



# US 278 Corridor Concept Presentation

Avondale Estates Intersection Improvement/Roundabout and Road Diet Feasibility Study  
March 19, 2015



**McGee  
Partners**



**EDWARDS-PITMAN**  
ENVIRONMENTAL, INC.

# Thanks to our Partners

Atlanta Regional Commission

Georgia Department of Transportation

DeKalb County Traffic Engineering

# Thanks to our Local Support

Board of Mayor and Commissioners

Administration Associates

Community Resident Volunteers and  
Participants

# The feasibility study

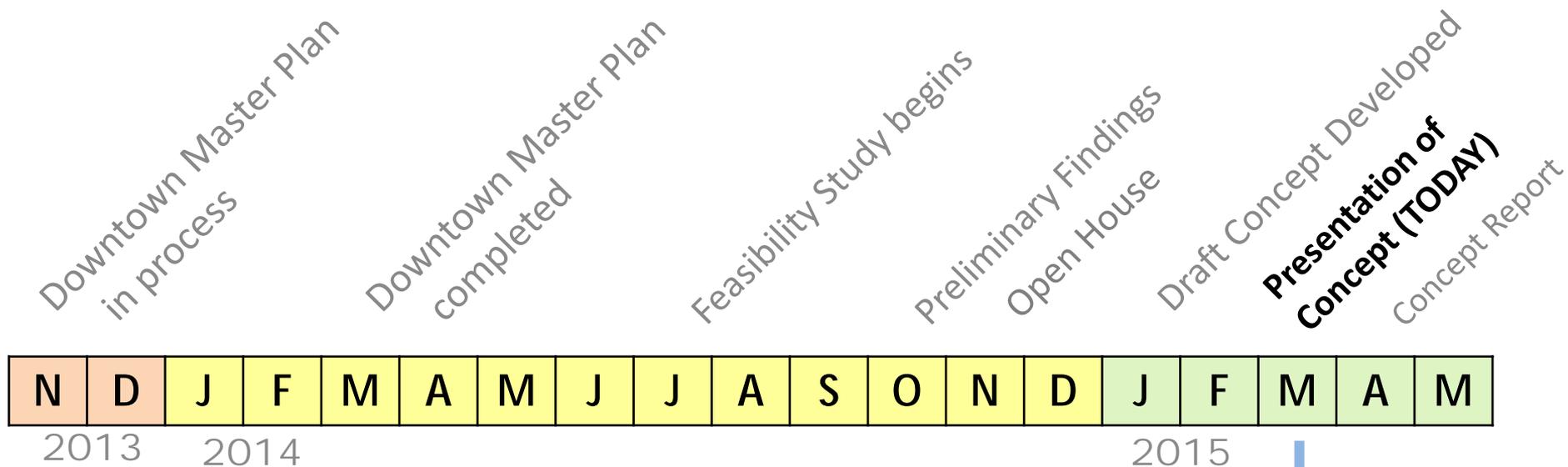
A follow-up to the downtown master plan

Explores road diet, crosswalk and intersection treatment recommendations in more detail

Prepares a Concept Report to formally launch a project with GDOT



# Sequence of Events



Today's meeting:

- Presenting details of an emerging concept design
- Incorporating feedback
- Understanding partner agency responses
- Discussing options for moving forward

# December Design Day

**Understand** the feasibility study



**Learn more** about street and intersection design options (road diets, roundabouts)



**Set up** a demonstration project outside





# December Design Day

BO  
PHILLIPS CO.  
770-8319-6115



December Design Day



# December Design Day

# December Design Day

Yay! ♥ Road diet & safer mid-block crossings! year!

Yes to round about!

Yes - road diet

No - round about - too big + disruptive

I'd like to see parallel parking rather than diagonal in front of businesses - feels more like a city & less suburban.

↑ yes, I agree!!

1 disagree

2 disagree

OPINIONS!

Move Marta Busses & Trucks to Ponce

I Like the round about.

MARTA is fine with me (concern at top)

I think MARTA bus stops close to Tudor Village is important - increase access & take cars off road.

Love, love, love the road diet! Round-about not appropriate for our intersection - Secondly ditto!

Round about still a good idea but hard to implement due to historic resource - but City can re-program the plaza to a green, so we say the RAB could work. Until then - ROAD DIET AWAY!!!

outdoor cafes will be awesome.





# Downtown Master Plan Recommendations

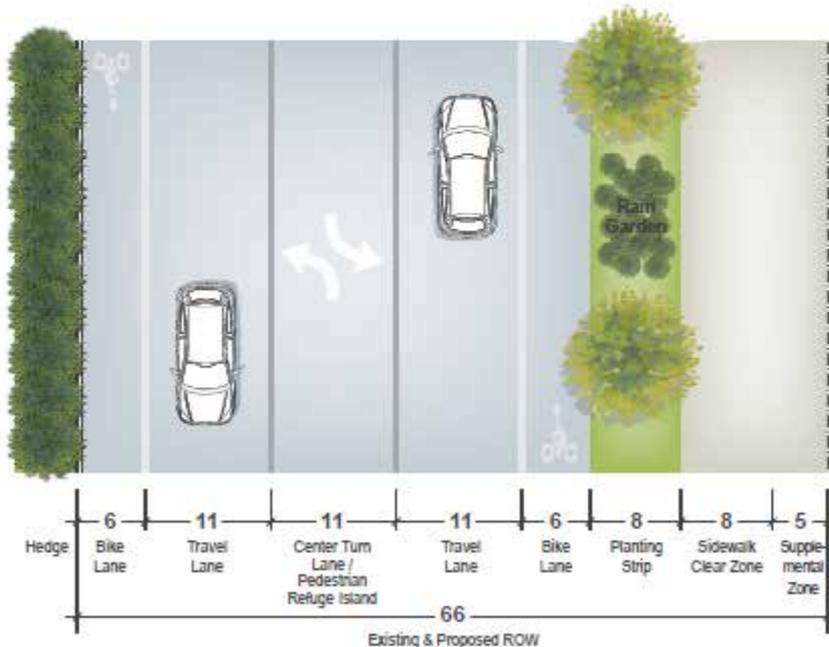
# The Road Diet

Master Plan's principal recommendation



*Uses existing ROW and converts five-lane cross section to three lanes*

*Bike lanes throughout corridor; expanded buffers and sidewalks on north side*



# Pedestrian Refuge Islands

Complements the roundabout for safer midblock crossings



*Proposed near Maple and Oak*

*Additional crossings/medians may be possible given driveway locations and key pedestrian 'desire lines'*

