

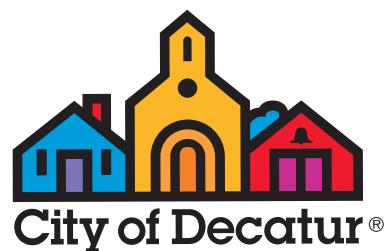
**PUBLIC  
SPACE**  
**ACTIVATION**  
• PLAN •

# Reimagine

# West Howard Avenue



December 2018





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# 1



# Introduction

## ABOUT THE PROJECT

After a series of conversations with residents and businesses spanning several years, the City of Decatur officially kicked-off the *Reimagine West Howard Avenue* visioning project in the summer of 2017. The purpose of the study was to explore potential improvements to the safety, comfort, and sense of place for all road users along West Howard Avenue between the East Lake MARTA Station and North McDonough Street.

The study builds on the recommendations of the City of Decatur's 2007 *Community Transportation Plan*, which recommended reducing the width and number of existing vehicle lanes to promote slower speeds and improving the experience of walking and bicycling on the multi-use path along the street's southern edge.

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***Reimagine West Howard Avenue explored opportunities to transform the study corridor into a safer, more active, and lively street.***

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## GOALS AND OBJECTIVES

- 1** *Improve safety and comfort for people walking, biking, and driving*
- 2** *Activate underutilized public space*
- 3** *Engage residents and visitors with public art, interactive elements, and activities*
- 4** *Develop a unique design that reflects local character and enhances a sense of place*
- 5** *Use semi-permanent materials to make immediate implementation possible and to "pilot" the design for future permanent solutions*

## ABOUT THE CORRIDOR

West Howard Avenue, and the Stone Mountain Trail that follows its southern edge, provide an important multi-modal connection from the East Lake MARTA Station at the Atlanta/Decatur border to Decatur High School and the commercial district southeast of Decatur Square. At North McDonough Street, Howard Avenue and the Stone Mountain Trail connect to a new two-way cycle track that provides a direct link to Downtown Decatur.

West Howard Avenue runs parallel and directly adjacent to an active rail corridor used by both MARTA and freight trains. Greenspace along the southern side of the street, between the Stone Mountain Trail and the rail corridor, is nicely landscaped but underutilized as a public space. Single and multi-family homes are the predominant land use along the north side of the street.

West Howard Avenue's existing design dedicates most of the available space to the movement of cars and trucks, and does not provide people walking or bicycling with the desired level of separation from fast-moving traffic. The corridor also lacks destinations and public spaces that invite people to linger, reinforcing the sense that the street's primary function is to convey motorized vehicles.

*The City of Memphis has used tactical urbanist strategies to make their streets more lively and inviting, using materials like colored epoxy gravel, large self-watering planters, and a dramatic public art piece.*

## APPROACH: SEMI-PERMANENT AND FLEXIBLE

The approach to *Reimagine Howard Avenue* was inspired by a set of emerging techniques designed to accelerate change in urban environments where a need has been identified but a lack of staff capacity or funding creates a lag in action.

Community groups and government agencies around the world are experimenting with low-cost, high-impact strategies that allow for rapid implementation of ideas that make cities more vibrant and livable.

This approach is known by several different names, including "tactical urbanism," "lighter, quicker, cheaper," "interim design solutions," and "pop-up urbanism."

Tactical urbanism uses low-cost, semi-permanent materials to redefine the public right-of-way. This approach addresses multi-modal safety, encourages community involvement through space activation, and improves corridor aesthetics.



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• CHAPTER •

# 2



# Summary

*The concrete wall along the Stone Mountain Path near East Lake MARTA station served as a canvas for trail users to share their idea for West Howard Avenue*

## INTRODUCTION

Reimagine Howard Avenue included a public engagement process designed to inform the public about the potential corridor changes and collect feedback to ensure that West Howard Ave serves those who use the corridor and reflects the community's values. The public engagement process included several events and ongoing feedback collection strategies. In May 2017, the project team conducted in-person "sidewalk and handlebar" intercept surveys, and placed chalkboard input stations along the corridor. There were also two public open house meetings, a neighborhood meeting, and a web-based Open City Hall feedback forum in June 2017. A summary of the feedback follows.

## KEY TAKEAWAYS

While residents expressed a diverse set of perspectives on proposed changes to the corridor, the **majority of comments received by the project team supported not only the goals and vision of the project but also the specific elements of the proposed design.** The residents of Decatur place high value on safety, especially at the Atlanta Ave/Adair Street intersections and in vicinity of the

schools. They envision West Howard Avenue as a corridor where people of all ages feel comfortable walking and biking. There were several suggestions for warning signage where it is currently difficult to cross the street.

Many community members submitted comments on the Adair Street and Atlanta Ave intersections. Community members commented that it does not feel safe for people walking, biking, or driving as is and that it is important because many people use it to access the neighborhoods and destinations to the south. Residents are seeking a solution for that intersection that will accommodate bicyclists and pedestrians safely without creating an adverse impact on vehicle travel.

Overall, the community respondents were supportive of the placemaking and public space activation concepts as well, though most commenters ranked them as a lower than the safety and connectivity enhancements. Residents commented that the greenspace offers a good passive space for walking dogs and playing currently, and that they want to keep it green, with potential addition of public art, benches, games, and occasional programming.

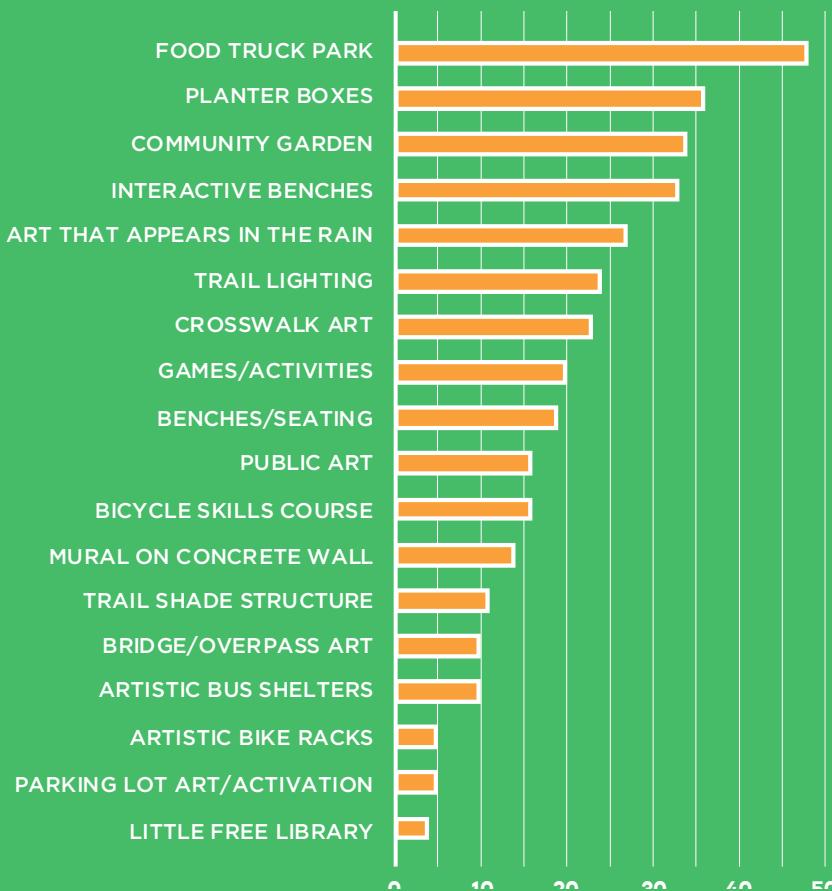
## CHALKBOARDS

Three chalkboards were placed along West Howard Avenue to gather input on placemaking ideas from people walking, biking, and accessing transit on the corridor. Each chalkboard listed 7 placemaking ideas tailored to the locations where the boards were placed, and prompted users to vote for their three favorite ideas with a chalk tally mark on the board. Additional board space allowed people to write their own ideas to answer the question “What are your ideas

for W. Howard Avenue?” Instructions for feedback were attached to each board, along with photo examples of the placemaking ideas listed on the boards. The total vote tally and list of additional ideas appears on the following page.

The boards were left outside 24 hours a day for two weeks between Wednesday, May 10 and Saturday, May 27. The boards were covered or removed during inclement weather (Friday, May 12 and May 20-25).

### PLACEMAKING & PUBLIC SPACE ACTIVATION VOTING RESULTS FROM CHALKBOARDS



*This chart shows the voting results compiled from all three locations, though not all items were listed at all locations. The overall results show a preference for food truck parks, planter boxes, a community garden, and interactive benches.*

## MCDONOUGH STREET

**TABLE 1. MCDONOUGH ST. CHALKBOARD VOTING RESULTS**

Idea	Votes
Artistic Bus Shelters	10
Community Garden	34
Planter Boxes	20
Interactive Benches	33
Bicycle Skills Course	16
Art that Appears in the Rain	27
Food Truck Park	48

### Additional Ideas

- 2 Lane Road
- Skatepark
- Water Fountain
- Keep Greenspace open (x3)
- Native plant garden

## ADAIR CROSSING

**TABLE 2. ADAIR CROSSING CHALKBOARD VOTING RESULTS**

Idea	Votes
Trail Lighting	24
Benches/Seating	19
Games/Activities	20
Crosswalk Art	16
Little Free Library	4
Public Art	16
Planter Boxes	10

### Additional Ideas

- Re-engineer intersection from scratch (roundabouts), then add “fun” (received a “Yes” x7)
- Let’s make it safe, then worry about making it pretty
- Add games to green (x2)
- Only add games to sides of greenspace, it’s great to be able to run
- Take down from 4 lanes to 2 lanes (received an even number of yes and no responses)
- Hot chow cabin for winter
- Dedicated bike lanes and parking, raised lighted crosswalk, ping pong/park along railroad

- Slower traffic (x2)
- Leave the green space green
- Safe crossing (x4)
- Kid safe
- Keep it real
- 3 vs. 3 soccer pitch (x5)
- Street art (x2)
- Bocce court
- Left turn lane
- More trees
- Barrier protected bike path
- Paint mural on wall near MARTA
- Mini golf course (x5)

## EAST LAKE STATION

**TABLE 3. EAST LAKE STATION CHALKBOARD VOTING RESULTS**

Idea	Votes
Bridge/Overpass Art	10
Parking Lot Art/Activation	5
Mural on Concrete Wall	14
Crosswalk Art	7
Trail Shade Structure	11
Artistic Bike Racks	5
Planter Boxes	6

### Additional Ideas

- Drinking fountains x2
- More separation between trail and cars
- Safer crossings at the gas station
- Street art
- Trash cans
- Outdoor exercise equipment
- So much art
- Silence the train
- More buses to Candler Park
- Slow down cars
- Extend path
- Safer crosswalks
- Build safe pedestrian overpass, Trinity to College to Renfroe
- Road diet x3
- Trees
- Overnight MARTA parking

## SIDEWALK AND HANDLEBAR SURVEYS

### INTRODUCTION

This document summarizes the results of sidewalk and handlebar intercept surveys conducted by the Reimagine West Howard Ave project team at three locations along the study corridor. The purpose of the surveys was to understand what people currently like and dislike about travelling on Howard Avenue, and to gather information about what improvements could be made to enhance their experience. Surveys were conducted in May 2017 by City of Decatur and Alta Planning + Design staff. The project team interviewed 67 people in four site visits to three different locations along Howard Avenue – Adair Street, Atlanta Avenue, and the East Lake MARTA Station. Surveys were conducted for two hours at a time during

peak travel periods on 3 weekday mornings and one Saturday afternoon. The East Lake MARTA station survey questions were modified to reflect that 1) surveying occurred inside the station and not while respondents were en route along Howard Avenue and 2) less likely to arrive on foot or by bike. A summary of the responses from each site visit, including photos and notable quotes, follows the survey findings.

### SURVEY FINDINGS

Respondents walked and biked the corridor for three main reasons—for exercise, for transportation, and for pleasure. While many people said that walking and biking along Howard Avenue is not presently enjoyable, some indicated that they enjoyed the safety and comfort of the Stone Mountain Trail, and that the shade and park space provided an incentive for walking and biking. Children and parents using the Stone Mountain Trail agreed that they enjoyed the opportunity to talk and bond while walking or bicycling, and appreciated the crossing guards in place to help them cross safely.

Respondents unanimously agreed that slower traffic and safer crossings—particularly at the intersection of Adair St/Atlanta Ave/ and W Howard Ave—would improve their experience. They also expressed a desire for a more formalized park space—one that balances passive and active spaces. The formalized park area was also widely seen as a way to make Howard Avenue into more of a destination. Other main ideas for turning the corridor into a destination included a roadway design that prioritizes pedestrians, additional shade, public art, lighting, and colorful crosswalks.



*"All the people that use the trail make it feel safe."*

*- D'Asia*



*"More markings and wayfinding signs [would make the experience better], it was hard to find my way to the trail."*

- Nathan



*"I'd like dedicated space for walking."*

- Briyoni



*"It's not enjoyable at all. It's actually a little scary. When no cars are on it, it's OK."*

- Tiffany



*"We need safer crossings, especially at Adair and especially at night!"*

- David and Julia



*"I like the scenery. I like everything about this area but one thing - controlling the traffic is pure hell. They don't want to wait for the children or anyone to cross."*

- Mary



*"I like well-groomed sidewalks that are tailored to make it beautiful."*

- Tanisha



*"I like having a dedicated path and riding through the neighborhoods."*

- Scott



*"There's too much mixing of metal and people with little guidance on who is prioritized."*

- Becky

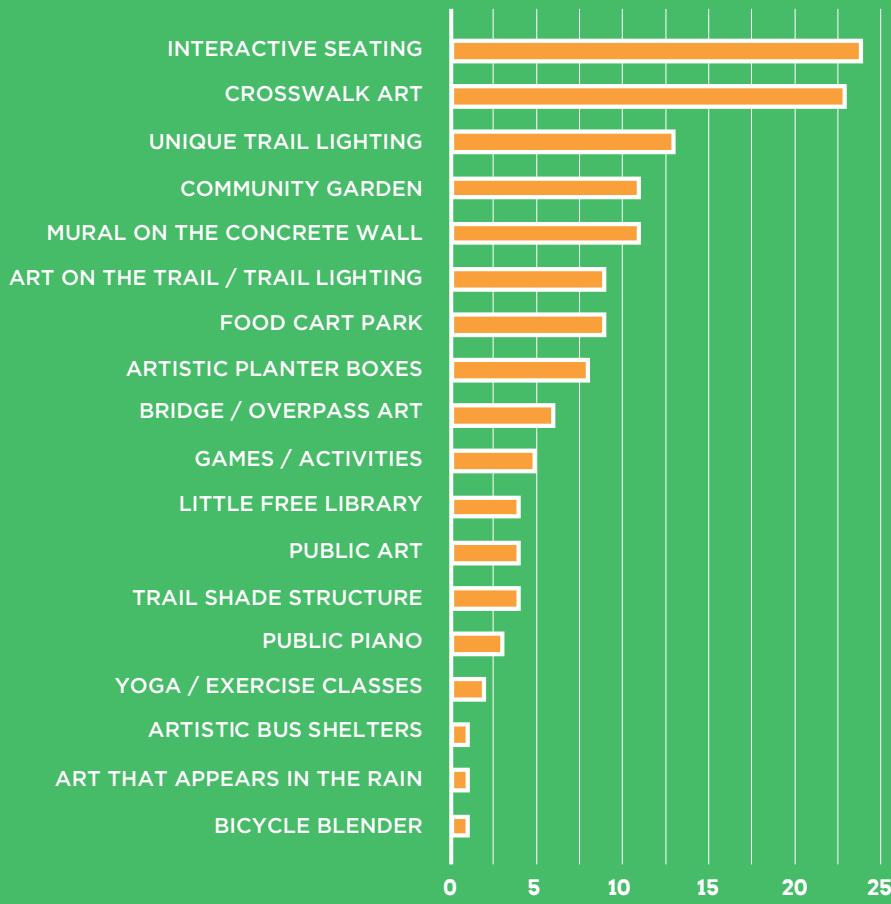
## JUNE 1 PUBLIC MEETING

The first public meeting occurred June 1, 2017 on a Thursday evening. Twenty-five community members attended. Community members reviewed three draft roadway reconfiguration alternatives, voted on draft placemaking strategies. Some attendees submitted comments via email following the meeting. Based on the feedback, the

**two-way separated bike lane concept emerged as the preferred option.** The community members also communicated their desire for enhancement to the sidewalk to the north side of the street, so the project team adjusted the design by adding a painted buffer between the sidewalk and the travel lanes.

### PLACEMAKING & PUBLIC SPACE ACTIVATION VOTING RESULTS FROM JUNE 1 MEETING

*At the June 1 meeting, community members voted on their favorite strategies for activating the public space along Howard Avenue, revealing preferences for interactive street furniture and crosswalk art.*



**TABLE 4. COMMENTS SUBMITTED AT THE JUNE 1 PUBLIC MEETING**

Comment	Tally
Make it safer/easier to cross the street	17
Improve intersection of Atlanta/Adair at Howard	13
Reduce vehicle speeds/calm traffic	9
Improve safety [general comments, includes comments on any/all modes]	6
Reduce the number of standard vehicle lanes/support road diet	6
Add bike lanes	4
Increase comfort for pedestrians on the north side of the street	4
Focus on safety first, beauty/aesthetics later	2
Roadway and path are fine as is/do not reduce # of travel lanes	3
Connect Decatur to the BeltLine with bike infrastructure on Howard/Dekalb Ave	2
Make the corridor attractive/beautiful/aesthetically pleasing	2
Increase Police presence	2
Conduct a more in-depth multi-modal traffic study that also includes impact of new development and school reconfiguration to ensure this will not cause major backups	2
Convert College and Howard into one-way couples	1
Install a Dragon Goal soccer field on the street	1



**TABLE 5. VOTING RESULTS FOR THE THREE DESIGN CONCEPTS**

Comment	Tally
Option A: Two-Way Separated Bike Lane	7
Option B: One-Way Separated Bike Lanes	15
Option C: Enhanced Sidepath	1

# 74

**TOTAL COMMENTS SUBMITTED  
AT THE FIRST OPEN HOUSE**

# 23

**TOTAL VOTES CAST ON THE THREE  
CORRIDOR DESIGN OPTIONS**

## JUNE 20 PUBLIC MEETING

The second public meeting was an open house held the evening of Tuesday June 20, 2017 at the Atlanta Friends Meeting. Twenty community members attended to view the draft corridor design, and discuss it with the project team.



