Kimley»Horn

Turner Field Stadium Neighborhoods LCI –Transportation and Connectivity Analysis

Kimley-Horn researched and reviewed existing documentation from pertinent agencies and groups for programmed, planned, and aspirational projects from Connect Atlanta, ARC's The Region's Plan (formerly Plan2040), Cycle Atlanta, and the Atlanta BeltLine Strategic Implementation Plan and Streetcar System Plan. Consideration was given at the regional, LCI, and neighborhood level for alignment to existing plans.

Existing conditions and traffic patterns were observed and reviewed relative to bus routes, transit ridership, sidewalks, bicycle routes, block dimensions and perimeter sizes, system connectivity and accessibility, link level of service (LOS), crash rate history, and signal locations. Transportation system connectivity was analyzed at a high-level and recommendations are provided in the supplemental exhibits and recommendations list for specific connections and reconfigurations, especially for connecting the transit and bicyclist/pedestrian networks.

Existing and proposed roadway capacity in the study area was analyzed by calculating link LOS from GDOT Traffic Counts in Georgia historical count data in the LCI study area. Based on the standards set by Florida DOT tables for Generalized Annual Average Daily Volumes for Urbanized Areas, existing lane and roadway configurations, and AADT as reported by GDOT, the link LOS was determined for the applicable roadways within the LCI study area.

From the high-level link LOS analysis, Kimley-Horn recommends that Capitol Avenue/Hank Aaron Drive remain a four lane roadway with two lanes in the northbound and southbound directions, respectively. For the section of Capitol Avenue north of Georgia Avenue and south of Fulton Street, the 2012 highest average peak-hour traffic is reported as 1,104 vehicles (total of northbound and southbound volumes). For the section of Hank Aaron Drive south of Atlanta Street and north of Haygood Avenue, the 2014 highest average peak-hour traffic is reported as 1,009 vehicles (total of northbound and southbound volumes). These volumes have likely increased based on the growth in the region that has increased traffic volumes over the past few years. Using the baseline of 800 vehicles per hour per lane as a threshold, and an assumed increase in the traffic volumes since 2012 and 2014 respectively, it is recommended that four lanes, two lanes in each direction, should remain to maintain the existing LOS for the segment.

Year	Month	Direction	Location
2012	February	All	Hank Aaron Drive south of Fulton Street

Time	Mon Feb 13	Tue Feb 14	Wed Feb 15	Total	Avg	Pct	Graphic
Total	3394	11828	7406	22628	11314		
AADT		11288			10802		
12:00 AM		106	84	190	95	0.84	
1:00 AM		50	68	118	59	0.52	
2:00 AM		50	44	94	47	0.42	
3:00 AM		42	52	94	47	0.42	
4:00 AM		36	54	90	45	0.4	
5:00 AM		84	90	174	87	0.77	
6:00 AM		222	250	472	236	2.09	
7:00 AM		726	748	1474	737	6.51	
8:00 AM		1142	1066	2208	1104	9.76	

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9:00 AM		792	734	1526	763	6.74	
10:00 AM		694	616	1310	655	5.79	
11:00 AM		568	718	1286	643	5.68	
12:00 PM		664	652	1316	658	5.82	
1:00 PM		778	792	1570	785	6.94	
2:00 PM		866	722	1588	794	7.02	
3:00 PM		810	716	1526	763	6.74	
4:00 PM	714	750		1464	732	6.47	
5:00 PM	736	784		1520	760	6.72	
6:00 PM	574	672		1246	623	5.51	
7:00 PM	484	682		1166	583	5.15	
8:00 PM	270	378		648	324	2.86	
9:00 PM	252	262		514	257	2.27	
10:00 PM	214	492		706	353	3.12	
11:00 PM	150	178		328	164	1.45	

Year	**Month**	**Direction**	**Location**
2014	January	All	Hank Aaron Drive north of Haygood Avenue

