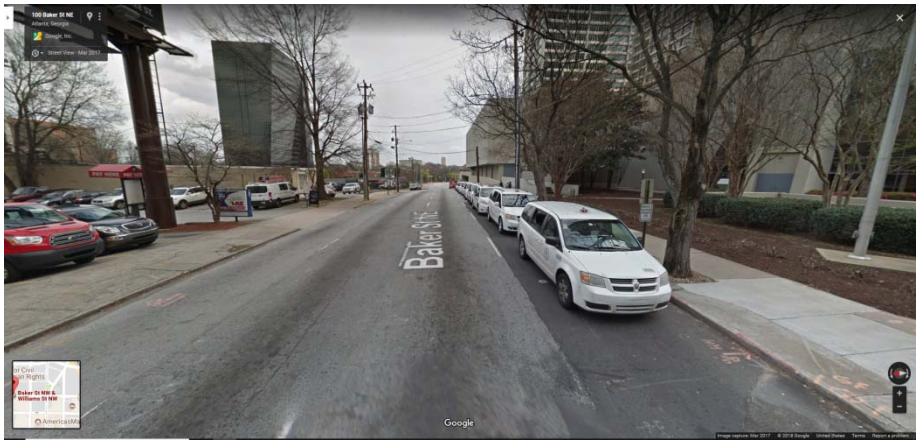
Baker Street 2-Way Conversion

Project Briefing

Existing two-way

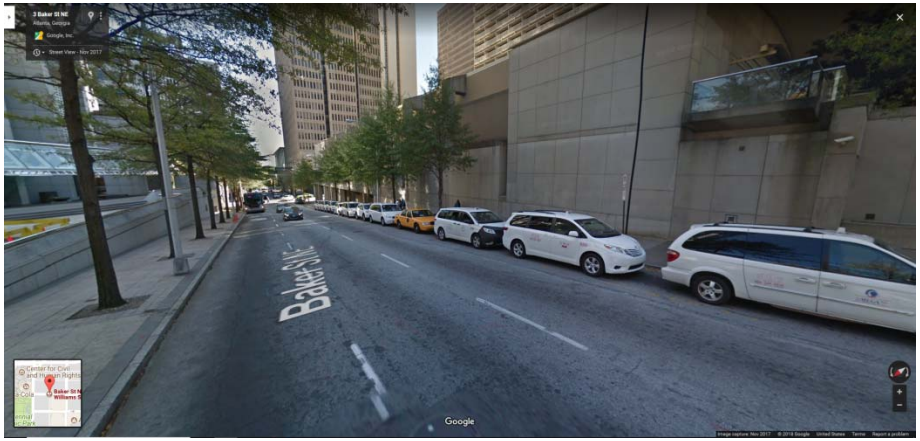
Proposed two-way

Project Description & Existing Conditions

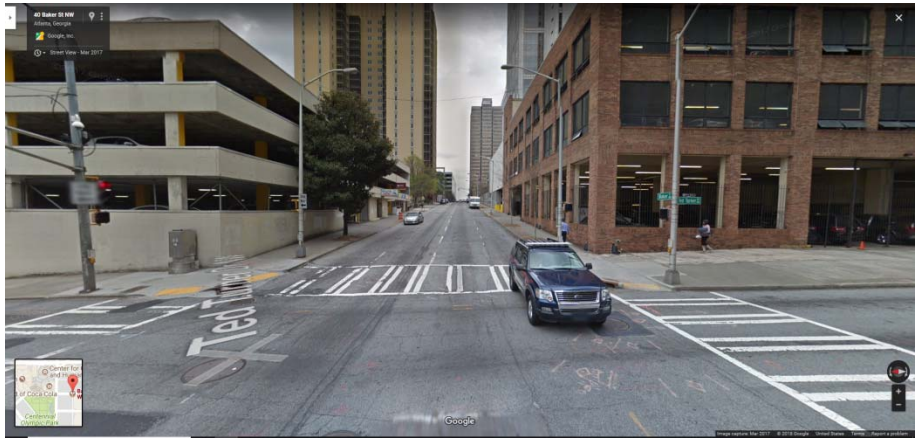


at Courtland St, looking east to Piedmont Ave

at Peachtree Center Ave, looking east to Courtland St



at Peachtree St, looking east to Peachtree Center Ave



at Ted Turner Dr, looking east to Peachtree St

Project Benefits

Sidewalk Repairs and Enhancements – Project repairs damaged unnavigable sidewalks and proposes new curb ramps at intersections

- Baker St runs along three of Downtown's largest hotels, office buildings and residential towers, and leads directly into Centennial Olympic Park. Thus the sidewalk is poised to convey high volumes of pedestrians, but the current sidewalk condition is, in the worse instances, unapproachable, uneven, and unsafe.

- The two-way conversion scope include provisions to repair and rebuild failing sidewalk conditions – providing clear unobstructed paths for all users.

