

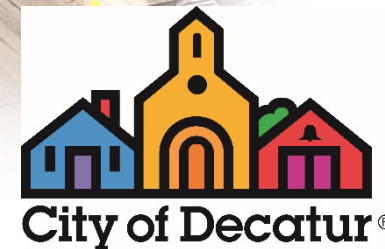


Atlanta Avenue RR Crossing Improvements Recommended Design

February 22, 2022



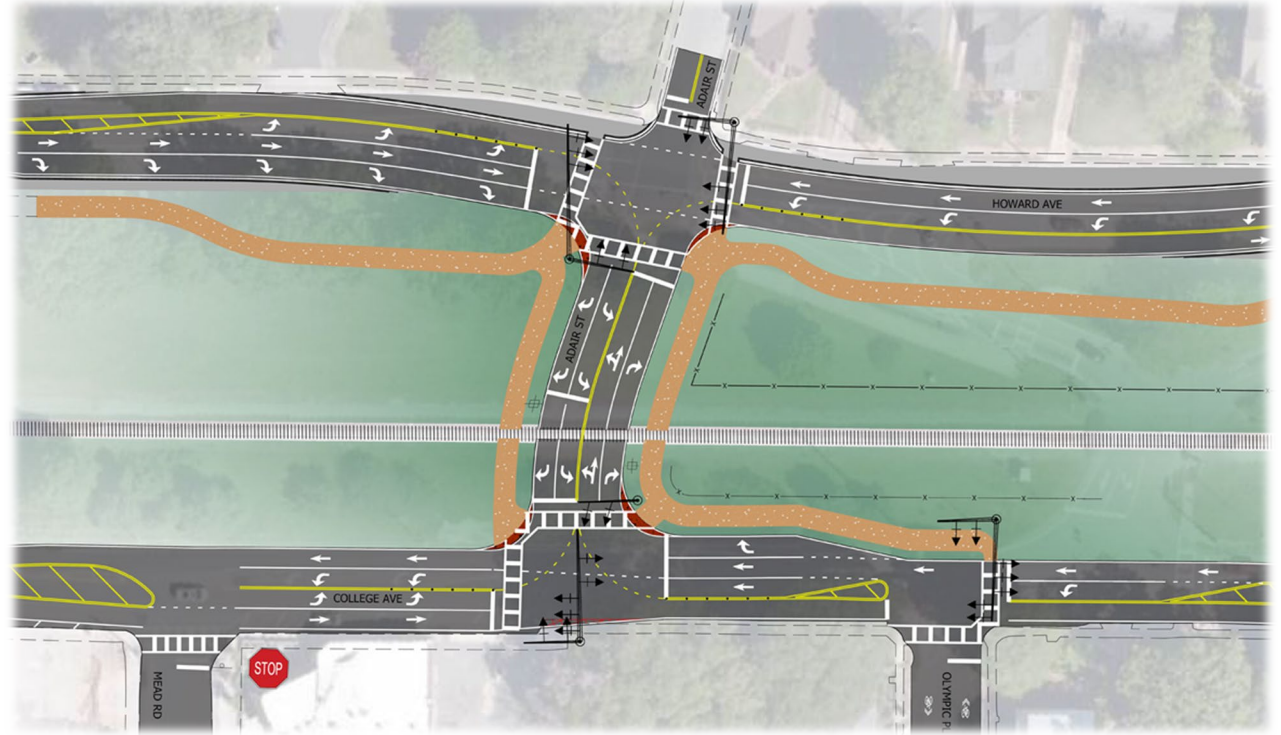
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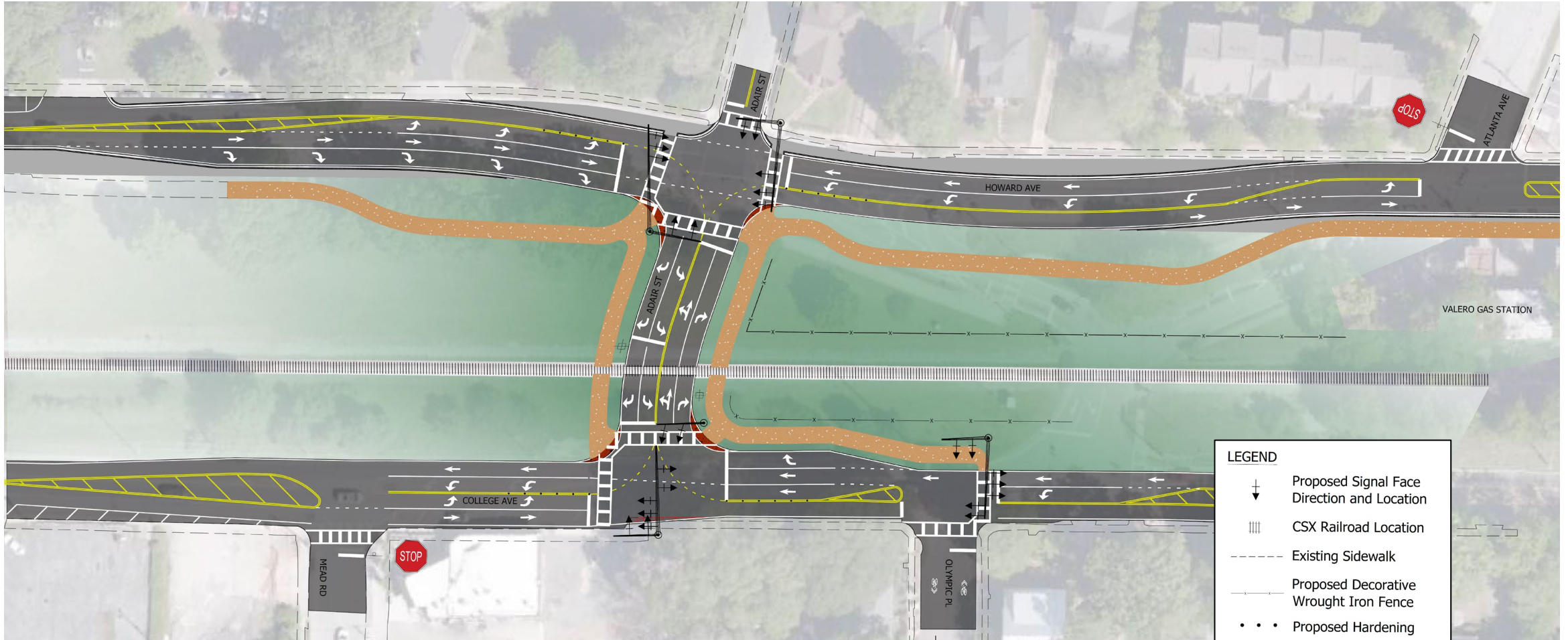
Atlanta Avenue RR Crossing Improvements

Presentation Outline

- Introduction and Recommended Crossing Design
- Initial Community Partnership
 - Community Residents and the Public
 - Stakeholder Agencies
- Development and Evaluation of Initial Design
 - Community's Criteria
 - Stakeholders' Perspectives
 - Engineering Considerations
- Refinement of Design
 - Signalization and Intersection(s) Geometry
 - Ped/Bike Refinements
 - Streetscape Refinements
 - Alignment Final Geometry



Recommended Atlanta Ave Railroad Crossing Design



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



Partnership with Community and Stakeholder Agencies



Community-based Design Workshops

Public Open House Workshops

1. Public Kick-off / Workshop, November 15, 2018
2. Concept Alternatives Evaluation, January 16, 2019
3. Operationally-Feasible Alternatives Evaluation, February 28, 2019

City Commission Affirmation of Recommended Location Alternative for Design on August 5, 2019

4. Ped/Bike Alternatives and Streetscape Amenities Virtual Open House, December 9, 2020
5. Alignment Final Geometry Review and Howard Reimagined Alternatives Workshop, December 9, 2021

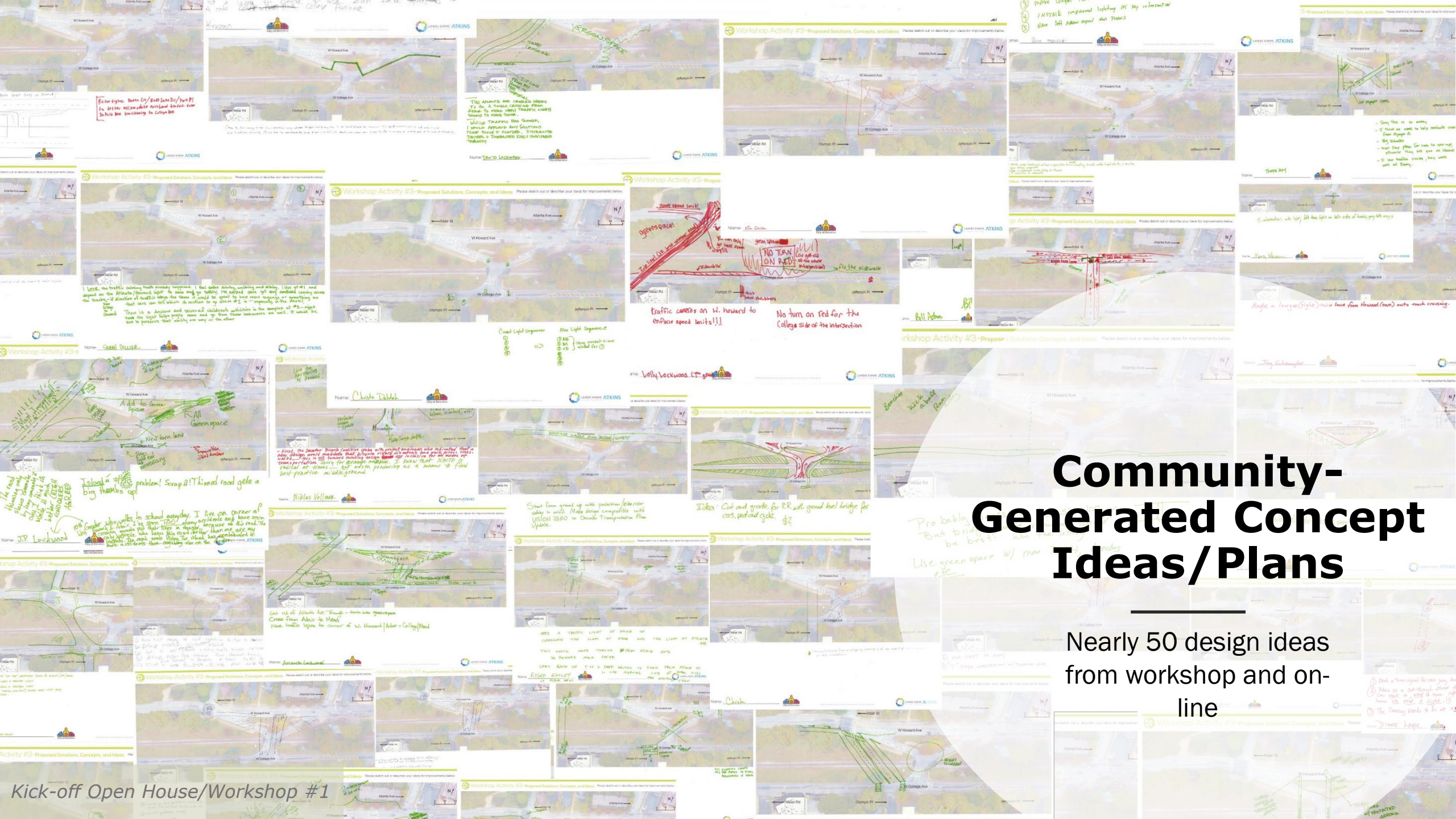
Stakeholder Agency Workshops

- November 16, 2018
- January 17, 2019





Kick-off Open House
Workshop #1 - November 15, 2018
[Over 60 Participants (including Open City Hall)]



Community-Generated Concept Ideas/Plans

Nearly 50 design ideas from workshop and online

Stakeholder Agency Kick-off Meeting

November 16, 2018



Shared the Community's Ideas and Concepts

Decatur Fire and Police; City Schools of Decatur; Active Living; Public Works; Community and Economic Development; PATH Foundation; GDOT; CSXT; DeKalb County Traffic Operations; etc.

