

Corridor D. Mozley Park – Downtown – Grant Park

ML King Jr. Dr. – Woodward Ave.



Overview

Corridor D is the second shortest Cycle Atlanta corridor and one of three corridors that runs exclusively from west to east. It also connects two Cycle Atlanta corridors including Corridor A and Corridor E. Like Corridor C, Corridor D is largely residential east and west of Downtown. In Downtown, the corridor connects to the Georgia Dome MARTA station, City Hall, and the State Capitol, as well as bike route options to Midtown or the business and tourist destinations.

Network Design

Along the western portion of the corridor, bicyclists will have parallel route options. The Westside Trail will provide users with a protected bike facility along Lee Street and shared lane markings and bike lanes will be installed along Martin Luther King Jr. Drive and Mitchell Street. Both routes connect to the James P. Brawley bike boulevard that connects the Atlanta University Center to Vine City, English Avenue, and ultimately the Marietta Street corridor.

Once in Downtown, people will be able to use the Westside Trail to connect to the Georgia Dome, Marietta Street, and the Centennial Olympic Park area. Bicyclists will also be able to connect to the civic and commercial destinations along the Mitchell Street bike lanes that extend from Castleberry Hills to City Hall and the Georgia State Capitol.

From the Georgia State Capitol, bicyclists will be able to take a multi-use path between Capital Avenue and Memorial Drive to connect to the Woodward Avenue bike boulevard. Currently, this bike boulevard will extend from Memorial Drive to Chastain Street. This corridor will lengthen when the industrial properties between Chastain Street and Bill Kennedy Way/BeltLine redevelop; BeltLine plans include a recommendation to extend Woodward Avenue to Bill Kennedy Way/BeltLine. This new street will provide a direct connection to the BeltLine.

Facility Design

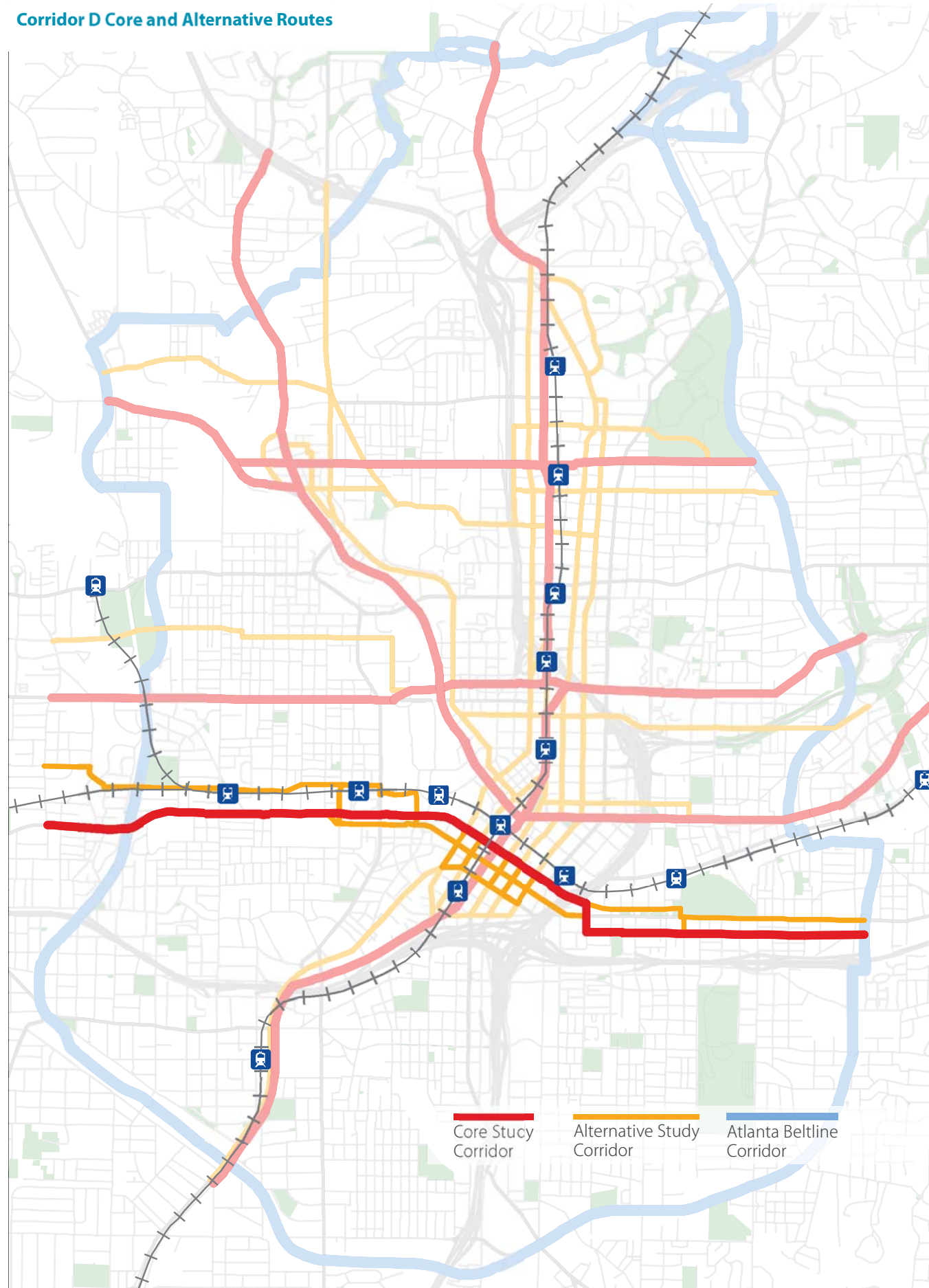
The low-stress facilities along this corridor include the Westside Trail and the short multi-use path segment from the Georgia State Capitol to the Woodward Avenue bike boulevard. Both multi-use paths are planned to run adjacent to the streets they parallel and will not require the removal of a travel lane to implement.

