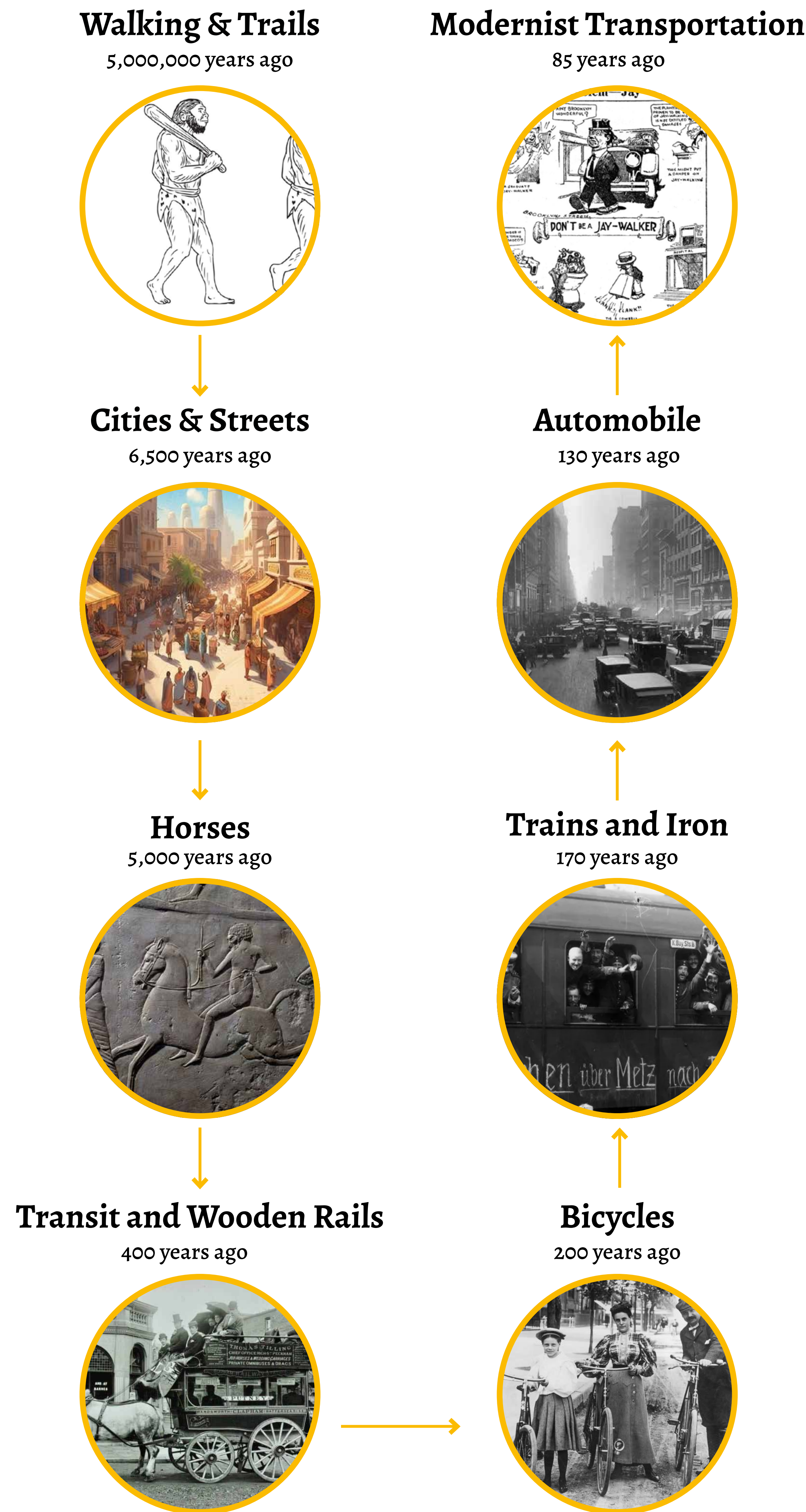


# MULTIMODAL STREETS

## Streets for People

The Stitch will redesign and improve key streets that intersect with the project site and reconfigure Downtown. We will leverage this opportunity to re-establish key connections, invigorate the public realm, and provide opportunities for connectivity for all modes of transportation.

### How have streets changed over time?



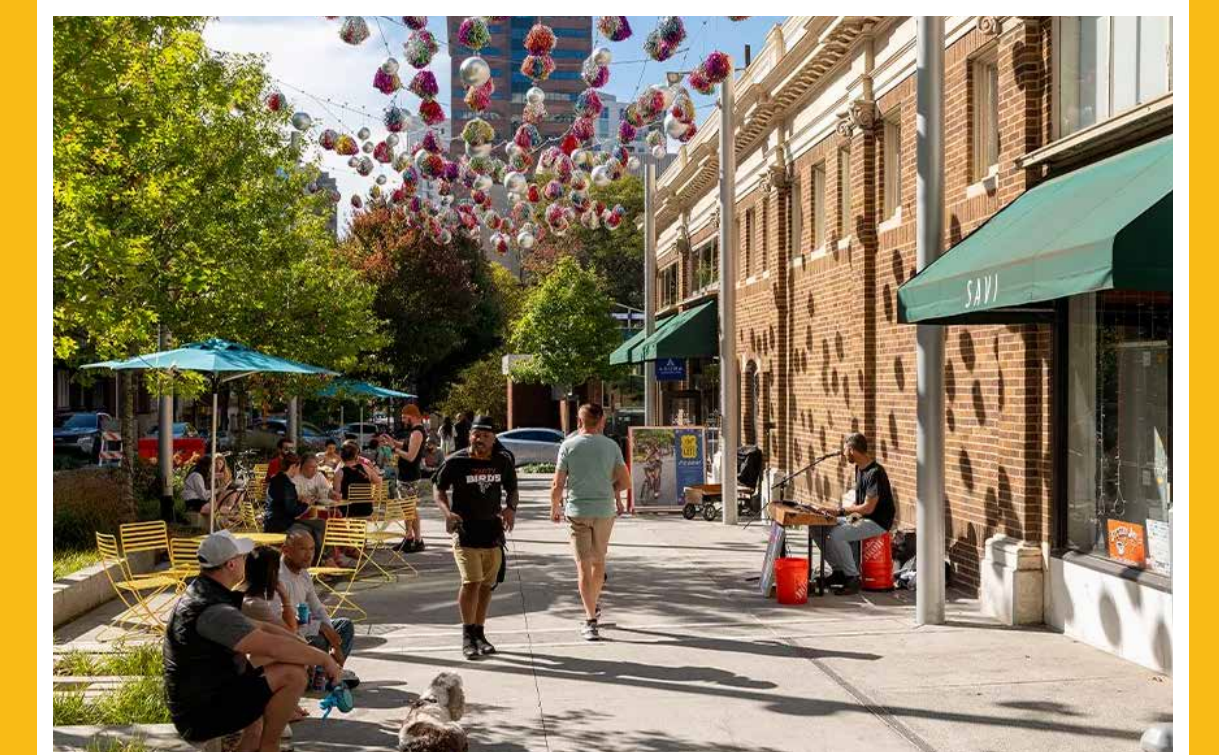
**Our Streets Today:**  
Reward Long Trips  
Automobile Focus  
Speed is Important  
Place Doesn't Matter  
Congestion is Bad  
Single Land Uses  
Dendritic Street Hierarchy  
Individually Appealing



