North Decatur Road Initiative

Neighborhood Work Session

June 7th - 8th, 2023

Delivering a better world

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Agenda

1. Introductions
2. Project Background
3. Your Role
4. Traffic Analysis Results
5. Alternatives Overview
6. Questions
7. Next Steps

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Project Background

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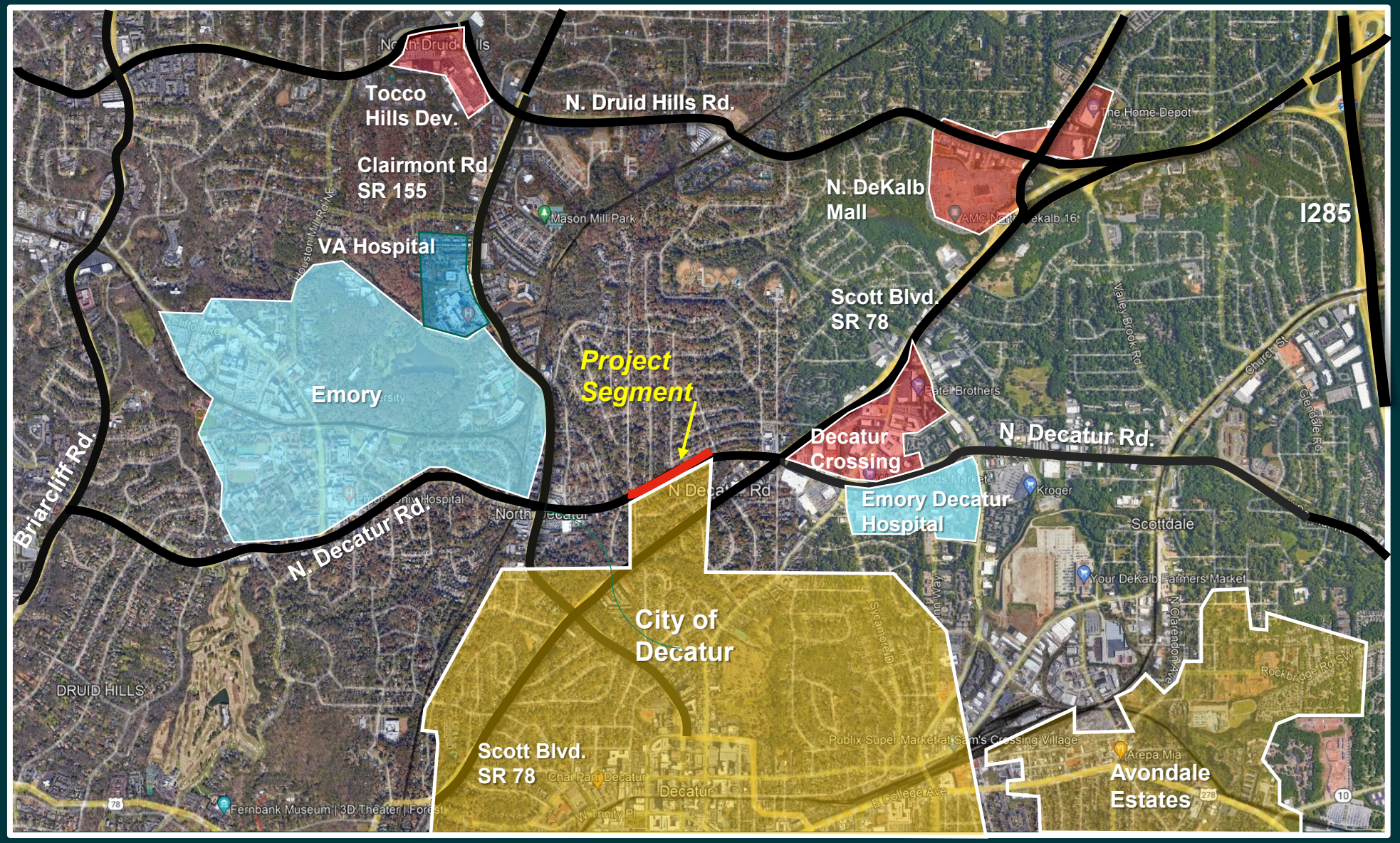
Project Location Map



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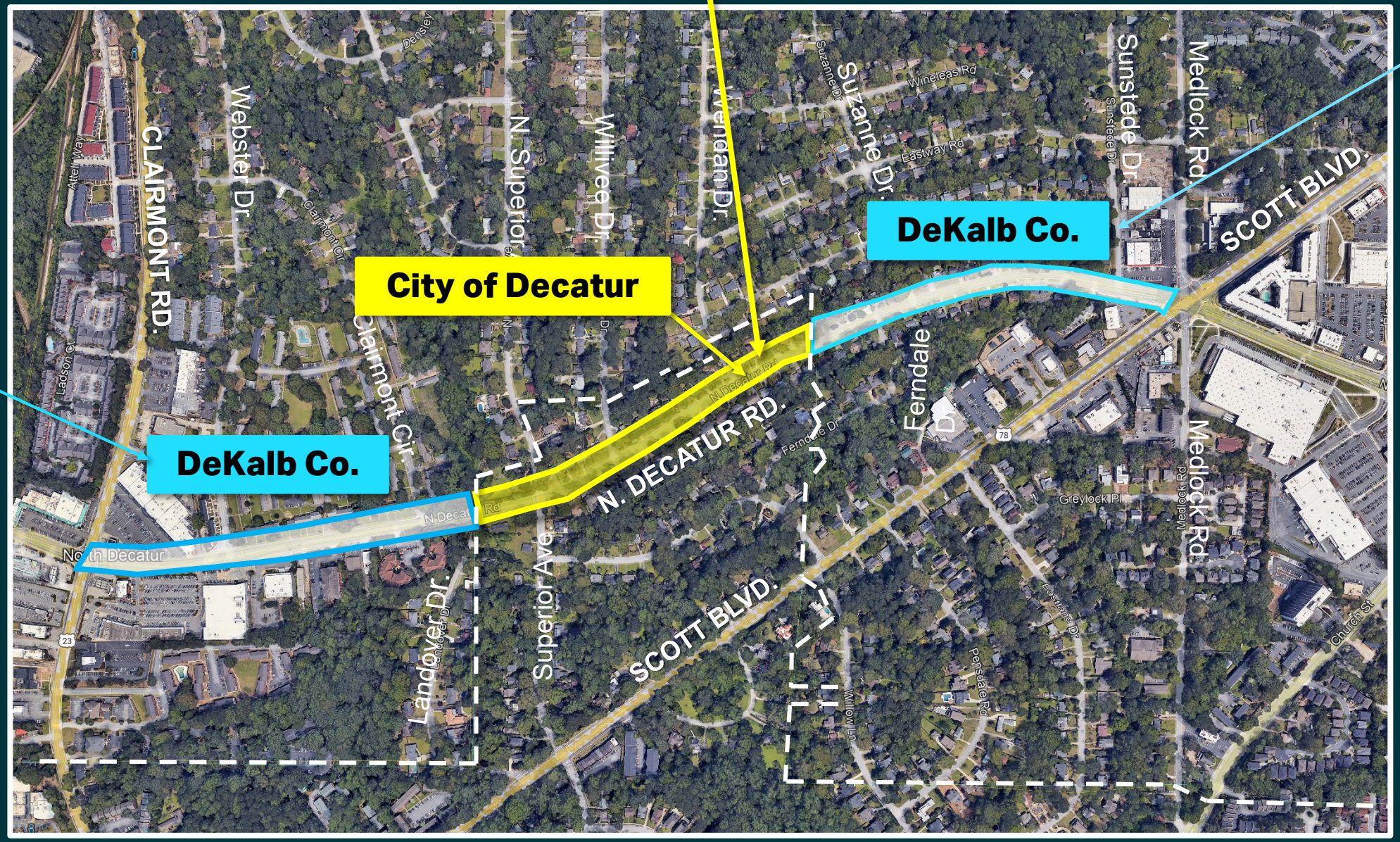
Project Limits:

Project Limits = 1,745’ +/-



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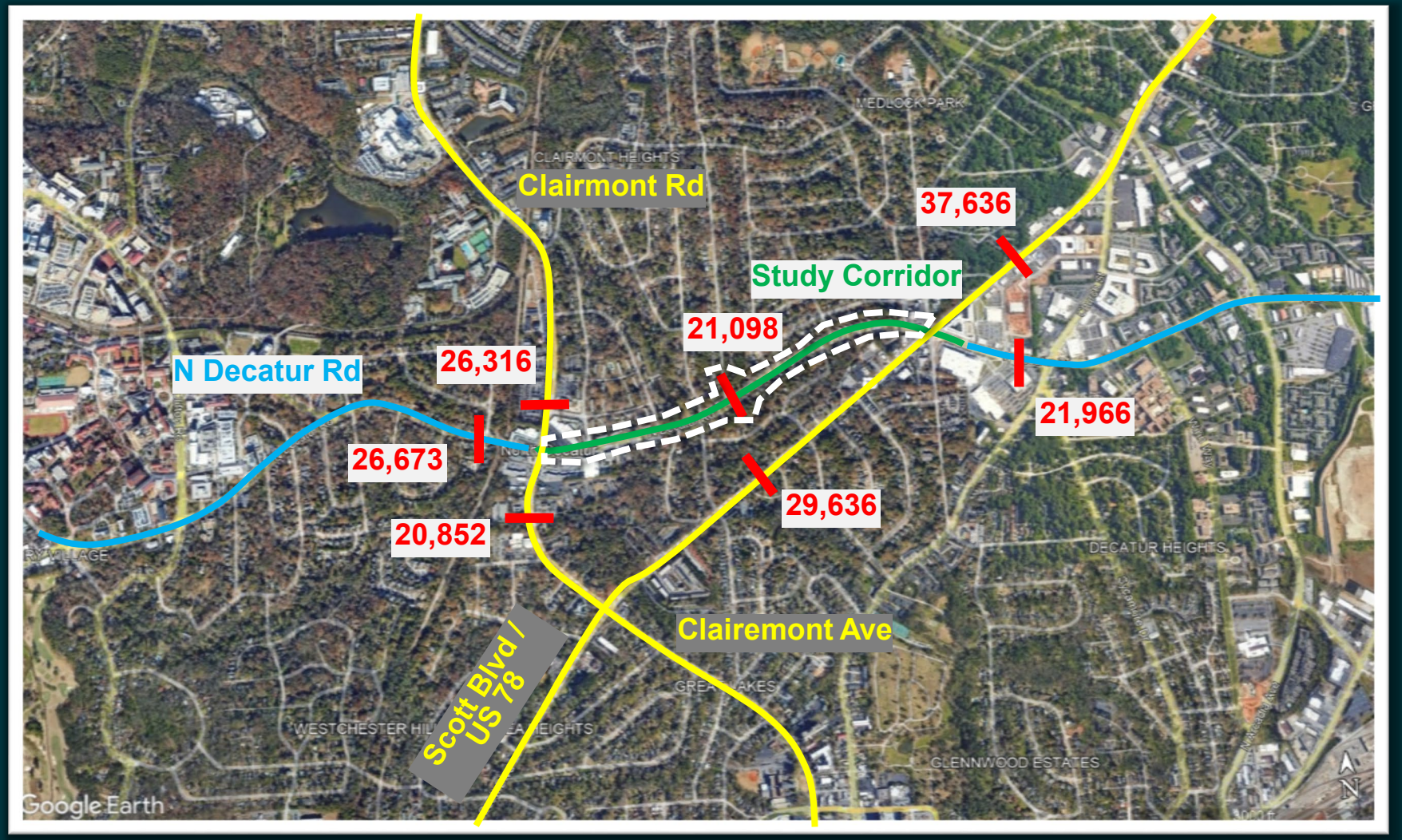
Daily Traffic Counts

Counts collected on Wednesday, November 9th and Thursday, November 10th of 2022.