For the stretch of the corridor along Martin Luther King Jr. Boulevard from the BeltLine to Brawley, the available street width prevents dedicated bicycle space on the street. To balance vehicular capacity and bicycle mobility, shared lane markings will be used along this section of the corridor.

From James P. Brawley along Martin Luther King Jr. Boulevard/Mitchell Street to Capital Avenue, cyclists will be able to use bike lane. Along this route, traffic volumes and street widths are compatible with installing a bike lane to be installed.

On the eastern side of the corridor, the Woodward Avenue bike boulevard will provide a low-stress alternative to riding along Memorial Drive. Several design strategies will be used at intersections to manage vehicular volumes and speeds while minimizing interruptions in bicyclist travel along the route. These treatments reduce the travel time along the bike boulevard and thereby increase the convenience of using the route for bicyclists.

Corridor D Core and Alternative Routes



Corridor Length

4.3 miles
28 minutes by bike

Major Destinations

- Atlanta BeltLine
- Washington Park
- Booker T. Washington High School
- Atlanta University Center
- Georgia Dome- Georgia World Congress Center-Phillips Arena- CNN Center
- US District Court Clerk
- Fulton County Government Center
- City of Atlanta City Hall
- Georgia State Capital
- Capital Gateway
- Oakland Cemetery

MARTA Stations

- Ashby
- Vine City
- Georgia Dome

Neighborhoods

- Hunter Hills
- Mozley Park
- Washington Park
- Just Us
- Ashview Heights
- Vine City
- Atlanta University Center
- Castleberry Hills
- Downtown
- Capital Gateway
- Grant Park

