

Cabbagetown/Reynoldstown Transportation Study

Prepared for Cabbagetown/Reynoldstown Transportation Committee |

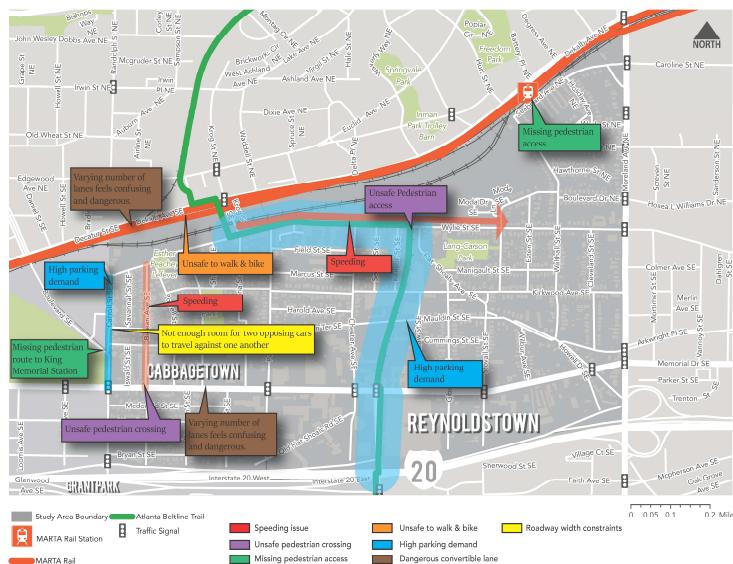
July 26, 2017



Executive Summary

The Cabbagetown/Reynoldstown transportation study was conducted in the spring and summer of 2017 on behalf of the Cabbagetown/Reynoldstown Transportation Committee (CRT). The Atlanta Beltline and infill developments are currently being planned or are under construction in and around the neighborhoods of Cabbagetown, Reynoldstown, and North Grant Park, creating increased demand on the transportation infrastructure within the neighborhoods. The CRT, in partnership with City of Atlanta Councilwoman Natalyn Archibong, commissioned this study to provide a high-level review of upcoming demand on the transportation network that will affect the community and develop an action plan to address these changes. The study process consisted of an existing conditions analysis, an overview of planned development and transportation projects, a community-wide transportation survey, and two community workshops. Over 575 respondents took the transportation survey, and over 30 members of the community came to the transportation workshops to give feedback on a list of priority items for this study. The study aims to contribute to the following goals: create a unified vision of a future transportation network that reflects the needs of the community; identify and prioritize transportation projects in the area; and develop a neighborhood voice to address transportation changes happening in and around the neighborhood.

Study participants value the existing transportation network that allows for a mix of pedestrian, bicycle, and vehicular traffic. However, they are concerned that vehicular traffic and congestion will become more common in the community. Areas of concern that emerged from community outreach included: vehicular speeding, pedestrian safety, parking, bicycle safety, and increased traffic. The map below shows priority areas identified by stakeholders.



Recommended next steps include introduction of traffic calming measures, coordination with the City of Atlanta on near term pilot projects, parking management strategies, improved pedestrian access to MARTA, and other measures to represent the transportation needs of the community. The aim of each recommended strategy is to ensure that the transportation network continues to serve users on all modes.



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Introduction

The Cabbagetown/Reynoldstown/Taco Town transportation study was conducted in the spring and summer of 2017 on behalf of the Cabbagetown/Reynoldstown Transportation Committee. The Atlanta Beltline and large-scale infill developments are currently in the planning phases or under construction in and around the neighborhoods of Cabbagetown; Reynoldstown; and North Grant Park, commonly called Taco Town, creating increased demand on the transportation infrastructure within the neighborhoods. The Cabbagetown/Reynoldstown Transportation Committee, in partnership with the office of City of Atlanta Councilwoman Natalyn Archibong, commissioned this study to provide a high-level review of upcoming changes that will affect the community and develop an action plan to address these changes. The study aims to contribute to the following goals:

- Create a unified vision of a future transportation network that reflects the needs of the community
- Identify and prioritize transportation projects in the area
- Develop a neighborhood voice to address transportation changes happening in and around the neighborhood

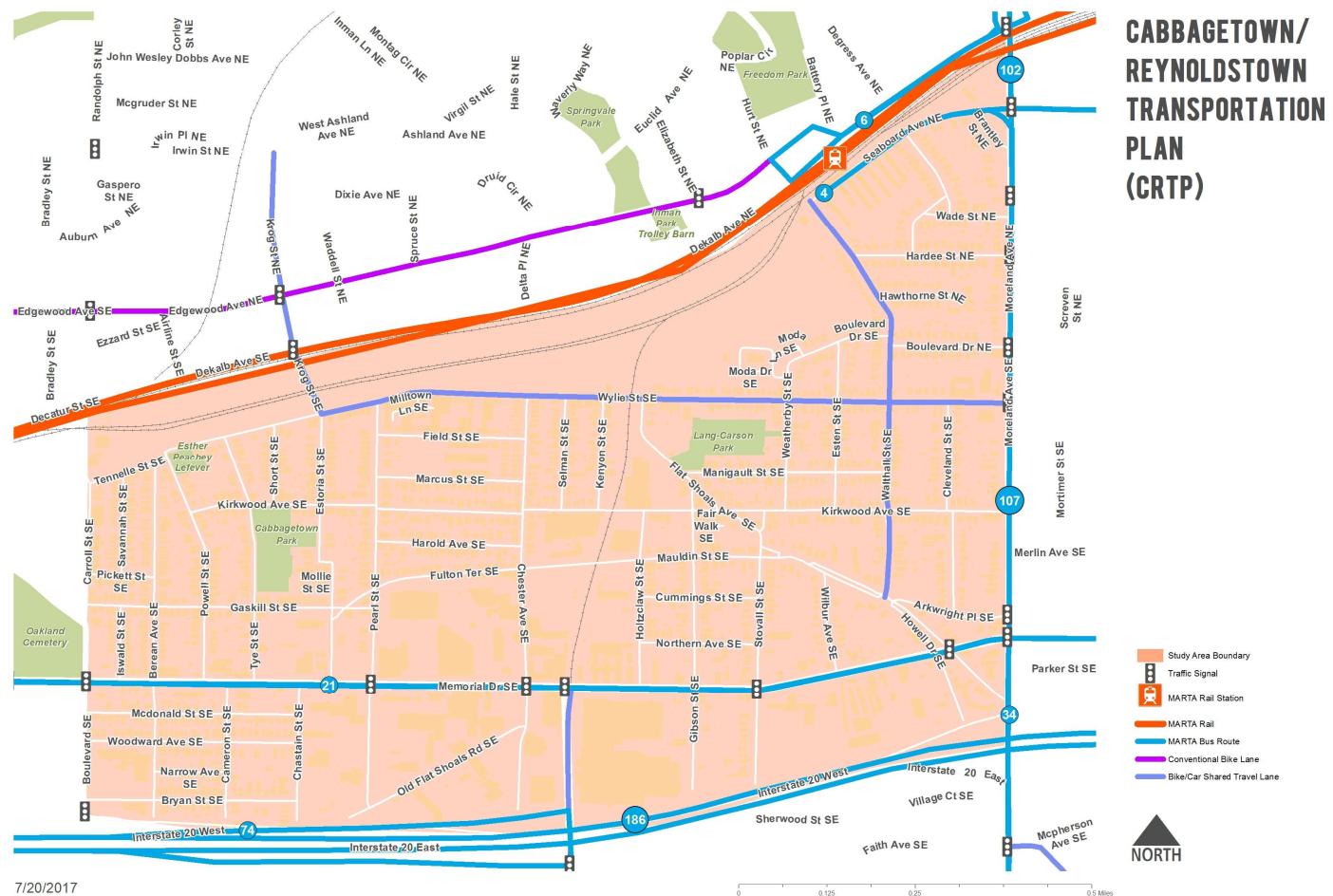
The study process consisted of a high level existing conditions analysis, a community-wide transportation survey, and two community workshops. The existing conditions analysis reviewed the current transportation network as well as planned transportation projects in the study area. The existing conditions analysis also provides a review of planned development projects in the study area. The community transportation survey was conducted in the month of May and received 578 responses from interested stakeholders. Finally, two community workshops were conducted on June 7, 2017, with over 30 community members providing additional feedback on top transportation concerns.



Existing Conditions

The study area is bordered on the north by the MARTA East/West line, on the south by I-20, on the west by Boulevard, and on the east by Moreland Avenue; the area encompasses all of Cabbagetown, Reynoldstown, and a portion of Grant Park, commonly called T-Town.

Figure 1: Map of Study Area



Demographic Data

Demographic data for the study area was pulled from the American Community Survey 2015 five-year estimates. Census tracts 31 and 32 in Fulton County include the majority of the study area, excluding T-Town. These two tracts most clearly align with the study area boundaries; demographic data was pulled for these two tracts to represent the population inside the study area. The study area is made up of small households, with an average household size of 2.08 people per household. Just over fifty percent of housing is owner-occupied. The median annual household



income in the study area is \$55,000. About 59 percent of the population identifies as white, while 33 percent identify as black, and five percent identify as two or more races. People living in the study area are young: 11.1 percent are 19 and under, 10.4 percent are 20-24 years old, 36.8 percent are 25-34 years old, 19.1 percent are 35-44 years old, 12.4 percent are 45-54 years old, 6.0 percent are 55-64 years old, 3.6 percent are 65-74 years old, and less than one percent are over 75.

In the study area, 63.7 percent of people commute to work by driving alone, 12.4 percent carpool, 8.3 percent take public transportation, 8.1 percent work from home, 4.5 percent bicycle, 1.2 percent walk, and 2.0 percent use another mode such as motorcycle or taxi.

Transportation Network

Road network

The study area is bounded by I-20 on the south side. The north side of the study area is bounded by a heavy rail freight line as well as Hulsey Yard, an active rail yard owned by CSX. Hulsey Yard limits northern access from the study area to the major thoroughfares of Boulevard SE and Moreland Avenue as well as Krog Street, a two-lane tunnel that runs underneath Hulsey Yard.

Boulevard SE, a major roadway carrying over 18,000 vehicles each day, changes from a four-lane roadway running north off I-20 to a two-lane roadway, as it travels north along the western boundary of the study area. Freight trucks travel along the western boundary of the study area, traveling from I-20 to Hulsey Yard. Adjacent to Boulevard, Oakland Cemetery borders the west side of the study area; there are currently no access points on the east side of the cemetery.

Memorial Drive, also known as State Hwy. 154, runs through the study area, dividing Cabbagetown and Reynoldstown from T-Town. When traveling east on Memorial Drive through the study area, the roadway reduces from five to four to three lanes and then back again to four lanes at the eastern edge of the study area. When Memorial Drive is reduced to three lanes, the middle lane converts to a reversible lane to accommodate capacity; average morning westbound traffic is three times as heavy as average morning eastbound traffic. Moreland Ave./U.S. Rte. 23 borders the east side of the study area. The five-lane road serves as a major north/south artery from I-20 into the city.

Each of the main thoroughfares mentioned above stands in contrast to most of the street network in the study area. For the most part, the roadways are narrow, residential streets. In parts of the study area, there is a very tight grid network. Six streets in Cabbagetown are narrow one-way streets; two streets in Reynoldstown are narrow one-way streets. Many residential lots in Cabbagetown and some in Reynoldstown do not have off-street parking, and residents rely on on-street parking. However, many streets in the study area only allow parking on one side of the street, as the streets are too narrow to accommodate parking on both sides. Along Memorial Drive, many large commercial lots take up multiple blocks without thoroughfares, cutting off the grid system. Trucks travel on some of the residential streets to reach the light commercial buildings located on the south side of Cabbagetown and Reynoldstown.

Transit

There are two heavy rail stations in the study area: Inman Park/Reynoldstown MARTA station and King Memorial MARTA station. Reynoldstown has direct access to the Inman Park/Reynoldstown



MARTA station through a covered pedestrian bridge across the tracks. To access the King Memorial Station, pedestrians can walk through Oakland Cemetery or walk along Memorial Drive and Grant Street, crossing under the DeKalb Avenue Bridge, or access directly via Dekalb Avenue. Each station is served by the blue and green rail lines with service to Five Points Station downtown every 5 to 10 minutes.

