# COMMUNITY TRANSPORTATION PLAN UPDATE

## Community Meeting

May 10, 2018 | 6:00 - 8:00 pm

JB+a a division of BARGE DESIGN SOLUTIONS

BARGE DESIGN SOLUTIONS

TooleDesignGroup

Decatur Community Transportation Plan Update

# Agenda

- Welcome & Meeting Overview
- Draft Community Transportation Plan Update (CTPU)
  - Report Outline
  - Existing Conditions
  - Technical Studies
  - Preliminary Recommendations
- Schedule
- Discussion / Feedback Exercises
- Meeting Close

Decatur Community Transportation Plan Update

# REPORT OUTLINE

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- Status of 2007 Recommendations ..... x
- Intersections of Concern & Historical Crash Data ..... x
- Level of Traffic Stress ..... x
- Recent Community Growth & Development ..... x

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- 2027 Community Transportation Plan Vision Statement ..... x
- Context and Street Typologies ..... x
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- Off-Road Multi-Use Path System ..... x
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- Speed Limits and Traffic Calming ..... x
- City-Wide Circulator Concept ..... x
- Parking (Summarized from ARC Report) ..... x
- Transportation Technology Investments ..... x
- Transportation Policy Alignment ..... x

**Implementation Plan ..... x**
- Implementation Strategy ..... x
- Prioritized Action Plan ..... x
- Preliminary Budget Estimate & Potential Funding Sources ..... x


Decatur Gets Around

Decatur Community Transportation Plan Update

# DRAFT TEXT & PROPOSED REPORT FORMAT



placing different color dot stickers on a map of Decatur, stakeholders indicated transportation problem areas, either at intersections or along corridors. Stakeholders were also encouraged to participate in discussion about the current transportation issues within the city, as well as potential opportunities. Stakeholders that attend the meetings included:

- Neighborhood Associations
- DBA
- Lifelong Decatur Advisory Board
- Decatur Youth Council

**Public Workshops**

Throughout the duration of the Update process, a series of three public workshops were held at the Decatur Recreation Center. These workshops were open to all Decatur residents. The first workshop, the Community Kick-Off Meeting was held on October 26, 2017. During this meeting, the design team presented a review of previous relevant studies/plans, provided the purpose of the Update, and discussed the future of transportation. The design team also presented the audience with an installment of the Transportation Academy called "The Capacity of a Street." Following the presentation, participants were asked to complete several engagement activities. On a large-scale map of Decatur, participants were asked to identify problematic vehicle, pedestrian, and bicycle areas with colored dots (each dot represented one of the three categories). Participants were also encouraged to note gaps and/or barriers on the map and leave additional comments. On separate boards, participants were asked to vote using dot stickers on community transportation priorities, such as reduced congestion, safe routes to school, and rideshare. Participants also voted on future transportation priorities, including autonomous vehicles, complete streets, and transit expansion. A third board gave participants the chance to voice their opinions about the vision set forth in the Decatur 360 Comprehensive Plan (2016). A final board gave participants space to leave any additional comments. Participants were also given the option to write their comments on comment cards provided by the design team.

The second public workshop was held on February 1, 2018. Similar to the first workshop, the design team gave a presentation, presented a second installment of the Transportation Academy called "Complete Streets – What's In It For Me?", and participants were asked to engage in several activities. The presentation focused on reviewing the findings of the community survey, the Wiki Map survey, and the existing conditions and analysis maps. Key transportation issues were reviewed based on information gathered during the first public workshop and the surveys. Potential circulator and off-road trail routes were introduced to the participants and there was a deeper discussion of future transportation technologies. The Transportation Academy

**1.1** Public workshop, October 2017 (Gregory White, 2017).

presentation focused on complete streets and the importance of broad buy-in from leadership, key decision-makers, and the public. The Transportation Academy presentation showcased the transportation, health, safety, livability, and economic benefits available to communities through the implantation of complete streets.

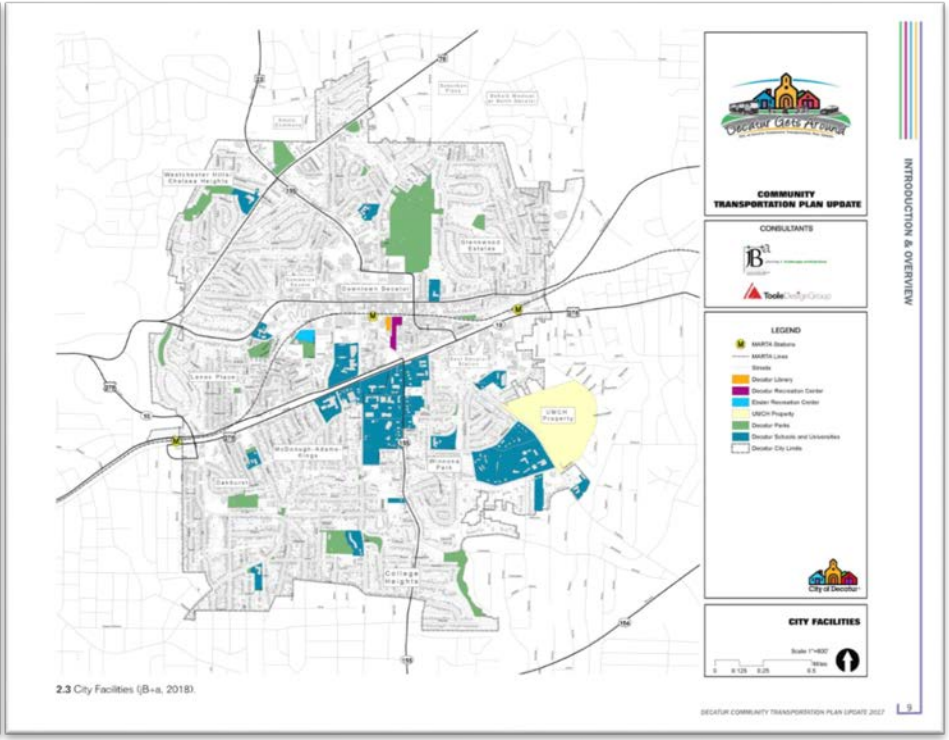
The third and final public workshop was held on May 10, 2018. The primary purpose of this meeting was to review the draft version of the Update.

**Community Survey Overview**

An online survey was launched on October 26, 2017, and as close of the survey on December 17, 2017, 830 people completed the survey. This response gives us a 99% confidence level, with a ±4.5% margin of error for the population size of Decatur, meaning that our team can be reasonably confident of the results. However, the respondents' demographics vary slightly from the U.S. Census data, which may result in a higher margin of error. The survey reveals a strong desire for better traffic flow, pedestrian safety and sidewalk construction and repairs. Funding should prioritize these items. When looking at specific areas, respondents are concerned with parking availability in Downtown Decatur. In Oakhurst, there are concerns with the condition of the streets; and in neighborhood areas, respondents are concerned about the general condition of properties being vacant or blighted.

The demographics of the respondents do not completely align with the community demographics. Notably, younger and older age groups were not






**2.3** City Facilities (JB+a, 2018).





Decatur Gets Around

# Purpose

- **Encourage healthy lifestyles and active living through alternative forms of transportation and thoughtful transportation design**
- Validate or modify assumptions, findings, and recommendations put forth in the original Decatur Community Transportation Plan
- Reflect on the Vision and Goals of the City of Decatur Strategic Plan Update (2010) and the Decatur 360 Comprehensive Plan Update (2016), as well as other current planning documents
- Coordinate and compliment transportation goals and recommendations within the Atlanta Regional Commission's Atlanta Region Plan (2016) and GDOT's Statewide Transportation Plan/Strategic Plan (2016)
- End product: Updated Community Transportation Master Plan

Decatur Gets Around

# Vision & Goals*

**To establish a safe and efficient multi-modal system that maximizes and enhances Decatur's vehicular and non-vehicular resources – emphasizing "complete streets," a multi-modal transportation network that provides safe and efficient mobility to all users through identification of pedestrian, bicyclist, public transit, and vehicle mobility improvements.**

- By encouraging residents, commuters, and visitors to use alternative forms of transportation other than motor vehicles, the city of Decatur promotes activities which collectively contribute to improved air quality.
- Increase transit use with the co-location of mixed-use and higher density residential developments with transit facilities
- Study mobility and connectivity Citywide
- Create and maintain a bicycle and pedestrian friendly community
- Design innovative parking options for the downtown central business core
- Increase connectivity between the Oakhurst and Downtown business districts.
- Identify and prioritize improvements to pedestrian facilities through a citywide sidewalk assessment.
- Support the continued operation of Clifton Corridor Transportation Management Association's CCTMA Decatur Shuttle

*Vision and Goals as stated in the 2016 Decatur 360 Comprehensive Plan

Decatur Gets Around

# Relevant Planning Studies

## 2007 Community Transportation Plan

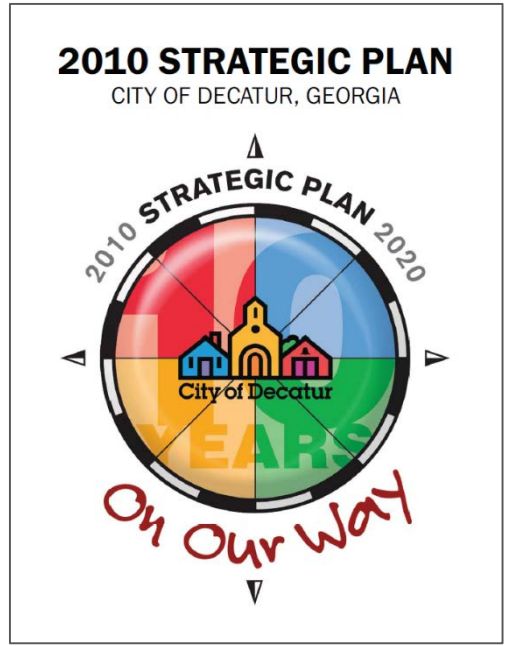
To create a safe and efficient transportation system that promotes the health and mobility of Decatur citizens and visitors, creating better access to businesses and neighborhoods.

- Goal: Ensure safety for all modes and users of all ages and abilities.
- Goal: Establish a high level of connectivity and efficient movement.
- Goal: Promote increased levels of physical activity.

Decatur Gets Around

# Relevant Planning Studies

## 2010 Strategic Plan




### Vision:

The City of Decatur will assure a high quality of life for its residents, businesses, and visitors both today and in the future.

- Principle A: Manage growth while retaining character
- Principle B: Encourage a diverse and engaged community
- Principle C: Serve as good stewards of the environment and community resources
- Principle D: Support a safe, healthy, lifelong community

Decatur Gets Around

# Relevant Planning Studies

## 2016 PATH Connectivity Plan

In an effort to improve bicycle and pedestrian connectivity throughout the City, a group of interested residents worked with the consultant's Trail Planning and Design Team to create a trail connectivity and implementation plan. The plan serves as the blueprint for the city's multi-use trail development for the next ten years with an implementation goal of building approximately 9.2 miles of the Decatur PATH system by 2027.

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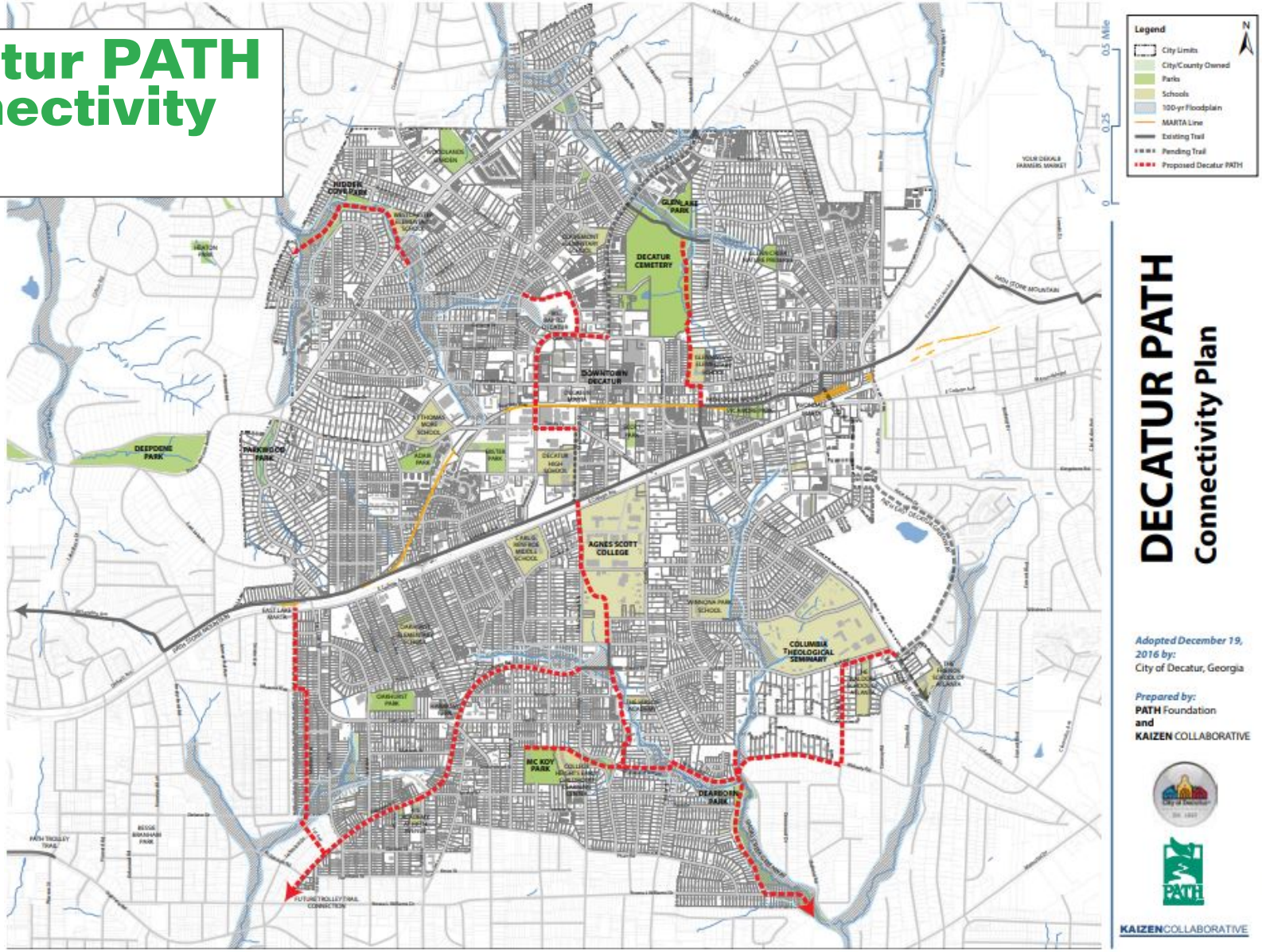
# Decatur PATH Connectivity Plan



# Community Involvement

Community outreach has been a critical component of the Update process. The design team engaged the community in a variety of ways including stakeholder meetings, public workshops, an online survey, and an online mapping survey called WikiMap.

- Stakeholder Meetings
- Community Meetings
- Community Survey
- WikiMap Survey

# Stakeholder Meetings

Stakeholder meetings were intended to inform Decatur residents and members of city civic groups about the Update and to help inform the planning team about key issues in the planning process. During stakeholder meetings, stakeholders were given a presentation about the project and asked to participate in an engagement exercise. Stakeholders that attended the meetings included representatives from:

- Neighborhood Associations
- Decatur Business Association
- Lifelong Decatur Advisory Board
- Decatur Youth Council

# Community Meetings

Community meetings consist of three components: presentation of materials and progress, an installment of the Transportation Academy, and community participation activities. These meetings were crucial for obtaining public feedback and input.

Community Meetings took place on:

- October 26, 2017
- February 1, 2018

The final community meeting will take place on:

- May 10, 2018

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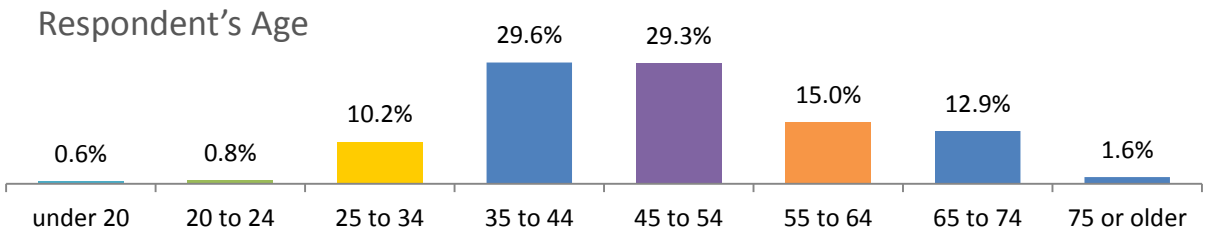
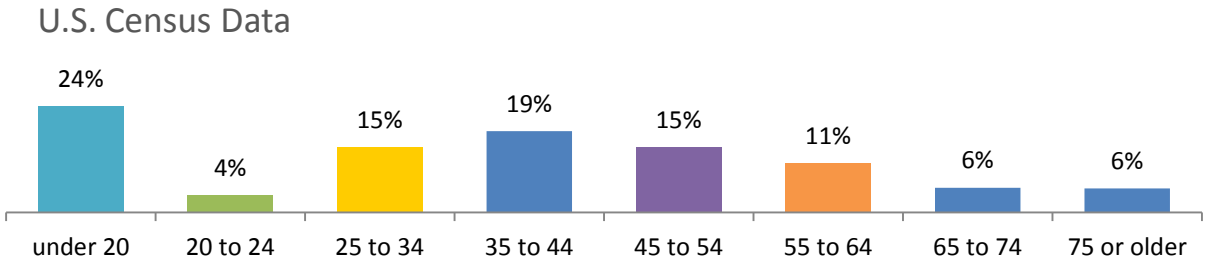
# Community Survey

An online survey was launched on October 26, 2017, and at the close of the survey on December 17, 2017, **830** people completed the survey. This response gives us a 99% confidence level, with a ±4.5% margin of error for the population size of Decatur, meaning that our team can be reasonably confident of the results. However, the respondents' demographics vary slightly from the U.S. Census data, which may result in a higher margin of error.

