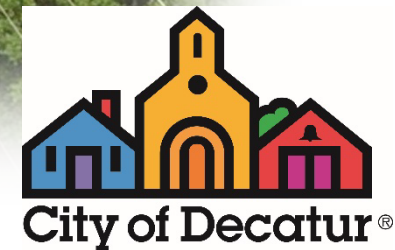


# Reimagine West Howard Ave The Sequel

February 22, 2022



**LANDIS EVANS**  
+ PARTNERS  
formerly Sprinkle Consulting



Reimagine West Howard Ave – The Sequel

# Project Corridor

Begin

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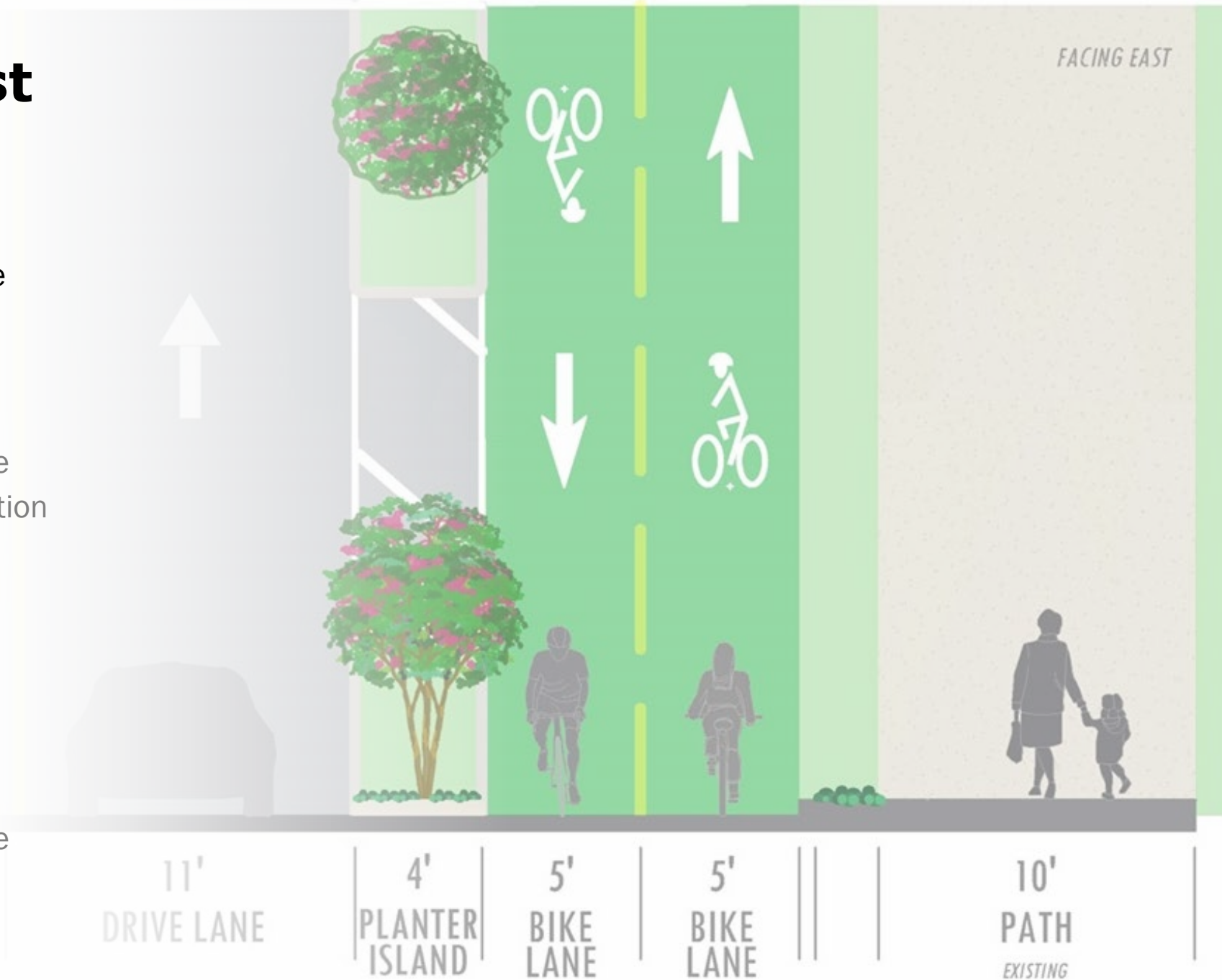
COMMERCE DR

End



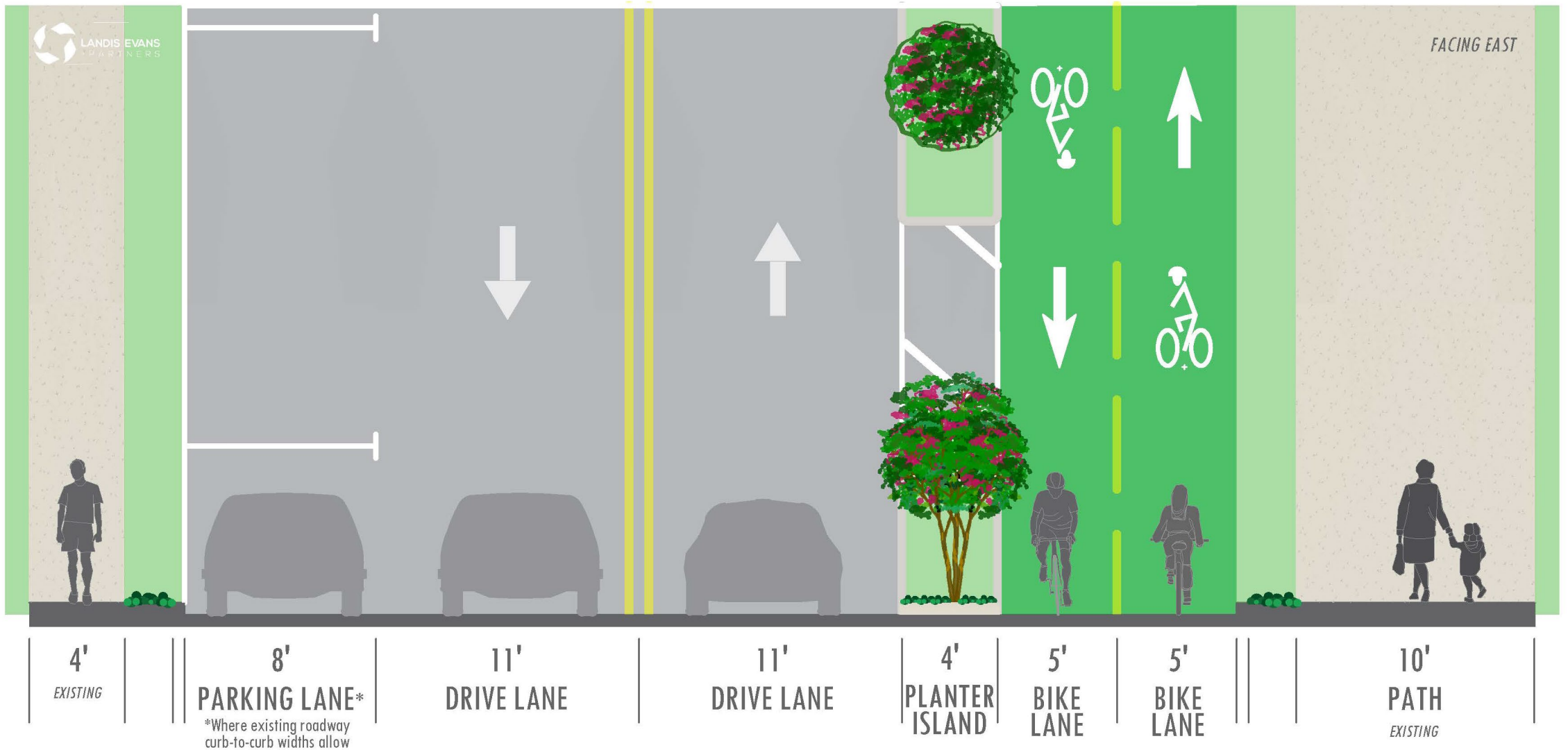
# Reimagine West Howard Ave - The Sequel

