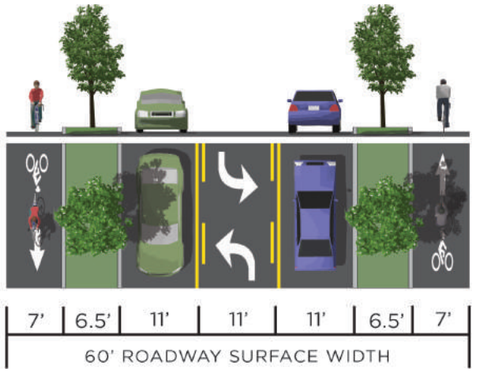
MCDANIEL ST + I-20

WE 2.11

Separated Bike Lanes

MCDANIEL ST SW
FROM: GLENN ST SW
TO: RALPH DAVID ABERNATHY BLVD SW

Reduce number of vehicle lanes from 4 to 3 to create separated bike lanes.

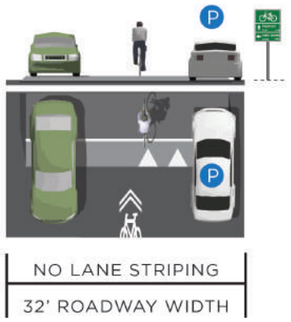


WE 2.12

Neighborhood Greenway

MCDANIEL ST SW
FROM: RALPH DAVID ABERNATHY BLVD SW
TO: 110' NORTH OF STEPHENS ST SW

Alternate location of on-street parking (side of street) for WE 2.12 - 2.15.

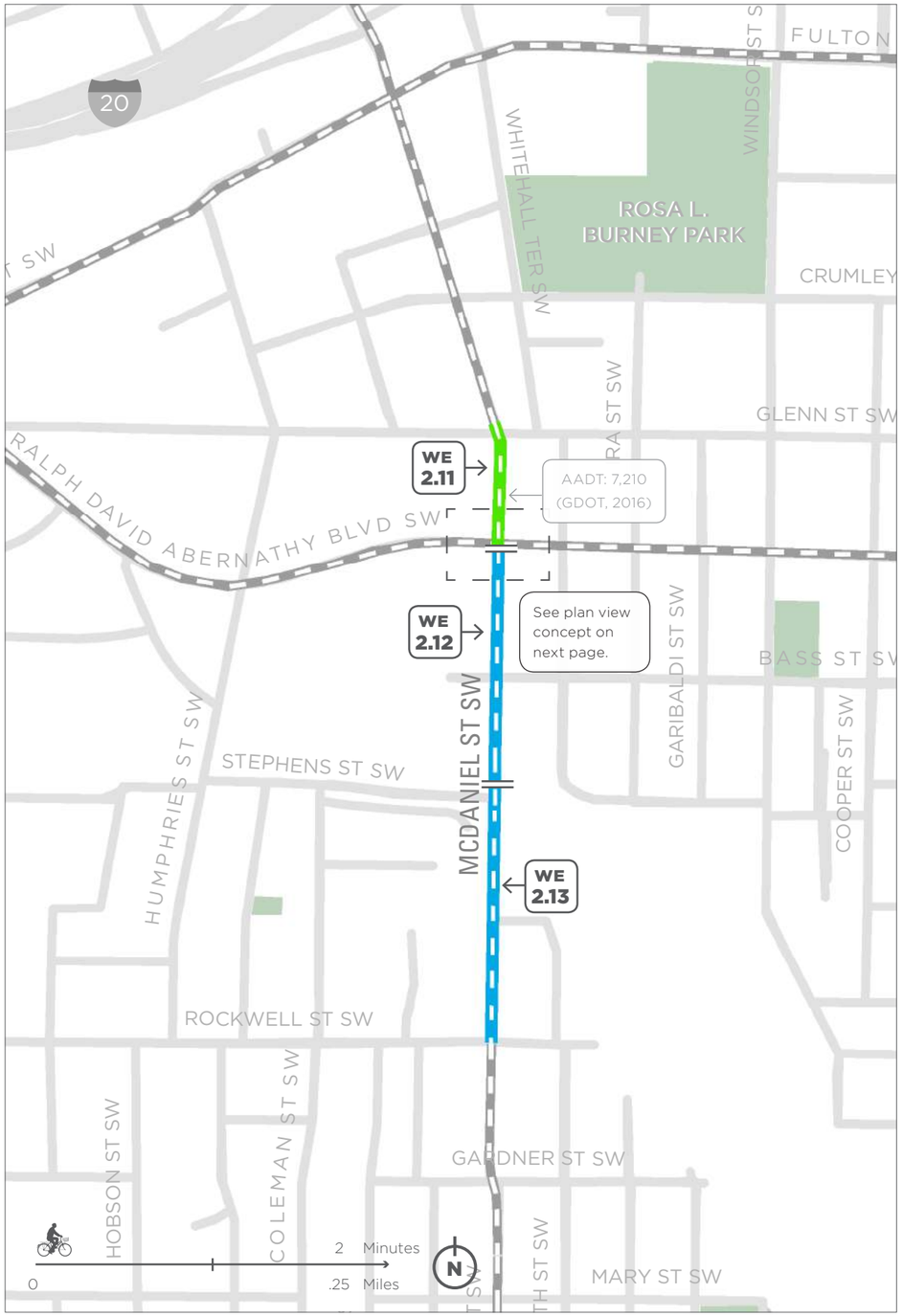


WE 2.13

Neighborhood Greenway

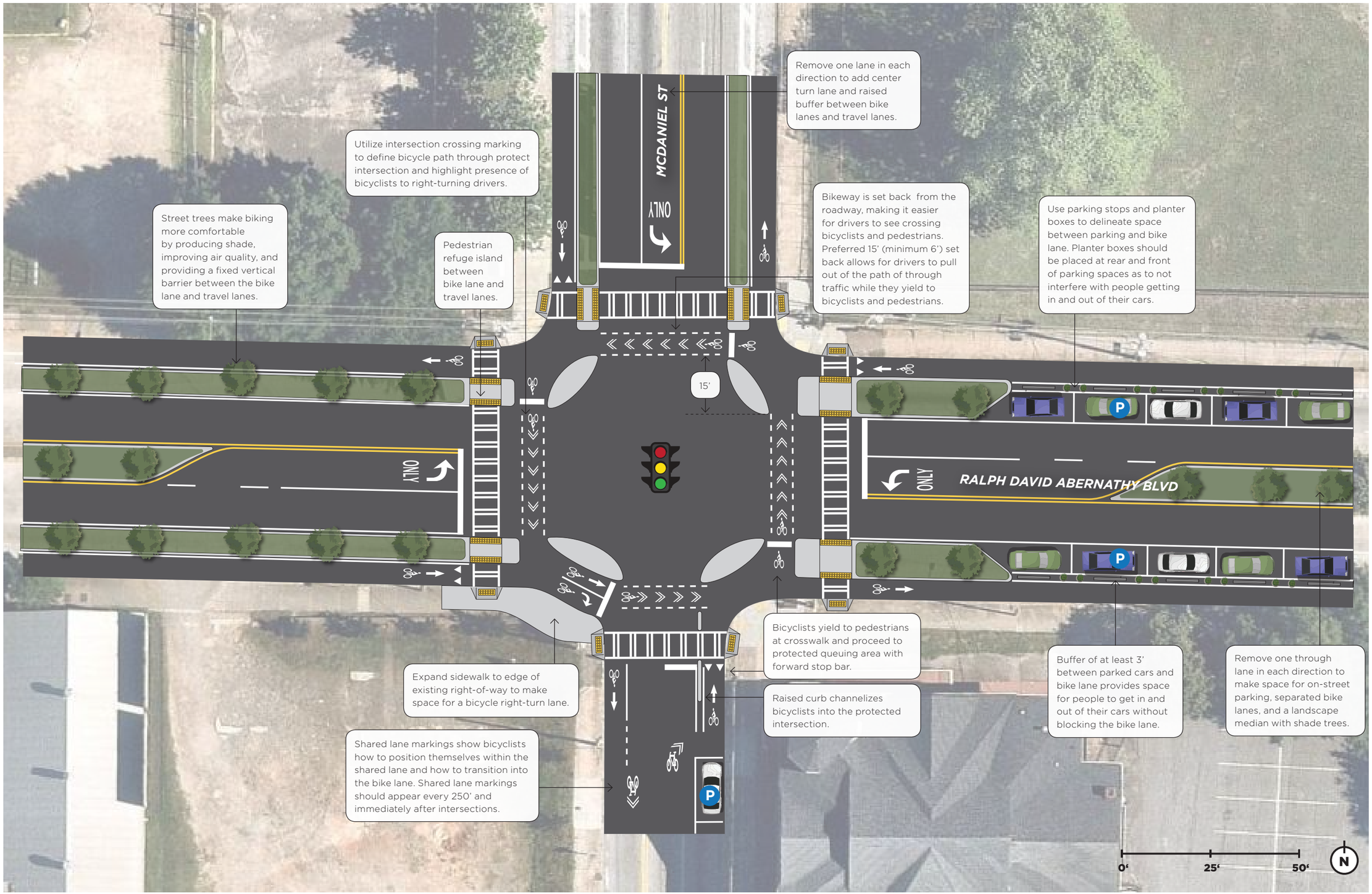
MCDANIEL ST SW
FROM: 110' NORTH OF STEPHENS ST SW
TO: ROCKWELL ST SW

Alternate location of on-street parking (side of street) for WE 2.12 - 2.15.



West End Station

MCDANIEL ST + RALPH DAVID ABERNATHY BLVD



WL 2.14

Neighborhood Greenway

MCDANIEL ST SW
FROM: ROCKWELL ST SW
TO: 190' NORTH OF MARY ST SW

Alternate location of on-street parking (side of street) for WE 2.12 - 2.15.

WL 2.15

Commercial Greenway

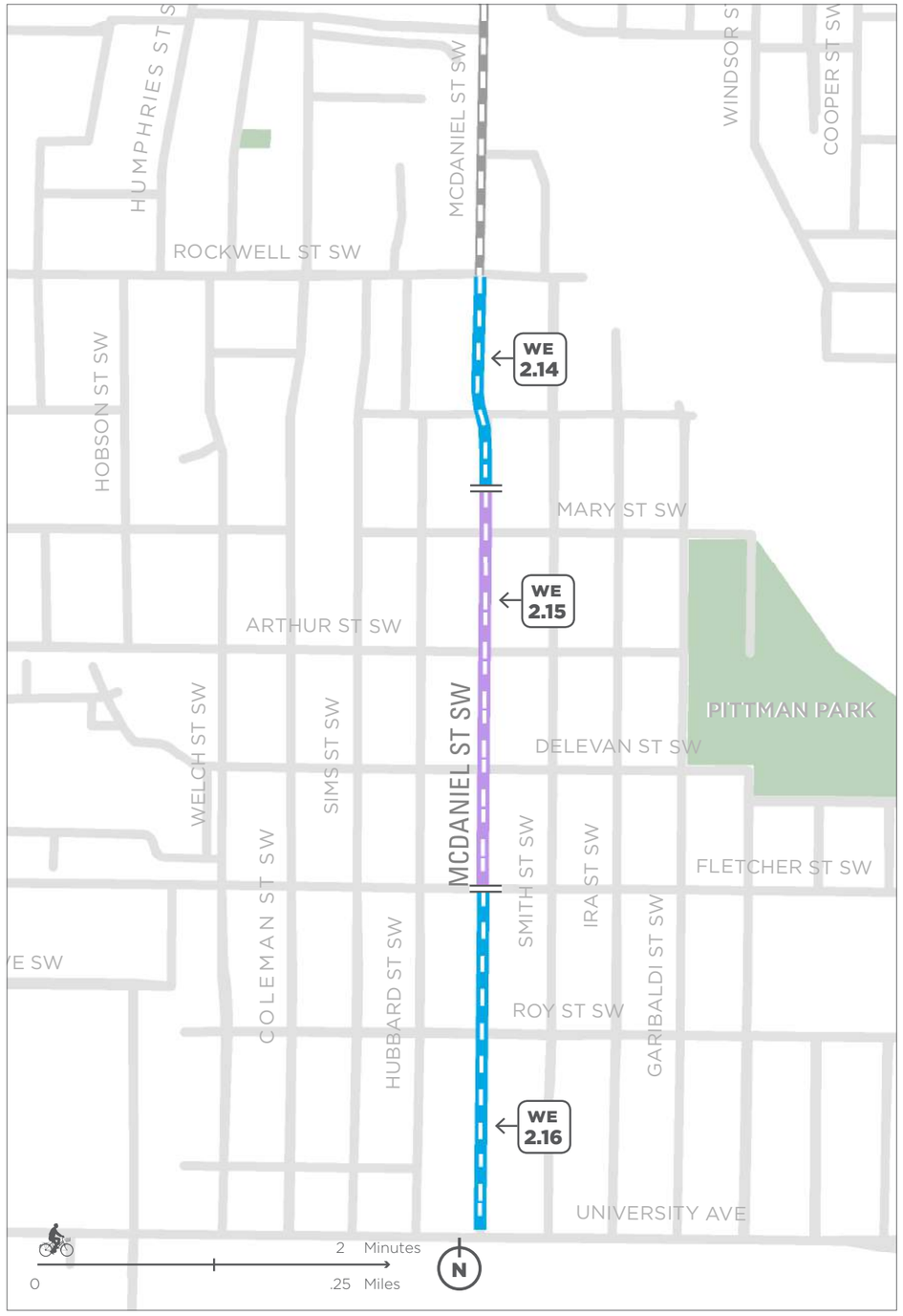
MCDANIEL ST SW
FROM: 190' NORTH OF MARY ST SW
TO: FLETCHER ST SW

Alternate location of on-street parking (side of street) for WE 2.12 - 2.15.

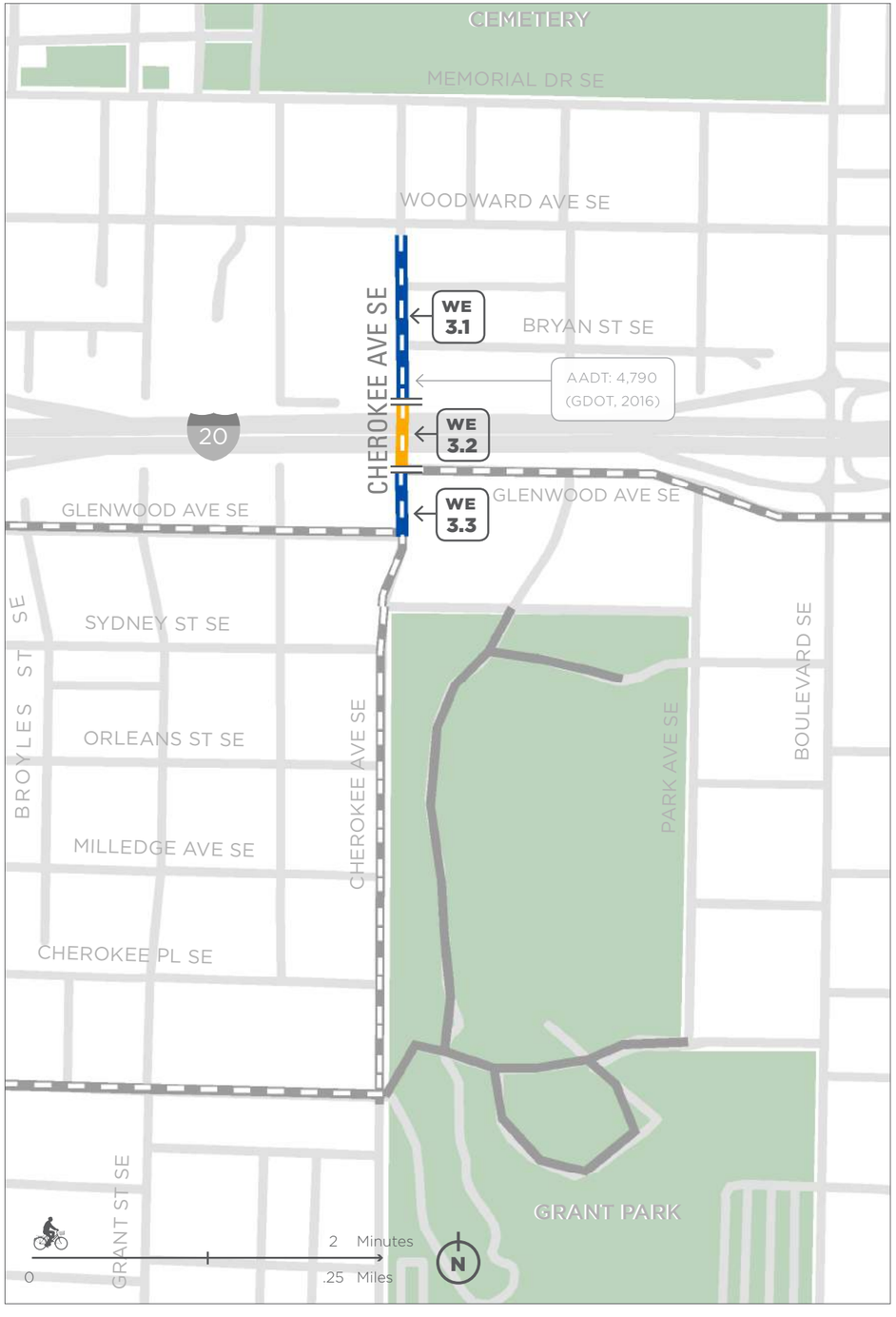
WE 2.16

Neighborhood Greenway

MCDANIEL ST SW
FROM: FLETCHER ST SW
TO: UNIVERSITY AVE



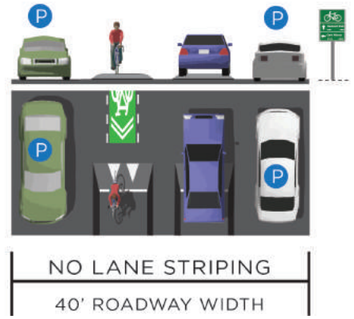
West End Station



WE 3.1

Enhanced Shared Roadway

CHEROKEE AVE SE
FROM: WOODWARD AVE SE
TO: 240' NORTH OF GLENWOOD AVE SE

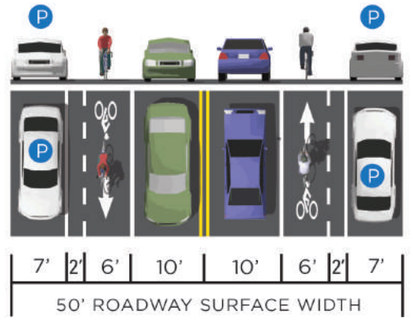


WE 3.2

Buffered Bike Lanes

CHEROKEE AVE SE
FROM: 240' NORTH OF GLENWOOD AVE SE
TO: GLENWOOD AVE SE

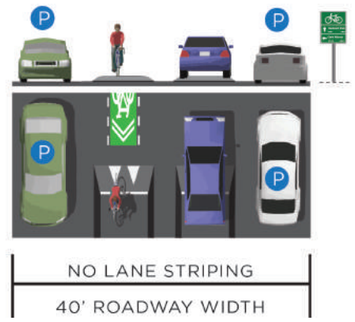
Reduce vehicle and parking lane widths to make space for buffered bike lanes.