### What can our streets be instead?



### Where are some street improvements around Atlanta?



Commercial Row Commons, Midtown  
Photo Credit: Midtown Alliance



Spring Street, Midtown  
Photo Credit: Midtown Alliance



Courtland Street Sidewalk, Downtown  
Photo Credit: ADID



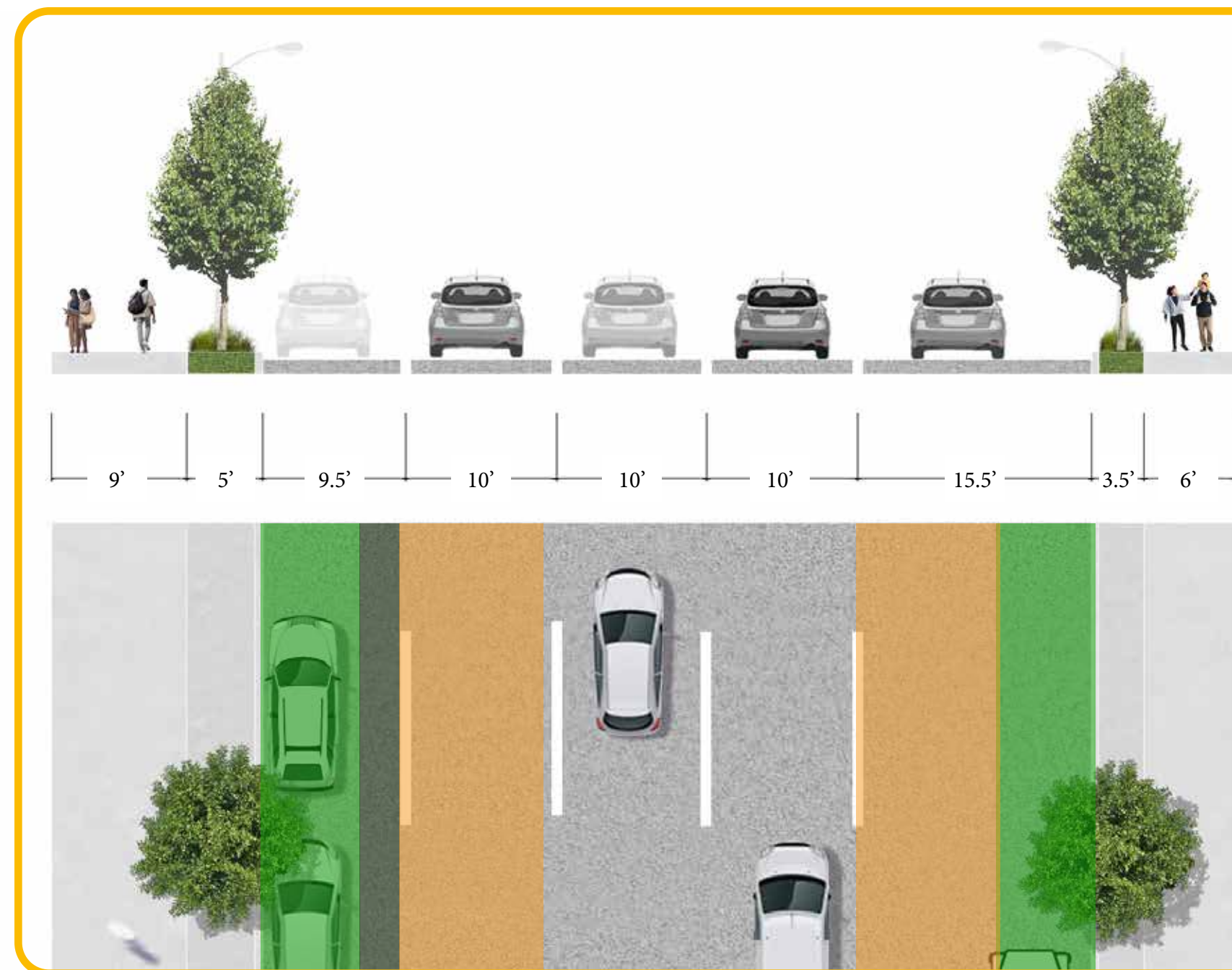
MLK Jr. Drive Cycle Track, Downtown  
Photo Credit: ADID