- Recommended Howard Avenue Alternative
- Original Howard Reimagined
  - 2017 Study
  - Recommended Alternative
  - Intermediate Implementation
- Development of Alternatives
  - Alternatives Considered
  - Community Perspectives
- Evaluation of Alternatives
  - Community Evaluation of Alternatives
  - Recommended Alternative



Recommended Howard Avenue Alternative:

# Cycle Track (Option D - Planter Islands)





# Reimagine West Howard Avenue

(Study May 2017 to December 2018)

*Public Engagement Activities, May and June 2017,  
180 Respondents*

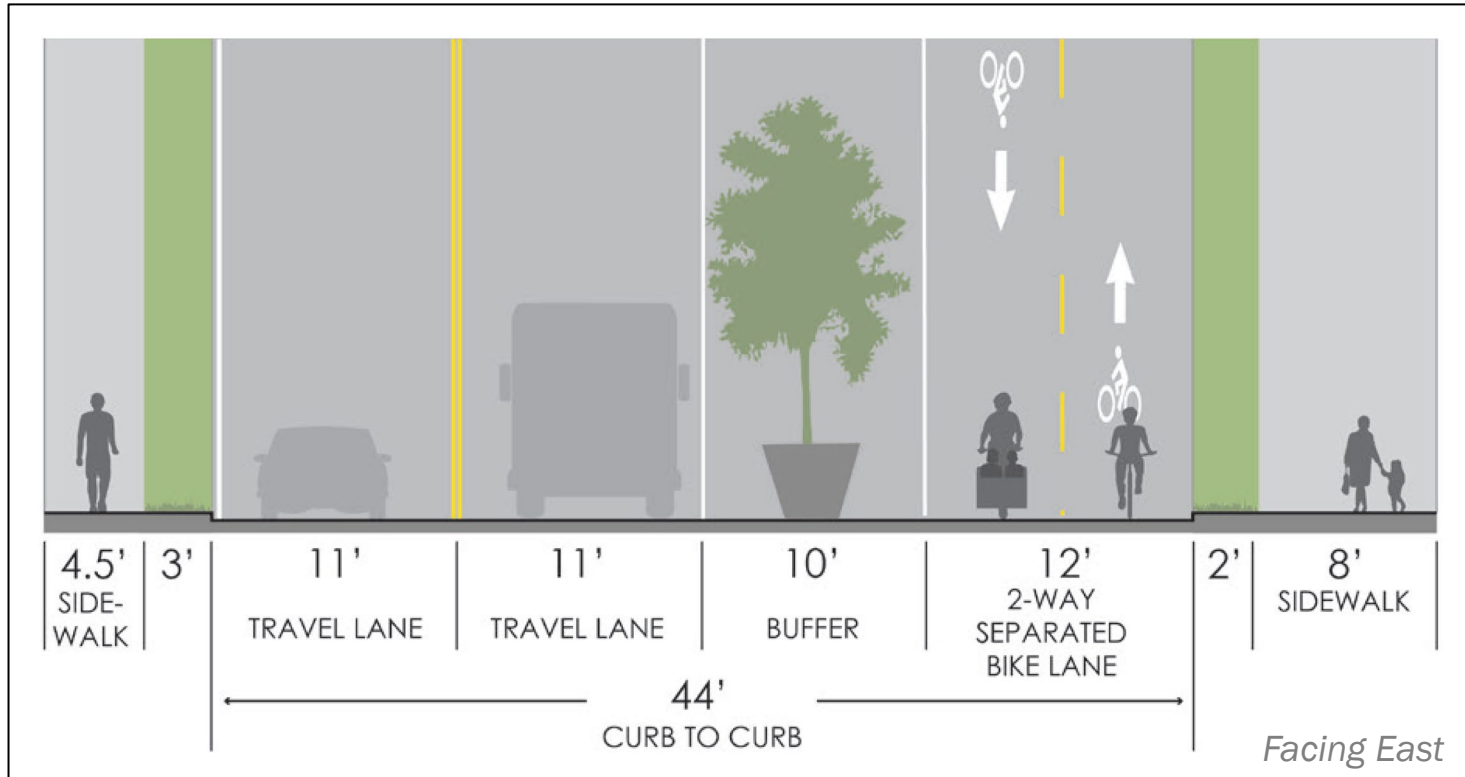


*Decatur residents review and comment on the draft corridor design at the June 20 public meeting*

*"I frequently walk, bike, and drive throughout Decatur and fully support these changes to encourage more folks to walk and bike along Howard and hopefully slow car traffic. I love the protected nature of the bike lane; even as someone who has ridden thousands of miles in different cities I still go out of my way to use protected infrastructure like"*