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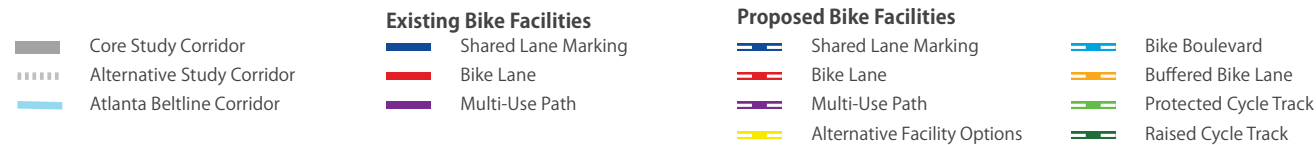
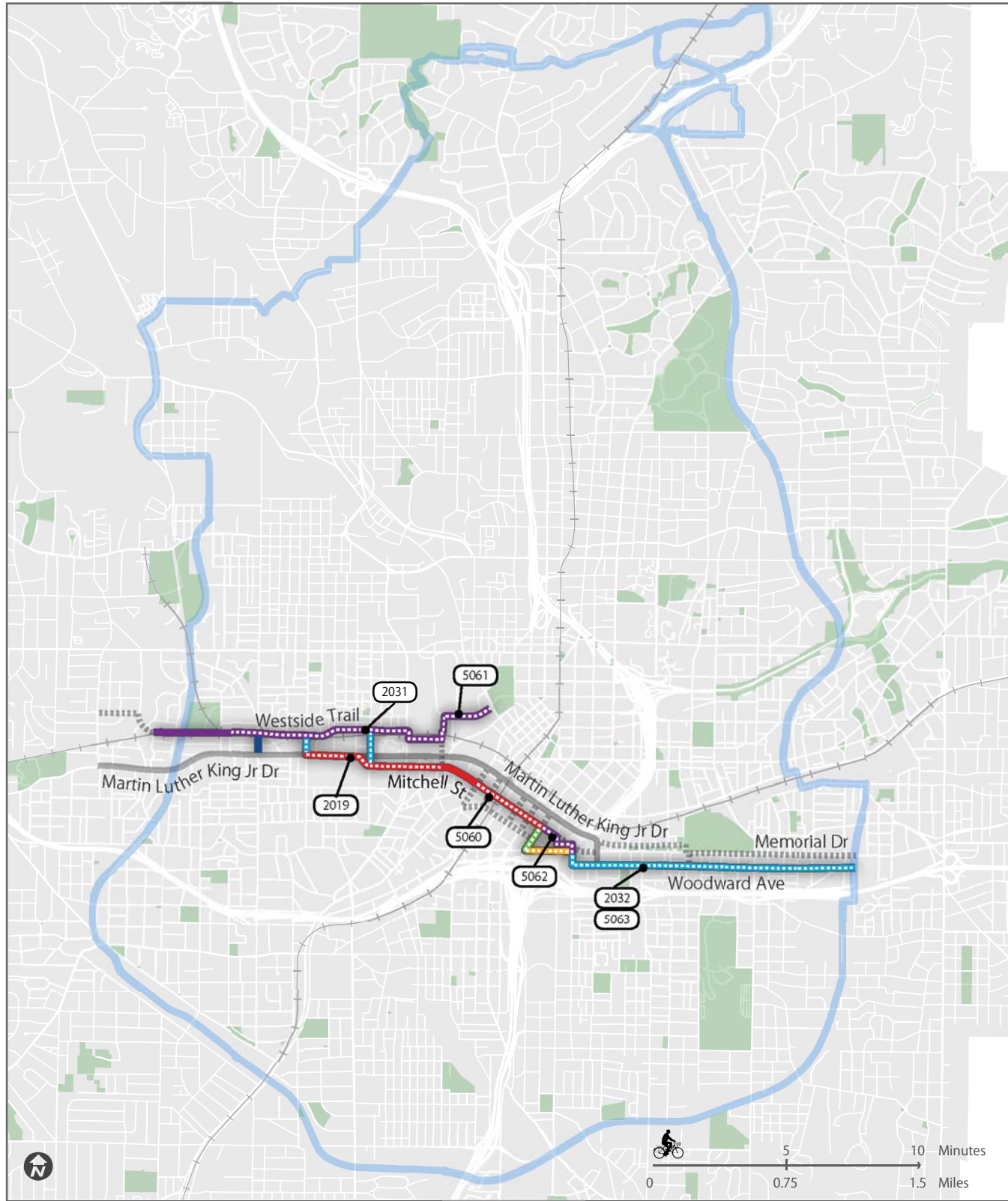
Council Districts

- 1
- 2
- 3
- 4
- 5

Relevant Plans

- Atlanta BeltLine Subarea 10 Master Plan
- Atlanta BeltLine Subarea 4 Master Plan
- Vine City/Washington Park LCI
- Georgia World Congress Center Master Plan
- Imagine Downtown: ENCORE LCI
- Memorial Drive LCI

Corridor D Network Design Map



Corridor D Projects

The projects listed in the table below are the projects currently programmed for construction along the corridor as well as new projects proposed as part of the *Cycle Atlanta: Phase 1.0 Study*. Facility type, the street that the project applies to, a description of the start and end points for the projects, and a summary cost estimate are provided. Additional project cost information is provided in the Appendix for each project.

ID	Facility Type	Street	To	From	Cross Section(s)	Cost
2019	Bike Lane	Martin Luther King Jr. Drive-Mitchell Street	James P Brawley Drive	Magnum Street		n/a
2031	Hard Surface Multi-Use Path	Lena Street	Booker Street	Magnum Street		n/a
2032	Bike Boulevard	Fraser Street-Woodward Avenue	Memorial Drive	Chastain Street		n/a
5060	Bike Lane	Mitchell Street	Spring Street	Washington Street	D4	\$72,710
5061	Multi-Use Path	Andrew Young International Boulevard	Georgia Dome Drive	Marietta Street		n/a; See design schematics for details.
5062	Multi-Use Path	Capital Avenue-Memorial Drive	Washington Street	Fraser Street		n/a; See design schematics for details.
5063	Bike Boulevard	Fraser Street-Woodward Avenue	Memorial Drive	Bill Kennedy Way	D5, D6	\$141,042

Notes

1. 1000 series: Facilities to be built in 2013
2. 2000 series: Facilities to be built in 2014
3. 3000 series: Facilities to be built in 2015
4. 4000 series: Unfunded high-priority projects we hope to fund by 2016
5. 5000 series: Facilities developed as part of the *Cycle Atlanta: Phase 1.0 Study*; 5000 - 5019 is for Corridor A projects, 5020 - 5039 is for Corridor B projects, 5040-5059 is for Corridor C projects, 5060 - 5079 is for Corridor D projects, and 5080 - 5099 is for Corridor E projects
6. Cost estimates include an estimate of probable cost for construction, design cost (25% of construction cost), and contingency cost (20% of construction costs). Construction costs can include re-striping costs, signal improvements, new pavement markings, and multi-use path construction. Construction costs do not include resurfacing costs. Cost estimates for 1000 to 4000 series projects are not provided because they have already been funded, are in the process of being designed, or are in the process of being constructed.