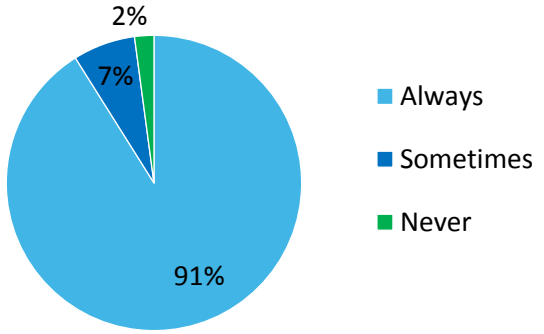


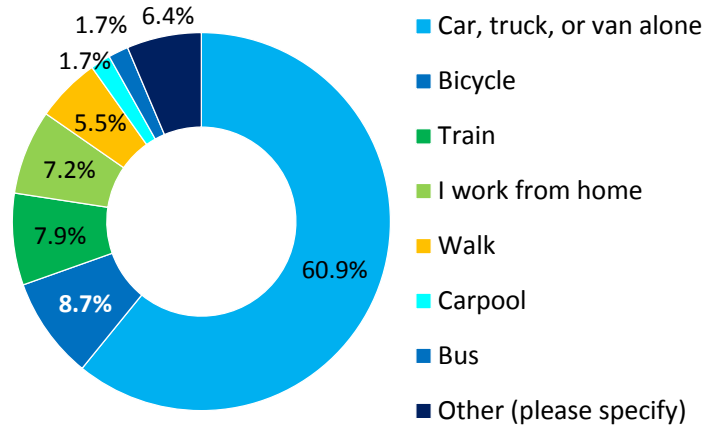
Decatur Community Transportation Plan Update

# Community Survey

**Do you have access to a personal, motorized vehicle (e.g., car, truck, motorcycle, etc.)?**

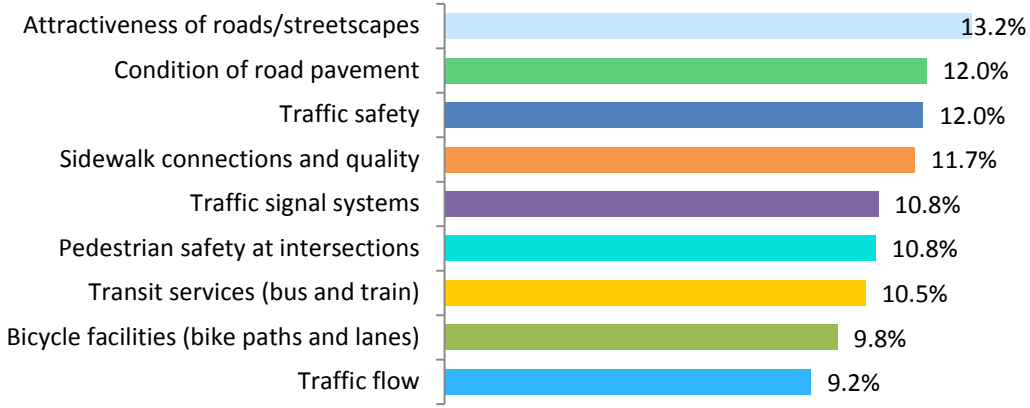



**In a typical day, which of the following forms of transportation do you use for the longest part of your commute trip to work/school? (Check one.)**




**How would you rate …**

**When combining <u>fair, good, and excellent</u>, the attractiveness of roads/streetscapes ranks highest again, with condition of road pavement and traffic safety tying for second and third place.**




| Top 3 Poorly Rated | |
|---|---|
| Traffic flow | 33.37% |
| Pedestrian safety at intersections | 22.38% |
| Traffic signal systems | 21.00% |

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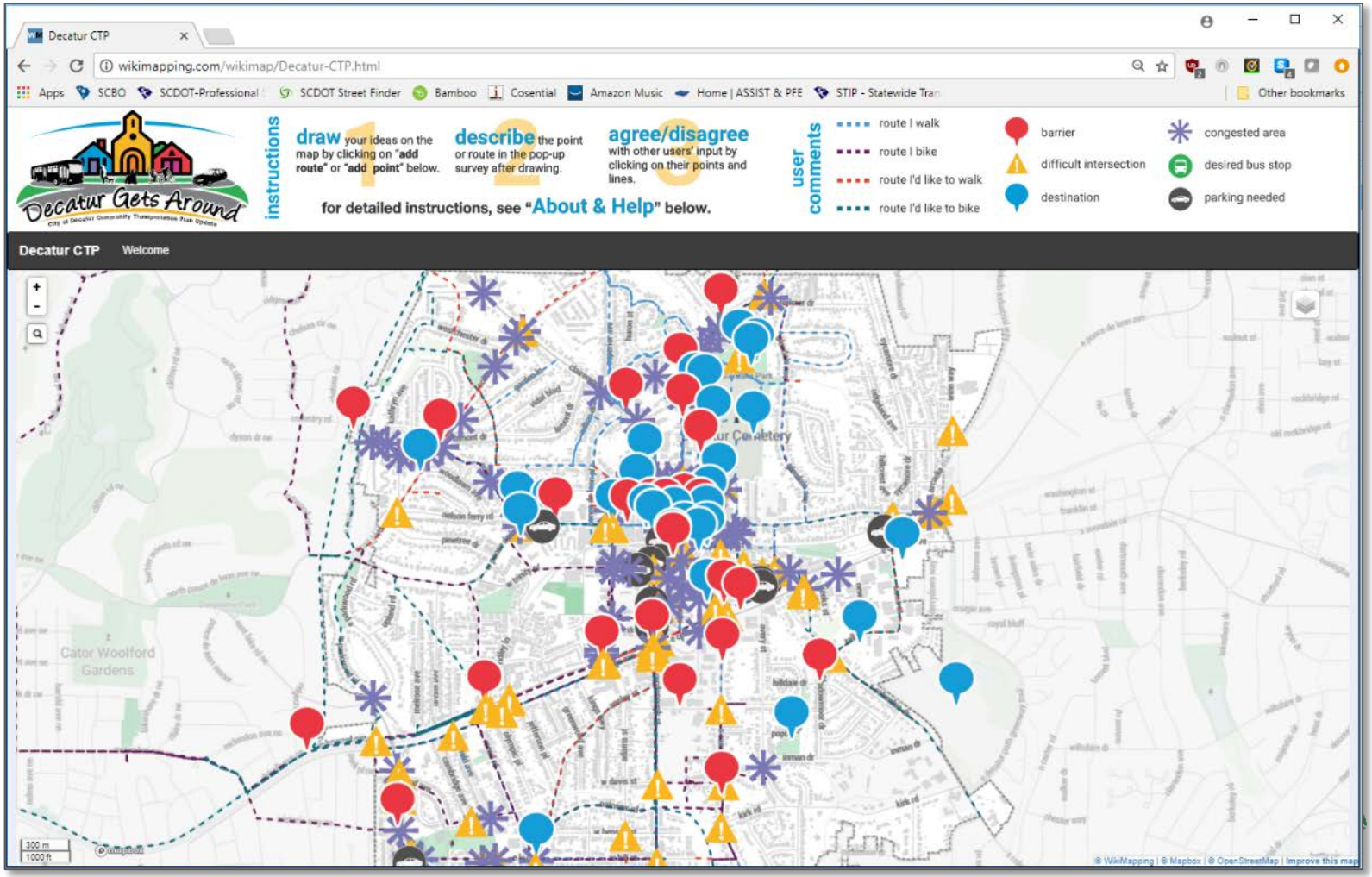
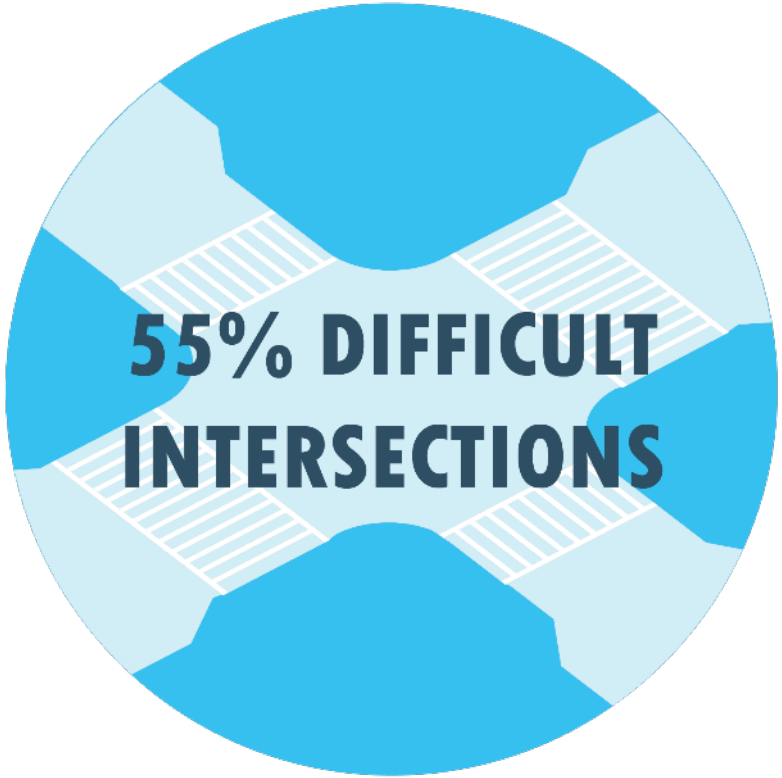
# WikiMap Survey





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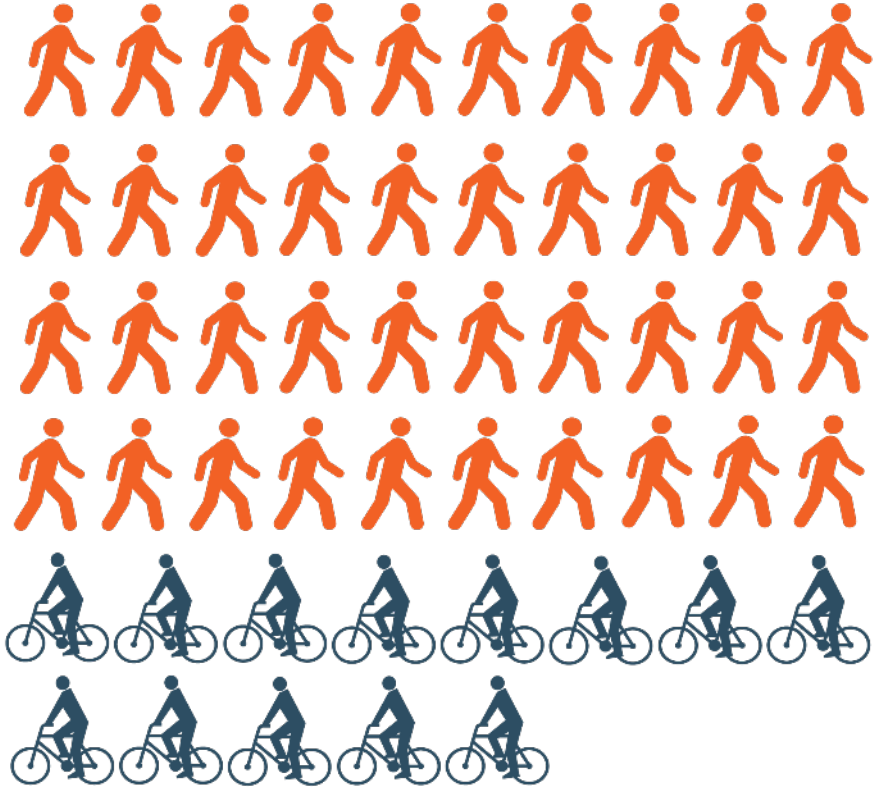

**Out of 53 routes selected, 75% were walking and 25% were biking.**

# CURRENT ROUTES

Decatur Gets Around

**Out of 60 routes selected, 43% were walking and 57% were biking.**

# DESIRED ROUTES

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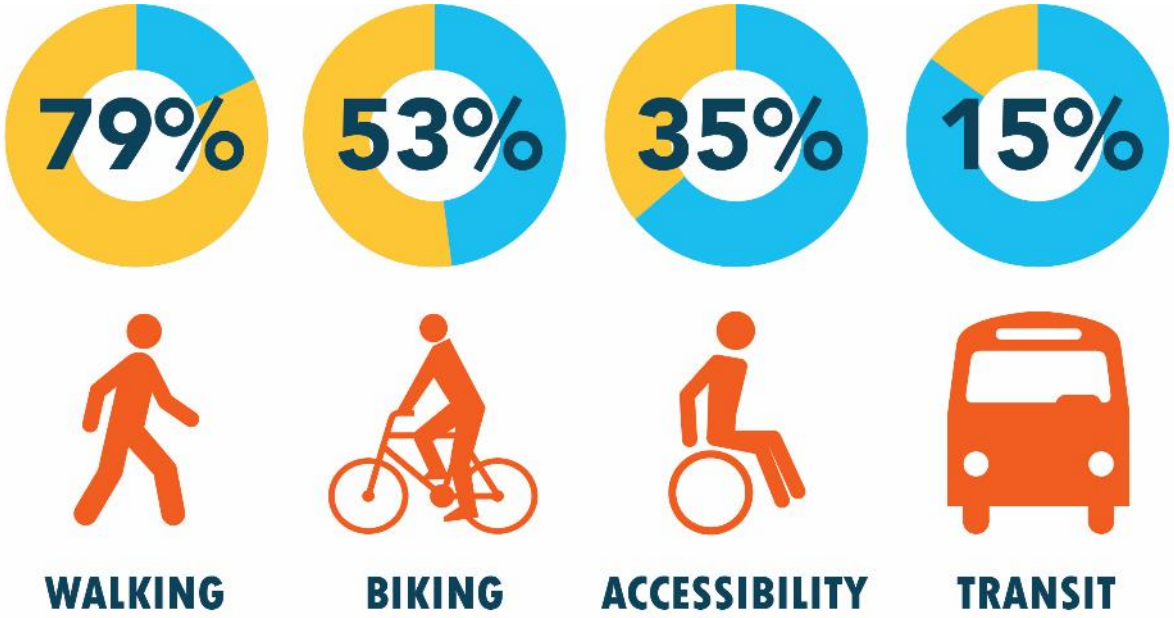


# PERCEIVED BARRIERS

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# Key Transportation Issues

Based on feedback and input gathered from the stakeholder meetings, community meetings, the community survey, and the WikiMap survey, the following key transportation issues were established:

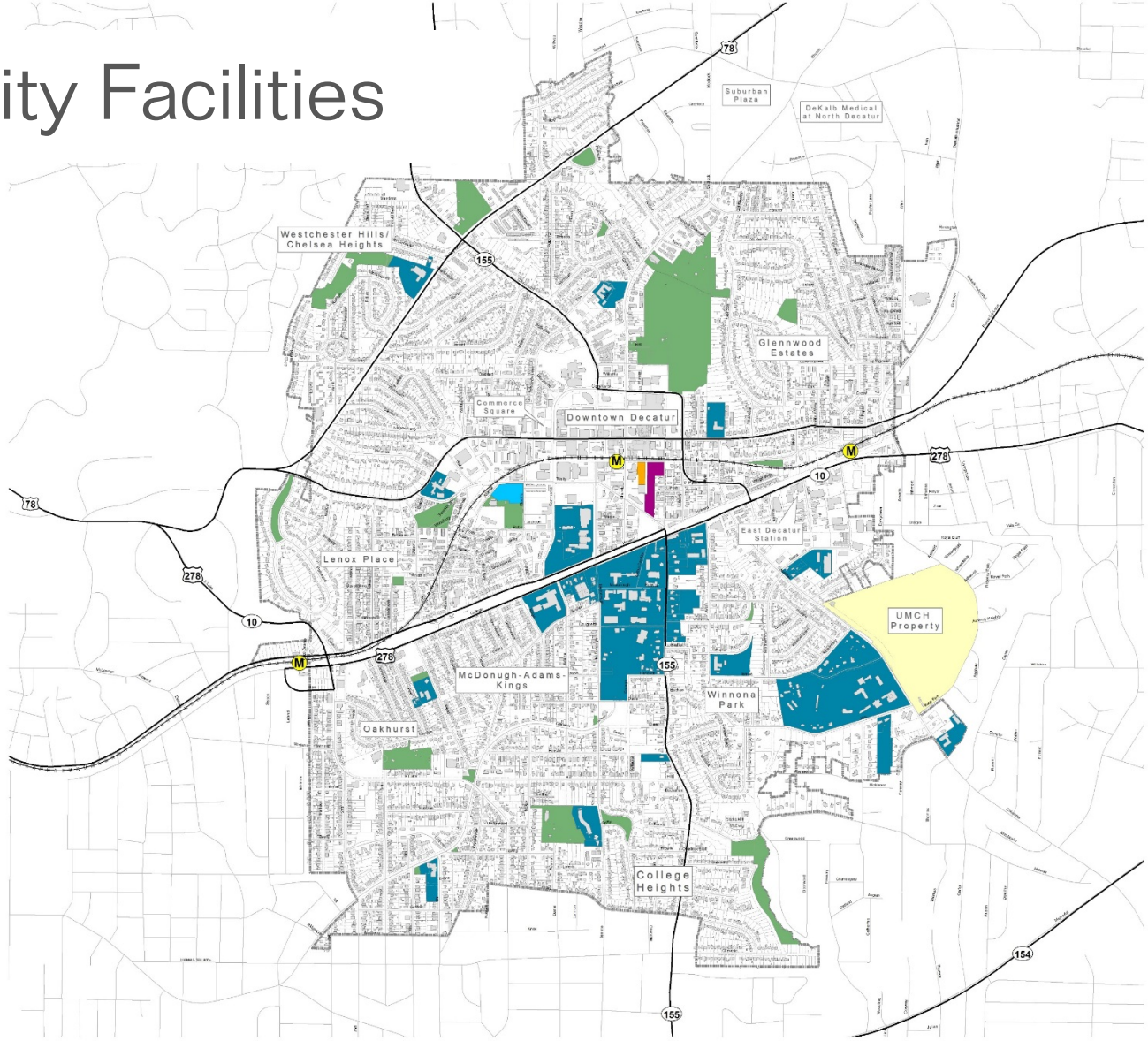
- **Congestion**
- **Barriers**
  - Barriers include problem intersections and signalization
- **Behavior**
  - Behavior includes speed and safety
- **Community Circulator / Transit**
- **Sustainable Infrastructure**
  - Primarily focused on electric vehicle (EV) charging stations
- **Parking (Downtown)**
- **Bike / Pedestrian Connections**

# Existing Conditions

- City Facilities
- Street Network
- Bicycle Facilities
- Pedestrian Facilities
- Transit Facilities
- Parking Facilities
- Traffic Signal Control System

Decatur Community Transportation Plan Update

# City Facilities

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**COMMUNITY TRANSPORTATION PLAN UPDATE**

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LEGEND

- MARTA Stations
- MARTA Lines
- Streets
- Decatur Library
- Decatur Recreation Center
- Ebster Recreation Center
- UMCH Property
- Decatur Parks
- Decatur Schools and Universities
- Decatur City Limits

City of Decatur

**CITY FACILITIES**

Scale 1"=600'

