

# Railroad Crossing Improvements at Atlanta Avenue

## About

The City of Decatur plans to provide an improved “at-grade” railroad crossing of Atlanta Avenue which enhances safety for pedestrians, cyclists, and motorists and transforms this area into an amenity for the community. Improvements of the railroad crossing will include a new street, walk- and bikeways, traffic signals, and greenspace. The purpose of the workshop is to invite the Decatur community, residents, and property business owners to provide insight, ideas, and concepts to the City to develop the best plan possible. This is the fifth and final workshop held during the design phase of the project. We appreciate your participation and your continued involvement.



## History (From the City of Decatur - Community Transportation Plan)

*This project was first conceived during the City’s 2007 Community Transportation Plan. The plan had the following comments about this railroad crossing:*

### Opportunity:

*This busy intersection is greatly influenced by the presence of the railroad tracks, not just due to the frequency of train crossings but due to the complexity of slotted traffic lanes and multi-signal phasing that creates safer operations during train crossings. The tracks, however, are a barrier between north and south Decatur. Opportunities exist to improve travel across and parallel to the tracks. This would transform the way residents and visitors travel to and from neighborhoods to the south and southwest of downtown.*

### Need and Purpose:

*To increase the number of people walking and bicycling along the “Path”, Atlanta Avenue, Howard Avenue and College Avenue; to increase the frequency of people walking to and from downtown and neighborhoods to the south and southwest of downtown. The bicycle and pedestrian improvements are consistent with the Pedestrian and Bicycle system improvement maps presented elsewhere in this Plan.*

### Problems to be Addressed:

*The intersection is too large, complex, and intimidating for most pedestrians*

*and bicyclists. In particular, the “Path” on the northwest corner is circuitous since two street crossings are required. Some crossings do not meet the minimum requirements of the Americans with Disabilities Act. None of these are “complete streets” as they do not include adequate facilities for pedestrians and bicyclists.*

*The crossover movement across the railroad tracks from westbound College Avenue to westbound Howard Avenue is confusing as the shortest path often results in the longest delays since traffic signals are not present to control Howard Avenue. However, if a hard right-turn is made across the railroad tracks then a traffic signal is available to cross Howard Avenue. Residents living south and southwest of downtown are not likely to walk across this intersection unless they must. [From the City of Decatur - Community Transportation Plan, p. 6.1]*

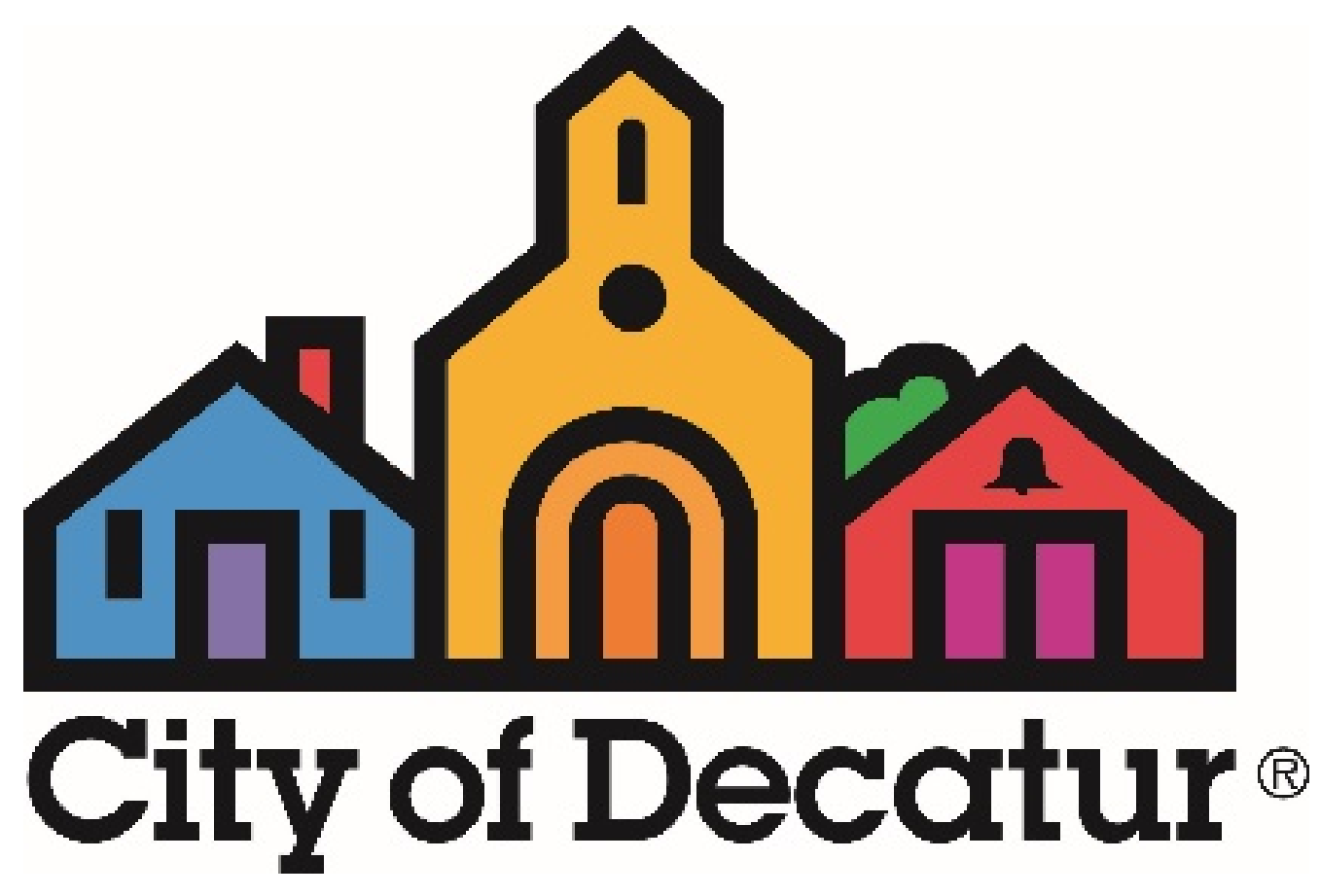
In August 2019, the City Commissioners approved the concept plan for Railroad Crossing Improvements @ Atlanta Avenue. The plan includes a new, simplified crossing at Adair Street between West Howard Avenue and West College Avenue and a modern traffic signal system at the new railroad crossing and at Olympic Place. This plan has been given preliminary approval by CSX and the Georgia Department of Transportation.

## Scope/Schedule

The City of Decatur welcomes your participation and has held numerous public workshops as well as smaller stakeholder meetings. Today’s public workshop offers an opportunity for the community to comment on the best and most feasible community design alternative developed for this project.

