

CAMPUS SAFETY WALK REPORT 2021



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The 2021 Campus Safety Walk on November 5 aimed at bringing student leaders together with Institute administration to highlight the most pressing infrastructure and safety concerns on campus. While many problems were addressed then, this report serves to catalogue and offer recommendations on the issues that continue to make Georgia Tech's campus less than perfect. We hope that this report is comprehensive; however, the issues presented here are only those known to us through personal experience and student comments we received during the preparation phase. Future Campus Safety Walks should build on the methods we established to ensure more complete responses that reflect the concerns of all of the Institute's various communities.

When soliciting feedback, we learned a lot by talking with scores of students during tabling events at the CULC and CRC. But the most invaluable contribution came from the corresponding survey we conducted. Over 350 survey respondents were able to indicate the nature of their concerns—and precisely where on campus the problems originate. This allowed us to produce various heat maps—that you will see throughout this report—which can signify the relative severity of certain problems. Of course, it does not mean that those issues which were not as commonly identified are less substantive nor do they warrant dismissal. We take care to fairly present the totality of the problems identified. Also included in this report are direct comments from survey participants to convey their sentiments. For the sake of cohesion and succinctness though, we have omitted, abridged, and restructured certain remarks where appropriate.

We divide these safety concerns into 7 categories and present them in roughly descending order by number of issues.

Some of these problems require solutions that because of complexity, cost, or external regulations are not feasible in the near future. We nonetheless include what some of our ideal solutions would be with the hope that planning today can accelerate their adoption. At present, we look forward to collaborating on those problems which have relatively simple fixes and can be addressed now.

Finally, we would like to extend our gratitude to the Student Body all of those who helped identify the causes for concern and the administrators who took the time to join us on that cold Friday evening walk. But we especially want to thank everyone who will work to implement these necessary changes to make campus safer.

In Progress and Service,

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Intersections

The result of Georgia Tech's population growth in recent years has been an increase in traffic volume on campus—both pedestrian and vehicular. These two forms of transportation come head on at intersections which we've classified as the category with the most problems. We identify 11 intersections that each have their own problems, but an overarching theme is increased traffic has made traversing intersections more complicated and unsafe for pedestrians. Many intersections that once did not need a stop sign now do, those where a stop sign was once enough now require traffic signals. And those that have a traffic signal now need pedestrian scrambles.

Although these changes will take time, regulatory approval, and money they can help improve functionality and make navigating an intersection safer and simpler, as shown by two model intersections: 5th and Spring (Tech Square) and 6th and Ferst.



Survey Comments

- The intersection of North Ave and Techwood needs red light enforcement or something to stop drivers from turning right on red.
- Ferst and State is a mess. So many people blow through the stop sign and do not yield to pedestrians. A stoplight would be helpful.
- The intersection where Ferst becomes 5th at Fowler is a mess. It would be helpful if at some point all the cars stopped and there is a pedestrian-only crossing. Cars also turn right without checking for bikes/scooters in bike lane.
- North Avenue Apartments intersection needs more dedicated pedestrian crossing, especially during heavy class times.
- People jaywalking and scooters not following road signs is dangerous. People cut across intersections and avoid the crosswalks.
- So many times, I have right of way but am worried about cars turning into me when I'm crossing the street, especially if they don't have a turn signal and are trying to beat an oncoming car.
- The corner of Techwood and Fourth has a lot of blind spots due to landscaping and parking.
- Williams/5th: need stop signs or a traffic light, since students and faculty drive on Williams to leave the hotel garage, and traffic can back up to 20 mins at that intersection due to heavy 5th St and pedestrian traffic.
- Ferst/Regents: traffic light is FAR too permissive to Regents despite no one ever driving on it, so the wait time is excessive.

Eighth St. and Hemphill Ave.

The Problem: Cars on Hemphill do not have to stop at the intersection. This allows them to fly down the hill all the way to Ferst. Many go too fast across the already poorly indicated crosswalk putting the many students that cross here in danger. Additionally, by not having a stop, the continuous flow of cars on Hemphill can cause a backup on 8th. Further when there are cars parked on the south/west side of Hemphill a blind spot is created for those on 8th. Finally, there is no dedicated pull off for the bus stop on Hemphill which forces buses to block the crosswalk.

Recommendations: Make this intersection a 3 way stop, realign the crosswalks, and recreate the bus stop pulloff.

Hemphill Ave. and Ferst Dr.

The Problem: This intersection is particularly difficult for cyclists and scooters. The bike path that approaches the intersection next to the MRDC does not have a stop sign. The marking such as crosswalks, bike lanes, and turn arrows are severely worn.

Recommendations: Install the same infrastructure that is at Sixth and Ferst: flashing pedestrian crosswalk indicators and stop signs specifically for cyclists and scooters. The markings on the ground also need repainted.

Fowler St. and Ferst Dr.

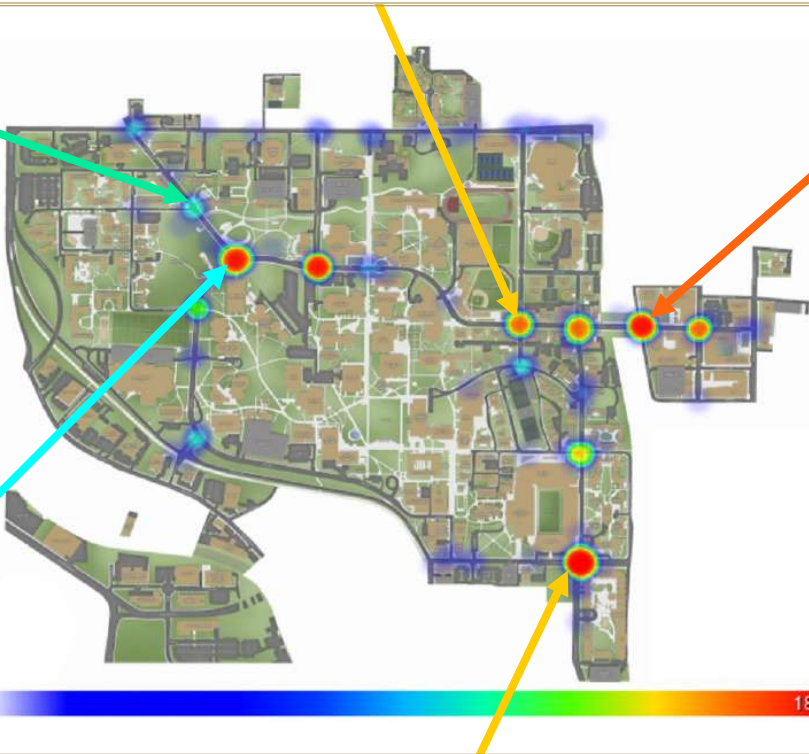
The Problem: Many cars make a turn at this intersection instead of continuing straight. But because of the large numbers of people crossing, those cars are either not able to complete their turn before the signal changes which leads to backups or attempt to proceed in a reckless manner to pedestrians. Additionally, those drivers frequently do not check if the bike lane is clear before attempting to turn and often cutting cyclists/scooters off.

