

Tactical Urbanism Project

Virginia Ave 2-Way Bike Lane

September 11, 2025



Department of
CITY PLANNING

CITY OF ATLANTA



DEPARTMENT OF TRANSPORTATION

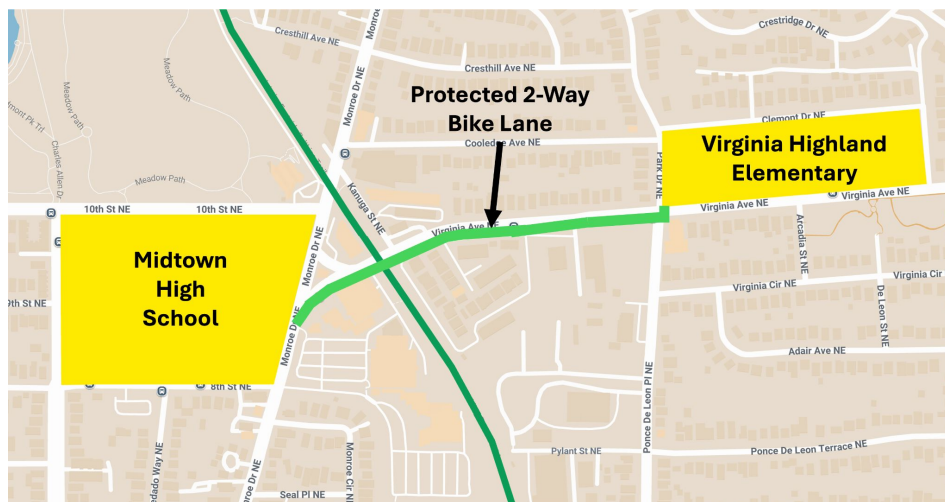
visionZERO 

Atlanta's commitment to ending all traffic deaths

Summary

Pilot a 2-way protected bike lane on Virginia Ave

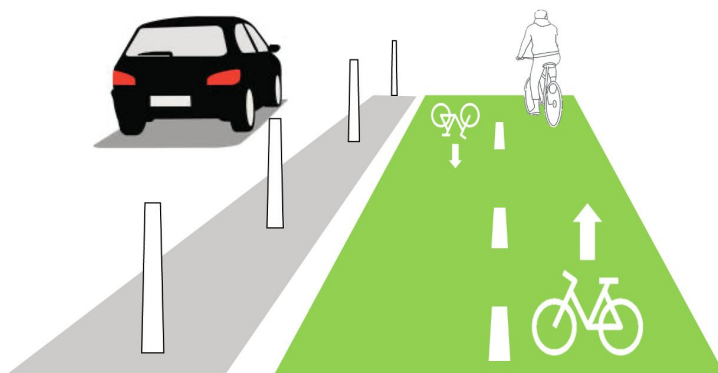
Midtown Neighbors Association (MNA) and Virginia Highland Civic Association (VHCA) are partnering on a ATLDOT tactical urbanism project that will install and pilot a 2-way protected bike lane from Monroe Dr NE to Virginia Highland Elementary's entrance (Arcadia St NE).



Donate today to make it happen!



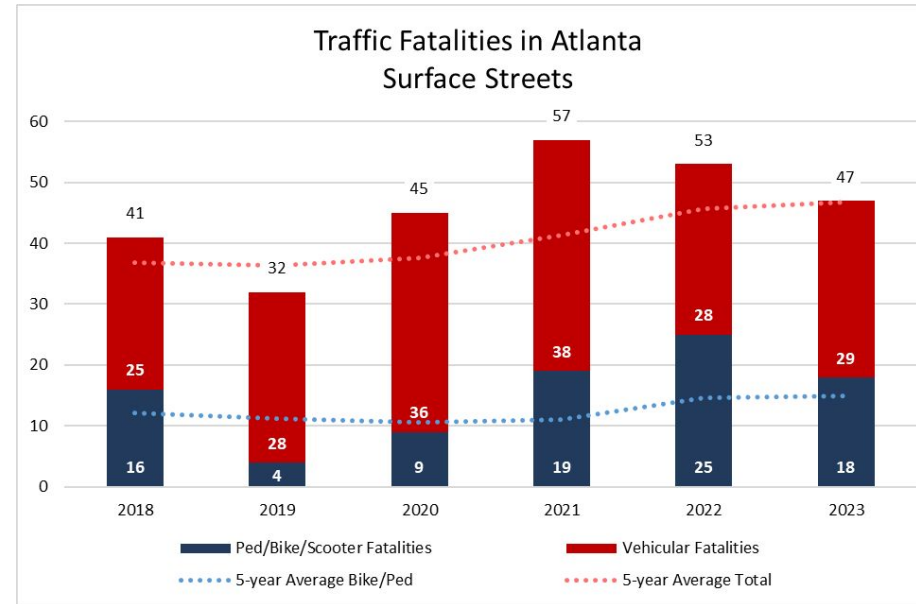
<https://midtownatlanta.org/donate/>



What is Tactical Urbanism?

Tactical urbanism projects are temporary (1 year) so if they are not successful they can be easily removed.

But if they are successful, the city can quickly follow with more permanent materials/structure.



Proposal

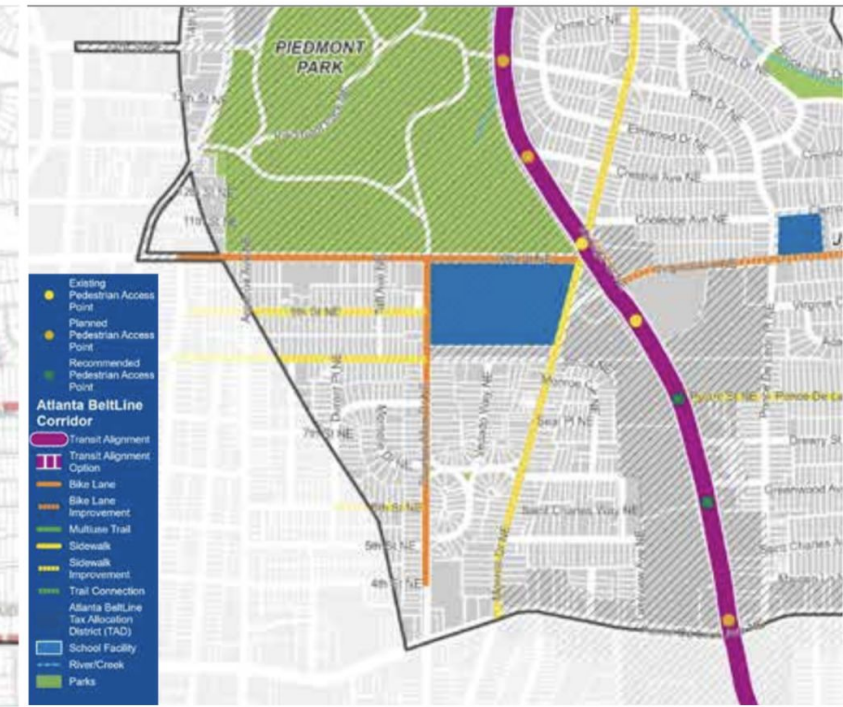
Master Plans

Bicycle infrastructure on Virginia Ave has been part of the Beltline's, MNA's, and VHCA's master plans for over a decade.