The primary bus serving the area is the MARTA 21 which runs along Memorial Drive, connecting the study area to the Georgia State MARTA heavy rail Station on the west and running along Memorial Drive east to Kensington MARTA Station. When headed eastbound, the 21 also stops at King Memorial Station before it comes into the study area. It runs every 20-30 minutes beginning in the neighborhood at 6:16 a.m. and ending at 12:40 a.m. Average weekday ridership from Dec. 16, 2016-April 17, 2017 was around 2,500 for the entire route with 132 passengers boarding in the study area.

Bike/Pedestrian Infrastructure

The first phase of the Beltline Eastside trail southern extension opened in 2017 along Wylie Street at the north end of the study area. Phase II of this trail that cuts through the study area is currently under construction; many pedestrians have used this portion of this path although it is not formally open. Other bike infrastructure includes shared lane markings (sharrows) along Wylie Street, Walthall Street, and Woodward Avenue. Relay Bikeshare, the Atlanta bikeshare system, has one hub in Reynoldstown on Wylie Street. Most streets in the study area have sidewalks on both sides of the street. However, some sidewalks are in disrepair.

Parking

The majority of the streets in the study area allow for on-street parking. On-street parking is necessary on many streets in the study area, as many homes do not have off-street parking. Newly opened residential developments as well as planned residential developments include parking decks and some surface parking to accommodate commercial, retail, and residential use. Currently, there is no paid on-street or off-street parking in the study area. There are no permitted parking areas in the study area. Some residential developments have gated parking lots for residents.

Land Use

The study area is majority residential. Most of the residential is single-family or duplex detached housing. In the study area, there are also some multi-family buildings, including the Stacks Lofts in Cabbagetown with over 500 units, Reynoldstown Senior Residences with 70 units, and the Lofts at Reynoldstown Crossing with 33 units. Some portions of the study area are zoned to be a mix of residential and commercial uses, primarily along Memorial Drive where a mix of uses can be found. Other areas such as portions of Carroll Street in Cabbagetown and Kirkwood Avenue in Reynoldstown are zoned for commercial services. A few parcels in the middle of the study area are zoned as light industrial, including the Nextran, Stein Steel, and Colgate Mattresses buildings.



There are three special overlay zoning districts that run through portions of the study area: the Cabbagetown Landmark District¹, the Beltline Overlay District² and SPI-22 Memorial Drive/Oakland Cemetery Special Public Interest District.³ Each district comes with its own transportation, parking, and land use guidelines. The Cabbagetown Landmark District guidelines primarily outline land use and building regulations, but they do also require offsite parking on specific development sites. The Beltline Overlay District and SPI-22 both have minimum and maximum parking requirements, depending on the size and use of the development. Each of these two districts does require bicycle parking and carpool parking spots for developments of certain sizes and uses. SPI-22 regulations require that developers building new construction with over 200,000 square feet of office space create a transportation management plan (TMP) outlining transportation demand management (TDM) strategies designed to reduce single occupancy vehicle travel to and from the site. TDM strategies are designed to redistribute travel demand to alternative times, routes and travel modes, such as taking transit, carpooling, biking and walking⁴. Strategies might include carpool and vanpool parking spots, covered and secured bicycle parking, reduced-cost transit passes, shared parking arrangements, and paid parking programs. The TMP might also include strategies to be implemented by a future employer tenant, such as flexible work schedules and telework programs, ridematching, financial incentives for employees who do not drive to work, and events and programs designed to educate employees and promote transportation options. Alternatively, developers can join an existing Transportation Management Association (TMA), an organization designed to provide these programs and services on behalf of its membership institutions or on a district-wide or regional basis. At present, there is no TMA serving the SPI-22 district.

The Memorial Drive Corridor is its own zoning district, SPI-22, with planning documents to guide redevelopment along the corridor. The corridor received funding in 2017 to update their Livable Center Initiatives (LCI) plan supported by the Atlanta Regional Commission (ARC). Imagine Memorial, a project run by the Memorial Drive Executive Director, provides a vision for Memorial Drive that includes improvements along the roadway as well as redevelopment of many large properties along Memorial Drive.

Local Private Development Projects

The expansion of the Beltline and the work done on Imagine Memorial have helped to catalyze an unprecedented amount of development in the study area. Most of the development has occurred or has been planned in last few years, after a long period of underutilization of many large properties in the area. The following lists highlight many of the projects that were recently completely or are anticipated in the coming months.

¹ http://cabbagetown.com/hp/Cabbagetown_Landmark_regs.pdf

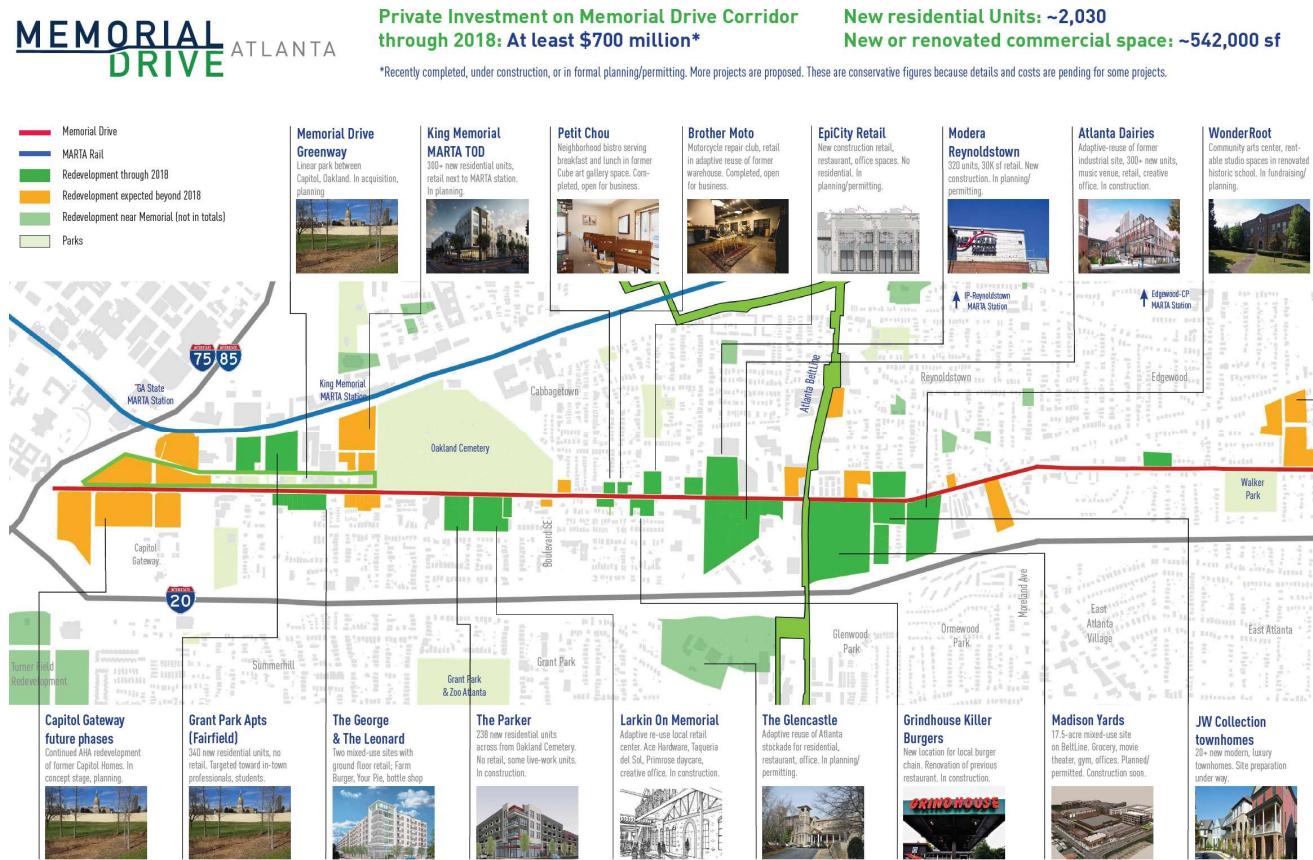
² https://library.municode.com/ga/atlanta/codes/code_of_ordinances?nodeId=PTIIICOORANDECO_PT16ZO_CH36BEOVDIRE

³ https://library.municode.com/ga/atlanta/codes/code_of_ordinances?nodeId=PTIIICOORANDECO_PT16ZO_CH18VSPMEDROACESPPUINDIRE

⁴ More information about TDM can be found at www.vtpi.org/tdm



Figure 2: Map of Local Private Development⁵



Recently Completed Projects

- Petit Chou, serving breakfast and lunch, north of Memorial Drive in Cabbagetown
- Brother Moto, serving coffee and repairing motorcycles, north of Memorial Drive in Cabbagetown
- 841 Memorial, a residential apartment complex with 80 units south of Memorial Drive
- Station R, a mixed-use building in Reynoldstown along Moreland Avenue

Projects Under Construction or Planned for 2017 Construction

- Moda, a site with over 40 townhomes in Reynoldstown off Weatherby Street
- Reynoldstown Row, 14 homes in Reynoldstown along Mauldin Street
- Reynolds Square, 23 townhomes in Reynoldstown along the west side of Moreland Ave.
- Atlanta Dairies, an 11 acre, mixed use site with 300 apartments, a parking garage, a music venue, and a commercial building south of Memorial Drive
- Grindhouse Killer Burgers, a free-standing restaurant south of Memorial Drive

⁵ Courtesy of Imagine Memorial, updated April 2017



- Madison Yards, a 17 acre, mixed use development with 550 apartments, 160,000 sq. ft. of retail, 80,000 sq. ft. of office space and three parking decks
- EpiCenter retail, a two-story commercial retail establishment on the north side of Memorial Drive in Cabbagetown
- JW Collection townhomes site for 20 townhomes north of Memorial Drive
- Golden Eagle, a free-standing restaurant north of Memorial Drive alongside Phase II of the Beltline Eastside southern extension

Planned Transportation Projects

Atlanta Beltline Eastside Extension

Phase I of the Eastside trail southern extension will extend in the study area through the Krog Tunnel, along Wylie Street, turning south between Kenyon Street and Flat Shoals Avenue and running to Kirkwood Avenue. The Atlanta Beltline has already opened the multi-use path along Wylie Street. The Atlanta Beltline is currently working on the connectivity through Krog Street tunnel to the north with expected lane closures through Summer 2017. Phase I is expected to open in mid-2017. Phase II of the Eastside trail southern extension will include connectivity from Kirkwood to Memorial Drive. The timeline is dependent on funding.⁶

Renew Atlanta Infrastructure Bond Projects

Boulevard/Monroe Complete Streets Project⁷: By 2020, the City of Atlanta will upgrade Boulevard on the west side of the project area. Improvements will include milling, repaving, striping, sidewalk and pedestrian crossing improvements, and possible dedicated bicycle facilities.

Dekalb Avenue Complete Streets Project⁸: By 2019, the City of Atlanta will redo Dekalb Avenue along the north side of the study area, developing a complete street project. The project will include milling and repaving, sidewalk and ADA ramp repair and installation, reversible lane removal and potential additional bicycle facilities.

Tye Street Sidewalk Improvements⁹: By February 2018, Tye Street will see sidewalk improvements from Gaskill to Cabbagetown Park.

Georgia Department of Transportation (GDOT) Improvements along Memorial Drive

GDOT is expected to install safety enhancements as part of their Quick Response projects as early as 2017 along Memorial Drive between Boulevard and Pearl Street. The project could include a Pedestrian Safety Beacon. GDOT is also expected to repave Memorial Drive between Boulevard and Pearl Street and potentially restripe and reconfigure lanes as early as 2018.