2018 Recommended Alternative:

## 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**

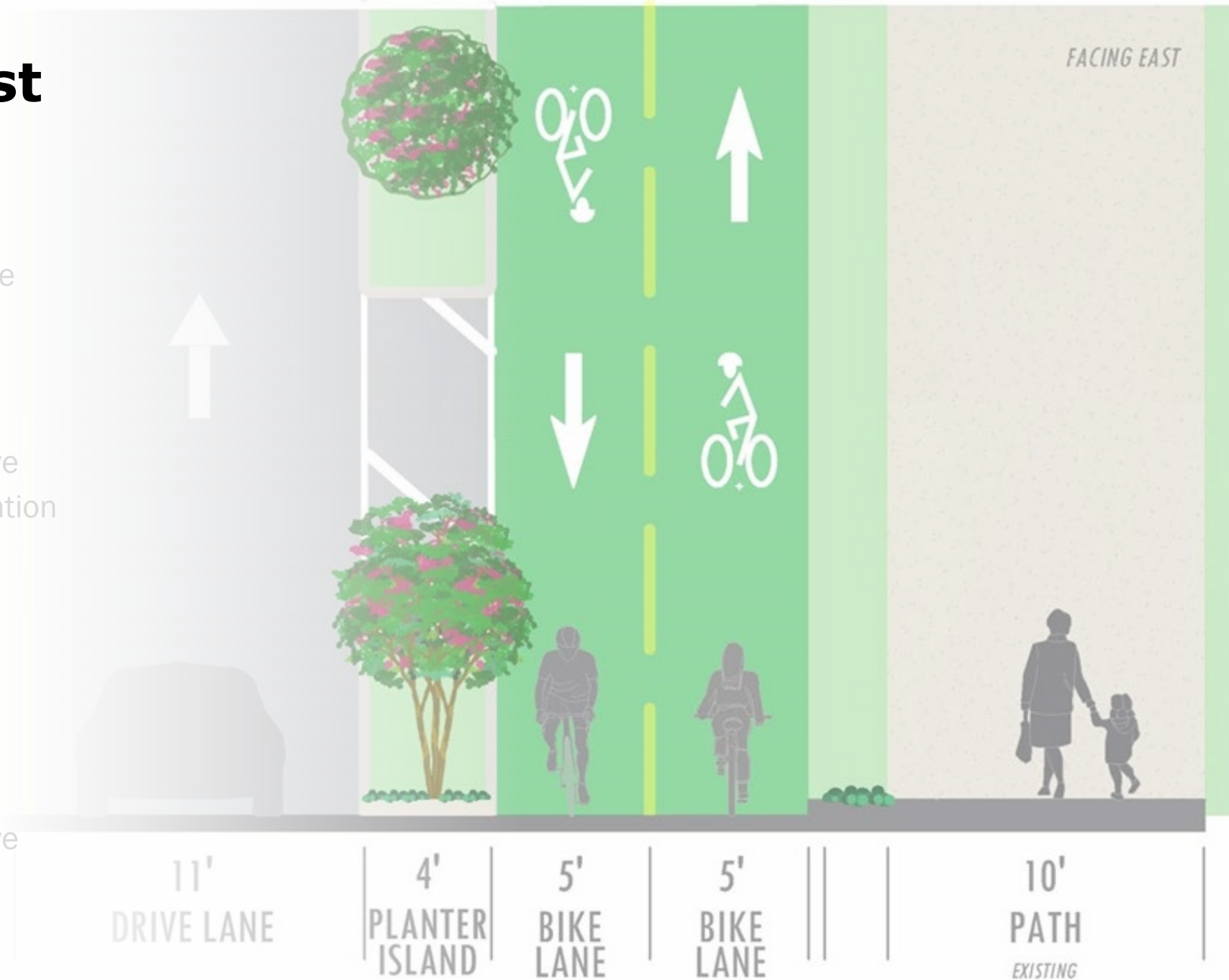


# Plan for Intermediate Implementation



# Reimagine West Howard Ave - The Sequel

- Recommended Howard Avenue Alternative
- Original Howard Reimagined
  - 2017 Study
  - Recommended Alternative
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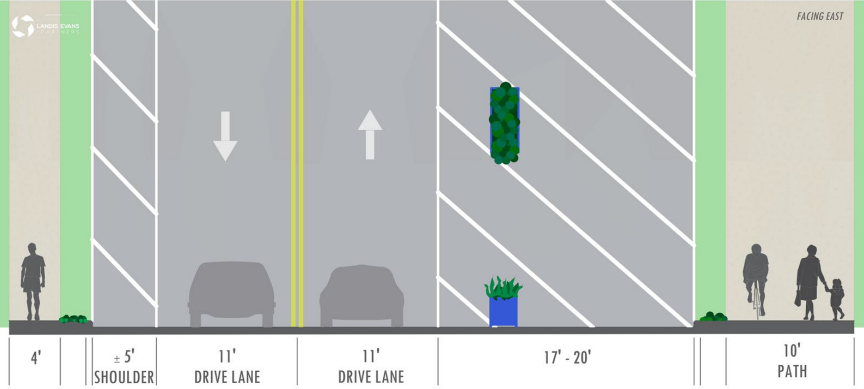




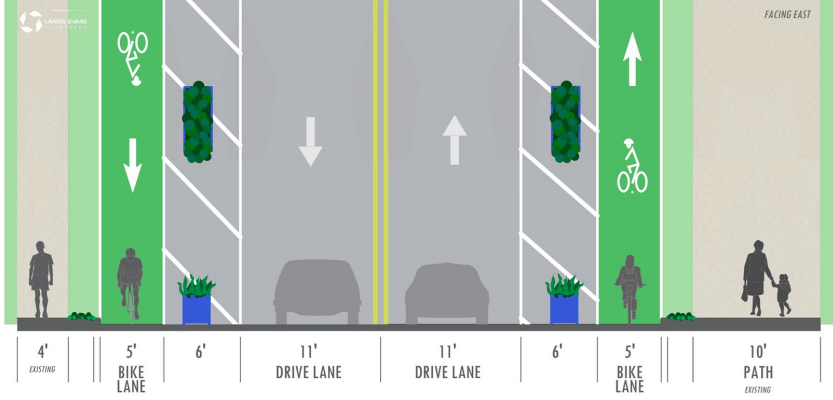
# Reimagine West Howard Ave – The Sequel

## **Eight Alternatives Developed** (First Four)

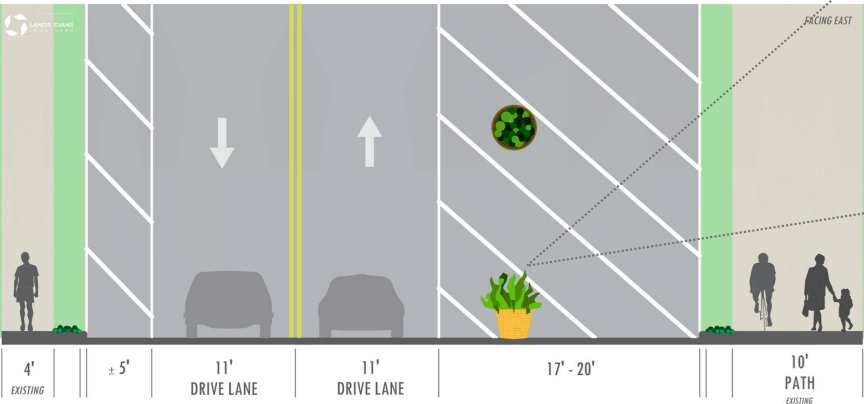
Alternative #1 - Existing  
(Existing Planters)



Alternative #3 - Buffered  
Bikeway (Existing Planters)

