



March 31, 2026

To Whom It May Concern,

The Virginia-Highland Civic Association (VHCA) Transportation & Safety Committee respectfully submits the following comments to ATLDOT and City Council regarding the Monroe Complete Street Project, in addition to our markup of the Monroe Complete Street CFFPR Submittal.

Monroe Drive is not simply a transportation corridor. It is a residential street that serves single-family homes, neighborhood streets, parks, and Virginia-Highland Elementary School and Midtown High School. Every day, students walk, bike, and cross Monroe on their way to school, athletic fields, and nearby businesses. Families push strollers. Residents walk dogs. These daily uses should shape the design decisions for this corridor.

While we remain disappointed that bicycle lanes continue to be absent from the plans, we appreciate that some of our previous recommendations have been incorporated into the latest drawing set. Even without bike lanes, additional improvements can and should be made to strengthen safety.

Improved safety throughout the corridor, for all users, remains the VHCA Transportation & Safety Committee's top priority.

Our feedback categories:

- Speed Limit on Monroe
- Crosswalks
- Roundabout at Park
- 8th Street to 10th Street (Midtown High School Area)
- Amsterdam and Monroe
- Piedmont and Monroe
- Trees and Landscaping

1. Speed Limit on Monroe

We request reconsideration of the proposed speed limit. South Boulevard is planned for 25 MPH, yet Monroe increases to 30 MPH after crossing Ponce de Leon Blvd.

Given Monroe's residential character and the presence of Midtown High School, this increase sends the wrong message to drivers. Students cross Monroe throughout the day, not just during morning and afternoon peaks. Lower speeds are critical to reducing the severity of crashes involving pedestrians.

Reducing the speed limit would:

- Align with the City's Vision Zero plan
- Reflect Monroe's designation on the City's High-Injury Network (#12 highest-score corridor)
- Support the residential nature of the corridor
- Protect Midtown High School students and families

The street design should reinforce that Monroe is a neighborhood street, not a fast-moving thoroughfare.

2. Crosswalks

We request marked crosswalks at every crossing of each intersection to improve pedestrian safety, particularly for students walking to Midtown High School and neighborhood residents. Key intersections include:

- Kanuga
- Cooledge
- Cresthill
- Elmwood
- Orme
- Hillpine
- Yorkshire
- Cumberland
- Sherwood

Currently, some four-way intersections have only two or three marked crossings, and in some locations, crosswalks are being removed. While signalized crossings may influence these decisions, removing crossings reduces predictability and increases risk.

At minimum:

- No existing crosswalks should be removed
 - Additional crossings should be added wherever feasible
 - Crosswalks should be used as visual cues to slow traffic
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3. Roundabout at Park

We understand the roundabout may not be constructed in the first phase. Please confirm and clarify the interim plan.

The intersection of Park and Monroe is the most dangerous on the corridor. If the roundabout is delayed, interim safety measures are critical. At minimum:

- Remove slip lanes
- Improve pedestrian refuge
- Add traffic calming

We also note:

- The current design remains challenging for cyclists
- Significant tree removal is proposed
- Limited replacement landscaping is shown

We request additional landscaping, including overstory trees, to maintain neighborhood character and provide pedestrian buffering.

4. 8th Street to 10th Street (*Midtown High School Area*)

This segment experiences heavy student foot traffic and requires stronger safety measures.

We recommend:

- A pedestrian scramble at 8th Street
 - No-turn-on-red restrictions consistent with City of Atlanta policy
 - Reducing the five-lane configuration and widening the east-side sidewalk
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- Creating a bicycle connection between 8th Street and the Virginia Avenue cycle track
- Increasing landscaping buffers on both sides of Monroe
- Requiring a 5' landscape buffer for the proposed Woody's parking lot

Students cross here throughout the day, often in groups. The design should prioritize safe crossings and comfortable walking space for pedestrians of all ages and mobilities.

5. Amsterdam and Monroe

This is one of the most dangerous intersections on the corridor and will see increased pedestrian activity with the development at Amsterdam Walk.

We request:

- A pedestrian scramble
- Repair of existing pedestrian signals
- A concrete refuge island on the north side
- No-turn-on-red restrictions

These improvements will help protect both neighborhood residents and students traveling between destinations.

6. Piedmont and Monroe

Minimal changes are proposed at this high-risk intersection.

We request:

- Median bumps or other traffic calming measures
- Additional pedestrian protection

This intersection currently feels unsafe for pedestrians and should be improved as part of this project.

7. Trees and Landscaping

Numerous trees are proposed for removal without replacement, including at Cooledge and Park Drive. There are also many missed opportunities to add trees throughout the corridor.

Trees:

- Provide a buffer between pedestrians and traffic
- Encourage slower driving speeds
- Preserve neighborhood character
- Improve the walking environment for students and residents

We request tree replacement and additional landscaping wherever possible.

Monroe Drive functions as a neighborhood street, a school corridor, and a daily route for walking, biking, and driving families. Every improvement that slows traffic, improves crossings, and adds buffering directly enhances safety for Midtown High School students and the surrounding residential community.

We appreciate your consideration and look forward to continued collaboration to create a safer Monroe Drive for all users.

We kindly request that these neighborhood asks be on the agenda and addressed at the Community Meeting on April 14, if not before.

Yours in Community,

**The Virginia-Highland Civic Association
Transportation & Safety Committee**

In collaboration with PropelATL