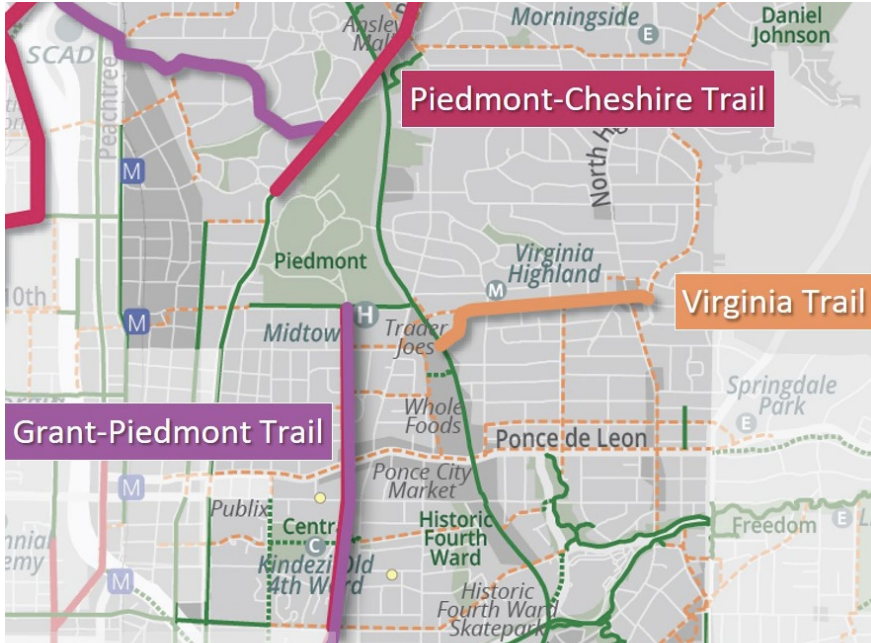
Subarea 6 Master Plan (2011)



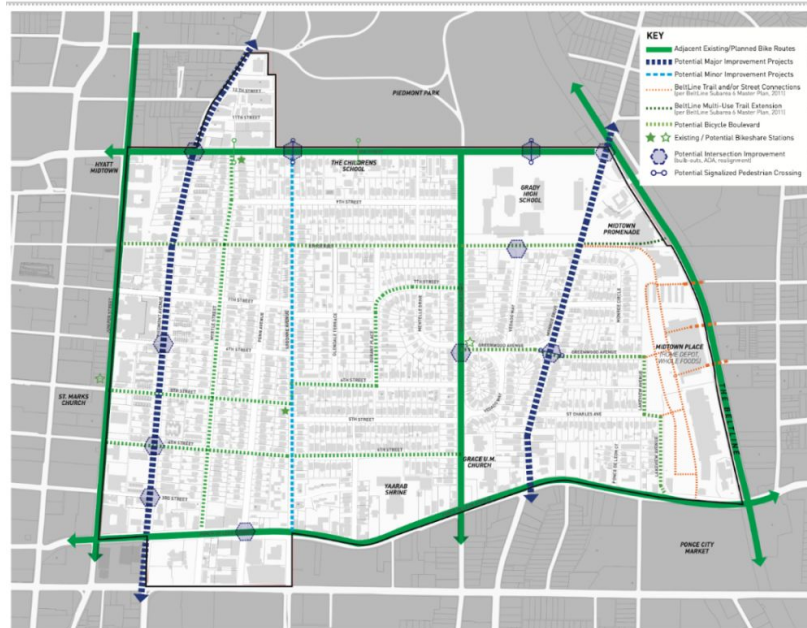
Subarea 6 Master Plan Update (2024)



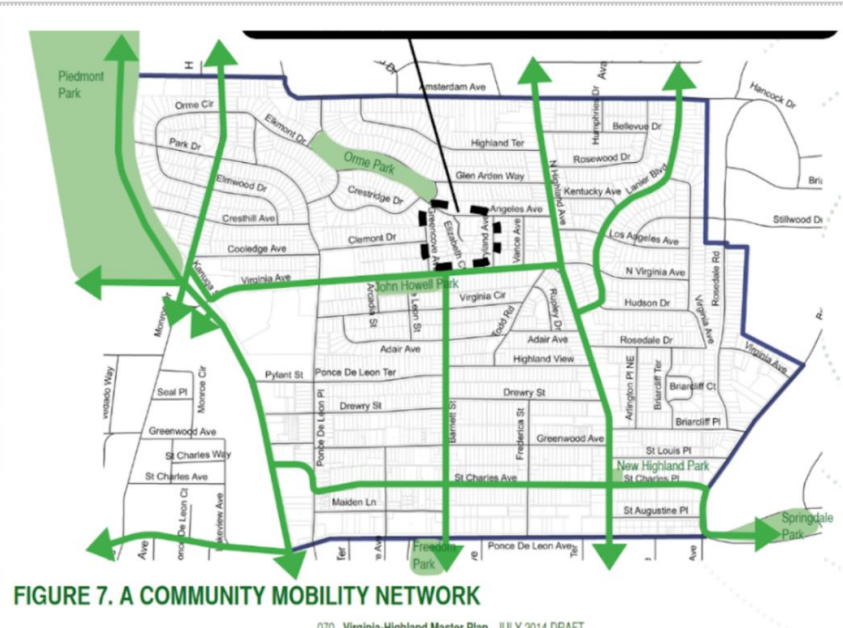
2025 Trails ATL



2017 Garden District Master Plan



2014 Virginia Highland Master Plan



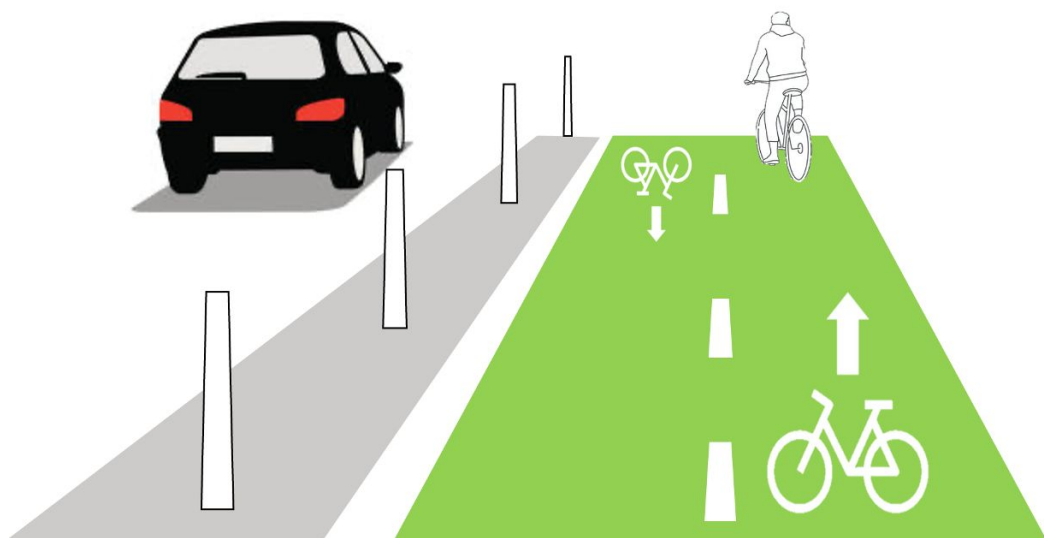
Location

Virginia Ave is a popular biking path for children going to and from Virginia Highland Elementary and Midtown High School. Vehicular speed and aggression on Virginia are both high due to the 48' width for a single lane of traffic with intermittent cars parking on the sides.



Tactical Urbanism Project Proposal

Pilot a two-way cycle track along Virginia Ave from Monroe Dr to Park Dr/Ponce Pl by removing parking in the eastbound lane from Monroe Dr to Park Ave



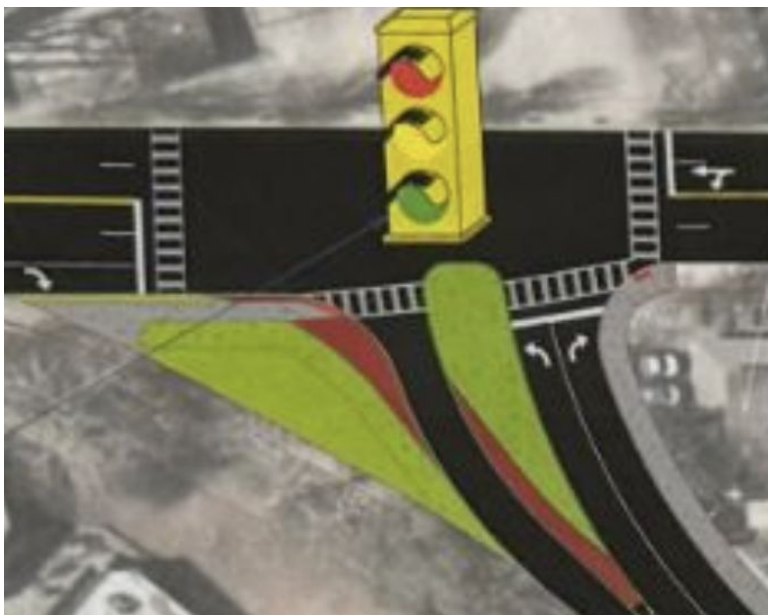
Proposal Benefits: Virginia Bike Lane

- **Increasing safety** by removing the discrepancy in speed and mass between cars and bicycles
- **Brings a decade plan for bicycle infrastructure to reality** by repurposing the sporadically used parking on one side of Virginia Ave for a protected two-way cycle track
- **Parking is still available** on the other side of the street
- **Only impacting 4 large property owners:** APS, Georgia Power, Virginia Highlands Apartments, and Asana

