

Suggestions for Bicycle Improvements in the City of Decatur

Bicycle Parking

1. Bike racks
2. Bike Racks
3. Public bicycle racks
4. More bike racks. Nothing says bikes welcome like bike parking spots in busy areas. One of my biggest concerns is having my bike stolen or vandalized, and one of my favorite parking spots is to lock it to the metal rail that surrounds the ATM machine (and surveillance camera) at the Publix. So while we are making wild wishes how about a few parking spots near MARTA where bikes can be locked, in an area that is clearly marked under camera surveillance. That might encourage people to ride to the station, then MARTA wherever they need to go. The Civil liberties people might freak, but hey, there's plenty of cameras around already, privacy is long gone.
5. More places to lock bicycle, in front of Decatur Courthouse annex, for example.
6. More encouragement from MARTA for cyclists by adding bike racks at the Decatur MARTA station
7. Put bike lockers at MARTA. Require bike racks wherever parking is required.
8. More Bike lanes, fix bad drainage grates, fix pot holes, have the City of Atlanta adopt some bike solutions.
9. Add bike racks to every (or as many as possible) green street light.
10. Make sure there are plenty of really convenient places to lock up bikes,
11. More bicycle rack
12. Bicycle racks in public areas and parks.
13. Bike racks at businesses
14. More bike racks
15. Bike racks everywhere
16. There need to be many, many, many more bicycle racks outside stores, shops etc. downtown.
17. If we had better access and safer locations to leave bikes, we bike a lot more.
18. More bike racks
19. More bike parking structures are needed throughout Decatur especially in shopping areas.
20. Need good bike rack at the Marta Stations
21. More bike racks. More expensive and fewer parking spots (no free parking for anyone, including City of Decatur officials & employees)
22. Bike racks
23. Create a bike parking ordinance and have approved by the City Commission. Start a bicycle parking rack installation program.
24. Make sure businesses accommodate bikes (banks should even allow bicycles thru drive thrus seeing as they are classified as vehicles by law.)
25. Bike parking

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PATH Comments

Desired Improvements

1. A more seamless/safe integration of the PATH with streets at the Dairy Queen would be great.
2. The biggest issue is the traffic especially riding up Clairemont to get the PATH system.
3. More curb cuts in the beautiful new PATH section, such as at Commerce to accommodate cyclists going downtown- less sharp curb cuts.
4. Expand access to the PATH
5. In addition to single bikes we also own a tandem bicycle, and some of the intersections on the PATH are difficult for us with our limited turning radius. For future planning and construction, it would be helpful if some of the turns were not quite so sharp.
6. I like the path trail, but the ups and downs of the curb crossing streets makes it harder to navigate and breaks pace.
7. Please find a way to connect the path trail through Decatur.
8. Better tie-in with Atlanta to Stone Mountain Path route (maybe bikes lanes leading from downtown which avoid the extremely long light at Trinity)
9. Would like to see new PATH along the MARTA tracks to go through the entire city parallel to the tracks
10. The PATH route as currently configured has some difficult transitions, particularly in front of the Dairy Queen and Freight Room. This is crucial because any child wishing to ride a bicycle from the west end of town to Glennwood, and to use the path will have to cross here. Right now, the official crossing requires cyclists heading east to turn left onto the DQ sidewalk, cross in front of cars turning into the parking lot, make a right turn in the middle of a busy lane, with the view of oncoming traffic obstructed by a tree, cross in the middle of the street to get across the street. This is terribly dangerous, even for a skilled cyclist, but potentially lethal for a kid. A better crossing would be to just have a cyclist cross straight across the PATH directly across the street since there is a light there, it doesn't require a lot of turns and traffic is halted by a stoplight. The modifications needed would basically be changing two curbs and striping the lane.
11. The route to Stone Mountain needs to be better marked- particularly where it turns onto Clarendon.
12. Stay back lines at points where crosswalks access the bike path. A ramp and curb break in the PATH at Trinity/Howard and E College behind the DQ for stroller and bike traffic to get over the tracks to the patch of dirt that passes for a pedestrian crossing at the 4 lane part of E College and S Candler. Bike lanes not paths on Commerce, Ponce, and Clairemont.
13. Please put a curb cut where the bike path meets the intersection of commerce/howard. You have to dismount and carry bike into traffic to turn onto commerce.

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14. Either make it easier to cross the tracks to ride the new bike lane, or make College safer to ride on.
15. Need a bike lane on Commerce, access to bike path off Commerce behind Decatur High School (across from Renfroe).
16. Provide demarcated bike lanes and provide a way for bicyclists to get off Path at Commerce and go downtown.
17. Continuity of stone mountain downtown path through Decatur
18. New bike path on Howard is fantastic but could use some more curb dips for turning off and getting on it at key side streets.
19. Extend actual bike path from downtown Decatur towards Farmer's Market so that one does not have to ride on Ponce those few blocks just West of Sam's Crossing.
20. Signs showing how the bike path winds its way through Decatur,
21. Bike path gets confusing in Downtown Decatur- it needs to be better marked
22. There should be a curb cut in the PATH where the west branch of Commerce dead-ends into DeKalb Ave. so you can cross the street & get onto the PATH without putting yourself in danger to bump your bike up onto the PATH.
23. Complete PATH through Decatur so traveling on roads is not necessary (this is almost the case). Wherever possible add bike lanes to existing streets.
24. More dedicated bicycle lanes connect the PATH trails in a more practical way provide direct and major bicycle routes to facilitate commuting (make places easier to get to by bike than by car).
25. Better making of bike paths/routes in Decatur area.
26. Does not currently bicycle on any streets in Decatur- Says I take my bike on my car to the Path, but I would love to be able to ride from my home on Westchester Dr to work at Emory Hospital but feel intimidated by the cars on N Decatur and Clairemont – we need a bike lane there. More bike lanes
27. Off-Road Paths (really like the new path along DeKalb, better connectivity with PATH, more signs on how to stay on the PATH/where it goes and for care to recognize bike traffic.

Positive

1. The bike path to Stone Mountain is terrific and a great start to turn Decatur into a bike friendly city.
2. It would be nice to have dedicated bicycle lanes or separate bike paths to ride on. The Stone Mountain Trail through the City is a great example of the latter. Having these would provide a safer environment for younger riders and would make it easier for all of us to get around town.

