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1934

Burgess, Aaron T

From: Ruth Russ <ruthruss@me.com>
Sent: Saturday, October 31, 2015 1:52 PM
To: Project Comments
Subject: Changes to Peachtree Road in Atlanta

Dear Georgia DOT:

I am writing to state our family's opposition to proposal to add bike lanes on Peachtree Road south from Pharr to Deering Road. While we understand the concept of creating a center turn lane, and support that plan, we believe the bike lanes would actually create a more dangerous driving environment on Peachtree. The road is simply too busy to add bike lanes, and it is naive to think traffic will somehow be reduced with the redesign. Furthermore, adding bike traffic will add another "moving part" that motorists will have to navigate. I fear those driving in the right lanes will not be able to make safe right turns with cyclists traveling in the bike lanes even when car traffic is stopped.

We hope that GDOT will register our opposition and reconsider the plan to add bike lanes and consider simply adding the center turn lane and creating two wider travel lanes on either side of it.

Thank you,

Ruth Russ
490 Westover Drive NW
Atlanta, GA 30305
ruthruss@mac.com

Dyson, Wendy E

✶

1855

From: Chris Testani <ctestani@att.net>
Sent: Friday, October 30, 2015 1:20 PM
To: Project Comments
Subject: Comments on SR 9/US 19 Safety and Operational Improvements

Current Open House Information for SR 9/US 19 Safety and Operational Improvements

Hello:

Thank you for allowing feedback on the proposed improvements to Peachtree Road. While I very much support adding a continuous turn lane into Peachtree Road, I greatly oppose the idea of bike lanes being added Peachtree Battle and Deering. Not only will this further bottleneck severe congestion in this area, but it will be an undue danger for the drivers trying to navigate with bikers on such a busy roadway. There are numerous businesses and residences along this corridor and drivers turning in and out will have the burden of anticipating bicycle riders at varying speeds in addition to vehicular traffic and pedestrians. Bicycle riders can continue travel in bike lanes when traffic is stopped which will make it especially dangerous and difficult for vehicles trying to turn in and out of properties along Peachtree, especially in heavy traffic. Adding the numerous bus stops in this mix just is a recipe for tragedy! Please no bike lanes!!!!

Thank you,

Christine Testani
2630 Birchwood Drive
Atlanta, GA 30305
ctestani@att.net

)

Dyson, Wendy E

1856

From: Christine Peters <petersca57@sbcglobal.net>
Sent: Monday, November 09, 2015 8:11 PM
To: Project Comments
Subject: Peachtree Rd project/SR9/US19

Hello,

Three comments re: the Peachtree Road project/SR9/US19 Safety and Operational Project.

1--Center turn lane absolutely necessary. The left lane as is stands is already a defacto turn lane anyway--it is also highly dangerous for the cars in the middle of the three lanes as you are constantly on alert for a car stuck behind a left turning car to dart out in front of you. Roswell Rd on the section w/ the center turn lane and two through lanes works well.

2--Less bus stops. Why are there two bus stops literally within steps of each other going southbound--one in front of Piedmont Hospital and another at the corner of P/tree and Collier. Eliminate the one at the corner, keep the one in front of the hospital.

3--Resurfacing very high priority. The potholes and uneven asphalt around grates and manhole covers are dangerous and damaging. No one wants to drive in the right lane due to this. No one wants to drive in the left lane due to the cars turning left. That's a heavy demand on the middle lane.

All 3 issues highly impact the through traffic.

Thank you for your efforts and consideration, as well as opening up discussion to the community.

Sincerely,
Christine Peters

1857

Dyson, Wendy E

From: Cynthia A. Price, Attorney <cpricepc@gmail.com>
Sent: Thursday, October 29, 2015 3:58 PM
To: peachtreeproject; Project Comments
Subject: SR9 US 19 Improvements

To Whom it May Concern:

I am writing to express my opinion and concerns with the proposed safety and design upgrades to Peachtree Road. The reason to support the proposed design all the way from Deering to Pharr Road is that it not only encourages alternative forms of transportation i.e. walking and biking but maybe if the sidewalks are safer, more people will take the bus. The bottom line is there is **no room to add lanes so we MUST turn to alternate forms of transportation or live with the gridlock.** Further the left turn lane will greatly alleviate traffic tie ups and accidents due to cars shifting lanes to avoid left turning vehicles. Thus, the left lane going both north and south should be much more free flowing for thru traffic.

The argument that most people make is that vehicle congestion is already bad on Peachtree and that adding bike lanes will only make this worse. I do not agree, even if you eliminated the bike lanes you would only gain one lane not two in only one direction.

Further, it does not make sense to have the bike lanes start at Peachtree Battle Ave. How is this going to encourage bikers if there is only a one mile stretch of bike lane. If this plan is going to be implemented to encourage alternate forms of transportation such as biking then we must do this right and **build the bike lanes from Pharr road to Deering Road.**

Kind Regards

Cynthia A. Price, Esq.

Law Office of C. Price P.C
58 Sheridan Drive NE
Suite 14
Atlanta, GA 30305

404-374-8059 *voice*
888-389-8218 *fax*
cpricepc@gmail.com
socialsecurityattorneyga.com

✶

1858

Dyson, Wendy E

From: Karen Klare <karen_klare@intercept.com>
Sent: Friday, October 30, 2015 2:41 PM
To: Project Comments
Subject: SR 9/US 19 Safety and Operational Improvements - NO to bike lanes!

To whom it may concern:

This project finally addresses the terrible traffic situation along Peachtree Road from West Wesley to Deering Road. The addition of left-turn pockets is most welcome as drivers constantly ignore the double yellow lines when making illegal left turns, forcing others to have to switch lanes, which then causes massive backups. For this reason we are in favor of the project, with one exception: the addition of bike lanes.

Wasting valuable lane space in order to accommodate the 1 or 2 bike riders on Peachtree per day is ridiculous. We need three lanes for cars in both directions all day every day. Our subdivision is located on Peachtree and in order to get anywhere we must travel on Peachtree Road , both north and south. We make approximately 10 trips in this area per day traveling to and from schools, and various errands and appointments. Bike lanes are going to benefit no one. Bike riders have the Beltline. Don't give them Peachtree Road.

Thank you.

Karen and Stephen Klare
101 Brighton Road
ATL 30309

1859

Burgess, Aaron T

From: Jackson, Keisha
Sent: Tuesday, October 27, 2015 4:28 PM
To: Burgess, Aaron T
Subject: FW: Peachtree Road Bike Lanes

Follow Up Flag: Follow up
Flag Status: Completed

fyi

Keisha Jackson

Georgia Department of Transportation
16 Floor, One Georgia Center
Keijackson@dot.ga.gov
(404)631-1160



Georgia

Please consider the environment - do you really need to print this email?

From: Patel, Hiral
Sent: Tuesday, October 27, 2015 2:25 PM
To: Jackson, Keisha
Subject: Fwd: Peachtree Road Bike Lanes

Sent from my iPhone

Begin forwarded message:

From: Greg Coleson <gcoleson@gmail.com>
Date: October 27, 2015 at 2:12:05 PM EDT
To: <hpatel@dot.ga.gov>
Subject: Peachtree Road Bike Lanes

Ms. Patel,

I would like to see bike lanes on the whole length of Peachtree Rd.

Please add me to the bike lanes all the way list. It is time for Atlanta to move away from its car centric origins.

Thanks,
Greg

1890

Burgess, Aaron T

From: Jackson, Keisha
Sent: Tuesday, October 27, 2015 3:21 PM
To: Burgess, Aaron T
Subject: FW: Peachtree Road Project P.I. 0012870

Follow Up Flag: Follow up
Flag Status: Completed

fyi

Keisha Jackson

Georgia Department of Transportation
16 Floor, One Georgia Center
Keijackson@dot.ga.gov
(404)631-1160



Please consider the environment - do you really need to print this email?

From: Patel, Hiral
Sent: Tuesday, October 27, 2015 1:02 PM
To: Jackson, Keisha
Subject: Fwd: Peachtree Road Project P.I. 0012870

Sent from my iPhone

Begin forwarded message:

From: Martin Erbele <martinerbele@gmail.com>
Date: October 27, 2015 at 10:48:41 AM EDT
To: <hpatel@dot.ga.gov>
Subject: Peachtree Road Project P.I. 0012870

Ms. Patel,

I am unable to attend the public meeting on Thursday, but I wanted to voice my strong support for dedicated bike lanes through the entire stretch of Peachtree. Atlanta, especially Buckhead is on the cusp of improved bike-ability. I visit the area at least 5 days each month to visit friends and we all would much rather have the option of biking down the road than driving as we're shopping, dining, and exploring the city. For me, it would allow me to safely bike and stay longer in the area when I come, but the friends that live there, I know it would be a daily improvement.

Parking is expensive and difficult to find, and that's once you contend with traffic. I am convinced local restaurants and shops would benefit from more impromptu trips by more mobile

(biking) customers. I know I would be out and about more often if I could bike to some of my favorite places on a whim. The road is relatively flat, is a key artery to the city/area, and I know this decision would benefit the area and the people who live nearby for decades. Safety improvements alone would literally be lifesaving.

Please consider this comment and I sincerely hope this entire project includes bike lanes. I hope most projects moving forward do...

--

-Martin Erbele

706-809-2727

martinerbele@gmail.com

Traffic fatalities are on the rise since the beginning of 2015 and Georgia could see the first increase in nine years! Many of these fatalities are the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA

1891

Burgess, Aaron T

From: Patel, Hiral
Sent: Thursday, October 29, 2015 6:21 PM
To: Jackson, Keisha
Subject: Fwd: Peachtree Road Project P.I. 0012870

Sent from my iPhone

Begin forwarded message:

From: "Smith, Currie C" <c.cole.smith@gatech.edu>
Date: October 29, 2015 at 11:16:13 AM EDT
To: "hpatel@dot.ga.gov" <hpatel@dot.ga.gov>, "peachtreeproject@dot.ga.gov" <peachtreeproject@dot.ga.gov>
Subject: Peachtree Road Project P.I. 0012870

Dear Ms. Hiram Patel,

My name is Cole Smith and I am a graduate student at Georgia Tech, focusing on Transportation Planning. I am not only a student, but a husband, son, taxpayer, and military veteran. Upon graduation, I plan to stay in Atlanta and work towards making the city a more connected and safer place for all, including my future children.

I would like to applaud you and GDOT for focusing on the safety of Peachtree Road for the upcoming resurfacing, re-stripping, and complete streets project. Unfortunately, I am unable to attend tonight's Peachtree Road meeting at the Shepherd Center due to school obligations, so please see my below comments about the project.

I would like to state my support for a complete streets project from Deering Road to Maple Drive, that includes 5 lanes, with a center turn lane, 2 travel lanes in both directions, and bike lanes in both directions. Additionally, I believe that in order to effectively design Peachtree Road for all users, the center turn lane should be reduced from 12 ft to 10 ft, allowing for an additional one foot of separation between the bike lanes and the car lanes. This would make Peachtree Road a vibrant corridor for all citizens.

The current proposal of a hybrid of a 5 lane solution with bike lanes from Midtown to Peachtree Battle, and a 6 lane solution from Peachtree Battle to Maple Drive may appear to be a good

compromise, but I am concerned that will not accomplish GDOT's mission of creating a safer roadway.

Specifically, the section from Peachtree Battle to Maple Drive concerns me as it is almost entirely uphill when traveling northbound. So if a person on a bike were to travel from Midtown to any location along Peachtree Road north of Peachtree Battle, he or she would encounter a dangerous situation in the current proposed 6 Lane hybrid plan of 3 southbound lanes, 1 turn lane, and 2 northbound lanes. A person on a bike traveling northbound would be required to take the lane from Peachtree Battle to their destination, thus creating a slow obstacle for people driving along this two lane section, thus creating a more dangerous and congested situation. Alternate routes are not feasible, as the elevation changes on the side streets are worse and are not as direct. I believe that there are only two rational solutions to this problem.

1) Continue the 5 lane plan with bike lanes for the entirety of the Peachtree Road project. This would create the safest environment for all people living and visiting this corridor, whether traveling by foot, bike, bus, or car.

2) If the 6 Lane plan north of Peachtree Battle is too politically difficult to overcome, please consider an alternative solution by shifting the third car travel lane to the northbound lanes instead of the southbound lanes on the section north of Peachtree Battle. A person on a bike traveling north would be able to travel in a safer environment by taking the right most lane, with people in cars able to pass in the other two lanes. All road users would be able to get to their destination along Peachtree road safely. Additionally in this proposed condition, when traveling southbound from Maple Drive to Peachtree Battle, a person on a bike would ride in the right most lane of two lanes, but at a much more similar speed as the people driving cars, therefore making it safer and causing less congestion.

The elevation change of Peachtree Road needs to be taken into consideration as it affects relative speed of people riding bikes, which I see as a main factor of safety and congestion in mixed roadway situations. Atlanta is a city with a lot of elevation change, and since Peachtree road is built along a ridge-line, this corridor is the most feasible option for people who ride bikes to get to and from their destinations.

I would like to reiterate that a 5 lane option with bike lanes will create the safest environment for all people living and visiting this corridor, whether traveling by foot, bike, bus, or car.

Thank you for taking the time to include my concerns into this plan and please let me know if you would like me to clarify any of my above comments.

Respectfully,

Cole Smith

Currie Cole Smith

(615) 429-3873
c.cole.smith@gatech.edu
c.cole.smith@gmail.com

Graduate Student

Master of City and Regional Planning
Georgia Institute of Technology



Traffic fatalities are on the rise since the beginning of 2015 and Georgia could see the first increase in nine years! Many of these fatalities are the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA

1892

Burgess, Aaron T

From: Glenn Kurtz <gkurtz@lanierparking.com>
Sent: Friday, October 30, 2015 9:37 AM
To: Project Comments
Subject: SR 9/US 19 Safety and Operational Improvements

I want to express my support for the safety improvements on Peachtree Road especially between Deering and Peachtree Battle. I want to express my disapproval that you are not continuing the safety improvements North to Pharr Road. The elimination of the bike lane will make it less safe for cyclists and drivers. GDOT needs to do the right thing to reduce traffic accidents by extending bike lanes through the entire length of the project.

Thanks

Glenn

Glenn Kurtz

Executive Vice President

Lanier Parking Solutions

233 Peachtree Street NE Harris Tower, Suite 2600
Atlanta, GA 30303

Office: 404-879-7692

Cell: 404-216-3671

Fax: 404-881-6077

Email: gkurtz@lanierparking.com



Glenn Kurtz

Executive Vice President

Lanier Parking Solutions

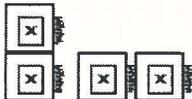
233 Peachtree Street NE Harris Tower, Suite 2600
Atlanta, GA 30303

Office: 404-879-7692

Cell: 404-216-3671

Fax: 404-881-6077

Email: gkurtz@lanierparking.com



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1893

Burgess, Aaron T

From: Cynthia, Per and Price <pcpnormark@gmail.com>
Sent: Thursday, October 29, 2015 3:46 PM
To: peachtreeproject; Project Comments
Subject: SR9 US19 improvements

To Whom it may concern:

My family and I have lived along Peachtree street in various residences from Pharr Road to Deering for more than 20 years. Our number one concern has always been the lack of safety on Peachtree Street – not only vehicle safety, but more importantly pedestrian and bike safety. We completely support your plan to bring bike lanes to Peachtree street and that solution has been long overdue. **The significant defect in the State's plan, however, is that the bike lanes do not extend all the way to Pharr Road!** Please consider, for the sake of my family's safety as well as the safety of others living in the Peachtree corridor, extending the bike lanes to Pharr Road for the following reasons: First, every major city has cited bike transportation as a viable commuting alternative to vehicles and most of those cities have delivered on their promises. Atlanta has always been behind every major city in bike and pedestrian safety and adding bike lanes to Atlanta's main thoroughfare will at least show some leadership in the right direction. Including bike lanes on Peachtree (from Pharr to Deering) will also send a message to prospective families and businesses that Atlanta is an international city, bike and pedestrian friendly and not clinging to the past. The significant miss by not extending the bike lanes to Pharr Road is that the bike lanes help ensure a buffer between the extremely small sidewalks and the oncoming traffic. Second, the traffic design that includes bike lanes and 2 flowing lanes north and south (the "Bike Lane Design") makes sense from all angles including general traffic flow and should therefore be utilized *all the way to Pharr*. In fact, the City of Atlanta has already proven that the Bike Lane Design works as it has been implemented on a road (Ponce De Leon) that is similar in most respects to Peachtree Road. Why change the design halfway up Peachtree street (at Peachtree Battle) only to gain one traffic flow lane going one direction – all at the expense of bikers and pedestrian safety? Finally, I have heard that the reason for eliminating the Bike Lane Design north of Peachtree Battle is to accommodate a single day of parking in front of churches situated along Peachtree. I can't imagine that an entire traffic design that took into consideration bicycle transportation and pedestrian safety would be completely eliminated and sacrificed solely to accommodate Sunday morning church parking. If that one day accommodation is important, it doesn't have to change even if you use the Bike Lane Design. You could still allow for parking on Sundays and have the bike lanes for the 6 other days of the week. Just keep the parking on Sundays signs in place. In addition, there are many designs in other cities – including a design on Atlanta's 10th Street, that have 2 lanes of bike traffic on one side of the street as opposed to two sides of the street. I don't think it would take much creativity to come up with bike access and keep at least one side of the street available for Sunday church parking.

Per Normark
58 Sheridan Dr. NE
Unit 14
Atlanta, GA 30305
678-602-6262

pcpnormark@gmail.com

1894

Burgess, Aaron T

From: Elise Drake <elisedrake@comcast.net>
Sent: Friday, October 30, 2015 4:41 PM
To: Project Comments
Cc: beth@bethbeskin.com
Subject: Peachtree Road bike lanes

I do not support the current proposal to add bike lanes to Peachtree Road from Pharr Road to Deering. I do support Beth Beskin's idea as explained below:

First, everyone who lives here knows the left lane of the three in each direction is essentially a turn lane. I never get in it until I'm ready to turn, and I instructed both of my daughters as they became licensed drivers to practice the same defensive driving. Because the left lanes are *de facto* turn lanes, keep both as turn lanes and stripe them as such, with continuous turn arrows along each lane. This would avoid the problem I see in GDOT's proposal of one alternating center turn lane. For example, at the intersection of Peachtree Road and Peachtree Hills Avenue, by the Chevron station, traffic heading north to turn left onto Peachtree Battle Avenue is often stacked all the way back to Peachtree Hills Avenue and beyond. To accommodate the alternating left turn lane for those wanting to turn left off of Peachtree onto Peachtree Hills, there will have to be a turn lane in that direction. Those waiting to turn left onto Peachtree Battle will thus stack back into the left of the two ostensible through lanes, thus limiting through traffic to the right lane. The right lane will be slowed by the need of those drivers to yield to the increased bike traffic facilitated by the proposed bike lanes. The right lane drivers will have to be mindful of all bikers, both those ahead of them, as well as those approaching from the rear. It is entirely foreseeable that at many peak traffic times, bikes will travel faster than the cars, so the main hazard of turning right will come from behind the driver. The right lane of Peachtree, in my opinion, will thus be dramatically slowed as the right-hand turners into the many businesses along this vital commercial corridor have to wait for a break in the bike traffic.

Sincerely,
Elise Drake
1071 Foxcroft Road NW
Atlanta, GA 30327

1895

Burgess, Aaron T

From: Jackson, Keisha
Sent: Tuesday, October 27, 2015 3:19 PM
To: Burgess, Aaron T
Subject: FW: Peachtree Road Project P.I. 0012870

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Keisha Jackson

Georgia Department of Transportation
16 Floor, One Georgia Center
Keijackson@dot.ga.gov
(404)631-1160



Please consider the environment - do you really need to print this email?

From: Patel, Hiral
Sent: Tuesday, October 27, 2015 1:01 PM
To: Jackson, Keisha
Subject: Fwd: Peachtree Road Project P.I. 0012870

Sent from my iPhone

Begin forwarded message:

From: Sarah Griffiths <sarahgriffiths82@gmail.com>
Date: October 26, 2015 at 9:13:03 PM EDT
To: <hpatel@dot.ga.gov>
Subject: Peachtree Road Project P.I. 0012870

Dear Ms. Patel,

I love to bike around in Atlanta were provisions have been made to do so safely. Please consider extending the planned bike lanes all the way up to buckhead and not just stopping at Peachtree Battle. I live in this area and as a young professional I want to see the area remain attract to those of us who enjoy to take a bike ride.

Many thanks,

Sarah Griffiths

1896

Burgess, Aaron T

From: Jackson, Keisha
Sent: Thursday, October 29, 2015 8:05 AM
To: Burgess, Aaron T
Subject: FW: Peachtree Road Project P.I. 0012870

Keisha Jackson

Georgia Department of Transportation
16 Floor, One Georgia Center
Keijackson@dot.ga.gov
(404)631-1160



 Please consider the environment - do you really need to print this email?