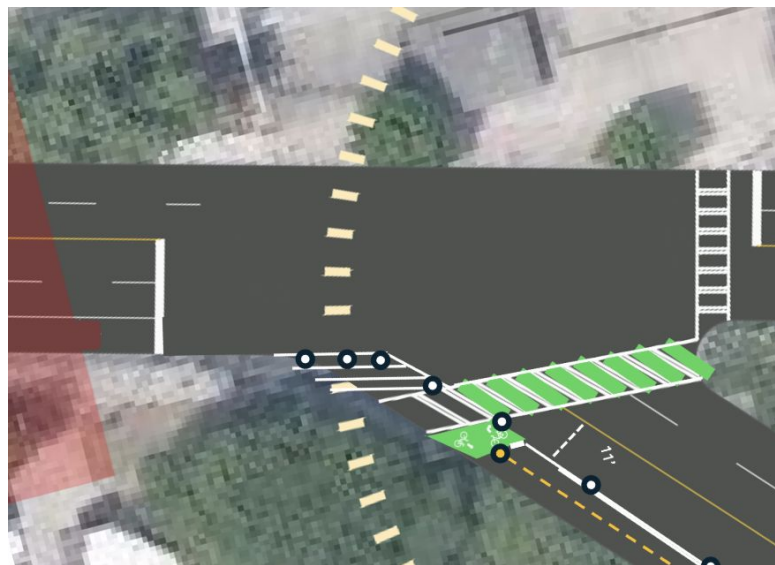


Proposal Benefits: Virginia/Monroe Intersection

ATL DOT
Monroe Complete Street Design
Completion Date: TBD



Proposed Temporary Design
Completion Date: January 2025



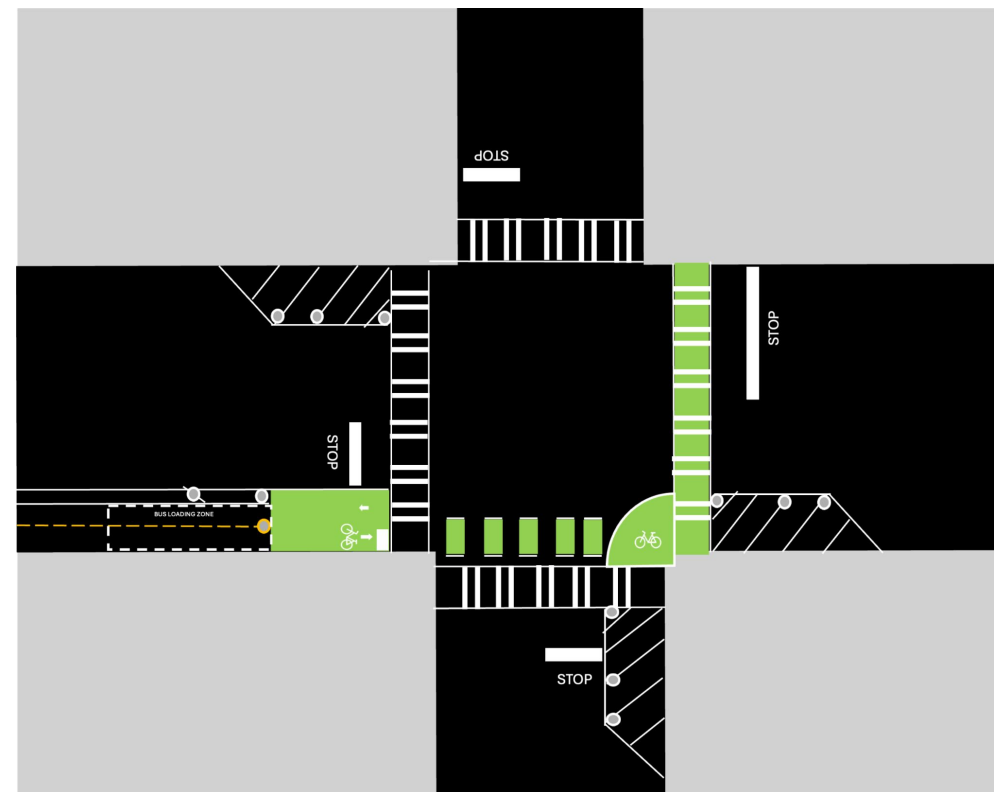
- 20% decrease in pedestrian exposure to cars
- Increased pedestrian visibility
- Demonstration of ATLDOT design

Proposal Benefits: Virginia Park Intersection

“These drivers don’t respect the kids when the kids have the right of way. It’s dangerous out here”

- Sabrina, VHE Crossing Guard

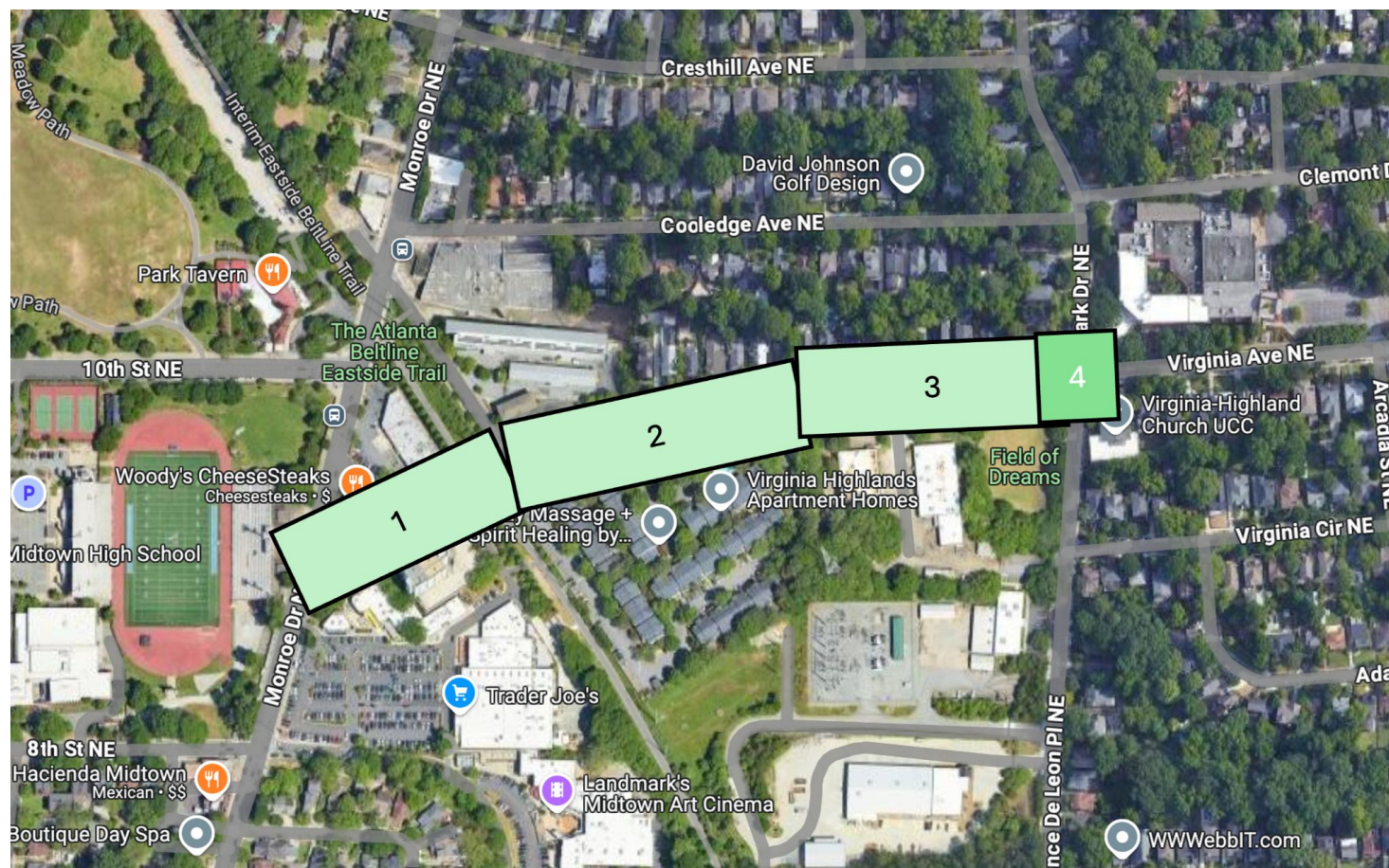
- 50% decrease in pedestrian exposure to cars
- Increased pedestrian and bicycle visibility
- New opportunity for VHE to decorate the intersection (diagonal line area and bike lane)



Phasing

The project is split into 4 sections. Each phase could be completed by a 4-person team in about 8 hours. Multiple teams could get everything done simultaneously.