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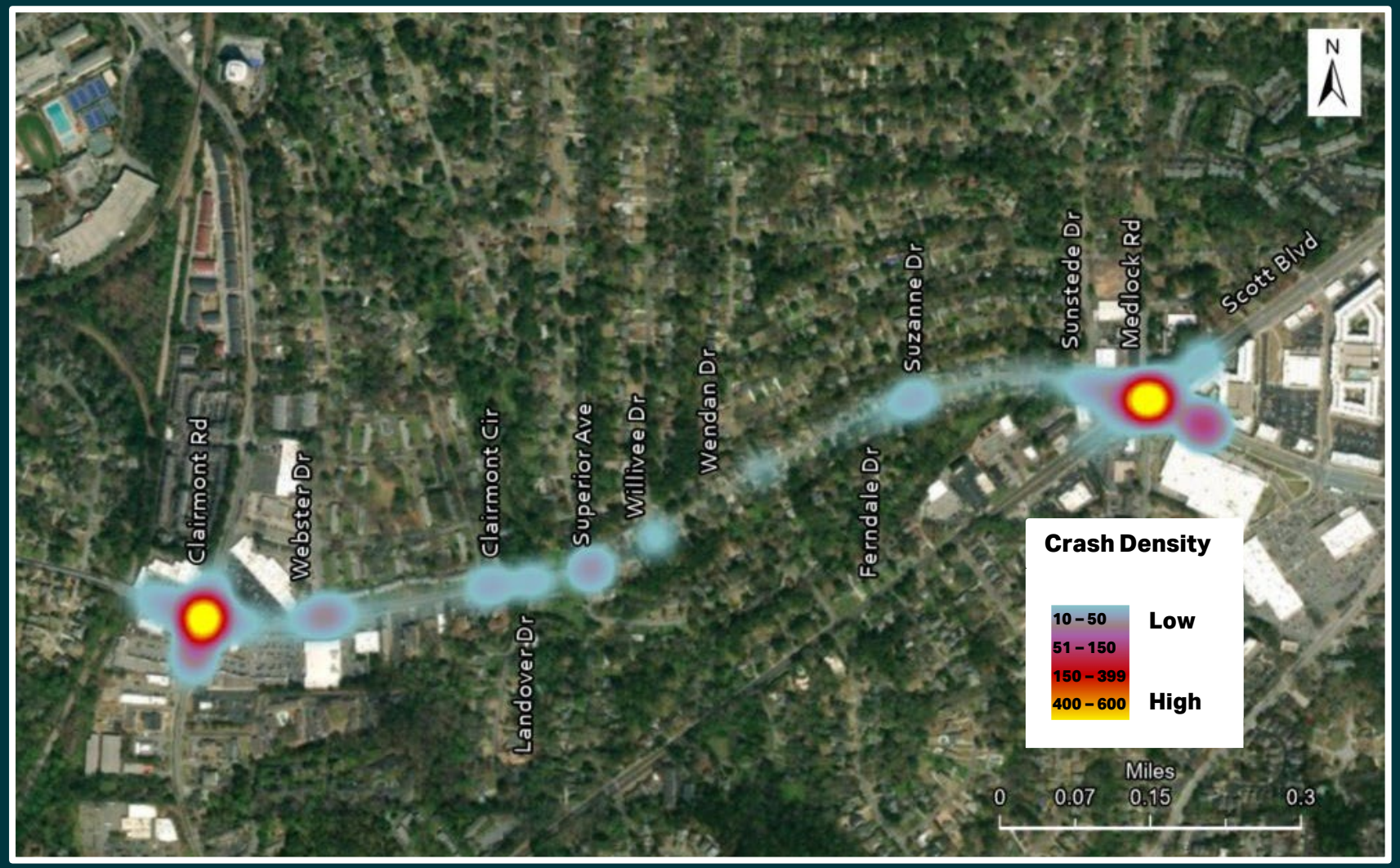
Crash Analysis – Crash Density

N Decatur Road from Clairmont Road to Scott Blvd - January 1, 2013 to October 31, 2022



Source: Numetric, GEARS

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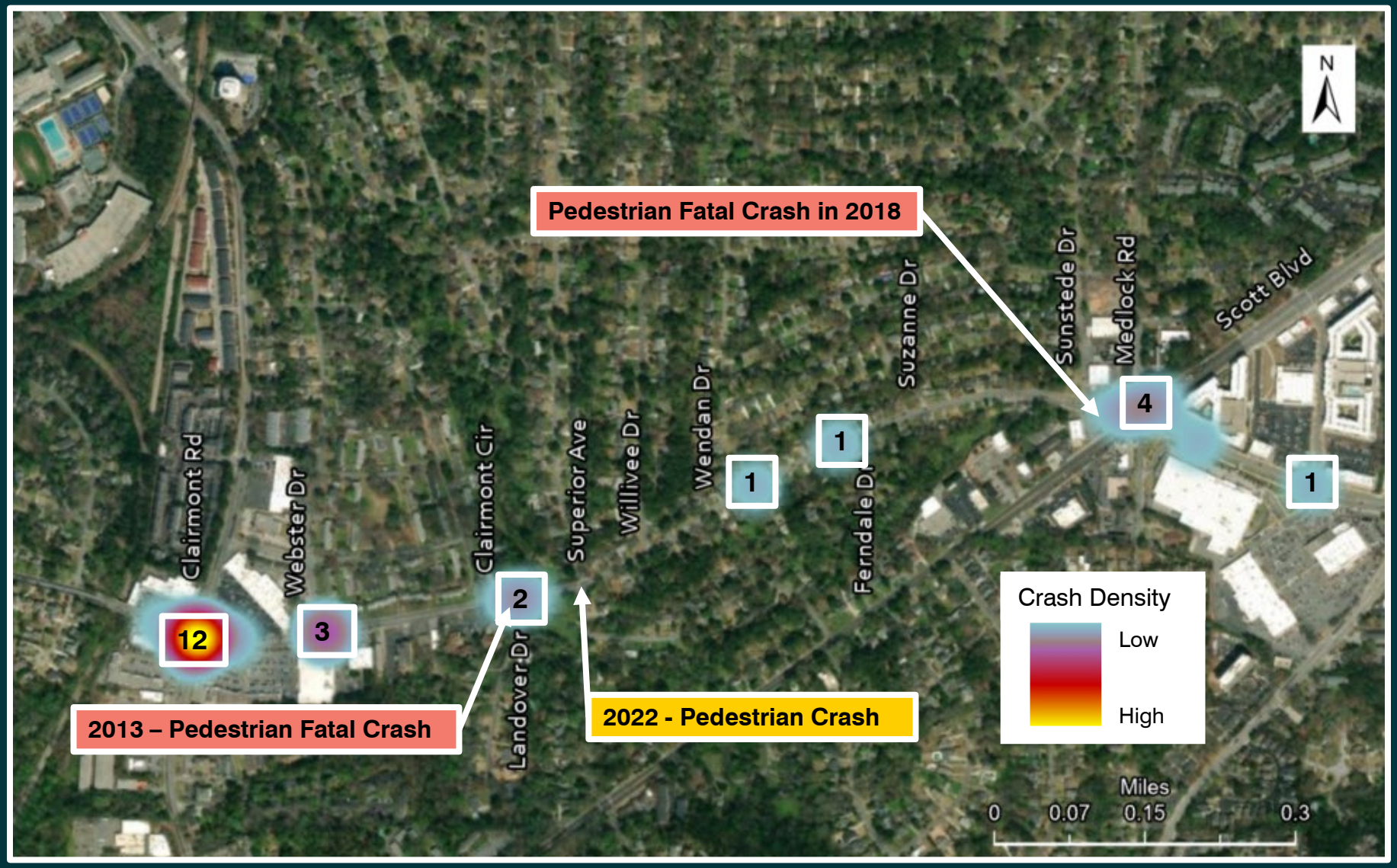
Crash Analysis – Pedestrian Crashes

N Decatur Road from Clairmont Road to Scott Blvd - January 1, 2013 to October 31, 2022