Recommendations: Implement a pedestrian scramble and increase/reposition signage indicating to check the bike lane.

5th St. and Williams St.

The Problem: This intersection has many similar problems to Eighth and Hemphill. The through traffic on 5th does not stop and causes two problems. (1) a tendency for cars to assume they have the right of way and not yield to pedestrians attempting to cross in the crosswalk. (2) Long backups on Williams St. during congested times. That in turn leaves limited opportunities for cars on Williams to proceed and often results in riskier moves, such as speeding quickly through the intersection or proceeding with pedestrians still in the crosswalk.

Recommendations: Make this intersection a 3 way stop.



North Ave. and Techwood Dr.

The Problem: This is the busiest intersection on campus and has a high volume of pedestrians crossing at all times. The pedestrian crosswalks can be too narrow to accommodate everyone crossing and force walkers into the intersection which has cars crossing at the same time. Additionally, although turning on red is prohibited from Centennial Olympic onto North Ave, it is allowed on the other 3 corners of the intersection. This combined with the fact that many cars disobey the existing no turn on red sign creates dangers for pedestrians in the crosswalk when cars approach to close.

Recommendations: Prohibit turning on red and implement a pedestrian scramble. Other ways of allowing pedestrians to safely cross the road such a tunnel or bridge should also be explored.

Tenth St. and Hemphill Ave.

The Problem: Cars turning from Hemphill onto Tenth heading eastbound often come dangerously close and fast to pedestrians crossing.

Recommendations: Install better indicators that warn pedestrians are crossing.

Regents Dr. and Ferst Dr.

The Problem: The traffic light seems to give too much time to drivers on Regents Dr. even though there is a higher vehicle volume on Ferst.

Recommendations: Adjust the timing on the traffic light to shorten how long the light stays green for Regents Dr.

Ferst Dr. and Cherry St.

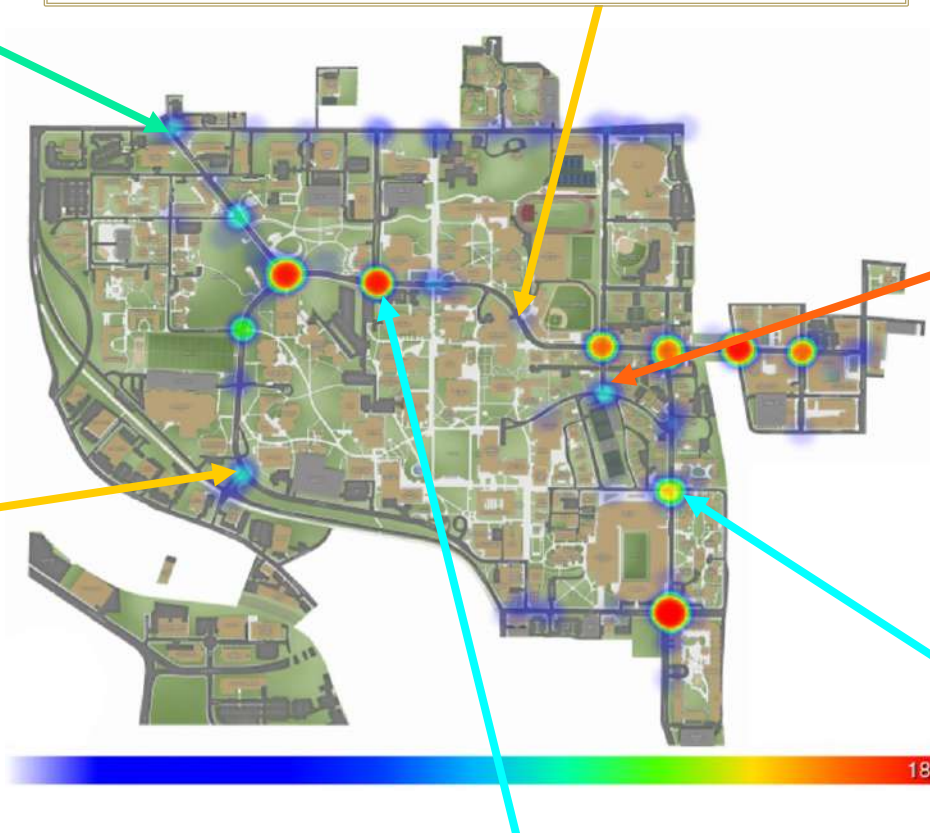
The Problem: The curvature and hill of Ferst makes the entrance to the Klaus essentially a blind drive especially at night. This can make it difficult for cars to safely leave the deck.

Recommendations: Install stop sign or at minimum a flashing amber light to caution drivers of the intersection.

Fowler St. and Fourth St.

The Problem: This intersection being offset is a serious problem that makes navigating it dangerous to pedestrians, cyclists, and motorists alike. The hill on the entrance to the lower level of Peter's parking deck makes it difficult for driver's exiting the deck to see people/cars in the intersection. The high volume of pedestrians and minimal crosswalks mean that many people simply cross wherever. They, along with various signs and posts as well as illegally parked cars block the line of sight between drivers on Fowler and the offset western side of Fourth.

Recommendations: Move the lower entrance to Peter's parking deck to line up with Fowler.



State St. and Ferst Dr.

The Problem: This intersection is especially difficult to navigate during congested hours. There is often confusion and indecision about who's turn it is to proceed. Two lanes approach the intersection from State St. and drivers in these lanes seem to be unaware if they should act together or separately when it their turn. A similar dynamic is true for cyclist's heading westbound on Ferst—can they go straight at the same time the car to their left? Some cyclists and scooters completely disobey the stop signs and continue as if they do not have to follow traffic rules. Also, because this intersection is quite large it can be difficult for pedestrians and drivers to make eye contact to interpret what the other will do from the opposite ends.

Recommendations: Install a traffic light and pedestrian crosswalk indicators.

Fourth St. and Techwood Dr.

The Problem: There are several obstacles such as landscaping and parking spaces that make it difficult for drivers on Fourth to see oncoming traffic on Techwood. To be able to see anything cars have to pull completely into the crosswalk.

Recommendations: Trim/remove tree in the island and remove several parking spaces to improve visibility.

