

What does this mean for Central DeKalb?

Bicycle and Pedestrian

Sidewalks, bike lanes and multi-use trails provide system users with options and critical connections between modes and activity areas. For this plan, one objective is to provide sidewalks within 1/4 mile of activity areas (hospitals, transit routes, schools, malls and high intensity land uses) and fill in gaps along major corridors. To achieve this objective, over 1,000,000 linear feet (approx. 198 miles) of sidewalk improvements and bicycle/multi-use trail facilities have been identified through the CTP analysis.

Bicycle and pedestrian improvements are recommended along 117 roadways in the central quadrant including:

- Allgood Rd.
- Briarcliff Rd.
- Brockett Rd.
- Central Dr.
- Church St.
- Clairmont Rd./US 23
- Clarkston City Center
- Clifton Rd.
- Columbia Dr.
- Cooledge Road
- Covington Hwy./SR 12/US 278
- DeKalb Ind. Way
- Hambrick Rd
- Haygood Dr.
- Henderson Mill Rd.
- Hugh Howell Rd.
- Kensington Rd.
- LaVista Rd./SR 236
- Lawrenceville Hwy./US 29
- Main St - Stone Mtn
- Main Street - Tucker
- Memorial Dr./SR 154
- Montreal Rd.



- Mountain Ind. Blvd.
- N and S Indian Creek Rd.
- N. Hairston Rd.
- North Decatur Rd.
- North Druid Hills Rd.
- Northlake Pkwy.
- Ponce de Leon Ave.
- Rays Rd.
- Redan Rd.
- Rockbridge Rd.
- Rowland Rd
- Scott Blvd.
- Tucker Ind. Rd.

DeKalb Planning and Development Department
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TO:

Project Schedule

Phase 1 (Completed)

Review key issues.
 Initiate public outreach efforts.
 Identify current and future transportation needs.

Phase 2 (Completed)

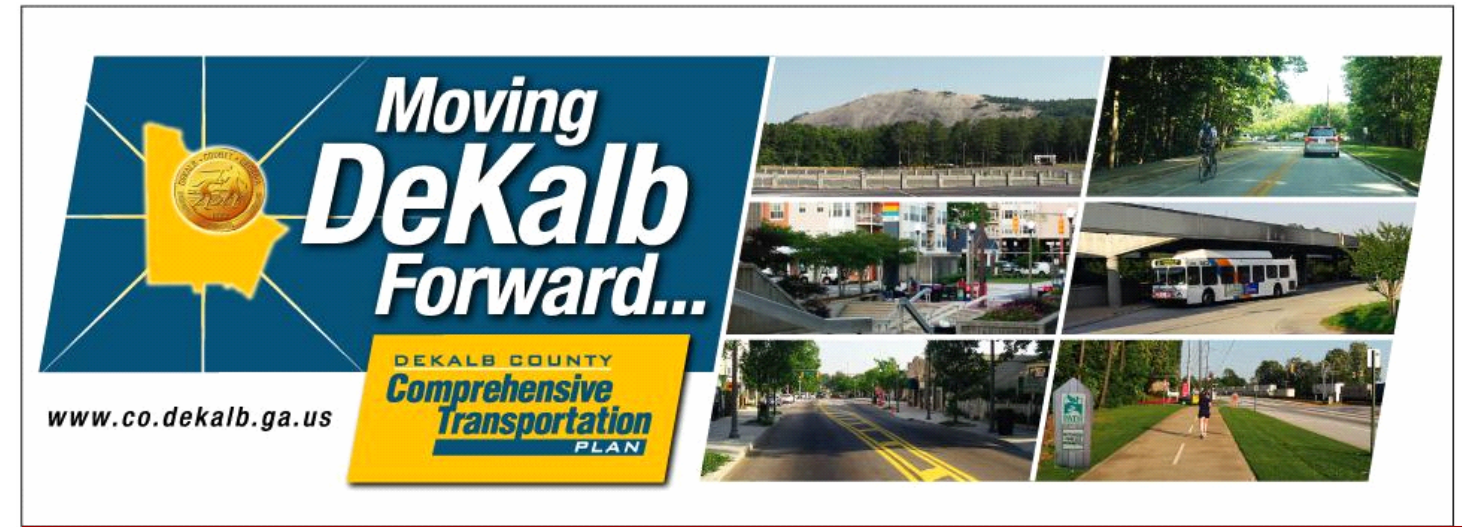
Evaluate program deficiencies and needs.
 Review improvement programs and policies.
 Develop recommended alternatives.

Phase 3 (Nearing Completion)

Select preferred alternative
 Develop final plan.