WE 3.3

Enhanced Shared Roadway

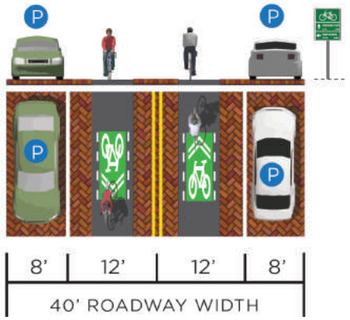
CHEROKEE AVE SE
FROM: GLENWOOD AVE SE
TO: GLENWOOD AVE SE



WE 3.4

Commercial Greenway

CHEROKEE AVE SE
FROM: GLENWOOD AVE SE
TO: SYDNEY ST SE

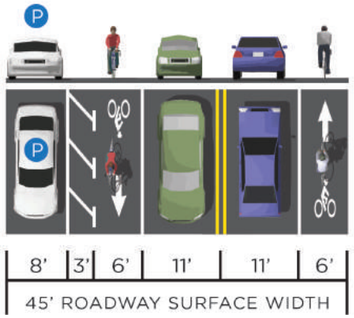


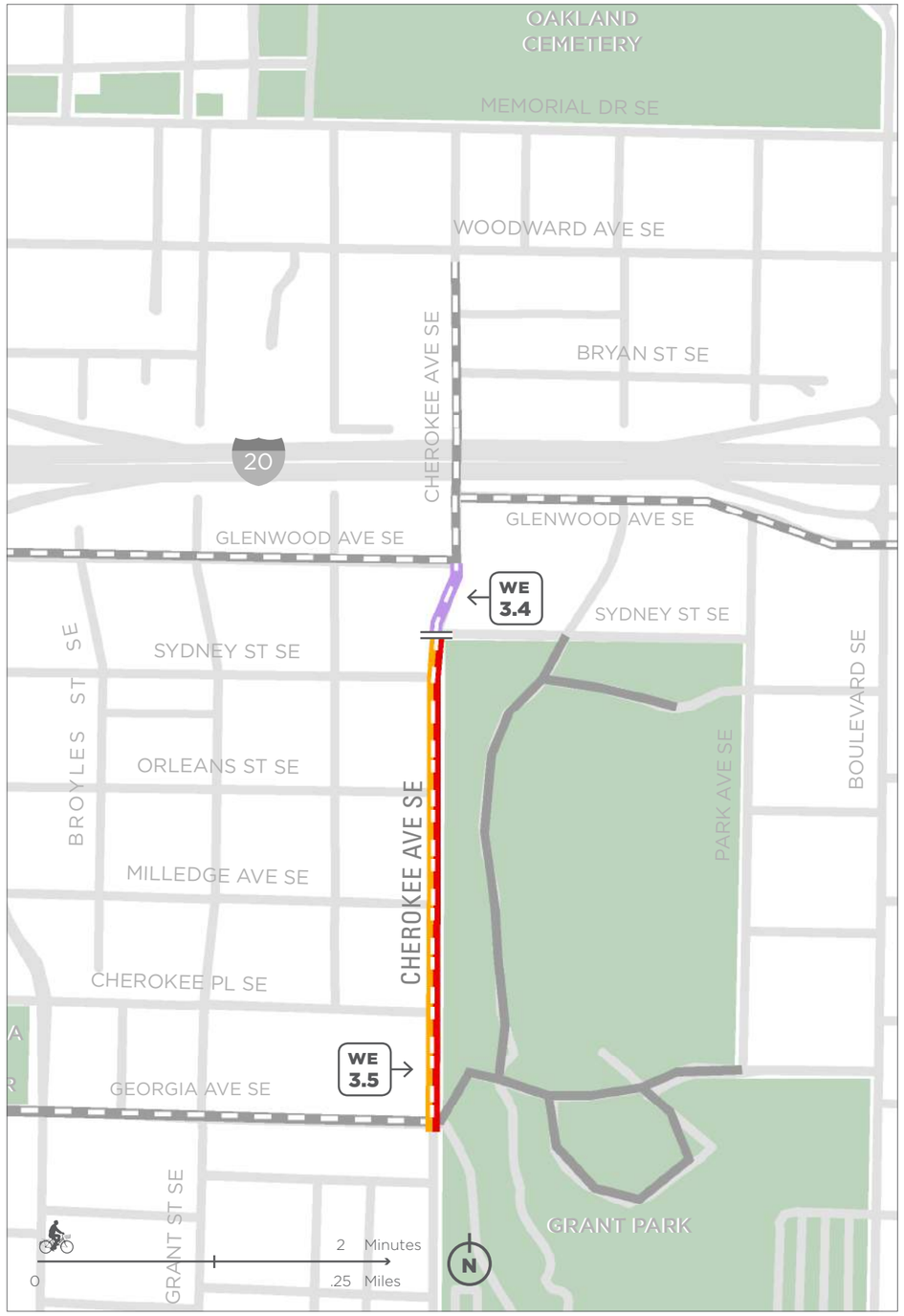
WE 3.5

Bike Lane - Buffered Bike Lane

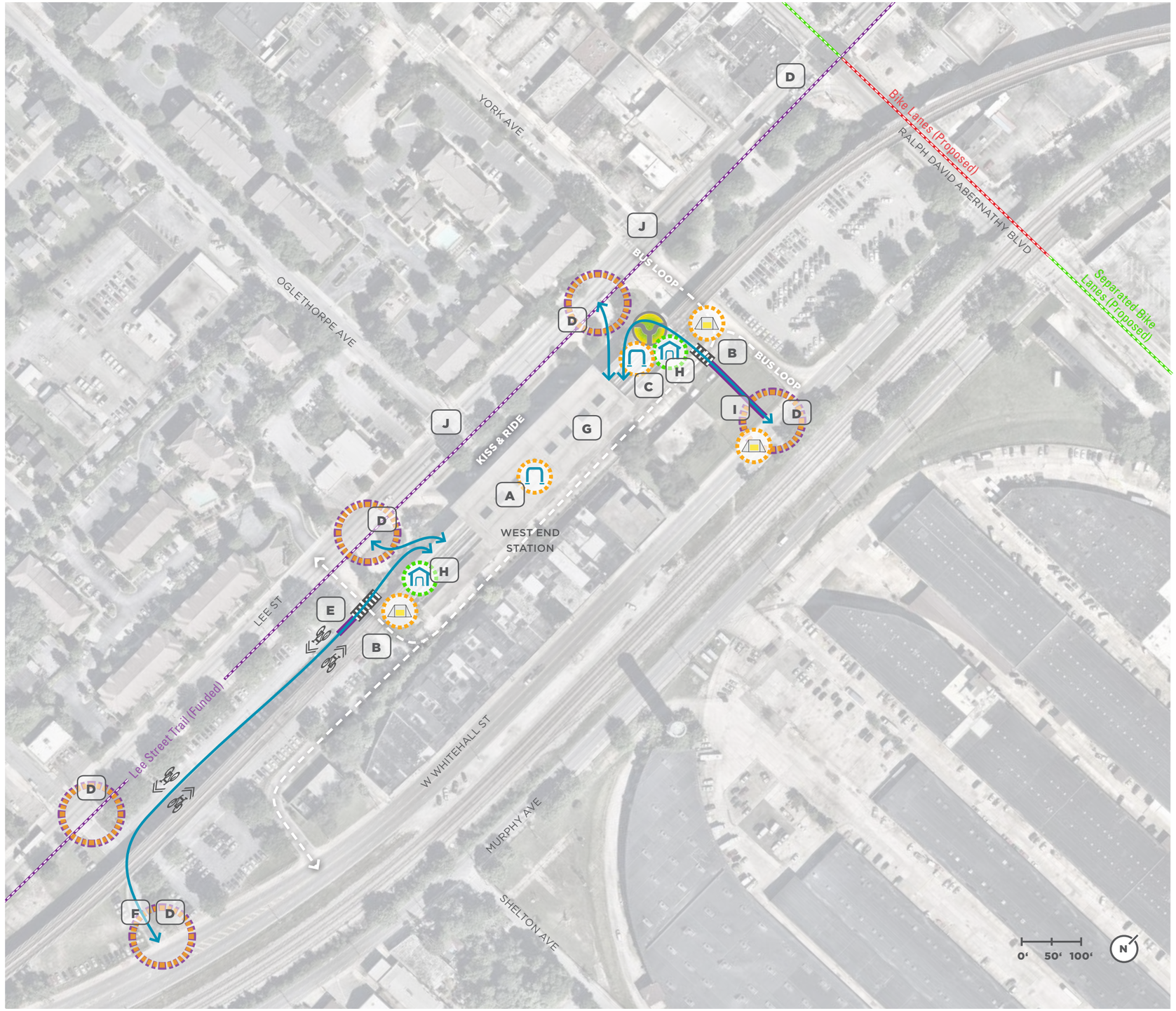
CHEROKEE AVE SE
FROM: SYDNEY ST SE
TO: GEORGIA AVE SE

Remove on-street parking on the east side of the street to make space for bike lanes. Stripe parking-side buffer along southbound bike lane.





West End Station



- **A** Replace existing wave-style bike rack inside station with inverted-U racks
- **B** Install high-visibility crosswalk with curb ramps and warning signage
- **C** Replace existing bike parking with covered inverted-U racks & "more bike parking available inside station" sign
- **D** Add wayfinding signage guiding bicyclists into the station as they enter, and to area destinations as they leave
- **E** Create opening in fence and ramp for bicyclists to connect from parking lot to station
- **F** Create entryway in gate for bicyclists entering from W Whitehall St
- **G** Add bicycle wheel channels to stairs

- **H** Add secure bike parking area (SPA)
- **I** Construct multi-use path with a curb ramp and opening in fence for bicyclists entering station from W Whitehall St
- **J** Design of Lee Street Trail should include safe crossings across Lee Street between neighborhood streets and the station.

LEGEND

- Existing Relay bike share hub
- Replace existing bike parking
- New secure bike parking area
- Station access point
- High visibility crosswalk markings
- New ramp
- Bicycle circulation
- Shared lane markings
- Install curb ramps

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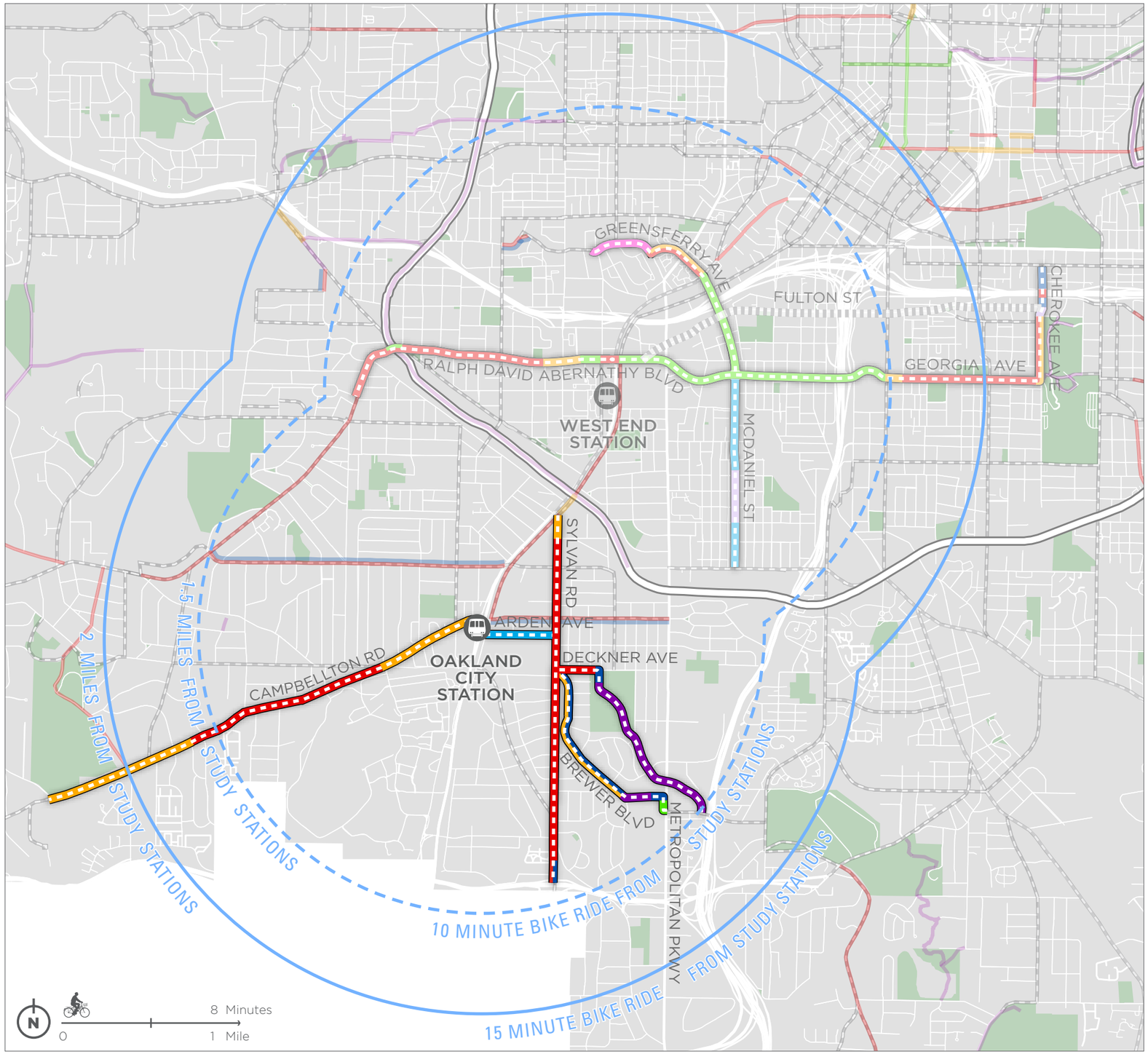
Oakland City Station

Oakland City Station



PROPOSED BIKEWAYS

- ENHANCED SHARED ROADWAY
- UPHILL BIKE LANE - DOWNHILL SHARED LANE MARKINGS
- BIKE LANE
- NEIGHBORHOOD GREENWAY
- UPHILL BUFFERED BIKE LANE - DOWNHILL SHARED LANE MARKINGS
- BUFFERED BIKE LANE
- SEPARATED BIKE LANE
- MULTI-USE PATH

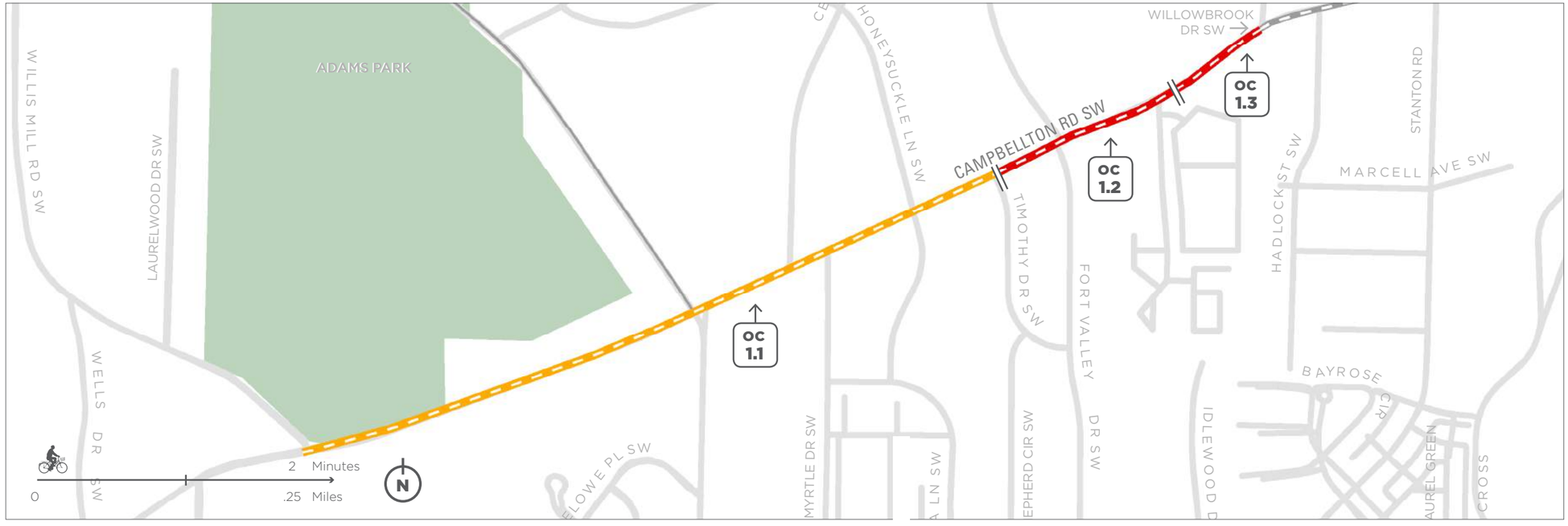
EXISTING BIKEWAYS

- UPHILL BIKE LANE - DOWNHILL SHARED LANE MARKINGS
- BIKE LANE
- BUFFERED BIKE LANE
- SEPARATED BIKE LANE
- MULTI-USE PATH

- BELTLINE
- FUNDED OR PREVIOUSLY PROPOSED BIKEWAY CORRIDOR
- PARKS
- ATLANTA CITY LIMITS

Cross Section ID	Facility Type	Street Name	From	To
OC 1.1	Buffered Bike Lanes	Campbellton Rd SW	Willis Mill Rd SW	Timothy Dr SW
OC 1.2	Bike Lanes	Campbellton Rd SW	Timothy Dr SW	770' east of Fort Valley Dr SW
OC 1.3	Bike Lanes	Campbellton Rd SW	70' east of Fort Valley Dr SW	Willowbrook Dr SW
OC 1.4	Bike Lanes	Campbellton Rd SW	Willowbrook Dr SW	Kenworth Dr SW
OC 1.5	Buffered Bike Lanes	Campbellton Rd SW	Kenworth Dr SW	300' west of Oakland Dr SW
OC 1.6	Buffered Bike Lanes	Campbellton Rd SW	300' west of Oakland Dr SW	Murphy Ave SW
OC 2.1	Neighborhood Greenway	Arden Ave	Murphy Ave SW	Sylvan Rd
OC 3.1	Buffered Bike Lanes	Sylvan Rd	Murphy Ave SW	Warner St SW
OC 3.2	Bike Lanes	Sylvan Rd	Warner St SW	400' north of Estes Dr NW
OC 3.3	Uphill Bike Lane - Downhill Shared Lane Markings	Sylvan Rd	400' north of Estes Dr NW	Lakewood Frwy On and Off Ramps
OC 4.1	Uphill Buffered Bike Lane - Downhill Shared Lane Markings	Brewer Blvd SW	Sylvan Rd	Belfast St SW
OC 4.2	Uphill Buffered Bike Lane - Downhill Shared Lane Markings	Brewer Blvd SW	Belfast St SWs	Braddock St SW
OC 4.3	Uphill Buffered Bike Lane - Downhill Shared Lane Markings	Brewer Blvd SW	Braddock St SW	500' east of Lisbon Dr SW
OC 4.4	Multi-Use Path	Cahoon St Connector	Brewer Blvd SW	Cahoon St
OC 4.5	Enhanced Shared Roadway	Cahoon St	Cahoon St Connector	Metropolitan Pkwy SW
OC 4.6	Separated Bike Lanes	Metropolitan Pkwy SW	Cahoon St	Fair Dr SW
OC 5.1	Bike Lanes	Deckner Ave SW	Sylvan Rd	Everhart St SW
OC 5.2	Enhanced Shared Roadway	Everhart St SW	Deckner Ave SW	280' south of Deckner Ave SW
OC 5.3	Multi-Use Path	Perkerson Park Connector	Everhart St SW	Fair Dr SWs

Oakland City Station



BIKE LANE
BUFFERED BIKE LANE
CYCLE ATLANTA STUDY CORRIDOR
EXISTING BIKEWAY
SEGMENT BREAK

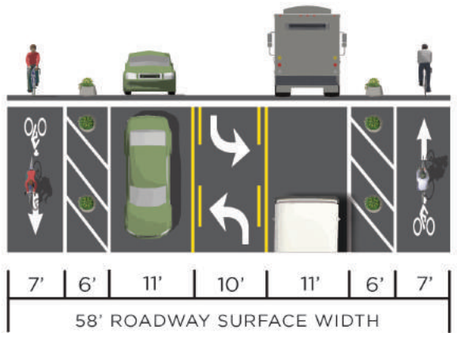
CAMPBELLTON RD

OC 1.1

Buffered Bike Lanes

CAMPBELLTON RD SW
FROM: WILLIS MILL RD SW
TO: TIMOTHY DRIVE SW

Reduce number of vehicle lanes from 5 to 3 to make space for buffered bike lanes. Planter boxes shown in cross section graphic are optional.

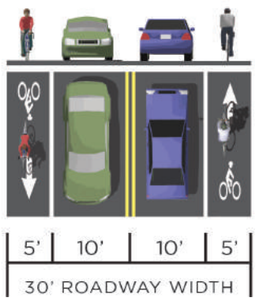


OC 1.2

Bike Lanes

CAMPBELLTON RD SW
FROM: TIMOTHY DRIVE SW
TO: 770' EAST OF FORT VALLEY DR SW

Reduce number of vehicle lanes from 3 to 2 to make space for bike lanes. Existing roadway is constrained, resulting in narrower than desired bike and travel lanes for buses. Long-term recommendation: Expand roadway to accommodate buffered or separated bike lanes with raised boarding islands.

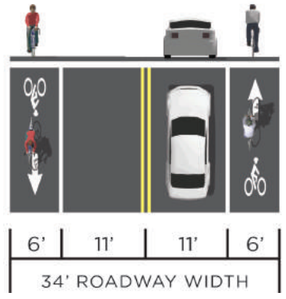


OC 1.3

Bike Lanes

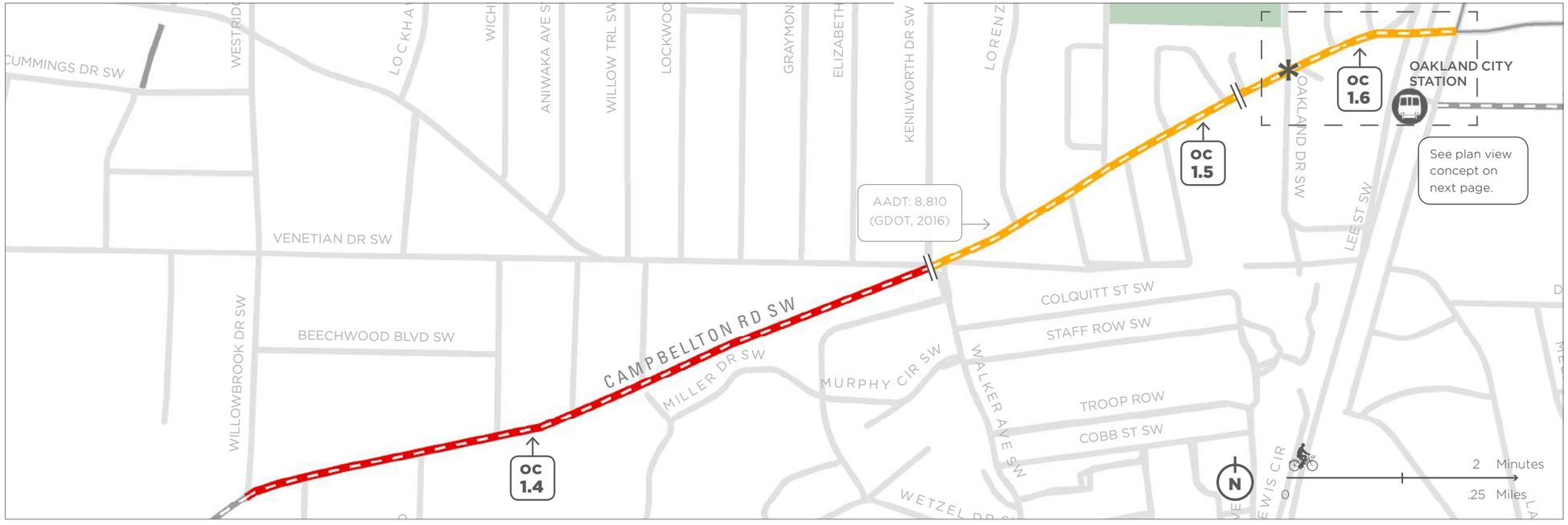
CAMPBELLTON RD SW
FROM: 770' EAST OF FORT VALLEY DR SW
TO: WILLOWBROOK DR SW

Long-term recommendation: Expand roadway to accommodate buffered or separated bike lanes with raised boarding islands.



Oakland City Station

BIKE LANE
BUFFERED BIKE LANE
CYCLE ATLANTA STUDY CORRIDOR
EXISTING BIKEWAY
SEGMENT BREAK

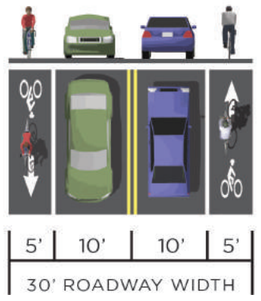


OC 1.4

Bike Lanes

CAMPBELLTON RD SW
FROM: WILLOWBROOK DR SW
TO: KENWORTH DR SW

Narrow existing vehicle lane widths to make space for bike lanes. Existing roadway is constrained, resulting in narrower than desired bike lanes and travel lanes for buses. Long-term recommendation: Expand roadway to accommodate buffered or separated bike lanes with raised boarding islands.

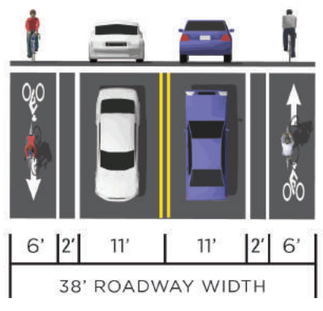


OC 1.5

Buffered Bike Lanes

CAMPBELLTON RD SW
FROM: KENWORTH DR SW
TO: 300' WEST OF OAKLAND DR SW

Reduce number of vehicle lanes from 4 to 2 to make space for buffered bike lanes. Long-term recommendation: Expand roadway to accomodate buffered or separated bike lanes with raised boarding islands.