# MULTIMODAL STREETS

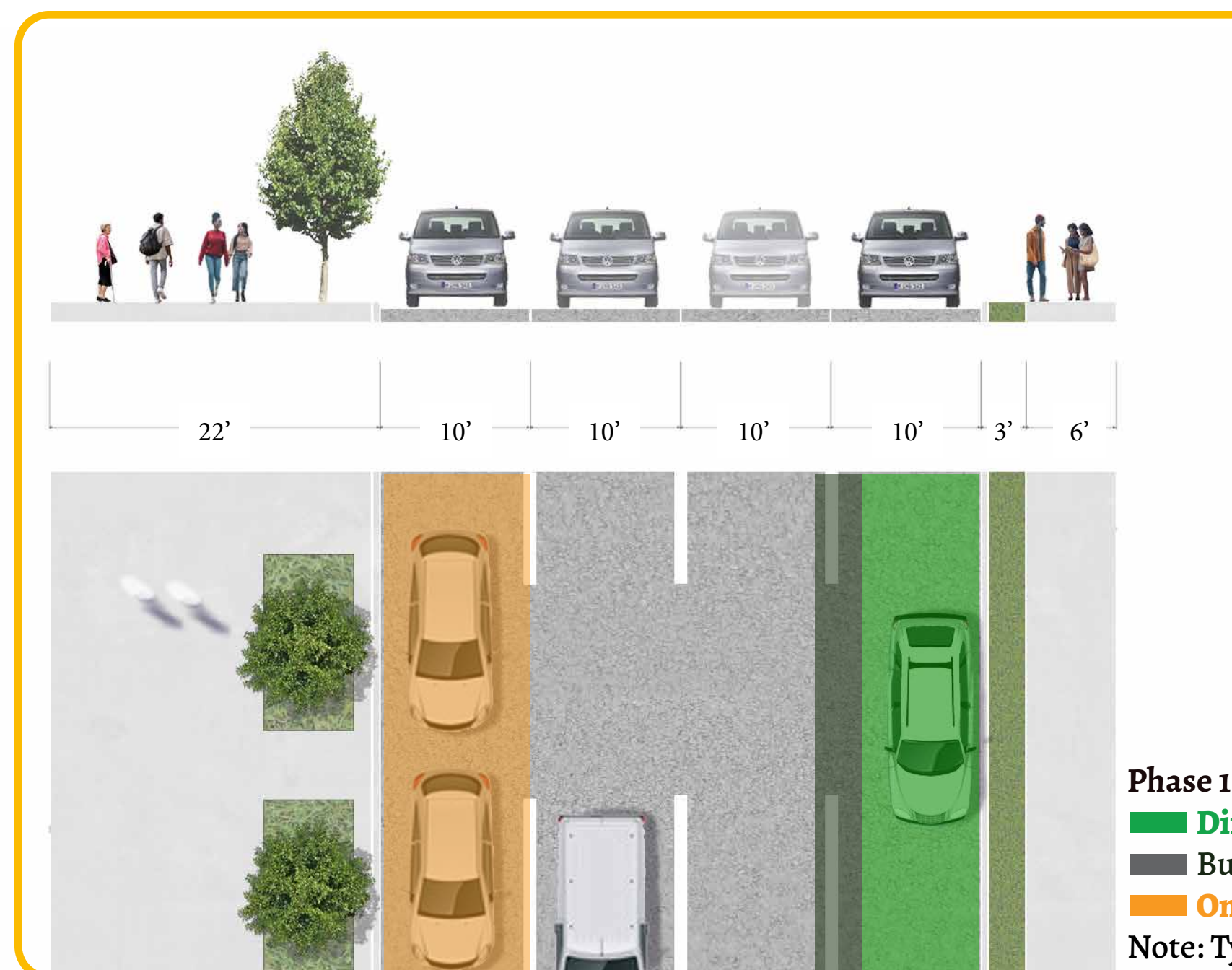
## Key Multimodal Corridors

The Stitch will redesign and improve key streets that intersect with the project site and reconfigure Downtown. We will leverage this opportunity to re-establish key connections, invigorate the public realm, and provide opportunities for connectivity for all modes of transportation.

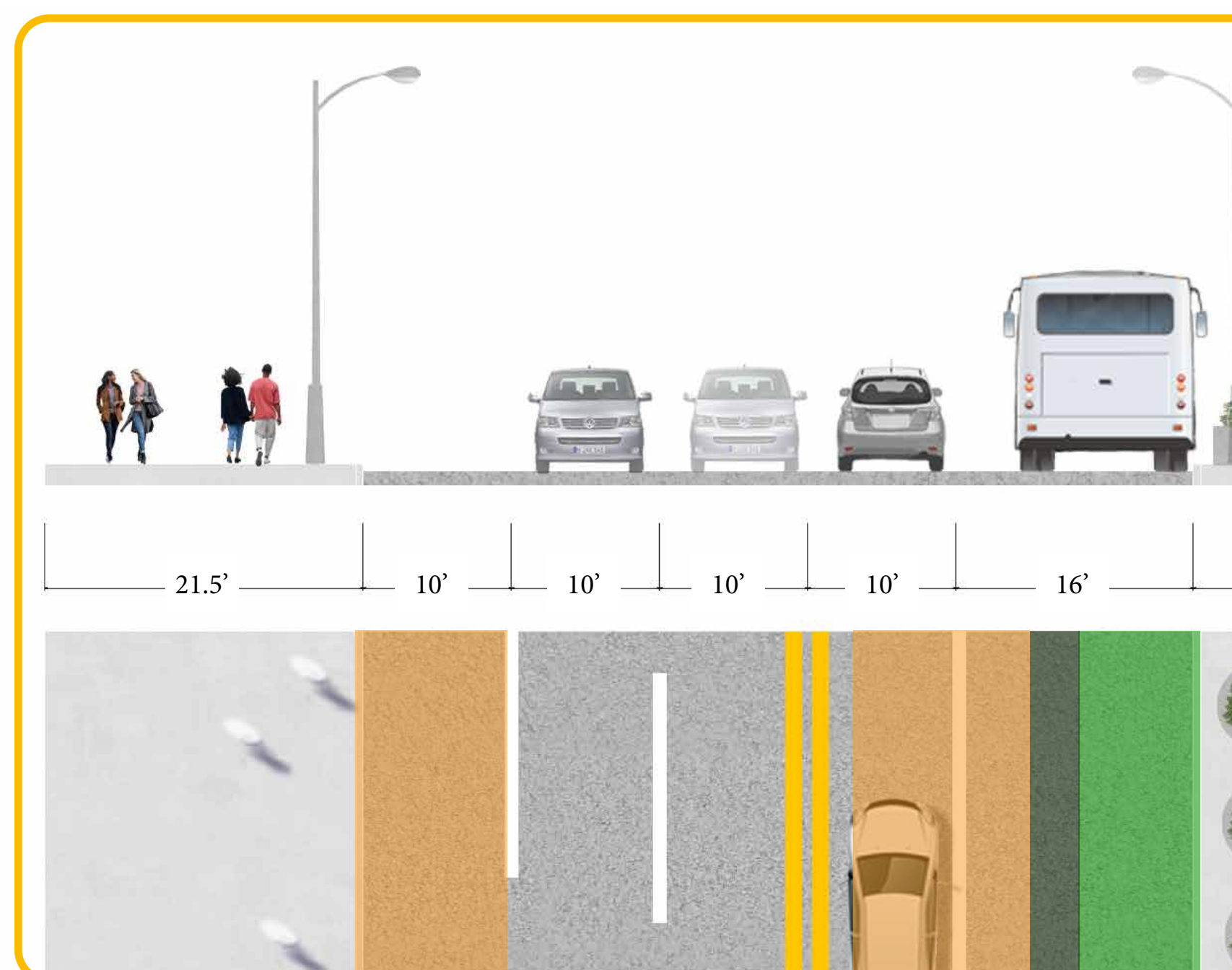
### Phase 1 Street Sections



Section 1: Piedmont Street



Section 2: Courtland Street



Section 3: West Peachtree Street

#### Existing:

- One-way, high-speed street.
- In process of implementing a protected, directional bike lane; reducing roadway to 2 northbound vehicle lanes and on-street parking

#### Phase 1:

Lane reduction to allow for protected bike lane, sidewalk repair, streetscaping and green infrastructure as funding allows.

