

FREIGHT

Metro Atlanta continues to be a national hub for freight activity and supply chain distribution. The ARC's Atlanta Regional Freight Mobility Plan Update (May 2016) states that Atlanta ranked as the eleventh largest manufacturing center by employment in 2013.

FREIGHT CORRIDORS

The freight network in DeKalb County includes key regional truck routes and railroad corridors managed by two major Class I railroad companies. Regional truck routes in DeKalb County include the interstates, US highways, and several segments of GDOT-managed highways. Additional trucking routes are also identified in **Figure 95** which illustrates the currently approved truck routes in DeKalb County as specified in the County Code Section 17-361. The County's policy indicates that all oversized vehicles measuring more than 30 feet in length and weighting more than 18 tons are required to travel on the truck routes network as designated by the County. Exceptions are allowed with proof of destination.

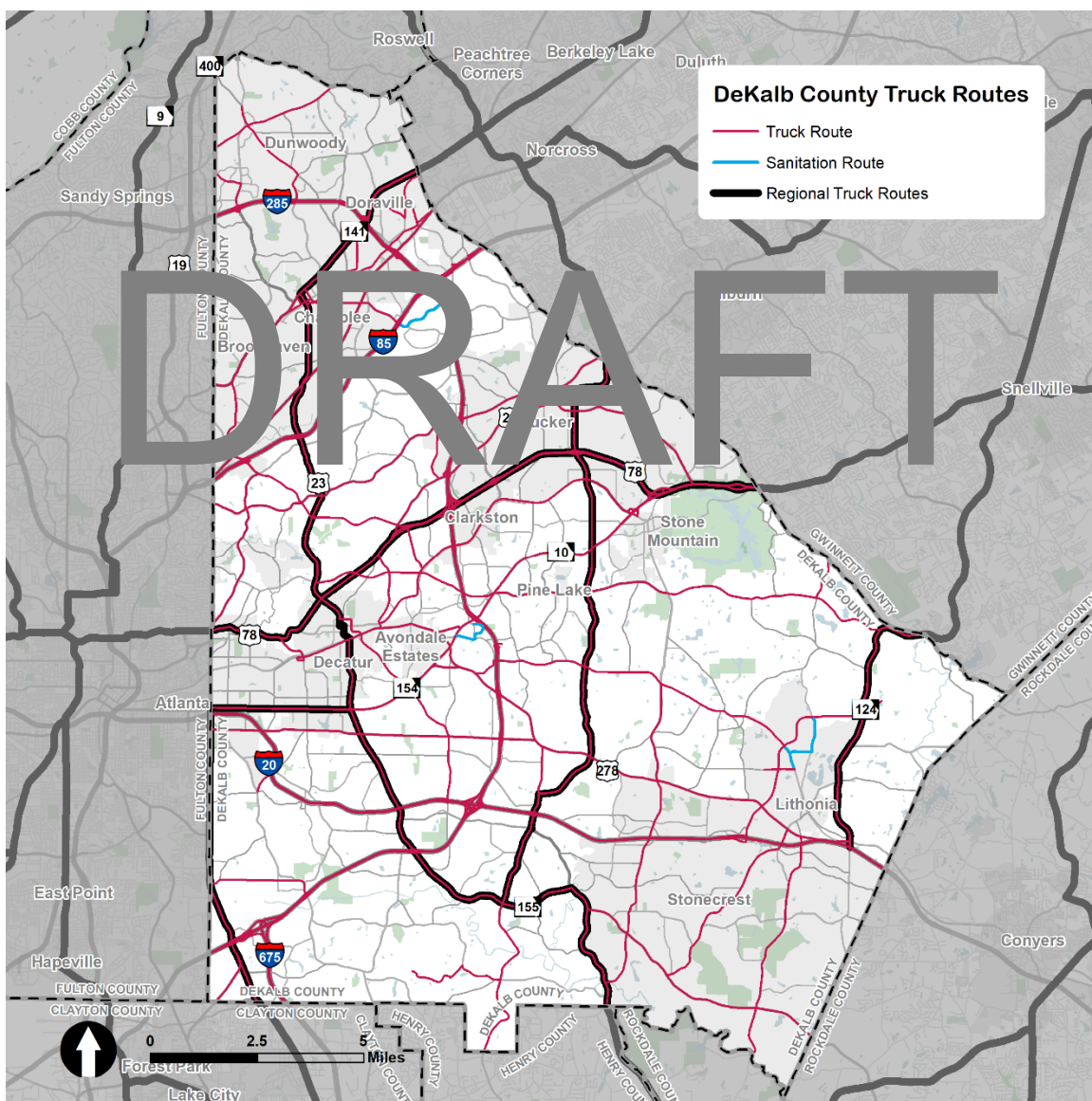


Figure 95. Truck Routes

There are several adjustments to the truck route network that the City of Chamblee has proposed within its municipal transportation plan (adopted by city council). These include the following:

- Truck restrictions along Chamblee Dunwoody Road from Shallowford Road to New Peachtree Road
- Truck restrictions along Malone Drive from Peachtree Road to Peachtree Boulevard (SR 141)
- Truck restrictions along Miller Drive from Peachtree Road to Peachtree Boulevard (SR 141)
- Truck restrictions along Peachtree Road from Chamblee Tucker Road to North Peachtree Road
- Truck restrictions along Pierce Drive from Peachtree Road to Peachtree Boulevard (SR 141)

RAIL CORRIDORS

There are approximately 400 miles of active railroad corridors operated by CSX and Norfolk Southern in DeKalb County (**Figure 96**). Along the corridors that Norfolk Southern Railroad operates, there are track-sharing agreements with Amtrak as well as the Florida East Coast Rail (FEC). These rail facilities carry both passenger and goods within DeKalb County and are often surrounded by light to heavy industrial uses.

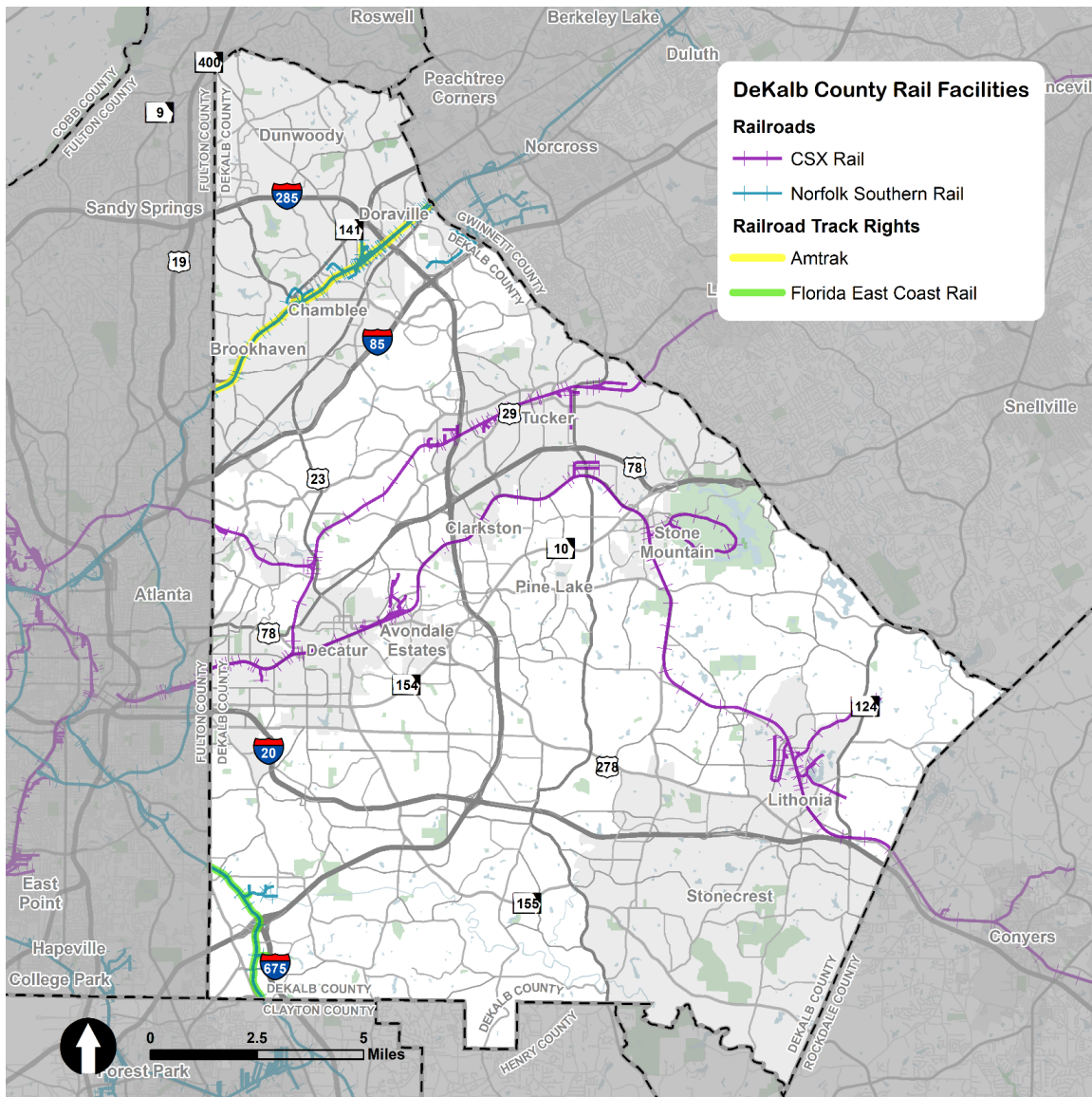


Figure 96. Rail Facilities

RAIL CROSSINGS

Rail crossing data is obtained from the Federal Rail Agency's (FRA) Grade Crossing Inventory System (GCIS). There are approximately 181 rail crossings in DeKalb County of which 125 are at-grade rail crossings and 56 are grade separated (**Figure 97**). At-grade crossings present potential conflict points with other transportation users and can highlight areas where safety may be a concern.

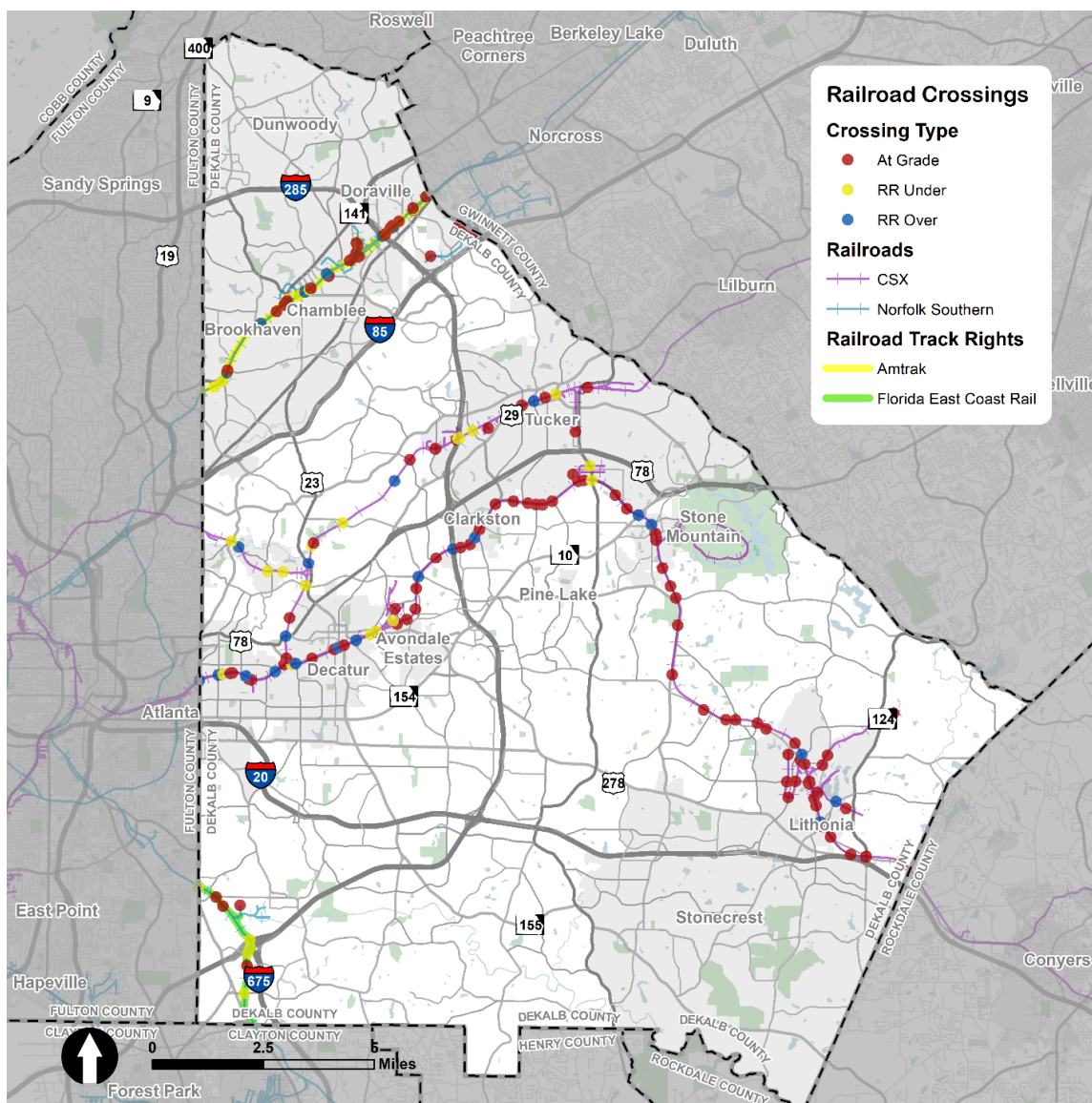


Figure 97. Railroad Crossings

Rail Crossings and Speed

The average number of trains per day is calculated as the sum of total daylight through trains and total nighttime through trains provided in the FRA's GCIS data. The GCIS data also provides information about the maximum documented speed at rail crossings (Max Timetable Speed). **Figure 98** illustrates average daily trains compared to train speeds for at-grade rail crossings in the County. There are six at-grade rail crossing locations in the County where there are more than five crossings per day and train crossing speeds can exceed 40 mph, as summarized in **Table 14**.

Table 14. At-Grade Rail Crossings with High Crossings and Speeds

Crossing ID	Street	Railroad	Max Timetable Speed (mph)	Average Daily Trains	Crossing Type	Near Traffic Signal
718386M	Henrico Road	Norfolk Southern Rail	60	22	Two-quadrant gates	No
718384Y	Fleetwood Drive SE	Norfolk Southern Rail	60	22	No gates	No
718383S	Constitution Drive SE	Norfolk Southern Rail	60	22	Two-quadrant gates	No
639804H	Frazier Road	CSX Rail	45	6	Four-quadrant gates	Yes
639800F	Brockett Road	CSX Rail	45	6	Two-quadrant gates	Yes
639798G	Main Street	CSX Rail	40	6	Two-quadrant gates	No

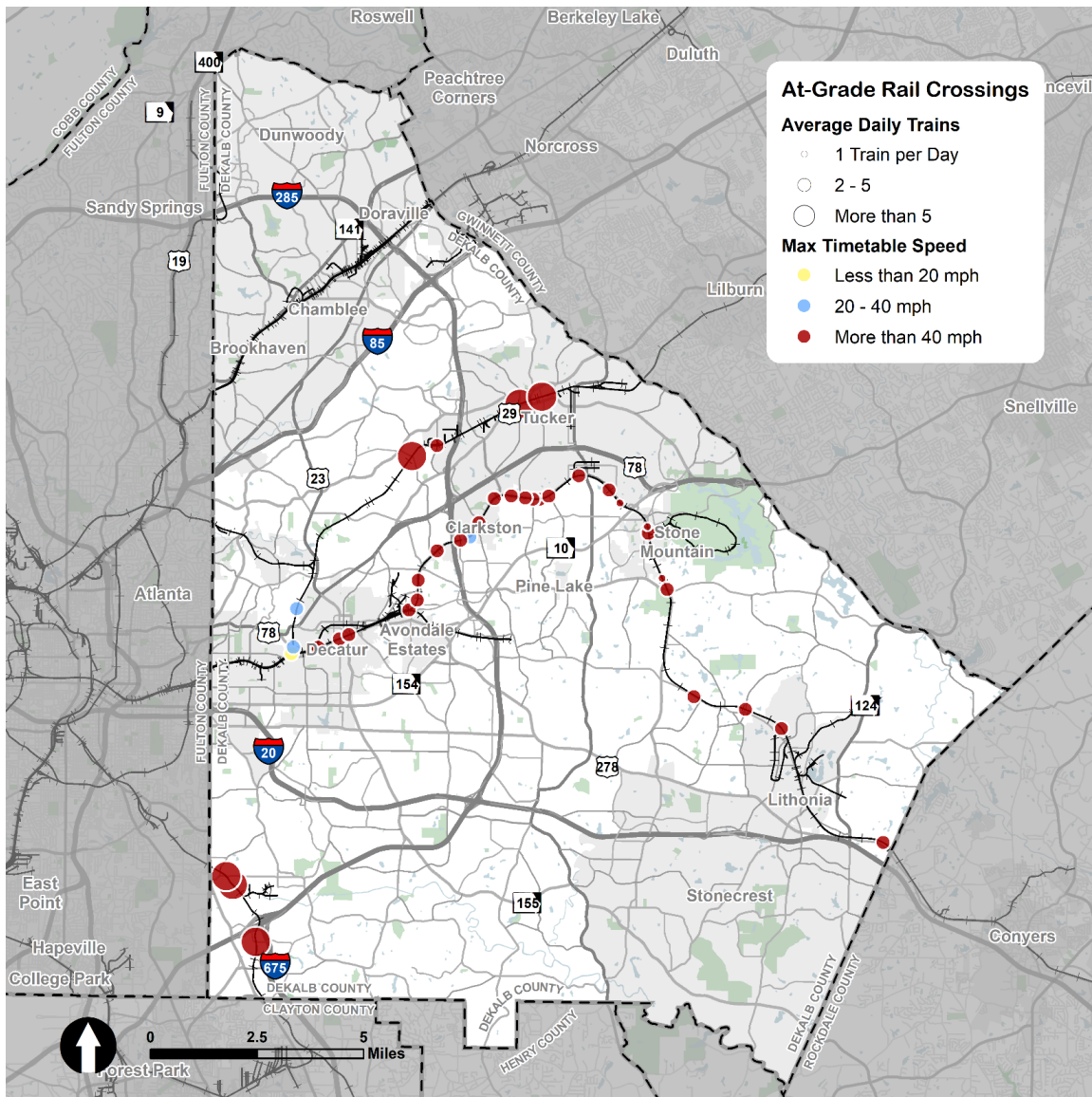


Figure 98. At-Grade Rail Crossings and Train Speed

Rail Crossings and Freight Trucking/Bus Volumes

Figure 99 identifies at-grade rail crossings with significant truck and school bus volumes using the FRA's GCIS data. The rail corridor that follows Ponce de Leon Avenue and Stone Mountain Lithonia Road, in particular, have a high level of interaction between active rail crossings and average school buses per day. This can indicate another level of potential conflict between different vehicular user-types and serve as areas that may require additional safety countermeasures.

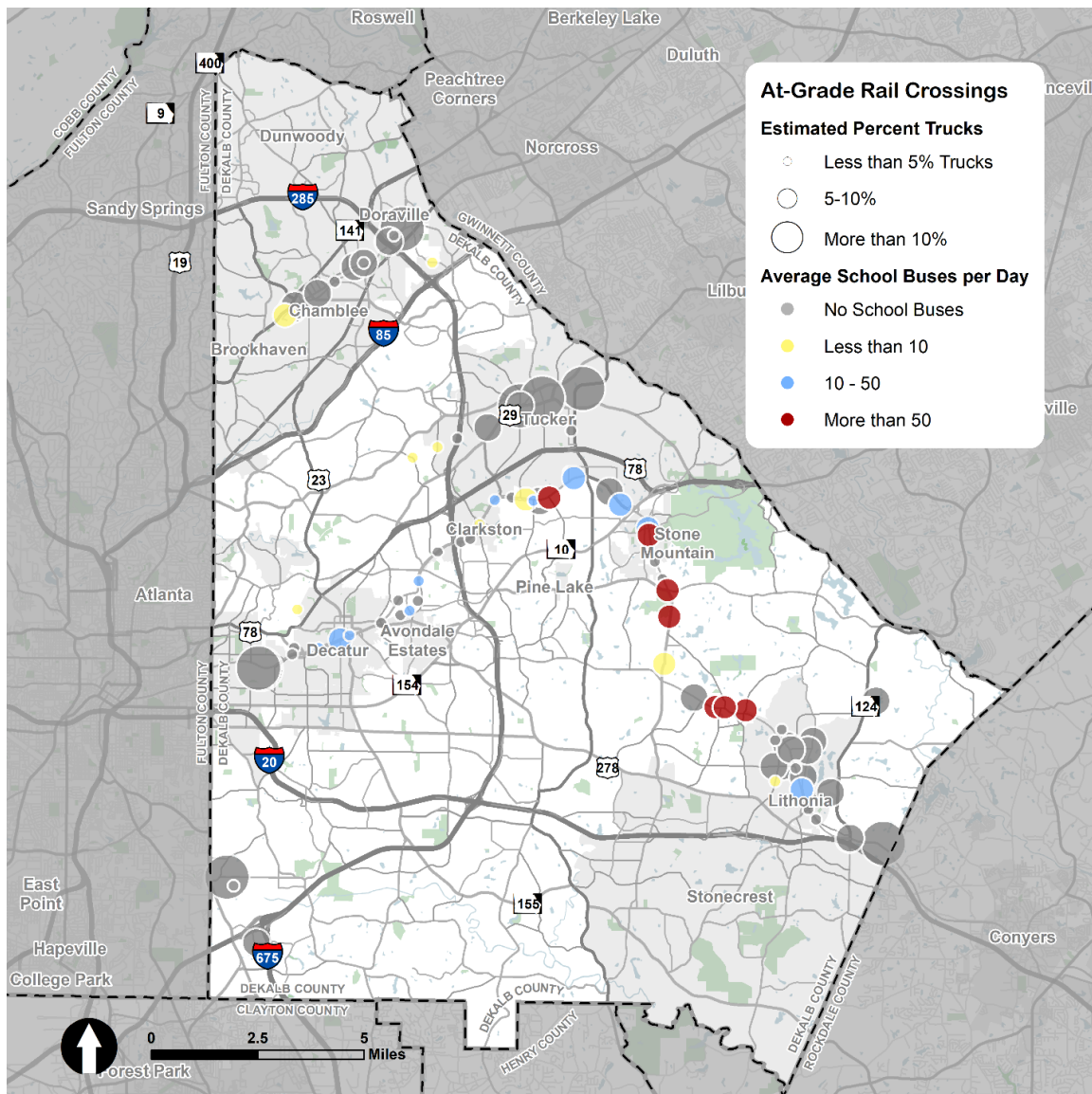


Figure 99. At-Grade Rail Crossings and School Bus Routes

FREIGHT SAFETY

Truck Crashes

Data for crashes involving trucks (i.e., Tractor/Trailer and Single Unit Truck Vehicle Type) was obtained from Numetric for DeKalb County from 2015 to 2019. The following is a summary of notable observations for the subset of crashes involving trucks:

- Approximately 16,362 truck crashes were reported of which 37 (0.2%) involved fatalities, 632 (4%) involved injuries, 2,968 (18%) involved possible injuries, 12,672 (77%) were property damage only (PDO), and 53 (0.3%) were unknown.
- The predominant crash types involving trucks observed in the County were sideswipe-same direction (5,487 or 34%), rear end (5,051 or 31%), and angle (3,000 or 18%).
- 3,774 (23%) of crashes occurred during non-daylight conditions (includes dark, dawn, and dusk conditions).
- 2,508 (15%) of crashes occurred during wet pavement condition.
- 8,471 (52%) of crashes occurred near an intersection.
- 311 (2%) were railroad crossing related.