⁶ <https://beltlineorg-wpengine.netdna-ssl.com/wp-content/uploads/2017/05/06-01-2017-Study-Group-presentation-Eastside-Trail-Extension.pdf>

⁷ <http://renewatlantabond.com/project/monroe-driveboulevard/>

⁸ <http://renewatlantabond.com/project/dekalb-avenue-3/>

⁹ <http://renewatlantabond.com/project/tye-street/>



Atlanta Streetcar/Beltline Expansion

The Atlanta Beltline is currently reviewing two potential routes to run a streetcar from the existing east side Beltline trail through the study area. One potential route will run along Dekalb Avenue to the north, connect to the King Memorial MARTA station, come south to Memorial Drive and continue across Memorial Drive to connect back with the Beltline at Bill Kennedy Way. The other potential route will run along the east side Beltline to Dekalb Avenue, requiring construction of a new tunnel under the existing Hulsey Yard to Wylie Street, connecting with the as-yet unopened East Side Trail. This route would connect to the Inman Park/Reynoldstown MARTA station by running a spur down Wylie Street. Atlanta Beltline is expected to ask for NEPA consideration in 2017 for both routes. Atlanta Beltline plans call for construction to be underway on the eastside transit connection by the end of 2019.

Trolley Trail Extension

The City of Atlanta, in partnership with the PATH Foundation, has plans to connect the Trolley Trail Extension through Reynoldstown, connecting to the Beltline on the western side and to the Trolley Trail in Kirkwood on the eastern side. The project was on the list of approved projects for the 2016 T-SPLOST vote that Atlanta voters passed. Plans are currently in development, and community feedback sessions are expected in 2017. Heading westbound, the path will run along Arkwright Place into the study area and continue along Flat Shoals to connect with the Beltline Eastside Trail.

King Memorial MARTA Station Transit-Oriented Development

MARTA has partnered with Place Properties and H.J. Russell & Company to develop a 400 unit mixed-use, transit-oriented development on the south side of the King Memorial MARTA station. The project is expected to break ground in late 2017. One of the stated goals of the project is to provide greater connectivity between the station and the neighborhoods to the south of the station.

City of Atlanta Transportation Plan Update

The City of Atlanta is currently in the process of updating Connect Atlanta, Atlanta's first transportation plan that was originally written in 2008. This document will be important in guiding transportation implementation projects in the future.



Public and Stakeholder Involvement

Community Transportation Survey

The neighborhoods transportation committee created and distributed a transportation survey to residents and visitors in the study area in May 2017. 578 people participated in the survey.

Respondents were asked to rank 10 transportation topics from most important to least important. Respondents ranked Pedestrian Safety as the number one transportation issue in the community, closely followed by Increased Traffic and the Beltline Extension. The other transportation topics, in order of importance, were Cycling Safety, Conditions of Sidewalks and Curb Ramps, MARTA Rail Expansion, Condition of Roads, Reducing Speeds, Parking, and MARTA Bus Expansion.

Respondents were also asked two open-ended questions. One asked for additional comments on transportation issues in the area. Respondents commented most often about issues around pedestrian infrastructure and safety; improved bicycle infrastructure; and increased transit, specifically towards the Center for Disease Control (CDC) main campus.

Respondents were also asked to provide suggestions to improve the transportation issues in the study area. An overwhelming number of responses (24) suggested speed tables to slow down traffic. Other suggestions included residential parking permits and unspecified traffic calming measures. For a complete list of survey questions and final results, please see Appendix B.

Community Workshops

Two workshops were held in the Cabbagetown and Reynoldstown neighborhoods on June 7, 2017. Stakeholders were asked to participate in several exercises designed to provide further input on project and area prioritization in the study area. For a complete list of workshop exercises and results, please see Appendix C.

The community workshops reinforced that there are several key geographic areas of concern in the study area as well as recurring themes that community members would like to address. The geographic areas highlighted in the survey came up again through each exercise. Additionally, stakeholders expressed concern with connectivity to the Inman Park/Reynoldstown MARTA station and about bicycle safety at the intersection of Boulevard and Woodward. Through each exercise, pedestrian and bicycle safety were highlighted as concerns as well as increased traffic and parking demand in the neighborhood, due to the Beltline extension as well as increased development along Memorial Drive.



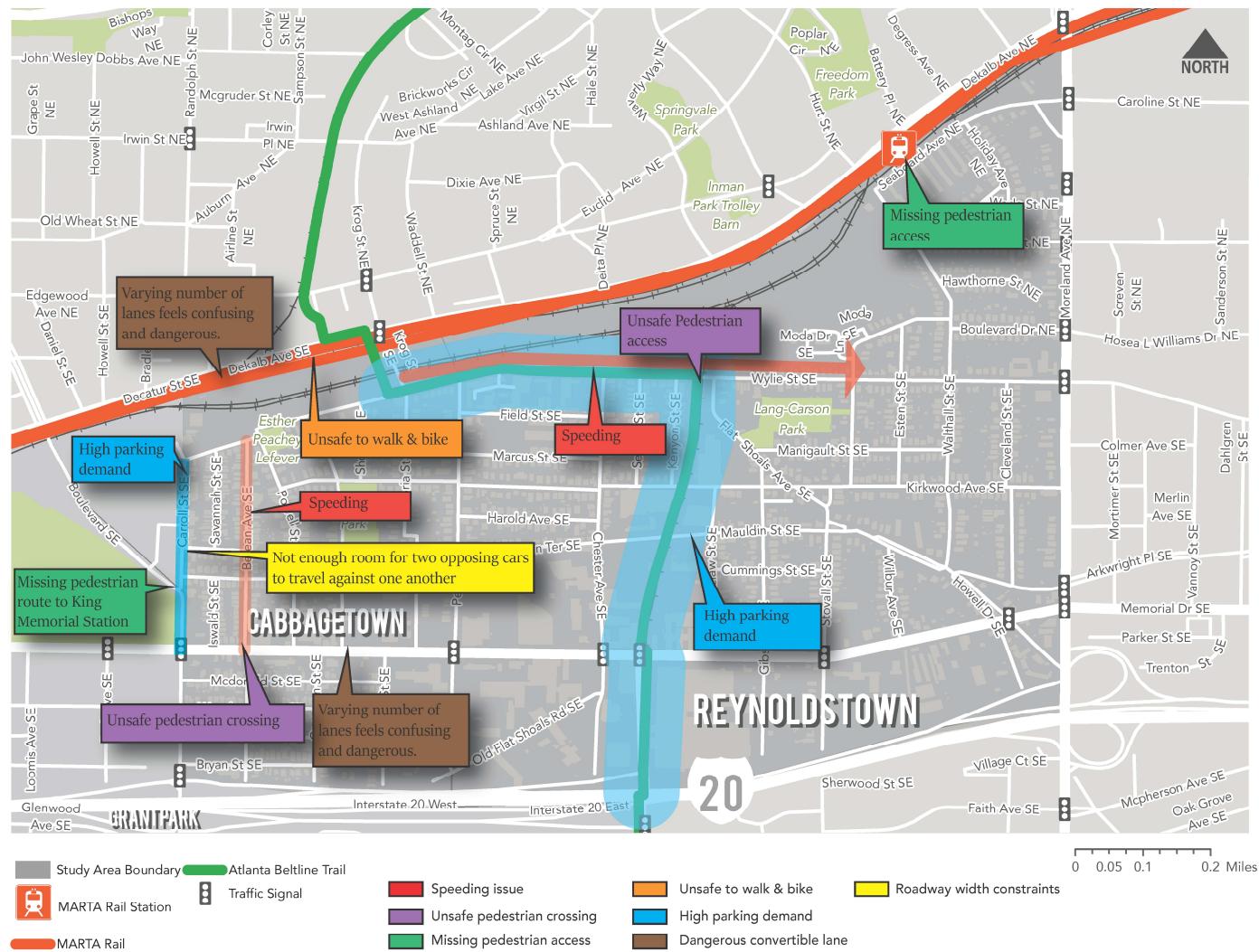
Top Priorities

Through the community engagement process, several geographic areas of concern as well as several transportation topics rose as high priority items for the communities of Cabbagetown, Reynoldstown, and T-Town. Two of the highest priority topics – removal of the reversible lane on Memorial Drive and installation of a signalized pedestrian crossing on Memorial Drive – are scheduled to happen within the next 18 months. By 2019, another top priority project, the Dekalb Avenue Complete Streets project, is also scheduled for completion.

The following section outlines the top priority transportation themes that emerged throughout this study as well as geographic areas highlighted for most immediate transportation improvements. The section also provides guidelines for further project study and implementation, including initial community led steps through the practice of tactical urbanism. Over the last decade the strategy of tactical urbanism has been utilized across the country. Tactical urbanism is the practice of setting up a temporary installation to help community members, governmental agencies, and other stakeholders understand how a change to the built environment could benefit the community. Examples can include using yellow tape or spray paint to create a crosswalk, using a row of plungers to delineate a protected bike lane, or setting up hay bales to create a parklet in the street. Tactical urbanism projects were originally primarily carried out without permission from the local jurisdiction. However, in recent years, local government officials have embraced the idea of developing low cost, short-term implementation projects that can serve as pilot projects. For example, MEMFix, an organization supported by the City of Memphis, installs temporary street redesigns through neighborhoods in the city. In another example, the City of Macon decided in July 2017 to add two miles of bike lanes to a street after a community-led week-long demonstration showed the value of adding the lanes. Communities and the local government can test what the streets look like with the redesign and decide if they want to make the pilot part of the permanent infrastructure. Many of the suggested improvements below include a first-stage demonstration project. These demonstration projects should be in coordination with the City of Atlanta and any other relevant public entities.



Figure 3: Map of Priority Areas and Concerns



Pedestrian Safety and Access

Identified Issue and Locations

Pedestrian safety was the top weighted concern for respondents in the transportation survey. Respondents in the community workshops highlighted that pedestrian infrastructure at intersections and improved sidewalks in conjunction with vehicular speed reductions is important. Pedestrian safety is of particular concern across Memorial Drive and at the intersection of Dekalb Avenue and Krog Street. Additionally, pedestrian access to MARTA rail stations from the neighborhoods is not ideal. The most direct pedestrian access to MARTA rail for most community members is a stairwell where Walthall Street dead-ends into the Inman Park/Reynoldstown MARTA train station. However, the access point is not ADA accessible. Pedestrian access to the north is an additional concern, as Krog Street is currently the only access point and has narrow sidewalks that are currently used by cyclists, pedestrians, and strollers. Additionally, many of the residential streets in the study area have sidewalks that are not well lit.



Pedestrian Safety Resources

Pedestrian Crossing

Pedestrian safety is often a concern at intersections and along streets with high vehicular speeds and/or low visibility. Through the community engagement process, the following geographic locations were noted as areas where pedestrian safety is a concern: Memorial Drive at Berean Avenue, Dekalb Avenue at Krog Street, the Beltline crossing across Wylie Street, Carroll Street, Boulevard at Carroll Street, Boulevard at Woodward Avenue, Hardee Street at Walthall Street, and Arkwright Place at Walthall Street. As discussed above, the highest priority pedestrian projects identified in the planning process – Memorial Drive pedestrian access and the Dekalb Avenue/Krog Street intersection - will be addressed by 2019. The section below on vehicular speeds addresses some pedestrian safety issues through traffic calming measures on streets with high speeds. To improve pedestrian safety at intersections and on streets with fast speeds, the National Association of City Transportation Officials (NACTO) Urban Street Design Guide¹⁰ recommends the following:

- Gateways – Gateways are sidewalk bulb outs that exist at intersections to increase pedestrian visibility. They are usually installed when street parking is present and extend out to 1-2 feet less than the street parking. They allow pedestrians to be on the raised sidewalk as they begin to walk into the street, making pedestrians more visible to drivers.
- Mini roundabouts – Mini roundabouts exist when two local streets intersect. A small barrier, usually made up of greenery designed to enhance the beauty of the street, is installed in the middle of the intersection to encourage vehicles from all directions to slow down. Crosswalks should be well-marked at the mini roundabout.
- Pedestrian crosswalk with beacon – Pedestrian crosswalks with beacons usually exist midblock or at un-signalized crossings where there is a large amount of pedestrian traffic. These crosswalks can be highlighted with signage, high visibility lighting, and a flashing beacon to warn oncoming drivers to stop for pedestrians.

Figure 4: Traffic Calming on Wylie Street



¹⁰ <https://nacto.org/publication/urban-street-design-guide/>



To implement long-term pedestrian safety measures such as gateways, mini roundabouts, and pedestrian crosswalks with beacons, the community will need to work with the Office of Mobility Planning in the Department of City Planning. In the short term, the community can work with the city to implement tactical urbanism strategies at high priority intersections such as Boulevard and Carroll Street. Short-term improvements could include adding additional, brightly colored paint to the existing pedestrian crossing to highlight the crossing to motorists. For short-term infrastructure improvements, the community can request permission from the city to implement nonpermanent features such as planter boxes in intersections to act as mini roundabouts. Features such as these may also require additional signage to ensure all users understand flow through the intersection.