Time	**Wed Apr 16**	**Thu Apr 17**	**Fri Apr 18**	**Total**	**Avg**	**Pct**	**Graphic**
Total	6880	7084	64	14028	7014		
AADT		6451			6406		
12:00 AM		62	64	126	63	0.9	
1:00 AM	36	36		72	36	0.51	
2:00 AM	20	30		50	25	0.36	
3:00 AM	14	14		28	14	0.2	
4:00 AM	32	14		46	23	0.33	
5:00 AM	58	74		132	66	0.94	
6:00 AM	182	174		356	178	2.54	
7:00 AM	874	882		1756	878	12.52	
8:00 AM	1014	1004		2018	1009	14.39	
9:00 AM	596	466		1062	531	7.57	
10:00 AM	286	260		546	273	3.89	
11:00 AM	256	284		540	270	3.85	
12:00 PM	270	300		570	285	4.06	
1:00 PM	298	330		628	314	4.48	
2:00 PM	382	322		704	352	5.02	
3:00 PM	376	466		842	421	6	
4:00 PM	442	536		978	489	6.97	
5:00 PM	468	506		974	487	6.94	
6:00 PM	354	354		708	354	5.05	
7:00 PM	280	294		574	287	4.09	
8:00 PM	212	240		452	226	3.22	
9:00 PM	164	202		366	183	2.61	

10:00 PM	158	138		296	148	2.11	
11:00 PM	108	96		204	102	1.45	

Further analysis should be conducted as part of the DRI traffic study for the Carter/GSU development, once a development plan is determined. The land uses and projected growth as a result of the development will likely impact the current operations in the LCI study area, requiring analysis at the intersection level of detail.

Kimley-Horn performed a high-level review of LCI study area intersections considering existing and future traffic and the feasibility of lane reconfigurations, two-way conversions, and other operational improvements. The following intersections were studied, with recommendations made in the recommendations matrix:

1. Hank Aaron Drive at Pollard Blvd, Fulton Street, Georgia Ave, Ormond Street, Atlanta Ave, Haygood Ave, and Milton Ave
2. Georgia Avenue at Fraser Street, Martin Street, Connally Street, Hill Street, Grant Street, and Cherokee Ave
3. Fulton Street at Windsor Street, Cooper Street, Formwalt Street, and Pryor Street
4. Atlanta Ave at Martin Street and Hill Street
5. Pryor Street and Glenn Street and RD Abernathy Blvd

The following streets were considered at a high-level for one-way to two-way conversion, with recommendations outlined in the recommendations matrix:

1. Atlanta Avenue
2. Central Avenue
3. Crew Street
4. Fraser Street
5. Grant Street
6. Hill Street
7. Ormond Street
8. Pryor Street
9. Grant Terrace Street
10. Ami Street

The following streets were considered at a high-level for typical lane reconfigurations. Road capacity was studied to determine whether or not lanes need to be added or removed with recommendations outlined in the recommendations matrix:

1. Capitol Avenue/Hank Aaron Drive
2. Georgia Avenue
3. McDaniel Street
4. Wells Street/Fulton Street

The recommendations matrix and maps in Chapter 4 provide insight into how the incorporation of roadway, transit, and bicyclist/pedestrian improvements work together to reduce transportation demand, increase safety and security, and increase connectivity across all modes.

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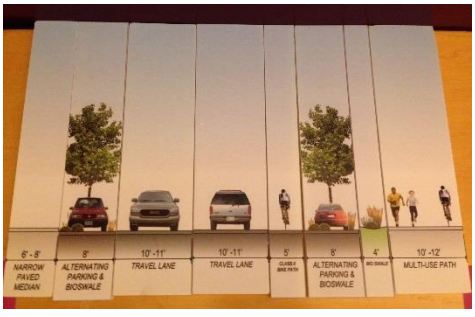
Turner Field LCI – Public Feedback

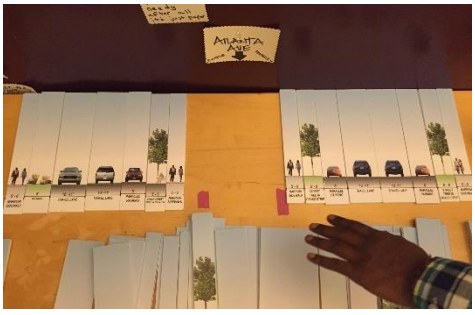
Peoplestown Neighborhood Meeting Notes
Saturday March 12, 2016