Negative

1. The off road path along DeKalb Ave is not much fun b/c it was done in sections like a normal sidewalk. It makes for a bumpy ride.
2. The overgrown sidewalk provided by PATH is great for joggers and short recreational riders. However, it actually hurts true commuting because cars see it

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and expect all riders to be on it. I have people trying to wave me off the road onto that PATH where, at 25 mph, I really don't belong. Real bike lanes are much safer since cars MUST watch out for you. You're too easy to ignore on the PATH at intersections.

3. Bikes have a right to be on the road, paths give the opposite impression. They are great for kids and rollerblading, but at 25mph road bike on a PATH is not in anyone's interest.
4. Bike paths usually become pedestrian paths create a hazard when crossing driveways. Bikes should have their own traffic lanes in the street. Bike paths sound like a good idea initially. But if you have ever ridden the bike path out to Stone Mountain, the drawbacks are apparent. First a bike path gets a lot of foot travel. So there is a conflict between pedestrians and cyclists, and the cyclists come out looking like villains. An experienced cyclist can travel 12-15 mph easily and when there are pedestrians, collisions are dangerous. Second- every time a bike trail crosses a driveway there is a conflict because vehicles in driveway don't have time to react to approaching traffic. Bikes would be safest in bicycle lanes moving with car traffic. Conflicts with pedestrians would be reduced to pedestrian crossings where the pedestrian clearly has the right of way. And a cyclist moving in a bike lane on the street can see cars merging from a driveway into traffic. And the cars can see the cyclist. Traffic laws treat bikes the same as cars. Same burdens, same privileges. Putting a bike on a special bike path that attracts pedestrians creates a dangerous mix.
5. I prefer a bike lane that is part of the road over a separate path like the PATH.
6. The PATHS as presently constructed are often more dangerous than the roads, especially at intersections.
7. The current paved bike path/sidewalk is not suitable for road bicycling and I only use it with my mountain bike for fear of a puncture.

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Facilities

1. Bicycle lanes on Ponce, Commerce, and Church.
2. Sharper corners at intersections.
3. Dedicated bike paths
4. Pedestrian/bicycle only areas.
5. Please do not consider adding traffic calming devices (such as speed tables, narrowing streets, traffic "slots as they often create dangerous situations for cycles- see McClendon Avenue through Candler Park as a perfect example of these devices that create dangerous situations for your self-propelled two-wheeled friends.
6. Bike lanes.
7. Avoid the use of sidepaths and add more on road facilities (bike lanes and wide shoulders)
8. Painting of bike lanes, where possible to make streets more bike friendly.
9. Bike lanes, bike routes, just make the roads wider on the right, especially Clairemont- that is just too narrow
10. Traffic calm on main roads. Make speed bumps and other traffic calming devices more bike friendly.
11. Bicycle Lane on Clairemont
12. Wider curb lanes
13. I would like to see more bike lanes/paths. The biggest issue is the traffic especially riding up Clairemont to get the PATH system. It's definitely a dangerous mile or so.
14. Add bike lanes.
15. Allow bikes in the cemetery after dark to avoid some busy roads at night.
16. Bike Lanes would be a great addition.
17. Build some mountain bike trails that link up with existing trails.
18. More off road path, specifically off road mountain bike trails. That means dirt trails, not paved
19. Bike lanes on College Ave and Howard Ave
20. Bike Lanes, especially on busy streets in Decatur.
21. Moderate on-street accommodations and bikes in the agenda could help the city win recognition as a BFC.
22. Complete Streets
23. More Bike lanes
24. Rethink Candler curb cuts; reduce bulb out at Water St and Ponce near the post office- cyclists must move into the vehicular travel lane- very dangerous roads at Ponce and W Trinity for cyclists continuing on Ponce.
25. Signed bicycle routes
26. More bike lanes, share the road signs
27. Create more greenway trails for cyclists

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28. Bicycle Lanes
29. More bike lanes, more bike paths
30. Certain “improvements” to the road make them significantly more dangerous for cyclists, such as the narrowing of streets and implementation of speed humps, for both of these tools force cyclists farther into lanes of traffic. I would suggest no further implementation of these items.
31. Traffic calming and bike lanes
32. More bike lanes, more “Share the Road” signs.
33. Lose the speed bumps.
34. Bike lane on Ponce from West entrance to Post Office.
35. Bike paths (or fix sidewalks!) As a senior citizen I am afraid to ride on streets though until recently I bike voraciously- even across the US. I would dearly love to feel safe biking everywhere.
36. Add bike lanes.
37. Design speed bumps with a gap for bicycles.
38. More bike lanes. Especially on Clairemont and Ponce- those roads are scary to ride on, but essential to get to any of the shopping areas.
39. Add a bike lane along the CSX on College Avenue
40. Most of my riding around Decatur is family riding to various restaurants to eat. We use the neighborhood streets because of the volume and speed of traffic on Clairemont Ave., lack of bicycle lanes, and minimal traffic code enforcement along the corridor. I think the Decatur’s focus should be on providing safe routes to schools for kids to encourage more children on bicycles (more exercise for children).
41. We need more bike lanes. I was very disappointed when the Ponce street improvements went in without a bike lane. Something like the Path on DeKalb Ave., but with more trees or on street paths.
42. I would like something that I feel safe to bring my 3 year old on with our child seat.
43. Institute one-side of the street parking along bike routes (see Greenspace master plan)
44. More bike paths along very busy thoroughfares like the new one along Howard Ave or designated lanes. Church St Trinity Clairemont Commerce Ponce de Leon for instance.
45. Make major streets such as Church St, Commerce and College safe and more bike and pedestrian friendly. Improve intersections
46. Bike lane down Clairemont or Church St (these are the only 2 direct means to downtown)
47. Share the Road sign
48. Bike lanes if wide enough (more share the road signs)
49. More “no turn on Red, fix sidewalks, create more off-road paths, wider bike lanes in streets