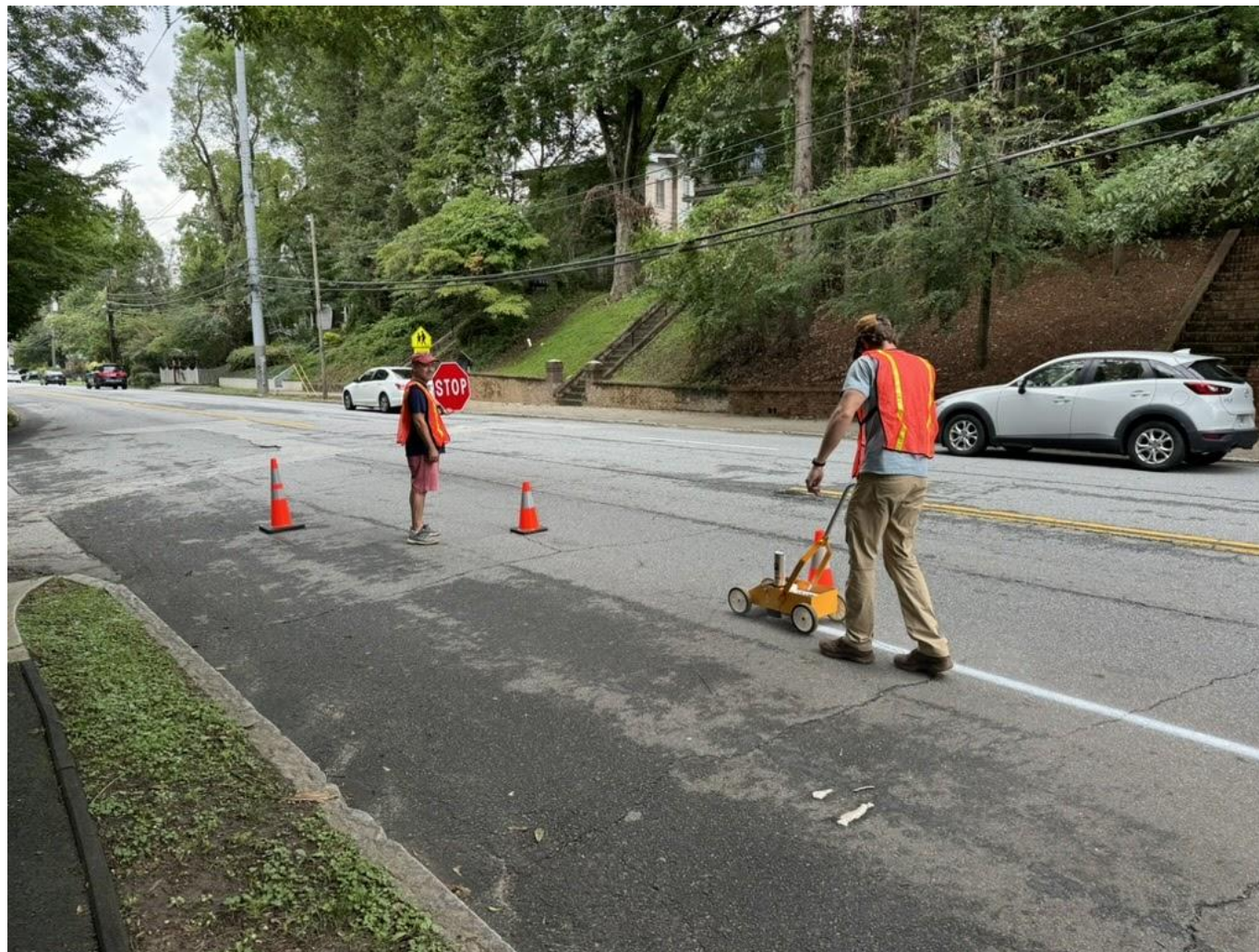
1. Monroe to the Beltline
2. The Beltline to GA Power
3. GA Power to Park Dr
4. Park Dr Intersection



Process

A 4 person team: 1 person to prep and assist, 1 holding slow sign, two painting

1. Prep - 7am - 9am
 - a. Take photos of cars to be towed
 - b. Blow off area
 - c. Set up materials
2. Working in 200' sections starting at Monroe
 - a. One person holding "Slow" sign
 - b. Cone off area
 - c. Paint
 - d. Install Flex Posts
 - e. Remove Cones



Projected Cost

VHCA will have an additional estimated charge of \$865/year for commercial liability insurance required for a tactical urbanism project.

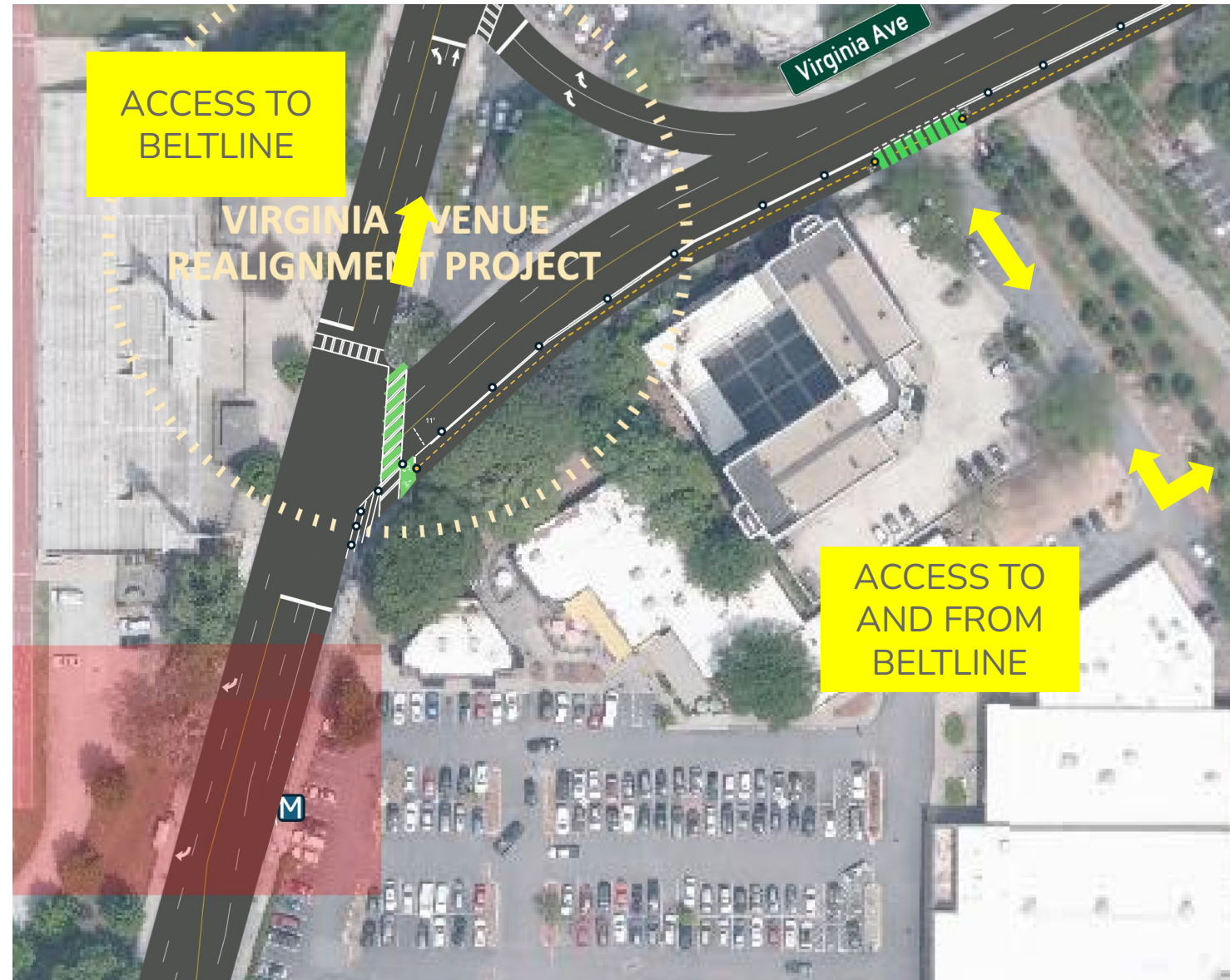
We can work together to pool the funds for this initial phase.