- At the completion of the project, each curb ramp at intersections will be navigable and ADA compliant.

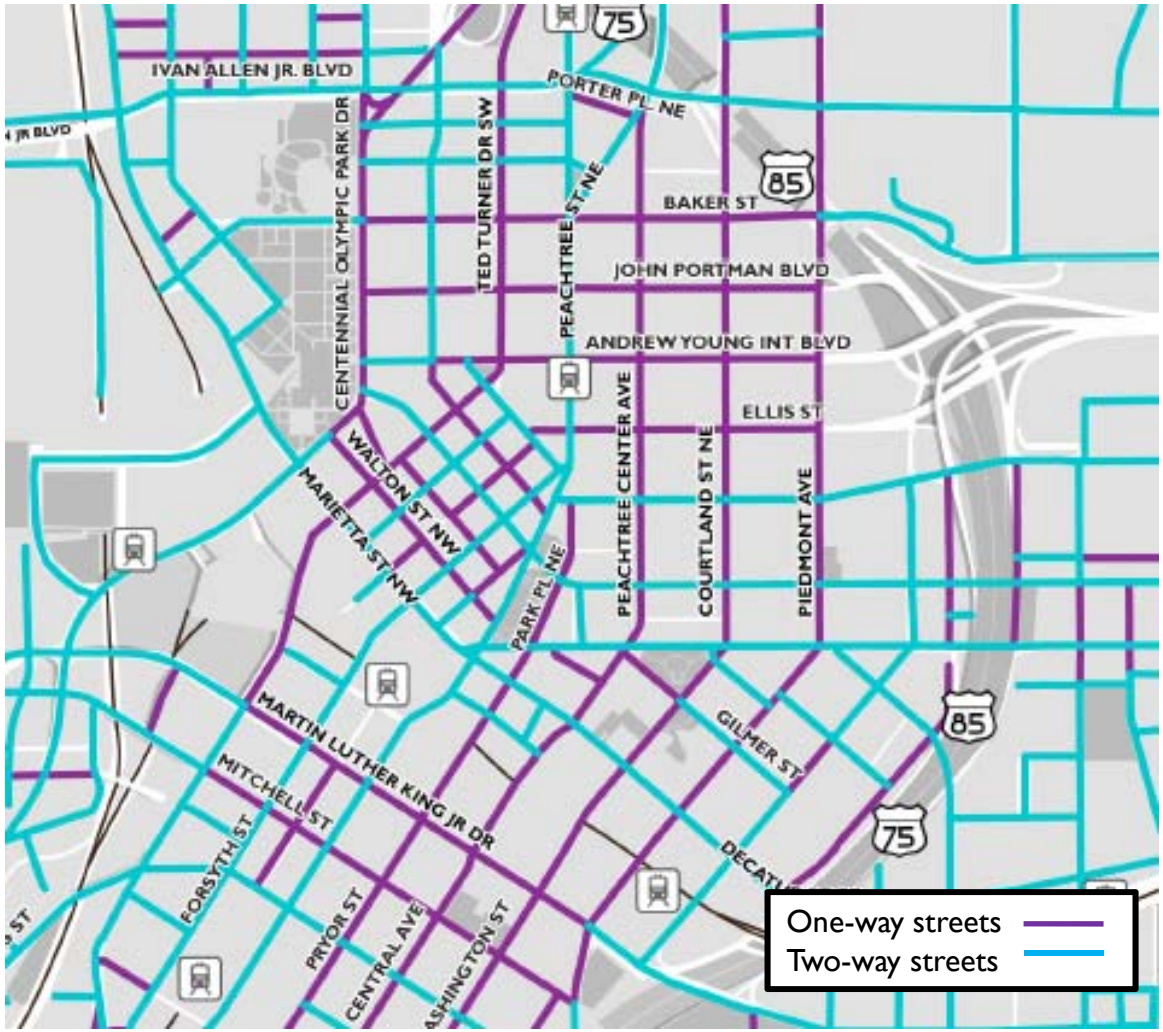
Operational Enhancements

Grid Flexibility – Project improves the circulation of vehicles and establishes a predictable grid and traffic patterns.

- The result will also eliminate wrong way driving on one way street.
- The one-way street grid network does not afford flexibility and exacerbates rush hour delays by eliminating available roadway to motorists
- Two-way travel along Baker St intuitive for visitors unfamiliar with the road network. Two-way operations would eliminate unnecessary block circling and dangerous wrong way driving.

The diagram to the right illustrates the prevalence of one-way streets (purple) in relation to two-way streets (blue). This juxtaposition highlights the few east-west alternatives and ineffective grid network.