0 0.125 0.25 0.5 Miles

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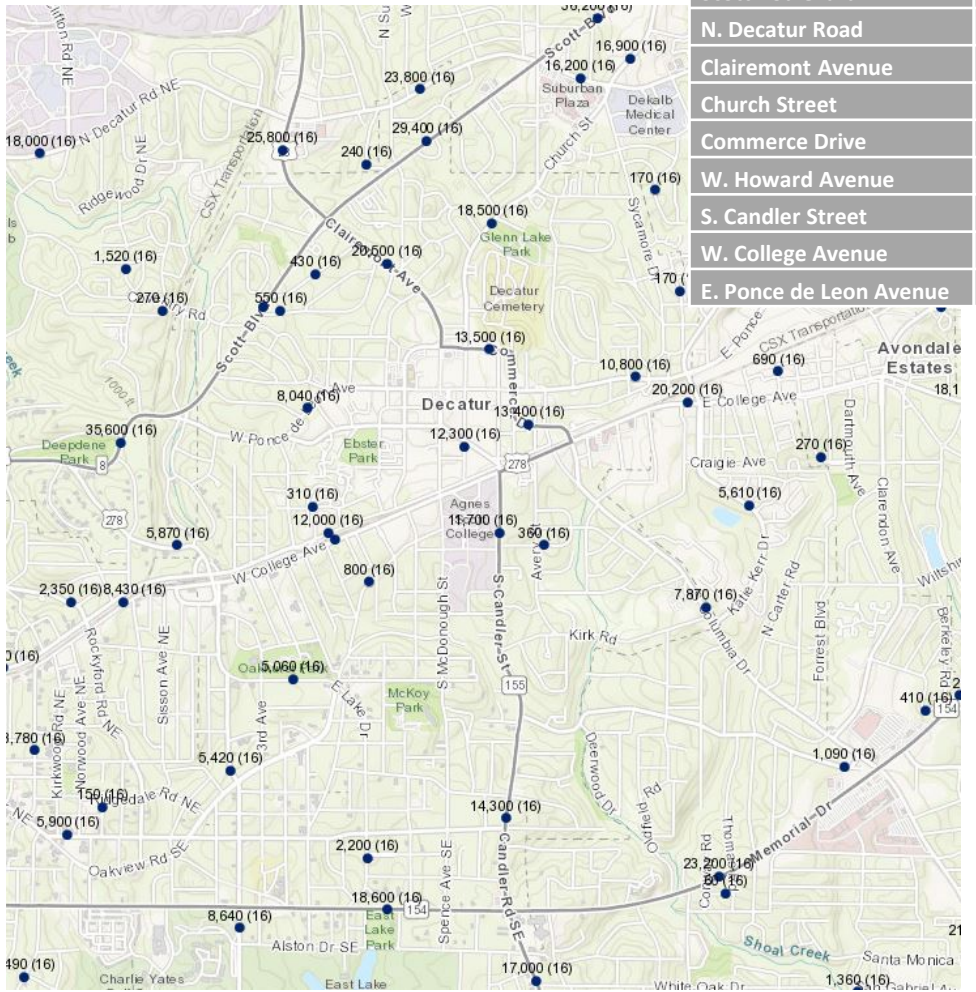
# Street Network




| STREET | GDOT COUNT (2016) | GDOT COUNT (2012) | GDOT COUNT (2007) |
|---|---|---|---|
| Scott Boulevard | 29,400 | 29,330 | 25,620 |
| N. Decatur Road | 23,800 | 24,010 | 23,130 |
| Clairemont Avenue | 20,500 | 19,550 | 18,090 |
| Church Street | 18,500 | 18,430 | 14,770 |
| Commerce Drive | 13,500 | 12,610 | 12,280 |
| W. Howard Avenue | 12,000 | 11,500 | 12,880 |
| S. Candler Street | 11,700 | 11,600 | 12,810 |
| W. College Avenue | 11,000 | 10,400 | 8,830 |
| E. Ponce de Leon Avenue | 10,800 | 8,690 | 11,200 |

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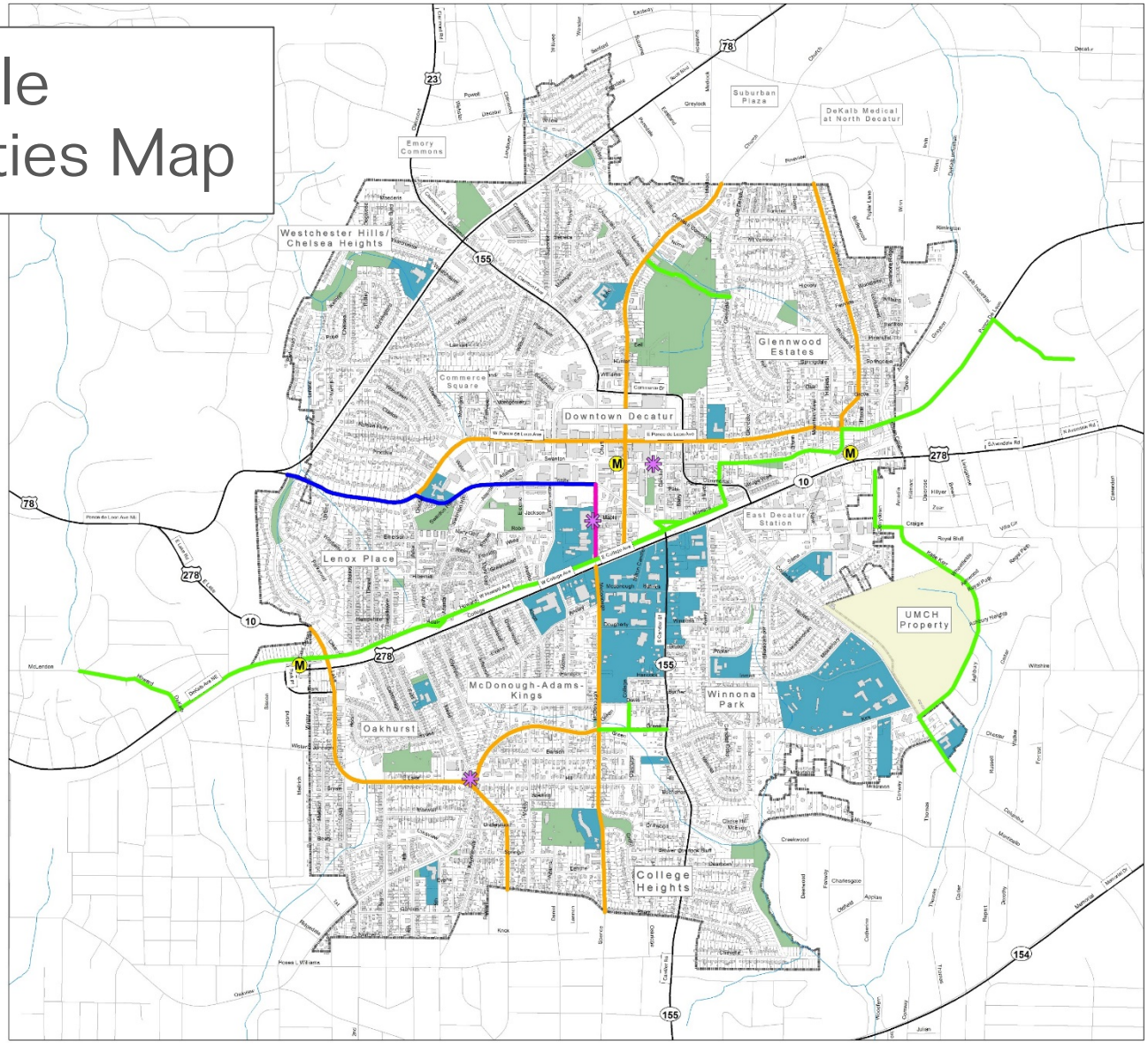
# Bicycle Facilities Map

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**COMMUNITY TRANSPORTATION PLAN UPDATE**

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**LEGEND**

- MARTA Train Stations
- Bike Repair Station

**Bike Facilities**

- Multi-Use Trail
- On Road Bike Lane
- Protected Bike Lane
- Sharrows
- UMCH Property
- Decatur Schools and Universities
- Decatur Parks
- Rivers & Streams

City of Decatur

**EXISTING BICYCLE FACILITIES**

1 FEBRUARY 2018

Scale 1"=600'

0 0.125 0.25 0.5 Miles

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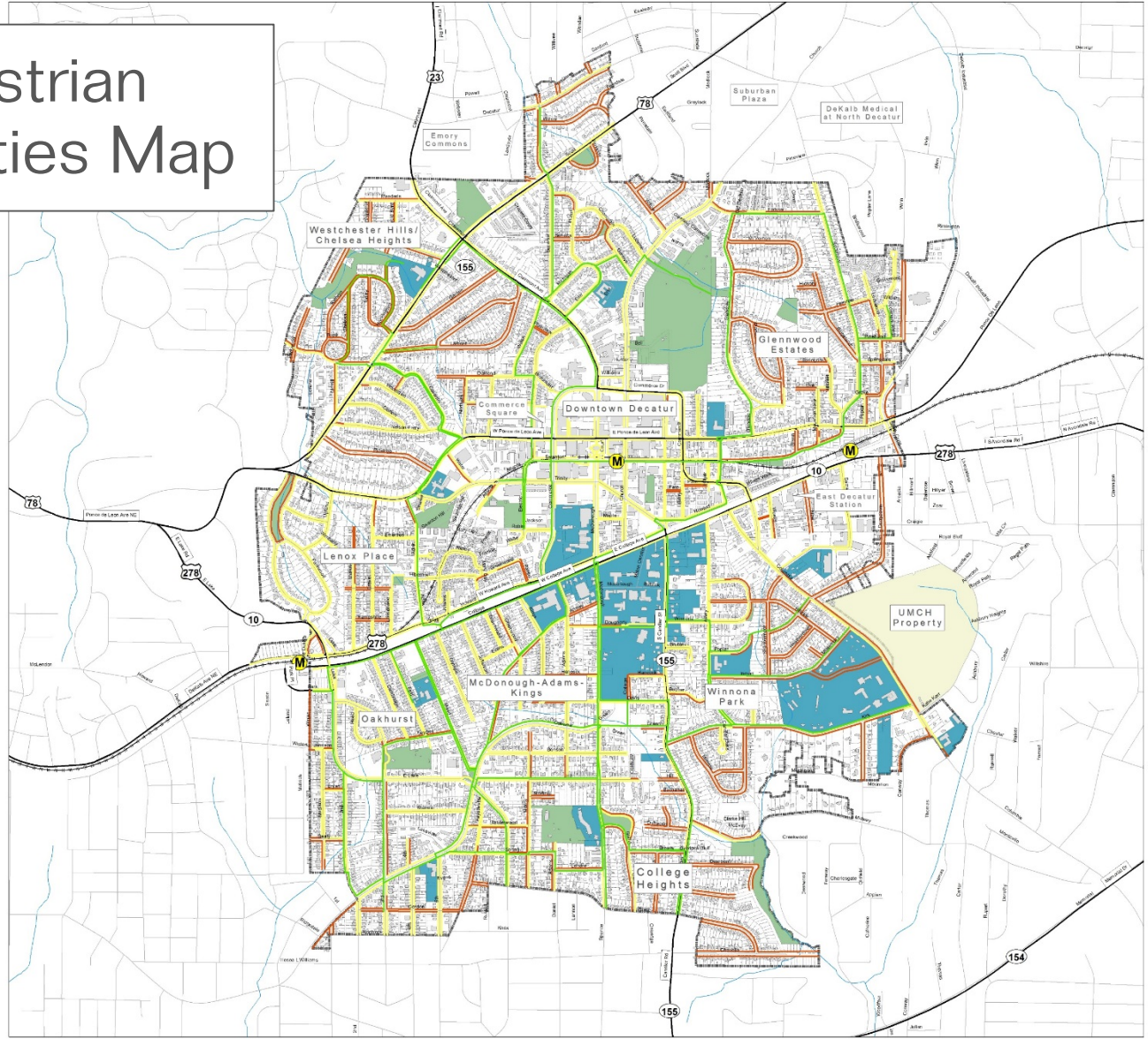
# Pedestrian Facilities Map

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LEGEND

- MARTA Train Stations
- Safe Routes to School
- Sidewalks
- Sidewalk Gap
- Rivers & Streams
- UMCH Property
- Decatur Schools and Universities
- Decatur Parks
- Decatur City Limits

City of Decatur

**EXISTING PEDESTRIAN FACILITIES**

1 FEBRUARY 2018

Scale 1"=600'

0 0.125 0.25 0.5 Miles

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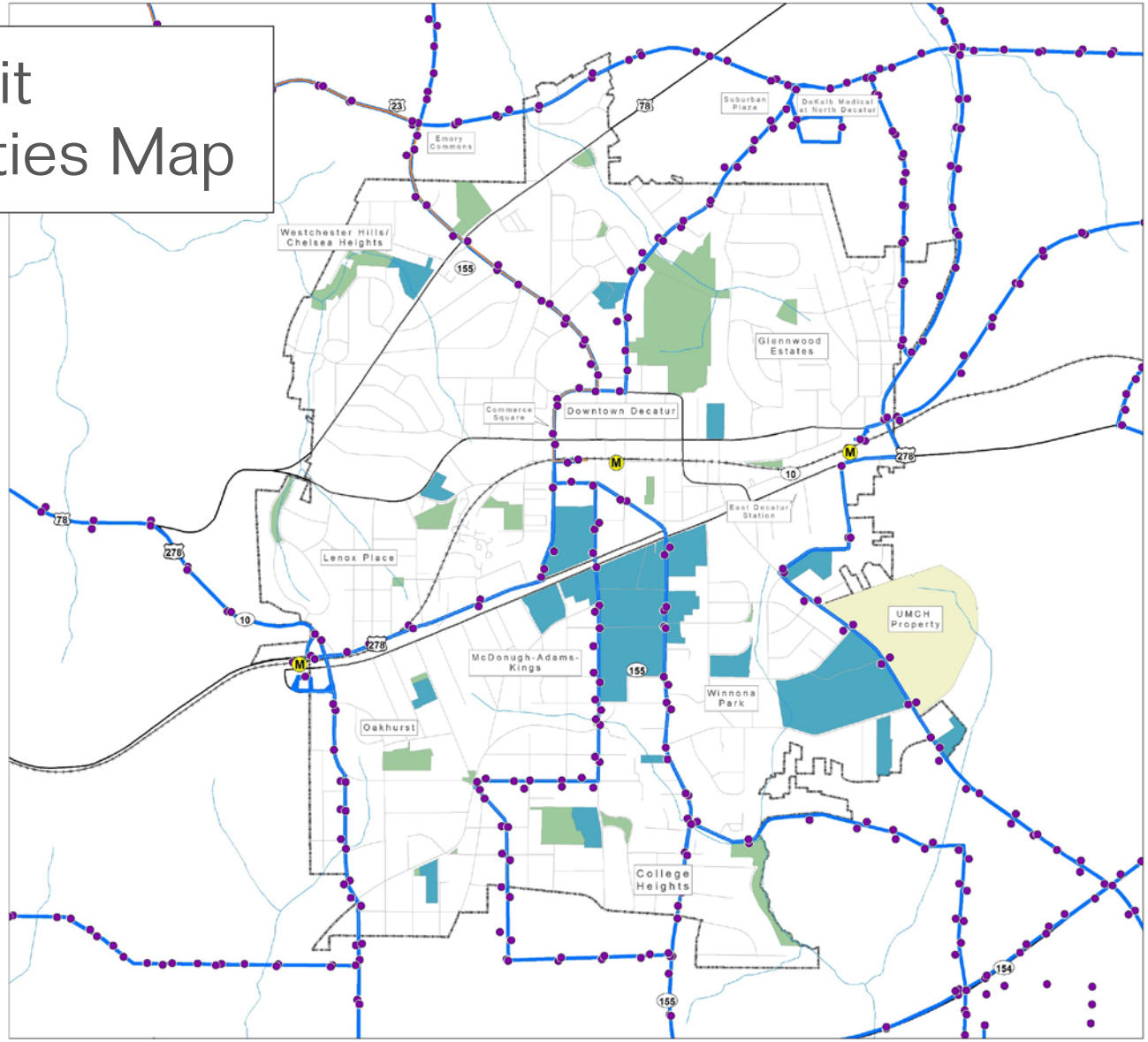
# Transit Facilities Map

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LEGEND

- MARTA Train Stations
- MARTA Bus Stops
- CLIFF Shuttle
- MARTA Bus Routes
- MARTA Train Lines
- Rivers & Streams
- UMCH Property
- Decatur Schools and Universities
- Decatur Parks
- Decatur City Limits

City of Decatur

**EXISTING TRANSIT FACILITIES**

1 FEBRUARY 2018

Scale 1"=600'

0 0.125 0.25 0.5 Miles

# Parking Facilities

| | Parking Lots and Decks (# of Lots and Decks) | Parking Lots and Decks (# of spaces) | Street Parking Spaces (metered and non-metered) |
|---|---|---|---|
| 2017 Count | 148 | 10,532*** | 679 |
| 2017 Count in 2009 Boundary | 83 | 9,130*** | 339 |
| 2009 Count | 70 | 8,885* | 300+** |

*Values pulled from the 2009 survey.
** Total street spaces not counted in 2009 survey. The 2009 survey, however, mentioned that “the City of Decatur operates and maintains over 300 on-street metered parking spaces in the downtown area.
***Needs to be updated with the number of spaces from the garage by Decatur High School

# Technical Studies

- Status of 2007 Recommendations
- Intersections of Concern
- Historical Crash Data
- Level of Traffic Stress
- Recent Community Growth & Development

