

**Burgess, Aaron T**

---

**From:** lynneelander@yahoo.com  
**Sent:** Saturday, November 07, 2015 10:25 PM  
**To:** Project Comments  
**Cc:** joe.wilkinson@house.ga.gov; Hunter.Hill@senate.ga.gov; yadrean@atlantaga.gov; mnorwood@atlantaga.gov  
**Subject:** SR9/US19 Safety and Operational Improvements

After attending the October 29, 2015 Public Information Open House on the proposed changes to Peachtree Road striping, I wish to express my support for portions of the proposed plan, and reservations about other sections (pending availability of additional information.) **Generally, while I fully support the goal of improved safety, I am not yet convinced that the proposed changes will actually result in fewer accidents overall and cannot yet fully support the plan.**

**PERSONAL IMPACT:** I travel all or part of the area in question 2-3 days per week (4-6 trips) on average. I am a resident of Buckhead, and am a client/customer of numerous businesses along the corridor. In addition, I am a volunteer and Board Member of the Shepherd Center Auxiliary, making frequent trips to that campus at 2020 Peachtree Road. I believe I can speak from direct experience about the potential impacts of the proposed changes.

**SUPPORT:** I fully support efforts to improve the safety of the corridor, specifically the introduction of a 2-way left-turn lane. I frequently experience the vulnerability of waiting to turn left across 3 lanes of traffic while wondering whether the person speeding behind me will see my left turn signal in time to slow down, or to be able to change lanes. Turning left onto the Shepherd campus while traveling north-bound on Peachtree can be particularly treacherous, as can turning left at Peachtree Battle Ave in either direction. While traveling south-bound, I dread having to turn left into businesses at the intersections with Biscayne Dr (UPS Store, Dry Cleaner, Cami Cakes), Peachtree Park (Fresh Market), and Peachtree Valley (medical offices).

**RESERVATIONS:** I realize that the introduction of a center turn lane necessitates the loss of at least one travel lane in one direction. However, I question whether the following impacts have been fully analyzed, and would like assurance that the appropriate issues have been incorporated in the model that GDOT has prepared to support the proposed changes.

1) **IMPACT OF TRANSIT:** Has the impact of stopped buses in the remaining 2 through-lanes been adequately modeled, particularly during rush hours? According to the engineer with whom I spoke at the Open House, GDOT used MARTA passenger-count data in developing its model as opposed to actual observed data, which it compiled for other sources of input. I question whether passenger-count data truly reflects the impact of stopped buses on traffic flow, particularly at several of the stops near Piedmont Hospital, Shepherd Center, and the various medical office buildings. From personal observation I believe that the average length of stopped time is much longer than 'normal', as many of the MARTA riders at those stops require additional time to get on or off the bus.

2) **IMPACT OF NEW DEVELOPMENT (CORNERSTONE MEDICAL CENTER):** Have the models incorporated the expected impact of this ~188,000 sf office/retail development and senior living facility approved near the intersection of Peachtree and Collier Roads? I saw no reference to this specific development in any of the presentation materials at the Open House, yet I understand from residents of the Brookwood Condominium that construction is expected to begin before year-end.

3) **SAFE BIKE-ABILITY OF PEACHTREE ROAD:** I spoke with several proponents of the addition of bike lanes at the Open House, who opined that they would use any new lanes opened on Peachtree Road, even at just 4-foot wide, with no barriers between them and the 35mph traffic on that winding, hilly artery. While I admire their enthusiasm and commitment to making Atlanta more bike-friendly, I have to question whether the REALITY of biking on that stretch of road will live up to their expectations. In fact, on the morning after the Open House, I personally witnessed a biker on the hilly portion of the road known as 'Cardiac Hill' to Peachtree Road Race participants (from roughly the intersection at Peachtree Hills Ave through the intersection at Collier Road). This particular biker was in front of me in the far right lane headed south, and he strained to make it up the hill, moving in such a way that his body swayed left and right 12-18" off center. A 4-foot bike lane would not provide a safe buffer for him OR for cars traveling in an adjacent lane if the proposed re-striping takes place.

4) APPLICABILITY OF THE PONCE DE LEON EXPERIENCE: Can the success of the Ponce City Market area re-striping be replicated on Peachtree Road? I was encouraged to learn that the exact changes proposed to this corridor have, in fact, already been successfully implemented on Ponce de Leon Ave near the Ponce City Market development. The engineer at the Open House shared that the Ponce corridor has increased throughput by 5,000 cars per day--fantastic! However, I question whether the topological differences between the relatively flat and very straight Ponce corridor and the very hilly and very windy Peachtree corridor have been fully accommodated in the proposed plan.

5) CHURCH PARKING: Has the model accounted for additional traffic/parking issues generated by eliminating the ability for parishoners to park in one of the current travel lanes during religious services? I actually fully support the idea of eliminating Peachtree Road as a temporary parking lot on Sundays--it has always made me nervous to see those cars parked on the side of such a fast-moving street without any buffer and only minimal signage. I simply want to make sure that the safety problems mitigated by changes to Peachtree Road travel don't cause unintended safety consequences on other, smaller arteries during high-traffic periods on Saturday and Sunday.

**Again, I support the goal of improved safety on a corridor I travel very frequently. However, I am not yet convinced that the changes proposed in the current plan won't result in unintended consequences that counterme that goal. I encourage GDOT to revisit the concerns expressed here before beginning implementation of the current proposal.**

Finally, I would like to thank the GDOT staff members I met at the October 29 Open House. Despite the size of the crowd, the GDOT professionals with whom I spoke were patient and respectful; members of the public, I'm afraid, were not as universally well-behaved. I saw several staffers respond admirably to some very difficult, challenging individuals, and I hope they know that their efforts didn't go unnoticed.

I look forward to reading more about your deliberations on this issue. Thanks for the opportunity to provide input.

Lynne Elander  
3211 N Wood Valley Rd NW  
Atlanta GA 30327

1559

Dyson, Wendy E

---

**From:** Gerald A. Bush <gabush@icloud.com>  
**Sent:** Monday, October 26, 2015 9:08 PM  
**To:** peachtreeproject  
**Subject:** Peachtree Road Project

Dear Sirs:

As president of Paces Civic Association (neighborhood west of I-75 in Buckhead), I have heard some fairly strong, opposing opinions on the project. I'm sure you are aware, but I thought I would briefly describe them to be sure you addressed them in your public information meeting on Thursday.

- The main argument against focuses on the perceived reduction in capacity of a busy street. It is quite congested at times and taking away a lane doesn't make sense to most people as an improvement.
- The main argument for focuses on the safety of having a dedicated center turning lane. We have all seen some rear-enders or near misses with cars turning left from the two left hand lanes or right from the curb lanes. During busy traffic, there really is only one single through lane in each direction. My personal hope is that the dedicated center turning lane and bike lanes on the curb side that could be used for right turns will actually create two lanes in each direction that flow without a lot of stopping.

If you are able to show that the safety can be improved in a way that doesn't reduce (or may improve) the capacity of the street, that would go a long way toward persuading many residents of the area.

Regards,  
*Gerald A. Bush*  
[gabush@mac.com](mailto:gabush@mac.com)  
(678) 641-6254

1601

**Dyson, Wendy E**

---

**From:** Julie Sneath <djsneath@gmail.com>  
**Sent:** Monday, November 02, 2015 8:31 AM  
**To:** peachtreeproject  
**Subject:** Peachtree Road road resurfacing and work

**PLEASE (!) add more time to the crosswalk lights for pedestrians trying to cross Peachtree Road, at both the Wesley Road and Peachtree Way crossings!**

The pedestrian crosswalks are so short that people have to nearly RUN to cross the street before the light turns green — and before traffic resumes RACING down Peachtree Road, with cell phones in hand. When the light first turns you have to look both ways just to make sure you don't get hit by cars on Peachtree Road that speed up to beat the red light (or just run through it), and then you have to walk at a very fast rate just to make it across Peachtree before the light changes again. You have seconds to cross.

