

DeKalb County

Comprehensive Transportation Plan



Final Report

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Moving DeKalb Forward...



Table of Contents

<u>Section</u>	<u>Title</u>	<u>Page</u>
	Introduction	vi
	<i>Map 1 – Study Area</i>	vii
	Resolution to Adopt DeKalb County CTP.....	viii
	Executive Summary	xii
1.0	Purpose of the Comprehensive Transportation Plan	1-1
1.1	Function.....	1-1
1.2	Goals	1-3
1.3	Performance Measures	1-6
2.0	Transportation Network	2-1
2.1	Existing Inventory	2-1
2.1.1	Roadway Network.....	2-1
	<i>Map 2-1 – Dekalb County Functional Classification Plan</i>	2-2
	<i>Table 2-1 – Roads Classified as Collector and Above</i>	2-3
	<i>Table 2-2 – Centerline Miles of Roadway by Functional Class</i>	2-8
2.1.2	Pedestrian Network	2-8
2.1.3	Bicycle Facilities	2-9
2.1.4	Transit Facilities.....	2-11
2.2	Inventory Needs Analysis	2-12
2.2.1	Volume-to-Capacity Ratio.....	2-12
2.2.2	Refined Model Development	2-13
	<i>Table 2-3 – Increase in Lane Miles by Facility Type</i>	2-14
	<i>Map 2-2 – Additional Roadways in 2000 Network</i>	2-15
	<i>Map 2-3 – Refined 2000 Network by Facility Types</i>	2-16
	<i>Map 2-4 – Refined 2000 Network by Number of Lanes</i>	2-17
2.2.3	Roadway Needs	2-18
	<i>Map 2-5 – 2030 E+C V/C Deficiencies</i>	2-19
2.2.4	Transit Needs	2-20
	<i>Map 2-6 – Existing Transit Service</i>	2-21



Table 2-4 – LOS Guidelines for Fixed Route Service Frequency.....2-22

Figure 2-1 – Countywide Access to “Good” Transit Service.....2-23

Figure 2-2 – Countywide Access to Transit.....2-24

2.2.5 Signalization and Intelligent Transportation Systems (ITS).....2-25

 Overview of ITS and Signalization Assessment Process2-26

 Evaluation of Existing Infrastructure2-27

 Assessment and Recommendations2-27

 Traffic Control Center2-28

2.2.6 Freight Movement Needs2-29

 Rail Freight2-30

Map 2-7 – Railways and At Grade Crossings.....2-31

 Truck Freight.....2-32

Table 2-5 – Truck Routes2-32

Map 2-8 – Designated Truck Freight Routes.....2-33

Map 2-9 – Truck Traffic.....2-37

Map 2-10 – Proposed Truck Routes.....2-38

2.2.7 Bicycle and Pedestrian Needs.....2-39

 Bicycle Analysis2-39

Table 2-6 – Minimum Roadway Conditions for Bicycle Suitability2-40

Map 2-11 – Bicycle Suitability.....2-41

Map 2-12 – Bicycle Improvements2-42

 Pedestrian Analysis2-43

Map 2-13 – Existing Sidewalks.....2-44

Map 2-14 – Sidewalk Improvements2-45

2.3 Trends2-46

2.3.1 Land Use2-46

 Overview.....2-50

Table 2-7 – Transportation Scenarios and Land Use Patterns.....2-51

 Analysis Summary2-51

Table 2-8 – Summary of Economic and Land Use Impacts2-52

 Scenario Descriptions.....2-52

 Moderate and High Growth Comparisons2-67



3.0 Recommendations3-1

3.1 Policy Development 3-1

3.2 Intergovernmental Coordination 3-3

3.3 Program Development..... 3-4

Figure 3-1 – Breakdown by Number of Projects..... 3-5

Figure 3-2 – Breakdown by Project Cost..... 3-5

3.4 Transportation Demand Management 3-5

3.5 Program of Projects 3-8

Table 3-1 – Number of Projects and Estimated Cost by Category 3-11

3.5.1 DeKalb County Funded Projects 3-14

Map 3-1 – Potential Program of Projects (Sidewalks) 3-74

Map 3-2 – Potential Program of Projects (Capacity) 3-75

Map 3-3 – Potential Program of Projects (Greenways) 3-76

Map 3-4 – Potential Program of Projects (Operational/Safety/ITS) 3-77

Map 3-5 – Potential Program of Projects (Bicycle) 3-78

4.0 Quadrant and Subquadrant Analysis4-1

Table 4-1 – Quadrants and Subquadrants 4-1

4.1 Quadrant Analysis Considerations 4-1

Map 4-1 – Quadrants..... 4-2

4.2 Deficiencies and Needs 4-3

Figure 4-1 – Roadway Miles Suitable for Bicycles..... 4-4

Table 4-2 – Bicycle Facility Needs by Quadrant..... 4-5

Table 4-3 – Roadway Miles with Sidewalks..... 4-8

Table 4-4 – 2030 V/C Greater than 1.0 4-9

Table 4-5 – Percent of Population with Minimal Transit Service 4-10

Table 4-6 – Employment with Minimal Transit Service..... 4-10

Table 4-7 – Summary of Improvements by Type..... 4-12

Table 4-8 – Summary of Improvements by Quadrant..... 4-13



5.0 Implementation5-1

5.1 Funding Strategies.....5-1

5.2 Funding Policy5-4

Table 5-1 – Projects / Estimated Cost by Implementation Criteria5-7

Table 5-2 – Projects / Estimated Cost by Category (2006-2030)5-8

5.3 2030 Revenue Forecasts.....5-8

Table 5-3 – Estimated Revenue by Source (2006-2030)5-8

Appendices

A	Environmental Justice Technical Memorandum
B	Best Practices Technical Memorandum
C	Corridor Analysis
D	Database Design and Support Technical Memorandum
E	Economic and Land Use Impact Analysis
F	Performance Measures Report
G	Institutional Coordination Technical Memorandum
H	Intelligent Transportation System (ITS) Needs Analysis
I	Roadway Operations Analysis Technical Memorandum
J	Transit Operations Technical Memorandum
K	Quadrant/Subquadrant Approach/Analysis
L	Travel Demand Model Methodology
M	DeKalb County Functional Classification System Plan
N	DeKalb County Truck Route Plan
O	Public Outreach Documentation
P	On Hold Projects

Executive Summary

The DeKalb Comprehensive Transportation Plan (CTP) is the result of an extensive, iterative, and comprehensive process incorporating community involvement, technical analysis, and institutional oversight in determining the appropriate transportation system for DeKalb County. The process balanced technical analysis with attention to community desires for the County's transportation system.

Throughout development of the CTP, significant efforts were made to engage the public in the planning process. At the beginning of the CTP, a public involvement plan was prepared in cooperation and coordination with the public to guide participation and ensure adequate opportunity for involvement by all members of the County. A survey was implemented to assess citizens concerns and requests related to transportation in DeKalb County and to gain a sense of what the citizens of the County think are important issues in transportation. A stakeholder database including broad based representation from each quadrant of the County, as well as commercial, educational, business, retail, religious, ethnic, healthcare, elderly, disabled, and cultural attraction communities was established to maintain communication with the citizens most likely impacted by the study. This ensured a level of continuous involvement for all groups in reviewing information and providing input for consideration by the study team. At key milestones in the development of the CTP, public involvement meetings were held throughout the County to inform the public of the plan's progress and to solicit feedback and dialogue on aspects of plan development. Formal public meetings were supplemented by outreach opportunities to civic organizations, business and community groups, and through information booths at retail and recreational venues.

Policy recommendations were the result of extensive technical analysis that considered the impact of transportation demand to the year 2030 and anticipated land use developments. The County follows a solid base of policies and strategic directions when making decisions regarding transportation and land use. The CTP update evaluated these policies in the context of current and future needs, current funding resources and directions for the transportation program provided during the update. Continuing policy emphasis on three major areas will enhance the development of an effective and efficient transportation system:

- Transportation – Key to effective transportation policy is the integration of complementary land use strategies.
 - Advocate targeted expansion of transit and additional implementation and operating funds from available sources.
 - Implement *DeKalb County Functional Classification System Plan* (formerly referred to as the *Thoroughfare Plan*) – provides necessary updates to the previous Thoroughfare Plan to reflect changes in road usage patterns and reconcile road classification system with that of the Georgia Department of Transportation.
 - Implement *Truck Route Plan Update* – provides necessary update to the original truck route plan adopted in 1967 to reflect changes in over-the-road freight movement.

- Develop and implement a parking demand management study for unincorporated portions of the County.
- Maximize the utilization of the existing system. Policy direction should continue to emphasize enhancing the efficiency of the existing system. Maintenance of the current system should continue to be funded. In addition, Transportation Demand Management (TDM) strategies can assist with controlling the transportation demand in the County. TDM policies reduce dependence on the automobile, reduce demands on the regional and local road network, and improve connections between modes to allow seamless trips. The County should continue to encourage employer use of carpools, vanpools, transit applications, and flexible work schedules.
- Continue to require developers to provide improvements as needed for developments. Additional consideration of impact fee legislation and enhanced enforcement of development regulations including Transportation Management Plans (TMP) should be a continuing part of the County's agenda. Developers should be required to provide TMP's that outline a combination of commute alternatives, transportation demand strategies, and parking limitations to be employed such that twenty-five percent of peak hour work trips to the office district in question be taken by an alternative means of transportation.
- Continue to strengthen regulations ensuring "complete streets," the concept of planning, designing and constructing roadway facilities that accommodate pedestrian and bicycle modes. The "complete streets" concept was incorporated throughout the CTP process. Appropriate design features promoting safe walking and bicycling can be more efficiently incorporated as roadway projects are programmed and scheduled, however, some retrofitting of existing roadways may be considered.
- Land Use/Development – The County can take advantage of continuing growth and development through the implementation of policy that encourages land use and development that is compatible with maintaining an effective and efficient transportation system. Examples of the types of legislation that can continue an effective relationship between land use and transportation follow.
 - Pedestrian Community Districts and the Traditional Neighborhood Development Districts – Both of these policies support focused land use patterns and promote an increased sense of place at key locations throughout the County. Also, these new districts provide designated areas for higher-density housing to prevent uncontrolled growth of such housing in inappropriate areas.
 - Transit-Oriented Development (TOD) – The County should consider adoption of the TOD Overlay District, proposed as part of the Pedestrian Community District – 4, and engage in planning studies for its growth centers to promote effective transit-oriented development patterns. Use of the TOD district will coordinate transit and land use investments and should continue to be emphasized.

- Quality of Life – DeKalb County has a tradition of offering its citizens a high quality of life. Ongoing transportation and land use policy development should continue to emphasize quality of life. Examples of programs that generate high quality of life policy follow.
 - Greenspace program – DeKalb County and the PATH Foundation have worked together to plan over 127 miles of greenways designed to offer a network of alternative transportation facilities throughout the county.
 - Livable Centers Initiatives (LCI) – Supporting and implementing the various LCI studies throughout the County can also help to promote multimodal transportation by connecting housing, retail and employment, enhancing pedestrian facilities, and improving access to transit.
 - Quality of life policy considerations for senior citizens – The 2000 US Census reported that DeKalb’s senior population (60 years of age and older) was greater than 72,000 (eleven percent of the total population). Potential policy considerations to accommodate the significant and increasing senior citizen population in DeKalb include the following. Make the roads as safe as possible:
 - Incorporate safety standards specific to the health needs of the aging population into road design. This would include the integration of left hand turn signals, the brightening of line markings and the modification of local street signs.
 - Expand driver training programs to improve the safety of older adult drivers. Target those who are licensed and over the age of 80.
 - Provide transportation alternatives tailored to the needs of older adults by modifying some buses to improve accessibility for those with mobility limitations, adding rain shelters and other transportation amenities to ease extended outdoor waits, and modifying transit routes to include communities with high densities of older adults.
 - Ensure that new housing designed specifically for older adults is constructed within walkable communities.

Institutional concerns were assessed through a series of stakeholder interviews conducted with jurisdictional, agency, community, and business representatives. The purpose of the interviews was to identify major public issues related to the transportation plan, needs and deficiencies of the current system, prominent actors in transportation planning issues and their role, and sources of potential community conflict. A Project Coordination Committee (PCC) comprised of jurisdictional representatives and agencies with functional authority over elements of the transportation system was appointed. The PCC’s purpose was to ensure adequate coordination within DeKalb County agencies, and between DeKalb County and other jurisdictions charged with providing transportation services. The PCC met regularly throughout the course of the plan development.

The technical process began by collecting data and assessing the existing conditions prevalent in the DeKalb County transportation system, and current transportation needs. The County was subdivided into quadrants for analysis purposes. Significant field work and observation accompanied preparation of several technical documents on elements of the County transportation system. The ARC Travel Demand Model was refined for use in analyzing the current and future transportation system in DeKalb County. Based on review of current conditions for various aspects of the transportation system, citizen, stakeholder, and staff input and a survey; projects to address existing deficiencies and citizen desires were developed and tested in the refined model. Performance measures addressing system preservation, system efficiency, safety, mobility, quality of life, and economic competitiveness were developed at a workshop to account for best practices in transportation planning and community goals.

As a further step, to aid discussion about land use and transportation investment policy, and what strategies might be appropriate for DeKalb County in the future, a series of development scenarios was created. The scenarios varied in the extent, location, and intensity of new development. The development scenarios allowed a detailed examination of the impacts of focusing growth anticipated for the County and provided a supportive array of transportation options for higher density development. Much of the higher-density future development was focused on existing and planned transit nodes in a conscious attempt to reduce vehicle trips that add to congestion, and increase transit ridership. This is also consistent with County residents' desire for improved transit and viable transportation alternatives to private automobiles.

The scenarios were evaluated against the established performance measures to determine the impact on the transportation system of focused growth and strategic investment. Based on this assessment, a set of projects was developed that balance growth and transportation investment, while addressing current and projected congestion and safety concerns. The "comprehensive" project list was analyzed at countywide, quadrant and corridor level. It contains projects for roadway capacity, safety, operations and operations management, greenways, bicycle and pedestrian facilities, and transit that balance the need for congestion mitigation while providing viable non-auto transportation alternatives that enhance DeKalb County as a livable community through 2030. Projects on the project list were assigned to short (2006-2010), mid (2011-2020), and long range (2021-2030) phases.

Projects were also categorized based on four groups of criteria as follows:

- Programmed projects have been identified as needed based on performance measures and are supported. They are included in the ARC TIP with commitments from federal, state and local funding sources.
- Projects that are needed, have local support and could potentially be funded using anticipated future intergovernmental funding, bonds, HOST, tax allocation districts, impact fees or other local funding sources.
- Aspirations projects are needed and supported but have no source of funding. They could be moved into the program as funding becomes available.

- Projects on hold pending further analysis are needed but have no community support and no identified source of funding. Projects on hold are listed in a table in Appendix A.

The CTP recommends a menu of funding strategies that can be considered by DeKalb County to address the funding of local and aspirations projects. This leaves the decision of whether to adopt increased levels of funding or to reassess the need at some future date. Information and recommendations provided throughout the CTP process provide the data upon which future transportation decisions can be made.

In summary, adoption of the plan and implementation of the program of projects will:

- Enhance mobility by decreasing travel time in major corridors
- Increase transit ridership resulting from focused growth and enhanced service
- Maintain existing congestion levels on arterials and collectors despite significant increases in population and employment through 2030
- Maintain and reduce existing environmental impact resulting from the transportation system

Introduction

DeKalb County is a thriving county in the Atlanta metropolitan area encompassing approximately 268 square miles. The character of the County varies considerably across its geographic sub-areas, but largely consists of relatively dense and well established urban and suburban residential neighborhoods as well as long-standing commercial developments. The County has matured beyond a once suburban community into an active metropolitan area with urban characteristics. Redevelopment and infill plus new development in the southern half of the county offer future growth opportunities as steady development in the northern half of the county continues. As Georgia's most densely developed county, DeKalb County has 2,483 persons and 974 housing units per square mile. Map 1 shows the area of study for plan development, which includes the entire County plus a three-mile buffer that offers a context for determining regional impact.

The DeKalb Comprehensive Transportation Plan (CTP) was prepared to guide transportation policy and program development through the designated 2030 horizon year. An investment in comprehensive, long-range planning was required to continue to meet increasing demands in the County from a diverse and growing population and an urbanizing infrastructure. The CTP provided an opportunity to link the interaction between transportation and other Comprehensive Plan elements. Coordinated integration between land use, growth, development patterns and needed transportation infrastructure requires long-range comprehensive planning, systematic analysis of transportation needs, and identification of solutions within the context of the County's socioeconomic composition and development.

To fund the development of the CTP, DeKalb County contracted with the Atlanta Regional Commission (ARC) and advertised a Request for Proposals (RFP) to solicit interest from the consultant community. In an effort to produce a CTP that effectively achieves County objectives, a consulting team led by Day Wilburn Associates, Inc., an Atlanta-based transportation planning and engineering firm, was selected to work with the County Planning and Development staff, citizen participants and the DeKalb County Board of Commissioners to complete the detailed planning required to prepare the plan. The team included several transportation planning sub-consultants including Grice and Associates, EDAW, Cambridge Systematics, Debo and Associates, Inc., Malvada Consulting Group, and STV, Incorporated. Late in the plan development process the DeKalb Planning Department was renamed Planning and Development, therefore any references throughout the document to the Planning Department or Planning staff should be considered Planning and Development.

DeKalb County would like to acknowledge and thank all members of the community including stakeholders, regional planning partners, and the general public that participated in the process to develop the Comprehensive Transportation Plan.



DeKalb County Comprehensive Transportation Plan

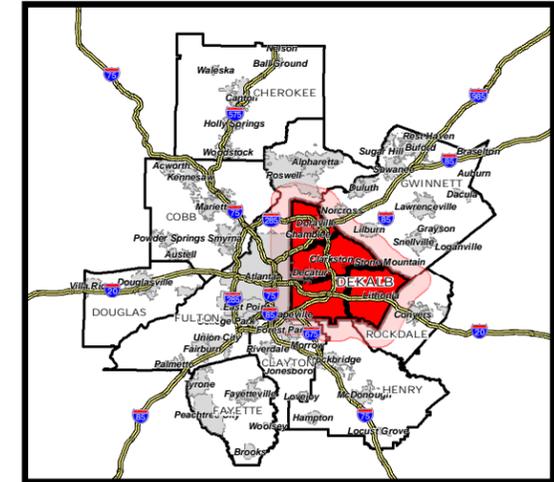
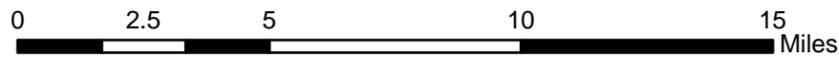
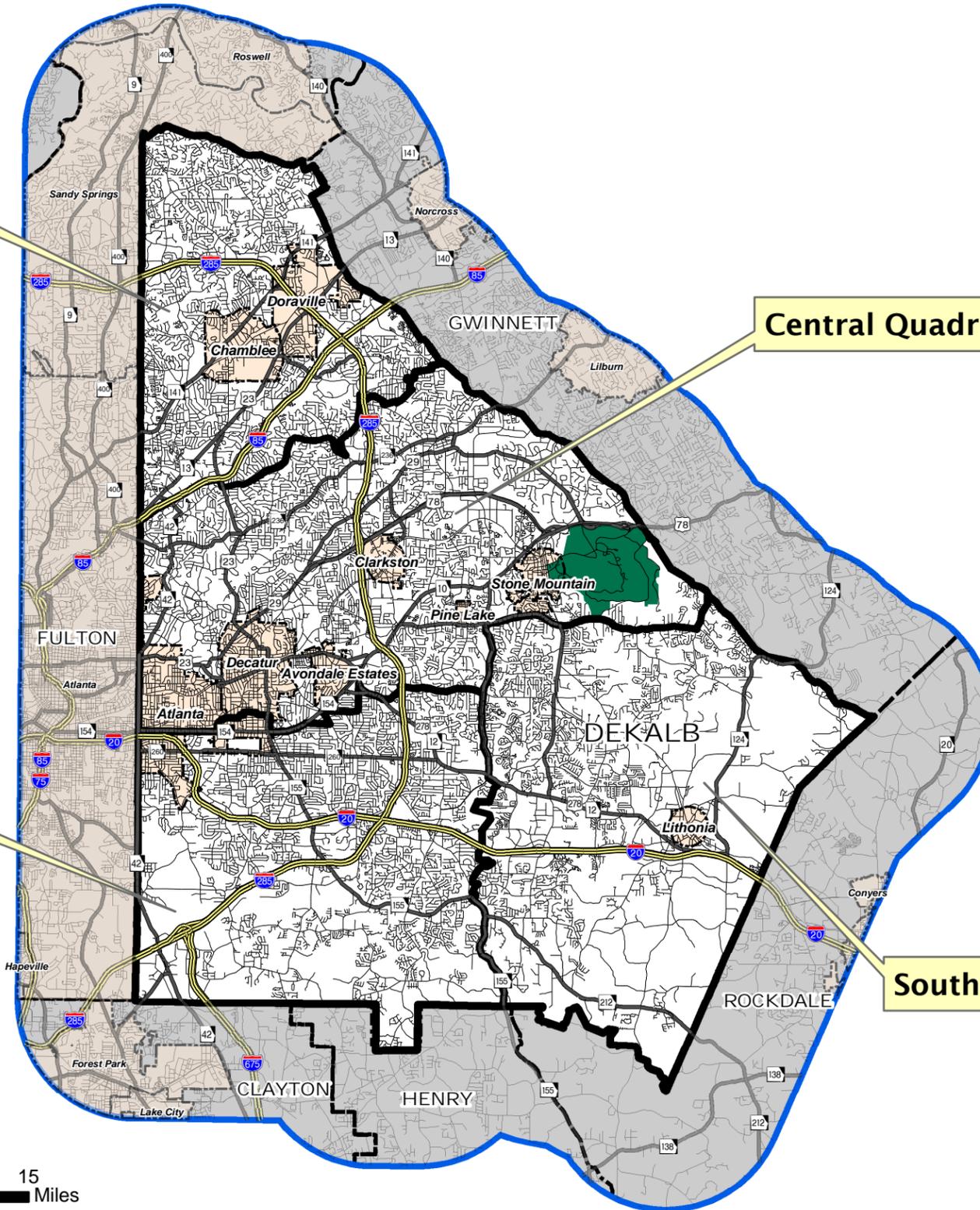
Study Area

North Quadrant

Central Quadrant

Southwest Quadrant

Southeast Quadrant



Map 1

Legend

- DeKalb County Quadrant
 - City Limits
 - 3 Mile Buffer of DeKalb County
 - County Boundary
 - Stone Mountain Park
- Road Network**
- Interstate Highway
 - State Route / U.S. Highway
 - Other Roads

Source: ARC, DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.





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Introduction



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1 Purpose of Comprehensive Transportation Plan

1.1 Function

The purpose for the DeKalb County Comprehensive Transportation Plan was to develop and sustain a balanced transportation network where people, goods and services can travel throughout the County in a safe, reliable, effective and efficient manner. The previous transportation plan was the DeKalb County Thoroughfare Plan, adopted in 1978. The new CTP was developed simultaneously and in coordination with the update of the 1995-2015 Comprehensive Plan. Expectations of the CTP included a large number of complex and interrelated tasks conducted in a logical, comprehensive and systematic manner to accomplish the following:

- Short, mid and long-range implementation plan consisting of a balanced listing of multi-modal projects. A balanced and effective program of projects was developed based on short, mid and long-range needs and funding sources.
- Strategies to improve access and mobility throughout the County. Transportation policies were recommended to focus development and maximize transportation investment. Multi-modal projects were developed from the intensive needs assessment process.
- Enhanced institutional coordination within the long-range transportation planning process. DeKalb operates in a transportation planning environment requiring a large number of local, regional and statewide planning partners. The County is heavily impacted by the decisions made by local and regional institutions. The CTP provided a description of the roles municipalities, regional agencies, state departments, private agencies, surrounding jurisdictions and county departments play to impact county and regional transportation planning.
- Operational and maintenance needs. Implementation of operational and maintenance improvements to meet mobility needs usually require fewer resources than other improvement strategies and can offer budget-friendly solutions to traffic problems. The CTP explored operational and maintenance options including intersection improvements, signal coordination and other Intelligent Transportation System (ITS) elements, and other enhancements to the transportation system.
- Development strategies that encourage economical use of transportation facilities. Strategies such as Transit-Oriented Development (TOD) incentives were encouraged as potential encouragements for “smart” development.
- Bicycle and pedestrian accessibility, mobility and safety. Bicycle and pedestrian needs were identified through site visits, crash analysis, and Geographic Information System (GIS) analysis to ensure that schools, transit nodes, retail and other activity centers were served by appropriate facilities.
- Addressing the mobility needs of the elderly, disabled, and transit-dependent. Through GIS analysis, elderly and transit-dependent populations were identified and incorporated into the project selection process.
- Storm-water/watershed management. An evaluation of the county transportation-related storm-water needs was conducted and strategies for mitigation and management of storm-water recommended.

- Livable/walkable communities. Pedestrian facilities and walkable policy suggestions were included in the CTP.
- Promotion of land use/development/transportation incentives. Transportation-friendly development policy suggestions were included in the CTP.
- Implementation of “Safe Routes to Schools” program that ensures safe pedestrian access to community schools. Roadways within a one-quarter mile radius of schools were assessed for pedestrian facilities. Appropriate sidewalks were recommended in the program of projects.
- Enhanced traffic congestion management. The regional travel demand model was refined to reflect unique DeKalb growth characteristics and network. The model was applied to determine congestion needs at ten year intervals through 2030. The model was also used to verify the effectiveness of proposed capacity improvements.
- Evaluation of impact of intra-regional travel, land use and environmental considerations in development of transportation strategies.
- Development of comprehensive Geographic Information System (GIS) database. Maps and shapefiles were developed including a full inventory of transportation facilities, land use categories, Livable Center Initiatives, programmed and recommended multi-modal projects, and a large number of County and regional features pertinent to transportation analysis.
- Development and implementation of user-friendly, comprehensive public involvement program. In coordination with ARC, GDOT, GRTA, MARTA and other agencies and institutions, a public involvement program that included a wide variety of activities was implemented to meet and exceed environmental justice requirements in the very diverse county.

The primary goal of the CTP is to plan for safe, reliable, timely, and efficient movement of goods, people, and services within, through, and around DeKalb County while limiting environmental impact. To enhance coordination between transportation and land use, the CTP was part of an all-inclusive effort to plan for the County’s future infrastructure needs as part of the development of the Comprehensive Plan. Both the Comprehensive Plan update and the CTP were conducted simultaneously and included significant complementary activities to offer the citizens an overall view of policy and program development from the land use and transportation perspectives.

The CTP also serves as a foundation for the development of future projects for the Atlanta Regional Commission (ARC) Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). DeKalb is a unique collection of communities in the midst of a dynamic, growing region. As a result, competition for scarce regional transportation funding for needed improvements is intense. With an adopted CTP and a complementary Comprehensive Plan, DeKalb will have the tools to focus on justified and needed local and regional strategies to meet increasing demand.

1.2 Goals

The objective of the CTP is to plan for DeKalb County's future infrastructure needs within the context of the County's Comprehensive Plan which sets the stage for current and future land use and development. The CTP also serves as the basis for future DeKalb projects recommended for inclusion in the regional transportation planning process' Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).

DeKalb County's previous Comprehensive Transportation Plan (known as the Thoroughfare Plan) was adopted in 1978. In June 1996 the Comprehensive Plan shifted DeKalb's transportation planning focus from roadway capital improvements to "mobility planning policy", targeting the movement of people, not just cars. DeKalb's existing transportation goals as outlined in the current Comprehensive Plan broadly aim at improving the efficiency and effectiveness of the transportation system giving special attention to pedestrians, public transportation, and transportation demand management, while integrating other elements such as land use policies. With this direction in mind, the current update of the DeKalb County Comprehensive Plan identified a set of goal areas that included the following:

- Multimodal Transportation
- Accessibility
- Safety
- Public Involvement and Coordination
- Environment and Quality of Life
- System Preservation

The goals established early in the CTP development process aimed at a needs-based perspective to identifying transportation recommendations coordinated with Comprehensive Plan directions. Taken together, the CTP goals assisted the County in identifying and prioritizing project and policy recommendations that reflect a strategic direction for the County's transportation program over the next several decades. The goals addressed a broad horizon of transportation issues taking into consideration transportation needs (identified through technical analysis) and public/stakeholder input. The result is a program of projects and strategies for implementation that reflect a consensus among DeKalb's communities. It was particularly important that goals be compatible with similar initiatives in neighboring counties to develop a transportation network that also addresses regional needs. With help from the public, the general categories listed above were defined into more specific directions guiding the development of the CTP. Goals for the CTP included the following.

Goal 1 – Incorporate all transportation modes into the CTP

The Comprehensive Transportation Plan addresses all modes of transportation. This was very important for DeKalb, given its rich history of transportation. The multimodal network offers a wide array of access serving a variety of trip-making needs. Development of an effective transportation system requires a complete roadway network that adequately offers mobility and accessibility for the traveling public. MARTA's transit system also serves DeKalb by providing transportation to non-drivers and



relieving congestion. A system is not complete without pedestrian facilities that offer efficient short trip connectivity to transit and activity centers without the use of a motor vehicle. In addition to pedestrian facilities, network efficiency can be enhanced with sufficient bicycle opportunities. A significant contingent of DeKalb's traveling public use bicycles for transportation as well as recreation. As a result, the goal of providing multimodal transportation is to offer pedestrian and bicycle facilities to help relieve the congested roadway network.

The needs analysis conducted at the quadrant and subquadrant level evaluated roadway, transit, pedestrian, and bicycle modes of transportation based on criteria and established performance measures. As a result of the comprehensive technical analysis and extensive public involvement, the CTP's multimodal program of projects included total of 878 projects (Roadways – 292 / Transit – 76 / Pedestrian – 340 / Bicycle – 128).

Goal 2 – Reduce travel time and congestion



Goal 2 is to enhance the efficiency of the roadway network by developing solutions to the growing congestion and increasing travel times on DeKalb's roadways. The DeKalb transportation network is consistently relied upon by regional and local commuters and businesses to provide a reliable flow of goods and people. Travel time and volume-to-capacity ratios will continue to increase without attention to the multimodal transportation infrastructure.

The needs assessment identified significant capacity deficiencies on a number of DeKalb's roadways including a 27 percent decrease in congested speed countywide by 2030. The program of projects includes a significant number of transit and roadway capacity and operations improvements designed to improve travel time and congestion.

Goal 3 – Promote improved travel safety and efficiency

Safety is of major importance to the County as well as to the State and Federal transportation partners. Specific improvements addressing identified safety deficiencies and safety hotspots were part of the technical analysis and extensive field work. Many times, safety improvements result in better operations of the system, facilitating mobility and access. The goal is to identify locations where specific improvements can be installed to create a safer, more efficient transportation network.

Crash data was collected countywide. The data was used to identify specific deficiencies such as intersections and roadway segments that exceed average crash rates. The deficient intersections and segments were addressed in the program of projects.

Goal 4 – Involve all members of the DeKalb community

Making the CTP recommendations a success involved contact and consultation with the County's many communities, citizens and stakeholders. The public involvement goal throughout the study ensured that all members of the DeKalb community had the opportunity to become involved in the study. Involvement from all segments of DeKalb's diverse population developed a plan responsive to the needs of the County's citizens, reflecting local priorities.

Significant public involvement activities including meetings in environmental justice communities, a focus group for Hispanic residents, and translations of public involvement materials into Spanish helped to encourage involvement from all members of the community.

Goal 5 – Improve air and water quality

The Region has become increasingly sensitive to environmental issues. Federal requirements for air and water quality are considered both important to program responsiveness as well as to quality of life. Meeting air quality requirements is a condition of federal funding. In addition, water runoff is considered an important challenge. The transportation program should explore and incorporate water runoff quality controls as part of any project improvement.



Emphasis on multimodal improvements plus an environmental screen that included strategies for enhancing environmentally friendly storm-water management techniques were plan activities designed to meet Goal 5.

Goal 6 – Evaluate land use impacts

A goal throughout the study was to effectively integrate transportation and land use strategies to ensure impacts from each are beneficial to the other. Land use and transportation impacts can be mutually supportive if properly integrated.

To illustrate the land use/transportation relationship, a variety of development patterns were tested along with specific package of transportation improvements. The test results provided insights to developing land use strategies that paired well with transportation improvements in the final recommendations.

Goal 7 – Improve coordination between agencies

As a result of the complex and multilayered regional planning process in metro Atlanta, effective relationships with planning partners at the federal, state, and municipal level will increase the potential for planning success. One of the stated goals of the CTP was to define and increase the effectiveness of the regional planning process through improved coordination with planning partners internal and external to DeKalb County government.

A significant number of planning partners ranging from private developers and DeKalb's municipalities to regional and state agencies such as ARC, GRTA, MARTA and GDOT are heavily involved in transportation planning decisions. As a consequence, Task 2 of the plan development process included an evaluation of the many institutional relationships required in the transportation planning process and recommendations to improve these relationships.

To ensure a goals and performance-based study, the seven CTP goals served as a foundation for project development. Sound, comprehensive performance measures, developed directly from the CTP goals, formed the basis for needs analysis and plan development.

1.3 Performance Measures

Performance measures are applied as a means to determine if the system is working as expected. Performance measurement is a process of assessing progress toward achieving goals. Performance measures have many functions.

They can be used to¹:

- Frame what attributes of the transportation system are most important;
- Provide information on current conditions and trends;
- Evaluate the success of implemented and ongoing projects;
- Provide a metric for communicating with decision makers and the public about past, current, and expected future conditions; and
- Serve as criteria for investment decisions in the transportation planning process.

The technical analysis for DeKalb used performance measures in several ways. Initially, performance measures related to goals were used to gauge the effectiveness of alternative transportation “program of projects” to achieving a desired outcome. In developing the methodology for evaluating transportation needs, performance measures were used to identify how well the transportation system functioned presently and in the target 2030 horizon year.

Performance measures help agencies provide accountability to the public, improve communication and improve the delivery of services. When applied as an integral part of the process, performance measures are used to assess the effectiveness of strategies, compare the benefits of potential improvements and select investment strategies that help agencies meet their goals. By identifying specific performance measures, DeKalb County is able to evaluate their effectiveness and move towards the achievement of these goals.



Performance measures for the DeKalb CTP were developed through a three-step process. First, a review of national best practices, prior research, and current performance measure usage was undertaken to generate a list of potential measures. Second, an initial screening was performed to identify and organize potential measures given the DeKalb CTP goals and objectives. This initial screening looked for performance measures that are:

- Clearly related to goals and vision
- Relevant and understandable to policy-makers and the public
- Influenced primarily by transportation projects or policies
- Quantifiable with data that can be readily collected or modeled
- Meaningful for all travel modes, and both people and goods movement
- Sensitive to land use changes

¹ FHWA / FTA, Getting More by Working Together — Opportunities for Linking Planning and Operations, November, 2004.

The third step in the development of performance measures involved stakeholders. The list of potential performance measures from the initial screen was presented to a workshop of transportation stakeholders in the early stages of CTP development. This provided suggestions that were used to develop the final set of performance measures.

Safety

- Roadway fatalities and crashes
- Pedestrian and bicycle fatalities

Mobility

Measures related to efficiency

- Volume to capacity ratio
- Average vehicle miles/hours traveled

Measures related to effectiveness

- Delay
- Level of service
- Percent of miles under congested conditions
- Trip reduction due to transit

Measures related to demand

- Origin-destination travel time and patterns (average travel speeds)

Accessibility

- Frequency of transit service
- Transit service hours per person
- Population/employment shares within 0.5 miles of bus/rail

Multimodal Transportation

- Number of transit passenger boardings
- Population/employment densities within 0.5 miles of rail stations

Environment and Quality of Life

- Connectivity and gaps between sidewalks and activity centers
- Speed by functional class
- Impacts on wetlands (qualitative assessment)
- Impacts on historic districts (qualitative assessment)

System Preservation

- Percent of non-state roadways/bridges below standard
- Percent of State Highway System with Pavement Condition Evaluation System (PACES) rating greater than 70

Further detail on the performance measurement development process is available in the technical memorandum entitled "Performance Measures Recommendations."

2 Transportation Network

2.1 Existing Inventory

DeKalb is a diverse County with a broad range of resources and differing transportation challenges. There is a growing movement in DeKalb County in support of a variety of development patterns including conventional subdivisions, traditional neighborhood development, mixed-use development, and transit-oriented development. At the same time, redevelopment of underutilized areas of the County is also underway.

Generally, transportation infrastructure, including both roadways and transit facilities, is more extensively developed inside I-285. Higher densities of transit work trips are also found inside I-285. The greatest challenges in these areas are maintaining the extensive existing infrastructure while also developing innovative techniques to better utilize these facilities.

The areas outside I-285, particularly in the southern part of the County, face a different set of challenges. These areas are not served by MARTA rail, and Census journey-to-work data indicates a much greater reliance on the private automobile given the limited availability of transit services. Recent growth has placed increased pressure on the existing roadway network, resulting in a need to expand and enhance the road facilities in order to maintain mobility.

2.1.1 Roadway Network

DeKalb County has 2,480 centerline miles of existing roadway network. Roadways were assigned a classification based on the facility's function, accessibility and mobility. On one end of the spectrum are expressways or interstates, which provide the greatest mobility but the least accessibility. On the other end are local roads which provide the greatest accessibility but the least mobility. The DeKalb roadway system by major functional classification is described below and also shown in Map 2-1, which illustrates the existing number of lanes for roadways contained in the travel demand model as of the year 2000.

- **Interstate Principal Arterial/Urban Freeway and Expressways** provide the greatest mobility because access is generally limited to intersections with the network at defined interchanges and permit high-speed movement. Interstates and expressways in DeKalb County include I-20, I-85, I-285, I-675 and US 78. Interstates and expressways account for two percent (62.6 miles) of DeKalb's total roadway network, of which 55.2 miles are Interstate highways and 7.4 miles are non-Interstate expressways. The Average Annual Daily Traffic (AADT) on these roadways averaged 170,180 vehicles per day (vpd) on Interstates and 104,400 vpd on other expressways.



DeKalb County Comprehensive Transportation Plan

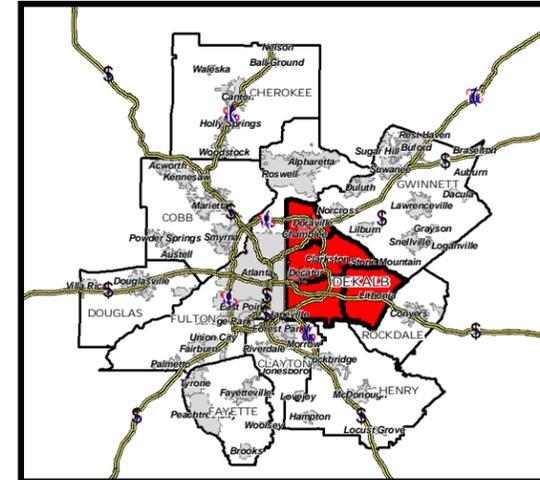
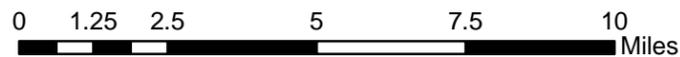
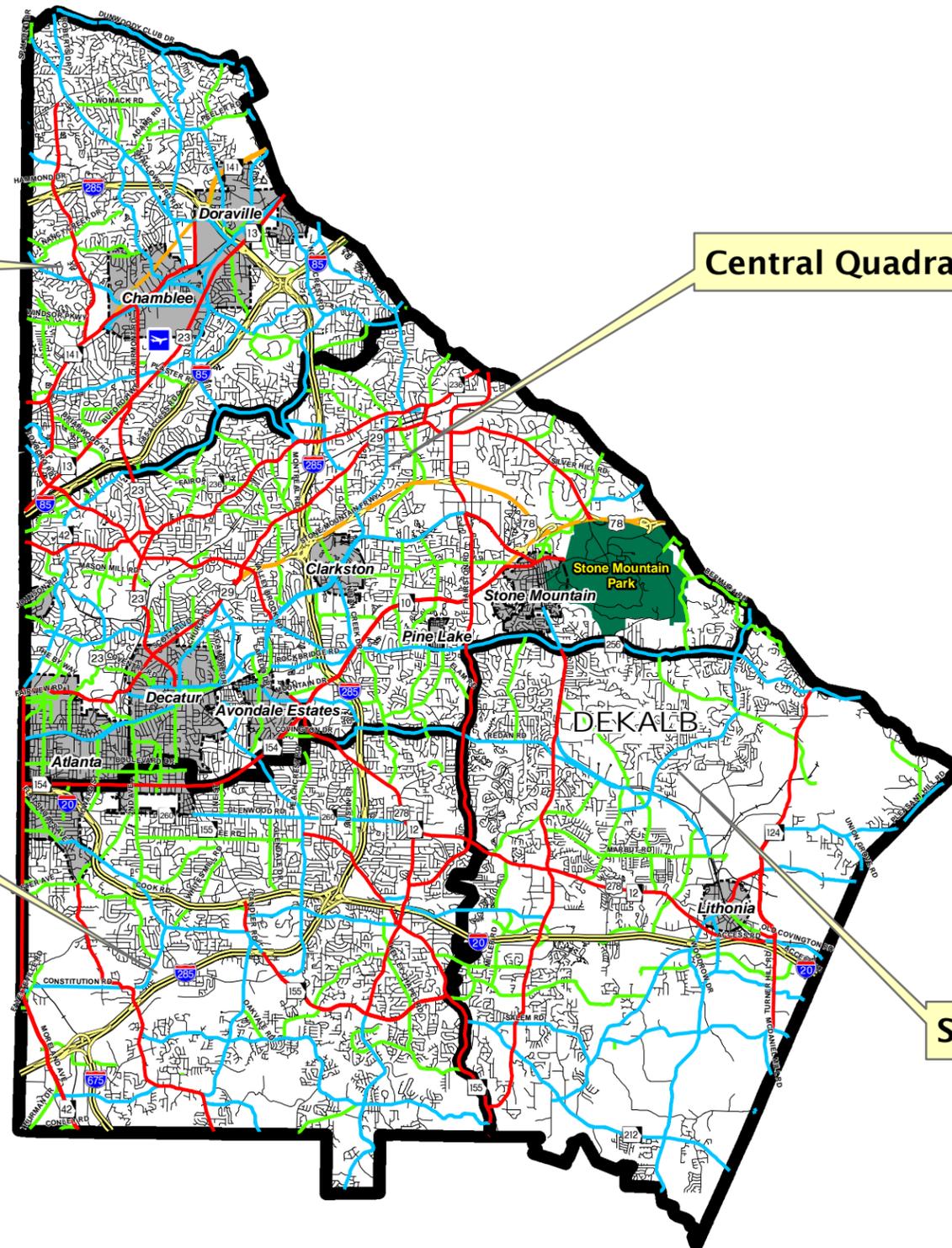
DeKalb County Functional Classification System Plan

North Quadrant

Central Quadrant

Southwest Quadrant

Southeast Quadrant



Map 2-1

Legend

DeKalb County Functional Classification System Plan

- Interstate
- Urban Principal Arterial
- Freeway
- Urban Minor Arterial
- Collector
- Ramp
- Local

Other Layers

- DeKalb-Peachtree Airport
- Railroad
- DeKalb County Quadrant
- City Limits
- Stone Mountain Park

Source: DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.



- Urban Principal Arterial and Minor Arterial Streets** serve as the backbone of the surface roadway network and typically connect major activity centers. Arterials carry large volumes of traffic at moderate speeds. Principal arterials in DeKalb County include Peachtree Industrial Boulevard/SR 141, Buford Highway/SR 13/US 23, Clairmont Road/US 23, Candler Road, Turner Hill Road/SR 124, Flat Shoals Parkway/Snapfinger Road/SR 155, North/South Hairston Road, Lawrenceville Highway/SR 8/US 29, Memorial Drive/SR 10, LaVista Road, and Hugh Howell Road/SR 236. The arterial system in DeKalb County comprises 13 percent or 324.2 miles of the total roadway miles, of which 98.4 miles are classified principal arterials and 225.8 miles are classified minor arterials. The AADT on arterial roadways in DeKalb County averages 28,060 vpd on principal arterials and 18,960 vpd on minor arterials.
- Collector Streets** connect activity centers and residential areas. Their purpose is to collect traffic from streets in residential and commercial areas and distribute it to the arterial system and carry traffic at low to moderate speeds. The collector system in DeKalb County comprises nearly eight percent or 190.3 miles of the total roadway network. The AADT on collector roadways in DeKalb County averages 9,020 vpd.
- Local Streets** offer the greatest access but the least mobility. Local streets feed the collector system from low volume residential and commercial areas at low speeds. Local streets are often found in subdivisions. The local roadway network comprises 77 percent or 1,902.6 miles of the total roadway network. The AADT on local streets roadways in DeKalb County averages 1,520 vpd.

Table 2-1 lists all roadways in DeKalb County that are classified as collectors or above.

**Table 2-1
Roads Classified as Collector or Above**

Road Name	Functional Classification
Interstate 20 EB	Interstate Principal Arterial
Interstate 285 IR	Interstate Principal Arterial
Interstate 675 NB	Interstate Principal Arterial
Interstate 85 NB	Interstate Principal Arterial
Stone Mountain Fwy	Urban Freeway or Expressway
Ashford Dunwoody Rd NE	Urban Principal Arterial
Buford Hwy NE	Urban Principal Arterial
Commerce Dr	Urban Principal Arterial
E Ponce De Leon Ave	Urban Principal Arterial
Mountain Industrial Blvd	Urban Principal Arterial
N Hairston Rd	Urban Principal Arterial
Peachtree Industrial Blvd	Urban Principal Arterial
Ponce De Leon Ave NE	Urban Principal Arterial
Turner Hill Rd	Urban Principal Arterial
Wesley Chapel Rd	Urban Principal Arterial

Transportation Network

Road Name	Functional Classification
Bouldercrest Dr SE	Minor Arterial
Bouldercrest Rd	Minor Arterial
Briarcliff Rd NE	Minor Arterial
Browns Mill Rd	Minor Arterial
Cedar Grove Rd	Minor Arterial
Chamblee Dunwoody Rd	Minor Arterial
Chamblee Tucker Rd	Minor Arterial
Clairmont Ave	Minor Arterial
Clairmont Rd	Minor Arterial
Clifton Church Rd SE	Minor Arterial
Commerce Dr	Minor Arterial
Covington Hwy	Minor Arterial
Dekalb Ave NE	Minor Arterial
Dunwoody Club Dr	Minor Arterial
E Ponce De Leon Ave	Minor Arterial
E Roxboro Rd NE	Minor Arterial
Evans Mill Rd	Minor Arterial
Flakes Mill Rd	Minor Arterial
Flat Shoals Rd SE	Minor Arterial
Glenwood Ave SE	Minor Arterial
Henderson Mill Rd	Minor Arterial
Henderson Mill Rd NE	Minor Arterial
Johnson Ferry Rd NE	Minor Arterial
Lavista Rd	Minor Arterial
Longmire Extended	Minor Arterial
Mcdaniel Mill Rd SW	Minor Arterial
Memorial Dr SE	Minor Arterial
Motors Industrial Way	Minor Arterial
Mount Vernon Rd	Minor Arterial
N Decatur Rd	Minor Arterial
N Druid Hills Rd NE	Minor Arterial
New Peachtree Rd	Minor Arterial
Northcrest Rd	Minor Arterial
Old Covington Rd	Minor Arterial
Old Stone Mountain Rd	Minor Arterial
Panola Rd	Minor Arterial
Panthersville Rd	Minor Arterial
Perimeter Ct W	Minor Arterial
Pleasant Hill Rd	Minor Arterial
Redan Rd	Minor Arterial
River Rd	Minor Arterial

Road Name	Functional Classification
Rock Chapel Rd	Minor Arterial
Rockbridge Rd	Minor Arterial
Salem Rd	Minor Arterial
Snapfinger Rd	Minor Arterial
Stone Mountain Lithonia Rd	Minor Arterial
Turner Hill Rd	Minor Arterial
Union Grove Rd	Minor Arterial
W Howard Ave	Minor Arterial
W Ponce De Leon Ave	Minor Arterial
Ward Lake Rd	Minor Arterial
Winters Chapel Rd	Minor Arterial
Woodrow Dr	Minor Arterial
2nd Ave	Collector
Access Rd	Collector
Adams Rd	Collector
Allgood Rd	Collector
Bermuda Rd	Collector
Boulevard Dr NE	Collector
Brannen Rd SE	Collector
Briarlake Rd NE	Collector
Brockett Rd	Collector
Cagle St	Collector
Candler Park Dr NE	Collector
Cedar Grove Rd	Collector
Chamblee Dunwoody Way	Collector
Cleveland Rd	Collector
Clifton Rd NE	Collector
Clifton Springs Rd	Collector
College Ave NE	Collector
Columbia Dr	Collector
Conley Rd	Collector
Conyers St	Collector
Cook Rd	Collector
Cooledge Rd	Collector
Cotillion Dr	Collector
Covington Dr	Collector
Custer Ave SE	Collector
Dawson Blvd	Collector
DeKalb Industrial Way	Collector
DeKalb PI NE	Collector
Dogwood Farm Rd	Collector

Road Name	Functional Classification
Dresden Dr	Collector
Durham Park Rd	Collector
E Lake Dr	Collector
E Rock Springs Rd NE	Collector
E Trinity Pl	Collector
Euclid Ave NE	Collector
Evans Rd	Collector
Fairview Rd NE	Collector
Fayetteville Rd SE	Collector
Flowers Rd	Collector
Flowers Rd S	Collector
Frazier Rd	Collector
Hambrick Rd	Collector
Hammond Dr	Collector
Happy Hollow Rd	Collector
Hayden Quarry Rd	Collector
Henderson Rd	Collector
Hillandale Dr	Collector
Houston Mill Rd	Collector
Howard Cir NE	Collector
Howard St	Collector
Hudson Rd	Collector
Idlewood Rd	Collector
Interstate 85 Access Road Conn	Collector
Interstate 85 Frontage Rd	Collector
Johnson Rd	Collector
Katie Kerr Dr	Collector
Klondike Rd	Collector
Linecrest Rd	Collector
Lithonia Industrial Blvd	Collector
Lithonia Way	Collector
Lullwater Rd NE	Collector
Main St	Collector
Mall Pkwy	Collector
Martin Rd	Collector
Maynard Ter SE	Collector
Mcafee Rd	Collector
Mclendon Dr	Collector
Memorial Dr	Collector
Mercer University Dr	Collector
Midvale Rd	Collector

Road Name	Functional Classification
Montreal Rd	Collector
N Druid Hills Rd NE	Collector
N Indian Creek Dr	Collector
N Peachtree Rd	Collector
NE Expressway NE	Collector
Norris Lake Dr	Collector
Northlake Pkwy	Collector
Oak Grove Rd	Collector
Oakvale Rd	Collector
Old Norcross Rd	Collector
Ormewood Ave SE	Collector
Panola Industrial Blvd	Collector
Peachcrest Rd	Collector
Peachtree Rd	Collector
Peeler Rd	Collector
Phillips Rd	Collector
Pleasantdale Rd	Collector
Rainbow Dr	Collector
Redan Rd	Collector
Rock Springs Rd	Collector
Rockbridge Rd	Collector
Rockland Rd	Collector
Rosser Rd	Collector
Rowland Rd	Collector
S Deshon Rd	Collector
S Howard St SE	Collector
S Indian Creek Dr	Collector
S River Industrial Blvd SE	Collector
Savoy Dr	Collector
Shadow Rock Dr	Collector
Snapfinger Woods Dr	Collector
Spalding Dr	Collector
Spender Trce	Collector
Stephenson Rd	Collector
Thompson Mill Rd	Collector
Tucker Norcross Rd	Collector
Union Grove Rd	Collector
Waldrop Rd	Collector
Welland Ave SE	Collector
Wellborn Rd	Collector
Whitefoord Ave SE	Collector

Road Name	Functional Classification
Windsor Pkwy NE	Collector
Womack Rd	Collector
Young Rd	Collector

Table 2-2 summarizes countywide centerline miles of functional classification.

**Table 2-2
Centerline Miles of Roadway by Functional Class**

Roadway Functional Class	Geographic Area				
	DeKalb	North Quadrant	Central Quadrant	Southwest Quadrant	Southeast Quadrant
Interstate Principal Arterial	55.2	16.3	7.7	23.9	7.3
Urban Freeway/Expressway	7.4	0	7.4	0	0
Urban Principal Arterial	98.4	23.9	45.8	15.2	13.5
Minor Arterial	225.8	39.9	73.1	57.7	55.1
Collector	190.3	39.8	65.6	38.5	46.4
Local	1,902.5	418.0	670.8	473.4	340.3
Total	2,479.6	537.9	870.4	608.7	462.6

As is shown in Table 2-2, the Central Quadrant contains the greatest proportion of DeKalb’s roadway network at 35.1 percent, followed by the Southwest Quadrant (24.5 percent), North Quadrant (21.7 percent), and Southeast Quadrant (18.7 percent).

Performance measures established for the DeKalb CTP for roadway facilities include:

- Average Vehicle Miles Traveled (VMT) and average Vehicle Hours Traveled (VHT)
- Roadway crash and fatality rates
- Pedestrian and bicycle crashes and fatalities
- Average travel speed and trip time
- Roadway congestion

2.1.2 Pedestrian Network

Providing safe and convenient pedestrian infrastructure can offer a viable alternative to the motor vehicle for short trips and is essential to create a lively community, neighborhood commercial area or downtown district. Pedestrian access is also vital to a successful and accessible transit system. Federal transportation policy promotes walking as a viable transportation mode. SAFETEA-LU legislation (as well as FHWA and



FTA regulations) stipulates inclusion of pedestrian facilities as part of metropolitan transportation plans.

However, federal regulations have not been the driving force behind the resurgence of pedestrian amenities in DeKalb County. Areas with traditional, pedestrian-oriented design have begun to understand the value of pedestrian infrastructure and its role in economic development. For example, the *Decatur Town Center Plan* has played a pivotal role in the rebirth of downtown Decatur by establishing community improvement goals that combine transportation improvements with development guidelines. Decatur has taken an active role in calming vehicular traffic in its central business district, has invested in better sidewalks, and improved linkages to the MARTA rail station.

The pedestrian facility analysis for DeKalb County utilized both qualitative and quantitative assessment. The analysis was based on the performance measures established for the DeKalb CTP for pedestrian facilities and includes:

- Safety (pedestrian/vehicle crashes)
- Linear miles of sidewalks
- Connectivity between activity centers

Needs and opportunities were identified from suggestions received through public information meetings, stakeholder meetings and interviews, bicycle pedestrian focus group, review of existing and proposed facilities, and qualitative review of the county's sidewalk inventory. The technical analysis considered pedestrian crash rates, the existing sidewalk inventory, connectivity between sidewalks and between modes, and how well major activity centers are served by pedestrian facility infrastructure.

The plan's goal was to ensure that sidewalks are accessible along roadways within one-quarter of a mile of activity centers (transit stations, malls, schools, hospitals, employment centers, and densely developed areas). Additional needs analysis included an assessment of pedestrian-related crashes.

2.1.3 Bicycle Facilities

In January 2000, DeKalb County, in conjunction with the PATH Foundation, commissioned *DeKalb's Greenway Trails: A Master Plan for Multi-Use Trails in DeKalb County, Georgia*. This report assessed the need for bicycle facilities in DeKalb County and concluded there is a need to enhance the infrastructure to ensure safe, enjoyable bicycle and pedestrian facilities for transportation and recreation. The report recommended a system of over 127 miles of interconnected greenways distributed throughout the County, designed to take advantage of right-of-way opportunities such as abandoned rail lines, drainage, and public utility easements, while maximizing connectivity with existing bicycle and recreational facilities and providing access to activity centers. Sixteen greenway trails are planned, and most of them are Class I facilities. These



greenways can be considered the bicycle equivalent of arterials and will require a system of collector and local paths (class II or III facilities) to feed the arterials in order to help address transportation needs as well as recreational needs.

