

What does this mean for North DeKalb?

Bicycle and Pedestrian

Sidewalks, bike lanes and multi-use trails provide system users with options and critical connections between modes and activity areas. For this plan, one objective is to provide sidewalks within 1/4 mile of activity areas (hospitals, transit routes, schools, malls and high intensity land uses) and fill in gaps along major corridors. To achieve this objective, over 700,000 linear feet (approx. 133 miles) of sidewalk improvements and bicycle/multi-use trail facilities have been identified through the CTP analysis.

Bicycle and pedestrian improvements are recommended along 62 roadways in the southeast quadrant including:

- Abernathy Road
- Ashford-Dunwoody Road
- Briarcliff Rd (SR 42)
- Brookhaven Drive
- Chamblee Tucker Rd
- Chamblee-Dunwoody Road
- Dresden Drive
- Dunwoody Club Dr
- Evans Road
- Hammond Dr.
- Henderson Mill Rd
- Johnson Ferry Road
- Mercer University Drive
- Mount Vernon Road
- Northcrest Road
- Old Johnson Ferry Rd
- Peachford Rd
- Peachtree Industrial Blvd. (SR141)
- Peachtree Rd
- Peeler Rd
- Perimeter Center Pkwy
- Perimeter Center West



- Pleasantdale Rd
- Roberts Dr W
- Shallowford Rd
- Spalding Dr
- Tilly Mill Rd
- Tucker-Norcross Rd
- University Dr.
- Wanda Woods Dr.
- Windsor Pkwy
- Winters Chapel Rd.

DeKalb Planning and Development Department
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TO:

Project Schedule

Phase 1 (Completed)

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

Phase 2 (Completed)

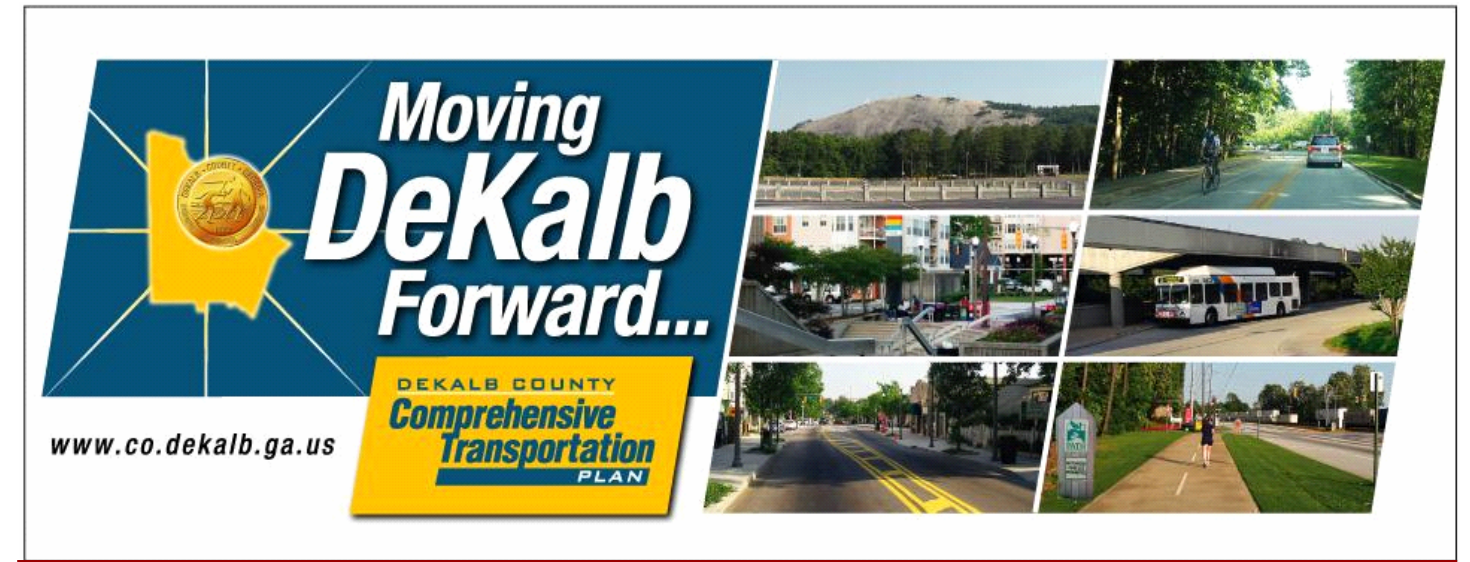
Evaluate program deficiencies and needs.
 Review improvement programs and policies.
 Develop recommended alternatives.

Phase 3 (Nearing Completion)

Select preferred alternative
 Develop final plan.