There are: a) **CHURCHES**, b) **SCHOOLS**, and c) many **ELDERLY** residents in this area who are trying to cross Peachtree Road at both of these intersections. All of these people are being put in a never-ending position of being hit by cars on Peachtree Road.

There are also: d) **BUS STOPS** and e) **DOG WALKERS** and f) **JOGGERS** that have to cross Peachtree Road at these intersections ... and let's not forget the **FARMERS' MARKET** (on Saturday mornings).

**People are always crossing Peachtree Road — and trying to make it across between the red-light-runners (before and after the light changes)!!!! SOMEBODY IS GOING TO DIE!**

I live on this road. I see near misses with pedestrians at the crosswalks, on a regular basis. For example, last week an elderly man was trying to cross the street from the Southbound bus stop to get to the Catholic Cathedral. He could not walk quickly enough — and were it not FIVE (!) attentive drivers and a wonderful woman who stopped her car in the middle of the intersection (!), and then jumped out to help him finish crossing, he would have been hit. And died. I watched in horror as the situation unfolded. That woman saved his life. But the situation could have been avoided if the lights allowed for a longer time to cross.

*QUESTION: How can the city put the new crosswalks — with blinking red lights and ample time for pedestrians to cross the road — on Buford Highway and yet not Peachtree Road? If you conducted a pedestrian count of crossings at these 2 crosswalks/intersections (Peachtree Rd. and BOTH Wesley and Peachtree Way), I GUARANTEE you would find significant numbers to justify a slightly longer time allowed for pedestrians to cross Peachtree Road. MANY PEOPLE cross Peachtree at these two intersections, days, nights, and weekends.*

**PLEASE INCREASE THE CROSSWALK LIGHT TIME (@ P'tree Rd. and WESLEY, and @ P'tree Rd. and Peachtree Way) WHEN THE ROAD IS RESURFACED!!**

**From:** Alan Gay <alan@akch.net>  
**Sent:** Tuesday, October 27, 2015 11:26 AM  
**To:** peachtreeproject  
**Subject:** Provisions for truck unloading

I have two comments.

- 1) I commute along PT from Buckhead to Midtown. I tend to travel a little later ... 9-10 AM. I understand the rationale for creating a turn lane. However, there are often delivery trucks parked in the curb lane headed south between Peachtree Creek and Deering Road. They seem to be serving residential towers and restaurants about equally. There have also been several instances of passenger coaches parked to pick up what appeared to be groups of seniors from one of the residential towers. I don't know if using the traffic lane for this purpose is against current ordinance or not. With three lanes it causes congestion. With two lanes, it would create a real mess. Part of the plan needs to be to force these deliveries and pickups out of the Peachtree travel lanes.
- 2) A major source of congestion is the difficulty of making the 105 degree right-hand turn from Southbound Peachtree on to Collier Road. The right hand lane often slows dramatically, which creates a lot of lane changing as vehicles try to move left to get around the obstacle. Moving the outside (turning) lane inward from the curb will help a little bit, but the real solution is to use some of the (available) grass lawn in the corner to create a long-radius turn, probably with an island to accommodate the cross walk. The existing utilities and traffic signal supports potentially could be left in the island, simplifying the project.

Alan Gay  
Home (404) 239-0909  
Cell (404) 275-4045

**From:** Digioia, Katelyn L  
**Sent:** Monday, November 02, 2015 12:18 PM  
**To:** Rebecca Serna; Heath, Andrew  
**Cc:** Becky Katz; Lewis, Jonathan; peachtreeproject; Harris, Darren S  
**Subject:** RE: P.I. 0012870

Rebecca—you may have already gotten these answers at the meeting last week. I apologize for my slow reply—I was out of the office all last week (hence why I was not at the Thursday PIOH).

1. GDOT's standard TWLTL width is 14'. The TWLTL must be only 10' wide where there are 6 x 10' lanes (3 SB, 2 NB and the TWLTL) north of Peachtree Battle. South of Peachtree Battle, where the bike lanes are proposed, the TWLTL width was maximized to make the width closer to GDOT's standard 14' width. Thank you for acknowledging that wider bicycle lanes are preferable though, 5' bike lanes are also more in line with AASHTO's standards.

2. Sam Harris, who did the modeling for the P'tree Rd project, is working on a model for Deering to Spring to help figure out how best to incorporate bike connectivity into Midtown. GDOT staff have a meeting to review Sam's work on the 18<sup>th</sup>.

Please let me know if you have any additional questions. Thanks!  
-Katelyn

**GDOT Bicycle and Pedestrian Engineer**  
Office of Traffic Operations | Safety  
Desk: 404.635.2834

**From:** Rebecca Serna [mailto:rebecca@atlantabike.org]  
**Sent:** Tuesday, October 27, 2015 9:03 AM  
**To:** Heath, Andrew; Digioia, Katelyn L  
**Cc:** Becky Katz; Lewis, Jonathan  
**Subject:** P.I. 0012870

Dear Andrew and Katelyn,

Thank you for making the slides available from the Buckhead CID presentation - it was challenging to share information about the project without illustrations, so it's very helpful to see the options laid out. We look forward to seeing you Thursday.

I have a few questions before Thursday's meeting I hope you can answer.

1. Why is the TWLTL 10' in the other alternatives, but 12' in the one with bike lanes (5L)?

Per Cycle Atlanta (page 10) the city's standard bike lane width is 6', or 5' feet in constrained widths. If you made the TWLTL 10' that would make it consistent with other sections and give 2' to make the bike lane 5'.

2. The section between Deering south to 17th St is really difficult/dangerous to traverse on a bike. I think there was some discussion of extending the project a few blocks south - any updates on that concept?

Also,

Thanks,

Rebecca

Rebecca Serna, Executive Director  
692 Kirkwood Avenue C-1  
Atlanta, GA 30316  
o: (404) 881-1112 ext. 4  
c: (678) 431-5079

**Join the Atlanta Bicycle Coalition, Your Voice for Better Biking**

---

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](http://www.dot.ga.gov/DS/SafetyOperation/DAAA). #ArriveAliveGA

**From:** Rebecca Serna <rebecca@atlantabike.org>  
**Sent:** Monday, November 02, 2015 12:22 PM  
**To:** Digioia, Katelyn L  
**Cc:** Heath, Andrew; Becky Katz; Lewis, Jonathan; peachtreeproject; Harris, Darren S  
**Subject:** Re: P.I. 0012870

Thank you, Katelyn, I appreciate the information.

Rebecca Serna, Executive Director  
692 Kirkwood Avenue C-1  
Atlanta, GA 30316  
o: (404) 881-1112 ext. 4  
c: (678) 431-5079

Join the Atlanta Bicycle Coalition, your voice for better biking!

On Mon, Nov 2, 2015 at 12:18 PM, Digioia, Katelyn L <[KDigioia@dot.ga.gov](mailto:KDigioia@dot.ga.gov)> wrote:

Rebecca—you may have already gotten these answers at the meeting last week. I apologize for my slow reply—I was out of the office all last week (hence why I was not at the Thursday PIOH).

1. GDOT's standard TWLTL width is 14'. The TWLTL must be only 10' wide where there are 6 x 10' lanes (3 SB, 2 NB and the TWLTL) north of Peachtree Battle. South of Peachtree Battle, where the bike lanes are proposed, the TWLTL width was maximized to make the width closer to GDOT's standard 14' width. Thank you for acknowledging that wider bicycle lanes are preferable though, 5' bike lanes are also more in line with AASHTO's standards.

2. Sam Harris, who did the modeling for the P'tree Rd project, is working on a model for Deering to Spring to help figure out how best to incorporated bike connectivity into Midtown. GDOT staff have a meeting to review Sam's work on the 18<sup>th</sup>.