The *DeKalb Greenway Trails* study scope differs from the CTP in that it was opportunity-based rather than need-based. The criteria for route analysis in the *DeKalb Greenway Trails* study considered cost, availability of right-of-way, and fiscal, physical and political feasibility. While these are vital criteria they do not address demand-based considerations, such as accessibility or safety, which are crucial elements to maintain an effective transportation system.

Expansion of bicycle facilities should occur in a balanced and economical manner, and for this reason, the routes identified and recommended in the plan are considered valid attempts to address transportation needs. The performance measurements established for the CTP that apply to bicycle transportation needs include:

- Safety (bicycle and pedestrian crashes)
- Linear miles of bicycle facilities
- Connectivity between activity centers

Needs and opportunities were based on suggestions received through public information meetings, stakeholder interviews and meetings, bicycle/pedestrian focus group, review of existing and proposed facilities, and qualitative reviews of the county's transportation system.

Bicycle infrastructure is difficult to assess quantitatively. Bicyclists use facilities designated as sidewalks, bicycle paths, roadways, greenways, and park paths, which prevent development of a reliable inventory of routes used by bicyclists. Conflicts and barriers to bicycle safety and connectivity can be small and localized, increasing the difficulty of assessing needs on a countywide or even quadrant-wide basis. Safety data is also difficult to obtain. Because bicycles are typically not insured, accidents involving bicycles are rarely reported unless they involve serious injury or damage to a motor vehicle. Due to difficulty obtaining quantitative data related to bicycle transportation demand, volume, capacity and safety, DeKalb's bicycle transportation infrastructure was assessed on a qualitative, GIS-based basis as well as quantitative basis.

In addition to the planning and implementation of designated bicycle facilities, attention was focused on pedestrian and bicycle safety issues within DeKalb's roadway networks. To allow bicyclists a reasonable degree of safety when riding on a roadway that is not a designated bikeway, characteristics of roadway suitability for bicycling were developed and examined in the quantitative analysis. The criteria used to determine bicycle suitability included:

- Motor vehicle volumes
- Motor vehicle traffic speed
- Width of outside lane and shoulder
- Percent truck traffic
- Roadway functional classification
- Pavement type and condition

Specific quantitative-based criteria allowed a comparison based on objective factors of concern to cyclists. As a result, inexpensive projects offering additional suitability for bicycle mobility were developed for the existing roadway network.

2.1.4 Transit Facilities

Consistently identified as a high priority in the County, an effective transit system is essential to maintain and enhance mobility and accessibility and therefore, the community's sustainability. DeKalb County has a variety of public and private transportation providers serving county residents. The backbone of the public transportation system is provided by the Metropolitan Atlanta Rapid Transit Authority (MARTA) which operates heavy rail service, fixed-route bus service, and paratransit service throughout the County. In addition to MARTA are several private transportation providers that serve particular transit market segments within the County.



More than 410,000 persons, approximately 62 percent of DeKalb's population, live within one-quarter mile of a MARTA bus route or rail station. Over 14 miles of MARTA heavy rail serve the County on the North, Northeast, and East Lines, which provide service in the North and Central Quadrants. The refined CTP travel demand model estimates that there are currently over 70,000 transit trips per day in the County, which is expected to increase by almost 14 percent to over 83,000 daily transit trips in 2030. Focused land use will bring the 2030 forecast number of daily transit trips to almost 85,000.

The MARTA rail system operates from 5 a.m. to 1 a.m., Monday through Friday and from 5 a.m. to 12:30 a.m. on weekends and holidays. Bus service operating hours and service frequency vary by route, but the general operating hours are between 5 a.m. and 1:30 a.m., Monday through Friday and between 5:30 a.m. and 12:30 a.m. on weekends and holidays. The frequency of MARTA service ranges from 8 minutes to 65 minutes, depending on route and time of day.

The Georgia Regional Transportation Authority (GRTA) recently initiated an express commuter bus service utilizing over-the-road coaches. Currently, one route serves DeKalb County, and several others are planned:

- Peachtree Parkway to Doraville (Route 408) – *operating*
- Southeast DeKalb to Perimeter Center (Route 428); the airport (Route 425); and downtown (Route 422) – *planned*
- Snellville to Kensington (Route 418) – *planned*
- Holcomb Bridge Rd to Doraville (Route 409) – *planned*

The performance measurements established for the CTP that apply to transit needs include:

- Number of transit boardings
- Frequency of transit service
- Population/employment shares within 0.5 miles of bus/rail

- Forecast transit trips from travel demand model

2.2 Inventory Needs Analysis

The effectiveness of DeKalb County's transportation system depends heavily upon the functionality of its major roadway corridors. The CTP analysis selected fifty-three corridors from the County's inventory of interstates, freeway/expressways, urban principal arterials, and urban minor arterials for more in-depth analysis based on their impact locally, countywide, and regionally. Analysis results from the application of the refined travel demand model are provided in Appendix A. Corridor analysis was conducted to refine corridor technical analysis into evaluations that could yield insights into potential corridor land use and transportation improvement strategies.

Corridor operations features included in the analysis were:

- Roadway functional classification
 - Four interstates
 - Two freeways/expressways
 - Twenty-six principal arterials
 - Twenty-one minor arterials
- Segment description
- Vehicle Miles Traveled (VMT)
- Travel time
- Congested speed
- Average daily traffic
- Truck traffic (including percentage of traffic)

Using forecast 2030 socioeconomic data, the travel demand model was applied to compare present day corridor roadway network (including committed projects) and travel conditions with forecast 2030 conditions (including the CTP recommended projects). The results of the corridor analysis provided justification for the development of land use and transportation improvements. A summary of the results include the following:

- Thirty of the fifty-three corridors will experience improved congested speeds, five will experience reduced speeds, and on eighteen corridors the speed will remain essentially unchanged
- Fifteen of the fifty-three corridors will experience reduced travel time, eleven corridors will experience increased travel time, and the travel time will remain unchanged on twenty-seven corridors

2.2.1 Volume-to-Capacity Ratio

An important performance measure for the roadway network is the volume-to-capacity (v/c) ratio. The v/c ratio allows analysis of an area's transportation network and provides an approximation of the level of service (LOS) on individual roadway links or corridors based on information such as lane configuration, area types, facility types, signal density, observed roadway speed, and traffic volumes. The ratio of the estimated volume to the estimated capacity of a specific roadway is an indicator of LOS that can be expected on that roadway. A v/c ratio of less



than 1.0 indicates that a road can handle additional volume while still providing an acceptable level of service; however, ratios nearing 1.0 (0.85-0.99) could indicate roadways are approaching capacity or experiencing borderline LOS deficiencies. A v/c ratio of 1.0 indicates that a road has reached the peak of its capacity, and any additional traffic volume will result in a less-than-acceptable LOS. Volume-to-capacity ratios of more than one indicate that a roadway's traffic volume exceeds its capacity to handle that traffic, resulting in an unacceptable LOS.

In addition to model-calculated v/c ratios, the consultant team utilized service volumes from the Florida Department of Transportation's (FDOT) 2002 Quality/Level-of-Service Handbook as a guide in refining the identification of LOS deficiencies and needed roadway capacity. Assumptions were made to correlate arterial signal densities with combinations of area types and facility types for calculating generalized LOS.

The 2030 existing plus committed network (E+C) model developed for DeKalb County allowed for a detailed assessment of the v/c ratios for the County's transportation network. As a large-area planning tool, this model provides accurate projections for the performance of major roads in the County and some local roads. Wherever possible, alternative means were used to assess impacts of local roads not represented in the model.

The modeled network, consisting of approximately 5,000 roadway links, was mapped using a Geographic Information System (GIS), which then identified just over 1,500 links with volume-to-capacity ratios greater than 1.00, and thus considered to be "failed links".

To make this list of 1,500 failed links more manageable, contiguous links were aggregated into single segments when meeting all of the following conditions:

- The links fell along a common road or corridor
- The links were contiguous or in close proximity to be functionally contiguous
- The links had enough descriptive commonality in terms of functional class traffic volume, and direction to be considered similar
- The links fell within boundaries/endpoints that were reasonable limits of a segment
- Auxiliary roads such as ramps and access roads were aggregated with the segments they serve

During the aggregation process, the highest v/c ratio of all the links within a segment was retained and used as the overall ratio for the segment. Once the links were aggregated, further evaluations were conducted, and segments and links deemed unlikely or unreasonable based on their location, value, or other criteria were qualitatively evaluated and either validated or deleted from the list of deficiencies. This process resulted in the identification of over 200 roadway segments in DeKalb County with v/c ratios greater than 1.00, indicative of unacceptable roadway LOS.

2.2.2 Refined Model Development

Additional facilities were included in the refined model in an attempt to improve the validation of key locations in the DeKalb County portion of the model. At a minimum, minor arterial roadways and above were included in the refined model. If appropriate,

collector roadways were also included; however, local roadways were usually excluded. Most of the network additions were for roads that bordered traffic analysis zones. Approximately 167 lane miles were added to the refined model, which is a 7.5 percent increase. Table 2-3 disaggregates the increase in lane miles by facility type.

**Table 2-3
Increase in Lane Miles by Facility Type**

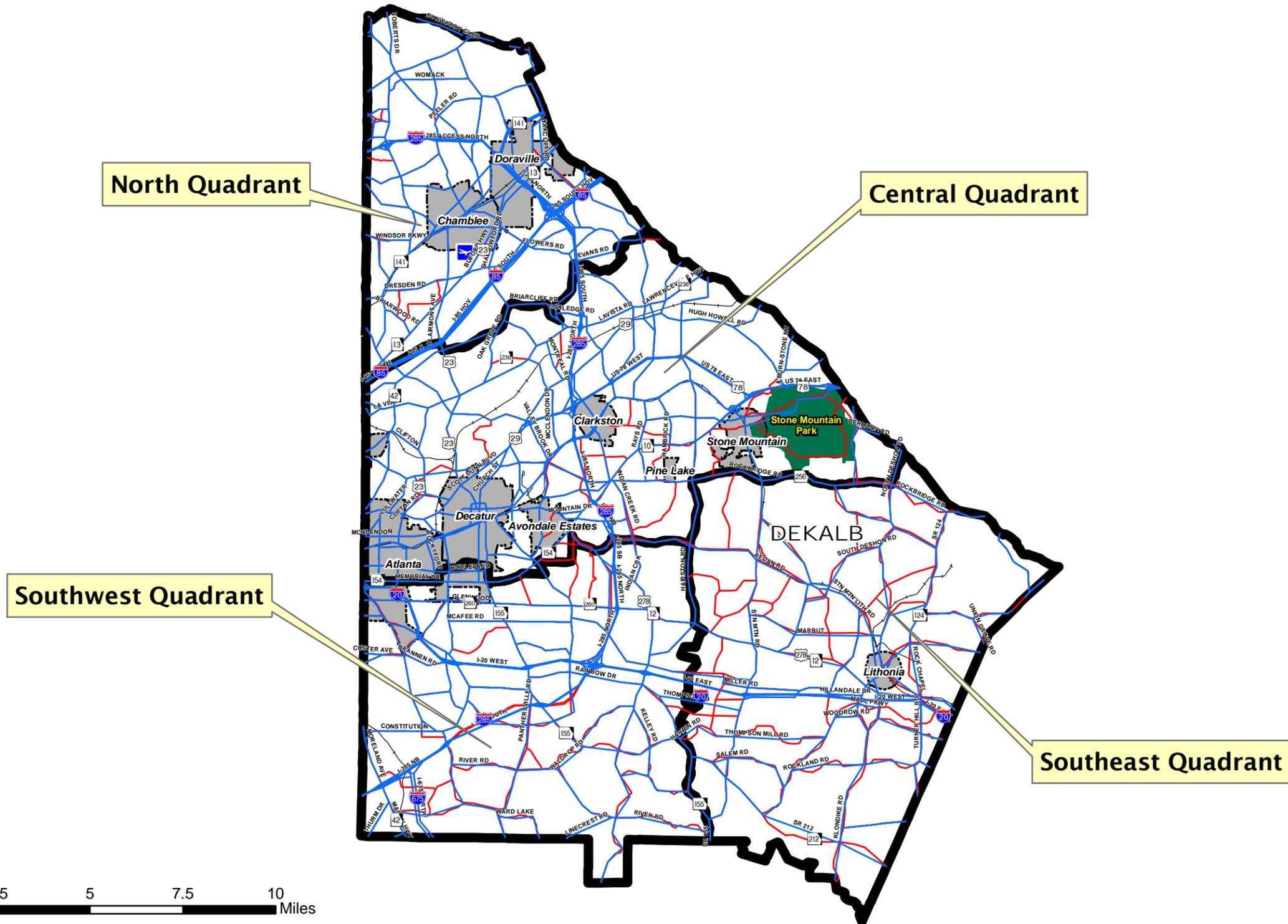
Facility Type	ARC 2000 Model	Refined 2000 Model		
	Lane Miles	Lane Miles	# Increase	% Increase
Summary				
Interstates/Freeways/Expressways	549.2	551.5	2.3	0.4%
Parkways	6.5	6.5	0.0	0.0%
HOV Lanes	31.3	31.3	0.0	0.0%
Ramps	76.2	76.3	0.1	0.1%
Principal Arterials	511.6	533.1	21.5	4.2%
Minor Arterials	548.2	570.1	21.9	4.0%
Collectors	485.7	606.5	120.8	24.9%
Local	0.0	0.0	0.0	0.0%
Total	2208.7	2375.3	166.6	7.5%

Map 2-2 illustrates the roadways that were added to the model network. Map 2-3 shows the refined 2000 highway network by facility type and Map 2-4 displays the refined 2000 highway network by number of lanes.



DeKalb County Comprehensive Transportation Plan

Additional Roadways in 2000 Network

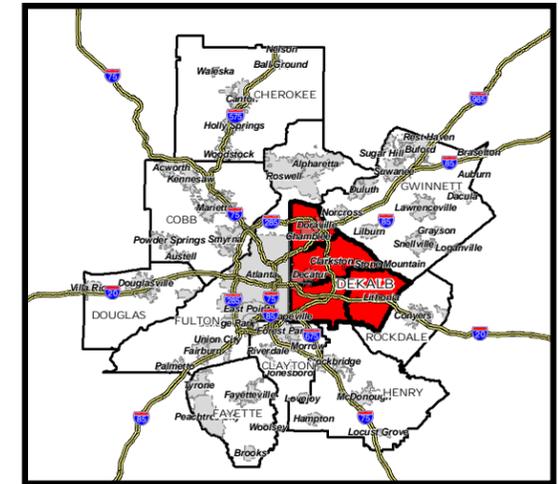


North Quadrant

Central Quadrant

Southwest Quadrant

Southeast Quadrant



Map 2-2

Legend

- Additional Roadways in 2000 Network**
 - Original ARC 2000 Road Network
 - Refined ARC 2000 Road Network
- Other Layers**
 - DeKalb-Peachtree Airport
 - Railroad
 - DeKalb County Quadrant
 - City Limits
 - Stone Mountain Park

Source: ARC, CSI, Inc., DeKalb County, and DWA, Inc.

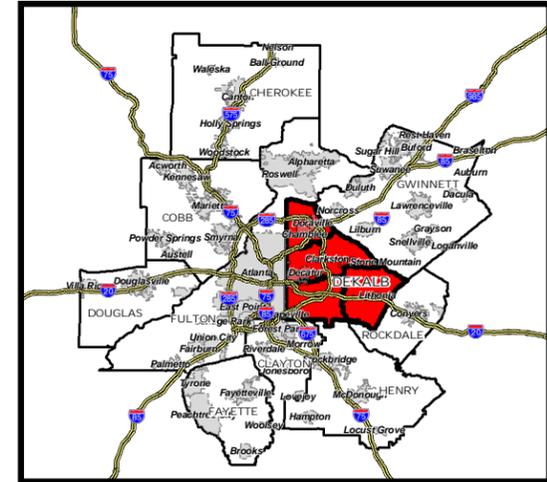
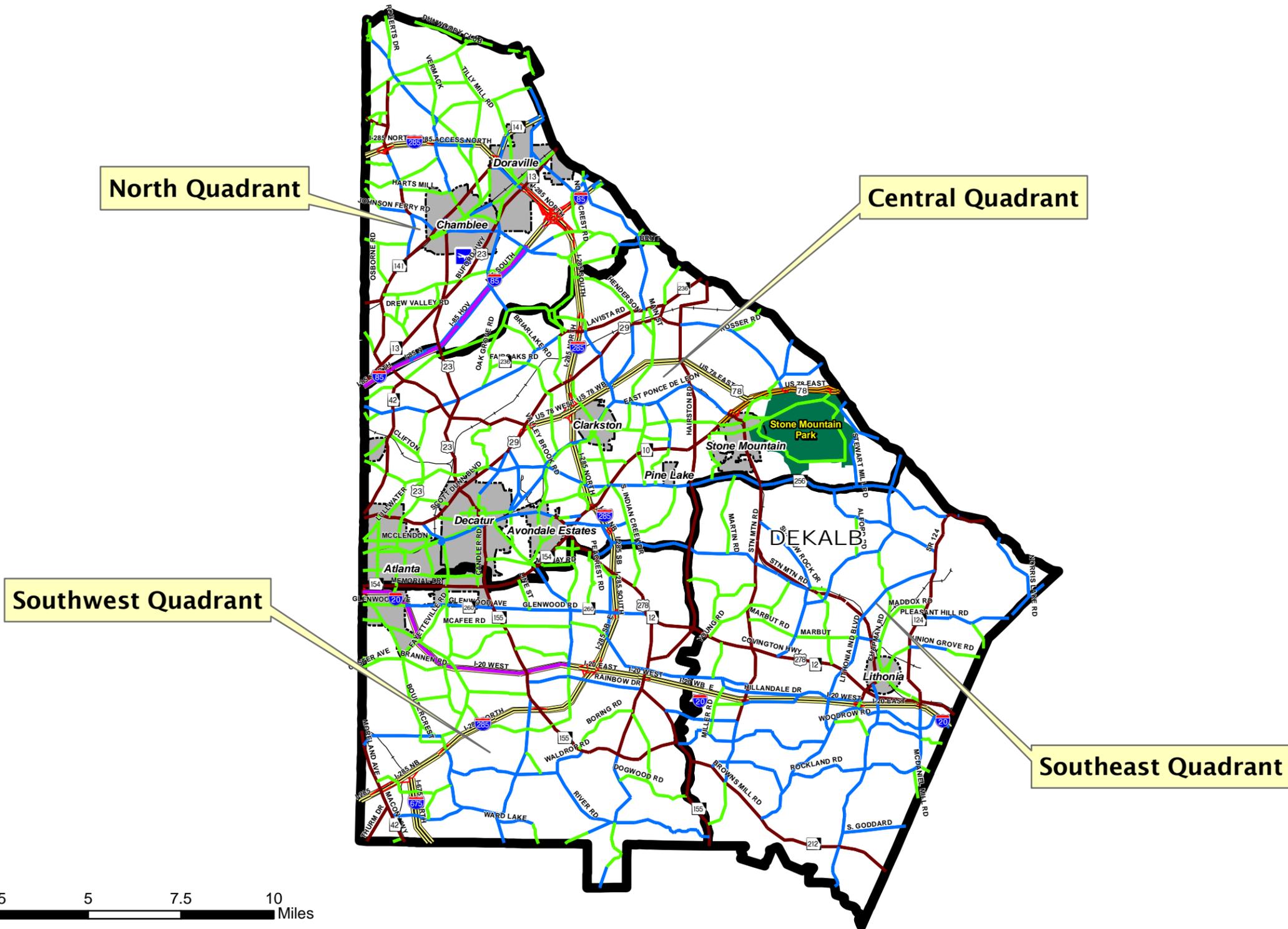
This map is intended for planning purposes only.





DeKalb County Comprehensive Transportation Plan

Refined 2000 Network by Facility Types



Map 2-3

Legend

Refined 2000 Network by Facility Types

- Interstate / Freeway
- Expressway
- HOV Buffer Separated
- Principal Arterial
- Minor Arterial
- Collector
- Ramps

Other Layers

- DeKalb-Peachtree Airport
- Railroad
- DeKalb County Quadrant
- City Limits
- Stone Mountain Park

Source: ARC, CSI, Inc., DeKalb County, and DWA, Inc.

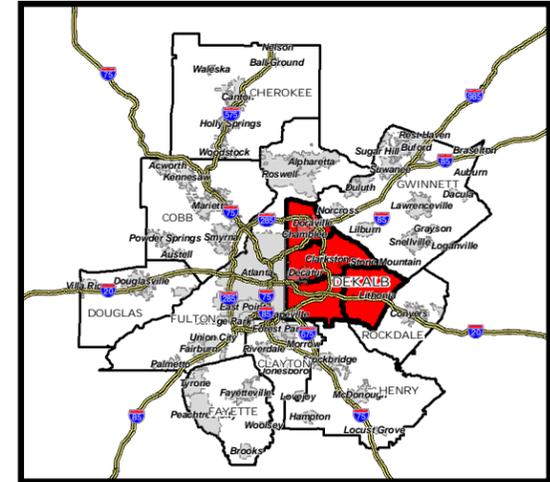
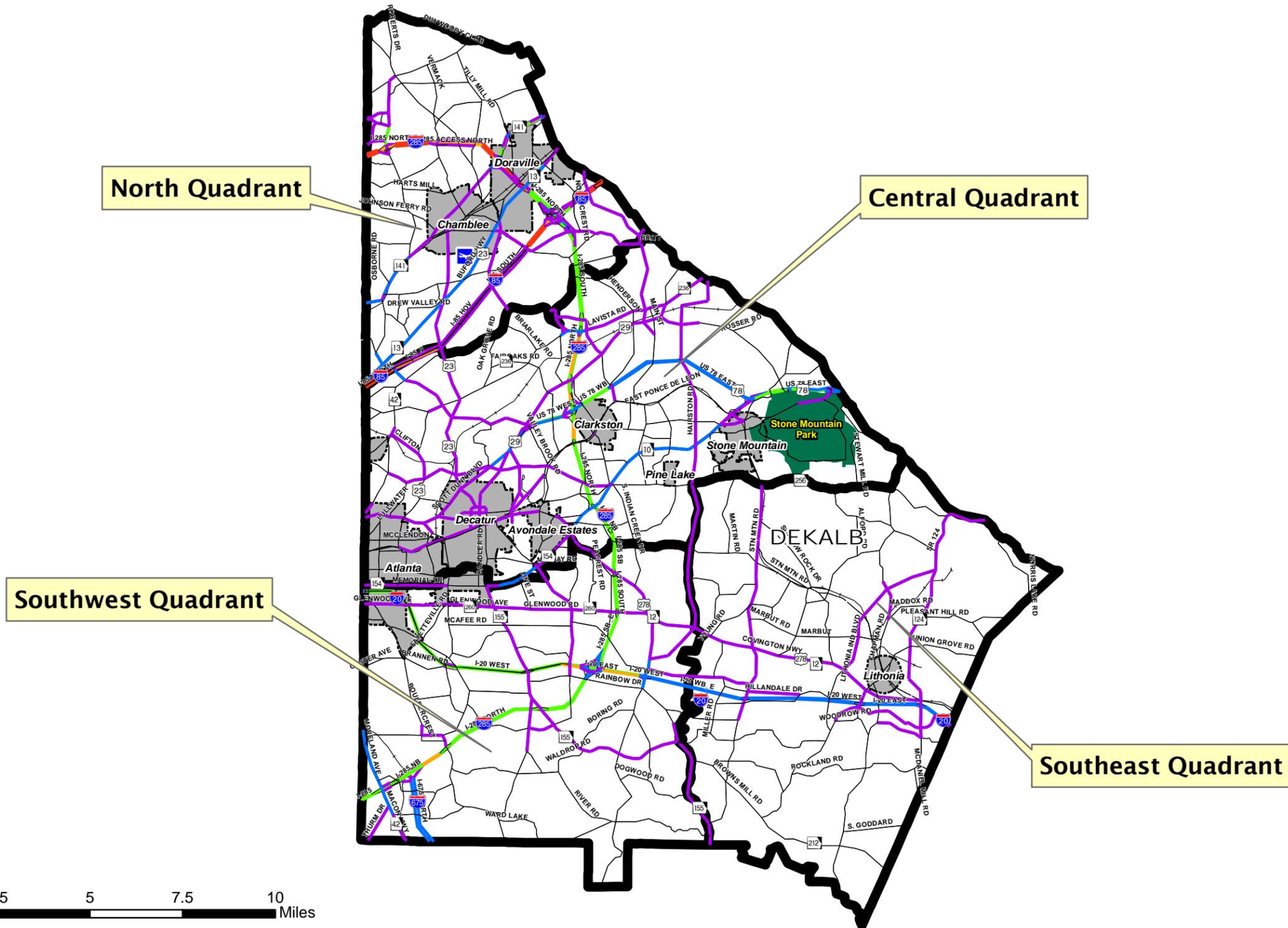
This map is intended for planning purposes only.





DeKalb County Comprehensive Transportation Plan

Refined 2000 Network and Number of Lanes



Map 2-4

Legend

Refined 2000 Network and Number of Lanes per Direction

- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- 1 Lane

Other Layers

- DeKalb-Peachtree Airport
- Railroad
- DeKalb County Quadrant
- City Limits
- Stone Mountain Park

Source: ARC, CSI, Inc., DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.



2.2.3 Roadway Needs

DeKalb County, as with much of the core Atlanta metropolitan area, is characterized by relatively urban and suburban mixed land-uses, yet the roadway network has evolved slowly from its rural origins. High-density development characterizes areas in the center of the County, around Perimeter Mall, and in proximity to Interstate 285. The remainder of the County is less dense suburban development.

A fundamental challenge is to adapt the roadway network, featuring busy arterials that are twisting two-lane roads with little available right-of-way, to accommodate an urban development pattern. Additionally, undeveloped areas on the County's southern and eastern end face rapid development, severely straining existing roadways.

Because of spatial and cost constraints, creative strategies are necessary to address the needs of the DeKalb roadway system. Congestion on area freeways, particularly Interstate 285 is the most fundamental countywide roadway problem in DeKalb County. The existing interstate network's volume far exceeds its capacity and rapid development in neighboring counties guarantee sharp increases in volumes over the next 25 years.

A significant portion of the daily traffic in DeKalb is handled by its five freeways: Interstates 20, 85, 285, and 675, and US 78 (also known as the Stone Mountain Freeway). The 2030 E+C model indicates that the three busiest interstates, Interstate 20, Interstate 85, and Interstate 285 will have volumes well in excess of their capacities by 2030, with most segments having v/c ratios exceeding 1.25. US 78 will also have volumes exceeding capacity, with the v/c ratio of most segments exceeding 1.0, and several segments exceeding 1.25. A small portion (fewer than 2 miles) of Interstate 675 cuts across the southeastern corner of DeKalb County, terminating at Interstate 285. The 2030 E+C model indicates that for this segment, volume will nearly equal capacity, with a v/c ratio ranging from 0.95 to 0.99. Interstate and Freeway segments in DeKalb County where volume exceeds capacity ($V/C > 1$) in the 2030 E+C model include:

- Entire length of Interstate 20 East from Fulton County Line to Rockdale County Line
- Interstate 85 From Fulton County Line to Chamblee Tucker Road
- Interstate 85 From Interstate 285 to Gwinnett County Line
- Entire length of I-285 in DeKalb County except the short section just west of I-675
- US 78 (Stone Mountain Freeway) from Brockett Rd. to Mountain Industrial Blvd. and from Stone Mountain to Gwinnett Co. Line

Map 2-5 shows the congestion forecast for the County's roadway network in 2030. With the exception of Interstate 675 and the extreme southwestern portion of Interstate 285, the technical analysis identified considerably elevated congestion on the surface streets in the immediate vicinities of each Interstate entrance and exit ramp.

The consultant team assessed and identified over 200 roadway segments, corridors and intersections as deficient. Specific congested segments, other than freeways, are provided by subquadrant in Appendix A.



DeKalb County Comprehensive Transportation Plan

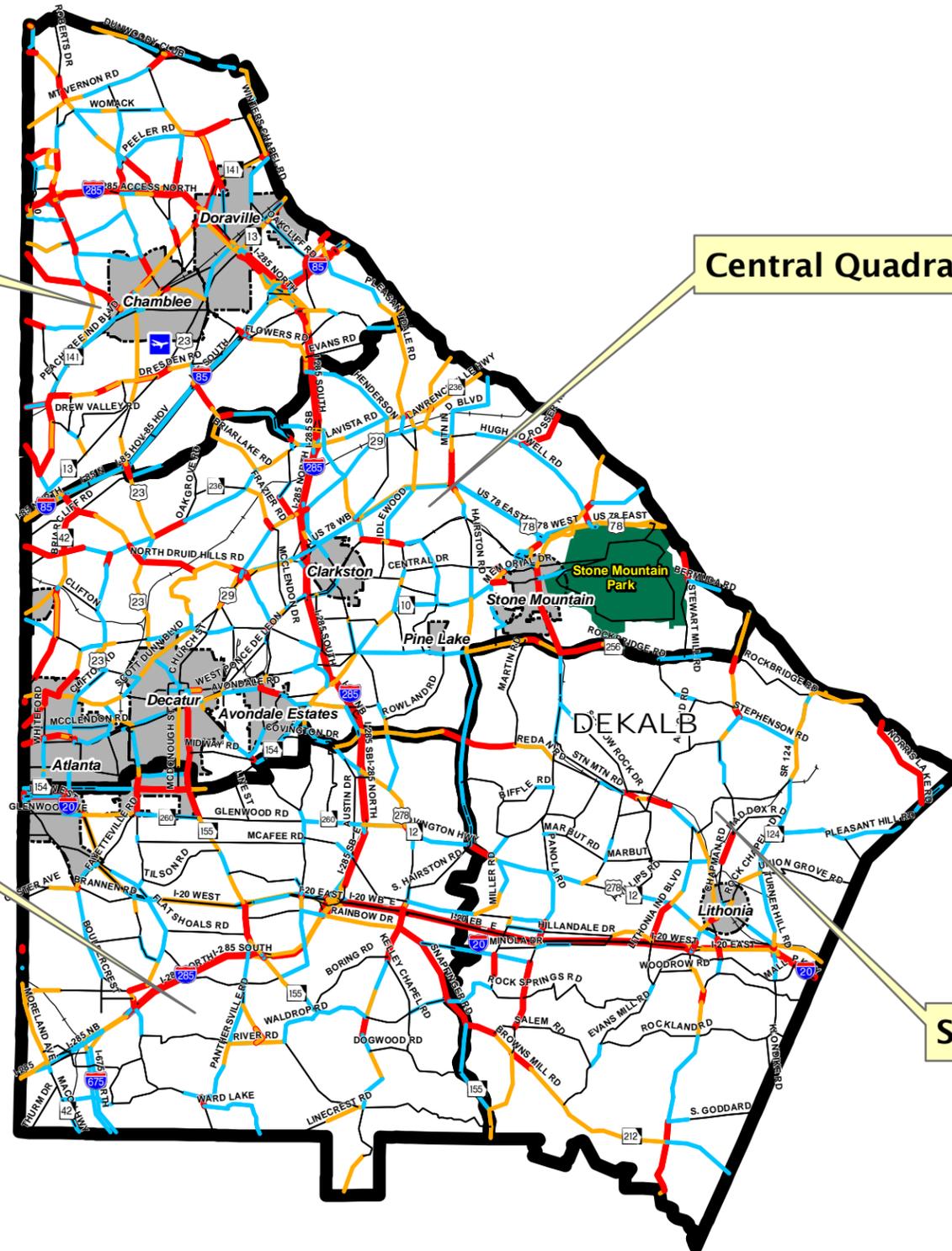
2030 E+C V/C Ratio Deficiencies

North Quadrant

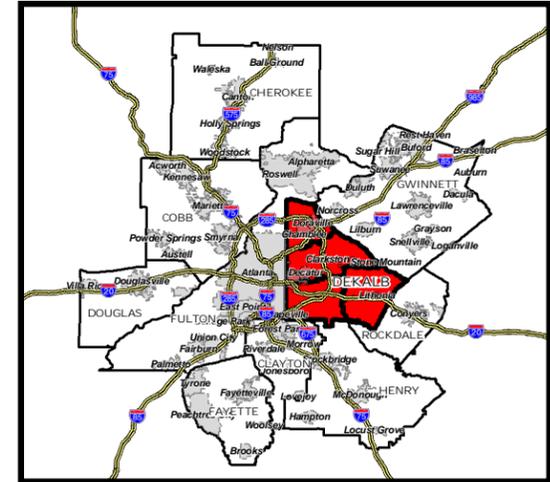
Central Quadrant

Southwest Quadrant

Southeast Quadrant



2030 E+C V/C Ratio Deficiencies



Map 2-5

Legend

2030 E+C V/C Ratio Deficiencies

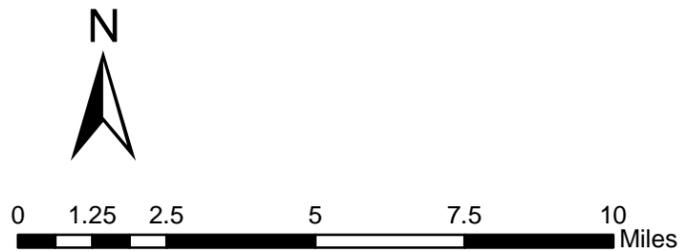
- V/C Ratio: > 1.25
- V/C Ratio: 1.01 - 1.25
- V/C Ratio: 0.76 - 1.00
- V/C Ratio: < 0.75

Other Layers

- DeKalb-Peachtree Airport
- Railroad
- DeKalb County Quadrant
- City Limits
- Stone Mountain Park

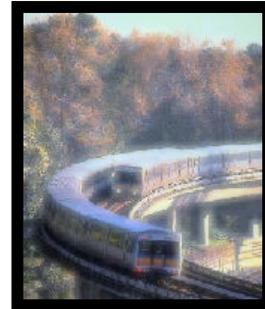
Source: ARC, CSI, Inc., DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.



2.2.4 Transit Needs

DeKalb County's transit needs are met primarily by the Metropolitan Atlanta Rapid Transit Authority (MARTA), which operates 118 bus routes and 48 miles of rail rapid transit that serves 38 stations in DeKalb and Fulton Counties. MARTA's bus fleet numbers over 550 and serves almost 11,500 stops over a 500 square mile area. Additional transit services are operated by Georgia Regional Transportation Authority (GRTA) and Gwinnett County Transit (GCT), both of which offer express bus service into downtown Atlanta. Map 2-6 illustrates the bus and rail routes that currently serve DeKalb County.



The transit needs analysis evaluated existing bus and passenger rail services in DeKalb County, and considered both transit mobility and transit accessibility. The analysis was conducted with GIS, and was based upon year 2004 route and service levels, year 2000 travel patterns, and year 2000 population and employment data. Both the mobility and accessibility considerations assessed whether people, jobs, and trips could be served via bus or rail service that met minimum level-of-service (LOS) thresholds for service frequency. The thresholds were based upon the guidelines shown in Table 2-4. The following minimum LOS thresholds were established for five different time periods for the needs analysis:

- Weekday peak period (AM and PM) service should meet or exceed LOS C;
- Weekday mid-day service should meet or exceed LOS D;
- Weekday evening service should meet or exceed LOS D;
- Saturday service should meet or exceed LOS E;
- Sunday service should meet or exceed LOS E;

These thresholds reflect the principle that weekday service should be attractive to users who choose to ride as well as those who are transit-dependent, with peak-period service provided at a slightly higher level than off-peak. Similarly, Saturday and Sunday service should meet minimum levels to be attractive to riders.

The transit mobility assessment focused on the percentage of people and jobs within each of DeKalb's quadrants that were located within one-half mile of transit service that met the minimum LOS thresholds. The transit accessibility assessment determined whether there was a sufficient level of appropriate transit service to accommodate the specific trip patterns (both work and non-work) of DeKalb residents.



DeKalb County Comprehensive Transportation Plan

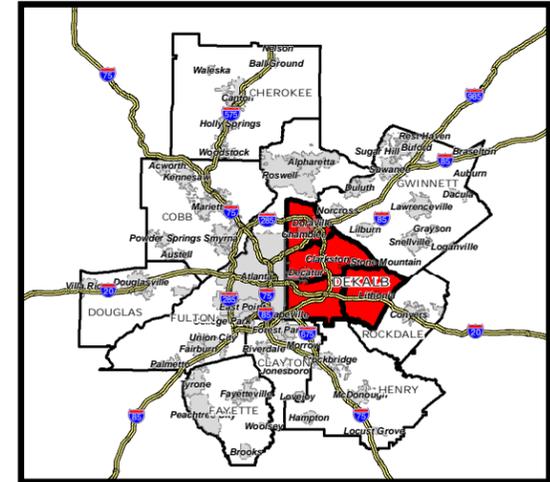
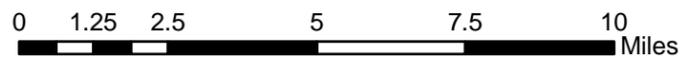
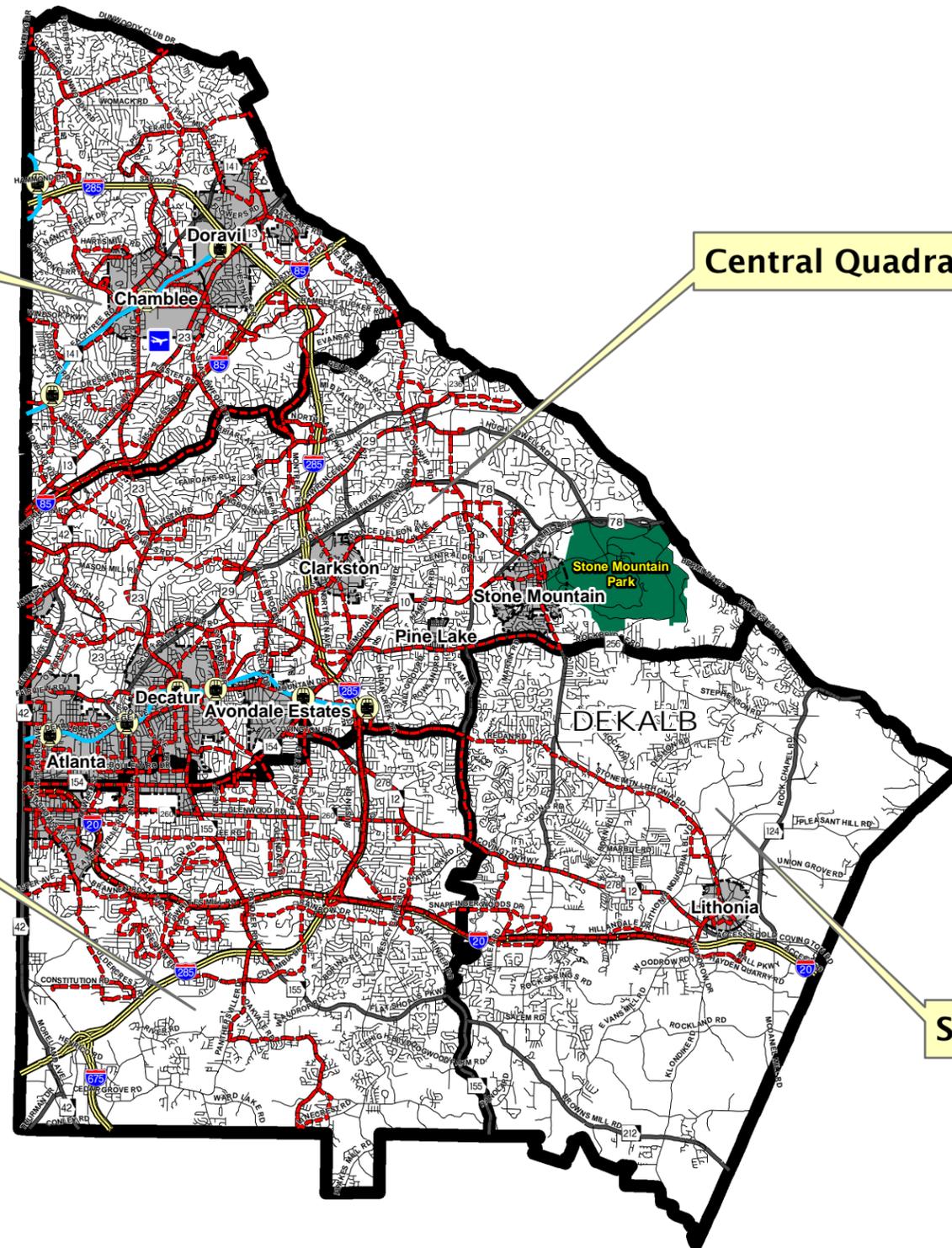
Existing Transit Service

North Quadrant

Central Quadrant

Southwest Quadrant

Southeast Quadrant



Map 2-6

Legend

MARTA Public Transportation

- MARTA Transit Stations
- MARTA Bus Routes
- MARTA Rail Lines

Road Network

- Interstate Highway
- State Route / U.S. Highway
- Other Roads

Other Layers

- DeKalb-Peachtree Airport
- Railroad
- DeKalb County Quadrant
- City Limits
- Stone Mountain Park

Source: MARTA, DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.



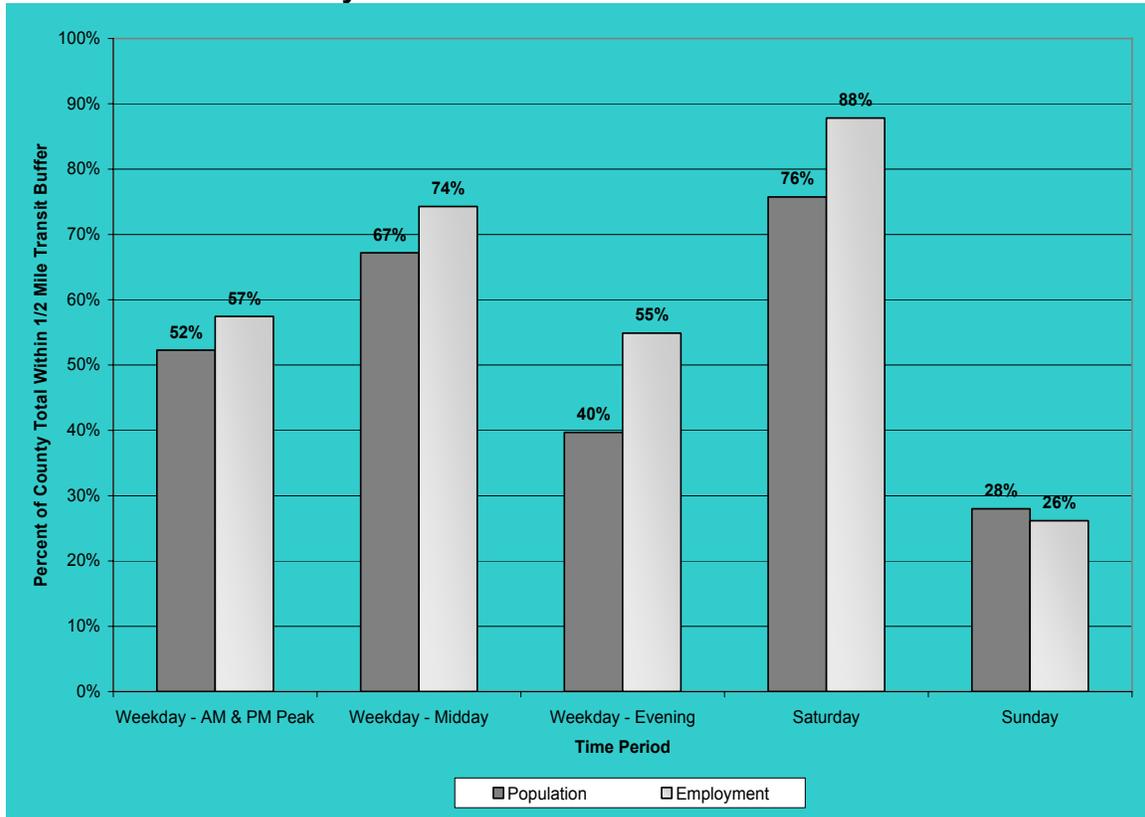
**Table 2-4
LOS Guidelines for Fixed Route Service Frequency**

Level of Service	Avg. Headway (minutes)	Service Frequency (Vehicles / Hour)	Comments
A	Less than 10	More than 6	Passengers do not need schedules
B	10 to 14	5 to 6	Frequent service, passengers consult schedules
C	15 to 20	3 to 4	Maximum desirable time to wait if bus/train missed
D	21 to 30	2	Service unattractive to “choice” riders below this level
E	31 to 60	1	Service available during the hour
F	More than 60	Less than 1	Service unattractive to all riders

Source: Transit Capacity and Quality of Service Manual.

Countywide results from the mobility assessment are displayed in Figure 2-1 for both population and employment. The results of the assessment indicate that during weekday peak periods, slightly more than 50 percent of people and jobs are located near transit service that meets the LOS C criteria. This percentage increases to over two-thirds of people and jobs for the mid-day time period (at LOS D) and over three-quarters of people and jobs on Saturday (at LOS E). The percentages are lowest for weekday evening and particularly Sunday; only about one-quarter of people and jobs are located near transit service that meets LOS E criteria on Sunday.

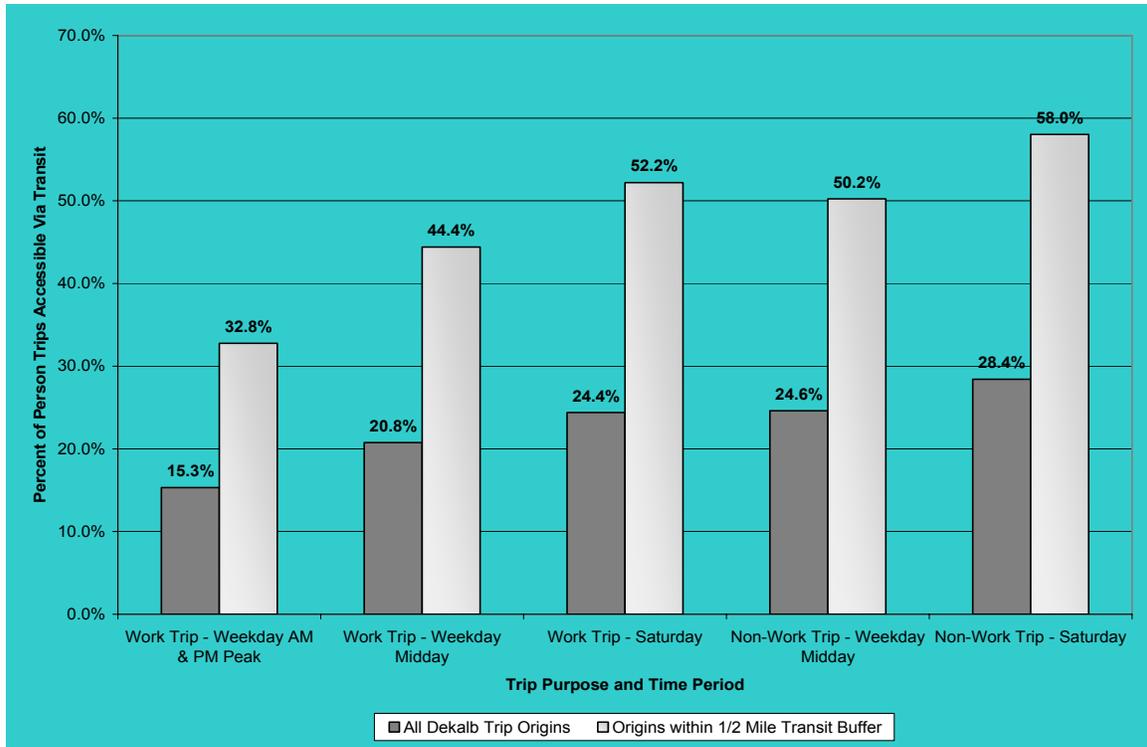
**Figure 2-1
Countywide Access to “Good” Transit Service**



Countywide results from the accessibility assessment are displayed in Figure 2-2. The first three dark gray columns indicate that current transit services are sufficient to serve only about 15 percent of work trips by DeKalb County residents during the weekday peak hours; this value is still less than 25 percent for mid-day and Saturday time periods. The remaining two dark gray columns indicate that services are not much better suited for serving mid-day or Saturday non-work trips; both of which are approximately 25 percent. Overall, the chart illustrates that the vast majority of DeKalb’s residents do not have access to transit service that meets reasonable LOS criteria or that travels to desired destinations.

The light gray bars in Figure 2-2 display accessibility results for DeKalb residents who reside within the one-half-mile of an existing transit service. These results indicate that less than one-third of work trips for this subset of DeKalb residents can feasibly be made on transit during the a.m. and p.m. peak period. This value approaches 50 percent for work trips in the other time periods, and is slightly above 50 percent for non-work trips. These results indicate that, even for those residential areas that have access to transit service that meets LOS criteria; the services do not travel to destinations where people want to go at a speed that is attractive to the majority of potential riders. This accessibility issue is a region-wide need due to the inter-county nature of many trips, and cannot be effectively addressed solely through action by DeKalb County.

**Figure 2-2
Countywide Access to Transit**



Transit accessibility was a significant concern expressed by stakeholders and the public. Specifically, the following topics were analyzed to respond to potential transit needs:

- Access to transit – Vehicular and non-vehicular access to transit stations was evaluated to determine potential enhancements.
 - Park and Ride lots – More specifically discussed in the Travel Demand Management section, park and ride lots provide vehicular accessibility to bus and rail transit. Strategically located and secure lots offer riders convenience and accessibility.
 - Sidewalks – To determine sidewalk needs, an analysis of GIS data was conducted. The availability of sidewalks within close proximity (1/4 mile) to activity centers, including transit stops and stations, was determined. Locations where sidewalks were not available for pedestrian accessibility were identified and necessary improvements were listed in the Program of Projects.
- Amenities – Bus stops require pedestrian accessibility as well as shelters and benches. The program of projects includes transit amenities as identified by riders and potential riders.
- Transit ITS – Transit routes along congested corridors could be enhanced through the use of signal preemption and other ITS technologies. Congested corridors were identified and bus routes along those corridors would benefit from ITS improvements.

2.2.5 Signalization and Intelligent Transportation Systems (ITS) Needs

Traffic congestion within DeKalb County can be categorized as recurring and non-recurring. Recurring congestion is typically caused by travel demand that exceeds road capacity or by inefficient traffic operations. Effective traffic signal coordination with optimized timing plans and adequate vehicle detection systems can significantly reduce recurring congestion.

Non-recurring congestion is typically caused by traffic incidents (e.g. crash, stalled vehicle). Appropriate ITS technologies are available to improve the incident management process, including incident detection (e.g. detectors), incident verification (e.g. Closed Circuit Television), incident response, incident clearance, and traveler information systems (e.g. Changeable Message Signs). A seamless coordination between DeKalb County Traffic Control Center (TCC) and other state and local agencies, such as Georgia Department of Transportation (GDOT), County police department, and 911 centers, is critical in streamlining the incident management process.

Overview of ITS and Signalization Assessment Process

The assessment process included undertaking a thorough review of the existing conditions of the County's transportation network, ITS infrastructure and Signal Inventory. Upon completion of the review, a needs analysis was conducted and strategies and goals to address the County's ITS deficiencies were developed. Several performance measures were used in the analysis to identify ITS improvement needs including volume-to-capacity ratio, corridor crash rate, intersection crash rate, and qualitative needs. Strategies and projects were evaluated alongside projects in other categories and modeled to establish a package of recommended projects. A cost-benefit analysis was performed to establish a financial basis for the recommended projects.

Evaluation of Existing Infrastructure

Traffic Signals

DeKalb County currently has 658 signalized intersections controlled by a combination of signal controllers. The County is gradually phasing out older controllers and replacing them with current technology. Approximately 60 percent of the signals in DeKalb County are linked as coordinated signal groups, using either fiber-optic or twisted-pair cables. DeKalb County Public Works records indicate that 386 of the County's traffic signals are grouped into 77 coordinated signal groups, ranging in complexity from one signal to 23 signals over a 7 mile corridor (Buford Highway). While most signal groups are linear, several groups coordinate signals within small networks of interconnected streets, most notably the grouping of 20 signals within central Decatur.

The architecture and communications configurations of DeKalb signal groupings vary:

- All of the coordinated signal groupings are connected internally by either twisted-pair copper wire or fiber-optic cable

- Eighty percent of the County's signal groupings are connected to the TCC through the existing communications network (e.g. twisted pair or fiber optic cable)
- Ten percent of the signal groupings communicate with the TCC through dial-up modems
- Ten percent of the signal groupings are independently controlled with timers and cannot be controlled from the TCC

Detectors

DeKalb County currently uses vehicle detection systems only as signal actuators, and not to gather volume, speed, occupancy, and vehicle classification in real time for traffic management purposes.

Closed Circuit Television (CCTV)

In addition to an extensive system of CCTV cameras on DeKalb Interstate freeways which are operated and maintained by GDOT, DeKalb County currently has 33 arterial Pan/Tilt/Zoom (PTZ) CCTV cameras on local roadways, which send analog video back to the County TCC through fiber optics. These cameras are used to monitor road conditions for the purposes of signal control and traffic incident management. The analog video signals require significantly greater bandwidth than current Internet Protocol (IP) addressable digital video technology and do not take full advantage of the County's potential to make DeKalb CCTV signals readily accessible to County staff and outside agencies.

Other ITS Infrastructure

Changeable Message Signs (CMS)

DeKalb County currently has no County-operated Changeable Message Signs. Interstate Freeways within the County are equipped with CMS managed by GDOT.

Communications Network

Field traffic signals and Automated Traffic Management System (ATMS) devices are connected to the TCC using either twisted pair or fiber optic cable. While all CCTV cameras and newer signal controller groups are connected through fiber-optic networks, many existing signal groups communicate via twisted-pair. The County's existing fiber optics network primarily covers the northwest part of the County. As the County continues to grow, the existing fiber optics network will limit the capabilities of expanded signal coordination and ATMS devices.

Traffic Control Center (TCC)

DeKalb County currently operates and maintains a TCC at the County's Traffic Engineering office on Camp Road near Memorial Drive. Communications between the TCC and field devices are through a combination of fiber and twisted pair. The TCC is staffed by two operators whose primary duty is monitoring traffic flow conditions and coordinating with County engineers. Current operating hours are 8:00 AM to 4:30 PM, Monday through Friday.

There are currently four central signal control software applications at the DeKalb TCC: QuickNet by Bi Tran, ACTRA by Siemens ITS, Aries Zone Manager by Econolite, and MARC by Eagle.

The TCC can access GDOT and DeKalb County CCTVs through the GDOT Navigator system. While GDOT has priority control of GDOT PTZ cameras, DeKalb's TCC can control GDOT cameras via the Navigator system. DeKalb County TCC has full PTZ control of DeKalb's CCTV cameras. TCC operators use standard 17" computer workstation for video surveillance.

Assessment and Recommendations

Compliance with Regional Architecture

The Atlanta Regional Commission (ARC) has developed a regional ITS architecture for the metropolitan Atlanta region, including DeKalb County, pursuant to federal regulations. The purpose of the regional ITS architecture is to improve multi-jurisdiction coordination, inter-agency information sharing, system integration and interoperability, and the overall efficiency and safety of the regional transportation network. Therefore, it is critical that improvement needs identified for DeKalb County are consistent with the Atlanta regional ITS architecture

CCTV

It is recommended that DeKalb County expand its CCTV coverage to monitor road conditions and assist with incident management (e.g. incident verification). The CTP Needs Analysis identifies 79 locations that could benefit from increased CCTV coverage. GDOT is currently undergoing a digital video migration process, which utilizes IP addressable CCTV cameras or external video encoders as opposed to traditional analog cameras. The resultant digital video system will allow on-demand transmission, as opposed to continuous transmission, thereby significantly reducing bandwidth requirement. It is recommended that DeKalb County migrate its analog CCTV to digital video technologies in order to achieve the bandwidth benefits and facilitate video sharing with GDOT and other local agencies. It is recommended that a detailed evaluation be conducted to assess current state-of-the-art digital video technologies.

Detectors

System detectors, which can gather volume, speed, occupancy, and vehicle classification in real time, are typically placed between significant intersections or at one mile spacing on major arterial roads. It is recommended that system detectors be installed along corridors where high congestion and crash rates occur. The CTP recommends that 42 key corridors be equipped with system detectors.