**TABLE 6. COMMENTS SUBMITTED AT THE JUNE 20 PUBLIC MEETING**

Comment	Tally
Flashing beacons and warning signage for unsignalized crosswalks	7
Protect bikeway from vehicles (signage, armadillos)	5
Support for new crosswalks, pedestrian refuge islands and pedestrian signal heads	4
Explore traffic circle options	4
Concerns about vehicle capacity at Adair	4
Wider/more continuous buffer on north side of street	3
Concerns about parking	3
Keep greenspace	3
Entice more people to use greenspace, potentially with games	3
More improvements to pedestrian crossings at Adair	3
Accommodate cyclists turning from Commerce to Howard and vice versa	3
General comments of support	3
Support for road diet/traffic calming	3
Concerns about increased vehicle traffic	2
Prioritize funding for safety improvements	2
Transition to Dekalb Ave is important	2
Fence in greenspace	2
Add bike facility on Adair (south)	2
More railroad crossings for pedestrians	2
Concerns about tree maintenance	2
Concerns about art crosswalk visibility	1
Concerns about low cost/semi-permanent	1
Prefer bike lane to north side of street	1
Support for art crosswalks	1
Test it with cones first	1
Improve signal timing at Paden Cir	1
Lighting for trail	1
Furniture should be attractive to all ages	1
Food carts use Friends Meeting lot	1
Sight triangle challenges where there are trees/bushes in existing sidewalk buffer (north side)	1
Liability of vertical elements in road	1
High school changing drop off location on Commerce	1
N McDonough intersection is bad for cyclists	1

# 23

**TOTAL COMMENTS SUBMITTED AT THE JUNE 20 PUBLIC MEETING**

Attendees submitted comments via sticky notes placed along the corridor graphic and comment cards for general comments. Several community members also submitted e-mail comments following the meeting. The comments reflected **overall support for the project, especially for the enhanced pedestrian crossings.** Comments of concern were mainly focused on the Adair Street intersection. In response to the comments, the project team formalized left turn movements for bicyclists accessing the cross streets by adding two-stage left turn boxes at the cross streets.

## NEIGHBORHOOD MEETING

City of Decatur staff attended a neighborhood meeting on June 27 to share the plans with community members and collect feedback. The neighborhood supported the project, but shared concerns over the proposed changes to the Adair Street intersection, in particular the one-way conversion and potential back-up of eastbound vehicles turning right. In response, the design team removed the one-way conversion on Adair Street and modified the bikeway design to make space for a right-turn pocket at Adair Street.

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**TOTAL COMMENTS SUBMITTED  
ON THE CITY OF DECATUR'S OPEN  
CITY HALL ONLINE PORTAL**

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## OPEN CITY HALL COMMENTS

The following comments were submitted to the City of Decatur's Open City Hall online portal. There were 450 attendees and 67 comments were submitted.

**TABLE 7. COMMENTS SUBMITTED AT THE JUNE 1 PUBLIC MEETING**

Comment	Tally
General comments of support	17
Support for reduction of the number of vehicle lanes	10
Further study/general improvements at Adair intersection	10
Concerns about increased vehicle traffic	9
Concerns about bike lane being redundant with path	6
Warning signage and/or flashing beacons for unsignalized crosswalks	4
Protect bikeway from vehicles (signage, vertical barriers)	3
Concerns about reductions to the number of vehicle	3
Support for new crosswalks/pedestrian refuge islands/pedestrian signal heads	2
Concerns about vehicle capacity at Adair St	2
General support for placemaking ideas	2
Concerns about tree maintenance	2
General support for public art	2
More benches/seating	2
Concerns about artistic crosswalks	2
Add playgrounds in green space	2
More improvements to pedestrian crossings at Adair	1
Support for artistic crosswalks	1
Lighting for trail	1
Remove Adair portion of Atlanta intersection design	1
Add vehicle wayfinding	1
Support for mural at E. Lake Station	1
Make improvements at Valero gas station	1
Remove 1 lane versus 2 through corridor	1
Concerns about planters as buffers	1
Concerns about plan not being friendly to older residents	1

**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 several different cities I still go out of my way to use protected infrastructure like these lanes."*

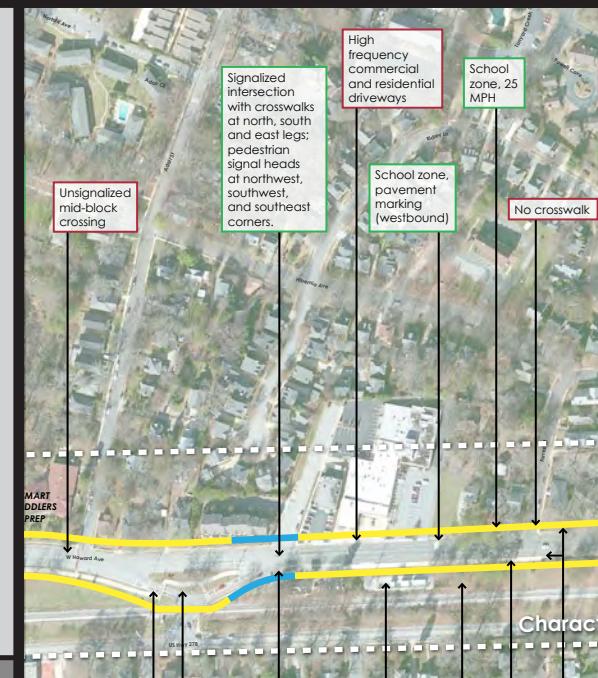
*-Decatur resident , Open City Hall comment*

• CHAPTER •

# 3

# Design

# Process





*The existing Stone Mountain Trail is well established as a regional trail connection that connects people walking and biking to downtown Atlanta in the west, and Stone Mountain in the east along multi-use paths and low-stress streets.*

## OVERVIEW

The design process for the Reimagine West Howard Avenue project was driven by the needs of regular uses of the corridor and rooted in an understanding of issues and opportunities along the corridor. The design process consisted of three main phases:

- Opportunities and Constraints Documentation
- Placemaking and Corridor Concept Development
- Construction Documents



*The Atlanta Ave/Adair St intersection requires two crossings and have ADA deficiencies. Users across modes perceive it as unsafe.*

## OPPORTUNITIES AND CONSTRAINTS DOCUMENTATION

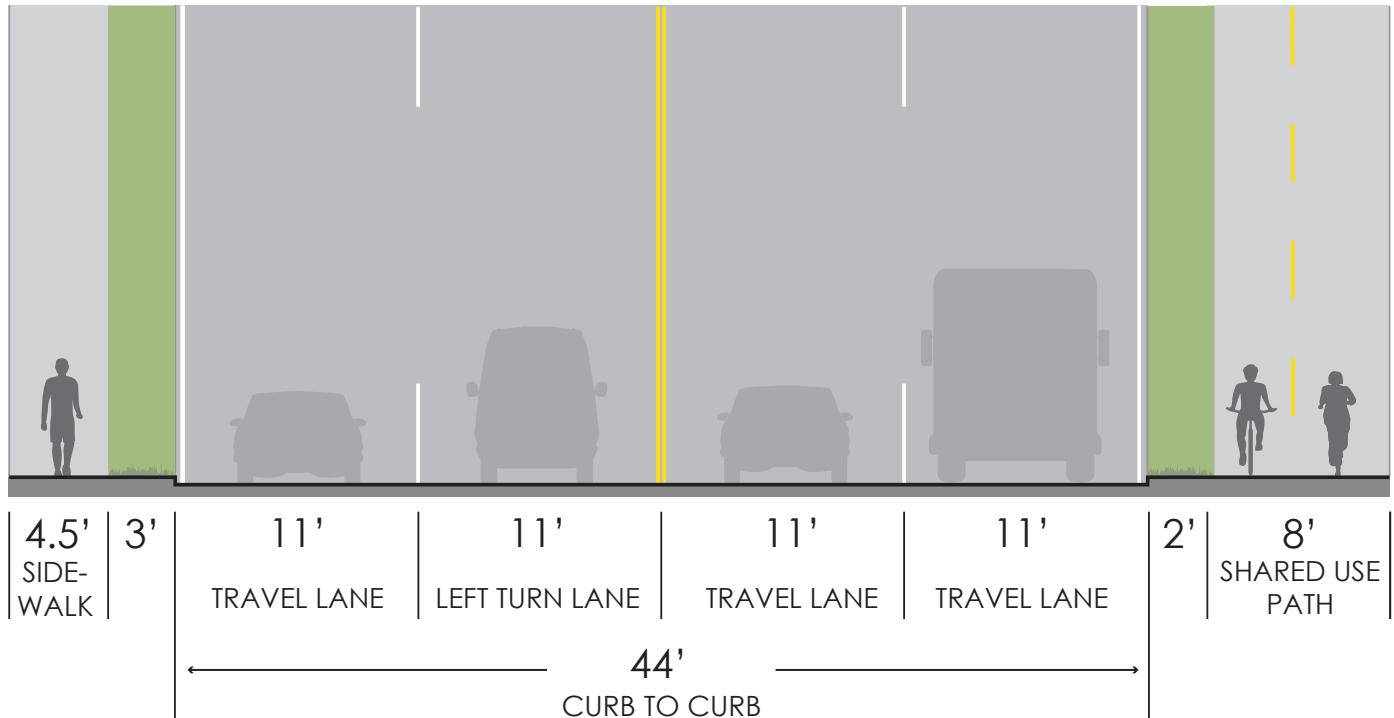
Before beginning design development, the project team documented existing conditions, opportunities, and constraints along the corridor, including:

- existing vehicle lane configuration
- travel lane, sidewalk, multi-use path, curb-to-curb, and right-of-way widths
- vehicle and pedestrian signal locations, phasing, and timing
- an inventory of existing marked crosswalks, pedestrian curb ramps, and driveway curb cuts
- overhead and underground utility conflicts
- stormwater/drainage patterns
- vehicle traffic patterns
- existing vegetation
- existing regulatory, warning, and wayfinding signage
- existing bus stops

These issues and opportunities were documented on a large-format aerial image of the corridor and presented to the client team and public for review, and incorporated into draft corridor concepts.

Potential traffic impacts resulting from a lane reconfiguration - from 2 lanes in each direction to 1 lane in each direction with center left turn pockets at selected intersections - were assessed using 2016 GDOT traffic volumes, case studies from similar projects around the country, and a review of road diet/lane elimination policies and guidelines from municipal, state, and federal agencies. The conclusion of this assessment was that **a reduction in the number of standard vehicle lanes from four to two, with left-turn lane pockets at selected intersections, is unlikely to have a noticeable impact on either vehicle delay or traffic diversion**, and is therefore recommended for West Howard Avenue without further analysis necessary.

The existing roadway includes four travel lanes, sidewalk on the north side of the street, and the Stone Mountain Trail to the south side of the street.



*Some sections of trail feel verdant, with shade trees and a landscape buffer adjacent to the roadway.*

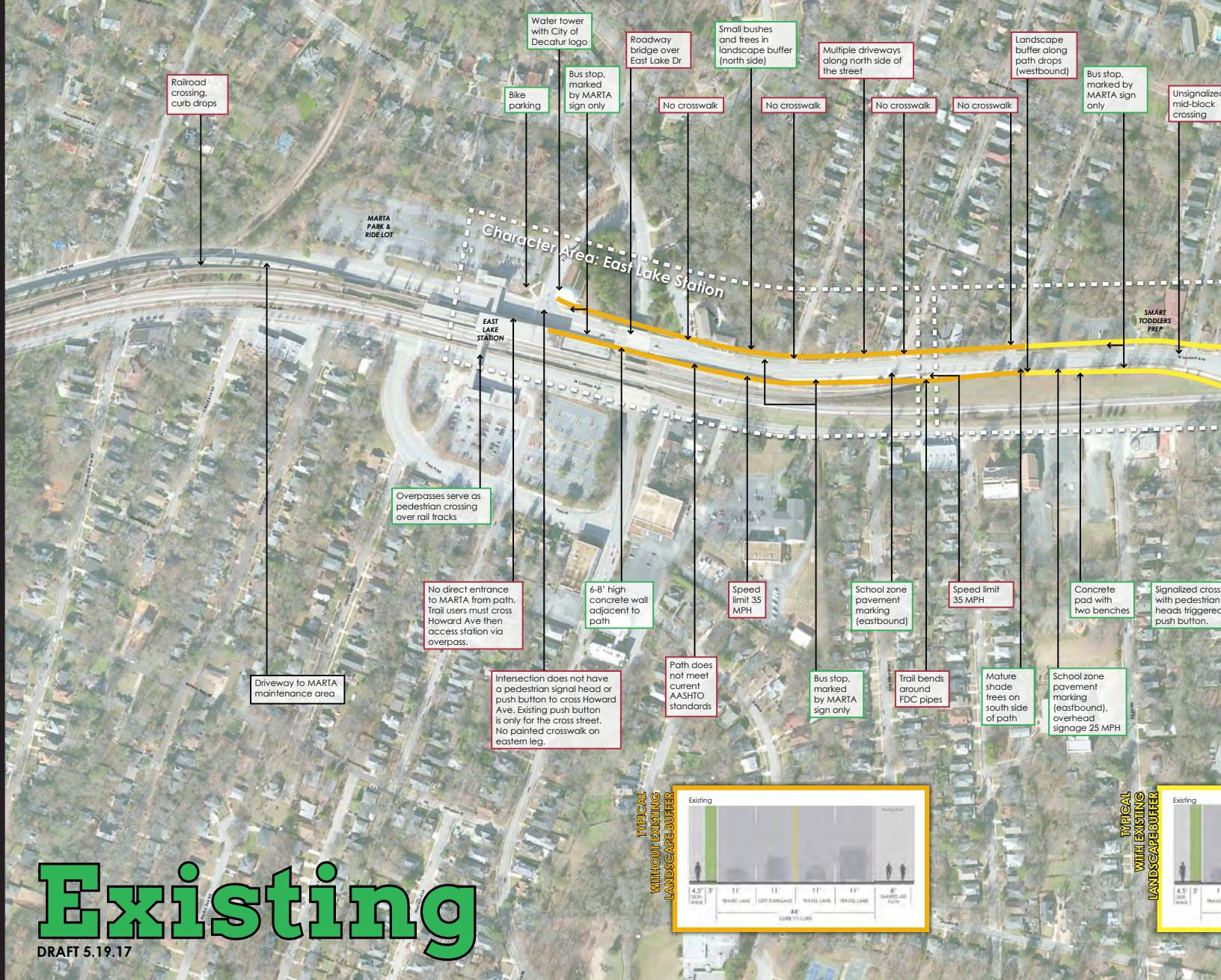


*A concrete wall and lack of shade make this curb-tight section feel less protected.*

# Reimagine

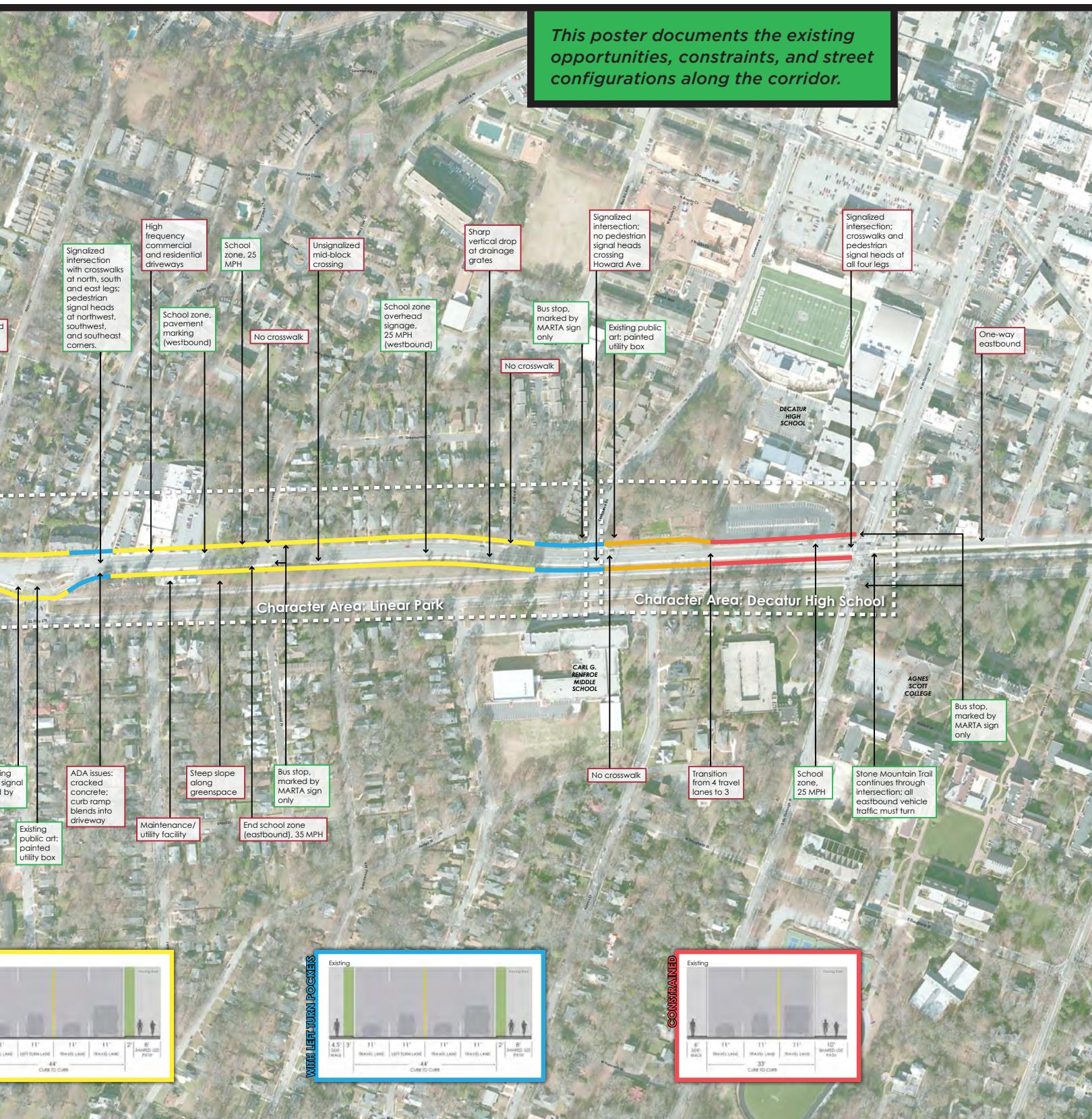
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# Existing

This poster documents the existing opportunities, constraints, and street configurations along the corridor.