From: Patel, Hiral
Sent: Wednesday, October 28, 2015 8:58 PM
To: Jackson, Keisha
Subject: FW: Peachtree Road Project P.I. 0012870

From: Prausnitz, Mark R [<mailto:prausnitz@gatech.edu>]
Sent: Monday, October 26, 2015 8:48 PM
To: Patel, Hiral
Subject: Peachtree Road Project P.I. 0012870

Dear Ms. Patel,

I am writing to express my support for the plans to expand sidewalks and add bike lanes to the full length of Peachtree Road from Midtown to Buckhead. I have lived in Atlanta for 20 years, and for a few of those years lived on Peachtree Road. I currently live in Inman Park, where I benefit on a regular basis from my ability to bike to work at Georgia Tech via the Beltline and the bike lanes on 10th Street. Atlanta is big enough and sophisticated enough to be ready for more bike lanes and more pedestrian options without letting the automobile trump everything else. I urge you and your colleagues to support the sidewalk expansion and bike lane addition to the full length of Peachtree Road.

Mark Prausnitz
934 Waverly Way
Atlanta, GA 30307

Traffic fatalities are on the rise since the beginning of 2015 and Georgia could see the first increase in nine years! Many of

1897

Burgess, Aaron T

From: Jackson, Keisha
Sent: Wednesday, October 28, 2015 1:29 PM
To: Burgess, Aaron T
Subject: FW: from Colin Richman DMD in favor of more bike lanes

Keisha Jackson

Georgia Department of Transportation
16 Floor, One Georgia Center
Keijackson@dot.ga.gov
(404)631-1160



Please consider the environment - do you really need to print this email?

From: Patel, Hiral
Sent: Tuesday, October 27, 2015 12:58 PM
To: Jackson, Keisha
Subject: Fwd: from Colin Richman DMD in favor of more bike lanes

Sent from my iPhone

Begin forwarded message:

From: <Richmancs@aol.com>
Date: October 26, 2015 at 9:22:57 PM EDT
To: <hpatel@dot.ga.gov>
Subject: from Colin Richman DMD in favor of more bike lanes

Dear Ms Patel

This is a plea to encourage the creation of more bike lanes on Peachtree Street as well as throughout Atlanta and Georgia.

These are just a few of our collective thoughts:

1. Biking is healthy - a source of excellent exercise, and burning of calories. It makes sense to have an exercise activity to and from one's office or recreational sites constantly. One seldom sees out of shape bikers on bikes.
2. The environment benefits. One more bike means one less car and the associated pollution.
3. Less traffic on the road, traffic jams, road rage, anger and less pollution. Again, one more bike usually equates to one less car.
4. Biking is fun, I love my bike, wish I had bought it very many years ago.
5. Far less expensive to use a bike for commuting wherever possible than a car.
6. I anticipate that with the growing amount of pollution, increasing number of cars and traffic and road rage, biking will hopefully become a viable alternative form of transportation.

Unfortunately, I am unable to attend the meeting so please use this email as my proxy

Very best wishes
Colin

Colin Richman DMD
(C) 404/784-7272
www.drcolinrichman.com

Traffic fatalities are on the rise since the beginning of 2015 and Georgia could see the first increase in nine years! Many of these fatalities are the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA

Burgess, Aaron T

From: Jackson, Keisha
Sent: Tuesday, October 27, 2015 1:57 PM
To: Burgess, Aaron T
Subject: FW: Peachtree Road Project P.I. 0012870

fyi

Keisha Jackson

Georgia Department of Transportation
 16 Floor, One Georgia Center
Keijackson@dot.ga.gov
 (404)631-1160



 Please consider the environment - do you really need to print this email?

From: Patel, Hiral
Sent: Monday, October 26, 2015 8:18 PM
To: Jackson, Keisha
Subject: FW: Peachtree Road Project P.I. 0012870

I received several e-mail comments today. Do we include "Publiccomment" mail box address in the public meetings letter as we discussed before? Thank you.

From: cgh3cgh3@comcast.net [<mailto:cgh3cgh3@comcast.net>]
Sent: Monday, October 26, 2015 8:05 PM
To: Patel, Hiral
Cc: cgh3cgh3@comcast.net
Subject: Peachtree Road Project P.I. 0012870

Dear Mr. Patel,

I'm unable to attend this Thursday's meeting on bike lanes for Peachtree Road, so I'll weigh in here.

Being able to bike everywhere, and bike safely, is an important part of a complete community that addresses ALL citizens' needs, not just those who drive cars. Biking adds to a sense of community, is good for health, reduces pollution, and is a proven and practical model already used in many cities of the world.

Please maintain the plan to have bike lanes, wider sidewalks, and other sensible changes from north of Midtown to Buckhead, and not just for half that distance.

This is a wonderful chance to contribute to a great vision of our Atlanta as a more livable community for everyone, especially the next generations (our children and grandchildren).

Sincerely,

Charles G. Helmick, MD

1301 N. Morningside Dr., NE
Atlanta, GA 30306
cgh3cgh3@comcast.net

Traffic fatalities are on the rise since the beginning of 2015 and Georgia could see the first increase in nine years! Many of these fatalities are the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA

Dyson, Wendy E

1792

From: Karen Taylor <kotaylor5@gmail.com>
Sent: Wednesday, October 28, 2015 1:34 PM
To: peachtreeproject
Subject: Restriping Peachtree Road

Dear GDOT,

I am unable to attend the Oct. 29 meeting due to childcare concerns but I do have an opinion about the Peachtree Road Restriping project.

My comment is based upon the recent restriping of West Paces Ferry and East Paces Ferry at the intersection of Peachtree and Roswell Roads. The restriping performed at the West Paces Ferry/Peachtree intersection has severely impacted my daily ability to use Buckhead in a timely manner as I have done in the past 25 years. First of all, this restriping did not adequately address the decades-old issue that you cannot take a left onto Peachtree at this intersection. Secondly, for some unknown reason, GDOT decided to give an entire car lane to bikers who frankly do not exist, while the rest of us in cars, on a road for cars, sit in endless lines of traffic down West Paces Ferry because we can no longer use a righthand turn lane to take a right on Peachtree and because East Paces Ferry has effectively become a one-lane street when you cross Peachtree.

There are simply not enough bikers to justify this restriping decision!!

The only reason I can think of why GDOT did this is because eventually the plan is to prevent cars from entering Buckhead at all in the future, and this is the first step?

So please please please do not remove any lanes on Peachtree in order to give precedence for bikers! I do think a middle turn lane, which we have on Roswell Road, does make a lot of sense.

*Karen Taylor
3340 Wood Valley Road NW, Atlanta GA 30327*

kotaylor5@gmail.com
404-630-0494

From: Customer Service
Sent: Monday, November 09, 2015 9:31 AM
To: peachtreeproject
Subject: REMINDER - Public Inquiry IMS00000073554 pending a response.

Please review the following customer inquiry and provide all appropriate information.

*Click the **Reply** button to send the requested information to GDOT's Constituency Services Unit. This Unit will respond to customer on behalf of the Department.*

Note

IMS Request

Inquiry Number: IMS00000073554
Submit Date: 11/2/2015 3:57:24 PM
Status: Assigned

Details

Requester Name: Bell, Glenda
County: Fulton
GDOT District: 7
Subject Area: Public Meetings

Requester Comments: There is no way I would let anyone I know and love ride in a bike lane on Peachtree Road. There is an enormous amount of traffic in a hurry and distracted. On Habersham we have bike lanes and the cars often use them as turn lanes--like from Habersham to Peachtree Battle. The bikers I see in our neighborhood ride in flocks anyway, not keeping to a narrow lane. How does one shop or go to a restaurant on a bike? Biking is mostly for exercise in Atlanta and squeezing the insufficient lanes into even fewer to make room for bikers is a bad idea. Please consider the middle turn lane idea and let the bike riders use the many underused bike lanes already in place. If you study other communities' reaction to bike lanes I think you will find it negative

Attachment:

IMS:IM001DD8B71CB4NM43VgfEfwGwASoC

Traffic fatalities are on the rise since the beginning of 2015 and Georgia could see the first increase in nine years! Many of these fatalities are the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA

From: Customer Service
Sent: Thursday, November 12, 2015 7:00 AM
To: peachtreeproject
Subject: REMINDER - Public Inquiry IMS000000073554 pending a response.

Please review the following customer inquiry and provide all appropriate information.

*Click the **Reply** button to send the requested information to GDOT's Constituency Services Unit. This Unit will respond to customer on behalf of the Department.*

Note

IMS Request

Inquiry Number: IMS000000073554
Submit Date: 11/2/2015 3:57:24 PM
Status: Assigned

Details

Requester Name: Bell, Glenda
County: Fulton
GDOT District: 7
Subject Area: Public Meetings

Requester Comments: There is no way I would let anyone I know and love ride in a bike lane on Peachtree Road. There is an enormous amount of traffic in a hurry and distracted. On Habersham we have bike lanes and the cars often use them as turn lanes--like from Habersham to Peachtree Battle. The bikers I see in our neighborhood ride in flocks anyway, not keeping to a narrow lane. How does one shop or go to a restaurant on a bike? Biking is mostly for exercise in Atlanta and squeezing the insufficient lanes into even fewer to make room for bikers is a bad idea. Please consider the middle turn lane idea and let the bike riders use the many underused bike lanes already in place. If you study other communities' reaction to bike lanes I think you will find it negative

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From: Randy Sewell <Randy@sewellstainedglass.com>
Sent: Tuesday, November 03, 2015 4:02 PM
To: peachtreeproject
Subject: State Route (SR) 9/US 19 Peachtree Road.

State Route (SR) 9/US 19 Peachtree Road.

Please mark me down as **TOTALLY AGAINST** the bike lane part of this project.
Please mark me down as for the two-way continuous left turn lane.

Randy Sewell
38 Muscogee Ave. NW
Atlanta , GA 30305

The proposed need for this project is safety. The total number of collisions in this corridor seems to classify all of them with having the same seriousness. Your total count did not differentiate a “crash” from a simple 5 mph bump in a line of traffic. 11 collisions were with bicyclists. The easiest way to totally eliminate that statistic is to Remove bicyclists from Peachtree St. entirely - NOT add them to the mix. The street is crammed with cars, trucks, buses and emergency vehicles all weighing more than 3000 pounds and moving rapidly between traffic lights. These motorized vehicles transport the cities’ commuters, less than ½ of one percent bike to work. Bikes can be a fun way to get around. But adding these flimsy slower vehicles to the already heavy flow of motorized traffic on a busy thoroughfare is irresponsible and dangerous even with bike lanes which increases the auto congestion. Cyclists don’t have to be insured or get a license, they weave in and out of lanes and often ride 2 or more abreast. They seem to make their own road rules. Bikes simply do not belong in the middle of rush hour traffic.

Very few residents of this corridor ride a bike to work. Atlanta is both hilly, hot, cold, and rainy, Not conducive to biking to work. The Atlanta paper reported last Friday Oct. 30th that over 25% of Atlanta residents reported transportation is the largest problem facing the area. Reducing the number of auto lanes on this corridor so a handful “may” use the proposed bike lanes will cause more congestion. There are only 3 streets that run North and South in the Buckhead area that cross both I-85, Peachtree Creek and the MARTA tracks - Peachtree St; Piedmont Rd; and Northside Drive. Automobile traffic has no other alternative and will become more congested. Check out the auto tags on Peachtree -- the majority are not just local Fulton County. They are commuters, shoppers and tourists and these folks will continue to drive. And what do you suggest when the cars park along both curbs during all the various church services held daily and Sundays? “Giving up” a lane to bicycles will just back up the traffic. Traffic light synchronization would have a positive effect on the existing traffic flow.

The best idea for bicycles is to build an elevated “boardwalk” along the banks of Peachtree Creek from the PATH Foundation trails at Northside Dr. at Bobby Jones Golf course and run it to the East BeltLine at Armour Dr./Lindbergh area. This can be done similar to the other many “Trails” throughout the Atlanta metro area.

Give the cyclist and walkers a safe alternative and away from traffic.

From: Lee R Sewell <lrsowell@sewellstainedglass.com>
Sent: Tuesday, November 03, 2015 5:30 PM
To: peachtreeproject
Subject: State Route (SR) 9/US 19 Peachtree Road.

State Route (SR) 9/US 19 Peachtree Road project.

Please count me as **AGAINST** the bike lane part of this project.

Please count me down as **FOR** the two-way continuous left turn lane.

Lee Sewell
38 Muscogee Ave. NW
Atlanta , GA 30305

The stated need for this proposed project is safety. From the presentation at Shepherd Center and what I have been able to read on line and in the papers, the safety of bicyclists is a higher priority than the safety of the primary (more than 99%) other users of this corridor. The total number of collisions in this corridor seems to classify all of them with having the same seriousness. Your total count did not differentiate a “crash” from a simple 5 mph bump in a line of traffic. From 2009, there were 11 collisions were with bicyclists. That is a low number relative to the total number of accidents and I was not convinced by your data that having a bike lane while losing 2 N/S lanes would change the total or the bike accidents. Some roads are not well suited for multiple users.

The easiest way to increase total capacity for the community is to add the two-way continuous left turn lane from Deering to Pharr Road. I think this would also reduce accidents, as thru traffic will not be dodging back & forth from the inside lanes. There will be no improvement in safety by eliminating 2 lanes to add the bike lanes & the left turn lane. That will exponentially increase the congestion in the remaining 4 lanes which will exacerbate the # of accidents (whether w/cars, bikes or pedestrians). Peachtree Street is heavily traveled with cars, trucks, buses and emergency vehicles all weighing more than 3000 pounds and often speeding between traffic lights. I suspect that the average speed at any point in this corridor is at least 40mph, if not more. These motorized vehicles transport not only Atlanta’s commuters, but also those of the surrounding cities and tourists and service vehicles. There are only 3 true north/south connectors from downtown to Piedmont/Peachtree intersection—Peachtree, Northside, and Piedmont. Your data illustrate that less than .5% of the flow is bikers commuting to work.

Bikes can be a fun way to get around. But adding these lightweight slower vehicles to the already heavy flow of motorized traffic on Peachtree Road is imprudent if not irresponsible, and dangerous, even with bike lanes (which will increase the auto vehicle congestion). Cyclists don’t have to be insured or get a license. They weave in and out of lanes and often ride 2 or more abreast. They seem to make their own road rules. And in 30+ years of driving on

Peachtree, I have never seen a biker get a traffic ticket. Bikes simply do not belong in the middle of heavy traffic. It also is annoying that your proposal provides a benefit to users who do not pay into the transportation fund via gas taxes, while penalizing those who do. This is unfair, particularly in a time of scarce resources.

Another prejudice evident to me in your proposal is that few residents of this corridor ride a bike to work. Atlanta's terrain and climate are not conducive to commuting to work. The AJC reported on October 30th that over 25% of Atlanta residents reported transportation is the largest problem facing the area. Reducing the number of auto lanes on this corridor so a tiny minority might use the proposed bike lanes will cause more congestion and exacerbate traffic problems. Automobile traffic has no other alternative for north/south travel and will become more congested. The Peachtree corridor users are a broad mix of locals (the neighborhood), commuters from other parts of town, suburb commuters, service vehicles, MARTA, Check out the auto tags on Peachtree -- the majority are not just local Fulton County. They are commuters, shoppers and tourists and these folks will continue to drive. And what do you suggest when the cars park along both curbs during all the various church services held daily and Sundays? "Giving up" a lane to bicycles will just back up the traffic. Traffic light synchronization would have a positive effect on the existing traffic flow.

I suggest that DOT work with PATH and the BeltLine to provide a safe connector from the bike/pedestrian paths near Armour Drive and Bobby Jones golf course. This could be a "boardwalk" along Peachtree Creek (or another lower volume route). This can be done similar to the other many "Trails" throughout the Atlanta metro area. Give the cyclists and walkers a safe alternative and away from traffic.

It seems to me there should be some balance among users and penalizing almost all users of Peachtree Road to provide a benefit to a minuscule, .5%, group who do not contribute to the funding of such projects is not only unfair and unbalanced, it is certainly not more safe. A lose/win. The dedicated left turn lane on the other hand would decrease congestion, reduce accidents and improve flow. A win/win.

Thank you for consideration of my opinions. LRS

Dyson, Wendy E

From: JCranberry <jcranberry@gmail.com>
Sent: Wednesday, November 04, 2015 1:31 PM
To: peachtreeproject
Subject: US 19 plan for Bike lane on Peachtree St.

I do NOT support the proposed bike lane on Peachtree St. The turn lane may prove to alleviate traffic but the bike lane is a bad use of a scarce resource. Other options for bike lanes must exist.

Regards,

Jeremy

Dyson, Wendy E

From: Camille Yow <camilleyow@comcast.net>
Sent: Saturday, November 07, 2015 3:17 PM
To: peachtreeproject
Cc: yadrean@atlantaga.gov; mnorwood@atlanta.gov; wrobinson@georgia.gov; hshook@atlantaga.gov; Jeff.mcewen@dot.gov; gregory.nadeau@dot.gov; Burkhalter, Mark; rodney.barry@dot.gov; Key, Stacey; jewlewis@dot.ga.gov; lee.morris@fultoncountyga.gov; Anthony.foxx@dot.gov
Subject: vote for Hybrid Plan to improve traffic patterns on Peachtree

Dear Leaders,

Please, vote for the **GDOT Hybrid Plan proposal** to improve traffic patterns on Peachtree. That plan allows for 5 travel lanes and a shared 2-way left turn lane.

Thank you for voting Hybrid.

Camille Yow
238 West Andrews Dr. NW
Atlanta, GA 30305
404.237.6054

Dyson, Wendy E

1772

From: TBauer23@aol.com
Sent: Monday, November 16, 2015 11:13 AM
To: Project Comments
Subject: SR9/US 19

I agree that left turns on Peachtree back up traffic, but cutting to two lanes each way will be more dangerous, leading people to switch lanes constantly. Better to have left turn arrows, e.g. at Piedmont Hospital where it is almost impossible to safely turn left heading north.

I support bicycling as an alternative, but as an occasional biker, I still think it would be insane to ride a bike on Peachtree, even with a bike lane.

The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

From: Mildred Petty <mildredpetty@icloud.com>
Sent: Friday, November 13, 2015 5:39 PM
Subject: Response to plans for Peachtree Road

We support the **HYBRID PLAN** i.e. **TWO lanes of traffic north and south bound, a turning lane, and NO bikes running from Deering Road to MAPLE DRIVE.**

This plan could be effective in mitigating what has become increasingly close-to-impossible traffic on Peachtree without introducing new safety issues. The turning lane should reduce the amount of quick lane changes that now create big issues when someone finds themselves in heavy traffic behind a vehicle waiting for a left turn. Taking this change to Maple Drive where a turning lane starts for Piedmont is totally sensible lest stopping at Pharr prior to the Roswell/Peachtree returns to heavy congestion and confusion/frustration for drivers.

We strongly believe that this is the only viable change to be made at this time.

Mildred L. and Robert C. Petty

From: Robert Ratonyi <r.ratonyi@att.net>
Sent: Saturday, November 07, 2015 9:56 AM
To: peachtreeproject
Subject: restriping Peachtree Rd

Dear DOT,

I appreciate your asking for feedback on your plans to restripe Peachtree Rd. I am all for creating a turning lane. However, I am totally against introducing bicycle lanes as you have done on Pharr Road. I have lived on Peachtree Road, just a few blocks from Pharr, for two decades and do not recall seeing any bicyclist on Pharr. By taking away one lane of traffic you created a huge problem where there was none. I hope you will not repeat the same mistake on Peachtree Road. Please rethink the need for a bicycle lane on Peachtree, especially since it is only for a short segment of the road, and stick with the introduction of a turning lane.

Thank you for listening.

Best regards,

Robert Ratonyi
2660 Peachtree Rd N.W.
rratonyi@alum.mit.edu
Home 404-848-8487
Cell 404-375-1865

Dyson, Wendy E

1797

From: wesjinc@yahoo.com
Sent: Monday, November 16, 2015 4:52 PM
To: peachtreeproject
Subject: Road project is about safety and connectivity, not just bikes

Asking that the bike lane connect to the existing bike lane.

Help ease the traffic jams caused by cars backing up behind left-turners, and prevent crashes.

Road project is about safety and connectivity, not just bikes.

Jacks, W

Sent from my MetroPCS Android devi,ce

Peachtree project &
dot.ga.
gov.

PLEASE MAIL ASAP – due in hand by November 16^h !!!!

**Peachtree Road Project
SR 9/US 19
Comment Card**

Please print responses.

Name Rudy Harrell

Address 2288 Peachtree Road, NW, #17, Atlanta, GA 30309

Do you support the project (check your response)

- For
- Against
- Conditional**
- Uncommitted

General Comments _____

The area from P'tree Battle to Deering is a HOSPITAL ZONE, with many medical facilities including The Shepherd Center, Piedmont Hospital and others. Notice the large number of people in wheel chairs attempting to board the buses that need to get to curbside. I have spent a considerable amount of time caring for a love one in these facilities and I know first hand that the drivers coming and going are one in a a hurry to reach care and two are distracted on a good day. They do not need or can not handle yet one more obstruction such as the Bike Lanes.

I am in favor of turn lanes but not bike lanes.

How did you hear about this Open House? (check) Newspaper Signs GDOT Website

Radio

Word of Mouth Social Media Other _____

Was the location of the Open House convenient for you to attend?

