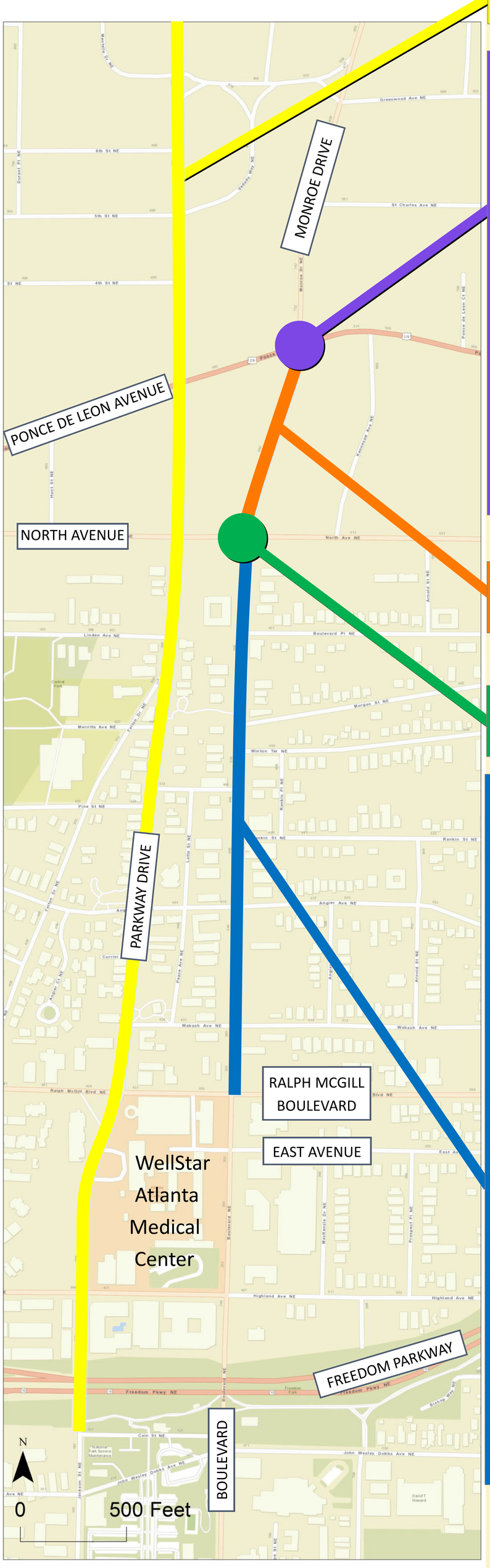
Monroe Drive / Boulevard Complete Streets: Improvement Opportunities

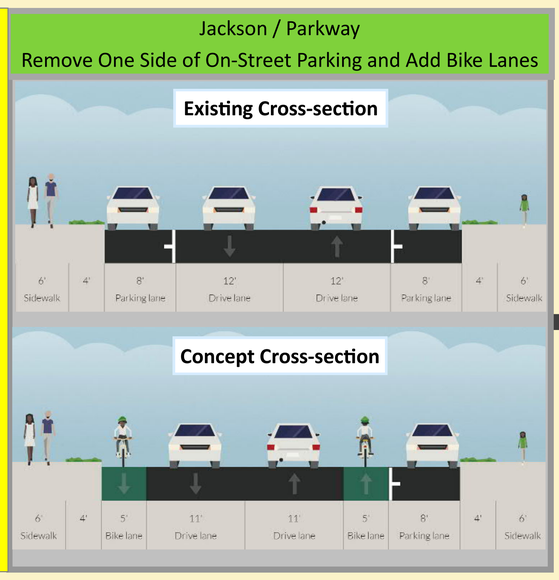
RENEWATLANTA

Ponce de Leon Ave to East Ave



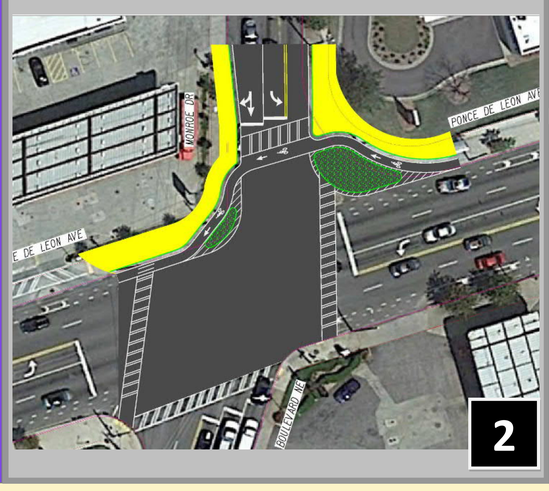
Preliminary Design Concepts

Jackson / Parkway
Remove One Side of On-Street Parking and Add Bike Lanes



1 Addition of a leading pedestrian interval (LPI) to the signal at Ponce de Leon Avenue

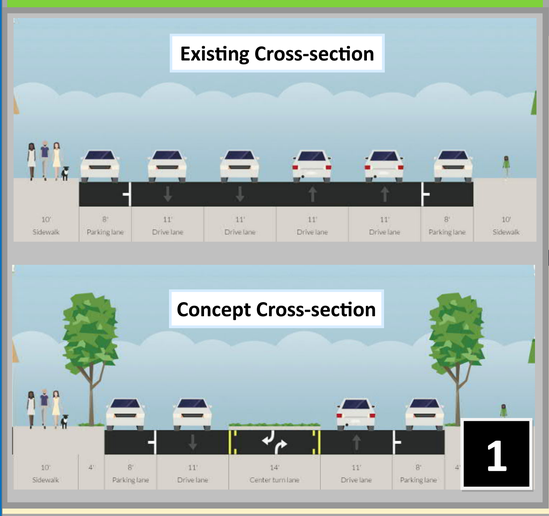
Monroe Drive / Boulevard at Ponce de Leon Avenue
Protected Bike Intersection