For questions or more information, please contact:
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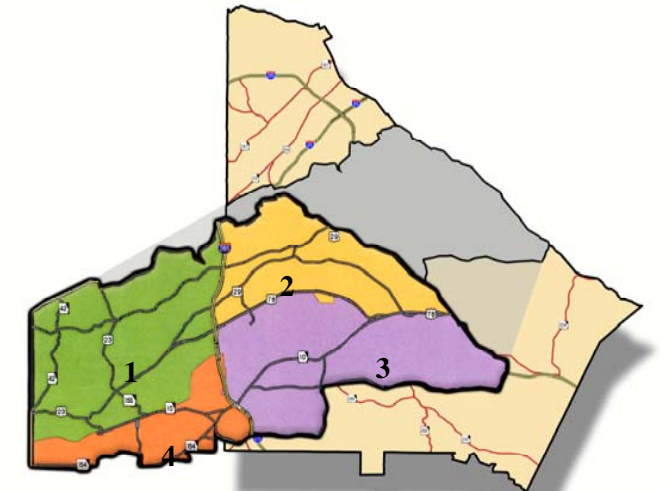
Summary of Transportation Recommendations for Central DeKalb

General Characteristics

The central quadrant of DeKalb County is bounded by Memorial Drive, Redan Road, and Rockbridge Road to the south; the I-85 corridor to the north; Fulton County to the west and Gwinnett County to the east. The cities of Stone Mountain, Pine Lake, Clarkston, Avondale Estates and Decatur, the County seat, are located in this quadrant, as well as a portion of the city of Atlanta and the unincorporated areas of Tucker, Scottdale and North Decatur. Central DeKalb includes 81 square miles or 30 percent of the County's total area and has a population of 227,789 persons or 36 percent of DeKalb's total population. Total employment in this quadrant is 156,494 employees.

By 2030, central DeKalb's population is expected to reach 268,960 an increase of 18 percent. Similarly, employment is expected to increase by 19 percent reaching almost 185,800 employees. Most of the growth in this area will be concentrated in the extreme east portion of the central quadrant, north of Atlanta and Decatur city limits, traversing Briarcliff Rd./SR 42 to North Druid Hills Rd., along North Decatur Rd. to Clairmont Ave., and the SR 155 corridor in southeast Decatur.

Central DeKalb is well developed and highly diversified in land use with major concentrations in residential, institutional, industrial, commercial, and recreational lands scattered throughout the quadrant. Central DeKalb is also marked by having multiple, semi-independent activity centers, as well as major commercial corridors. Activity centers include Decatur, Tucker, Northlake, Emory and Clarkston. Major corridors include LaVista Road, Lawrenceville Highway, Stone Mountain Freeway/US 78, Scott Boulevard, East Ponce de Leon Avenue, Memorial Drive, and Rockbridge Road. These areas generate high



traffic volumes, resulting in congestion on major roadways during commute periods. Major traffic generators for central DeKalb include the Emory/CDC area, Northlake, and the Tucker industrial area. Emory/CDC is characterized by a concentration of institutional and health care activity. Northlake has concentrations of retail and office space. Tucker has concentrations of commercial and industrial. Stone Mountain Park is a major recreational attraction for the region and state.

Like most of metro Atlanta, the majority of area residents drive to work (74 percent). Of the remaining commuters, 13 percent carpool and close to nine percent use public transportation. More than 80 percent of the over 120,000 commuters in this area live within 30 minutes of work. Only seven percent are within 10 minutes and close to nine percent travel an hour or more to work.

Recommended Program of Projects

To examine current and future multimodal transportation needs in DeKalb County four planning areas were established for the development of the Comprehensive Transportation Plan (CTP): **North DeKalb, Central DeKalb, Southwest DeKalb** and **Southwest DeKalb**. Central DeKalb has four subquadrants (shown above): **Decatur/Emory (1), Tucker (2) Clarkston/Stone Mountain (3), and South Decatur (4)**. Needs were identified using these geographic divisions, an updated and expanded regional travel demand model and public input gathered through public meetings, stakeholder interviews and surveys. The study team also identified potential needs based on professional experience, geographic analysis, review of literature and studies, and other sources.

Based on stakeholder and public input and technical analysis, the study team developed a preliminary list of over 800 potential transportation projects. This list included projects identified through the CTP needs analysis, Atlanta Regional Commission's (ARC) *Mobility 2030* plan, MARTA regional plans, corridor specific plans conducted by the county and other organizations, and county funding initiatives such as the HOST Program and Bond Initiative. The screening factors used to identify potential transportation improvements for capacity, operational, safety and ITS, transit and bicycle/pedestrian included the following:

Capacity

- Roadways with forecasted volumes far exceeding capacity or maximum traffic thresholds

Transit

- Projects identified through the CTP transit analysis

Operational, Safety and ITS

- Corridors with volumes approaching capacity or maximum traffic thresholds
- Projects identified through analysis of crash data, level of service analysis, and field review

Bicycle/Pedestrian

- Major corridor connectivity (arterials and collectors)
- Access to schools, transit stations, hospitals, activity centers, and dense land uses

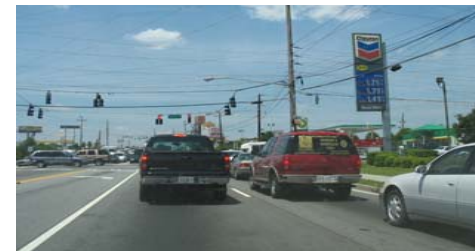
Potential projects were presented for stakeholder and public review and comment last Fall. The list has been refined based on an alternative scenarios evaluation, analysis of major corridors throughout the County, and input received from the public, stakeholders, and County staff. The recommended transportation program includes over 800 projects totaling more than \$6 billion over the next 25 years. Funding estimates from federal, state and local sources indicate that DeKalb County is expected to receive more than \$4.5 billion over the same period to implement multimodal transportation projects and programs as well as maintain and operate the system.