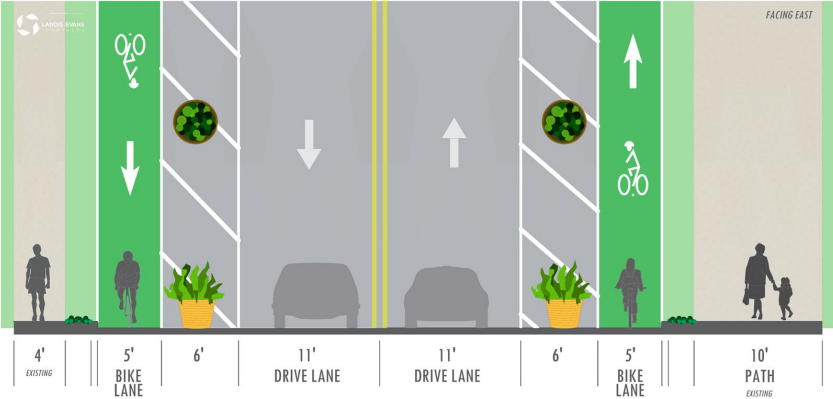


Alternative #2 -  
Terracotta Planters



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

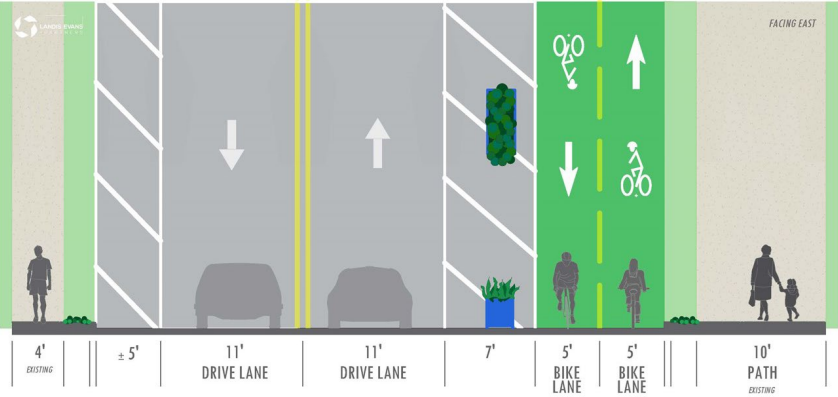
Alternative #4 - Buffered  
Bikeway (Terracotta Planters)



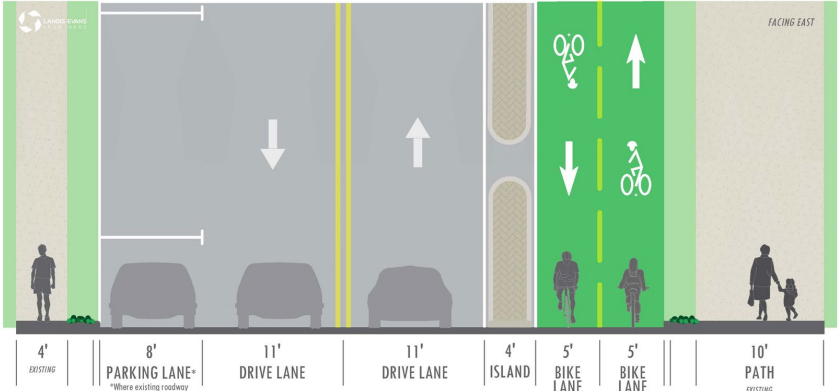
Reimagine West Howard Ave – The Sequel

# Eight Alternatives Developed (Second Four)

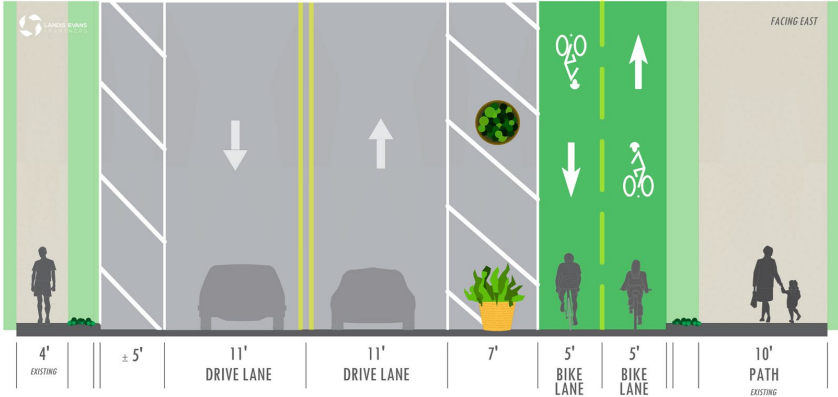
Alternative #5 – Cycle Track  
(Existing Planters)



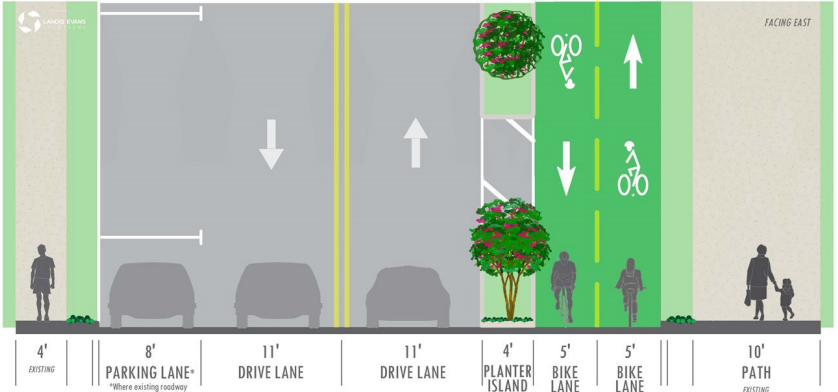
Alternative #7 - Cycle Track  
(Traffic Separator)



Alternative #6 - Cycle Track  
(Terracotta Planters)



Alternative #8 - Cycle Track  
(Planter Islands)





This webinar is being recorded.



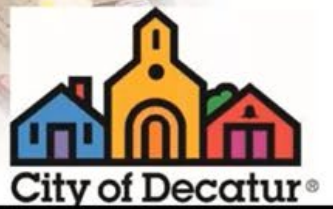
# Atlanta Avenue RR Crossing Improvements Traffic Calming and West Howard Avenue Refined

December 9, 2020

Reimagine West Howard Ave – The Sequel  
Workshop #1

## Community Workshop on Howard Avenue Eight Alternatives Previewed

*December 9, 2020, 20+ attendees and respondents*



# Community Feedback

Questions and Comments focused around:

- Ped/ Bike prioritization (signal phasing, buffers) and connectivity
- Retaining on-street parking
- Traffic calming along Howard

Question/Comment	Answer	Follow-up Question/Comment
Would you remove parking instead of buffer where you need a left turn?	The intent is to maintain the parking where it currently exists. We believe we can do that by shifting the road slightly to the south. So as of right now, the plan is to maintain or expand the existing parking.	You've got a situation where you've got a left turn, not at the signalized intersection, but at an unsignalized intersection. I'm assuming those left turns remain. If those turns do remain, then the buffer for whatever you do for accommodating cyclists to pull them off the path, will that go away where you've got unsignalized left turns?
How do you plan to address curb cuts at Valero?	There appears to be an opportunity to limit the curb cuts at the Valero station.	
Have you done a parking study?	We have not done a parking study yet.	
So, you are reinserting parking and removing left turns?	The area that we looked at for our study just included the areas where there are currently buffers and we don't see removing any turn lanes in those areas. The only place we would actually be matching the existing roadway conditions are just to the east and west of the immediate railroad crossing. That would tie into the lane lines of what's out there right now.	