Source: Numetric, GEARS

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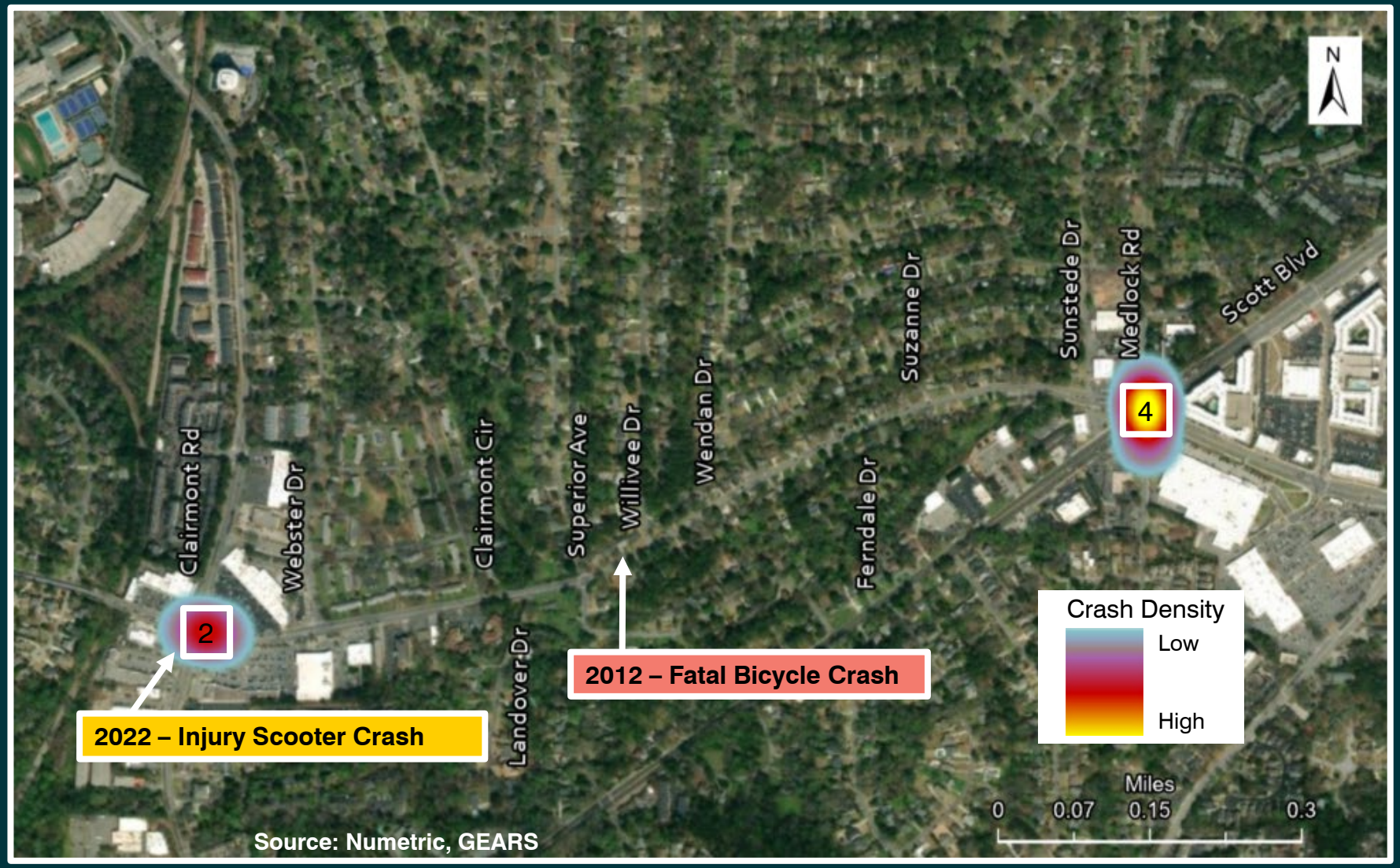
Crash Analysis – Bicycle Crashes

N Decatur Road from Clairmont Road to Scott Blvd - January 1, 2013 to October 31, 2022



Source: Numetric, GEARS

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Your Role -Your Road

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Meaningful public involvement is crucial for success of this project.

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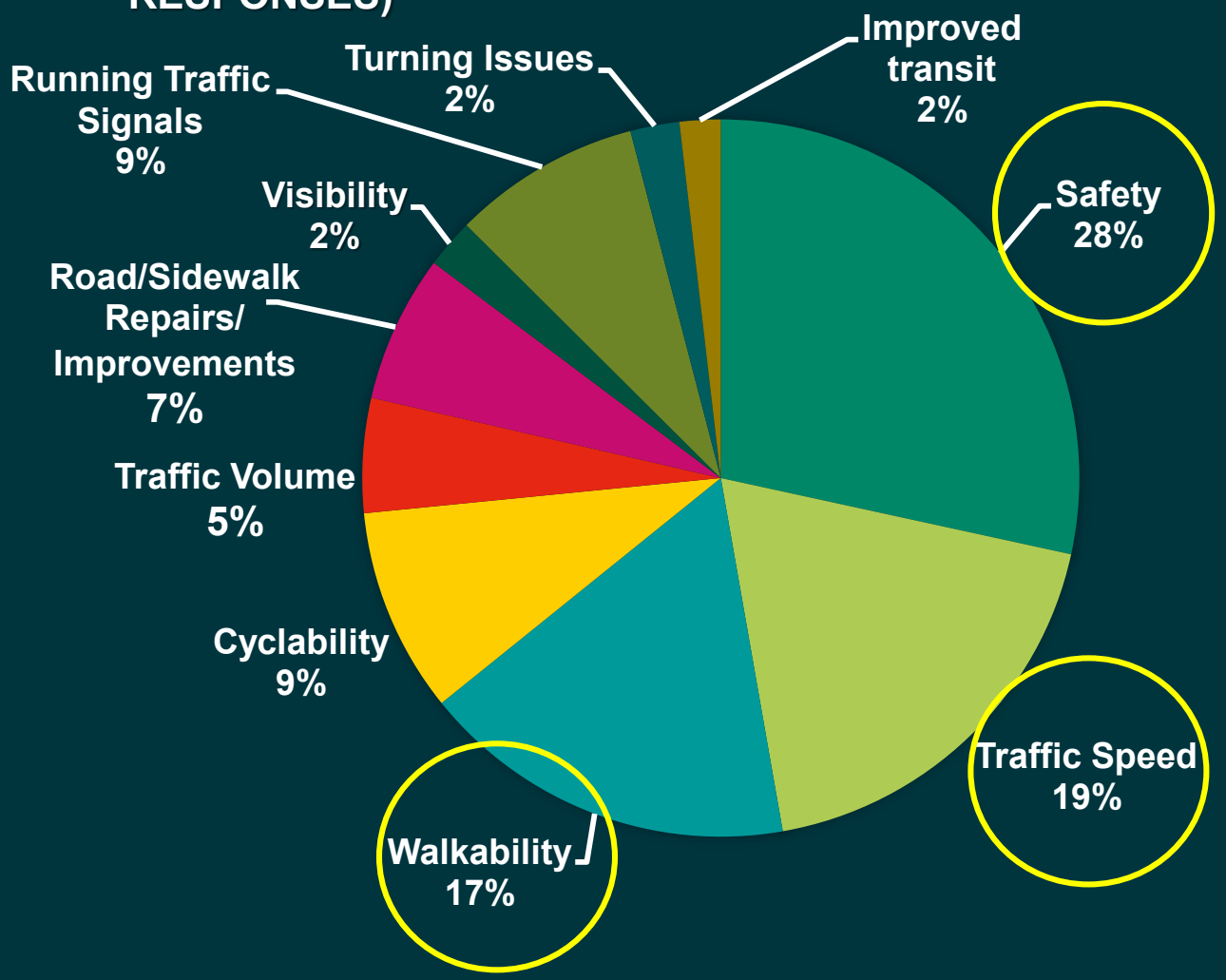
Public Feedback Summary

NORTH DECATUR ROAD CONCERNS (% OF COMBINED RESPONSES)



WHAT TYPE OF TRANSPORTATION WOULD YOU LIKE TO SEE PRIORITIZED? (% OF INDIVIDUAL RESPONSES)

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Traffic Analysis - Alternatives

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Traffic Analysis Assumptions:

- ***10% diversion*** **of traffic assumed on North Decatur Road for all scenarios involving a lane reduction (road diet & imbalanced lanes)**
- ***Capacity improvements*** **were analyzed at Scott Blvd**

  Dual left turn lanes eastbound on North Decatur Road (preserving one existing through and one shared through / right lane, Sunstede Drive to be right-in/right-out (RIRO))

- ***Growth Rate of 1.3%***

Traffic Modeling Alternatives:

- **No Build - 4 Lanes (Existing)**
  - Sidewalks, ADA ramps, crosswalk improvements only
- **Road Diet/Lane Reduction - Complete Street**
  - Three lanes (One Eastbound, One Two Way Left Turn Lane, One Westbound)
  - From 100 ft east of Clairmont Circle to 300 ft east of Suzanne Drive
  - 10% Diversion
- **Road Diet/Lane Reduction - Complete Street with capacity improvements at Scott Boulevard/Dual Lefts**
  - Three lanes (One Eastbound, One Two Way Left Turn Lane, One Westbound)
  - From 100 ft east of Clairmont Circle to 300 ft east of Suzanne Drive
  - 10% Diversion
  - Capacity improvements at Scott Boulevard, ***(Dual Lefts)***
  - Sunstede Drive changed to Right-In/Right-Out (RIRO)

Traffic Modeling Alternatives:

- **Imbalanced Lanes**
  - Four lanes (Two Eastbound, One Two Way Left Turn Lane, One Westbound)
  - From 100 ft east of Clairmont Circle to 300 ft east of Suzanne Drive
  - 10% Diversion

- **Imbalance Lanes with capacity improvements at Scott Boulevard**
  - Four lanes (Two Eastbound, One Two Way Left Turn Lane, One Westbound)
  - From 100 ft east of Clairmont Circle to 300 ft east of Suzanne Drive
  - 10% Diversion
  - Capacity improvements at Scott Boulevard, ***(Dual Lefts)***
  - Sunstede Drive changed to Right-In/Right-Out (RIRO)