## PLACEMAKING AND CORRIDOR CONCEPT DEVELOPMENT

The public input informed specific placemaking ideas, including:

- a new mural and shade structure along the concrete wall of the East Lake MARTA Station
- activating the existing greenspace on with yoga classes, a community garden, food carts, seating, a sculpture garden, and musical instruments
- artistic crosswalks
- artistic planter boxes with low plantings and small trees as a bikeway buffer
- interactive street furniture
- adding glow-in-the-dark paint to the existing Path surface
- new pedestrian-scale lighting
- a little free library

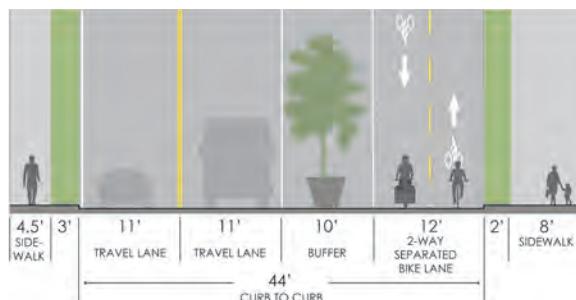
Placemaking ideas for specific locations were presented with precedent photos at the public meeting on June 1st (see Chapter 2). Participants were given a limited number of dot stickers and asked to prioritize the concepts.

The project team also developed typical cross sections for three different corridor redesign options for review at the first public meeting. The roadway reconfiguration options included:

- Option A: Two-Way Separated Bike Lane
- Option B: One-Way Separated Bike Lanes
- Option C: Enhanced Sidepath

The reconfiguration options were presented both as a matrix showing pros and cons, and as specific cross sections tied to specific roadway segments paired with placemaking concepts on a large-format aerial image of the corridor.

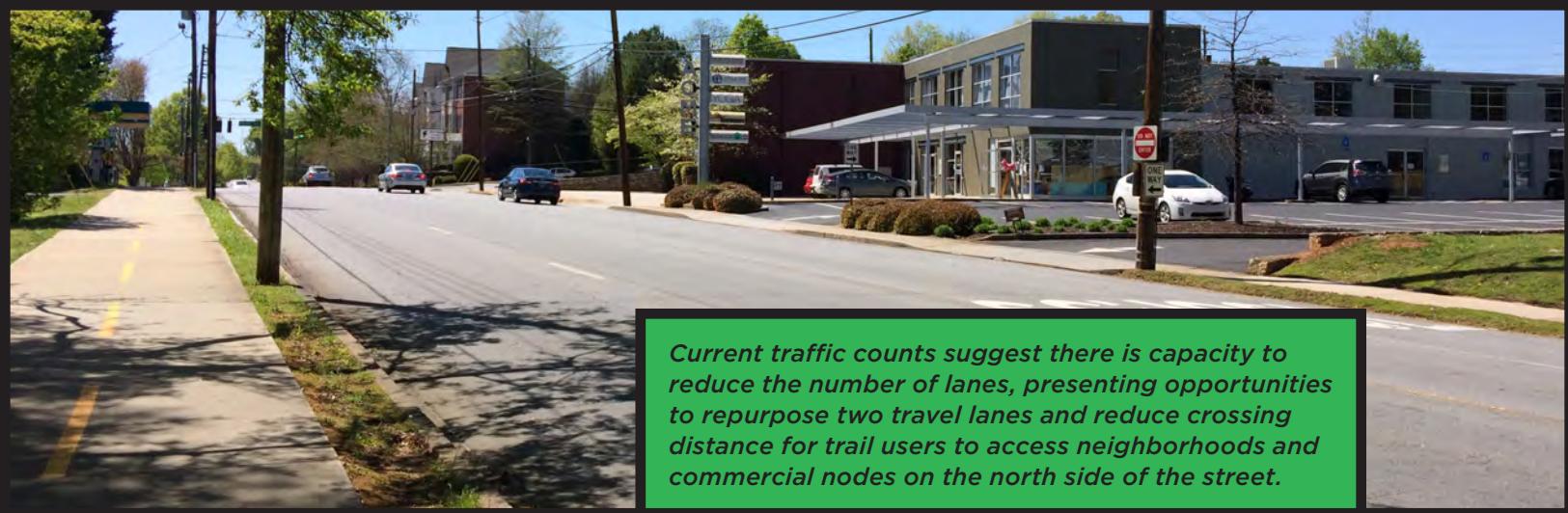
### OPTION A: 2-WAY SEPARATED BIKE LANE WITH LARGE TRAVEL SIDE BUFFER



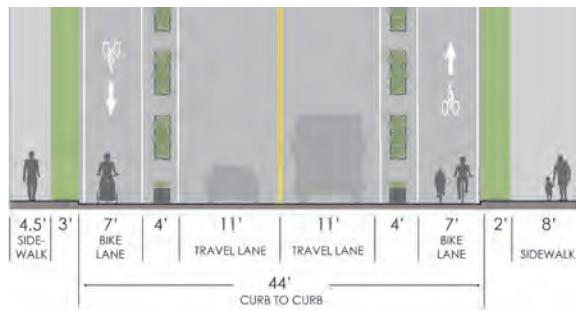
Convert existing westbound lanes to one westbound lane and one eastbound lane. Repurpose existing eastbound lanes as a two-way separated bike lane with generous buffer. Convert existing path to 8' sidewalk.

#### Benefits:

- Provides dedicated space for bicyclists, reducing conflicts between people walking and bicycling.
- Bicyclists travel along the southern edge of the corridor, which has very few vehicle crossings (potential conflict points).
- Requires less total width for bicyclists as compared to the directional bike lanes alternative (Option 2), which enables a wider buffer and the ability to place larger planters and trees in the street.
- Concentrates all walking and biking activity on same side of street, which may help activate the space.
- Larger buffer space makes it easier for passengers to safely wait for and board buses



## OPTION B: ONE-WAY SEPARATED BIKE LANES

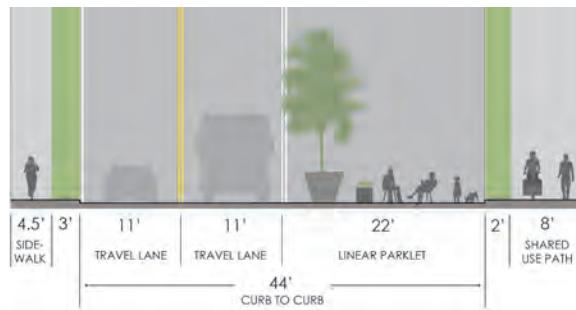


Convert outside travel lanes to separated directional bike lanes. Convert existing path to 8' sidewalk.

### Benefits:

- Provides dedicated space for bicyclists, reducing conflicts between people walking and bicycling.
- Directional bike lanes tend to be safer than two-way bike lanes and sidepaths (alternatives A and C, respectively) at driveways and intersections without protected signal phasing.
- Provides more convenient access to destinations on both sides of the street for people bicycling.
- Improves the experience of walking along the north side of the street by providing a buffer fast-moving vehicles.
- Allows for side-by-side bicycling and passing without having to navigate oncoming bicycle traffic.

## OPTION C: ENHANCED SIDEPATH



Convert existing westbound lanes to one westbound lane and one eastbound lane. Repurpose existing eastbound lanes as a linear parklet as a buffer for the existing shared-use path.

### Benefits:

- Provides the most opportunities for flexible placemaking and public space activation.
- Greater potential for planting large shade trees in the future (long-term permanent installation)
- Greater flexibility in how much roadway space is required



*Proposed trail and two-way bike lane at East Lake MARTA station*

After processing comments from the first public meeting and assessing the pros and cons of each option from a technical perspective, the project team decided to move forward with Option A, a two-way separated bike lane on the south side of the street. The two-way separated bike lane configuration emerged as the preferred option based on community voting, and it had several technical benefits. The two-way bike lane option keeps walking and biking activity consolidated on the south side of the street, as is the case in the existing configuration. Therefore, the option would not require crossings at the endpoints of the study corridor, as would be the case with one-way separated bike lanes. Keeping the majority of the walking and biking activity on the same side of the street also creates efficiencies for crossings and placemaking features. In addition, the south side of the roadway has very limited vehicle crossings, creating an almost uninterrupted trail experience.

A set of placemaking concepts, including artistic crosswalks, the mural at the MARTA station, greenspace activation, and glow-in-the-dark path lighting, and public art were also advanced for further development. These more detailed concepts were presented to the public at the public meeting on June 20th.

*Proposed pedestrian crossing at Melrose Ave*



*Proposed glowing sidewalk paint at Decatur High School*



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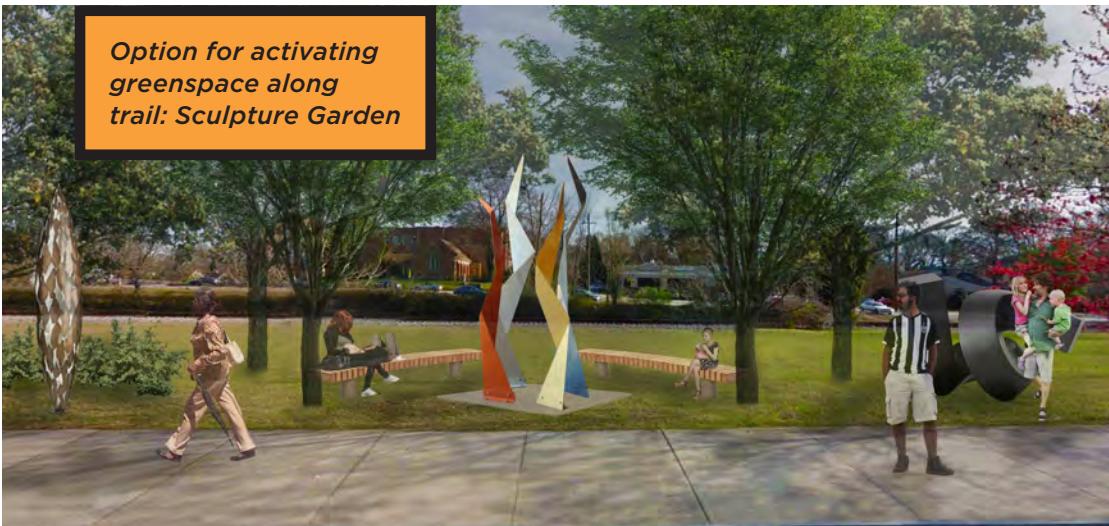
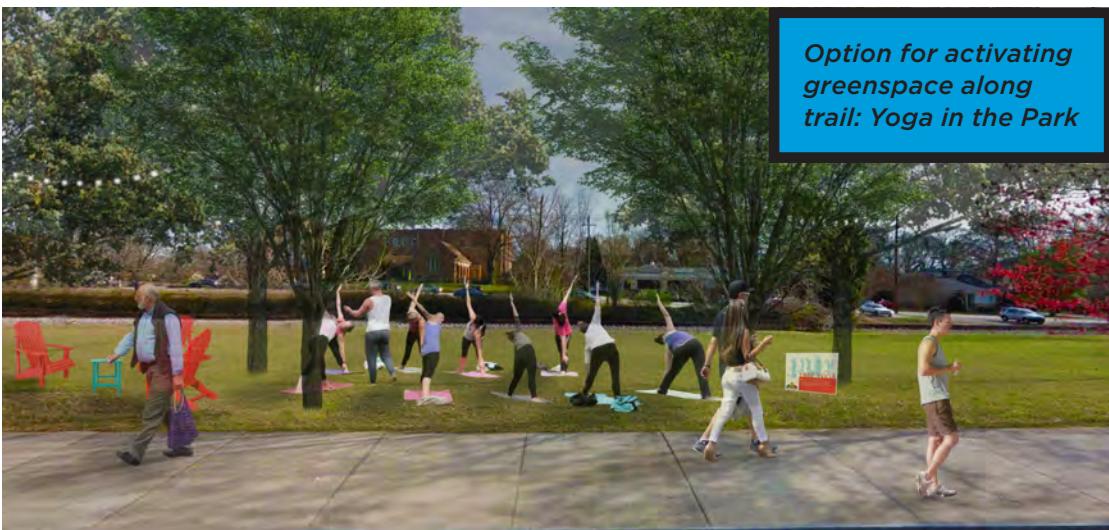
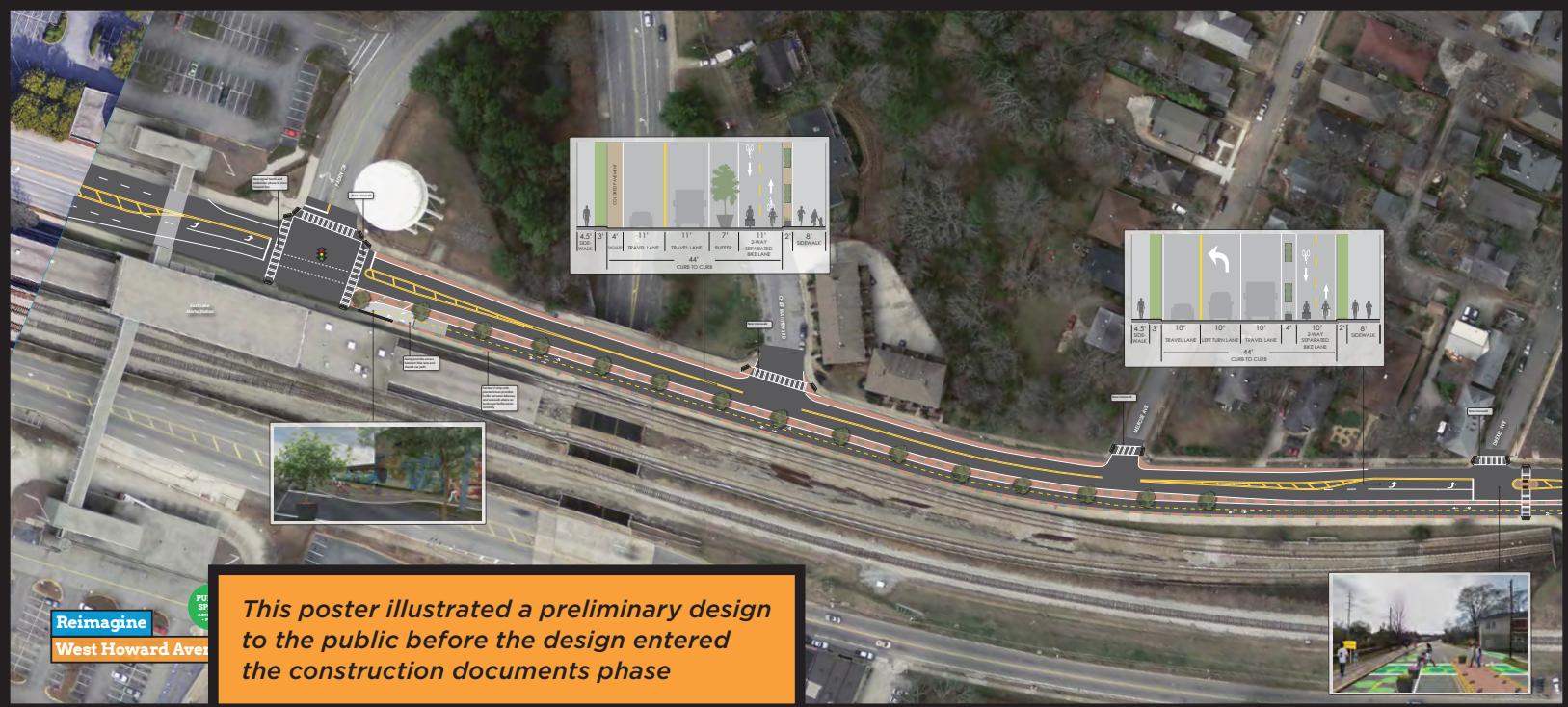
## West Howard Avenue



# Reimagined

DRAFT 5.19.17



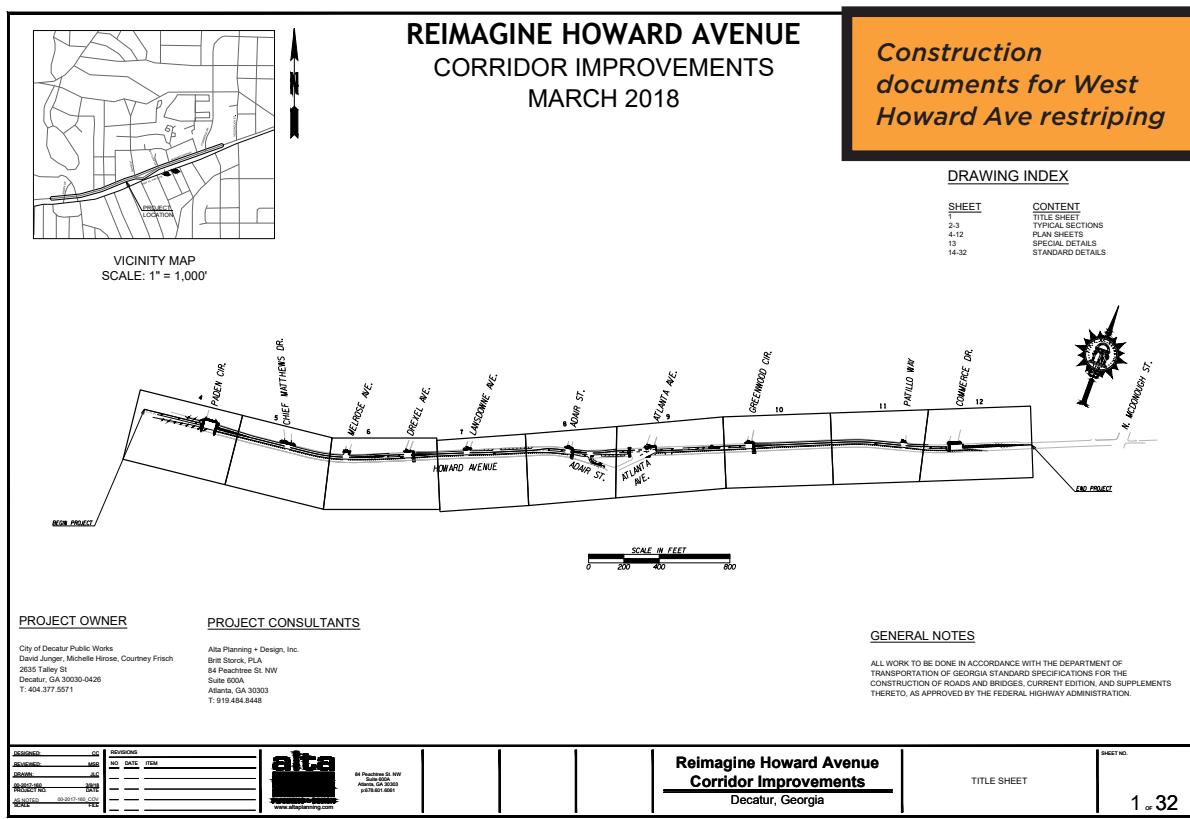




## CONSTRUCTION DOCUMENTS

The project team began production of construction documents following the June 20th public meeting. This process took several months and included multiple rounds of revision following two internal work sessions, a neighborhood meeting on June 27th, a City Council work session on September 5th, and a final public meeting on February 13, 2018. The final construction documents include the road diet and an expanded path buffer on the south side of the street incorporating planter boxes and

low concrete barriers, but do not include a street-level 2-way separated bike lane. This decision was driven in part by the cost of complicated signal work and in part by the announcement that additional funding for a more permanent project at Adair/Atlanta Avenue would become available through Dekalb TSPLOST sooner than expected. The final design will create a safer street with improved pedestrian crossings and a more comfortable path experience while maintaining the flexibility to incorporate more permanent solutions, such as an expanded path lined with street trees.



