

Courtland St. & Piedmont Ave. Safe Streets Project

June 5, 2024

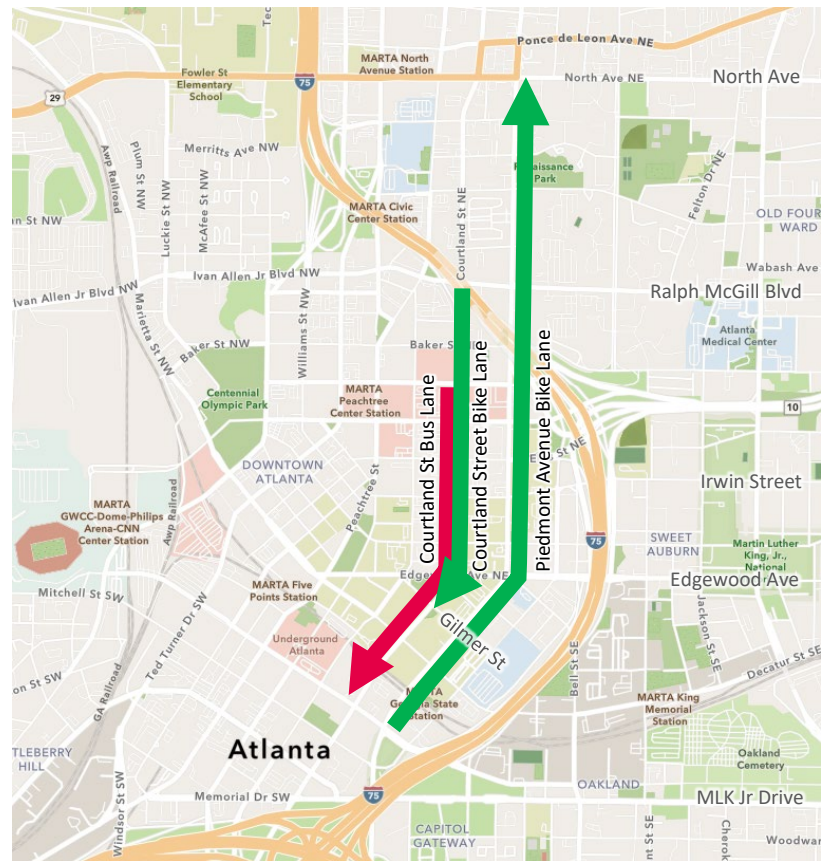


Project Overview

- Atlanta Dept. of Transportation (ATL DOT)-Atlanta Downtown Improvement District (ADID) Partnership Project
- A project of the Moving Atlanta Forward infrastructure program
- Council Districts 1, 2, 4, and 5
- NPU-M
- Committed construction funding: ~\$6.5M

