Upper Westside cid

• Established in 2016
• District covers just over 3 square miles
• Focus on livable transportation, greenspace, and art
Upper westside MASTERPLAN

A Roadmap for CID Projects

• Capital projects identified through the masterplanning process fall into four categories

• Projects were then prioritized based on their implementation timelines, those that could be done in under 3 years made it into our capital budget
Brady avenue bike improvements

<table>
<thead>
<tr>
<th>Cross Section ID</th>
<th>Cross Section</th>
<th>Street</th>
<th>From</th>
<th>To</th>
<th>Existing Vehicular Lanes</th>
<th>Proposed Vehicular Lanes</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>E5</td>
<td></td>
<td>Howell Mill Road</td>
<td>14th Street</td>
<td>West Marietta Street</td>
<td>3</td>
<td>2</td>
<td>2 travel lanes</td>
</tr>
<tr>
<td>E23</td>
<td></td>
<td>Brady Avenue</td>
<td>Howell Mill Road</td>
<td>10th Street</td>
<td>2</td>
<td>2</td>
<td>2 travel lanes; on-street parking along one side of roadway</td>
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<tr>
<td>E24</td>
<td></td>
<td>Brady Avenue</td>
<td>10th Street</td>
<td>West Marietta Street</td>
<td>2</td>
<td>2</td>
<td>2 travel lanes</td>
</tr>
</tbody>
</table>
Quick build projects 2019–2021

• In 2019, after a scooter fatality, Mayor Bottoms announced a list of target corridors for rapid implementation

The Action Plan for Safer Streets aims to:

• Connect SW Atlanta to Westside Trail and MARTA
• Provide north-south connections between Midtown, Downtown, and West End
• Bridge the gap between Grant Park and West End
• Expand access to MARTA stations, city parks, and schools by providing first/last mile connections
• Reduce risk as 100% of routes are on the city’s high-injury network or near schools
cid implementation

Project Goals
• Build protected facility
• Reduce vehicle speeds
• Repurpose excess ROW for other modes
• Install quick-build project
Brady cycle track

Project Design

- ROW was too constrained for protected directional lanes but could accommodate a protected cycle track
- Flex posts were interspersed between Zicla Zippers in order to add tough vertical separator and better protect users
Project partners

• Upper Westside CID ($)
• Marietta Street Artery Neighborhood Association ($)
• City of Atlanta
• Adjacent property owners
Project timeline

2013
Cycle Atlanta 1.0 identified unprotected directional lanes on Brady Avenue

2015
City wins FTA grant to fund implementation of striping along Brady & other corridors

2019
CID begins design for a protected facility on Brady Avenue*

2020
Project permitting begins and is completed in 2021

2022
Project construction begins & is completed

*FTA grant is rescoped for Brady funding to be used to supplement CID project
Project facts

- **Total length:** 2,600 ft (0.5 miles)
- **Protection:** 250 flex posts, 550 Zicla Zippers
- **Timeline:** Design to construction completion took 4 years
- **Cost:** Design/permitting/construction - $230,000