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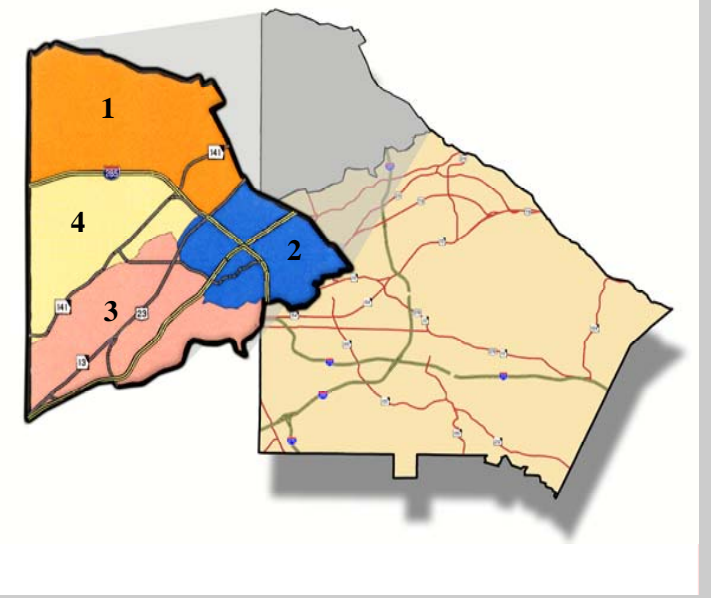
Summary of Transportation Recommendations for North DeKalb

General Characteristics

The north quadrant of DeKalb County is bounded by Fulton and Gwinnett Counties to the north, I-85 to the southwest and northern Tucker in the southeast. The cities of Doraville and Chamblee are located in this quadrant as well as the unincorporated area of Dunwoody. The quadrant includes 47 square miles or 18 percent of DeKalb's total area and has a total population of 156,565 persons, 24 percent of DeKalb's total population. Total employment in this quadrant is 138,980 employees. With over 22 million square feet of office space, Perimeter Center is a major employment center in DeKalb and the Atlanta region.

By 2030, north DeKalb's population is expected to reach 179,900, an increase of 15 percent. Similarly, employment is expected to increase by 11 percent, reaching almost 155,000 employees. Most of the growth in this area will occur in the Dunwoody area along Ashford-Dunwoody Rd. and Chamblee-Dunwoody Rd., and along Peachtree Industrial Blvd. and Buford Hwy. northeast of I-285 in Doraville.

The north quadrant is thoroughly developed with little room for potential new development. Most of the land is single family housing, but there are several substantial corridors and nodes of commercial and industrial activity. North DeKalb has three major activity and growth areas: Perimeter, Chamblee/Doraville, and Brookhaven. Each center has unique development, land use and transportation characteristics which effect certain travel patterns and traffic generation. The Perimeter Center is dominated by office employment, while the Chamblee-Doraville area is dominated by retail, industrial, and other commercial esta-



blishments. Brookhaven is characterized by higher density residential and residential-retail development. Commercial corridors include Peachtree Industrial and Buford Highway. Industrial development is concentrated between Peachtree Industrial and I-85 outside I-285. These areas draw a high volume of employment and shopping trips, resulting in congestion on major roadways during commute periods.

Like most of metro Atlanta, the majority of area residents drive to work (68 percent). Of the remaining commuters, 19 percent carpool and close to eight percent use public transportation. The majority of the almost 88,000 commuters in this area (86 percent) live within 45 minutes of work. Only seven percent are within 10 minutes and seven percent travel an hour or more to work.

Recommended Program of Projects

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

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

Capacity

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

Transit

- Projects identified through the CTP transit analysis

Operational, Safety and ITS

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

Bicycle/Pedestrian

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

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

Summary of Recommended Projects

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

What does this mean for North DeKalb?

Roadway Capacity



Spaghetti junction, a major connector

DeKalb County has a total of 2,480 centerline miles of roadway, with about 538 centerline miles in the north quadrant. In 2000, about 70 percent of the roadway network operated under conditions where traffic could move relatively freely. By 2030, the travel demand model shows that only about 40 percent of the network will operate under these conditions. In the northern quadrant, about 44 percent of the network is expected to operate under congested conditions.

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

- Implementation of bus rapid transit (BRT) in the I-285, I-85, Buford Hwy., and Peachtree Rd. corridors
- New bus routes from Chamblee Station to Northlake Mall, Dunwoody Station to Doraville Station, Doraville Station to Brookhaven Station, and from Chamblee Station to Lenox Station

To reduce congestion on major roadways, the CTP has recommended 14 roadway capacity projects of which 2 are planned and 12 are new potential projects. Implementation of recommended improvements would add over 64 miles of capacity to major roadways, including: major roadways:

- Chamblee Dunwoody/Peeler Rd.
- E. Roxboro Rd.
- I-285
- I-85N
- Johnson Ferry Rd.
- Mt. Vernon Rd.
- Northcrest Rd./Oakcliff Rd.
- SR 141/Peachtree Industrial Blvd.
- Tilly Mill Rd.
- Winters Chapel Rd

Transit

- Increase service frequency on:
 - Route 103: Peeler/Long View Rd.
 - Route 124: Chamblee Tucker
 - Route 126: Northlake/Chamblee
 - Route 132: Peachtree/Tilly Mill Rd.
 - Route 25: Peachtree Rd.
 - Route 41: Windsor Parkway
 - Route 91: Henderson Mill Rd.



Buford Highway corridor in northern DeKalb

Operational, Safety and ITS

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

- Ashford Dunwoody Rd.
- Briarcliff Rd. (SR 42)
- Buford Hwy. (US 23, SR 13)
- Chamblee Dunwoody Rd.
- Clairmont Rd.
- Hammond Dr.
- Mt. Vernon Rd.
- New Peachtree Rd.
- Northcrest Rd.
- Peachtree Industrial Blvd. (SR 141)
- Peachtree Rd./St.
- Perimeter Center Pkwy.
- Perimeter Center West
- Pleasantdale Rd.
- Shallowford Rd.
- Spalding Dr.
- Womack Rd.

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