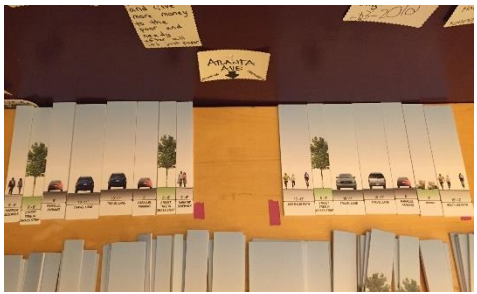
1. Issues
    - Washington/ Interstate off ramp not safe/ trucks
    - High travel speeds on Washington St
    - One-way streets confusing except for Ormond and Atlanta
    - Hill St and Georgia Ave traffic signal is long at Hill St
    - Do not want to see Ormond become two-way
    - Many do not prefer for Atlanta Ave to be two-way
2. Improvements
    - Speed deterrent on Washington St
    - Ridge Ave/ Washington/ Atlanta intersection reconfiguration
3. Connections
    - Connection over the railroad from Roy Street to Weyman Ave
    - Connection over connector from Atlanta Ave
    - Connection over connector from Little to Dodd Ave
    - Local circulator
        - Connect to schools, Kroger, Beltline, Downtown

Hank Aaron Street Builder Exercise

Atlanta Ave Street Builder Exercise







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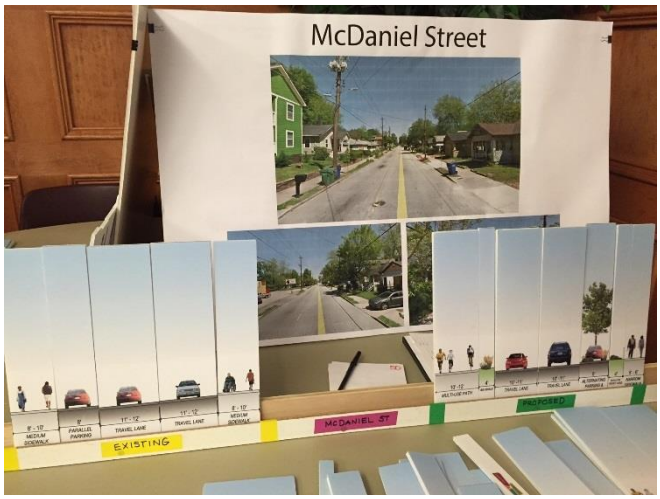
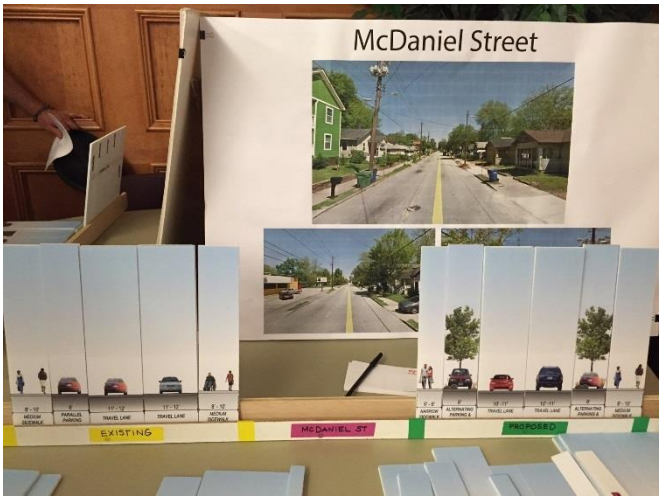
Pittsburgh Neighborhood Meeting Notes
Saturday March 12, 2016