Attendance List
Stakeholder Meeting
Atlanta Ave Railroad Crossing Improvements
November 16, 2018
Decatur City Hall
9 AM

Please print your name, who you are representing, telephone number, email address and leave a business card. Thanks.

Andri Westbrook City of Decatur (716) 906-9222 andri.westbrook@decaturga.com
 Aileen de la Torre City of Decatur 678.553.6578 aileen.delatorre@decaturga.com
 HVOH SAISON City of Decatur 678-553-6507 HVOH-SAISON@DECATURGA.COM
 Scott Richards City of Decatur (678) 553-6625 scott.richards@decaturga.com
 Mike Booker City of Decatur 678 553 6618 mike.booker@decaturga.com
 Teri Washington City of Decatur 678-553-6582 teri.washington@decaturga.com
 Vera Morrison City of Decatur 678-553-6590 vera.morrison@decaturga.com
 Patrice Keeter DeKalb 770 492 5281 pgketeer@dekalbcountyga.gov
 Kate Shearin GDOT-TO 404-635-2842 kshearin@dot.ga.gov
 Shakes Fleming DeKalb 404-578-4617 CL71cm@dekalbcountyga.gov
 ASH KUMAR, CITY OF DECATUR 412-812-1119 ash.kumar@decaturga.com
 Demetria Allen, DeKalb Co Traffic Eng 404 294 2363 dtehamblis@dekalbcountyga.gov
 John Maximile Decatur GA 678.553.6570 John.Maximile@decaturga.com

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 John Bondzick ATKINS john.bondzick@atkinsglobal.com
 Mike Moseley ATKINS michael.moseley@atkinsglobal.com
 Cheryl Burnette City of Decatur cheryl.burnette@decaturga.com
 Caethryn Fersch City of Decatur caethryn.fersch@decaturga.com
 Ashlyn Morgan ATKINS ashlyn.morgan@atkinsglobal.com
 ANGELO THREADGILL C.D. angela.threadgill@decaturga.com



Project Goals & Objectives (from **Community** & *Agency Stakeholders*)

- **Prioritize safety for children, pedestrians, bicyclists and cars**
- *Maintain firetruck/school bus accessibility*
- *Maintain connectivity between Howard and College*
- **Reduce signal delays**
- *Provide maintenance of traffic during construction*
- **Provide plenty of green space**
- **Increase visibility for all users**
- *Keep number of RR crossings at 1*
- **Simplify intersection geometry**
- **Prioritize traffic calming (especially along Howard)**
- **Improve access at Olympic Pl and Adair St**
- **Maintain flow during peak volumes/train crossings**



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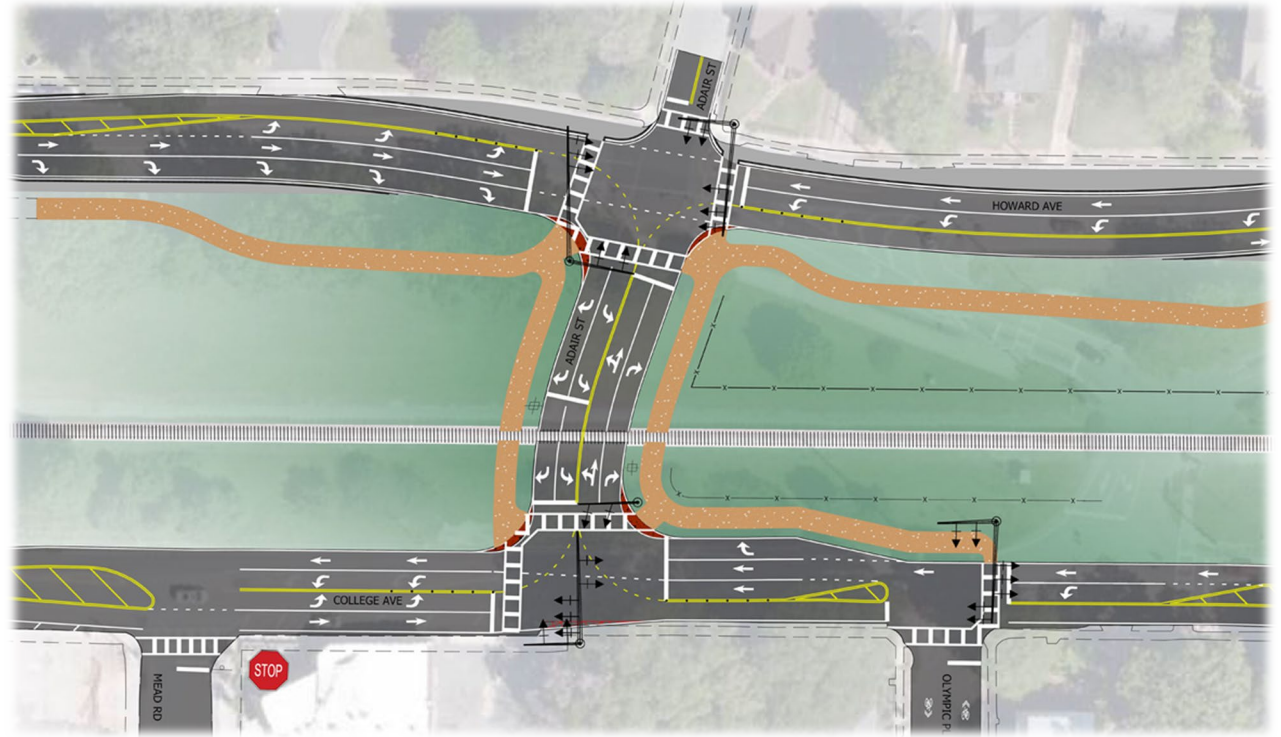


Figure 1: Maintain Existing Geometry

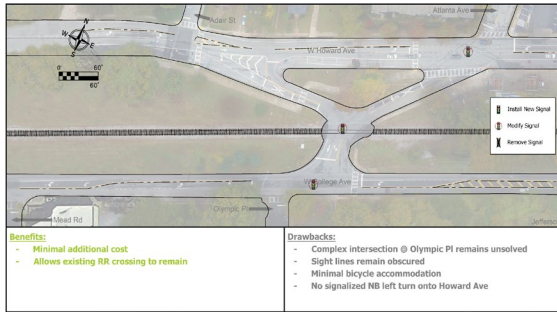


Figure 2: Adair to College "T"

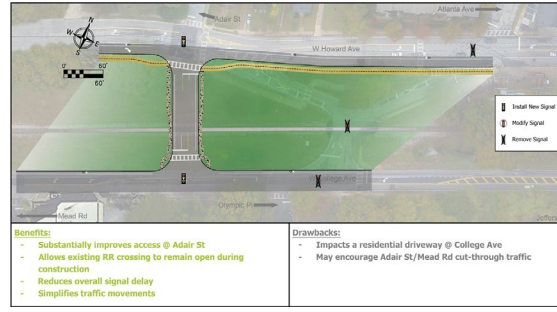


Figure 3: Olympic to Howard "T"