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50. Widen N Decatur and Clairemont to decrease cut through traffic in neighborhoods¹
51. Maybe bikes lanes leading from downtown which avoid the extremely long light at Trinity.
52. It would be great if there were bike lanes on the main
53. Share the road signs would be a great first step. Anything to raise community awareness of bicycling lanes, signs, wider flat gutters, or bike lanes
54. Designated bike lanes as part of the road, not separate bike paths, are best for commuting.
55. Acknowledge that kids under 10 probably need to be on sidewalks sometimes unless you can really put a bike lane or bike path on every street. Busy thoroughfares like Clairemont, Scott, Ponce, will never be suitable for children otherwise. Clean up the sidewalks, especially around Decatur Housing Authority homes. Those folks walk and ride all the time and there's underbrush and overhanging foliage blocking the sidewalks on Trinity place, Water street, and Swanton Way.
56. Bike lanes would be nice.
57. Many people in Decatur work at Emory; many would bike if there was a safe route. Need more and better bike trails to schools. Intersection of Scott Blvd. and Clairemont still stinks even with traffic camera. It is incredibly dangerous for students to get to Renfroe middle school across the tracks- there is no safe way to cross the railroad tracks for students or anyone else. Needs to be a better way for Agnes Scott students to cross the tracks. All of the intersections over the train tracks still stink for pedestrians and bicyclists.
58. Bike lanes on Clairemont and Ponce
59. Just do common sense things...Make bike lanes where necessary, paths when possible etc. Many cities have great bike ways. I think the most important thing would be lanes or paths to get through the city easily, north, south, east, west etc.
60. We need more bike lanes for people like myself to feel more comfortable riding on the roads. The bike lanes should connect to Emory and Decatur. The lanes should go through quiet neighborhoods or on rail road tracks. Lanes on major roads should not be directly next to traffic.
61. Bike lanes are a good start, but finding ways to slow and limit traffic (widening roads, more turn lanes, etc²) should be goals too.
62. Narrow McDonough Street in the block between the courthouse and the high school. Convert it to two car lanes, two bike lanes, parking and a wide sidewalk. The current width encourages high car speeds.
63. A bike lane on Clairemont Rd from Decatur town square to N DeKalb.

¹ Note to readers: Widening Roads does not necessarily reduce cut through traffic.

² Note to readers. Widening roads and adding turn lanes have not been shown to limit traffic or slow speeds. In fact widening roads leads to increases in traffic volume and speed.

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64. To do real commuting roads like Clairemont, LaVista, N Decatur need to have bike lanes.
65. Perhaps bike lanes on the larger roads (Scott, Ponce, Clairemont)
66. Clairemont is downright deadly and it is such a major artery, that until it is improved for bikes, no one can really increase riding.
67. Traffic calming.
68. More bicycle lanes. Wider lanes where there are no bicycle lanes so it is possible to truly share the road.
69. Either make it easier to cross the tracks to ride the new bike lane, or make College safer to ride on. It's hard get from SW side of Oakhurst to downtown safely.
70. More bike paths and lanes would make me very happy.
71. Special lanes or extra space.
72. Lanes on streets work best for me- cyclists should not mix with pedestrians as a rule. For example, I appreciate what has been done on Ponce between Sycamore and just before Laredo, and I love the informational markers, but I'd prefer a lane coterminus with the road (like the stretch on Briarcliff circa Sheridan). I don't think traffic in Decatur is often fast enough to cause much danger to cyclists
73. Add bike lanes, post "same roads, same rules, same rights" signage to educate drivers. Don't copy McClendon Road's traffic calming system. The narrow lanes with high curbs are extremely dangerous to cyclists.
74. More signs reminding people that bike have a right to the road as well as cars.
75. More bike lanes or bike routes.
76. Bicycle lanes on Clairemont, Commerce, and College. Petition state for Clairemont to be a city street and not a state highway then lower the speed limit. Lanes on Church also a path w/o speed bumps would be good.
77. More pedestrian and bike crossings with accessible signal buttons.
78. Need a bike lane on Commerce, access to bike path off Commerce behind Decatur High School (across from Renfroe).
79. Bike lanes
80. More bike lanes
81. More signs
82. Bike lanes; keep motorists off what few bike lanes there are, connect bike lanes.
83. More bike lanes
84. Make more bike lanes
85. Traffic calming, bike lanes
86. Bike lanes
87. Bike lanes
88. Wide curb lanes
89. Need better separation between Clairemont and sidewalks. Cars go so fast and there isn't anything to slow them down.

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90. Bike lanes! Reduce Clairemont to three lanes (one turn lane) with bike lanes on either side.
91. I would like to see bike lanes. When traffic is heavy I ride on the sidewalk, which is illegal³, but I want to live through my journey. I feel that most people do not know that bikes belong on the street and often are angry because they have to maneuver around the cyclist. I hate driving in traffic and would like to see this city support and encourage other ways of travel, but people have to feel safe.
92. Off-Road Paths that take an efficient route and are shaded by trees. Bicycle lanes are a second choice. Abrupt speed bumps can also be a hazard to bicyclists and have resulted in a number of injuries.
93. Bike paths that allow us to ride separate from traffic; bike paths that don't follow the roads so we're completely away from traffic. My husband is from the Netherlands, and the bike paths are really a separate form of transportation, and don't follow the roads. It's so nice not to ride with the fumes and the traffic. It's an ideal, and may not be possible in Decatur, but would be great.
94. Dedicated bike lanes on main thoroughfares
95. More dedicated lanes on the major thoroughfares
96. Reline Clairemont Avenue so that it is 2 wide lanes with a parking lane/wide shoulder- do this from East Ponce to North Druid (I am certain DeKalb County will agree). Install a traffic circle/roundabout at Clairemont/Scott Blvd and see what happens!
97. Construct bicycle lanes on main arteries (i.e. Commerce, Ponce, Clairemont) through the city.
98. Bike lanes
99. Bike routes with well protect street crossings
100. Provide demarcated bike lanes
101. Safe bike paths or bike lanes would make a world of difference
102. Path, lanes, signage for cars.
103. Bike lanes, bike lanes, bike lanes
104. More bike lanes, better streets
105. Safe way to cross railroad tracks and dedicated lanes on Oakview, McDonough, Candler, and Clairemont
106. My kids want to ride to school by themselves but the traffic makes me nervous, especially the right on red corners where cars pull up to turn and could hit a pedestrian or bicyclist who is crossing

³ Note to readers: It is not a violation of any Decatur City code to bicycle on the sidewalk. There is signage posted at the downtown square that tells cyclists to dismount, but there is no code violation. That said; studies show it is more dangerous for cyclists to bicycle on the sidewalk. This is due to speed of travel, numerous curb cuts, multi-directional travel, failure of vehicular drivers to look on the sidewalk, and because sidewalks have been engineered for pedestrians and crossings for the speed of pedestrians. It is against the law in most jurisdictions in GA to bicycle on the sidewalk.