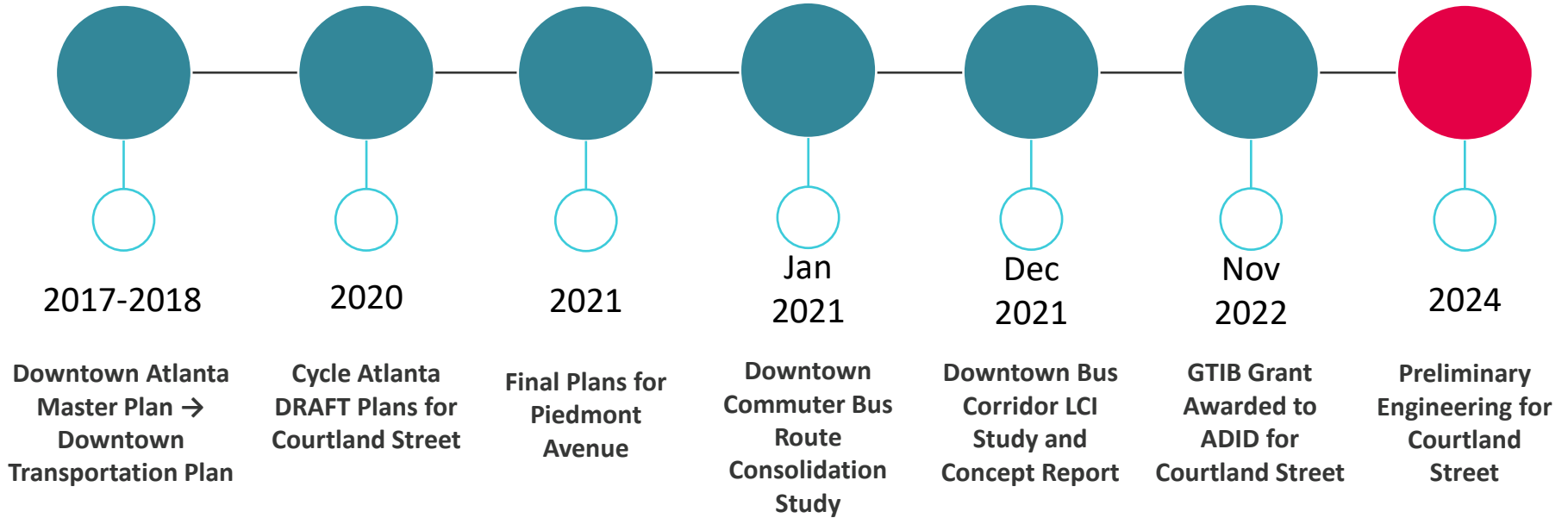


Courtland St Bus Lane (John Portman Blvd to MLK Jr Dr)
Courtland St Bike Lane (Ralph McGill Blvd to Gilmer St)
Piedmont Ave Bike Lane (MLK Jr Drive to North Ave)









Timeline



Courtland St - Project Goals

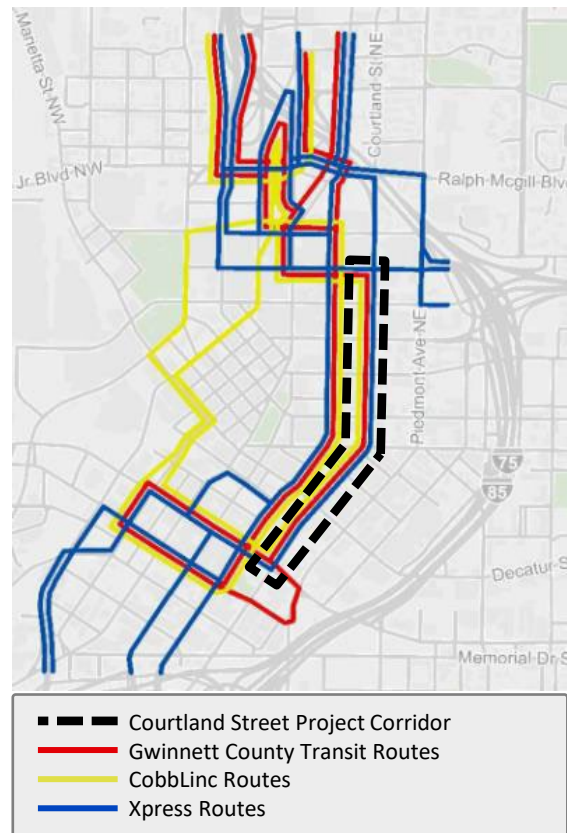
-  Offer real choice in transportation
-  Improved reliability for local and regional transit
-  Increased safety for vulnerable road users
-  North-south bike lane connectivity

Courtland St serves 23-30 buses in the morning peak hour & 31-37 buses in the afternoon peak hour

(Atlanta Downtown Commuter Bus Routing and Infrastructure Study)