#### Vision:

For the vision exercise we want to know your preference on improvements. **Grab a sticker and place it next to your preferred improvements on the next board!**

#### Existing:

- One-way, high-speed street.
- In process of implementing a protected, directional bike lane and creating a dedicated bus lane.
- Courtland Street exit has one crash a WEEK.

#### Phase 1:

Lane reduction to allow for protected bike lane, sidewalk repair, streetscaping and green infrastructure as funding allows.

#### Vision:

For the vision exercise we want to know your preference on improvements. **Grab a sticker and place it next to your preferred improvements on the next board!**

#### Existing:

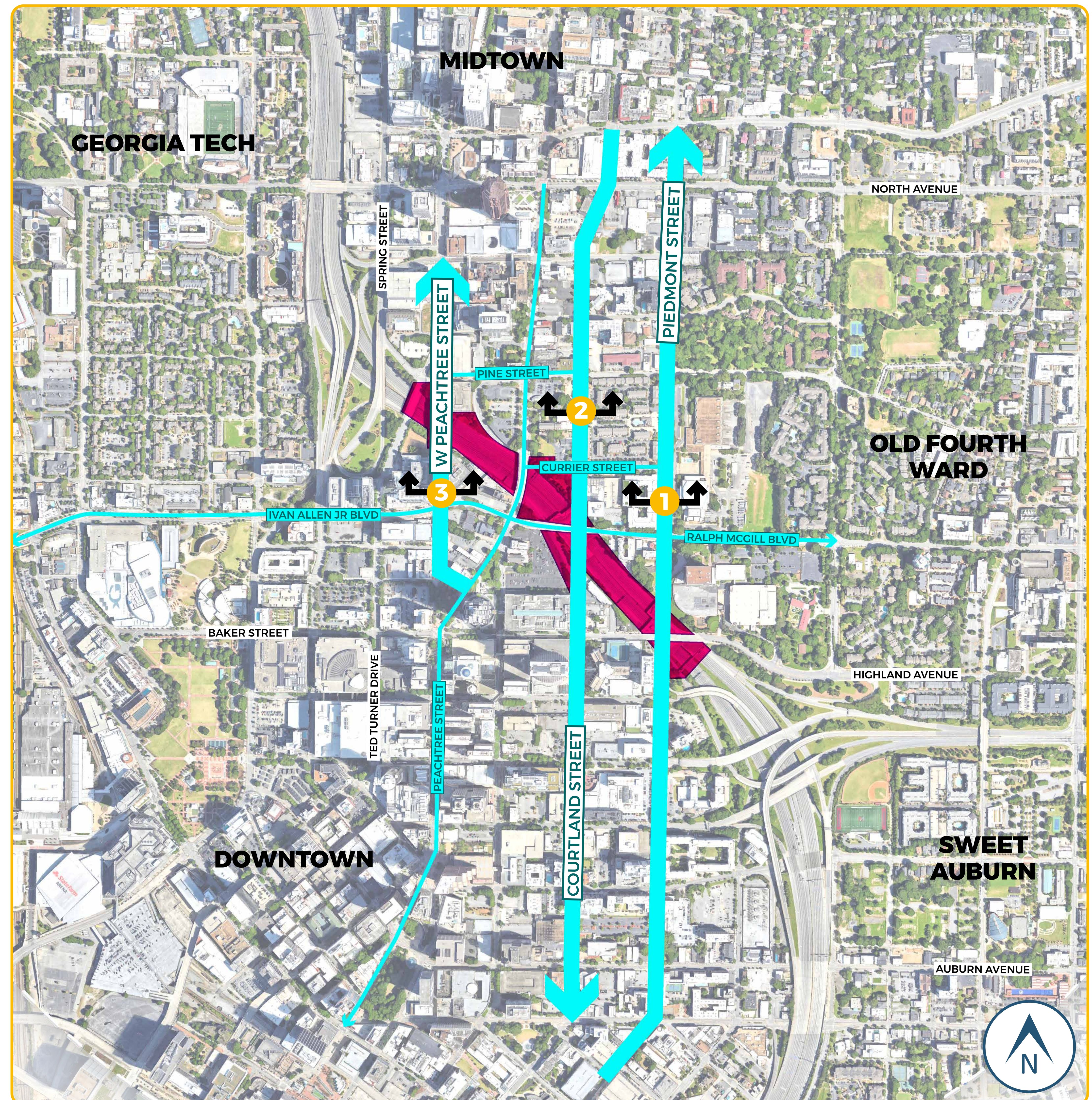
- One-way and two-way street blocks (legibility is an issue).
- Major transit gateway (first impression).

#### Phase 1:

Lane reduction to allow for protected bike lane from Linden to Ivan Allen (possibly to Peachtree St.), bicycle signals, resurfacing, sidewalk repair, streetscaping, and green infrastructure as funding allows.

#### Vision:

For the vision exercise we want to know your preference on improvements. **Grab a sticker and place it next to your preferred improvements on the next board!**