# US 278/Clarendon Avenue

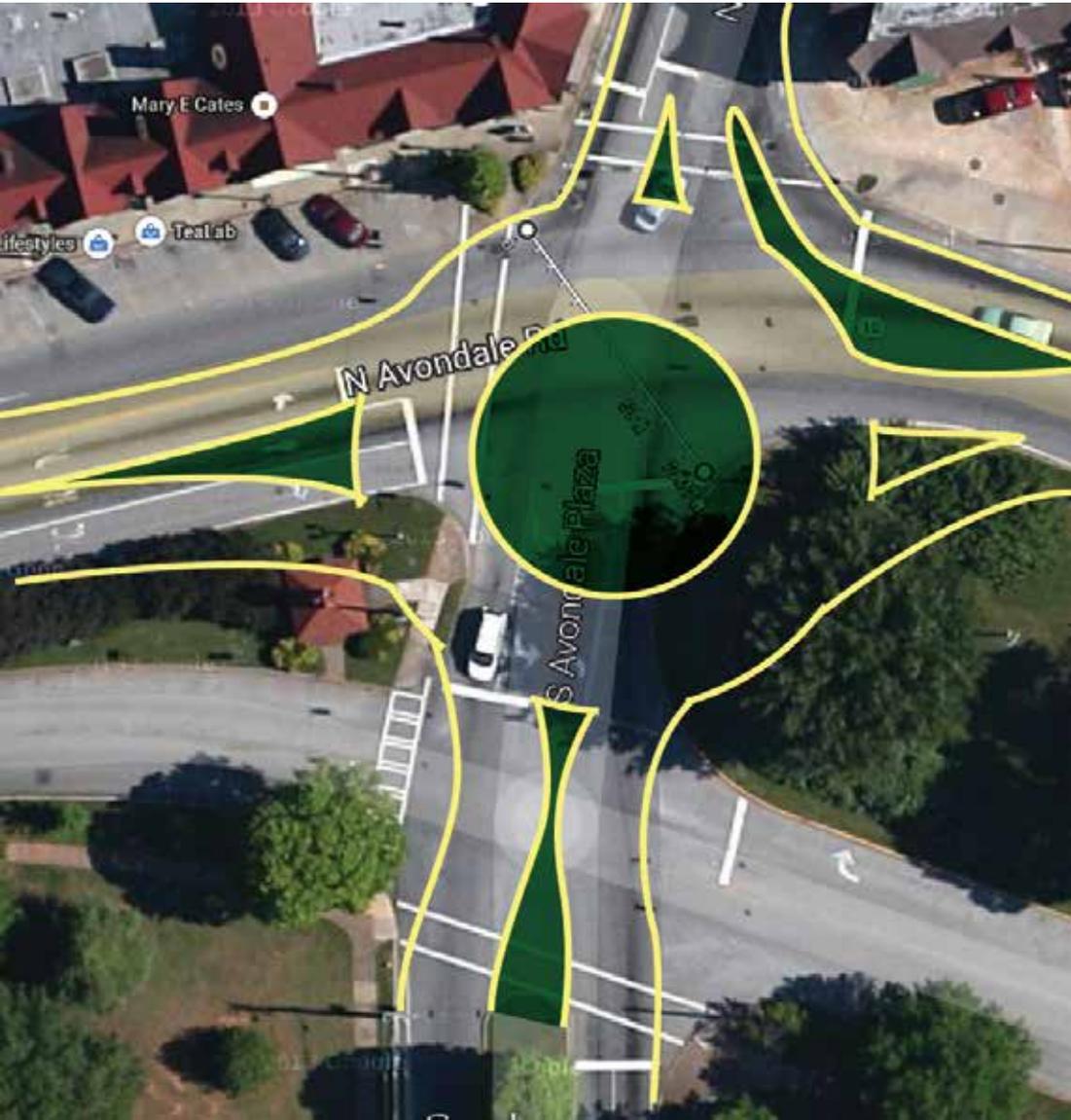
## Roundabout



*Places roundabout at main N Clarendon/278 intersection, with partial closures to South Avondale Road and Plaza*

# The roundabout at Clarendon

Options: Larger Circle



*A single-circle roundabout with two lanes in the roadway can handle traffic...*

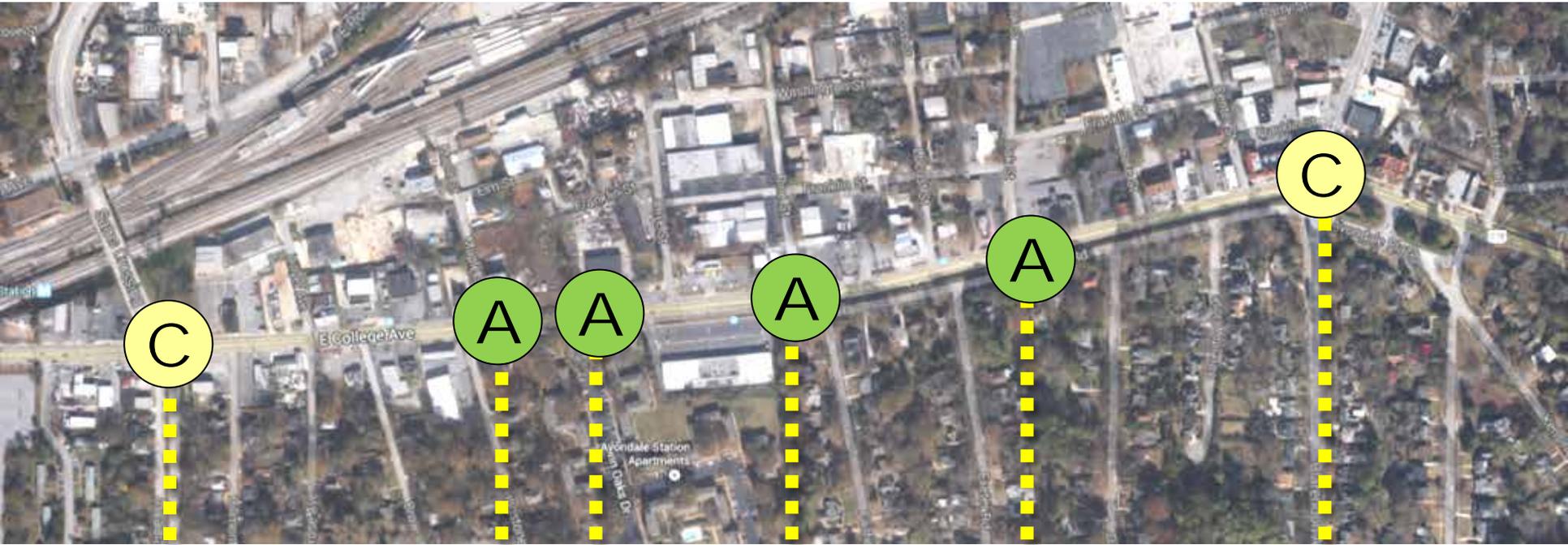
*...however, this has a substantially greater impact on historic property.*





# The road diet and traffic

Today's Traffic – Intersection Levels of Service (PM)



Sams Crossing

Lvingston/Maple

Twin Oaks

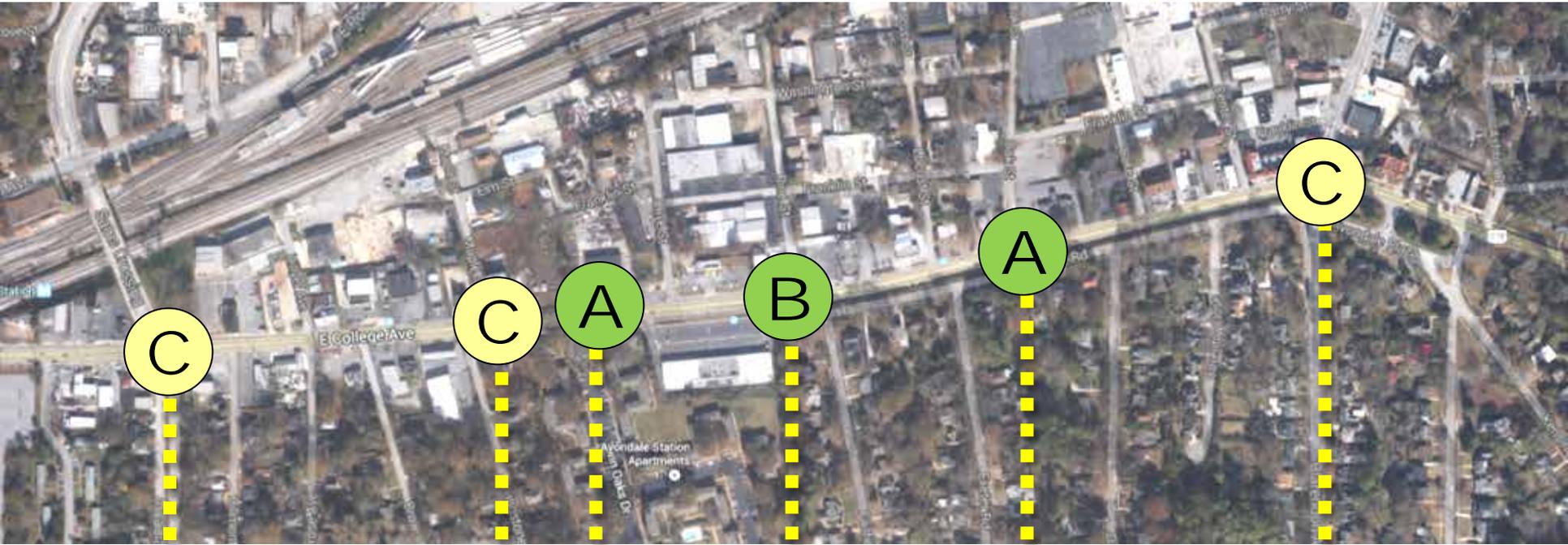
Shopping Center/Pine/  
South Avondale Rd

Oak

Clarendon

# The road diet and traffic

Road Diet Installed – Intersection Levels of Service (PM)