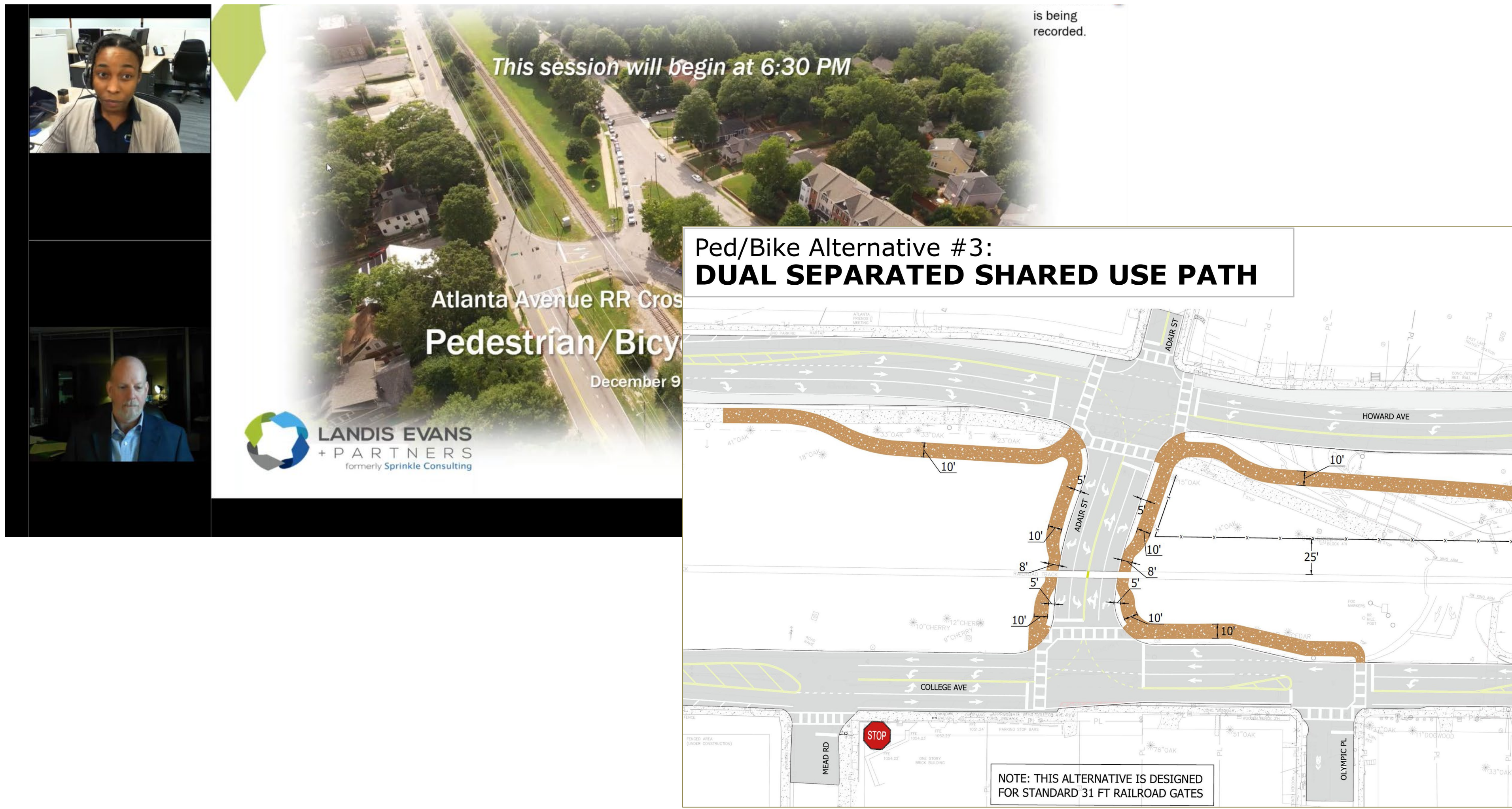
	Completed Nov 2018 - March 2021					January 2022 - December 2022											
<b>Task 1 : Site Analysis and Master Planning</b>	[Completed]																
<b>Task 2 : Design Development</b>						[Ongoing]											
<b>Task 3 : Construction Documents</b>												[Ongoing]					
<b>Task 4 : Bid Assistance</b>											[Ongoing]						





# Railroad Crossing Improvements at Atlanta Ave Workshop #4 Feedback (December 2020)

## Pedestrian/Bicyclist Discussion Group



The dual separated shared use path option emerged as most preferred by the participants for pedestrian and bicycle accommodation.

*Today's workshop will display the final proposed geometric design for the Howard-Adair intersection and railroad crossing.*

## Streetscape and Amenities Discussion Group



Participants liked the idea of additional landscaping and a parklet on the south side of W Howard Ave.

*These ideas are being incorporated in the design plans.*

## Traffic Calming and Howard Avenue Refined Discussion Group



Participants had questions about the seven (7) proposed alternatives for refining W Howard Ave. A number expressed interest in the cycle track option.

*Today's workshop will allow you to further explore the alternatives and select your preference.*