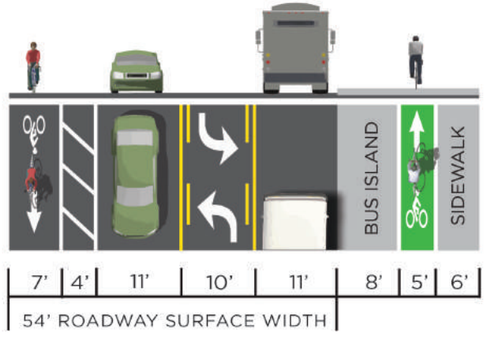
OC 1.6

Buffered Bike Lanes

CAMPBELLTON RD SW
FROM: 300' WEST OF OAKLAND DR SW
TO: MURPHY AVE SW

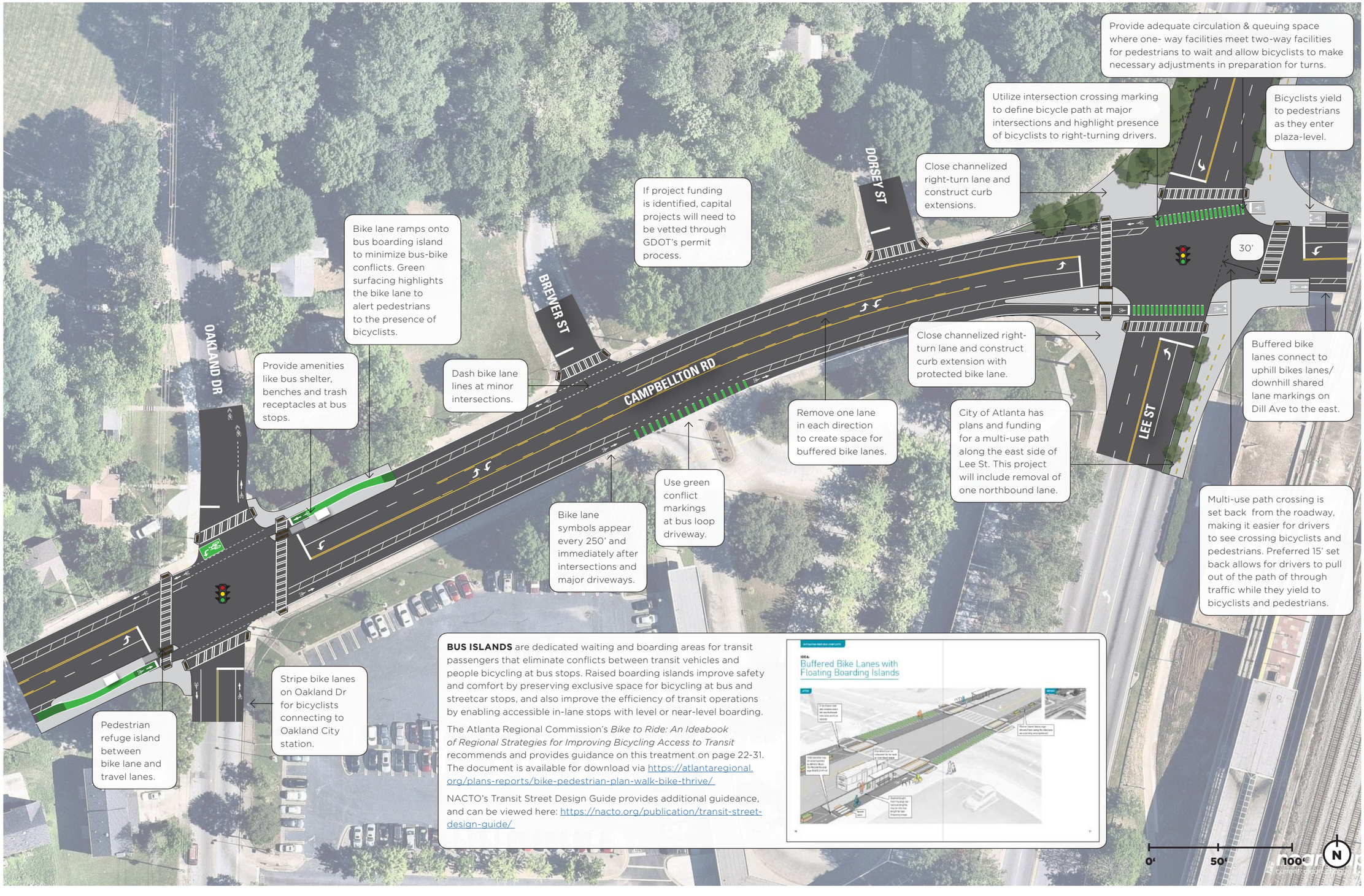
Reduce number of vehicle lanes from 5 to 3 to make space for buffered bike lanes.

* Install raised boarding islands and raised bike lanes at existing bus stops at Campbellton Rd SW and Oakland Dr SW.



Oakland City Station

CAMPBELLTON RD + LEE ST



BUS ISLANDS are dedicated waiting and boarding areas for transit passengers that eliminate conflicts between transit vehicles and people bicycling at bus stops. Raised boarding islands improve safety and comfort by preserving exclusive space for bicycling at bus and streetcar stops, and also improve the efficiency of transit operations by enabling accessible in-lane stops with level or near-level boarding.

The Atlanta Regional Commission's *Bike to Ride: An Ideabook of Regional Strategies for Improving Bicycling Access to Transit* recommends and provides guidance on this treatment on page 22-31. The document is available for download via https://atlantaregional.org/plans-reports/bike-pedestrian-plan-walk-bike-thrive/

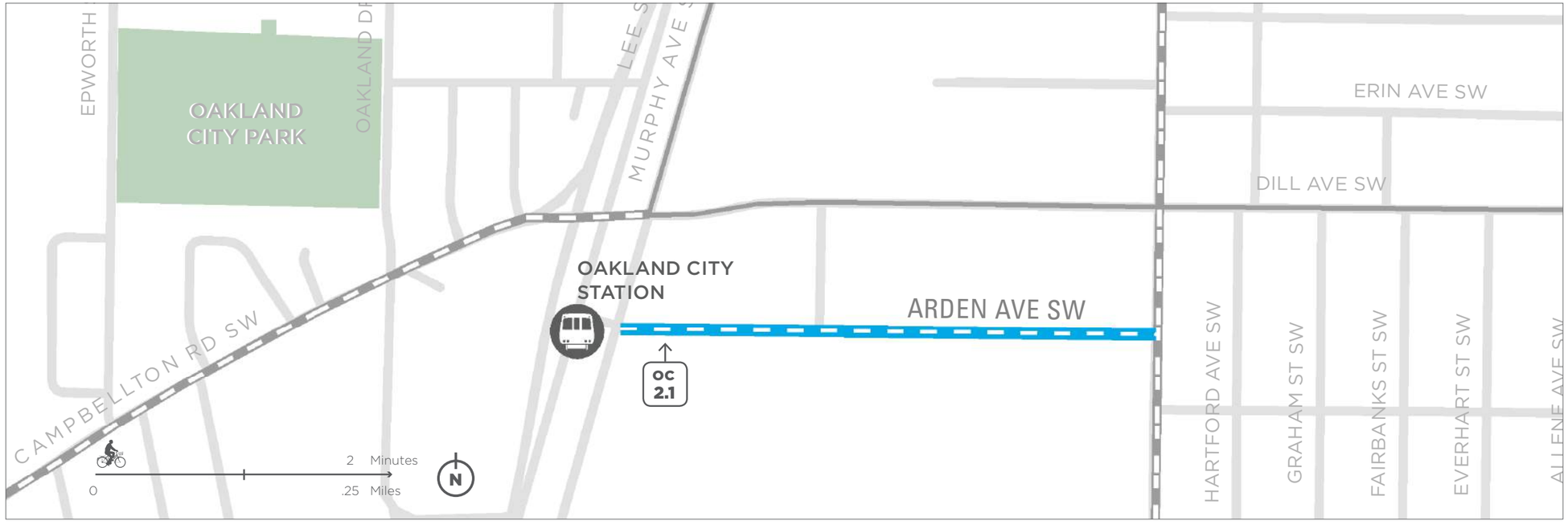
NACTO's Transit Street Design Guide provides additional guideance, and can be viewed here: https://nacto.org/publication/transit-street-design-guide/

NEIGHBORHOOD GREENWAY

CYCLE ATLANTA STUDY CORRIDOR

EXISTING BIKEWAY

SEGMENT BREAK



OC 2.1

Neighborhood Greenway

ARDEN AVE
FROM: MURPHY AVE SW
TO: SYLVAN RD

Add speed tables.

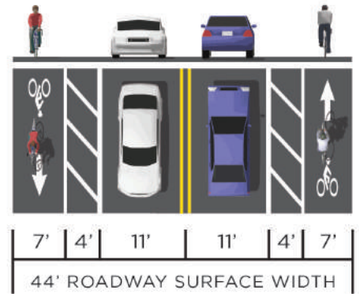
Oakland City Station

OC 3.1

Buffered Bike Lanes

SYLVAN RD
FROM: MURPHY AVE SW
TO: WARNER ST SW

Restripe with buffered bike lanes. Replace two northbound lanes with one northbound travel lane.

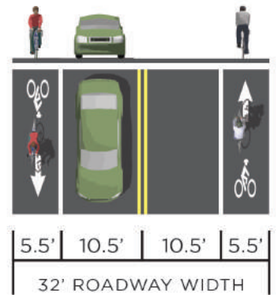


OC 3.2

Bike Lanes

SYLVAN RD
FROM: WARNER ST SW
TO: 400' NORTH OF ESTES DR SW

Narrow existing vehicle lane width to make space for bike lanes. Desired minimum width for bike lane not achieved here to accommodate bus travel.

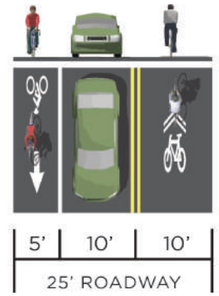


OC 3.3

Uphill Bike Lane - Downhill Shared Lane Markings

SYLVAN RD
FROM: 400' NORTH OF ESTES DR SW
TO: LAKEWOOD FWY ON AND OFF RAMPS

Narrow existing travel lanes and shift centerline to the east to make space for an uphill bike lane. Constrained roadway results in bike lane only on one side of street and narrower than desired bike lanes.

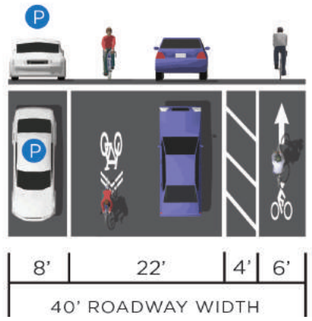


OC 4.1

Uphill Buffered Bike Lane - Downhill Shared Lane Markings

BREWER BLVD SW
FROM: SYLVAN RD
TO: BELFAST ST SW

OC 4.1 - 4.6 is the short-term recommendation for connecting Sylvan Rd to Fair Dr SW. See OC 5.1-5.3 for the long-term recommendation.

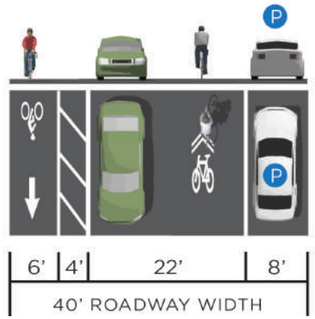


OC 4.2

Uphill Buffered Bike Lane - Downhill Shared Lane Markings

BREWER BLVD SW
FROM: BELFAST ST SW
TO: BRADDOCK ST SW

OC 4.1 - 4.6 is the short-term recommendation for connecting Sylvan Rd to Fair Dr SW. See OC 5.1-5.3 for the long-term recommendation.

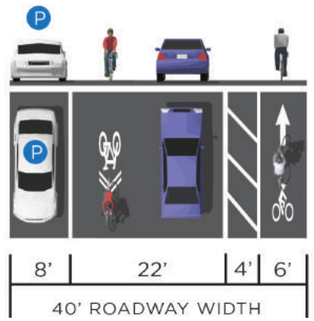


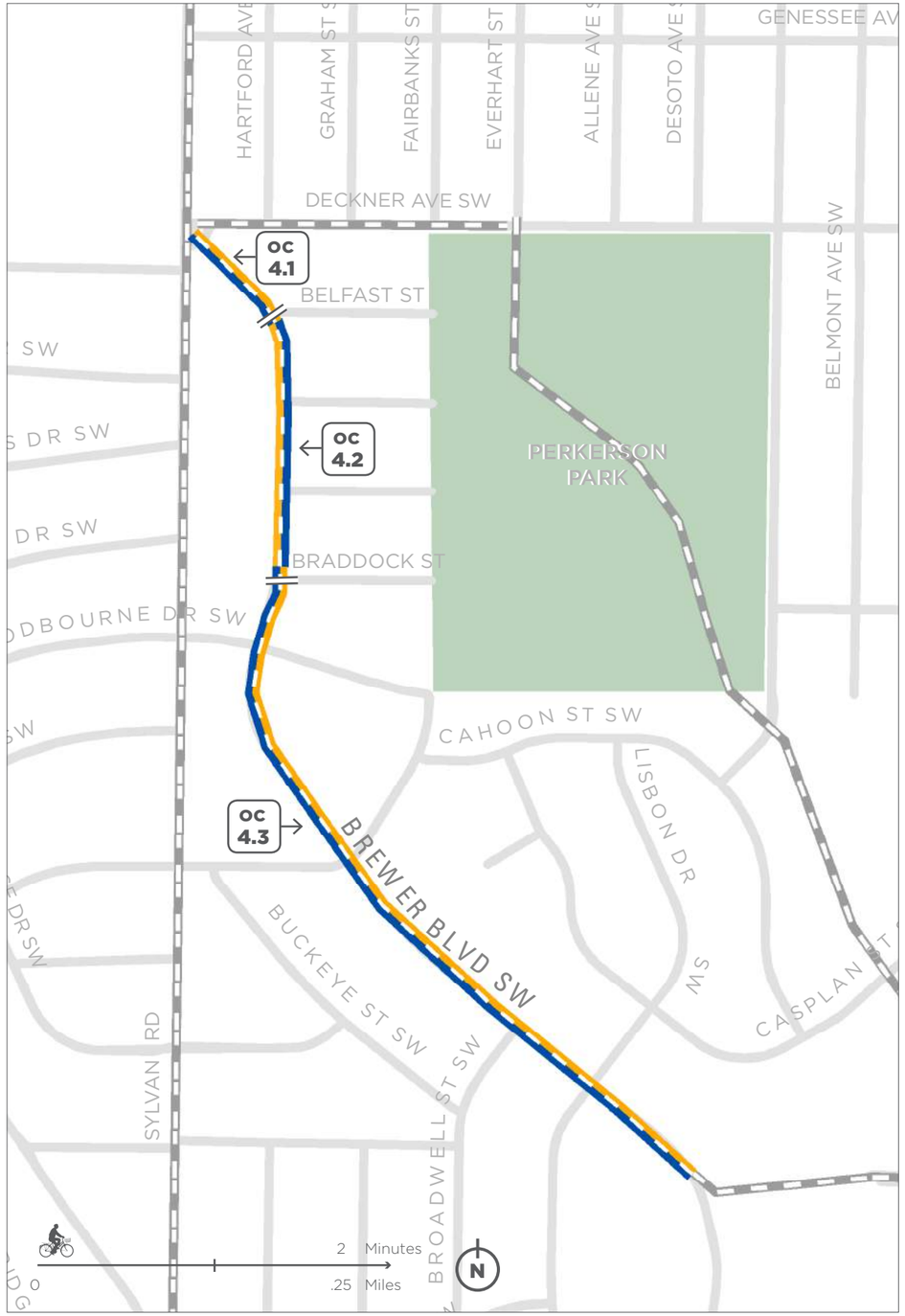
OC 4.3

Uphill Buffered Bike Lane - Downhill Shared Lane Markings

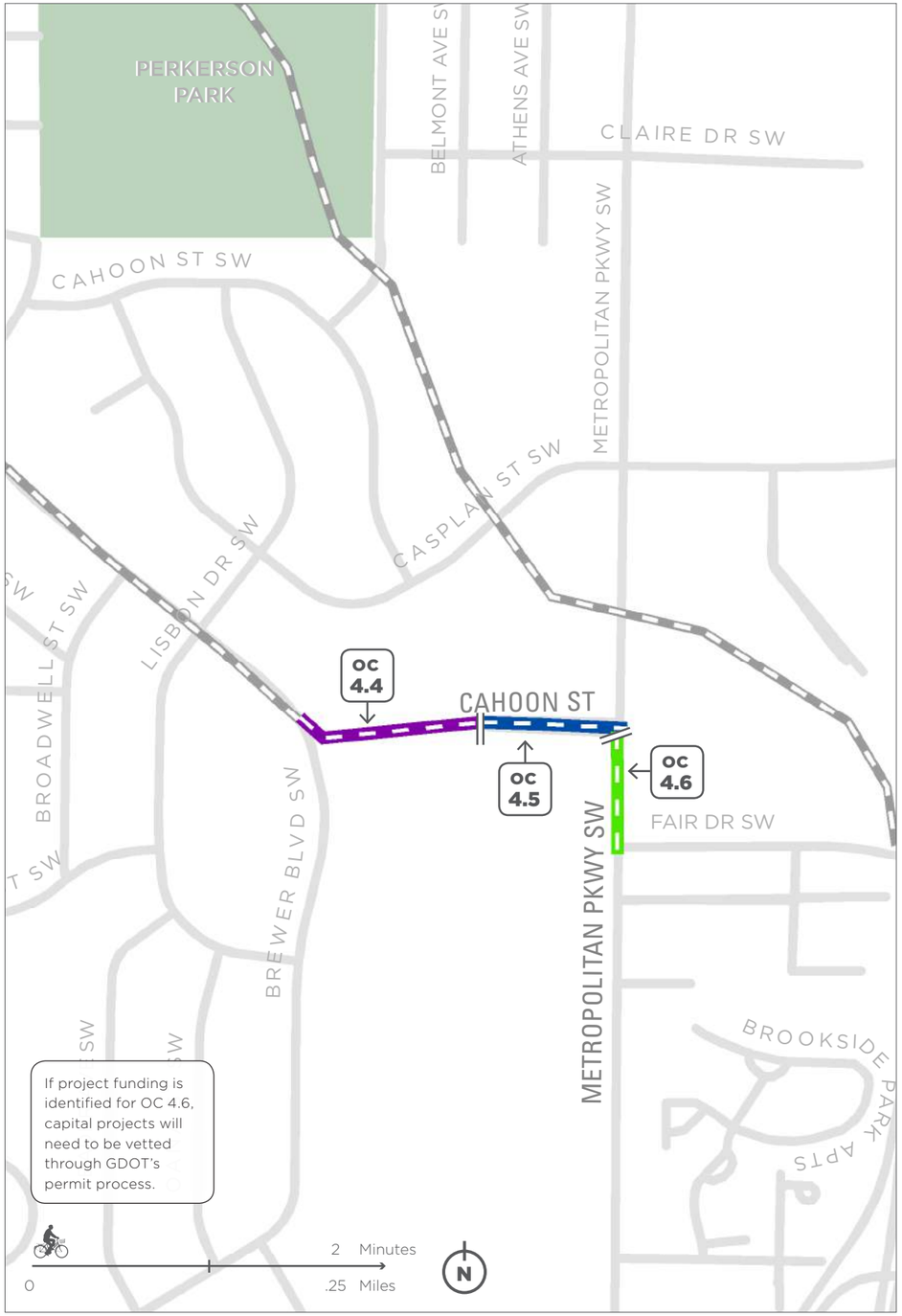
BREWER BLVD SW
FROM: BRADDOCK ST SW
TO: 500' EAST OF LISBON DR SW

OC 4.1 - 4.6 is the short-term recommendation for connecting Sylvan Rd to Fair Dr SW. See OC 5.1-5.3 for the long-term recommendation.





Oakland City Station

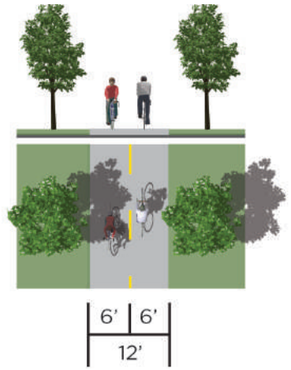


OC 4.4

Multi-Use Path

CAHOON ST CONNECTOR
FROM: BREWER BLVD SW
TO: CAHOON ST

OC 4.1 - 4.6 is the short-term recommendation for connecting Sylvan Rd to Fair Dr SW. See OC 5.1-5.3 for the long-term recommendation. See pagees 40-41 of the Atlanta Regional Commission's *Bike to RIde* report for additional guidance on Neighborhood Accessways. Requires coordination (easement or ROW acquisition) with property owner.



OC 4.5

Enhanced Shared Roadway

CAHOON ST
FROM: CAHOON ST CONNECTOR
TO: METROPOLITAN PKWY SW

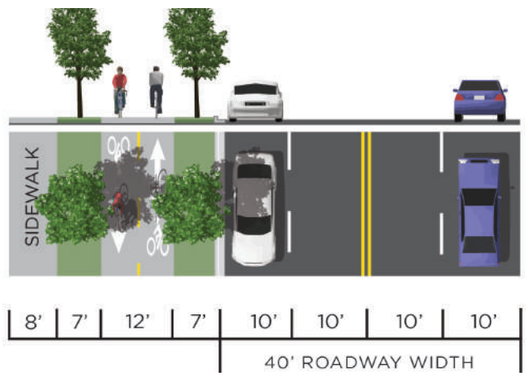
OC 4.1 - 4.6 is the short-term recommendation for connecting Sylvan Rd to Fair Dr SW. See OC 5.1-5.3 for the long-term recommendation.

OC 4.6

Separated Bike Lanes

METROPOLITAN PKWY SW
FROM: CAHOON ST
TO: FAIR DR SW

OC 4.1 - 4.6 is the short-term recommendation for connecting Sylvan Rd to Fair Dr SW. See OC 5.1-5.3 for the long-term recommendation.



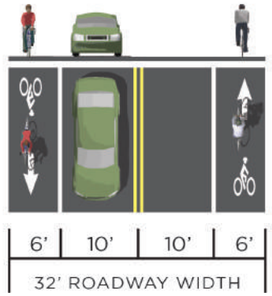
CAHOON ST / METROPOLITAN PKWY

OC 5.1

Bike Lanes

DECKNER AVE SW
FROM: SYLVAN RD
TO: EVERHART ST SW

Prohibit on-street parking on Deckner Ave to make space for bike lanes. OC 5.1-5.3 is the long-term recommendation for connecting Sylvan Rd to Fair Dr SW. See OC 4.1 - 4.6 for the short-term recommendation.

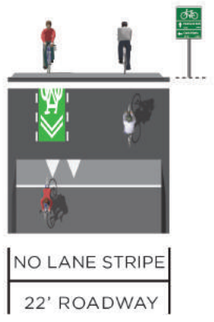


OC 5.2

Enhanced Shared Roadway

EVERHART ST SW
FROM: DECKNER AVE SW
TO: 280' SOUTH OF DECKNER AVE SW

OC 5.1-5.3 is the long-term recommendation for connecting Sylvan Rd to Fair Dr SW. See OC 4.1 - 4.6 for the short-term recommendation.



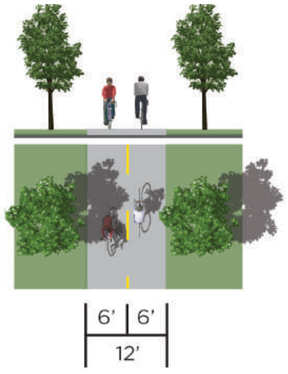
OC 5.3

Mulit-Use Path

PERKERSON PARK CONNECTOR
FROM: EVERHART ST SW
TO: FAIR DR SW

OC 5.1-5.3 is the long-term recommendation for connecting Sylvan Rd to Fair Dr SW. See OC 4.1 - 4.6 for the short-term recommendation.