Please let me know if you have any additional questions. Thanks!

-Katelyn

**GDOT Bicycle and Pedestrian Engineer**

Office of Traffic Operations | Safety

**Desk: [404.635.2834](tel:404.635.2834)**

**From:** Rebecca Serna [mailto:[rebecca@atlantabike.org](mailto:rebecca@atlantabike.org)]  
**Sent:** Tuesday, October 27, 2015 9:03 AM  
**To:** Heath, Andrew; Digioia, Katelyn L  
**Cc:** Becky Katz; Lewis, Jonathan  
**Subject:** P.I. 0012870

Dear Andrew and Katelyn,

Thank you for making the slides available from the Buckhead CID presentation - it was challenging to share information about the project without illustrations, so it's very helpful to see the options laid out. We look forward to seeing you Thursday.

I have a few questions before Thursday's meeting I hope you can answer.

1. Why is the TWLTL 10' in the other alternatives, but 12' in the one with bike lanes (5L)?

Per Cycle Atlanta (page 10) the city's standard bike lane width is 6', or 5' feet in constrained widths. If you made the TWLTL 10' that would make it consistent with other sections and give 2' to make the bike lane 5'.

2. The section between Deering south to 17th St is really difficult/dangerous to traverse on a bike. I think there was some discussion of extending the project a few blocks south - any updates on that concept?

Also,

Thanks,

Rebecca

Rebecca Serna, Executive Director  
692 Kirkwood Avenue C-1

Atlanta, GA 30316

o: (404) 881-1112 ext. 4  
c: (678) 431-5079

**Join the Atlanta Bicycle Coalition, Your Voice for Better Biking**

---

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](http://www.dot.ga.gov/DS/SafetyOperation/DAAA). #ArriveAliveGA

**From:** Beskin, Beth <Beth.Beskin@house.ga.gov>  
**Sent:** Tuesday, November 17, 2015 11:08 AM  
**To:** Patel, Hiral; 'Joe Seconder'  
**Cc:** Key, Stacey; McMurry, Russell; Dover, Mike; Pirkle, Meg; Heath, Andrew; Digioia, Katelyn L; mnorwood@atlantaga.gov; hshook@atlantaga.gov; yadrean@atlantaga.gov; awan@atlantaga.gov; ccmitchell@atlantaga.gov; tkeane@atlantaga.gov; mendoza@atlantaga.gov; Hill, Hunter; jdurrett@buckheadcid.com; bmchugh@buckheadcid.com; peachtreeproject  
**Subject:** RE: Peachtree Road Transformation Project (Must include Bike Lanes)

Ms. Patel – Thank you so much for copying me as well as others on your response to Major Seconder. I appreciate his lengthy and well-thought analysis of the SR 9/US 19 project, including, specifically about bike lanes. Major Seconder's address, which is included in his letter, reflects that he lives in Dunwoody, outside of I-285 near the Dunwoody Country Club. **Will DOT consider the places of residence, work, school and worship for those who have submitted input on the project?** I understand we all have an interest in promoting a more livable Atlanta, but I think the amount of time one spends on the Peachtree Road corridor, specifically along the Pharr Road – Deering Road segment at issue in this project, should be at least one factor considered in weighing public input.

Sincerely,  
Beth Beskin

### Representative Beth Beskin

House District 54  
Coverdell Legislative Office Building, Room 601  
Atlanta, Georgia 30334  
Beth.Beskin@house.ga.gov  
404-824-4344



---

**From:** Patel, Hiral [mailto:hpatel@dot.ga.gov]  
**Sent:** Tuesday, November 17, 2015 6:53 AM  
**To:** 'Joe Seconder'  
**Cc:** Key, Stacey; McMurry, Russell; Dover, Mike; Pirkle, Meg; Heath, Andrew; Digioia, Katelyn L; mnorwood@atlantaga.gov; hshook@atlantaga.gov; yadrean@atlantaga.gov; awan@atlantaga.gov; ccmitchell@atlantaga.gov; tkeane@atlantaga.gov; mendoza@atlantaga.gov; Beskin, Beth; Hill, Hunter; jdurrett@buckheadcid.com; bmchugh@buckheadcid.com; peachtreeproject  
**Subject:** RE: Peachtree Road Transformation Project (Must include Bike Lanes)

Dear Mr. Seconder,

Thank you for taking time to send the below e-mail. I will ensure that your comments are reviewed with the comments collected at the public meeting.

Thank you!

Hiral Patel, P.E.

State Environmental Administrator

Georgia Department of Transportation

600 West Peachtree Street, NW - 16th Floor

Atlanta, Georgia - 30308

Office: 404-631-1101 Mobile: 706-601-1849

---

**From:** Joe Seconder [<mailto:jseconder@yahoo.com>]

**Sent:** Monday, November 16, 2015 9:31 PM

**To:** peachtreeproject

**Cc:** Key, Stacey; McMurry, Russell; Dover, Mike; Pirkle, Meg; Patel, Hiral; Heath, Andrew; Digioia, Katelyn L; [mnorwood@atlantaga.gov](mailto:mnorwood@atlantaga.gov); [hshook@atlantaga.gov](mailto:hshook@atlantaga.gov); [yadrean@atlantaga.gov](mailto:yadrean@atlantaga.gov); [awan@atlantaga.gov](mailto:awan@atlantaga.gov); [ccmitchell@atlantaga.gov](mailto:ccmitchell@atlantaga.gov); [tkeane@atlantaga.gov](mailto:tkeane@atlantaga.gov); [mendoza@atlantaga.gov](mailto:mendoza@atlantaga.gov); [beth.beskin@house.ga.gov](mailto:beth.beskin@house.ga.gov); [Hunter.Hill@senate.ga.gov](mailto:Hunter.Hill@senate.ga.gov); [jdurrett@buckheadcid.com](mailto:jdurrett@buckheadcid.com); [bmchugh@buckheadcid.com](mailto:bmchugh@buckheadcid.com)

**Subject:** Peachtree Road Transformation Project (Must include Bike Lanes)

Mr. Joe Seconder

2023 Woodland Way

Atlanta, Georgia 30338

404-545-3711

[jseconder@yahoo.com](mailto:jseconder@yahoo.com)

Date: November 16, 2015

Subject: Peachtree Road Transformation Project (Must include Bike Lanes)

To: Georgia Department of Transportation [peachtreeproject@dot.ga.gov](mailto:peachtreeproject@dot.ga.gov)

cc:

Stacey Key State Transportation Board Member, Congressional District 5 <a href="mailto:skey@dot.ga.gov">skey@dot.ga.gov</a>	Russell McMurry Commissioner, GDOT <a href="mailto:rmcmurry@dot.ga.gov">rmcmurry@dot.ga.gov</a>
Mike Dover Deputy Commissioner, GDOT <a href="mailto:mdover@dot.ga.gov">mdover@dot.ga.gov</a>	Meg Pirkle Chief Engineer, GDOT <a href="mailto:mpirkle@dot.ga.gov">mpirkle@dot.ga.gov</a>
Hiral Patel, P.E. State Environmental Administrator <a href="mailto:hpatel@dot.ga.gov">hpatel@dot.ga.gov</a>	Andrew Heath, P.E. State Traffic Engineer <a href="mailto:aheath@dot.ga.gov">aheath@dot.ga.gov</a>
Katelyn Digioia Bike & Pedestrian Coordinator, GDOT <a href="mailto:KDigioia@dot.ga.gov">KDigioia@dot.ga.gov</a>	
Mary Norwood Atlanta City Council (At large) <a href="mailto:mnorwood@atlantaga.gov">mnorwood@atlantaga.gov</a>	Howard Shook Atlanta City Council (District 7) <a href="mailto:hshook@atlantaga.gov">hshook@atlantaga.gov</a>
Yolanda Adrean Atlanta City Council (District 8) <a href="mailto:yadrean@atlantaga.gov">yadrean@atlantaga.gov</a>	Alex Wan Atlanta City Council (District 6) <a href="mailto:awan@atlantaga.gov">awan@atlantaga.gov</a>
Cesar Mitchell Atlanta City Council President <a href="mailto:ccmitchell@atlantaga.gov">ccmitchell@atlantaga.gov</a>	Tim Keane Commissioner City of Atlanta Department of Planning & Community Development <a href="mailto:tkeane@atlantaga.gov">tkeane@atlantaga.gov</a>
Richard Mendoza	Beth Beskin