Figure 100 illustrates crash density along the Study Network in the County for crashes involving trucks. Significant concentrations of truck crashes occurred along interstates. The concentration of truck crashes increases along intersections near interchanges.

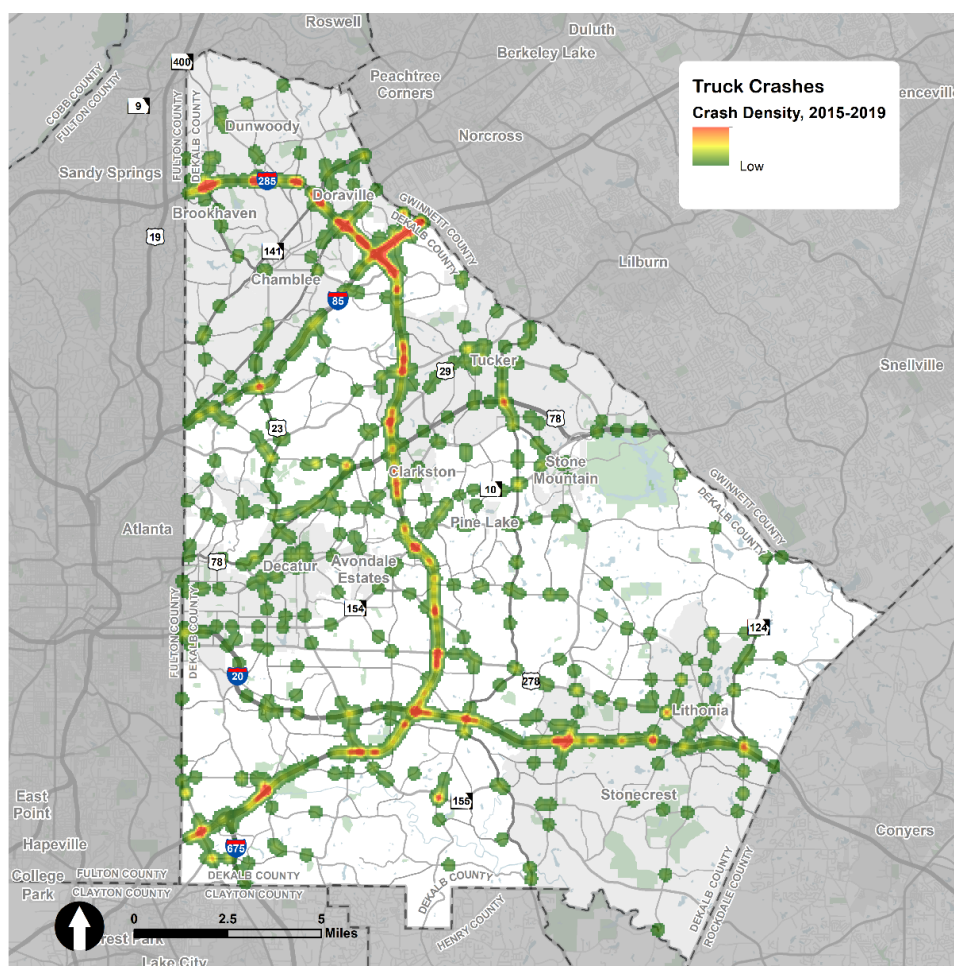


Figure 100. Truck Crashes

Crashes at Railroad Crossings

At-grade rail crossings add to roadway delay and introduce additional conflict points between rail vehicles and other transportation users. Several crashes occur near at-grade railroad crossings in DeKalb County. The prevalence of crashes near at-grade railroad crossings is especially high along the CSX rail corridor that connects from the City of Atlanta through to Clarkston, Stone Mountain, and Lithonia (**Figure 101**). Evaluating crashes near at-grade railroad crossings can identify potential opportunities for spot improvements such as removing obstructions to increase sight distance and enhance clear zones, adding illumination or safety barriers (e.g., guardrails, crash cushions, signage and pavement markings), and improving the at-grade crossing geometry, where necessary. **Table 15** provides a summary of the five at-grade rail crossings with the most overall crashes over five years.

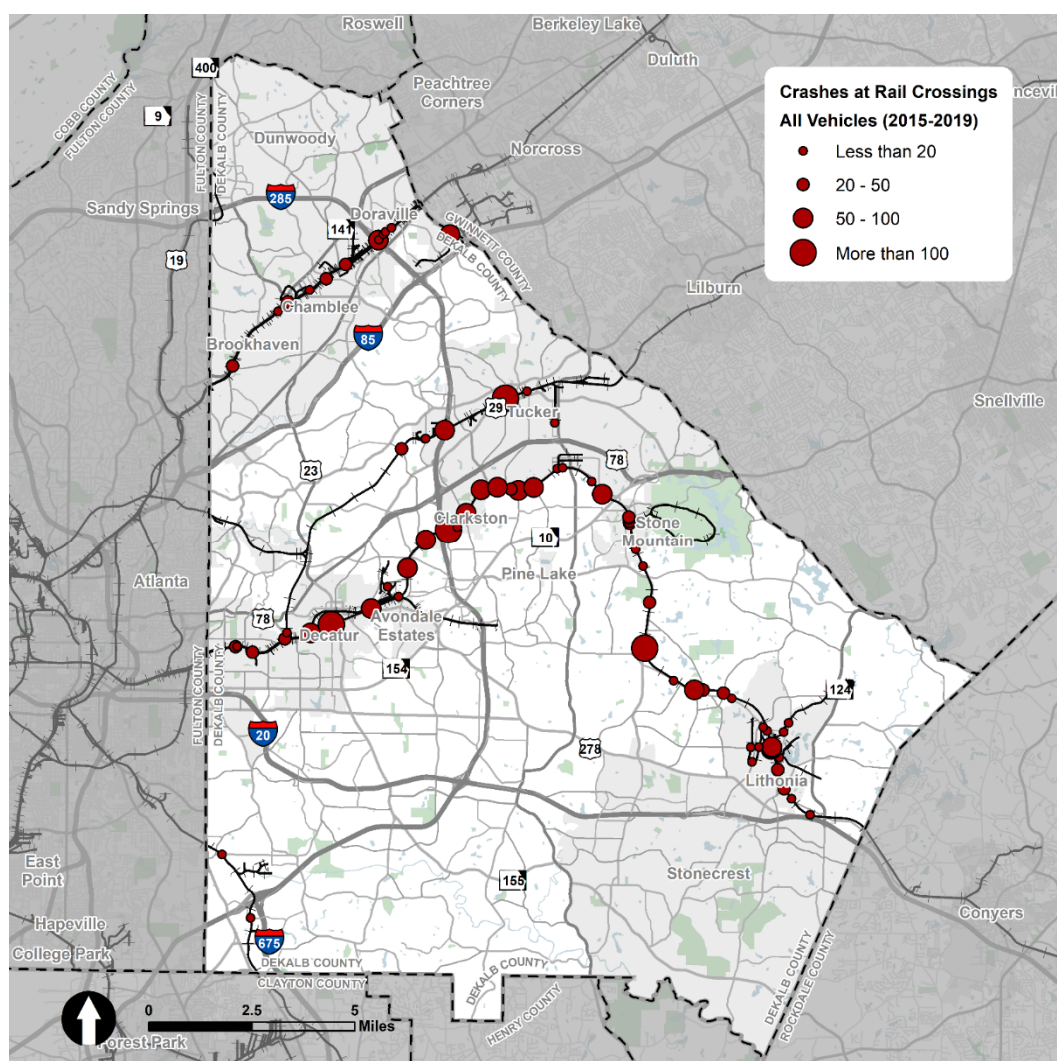


Figure 101. Rail Crossing Crashes

Table 15. At-Grade Rail Crossings with High Crashes

Crossing ID	Street	Railroad	Crashes within 300 feet (2015-2019)	Crossing Type	Near Traffic Signal
279740D	Church Street	CSX Rail	157	Two-quadrant gates	No
639764M	Brockett Road	CSX Rail	157	Two-quadrant gates	Yes
279709S	Panola Road	CSX Rail	148	Two-quadrant gates	No
279952G	McDonough Street	CSX Rail	109	Two-quadrant gates	Yes
279718R	Goldsmith Road	CSX Rail	99	Two-quadrant gates	Yes

BOTTLENECKS NEAR RAIL CROSSINGS

The RITIS HERE Bottleneck Ranking data (October 2019) is mapped at intersections near at-grade rail crossings in the County. **Figure 103** below illustrates that 28 at-grade rail crossings that are within 500 feet of a bottleneck. Although not a direct correlation, looking at these datasets together can help to identify where rail crossings could be contributing to a bottleneck in the roadway system. An example of where a rail crossing could be a contributor to a bottleneck is at the intersection of E Ponce de Leon Avenue and Rays Road. At this intersection, there is a convergence of not only vehicular traffic but also an at-grade crossing of the Stone Mountain Trail, and an active at-grade rail crossing.

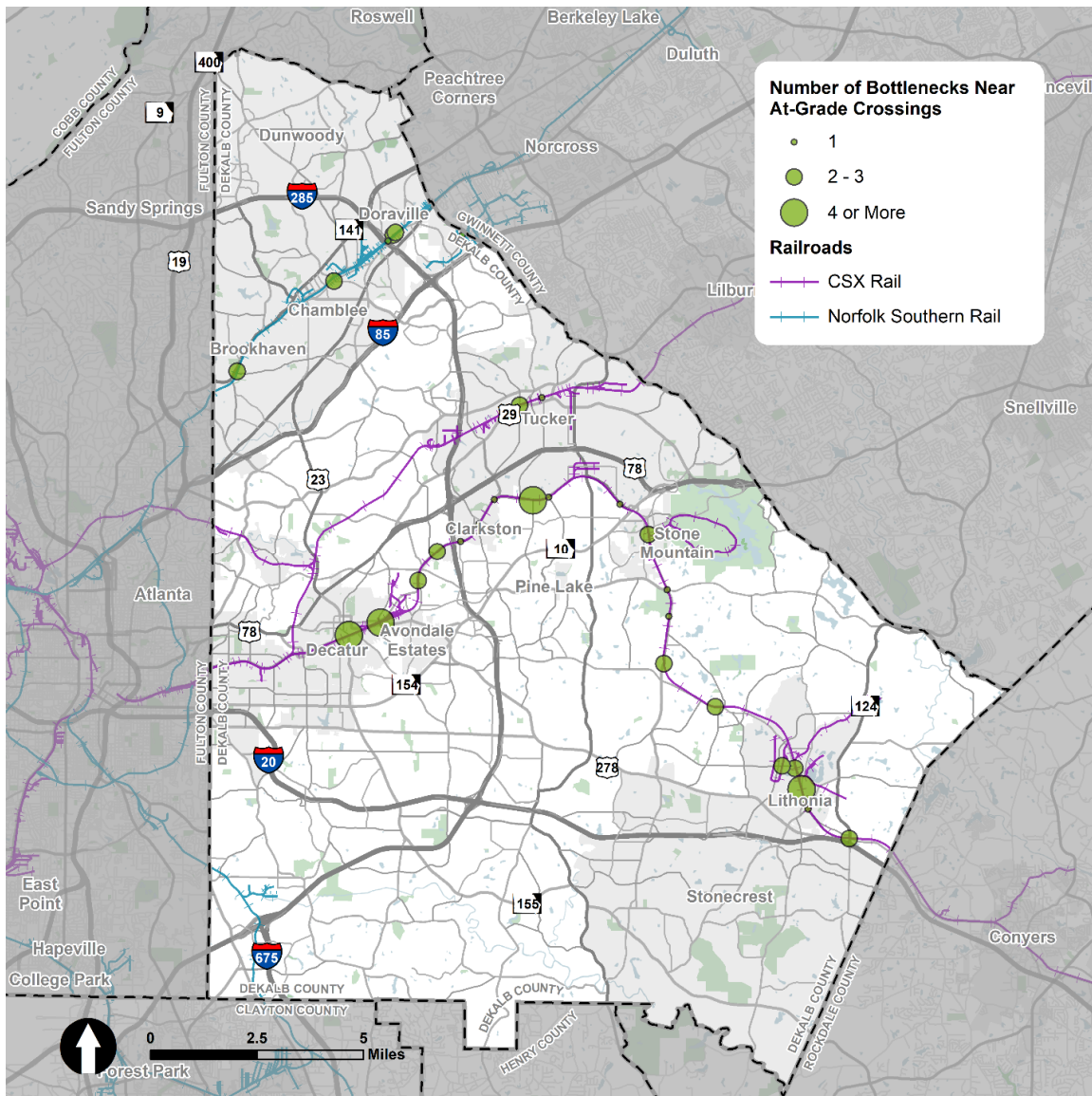


Figure 103. Bottlenecks Near At-Grade Crossings

ACTIVE TRANSPORTATION

PEDESTRIAN AND BICYCLE INFRASTRUCTURE STUDY NETWORK

Pedestrian and Bicycle Infrastructure is critical to the success of all transportation across DeKalb County. The infrastructure that supports “active transportation,” which includes walking, biking, and the use of other forms of Light Individual Transport (LIT), can help improve health, decrease vehicular traffic, and encourage economic development. And indeed, many trips—including those in private vehicles and on transit—start and end on foot.

The following analyses examine Pedestrian and Bicycle Infrastructure across the County, including incorporated areas, using a network of roads (**Figure 104**) that serve as primary connections and routes (all of which have multiple connection points, meaning no dead-ends or cul-de-sacs, while excluding interstate highways). The network—roughly 635 miles of road right-of-way—includes approximately 53% of road segments primarily in incorporated areas, and 47% in unincorporated DeKalb (**Table 16**).

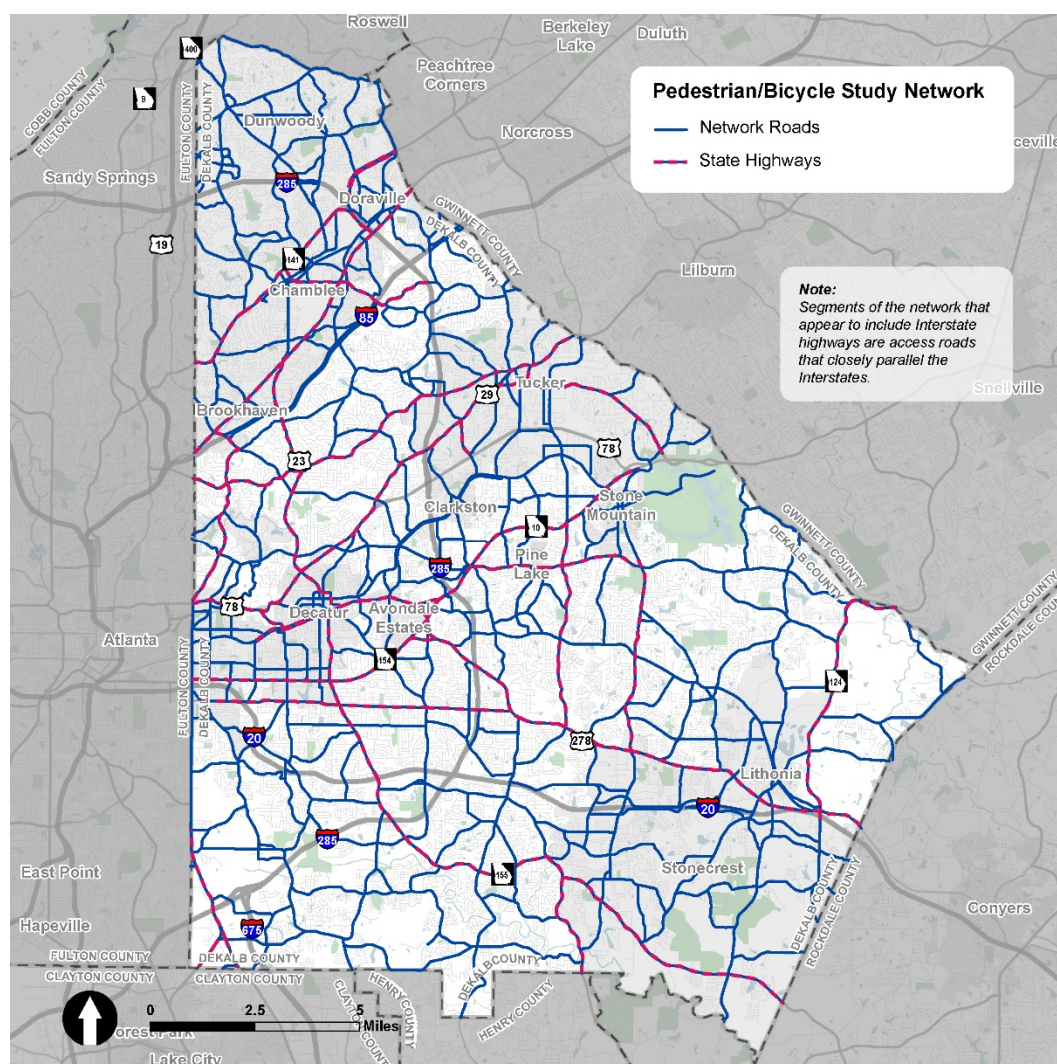


Figure 104. Pedestrian/Bicycle Study Network

Table 16. Composition of Pedestrian and Bicycle Study Network

	Miles	Percent
Unincorporated	301	47%
Incorporated	334	53%
Total	635	

Additionally, within the network approximately 23% of the total length is classified as State Highways, which are managed by GDOT, in conjunction with the County and/or municipalities. The network does not include most local roads in the County, which primarily serve suburban residential areas.

Based on this study network, inventory and connectivity analyses were completed. This included the following:

- Pedestrian Facility Inventory – Analyzed road segments and identified presence of sidewalks.
- Shared Use Path Inventory – Identified existing Shared Use Paths.
- Pedestrian Facility Connectivity to Activity Centers – GIS analysis of ability for pedestrians to access Activity Centers using pedestrian network from surrounding areas
- Bicycle Facility Inventory – Analyzed road segments and identified presence of bike lanes, as well as large shoulders, and other bike infrastructure.
- Bicycle Facility Connectivity to Activity Centers – GIS analysis of ability for bicyclists to access Activity Centers using bicycle network from surrounding areas

SIDEWALKS

The primary form of pedestrian infrastructure in DeKalb County is sidewalks, typically 3 to 5-foot-wide concrete paths closely paralleling roadways. Throughout the County, requirements for construction and management of sidewalks varies depending on the jurisdiction. Construction (or lack thereof) of sidewalks by private owners/developers on individual parcels has resulted in a network with significant gaps. Additionally, the date of most recent maintenance and/or configuration of state highways also varies, creating gaps on state roads. As of 2012, GDOT has adopted a “Complete Streets” strategy for ensuring appropriate pedestrian facilities. Given the urban and suburban context of most of DeKalb County, in most cases pedestrian facilities are required along State Highways.

This analysis (**Figure 105**) examined each segment of roadway (typically between two intersections) to determine the presence of sidewalks, and then categorized them under four classes:

- 100% Both Sides – sidewalks present on both sides of the road for the complete length of the segment.
- 100% One Side – sidewalk present on one side of the road for the complete length of the segment. May include sidewalk on both sides, but not for complete length.
- 10% to 50% Total – sidewalk present on at least one side of the segment for 10-50% of the segment length. Typically found in areas where sidewalks have been constructed piecemeal on individual parcels.
- Less than 10% Total – sidewalk present on at least one side of the segment for less than 10% of segment length.

