

Centennial Olympic Park Drive

Our group chose a one-mile stretch of road mostly within the Castleberry Hill neighborhood of Atlanta. The street, named *Walker Street SW* for the first third before changing names to *Centennial Olympic Park Drive*, begins at the intersection of *Peters Street SW* (where it dead-ends) and ends at the intersection with *Marietta Street*, right in front of Centennial Olympic Park. For the purposes of this paper, the entire stretch of roadway will be referred to as *COP*.

COP starts as a relatively minor street emphasizing mixed development, featuring restaurants, retail and other businesses, and some low-lying apartment and condominium buildings, before transitioning into a larger arterial road just past its intersection with Chapel Street to provide both a bridge over the freight train infrastructure running through downtown Atlanta as well as to handle the large, event-based traffic attracted to the neighboring Mercedes-Benz Stadium, State Farm Arena, Georgia World Congress Center, and CNN Center, all of which routinely bring major crowds for sporting, music, and other cultural events throughout the year.

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Current State

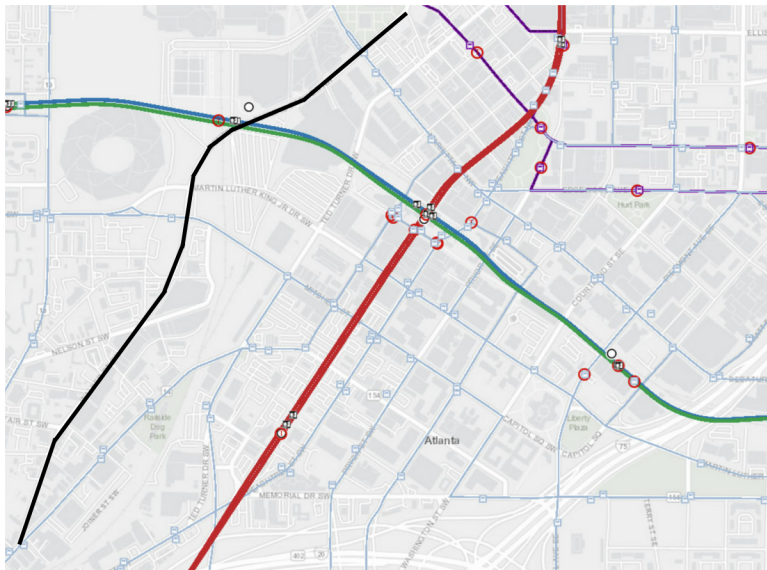
Automobiles

COP is classified by GDOT as a **4U - Minor Arterial (Urban)**, and has a set speed limit of **30 MPH** for the whole corridor. It sees average traffic of **4.3k cars per day** and **23 crashes per year**. *COP* is an **undivided roadway** for its entire length, averaging ~4 total lanes of traffic (2 southbound, 1 or 2 north), with **on-street parking** in front of retail areas and some **passenger loading zones**. The road surface is **poorly maintained**, and some crossing intersections are notably misaligned.



Transit

This group's portion of *COP* currently has **no bus transit service**, a notable omission given its proximity to Downtown and its many destinations, though certain bus routes (#3, #26) do cross nearby and others (#94, #813) run parallel. There are **several close by rail stations**, however: the blue and green lines can be accessed from the GWCC/CNN station just off the corridor, while the red and gold lines require a short walk to Peachtree Center or Five Points.



Micromobility

COP has **no dedicated micromobility infrastructure** along its entire length, and only features a single bike rack for secure parking. The overall poor surface quality of the road network, along with the lane configuration and 30 MPH speed limit, makes this a stressful and dangerous corridor to use with bikes, scooters, and the like - **the LTS score along the corridor is a lowly 3**.



Pedestrians and Accessibility

COP at first appears to have sufficient facilities for pedestrians and mobility-impaired users, with sidewalks on both sides of the corridor, demarcated pedestrian crossings, and curb cuts. Closer inspection, however, reveals many deficiencies: **uneven pavement** from tree damage, **inconsistent sidewalk width** due to above-ground planters, **steep curb cuts** at driveways and some intersections and **a lack of curb cuts** at others, **numerous obstructions** from cars, people, and barriers, and **too few pedestrian crossings across the COP corridor**, which forces pedestrians to either walk significantly further or cross illegally. At one part, **construction shut down the sidewalk entirely**, forcing pedestrians onto the road shoulder. It should be noted that **the quality of the sidewalk infrastructure is highly variable block-by-block**: areas of recent redevelopment, or in front of highly trafficked areas like the arenas or the CNN Center, were much more accessible than the rest of the corridor.



Recommendations

Walkability + Accessibility

COP is a particularly poor corridor for pedestrians and mobility-impaired users south of the Chapel Street intersection due to maintenance issues, inconsistent development standards, and insufficient numbers of crosswalks. In order to both comply with ADA regulations and promote a walkable environment, **the sidewalk on both sides should be levelled and widened** (removing obstructing planters if necessary), and **driveway curb cuts brought into ADA-compliance**. **Pedestrian crossings should be installed at Larkin St and Stonewall St** perpendicular to *COP*, and **curb cuts at key intersections should be made ADA-compliant as well**, including those at Haynes St and the two mid-block crossings in front of the CNN Center and State Farm Arena.

Road Diet + Bike Lane + Streetcar Extension

With so little car traffic, this corridor is a prime candidate for a road diet, **reducing the number of travel lanes for cars to one in each direction**, while also **removing the on-street parking** located on both sides of the street. The new extra space can then be devoted to two key pieces of infrastructure. First, **a bi-directional bike lane can be installed next to the sidewalk**, providing a dedicated lane for micromobility riders to travel without coming into conflict with cars for the entire length of the corridor. Second, **the Atlanta Streetcar can be extended to travel down the widest part of this corridor**, from Marietta Street to Nelson Street, providing a high-capacity means of transporting people from Downtown to the event spaces.