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107. Do something to make it safer crossing E Trinity Place where Howard ends; same thing at intersection of Scott, Medlock and N Decatur. Also (less important) any way of helping bikes cut through the square area in conjunction with forthcoming renovations?
108. Install slits in speed bumps so bikes can pass through and not over the humps.
109. Have bicycle lanes on the side of roads, about 3 feet⁴ wide
110. Create safe bicycle lanes. We would ride to the Kroger or the library or the square if there were safe bike lanes. Currently we do not ride that much beyond Winona Park because of the traffic. We tried taking part in the ride to school day at Glenwood, but it was difficult because of the traffic.
111. Widen and repair sidewalks
112. More bike lanes on the road-Clairemont is too narrow to ride on. More bike signs saying Share the Road. Make more sidewalks so pedestrians and joggers don't collide with bikers. Convert more railroads and buy more land to make public parks so there can be quiet safe places to ride. Most importantly, improve public transportation in Decatur and greater Atlanta to get more cars off the road.
113. Scott Blvd is a nightmare with my 3 ½ year old on the back of my bike and my 7 year old on her own. It's too scary to use the road and too dangerous/overgrown to use sidewalks.
114. Make it easy to ride on sidewalks⁵
115. Extend actual bike path from downtown Decatur towards Farmer's Market so that one does not have to ride on Ponce those few blocks just West of Sam's Crossing. Have a bike path to get to Emory from downtown Decatur.
116. Traffic Lanes for bikes. Bikes should have their own traffic lanes in the street.
117. I prefer a bike lane that is part of the road over a separate path like the PATH.
118. I would like to see more designated bike lanes especially on the busier streets. Better signage and PR reminding drivers that bicycles are around.
119. Traffic calming bulb-outs as on Trinity are hazardous for bikes- no room on side, forces you out in front of cars
120. Bike lanes (much cheaper than PATHS, and the PATHS as presently constructed are often more dangerous than the roads, especially at intersections)
121. Bike lanes.
122. Avoid Atlanta McClendon Avenue type bulb-outs
123. Ability to ride bikes with traffic without fearing for my life and my children's- either bike lanes or bike routes
124. Bicycle Lanes!!!!

⁴ AASHTO requires a bike lane on a roadway with no curb and gutter to be a minimum of 4 ft. When there is on street parking the minimum width is 5 ft and AASHTO recommends the lane be placed between the parking lane and the travel lane. If parking volume is high or turnover is substantial an additional 1 to 2 feet of width is desirable. Bike lanes should never be placed between the parking lane and curb lane.

⁵ Note to Readers: See footnote #3.

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125. I am SICK to death of traffic calming, and think that is so wrong-headed – it has created traffic jams in Decatur where there had not been any; in Atlanta, wrong-headed traffic-calming has made what once was broad lovely streets like McClendon into choked off lanes with terrible bulb-outs that are too narrow for a bike and car to safely go beside each there. I would love to see some sort of bike lane on Clairemont – it is extremely dangerous to ride on Clairemont.
126. Bike lanes
127. It would be nice to have dedicated bicycle lanes or separate bike paths to ride on.
128. Bike trails or off-road paths would be excellent.
129. More protected and safe cyclist's roads set apart from regular roads. Plant more hardwood trees to control exhaust fumes and make a healthier environment in summer time.
130. Over engineered intersection and streets with additional lanes designed per GDOT standards to move vehicular traffic quickly are Decatur's biggest obstacles for bicyclists. Remove unnecessary turn lanes and travel lanes, and replace with landscaped medians that will calm/slow traffic and promote more pedestrian/bicycle friendly circulation.
131. Make Clairemont road three lanes (two travel lanes and middle turn lane) and add bike lanes. Wherever possible add bike lanes to existing streets.
132. Signs that encourage cars to SHARE THE ROAD with us.
133. Bicycle Lanes with prominent signage
134. Slow traffic on Scott (a horribly dangerous crossing for peds and bikes) – at least enforce the speed limit and the crosswalk at Merrill. Add sidewalks everywhere (especially the forgotten Chelsea Heights).
135. Dedicated bicycle paths (off-road) Designated bicycle lanes (on-road)
136. Slow the traffic on Clairemont Ave; create safer crossings at all railroad intersections.
137. Bike lanes. The new streetscaping along Ponce is very nice, however, the extended curbs decrease bike space. Dangerous for bikers in front of post office as traffic down to one lane and no shoulder. Also need flashing lights and school crossing signs Ponce Clairemont and Church bikers and walkers. Lower speed of traffic and less traffic (know the second is hard to do and get a lot of pass thru traffic.)
138. Bike lanes on major roads
139. Striped bike lanes that would interconnect to form a network
140. A safer crossing across College at the train tracks- very difficult to cross with kids! Repaired sidewalks (also wider) on College would encourage more people to bike from up Glennwood/ downtown and vice versa.
141. Reminders to cars that bicycle may be in lanes. Example bicycle logo in the right lane of Piedmont adjacent to Piedmont Park or signs. A bike lane between downtown Decatur and Emory University would be fantastic. Is there anything about that in your discussion?
142. Bike Lanes

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143. Bicycle lanes!
144. Traffic calming on College Avenue- maybe a road diet between Commerce and Sam's Crossing
145. Do something about the corner of College and Columbia- bike lanes would be the best, but at least some traffic calming there. Also the intersection of College and Candler Road is terrible- more well defined crosswalks would help as well as traffic calming.
146. Slow traffic on Clairemont. Difficult to cross at Church St/Commerce heading towards Kroger (Glennwood School) because of turn lane. No right turn on red would improve. Currently 20% of trips made by bicycle- We have hopes of increasing our trip frequencies and length. Thank you for your work.
147. More bike lanes;
148. Protected bike lanes on major roads
149. Dedicated and clearly marked bike lanes
150. Bike lanes, bike racks
151. Bike lanes throughout! Make it clear bicycles have a place and are respected. The more bikes the fewer cars will clog up Decatur. Think St. Simons or Hilton Head. Too much expense for off-road paths. Bicycles belong on the roads and their spaces needs to be spelled out definitively. Traffic calming would help too, but we need to be careful we don't do it the way they did it on McClendon Ave. The islands make it too narrow for bikes to safely ride with traffic. Good for pedestrians but unsafe for bikes. Clairemont and N Decatur badly need bicycle lanes. Think of all the traffic we could eliminate if people felt safe doing errands on bike. I would love to ride my bike to Blockbuster, the library or the post office. Please consider bike lanes throughout Decatur. Bicycles are good for the community. They bring a feeling of human scale, healthy living, and are environmentally good for the community.
152. More dedicated bicycle lanes connect the PATH trails in a more practical way provide direct and major bicycle routes to facilitate commuting (make places easier to get to by bike than by car).
153. Better making of bike paths/routes in Decatur area.
154. Bike paths would be perfect in a practical way and in a marketing way. Shows we promote bike activity at all levels.
155. Bike lanes clearly marked caution or traffic lights at pedestrian intersections. Bike Paths to all school within the City.
156. Easier way to cross E College to Church St (steps down/up in underpass) safer crossing over RR tracks. More "seamless" biking paths with less exposure to major traffic (for biking with children)
157. More bicycle lanes and continuous bicycle routes
158. Establish a no-car zone---perhaps the intersection of E Ponce de Leon Ave and Commerce Dr could be the western point of the zone and the intersection of E Ponce de Leon and Church St. its eastern point.