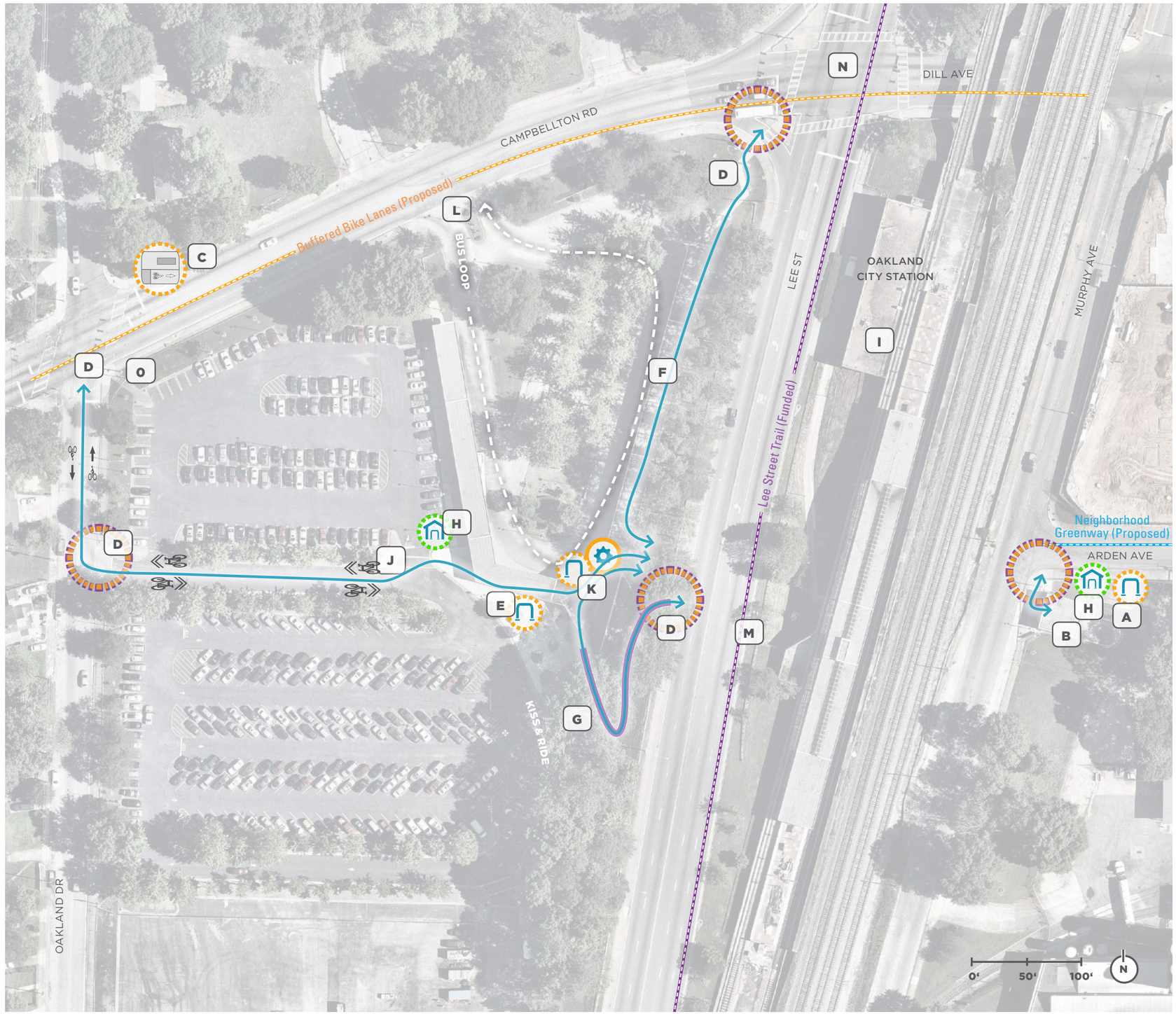
Requires coordination (easement or ROW acquisition) with property owner.



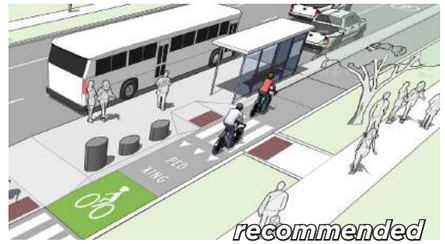
BIKE LANE
ENHANCED SHARED ROADWAY
MULTI-USE PATH

CYCLE ATLANTA STUDY CORRIDOR
EXISTING BIKEWAY
SEGMENT BREAK

Oakland City Station



- **A** Remove fence and replace existing bike racks with covered inverted-U
- **B** Repair elevator
- **C** Add bus island with raised bike lane (see page 62 for concept design).



- **D** Add wayfinding signage guiding bicyclists into the station as they enter, and to area destinations as they leave
- **E** Replace existing bike parking with covered inverted-U racks & "more bike parking available inside station" sign
- **F** Reconstruct as shared-use or separated-use path
- **G** Add ramp next to existing staircase
- **H** Add secure bike parking area (SPA)
- **I** Add bicycle wheel channel to stairwells inside station
- **J** Add shared lane markings on the pavement where people biking share this space with vehicles
- **K** Replace existing bike parking inside station with inverted-U racks
- **L** Add intersection conflict markings in proposed buffered bike lane at bus loop entrances/exits
- **M** Design of Lee Street Trail should include safe crossing across Lee Street between multi-use path and station
- **N** See intersection concept design on page 62
- **O** Creating opening in fence and install new entrance

LEGEND

- Bus Island with Raised Bike Lane
- Existing bicycle repair station
- Replace existing bike parking
- Station access point
- New secure bike parking area
- New ramp
- Bicycle circulation
- Shared lane markings
- Bike lanes

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Inman Park-Reynoldstown Station

Inman Park-Reynoldstown Station

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Inman Park-Reynoldstown Station

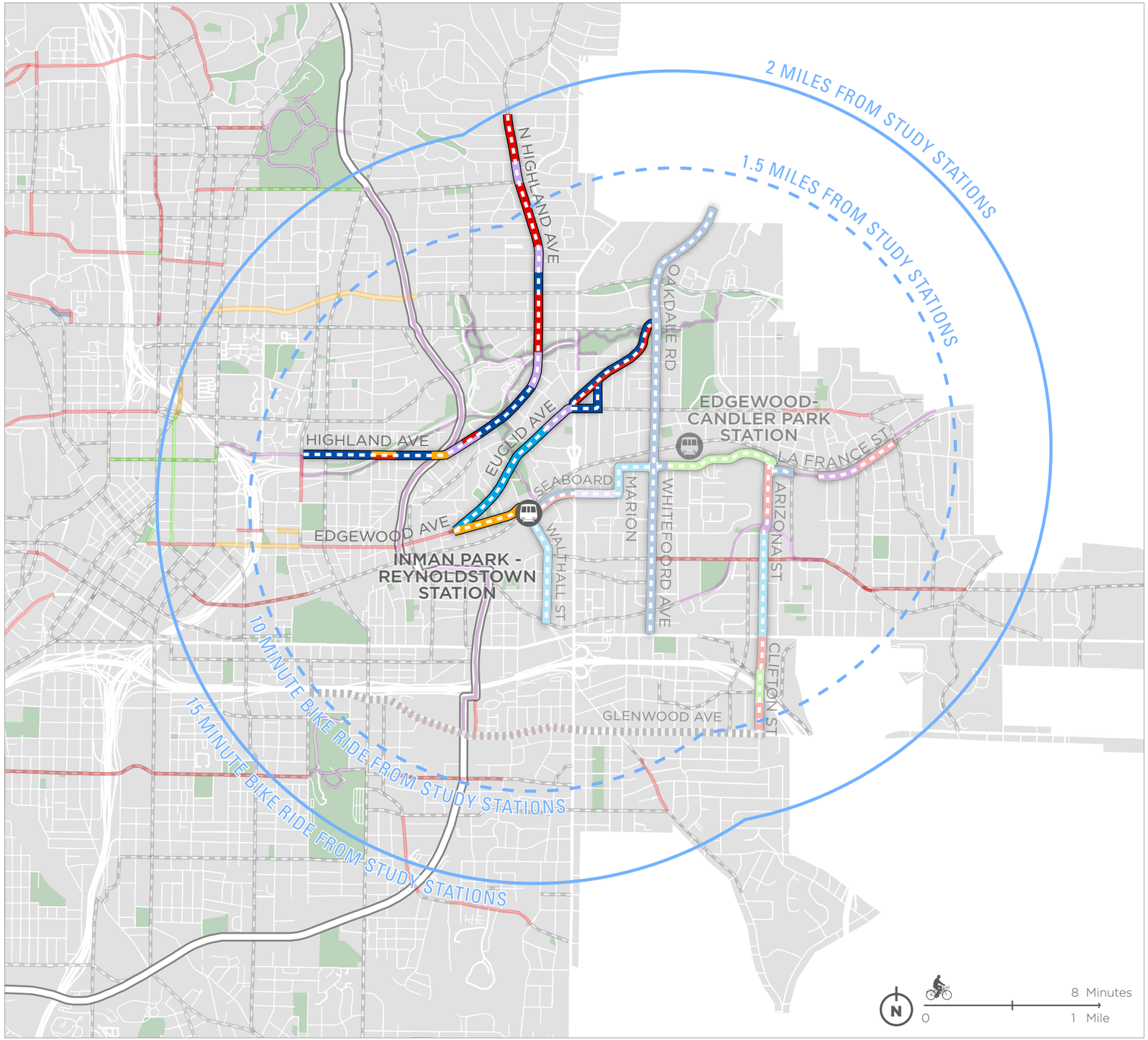
PROPOSED BIKEWAYS

- ENHANCED SHARED ROADWAY
- UPHILL BIKE LANE - DOWNHILL SHARED LANE MARKINGS
- BIKE LANE
- COMMERCIAL GREENWAY - BIKE LANE
- COMMERCIAL GREENWAY
- NEIGHBORHOOD GREENWAY
- BUFFERED BIKE LANE
- BUFFERED BIKE LANE - BIKE LANE

EXISTING BIKEWAYS

- UPHILL BIKE LANE - DOWNHILL SHARED LANE MARKINGS
- BIKE LANE
- BUFFERED BIKE LANE
- SEPARATED BIKE LANE
- MULTI-USE PATH

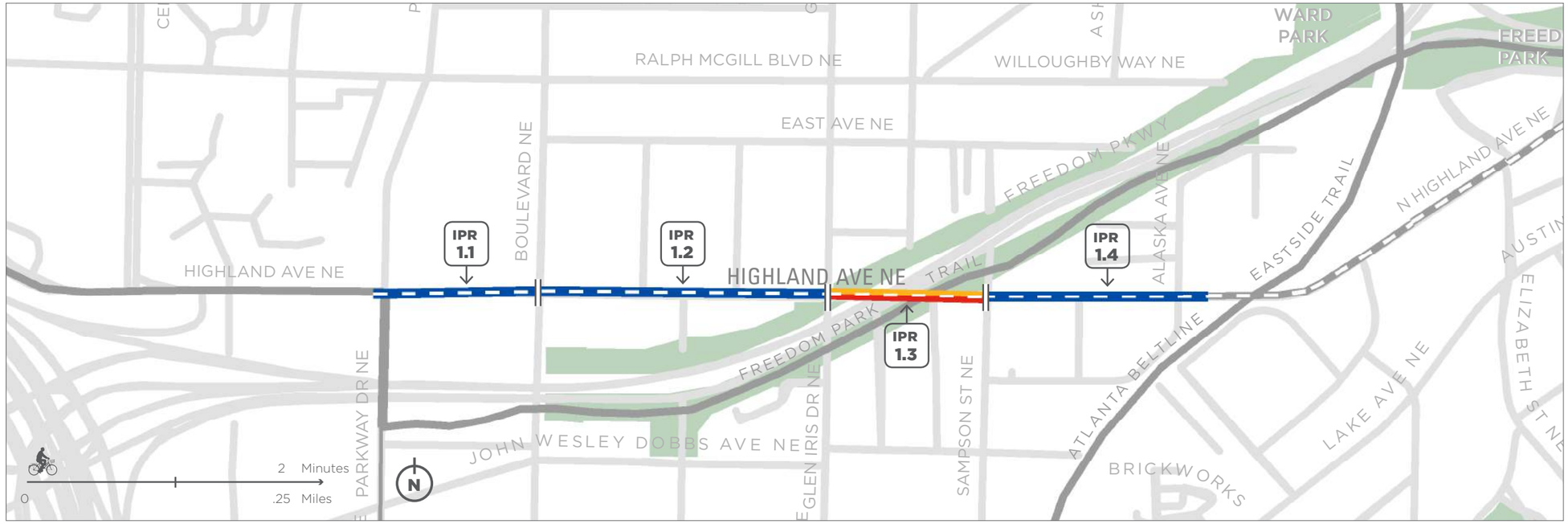
- BELTLINE
- FUNDED OR PREVIOUSLY PROPOSED BIKEWAY CORRIDOR
- PARKS
- ATLANTA CITY LIMITS



Cross Section ID	Facility Type	Street Name	From	To
IPR 1.1	Enhanced Shared Roadway	North Highland Ave NE	Parkway Dr	Boulevard NE
IPR 1.2	Enhanced Shared Roadway	North Highland Ave NE	Boulevard NE	Glen Iris Dr NE
IPR 1.3	Buffered Bike Lane - Bike Lanes	North Highland Ave NE	Glen Iris Dr NE	Sampson St NE
IPR 1.4	Enhanced Shared Roadway	North Highland Ave NE	Sampson St NE	100' east of Alaska Ave NE
IPR 1.5	Buffered Bike Lanes	North Highland Ave NE	100' east of Alaska Ave NE	200' west of Inman Village Pkwy NE
IPR 1.6	Commercial Greenway	North Highland Ave NE	200' west of Inman Village Pkwy NE	Inman Village Pkwy NE
IPR 1.7	Commercial Greenway	North Highland Ave NE	Inman Village Pkwy NE	300' east of Inman Village Pkwy NE
IPR 1.8	Commercial Greenway - Buffered Bike Lanes	North Highland Ave NE	300' east of Inman Village Pkwy NE	Elizabeth St NE
IPR 1.9	Enhanced Shared Roadway	North Highland Ave NE	Elizabeth St NE	Colquitt Ave NE
IPR 1.10	Commercial Greenway	North Highland Ave NE	Colquitt Ave NE	Cleburne Ave NE
IPR 1.11	Separated Bike Lanes	North Highland Ave NE	Cleburne Ave NE	Freedom Pkwy
IPR 1.12	Bike Lanes	North Highland Ave NE	Freedom Pkwy	Blue Ridge Ave NE
IPR 1.13	Bike Lanes	North Highland Ave NE	Blue Ridge Ave NE	Ponce de Leon Ave NE
IPR 1.14	Enhanced Shared Roadway	North Highland Ave NE	Ponce de Leon Ave NE	St Charlest Ave NE
IPR 1.15	Commercial Greenway	North Highland Ave NE	St Charlest Ave NE	Briarcliff Pl NE
IPR 1.16	Bike Lanes	North Highland Ave NE	Briarcliff Pl NEs	Virginia Ave NE
IPR 1.17	Commercial Greenway	North Highland Ave NE	Virginia Ave NE	Los Angeles Ave NE
IPR 1.18	Commercial Greenway	North Highland Ave NE	Los Angeles Ave NE	Los Angeles Ave NE
IPR 1.19	Bike Lanes	North Highland Ave NE	Los Angeles Ave NE	Amsterdam Ave NE
IPR 2.1	Neighborhood Greenway	Euclid Ave NE	Edgewood Ave NE	Washita Ave NE
IPR 2.2	Commercial Greenway	Euclid Ave NE	Washita Ave NE	Moreland Ave NE
IPR 2.3	Enhanced Shared Roadway	McLendon Ave NE	Moreland Ave NE	Euclid Terrace NE
IPR 2.4	Enhanced Shared Roadway	Euclid Terrace NE	McLendon Ave NE	Euclid Ave NE

Cross Section ID	Facility Type	Street Name	From	To
IPR 2.5	Uphill Bike Lanes - Downhill Shared Lane Markings	Euclid Ave NE	Moreland Ave NE	Oakdale Rd NE
IPR 3.1	Buffered Bike Lanes	Edgewood Ave NE	Euclid Ave NE	Delta Pl NE
IPR 3.2	Buffered Bike Lanes	Edgewood Ave NE	Delta Pl NE	Waverly Way NE
IPR 3.3	Buffered Bike Lanes	Edgewood Ave NE	Waverly Way NE	Elizabeth St NE
IPR 3.4	Buffered Bike Lanes	Edgewood Ave NE	Elizabeth St NE	Hurt St NE

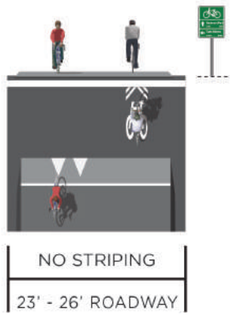
Inman Park-Reynoldstown Station



NORTH HIGHLAND AVE

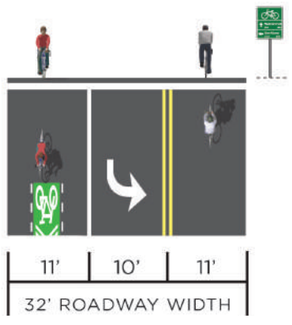
IPR 1.1 Enhanced Shared Roadway

NORTH HIGHLAND AVE NE
FROM: PARKWAY DR NE
TO: BOULEVARD NE



IPR 1.2 Enhanced Shared Roadway

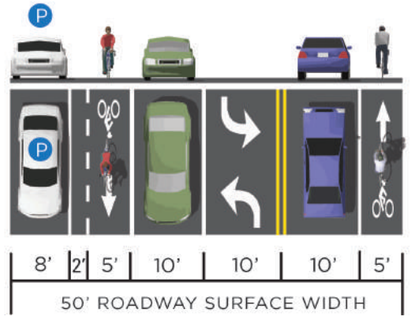
NORTH HIGHLAND AVE NE
FROM: BOULEVARD NE
TO: GLEN IRIS DR NE



IPR 1.3 Bike Lane - Buffered Bike Lane

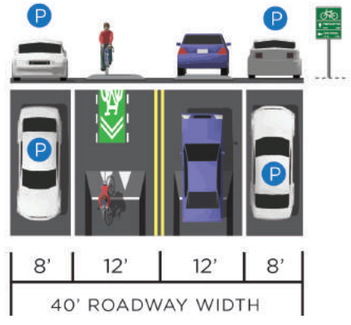
NORTH HIGHLAND AVE NE
FROM: GLEN IRIS DR NE
TO: SAMPSON ST NE

Convert existing right turn lane to a through/right lane. Convert existing westbound lane to a two way left turn lane.

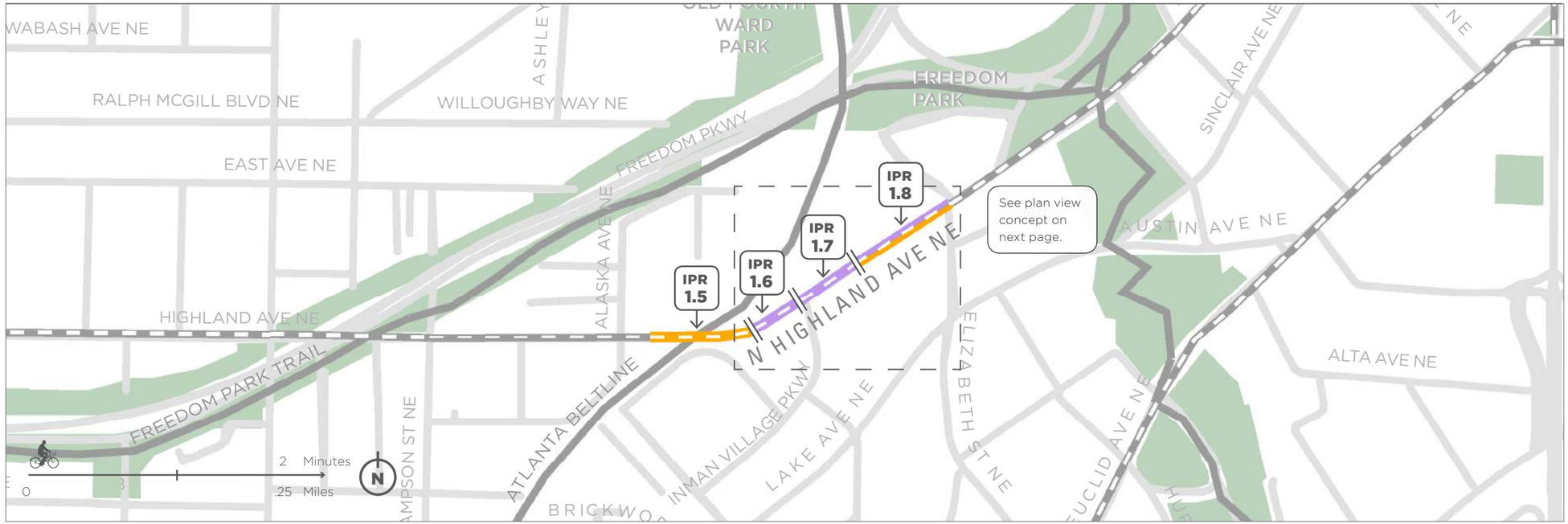


IPR 1.4 Enhanced Shared Roadway

NORTH HIGHLAND AVE NE
FROM: SAMPSON ST NE
TO: 100' EAST OF ALASKA AVE NE



- BUFFERED BIKE LANES
- COMMERCIAL GREENWAY
- COMMERCIAL GREENWAY - BIKE LANE
- CYCLE ATLANTA STUDY CORRIDOR
- EXISTING BIKEWAY
- SEGMENT BREAK

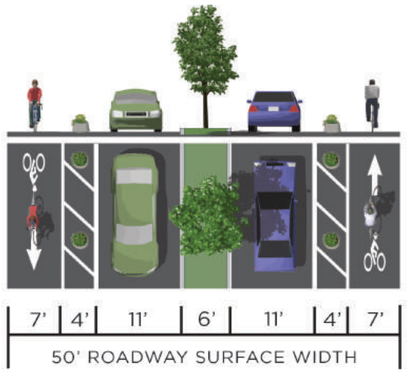


IPR 1.5

Buffered Bike Lanes

NORTH HIGHLAND AVE NE
FROM: 100' EAST OF ALASKA AVE NE
TO: 200' WEST OF INMAN VILLAGE PKWY NE

Existing roadway widens to 50' at bridge over BeltLine. Use extra width to stripe buffered bike lanes. Planter boxes shown in cross section graphic are optional.



IPR 1.6

Commercial Greenway

NORTH HIGHLAND AVE NE
FROM: 200' WEST OF INMAN VILLAGE PKWY NE
TO: INMAN VILLAGE PKWY NE

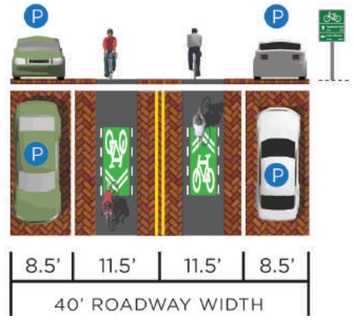
Existing roadway is 23' wide at curb extensions, 32' wide between curb extensions

IPR 1.7

Commercial Greenway

NORTH HIGHLAND AVE NE
FROM: INMAN VILLAGE PKWY NE
TO: 300' EAST OF INMAN VILLAGE PKWY NE

Existing roadway is 23' wide at curb extensions, 40' wide between curb extensions

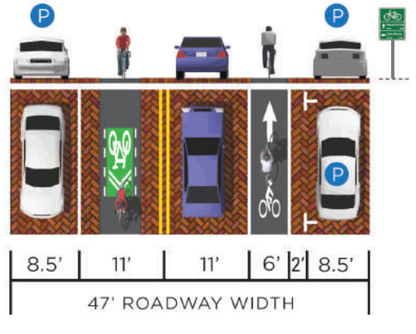


IPR 1.8

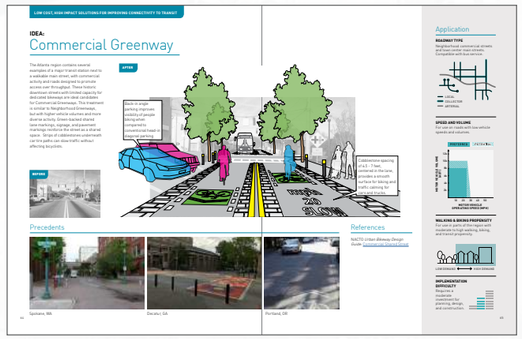
Commercial Greenway - Buffered Bike Lane

NORTH HIGHLAND AVE NE
FROM: 300' EAST OF INMAN VILLAGE PKWY NE
TO: ELIZABETH ST NE

Existing roadway is 30' wide at curb extensions, 47' between curb extensions. Retain existing bike lane on southeast side of street.