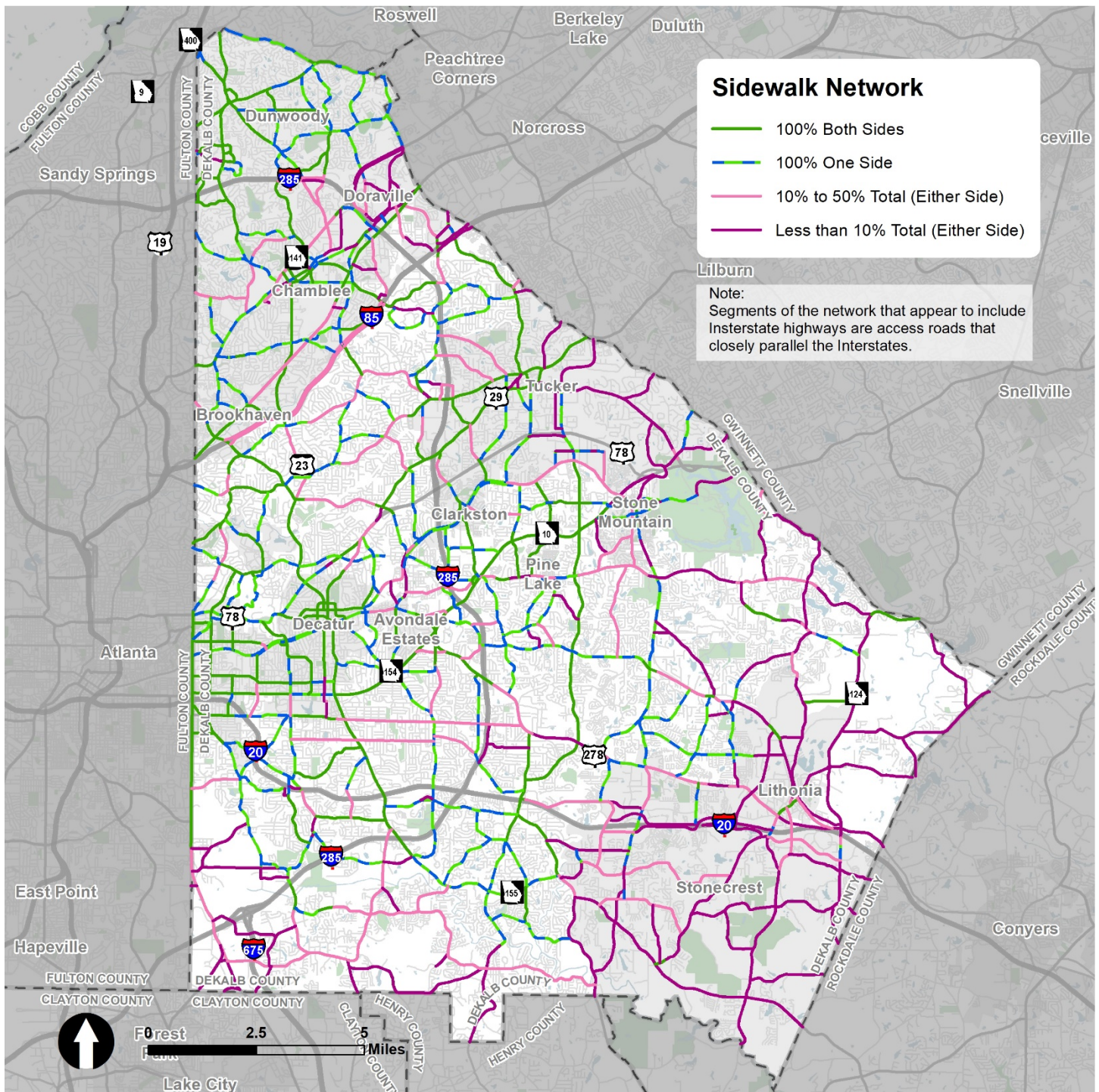


Figure 105. Sidewalk Network

Table 17 depicts the breakdown of sidewalk inventory throughout the County. Just over half of all Network roads include sidewalks, with approximately 24 more total sidewalk miles in incorporated DeKalb.

Table 17. Countywide Sidewalk Inventory

	Miles	Percent
Pedestrian/Bicycle Network	635	
Countywide Sidewalks (100% Both Sides or 100% One Side)	340	54%
Unincorporated Sidewalks	158	25%
Incorporated Sidewalks	182	29%

Table 18 analyzes sidewalk presence as a portion of each area within the County. Within unincorporated areas, 53% of the network has sidewalks, slightly below the combined incorporated areas (55%). However, there is significant variability within municipalities, with two having 100% sidewalk coverage and others having well below 50%. Stonecrest, which includes the most network mileage of any municipality, also has the lowest sidewalk coverage at 8%.

Table 18. Unincorporated vs. Incorporated Sidewalk Inventory

	Total Network Miles	Sidewalk Miles (100% Both Sides or 100% One Side)	Percent of Total Network within Jurisdiction
Unincorporated	301	158	53%
Incorporated	334	182	55%
Atlanta	38.64	36.15	94%
Avondale Estates	5	4	76%
Brookhaven	27	21	78%
Chamblee	30	21	68%
Clarkston	8	8	100%
Decatur	21	21	100%
Doraville	24	8	32%
Dunwoody	37	34	93%
Lithonia	5	1	22%
Stone Mountain	8	4	55%
Stonecrest	82	6	8%
Tucker	49	21	43%

These analyses build on the conditions reported in the County's 2014 CTP, updated with the latest data provided by the County and municipalities, as well as a visual review of roadway conditions.

Further analysis, outside the scope of this project, will be required to understand the physical condition and quality of sidewalks. While dozens of new miles of ADA-compliant sidewalks have been built since the 2014 CTP, older sidewalks may be damaged and no longer accessible or easily usable.

SHARED USE PATHS

Shared Use Paths, also called multi-use paths or trails, are 10 to 14-foot-wide paved facilities designed for use by bicyclists, pedestrians, and other forms of active transportation. Unlike bike lanes, Shared Use Paths are never in a roadway sharing space with vehicles. They may be located in parks, other publicly owned corridors—including in public right of way, where they are referred to as “sidepaths,” and are separated from the road by a curb or planted median—on former railways, in electric transmission corridor easements, or on private property easements. While these facilities typically include signage that restrict motorized vehicles, they are increasingly used by individuals using electric bicycles, scooters, and other forms of electric powered Light Individual Transportation (LIT). The PATH Foundation has built many Shared Use Paths throughout DeKalb County over the last 30 years, while municipalities have increasingly planned and started to build their own paths during the last decade.

The County currently has approximately 65 miles of Shared Use Paths, listed below in **Figure 106** and **Table 19**.

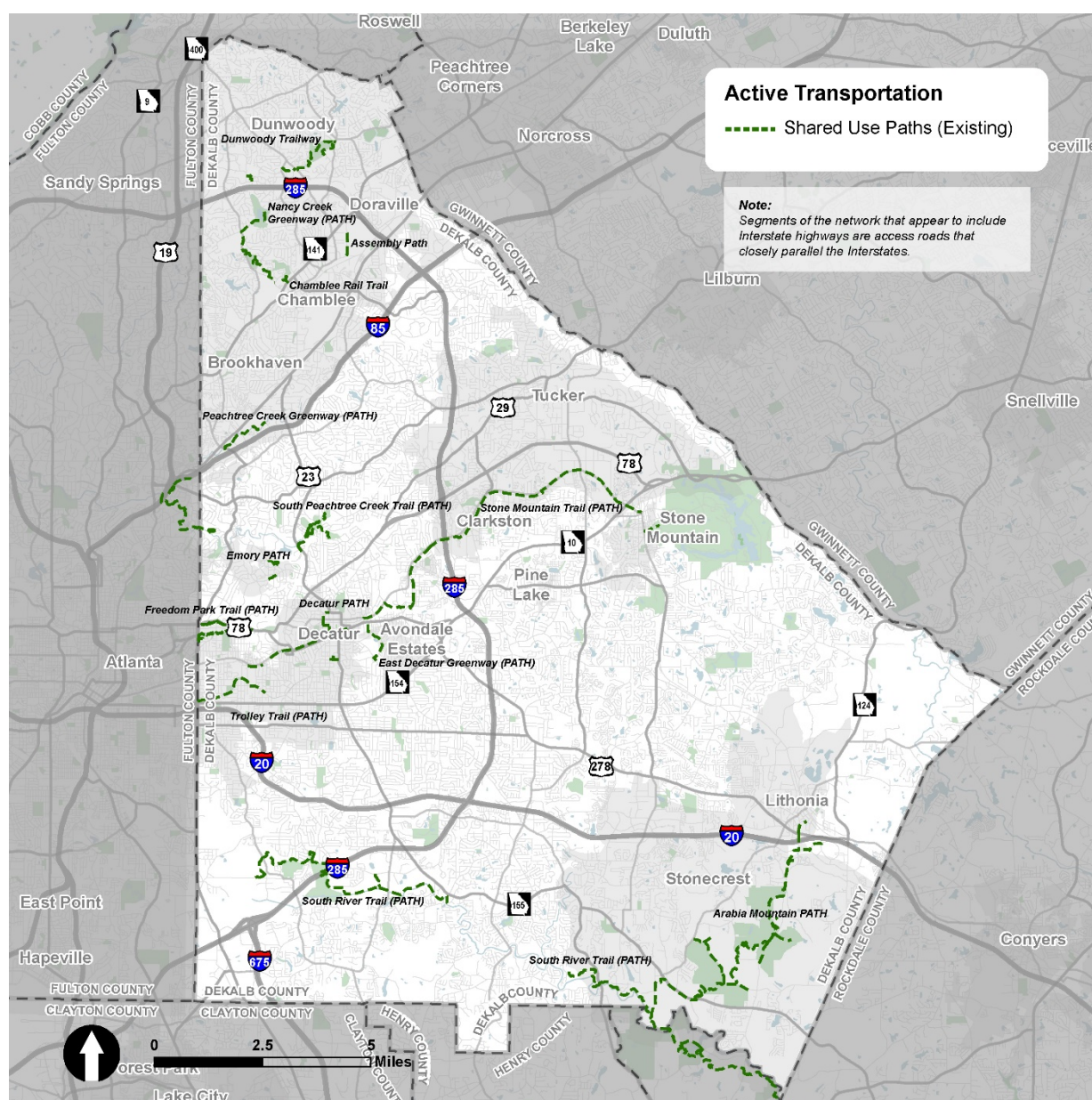


Figure 106. Existing Shared Use Paths

Table 19. Shared Use Path Network

	Miles	Percent
Shared Use Path Network	65	
Unincorporated DeKalb	30	46%
Municipalities	35	54%

Most of the existing trails have plans for expansion, including the following:

- Chamblee Rail Trail – planned extensions from eastern endpoint
- Decatur PATH – numerous planned extensions
- Peachtree Creek Greenway (PATH) – planned extension from western endpoint to PATH400 and Atlanta BeltLine near Lindbergh and extension eastward to Doraville
- South River Trail (PATH) – planned connection from existing western endpoint up to the City of Atlanta; planned trail to connect the gap between existing sections of trail
- Trolley Trail (PATH) – designed/funded extension from existing western endpoint to the Atlanta BeltLine

Additionally, the PATH Foundation has created a Tucker PATH plan that includes 32 miles of PATHs in and around the City of Tucker.

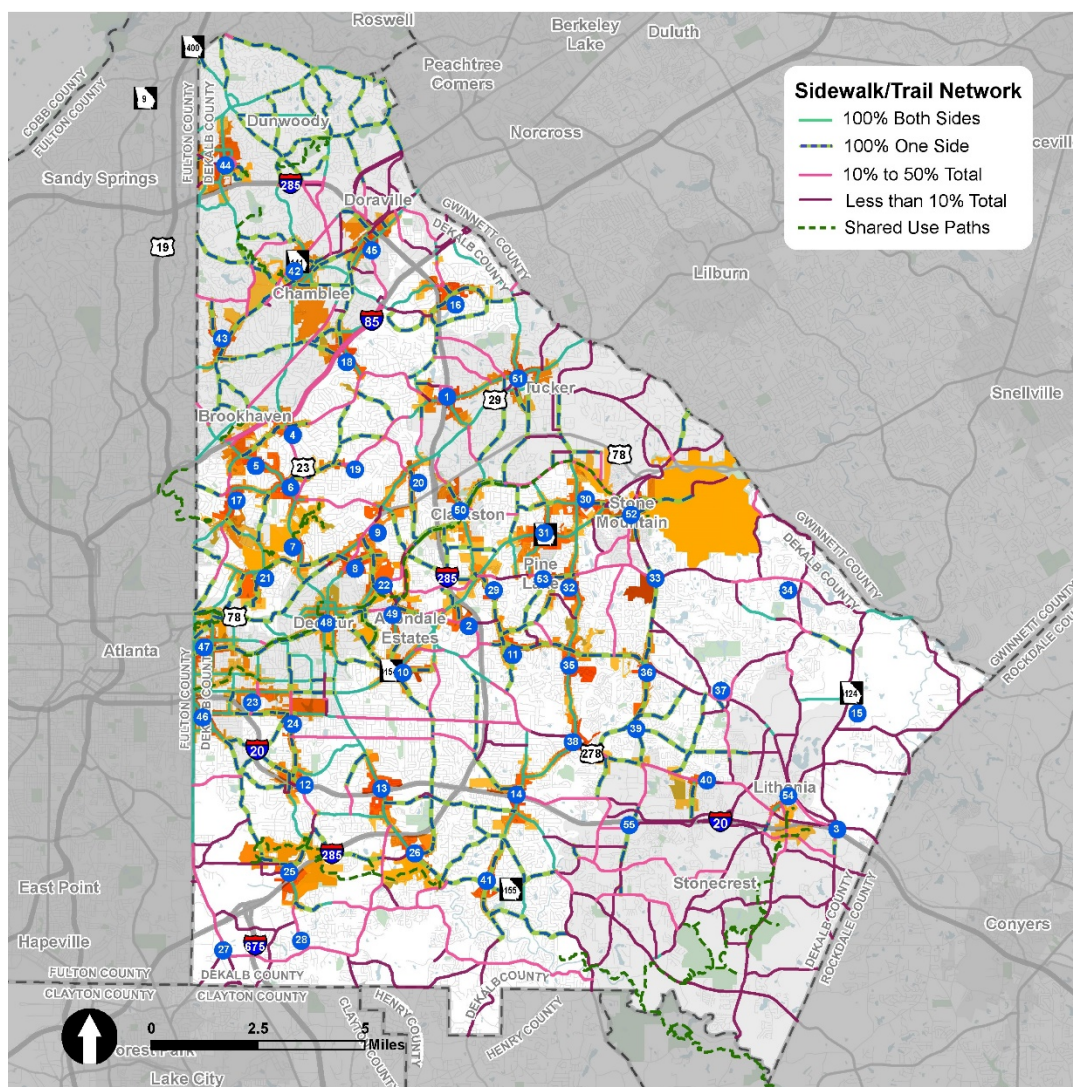
PEDESTRIAN ACCESS TO ACTIVITY CENTERS

The 55 activity centers identified for this plan are areas with residential and/or commercial density, and higher levels of roadway use. To analyze the access to and from each activity center on pedestrian facilities, all parcels within 300 feet of a road segment with either 100% Both Sides or 100% One Side were included at four different distances:

- ¼ mile (equivalent to ~5-minute walk)
- ½ mile (equivalent to ~10-minute walk)
- ¾ mile (equivalent to ~15-minute walk)
- 1 mile (equivalent to ~20-minute walk)

Shared use paths were also included when analyzing access to activity centers (**Figure 107**).

While access varies across the dozens of Activity Centers, most centers have moderate to good coverage. Particularly within incorporated areas with over 50% sidewalk coverage, access is typically good. Activity Centers with the least amount of pedestrian access are primarily located in the southeastern portion of the County.



Access to Activity Centers



Figure 107. Pedestrian Access to Activity Centers

Activity Centers

- | | | | | |
|---------------------------------|-------------------------------------|----------------------------------|-------------------------------------|---|
| 1 Northlake Mall | 12 I-20 & Gresham Rd | 23 Memorial Dr & Wilkinson Dr | 34 Deshon & Rockbridge Rd | 45 Doraville |
| 2 Kensington MARTA Station | 13 I-20 & Candler Rd | 24 East Lake Village | 35 Redan & Hairston Rd | 46 Atlanta - East Atlanta Village |
| 3 MARTA I-20 TOD | 14 I-20 & Wesley Chapel Rd | 25 Bouldercrest & I-285 | 36 Panola & Redan Rd | 47 Atlanta - Little 5 Points / Edgewood |
| 4 Clairmont & Briarcliff Rd | 15 Swift Creek | 26 Flat Shoals Pkwy & Clifton Rd | 37 Redan Rd | 48 Decatur |
| 5 Briarcliff & N Druid Hills Rd | 16 I-285 & Chamblee Tucker Rd | 27 Moreland Ave & Cedar Grove | 38 Covington Hwy & Panola Rd | 49 Avondale Estates |
| 6 Toco Hills | 17 LaVista Rd & Briarcliff Rd | 28 Cedar Grove | 39 Panola & Young Rd | 50 Clarkston |
| 7 Clifton Community | 18 Shallowford Rd & I-85 | 29 GSU/Georgia Piedmont | 40 Covington Hwy & DeKalb Medical | 51 Tucker |
| 8 N Decatur & Scott Blvd | 19 Oak Grove | 30 Hairston Rd & Central Dr | 41 Flat Shoals Pkwy & Wesley Chapel | 52 Stone Mountain |
| 9 North DeKalb Mall | 20 Lawrenceville Hwy & McLendon Dr | 31 Village Square/Value Mall | 42 Chamblee | 53 Pine Lake |
| 10 Memorial Dr & Columbia Dr | 21 Emory Village | 32 Hairston Rd & Rockbridge Rd | 43 Brookhaven | 54 Lithonia |
| 11 Redan Rd & Indian Creek | 22 N Decatur Rd & Decatur Indst Way | 33 Panola & Rockbridge Rd | 44 Dunwoody | 55 Stonecrest |

Figure 108 through **Figure 110** depict examples of Good and Bad Pedestrian Access to Activity Centers. **Figure 108** demonstrates the value of sidewalks, as well as the shared use path, that provide significant connectivity to the parks and amenities near the Bouldercrest and I-285 center. In contrast, the lack of sidewalks or paths near Cedar Grove results in a center with no access.

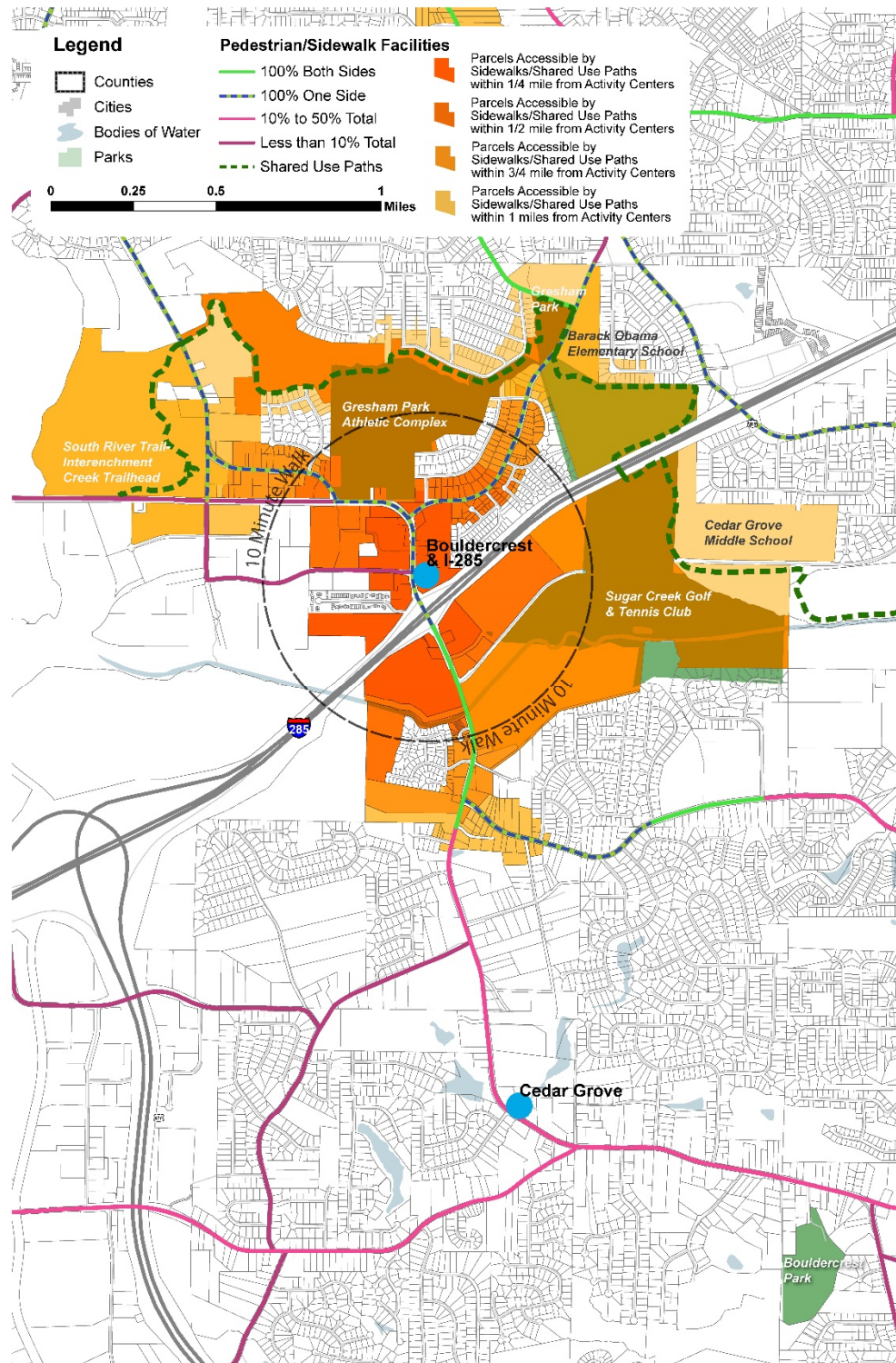


Figure 108. Bouldercrest at I-285 Pedestrian Access

Figure 109 demonstrates good connectivity around the Memorial Drive and Columbia Drive Activity Center provided by sidewalks on 100% of the road segments on all the major corridors leading to the center.