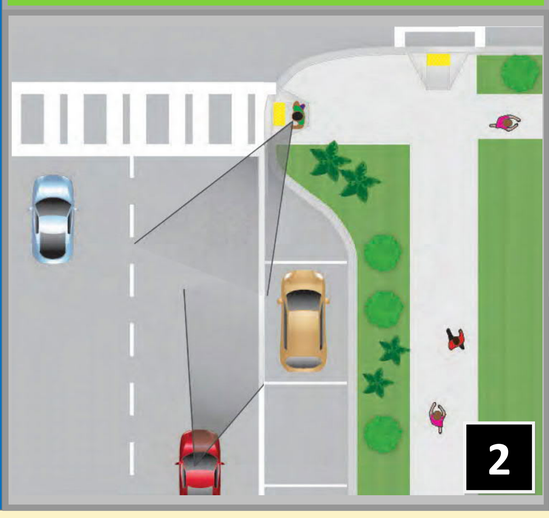
Installation of wayfinding signs on Boulevard between North Ave and Ponce de Leon Avenue

Addition of Eastbound Left Turn (Green Arrow) Phase on North Avenue at Boulevard

Boulevard between Ralph McGill Blvd and North Ave
Road Diet



Boulevard between Ralph McGill Blvd and North Ave
Curb Extensions and Pedestrian Safety Improvements



Benefits & Impacts

Alternative Mode:
- Dedicated bike lanes

Safety:
- Potential to reduce vehicle/bicycle crashes

Performance:
- Parking survey found <50% parking utilization for existing conditions

Constructability:
- Plausible within existing right-of-way

Alternative Mode:
- Reinforces pedestrian right-of-way and increases visibility

Safety:
- Potential to reduce pedestrian crashes by 37%*

Performance:
- Increase in overall intersection delay by 10 seconds
- Increase in delay by 25 seconds for southbound approach

Constructability:
- Plausible within existing right-of-way

Alternative Modes:
- Reduced pedestrian / vehicle conflicts
- Shortens crossing distances
- Provides dedicated bicycle crossing

Safety:
- Enhanced safety expected due to minimized bicyclist exposure to vehicles**

Performance:
- Increase in westbound delay by 20-30 seconds

Constructability:
- Impacts to right-of-way of properties north of Ponce de Leon Ave
- Impacts to existing signal equipment

Safety:
- Enhanced safety resulting from reduced motorist confusion regarding lane choice

Performance:
- Negligible impacts on capacity or vehicle travel times

Constructability:
- Plausible within existing right-of-way

Safety:
- Potential to reduce injury crashes by 16%***

Performance:
- Decrease in east-west delays

Constructability:
- Plausible within existing right-of-way

Alternative Mode:
- Pedestrian refuge islands in median with reduced crossing distances

Safety:
- Potential to reduce crashes by 29%***

Performance:
- Increase in PM peak travel times by 2-3 minutes along the corridor
- Overall increase in intersection delays

Constructability:
- Plausible within existing right-of-way

Alternative Mode:
- Reduced crossing distance and increased safety at intersections

Safety:
- Enhanced pedestrian safety due to increased pedestrian visibility, and lower turning speeds

Performance:
- No significant change to vehicle travel times or delay

Constructability:
- Plausible within existing right-of-way

Comments and Concerns Addressed

BOULEVARD AT PONCE DE LEON AVENUE
- Add Leading Pedestrian Indicators to enable safe crossing (Boulevard Road Safety Audit)
- Create safer pedestrian crossings (Public Comment)

BOULEVARD AT PONCE DE LEON AVENUE
- Bicycle accommodations should be protected and/or separated from vehicular traffic (Public Comment)

BOULEVARD FROM RALPH MCGILL AVENUE TO NORTH AVENUE
- Support for road diet (Pubic Comment)
- Convert Boulevard to two lanes with a center turn lane (Public Comment)
- Add landscaped medians (Public Comment)

BOULEVARD FROM RALPH MCGILL AVENUE TO NORTH AVENUE
- On-street parking on Boulevard makes it dangerous for cars turning off of the side streets due to restricted visibility (Public Comment)
- Curb bulb-outs should be added at all intersections and mid-block crossings located where on-street parking is permitted (Boulevard Road Safety Audit)

* Safety Effectiveness of Leading Pedestrian Intervals Using the Empirical Bayes Method (Fayish and Gross, 2009)
** Road Factors and Bicycle-Motor Vehicle Crashes at Unsignalized Priority Intersections (Schepers et al., 2011)
*** Highway Safety Manual (AASHTO, 2010)