Corridor D Design Schematics




The cross sections, plan concepts, and accompanying notes provide a description for the design of the proposed facilities along the corridor. A typical cross section has been developed for every segment of the corridor where a facility is proposed as part of the *Cycle Atlanta: Phase 1.0 Study* and where projects have been programmed but the facility design has not been finalized. Cross sections were not developed for corridor segments that already have a facility, where the facility has already been programmed for construction, or where the facility has already been designed through another project or planning effort.

The typical cross sections and plan concepts form the basis for the cost estimates presented on the previous page. Each project consists of one or more cross section or plan concept segments. The design schematics were used to provide details about facility design for projects, particularly where cross sections change along the corridor or intersection design is more complex.









The legend below provides a summary of the different symbols and line types used to describe existing conditions or proposed features along the corridor.

Design Schematics Legend





EXISTING BIKE FACILITIES

-  Shared Lane Marking
-  Bike Lane
-  Multi-Use Path





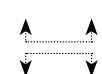
PROPOSED BIKE FACILITIES

-  Shared Lane Marking
-  Bike Lane
-  Multi-Use Path
-  Bike Boulevard
-  Buffered Bike Lane
-  Protected Cycle Track
-  Alternative Facility Options
-  Raised Cycle Track

STUDY FOCUS FEATURES

-  Core Study Corridor
-  Alternative Study Corridor
-  Atlanta BeltLine Corridor
-  MARTA Rail Station

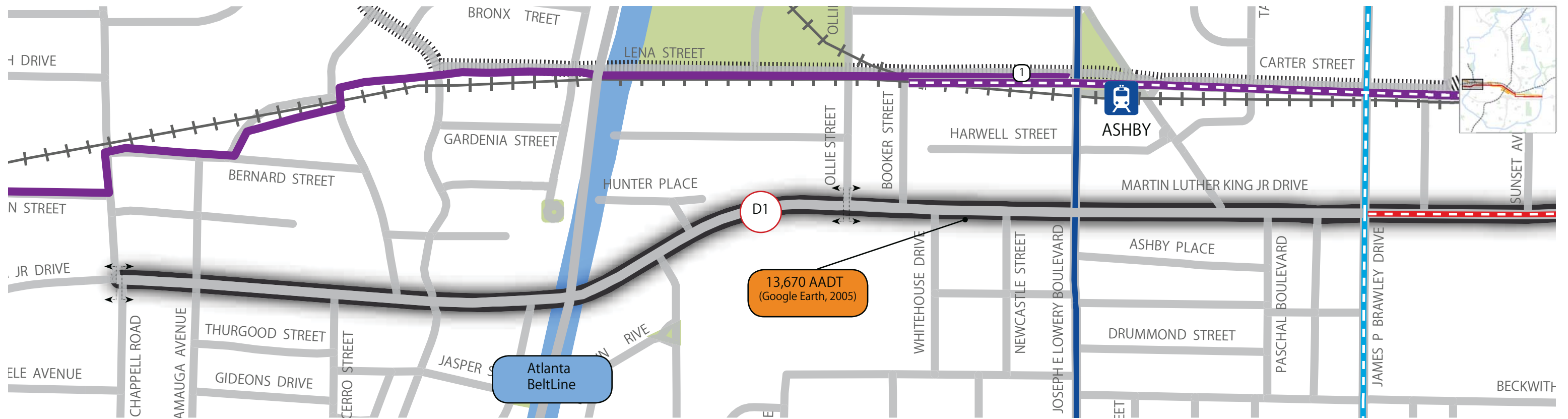
ANNOTATION SYMBOLS

-  Cross Section Application Location
-  Corridor Connection to Atlanta BeltLine
-  Map Annotation
-  Annual Average Daily Traffic
-  Cross Section Segment To/From Point