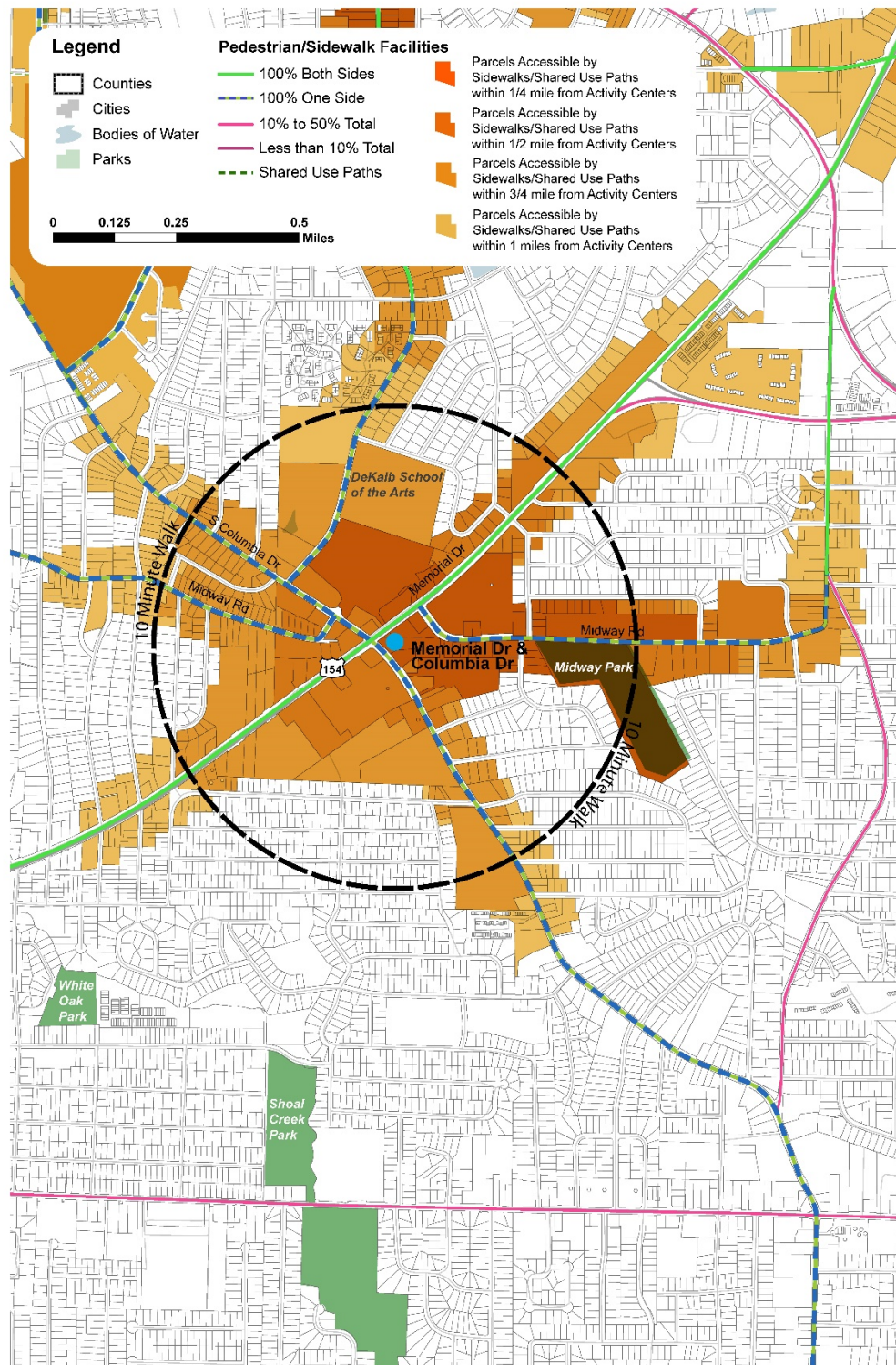


Figure 109. Memorial Dr at Columbia Dr Pedestrian Access

Figure 110 demonstrates poor connectivity around the Deshon Road and Rockbridge Road Activity Center, due to a lack of continuous sidewalks on any of the road segments leading to the center.

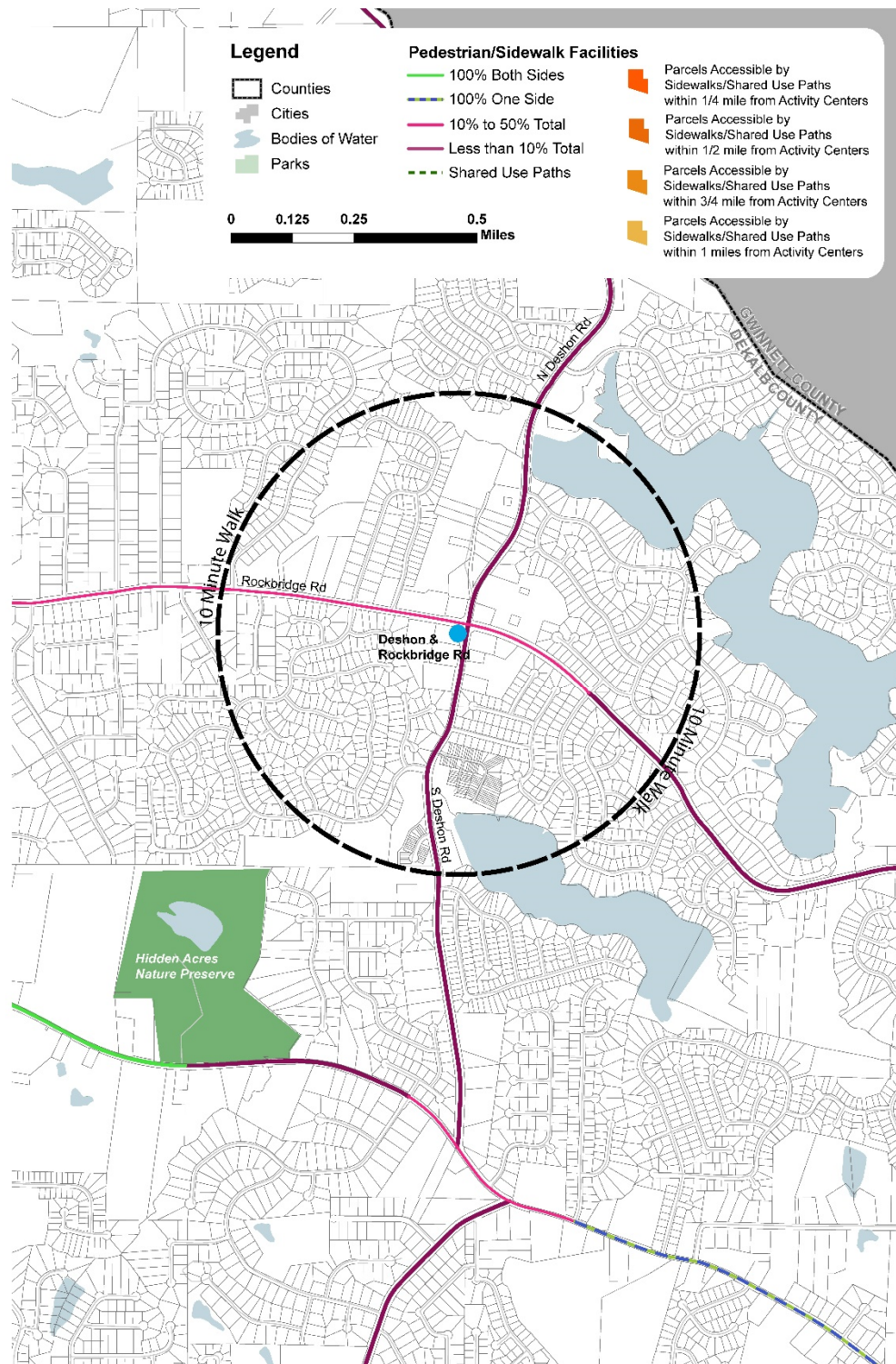


Figure 110. Deshon Rd at Rockbridge Rd Pedestrian Access

ON-STREET BICYCLE FACILITIES

The primary form of on-street bicycle infrastructure on DeKalb County roads are bike lanes, typically 3-5-foot-wide areas striped and marked with symbols and signage along the edge of a travel lane. As with pedestrian facilities, GDOT's "Complete Streets" strategy includes requirements for ensuring appropriate bicycle facilities.

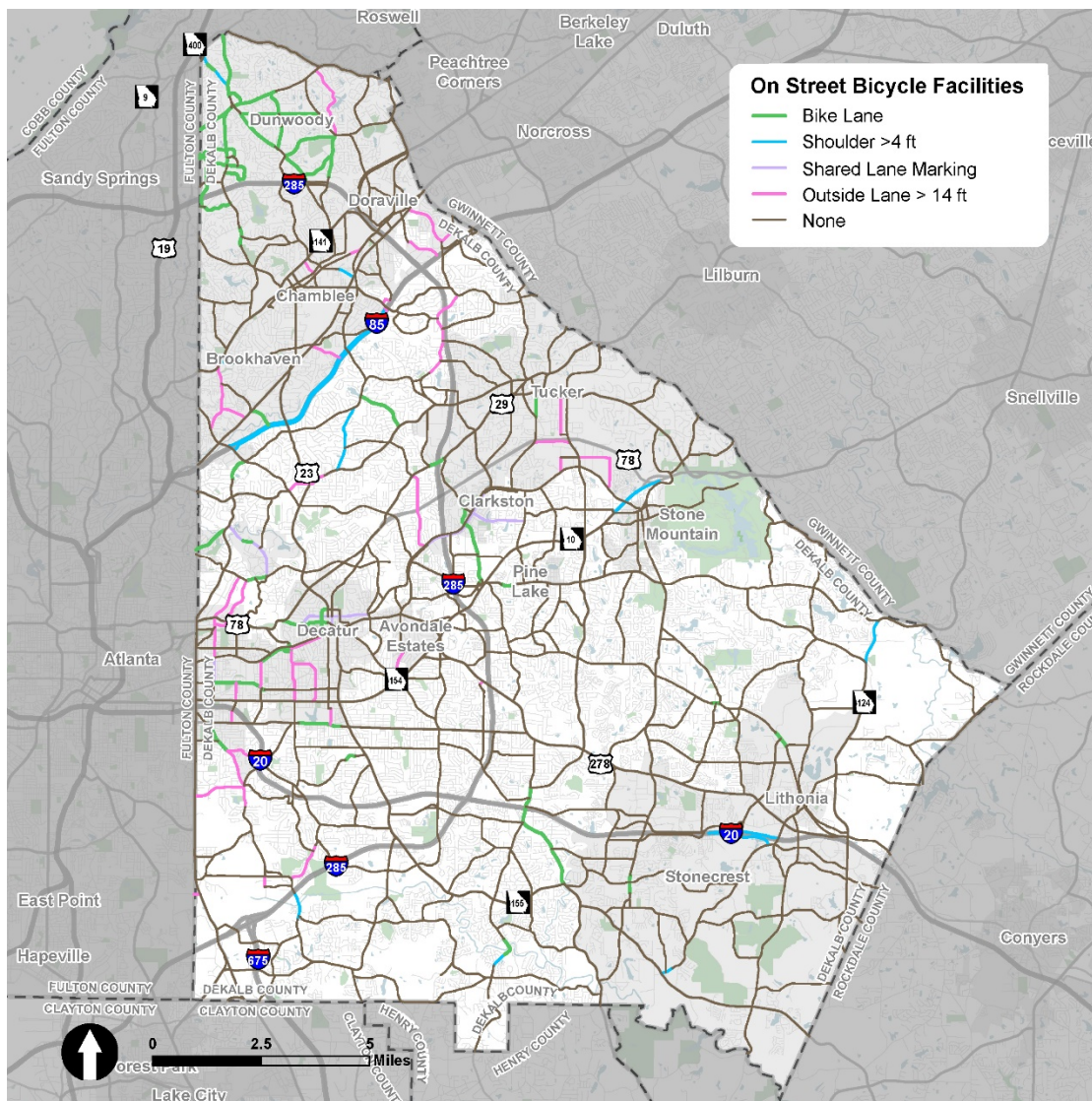


Figure 111. Bike Facility Network

This analysis (**Figure 111**) examined each segment of roadway to determine the presence of bike lanes, as well as four other categories to understand bicycle conditions and potential infrastructure:

- Bike Lane – striped and marked on road and with signage
- Shoulder > 4 feet – Road with a shoulder providing more than four feet of space for cyclists, with potential for reconfiguration with bike lanes
- Shared Lane Marking – Road lanes marked with "Sharrows" for shared use, often part of bike routes
- Outside Lane > 14 feet – Outside Road Lanes greater than 14 feet, with potential for reconfiguration to include bike lanes
- None – no facilities and no space available

Further analysis, outside the scope of this project, will be required to understand the condition and quality of bike lanes.

Table 20 depicts the breakdown of Bike Lane inventory throughout the County. Roughly 6% of Network roads include Bike Lanes, with only 8 miles of bike lanes in unincorporated DeKalb and approximately 28 total bike lane miles in incorporated DeKalb.

Table 20. Bike Lane Inventory

	Miles	Percent
Bicycle/Pedestrian Network	635	
Countywide Bike Lanes	36	6%
Unincorporated	8	1%
Incorporated	28	4%

TYPES OF USERS

In addition to understanding the elements that comprise a high-quality bicycle network, it is also important to understand the preferences of existing and potential cyclists. Understanding the preferences associated with safety, comfort, and attractiveness of facilities facilitates the development of bicycle infrastructure that may influence individuals' desire to ride.

According to a national survey of the 50 largest metro areas, the general population can be categorized into four bicycle user groups:

1. Strong and Fearless

This group represents roughly 7% of the population and describes cyclists that are very comfortable sharing the road with vehicles without bicycle lanes.

2. Confident and Enthused

This group represents roughly 5% of the population and describes cyclists who are very comfortable riding alongside vehicles as long as they are in bicycle lanes.

3. Interested but Concerned

This group represents approximately 51% of the population and describes users that are interested in biking more but are not very comfortable riding on bicycle lanes, have greater concerns about safety, traffic, and ease, and require higher quality—preferably separated—bicycle infrastructure.

4. No Way, No How

This group represents around 37% of the population and describes users that are not interested in riding bicycles, regardless of facilities.

Within the adult population who have stated an interest in bicycling, **Figure 112** provides more context about their profiles.

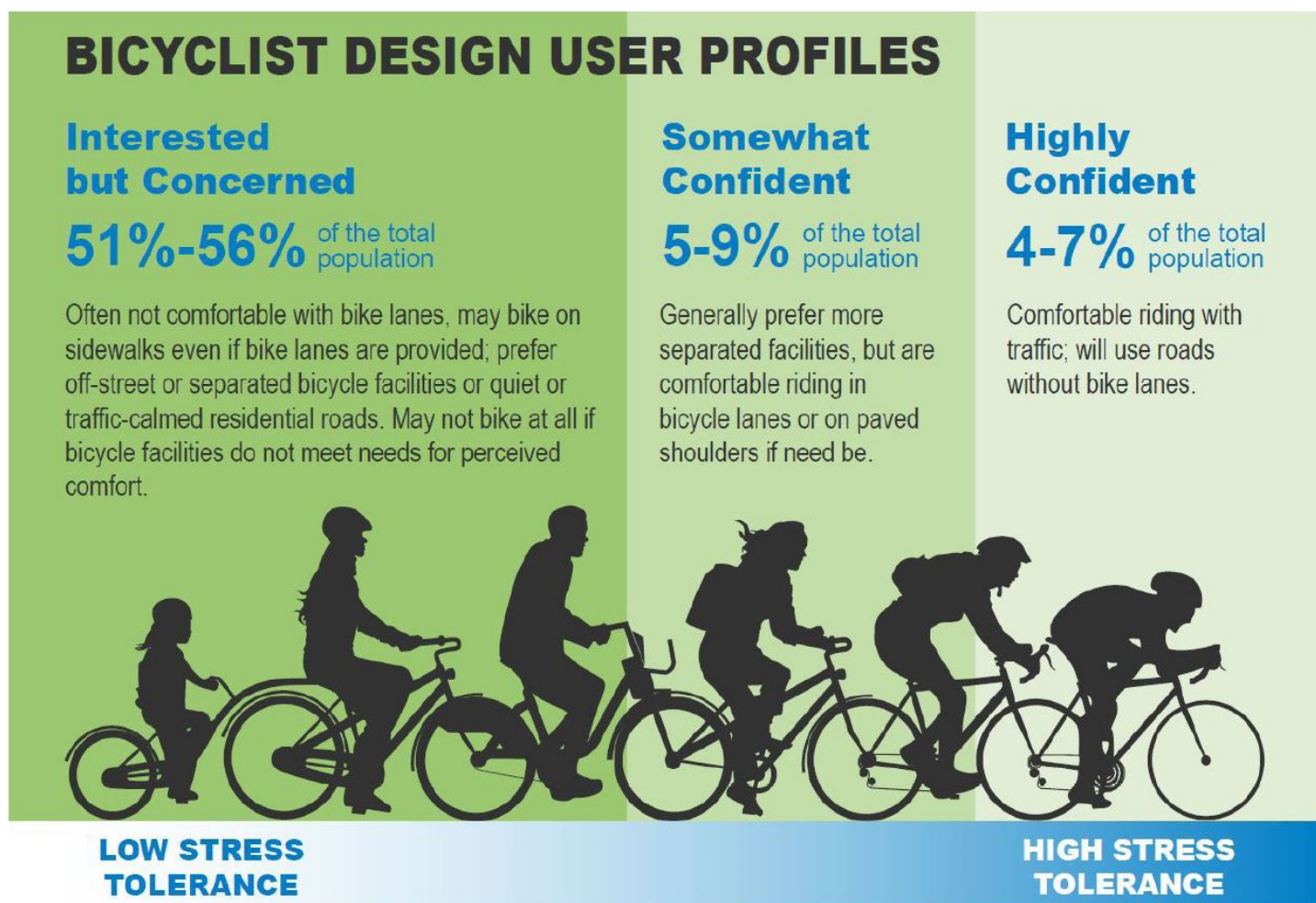


Figure 112. Bicyclist Design User Profiles

BICYCLE ACCESS TO ACTIVITY CENTERS

The 55 Activity Centers identified for this plan are areas with residential and/or commercial density, and higher levels of roadway use. To analyze the access to and from each Activity Center on Bike Facilities, all parcels within 300 feet of a road segment with Bike Lanes were included at two different distances:

- One Mile (equivalent to ~6-minute bike)
- Two Miles (equivalent to ~12-minute bike)

Shared Use Paths were also included when analyzing access to Activity Centers (**Figure 113**).

While access varies across the dozens of Activity Centers, most centers have low to moderate access. In many cases, Shared Use Paths provide most of the access, due to a lack of bike lanes. Activity Centers with the least amount of access are primarily located in the southeastern portion of the County.

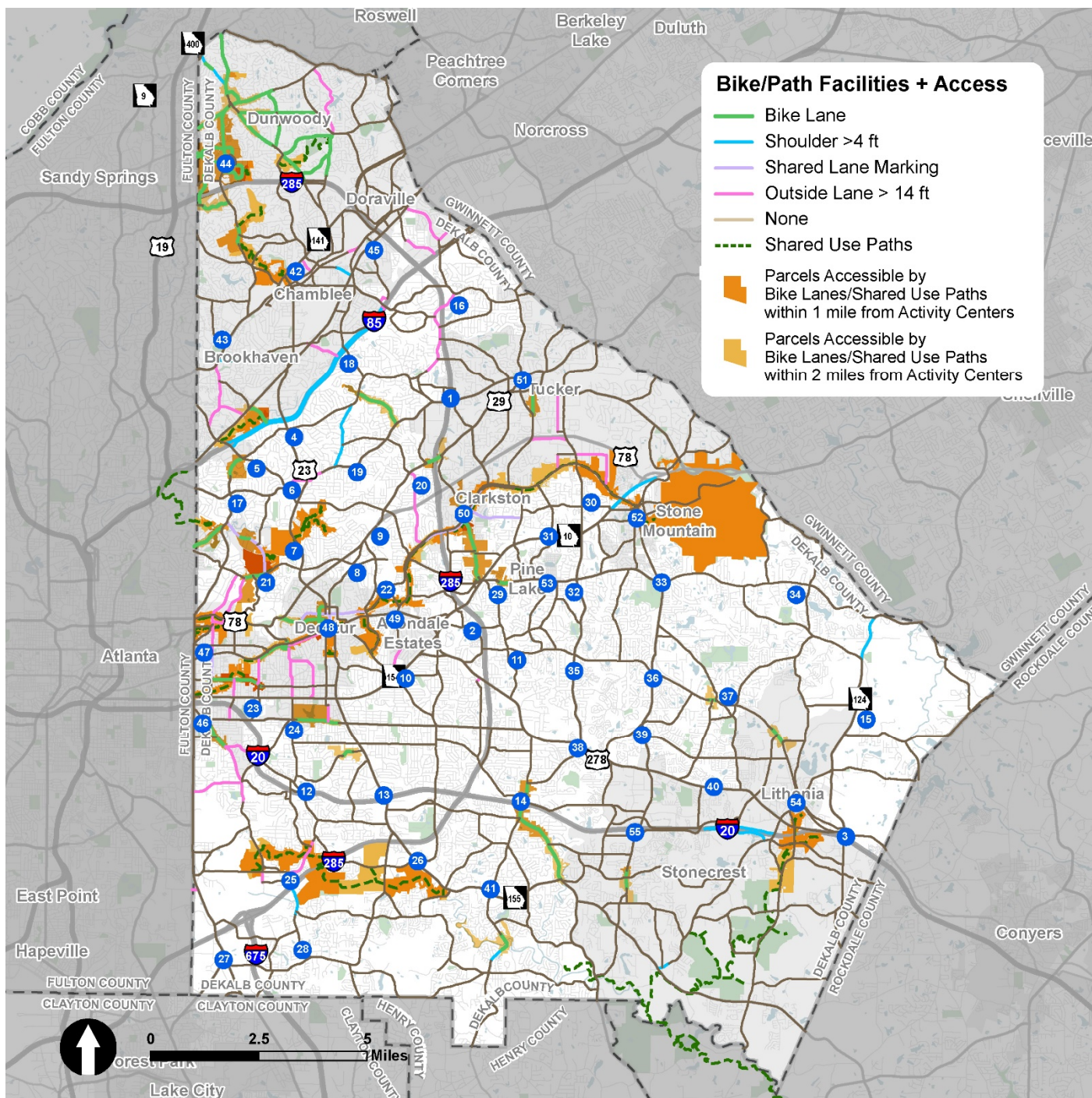


Figure 113. Bicycle Access to Activity Centers

SAFETY

Most bike/ped crashes occur in areas of higher population density, where there is a defined street grid, and increased bike-ped conflict points. Although areas with high land use density and a complete street grid are ideal for bicycle pedestrian access, this in turn results in a higher number of conflict points between nonmotorized travelers and roadway vehicles. Said differently, as pedestrian and bicycle activity increase in dense urban areas, so do potential conflict points with motorized vehicles.

Pedestrian and bicycle-related crashes are more common in the following locations, as shown in **Figure 114**.