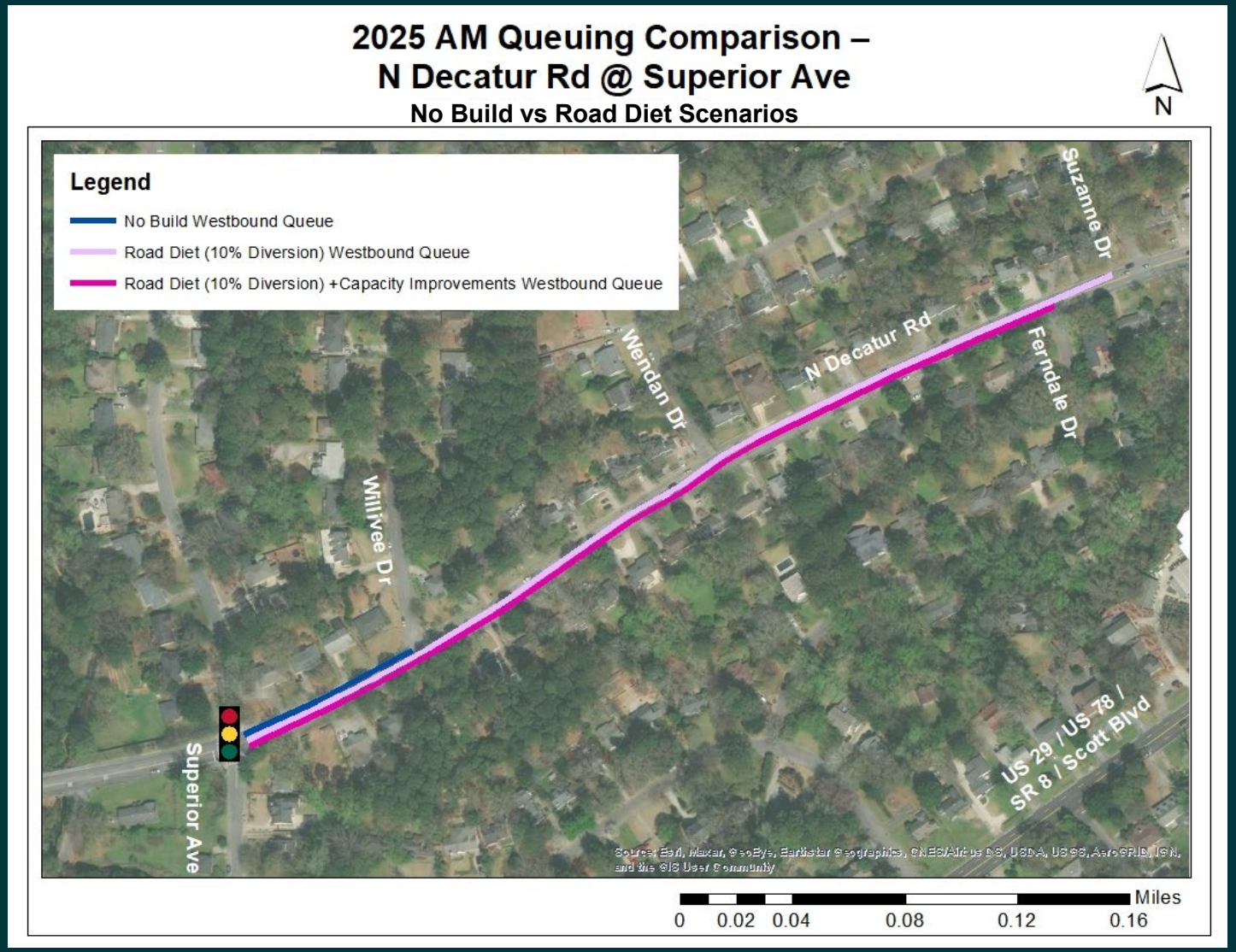
Traffic Modeling Scenarios:

Roundabout at Superior Avenue:

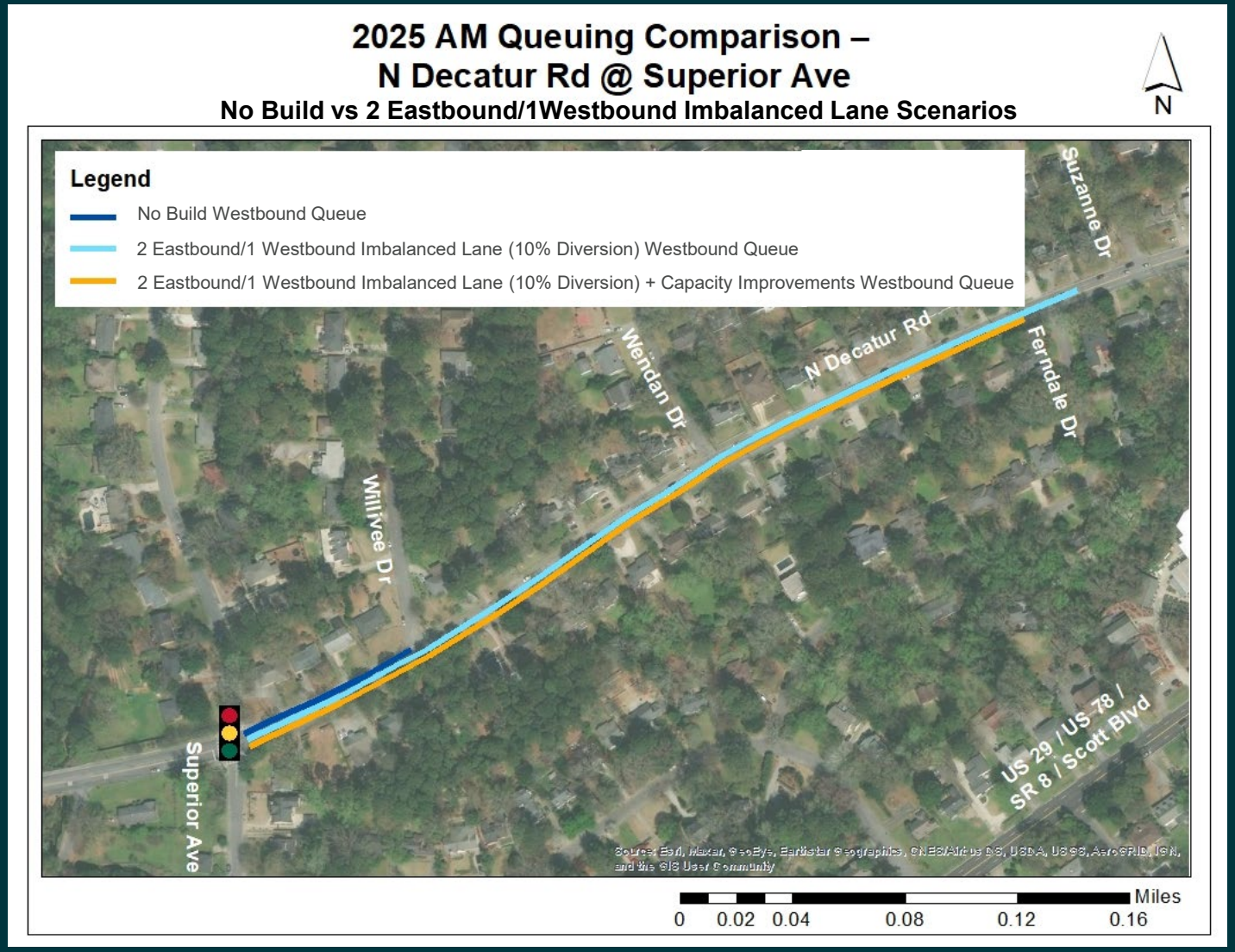
- **Single-lane Roundabout at Superior Avenue**
  - One circulating lane with no bypass lanes
  - Needs to be implemented alongside a road diet
  - Assumes a reduced traffic flow based on 10% diversion

- **Hybrid Multi-lane Roundabout at Superior Avenue**
  - Preserves two through lanes on N. Decatur Road eastbound and westbound approaches.
  - Implemented without a road diet.

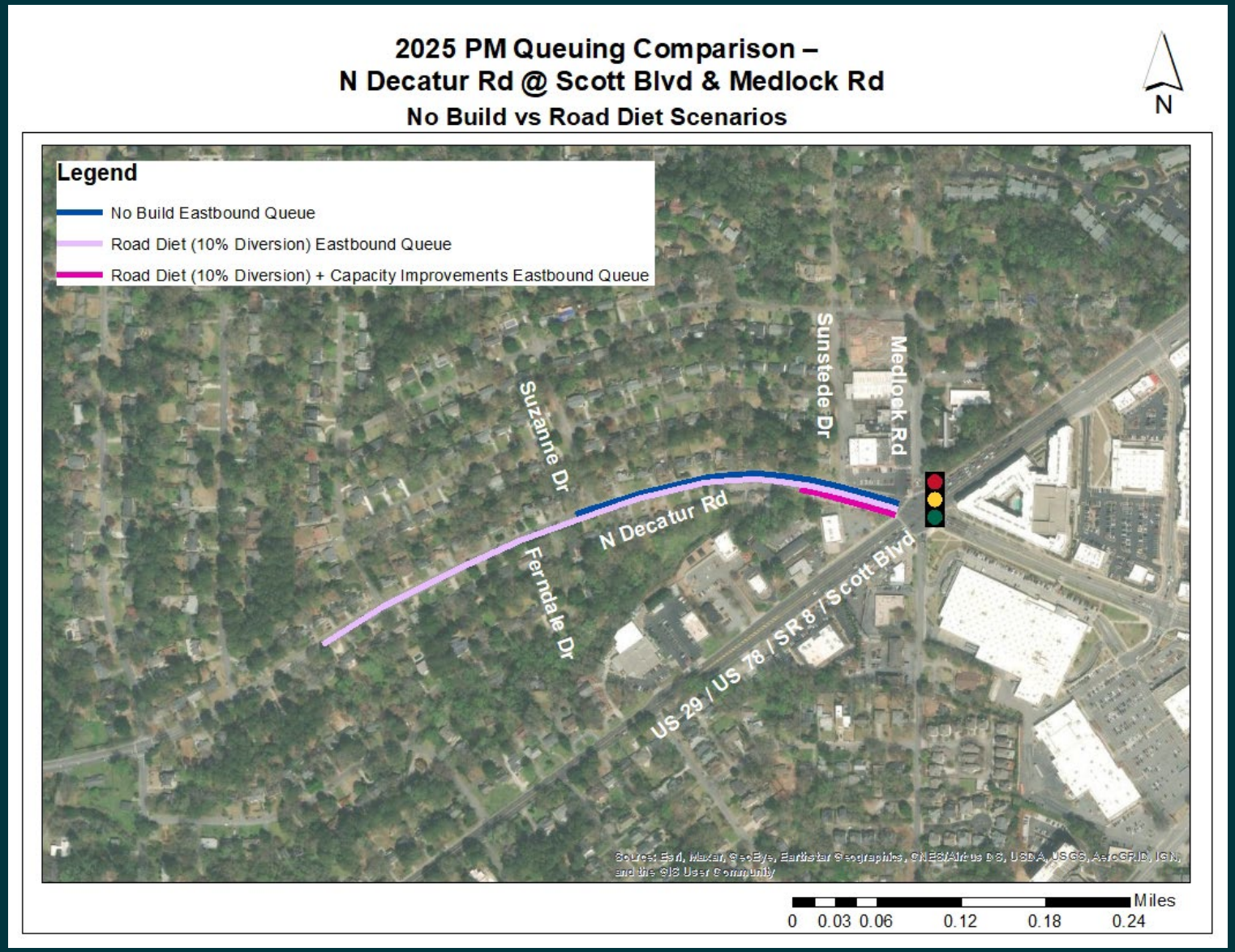
Road Diet Analysis: Queuing Comparison in Peak Hours (2025 AM)