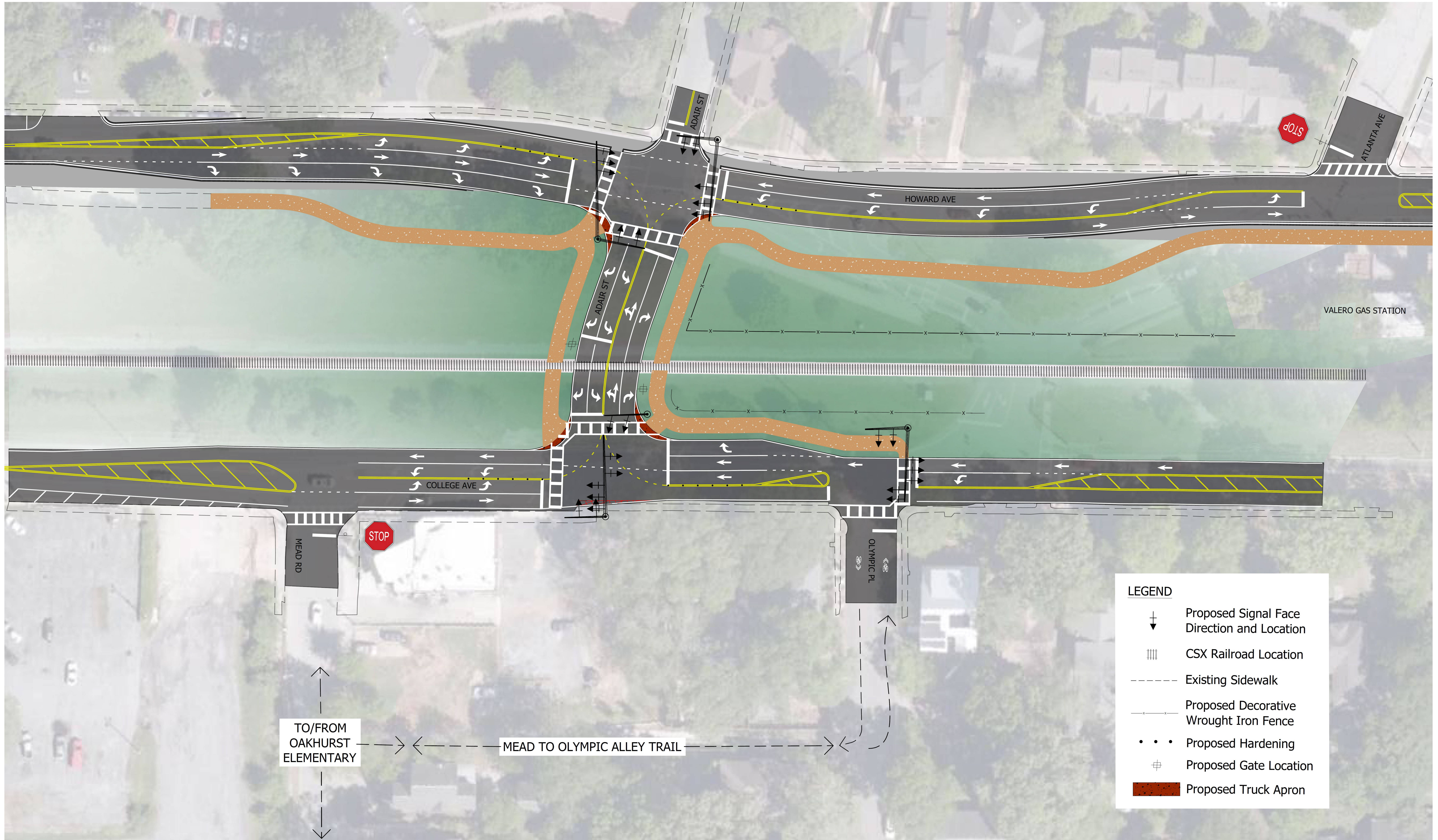




# Railroad Crossing Improvements at Atlanta Avenue

## Alignment Final Geometry

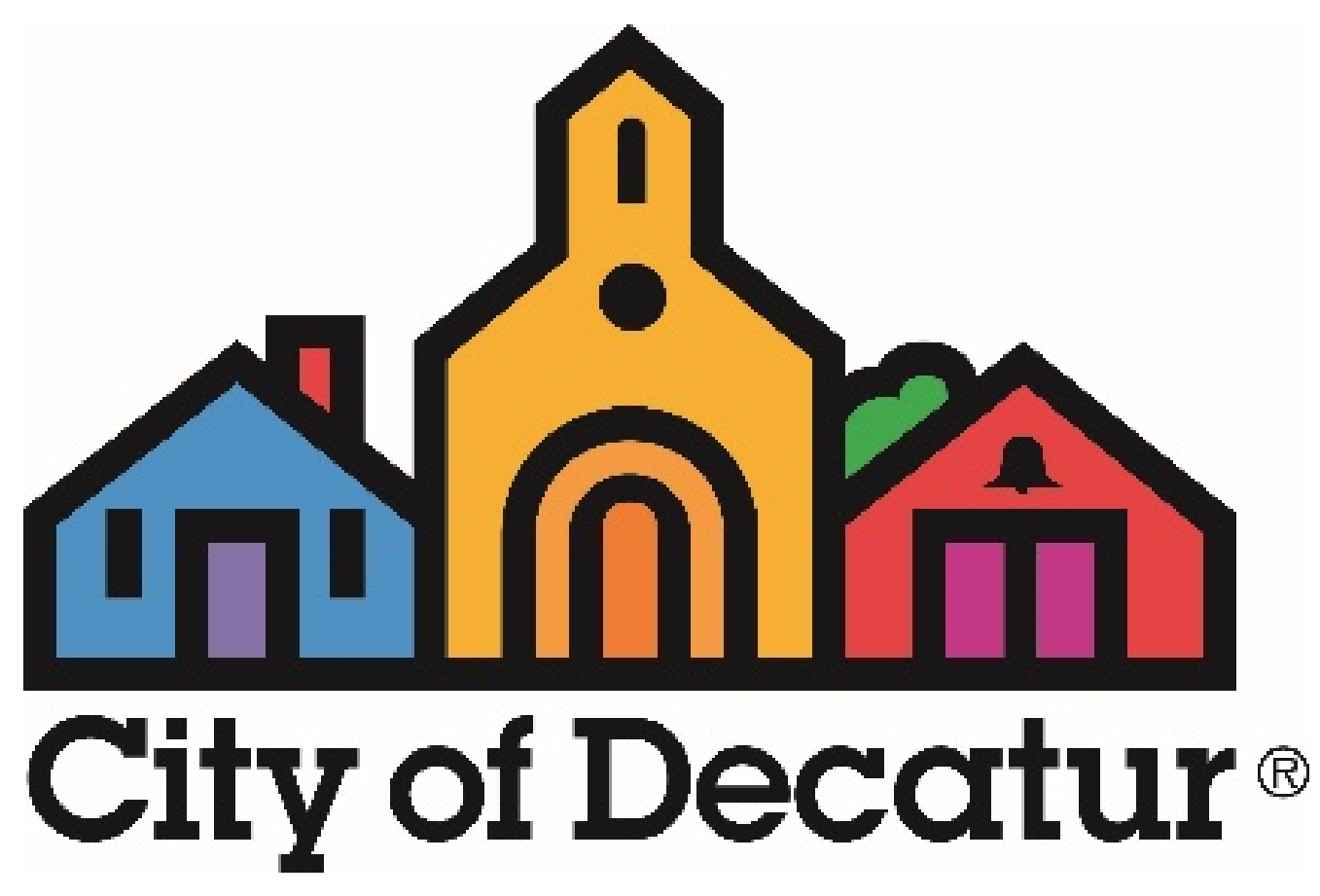
City Commission | Georgia DOT | CSXT



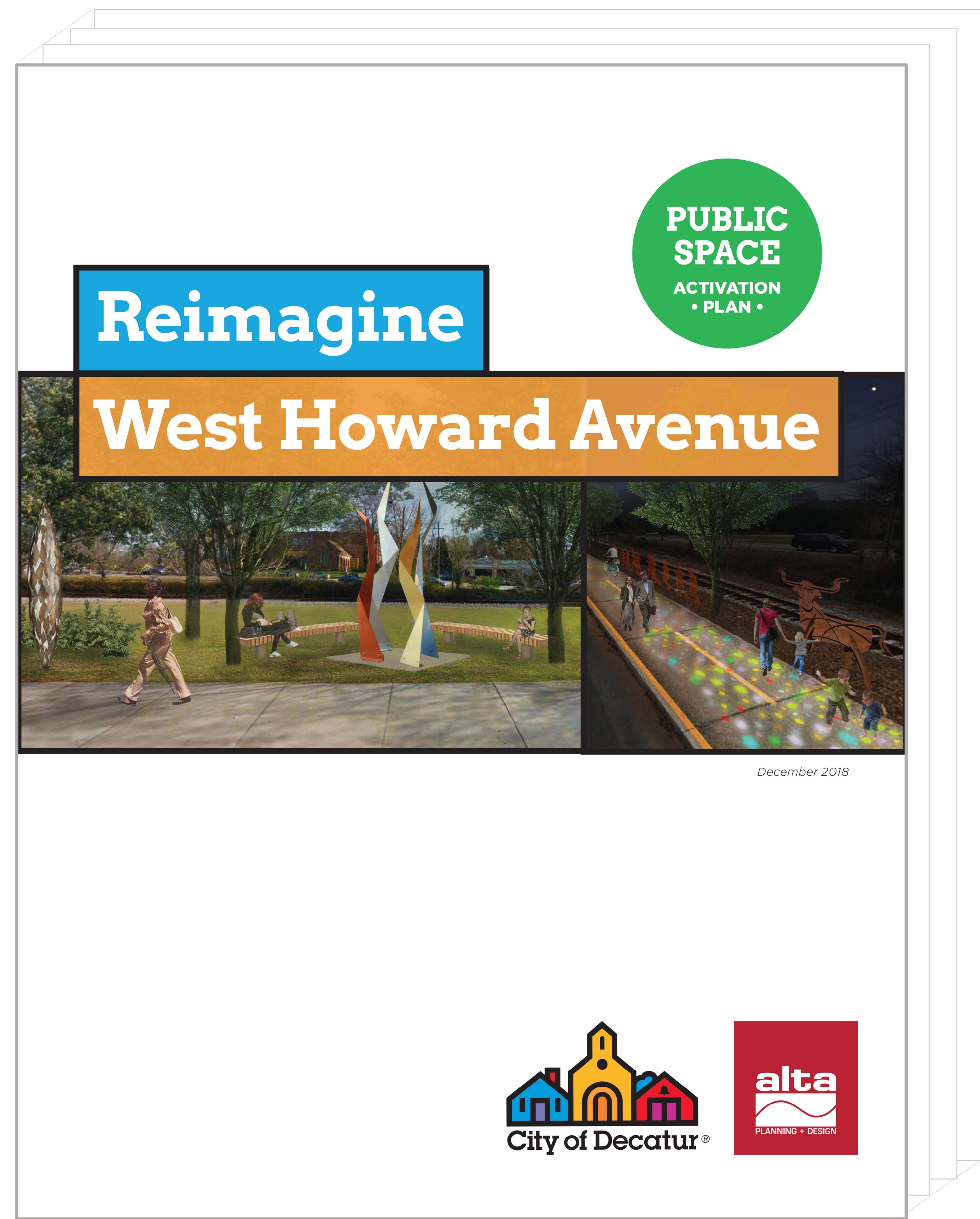
**LEGEND**

	Proposed Signal Face Direction and Location
	CSX Railroad Location
	Existing Sidewalk
	Proposed Decorative Wrought Iron Fence
	Proposed Hardening