Question/Comment	Answer	Follow-up Question/Comment	Response
Adair is fairly narrow and it's currently difficult for cars to pass. Will parking be eliminated especially near the intersection?	<p>Theo Petritsch (Civil Engineering Consultant): If you are talking about on Adair, we had not planned on it. There are some requirements that prohibit parking near a signalized intersection. We would probably clarify what that distance is but unless strong recommendations are made by people that they want parking removed upon that street, I do not know that we would be removing any more than we must to comply with the law.</p> <p>David Junger (City of Decatur Assistant City Manager): It probably would not be too inconsistent with what is there today, given that an existing stop sign is there and there are distances that you're not supposed to walk within a stop sign so I would anticipate the proposed facility being very similar.</p>		
What is the proposed crossing distance at Adair and Howard? How is it changing from current conditions?	We will be lengthening the crossing distance for the pedestrian at the Howard/Adair intersection from about 30 to 40 feet (between the white stripes) in the North-South direction but curb to curb is currently 50 feet of walking distance which would change to 40 feet in the proposed conditions. On College/Adair, the crossing distance is going to get larger, but it will be signalized.		
Same question for Adair and College going south and turning west?			
Will we be able to view and weigh in on the alternatives you presented?	Yes. That is the reason we're having this session. Any comments you wish to make, please make them in writing. Although this video is going to be maintained forever, if you can make them in writing, we would appreciate it.		

Question/Comment	Answer	Follow-up Question/Comment	Response
Will 2 lanes be maintained for much of Howard Ave? It looked like there would be an additional third lane. If that is only a turn lane, what is the extent and how would it affect the buffer lanes?	Only in the areas of the intersection, where there are turn lanes, are we looking at having to remove the buffer completely. On the north side of the road, we could either put in a buffer or pull the curb down and the intent of that is to provide better sight lines for people who are exiting Adair and largely making that right turn. We will be able to maintain most of the buffers but there may be some very short sections where it is eliminated on one side or the other.		
Do these midblock cycle tracks et. al. just disappear when you get to the intersection at Adair? It looks like they just get pushed aside in favor of widening Adair to 4 lanes which is exactly what our neighborhood fought hard to eliminate a few years ago.	When we started looking at the alternatives for bicycle and pedestrian facilities along the mid-block, what would have to happen at the intersection is that we would design a transition from the roadway back up to the path so bikes and peds wouldn't exactly disappear from the roadway but a transition would be designed to allow people who are using that facility to move from the road smoothly up onto the PATH system and then once you get to the intersection, it would probably be moved back to the road for a little bit past the Valero Station and then be moved back up to the pathway.	Why? It does not seem justified just to accommodate traffic for one hour during rush hour.	The reason that right turn lane was designed that way was for the railroad crossing. When we did the analysis we looked at the frequency and the railroad crossings as well as the storage we would need for the rail to queue up when the railroad is occurring. That, in addition to the traffic, is what was used to set the turn lane length. That was also a discussion with Georgia DOT and the Railroad.
Are the terracotta planters self-watering?	Yes, if that is the scheme that goes forward.		

Question/Comment	Answer	Follow-up Question/Comment
Just a suggestion to tighten the angles of these turns though I'm sure GDOT isn't supportive. This would slow traffic at the intersection.	The turning radii will be designed to be as small as possible while still accommodating the intersection design vehicle.	
Option D removes sightlines for cyclists in the bikeway who may want to reenter the roadway.	Whichever alternative is selected, adequate sight distances will be provided for all users on the approaches to conflict areas.	
I like the mid-block alternative of the two-way cycle track with the concrete curb or planters protecting cyclists from motorists.	Thank you for your comment.	
Appropriately phased? The turn lanes are dangerous. We need to think very carefully about them.	The turning radii will be designed to be as small as possible while still accommodating the intersection design vehicle. The intersections will all be right angles. These two features will reduce turning speeds under what are currently prevalent with traffic turning at either of the two skewed locations. The phasing referred to includes leading pedestrian intervals which have been shown to reduce conflicts, and possibly on-demand no-right-on-red signs when pedestrians/bicyclists are present.	
I dislike two-way cycle tracks because motorists crossing them must look two ways at once. please don't install them.	Thank you for your comment.	
I do not support the addition of bike lanes...no one uses the current one, eliminate as much pavement as possible.	Thank you for your comment.	

Question/Comment	Answer	Follow-up Question/Comment	Response
I am also concerned about traffic backing up on Adair due to the red light. It is a narrow street with driveways, street parking on one side, and pedestrians. Have you looked at this?	The entire system of intersections has been looked at and timed with peak hour traffic volumes to see how far traffic is going to back up, and what the maximum delay at the intersection is going to be. We have looked at the other intersection compared to the existing stop condition that's out there right now. While we would be fibbing if we told you exactly what the queues were, we can say that they were either very close or less with a traffic signal than they are under stop control, particularly in the peak hours.		
Will the pedestrian islands in the middle of the crosswalks on Howard be maintained? This was one of the best aspects of the recent traffic calming improvement project on Howard for ped safety?	Yes, it would be our plan to keep the road crossing distances to the two lanes that we have narrowed at Greenwood Circle as well as Drexel Avenue.	That's good because it helps when you're crossing with kids to be able to have a halfway stop.	Thank you
Is there a "don't block the box" for both south signals? And are there pedestrian lights at both signals?	Everywhere you see a pedestrian crossing, there will be a pedestrian signal. With respect to the "don't block the box" signal, it is very likely we will be putting one at the Olympic intersection. We will also be considering one at the Adair intersection as well as College/Mead depending on GDOT approval.		





Reimagine West Howard Ave – The Sequel  
Workshop #2

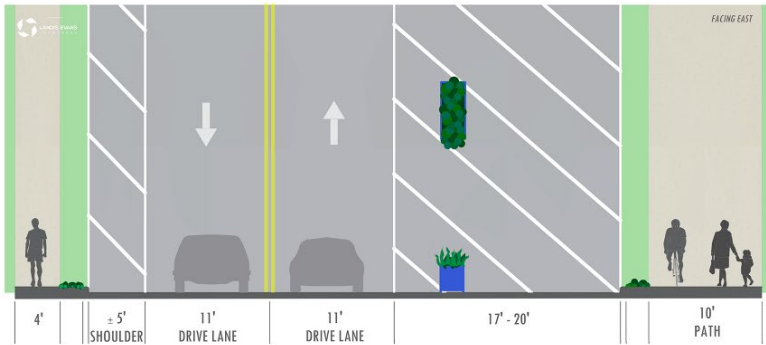
# Community Evaluation of the Howard Avenue Eight Alternatives

*December 9, 2021, 70+ attendees*

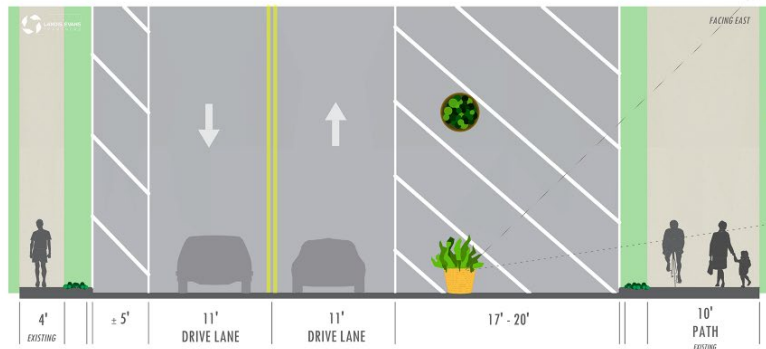
# Reimagine West Howard Ave – The Sequel