2 Eastbound / 1 Westbound Imbalanced Lanes Analysis: Queuing Comparison in Peak Hours (2025 AM)

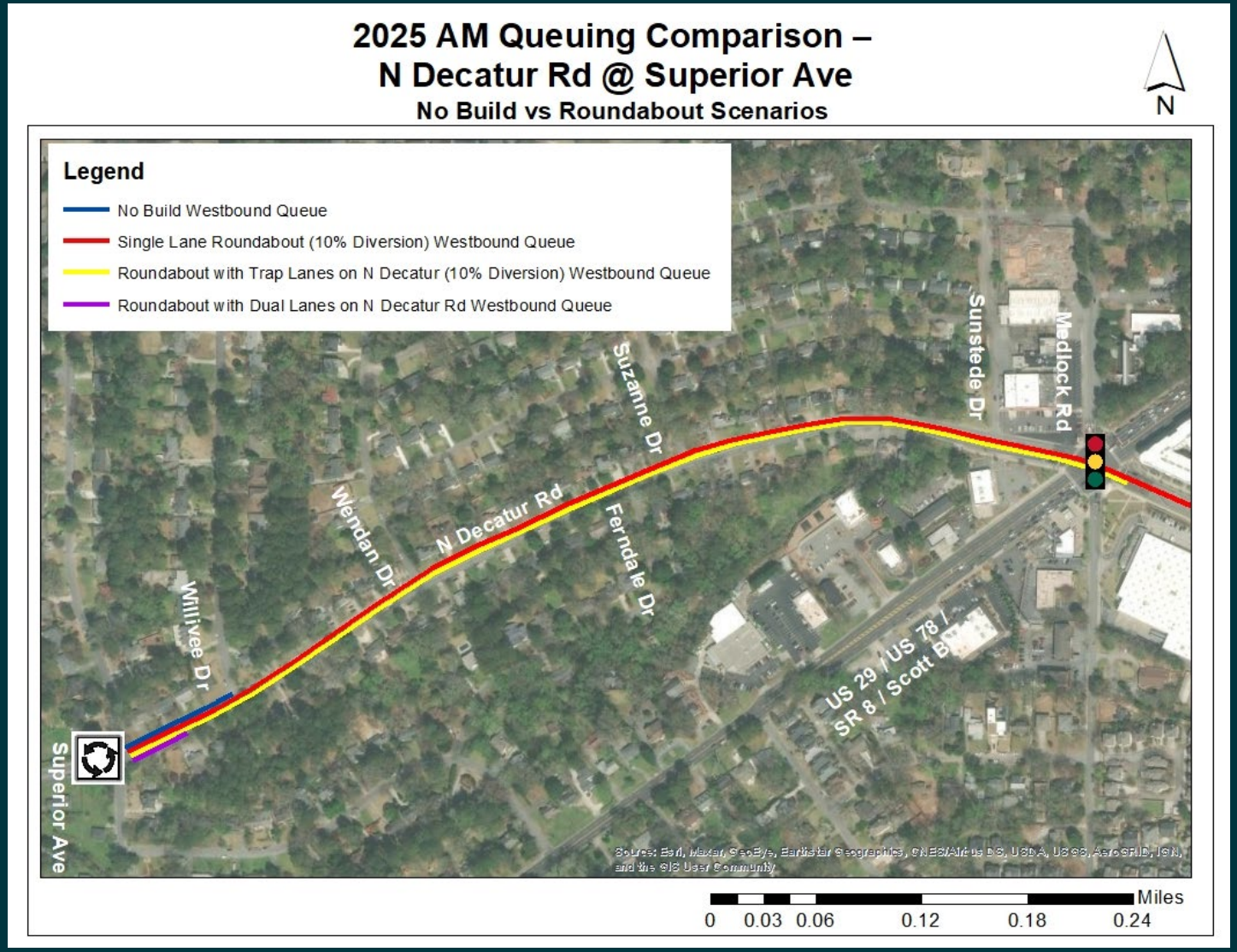


Road Diet Analysis: Queuing Comparison in Peak Hours (2025 PM)



2 Eastbound / 1 Westbound Imbalanced Lanes Analysis: Queuing Comparison in Peak Hours (2025 PM)

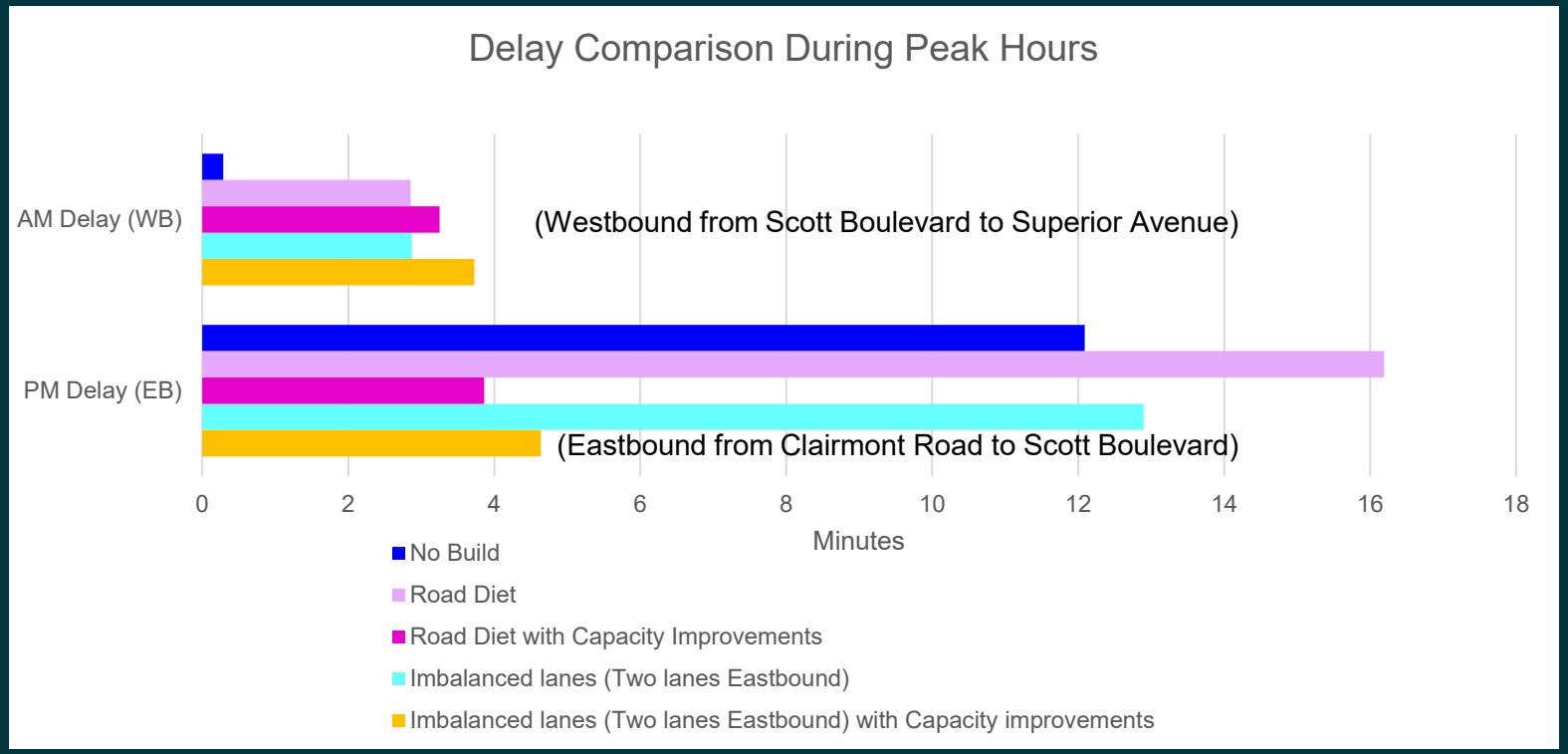
Roundabout Analysis: Queuing Comparison in Peak Hours (2025 AM)



Road Diet Analysis: Delay Comparison During Peak Hours

Differences in delay:

- The road diet and imbalanced lanes scenarios show increased delay in both AM and PM peak periods
- The results show that capacity improvements significantly reduce delay during the PM peak period but are not as effective in the AM peak hour
- Scott Boulevard intersection controls the capacity flowing throughout the corridor



Qualifiers:

AM delay reported is the average vehicle delay in minutes.

PM delay reported is the average vehicle delay in minutes.

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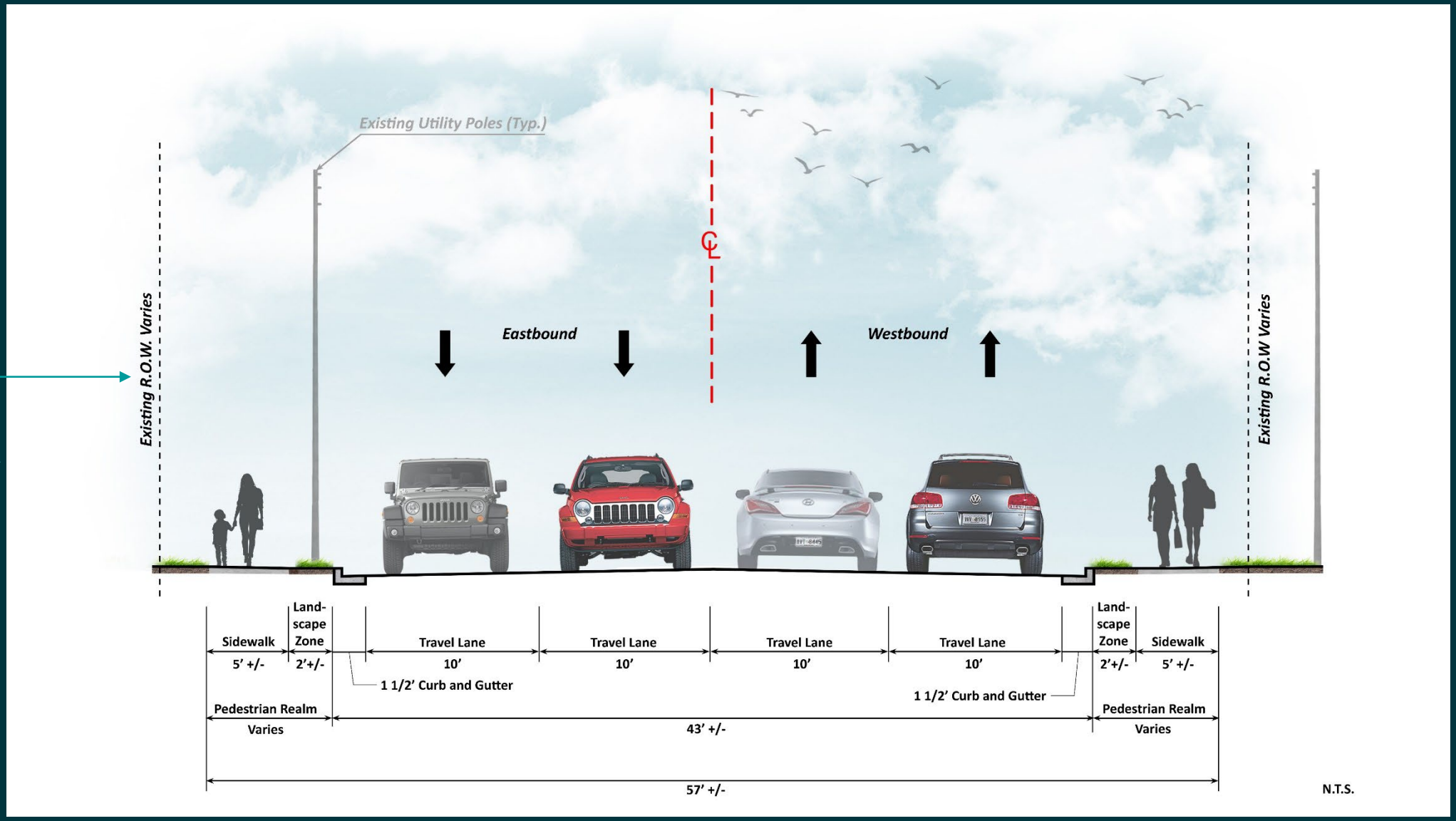
Typical Section – No Build/Existing Alternative: Shoulder Improvements Only