Improved Sidewalks

Sidewalk construction and repair as well as improved sidewalk lighting is needed in portions of the study area. In 2015, Atlanta City Council voted to set aside some money for sidewalk repair, which has traditionally been the responsibility of land owners in the City of Atlanta. Residents can report needed sidewalk upgrades to the City of Atlanta Department of Public Works. However, there is currently limited funding to address pedestrian needs across the city.

Short-term, community groups can work with nonprofit organizations such as PEDS to organize sidewalk audits through the neighborhoods and identify top areas of concern. Sidewalk audits can be helpful for providing a detailed catalog of blocks that require immediate sidewalk repair. Areas that are not well-lit can also be identified through audits.

In 2013, the Virginia Highlands Civic Association (VHCV) with the help of PEDS worked with the City of Atlanta to create a “Sidewalk Repair bundle” where the city, property owners, and the VHCA shared costs for sidewalk repairs. The program was available for a short time, but is a strategy that the local neighborhoods could explore and potentially emulate when working with the Department of Public Works to repair local sidewalks.

Access to MARTA

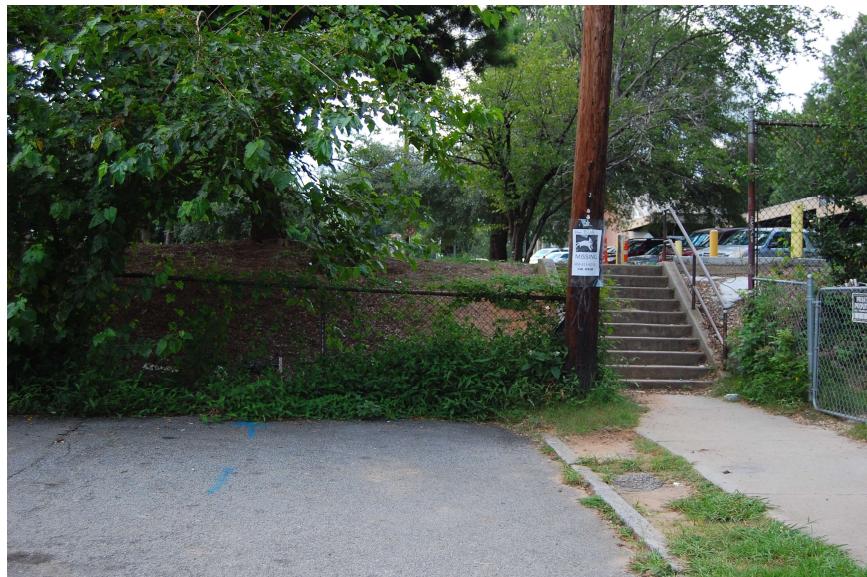
The community can pursue improved pedestrian and wheeled access to the two MARTA rail stations closest to the study area. On the east side of the study area, pedestrian access to MARTA rail can be improved by redesigning the pedestrian stairwell that currently leads from the Inman Park/Reynoldstown MARTA station south parking lot onto Walthall Street. The addition of lighting, a ramp to allow for wheelchair and bicycle access, and a crosswalk from the stairwell through the MARTA south parking lot would provide a more inviting environment for pedestrians. In the short term, community members, with the permission of MARTA, can volunteer to clean up the trash and debris as well as the overgrown vines that currently exists in and around the fence at the dead end of Walthall Street. Community members can also do pedestrian counts during peak hours to record the number of people that are currently using the stairwell from Walthall Street to access the Inman Park/Reynoldstown MARTA station and include the number of people who carry their bicycles up the steps. Providing these counts to MARTA can help build the case for MARTA to invest in better infrastructure for pedestrians and those with wheeled access to the station.

On the west side, community members could gain access to MARTA more quickly and safely if the King Memorial MARTA station was accessible from the south side, and if Oakland Cemetery's east gate was open for pedestrian access. Community members should advocate for better access to Oakland Cemetery through the east side. Community members should also engage with MARTA



and their newly contracted developer who are currently partnering to create the King Memorial Transit Oriented Development. Community members should advocate for a publicly accessible entrance to the King Memorial MARTA station that is easily accessible from the south side of the station.

Figure 3: Current pedestrian access to Inman Park/Reynoldstown MARTA station from Walthall Street



Some pedestrian access issues are being addressed now. The Atlanta Beltline is currently providing lighting and handrail upgrades in the Krog Street tunnel to make it more accessible for pedestrians.

Increased Traffic

Identified Issue and Locations

Increased traffic was a top concern to arise from the transportation study. As more developments are built in and around the study area, a larger number of people will be in traveling in, out, and through the neighborhoods each day. The Krog Street tunnel and the intersections on either side of the tunnel were noted as areas of backup in the transportation survey and community workshops. Additionally, traffic buildup around the intersection of Boulevard and Memorial Drive is an area of community concern. Besides these specific areas, community members are worried that an increased number of vehicles traveling through the neighborhoods will negatively impact pedestrians and cyclists. Some comments mentioned that the added stress of sitting in traffic can cause drivers to drive more dangerously once they are away from congested areas, through the smaller residential streets.

Increased Traffic Resources

Traffic congestion is caused by a number of issues across the transportation network. Some of the current congestion issues in the neighborhoods will be addressed with upcoming infrastructure projects planned for Dekalb Avenue, Memorial Drive, and Boulevard.

Development Regulations

The neighborhood can proactively encourage new developments to promote travel via alternative mode and reduced travel demand. The SPI-22 District Regulations for the Memorial Drive corridor



require that developers building new construction with over 200,000 square feet of office space create a transportation management plan (TMP) to outline strategies to reduce single occupancy vehicle travel to and from the site. Strategies to reduce single occupancy travel might include carpool and vanpool parking spots, covered and secured bicycle parking, onsite showers for cyclists, unbundled parking fees separated from lease agreements, onsite protected bus shelters and reduced-cost transit passes.

To further this recommendation, the community can advocate for the City of Atlanta to implement similar development requirements for all types and sizes of developments, including retail and residential developments. This is currently under consideration in the City of Atlanta Transportation Master Plan. In the very near term, community members can give feedback about transportation in Atlanta via a survey at <https://www.surveymonkey.com/r/atlplan2>. Long term, community members can actively ensure that new developers meet all requirements to reduce travel demand by attending community zoning meetings as well as NPU meetings.

Shared Use Mobility

Providing access to shared travel modes can reduce traffic congestion by creating accessible alternative options for community members to choose. Increasing the number of Relay bike stations and adding parking spots for carshare services such as Zipcar would encourage people to use shared modes for many trips. The neighborhoods can work directly with Relay and Zipcar to request parking stations in the study area. The neighborhoods can also work with new and existing developers to encourage them to install Relay bikeshare and Zipcar spots onsite and potentially provide discounted passes for residents who utilize either service.

As Transportation Network Companies (TNC) such as Lyft and Uber are utilized more frequently to access retail and restaurants, business owners in the community should designate specific drop off and pick up spots to limit the congestion that can build up as drivers wait for passengers and block through-traffic. TNC drivers can back up traffic on Carroll Street. The business owners can work together to identify at least two areas where TNC drivers can pull in momentarily while waiting for passengers. Once these areas have been identified, the business owners can work directly with the TNCs to create geocoded areas as drop off and pick up points.

Increase Transit Options

Increased access to transit can also mitigate traffic, as people will have more options to come in and out of the neighborhoods. The suggestions above in the pedestrian safety section can lead to more users choosing transit over single occupancy vehicle travel. New and more frequent transit routes can also reduce traffic congestion; when MARTA routes are increased or changed, community members can highlight updates to neighbors to build awareness about MARTA's service. An additional medium-term strategy would be the study of a community circulator, run by MARTA, that would run as a local shuttle through the neighborhoods to and from the Inman Park/Reynoldstown MARTA station. MARTA purchased 10 30-foot buses in the spring of 2017 to grow their community circulator service; these buses make it easier to navigate communities with tight turn radii and narrow streets, as they are 10 feet shorter than traditional MARTA buses. The community can partner with MARTA to explore ridership demand for a circulator serving the neighborhoods. Long term, the addition of the Beltline streetcar will provide additional accessibility for community members.

Develop Welcome Kits for New Neighbors

To reduce traffic congestion, the community can make new neighbors aware of all of the transportation options currently available in the study area. Often, long-term transportation habits are formed when moving to a new home. The Cabbagetown/Reynoldstown Transportation Committee could develop a transportation welcome kit for new home owners as well as property managers and



new developers to distribute to new tenants. The welcome kit can provide information on existing MARTA routes, existing bicycle infrastructure, Relay bike stations, and Zipcar parking spots. The welcome kit could be posted on each neighborhood's website.

Carroll Street One-Way Conversion Study

Carroll Street came up repeatedly as an area of concern for stakeholders because of the current two-way traffic flow on a narrow street that allows for on-street parking. The parking on Carroll Street should be addressed as a separate issue from the congestion that occurs on Carroll Street. The congestion on Carroll Street might be improved by converting the street to one-way, potentially with an added bicycle lane and/or other traffic calming measures to ensure vehicles do not speed down the street. A short-term pilot project could be implemented to test the viability of a one-way conversion. The pilot project would need to have a great deal of signage to warn motorists that Carroll Street was temporarily a one-way street. Medium-term, a full conversion study does need to be done to ascertain if a one-way conversion would improve traffic flow on Carroll Street and not negatively impact the surrounding streets.

Parking

Identified Issue and Locations

On-street parking is important to many residents and business owners in the study area, as many homes and businesses do not have off-street parking. Currently, across the entire study area, the on-street parking supply is adequate for the demand. However, in certain areas, the parking demand has already exceeded the supply. The on-street parking currently utilized for Carroll Street businesses spills over onto nearby residential streets at certain times of day, making it challenging for residents to find on-street parking in front of their homes. Additionally, many stakeholders are concerned that people from outside the neighborhoods will drive and park on the street to access the Beltline, creating additional congestion and limiting on-street parking for residents.

Parking Resources

Many of the parking concerns identified through the survey and community workshops are based on future predictions.

Designate Parking for High Demand Areas

It is important to regularly monitor current parking demand and compare demand over time. Community members can commit to monitoring parking capacity during regularly scheduled intervals during peak times of day by counting the number of cars parked on certain blocks at certain times and counting the number of available spaces at the same time. This will help verify where parking is an existing issue and where it is a perceived issue. One possible near-term solution for Carroll Street and the streets surrounding the Beltline is to create official parking spots, ensuring all space for parking is effectively managed. Creating lined parking spaces now will also make it easier to monitor parking capacity over time and will allow for easier implementation of paid or residential parking permit strategies in the future. In the short term, the neighborhoods can request permission to lay down nonpermanent reflective tape to act as unofficial parking spaces. Community members can continue to monitor parking demand after the temporary striping is installed, to see if more vehicles can regularly fit along the crowded parking area. If so, the community can use their data to work with the City of Atlanta to permanently add in striped parking spots.

Implement a Residential Permit Parking Program



The City of Atlanta has an established Residential Permit Parking Program that the neighborhoods can pursue long-term. Currently, permitted areas exist in 11 areas around the city including Inman Park, Midtown, and Summerhill. A formal petition to the City of Atlanta Department of Public Works is required to request permit parking. The petition requirements include:

- The minimum required area for permit parking is two contiguous block faces
- One adult resident from 70 percent or more of the residential properties in the petitioning area must sign the petition, with only one signature per street address
- All residences are included in the permit parking program if their access is on the street with the permit parking
- The Office of Transportation will consider the following factors:
 - Availability of off-street parking for residents
 - Parking studies of the area must show that, during the times proposed for restrictions, curb parking spaces are over 75 percent occupied, and at least one third of the cars parked are non-residential
 - The Office of Transportation has developed a point system. The area must receive at least 70 points, based on a combination of available off-street parking, the percent of vehicles that are not owned by residents, and the number of occupied parking spaces
- Petitioners must submit their proposed hours of restriction, which may not exceed 12 hours per day
- Residences with off-street parking will be limited to one parking pass per dwelling, while residences with no off-street parking may receive up to two permits
- Each permit comes with two guest permits which are valid for a specific number of days per year.