Yes

No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?

Yes

No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?

Yes

No

Do you understand the project after attending this meeting?

Yes

No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308

From: Bob Redella <bobredella@gmail.com>
Sent: Wednesday, November 04, 2015 6:45 PM
To: peachtreeproject
Cc: Key, Stacey
Subject: SR 9/US 19 Safety and Operational Improvements

I have attended Andrew Heath's presentation to the Brookwood Hills neighborhood (Oct 14th) and also attended the GDOT Open House to all interested parties (Oct 29th). Having lived in Brookwood Hills for over 20 years, driven Peachtree Road all that time and after hearing the proposals presented, my support for the Deering to Peachtree Battle section is for 6-lane to copy the lanes proposed north of Peachtree Battle based on the following:

The GDOT is advocating a 5-lane road from Deering to Peachtree Battle, with bike lanes on each side. They indicate that this would be similar to the road configuration on Ponce and their modeling indicates a greater flow of traffic and less accidents because of the center turn lane. I believe that this is not the best alternative for the following reasons:

1. 7-lanes of traffic (north and south) will be crossing the Peachtree Road/I-85 bridge merging into (or opening up from) 2-lanes between Deering and Peachtree Battle ... and then 6-lanes north of Peachtree Battle. This will create an inevitable bottleneck in the middle of Peachtree Road right in the area occupied by the two hospitals and medical buildings, especially during rush hours, and with a lot of turns and elevation change.
2. I cycle and I almost never use bike lanes because they end up occupying the space where the storm drains are located and all the road debris accumulates... blown there from the car/truck traffic on the roadways. Bike paths on major roads can be very dangerous unless the state or city will regularly sweep them and storm drains are set exactly at the road surface level. (Sorry to say this but we both know that will never happen due to municipality funding constraints.) Therefore, some cyclists will inevitably end up using one of the car/truck lanes anyways.
3. It makes a lot of sense that Peachtree Road should be striped consistently from West/East Paces Ferry to Deering. That will result in less confusion for all drivers and a consistent flow of traffic. (The bottlenecking cause by changing the striping south of Peachtree Battle to Deering, I believe, will cause significant traffic backup when the lanes are reduced and then noticeable speed up when the traffic gets an extra lane. Either scenario seems problematic and accident prone.)
4. The intersection of Collier and Peachtree is very congested, mainly due to the turn onto Collier going south. That intersection needs to allow large vehicles (trucks and SUV's) the ability to make that turn from Peachtree onto Collier easily and quickly. The NW corner needs to be properly designed to allow for that flow and, yes, Piedmont hospital will need to either contribute or be compensated for their loss of land there. That said, please note that a significant amount of that traffic is hospital/medical building traffic, so Piedmont Hospital's constituents will, to a large extent, be significantly benefited here. It would be most beneficial if this intersection became a top priority. Traffic would flow significantly better going south immediately.
5. Finally, the traffic volume is significantly greater on Peachtree and Ponce, in the range of 25% or more, and creating a bottleneck would exacerbate the congestion caused by volume that currently exists.

Again, I would be supportive of 6-lanes with one dedicated as a turn lane. If we assume there will be 6-lanes, then the question is which side of the road should have the 3-lanes of thru traffic and which side the 2-lanes?

1. I'm hoping that you have some good traffic flow data here but my sense from driving it at all hours and on all days is that if we put aside the Collier/Peachtree intersection issue (see above and which is hopefully redesigned very soon), that having 3-lanes going north makes the most sense.
2. Traffic going into town is maybe not less heavy but the timing is less predictable than rush hour traffic at the end of the day. Therefore, 3 north lanes just seems to make more practical sense for evening rush hour traffic and also for Falcons' and Hawks' traffic when those games are finished.
3. Also, if the road stripping remains consistent from Deering to West/East Paces Ferry, then the a third lane going north will allow for Sunday parking by the churches, mainly Christ the King, with no real change in the traffic

pattern on 4 of the thru lanes. I would definitely recommend Sunday parking for the churches, with limited hours, only on that third lane (curb lane) going north.

One final comment to support 6-lanes vs 5-lanes, the re-striping will be minimally disruptive. One of the current lanes will be re-striped for the turn lane. All the others will remain the same.

(Storm water issue on Peachtree: I don't know if you are responsible for the storm drains on Peachtree, or if you can inform/influence the entity that is, but the storm drain at the intersection of Peachtree Hills Ave and Peachtree doesn't allow for the storm water to drain because it is not at the low point of the intersection. The low point is on the Peachtree Hills side of that intersection and, if relocated there, would eliminate the "lake" that forms every time we have a heavy rain.)

Thank you so much for allowing me to comment and for your consideration of my comments.

Sincerely

Bob Redella
23 Camden Road NE
Atlanta, GA 30309
404-357-7742

Dyson, Wendy E

From: Glenn Kurtz <gkurtz@lanierparking.com>
Sent: Friday, October 30, 2015 9:37 AM
To: Project Comments
Subject: SR 9/US 19 Safety and Operational Improvements

I want to express my support for the safety improvements on Peachtree Road especially between Deering and Peachtree Battle. I want to express my disapproval that you are not continuing the safety improvements North to Pharr Road. The elimination of the bike lane will make it less safe for cyclists and drivers. GDOT needs to do the right thing to reduce traffic accidents by extending bike lanes through the entire length of the project.

Thanks

Glenn

Glenn Kurtz

Executive Vice President

Lanier Parking Solutions

233 Peachtree Street NE Harris Tower, Suite 2600
 Atlanta, GA 30303

Office: 404-879-7692

Cell: 404-216-3671

Fax: 404-881-6077

Email: gkurtz@lanierparking.com

Exceptional People. Exceptional Service.

**Glenn Kurtz**

Executive Vice President

Lanier Parking Solutions

233 Peachtree Street NE Harris Tower, Suite 2600
 Atlanta, GA 30303

Office: 404-879-7692

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Dyson, Wendy E

From: Johnathan Short <johnathan_short@bellsouth.net>
Sent: Wednesday, November 04, 2015 7:21 AM
To: peachtreeproject
Cc: yadreaan@atlantaga.gov
Subject: 6 Lane Hybrid Option; Bike Lanes on Peachtree

To whom it may concern,

I am opposed to the addition of bicycle lanes on Peachtree. While I am generally in favor of efforts to promote bicycling, the addition of bicycle lanes on Peachtree makes no sense from a practical perspective as it will make an already traffic clogged artery even more so.

I have looked at the DOT 6 Lane Hybrid alternative and am in favor of that alternative.

Thank you.

Johnathan Short
johnathan_short@bellsouth.net

Dyson, Wendy E

From: Alice Horney <afhorney@bellsouth.net>
Sent: Sunday, November 08, 2015 11:52 AM
To: peachtreeproject
Cc: yadreaan@atlantaga.gov; mnorwood@atlantaga.gov
Subject: 6 lane hybrid plan

After studying the Peachtree Heights West Civic Association "position document" we fully agree that the 6 lane hybrid plan with a center turn lane is the safest and most efficient way of dealing with heavy traffic on a very busy street. Ideally, we would feel safer as pedestrians with wider sidewalks and a lower and enforced speed limit.

Please consider PHWCA recommendations as you vote for this project.

Alice and John Horney
39 W. Wesley Rd., NW
Unit #2

861

Dyson, Wendy E

From: Sylvia Dick <sylvia.dick@comcast.net>
Sent: Tuesday, November 03, 2015 1:04 PM
To: peachtreeproject
Subject: bike lane

Please note that I am against adding bike lanes to Peachtree Street. I do, however, think there should be left turn lanes. There is too much traffic on Peachtree Street now to consider reducing the lanes of traffic.

Sylvia Dick
4470 Sentinel Post Road, NW
Atlanta, GA 30327

Dyson, Wendy E

From: Sharp, Shirley <Shirley.Sharp@harrynorman.com>
Sent: Monday, November 02, 2015 10:06 AM
To: peachtreeproject
Cc: Guillaume, Barbara
Subject: Bike lanes on Peachtree

Ugh...the bike lanes through Buckhead are a mess....The Bike people for some time now have fought the idea of having to register or have license plates for their bikes since they do not want to be identified when they break traffic laws such as passing on the right & in between lanes, running stop signs and red lights...so if they push for part of the roads to be designated for them alone my suggestion is they must be licensed & show proof of insurance to access these bike lanes & therefore "pay" for part of the road not to mention being accountable to the "Laws of the road". Frankly, even without these designated lanes the idea that all bikes that are street ridden need to be registered/licensed for the safety of all is only fair. I know this idea is an old one, but it does make sense.

Shirley Sharp, Associate Broker

Harry Norman, Realtors
Office: 404-261-2700
Cell: 404-291-2273
shirley.sharp@harrynorman.com

Dyson, Wendy E

From: Rudy Harrell <RudyHarrell@dorseyalston.com>
Sent: Thursday, October 29, 2015 9:40 PM
To: peachtreeproject
Subject: Bike Lanes on Peachtree

To Whom It May Concern:

I am totally opposed to bike lanes on Peachtree in the Buckhead and Midtown area. I went to the meeting tonight at The Shepherd Center and found the people with the GDOT were nice, but do not have a clue to our daily lives living on Peachtree. They have not really studied what happens when a bus pulls into a bike lane or stops in a now two lane of traffic. What will the bikers do when a bus is in their lane, "we all know, they will dart out in front of the cars". They further said that from Peachtree Battle South there was more room, what I want to know is where. I own a building at 2544 Peachtree that I have owned since 1980 and lived in it and now two of my children have apartments in it. I live at 2288 Peachtree, just south of Peachtree Battle and Peachtree Creek Bridge(what are you going to do with the traffic). This needs much more consideration and please listen to the people living here and paying the taxes. Come sit with us any Friday or other days and watch what really happens on our Peachtree. We love Peachtree and do not want to have to move away, but you may not leave us with any choices. WE ARE OK WITH TURN LANES, BUT BIKE LANES ARE NOT NEEDED. Rebecca and Rudy Harrell 2288 Peachtree Rd., NW, #17, Atlanta, GA 30309

Dyson, Wendy E

From: Dusack.Christopher.T <Christopher.T.Dusack@SunTrust.com>
Sent: Friday, October 30, 2015 11:31 AM
To: peachtreeproject
Subject: Bike lanes on Peachtree Street

I am in favor of adding bike lanes along Peachtree Street, but not for solely benefiting cyclists.

I rarely drive or cycle on Peachtree Street, north of 17th Street. There is too much traffic to drive or bike in this area. And while bike lanes would be nice for cyclists, there are much better cycling alternatives that I routinely use such as the Northside Beltline Trail, Howell Mill (north of Collier), Northside Drive, Habersham, Valley, Power Ferry, and Lake Forest.

But I would like to see bike lanes and here is why: Peachtree Street is now 6 lanes, but the left lanes, both northbound and southbound, are a trap due to left hand turners. So these lanes are underused. A better option would be for a center lane that is for turning only, and use paint, dividers, medians, etc to help organize the traffic. The 4 lanes of traffic can then be restriped at a width that is appropriate for the speed limits of the road. The excess width can be used for a shoulder, or bike lane, or improvement of the sidewalk area. But please don't just restripe it as is. Even with the new bike lanes I would rarely use them for cycling. But as a pedestrian I would welcome the extra few feet of space between cars and the sidewalk. I do think that other cyclists would use the bike lanes, and opt to not drive their cars, freeing up some of the space on Peachtree. Also local businesses would likely experience sales increases, since it is much easier to hop off of a bike than to park a car and cyclists save a bundle due to free parking, no gas requirements and much less maintenance expenses.

Want to please everyone? Then restripe to a center lane, and 4 lanes of traffic (2 northbound and 2 southbound). Take the extra space and call it a shoulder. Then work with local bicycling groups to create a north-south route that parallels Peachtree. And for those that say no one rides bikes, please take a look at Strava's Heat Maps, copied below. Now there is some bias in that more serious cyclists tend to use Strava, but it still shows where folks are riding.

<http://labs.strava.com/heatmap/#14/-84.40891/33.80668/gray/bike>

Chris

Christopher T. Dusack, CFP®
Investment Portfolio Manager
Investment Advisory Group

SunTrust Banks, Inc.
303 Peachtree Street NE – 12th Floor
Atlanta, GA 30308
Tel: 404-813-0303
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Christopher.T.Dusack@SunTrust.com

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Dyson, Wendy E

From: Katz, Becky <BKatz@AtlantaGa.Gov>
Sent: Monday, October 26, 2015 9:15 AM
To: peachtreeproject
Subject: City of Atlanta Public Works Recommendations

From: Lewis, Jonathan
Sent: Tuesday, October 20, 2015 1:34 PM
To: Katz, Becky
Subject: FW: GDOT Peachtree Rd plans

Jonathan S. Lewis, AICP
Assistant Director of Planning - Transportation

From: Kadir, Nursef
Sent: Thursday, October 08, 2015 11:20 AM
To: Mendoza, Richard
Cc: Keane, Tim; King, Larry; Jacks, Charletta; Wynn, Michele; Alexander, Cotena; Peart, Shelley; Lewis, Jonathan
Subject: RE: GDOT Peachtree Rd plans

Commissioner,

The hybrid plan proposed by GDOT reduces delay and improves travel time. More importantly, the plan creates a badly needed continuous turn lane along the corridor and bike lanes south of Peachtree Battle Avenue. The proposed reconfiguration of the roadway which will address requests for turn signal at a number of intersections along the corridor including to Peachtree Battle Shopping Center, East/West Wesley Rd, the proposed retail/residential establishment driveway at Collier Rd, Sheperd Center Driveway, Phar Rd, and etc. to mention a few. Turn signals have been requested to Peachtree Battle Shopping Center, Sheperd Center and Phar Road for a number of years in the past. Since there are no left turn lanes, left turn signals could not be accommodated at these intersections. The proposed lane reconfiguration allows for left turn signal consideration at these and other major intersections.

Some believe that repurposing the two center lanes for a turn lane and bicycle lane will reduce capacity of the roadway and create congestion along the corridor. One should take into account that the two left most lanes are used by left turning movements for most part (one lane for southbound left turn and one lane for northbound left). Through traffic is avoiding these lanes because left turning vehicles are occupying them during all times of the day. GDOT study states that utilization rate for these lanes is very low and it is very obvious driving north and south along the corridor. Office of Transportation's engineering staff is in support of the proposed hybrid plan for the following reasons:

1. The hybrid plan is expected to reduce travel time and delay along the corridor due to better utilization of the roadway.
2. The proposed plan creates badly needed left lane turn lanes throughout the corridor and possible installation of turn signals at major intersections.
3. The proposed plan creates accommodation for alternative of transportation mode by creating bicycle lanes along a portion of the corridor. The bicycles lanes (4' wide) seem to be very narrow on a busy corridor. We recommend that the lanes should be widened to 5 feet which will reduce the center turn lane to 10 feet instead of 12 feet.

4. The proposed plan has the potential to decrease accidents along the corridor by removing left turning vehicles from through lanes
5. The proposed plan improves driver frustration when through drivers are stack behind turning vehicles on a through lane

Recommendations:

- Reduce the center left turn lane to 10' and widen bicycle lanes to 5' instead of the proposed 4 feet
- Incorporate turn signals at major intersections into the plan including at Pharr Rd, West/East Wesley Rd, the Sheperd Center, Piedmont Hospital, Collier Rd, Peachtree Battle Shopping Center and other major intersections where turn signal is warranted.



Nursef Kediri
City of Atlanta
Public Works Transportation Manager, Sr.
Department of Public Works
Office of Transportation
55 Trinity Avenue, S.W., Ste 4900
Atlanta, GA 30303-0324

(404) 330-6501 (office)
(404) 865-8632 (direct)
(404) 494-1712 (efax) – use efax and save a tree!

nkedir@atlantaga.gov
www.atlantaga.gov

Please submit requests for City services online at <http://www.atl311.com> or by calling 311.

From: Mendoza, Richard
Sent: Thursday, October 08, 2015 8:53 AM
To: Lewis, Jonathan
Cc: Keane, Tim; King, Larry; Jacks, Charletta; Wynn, Michele; Alexander, Cotena; Kediri, Nursef; Peart, Shelley
Subject: RE: GDOT Peachtree Rd plans

Thanks Jonathan,

Cotena, have we reviewed to see if we support the GDOT recommendation for the Peachtree Battle Hybrid alternative?
Richard

From: Lewis, Jonathan
Sent: Wednesday, October 07, 2015 6:05 PM
To: Mendoza, Richard
Cc: Keane, Tim; King, Larry; Jacks, Charletta; Wynn, Michele; Alexander, Cotena; Kediri, Nursef; Peart, Shelley
Subject: RE: GDOT Peachtree Rd plans

Hi Commissioner,

From late August, see attached overview.

I believe this is still current.

Jonathan S. Lewis, AICP
Assistant Director of Planning - Transportation

Office of Planning | Department of Planning and Community Development

From: Mendoza, Richard

Sent: Wednesday, October 07, 2015 5:57 PM

To: Wynn, Michele; Alexander, Cotena; Kedir, Nursef; Peart, Shelley; Lewis, Jonathan

Cc: Keane, Tim; King, Larry

Subject: GDOT Peachtree Rd plans

Anyone have latest information on the GDOT plans for Peachtree Rd. Bike lanes

Was asked today by the COO

Thanks

Richard



Richard Mendoza, Commissioner

City of Atlanta

Department of Public Works

Office of the Commissioner

55 Trinity Ave. SW Suite 4700, Atlanta GA 30303

Office: 404.330.6240

Email: rmendoza@atlantaga.gov

Comment Card

Please print responses.

Name J Cole Harding

Address 5283 Oakridge Drive
Stone Mountain, GA 30083

Do you support the project? (check your response)

For Against **XX Conditional** Uncommitted

General Comments There are a number of issues with the proposal for Peachtree Road. As a long-term employee of Shepherd Center, I find that you could potentially be causing more harm than good. Bicycles are essential to the health of the population and we want to support this choice. There are areas of Peachtree that are quite unsafe related to speed, direction and need for numerous repairs that will allow the traffic to move effectively/efficiently along the Peachtree corridor. Currently, driving south on Peachtree in the afternoon has turned into a nightmare. We allow cars to park along Peachtree, construction projects impede traffic and the High Museum selling tickets or whatever is blocking the far right lane (ceased lately). There have been numerous issues with patients trying to cross in front of Shepherd Center and Piedmont Hospital. If the proposed construction of bike lanes as was the change on Ponce de Leon – has caused traffic to slow, backup in left turning lanes, drivers are using bike lanes to make right turns, there are instances where the bike lanes and the road intersect and if not careful could be source of many accidents. At Pharr Road, drivers are unable to turn efficiently to go south on Peachtree now. I am not sure how the utilization data for Peachtree was configured; I can attest that adding bike lanes and left turn lanes may help in some isolated situations, but again, please rethink the proposal so that bikers, walkers and drivers have safe passage through our streets.

How did you hear about this Open House? (check) Newspaper **XX Signs** **GDOT Website** Radio

XX Word of Mouth Social Media **Other Meeting posted and held at Shepherd Center**

Was the location of the Open House convenient for you to attend? **XX Yes** No

If no, please suggest a general location that is more convenient to your community.

Yes convenient but I was out of town.

Was the time of the meeting convenient for you to attend? **Yes** No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

While unable to attend, James Shepherd, Chairman, Board of Directors for Shepherd Center was instrumental in updating me on this project and the drawbacks.

Mail to:

Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308

Dyson, Wendy E

From: Kathleen Harrison <harrhome@bellsouth.net>
Sent: Monday, November 16, 2015 10:47 AM
To: peachtreeproject
Cc: Home Home
Subject: COMMENT CARD

PLEASE MAIL ASAP – due

**Peachtree
SR
Comm**

Please print responses.

Name KATHLEEN HARRISON
Address 363 PINE TREE DRIV
ATLANTA GA 30305

Do you support the project? (check your response)

For Against

General Comments I DO NOT
NEEDED ON PEACH
NOT CONNECT TO
MORE TRAFFIC ISSU
WE DO NEED TURN L
ARROWS. I CAN'T S

Dyson, Wendy E

From: godfrey.newton@ubs.com
Sent: Wednesday, November 04, 2015 2:01 PM
To: peachtreeproject
Cc: yadreaan@atlantaga.gov; mnorwood@atlanta.gov; wrobinson@ga.gov; hshook@atlantaga.gov; jeff.mcewen@dot.gov; gregory.nadeau@dot.gov; Burkhalter, Mark; rodney.barry@dot.gov; Key, Stacey; Lewis, Jeanette; lee.morris@fultoncountyga.gov; Anthony.foxx@dot.gov
Subject: comment card for Peachtree Project
Attachments: GDOT.comments.Peachtree.Project.pdf; disclaim.txt

Please see attached my comment card on the recent GDOT Presentation on proposed changes to Peachtree Street.

Thanks.