1. Connections
    a. Connect to Fort McPherson through signage and wayfinding
    b. Connect to transit to build transit oriented development at Beltline
    c. Connect Pittsburgh to Atlanta Ave
    d. Connect neighborhood to Beltline
    e. Transit connection over connector and railroad
2. Improvements
    a. Improve pedestrian crossings and markings and lighting around Pittman Park area
    b. Enhance connection over railroad on Fortress Ave
    c. Speed deterrent on McDaniel
        i. Speed tables
        ii. Landscape areas
    d. Additional lighting on McDaniel

McDaniel Street Builder Exercise





University Street Builder Exercise

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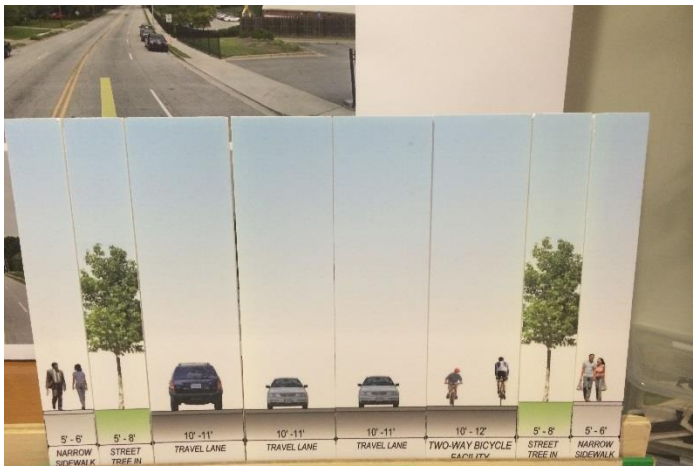
Mechanicsville Neighborhood Meeting Notes
Thursday March 17, 2016

1. Connections
    a. Better connection from Windsor across I-20 to downtown
        i. Right now congested and unpleasant for pedestrians
    b. Better pedestrian/bike connection on Ralph David Abernathy across the connector
        i. Better signage
        ii. Safety of bicyclist and pedestrians
    c. More frequent cross walks and signals across Ralph David Abernathy to create pedestrian friendly environment
2. Transit
    a. GSU and/ or MARTA local shuttle along Ralph David Abernathy and Glenn St
    b. Streetcar on Ralph David Abernathy to help connect Mechanicsville to east neighborhoods and Downtown
3. Parking
    a. Potential for off peak on-street parking on Ralph David Abernathy
4. Bike/Pedestrian
    a. Desired dedicated bicycle lanes on Georgia Ave with street tree plantings for pleasant experience

Ralph David Abernathy Street Builder Exercise

Ralph David Abernathy Street Builder Exercise



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Summerhill Neighborhood Meeting Notes
Saturday March 19, 2016

1. One-Way Conversions
    a. Neighborhood on-street parking is a priority
    b. OK with 2-way if maintains parking
    c. Look at one-way conversions to ensure there is enough space for a two-way street
2. Bicycle/ Pedestrian
    a. Desire bike lanes with buffer on Fulton to Hill St
    b. Concerned with bicycle safety on Georgia Avenue
    c. Connect Summerhill to Maynard Holbrook Jackson High School
    d. Desire shade structure on Capitol Ave bridge
3. Roadway
    a. Slow traffic on Fraser with traffic calming measures
    b. Slow traffic on Fulton Street especially going onto the I-20 ramp
    c. Realign/eliminate Glenwood ramp- high vehicular speeds in neighborhood area

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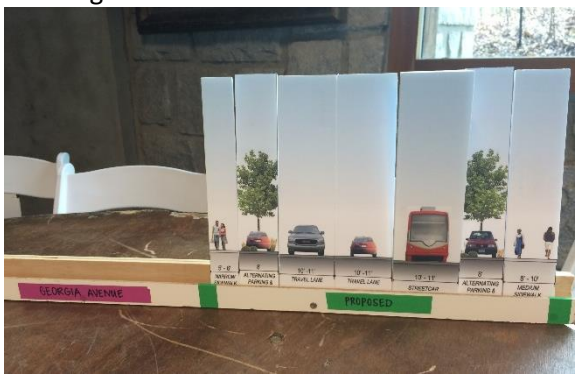
Grant Park Neighborhood Meeting Notes
Saturday March 19, 2016