- Downtown Decatur
- DeKalb portions of City of Atlanta
- Emory University campus and vicinity
- Peachtree Road in Brookhaven
- Buford Highway
- Memorial Drive in Stone Mountain

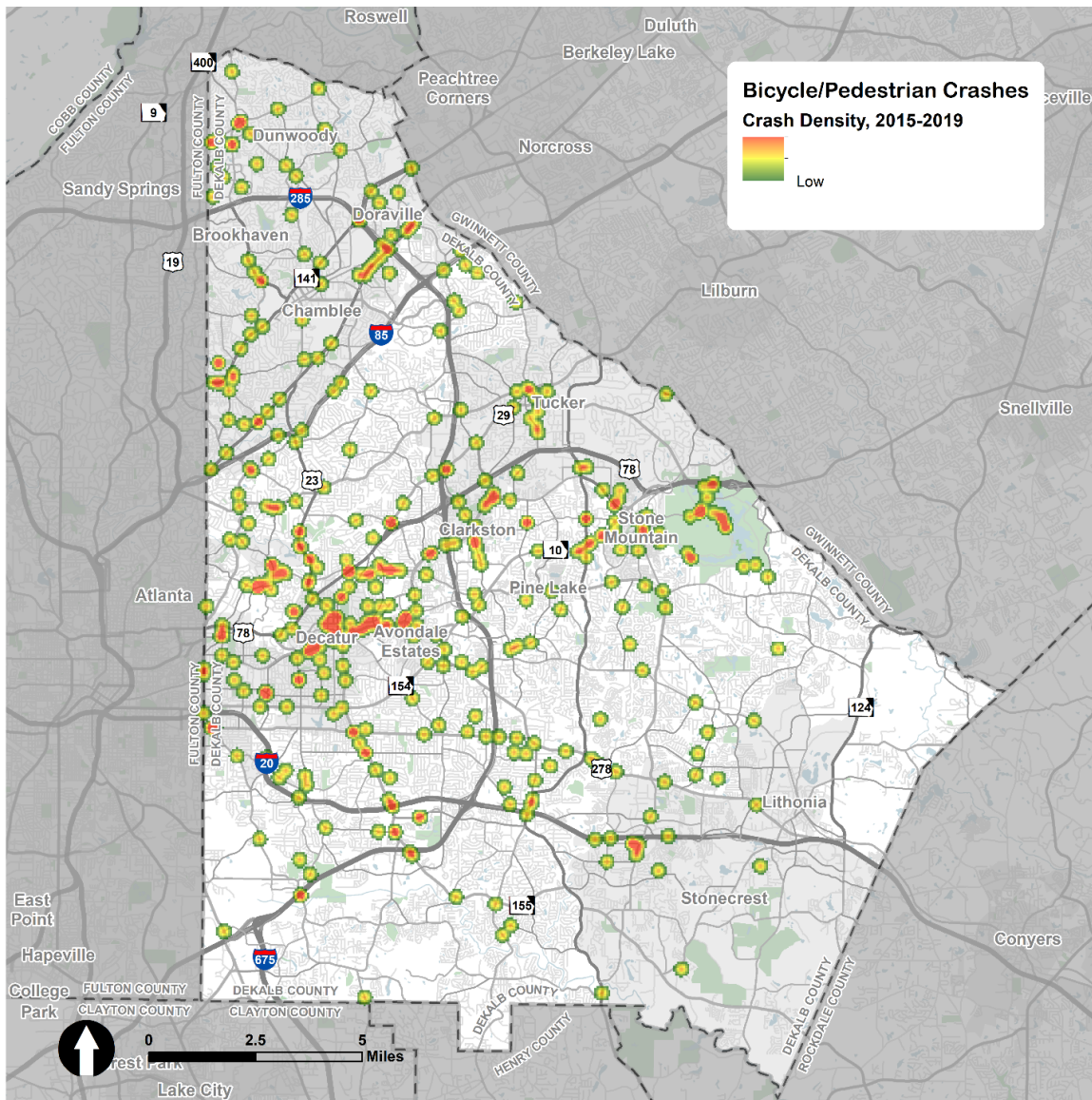


Figure 114. Bicycle and Pedestrian Crash Density

Crashes involving pedestrians or bicyclists also include trails and shared use paths in the County such as Stone Mountain Park.

BICYCLE LEVEL OF TRAFFIC STRESS

Level of Traffic Stress (LTS) mapping helps to identify streets that are most suitable for bicycling. Ensuring that intersections have appropriate pedestrian and bicycle infrastructure elements facilitates safe crossing. An LTS analysis using the City of Atlanta's LTS method was conducted for DeKalb County. This analysis classifies streets into four categories that range from LTS 1, which identifies streets that are suitable for all ages and abilities to LTS 4, which identifies streets that are most suitable for only the most experienced and confident riders.

The LTS ratings are:

- LTS-1: Low Traffic Stress Bikeway comfortable for Interested but Concerned Bicyclists
- LTS-2: Moderate Traffic Stress Bikeway comfortable for Somewhat Confident Bicyclists
- LTS-3: High Traffic Stress Bikeway comfortable for Highly Confident Bicyclists
- LTS-4: Extreme Traffic Stress that is not comfortable for most bicyclists

A bikeway that is LTS-1 is appropriate and comfortable for all user types and is known as an all ages and abilities bikeway.

Each roadway segment's LTS is determined by various factors depending on the category. All the roadways in the Study Area are Shared Travel Roadways. **Table 21** below shows the LTS criteria developed for these types of roadways.

Table 21. LTS Rating Summary

	LTS 1	LTS 2	LTS 3	LTS 4
Through Lanes per Direction	1	1	2 or less	Any
Traffic Volume (AADT)	2,000 or less	6,000 or less	14,000 or less	Any
Functional Classification	Local	Local	Collector (or less)	Arterial (or less)
Speed Limit	25 mph or less	30 mph or less	55 mph or less	Any
Percentage of DeKalb County Network Roadways	3%	4%	79%	13%

Figure 115 depicts LTS for the Pedestrian-Bike Study Network. More than 75% of the network's roads are LTS 3, with the second highest category LTS 4 at 13%.

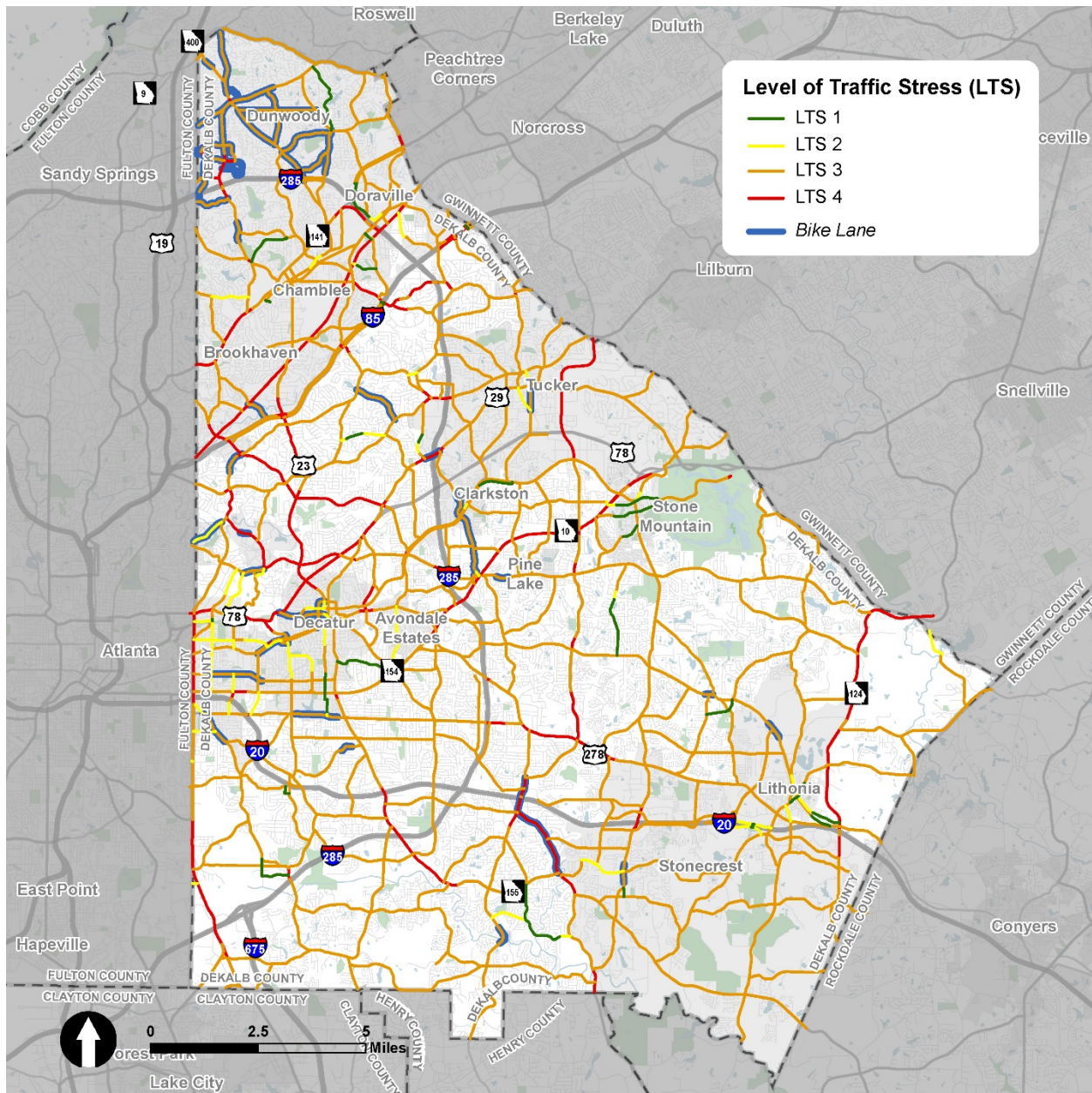


Figure 115. Level of Traffic Stress

WALKING/CYCLING PROPENSITY

The factors that drive demand for walking and bicycling area are related to those that drive transit demand: income, age, race, household vehicle access, and density, among others. To capture these factors in terms of walking and bicycling, a propensity calculation was developed using a University Transportation Research report that examined trends and characteristics of cycling and walking in the United States. Proximity of key land use features such as schools, retail, and major activity centers were also factored into the calculation of the bicycle and walking demand. In **Figure 116** below, the darker areas highlight a higher concentration of existing demand for bicycle and pedestrian facilities. The lighter blue/green areas have a less concentration of existing demand. The index identified specific areas that have a higher demand for bicycling and walking. These areas include Decatur, Clarkston, Stone Mountain, and the Buford Highway corridor.

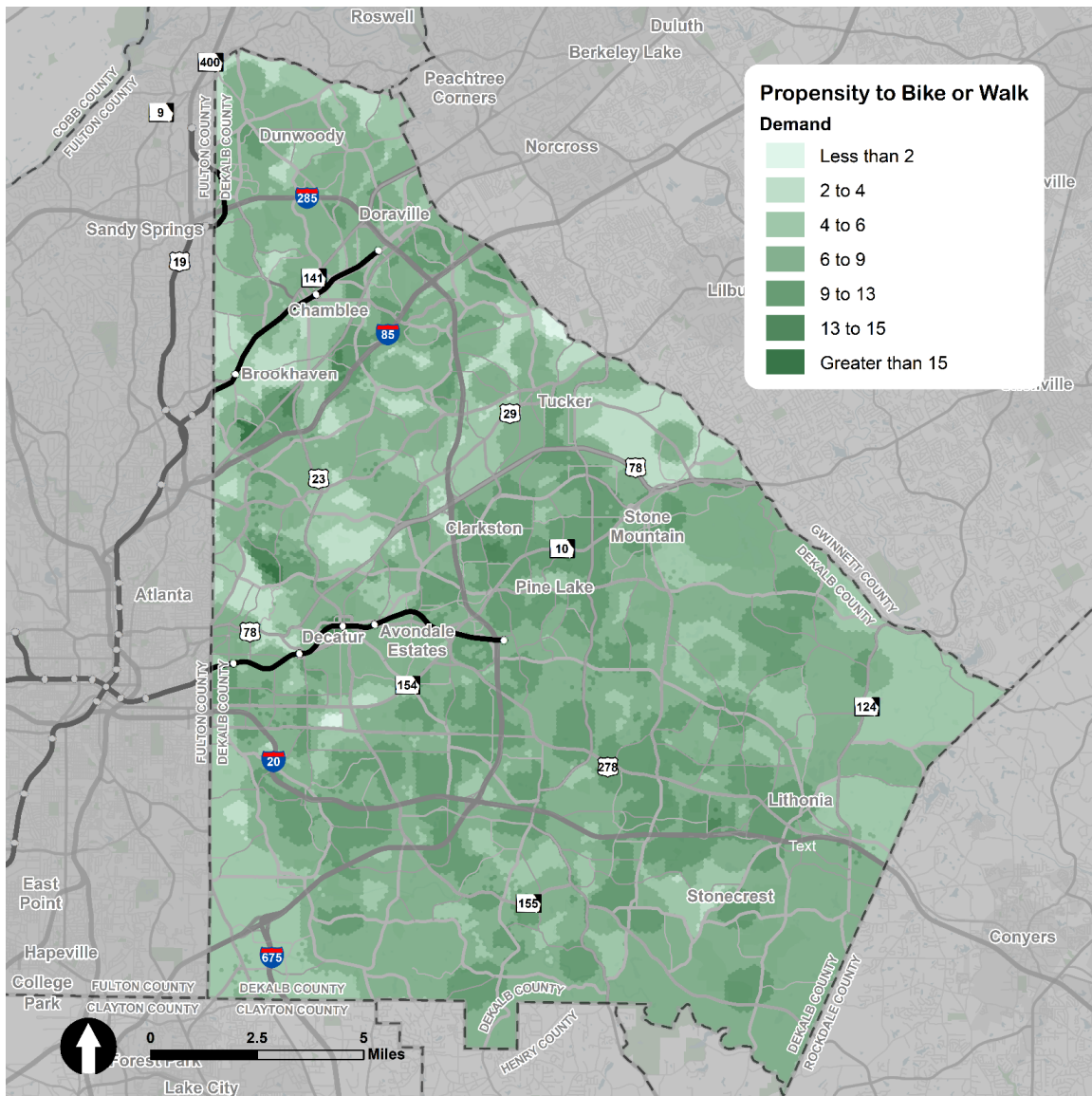


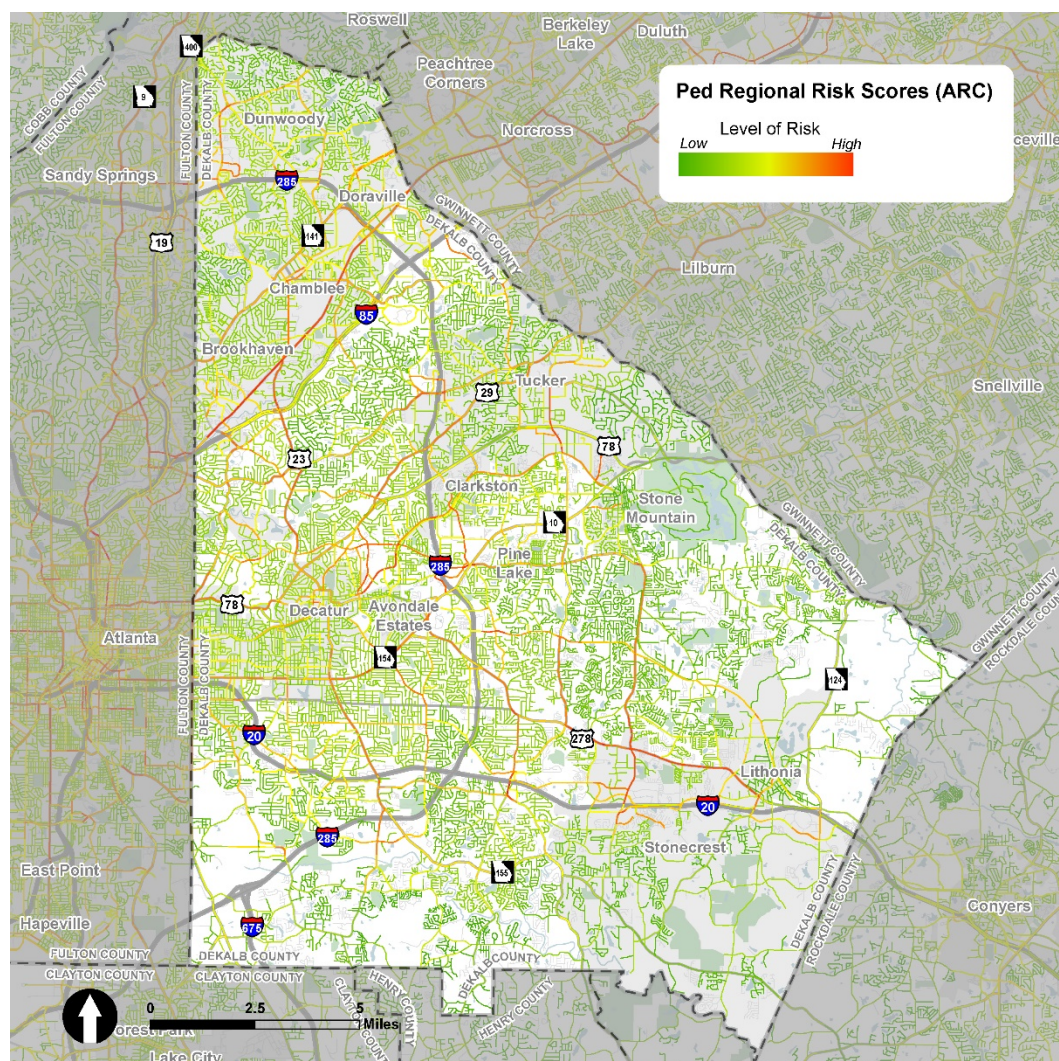
Figure 116. Bicycle and Pedestrian Index

REGIONAL RISK SCORES

Included in the *Walk.Bike.Thrive!* planning process was a Safe Streets analysis that analyzed crash rates and outcomes and confirmed that a number of roadway design elements and street characteristics are associated with higher crash rates and/or more serious outcomes. The analysis ranked all roadways in the Atlanta area for levels of pedestrian and cyclist risk.

Separate pedestrian and bicycle crash risk scores were calculated for each roadway segment in the region. These crash risk scores were weighted by severity (fatal and serious injury crashes were weighted three times other crashes) and include a weighted crash rate per 10 miles of roadway. The resulting crash risk scores were then transferred onto a road map to show the presence (or absence) of risk factors for every road in the region. Significantly, some high-risk segments of roadway may not have a documented history of crashes, but the presence of risk factors suggests it may just be a matter of time before a crash occurs.

This analysis is a valuable supplement to the LTS analysis for understanding where high risk corridors are located and planning to implement appropriate facilities.



The pedestrian risk map, shown in **Figure 117**, indicates that risk is highest on State Roads and other arterials and collectors. Most of the local roads have low risk. In contrast, the bicycle risk map, shown in **Figure 118**, indicates that a significant portion of local roads have moderate risk, particularly in and around incorporated areas. The State Roads and many other arterials and collectors are primarily high risk, with the exception being roads in the southeastern corner of the County.

Figure 117. Regional Risk Score-Pedestrian

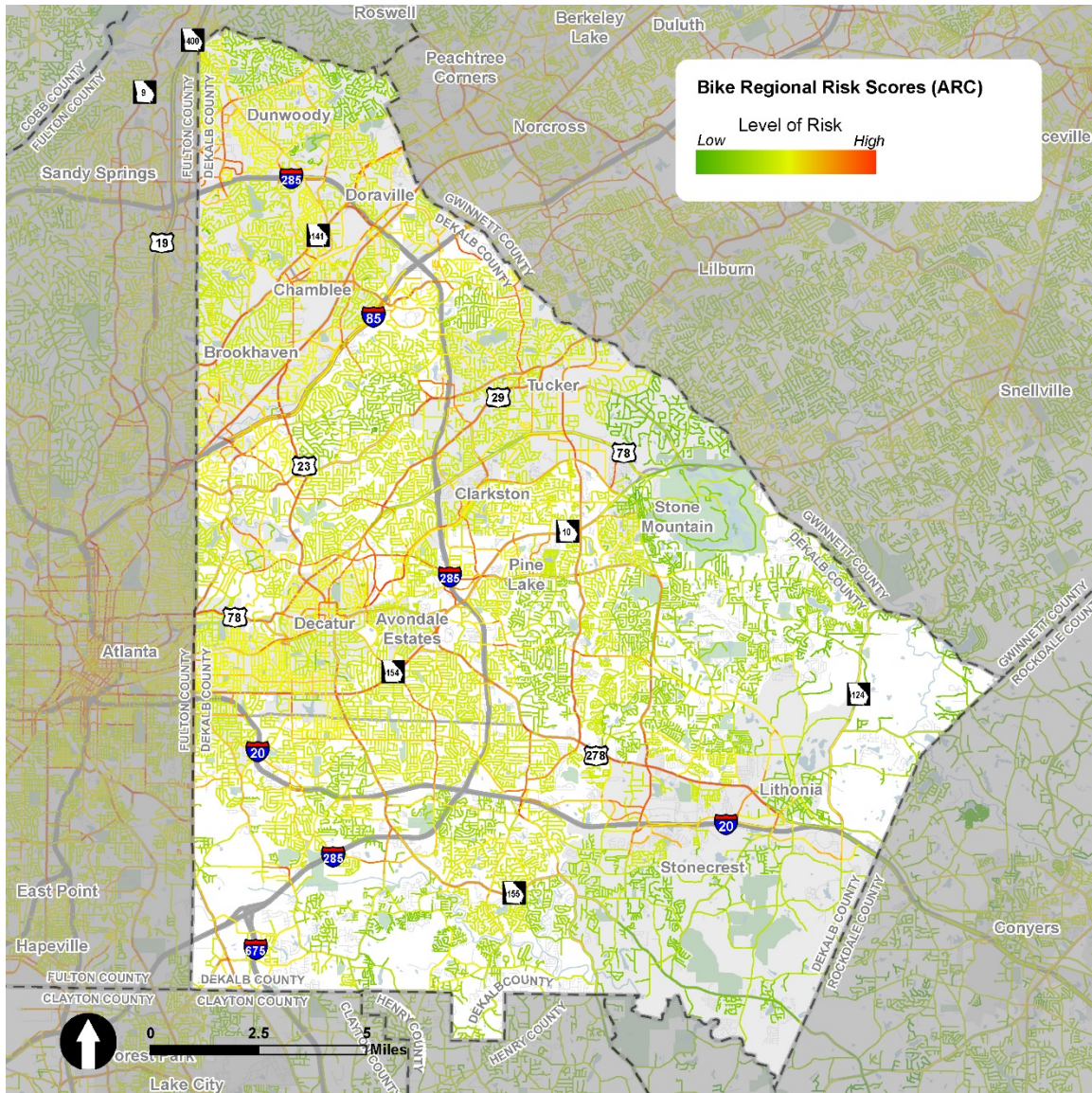


Figure 118. Regional Risk Score-Bicycle

TRAILS

DeKalb has a robust network of parks and trails that continues to see improvement. However, an increasing population and more development will create greater demand making expansion more difficult. Existing and ongoing trail projects throughout the County have demonstrated the multiple benefits this infrastructure can provide, not only as active transportation but also economic development and greenspace access. High-quality trail connections and greenspaces in close proximity to transit and job centers have the potential to drive mode shift away from single occupant vehicles, helping to improve traffic, environmental conditions, and health outcomes across the County

Closing gaps in DeKalb's network of regionally significant trails is an important element of increased connectivity throughout the Atlanta region—helping to fulfill the potential for a 225-mile regional trail network.