Decatur Community Transportation Plan Update

# Status of 2007 Recommendations

| | Corridor/Intersection | Section | Length (in ft) | Recommended Actions |
|---|---|---|---|---|
| 1 | S. Candler Street | Railroad to Pharr Road | 6300 | Restripe, add bike lanes |
| 2 | Church Street | Northern city limit to Ponce de Leon Avenue | 4700 | Road diet, streetscape, add bike lanes |
| 3 | Clairemont Avenue | Northern city limit to Ponce de Leon Avenue | 5500 | Enhanced transit facilities |
| 4 | College Avenue | Western city limit to eastern city limit | 9700 | Sidewalk safety, signal modifications |
| 5 | S. Columbia Street | Railroad to southern city limit | 4600 | Build multi-use path on west side |
| 6 | Commerce Drive | West Howard Avenue to South Columbia Street | 8600 | Road diet, add bike lanes |
| 7 | Howard Avenue | Western city limit to Trinity Place | 7700 | Road diet, streetscape, two-way conversion |
| 8 | N. McDonough Street | Trinity Place to Howard Avenue | 1400 | Restripe with diagonal parking both sides |
| 9 | Ponce de Leon Avenue | Trinity Place to eastern city limit | 8000 | Create signature street |
| 10 | Scott Boulevard | Within city limits | 7500 | Widen sidewalk on west side only |
| 11 | W. Trinity Place | West Ponce de Leon to McDonough Street | 3200 | Restripe, add bike lanes |
| 12 | E. Trinity Place | North McDonough Street to Railroad | 1500 | Streetscape enhancement |
| 13 | Commerce Drive @ Clairemont Avenue | N/A | N/A | Widen sidewalks and crosswalks, countdown signals, signal timing and changes to traffic lanes |
| 14 | Commerce Drive @ Church St. | N/A | N/A | Widen sidewalks and crosswalks, countdown signals, signal timing and changes to traffic lanes |
| 15 | S Candler Street @ College Avenue, Howard Avenue and CSX Railroad | N/A | N/A | Widen sidewalks and crosswalks, countdown signals, signal timing and changes to traffic lanes |
| 16 | McDonough Street @ College Avenue, Howard Avenue and CSX Railroad | N/A | N/A | Widen sidewalks and crosswalks, countdown signals, signal timing and changes to traffic lanes |
| 17 | Atlanta Avenue @ College Avenue, Howard Avenue and CSX Railroad | N/A | N/A | Redesign intersection into two conventional intersections |
| 18 | Traffic Calming on Neighborhood Conservation Streets | Citywide | Average 500 feet per measure - no | Varies |

| LEGEND: | |
|---|---|
| COMPLETE | |
| UNDERWAY | |
| N/A | |

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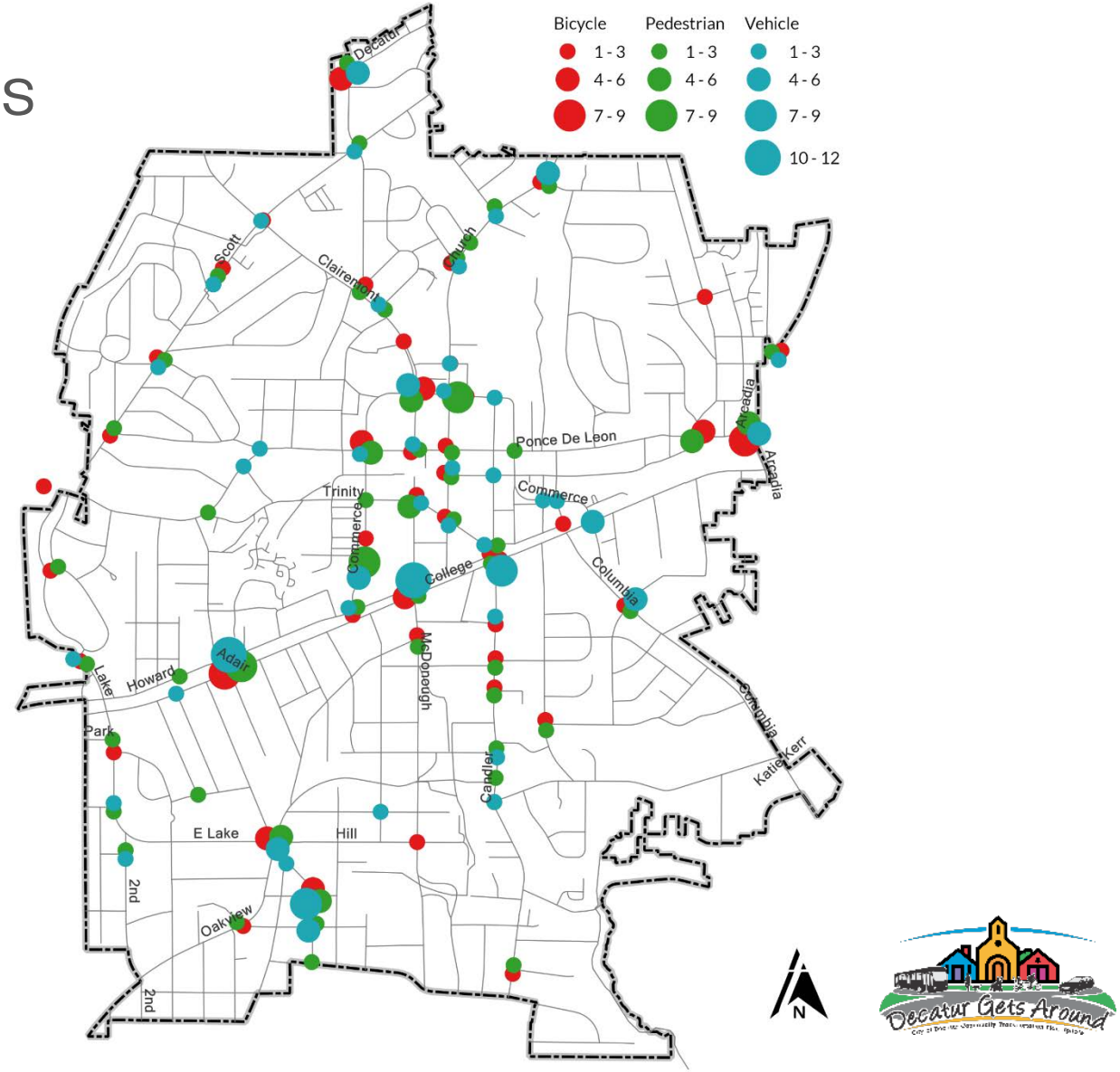
# Intersections of Concern

(WikiMap)



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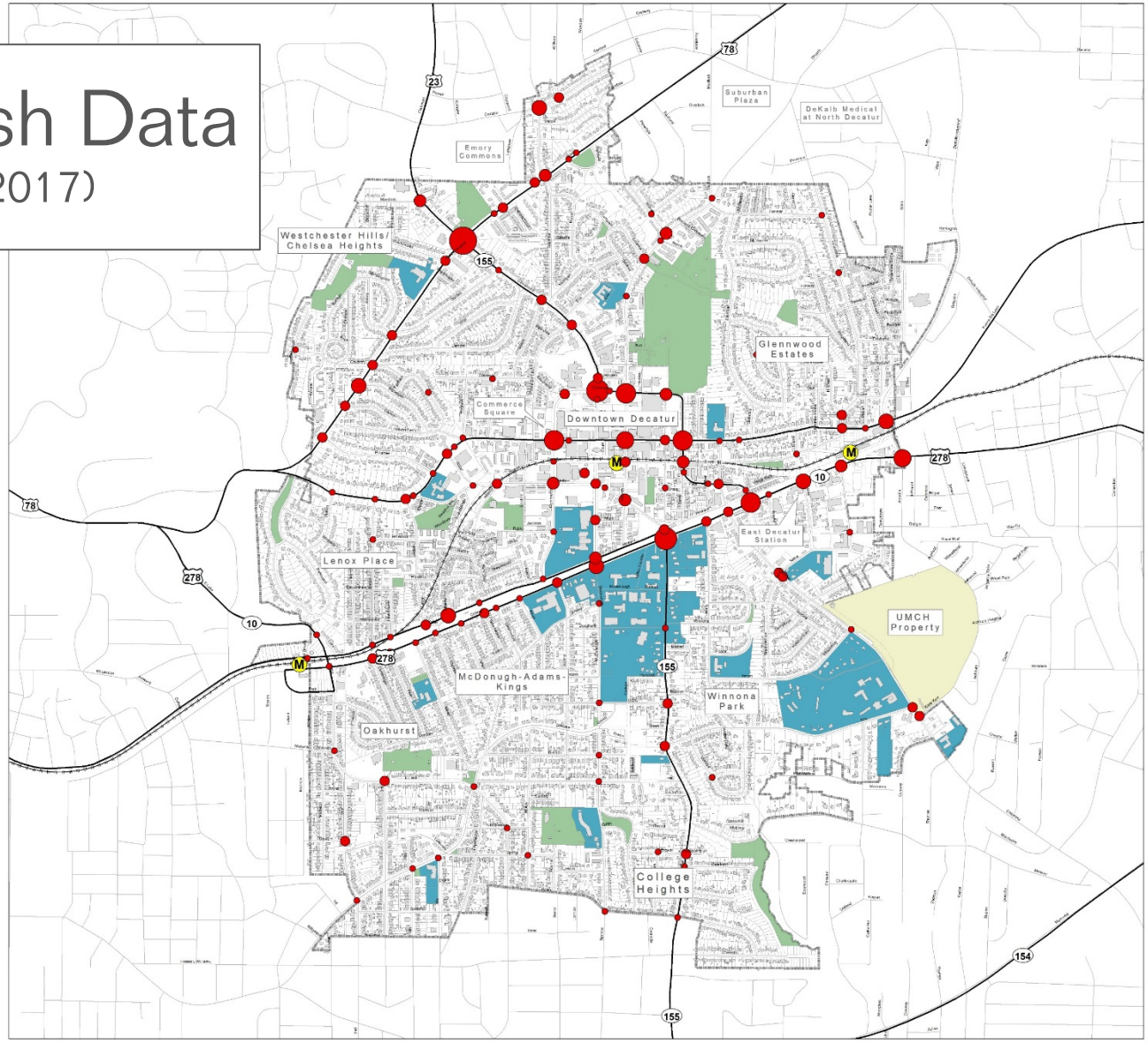
# Crash Data
(2015-2017)

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**COMMUNITY TRANSPORTATION PLAN UPDATE**

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LEGEND

**2015-2017 Accidents w/ Injuries**

- 1
- 2 - 3
- 4 - 5
- 6 - 7
- 8 - 9
- 10 - 14
- 15 - 19
- 20 - 21

- MARTA Stations
- Streets
- MARTA Lines
- UMCH Property
- Decatur Schools and Universities
- Decatur Parks
- Decatur City Limits

City of Decatur

**DECATUR ACCIDENTS WITH INJURIES 2015-2017**

1 FEBRUARY 2018

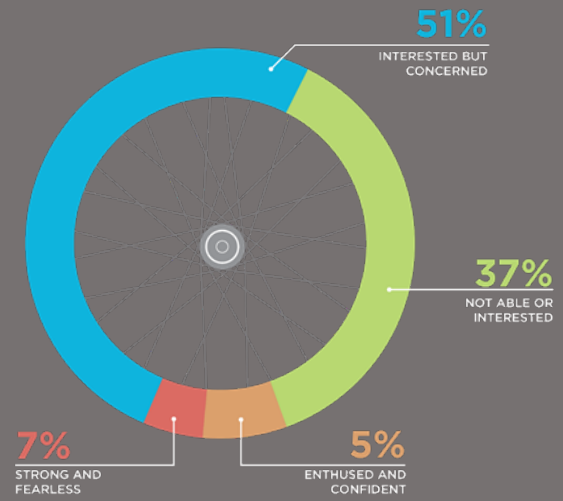
Scale 1"=600'

0 0.125 0.25 0.5 Miles

# Historical Crash Data

| | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 |
|---|---|---|---|---|---|---|
| | | | | | | |
| Total Accidents: | 1072 | 948 | 1023 | 890 | 904 | 864 |
| Total Injured: | 204 | 200 | 198 | 164 | 168 | 173 |
| Total Fatalities: | 0 | 1 | 4 | 1 | 1 | 1 |
| Total Pedestrian Accidents: | 18 | 17 | 28 | 15 | 23 | 26 |
| | | | | | | |

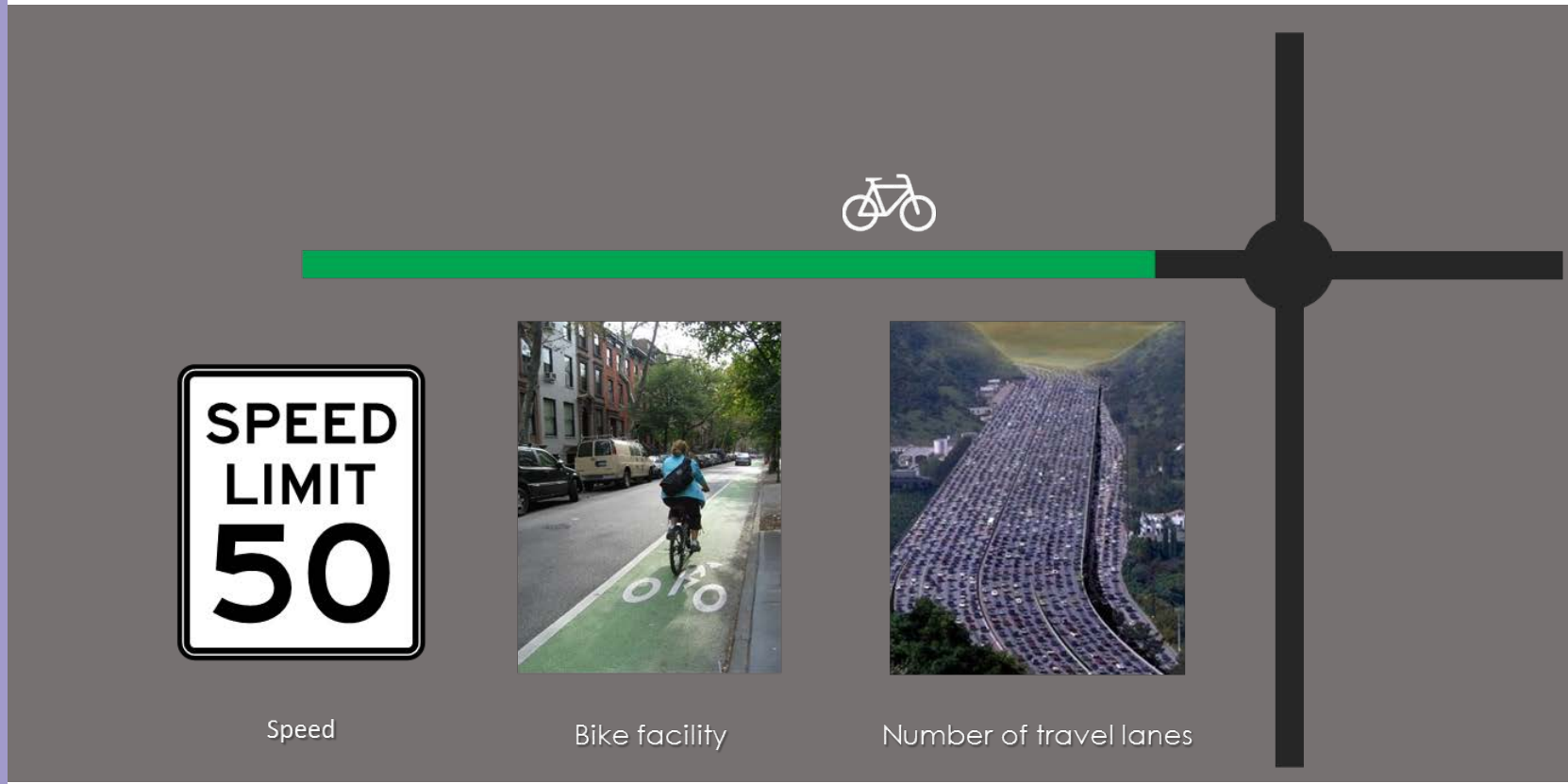
# Level of Traffic Stress



Low Stress — High Stress

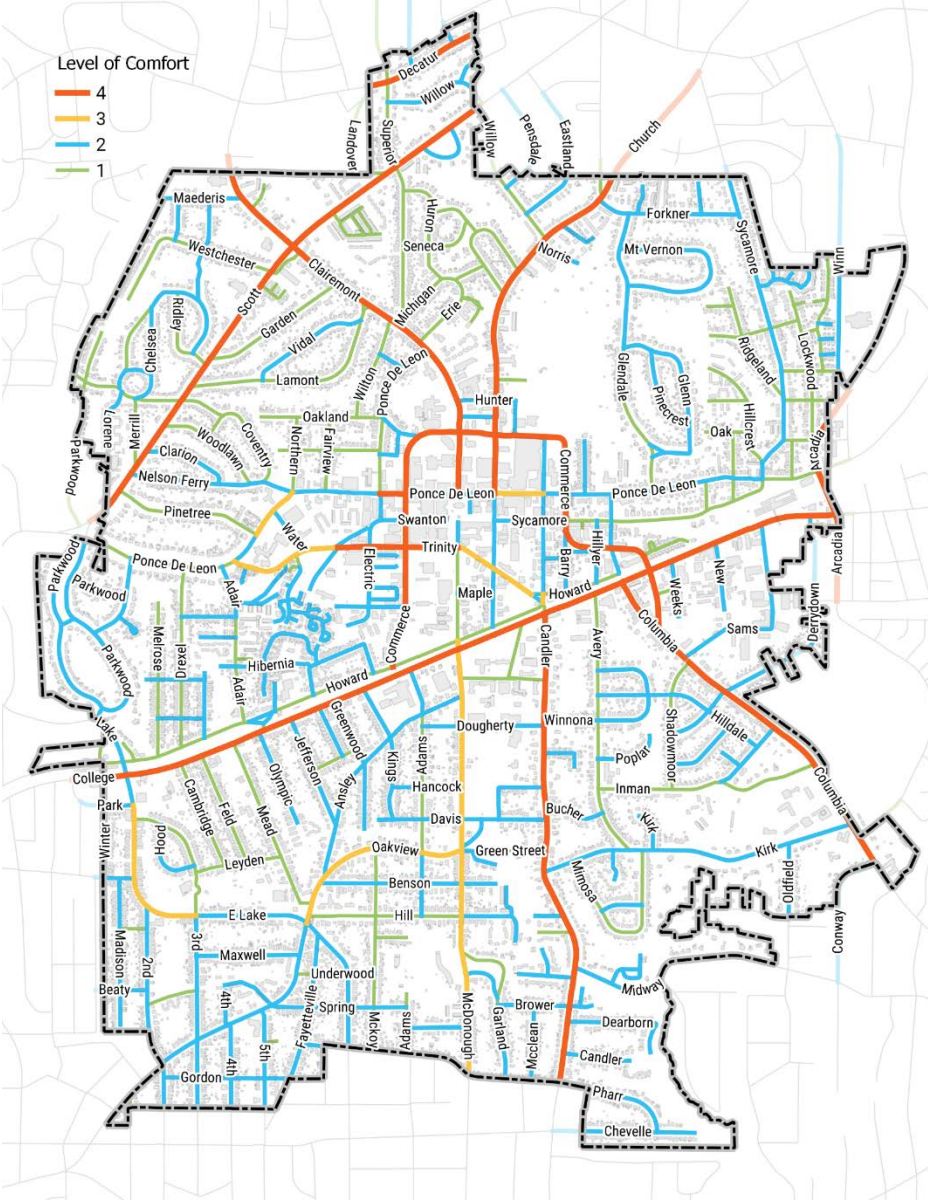
| Most ages and abilities | Interested but concerned | Enthused and confident | Strong and fearless |
|---|---|---|---|

# Level of Traffic Stress Components



Decatur Community Transportation Plan Update

# Level of Traffic Stress

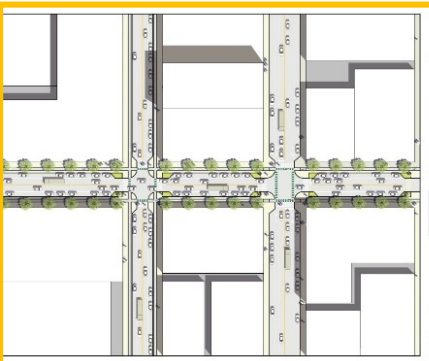


Decatur Community Transportation Plan Update

# 2018 CTPU Plan Recommendations Outline

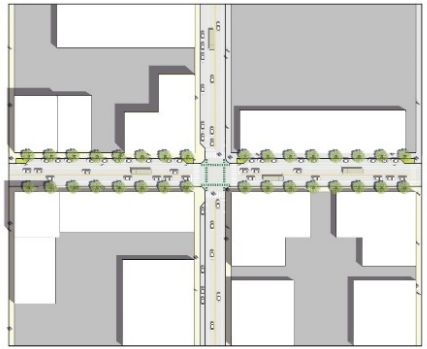
- Context & Street Typologies
- Priority Complete Street Corridors
- Priority Intersection Improvements
- Off-Road Multi-Use Path System
- Safe Routes to School
- Sidewalk Conditions Assessment Summary
- Speed Limits & Traffic Calming
- City-Wide Circulator Concept
- Parking (Summarized from ARC Report)
- Transportation Technology Investments
- Transportation Policy Alignment

# AASHTO Transect



## Urban Core

Urban Core is the densest of the contexts with a variety of land uses (e.g., retail, office, multi-family residential, etc.), defined city blocks, short distances between signalized intersections, and minimal setbacks or build-to requirements to frame the public space. This context offers a broad mix of amenities and destinations, including large employment centers. Additionally, a number of mobility choices are available, including biking, walking, transit, and driving personal vehicles. Walking and biking occur regularly, as compact development patterns lend themselves to a network of on-street and adjacent-to-street facilities (e.g., sidewalks, bike lanes, separated bike lanes, etc.). Short travel distances and limited parking options also encourage walking or biking.