Sams Crossing

Lvingston/Maple

Twin Oaks

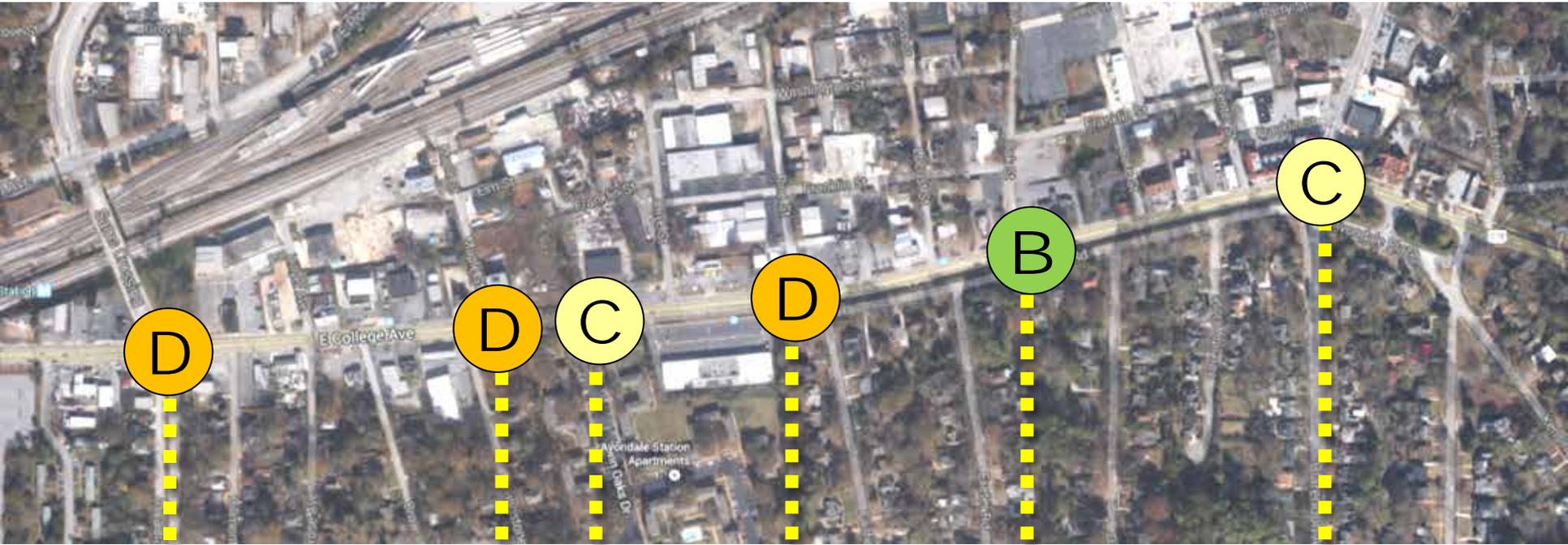
Shopping Center/Pine/  
South Avondale Rd

Oak

Clarendon

# The road diet and traffic

Road Diet and Future Traffic – Intersection Levels of Service (PM)



Sams Crossing

Lvingston/Maple

Twin Oaks

Shopping Center/Pine/  
South Avondale Rd

Oak

Clarendon

# The road diet and traffic

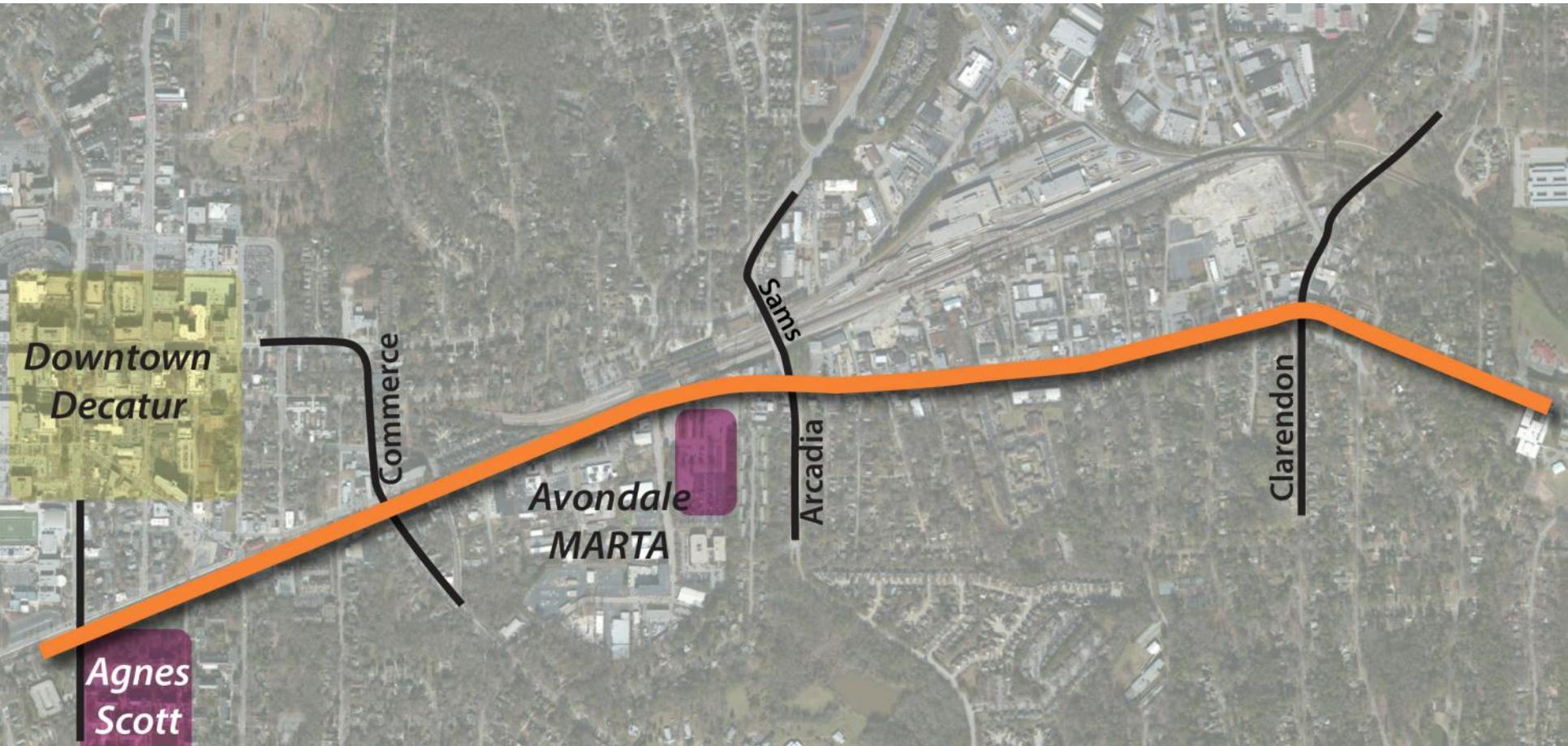
How does the corridor really work for you?

*AM Peak (westbound is peak direction)*

|                                    | Eastbound<br>Travel Time | Westbound<br>Travel Time |
|------------------------------------|--------------------------|--------------------------|
| Today's road and traffic           | 1.9 min                  | <b>4 min</b>             |
| Today's traffic with the road diet | 1.9 min                  | <b>3.6 min</b>           |
| 2024 traffic and road diet         | 1.95 min                 | <b>5.2 min</b>           |