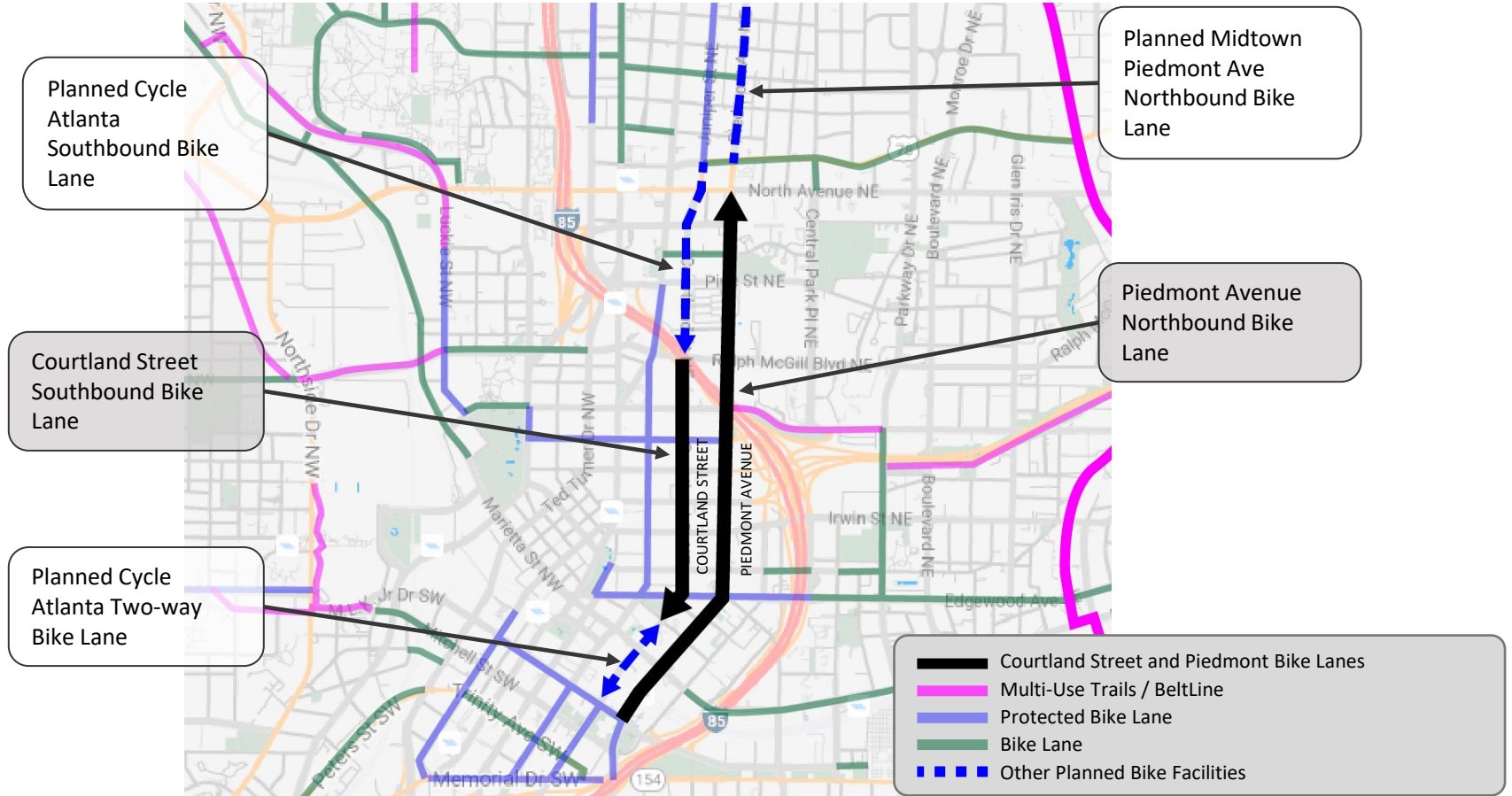


Commuter Bus Routes by Agency





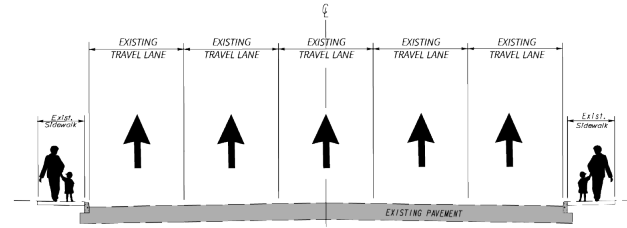
Connecting Atlanta's Cycling Network



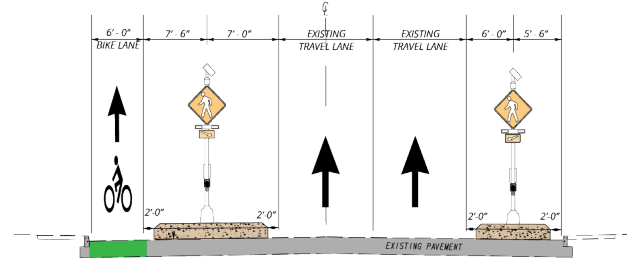


Typical Sections

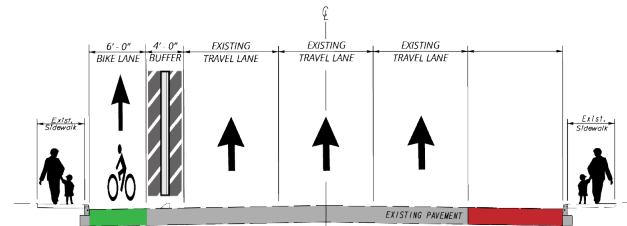
Piedmont Ave. & Courtland St.
(Existing)



Piedmont Ave. (Proposed)
Northbound



Courtland St. (Proposed)
Southbound



Project Design

The Downtown Courtland Bus Corridor Alternatives Refinement Study evaluated risks and benefits of left-side vs right-side bike lanes. Left-side bike lanes were recommended due to ...