Godfrey Newton

Godfrey H. Newton
Vice President - Investments

UBS Financial Services, Inc.
3455 Peachtree Road, NE Suite 1700
Atlanta, GA 30326
Tel. 404-760-3206
Fax 855-402-8656
Mobile 404-310-9380

www.ubs.com/fa/godfreynewton

Comment Card

Please print responses:

Name GODFREY NEWTON
Address 2655 RIVERS RD
ATLANTA, GA - 30305

Do you support the project? (check your response)

- For Against Conditional Uncommitted

General Comments I SUPPORT THE HYBRID PLAN (5 TRAVEL LANES AND A SHARED TURN LANE) - I DO NOT SUPPORT THE PEACHTREE BATTLE HYBRID PLAN. BIKE LANES CREATE DANGER TO BIKE RIDERS ON A STREET OF PEACHTREE'S SIZE + CAR VOLUMES. BIKERS DO NOT USE THE BIKE LANES PUT ON PEACHTREE FROM ROXBORO ACROSS PREMONTE NOW. THE LANES TAKE UP VALUABLE SPACE FOR ANOTHER LANE AND PROVIDE LITTLE,

How did you hear about this Open House? (check) Newspaper Signs GDOT Website Radio
 Word of Mouth Social Media Other Neighborhood Association e-mails

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on Improving the ways GDOT conducts Open Houses:

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308

BENEFIT IN TERM OF ADDITIONAL CAPACITY. ~~FINALLY~~ FINALLY, BIKE LANES ADD ADDITIONAL RISK OF HITTING AN ONCOMING BIKER BY THE PERSON IN THE RIGHT LANE WHO IS TURNING RIGHT INTO THE NUMEROUS CURB CUTS ON PEACHTREE. THIS WILL FORCE MORE TRAFFIC ON SIDE STREETS IF WE CONSTRICT TRAFFIC ON PEACHTREE.

Dyson, Wendy E

From: pvmccormick@gmail.com
Sent: Tuesday, November 03, 2015 4:04 PM
To: peachtreeproject
Subject: Comment Card for Peachtree Road Re-Striping

From
Peggy Allumbaugh
37 Lakeview Avenue
Atlanta 30305
404-266-2929
pvmccormick@gmail.com

I support the project with several conditions and suggestions. I am very supportive of the central recommendation for a two way center turn lane. We live two houses off of Peachtree Road and use Peachtree everyday as drivers and pedestrians. The center turn lane is badly needed.

I believe the message from residents about "no bike lanes" is loud and large. I suggest dropping that from your recommendation - perhaps in the next restriping, residents will be more comfortable with cyclists on Peachtree. For now, I suggest that GDOT compromise and amend its recommendation to drop the proposed bike lanes and to use the 8 feet wisely, either by re-striping five 12 ft lanes or adding the 8 feet to the sidewalks. I understand that adding to the sidewalks is very difficult and expensive and would require coordination with the City.

My first preference is five 12 ft lanes consistently from Pharr to Deering. The benefits are:

- simple striping is easier for drivers (old, young, out of town and unfamiliar, in a hurry, etc.) to understand the flow of traffic
- wider lanes makes it safer, at least feels safer to me
- gives some buffer to the pedestrians on sidewalks

Thank you for your time and energy. We look forward to this project moving forward.

Peggy Allumbaugh

PLEASE MAIL ASAP – due in hand by November 10th !!!!

947

**Peachtree Road Project
SR 9/US 19
Comment Card**

Please print responses.

Name Preston McDonald

Address 2073 Golfview Drive NW

Atlanta, GA 30309

Do you support the project? (check your response)

For Against Conditional Uncommitted

General Comments

CONDITIONAL on keeping 6 lanes (including Turn Lane) with NO Bike lanes

First, I would like to thank you for your efforts in studying how to improve Peachtree Road traffic congestion (between Peachtree Battle & West Paces Ferry). I live in Collier Hills neighborhood, between Colonial Homes Drive & Collier Road, and use the subject roadway daily for work, pleasure, and recreation. Additionally, our neighborhood experiences large amounts of cut-through traffic because Peachtree Road congestion is so bad and inefficient.

Unfortunately, I am traveling on business tomorrow and unable to attend the neighborhood outreach meeting, but wanted to share my concerns & opposition to the current GDOT recommendation of 5 lane TWLTL with bike lanes. **I strongly urge GDOT to forego their bike lanes recommendation in favor of the 6-Lane Hybrid.**

I strongly support restriping Peachtree to have a two-way left-turn lane (TWLTL) and five through traffic lanes, because it is clearly the most efficient and highest performing roadway configuration according to GDOT's data and analysis. This configuration is called the "6-Lane Hybrid" alternative in GDOT's study.

In that section where GDOT plans to take out another through lane out of Peachtree for bike lanes under the Battle alternative, the efficiency gained by putting in a TWLTL is almost completely nullified.

This means that, under GDOT's recommended alternative, there will be no significant improvement in the operation of Peachtree from Peachtree Battle Avenue to I-85. That, however, is precisely the section of Peachtree with the greatest congestion: 45,000 vehicles a day.

For the foregoing reasons, I strongly urge adoption of the 6-Lane Hybrid striping plan. This is the alternative that GDOT's data clearly shows is by far the best in making Peachtree a more functional arterial roadway and the alternative that is least likely to cause harm to adjoining neighborhoods by forcing commuter traffic into these neighborhoods. It will also substantially improve safety because the addition of the left turn lane is projected to reduce collisions on Peachtree by 20%.

In summary, I highly recommend the "6-Lane Hybrid" with TWLTL, and appreciate your time and consideration.

How did you hear about this Open House? (check) Newspaper Signs GDOT Website Radio
 Word of Mouth Social Media Other Neighborhood email

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308

PLEASE MAIL ASAP – due in hand by November 10th !!!!

948

**Peachtree Road Project
SR 9/US 19
Comment Card**

Please print responses.

Name Mary Lorraine McDonald

Address 2073 Golfview Drive NW

Atlanta, GA 30309

Do you support the project? (check your response)

For Against Conditional Uncommitted

General Comments

CONDITIONAL on keeping 6 lanes (including Turn Lane) with NO Bike lanes

First, I would like to thank you for your efforts in studying how to improve Peachtree Road traffic congestion (between Peachtree Battle & West Paces Ferry). I live in Collier Hills neighborhood, between Colonial Homes Drive & Collier Road, and use the subject roadway daily for work, pleasure, and recreation. Additionally, our neighborhood experiences large amounts of cut-through traffic because Peachtree Road congestion is so bad and inefficient.

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In summary, I highly recommend the “6-Lane Hybrid” with TWLTL, and appreciate your time and consideration.

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 Word of Mouth Social Media Other Neighborhood email

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If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308

Dyson, Wendy E

From: Warren W. Wills <www@mmmlaw.com>
Sent: Tuesday, November 03, 2015 10:05 AM
To: peachtreeproject
Cc: yadrean@atlantaga.gov; mnorwood@atlanta.gov; wrobinson@georgia.gov; hshook@atlantaga.gov; Jeff.mcewen@dot.gov; gregory.nadeau@dot.gov; Burkhalter, Mark; rodney.barry@dot.gov; Key, Stacey; Lewis, Jeanette; lee.morris@fultoncountyga.gov; Anthony.foxx@dot.gov
Subject: Comment to GDOT proposed plan for Peachtree St. north of Peachtree Battle

As a neighbor to the proposed project on Peachtree St., I oppose the bike lane plan advanced by GDOT. I favor the 6 lane Hybrid Plan (5 travel lanes and a shared 2-way left turn lane).

Warren W. Wills, Jr.
2972 Habersham Way
Atlanta, Ga 30305

404-504-7777 (direct)
www.mmmlaw.com

Dyson, Wendy E

From: Bob Gibeling <bobgibeling@gmail.com>
Sent: Monday, November 16, 2015 10:05 PM
To: peachtreeproject
Subject: comments on Peachtree restriping project

Dear DOT:

I do support the creation of left turn lanes as indicated in your proposal, which I viewed recently. I believe this will help move traffic better.

I am concerned however, about the bike lanes being proposed, for two reasons.

1. Not having any barriers but just stripes to separate bikes from cars seems very risky for bike traffic to me, especially on such a heavily used street.
2. I believe a better alternative is a plan proposed by Atlanta City Council member Mary Norwood. This proposal would create bike access to Buckhead through a different route.

Thank you for your consideration.

Bob Gibeling
Buckhead Resident

Dyson, Wendy E

From: Mike Wild <mwild@newfields.com>
Sent: Friday, October 30, 2015 2:32 PM
To: peachtreeproject
Cc: mnorwood@atlantaga.gov; Joe Earle; asimmons@ajc.com; Marjorie Snook; thomas@midtownatl.com
Subject: Comments regarding Peachtree project

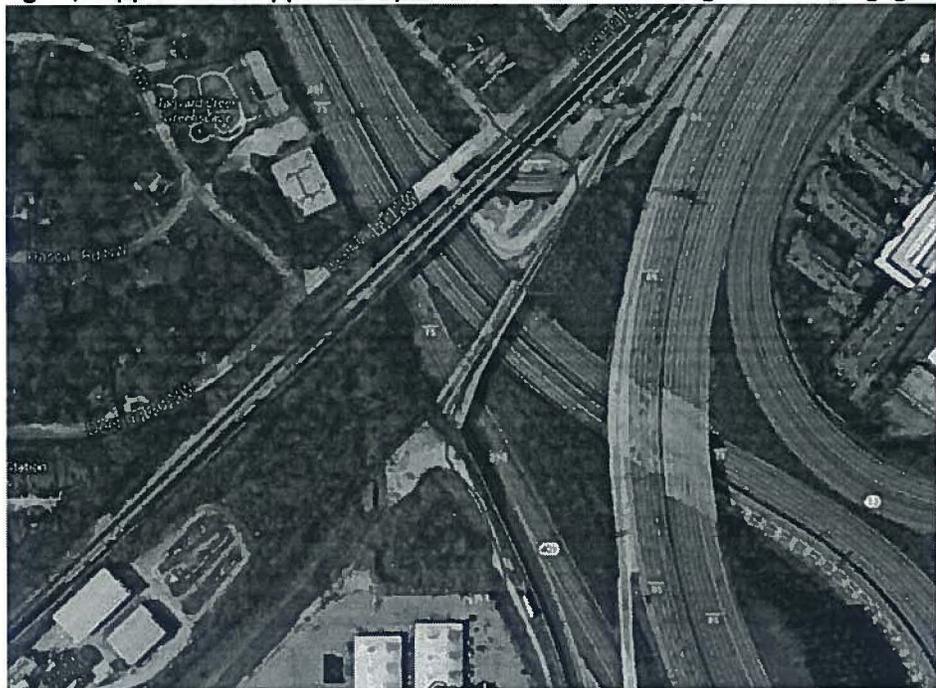
I attended the event last night and I wanted to thank the GA DOT for all their hard work. I understand the challenges facing this project and the worries of folks in the neighborhood. I have been driving down Peachtree from Buckhead to Midtown to get to work for over 20 years and have noticed the increase in traffic and aggressive driving. I feel the hybrid plan will dramatically improve, most importantly, driver behavior, and also improve safety for all (drivers, bikers and pedestrians). Hopefully the community will be able to realize the changes once they see it in action and notice traffic flow improvements and a decrease in accidents. Many of the residents that came out were elderly, long-time residents. I am positive that once they recognize that their safety and comfort level driving on Peachtree improves, they will be your biggest proponents rather than skeptics.

I remember the angst and anger from the neighborhood around East Wesley Road when it was redesigned. Everyone was against it and that project has clearly and dramatically improved the neighborhood. No one would believe it would until it was done. Now it is a shining example of how to redesign a space-limited road.

As I explained to the court reporter and both the AJC and Reporternewspaper reporters, the biking community will only expand their use of Peachtree in the years to come. You cannot prohibit any valid vehicle from using Peachtree. I have included Atlanta City Councilperson, Mary Norwood on this email as well as the reporters I met and Thomas Wynn of Midtown Alliance.

I have voted for Ms. Norwood over the years and appreciate her efforts for Atlanta. But you are completely wrong in this instance regarding the bicycle community. You cannot force them to use incomplete beltline trails (see quote in Oct. 29th Creative Loafing). It is best to get them out of traffic and into their own lane so they do not slow down Peachtree commuters by "taking over" the right lane. If you want to decrease biking use on Peachtree then I would suggest that you employ all means possible to connect the Tanyard Creek trail to Atlantic Station (see attached concept). Till then, your comments are just feeding the misinformation being spread in the community.

Again, I applaud and appreciate your efforts both as an engineer and engaged and informed citizen.



Dyson, Wendy E

From: Norris D. <nfdyson@gmail.com>
Sent: Monday, November 09, 2015 11:26 PM
To: peachtreeproject
Subject: Comments regarding SR/9/US 19 Safety and Operational Improvements. (Fulton County)

To whom it may concern,

With this new change I would expect to see proper signage for the bike lanes so bike riders adhere to the rules of the road and do not create more accidents.

I WOULD LIKE A RESPONSE on what the new level of service will be compared to the current one. You are removing 2 lanes of flowing traffic from a busy road even when its not rush hour. This will be good to know what to expect should the project take place. If traffic LOS will degrade I am 100% against this project.

Although the plans for the new project appear to create a more efficient use of the 6 lane road, another concern I have is the efficacy of construction. GDOT past improvement projects have left traffic in a bad situation a number of times. I understand it is about the end goal, but proper planning can reduce the expected delays during construction. Both sections DO NOT need to undergo construction at the same time. A majority of construction needs to occur overnight (10pm-5am).

When it comes to design and planning always remember, just because you can do it does not mean you should do it.

A member of the community,

Norris D.

Dyson, Wendy E

From: Elizabeth Wickland <lizzywickland@gmail.com>
Sent: Thursday, October 29, 2015 1:45 PM
To: peachtreeproject
Subject: complaint Deering to Peachtree BATTLE

hello- I am a homeowner in the Brookwood Hills neighborhood just off of peachtree and have been following the p'tree re striping discussion. I'm concerned that the addition of bike lanes on peachtree from Deering to Peachtree Battle will actually cause many bike vs ca related accidents as cars pull off of peachtree in to the many businesses (curb cuts) and streets that come off of peachtree. This is especially concerning considering the down hill sections as you are heading Northbound on peachtree close to Peachtree Park and Fresh Market to Peachtree Hills ave. Cyclist are likely to gain excess speed in these area while going down hill, and the many non-local drivers on peachtree will not realized they need to look way back up the bike lane before turning their car into the many curb cuts for businesses along this part of peachtree.

GA DOT should instead consider having bike lanes along Northside Drive from Deering to Peachtree battle. This would accomplish bikers getting to the same destinations but greatly reduce the likelihood of bike to car accidents as this stretch of Northside has almost no businesses, therefore far fewer curb cuts.

I am in favor of the addition of turn lanes on this section of peachtree. I have read that it is anticipated the turn lanes will not reduce congestion overall but will reduce the number of accidents- and these currently frequent accidents of course influence congestion as they tie up lanes of traffic while police arrive on the scene and damaged cars are towed off. **The plan for the section of Peachtree NORTH of peachtree battle (turn lane in middle but no bike lanes) is also the best plan for the section of Peachtree between Deering and Peachtree Battle.**

Thank you for your consideration. Elizabeth Wickland 377 Camden Rd

Dyson, Wendy E

From: Alice Ginn <Alice.Ginn@piedmont.org>
Sent: Monday, November 02, 2015 1:53 PM
To: peachtreeproject
Subject: Concerns About the Proposal

While I agree Peachtree Road needs improvement for safety, I have some concerns about the plan.

Elimination of Northbound lane: Concerns about frequent bus traffic. If there are only 2 lanes, traffic will be reduced to 1 lane because of the frequent and lengthy bus stops. Will there be wells developed for buses to pull over like the one at Bennett Street?

Bicycle lanes: Most issues with bikes are caused by the riders themselves. The rarely follow traffic rules and create hazards for the drivers. Also, the heavy bus traffic may pose a danger when the buses need to make a stop. I am not sure that there are any studies that support bicycle lanes as reducing accidents on busy roads.

Thanks



Ali Ginn, MSN, RN, FNP-BC | Performance Improvement Coordinator | Quality & Safety
1968 Peachtree Rd. NW, Atlanta, Ga 30309
O: 404.605.3764 | C: 404.351.6266 | F: 404.609.6867
alice.ginn@piedmont.org



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Dyson, Wendy E

From: Sarah_Callahan@Shepherd.org
Sent: Wednesday, November 04, 2015 3:36 PM
To: peachtreeproject
Subject: Feedback on proposed changes to Peachtree Road

Hi,

I would like to conditionally support the proposed changes to Peachtree Road. An open house on this topic was recently held at my workplace (The Shepherd Center). I was not able to attend, but did get to review the presentation slides and hear feedback from James Shepherd, one of our Center's founders. I think he makes some great points on his comment card, and I would like to vote for similar changes.

Bike lanes sound like a nice idea, but are probably not safe for a road as large as Peachtree along this corridor. The two-way left turn lanes sound like a good idea, as long as the transitions are clearly marked, if they change to increase northbound and southbound traffic flow at different points along the corridor.

I also agree with Mr. Shepherd's comment that the crosswalk times should be increased to give people with mobility limitations more time to cross.

Thank you for considering my feedback and for your hard work trying to make wise changes!
Sarah

Sarah (Woodworth) Callahan, MOT, OTR/L
Occupational Therapist, SCI Clinical Research Scientist
Shepherd Center
404-350-7628

Read about Current Research at Shepherd: <http://www.shepherd.org/research/spinal-cord-injury/current>

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-- Thank you.

Dyson, Wendy E

From: Testani, Rocco <Rocco.Testani@sutherland.com>
Sent: Friday, October 30, 2015 6:01 PM
To: Project Comments
Subject: RE: Comments on SR 9/US 19 Safety and Operational Improvements

This provides feedback on the proposed improvements to Peachtree Road from Peachtree Battle to Deering. The continuous turn lane is a good idea since the left lanes in both directions often back up for drivers making turns into the numerous businesses along that stretch of the road. However, I oppose the addition of bike lanes in this heavily congested corridor. It is not suitable for biking which should be discouraged in congested traffic areas and, instead, routed through lesser arteries and residential areas. This is a safety issue for drivers as well as the bikers. Also, dropping a lane will only increase congestion, car idling and pollution. Thanks for soliciting public input.

Rocco Testani | Partner | 404.853.8390
Sutherland Asbill & Brennan LLP

From: Chris Testani [mailto:ctestani@att.net]
Sent: Friday, October 30, 2015 1:20 PM
To: ProjectComments@dot.ga.gov
Subject: Comments on SR 9/US 19 Safety and Operational Improvements

Current Open House Information for SR 9/US 19 Safety and Operational Improvements

Hello:

Thank you for allowing feedback on the proposed improvements to Peachtree Road. While I very much support adding a continuous turn lane into Peachtree Road, I greatly oppose the idea of bike lanes being added Peachtree Battle and Deering. Not only will this further bottleneck severe congestion in this area, but it will be an undue danger for the drivers trying to navigate with bikers on such a busy roadway. There are numerous businesses and residences along this corridor and drivers turning in and out will have the burden of anticipating bicycle riders at varying speeds in addition to vehicular traffic and pedestrians. Bicycle riders can continue travel in bike lanes when traffic is stopped which will make it especially dangerous and difficult for vehicles trying to turn in and out of properties along Peachtree, especially in heavy traffic. Adding the numerous bus stops in this mix just is a recipe for tragedy! Please no bike lanes!!!!

Thank you,
Christine Testani
2630 Birchwood Drive
Atlanta, GA 30305
ctestani@att.net

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1005

Dyson, Wendy E

From: Karen Klare <karen_klare@intercept.com>
Sent: Friday, October 30, 2015 2:41 PM
To: Project Comments
Subject: SR 9/US 19 Safety and Operational Improvements - NO to bike lanes!

To whom it may concern:

This project finally addresses the terrible traffic situation along Peachtree Road from West Wesley to Deering Road. The addition of left-turn pockets is most welcome as drivers constantly ignore the double yellow lines when making illegal left turns, forcing others to have to switch lanes, which then causes massive backups. For this reason we are in favor of the project, with one exception: the addition of bike lanes.

Wasting valuable lane space in order to accommodate the 1 or 2 bike riders on Peachtree per day is ridiculous. We need three lanes for cars in both directions all day every day. Our subdivision is located on Peachtree and in order to get anywhere we must travel on Peachtree Road, both north and south. We make approximately 10 trips in this area per day traveling to and from schools, and various errands and appointments. Bike lanes are going to benefit no one. Bike riders have the Beltline. Don't give them Peachtree Road.

Thank you.

Karen and Stephen Klare
101 Brighton Road
ATL 30309

Dyson, Wendy E

From: Tracy Monk <tgmonk@me.com>
Sent: Monday, November 02, 2015 12:00 PM
To: Project Comments
Subject: Peachtree Road comments

I am emailing to comment on Fulton County, GA, SR9/US 19 Safety and Operational Improvements. I prefer 6 lanes of traffic with NO bike lane. I favor the 2 way left turn lane. I do not think bikers should mess with our signature street in Atlanta. I am concerned that a bike lane will increase traffic and cars will be diverted through my neighborhood.