Summary of Recommended Projects

Type of Project	No. of Projects
Transit	65 total projects
	5 previously planned
	60 CTP identified projects (new)
Bicycle and Pedestrian	515 total projects
	129 previously planned
	386 CTP identified projects (new)
Roadway Capacity	71 total projects
	19 previously planned
	52 CTP identified projects (new)
Operational/Safety/ITS	196 total projects
	52 previously planned
	144 CTP identified projects (new)
Quadrant	No. and Type of Projects
North	222 total projects
	22 transit
	137 bike/ped
	14 roadway capacity
	49 operational/safety/ITS
Central	298 total projects
	19 transit
	188 bike/ped
	13 roadway capacity
	78 operational/safety/ITS
Southwest	164 total projects
	3 transit
	115 bike/ped
	22 roadway capacity
	24 operational/safety/ITS
Southeast	132 total projects
	8 transit
	67 bike/ped
	22 roadway capacity
	35 operational/safety/ITS
Countywide	13 transit
	4 bike/ped
	10 operational/safety/ITS

What does this mean for Central DeKalb?

Roadway Capacity



Memorial Drive, a major corridor in Central DeKalb

DeKalb County has a total of 2,480 centerline miles of roadway, with about 870 centerline miles in the central quadrant. In 2000, about 70 percent of the roadway network operated under conditions where traffic could move relatively freely. By 2030, the travel demand model shows that only about 40 percent of the network will operate under these conditions. In the central quadrant, about 32 percent of the network is expected to operate under congested conditions.

Encouraging transit-supportive communities is a key land use strategy for the CTP. Highly developed areas like north DeKalb can refocus future growth around transit stations and bus routes to reduce reliance on the automobile. To support this strategy, the following projects are recommended:

- Commuter rail between Atlanta and Athens
- Rail transit in the Inner Core corridor and between Decatur and Lindbergh station
- Bus rapid transit (BRT) in the Clairmont Rd and Memorial Dr. corridors
- Improved amenities at Avondale, East Lake, Edgewood and Kensington stations

To reduce congestion on major roadways, the CTP has recommended 13 roadway capacity projects of which 2 are planned and 11 are new potential projects. Implementation of recommended improvements would add over 36 miles of capacity to major roadways, including:

- Briarcliff Rd
- E Ponce de Leon Ave
- Hugh Howell Rd.
- I-285
- LaVista Rd
- Montreal Rd
- Mountain Industrial Blvd (SR 140)
- N/S Hairston Rd
- Rockbridge Rd
- Stewart Mill Rd.
- Stone Mountain Rd.
- US 78

Transit

- New bus routes from Lenox Station to Northlake Mall and from Avondale Station to Lenox Station
- A new transit facility at Briarcliff and Clifton Rds.
- Increase service frequency on:
 - Route 30: La Vista Rd..
 - Route 120: Stone Mountain



I-285 corridor in Central DeKalb

Operational, Safety, and ITS

The safe movement of people, goods, and vehicles on the county's roadways is critically dependent on how effectively the system is managed and operated. Many roadway needs can be addressed without constructing additional lanes. Traffic and signal operation improvements can add capacity quickly without the disruptions that construction often brings. Safety is also a critical concern for motorized and non-motorized users of the transportation system. These operational improvements include adjustments to traffic signal timing, installation of reversible lanes or turn lanes, limiting or consolidating access points, and incident response programs. Operational improvements are recommended in several locations on the following roadways:

- Briarcliff Rd (SR 42)
- Candler Rd/Flat Shoals Pkwy (SR 155)
- Clairmont Rd (US 23, SR 155)
- Clifton Rd
- Glenwood Ave (SR 260)
- Houston Mill Rd
- Hugh Howell Rd. (SR 236)
- Kensington Rd
- LaVista Rd (SR 236)
- Lawrenceville Highway (US 29 US 78, SR 8, SR 410)
- Memorial Dr. (SR 154)
- N Decatur Rd
- N Druid Hills Rd
- Redan Rd
- Rockbridge Rd.
- Scott Blvd (US 78, SR 410)
- US 78/Stone Mtn Fwy
- W/E Ponce De Leon Ave (US 29/SR 8)

Operational improvements typically require no additional right-of-way acquisition or lane widenings. As a result, most of these projects are recommended for high priority implementation (by 2010) to provide congestion relief at major intersections and increase safety.