Current Roadway Operations Layout

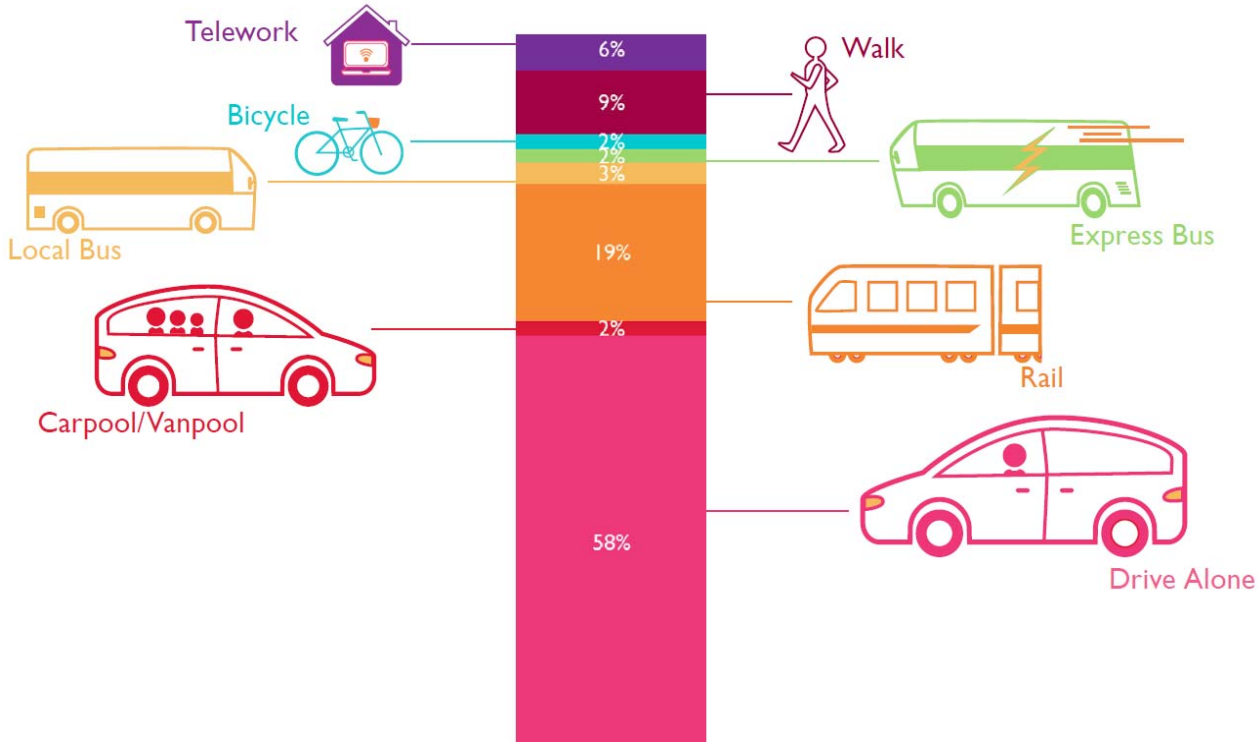


Atlanta's Growth and Shifting Mobility Options

Adapting Street Network to Growth

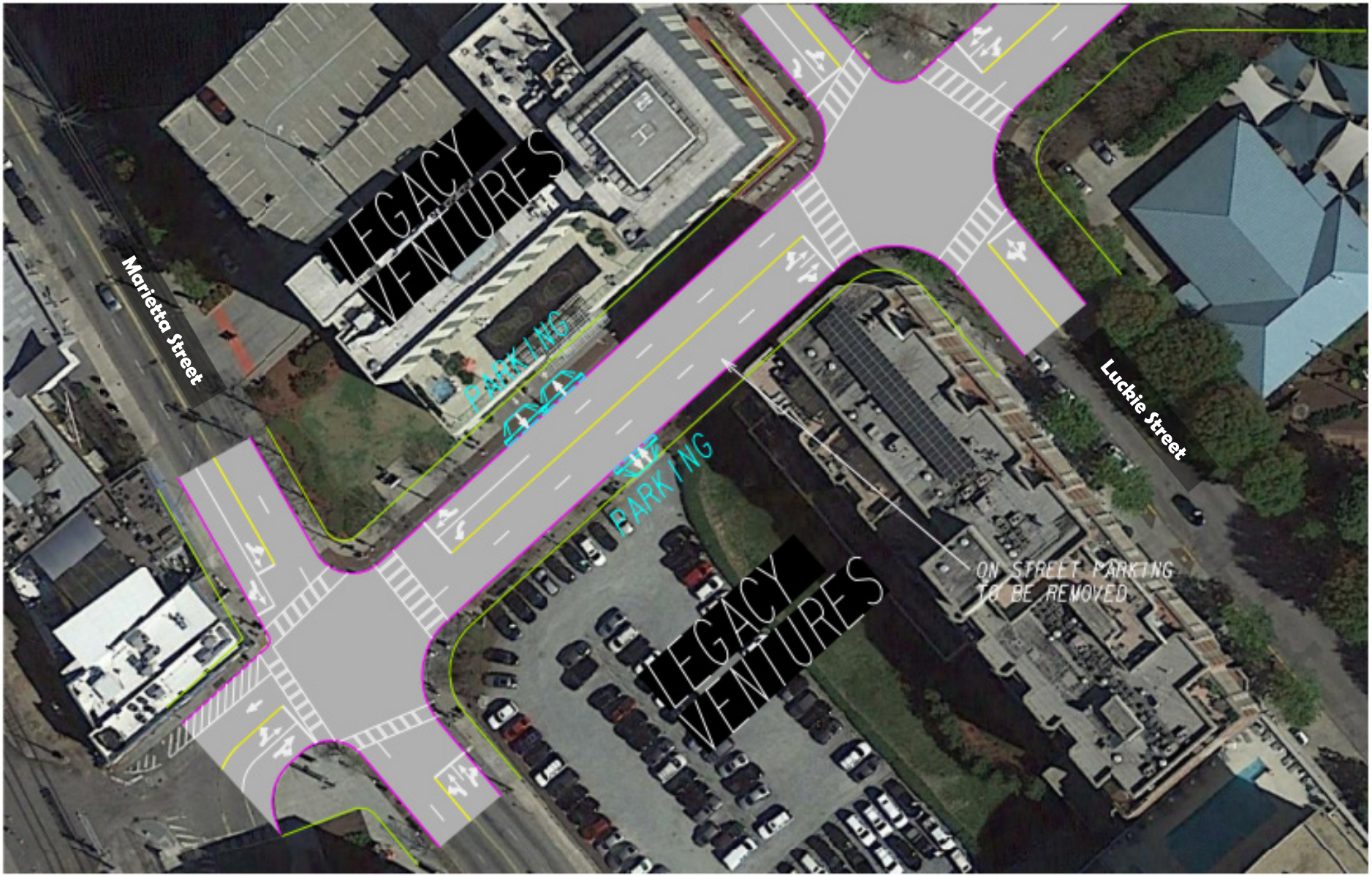
- The Atlanta Metro region is growing quickly (~90,000 new residents a year)
- Downtown is the regions largest employment hub and welcomes ~120,000 employees each day
- About 72,000 (60%) arrive alone in a car -- single occupancy vehicle
- There is no physical space to widen streets Downtown -- the existing roadway network must be modified to accommodate demand and changing needs
- Downtown streets must evolve to keep up with the needs of increased volumes and changing uses