Survey Comments

- The biggest issues are cars in the bike lanes. In Tech square, cars park in the bike lanes. Need separated/protected bike lanes
- I feel that cyclists are almost "forced" to bike into the bus turnaround between Skiles and the Student Center, which seems dangerous.
- At the Hemphill intersection, road conditions are not the best. They could be repaved (especially where the bike lane merges into the main lane(s)) and remarked for better safety and visibility.
- I feel like a lot of drivers on campus aren't as mindful as cyclists and scooterists as they should be, leading a lot of people to ride on the sidewalks. This includes GT Bus Drivers. I have seen several incidents where cyclists have nearly been hit by a bus or a car because people were either going too fast or not giving cyclists enough space.
- Fowler Street needs bike lanes, especially as you get closer to 10th Street. Hemphill's "bike lanes" are useless and in the door zone. Ferst Drive has portions of lane that are way too narrow when you include the drainage grates that aren't safe to ride on.
- The green bike lane paint is incredibly slippery on a bike when it rains, especially trying to go downhill on Ferst into two steep intersections at Techwood and at Fowler.
- North Avenue desperately needs bike lanes, it is too dangerous to ride in the roads but it's also unsafe for pedestrians on the sidewalk with so many bikes riding on it

Bike Lanes



Bikes, electric scooters, and similar transportation devices allow for easier, cleaner movement around campus. However, appropriate infrastructure is necessary to ensure the safety of users as well as pedestrians. Some areas do not have bike lanes at all and require bikes to ride on the road or sidewalk—which is not an ideal situation for anyone. Other areas have bike lanes but due to obstacles or problems render them unsafe or usable. Promoting education and cultivating a culture of being mindful of cyclists/bike lanes will go a long way to improving the problems.

Though we should also note that some cyclists, **and especially many scooterists** do not follow the rules of the road causing many dangerous situations themselves. We need to ensure that they do their part and be respectful of others as well.

Road Conditions

The Problem: There is a giant divot in the bike lane on Hemphill near 8th street. At Hemphill and Ferst additional rough areas make riding difficult. Techwood is incredibly rough.

Recommendations: Temporarily patch the divot near 8th and repave/fix the affected areas.

Hemphill Bike Lanes

The Problem: The bike lanes on Hemphill are not clearly marked. There are also no bike lanes, just a narrow sidewalk from Hemphill/Ferst intersection up towards the MRDC

Recommendations: Redesign bike lanes when repaving Hemphill and extend them across Ferst up towards the parking lot.

Storm Water Drains

The Problem: Several locations have storm drain grates that take up a large part of the bike lane making hitting them unavoidable. Many are simple designs or are not flush with the ground which can cause serious problems if cyclists hit them in the wrong way.

Recommendations: Replace problematic grates with bicycle safe options and/or indicate their presence by marking with florescent color.

Bike Storage

The Problem: The bike storage area by Exhibition Hall is hidden when coming from central campus. It also requires going up/down steps to access.

Recommendations: Install sign to indicate location and create through the landscaping for easier access

Blockages

The Problem: Parked cars, bus stops, and leaves /landscaping debris can block the bike lane and make it unusable.

Recommendations: Educate people about the importance of not blocking the bike lane. Build protected bike lanes where feasible in the future.

Tech Green Congestion

The Problem: During busy times such as class change the cyclist/scooter/pedestrian interaction along Atlantic Dr and near Tech Green can be difficult.

Recommendations: Create an education campaign to remind walkers to stay to the sides on Atlantic and for cyclists to dismount when area is highly congested.

Transit Hub

The Problem: There are not an easy way for cyclists to access central campus from Ferst Dr, except by cutting through the Transit Hub which puts them close to buses.

Recommendations: Create a bike path from Ferst to Tech Green near the new Student Center.

North Avenue Bike Lanes

The Problem: There are no dedicated bike lanes on North Avenue and the road is often not safe to ride on with cars, pedestrians block much of the sidewalk.

Recommendations: Look into adding bike lanes and make the sidewalk a dismount zone in the meantime.



Lighting

Lighting is what makes our campus safe and usable at night and there are two areas of concern. The first is the lack of lighting in certain areas. Minimal lighting in Couch Park (Burger Bowl) and Peters Parking Deck render two recreation areas unusable after dark. Other areas such as beside MRDC and along Tech Parkway are areas we would like to see more lighting brought to.

The second area of concern is current lighting not working. At the time of the survey, many complained because of the large parts of central campus that were dark. Although these have since been fixed, it highlighted that problems with existing lights can occur more often than we think. It is not just a bulb dying but also a faulty sensor that does not turn on an entire section of lights. One thing we would like to look into more and perhaps adjust is the current system for reporting outages.



Survey Comments

- There is no light on the burger bowl stairs and the burger bowl field is only usable during daytime hoursⓈ
- It is very dark on the southside of north avenue in front of the Alumni center and the gravel lot
- The way back to campus is way too dangerous from NARA
- The stairs going toward Einstein from the student center have light poles but they're never on at night and it would be good so we can see the steps and see other people as well
- The area just before the community garden doesn't have lighting at night - the lamps aren't working making the entire area pitch black
- Peter's parking deck's tennis courts and basketball courts would definitely benefit from lighting so that students can use the rooftop courts after dark
- Generally, the parking lots on campus tend to be partially lit or poorly lit. Also, Tech Green is very dark at night...it would be nice if there were some string lights on the trees or something to light up that area. Also, the space near Crosland, Price Gilbert, and the Research Lab is poorly lit at nighttime
- Especially in & around Habersham - there are classes held here and many students walk through here to get to off campus housing at Paloma
- I have always wished that there was some better lighting for the sidewalk between Nelson-Shell and Northside Drive. I know that there are student bedrooms there, but some more low-power lights would still be better since it is very dark at night currently. I have the same concern about the gravel walkway that goes from the MRDC parking lot to the start of Hemphill.

BioQuad

The Problem: This area along Ferst is darker than most areas due to the tree canopy.

Recommendations: Look into adding more decorative lights such as string lights on trees.

Couch Park

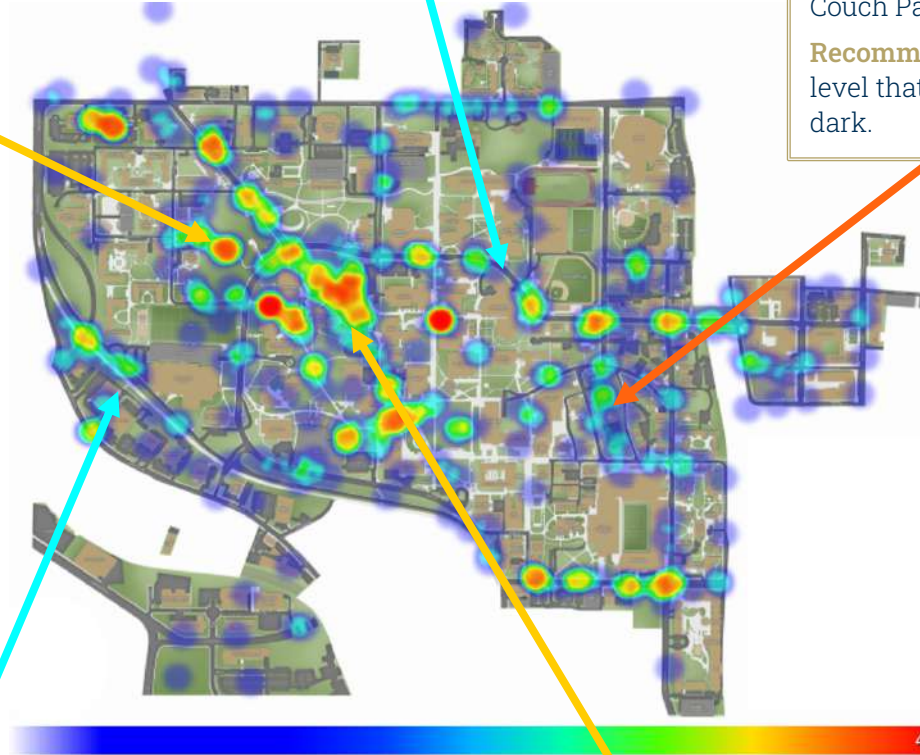
The Problem: The Burger Bowl does not have lighting to illuminate the field and thus unusable after dark. Further the lighting guiding the sidewalks and stairs is minimal despite this being a common way to walk to West Campus at night.