The system detectors should also communicate with the TCC in real time for traffic management incident detection purposes. The mechanism of receiving and processing detector data should be built into the TCC central software. The real time detector data can be used to identify areas of congestion, particularly at locations where CCTV are not installed. Also, such real time detector data can effectively assist in detecting incidents

as part of the incident management strategy. Finally, the detector data will be archived and used for identifying operational improvement needs for future planning purposes.

Changeable Message Signs

Changeable Message Signs (CMS) are an effective way to disseminate real-time traffic information (e.g. incidents, travel time) to en-route motorists. CMS signs should be installed at locations where major arterial roads approach Interstate freeways. Further, CMS signs should be located where alternate routes are available to assist motorists in making route decisions. Additionally, CMS signs should be installed on major arterial roads which regularly experience high volumes. The CTP Needs Analysis recommends the installation of 18 CMS locations, 16 of which are incorporated into recommendations for ITS corridor enhancement projects specifically listed in the Program of Projects.

Communications Network

It is recommended that the existing twisted pair communications cables should systematically be upgraded to fiber optics to accommodate current and future ITS needs. The existing fiber optic system, which primarily serves the northwest part of the County, should be expanded to the entire County.

In terms of communications protocol, it is recommended that an Ethernet-based Metropolitan Area Network (MAN) be developed under a separate countywide Ethernet Migration Plan project. A multi-layered communication network should be deployed. The first layer is the TCC, which serves as the communication center for transmitting to and receiving from ITS field devices. The second layer is the countywide communication backbone which relays and routes information to intended destinations. The third layer is the ITS field devices, including traffic signals, CCTV cameras, detectors, and CMS signs.

Traffic Control Center

The DeKalb County TCC is the nerve center for countywide traffic control and inter-agency information sharing. As additional ITS devices and functions are added to the system, the TCC will need additional space, hardware, and software.

Physical Space

The existing TCC space will become inadequate as the countywide ITS system continues to grow. Considering future growth and interagency coordination needs, the TCC will require a control room with four workstations, an equipment room, a conference/situation/training room and support facilities such as break rooms and restrooms. To accommodate these facilities, square foot calculations reveal that a dedicated space of at least 3,000 square feet is required.

As the focal point of the TCC, the control room should be designed to facilitate effective operations and equipment maintenance. In the current DeKalb TCC, two conventional computer monitors are used for viewing CCTV cameras. As GDOT and the County continue to deploy additional CCTV cameras, it will be necessary to have as many as 20 CCTV cameras at critical locations displayed concurrently so that the operators can

detect and verify incidents more efficiently. A video wall is recommended to achieve the perspective needed for decision-making. In addition to CCTV cameras, a countywide real-time traffic condition map should be displayed on the video wall.

It is expected that DeKalb County will continue to use the GDOT NaviGator software client user interface for viewing CCTV cameras and communicating with GDOT Traffic Management Center (TMC). In terms of traffic signal control software, it is recommended that DeKalb County adopt or develop an integrated traffic management system which will allow the operators to control coordinated signal controllers within the County, monitor and update incident status, and record and archive traffic data.

TCC Operational Improvements

In terms of operational improvements, the hours of operations should be extended to cover the morning afternoon peak and evening hours. For after-hours emergency operations, a remote DeKalb traffic management console should be set up at the GDOT TMC so that the system can be controlled and operated after DeKalb County TCC's normal business hours for emergency operations. One integrated signal control system which can communicate and control all coordinated signal controllers in the field is recommended.

Incident Management

The County should establish procedures and protocols for the management of anticipated traffic incidents, such as concerts and athletic events, and emergency incidents, such as major accidents, disasters and evacuations.

2.2.6 Freight Movement Needs

Understanding and planning for goods movement (freight) is an integral part of transportation systems and has been required for metropolitan and statewide transportation planning since ISTEA was adopted in 1991. Freight transportation is conducted by commercial operators within the private sector making planning for freight movement more complex and very competitive. Freight data is closely guarded and its availability from the private sector distributors is limited. Freight movements have a significant impact on the operation of the transportation system, particularly in DeKalb County where through truck traffic commingles with local and regional automobile traffic.

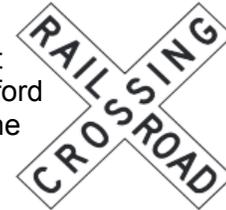
The distribution of goods relies upon transportation logistics, which is the systematic process of moving freight from its origin to its destination utilizing ships, trains, airplanes, and trucks. On a county level, planning for freight transportation is focused primarily on roadways and railways.

Intra-county and inter-county freight movement via trucks is inhibited by congested roadways. Roadway design, operational characteristics, roadway safety, and pavement condition also impact freight movement. In addition, land use characteristics and development patterns impact freight movement.

Rail Freight

DeKalb County has two Class I rail freight operators serving the area, Norfolk Southern and CSX Transportation (CSXT). CSXT has the greatest rail presence in the County with two main lines. The two lines account for 110 miles of railway, and both lines traverse the middle of the County. One line originates in northwest Atlanta, passes through the Emory area and continues northeast to Winder, Athens, and Elberton. The other line goes through downtown Atlanta and passes through Decatur and Stone Mountain and continues southeast to Covington, Social Circle, Madison and Augusta.

Norfolk Southern has two main lines traversing the County, accounting for 24 miles of railway. One line begins in northwest Atlanta, passes through Chamblee and continues northeast to Buford and Gainesville, and then on to Greenville, South Carolina. The other line traverses the southwest corner of the County and continues southeast to Macon.



Within the County, there are a total of 167 railroad crossings, of which 153 are public crossings, seven are private crossings, and seven are pedestrian crossings. Two crossings are on the Southern Railway, 125 crossings are on CSXT railway, and 40 crossings are on Norfolk Southern railway. There are a total of 124 at-grade crossings and 43 separated grade crossings. Public, at-grade crossings account for 115 crossings. Lithonia has the greatest number of public, at-grade crossings (23), followed by Stone Mountain (21), Chamblee (18), and Tucker (12). Map 2-7 shows the railways and at-grade crossings in the County.

Safety data from the Federal Railroad Administration (FRA) was collected for the period of 2000 through 2004. Twenty crashes occurred during this time period at grade crossings which resulted in one fatality and seven injuries. Seventeen crashes occurred on CSXT track and three crashes occurred on Norfolk Southern track. One crossing location in Stone Mountain at Rockbridge Road experienced four crashes. Three crossing locations in Lithonia experienced two crashes each at Turner Lake Road, Rogers Lake Road, and Lithonia Road.

Although GDOT has purchased various segments of railway across the state, most railways are privately owned. The role of the County in planning for rail freight needs is primarily ensuring safety at grade crossings and maintaining access at inter-modal terminals.

Truck Freight

To facilitate traffic flow, separate truck traffic from other vehicles, and to offer economic development incentives, restrictions on truck use of public roadways are often designated. Industrial sites important to the economic well-being of a community are served by appropriate roadways designed, constructed, and designated for truck use. Connectivity to Interstate highways and other regional arterials is essential to attract industrial users. In addition, large trucks may hinder the operation and maintenance of local roads built for use by automobiles and light trucks.

Section 17-94 of the DeKalb Code of Ordinances prohibits vehicles longer than 30 feet and weighing more than 36,000 pounds from operating on County streets other than those designated as truck routes. Documentation of destination is required for exceptions.

Section 17-361 lists the roadway segments designated as truck routes in DeKalb County. Map 2-8 illustrates truck routes designated by the County and state. In addition to specific named routes, the ordinance indicates all sections of roadway adjoining industrially-zoned property are also designated as truck routes.

GDOT administers the Surface Transportation Assistance Act of 1982 (STAA), a federal highway program that designates routes for oversized trucks to move freight. Highways designated as STAA routes are I-20, I-85, I-285, I-675, US 23, and a section of Panola Road between Covington Highway/US 278 and I-20. There are 332 miles of name-designated truck routes in the County, of which 67.3 miles are STAA routes, and 11.6 miles are other federally designated truck routes. Table 2-5 shows the distribution of truck routes by quadrant.

**Table 2-5
Truck Routes by Quadrants**

Geographic Area	Centerline Miles of Local Truck Routes	Centerline Miles of STAA Truck Routes
North Quadrant	86.8	20.2
Central Quadrant	120.6	8.5
Southwest Quadrant	79.7	29.1
Southeast Quadrant	45.5	9.5
DeKalb County	332.6	67.3



DeKalb County Comprehensive Transportation Plan

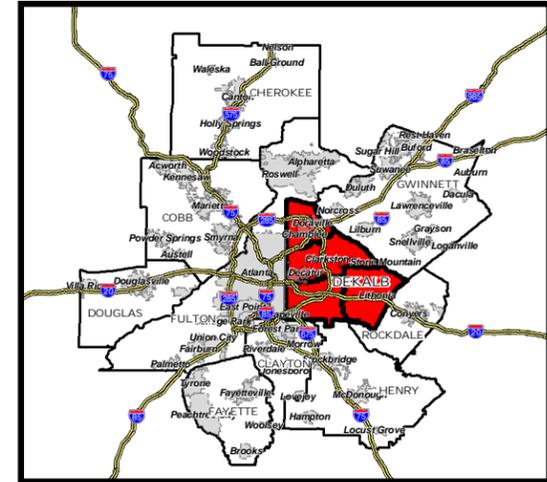
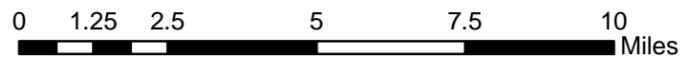
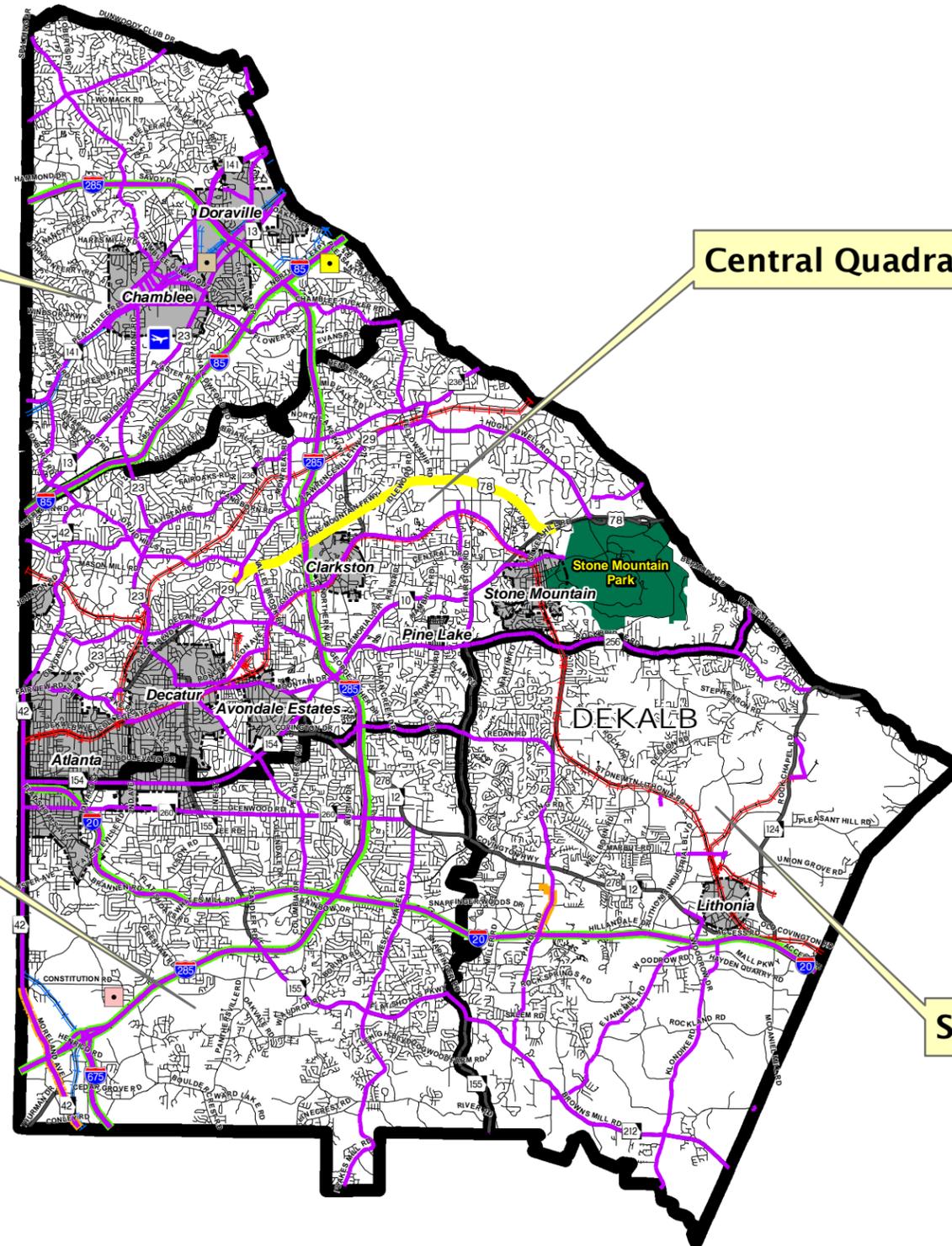
Designated Truck Freight Routes

North Quadrant

Central Quadrant

Southwest Quadrant

Southeast Quadrant



Map 2-8

Legend

Intermodal Facility By Mode of Transportation

- All South Warehouse (Rail and Truck)
- Norfolk Southern Independent Bulk Transfer (Rail and Truck)
- Commercial Cold Storage (Rail and Truck)

DeKalb County Designated Truck Routes

- DeKalb County Designated Truck Route

GDOT STAA Routes

- Federally Designated National Truck Route
- Designated Access Routes for Oversize Trucks Allowing Single and Twin Trailers
- Designated for All Interstate Routes

Railroad Ownership

- Norfolk Southern
- CSX

Other Layers

- DeKalb-Peachtree Airport
- DeKalb County Quadrant
- City Limits
- Stone Mountain Park

Source: BTS, GDOT RC File (2004), DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.



The GDOT road characteristics file maintains data on truck utilization. Roadway utilization by trucks as a percent of total traffic volumes is shown in Map 2-9. As is expected, the DeKalb Interstates have the greatest truck utilization. From the travel demand model, truck trips in DeKalb were estimated at approximately 220,650 per day in 2000 with an anticipated 30 percent increase to 285,800 per day in 2030.

To develop future truck routes to meet freight transport needs, a GIS analysis of land use, existing and future truck traffic, and roadway capability was conducted. As a result, several potential future truck routes were identified to increase connectivity between truck routes and industrial and heavy commercial land uses. Existing and proposed truck routes are listed below. Proposed truck routes are shown in Map 2-10.

Existing designated truck routes include:

- Briarcliff Rd between Ponce de Leon Avenue and North Druid Hills Road
- Browns Mill Road between Snapfinger Road and Rockdale County
- Buford Highway
- Carroll Avenue between New Peachtree Road and Shallowford Road
- Chamblee-Dunwoody Road between Buford Highway and Fulton County
- Chamblee-Dunwoody Road between Peachtree Road and Peachtree Industrial Boulevard
- Chamblee-Tucker Road between Carroll Avenue and I-85
- Clairmont Road and Clairmont Avenue between East Ponce de Leon Avenue and Buford Highway
- Columbia Drive between East College Avenue and I-20
- Covington Road between North Clarendon Avenue and I-20
- Deere Drive between Peachtree Industrial Boulevard and Peachtree Road
- DeKalb Industrial Way between East Ponce de Leon Avenue and Lawrenceville Highway
- East College Avenue between South Candler Street and North Clarendon Avenue
- East Lake Drive between Ponce de Leon Avenue and West College Avenue

- East Ponce de Leon Avenue between Memorial Drive and Decatur City Limits
- Evans Mill Road between Covington Highway and Browns Mill Road
- Flakes Mill Road between Flat Shoals Road and Henry County
- Flat Shoals Road between Panthersville Road and Snapfinger Road
- Glenwood Road and Avenue between Fulton County and Covington Road
- Hugh Howell Drive between Lawrenceville Highway and Stone Mountain Bypass
- I-20
- I-285
- I-675
- I-85
- Johnny's Lane between Tilly Mill Road and Woodwin Road
- Kelton Drive between the offsets of Stone Gate Industrial Boulevard
- Klondike Road between I-20 and Rockdale County
- LaVista Road between Fulton County and Lawrenceville Highway
- Lawrenceville Highway between North Decatur Road and Gwinnett County
- Malone Drive between Peachtree Industrial Boulevard and Peachtree Road
- Maple Street between East Ponce de Leon Avenue and East College Avenue
- Marbut Road between Jabco Boulevard and Stone Mountain-Lithonia Road
- McCurdy Drive between Lewis Road and East Ponce de Leon Avenue
- McGraw Drive between Peachtree Industrial Boulevard and Peachtree Road
- Memorial Drive
- Miller Drive between Peachtree Industrial Boulevard and Peachtree Road
- Montreal Road between LaVista Road and Lawrenceville Highway

- Moreland Avenue between Ponce de Leon Avenue and Clayton County
- Motor Industrial Boulevard between Peachtree Road and Buford Highway
- Mount Vernon Road
- Mountain Drive between Covington Road and Memorial Drive
- New Peachtree Road between Peachtree Road and Oakcliff Road
- North Decatur Road between Clairmont Road and North Indian Creek Drive
- North Decatur Road between Briarcliff Road and Memorial Drive
- North Deshon Road between Rockbridge Road and Gwinnett County
- North Druid Hills Road between Peachtree Road and Lawrenceville Highway
- North Hairston Road between Memorial Drive and Rockbridge Road
- Old Stone Mountain Road between Peachtree Road and Shallowford Road
- Panola Road between Stone Mountain-Redan Road and Browns Mill Road
- Peachtree Industrial Boulevard between Peachtree Road and Gwinnett County
- Peachtree Road between Fulton County and Peachtree Industrial Boulevard
- Pierce Drive between Peachtree Industrial Boulevard and New Peachtree Road
- Ponce de Leon Avenue between Fulton County and Scott Boulevard
- Redan Road between Covington Road and Stone Mountain-Redan Road
- Rock Mountain Road between Rock Chapel Road and Rock Mountain Road
- Rockbridge Road between Memorial Drive and Gwinnett County
- Stephenson Road between Rock Mountain Road and Rock Chapel Road
- Stone Mountain Freeway between Lawrenceville Highway and Gwinnett County
- Valley Brook Road between Ponce de Leon Avenue and Lawrenceville Highway
- Wesley Chapel Road between Covington Road and Flat Shoals Road

- West College Avenue between East Lake Drive and South Candler Street
- Winters Chapel Road between Peachtree Industrial Boulevard and Gwinnett County
- Woodwin Road between Johnny's Road and Winter Chapel Road

To ensure that the County continues to offer convenient freight movement options for economic development, the following routes were recommended for inclusion in the Truck Route Plan.

- Ashford Dunwoody Road between Mt. Vernon and I-285
- Candler Road between Memorial Drive and I-285
- Covington Highway between Memorial Drive and Lithonia city limits
- Hairston Road between Rockbridge Road and Covington Highway
- Lithonia Industrial Boulevard
- Pleasantdale Road between I-85 and Chamblee-Tucker Road
- Scott Boulevard between Clairemont Avenue and Church Street
- Snapfinger Road between Brown's Mill Road/Flat Shoals Parkway and the south County line
- Turner Hill Road/Rock Chapel Road between Lithonia Industrial Boulevard Extension North and I-20



DeKalb County Comprehensive Transportation Plan

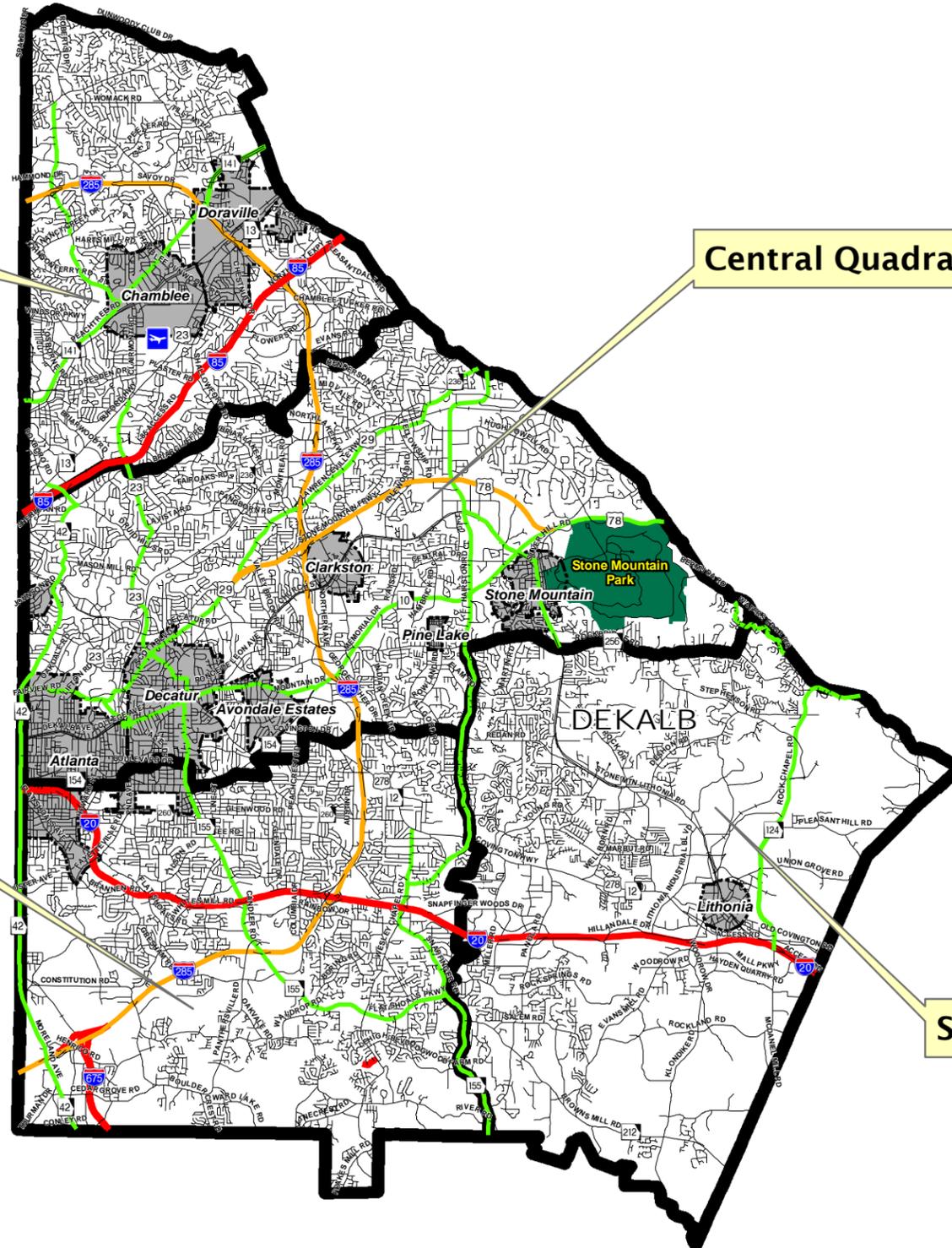
Truck Traffic (2004)

North Quadrant

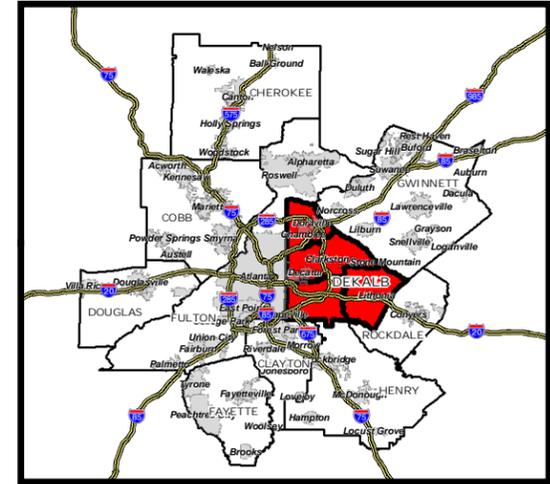
Central Quadrant

Southwest Quadrant

Southeast Quadrant



0 1 2 4 6 8 Miles



Map 2-9

Legend

Percent of Truck Usage (GDOT RC File - 2004)

- 7.1 - 12.0%
- 5.6 - 7.0%
- 4.1 - 5.5%
- 4.0% and Below

Other Layers

- DeKalb-Peachtree Airport
- Railroad
- DeKalb County Quadrant
- City Limits
- Stone Mountain Park

Source: GDOT RC File (2004), DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.





DeKalb County Comprehensive Transportation Plan

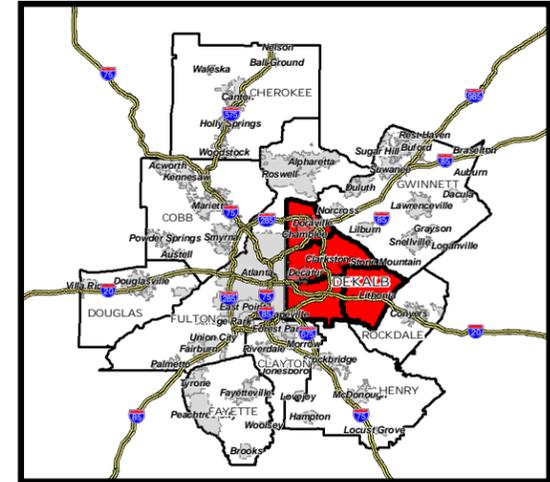
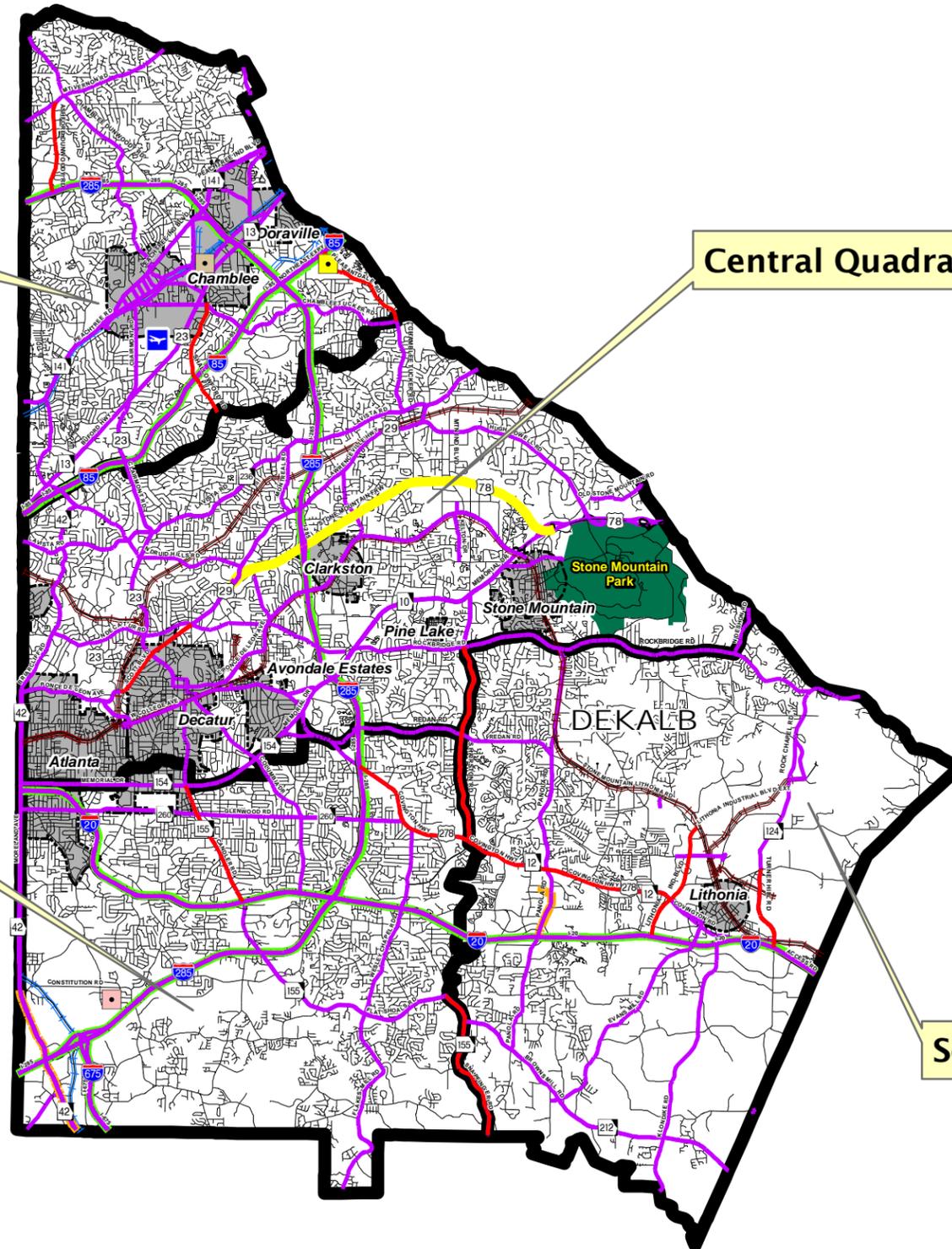
Proposed Truck Routes

North Quadrant

Central Quadrant

Southwest Quadrant

Southeast Quadrant



Map 2-10

Legend

Intermodal Facility By Mode of Transportation

- All South Warehouse (Rail and Truck)
- Norfolk Southern Independent Bulk Transfer (Rail and Truck)
- Commercial Cold Storage (Rail and Truck)

DeKalb County Designated Truck Routes

- DeKalb County Existing Truck Route
- Proposed Truck Route (CTP)

GDOT STAA Routes

- Federally Designated National Truck Route
- Designated Access Routes for Oversize Trucks Allowing Single and Twin Trailers
- Designated for All Interstate Routes

Railroad Ownership

- Norfolk Southern
- CSX

Other Layers

- DeKalb-Peachtree Airport
- DeKalb County Quadrant
- City Limits
- Stone Mountain Park

Source: BTS, GDOT RC File (2004), DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.



2.2.7 Bicycle and Pedestrian Needs

As DeKalb County continues to urbanize, an expanded bicycle and pedestrian network will be needed to accommodate the increased demand created by general population growth and increasingly higher-density land uses. Bicycle networks can be built from several types of bicycle facilities both within and off existing roadway right-of-way. Pedestrian networks are more localized and require sidewalk improvements to close existing gaps and to increase connectivity to activity centers.

Bicycle Analysis

Bicycle needs and opportunities were based on suggestions received through public information forums, stakeholder interviews, review of existing and proposed facilities, GIS analysis of connectivity requirements, and qualitative reviews of the County's transportation and land use. Bicycle transportation needs are difficult to assess quantitatively. Bicyclists use facilities designated as sidewalks, bicycle paths, roadways and park paths, creating difficulties in developing a reliable inventory of routes used by bicyclists.



Conflicts and barriers to bicycle safety and connectivity can be small and localized, increasing the difficulty of assessing needs on a countywide basis. Safety data is also difficult to obtain. Because bicycles are typically not insured, accidents involving bicycles are rarely reported to the police or GDOT unless they involve serious injury or damage to a motor vehicle. Due to difficulty obtaining quantitative data related to bicycle transportation demand, volume, capacity and safety, DeKalb's bicycle transportation needs were assessed on a qualitative as well as quantitative basis.

Using existing County and GDOT data sources and established criteria for bicycle suitability (Table 2-6), an analysis was conducted to determine roadway suitability for safe bicycling. Section 4 of the report includes a detailed discussion of needs assessment at the quadrant and subquadrant level. It also includes a detailed description of bicycle suitability criteria. On a countywide basis, over 85 percent of the roadway centerline miles in DeKalb County are fully suitable for bicycle travel in their current state, and an additional three percent require no more than a pavement overlay to meet the bicycle suitability guidelines (Map 2-11-Bicycle Suitability). Needs were isolated and 128 improvement options were identified countywide and included on the project listing (Map 2-12-Bicycle Improvements).

**Table 2-6
Minimum Roadway Conditions for Bicycle Suitability**

Rating Criteria	Functional Classification of Roadway Segment					
	Major Arterial ³	Minor Arterial (AADT 2,000)	Minor Arterial (AADT <2000)	Major Collector	Minor Collector	Local
Roads without Curb						
Lane Width	14	14	13	13	13	Any
Shoulder Width	6	6	4	4	4	Any
Combined Lane and Shoulder Width	16	16	14	14	14	Any
Roads with Curb						
Lane Width	14	14	13	13	13	Any
Shoulder Type ¹	I, J, or O	I, J, or O	I, J, or O	I, J, or O	I, J, or O	Any
Pavement Type ²	I, J, or G	I, J, or G	I, J, or G	I, J, or G	I, J, or G	Any
Minimum PACES Rating for no Pavement Overlay	70	70	70	70	70	Any
Minimum PACES Rating for no Pavement Reconstruction	60	60	60	60	60	Any

¹ Shoulder type index: I = High-type bituminous concrete, J = High type Portland cement, and O = High type bituminous concrete with curb and gutter.

² Pavement type index: I = High flexible, J = High rigid, and G = Mixed bituminous.

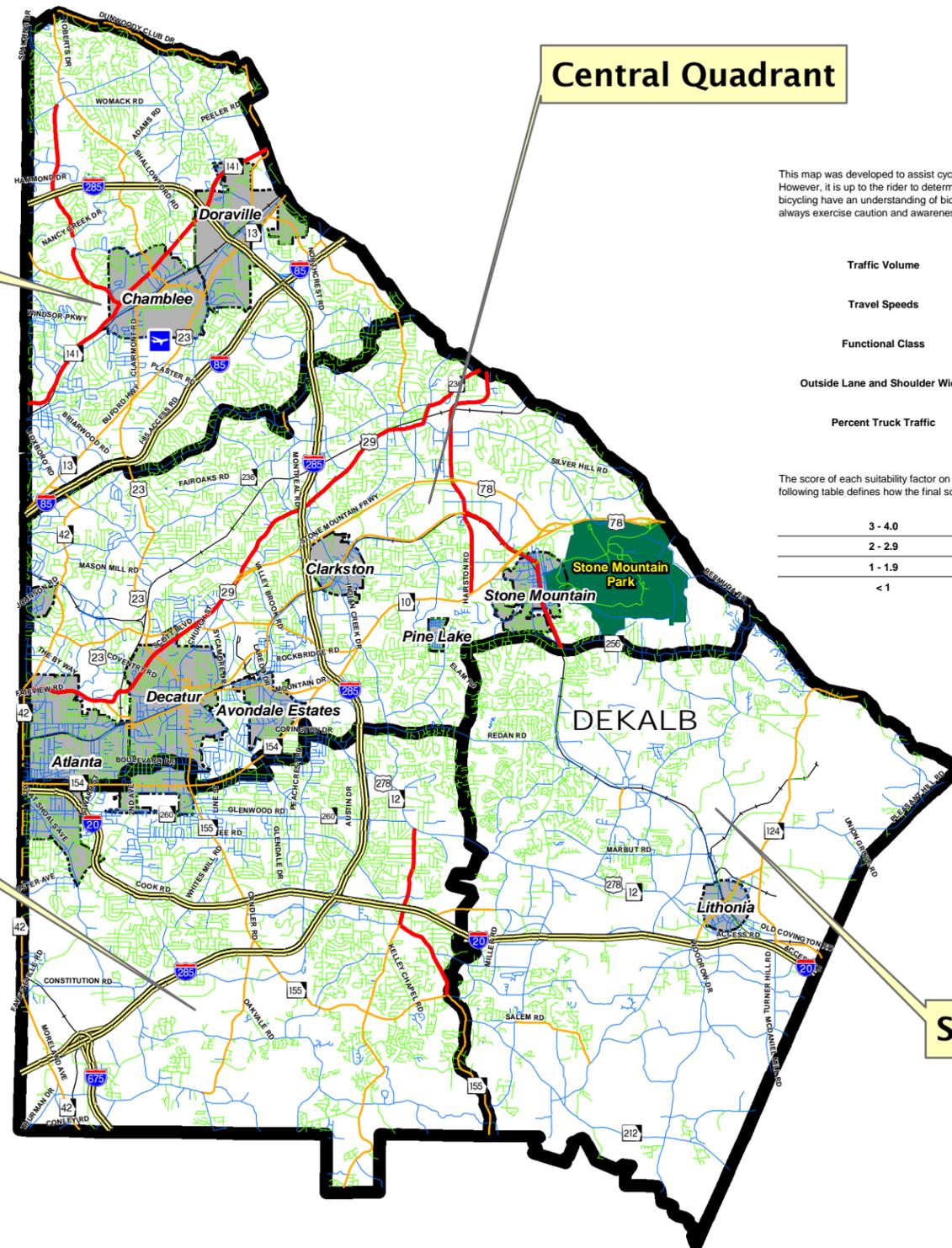
³ All multilane facilities are required to meet the minimum conditions for a major arterial roadway.

Source: MTPT Technical Documentation – Version 3.0.



DeKalb County Comprehensive Transportation Plan

Bicycle Suitability (2004)



Central Quadrant

North Quadrant

Southwest Quadrant

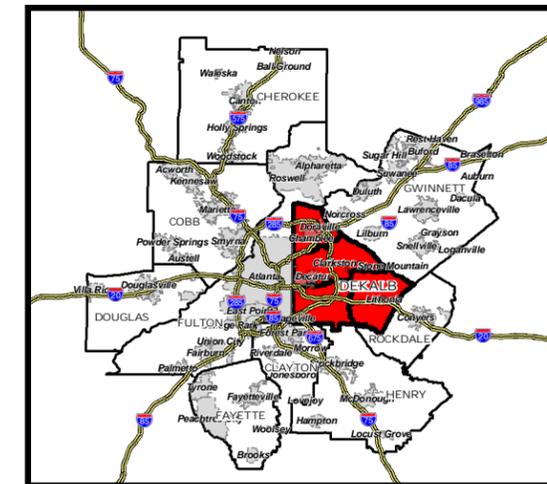
Southeast Quadrant

This map was developed to assist cyclists in determining the most suitable route for their level of riding. However, it is up to the rider to determine their own skill level, and it is recommended that any individual bicycling have an understanding of bicycling rules and bicycling safety. Regardless of the rating, a cyclist should always exercise caution and awareness when riding.

Traffic Volume	Less than 2500 vehicles per day per lane	4
	Between 2500 and 5000 vehicles per day per lane	2
	More than 5000 vehicles per day per lane	0
Travel Speeds	Less than or equal to 30 mph	4
	Between 30 and 40 mph	2
	Greater than 40 mph	0
Functional Class	Local Streets/Collectors	4
	Minor Arterials	2
	Other (major arterials and highways)	0
Outside Lane and Shoulder Width	Greater than or equal to 17 feet	4
	13 - 17 feet	2
	Less than 13 feet	0
Percent Truck Traffic	Less than or equal to 3 percent	4
	Between 3 - 8 percent	2
	Greater than 8 percent	0

The score of each suitability factor on a route (0, 2 or 4) was added together and divided by five (5). The following table defines how the final score correlates to level of bicycling difficulty.

3 - 4.0	Best conditions for bicycling	Green
2 - 2.9	Medium conditions for bicycling	Blue
1 - 1.9	Difficult conditions for bicycling	Orange
< 1	Very Difficult conditions for bicycling	Red



Map 2-11

Legend

Bicycle Suitability (2004)

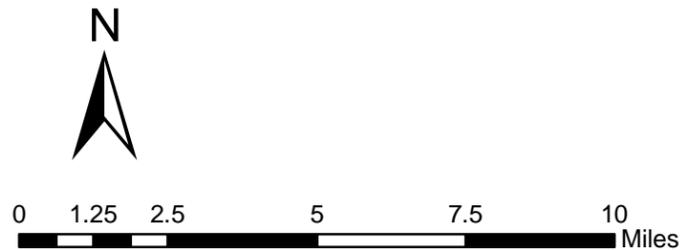
- 3.0 - 4.0 (Best Conditions For Bicycling)
- 2.0 - 2.9 (Medium Conditions For Bicycling)
- 1.1 - 1.9 (Difficult Conditions For Bicycling)
- 0.0 - 1.0 (Very Difficult Conditions For Bicycling)

Other Layers

- DeKalb-Peachtree Airport
- Interstate Highway
- Railroad
- DeKalb County Quadrant
- City Limits
- Stone Mountain Park

Source: ARC, GDOT RC File (2004), DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.





DeKalb County Comprehensive Transportation Plan

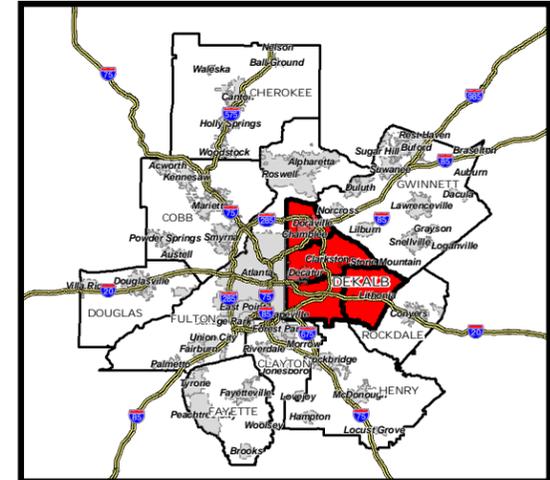
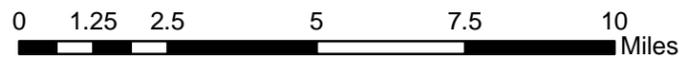
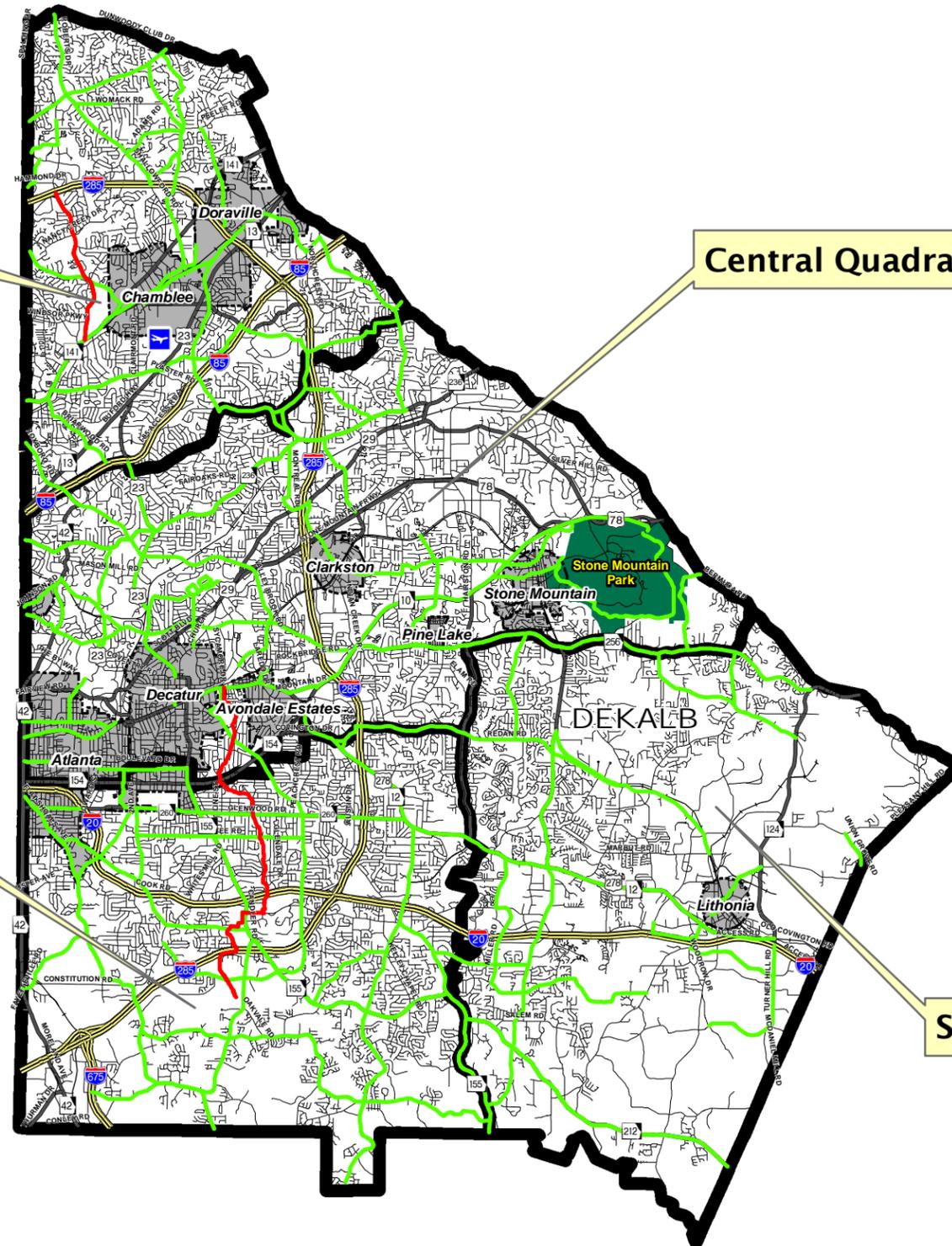
Bicycle Improvements

North Quadrant

Central Quadrant

Southwest Quadrant

Southeast Quadrant



Map 2-12

Legend

Bicycle Improvements (CTP)

- On and Off-Road Bicycle Lanes
- On-Road Bicycle Lanes Only

Road Network

- Interstate Highway
- State Route / U.S. Highway
- Other Roads

Other Layers

- DeKalb-Peachtree Airport
- Railroad
- DeKalb County Quadrant
- City Limits
- Stone Mountain Park

Source: ARC, DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.



Pedestrian Analysis

Pedestrian needs and opportunities were also identified from suggestions received through public information forums, stakeholder interviews, review of existing and proposed facilities, GIS analysis of connectivity requirements, and qualitative review of the County transportation system and land use. The technical analysis considered pedestrian crash rates, the existing sidewalk inventory, and how well major activity centers are served by pedestrian facility infrastructure.

The technical assessment for identifying pedestrian facility needs considered pedestrian safety as well as the availability of pedestrian facility infrastructure, particularly sidewalks, for foot travel in areas where pedestrian travel is expected or desired. Spatial analysis employing GIS was utilized for both the safety and availability assessments.

The purpose of the safety analysis was to identify locations of greater incidence of collisions between pedestrians and motorized vehicles. The purpose of the availability analysis was to identify locations where the greatest need for pedestrian facility infrastructure exists. These facilities were selected based on land use, development characteristics and activity intensity. The pedestrian facility needs criteria reflect a qualitative assessment of a pedestrian's expectations of where sidewalks should be available. In general, pedestrians expect a sidewalk along streets in more urbanized and developed areas. In less developed areas, pedestrians expect sidewalks along major roadways that connect to local activity centers.



The pedestrian facility availability assessment utilized spatial GIS analysis, using data from the GDOT roadway conditions (RC) file and DeKalb County's HOST sidewalk improvements, to determine where additional pedestrian facilities were needed. Roadways classified as interstates, freeways or expressways were excluded from the analysis. A pedestrian facility need was identified if a roadway segment met one of the following conditions:

- No sidewalk is present. The roadway is located in an area categorized as a central business district, high-density urban, medium-density urban; low-density urban, suburban, exurban, or rural.
- No sidewalk is present. The roadway is located within ¼ mile of a school, mall, hospital, and transit stations.

The Needs Assessment included in Appendix A discusses more thoroughly DeKalb County's need for sidewalks along roadways and specific areas that are high priority locations for pedestrian facility improvement. The subsection describes in detail the availability of pedestrian facilities by functional classification and assesses pedestrian needs at the quadrant and subquadrant level. Existing sidewalks are shown in Map 2-13. Needs were isolated and 363 improvement options were identified countywide and included on the project listing (Map 2-14-Sidewalk Improvements).



DeKalb County Comprehensive Transportation Plan

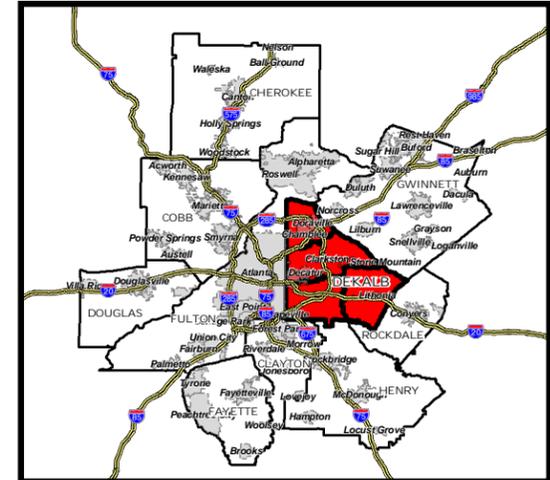
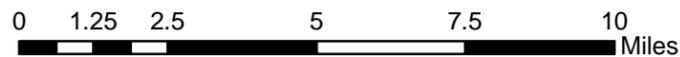
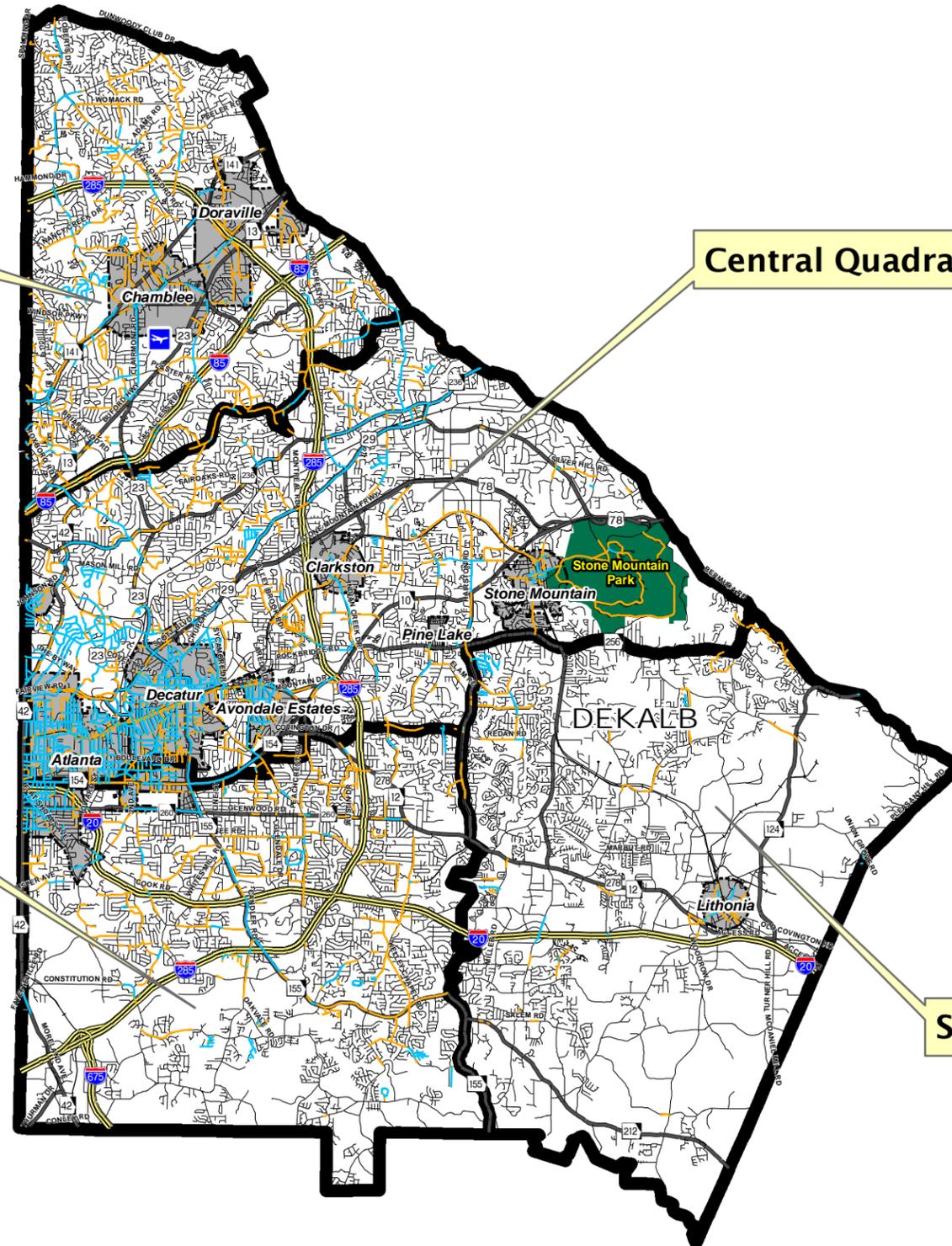
Existing Sidewalks

North Quadrant

Central Quadrant

Southwest Quadrant

Southeast Quadrant



Map 2-13

Legend

Existing Sidewalks (GDOT RC File - 2004)

- Existing Sidewalks (Both Sides of Street)
- Existing Sidewalks (One Side of Street)

Road Network

- Interstate Highway
- State Route / U.S. Highway
- Other Roads

Other Layers

- DeKalb-Peachtree Airport
- Railroad
- DeKalb County Quadrant
- City Limits
- Stone Mountain Park

Source: GDOT RC File (2004), DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.





DeKalb County Comprehensive Transportation Plan

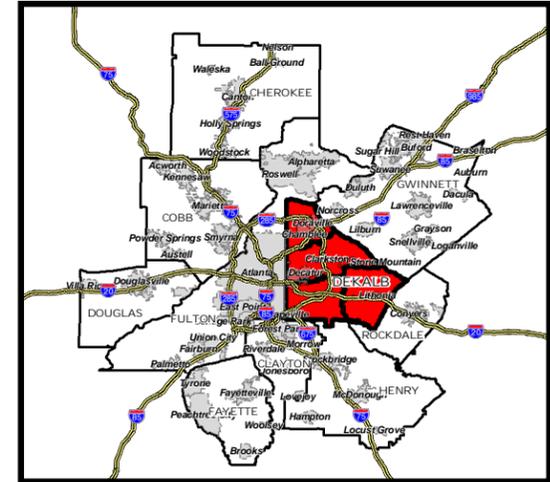
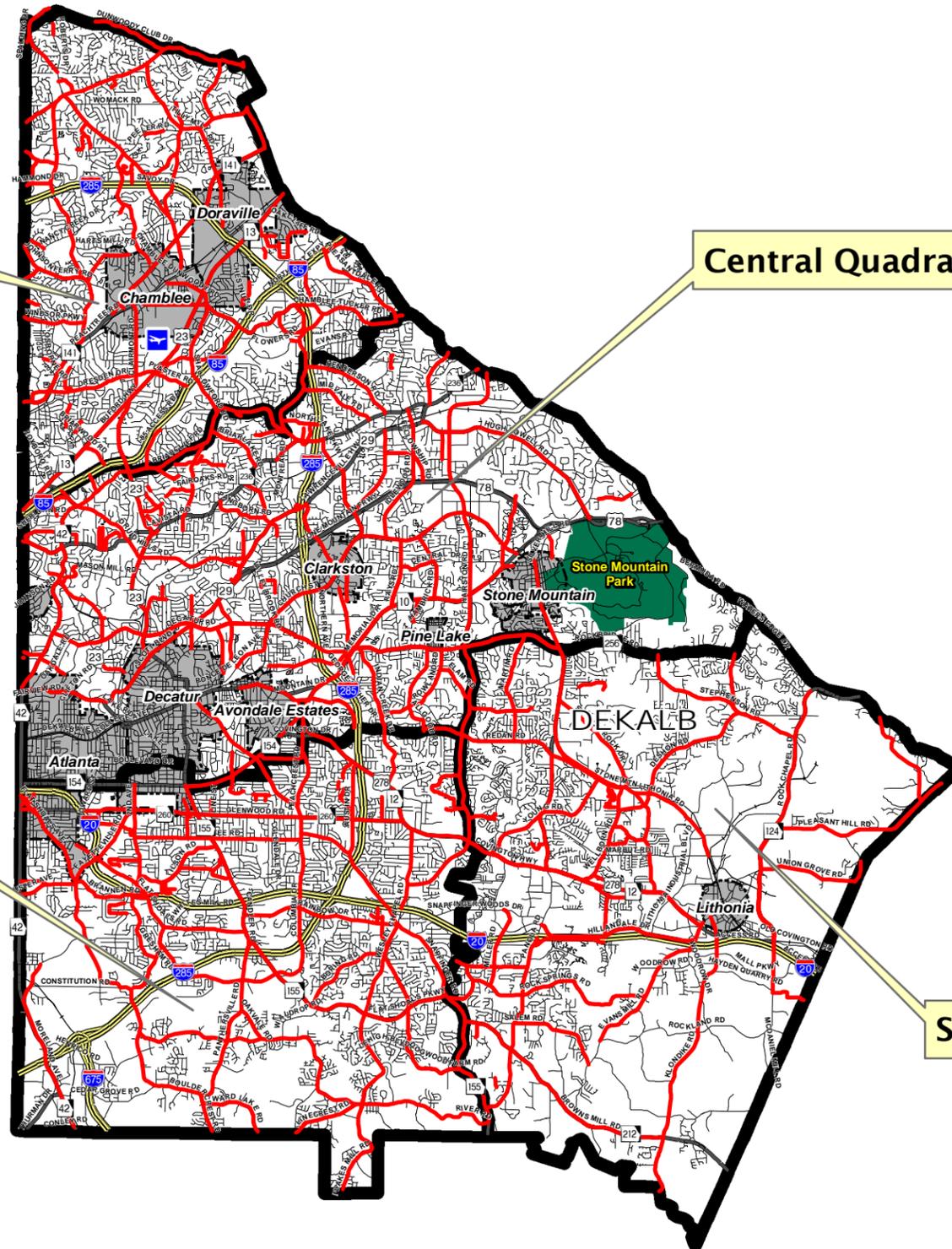
Sidewalk Improvements

North Quadrant

Central Quadrant

Southwest Quadrant

Southeast Quadrant



Map 2-14

Legend

Sidewalk Improvements (CTP)

— Sidewalk Improvements

Road Network

— Interstate Highway

— State Route / U.S. Highway

— Other Roads

Other Layers

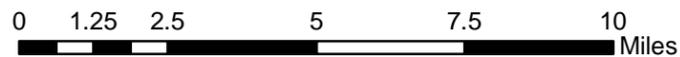
— DeKalb-Peachtree Airport

— Railroad

— DeKalb County Quadrant

— City Limits

— Stone Mountain Park



Source: ARC, DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.