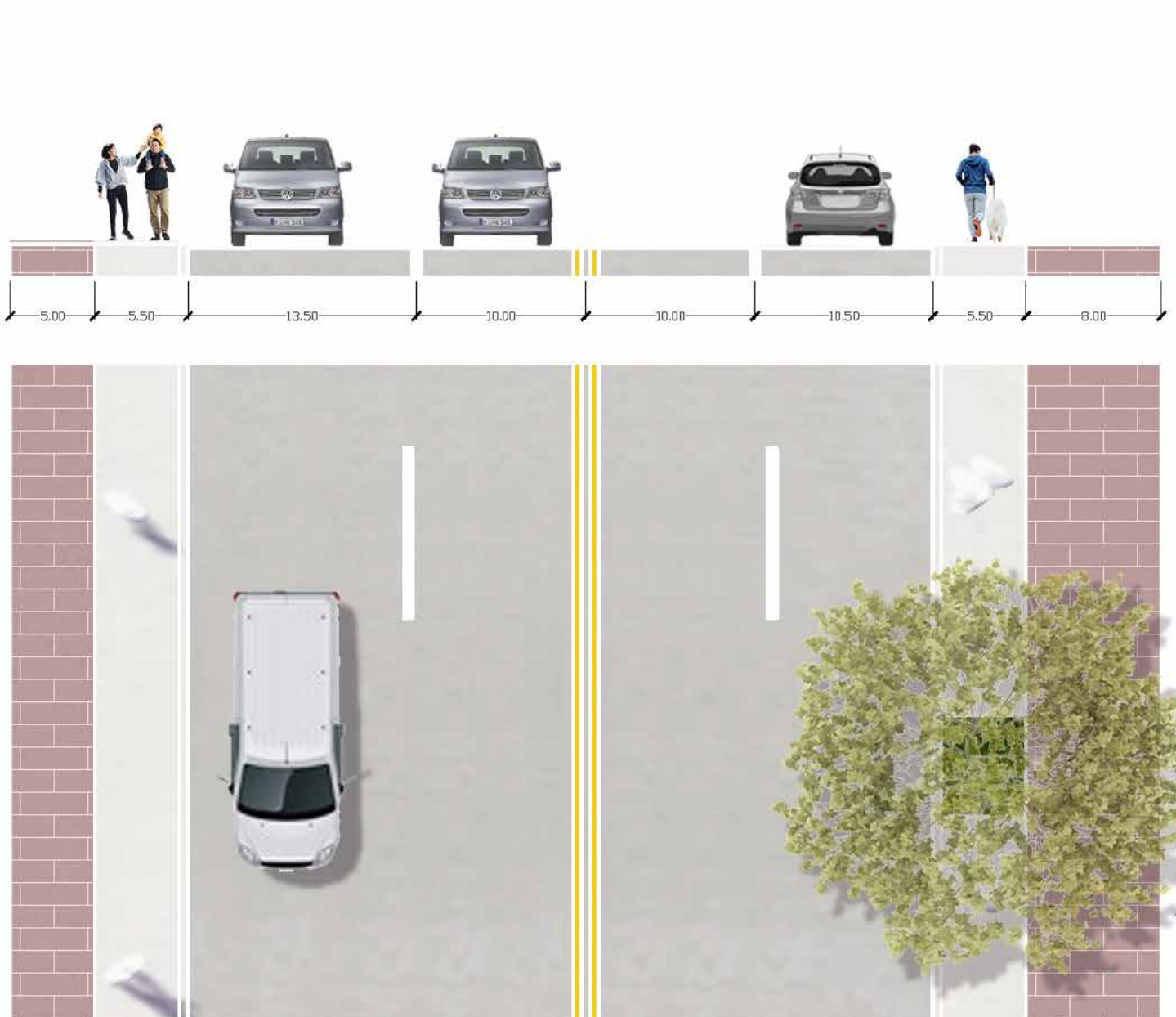


# MULTIMODAL STREETS

## Key Multimodal Corridors

The Stitch will redesign and improve key streets that intersect with the project site and reconfigure downtown. We will leverage this opportunity to reestablish key connections, invigorate the public realm, and provide opportunities for connectivity for all modes of transportation.

### Phase 1 Street Sections



Note:  
Typical  
section  
facing East.

**Existing:**

- Two-way, high-speed street.
- Peachtree Shared Space Illustrative Concept Report

**Phase 1:**

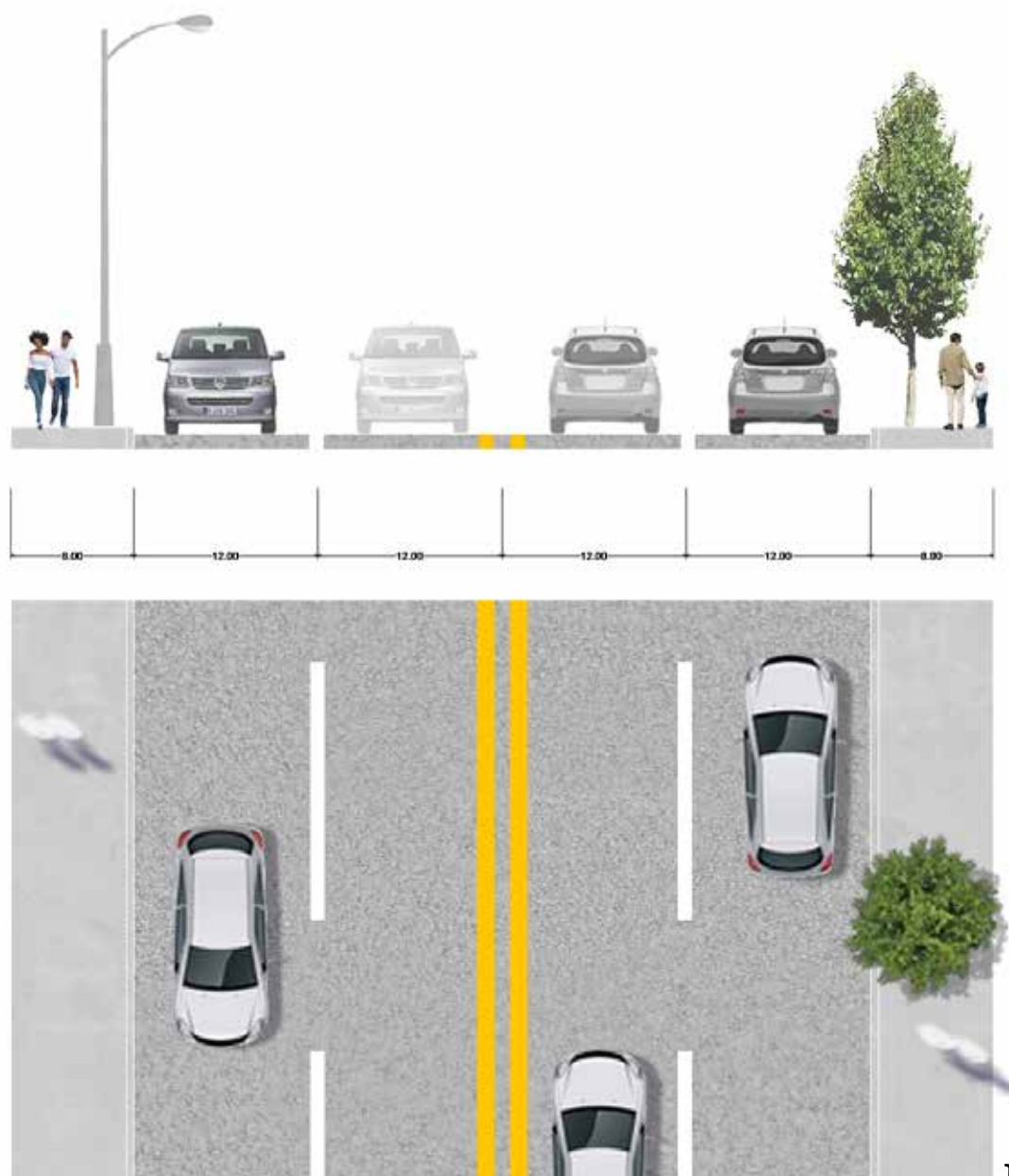
**Baker Street to North Avenue:** Lane reduction to allow for left turn lanes and widened sidewalks, bike lanes, or protected bike lanes. Project includes resurfacing, sidewalk repair, streetscaping, and green infrastructure as funding allows.