Commissioner City of Atlanta Department of Public Works <a href="mailto:mendoza@atlantaga.gov">mendoza@atlantaga.gov</a>	Georgia State Representative, District 54 <a href="mailto:beth.beskin@house.ga.gov">beth.beskin@house.ga.gov</a>
Hunter Hill Georgia State Senator, District 6 <a href="mailto:Hunter.Hill@senate.ga.gov">Hunter.Hill@senate.ga.gov</a>	Jim Durrett Executive Director Buckhead CID <a href="mailto:jdurrett@buckheadcid.com">jdurrett@buckheadcid.com</a>
Brian McHugh Director of Transportation and Planning Buckhead CID <a href="mailto:bmchugh@buckheadcid.com">bmchugh@buckheadcid.com</a>	

I fully support Bike Lanes for the entire project length for the Peachtree Road project. Less than full bike lanes is a less safe option. The safety of our citizens must be the number one criteria for what we do and how we leave this world to our next generation.

A woman in her late 50's outside the GDOT Public Information Open House at the Shepherd Center on October 29th approached me as I was about to walk into the meeting. I'm 53 years old, wear glasses, am balding and was wearing nice dress slacks, dress shirt & a sports jacket. For some reason she thought I was against the bike lanes. After an initial discussion and me trying to provide my reasons and examples to support bike lanes, she physically grabbed my arm, held it with a good force, stared me in the eyes with a passion like no other and asked, "**Who is paying you for this?**" I'm not kidding. There were so many people there at the 5 pm timeframe that were in near-hysteria and all worked up. They've been fed misinformation for well over a year and believe their very way of life is being challenged. And if bike lanes appear, their world will come to an end. They have a gazillion reasons against the bike lanes. But NONE of them hold up against best practices using AASHTO & NACTO standards, design guidelines and examples both nearby and throughout the United States. Peachtree Road is not "different" to preclude it from design standards and engineering.

Simply put, there was none of this level of opposition when Ponce de Leon was reconfigured. GDOT moved forward with the plan as designed by professional engineers. And look at how efficient and SAFER it is today for ALL modes of transportation.

Make Peachtree Road a Complete Street and safe for ALL users. Adopt GDOT's plan for center turn lanes to help make it safer. Doing this leaves a few feet to add bike lanes, helping connect to the Atlanta BeltLine and creating a bike connection between Midtown, Buckhead to Brookhaven.

The locally-approved Connect Atlanta Transportation plan designates bike lanes from Collier Road to GA-400. Currently the bike lane is planned for Deering to Peachtree Battle, where they would end. The bike lane needs to continue the full length of the project, and connect to the existing bike lane, which starts farther north at Pharr Road.

Also I'm asking for:

1. Bike Lane widths should be increased to 5 feet to meet City of Atlanta standards. Reduce motor vehicle lane widths to 10 feet for all, including the center turn lane, to accommodate a 5-ft bike lane, or a 4-ft bike lane with a 1-ft buffer.
2. Mid-block raised pedestrian crossing islands installed at natural breaking points in the center turn lane. Will assist in traffic calming and greatly aid in persons on foot attempting to walk across the street.
3. Pavement Reflectors, "armadillos" or other markings spaced every 30-50 feet or so along the lane stripe that separates the bike lane and the motor vehicle traffic. This will aid with the separation and increase safety for all users.
4. At any transition points where the Bike Lane may end, install Bicycle May Use Full Lane sign per MUTCD guidance and Sharrows. Reference [HERE](#).

Supporting Reasons for Bike Lanes on the FULL length of the project:

1. GDOT's Complete Streets Policy dictates it. It meets virtually ALL of the Bicycle Warrants (except for a new bridge) per GDOT's Design Policy Manual Chapter 9, section 9.4.2. (Reference [HERE](#)):

**Standards** – Bicycle accommodations shall be considered in all planning studies and be included in all reconstruction, new construction, and capacity-adding projects that are located in areas with any of the following conditions:

- if the project is on a designated (i.e., adopted) U.S., State, regional, or local bicycle route;
- where there is an existing bikeway along or linking to the end of the project corridor (e.g., shared lane, paved shoulder, bike lane, bike boulevard, or shared-use path);

- along corridors with bicycle travel generators and destinations (i.e. residential neighborhoods, commercial centers, schools, colleges, scenic byways, public parks, transit stops/stations, etc.);
- on projects where a *bridge deck* is being replaced or rehabilitated and the existing bridge width allows for the addition of a bikeway without eliminating (or precluding) needed pedestrian accommodations – reference Title 23 United States Code, Chapter 2, Section 217, Part (e); and
- where there is an occurrence of reported bicycle crashes which equals or exceeds a rate of five for a 1-mile segment of roadway, over the most recent three years for which crash data is available.

**Guidelines** – Bicycle accommodations should be considered on projects that are located in areas with any of the following conditions:

- within close proximity (i.e., 3 miles) of a school, college, university, or major public institution (e.g., hospital, major park, etc.);
- where a project will provide connectivity between two or more existing bikeways or connects to an existing bikeway;
- where there is an occurrence of bicycle crashes;
- along a corridor where bicycle travel generators and destinations can be expected prior to the design year of the project;
- any location where engineering judgment, planning analysis, or the public involvement process indicates a need.

2. Practically the ENTIRE project footprint from Collier to GA-400 on Peachtree Road is identified for Bike Lanes in the locally-approved City of Atlanta’s “Connect Atlanta” Transportation plan:

**Connect Atlanta Bicycle Plan Segments**

STREET NAME	FEET	MILES	CONNECTION TYPE	STATUS	FROM	TO
Peachtree Road	4,632	0.08	Core Connection		West Wesley Rd	Rowell Rd
Peachtree Road	8,647	1.62	Core Connection		Collier Dr	West Wesley Rd
Peachtree Road	1,988	0.36	Core Connection		Rowell Rd	East Shadowlawn Ave
Peachtree Road	1,082	0.20	Core Connection	built	Shadowlawn Ave	Piedmont Rd
Peachtree Road	1,967	0.37	Core Connection	built	Piedmont Rd	GA 400
Peachtree Road	3,432	0.65	Core Connection		GA 400	Wreuka Rd

Reference click [HERE](#)

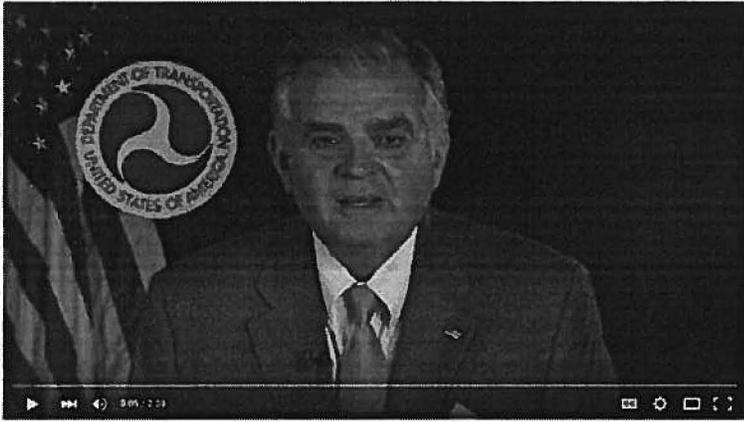
3. The SAFEST choice per GDOT engineered alternatives. Peachtree Road has more crashes than other state routes. The proposed configuration – including bike lanes along the ENTIRE project, will be the SAFEST.
4. Proven to work on Ponce de Leon with similar facilities before & after design.
5. Supports the United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations:

***“The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.”***

Reference click [HERE](#)

6. Equitable for those individuals who do not own a car and use a bicycle for their primary means of transportation.
7. Supports aging in place and increased mobility options for those who can no longer drive a motor vehicle. Bike lanes add safety for pedestrians, as well as persons on bicycle.
8. Retail businesses experience higher sales after bike lanes are installed. Reference click [HERE](#).
9. Healthier people, employees, citizens. Getting exercise or for transportation. Reduces healthcare costs to society and employers.
10. Reduces CO2 and particulate emissions, helping Atlantans to simply breathe better.
11. Narrower traffic lane widths of 10-ft calm traffic and increase safety for drivers, pedestrians and persons on bicycles. NACTO reference [HERE](#).