To pursue this formal residential parking program, the community must first initiate a formal parking study for designated areas. The neighborhood can first do the informal study suggested above, to verify the viability of a parking program. If the subsequent formal study shows this program is worth pursuing, the Cabbagetown/Reynoldstown Transportation Committee should work with local residents from the affected area to form a parking committee who will lead the parking permit process. Designated individuals from the committee will need to promote the program to nearby residents to request signatures for a petition and to find consensus on the times of day for restriction.

Develop a comprehensive residential parking strategy

To create a more comprehensive strategy residential parking should be combined with metered parking along streets with high parking demand. In several cities, these areas are designated as special parking districts where a portion of the profits from the metered parking can be set aside for neighborhood transportation improvements, such as pedestrian infrastructure or improved lighting. Residential Permit Parking Districts do not currently exist in Atlanta, but other large cities such as Austin, Texas and Washington D.C. have implemented these districts. The community could serve as a pilot project for the City of Atlanta to test this more comprehensive residential parking strategy. The community can partner with ATLPlus, the City of Atlanta's parking management company, to develop an innovative strategy that combines parking meters with residential parking permits.

Speeding

Identified Issue and Locations

Many of the community comments and proposed solutions presented in the transportation survey and the community workshops were concerns for vehicular speeds within the study area.



Specifically, speed tables and other traffic calming measures were two of the three top suggestions for transportation solutions in the transportation survey. However, overall, in the transportation survey, speed reduction ranked 8 out of 10 as a general topic of concern. This suggests that, overall, people tend to speed in specific corridors rather than across the entire community. Repeated feedback was given to slow down vehicular traffic along the following corridors: Wylie Street, Carroll Street, Berean Avenue, Estoria Street, and Pearl Street.

Speeding Resources

There are many traffic calming measures that can be implemented in the study area. The suggestions below can also improve pedestrian safety and should be included when prioritizing pedestrian safety projects. Some factors that influence which calming measures to use include: budget, width of street, existing and planned bicycle infrastructure, pedestrian infrastructure, and land use. NACTO suggests the following as potential devices to slow down vehicular traffic:

- Speed tables – Speed tables serve as a vertical speed control element and usually exist midblock. They are 3-3.5 inches high and 22 inches long and can exist as a pedestrian crossing. Speed tables exist to slow vehicles down by causing a vertical disruption in travel.
- Pinch-points/Chokers – Pinch-points are midblock curb extensions that narrow a street midblock to slow down traffic. Pinch-points often have a street tree or bicycle parking on the curb extension. Pinch-points slow vehicles down by narrowing the width of the street, causing drivers to slow down. In addition, they reduce the crossing width of the street, making it easier for pedestrians to cross at that location.
- Chicanes – Chicanes are midblock bulb outs offset on both sides of the street. Chicanes provide more pedestrian infrastructure and can include spaces for greenery, benches, or bicycle parking, while causing vehicles to slow down as they maneuver around the offset bulb outs. Like pinch-points, chicanes are used to narrow the horizontal width of the street and cause drivers to slow down.

On lower volume residential streets, any of these traffic calming measures can be effective. On longer segments, one or more of these strategies can be implemented together. For instance, on Wylie Street, a pedestrian speed table does slow down traffic at the Beltline crossing, but an additional chicane between Krog Street and the Beltline intersection could ensure vehicles speeds stay low. Additionally, added bicycle infrastructure, such as bicycle lanes, buffered bicycle lanes, or protected bicycle lanes can lead to narrower travel lanes on streets, which tend to result in lower vehicle speeds. On some lower volume one-way streets such as Berean Avenue and Tye Street, protected bicycle lanes can also be added to narrow the width of the auto lane while also creating a safer path for cyclists.

In 2015, the City of Atlanta adopted “Move Atlanta: A Design Guide for Active, Balanced and Complete Streets.” The document includes the 1999 City of Atlanta Traffic Calming Device Implementation Guidebook and offers an overview on the process of implementing traffic calming on streets in the City of Atlanta. To implement long-term traffic calming devices, the community will need to work with the Office of Mobility Planning in the Department of City Planning. To implement traffic calming measures, spot speed surveys can be done to establish current speeds. Community members can request permission from the City of Atlanta to implement short-term temporary traffic calming measures such as chicanes on some streets and temporary bicycle lanes on other streets. Community members can work with WonderRoot, the Reynoldstown-based arts organization, to



install temporary traffic calming measures that can also serve as public art. The neighborhood should request a temporary radar speed sign to be installed on streets before and after any infrastructure pilots are put into place, to measure how effective the strategies are.

Implementation Strategies and Timelines

The resources suggested above can be implemented over a wide time range. Many of the suggestions require partnering with the City of Atlanta, MARTA, or other public entities to implement suggested improvements. Many of the ideas suggested above can be implemented in partnership with local public authorities as pilot projects in the short term. High priority items in the community that would serve as tactical urbanism demonstration projects are: increased traffic calming on Wylie Street, temporary bike lanes on Berean Avenue, short-term conversion of Carroll Street to one-way with the installation of a temporary bike lane, and temporary striping of parking spots along Carroll Street and the streets next to the Beltline extension. Other short-term projects that the community can focus on include engaging with PEDS to do a community sidewalk assessment and engaging with MARTA to clean up the pedestrian entrance to the south parking lot of the Inman Park/Reynoldstown MARTA station.

The following table provides a list of solutions with suggested geographic focus areas and implementation time frames. Short-term implementation projects can be implemented by December of 2018. Medium-term projects are projected to take up to three years to implement, and long-term projects will take more than three years to implement.

Solution	Priority Area Impacted	Priority Geographic Areas	Timeframe	Implementation Partners
Implement temporary pilot projects	Speeding, pedestrian safety, congestion	TBD by CRTC	Short	City of Atlanta
Traffic calming	Speeding, pedestrian safety	Wylie Street	Medium	City of Atlanta
Add protected bike lanes on one-way streets	Speeding, pedestrian safety	Berean Ave., Tye Street, Powell Street	Medium	City of Atlanta
Sidewalk audit	Pedestrian safety	Each neighbourhood	Short	PEDS
Sidewalk repairs	Pedestrian safety	As needed, on sections of blocks	Medium	City of Atlanta Department of Public Works
Designate TNC parking spots in busy areas	Congestion	Carroll Street, TBD	Short	City of Atlanta
Add additional Relay Bikeshare hubs	Congestion	TBD	Short	Relay Bikeshare
Add carshare vehicles parking	Congestion	TBD	Short	Zipcar, other carshare service



spots in the community				
Create Welcome Pack for new residents	Congestion, speeding, pedestrian safety	Community-wide	Short	NA
Study addition of MARTA community circulator	Congestion	TBD	Medium to Long	MARTA
Redesign pedestrian and bicycle access to the Inman Park/Reynoldstown MARTA station south entrance	Congestion, Pedestrian safety	Walthall dead end	Short to Medium	MARTA
Improve pedestrian access to King Memorial MARTA station through Oakland Cemetery	Congestion, pedestrian safety	Boulevard, Oakland Cemetery, King Memorial planned TOD redevelopment	Long	MARTA, Friends of Oakland Cemetery
Advocate for citywide TDM developer requirements	Congestion, pedestrian safety	Citywide	Long	City of Atlanta, City Council
Study one-way conversion for Carroll Street	Congestion, pedestrian safety, speeding	Carroll Street	Long	City of Atlanta
Implement informal parking study	Parking, congestion	Carroll Street, roads parallel to the Beltline extension	Short	NA
Stripe parking spots	Parking supply, congestion	Carroll Street, roads parallel to the Beltline extension	Short	City of Atlanta
Study parking management strategies	Parking supply, congestion	Carroll Street, roads parallel to the Beltline extension	Medium	City of Atlanta, ATLPlus



APPENDIX A: Reviewed Planning Documents

Renew Atlanta Infrastructure Bond Project List

The Renew Atlanta program is an infrastructure improvement program worth \$250 million, funded through general obligation bonds. Some of the projects from this funding include the Dekalb Avenue Complete Streets project, the Monroe Drive/Boulevard Complete Streets project, and Tye Street sidewalk improvements. City of Atlanta taxpayers voted to approve this program in 2015. For information, please visit www.renewAtlantabond.com.

City of Atlanta 2016 T-SPLOST Recommended Project List

In 2016, City of Atlanta voters approved a transportation special purchase local option sales tax (T-SPLOST) to fund transportation projects across the city. The extension of the eastside trolley trail will be funded through this program. For a list of projects on this list, please visit <https://www.atlantaga.gov/home/showdocument?id=22900>.

Atlanta Beltline 2030 Strategic Implementation Plan

The Atlanta Beltline 2030 Strategic Implementation Plan is an implementation plan developed in 2013. The plan lays out the Beltline implementation strategy in two five-year and one seven-year blocks. The document plans for bicycle and pedestrian infrastructure, parks, and transit. To see the plan, please visit www.beltline.org.

Connect Atlanta Plan

The Connect Atlanta plan, Atlanta's first comprehensive transportation plan developed in 2008, calls for increased secondary bicycle infrastructure along Pearl Street, Chester Avenue, Walthall Street, and Flat Shoals Avenue. It additionally calls for intersection realignment along the corner of Flat Shoals and Walthall. The plan is currently being updated. For more information, visit www.atlantatransportationplan.com.

Cycle Atlanta 1.0

Cycle Atlanta 1.0 is a supplemental study to the Connect Atlanta plan that was developed in 2015. The plan calls for a Bike Boulevard to run along Woodward Street across the south end of the study area. The plan relies on future developers to extend Woodward Avenue to Bill Kennedy Way. For more information, visit <https://www.atlantaga.gov/home/showdocument?id=18426>.

Memorial Drive Planning Documents

Extensive planning and redevelopment efforts have happened along Memorial Drive since 2014. Many of the large private developments under construction are happening along Memorial Drive. In conjunction with that development, the Memorial Drive Corridor Executive Director has coordinated continued work on transportation projects along Memorial Drive. For information on the latest Memorial Drive LCI update and updated traffic studies, please visit www.memorialdriveatl.com.



Appendix B: Community Transportation Survey Results

Survey Respondents

578 people participated in the survey. 44 people from outside of the study area took the survey; all of those respondents came from neighborhoods within a five-mile radius of the study area. The survey was posted on Nextdoor and on Facebook and was sent out via neighborhood email lists. Additionally, committee members printed and delivered paper flyers about the survey to many residents.

