Make Complete Streets

The Master Plan posits that Georgia State University should partner with the City of Atlanta for a radical overhaul of city streets and adopt – and implement - a “complete street” policy: streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. In addition to transforming Atlanta's city streets (and GSU's campus) into one of complete streets, Georgia State should work with Atlanta's Department of City Planning to:

- Eliminate “free-right” turns;
- Implement carriage lane reductions and lane width reductions as comprehensively as possible; and,
- Adopt a system of predominantly two-way streets rather than the predominantly one-way system that exists now.
**PEACHTREE (SECTION 1)**
As Atlanta’s most iconic street, Peachtree Street Should be Atlanta’s best street.
EDGEOOOD (SECTION 3)

Existing

Proposed

COOPER ROBERTSON
COURTLAND (SECTION 5)

Existing

New Protected Bike Lanes
New smart streetlight & GSU Signage

Proposed

Georgia State University Master Plan Final Report
COURTLAND (SECTION 6)

Existing

Proposed

New smart streetlight & GSU Signage

New Protected Bike Lanes

LIBRARY NORTH

LIBRARY PLAZA

UNIVERSITY BOOKSTORE

NEW STUDENT LIFE CENTER

COOPER ROBERTSON
PIEDMONT (SECTION 8)

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PIEDMONT (SECTION 9)

The Preferred Plan
Auburn Avenue [Section x-x]

- The intersection at Courtland Street is important but is terribly wide; can something be done?
- Two carriage lands (including Trolley) and two lay by parking lanes
- “Free Right” hand turns are problematic to pedestrian safety and walkability.
John Wesley Dobbs Avenue [Section x-x]

- Facade & frontages need to be addressed.
- On south side of the street:
  - Create a planting verge at the curb, widen the sidewalk, and replace the chain link / razor wire fence with a landscape barrier.
  - Is there an opportunity to terminate this vista architecturally? With a bridge or marker?