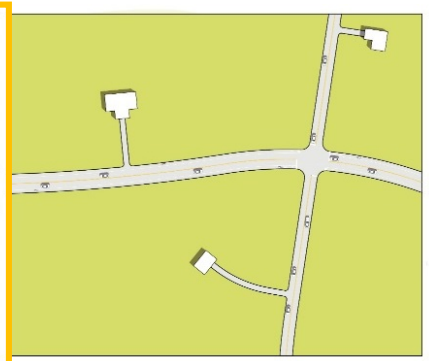


## Urban

Urban is a densely-developed context that provides a variety of land uses similar to the Urban Core context (e.g., retail, office, multi-family residential, etc.) but without the same scale of development. Minimal setbacks or build-to standards may be required in some areas. This context offers multiple amenities and destinations, as well as a variety of mobility choices (e.g., walking, biking, transit, and personal vehicles). Shorter travel distances between destinations and proximity of signalized crossings may encourage walking or biking. While parking is available, it is limited to on-street and surface lots and structures that may not be in close proximity to desired destinations; therefore, many find walking and biking to be preferable. The Urban context may exist adjacent to the Urban Core or as a node of compact development surrounded by the Suburban context.

## Suburban

Suburban provides a variety of land use types (e.g., residential, retail, office, etc.) that are rarely mixed with one another on a single site, but are connected by a network of arterial and collector streets. Commercial and industrial development is spread out on medium to large parcels with greater minimum setbacks and large surface parking lots. Suburban transportation corridors increase vehicular mobility from the Suburban context into more dense contexts for employment, services, and/or entertainment. Biking and walking opportunities may be available through limited on-street and adjacent-to-street facilities (e.g., sidewalks, bike lanes, etc.) and the development of off-street trails; however, connectivity may be challenging due to increased distances between signalized intersections along arterial and collector streets.



## Rural

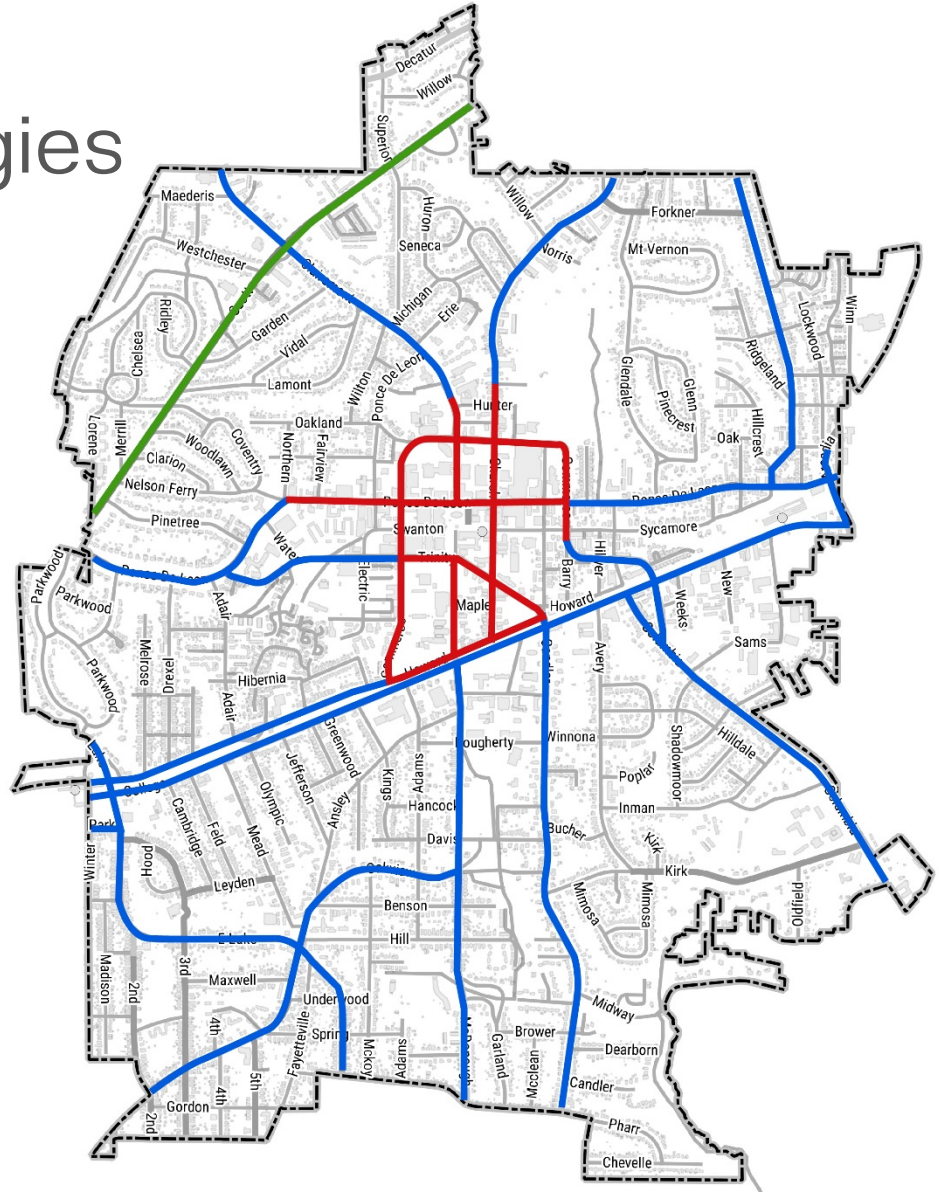
Rural is characterized by large parcels used for single-family residential and/or agricultural purposes that are set back significantly from roadways. Some service-oriented businesses are occasionally found in the Rural context, including gas stations, small grocery stores, and agricultural equipment dealerships. Mobility choices are limited to primarily personal vehicles because of long travel distances to amenities and destinations. Rural roadways may have earthen or paved shoulders where walking may occur, but are connected in very low density networks, often having few, if any, signalized intersections and low but high-speed traffic volumes.

## Rural Town

Rural Town is a node of compact, somewhat dense development surrounded by the Rural context. This context generally has a variety of land uses that provide commercial services, government facilities, and public amenities to the surrounding area. Within the Rural Town, compact development, low traffic volumes, slow speeds, on-street parking, and sidewalks may allow for enhanced walkability and bikeability. Due to the surrounding low density Rural context, the Rural Town may be connected to a less dense road network with fewer signalized intersections and limited sidewalk connectivity outside the immediate Rural Town context. On-street and surface lot parking accommodate both locals and visitors traveling longer distances to access the services and amenities provided in the Rural Town.

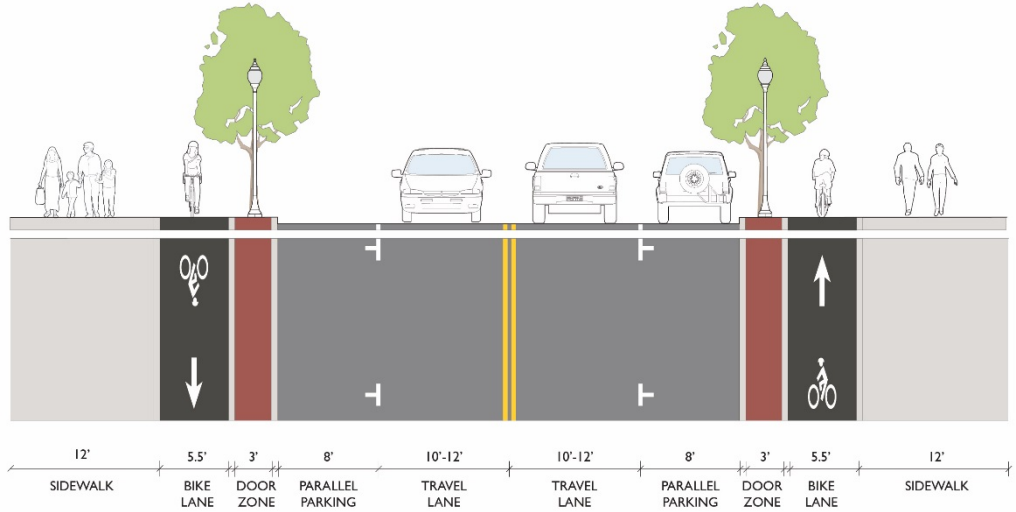
Decatur Community Transportation Plan Update