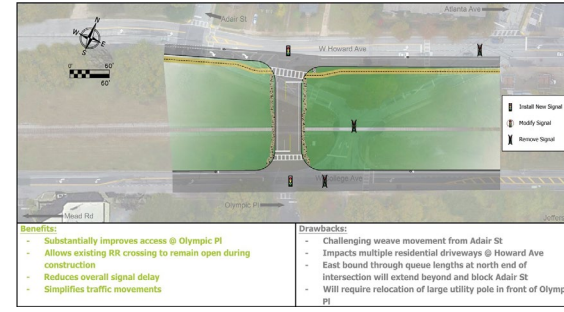


Figure 4: "H" at Existing Crossing

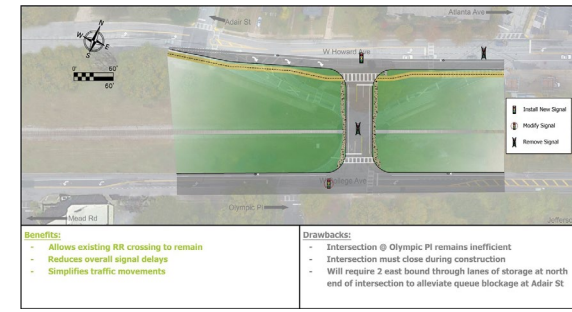


Figure 5: "H" East of Existing Crossing

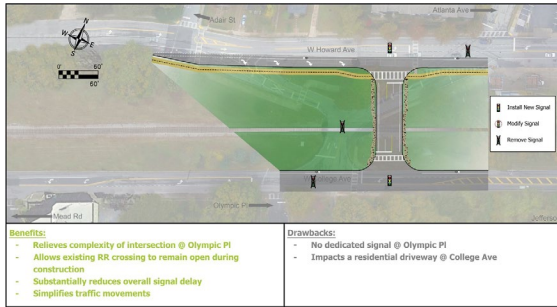


Figure 6: The Big Roundabout

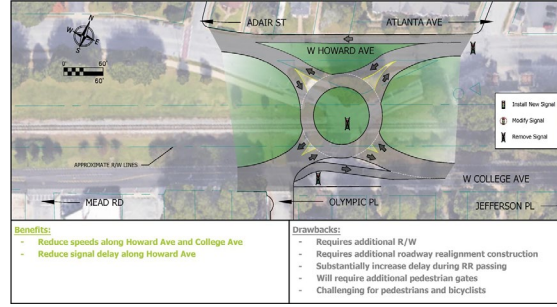


Figure 7: Double Roundabouts

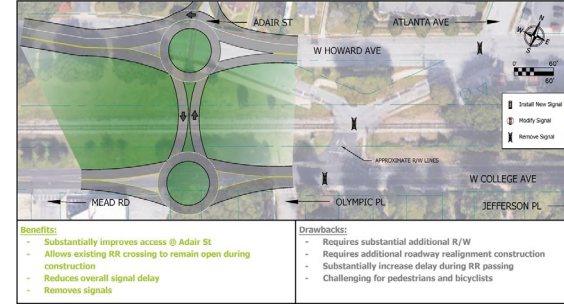


Figure 8: Triple Roundabouts

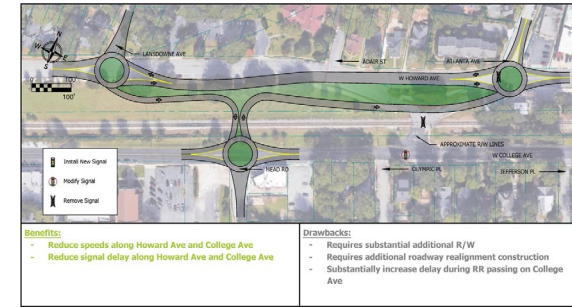


Figure 9: Runner-Up: Adair St to Mead Rd

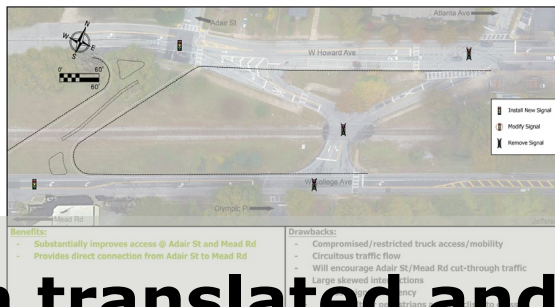


Figure 10 Runner-Up: Adair St to Olympic PI

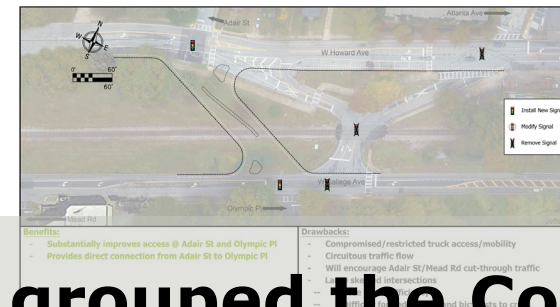
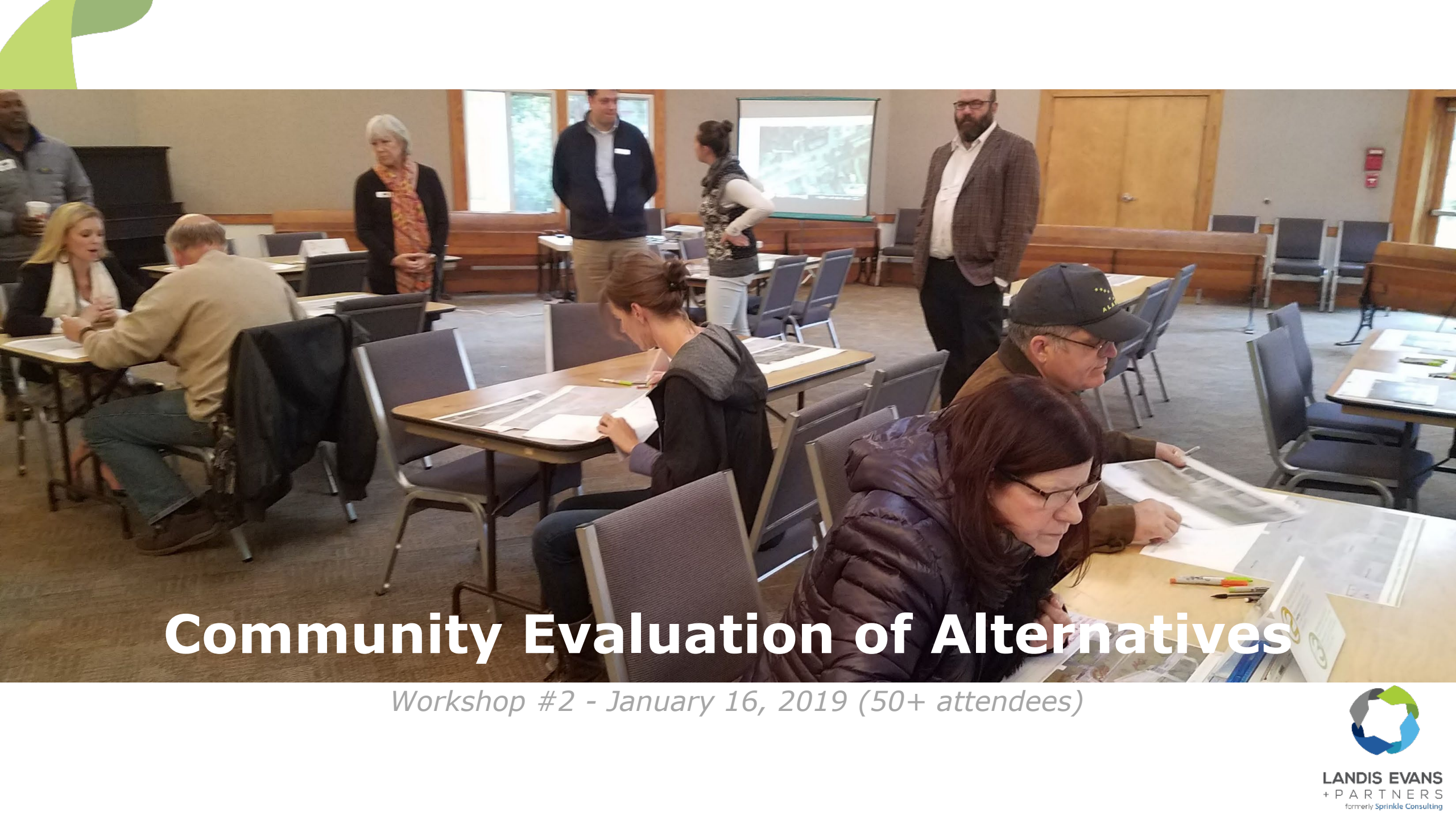


Figure 11: Runner-Up: Close RR Crossing Except for Pedestrian & Bicycle Mobility



Project Team translated and grouped the Community's Concept Design Ideas into 11 Potential (Crossing) Concepts...





Community Evaluation of Alternatives

Workshop #2 - January 16, 2019 (50+ attendees)



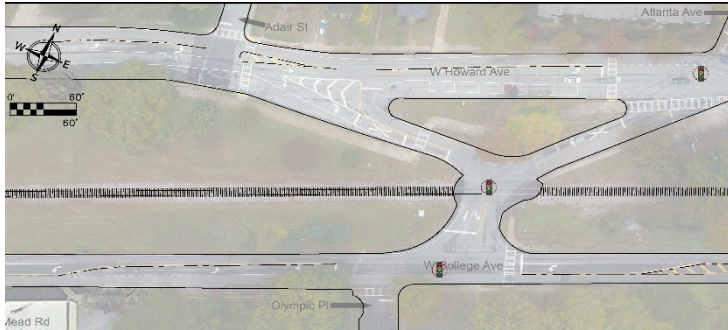
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Stakeholder Agencies' Evaluation of Alternatives

January 17, 2019

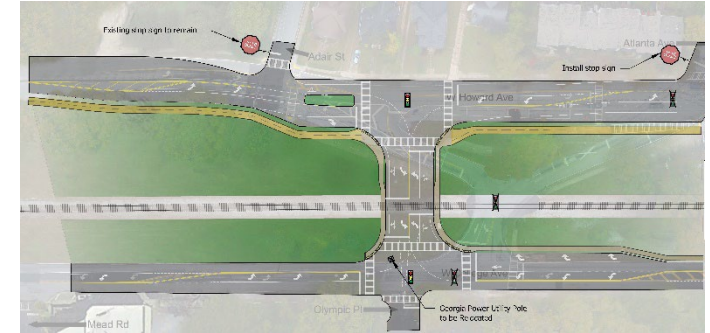
Five Feasible Crossing Location Alternatives for Further Study and Engineering Evaluation



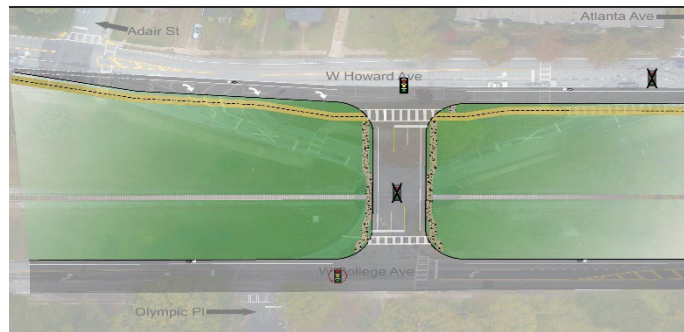
Maintain Existing



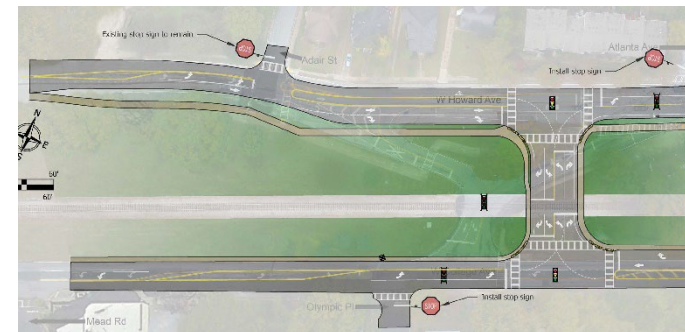
Adair Extension



Olympic Extension



"H" at Existing



East "H" Connection



Community Input: Operationally-Feasible Alternatives

- 5 = Clear concept support or preference
- 4 = Acceptance with reservations
- 3 = Ambivalent or non-existent responses
- 2 = Rejection with reservations
- 1 = Clear concept rejection or denouncement

Concept	Community Input	
	Public Opinion (5-1)	Stakeholder Opinion (5-1)
Maintain Existing Geometry	1.6	2.3
Adair to College "T"	3.2	4.0
Olympic to Howard "T"	2.7	2.9
"H" @ Existing Crossing	2.6	1.8
"H" East of Existing Crossing	2.9	2.3