Current Daily Travel Profile by Mode

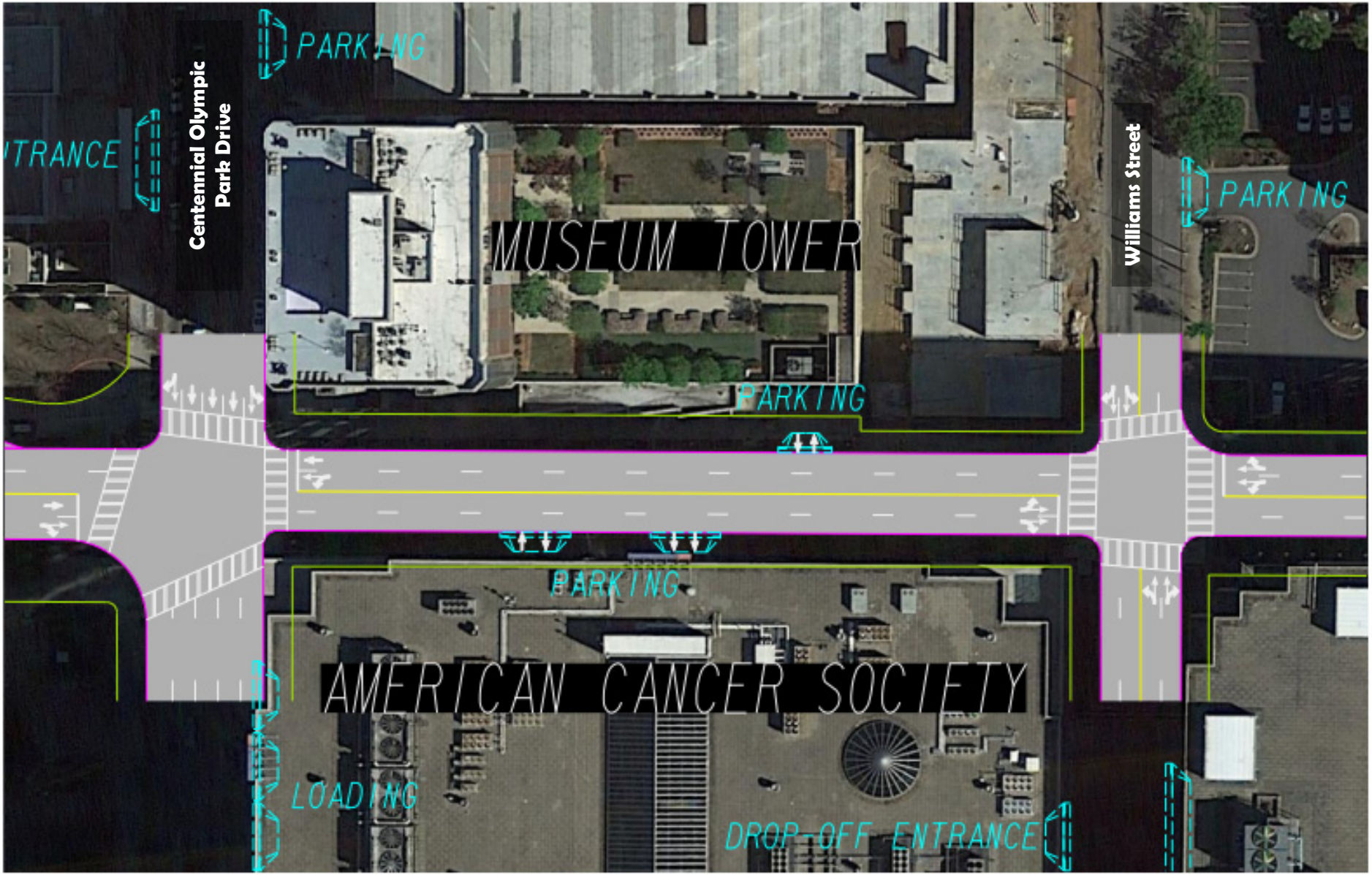


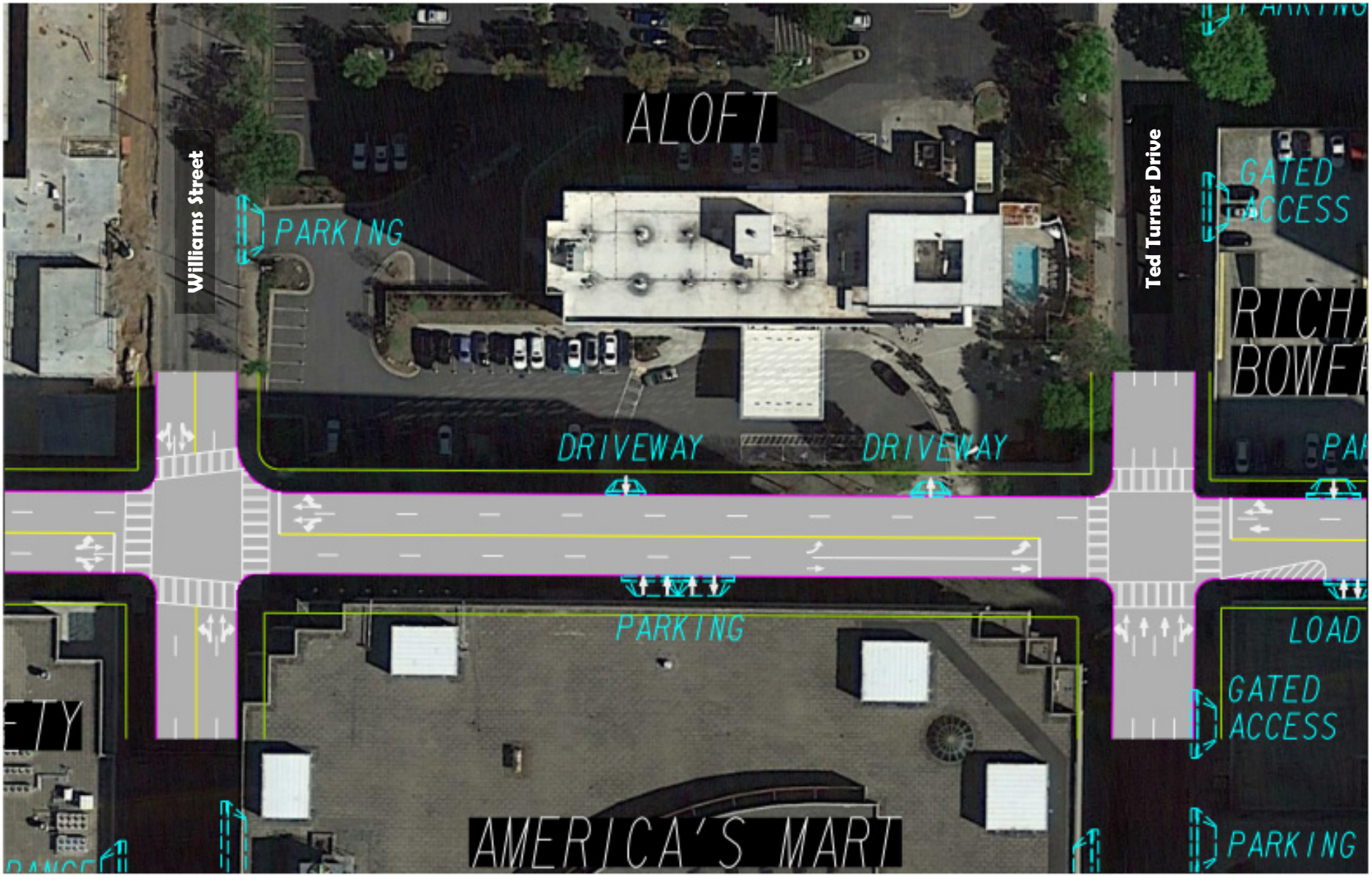
Baker Street