Ensuring that as trail development occurs, even at a small scale, it is designed to integrate with the larger system of parks and trails is critical—particularly given DeKalb's numerous municipalities and the potential for further incorporations and annexations. Close coordination between DeKalb agencies—as well as with municipalities—will be key to ensure that all transportation projects, especially road re-paving and widening, consider the possibility to incorporate new bicycle and pedestrian infrastructure. The trail network in DeKalb County is shown below in **Figure 119**.

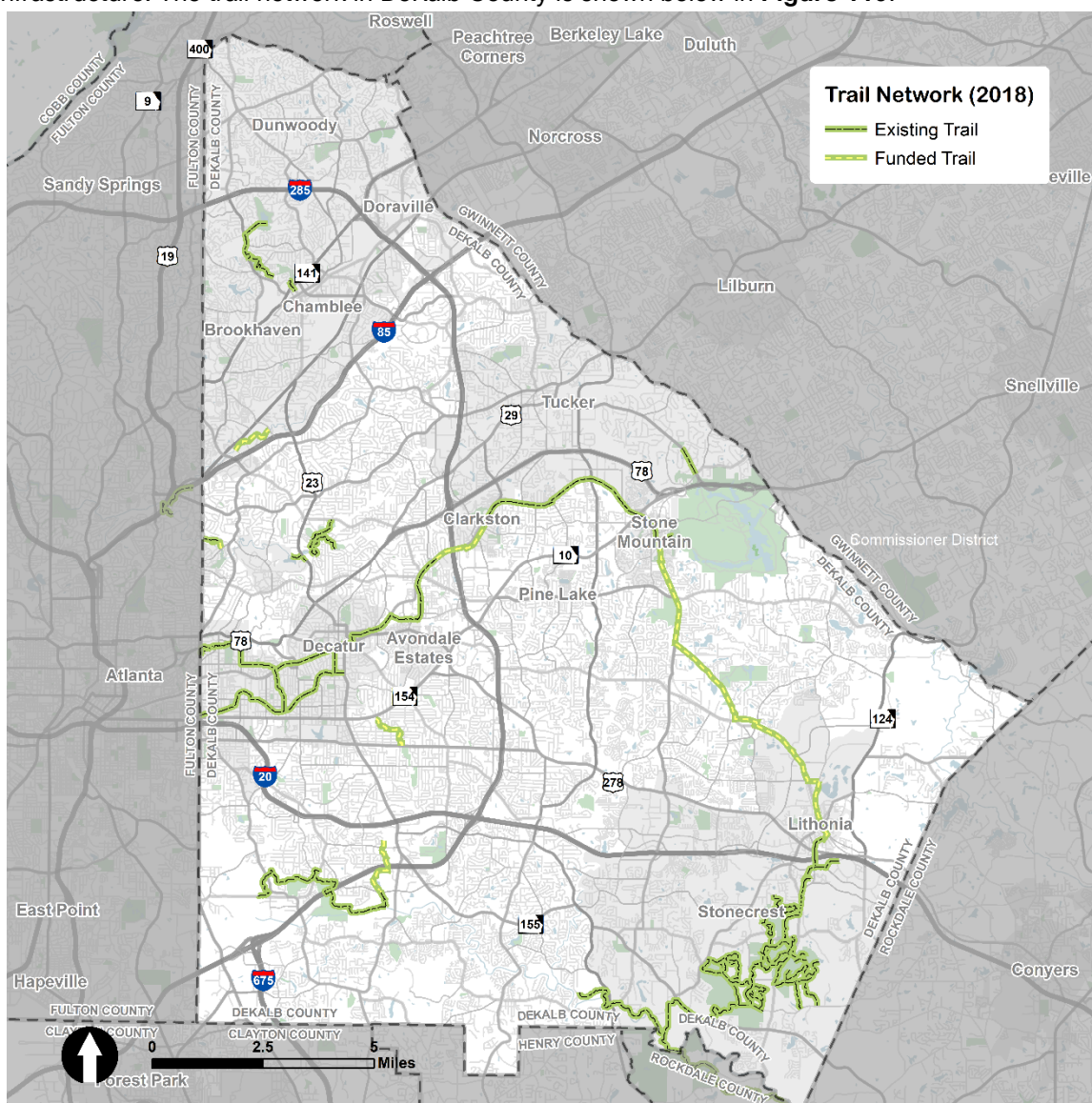


Figure 119. Trail Network

TRANSIT

A number of public transportation agencies provide transit services in the Atlanta Metro. These include MARTA, Cherokee Area Transportation Services (CATS), CobbLinc, Gwinnett County Transit (GCT), Xpress, Connect Douglas (deviated flex route service), Hall Area Transit/WeGO (countywide microtransit service), Forsyth County (countywide dial to ride demand service), Bartow (demand response), Henry County (demand response service).

MARTA is the primary regional transit agency in Atlanta Metro serving DeKalb, Fulton, and Clayton Counties, and the City of Atlanta. Systemwide weekday daily ridership was more than 500,000 trips in 2018. The Xpress Bus and Gwinnett County Transit provide additional commuter bus services in DeKalb County.

EXISTING SERVICE

MARTA

MARTA provides rail service in DeKalb County with four lines (Red Line, Gold Line, Blue Line, and Green Line) and 10 MARTA rail stations. Three additional MARTA rail stations are within 0.5 miles of the County (Inman Park-Reynoldstown, Medical Center, and Sandy Springs). MARTA also provides fixed route bus service in DeKalb County with 49 routes that include a total of 3,391 stops. Complementary to fixed route bus, MARTA provides complementary Americans with Disabilities Act paratransit services to eligible persons within 0.75 miles of transit routes and lines.

Xpress

Xpress Bus provides commuter bus services during morning and evening peak periods in metro Atlanta. DeKalb County has one Xpress Park-and-Ride facility that includes the Panola Road Park-and-Ride. The Panola Road Park-and-Ride has three routes that connect, including routes 423, 426, and 428.

- Route 423 – East Conyers/West Conyers/Panola Road to Midtown
- Route 426 - East Conyers/West Conyers/Panola Road to Downtown
- Route 428 – West Conyers/Panola Road to Perimeter Center

There are several Xpress-operated park-and-rides that are just outside of DeKalb County that include the Stone Mountain and West Conyers Park-and-Rides.

Gwinnett County Transit (GCT)

Gwinnett County Transit operates transit services based in Gwinnett County. GCT operates one commuter bus route into DeKalb County that connects from the I-85 Indian Trail Park & Ride to CDC and Emory University. The existing transit is shown in **Figure 120**.

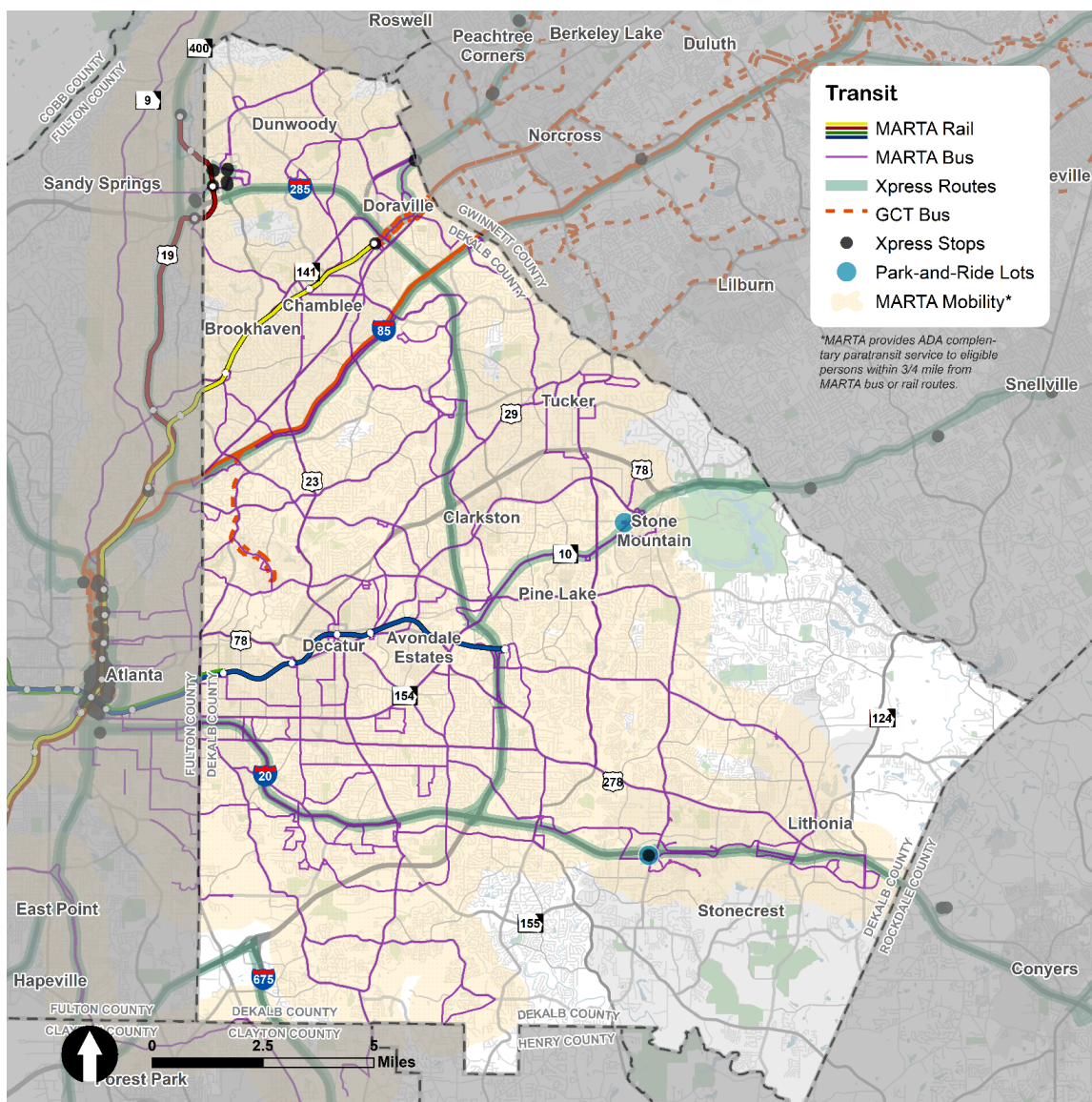


Figure 120. Existing Transit

RIDERSHIP AND PERFORMANCE

MARTA tracks several key performance indicators to evaluate system and route service quality. Ridership and On-Time Performance (OTP) for MARTA systems serving DeKalb were analyzed to provide insight into system/route performance.

Ridership

Rail and bus transit ridership data was obtained from MARTA for December 2018 to April 2019. The data includes average weekday boardings for rail stations and bus stops. There are approximately 3,391 MARTA bus stops in DeKalb based on the obtained data. Only 10 percent of bus stops had total average daily boardings over 24 passengers. The bus stops with the most ridership are evenly distributed across the County. The stops with the highest daily bus ridership were at multimodal transit centers, especially near termini of MARTA's rail lines. **Table 22** and **Figure 121** provide a summary of weekday rail and bus ridership at MARTA rail stations in the County. The stations are ranked by average weekday rail station boardings. **Figure 122** illustrates systemwide average weekday boardings at the bus stop and rail station level.

Table 22. Ridership Summary at Major MARTA Stations

RANK	STATION NAME	AVG. WEEKDAY RAIL BOARDINGS	MARTA RAIL LINES	AVG. WEEKDAY BUS BOARDINGS	MARTA BUS ROUTES
1	Kensington	4,884	Blue	4,548	21, 86, 115, 119, 121, 125, 221
2	Doraville	4,768	Gold	1,385	5, 87, 150
3	Indian Creek	4,167	Blue	1,618	24, 111, 116, 119
4	Chamblee	3,337	Gold	1,258	19, 47, 103 126, 132, 825
5	Dunwoody	3,290	Red	1,199	5, 87, 150
6	Decatur	2,824	Blue	1,538	15, 19, 36, 123, 823
7	Avondale	2,293	Blue	2,553	75, 117, 120
8	Brookhaven	2,217	Gold	865	8, 25, 47, 110
9	Edgewood-Candler Park	1,177	Blue / Green	265	24, 102
10	East Lake	1,150	Blue	510	2, 19, 34

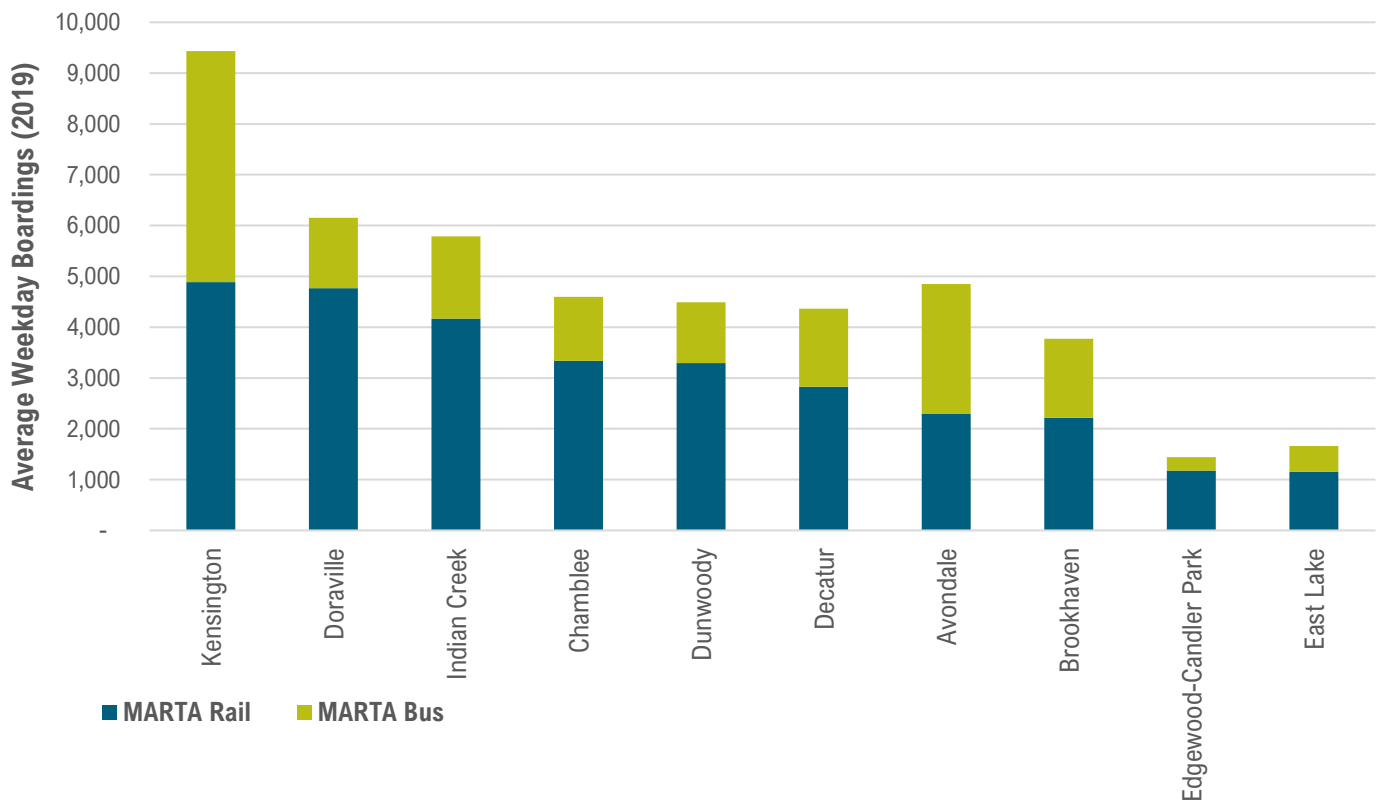


Figure 121: Average Weekday Ridership Summary

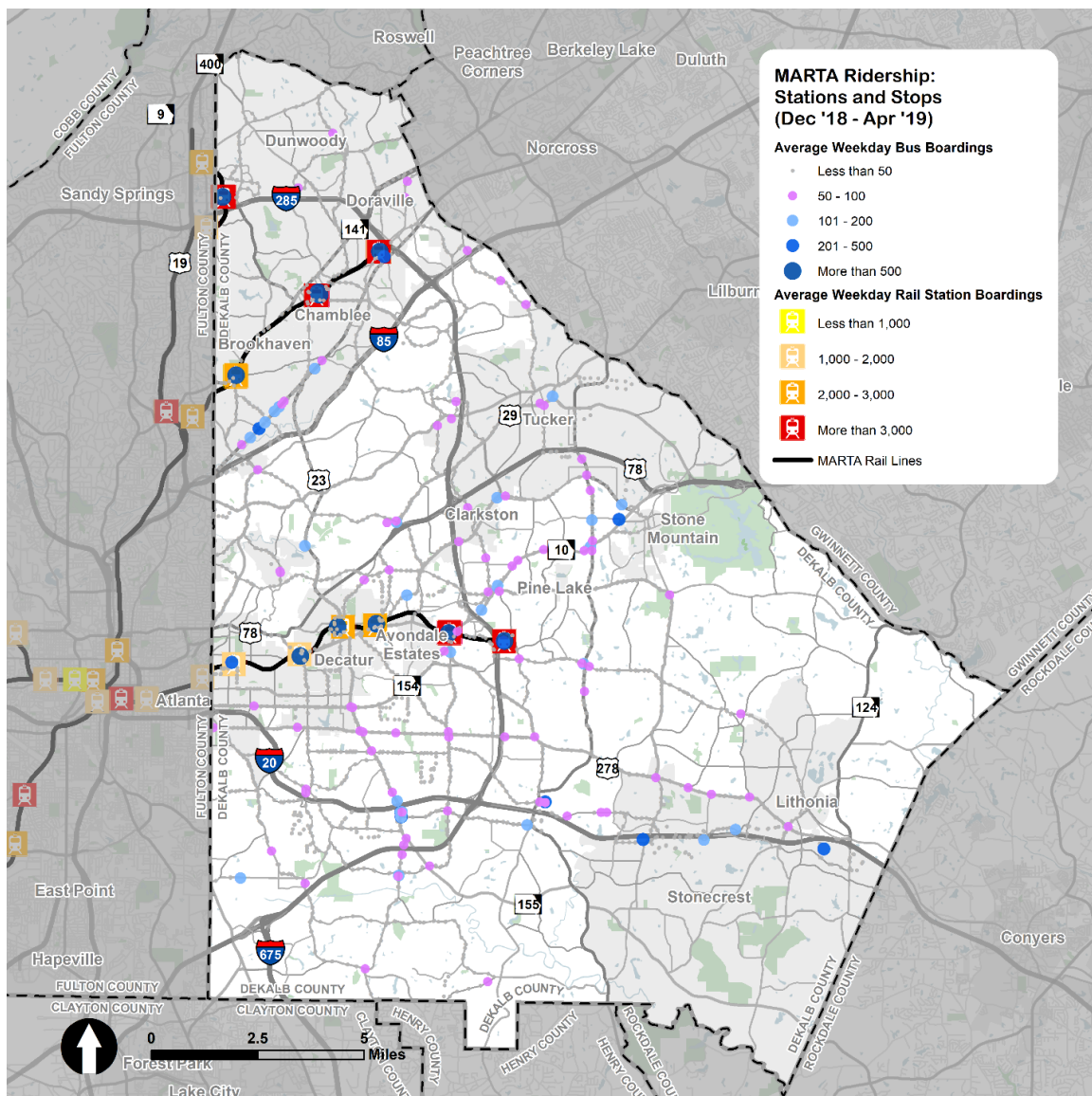


Figure 122. MARTA Average Weekday Ridership

On-Time Performance

MARTA RAIL

MARTA defines OTP as how closely service runs to schedule. Based on MARTA's service standards, bus and rail service departures are considered on time if they are made no longer than five minutes after the scheduled departure times. MARTA's OTP targets are 78.5% for bus service and 95.0% for rail service.

MARTA reports rail OTP data by month and at the level of north-south (Red and Gold) and east-west (Blue and Green) lines. **Figure 123** illustrates OTP data for MARTA's north-south and east-west lines for data reported during fiscal year 2019. OTP fell slightly below target along the north-south line between November 2018 and January 2019.