Evaluation Criteria

Feasible Conceptual Crossing Location Alternatives



Community Input



Pedestrian / Bicyclists
Effects



Traffic Operations (e.g.,
Traffic Delays)



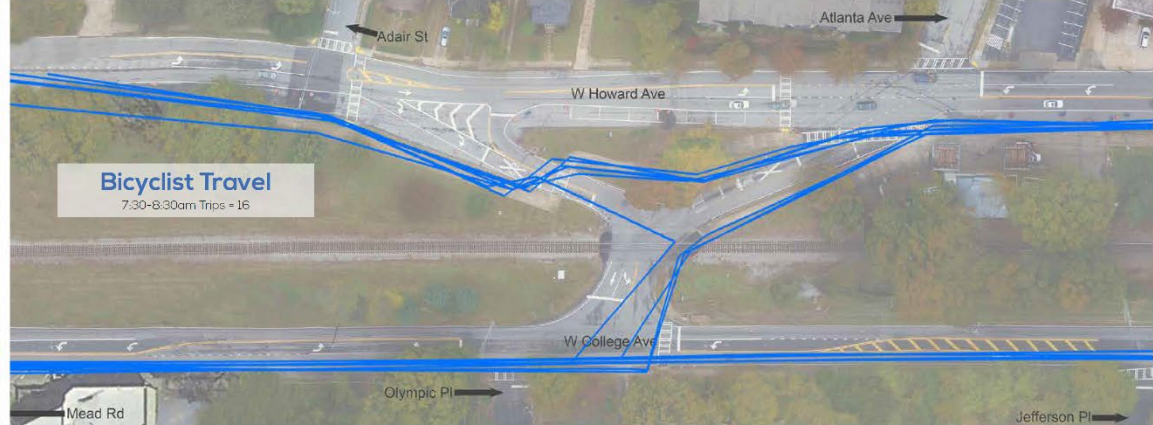
Relative Cost



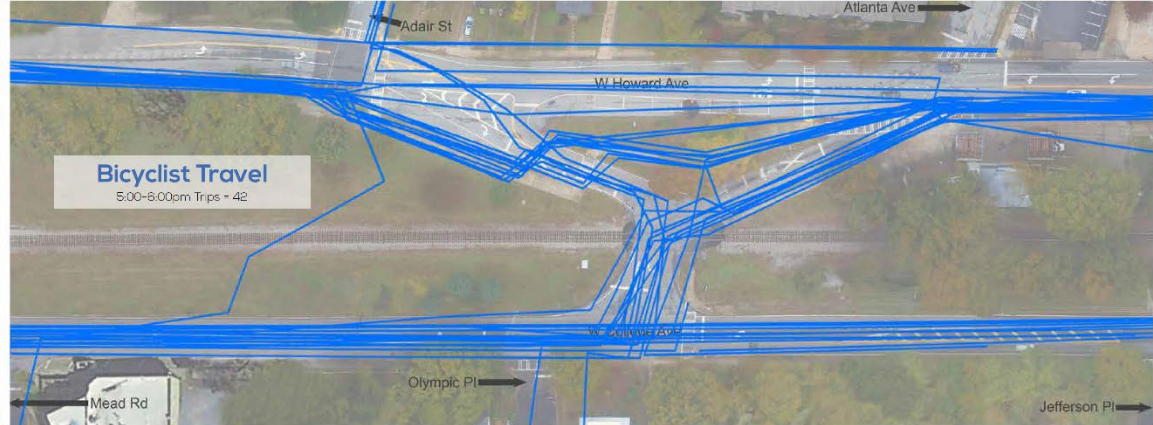
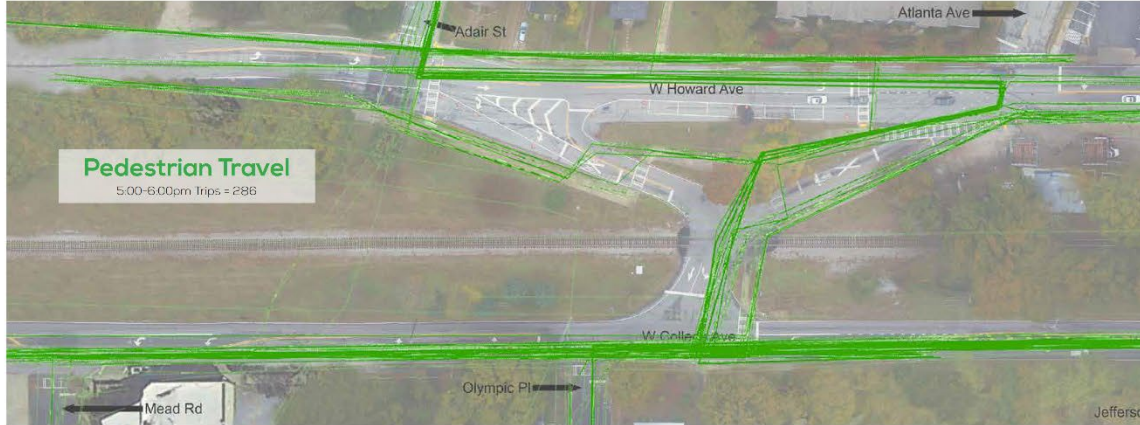
Pedestrian and Bicycling Traffic Patterns

Walking and Bicycling
Travel Patterns*

Morning



Afternoon



T:\8000 Projects\8457-18 Decatur Railroad Crossing Improvements\Graphics for Public Meeting\Travel Patterns

*Traffic Data Collected on December 12th, 2018



Table 1: Evaluation Criteria Summary Matrix

Concept	Intersection Delay (sec/veh)	Pedestrian Detour Index	Relative Cost (\$)
Maintain Existing Geometry	16	1.00 (Baseline)	\$\$
Adair to College "T"	6	1.42	\$\$\$\$*
Olympic to Howard "T"	7	0.87	\$\$\$\$**
"H" @ Existing Crossing	10	0.92	\$\$\$
"H" East of Existing Crossing	5	0.84	\$\$\$\$

*Cost could increase if College Avenue needs to be regraded to allow for vertical alignment modifications at the intersection

**Existing power transmission pole immediately north of Olympic PI will likely increase the concept implementation cost

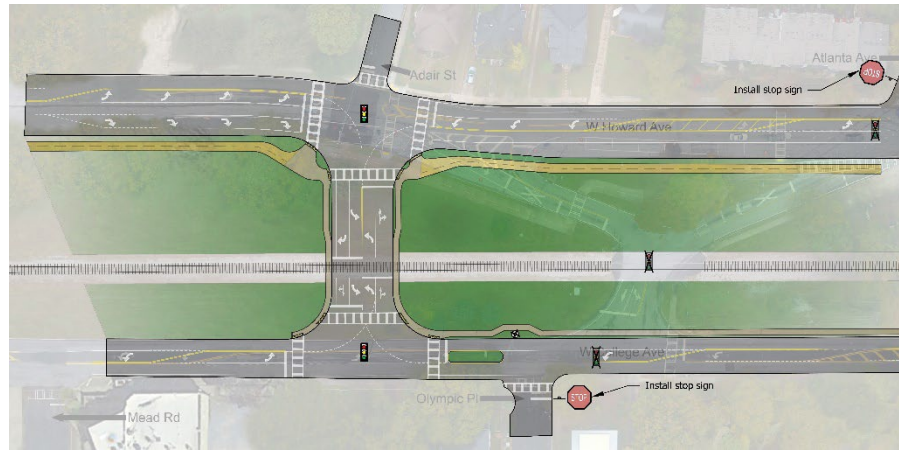




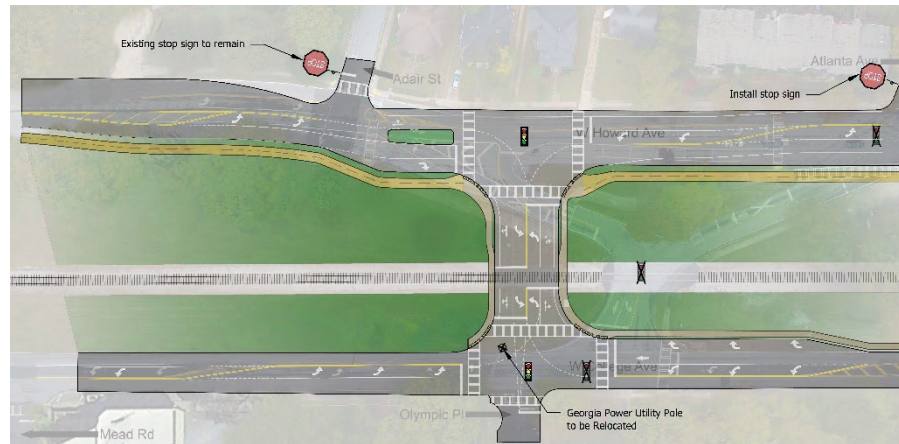
Workshop #3 - February 28, 2019 (30+ attendees)



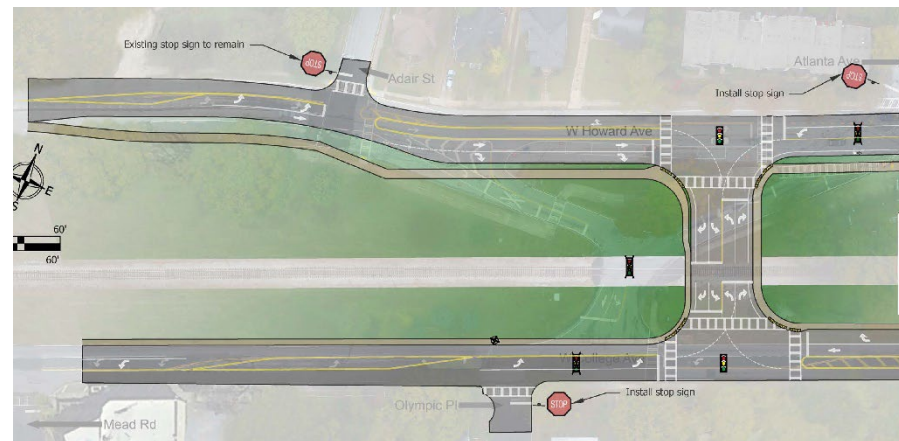
Top 3 Conceptual Crossing Location Alternatives



Adair Extension

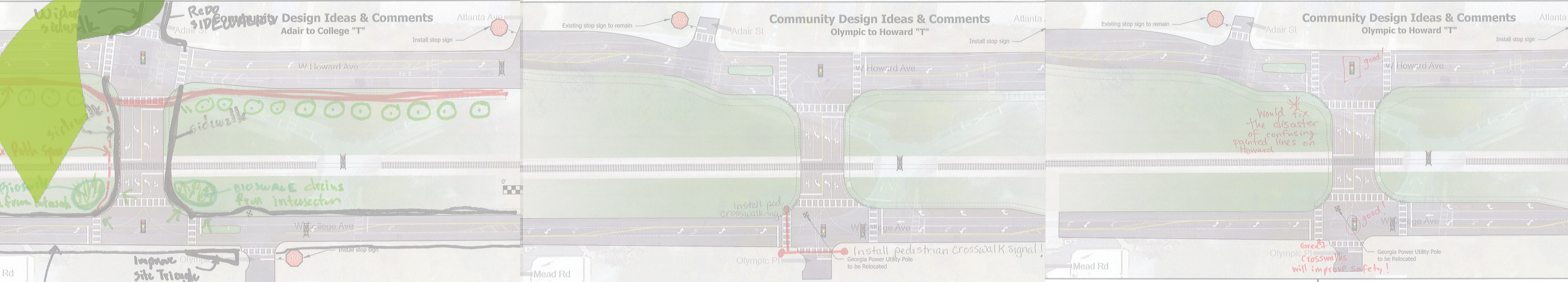


Olympic Extension



East "H" Connection





Improve sidewalk widen (if possible) "real" connection. w/o "decal" lanes help and improve safety.