## Existing with Striping (Alts #1&2)

### 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

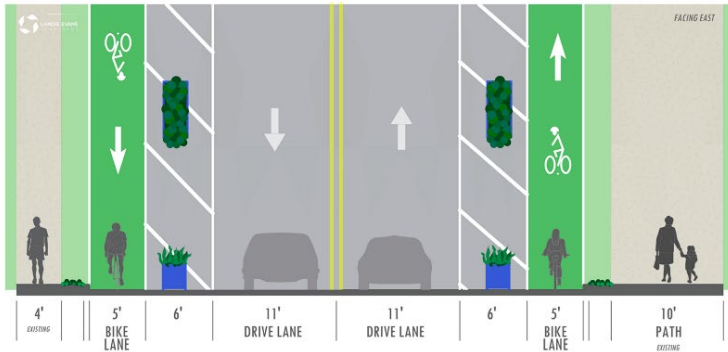
- Retains “temporary” feel
- Does not designate street space for bikes



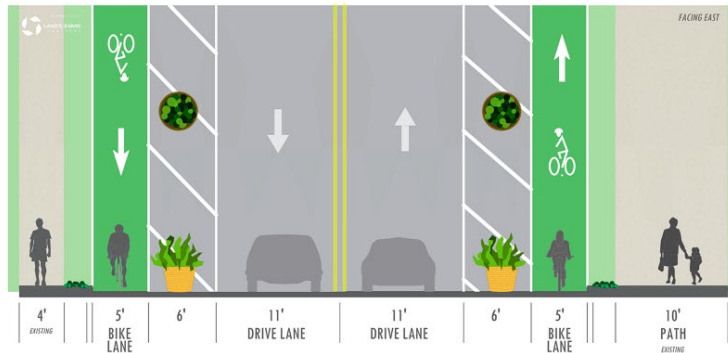
## Reimagine West Howard Ave – The Sequel

# Buffered Bikeways (Alts #3&4)

### 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

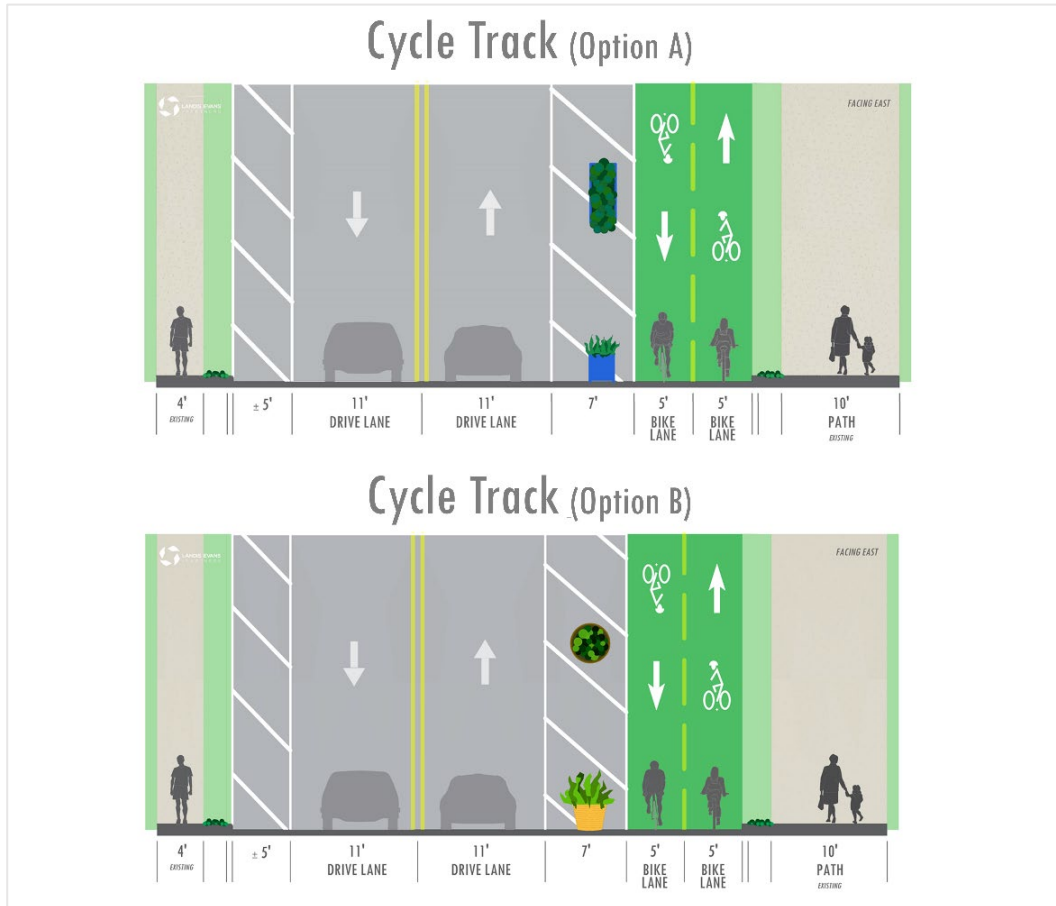
### Disadvantages

- 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 Ave – The Sequel

# Cycle Track with Striping (Alts #5&6)



### 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

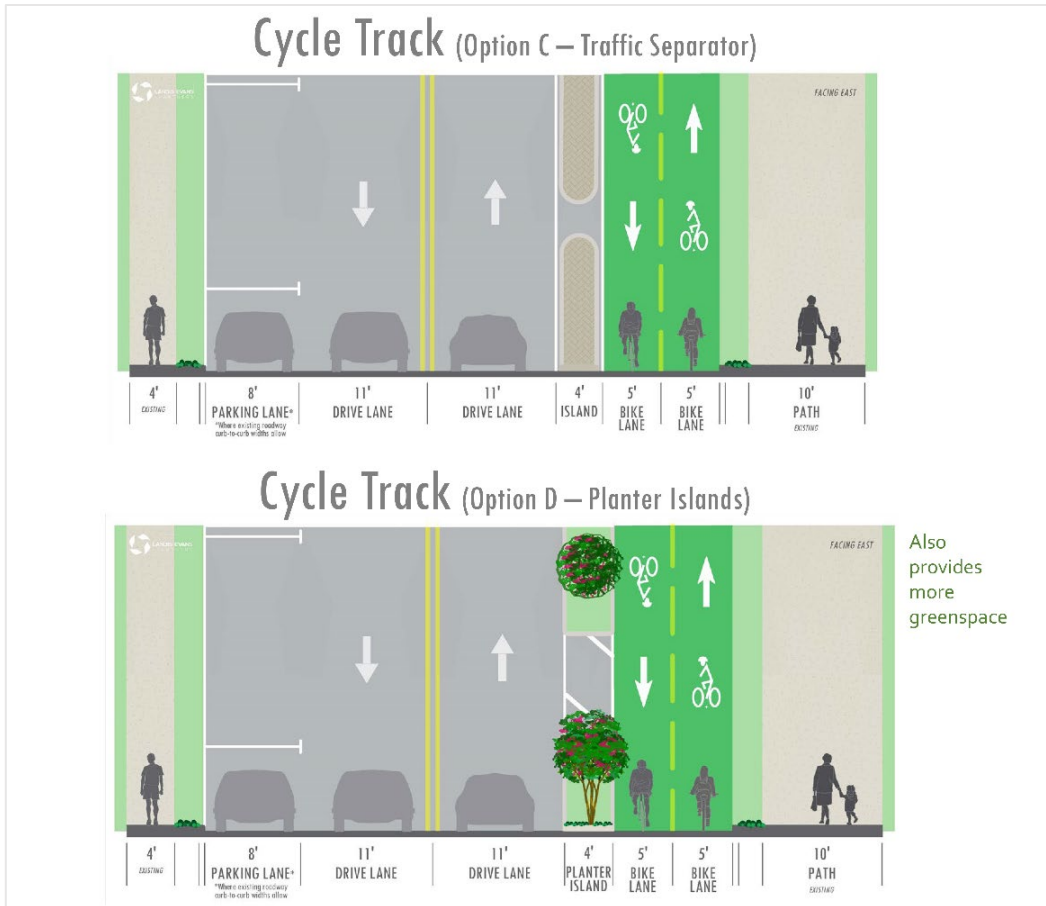
- Portable planters may not provide high level of perceived separation for cyclists