Thank you,
Tracy Monk
17 Vernon Road, NW
Atlanta, GA 30305
404-351-7329

Dyson, Wendy E

From: Reid French <RFrench@appliedsystems.com>
Sent: Sunday, November 01, 2015 8:38 PM
To: Project Comments
Subject: Peachtree Road Restriping

To Whom it May Concern:

I am very concerned regarding the proposed restriping of Peachtree Road. I live in that area and use those roads daily to go to work.

There is simply no rational reason to reduce the lanes of traffic in the name of bike lanes on a very busy state road.

The concept from Peachtree Battle north with two lanes going south, a center turn lane, and three lanes going north works well for all of the issues that your proposal states. The plan south of Peachtree Battle feels like a compromise with the biking lobby, not an engineering solution. How are three lanes supposed to merge smoothly at the busy Peachtree Battle intersection near the E Rivers?

I would like to draw attention to the restriping that occurred on West Paces Ferry. That was a train wreck with similar bike lanes (no bike riders, but yes, bike lanes). That was returned to a normal state only after several years of a traffic nightmare. Pharr road was recently restriped for a bike lane. I drive that road every single day to work. Never once seen a biker.

I ask that you reconsider the southern portion of the Peachtree Road restriping. Eliminate the bike lanes and keep six lanes of traffic.

Sincerely,

Reid and Sarah French

Reid French
Chief Executive Officer
Applied Systems, Inc.

Dyson, Wendy E

From: Purcell, Ann
Sent: Tuesday, November 10, 2015 12:34 PM
To: peachtreeproject
Subject: FW:

-----Original Message-----

From: Nancy C. Lynn [mailto:nancyclynn@gmail.com]
Sent: Friday, November 06, 2015 9:12 AM
To: Purcell, Ann
Subject:

I live on Rivers Rd and totally opposed to GDOT plan!!! I favor the 6 lane hybrid.

Nancy and Jerry Lynn
2658 Rivers Rd
30305

Sent from my iPhone

Traffic fatalities are on the rise since the beginning of 2015 and Georgia could see the first increase in nine years! Many of these fatalities are the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA

Dyson, Wendy E

1127

From: Brown, Robert
Sent: Monday, November 16, 2015 11:59 AM
To: peachtreeproject
Subject: FW: Hello from a former ASC colleague plus Response to plans for Peachtree Road

From: Mildred Petty [mailto:mildredpetty@icloud.com]
Sent: Saturday, November 14, 2015 7:48 PM
To: Brown, Robert
Subject: Hello from a former ASC colleague plus Response to plans for Peachtree Road

Dear Robert,

One of the nice things in life is the way people can cross paths/communicate unexpectedly. For me, this is one of those times when I noted that you are on the GDOT Board of Directors and involved in reaching a final decision for a plan which will hopefully alleviate congestion on Peachtree Road. That said, I hope that I shall see you when former trustees gather next year. Though I am sure that your life is busy and full, I always am glad to have the chance to see you in person!

Below you will find our proposal response which I have sent to other Director emails given to us. We were so glad that the response deadline was changed to the 16th since we have been out of town for some time. Starting in 1972, we have had three residences which have put us onto this portion of Peachtree Road; we have seen a lot of changes including a huge increase in traffic.

This email is to say that having learned of at least three GDOT proposals for remedying the traffic congestion on Peachtree, **we support the HYBRID PLAN i.e. TWO lanes of traffic north and south bound, a turning lane, and NO bikes running from Deering Road to MAPLE DRIVE.**

Taking this change to Maple Drive where an existing turning lane starts for Piedmont is totally sensible lest stopping at Pharr prior to the Roswell/Peachtree intersection make heavier congestion as well as confusion/frustration for drivers. This plan could be effective in mitigating what has become increasingly close-to-impossible traffic on Peachtree without introducing new safety issues. The turning lane should reduce the amount of quick lane changes that now create big issues when someone finds themselves in heavy traffic behind a vehicle waiting for a left turn.

We strongly believe that this is the only viable change to be made at this time.

With appreciation for the GDOT's asking for citizen input,

Mildred L. and Robert C. Petty

Traffic fatalities are on the rise since the beginning of 2015 and Georgia could see the first increase in nine years! Many of these fatalities are the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle

Dyson, Wendy E

From: Key, Stacey
Sent: Tuesday, November 10, 2015 2:32 PM
To: peachtreeproject
Subject: FW: No Bike Lanes On Peachtree From Peachtree Battle to Deering

From: Rudy Harrell [mailto:RudyHarrell@dorseyalston.com]
Sent: Tuesday, November 10, 2015 2:06 PM
To: Key, Stacey
Subject: No Bike Lanes On Peachtree From Peachtree Battle to Deering

OPPOSED TO THE BIKE LANES ON PEACHTREE

Dear Ms. Key;

After attending several meeting and much discussion concerning the *Bike Lanes* on Peachtree, I must express my concern for this project as proposed by the GDOT.

First, let me thank those involved for spending the time to look into alternative measures of resolving the issues instead of turning their head and not taking the time to study the issues at hand. I moved to Atlanta in 1974, and I have lived and worked along Peachtree since my arrival here. The street is a vital artery for the movement of traffic as well as the hub for residential multifamily housing and Hospital care.

I am in support of the *Turn Lane* because this could be helpful in the movement of the traffic. However, the *Bike Lanes*, make no sense to me.

My wife, Becca and I live along Peachtree at the base of the bridge at Peachtree Battle where the *Bike Lanes* are proposed to start. Unfortunately, in 2009 my wife at the age of 57 suffered a stroke that left her paralyzed on her left side. We were fortunate that I could get her to Piedmont Hospital in a timely manner. Otherwise, she would not be with us today. Becca spent 68 days in Piedmont and Shepherd Center, and I was by her side virtually all the time.

To the best of my knowledge, there has not been a study done on the effects of the following: 1. Marta buses would be in one of the two remaining lanes and stop on almost every block. These buses would have to pull into

the ***Bike Lane***, blocking it as well as a motorist lane (buses must pull to the curb for unloading ***disabled people***). 2. When the bus stops at every location to pick up or drop off people, where will the bikers go? The hill on Peachtree heading south is known as ***Heartbreak Hill***, and a normal biker just cannot pull this hill without darting into traffic. 3. This is a ***Hospital Zone*** with the need for ambulances, fire trucks, and general public rushing to get to and from the Hospitals. Many of the drivers can only get to Piedmont and Shepherd on this vital stretch of road and they are often sick, worried, and sleep deprived. Please do not throw one more obstacle in their way. 4. A cyclist will run out of bike lane when they reach Deering, forcing them into traffic. 5. Consider that the Hospital staff, patients, and others living and working on this stretch have no alternate route from Peachtree Battle to Deering with the exception of Collier. Please do not endanger our citizens with another dangerous situation.

Look into the eyes of the people in the many wheelchairs on the sidewalk and the concerned loved ones who must use this ***Hospital Zone*** on a daily basis. I believe in bicycling and I support the GDOT in finding places for ***Bike Lanes***, but we **CANNOT** handle this on this stretch of Peachtree. As our elected official, please go back to the GDOT as our spokesperson and request a complete study and other alternatives before it is too late.

Respectfully Yours,

Rudy Harrell

2288 Peachtree Road, #17

Atlanta, GA 30309

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Dyson, Wendy E

1137

From: Heath, Andrew
Sent: Friday, October 30, 2015 9:02 AM
To: peachtreeproject
Subject: FW: North Buckhead Civic Association Comments on GDOT's Proposed Peachtree Road Restriping
Attachments: NBCA to GDOT's Andrew Heath - October 29.pdf

Andrew J. Heath, P.E.
State Traffic Engineer
Georgia Department of Transportation
935 E. Confederate Avenue
Atlanta, GA 30316
Office: 404-635-2828
Mobile: 404-683-5674



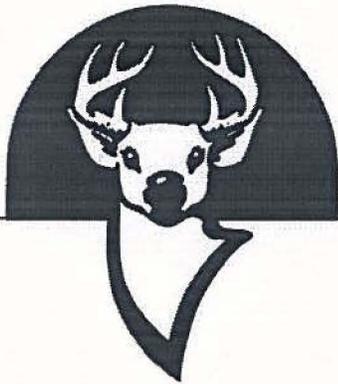
From: Gordon Certain [mailto:gcertain@comcast.net]
Sent: Thursday, October 29, 2015 3:05 PM
To: Heath, Andrew
Cc: Howard Shook; Adrean, Yolanda; Wan Alex; Jim Durrett; 'Jonathan Lewis'; 'Becky Katz'
Subject: North Buckhead Civic Association Comments on GDOT's Proposed Peachtree Road Restriping

Andrew,

I plan to attend the session this evening at the Shepherd Center. I plan to bring a hard copy of the attached response by the North Buckhead Civic Association. I am also providing a digital copy for your convenience. Thank you for the work you have done on this project and your service in working for GDOT.

Gordon Certain
President, North Buckhead Civic Association

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1138

NORTH BUCKHEAD CIVIC ASSOCIATION

P.O. Box 420391
ATLANTA, GA 30342-0391
www.nbca.org

October 29, 2015

To: Andrew Heath, GDOT

North Buckhead, with a population of nine thousand residents and workforce many times that number, is the City of Atlanta's fourth most populous neighborhood. Motor vehicle traffic congestion is one of our neighborhood's most significant issues. Because of a lack of a roadway grid in our part of the city, traffic is funneled onto a few north-south corridors. These include GA400, Piedmont Road, Peachtree Road, Lenox Road, and Northside Drive which are our sole north-south routes over the east-west barriers created by Peachtree Creek and by I-75/85. Given these limitations, conditions far away often impact traffic congestion in our area. One such condition is heavy southbound afternoon congestion on the Downtown Connector approaching I-20 coupled with the I-75/85 merge, which often cause southbound I-85 to back up onto GA400, discouraging its use. Vehicle traffic, seeking to avoid GA400, often diverts to Piedmont Road, Lenox Road, and Peachtree Road. So, when reductions in traffic capacity on Peachtree Road are proposed, our neighborhood gets quite concerned. Such reductions may not be in our neighborhood, but they impact us.

GDOT plans to improve the safety and utility of Peachtree Road by restriping the lanes. We support the conversion of one of the existing six north-south lanes to serve as a dedicated two-way left turn lane. We are troubled by the proposal to rededicate an additional lane for use by bicycles since that may unnecessarily reduce cyclist safety and will reduce southbound vehicle capacity. We sympathize with the plight of bicycle riders, worry about their safety, and realize that their route choices are even more limited than motorists face - bikes can't use expressways like GA400 and they are much more affected by topography.

An apparent premise of the current GDOT proposal is that bicycles have no choice but to use Peachtree Road. Yet, the Connect Atlanta Plan set out an alternate route paralleling Peachtree Road over Peachtree Creek. It will connect Dellwood Drive to the Beltline Trail, providing a link to Peachtree Street at I-85. We don't claim that route is necessarily the best, just that it is an officially planned route that could provide the framework for a solution avoiding lengthy Peachtree Road bike lanes - other routes may be better.

Based on this thought process, the Board of the North Buckhead Civic Association approved this resolution on October 26, 2015 for submittal as our neighborhood association's response to GDOT in the October 29, 2015 open house on Peachtree Road restriping:

Do not proceed with the bike lane restriping proposal on Peachtree Road until the City of Atlanta can consider possible alternative bicycle routes across Peachtree Creek. For example, a route through Dellwood Drive and Bobby Jones Golf Course to Colonial Homes Circle appears to be feasible and safer for cyclists.

Transportation resources and their absence have costs, both for governments (providing pavement, bridges, signage, paint, and maintenance) and for people (inconvenience, lost time, and risk of injury or death). It could be far more cost effective, overall and in the long term, to complete a bike link perhaps a few hundred yards long than to sacrifice the traffic-carrying capacity of a Peachtree Road lane one and a half miles long just to get space for two bike lanes that are intrinsically more hazardous than alternative routes would be.

Respectfully,

Gordon Certain
President, North Buckhead Civic Association

Dyson, Wendy E

1155

From: Key, Stacey
Sent: Tuesday, November 10, 2015 11:21 AM
To: peachtreeproject
Subject: FW: Opposition to DOT proposal for Peachtree Road

-----Original Message-----

From: Carol Curtis [mailto:carolcurtis1943@gmail.com]
Sent: Sunday, November 08, 2015 9:27 AM
To: yadrean@atlanta.ga.gov; mnorwood@atlanta.ga.gov; wrobinson@georgia.gov; hshook@atlanta.ga.gov; Jeff.mcewen@dot.gov; gregory.nadeau@dot.gov; Burkhalter, Mark; rodney.barry@dot.gov; Key, Stacey; Lewis, Jeanette; lee.morris@fultoncountyga.gov; Anyhony.foxx@dot.gov
Subject: Opposition to DOT proposal for Peachtree Road

To all concerned:

As a resident of the area of homes situated near the section of Peachtree Road that the GDOT proposes to change by adding bike lanes, I want to add my name to the already strong ground swell of opposition. I think we would all be better served by the 6 Lane Hybrid Plan that opposes removing traffic lanes for bikes. A better solution for the bikers would allow for the city to proceed with a relatively inexpensive solution which completes the one mile section of the East Beltline to Armour Industrial Park.

No good can come from expanding bike traffic on this already congested section of Peachtree Road. This would add a tremendous burden of traffic on Peachtree and the surrounding residential neighborhoods. As the mother of a son who is disabled and uses a wheelchair to travel this section of Peachtree to get to work at the Shepherd Center I am very concerned for his safety. Safety should be or paramount concern as you move ahead with your vote. Please let common sense prevail!

A very concerned citizen!
Carol Curtis

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Dyson, Wendy E

7161

From: Heath, Andrew
Sent: Wednesday, October 28, 2015 1:44 PM
To: peachtreeproject
Subject: FW: Peachtree Heights West Civic Association Position on Peachtree Project
Attachments: PHWCA Position Paper.pdf

Andrew J. Heath, P.E.
State Traffic Engineer
Georgia Department of Transportation
935 E. Confederate Avenue
Atlanta, GA 30316
Office: 404-635-2828
Mobile: 404-683-5674

**DRIVE ALERT
ARRIVE ALIVE**

From: Waller, Joshua
Sent: Wednesday, October 28, 2015 1:32 PM
To: DeNard, Paul; Heath, Andrew; Dale, Natalie
Subject: FW: Peachtree Heights West Civic Association Position on Peachtree Project

From: Robinson, Wes
Sent: Wednesday, October 28, 2015 1:28 PM
To: Waller, Joshua
Subject: FW: Peachtree Heights West Civic Association Position on Peachtree Project

FYI---I told them I'd be sure their position paper reached GDOT so you'll find it attached.

Their main point is they want to see the six lane hybrid proposal for the entire length. Right now north of peachtree battle it's proposed to be six lanes (three in one direction, left hand turn lane, two lanes in other direction) and then south until 85 is where you have the bike lanes. Instead of the bike lanes they want to see that six lane layout continued down along the southern section of the corridor.

I told them it was likely a spacing issue with the amount of right of way there but to be sure to attend the public comment meeting to let the GDOT officials know of their position.

From: Nolan Leake [<mailto:nleake@bellsouth.net>]
Sent: Tuesday, October 27, 2015 5:53 PM
To: Robinson, Wes <wrobinson@georgia.gov>
Cc: John Foley <john.foley@harrynorman.com>
Subject: Peachtree Heights West Civic Association Position on Peachtree Project

Wes:
Thanks for speaking with John and me about our neighborhood's concerns.

Attached are the neighborhood's positions regarding the proposed restriping plan by GDOT. Not included in these papers is the neighborhood's strong belief that the best and safest way to provided bicycle access between Buckhead and Midtown is by completing the 1-mile portion of the Beltline in Amour Industrial Park to connect the existing East Beltline with Path 400 at Garson Drive and Piedmont Road. The route is shown on the Beltline's website. If you need a more detailed description of the route, I can provide it.

If you have any questions or John or I can provide you with anything further, please give me a call at 678-570-3761 or John a call at 404-909-3177. Nolan

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**PEACHTREE HEIGHTS WEST NEIGHBORHOOD ASSOCIATION'S
POSITION PAPER REGARDING RESTRIPIING PEACHTREE ROAD**

Peachtree Heights West is the neighborhood which runs along the west side of Peachtree Road from West Paces Ferry Road to Peachtree Battle Avenue. It has about 550 households.

Our neighborhood strongly supports restriping Peachtree to have a two-way left-turn lane (TWLTL) and five through traffic lanes, because it is clearly the most efficient and highest performing roadway configuration according to GDOT's data and analysis. This configuration is called the "6-Lane Hybrid" alternative in GDOT's study.

Our neighborhood is not opposed to bicycles or bicycle lanes. We have several bicycle lanes in our neighborhood and a number of us are bicyclists. What we are opposed to is removing vehicle lanes from arterial roadways in our city – for whatever purpose – when those roadways are already well-beyond capacity. Such a reduction in Peachtree's lanes would seriously impact our neighborhood in two very crucial ways. First, as is well-documented by research, "road dieting" of arterial roadways should only be attempted where the roadway is well-below capacity. Otherwise, the increase in traffic congestion caused by such dieting inevitably diverts traffic into adjoining neighborhoods (like ours) as drivers attempt to find less congested alternative routes. Secondly, and as important, Peachtree is the primary artery used by us to go anywhere – work, shopping and recreation. We have to fight the congestion, delay and frustration of trying to travel on Peachtree every day, alongside tens of thousands of others from our city and the northern and western suburbs. We can attest that Peachtree is at its breaking point, and not just during rush hours.

If Peachtree had a 120' right-of-way, it could accommodate dedicated turn lanes, a wide park-like median, dedicated bicycle lanes, tramways and generous sidewalks. Unfortunately, Peachtree in the area proposed to be dieted is only 60' wide, with closely-encroaching

improvements on both sides of the street. It is also the busiest of only three north-south vehicle arteries in the northern half of the city. The reality is that we have to utilize the inadequate 60' width that we have as best we can.

Our neighborhood favors changing the striping on Peachtree so long as that change makes the most effective use of Peachtree's limited right-of-way. We, like everyone else who must use Peachtree, are looking for any economically reasonable way to improve what is already an unacceptable situation.

After two years of diligent effort by its experienced engineers in collecting and analyzing hard data about traffic on Peachtree, GDOT has issued a report that plainly shows the best striping alternative to accomplish this. Unfortunately, that alternative is not the one GDOT is recommending.

In its report, GDOT considered five striping alternatives, including leaving the Peachtree lanes as they presently are. They scored each alternative using well-recognized measures of roadway performance. See attached chart prepared by GDOT. Lower scores mean that the alternative provides better travel times, greater vehicle capacity and increased level of service to the traveling public. Higher scores mean the alternative performs more poorly under these criteria. One of these alternatives, the 6-Lane Hybrid plan, substantially exceeded all the others in roadway performance. That plan involves installing a TWLTL from Buckhead to I-85, with five lanes of through traffic, two lanes in one direction and three lanes in the other. The composite score is only 3.0 for the 6-Lane Hybrid plan, by far the best score of all of the alternatives considered by GDOT.

The alternative which GDOT is currently recommending is the "Battle" alternative with four through lanes, a TWLTL and two bicycle lanes between Peachtree Battle and I-85.

Compared to the 6-Lane Hybrid plan, the score for GDOT's Battle alternative is considerably worse at 4.0. If the Battle alternative's 5-Lane portion south of Peachtree Battle were applied to the full length of Peachtree from Buckhead to I-85, the score would be even worse, 4.8, which is almost as bad as the score for doing nothing at all: 5.0

The success of the 6-Lane Hybrid plan comes from its giving up just one lane in order to create a TWLTL. Extensive research has shown that this simple trade-off, one through traffic lane for a TWLTL, can add as much as 30% to the efficiency of a roadway and reduces collisions by 20%. The GDOT data confirms just that. It shows that the 6-Lane Hybrid plan's trade of one through lane for a TWLTL drops Peachtree's score from 5.0 under today's six-lane configuration to a 3.0 under the 6-Lane Hybrid plan. In that section where GDOT plans to take out another through lane out of Peachtree for bike lanes under the Battle alternative, the efficiency gained by putting in a TWLTL is almost completely nullified. This means that, under GDOT's recommended alternative, there will be no significant improvement in the operation of Peachtree from Peachtree Battle Avenue to I-85. That, however, is precisely the section of Peachtree with the greatest congestion: 45,000 vehicles a day.

For the foregoing reasons, our neighborhood urges adoption of the 6-Lane Hybrid striping plan. This is the alternative that GDOT's data clearly shows is by far the best in making Peachtree a more functional arterial roadway and the alternative that is least likely to cause harm to adjoining neighborhoods by forcing commuter traffic into these neighborhoods. It will also substantially improve safety because the addition of the left turn lane is projected to reduce collisions on Peachtree by 20%.