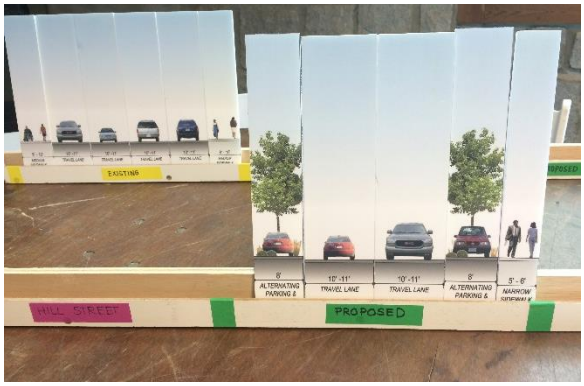
1. Two-way conversions
    a. Atlanta and Ormond need to be two-way
    b. Desire Grant St and Hill St to be two-way as long as on-street parking is kept
    c. Traffic calming measure along Hill and Grant if two-way
    d. Hill street two way with bulb-outs and parking with sidewalk
2. Transit
    a. Grant Park neighborhood wants money dedicated to more local MARTA bus routes instead of streetcar
    b. Georgia Ave to have shared streetcar lane
3. Parking
    a. Residents rely on on-street parking
    b. Need one at least one side of street, not necessarily both
    c. Do not want permitted parking
4. Bike/pedestrian
    a. Sharrow bike lanes on Atlanta Ave
    b. Today bicyclists on Cherokee and Grant, need safe biking experience for them
    c. Neighborhood more biking and pedestrian friendly
    d. Connect bike lanes to Connect Atlanta plan on Woodward
5. Georgia Ave
    a. Two lane road with bulb-out parking
    b. Median/street tree in center
    c. Multi-use path for bicyclists