# Typologies



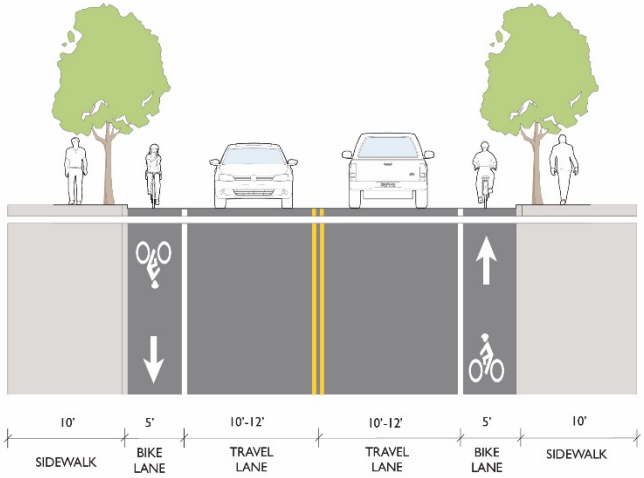

- Urban Core
- Urban
- Suburban
- Local/Residential

# Urban Core Recommendations

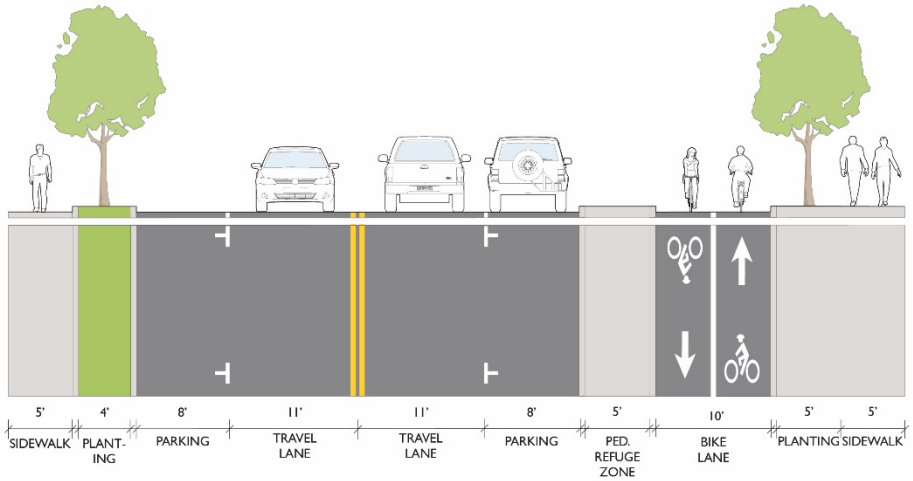



SIDEWALK LEVEL BIKE LANE

# Urban Core Recommendations



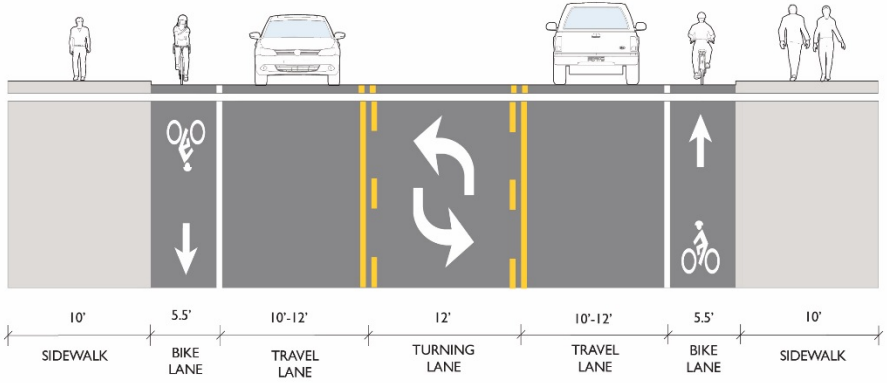

BIKE LANE + WIDE SIDEWALK
NO ON-STREET PARKING



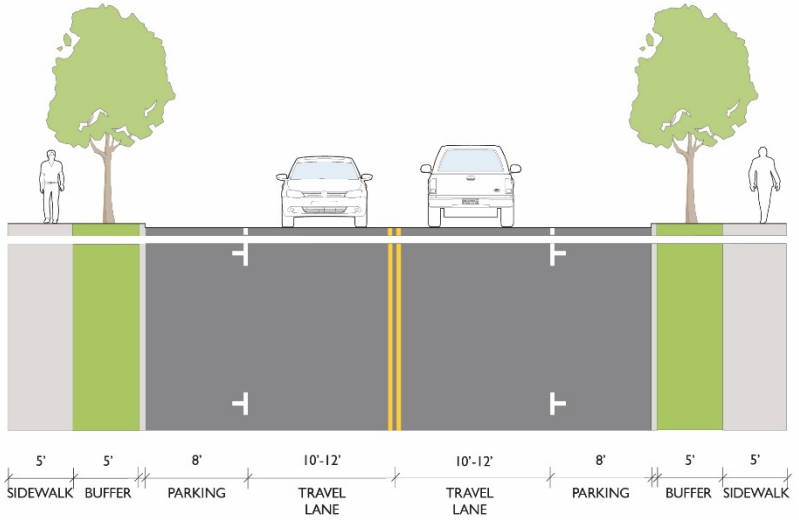

TWO-WAY SEPARATED BIKE LANE

Decatur Community Transportation Plan Update

# Urban Transect Recommendations

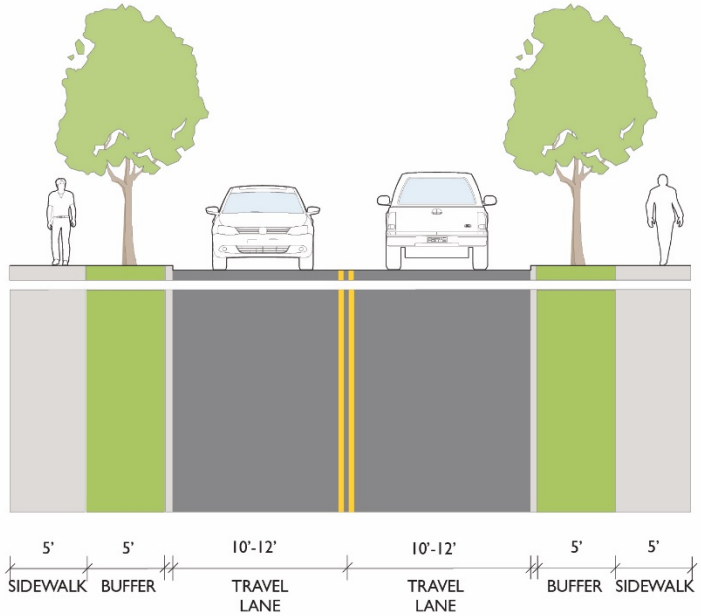



BIKE LANES + SIDEWALKS

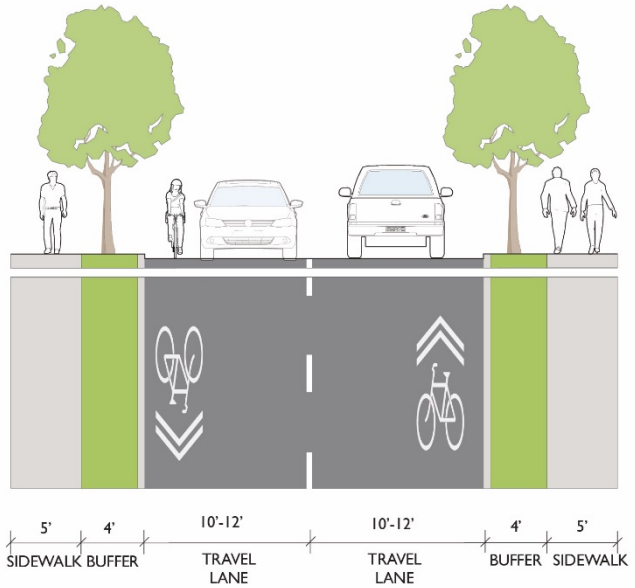



SIDEWALK + BUFFER WITH PARKING

# Urban Transect Recommendations



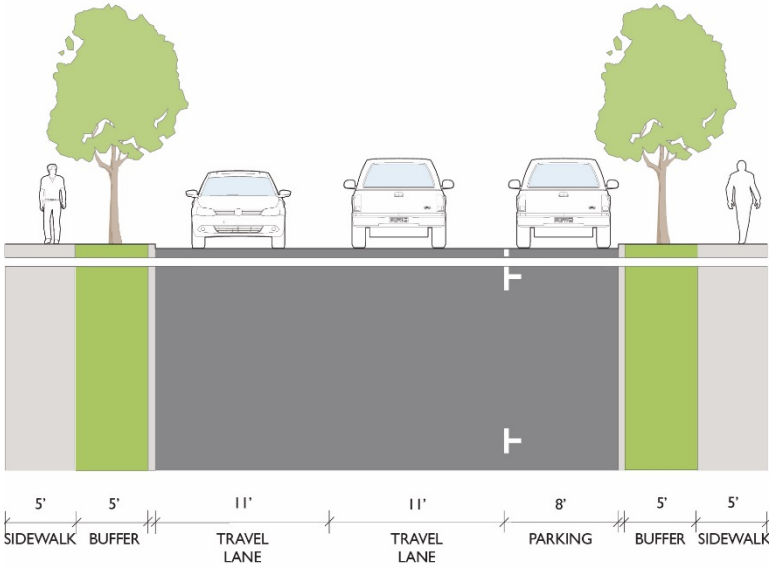

SIDEWALK + BUFFER
NO ON-STREET PARKING



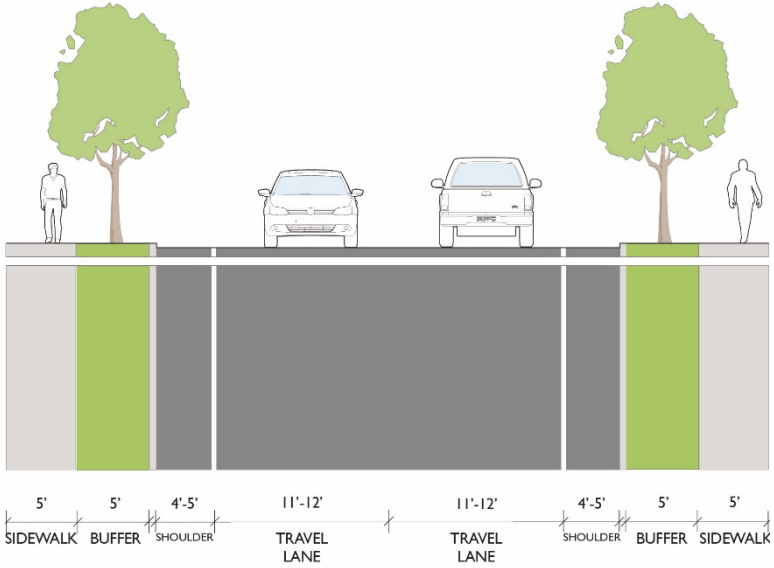

BIKE BOULEVARD
NEIGHBORHOOD STREET

Decatur Community Transportation Plan Update

# Urban Transect Recommendations



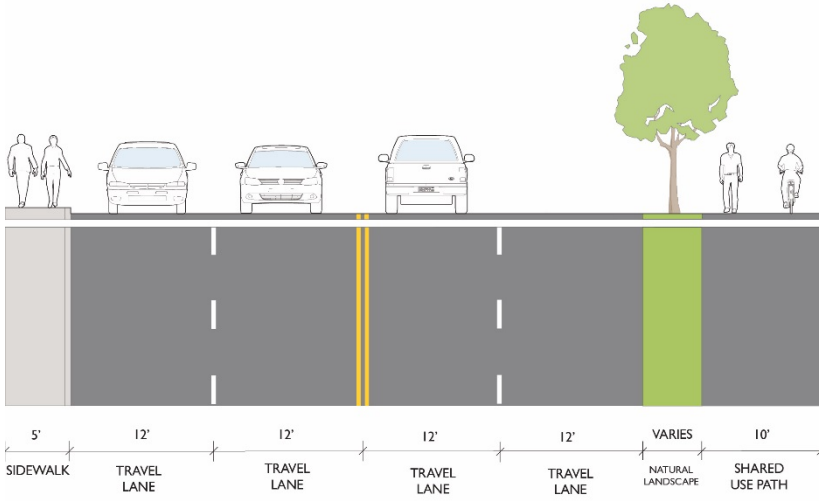

★ SIDEWALK + BUFFER
ONE-SIDE OF ON-STREET PARKING



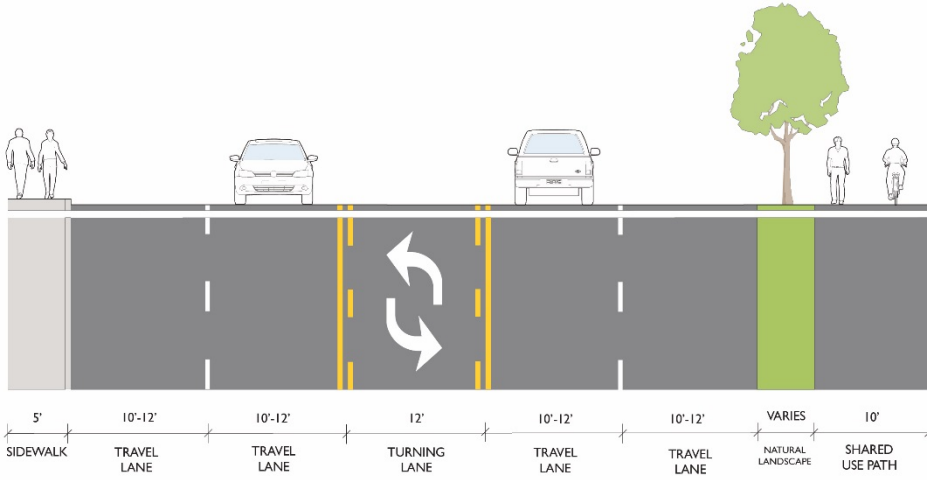

★ SIDEWALK + BUFFER
NO ON-STREET PARKING

Decatur Community Transportation Plan Update

# Suburban Transect Recommendations

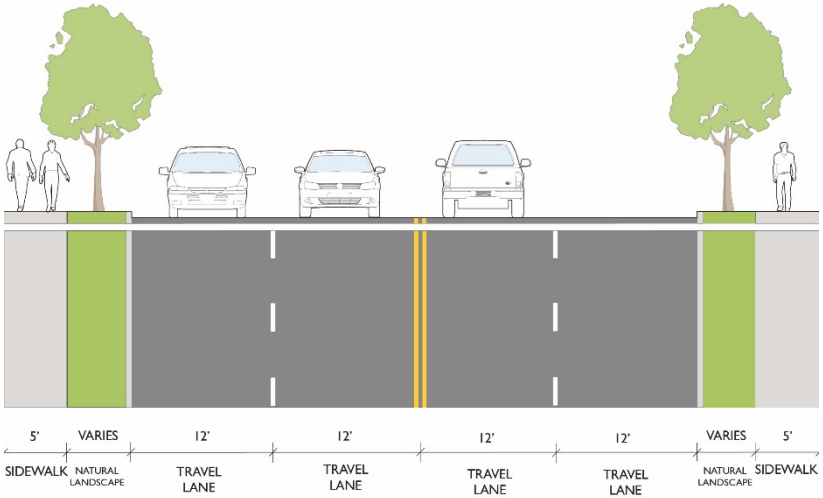



★ SHARED USE PATH + SIDEWALK
4 TRAVEL LANES




★ SHARED USE PATH + SIDEWALK
4 TRAVEL LANES PLUS TURNING LANE

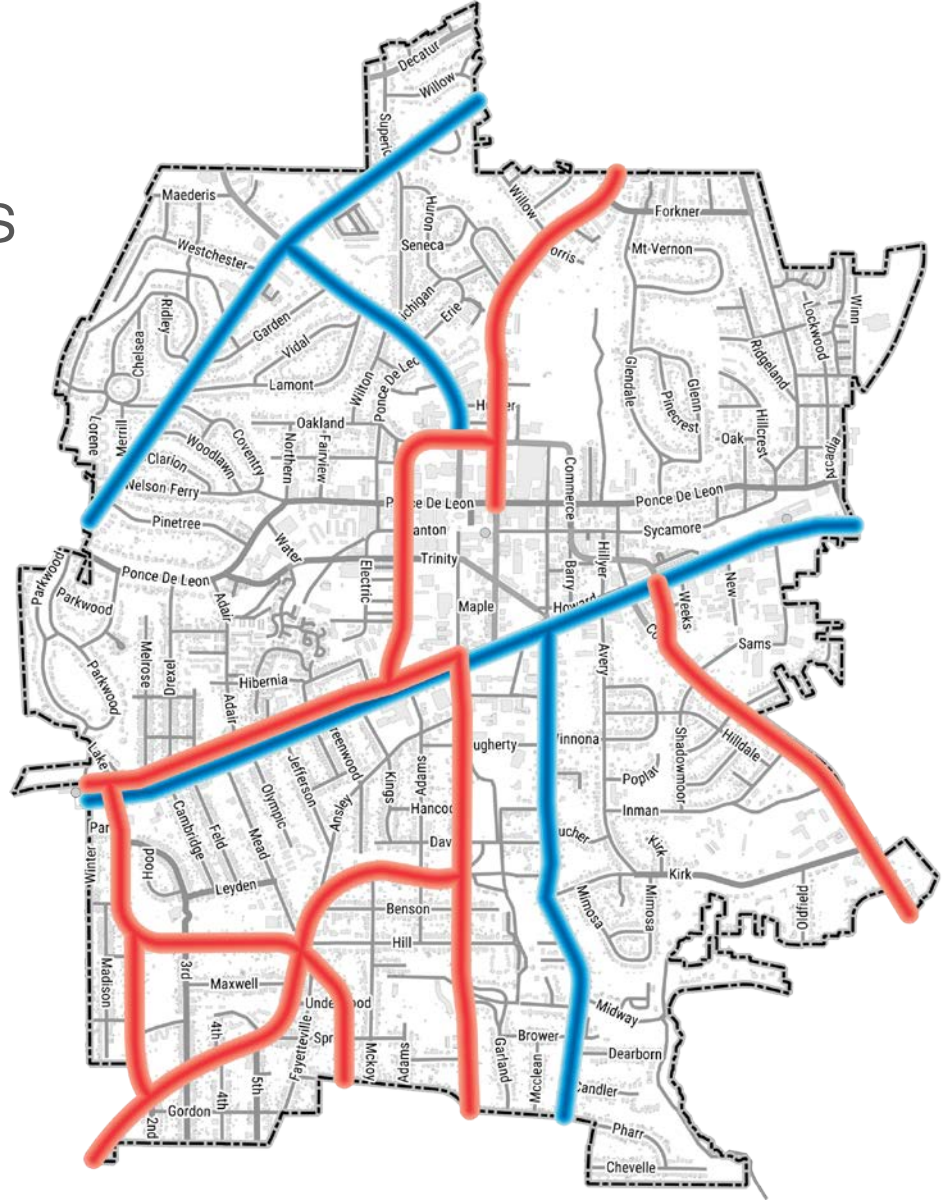
# Suburban Transect Recommendations




★ SIDEWALKS + BUFFER
3+ TRAVEL LANES

Decatur Community Transportation Plan Update

# Priority Street Corridors




City Streets

GDOT Streets

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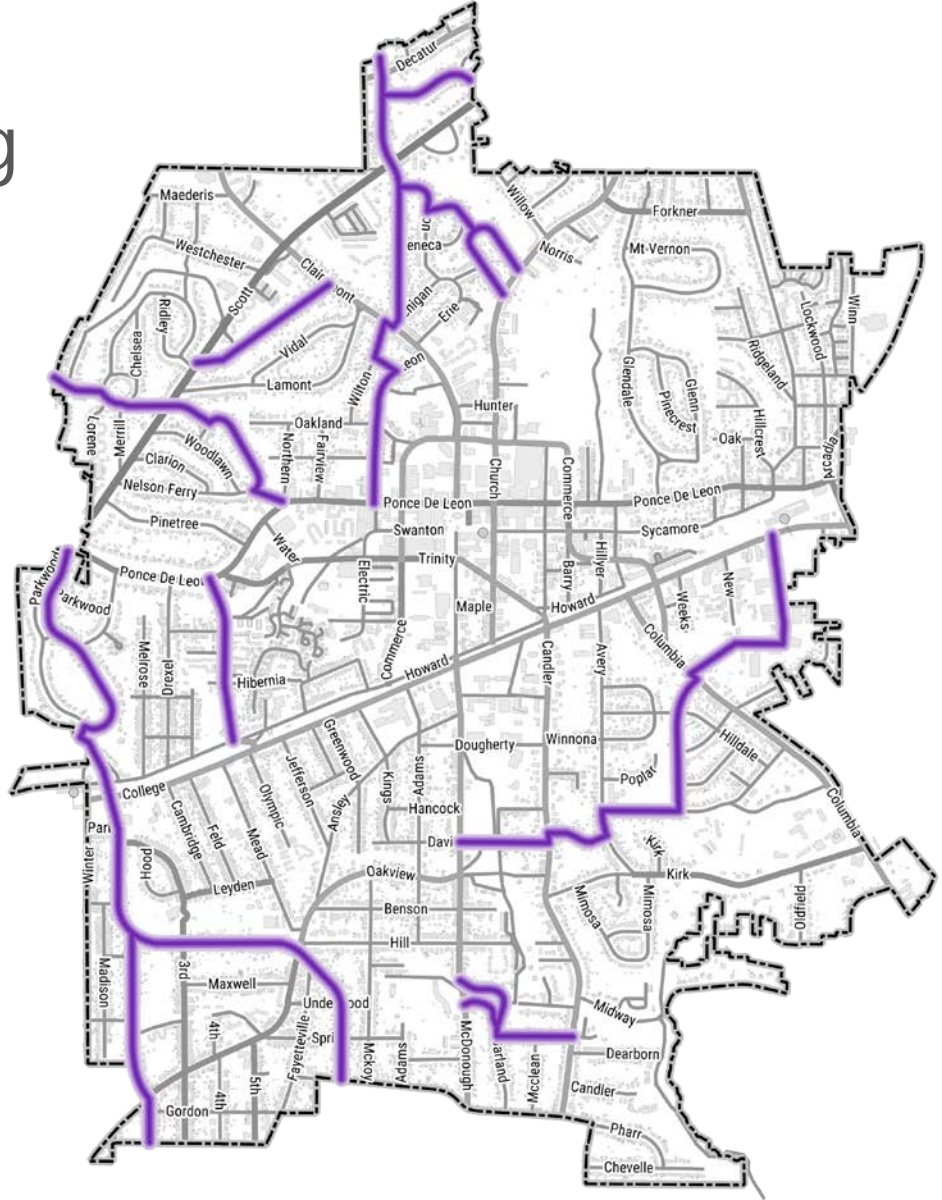
Decatur Community Transportation Plan Update

# Traffic Calming Priority Streets




Priority Traffic Calming

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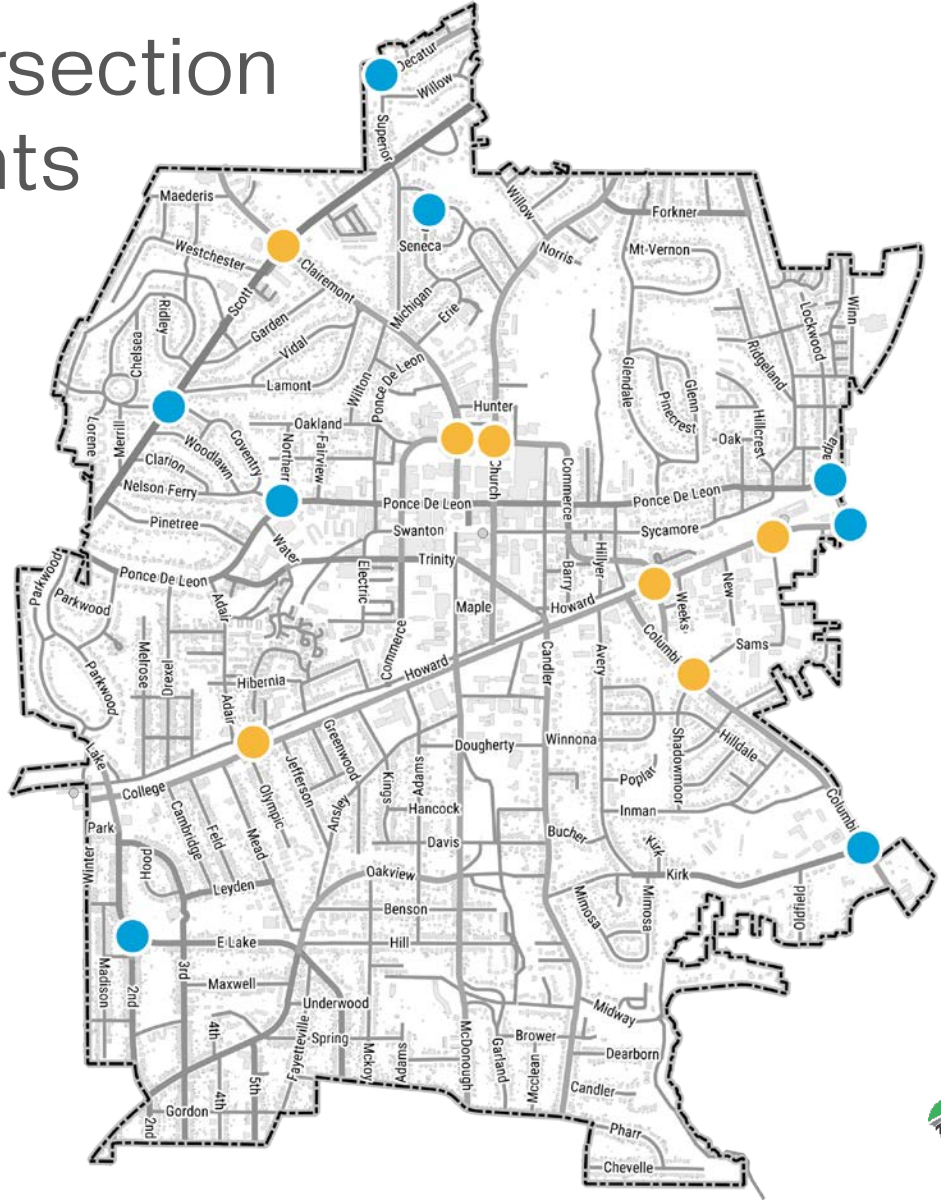
# Priority Intersection Improvements