Peachtree Battle Hybrid – Performance Measures (Normalized)

	No Build	5L	<i>5-Lane Hybrid Favored by PHWA</i> ↓ Hybrid	Wesley	<i>GOOT Recommendation</i> ↓ Battle
LOS AM	4.6	5.0	3.4	4.7	5.0
LOS PM	4.8	5.2	2.6	3.7	4.4
Travel Time AM	4.5	5.0	3.5	5.0	5.0
Travel Time PM	5.0	4.0	2.5	3.5	5.0
Volume AM	4.9	4.9	3.1	2.9	2.3
Volume PM	4.4	4.9	2.7	3.2	2.5
Average	5.0	4.8	3.0	3.8	4.0

CURRENT: 10/23/15

**BIKE LANES ON PEACHTREE ARE UNLIKELY TO
IMPROVE SAFETY FOR CYCLISTS OR PEDESTRIANS**

At present, cyclists are free to share the traffic lanes with vehicles on Peachtree, but they are required by law to observe all of the rules of the road just like everyone else. In compliance with these rules, the cyclist travels in the lane in front of the approaching traffic so that motorists can see and react to what a cyclist does.

Under these shared road conditions, there have been only 11 bicycle collisions reported over 5 years between I-85 and Pharr Road. Of these collisions, over half (6) occurred on the sidewalk, where bike lanes would have been no help. Of the remaining 5, an unknown number of those likely resulted from vehicles coming into Peachtree from intersections, driveways or other curb cuts where bike lanes again would have not prevented these collisions. Not only are there a small number of bike accidents occurring, but in the vast majority of these, bike lanes would have been of absolutely no use in preventing them. By contrast, adding bike lanes on Peachtree will unquestionably burden 44,000 motorists every day by forcing the existing traffic onto less traffic lanes, while helping few, if any, cyclists avoid collisions.

It is more likely that bike lanes will cause more accidents than they prevent. Today, cyclists sharing the road are in the lane in front of motorists, in full view. With cyclists safely ahead of them, motorists turning right into intersections or driveways from Peachtree can slow down and give their full attention to pedestrians in the walkways or sidewalks into which they are turning. Motorists do not have to worry about cyclists (or anyone else) being in the blind spot to their right as they turn because it is illegal to pass right-turning cars on their right side under these circumstances. Ga. Code § 40-6-43.

If bicycle lanes are installed, however, the situation changes totally to the detriment of motorists and cyclists alike. Then cyclists are free to pass vehicles on their right, and given the

slow speeds on Peachtree during rush hour or other congested times, that will frequently happen. Now, however, the motorist who is turning right is liable if he hits or turns in front of a faster-moving cyclist even though the motorist is properly concentrating on pedestrians in the crosswalk or curb cuts. This is all happening at the same time that the motorist is trying to contend with all the other traffic on an overly-congested roadway. Adding bike lanes under these conditions is a prescription for disaster, for which GDOT, FWHA and every other person approving these bike lanes should rightly be held responsible.

Use of bike lanes on Peachtree will also endanger cyclists in another way. GDOT has repeatedly said that it will not be removing any grates or utility covers from Peachtree as part of the restriping. At present, there are numerous grates and covers along the right-hand curbs of Peachtree between Peachtree Battle and I-85. These extend 1'-2' into the right-hand lanes. The proposed 4' bike lanes are already at the absolute minimum width allowable under § 4.64 of the American Association of State Highways & Transportation Officials (AASHTO) guidelines. In such cases, AASHTO cautions that:

[d]rain inlets and utility covers that extend into the bike lane may cause bicyclists to swerve, and have the effect of reducing the usable width of the lane.... Therefore, the width of the bike lane should be adjusted accordingly, or else the structures should be removed.

Everywhere these drains and utility covers occur, the bike lanes must be widened by 1'-2' feet, which is impossible on Peachtree because that will push the bike lanes into the adjoining traffic lanes which are already at the minimum 10'. That will mean cyclists will cross into traffic lanes in those areas and then motorists will be required to give those swerving cyclists at least 3' of leeway, Ga. Code § 40-6-56, effectively forcing the motorist into another lane to avoid the cyclist. Under these circumstances, bike lanes are inappropriate on Peachtree and invite collisions, rather than avoiding them.

It is claimed that replacing one of Peachtree's through traffic lanes with bike lanes will improve pedestrian safety by reducing the distance to cross vehicle traffic lanes from 60' to 52'. First, it should be noted that pedestrian street crossings of 60', and often much more than that, are very common in Atlanta. Such crossings, therefore, are not viewed as exceptional risks to pedestrians. Secondly, the 8' taken out of Peachtree will not be used for pedestrian safety medians. Instead, two lanes of bicycle traffic will be added. The risk posed by cyclists is not inconsequential. Cyclist/pedestrian collisions are not uncommon, particularly in urban areas, and some are fatal to the pedestrian. In fact, hospitals use the International Classification of Disease registry and "pedestrian-cyclist accidents" are frequent enough to merit a separate code, E826.0. A Hunter College study showed that between 2007 and 2010 "in New York state alone, there were approximately 1000 pedestrians struck by cyclists each year necessitating medical treatment at a hospital."

It is also claimed that pedestrians will be safer with a 4' bike lane buffer between vehicular traffic and the sidewalk. Discounting the danger that cyclists can also run out of their lane and hit a pedestrian, the bike lanes proposed for Peachtree still provide very little added protection for pedestrians when a motorist is so distracted that he drives completely off the road. The proposed bike lanes have no physical walls or other barriers. They are no more than a painted white line and 4' of flat pavement. The existing telephone poles, light standards, sign poles and hydrants on Peachtree provide more protection to pedestrians than these bike lanes ever will.

CURRENT 10/23/15

**PONCE AND PEACHTREE ARE IN NO WAY
COMPARABLE WITH REGARD TO TRAFFIC LOADS**

Some claim that you should be able to road-diet Peachtree, just as has been done with Ponce de Leon. The conditions on that portion of Ponce, however, are dramatically different from conditions on Peachtree between Peachtree Battle Avenue and I-85. Ponce was road-dieted between Juniper Street and Ponce Market. Prior to the restriping, the GDOT daily vehicle traffic counts in that section of Ponce were only 28,000-30,000 vehicles a day. Contrast those numbers with those on Peachtree between Peachtree Battle and I-85. The latest available count at Huntington Drive is 43,400 and that is projected by GDOT to increase at 3% per year. Comparing the Ponce readings with the Peachtree readings shows that Peachtree carries about 50% more volume than Ponce. In other words, the traffic demands on that portion of Ponce, therefore, do not come close to those on Peachtree. Peachtree would have to be widened from 60' to 72' to accommodate 6 through lanes and a dedicated turn lane in order for the per lane vehicle load on Peachtree to be reduced to the level of that on the four through lanes and dedicated turn lane on Ponce. Peachtree is well over capacity, whereas Ponce, in the road-dieted section, is well under capacity.

Finally, there is no evidence that the road-dieted section of Ponce has increased the safety for cyclists or pedestrians. According to GDOT data, there were 1 bicycle and 12 pedestrian collisions in 2013 before the bike lanes were installed. In 2014 (after bike lanes were installed), there were 2 bicycle and 12 pedestrian collisions.

Dyson, Wendy E

1179

From: Key, Stacey
Sent: Tuesday, November 10, 2015 12:04 PM
To: peachtreeproject
Subject: FW: Peachtree Road

-----Original Message-----

From: Meredith Daniel [mailto:msdaniel@bellsouth.net]
Sent: Friday, November 06, 2015 11:01 PM
To: yadrean@atlantaga.gov; mnorwood@atlantaga.gov; wrobinson@georgia.gov; hshook@atlanta.gov; jeff.mcewen@dot.gov; gregory.nadeau@dot.gov; mburkhalter@dot.gov; Key, Stacey; lee.morris@fultoncountyga.gov; anthony.foxx@dot.gov
Subject: Peachtree Road

I am a resident of the Carlyle on Peachtree, 2767 Peachtree Road. I support the 6 lane hybrid plan. I oppose bike lanes on Peachtree. Thank you for your efforts. Meredith Daniel

Sent from my iPhone

Traffic fatalities are on the rise since the beginning of 2015 and Georgia could see the first increase in nine years! Many of these fatalities are the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA

Dyson, Wendy E

1218

From: Adrean, Yolanda <yadrean@AtlantaGa.Gov>
Sent: Tuesday, October 27, 2015 12:09 PM
To: peachtreeproject
Subject: FW: PHWA Position Paper
Attachments: Peachtree Striping Position Paper.pdf

Katie Howard
Sr. Council Aide
Office of Councilmember Yolanda Adrean
District 8, Atlanta City Council
(404) 330-6051 (phone)
yadrean@atlantaga.gov

From: Nolan Leake [mailto:nleake@bellsouth.net]
Sent: Tuesday, October 06, 2015 4:39 AM
To: John Foley; John Foley; Buff Quillian; Doug Hantula; John L. Varner; Nina Schwartz; Johnathan Short; Byron Attridge; Bruce Durkee (Renova)
Cc: Adrean, Yolanda
Subject: PHWA Position Paper

All:
Please see the attached draft position paper for your review and comments. We will discuss it fully on Wednesday night.

I am also considering a letter to the editor to straighten out the facts on the Schwartz/Durrett letter exchange.
Thanks. Nolan

**PEACHTREE HEIGHTS WEST NEIGHBORHOOD ASSOCIATION'S
POSITION PAPER REGARDING RESTRIPIING PEACHTREE ROAD**

Peachtree Heights West is the neighborhood which runs along the west side of Peachtree Road from West Paces Ferry Road to Peachtree Battle Avenue.

Our neighborhood strongly supports restriping Peachtree to have a two-way left-turn lane (TWLTL) and five through traffic lanes, because it is the most efficient roadway configuration according to GADOT's data and analysis. This configuration is called the "Hybrid" alternative in GADOT's study.

Our neighborhood is not opposed to bicycles or bicycle lanes. We have several bicycle lanes in our neighborhood and a number of us are bicyclists. What we are opposed to is removing vehicle lanes from arterial roadways in our city – for whatever purpose – when those roadways are already well-beyond capacity. Such a reduction in Peachtree's lanes would seriously impact our neighborhood in two very crucial ways. First, as is well-documented by research, "road dieting" of arterial roadways should only be attempted where the roadway is well-below capacity. Otherwise, the increase in traffic congestion caused by such dieting inevitably diverts traffic into adjoining neighborhoods (like ours) as drivers attempt to find less congested alternative routes. Secondly, and as important, Peachtree is the primary artery used by us to go anywhere – work, shopping and recreation. We have to fight the congestion, delay and frustration of trying to travel on Peachtree every day, alongside tens of thousands of others from our city and the northern and western suburbs. We can attest that Peachtree is at its breaking point, and not just during rush hours.

If Peachtree had a 150' right-of-way, it could accommodate dedicated turn lanes, a wide park-like median, dedicated bicycle lanes, tramways and generous sidewalks. Unfortunately, Peachtree in the area proposed to be dieted is only 60' wide, with closely-encroaching

improvements on both sides. It is also the busiest of only three north-south vehicle arteries in the northern half of the city. The reality is that we have to work with what we have as best we can.

Our neighborhood is not against restriping to make the most of Peachtree's limited right-of-way. We, like everyone else who must use Peachtree, are looking for any economically reasonable way to improve what is already an unacceptable situation.

After two years of diligent effort by its experienced engineers in collecting and analyzing hard data about traffic on Peachtree, GADOT has issued a report that clearly shows how this can best be accomplished. In its report, GADOT considered five striping alternatives, including having the Peachtree lanes as they presently are. They scored each alternative using well-recognized measures of roadway performance. See attached chart prepared by GADOT. Lower scores mean that the alternative provides better travel times, greater vehicle capacity and increased level of service to the traveling public. Higher scores mean the alternative performs more poorly under these criteria. One of these alternatives, the Hybrid plan, substantially exceeded all the others in roadway performance. That plan involves installing a TWLTL from Buckhead to I-85, with five lanes of through traffic, two lanes in one direction and three lanes in the other. The composite score is only 3.0 for the Hybrid plan, by far the best score of all of the alternatives considered by GADOT. By contrast, the score for the "Battle" alternative with four through lanes, a TWLTL and two bicycle lanes between Peachtree Battle and I-85, is considerably worse at 4.0. If the 5-lane alternative were applied to the full length of Peachtree from Buckhead to I-85, the score would be worse, 4.8, which is almost as bad as the score for doing nothing at all: 5.0

The success of the Hybrid plan comes from its giving up just one lane in order to create a TWLTL. Extensive research has shown that this simple trade-off, one through traffic lane for a

TWLTL, can add as much as 30% to the efficiency of a roadway. The GADOT data confirms just that. It shows that the Hybrid plan's trade of one through lane for a TWLTL drops Peachtree's score from 5.0 under today's six-lane configuration to a 3.0 under the Hybrid plan. Taking another through lane out of Peachtree in addition to the TWLTL (as the Battle alternative does), however, nullifies much of the efficiency gained by putting in a TWLTL. The score worsens from the Hybrid's 3.0 to the Battle's 4.0.

For the foregoing reasons, our neighborhood urges adoption of the Hybrid striping plan, the alternative that GADOT's data clearly shows is the best in making Peachtree a more functional arterial roadway and the alternative that is least likely to cause harm to adjoining neighborhoods.

Peachtree Battle Hybrid – Performance Measures (Normalized)

	No Build	5L	Hybrid	Wesley	Battle
LOS AM	4.6	5.0	3.4	4.7	5.0
LOS PM	4.8	5.2	2.6	3.7	4.4
Travel Time AM	4.5	5.0	3.5	5.0	5.0
Travel Time PM	5.0	4.0	2.5	3.5	5.0
Volume AM	4.9	4.9	3.1	2.9	2.3
Volume PM	4.4	4.9	2.7	3.2	2.5
Average	5.0	4.8	3.0	3.8	4.0

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Travel Time PM	5.0	4.0	2.5	3.5	5.0
Volume AM	4.9	4.9	3.1	2.9	2.3
Volume PM	4.4	4.9	2.7	3.2	2.5
Average	5.0	4.8	3.0	3.8	4.0

From: Heath, Andrew
Sent: Monday, November 16, 2015 8:23 AM
To: peachtreeproject
Subject: FW: Response to plans for Peachtree Road

Andrew J. Heath, P.E.
State Traffic Engineer
Georgia Department of Transportation
935 E. Confederate Avenue
Atlanta, GA 30316
Office: 404-635-2828
Mobile: 404-683-5674



From: Mildred Petty [mailto:mildredpetty@icloud.com]
Sent: Friday, November 13, 2015 5:39 PM
Subject: Response to plans for Peachtree Road

We support the HYBRID PLAN i.e. TWO lanes of traffic north and south bound, a turning lane, and NO bikes running from Deering Road to MAPLE DRIVE.

This plan could be effective in mitigating what has become increasingly close-to-impossible traffic on Peachtree without introducing new safety issues. The turning lane should reduce the amount of quick lane changes that now create big issues when someone finds themselves in heavy traffic behind a vehicle waiting for a left turn. Taking this change to Maple Drive where a turning lane starts for Piedmont is totally sensible lest stopping at Pharr prior to the Roswell/Peachtree returns to heavy congestion and confusion/frustration for drivers.

We strongly believe that this is the only viable change to be made at this time.

Mildred L. and Robert C. Petty

Traffic fatalities are on the rise since the beginning of 2015 and Georgia could see the first increase in nine years! Many of these fatalities are the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA

Dyson, Wendy E

1229

From: Floyd, Johnny State Transportation Board Chairman
Sent: Monday, November 16, 2015 11:41 AM
To: peachtreeproject
Subject: FW: Response to plans for Peachtree Road

From: Mildred Petty [mailto:mildredpetty@icloud.com]
Sent: Friday, November 13, 2015 5:39 PM
Subject: Response to plans for Peachtree Road

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From: Zach Young <szachryyoung@gmail.com>
Sent: Monday, November 02, 2015 6:05 PM
To: peachtreeproject
Cc: Studie Young
Subject: Fwd: DOT

From: Zach Young <szachryyoung@gmail.com>
Subject: DOT
Date: November 2, 2015 at 6:00:54 PM EST
To: mnorwood@atlanta.gov
Cc: Studie Young <Studieyoung@gmail.com>, Joel Iverson <joeliverson@gmail.com>, Mary Stuart Iverson <msiverson@me.com>

Mary,

I am in favor of the permanent left hand turn lanes which I think should be a standard 10 feet wide rather than 12 feet in some places.

I would give back the 2 extra feet to the traffic lanes making them 11 feet wide.

I am concerned about the dedicated bike lanes because of right hand turns from the car lane and the heavy car congestion that already exists from P'tree Battle going south to Deering. A lot of this congestion is because of people going south in order to go north on 85 and achieve the left hand turn lane just before the Temple. I believe the permanent left hand turn lane may help this situation as people may not move in and out of that lane as much as they do now.

The bike lanes would be used mostly in good weather, taking up unnecessary space at night and for much of the year and particularly in rainy weather. I do not mind sharing the car lanes with bikes and I think that the bike lanes would be used less frequently than the car lanes and therefore a headache.

Please pass this along to those who are keeping track of it. Thanks,

Zach Young
67 N. Muscogee Ave.

Dyson, Wendy E

1256

From: Jack Reeves <jsquare614@comcast.net>
Sent: Tuesday, November 03, 2015 10:19 AM
To: peachtreeproject
Subject: GDOT Hybrid plan

I support the GDOT Hybrid plan for Peachtree Road—i.e.—left turn lane with no bike lanes. J.F. Reeves, Unit # 26, The Gates, 2525 Peachtree Road, Atlanta, Ga. 30305

From: Lisa_Workman@Shepherd.org
Sent: Monday, November 02, 2015 10:01 AM
To: peachtreeproject
Subject: GDOT1 Comment Card
Attachments: GDOT1 comment Card.pdf

Good Morning,

I heard about the Peachtree Street GDOT information session and thought I should attach my comments. Thank you for the opportunity to send them to you and for you to take the time to read them.

Have a good rest of the day.

Thank you,

Lisa Workman
Risk Management Assistant
404-350-7597 - Direct
404-350-3115 - Fax

The information transmitted in this e-mail message, including any attachments, is for the sole use of the intended recipients(s) or entity to which it is addressed and may contain confidential, privileged and/or proprietary information. Any unauthorized review, retransmission, use, disclosure, dissemination or other use of, or taking any action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you are not the intended recipient, you are hereby notified that any reading, dissemination, distribution, copying, or other use of this message or its attachments is strictly prohibited. If you have received this message in error, please notify the sender immediately by reply e-mail and then delete this original message, scanned and found to be virus free. If this message contains a virus, please contact postmaster@shepherd.org. Thank you

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-- Thank you.

Comment Card

Please print responses.

Name Lisa Workman — I work @ Shepherd & drive
Address 1109 E. College Street Peachtree to Collier M-F
Bowdon, GA 30118

Do you support the project? (check your response)

For Against Conditional Uncommitted

General Comments Left turn signals are a must into Piedmont
Hospital.

Having a white painted line to keep bikers safe from a moving
vehicle / bus / truck is not safe - to reduce lane width for a
car - which pays taxes to drive on the paved road - bikers do not
not safe for the drivers of vehicles.

How did you hear about this Open House? (check) Newspaper Signs GDOT Website Radio
 Word of Mouth Social Media Other _____

Was the location of the Open House convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Meetings should be scheduled for question and answer
opportunities.

Mail to:
Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308

From: Nolan Leake <nleake@bellsouth.net>
Sent: Friday, November 06, 2015 6:22 PM
To: peachtreeproject; anthony.foxx@dot.gov; gregory.nadeau@dot.gov; rodney.barry@dot.gov; jeff.mcewen@dot.gov; wrobinson@georgia.gov; Key, Stacey; Burkhalter, Mark; Lewis, Jeanette; Yolanda Adrean; Mary Norwood; Howard Shook; Lee Morris; Hunter.Hill@Senate.ga.gov
Cc: Heath, Andrew
Subject: GDOT's 6-Lane Hybrid Alternative Is By Far the Best Solution for Peachtree, Not GDOT's Current Plan.

Ladies and Gentlemen:

I am the Chair of the Peachtree Heights West Civic Association's Transportation Committee. Our neighborhood has 550 households and is located on the west side of Peachtree south of W. Paces Road. Our committee has been studying the different GDOT alternatives for months and our members have attended several GDOT information meetings and have had many emails and meetings with the State Traffic Engineer.

I and our neighborhood oppose the current GDOT recommendation and strongly support GDOT's 6-Lane Hybrid Alternative (5 traffic lanes, a left turn lane and no bike lanes). This 6-Lane Hybrid plan is also the configuration GDOT recommends north of Peachtree Battle, but unfortunately not south of there.

GDOT's own data and analysis clearly show that the 6-Lane Hybrid is by far the best plan for improving the performance of Peachtree. By giving up a through traffic lane for a left turn lane, Peachtree will be made 30% more efficient and collisions will be reduced by 20%. GDOT's proposed configuration south of Peachtree Battle, however, will basically nullify the efficiency gains of the left turn lane in that portion of Peachtree because it eliminates a through traffic lane and replaces it with bike lanes.

GDOT's proposal for south of Peachtree Battle will have the effect of squeezing 45,000 vehicles on to only four through lanes and, consequently, will make the congestion on Peachtree even worse than it already is. This will adversely affect me and my neighbors in two ways. First, the reduction in lanes on a roadway already well over capacity will force drivers into our adjoining neighborhoods in hopes of avoiding the congestion on Peachtree. In addition, Peachtree is the primary arterial street for us, so we will have to fight that increase in congestion every day ourselves.

