Community Involvement and Visualization

INTRODUCTION

- Mandated by the legislation
  - Reflect neighborhoods and communities’ opinions
  - Warrant the transparency of the planning process

- Existing Community Engagement Framework (CEF) should play a key role.
  - TADAC, BeltLine Affordable Housing Advisory Board, Atlanta BeltLine Study Groups, Community Representation on the ABI Board of Directors, Citizen Participation Advocate
H. Community Involvement and Visualization

INTRODUCTION

- Visualization is an effective method for communicating with the public.
- Both Off- and Online methods can facilitate communications with the public.
  - GIS mapping system
  - Internet based GIS system
  - Online survey

Piedmont Hospital HIA

- Used maps to gather public input on
  - Traffic problems
  - Undesirable walking conditions
  - Crime
H. Community Involvement and Visualization

### Piedmont Hospital HIA

**Map Number** | **Comment**
--- | ---
1 | Broken Sidewalk
2 | No Sidewalk
3 | Trees overgrown into the sidewalk
5 | Walking on Collier is unsafe/scary
7 | Ardmore Park streets need repaired sidewalks
10 | Too many ins/outs between 28th St and Collier with fast foods restaurants
* | No comment provided

### Walkability Audit Sections

**Map Number** | **Comment**
--- | ---
1 | Broken Sidewalk
2 | No Sidewalk
3 | Trees overgrown into the sidewalk
5 | Walking on Collier is unsafe/scary
7 | Ardmore Park streets need repaired sidewalks
10 | Too many ins/outs between 28th St and Collier with fast foods restaurants
* | No comment provided
The roadway, although in good condition, was extremely wide and somewhat curvy throughout this segment. Although sidewalks mimicked the street orientation with no buffer in between the two, sidewalks were often scattered with debris and dust and were essentially the same height as the roadway.

Examples of poor pedestrian conditions: although shady and separated from the street, these sidewalks are raised and broken and are narrow.

Along parts of the segment, there are times that the sidewalk height is even with the roadway height, creating essentially a continuous curb cut, with no separation between pedestrians and automobiles.

Example of Walkability Audit Questions

<table>
<thead>
<tr>
<th>Environment</th>
<th>Uses in segment (all that apply)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing</td>
<td>Single Family Detached</td>
</tr>
<tr>
<td></td>
<td>Housing Multi-Family</td>
</tr>
<tr>
<td>Residences</td>
<td>Public Parking</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Walking/Cycling Environment</th>
<th>Roadway/path lighting</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Road-oriented lighting</td>
</tr>
<tr>
<td></td>
<td>Retailer-oriented lighting</td>
</tr>
<tr>
<td></td>
<td>Other lighting</td>
</tr>
</tbody>
</table>

| Slope             | Flat                    |
|                  | Slight hill             |
|                  | Steep hill              |

| Segment intersections | Segment has 3-way intersection |
|                      | Segment has 2-way intersection |
|                      | Segment has 1-way intersection |

| Number of trees shading area | None or Very Few |
|                             | Some                |
|                             | Many/Dense          |

| Are there any drinking fountains? | Yes |
|                                  | No   |

| Number of trees shading area | None or Very Few |
|                             | Some                |
|                             | Many/Dense          |

| Number of trees shading area | None or Very Few |
|                             | Some                |
|                             | Many/Dense          |

| Number of trees shading area | None or Very Few |
|                             | Some                |
|                             | Many/Dense          |

| Number of trees shading area | None or Very Few |
|                             | Some                |
|                             | Many/Dense          |

| Number of trees shading area | None or Very Few |
|                             | Some                |
|                             | Many/Dense          |
### Recommendations

<table>
<thead>
<tr>
<th>KEY FINDINGS</th>
<th>RECOMMENDATIONS</th>
<th>RELATIONSHIPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walkability and Bikeability</td>
<td>Improve and increase barriers between pedestrian and automotive traffic along high-volume corridors, such as...</td>
<td></td>
</tr>
</tbody>
</table>

- Make improvements to the pedestrian environment, which could include:
  - Improve the quality of the sidewalks;
  - Ensure sidewalk width is adequate for two adults walking abreast;
  - Increase the number of crosswalks;
  - Increase and maintain lighting for pedestrians;
  - Add pedestrian signals to existing intersections;
  - Narrow roadways or lanes;
  - Reduce number of lanes;
  - Add medians;
  - Add textured pavement;
  - Add speed tables; and
  - Add or upgrade landscaping.

- Identify those destinations easiest to reach by bicycle and install bicycle-friendly facilities (such as bicycle racks, water fountains, etc.).

- Increase pedestrian education to include:
  - Wayfinding signage to make pedestrian routes easier to follow; and
  - Conduct outreach within the community to make residents familiar with new walking and bicycle options in the community.

---

### HIA/Transportation Plan HIA

- Conducted by CQGRD, City of Decatur officials, and CDC
- 60 Participants
- Raised key issues for the transportation plan:
  - Balance between modes
  - Safety for kids
  - Walking should be the norm
  - Bike and Pedestrian safety
H. Community Involvement and Visualization

HIA/Transportation Plan HIA

- Plan should address four broad areas
  - Intersection improvements
  - Bicycle facilities
  - Sidewalk improvements
  - Traffic Safety

- Also came up with a customized definition of health:
  - Health is a holistic sense of spiritual, mental, and physical well-being and the absence of illness and disease.

- These guiding principles were the underlying foundation of the study and drove the analysis and recommendations.
HIA/Transportation Plan HIA

- Develop a process for prioritizing pedestrian route improvements based on a combination of latent demand score (high demand), existing conditions (low level of quality), adjacent land uses (street typology), and proximity to a designated Safe Route to School corridor.
- Decrease walking distance around large intersections
- Bicycle parking facilities throughout the city.
- Opportunities for bicycle facilities should be considered in the design or reconstruction of new or existing streets, recreational areas, or site developments.

HIA Survey

- Both paper and online surveys were conducted.
H. Community Involvement and Visualization

THANK YOU!

Center for Quality Growth and Regional Development
Georgia Institute of Technology | Atlanta, Georgia
www.cqgrd.gatech.edu