# The road diet and traffic

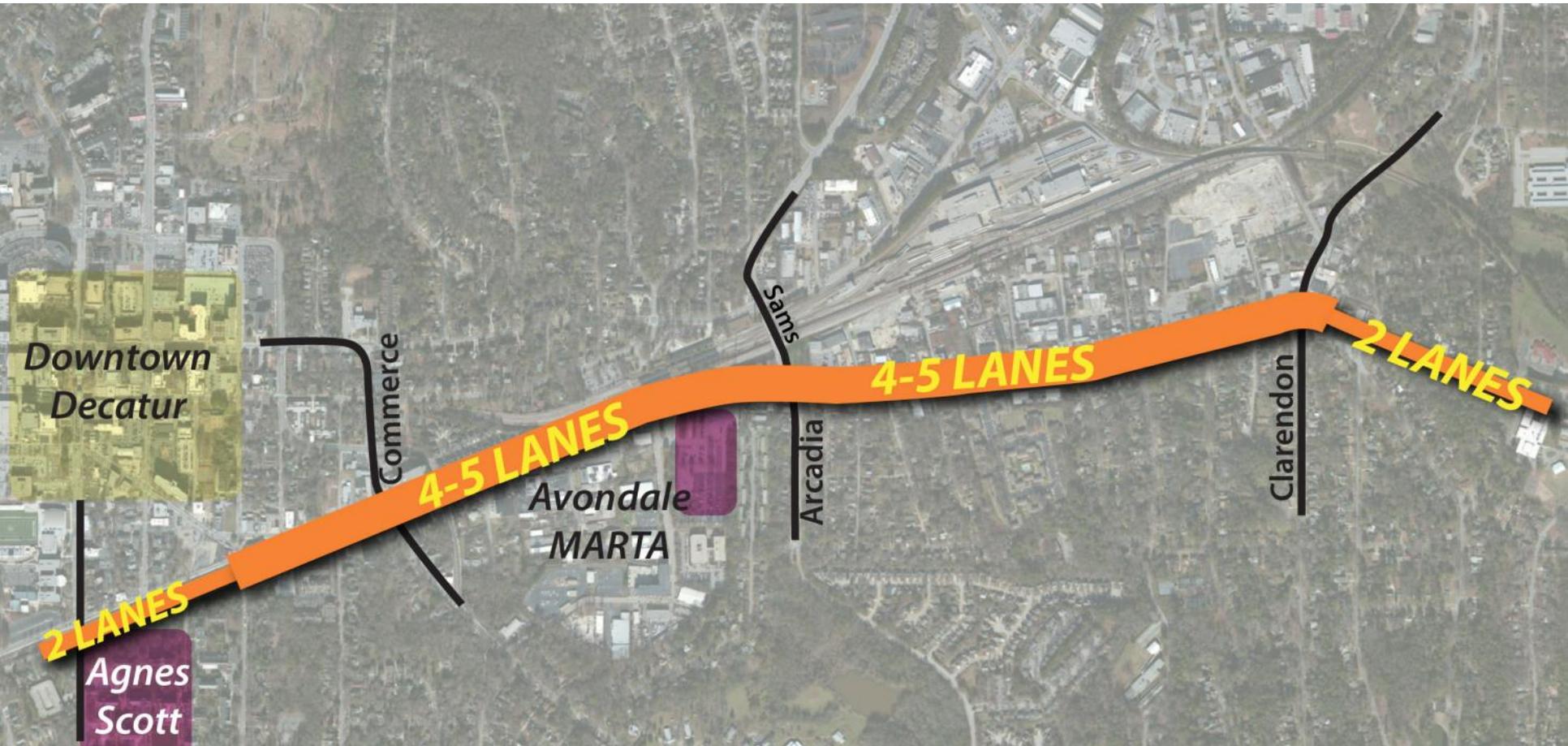
How does the corridor really work for you?



# The road diet and traffic

How does the corridor really work for you?

*Outside of Avondale Estates and eastern Decatur, the corridor is already 2 lanes*



# The road diet and traffic

How does the corridor really work for you?

*PM Peak (eastbound is peak direction)*

|                                    | Eastbound<br>Travel Time | Westbound<br>Travel Time |
|------------------------------------|--------------------------|--------------------------|
| Today's road and traffic           | <b>2.2 min</b>           | 2.3 min                  |
| Today's traffic with the road diet | <b>2.9 min</b>           | 3 min                    |
| 2024 traffic and road diet         | <b>4 min</b>             | 3.6 min                  |

# The road diet and traffic

How does the corridor really work for you?

*Worst-case estimated changes, compared to today's commute times*

|                            | Road diet with today's traffic | Road diet with future traffic |
|----------------------------|--------------------------------|-------------------------------|
| Morning peak-hour travel   | <b><i>25 seconds less</i></b>  | <b>1 min, 5 sec</b>           |
| Afternoon peak-hour travel | <b>45 seconds</b>              | <b>1 min, 50 sec</b>          |

# The road diet and traffic

How does the corridor really work for you?

*Worst-case estimated changes, compared to today's commute times*

|                            | Road diet with today's traffic | Road diet with future traffic |
|----------------------------|--------------------------------|-------------------------------|
| Morning peak-hour travel   | <i>25 seconds less</i>         | 1 min, 5 sec                  |
| Afternoon peak-hour travel | 45 seconds                     | 1 min, 50 sec                 |

*Is this a worthwhile tradeoff for a safer, more attractive street?*



# Concerns we incorporated

## Community concerns:

- What about new development?
- Will intersection changes at Clarendon cause too much queuing?

## GDOT constraints:

- Generally not inclined to accept lower levels of service
- Lack of good alternative routes in statewide system
- Sams Crossing intersection remains a significant challenge, as does Candler Street (in Decatur)



# Design Options

# Corridor Design Options

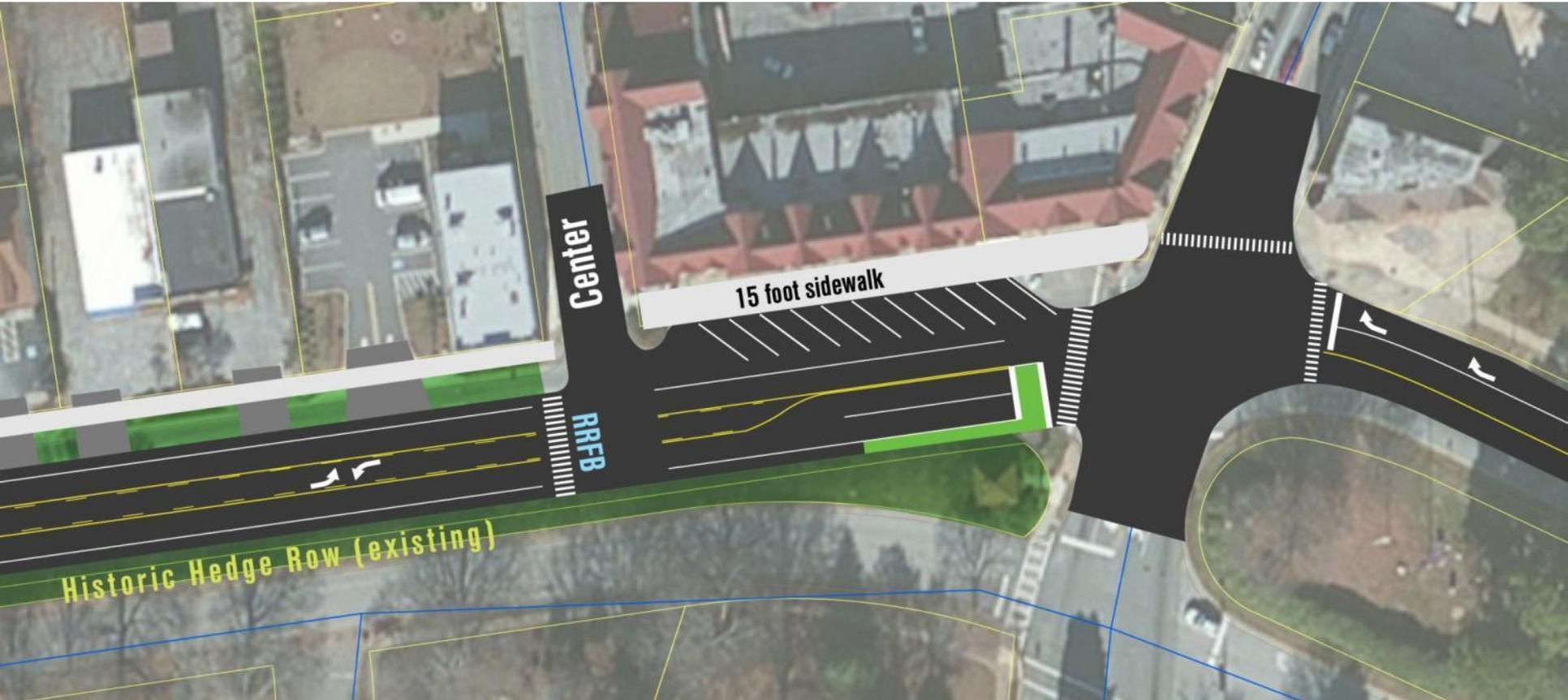
## Three-lane section:

- Works if the traffic can be accommodated
- Some intersections may need spot capacity improvements
- Other options may be considered (traffic signals, rethinking driveway access)

## Four-lane section:

- Addresses capacity concerns
- Typical section *may* continue to include bicycle lanes and medians for mid-block crossing
- Turn lanes restored where needed at intersections

# Clarendon Avenue Intersection



## Three-lane section:

- Keeps angled parking, introduces bike lanes
- Potential added crossing at Center

# Clarendon Avenue Intersection



## Four-lane section:

- Keeps angled parking, similar to today's design
- Potentially straightens eastbound/westbound paths

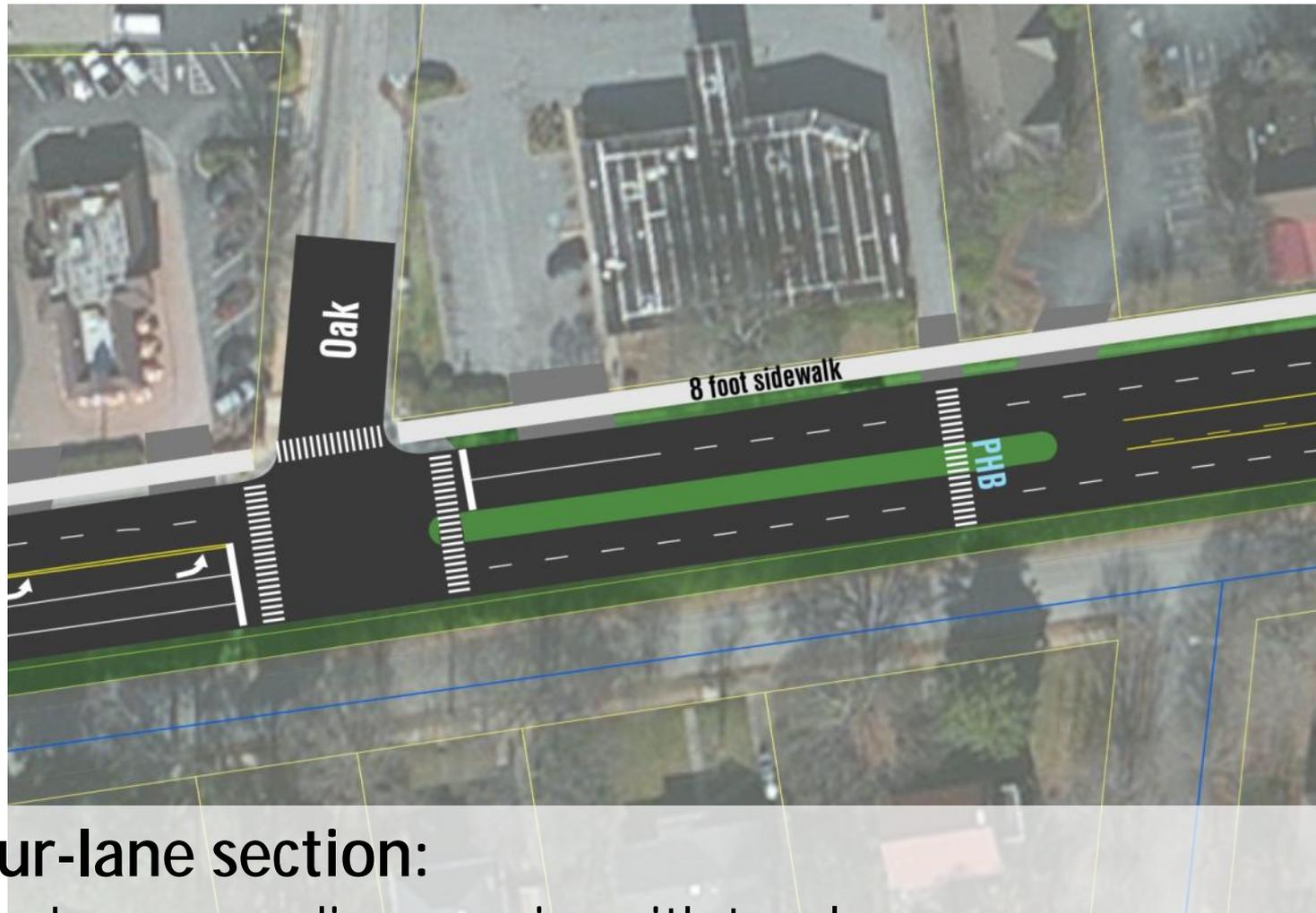
# Oak Street Intersection



## Three-lane section:

- Introduces short medians to help crossings
- Expands planter strip area

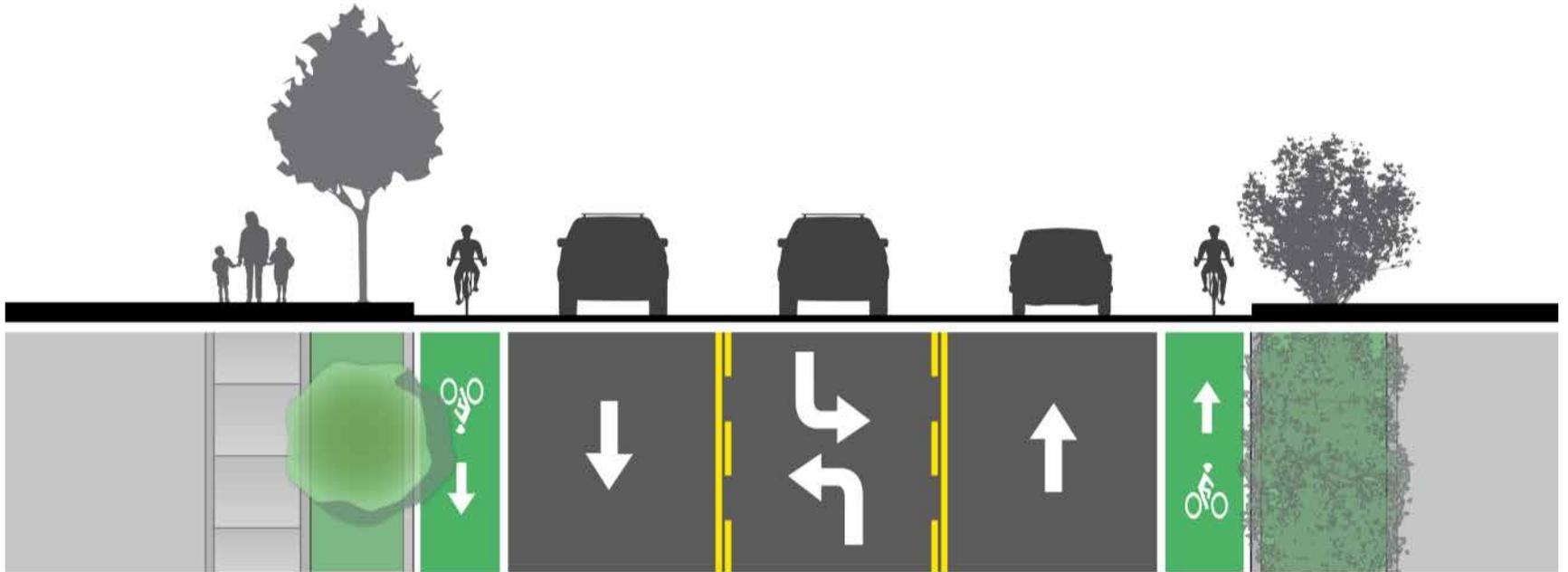
# Oak Street Intersection



## Four-lane section:

- Longer median – easier with two lanes
- Mid-block crossing less likely to interfere with queues

# 3-Lane Typical Section – Hedge Row



- Introduces short medians to help crossings
- Expands planter strip area

# 3-Lane Typical Section – Crossings



## Rectangular Rapid Flashing Beacon:

- Can be used with lower volumes
- Accepted on two-lane street crossings (one lane per direction)