Figure B1: All Respondents Home Location

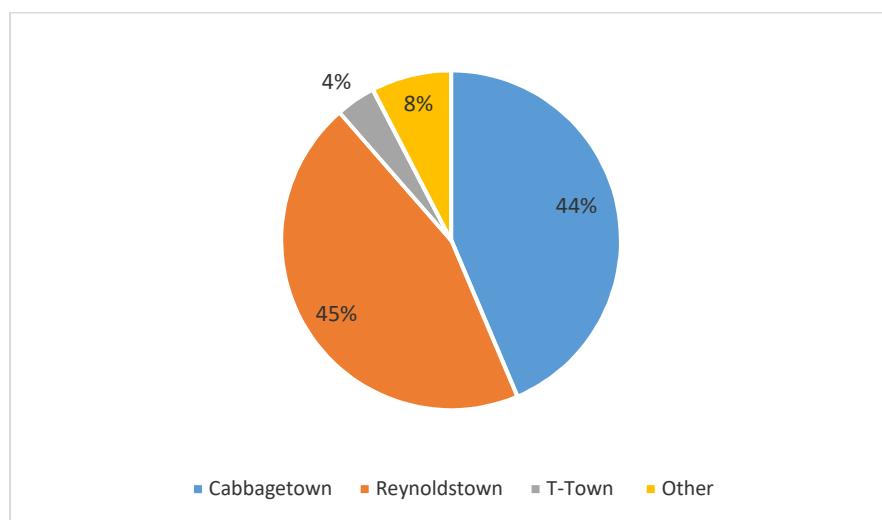
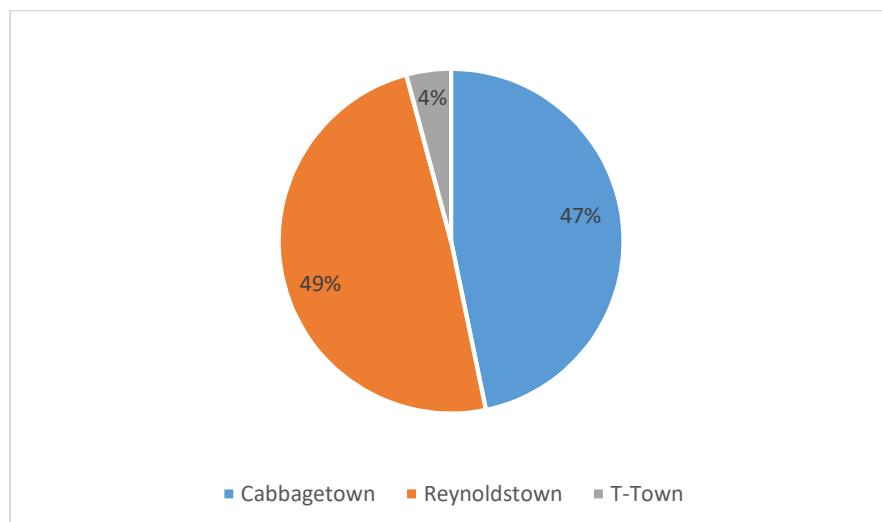


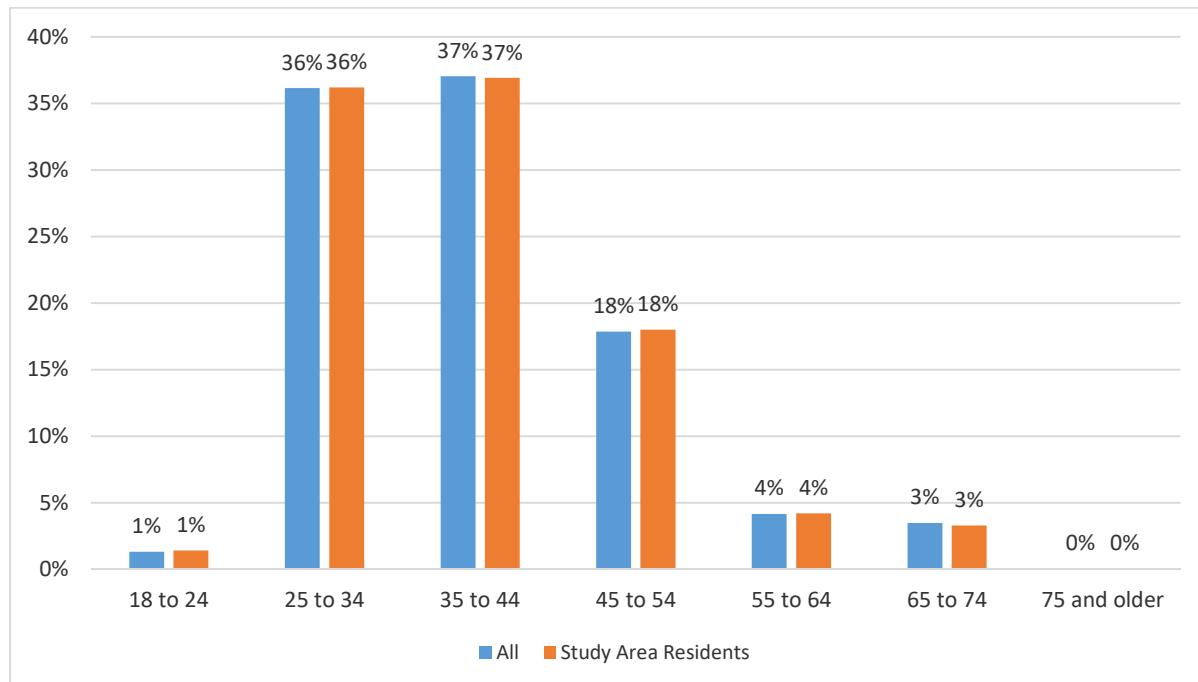
Figure B2: Study Area Respondent Home Locations



Respondents from the study area were asked what street they live on. Respondents listed 44 different streets that they live on. The top streets listed were Boulevard SE (61 responses), Wylie Street (27 responses), Estoria Street (22 responses), Berean Avenue (19 responses), Memorial Drive (17 responses), and Chester Avenue (16 responses).

Respondents were asked what age bracket they belong in. Respondents were primarily between the ages of 25 and 44. Compared to the census data listed above, those aged 35 to 44 are over-represented in the sample, as only 19.1 percent of the area population are between the ages of 35 to 44.

Figure B3: Respondents Age Range



Respondents were asked how many people over the age of 16 were in their household and the number of children 16 and under in their household. The average number of adults per household over 16 was 2.0 per respondent, and the average number of children 16 and under per household was 0.3 per respondent. The average number of adults per household for respondents living in the study area was also 2.0, while the average number of children 16 and under per household was slightly lower for respondents living in the study area, at 0.3 per respondent.



Travel Patterns

Respondents were given a list of commute modes and asked to estimate what percent of their travel time they use each mode. Respondents were asked to answer for work commute trips specifically and then all non-work trips. Respondents use carpool as a commute mode much less frequently than shown in the census data above. Respondents are more likely to bicycle and telework than the census data sample.

Figure B4: Commute Trip Travel Mode

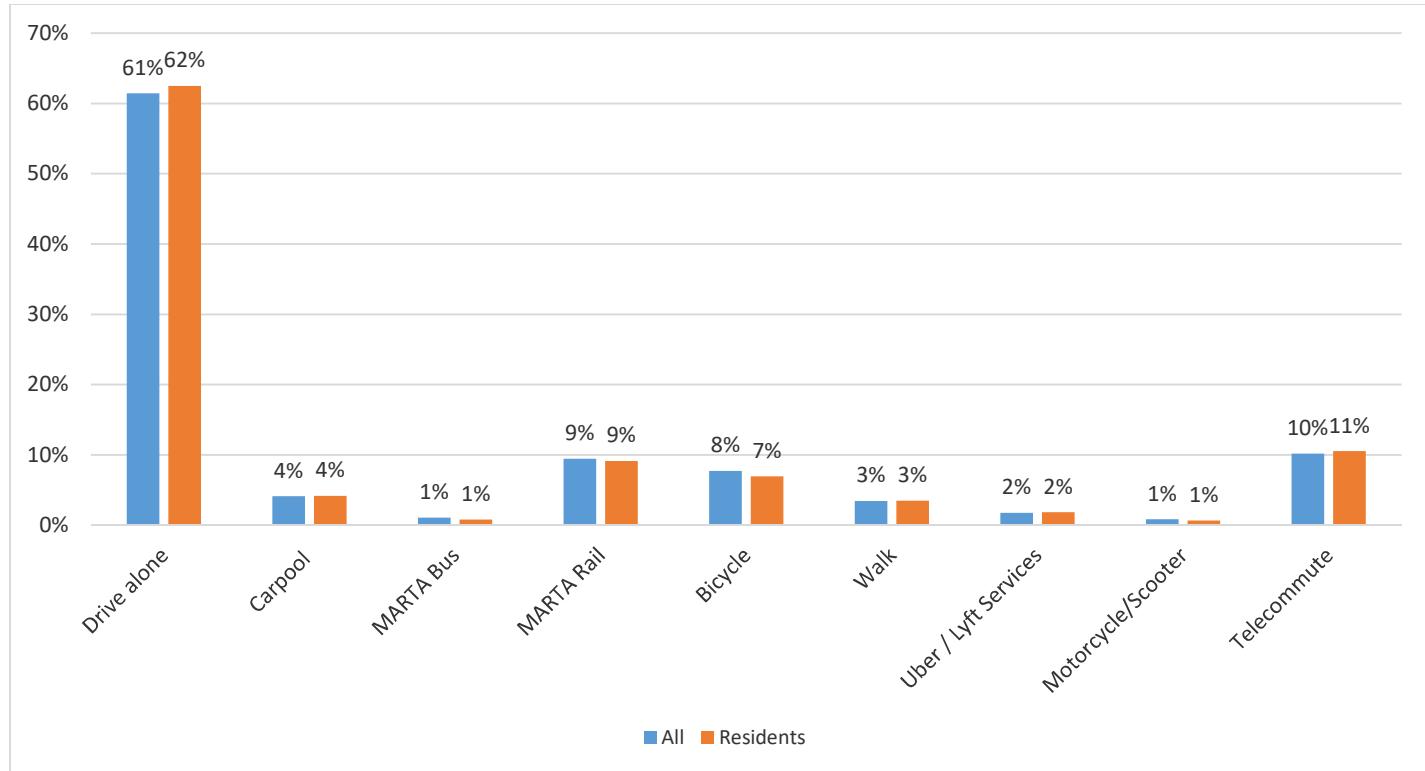
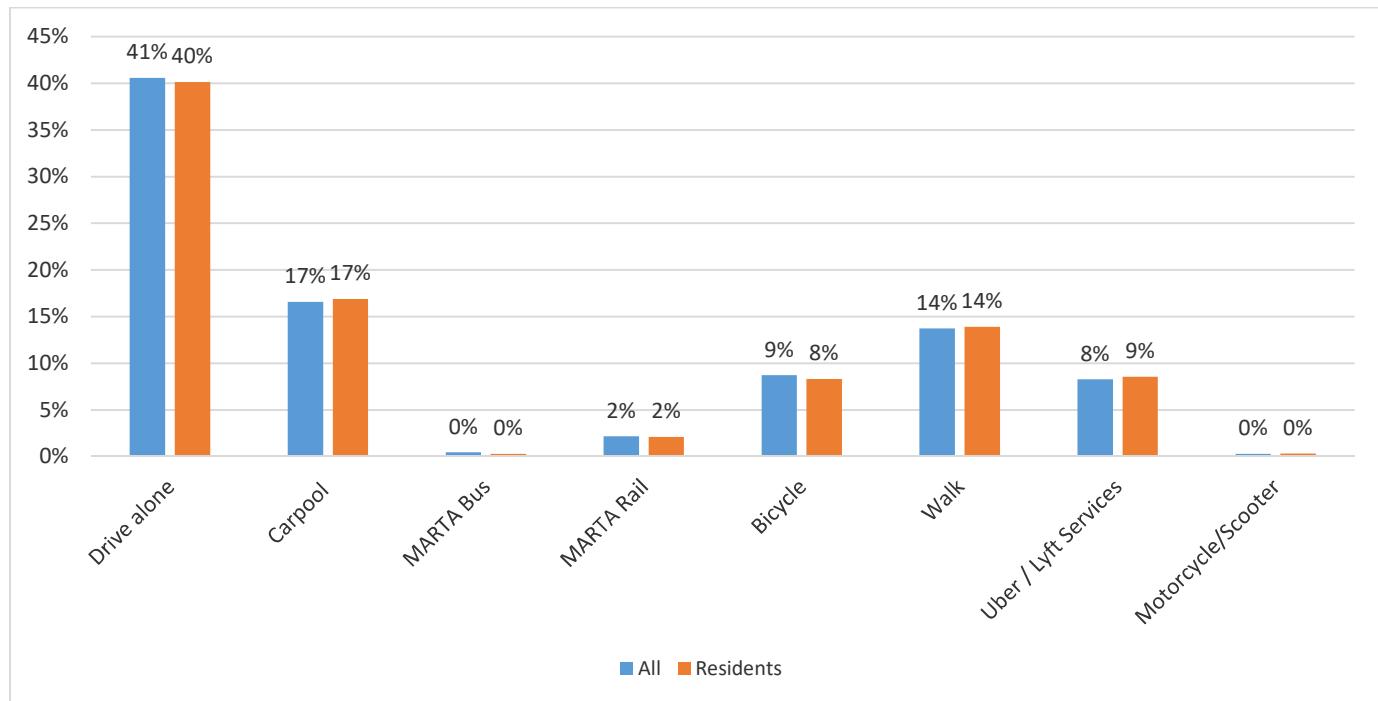