Easements/ ROW will be required to accommodate a new sidewalk in some places



Corridor Plan View - Longer Term Alternatives: No Build - Shoulder Improvements

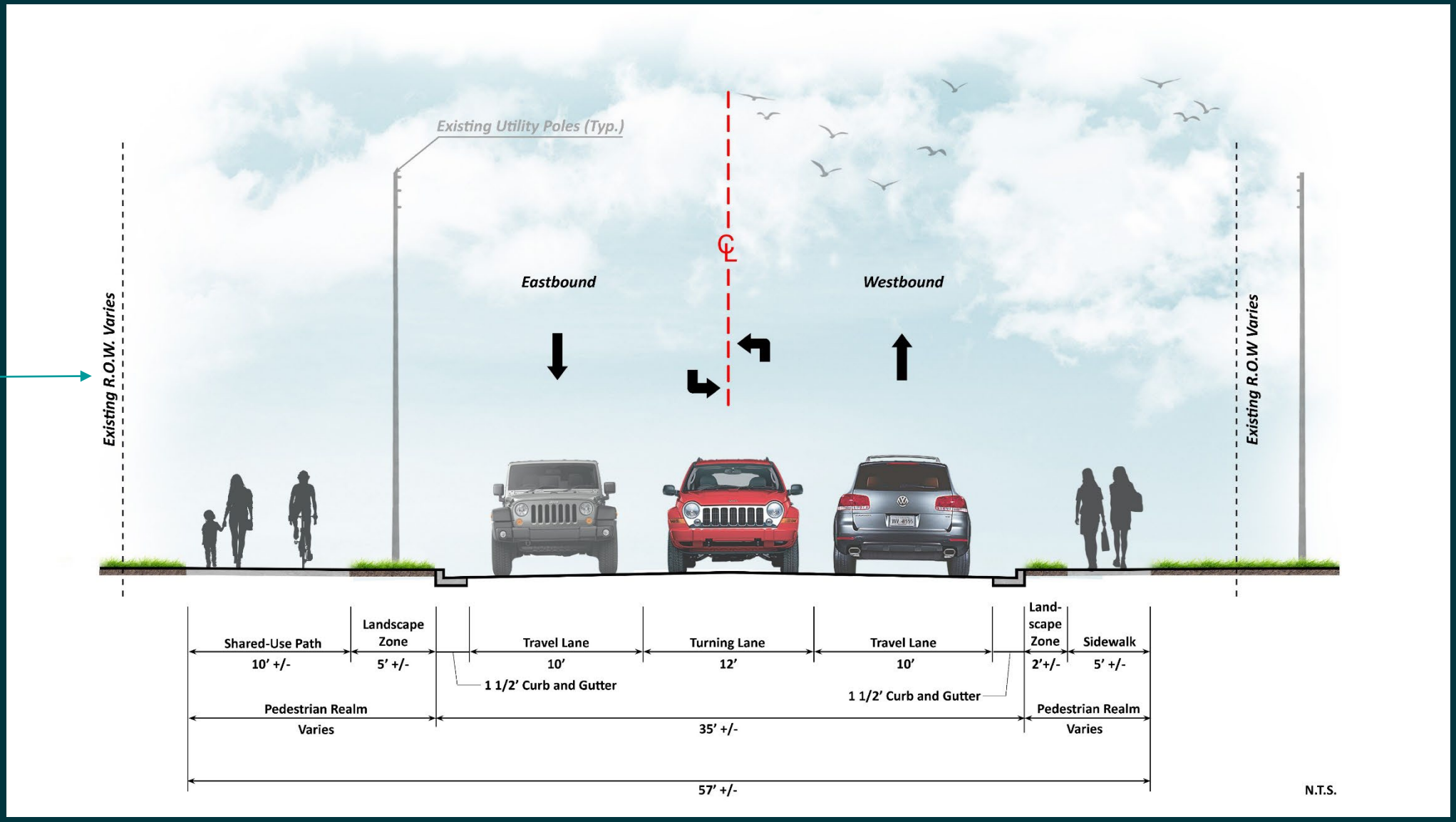
*Property lines are approximate only, typical

Corridor Plan View - No Build - Shoulder Improvements

*Property lines are approximate only, typical

Typical Section - Alternatives: Road Diet

Easements/ ROW will be required to accommodate the shared use path



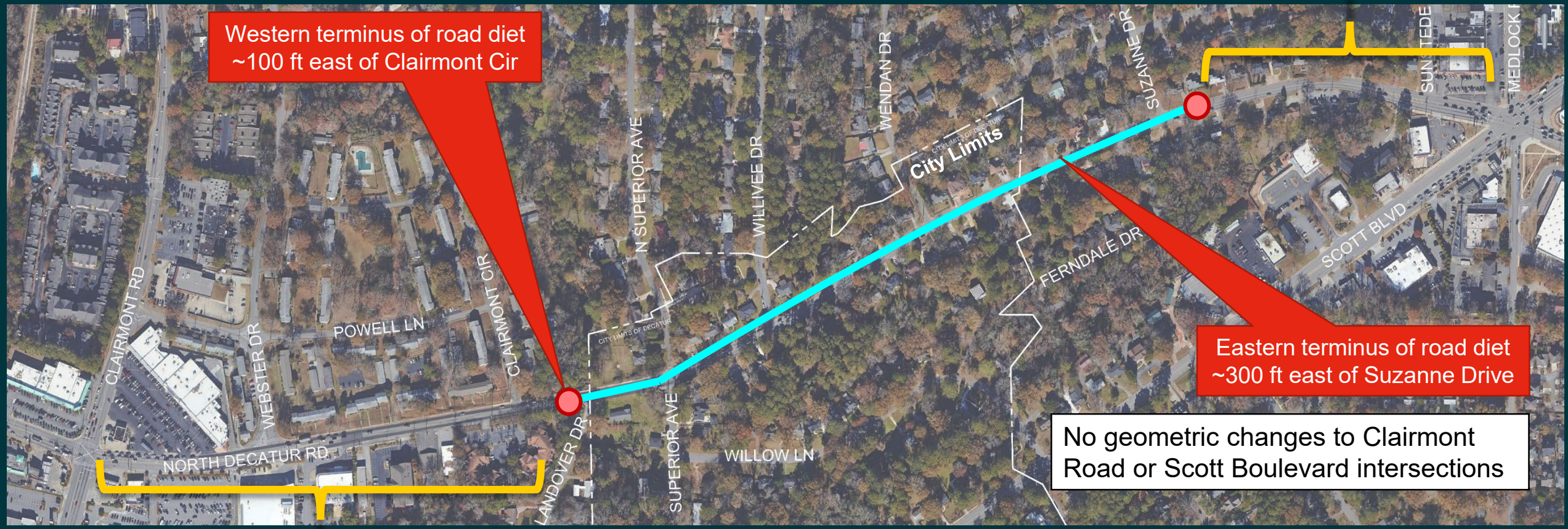
Corridor Plan View - Alternatives: Road Diet/Lane Reduction

*Property lines are approximate only, typical

Corridor Plan View - Alternatives: Road Diet/Lane Reduction

*Property lines are approximate only, typical

Alternatives: Approximate Extents of Road Diet/Lane Reduction



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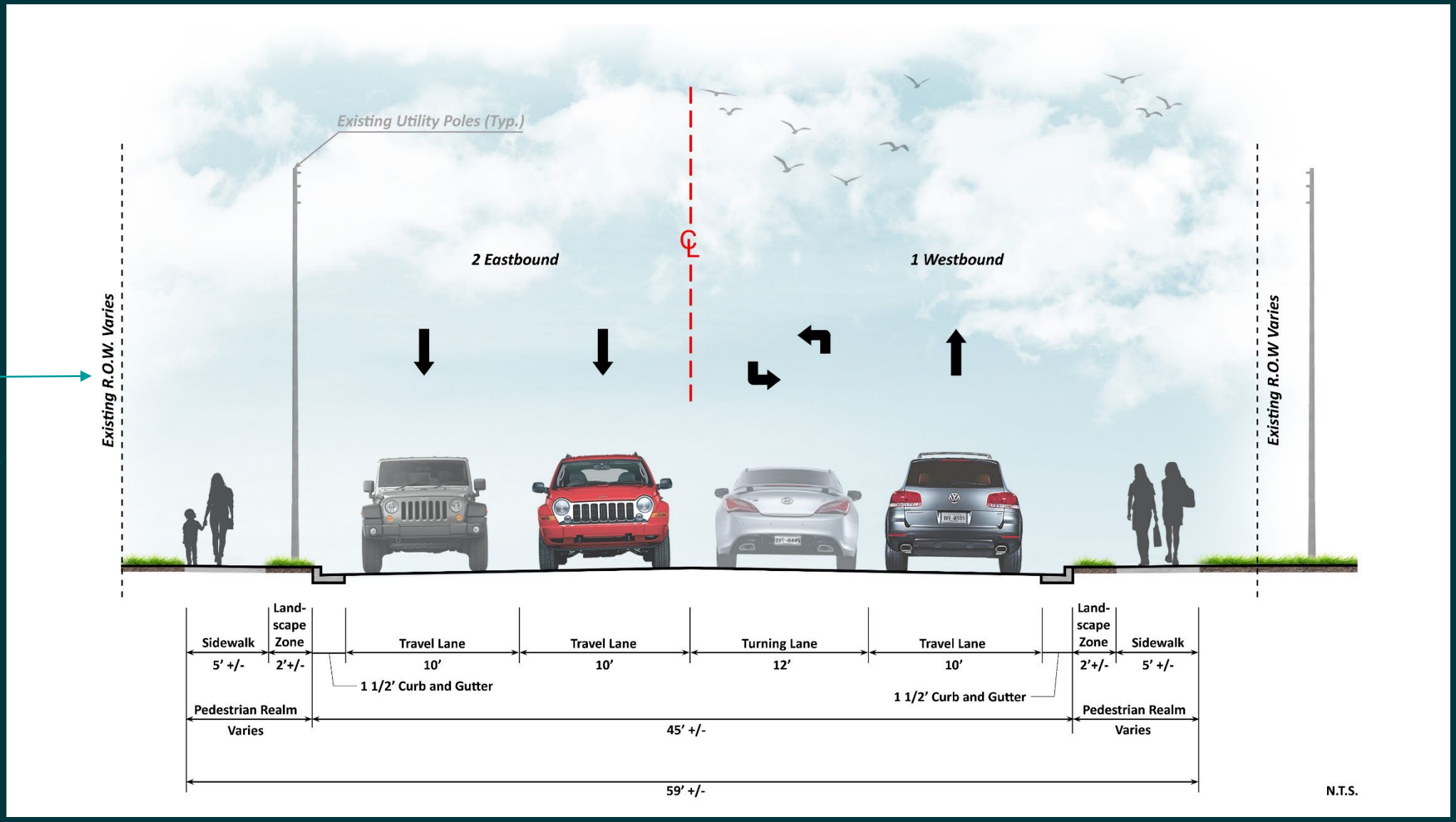
Typical Section Alternatives: 2 Eastbound / 1 Westbound Imbalance Lane