2.3 Trends

A variety of local, regional, and national trends including those related to socioeconomic, developmental, and environmental factors were evaluated to determine their impact on transportation planning in DeKalb County. In most cases, historical data were measured in an attempt to forecast the County's future development, but, in other cases, policies, programs and other strategies were considered to set a more amenable context for achieving the community's expectations of the transportation system.

2.3.1 Land Use

The following section summarizes the land use patterns of DeKalb County, its four quadrants, and sixteen subquadrants. The dominant land uses and the arrangement of land uses are discussed for each land use division. Land use patterns are important in determining the transportation needs of the County and the County's transportation system should be responsive to existing or planned land use patterns.

Countywide Summary

DeKalb County as a whole has a balanced land use mix. The dominant land use is residential, accounting for about 60 percent of the total land area. Parks and open space constitute 10 percent of County land and industrial uses constitute 8 percent. Commercial and institutional uses each comprise approximately 4 percent of the County's land use.

Most land in DeKalb County is developed at a low density. Denser housing types only comprise 6 percent of land use as opposed to 60 percent for low-density housing. Likewise, high-intensity commercial land use comprises only 0.4 percent of the County land area compared to low-intensity commercial with 4.8 percent.

North Quadrant

The North Quadrant is extensively developed, with relatively little room for potential new development. Most of the land is single family housing with pockets of multifamily housing, but there are several substantial corridors and nodes of commercial and industrial activity. Commercial nodes include the Perimeter area and commercial corridors include Peachtree Industrial Boulevard and Buford Highway centered on Chamblee and Doraville. There are also several clusters of commercial and industrial development scattered along the length of I-85 and its access roads. Industrial development is concentrated between Peachtree Industrial Boulevard and I-85 both inside and outside of I-285.

Major traffic generators include the Perimeter Center area and the Chamblee-Doraville commercial-industrial area. The Perimeter Center area is dominated by office employment and major retail centers such as Perimeter Mall, while the Chamblee-Doraville area is characterized by a variety of retail, industrial, office, and other commercial establishments. Commercial development in this area is concentrated between Buford Highway and Peachtree Industrial Boulevard. The largest individual

developments in the area include Peachtree-DeKalb Airport and the General Motors Plant at Doraville.

The land use characteristics of each of the four subquadrants within the North Quadrant are discussed below:

- **Brookhaven/Nancy Creek** is typical of DeKalb County in most respects, including predominantly low-density residential land use. Brookhaven/Nancy Creek has significantly more commercial land than other parts of DeKalb County, and slightly more office land use than DeKalb County as a whole.
- **Chamblee/Doraville** has a smaller proportion of low-density housing and of industrial land use than DeKalb County as a whole. On the other hand, Chamblee/Doraville has more commercial, transportation, and medium density housing than other areas of the County. These characteristics suggest Chamblee/Doraville has higher land values and more intense land use.
- **Dunwoody/Doraville** has a smaller proportion of industrial land and open space than DeKalb County as a whole. Dunwoody/Doraville has much larger proportion of office land than DeKalb County as a whole. Also, Dunwoody/Doraville has more land devoted to office uses, transportation/utility uses, and medium-density residential uses when compared to other subquadrants.
- **Embry Hills/Pleasantdale** has a smaller proportion of low-density housing and a larger proportion of medium-density housing than the rest of DeKalb. There is also a large amount of industrial land, and a higher than average amount of commercial land. Embry Hills/Pleasantdale also has less land devoted to institutional uses than most other subquadrants.

Central DeKalb

Central Quadrant is highly diversified in land use, with major concentrations of residential, institutional, industrial, commercial, and recreational lands scattered throughout the quadrant. The Central Quadrant is also marked by multiple, semi-independent centers of activity, as well as major commercial corridors. Centers of activity include such diverse areas as Decatur, Tucker, Northlake, and Emory. Major commercial corridors include Lawrenceville Highway and Memorial Drive.



Major traffic generators 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 large concentrations of both retail and office space. Tucker has concentrations of commercial and industrial land. Major employers in the Central Quadrant include Emory University, the Centers for Disease Control and Prevention, Children's Healthcare of Atlanta, Northlake Mall, and Siemens Energy and Automation.

The land use characteristics of each of the four subquadrants within the Central Quadrant are discussed below:

- **Tucker** is dominated by low density residential land use, with almost 70 percent of land used for this function. Relative to the rest of DeKalb, Tucker has less open space and less medium-density residential development. Tucker also has a higher than average concentration of professional offices.
- **Emory/Decatur** is typical of DeKalb County in many ways, but with less industrial land and less open space. Also, Emory/Decatur has more institutional land and more professional office land than other subquadrants.
- **Clarkston/Stone Mountain**, centered on Stone Mountain Park, enjoys a much higher proportion of park land and open space than the rest of DeKalb County. Also, there is more land devoted to medium-density residential development. There is less low-density residential and less office development than other subquadrants.
- **South Decatur** has a larger percentage of its land allocated to institutional use and medium-density residential development. Surprisingly, this medium-density residential development coexists with also a large amount of low-density residential. Less land in South Decatur is devoted to open space and industrial uses than in other parts of DeKalb County. These land use patterns also indicate relatively high land values.

Southeast Quadrant

The Southeast Quadrant is dominated by low-density residential development, interrupted with a few large pockets of industrial land and significant tracts of undeveloped land. Commercial and retail development land is highly concentrated in the Stonecrest Mall area. Large areas of industrial development with some accompanying commercial development are found near Lithonia and along the Panola Road corridor. Two major industrial parks, Snapfinger Industrial Park and Lithonia Industrial Park, are located in the area. Overall, the Southeast Quadrant has less commercial development than other parts of DeKalb.



Major traffic generators for the Southeast Quadrant include Stonecrest Mall, Lithonia and surrounding industrial areas, and the I-20/Panola Road area. The Stonecrest Mall area is characterized by a large concentration of retail development in “big-box” developments with large amounts of parking. The land surrounding Lithonia is dominated by industrial land and employment. The Panola Road area is predominantly industrial with pockets of commercial space. Major employers in the Southeast Quadrant include Stonecrest Mall and John Harland Company (check printing).

The land use characteristics of each of the four subquadrants within the Southeast Quadrant are discussed below:

- **Panola Mountain** is dominated by residential land use. Over 90 percent the subquadrant is either residential or open space. Residential land use is mostly low-density, but there are significant amounts of medium-density as well. There is proportionately less industrial, office, and institutional development than other parts of DeKalb County. Overall, this land use pattern suggests a separation of residential areas from areas of employment.
- **Klondike/Stonecrest** is distinct because of a very small amount of industrial and institutional land uses. On the other hand, there is a large amount of high-intensity commercial and office development relative to other parts of DeKalb, and to the rest of the Southeast Quadrant. Low/medium-density residential and open space is also slightly over-represented relative to DeKalb County in Klondike/Stonecrest.
- **Lithonia** is marked by a very high proportion of industrial land uses, comprising nearly a quarter (25 percent) of the subquadrant. Office, commercial, and institutional land uses are underrepresented in Lithonia. Residential uses in Lithonia are almost all low-density in character.
- **Redan** is similar in land use to DeKalb County as a whole. The bulk of land is in low-density single family, with significant amounts of land devoted to open space and industrial uses. Redan has a typical amount of land devoted to commercial use at 3.6%. Higher-density residential uses make a small portion of land use in Redan, similar to DeKalb County as a whole.

Southwest Quadrant

The Southwest Quadrant is predominantly low density residential, with many smaller pockets of commercial. Large areas of open space and industrial lands lie in the southern half of the Quadrant. The largest commercial and institutional node in the area is located at Panthersville, and the major commercial corridors include Candler Road, Covington Highway, and Memorial Drive. There are also hubs of commercial development around the I-20 exits at Wesley Chapel Road and Flat Shoals Road.

Major traffic generators for the Southwest Quadrant include the Panthersville area, including the Georgia Regional Hospital area to the south, and the Wesley Chapel Road corridor adjacent to I-20. The Panthersville area is characterized by a mix of land uses, including commercial, office, institutional, and high-density residential. Commercial developments in the Panthersville area tend to be on large lots with ample parking. The Wesley Chapel Road corridor consists primarily of retail, with some commercial and institutional uses. Development along Wesley Chapel Road is marked by large setbacks and a surprisingly high number of pedestrians, who are poorly accommodated by the environment. Major employers in Southwest DeKalb include DeKalb College, South DeKalb Mall, and Earthgrains (bread baker).

The land use characteristics of each of the four subquadrants within the Southwest Quadrant are discussed below:

- **Belvedere Park/Candler-McAfee** is dominated by low-density residential development, which comprises more than three-quarters of the land use for the subquadrant. Industrial and office development are almost non-existent in this area. There is a slightly larger proportion of commercial development compared to DeKalb County as a whole and proportionately less open space than other parts of the County.
- **Covington/Wesley Chapel** is dominated by low-density residential development, which comprises more than three-quarters of land use for the subquadrant. Industrial development is almost non-existent in this area, but there is a significant amount of land dedicated to office space. There is a slightly larger proportion of commercial development than the County as a whole and proportionately a smaller amount of open space. Medium and high-density residential development is scarce.
- **Gresham Park/Panthersville** has a larger proportion of industrial land than other parts of DeKalb County, and a smaller proportion of low-density residential land. Gresham Park/Panthersville also has a higher proportion of institutional uses than other parts of DeKalb.
- **Ellenwood** has a land use pattern similar to the whole of DeKalb County. Industrial land use is more common than other parts of the County, and commercial and medium-density residential land uses are less common. Ellenwood has the largest amount of open space of the four Southwest DeKalb subquadrants.

This section of the report considers economic and land use impacts of the various scenarios. Transportation investments are likely to have long-term impacts on the way the County develops and on its potential for economic growth. This section reviews how different transportation scenarios affect potential future land use patterns, and how both transportation and land use may affect future economic growth. Ultimately, the comprehensive scenario with focused, moderate growth was selected as the most effective scenario to meet County land use and transportation needs.

Overview

The economic and land use impact analysis reviews the potential impacts of three different transportation investment scenarios on two different possible future land use patterns and assuming two different growth assumptions. In all, three major variables, key transportation demand factors, were tested in alternative transportation-land use-growth scenarios to evaluate the impact of transportation improvement “packages” on system operations. Scenario alternatives have been analyzed to understand the implications of the effects of different transportation investment “packages” on alternative potential future land use situations.



The three transportation investment scenarios tested are the Trend Scenario, the New Visions Scenario, and the Comprehensive Scenario. These scenarios are described in detail in the other sections of the report.

The land use patterns tested are the Existing Pattern and the Focused Pattern, both evaluated based on moderate and high growth possibilities. The Existing Pattern assumes that current land use patterns continue. The Focused Pattern assumes a focus of development on growth and activity centers. Moderate growth assumes the currently anticipated growth through 2030. High growth assumes an increased rate of population and employment growth. It is important to understand that the Focused Pattern requires a shift in County land use policy toward the emphasis of redevelopment and infill in existing activity centers.

Table 2-7 shows the combinations of transportation investment scenarios and land use patterns that are considered in this analysis:

**Table 2-7
Transportation Scenarios and Land Use Patterns**

		Transportation Scenarios		
		Trends	New Visions	Comprehensive
Land Use Patterns	Moderate Growth/Existing	X	X	
	Moderate Growth/Focused		X	X
	High Growth/Existing	X		X
	High Growth/Focused		X	X

Economic impacts considered in the analysis include transportation infrastructure costs, effects on mobility, congestion costs, implications for public health and compatibility with the County’s economic development goals. Land use impacts considered in the analysis include compatibility with the County’s land use goals, compatibility with current land use trends, and new land use policies needed to implement the scenario.

Analysis Summary

The impact of each scenario on economic growth and land use in the County are summarized in table 2-8 below. These impact ratings represent a qualitative judgment of the relative merits of the scenarios and are not the result of numeric computations. The scenarios are listed on the left side of the table; the types of impact are listed at the top of the table. For each type of impact, the project team rated each scenario between 1 and 5 with 1 indicating the worst level of relative performance and a 5 indicating the best level of relative performance.

**Table 2-8
Summary of Economic and Land Use Impacts**

Rank	Scenario	Infrastructure Cost	Mobility	Congestion	Public Health	Economic Development	Land Use Policy
1	Comprehensive/ Focused	1	5	3	4	3	4
2	New Visions/ Focused	3	4	3	4	4	5
3	Comprehensive/ Existing	1	3	4	3	4	2
4	New Visions/ Existing	3	2	2	3	3	2
5	Trends/ Existing	3	2	2	3	3	1

¹ Ratings are qualitative not based on numeric computations

If these categories were given equal weight, the highest ranked scenarios overall would be the Comprehensive/Focused and the New Visions/Focused scenarios.

Scenario Descriptions

The five alternative transportation/land use scenarios previously introduced are described in greater detail below.

Comprehensive Scenario & Focused Land Use Pattern

Description

This scenario presumes new land use patterns with development concentrated in existing and planned centers, with a comprehensive transportation program that aggressively invests in both new transit and roadway capacity. Land use patterns are presumed to take on a new focused pattern with periodic concentrations of densities surrounded by less developed or even undeveloped areas in between. Most new development is envisioned as occurring in the County's existing activity centers. Transportation projects would include a variety operations, ITS, safety, roadway capacity, transit capital, transit operations, transit amenities, bicycle and pedestrian projects. Relative to other transportation scenarios, this scenario has the widest range of projects included.

Transportation Infrastructure Costs

The Comprehensive Scenario refined by consideration of public involvement and staff input requires an estimated total project cost of just over \$5 billion through 2030. The cost estimate includes the project list refined by public and staff input. The costs are approximately detailed by percent distribution and by project mode type:

Project Type	Estimated Amount	Estimated Percent
Capacity	\$2,327,842,789	46%
Operations/Safety/ITS	\$213,460,832	4%
Transit	\$2,184,514,488	43%
Greenways	\$82,601,375	2%
Bicycle	\$59,175,789	1%
Pedestrian	\$180,285,916	4%

Mobility, Property Value, Quality of Life

Mobility is the ability to access desired destinations at a given cost in time or money. Increased mobility improves quality of life because it offers greater lifestyle choices and options. Also, increased mobility may increase property values, because both residential and commercial properties are valued in part based on ease of access to certain resources.

The Comprehensive Scenario with focused land use is expected to result in increased mobility over time. Focused land use patterns and transit can work in concert to create higher mobility by clustering destinations within easy walking distance of transit nodes served by high level-of-service transit. Mobility is increased both by clustering destinations and by supporting transit with transit-friendly development patterns. This scenario allows a much greater number of people to have access to transit service and makes transit service much more useful in terms of the destinations that become accessible via transit. For these reasons, mobility is expected to increase with this scenario.

Congestion Costs

Traffic congestion exerts multiple costs on the mobile population. The most obvious and direct cost is the cost of time lost in traffic. Travelers consider the cost of lost time to be significant and frustrating and in the long run it may result in major changes in behavior, such as shopping in a different location, moving to housing in a different location, or possibly even relocating an existing business. This can result in an economic impact to the County, as businesses and residents flee to less congested areas or divert spending to less congested areas.

The Comprehensive Scenario with focused land use will likely result in some increased congestion overall in DeKalb County. By increasing the mode share of transit and by decreasing the distance to desired destinations, this scenario does the most to decrease transportation demand on DeKalb County’s roads. Also, the Comprehensive Scenario helps to meet increased transportation demand by increasing roadway capacity. However, growth in population and economic activity almost always result in increased demand for travel by automobiles, therefore an increase in congestion is to be expected. As in the other scenarios, economic losses for the County may include relocated businesses, households, and shopping dollars as a result of significantly increased congestion. On the other hand, in a growth environment it is not unexpected for new businesses to displace existing businesses as the pace of economic change accelerates.

The Comprehensive Scenario with focused land use will help to minimize congestion and maximize the availability of transportation alternatives. As a result, this scenario is best for mitigating the costs of transportation for households. In this scenario, households are most likely to have transportation alternatives, including walking, biking, or taking transit. If transportation costs for vehicle use increase, lower income households will have the best access to transportation alternatives with this scenario.

Transportation alternatives and a focused development pattern are most likely to result in a decreased number of vehicle miles traveled per capita and decreased air pollution caused by vehicular travel relative to other scenarios. Increased congestion can lead to greater air emissions, as vehicles will spend more time stuck in traffic. A growth in vehicle miles traveled and an increase in congestion can exacerbate worsening air quality. The costs of worse air quality are primarily revealed through impacts on public health, such as increased incidence of asthma attacks and other lung-related ailments plus potential loss of funding.

Transportation-Public Health Link

A growing body of research is connecting public health, daily activity patterns, and the design of the physical environment. Some research indicates that low-density, single use development patterns are correlated with increases in obesity.

The Comprehensive Scenario includes all bicycle projects and all pedestrian projects identified and recommended in the CTP. The active living environments created by the Comprehensive Scenario may make a moderate contribution to the improvement of public health by enhancing active living environments in DeKalb County. Also the focused land use pattern will encourage walking and biking by increasing the number of destinations within walking distance. The Comprehensive Scenario is expected to improve opportunities for walking and biking as much as the New Visions Scenario with its concentrated nodal development and focus on alternative transportation mode improvements.

Economic Development Goals

The Comprehensive Scenario supports the economic development goals of DeKalb County. This scenario supports business growth and retention by ensuring that existing businesses continue to have adequate access to the regional transportation system and by reducing congestion on major corridors. The Comprehensive Scenario, with its focus on both transit and roadway improvements, does the most to address the transportation needs of both the service and goods sectors of DeKalb County's economy. This scenario should support DeKalb's key growth sectors of services, retail, government, and transportation/communication/utilities. Also, the Comprehensive Scenario does the most to mitigate congestion and prevent the relocation of businesses outside of DeKalb County.

DeKalb County also seeks to promote a positive image as part of its economic development goals. The focused land use pattern combined with the Comprehensive

Scenario will solidify DeKalb County's image as a forward thinking community with a proactive approach to solving community-wide problems.

Economic Impacts Summary

The benefits and costs of the Comprehensive Scenario with Focused Land Use Pattern are notable. Benefits of this scenario include increased mobility, increased access to transportation alternatives, mitigation of increased congestion, the most extensive provision of regional transportation access for existing businesses, and increased opportunities for active living. Costs of this scenario are the highest due to the number of transportation projects included in the "package".

Cumulative Land Use Impacts

The Comprehensive Scenario with focused land use provides good support for the current land use policies of DeKalb County. Transit and pedestrian investments within growth centers help to promote walkable, mixed use communities. A focused land use pattern fosters the proximate location of employment, services, and housing into growth centers, which in turn is supported by increased transit investment. A decreased focus on roadways and an increased focus on pedestrian investments would work in concert with the County's goal of promoting a sense of place in the County's various sections. The Comprehensive Scenario helps to increase pedestrian investments, but also generates by higher speeds and higher volumes of traffic in commercial areas. This scenario supports County land use policies to focus growth.

This scenario also addresses prevailing land use trends in the County. Increased transit investment in growth centers and major corridors will help to promote redevelopment in the County. Focused development will reduce the consumption of scarce vacant lands and encourage the preservation of open space in the County. The Comprehensive/Focused scenario supports increased densities by designating appropriate locations for high residential densities and providing the transportation infrastructure to support densely developed areas. This scenario may allow strip commercial development by increasing the capacity and traffic flow on major arterials. Overall, this scenario effectively addresses many of the County's current land use trends.

Land Use Policies

The County will need to use many of its latest land use policies and tools to promote this scenario. Transit oriented development, which coordinates transit and land use investments, should continue to be emphasized in the County. The County should consider adopting the Transit Oriented Development Overlay District found in the proposed Pedestrian Community District – 4, and engage in planning studies for its growth centers to promote proper development patterns. Supporting and implementing the various LCI studies throughout the County can also help to promote transit oriented development.

Other DeKalb County policies that can promote this scenario are the Pedestrian Community Districts and the Traditional Neighborhood Development Districts. Both of



these support the Focused Land Use Pattern and promote an increase sense of place at key locations throughout the County. Also, these new districts provide designated areas for higher-density housing to prevent uncontrolled growth of such housing in inappropriate areas. The County’s greenspace program and promotion of bicycle and pedestrian paths also support the Comprehensive/Focused Scenario.

New Visions Scenario & Focused Land Use Pattern

Description

This scenario presumes new land use patterns with development concentrated in existing and planned centers, a new focus on transit capital and operation projects and an accompanying reduction in the number of roadway capacity projects. The growth quantities are based on ARC’s population, employment, and household forecast for DeKalb County through 2030. Land use patterns are presumed to take on a new focused pattern with periodic concentrations of densities surrounded by less developed or even undeveloped areas in between. Most new development is envisioned for the County’s existing activity centers. Transportation projects would include a variety operations, ITS, safety, roadway capacity, transit capital, transit operations, transit amenities, bicycle and pedestrian projects. Relative to other transportation scenarios, this scenario has a greater focus on transit capital and operations projects.

Transportation Infrastructure Costs

The New Visions Scenario would have required an estimated total project cost of \$6,057,673,084 through 2030. The cost estimate includes the unconstrained project list. The costs are approximately detailed by percent distribution and by project mode type:

Project Type	Estimated Amount	Estimated Percent
Capacity	\$1,907,345,110	32%
Operations/Safety/ITS	\$210,826,225	3%
Transit	\$3,671,223,340	61%
Greenways	\$73,101,375	1%
Bicycle	\$53,912,609	1%
Pedestrian	\$141,264,425	2%

Mobility, Property Value, Quality of Life

Mobility is the ability to access desired destinations at a given cost in time or money. Increased mobility improves quality of life because it offers greater lifestyle choices and options. Also, increased mobility may increase property values, because both residential and commercial properties are valued in part based on ease of access to certain resources.

The New Visions Scenario with the Focused Land Use Pattern may result in increased mobility over time. Focused land use patterns and transit can work in concert to create higher mobility by clustering destinations within easy walking distance of transit nodes

served by high level-of-service transit. Mobility is increased both by clustering destinations and by supporting transit with transit-friendly development patterns. This scenario allows a much greater number of people to have access to transit service and makes transit service much more useful in terms of the destinations that become accessible via transit. For these reasons, mobility may actually increase with this scenario.

Congestion Costs

Traffic congestion exerts multiple costs on the mobile population. The most obvious and direct cost is the cost of time lost in traffic. Travelers consider the cost of lost time to be significant and frustrating and in the long run it may result in major changes in behavior, such as shopping in a different location, moving to housing in a different location, or possibly even relocating an existing business. This can result in an economic impact to the County, as businesses and residents flee to less congested areas or divert their spending to less congested areas.

The New Visions Scenario and the Focused Pattern will likely result in increased 2030 congestion in DeKalb County, albeit less congestion than the Existing Land Use Pattern scenarios. By increasing the mode share of transit and by decreasing the distance to desired destinations, this scenario is likely to be effective in decreasing congestion on DeKalb County's roads. However, growth in population and economic activity almost always results in increased demand for travel by automobile; therefore some increase in congestion is to be expected. As in the other scenarios, some economic losses for the County may include relocated businesses, households, and shopping dollars as a result of increased congestion.

The New Visions Scenario and the Focused Use Scenario will help to minimize congestion and maximize the availability of transportation alternatives. As a result, this scenario is best for mitigating the costs of transportation for households. In this scenario, households are most likely to have transportation alternatives, including walking, biking, or taking transit. If transportation costs for vehicle use increase, lower income households will have the best access to transportation alternatives with this scenario.

Transportation alternatives and a focused development pattern are most likely to result in decreased number of vehicle miles traveled per capita and decreased air pollution caused by vehicular travel relative to other scenarios. Decreased congestion will also help to reduce emissions, as vehicles will spend less time stuck in traffic. The benefits of better air quality are primarily revealed through impacts on public health, such as decreased incidence of asthma attacks and other lung-related ailments.

Transportation-Public Health Link

A growing body of research is connecting public health, daily activity patterns, and the design of the physical environment. Some research indicates that low-density, single use development patterns are correlated with increases in obesity.

The New Visions Scenario includes all bicycle projects and all pedestrian projects. As such, the New Visions Scenario will improve opportunities for walking and biking even more than the Trends Scenario. The active living environments created by the New Visions Scenario may make a moderate contribution to the improvement of public health by enhancing active living environments in DeKalb County. Also the focused land use pattern will encourage walking and biking by increasing the number of destinations within walking distance. Overall, this scenario is the most conducive to enhancing active living environments in DeKalb County.

Economic Development Goals

The New Visions Scenario supports the economic development goals of DeKalb County. This scenario supports business growth and retention by ensuring that existing businesses continue to have adequate access to the regional transportation system and by reducing congestion on major corridors. With the New Visions Scenario, greater emphasis is given to transit access, which is relatively more supportive of service industries than of goods-oriented industries. However, the New Visions Scenario in combination with the focused land use will also help to reduce congestion, which should be positive for goods-transporting industries as well. This scenario should support DeKalb's key growth sectors of services, retail, government, and transportation/communication/utilities. However, as congestion becomes worse, some businesses may decide to relocate outside of DeKalb County.



DeKalb County also seeks to promote a positive image as part of its economic development goals. Focused land use combined with the New Visions Scenario may help improve the County's image as a forward thinking community with a proactive approach to solving community-wide problems.

Economic Impacts Summary

The benefits and costs of the New Visions Scenario and the Focused Land Use Pattern must be evaluated. Overall, this scenario appears to have the most economic benefit to the County as a whole. Benefits of the New Visions Scenario include increased mobility, increased access to transportation alternatives, mitigation of increased congestion, regional transportation access for existing businesses, improved air quality and increased opportunities for active living. Costs include the estimated cost for the transportation projects, moderate increased congestion, and some possible decrease in economic activity due to congestion.

Cumulative Land Use Impacts

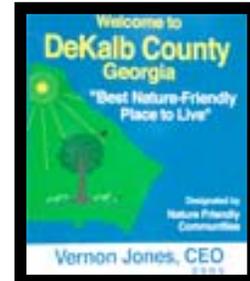
The New Visions Scenario and the Focused Land Use Pattern provide the best support for the current land use policies of DeKalb County. Since transportation investments are focused on growth centers, this scenario promotes walkable, mixed use communities. The focus on transit investment and a focused land use pattern fosters the proximate location of employment, services, and housing into growth centers. A decreased focus on roadways and an increased focus on pedestrian investments would work in concert

with the County's goal of promoting a sense of place in the County's various sections. The focused land use pattern also helps to promote a sense of place by focusing development in planned growth centers. This scenario provides the highest degree of support for the County's land use policies.

This scenario also addresses prevailing land use trends in the County. Increased transit investment in growth centers and major corridors will help to promote redevelopment in the County. Focused development will reduce the consumption of scarce vacant lands and encourage the preservation of open space in the County. The New Visions/Focused scenario supports the trend of increased residential densities by designating appropriate locations for high residential densities and providing the transportation infrastructure to support densely developed areas. This scenario does not promote strip commercial development since transportation investments and land use patterns are both focused on growth centers. Overall, this scenario best addresses many of the County's current land use trends.

Land Use Policies

The County will need to use many of its latest land use policies and tools to promote this scenario. Transit oriented development, which coordinates transit and land use investments, should continue to be emphasized in the County. The County should consider adopting the Transit Oriented Development Overlay District found in the proposed Pedestrian Community District – 4, and engage in planning studies for its growth centers to promote proper development patterns. Supporting and implementing the various Livable Centers Initiative (LCI) studies throughout the County can also help promote transit oriented development.



Other DeKalb County policies that can promote this scenario are the Pedestrian Community Districts and the Traditional Neighborhood Development Districts. Both of these support the Focused Land Use Pattern and promote an increase sense of place at key locations throughout the County. The County's greenspace program and promotion of bicycle and pedestrian paths also support the New Visions/Focused Scenario.

Comprehensive Scenario & Existing Land Use Pattern

Description

This scenario presumes the same land use patterns as in the base scenario (Trends/Existing) but a new transportation investment program for the County. The proposed transportation program would aggressively invest in both new transit and roadway capacity. Relative to other transportation scenarios, this scenario has the widest range of projects included.

Transportation Infrastructure Costs

The Comprehensive Scenario refined by consideration of public involvement and staff input requires an estimated total project cost of just over \$5 billion through 2030. The

cost estimate includes the project list refined by public and staff input. The costs are approximately detailed by percent distribution and by project mode type:

Project Type	Estimated Amount	Estimated Percent
Capacity	\$2,327,842,789	46%
Operations/Safety/ITS	\$213,460,832	4%
Transit	\$2,184,514,488	43%
Greenways	\$82,601,375	2%
Bicycle	\$59,175,789	1%
Pedestrian	\$180,285,916	4%

Mobility, Property Value, Quality of Life

The Comprehensive Scenario with the extension of current land use patterns may result in maintained mobility over time. As current development trends continue in the County, greater demand will be placed on the roadway system as most travel will depend on personally owned vehicles. The Comprehensive Scenario will increase transit service, but without a focused development pattern many people will not be able to use transit service efficiently. In addition, the Comprehensive Scenario will increase roadway capacity to mitigate the increase in vehicular traffic. The Comprehensive Scenario will reduce congestion, increase transportation alternatives, and increase roadway capacity, but the growth in traffic caused by low-density development patterns means that mobility may not improve despite extensive transportation investments.

Congestion Costs

The Comprehensive Scenario and the Existing Land Use Pattern may allow the County to keep pace with transportation demand and prevent increases in congestion overall in the County. The Comprehensive Scenario does the most to address potential increases in congestion. Therefore, the Comprehensive Scenario decreases the likelihood of economic losses due to the congestion-related relocation of businesses, households, and shopping dollars.

The Comprehensive Land Use and the Existing Land Use Scenario will result in a low density development pattern. This can raise the cost of transportation for households by increasing the average distance of travel and by allowing the great majority of households to become auto-dependent. The Comprehensive Scenario creates a network of transportation alternatives that can serve lower-income households in the event of rising vehicle costs.

A low density development pattern usually leads to an increase the number of vehicle miles traveled and an increase in air pollution caused by vehicular travel. Fortunately, the Comprehensive Scenario mitigates the problems of congestion, which can cause vehicles to spend a longer time in operation, increasing emissions.

Transportation-Public Health Link

The Comprehensive Scenario includes all bicycle projects and all pedestrian projects. As such, the Comprehensive Scenario will improve opportunities for walking and biking even more than the Trends Scenario. The active living environments created by the Comprehensive Scenario may make a moderate contribution to the improvement of public health by enhancing active living environments in the County. However, the dispersed and single-use land use pattern in the Existing Land Use Pattern is less conducive to pedestrian and bike trips than the Focused Land Use Pattern.

Economic Development Goals

The Comprehensive Scenario supports the economic development goals of the County. This scenario supports business growth and retention by ensuring that existing businesses continue to have adequate access to the regional transportation system and by reducing congestion on major corridors. The Comprehensive Scenario, with its focus on both transit and roadway improvements, does the most to address the transportation needs of both the service and goods sectors of the County's economy. This scenario should support DeKalb's key growth sectors of services, retail, government, and transportation/communication/utilities. Also, the Comprehensive Scenario does the most to mitigate congestion and prevent the relocation of businesses outside of the County.

DeKalb County also seeks to promote a positive image as part of its economic development goals. A low density, sprawling development pattern may not convey the ideal image for the County as it moves forward and seeks to attract new growth and development.

Economic Impacts Summary

The benefits and costs of the Comprehensive Scenario with the Existing Land Use Pattern must be evaluated. Benefits of the Comprehensive Scenario include increased access to transportation alternatives, a high level of mitigation of increased congestion, the most extensive provision of regional transportation access for existing businesses, and increased opportunities for active living. Costs include the highest estimated cost for the transportation projects and worsened air quality.

Cumulative Land Use Impacts

The Comprehensive Scenario and the Existing Land Use Pattern provide some support for the current land use policies of the County. The broad spectrum of transportation investments promotes a more laissez faire pattern of development, so development is likely to continue to occur in existing, spread-out patterns. The Comprehensive Scenario helps to promote a sense of place by increasing pedestrian investments, but sense of place may also be harmed by higher speeds and higher volumes of traffic in commercial areas. This scenario does provide some support for the County's land use policies.



This scenario addresses prevailing land use trends in the County. Increased transit investment in growth centers and major corridors will help to promote redevelopment in the County. On the other hand, spread-out, low density development patterns will result in the faster consumption of increasingly scarce vacant lands in the County. This scenario somewhat supports the trend of increased residential densities, since new transit investments will increase mobility for dense residential development in growth centers and major corridors. However, the existing land use pattern does not prioritize laying out clear locations for dense residential development. Strip commercial development may also be promoted by continuation of current land use patterns in this scenario. Overall, this scenario partially addresses the County’s current land use trends.

Land Use Policies

No major new land use policies are needed to support this growth scenario, since this scenario basically represents a continuation of current land use policies.

New Visions Scenario & Existing Land Use Pattern

Description

Compared to the base Trend/Existing Scenario, this scenario presumes the same land use patterns but a different program for transportation investment. The New Visions Scenario supposes a new focus on transit capital and operation projects and a reduction in the number of roadway capacity projects.

Transportation Infrastructure Costs

The New Visions Scenario would have required an estimated total project cost of \$6,057,673,084 through 2030. The cost estimate includes the unconstrained project list. The costs are approximately detailed by percent distribution and by project mode type:

Project Type	Estimated Amount	Estimated Percent
Capacity	\$1,907,345,110	32%
Operations/Safety/ITS	\$210,826,225	3%
Transit	\$3,671,223,340	61%
Greenways	\$73,101,375	1%
Bicycle	\$53,912,609	1%
Pedestrian	\$141,264,425	2%

Mobility, Property Value, Quality of Life

The New Visions Scenario with the extension of current land use patterns may result in decreased mobility over time. As current development trends continue in DeKalb County, greater demand will be placed on the roadway system as most travel will depend on personally owned vehicles. The New Visions Scenario will increase transit service, but without a focused development pattern many people will not be able to use transit service efficiently. The New Visions Scenario will reduce congestion and increase transportation alternatives, but the growth in traffic caused by low-density

development patterns usually outpaces the relief provided by transportation improvements.

Congestion Costs

The New Visions Scenario and the Existing Land Use Scenario will likely result in an overall increase in congestion in DeKalb County. However, the level of congestion would be less than levels that would result without implementing the planned transportation projects. Therefore, some economic losses for the County may result from relocated businesses, households, and shopping dollars.

The New Visions Scenario and the Existing Land Use Scenario will result in a low density development pattern and increased congestion. Both of these will raise the cost of transportation for households overall. The New Visions Scenario creates a network of transportation alternatives that can serve lower-income households in the event of rising vehicle costs. Also, dependence on single family vehicles and a low density development pattern in this scenario increase the number of vehicle miles traveled resulting in additional air pollution caused by vehicular travel.

Transportation-Public Health Link

The New Visions Scenario includes all bicycle projects and all pedestrian projects. As such, the New Visions Scenario will improve opportunities for walking and biking even more than the Trends Scenario. The active living environments created by the New Visions Scenario may make a moderate contribution to the improvement of public health by enhancing active living environments in the County. However, the dispersed and single-use land use pattern in the existing land use pattern is less conducive to pedestrian and bike trips than the focused land use pattern.

Economic Development Goals

The New Visions Scenario supports the economic development goals of the County. This scenario supports business growth and retention by ensuring that existing businesses continue to have adequate access to the regional transportation system and by reducing congestion on major corridors. With the New Visions Scenario, greater emphasis is given to transit access, which is relatively more supportive of service industries than of goods-oriented industries. This scenario should support DeKalb's key growth sectors of services, retail, government, and transportation/communication/utilities. However as congestion worsens, some businesses may reconsider their location. DeKalb County also seeks to promote a positive image as part of its economic development goals. A low density, sprawling development pattern may not convey the ideal image for the County as it seeks to attract new growth and development.

Economic Impacts Summary

The benefits and costs of the New Visions Scenario and the Existing Land Use Pattern must be evaluated. Benefits of the New Visions Scenario include increased access to transportation alternatives, mitigation of increased congestion, providing regional transportation access for existing businesses, and increased opportunities for active

living. Costs include the estimated cost for the transportation projects, increased congestion, possible decreased mobility, and possible decrease in economic activity due to congestion.

Cumulative Land Use Impacts

The New Visions Scenario and the Existing Land Use Pattern provide some support for the current land use policies of the County. Since transportation investments are focused on growth centers, this scenario promotes walkable, mixed use communities. The focus on transit investment also promotes the proximate location of employment, services, and housing within growth centers. A decreased focus on roadways and an increased focus on pedestrian investments would work in concert with the County's goal of promoting a sense of place in the County's various sections. This scenario provides support for the County's land use policies.

This scenario addresses prevailing land use trends in the County. Increased transit investment in growth centers and major corridors will promote redevelopment in the County. On the other hand, a spread-out, low density development pattern will result in the faster consumption of increasingly scarce vacant lands in the County. This scenario supports the trend of increased residential densities, since new transit investments will increase mobility for dense residential development in growth centers and major corridors. However, the Existing Land Use Pattern does not prioritize prescribing clear locations for dense residential development. Strip commercial development may also be promoted by continuation of current land use patterns in this scenario. Overall, this scenario somewhat addresses the County's current land use trends.

Land Use Policies

No major new land use policies are needed to support this growth scenario, since this scenario basically represents a continuation of current land use policies.

Trends Scenario & Existing Land Use Pattern

Description

This scenario presumes the extension of current land use patterns as forecast by the Atlanta Regional Commission (ARC) and the extension of current transportation project priorities. This scenario is based on ARC's population, employment, and household forecast for DeKalb County through 2030. Land use patterns are presumed to continue in a relatively scattered, low density pattern with some growth in the County's existing activity centers. Transportation projects would include a variety operations, Intelligent Transportation Systems (ITS), safety, roadway capacity, transit capital, transit operations, transit amenities, bicycle and pedestrian projects. Relative to other transportation scenarios, this scenario has a greater focus on roadway capacity projects for congested roadways.



Transportation Infrastructure Costs

The Trends Scenario required an estimated total project cost of \$5,459,113,620 through 2030. The cost estimates includes the unconstrained project list and are approximately detailed by percent distribution and by project type:

Project Type	Estimated Amount	Estimated Percent
Capacity	\$1,883,868,889	35%
Operations/Safety/ITS	\$196,257,225	4%
Transit	\$3,125,009,554	57%
Greenways	\$73,101,375	1%
Bicycle	\$53,912,609	1%
Pedestrian	\$126,963,968	2%

Mobility, Property Value, Quality of Life

Mobility is the ability to access desired destinations at a given cost in time or money. Increased mobility improves quality of life because it offers greater lifestyle choices and options. Also, increased mobility may increase property values, because both residential and commercial properties are valued in part based on ease of access to certain resources.

The Trends Scenario will likely result in decreased mobility over time. As current development trends continue in DeKalb County, greater demand will be placed on the roadway system as most travel will depend on personally owned vehicles. The Trends Scenario transportation projects will reduce congestion, but the growth in traffic caused by low-density development patterns usually outpaces the relief provided by transportation improvements.

Congestion Costs

Traffic congestion exerts multiple costs on the mobile population. The most obvious and direct cost is the cost of time lost in traffic. Travelers consider the cost of lost time to be significant and frustrating and in the long run it may result in major changes in behavior, such as shopping in a different location, moving to housing in a different location, or possibly even relocating an existing business. This can result in an economic loss for the County, as businesses and residents flee to less congested areas or divert their spending to less congested areas.

The Trends Scenario and the Existing Land Use Pattern will likely result in increased congestion in DeKalb County, though less congestion than would result without the planned transportation projects. As a result, some economic impact to the County may result from relocated businesses, households, and shopping dollars.

The Trends Scenario and the Existing Land Use Pattern will likely result in a low density development pattern and increased congestion. Both of these will raise the cost of transportation for households overall. More time and greater distance spent on the road increase costs for gasoline and wear and tear on vehicles. For many households,

transportation costs represent a significant portion of household income, and unexpected increases in the cost of gasoline can create a burden on lower-income, auto-dependent households.

Dependence on single family vehicles and a low density development pattern tends to increase the number of vehicle miles traveled per capita and resulting air quality concerns. Increased congestion also causes increased emissions. The costs of lower air quality include impacts on public health, such as increased incidence of asthma attacks and other lung-related ailments and potential loss of funding.

Transportation-Public Health Link

A growing body of research is connecting public health, daily activity patterns, and the design of the physical environment. Some research indicates that low-density, single use development patterns are correlated with increases in obesity.

The Trends Scenario includes all bicycle projects and most pedestrian projects in activity centers and near schools and transit stops. As such, the Trends Scenario will improve opportunities for walking and biking. The active living environments created by the Trends Scenario may make a moderate contribution to the improvement of public health by enhancing active living environments in DeKalb County. However, the dispersed and single-use land use pattern in the existing land use pattern is less conducive to pedestrian and bicycle trips than the focused land use pattern.

Economic Development Goals

The Trends Scenario supports the economic development goals of DeKalb County. This scenario supports business growth and retention by ensuring that existing businesses continue to have adequate access to the regional transportation system and by reducing congestion on major corridors. DeKalb's key growth sectors of services, retail, government, and transportation/communication/utilities should continue to grow. However as congestion increases, some businesses may reconsider their location.

DeKalb County also seeks to promote a positive image as part of its economic development goals. A low density, sprawling development pattern may not convey the ideal image for the County as it moves forward and seeks to attract new growth and development.

Economic Impacts Summary

The benefits and costs of the Trends Scenario and the Existing Land Use Pattern must be evaluated. Benefits of the Trends Scenario include mitigation of increased congestion, providing regional transportation access for existing businesses, and increased opportunities for active living. Costs include the estimated cost for the transportation projects, increased congestion, decreased mobility, increased household transportation costs, and possible decrease in economic activity due to congestion.

Cumulative Land Use Impacts

The Trends Scenario and the Existing Land Use Pattern generally work against the current land use policies of DeKalb County. Since transportation investments are focused on corridors rather than in growth centers, this scenario does not promote walkable, mixed use communities. By primarily promoting auto-oriented land use and travel patterns, this scenario does not promote the proximate location of employment, services, and housing. Increasing roadway capacity and promoting the faster flow of traffic works against the County's goal of creating a sense of place in the County's various sections. This scenario does not optimally support the County's land use policies.

This scenario does little to address prevailing land use trends in the County. Expanding roadway capacity is more likely to promote new residential and commercial development over redevelopment. Spread-out, low density development patterns will result in the faster consumption of increasingly scarce vacant lands in the County. This scenario does not support the trend of increased residential densities, since it promotes more auto-dependent travel patterns that poorly support increased densities. Strip commercial development may be promoted by the focus on arterial travel in this scenario. Overall, this scenario does not address many of the County's current land use trends.

Land Use Policies

No major new land use policies are needed to support this growth scenario, since this scenario basically represents a continuation of current land use policies.

Moderate and High Growth Comparisons

All scenarios were evaluated based on growth control totals that reflected currently planned totals (moderate) and significantly higher growth control totals (high) to determine worst case scenario. Under the high growth scenario, more active and intense planning will be necessary. The County will need to identify land use patterns in advance of oncoming growth so that growth is planned and infrastructure needs are anticipated and coordinated. In a high-growth environment, it may be more difficult for the County to balance its goals of promoting redevelopment and revitalization with protecting existing single family areas. An aggressive planning program in growth centers and corridors is advisable for handling the high-growth scenario.

Upon completion of the evaluation, the moderate growth was determined to be most realistic; however, congestion and other performance measures were created for the scenarios based on both sets of control totals. The comparisons may be helpful in future policy-making as DeKalb County continues to develop.

3

Recommendations

Comprehensive Transportation Plan recommendations are incorporated into the following categories:

- Policy recommendations intended to guide decision making with transportation implications. The policies reflect the goals for transportation that directed the CTP recommendations and study findings.
- Recommendations regarding the management of County priorities within the regional planning environment plus intra county institutional coordination relationships.
- Program of Projects listing projects in short, mid, and long range timeframes recommended for the County based on transportation need, public input and financial feasibility.
- Funding strategies for implementation of the CTP that reflect best use of available resources, approaches for maximizing Federal and State funds and opportunities for private sector participation in transportation improvements.

3.1 Policy Development

Policy recommendations are the result of extensive technical analysis that considered the impact of transportation demand to 2030 and anticipated land use developments. The County has a solid base of policies and strategic directions that it follows in making decisions regarding transportation and land use. The CTP update evaluated these policies in the context of current and future needs, current funding resources and directions for the transportation program provided during the update. Continuing policy emphasis on three major areas will assist in continuing the development of an effective and efficient transportation system:

- Transportation – The key element for transportation policy development is the continued balancing and integration of land use and transportation to maximize the productivity of the existing transportation and future improvements.
 - Advocate targeted expansion of transit and additional implementation and operating funds from available sources.
 - Implement *DeKalb County Functional Classification System Plan* (formerly referred to as the *Thoroughfare Plan*) – provide necessary updates to the previous Thoroughfare Plan to reflect changes in road usage patterns and reconcile road classification system with that of the Georgia Department of Transportation.
 - Implement *Truck Route Plan Update* – provides necessary update to the original truck route plan adopted in 1967 to reflect changes in over-the-road freight movement.
 - Maximize the utilization of the existing system. Policy direction should continue to emphasize enhancing the efficiency of the existing system.
 - Maintenance of the current system should continue to be funded annually as a budget line item that builds on HOST dollars for matching purposes and adds additional dollars annually towards maintaining the network.

- All DRI (Development of Regional Impact) level projects should include the identification of all applicable short, medium, and long range transportation improvements and how they will be monitored and addressed.
- Parking Demand Management plans should be implemented by the County and major employers.
- Before road widening is pursued in established areas of the county, the intersection and IS projects should be completed and evaluated.
- Transportation Demand Management (TDM) strategies can assist with controlling the transportation demands in the County. TDM policies reduce dependence on the automobile, reduce demands on the regional and local road network, and improve connections between modes to allow seamless trips. The County should continue to encourage employer use of carpools, vanpools, transit applications, and flexible work schedules and support the Clean Air Campaign efforts.
- Continue to require developers to provide improvements as needed for developments. Additional consideration of impact fee legislation and additional development regulations including requiring Transportation Management Plans (TMP) should be a continuing part of the County's agenda. Developers should be required to provide TMP's that outline a combination of commute alternatives, transportation demand strategies, and parking limitations to be employed such that twenty-five percent of peak hour work trips to the office district in question be taken by an alternative means of transportation. Each TMP must achieve this goal by the sunset period of five years.
- Continue to strengthen regulations ensuring "complete streets," the concept of planning, designing and constructing roadway facilities that accommodate pedestrian and bicycle modes.
- Implement the "complete streets" concept as incorporated throughout the CTP process. Appropriate design features promoting safe walking and bicycling can be more efficiently incorporated as roadway projects are programmed and scheduled, however, some retrofitting of existing roadways will need to be considered.
- Prioritize "complete streets" by potential connectivity to neighborhood schools, parks and libraries, etc.
- Encourage the use and development of multi-use trails.
- Encourage transportation developments that emphasize quality of life and livability of the communities that surround employment centers and institutions.
- Funding priorities should be based on strategies that substitute proximity for mobility and increased reliance on multiple modes of transportation.
- Land Use/Development – The County can take advantage of continuing growth and development through the implementation of policy that continues the concept of encouraging land use and development that is compatible with maintaining an

effective and efficient transportation system. Examples of the types of legislation that can continue an effective relationship between land use and transportation follow.

- Transit-Oriented Development (TOD) – The County should develop a TOD Overlay District, and engage in planning studies for its growth centers to promote effective transit-oriented development patterns. Use of the TOD district will coordinate transit and land use investments and should continue to be emphasized.
- Pedestrian Community Districts and similar mixed use traditional neighborhood development districts – These policies support focused land use patterns and promote an increased sense of place at key locations throughout the County. Also, these new districts provide designated areas for higher-density housing to prevent uncontrolled growth of such housing in inappropriate areas.
- Quality of Life – DeKalb County has a tradition of offering its citizens a high quality of life. Ongoing transportation and land use policy development should continue to emphasize quality of life. Examples of programs that generate high quality of life policy follow:
 - Multi-use trail – DeKalb and the Path Foundation have worked together to plan over 127 miles of greenways designed to offer a network of alternative transportation facilities throughout the county.
 - Livable Centers Initiatives (LCI) – Support and implement the various LCI studies and similar community based and supplemental plans as adopted in the Comprehensive Plan throughout the County can also help to promote multimodal transportation by connecting housing, retail and employment, enhancing pedestrian facilities, and improving access to transit.
 - Green space- Building upon recent gains in acquisition of green space, land use and transportation policies should encourage accessibility and connections between existing green space and additional set asides, during new development and redevelopment.
 - Quality of life policy considerations for senior citizens – The 2000 US Census reported that DeKalb’s senior population (60 years of age and older) was greater than 72,000 (eleven percent of the total population). Potential policy considerations to accommodate the significant and increasing senior citizen population in DeKalb include the following. Make the roads as safe as possible:
 - Incorporate safety standards specific to the health needs of the aging population into road design. This would include the integration of left hand turn signals, the brightening of line markings and the modification of local street signs and safer crossroads.
 - Expand driver training programs to improve the safety of older adult drivers. Target those who are licensed and over the age of 80.

- Provide transportation alternatives tailored to the needs of older adults including:
 - modification of some buses to improve accessibility for those with mobility limitations
 - addition of rain shelters and other transportation amenities to ease extended outdoor waits
 - modification of transit routes to include communities with high densities of older adults and senior destinations.
- Ensure that new housing designed specifically for older adults is constructed within walkable communities.

3.2 Intergovernmental Coordination

Many of the municipalities in DeKalb County also play an important role in creating a focused land use pattern with development focused on existing activity centers. Cities such as Doraville, Chamblee, and Decatur are served by mass transit, and each of these cities is in the process of implementing its own Transit Oriented Development plans. Coordination of planning and infrastructure investment between the County and its municipalities is important to ensure the success of these plans.

- Regular meetings should be held between the staff of the municipalities and the County to discuss implementation issues and best practices in TOD and other policy implementation. Issues relating to where municipal land and County land are adjacent can also be addressed. The County can provide some planning assistance to smaller cities in developing appropriate codes and overlays to implement their plans.
- Infrastructure investments such as streetscapes, bikeways, and greenways can be coordinated to ensure continuity, and priorities can be synthesized so that interdependent county and municipal projects will go forward on similar time frames. Communication and coordination between the County and its municipalities are very important to helping all local governments promote focused land use patterns. Joint and coordinated efforts are needed to ensure compatible and complementary land use strategies are used throughout the County. It is a positive trend that most of the municipalities throughout the County are already pursuing a Transit Oriented Development and other state-of-the-art planning strategies compatible with the County's overall goal of a focused development pattern.
- DeKalb County should also continue to partner with MARTA in promoting Transit Oriented Development. MARTA has taken a leading role in TOD in the Atlanta region, and MARTA should be included in all TOD projects, particularly when MARTA owns significant landholdings in the TOD project area.
- County and municipalities in the region should work together to promote transit and to educate the legal driving public regarding their role in decreasing single occupancy car travel.

3.3 Program Development

In keeping with CTP goals to incorporate all transportation modes, reduce travel time and congestion, and to promote travel safety and efficiency, various resources and methodologies were utilized.

All multimodal transportation improvements identified during development of the 2030 CTP were evaluated against the CTP goals as well as the federal planning factors. Each identified project was also evaluated against performance measures and determination of feasibility, fundability and supportability.

Projects were also categorized based on four groups of criteria as follows:

- Programmed projects, which have been identified as needed based on performance measures and are supported. They are included in the ARC TIP with commitments from federal, state and local funding sources.
- Projects that are needed, have local support and could potentially be funded using local sources, future Bond, HOST, Tax Allocation District, impact fees or other local funding sources.
- Aspirations projects, which are needed and supported but have no source of funding. They could be moved into the program as funding becomes available.
- Projects on hold pending further development, which are needed but have no community support and no identified source of funding.

Evaluation results were shared with the Project Coordination Committee (PCC) and the public. A brief characterization of projects is included in Figures 3-1 and 3-2.