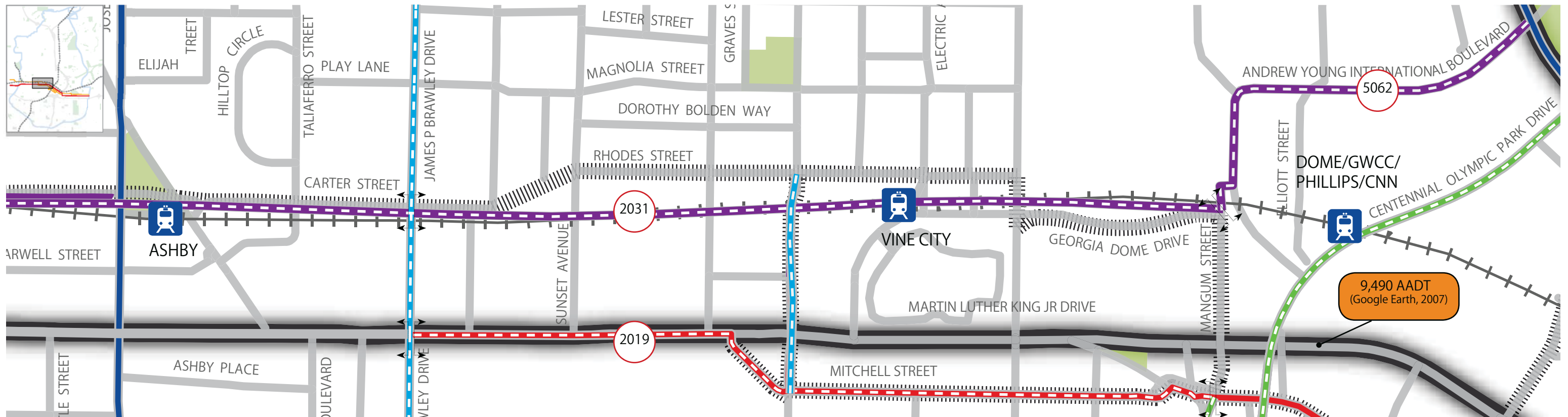
Cross Section ID	Cross Section	Street	From	To	Existing Vehicular Lanes	Proposed Vehicular Lanes	Notes
D1	<p>PAVED SHOULDERS</p> <p>40' ROADWAY WIDTH</p>	Martin Luther King Jr. Drive	Chappell Road	Ollie Street	4	3	<p>2 travel lanes; center turn lane</p> <p>No bikeway facility</p> <p>Re-striping should create a paved shoulder. Long-term, the paved shoulder will be re-purposed as sidewalk in order to widen the sidewalk.</p>

Additional Notes

1 From Chappell Road to Walnut Street, the Westside Trail will serve as the primary bikeway facility along this corridor. From Walnut Street, cyclists will be able to continue along the proposed Westside Trail to Centennial Olympic Park or use Walnut Street to connect to the proposed bike lanes along Mitchell Street.



ID	Facility Type	Street	To	From	Notes
2019	Bike Lane	Martin Luther King Jr Drive-Mitchell Street	James P Brawley Drive	Magnum Street	This project is funded and is in the process of being designed and constructed. Because it is already being implemented, a cross-section was not developed for this project.
2031	Hard Surface Multi-Use Path	Lena Street	Booker Street	Magnum Street	This project is funded and is in the process of being designed and constructed. Because it is already being implemented, a cross-section was not developed for this project.
5062	Multi-Use Path	Andrew Young International Boulevard	Georgia Dome Drive	Marietta Street	The connection from the Westside Trail to Centennial Olympic Park has been proposed in previous plans. However to complete this connection, several design considerations will need to be resolved including overcoming the significant grade change from Magnum Street to Marietta Street. Because of this consideration and the potential relocation of the Georgia Dome, the scope and design for this project was not developed as part of this project. As the Georgia Dome site is redeveloped, the City of Atlanta should work the Georgia World Congress Center, the PATH Foundation, and others to complete this connection.



