

What does this mean for Southwest 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 59 roadways in the southeast quadrant including:

- Boring Rd.
- Bouldercrest Dr.
- Bouldercrest Rd.
- Candler Rd.
- Clifton Springs Rd.
- Columbia Dr.
- Cook Rd.
- Dogwood Farms Rd.
- E. College Ave
- East Atlanta Village Street-scape Improvements
- Eastland Rd.
- Fayetteville Rd.
- Flakes Mill Rd.
- Flat Shoals Ave.
- Flat Shoals Rd.
- Glenwood Ave. (SR 260)
- Gresham Rd.
- Kelly Chapel Road
- Linecrest Road
- Moreland Ave.
- Panthersville Rd.
- Peachcrest Rd.
- Rainbow Dr.
- River Rd.
- S. Columbia Dr.
- Second Ave.
- Snapfinger Rd.
- South Hairston Rd.
- South Indian Creek Dr.
- Wesley Chapel Rd.



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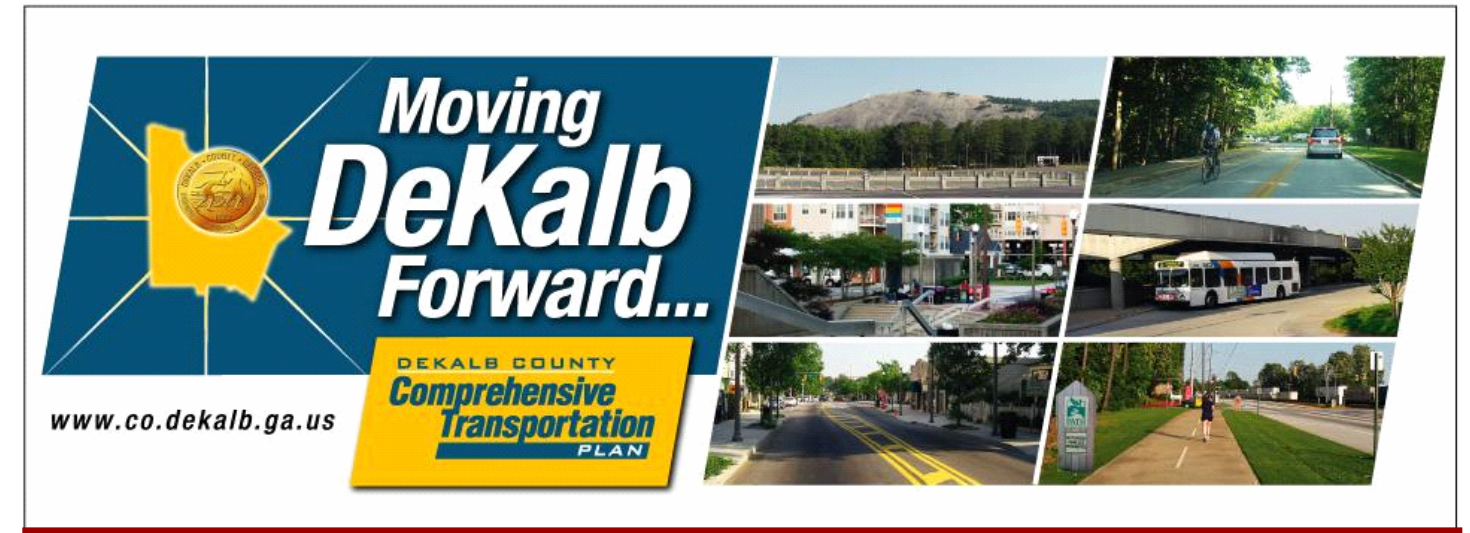


Project Schedule

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.