Figure 3-1
Breakdown by Number of Projects and Percentage of Total Project

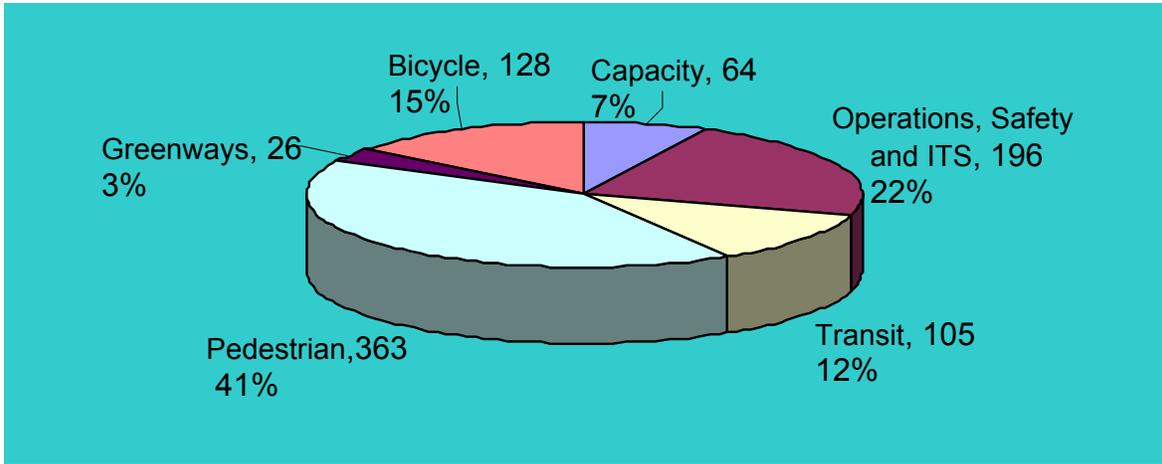
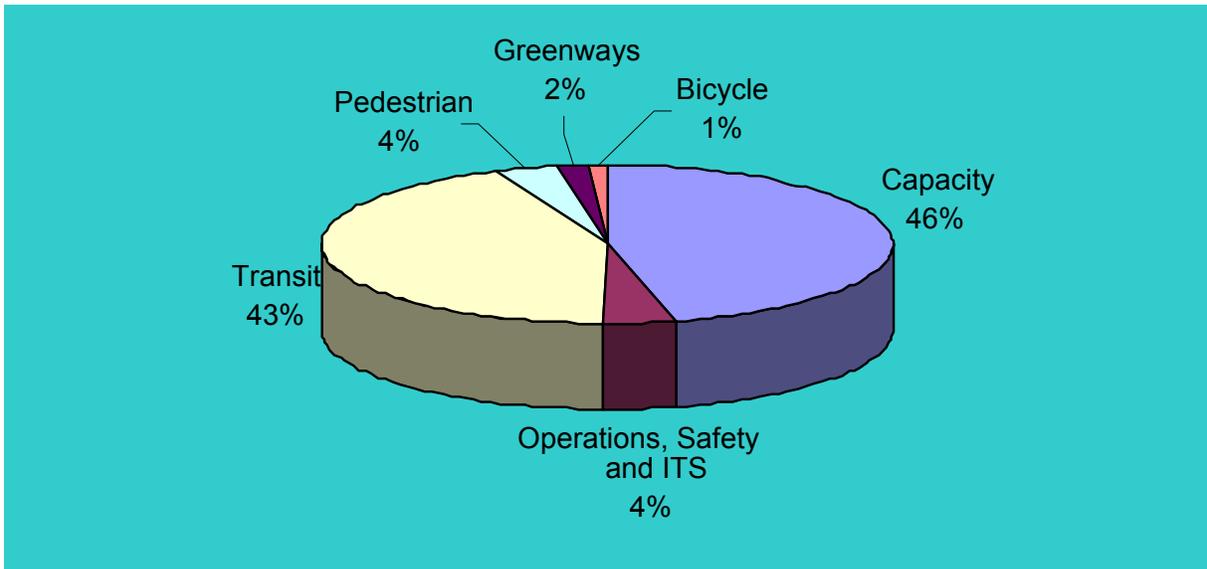


Figure 3-2
Breakdown by Project Cost



Total Estimated Cost of Recommended Projects-\$5 billion

3.4 Transportation Demand Management

A proven strategy to maximize the efficiency and effectiveness of existing transportation system is to manage transportation demand. Transportation Demand Management (TDM) strategies can reduce overall traffic congestion by decreasing the number of trips through increased vehicle occupancy and combination of trips. Strategies that reduce vehicle trips by increasing travelers per vehicle include high occupancy vehicle (HOV) lanes, park and ride facilities, express bus routes, and vanpools. Other TDM strategies include lower parking rates for carpools and subsidized transit use. TDM can also

- Bus rapid transit (BRT) is an umbrella term used to describe specialized bus services. These services may operate within exclusive lanes or in shared lanes with auto traffic.
- Streetcars are a smaller type of light rail vehicle designed to function in an exclusive right-of-way or in shared lanes with auto traffic.
- Commuter rail transit is designed to function in an exclusive right-of-way and may share trackage with freight trains. This form of transit serves commuters traveling longer distances into and out of a region (i.e. the proposed Athens to Atlanta commuter rail line is 72 miles in length).

Glossary of acronyms:

- BRT – Bus Rapid Transit
- CCTV – Closed Circuit Television
- CMS – Congestion Management System
- CTP – Comprehensive Transportation Plan
- HOV – High Occupancy Vehicle (Carpool) Lane
- RTP – Regional Transportation Plan
- TIP – Transportation Improvement Plan
- V/C – Volume to Capacity Ratio (an indicator of congestion)

Funded Via:

***U.S. Department of Transportation
SAFETEA-LU Earmarks***

SAFETEA-LU Earmarks

Operational/Safety/ITS						
<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
14-S152	1,6	Ashford Dunwoody Rd	Safety Assessment/Interchange capacity improvements	I-285		\$3,450,000
0-S004		Countywide	ITS; Digital Video/ IP Migration	N/A	N/A	\$500,000
20-S001	3,4,6,7	Memorial Drive	Operations; Corridor Improvements	N/A	N/A	\$1,600,000
23-S091	4,6,7	Rockbridge Rd	Operations; Corridor Improvements	N/A	N/A	\$2,000,000
20-S002	1,4,7	US 78/Stone Mtn Fwy	Operational & Streetscaping upgrades	N/A	N/A	\$400,000
Total						\$7,950,000

Sidewalks and Related Facilities						
<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
23-P064	4,6,7	Clarkston City Center	Pedestrian; Streetscape, pedestrian improvements	N/A	N/A	\$4,000,000
21-P232	1,2,7	Northlake Area	Pedestrian; Streetscape	N/A	N/A	\$800,000
21-P169	1,2,7	La Vista Rd. Pedestrian Facility	Pedestrian; Sidewalks & Ped Crossings	Harobi Dr.	Northlake Pkwy.	\$160,000
41-G031	4,5,7	Stone Mountain – Lithonia Industrial Blvd.	Pedestrian; Sidewalks & Ped Crossings	Downtown Stone Mountain	Downtown Lithonia	\$800,000
Total						\$5,760,000

Funded Via:

***Atlanta Regional Commission
Transportation Improvement Plan (TIP)
FY 2006-2011***

TIP FY 2006-2011

Roadway Capacity

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
42-C077	5,7	Hayden Quarry Road	Capacity; Widen 2 Lanes to 4 Lanes	Turner Hill Road	Rockdale County Line	\$2,850,000
34-C062	5,6,7	River Rd	Capacity Improvements	Bouldercrest Rd.	Snapfinger Rd	\$11,853,000
44-C043	5,7	Panola Rd.	Capacity; Widen 4 Lanes to 6 Lanes-DK-065D, DK-065E	I-20	SR 12 Covington Hwy.	\$4,500,000
43-C077	5,7	I-20	Capacity; Widen 6 Lanes to 8 Lanes-AR-H-251	Evans Mill Rd.	County Line	\$7,500,000
40-C024	5,7	I-20E	I-20E HOV Lanes (Evans Mill Road in DeKalb Co. to SR 162 in Rockdale Co.)	Evans Mill Road in DeKalb Co.	SR 162 in Rockdale Co.	\$111,100,000
10-C034	1,6,7	I-285N	I-285N HOV Lanes (I-75N to I-85N)	I-75N	I-85N	\$482,000,000
41-C061	4,5,7	Redan Rd.	Capacity Improvements (2 to 4) / Includes DK-023A corridor	Covington Hwy	S Stone Mountain Lithonia Rd	\$8,754,000
44-C017	5,7	Panola Rd.	Capacity; Widen 2 Lanes to 4 Lanes-DK-065A, DK-065B	Snapfinger Rd.	Thompson Mill Rd.	\$10,000,000
34-C037	5,6	Bouldercrest Rd.	Capacity; Widen 2 Lanes to 4 Lanes-DK-162	Ward Lake Rd.	I-285	\$10,100,000
34-C018	3,5,6,7	Columbia Dr	Capacity; Widen 2 Lanes to 4 Lanes-DK-339	SR 155 Flat Shoals Pkwy.	Rainbow Rd.	\$5,900,000
34-C038	3,5,7	Flakes Mill Rd.	Capacity; Widen 2 Lanes to 4 Lanes-DK-341A	SR 155 Flat Shoals Pkwy.	River Rd.	\$7,200,000
34-C030	5,6	I-675	Capacity; New Interchange-DK-AR-248	Cedar Grove Rd.		\$25,000,000
31-C009	3,7	Rainbow Dr	Capacity; Widen	Wesley Chapel Rd	Candler Rd	\$14,537,949
Total						\$701,294,949

Operational/Safety/ITS

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
22-S085	1,4,6,7	Lawrenceville Highway (US 78, SR 410)	ITS-Smart Corridor	I-285	N/A	\$12,120,000
41-S023	5,7	Panola Road Operational Improvements	Roadway Operational Upgrade	Fairington Rd	Snapfinger Woods Dr	\$720,000
23-S034	4,7	E. Ponce de Leon Ave (US 29, SR 8)	Safety; Intersection Improvements	Hambrick Rd	N/A	\$715,000
23-S105	4,6	E. Ponce de Leon Ave	Roadway Operational Upgrades	McClendon Drive	Glendale Road	\$2,950,000
11-S064	1,6	Ashford Dunwoody Rd	Operations; Intersection improvement	Perimeter Center North	N/A	\$625,000
11-S140	1,6	Ashford Dunwoody Rd	Operations; Intersection improvement	Perimeter Summit Parkway	N/A	\$150,000
11-S003	1,6	Ashford	Operations; Intersection	Ashford Green	N/A	\$745,000

Recommendations



Operational/Safety/ITS						
ID	District	Project	Project Type and Description	From	To	Cost Estimate
		Dunwoody Rd	improvement			
11-S004	1,6	Ashford Dunwoody Rd	Operations; Intersection improvement	Ashford Pkwy (North)	N/A	\$689,000
11-S008	1,6	Ashford Dunwoody Rd	Operations; Intersection improvement	Ashford Pkwy (South)	N/A	\$689,000
11-S162	1,6	Ashford Dunwoody Rd	Operations; Intersection improvement	Lake Hearn Drive	N/A	\$687,500
11-S030	1,6	Ashford Dunwoody Rd	Operations; Intersection improvement	Mount Vernon Road	N/A	\$687,500
11-S039	1,6	Perimeter Center Pkwy	Operations; Intersection Improvement	Perimeter Mall Entrance	N/A	\$632,500
11-S060	1,6	Perimeter Center West	Operations; Intersection Improvement	Perimeter Center Pkwy	N/A	\$625,000
11-S041	1,6	Perimeter Center West	Operations; Intersection Improvement	Bellsouth Entrance	N/A	\$675,000
11-S165	1,6	Perimeter Center West	Operations; Intersection Improvement	Perimeter mall Entrance	N/A	\$675,000
11-S068	1,6	Perimeter Center West	Operations; Intersection Improvement	Meadow lane/Crown Pointe Pkwy	N/A	\$625,000
11-S002	1,6	Ashford Dunwoody Rd	Operations; Intersection improvement	Ashford Gables Drive/Valley View Road	N/A	\$675,000
11-S155	1,6	Ashford Dunwoody Rd	Operations; Intersection improvement	Ravinia Drive	N/A	\$625,000
11-S040	1,6	Hammond Drive	Operations; Intersection Improvement	Perimeter Mall Entrance	N/A	\$625,000
43-S082	5,7	I-20 (SR 402)	Safety; Interchange Operational Improvements	Turner Hill Rd	N/A	\$17,500,000
44-S080	5,7	I-20 (SR 402)	Safety; Interchange Operational Improvements	Panola Rd.	N/A	\$14,400,000
21-S144	2,6	W Howard Ave	Operations; Intersection Improvements	Adair St/CSX	N/A	\$800,000
23-S098	4,7	Rockbridge Rd	Operations; Intersection Improvements	Clubhouse Ln	N/A	\$300,000
21-S029	2,6	N Druid Hills Rd	Operations; Congestion Management Improvements	LaVista Rd	Clairmont Rd	\$500,000
11-S021	1,6	Ashford Dunwoody Rd	Operations; Signal Optimization	N/A	N/A	\$500,000
21-S037	2,7	Northlake Area Signal System	Operations; Congestion Management Improvements	N/A	N/A	\$500,000
Total						\$60,435,500

Transit						
ID	District	Project	Project Type and Description	From	To	Cost Estimate
23-T023	1,3,4,6,7	Memorial Drive Bus Rapid Transit Line (Phase I)	Arterial BRT; Memorial Drive BRT (Stone Mountain Park and Ride Lot to Avondale Mall Area) and stations capital costs	Stone Mountain Park and Ride Lot	Avondale Mall Area	\$19,212,500
30-T552, 20-T503,	1,3,4,6,7	Memorial Drive Bus	Facilities; BRT stations associated	N/A	N/A	see project 23-T023 for costs

Recommendations



Transit						
ID	District	Project	Project Type and Description	From	To	Cost Estimate
20-T504, 20-T505, 20-T506, 20-T507, 20-T551, 20-T510, 20-T511, 20-T516		Rapid Transit Stations	with project 23-T023			
11-T015	1,6	I-285N Bus Rapid Transit Line	Interstate BRT; I-285N BRT (Cumberland/Galleria in Cobb Co. to Perimeter Center in DeKalb Co.)	Cumberland/Galleria in Cobb Co.	Perimeter Center in DeKalb Co.	\$841,750,000
0-T063	N/A	New Express Bus Services	Express Bus; 27 XPRESS regional routes to be implemented by 2010	Various	Various	\$82,830,000
24-T080	4,6	Kensington MARTA Station Modifications	Facilities; MARTA- Kensington Transit Station Improvements	N/A	N/A	\$160,000
24-T025	3,6,7	Memorial Drive Bus Rapid Transit Line (Phase II)	Arterial BRT; Memorial Drive BRT (Avondale Mall in DeKalb Co. to Garnett MARTA Station)	Stone Mountain Park and Ride Lot	Avondale Mall Area	\$9,375,000 (operating assistance only)
Total						\$953,327,500

Sidewalks and Other Related Facilities						
ID	District	Project	Project Type and Description	From	To	Cost Estimate
11-P007	1,6	Ashford Dunwoody Road	Bike/Ped; Sidewalks and bicycle lanes	W. Nancy Creek Road	Perimeter Summit Pkwy./ Lake Hearn Rd.	\$324,720
34-P358	5,6	Bouldercrest Rd	Bridge; Improve Bridge- Add Sidewalks (in process)	South River	N/A	\$82,065
21-P024	2,6	Briarcliff Rd. Pedestrian Facility	Pedestrian; Sidewalks & Ped Crossings	Ponce de Leon Ave.	N. Druid Hills Road	\$1,089,000
21-P025	1,2,6,7	Briarcliff Road	Pedestrian; Sidewalks & Ped Crossings	Henderson Mill Road	North Druid Hills Road	\$1,017,500
12-P039	1,2,6	Buford Highway (SR 13)	Pedestrian; Streetscape, sidewalks, lighting and refuge islands (w/ SAFETEA funding: \$1.6M)	Fulton County line	Gwinnett County line	\$4,250,000
31-P043	3,6,7	Candler Road (SR 155)	Pedestrian; Sidewalks & Ped Crossings	I-285 South	Memorial Drive (SR 154)	\$780,000
13-P061	1,2,6	Clairmont Rd. (SR 155, US 23)	Pedestrian; Sidewalks & Ped Crossings	SR 13/ Buford Highway	SR 141/ Peachtree Industrial Blvd.	\$470,600
21-P063	2,6	Clairmont Road (US 23)	Pedestrian; Sidewalks & Ped Crossings	North Druid Hills Road	Council Bluff Road	\$559,400
13-P062C	2,6	Clairmont Road (US 23)	Pedestrian; Sidewalks w/ Bond Issue Funding	Audubon Drive	SR 13/Buford Highway	\$559,400

Sidewalks and Other Related Facilities

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
32-P135	3,7	Glenwood Avenue/Glenwood Road	Pedestrian; Sidewalks w/ Bond Issue Funding	Candler Road (SR 155)	Covington Highway (US278)	\$887,570
22-P155	1,7	Hugh Howell Rd. Pedestrian Facility	Pedestrian; Sidewalks & Ped Crossings	Lawrenceville Highway (US 29)	Cowan Rd.	\$95,000
22-P156	1,4,6,7	Idlewood Rd./Main St. Pedestrian Facility	Pedestrian; Sidewalks & Ped Crossings	E. Ponce de Leon	La Vista Road	\$541,200
14-P159	1,6	Johnson Ferry Road	Pedestrian; Sidewalks & Ped Crossings	Ashford Dunwoody Road	Fulton County Line	\$390,000
24-P164	4,6,7	Kensington Rd. Pedestrian Facility	Pedestrian; Sidewalks & Ped Crossings	Redan Rd.	Memorial Drive	\$216,480
21-P171	2,6	La Vista Rd. Pedestrian Facility	Pedestrian; Sidewalks & Ped Crossings	Cheshire Bridge Road	Briarcliff Road	\$217,300
42-P175	5,7	Lithonia streetscape and sidewalks	Pedestrian; Sidewalks & Ped Crossings	N/A	N/A	\$1,435,000
23-P193	3,4,6,7	Memorial Drive Pedestrian Enhancement	Pedestrian; Sidewalks & Ped Crossings	Candler Rd.	Stone Mountain city limits	\$6,909,000
11-P213	1,6	Mount Vernon Road/Hwy	Bike/Ped; Bicycle and pedestrian facility	Fulton County Line	Ashford Dunwoody Road	\$550,000
11-P260	1,6	Perimeter Center area west of Ashford Dunwoody Road	Pedestrian; Sidewalks & Ped Crossings	N/A	N/A	\$395,000
11-P261	1,6	Perimeter Center area east of Ashford Dunwoody Road	Pedestrian; Sidewalks & Ped Crossings	N/A	N/A	\$500,000
11-P262	1,6	Perimeter Center area sidewalks south of I-285 North	Pedestrian; Sidewalks & Ped Crossings	N/A	N/A	\$265,000
11-P263	1,6	Perimeter Center Parkway Streetscape	Pedestrian; Sidewalks & Ped Crossings	Hammond Drive	Perimeter Center West	\$2,981,200
11-P264	1,6	Perimeter Center West Streetscape	Pedestrian; Sidewalks & Ped Crossings	Mount Vernon Highway	Ashford Dunwoody Road	\$3,008,000
21-P273	2,6	Ponce de Leon Pedestrian Facility	Pedestrian; Sidewalks & Ped Crossings	Moreland Ave./Briarcliff Rd.	Eastland Dr.	\$409,000
31-P274	3,7	Rainbow Drive	Pedestrian; Sidewalks & Ped Crossings	Columbia Road	I-285	\$80,100
23-P279	4,6,7	Rays Road	Pedestrian; Sidewalks & Ped	Memorial Drive (SR 10)	East Ponce de Leon Avenue	\$281,400

Recommendations

Sidewalks and Other Related Facilities

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
			Crossings			
33-P320	3,4,5,7	South Hairston Road	Pedestrian; Sidewalks & Ped Crossings	Rockbridge Road (SR 587)	Wesley Chapel Road	\$1,191,000
23-P084	3,4,6,7	Covington Highway (SR 12/US 278)	Pedestrian; Sidewalks & Ped Crossings	Mountain Drive	Redan Road	\$1,545,000
Total						\$31,029,935

Multi-Use Trails

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
23-G013	4,7	Stone Mountain PATH Trail Enhancements	Multi-use Trail; Off-road bicycle and pedestrian facility	Phase 1 : Moreland Ave Phase II: Hambrick Road	Phase 1 : Old Rockbridge Road Phase II: Stone Mountain Park	\$100,000
Total						\$100,000

DeKalb County 2006 Bond Initiative

Roadway Capacity

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
21-C029	2,6	Briarcliff Rd	Capacity Improvements	Clifton Rd	N Druid Hills Rd	\$2,393,000
34-C062	5,6,7	River Rd	Capacity Improvements	Bouldercrest Rd.	Snapfinger Rd	\$11,853,000
Total						\$14,246,000

Operational/Safety/ITS

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
21-S057	2,6	N Druid Hills Rd	Operations; Intersection Improvements	Briarcliff Rd (SR 42)	N/A	\$300,000
24-S135	4,7	Kensington Rd	Operations; Intersection Improvements	Camp Rd	N/A	\$300,000
23-S026	4,6	Indian Creek Dr	Operations; Intersection Improvements	Clarkston HS / Ga Perimeter Coll	N/A	\$300,000
44-S112	5,7	Rock Springs Rd	Safety; Intersection and Signal Improvement, incl turn lanes,	Evans Mill Rd	N/A	\$715,000
21-S097	2,6	LaVista Rd (SR 236)	Operations; Intersection Improvements	Frazier Rd	N/A	\$300,000
32-S167	3,6	Flat Shoals Rd	Operations; Intersection Improvement	Gresham Rd	N/A	\$300,000
13-S123	2,6	Clairmont Rd	Operations; Signal System Improvements, Areawide	I-85	N/A	\$500,000
13-S061	2,6	Shallowford Rd.	ITS; Congestion Management Improvements	I-85	N/A	\$500,000
24-S019	4,7	Redan Rd	Operations; Intersection improvement	Kensington Rd/Holcombe Rd	N/A	\$300,000
41-S038	3,5,7	Covington Hwy (US 278, SR 12)	ITS; Congestion Management Improvements	Memorial Dr	Klondike Rd	\$500,000
43-S022	5,7	Klondike Rd	Operations; Intersection Improvements	Rockland Rd	N/A	\$300,000
23-S072	4,7	Rockbridge Rd	Operations; Intersection Improvements	Rowland Rd/Poplar Rd	N/A	\$300,000
41-S069	5,7	Miller Rd	Operations; Intersection Improvement	Snapfinger Woods Dr	N/A	\$300,000
0-S001		Countywide	Communications Network Upgrade in Perimeter Area			\$20,000,000
Total						\$24,915,000

Sidewalks and Other Related Facilities

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
34-P017	3,7	Boring Rd	Pedestrian; Sidewalks & Ped Crossings	Wesley Chapel Rd	Flat Shoals Pkwy	\$100,000
31-P019B	3,6	Bouldercrest	Pedestrian;	Atlanta City	Boulderwoods	\$100,000

Funded Via:

DeKalb County 2006 Bond Initiative

Recommendations

Sidewalks and Other Related Facilities

ID	District	Project	Project Type and Description	From	To	Cost Estimate
		Road	Sidewalks & Ped Crossings	Limits	Dr	
21-P028	2,6,7	Briarlake Rd - W	Pedestrian; Sidewalks & Ped Crossings	Briarcliff Rd	LaVista Rd	\$250,000
32-P045	3,6,7	Carter Rd	Pedestrian; Sidewalks & Ped Crossings	Memorial Dr	Santa Monica Dr	\$100,000
33-P048	5,7	Cedar Ridge Trl - W	Pedestrian; Sidewalks & Ped Crossings	Big Valley Rd	Woodridge Elem Sch	\$45,000
23-P049B	4,6	Central Dr	Pedestrian; Sidewalks & Ped Crossings	Rays Rd	Hambrick Rd	\$100,000
11-P056	1,6	Chamblee-Dunwoody Road	Pedestrian; Sidewalks & Ped Crossings	Shallowford Rd	Independence Sq	\$100,000
11-P057	1,6	Chamblee-Dunwoody Road	Pedestrian; Sidewalks & Ped Crossings	Chateau Dr	Georgetown Ctr	\$100,000
11-P058	1,6	Chamblee-Dunwoody Road	Pedestrian; Sidewalks & Ped Crossings	Spalding Dr	Roberts Dr	\$100,000
13-P062B	2,6	Clairmont Rd (US 23)	Pedestrian; Sidewalks & Ped Crossings	Council Bluff Rd	Audubon Dr	\$100,000
21-P068	2,6	Clifton Road	Pedestrian; Sidewalks & Ped Crossings	Clifton Way	North Decatur Road	\$125,000
DK-P001		Countywide	Pedestrian; Sidewalks	School pedestrian Safety Routes		\$14,000,000
DK-P002		Countywide	Pedestrian; Sidewalks	Heavy Pedestrian/Vehicular Routes		\$12,000,000
21-P090B	2,4,6	DeKalb Industrial Way	Pedestrian; Sidewalks & Ped Crossings	Lawrenceville Highway/Scott Blvd	N Decatur Rd	\$100,000
34-P095B	5,7	Dogwood Farm Rd	Pedestrian; Sidewalks & Ped Crossings	MLK High School Area	Meadow Brook Trl	\$100,000
34-P095C	5,7	Dogwood Farm Rd	Pedestrian; Sidewalks & Ped Crossings	Meadow Brook Trl	Lehigh Loral Ln	\$100,000
34-P095A	5,7	Dogwood Farms Road	Pedestrian; Sidewalks & Ped Crossings	Flat Shoals Parkway (SR155)	LeHigh Laurel Lane	\$703,396
13-P098D	1,2,6,7	Dresden Drive	Pedestrian; Sidewalks & Ped Crossings	Shallowford Road	Applying Dr	\$200,000
21-P107C	4,6,7	E Ponce de Leon Ave - N	Pedestrian; Sidewalks & Ped Crossings	Brockett Rd	Idlewood Rd	\$70,000
21-P130	4,7	Goldsmith Rd	Pedestrian; Sidewalks & Ped Crossings	Memorial Dr	E Ponce de Leon Ave - N	\$100,000
41-P139	5,7	Hillvale Rd	Pedestrian; Sidewalks & Ped Crossings	Covington Hwy	Covington Hwy	\$250,000
12-P157	1,7	Jett Dr N	Pedestrian; Sidewalks & Ped Crossings	McElroy Rd	Maryland Dr	\$55,000
21-P158	2,6	Jody Lane	Pedestrian; Sidewalks & Ped	LaVista Rd	Holly Dr	\$120,000

Recommendations



Sidewalks and Other Related Facilities

ID	District	Project	Project Type and Description	From	To	Cost Estimate
			Crossings			
34-P162	3,5,7	Kelly Chapel Road	Pedestrian; Sidewalks & Ped Crossings	Rainbow Drive	Shadowbrook Pl	\$50,000
23-P179	4,7	Main St Stone Mtn	Pedestrian; Sidewalks	Downtown	Rockbridge Road	\$230,000
21-P188	2,4,6,7	McLendon Dr - E Elem Sch	Pedestrian; Sidewalks & Ped Crossings	Tanner Dr (N End)	Lindmoore Dr	\$270,000
14-P198	1,6	Mendell Cir	Pedestrian; Sidewalks & Ped Crossings	Osborne Rd	Dead-End at Lynwood Pk	\$70,000
22-P201	1,7	Midvale Rd - N	Pedestrian; Sidewalks & Ped Crossings	Regancy Pkwy	Henderson Mill Rd	\$80,000
24-P203B	3,4,6,7	Midway Rd	Pedestrian; Sidewalks & Ped Crossings	Covington Hwy	Memorial Dr	\$300,000
21-P234	2,6	Oak Grove Road	Pedestrian; Sidewalks & Ped Crossings	LaVista Rd	Woodleaf Lane	\$200,000
34-P235	5,6	Oakvale Rd	Pedestrian; Sidewalks & Ped Crossings	Panthersville Rd	River Rd	\$350,000
44-P240	5,7	Olde Street - S Elem Sch	Pedestrian; Sidewalks & Ped Crossings	Scarborough Dr	Panola Way Elem Sch	\$60,000
41-P243C	5,7	Panola Road	Pedestrian; Sidewalks & Ped Crossings	Thompson Mill Rd	Rock Springs Rd	\$300,000
44-P245	5,7	Panola Way Lane - S Elem Sch	Pedestrian; Sidewalks & Ped Crossings	Panola Rd	Panola Way Elem Sch	\$50,000
11-P259B	1,6	Peeler Rd	Pedestrian; Sidewalks & Ped Crossings	Adams Rd	Luray Dr	\$100,000
21-P279	4,6,7	S Indian Creek Dr	Pedestrian; Sidewalks & Ped Crossings	Redan Rd	Durham Park Rd	\$100,000
32-P328	3,6	Terry Mill Rd S - elm Sch	Pedestrian; Sidewalks & Ped Crossings	Second Ave	Glenwood Ave.	\$150,000
32-P335	3,6,7	Tilson Rd - S	Pedestrian; Sidewalks & Ped Crossings	Second Ave	Candler Rd	\$451,000
21-P342	4,6	Village Square Dr	Pedestrian; Sidewalks & Ped Crossings	Hambrick Rd	Memorial Dr	\$120,000
32-P348	3,7	West Austin Road	Pedestrian; Sidewalks & Ped Crossings	Larkspur Terrace	Austin Drive	\$12,300
32-P350	3,4,7	West Austin Road	Pedestrian; Sidewalks & Ped Crossings	Covington Hwy	Turner Heights Dr	\$40,000
11-P354	1,6	Winters Chapel Road	Pedestrian; Sidewalks & Ped Crossings	Peachtree Ind. Blvd.	Peeler Rd	\$100,000
23-P293	4,7	Rowland Rd.	Pedestrian; Sidewalks & Ped Crossings	N. Indian Creek	Rockbridge Rd.	\$828,733
Total						\$32,880,429

Funded Via:

***DeKalb County Homestead Options Sales
Tax (HOST) Program***



DeKalb County HOST Program

Operational/Safety/ITS

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
14-S003	1,7	Fellowship Rd	ITS Corridor Enhancements	Idlewood Rd	N/A	\$400,000
43-S090	5,7	Browns Mill Rd (SR 212)	Safety; Intersection Improvements	Klondike Rd	N/A	\$500,000
21-S023	2,6	Emory Village improvements	Safety; Emory Village: Asstd' Transportation imp Projects	N/A	N/A	\$100,000
33-S147	4,5,7	Redan Rd	Safety; Intersection Improvement	Allgood Rd (W of Hairston)	S Hairston	\$400,000
Total						\$1,400,000

- Bus rapid transit (BRT) is an umbrella term used to describe specialized bus services. These services may operate within exclusive lanes or in shared lanes with auto traffic.
- Streetcars are a smaller type of light rail vehicle designed to function in an exclusive right-of-way or in shared lanes with auto traffic.
- Commuter rail transit is designed to function in an exclusive right-of-way and may share trackage with freight trains. This form of transit serves commuters traveling longer distances into and out of a region (i.e. the proposed Athens to Atlanta commuter rail line is 72 miles in length).

Glossary of acronyms:

- BRT – Bus Rapid Transit
- CCTV – Closed Circuit Television
- CMS – Congestion Management System
- CTP – Comprehensive Transportation Plan
- HOV – High Occupancy Vehicle (Carpool) Lane
- RTP – Regional Transportation Plan
- TIP – Transportation Improvement Plan
- V/C – Volume to Capacity Ratio (an indicator of congestion)

Short Range 2006 – 2011 Recommended Projects

Review Instructions:

- This list of recommended projects contains projects emerging from the Comprehensive Transportation Plan process. It is a starting point from which projects will be recommended for implementation no later than 2011. The projects identified in this list will evolve through the continuing planning process.
- Please use the ID field within the project table to locate projects on the project maps.
- The project maps have been subdivided into the quadrants used during the analysis stage of the planning process; **therefore please consult the project maps for each quadrant when searching for a particular project.**

The following terms are used in this list to describe funded transportation improvements:

- Cost estimate may include preliminary engineering, design, and construction in 2004 dollars. Sidewalk construction costs have been estimated at \$43 per linear foot. The costs for other projects involved evaluating construction material costs and design issues per advisement from consultants and the Georgia Regional Transportation Authority costing methodology.
- Capacity Improvements may include lane widening, new roads, and/or travel lane additions.
- Operational Improvements may include turning lanes, signalized protected turns, turn prohibitions, and/or access management.
- Roadway Upgrades may include paving, curbs, drainage, signage, and/or pavement markings.
- Intersection Improvements may include crosswalk markings, signage, pedestrian refuge islands, medians, geometry changes, turn lanes, re-alignment.
- Signal Improvements may include traffic signal installation or upgrade, re-timing of signals.
- ITS (Intelligent Transportation Systems) Enhancements may include congestion monitoring equipment, communications network, and/or information distribution systems.
- Transit Centers in this context include areas for transfer between bus lines. These transfer points may include sheltered waiting areas, benches, and other amenities. These facilities may also be as simple as a shared shopping center parking lot.
- Intermodal Transit Centers in this context include facilities for transfer between different types of transit (buses, streetcars, heavy rail, BRT, etc.)

Roadway Operational Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
11-S601	1,6	Tilly Mill Rd.	Operational Improvements, incl turn lanes	Chestnut Dr.	Mt. Vernon Rd.	\$8,250,300
11-S054	1,6	Ashford Dunwoody Rd	Comprehensive wayfinding system for vehicles and pedestrians throughout Central Perimeter Area	N/A	N/A	\$1,500,000
12-S135	1,7	Pleasantdale Road	Safety Assessment, Improvements	Britt Road	N/A	\$450,000
14-S115	1,6	New Peachtree Road	Safety; Signal upgrade	Chamblee Dunwoody Road	N/A	\$120,000
41-S180	5,7	Covington Hwy (US 278, SR 12)	Safety Assessment, Improvements	Evans Mill Road	N/A	\$450,000
13-S029	2,6	Buford Hwy (US 23, SR 13)	Safety Assessment, Improvements	North Druid Hills Road	N/A	\$450,000
44-S044	5,7	Turner Hill Rd	ITS; New Signal Coordination / Interconnect	All Around Stonecrest	N/A	\$48,168
34-S030	3,5,7	Flat Shoals Pkwy. (SR 155)	ITS; New Signal Coordination / Interconnect	Boring Rd	Dogwood Farm Rd	\$70,350
21-S114	2,6	N. Decatur Rd	Operations; Intersection Improvement, incl turn lanes	Briarcliff Rd (SR 42)	N/A	\$625,000
21-S014	2,6	N Decatur Rd	ITS Corridor Enhancements	Briarcliff Rd (SR 42)	Clairmont Rd	\$133,921
44-S032	5,7	Evans Mill Rd	Safety; Intersection Improvement, incl turn lanes	Browns Mill Rd	N/A	\$625,000
40-S001	5,7	Evans Mill Rd	ITS Corridor Enhancements	Browns Mill Rd	Klondike Rd	\$351,000
14-S001	2,6	Clairmont Ave	ITS Corridor Enhancements	Buford Highway	La Vista Rd	\$194,000
32-S042	3,6	Memorial DR (SR 154)	Safety Assessment, Improvements	Candler Rd	N/A	\$450,000
34-S022	5,6	Bouldercrest Rd	Safety; Intersection and Signal Improvement, incl geometry	Cedar Grove Rd	N/A	\$715,000
11-S124	1,6	Ashford Dunwoody Rd	ITS Corridor Enhancements	Chamblee Dunwoody Rd	I-285	\$257,208
11-S130	1,6	Mt Vernon Rd	ITS; New Signal Coordination / Interconnect	Chamblee Dunwoody Rd	Manhasset Rd	\$32,918
11-S070	1,6	Mt. Vernon Rd	ITS; Intersection Improvement, incl Signal Coord	Chamblee Dunwoody Rd	N/A	\$458,000
11-S119	1,6	Womack Rd	ITS; New Signal Coordination	Chamblee Dunwoody Rd	N/A	\$12,834

Roadway Operational Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
12-S013	1,7	Northcrest Rd	Interconnected W/ Womack & Chamblee-Dunwoody, Safety; Intersection and Signal Improvement, incl turn lanes,	Chamblee Tucker Rd	N/A	\$715,000
14-S160	1,6	Peachtree Industrial Blvd	Safety Assessment, Improvements	Chamblee-Dunwoody Rd	N/A	\$450,000
11-S074	1,6	Spalding Dr	Safety; Intersection and Signal Improvement, incl turn lanes, geometry	Chamblee-Dunwoody Rd	Roberts Dr	\$1,430,000
21-S011	2,6	N. Decatur Rd	ITS; New Signal Coordination / Interconnect	Clairmont Ave	N/A	\$10,417
13-S101	2,6,7	Briarcliff Rd (SR 42)	ITS; New Signal Coordination / Interconnect	Clairmont Rd	Shallowford Rd	\$89,793
13-S081	2,6	Buford Hwy (US 23, SR 13)	Safety; Intersection and Signal Improvement, incl turn lanes, geometry	Clairmont Rd	N/A	\$715,000
14-S031	1,6	Peachtree Industrial Boulevard	Safety Assessment, Improvements	Clairmont Road	N/A	\$450,000
21-S104	2,6	Briarcliff Rd (SR 42)	Operations: Intersection and Signal Improvement, incl turn lanes, (see bond projects'05-'06)	Clifton Rd	N/A	\$715,000
21-S159	2,6	Houston Mill Rd	Operations; Recommend Detailed Traffic Analysis and Possible Improvements	Clifton Rd	N/A	\$625,000
21-S012	2,6	N. Decatur Rd	Operations; Intersection Improvement, incl turn lanes(working with Clifton Corridor Trans. Mgmt. Assoc.)	Clifton Rd	N/A	\$625,000
30-S002	3,5,6,7	Flat Shoals Pkwy. (SR 155)	ITS Corridor Enhancements	Clifton Springs Rd	Snapfinger Rd	\$263,000
24-S016	3,7	Memorial DR (SR 154)	Safety Assessment, Improvements	Columbia Dr		\$450,000
30-S005	3,7	Wesley Chapel Rd	ITS Corridor Enhancements	Covington Hwy	Flat Shoals Pkwy	\$285,000
24-S120	3,5,6,7	Candler Rd/Flat Shoals Pkwy (SR 155)	ITS Corridor Enhancements	E College Ave	Clifton Springs	\$543,609
23-S090	4,6	Brockett Rd	Safety; Intersection Improvements	E. Ponce de Leon Ave	N/A	\$625,000
31-S014	3,6	Bouldercrest Rd	Safety; Intersection and Signal Improvement, incl geometry	Fayetteville Rd	N/A	\$715,000

Roadway Operational Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
30-S004	3,5,6,7	Panthersville Rd	ITS Corridor Enhancements	Flat Shoals Pkwy	Bouldercrest Rd	\$244,000
30-S006	3,5,7	Wesley Chapel Rd	ITS Corridor Enhancements	Flat Shoals Pkwy	South County Line	\$151,000
34-S111	3,7	Wesley Chapel Rd	Safety Assessment, Improvements	Flat Shoals Pkwy		\$450,000
21-S027	2,6	Briarcliff Rd (SR 42)	ITS Corridor Enhancements	Fulton Co Line	Clifton Rd	\$223,745
20-S027	3,6,7	Glenwood Ave (SR 260)	ITS Corridor Enhancements	Fulton Co Line	Covington Hwy	\$469,463
21-S173	2,6	W/E Ponce De Leon Ave (US 29, SR 8)	ITS Corridor Enhancements	Fulton Co Line	N Arcadia Av	\$113,780
10-S014	1,2,6,7	Buford Hwy (US 23, SR 13)	ITS Corridor Enhancements	Fulton County Line	Gwinnett county Line	\$596,000
14-S004	1,2,6,7	LaVista Rd (SR 236)	ITS Corridor Enhancements	Fulton County Line	Gwinnett County Line	\$533,000
22-S032	1,7	LaVista Rd (SR 236)	ITS Corridor Enhancements	Henderson Rd	Lawrenceville Hwy.	\$75,387
22-S006	1,7	Lawrenceville Hwy (SR 8, US 29)	Safety Assessment, Improvements	Hugh Howell	N/A	\$450,000
30-S003	5,7	Panola Rd	ITS Corridor Enhancements	I-20	Redan Rd	\$252,000
41-S176	5,7	Panola Rd	ITS Corridor Enhancements	I-20	Browns Mill Rd	\$297,616
33-S089	3,7	Glenwood Ave (SR 260)	Safety Assessment, Improvements	I-285	N/A	\$450,000
22-S065	1,7	LaVista Rd (SR 236)	Safety Assessment, Improvements	I-285	N/A	\$450,000
11-S009	1,7	Peachtree Industrial Blvd	Safety Assessment, Improvements	I-285	N/A	\$450,000
42-S139	4,5,7	Redan Rd	ITS Corridor Enhancements	I-285	Panola Rd	\$178,759
14-S002	2,4,6,7	E. Ponce de Leon	ITS Corridor Enhancements	I-285 (Chg to La Vista)	Memorial Drive	\$390,000
21-S056	2,6	N. Druid Hills Rd	ITS; Changeable Message Sign: Outbound	I-85	N/A	\$150,000
13-S033	2,6	I-85 Frontage RD SB	Safety; Interchange Improvements	I-85/Druid Hills Offramp SB	N/A	\$2,500,000
0-S013	N/A	Safety Assessment	Safety Assessment for all County Road-Interstate Freeway Interfaces	Safety assessment of interfaces between County Roads and Interstate Freeways		\$250,000
21-S142	2,6	Briarcliff Rd (SR 42)	Safety; Intersection and Signal Improvement, incl turn lanes, geometry	Johnson RD	N/A	\$715,000
43-S090	5,7	Browns Mill Rd (SR 212)	Safety; Intersection Improvements	Klondike Rd	N/A	\$120,000
21-S073	2,6	Clairmont Rd (US 23, SR	ITS Corridor Enhancements	La Vista Rd	Downtown Decatur	\$268,550

Roadway Operational Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
		155)				
21-S153	2,6	Houston Mill Rd	Operations; Recommend Detailed Traffic Analysis and Possible Improvements	LaVista Rd	N/A	\$625,000
21-S024	1,7	Briarcliff Rd (SR 42)	Operations; Intersection Improvement, incl turn lanes	Lavista RD	Ponce De Leon Ave	\$65,720
14-S003	1,7	Fellowship Rd	ITS Corridor Enhancements	LaVista Rd	Lawrenceville Hwy	\$27,000
21-S010	2,7	Montreal Rd	Operational Improvements, incl center turn lanes	LaVista Rd	Lawrenceville Hwy.	\$3,505,400
23-S161	4,7	Rockbridge Rd	ITS; New Signal Coordination / Interconnect	Martin Rd	Stone Mountain Lithonia Rd	\$41,633
21-S028	2,6	Houston Mill Rd	Operations; New Signal Coordination / Interconnect	Mason Mill Rd	N/A	\$4,000
30-S001	3,5,7	Covington Hwy (US 278, SR 12)	ITS Corridor Enhancements	Memorial Dr.	I-285	\$118,000
14-S006	5,7	Rockbridge Rd.	ITS Corridor Enhancements	Memorial Dr.	Rock Chapel Rd.	\$455,000
41-S020	5,7	Covington Hwy (US 278, SR 12)	Safety; Operational Improvements, incl turn lanes	Miller Rd	Hairston Rd	\$625,000
23-S020	4,7	Main Street (Stone Mtn VII)	Safety; Intersection improvement, incl Geometry, remove parking at intersection	Mimosa Dr/Poole Dr	N/A	\$625,000
21-S015	2,4,6	N Druid Hills Rd	Safety; Signal upgrade & interconnect	Mistletoe RD (NDK Mall)	Hollywood Dr	\$480,000
24-S028	3,4,6,7	Memorial DR (SR 154)	ITS Corridor Enhancements	Moreland Ave	Rockbridge Rd	\$552,195
14-S170	1,7	Peachtree Industrial Boulevard	Safety Assessment, Improvements	Motors Industrial Way	N/A	\$450,000
20-S066	2,4,6,7	E Ponce de Leon	ITS; New Signal Coordination / Interconnect	N Arcadia Ave	Hambrick Rd.	\$195,030
21-S041	2,6	Clairmont Rd	Operations; Intersection Improvement, incl turn lanes	N. Decatur Rd	N/A	\$625,000
21-S154	2,6	Scott Blvd (US 78, SR 410)	Safety; Signage Improvement	N. Decatur Rd	N/A	\$35,000
21-S156	2,6	Clairmont Rd	Safety Assessment, Improvements (see bond project)	N. Druid Hills	N/A	\$450,000
23-S009	4,7	Memorial DR (SR 154)	Safety Assessment, Improvements	N. Hairston Rd	N/A	\$450,000

Roadway Operational Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
31-S058	5,6	Bouldercrest Rd	ITS Corridor Enhancements	Near I-20	N/A	\$65,720
43-S121	5,7	Evans Mill Rd	ITS Corridor Enhancements	Near I-20	N/A	\$53,636
32-S132	3,6	Gresham Rd	ITS; New Signal Coordination / Interconnect	Near I-20	N/A	\$17,950
41-S099	5,7	Klondike Rd	ITS Corridor Enhancements	Near I-20	N/A	\$58,470
43-S019	5,7	Turner Hill Rd	ITS Corridor Enhancements	Near I-20	N/A	\$41,552
14-S164	1,6	Ashford Dunwoody Rd	ITS; Signal upgrade	Oak Forest Dr	Johnson Ferry Dr	\$64,280
21-S083	2,6,7	La Vista Rd (SR 236)	ITS; New Signal Coordination / Interconnect	Oak Grove Rd	Montreal Rd	\$81,216
12-S005	1,7	Buford Hwy (US 23, SR 13)	Safety Assessment, Improvements	Oakcliff Rd	N/A	\$450,000
44-S048	5,7	Browns Mill Rd (SR 212)	Safety; Intersection Improvement, incl turn lanes	Panola Rd	N/A	\$625,000
40-S005	5,7	S. Stone Mtn. Lithonia Rd	ITS Corridor Enhancements	Panola Rd	Klondike Rd	\$358,000
44-S134	5,7	Snapfinger Rd	Operations; Intersection Improvement, incl turn lanes	Panola Rd	N/A	\$625,000
14-S128	1,6,7	Peachtree Industrial Blvd (SR 141)	ITS Corridor Enhancements	PIB/New P'Tree Split	I-285	\$218,200
13-S018	2,6	Buford Hwy (US 23, SR 13)	Safety; Consolidate 2 Signalized Intersections.	Plaster Rd	Dresden DR	\$15,250
14-S007	1,2,4,6,7	Scott Blvd (US 78, SR 410)	ITS Corridor Enhancements	Ponce de Leon	Mountain industrial Rd.	\$664,000
33-S052	4,7	S. Hairston Rd	Safety Assessment, Improvements	Redan Rd	N/A	\$450,000
40-S004	4,5,7	S. Stone Mtn. Lithonia Rd	ITS Corridor Enhancements	Redan Rd	Memorial Dr.	\$311,000
23-S079	4,7	W Ridge Ave/ Main St	ITS; New Signal Coordination / Interconnect	Rock Mtn Blvd (N of Memorial)	Mimosa Dr (S of Memorial)	\$52,041
14-S005	1,4,6,7	Memorial DR (SR 154)	ITS Corridor Enhancements	Rockbridge Rd	Stone Mtn. Fwy.	\$360,000
40-S006	4,5,7	Stephenson Rd.	ITS Corridor Enhancements	Rockbridge Rd	Rock Chapel Rd	\$257,000
40-S002	5,7	Rock Chapel Rd	ITS Corridor Enhancements	S. Stone Mtn. Lithonia Rd	Rockbridge Rd	\$352,000
21-S106	2,4,6	N Decatur Rd/E.Ponce	ITS Corridor Enhancements	Scott Blvd	I-285	\$92,368
21-S145	2,6	Briarcliff Rd (SR 42)	Corridor Study & Safety Assessment	Sheridan Rd	Ponce De Leon Ave	\$250,000
44-S116	5,7	Klondike Rd	Safety; Signal upgrade	South Goddard Rd.	N/A	\$120,000
42-S095	4,7	South Deshon Rd	ITS; New Signal Coordination / Interconnect	Stephenson Rd	N/A	\$15,250

Roadway Operational Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
20-S172	4,7	Stone Mountain Park North Exit (Hugh Howell)	Safety & Signage Improvements	Stone Mtn. Frwy	N/A	\$35,000
11-S143	1,6	Mt Vernon Rd	ITS; New Signal Coordination / Interconnect	Tilly Mill Rd	Dunwoody Club Rd	\$32,936
22-S022	1,7	SR 236/Hugh Howell Rd.	Operations; and Signal Improvement, incl turn lanes,	US 78	Lilburn Stone Mountain Rd.	\$715,000
34-C037	5,6	Bouldercrest Rd	Capacity; Widen 2 Lanes to 4 Lanes-DK-162	Ward Lake Rd	N/A	\$15,250
34-S015	5,7	Snapfinger Rd/Browns Mill Rd	ITS Corridor Enhancement	Wesley Chapel Rd	Evans Mill Rd	\$200,849
11-S107	1,6	Chamblee Dunwoody Rd	ITS Corridor Enhancements	West County Line	I-285	\$280,698
11-S118	1,6	Mt.Vernon Rd/Atcheson Ln	ITS Corridor Enhancements	West County Line	East County Line	\$135,871
14-S151	1,6	Peachtree Rd	ITS Corridor Enhancements	West County Line	PIB/New P'Tree Split	\$126,204
		Lavista Rd	Intersection operational widening/safety project widening from center turn lane (bike lane) to sidewalk only	Clairmont Road	Harolic Road	
0-S080	N/A	Arterial Rd analysis	Southeast DeKalb Arterial analysis			\$500,000
		Lavista Rd. to Oakgrove Rd	Intersection operational/ safety project including geometry			
0-S029	N/A	Traffic Control Center Modifications	Traffic Control Center Upgrade, AR-928A			\$1,000,000
0-S063	N/A	ITS modifications	Portable/Work Zone ITS and CMS System			\$30,000
0-S026	N/A	Traffic Signal Modifications	Countywide Signal Coordination system inventory/Analysis			\$1,580,000
0-S012	N/A	Safety Assessment	Pedestrian and automobile safety assessment throughout county			\$650,000
44-S117	2,6	Safety Assessment	Pedestrian and automobile safety assessment in Clifton Rd Corridor			\$100,000
11-S010	1,6	Perimeter Area	Pedestrian and automobile safety assessment in Perimeter area			\$100,000
21-S155	5,7	Stonecrest Area	Pedestrian and automobile safety assessment in Stonecrest area			\$100,000
Total						\$55,818,021

Transit Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
0-T087	N/A	Rail Station Modifications	Make additional improvements to lighting at all MARTA stations	N/A	N/A	\$148,000
0-T088	N/A	Rail Station Modifications	Improve bicycle storage facilities and security at all MARTA stations	N/A	N/A	\$65,000
0-T089	N/A	Bus Stop Modifications	Provide covered seating areas at 2,200 additional bus stops	N/A	N/A	\$9,829,448
0-T090	N/A	Bus Stop Modifications	Expand coverage of GPS-enabled live bus wait-time information additional bus stops	N/A	N/A	\$500,000
0-T092	N/A	Rail Station Modifications	Expand security infrastructure at all MARTA stations	N/A	N/A	\$442,000
0-T093	N/A	Rail Station Modifications	Increase ADA accessibility at all MARTA station	N/A	N/A	\$2,500,000
11-T073		Dunwoody MARTA Station	Improve road access to Dunwoody MARTA Station parking areas	N/A	N/A	\$2,000,000
21-T077		East Lake MARTA Station	Create dedicated bus entrance to East Lake Station	N/A	N/A	\$2,000,000
10-T052		MARTA Bus Route 103 Modifications	Reduce peak period headway to 15 minutes	Chamblee MARTA Station	Peachtree Industrial Boulevard	\$430,000
41-T041		MARTA Bus Route 115 Modifications	Reduce off-peak headway to 30 minutes	Kensington MARTA Station	Evans Mill Road	\$204,000
41-T042		MARTA Bus Route 116 Modifications	Reduce off-peak headway to 30 minutes	Mall at Stonecrest	Kensington and Indian Creek MARTA Stations	\$145,000
23-T039		MARTA Bus Route 120 Modifications	Reduce off-peak headway to 30 minutes	City of Stone Mountain	Avondale MARTA Station	\$132,000
10-T043		MARTA Bus Route 124 Modifications	Reduce peak-period headway to 15 minutes	Chamblee MARTA Station	Northlake Mall area	\$73,000
10-T052		MARTA Bus Route 126 Modifications	Reduce off-peak headway to 30 minutes	Chamblee MARTA Station	Northlake Mall area	\$180,000
10-T051		MARTA Bus Route 132 Modifications	Reduce peak period headway to 15 minutes	Chamblee MARTA Station	North Springs MARTA Station	\$255,000
20-T045		MARTA Bus Route 19 Modifications	Reduce peak period headway to 15 minutes	Decatur MARTA Station	Brookhaven MARTA Station	\$234,000
14-T036		MARTA Bus Route 25 Modifications	Reduce peak period headway to 15 minutes	Lenox MARTA Station	Chamblee MARTA Station	\$245,000
21-T038		MARTA Bus Route 30 Modifications	Reduce off-peak headway to 30 minutes	Lindbergh MARTA Station	Northlake Mall area	\$221,000
14-T037		MARTA Bus	Reduce peak period	Dunwoody	Brookhaven	\$1,472,000

Transit Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
		Route 41 Modifications	headway to 15 minutes; off-peak headway to 30 minutes	MARTA Station	MARTA Station	
20-T047		MARTA Bus Route 8 Modifications	Reduce peak period headway to 15 minutes	Avondale MARTA Station	Brookhaven MARTA Station	\$510,000
14-T035		MARTA Bus Route 91 Modifications	Reduce peak period headway to 15 minutes; off-peak period headway to 30 minutes	Brookhaven MARTA Station	Doraville MARTA Station	\$1,472,000
33-T040		MARTA Bus Route 96 Modifications	Reduce off-peak headway to 30 minutes	Avondale MARTA Station	Snapfinger Road area	\$87,000
10-T046		New Local Bus Route	Develop new local bus service in vicinity of Chamblee-Tucker Road	Chamblee MARTA Station	Northlake Mall area	\$1,640,000
10-T053		New Local Bus Route	Develop new local bus service in vicinity of Chamblee-Dunwoody Road	Dunwoody MARTA Station	Doraville MARTA Station	\$2,600,000
10-T098		New Local Bus Route	Develop new local bus service in vicinity of Dresden Drive	Doraville MARTA Station	Brookhaven MARTA Station	\$2,600,000
10-T099		New Local Bus Route	Develop new local bus service in vicinity of Clairmont Road (north quadrant)	Chamblee MARTA Station	Lenox MARTA Station	\$2,300,000
20-T046		New Local Bus Route	Develop new local bus service in vicinity of Clairmont Road (central quadrant)	Avondale MARTA Station	Lenox MARTA Station	\$2,840,000
20-T053		New Local Bus Route	Develop new local bus service in vicinity of Clairmont Road (central quadrant)	Lenox MARTA Station	Northlake Mall	\$2,560,000
40-T107		New Local Bus Route	Develop new local bus service for Turner Hill Rd, Rock Chapel Rd, Rockbridge Rd, Stone Mountain Lithonia Rd, and Memorial Dr. areas	Proposed Stonecrest Mall Transit Center	Memorial Drive Park and Ride	TBD
40-T108		New Local Bus Route	Develop new local bus service in vicinity of South Hairston Road	River Road	Memorial Drive	TBD
44-T098		New Local Bus Route	Develop new local bus service in vicinity of Panola Road	Indian Creek MARTA Station	Browns Mill Road area	\$6,100,000
40-T109		New Local Bus Route	Develop new local bus /shuttle services in Turner Hill Rd, Evans Mill Rd, Klondike Rd, Mall Pkwy, Hayden Quarry Rd, and Covington Rd	Proposed Stonecrest Mall Transit Center	Southeast DeKalb County	TBD
0-T086	N/A	Rail Station Modifications	Increase security personnel at all MARTA stations	N/A	N/A	\$12,800,000
30-T303		New Local Bus Route	Develop new local bus along Candler Rd, Flat Shoals Pkwy, Browns	Proposed Candler Rd BRT Station	Proposed Stonecrest Mall BRT Station	\$146,350

Transit Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
			Mill Rd, and Turner Hill Rd			
30-T997		Constitution Rd Transit Center	Facilities; Establish Park and Ride access to Moreland Ave BRT and I-285; provide hub for bus services	N/A	N/A	TBD
41-T315	5,7	Panola Road Transit Center and BRT Station	Facilities; Transit Center, DeKalb Staff recommended relocation MARTA I-20 East BRT station to current Xpress bus park and ride, see project 40-T027 for costs	N/A	N/A	TBD
43-T081		Stonecrest Mall Transit Center	Facilities; Establish hub bus services (convert to BRT station when ridership warrants)	N/A	N/A	\$15,000,000
40-T100		Candler Rd Transit Center	Candler Road Transit center (convert to BRT station when ridership warrants)	N/A	N/A	\$12,000,000
21-T312		Toco Hills Transit Center	Facilities; Establish hub for transit services including CCTMA shuttles	N/A	N/A	TBD
Total						\$83,730,798