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159. Create specific bike lanes
160. It would be great to have the streets painted (low curb barriers would be better with true bike lanes)
161. Bicycle lanes on all major roads: Church, Clairemont Scott, W and e Ponce, Sycamore, Candler, E College
162. Does not currently bicycle on any streets in Decatur- Says I take my bike on my car to the Path, but I would love to be able to ride from my home on Westchester Dr to work at Emory Hospital but feel intimidated by the cars on N Decatur and Clairemont – we need a bike lane there. More bike lanes
163. Read the ASHTO guide on bicycle facilities carefully. Cycling works when the existing road network accommodates cycling with wide 2 lane roads (14ft lanes)⁶ speed bumps that leave gutters free (no bulb out etc).
164. Please no bulb-outs like City of Atlanta did on McClendon.... These traffic calming solutions are very dangerous to cyclists others like speed bumps are OK.
165. Please make Ponce safer for biking!
166. More bike paths- Especially to elementary schools from school district areas. Do traffic calming on Sycamore Dr move emergency route to Winn Way.
167. Share The Road signs for all of Howard Avenue, all of Columbia Drive, and Ponce de Leon between Commerce and Acadia.
168. Develop a new, bicycle friendlier longitudinal traffic calming device (sinusoidal speed humps, or speed tables like DeKalb but with 3-4 foot clear space at curbside) and replace all the existing convex speed humps.
169. Upgrade all the neighborhood “cut-throughs” from dirt to paved with bollards and signs (e.g. between Derrydown and Poplar, Landsdowne and Adair, and Mockingbird and Byrd).
170. Road diets for Clairemont and Church Streets.
171. Bike lanes on McDonough Street (and maybe on Commerce).
172. Bike lanes and/or road diet for Howard Ave.
173. We need a north/south corridor that is off road. Clairemont, in particular, can be pretty hairy.
174. I feel we need better routes to cross major streets between neighborhoods. Examples- Intersection of Trinity and College, College and Commerce. Include more bike signs (share the road, bike path, etc).
175. Create or maintain room on the main thoroughfares for cycling. East Ponce is very nice, West Ponce in the area of recent street improvements cause congestion which frustrates drivers and potential hazards to cyclists such as car doors opening. This is not that dire of a situation.
176. Share the Road signs everywhere to raise drivers awareness of cyclists.
177. Lanes good only if kept clean and free of cars

⁶ A shareable lane is defined by AASHTO as a lane that is 14 ft wide. A lane this size can safely accommodate a motor vehicle and a bicycle operating side by side.

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178. Better crossings over East and West College Ave and train tracks
179. Bike Path W Howard to downtown Atlanta/GSU
180. Bike Lanes, No Traffic Calming
181. Inner City Paths like Peachtree City
182. More bike lanes for easy access to shopping and schools especially crossing College Ave.
183. Slow the traffic
184. Bridge over 285 in Clarkston
185. Bike lanes
186. Separate bike path from road for safety
187. Bike lanes, Rails to trails
188. Better Connectivity to other communities
189. Improve Path's crossing of I-285, especially for those coming inbound. Cyclists are forced to share a two lane road with 18-wheelers, a CENSORED excuse for a bike friendly PATH. Bike-lane on College Ave through Avondale
190. Traffic calming, bike routes
191. Wide lanes/Bike lanes. On Katie Kerr between Sams Crossing and Columbia the curves are very dangerous, thus I ride to Decatur less often
192. Bike paths, off-road paths
193. Bike paths/lanes
194. More bike lanes, Bike paths for kids
195. More bike routes/Bike lanes
196. I would like to see more bike routes and bike lanes. Integrate them with routes in Atlanta.
197. Widen or create road shoulders; fix potholes; smooth traffic bumps (especially those on Sycamore Drive); make the intersections where the off-road PATH crosses streets safer (e.g. smooth curb cuts, remove manhole covers, stop cars before crossings or alert them that people/bicycles may be crossing); more share the road signs; bicycle lanes with dedicated bicycle traffic lights.
198. Bike lanes on commuter roads, such as Clairemont, Commerce, E Ponce, Church St. Bike paths connecting parks, downtown, and schools.
199. Bike lanes/paths adjacent to streets then my daughters could bike to school. The sidewalks are too bumpy, the road too dangerous for them.
200. In my opinion, bicycle lanes are the biggest help to cyclists.
201. Make Medlock between N Decatur and Church safer for bikers and pedestrians. More bike routes. More signs/awareness. Better bike access in and through downtown. Dreaming: make N Decatur bicycle friendly and Clairemont.
202. Make gaps in the speed humps for bicycles- 12"-18" should be enough
203. More signage for motorists asking to share the road
204. Add bike lanes

Suggestions for Bicycle Improvements in the City of Decatur

Signals

1. Signals for bicyclists
2. Paint marks at intersections where bikes can trigger traffic signals.
3. Install bicycle actuated sensors for traffic lights
4. Bike activated traffic lights
5. Traffic signals that favor pedestrians
6. Bikes “tripping” left turn signals.
7. Rational stoplights
8. More pedestrian and bike crossings with accessible signal buttons.
9. Eliminate pressure sensitive lights (e.g. DeKalb and Atlanta Aves. (a very bad intersection for bikes).
10. Need flashing lights and school crossing signs Ponce Clairemont and Church bikers and walkers.
11. Caution or traffic lights at pedestrian intersections.
12. Place light change buttons where they are more bike accessible.
13. Make sure sensors can detect bicycles and cyclists can tell where to stand to set them off.