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• CHAPTER •

# 4

## Vehicle Speed & Travel Time

## Before & After



## BEFORE AND AFTER STUDY

In an effort to understand motor vehicle speed and travel time impacts of the roadway reconfiguration implemented on West Howard Avenue in the Fall of 2018, the City of Decatur hired a consultant to collect before and after data. In March of 2018 before roadway reconfiguration, the consultant drove the corridor while GPS-based technology recorded travel speed and vehicle position 18 times: 6 times in the morning, 6 times at midday, and 6 times in the evening. The consultant replicated the travel time runs after implementation of the roadway reconfiguration in October of 2018. Alta Planning and Design analyzed the data collected during the travel runs. While the project included West Howard Avenue between Paden Circle and North McDonough Street, the data analysis focused on the reconfigured sections between Paden Circle and Commerce Drive. Figures 1 and 2 summarize these results.

## VEHICLE SPEED

The changes made to the roadway between Paden Circle and Commerce Drive resulted in minimal impacts to motor vehicle speeds.

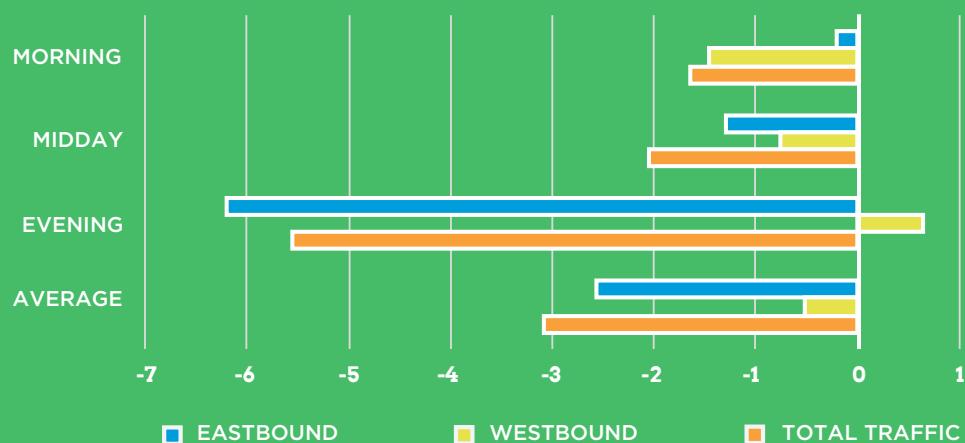
### Speeds decreased by an average 3.1 MPH

per Figure 1. This result suggests that the roadway reconfiguration had minimal negative impacts on drivers. While the data suggest that motor vehicle speeds have not decreased appreciably in a way that would improve safety and comfort for pedestrians and bicyclists, it is important to note that consultants limited their travel speed to the posted speed limit of 35mph. Since speeding is a known issue along the corridor, the data likely underestimates actual speeds in both before and after conditions. An analysis of motor vehicle speed profiles also showed higher rates of stopping at the Atlanta Avenue intersection after implementation of the project, which may be the result of improvements to the pedestrian crossing that resulted in increased driver

### FIGURE 1: CHANGE IN AVERAGE MOTOR VEHICLE SPEED FOR RECONFIGURED SECTIONS OF THE CORRIDOR

*Compared to before implementation, the roadway reconfiguration reduced motor vehicles speeds by an average of 3.1 miles per hour, a small but positive change from the perspective of the safety of vulnerable road users.*

CHANGE IN AVERAGE SPEEDS (MPH)



yielding to pedestrians. If 85th percentile speeds are shown to have decreased after implementation and a further reduction in motor vehicle travel speeds is desired to bolster pedestrian and bicycle safety, the City of Decatur could consider lowering the speed limit and/or additional traffic calming measures.

## TRAVEL TIME

Travel time runs indicate that roadway reconfiguration implementation had marginal effects on travel time through the West Howard Avenue corridor. Figure 2 shows the travel time changes by time of day as well as the average across the three study periods. Between Paden Circle and Commerce Drive, **travel time slightly increased by an average of 3.7 seconds per trip**. Overall, the results for both speed and travel time suggest that the corridor improvements did not adversely impact vehicle travel.

3.1

MPH SLOWER AVERAGE SPEED

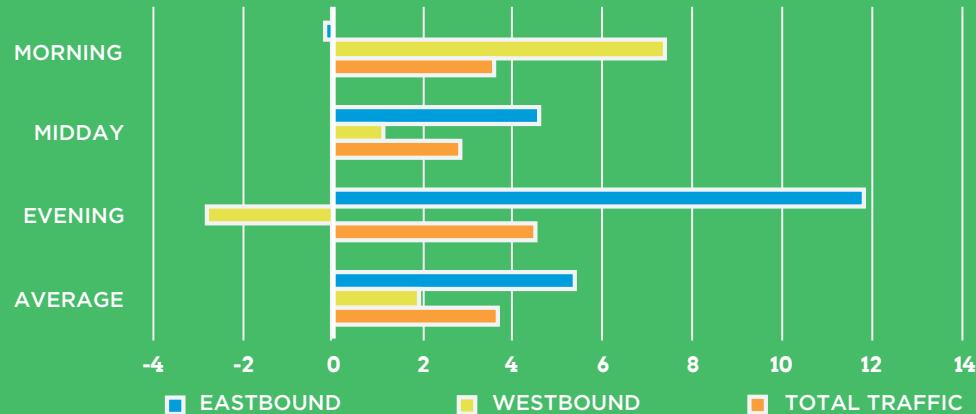
3.7

SECONDS OF ADDED TRAVEL TIME

## FIGURE 2: CHANGE IN AVERAGE MOTOR VEHICLE TRAVEL TIME FOR RECONFIGURED SECTIONS OF THE CORRIDOR

*Compared to before implementation, the roadway reconfiguration appears to have little impact on travel times. Overall, travel time increased by an average of 3.7 seconds, a minimal change.*

CHANGE IN TRAVEL TIME (SECONDS)



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## COMMENTS ?



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE HEARD AT THE MEETING TODAY

Like the traffic calming

Atlanta Ave intersection on the College side remains dangerous and must be high priority to address  
Agree w/ abolishing the diagonal crossing from Olympic, seal the intersection and either A)

B) build a new intersection and cross straight traffic down

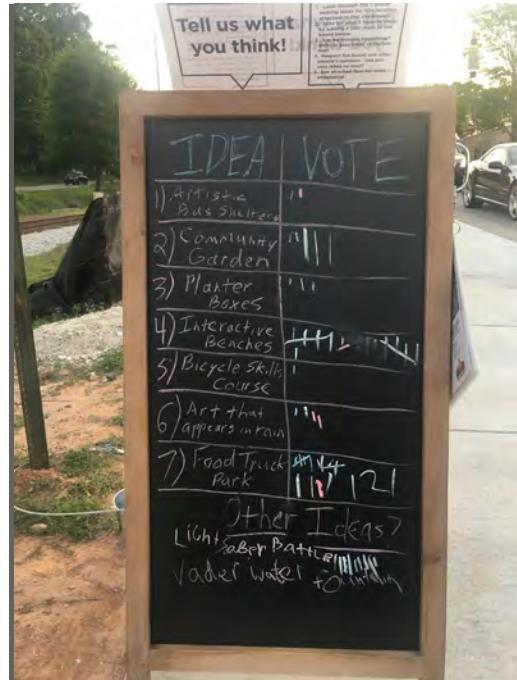
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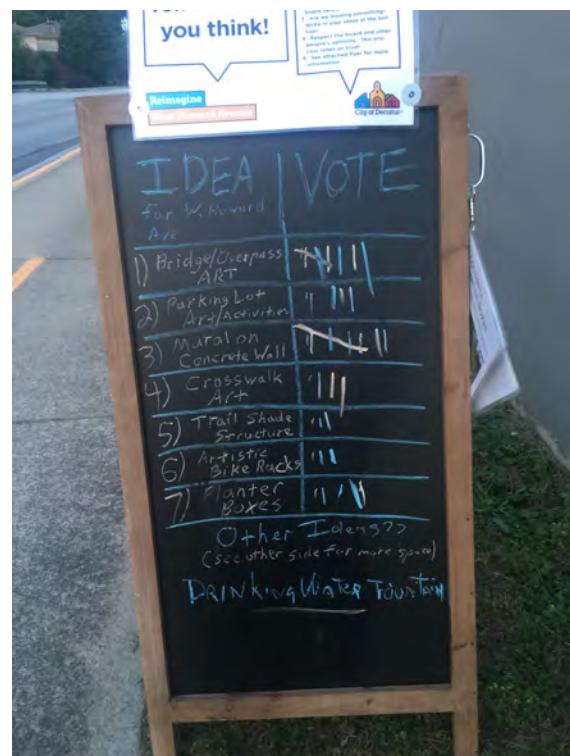
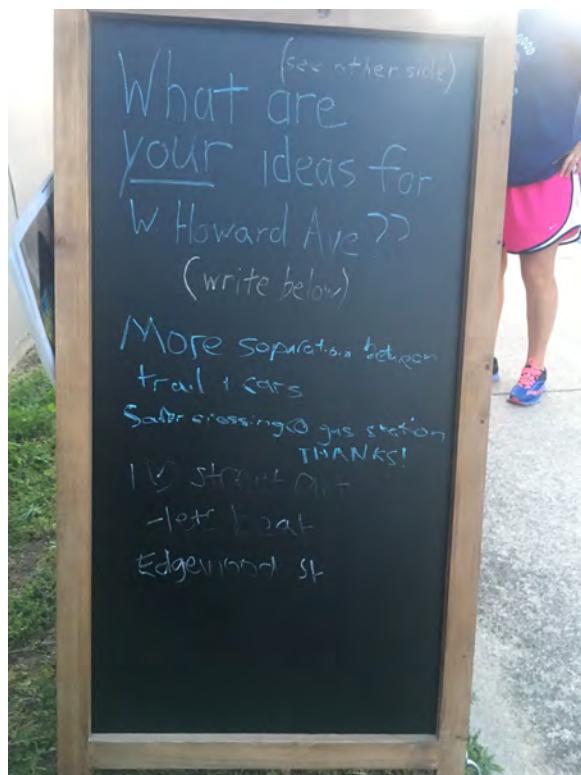
## Public Comments