General Comments: The opportunity here to link ^{is} not my favorite option. I maintain this intersection closed to car/vehicle traffic and become a bike and pedestrian only, leaving cars to use East S. McDonough as major crossing points. If never, this is the only option that preserves visibility for Olympic Pl. The "H" at Existing & Olympic Pl both call for a Stop sign at Pl. A mere Stop sign will not address the

Name: Mark

General Comments: Current Olympic Place situation: poor visibility the street (fence & hedges to the left, the right) dictate a "No Turn on Red" now. In order to remove the traffic light, visibility must be improved & a pedestrian crosswalk must be installed. For this reason, a pedestrian signal should have years ago). Any option that

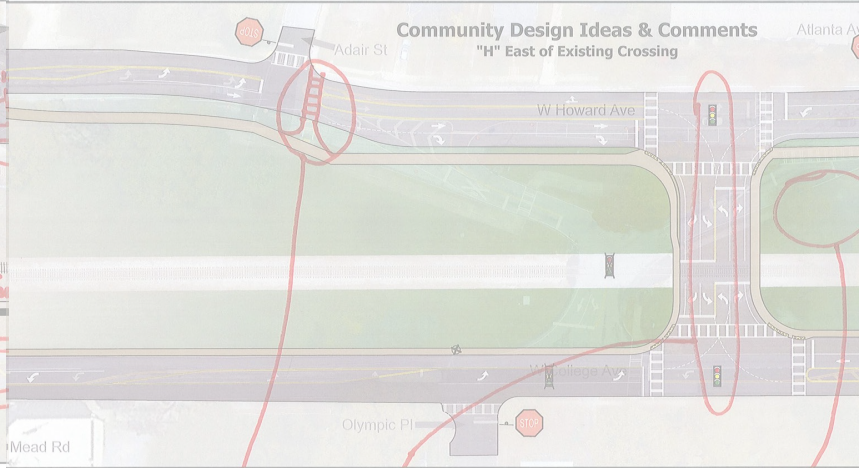
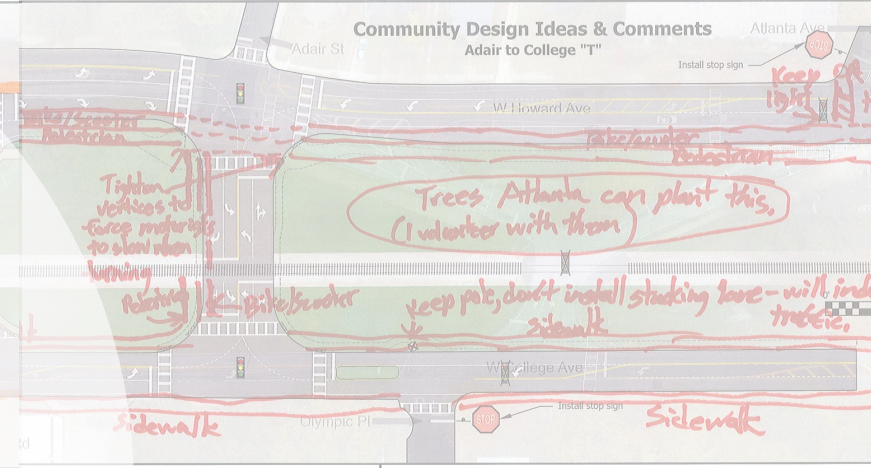
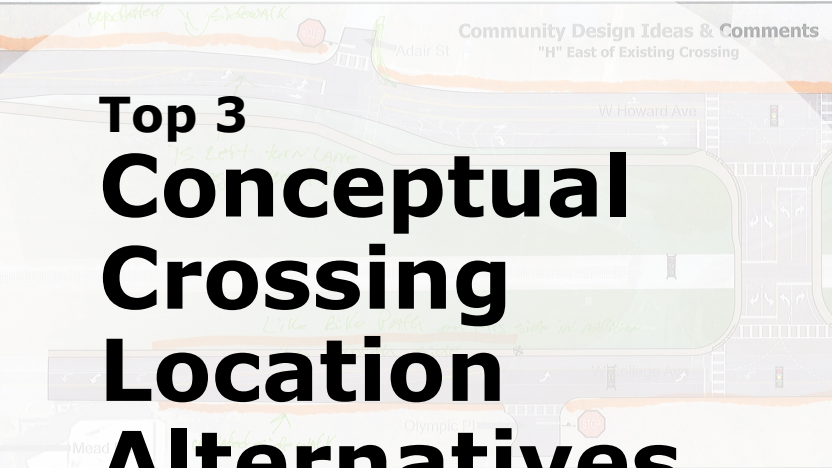
Name: Jennifer Brooks

General Comments: Top Choice as an Olympic ^{is} Multiple lane choices and passing lane to relieve traffic on College. * Light on both sides of the tracks! Yay! * Keeping a light at Olympic will be essential help residents on a very long dead-end street in a Safe and efficient manner. * Please Pick this one! 😊 Safest choice for ALL.

Name: Mandy Lebowitz

General Comments: Top Choice as an Olympic ^{is} Multiple lane choices and passing lane to relieve traffic on College. * Light on both sides of the tracks! Yay! * Keeping a light at Olympic will be essential help residents on a very long dead-end street in a Safe and efficient manner. * Please Pick this one! 😊 Safest choice for ALL.

Name: Mandy Lebowitz



General Comments: Tighten vertices to force motorists to slow down turning. bike/scooter pedestrian. Keep pole, don't install stacking lane - will induce traffic. sidewalk. Sidewalk.

Name: Linda Chen

General Comments: This looks like the most straightforward option. That should reduce user confusion. More focus is needed to address bike/scooter/pedestrian needs. crosswalk @ Mead & Howard. crosswalk @ Olympic & Howard. (Inst. BellHire @ Krog St.)

Name: Kevin H. Perry

General Comments: Ensure traffic & gas station can get onto Howard.

Name: [Blank]

Top 3 Conceptual Crossing Location Alternatives

Community Feedback

Table 1: Evaluation Criteria Summary Matrix

Concept	Community Input		Intersection Delay (sec/veh)	Pedestrian Detour Index	Relative Cost (\$)
	Public Opinion (5-1)	Stakeholder Opinion (5-1)			
Maintain Existing Geometry	1.6	2.3	16	1.00 (Baseline)	\$\$
Adair to College "T"	3.2	4.0	6	1.42	\$\$\$\$*
Olympic to Howard "T"	2.7	2.9	7	0.87	\$\$\$\$**
"H" @ Existing Crossing	2.6	1.8	10	0.92	\$\$\$
"H" East of Existing Crossing	2.9	2.3	5	0.84	\$\$\$\$

*Cost could increase if College Avenue needs to be regraded to allow for vertical alignment modifications at the intersection

**Existing power transmission pole immediately north of Olympic PI will likely increase the concept implementation cost



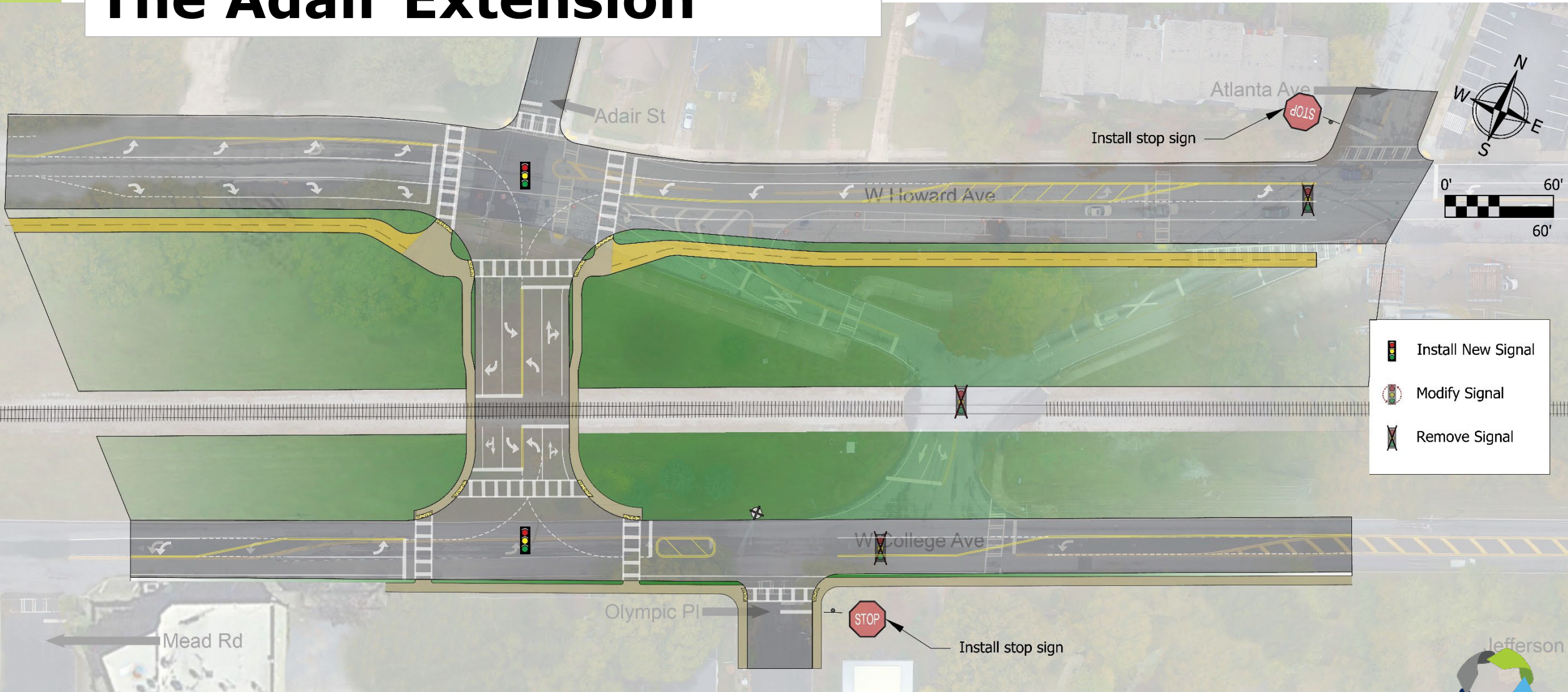
Affirmation of Crossing Location by City Commission