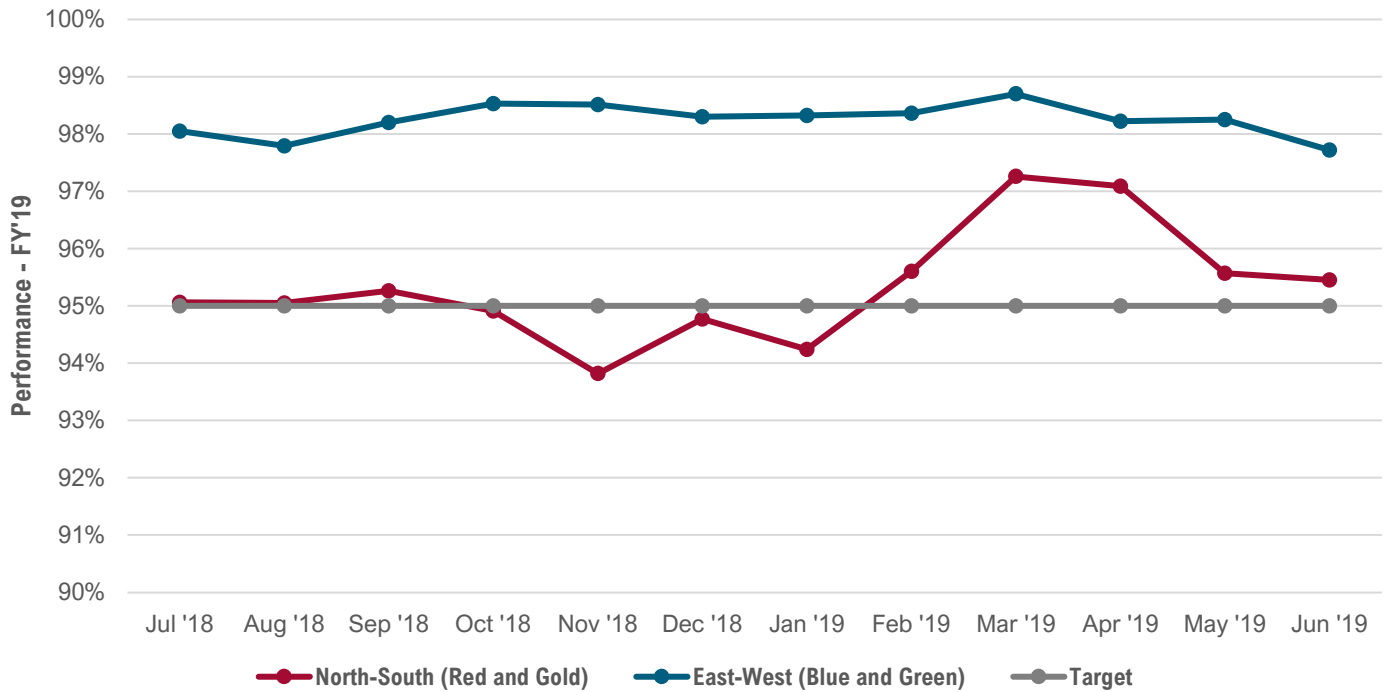


Figure 123: MARTA Rail OTP Data Summary

MARTA BUS ROUTES

Average weekday OTP data was obtained for bus routes operating within DeKalb County. The data is analyzed at the bus stop level for service provided during 2019. The data includes 13,487 records representing 46 bus routes, and 232 MARTA bus routes in DeKalb County. During 2019, 47% of arrivals do not meet the systemwide OTP target of 78.5% on-time. Furthermore, the average percent on-time value is 75.4% which is considered by MARTA as below target but within “Meets Grade”. As shown in **Table 23**, average percent on-time is 80.3% during the AM peak period (7:00 AM to 10:00 AM) and 66.9% during the PM peak period (4:00 PM to 7:00 PM).

Table 23. MARTA Buses On-Time Performance

Time of Day	Average Percent On-Time	On-Time Performance
12:00 AM	65.0	Needs Improvement
1:00 AM	76.2	Meets Target
2:00 AM	0.0	Needs Improvement
3:00 AM	0.0	Needs Improvement
4:00 AM	77.1	Meets Target
5:00 AM	80.4	Meets Target
6:00 AM	82.2	Meets Target
7:00 AM	80.5	Meets Target
8:00 AM	79.8	Meets Target
9:00 AM	80.5	Meets Target
10:00 AM	81.3	Meets Target
11:00 AM	79.7	Meets Target
12:00 PM	77.2	Meets Target

1:00 PM	77.5	Meets Target
2:00 PM	72.9	Needs Improvement
3:00 PM	70.5	Needs Improvement
4:00 PM	68.2	Needs Improvement
5:00 PM	64.5	Needs Improvement
6:00 PM	68.2	Needs Improvement
7:00 PM	71.9	Needs Improvement
8:00 PM	75.6	Meets Target
9:00 PM	78.2	Meets Target
10:00 PM	77.7	Meets Target
11:00 PM	73.5	Needs Improvement
Total	75.4%	Meets Target

The 2019 OTP data indicates that 18 of the 46 analyzed MARTA bus routes meet the 78.5% target for percent on-time performance and 28 do not as shown in **Table 24**. **Figure 124** illustrates on-time performance for MARTA bus routes and indicates which routes met and exceeded the 78.5% on-time performance target in 2019.

Table 24: On-Time Performance Summary for On-Time Performance

MEETS ON-TIME PERFORMANCE TARGET	MARTA BUS ROUTES
Meets Target	2, 5, 9, 24, 25, 34, 39, 87, 102, 104, 110, 114, 116, 119, 120, 123, 221, 825
Does Not Meet Target	6, 8, 15, 19, 21, 30, 32, 36, 47, 49, 74, 75, 86, 103, 107, 111, 115, 117, 121, 124, 125, 126, 132, 133, 150, 186, 816, 823

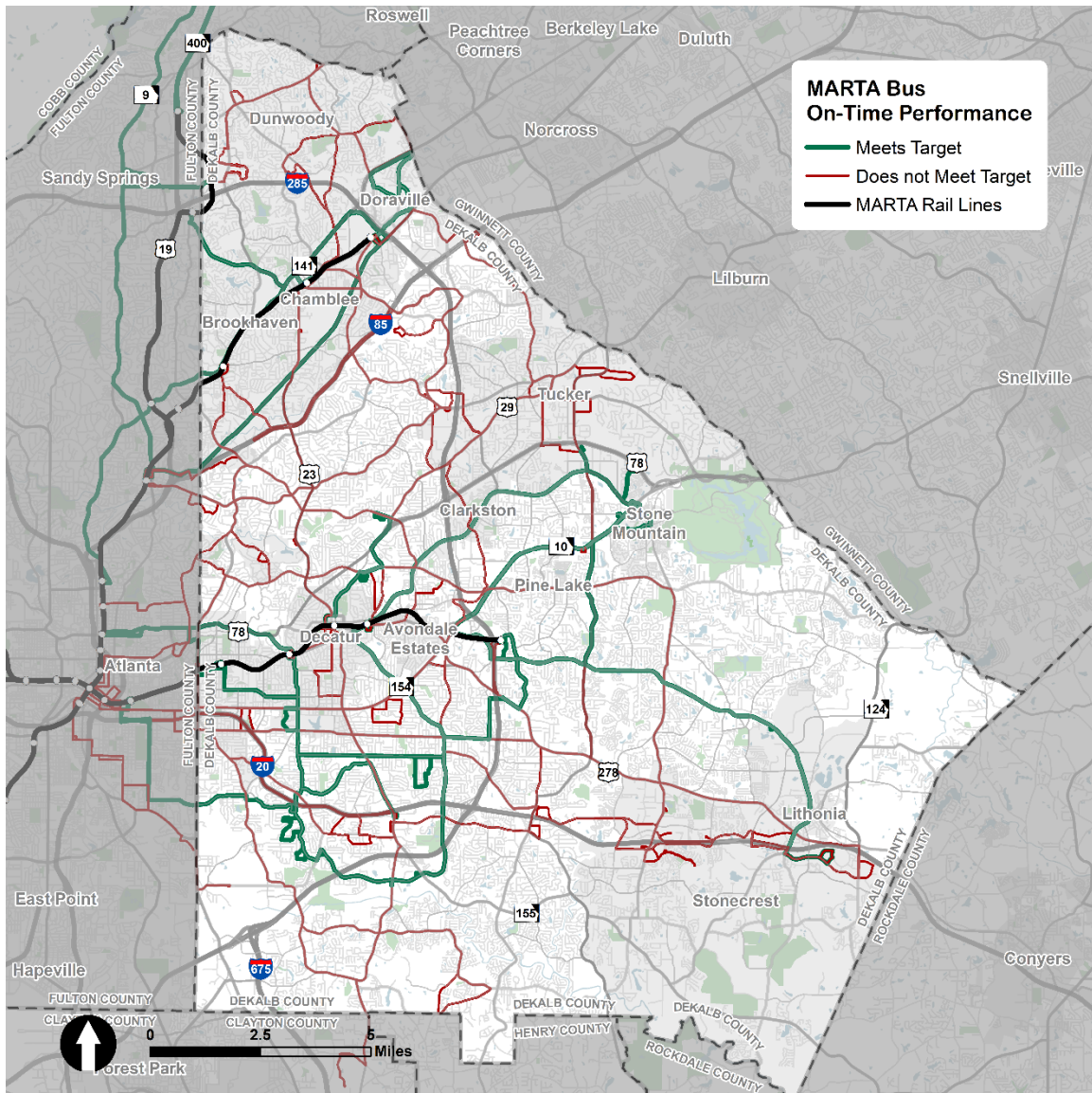


Figure 124. MARTA Bus On-Time Performance

SAFETY

Crashes Near Transit

Bicycle and pedestrian crashes within ½-mile from MARTA rail stations and ¼-mile from MARTA bus stops were obtained from GDOT's Numetric database (2015 to 2019). Approximately 350 bicycle and pedestrian crashes occurred near transit stops of which 38 crashes occurred near the nine MARTA rail stations. Most bicycle and pedestrian related crashes occurred near the Decatur and Avondale stations; possible contributing factors to this may be unsafe design and exposure to higher vehicular volumes. Many of the bus stop hot spots overlap the areas in Downtown Decatur but discrete hotspots occur near Emory University and Hairston Road in Stone Mountain (**Figure 125**).

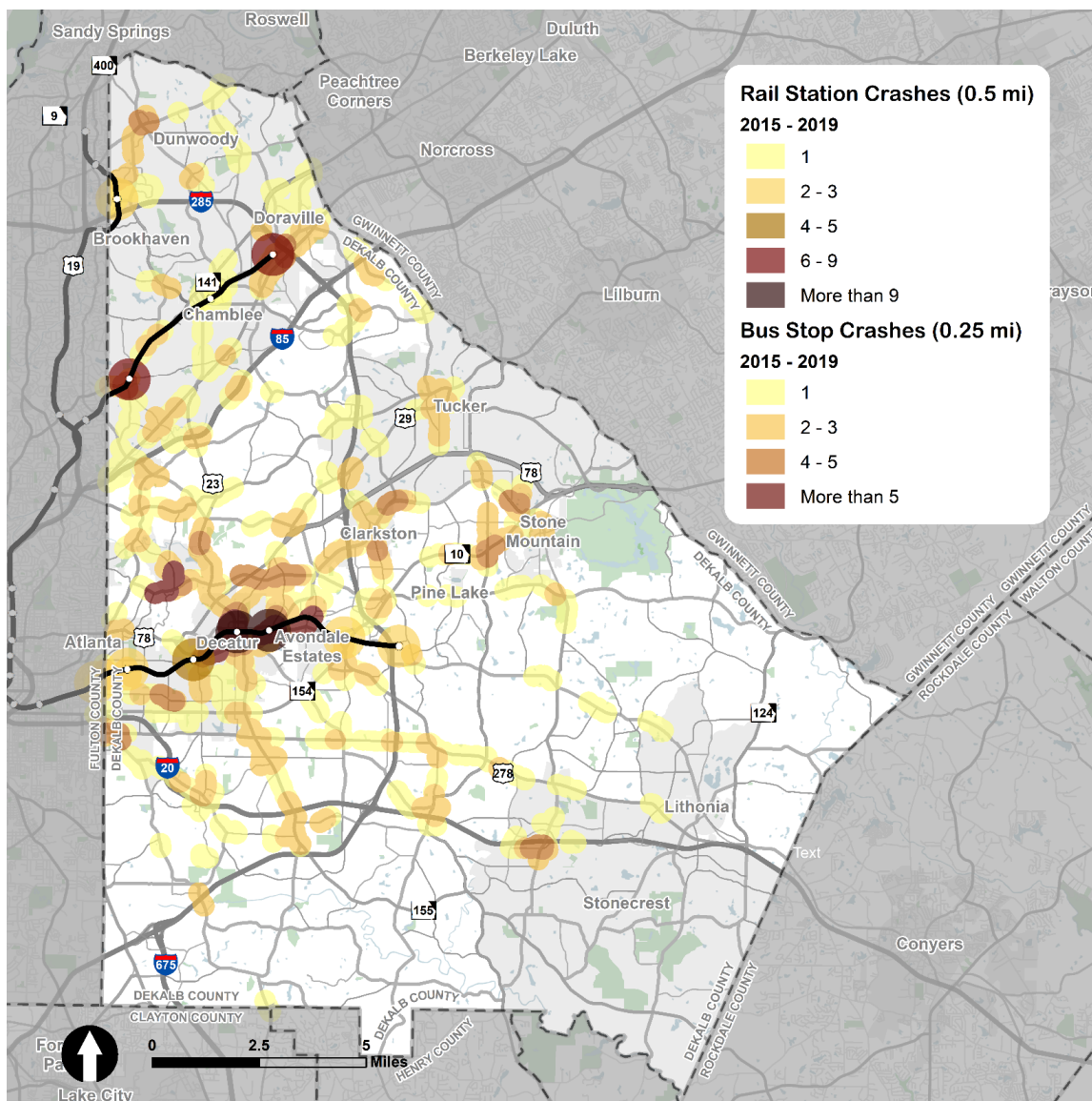


Figure 125. Crashes near Transit Stops

MARTA Bus Incidents

In 2019, there were 290 incidents involving 45 of MARTA's 49 bus routes serving DeKalb County as shown in **Table 25**. Of the routes operating in DeKalb County, Routes 115, 15, and 36 had the greatest number of incidents.

- Route 115 (Covington Highway) – 18 incidents
- Route 15 (Candler Road) – 17 incidents
- Route 36 (N Decatur Road/Virginia Highland) – 16 incidents

There are also several roadway corridors that have a high number of incidents. The roadways where MARTA buses have the highest number of incidents are undivided roadways (ranging from 2 to 4 lanes). Evaluating transit corridors with high rates of incidents can identify potential corridor-wide improvements that can improve the interaction between transit and other roadway users.

- Routes 9 (Boulevard/Tilson Road) and 15 (Candler Road) traverse along N Decatur Road between Briarcliff Road NE and E Ponce de Leon Avenue. This corridor is a 4-lane undivided roadway with a mix of single family residential and retail land uses. This segment includes 32 MARTA bus incidents of which 14 involved sideswipes, 14 involved fixed-object collisions, and four were miscellaneous.
- Four routes that include Route 6 (Clifton Road/Emory), Route 36 (N Decatur Road/Virginia Highland), Route 117 (Rockbridge Road/Panola Road), and Route 123 (Church Street) traverse SR 155/Candler Rd from I-285 to College Ave (in Decatur). A center turn lane is provided along some sections of SR 155/Candler Road. There were 21 total incidents along this segment, of which 15 were sideswipes.
- Routes 111 (Snapfinger Woods), 116 (Redan Road), and 119 (Hairston Road/Stone Mountain Village) traverse Redan Road from I-285 to S Stone Mountain Lithonia Road. Redan Road is a 2-lane undivided roadway with some 4-lane undivided sections. There are a mix of single family residential and retail land uses along the corridor. This corridor had a total of 13 incidents, 6 of which were sideswipes.

The following table provides a summary of the incidents by crash type.

Table 25. MARTA Incidents by Crash Type

Incident Type	Number of Incidents
Sideswipe	141
Collision with fixed object	63
Rear end	43
Angle	18
Non-fixed object	6
Other	6
Backed into	5
Bus to bus	4
Head on	4
Total	290

TRANSIT PROPENSITY

Transit propensity uses various factors that relate population demographics and area densities to estimate existing transit demand. Based on the Transportation Cooperative Research Program Report 28, demographic factors including income, age, gender, and minority population are used to estimate areas that may have a higher tendency to use transit. Additionally, population and employment density are important in determining transit propensity based on the concept of transit-supportive land use. Areas with higher densities of housing and employment centers achieve greater ridership and cost-effectiveness. **Figure 126** illustrates the results of transit propensity analysis in DeKalb County by overlaying a buffer that shows proximate transit stations (0.5 mile for rail, 0.25 mile for bus) throughout the County.

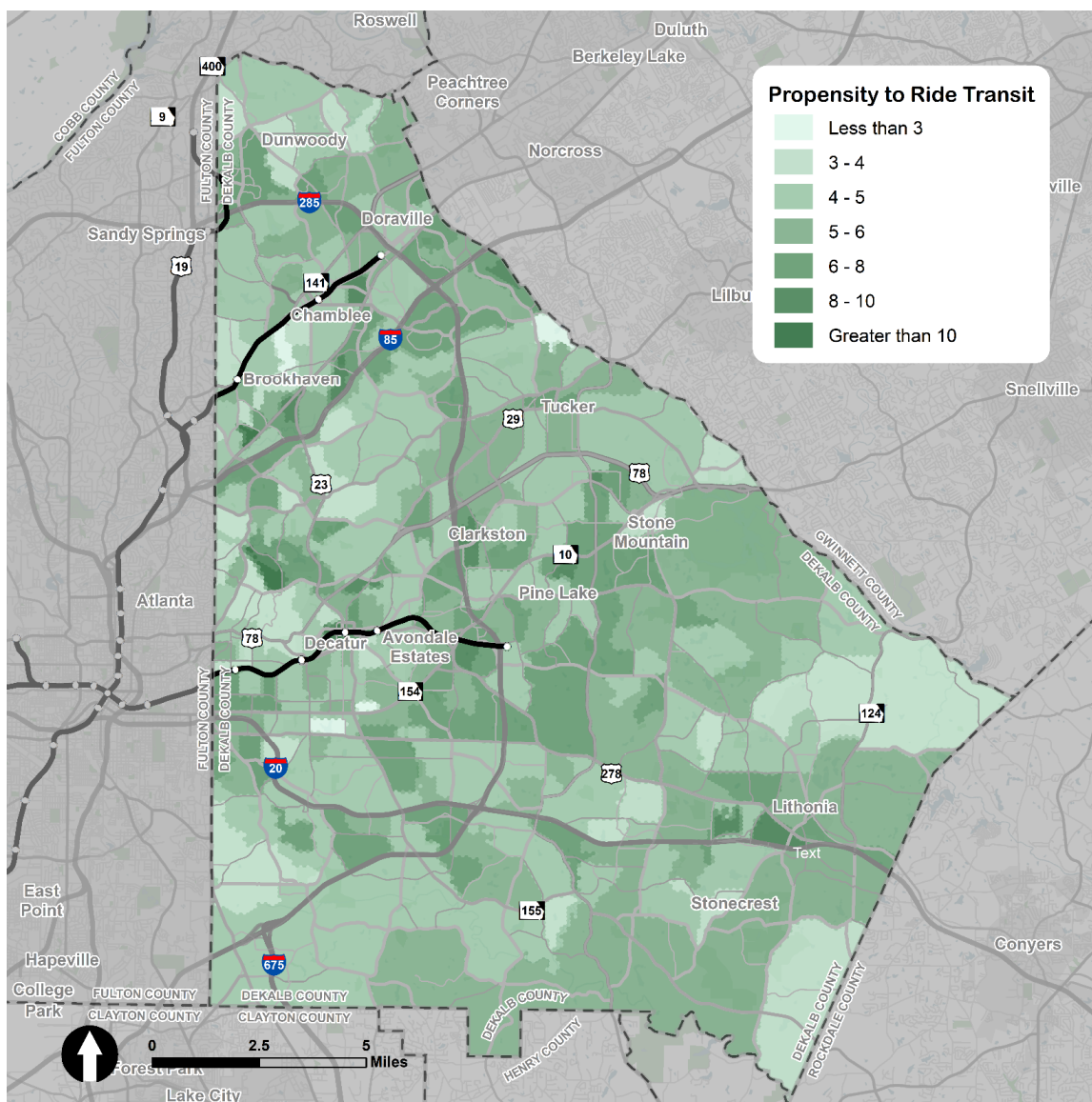


Figure 126. Transit Propensity

Transit Equity

A transit coverage/influence area was developed using MARTA rail stations (0.5-mile buffer) and bus stops (0.25-mile buffer). This influence area, or transit shed, was laid over geographic areas containing key demographic information included in the travel demand model and the American Communities Survey data from the US Census. The MARTA rail

transit shed in the County comprises 5,220 acres (3% of the County's area) and the MARTA bus transit shed comprises 74,800 acres (43% of the County's area). The combined transit shed in the County comprises 75,871 acres (44% of the County's area). Because of the overlap in service areas, the total of network access will be less than if directly adding rail to bus coverage areas. **Table 26** provides a summary of the results.