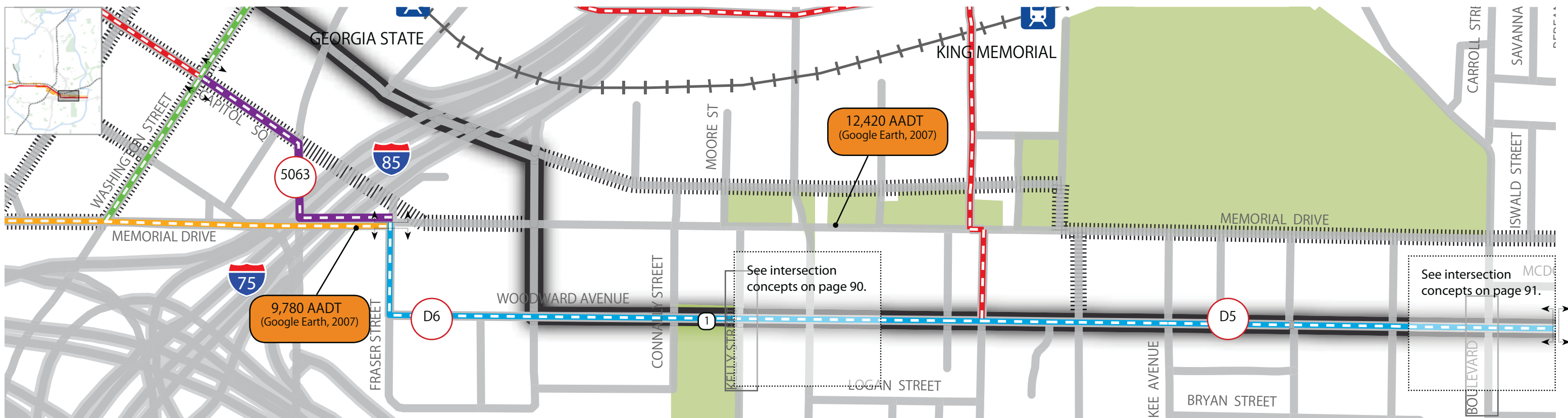
Cross Section ID	Cross Section	Street	From	To	Existing Vehicular Lanes	Proposed Vehicular Lanes	Notes
D4	<p>BIKE LANES</p>  <p>8' 5' 10-11' 10-11' 5'</p> <p>38-40' ROADWAY WIDTH</p>	Mitchell Street	Spring Street	Washington Street	3	2	<p>2 travel lanes</p> <p>To implement this cross section, Mitchell Street must be converted from a one-way street to a two-way street. The Mitchell Street conversion should also be paired with a one-way to two-way conversion of MLK Jr. Drive. Additionally, these conversions should be coordinated with the vehicle access closure of Capitol Square.</p>



Cross Section ID	Cross Section	Street	From	To	Existing Vehicular Lanes	Proposed Vehicular Lanes	Notes
D5	<p>SHARED LANE MARKETINGS</p> <p>NO LANE STRIPING 32-34' ROADWAY WIDTH</p>	Woodward Avenue	Kelly Street	Chastain Street	2	2	2 travel lanes
D6	<p>SHARED LANE MARKETINGS</p> <p>NO LANE STRIPING 36' ROADWAY WIDTH</p>	Woodward Avenue	Memorial Drive	Connally Street	2	2	2 travel lanes

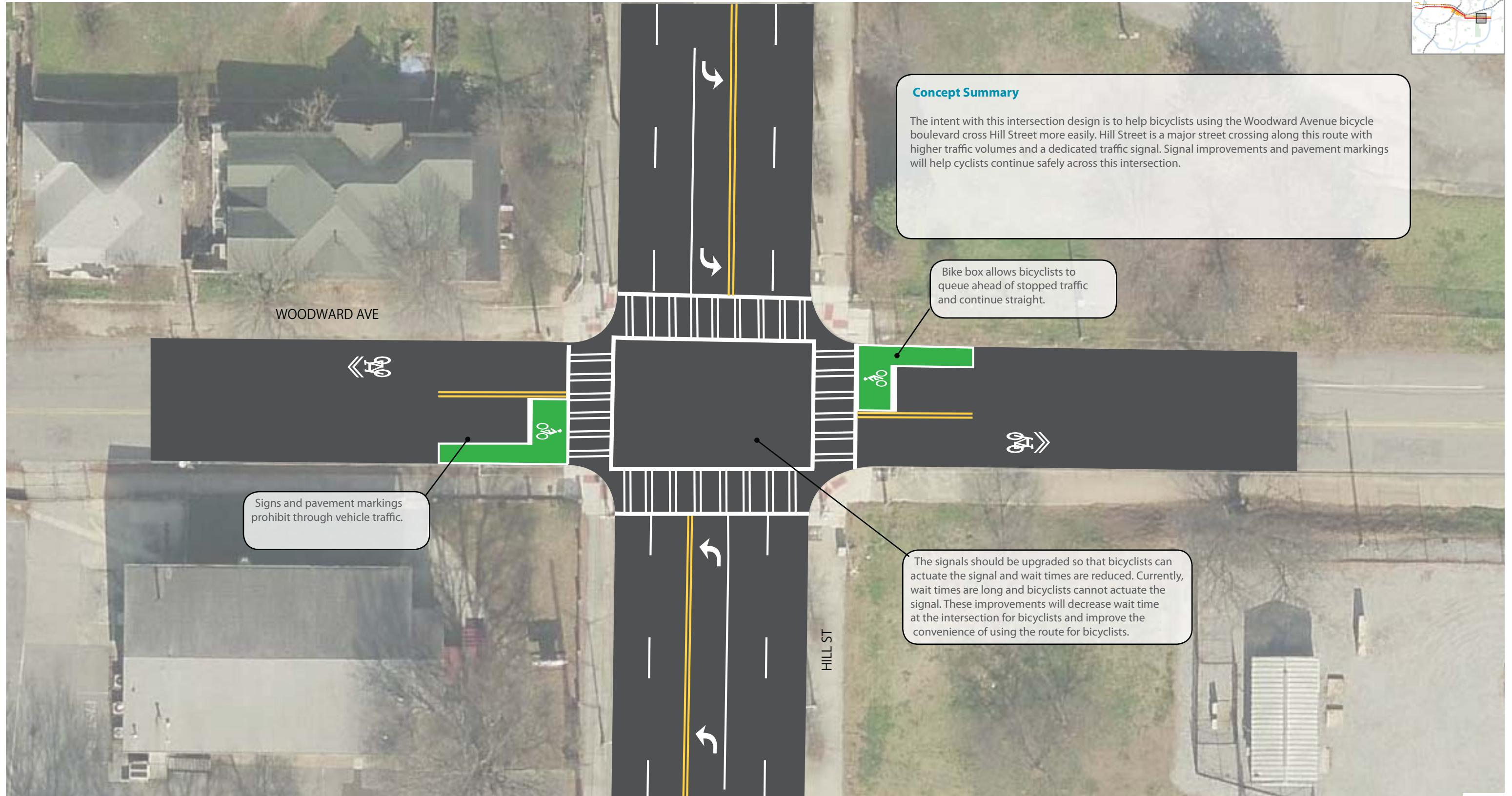
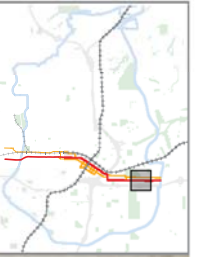
ID	Facility Type	Street	To	From	Notes
5063	Multi-Use Path	Capitol Square-Memorial Drive	Washington Street	Fraser Street	With the conversion of Capitol Square between Washington Street and Capitol Avenue to a bicycle and pedestrian only street, there is the potential to create a multi-use path connection between the Washington Street and Mitchell Street bikeway facilities and the proposed Woodward Avenue Bicycle Boulevard. There are several alignment options including re-purposing the existing sidewalk along Capitol Avenue and Memorial Drive as a multi-use path. There is also an opportunity to run a multi-use path through the parking lot over the interstate between Mitchell Street and Fraser Street. Because of these options, this alignment requires additional consideration that is beyond the scope of this project. The City of Atlanta should work with the Georgia Department of Transportation and others to develop a feasible alignment for this connection.