August 5, 2019



Recommended and Approved Concept Crossing Location:
The Adair Extension

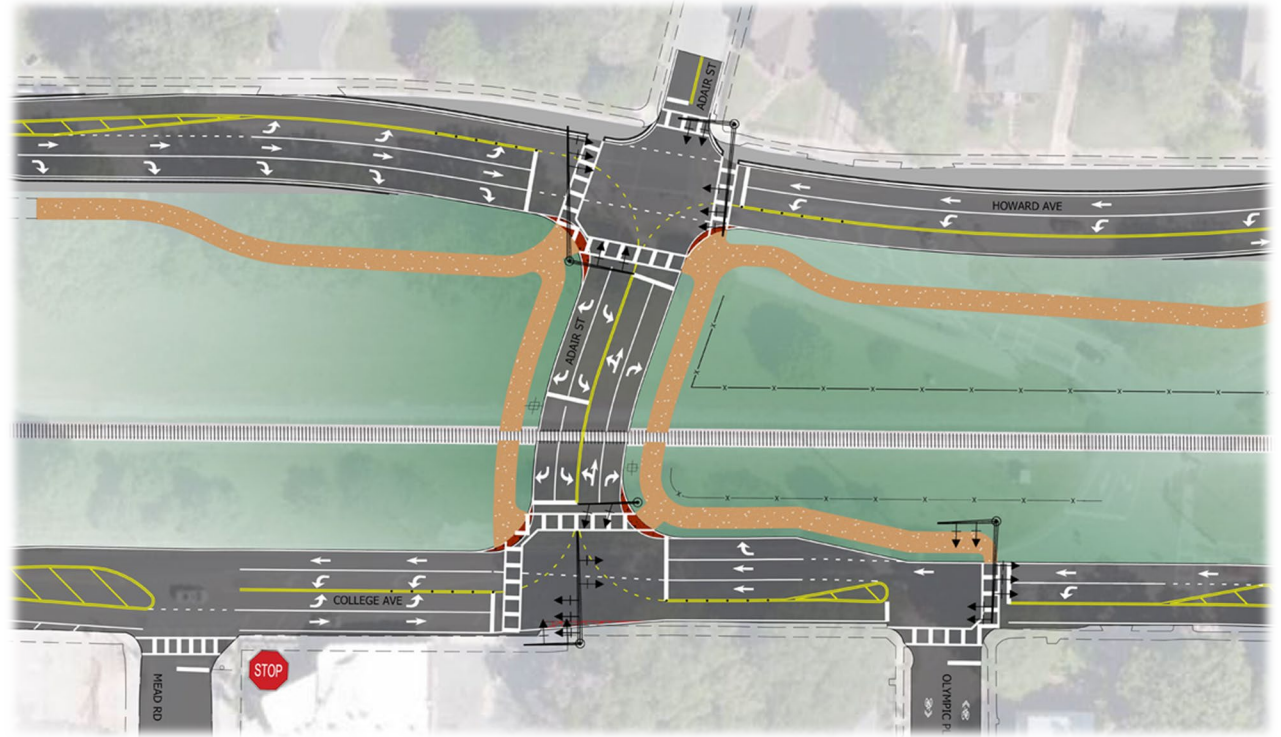
Crossing location and geometry approved by City Commission on August 5th, 2019



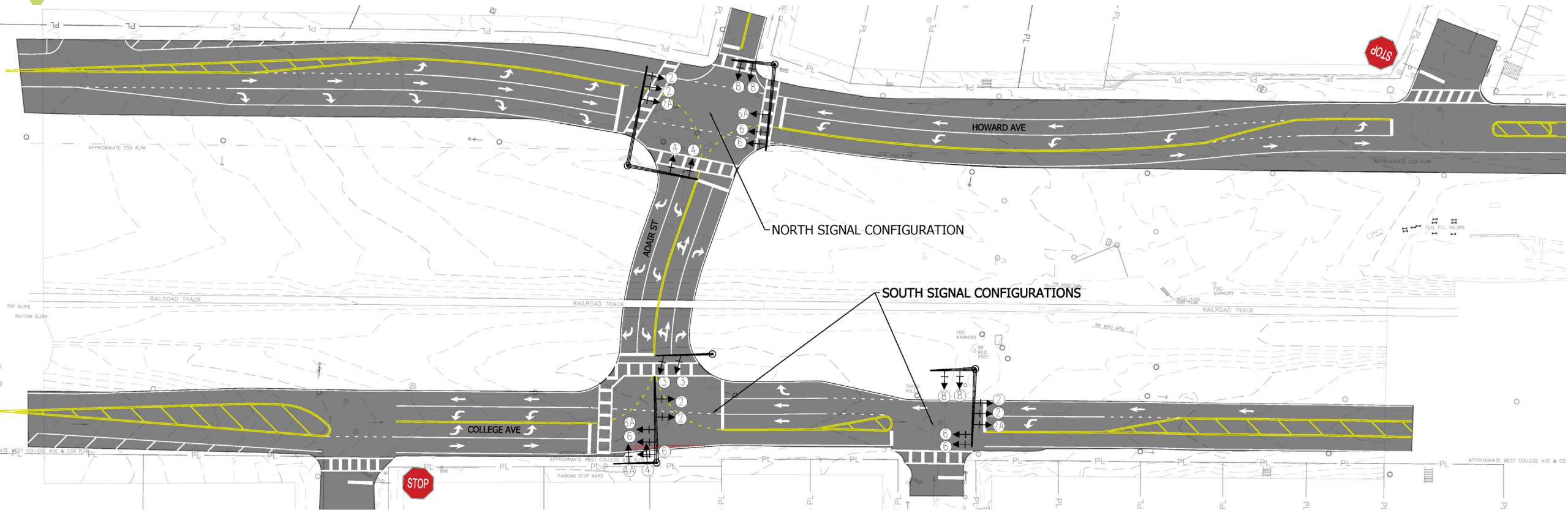
This graphic represents the best RR crossing location alternative considering the totality of the community's goals and objectives, especially safety.

Atlanta Avenue RR Crossing Improvements Presentation Outline

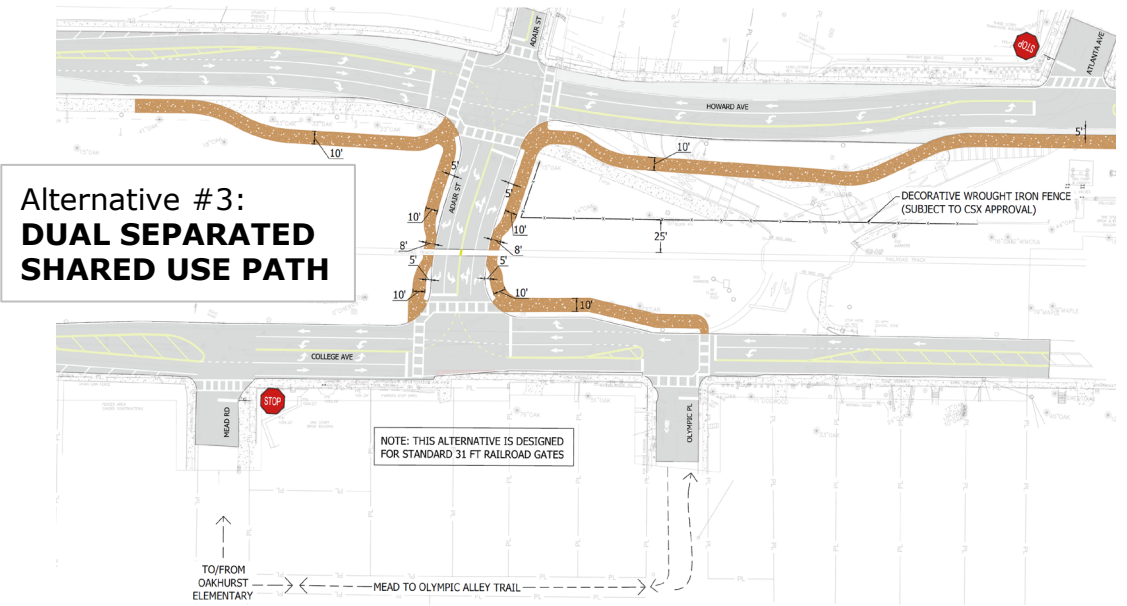
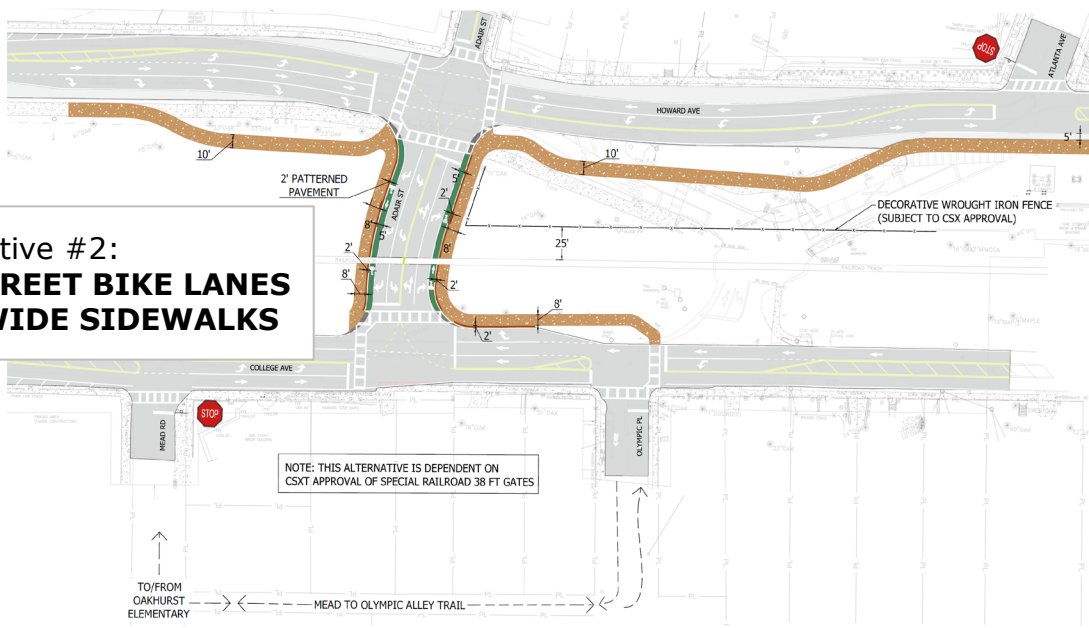
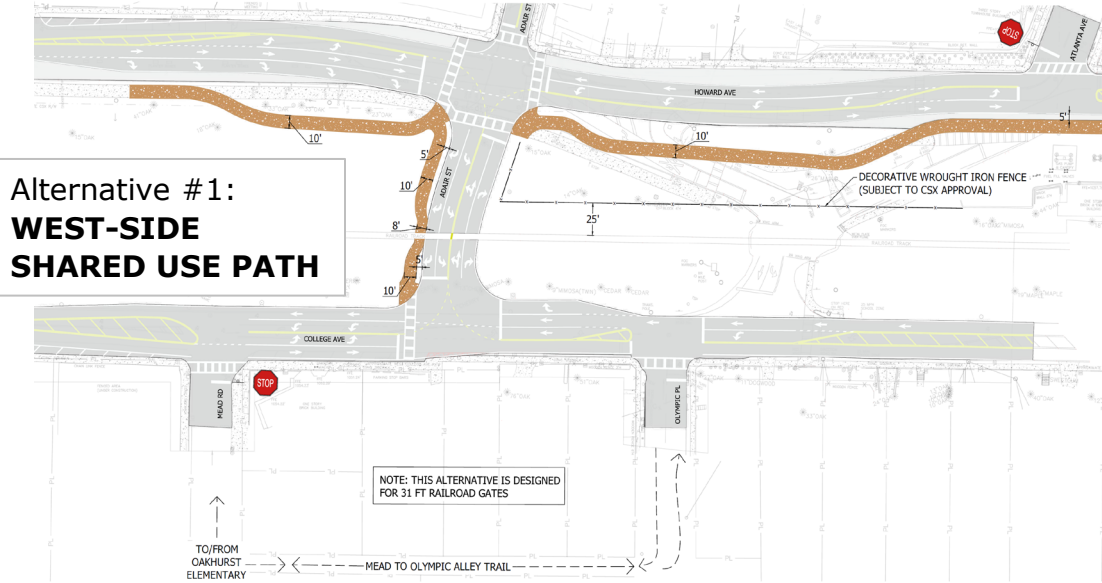
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Signalization and Intersection(s) Geometry