# 3-Lane Typical Section – Crossings



*Image source: Sprinkle Consulting*

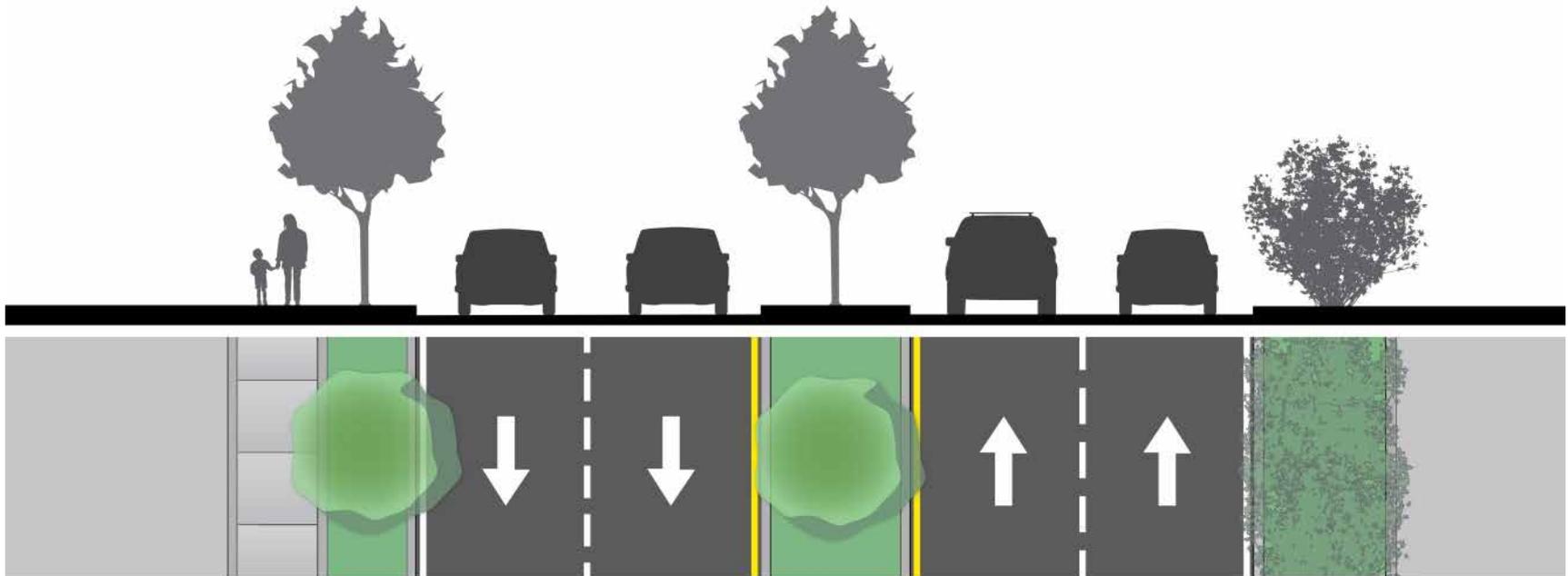
# 3-Lane Typical Section – Crossings



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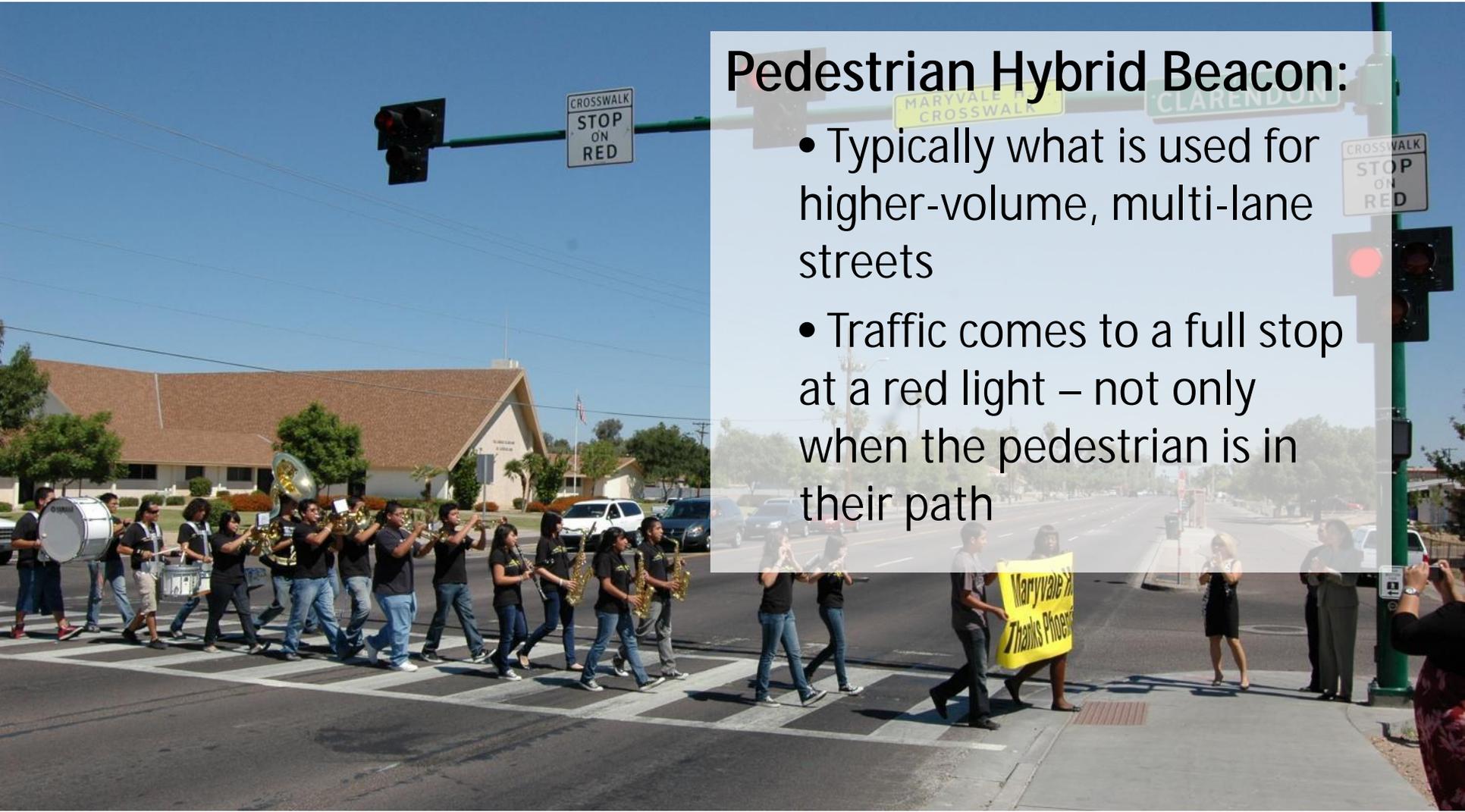


# 4-Lane Typical Section – Hedge Row



- Medians can be longer with sufficient clear width
- Within same ROW, planter strip may be narrower

# 4-Lane Typical Section – Crossings



## Pedestrian Hybrid Beacon:

- Typically what is used for higher-volume, multi-lane streets
- Traffic comes to a full stop at a red light – not only when the pedestrian is in their path