	Proposed Gate Location
	Proposed Truck Apron

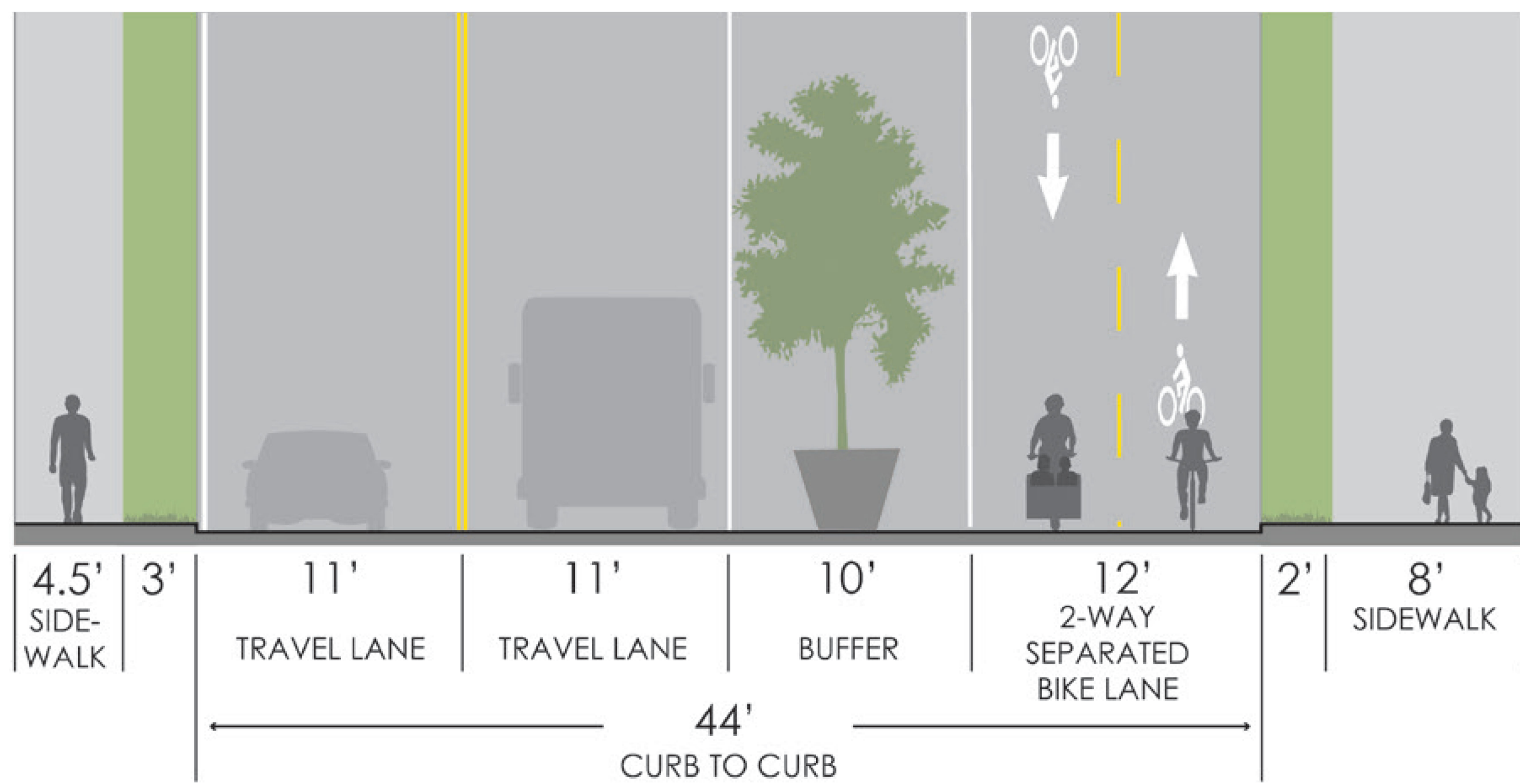




# Reimagine West Howard Avenue (Study May 2017 to December 2018)



## OPTION A: 2-WAY SEPARATED BIKE LANE WITH LARGE TRAVEL SIDE BUFFER



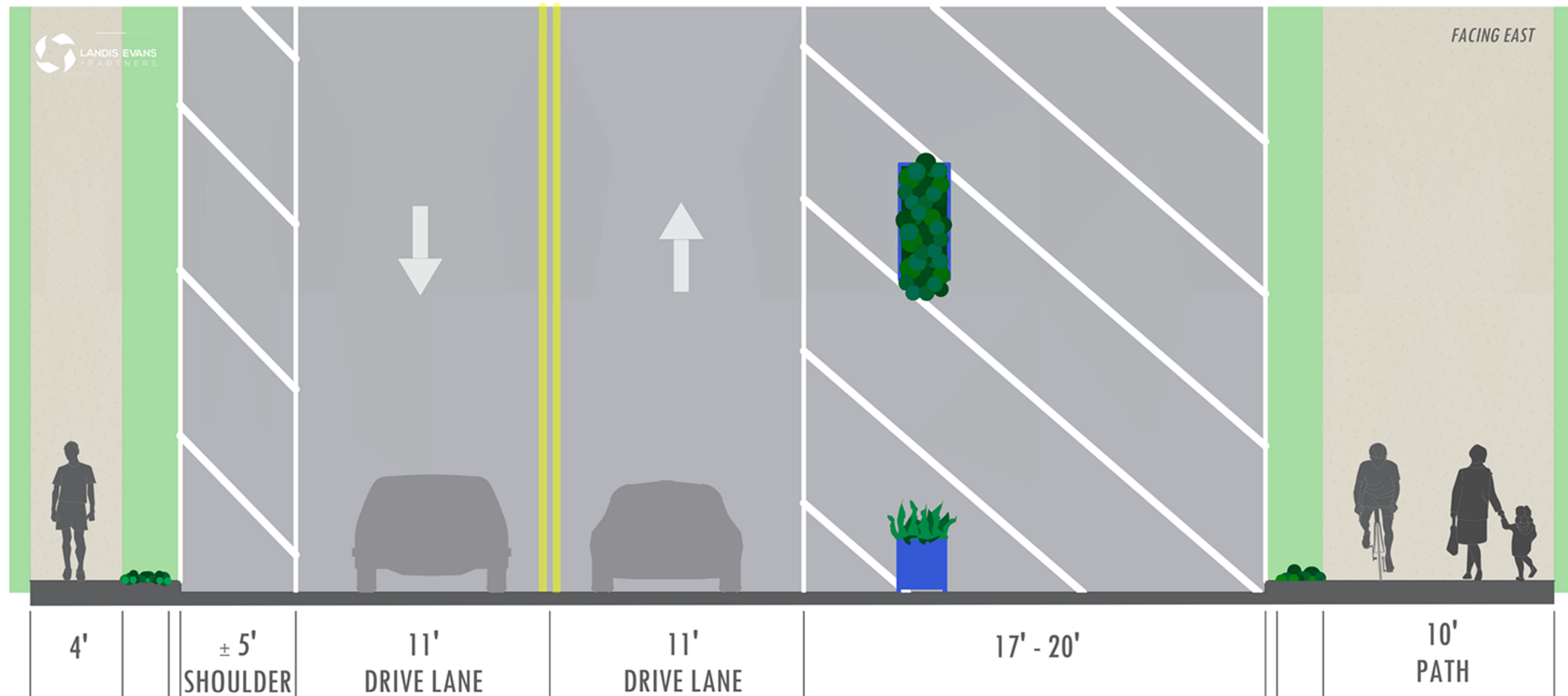
*"The two-way separated bike lane configuration emerged as the preferred option based on community voting, and it had several technical benefits."*