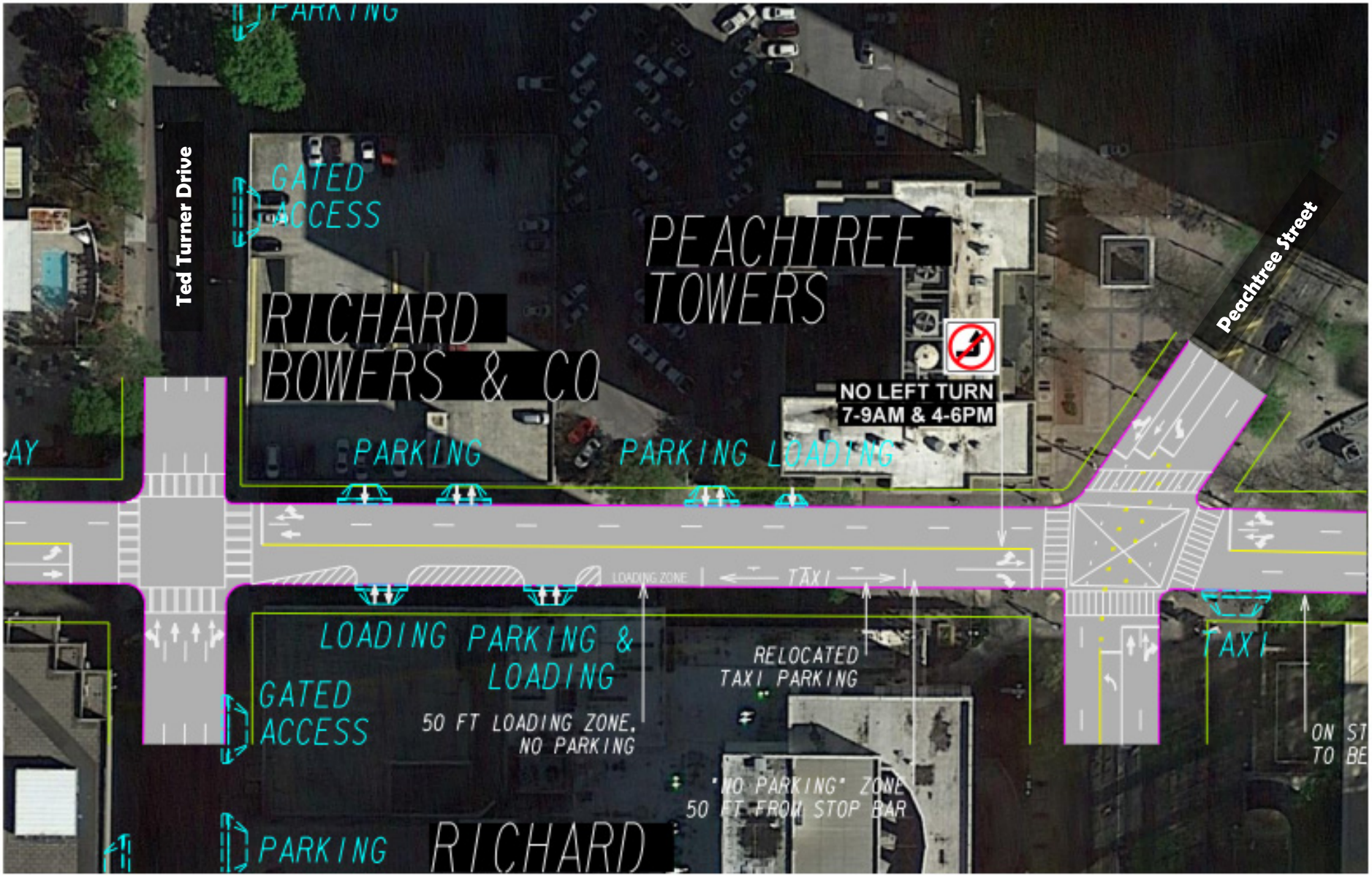
Two-Way Conversion


Marietta Street
Luckie Street
LEGACY VENTURES
LEGACY VENTURES
PARKING
PARKING
ON STREET PARKING TO BE REMOVED