3 Conceptual Ped/Bike Options





This session will begin at 6:30 PM

Atlanta Avenue RR Crossing Improvements
Pedestrian/Bicyclist Priorities
 December 9, 2020

This session will begin at 6:30 PM

Atlanta Avenue RR Crossing Improvements
Streetscape Improvements and Landscape Amenities
 December 9, 2020

This webinar is being recorded.

Community Evaluation of Ped/Bike Options and Streetscape Amenities

Workshop #4 – December 9, 2020 (20+ Participants)



Community Feedback

Workshop #4 – December 9, 2020

No bike lane that is unprotected (i.e., that lacks physical separation from motor vehicles) should be envisioned for projects ...

Vehicular cycling really isn't an accepted engineering practice anymore.

... alternative 3 looks most appealing with respect to pedestrian/biking flow.

I use this intersection regularly as an adult cyclist, and with children, I think it is critically important to have the access from Olympic via the options #2 and #3.

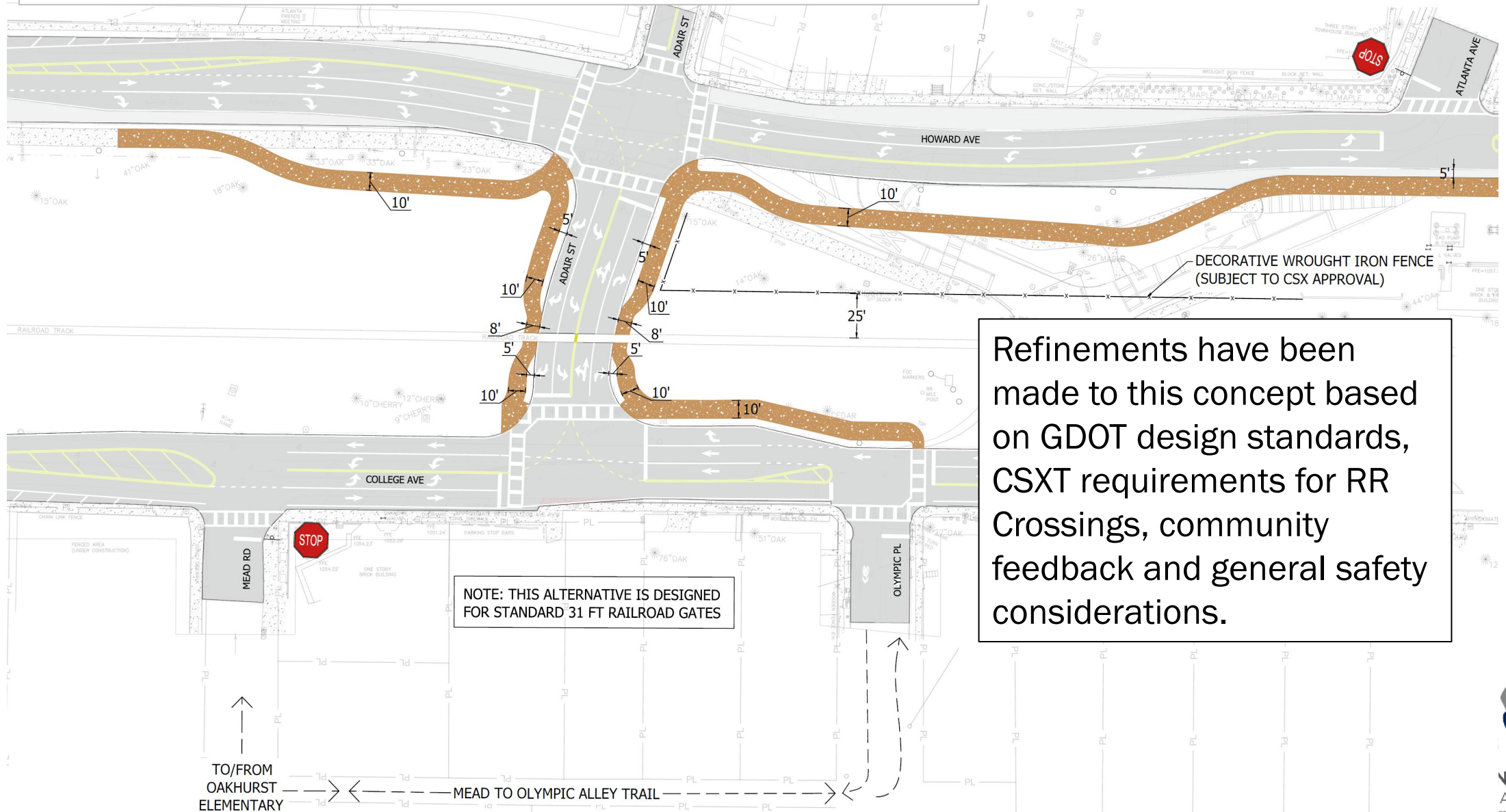
Alternative 2 and 3 are much better from a cycling perspective because it allows a protected access to the bike path by using Mead/Olympic Alley.

Thank you! I think I like alternative 3 the best. Would be great to try to get the 10 feet at the track crossings.

Question/Comment	Answer	Question/Comment	Answer
I do not think we need to keep adding to the width of the cross and should allow for bikes to utilize the path as provided in Option #3 vs adding more width to the crossing.	Thank you for your comment.	Vehicular cycling really isn't an accepted engineering practice	Thank you for your comment. We are putting in protected bike lanes where possible.
Offhand, alternative 3 looks most appealing with respect to pedestrian/biking flow.	Thank you for your comment.	I use this intersection regularly as an adult cyclist, and with children, I think it is critically important to have the access from Olympic via the options #2 and #3.	We anticipate a "do not block" treatment will be included at this intersection.
I'm also appreciative of detail you have put into these design alternatives. It was a GREAT workshop. Thank you!	Thank you for your comment.	Alternative 2 and 3 are much better from a cycling perspective because it allows a protected access to the bike path by using Mead/Olympic Alley.	The advantage of alternative 3 is that it gets you the right of way.
Pedestrians and bicyclists are DEEPLY affected by numbers of lanes. Please address my comments here.	We are reviewing all comments and incorporating them to the degree we can into the plans.	Thank you! I think I like alternative 3 the best. Would be great to try to get the 10 feet at the track crossings.	Alternative 3 and better from a cycling perspective because it allows access to the bike path by using Mead/Olympic Alley.
... drainage issues with pedestrians do not addles when it's	This project will be designed to mitigate additional drainage needs associated with the improvements being made and, where possible, improve existing drainage problems.		
I use this intersection regularly as an adult cyclist, and with children, I think it is critically important to have the access from Olympic via the options #2 and #3.	Thank you for your comment.		



Most Desired Alternative: **DUAL SEPARATED SHARED USE PATH**



Refinements have been made to this concept based on GDOT design standards, CSXT requirements for RR Crossings, community feedback and general safety considerations.



3 Conceptual Streetscape Options

Alternative #1: **STRIPED SHOULDER WITH EXISTING PLANTERS**



Alternative #2: **STRIPED SHOULDER WITH TERRACOTTA PLANTERS**



Alternative #3: **RELOCATED CURB WITH LANDSCAPING**



Community Feedback

Workshop #4 – December 9, 2020

Question/Comment	Answer
What is the long-term plan for the entire stretch of Howard? I ask because I do not recommend that you use planters anymore. It is a toxic subject. I DO think we need use this space. Can we create a long stretch of plantings to include trees? I walk here each day and I would like to see trees planted where the planters are. Is this possible?	Long term plan for improvements to West Howard will be considered as part of the project. We are also trying to partner with the PATH Foundation to make permanent improvements to West Howard.
Will there be curb cuts from the "planter-protected lane" along other portions of Howard to the sidepath so that cyclists using the protected lane can access the sidepath easily?	
I support pulling the path away from the curb and adding a lot of landscape plants along that	

... I DO think we need use this space. Can we create a long stretch of plantings to include trees? I walk here each day and I would like to see trees planted where the planters are. Is this possible?