12. Checkout former US Secretary of Transportation, Ray LaHood's personal video to Georgians in 2010 where he declares unequivocal support for accommodation for humans on foot and on bicycle in transportation projects – including bike lanes, such as this:



## Implementation Approach – **Temporary Paint with a trial period**

Many of the local residents have expressed fear of any change to Peachtree Road the way it currently is. Further, over the past two years, this simple repaving project has turned into a “war on cars” and has been labeled as a bike lane project. Help to dispel this by proposing a trial period using temporary paint.

**Temporary Paint and barrel markers:** After paving, lanes are always marked initially in temporary paint until the asphalt is sealed & cured. With this temporary paint, mark the ENTIRE corridor with BIKE LANES and the TWLTL, etc. Use construction barrels or pylons to highlight the new configurations. Keep this configuration for a sample duration of two or more months.

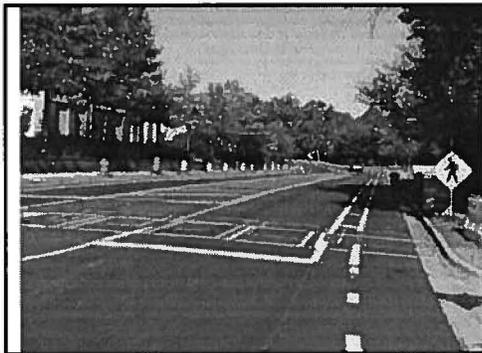
For the first week of the project, hire **road flag wavers** spaced every ½ a mile during the morning & afternoon rush hours. They will help the drivers become accustomed to the new configuration.

Put up **electronic construction signs** at critical intersections over the project length signaling to drivers the new configuration.

**Atlanta City Police Bicycle Squad** – Have these persons out riding up & down Peachtree Road during rush hours assisting traffic.

**Take before & after measurements of accidents and motor vehicle ADT / traffic counts.** If there are more crashes and less traffic, then propose restriping to the plan “B”. After the period has finished, paint with permanent paint. IF – for some reason there are NO BIKE LANES on any of this project segment, then *add SHARROWS and add “Bicycles May Use Full Lane” signage along those segments.*

If you need advice with this **Tactical Urbanism** approach, please contact Dunwoody’s Director of Public Works, **Michael Smith**. His department led a successful approach to a street in the Perimeter Business District in 2014. After paving, they used construction barrels for a trial period. The project was a success and now is a complete street.



*Reference & more photos click [HERE](#).*

I sincerely thank you in advance for choosing the SAFEST design; a Complete Streets design; and one that accommodates people in all modes of transportation – with BIKE LANES.

Regards,

Joe Seconder  
Retired Major, Infantry & Operation Iraqi Freedom Veteran  
US Army Reserve  
404-545-3711  
email: [jseconder@yahoo.com](mailto:jseconder@yahoo.com)  
[Linked in](#)

**From:** Tom Gordon <tgordon@mindspring.com>  
**Sent:** Thursday, November 12, 2015 9:20 PM  
**To:** Project Comments  
**Subject:** SR 9/US 19 Safety and Operational Improvements

Since my neighborhood, Ardmore Park (adjacent to Peachtree in Brookwood), is directly affected by the restriping, and since so many neighborhoods way to our north are determined to keep Peachtree Rd as it is - an aggressive cut through on their way downtown, I was wondering why not widen Northside Drive in order to satisfy their needs? If we can't calm down Peachtree Rd. as it passes our neighborhood, and allow it to evolve into its inevitable urban environment of shops, offices and residences, then why not widen Northside? Such action would funnel traffic off Peachtree, allowing us to use it more safely. It would also be easier to obtain the right-of-way since few structures are built close to the street.

We're tired of being the stepchild of Buckhead, always getting left behind in our development by all the well-heeled, politically influential neighborhoods to our north that regularly ask our support for their projects, but lend none to us. Please take into consideration that Peachtree cannot continue into the future as a major 'through' street, and will ultimately morph into a local destination, reducing the need for handling longer distance through traffic. Much traffic will transfer to foot, bicycle or transit when feasible. Let's move into the future, instead of feeding from the past.

Yes, PLEASE restripe the lower section of Peachtree to afford a 'calm oasis' as the neighborhoods that exist in the area south of Peachtree Creek would like.

Tom Gordon  
Ardmore Park

---

**From:** rushsbarrett@aol.com  
**Sent:** Thursday, November 05, 2015 11:26 AM  
**To:** peachtreeproject  
**Subject:** Roadway Plans

Dear Sir/Madame,

I am sure the addition of turn signaling for Northbound and Southbound traffic, to complement the existing, has been explored. If not, it should be, as I am sure that it would alleviate the left lane congestion both North and South. Intersections like Peachtree and Pharr Northbound, Peachtree/Peachtree Battle Southbound, and a variety of others would be significantly improved with turn signaling to match the opposite direction.

When looking forward another 30 years, it would seem that the density of development along this corridor will increase dramatically. Taking capacity away seems a strange decision.

Perhaps this was addressed at the meeting.

Thank you,

Rush Barrett

**Dyson, Wendy E**

---

**From:** Ross Harrell <rossharrell@gmail.com>  
**Sent:** Monday, November 02, 2015 7:38 PM  
**To:** peachtreeproject; Heath, Andrew; Key, Stacey  
**Subject:** Bike Lane GDOT Proposal

My name is Ross Harrell, and I live at 2544 Peachtree Road just north of Lindbergh. My Parents live at 2288- just south of Peachtree Battle. I live and work in the area, both drive and bike up and down this section of Peachtree every day.

Bike lanes and turn lanes seem like a good solution to anyone who is less familiar with the area- and I understand why. I am in favor of bike lanes and turn lanes, generally. However, they will come at the expense of worse car traffic in this area. This past friday, southbound traffic was narrowed to two lanes because of construction and there was standstill traffic all afternoon- much worse and longer in duration than normal traffic.

Maybe GDOT could redirect traffic and repaint the lanes as a test to see what will happen before undertaking a more costly and permanent construction project.

Thanks for taking my comments into consideration.  
-Ross Harrell

**Dyson, Wendy E**

---

**From:** Kalski, Chris <chris.kalski@harrynorman.com>  
**Sent:** Friday, October 30, 2015 1:46 PM  
**To:** peachtreeproject  
**Subject:** Bike Lane on Peachtree Road to Peachtree Street/ Chris Kalski

My husband and I live at The Brookwood at 1820 Peachtree Street. Everyday we have to use Peachtree Road to Peachtree Street to get home from work. It take sometimes over an hour just to go from Peachtree Battle to Collier Road. We feel this issue **needs to have a public forum to discuss all the concerns of the tax payers that live in the area.**

Thank You,

Christine & Larry Kalski  
ckalski@hotmail.com

Dyson, Wendy E

---

**From:** Allison Richardson <allisonrichardson421@yahoo.com>  
**Sent:** Friday, October 30, 2015 9:04 PM  
**To:** peachtreeproject  
**Subject:** Concerns from CHNCA/E Rivers parent

Good evening,

My name is Allison Richardson and I am the Collier Hills North Civic Association President and an E Rivers parent/PTA Board member. I attended the meeting yesterday evening at the Shepherd Center and was very encouraged by the willingness of the GDOT representatives to answer questions, relay currently known information and accept comments and concerns.