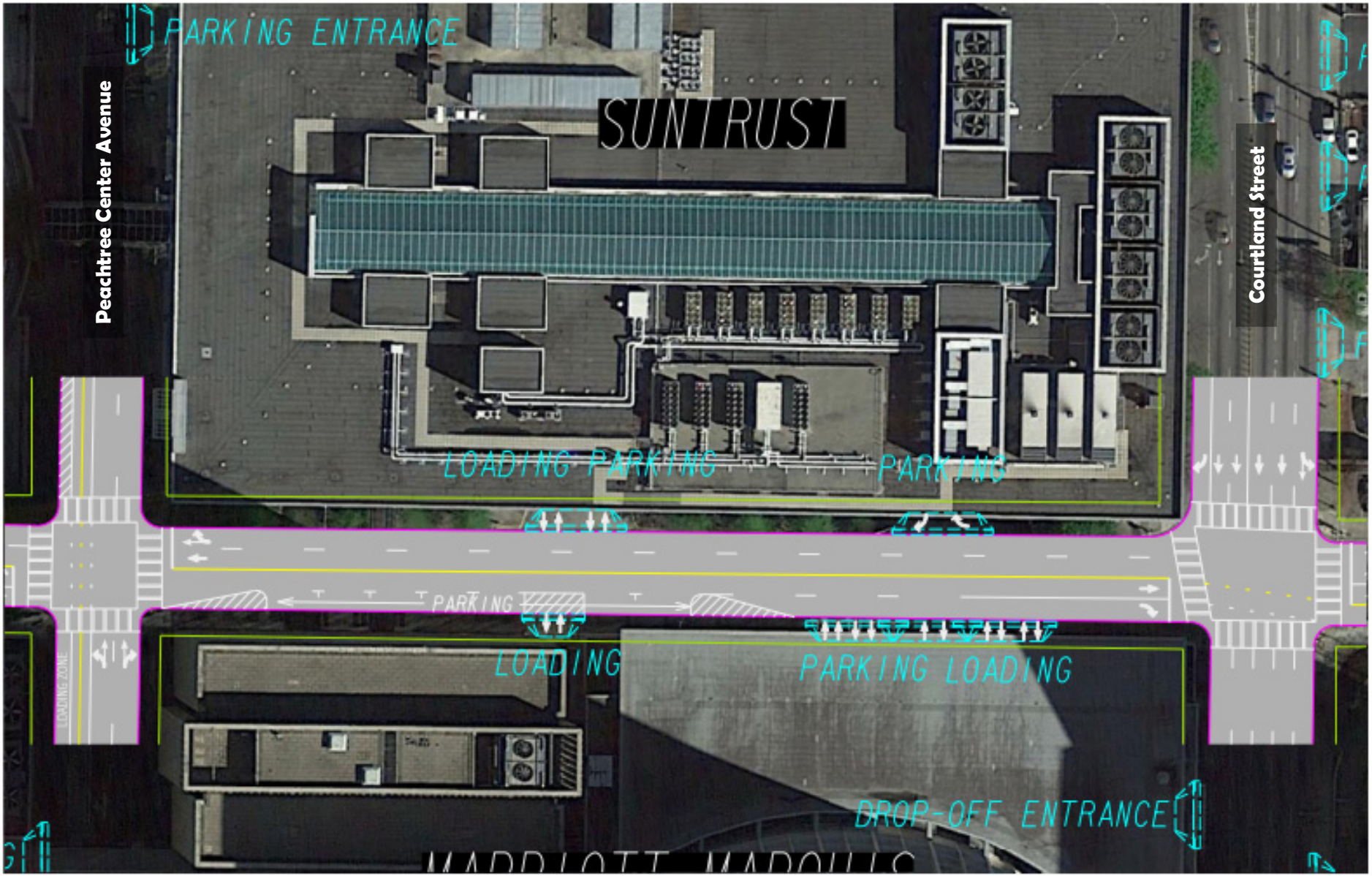
Luckie Street
GEORGIA AQUARIUM
WORLD OF COCA COLA
PARKING ENTRANCE
Centennial Olympic Park Drive
PARKING
POST AP
MUSEU
GWCC
AMERICAN C
LOADING