Recommendations: Bring large field lighting that can extend the recreation hours and improve the lighting on the walking pathway. Provide temporary lighting until permanent can be added.

Peter's Parking Deck

The Problem: The top level of Peter's where recreation courts are located do not have any lighting making them unusable after dark like at Couch Park.

Recommendations: Install lighting on the top level that allows students to use the facilities after dark.



Tech Parkway

The Problem: There are currently over 2 dozen lights out on Tech Parkway including 10 directly behind the CRC which is becoming an increasingly more common walkway for students living off campus in the area along Marietta St.

Recommendations: Fix the lighting and use brighter LED lights.

MRDC

The Problem: The area is one of the darker on campus, and the already minimal lighting is made worse by many lights that are out. This is one of the major walkways back to West Campus from central campus and is a frequent complaint.

Recommendations: Fix the lighting and add more flood lights to the corner of buildings.

Pedestrian Crosswalks

Survey Comments

- Why is there no crosswalk at 9th and Hemphill? It's unsafe to jaywalk here with the poor visibility due to cars parked on the road, and it's very inconvenient to have to walk all the way down to 8th or all the way up to 10th to cross properly.
- The underpass on the way to NARA has a very small and hazardous sidewalk that makes it very dangerous
- Many cars passing through do not stop at the crosswalk even if you are standing in it. Perhaps there should be a button you can press to set off lights or more clearing indication that there is a crosswalk there with signage
- The parallel parking spaces in front of the CRC create a blind spot for drivers and cause them to see pedestrians trying to cross in the crosswalks at the last second, causing dangerous crosses and vehicles decelerating quickly.
- There is a missing crosswalk near Peter's Parking Deck.
- Crossing North Avenue is extremely dangerous, cars don't stop for pedestrians



Many of the issues with pedestrian crosswalks occur at the problematic intersections mentioned above. However, several crosswalks that are not at intersections have their own issues. Ideally, we would like to move to all crosswalks having a flashing indicator light like the one in front of the Kendeda Building. The crosswalk in front of the CRC parking deck and a couple on Ferst in between Atlantic and Fowler need these implemented first. These locations have factors that make it hard for drivers to see pedestrians until almost to the crosswalk. And despite signs indicating pedestrians have the right of way, many cars do not stop even when people have entered the crosswalk. Flashing signs can help better indicate to vehicles that pedestrians are trying to cross and to yield.

CRC Parking Lot Entrance

The Problem: Parallel parking on Ferst in front of the CRC causes drivers to not see pedestrians trying to cross on the crosswalk in front of the parking garage until the last second.

Recommendations: Add a pedestrian controlled flashing crosswalk indicator.

Regents Dr. Crosswalk

The Problem: There is not a crosswalk across Regents, yet there is a Pedestrian Crosswalk indicator. And although there is a crosswalk across Ferst at this intersection it does not have an indicator.

Recommendations: Put the indicator on the part of the intersection with the crosswalk.

Sixth St. and Ferst Dr.

The Problem: Although this is a model crosswalk, the flashers on one of the signs seems to have been hit/tampered with as it does not face any of the vehicular traffic. Also, the button to turn on the lights on the stop sign in the eastbound bike lane on Sixth does not work.

Recommendations: Minor adjustments to ensure this crosswalk functions properly.

Kendeda

The Problem: The flashing crosswalk indicator on the Kendeda side of the road seems to have been hit or unscrewed. It does not properly face traffic and a slight touch moves the pole significantly.

Recommendations: Repair the pole.

Ferst Dr. Crosswalks

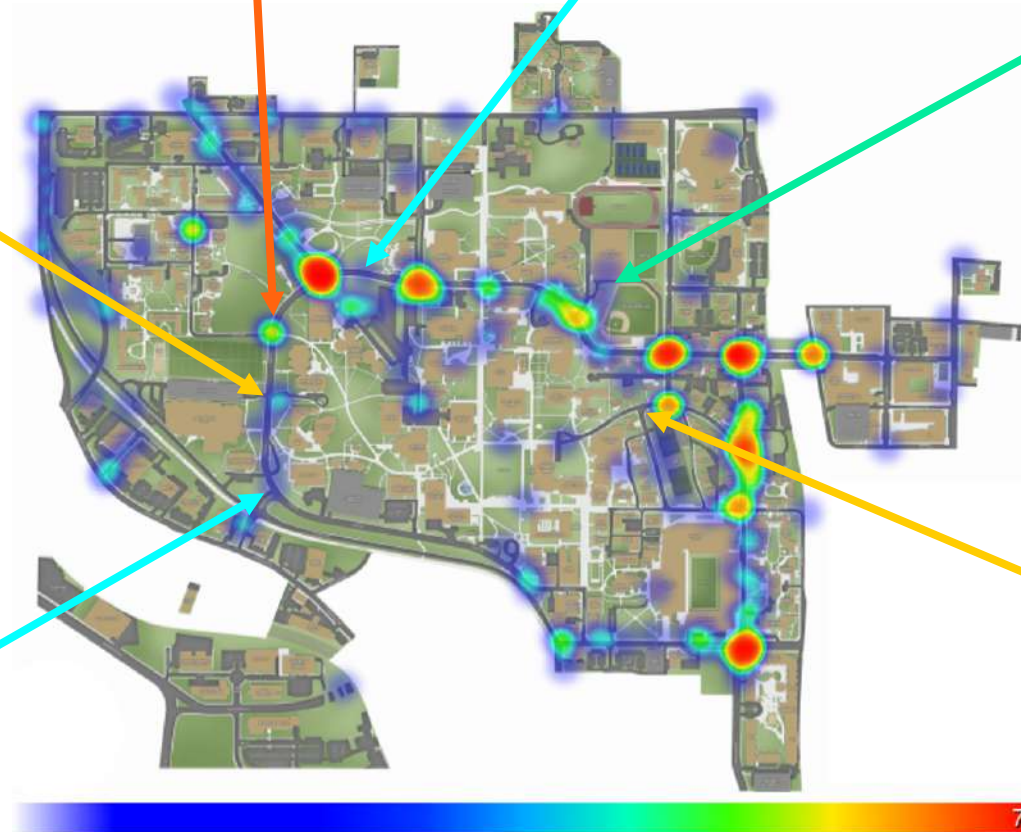
The Problem: The crosswalks on Ferst between Atlantic and Fowler seem to be an area where cars tend to not stop for pedestrians.