Major concerns :

1. As an E Rivers Elementary parent/PTA Board member, I/we have significant concerns regarding the safety of our children commuting to/from school. The intersection of Peachtree Rd and Peachtree Battle Ave is known to be dangerous. During the morning commute/carpool (7-8am), most school traffic by car and foot is headed northbound on Peachtree. By car, we usually wait for the left turn signal 2-4 cycles before making the turn, with the left turn signal, onto Peachtree Battle Avenue, therefore backing up traffic, in the left hand, northbound lane, all the way to Peachtree Hills Ave. Simultaneously, patrons of Starbucks are also lined up in the left hand, southbound lane next to us, waiting to turn into the non-traffic light entrance to Ptree Battle shop ctr. In my observance, resulting in an accident once approximately every other week. So a dual turn lane would not work in this situation.

Suggestions : a long-needed, southbound left turn signal into the Peachtree Battle shopping center. A "No Left Turn" sign marking the entrance by Starbucks, including a triangular raised curb in that

entrance, allowing only northbound right turns into that entrance to the shopping center and northbound right turns out of that entrance.

School Zone designation : With approximately 100 E Rivers families/children walking to school from the east side of Peachtree, crossing Peachtree Rd to get to 8 Peachtree Battle Ave, flashing school zone signs would really make this intersection safer. Our wonderful school crossing guard risks his life everyday to make way for their clear passage but signage would go a long way to assist his/our efforts and keep our children safe. (For reference, E Rivers Elementary enrollment is up to 750 students, to date. All travel is by APS bus, car or foot to arrive at school and I'd say probably 75% utilize Peachtree.)

2. Bike lanes : I have two preeminent cyclists living across the street from me, Karen and Christian Hoffmann. They both say they would never use this corridor with bicycle lanes because of the imminent danger (as I've also heard from every cyclist I know). Cars crossing, basically from a center lane, to make hundreds of right turns into businesses along this corridor, makes no sense. You wouldn't make a right turn from the center lane, cutting off a car in the righthand lane to do this, so why would you do so in front of a bicycle, going the same rate of speed? On the same note, what are the plans for MARTA buses to do - pull over into the bike lanes to pick up at the dozens of stops, therefore also cutting off the cyclists? And then bringing Ptree down to one lane while the buses stop for long periods of time?

3. I wasn't able to get a clear answer last night as to how many left turn signals would be added to existing traffic lights. As the president of Collier Hills North, the neighborhood directly behind Piedmont Hospital, bordered by Colonial Homes Dr, Bobby Jones golf course, Collier Rd and the Beltline (Tanyard Creek), we are greatly concerned regarding access to our neighborhood. It will be increasingly difficult to make a northbound, left turn onto Colonial Homes Drive without a signal, due to the three different high rise (and one low rise renovation) condo developments going in on Colonial Homes Dr. There will be a

total of 875 units/households added. Such an excessively increased volume of residents will create congestion heading northbound if no left turn signals are introduced.

Again, I greatly appreciate the efforts GDOT has put into these studies and hope they will also take the resident's/parent's/school's points of view - those who utilize this corridor up to 10 times a day, back and forth - into careful consideration. Please feel free to contact me with further explanation and/or questions.

Sincerely,

Allison Richardson  
421 Golfview Rd  
Atlanta, GA 30309  
404-213-0444  
CHNCA President  
E Rivers Elementary PTA Board

**Dyson, Wendy E**

---

**From:** Karen Klare <karenklare@gmail.com>  
**Sent:** Monday, November 16, 2015 12:12 PM  
**To:** peachtreeproject  
**Subject:** Bike Lanes on Peachtree Road  
**Attachments:** e055f189-14b6-412c-856e-fc37685b6e0f.docx

Please see the attached comment card regarding the re-stripping and adding bike lanes to Peachtree Road project. Thank you.

**Dyson, Wendy E**

---

**Subject:** 0012870 Peachtree Road project follow up

Greetings,

Thank you for submitting an email comment on the Peachtree Road Transformation Project. The Department will ensure that all email comments are reviewed with the comments collected at the public meeting

Aaron T. Burgess  
Transportation Environmental Planner II (NEPA)  
GDOT Office of Environmental Services  
600 West Peachtree Street, 16th floor  
Atlanta, GA 30308

**Dyson, Wendy E**

---

**From:** Norwood, Mary <MNorwood@AtlantaGa.Gov>  
**Sent:** Wednesday, October 28, 2015 12:08 PM  
**To:** peachtreeproject  
**Subject:** FW: Bicycles

---

**From:** Nina Schwartz [mailto:ninaschwartz@comcast.net]  
**Sent:** Saturday, October 17, 2015 10:52 AM  
**To:** Mary Norwood  
**Subject:** Fwd: Bicycles

First U.S. bicycle route will link Atlanta to Chattanooga  
<http://commuting.blog.ajc.com/2015/10/17/first-u-s-bicycle-route-will-link-atlanta-to-chattanooga/>

**Sent from my iPhone 5**

**Dyson, Wendy E**

1104

**From:** Key, Stacey  
**Sent:** Tuesday, November 10, 2015 10:45 AM  
**To:** peachtreeproject  
**Subject:** FW: GDOT Peachtree Road Project / Proposed "Road Diet"  
**Attachments:** 11.7.2015 - Email to GA DOT.pdf

**From:** donknight [mailto:donknight@bellsouth.net]  
**Sent:** Sunday, November 08, 2015 10:54 PM  
**To:** Key, Stacey  
**Cc:** Don Knight  
**Subject:** GDOT Peachtree Road Project / Proposed "Road Diet"

Please see attached.

W. Donald Knight, Jr. 2789 Ramsgate NW Atlanta, GA 30305 USA Email: [donknight@bellsouth.net](mailto:donknight@bellsouth.net) Atlanta Home Office Telephone: 404.355.6444 [use this no. to leave voicemails, please.] Atlanta Home Office Telefax: 404.350.0028 Weekend Home Telephone: 828.526.0893 Weekend Home Telefax: 828.526.0134 U.S. Cell Phone: 678.571.3640 CONFIDENTIALITY NOTICE: This electronic message contains information from W. Donald Knight, Jr., that may be confidential or privileged. The information is for the use of the individual or entity named above. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the contents of this message is prohibited. If you have received this electronic message in error, please immediately notify me. U.S INTERNAL REVENUE SERVICE CIRCULAR 230 DISCLOSURE: To ensure compliance with requirements imposed by the IRS and United States Treasury Regulations: You should be aware that any U.S. federal tax advice contained in this communication (including any attachments to this communication) is not intended or written by the sender to be used, and it cannot be used, by any recipient for the purpose of avoiding penalties that may be imposed under the United States federal tax laws.