## CHALKBOARDS

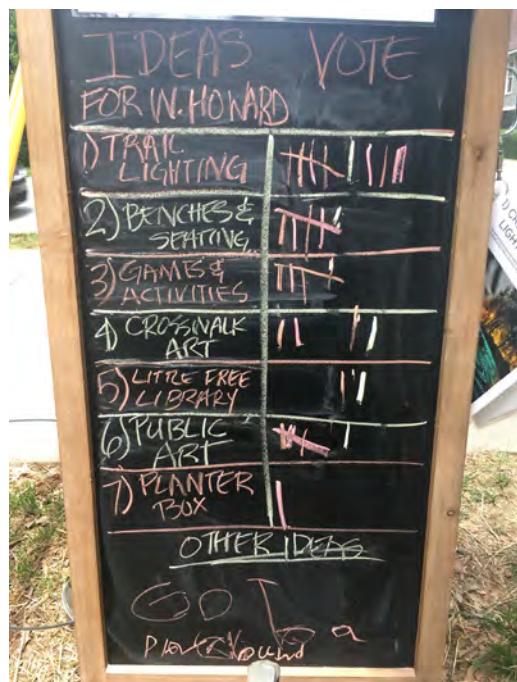
MAY 11, 2017



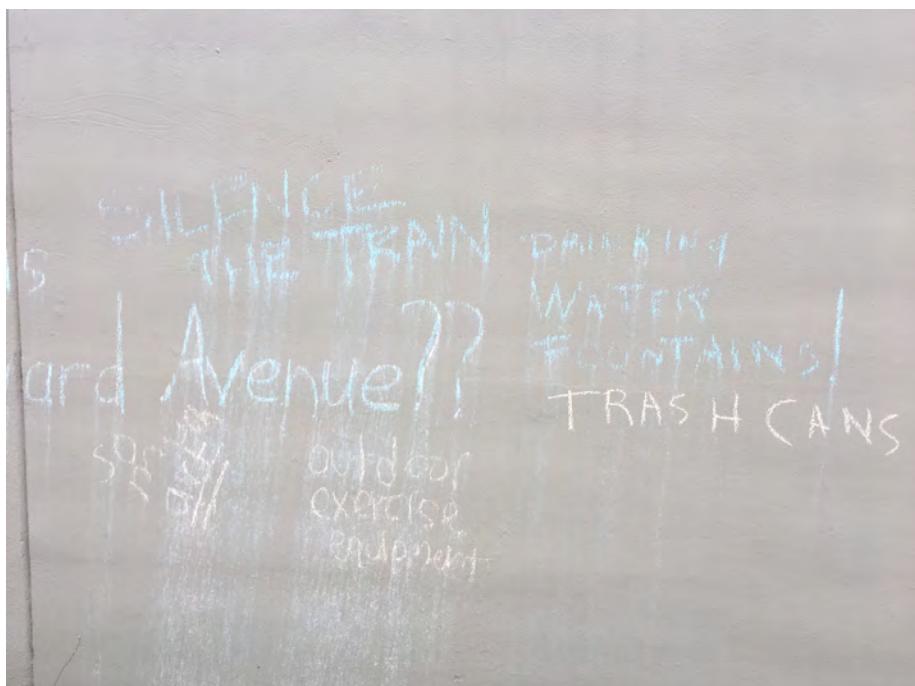
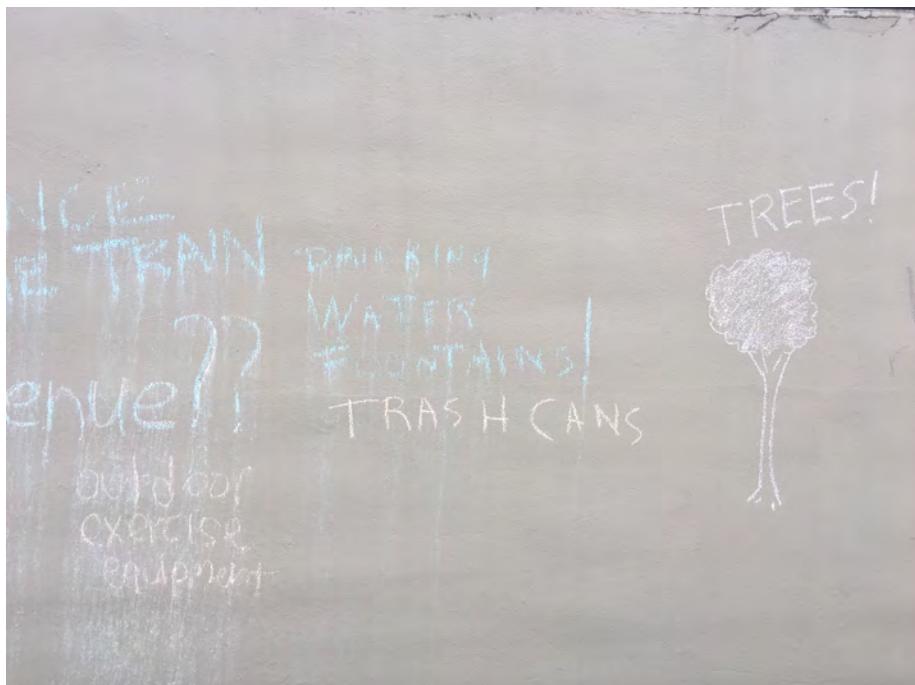
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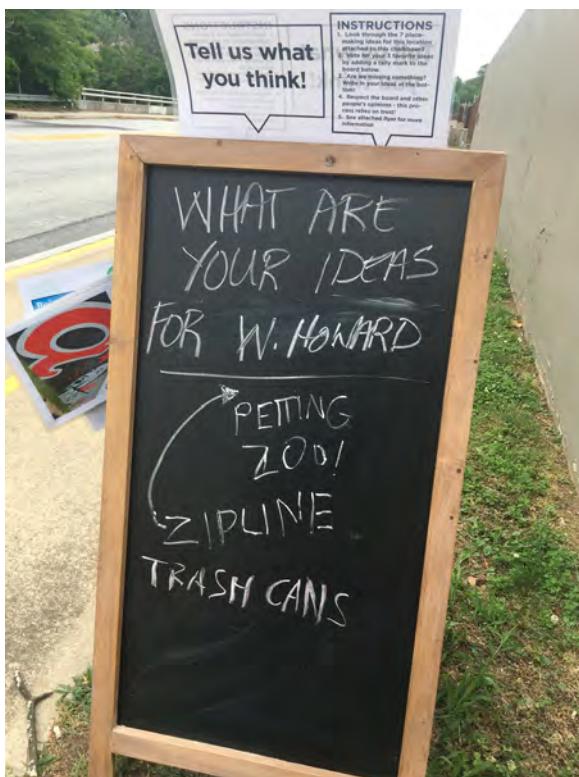
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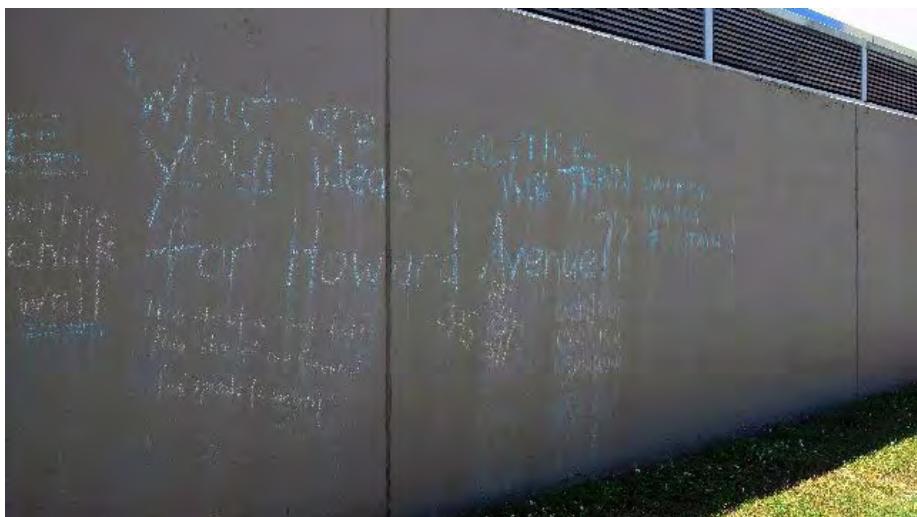
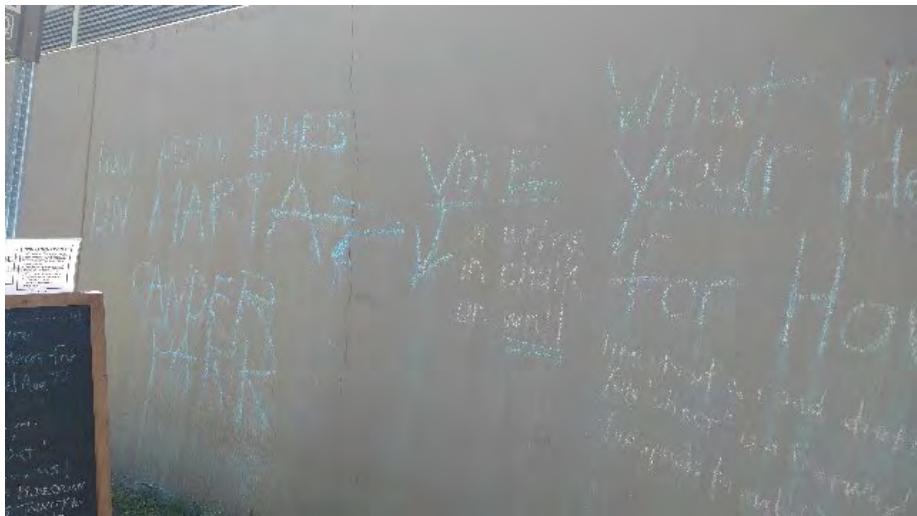
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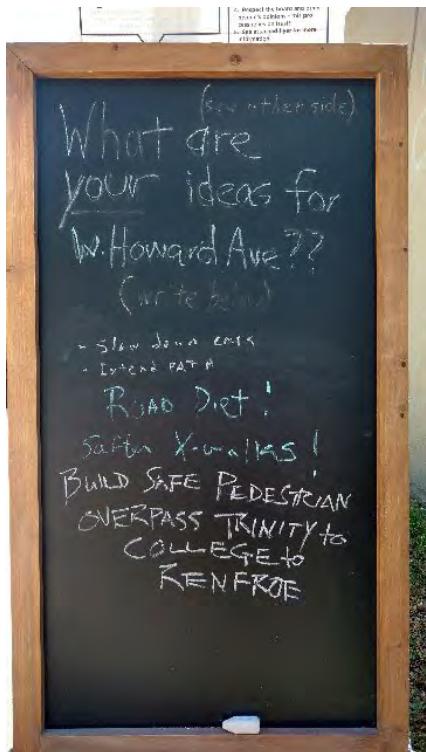
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**MAY 24, 2017**



MAY 24, 2017



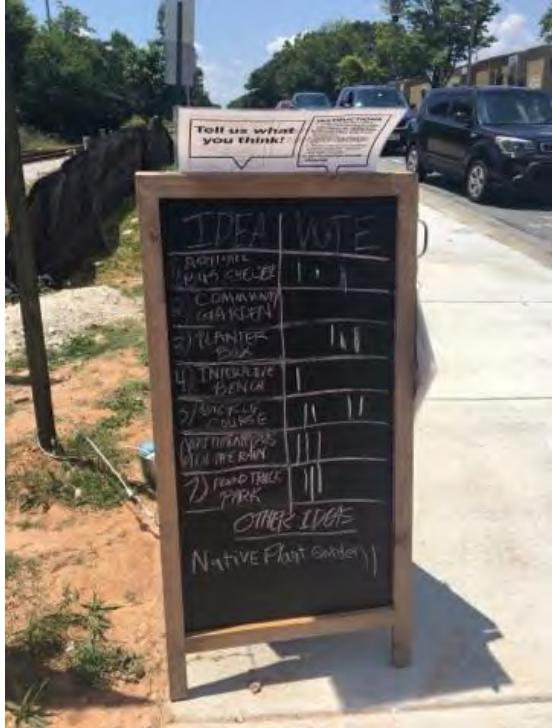
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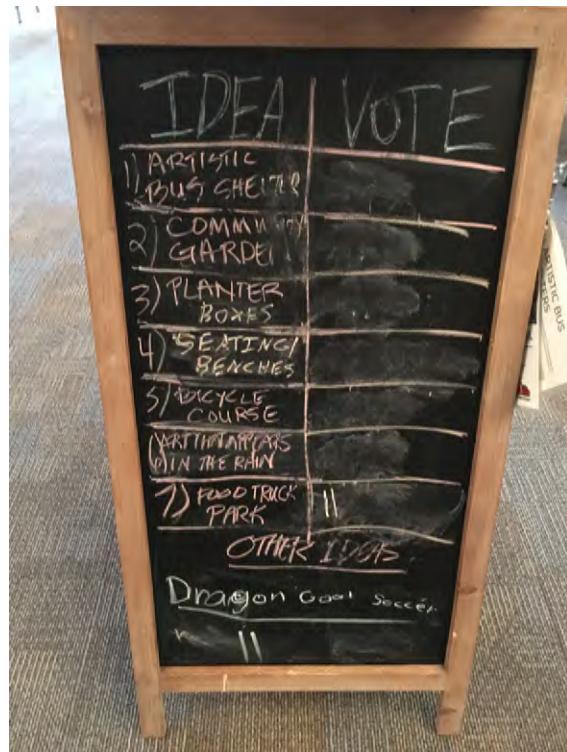
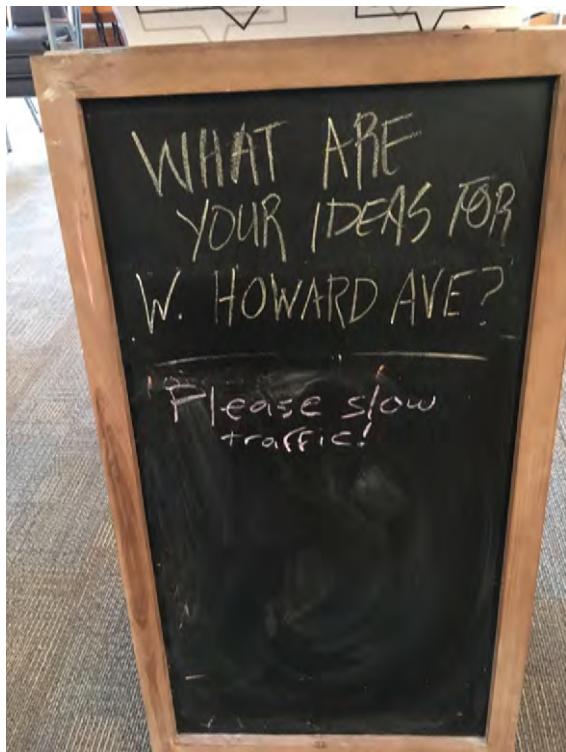
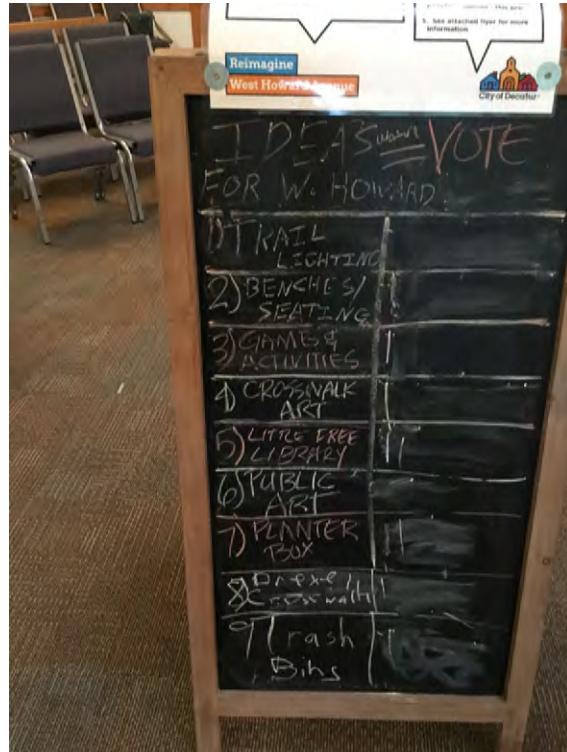
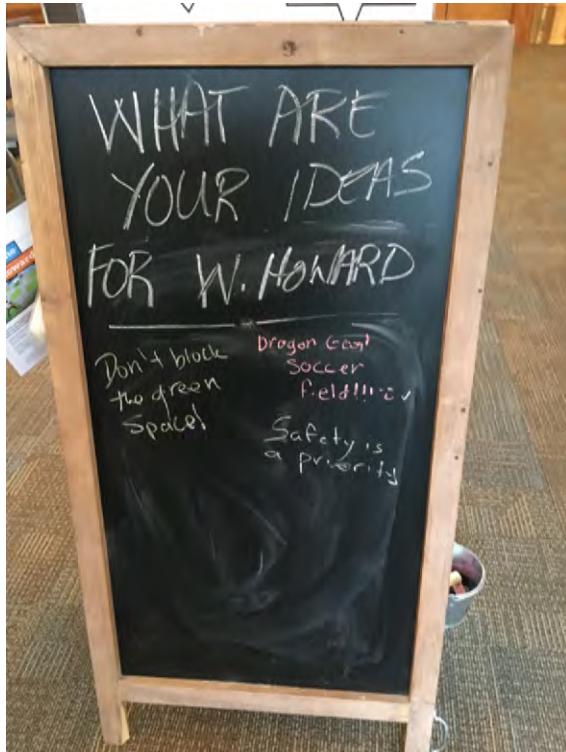
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MAY 24, 2017



JUNE 1, 2017



# PUBLIC MEETING COMMENTS & SIGN-IN SHEETS

JUNE 1, 2017

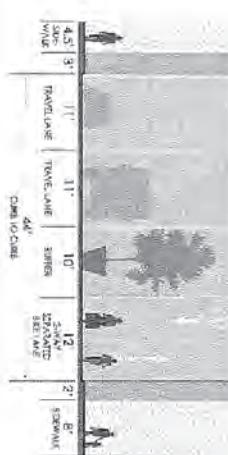
## Reimagine

## West Howard Avenue



### Roadway Reconfiguration Options

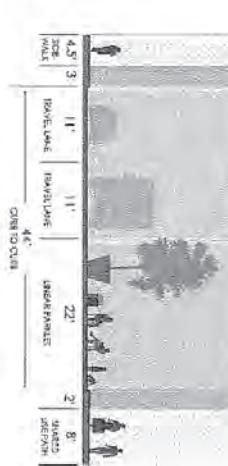
OPTION A: 2-WAY SEPARATED BIKE LANE



OPTION B: ONE-WAY SEPARATED BIKE LANES



OPTION C: ENHANCED SIDEWALK



Need buffer  
from traffic  
for walkers  
& bikers

14' | 7' | 11'  
SHOULDER ↑ ↗  
(Nol+4) ↗-WAY  
Bike Lane  
South Buffer

DESCRIPTION	CROSS-SECTION
Convert existing westbound lane and one eastbound lane. Repurpose existing eastbound lanes as a two-way separated bike lane with generous buffer. Convert existing path to 8' sidewalk.	
Convert outside travel lanes to separated directional bike lanes. Convert existing path to 8' sidewalk.	
Convert existing westbound lanes to one westbound lane and one eastbound lane. Repurpose existing eastbound lanes as a linear parklet as a buffer for the existing shared-use path.	

## BENEFITS

- Provides dedicated space for bicyclists, reducing conflicts between people walking and bicycling.
  - Bicyclists travel along the southern edge of the corridor, which has very few vehicle crossings (potential conflict points).
  - Requires less total width for bicyclists as compared to the directional bike lanes alternative (Option 2), which enables a wider buffer and the ability to place larger planters and trees in the street.
  - Concentrates all walking and biking activity on same side of street, which may help activate the space.
  - Larger buffer space makes it easier for passengers to safely wait for and board buses
- Provides dedicated space for bicyclists, reducing conflicts between people walking and bicycling.
  - Directional bike lanes tend to be safer than two-way bike lanes and sidewalks (Alternatives A and C, respectively) at driveways and intersections without protected signal phasing.
  - Provides more convenient access to destinations on both sides of the street for people bicycling.
  - Improves the experience of walking along the north side of the street by providing a buffer fast-moving vehicles.
  - Allows for side-by-side bicycling and passing without having to navigate oncoming bicycle traffic.

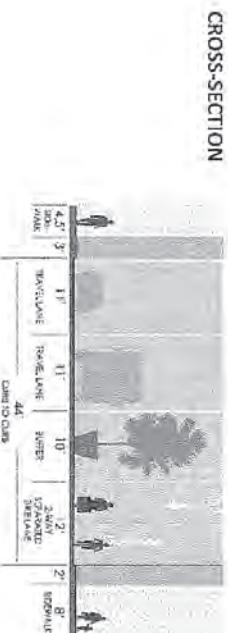
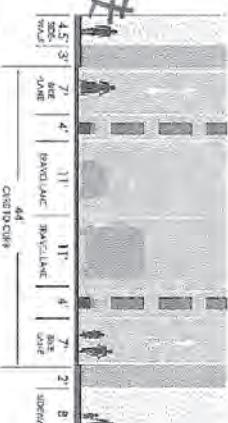
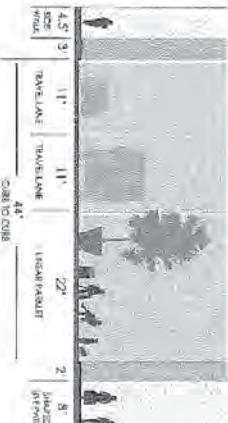
Kilabet Choato

## Reimagine

## West Howard Avenue



### Roadway Reconfiguration Options

TYPICAL CROSS-SECTION	OPTION A: 2-WAY SEPARATED BIKE LANE	OPTION B: ONE-WAY SEPARATED BIKE LANES	OPTION C: ENHANCED SIDEWALK
			
<b>DESCRIPTION</b>	Convert existing westbound lane and one eastbound lane. Repurpose existing eastbound lanes as a two-way separated bike lane with generous buffer. Convert existing path to 8' sidewalk.	Convert outside travel lanes to separated directional bike lanes. Convert existing path to 8' sidewalk.	Convert existing westbound lanes to one westbound lane and one eastbound lane. Repurpose existing eastbound lanes as a linear parklet as a buffer for the existing shared-use path.
<b>BENEFITS</b>	<ul style="list-style-type: none"> <li>Provides dedicated space for bicyclists, reducing conflicts between people walking and bicycling.</li> <li>Bicyclists travel along the southern edge of the corridor, which has very few vehicle crossings (potential conflict points).</li> <li>Requires less total width for bicyclists as compared to the directional bike lanes alternative (Option 2), which enables a wider buffer and the ability to place larger planters and trees in the street.</li> <li>Concentrates all walking and biking activity on same side of street, which may help activate the space.</li> <li>Larger buffer space makes it easier for passengers to safely wait for and board buses</li> </ul>	<ul style="list-style-type: none"> <li>Provides dedicated space for bicyclists, reducing conflicts between people walking and bicycling.</li> <li>Directional bike lanes tend to be safer than two-way bike lanes and sidewalks (alternatives A and C, respectively) at driveways and intersections without protected signal phasing.</li> <li>Provides more convenient access to destinations on both sides of the street for people bicycling.</li> <li>Allows for side-by-side bicycling and passing.</li> </ul>	<ul style="list-style-type: none"> <li>Provides the most opportunities for flexible placemaking and public space activation.</li> <li>Greater potential for planting large shade trees in the future (long-term permanent installation).</li> <li>Greater flexibility in how much roadway space is required</li> </ul>