## Reimagine West Howard Ave – The Sequel

# Cycle Track with Traffic Separator (Alts #7&8)



### 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





# Reimagine West Howard (The Sequel) Comment Form

Name: \_\_\_\_\_ Email: \_\_\_\_\_

In the table below, please rank the alternatives, where indicated, in the order of your preference. Use '1' to indicate your most preferred alternative and higher number rankings ('2' through '8') for your less preferred. Please also share any comments you may have on each alternative.

Facility Type	Alternative	Rank (1-8)	Comments
Existing	No Build (Keep as is)		
	With Terracotta Planters		
Buffered Bikeway	Option A (existing planters)		
	Option B (terracotta planters)		
Cycle Track	Option A (existing planters)		
	Option B (terracotta planters)		
	Option C (traffic separator)		
	Option D (planter island)		

## Reimagine West Howard Ave – The Sequel Evaluation Form





### Reimagine West Howard (The Sequel)

Please provide the comments related to your numbered sticky dots on the lines below (see back of card for additional sections)

Name: Jon Challen Email Address: jc@challen

## Reimagine West Howard Ave - The Sequel

Sticky Dot No.: 287

Mid-block crossing needs a signal - HAWK or any like it

Sticky Dot No.: 297

I spoke to Theo, and he told me have my own traffic light. However back out into College, how will it work with an intersection? Still think that the

Sticky Dot No.: 293

still think that the



### Reimagine West Howard (The Sequel)

Please provide the comments related to your numbered sticky dots on the lines below (see back of card for additional sections)

Name: PATRICK DEAN Email Address: CADLEN-PATRICK@

Sticky Dot No.: 147

I WOULD LIKE TO SEE A STRIPED PEDESTRIAN CROSSING OVER COLLEGE AVE. THERE WAS A HISTORICAL CROSSING OF THE RAILROAD HERE

Sticky Dot No.: 149

VERY POOR SIDEWALK. THERE IS AN APPROX 4" SIDEWALK

IN A



### Reimagine West Howard (The Sequel)

Please provide the comments related to your numbered sticky dots on the lines below (see back of card for additional sections)

Name: Theresa Mitchell Email Address: tm-mitchell@

Sticky Dot No.: 169

W Howard narrowing from 2 lanes. More advance warning (signage)

Sticky Dot No.: 170 171 172

These streets need to be either one way with parking or two way with NO parking

Sticky Dot No.: \_\_\_\_\_

general - I get so scared seeing bicyclists on road (and not on a path)



### Reimagine West Howard (The Sequel)

Please provide the comments related to your numbered sticky dots on the lines below (see back of card for additional sections)

Name: Amelia Hallauer Email Address: ameliada\_mecher@hotmail.com

Really like the protected islands/refuges in center of crosswalks that was added in temporary project.

Sticky Dot No.: 596

Please retain an area on PATH w asphalt or similar SOFT surface for runners VS. concrete -> consider permeable pavement and/or stormwater planters for SW Mgmt too

Sticky Dot No.: \_\_\_\_\_

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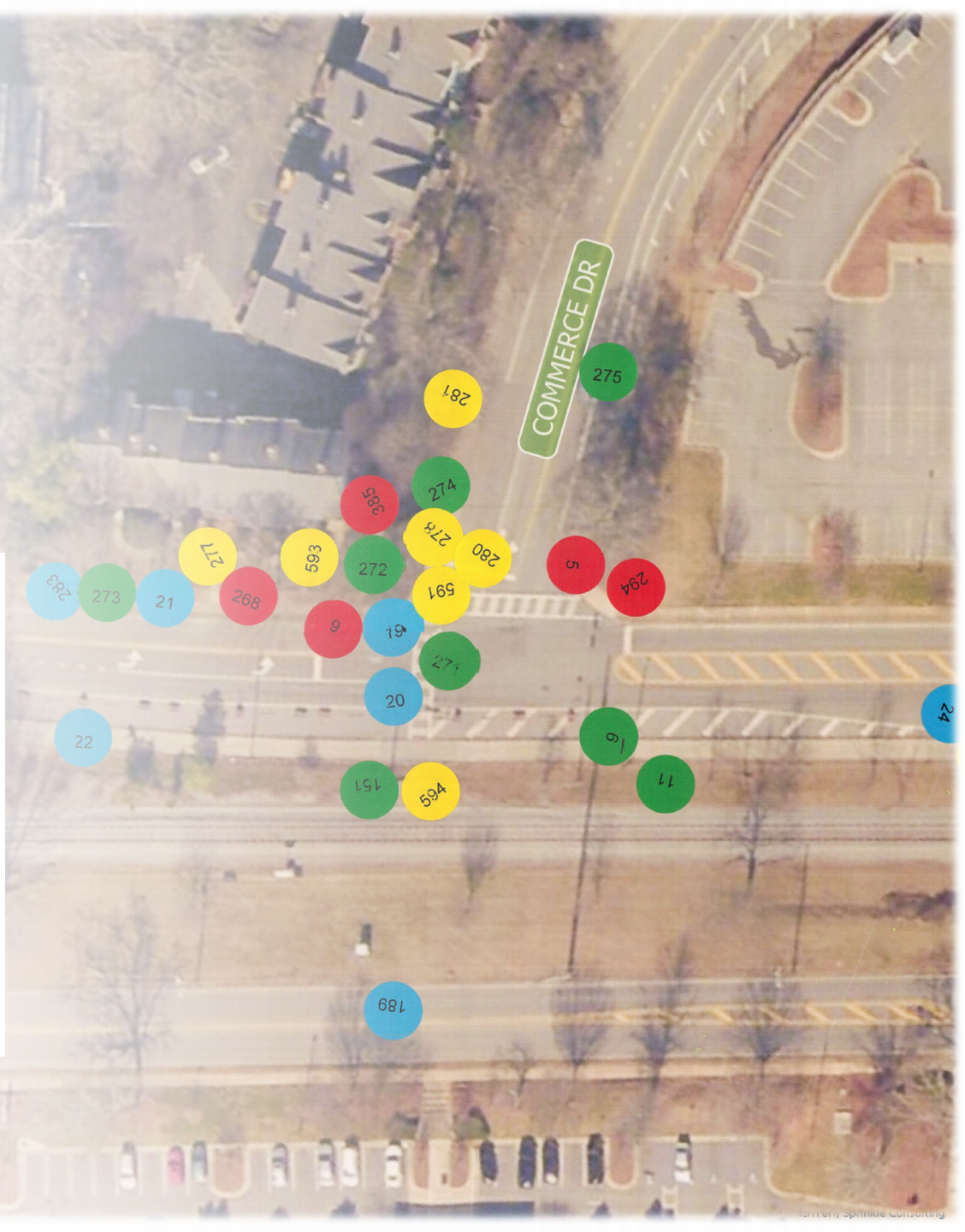
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ATKINS