---

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](http://www.dot.ga.gov/DS/SafetyOperation/DAAA). #ArriveAliveGA

**Dyson, Wendy E**

1134

---

**From:** Adrean, Yolanda <yadrean@AtlantaGa.Gov>  
**Sent:** Thursday, October 29, 2015 3:50 PM  
**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

---

**From:** Gordon Certain [mailto:gcertain@comcast.net]  
**Sent:** Thursday, October 29, 2015 3:06 PM  
**To:** Andrew Heath  
**Cc:** Shook, Howard; Adrean, Yolanda; Wan Alex; Jim Durrett; Lewis, Jonathan; Katz, Becky  
**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

**Dyson, Wendy E**

---

**From:** Key, Stacey  
**Sent:** Tuesday, November 10, 2015 12:15 PM  
**To:** peachtreeproject  
**Subject:** FW: Peachtree

**From:** James Curtis [mailto:jamesacurtis1971@gmail.com]  
**Sent:** Thursday, November 05, 2015 5:51 PM  
**To:** Key, Stacey  
**Subject:** Fwd: Peachtree

----- Forwarded message -----

**From:** James Curtis <jamesacurtis1971@gmail.com>  
**Date:** Sun, Nov 1, 2015 at 5:24 PM  
**Subject:** Fwd: Peachtree  
**To:** [davewilliams@bizjournals.com](mailto:davewilliams@bizjournals.com)  
**Cc:** [ninaschwartz@comcast.net](mailto:ninaschwartz@comcast.net)

Dear Mr. Williams:

My friends at the Shepherd Center call me the volunteer extraordinaire. I have volunteered 11,020 hours with the Shepherd Center. I arrive at Shepherd Center at 7:00am Monday thru Friday, and I leave between 1:30pm and 6:00pm. I volunteer in the Shepherd Center Foundation, Respiratory, and the Noble Learning Center. Perhaps twice a week, I pick up trash littered on our property. I always take care of what needs to be done, without having to be told. I have a disciplined work ethic and truly love Shepherd Center. Shepherd Center means a great deal to me and has made a positive difference in my life.

I am not very impressed with the options displayed at the open house. They did not address what it is going to be like for wheelchairs crossing Peachtree. Big question about safety. There are only two lanes going north and south and one lane on each side is a bus lane. The buses have to go by the curbs to allow wheelchairs access. Do the buses overlap the bike lanes? Northside is a mess with the turn lane. People who live in this area should have a say with the flow of traffic in their neighborhood. The DOT website says they made a mistake with Pharr Road. They are making a mistake with Peachtree. Plus, all of this construction creates additional barriers and blockage for people with disabilities.

Thanks,  
James

James Curtis

2460 Peachtree Road, NW

Apt. 1410

Atlanta, GA 30305

On Sat, Oct 31, 2015 at 12:30 PM, <[James\\_Shepherd@shepherd.org](mailto:James_Shepherd@shepherd.org)> wrote:

What is your opinion of options after seeing them? What about bike lanes?

---

**CONFIDENTIALITY NOTICE:** This e-mail communication, including any attached files may contain material that is proprietary, privileged, confidential, or otherwise legally exempt from disclosure. This communication is intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient or the person responsible for delivering this communication to the intended recipient, you are prohibited from retaining, using, disseminating, forwarding, printing or copying this communication. If you have received this email in error, please notify the sender by reply email and then delete this email and its attachments from your computer.

-- Thank you.

---

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](http://www.dot.ga.gov/DS/SafetyOperation/DAAA). #ArriveAliveGA

Dyson, Wendy E

7160

**From:** Heath, Andrew  
**Sent:** Monday, November 02, 2015 8:00 AM  
**To:** peachtreeproject  
**Subject:** FW: Peachtree

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:** James\_Shepherd@shepherd.org [mailto:James\_Shepherd@shepherd.org]  
**Sent:** Saturday, October 31, 2015 1:11 PM  
**To:** Heath, Andrew  
**Subject:** Fwd: Peachtree

This from a wheelchair user who lives at Lindbergh and comes here daily to volunteer.

Begin forwarded message:

**From:** "James Curtis" <jamesacurtis1971@gmail.com>  
**Date:** October 31, 2015 at 12:56:29 PM EDT  
**To:** James\_Shepherd@shepherd.org  
**Subject:** Re: Peachtree

I am not very impressed with the options displayed at the open house. They did not address what it is going to be like for wheelchairs crossing Peachtree. Big question about safety. There are only two lanes going north and south and one lane on each side is a bus lane. The buses have to go by the curbs to allow wheelchairs access. Do the buses overlap the bike lanes? Northside is a mess with the turn lane. People who live in this area should have a say with the flow of traffic in their neighborhood. The DOT website says they made a mistake with Pharr Road. They are making a mistake with Peachtree. Plus, all of this construction creates additional barriers and blockage for people with disabilities.

Thanks,  
James

On Sat, Oct 31, 2015 at 12:30 PM, <James\_Shepherd@shepherd.org> wrote:

What is your opinion of options after seeing them? What about bike lanes?

-----  
**CONFIDENTIALITY NOTICE:** This e-mail communication, including any attached files may contain material that is proprietary, privileged, confidential, or otherwise legally exempt from disclosure. This communication is intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient or the person responsible for delivering this communication to the intended recipient, you are prohibited from retaining, using, disseminating, forwarding, printing or copying this communication. If you have received this email in error, please notify the sender by reply email and then delete this email and its attachments from your computer.

-- Thank you.

-----  
**CONFIDENTIALITY NOTICE:** This e-mail communication, including any attached files may contain material that is proprietary, privileged, confidential, or otherwise legally exempt from disclosure. This communication is intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient or the person responsible for delivering this communication to the intended recipient, you are prohibited from retaining, using, disseminating, forwarding, printing or copying this communication. If you have received this email in error, please notify the sender by reply email and then delete this email and its attachments from your computer.

-- Thank you.

---

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](http://www.dot.ga.gov/DS/SafetyOperation/DAAA). #ArriveAliveGA

**Michael Horowitz**  
2828 Peachtree Rd., NW, #601  
Atlanta, GA. 30305

Mr. Andrew Heath, P.E.  
Georgia Department of Transportation  
935 E. Confederate Ave.  
Bldg. 24  
Atlanta, GA 30316

#### Regarding Proposed Peachtree Road Improvements

Dear Mr. Heath,

Thank you for taking the time to meet with the Buckhead Condo Alliance on October 1. As a board member and the authorized representative of the 2828 Peachtree Condominium Association and over 35 residents in that building, I recently began to follow the proposed plans for possible Peachtree Rd. improvements when we were made aware of the pending multi-story development by Brand Properties, directly across from the entrance to our building.

In meeting with the developers of that project, they showed me their initial plans for creating two curb cuts to Peachtree Road, a reality that can only be accomplished with variances under the current zoning and land use plan. Subsequently, they have announced that they are revising their plan for only one ingress/egress.

The biggest concern we have is the impact of cars driving southbound on Peachtree waiting to turn left into their project directly in front of our drive, as well as cars exiting their project attempting to turn left into southbound Peachtree traffic. The reality is that current conditions and driveway line ups/relationships are deplorable and adding to this situation would be irresponsible.

In speaking with the Brand developers, they have expressed a desire to be helpful but claim that getting the DOT to work on modifying plans in progress would be almost impossible.

The best solution for our area would be the installation of another traffic light in conjunction with realigning the various driveways and or offsetting the light location (like 14<sup>th</sup> and Juniper). But the best solution for the entire area would be the installation of medians with opportunities to complete "U-turns" at various locations. Currently, trying to exit the 2828 Peachtree driveway during many times of the day to make a left turn is virtually impossible and subjects the driver and others to numerous accident potentials. I am often required to make a right turn, which is acceptable, but there is no place to ultimately turn around to go northbound. To do so, I have to go into parking lots or make a "U-turn" from the current left lane, if possible.

At you presentation, you indicated that you had not studied the current negative impact of numerous left turn exits from property along Peachtree and that your study only focused on increasing the thru flow of traffic and traffic related accidents. I suggest that the opportunity now exists to incorporate and improve

the deplorable existing conditions by installing medians and u turns and eliminating left turn exit opportunities from properties that do not have traffic lights.

You also indicated that “businesses do not like the medians. In that regard I remind you that, at least North of Peachtree Battle, there are only **TWO** current businesses, both restaurants owned by the same owner, with rear parking that is accessed off of Rumson, where there is a traffic light! Therefore, that issue should be moot as the area is virtually 100% residential or churches!