Easements/ ROW will be required to accommodate a new sidewalk in some places



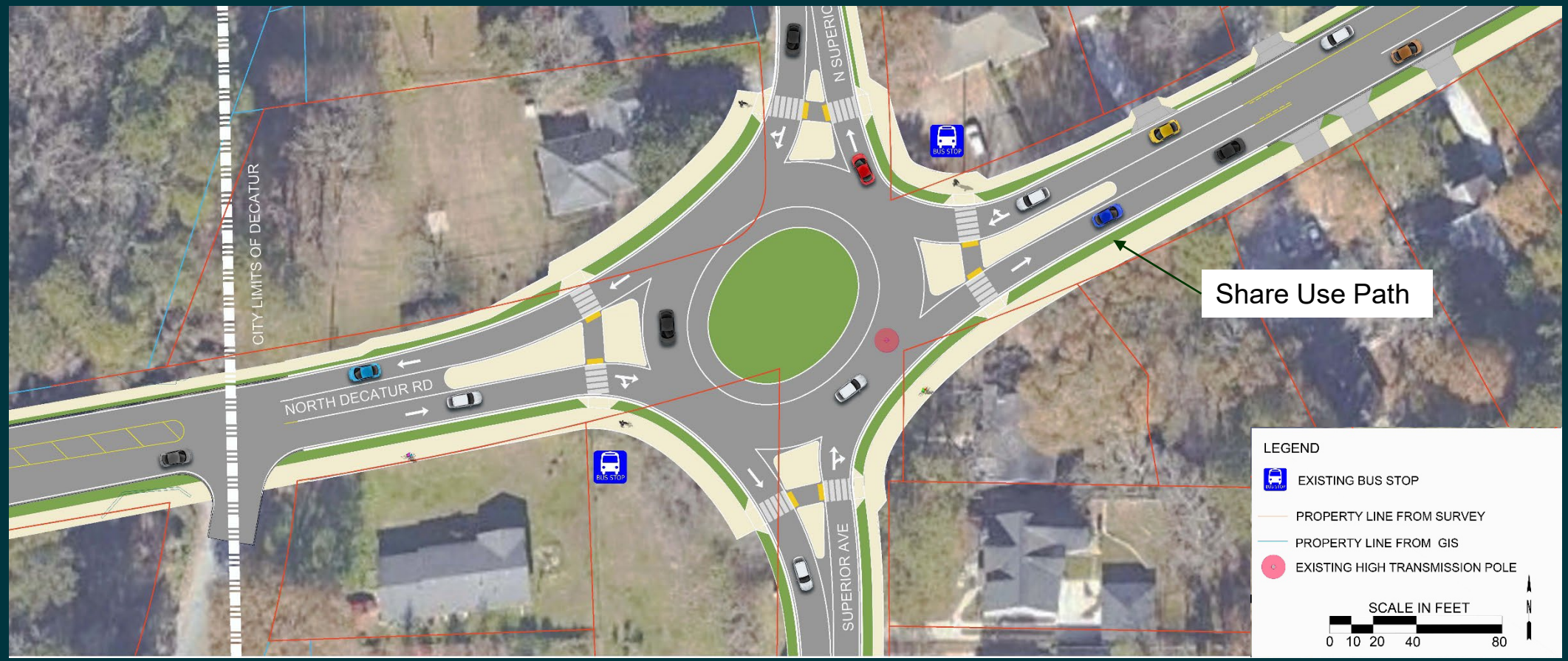
Corridor Plan View - Alternatives: 2 Eastbound / 1 Westbound Imbalance Lane

*Property lines are approximate only, typical

Corridor Plan View - Alternatives: 2 Eastbound / 1 Westbound Imbalance Lane

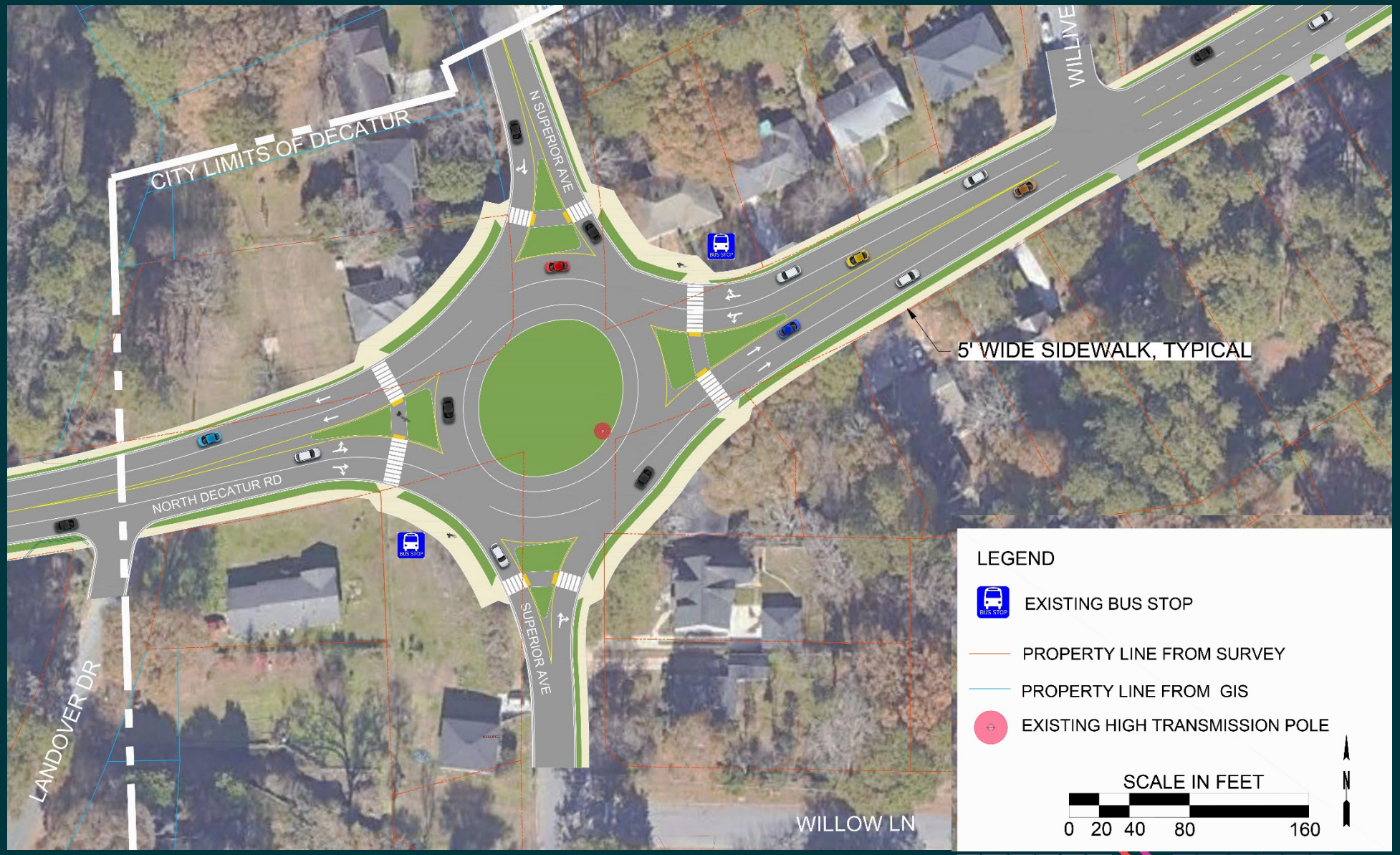
*Property lines are approximate only, typical