**Baker Street to Decatur Street:** Base scope includes sidewalk repair, resurfacing, streetscaping, traffic calming, and pedestrian crossing improvements. May include lane reduction, ped-scaled lighting, signal upgrades, green infrastructure, and smart infrastructure as funding allows.

**Vision:**

For the vision exercise we want to know your preference on improvements. **Grab a sticker and place it next to your preferred improvements on the next board!**

#### Section 4: Peachtree Street



Note: Typical section facing East.

**Existing:**

- Only MAJOR east-west connection through the study area.
- High crash rates at Williams Street exit ramp and Peachtree Street intersections.

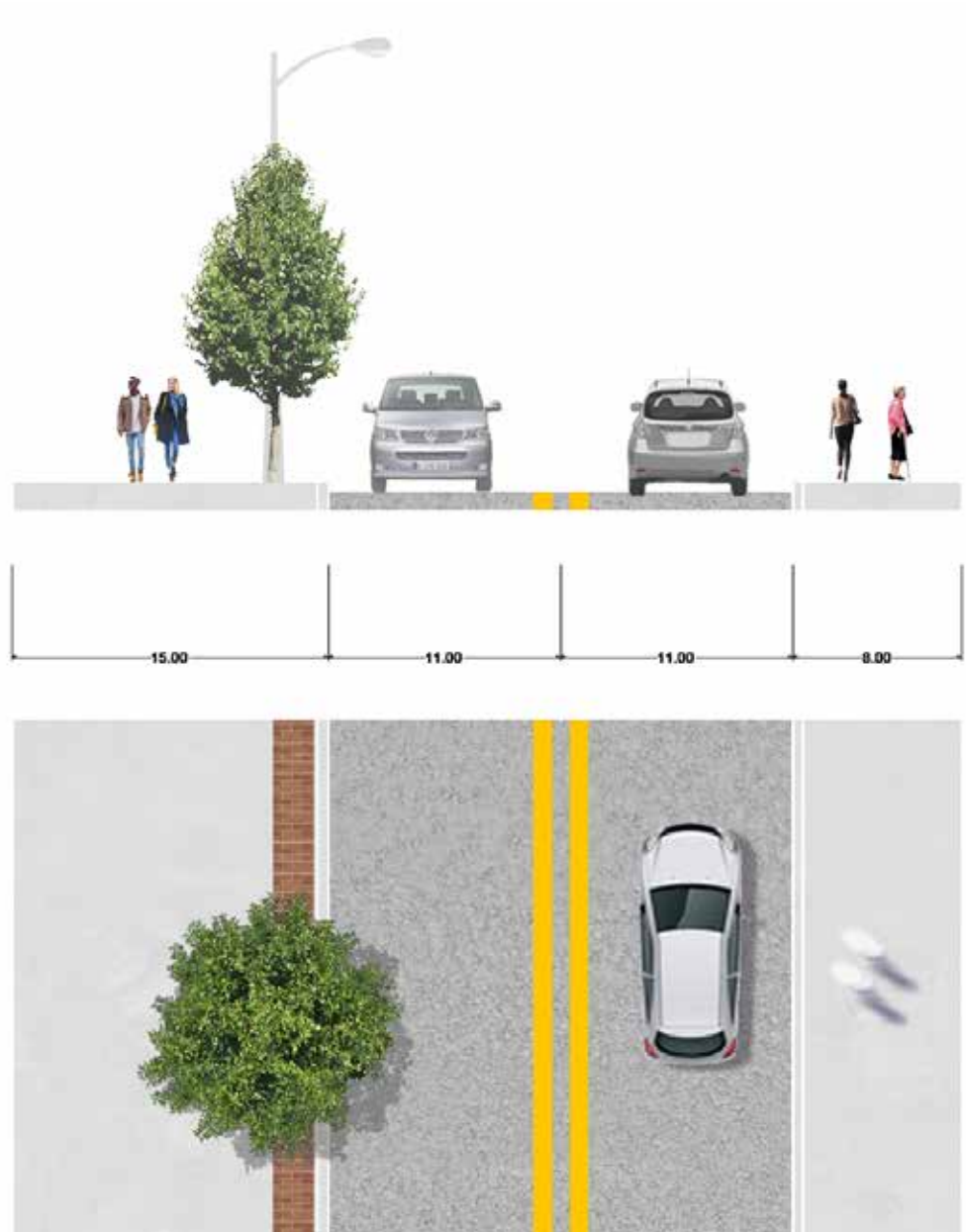
**Phase 1:**

Lane reduction to allow for protected bike lane, bicycle signals (if required), resurfacing, sidewalk repair, streetscaping, and green infrastructure as funding allows.

**Vision:**

For the vision exercise we want to know your preference on improvements. **Grab a sticker and place it next to your preferred improvements on the next board!**

#### Section 5: Ivan Allen Jr. Boulevard



Note: Typical section facing West.

**Existing:**

- One-way and two-way street blocks (legibility is an issue).
- High crash rate at Peachtree and Pine.