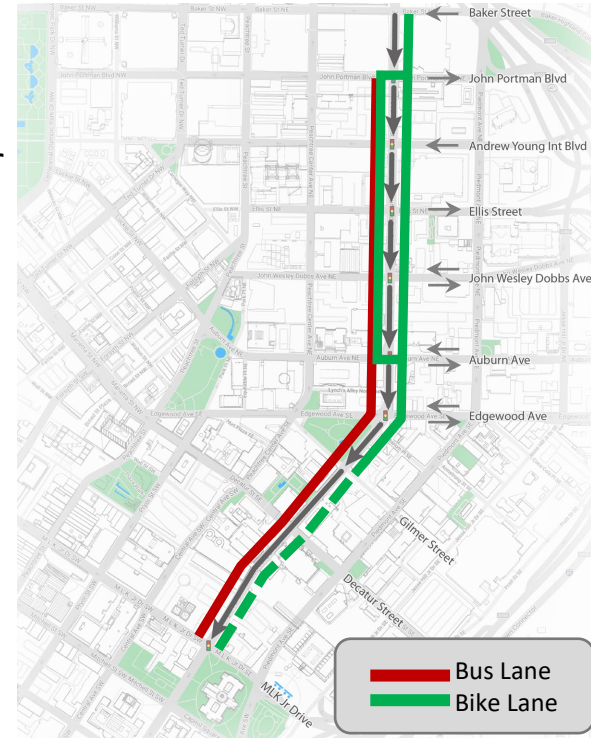
Connectivity & Cohesion: Left-side bike lanes match adjacent Cycle Atlanta bike lane designs at Ralph McGill Blvd and Gilmer Street, thereby reducing the need for two-stage crossing at transitions



Comfort & Safety: Left-side bike lanes had fewer driveway conflicts on Courtland Street between Ralph McGill Boulevard and Gilmer Street



Signal Progression: Left-side bike lanes are more easily separated from left turns at traffic signals, increasing safety and reducing travel times for both modes



Project Design

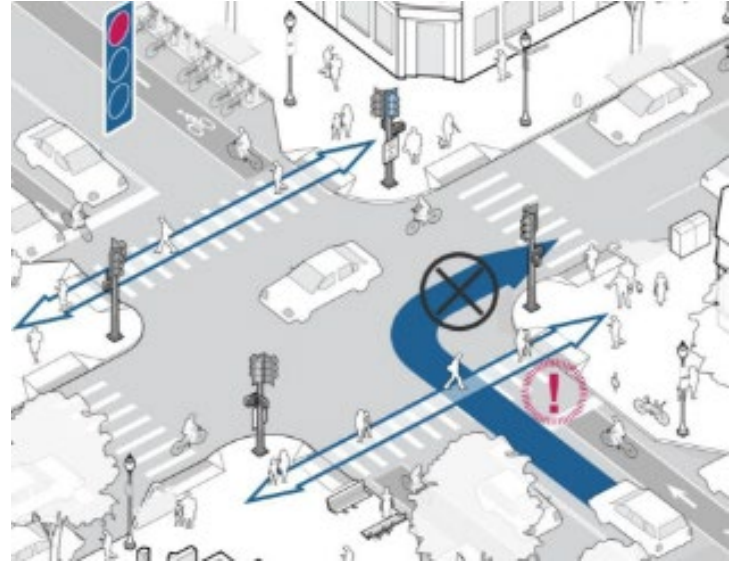
In early 2024, Atlanta City Council banned right turns on red in Downtown Atlanta.

No right turn on red signs will be installed along both project corridors.



 Courtland St.

 Piedmont Ave.