Materials	Quantity	Cost	Tax	Total
White Flex Posts	140	\$33.66	\$188.50	\$4,900.90
Yellow Flex Posts	10	\$30.48	\$12.19	\$316.99
H-4467 Butyl Pad	175	\$8.00	\$56.00	\$1,456.00
White Street Paint (6-pack)	6	\$58.22	\$13.97	\$363.29
Yellow Street Paint (6-pack)	1	\$58.22	\$2.33	\$60.55
Green Street Paint (5 gallon)	9	\$217.64	\$78.35	\$2,037.11
Bike Lane Symbol Stencil	1	\$117.73	\$4.71	\$122.44
"SLOW" Signs	1	\$42.95	\$1.72	\$44.67
Traffic Cones	0	\$34.97	\$0.00	\$0.00
VHCA Commercial Liability	1	\$865		\$865.00
Yard Signs 18" x12"	40	\$12.99	\$20.78	\$540.38
Flyers 5.5" x 8.5"	200	\$0.28	\$2.24	\$58.24
No Parking Signs 12" x18"	20	\$12.99	\$10.39	\$270.19
No Parking Flyers 5.5" x 8.5"	20	\$0.46	\$0.37	\$9.57
Application Fee	1	\$35		\$35
Lane Closure	1	\$35		\$35
Credit Card Fees	200	2.90%	\$0.30	\$482.16
Members (Volunteers)	4	\$0		\$0.00
Grand Total				\$11,597

Design

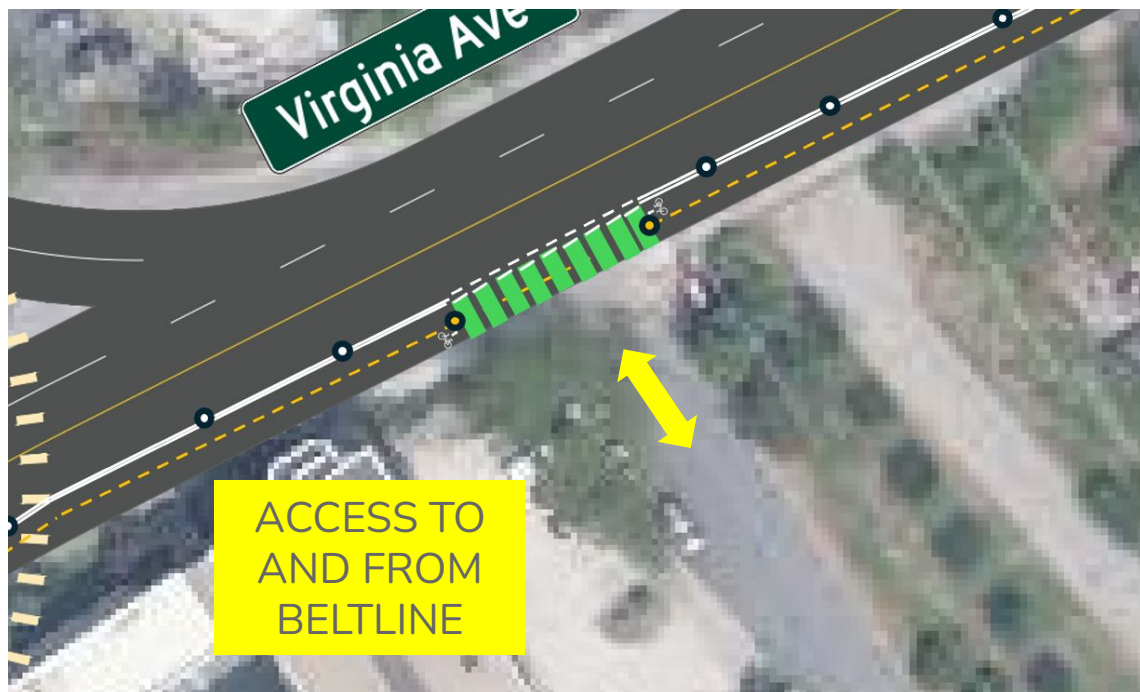
Monroe Intersection

1. Closing the right turn slip lane from Monroe to Virginia but leaving plenty of room for a MARTA bus to stop at the bus stop
2. The cycle track would start at the Monroe crosswalk
3. Similar to where the 10th St cycle track ends at Myrtle (pictured below), Westbound cyclists would stop before the crosswalk and be able to cross Virginia to the westbound side to either bike with traffic along Virginia or continue north with traffic along Monroe



Driveways

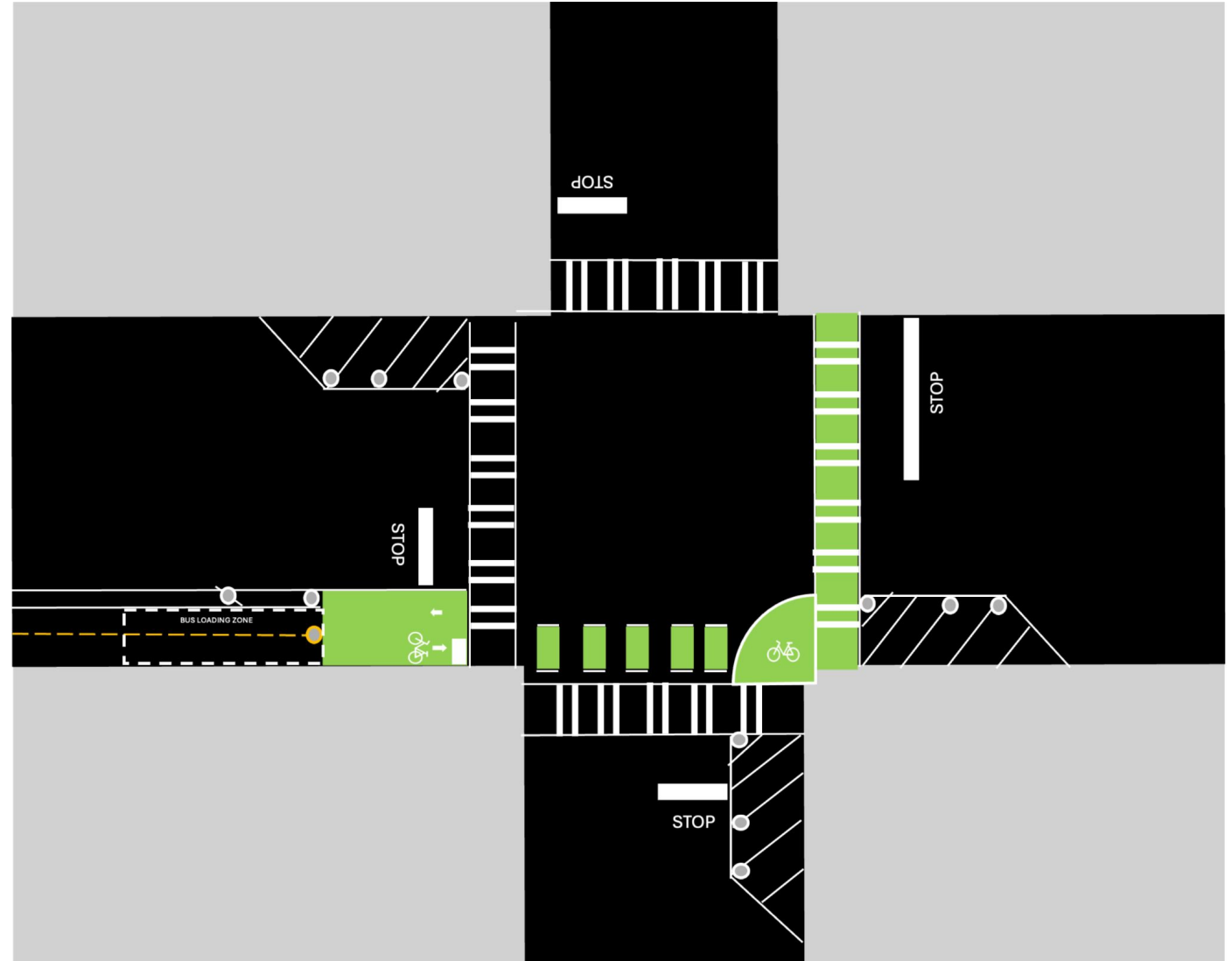
Pictured below are the proposals for the entrances to Midtown Promenade (back entrance), Virginia Highlands Apartment Homes, and Georgia Power. See specifications slide for exact layout