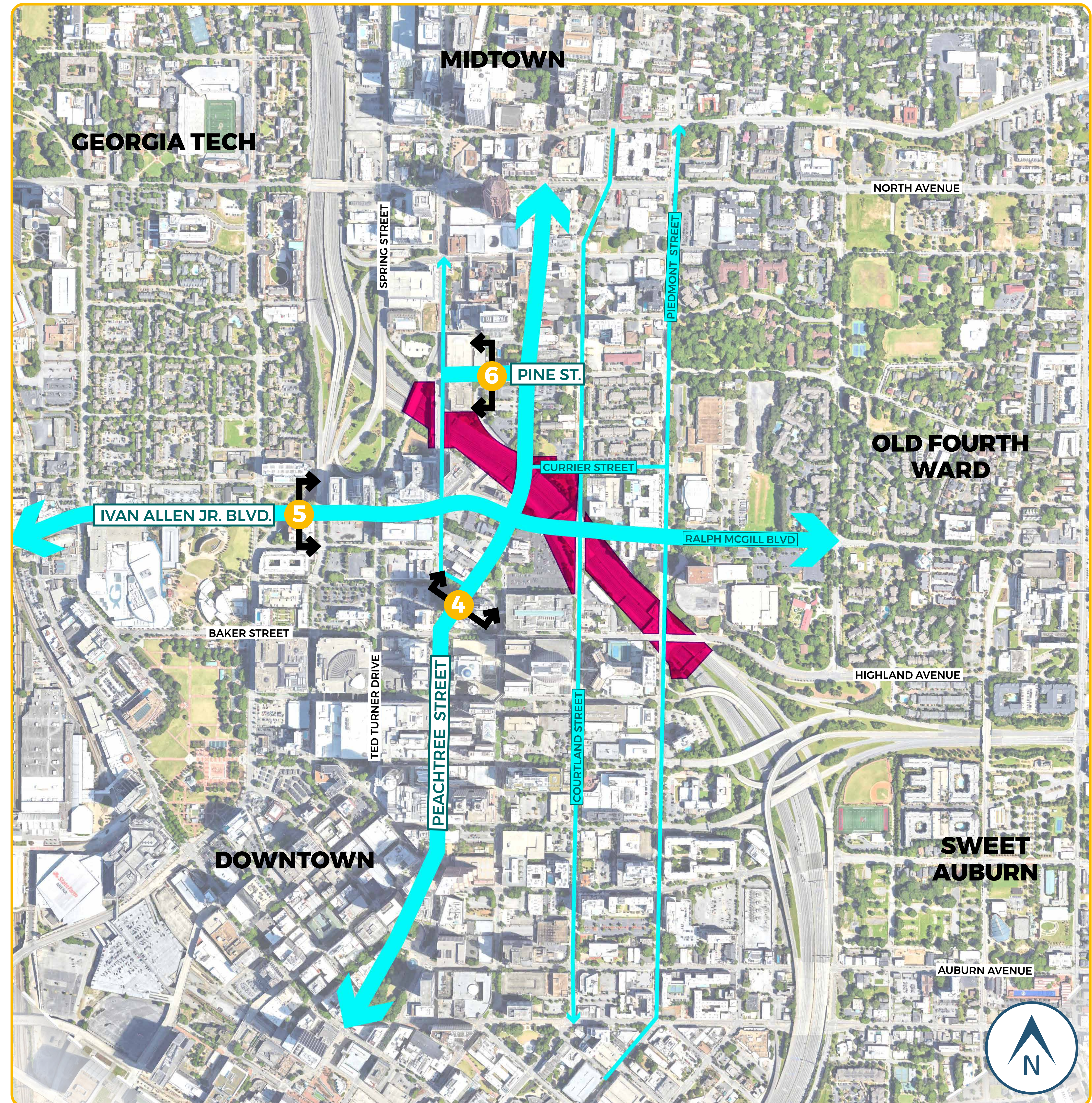
**Phase 1:**

Two-way conversion, resurfacing, signal reconfiguration, sidewalk repair, streetscaping and green infrastructure as funding allows.

**Vision:**

For the vision exercise we want to know your preference on improvements. **Grab a sticker and place it next to your preferred improvements on the next board!**

#### Section 6: Pine Street



# MULTIMODAL STREETS

## BIG MOVES WE'RE CONSIDERING

The below three big moves are being considered for the final Vision.

### Restore Streets to Two-Way

Historically, all **city streets were two-way streets** to facilitate exchange and access. The introduction of the Downtown Connector coincided with the conversion of many two-way streets to one-way. This was an effort to **facilitate vehicles moving into and out of the city as quickly as possible**. The vehicle metric used to facilitate these conversions relied on keeping the vehicle in **constant motion** with minimal delay. The metrics that were used include: Level of Service, Trip Delay, Travel Time, Access Management, etc. These **vehicle-oriented metrics** were **directly opposed to city building** metrics (access, exchange, etc.). This plays out within many downtowns across North America, including Downtown Atlanta. **Restoring streets to two-way** will allow for the opportunity to redesign the streets to balance non-vehicular modes and **restore the streets' functions to facilitate exchange and access**.

#### Advantages of Two-Way Streets:

- Slower Speeds
- Wayfinding
- Legibility
- Flexibility
- Redundancy
- Resiliency
- Shorter Vehicle Trips
- Reduced Emissions
- Improved Access

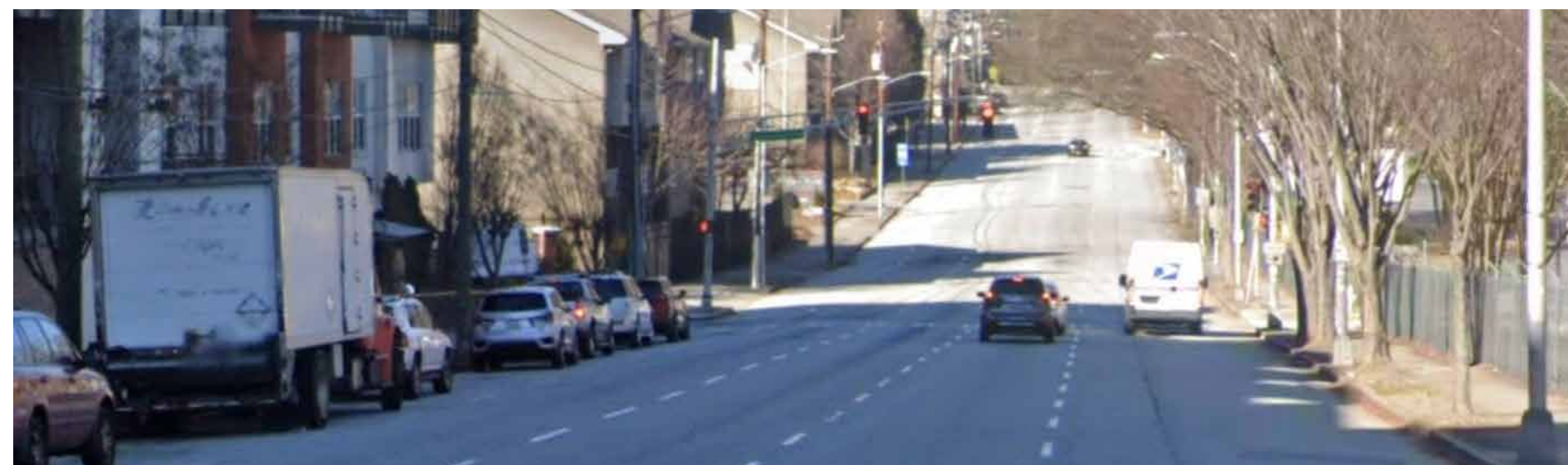
#### Example Cities:

- South Bend, IN
- Ann Arbor, MI
- Chattanooga, TN
- Oklahoma City, NE

### Courtland Street: 25 MPH



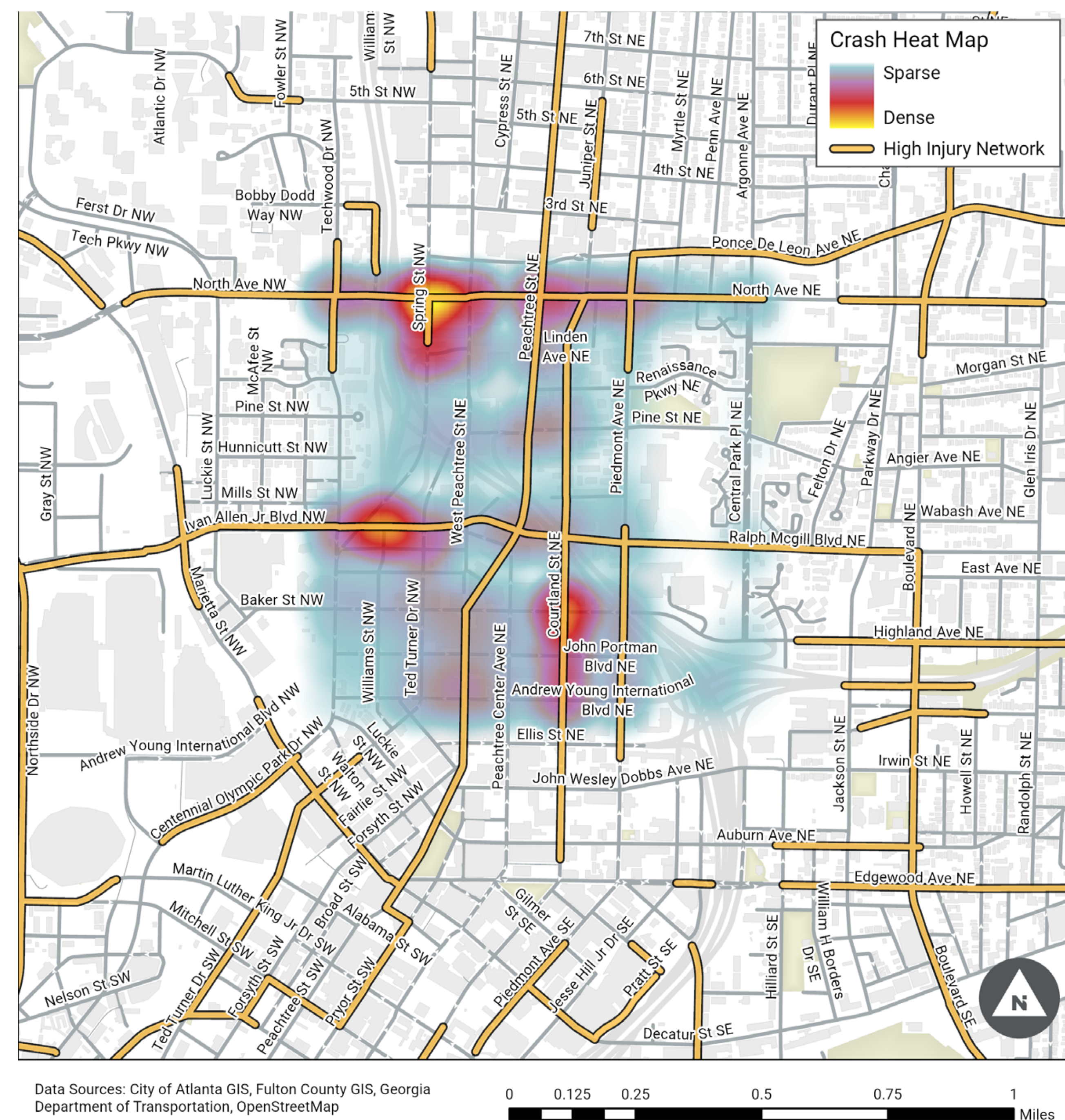
### Piedmont Avenue: 35 MPH



### Remove Access Ramps

**Safety for all modes** is an important indicator of city health. It provides a baseline into how mobility and access with the public realm is functioning, and highlights mobility trends. **Crash data** was pulled from the immediate Stitch area (0.5 miles) for the five most recent complete years of data available, 2018-2022. In addition, the City of Atlanta also recently completed its first Vision Zero Action Plan. This Plan included identification of a **High Injury Network (HIN)**. A HIN identifies stretches of roadways and intersections where there is a history of crashes resulting in fatal or serious injuries.

**Highway access ramps** (or intersections immediately adjacent to access ramps) at William Street and Ivan Allen Jr. Boulevard, North Avenue and Spring Street, and Courtland Street and Baker Street have the **most crashes within the study area**, contributing to 19% of all crashes. The **removal of the Pine Street and Courtland Street ramps**, along with the **reconfiguration of the Williams Street ramps** would allow for new development to front the park and remove barriers to accessing the park. Careful consideration will need to be given to the adjacent ramps, such as Linden Avenue and John Wesley Dobbs Avenue, to make sure the problem of crashes and vehicle capacity doesn't negatively impact these exits.



### Re-establish Historic Street Connections

Extending the benefits of the Stitch beyond the physical limits of the project will require **connections that link the Stitch** to nearby neighborhoods and attractions. Improving connectivity and accessibility requires an understanding of both the **physical connections** and the **quality of those connections**. Connections and linkages include a variety of typologies and can be streets, sidewalks, paths (pedestrian or bicycle), or even alleys. To succeed, connections need to be reasonably direct and provide a pleasant, visually interesting, safe, and comfortable experience for users.

The network of streets within the Stitch study area has evolved over time. Before the construction of the Downtown Connector, the street grid was a connected network. While the original streets in the area did not follow a regular grid, especially east-west streets, the grid connected the city with blocks at a walkable scale. **Re-establishing historic streets** such as Alexander, Simpson, Pine, and Currier would improve circulation for all modes, reduce the size of superblocks, and create opportunities for redevelopment.