Project Design

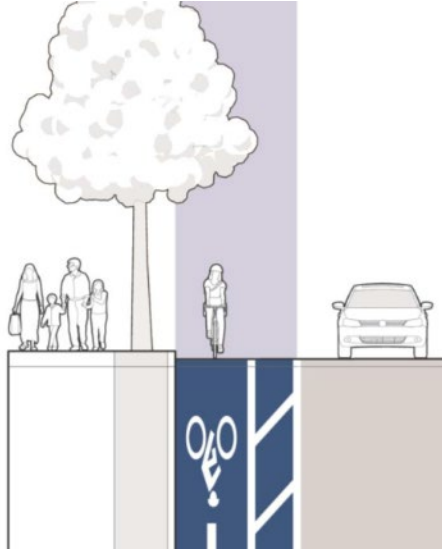
● Courtland St.

● Piedmont Ave.

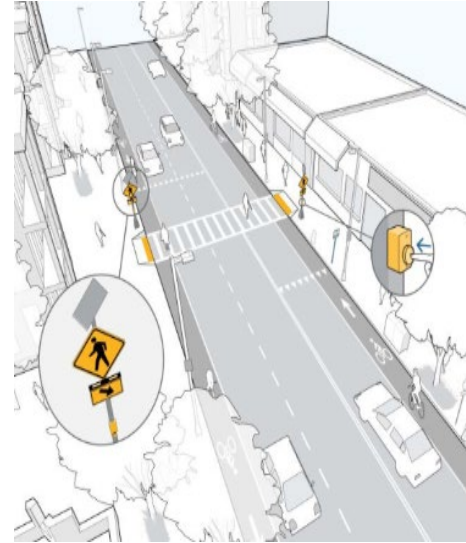
Bike Signals



Bike Lane Buffer



Rectangular Rapid Flashing Beacons





Project Design – Bike Buffer

Flexible Paddles/Posts



Granite curb



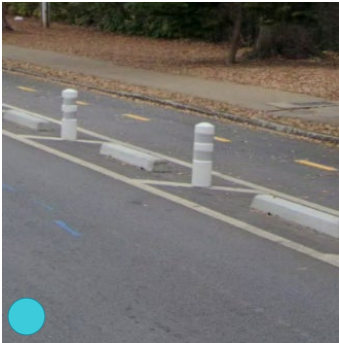
Rubber Wheel Stops



Cast-in-Place (Integral) Median



Flexible Bollards



Modular Concrete Median



Concrete Barrier Wall



12" Concrete Parking Stops



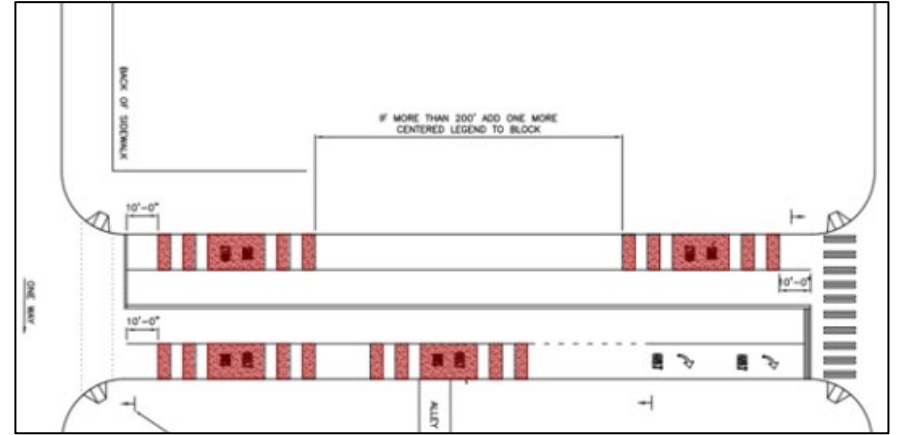


Project Design

● Courtland St.

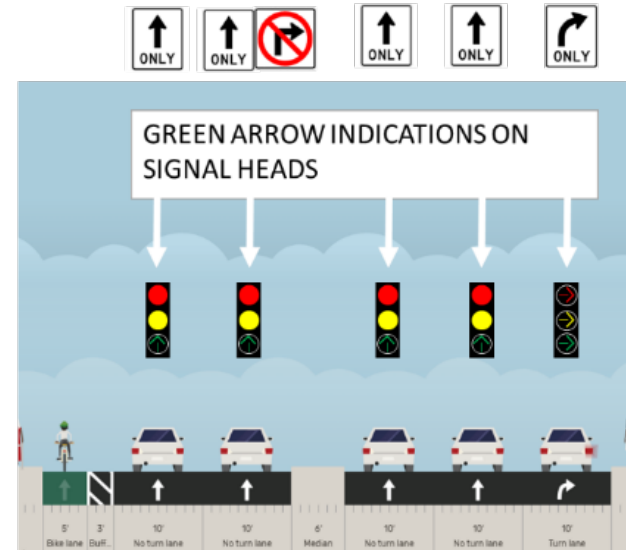
● Piedmont Ave.