*— Reimagine West Howard Avenue pg. 25*

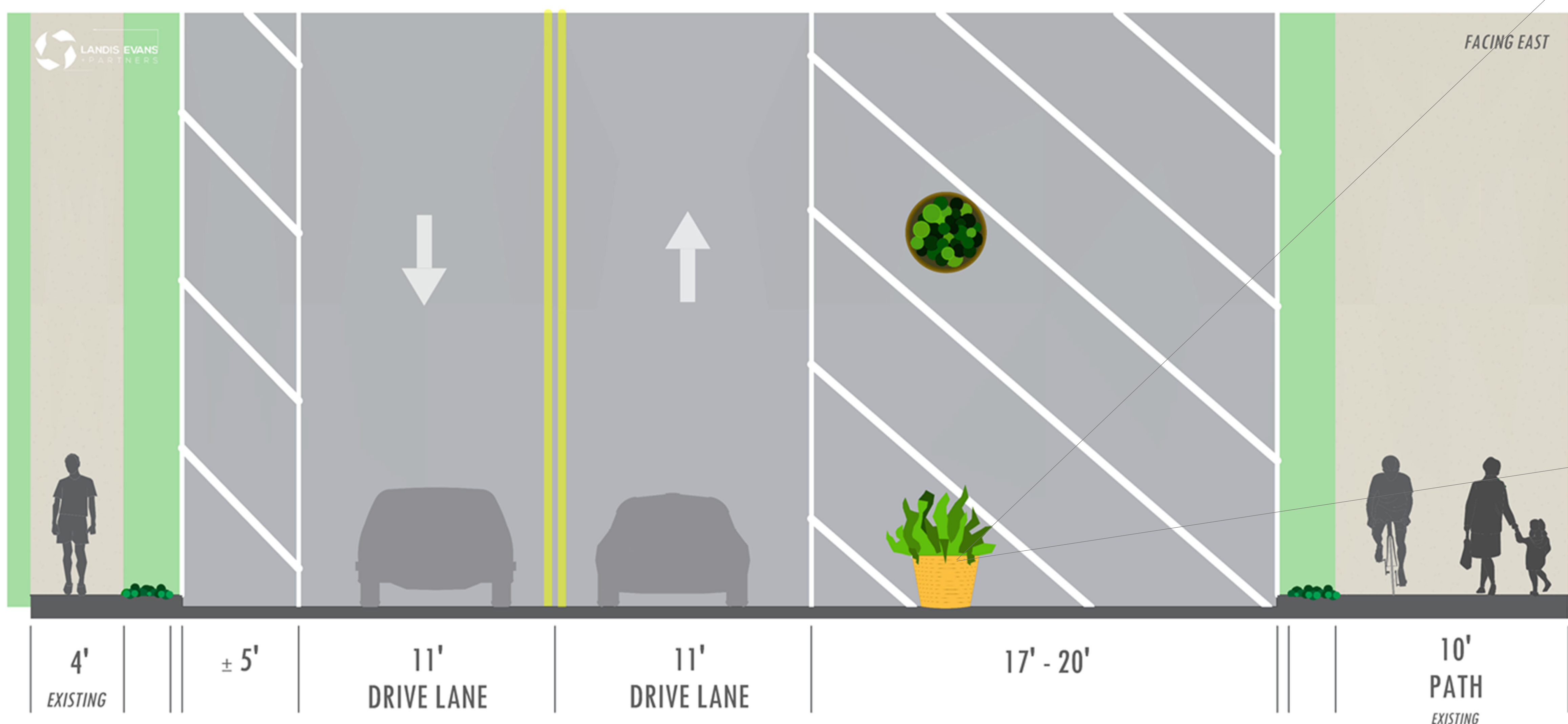




## Existing (Facing Eastward)



## Terracotta Planters



First Street S Cycle Track by  
Landis Evans + Partners  
St. Petersburg, FL

### Benefits

- ✓ Maintains existing configuration of roadway
- ✓ Terracotta planters may create a "softer" character than existing bold-colored planters
- ✓ Maintains parking on north (westbound) side of Howard Ave