Suggestions for Bicycle Improvements in the City of Decatur

Education

1. A print and broadcast campaign that is very visible in the AJC and all Decatur neighborhood newspapers. Educating the driving public about the rules of the road and the do's and the don'ts through gently worded strategically placed ads. Motorists genuinely do not know what to do when they come into view of a cyclist. They get nervous and try to pass is.... These 'reminders' will go a long way to enlighten motorists and help them learn how to drive safer around us.
2. I was going to add driver education but I find Decatur drivers are very nice to cyclists.
3. Better communication campaign (road signs; direct mail postcards or repeated inserts in the Decatur Focus/ on the Decatur web site. Etc that positions Decatur as a community that promotes cycling
4. Help drivers learn that bicyclists have same responsibilities and rights on the road. That we are not trying to slow them down. That we aren't supposed to ride on pedestrian sidewalks etc. Top 5 ways to share road safely etc.
5. I think one of the most important ways of improving biking in Decatur would involve greater community and police awareness that cyclists have a right to be on the road, and thus to please share it.
6. Public awareness that cyclists have the same rights to the road as cars- share campaign about traffic harassment of cyclists- would it kill someone to wait 30 seconds to pass.
7. More "Share the Road" signs, educating motorists and cyclists about sharing the road.
8. Include some type of education and heightened awareness for automobile drivers in Decatur.
9. How about an ad campaign promoting bicycling and proper ways to share the road
10. Share the road signs would be a great first step. Anything to raise community awareness of bicycling including sponsoring races, signs, education.
11. Education of vehicle drivers as to the rules/rights of a cyclist. If more vehicle drivers learned what cyclists should learn about riding on the road, the roads would be safer for cyclists.
12. Driver awareness of and sensitivity to bikes is a major problem.
13. More public education to the rights and responsibilities of bicyclists.
14. Post "same roads, same rules, same rights" signage to educate drivers.
15. Share the road awareness through education, yard signs and share the road stickers.
16. Educate public
17. Try to make clear to drivers the significance of bicycle riders and the importance of the three foot clearance needed.
18. I feel that most people do not know that bikes belong on the street and often are angry because they have to maneuver around the cyclist.

Suggestions for Bicycle Improvements in the City of Decatur

19. Promote awareness of bicyclist's in drivers' education curriculum.
20. Better signage and PR reminding drivers that bicycles are around.
21. Campaign and signs to make local automobile drivers more aware of cyclists.
22. I don't think many people are cognizant of the fact that many people bike to work, school, or for other reasons hence they see bike riders as a nuisance. Perhaps some community education in the form of leaflets or something about the dynamics of respecting bike riders and motor vehicles.
23. Education of drivers
24. Share the Road signs everywhere to raise drivers awareness of cyclists.
25. Driver education
26. Mandatory driver education
27. Educational programs (for motorists and cyclists) would be top-notch
28. Driver Education
29. Also both driver and bicyclist education would be helpful (I see both drivers treating cyclists like annoyances AND bikers who think they-re above the traffic laws.)

Suggestions for Bicycle Improvements in the City of Decatur

Law and Enforcement

1. Mandate that Decatur police start verbally warning speeding, reckless and drunk drivers who are stopped of the possible repercussions of their unsafe driving to cyclists;
2. Allow bikes in the cemetery after dark to avoid some busy roads at night.
3. Slower speed limits near residential areas.
4. Police bike patrols
5. Enforcement of speed limits
6. Intersection of Scott Blvd. and Clairemont still stinks even with traffic camera.
7. Narrow McDonough Street in the block between the courthouse and the high school. The current width encourages high car speeds.
8. People drive too fast due to lack of enforcement. I often see people driving down Howard at 50 mph+ I also see the same thing on W Ponce (Between the Post Office and Scott). The speed limit is only 30 mph but due to a four lane road and little enforcement people drive much faster.
9. Traffic signs indicating that bikes are allowed to ride 2 abreast and not required by law to defer to cars.
10. Motivation in form of tax relief or in other ways to get more people on the road.
11. Police who take accidents involving cyclists seriously (and for all I know, they already do) are helpful. That includes accidents caused by cyclists blindly running stop signs as well as drivers who try to intimidate others.
12. Enforce speed limit
13. Traffic enforcement, arrest people who run red lights
14. Enforcement of the speed limit
15. Need better separation between Clairemont and sidewalks. Cars go so fast and there isn't anything to slow them down.
16. Try to make clear to drivers the significance of bicycle riders and the importance of the three foot clearance needed.
17. My kids want to ride to school by themselves but the traffic makes me nervous, especially the right on red corners where cars pull up to turn and could hit a pedestrian or bicyclist who is crossing
18. Currently we do not ride that much beyond Winona Park because of the traffic. We tried taking part in the ride to school day at Glenwood, but it was difficult because of the traffic.
19. Hire more policemen to ticket speeding motorists. Have the City of Decatur reward and incentivize employees to carpool, bike, and take public transportation. The key is to decrease traffic.
20. More law enforcement to aggressors (drivers that bully/harass cyclists by not giving them space.)
21. Slow traffic on Scott (a horribly dangerous crossing for peds and bikes) – at least enforce the speed limit and the crosswalk at Merrill.
22. Lower speed of traffic

Suggestions for Bicycle Improvements in the City of Decatur

23. Slow traffic on Clairemont. Difficult to cross at Church St/Commerce heading towards Kroger (Glennwood School) because of turn lane. No right turn on red would improve.
24. City tax levied on residents for car ownership progressively indexed according to the gas consumption of the vehicles, with the revenues perhaps used to subsidize a car rental program where city residents can rent at low rates when they feel they must drive (this does not need a huge government bureaucracy—it can be administered via coupons or vouchers made available to Decatur residents redeemable at a car rental company doing business in Decatur for the rental of small or hybrid cars);
25. Need motorists to respect rights of cyclists- Police enforcement. Need police on bicycles on road.
26. Enforce speed limits for cars.
27. Slow the traffic; make police more aware of cycling law. Make drivers more aware of cycling law. Bicycle related questions on drivers license test.
28. Speed limit enforcement