Bicycle Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
11-B013	2,6	Briarwood Road Route	On-road bicycle lanes	N Druid Hills Rd	I-85	\$221,577
11-B019	1,6	Chamblee Dunwoody Trail	On-road bicycle lanes	Fulton County line	I-285	\$306,571
11-B078	1,6	Mount Vernon Trail	On-road bicycle lanes	Fulton County line	Fulton County line	\$822,717
11-B087	1,7	Oakcliff Road Route	On-road bicycle lanes	New Peachtree Rd	Northcrest Rd	\$627,959
11-B090	1,6	Peachford Road Route	On-road bicycle lanes	N Shallowford Rd	N Peachtree Rd	\$614,688
11-B094	1,6	Perimeter Center Pkwy Route	On-road bicycle lanes	Hammond Dr	Perimeter Center Pkwy	\$164,119
12-B036	1,2,6,7	Dresden Drive Route	On-road bicycle lanes	Peachtree Rd	Chamblee-Tucker Rd	\$123,980
12-B095	1,7	Pleasantdale Road Route	On-road bicycle lanes	Oakcliff Rd	LaVista Rd	\$409,114
12-B123	1,2,6,7	University Drive Route	On-road bicycle lanes	Chamblee-Tucker Rd	Henderson Mill Rd	\$146,310
13-B083	1,2,6	North Druid Hills Road Route	On-road bicycle lanes	Briarwood Rd	Peachtree Rd	\$78,987
14-B020	1,6	Chamblee Dunwoody Trail	On-road bicycle lanes	N Peachtree Rd	Peachtree Rd	\$142,158
14-B058	1,6	Johnson Ferry Road Route	On-road bicycle lanes	Fulton County line	Peachtree Industrial Blvd.	\$861,879
14-B068	1,6	McGraw Drive Route	On-road bicycle lanes	Peachtree Industrial	Peachtree Rd	\$258,062
14-B106	1,2,6,7	Shallowford Road Route	On-road bicycle lanes	New Peachtree Rd	Briarcliff Rd	\$865,070
21-B025	2,6	Clifton Road Route	On-road bicycle lanes	Briarcliff Rd to Ridgewood Dr	Peavine Creek SF to McClendon Ave	\$43,872
21-B054	2,6	Haygood Road Route	On-road bicycle lanes	Clifton Rd	N Decatur Rd	\$76,000
21-B059	2,6	Johnson Road Route	On-road bicycle lanes	Fulton County line	Briarcliff Rd	\$171,961
21-B062	1,2,6,7	LaVista Road Route	On-road bicycle lanes	Fulton County line	I-285	\$76,000
21-B069	2,6	McLendon Avenue Route	On-road bicycle lanes	Fulton County line	DeKalb Ave	\$970,183
21-B070	2,4,6	Medlock Park Route	On-road bicycle lanes	Clairmont Rd	Lawrenceville Hwy	\$76,000
21-B071	2,6	Medlock Rd Route	On-road bicycle lanes	Wood Trail Ln	Church St	\$1,110,018
21-B101	2,6	Rock Springs Road Route	On-road bicycle lanes	Fulton County line	N Decatur Rd	\$83,437
21-B125	2,6	W.D. Thompson Road Route	On-road bicycle lanes	Gladney Dr	Chamblee-Tucker Rd	\$83,437
22-B022	1,7	Chamblee-	On-road bicycle lanes	N/A	N/A	\$83,437

Bicycle Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
		Tucker Road Route				
22-B047	1,7	Gladney Drive Route	On-road bicycle lanes	Evans Rd	Wanda Woods Dr	\$571,736
22-B086	1,7	Northlake Pkwy Route	On-road bicycle lanes	LaVista Rd	Stone Mountain Frwy	\$162,897
23-B074	4,7	Memorial Drive Route	On-road bicycle lanes	N Main St	Central Dr	\$39,676
23-B081	4,6	Norman Road Route	On-road bicycle lanes	Rays Rd	N Indian Creek Dr	\$69,576
23-B096	4,6	Rays Road Route	On-road bicycle lanes	Central Dr	Norman Rd	\$664,456
23-B109	1,4,7	Silver Hill Road Route	On-road bicycle lanes	Stone Mountain Frwy	N Main St	\$919,231
23-B111	4,5,7	South Deshon Road Route	On-road bicycle lanes	Rockbridge Rd	Stephenson Rd	\$394,828
23-B114	4,7	Stewart Mill Road Route	On-road bicycle lanes	Rockbridge Rd	Bermuda Rd	\$261,992
24-B026	2,3,4,6	College Avenue Route	On-road bicycle lanes	Commerce Dr	N Clarendon Ave	\$231,859
24-B032	4,6	Decatur Road Route	On-road bicycle lanes	N Decatur Rd	I-285	\$94,989
24-B038	3,6	Eastlake Terrace Route	On-road bicycle lanes	Boulevard Drive	Glenwood Ave	\$160,872
24-B060	4,6	Kensington Road Route	On-road bicycle lanes	Clarendon Ave	Mountain Dr	\$1,373,791
24-B097	4,7	Redan Road II Route	On-road bicycle lanes	Covington Hwy	Redan Rd	\$77,290
31-B044	3,6	Fayetteville Road Route	On-road bicycle lanes	Moreland Ave	Bouldercrest Rd	\$625,804
32-B048	3,7	Glenwood Drive Route	On-road bicycle lanes	Columbia Dr	Covington Highway	\$308,760
32-B049	3,6	Glenwood Rd Route	On-road bicycle lanes	2nd Ave	E Lake Blvd	\$137,106
32-B105	3,6	Second Avenue Route	On-road bicycle lanes	Glenwood Ave	Flat Shoals Ave	\$256,078
12-B042	1,7	Evans Mill Road Route	On-road bicycle lanes	Covington Hwy	I-20	\$190,000
41-B056	5,7	Hillandale Road Route	On-road bicycle lanes	Lithonia Industrial Blvd	Evans Mill Rd	\$339,897
41-B064	5,7	Lithonia Industrial Blvd. Route	On-road bicycle lanes	Chupp Rd	Hillandale Rd	\$419,177
41-B076	5,7	Miller Road Route	On-road bicycle lanes	Covington Highway	Rock Springs Rd	\$510,199
41-B100	5,7	Rock Chapel Road Route	On-road bicycle lanes	Klondike Rd	Turner Hill Rd	\$190,000
41-B122	5,7	Union Grove Road Route	On-road bicycle lanes	Southern Grove Rd	Pleasant Hill Rd	\$448,429
43-B065	5,7	Mall Pkwy Route	On-road bicycle lanes	Woodrow Dr	Turner Hill Rd	\$1,616,993
24-B034	4,6	Downtown Stone Mountain	On-road bicycle lanes	N/A	N/A	\$94,545
11-B091	1,6	Peachtree Road	On-road bicycle lanes	North Peachtree Road	McGraw Drive	\$937,308
11-B093	1,6	Peeler Road	On-road bicycle lanes	North Peachtree Road	N. Shallowford Road	\$250,591
11-B129	1,6	Womack Road	On-road bicycle lanes	Chamblee-Dunwoody Road	Vernon Oaks Drive	\$264,955

Bicycle Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
13-B023	1,6	City of Chamblee	Bike/Ped; Develop bicycle/pedestrian facility on City of Chamblee-owned abandoned railroad spur	Connects dense land uses	N/A	\$555,329
21-B039	2,6	Emory Village	Bike/Ped; Implement streetscape improvements	Connects area dense land uses	N/A	\$100,000
21-B040	2,6	Emory/Clifton area – Briarcliff Road	On-road bicycle lanes	North Decatur Road	Clifton Road	\$35,599
23-B057	4,7	Indian Trail and Indian Creek Road vicinity	On-road bicycle lanes	Serves schools in area of Indian Trail and Indian Creek Rd		\$190,000
23-B072	1,4,6,7	Memorial Drive	On-road bicycle lanes	Mountain Drive	Stone Mountain Parkway/Jeffers on Davis Drive	\$448,697
23-B079	4,6	Mountain Dr.	On-road bicycle lanes	Covington Highway	Memorial Drive	\$115,462
23-B099	4,7	Robert E. Lee Dr.	On-road bicycle lanes	Mountain Street	Stonewall Jackson Drive	\$575,817
23-B128	4,7	West/East Mountain St	On-road bicycle lanes	Memorial Drive	Smoke Rise Trail	\$100,000
31-B050	3,6	Glenwood Rd.	On-road bicycle lanes	Flat Shoals Ave	I-20	\$208,470
33-B005	3,7	Boring Rd.	On-road bicycle lanes	Flat Shoals Pkwy	Wesley Chapel Road	\$246,697
33-B029	3,4,6,7	Covington Highway	On-road bicycle lanes	Memorial Drive	South Hairston Road	\$190,000
34-B017	5,6	Cedar Grove Road	On-road bicycle lanes	Moreland Avenue	Bouldercrest Road	\$32,749
Total						\$22,829,391

Sidewalk and Related Facility Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
21-P068	2,6	Clifton Road	Pedestrian; Sidewalks & Ped Crossings	Clifton Way	Briarcliff Road	\$335,500
23-P004	4,5,7	Allgood Road	Pedestrian; Sidewalks & Ped Crossings	Redan Road	Rockbridge Road	\$436,896
11-P006	1,6	Ashford Dunwoody Road	Pedestrian; Sidewalks & Ped Crossings	I-285	Mt. Vernon Road	\$390,074
11-P007	1,6	Ashford-Dunwoody Road	Pedestrian; Sidewalks and bicycle lanes	W. Nancy Creek Road	Peachtree Road	\$855,834
32-P010	3,7	Austin Drive	Pedestrian; Sidewalks & Ped Crossings	Snapfinger Road	Aldea Drive	\$702,248
31-P016	3,6	Bouldercrest Drive	Pedestrian; Sidewalks & Ped Crossings	Eastland Road	Flat Shoals Ave	\$416,806
13-P023	1,2,7	Briarcliff Rd (SR 42)	Pedestrian; Sidewalks & Ped Crossings	Lavista RD	Hazelwood Dr.	\$196,021
13-P035	1,6	Brookhaven Drive	Pedestrian; Sidewalks & Ped Crossings	Brookhaven Station	Peachtree Road	\$44,116
14-P036	1,6	Brookhaven Drive	Pedestrian; Sidewalks & Ped Crossings	W. Brookhaven	Peachtree Road	\$105,780
11-P055	1,6	Chamblee-Dunwoody Road	Pedestrian; Sidewalks & Ped Crossings	Mt. Vernon Road	I-285	\$468,630
13-P053	1,6	Chamblee-Dunwoody Road	Pedestrian; Sidewalks & Ped Crossings	New Peachtree Road	Buford Highway/SR 13	\$78,023
14-P054	1,6	Chamblee-Dunwoody Road	Pedestrian; Sidewalks & Ped Crossings	I-285	Harts Mill Road	\$326,688
23-P058	2,6	Church Street	Pedestrian; Sidewalks & Ped Crossings	DeKalb Industrial Way	Market Street	\$492,492
13-P062A	2,6	Clairmont Road (US 23)	Pedestrian; Sidewalks & Ped Crossings	North Druid Hills Road	Scott Blvd/Ponce de Leon	\$460,184
31-P067	3,5,6	Clifton Church Road	Pedestrian; Sidewalks & Ped Crossings	Flat Shoals Road	Bouldercrest Road	\$386,138
31-P073	3,7	Columbia Drive	Pedestrian; Sidewalks & Ped Crossings	Rainbow Drive	Flat Shoals Parkway	\$747,840
21-P090A	2,6	DeKalb Industrial Way	Pedestrian; Sidewalks & Ped Crossings	N. Dectur Rd.	N. Arcadia Ave	\$156,702
41-P092	5,7	DeKalb Med Pkwy	Pedestrian; Sidewalks & Ped Crossings	Wellborn Rd	Hillandale Dr	\$307,213
14-P097	1,6	Donaldson Dr	Pedestrian; Sidewalks & Ped Crossings	Blair Circle	Teal Road	\$302,867
13-P098A	1,2,6	Dresden Drive	Pedestrian;	Peachtree	Plaza Fiesta	\$428,122

Sidewalk and Related Facility Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
			Sidewalks & Ped Crossings	Road/Brookhaven Station		
13-P098B	2,6	Dresden Drive	Pedestrian; Sidewalks & Ped Crossings	Dresden Ct.	Dresden Dr	\$54,653
13-P098C	1,2,6,7	Dresden Drive	Pedestrian; Sidewalks & Ped Crossings	Dresden Dr.	Shallowford Road	\$12,095
13-P098E	1,2,6,7	Dresden Drive	Pedestrian; Sidewalks & Ped Crossings	Appling Dr.	Chamblee-Tucker Road	\$149,445
21-P107A	4,6	E Ponce de Leon Ave - N	Pedestrian; Sidewalks & Ped Crossings	Market Street	Brockett Road	\$154,611
21-P107B	4,7	E Ponce de Leon Ave - N	Pedestrian; Sidewalks & Ped Crossings	Idlewood Rd	Stone Mountain Freeway	\$666,127
23-P109	4,7	E. Ponce de Leon	Pedestrian; Sidewalks & Ped Crossings	Market Street	Stone Mountain Freeway	\$1,242,874
44-P117	5,7	Fairington Rd - S	Pedestrian; Sidewalks & Ped Crossings	Panola Road	Chupp Way	\$630,088
31-P118	3,6	Fayetteville Road	Pedestrian; Sidewalks & Ped Crossings	Bouldercrest Road	Glenwood Road (SR 260)	\$528,982
31-P119	3,6	Fayetteville Road	Pedestrian; Sidewalks & Ped Crossings	Key Road	Moreland Avenue	\$361,456
31-P123	3,6	Flat Shoals Avenue	Pedestrian; Sidewalks & Ped Crossings	Bouldercrest Drive	I-20	\$191,798
11-P142	1,6	Hammond Dr.	Pedestrian; Sidewalks & Ped Crossings	Ashford-Dunwoody Road	Dunwoody Station/Fulton Cty. Line	\$209,756
43-P146	5,7	Hayden Quarry Road/Sigman Road	Pedestrian; Sidewalks & Ped Crossings	Turner Hill Road	Rockdale County Line	\$159,162
21-P147	2,6	Haygood Dr Ne	Pedestrian; Sidewalks & Ped Crossings	Emory University (Arkwright Dr.)	Centers for Disease Control (CDC)	\$12,874
44-P152	5,7	Hillandale Road	Pedestrian; Sidewalks & Ped Crossings	Panola Road	Lancaster Davidson Drive	\$1,411,958
14-P160	1,6	Johnson Ferry Road	Pedestrian; Sidewalks & Ped Crossings	Peachtree Ind. Blvd.	Peachtree Road	\$54,366
12-P200	1,7	Mercer University Drive	Pedestrian; Sidewalks & Ped Crossings	Flowers Road	Henderson Mill Road	\$72,324
11-P214	1,6	Mount Vernon Road	Pedestrian; Bicycle and pedestrian facility	Ashford-Dunwoody	Saffron Drive	\$530,376
11-P219	1,6	N Shallowford Rd S	Pedestrian; Sidewalks & Ped Crossings	I-285	Chamblee-Dunwoody/Peeler Road	\$158,465
14-P223	1,6	N. Shallowford Road	Pedestrian; Sidewalks & Ped	I-285	N. Peachtree Road	\$205,164

Sidewalk and Related Facility Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
			Crossings			
21-P226	2,4,6	North Decatur Road	Pedestrian; Sidewalks & Ped Crossings	Briarcliff Road	Church Street	\$682,978
23-P217	2,4,6	North Decatur Road	Pedestrian; Sidewalks & Ped Crossings	Church St	I-285	\$191,511
21-P228	2,4,6	North Druid Hills Road	Pedestrian; Sidewalks & Ped Crossings	I-85	Lawrenceville Highway (US 29)	\$751,489
12-P229	1,7	Northcrest Road	Pedestrian; Sidewalks & Ped Crossings	I-285	Chamblee-Tucker Road	\$211,396
21-P230	1,7	Northlake Parkway	Pedestrian; Sidewalks & Ped Crossings	Henderson Mill Road	I-285	\$320,702
22-P231	1,7	Northlake Parkway	Pedestrian; Sidewalks & Ped Crossings	Stone Mountain Freeway/ US 78	LaVista Road	\$402,046
21-P233	2,6,7	Oak Grove Road	Pedestrian; Sidewalks & Ped Crossings	LaVista Rd	Briarcliff Road	\$332,797
41-P243A	5,7	Panola Road	Pedestrian; Sidewalks & Ped Crossings	Redan Road	Thompson Mill Rd.	\$133,619
41-P243B	5,7	Panola Road	Pedestrian; Sidewalks & Ped Crossings	Rock Springs Rd	SR 155/Snapfinger Road	\$556,985
41-P265	5,7	Phillips Road	Pedestrian; Sidewalks & Ped Crossings	Redan Park/S. Deshon Road	Covington Highway	\$771,210
34-P276	3,7	Rainbow Drive	Pedestrian; Sidewalks & Ped Crossings	I-285	Snapfinger Road	\$517,543
21-P305	2,6	Scott Blvd.	Pedestrian; Sidewalks & Ped Crossings	Eastland Drive	Larry Lane	\$230,502
32-P307	3,6	Second Avenue	Pedestrian; Sidewalks & Ped Crossings	McAfee Road	Flat Shoals Road	\$169,002
13-P313	1,2,6,7	Shallowford Road	Pedestrian; Sidewalks & Ped Crossings	Chamblee-Dunwoody Road	Briarcliff Road	\$464,653
11-P331	1,6,7	Tilly Mill Road	Pedestrian; Sidewalks & Ped Crossings	I-285/Flowers Road	Mt. Vernon Road	\$1,308,433
41-P344	5,7	Wellborn Road	Pedestrian; Sidewalks & Ped Crossings	Stone Mountain-Lithonia Road	Covington Highway	\$904,337
33-P347	3,7	Wesley Chapel Road	Pedestrian; Sidewalks & Ped Crossings	I-20	Covington Highway	\$389,828
34-P346	3,7	Wesley Chapel Road	Pedestrian; Sidewalks & Ped Crossings	I-20	Flat Shoals Parkway	\$599,994
14-P351	1,6	Windsor Parkway	Pedestrian; Sidewalks & Ped Crossings	Fulton County Line	Ashford-Dunwoody Road	\$447,515
21-P352	2,6	Winn Way	Pedestrian; Sidewalks & Ped	North Decatur Road	N. Arcadia Ave	\$308,812

Sidewalk and Related Facility Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
			Crossings			
21-P003	2,6	Alderbrook Rd - E	Pedestrian; Sidewalks & Ped Crossings	Ravenwood Road	Kodiak Road	\$60,000
14-P005	1,6	Ashentree Drive - W	Pedestrian; Sidewalks & Ped Crossings	West Nancy Creek Dr	Chamblee Dunwoody Rd	\$60,000
33-P009	3,7	Atherton Dr - W	Pedestrian; Sidewalks & Ped Crossings	Glenwood Rd (SR 260)	Atherton Cir	\$115,000
11-P011	1,7	Aztec Rd E	Pedestrian; Sidewalks	Chestnut Dr	Santa Fe Trl	\$60,000
33-P013	5,7	Big Valley Rd - N	Pedestrian; Sidewalks & Ped Crossings	S Hairston Rd	Cedar Ridge Trl	\$60,000
21-P014	2,6	Biltmore Dr - W	Pedestrian; Sidewalks & Ped Crossings	Stephens Dr	Clifton Rd	\$395,000
21-P015	2,6	Black Fox Dr - S	Pedestrian; Sidewalks & Ped Crossings	Clairmont Rd	Alderbrook Rd	\$100,000
21-P021	2,6	Bramble Rd - W	Pedestrian; Sidewalks & Ped Crossings	LaVista Rd	Holly Lane	\$132,000
21-P029	2,6	Briarwood Dr	Pedestrian; Sidewalks & Ped Crossings	Briarcliff Rd	Rosedale Road	\$150,000
13-P030	2,6	Briarwood Rd - W	Pedestrian; Sidewalks & Ped Crossings	Buford Hwy	NE Access Rd	\$120,000
13-P031	2,6	Briarwood Way S	Pedestrian; Sidewalks & Ped Crossings	Briarwood Rd	Drew Valley Dr	\$60,000
12-P032	1,7	Britt Rd - N	Pedestrian; Sidewalks & Ped Crossings	Tucker - Norcross Rd	Scyler Way	\$50,000
22-P037	1,7	Brownlee Dr - N	Pedestrian; Sidewalks & Ped Crossings	Brockett Rd	Smithfield Dr	\$9,000
44-P041	5,7	Burlingham Dr - E	Pedestrian; Sidewalks & Ped Crossings	Browns Mill Rd	Wolverton Dr	\$65,000
13-P042	2,6	Caldwell Rd - W	Pedestrian; Sidewalks & Ped Crossings	Cheshire Way	Dresden Dr	\$200,000
12-P045	1,7	Carole Dr - N	Pedestrian; Sidewalks	Jett St	Pine Oak Dr	\$100,000
24-P047	3,6,7	Carter Rd - E	Pedestrian; Sidewalks & Ped Crossings	Memorial Dr	Midway Rd	\$150,000
21-P057	2,6	Christmas Lane	Pedestrian; Sidewalks & Ped Crossings	LaVista Rd	Merry Lane	\$120,000
21-P059	2,6	Citadel Dr - S	Pedestrian; Sidewalks & Ped Crossings	LaVista Rd	Briarcliff Rd	\$220,000
44-P065	5,7	Cleveland Rd - N	Pedestrian; Sidewalks & Ped Crossings	Snapfinger Rd	Rock Springs Rd	\$315,000

Sidewalk and Related Facility Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
21-P066	2,6	Cliff Valley Way - E & W	Pedestrian; Sidewalks & Ped Crossings	85 Access Rd	Briarcliff Rd	\$270,000
23-P071	4,6	Collingwood Dr - W	Pedestrian; Sidewalks & Ped Crossings	Memorial Dr	Danbury Lane	\$70,000
22-P077	1,7	Cooledge Road	Pedestrian; Sidewalks & Ped Crossings	Lawrenceville Highway (US 29)	Stone Mountain Freeway/US 78	\$350,000
13-P078	2,6	Coosawattee Rd - E	Pedestrian; Sidewalks & Ped Crossings	Briarwood Rd	Dresden Dr	\$140,000
11-P079	1,6	Corners Dr - W	Pedestrian; Sidewalks & Ped Crossings	Mt Vernon Rd	Vermack Rd	\$40,000
21-P080	2,6	Council Bluff Dr E	Pedestrian; Sidewalks & Ped Crossings	Clairmont Rd	Pine Forest Dr	\$190,000
21-P081	2,6	Coventry Rd - N (A)	Pedestrian; Sidewalks & Ped Crossings	Heaton Park Dr	Decatur City Limits	\$55,000
21-P082	2,6	Coventry Rd - N (B)	Pedestrian; Sidewalks & Ped Crossings	East Clifton Rd	Heaton Park Dr	\$15,000
21-P087	2,6	Crestline Dr - N	Pedestrian; Sidewalks & Ped Crossings	Briarcliff Rd	Chrysler Dr	\$280,000
12-P089	1,7	Dawson Blvd - S	Pedestrian; Sidewalks & Ped Crossings	Pleasantdale Rd	Gwinnett County Line	\$210,000
21-P093	2,6	Desmond Dr - S	Pedestrian; Sidewalks & Ped Crossings	Clairmont Rd	Willivee Rd	\$150,000
11-P094	1,6	Devonshire Rd - Way W	Pedestrian; Sidewalks & Ped Crossings	Kings Down Rd	Cul-de-sac	\$105,000
11-P103	1,6	Dunwoody Club Dr - S	Pedestrian; Sidewalks & Ped Crossings	Woodsung Trl	N/A	\$600,000
11-P104	1,6	Dunwoody Pk Dr S	Pedestrian; Sidewalks & Ped Crossings	Shallowford Rd	Chamblee Dunwoody Rd	\$115,000
11-P105	1,6	Dunwoody Village Parkway	Pedestrian; Sidewalks & Ped Crossings	Chamblee - Dunwoody	Mt. Vernon Rd	\$400,000
41-P106	5,7	Duren Farms Subdivision - E	Pedestrian; Sidewalks & Ped Crossings	Redan Rd	Cul-de-sac	\$170,000
32-P108	3,7	E. College Ave - S	Pedestrian; Sidewalks & Ped Crossings	Arcadia Avenue	Avondale City Limits	\$50,000
23-P112	4,7	Elam Rd - N	Pedestrian; Sidewalks & Ped Crossings	Rowland Rd	S Hairston Rd	\$225,000
12-P113	1,7	Embry Cir - W	Pedestrian; Sidewalks & Ped Crossings	Chamblee - Tucker Rd	Chamblee Tucker Rd	\$150,000
21-P115	2,6	Executive Park Dr - W	Pedestrian; Sidewalks & Ped Crossings	Chantilly Rd	Sheridan Rd	\$130,000

Sidewalk and Related Facility Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
21-P116	2,6	Fair Oaks Rd - N	Pedestrian; Sidewalks & Ped Crossings	Timberland Rd	Oak Grove Rd	\$120,000
22-P120	1,7	Fellowship Rd S	Pedestrian; Sidewalks & Ped Crossings	Idlewood Rd	Lawrenceville Highway (US 29)	\$200,000
13-P121	2,6	Fisher Trl - W	Pedestrian; Sidewalks & Ped Crossings	Briarcliff Rd	El Dorado Rd	\$140,000
31-P127	3,6	Flintwood Dr - W	Pedestrian; Sidewalks & Ped Crossings	Boulder Road	Rollingwood Lane	\$220,000
21-P128	2,6,7	Frazier Rd - W	Pedestrian; Sidewalks & Ped Crossings	Springbrook Dr	LaVista Rd	\$210,000
42-P130	4,7	Gateway Blvd - N	Pedestrian; Sidewalks & Ped Crossings	Southland Dr	Magnolia Ridge	\$16,000
41-P131	5,7	Giles Rd - N	Pedestrian; Sidewalks & Ped Crossings	Wellborn Road	Phillips Rd	\$175,000
41-P137	5,7	Great Oaks Drive - N	Pedestrian; Sidewalks & Ped Crossings	Great Oaks Drive	Cul-de-sac	\$15,000
41-P138	5,7	Great Oaks Drive - N	Pedestrian; Sidewalks & Ped Crossings	Wellborn Rd	Giles Rd	\$75,000
21-P139	2,6,7	Greenglade Rd - N	Pedestrian; Sidewalks & Ped Crossings	Chrysler Dr	Cadillac Dr	\$140,000
31-P140	3,5,6	Gresham Rd - W	Pedestrian; Sidewalks & Ped Crossings	I-20	Clifton Church Rd	\$250,000
11-P143	1,6	Happy Hollow Rd	Pedestrian; Sidewalks & Ped Crossings	Peeler Rd	Spalding Dr	\$450,000
11-P144	1,6	Happy Hollow Rd W	Pedestrian; Sidewalks & Ped Crossings	Dunwoody Club Dr	Peeler Rd	\$240,000
32-P153	3,6,7	Hooper St - E	Pedestrian; Sidewalks & Ped Crossings	McAfee Rd	Lynn Isis Drive	\$150,000
23-P161	4,7	Juliette Rd - E	Pedestrian; Sidewalks & Ped Crossings	Stn Mill Way	Ponce de Leon Ave	\$45,000
14-P163	1,6	Kendrick Rd S	Pedestrian; Sidewalks & Ped Crossings	Osborne Rd	Peachtree Rd	\$70,000
11-P166	1,6	Kings Down Rd E	Pedestrian; Sidewalks & Ped Crossings	Kings Down Cir	Chamblee Dunwoody Rd	\$125,000
22-P176	1,7	Livsey Trl E	Pedestrian; Sidewalks & Ped Crossings	Livsey Rd	Dead end	\$60,000
14-P177	1,6	Mabry Lane	Pedestrian; Sidewalks & Ped Crossings	Shabromat Way	Chamblee Tucker (can't find termini)	\$120,000
23-P181	4,6	Market Street Sidewalks	Pedestrian; Sidewalks & Ped Crossings	Clarkston	N/A	\$350,000

Sidewalk and Related Facility Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
12-P185	1,7	McElroy Rd - W	Pedestrian; Sidewalks & Ped Crossings	N DeKalb Dr	End of McElroy	\$35,000
12-P186	1,7	McElroy Rd - W (B)	Pedestrian; Sidewalks w/ Bond Issue Funding	Buford Hwy	Jett Dr	\$80,000
21-P189	2,6	Medlock Rd - E	Pedestrian; Sidewalks & Ped Crossings	Scott Blvd	Existing Sidewalk	\$45,000
21-P199	2,7	Mercedes Dr - N	Pedestrian; Sidewalks & Ped Crossings	Greenglade Rd	Castleway Dr	\$105,000
32-P204	3,7	Midway Rd - W	Pedestrian; Sidewalks & Ped Crossings	Covington Hwy	Lark Lane	\$60,000
14-P205	1,6	Mill Creek Rd S	Pedestrian; Sidewalks & Ped Crossings	Fulton County	Johnson Ferry Rd	\$90,000
41-P206	5,7	Miller Rd	Pedestrian; Sidewalks & Ped Crossings	Rock Springs Rd	Snapfinger Woods Dr	\$375,000
21-P207	2,6	Mistletoe Rd - E	Pedestrian; Sidewalks & Ped Crossings	Mt. Olive Dr	N Druid Hills Rd	\$10,000
21-P212	2,6	Mount Olive Dr - BS	Pedestrian; Sidewalks & Ped Crossings	Delcourt Dr	N Druid Woods Ct	\$15,000
21-P220	2,6	N Superior Ave - E	Pedestrian; Sidewalks & Ped Crossings	Desmond Dr	Heritage Bluff Hts	\$60,000
32-P236	3,7	Old Hickory St - E	Pedestrian; Sidewalks	Glenwood Ave	Joyce Ave	\$20,000
14-P237	1,6	Old Johnson Ferry Rd N	Pedestrian; Sidewalks & Ped Crossings	Brynwyck Pl	W Nancy Cr	\$60,000
22-P238	1,7	Old Norcross Rd NE	Pedestrian; Sidewalks & Ped Crossings	Lawrenceville Highway (US 29)	Gwinnett County Line	\$450,000
22-P239	1,7	Old Stn Mtn Rd S	Pedestrian; Sidewalks & Ped Crossings	Kings Crossing	Mt Carmel Elem School	\$150,000
32-P241	3,6,7	Ousley Ct	Pedestrian; Sidewalks & Ped Crossings	Candler Rd Loops	Whites Mill Rd	\$150,000
44-P246	5,7	Panola Woods Dr - W	Pedestrian; Sidewalks & Ped Crossings	Panola Lake Cir	Cain Mill Dr.	\$70,000
22-P248	4,7	Park Blvd - E	Pedestrian; Sidewalks & Ped Crossings	James B Rivers	Silver Hill Rd	\$122,500
23-P249	1,2,7	Parklake Dr - E	Pedestrian; Sidewalks & Ped Crossings	N Lake Pkwy	LaVista Rd	\$110,000
21-P252	2,7	Payton Rd - S	Pedestrian; Sidewalks & Ped Crossings	Shasta Way	Briarcliff Rd	\$160,000
14-P254	1,6	Peachford Rd N	Pedestrian; Sidewalks & Ped Crossings	N Peachtree Rd	N Shallowford Rd	\$60,000
12-P267	1,7	Pine Oak Cir	Pedestrian;	Friar Tuck Way	Cul-de-sac	\$70,000

Sidewalk and Related Facility Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
		E	Sidewalks & Ped Crossings	Rd		
21-P268	2,6	Pinellas Trl	Pedestrian; Sidewalks & Ped Crossings	Clairmont Rd	LaVista Rd	\$300,000
12-P271	1,7	Pleasantdale Rd	Pedestrian; Sidewalks & Ped Crossings	Tucker/Norcross	I-85	\$300,000
21-P277	1,2,7	Ranchwood	Pedestrian; Sidewalks & Ped Crossings	Camelot Apts	LaVista Rd	\$45,000
21-P278	2,7	Randolph Rd - S	Pedestrian; Sidewalks & Ped Crossings	Greenwillow Dr	Briarcliff Rd	\$170,000
11-P286	1,6	Roberts Dr W	Pedestrian; Sidewalks & Ped Crossings	Mannings Farm Rd	Aurora Court	\$50,000
24-P297	4,6,7	S. Indian Creek Road	Pedestrian; Sidewalks & Ped Crossings	Durham Park Road	Santeelah Trail	\$82,000
34-P310	3,7	Shadowbrook Dr - W	Pedestrian; Sidewalks & Ped Crossings	Rainbow Dr	Shadowbrook Pl	\$30,000
34-P311	3,7	Shadowbrook Dr - W	Pedestrian; Sidewalks & Ped Crossings	Shadow Rock Dr	Kelly Chapel Rd	\$30,000
34-P312	3,7	Shadowbrook Pl - N	Pedestrian; Sidewalks & Ped Crossings	Newcastle Cir	Dogwood Farm Rd	\$258,000
21-P314	2,6	Sheffield Dr - S	Pedestrian; Sidewalks & Ped Crossings	Briarcliff Rd	LaVista Rd	\$100,000
23-P315	2,6	Sheperd's Lane - N	Pedestrian; Sidewalks & Ped Crossings	Briar Vista Terr	Briarcliff Rd	\$70,000
21-P326	2,6	Stillwood Dr	Pedestrian; Sidewalks & Ped Crossings	Rosedale Rd	Fulton County Line	\$25,000
21-P329	2,6	The By Way - N	Pedestrian; Sidewalks & Ped Crossings	Briarcliff Rd	Lullwater Rd	\$235,000
44-B117	5,7	Thompson Mill Road	Bicycle Facility; On-road bicycle lanes	Snapfinger Road	Panola Road	\$570,000
22-P336	1,7	Tucker Industrial Rd - E	Pedestrian; Sidewalks & Ped Crossings	Hugh Howell Rd	Elmsdale Dr	\$110,000
32-P338	3,6	Tyler Way - S	Pedestrian; Sidewalks & Ped Crossings	Tilson Rd	Starline Dr	\$50,000
32-P340	3,6	Valencia Rd - S	Pedestrian; Sidewalks & Ped Crossings	Second Ave	Keystone Dr	\$190,000
21-P341	4,6	Vine Circle - W	Pedestrian; Sidewalks & Ped Crossings	Vista Brook Dr	Hollywood Dr	\$60,000
32-P349	3,7	West Austin Road - E	Pedestrian; Sidewalks & Ped Crossings	Covington Hwy	Turner Heights Dr	\$45,000
11-P353	1,6	Winters Chapel Road	Pedestrian; Sidewalks & Ped	Dunwoody Club Dr	Gwinnett County Line	\$190,000

Sidewalk and Related Facility Projects – Short Range 2006-2011

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
			Crossings			
11-P355	1,6	Womack Rd - S (A)	Pedestrian; Sidewalks & Ped Crossings	Village Cr Dr	Mill Stream Ct	\$40,000
41-P356	5,7	Woodway Dr - S	Pedestrian; Sidewalks & Ped Crossings	S Hairston Rd	Biffle Rd	\$110,000
21-P208	4,6	Montreal Rd - W	Pedestrian; Sidewalks & Ped Crossings	Lawrenceville Highway (US 29)	N. Indian Creek	\$359,365
32-P333	3,6,7	Tilson Rd - S	Pedestrian; Sidewalks & Ped Crossings	Collier Dr	Candler Rd	\$151,700
Total						\$39,435,665

Mid Range 2012 – 2020 Recommended Projects

Review Instructions:

- This list of recommended projects contains projects emerging from the Comprehensive Transportation Plan process. It is a starting point from which projects will be recommended for implementation no later than 2020. The projects identified in this list will evolve through the continuing planning process.
- Please use the ID field within the project table to locate projects on the project maps.
- The project maps have been subdivided into the quadrants used during the analysis stage of the planning process; **therefore please consult the project maps for each quadrant when searching for a particular project.**

The following terms are used in this list to describe funded transportation improvements:

- Cost estimate may include preliminary engineering, design, and construction in 2004 dollars. Sidewalk construction costs have been estimated at \$43 per linear foot. The costs for other projects involved evaluating construction material costs and design issues per advisement from consultants and the Georgia Regional Transportation Authority costing methodology.
- Capacity Improvements may include lane widening, new roads, and/or travel lane additions.
- Operational Improvements may include turning lanes, signalized protected turns, turn prohibitions, and/or access management.
- Roadway Upgrades may include paving, curbs, drainage, signage, and/or pavement markings.
- Intersection Improvements may include crosswalk markings, signage, pedestrian refuge islands, medians, geometry changes, turn lanes, re-alignment.
- Signal Improvements may include traffic signal installation or upgrade, re-timing of signals.
- ITS (Intelligent Transportation Systems) Enhancements may include congestion monitoring equipment, communications network, and/or information distribution systems.
- Transit Centers in this context include areas for transfer between bus lines. These transfer points may include sheltered waiting areas, benches, and other amenities. These facilities may also be as simple as a shared shopping center parking lot.

- Intermodal Transit Centers in this context include facilities for transfer between different types of transit (buses, streetcars, heavy rail, BRT, etc.)
- Bus rapid transit (BRT) is an umbrella term used to describe specialized bus services. These services may operate within exclusive lanes or in shared lanes with auto traffic.
- Streetcars are a smaller type of light rail vehicle designed to function in an exclusive right-of-way or in shared lanes with auto traffic.
- Commuter rail transit is designed to function in an exclusive right-of-way and may share trackage with freight trains. This form of transit serves commuters traveling longer distances into and out of a region (i.e. the proposed Athens to Atlanta commuter rail line is 72 miles in length).

Glossary of acronyms:

- BRT – Bus Rapid Transit
- CCTV – Closed Circuit Television
- CMS – Congestion Management System
- CTP – Comprehensive Transportation Plan
- HOV – High Occupancy Vehicle (Carpool) Lane
- RTP – Regional Transportation Plan
- TIP – Transportation Improvement Plan
- V/C – Volume to Capacity Ratio (an indicator of congestion)

Roadway Capacity Projects – Mid Range 2012-2020

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
14-C056	1,6	Johnson Ferry Rd.	Capacity; Widen to 4 Lanes	SR 141 Peachtree Industrial Blvd.	Ashford Dunwoody Rd. (North)	\$3,000,000
42-C026	4,5,7	South Deshon Rd.	Capacity; Widen 2 Lanes to 4 Lanes	Rogers Lake Rd.	Bermuda Rd.	\$10,000,000
31-C011	3,7	Wesley Chapel Rd.	Capacity; Widen 2 Lanes to 4 Lanes	Flat Shoals Rd	Boring Rd	\$4,792,262
34-C010	5,6	Panthersville Rd.	Capacity; Widen 2 Lanes to 4 Lanes	Bouldercrest Rd.	Clifton Springs Rd.	\$7,100,000
23-C073	4,7	Stone Mountain Rd.	Capacity; Widen to 3 Lns S of Stone Mtn Village	Rockbridge Rd.	E. Mountain St.	\$2,389,200
11-C047	1,6	I-285	Capacity; Widen-defer to I-285 study-AR-241	Ashford Dunwoody Rd.	Evans Rd. (quadrant boundary)	\$42,642,000
31-C007	3,5,6	Clifton Church Rd.	Capacity; Widen 2 Lanes to 4 Lanes	Bouldercrest Rd.	Gresham Rd. SE	\$3,000,000
23-C091	4,7	Stewart Mill Rd.	Capacity; Widen 2 Lanes to 4 Lanes	Bermuda Rd.	Gwinnett County Line	\$5,000,000
20-C084	4,7	SR 140/ Mountain Industrial Blvd	Capacity; Widening of bridge (5 lane bridge)/ bridge upgrade	Stone Mountain Frwy	Gwinnett County Line	\$1,200,000
31-C002	3,6	Moreland Ave.	Capacity; Widen 4 Lanes to 6 Lanes	I-20	Key Rd.	\$12,300,000
41-C021	3,5,7	SR 12/Covington Hwy.	Capacity; Widen 4 Lanes to 6 Lanes	Hairston Rd.	Klondike Rd.	\$2,249,800
31-C044	3,5,6	I-675 Extension	Capacity; New Location	I-285	Moreland Ave./ McDonough Blvd.	\$20,000,000
23-C064	4,6,7	E Ponce de Leon Ave	Capacity; Widen 2 Lanes to 4 Lanes	Brockett Rd	Rays Rd	\$2,400,000
42-C013	5,7	Stone Mountain Lithonia Rd.	Capacity; Widen 2 Lanes to 4 Lanes	Main St	Redan Rd.	\$12,000,000
32-C081	3,4,6,7	SR 12/Covington Hwy.	Capacity; Widen 4 Lanes to 6 Lanes	SR 154 Memorial Dr.	S. Hairston Rd.	\$16,000,000
43-C078	5,7	Klondike Rd./Woodrow Dr.	Capacity; Widen 2 Lanes to 4 Lanes	DeKalb County Line	South of Evans Mill Rd.	\$16,000,000
42-C066	5,7	Norris Lake Rd.	Capacity; Widen 2 Lanes to 4 Lanes	Pleasant Hill Rd.	SR 124	\$7,500,000
31-C045	3,5,6,7	SR 155/Candler Rd/Flat Shoals Pkwy.	Capacity; Widen 4 Lanes to 6 Lanes	SR 10 Memorial Dr.	Wesley Chapel Rd.	\$20,085,000
34-C180	5,6	I-675	I-675 HOV (I-75S to I-285S)	I-75S	I-285S	\$114,891,000
22-C096	1,2,4,7	US78	US78 HOV Lanes (I285 to East Park Place)	I-285	East Park Place	\$40,332,500
14-C042	1,6,7	SR 141/Peachtree Industrial Blvd.	SR 141 (Peachtree Industrial Blvd.) HOV	I-285	Gwinnett County Line	\$60,192,000
10-C040	1,2,6,7	I-85N	I-85N HOV (add 2 lanes) (I-75/I-85 to I-285N)	I-75/I-85	I-285N	\$112,600,000



Roadway Capacity Projects – Mid Range 2012-2020

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
30-C095	3,5,6,7	I-285S	I-285S South HOV (I-20E to I-675)	I-20E	I-675	\$275,485,000
30-C035	3,5,6	I-285S	I-285S South HOV (I-675 to I-75S)	I-675	I-75S	\$102,830,000
10-C031	1,7	I-85N	I-85N HOV (add 2 lanes) (I-285 to SR140)	I-285N	SR140	\$80,040,755
Total						\$974,029,517

Operational Projects – Mid Range 2012-2020

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
13-S069	1,6	Shallowford Rd.	Safety; Intersection and Operational Improvements	Chamblee Tucker	Buford Highway	\$1,800,000
24-S092	3,4,6,7	Columbia Dr	Intersection and Signal Improvement, incl turn lanes,	Clarendon Ave	Midway Rd	\$715,000
14-S108	1,6	Peachtree Street	Operational Improvements, incl geometry, grade, median, signal	Dresden Dr	N Druid Hills Rd	\$4,400,000
32-S043	3,5,6,7	Candler Rd (SR 155)	Operational Improvements, incl center turn lanes	I-20	Clifton Church Rd.	\$2,315,550
23-S175	4,7	Main Street (Stone Mtn Vil)	Safety; Intersection Improvement, incl geometry	JB Rivers Memorial Dr	Intersection	\$625,000
21-S024	1,7	Briarcliff Rd (SR 42)	Operations; Intersection Improvement, incl turn lanes	LaVista Rd	Intersection	\$625,000
21-S177	2,6,7	Frazier Rd.	Safety Improvement	LaVista Rd.	Lawrenceville Hwy.	\$175,000
21-S171	2,6	Lawrenceville Hwy (SR 8, US 29)	Intersection and Signal Improvements, incl turn lanes,	Lawrenceville Hwy.	North DeKalb Mall Entrance	\$1,200,000
22-S174	1,7	Hugh Howell Rd. (SR 236)	Operational Improvements, incl center turn lanes	Lilburn-St Mtn Rd	East of Mountain Industrial Blvd.	\$8,528,200
41-S037	5,7	Wellborn Rd	Safety; Intersection and Signal Improvement, incl turn lanes,	Marbut Rd	Intersection	\$715,000
44-S048	5,7	Browns Mill Rd (SR 212)	Safety; Intersection Improvement, incl turn lanes	Panola Rd	Klondike Rd	\$1,000,000
41-S169	5,7	Salem Rd	Safety; Intersection Improvement, incl turn lanes	Panola Rd	Intersection	\$625,000
44-S051	5,7	Miller Rd	Safety; Intersection and Signal Improvement, incl turn lanes	Thompson Mill Rd	N/A	\$715,000
Total						\$23,438,750

Transit Projects – Mid Range 2012-2020

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
21-T301	2,6	New Route: Clairmont/N Druid Hills	Arterial BRT connection between downtown Decatur and Brookhaven MARTA station via proposed Toco Hills Transit Center	Decatur MARTA Station	Brookhaven MARTA Station	\$20,000,000
24-T079		Avondale MARTA Station	Facilities; Improved pedestrian accessibility at Avondale Station	N/A	N/A	\$146,350
14-T075		Brookhaven MARTA Station	Facilities; Improved pedestrian accessibility at Brookhaven Station	N/A	N/A	\$146,350
11-T072		Dunwoody MARTA Station	Facilities; Improved pedestrian accessibility at Dunwoody Station	N/A	N/A	\$146,350
21-T076		East Lake MARTA Station	Facilities; Improved pedestrian accessibility at East Lake Station	N/A	N/A	\$146,350
21-T078		Edgewood MARTA Station	Facilities; Improved pedestrian accessibility at Edgewood Station	N/A	N/A	\$146,350
14-T302	1,6	Peachtree Streetcar Extension	Fixed Guideway Rail; Extension of proposed Peachtree Streetcar to Brookhaven MARTA Station and Oglethorpe University	Roxboro Road	Oglethorpe University area	\$146,350
20-T517		Streetcar Line 1	Fixed Guideway Rail	Emory University Commuter Rail Station	Decatur MARTA Station	70,000,000
20-T518		Streetcar Line 2	Fixed Guideway Rail	Sage Hill Rail Shuttle Station	Emory University Commuter Rail Station	65,000,000
20-T519		Streetcar Line 3	Fixed Guideway Rail	Sage Hill Rail Shuttle Station	Emory University-Briar Cliff Campus	35,000,000
20-T520		Streetcar Line 4	Fixed Guideway Rail	Lindbergh MARTA Station	Sage Hill Rail Shuttle Station	80,000,000
20-T516		Rail Shuttle Service	Off-peak rail service between downtown Atlanta and Tucker	Proposed Tucker Commuter Rail Station	Proposed Downtown Atlanta Passenger Terminal	40,000,000
21-T501		Emory University Commuter Rail Station	Provide transfer station between proposed commuter rail, rail shuttle, and streetcar services	N/A	N/A	TBD
21-T105		Sage Hill Rail Shuttle Station	Provide transfer station between proposed commuter rail, rail shuttle, streetcar services, and arterial BRT	N/A	N/A	TBD
22-T509		Montreal Road Rail Shuttle Station	Provide access to off-peak rail service (see project 20-T501) from I-285	N/A	N/A	TBD

Transit Projects – Mid Range 2012-2020

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
13-T313	1,6	Brookhaven Station (Peachtree Streetcar)-Intermodal	Facilities; Transit Center - Intermodal Station, DeKalb Staff recommended transfer station to MARTA rail	N/A	N/A	TBD
12-T307	1,7	Doraville BRT Station – Intermodal	Facilities; Transit Center - Intermodal Station, I-285 Transit Corridor Study: Transfer station between I-285 and MARTA rail, see project 10-T031 for costs	N/A	N/A	see project 10-T031 for costs
14-T314	1,6	Oglethorpe Station (Peachtree Streetcar)	Facilities; Transit Center - DeKalb Staff recommended station location	N/A	N/A	TBD
20-T522	4,7	Stone Mountain / Memorial Park BRT Station	Facilities; Extension of planned Memorial Drive BRT service to Stone Mountain Park - Coss Road Lot, may help reduce parking demands within park	N/A	N/A	TBD
20-T523	4,7	Memorial Drive Bus Rapid Transit Line addition to Phase I	Arterial BRT; Extension of planned Memorial Drive BRT service to Stone Mountain Park - Coss Roads Lot, may help reduce parking demands within park	Stone Mountain Park and Ride Lot	Stone Mountain Memorial Park BRT Station	TBD
12-T316	1,7	Tucker Commuter Rail Station Intermodal	Facilities; Transit Center, Tucker LCI: Proposed intermodal transfer station for commuter rail, bus, and potential arterial BRT	N/A	N/A	TBD
30-T601	3,6	Moreland AVE BRT Extension (Constitution Rd.)	Arterial BRT; Moreland Ave./Briarcliff Rd. Arterial BRT Extension to I-285	Moreland Ave	Constitution/ I-285 Transit Center	TBD
21-T091	2,6	New Route – Fixed Guideway (streetcar or BRT)	Fixed guideway between Decatur and Lindbergh areas through Clifton Corridor	Decatur MARTA Station	Lindbergh MARTA Station	TBD
11-T013		I-285 Interstate Bus Rapid Transit Line	Interstate BRT; Bus rapid transit line in exclusive right-of-way near Perimeter Mall, then shared with HOV lane	Dunwoody MARTA Station	Doraville MARTA Station	\$248,400,000
11-T305		Perimeter Center East Bus Rapid Transit Station	Facilities; BRT station for I-285 BRT line	N/A	N/A	See project 11-T013 for costs
11-T306		Shallowford Road Bus Rapid Transit Station	Facilities; BRT station for I-285 BRT line	N/A	N/A	See project 11-T013 for costs



Transit Projects – Mid Range 2012-2020

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
32-T010	2,3,6	Candler Rd BRT line	Arterial BRT with access to Candler Rd LCI area	Decatur MARTA Station	Proposed Candler Road BRT Station	\$25,833,334
Total						\$585,111,434

Bicycle Projects – Mid Range 2012-2020

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
14-B003	1,6	Ashford Dunwoody Road	Bicycle/Ped; On and off-road bicycle lanes	N/A	N/A	\$242,956
41-B103	4,7	Rockbridge Road	Facilities; On-road bicycle lanes	N/A	N/A	\$1,886,000
41-B014	5,7	Browns Mill Road	Facilities; On-road bicycle lanes	N/A	N/A	\$299,136
34-B006	3,5,6	Bouldercrest Road	Facilities; On-road bicycle lanes	N/A	N/A	\$176,858
14-B035	1,2,6,7	Dresden Drive	Facilities; On-road bicycle lanes	N/A	N/A	\$330,911
23-B113	4,5,7	Stephenson Road	Facilities; On-road bicycle lanes	N/A	N/A	\$49,023
31-B046	5,7	Flat Shoals Road	Facilities; On-road bicycle lanes	N/A	N/A	\$290,852
34-B007	5,6	Bouldercrest Road	Facilities; On-road bicycle lanes	N/A	N/A	\$40,681
22-B061	1,2,6,7	LaVista Road	Facilities; On-road bicycle lanes	N/A	N/A	\$371,716
14-B084	2,6	North McDonough Street	Facilities; On-road bicycle lanes	N/A	N/A	\$76,000
13-B053	1,6	Hammond Drive	Facilities; On-road bicycle lanes	N/A	N/A	\$763,227
11-B085	1,6	North Peachtree Road	Facilities; On-road bicycle lanes	Mt. Vernon Road	McGraw Drive	\$115,462
13-B082	2,6	North Druid Hills Road	Facilities; On-road bicycle lanes	Peachtree Road	Lawrenceville Highway	\$308,713
21-B033	2,6	DeKalb Avenue	Facilities; On-road bicycle lanes	Fulton County Line	Ridgecrest Road	\$170,760
23-B052	4,6,7	Hambrick Road	Facilities; On-road bicycle lanes	East Ponce de Leon Avenue	Rockbridge Road	\$903,000
23-B116	4,7	Stonewall Jackson Dr.	Facilities; On-road bicycle lanes	Jefferson Davis Drive	Robert E. Lee Drive	\$667,925
31-B027	3,7	Columbia Dr.	Facilities; On-road bicycle lanes	Snapfinger Road	Flat Shoals Pkwy.	\$627,000
32-B043	3,6	Fayetteville Road	Facilities; On-road bicycle lanes	Bouldercrest Road	Glenwood Road	\$1,007,722
32-B051	3,6,7	Glenwood Rd.	Facilities; On-road bicycle lanes	Second Avenue	Columbia Drive	\$1,244,000
44-B117	5,7	Thompson Mill Rd.	Facilities; On-road bicycle lanes	Snapfinger Road	Panola Road	\$373,890
11-B002	1,6	Ashford Dunwoody I Route	Facilities; On-road bicycle lanes	Perimeter Center W	Ashford Center Pkwy	\$146,119
11-B080	1,6,7	New Peachtree Road Route	Facilities; On-road bicycle lanes	Chamblee-Tucker Rd	Oakcliff Rd	\$394,896
12-B010	1,2,6,7	Briarcliff Road II Route	Facilities; On-road bicycle lanes	Shallowford Rd	Evans Rd	\$284,536
12-B012	1,7	Briarcliff Road Route	Facilities; On-road bicycle lanes	Northcrest Rd	Peasantdale Rd	\$35,042
12-B021	1,7	Chamblee-Tucker Road II Route	Facilities; On-road bicycle lanes	Dresden Dr	Chamblee-Tucker Dr	\$244,900
12-B042	1,7	Evans Road Route	Facilities; On-road bicycle lanes	Gladney Dr	Henderson Mill Rd	\$1,937,468

Bicycle Projects – Mid Range 2012-2020

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
12-B120	1,7	Tucker-Norcross Road Route	Facilities; On-road bicycle lanes	Tucker-Norcross Rd	Gwinnett County line	\$245,745
12-B126	1,7	Wanda Woods Drive Route	Facilities; On-road bicycle lanes	LaVista Rd	Clifton Rd	\$214,541
13-B011	1,2,7	Briarcliff Road III Route	Facilities; On-road bicycle lanes	Briarcliff Way	LaVista Rd	\$433,000
13-B024	2,6	Clairmont Road Route	Facilities; On-road bicycle lanes	I-85	Commerce Dr	\$373,865
14-B004	1,6	Ashford Dunwoody Road II Route	Facilities; On-road bicycle lanes	Lake Hearn Dr	Peachtree Rd	\$764,180
14-B092	1,6	Peachtree Road II Route	Facilities; On-road bicycle lanes	Peachtree Industrial Blvd.	McGraw Dr	\$176,702
21-B031	2,4,6	Decatur Road Route	Facilities; On-road bicycle lanes	Briarcliff Rd	E Ponce de Leon Ave	\$132,526
21-B037	2,4,6	East Ponce de Leon Avenue Route	Facilities; On-road bicycle lanes	DeKalb Industrial Way	Valley Brook Rd	\$921,766
21-B055	1,2,7	Henderson Mill Road Route	Facilities; On-road bicycle lanes	Briarcliff Rd	Briarcliff Way	\$63,797
21-B063	1,2,7	Lawrenceville Hwy Route	Facilities; On-road bicycle lanes	Montreal Rd	Settlement Rd	\$740,679
21-B075	1,7	Midvale Road Route	Facilities; On-road bicycle lanes	LaVista Rd	Henderson Mill Rd	\$1,689,822
21-B107	2,4,6	Shamrock Plaza Route	Facilities; On-road bicycle lanes	E Ponce de Leon Ave	Lawrenceville Hwy	\$448,666
23-B018	4,6,7	Central Drive Route	Facilities; On-road bicycle lanes	Goldsmith Rd	Rays Rd	\$820,243
23-B066	4,7	Martin Road Route	Facilities; On-road bicycle lanes	Redan Rd	Rockbridge Rd	\$194,445
23-B077	2,7	Montreal Road Route	Facilities; On-road bicycle lanes	N. Indian Creek Rd	LaVista Rd	\$692,794
23-B104	4,6,7	Rockbridge Road Route	Facilities; On-road bicycle lanes	Memorial Drive	Rock Chapel Road	\$371,716
23-B112	3,4,5,7	South Stone Mountain Road Route	Facilities; On-road bicycle lanes	I-285	Stone Mountain-Lithonia Rd	\$407,322
24-B009	3,6	Boulevard Drive Route	Facilities; On-road bicycle lanes	Fulton County line	Candler Rd	\$664,119
24-B028	2,3,4,6,7	Columbia Dr. Route	Facilities; On-road bicycle lanes	E College Ave	Snapfinger Rd	\$311,538
31-B008	5,6	Bouldercrest Road Route	Facilities; On-road bicycle lanes	Bouldercrest Ln	Henry County line	\$576,089
31-B016	3,5,6,7	Candler Road Route	Facilities; On-road bicycle lanes	Boulevard Drive	Snapfinger Rd	\$1,597,216
31-B045	3,6	Flat Shoals / Bouldercrest Rd. Route	Facilities; On-road bicycle lanes	McPherson Ave	Bouldercrest Rd	\$627,000
31-B089	3,5,6,7	Panthersville Road Route	Facilities; On-road bicycle lanes	Bouldercrest Rd	Candler Rd	\$1,687,853
32-B067	3,6,7	McAfee Road Route	Facilities; On-road bicycle lanes	Columbia Dr	2nd Ave	\$1,323,691
33-B127	3,5,7	Wesley Chapel Road Route	Facilities; On-road bicycle lanes	Covington Hwy	Windmill Rd	\$83,712