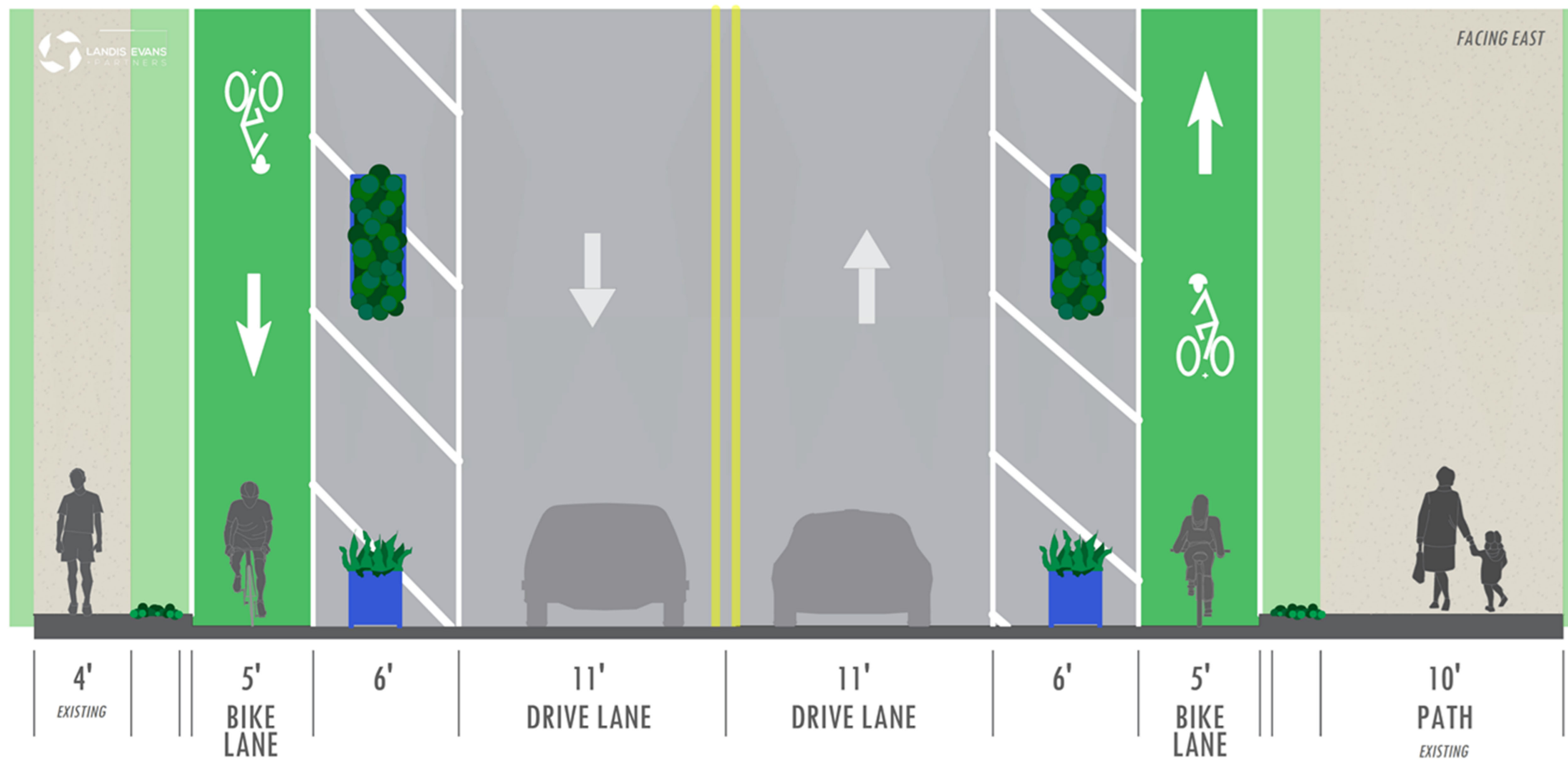
### Disadvantages

- Retains "temporary" feel
- Does not designate street space for bikes

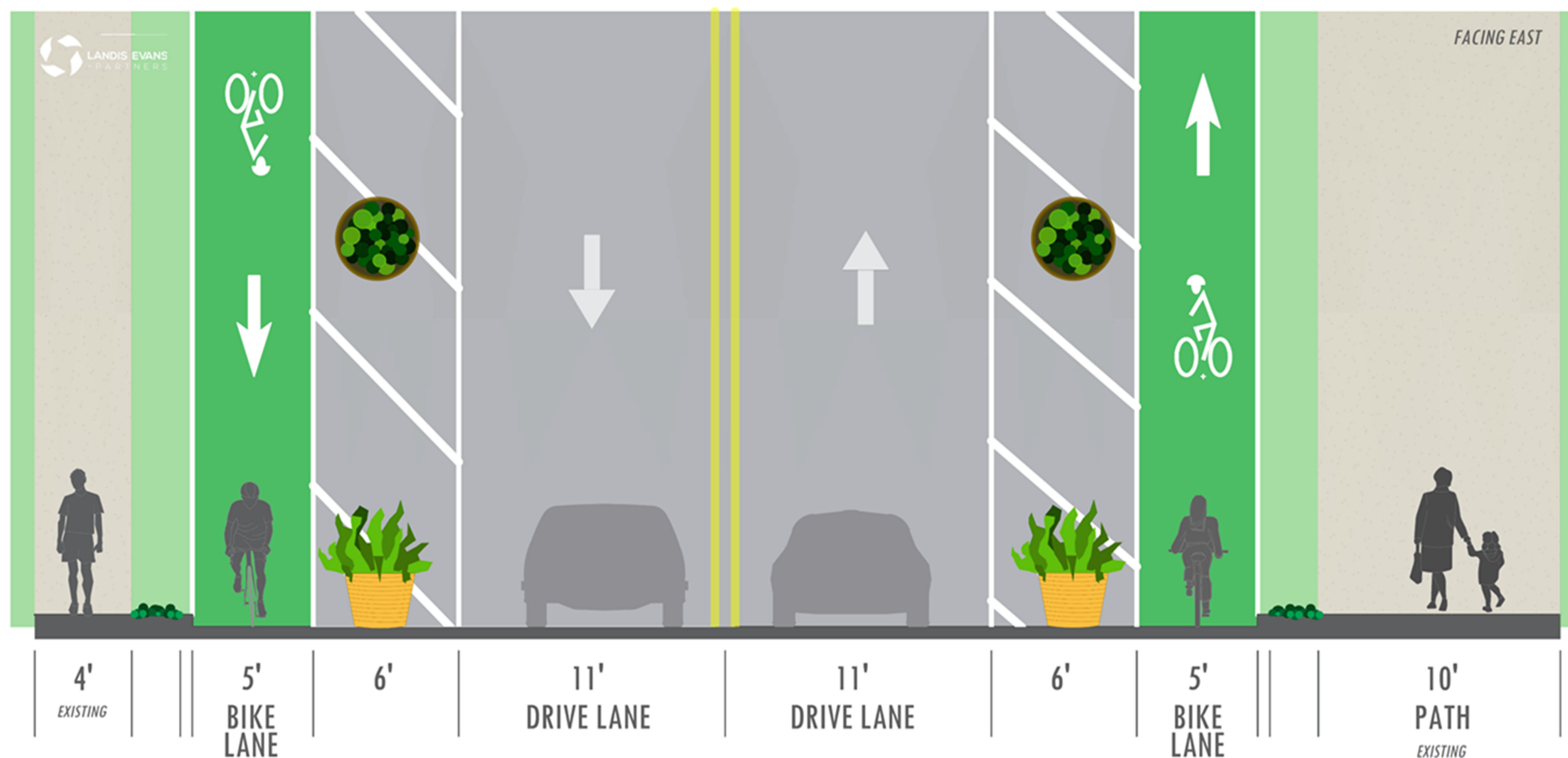


# Reimagine West Howard (The Sequel) Alternatives

## Buffered Bikeway (Option A)



## Buffered Bikeway (Option B)



### Benefits

- ✓ Provides designated space for bikes on street
- ✓ Moves higher speed cyclists off the path
- ✓ Provides more space and comfort for path users
- ✓ More definitively narrows roadway than facilities on one side of Howard Ave

