

DECATUR 202s: MOBILITY

AFTER-THE-FACT PARTICIPATION GUIDE

If you've reviewed the presentations video found at decaturn2030.com/the-decaturn-202s, please review and respond to the questions below, save your answers as a Word document or comparable, and submit via email to decaturndestination@gmail.com.

1. VISION & POLICY

Decatur's commitment to human-scaled modes of travel is decades long and the city continues to expand routes and connections for pedestrians, bicyclists, and the mobility-impaired. This includes streetscape enhancements and bike lanes, an expanding trail network, recently completed streetscape and bicycling routes on N. McDonough Street, Trinity Place, and Commerce Drive, and approved but not yet implemented bike lanes on Church Street from Commerce Drive to the city limits.

Consider your individual experiences and feelings about these efforts, then choose the statement that best describes your position:

- » a. The city should continue its policy focus on human-scale modes of travel.
- » b. The city should reconsider aspects of this focus.
- » c. We are unsure at this time.

2. A BALANCED TRANSPORTATION SYSTEM

Traffic counts on Decatur's primary thoroughfares have remained relatively stable over the past 20 years, though congestion at key points and use of secondary streets has increased during peak hours. Traffic light timing and other investments could help improve traffic flow, but congestion isn't the only factor in transportation decisions.

Prioritize the following factors in terms of how they should influence future transportation spending and priorities.

- » a. Safety
- » b. Accessibility for the elderly or children
- » c. Accessibility for those with disabilities
- » d. Environmental impact
- » e. Efficient use of limited street widths
- » f. Health impact
- » g. Impact on drivers
- » h. Impact on bicyclists, pedestrians, or MARTA riders
- » i. Other factor (specify in your notes)

3. EQUITY

Mobility decisions and investments can have different impacts on various groups, including racial minorities, different genders, people of varying abilities, low-income populations, and those who do not drive. Different groups also experience streets and public spaces differently.

1. What impacts do Decatur's mobility investments have on different groups, and how can Decatur make more equitable investments in the future?
2. How might the following aspects of mobility impact groups differently, and how should these impacts be taken into consideration as the city makes transportation decisions?
 - » Parking
 - » Transportation and car ownership costs
 - » Access to nearby transit and jobs
 - » Impact of new technologies
 - » Safety and security

4. CLIMATE ACTION

Transportation is the largest contributor of greenhouse gases in the US and how we get around can make a big impact on our individual carbon footprint. Walking or biking have substantially lesser impacts than driving or using public transportation. And neighborhoods with a more dense concentration of housing, jobs, and services make it easier to walk or bike.

- » Currently, 89% of Decaturites drive to work, and very few commute by MARTA, walking, or biking. Is this an appropriate percentage or should we aim for a different number?
- » How can Decatur's transportation policies (related to street design, parking, housing and jobs near transit, and other factors) help the City government and its citizens reduce their carbon footprint?