Suggestions for Bicycle Improvements in the City of Decatur

Pavement and Drainage

1. Church St has some significant potholes and cracks that make cycling dangerous, as cars are rarely aware/considerate of the necessity to avoid them, (generally any maneuvering farther into the lane of traffic).
2. Fix the parallel grate on Coventry.
3. Fluorescent paint warnings around grates and other road hazards.
4. Ensure wide , debris free road shoulders;
5. Fix bad drainage grates, fix pot holes.
6. I prefer to ride on the street but conditions of the road (pavement) make it hard and dangerous with many holes and rough areas.
7. Smoother pavement near curbs, regularly clean the streets of leaves, glass, debris, and branches. Decatur streets are downright lethal in the fall.
8. Remove gravel/debris from shoulder of roads, remove grates that are parallel to the road
9. Cleaner streets, storm grates installed so that the slots run perpendicular to traffic.
10. Storm drain covers that can trap bicycle tires should be replaced. An example is the storm drain on Coventry Road East of Scott Blvd. The drain has bars parallel to the direction of travel.
11. Make sure all grates are turned with slots perpendicular to direction of travel; install slits in speed bumps so bikes can pass through and not over the humps.
12. Ask cyclists where there are sewer grates that can trap bike wheels.
13. Correct all the improperly installed, and dangerous to cyclists, storm drain covers (e.g. on Coventry).
14. Upgrade all the neighborhood "cut-throughs" from dirt to paved with bollards and signs (e.g. between Derrydown and Poplar, Landsdowne and Adair, and Mockingbird and Byrd).
15. Fix grates so all run perpendicular to street.
16. Lanes good only if kept clean
17. Cleaner- less glass

Suggestions for Bicycle Improvements in the City of Decatur

Work with Other Jurisdictions

1. Decatur City officials partnering with Atlanta City officials (or Decatur officials to exert more influence on state officials) to provide safer riding conditions for cyclists in order to create and promote inter-city safe cycling routes.
2. Of course, this is Atlanta and everything is relative. Decatur is one of the few areas in the metro region with significant pedestrian activity, which make auto drivers more aware of other types of transportation than is usual in the metro region at large, so that is a big help as well.
3. Have the City of Atlanta adopt some bike solutions.
4. Coordination with Emory (N Decatur or Desmond)
5. Many people in Decatur work at Emory; many would bike if there was a safe route.
6. The bike lanes should connect to Emory and Decatur.
7. Reline Clairemont Avenue so that it is 2 wide lanes with a parking lane/wide shoulder- do this from East Ponce to North Druid (I am certain DeKalb County will agree).
8. A bike lane between downtown Decatur and Emory University would be fantastic.
9. I would love to be able to ride from my home on Westchester Dr to work at Emory Hospital
10. Most importantly, improve public transportation in Decatur and greater Atlanta to get more cars off the road.
11. I would like to see more bike routes and bike lanes. Integrate them with routes in Atlanta.
12. Bike Path W Howard to downtown Atlanta/GSU
13. Bridge over 285 in Clarkston

Suggestions for Bicycle Improvements in the City of Decatur

Other Comments

1. There are several organized rides that leave or go through Decatur, attend the social gathering after one of them for feedback. Starting Times: Freight Room Sat at 2pm, CVS Thurs at 6:30 PM, Tues Bike South at 6:30 pm. Have a Bike Rally or Bike Day. Contact the SBL.
2. Beyond the action points in LAB's guidelines, the city should consider targeting adjacent communities and institutions with incentives for everyday commute, shopping etc. Improve access to public restrooms and drinking water. Replace cyclist dismount signs with Share the Road; ensure wide, debris free road shoulders; police bike patrols; bike safety ed. And safe routes to school for youth; involve the local bike club(s). Decatur has potential as a cycling destination with quality public places and compact core, with suitable terrain. Moderate on-street accommodations and bikes in the agenda could help the city win recognition as a BFC. Thanks for inviting rider suggestions and do keep us posted on the City Web Site and in "focus" Complete Streets, Share the Road, Bikes Belong.
3. Maps
4. Conduct surveys using web or email because MS word documents cause cancer.
5. Provide incentives and facilities (showers) for city employees to bike to work (like Emory CCTMA). Expand the Decatur Yellow bike program. Add bike lanes.
6. Most of my riding around Decatur is family riding to various restaurants to eat. We use the neighborhood streets because of the volume and speed of traffic on Clairemont Ave., lack of bicycle lanes, and minimal traffic code enforcement along the corridor. I would prefer to teach my daughter how to safely travel on the roadways, but we use the sidewalk along Clairemont due to unsafe conditions (as mentioned above). I have purchased lights for my daughter's bike to improve her visibility to automobile drivers. I think the Decatur's focus should be on providing safe routes to schools for kids to encourage more children on bicycles (more exercise for children). This should include some type of education and heightened awareness for automobile drivers in Decatur. This should be supported through increased patrol of these areas/routes by Decatur Police with tough enforcement and revenue increases generated by stiffer financial penalties.
7. Sponsoring races
8. Acknowledge that kids under 10 probably need to be on sidewalks sometimes unless you can really put a bike lane or bike path on every street. Busy thoroughfares like Clairemont, Scott, Ponce, will never be suitable for children otherwise. Clean up the sidewalks, especially around Decatur Housing Authority homes. Those folks walk and ride all the time and there's underbrush and overhanging foliage blocking the sidewalks on Trinity place, Water street, and Swanton Way. DHA kids are on bike all the time but many do not have helmets and many are sharing and borrowing bikes, perhaps not bikes in good condition. Why not institute a bicycle donation, repair, helmet giveaway program for these kids? They are centrally located in Decatur, near MARTA, and thus in a good

Suggestions for Bicycle Improvements in the City of Decatur

position to walk and bike everywhere if given the proper training and equipment. I'd be glad to help with this kind of effort. I keep an extra bike and helmet at home so my son's friends who visit from DHA can ride with us. This is a huge, untapped audience for cycling. Such a program would also have health and perhaps community and youth motivational benefits.