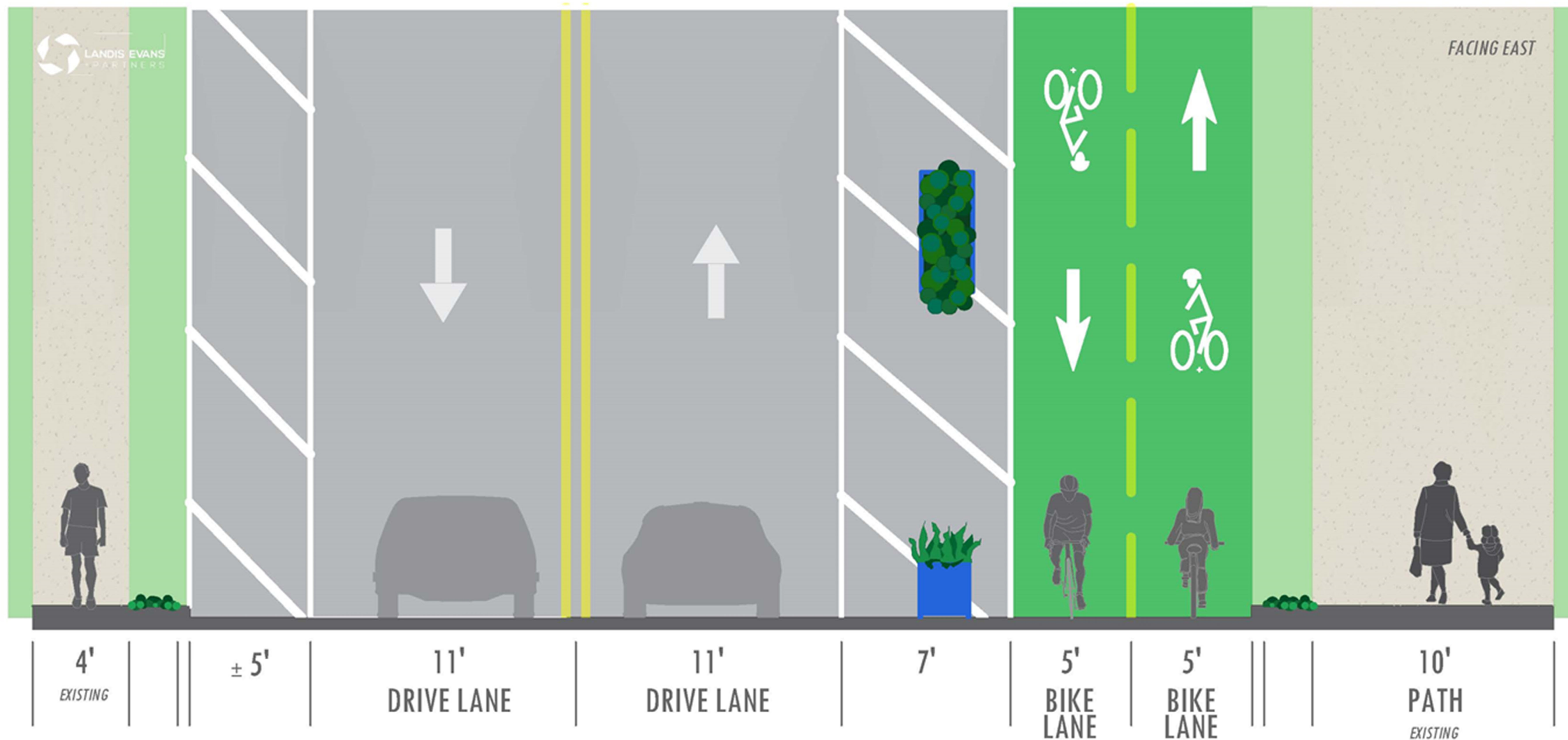
### Disadvantages

- Eliminates all parking on north side of Howard Ave
- Portable planters may not provide high level of perceived separation for cyclists
- Requires westbound bicyclists using the PATH to cross Howard to access WB bike lane
- Frequent driveway interference on north side