## Reimagine

## West Howard Avenue



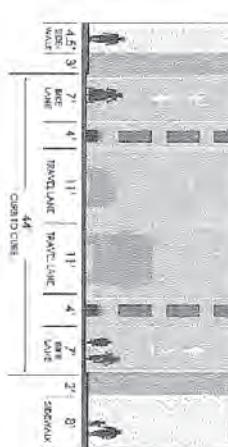
I like this one

### Roadway Reconfiguration Options

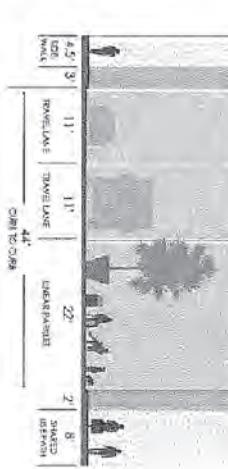
OPTION A: 2-WAY SEPARATED BIKE LANE



OPTION B: ONE-WAY SEPARATED BIKE LANES



OPTION C: ENHANCED SIDEWALK



DESCRIPTION	CROSS-SECTION	TYPICAL	
		OPTION A: 2-WAY SEPARATED BIKE LANE	OPTION B: ONE-WAY SEPARATED BIKE LANES
Convert existing westbound lanes to one westbound lane and one eastbound lane. Repurpose existing eastbound lanes as a two-way separated bike lane with generous buffer. Convert existing path to 8' sidewalk.		Convert outside travel lanes to separated directional bike lanes. Convert existing path to 8' sidewalk.	Convert outside travel lanes to separated directional bike lanes. Convert existing path to 8' sidewalk.
BENEFITS			
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## Reimagine

### West Howard Avenue



## Roadway Reconfiguration Options

TYPICAL CROSS-SECTION	OPTION A: 2-WAY SEPARATED BIKE LANE	OPTION B: ONE-WAY SEPARATED BIKE LANES	OPTION C: ENHANCED SIDEPATH
<p><b>DESCRIPTION</b></p> <p>Convert existing westbound lane and one eastbound lane. Repurpose existing eastbound lanes as a two-way separated bike lane with generous buffer. Convert existing path to 8' sidewalk.</p>	<p>Convert outside travel lanes to separated directional bike lanes. Convert existing path to 8' sidewalk.</p>	<p>Convert existing westbound lanes to one westbound lane and one eastbound lane. Repurpose existing eastbound lanes as a linear parklet as a buffer for the existing shared-use path.</p>	<p>Convert existing westbound lanes to one westbound lane and one eastbound lane. Repurpose existing eastbound lanes as a linear parklet as a buffer for the existing shared-use path.</p>
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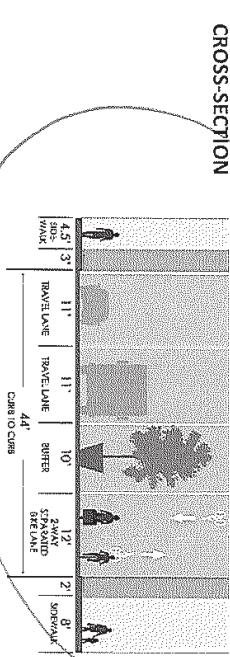
**Reimagine**  
**West Howard Avenue**



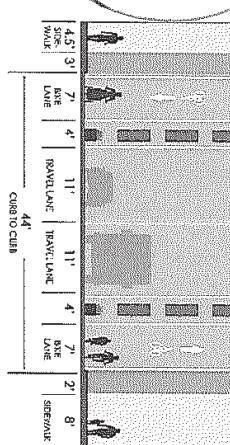
THE  
BEST!  
STREET.

## Roadway Reconfiguration Options

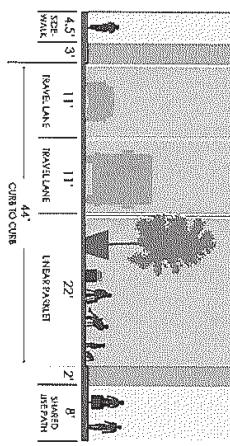
OPTION A: 2-WAY SEPARATED BIKE LANE



OPTION B: ONE-WAY SEPARATED BIKE LANES



OPTION C: ENHANCED SIDEWALK



### TYPICAL CROSS-SECTION

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- Allows for side-by-side bicycling and passing without having to navigate oncoming bicycle traffic.

JUNE 1, 2017



Reimagine

West Howard Avenue

PUBLIC INFORMATION MEETING | JUNE 1, 2017 ATLANTA FRIENDS MEETING ROOM

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JUNE 1, 2017



Reimagine

West Howard Avenue

PUBLIC INFORMATION MEETING | JUNE 1, 2017 ATLANTA FRIENDS MEETING ROOM

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JUNE 1, 2017



Reimagine

West Howard Avenue

PUBLIC INFORMATION MEETING | JUNE 1, 2017 ATLANTA FRIENDS MEETING ROOM

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JUNE 20, 2017



Reimagine

West Howard Avenue

PUBLIC INFORMATION MEETING

JUNE 20, 2017 ATLANTA FRIENDS MEETING ROOM

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JUNE 20, 2017



Reimagine

West Howard Avenue

PUBLIC INFORMATION MEETING

JUNE 20, 2017 ATLANTA FRIENDS MEETING ROOM

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JUNE 20, 2017



Reimagine

West Howard Avenue

PUBLIC INFORMATION MEETING

JUNE 20, 2017 ATLANTA FRIENDS MEETING ROOM

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Jack Kittere	JLKITTERE@BOLLSOUTH.NET

JUNE 20, 2017

JUNE 20  
COMPLETED  
COMMENT



COMMENTS ?

↓ CARDS ↓

PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE SEEN OR HEARD AT THE MEETING TODAY

Name: Amanda Hallauer

I really like the added crosswalks & new (so far) crosswalk design - with safety zones in middle and bump outs so cars stop far from ped x-ing! Turn lanes against too "artsy" non-traditional crosswalls (painted) b/c drivers might not perceive them as crosswalls. LOTS OF SIGNAGE so

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black bike lanes and crosswalks

COMMENTS ?



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE SEEN OR HEARD AT THE MEETING TODAY

Name: Shawn Hitchcock

Again, I am curious/concerned about this being "low cost, semi-permanent." We bought our house in Decatur 28 yrs. ago, intending to stay 3 years!

And the trees you will plant must

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Please go get the "flashers" for crosswalks

be treated as if permanent NOT disposable.

JUNE 20, 2017

## COMMENTS ?



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE SEEN OR HEARD AT THE MEETING TODAY

Name: Patricia Traffic Circles = Great idea!

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## COMMENTS ?



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE SEEN OR HEARD AT THE MEETING TODAY

Name: WRAP PATTERSON

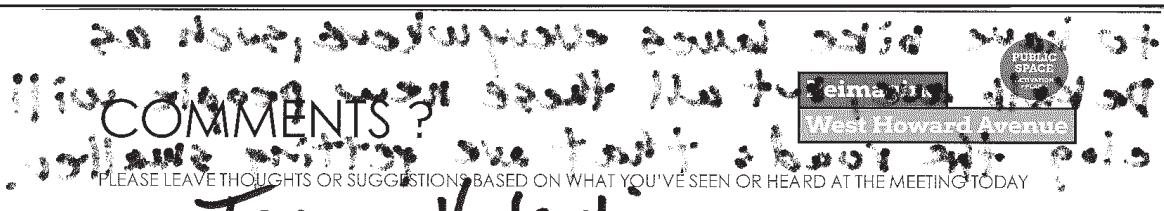
LOTS OF GOOD IDEAS ON DISPLAY. VERY SUPPORTIVE OF YOUR EFFORTS!

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I live on College Ave, and already traffic is so bad I can't get out of my driveway. With all the giant housing projects getting built, it just gets worse and worse. Cutting down lanes on Howard

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will just put that much more traffic on College. I know it is very tricky &

to have bike lanes everywhere, such as DeKalb ave, but all these new people will clog the roads that are getting smaller.

Also, how many cars, with trailers and such, is to the top times I had at my school, please take out the trailer. you think you know about traffic, this meeting changing Howard so much must be added, since there

is not enough room talk long time, you think you know about traffic, this meeting changing Howard so much must be added, since there

JUNE 20, 2017

## COMMENTS ?



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE SEEN OR HEARD AT THE MEETING TODAY

Name: Tim Martin

I would like to see a wider  
buffer on the north side of  
the street in front of the homes

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## COMMENTS ?



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE SEEN OR HEARD AT THE MEETING TODAY

Name: Allison Erickson

Love this design & added safety. Would like to see  
crosswalk @ Adair with a pedestrian signal. Please put  
money towards the safety & the other components (Foul traps,  
interactive play space, art, etc.) can come last.

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## COMMENTS ?



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE SEEN OR HEARD AT THE MEETING TODAY

Name: Mac J. Tamm

Need smooth transition between Powers Ferry/Gardens  
and West Howard Project. May need to involve  
DeKalb County for portion unincorporated portion  
of roadway.

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## COMMENTS ?



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE SEEN OR HEARD AT THE MEETING TODAY

Name: Beth Hammons

I really like the buffer on the North side of W. Howard. Many pedestrians use the N. side to walk, and the cars zoom by so close. I also like the cross walks at Atlanta Ave. The current signals do not work and don't give you a walk signal. I also like →

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JUNE 20, 2017

## COMMENTS ?



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE SEEN OR HEARD AT THE MEETING TODAY

Name: Diane Boyle

I continue to disagree w/ "ROAD DIET". The traffic on Howard is heavy, there already exists ample space for bikes & walking. I also would like to see a "TRY BEFORE YOU BUY" w/ cones, to get general public's reaction.

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JUNE 20, 2017

## COMMENTS ?



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE SEEN OR HEARD AT THE MEETING TODAY

Name: Put all your money towards safety.  
Fluff stuff (food trucks, seating, lighting is  
NOT as important)

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**Tuesday, June 27th**

## COMMENTS ?



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE SEEN OR HEARD AT THE MEETING TODAY

Name: Melissa Manrow  
THE OVERHEAD PHOTO WITH LANE SIZES AND pop-out NOTES IS EXTREMELY USEFUL FOR ENVISIONING HOW HOWARD MIGHT BE IMPROVED. I DORE ATLANTA CAN MEET DECENTLY AT THE BOUNDARY (LITERALLY & FIGURATIVELY!) TO CONTINUE THIS AMAZING POTENTIAL IMPROVEMENT!

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**Tuesday, June 27th**



## Reimagine

## West Howard Avenue

### SIGN-IN SHEET

Name	Email/Phone
Becky Payne	beckyp25@gmail.com 404.2683-8762
Kevin Glidewell	kpglide@gmail.com
<u>Dee Payne</u>	DCP@lanta@yahoo.com
Brian Smith	Brian.Smith@decaturga.com
James Brooks	FJB.JBROOKS @ GMAIL.COM
Chuck Gollmer 404-313-6261	Chuck.gollmer @ Gmail.com
Sarah Ogata 404-313-6269	SMgollmer @ AOL.com
Robert Kands 404-298-8754	CheerfulHarmony@Yahoo.com
Michelle M. Alexander	beestenm@bellsouth.net
Jennifer Brooks	Nalukea.808@gmail.com
Angela Hickman	angela @ hickman brady.com

## COMMENTS ?

Reimagine

West Howard Avenue



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE HEARD AT THE MEETING TODAY

We love this plan. We live on ~~Melrose~~ Melrose Ave off of West Howard. We enjoy the Path now, but are scared to bike it with our young girls due to traffic speed on West Howard. Reducing West Howard to two lanes plus adding a cycle track is a great idea. It will greatly improve safety and our enjoyment of

Please return this comment card to a project team member, or drop off at: the corr'dor Revenue Division, City Hall, 509 N. McDonough Street, Decatur 30031

Kevin Glidewell

## COMMENTS ?

Reimagine

West Howard Avenue



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE HEARD AT THE MEETING TODAY

Like the traffic calming Atlanta Ave intersection on the College side remains dangerous and must be high priority to address. Agree w/ abolishing the diagonal crossing from Olympic, seal the intersection and either A) Build a new intersection that crosses straight (out of Merid possibly) or B) takes traffic down

Please return this comment card to a project team member, or drop off at: Revenue Division, City Hall, 509 N. McDonough Street, Decatur 30031



## COMMENTS ?

Reimagine

West Howard Avenue



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE HEARD AT THE MEETING TODAY

- ① Improvement @ x Walk to Adair - YES. Add the panel w/ light to stop in refuge island while waiting to get PFB3 or HAWK or whatever - YES to traffic calming.
- ② New ped + walk on east side intersection (E/W) Howard + Atlanta ≠ safety improvement. Forcing ped's to go to West as currently doing = safety. Please do not add
- ③ Yes ! To separated on-sheet like lane + traffic Calming, (④ with left turn signal @ DeKalb & Atlanta)

## COMMENTS ?

Reimagine

West Howard Avenue



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE HEARD AT THE MEETING TODAY

Please do a traffic study & specific to the intersection of Atlanta, Adair, Howard and College Ave. taking into account the spillover effects to other side streets.

Thank you

Please return this comment card to a project team member, or drop off at:  
Revenue Division, City Hall, 509 N. McDonough Street, Decatur 30031

## COMMENTS ?

Reimagine

West Howard Avenue



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE HEARD AT THE MEETING TODAY

Thanks for hearing  
our concerns!

I am very pleased overall with the traffic plan for Howard. However, the Atlanta Ave/College/Howard intersection needs more study. The intersection is very unsafe currently and the new plan doesn't improve that situation. Also, please ensure pedestrian traffic gets equal or more

Please return this comment card to a project team member, or drop off at: Revenue Division, City Hall, 509 N. McDonough Street, Decatur 30031 attention than bikers, which has a vocal lobby in this town.

## COMMENTS ?

Reimagine

West Howard Avenue



PLEASE LEAVE THOUGHTS OR SUGGESTIONS BASED ON WHAT YOU'VE HEARD AT THE MEETING TODAY

I am against the Complete Streets Concept. I think it makes it more dangerous for bicyclists as well as others. I think a revision of ideas is needed.

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## Reimagine West Howard Ave Plan Concepts

*The City of Decatur is exploring ideas to improve the safety, comfort, and sense of place along Howard Avenue. Based on the concepts that have been drafted, do you have feedback or suggestions for the project team?*

All Registered Statements sorted chronologically

As of July 5, 2017, 7:46 AM



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## Reimagine West Howard Ave Plan Concepts

*The City of Decatur is exploring ideas to improve the safety, comfort, and sense of place along Howard Avenue. Based on the concepts that have been drafted, do you have feedback or suggestions for the project team?*

As of July 5, 2017, 7:46 AM, this forum had:

Attendees: 450

Registered Statements: 50

All Statements: 67

Hours of Public Comment: 3.4

This topic started on June 22, 2017, 11:50 AM.

This topic ended on July 5, 2017, 7:43 AM.

## Reimagine West Howard Ave Plan Concepts

The City of Decatur is exploring ideas to improve the safety, comfort, and sense of place along Howard Avenue. Based on the concepts that have been drafted, do you have feedback or suggestions for the project team?

Kevin Chatham-Stephens inside Decatur

June 29, 2017, 6:06 PM

Thank you, Decatur! 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 several different cities I still go out of my way to use protected infrastructure like these lanes. I wonder if a pedestrian signal (HAWK signal?) could be installed at Adair; based on my experience there you have to be fully in the street before drivers even consider slowing down. The bike-specific signal is also a great idea - I've used these in other cities and they're fantastic. And glad to see a pedestrian signal at Commerce where there currently isn't one. So happy to see Decatur trying to encourage us to be more active in a safe manner!

1 Supporter

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Joey Widener inside Decatur

June 29, 2017, 3:29 PM

There is a definite need to control speed and add pedestrian safety to Howard. With 2 kids that walk to CoD schools, it makes me nervous each day they are walking along the sidewalk 2 feet from a car speeding by at 45+ miles per hour. That being said, I also agree with the sentiment that adding a two way bike lane right next to an existing section of the 'Path' does not make the most sense on the surface, but if that's what it takes to reduce Howard down to 2 lanes and to add buffers between the sidewalk and cars on both sides of Howard, I'm all for it! Thanks for the continued efforts to make this area of Decatur safer and more enjoyable for generations to come!

1 Supporter

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Billy Konkel inside Decatur

June 29, 2017, 2:58 PM

Short Term Fixes (Like before school starts)

Trim trees from Drexel to Adair, So you can see the crossing signs and speed limit signs.

Add a speed detector sign in each direction.

Add a crossing flashing button at Adair and W. Howard.

Add new Crossing Signs (the current ones look like they are from the 80's)

Cut down the bush in the Adair/Atlanta ave triangle (You can't see traffic when making a right on to W.Howard and you can't see pedestrians (kids)wanting to cross)

Better crosswalk markings

Long Term Ideas.....

## Reimagine West Howard Ave Plan Concepts

The City of Decatur is exploring ideas to improve the safety, comfort, and sense of place along Howard Avenue. Based on the concepts that have been drafted, do you have feedback or suggestions for the project team?

Crosswalk lights (like in front of Agnes Scott) at Drexel/Adair/W.Greenwood with handicapped ramps (Cause if you try and get you kids bike with training wheels up the curb while someone is speeding 50mph though this area, It's pretty nerve wracking)

Make W Howard 3 lanes (One each way, one for turning).

Get rid of the Adair St part of Atlanta Ave intersection/RR X-ing

Directional signs .. So as to tell drivers which way is Downtown Decatur, Oakhurst, Atlanta. How many times have you gotten behind someone when they stopped just crossing the tracks and they didn't know which way to go.

Make a mural on the wall from E Lake Station to the Marta tunnel (under W.Howard).

And since this town loves connectivity.. How about making a pedestrian/bike path from Oakhurst down Adair to West Down town. Make crossing the tracks, W. Howard, W College easy instead of a barrier. (I have more on this for the whole town)

Widen Bike path, add more buffer between road and path.

More art, More benches or places to sit and play.

Im for fixing the street and connectivity with Oakhurst first!! and decor and art second!!!

Wishful thinking.....

Get rid of Valero... Nice folks but that Gas Station is half the problem (make it a park?)