Figure B5: Travel Mode for Non-Work Trips



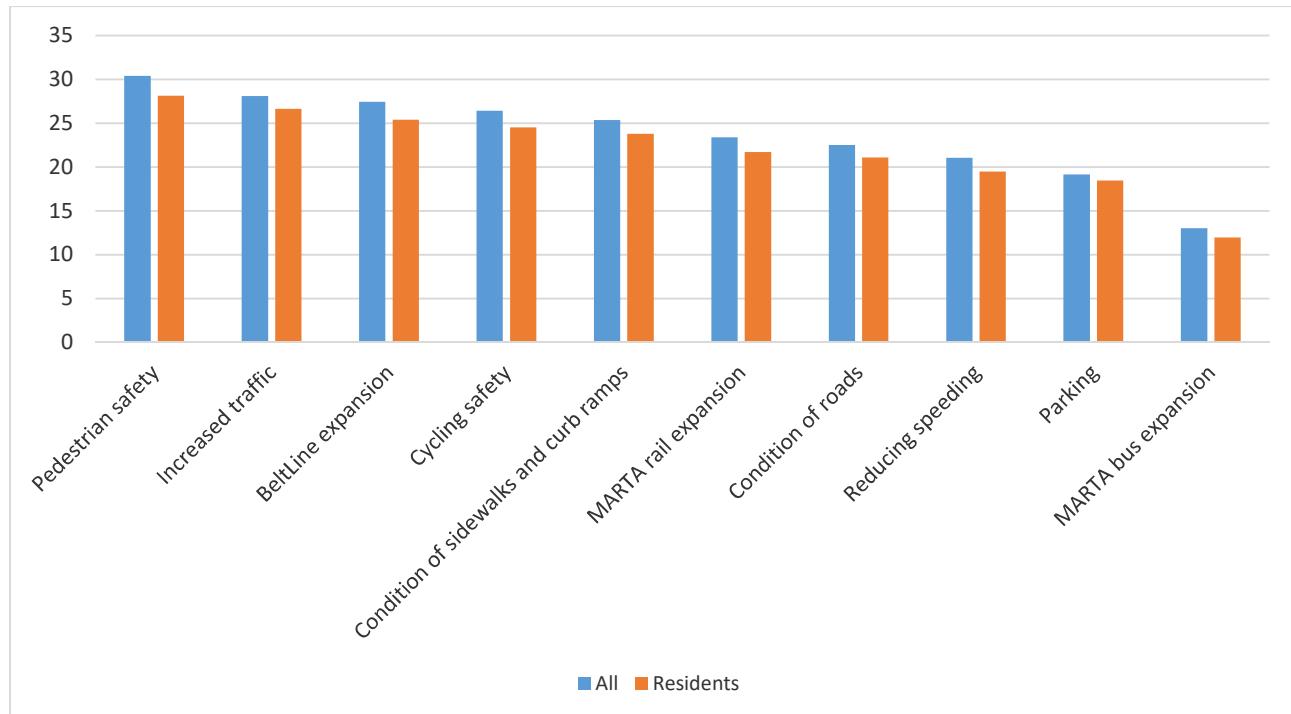
Respondents were asked what percentage of their trips were in the study area. On average, respondents said 28 percent of all of their trips were in the study area. Respondents were also asked where their most common destination outside of the study area was. Over 88 percent of destination responses were local Atlanta neighborhoods within a five-mile radius of the study area. Twenty-eight percent of respondents listed multiple in-town neighborhoods that they regularly frequent; midtown and Inman Park were the two most common neighborhoods listed.



Transportation Issues

Respondents were asked to rank 10 transportation issues in order of importance. The responses for the 10 options were weighted, with those ranked as 1 receiving the highest weight, with an incremental decrease in weighted value. The follow graph shows the overall weighted score for the responses:

Figure B6: Transportation Issue Responses (Weighted)



Interestingly, 23 percent of respondents listed increased traffic as their top concern, 6 percent higher than the number of people who chose pedestrian safety as their top concern. Yet, overall pedestrian safety was listed as one of the top three concerns for a large majority of people while increased traffic did not rank high as a second or third choice for many respondents. The following table shows the breakdown of responses per category with no assigned weight for respondents living in the study area.



Table B1: Transportation Issues Responses (Unweighted)

	Pedestrian safety	BeltLine expansion	Parking	Cycling safety	Increased traffic	MARTA bus expansion	MARTA rail expansion	Reducing speeding	Condition of roads	Condition of sidewalks and curb ramps
Count	17%	14%	10%	10%	24%	5%	9%	5%	3%	4%
2	14%	13%	5%	14%	12%	3%	12%	10%	7%	9%
3	16%	13%	8%	11%	9%	4%	8%	8%	11%	14%
4	11%	13%	7%	12%	10%	3%	10%	8%	11%	16%
5	14%	8%	7%	13%	10%	5%	10%	9%	12%	14%
6	11%	10%	8%	10%	8%	7%	11%	8%	11%	16%
7	8%	9%	10%	11%	6%	9%	10%	15%	16%	7%
8	4%	8%	13%	9%	6%	10%	9%	13%	14%	13%
9	3%	10%	13%	6%	9%	16%	12%	11%	12%	9%
10	1%	3%	19%	3%	9%	34%	4%	14%	7%	5%

In an open-ended question, respondents were asked to list other transportation issues. The following table shows a list of the issues, categorized by type of issue. The Count column shows the number of comments that addressed the particular issue.



Table B2: Other Transportation Issues

Category	Issue	Count
Bike	More bike lanes	13
Bike	Dangerous to bike (Dekalb, Carroll St.)	6
Bike	Bike Parking Needed	4
Bike	Improve/enhance existing bike lanes	4
Bike	Better connections to bicycle paths	1
Bike	Better bicycle education	1
Condition	Boulevard tunnel - improve conditions	2
Condition	Poor condition of bridges and overpasses	2
Congestion	Road congestion Krog St Tunnel	5
Congestion	Road congestion (Dekalb & Krog St Tunnel)	3
Congestion	General roadway congestion / traffic volume	2
Congestion	Road congestion (Carroll St & Krog St)	1
Congestion	Road congestion (Estoria)	1
Connection	Need better pedestrian connection to MARTA rail	4
Connection	Need more one-way streets	2
Connection	Convert one-way to two-way streets	1
Intersection	Problem intersections (Dekalb & Krog)	5
Intersection	Problem intersections (Dekalb & Boulevard)	1
Lighting	Better lighting (Boulevard & Woodward)	2
Other	Thru traffic (I-20 bypass)	5
Other	Get rid of reversible lanes	4
Other	Limited ADA options	1
Parking	Need parking restrictions (Carroll St., etc.)	8
Parking	More parking needed (Carroll St., new homes)	3
Parking	Concern for future parking demands (Beltline)	3
Pedestrian	Dangerous to walk (Dekalb, Carroll St.)	6
Pedestrian	Improve existing cross walks (countdown signals, beacons, etc.)	6
Pedestrian	Missing sidewalks (Dekalb Ave., etc.)	4
Pedestrian	Poor sidewalk conditions (Krog, etc.)	4
Pedestrian	Improve pedestrian crossings (Boulevard, Dekalb ave bridge overpass)	3
Pedestrian	Add more cross walks (Memorial, etc.)	3
Pedestrian	Beltline crossing (@ Wylie)	3
Pedestrian	Improve pedestrian crossings (Boulevard/Memorial)	1
Pedestrian	Improve pedestrian crossings (Boulevard/Woodward)	1
Signage	Better Signage (Carroll St., Krog St. tunnel)	3
Signage	One-way sign needed on Berean	1
Speed	Speeding (Estoria, Berean, Carroll St., Pearl St.)	3
Speed	Speeding (Wylie)	3
Speed	Speeding (Memorial)	1
Transit	Improve transit connection between neighborhoods and CDC (expand system)	10
Transit	Krog Street MARTA Station	8
Transit	Increase MARTA frequency	5
Transit	Improve access to public transit	3
Transit	Better MARTA Bus/rail synchronization	2
Transit	Vehicle access to Inman Marta station via Reynoldstown	2
Transit	Increased MARTA fares	1
Transit	Improved safety and cleanliness on MARTA	1



Similarly, respondents were asked to provide open-ended suggestions to improve the transportation issues in the study area. The following table shows the solutions offered. The count column shows the number of times each suggestion was offered.

Table B3: Suggestions for Transportation Solutions

Solution	Count
Speed tables	24
Resident parking permits	12
Traffic calming (unspecified)	8
Smart/adaptive/connected traffic signals	5
Pedestrian crossing Beacon (Boulevard at Woodward. Pedestrian beacon for crossing Memorial at Berean or Cameron.)	4
Ban vehicles from Carroll St.	3
Parking protected bike lanes	3
Public parking garage	2
Make Memorial a Complete Street	2
Carshare	2
Paid parking on Carroll, etc.	2
Expand Krog tunnel for pedestrians	2
Educational programs (cyclist)	2
Pedestrian refuge/island	1
All-way stops at intersections	1
Pedestrian bridge over Dekalb	1
Sidewalk sweeping/maintenance	1
Shared parking incentives	1
Neighborhood golf carts (NEV)	1
Speed display	1
Pedestrian/bicycle bridge from MARTA rail to alleviate DeKalb Ave./Krog St.	1
Valet parking (Carroll St.)	1
Single-lane roundabouts	1
Wayfinding for peds/bikes	1
Bus stop shelters	1
Incentivize public transit	1
Road diet (Memorial)	1
Dedicated bus lane (Memorial)	1
Remove street parking for bike lanes (Wylie)	1
Change two-way streets to one-way	1
Increase cost of parking to encourage other modes	1



Appendix C: Community Workshop

Two workshops were held on June 7, 2017. The first workshop was held outdoors from 7:30-9:30 a.m. at the Cabbagetown Park, and the second workshop was held in the Trees Atlanta event space from 6:30-9:00 p.m. in Reynoldstown. Over 30 community members attended the workshops. Consultants from the City of Atlanta's Transportation Plan were also at both workshops to discuss the citywide planning process currently in the progress. The workshops were promoted through neighborhood social media channels, to those who took the transportation survey, through neighborhood calendars, and via word of mouth.

Community members were asked to give feedback at several stations at each workshop. Those stations included:

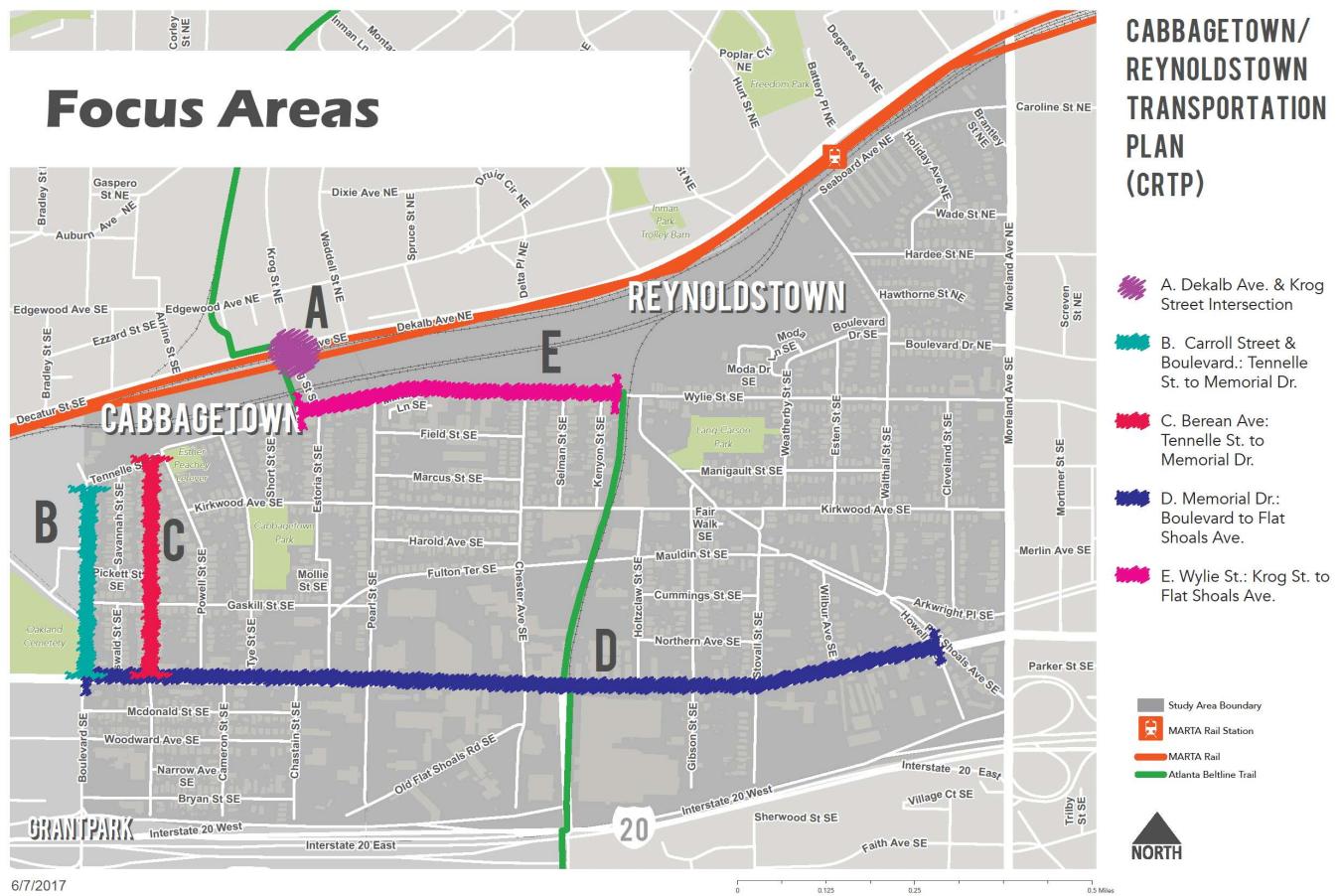
- A. A map of the study area, where stakeholders could post colored dots highlighting their top three transportation priorities and concerns within the study. Respondents were given four colors to choose from to highlight their interest. Green represented pedestrian safety/improvements. Yellow represented bicycle safety/improvement. Blue represented parking concerns, and red represented vehicle speeds.