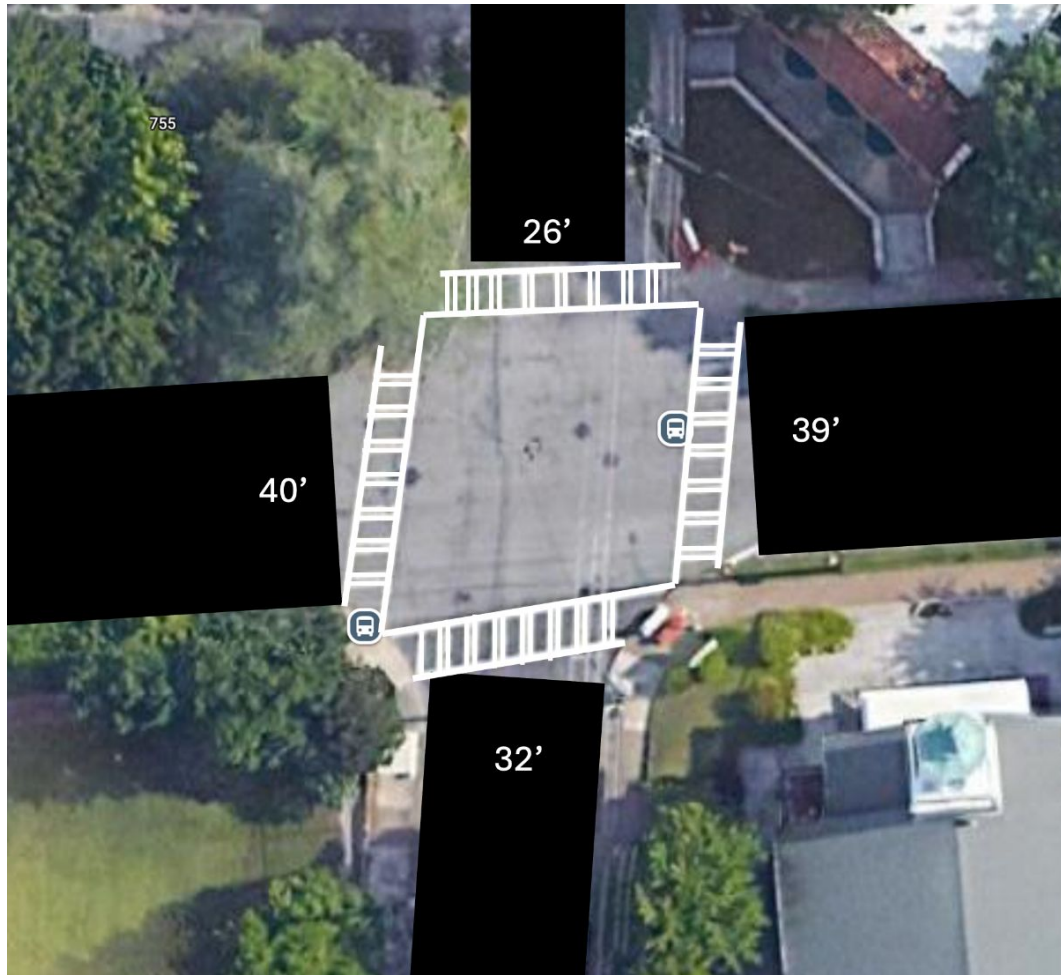
Park Dr Intersection

The cycle track switches sides of Virginia Ave from the westbound side to the eastbound side as we travel east on Virginia. The benefits of doing this include:

1. Area in front of the school is either listed as no parking or has time limited parking
2. Preserving parking directly in front of homes.
3. Closes off the slip lanes so distracted drivers don't collide with pedestrians or bicycles crossing the intersection
4. Separates bicycles from pedestrians travelling on the sidewalk next to the school
5. Decreases the distance a eastbound child needs to travel to get to school



Park Dr Intersection



Specifications

Start cycle track

- Green bar width = 2'

Driveway

- Green bar width = 2'
- Green skip bars extend at least one beyond the edge of the driveway aprons for advanced visibility
- Separation between bars = 2'
- Flex post setback from driveway = 10' radial line

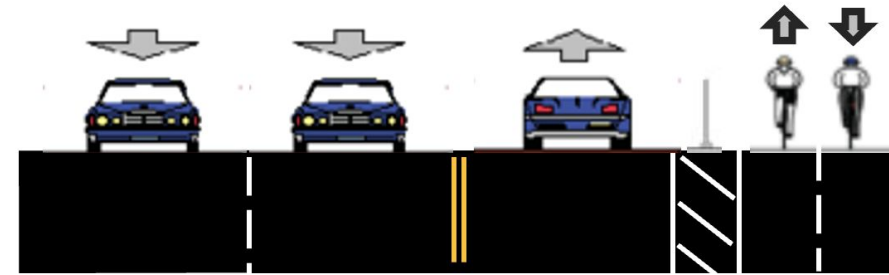
Cycle Track Buffer

- Flex post separation = 15' (10' for Monroe Dr intersection)
- Diagonal line separation 7.5'
- Flex post setback from road = 1.5'
- Width max 3' min is the 4' line that encroaches into the 5' bike lane

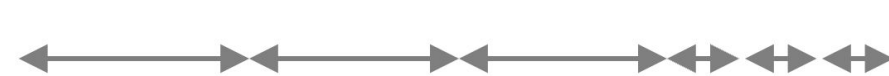
Bike Lane

- Symbol = 18' long (6' bike, 6' space, 6' arrow) using 2' green to give some green space outside of the symbol
- Bike centerline - 3' segment yellow paint with 9' gaps

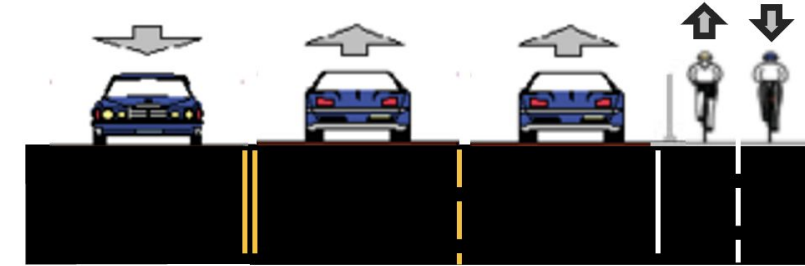
Max bike buffer



12' 12' 11' 3' 5' 5'



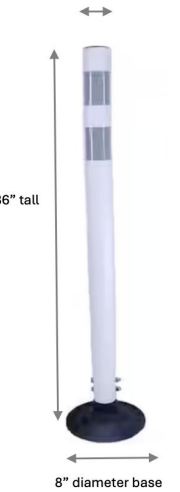
Min bike buffer



10' 10' 10' 5' 5'