1 Supporter

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Name not shown inside Decatur

June 29, 2017, 2:43 PM

I have lived in Decatur for 20 of the past 23 years. I believe the current design is a good first step to generate feedback and uncover issues that may not be apparent to people who don't travel this road regularly.

Here is my feedback.

Given the existence of a perfectly good bike path, I think the designers should make another pass and try to see what can be done to shrink 4 lanes down to 3, with the middle lane used only for turning left while traveling east (Paden Cir, Chief Matthews Rd, Melrose Ave, Drexel Ave, Lansdowne Ave, Adair St, Atlanta Ave, Greenwood Cir, Patillo Way, Commerce)

## Reimagine West Howard Ave Plan Concepts

The City of Decatur is exploring ideas to improve the safety, comfort, and sense of place along Howard Avenue. Based on the concepts that have been drafted, do you have feedback or suggestions for the project team?

I also think the designers should consider a complete redesign/re-imagining of the Atlanta Ave intersection that addresses the concerns raised - specifically...

- traffic backups
- pedestrian safety while crossing the tracks
- getting in and out of Valero and ThinkingMan/TaeKwonDo/Kaleidoscope parking lots
- Olympic Avenue

I think we could achieve the goals of making the street safer, more useful, and more attractive by confiscating 11 feet instead of 22 for improvements.

I challenge the designers to find a solution that does not cripple those of us who cannot bike everywhere and who have no choice but to drive that stretch of road to work (We can live with fewer lanes as long as we are not stuck in traffic)

Thanks

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Name not shown inside Decatur

June 29, 2017, 2:36 PM

I think these improvements look amazing. I am honestly blown away. As a Lenox Place resident (4.5 years) with small children who go to school across the tracks my family and I use this area of Howard often (running, walking with double stroller and dog, riding bikes, and daily driving - short trips as well as a daily commute into Atlanta down Dekalb). At first I questioned why the second bike lane next to the path, but I agree with others that it will be helpful to separate walkers from bikers as well as creating a very valuable buffer from the cars. It still won't be super easy to cross over the tracks on bike, but this is a vast improvement from what's there now. If there are any other ideas for improving the bike and pedestrian cross over the tracks please add those as well. We essentially don't use the path now because it's too difficult to get to safely from Lenox Place. Thank you so much for the Drexel Ave crosswalk! If a flashing light (this may need to be a future project if I understand correctly) like they have at Agnes Scott would be great to have at these howard crossings as well. I also strongly support changing the left turn experience across the tracks from college onto howard. I have had multiple near misses from on coming traffic (including some road rage from another driver) - and I am a very cautious driver. The one-way option surprised me and I am a bit unsure of how it will affect traffic and usability when crossing and turning left onto howard (which I do daily). I do agree though that using the light will certainly be safer than the current situation. I support others' request for a traffic study that includes the other side of the tracks too. Looking at the current proposal I wonder if a traffic circle has been considered for the Howard side of the intersection. Would this help with concerns about long back ups due to the traffic light? Circles seem to have been very successful over in the Emory Village high traffic area. I also fully support having a turn lane for all of those left turns off of Howard. Waiting for left turners on dekalb heading into Atlanta causes terrible backups and I fully support us not creating this same problem here. Thank you all employees and neighbors who have been involved in this improvement plan. It is inspiring and so gratifying to feel heard and have such a creative proposal in the works. Finally, my four year old votes for the seating and food truck options being proposed. We also really like the public art option that also seems to allow room for seating and activities on the grass (yoga and food trucks look great - maybe we could have it all? :)).

## Reimagine West Howard Ave Plan Concepts

The City of Decatur is exploring ideas to improve the safety, comfort, and sense of place along Howard Avenue. Based on the concepts that have been drafted, do you have feedback or suggestions for the project team?

1 Supporter

Jennifer Hunter inside Decatur

June 28, 2017, 11:00 PM

As a regular car commuter on W Howard Ave, I support the plan to reduce traffic speed on this road and to make the area more welcoming to bikers and walkers. I join my neighbors in urging you to assess how changes at the Howard/Atlanta/Adair intersection will impact traffic patterns on the other side of the tracks (College/Olympic).

Name not shown inside Decatur

June 28, 2017, 7:08 PM

Why does Howard need the lanes reduced for bikes when it has a bike path running parallel to it? I am a little confused by this concept--will kids be playing in the street with cars driving alongside?

Name not shown outside Decatur

June 28, 2017, 1:44 PM

Data collection, study, and analysis is required to make a decision. This would include:

- (1) volume of traffic
- (2) peak traffic hours
- (3) speed of traffic at peak/off peak hours
- (4) reports of pedestrian injury
- (5) traffic flow paths for E>W, W>E inside and outside COD school district
- (6) traffic light synchronization
- (7) models showing commerce drive bike lane implementation and impact on this route
- (8) models showing new schools on opposite sides of Decatur and impact on this route

but most importantly, they really want remove lanes & build a barrier right next to the bike path for a bike path! And this new bike safe zone will terminate into this path at either end!

1 Supporter

Lain Shakespeare inside Decatur

June 28, 2017, 11:47 AM

I support this plan. Reducing the number of lanes on West Howard will improve safety and access for all. The street's current configuration of many, wide lanes encourages both speeding and traffic. The plan encourages safer, more appropriate speeds and still provides plenty of access for cars. The plan represents a much more appropriate and equitable use of the public right-of-way than what currently exists.

1 Supporter

Name not shown inside Decatur

June 28, 2017, 9:32 AM

## Reimagine West Howard Ave Plan Concepts

The City of Decatur is exploring ideas to improve the safety, comfort, and sense of place along Howard Avenue. Based on the concepts that have been drafted, do you have feedback or suggestions for the project team?

We are so consumed with bike lanes that we forget how many rely on their cars. Can you imagine the backlog of cars at rush hour? Just watch one morning or evening. These cars won't magically disappear when you change the intersection. Let's find a way to improve traffic flow instead of always eliminating lanes.

Also the residents of Olympic PI need to be considered in this plan. How do they get in or out of their street easier?

2 Supporters

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Name not shown inside Decatur

June 28, 2017, 9:24 AM

As a long-time resident of the adjacent area, I wholeheartedly support efforts to calm the Dekalb Avenue Speedway. I ask only that a few considerations be made:

- 1) Be rigorous about existing traffic counts. Whatever present usage is, make sure traffic light timing and traffic flow design are optimized so that the revised street can accommodate something similar.
- 2) Spend more time studying the Atlanta Avenue RR crossing during peak hours. Stacking on both spurs on the north side of the tracks routinely exceeds the allotted space. Making the west-facing spur one way will further constrict stacking capacity and ensure that cars squeeze into the cycle track waiting for the light. Further, cars waiting on the east-facing spur will begin to stack across the tracks.

This intersection is a challenge. That's no surprise to anyone. But it does function, however awkwardly. I suggest you enhance the pedestrian and bike infrastructure here but leave traffic flow as it is until such time that we have the money to do the full-scale overhaul of the crossing that's in the Transportation Plan.

2 Supporters

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Name not shown inside Decatur

June 28, 2017, 9:19 AM

I appreciate the general goals of this plan and agree that speed should be reduced on W. Howard Ave. I'm a cyclist and agree that improved bicycle lanes separated from traffic are important. However, I agree w/ comments that building parallel lanes to the existing PATH lanes don't seem like the best use of resources. Is there anyway to build on the existing lanes to make them wider (at some points they are quite narrow), more continuous, and have easier on/off routes to the perpendicular streets (e.g. McDonough, Atlanta, etc.)? Going down to one lane of traffic each way is helpful, but is there away to add lanes just for left turns? This is where Atlanta/Decatur traffic really slows down, when there is a backup for one car to turn left. One lane each way w/ appropriate left turn lanes would probably ease congestion better than the two current lanes. Also love the idea of increased green space, meeting space, food vendors, public art, seating, etc. to make it a more lively place to meet.

2 Supporters

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Kevin Glidewell inside Decatur

June 28, 2017, 9:12 AM

## Reimagine West Howard Ave Plan Concepts

The City of Decatur is exploring ideas to improve the safety, comfort, and sense of place along Howard Avenue. Based on the concepts that have been drafted, do you have feedback or suggestions for the project team?

I support this plan. Our family lives in Lenox Place off of West Howard. Cars drive too fast on West Howard. Car speeds and proximity of cars to the Path are a major damper on use of the Path. The same thing can be said for the sidewalk north of West Howard. I support the plan because I believe that reducing West Howard to two lanes and creating buffers between cars and pedestrians will greatly increase safety, and therefore increase Path and sidewalk usability. Also, I regularly use West Howard and Dekalb Ave. to commute to my office by car, and I don't think this plan will greatly increase car traffic delays. Even if it did make my car commute a little slower, I'd consider that a more than acceptable trade off for increased pedestrian safety and Path usability.

2 Supporters

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Name not shown inside Decatur

June 28, 2017, 8:26 AM

I completely agree with this post someone left : "I appreciate the upgrades for pedestrian safety, including better crosswalk striping and signalized crossings at Commerce. However, sacrificing a vehicular traffic lane to put in a grade separated, two way bike track, LITERALLY right next to the existing Stone Mountain PATH bike trail seems like a poorly conceived plan."

Adding bike lanes and reducing car lanes will only create conditions where people will start racing through side streets - the very streets that are supposed to be quiet and less traveled. Just fix the signals and let this street be what it was intended for and what it should be - a street, not a boulevard or promenade - but a street used by cars with an existing bike lane already in place.

1 Supporter

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Name not shown inside Decatur

June 27, 2017, 7:26 PM

I support any improvements to this dangerous intersection that has pedestrians at the forefront. Please make it more safe for everyone.

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Douglas Eidle inside Decatur

June 27, 2017, 6:19 PM

I have lived off of West Howard for over 20 years. My three children walked to Oakhurst, RMS and DHS. While I understand the concerns with commuter traffic volumes, the speed of travel on West Howard is too fast for our neighborhood's safety. I agree this road diet is required. I'm happy with the adjustments made to the Adair spur, Atlanta intersection. The timing of the light at Atlanta Ave. will be very important. Can the traffic light control be improved for time based cycle times?

1 Supporter

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Angela Hickman inside Decatur

June 27, 2017, 4:22 PM

As some of my neighbors on Mead Road have indicated, I would very much like to see a traffic study for the College Ave/Atlanta Ave/Howard RR crossing. Already, traffic backs up significantly on College Avenue between Olympic and Cambridge. It seems obvious that this will worsen with the proposed changes to the intersection,

## Reimagine West Howard Ave Plan Concepts

The City of Decatur is exploring ideas to improve the safety, comfort, and sense of place along Howard Avenue. Based on the concepts that have been drafted, do you have feedback or suggestions for the project team?

coupled with Decatur's growing population. The traffic patterns there are confusing to motorists and dangerous for pedestrians (many of whom are children). The current plan seems more designed for bikers and aesthetics than for better transportation flow. Has a true four-way intersection been considered, such as aligning the crossover a few yards west with Olympic Place (similar to the stops at Candler and McDonough). Currently, the ability for cars to travel straight across Howard to Atlanta Avenue on the north side (a street of maybe 30 yards) makes no sense and backs up confused motorists at the stoplight. Visibility is poor for those making a left hand turn toward city of Atlanta, as well. This RR crossing is an important route for students going to/from schools on both sides of the tracks. Making it safe, along with improving transportation flow (read: angry motorists are less careful) is in all our best interests. (Don't get me started on the College Ave sidewalks between Mead Road and Renfroe.)

### 8 Supporters

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Name not shown inside Decatur

June 27, 2017, 4:08 PM

I live on W. Howard Ave. and I can attest that traffic goes far too fast down this road. I worry I'm going to be decapitated when I check my mail. The idea of dropping Howard down to two lanes is really appealing to me. A bike path next to an already existing bike path seems like absurd urban planning. A more defined barricade between the path and the street is 100% needed. Can you add some recycling and garbage bins into these plans? Our yard seems to be the dumping point for pedestrian's trash.

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Name not shown inside Decatur

June 27, 2017, 3:59 PM

I do not think adding more bike lanes is the answer. The cross walks and more lighting would be welcome, but there is already the PATH right there - it would be a waste to make traffic worse than it already is by adding bike lanes when there is already plenty of room for biking already. At some point the city has to stop thinking that everyone can bike everywhere. There are a lot of us who enjoy walking and biking, but have jobs and kids with activities that require a car. The traffic that this and the other "improvements" will cause is a huge issue for all residents of Decatur.

### 5 Supporters

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Name not shown inside Decatur

June 27, 2017, 3:03 PM

With the coming BeltLine mixed-use development and crossing at Krog Street in Atlanta and the increase in residential development along DeKalb Avenue's approach to Decatur, more pedestrian and bicycle activity along the road is pre-ordained. Its traditional deployment as a de facto highway will come to an end sooner or later as people who live along its length demand calmer traffic from Atlanta City Hall and as its utility for drivers declines anyway with inevitable gridlock. So why not get ahead of that change where the road becomes West Howard in Decatur, an area that has long been residential and more recently has become home to an unprecedented number of children? The throngs walking to school now are a fraction of what we'll see in coming years judging from the number of toddlers in my neighborhood (Lenox Place). People complained a

## Reimagine West Howard Ave Plan Concepts

The City of Decatur is exploring ideas to improve the safety, comfort, and sense of place along Howard Avenue. Based on the concepts that have been drafted, do you have feedback or suggestions for the project team?

decade ago when McLendon Avenue through Candler Park was tamed with islands at the intersections. Now, it seems normal. The same will happen with this reconfiguration.

### 2 Supporters

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Name not shown inside Decatur

June 26, 2017, 11:04 PM

As a resident of East Lake Drive with large concerns about the speed by which cars travel currently down our street, I can see the need for this along W. Howard. I am also very worried about how it will impact the already heavy traffic along East Lake Drive. Folks seem to be all about these changes - which do seem to improve a busy thoroughfare for pedestrians and bicyclists - but how will these changes impact the surrounding streets? Has a traffic study been done to learn about how cutting the sloooowwww light at Atlanta/College down to one lane will impact the flow of traffic? We are a city of schools on both sides of the tracks, meaning that most of us with children travel over the tracks at least a few times a day for several years at a time. With just 4 crossings that are close-ish to downtown Decatur, I could see how this could severely limit the ability of cars to cross at school drop-off and pick-up times. I don't think more congestion is what you're going for here - it's safer travel for all, right? This is a heavily traveled intersection, and while I agree that safety does need to be addressed, the number of cars that travel across the tracks at that intersection is not small. Has anyone looked at how this will effect the traffic along Park Place/Paden Circle/East Lake Drive/Parkwood? If not, please do so. I would hate for the city to invest in a lot of money here, only to kick the can down the road to other roads and complicated intersections and travel problems. Why not address it all together?

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MacKenzie Carvalho inside Decatur

June 26, 2017, 10:47 PM

Please do a traffic study at the intersection of Howard/Olympic place/Atlanta avenue/college. It's a crazy complex intersection that needs left turn signals in both directions on college, a pedestrian signal crossing over Olympic as well as just more general organization as almost daily there are near accidents between cars and pedestrians.

The traffic study will show us the safest and most productive way to serve the community of cars, pedestrians and bikes as so many children are walking through this intersection to get to renfroe and the high school it should be imperative that we keep it as safe as possible and currently it is anything but safe as it confuses even the locals.

### 6 Supporters

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Kathleen Vajda inside Decatur

June 26, 2017, 8:02 PM

I would like to see the city invest in a traffic study for the proposed change to the Adair/Atlanta/Olympic intersection change. While pedestrian safety is the intent, traffic patterns could shift more traffic to the McDonough/College intersection which would impact the safety of kids walking to/from Renfroe and Decatur High. How does the city intend to handle the shift in traffic for people needing to take a left onto Howard/Dekalb Ave?

### 7 Supporters

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Jake Knapp inside Decatur

June 25, 2017, 11:29 PM

All Registered Statements sorted chronologically

As of July 5, 2017, 7:46 AM

<http://www.peakdemocracy.com/5155>

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## Reimagine West Howard Ave Plan Concepts

The City of Decatur is exploring ideas to improve the safety, comfort, and sense of place along Howard Avenue. Based on the concepts that have been drafted, do you have feedback or suggestions for the project team?

These plans are very inviting to me and my family. We recently bought a house near the intersection of Atlanta and Howard and while I do like the idea of trying to reduce the congestion through that area I'm not sure removing a lane westbound from college is going to work out. On the more positive side I love removing lanes from Howard Ave I can honestly say I've never seen the need for them and as several others have noted It only encourages higher speeds. The crosswalk at Greenwood is a sorely needed addition as I have seen and nearly struck pedestrians trying to make their way across the street at night. I would also like to see improved lighting on the current path to encourage more nightly use. The separated, and more importantly - buffered, bike lanes are also spot on, I wish the buffer would continue to McDonough. One addition I would like to see either in this development or the near future is addressing the sidewalks and crossing of College at Atlanta/Olympic. It is routinely underwater, especially this month, and the signals for pedestrians and motorists are commonly green simultaneously which frustrates both parties and in cases where the train gates begin chiming creates panic for all involved and rightly so. I have been seconds away from being caught on the tracks because of a green light and walk signal. For all of the folks that are worried about eastbound congestion turning left to McDonough or Commerce, I would offer East Lake and Adair as less congested alternatives to get into the downtown area or even Scott if your destination is north of Commerce.

6 Supporters

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Name not shown inside Decatur

June 25, 2017, 9:17 PM

I've lived on West Howard for over 20 years and couldn't be more excited about these plans. Yes, there will be more car traffic, which is an inconvenience. But this inconvenience is outweighed by the fact that in spite of marked crossings, signs, police presence, and even neighbors standing on the side of the road waving flags in an attempt to slow drivers, NOTHING has been effective in keeping folks from speeding and completely blowing through marked pedestrian crosswalks. I've had to call 911 for countless accidents over the years, and I live in fear that soon there will be neighborhood children involved. There is too much back and forth foot and bike traffic to DHS, Renfroe and F.Ave for there to even be an argument against reducing driving lanes. Its not just for the convenience of a few; there are many children who walk down/cross West Howard and College every school day. Surely we can deal with a little traffic when it comes to the safety of our children.