Recommendations: Install pedestrian controlled flashing crosswalk indicators.

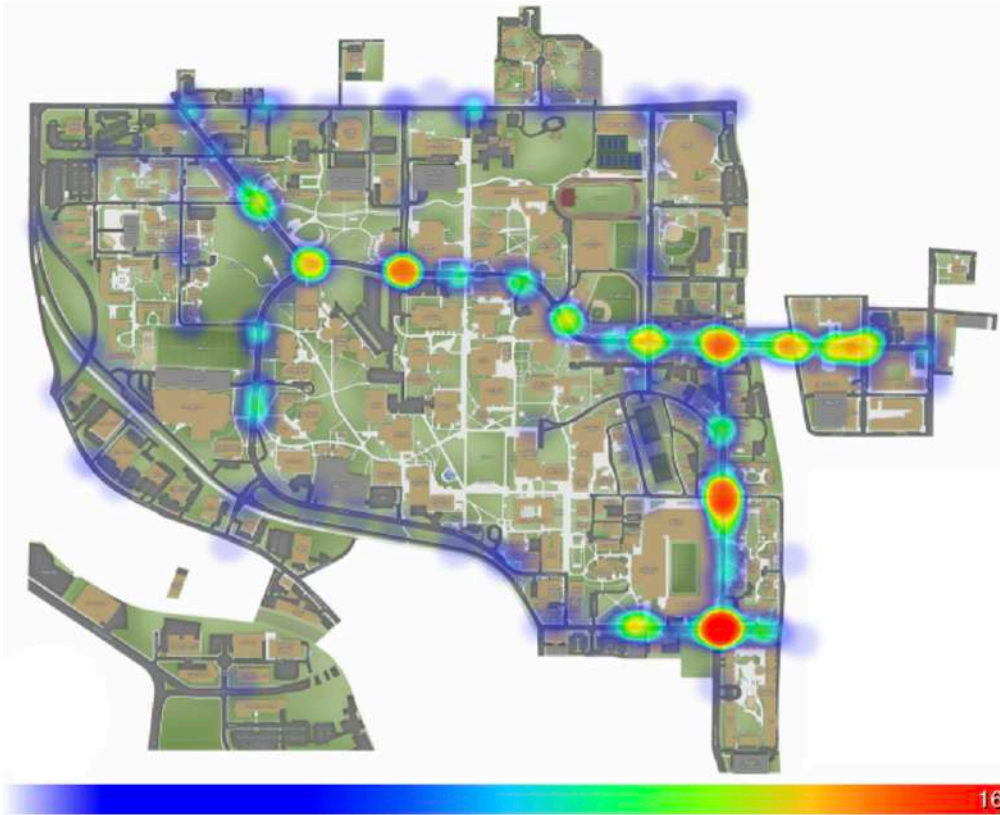
Fourth St. Crosswalks

The Problem: There is not a crosswalk across Fourth St. at the section of Fowler that runs parallel to Peter's deck. As such many pedestrians jaywalk here.

Recommendations: Create a crosswalk at this location.



Vehicle Speed



The Problem: The hot spots on this map are all intersections where many pedestrians cross, and hence perceive cars speed. So, it would seem that cars are going too fast across campus.

Recommendations

- Increase the number and visibility of speed limit signs by installing blinking radar signs at major entry points on campus
- Increase education and enforcement of the speed limit
- Explore decreasing the speed limit on campus, adopting dynamic speed limits, or implementing speed humps

Survey Comments

- The Ferst Dr. curve near the baseball stadium can feel especially unsafe due to vehicle speeds (particularly for cyclists and scooters)
- Everyone I know has almost been hit by a car while crossing. One time, a tech bus almost hit my car (but ended up hitting the car in front of me).
- I have lived in Eighth Street West for two years now, and I often see cars absolutely flying down Ninth Street. This is very common
- Specifically, around the curve outside the Ford ES&T building, there is a problem with cars speeding in both directions. This is worsened by the curve and hill which prevent walkers from seeing cars, especially ones coming from the left as they cross from the center of campus to the Ford ES&T
- It's the speeding up to when pedestrians are supposed to cross
- Mostly address speed when coming up to crosswalks
- Definitely by Smith there's speeding
- Cars go too fast down Hemphill

Road Conditions

Survey Comments

- Techwood and 4th street have terrible asphalt conditions, dangerous to bike over
- There are a few spots on campus where there are large sudden bumps in the bike lanes/sidewalks that make them very dangerous for skateboards.
- The quality of the road gives me so much anxiety and I have to go 10 mph to make sure my tires don't pop from all the potholes.
- The Hemphill/Ferst intersection has lots of rough spots.
- Several bumps, particularly near Tech Pkwy NW and Regents Dr are severe, causing drivers ahead to abruptly brake or swerve. Road markings could also be clearer.
- Please repave and mark bike lanes on Hemphill or allow bikes to use the whole lane
- It's nearly impossible to ride a bike on Hemphill and Techwood because of the extremely poor condition of the roads. You pretty much have to ride on the sidewalk.
- Hemphill, street behind TKE, FIJI, Zeta, and Theta Chi, Techwood: needs to be paved properly.



The Problem: The map says it all. Hemphill and Techwood are the most serious causes for concern when it comes to road conditions. These two stretches are rough for cars but can be unmanageable for cyclists that also use them. The area around Regent's Dr/Means St and Tech Parkway is also in rough condition. Many of the painted stripes and lines are completely deformed.

Recommendations: We know that fixing this problem is not immediate or inexpensive, but these roads need repaved, sooner than later.

Survey Comments

- Poor sidewalk conditions on 4th street, including lack of pedestrian ramp at 4th street/fowler intersection
- Walking to NARA is dangerous and it's amazing no one has been seriously injured yet
- Sidewalk on Hemphill has a lot of discontinuities
- I've noticed that in some spots on campus there are cracks or ledges in the sidewalk where tree roots have dislodged the concrete slabs and can cause tripping, missing bricks.
- I have tripped and injured myself in the dark in front of Perry/Matheson. The sidewalk is very uneven and not wide enough for groups walking through.
- 10th street sidewalk in the GLC area could use improvement
- The Ramblin' Reck should be isolated and not allowed to drive on the sidewalk during times of large pedestrian volume. and if it must, it needs to wait its turn, not beep at people, and have the lowest right of way.
- Literally everywhere the scooters are so fast and almost run me over all the time
- Traveling to and from the Student Competition Center. There are no buses that run when the teams meet to work at night, and it is not located on campus. I do not feel safe walking or driving in those areas to get there.
- The outdoor Klaus stairs get super, super slippery in the rain (I fell on them last week and know others who have too). Wondering if there is some sort of way to make them less slick?