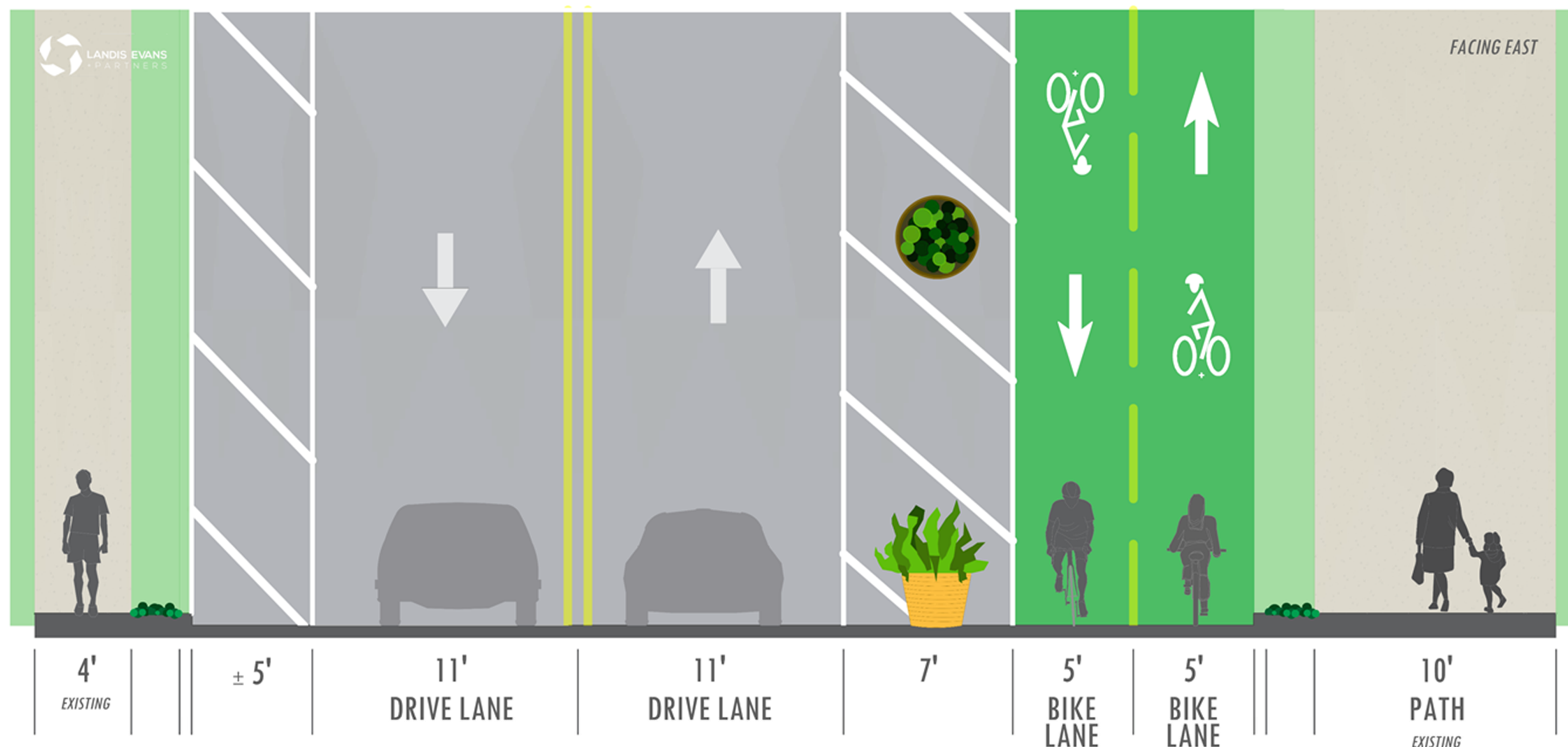


# Reimagine West Howard (The Sequel) Alternatives

## Cycle Track (Option A)



## Cycle Track (Option B)



### Benefits

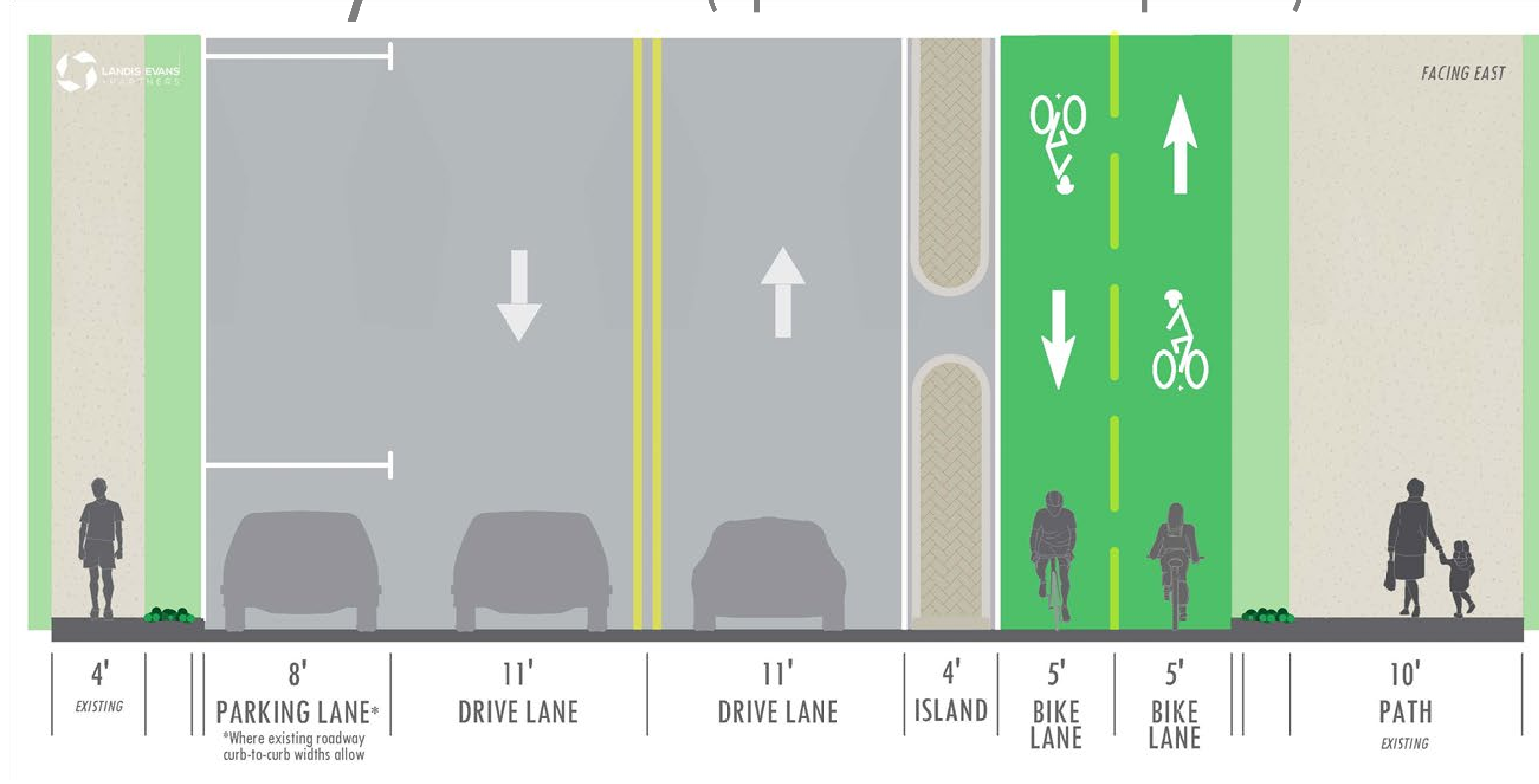
- ✓ Provides designated space for bikes on street
- ✓ Moves higher speed cyclists off the path
- ✓ Provides more space and comfort for path users
- ✓ Retains parking on north (westbound) side of Howard Ave

### Disadvantages

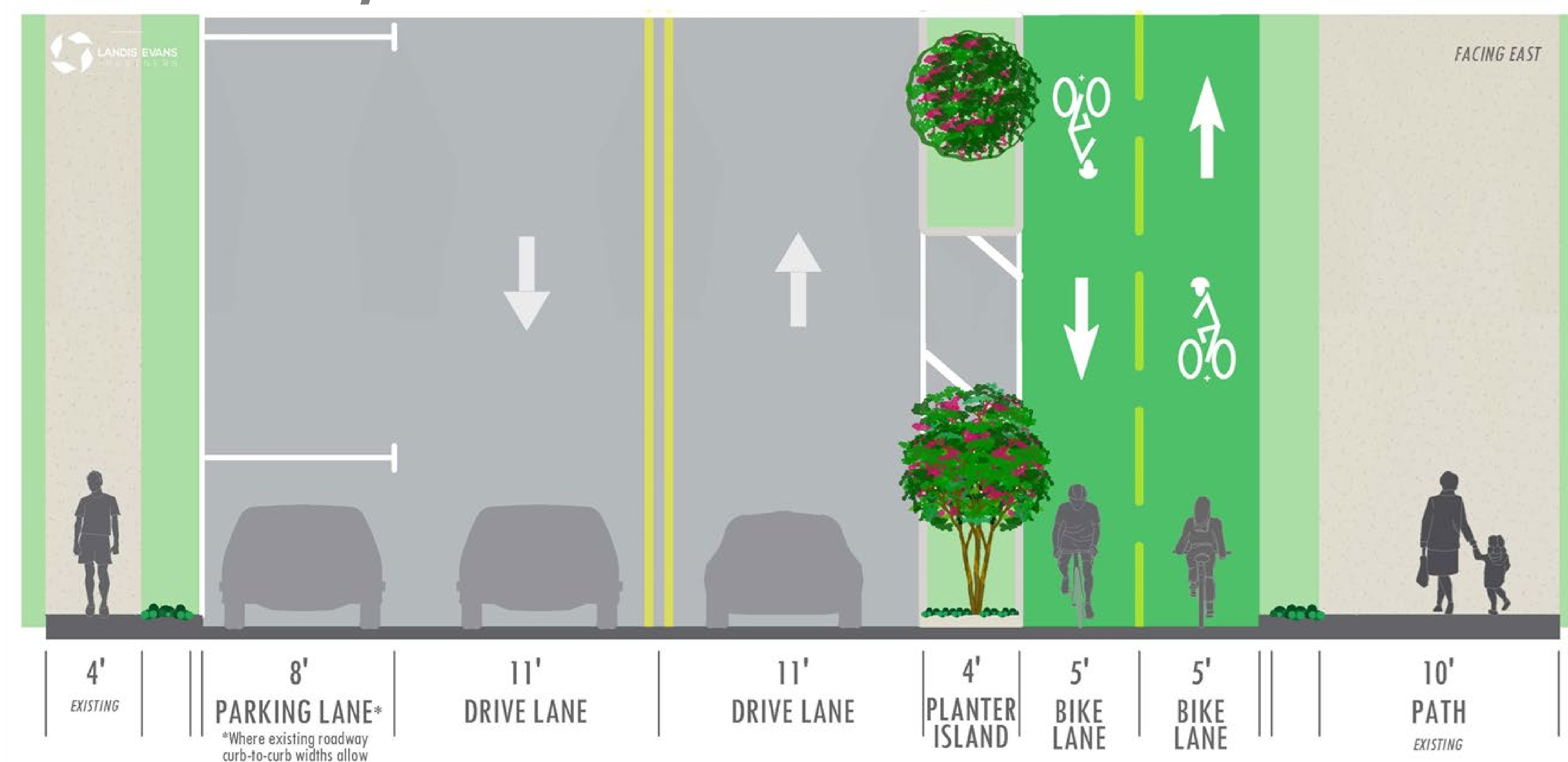
- Portable planters may not provide high level of perceived separation for cyclists



## Cycle Track (Option C – Traffic Separator)



## Cycle Track (Option D – Planter Islands)



Also provides more greenspace

### Benefits

- ✓ Provides designated space for bikes on street
- ✓ Moves higher speed cyclists off the path
- ✓ Provides more space and comfort for path users
- ✓ Provides more positive narrowing of roadway compared to planter boxes or pots
- ✓ Retains parking on north (westbound) side of Howard Ave

### Disadvantages

- Somewhat reduced alternatives for access to and across Howard Ave for cyclists compared to planter boxes or pots