# 4-Lane Typical Section – Crossings



# Pine Street Intersection



## Three-lane section:

- Introduces short medians to help an Olive crossing
- Continues bicycle lanes

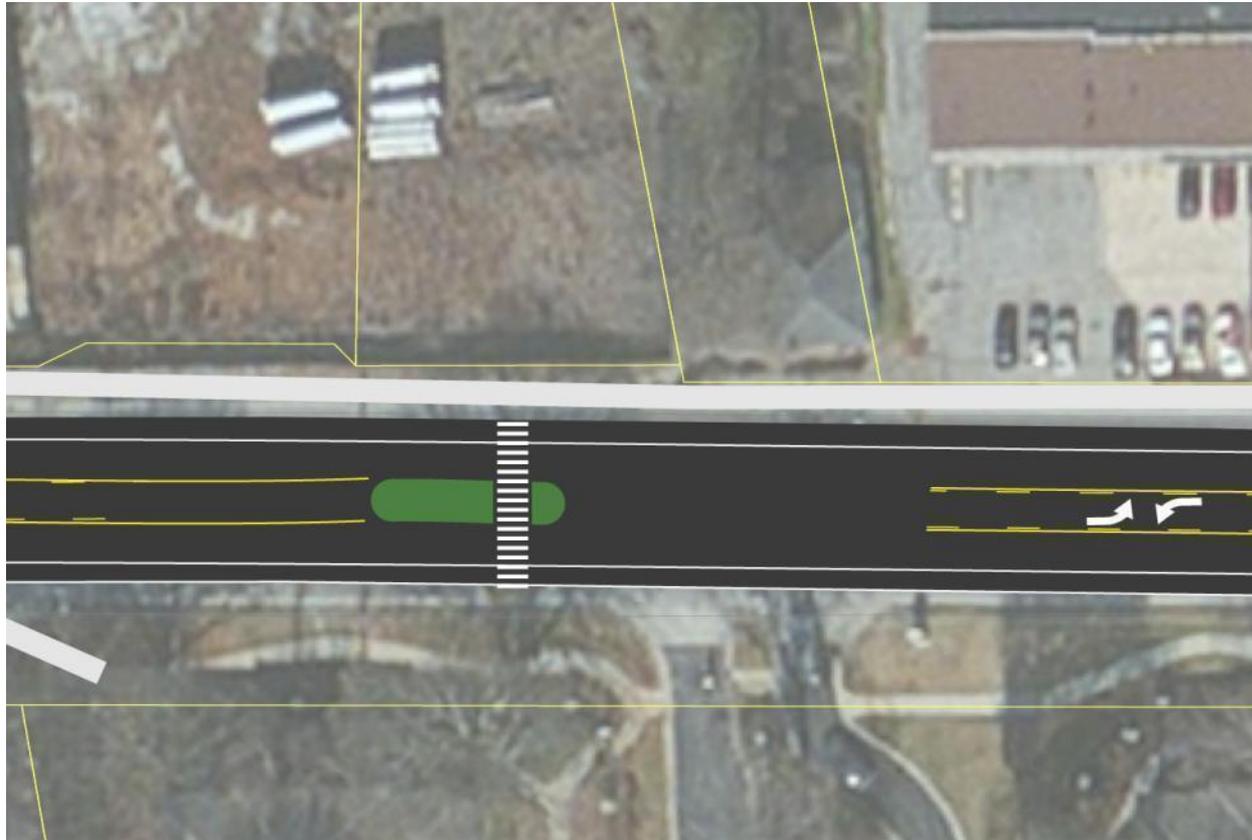
# Pine Street Intersection



## Four-lane section:

- Lengthens median on approach to Olive
- Allows additional storage capacity at Pine/S. Avondale

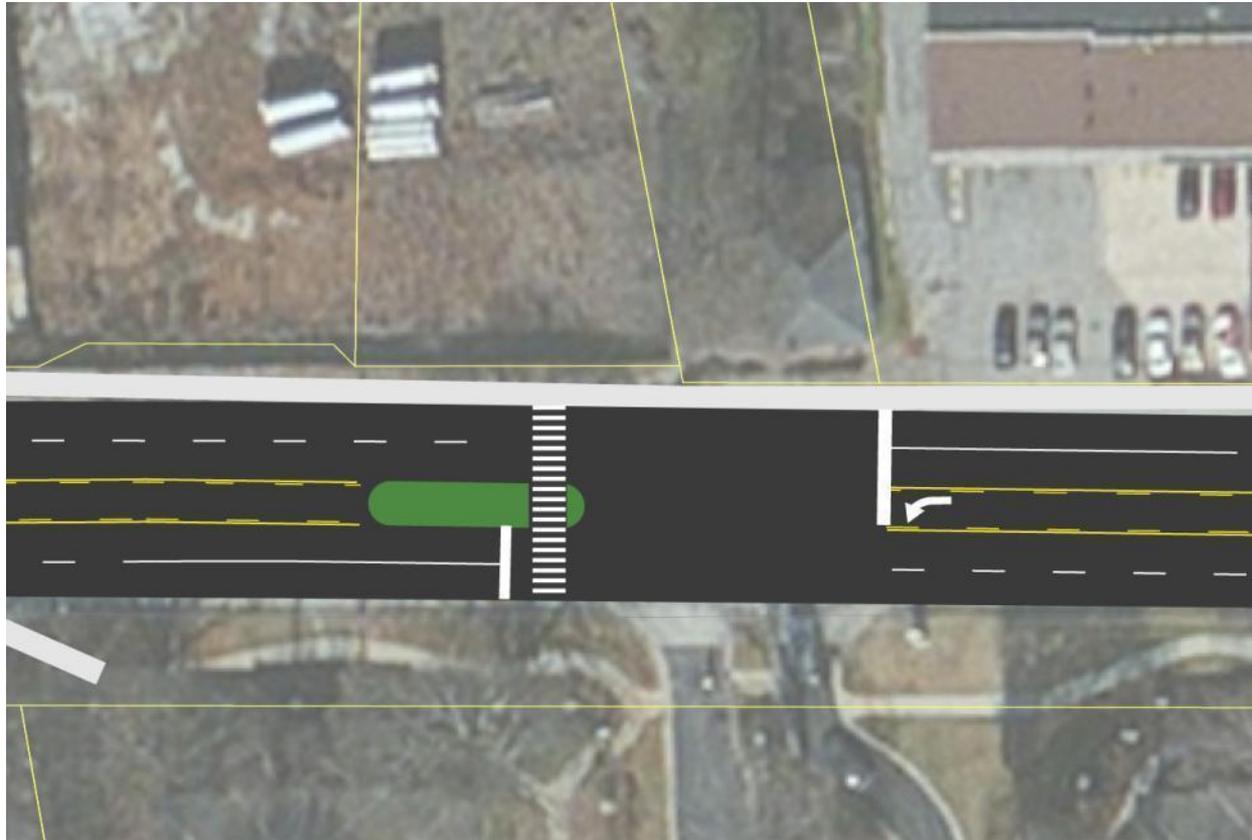
# Twin Oaks Apartments



## Three-lane section:

- Introduces short medians to help the signalized crossing
- Provides additional space for north-side landscaping