Not only will the GDOT proposal add to the existing delay and frustration of driving between Peachtree Battle and I-85, it will also increase the dangers to both motorists and cyclists. While contending with all the other challenges of an overcrowded roadway, right-turning motorists will have to worry about cyclists approaching in their blind spot on their right while they are properly focused on avoiding any pedestrians in the intersection or curb cut into which they are turning. This will completely reverse the present, much safer, situation in which cyclists travel in the lane in front of the motorist in full view and in which the cyclists, by law, are never allowed to pass to the right of right-turning vehicles.

Finally, when you compare Ponce de Leon's bicycle and pedestrian accidents the year before installing bike lanes (2013) and the year after installing bike lanes (2014), it is clear that there is NO evidence to show that bike lanes have improved those accident rates (2013: 1 bike and 12 pedestrian collisions vs. 2014: 2 bike collisions, 12 pedestrian collisions). On Peachtree, which has 50% more traffic than Ponce, bike lanes will cause more accidents, rather than fewer accidents.

A goal of GDOT is to provide a north/south pathway for cyclists to connect between Buckhead and Midtown. There is already a long-standing plan for such a pathway, the Atlanta Beltline. It will be dedicated to cyclists, is wider than 4 feet, will have no obstructing drain grates or manhole covers and, most importantly, will not be on a roadway with 45,000 vehicles. All that is needed to make that pathway a reality is to complete the planned one-mile section of the East Beltline through Amour Industrial Park so that it joins with Path 400 at Garson Drive. The Beltline is the safe and sensible way to accommodate cyclists, not by endangering cyclists and motorists with a narrow, unprotected bike lane on Peachtree which is already struggling to handle 45,000 cars, buses and trucks on its existing traffic lanes each day.

Finally, I and others have asked GDOT engineers several times how many cyclists use Peachtree. Each time, they do not know because they have never done a count. A Buckhead neighbor, Arthur Cator, spent 70 hours doing counts throughout the daylight hours on sunny days and found an average of less than one cyclist an hour on Peachtree. Admittedly, this was not a scientifically-controlled survey, but it is certainly more than GDOT has done and confirms that there is only a handful of cyclists each day. It is inconceivable to me that our government would seriously consider increasing the driving burdens on 45,000 citizens each day, just to accommodate roughly 12 cyclists. I have bike lanes in front of my home and that is a safe and appropriate place to put them. So is the Beltline. Peachtree is not.

Thank you for this opportunity to present other views and for your patience in reading this far. If you would like the detailed GDOT data and other facts supporting in this comment, please let me know and I will happily supply them.

Nolan Leake, 2998 Habersham Road, Atlanta, GA 30305.

From: pfraley <pfraley@bellsouth.net>
Sent: Monday, November 16, 2015 6:57 PM
To: peachtreeproject
Cc: yadreaan@atlantaga.gov; mnorwood@atlantaga.gov; lee.morris@fultoncountyga.gov; hshook@atlantaga.gov
Subject: Lane changes to Peachtree Road

As a homeowner living in Buckhead, I am writing to express my opposition to removing car lanes on Peachtree Road. I am in favor of the 6-Lane Hybrid Plan, which does not remove lanes for bicycles. Peachtree is already tremendously congested. The current lanes that have been restriped and designated for bicycle riders are hardly used. I drive through these streets daily and know. To take away lanes used for cars on the most trafficked thoroughfare in Atlanta in order to accommodate the occasional cyclist is absurd given that existing routes already exist throughout Buckhead neighborhoods for cyclists to get anywhere they wish. Further, the Beltline offers a far more logical approach.

Sincerely,

Phyllis Fraley
2 Muscogee Ave, NW
Atlanta, GA 30305
404-314-0721
pfraleypr@msn.com

1434

Dyson, Wendy E

From: Diane_Johnston@shepherd.org
Sent: Monday, November 02, 2015 9:44 AM
To: peachtreeproject
Subject: Peachtree Project Comment
Attachments: Comment Card.docx

To whom it may concern - Please accept my comments for submission regarding the Peachtree Project.

Thanks you.

Diane M. Johnston, MSPT
Director of Professional Education
Shepherd Center
office: 404-603-4955
cell: 678-595-3019
fax 404-603-4340

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-- Thank you.

Comment Card

Please print responses.

Name Diane Johnston

Address 1465 Thomas Rd – I work at Shepherd Center: 2020 Peachtree Rd NW Atlanta 30309
Atlanta, GA 30030

Do you support the project? (check your response)

For Against **Conditional** Uncommitted

General Comments I am opposed to any bike lanes on Peachtree where the RW is only 60 feet. There is access via PATH AT Tanyard Creek to reach Peachtree via Collier Rd. or via Colonial Homes. Bikes are part of the Fabric in Atlanta but they must be integrated safely. To place them on a roadway with 45,000 cars a day without a physical separation is unsafe. Removing travel lanes from a road at near capacity is unwise and will increase delays and shift traffic onto neighborhood streets. It will increase accidents not reduce them.

There needs to be an integrated signalization improvement. The crosswalk times are not adequate currently for wheelchairs and elderly. Because this project is labeled a safety improvement and uses Federal Safety the ADA considerations are a huge focus that needs to be addressed.

I support more dedicated left turn signals at key drives and intersections like Piedmont Hospital. The TWLT in combination makes sense but is limited by safe transitions. To shift to a different lane structure at Peachtree Battle going North and possibly again at Pharr will confuse drivers and be more dangerous not safer.

How did you hear about this Open House? (check) **Newspaper** **Signs** **GDOT Website** **Radio**

Word of Mouth **Social Media** **Other** _____

Was the location of the Open House convenient for you to attend?

Yes **No**

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?

Yes **No**

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by GDOT personnel?

Yes **No**

Do you understand the project after attending this meeting?

Yes **No**

Please share your suggestions on improving the ways GDOT conducts Open Houses:

There should be meetings with panel presentations and question & answer opportunities.

Mail to:

Ms. Hiral Patel, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308

1444

Dyson, Wendy E

From: Davis, F. T. <f.t.davis@dentons.com>
Sent: Sunday, November 01, 2015 7:46 PM
To: peachtreeproject
Cc: beth@bethbeskin.com
Subject: Peachtree Rd-- Deering to Pharr
Attachments: SR9US19PeachtreeRd-PIOH-10-26-15.pdf; ATT00001.txt

To GDOT--

Thanks for the opportunity to comment on the proposals for re-striping a portion of Peachtree Road in Atlanta. As a citizen who has spent much time studying traffic issues theoretically, as a member of ARC and its TAQC and as chair of the advisory board of the National Transportation Center at Georgia Tech, and as one who lives on Peachtree Road near Lindbergh, and works on Peachtree Street (and has used both every day for many years) I add my personal suggestion for your consideration.

You are correct to create a center turn lane, for all the reasons you and others have stated. That will expedite all vehicle traffic and give us a spare 8 feet of right-of-way for other uses. Instead of bike lanes, I suggest that you create wide sidewalks with trees to make Peachtree the beautiful and useful road we all deserve. You might even add all 8 feet to one side, in order to create an inviting pedestrian boulevard. The present sidewalks are narrow, unsafe, and un-inviting. That part of Peachtree is high density residential and mixed use, will become more so, and , with an inviting sidewalk, would be used by many pedestrians, diverting significant short-haul automobile trips. I welcome the opportunity to discuss this at any time. It is important.

Respectfully,
Tread Davis

PRESS RELEASE

Visit us on Facebook or Twitter.



For Immediate Release:
Monday, October 26, 2015

Contact:
Annalysce Baker
470.891.2992 Mobile

Public Encouraged to Attend Meeting..

GDOT Proposes Safety and Operational Improvements to SR 9/US 19/Peachtree Road

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Residents and commuters can attend the open house anytime from **5 p.m., until 7 p.m., on Thursday, October 29 at the Shepard Center, 2020 Peachtree Road NW Atlanta, Georgia 30309.** There will not be a formal presentation.

The proposed safety and operational improvement project includes installing a two-way left turn lane from Pharr Road to Deering Road, adding dedicated bike lanes from Deering Road to Peachtree Battle Avenue, resurfacing, and restriping. The two-way left turn lanes can help reduce the amount of rear-end and side swipe crashes by removing left-turning vehicles from the travel lanes and providing left-turn bays and protected left-turn signal phases at some intersections. The proposed dedicated bike lanes can also increase safety for motorists, bikers, and pedestrians. The bike lanes can provide a buffer between the sidewalk and travel lanes and increase multimodal connectivity.

“Over 800 vehicle crashes occurred on Peachtree Road from 2009 to 2013 between the Midtown and Buckhead areas. The corridor has been shown to have a higher crash rate than other comparable routes. Most of the crashes appear to be attributed to significant operational challenges on the roadway,” said Andrew Heath, State Traffic Operations Engineer. “The proposed Peachtree Road project is expected to reduce the crash rates and improve the efficiency of traffic flow. We encourage those who are interested to learn more about the proposed project to attend the open house and give their input.”

Georgia DOT staff and engineers will be on hand to answer questions about the Peachtree Road project. Residents who cannot attend the open house on October 29 can submit a written statement. All written statements should be submitted by **Monday, November 9** to:

Ms. Hiral Patel, P.E.
State Environmental Administrator

Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308

The public can also view the project and submit comments online. Visit the Georgia DOT website <http://www.dot.ga.gov/PS/Public/PublicOutreach>. From the menu, select the county where the proposed project is located; select *SR 9/US 19 Safety and Operational Improvements*; click *Comment* and follow instructions to leave a comment. The public can also email their comments to peachtreeproject@dot.ga.gov.

DriveAlert ArriveAlive calls attention to an alarming increase in roadway fatalities across Georgia, many resulting from preventable crashes and distracted driving. *DriveAlert ArriveAlive* implores motorists to buckle up; stay off the phone and no texting; and drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA. For more information about Georgia DOT, visit www.dot.ga.gov. You may follow us on Facebook (www.facebook.com/GeorgiaDOT) and Twitter (<http://twitter.com/gadepotrans>).

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1454

Dyson, Wendy E

From: Dea Canova <dealcanova@gmail.com>
Sent: Monday, November 02, 2015 9:36 AM
To: peachtreeproject
Subject: Peachtree Re-stripping Project

I am a homeowner in the Brookwood Hills neighborhood off Peachtree and have been following the re-stripping discussion. I am concerned the addition of bike lanes on Peachtree from Deering to Peachtree Battle will actually cause many bike vs car related accidents as cars turn off Peachtree into businesses and streets. This is especially concerning considering the down hill sections as you are heading Northbound on Peachtree close to Peachtree Park and Fresh Market to Peachtree Hills Ave. Cyclist are likely to gain excess speed in this area while going down hill, and many non-local drivers on Peachtree will not realized they need to look way back up the bike lane before turning right.

GA DOT should strongly consider bike lanes along Northside Drive from Deering to Peachtree Battle. Bikers are able to travel the same distance however exposed to less traffic and businesses. Also, with the addition of the bike paths in and around Bobby Jones Golf Course bikers will have a better ability to access other paths.

I am in favor of turn lanes on along this section of Peachtree. Although traffic congestion doesn't anticipate to be directly impacted I do feel a dedicated turn lane will make Peachtree a safer road to travel. **The plan for the section of Peachtree NORTH of Peachtree Battle (turn lane in middle without bike lanes) is the best plan for the section of Peachtree between Deering and Peachtree Battle.**

Thank you,
Dea & Brian Canova
275 Camden Rd

Dyson, Wendy E

From: Lauren Monroe <404monroe@gmail.com>
Sent: Sunday, November 08, 2015 8:08 PM
To: peachtreeproject
Subject: Peachtree Re-Stripping Project

Dear Ga-DOT-

Many thanks for your research and informed study of the Peachtree Battle to Deering corridor. I attended the meeting at Piedmont Hospital and was impressed by the presentation. However, I and many of my neighbors in Brookwood Hills have sincere reservations about your suggested plan. As residents of Brookwood Hills, we are all very familiar with the ebb & flow of traffic along Peachtree Street. We have always pondered why a major hospital didn't have a protected left turn for visitors and patients. I heartily endorse the idea of protected left turns into congested establishments along this route (Piedmont Hospital, Peachtree Battle shopping center). In addition, I very much endorse any efforts to make the right turn onto Collier Road a more seamless turn. In my daily travels, the travel headed south is often backed up for a mile or two because of the turn time at Collier Road.

I think that many of the issues that are sighted in your research could be effectively addressed by using our traffic lights more effectively. Lights that were calibrated to work more in sync would aid the flow of traffic and protected left turns would undoubtedly reduce accidents. I am against spending the money, time and effort to reduce lanes and add bike lanes until we have attempted to adopt less costly measures as listed:

- 1) Synchronize traffic lights.
- 2) Add protected left turns at Peachtree Battle Shopping Center and Piedmont Hospital.
- 3) Ease pressure on right turn from Peachtree Road to Collier by providing a smoother turning radius.

Thank you for your thoughtful attention to neighbors' concerns and comments.

Very truly yours,

Lauren Monroe

1459

Dyson, Wendy E

From: Stokes, Jim <Jim.Stokes@alston.com>
Sent: Saturday, October 24, 2015 10:58 AM
To: peachtreeproject
Subject: Peachtree Restriping

I live in Brookwood Hills and strongly favor the hybrid proposal for Peachtree restriping of 6 lanes north of Peachtree Battle and 5 lanes and 2 bike lanes south of Peachtree Battle.

The two way left turn lane in both parts of the proposal is essential for safety reasons as the 25% reduction in collisions after restriping on Ponce de Leon demonstrates.

The results from Ponce also show a 10% increase in throughput after restriping created the same 5 lane, 2 bike lane configuration proposed south of Peachtree Battle. I believe that the same thing will happen on Peachtree.

Additionally, we in Brookwood Hills have a big plus from the 5 lane, 2 bike lane configuration because the bike lanes will connect us by bicycle to the BeltLine trail which will cross Peachtree where Bennett Street and Peachtree Park Drive intersect with Peachtree.

In conclusion, I strongly favor the hybrid proposal.

Thank you for the opportunity to comment.

Jim Stokes
404-831-7294

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1462

Dyson, Wendy E

From: Tom Greene <tom@tomgreene.com>
Sent: Sunday, November 08, 2015 3:01 PM
To: peachtreeproject
Subject: Peachtree Road
Attachments: SR9US19PeachtreeRd-PIOH-10-26-15.pdf

I live at 11 W. Andrews Drive, NW in Buckhead. I am in favor of the turn lanes. I am vehemently OPPOSED to the re-striping of the road to include bike lanes.

PRESS RELEASE

Visit us on Facebook or Twitter.



For Immediate Release:
Monday, October 26, 2015

Contact:
Annalysce Baker
470.891.2992 Mobile

Public Encouraged to Attend Meeting..

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“Over 800 vehicle crashes occurred on Peachtree Road from 2009 to 2013 between the Midtown and Buckhead areas. The corridor has been shown to have a higher crash rate than other comparable routes. Most of the crashes appear to be attributed to significant operational challenges on the roadway,” said Andrew Heath, State Traffic Operations Engineer. “The proposed Peachtree Road project is expected to reduce the crash rates and improve the efficiency of traffic flow. We encourage those who are interested to learn more about the proposed project to attend the open house and give their input.”

Georgia DOT staff and engineers will be on hand to answer questions about the Peachtree Road project. Residents who cannot attend the open house on October 29 can submit a written statement. All written statements should be submitted by **Monday, November 9** to:

Ms. Hiral Patel, P.E.
State Environmental Administrator

Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308

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1485

Dyson, Wendy E

From: Jack Reeves <jsquare614@comcast.net>
Sent: Thursday, November 05, 2015 3:56 PM
To: peachtreeproject
Subject: Peachtree Road/GDOT

Mr. Patel: I strongly support the GDOT Hybrid Plan—i.e. left turn lane with no bicycle lanes. Jean S. Reeves, Unit # 26, The Gates, 2525 Peachtree Road, Atlanta, Ga. 30305. Jean S. Reeves

1493

Dyson, Wendy E

From: Marvin Banks <mbanksjr@gmail.com>
Sent: Tuesday, November 03, 2015 11:26 AM
To: peachtreeproject
Subject: Peachtree Road plan

As a frequent user of Peachtree Road in the area addressed between Deering and Peachtree Battle Avenue I support the Hybrid plan which is projected to be the most effective for the area. The Peachtree Battle Hybrid plan with bike lanes and thus, restricted auto lanes, is not a viable alternative for the area.

Cheers!

Marvin Banks
M. Banks Realty Partners
404-797-1369

ATT00001

Ladies and Gentlemen:

Traffic anywhere on Peachtree in or near Buckhead already barely creeps at all during rush hour and portions of it are badly clogged for much of the day. Reports reaching me indicate that there are 15,000 additional residential units at various stages of planning or construction in Buckhead! Presumably owners of each of those units will have an average of 1 1/2 to 2 cars. How insufferable and interminable will gridlock be when all of that development comes to fruition! And we can't count upon the zoning process to halt any of the new residential development, no matter how utterly unprepared our roads are to accept it.

The proposal for creation of a turn lane is an excellent one, but the notion of converting a precious lane of automotive traffic to two bike lanes is ill-considered. There aren't nearly enough vehicular lanes as it is. Although I do some cycling, it would never occur to me to sacrifice my life by cycling down Peachtree Road. If a passing vehicle didn't consign me to an early grave, the noxious automotive exhausts eventually would.

Please give the utmost consideration to the highly thoughtful and sensible report on the proposed restriping of Peachtree prepared by the Peachtree Heights West Civic Association. It favors GDOT's 6-lane Hybrid Plan. Your attention to this most important matter will be most genuinely appreciated.

Very truly yours,

Leonard Borg Jr.
10 Muscogee Avenue NW
Atlanta, GA 30305-3541

**PEACHTREE HEIGHTS WEST CIVIC ASSOCIATION'S
POSITION PAPER REGARDING RESTRIPIING PEACHTREE ROAD**

Peachtree Heights West is the neighborhood which runs along the west side of Peachtree Road from West Paces Ferry Road to Peachtree Battle Avenue. It has about 550 households.

A. The PHWCA Favors the 6-Lane Hybrid Plan. It Opposes Removing a Traffic Lane for Bike Lanes.

Our neighborhood strongly supports restriping Peachtree to have a two-way left-turn lane (TWLTL) and five through traffic lanes, because it is clearly the most efficient, safest and highest performing roadway configuration according to GDOT's data and analysis. This configuration is called the "6-Lane Hybrid" alternative in GDOT's study.

Our neighborhood is not opposed to bicycles or bicycle lanes. We have several bicycle lanes in our neighborhood and a number of us are bicyclists. What we are opposed to is removing vehicle lanes from arterial roadways in our city – for whatever purpose – when those roadways are already well-beyond capacity. Taking away a lane of Peachtree to install bike lanes will adversely impact our neighborhood in two very crucial ways. First, as is well-documented by research, "road dieting" of arterial roadways should only be attempted where the roadway is well-below capacity. Otherwise, the increase in traffic congestion caused by removing traffic lanes inevitably diverts traffic into adjoining neighborhoods (like ours) as drivers attempt to find less congested alternative routes. Secondly, and as important, Peachtree is the primary artery used by us to go anywhere – work, shopping and recreation. We have to fight the congestion, delay and frustration of trying to travel on Peachtree every day, alongside tens of thousands of others from our city and the northern and western suburbs. We can attest that Peachtree is at its breaking point, and not just during rush hours. Putting 45,000 vehicles on less traffic lanes will make that even worse.

Our neighborhood favors changing the striping on Peachtree so long as that change makes the most effective use of Peachtree's restricted 60' of right-of-way. We, like everyone else who must use Peachtree, are looking for any economically reasonable way to improve what is already an unacceptable situation.

After two years of diligent effort by its experienced engineers in collecting and analyzing hard data about traffic on Peachtree, GDOT has issued a report that plainly shows the best striping alternative to accomplish this. Unfortunately, that alternative is not the one GDOT is recommending.

In its report, GDOT considered five striping alternatives, including leaving the Peachtree lanes as they presently are. They scored each alternative using well-recognized measures of roadway performance. See attached chart prepared by GDOT. Lower scores mean that the alternative provides better travel times, greater vehicle capacity and increased level of service to the traveling public. Higher scores mean the alternative performs more poorly under these criteria. One of these alternatives, the 6-Lane Hybrid plan, substantially exceeded all the others in roadway performance. That plan involves installing a TWLTL from Buckhead to I-85, with five lanes of through traffic, two lanes in one direction and three lanes in the other. The composite score is only 3.0 for the 6-Lane Hybrid plan, by far the best score of all of the alternatives considered by GDOT.