Miscellaneous

The miscellaneous category includes things such as missing signage, sidewalk conditions, and anything else that does not neatly fit into a category. In addition to the location based problems on the next page, there are several notable concerns. Some have to do with transportation. Students would like to see expanded access to transportation options at night especially to campus areas not a part of central campus like the North Avenue Research Area and the Student Competition Center.

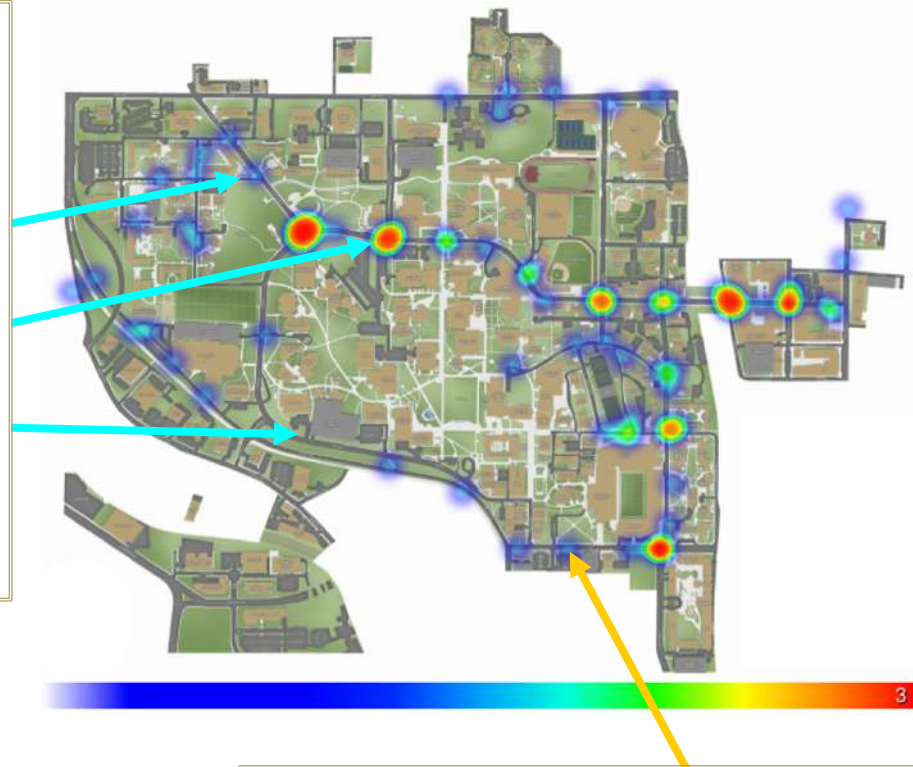
This survey and report focused largely on specific infrastructure related concerns that affect safety on campus. However, many respondents also offered other safety concerns that were not necessarily tied to a specific problem but a general sentiment. This is something we will be exploring further and analyzing more in the next Campus Safety survey.



Hidden Signs

The Problem: Some signs such as one way streets or warnings about cyclists are not always clearly visible. The sign indicating the entrance to the parking deck behind the Exhibition Hall is not clear and can make it appear the service entrance to the hall is the parking deck entrance. Speed limit signs are not all over.

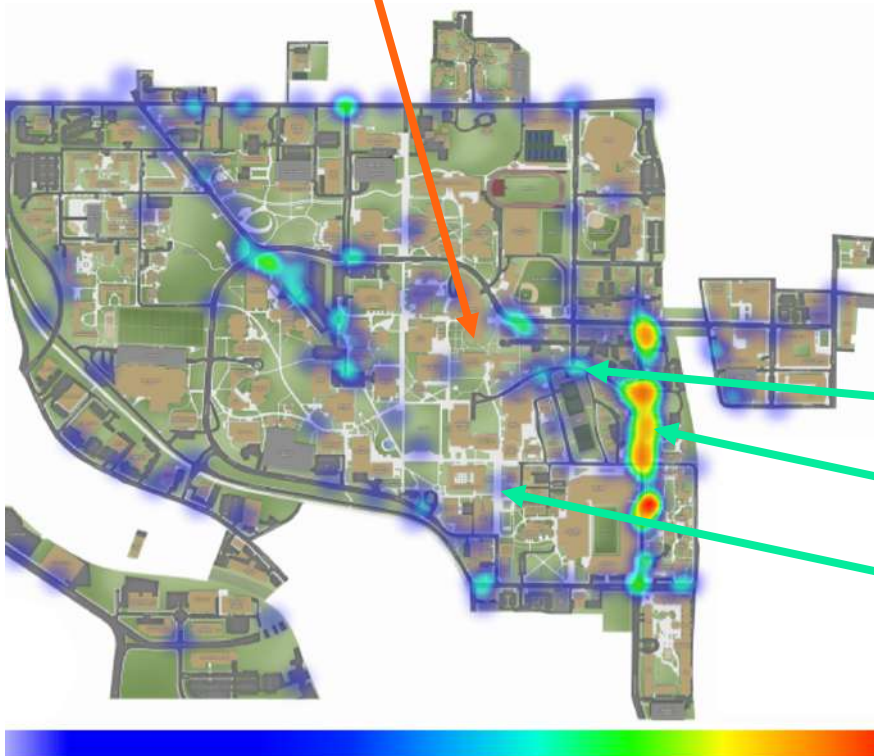
Recommendations: Ensure adequate number of signs and place them in the best more prominent positions when available.



Rainbow Stairs

The Problem: The rainbow stairs are incredibly slippery when wet. And can cause people to slip and fall.

Recommendations: Add sanded coating or grips to help decrease slipperiness.



HAWK Crosswalk Signage

The Problem: Many drivers do not know how to properly yield and proceed at the HAWK Crosswalk in front of the alumni building. The signs do not explain well how to proceed and are hidden by tree branches.

Recommendations: Install clearer instruction signs and make them more visible.