In Process

Recommended for Improvement

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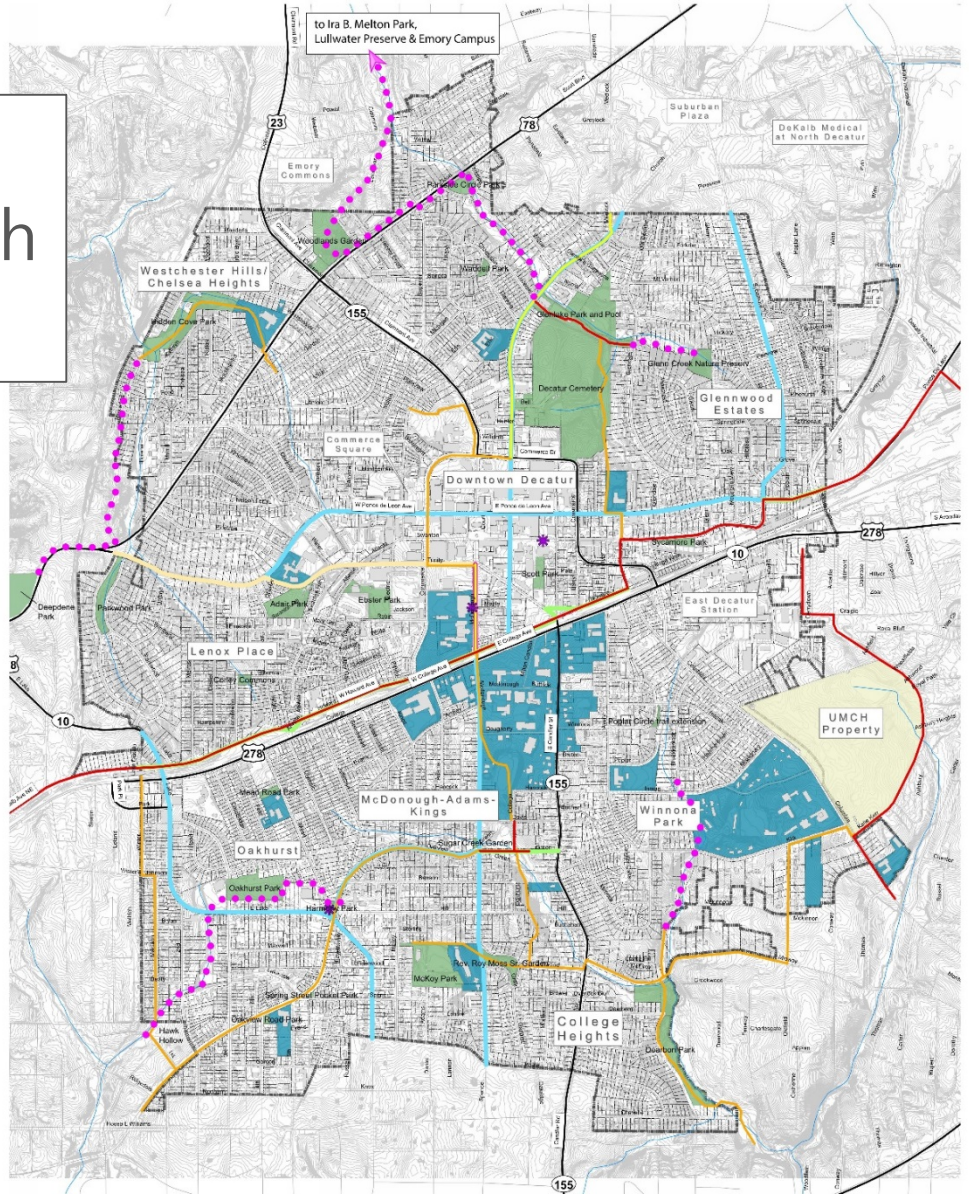
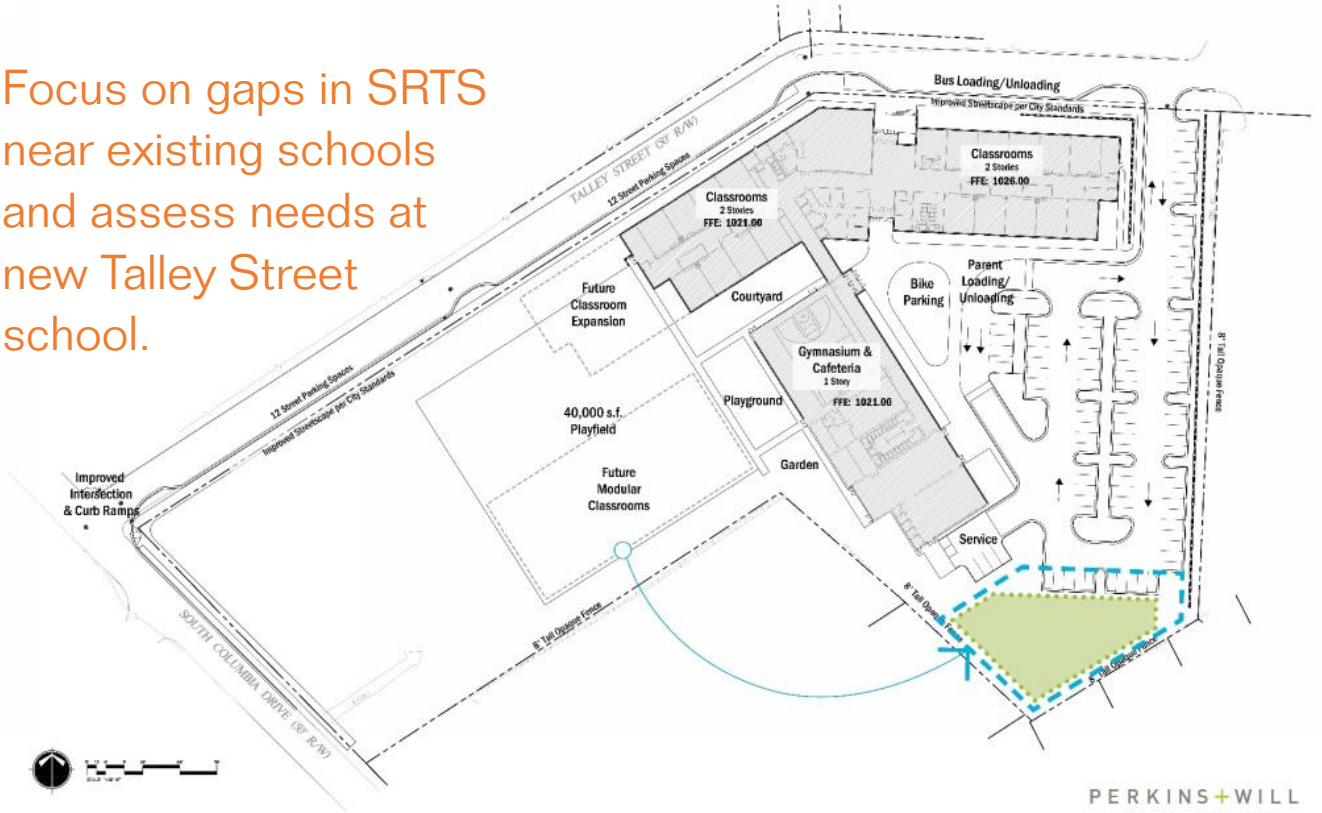
# Off-Road Multi-Use Path System



# Safe Routes to School

- Focus on gaps in SRTS near existing schools and assess needs at new Talley Street school.

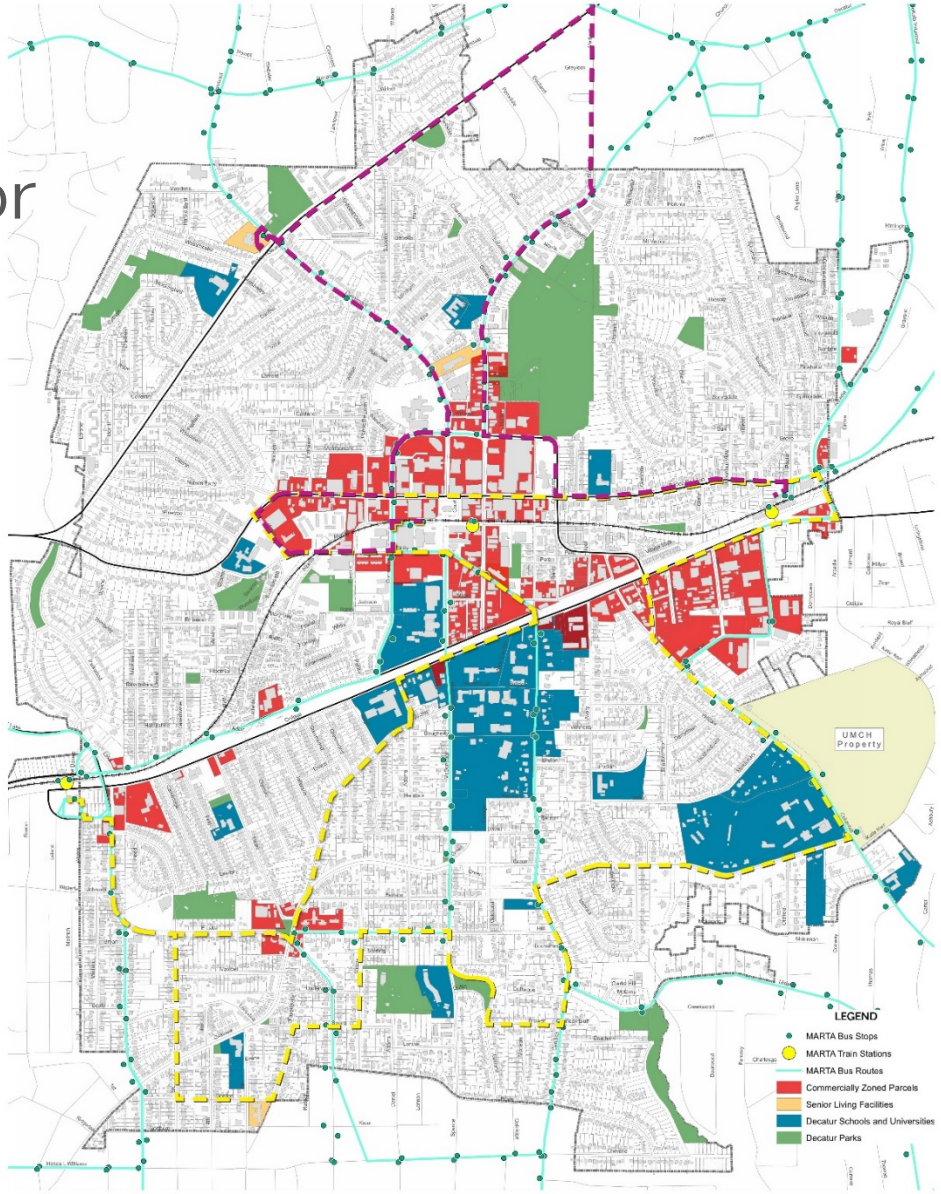



**City Schools of Decatur 3-5 Academy**
Preliminary Layout Plan 12.19.17

PERKINS+WILL
BREEDLOVE LAND PLANNING
Decatur Gets Around

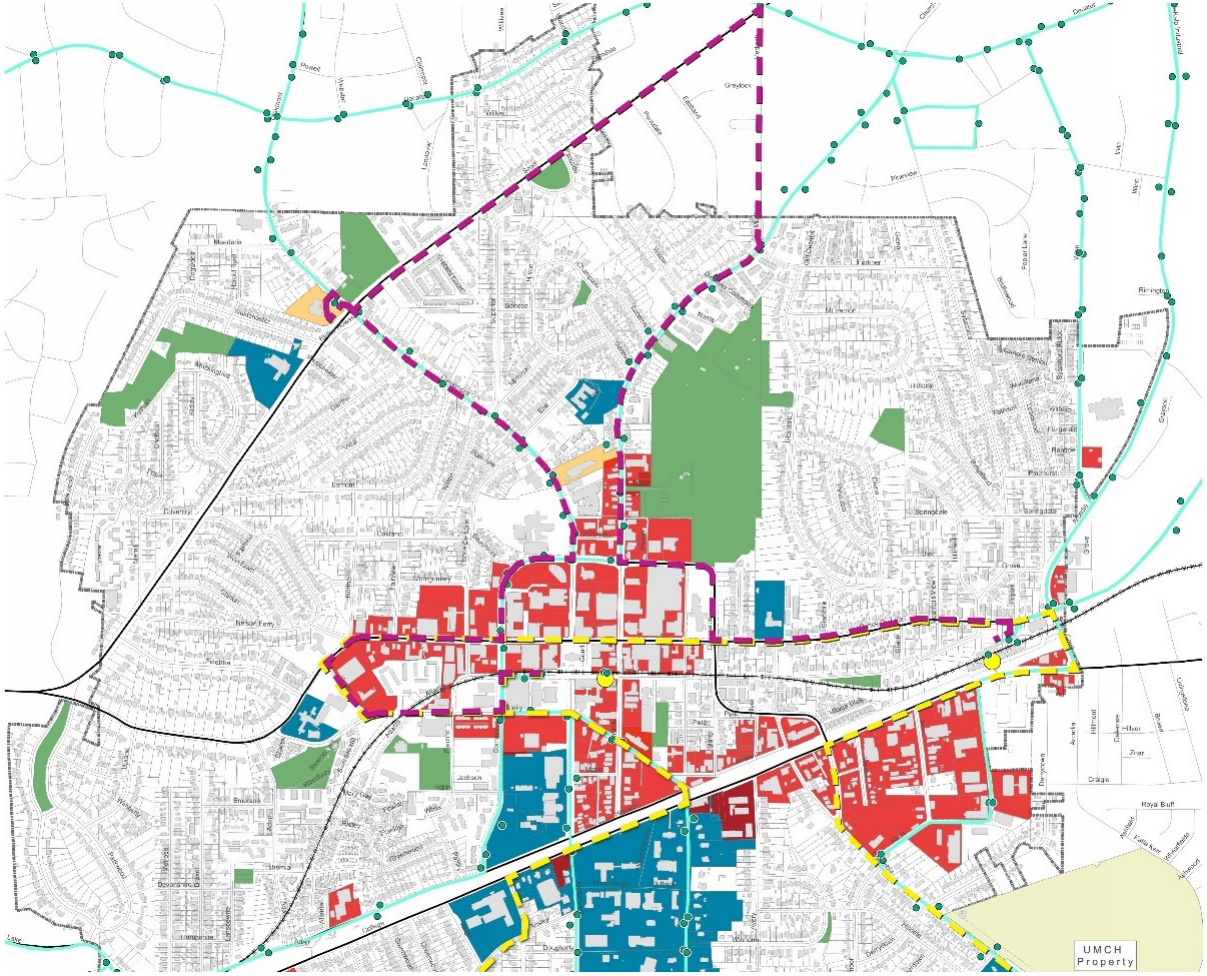
Decatur Community Transportation Plan Update

# Potential Circulator Routes:



Decatur Community Transportation Plan Update

# Potential Circulator Routes: North Loop

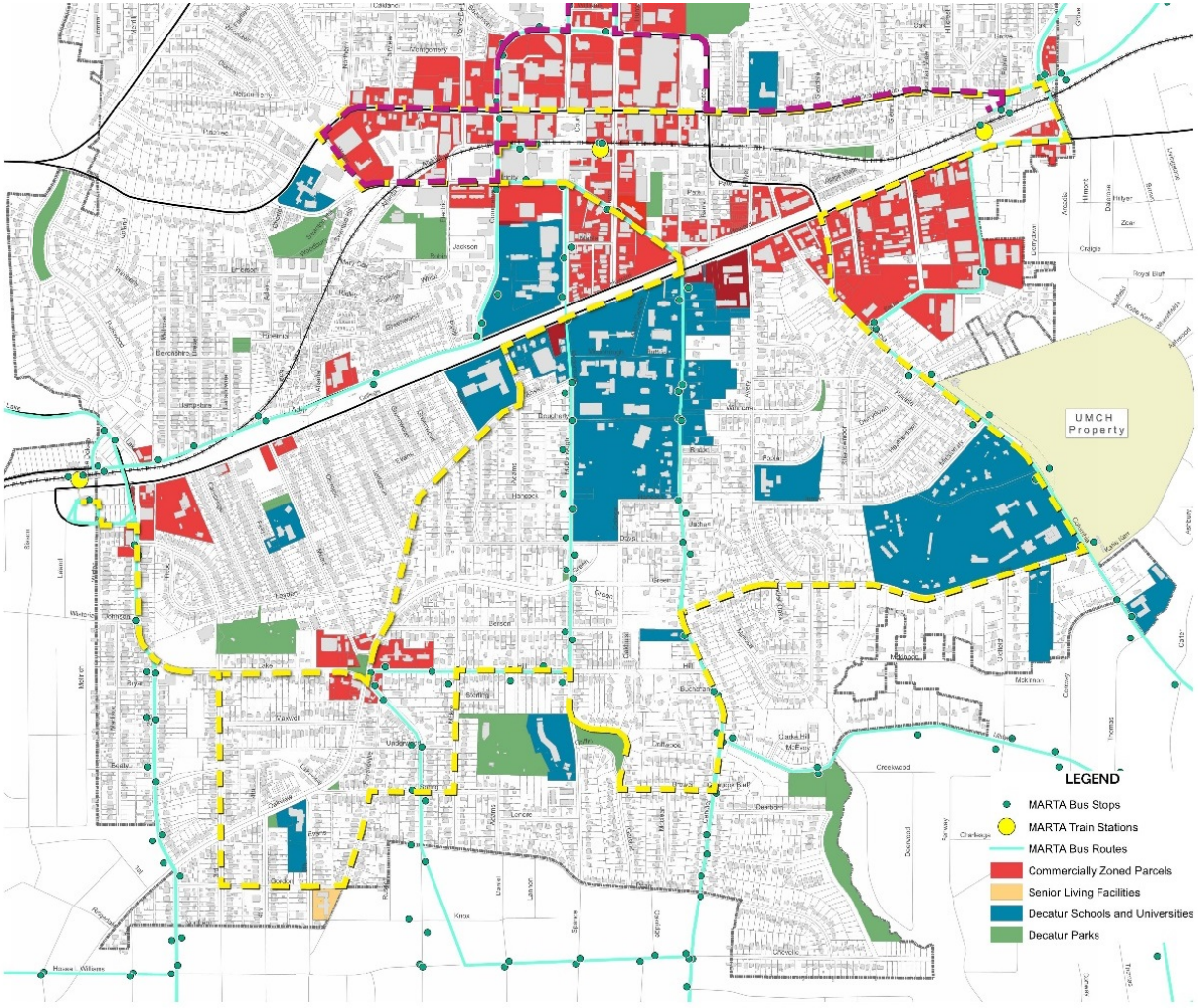



Points of Interest:

- Decatur MARTA Station
- Decatur Post Office
- Downtown Commercial Areas
- Clairmont Oaks
- Sunrise of Decatur
- Suburban Plaza
- Glenlake Park
- Kroger
- Avondale MARTA Station
- Decatur Recreation Center
- DeKalb County Library
- Decatur Square
- Philips Tower
- Decatur City Hall
- Decatur High School

Decatur Community Transportation Plan Update

# Potential Circulator Routes: South Loop




Points of Interest:

- East Lake MARTA Station
- Oakhurst Park
- Oakhurst Village
- Agnes Scott University
- Philips Tower
- Decatur MARTA Station
- Decatur Post Office
- Downtown Commercial Areas
- Glenwood Elementary School
- Avondale MARTA Station
- East Decatur Station
- UMCH Property
- Columbia Theological Seminary
- East Lake Arbor

# Transportation Technology

## Trends, Technology & Big Data:

**Today:**

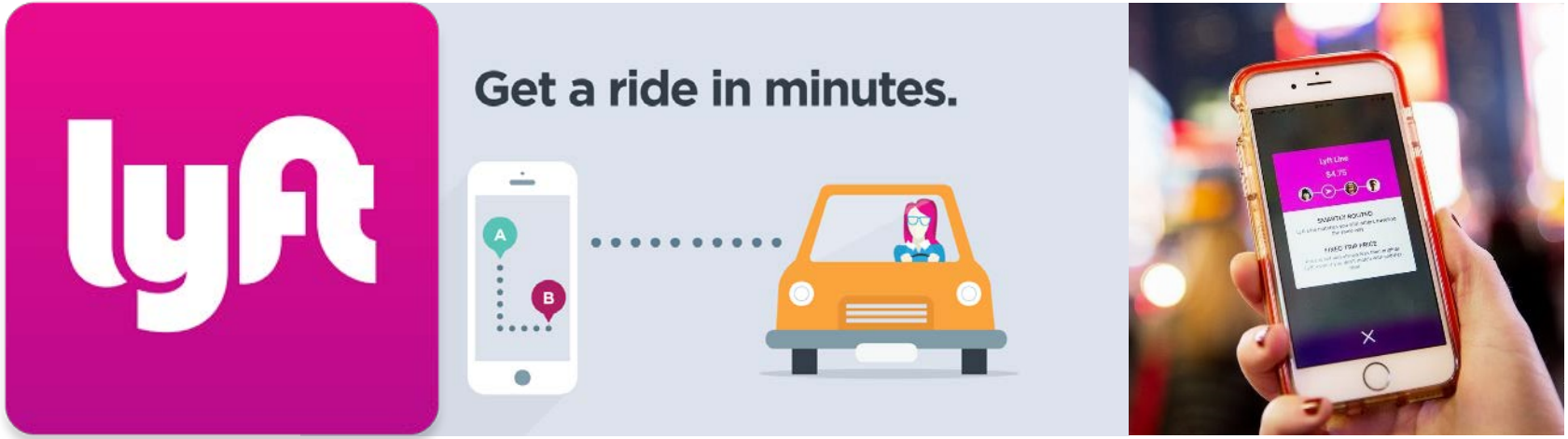
- Uber / Lyft
- Waze / Google Maps
- Bike Share Programs
- EV / Low Emission Vehicles
- EV Infrastructure
- Intelligent Transportation Systems (ITS) & Adaptive Traffic Control (ATC)

**Tomorrow:**

- Autonomous Vehicles / Transit
- Micro-Transit
- Intelligent Parking Solutions
- ???