COMMERCIAL GREENWAYS are an emerging bicycle facility classification that incorporate bicycle-priority treatments found in Neighborhood Greenways and traffic-calming elements found on commercial streets throughout the world. Commercial Greenways are designed to balance the needs of all road users in a mixed-use environment when there is not room for a dedicated bikeway. The Atlanta Regional Commission's *Bike to Ride: An Ideabook of Regional Strategies for Improving Bicycling Access to Transit* recommends and provides guidance on this treatment on page 64-65. The document is available for download via https://atlantaregional.org/plans-reports/bike-pedestrian-plan-walk-bike-thrive/



Green-backed shared lane markings give the symbols more weight over standard shared lane markings. They should be placed immediately after intersections and at 250' intervals.

Existing on-street parking helps slow vehicle speeds.

Install shared lane markings to guide bicyclists through the transition bike lanes and shared lanes, and alert drivers to the change in roadway configuration.

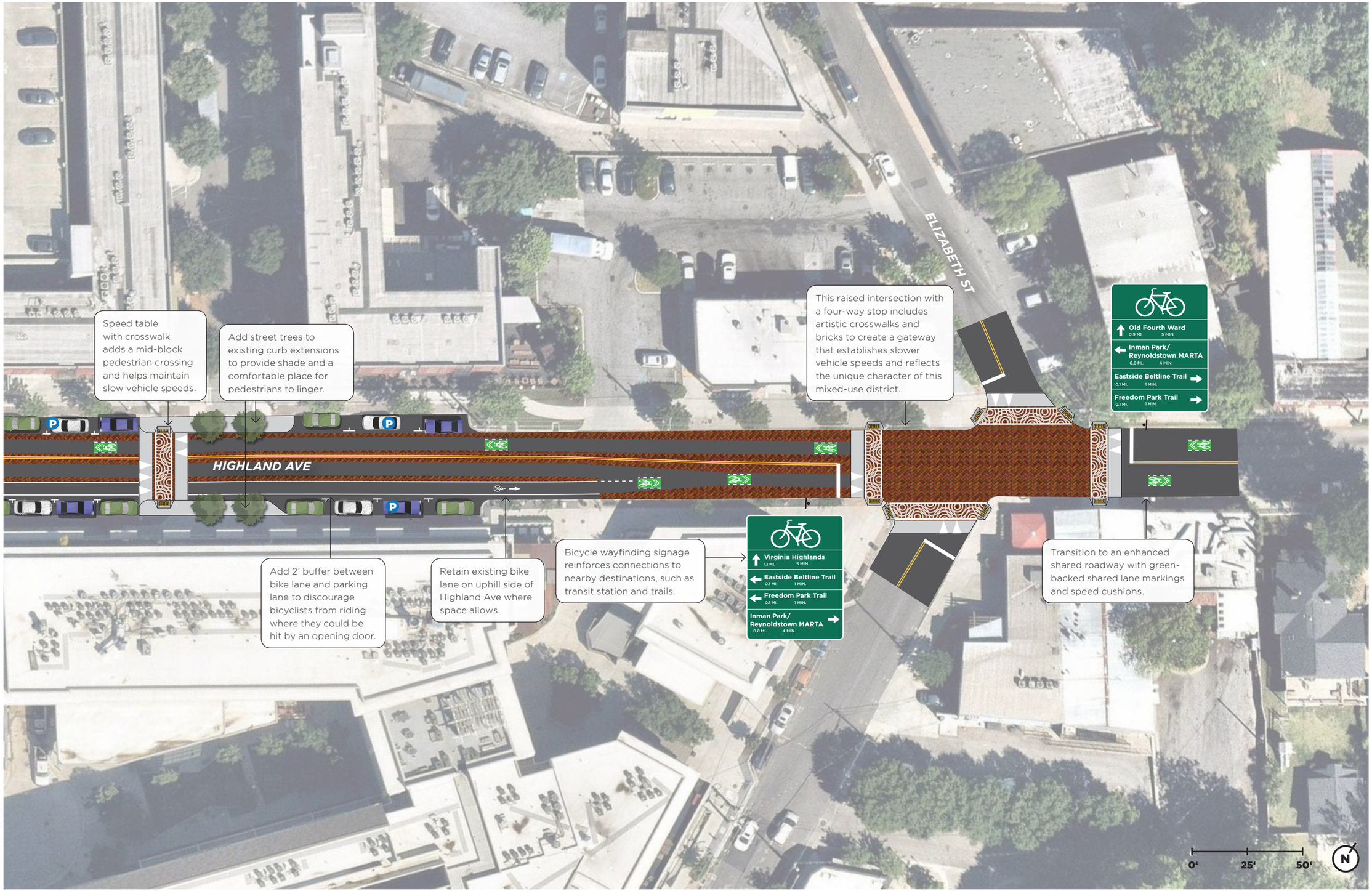
Strips of pavers on the edges of travel lanes with 5'-7' of asphalt between provide a smooth surface for bicyclists and traffic calming for cars and trucks.

Existing curb extensions help define parking lanes and visually narrow the street.

0' 25' 50'

N

NORTH HIGHLAND AVE
COMMERCIAL GREENWAY CONCEPT

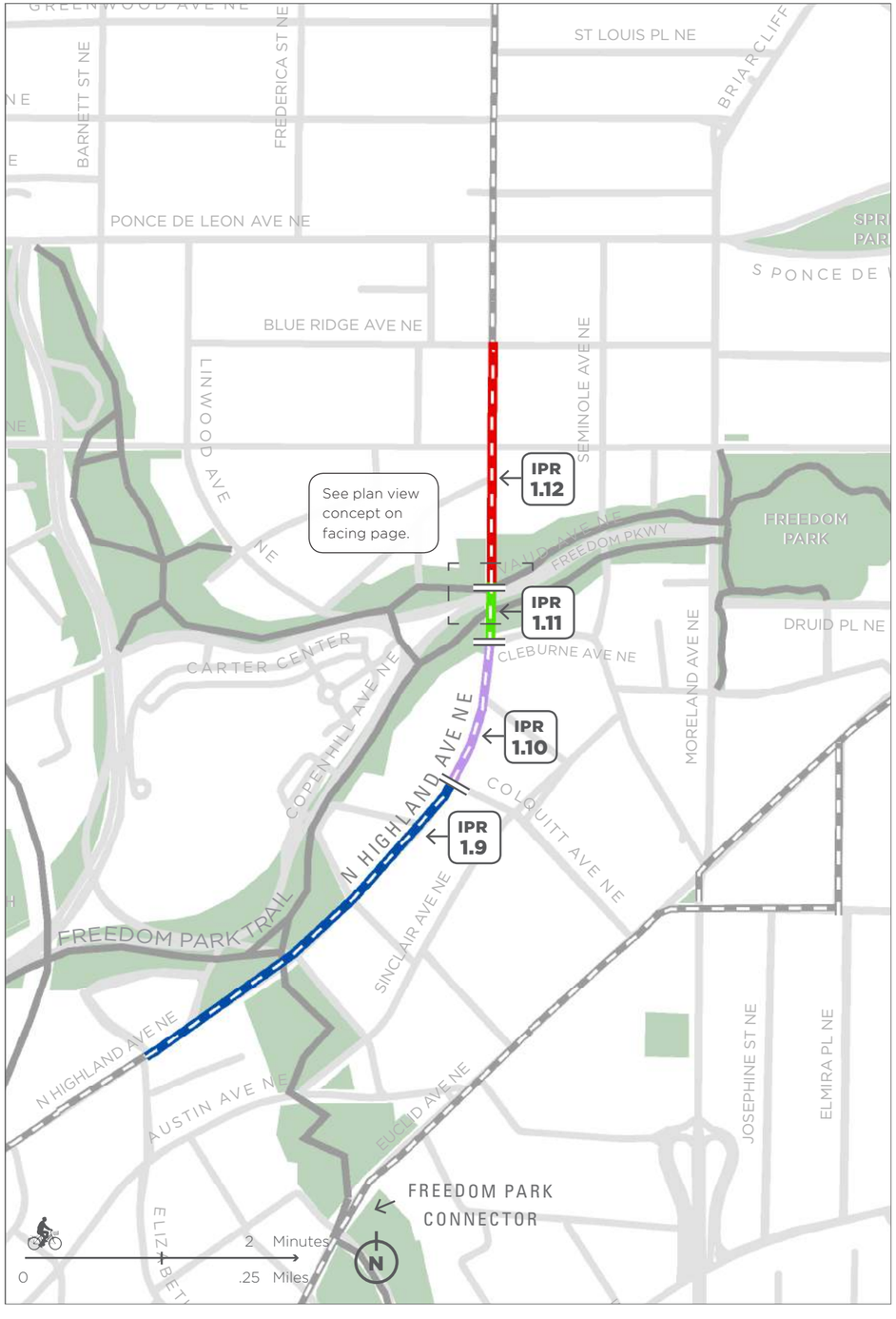


NORTH HIGHLAND AVE

COMMERCIAL GREENWAY CONCEPT

Inman Park-Reynoldstown Station

NORTH HIGHLAND AVE



ENHANCED SHARED ROADWAY
COMMERCIAL GREENWAY
SEPARATED BIKE LANES
BIKE LANES

CYCLE ATLANTA STUDY CORRIDOR
EXISTING BIKEWAY
SEGMENT BREAK

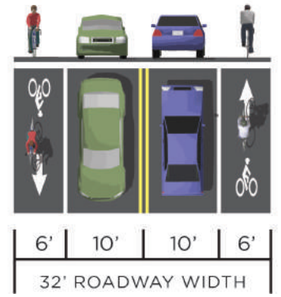
IPR 1.12

Bike Lanes

NORTH HIGHLAND AVE NE
FROM: FREEDOM PKWY
TO: BLUE RIDGE AVE NE

Restripe with bike lanes. Remove left turn pockets at North Ave.

Long-term recommendation: consider raised separated bike lanes.



IPR 1.11

Separated Bike Lanes

NORTH HIGHLAND AVE NE
FROM: CLEBURNE AVE NE
TO: FREEDOM PKWY

Construct raised separated bike lanes along the publicly-owned land between Cleburne Ave and Freedom Pkwy.

IPR 1.10

Commercial Greenway

NORTH HIGHLAND AVE NE
FROM: COLQUITT AVE
TO: FREEDOM PKWY

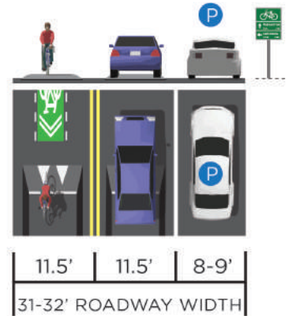
Existing roadway is 23' wide at curb extensions, 31 - 32' wide between curb extensions

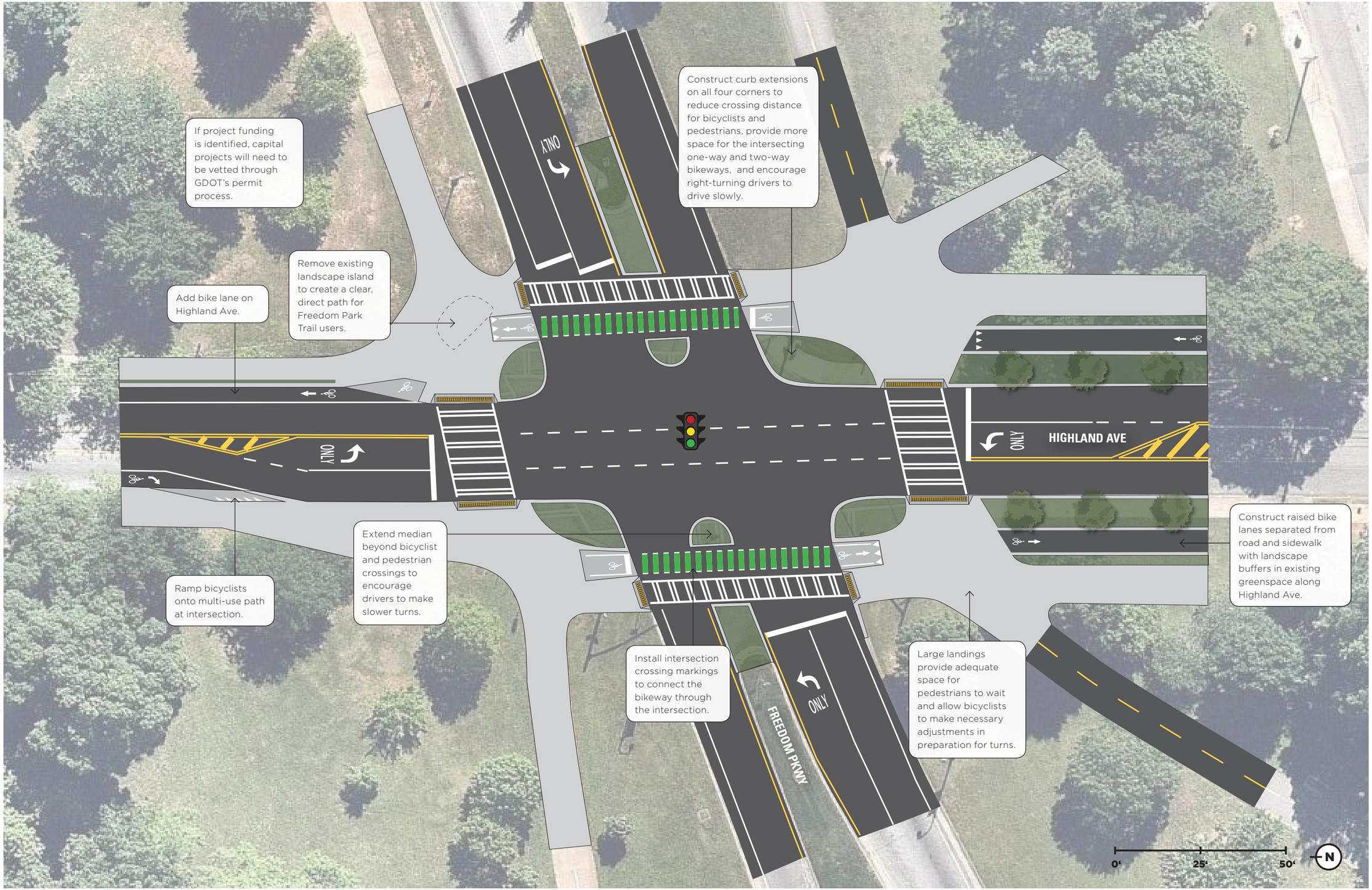
IPR 1.9

Enhanced Shared Roadway

NORTH HIGHLAND AVE NE
FROM: ELIZABETH ST NE
TO: COLQUITT AVE NE

Existing roadway is 23' wide at curb extensions, 31 - 32' wide between curb extensions



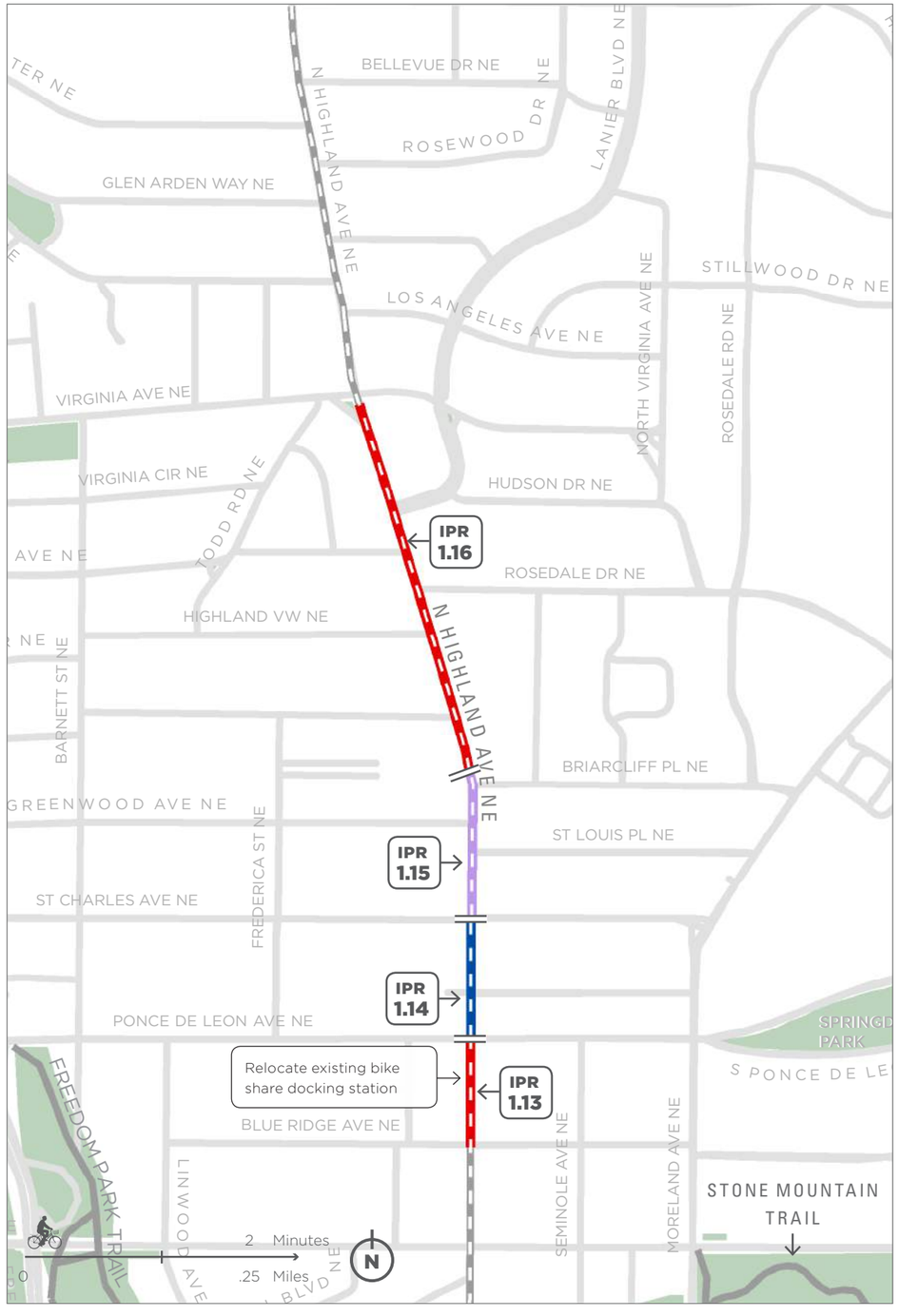


Inman Park-Reynoldstown Station

NORTH HIGHLAND AVE + FREEDOM PARKWAY

Inman Park-Reynoldstown Station

NORTH HIGHLAND AVE



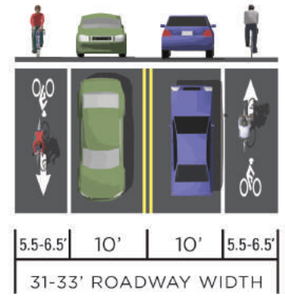
IPR 1.16

Bike Lanes

NORTH HIGHLAND AVE NE
FROM: BRIARCLIFF PL NE
TO: VIRGINIA AVE NE

Remove on-street parking to make space for bike lanes. Portions of this segment are constrained resulting in narrower than desired bike lanes.

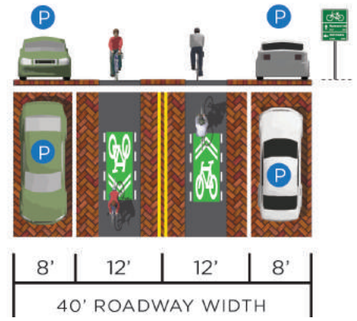
Long-term recommendation: consider raised separated bike lanes.



IPR 1.15

Commercial Greenway

NORTH HIGHLAND AVE NE
FROM: ST CHARLES AVE NE
TO: BRIARCLIFF PL NE



IPR 1.14

Enhanced Shared Roadway

NORTH HIGHLAND AVE NE
FROM: PONCE DE LEON AVE NE
TO: ST CHARLES AVE NE

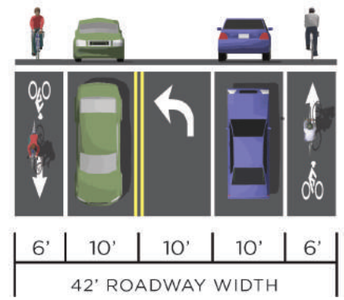
IPR 1.13

Bike Lanes

NORTH HIGHLAND AVE NE
FROM: BLUE RIDGE AVE NE
TO: PONCE DE LEON AVE NE

Remove existing on-street parking on west side of the street to make space for bike lanes.

Long-term recommendation: consider raised separated bike lanes.

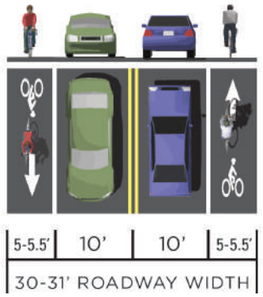


IPR 1.19

Bike Lanes

NORTH HIGHLAND AVE NE
FROM: LOS ANGELES AVE NE
TO: AMSTERDAM AVE NE

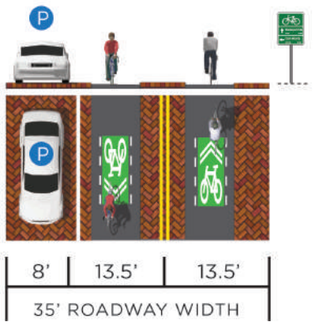
Remove on-street parking to make space for bike lanes. Portions of this segment are constrained resulting in narrower than desired bike lanes.