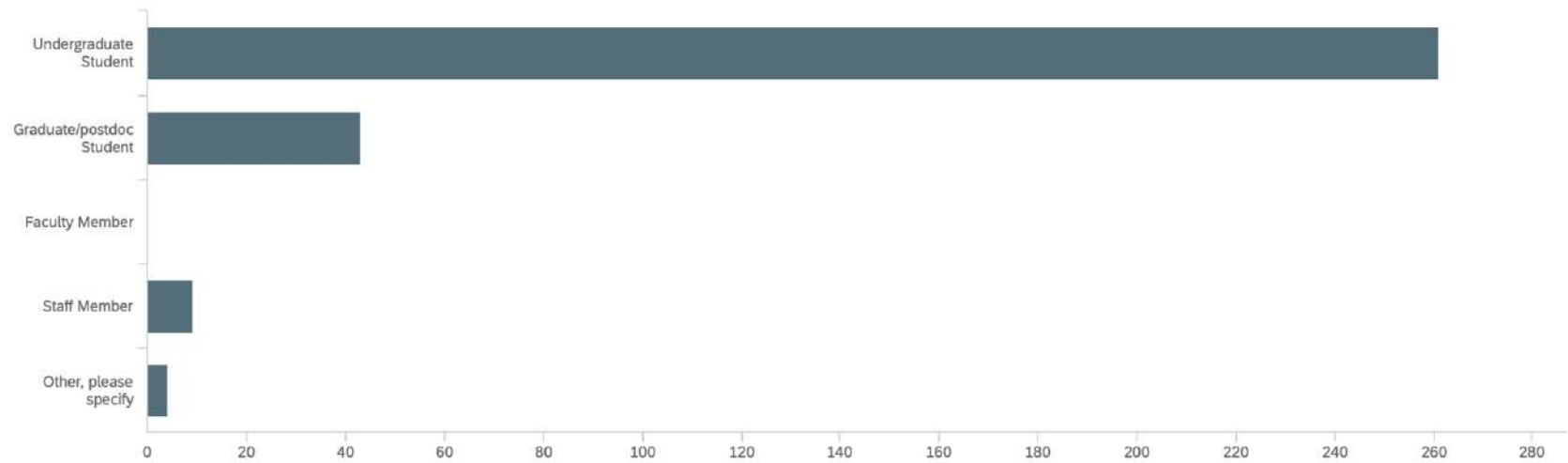
Sidewalk Conditions

The Problem: There are many spots with large cracks/loose concrete and bricks on sidewalks especially near Skiles/D.M. Smith, 4th and Fowler, and in front of Matheson and Field.

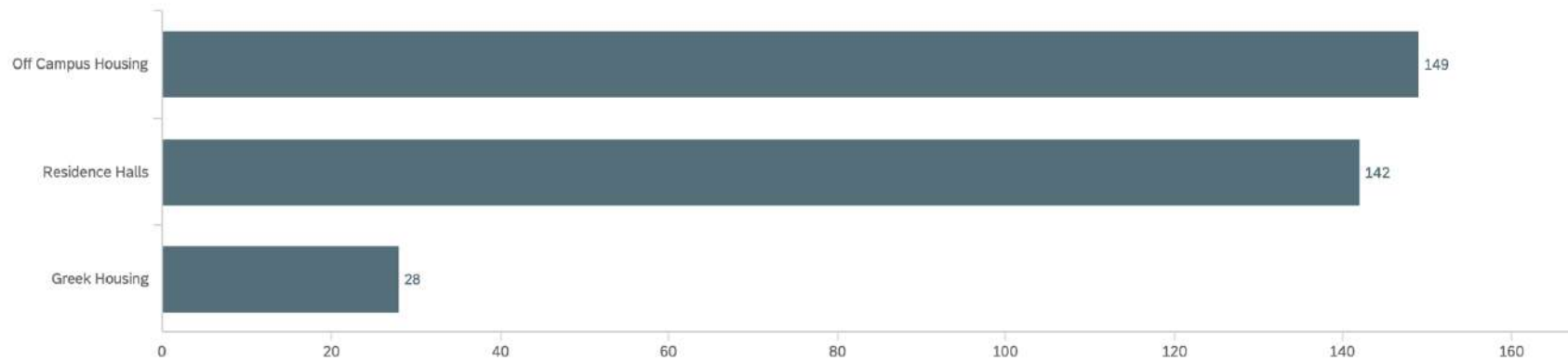
Recommendations: Repair where able.

Appendix A – Survey Respondent Demographics

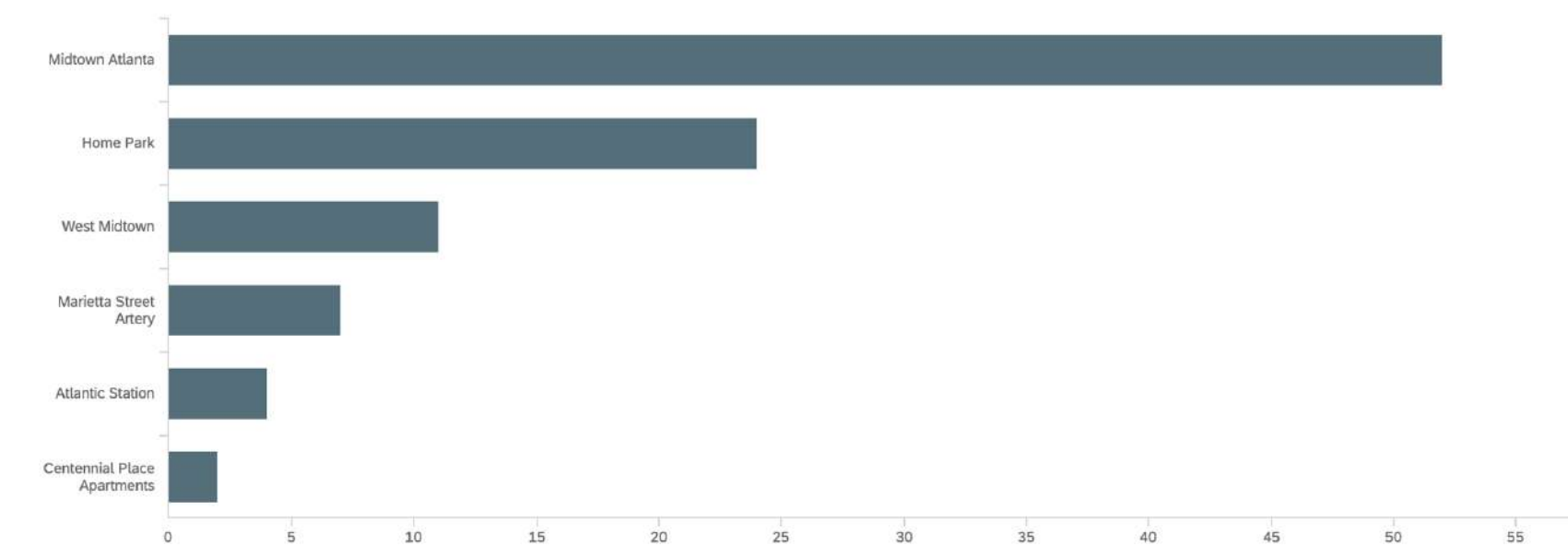
What is your affiliation with Georgia Tech?