Decatur Gets Around

# The Future of Transportation

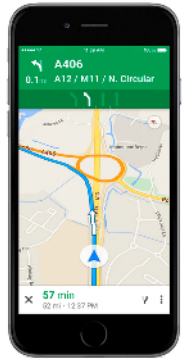


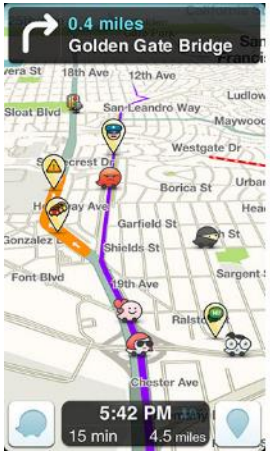
# The Future & Transportation

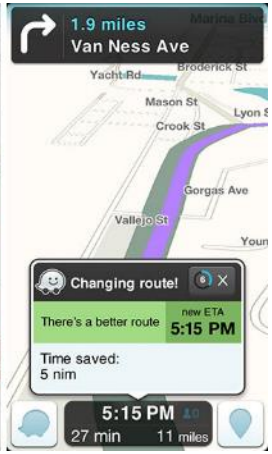
N.Y. / REGION

## *Navigation Apps Are Turning Quiet Neighborhoods Into Traffic Nightmares*

By LISA W. FODERARO DEC. 24, 2017








Local

## Traffic-weary homeowners and Waze are at war, again. Guess who's winning?

Tim Connor stands by a sign his neighbor purchased to thwart commuters from cutting through their quiet residential street in Takoma Park, Md. (Evelyn Hockstein/For The Washington Post)

# The Future & Transportation

## China Hastens the World Toward an Electric-Car Future

A driver waiting for his electric car to be charged at a station in Beijing. Already the world's largest maker and buyer of electric cars, China is forcing the rest of the auto industry toward a battery-powered future.

https://www.nytimes.com/2017/10/09/business/china-hastens-the-world-toward-an-electric-car-future.html

Propelled by vast amounts of government money and visions of dominating next-generation technologies, China has become the world's biggest supporter of electric cars. That is forcing automakers from Detroit to Yokohama and Seoul to Stuttgart to pick up the pace of transformation or risk being left behind in the world's largest car market.

The New York Times

10.09.17

## General Motors Is Going All Electric

GENERAL MOTORS

https://www.wired.com/story/general-motors-electric-cars-plan-gm/

This morning, the American automotive giant announced that it is working toward an all-electric, zero-emissions future. That starts with two new, fully electric models next year—then at least 18 more by 2023.

WIRED

10.02.17

Decatur Gets Around

# The Future & Transportation

https://electrek.co/2016/07/21/white-house-unlocks-4-5-billion-for-electric-vehicle-infrastructure-and-announces-new-ev-programs/

https://www.nissan.co.uk/experience-nissan/electric-vehicle-leadership/electric-car-charging-stations.html

The Economist | Topics | Print edition | More

Charge of the battery brigade

## An infrastructure for charging electric vehicles takes shape

*A reliable network should not prove an insurmountable roadblock*

Print edition | Business ›

Sep 7th 2017

https://www.economist.com/news/business/21728671-reliable-network-should-not-prove-insurmountable-roadblock-infrastructure-charging

## Intelligent Transportation System (ITS)

An **intelligent transportation system** (ITS) is an advanced application which, without embodying intelligence as such, aims to provide innovative services relating to different modes of **transport** and traffic management and enable various users to be better informed and make safer, more coordinated, and 'smarter' use of ...

Intelligent transportation system - Wikipedia
https://en.wikipedia.org/wiki/Intelligent_transportation_system

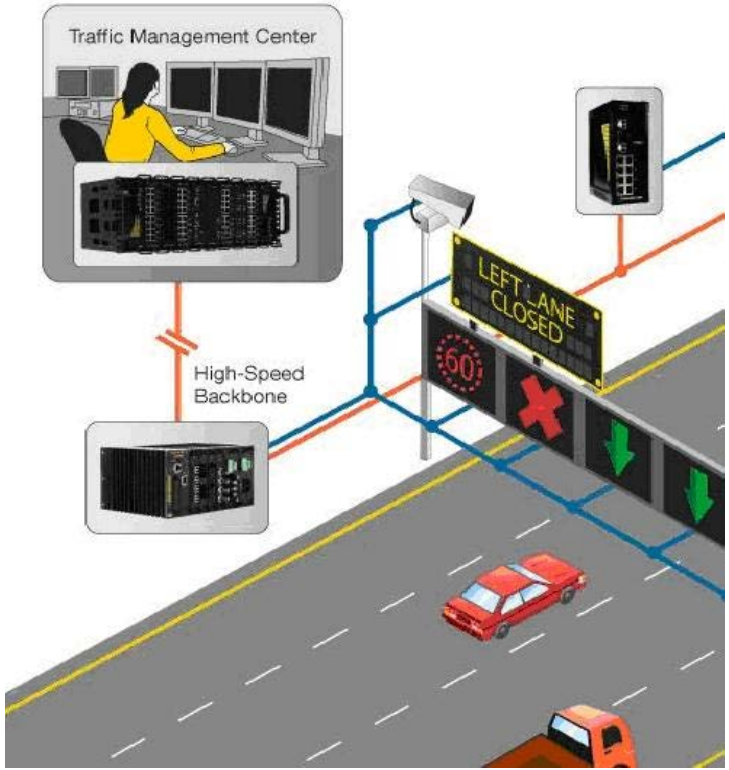
About this result  Feedback

## Adaptive Traffic Control (ATCS)

**Adaptive** traffic **control**. **Adaptive** traffic **control** system (ATCS) is a traffic management strategy in which traffic **signal** timing changes, or adapts, based on actual traffic demand. This is accomplished using an **adaptive** traffic **control** system consisting of both hardware and software.

Adaptive traffic control - Wikipedia
https://en.wikipedia.org/wiki/Adaptive_traffic_control

About this result  Feedback




http://www.transport.gov.mt/transport-strategies/strategies-policies-actions/national-transport-action-plans

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# Adaptive Signal Control

- What is ASC?
  - Real-time traffic control
  - Adjusts signal timings based on current traffic conditions
- When is ASC the right choice?
  - Unpredictable traffic volumes
  - Intersection not at/over capacity (v/c ratio less than 1.0)
  - Available resources to install, operate, maintain

Decatur Gets Around

# The Future & Transportation

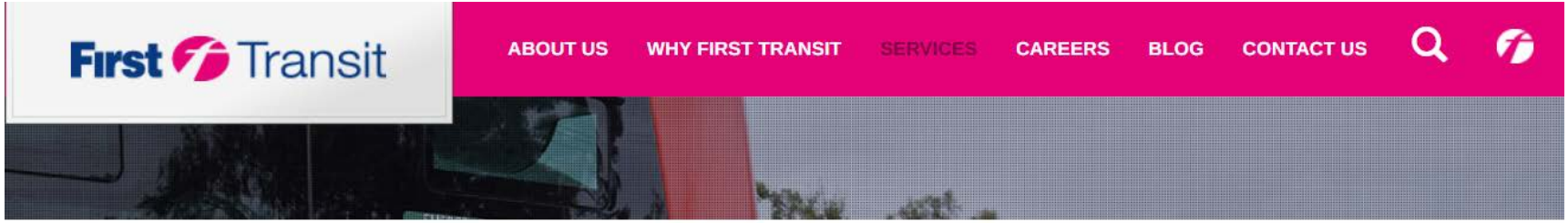
BUSINESS DAY

## G.M. Says Its Driverless Car Could Be in Fleets by Next Year

By NEAL E. BOUDETTE JAN. 12, 2018

https://www.nytimes.com/2018/01/12/business/gm-driverless-car.html

The Future & Transportation



# Autonomous Vehicle Mobility Solutions

http://www.firsttransit.com/services/shared-autonomous-vehicle-(sav)

Decatur Gets Around

The Future & Transportation

https://ridewithvia.com/news/

# Microtransit is a…

for-profit bus service that caters to commuters willing to pay more for a ride that's more direct and comfortable than those offered by existing public transportation.

Since 2014, microtransit companies have been using sophisticated algorithms to plan fixed routes, based on demand, in San Francisco, Boston, and New York. The model has been hailed—and particularly by CityLab—as having the potential to change urban mobility.

https://www.citylab.com/transportation/2017/11/dont-believe-the-microtransit-hype/545033/

Decatur Gets Around

https://www.collectorsweekly.com/articles/please-feed-the-meters/

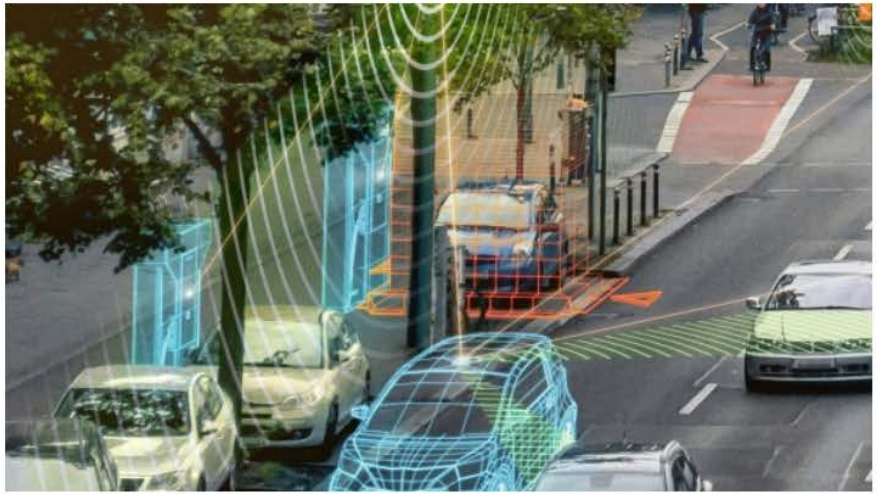
The Future & Transportation

SIEMENS

Search for...

Products & Services > Mobility > Road Solutions > Parking Solutions > Intelligent Parking Solutions

# Intelligent Parking Solutions



**Knowing where to park without searching – thanks to our smart parking solutions: Innovative City Parking – research project and parking bay sensors.**

As shown by a study, every car driver wastes on average about 100 hours a year looking for a parking space, which accounts for one third of city center traffic. Siemens has developed a sensor-controller parking management system that helps optimize the use of urban parking facilities and substantially reduce the congestion caused by motorists searching for a space: our Intelligent Parking Solutions.

Need to speak to our experts?

Contact us

Decatur Gets Around

https://www.siemens.com/global/en/home/products/mobility/road-solutions/parking-solutions/intelligent-parking-solutions.html

# The Future & Transportation

LA Express Park™
save time, park smarter.™

LAUNCHING A NEW REGION OF COVERAGE NOW IN WESTWOOD

PRO

Home | What is LA Express Park™? | How Does it Work? | FAQ | Apps

## How Does it Work?

# Transportation Technology Focus

1. Micro-Transit / Circulator

2. EV Infrastructure

3. ITS / ATC

4. Intelligent Parking Solutions

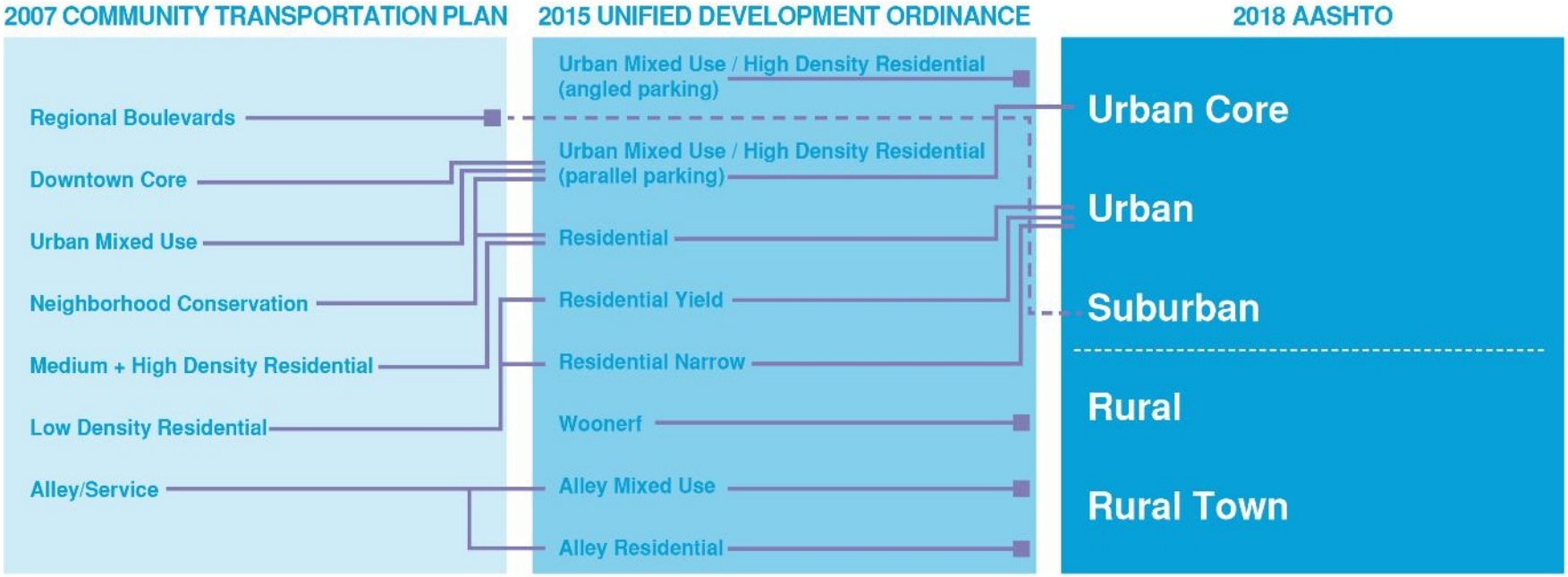
Decatur Gets Around

# Implementation Plan

- Policy Alignment
- Implementation Strategy
- Prioritized Action Plan
- Preliminary Budget Estimate & Potential Funding Sources

# Transportation Policy Alignment

## Existing Cross Sections



Decatur Community Transportation Plan Update

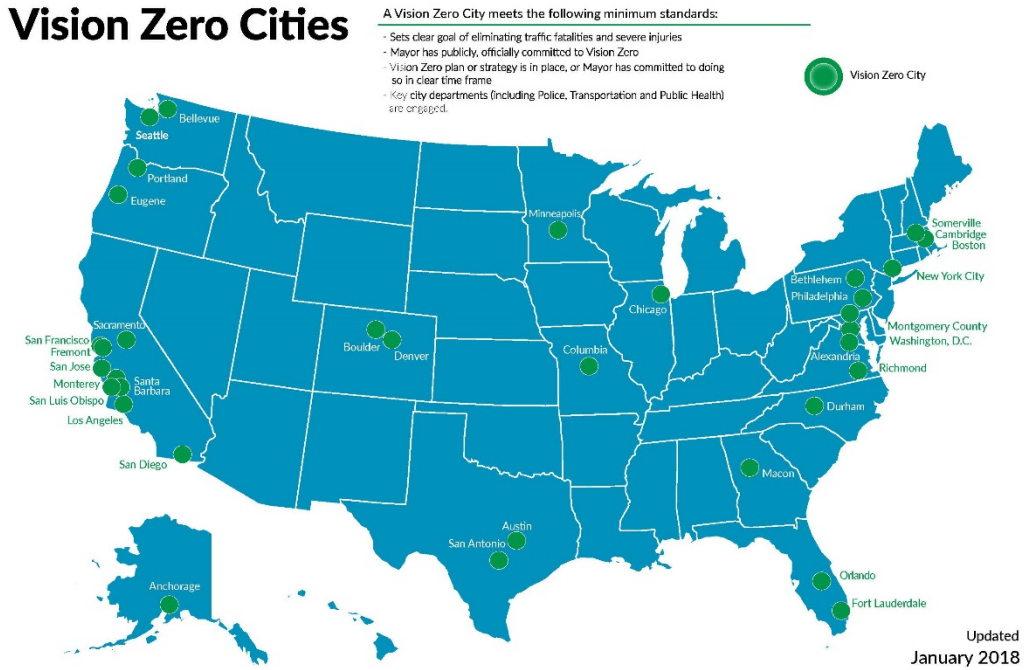
# Implementation

| RECOMMENDATION | PROJECT TYPE | IMPLEMENTATION PERIOD | OPINION OF PROBABLE COST | POTENTIAL PARTNERS | POTENTIAL FUNDING SOURCES | KEY CONSIDERATIONS |
|---|---|---|---|---|---|---|
| | | | | | | |

# Vision Zero Network

## What is **Vision Zero?**

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now it's gaining momentum in major American cities.




VISION ZERO NETWORK

Decatur Gets Around

# Schedule

- May 10th Community Meeting, 6PM – 8PM
- May 21st City Commission Work Session
- June - Final CTPU Deliverables to Staff

# Discussion / Feedback

- Feedback Exercise:
  - 5 Boards
  - Sticky Notes – First 2 Boards; Typologies & Typical Sections
  - Green Dots – Three Boards; Priority Street Corridors, Traffic Calming Streets, Future Transportation Investments
- Sign-up Sheet
- Comment Cards
- Thank You for YOUR Feedback!

# COMMUNITY TRANSPORTATION PLAN UPDATE

## Community Meeting

May 10, 2018 | 6:00 - 8:00 pm

JB+a a division of BARGE DESIGN SOLUTIONS

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TooleDesignGroup