Georgia Ave Street Builder Exercise

Georgia Ave Street Builder Exercise



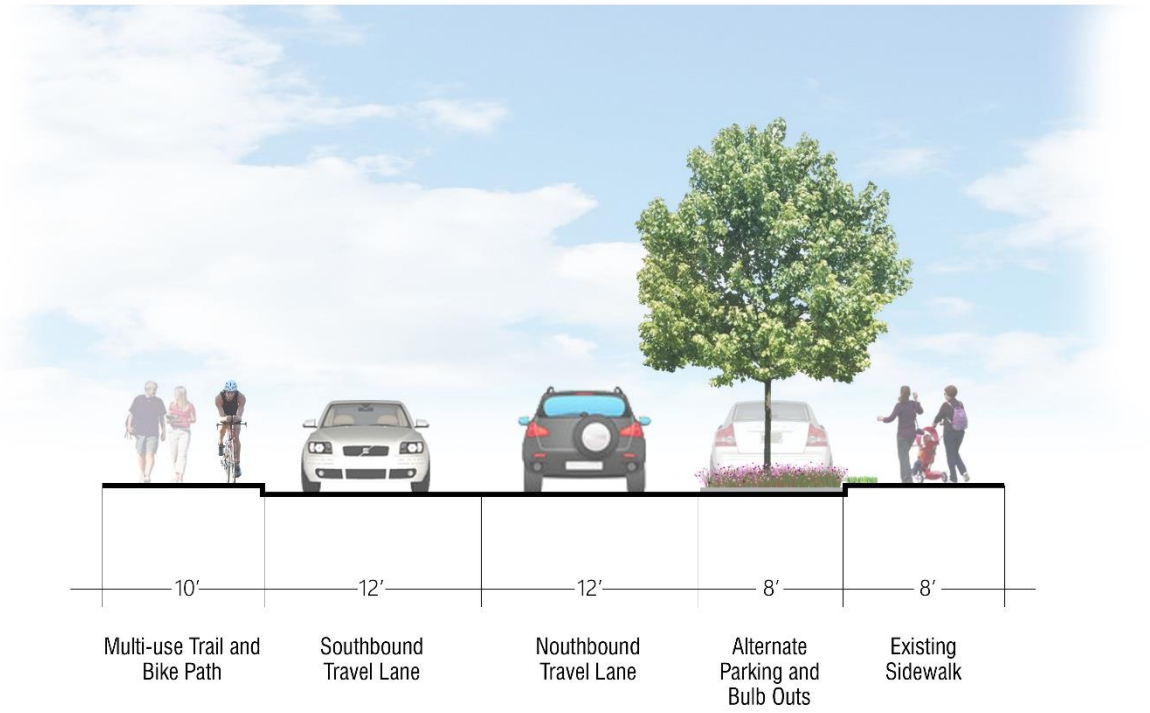
Georgia Ave Street Builder Exercise



Georgia Ave Street Builder Exercise

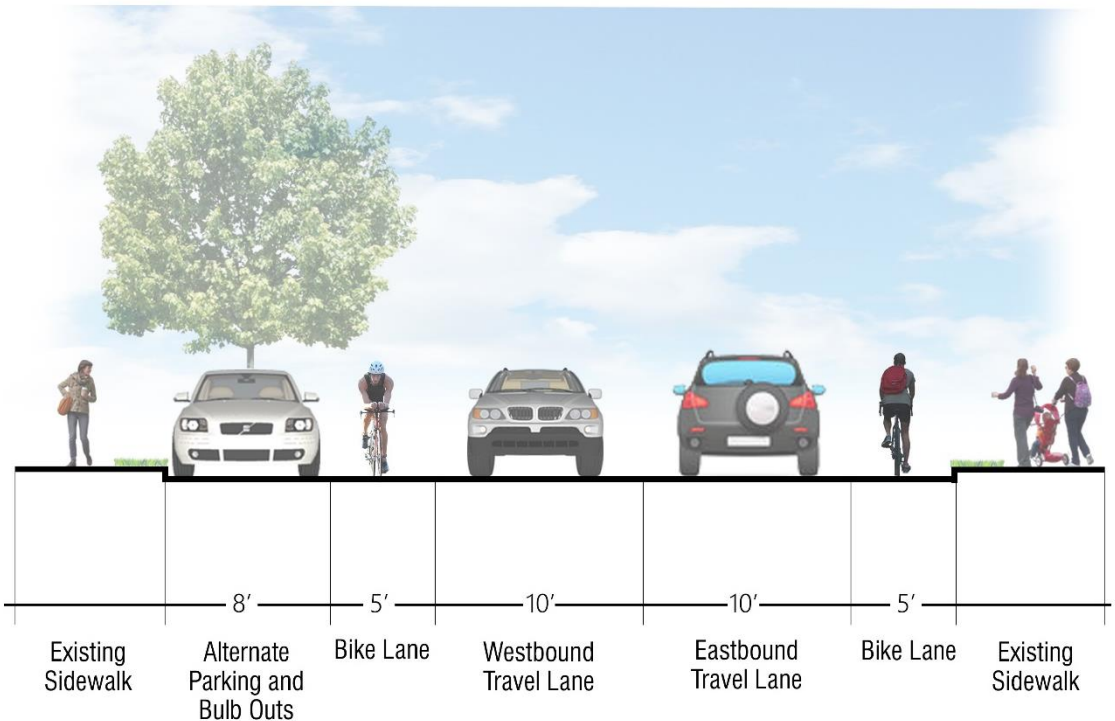
McDaniel Street

Proposed McDaniel Street section. Widen sidewalk on the west to create a multi-use trail and bicycle path that connects to the Beltline. Maintain parking but add bulb-outs to enhance aesthetics and provide greenery in the neighborhood.



Atlanta Avenue

Proposed street section for Atlanta Avenue. Convert to two-way, keep parking on one-side with bulb-outs every few spaces and adding two-way bicycle lanes on either side of travel lanes.



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Ormond Street

Proposed street section for Ormond Street. Keep street one-way, keep parking on both sides of the street and add sharrow bike lane striping.