5 Supporters

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Doug Hughes inside Decatur

June 25, 2017, 8:43 PM

If speeding is a problem there are already laws about that simply have Decatur PD issue speeding tickets. The backup for turning from West Howard to Commerce is already terrible this plan will not help. The troubled intersection by Valero can be improved with better signage and light timing. I would hope with the departure of Fred Boykin soon that the Decatur City Commission would stop putting cycling as its top priority. Some people who live in Decatur have work in Atlanta and other parts of the metro area.

5 Supporters

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Jonathan Mann outside Decatur

June 25, 2017, 8:40 PM

## Reimagine West Howard Ave Plan Concepts

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I am a former Decatur resident who returns frequently to shop, eat or spend the evening. So consider me a "client" or a profit center. Some of Decatur's appeal for its non-residents (and residents alike) is that unlike much of Atlanta, the city does not offer unqualified primacy to cars over people. Car drivers, unsurprisingly, may feel slighted. But Decatur is special because it's not built for high speed, highways or big-box stores. It's why many of us prefer to come there to spend our time and money.

6 Supporters

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Sean Halpin inside Decatur

June 25, 2017, 8:28 PM

Thank you for consider options for improving Howard Avenue--this is much needed. I agree with what many other commentators have stated about the intersection at Atlanta Avenue. This should be at the top of the list for ways to improve this section of Decatur. This section of road has numerous other safety hazards that should also be addressed. The railroad tracks could be addressed by building a wall separating the tracks from the streets. Not only would this keep children off the tracks but it could also help create a sound barrier for the homes and businesses nearby. Finally, I agree with avoiding the patterned crosswalks. There is very little evidence for the safety of these crosswalks and I do not want Decatur children testing them out. Please stick to the white painted stripes that are understood by motorists.

1 Supporter

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Katherine Benson inside Decatur

June 25, 2017, 7:18 PM

I live on W Howard Ave in the City of Decatur. Here are my preferences:

On lane configuration, I have a strong preference for Option A: Two way separated bike lanes - normally one-way bike lanes , going with traffic on each side of the street, are safer, but here since the bike lanes are on the railroad side, there will be very few street crossings, making the two-way bike path option the safer and less interrupted one. Continuing with a mixed use path only perpetuates the many conflicts and near collisions between cyclists, runners, pedestrians, dog walkers, and stroller pushers.

I am very pleased that City of Decatur is acting to improve the W Howard corridor by reducing the auto travel lanes and devoting more space to pedestrian and bicycle transportation. I say this as a resident, a car driver, a bicyclist, and a daily dog walker, all on this street.

On the suggested improvements: I like many of the suggestions, but here are my top five that I vote for: the crosswalk art, the artistic planter boxes, the food truck park, the interactive street furniture, and probably the bicycle blender program if I understood what it was.

Thank you for your efforts in soliciting community opinion!

Katherine Benson

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Brendan Jackson inside Decatur

June 25, 2017, 2:00 PM

## Reimagine West Howard Ave Plan Concepts

The City of Decatur is exploring ideas to improve the safety, comfort, and sense of place along Howard Avenue. Based on the concepts that have been drafted, do you have feedback or suggestions for the project team?

I can't tell you how happy this plan makes me, especially since I barely knew it was in the works. I commute by bike every day along this street and have convinced my wife a few times to do the same. For a bike path, it's surprisingly scary with the dangerous street crossings and the barely separated high speed traffic a few feet away. My wife prefers to deal with street riding elsewhere (in less than ideal conditions) rather than navigate the crossings and stretch near the gas station, let alone the crossing at East Lake MARTA, which never gives a north/south crossing unless a car is waiting. I'm sure this plan will draw ire, but I suspect the traffic movement will hardly be affected. It's 20 minutes faster for me to bike from southern Decatur to Emory/CDC than it is to drive most days. I suspect if we all create a better path, more people would bike too (a gentle assist from an e-bike doesn't hurt either for the hills). This project is yet another reason I'm thrilled to live in Decatur.

### 4 Supporters

Joseph Hurley inside Decatur

June 24, 2017, 10:51 PM

This is a great low cost plan. I used to live on Adair St. for five years and know that West Howard is more like a highway as cars travel much faster than the posted speed limit. This plan will help to reduce speeds and make the area safer for everyone. My one concern is with the proposed planters as a buffer along the cycle track. Please ensure that the planters are substantial and heavy so that they will provide an actual protective barrier. The curb along the PATH serves as a nice deterrent for cars. Please also ensure that there will not be enough space for cars to enter in-between the buffers. If these issues are addressed, I will have no concerns about this plan and hope to see it implemented soon.

### 4 Supporters

Dan Loudermilk inside Decatur

June 24, 2017, 8:46 PM

I think the plan looks good. I like the streetscapes, and adding separated bike lanes is a great idea. I seldom see Howard Ave with lots of traffic, but the cars that are present are driving 10 to 20 MPH over the speed limit since they have a sense of wide open spaces. This makes walking and biking hazardous. Reducing four lanes to two should encourage lower speeds, and the turn lanes should help reduce rear end accidents. My only concern is that the painted crossings can become slick when wet.

### 3 Supporters

Name not shown outside Decatur

June 24, 2017, 8:31 PM

Thank you! Providing pedestrian and cyclist oriented transportation is vital to a vibrant Decatur!! I am in support of these changes!

### 2 Supporters

Name not shown inside Decatur

June 24, 2017, 3:42 PM

Once again a COD plan gives priority to cyclists at the expense of those who are physically unable to get

## Reimagine West Howard Ave Plan Concepts

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around by bicycle. How can the COD be a city to the elderly and disabled when 1/3 of the car lanes are eliminated and congestion increases? This is social engineering a la Fred Boykin and it leaves out a lot of the city in order to benefit less than 10% of active cycling millennials and their children.

### 6 Supporters

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Kiril Staikov inside Decatur

June 24, 2017, 2:28 PM

These plans are much, much better than I anticipated. Great work! As someone who lives on Adair with children, I look forward to actually enjoying the area instead of worrying we'll get killed by some "responsible adult trying to get to work". The separated bike path right next to the large sidewalk that is the current PATH trail is great. People are slandering this as "a bike path next to a bike path" but fail to consider the need to have separate pedestrian and cycling facilities - particularly when the aim here is to have a more walkable and pedestrian friendly area with various attractions, recreational play areas, food carts, etc. That would be a nightmare as a pedestrian trying to watch out for cyclists and vice versa. The Beltline has already adequately demonstrated this need with plenty bike-pedestrian collisions and daily close calls. The Beltline desperately needs a separate bike area but is too narrow for that...

I don't much care for the painted sidewalks, though they're harmless. If anything I would prefer something more textured and abrasive... some different material than the road pavement, maybe raised.

For those complaining about the loss of a driving lane - the Atlanta portion of Howard/DeKalb is already losing a lane. What is the point of clinging to an extra lane for this small stretch from East Lake to McDonough? Things should be slow enough that even with the extra lane you won't miss much going down the corridor. Yes, probably it will take longer to get places while driving down the stretch, but it will be safer and more pleasant. Why should municipal policies do anything to actively encourage biological or planetary destruction?

The intersection at the Valero station could still use more thought as the south portion is missing here, but my understanding is that that has to be a completely separate longer-term project as it's a state highway and is up to GDOT. So this is a fine improvement for now.

My only additional wish would be some sort of long playground along that grassy stretch between the Valero station and and the marta tunnel/bridge. Though that's probably not possible due to CSX land + liabilities.

### 3 Supporters

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Tim Smith inside Decatur

June 23, 2017, 2:12 AM

This plan doesn't address the one true problem-the intersection at the railroad. The fact that yet ANOTHER bike lane next to the path is being considered truly shows this city thinks we all should bike everywhere, always, for everything. If you chose to live along that part of a major traffic road like W Howard, you get to deal with that inconvenience, not the rest of us who need to get back and forth to work, school, and whatever else we use the ROAD to get to.

### 6 Supporters

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Robert Butera inside Decatur

June 23, 2017, 12:04 AM

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## Reimagine West Howard Ave Plan Concepts

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I support the separated bike lane. Bike traffic will be much clearer to automobiles (I have had an accident myself on my bike due to cars at the Valero station not realizing they were sharing space with a bike path).

The intersection at Atlanta Ave at present is a mess -- for cars, bikes, and pedestrians. Especially at rush hour. Something there has to change. The proposed bike lane on W. Howard will help vs the existing bike crossing, but the unusual backup of cars that can happen there creates potential hazards for all.

### 2 Supporters

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Jennifer Brooks inside Decatur

June 22, 2017, 9:46 PM

I echo the comments regarding consideration for the intersection at Atlanta Ave/Howard/College/Olympic Pl. This is the worst conceivable intersection design for pedestrians and residents of Olympic Pl who have approximately 4 seconds per 4 minute light cycle to exit our street. Pedestrians are perpetually confused about how to cross Olympic since there's no cross signal. Please seriously consider the ramifications to Olympic residents that will occur if this poor intersection design remains unaddressed.

### 3 Supporters

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Becky Payne inside Decatur

June 22, 2017, 8:38 PM

i applaud the traffic calming and prioritization of bikes and pedestrians. i have grave concerns about the unintended consequences of the approach to the change to traffic patterns crossing at Adair. Despite begging city officials to consider the entire intersection, the plans arbitrarily stop before you make it to the south side of the intersection. the traffic pattern changes are likely to result in significant back ups across the track and onto college blocking traffic for the DEAD END street of Olympic Place. this is our only egress from this road. It also creates confusing paths where pedestrians and bikes are comingling. I would rather see you cut off this crossing entirely to vehicles, truly prioritizing bikes and pedestrians passing from north to south. This would eliminate back ups on college and eliminate cars and pedestrians from having to interact. There are still 5 other paths for cars crossing north and south between EL and Avondale stations. 3 of them don't require waiting for trains because they go over or under the tracks. removing this as a car crossing and dedicating it to bikes and people will create an even bigger green space, and eliminate one of the most confusing and dangerous intersections along the path. it will also ease college ave traffic flow eliminating left turn backups along a major safe route to 4 schools, and eliminate the dangerous confusion we now have at the top of Olympic place where pedestrians are often almost hit because we don't have a pedestrian signal. this change solves multiple major headaches. please seriously consider it. thank you.

### 4 Supporters

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D Payne inside Decatur

June 22, 2017, 5:47 PM

The odd and problematic intersection (College/Atlanta ave/Olympic Pl) just south of the RR tracks is forgotten in this plan. I encourage every Councilmember to drive across the tracks at this intersection at rush hour FROM THE SOUTHSIDE GOING NORTH before approving the proposal. What you will see is that the traffic

## Reimagine West Howard Ave Plan Concepts

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coming across northward in this proposal will all be funneled to the light, and not allowed to turn left on Howard Ave without a light as we now do. The effect of this will be to only allow a few cars across who will be trapped at the light and this will back up both directions of College Ave. That intersection already is terrible; this will add to these issues.

This will actually create the same issues that you are trying to resolve at McDonough near the High School, where there is no room to wait for the light and people get stuck parked on the tracks.

I do not believe adequate input or even consideration of those living south of the tracks in Decatur has been accomplished.

Thank you -

10 Supporters

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Emily Peters inside Decatur

June 22, 2017, 4:03 PM

Please do not make the crosswalks colorful. Use the standard broad white lines. Motorists in town and out of town do not recognize colorful blocks of pavement as crosswalks. Do not make the same mistake that has been made in downtown Decatur. Pedestrians are often almost hit due to these 'artistic' crosswalks.

2 Supporters

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Kai Chu inside Decatur

June 22, 2017, 3:06 PM

TEST THIS OUT FIRST (removable lane divisions/bumper?). Handwaving about more "predictable traffic flow" (which is an awful metric for traffic safety, and even worse metric for how well traffic moves), is not responsible/acceptable when making a change of this magnitude.

We have already seen some of the substantially negative traffic related effects of lane reduction in our own city. Just drive through Trinity/S. McDonough area between 4-6PM on any weekday.

After email discussions/arguments with the city commission, it has become clear that the city's assumptions about lane reduction benefits are derived from references to a Portland State University study (link provided below).

But if you look carefully at the survey responses, it is clear that in most of the cities studied, there are substantial amounts of people (often a majority) who found that lane reduction significantly degraded the conditions of the road for driving. I would strongly suggest going to the study website (copied below) and downloading the survey results (Appendix B). Here are some admittedly cherry-picked highlights that at least raise a concern in my mind:

1. Page 12 (austin blue bonnet): "Over the past two years, changes to my neighborhood as a place for driving driving have been . . .  
15% very negative, 49% somewhat negative"

## Reimagine West Howard Ave Plan Concepts

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2. Page 26 (Chicago, Milwaukee, I lived half a mile from here from 2014 to 2016 btw and even though I supported these lanes there, look at the responses): "Over the past two years, changes to my neighborhood as a place for driving driving have been . . . 19% very negative, 44% somewhat negative"
3. Page 53 (San Fran): "Over the past two years, changes to my neighborhood as a place for driving driving have been . . . 14% very negative, 39% somewhat negative"
4. Page 1 (austin, barton springs): "Over the past two years, changes to my neighborhood as a place for driving driving have been . . . 10% very negative, 41% somewhat negative"

[http://trec.pdx.edu/research/project/583/Lessons\\_from\\_the\\_Green\\_Lanes:\\_Evaluating\\_Protected\\_Bike\\_Lanes\\_in\\_the\\_U.S.\\_](http://trec.pdx.edu/research/project/583/Lessons_from_the_Green_Lanes:_Evaluating_Protected_Bike_Lanes_in_the_U.S._)

I'm all for more green space since my family is very active, but as an engineer (and frankly as a responsible adult), I like to fully understand 2nd order effects before barreling forward in large decisions/projects. I certainly get the sense these efforts are moving forward with a biased and narrow set of considerations.

TEST THIS OUT FIRST to see what the impacts are (good and bad).

We have enough traffic problems in Atlanta/Decatur.

### 6 Supporters

Barry Hall inside Decatur

June 22, 2017, 2:04 PM

I must say that the design schematic posted here ("activation plan") looks far more awesome than I expected. I use this section of public right-of-way regularly (biking, walking). I always wonder how much better it could be if it were not simply a wide expanse of (mostly unused) asphalt. Also, if the area is reconfigured as it is here, the pressure will be on the City of Atlanta to link-up their Dekalb Ave. section, which would be double-awesome. If I had multiple thumbs-up to give, I would give them sky-high for the plan posted.

Barry in Oakhurst

### 1 Supporter

David Spann inside Decatur

June 22, 2017, 1:38 PM

I like the concept drawings and plans I've seen so far. However, there is a lot overgrown brush along the railroad tracks between Howard and College Avenue. Not only is this unsightly but it also is dark in the early morning hours when a lot of people are out walking or running along the PATH. There are some nice plants and trees in that strip that if the overgrown vegetation was cut back or taken out would greatly improve the overall appearance and safety of the area.

## Reimagine West Howard Ave Plan Concepts

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1 Supporter

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Todd Foreman inside Decatur

June 22, 2017, 1:28 PM

I love these ideas. I live along the corridor, and the current speed of traffic is entirely too dangerous. It is dangerous for pedestrians, cyclists, and other cars. I do think a bike lane is redundant because of the PATH. I'd like to see added streetscaping and/or landscaping instead. I also think there are at least two backups at rush hour that will be exacerbated. The first is the left from eastbound Howard onto Commerce, which was already mentioned. Maybe the turn lane can be extended? The second is the right turn from eastbound Howard onto Atlanta during the evening rush hour. A dedicated right turn lane would probably help that. Thanks for all your hard work!

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Jeremy Buckmaster inside Decatur

June 22, 2017, 1:25 PM

I am thrilled with the plan that was presented at the June 20 meeting. Can't wait to cross West Howard without fearing for my life, and will use the new bike lanes and/or bike-free PATH trail almost daily with my family. I know a lot folks are excited about the prospect of their kids being able to safely ride their bikes along West Howard on their way to the middle/high school and I actually plan on using the lanes and crosswalks to drop off my girls in the morning. Worries about traffic are to be expected but the road as-is is WAY overbuilt and only encourages unsafe speeds. I am not at all concerned that losing the extra lanes will have an impact on traffic other than that which is intended: a drop in vehicle speeds. The days of cars doing 50+ down West Howard are numbered and I couldn't be happier! Also very pleased with the MARTA intersection improvements. One idea I would like to offer for the land along the tracks (from approx. Drexel ave to Atlanta Ave): how about a playground/park? A shelter with benches and picnic tables might be nice. Also the dimensions would lend themselves nicely to a soccer field.

1 Supporter

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Kathryn Antman inside Decatur

June 22, 2017, 1:18 PM

Pros to this plan from my perspective:

Slower traffic on Howard making it safer for people crossing including kids on the way to school.

Improved safety for traffic flow at the Atlanta/Howard/Adair intersection(s).

More public space

More green space

Cons: long backups at left turns.

Seems redundant to have a bike path right next to a bike path.

1 Supporter

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James Wiley inside Decatur

June 22, 2017, 1:16 PM

## Reimagine West Howard Ave Plan Concepts

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If the purpose of this and similar plans is to make a tiny minority happy and make the rest of us who drive cars completely miserable, it will succeed.

1 Supporter

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Jon Challen inside Decatur

June 22, 2017, 12:52 PM

I appreciate the upgrades for pedestrian safety, including better crosswalk striping and signalized crossings at Commerce. However, sacrificing a vehicular traffic lane to put in a grade separated, two way bike track, LITERALLY right next to the existing Stone Mountain PATH bike trail seems like a poorly conceived plan.

15 Supporters

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Gerry cOOK inside Decatur

June 22, 2017, 12:24 PM

Difficult to imagine how the rush hour backups on a one lane each way Howard will be. For example, afternoon eastbound traffic turning left on Commerce now has long backups, much longer than the proposed left hand turn lane. Now straight thru traffic can go around it. Can't imagine how backed up it will all be in the new plan. Those left hand turns do not clear quickly because Commerce gets so backed up now with only one lane. Is there some kind of longer term evaluation planned to see if the new congestion is ultimately worth what non-car use we see out of the new space? So far our changes have not been encouraging.

4 Supporters

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