Since you are comfortable with two north and south lanes south of Peachtree Battle, and since no bike lanes are proposed north of Peachtree Battle, I would ask that you develop a scheme for the area north of Peachtree Battle that has two south and two northbound lanes **and a center median** for left turns and u turns, which will be a tremendous improvement to safety as well as aesthetics.

I believe that such a plan would be embraced by many, other than those concerned or those unable to grasp how a reduction of thru lanes can actually improve traffic flow.

I also believe that adding as many bus stop “indentations” as possible will be a great asset as well.

Unfortunately, I will be out of town October 29 and unable to attend your public information session. Therefore, I would ask that you include this correspondence into the formal public response.

Unless you can explain otherwise, I truly believe that this proposed solution would be best for all.

Thank you for all of your efforts.

Should you have any questions or if I can be of help in any way, please feel free to contact me.

Michael Horowitz

Michael Horowitz  
2828 Peachtree Rd., NW  
#601  
Atlanta, GA 30305  
Home: 404 257-6033  
Cell: 248 613-8600  
[michael@tricapre.com](mailto:michael@tricapre.com)

---

**From:** Key, Stacey  
**Sent:** Tuesday, November 10, 2015 12:17 PM  
**To:** peachtreeproject  
**Subject:** FW: Peachtree Road Proposal

**From:** Ramona White [mailto:rtwhite47@gmail.com]  
**Sent:** Tuesday, November 03, 2015 5:55 PM  
**To:** Key, Stacey  
**Subject:** Peachtree Road Proposal

I am concerned about the proposed changes to Peachtree Road due to the increasing number of high-rise apartments being built on that corridor which will only magnify the traffic congestion we have in that area. The changes made in Buckhead thus far to create bike lanes are confusing in places and therefore seem dangerous for the biker. I have not seen one person using those bike lanes. The most recent GDOT meeting at Shephard Spinal Center was not especially helpful and I received conflicting information from different GDOT representatives. We need more time for thoughtful dialogue between community and GDOT so that any changes made improve traffic flow, not impede it.

Ramona White  
3315 Valley Road NW

---

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](http://www.dot.ga.gov/DS/SafetyOperation/DAAA). #ArriveAliveGA

Dyson, Wendy E

1242

**From:** Katz, Becky <BKatz@AtlantaGa.Gov>  
**Sent:** Friday, October 30, 2015 5:56 PM  
**To:** peachtreeproject  
**Subject:** Fwd: Bike Route

Sent from my iPhone

Begin forwarded message:

**From:** Forrest Rose <forrestprose@gmail.com<mailto:forrestprose@gmail.com>>  
**Date:** October 30, 2015 at 4:20:58 PM CDT  
**To:** "bkatz@atlantaga.gov<mailto:bkatz@atlantaga.gov>" <bkatz@atlantaga.gov<mailto:bkatz@atlantaga.gov>>  
**Subject:** Fwd: Bike Route

Hi Becky,

I wanted to forward you this before I forgot. Chris is an Engineer for PB. The alternative route is littered with turns and is mostly residential; however, if we formalized it, it's better than nothing!

Happy Halloween and safe travels.

Forrest

Sent from my iPhone.

On Fri, Oct 30, 2015 at 3:17 PM, Forrest Rose <forrestprose@gmail.com<mailto:forrestprose@gmail.com>> wrote:  
Yes, I will send it to Jonathan and Becky--the new bike planner. How did last night go? What was the mood like? Did the naysayers out number the supporters? How did GDOT look?

On Fri, Oct 30, 2015 at 10:26 AM, Chris Rome <cmrome06@gmail.com<mailto:cmrome06@gmail.com>> wrote:  
Forrest, can you send this to Jonathan Lewis? I don't have his city email address. I spoke with Brian McHugh at the public meeting last night who mentioned Jonathan and others were looking for a good route through this neighborhood. This is the best one I've found, but I wouldn't call it good. Peachtree is so much simpler and less difficult.

<https://www.google.com/maps/dir/Tower+Place+100,+Tower+Place+Drive+Northeast,+Atlanta,+GA/Midtown,+Atlanta,+GA/@33.8299094,-84.3804209,15z/data=!4m29!4m28!1m20!1m1!1s0x88f50f5f5b567887:0x78ff46f549aa0c24!2m2!1d-84.3709143!2d33.8474243!3m4!1m2!1d-84.3722807!2d33.8405414!3s0x88f505f39ca9c927:0x50a912c01049f7ad!3m4!1m2!1d-84.3770225!2d33.8308585!3s0x88f5059367353d97:0xbd9d67388dfec0b2!3m4!1m2!1d-84.3857424!2d33.8175318!3s0x88f505a4c30b2671:0x49388947518a68c!1m5!1m1!1s0x88f504420bd78c53:0x878c894c30b9bbe2!2m2!1d-84.3831166!2d33.783315!3e1>

Here's the route I sometimes take through buckhead neighborhoods. There's lots of hills and there are 12 turns compared to zero if you just stay on Peachtree Rd.

**From:** James Curtis <jamesacurtis1971@gmail.com>  
**Sent:** Thursday, November 05, 2015 5:55 PM  
**To:** peachtreeproject  
**Subject:** Fwd: Peachtree

----- Forwarded message -----

**From:** James Curtis <jamesacurtis1971@gmail.com>  
**Date:** Sun, Nov 1, 2015 at 5:24 PM  
**Subject:** Fwd: Peachtree  
**To:** [davewilliams@bizjournals.com](mailto:davewilliams@bizjournals.com)  
**Cc:** [ninaschwartz@comcast.net](mailto:ninaschwartz@comcast.net)

Dear Mr. Williams:

My friends at the Shepherd Center call me the volunteer extraordinaire. I have volunteered 11,020 hours with the Shepherd Center. I arrive at Shepherd Center at 7:00am Monday thru Friday, and I leave between 1:30pm and 6:00pm. I volunteer in the Shepherd Center Foundation, Respiratory, and the Noble Learning Center. Perhaps twice a week, I pick up trash littered on our property. I always take care of what needs to be done, without having to be told. I have a disciplined work ethic and truly love Shepherd Center. Shepherd Center means a great deal to me and has made a positive difference in my life.

I am not very impressed with the options displayed at the open house. They did not address what it is going to be like for wheelchairs crossing Peachtree. Big question about safety. There are only two lanes going north and south and one lane on each side is a bus lane. The buses have to go by the curbs to allow wheelchairs access. Do the buses overlap the bike lanes? Northside is a mess with the turn lane. People who live in this area should have a say with the flow of traffic in their neighborhood. The DOT website says they made a mistake with Pharr Road. They are making a mistake with Peachtree. Plus, all of this construction creates additional barriers and blockage for people with disabilities.

Thanks,  
James

James Curtis

2460 Peachtree Road, NW

Apt. 1410

Atlanta, GA 30305

On Sat, Oct 31, 2015 at 12:30 PM, <[James\\_Shepherd@shepherd.org](mailto:James_Shepherd@shepherd.org)> wrote:

What is your opinion of options after seeing them? What about bike lanes?

-----  
**CONFIDENTIALITY NOTICE:** This e-mail communication, including any attached files may contain material that is proprietary, privileged, confidential, or otherwise legally exempt from disclosure. This communication is intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient or the person responsible for delivering this communication to the intended recipient, you are prohibited from retaining, using, disseminating, forwarding, printing or copying this communication. If you have received this email in error, please notify the sender by reply email and then delete this email and its attachments from your computer.

-- Thank you.

14137

**Dyson, Wendy E**

---

**From:** Myrricia Holmann <myrricia@stanfordalumni.org>  
**Sent:** Friday, November 13, 2015 4:04 PM  
**To:** peachtreeproject  
**Subject:** peachtree proposal

GDOT Representative:

I was unable to attend the public hearing recently regarding the Peachtree Road project but would like to see the plan before the comment period is up. Can you point me to that information online? I have been hunting around for it and cannot seem to find it.

Myrricia Holmann  
Buckhead