Summary of Transportation Recommendations for Southwest DeKalb

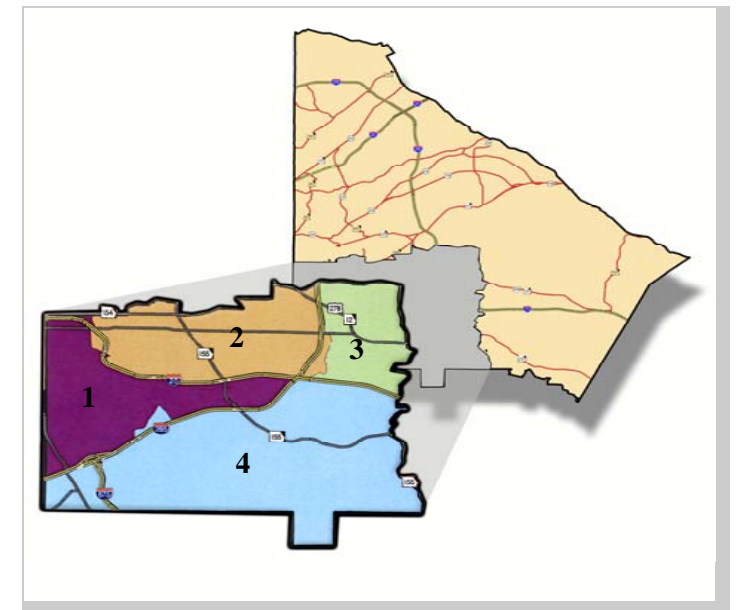
General Characteristics

DeKalb County's southwest quadrant is bounded by Fulton County to the west, SR 155 in southwest and south of Pine Lake in the north. Portions of the City of Atlanta, Decatur and Avondale Estates are located in this quadrant, as well as the unincorporated areas of Ellenwood and Conley. The quadrant includes 67 square miles or 25 percent of DeKalb's total area and has a total population of 154,550 persons or 24 percent of DeKalb's total population. Total employment in this quadrant is 29,360 employees.

By 2030, southwest DeKalb's population is expected to increase by 21 percent, reaching 186,920 and employment by nearly 67 percent, reaching 48,960. Most of the population and employment growth in this area will be concentrated in the quadrant's eastern portion, east of Panthersville Road and south of I-285 towards the Clayton and Rockdale County lines.

Residential and commercial growth has begun to expand into the south DeKalb area where vacant land is more available. Southwest DeKalb is predominantly medium density residential, with many smaller pockets of commercial. Large areas of green space and industrial lands lie in the southern half of the quadrant. The largest commercial and institutional area is the Panthersville area, and major commercial corridors include Candler Road, Wesley Chapel Road, Covington Highway, and Memorial Drive. These areas generate high traffic volumes, resulting in congestion during commute periods.

The Panthersville area is characterized by a mix of land uses, including commercial, office, institutional, and



high density residential. The Wesley Chapel Road area also combines commercial, institutional, and office uses. In addition, several industrial parks in the area make it a major hub for truck traffic, particularly along the I-20 corridor.

With few alternatives to driving, this mix of residential and commercial development translates into numerous and lengthy commutes and high levels of congestion. Like most of metro Atlanta, the majority of area residents drive to work. (70 percent). Of the remaining commuters, 18 percent carpool and close to 11 percent use public transportation. One-third of the almost 68,000 commuters in this area live within 30 minutes of work. Only three percent are within 10 minutes and close to 15 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**. Southwest DeKalb has four subquadrants (as shown on page 1): **Gresham Park/Panthersville (1), Belvedere Park/Candler-McAfee (2), Covington/Wesley Chapel (3), and Ellenwood (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	64 total projects
	5 previously planned
	59 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	163 total projects
	2 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 Southwest DeKalb?

Roadway Capacity



Flat Shoals Parkway, a major connector

DeKalb County has a total of 2,480 centerline miles of roadway, with over 608 centerline miles in the southwest 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 southwest quadrant, close to 30 percent of the network is expected to operate under congested conditions.

To reduce congestion on major roadways, the CTP has recommended 22 roadway capacity projects of which 8 are planned and 14 are new potential projects. Implementation of recommended improvements would add over 83 miles of capacity to major roadways, including:

- Bouldercrest Rd.
- Clifton Church Rd.
- Columbia Dr
- Flakes Mill Rd.
- I-285
- I-675
- Moreland Ave.
- Panthersville Rd.
- Rainbow Dr.
- River Rd.
- Snapfinger Rd.
- SR 12/Covington Hwy.
- SR 155/Candler Rd/Flat Shoals Pkwy.
- Wesley Chapel Rd.

Transit

Planned commercial and mixed use development in the Southwest quadrant will require more emphasis on increasing and expanding public transportation. To meet the increasing need for transit in this area, the following projects are recommended:

- Implementation of bus rapid transit (BRT) along Candler Rd. from Decatur to I-20 East
- Increase service frequency on Route 96: Snapfinger/Wesley Chapel

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:

- Bouldercrest Rd.
- Browns Mill Rd.
- Candler Rd. (SR 155)
- Covington Hwy. (US 278, SR 12)
- Flat Shoals Pkwy. (SR 155)
- Flat Shoals Rd.
- Glenwood Ave. (SR 260)
- Gresham Rd.
- Memorial Dr. (SR 154)
- Moreland Ave. (US 23)
- Panola Rd.
- Panthersville Rd.
- Redan Rd.
- River Rd.
- S. Hairston Rd.
- Snapfinger Rd.
- Wesley Chapel Rd.



Candler Rd. corridor in southwest DeKalb.

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.