Figure C1: Prioritization Map



- B. A map of the study area, highlighting five areas that showed up as areas of high concern in the transportation survey conducted in May. The five areas were: Wylie Street, Memorial Drive, Carroll Street, Berean Street, and the intersection of Krog Street and Dekalb Avenue. Respondents were asked to choose their top three areas and explain why they chose each area as a priority area.

Figure C2: Focus Areas



Results of the top five geographic prioritization list showed community members are most concerned about improvements along Memorial Drive and Dekalb Avenue. In the table below, scores were weighted on a point scaling system, where first priority scores were worth three points, second priority were worth two points, and third priority scores were worth one point. Respondents at the community meetings prioritized already planned transportation projects along Memorial Drive and at the intersection of Krog Street and Dekalb Avenue



Table C1: Weighted Priorities

Priority Area	First Priority	Second Priority	Third Priority	Weighted Score
A - Krog St./Dekalb Ave.	5	7	3	32
B - Carroll St.	2	2	3	13
C - Berean St.	0	0	1	1
D - Memorial Dr.	6	6	2	32
E - Wylie St.	3	1	5	16

Table C2 shows the complete list of comments about each of these areas and what people are most concerned about.



Table 2: Prioritized Area Comments

Area A
Because access to beltline on bike; intersection control works and I am excited for traffic **
Because the flow of traffic on Dekalb Ave. is pretty impeded by the lack of turn signals. Perhaps change the middle lane into designated turn only lane both ways.
That crossing will be safe (including pedestrians not being hit by bicyclists)
Traffic nightmare, pedestrian nightmare, bicycle nightmare
I live on Estoria/ Krog St that intersection is the main entry/ exit point to leave the neighborhood. The intersections on both ends of Krog tunnel are trecherous and lengthy. I fear it's only going to get worse especially with more pedestrians
High traffic area with a very poor layout.
I don't feel safe crossing the street here as a pedestrian. There needs to be turning signals so traffic doesn't back up.
The tunnel situation because it takes forever to turn left from Decatur going down Dekalb into Krog tunnel.
This is currently a nightmare to turn into Cabbagetown when going E --> W. Literally one of the biggest barriers to getting home. It backs up. Construction in the past (open man holes, sharp metal covers) looked deadly & folks don't barely even know how to use Dekalb + pedestrians + bikes need to be super careful.
It's one of my points of access from the North, and it's almost impassable at rush hr (left into Krog from Westbound Dekalb)
Needs a better pedestrian + bike infrastructure; bring Krog MARTA Station
The reversible lane is constantly misused, and the congestion of that intersection will only escalate with the beltline.
With increase of traffic flow, the 4-way stop is both inefficient and unsafe for peds and cyclists
Ban left turns! :)
Area B
I have concerns about parking + speed. Losing parking on Carroll St. would affect my street (Savannah). Cars either pile up on Carroll or speed down the street.
The increased traffic has led to increased accidents (2 cars trying to pass + hitting one another or parked cars). I have witnessed SO many accidents.
I love Carroll St. More vehicle traffic will ruin it. Keep it narrow + unfriendly to cars
Because it is not bike friendly + it's easy to get T-boned coming out of Carroll
One lane for 2-way traffic gets frustrating
I hate driving/ biking on this road because it is narrow and way too busy (for some reason) and currently my fix is to just avoid it like the plague.
School bus driver is ignorant to any pedestrian
Area C
Slow down traffic speeds!
Area D
This corridor needs to be more friendly to bike/ ped if the development currently happening is to benefit the community
It's the main corridor for the area and is very unsafe.
Boulevard to Flat Shoals Ave. because I live in T-Town, to get to work I have to cross Memorial on my bike and it can be tricky (road is wide, cars are fast). It is very relevant to my transportation
Lots of people live very close to Memorial, and as businesses develop there more of us will walk along and across it. We need sidewalks and crossings
Big change coming to businesses with lots more pedestrians. Street needs to adapt to reduce car speeds to provide better pedestrian infrastructure
I live in T-Town and the speeding cars avoiding traffic cut down our street & it is not safe or easy for me to cross over to Cabbagetown as a pedestrian.
It is unsafe for peds and cyclists
Traffic confusion over the 'suicide' lanes, sync traffic signals and provide left turn signal to Bill Woody
Because biking is a bit risky. More specifically Memorial @ Bill Kennedy the turn signal situation in car or on bike is pretty nervewrecking. Multiple almost head-on collisions have almost been had.
Difficult to cross safely for pedestrians
Safety turning onto Memorial/ traffic
People don't know which way to go
Bicycle safety on Memorial + Dekalb + Memorial because I bike!
I drive from Hill St to Estoria on Memorial 5 days a week and it's pretty much a nightmare lately. My 5 minute drive is more like 20 now. It's painful and apparently only going to get worse. It's all a cluster because of the intersection of Boulevard.
Area E
It is unsafe for peds and cyclists
Bike lanes on Wylie (further South) because it's a narrow road and most times it's hard to share the road
Traffic getting through tunnel
I live on Estoria/ Krog St that intersection is the main entry/ exit point to leave the neighbourhood. The intersections on both ends of Krog tunnel are trecherous and lengthy. I fear it's only going to get worse especially with more pedestrians
Lots of potential conflict between speeding cars, peds and bikes.
I've noticed cars FLY down this street. It's more dangerous now that it's more narrow. I'm worried this will get worse as the beltline continues.
Cars travel too quickly, so any turn left toward the tunnel is hazardous
Heavy traffic, but lanes are very narrow lanes!
It is congested in parts, especially at Krog St. The street parking as become difficult and the beltline has intruded and make the street even harder to navigate.



A few other comments were left, for those who wanted to add more detail about specific areas besides the five listed. Those included comments shown in Table C3.

Table C3: Additional Comments

<u>Other Comments:</u>
My second priority is slowing down drivers and claming them down because it will make everyone safer and maybe happier
My third priority is Woodward bike route because having a working bike route into Grant Park and downtown and maybe East into the beltline(?) would build community for T-Town
Reynoldstown has been asking for improved access to the MARTA station - including making it ADA compliant for over a decade. It's been a constant request. Also either make the stairs bike friendly with Runnels (many cyclists access the station at the end of Walthall & have to carry their bikes) Also, speeds on Wylie are an issue all the way to Moreland. There is also a lot of Stop Sign running and hitting parked cars. Thanks!

C. Open feedback boards asking stakeholders for more detail on the top three topics that were highlighted in the neighborhood survey. These topics included: Beltline extension, increased traffic, and pedestrian safety. Participants were asked what pedestrian safety looked like to them, what comes to mind when they hear Beltline extension, and what increased traffic means to them. The tables below include a summary of the comments by theme; the count column represents how many times the ideas were repeated or how many times respondents wrote +1 next to specific comments.

Table C4: Pedestrian Safety Comments

What does pedestrian safety look like to you?	Count
Complete sidewalks (without missing water meter covers)	4
Slower driver speeds	3
Bike/ped prioritization at intersections	2
Fewer lanes and wider sidewalks	2
Separation between road and sidewalk (ie Beltline trees along Wylie)	2
Wide and complete sidewalk the length of Memorial	2
Enforcement to prevent vehicles from intimidating pedestrians and cyclists	2
Blocks without sidewalks	1
More one way streets	1
Faster cycling of signal timing at lights (Boulevard at Memorial)	1
Good road striping	1
Eastern gate at Oakland Cemetery to get pedestrians and bikes off Memorial	1
Pedestrian beacon between T-Town and Cabbagetown	1
Ample reminders that pedestrians are present	1
Speed table at Beltline crossing	1
More crossing/pedestrian lights	1



Table C5: Increased Traffic Comments

How does increased traffic affect you?	Count
Pedestrian safety - makes walking on sidewalks less fun - people don't pay attention at stop signs	6
More time wasted in car	5
Cars avoiding long intersection waits speed down my one-way street	2
Speeding	2
Increases my stress and decreases my quality of life	2
More Amazon orders instead of local shopping	1
Street parking	1
High blood pressure	1
More noise+pollution makes walking unpleasant	1
Front porch frustration/isolation due to congestion	1
It doesn't, because I bike everywhere	1
More accidents on my street (Carroll) plus having to listen to angry drivers honk and be rude	1
Makes it difficult to drive anywhere so I bike whenever possible	1
Makes me drive less and take Uber more	1

Table C6: Beltline Comments

When you hear "Beltline Extension" what comes to mind?	Count
Higher property taxes	5
More connected neighborhoods	4
Smiles/energy/awesome	3
Increased foot traffic	3
How long will this take?	3
Congestion/limited/unauthorized street parking	3
Better bike commute	3
More opportunity to get by without driving	2
More gentrification/unequitable	2
More fun restaurants, fun parks, more Sunday cruising	2
Designated bike/walk path - less worrying about motorized vehicles and injury	2
Charge for parking	2
streetcar	1
More people discovering that biking is a great way to get places	1
Less road traffic	1
Krog tunnel filled w/ pedestrians, bikes, strollers, cars - busy!	1
4-way pedestrian scramble	1



- D. An open feedback board asking participants to list their top dream transportation projects if they were not limited in any way. Participants were encouraged to write down anything that came to mind, assuming they had unlimited funding, complete community backing, and political power to make projects happen.

Table C7: Dream Transportation Project

Dream Transportation Project	Count
Designated bike lane on Moreland Ave.	5
Krog St. MARTA station	4
MARTA train/bus comprehensive network	4
Bike/ped only pathways across interstates, under elevated things, and under bridges	2
Bike/ped only addition to cross the railroad next to Dekalb that isn't Krog. At least one more way to cross the railroad in Cabbagetown and Reynoldships	3
Memorial Drive road diet including bike lanes	2
MARTA to Cobb Co.	1
Reconnect Grant Park/Reynoldstown by capping I-20	1
Hi-speed moving sidewalks	1
Light rail down Memorial	1
More one-way streets	1
Underground subway development to enable auto-less transportation	1
Memorial Drive a boulevard w/ wide tree-lined sidewalks and islands	1
More carpooling - stop riding alone	1
More density through transit oriented developments	1
Bigger bike lanes	1
Most affordable transit	1
Fewer one-way streets	1
Ped-bike bridge to Kroger	1

- E. A handout with information on parking strategies, as parking is a top concern for some members of the community who live or own a business on specific streets in the study area.