### Reimagine West Howard (The Sequel)

Please provide the comments related to your numbered sticky dots on the lines below (see back of card for additional sections)

Name: Zoe Barracano Email Address: zoe.barracano@gmail.com

Sticky Dot No.: 269

straighten planters - better material - terracotta - natural wood color - people don't stop @ Drexel foot crossing

Sticky Dot No.: \_\_\_\_\_

better care of planting - trees, evergreens, fruit trees, vegetables - for the community

Sticky Dot No.: \_\_\_\_\_

OR CUT INTO ROAD (NO PLANTER)

\_\_\_\_\_

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ATKINS



ATKINS

## Reimagine West Howard Ave – The Sequel

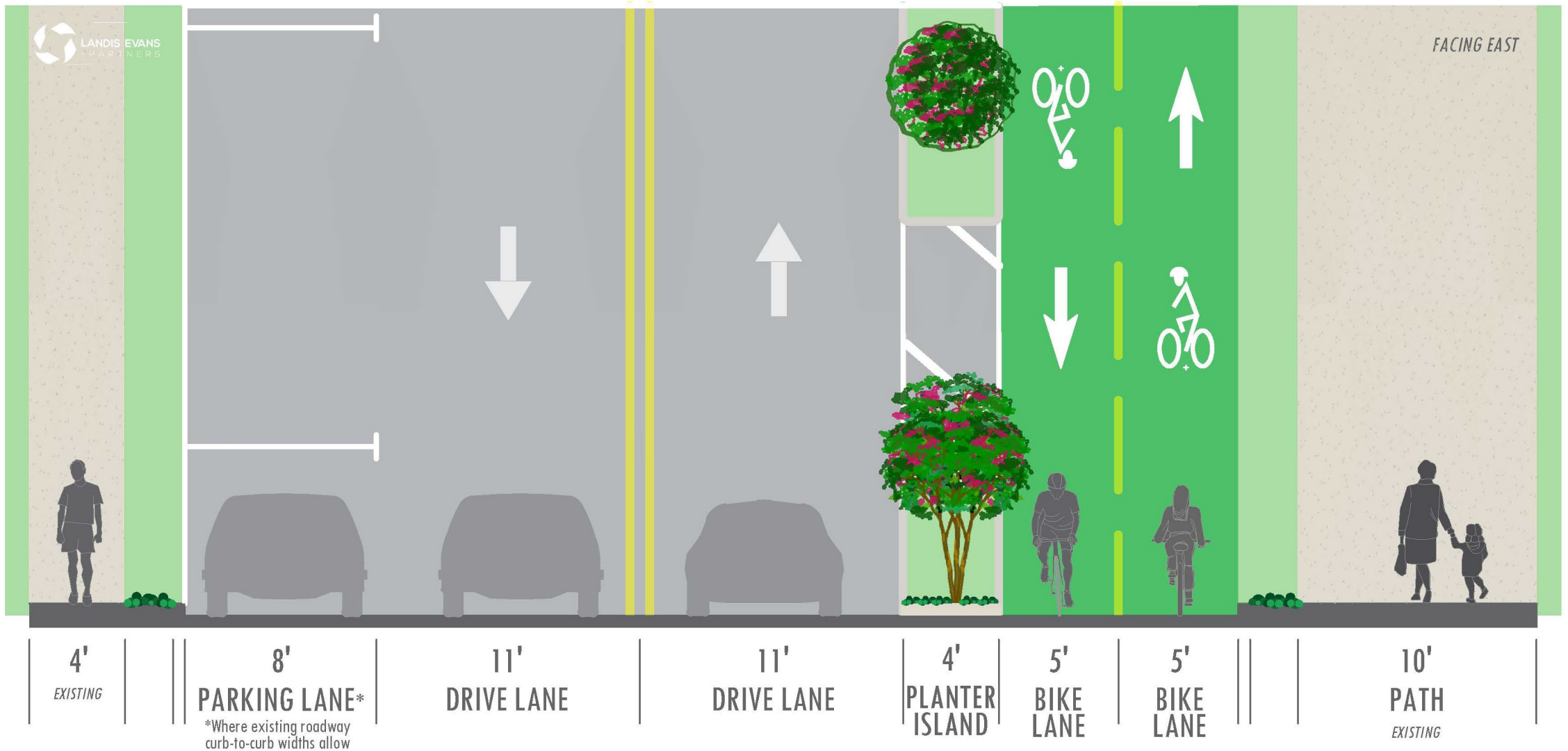
### **Table 1: Howard Avenue Alternatives Ranking**

	Existing		Buffered Bikeway		Cycle Track			
	No Build	Terracotta	Option A	Option B	Option A	Option B	Option C	Option D
<i>no. of times assigned #1</i>	1	2	2	10	0	4	4	<b>44</b>
<i>no. of times assigned #2</i>	2	2	10	3	1	4	<b>33</b>	4
<i>no. of times assigned #3</i>	1	2	3	5	1	<b>25</b>	7	5
<i>no. of times assigned #4</i>	2	3	5	12	<b>22</b>	4	2	2
<i>no. of times assigned #5</i>	1	9	1	<b>10</b>	6	10	1	3
<i>no. of times assigned #6</i>	4	2	<b>14</b>	2	11	3	6	0
<i>no. of times assigned #7</i>	4	<b>24</b>	4	5	2	0	0	0
<i>no. of times assigned #8</i>	<b>34</b>	7	8	3	5	2	2	2
<b>Overall Average Ranking Score</b>	7.0	6.0	4.9	4.0	5.1	3.6	2.8	1.8



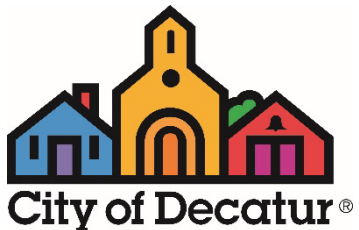
Recommended Howard Avenue Alternative:

# Cycle Track (Option D - Planter Islands)



# Next Steps

- Begin Design and Construction Plans implementing Cycle Track Option D (Alternative #8)
- Coordinate design with Atlanta Ave RR crossing design



Recommended Howard Avenue Alternative:

# Cycle Track (Option D - Planter Islands)