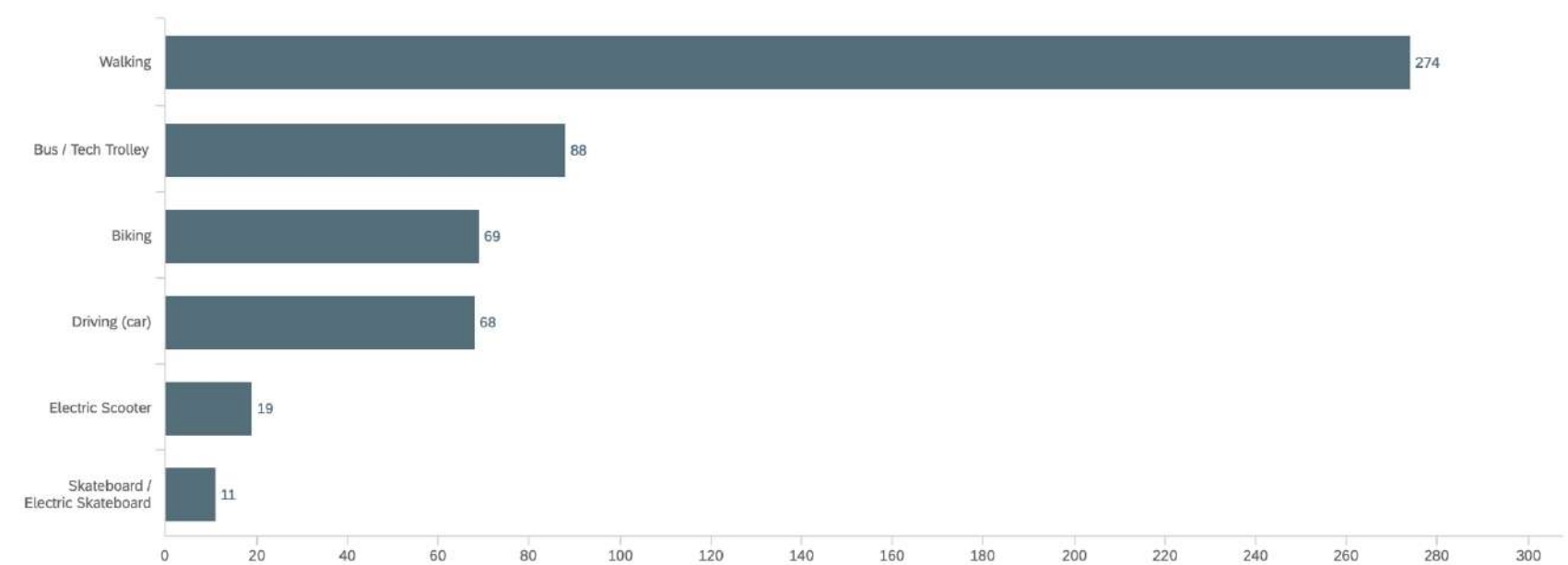
Where do you live?



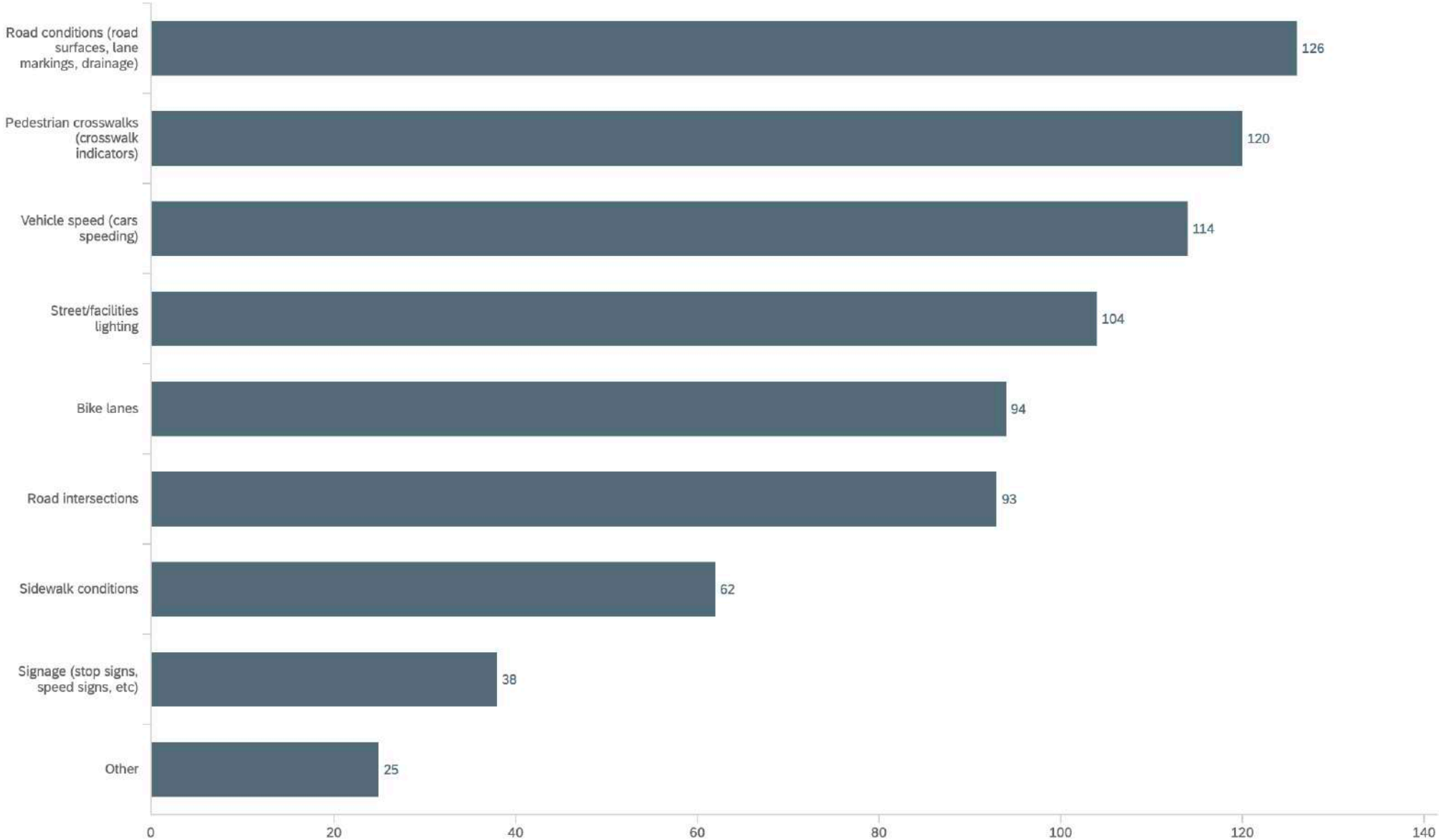
What area do you live in off campus?



What method(s) of transportation do you use in campus?



What topics are concerning to you?



Appendix B – Our Favorite Comments

- Everyone I know has almost been hit by a car while crossing. One time, a tech bus almost hit my car (but ended up hitting the car in front of me).
- It's the speeding up to when pedestrians are supposed to cross for me
- Cracky road
- Bikers neglect to follow rules of traffic and then complain when they almost get run over
- Just remove the bike lanes. Cyclists can use the drive lane, anyway.
- I am almost getting run over here by bikes, scooters, and skateboards
- Somehow add car barriers in case a car loses control from speeding
- I walk a ton all over campus as my primary form of exercise.
- Sometimes cars also don't see pedestrians and try to hit us.
- Due to the uniqueness of this intersection I often have to Yolo them as a lot of people do not understand stop signs and 4 way stops correctly.
- I have almost gotten hit by an Atlanta police officer who ran a red on the intersection by Bobby Dodd
- N/a, I have never felt unsafe on campus
- I don't feel safe walking on campus at night period.
- Random drunk men on campus are scary.