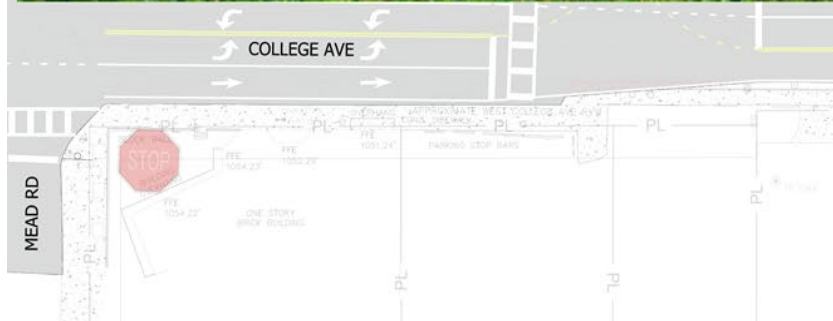
I support pulling the path away from the curb and adding a lot of landscape plants along that path. I feel strongly that all plantings be native ...

Is there a plan to add streetlights on W Howard Ave between Commerce Drive and Atlanta Ave? It is very dark due to the trees at the moment.

Question/Comment	Answer	
I use the area between the planters and the curb as a bikeway as the PATH gets quite crowded at times as do the traffic lanes. I would request that the parking stoppers currently between the rectangular planters actually be removed, at least when nearing Commerce where I need to merge back into traffic to turn left.	Yes. Any option we design will provide for intermittent access between the general travel lanes and any on-pavement bike facility. Special consideration will be given to the approaches to intersections.	
I like the idea of permeable pavement.	Thank you for your comment.	
#3 is the clear winner for me.	Thank you for your comment.	
I'm assuming there will be "minimal" changes, if any, to the area to the west. If I'm very okay with that, Am I correct in this assumption?	railroad crossing. While there will be some grading impacts that may occur, our goal is to minimize any impact to existing tree canopy, and we'll be looking at that very closely. There may be some drainage improvements that need to occur, as well as some additional landscape enhancements that will be proposed. The PATH Trail may also have to be slightly modified to meet the proposed new Adair Street intersection.	think that's a great opportunity for BeeCatur type stuff and for some creativity there. I just love sort of the simpleness and the expanse of that grass and the big trees.
Is there a plan to add streetlights on W Howard Ave between Commerce Drive and Atlanta Ave? It is very dark due to the trees at the moment.	If you're talking about between Commerce and Atlanta, that's a little bit different streetscape than at the Atlanta Avenue Crossing. It's possible we will add streetlights to the commercial area where the actual office is, but we would want to look at our regular street light program for the residential neighborhood along Howard between, say, Greenwood Circle and Commerce Drive. We can look at that independently of this project. If we need the lighting along that corridor, that's something we can look at as a standalone project.	
The Quaker Meeting house has used the small bits of parking along Howard Avenue just west of Adair. This proposal removes that parking, correct?	Most of the alternatives presented maintain parking or provide the opportunity to expand parking. The alternatives shown in this session, without bike facilities on both sides of Howard Avenue, would allow for maintaining or expanding parking.	

#3 is the clear winner for me.

Most Desired Alternative: **RELOCATED CURB WITH LANDSCAPING**





Community Evaluation of Final Geometry

Workshop #5 – December 9, 2021 (70+ Attendees)

Community Feedback

Workshop #5 – December 9, 2021

Make sure all signals are responsive and prioritize pedestrians and bikes...

Protect sidewalk on northside of Howard from traffic.

Retain protected islands (refuges) at crosswalks on Howard...

Like very much. Will make the walk more pleasant and love the greenspace.

This looks appropriate and I am pleased to see the design move forward...

Please make this project bike, walk friendly. Please put in as much green space as possible.

Love the alignment with Adair. Please make the path radius at least not bike unfriendly. I want to ride through the area.

Looks awesome! Love it!

Name: Jas	Email Address:	Zoe.barracano@gmail.com	Name: Rhonda Wiser	Email Address:	Rhowiser@comcast.net
Comment: I would like to see signals that prioritize pedestrians and bikes...			Comment: This looks appropriate and I am pleased to see the design move forward...		
Name: Kirby	Email Address:	@gmail.com	Name: Mary Miller	Email Address:	Marymiller312@gmail.com
Comment: The state has not been materially changed. I have to cross so many lane crossings for pedestrians and nobody else. Cars need to use the underutilized space just a bit to the west. This looks good and less pleasant to cross from Adair St. (where I live) than the status quo. This current plan does not look like enough significant that there Lake under plan is not with kids,			Comment: I am pleased to see the design move forward. Please update on the construction schedule.		
Name: Amanda Hallauer	Email Address:	Amanda_Medori@hotmail.com	Name: Aaron Weiner/ Beth Hammons	Email Address:	aaronw1122@gmail.com/ beth.hammons@gmail.com
Comment: Make sure all signals are responsive and prioritize pedestrians and bikes; They should detect approaching pedestrians/cyclists in addition to a button. Protect sidewalk on northside of Howard from traffic. Retain protected islands (refuges) at crosswalks on Howard...			Comment: This design drastically widens the roadway in a residential area. These slip lanes create unsafe conditions for pedestrians from the design.		
Name: Kathryn Masters	Email Address:		Name: Caleb Kirksey	Email Address:	Ckirksey3@gmail.com
Comment: Love the alignment with Adair. Please make the path radius at least not bike unfriendly. I want to ride through the area.			Comment: Please make this project bike, walk friendly. Please put in as much green space as possible.		
Name: Walter Akana	Email Address:	Walter.akana@gmail.com	Name: Judy Akana	Email Address:	Monkeycats2003@yahoo.com
Comment: Love the alignment with Adair. Please make the path radius at least not bike unfriendly. I want to ride through the area.			Comment: Like very much. Will make the walk more pleasant and love the greenspace.		
Name: Thomas Valenti	Email Address:		Name: Aaron Weiner/ Beth Hammons	Email Address:	aaronw1122@gmail.com/ beth.hammons@gmail.com
Comment: I just found out that I will only be able to make a right turn out of my house. This will also affect my life negatively along with the rest of the neighborhood.			Comment: This looks appropriate and I am pleased to see the design move forward. Please update on the construction schedule.		



Community-based Design Workshops

Public Open House Workshops

1. Public Kick-off / Workshop, November 15, 2018
2. Concept Alternatives Evaluation, January 16, 2019
3. Operationally-Feasible Alternatives Evaluation, February 28, 2019

City Commission Affirmation of Recommended Location Alternative for Design on August 5, 2019

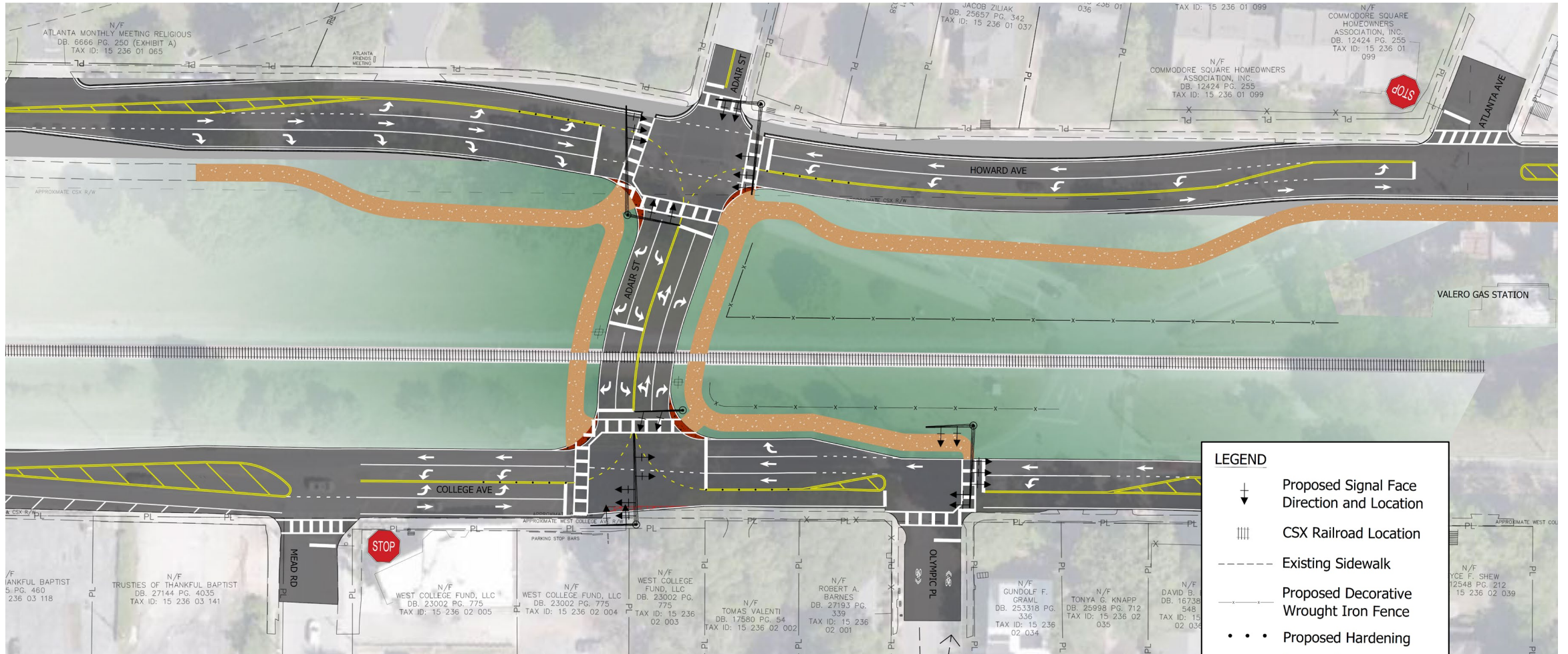
4. Ped/Bike Alternatives and Streetscape Amenities Virtual Open House, December 9, 2020
5. Alignment Final Geometry Review and Howard Reimagined Alternatives Workshop, December 9, 2021

Stakeholder Agency Workshops








- November 16, 2018
- January 17, 2019



Recommended Atlanta Ave Railroad Crossing Design



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

Next Steps

- Begin Design and Construction Plans for approved crossing design for the Atlanta Ave Railroad Crossing
- Continue coordination with CSXT and GDOT
- Traffic Calming Plan for Adair Street
- Coordinate design with Reimagine West Howard Ave – The Sequel