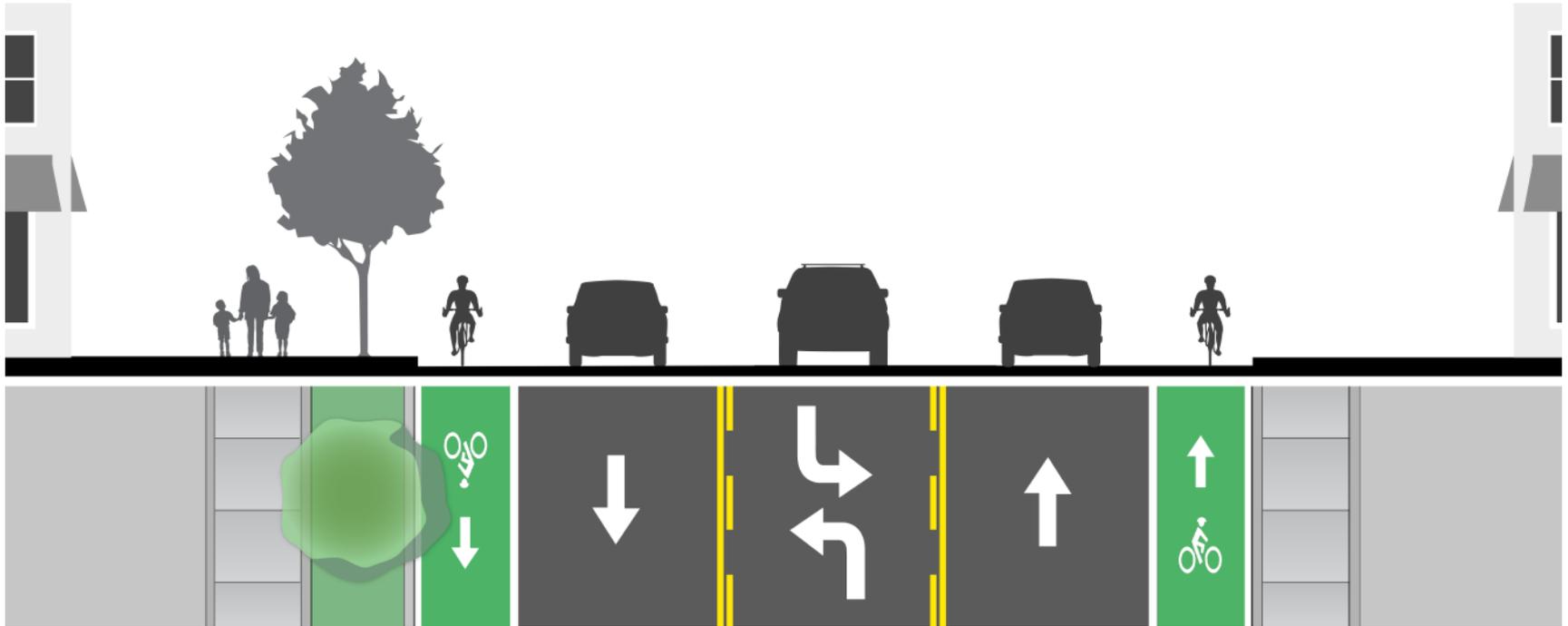
# Twin Oaks Apartments



## Four-lane section:

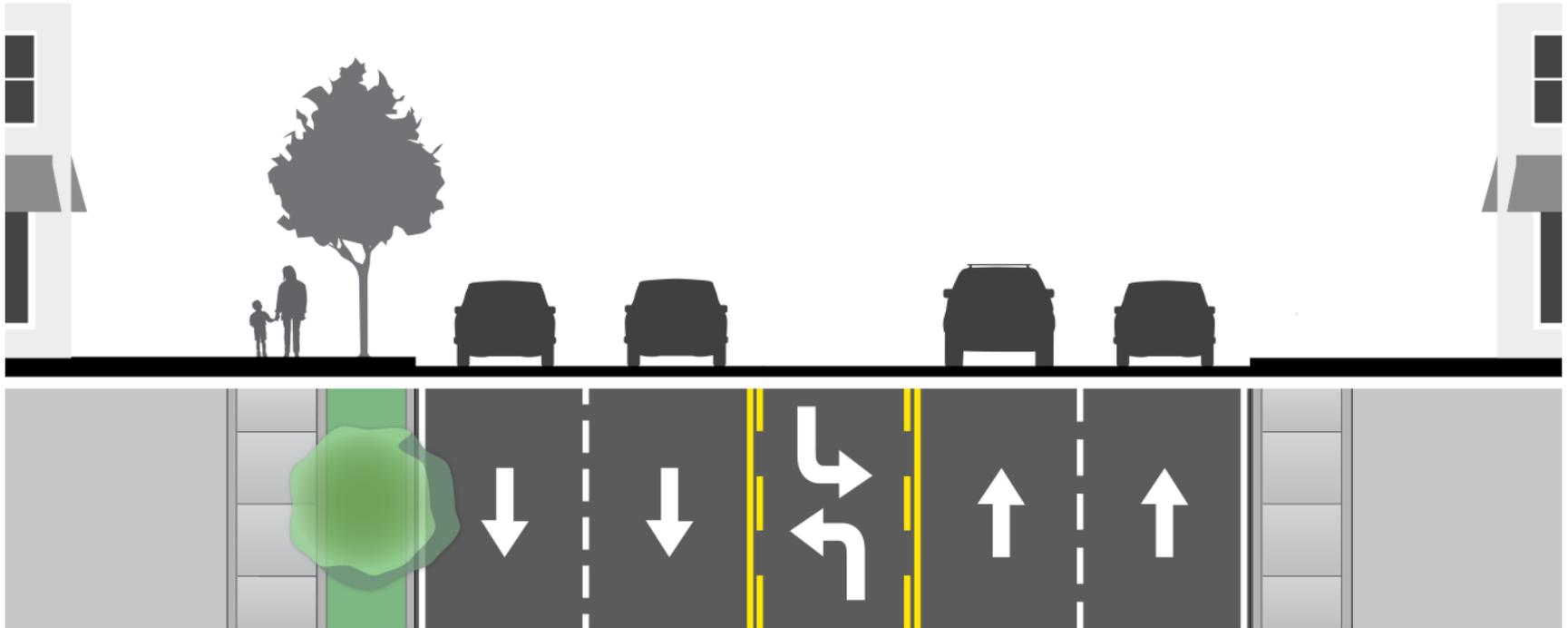
- Can keep short median and protected crossing
- May be able to expand sidewalk without added ROW

# 3-Lane Typical Section – West of Olive



- Short medians also used at crossings
- South sidewalk added; at least one planter strip in existing ROW

# 4-Lane Typical Section – West of Olive



- Medians not used as frequently until access management approaches implemented
- Planter strips and sidewalks may mean additional ROW

# Sams Crossing/Arcadia Avenue



Transition from 3-lane  
to 5-lane section

Hillyer

## Three-lane section:

- Transitions back to five lanes to add storage capacity
- Eastbound lane merges prior to Dalerose

# Sams Crossing/Arcadia Avenue

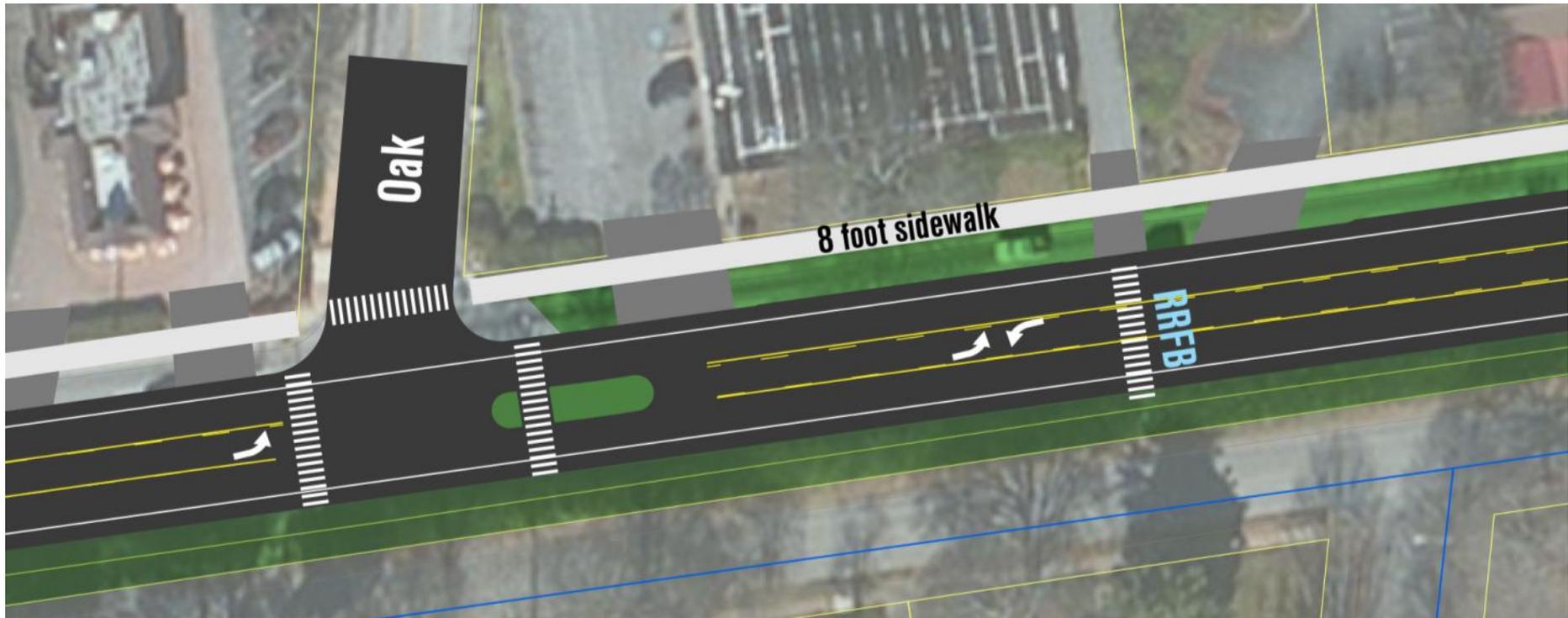


## Four/Five-lane section:

- No change from current design, although sidewalks added along north side of corridor

# Potential Strategies for Traffic

## *Remove Oak Street Signal*



### **Pros:**

- One less signal for stopping
- Crossing can remain

### **Cons:**

- Signal likely to be important for future development

# Potential Strategies for Traffic

## *Pine/South Avondale/Shopping Center*



### Pros:

- Gives more green to 278
- Addresses design

### Cons:

- No easy alternatives for shopping center, S. Avondale

# Next Steps

Consensus on corridor concept

Complete ARC project funding application

Continue exploring alternatives for pursuing road diet

Begin access management strategy with GDOT partnership