IPR 1.18

Commercial Greenway

NORTH HIGHLAND AVE NE
FROM: LOS ANGELES AVE NE
TO: LOS ANGELES AVE NE

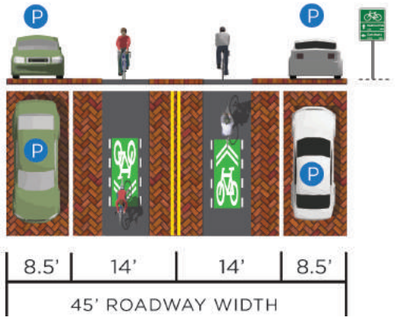


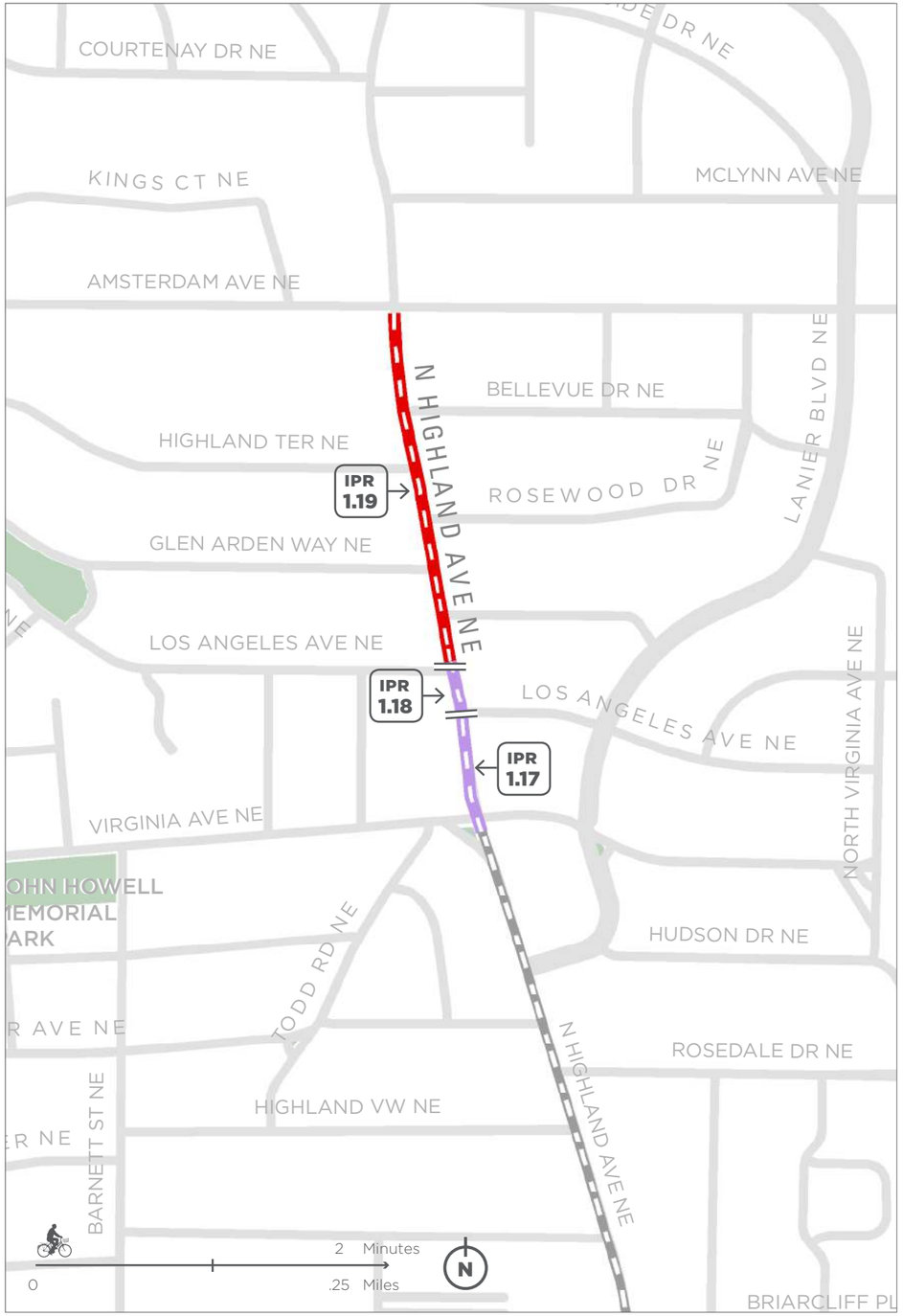
IPR 1.17

Commercial Greenway

NORTH HIGHLAND AVE NE
FROM: VIRGINIA AVE NE
TO: LOS ANGELES AVE NE

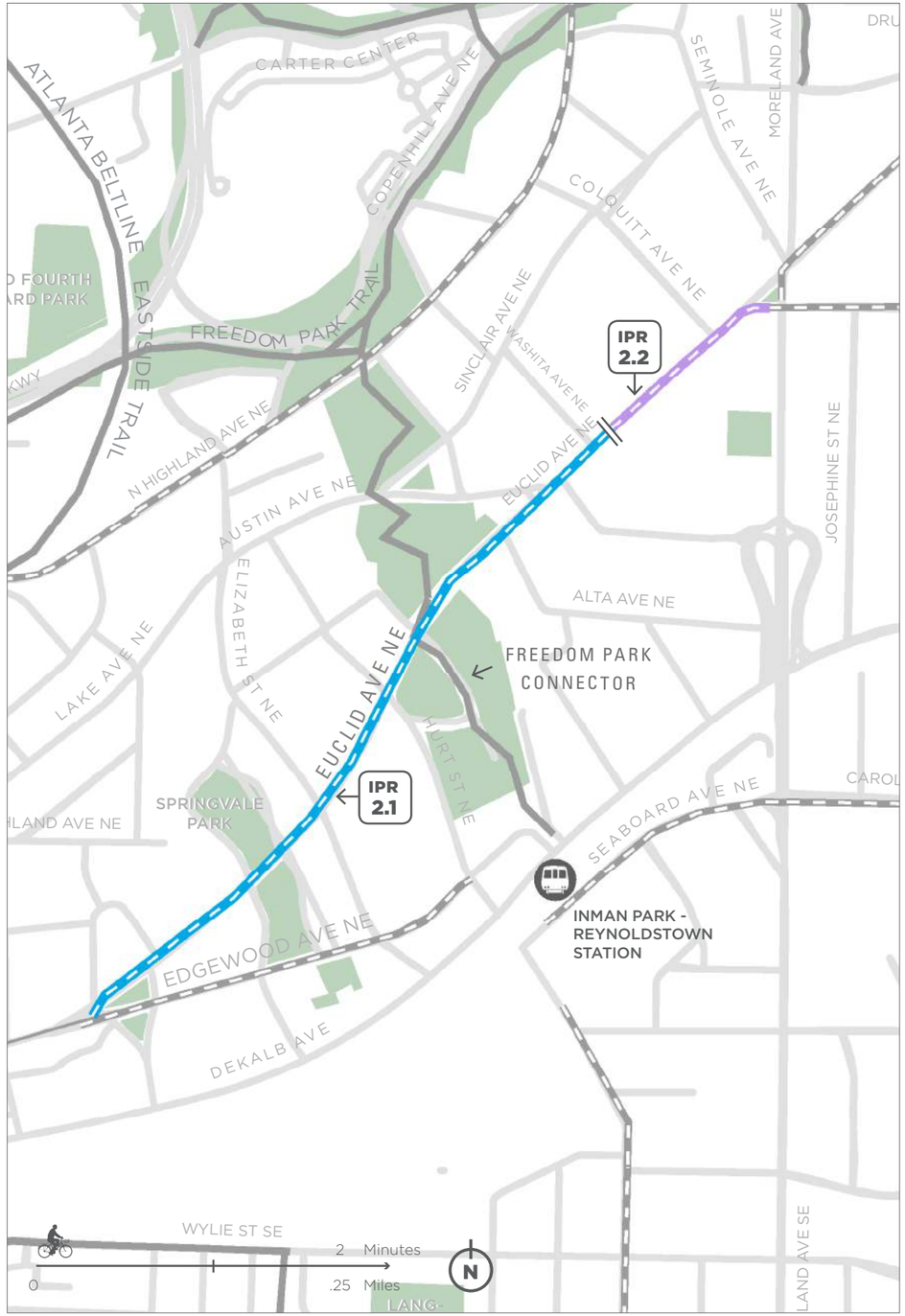
Existing roadway is 28 - 32' wide at curb extensions, 45' wide between curb extensions





COMMERCIAL GREENWAY
BIKE LANES
CYCLE ATLANTA STUDY CORRIDOR
EXISTING BIKEWAY
SEGMENT BREAK

Inman Park-Reynoldstown Station

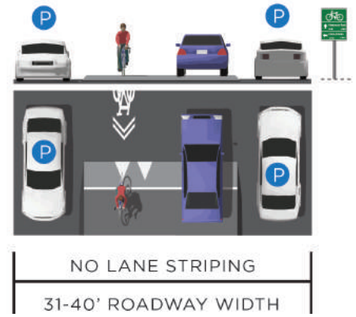


IPR 2.1

Neighborhood Greenway

EUCLID AVE NE
FROM: EDGEWOOD AVE NE
TO: WASHITA AVE NE

Existing roadway includes shared lane markings. Road width varies from 31' to 40' with on-street parking on both sides

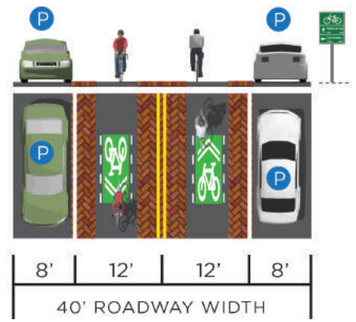


IPR 2.2

Commercial Greenway

EUCLID AVE NE
FROM: WASHITA AVE NE
TO: MORELAND AVE NE

If parking deck is built in Little 5 Points, consider removing one side of on-street parking and install bike lanes instead of commercial greenway.

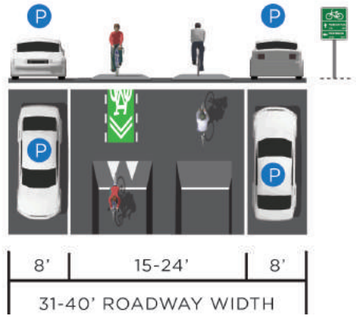


IPR 2.3

Enhanced Shared Roadway

MCLENDON AVE NE
FROM: MORELAND AVE NE
TO: EUCLID TERRACE NE

Alternate connection to Euclid Ave on east side of Moreland Ave, until raised bike lane on Moreland Ave is constructed



IPR 2.4

Enhanced Shared Roadway

EUCLID TERRACE NE
FROM: MCLENDON AVE NE
TO: EUCLID AVE NE

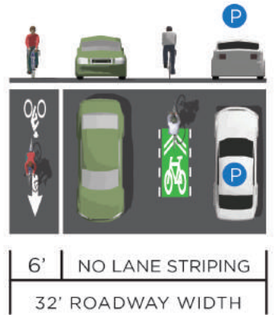
Alternate connection to Euclid Ave on east side of Moreland Ave, until raised bike lane on Moreland Ave is constructed

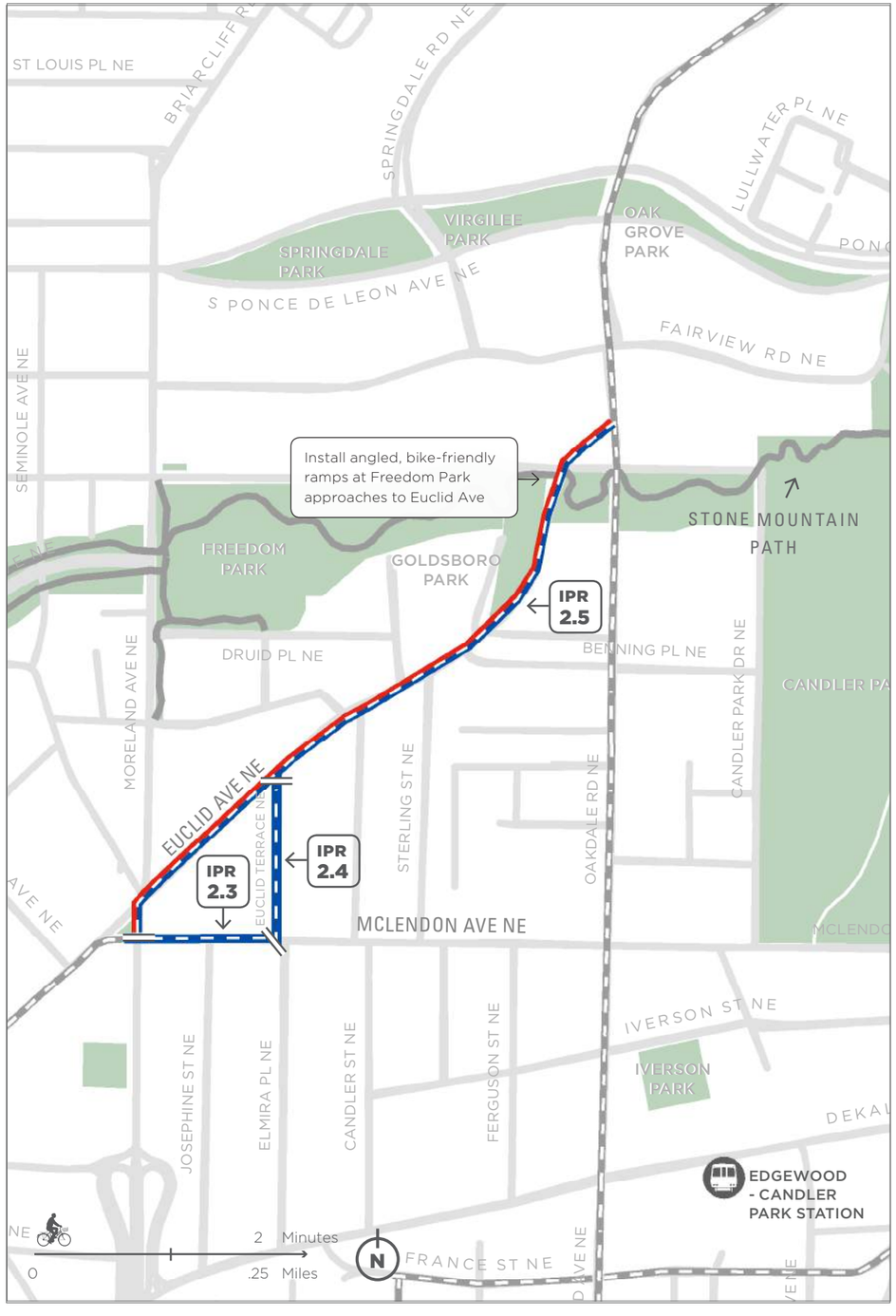
IPR 2.5

Uphill Bike Lane - Downhill Shared Lane Markings

EUCLID AVE NE
FROM: MORELAND AVE NE
TO: OAKDALE RD NE

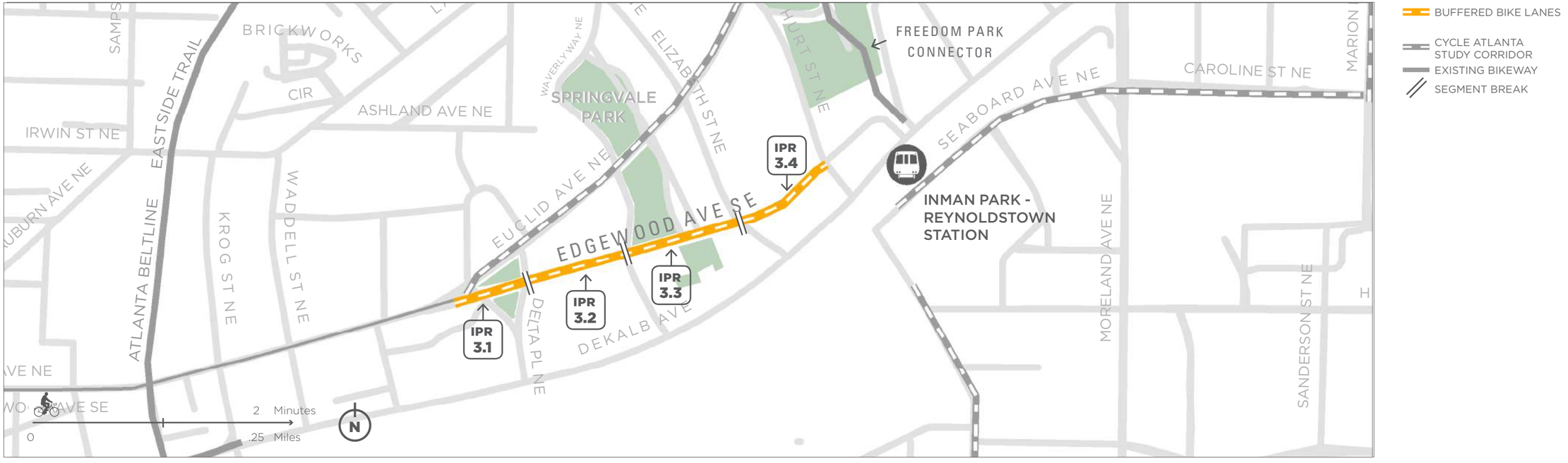
Remove centerline and stripe an uphill bike lane.





ENHANCED SHARED ROADWAY
UPHILL BIKE LANE - DOWNHILL SHARED LANE MARKING
CYCLE ATLANTA STUDY CORRIDOR
EXISTING BIKEWAY
SEGMENT BREAK

Inman Park-Reynoldstown Station

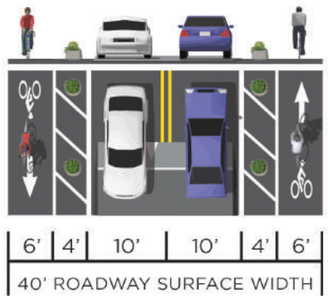


EDGEWOOD AVE

IPR 3.1 Buffered Bike Lanes

EDGEWOOD AVE NE
FROM: EUCLID AVE NE
TO: DELTA PL NE

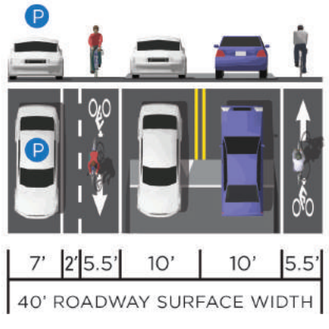
Narrow existing lane widths in order to accomodate bikeway buffer. Retain speed tables. Moveable planters shown in buffer space are optional.



IPR 3.2 Buffered Bike Lanes

EDGEWOOD AVE NE
FROM: DELTA PL NE
TO: WAVERLY WAY NE

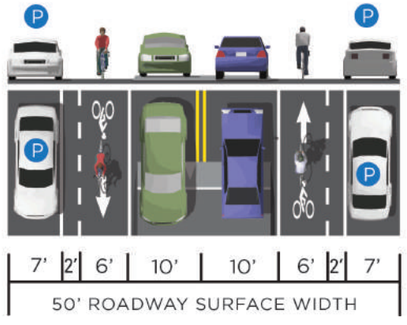
Narrow existing lane widths in order to accomodate door-side buffer between parking and westbound bike lane. Retain speed tables.



IPR 3.3 Buffered Bike Lanes

EDGEWOOD AVE NE
FROM: WAVERLY WAY NE
TO: ELIZABETH ST NE

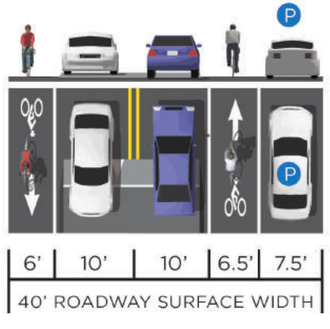
Narrow existing lane widths in order to accomodate wider bike lanes and door-side buffer areas. Retain speed tables.



IPR 3.4 Buffered Bike Lanes

EDGEWOOD AVE NE
FROM: ELIZABETH ST NE
TO: HURT ST NE

Remove on-street parking on the north side of the street and narrow existing lane widths to create space for bike lanes in both directions. Retain speed tables.



Inman Park-Reynoldstown Station

A Replace existing bike parking with covered inverted-U racks & "more bike parking available inside station" sign

B Add shared lane markings on the pavement where people biking share this space with vehicles to indicate bicycle circulation to bike parking and elevators

C Add ramp next to existing stairwell connecting to proposed neighborhood greenway on Walthall St

D Add wayfinding signage guiding bicyclists to and from the station

E Install bicycle wheel channels on stairs

F Replace existing bike parking with inverted-U racks

G Reconstruct as shared-use or separated-use path

H Add secure bike parking area (SPA)

I Remove chain link fence between parking lot and existing path. Upgrade path to 16' wide concrete multi-use path.

J Remove existing bike parking

K Add inverted-U bike racks underneath covered area of bus bay

L Add warning signage and high-visibility crossing

LEGEND

- Existing Relay bike share hub
- Proposed Relay bike share hub
- Replace existing bike parking
- New secure bike parking area
- New bike parking
- New ramp
- Bicycle circulation
- High visibility crosswalk markings
- Station access point
- Shared lane markings

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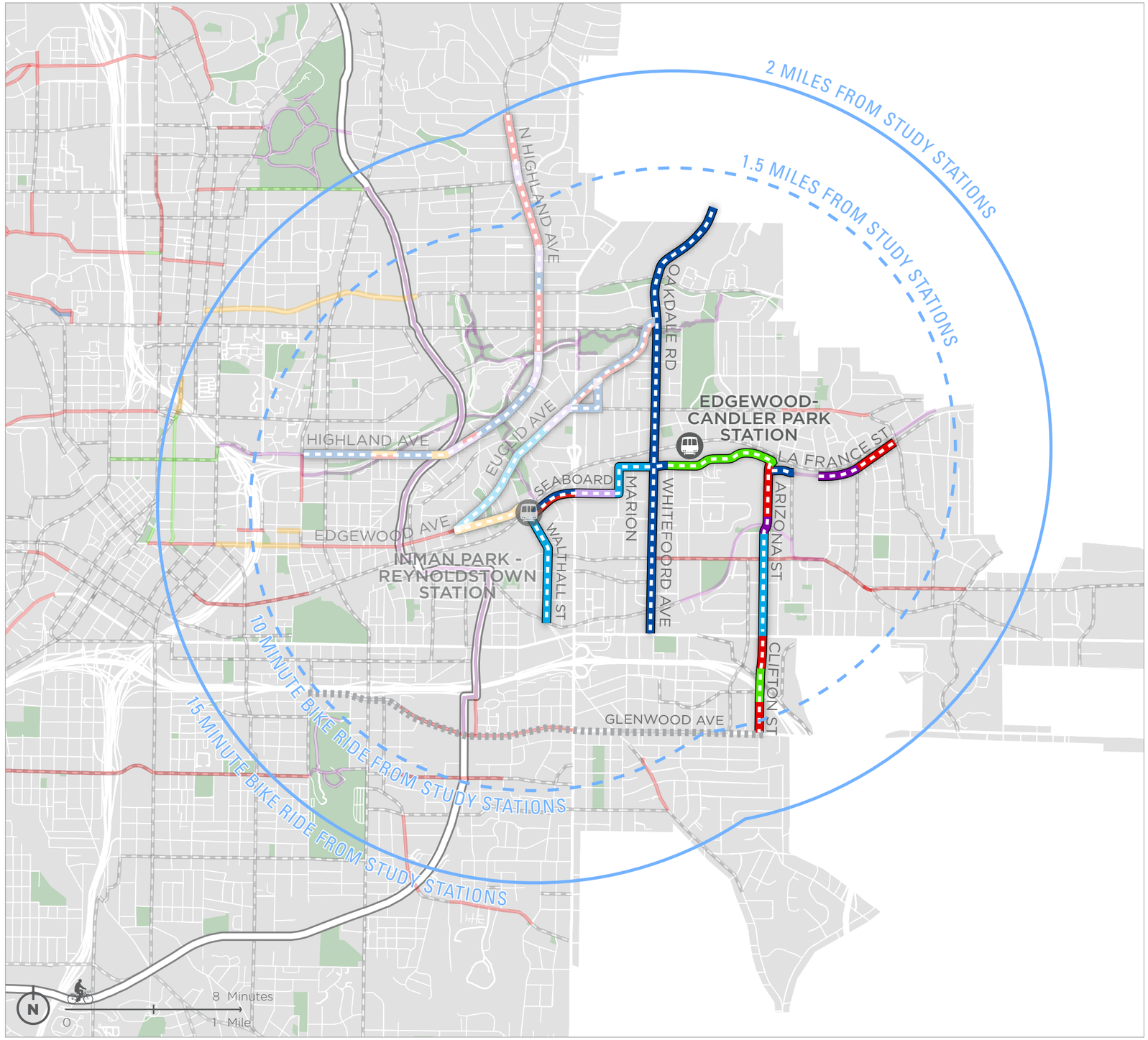
Edgewood-Candler Park Station

Edgewood-Candler Park Station

OVERVIEW MAP



PROPOSED BIKEWAYS

- ENHANCED SHARED ROADWAY
- UPHILL BIKE LANE - DOWNHILL SHARED LANE MARKINGS
- BIKE LANE
- COMMERCIAL GREENWAY - BIKE LANE
- COMMERCIAL GREENWAY
- NEIGHBORHOOD GREENWAY
- SEPARATED BIKE LANE
- MULTI-USE PATH
- FURTHER STUDY REQUIRED