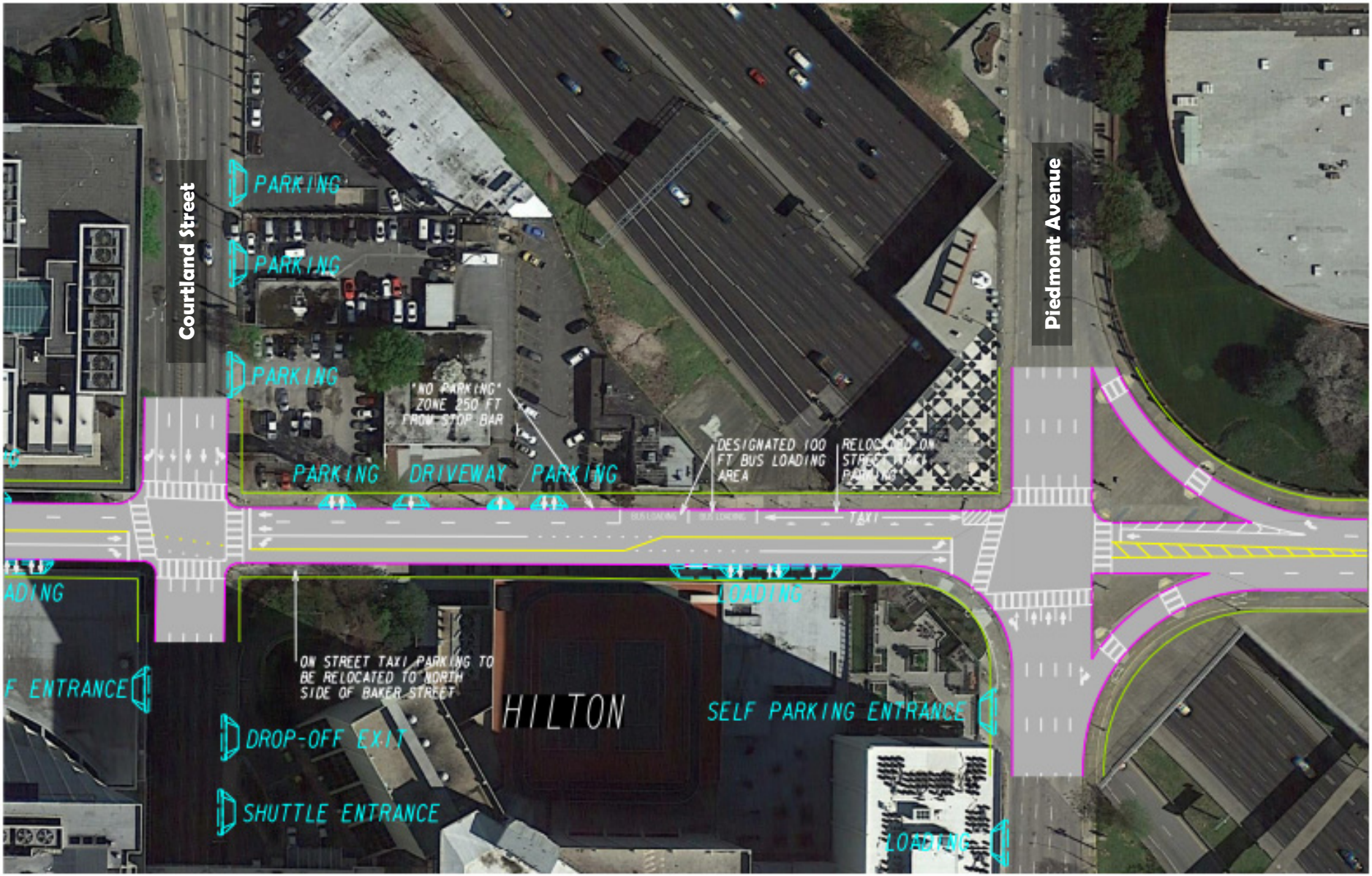

PARKING
TRANCE
Centennial Olympic Park Drive
MUSEUM TOWER
Williams Street
PARKING
PARKING
PARKING
AMERICAN CANCER SOCIETY
LOADING
DROP-OFF ENTRANCE


ALOFT
Williams Street
Ted Turner Drive
PARKING
GATED ACCESS
DRIVEWAY
DRIVEWAY
PARKING
LOAD
GATED ACCESS
AMERICA'S MART
PARKING


PARKING
Ted Turner Drive
GATED ACCESS
PEACHTREE TOWERS
RICHARD BOWERS & CO
Peachtree Street
NO LEFT TURN
7-9AM & 4-6PM
PARKING
PARKING LOADING
LOADING ZONE
TAXI
LOADING PARKING & LOADING
RELOCATED TAXI PARKING
TAXI
GATED ACCESS
50 FT LOADING ZONE, NO PARKING
"NO PARKING" ZONE 50 FT FROM STOP BAR
PARKING
RICHARD

PARKING
SUNTRUST
Peachtree Center Avenue
Peachtree Street
T TURN
& 4-6PM
TAXI
LOADING
ON STREET TAXI PARKING
TO BE RELOCATED
HYATT
LOADING


PARKING ENTRANCE
SUNTRUST
Peachtree Center Avenue
Courtland Street
LOADING PARKING
PARKING
PARKING
LOADING
PARKING LOADING
LOADING ZONE
DROP-OFF ENTRANCE


Courtland Street
Piedmont Avenue
PARKING
PARKING
PARKING
"NO PARKING" ZONE 250 FT FROM STOP BAR
PARKING
DRIVEWAY
PARKING
DESIGNATED 100 FT BUS LOADING AREA
TAXI
LOADING
ON STREET TAXI PARKING TO BE RELOCATED TO NORTH SIDE OF BAKER STREET
HILTON
SELF PARKING ENTRANCE
DROP-OFF EXIT
SHUTTLE ENTRANCE
LOADING