Single Roundabout Superior Avenue/N Superior Avenue



*Property lines are approximate only, typical

Hybrid Multi-Lane Roundabout Superior Avenue



*Property lines are approximate only, typical

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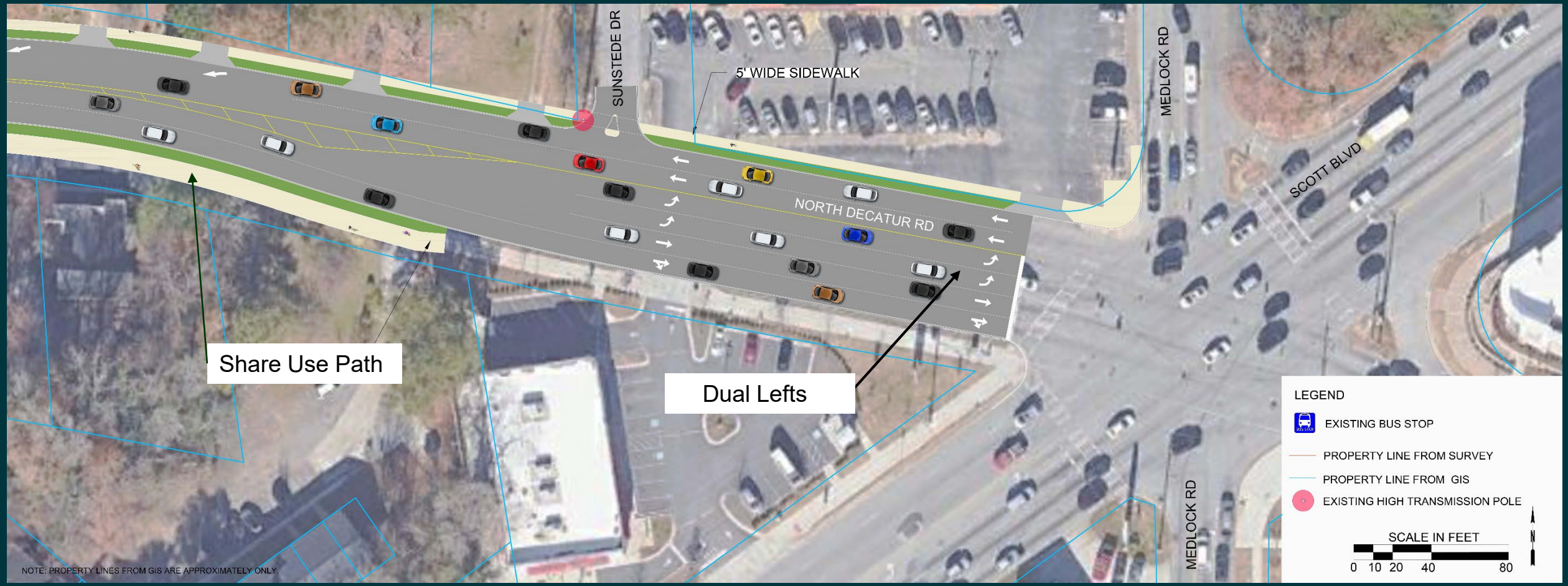
Capacity Improvements at Scott Boulevard & Medlock Road



*Property lines are approximate only, typical

Evaluation Matrix

Roundabouts are evaluated only between the single and hybrid configurations and are only evaluated at the Superior Ave. intersection.

Legend Star Rating: 1 to 5 Stars 5 Stars = Best	Road Diet/Complete Street	Road Diet/Complete Street with Capacity Improvements at Scott Blvd.	Imbalanced Lanes 2 East bound Lanes, 1 Center Two Way Left Turn Lane, 1 Westbound Lane	Imbalanced Lanes 2 Eastbound Lanes, 1 Center Two Way Left Turn Lane, 1 Westbound Lane with Capacity Improvements at Scott Blvd.	No Build-Shoulder Improvements 2' Buffer/5' Sidewalks	Single Lane Roundabout	Hybrid Multi-Lane Roundabout
Pedestrian Safety	★★★★★	★★★★★	★★★	★★★	★★★	★★★★★	★★★★
Bicycle Safety	★★★★★	★★★★★	★★	★★	★	★★★★★	★★★
Vehicle Safety	★★★★★	★★★★★	★★	★★	★	★★★★★	★★★★
Vehicle Traffic Operations	★★	★★★★	★★	★★★★	★★★★	★	★★★★
Cost	★★★	★	★★★	★★	★★★★	★★	★
Schedule/Time to Implement	★★★	★	★★★	★	★★★★	★	★

Cost Estimates for Corridor Wide Alternatives

Estimate Qualifiers:

- Costs are planning-level only in today's dollars and are approximate only.
- Utility coordination has not been conducted.
- Existing pavement evaluation has not been conducted; however, *conducting one is recommended.*
- Mill and inlay with patching may not be a beneficial long-term solution.
- Full-depth reconstruction or pavement reclamation may be needed.
- Excludes ROW or Easement Costs for all corridor alternatives.
- Excludes drainage items and corridor wide streetscape improvements.

- ***Road Diet w/ dual lefts at Scott Blvd. - $9,600,000.00***
- ***Road Diet - $8,600,000.00***
- ***Existing 4 - Lane Typical Section - $8,200,000.00***
- ***Imbalanced Lane - Lane Typical Section w/ dual lefts at Scott Blvd. - $8,800,000.00***

Cost Estimates

Estimate Qualifiers:

- Costs are planning-level only in today's dollars.
- Utility coordination has not been conducted.
- Existing pavement evaluation has not been conducted; however, *conducting one is recommended*.
- Mill and inlay with patching may not be a beneficial long-term solution.
- Full-depth reconstruction or pavement reclamation may be needed.
- Excludes ROW costs for road diet and non-road diet alternatives.
- Excludes drainage items.

- ***Single-lane roundabout at Superior Avenue - $7,700,000.00***

  Including: Roundabout with 120' inscribed circle diameter, tying in all approaches, ROW impacts to at least 6 properties, 3 residential displacements and associated fees, relocation of high-tension electrical transmission tower(s) at the intersection.

- ***Hybrid Multi-Lane roundabout at Superior Avenue - $10,200,000.00***

  Including: Roundabout with 150' inscribed circle diameter, tying in all approaches, ROW impacts to at least 8 properties, 3 residential displacements and associated fees, relocation of high-tension electrical transmission tower(s) at the intersection.

Questions and Answer Session

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Please scan the QR code to participate in the interactive portion of the presentation

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What do you consider the highest priority for improvements to the N. Decatur Rd. corridor?

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From a safety perspective, which mode of transportation do you think should be the highest priority?

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For improved safety, are you willing to support the 10% diversion and associated delays as presented today?

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Which corridor alternative would you support?

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Would you support a Hybrid Multi-Lane roundabout as a stand alone treatment?

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Next Steps

- Conduct neighborhood outreach sessions
- Public meeting #2, June 21st, 2023 from 6:00 to 8:00pm
- Public meeting #3, July 20th, 2023 from 6:00 to 8:00pm
- Complete recommendations, August, 2023

Thank you!

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Safety Countermeasure Toolkit for Improved Safety (Project only within Decatur City Limits)

Pedestrian Crossings & Sidewalks
- High Visibility Crosswalks
- Pedestrian Hybrid Beacons (PHB)
- Improved Street and Pedestrian Lighting
- Sidewalk Improvements (Connectivity, Width, Buffer, ADA Ramps)

Speed Management
- Speed Feedback Signs
- New 6” Tall Curbs
- Streetscape elements such as landscape buffers, street trees where feasible

Intersection Treatments
- Leading Pedestrian Interval (LPI) at Superior Ave
- Pedestrian Scramble Phase at Superior Ave
- Signal Rest in Red or Pedestrian Recall
- Signal Backplates with Retroreflective Borders
- Signal Ahead Signage
- Vegetation Trimming and Management
- Treated intersection with texture/color at Superior Ave

Lane and Roadway Departure
- Wider (6”) Edge Lines
- Raised Pavement Markers
- Chevron Signage on Curves
- Audible Profiled Thermoplastic with Raised Bumps on Centerline – GDOT looking at application for urban settings in new rumble strip policy. (e.g., curve between Sunstede Dr and Suzanne Dr)

Road Diet/Lane Reduction:

Benefits of Road Diet installations may include:

- An overall crash reduction of 19 to 47 percent.
- Reduction of rear-end and left-turn crashes through the use of a dedicated left-turn lane.
- Fewer lanes for pedestrians to cross and an opportunity to install pedestrian refuge islands.
- The opportunity to install bicycle lanes when the cross-section width is reallocated.
- Improved multi-modal safety and connectivity.
- Reduces conflict points.

Improves site distance for left hand turns

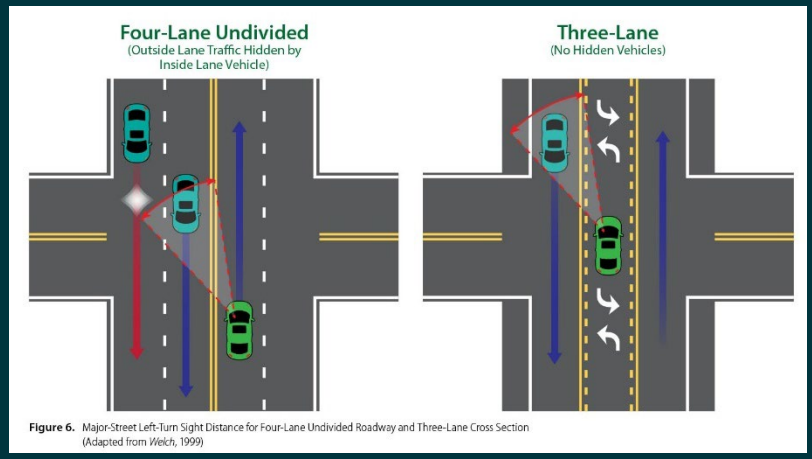

Figure 6. Major-Street Left-Turn Sight Distance for Four-Lane Undivided Roadway and Three-Lane Cross Section (Adapted from *Welch*, 1999)

Reduces Conflict Points

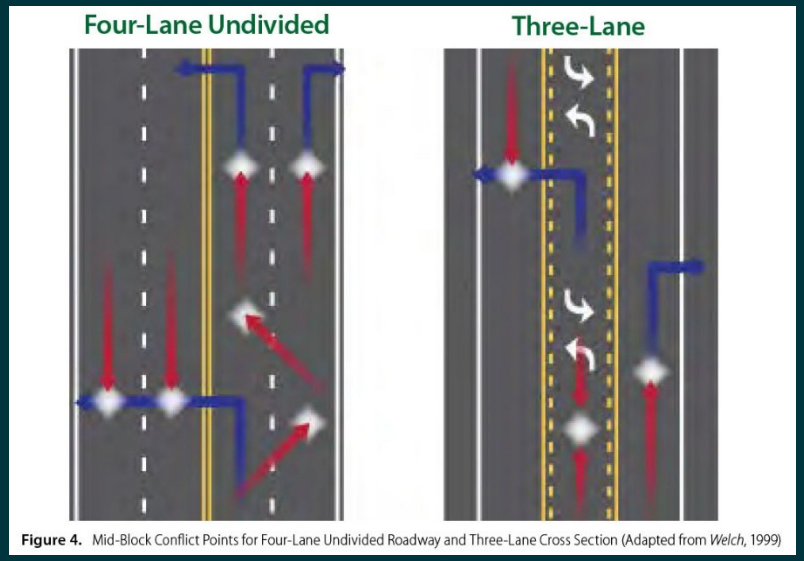

Figure 4. Mid-Block Conflict Points for Four-Lane Undivided Roadway and Three-Lane Cross Section (Adapted from *Welch*, 1999)

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