EXISTING BIKEWAYS

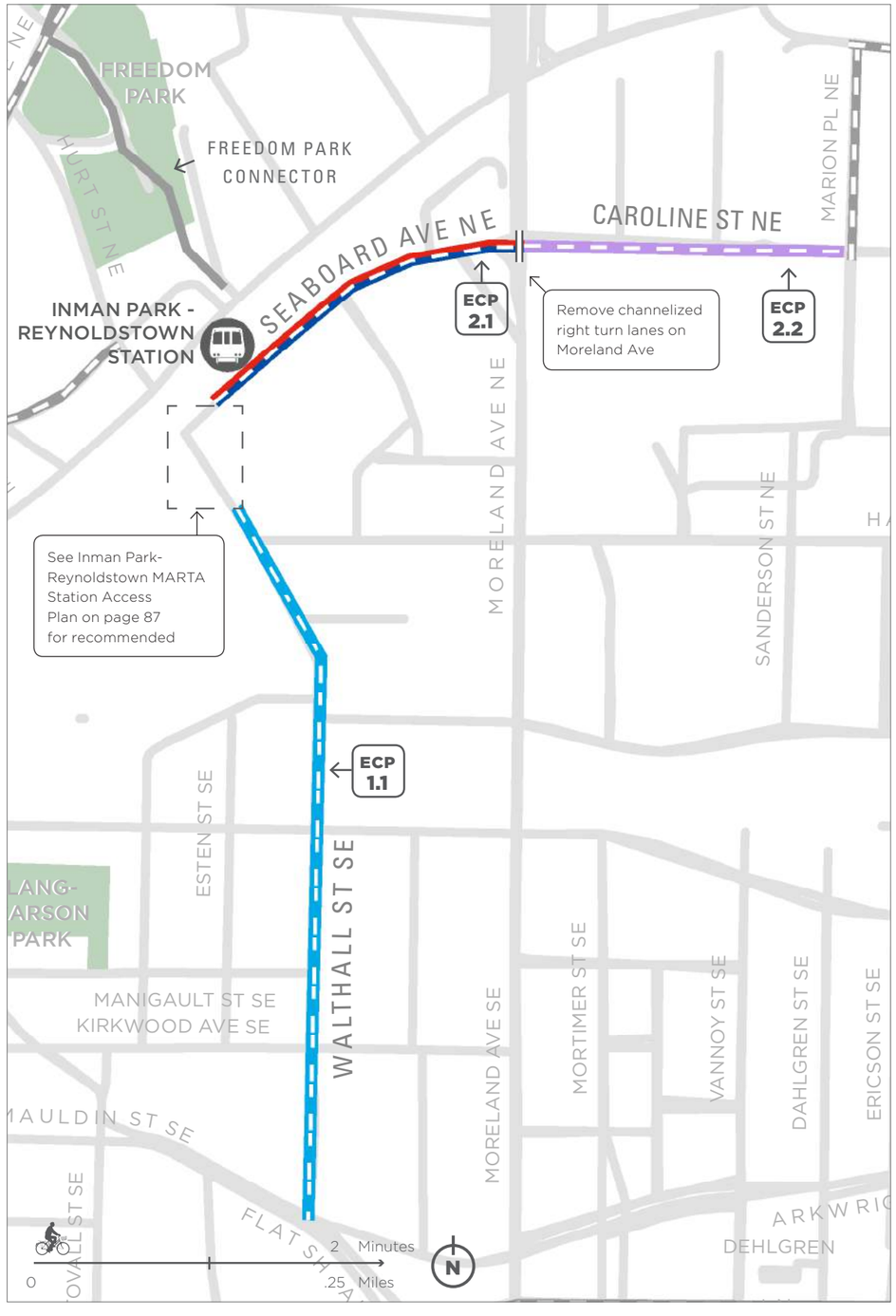
- UPHILL BIKE LANE - DOWNHILL SHARED LANE MARKINGS
- BIKE LANE
- BUFFERED BIKE LANE
- SEPARATED BIKE LANE
- MULTI-USE PATH

- BELTLINE
- FUNDED OR PREVIOUSLY PROPOSED BIKEWAY CORRIDOR
- PARKS
- ATLANTA CITY LIMITS

Cross Section ID	Facility Type	Street Name	From	To
ECP 1.1	Neighborhood Greenway	Walthall St	Arkwright Pl Se / Flat Shoals Ave SE	Inman Park-Reynoldstown MARTA Station
ECP 2.1	Uphill Bike Lane - Downhill Shared Lane Markings	Seaboard Ave NE	Inman Park-Reynoldstown MARTA Station	Moreland Ave NE
ECP 2.2	Commercial Greenway	Caroline St NE	Moreland Ave NE	Marion Pl NE
ECP 2.3	Neighborhood Greenway	Marion Pl NE	Caroline St NE	La France St NE
ECP 2.4	Neighborhood Greenway	La France St NE	Marion Pl NE	Whitefoord Ave NE
ECP 2.5	Enhanced Shared Roadway	La France St NE	Whitefoord Ave NE	Hutchinson St NE
ECP 2.6	Separated Bike Lanes	La France St NE	Hutchinson St NE	Arizona Ave NE
ECP 2.7	Neighborhood Greenway	Rogers St NE	Arizona Ave NE	Pullman Bike Path
ECP 2.8	Multi-Use Path	Pullman Bike Path	Pullman Bike Path	Howard St NE
ECP 2.9	Bike Lanes	College Ave NE	Howard St NE	Rocky Ford Rd NE
ECP 3.1	Enhanced Shared Roadway	Oakdale Rd NE	The By Way NE	Ponce de Leon Ave NE
ECP 3.2	Enhanced Shared Roadway	Oakdale Rd NE	Ponce de Leon Ave NE	Hooper Ave NE
ECP 3.3	Enhanced Shared Roadway	Oakdale Rd NE	Hooper Ave NE	DeKalb Ave NE
ECP 3.4	Enhanced Shared Roadway	Oakdale Rd NE	DeKalb Ave NE	Memorial Dr SE
ECP 4.1	Bike Lanes	Arizona Ave NE	La France St NE	End of Pavement / Arizona Soccer Fields Parking Lot
ECP 4.2	Multi-Use Path	Trolley Line Trail	Arizona Ave NE	Wade Ave NE
ECP 4.3	Neighborhood Greenway	Clifton St SE	Wade Ave NE	Memorial Dr SE
ECP 4.4	Bike Lanes	Clifton St SE	Memorial Dr SE	400' north of I-20
ECP 4.5	Separated Bike Lanes	Clifton St SE	400' north of I-20	200' south of I-20
ECP 4.6	Bike Lanes	Clifton St SE	200' south of I-20	Glenwood Ave SE

Edgewood-Candler Park Station

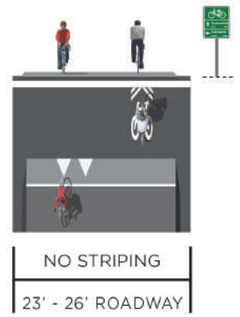
WALTHALL ST / SEABOARD AVE / CAROLINE ST



ECP 1.1

Neighborhood Greenway

WALTHALL ST
FROM: ARKWRIGHT PL SE / FLAT SHOALS AVE SE
TO: INMAN PARK - REYNOLDSTOWN MARTA STATION

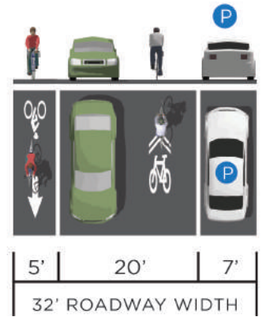


ECP 2.1

Uphill Bike Lane - Downhill Shared Lane Markings

SEABOARD AVE NE
FROM: INMAN PARK - REYNOLDSTOWN MARTA STATION
TO: MORELAND AVE NE

Desired minimum width for bike lane not achieved here to accommodate bus travel and retain on-street parking.

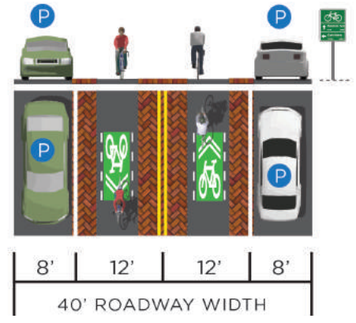


ECP 2.2

Commercial Greenway

CAROLINE ST NE
FROM: MORELAND AVE NE
TO: MARION PL NE

Existing roadway is 25' wide at curb extensions, 40' wide between curb extensions. Requires coordination with Edgewood Retail District since street is privately owned.



ECP 2.3

Neighborhood Greenway

MARION PL NE
FROM: CAROLINE ST NE
TO: LA FRANCE ST NE

ECP 2.4

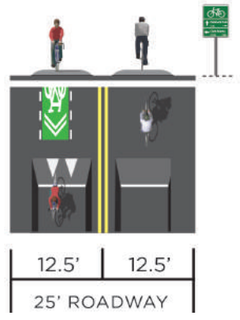
Neighborhood Greenway

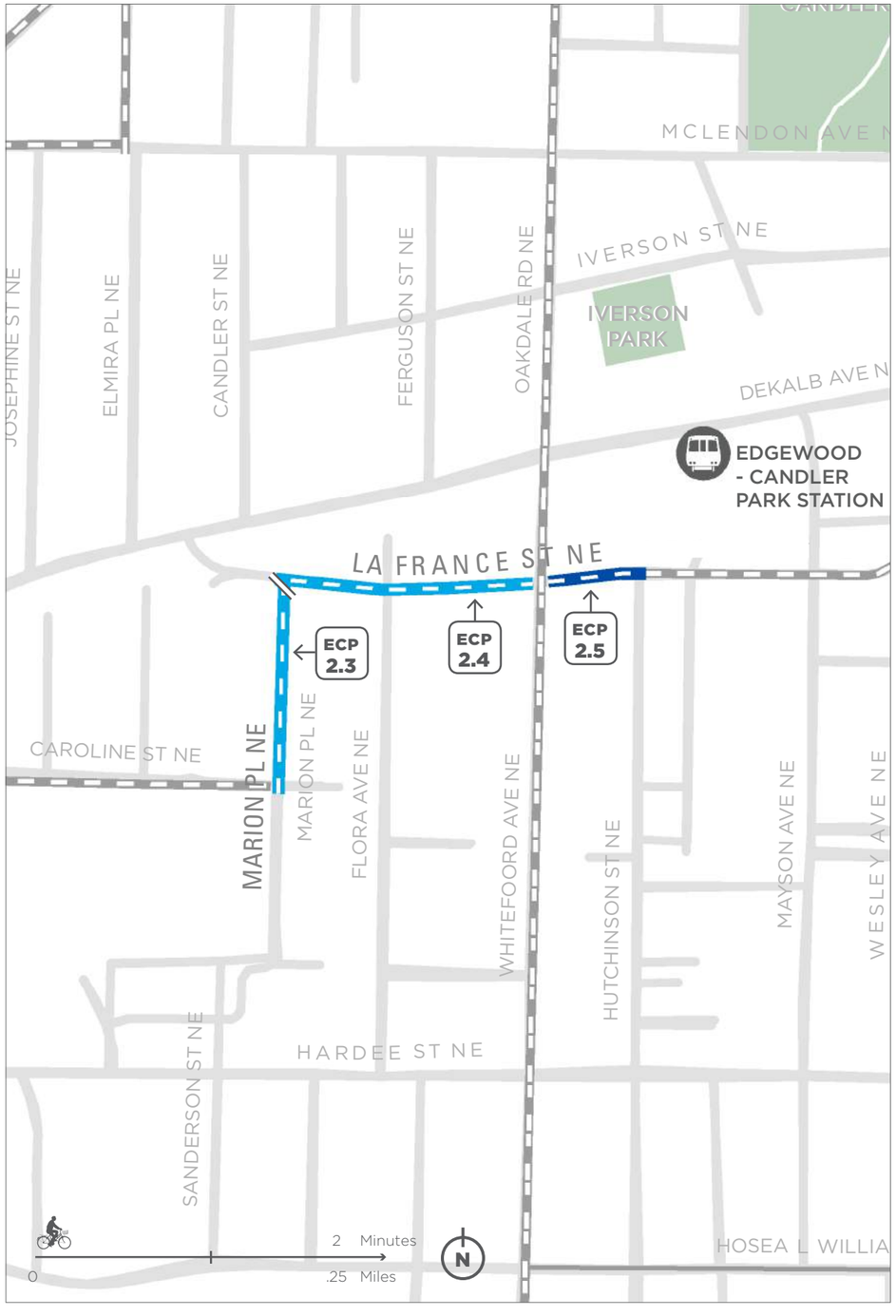
LA FRANCE ST NE
FROM: MARION PL NE
TO: WHITEFOORD AVE NE

ECP 2.5

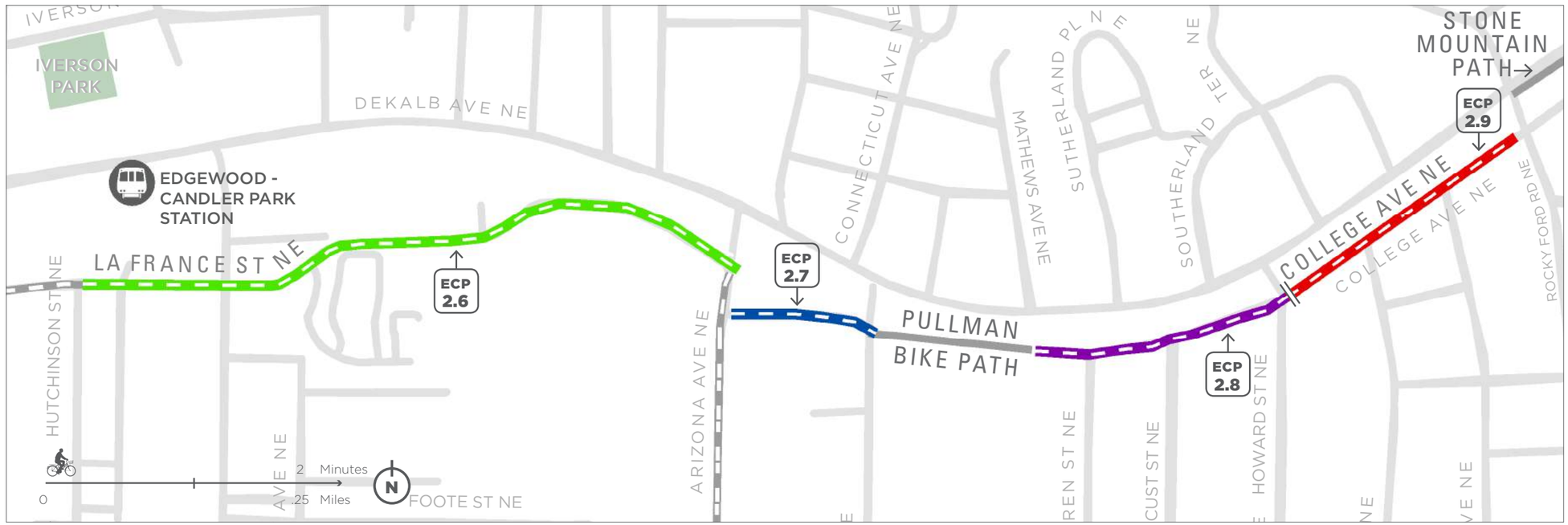
Enhanced Shared Roadway

LA FRANCE ST NE
FROM: WHITEFOORD AVE NE
TO: HUTCHINSON ST NE





Edgewood-Candler Park Station



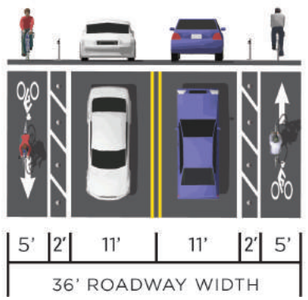
LA FRANCE ST / ROGERS AVE / COLLEGE AVE

ECP 2.6

Separated Bike Lanes

LA FRANCE ST NE
FROM: HUTCHINSON ST NE
TO: ARIZONA AVE NE

Narrow existing lane widths to make space for separated bike lanes.



ECP 2.7

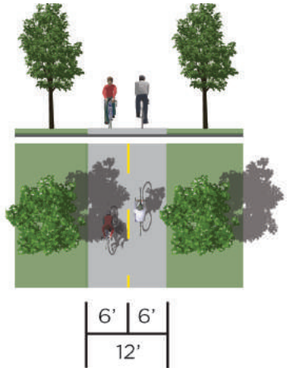
Enhanced Shared Roadway

ROGERS ST NE
FROM: ARIZONA AVE
TO: PULLMAN BIKE PATH

ECP 2.8

Multi-Use Path

PULLMAN BIKE PATH
FROM: PULLMAN BIKE PATH
TO: HOWARD ST NE

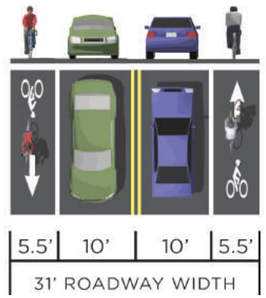


ECP 2.9

Bike Lanes

COLLEGE AVE NE
FROM: HOWARD ST NE
TO: ROCKY FORD RD NE

Prohibit on-street parking on southeast side of street to make space for bike lanes.



ECP 3.1

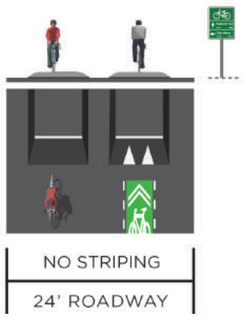
Enhanced Shared Roadway

OAKDALE RD NE
FROM: THE BY WAY NE
TO: PONCE DE LEON AVE NE

ECP 3.2

Enhanced Shared Roadway

OAKDALE RD NE
FROM: PONCE DE LEON AVE NE
TO: HOOPER AVE NE



ECP 3.3

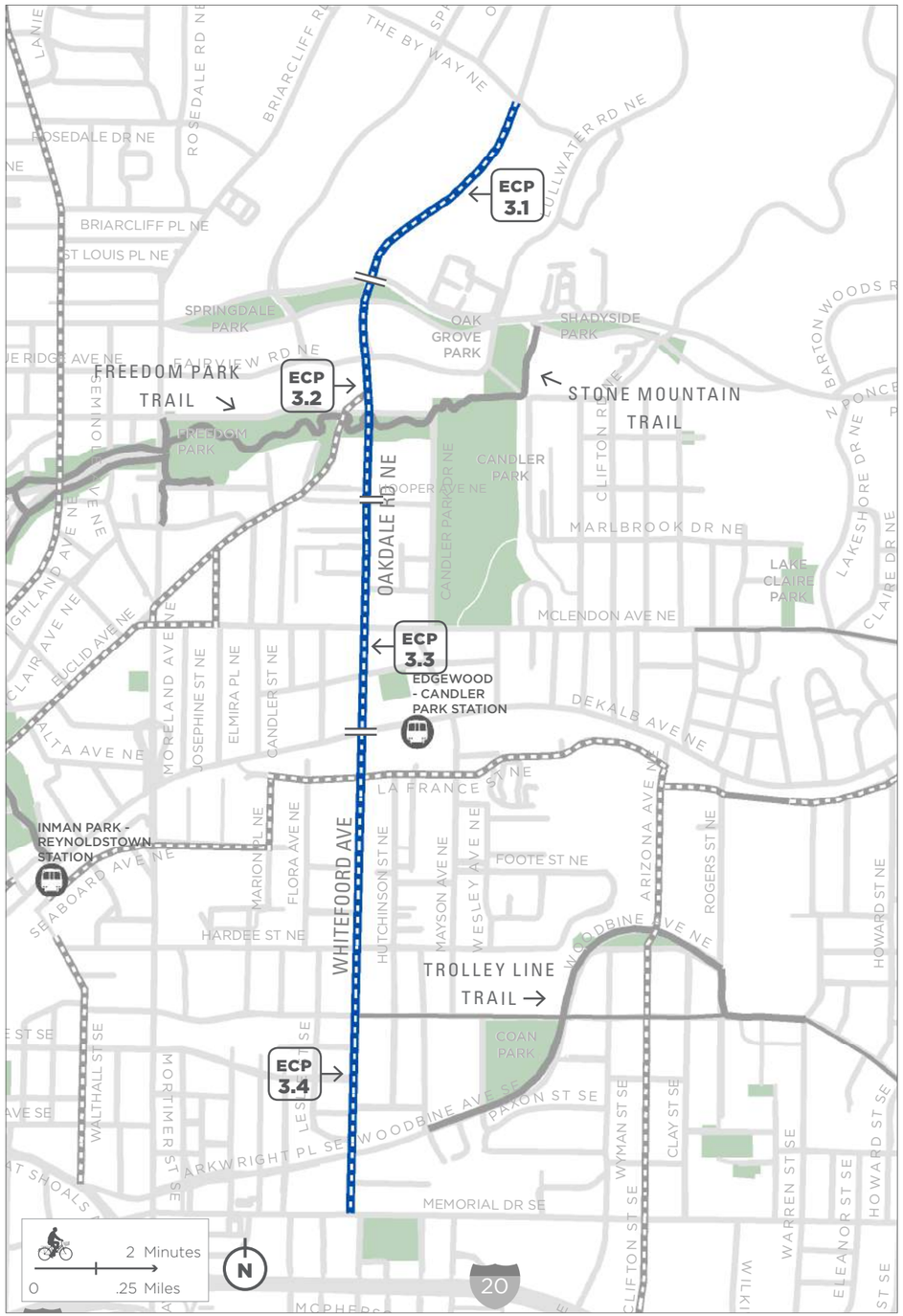
Enhanced Shared Roadway

OAKDALE RD NE
FROM: HOOPER AVE NE
TO: DEKALB AVE NE

ECP 3.4

Enhanced Shared Roadway

WHITEFOORD AVE SE
FROM: DEKALB AVE NE
TO: MEMORIAL DR SE

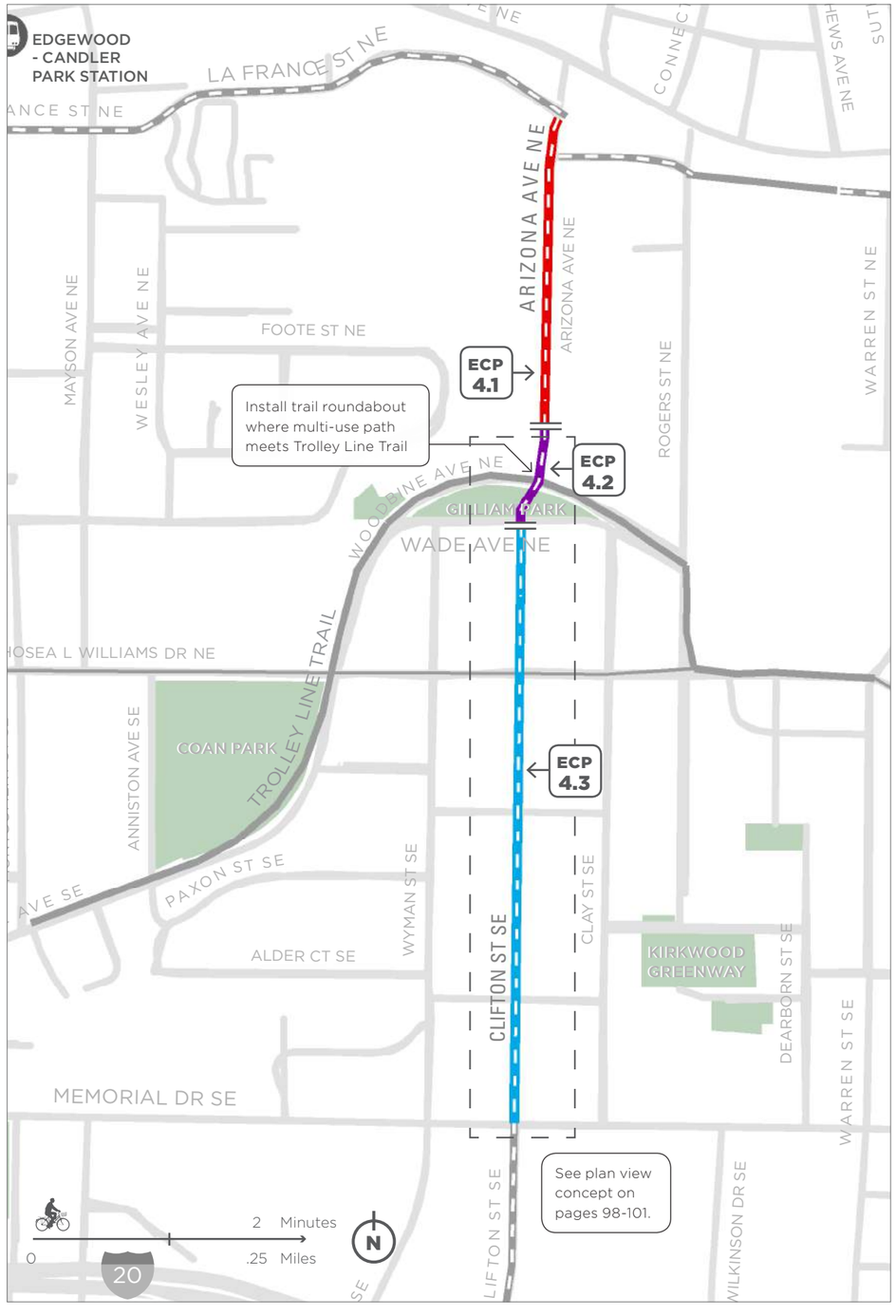


ENHANCED SHARED ROADWAY

CYCLE ATLANTA STUDY CORRIDOR
EXISTING BIKEWAY
SEGMENT BREAK

Edgewood-Candler Park Station

ARIZONA AVE / CLIFTON ST

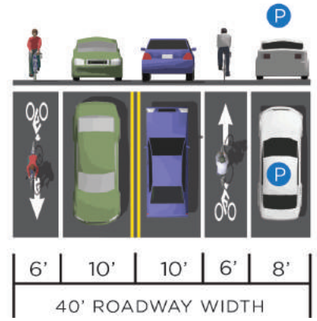


ECP 4.1

Bike Lanes

ARIZONA AVE NE
FROM: LA FRANCE ST NE
TO: END OF PAVEMENT / ARIZONA SOCCER FIELDS PARKING LOT

Remove parking on west side of Arizona Ave to provide space for bike lanes.