Bicycle Projects – Mid Range 2012-2020

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
34-B098	5,6,7	River Road Route	Facilities; On-road bicycle lanes	Bouldercrest Rd	Georgia Hwy 155	\$570,646
34-B110	3,5,7	Snapfinger Road Route	Facilities; On-road bicycle lanes	Wesley Chapel Rd	Henry County line	\$1,595,506
41-B115	4,5,7	Stone Mountain Lithonia Road Route	Facilities; On-road bicycle lanes	Panola Rd	Marbut Rd	\$845,367
43-B121	5,7	Turner Hill Road Route	Facilities; On-road bicycle lanes	Plunkett Rd	I-20	\$143,296
44-B102	5,7	Rock Springs Road Route	Facilities; On-road bicycle lanes	Miller Rd	Evans Mill Rd	\$1,271,328
24-B108	3,5,6,7	Shoal Creek Trail	Facilities; On and off-road bicycle lanes	South River Trail	Avondale station	\$391,610
Total						\$33,369,573

Sidewalk and Related Facility Projects – Mid Range 2012-2020

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
34-P020	3,7	Bouldercrest Rd	Road; Sidewalk development to meet w/ bridge	Sugar Creek Golf Dr	River Rd	\$189,398
31-P018	5,6	Bouldercrest Road	Pedestrian; Sidewalks & Ped Crossings	Clifton Church Road	Atlanta City Limit	\$136,400
31-P022	3,6	Brannen Road	Pedestrian; Sidewalks & Ped Crossings	Fayetteville Road	Flat Shoals Road	\$324,700
31-P074	3,7	Columbia Drive-Pedestrian Facility	Pedestrian; Sidewalks & Ped Crossings	Rainbow Drive	Memorial Drive (SR 154)	\$649,440
31-P111	3,6	Eastland Road	Pedestrian; Sidewalks & Ped Crossings	Moreland Avenue	Bouldercrest Road	\$249,000
31-P124	3,6,7	Flat Shoals Parkway (SR155)	Pedestrian; Sidewalks & Ped Crossings	Flat Shoals Road	Snapfinger Road	\$840,000
31-P126	3,6	Flat Shoals Road	Pedestrian; Sidewalks & Ped Crossings	Second Avenue	Candler Road (SR 155)	\$573,700
21-P129	2,6,7	Frazier Road	Pedestrian; Sidewalks & Ped Crossings	Lawrenceville Hwy (SR 8)	LaVista Road (SR 236)	\$216,480
22-P151	1,7	Henderson Road	Pedestrian; Sidewalks & Ped Crossings	LaVista Road (SR 236)	Henderson Mill Road	\$410,000
42-P167	5,7	Klondike Road	Pedestrian; Sidewalks & Ped Crossings	Browns Mill Road (SR 212)	Main Street (Lithonia)	\$972,000
32-P184	3,6,7	McAfee Road	Pedestrian; Sidewalks & Ped Crossings	Candler Road (SR 155)	Second Avenue	\$324,700
23-P191	4,6,7	Memorial Dr.Pedestrian Facility	Pedestrian; Sidewalks & Ped Crossings	Mountain Dr.	Goldsmith Rd.	\$2,600,000
22-P202	1,7	Midvale Road	Pedestrian; Sidewalks & Ped Crossings	Henderson Mill Road	LaVista Road (SR 236)	\$325,000
22-P209	1,4,6,7	Montreal Road	Pedestrian; Sidewalks & Ped Crossings	Stone Mountain Freeway (SR 410)	Lawrenceville Highway (US 29)	\$156,000
23-P227	2,4,6	North Decatur Road	Pedestrian; Sidewalks & Ped Crossings	Memorial Drive (SR 10)	Lullwater Road	\$1,234,000
41-P244	5,7	Panola Road	Bicycle/Ped; Sidewalks & Ped Crossings	SR 12 (Covington Highway)	Redan Road	\$476,256
14-P257	1,6	Peachtree Industrial Blvd. (SR141)	Pedestrian; Sidewalks & Ped Crossings	McGraw Drive	Peachtree Road North	\$891,000
34-P285	5,6	River Road	Pedestrian; Sidewalks & Ped Crossings	Santa Leta Drive	River Lake Shore	\$195,000
23-P292	4,7	Rockbridge Road Pedestrian Facility	Pedestrian; Sidewalks & Ped Crossings	Memorial Drive (SR 10)	Stone Mountain-Lithonia Road	\$902,721
44-P302	5,7	Salem Road	Pedestrian; Sidewalks & Ped Crossings	Old Panola Road	Fannin Drive	\$125,560
42-P327	4,5,7	Stone Mountain-Lithonia Road	Pedestrian; Sidewalks & Ped Crossings	Rockbridge Road	Main Street (Lithonia)	\$1,472,064
31-P019A	3,5,6	Bouldercrest Road	Pedestrian; Sidewalks & Ped Crossings	Boulderwoods Drive	Fayetteville Road	\$475,477
32-P085	3,4,7	Covington Highway (SR 12/US 278)	Pedestrian; Sidewalks & Ped Crossings	Redan Road	S. Hairston Road	\$1,545,000

Sidewalk and Related Facility Projects – Mid Range 2012-2020

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
41-P086	3,5,7	Covington Highway (SR 12/US 278)	Pedestrian; Sidewalks & Ped Crossings	S. Hairston Road	Evans Mill Road	\$1,545,000
34-P020	5,6	Bouldercrest Road	Pedestrian; Sidewalks & Ped Crossings	Whitfield Road	I-285	\$1,512,490
21-P026	1,2,7	Briarcliff Road	Pedestrian; Sidewalks & Ped Crossings	North Druid Hills	LaVista Road	\$113,488
22-P034	1,4,7	Brockett Road	Pedestrian; Sidewalks & Ped Crossings	Stone Mountain Freeway/US 78	Lawrenceville Highway (US 29)	\$409,795
23-P033	4,6,7	Brockett Road	Pedestrian; Sidewalks & Ped Crossings	Church St	Stone Mountain Freeway/US 78	\$239,768
43-P038	5,7	Browns Mill Road (SR 212)	Pedestrian; Sidewalks & Ped Crossings	Snapfinger Road	Klondike Road	\$2,080,299
13-P051	1,6	Chamblee Tucker Rd	Pedestrian; Sidewalks & Ped Crossings	Peachtree Ind. Blvd.	I-85	\$1,081,744
12-P056	1,2,6,7	Chamblee-Tucker Road	Pedestrian; Sidewalks & Ped Crossings	I-85	Tucker-Norcorss Road	\$1,124,876
34-P070	5,6	Clifton Springs Road	Pedestrian; Sidewalks & Ped Crossings	Clifton Church Road	Flat Shoals Parkway	\$1,109,132
24-P072	3,4,6,7	Columbia Drive	Pedestrian; Sidewalks & Ped Crossings	Memorial Drive	Carter Road	\$151,618
32-P075	3,6	Cook Road	Pedestrian; Sidewalks & Ped Crossings	Flat Shoals Road	Dead End	\$133,332
32-P076	3,6	Cook Road	Pedestrian; Sidewalks & Ped Crossings	Gresham Road	Flat Shoals Road	\$119,146
24-P083	4,6	Covington Highway	Pedestrian; Sidewalks & Ped Crossings	E. College Ave.	Mountain Dr.	\$184,910
31-P088	3,6	Custer Avenue	Pedestrian; Sidewalks & Ped Crossings	Fulton County Line	Eastland Road	\$181,138
41-P114	5,7	Evans Mill Road	Pedestrian; Sidewalks & Ped Crossings	Covington Highway (SR 12/US 278)	Rockland Road	\$1,398,387
34-P122	3,5,7	Flakes Mill Road	Pedestrian; Sidewalks & Ped Crossings	Flat Shoals Parkway (SR155)	Henry County Line	\$1,764,148
31-P125	3,6	Flat Shoals Road	Pedestrian; Sidewalks & Ped Crossings	Clifton Road	Candler Road (SR 155)	\$513,279
32-P132	3,6,7	Glenwood Ave (SR 260)	Pedestrian; Sidewalks & Ped Crossings	I-20	Candler Rd	\$332,346
23-P141	4,6,7	Hambrick Rd W	Pedestrian; Sidewalks & Ped Crossings	Memorial Drive	E Ponce de Leon Ave	\$269,247
13-P149	1,7	Henderson Mill Rd	Pedestrian; Sidewalks & Ped Crossings	Briarcliff Rd	Evans Road	\$389,664
12-P150	1,7	Henderson Mill Road	Pedestrian; Sidewalks & Ped Crossings	Evans Road	Chamblee-Tucker Road	\$234,848
22-P154	1,7	Hugh Howell Rd.	Pedestrian; Sidewalks & Ped Crossings	Cowan Road	Stone Mountain Freeway/ US 78	\$1,655,539
24-P165	4,6,7	Kensington Road	Pedestrian; Sidewalks & Ped Crossings	Covington Highway	Memorial Drive	\$132,184
44-P168	5,7	Klondike Road	Pedestrian; Sidewalks & Ped Crossings	Browns Mill Road (SR 212)	Henry County Line	\$498,314
21-P173	1,2,4,6,7	Lawrenceville Highway (US 29)	Pedestrian; Sidewalks & Ped Crossings	Larry Lane	I-285	\$1,556,811
34-P174	5,7	Linecrest Road	Pedestrian; Sidewalks & Ped Crossings	River Road	Henry County Line	\$573,713
41-P183	4,7	Martin Road	Pedestrian; Sidewalks & Ped Crossings	Redan Road	Rockbridge Road	\$585,029

Sidewalk and Related Facility Projects – Mid Range 2012-2020

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
31-P211	3,5,6	Moreland Avenue	Pedestrian; Sidewalks & Ped Crossings	I-285	Fayetteville Road	\$420,988
34-P210	5,6	Moreland Avenue	Pedestrian; Sidewalks & Ped Crossings	Conley Road	I-285	\$621,970
22-P216	1,4,7	Mountain Industrial Blvd.	Pedestrian; Sidewalks & Ped Crossings	Lewis Road	Lawrenceville Highway (US 29)	\$1,329,712
14-P218	1,6	N Peachtree Rd E	Pedestrian; Sidewalks & Ped Crossings	1-285	Peachtree Road	\$752,022
23-P221	4,6,7	N. Hairston Road	Pedestrian; Sidewalks & Ped Crossings	Rockbridge Road (SR 587)	Lewis Road	\$509,056
11-P222	1,6	N. Peachtree Road	Pedestrian; Sidewalks & Ped Crossings	I-285	Delverton Road	\$188,723
42-P224	5,7	Norris Lake Dr.	Pedestrian; Sidewalks & Ped Crossings	Rockbridge Road	Pleasant Hill Road	\$899,458
23-P225	4,6	North Indian Creek Road	Pedestrian; Sidewalks & Ped Crossings	DeBelle St.	Memorial Drive	\$209,387
32-P247	3,5,6,7	Panthersville Road	Pedestrian; Sidewalks & Ped Crossings	Bouldercrest Road	Flat Shoals Road	\$1,251,525
32-P253	3,7	Peachcrest Road	Pedestrian; Sidewalks & Ped Crossings	Columbia Drive	Midway Road	\$293,191
11-P256	1,6,7	Peachtree Industrial Blvd.	Pedestrian; Sidewalks & Ped Crossings	I-285	Gwinnett County Line	\$800,238
14-P255	1,6	Peachtree Industrial Blvd.	Pedestrian; Sidewalks & Ped Crossings	Chamblee Station	McGraw Dr.	\$160,638
14-P258	1,6	Peachtree Road	Pedestrian; Sidewalks & Ped Crossings	Fulton County Line	Ashford-Dunwoody Road/Chamblee Station	\$251,658
11-P259A	1,6	Peeler Road	Pedestrian; Sidewalks & Ped Crossings	Tilly Mill Road	Glaze Dr.	\$442,062
13-P269	2,6	Plaster Rd	Pedestrian; Sidewalks & Ped Crossings	Dresden Dr	I-85	\$235,963
42-P270	5,7	Pleasant Hill Road	Pedestrian; Sidewalks & Ped Crossings	Rock Chapel Road	Norris Lake Road	\$1,869,354
24-P272	2,6	Ponce de Leon	Pedestrian; Sidewalks & Ped Crossings	Briarcliff Road	East Lake Road	\$358,299
31-P275	3,7	Rainbow Drive	Pedestrian; Sidewalks & Ped Crossings	Flat Shoals Parkway (SR155)	Columbia Road	\$498,068
41-P281	4,5,7	Redan Road	Pedestrian; Sidewalks & Ped Crossings	Hairston Road	Stone Mountain-Lithonia Road	\$1,227,171
34-P283	5,6	River Road	Pedestrian; Sidewalks & Ped Crossings	Bouldercrest Road	Santa Leta Drive	\$144,443
34-P284	5,6,7	River Road	Pedestrian; Sidewalks & Ped Crossings	River Lake Shore	Snapfinger Road	\$2,951,262
42-P287	5,7	Rock Chapel Road	Pedestrian; Sidewalks & Ped Crossings	Rockbridge Road	Union Grove Road	\$2,092,722
44-P288	5,7	Rock Springs Rd	Pedestrian; Sidewalks & Ped Crossings	Thompson Mill Rd	Evans Mill Road	\$1,852,298
23-P290	4,6	Rockbridge Road	Pedestrian; Sidewalks & Ped Crossings	I-285	N Decatur Rd	\$279,866
24-P289	4,6	Rockbridge Road	Pedestrian; Sidewalks & Ped Crossings	Church Street	I-285	\$454,280
23-P294	2,3,6	S. Columbia Drive	Pedestrian; Sidewalks & Ped Crossings	College Ave.	Memorial Drive	\$280,153

Sidewalk and Related Facility Projects – Mid Range 2012-2020

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
32-P295	3,7	S. Columbia Drive	Pedestrian; Sidewalks & Ped Crossings	N. Columbia Pl	Memorial Drive	\$981,607
24-P299	4,6	S. Indian Creek Road	Pedestrian; Sidewalks & Ped Crossings	Sable Dr.	Durham Park Road	\$235,053
24-P300	4,7	S. Indian Creek Road	Pedestrian; Sidewalks & Ped Crossings	Santeelah Trail	Redan Road	\$36,736
43-P301	5,7	Salem Road	Pedestrian; Sidewalks & Ped Crossings	Fannin Drive	Evans Mill Road	\$462,808
44-P303	5,7	Salem Road	Pedestrian; Sidewalks & Ped Crossings	Panola Rd	Old Panola Road	\$840,910
32-P308	3,6	Second Avenue	Pedestrian; Sidewalks & Ped Crossings	Memorial Drive (SR 154)	Glenwood Avenue	\$173,102
41-P309	4,5,7	Shadow Rock Dr	Pedestrian; Sidewalks & Ped Crossings	Stone Mountain-Lithonia Road	Stone Mountain-Lithonia Road	\$996,874
32-P317	3,7	Snapfinger Road	Pedestrian; Sidewalks & Ped Crossings	Columbia Drive	Austin Drive	\$218,653
32-P318	3,7	Snapfinger Road	Pedestrian; Sidewalks & Ped Crossings	Wesley Chapel Road	Dogwood Farms Road	\$2,067,958
33-P321	3,4,7	South Indian Creek Drive	Pedestrian; Sidewalks & Ped Crossings	Covington Highway	Redan Road	\$210,781
42-P322	5,7	South/North Deshon Road	Pedestrian; Sidewalks & Ped Crossings	Wellborn Road	Rockbridge Road	\$1,867,386
11-P323	1,6	Spalding Dr	Pedestrian; Signal Improvements, Turn Lanes, Ped improvements	Chamblee-Dunwoody Road	Roberts Dr	\$337,102
42-P325	4,5,7	Stephenson Road	Pedestrian; Sidewalks & Ped Crossings	Rockbridge Road	Rock Chapel Road	\$1,333,156
42-P337	5,7	Turner Hill Road	Pedestrian; Sidewalks & Ped Crossings	Union Grove Road	Hayden Quarry Road	\$1,773,496
42-P339	5,7	Union Grove Road	Pedestrian; Sidewalks & Ped Crossings	Turner Hill Road	Harmony Lake Road	\$1,018,604
34-P343	5,6	Ward Lake Road	Pedestrian; Sidewalks & Ped Crossings	Seminole Road	Bouldercrest Road	\$644,028
41-P357	5,7	Young Road	Pedestrian; Sidewalks & Ped Crossings	Redan Road	Covington Highway	\$1,251,074
Total						\$69,997,976

Multi-Use Trail Projects – Mid Range 2012-2020

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
42-G017	5,7	Stephenson Road	Bike/Ped; On and off -road bicycle and pedestrian facility	N/A	N/A	\$2,100,000
43-G019	5,7	South Goddard Road	Bike/Ped; On and off -road bicycle and pedestrian facility	N/A	N/A	\$1,100,000
23-G014	4,7	Stone Mountain Park vicinity	Bike/Ped; On and off -road bicycle and pedestrian facility	Improve bicycle connections and safety to the park.	N/A	\$2,000,000
21-G022	2,3,6	Stone Mountain/Atlanta Multi-Use Trail	Bike/Ped; On and off -road bicycle and pedestrian facility	Terrace Ave	College Ave.	\$2,700,000
13-G007	1,6	Skyland Trail	Multi-use Trail; On and off -road bicycle and pedestrian facility	Chamblee, Chamblee MARTA station, Perimeter Trail	North Fork Peachtree Creek Trail and Buford Highway Corridor	\$2,096,250
13-G006	2,6	North Fork Peachtree Trail	Multi-use Trail; On and off -road bicycle and pedestrian facility	Atlanta Trail System	Mercer University, Doraville and the Henderson Mill area	\$7,537,750
21-G008	2,6	Peavine Trail	Multi-use Trail; On and off -road bicycle and pedestrian facility	Atlanta Trail System	South Peachtree Creek Trail	\$2,517,000
22-G024	1,7	Smoke Rise Trail	Multi-use Trail; On and off -road bicycle and pedestrian facility	Connect Stone Mountain Trail at Roadhaven Drive	Stone Mountain Park via Tucker	\$5,962,500
21-G021	1,2,7	Northlake Trail	Multi-use Trail; On and off -road bicycle and pedestrian facility	Mercer University and North Fork Peachtree Creek Trail	Stone Mountain Trail	\$3,075,000
21-G009	1,2,7	Sagamore Hills Trail	Multi-use Trail; On and off -road bicycle and pedestrian facility	North Fork Peachtree Creek Trail	South Peachtree Creek Trail	\$2,327,500
11-G003	1,6	Dunwoody Trail	Multi-use Trail; On and off -road bicycle and pedestrian facility	North Springs MARTA station / Fulton County Line	Gwinnett County Line/Lakeside Dr.	\$1,885,000
24-G015	2,4,6	Farmers Market Trail	Multi-use Trail; On and off -road bicycle and pedestrian facility	South Peachtree Creek Trail	Stone Mountain Trail in Avondale Estates	\$1,100,000
Total						\$34,401,000

Long Range 2021 – 2030 Recommended Projects

Review Instructions:

- This list of recommended projects contains projects emerging from the Comprehensive Transportation Plan process. It is a starting point from which projects will be recommended for implementation no later than 2030. The projects identified in this list will evolve through the continuing planning process.
- Please use the ID field within the project table to locate projects on the project maps.
- The project maps have been subdivided into the quadrants used during the analysis stage of the planning process; **therefore please consult the project maps for each quadrant when searching for a particular project.**

The following terms are used in this list to describe funded transportation improvements:

- Cost estimate may include preliminary engineering, design, and construction in 2004 dollars. Sidewalk construction costs have been estimated at \$43 per linear foot. The costs for other projects involved evaluating construction material costs and design issues per advisement from consultants and the Georgia Regional Transportation Authority costing methodology.
- Capacity Improvements may include lane widening, new roads, and/or travel lane additions.
- Operational Improvements may include turning lanes, signalized protected turns, turn prohibitions, and/or access management.
- Roadway Upgrades may include paving, curbs, drainage, signage, and/or pavement markings.
- Intersection Improvements may include crosswalk markings, signage, pedestrian refuge islands, medians, geometry changes, turn lanes, re-alignment.
- Signal Improvements may include traffic signal installation or upgrade, re-timing of signals.
- ITS (Intelligent Transportation Systems) Enhancements may include congestion monitoring equipment, communications network, and/or information distribution systems.
- Transit Centers in this context include areas for transfer between bus lines. These transfer points may include sheltered waiting areas, benches, and other amenities. These facilities may also be as simple as a shared shopping center parking lot.

- Intermodal Transit Centers in this context include facilities for transfer between different types of transit (buses, streetcars, heavy rail, BRT, etc.)
- Bus rapid transit (BRT) is an umbrella term used to describe specialized bus services. These services may operate within exclusive lanes or in shared lanes with auto traffic.
- Streetcars are a smaller type of light rail vehicle designed to function in an exclusive right-of-way or in shared lanes with auto traffic.
- Commuter rail transit is designed to function in an exclusive right-of-way and may share trackage with freight trains. This form of transit serves commuters traveling longer distances into and out of a region (i.e. the proposed Athens to Atlanta commuter rail line is 72 miles).

Glossary of acronyms:

- BRT – Bus Rapid Transit
- CCTV – Closed Circuit Television
- CMS – Congestion Management System
- CTP – Comprehensive Transportation Plan
- HOV – High Occupancy Vehicle (Carpool) Lane
- RTP – Regional Transportation Plan
- TIP – Transportation Improvement Plan
- V/C – Volume to Capacity Ratio (an indicator of congestion)

Roadway Capacity Projects – Long Range 2021-2030

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
23-C074	4,6,7	Rockbridge Rd	Capacity; Widen 2 Lane to 4 Lane	Rays Rd	Aberdeen Dr	\$4,146,069
31-C039	3,6	Bouldercrest Rd	Capacity; Widen 2 Lanes to 4 Lanes	Glenwood Ave	Constitution Rd	\$17,122,412
44-C006	5,7	SR 212/Browns Mill Rd .	Capacity; Widen 2 Lanes to 4 Lanes	Snapfinger Rd.	DeKalb County Line	\$20,000,000
22-C174	1,7	Hugh Howell Rd.	Capacity; Purchase additional ROW a for consistent roadway width and center turn lane	Lilburn-St Mtn Rd	East of Mountain Industrial Blvd.	\$8,528,200
31-C057	3,5,6,7	Columbia Dr	Capacity; Widen from 2 lanes to 4 lanes to match already existing 4 lanes North & South of I-285	Rainbow	Flat Shoals Pkwy	\$8,076,638
11-C028	1,6	Mt. Vernon Rd.	Capacity; Widen 2 Lanes to 4 Lanes	Dunwoody Village Pkwy.	Fulton Co Line	\$7,107,000
44-C023	5,7	Fairington Rd	Capacity; Widen 2 Lanes to 4 Lanes	Panola Mill Dr	Hillandale Dr	\$6,865,143
21-C048	2,6,7	LaVista Rd	Capacity; Widen 2 Lanes to 4 Lanes	N Druid Hills Rd	Hollidon Rd	\$10,567,800
14-C055	1,6,7	SR 141/Peachtree Industrial Blvd.	Capacity; Widen 4 Lanes to 6 Lanes	Johnson Ferry Rd	I-285 Frontage Road West of Interchange	\$46,512,000
31-C046	3,6	Moreland Ave.	Capacity; Widen 6 Lanes to 8 Lanes	Henrico Rd.	Key Rd.	\$7,000,000
40-C052	5,7	I-20	Capacity; Widen 6 Lanes to 8 Lanes	Panola Rd	Klondike Rd	\$7,500,000
41-C012	5,7	Hillandale Dr.	Capacity; Widen 2 Lanes to 4 Lanes	Fairington Dr.	Lithonia Industrial Blvd.	\$4,172,930
23-C001	4,7	Rockbridge Rd	Capacity; Widen 2 Lane to 4 Lane	N Hairston Rd	Martin Road	\$7,295,835
42-C072	5,7	Rockbridge Rd.	Capacity; Widen 4 Lanes to 6 Lanes (to match 6 lanes at both ends)	Rock Chapel Rd.	Norris Lake Rd.	\$4,500,000
12-C087	1,7	Northcrest Rd./Oakcliff Rd.	Capacity; Widen 2 Lanes to 4 Lanes	I-85	Pleasantdale Rd.	\$2,000,000
23-C063	4,7	N/S Hairston Rd	Capacity; Widen 4 Lanes to 6 Lanes	Memorial Dr	Redan Rd	\$10,000,000
42-C068	4,5,7	Rockbridge Rd	Capacity; Widen 2 Lane to 4 Lane	Stone Mountain-Lithonia Rd	Rock Chapel Rd	\$24,741,497
42-C065	5,7	SR 124/Turner Hill Rd./Rock Chapel Rd.	Capacity; Widen 4 Lanes to 6 Lanes	Stephenson Rd.	Rockbridge Rd.	\$6,000,000
41-C059	4,5,7	Redan Rd	Capacity; Widen 2 Lanes to 4 Lanes	Panola RD	S. Indian Creek Rd	\$16,306,998
11-C090	1,6	Winters Chapel Rd	Capacity; Widen to 4 lanes	Peachtree Ind Blvd	Winterbrook Ct	\$2,224,800
34-C005	3,5,6	I-675	Capacity; New Interchange	Constitution Rd	N/A	\$25,000,000
Total						\$245,667,322

Operations Projects – Long Range 2021-2030

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
31-S012	3,6	Moreland Ave (US 23)	Interchange Operational Improvements	I-285	N/A	\$8,750,000
21-S179	2,6	Ponce De Leon Ave	Safety; Reconfigure Split Interchange, at-grade RR track crossings. Cost dep. on design	I-285	N/A	Cost dep. on design
23-S078	4,6	S. Indian Creek Dr	Operations; New Full interchange btwn I-285 & S. Indian Creek MARTA	I-285	N/A	\$17,500,000
22-S158	4,6	La Vista Rd (SR 236)	Interchange Operational Improvements	I-285	N/A	\$540,000
Total						\$26,790,000

Transit Projects – Long Range 2021-2030

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
20-T083	1,2,3,6,7	Commuter Rail	Fixed Guideway Rail; Commuter Rail Service-Atlanta/Dacula/Athens-Study, Design, and ROW Acquisition	Atlanta	Athens	\$104,212,000
20-T071	1,2,3,6,7	Commuter Rail	Fixed Guideway Rail; Commuter Rail Service-Atlanta/Dacula/Athens: Implementation	Atlanta	Athens	\$100,000,000
13-T001	1,6	Peachtree Rd./St. BRT line	Arterial BRT line; Peachtree Rd./St.; may be replaced by Peachtree Streetcar	City of Chamblee	Downtown Atlanta	\$48,143,940
11-T074	1,6	Perimeter Center Area Shuttles	Facilities; Perimeter Center Area Shuttle Facilities and Enhancements	Various	Various	\$11,626,000
10-T031	3,4,7	I-285E Bus Rapid Transit Line	Interstate BRT line in shared HOV lane, see project 10-T031 for costs	Doraville MARTA Station	I-20 Interchange	\$400,000,000
40-T027	3,5,6,7	I-20E Bus Rapid Transit Line	Interstate BRT line in exclusive right-of-way for eventual upgrade to rail when ridership warrants	Mall at Stonecrest	Downtown Atlanta	\$500,000,000
11-T021	1,7	I-85 Bus Rapid Transit Line	Interstate BRT; I-85N BRT and Stations)	Doraville MARTA Station	Sugarloaf Parkway	TBD
10-T034	1,2,6,7	Buford Highway Bus Rapid Transit Line	Arterial BRT; SR13 from Lindbergh MARTA Station to Gwinnett County	Lindbergh MARTA Station	Gwinnett Co.	\$64,000,000
24-T310	4,7	Indian Creek BRT Station – Intermodal	Facilities; Transit Center - Intermodal BRT station for I-285 BRT, DeKalb Staff recommended transfer station to MARTA rail, see project 10-T031	N/A	N/A	see project 10-T031 for costs

Transit Projects – Long Range 2021-2030

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
			for costs			
24-T311	4,6	Memorial Drive BRT Station	Facilities; Transit Center, DeKalb Staff recommended transfer station to Memorial Drive BRT, see project 10-T031 for costs	N/A	N/A	see project 10-T031 for costs
23-T309	4,6	Clarkston BRT Station	Facilities; BRT station for I-285 BRT see project 10-T031 for costs	N/A	N/A	see project 10-T031 for costs
40-T508		Miller Road BRT Station	Facilities; BRT station for I-20 BRT	N/A	N/A	see project 40-T027
30-T515		Wesley Chapel BRT Station	Facilities; BRT station for I-20 BRT	N/A	N/A	see project 40-T027
40-T505		Stonecrest Mall BRT Station	Facilities; BRT station for I-20 BRT	N/A	N/A	see project 40-T027
10-T999		Evans Mill Road BRT Station	Facilities; BRT station for I-20 BRT	N/A	N/A	see project 40-T027
30-T502		Gresham Road BRT Station	Facilities; BRT station for I-20 BRT	N/A	N/A	see project 40-T027
30-T012		Moreland Ave BRT line	Arterial BRT; provides direct transit access from south DeKalb to the Emory/Clifton Rd corridor	North Druid Hills Rd	I-285	TBD
21-T308		Northlake/La Vista BRT Station	Facilities; BRT station for I-285 BRT	N/A	N/A	see project 10-T031
30T998		Candler Rd BRT Station	Facilities; BRT station for I-20 BRT	N/A	N/A	see project 40-T027
Total						\$1,227,981,940

Bicycle Projects – Long Range 2021-2030

<i>ID</i>	<i>District</i>	<i>Project</i>	<i>Project Type and Description</i>	<i>From</i>	<i>To</i>	<i>Cost Estimate</i>
41-B088	5,7	Panola Road Route	Bicycle Facility; On-road bicycle lanes	Stone Mountain-Lithonia Rd	SR155	\$719,065
43-B015	5,7	Browns Mill Road Route	Bicycle Facility; On-road bicycle lanes	Snapfinger Rd	Rockdale County line	\$391,665
24-B108	3,5,6,7	Shoal Creek Trail	Multi-use Trail; On and off-road bicycle lanes	South River Trail	Avondale MARTA Station	\$391,610
Total						\$1,502,340



DeKalb County Comprehensive Transportation Plan

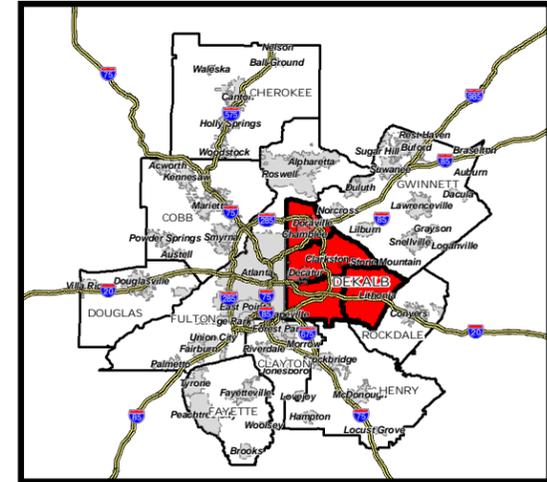
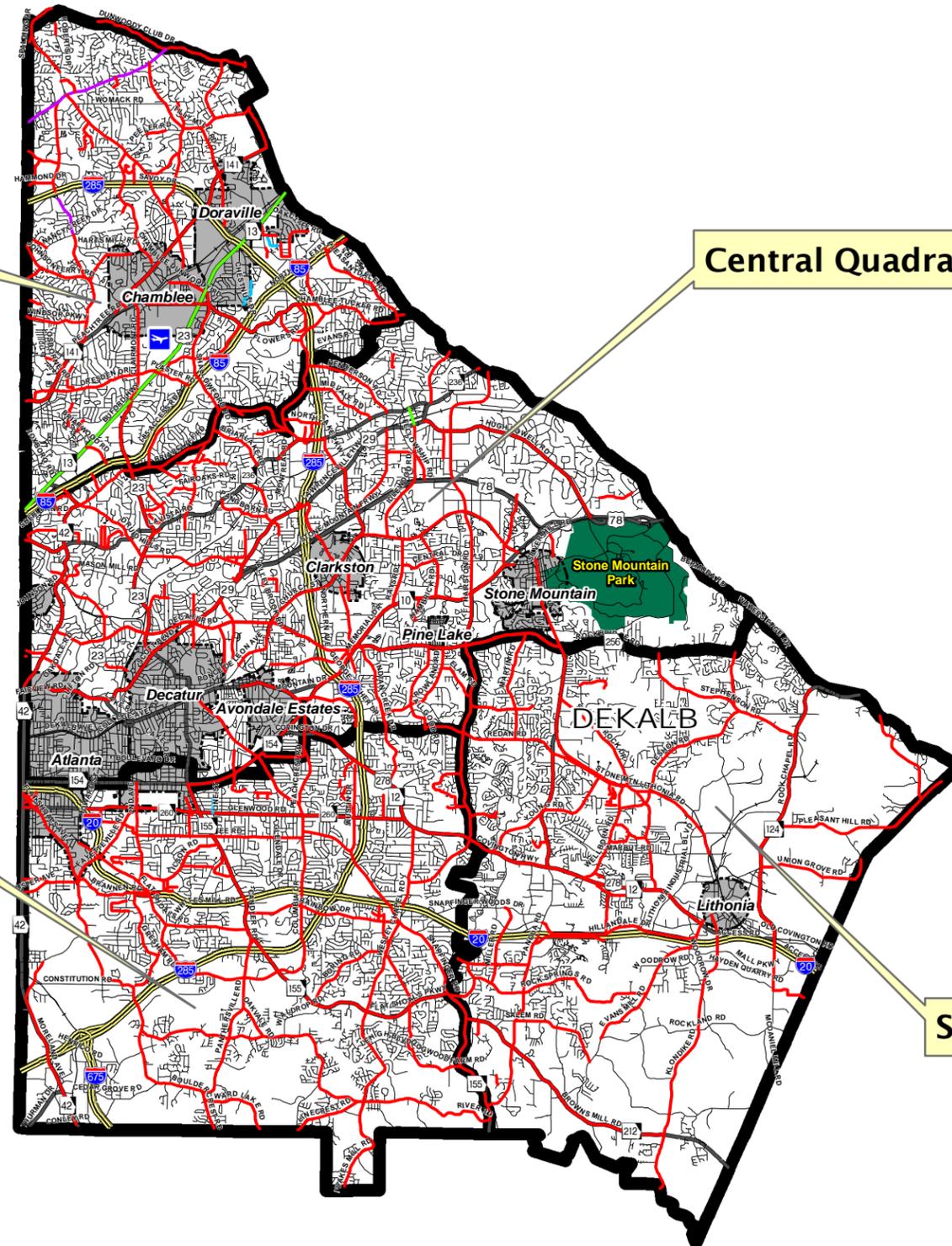
Potential Program of Projects (Sidewalks)

North Quadrant

Central Quadrant

Southwest Quadrant

Southeast Quadrant



Map 3-1

Legend

DeKalb CTP Potential Program of Projects (Sidewalks)

- Sidewalk Improvements
- Sidewalks - Bicycle Lanes
- Sidewalks - Crossings
- Sidewalks - Streetscapes

Road Network

- Interstate Highway
- State Route / U.S. Highway
- Other Roads

Other Layers

- DeKalb-Peachtree Airport
- Railroad
- DeKalb County Quadrant
- City Limits
- Stone Mountain Park

Source: ARC, DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.





DeKalb County Comprehensive Transportation Plan

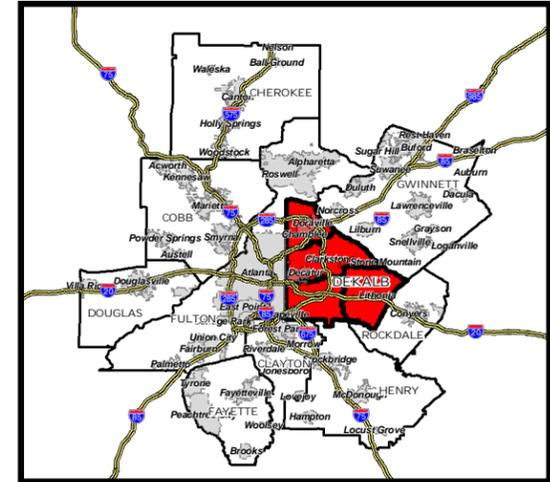
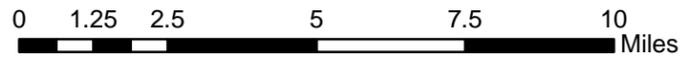
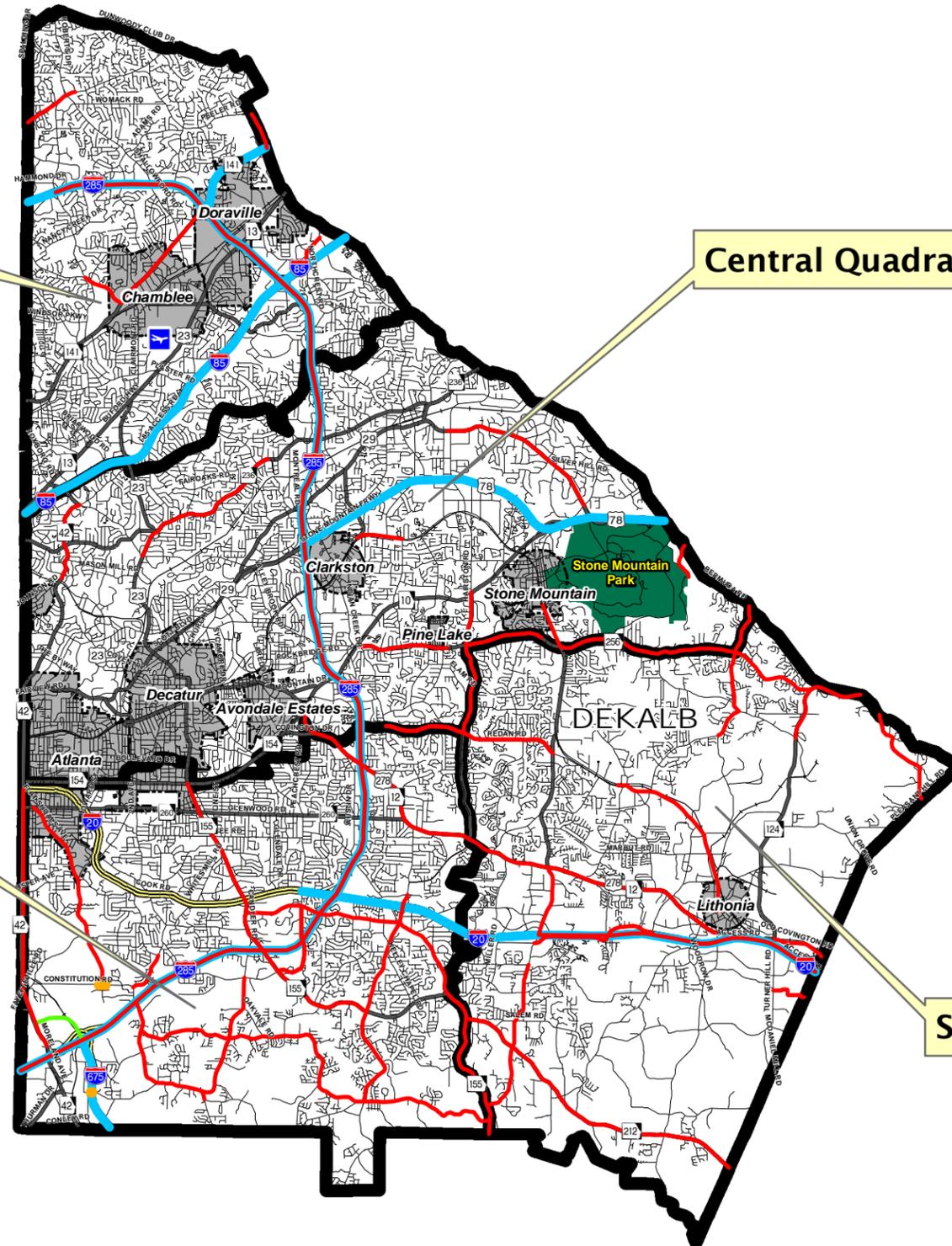
Potential Program of Projects (Capacity)

North Quadrant

Central Quadrant

Southwest Quadrant

Southeast Quadrant



Map 3-2

Legend

DeKalb CTP Potential Program of Projects (Capacity)

- Widening
- New Location Roadway
- New Interchange
- HOV Lanes

Road Network

- Interstate Highway
- State Route / U.S. Highway
- Other Roads

Other Layers

- DeKalb-Peachtree Airport
- Railroad
- DeKalb County Quadrant
- City Limits
- Stone Mountain Park

Source: ARC, CSI, Inc. DeKalb County, and DWA, Inc.

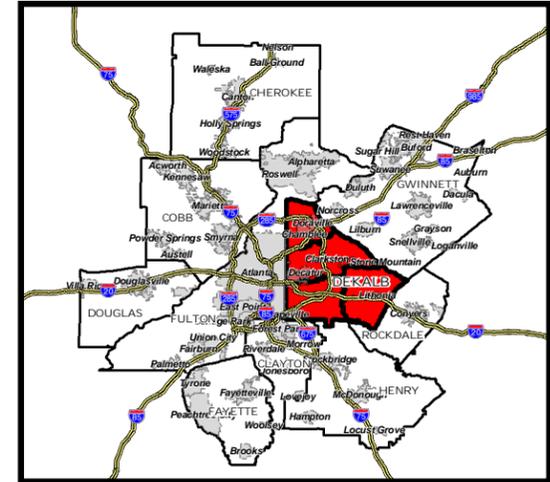
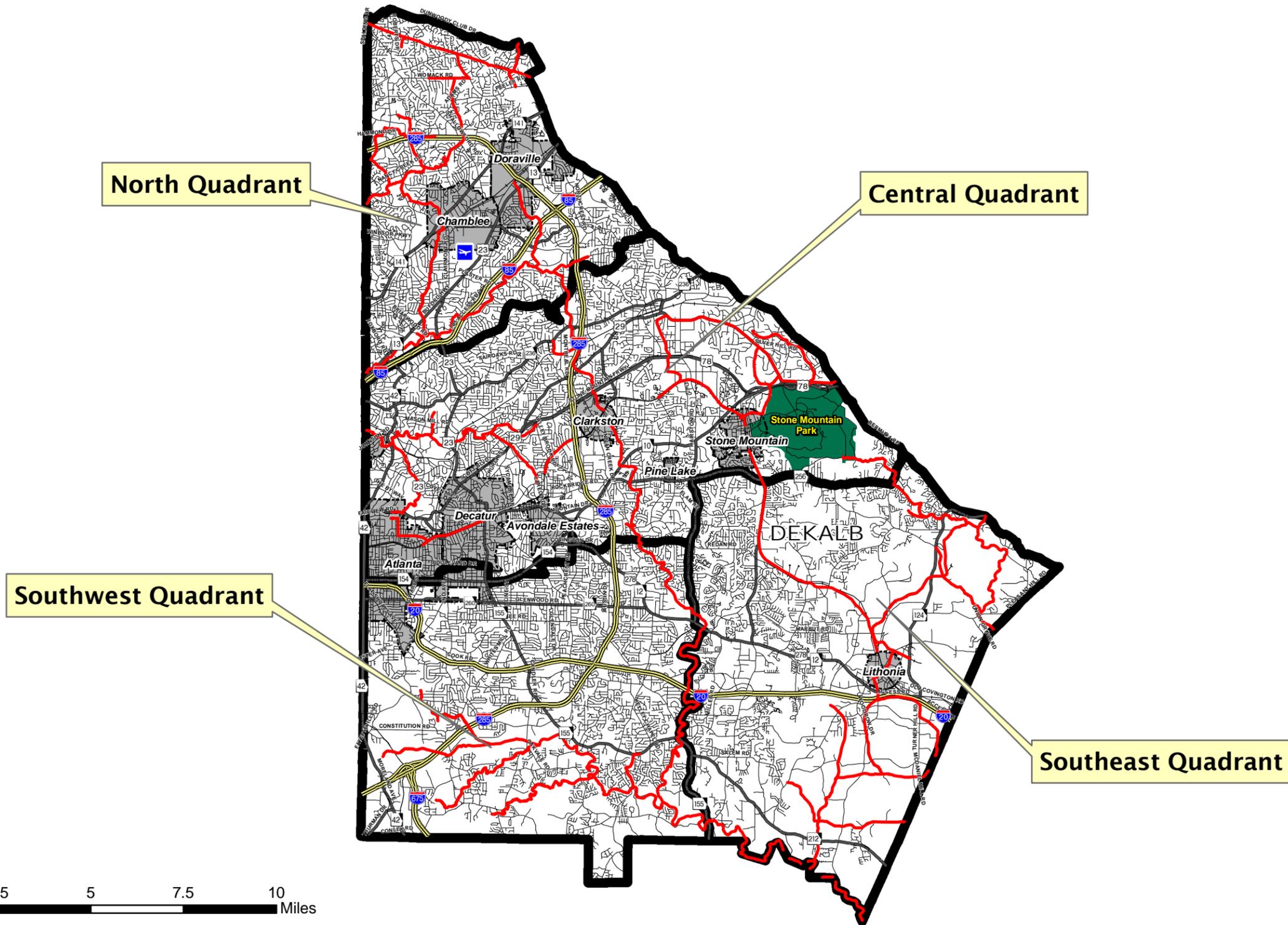
This map is intended for planning purposes only.





DeKalb County Comprehensive Transportation Plan

Potential Program of Projects (Multi-Use Trails)



Map 3-3

Legend

DeKalb CTP Potential Program of Projects (Multi-Use Trails)

— Multi-Use Trails

Road Network

— Interstate Highway

— State Route / U.S. Highway

— Other Roads

Other Layers

— DeKalb-Peachtree Airport

— Railroad

— DeKalb County Quadrant

— City Limits

— Stone Mountain Park

Source: ARC, DeKalb County, and DWA, Inc.

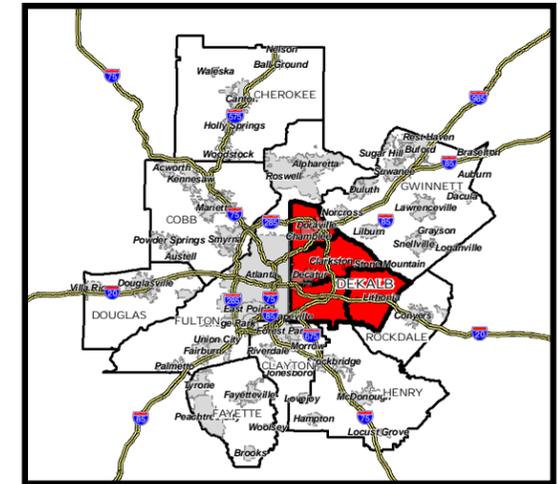
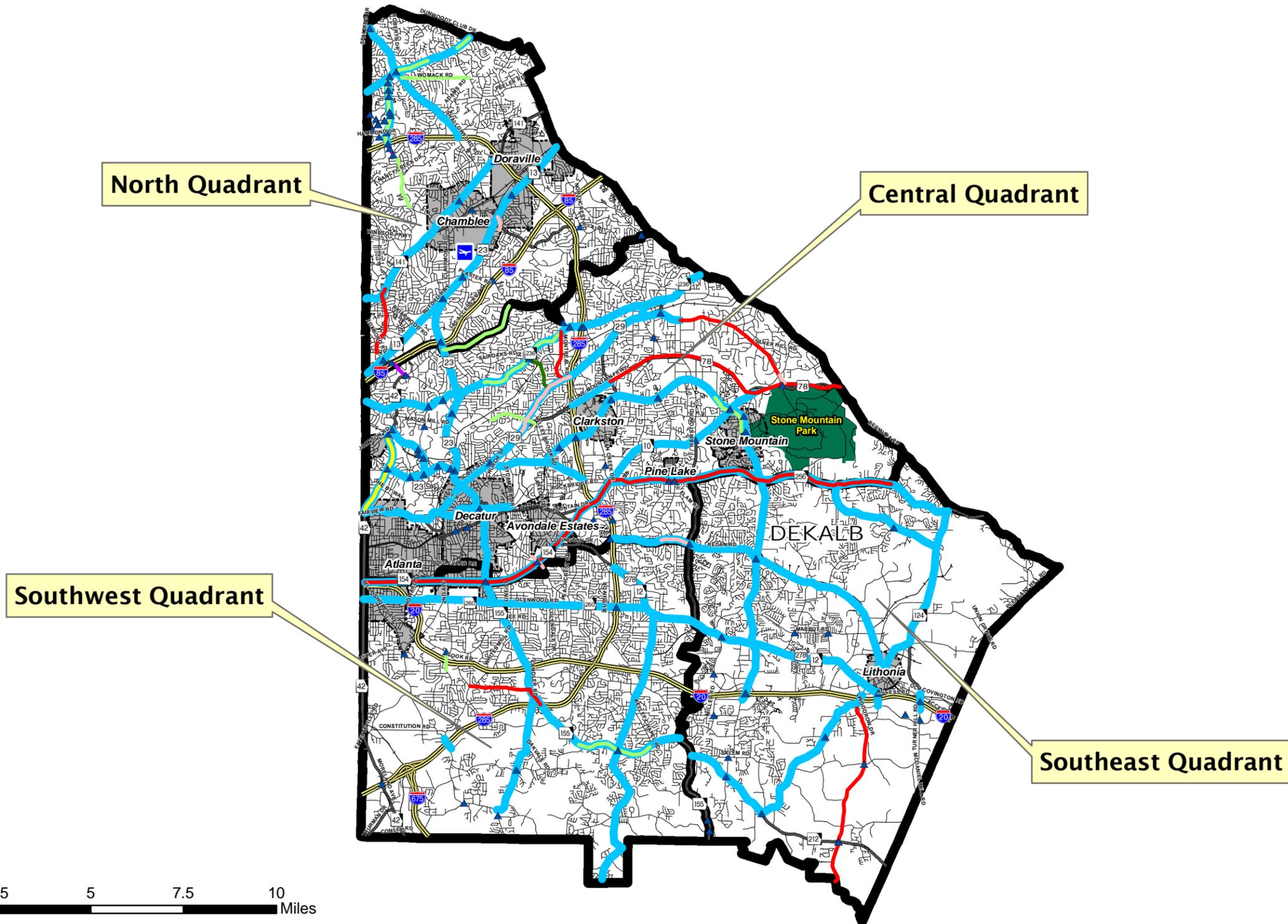
This map is intended for planning purposes only.





DeKalb County Comprehensive Transportation Plan

Potential Program of Projects (Operational / Safety / ITS)



Map 3-4

Legend

DeKalb CTP Potential Program of Projects (Operational/Safety/ITS)

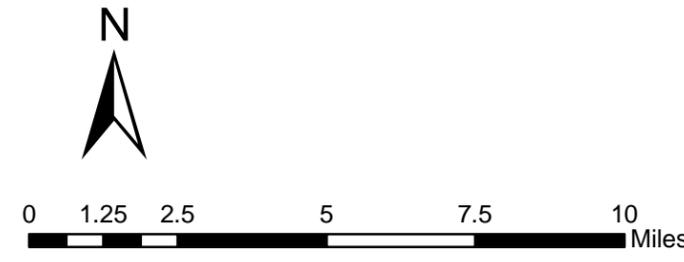
- Operational / Safety / ITS - Point Locations (Includes Signals, Intersection Improvements, and Area Improvements)
- ITS Corridor Improvements
- Changeable Message Sign
- Operational Improvements
- Intersection Improvements
- Safety Assessments
- Safety Improvements
- Signal Improvements
- Wayfinding System

- #### Road Network
- Interstate Highway
 - State Route / U.S. Highway
 - Other Roads

- #### Other Layers
- DeKalb-Peachtree Airport
 - Railroad
 - DeKalb County Quadrant
 - City Limits
 - Stone Mountain Park

Source: ARC, Grice Associates, DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.





DeKalb County Comprehensive Transportation Plan

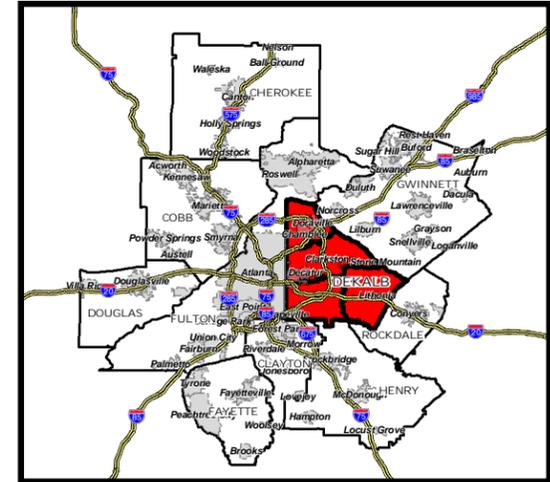
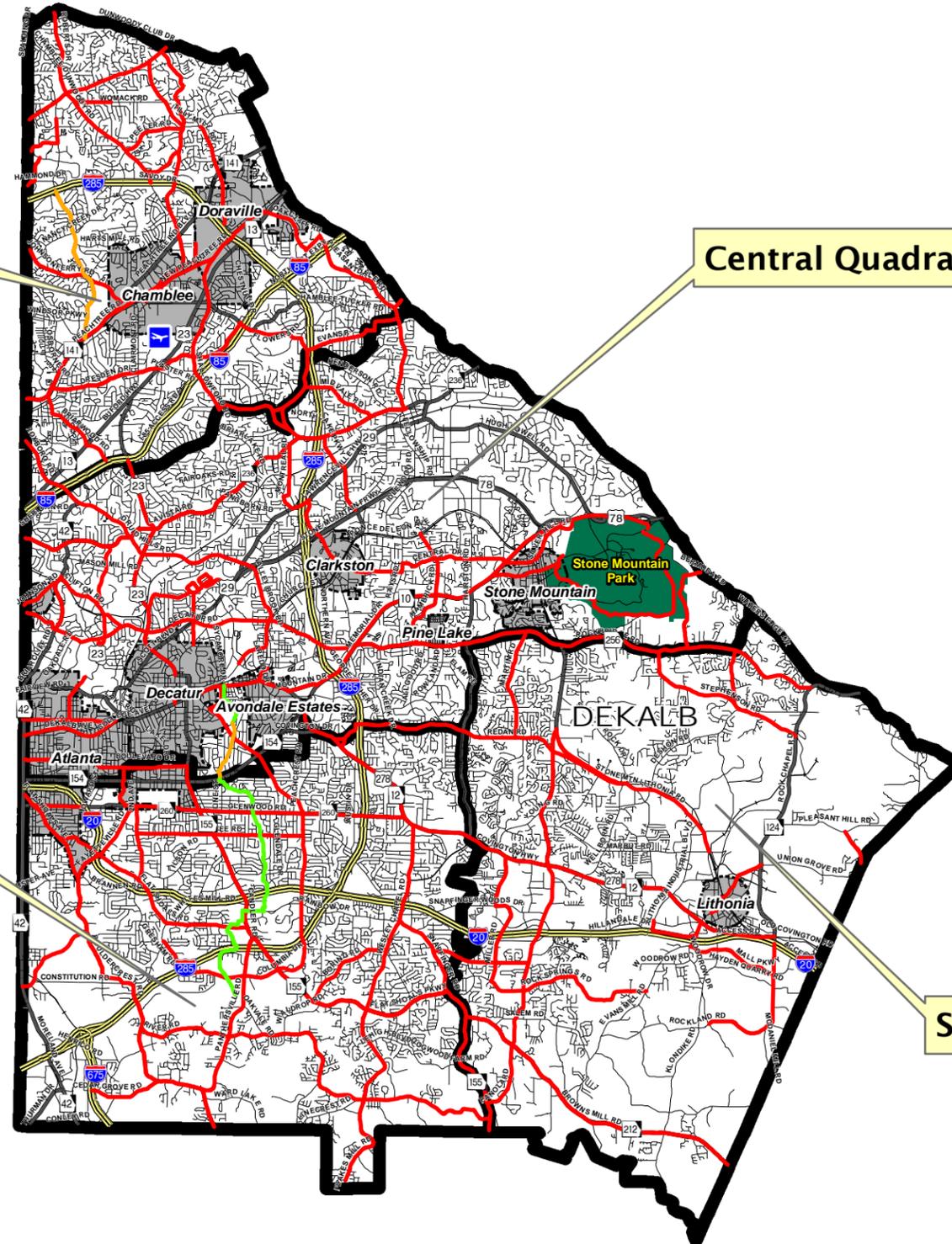
Potential Program of Projects (Bicycle)

North Quadrant

Central Quadrant

Southwest Quadrant

Southeast Quadrant



Map 3-5

Legend

DeKalb CTP Potential Program of Projects (Bicycle)

- On-Road Bicycle Lanes Only
- On and Off-Road Bicycle Lanes
- Multi-Use Trail

Road Network

- Interstate Highway
- State Route / U.S. Highway
- Other Roads

Other Layers

- DeKalb-Peachtree Airport
- Railroad
- DeKalb County Quadrant
- City Limits
- Stone Mountain Park

Source: ARC, DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.