Additional Notes	
1	Work with the Department of Parks, Recreation and Cultural Affairs to remove fencing, install wayfinding, and improve multi-use path conditions between Connally Street and Kelly Street. This segment is currently fenced off but is owned by the City of Atlanta.



Woodward Ave and Hill St Intersection Concept

Overview



Concept Summary
The intent with this intersection design is to help bicyclists using the Woodward Avenue bicycle boulevard cross Hill Street more easily. Hill Street is a major street crossing along this route with higher traffic volumes and a dedicated traffic signal. Signal improvements and pavement markings will help cyclists continue safely across this intersection.

Bike box allows bicyclists to queue ahead of stopped traffic and continue straight.

Signs and pavement markings prohibit through vehicle traffic.

The signals should be upgraded so that bicyclists can actuate the signal and wait times are reduced. Currently, wait times are long and bicyclists cannot actuate the signal. These improvements will decrease wait time at the intersection for bicyclists and improve the convenience of using the route for bicyclists.

This image is not to scale and is presented for illustrative purposes only.



Woodward Ave and Boulevard Intersection Concept

Overview



Concept Summary

The goal with this concept is to improve safety for bicyclists and pedestrians crossing Boulevard. The intersection is currently unsignalized, traffic volumes are high, and vehicular speeds are high along Boulevard, making it difficult for bicyclists and pedestrians to cross safely. To upgrade the intersection with safety measures, several design features are proposed including a new signal, a protected through bicycle lane, and pavement markings and signage that limit through vehicular traffic.

On-street parking should be shifted away from the intersection to allow vehicles to safely turn onto Woodward Avenue.

New traffic signal or hybrid beacon to be installed to facilitate bicyclist and pedestrian crossings.

Protected through bicycle lane provides a comfortable waiting area for through bicyclists. Maximum width for facility should be 10'.