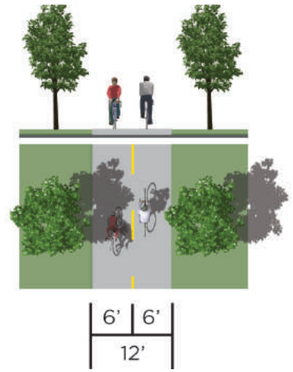


ECP 4.2

Multi-Use Path

TROLLEY LINE TRAIL
FROM: ARIZONA AVE NE
TO: WADE AVE NE

Pave informal gravel/wood chip path that connects Arizona Ave to Clifton St through Gilliam Park.



ECP 4.3

Neighborhood Greenway

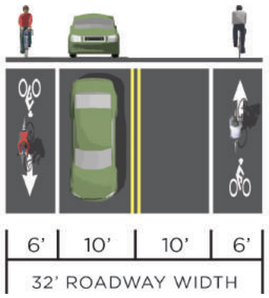
CLIFTON ST SE
FROM: WADE AVE NE
TO: MEMORIAL DR SE

ECP 4.4

Bike Lanes

CLIFTON ST SE
FROM: MEMORIAL DR SE
TO: 400' NORTH OF I-20

Narrow existing lane widths to make space for separated bike lanes.

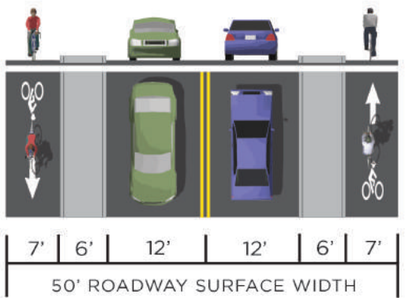


ECP 4.5

Separated Bike Lanes

CLIFTON ST SE
FROM: 400' NORTH OF I-20
TO: 200' SOUTH OF I-20

Narrow existing lane widths to make space for bike lanes.

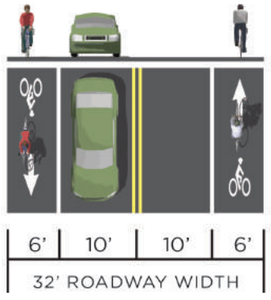


ECP 4.6

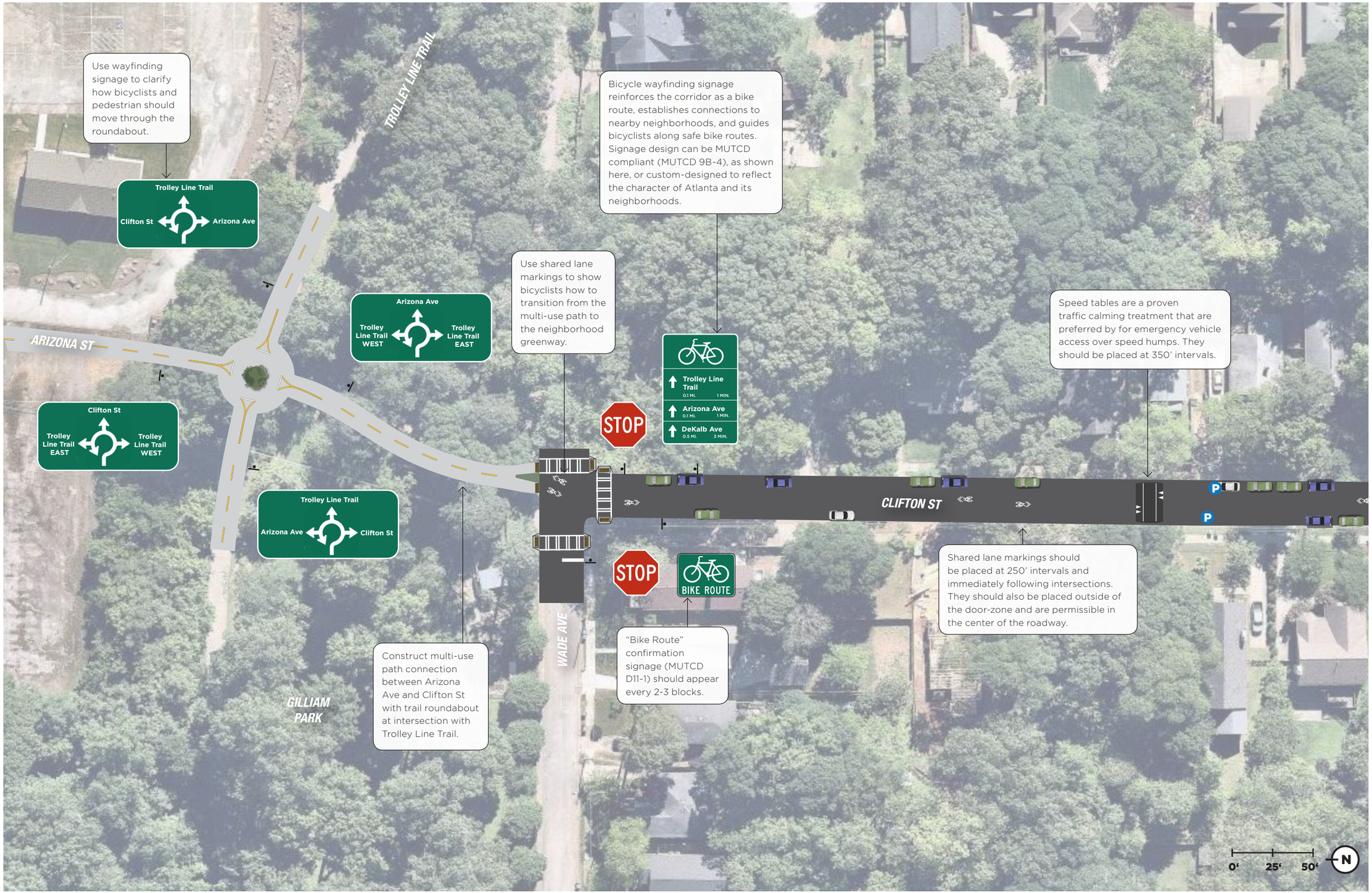
Bike Lanes

CLIFTON ST SE
FROM: 200' SOUTH OF I-20
TO: GLENWOOD AVE SE

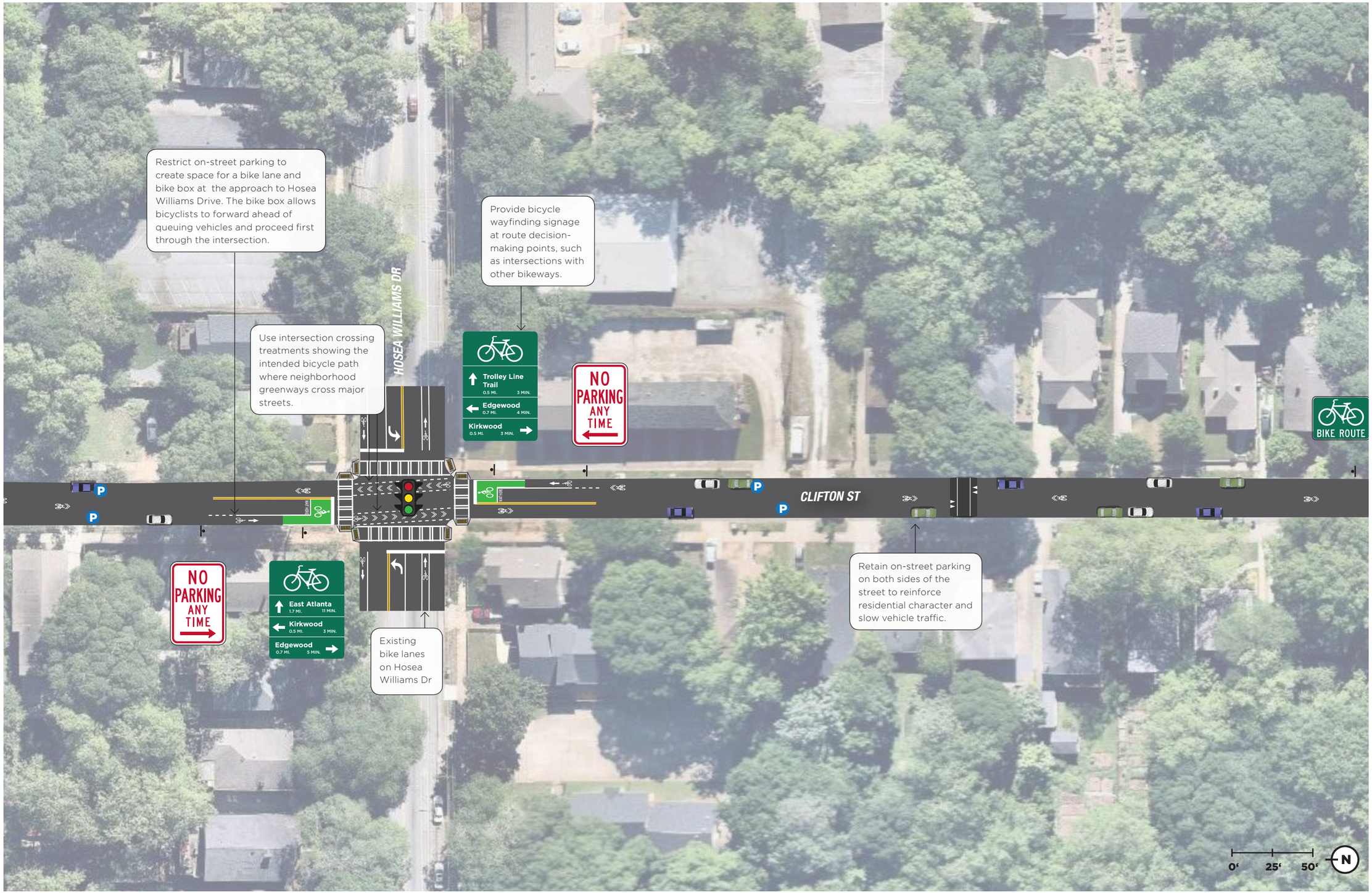
Narrow existing lane widths to make space for separated bike lanes.



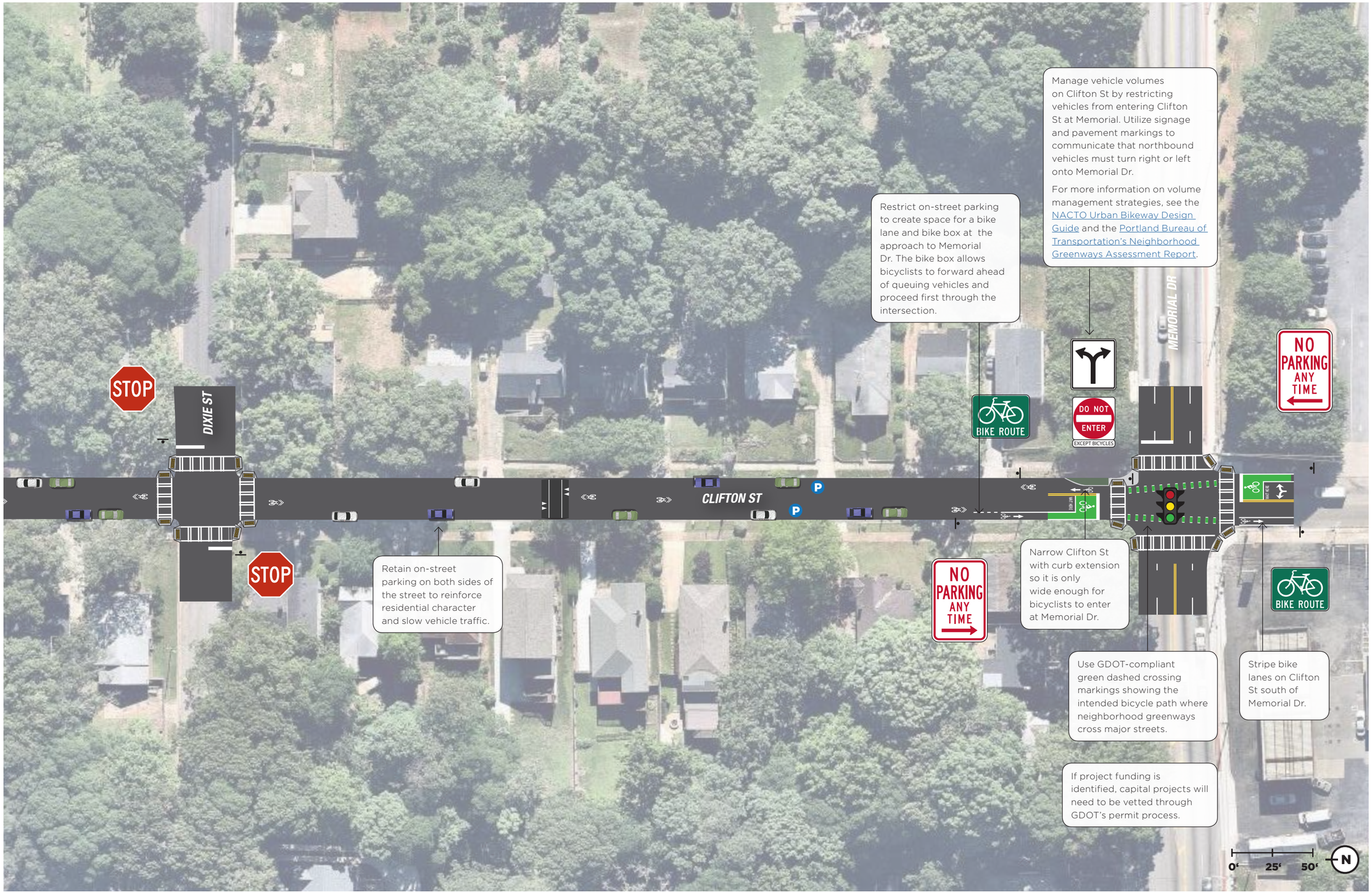
Edgewood-Candler Park Station



CLIFTON ST
NEIGHBORHOOD GREENWAY CONCEPT


Restrict on-street parking to create space for a bike lane and bike box at the approach to Hosea Williams Drive. The bike box allows bicyclists to forward ahead of queuing vehicles and proceed first through the intersection.
Use intersection crossing treatments showing the intended bicycle path where neighborhood greenways cross major streets.
Provide bicycle wayfinding signage at route decision-making points, such as intersections with other bikeways.
HOSEA WILLIAMS DR
Trolley Line Trail 0.5 MI. 3 MIN.
Edgewood 0.7 MI. 4 MIN.
Kirkwood 0.5 MI. 3 MIN.
NO PARKING ANY TIME
BIKE ROUTE
CLIFTON ST
NO PARKING ANY TIME
East Atlanta 1.7 MI. 11 MIN.
Kirkwood 0.5 MI. 3 MIN.
Edgewood 0.7 MI. 5 MIN.
Existing bike lanes on Hosea Williams Dr
Retain on-street parking on both sides of the street to reinforce residential character and slow vehicle traffic.
0' 25' 50'
N


At minor street intersections, utilize two-way stop control for the street intersecting the bikeway to reduce delay for bicyclists. When combined with installation of speed tables, other cities have found this approach to be more effective than neighborhood traffic circles for slowing vehicle traffic.
Speed tables are a proven traffic calming treatment that are preferred to speed humps. Speed cushions are preferred along designated emergency response routes. They should be placed at 350' intervals.
STOP
PAXON ST
CLIFTON ST
STOP
BIKE ROUTE
"Bike Route" confirmation signage (MUTCD D11-1) should appear every 2-3 blocks.
Shared lane markings should be placed at 250' intervals and immediately following intersections.
0'
25'
50'
N



Restrict on-street parking to create space for a bike lane and bike box at the approach to Memorial Dr. The bike box allows bicyclists to forward ahead of queuing vehicles and proceed first through the intersection.

Manage vehicle volumes on Clifton St by restricting vehicles from entering Clifton St at Memorial. Utilize signage and pavement markings to communicate that northbound vehicles must turn right or left onto Memorial Dr.

For more information on volume management strategies, see the NACTO Urban Bikeway Design Guide and the Portland Bureau of Transportation's Neighborhood Greenways Assessment Report.

Retain on-street parking on both sides of the street to reinforce residential character and slow vehicle traffic.

Narrow Clifton St with curb extension so it is only wide enough for bicyclists to enter at Memorial Dr.

Use GDOT-compliant green dashed crossing markings showing the intended bicycle path where neighborhood greenways cross major streets.

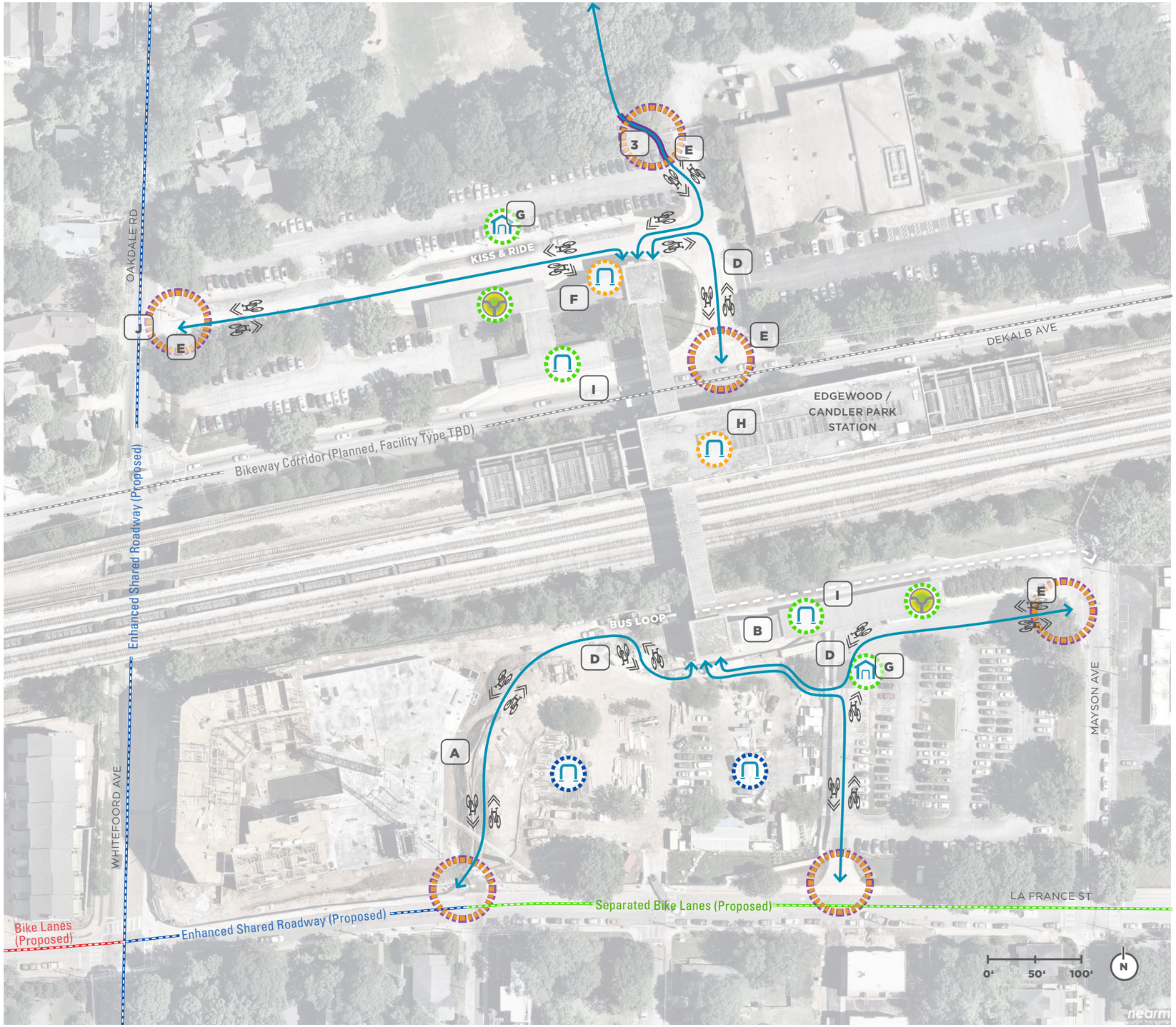
Stripe bike lanes on Clifton St south of Memorial Dr.

If project funding is identified, capital projects will need to be vetted through GDOT's permit process.

CLIFTON ST

NEIGHBORHOOD GREENWAY CONCEPT

Edgewood-Candler Park Station



A Mixed-use development currently under construction will accommodate bicyclists traveling from La France St to the southern elevator and add new bike racks

B Add bicycle wheel channels to stairs

C Connect station to Iverson Park Trail with new ramp

D Add shared lane markings on the pavement where people biking share this space with vehicles

E Add wayfinding signage guiding bicyclists into the station as they enter, and to area destinations as they leave

F Replace existing bike parking with covered inverted-U racks & "more bike parking available inside station" sign

G Add secure bike parking area (SPA)

H Replace existing wave rack inside station with inverted-U racks

I Install inverted-U bike racks underneath covered area of bus bay

J Add intersection crossing markings

LEGEND

- Replace existing bike parking
- New bike parking
- New bike parking (part of new construction)
- Station access point
- New secure bike parking area
- New ramp
- Bicycle circulation
- Shared lane markings
- Proposed Relay bike share hub

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