The alternative which GDOT is currently recommending is the "Battle" alternative with four through lanes, a TWLTL and two bicycle lanes between Peachtree Battle and I-85. Compared to the 6-Lane Hybrid plan, the score for GDOT's Battle alternative is considerably worse at 4.0. If the Battle alternative's 5-Lane portion south of Peachtree Battle were applied to

the full length of Peachtree from Buckhead to I-85, the score would be even worse, 4.8, which is almost as bad as the score for doing nothing at all: 5.0

The success of the 6-Lane Hybrid plan comes from its giving up just one lane in order to create a TWLTL. Extensive research has shown that this simple trade-off, one through traffic lane for a TWLTL, can add as much as 30% to the efficiency of a roadway and reduces collisions by 20%. The GDOT data confirms just that. It shows that the 6-Lane Hybrid plan's trade of one through lane for a TWLTL drops Peachtree's score from 5.0 under today's six-lane configuration to a 3.0 under the 6-Lane Hybrid plan. In that section where GDOT plans to take out another through lane of Peachtree for bike lanes under the Battle alternative, the efficiency gained by putting in a TWLTL is almost completely nullified. This means that, under GDOT's recommended alternative, there will be no significant improvement in the operation of Peachtree from Peachtree Battle Avenue to I-85. That, however, is precisely the section of Peachtree with the greatest congestion: 45,000 vehicles a day.

For the foregoing reasons, our neighborhood urges adoption of the 6-Lane Hybrid striping plan. This is the alternative that GDOT's data clearly shows is by far the best in making Peachtree a more functional arterial roadway and the alternative that is least likely to cause harm to adjoining neighborhoods by forcing commuter traffic into these neighborhoods. It will also substantially improve safety because the addition of the left turn lane is projected to reduce collisions on Peachtree by 20%.

B. Bike Lanes on Peachtree Will Not Improve Safety for Cyclists, Pedestrians or Motorists.

At present, cyclists are free to share the traffic lanes with vehicles on Peachtree, but they are required by law to observe all of the rules of the road just like everyone else. In compliance

with these rules, the cyclist travels in the lane in front of the approaching traffic so that motorists can see and react to what a cyclist does.

Under these shared road conditions, there have been only 11 bicycle collisions reported over 5 years between I-85 and Pharr Road. Of these collisions, over half (6) occurred on the sidewalk, where bike lanes would have been no help. Of the remaining 5, an unknown number of those likely resulted from vehicles coming into Peachtree from intersections, driveways or other curb cuts where bike lanes again would have not prevented these collisions. Not only are there a small number of bike accidents occurring, but in the vast majority of these, bike lanes would have been of absolutely no use in preventing them. By contrast, adding bike lanes on Peachtree will unquestionably burden 45,000 motorists every day by forcing the existing traffic onto less traffic lanes, while not helping cyclists avoid collisions.

It is more likely that bike lanes will cause more accidents than they prevent. Today, cyclists sharing the road are in the lane in front of motorists, in full view. With cyclists safely ahead of them, motorists turning right into intersections or driveways from Peachtree can slow down and give their full attention to pedestrians in the walkways or sidewalks into which they are turning. Motorists do not have to worry about cyclists (or anyone else) being in the blind spot to their right as they turn because it is illegal to pass right-turning cars on their right side under these circumstances. Ga. Code § 40-6-43.

If bicycle lanes are installed, however, the situation changes totally to the detriment of motorists and cyclists alike. Then cyclists are free to pass vehicles on their right, and given the slow speeds on Peachtree during rush hour or other congested times, that will frequently happen. Now, however, the motorist who is turning right is liable if he hits or turns in front of a faster-moving cyclist even though the motorist is properly concentrating on pedestrians in the

crosswalk or curb cuts. This is all happening at the same time that the motorist is trying to contend with all the other traffic on an overly-congested roadway. Adding bike lanes under these conditions is a prescription for disaster, for which GDOT, FWHA and every other person approving these bike lanes should rightly be held responsible.

Use of bike lanes on Peachtree will also endanger cyclists in another way. GDOT has repeatedly said that it will not be removing any grates or utility covers from Peachtree as part of the restriping. At present, there are numerous grates and covers along the right-hand curbs of Peachtree between Peachtree Battle and I-85. These extend 1'-3' into the right-hand lanes. The proposed 4' bike lanes are already at the absolute minimum width allowable under § 4.64 of the American Association of State Highways & Transportation Officials (AASHTO) guidelines. In such cases, AASHTO cautions that:

[d]rain inlets and utility covers that extend into the bike lane may cause bicyclists to swerve, and have the effect of reducing the usable width of the lane.... Therefore, the width of the bike lane should be adjusted accordingly, or else the structures should be removed.

Everywhere these drains and utility covers occur, the bike lanes must be widened by 1'-3' feet, which is impossible on Peachtree because that will push the bike lanes into the adjoining traffic lanes which are already at the minimum 10'. That will mean cyclists will cross into traffic lanes in those areas and then motorists will be required to give those swerving cyclists at least 3' of leeway, Ga. Code § 40-6-56, effectively forcing the motorist into another lane to avoid the cyclist. Under these circumstances, bike lanes are inappropriate on Peachtree and invite collisions, rather than avoiding them.

It is claimed that replacing one of Peachtree's through traffic lanes with bike lanes will improve pedestrian safety by reducing the distance to cross vehicle traffic lanes from 60' to 52'. First, it should be noted that pedestrian street crossings of 60', and often much more than that,

are very common in Atlanta. Such crossings, therefore, are not viewed as exceptional risks to pedestrians. Secondly, the 8' taken out of Peachtree will not be used for pedestrian safety medians. Instead, two lanes of bicycle traffic will be added. The risk posed by cyclists is not inconsequential. Cyclist/pedestrian collisions are not uncommon, particularly in urban areas, and some are fatal to the pedestrian. A Hunter College study showed that between 2007 and 2010 "in New York state alone, there were approximately 1000 pedestrians struck by cyclists each year necessitating medical treatment at a hospital."

It is also claimed that pedestrians will be safer with a 4' bike lane buffer between vehicular traffic and the sidewalk. Discounting the danger that cyclists can also run out of their lane and hit a pedestrian, the bike lanes proposed for Peachtree still provide very little added protection for pedestrians when a motorist is so distracted that he drives completely off the road. The proposed bike lanes have no physical walls or other barriers. They are no more than a painted white line and 4' of flat pavement. The existing telephone poles, light standards, sign posts and hydrants on Peachtree provide more protection to pedestrians than these bike lanes ever will.

Finally, despite GDOT's conjecture otherwise, their experience with Ponce shows that bike lanes do not improve safety for either cyclists or pedestrians. According to GDOT data, the bike-laned section of Ponce had 1 bicycle and 12 pedestrian accidents during the year before bike lanes were installed (2013). The year after bike lanes were installed (2014), there were 2 bicycle and 12 pedestrian accidents. Adding the left turn lane, by contrast, did reduce the vehicular accidents on that portion of Ponce by 25%, from 310 in 2013 to only 235 in 2014.

C. **The Safe North/South Route for Cyclists Is the Atlanta Beltline, Not Peachtree.**

If Atlanta truly wants to provide a safe, dedicated route for bicyclists to travel between Buckhead and Midtown, the City of Atlanta has been promoting such a route since 2005: the Atlanta Beltline. What GDOT proposes for cyclists on Peachtree can be better, and more safely accomplished by simply completing the unfinished one-mile portion of the East Beltline through Amour Industrial Park. That would connect the presently existing Beltline with the soon-to-be-completed Path 400 at Garson Drive and Piedmont. This part of the planned Beltline uses an abandoned rail line and tunnel under I-85, existing streets in Amour Industrial Park and vacant, flood-plain property beside Peachtree Creek, so it should be quick and relatively inexpensive to complete. The only major expenditure would be for a walking/bicycling bridge of less than 150 yards over Peachtree Creek and the CSX railroad track. Given the current developer interest in turning the Industrial Park into another Ponce City Market or Krog Street Market, private participation in this project should also be possible. For instance, Sweetwater Brewery, which already has a very attractive brewery in the Industrial Park, would surely welcome having Beltline bikers and walkers passing near their tasting room.

John J. Foley
President, Peachtree Heights West Civic
Association

Peachtree Battle Hybrid – Performance Measures (Normalized)

GDOT's proposed Configuration for south of Peachtree Battle →
6-Lane Hybrid Favored by PHWCA →
GDOT recommendation →

	No Build	5L	Hybrid	Wesley	Battle
LOS AM	4.6	5.0	3.4	4.7	5.0
LOS PM	4.8	5.2	2.6	3.7	4.4
Travel Time AM	4.5	5.0	3.5	5.0	5.0
Travel Time PM	5.0	4.0	2.5	3.5	5.0
Volume AM	4.9	4.9	3.1	2.9	2.3
Volume PM	4.4	4.9	2.7	3.2	2.5
Average	5.0	4.8	3.0	3.8	4.0

From: William Hoffmann <wehrlaw@gmail.com>
Sent: Saturday, November 07, 2015 6:42 PM
To: Nolan Leake
Cc: peachtreeproject; anthony.foxx@dot.gov; gregory.nadeau@dot.gov; rodney.barry@dot.gov; jeff.mcewen@dot.gov; wrobinson@georgia.gov; Key, Stacey; Burkhalter, Mark; Lewis, Jeanette; Yolanda Adrean; Mary Norwood; Howard Shook; Lee Morris; Hunter.Hill@Senate.ga.gov; Heath, Andrew
Subject: Re: GDOT's 6-Lane Hybrid Alternative Is By Far the Best Solution for Peachtree, Not GDOT's Current Plan.

I am a resident of Peachtree Heights East and have commuted to my office in Midtown for years. I fully agree with Mr. Leake's thoughtful analysis below.

William E. Hoffmann, Jr.
1180 Peachtree Street, NE
40th Floor
Atlanta, GA 30309
wehrlaw@gmail.com
404-572-3383 (O)
404-233-0937 (H)
404-210-6406 (C)

On Nov 6, 2015, at 6:21 PM, Nolan Leake <nleake@bellsouth.net> wrote:

Ladies and Gentlemen:

I am the Chair of the Peachtree Heights West Civic Association's Transportation Committee. Our neighborhood has 550 households and is located on the west side of Peachtree south of W. Paces Road. Our committee has been studying the different GDOT alternatives for months and our members have attended several GDOT information meetings and have had many emails and meetings with the State Traffic Engineer.

I and our neighborhood oppose the current GDOT recommendation and strongly support GDOT's 6-Lane Hybrid Alternative (5 traffic lanes, a left turn lane and no bike lanes). This 6-Lane Hybrid plan is also the configuration GDOT recommends north of Peachtree Battle, but unfortunately not south of there.

GDOT's own data and analysis clearly show that the 6-Lane Hybrid is by far the best plan for improving the performance of Peachtree. By giving up a through traffic lane for a left turn lane, Peachtree will be made 30% more efficient and collisions will be reduced by 20%. GDOT's proposed configuration south of Peachtree Battle, however, will basically nullify the efficiency gains of the left turn lane in that portion of Peachtree because it eliminates a through traffic lane and replaces it with bike lanes.

GDOT's proposal for south of Peachtree Battle will have the effect of squeezing 45,000 vehicles on to only four through lanes and, consequently, will make the congestion on Peachtree even worse than it already is. This will adversely affect me and my neighbors in two ways. First, the reduction in lanes on a roadway already well over capacity will force drivers into our adjoining neighborhoods in hopes of avoiding the congestion on Peachtree. In addition, Peachtree is the primary arterial street for us, so we will have to fight that increase in congestion every day ourselves.

Not only will the GDOT proposal add to the existing delay and frustration of driving between Peachtree Battle and I-85, it will also increase the dangers to both motorists and cyclists. While contending with all the other challenges of an overcrowded roadway, right-turning motorists will have to worry about cyclists approaching in their blind spot on their right while they are properly focused on avoiding any pedestrians in the intersection or curb cut into which they are turning. This will completely reverse the present, much safer, situation in which cyclists travel in the lane in front of the motorist in full view and in which the cyclists, by law, are never allowed to pass to the right of right-turning vehicles.

Finally, when you compare Ponce de Leon's bicycle and pedestrian accidents the year before installing bike lanes (2013) and the year after installing bike lanes (2014), it is clear that there is NO evidence to show that bike lanes have improved those accident rates (2013: 1 bike and 12 pedestrian collisions vs. 2014: 2 bike collisions, 12 pedestrian collisions). On Peachtree, which has 50% more traffic than Ponce, bike lanes will cause more accidents, rather than fewer accidents.

A goal of GDOT is to provide a north/south pathway for cyclists to connect between Buckhead and Midtown. There is already a long-standing plan for such a pathway, the Atlanta Beltline. It will be dedicated to cyclists, is wider than 4 feet, will have no obstructing drain grates or manhole covers and, most importantly, will not be on a roadway with 45,000 vehicles. All that is needed to make that pathway a reality is to complete the planned one-mile section of the East Beltline through Amour Industrial Park so that it joins with Path 400 at Garson Drive. The Beltline is the safe and sensible way to accommodate cyclists, not by endangering cyclists and motorists with a narrow, unprotected bike lane on Peachtree which is already struggling to handle 45,000 cars, buses and trucks on its existing traffic lanes each day.

Finally, I and others have asked GDOT engineers several times how many cyclists use Peachtree. Each time, they do not know because they have never done a count. A Buckhead neighbor, Arthur Cator, spent 70 hours doing counts throughout the daylight hours on sunny days and found an average of less than one cyclist an hour on Peachtree. Admittedly, this was not a scientifically-controlled survey, but it is certainly more than GDOT has done and confirms that there is only a handful of cyclists each day. It is inconceivable to me that our government would seriously consider increasing the driving burdens on 45,000 citizens each day, just to accommodate roughly 12 cyclists. I have bike lanes in front of my home and that is a safe and appropriate place to put them. So is the Beltline. Peachtree is not.

Thank you for this opportunity to present other views and for your patience in reading this far. If you would like the detailed GDOT data and other facts supporting in this comment, please let me know and I will happily supply them.

Nolan Leake, 2998 Habersham Road, Atlanta, GA 30305.

From: Osmon, Elizabeth
Sent: Thursday, November 05, 2015 12:51 PM
To: Mindy Weston
Cc: peachtreeproject
Subject: RE: Hybrid Plan for Peachtree Road in Atlanta, GA

Ms. Weston - I am responding to you on behalf of State Transportation Board member Stacey Key regarding the "Peachtree Road Transformation Project". She wanted to confirm receipt of your comments and let you know that GDOT has set up a special email account to receive comments on this specific project (peachtreeproject@dot.ga.gov). I've copied that email address to ensure your comments are included. She would also like to express their appreciation to you for being a part of the public involvement process, which helps guide the direction a project takes. The public comment period concludes on Nov. 16th, and at that time, the Department will circle back up with all stakeholders to discuss how to move forward in consideration of all the comments received. You are welcome to contact me at any time with questions or if any information is needed about this project... I can at least get you in touch with the right people! Thank you again

Elizabeth Osmon
Executive Secretary
State Transportation Board
Georgia Department of Transportation
404-631-1001

-----Original Message-----

From: Mindy Weston [mailto:thewestonsatl@gmail.com]
Sent: Thursday, November 05, 2015 11:08 AM
To: yadrean@atlantaga.gov; Mary Norwood; wrobinson@georgia.gov; hshook@atlantaga.gov; Jeff.mcewen@dot.gov; gregory.nadeau@dot.gov; Burkhalter, Mark; rodney.barry@dot.gov; Key, Stacey; Lewis, Jeanette; lee.morris@fultoncountyga.gov; Anthony.foxx@dot.gov
Subject: Hybrid Plan for Peachtree Road in Atlanta, GA

As a native from Atlanta, specifically the Buckhead area in which this plan affects and where I currently reside, I am writing to strongly support the Hybrid Plan which shows 5 travel lanes and a shared 2-way left turn lane for Peachtree Road in Atlanta. I am very active outdoors and do a lot of walking and biking. The GDOT rated this the highest and most effective in safety and traffic flow, and I agree with that proposal.

Thank you for your consideration of implementing the HYBRID PLAN.

Sincerely,
Melinda Weston
973 Peachtree Battle Avenue, NW
Atlanta, GA 30327

Traffic fatalities are on the rise since the beginning of 2015 and Georgia could see the first increase in nine years! Many of these fatalities are the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA

From: Customer Service
Sent: Monday, November 09, 2015 1:16 PM
To: peachtreeproject
Subject: REMINDER - Public Inquiry IMS000000073504 pending a response.

Please review the following customer inquiry and provide all appropriate information.

*Click the **Reply** button to send the requested information to GDOT's Constituency Services Unit. This Unit will respond to customer on behalf of the Department.*

Note

IMS Request

Inquiry Number: IMS000000073504
Submit Date: 10/30/2015 7:19:38 AM
Status: Assigned

Details

Requester Name: Ponder, Rhonda
County: Fulton
GDOT District: 7
Subject Area: Public Meetings
Requester Dear Sir:

Comments: I attempted to attend the meeting tonight about Peachtree Road changes, but was unable to get there bc of the terrible traffic on Peachtree. I am so upset that GA DOT thinks adding a bike lane (N and S) to Deering Road from West Wesley could possibly be a good idea! Do you ever drive that section of road at 5p or ANY time of day? This idea is not only foolhardy, but maddening, and absolutely shocking. The turn lanes could be helpful, but the bike lanes would further bottleneck an area that is too congested as it is. Does anyone in this GA DOT dept. actually live in this area? I am on Rivers Road and if there is any traffic at all on Peachtree, everyone turns down my street and speeds through our neighborhood trying to avoid it. I cannot imagine what this change would do except cause MORE traffic, ALL the time, and possibly MORE fatalities, except the deaths would likely be children playing in their own neighborhood. Why are y'all not promoting the hybrid plan as opposed to the Battle Plan? You rate it best, and it is best for all the commuters down Ptree, and all the residents in the neighborhoods that would be affected daily. Where do you think those 10,000 cars a day will go if you lose a lane in each direction? Who in the world came up with this ridiculous idea? How much of our taxpayer dollars were spent on just the study alone? I am so incensed and certainly hope someone in city government speaks up about what is right for the people who pay THE MOST IN EVERY CITY SERVICE AND GET THE LEAST OF THOSE VERY SERVICES. I could continue, but my blood pressure continues to rise. Please respond asap to all questions with detailed explanations. It was a sign from God that the traffic was so bad this afternoon. Maybe the presenters can finally wake up to the reality of Peachtree Road. Please do not further ruin another street, as you have done to Peachtree Battle and West Paces Ferry. (Now having to pay again to fix what you have done). It is mind boggling. Look forward to hearing from you soon,

And please do NOT respond with typical, dismissive, stock answers.

We deserve better,
Thank you,
Rhonda Ponder

Attachment:

IMS:IM001DD8B71CB4SIIzVgOj1sCgHOUA

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From: Customer Service
Sent: Friday, November 13, 2015 9:31 AM
To: peachtreeproject
Subject: REMINDER - Public Inquiry IMS000000073552 pending a response.

Please review the following customer inquiry and provide all appropriate information.

*Click the **Reply** button to send the requested information to GDOT's Constituency Services Unit. This Unit will respond to customer on behalf of the Department.*

Note

IMS Request

Inquiry Number: IMS000000073552
Submit Date: 11/2/2015 3:07:02 PM
Status: Assigned

Details

Requester Name: Krause, Robert
County: Fulton
GDOT District: 7
Subject Area: Construction Projects
Requester Comments: Please consider the vehement opposition to bike lanes on Peachtree Road for Deering Road north. This is a dangerous proposal for the automobiles as well as the bicycles and is totally unnecessary . It would help to add turn lanes in certain intersections but bike lanes will only serve to cause greater problems for motorists already dealing with narrow lanes and heavy traffic. There are those who think that bike lanes are the panacea to all traffic problems and that could not be further from he truth. I don't think you will see thousands of people riding their bikes to work no matter how many bike lanes are installed on busy thoroughfares.

Attachment:

IMS:IM001DD8B71CB4ZsI3VgJSrCGwCyUC

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From: Customer Service
Sent: Tuesday, November 10, 2015 10:05 AM
To: peachtreeproject
Subject: REMINDER - Public Inquiry IMS000000073554 pending a response.

Please review the following customer inquiry and provide all appropriate information.

*Click the **Reply** button to send the requested information to GDOT's Constituency Services Unit. This Unit will respond to customer on behalf of the Department.*

Note

IMS Request

Inquiry Number: IMS000000073554
Submit Date: 11/2/2015 3:57:24 PM
Status: Assigned

Details

Requester Name: Bell, Glenda
County: Fulton
GDOT District: 7
Subject Area: Public Meetings

Requester
Comments: There is no way I would let anyone I know and love ride in a bike lane on Peachtree Road. There is an enormous amount of traffic in a hurry and distracted. On Habersham we have bike lanes and the cars often use them as turn lanes--like from Habersham to Peachtree Battle. The bikers I see in our neighborhood ride in flocks anyway, not keeping to a narrow lane. How does one shop or go to a restaurant on a bike? Biking is mostly for exercise in Atlanta and squeezing the insufficient lanes into even fewer to make room for bikers is a bad idea. Please consider the middle turn lane idea and let the bike riders use the many underused bike lanes already in place. If you study other communities' reaction to bike lanes I think you will find it negative

Attachment:

IMS:IM001DD8B71CB4NM43VgfEfwGwASoC

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From: Customer Service
Sent: Friday, November 13, 2015 9:31 AM
To: peachtreeproject
Subject: REMINDER - Public Inquiry IMS000000073554 pending a response.

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