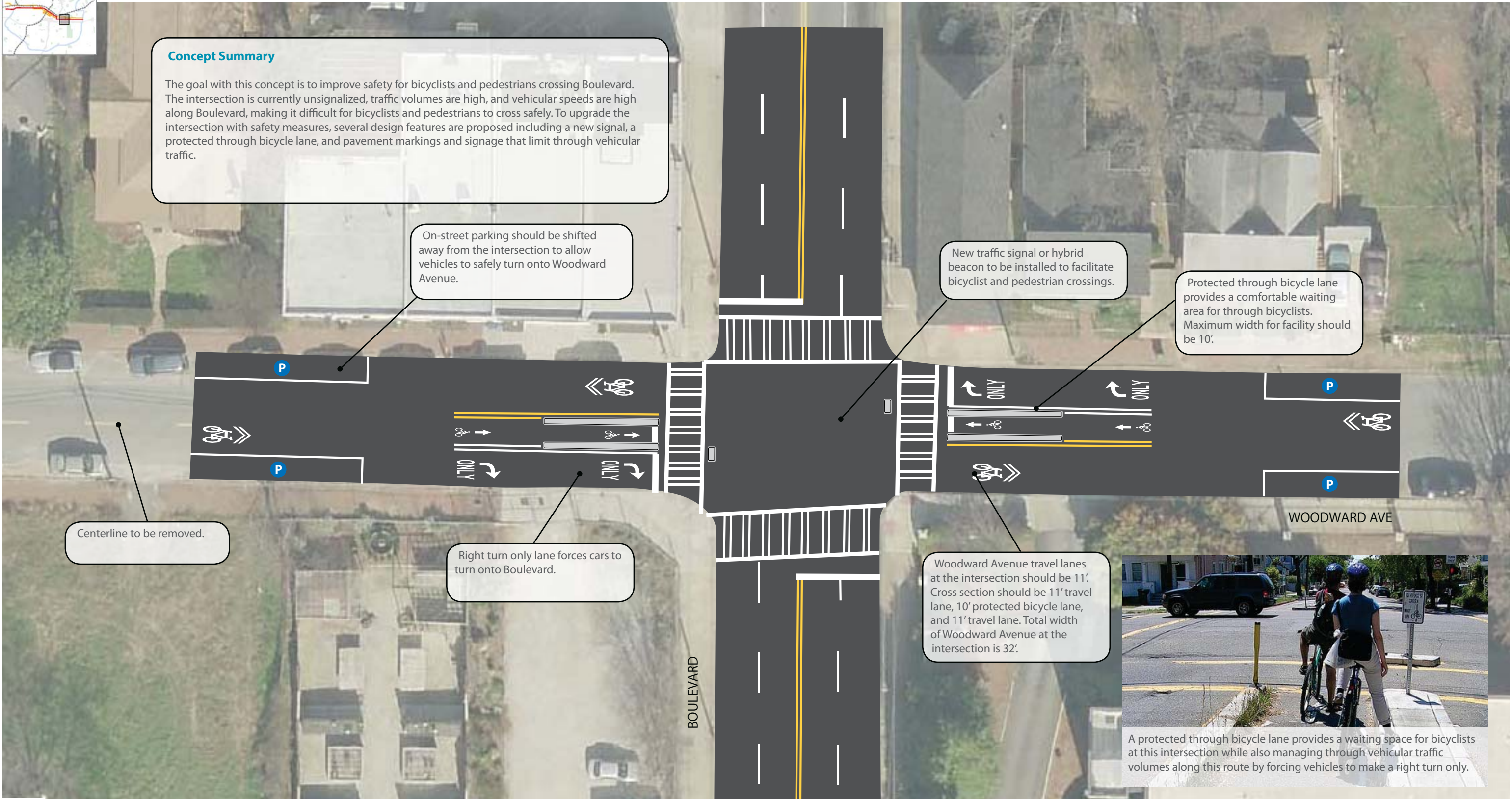
Centerline to be removed.

Right turn only lane forces cars to turn onto Boulevard.


Woodward Avenue travel lanes at the intersection should be 11'. Cross section should be 11' travel lane, 10' protected bicycle lane, and 11' travel lane. Total width of Woodward Avenue at the intersection is 32'.



A protected through bicycle lane provides a waiting space for bicyclists at this intersection while also managing through vehicular traffic volumes along this route by forcing vehicles to make a right turn only.



This image is not to scale and is presented for illustrative purposes only.

Cross Section ID	Cross Section	Street	From	To	Existing Vehicular Lanes	Proposed Vehicular Lanes	Notes
D5	<p>SHARED LANE MARKETINGS</p>  <p>NO LANE STRIPING</p> <p>32-34' ROADWAY WIDTH</p>	Woodward Avenue	Kelly Street	Chastain Street	2	2	2 travel lanes

Additional Notes

- 1 Currently, Woodward Avenue ends at Chastain Street. However, a new street is proposed to extend all the way to Bill Kennedy Way as part of the Atlanta BeltLine Redevelopment Plan and the Atlanta BeltLine Subarea 4 Master Plan. If the industrial properties redevelop, the bike boulevard should be extended along the new streets to Bill Kennedy Way and the Atlanta BeltLine. See Atlanta BeltLine Subarea 4 Master Plan for more details.