9. Sponsor an evening criterium to promote cycling and a community committed to fitness
10. Summer weekly criterium in downtown Decatur to create more bicycle awareness; walk and roll to school at Clairemont and Glenwood schools was a fabulous way to get people more aware that they can ride around Decatur. What prevents me, most often, from riding, is lack of time- but I try to remind myself, that one of the main reasons we live in Decatur is because we can walk or ride almost anywhere.
11. There have been suggestions for a Decatur Criterium; what an excellent way to promote cycling in the community. Not only would it enhance our image as a bicycle friendly town, but it would also attract spectators into Decatur who would then patronize local restaurants.
12. A practice criterium would be nice
13. Bike lanes would be nice. Perhaps "mapquest" like routes available on the Decatur website where you can log in your departure and destination and get the most bike friendly route.
14. Have more city officials ride bikes, like the police already do.
15. A bicycle shop downtown for supplies, repairs etc. would also be well-used. Could also use this as a hub for planning bike trips, information on bike paths etc. It would be nice if Decatur actively sought out a store to go into to many new office/retail spaces opening up downtown. If we had better access and safer locations to leave bikes, we bike a lot more. Again, a bike resource close to downtown would greatly encourage biking – this might even be combined with a larger/broader outdoor activities store. Could consider approaching REI or even the state parks department to open a small outlet/office. The demographic of downtown Decatur and immediate surrounding areas is much more outdoor activities oriented than much of ATL (running, camping, backpacking, biking etc.). Could potentially contact the Atlanta Outdoor Club (<http://www.atlantaoutdoorclub.com/>) to collaborate.
16. Less expensive and more reliable MARTA
17. For ten years I have been riding in Decatur. While riding, the wind blowing through, and in zones where I can divert energy from my dome of safety, my favorite topic is thinking of ways of enhancing bicycling in Decatur. My early visualizations were very grandiose, with Decatur as the hub of bicycling activity throughout the Atlanta Metro Area, with routes going west (stone mountain), east (downtown), south (Arabia Mountain), and North (Dunwoody). While a portion of this vision has come to be, especially with the PATH, it still lacks in terms of volume of cyclist and bike lane accommodations. Three years I have assisted with Bike DeKalb, one year as the event coordinator. In 2003 we ran it in downtown

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Decatur. Well, needless to say, over the years I have downscaled my vision. I originally thought we would easily get 1000 bicyclist at Bike DeKalb. My goal has always been to get the people that own bikes opposed to those that actually use their bikes. Well, we manage to get around 200 a year, mostly hardcore type cyclist. No, I am not a cynic about bicycling potential. Yes, my idea of having people manditorily having to cycle on bikes connected to generators to create a portion of their electrical needs may be out there, but the idea of Decatur as a bicycling hub could truly become reality. I did grow up in Palo Alto, which is now considered a gold medalist so I have seen the process. It seems to me we need something to rally around, a foundation so to speak. I think our application to LAB is a good first step. The idea of Decatur as a hub of Metro Atlanta Cycling might be too broad. If downtown is the hub (either the square or the old depot and eventually Oakhurst), the neighborhoods are the spokes. Our goal could be to connect the neighborhoods to the hub. The idea being that most people live within a couple of miles of downtown and could easily bike downtown for the PATH, Marta, shopping, and events. Also, the organization of people in Decatur seems to be by Neighborhood. One idea would be to engage neighborhoods through their neighborhood associations with a competition. The most active neighborhood could be designated the first spoke. Once a neighborhood is chosen, efforts can be focused on connecting that neighborhood to downtown with publicity and some actual bike safety infrastructure like bike lanes. The neighborhood approach allows the City to prioritize projects in an orderly way that will also engage usage (since only neighborhoods that lobby actively will be chosen). It will also permit measured results, with additional spokes being added with each neighborhood. Once 2-3 neighborhoods are connected it is possible that we will get the critical mass to meet the larger goal of becoming a hub for cycling throughout Metro Atlanta, which will be great for Economic Development (the city loves to hear about that). Having lived in Palo Alto in the 70's and 80's I can reflect a little to what led to its success; a culture of activity, a network of bike lines connecting the city to outlying areas, including the University (very important), a centralized hub from which to base bike lanes and trails, train station in the hub for easy entry and exit, a very active bicycle store within the hub (Palo Alto Bikes), and good weather. Sound familiar. Decatur can boast most the criteria above. One might argue about the culture of activity, but I see signs of Decatur changing rapidly towards one of activity. While we do not have an active bicycle store within the hub, we have one close by. It is also possible that a portion of the depot could be used for bike and skate rentals (similar to Piedmont Park). We have Marta and Emory University. I strongly urge we develop a partnership with Emory advocating bicycling between the University and downtown. One advantage we have over Palo Alto is close biking proximity to the largest tourism draw in the county (State?) with Stone Mountain and to the largest urban center (Downtown Atlanta).I hope you find my comments helpful. I look forward to

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participating in making the dream of a bicycle friendly Decatur a reality. Thank you for your time.

18. Compile a bike plan from excerpts of all the existing city plans have approved by the City Commission.
19. Work with Decatur Yellow Bikes to help secure a permanent maintenance facility and possibly bring "DASANI Blues Bikes" to town too.
20. Help start and support an annual bicycling event.
21. Publish a bicycling and transit map once most of the physical improvements are made.
22. This respondent noted that right now it is too hot and too dangerous to bicycle and currently makes zero percent of trips by bicycle. Respondent noted she has lived places where biking was her primary mode of transportation and she'd love to go back to that!
23. We also take bike trails towards City of Atlanta which we can get to from our house. Because there are no easily accessible bike paths in Decatur, we really limit our riding there. I find City of Decatur to be a very treacherous place to ride with my kids. When they first starting riding, I had a lovely fantasy of us doing most trips into Downtown (less than 1 and 1/2 miles from home) on bikes. After trying to navigate around Marta buses, on-street parking and lots of traffic, **I have given up**. We traveled to Madison, Wisconsin last year and was so impressed with the system of off-road bike paths which made it a really accessible, blissful bike riding town. Its not too late for Decatur to do that!

The main access point from this side of town into downtown is W. Ponce. There are four lanes which I watch continually to realize that, very rarely, does the traffic warrant that. The outside lanes are treacherous with Marta busses going, what feels like, 60 mph. There's enough room to really create a separate walk/bike path there. And I don't mean spray painting a bike lane which the busses and cars will completely ignore. I mean a curb extension going out a full lane with a bike path running off-road alongside the sidewalk. I would also say that where possible, its nice to have a grass medium between the off road path and the whizzing by traffic. The new one on Dekalb has had problems, especially with kids being so close to the traffic.

There are so many stores in Downtown that we would visit on bikes that should be readily accessible by **families** on bikes (not those brave courier type bikers only). We would definitely visit the post-office, the Little Shop of Stories, the Library on Sycamore, Jakes., restaurants -- it'd be so cool!! Even if you eventually recommend that we have to go out to the fairly dangerous bike path on Dekalb (have had friends with several near misses there), there still has to be a way to negotiate downtown. once you get there