Temporary Bus Signing & Marking

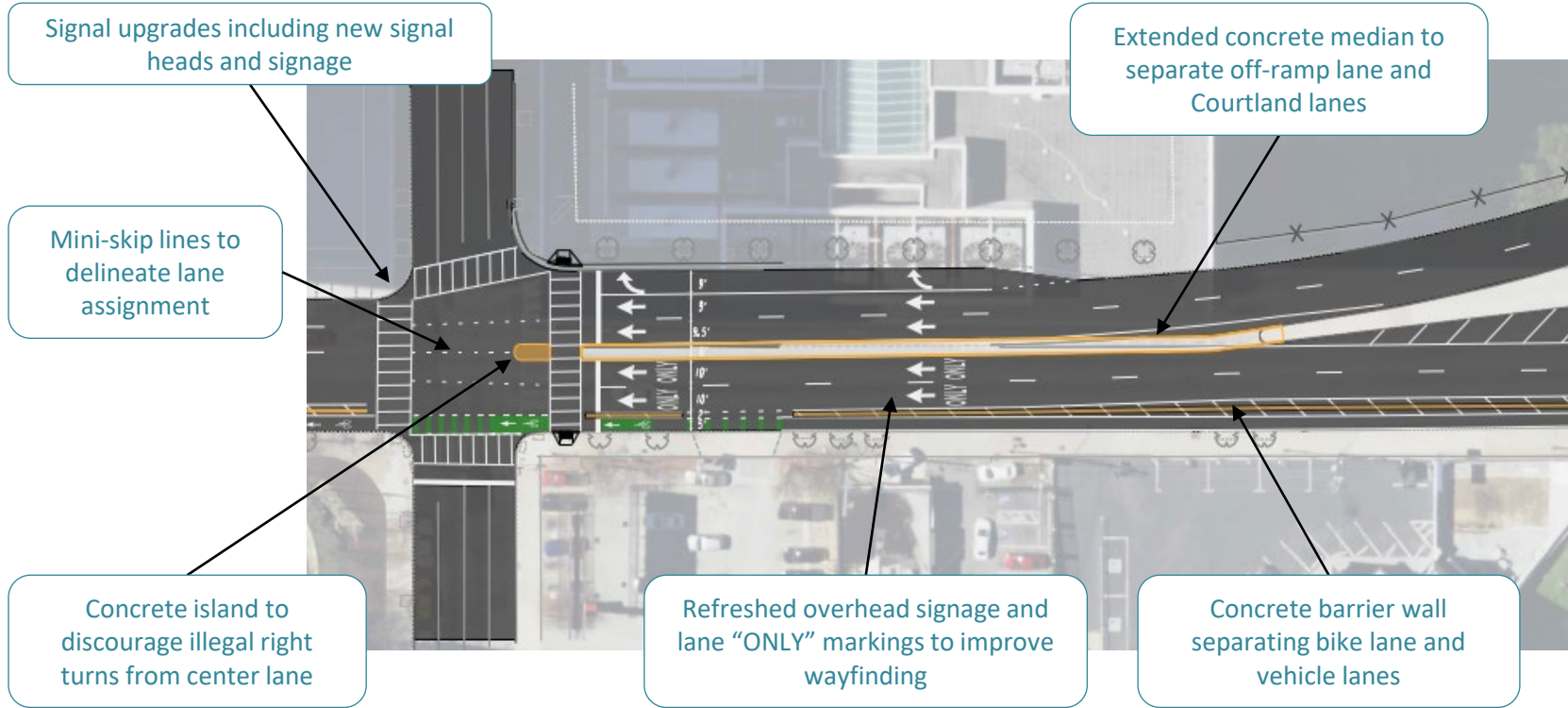


Project Design – Baker Street Intersection

- Courtland Street at Baker Street had a reported 362 crashes in the five-year period between 2018-2022.
- 69 crashes (19%) resulted in an injury
- 100 crashes (28%) occurred due to an improper right turn



Project Design – Baker Street Intersection



Q&A

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