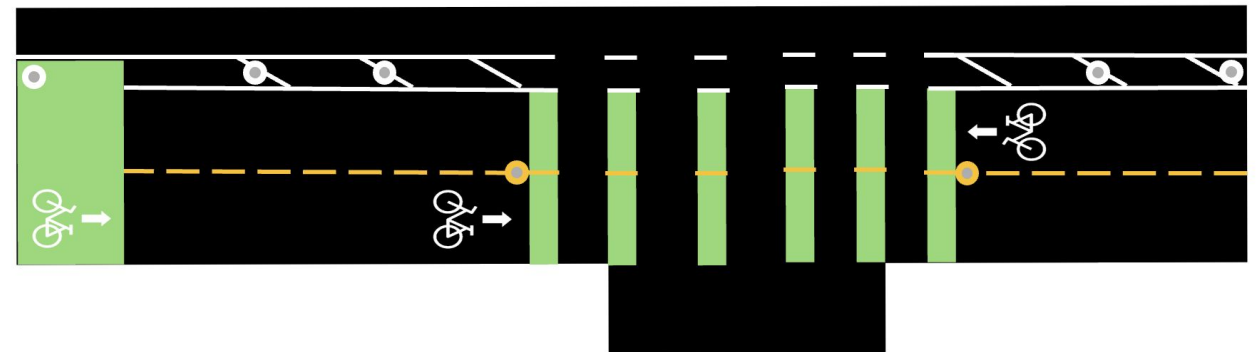


3" diameter post



36" tall

8" diameter base



Specifications: Park Intersection

Cycle Crossing

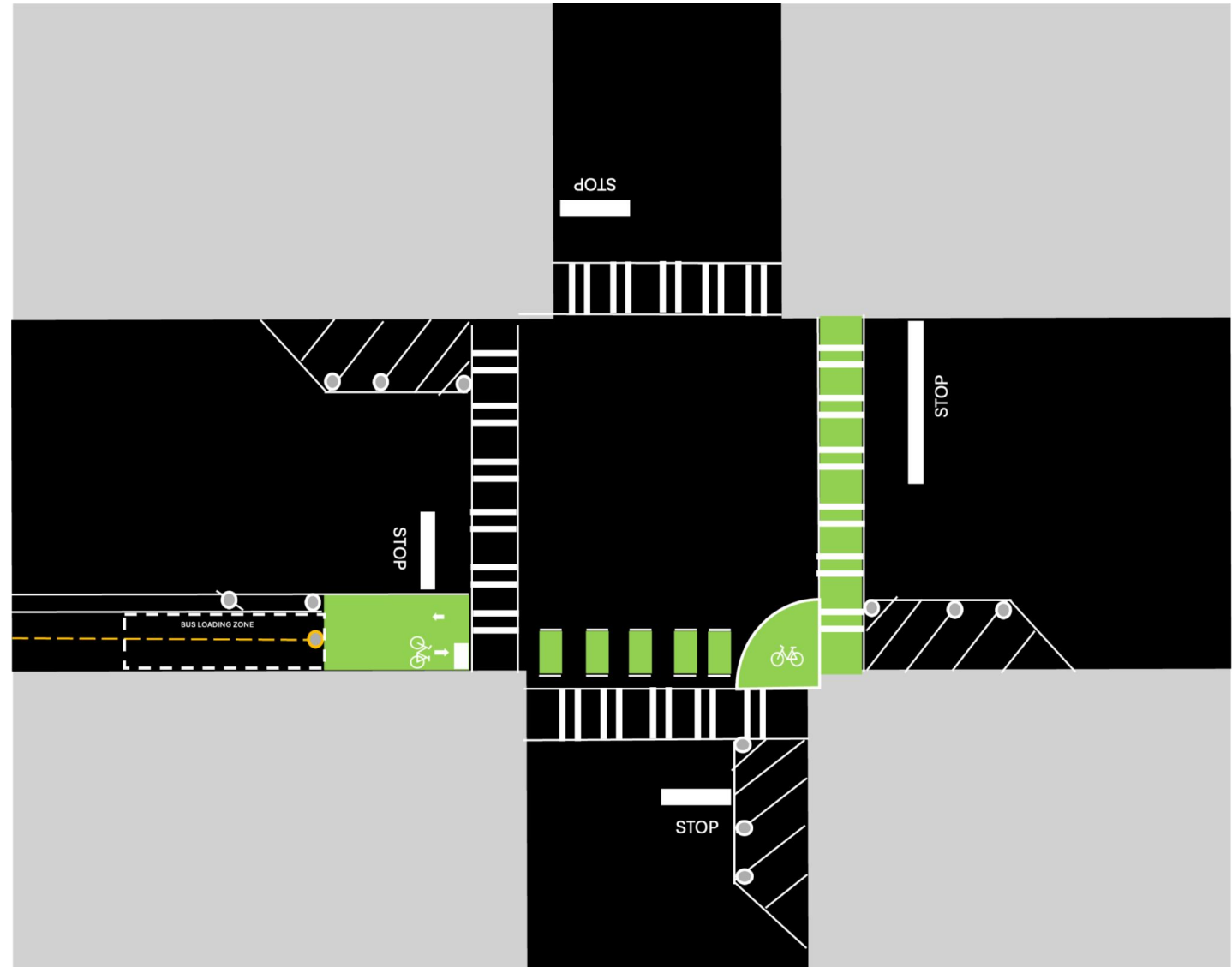
- Green bar width x length = 2'x6'
- Green bar spacing = 2'
- White bar width x length = 2'x2'

Sharrows

- Sharrow width = 6'
- Separation between bars = 2'

Stop bar in all 4 directions

- 2'x10' from the centerline
- 10' setback from ped crossing



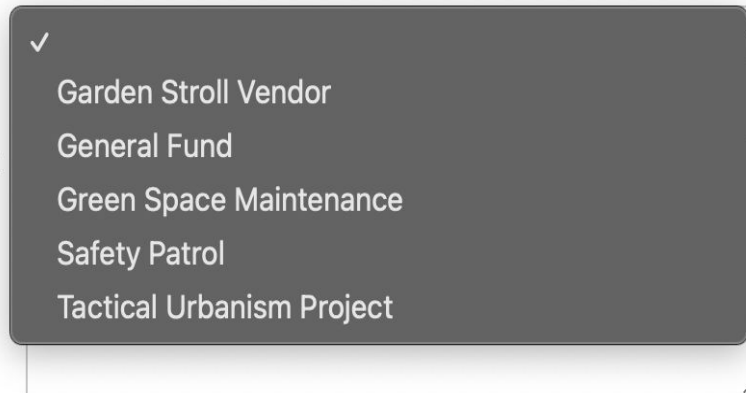
Fundraising: MNA

1. Raise money via [MNA's donation website](#)

- Payment frequency
- One-time
 - Monthly
 - Quarterly
 - Semi-annually
 - Annually

* How should we direct your donation?

Comment

A dark grey dropdown menu with a white checkmark at the top left. The menu contains five options: Garden Stroll Vendor, General Fund, Green Space Maintenance, Safety Patrol, and Tactical Urbanism Project.

- ✓ Garden Stroll Vendor
- General Fund
- Green Space Maintenance
- Safety Patrol
- Tactical Urbanism Project

Maintenance

Maintenance as required damaged flex posts, faded paint, or debris. Please contact infrastructure@midtownatlanta.org

Awareness of maintenance issues:

- Lawn signs will be posted with contact information
- Contact information will be shared with adjacent neighbors, VHE, GA Power, Asana, Vihi apartments
- This protected bike lane will be regularly biked by the people who will install it

Additional maintenance

- Explore extending the new bike lane street cleaner to Virginia
- Work with adjacent property owners (VHE, GA Power, Asana, Vihi apartments) to help clear the bike lane if needed with their regular maintenance crews