DeKalb County Comprehensive Transportation Plan

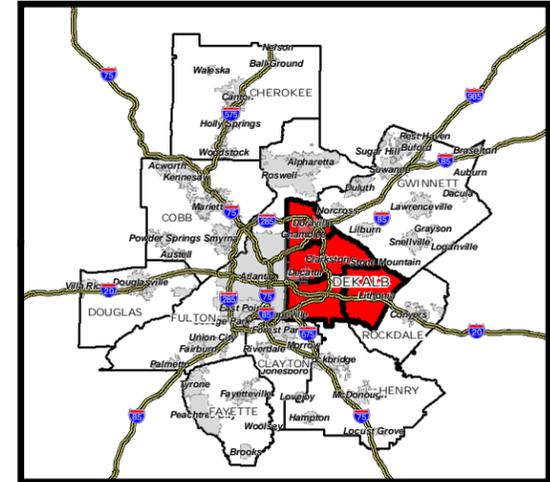
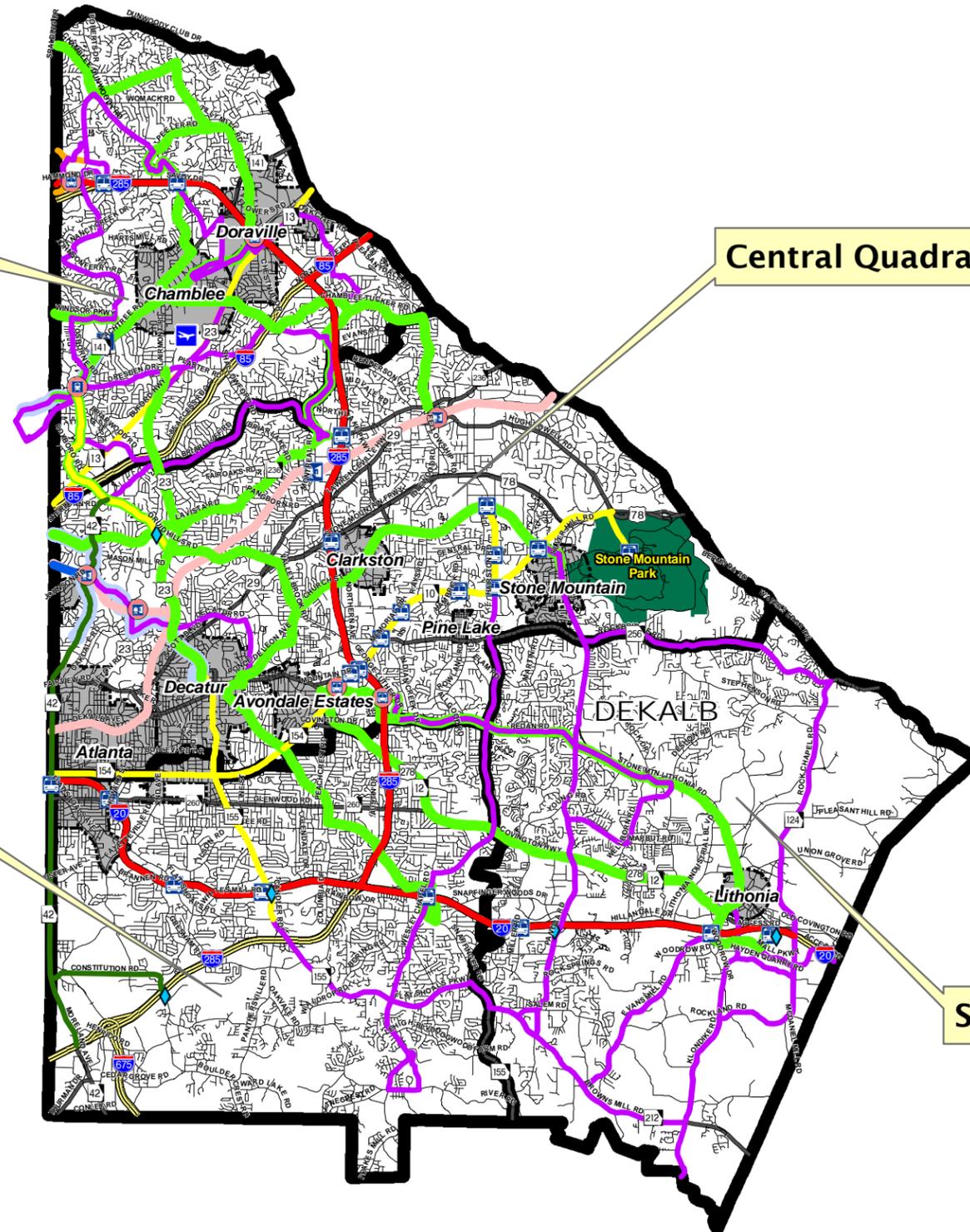
Potential Program of Projects (Transit)

North Quadrant

Central Quadrant

Southwest Quadrant

Southeast Quadrant



Map 3-6

Legend

DeKalb CTP Potential Program of Projects (Transit) - Point Locations

- BRT Station
- BRT Station - Intermodal
- Rail Commuter/Shuttle Station
- Rail Commuter/Shuttle Station - Intermodal
- Streetcar Station
- Streetcar Station - Intermodal
- Transit Center

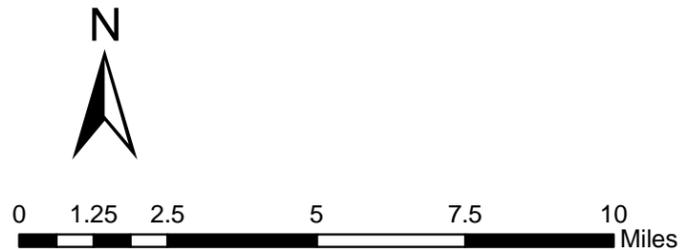
- Streetcar
- Modify Existing Local Bus
- Commuter Rail
- Fixed Guideway Assessment
- Interstate BRT
- Arterial BRT
- BRT
- New Local Bus

- #### Road Network
- Interstate Highway
 - State Route / U.S. Highway
 - Other Roads

- #### Other Layers
- Railroad
 - DeKalb County Quadrant
 - City Limits

Source: ARC, Grice Associates, DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.



4 Quadrant and Subquadrant Analysis

DeKalb County is one of the larger counties in the State of Georgia, encompassing over 268 square miles. The County’s size and the complexity of its diverse development required the CTP analysis to use a quadrant / subquadrant structure for considering transportation needs. Using this approach, the transportation plan analysis was able to consider the unique development, population and economic profile of areas within the County. The County’s transportation system, land use and socioeconomic data was organized for analysis into the North, Central, Southwest, and Southeast quadrants. Each quadrant was then divided into subquadrants each named to reflect a community identity. Table 4-1 lists quadrants and subquadrants divisions used for the CTP analysis.

**Table 4-1
Quadrants and Subquadrants**

North Quadrant	Central Quadrant
- Dunwoody/Doraville - Brookhaven/Nancy Creek - Chamblee/Doraville - Embry Hills/Pleasantdale	- Decatur/Emory - Tucker - Clarkston/Stone Mountain - South Decatur
Southwest Quadrant	Southeast Quadrant
- Gresham Park/Panthersville - Belvedere Park/Candler-McAfee - Covington/Wesley Chapel - Ellenwood	- Redan - Lithonia - Klondike/Stonecrest - Panola Mountain

To ensure an effective quantitative analysis, the boundaries of each subquadrant and quadrant coincide with the ARC travel demand model’s traffic analysis zone (TAZ) geography. Quadrant boundaries were established by the County prior the initiation of the CTP development process. Subquadrant boundaries were created to reflect a contiguous population and development pattern that was as homogenous as possible.

4.1 Quadrant Analysis Considerations

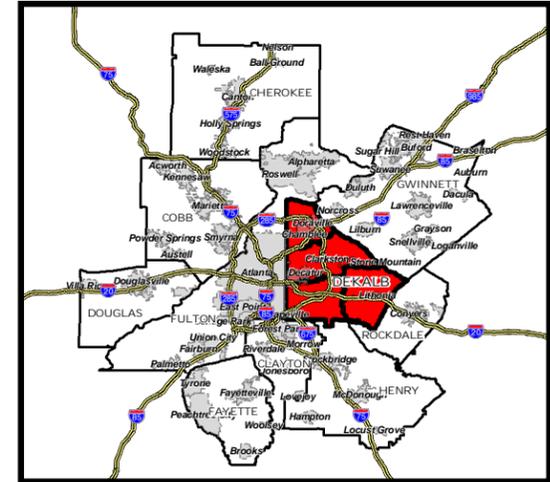
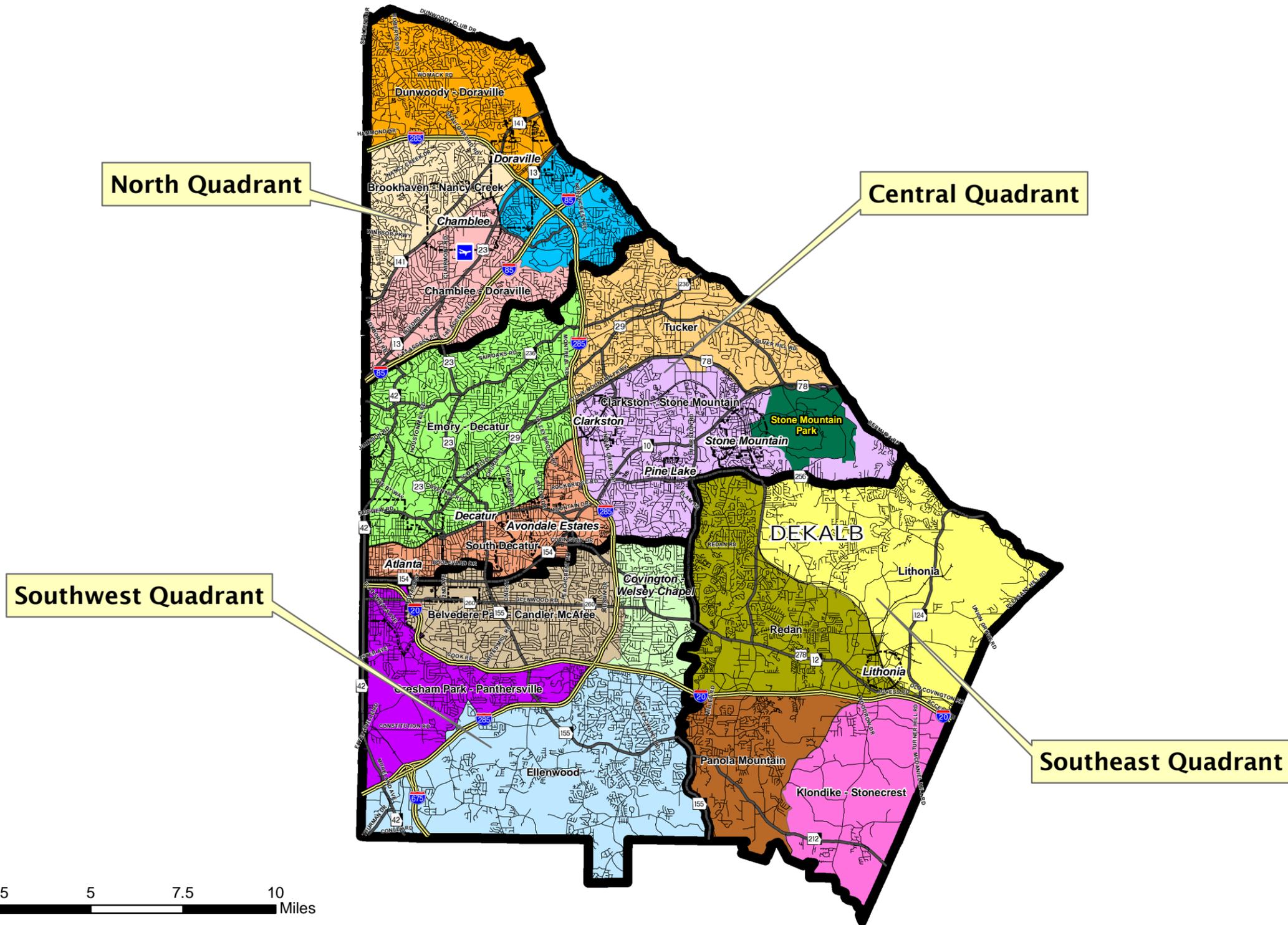
Profiles for each quadrant were developed to describe quadrant composition, needs and improvements. Quadrant profiles were published to familiarize the public with the transportation, land use and growth demands in their area. The intent was to provide DeKalb citizens with information relevant to their communities. Map 4-1 shows the boundaries of the four quadrants.

Stakeholder and public input, along with the outcome from technical analysis, initially produced a large list of possible projects and improvement strategies. A preliminary list of over 800 projects was developed addressing transit, roadway, pedestrian and bicycle needs. This list included projects identified through the CTP needs analysis, as well as projects that had been previously identified in the ARC’s *Mobility 2030* plan, MARTA regional plans, County corridor specific plans and county funding initiatives such as the HOST Program and Bond Initiative.



DeKalb County Comprehensive Transportation Plan

Quadrant and Sub-Quadrant Divisions



Map 4-1

Legend

Quadrant and Sub-Quadrant Divisions

- DeKalb County Quadrant
- DeKalb County Sub-Quadrant

Road Network

- Interstate Highway
- State Route / U.S. Highway
- Other Roads

Other Layers

- DeKalb-Peachtree Airport
- Railroad
- City Limits
- Stone Mountain Park

Source: GDOT RC File (2004), DeKalb County, and DWA, Inc.

This map is intended for planning purposes only.



Screening factors used to identify potential transportation improvements for capacity, operational, safety and ITS, transit and bicycle/pedestrian facilities included results from the application of the travel demand model and GIS analysis. The specific identification and application of performance measures are discussed in other sections of the report but a brief summary follows:

- Capacity
 - Travel Demand Model results
 - Roadway segments with 2030 roadway volume to capacity ratio exceeding 1.0
 - Roadway segments with above average vehicle miles and hours traveled
 - Roadway segments with reduction of average travel speeds between 2000 and 2030
 - Roadway segments identified with above average crash rate analysis
- Transit
 - Number of transit boardings
 - Frequency of transit service
 - Population/employment shares within 0.5 miles of bus/rail
 - Forecast transit trips from travel demand model
- Operational, Safety and ITS
 - Roadway segments with 2030 forecasted volume-to-capacity (v/c) ratios exceeding 1.0
 - Projects identified through analysis of crash data, level of service analysis, and field review
- Bicycle/Pedestrian Facilities
 - Major corridor connectivity (arterials and collectors) as determined through Geographic Information Systems (GIS) analysis of connectivity gaps between existing facilities
 - Availability of facilities within 0.5 miles of activity centers, schools, transit stations, retail centers, and hospitals
 - Availability of facilities within dense land uses

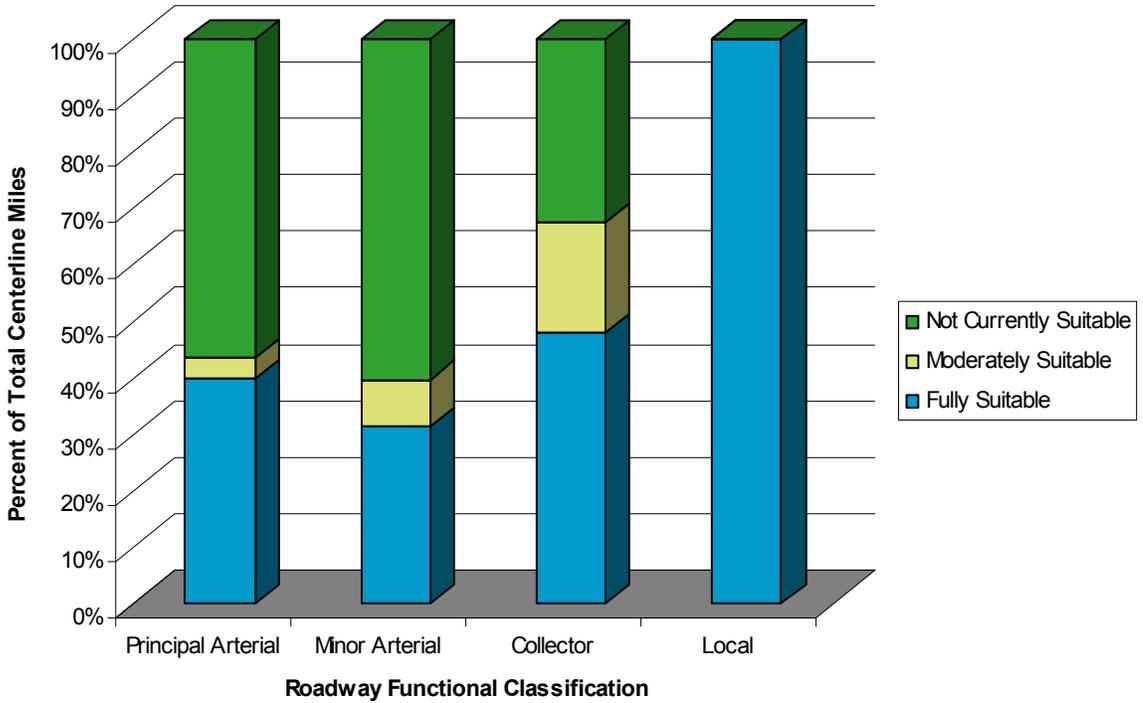
4.2 Deficiencies and Needs

Based on technical analysis and public input, transportation system deficiencies and needs were identified. The full Needs Assessment Report was prepared in mid-2005 and is available in Appendix A. A summary of the needs assessment by mode follows.

Bicycle Needs

On a countywide basis, over 85 percent of the roadway centerline miles in DeKalb County are fully suitable for bicycle travel in their current state, and an additional three percent require no more than a pavement overlay to meet the bicycle suitability guidelines. Figure 4-1 depicts a breakout of bicycle suitability by roadway functional classification. As noted previously, all local roadways are assumed to be suitable for bicycle usage. Collector roads are the next most likely roadway classification to be suitable, with about 55 percent of these facilities fully suitable and an additional 20 percent moderately suitable (requiring only a pavement overlay to become fully suitable). About 30 percent of minor arterial roadways and 40 percent of principal arterial roadways are fully suitable.

**Figure 4-1
Roadway Miles Suitable for Bicycles**



City streets in DeKalb County have a higher percentage of centerline miles with full or moderate bicycle suitability than roadways maintained by other jurisdictions. Over 96 percent of city streets have bicycle suitability, including 56 percent of city-owned arterials and 80 percent of city-owned collectors. County roadways have nearly the same level of overall bicycle suitability as city streets. Slightly less than one-half of the state roadways have bicycle suitability, which points to the higher preponderance of arterial and collector roadways within the state highway system in DeKalb County.

Location-specific bicycle facility needs were identified by quadrant and subquadrant. Identified needs are the results of qualitative input from local stakeholders and the public as well as from existing plans. Locations identified for bicycle improvements for each quadrant by subquadrant are listed in Table 4-2.

**Table 4-2
Bicycle Facility Needs by Quadrant**

	Subquadrant	Location	Identified Need
North Quadrant	Dunwoody/ Doraville	Dunwoody Trail	Connect North Springs MARTA station through Dunwoody to Gwinnett County. Source: <i>DeKalb's Greenways Trails Plan</i>
		Perimeter Trail	Connect Dunwoody Trail and North Springs MARTA station to Chamblee and the Chamblee MARTA station. Source: <i>DeKalb's Greenways Trails Plan</i>
	Embry Hills/ Pleasantdale		
	Chamblee/Doraville	Skyland Trail	Connect Chamblee, Chamblee MARTA Station, Perimeter Trail, North Fork Peachtree Creek Trail and Buford Highway Corridor. Source: <i>DeKalb's Greenways Trails Plan</i>
		North Fork Peachtree Trail	Connect Atlanta trail system to Mercer University, Doraville and the Henderson Mill area. Source: <i>DeKalb's Greenways Trails Plan</i>
		City of Chamblee	Develop bicycle/pedestrian facility on City of Chamblee-owned abandoned railroad spur to serve International Village commercial development
Brookhaven/ Nancy Creek	Perimeter Trail	Connect Dunwoody Trail and North Springs MARTA station to Chamblee and the Chamblee MARTA station. Source: <i>DeKalb's Greenways Trails Plan</i>	
Central Quadrant	Decatur/Emory	Northlake Trail	Connect Mercer University and North Fork Peachtree Creek Trail to the Stone Mountain Trail. Source: <i>DeKalb's Greenways Trails Plan</i>
		Peavine Trail	Connect the Atlanta Trail System to the South Peachtree Creek Trail. Source: <i>DeKalb's Greenways Trails Plan</i>
		Sagamore Hills Trail	Connect North Fork Peachtree Creek Trail to the South Peachtree Creek Trail. Source: <i>DeKalb's Greenways Trails Plan</i>
		South Peachtree Creek Trail	Connect Atlanta at Lenox Road, the North DeKalb Shopping Center, the Farmer's Market Trail and Zonolite Park. Source: <i>DeKalb's Greenways Trails Plan</i>

Quadrant/Subquadrant Analysis

	Subquadrant	Location	Identified Need
Central Quadrant	Decatur/Emory	Emory/Clifton area	Bicycle improvements needed: <ul style="list-style-type: none"> - North Decatur Road from Briarcliff Road to Clairmont Road - Briarcliff Road from North Decatur Road to Clifton Road - Clairmont Road from North Decatur Road to Lavista Road - Lavista Road from Briarcliff Road to Clairmont Road - Clifton Road from Briarcliff Road to North Decatur Road
		DeKalb Avenue	Need improved sidewalks, lighting and bicycle facilities
		Emory Village	Implement streetscape improvements
	Tucker	Northlake Trail	Connect Mercer University and North Fork Peachtree Creek Trail to the Stone Mountain Trail. Source: <i>DeKalb's Greenways Trails Plan</i>
		Smoke Rise Trail	Connect Stone Mountain Trail to Roadhaven Drive to Stone Mountain Park via Tucker. Source: <i>DeKalb's Greenways Trails Plan</i>
	Clarkston/Stone Mountain	Lithonia/Stone Mountain Trail	Connect Lithonia to Stone Mountain Park and the Yellow River with neighboring Gwinnett and Rockdale Counties. Source: <i>DeKalb's Greenways Trails Plan</i>
		Smoke Rise Trail	Connect Stone Mountain Trail to Roadhaven Drive to Stone Mountain Park via Tucker. Source: <i>DeKalb's Greenways Trails Plan</i>
		Snapfinger Trail	Connect Stone Mountain Trail at Clarkston to the South River Trail. Source: <i>DeKalb's Greenways Trails Plan</i>
		Stone Mountain Trail	Connect DeKalb Avenue from DeKalb Place to Commerce Street, East Ponce de Leon from Sam's Crossing to rail line near DeKalb Farmers Market; MARTA, Old Rockbridge Road, and Church Street from Glendale to Erskine Road. Source: <i>DeKalb's Greenways Trails Plan</i>
		Stone Mountain Park vicinity	Improve bicycle connections and safety to the park.
		Indian Trail and Indian Creek Road vicinity	Improve bicycle facilities serving schools in the area of Indian Trail and Indian Creek Road.
	South Decatur	Farmers Market Trail	
Shoal Creek Trail		Connect South River Trail to the Avondale MARTA Station. Source: <i>DeKalb's Greenways Trails Plan</i>	

Quadrant/Subquadrant Analysis



	Subquadrant	Location	Identified Need
Central Quadrant	South Decatur	Stone Mountain Trail	Connect DeKalb Avenue from DeKalb Place to Commerce Street, East Ponce de Leon from Sam's Crossing to rail line near DeKalb Farmers Market; MARTA, Old Rockbridge Road, and Church Street from Glendale to Erskine Road. Source: <i>DeKalb's Greenways Trails Plan</i>
		Downtown Stone Mountain	Implement Bicycle/Pedestrian improvements in
SW Quadrant	Gresham Park/Panthersville	South River Trail	Connect Entrenchment Creek in Atlanta to trails in Rockdale County. Connect South River Trail to the Avondale MARTA Station. Source: <i>DeKalb's Greenways Trails Plan</i>
	Belvedere Park/Candler-McAfee	Shoal Creek Trail	Connect South River Trail to the Avondale MARTA Station. Source: <i>DeKalb's Greenways Trails Plan</i>
	Covington/Wesley Chapel	Snapfinger Trail	Connect Stone Mountain Trail at Clarkston to South River Trail. Source: <i>DeKalb's Greenways Trails PI</i>
	Ellenwood	Snapfinger Trail	Connect Stone Mountain Trail at Clarkston to South River Trail. Source: <i>DeKalb's Greenways Trails PI</i>
		South River Trail	Connect Entrenchment Creek in Atlanta to trails in Rockdale County. Connect South River Trail to the Avondale MARTA Station. Source: <i>DeKalb's Greenways Trails Plan</i>
Southeast Quadrant	Redan		
	Lithonia	Lithonia/Stone Mountain Trail	Connect Lithonia to Stone Mountain Park and the Yellow River with neighboring Gwinnett and Rockdale Counties. Source: <i>DeKalb's Greenways Trails Plan</i>
	Stonecrest/Klondike	Arabia Mountain Trail	Connect South River Trail to Lithonia/Stone Mountain Trail. Source: <i>DeKalb's Greenways Trails PI</i>
		South River Trail	Connect Entrenchment Creek in Atlanta to trails in Rockdale County. Connect South River Trail to the Avondale MARTA Station. Source: <i>DeKalb's Greenways Trails Plan</i>
		Hayden Quarry Road/Sigman Road	Improve bike and pedestrian improvements along (including access management plan) from Turner Hill Road (DeKalb) to Rockdale County
	Panola Mountain	Snapfinger Trail	Connect Stone Mountain Trail at Clarkston to South River Trail. Source: <i>DeKalb's Greenways Trails PI</i>
		South River Trail	Connect Entrenchment Creek in Atlanta to trails in Rockdale County. Connect South River Trail to the Avondale MARTA Station. Source: <i>DeKalb's Greenways Trails Plan</i>

Pedestrian Needs

Pedestrian facilities should be provided on all roadways, regardless of functional classification, throughout DeKalb County. Areas that generate significant pedestrian traffic are high priority locations for pedestrian facility improvement and include areas that provide access to MARTA rail stations and bus routes, access to universities, schools and school bus routes, and connections between residential areas and adjacent retail and activity centers.

The availability of sidewalks varies across the County by area, development type and roadway functional classification. Overall, 20 percent of the roadway centerline miles in DeKalb County have sidewalks on either one or both sides of the roadway and nine percent have sidewalks on both sides. Minor arterials have the greatest prevalence of sidewalks (45 percent), followed by principal arterials and collectors (35 percent), and local roadways (15 percent). The lack of sidewalks on local roadways is not surprising given that much of the low density residential development occurred at a time when sidewalks were not commonly constructed in subdivisions.

City streets in DeKalb County have a significantly higher percentage of centerline miles with sidewalks than roadways maintained by other jurisdictions, as shown in Table 4-3. Forty-eight percent of city streets have sidewalks on one or both sides and 85 percent of city-owned arterials or collectors have sidewalk coverage. About 50 percent of GDOT's arterials and collectors and 40 percent of county arterials and collectors have sidewalks.

**Table 4-3
Roadway Miles with Sidewalks**

Jurisdiction	Principal Arterial	Minor Arterial	Collector	Local	Grand Total
State Roadway	35%	52%	47%	N/A	30%
County Roadway	47%	42%	33%	11%	15%
City Roadway	N/A	80%	89%	43%	48%
Public Road with Unknown Owner	N/A	N/A	N/A	60%	60%

N/A – No roadways of indicated functional class are maintained by the jurisdiction

The central quadrant, which spans the MARTA east-west line through DeKalb County and downtown Decatur, has the best sidewalk coverage, with 29 percent of the roadway centerline miles having sidewalks on one or both sides. The north and southwest quadrants each have slightly fewer than 20 percent of roadways with sidewalk coverage, while only six percent of roadways in the southeast quadrant have sidewalks. This sidewalk availability pattern closely mirrors the development density throughout the County. Quadrants with more dense development tend to have a more extensive sidewalk network. For example, the southeast quadrant has about 80 percent of roadways with an exurban or rural area type, and the lowest extent of sidewalk coverage. On the other hand, the central quadrant has only 22 percent of roadways with exurban or rural area types, and the highest extent of sidewalk coverage.

The Central Quadrant has the highest percentage of roadways with some type of sidewalk availability for all roadway classes. At the other end of the spectrum, the Southeast Quadrant has the lowest percentage of roadway mileage with sidewalks, particularly for arterial and collector roadways. The North and Southwest Quadrants have similar levels of sidewalk coverage, with the north quadrant having better coverage on principal arterials and the Southwest Quadrant having better coverage on collector roadways.

Roadway Needs

The refined regional model revealed that a significant percentage of the DeKalb roadway network is forecast to be congested in 2030. A measure of congestion, volume to capacity ratio, was computed for roadways in the refined model network. Table 4-4 depicts the percentage of the network exceeding capacity (higher than 1.0 volume to capacity ratio) by quadrant and subquadrant.

**Table 4-4
2030 V/C Greater than 1.0**

North Quadrant	V/C >1.0 (Miles)	Percent of Quadrant	Central Quadrant	V/C >1.0 (Miles)	Percent of Quadrant
Dunwoody/Doraville	38.8	13.1%	Decatur/Emory	70.9	15.3%
Embry Hills/Pleasantdale	29.4	10.0%	Tucker	33.9	7.3%
Chamblee/Doraville	28.8	9.7%	Clarkston/Stone Mountain	27.8	6.0%
Brookhaven/Nancy Creek	31.3	10.6%	South Decatur	18.7	4.1%
Quadrant Total	128.3	43.4%	Quadrant Total	151.3	32.7%

Southwest Quadrant	V/C >1.0 (Miles)	Percent of Quadrant	Southeast Quadrant	V/C >1.0 (Miles)	Percent of Quadrant
Gresham Park/Panthersville	26.6	7.5%	Redan	27.3	8.7%
Belvedere Park/Candler-McAfee	25.2	7.2%	Lithonia	20.7	6.6%
Covington/Wesley Chapel	12.0	3.4%	Klondike/Stonecrest	13.9	4.4%
Ellenwood	35.3	10.0%	Panola Mountain	19.7	6.3%
Quadrant Total	99.1	28.1%	Quadrant Total	81.6	26.0%

The above chart illustrates the roadway capacity deficiency by showing over one-quarter of the least congested quadrant's network exceeding capacity in 2030. The most congested quadrant will be the North Quadrant while the most congested subquadrants will be Decatur/Emory, Dunwoody/Doraville, and Ellenwood.

Transit Needs

Transit needs in DeKalb County are based upon results from the transit mobility and transit accessibility assessments. Transit needs are identified for quadrants and subquadrants where the availability of transit service met minimum LOS thresholds, and the feasibility of using that transit service for established origin-destination pairs differs from countywide averages. Transit mobility and accessibility are defined in detail in other sections of the report.

Transit mobility needs are identified in Table 4-5 for population and in Table 4-6 for employment.

**Table 4-5
Percent of Population with Minimal Transit Service**

Time Period	North Quadrant	Central Quadrant	Southwest Quadrant	Southeast Quadrant	County Average
Weekday - Peak	25%	73%	59%	38%	52%
Weekday - Mid-Day	71%	79%	65%	40%	67%
Weekday - Evening	52%	49%	36%	8%	40%
Saturday	92%	87%	69%	40%	76%
Sunday	21%	31%	41%	13%	28%

Note: Highlighted cells represent a transit need (the availability of transit service meeting minimum LOS thresholds, and the feasibility of using that transit service for established origin-destination pairs differs from countywide averages) for the indicated time period.

Source: DeKalb County Travel Demand Model and Cambridge Systematics, Inc.

**Table 4-6
Employment with Minimal Transit Service**

Time Period	North Quadrant	Central Quadrant	Southwest Quadrant	Southeast Quadrant	County Average
Weekday - Peak	35%	79%	51%	59%	57%
Weekday - Mid-Day	68%	85%	54%	60%	74%
Weekday - Evening	52%	67%	29%	18%	55%
Saturday	95%	91%	58%	60%	88%
Sunday	30%	21%	32%	33%	26%

Note: Highlighted cells represent the existence of a transit need (the availability of transit service meeting minimum LOS thresholds, and the feasibility of using that transit service for established origin-destination pairs differs from countywide averages) for the indicated time period.

Source: DeKalb County Travel Demand Model and Cambridge Systematics, Inc.

The needs analysis also considered travel needs and transit service in each quadrant and subquadrant. For the North Quadrant, more frequent transit service is needed in the weekday peak period, and more extensive and frequent service is needed on Sundays; these needs exist for both residential and employment sites. Quality transit service is lacking, in particular, for residents of the Embury Hills/Pleasantdale subquadrant. Also, residents of Dunwoody/Doraville and Brookhaven/Nancy Creek lack feasible transit options for their weekday peak work commute trips.

In the Central Quadrant, more extensive and frequent transit service is needed on Sundays for both residential and employment sites. Residents of the Tucker subquadrant lack feasible transit options for most work commute trips.

For the Southwest Quadrant, more frequent transit service is needed to employment sites for all time periods, except weekday peak periods. Quality transit service is lacking, in particular, for residents of the Ellenwood subquadrant. Also, residents of the Covington/Wesley Chapel subquadrant lack feasible transit options for most work commute trips.

Transit needs are most pressing in the Southeast Quadrant. More extensive and frequent transit service is needed to nearly all residential and employment sites in all time periods, except the weekday peak period (for employment sites). Residents of the Lithonia, Panola Mountain, and Klondike/Stonecrest subquadrant lack feasible transit options for all of their trips, and residents of the Redan subquadrant lack feasible transit options for their Saturday work trips.

Roadway Capacity

DeKalb County is well served by a system of roads ranging from the Interstates and other freeways to city streets and local roads, which accommodate a significant number of intracounty and through-county trips. The highway network is by far the dominant system of travel. It serves passenger vehicles, trucks, and public bus transportation needs in DeKalb County and the Atlanta region. For the quadrant-level analyses, the refined travel demand model was used to help identify current (2000) and future (2030) travel characteristics, patterns, demand, and capacity needs.

Operations, Safety and ITS

The safe movement of people, goods, and vehicles on the County's roadways is dependent on how effectively the system is managed and operated. Many roadway needs can be addressed without constructing additional lanes, and traffic and signal operational improvements can increase roadway efficiency quickly without the disruptions that construction often brings. Safety is also a critical concern for motorized and non-motorized users of the transportation system, with both the County and the Georgia Department of Transportation (GDOT) responsible for maintaining a safe transportation system for the traveling public. An evaluation of roadway safety and operations in DeKalb County was conducted for each quadrant.

Planned or recommended safety and operational improvements include adjustments to traffic signal timing, installation of reversible lanes or turn lanes, limiting or consolidating access points, and incident response programs. These types of improvements typically require minimal or no additional right-of-way acquisition and often provide intersection relief and increased safety in a cost-effective manner. 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.

Bicycle/Pedestrian

Sidewalks, bike lanes and multi-use trails provide system users with options and critical connections between modes and activity areas. For this plan, a key objective is to improve the availability of sidewalks and bicycle facilities within 1/4 mile of activity areas (hospitals, transit stations, schools, malls and high intensity land uses). Another need involves providing pedestrian facilities and improved accessibility along highly-used MARTA bus routes and major arterial and collector roads.

Transit

Encouraging transit-supportive communities is a key land use strategy for the CTP. In particular, highly developed areas throughout the County can refocus future growth around transit stations and bus routes to reduce reliance on the automobile and provide additional travel options to commuters. Recommendations for transit also include service expansion and better connectivity to existing neighborhoods.

Summary of Improvements

Tables 4-7 & 4-8 are provided to summarize the number of improvements proposed by type of improvement and quadrant.

**Table 4-7
Summary of Improvements by Type**

<i>Type of Improvement</i>	<i>No. of Projects</i>
Transit	105 total projects
	64 previously planned
	41 CTP identified projects (new)
Bicycle and Pedestrian	498 total projects
	346 previously planned
	152 CTP identified projects (new)
Roadway Capacity	82 total projects
	38 previously planned
	44 CTP identified projects (new)
Operational/Safety/ ITS	172 total projects
	97 previously planned
	75 CTP identified projects (new)

**Table 4-8
Summary of Improvements by Quadrant**

<i>Quadrant</i>	<i>No. and Type of Projects</i>
North	233 total projects
	41 transit
	128 bike/ped
	18 roadway capacity
	46 operational/safety/ITS
Central	321 total projects
	42 transit
	193 bike/ped
	15 roadway capacity
	71 operational/safety/ITS
Southwest	177 total projects
	11 transit
	119 bike/ped
	25 roadway capacity
	22 operational/safety/ITS
Southeast	135 total projects
	10 transit
	76 bike/ped
	23 roadway capacity
	26 operational/safety/ITS
Countywide	14 transit
	4 bike/ped
	7 operational/safety/ITS

Comprehensive and detailed profiles of each of the four quadrants including specific information related to transportation needs and improvements at the subquadrant level are located in Appendix K.

5 Implementation

This section provides recommended transportation investments and supplemental land use and funding policies that can help support the overall Comprehensive Transportation Plan. The policies discussed in this section may require some modification to other DeKalb County policy, such as updates to the Comprehensive Plan or other land use policy documents. This section reviews funding needs, ways to raise funds for special types of transportation projects, and land use policies that support the CTP.

Funding for transportation improvements including roadway operations and capacity projects, transit, greenway, bicycle and pedestrian improvements have to be included in the regional transportation planning process managed by ARC. Analysis of historic funding levels for DeKalb projects indicate a potential shortage of funds to implement all needed projects. Information regarding carrying out of the proposed Program of Projects is included in the implementation plans and investment strategies section of the report.

The technical analysis and comments received from the public indicates a strong desire and need for transit, bicycle and pedestrian projects in DeKalb County. Unfortunately, non-roadway projects compete with other transportation needs for a limited pool of federal, state and local funding. As a result, there is a need for innovative funding strategies to narrow the funding gap. Several funding strategies worthy of further consideration follow.

5.1 Funding Strategies

From the numerous potential funding strategies for transportation, the primary funding source for roadway, transit, bicycle and pedestrian projects is funding authorized by the SAFETEA-LU Act (Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users). State funds are also an important component of transportation funding, primarily for capital projects. Lastly, a local match is usually required for transportation projects that are not on major state or federal routes. Therefore, all levels of funding are needed for a comprehensive transportation plan. The following list describes a series of primarily local funding opportunities and resources.

Tax Allocation District

A Tax Allocation District (TAD) is a strategy for funding infrastructure projects in a limited area targeted for accelerated growth. A Tax Allocation District finances infrastructure projects from the growth of property taxes based on new development and increased property values. Establishing a Tax Allocation District and creating a plan for the district can spark redevelopment in the TAD area. This redevelopment in turn serves to finance TAD bond funds. Funds can be spent on a number of projects in the TAD area, including transportation projects. Therefore TAD planning promotes both redevelopment of an area and can help create a dedicated source of infrastructure funding for that area. New pedestrian and bikeways and new streetscapes are typical TAD projects, though TAD funds are often used for non-transportation infrastructure as well. TADs are an appropriate tool for financing some types of transportation projects, especially in connection with the denser redevelopment of a particular area such as an activity center.

In 2002, DeKalb County voters approved a referendum authorizing the County to exercise redevelopment powers under Georgia's Redevelopment Powers Law. In early 2005, the DeKalb County Board of Commissioners created the first two Tax Allocation Districts (TADs) in the County, one a Memorial Drive near the Kensington MARTA station and the other along Columbia Drive near Avondale Mall.

Community Improvement District (CID)

A Community Improvement District (CID) is a strategy for funding infrastructure projects in a limited area at the discretion of existing property interests. An example of an effective CID, Perimeter CID has actively implemented transportation improvements in the Perimeter Mall area since its creation in 1999. Community Improvement Districts are essentially self-taxing areas, where property owners organize to raise funds to improve property values in the area. Community Improvement Districts may:

- Organize to market an area
- Work to increase safety in that area
- Collect and use funds for pedestrian and bicycle projects such as streetscapes

CIDs are an innovative source of funding for transportation projects, but the scope of their activities is limited by property owner interests.

Transportation Bonds

The County's successful 2006 Bond issuance will result in approximately 24 miles of new sidewalks. A total of \$26 million dollars will be programmed through the year 2008 for new sidewalk/pedestrian/bicycle facilities. The current strategy for use of these funds clearly supports the policy recommendations of the Comprehensive Transportation Plan by targeting pedestrian routes linking to transit centers, County schools, and parks. Additionally, areas with high traffic volumes and high pedestrian accident rates are a priority.

Impact Fees

Though the process for establishing them can be difficult, needed transportation projects may be funded by impact fees in Georgia. Impact fees are one-time fees charged in association with a new development and are designed to cover part of the cost of providing public facilities that support these developments. The amount of impact fee charged to a particular development must be directly tied to the amount of new infrastructure that development will require. Impact fees are often employed as a way to steer development into appropriate areas, those areas that are already best served by existing infrastructure. Also impact fees should be tied to a specific capital improvement program, so that it is clear what projects the impact fees will finance. In short, impact fees can be complex to develop and administer, but are effective in tying financing for new transportation infrastructure to new development.

Greenspace Funding

Greenspace funding can be used to fund greenway trails, which serve both recreational and transportation purposes. The dual purpose of greenway trails can be used to leverage both types of funding sources. DeKalb County has recently passed Greenspace Bond funding, and these funds can be used in part to finance greenway trails, in particular greenway trails that serve to connect people to existing recreational facilities. The initiative for a Green DeKalb will also lead the way in developing creative ways for financing and implementing a comprehensive greenway system in DeKalb County.

Other Potential Funding Sources

The Atlanta Regional Commission transportation planning process culminates with programming local and regional projects using a variety of funding sources. Potential funding sources available for transportation capital projects include the following:

- **National Highway System (NHS)** – Funding of major roadways, including the Interstate system, a large percentage of urban and rural principal arterials, the Strategic Highway Network (STRAHNET), and strategic highway connectors.
- **Recreational Trails (Rec Trails)** – Funding for the creation, rehabilitation, and maintenance of multi-use trails.
- **Georgia Department of Transportation (GDOT)** – Provides for 100 percent state funding by the state for various projects on the state route system as well as the commuter rail program.
- **Surface Transportation Program (STP)** – Funding for transportation improvements on routes functionally classified as urban collectors or higher. STP provides funds for projects related to improving quality of life, such as Livable Centers Initiative (LCI) and Transportation Enhancements (TE).
- **Georgia Community Streetcar Development and Revitalization Act (SB 150)** – Provides for the creation of a program within the State Road and Tollway Authority (SRTA) to receive and distribute available federal grant funds for new streetcar projects.
- **High Priority Projects (HPP)** – Discretionary funding for specific projects (federal earmarks).
- **Congestion Mitigation and Air Quality (CMAQ)** – Funding for transit (operations on new starts projects for three years), pedestrian, and bicycle projects that mitigate roadway congestion without impacting air quality.
- **Safe Routes to School** – Federal funding for pedestrian and bicycle projects within two miles of a school.
- **Transportation Community Service Preservation Program (TCSP)** - The Transportation Community Service Preservation Program (TCSP) provides funds to establish greater connections with transportation, land use planning, business activities, and environmental preservation.
- **Federal Transit Administration (FTA) Programs** – Funding for planning, capital and operating assistance, major capital needs such as light or commuter

rail system development, large bus or rail fleet purchases, construction of transit facilities, passenger equipment for special needs, intercity bus programs, and state administration of projects of a transit nature. Specific FTA programs applicable to DeKalb County include:

- **Section 5307 - Urbanized Area Formula** – Provides funds to urbanized areas with populations more than 50,000 for transit operating and capital assistance and for transportation related planning. Funds are apportioned based on population, population density, and transit data.
- **Section 5309 - Capital Program** – Provides transit capital assistance for the construction of major fixed-guideway projects, such as rail lines and dedicated busways, as well as the improvement and maintenance of existing systems.
- **Section 5310 - Elderly and Persons with Disability** – Provides transit capital assistance through the state to private non-profit organizations and public bodies that provide specialized transportation services to the elderly and/or disabled persons.
- **Additional transportation revenue** – In addition to the above sources, the revenue from a one percent sales tax is collected in the County for use by MARTA for operation and maintenance as well as capital expenditures. Other locally collected revenue sources used to fund transportation projects include:
 - Homestead Option Sales Tax (HOST)
 - General fund

SAFETEA-LU offers additional opportunities to establish public-private partnerships for implementing transportation facilities. All opportunities will be explored because to accommodate all projects recommended in the 2030 Program of Projects, available funding sources will be exhausted.

5.2 Funding Policy

The County currently employs a number of policies to encourage growth and development in its existing activity centers, and other innovative policies are available to build upon these efforts. It is the County's current policy to provide a balanced distribution of regional and community commercial and mixed use office centers. The



Comprehensive Transportation Plan and these policies mutually support an efficient transportation system and compact activity centers. The key to all of these policies is to promote increased development in those areas best served by transportation infrastructure, especially transit infrastructure, while decreasing or minimizing development in those areas that are least served by existing infrastructure. Both sides of the equation are important – to promote increased development and

density in activity centers in a focused development pattern, and to promote decreased development and density in the more remote areas of the County.

Commercial and Employment Centers, Activity Centers

Numerous activity centers, including employment, commercial, civic centers, as well as several cities with central business districts have developed within DeKalb County. The County should continue to support a mix of dwelling types, sizes, and prices within easy commuting distance of major employment centers. Retail development should be provided in close proximity to employment centers to reduce noontime peak congestion.

New commercial strip development is to be discouraged in most corridors, as it worsens traffic congestion. Improved transit and pedestrian access to commercial development is encouraged to reduce the dependence on auto travel in congested corridors. In all commercial strip corridors, the number of curb cuts should be limited. Larger parcels or connected parcels of commercial development can help limit the number of curb cuts.

Major regional centers of employment and commercial activity should have excellent transportation access. Ideally, access should be provided from multiple directions to reduce dependence on a few at-capacity routes into major regional centers. Congestion is common along these commercial corridors due to the strip commercial nature of these corridors. DeKalb County should pursue a policy of seeking improved pedestrian and transit access to address congestion in these areas, and limit additional strip commercial development. Moreover, by pursuing redevelopment into mixed use, new residences can be located in close proximity to commercial development, reducing the need for lengthy automobile trips.

Mixed-Use Development and Redevelopment

Redevelopment of commercial corridors should be encouraged, so that convenient retail services near existing residential communities continues to serve their needs. Mixed use along commercial corridors should also be encouraged, because it permits shorter trip lengths and a higher use of commercial lands with a high level of transportation access.

Transit-Oriented Development (TOD)

Transit-oriented development (TOD) is a planning strategy to make the most valuable use of land around a transit station. TOD generally promotes pedestrian friendly, mixed-use, dense development. Locating destinations and residences within easy walking distance of a transit station effectively promotes transit use. Likewise, office and institutional uses located near transit stations increases accessibility to employment centers.

Transit-oriented development is a key strategy in coordinating land use patterns and transportation investments. DeKalb County has Transit-Oriented Development Overlay Districts to encourage multimodal access and efficient land use. The three tiers of TODs include TOD-1/Neighborhood Center, TOD-2/Town Center, and TOD-3/Activity Center. By applying the appropriate provisions to areas around transit stations, TOD can be effectively promoted in DeKalb County. Often a TOD can be further realized by studying the specific land use and transportation conditions around a



particular station, and customizing implementation activities to those conditions. In short, DeKalb County has already taken the first step to promoting TOD areas, but further planning and implementation efforts are needed to realize TOD areas in the County. It should be noted that MARTA can be a crucial partner with TOD developments, due to its growing experience in promoting transit-oriented development. The County's Economic Development Office is also a key partner in that they could potentially provide innovative funding to support businesses locating within a TOD.

Pedestrian Community Districts

DeKalb County's Pedestrian Community Districts (PCD) are also an appropriate tool for promoting the growth of existing activity centers. The PCD District can help reinforce or extend existing commercial centers. All of the PCDs promote mixed-use, pedestrian friendliness, and a mix of housing densities throughout the County. These PCDs can be used to promote intense land use in appropriate places such as within and adjacent to existing activity centers, thus promoting the County's overall land use strategy.

Livable Centers Initiative Studies

The Atlanta Regional Commission's Livable Centers Initiative (LCI) Program is another excellent policy strategy for promoting development in existing activity centers and a focused land use pattern. The LCI program provides matching funds for planning studies to promote redevelopment and infill in existing activity centers, while paying special attention to transportation issues including promoting alternative transportation modes. At least thirteen LCI studies have been completed in DeKalb County including Doraville, Brookhaven, Avondale Station, Chamblee, Clarkston, Decatur, Emory Village, Kensington, Lithonia, Northlake, Perimeter Center, Tucker, and Stone Mountain. Including study and construction funding, over \$23 million has been spent to support LCI programs. Each LCI study when complete comes with its own implementation program of projects. Following through on the implementation of the LCI projects will help to promote a focused land use pattern in DeKalb County. In addition the County may wish to pursue further LCI studies in appropriate areas.



Conservation Subdivisions

DeKalb County has also recently created provisions for Conservation Subdivisions in the County. While most of the other strategies listed were about promoting development within activity centers, conservation subdivisions are a tool to limit development in areas less served by transportation infrastructure. Conservation subdivisions can also be used to focus development within a walkable footprint, thus reducing the automobile dependency of residential areas. Conservation subdivisions are just one of a number of coordinated tools that can be used to promote a focused land use pattern.

Project Categories

Projects were categorized based on four groups of criteria as follows:

- Programmed projects, which have been identified as needed based on performance measures and are supported. They are included in the ARC TIP with commitments from federal, state and local funding sources.
- Projects that are needed, have local support and could potentially be funded using anticipated future intergovernmental funding, local sources, future Bond, HOST, Tax Allocation District, impact fees or other local funding sources.
- Aspirations projects, which are needed and supported but have no source of funding. They could be moved into the program as funding becomes available.
- Projects on hold pending further development, which are needed but have no community support and no identified source of funding.

Table 5-1 shows the final breakdown of projects by the four implementation criteria groups.

**Table 5-1
Projects and Estimated Cost by Implementation Criteria Group**

Implementation Criteria Group	Number of Projects	Estimated Cost
Programmed	178	\$919,607,433
Anticipated future local and intergovernmental funding/Aspirations	675	\$3,925,033,792
On Hold for future CTP update	30	\$672,421,244

Including all funding sources total funding was projected to be \$4.4 billion over the next 25 years. Costs and revenues are in current dollars. After placing some projects on hold, cost estimates to implement projects and programs contained in the CTP totals just over \$5 billion. Specifically, revenues accommodate costs in all modes except transit. The transit projects recommended are ambitious and necessary to meet future need, however, transit revenue is limited and needed aspiration level projects must be placed on hold until revenues become available. Placing some transit projects on hold will allow the CTP to demonstrate financial constraint.

Table 5-2 shows the number of projects and cost estimates by mode for projects that have met needs based on established performance measures and are supported by the community (Programmed, Locally Funded, and Aspirations). Over \$650 million in needed additional projects are not included because they do not have necessary community support.

Characteristics of DeKalb County including its level of development and continuing growth are features that support transportation options that improve the operations of the existing roadway network. As a result recommended strategies that optimize existing capacity such as operational improvements, Intelligent Transportation System facilities, turn lanes, and traffic signal improvements are more appropriate and less intrusive than roadway widenings. In addition, greenway, transit, bicycle and pedestrian facilities are prevalent in the Program of Projects to ensure connectivity and access. Of the 882 total

projects, 828 (94 percent) enhance transportation system performance using alternative options.

**Table 5-2
Projects and Estimated Cost by Category (2005-2030)**

Category	Number of Projects	Estimated Cost
Capacity	64	\$2,327,842,789
Operations, Safety and ITS	196	\$213,460,832
Transit	105	\$2,184,514,488
Pedestrian	363	\$180,285,916
Greenways	26	\$82,601,375
Bicycle	128	\$59,175,789
Total	882	\$5,030,167,396

5.3 2030 Revenue Forecasts

Transportation funding forecasts used the following three key approaches:

- Information provided by DeKalb County, GDOT and ARC
- Analysis of historical federal, state and local funding trends
- Previous forecasts of funding availability / legislated matching and use requirements

Four main sources of revenues are considered in this analysis: Federal Highway Administration (FHWA), Federal Transit Administration (FTA) programs, State Funding from Motor Fuel Taxes and General Fund appropriations, and Local Funding. Federal funds within the Atlanta region are allocated by the Atlanta Regional Commission and the Georgia Department of Transportation on the basis of need, not population; however, over a long-range planning horizon, it is reasonable to expect that transportation expenditure in DeKalb County will be equivalent to its population share. Projected funding is shown in Table 5-3.

**Table 5-3
Estimated Revenue by Source (2005-2030)**

Revenue Source	Estimated Revenue
Federal Highway Administration sources	
National Highway System	\$608,995,008
Surface Transportation Program	\$1,410,304,232
Congestion Mitigation and Air Quality	\$132,107,735
Recreation Trails	\$5,486,443
Safe Routes to School	\$13,427,345
High Priority Projects	\$121,279,232
Total FHWA	\$2,291,600,000
Federal Transit Administration	\$937,500,000
Georgia Department of Transportation	\$596,875,000
Local (HOST, Bond, TAD, General Fund)	\$558,175,000
Total	\$4,384,150,000

The land use policies that support the CTP are predominantly concerned with promoting increased development within activity centers while discouraging inappropriate development patterns such as strip commercial development. Supportive land use policies include:

- Promoting activity centers
- Promoting mixed use development centers
- Promoting transit-oriented development
- Discouraging strip commercial development
- Discouraging dense residential development in parts of the County that have poor access to the transportation system

The CTP encourages DeKalb County to seek creative, local ways to finance needed transportation infrastructure, in particular to finance pedestrian and greenway improvements. At the same time, the County should seek to leverage federal and state sources of funding to the extent possible. Funding strategies include:

- Continue to implement innovative local funding strategies such as Tax Allocation Districts or Business Improvement Districts for activity centers
- Support LCI implementation and access to LCI transportation funds throughout the County and continue cooperating with local municipalities on their LCI implementation
- Consider other innovative funding strategies such as impact fees and greenway funding sources