Appendix

1:2:3:4:5:6



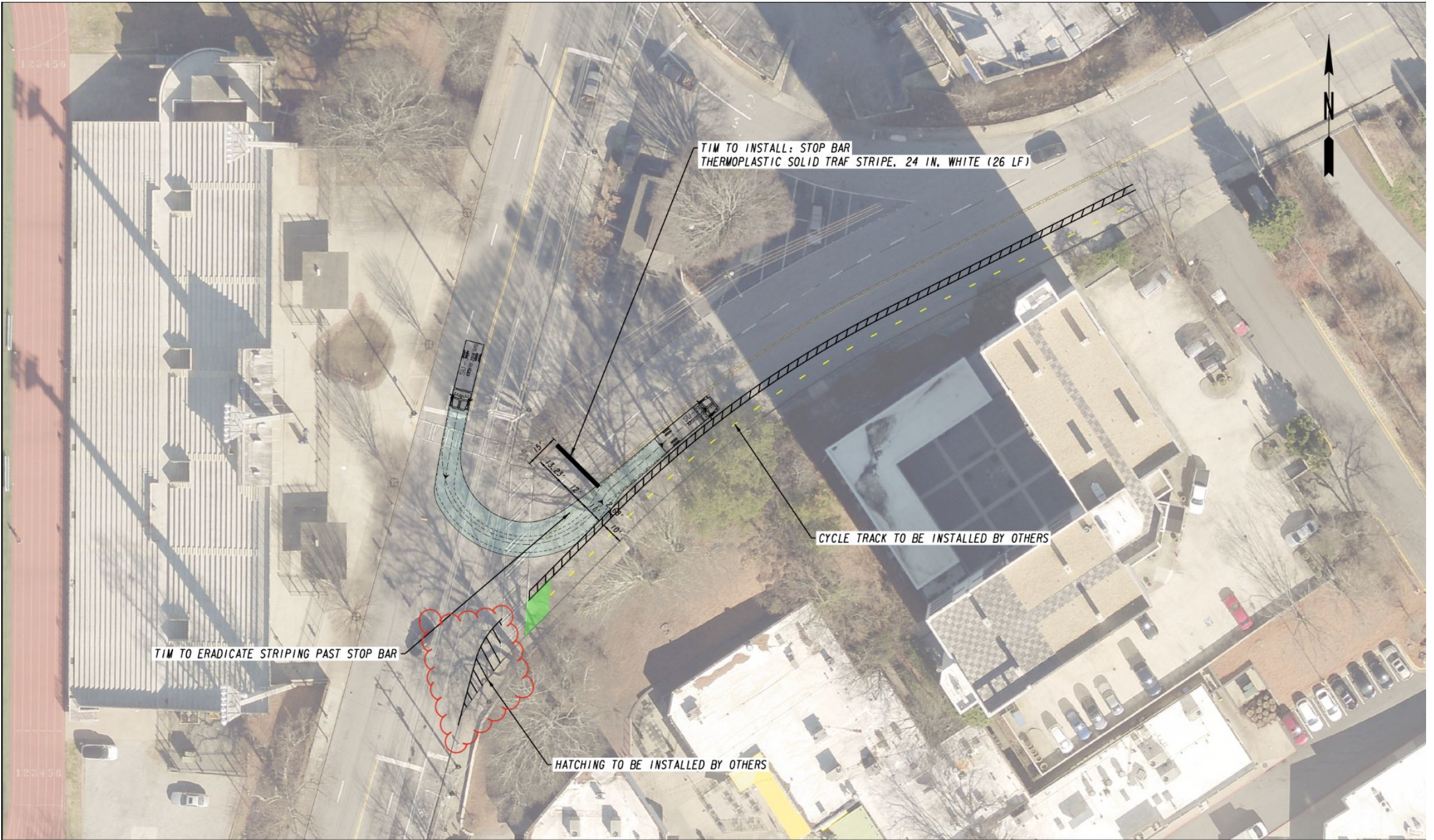
TIM TO INSTALL: STOP BAR
THERMOPLASTIC SOLID TRAF STRIPE, 24 IN. WHITE (26 LF)

CYCLE TRACK TO BE INSTALLED BY OTHERS

TIM TO ERADICATE STRIPING PAST STOP BAR

HATCHING TO BE INSTALLED BY OTHERS

1:2:3:4:5:6



ATLDOT's Design

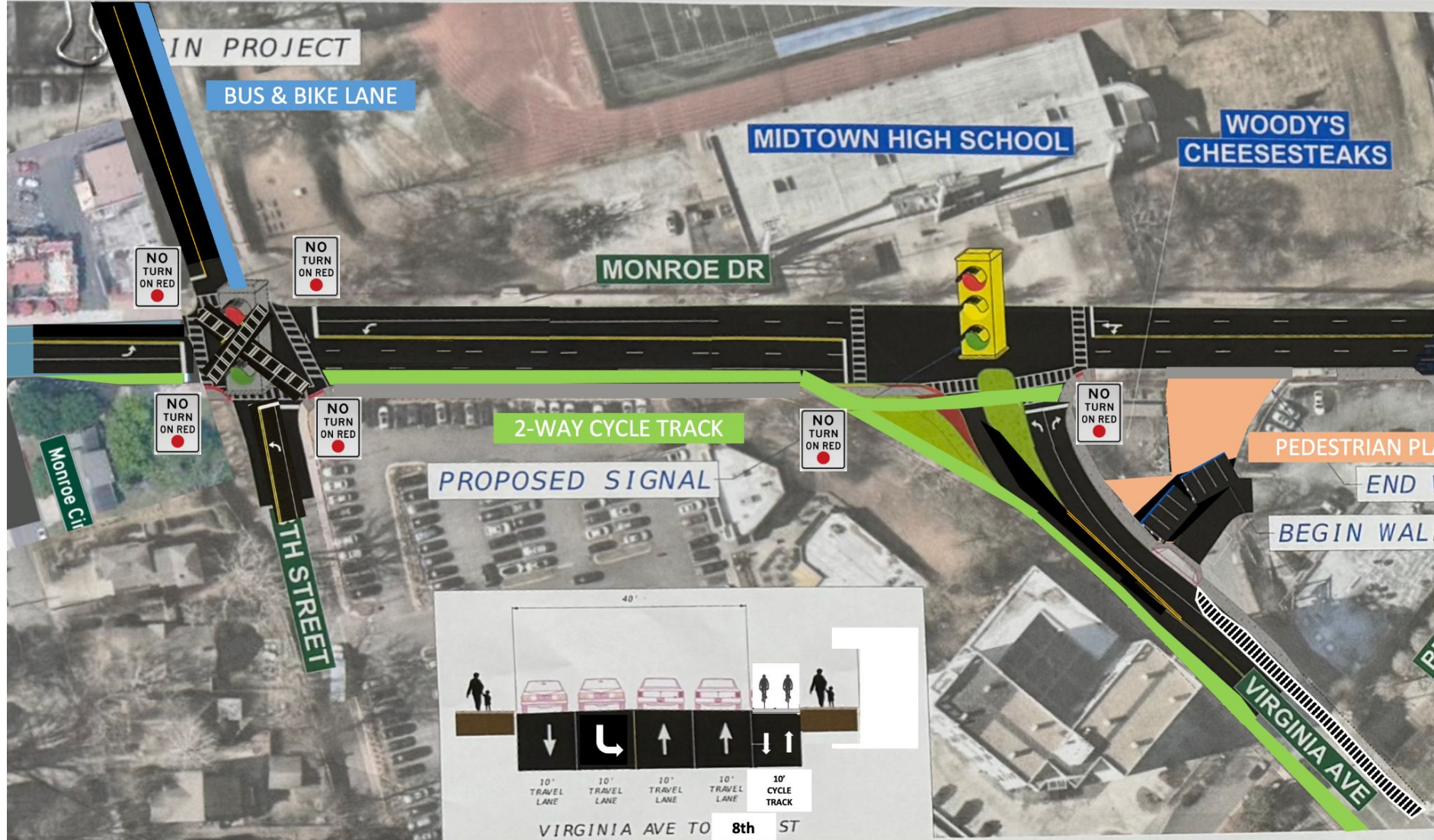
ATLDOT has provided this missing piece with a [redesign](#) of the Monroe and Virginia intersection as part of the Monroe Complete Street Project. This project is in design today, but the public project finish date isn't until September 2028. This tactical urbanism project will bring much needed safety until the City of Atlanta project can begin and it can inform some of the future Complete Street project decisions.



MNA Response to ATLDOT's Design

Monroe between 8th and Virginia does not need to be 5 lanes wide when it is only 2 lanes south of 8th and 4 lanes wide north of Virginia. 10' of the Monroe's 50' width of this 5 lane section can be repurposed as a cycle track.

Design for the Monroe complete street project will be complete by the end of 2024 and it is important to install the project as soon as possible so the cycle track is considered.



Monroe Intersection: Continued

The proposed design allows the bus to pull up to the bus stop and easily pull back into the far lane on Monroe to proceed straight down Monroe or turn right up Virginia.