Table 26. Population in Service Area

	Total	Whole Network	MARTA Rail	MARTA Bus
2020 Population	793,208	440,645 (56%)	34,029 (4%)	433,834 (55%)
2020 Employment	391,015	297,829 (76%)	46,299 (12%)	287,768 (74%)
2050 Population	985,721	564,304 (57%)	62,107 (6%)	550,334 (56%)
2050 Employment	474,144	358,804 (76%)	60,986 (13%)	344,607 (73%)
Households in Poverty	38,146	23,393 (61%)	2,426 (6%)	23,096 (61%)
Zero Vehicle Households	24,274	16,980 (70%)	2,197 (9%)	16,697 (69%)
Age 65+ Population	85,571	44,812 (52%)	3,563 (4%)	44,189 (52%)
Minority Population	486,641	258,263 (53%)	14,478 (3%)	256,156 (53%)

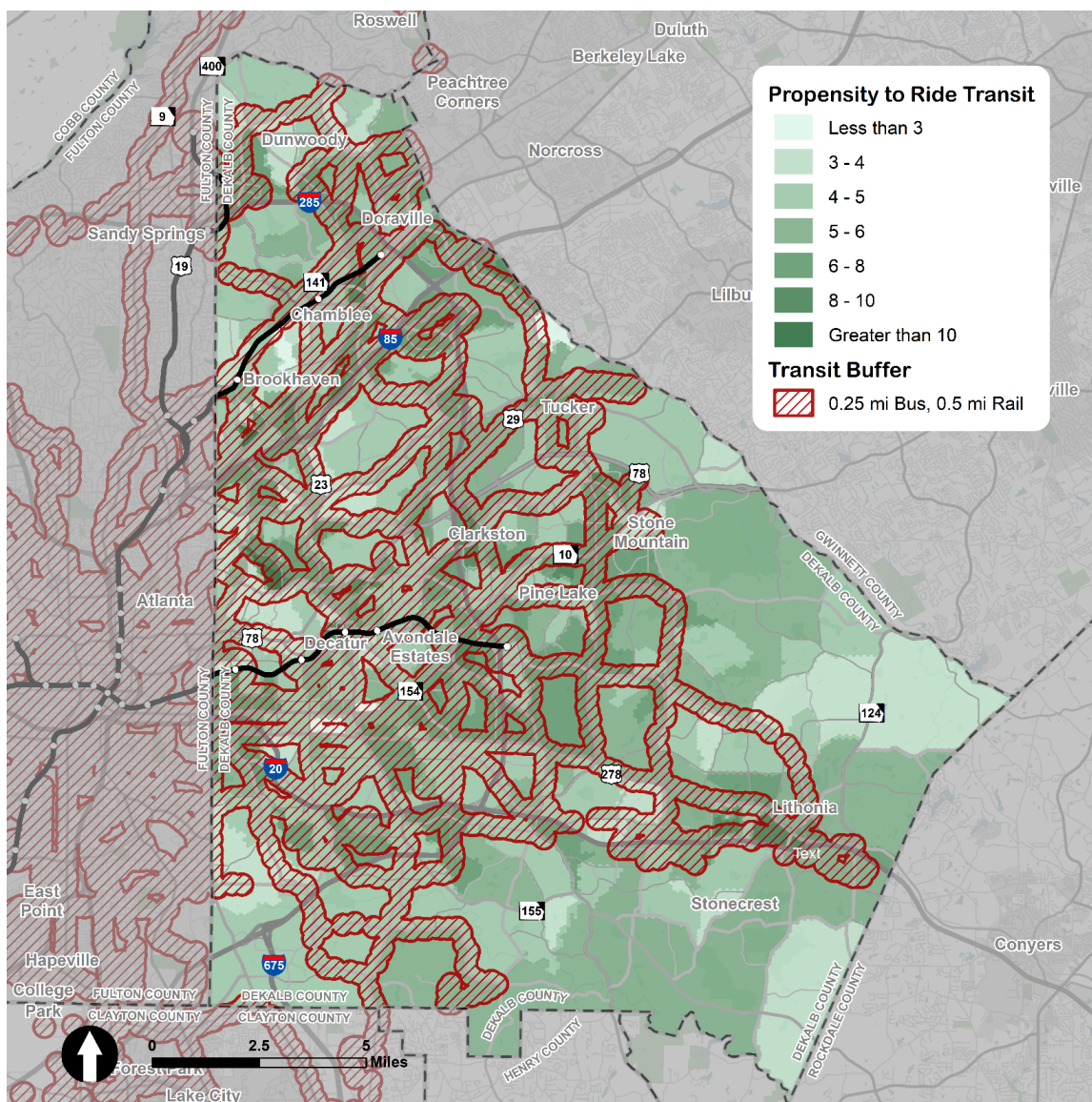


Figure 127. Propensity to Ride Transit

FUTURE SERVICE / PLAN

Status of Current Transit Planning Efforts

Since the DeKalb County Transit Master Plan (TMP) was adopted in August 2019, various transit planning efforts have been advancing within the County. This section provides an overview and update of transit planning activities that have occurred since the TMP was adopted.

Many of these activities were short-term recommendations of the plan and they have been advanced through financial commitments made by MARTA. In February of 2020, MARTA announced commitments to invest approximately \$250 million in transit improvements for DeKalb County. These Countywide investments include:

- Transit hub facilities at both the South DeKalb Mall and Stonecrest Mall areas by 2023
- 350 new bus shelters and amenities in DeKalb County by 2024

- Rehabilitation of all eight DeKalb County MARTA rail stations by 2025
- Maintenance of the existing rail, bus, and paratransit system (State of Good Repair)
- 58 new GILLIG buses, already in operation from the Laredo Bus Garage
- The first of 254 new rail cars in service in 2023

Transit Hubs

A key recommendation of the TMP was a series of transit hubs at four locations within the County. These hubs are intended to facilitate bus-to-bus transfers and provide covered shelter, Breeze card kiosks, restrooms, vending machines, bicycle parking, and real-time bus arrival information. Multimodal mobility connections to car-sharing, bike-sharing, and e-scooters would also be provided. Since the TMP's adoption, planning for two mobility hubs have been advanced by MARTA in the South DeKalb Mall and Stonecrest Mall areas.

South DeKalb Transit Hub Feasibility Study

The TMP identified the Gallery at South DeKalb as a potential location for MARTA's first bus-to-bus transfer facility. The feasibility study considered location options for the transit hub in the South DeKalb study area (**Figure 128**). The study has selected a preferred mobility hub location. Conceptual plans have been developed for the facility, local bus service improvements, and potential future transit services. The planning phase of the study concluded in June of 2021 and assembled the necessary information to advance the project into design and construction.



Figure 128: South DeKalb Transit Hub Study Area

The design phase of this project is anticipated to begin in August 2021. This phase will develop 30 percent of the facility design. Once the design phase is completed the implementation phase will begin, which will include site acquisition, final design, permitting and the construction of the facility. Operations at the mobility hub are expected to begin in 2023.

The Stonecrest Transit Hub Site Feasibility Study

The purpose of the Stonecrest Transit Hub Site Feasibility Study is to identify a proposed location for the hub within a study area, roughly centered on the Mall at Stonecrest (shown in **Figure 129**). After the preferred location is identified the next study phase will create conceptual plans. These concepts will include bus bays and bus circulation areas as well as covered seating areas, vending areas, connections to other modes, signage, and Breeze card kiosks.

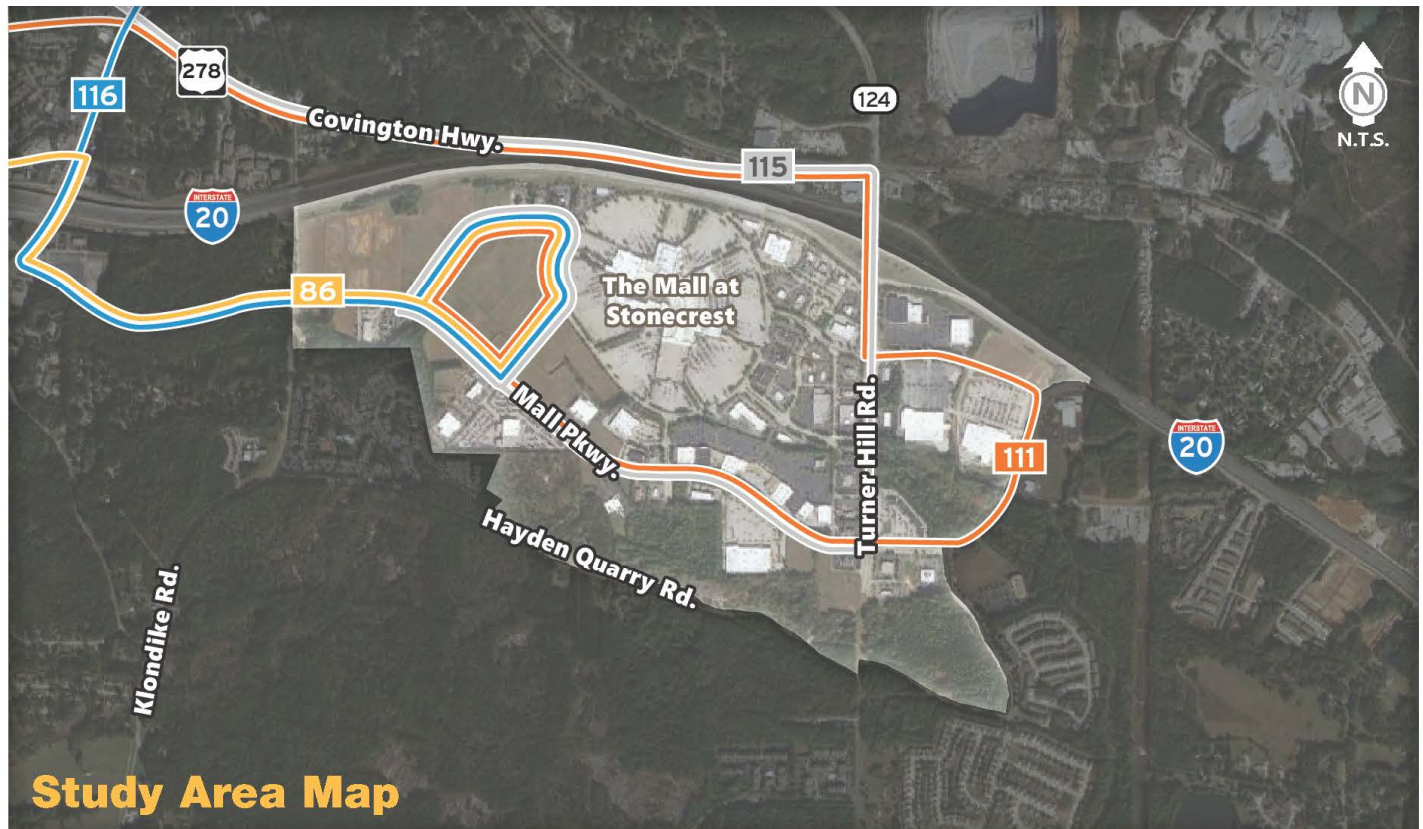


Figure 129: Stonecrest Transit Hub Study Area Map

This study is currently in the site evaluation process, which will conclude with the selection of the preferred site. The transit hub development process is shown in **Figure 130**, with operations anticipated to begin in 2023.



Figure 130: Stonecrest Transit Hub Development Process

Bus Stop Amenity Program

In 2019, MARTA implemented a 1,000 Amenity Program to improve the rider experience by adding bus stop amenities (principally shelters and benches) to 1,000 bus stops over a five-year period. In FY 2021, 56 locations in DeKalb County were identified for amenity improvements. This was primarily in the form of standard bus shelters. The majority of these have been installed at this time, with several still in the permitting or construction process. For FY 2022, 72 bus stop locations have been identified for amenity improvements within the County.

MARTA Rail Station Improvements

MARTA has committed to upgrade and improve all eight MARTA heavy rail stations in DeKalb County by 2025. The timeline of scheduled improvements is as follows:

Improvements at these stations may include enhancements to the user experience and communications systems. This may include new electronic passenger information signs, real-time bus, and train information and safety and security alert systems. The procurement and installation of a rail station supervisor booth on the rail platform at Indian Creek station is planned. The inspection, rehabilitation or replacement of rail station roofs reaching end of life is also planned.

Indian Creek	2020
Brookhaven	2022
Chamblee	2023
Decatur	2023
Avondale	2024
Dunwoody	2024
Kensington	2025
Doraville	2025

MARTA's COVID-19 Pandemic Response

In late March of 2020, as the COVID-19 pandemic impacted Atlanta, MARTA was facing overcrowding on core routes, new social distancing requirements, and budget constraints. A COVID Essential Service Plan was developed to right-size bus service to greatly reduced ridership levels, while serving essential workers and destinations. The essential service plan operated 39 bus routes and cut service on 70 existing routes. Service was restored in a phased approach on selected routes throughout 2020. The full system was restored in April 2021, when the remaining 57 routes were reinstated.

To develop the service plan, quantitative frameworks were developed to respond to ridership changes and social distancing guidelines, while still providing necessary connectivity to allow access to healthcare, key supplies, and logistics and job centers. A coverage network serving essential locations was identified so that vehicles and operators could be re-allocated from non-essential routes to provide the capacity needed to meet social distancing guidelines. This network was

defined based on connections to medical facilities, shopping, job centers, and bus operating facilities. The quantitative frameworks used to develop the COVID Essential Service Plan balanced significant reductions in ridership, while accounting for the needs of a vulnerable, bus-dependent population.

KEY TAKEAWAYS

Located in the central core of the metro Atlanta region, DeKalb County has complex transportation needs and a system that requires the provision of mobility and access to non-motorized travelers, motor vehicles, and transit users. Below are some of the key mobility takeaways.

- A large percentage of work trips involve travel to and from other counties: fewer than 100,000 employees also live within DeKalb while nearly five times that come into the County for work or leave the County to work elsewhere.
- The share of transit and active transportation trips is anticipated to increase between 2019 and 2050 from 6.8% to 8.6%.
- Roadway infrastructure ownership and management is complicated by the various entities involved: GDOT, DeKalb, and cities.
- DeKalb County is responsible for maintaining nearly 2,300 miles of roadway and, with limited funding streams, has struggled to resurface roads at an acceptable pace. At the conclusion of the 2014 CTP, DeKalb was approximately \$175 million behind on pavement resurfacing. The new countywide SPLOST that began in 2017 has helped to close the gap on maintenance, but far more work needs to be done.
- More north-south connections are available than east-west facilities, resulting in many roadways that are over capacity today and that are projected to deteriorate in the future.
- Interstate travel along I-285 and I-20 has increased in the past five years and is expected to increase through 2050, while roadways within the I-285 Perimeter also continue to become more congested over time.
- An analysis looking at pre- and post-COVID travel revealed 15 of the top 30 bottlenecked intersections to be problematic during both periods.
- By overlaying multiple datasets to conduct evaluation of some locations with high congestion levels, potential causes were identified including no presence of access management measures (i.e., physical median) along areas of different land uses/generators, inconsistent laneage throughout the corridor, and a lack of dedicated turn lanes or inadequate lane storage capacity.
- The County should continue to coordinate with cities to refine a desired County-wide truck routes network to ensure safe and efficient freight travel within and through DeKalb County.
- Multiple at-grade rail crossing locations within the County have more than 5 trains per day moving at greater than 40 miles per hour: along a Norfolk Southern line in South DeKalb and a CSX line in Tucker and central DeKalb.
- The five at-grade crossings with the highest number of crashes (approximately 100 crashes or more in 5 years) are all equipped with two-quadrant gate systems.
- RITIS Bottleneck data indicated the following truck routes experiencing significant bottlenecks: Peachtree Boulevard, Lavista Road, and Wesley Chapel Road.
- RITIS Bottleneck data showed intersections near at-grade rail crossings experiencing the most significant bottlenecks were along the CSX Rail corridor through Decatur, Avondale Estates, south of Tucker, and Lithonia.

- Proposed Shared Use Path projects suggest existing demand for new, low-stress facilities, that will benefit from improved conditions on all network roads.
- Lack of sidewalks within a mile of activity centers create significant safety and access challenges for walking in these areas of focus. Similarly, lack of bicycle facilities within two miles of activity centers likely reduces active transportation use at these areas.
- Bicycle and pedestrian crashes often occur in areas of higher density where activity is greater. Locations with the greatest numbers of bike/pedestrian crashes include Downtown Decatur, some portions of City of Atlanta, Emory University, Peachtree Road in Brookhaven, Buford Highway, and Memorial Drive in Stone Mountain.
- The 10 MARTA rail stations in the County are evenly distributed among unincorporated areas and cities. The three MARTA rail stations with the highest ridership in the County are Kensington, Doraville, and Indian Creek. Bus boardings at Kensington are almost as high as rail boardings with a total of nearly 10,000 boardings per day.
- Systemwide on-time performance data for MARTA rail service during FY 2019 indicates the Blue and Green lines had the best performance. The Red and Gold lines met the on-time performance target of 95% during most of the year but fell below target between November and January.
- On-time performance data for MARTA bus service during FY 2019 indicates that 28 out of 46 analyzed bus routes did not meet the 78.5% target for on-time performance. These are evenly distributed throughout the County.
- Numetric data indicates many crashes involving pedestrians and bicyclists occurred near transit stops. The rail stations with the highest number of crashes were Decatur and Avondale. Bus stops with significant crash histories were near Downtown Decatur, Emory University, and Hairston Road in Stone Mountain.
- Data for crash incidents involving MARTA vehicles was evaluated to identify several key corridors that should be evaluated for roadway and operational improvements. The three bus routes and corridors with the greatest number of crash incidents involving MARTA vehicles were Route 115 (Covington Highway), Route 15 (Candler Road), and Route 36 (N Decatur Road/Virginia Highland).
- The County completed a Transit Master Plan in 2019. At the conclusion of the plan, four scenarios remained. A goal of the Unified Plan is to narrow transit alternatives to one scenario.
- Areas with a high propensity to ride transit are distributed throughout the County with notable concentrations in Lithonia, Avondale Estates, Pine Lake, Stone Mountain, City of Atlanta, Brookhaven, Chamblee, and Dunwoody.
- The MARTA rail transit shed in the County comprises 3% of the County's area and the MARTA bus transit shed comprises 43% of the County's area. Combined, the MARTA transit shed comprises 44% of the County's area due to overlap.
- The MARTA transit shed (bus and rail) captures 57% of 2050 population, 76% of 2050 employment, 61% of households in poverty, 70% of zero vehicle households, 52% of age-65+ population, and 53% of the County's minority population.
- Following the completion of the Transit Master Plan, DeKalb County is partnering with MARTA to implement 2 transit hub facilities in South DeKalb and 350 new bus shelters and amenities throughout the County.
- There are not as many projects identified in the RTP for DeKalb, specifically in the eastern and southern parts of the County due to local funding constraints. Furthermore, projects currently planned for these areas represent a significant portion of available funding.

EXISTING CONDITIONS AND NEEDS ASSESSMENT

DEKALB COUNTY 2050 UNIFIED PLAN:

COMPREHENSIVE TRANSPORTATION PLAN AND COMPREHENSIVE PLAN UPDATE

FINANCIAL OVERVIEW



FINANCIAL OVERVIEW

HISTORIC TRANSPORTATION SPENDING

At the time of the 2014 CTP, DeKalb County had a Homestead Option Sales Tax (HOST) in which 80% of the revenues went back to homeowners for property tax relief while the remaining 20% fell under the jurisdiction of the Board of Commissioners to allocate. The cities received their HOST money directly off the top, and as more and more cities incorporated, there was less money for unincorporated DeKalb County for infrastructure (both maintenance and new capital investments). This resulted in DeKalb County being virtually unable to maintain existing transportation infrastructure and build new projects for a period of years unless funded through state and federal grants. In November 2017, the residents of the County voted to equalize the HOST, meaning 100% of the revenues went back to homeowners, and add a new Special Purpose Local Options Sales Tax (SPLOST). Once again, the cities receive their proceeds off the top, and the remaining amount goes to unincorporated DeKalb County for various county services including transportation. More information on the SPLOST is included below.

OPERATIONS AND MAINTENANCE COSTS

Pavement resurfacing continues to be a primary focus for DeKalb County. The County anticipates spending approximately \$8 million to \$10 million per year in implementing a pavement resurfacing program. The costs for roadway pavement resurfacing amount to approximately \$400,000 per mile of an average roadway. Furthermore, the County's Roadway and Drainage department's annual expenditure for the operations and maintenance of ITS and traffic signals is approximately \$0.5 million.

PRIMARY FUNDING SOURCES

LOCAL FUNDING OPPORTUNITIES – SPLOST

The DeKalb County SPLOST is a one-cent sales tax that provides funding for capital projects including roads, buildings, vehicles, or other major equipment. The current SPLOST program was adopted by County voters in a November 2017 referendum and will operate from 2018 until 2024. The SPLOST program is anticipated to generate \$636 million during its six-year term for capital improvements in the County. The City of Atlanta is excluded from sales tax collected towards the County's SPLOST and does not receive proceeds from the SPLOST program. SPLOST funding may be used for transportation and public safety projects. However, there is a 15 percent limit for the repair of capital assets that are not related to public safety or transportation (e.g., general government, parks, health, libraries, and facilities).

It is anticipated that the next round (2024-2030) of SPLOST funding will include a public transit category. Funding may be used in partnership with municipalities in DeKalb County through an intergovernmental agreement which determines distribution across jurisdictions based on population as summarized in **Table 27**.

Table 27: SPLOST Distribution by Jurisdiction

Municipality	2016 Population Estimate	2016 Percentage Distribution	6 Year SPLOST Total (April 2018 - March 2024) Updated Estimate
Avondale Estates	3,150	0.445%	\$2,833,592
Brookhaven	52,444	7.411%	\$47,190,458
Chamblee	28,306	4.000%	\$25,470,494
Clarkston	12,742	1.801%	\$11,468,090
Decatur	22,813	3.224%	\$20,529,218
Doraville	10,501	1.484%	\$9,449,554
Dunwoody	48,884	6.908%	\$43,987,543
Lithonia	2,082	0.294%	\$1,872,082
Pine Lake	762	0.108%	\$687,704
Stone Mountain	6,328	0.894%	\$5,692,656
Tucker	35,322	4.991%	\$31,780,809
Stonecrest	53,071	7.500%	\$47,757,176
DeKalb County	431,250	60.940%	\$388,042,978
Total	707,655	100.000%	\$636,762,354

STATE AND FEDERAL FUNDING OPPORTUNITIES

Transportation funding for DeKalb County is part of a larger process involving various regional agencies such as the ARC and the Atlanta-Region Transit Link Authority (ATL). Transportation projects included in the CTP as recommendations are evaluated by the ARC and considered for state and federal funding. The ATL manages state and federal transit funding for the region by prioritizing transit projects, working with local governments for the consideration for TSPLOST programs, and overseeing interagency partnership for the bond funding of transit projects.

It is important for DeKalb County and the Atlanta regional agencies to stay informed and be proactive about future federal transportation funding opportunities. The federal government is currently working through the Bipartisan Infrastructure Deal which proposes funding for transportation infrastructure including roads, bridges, transportation safety, transit, and sustainability.

KEY TAKEAWAYS

Funding plays a critical role in the ability to implement a transportation plan.

- Following the incorporation of more cities, DeKalb County had nearly no income for transportation infrastructure from the Homestead Option Sales Tax.
- In 2017, voters approved a new SPLOST and a 100% equalization of the former HOST, returning all revenues to homeowners for property tax relief. The SPLOST has allowed the County to begin much needed resurfacing. The County currently spends approximately \$8-10 million per year in road resurfacing (including support from GDOT's LMIG program).

- Identifying high priority surface transportation and transit projects through the Unified Plan will position the County for potential state and federal funding matches, allowing DeKalb to stretch its local dollars further.

NEXT STEPS

Traditionally, Comprehensive Land Use Plans and Comprehensive Transportation Plans addressed their respective planning concerns independent of one another. However, planning is an inherently interdependent process, and the best and highest land uses can only be achieved with safe, accessible, timely and efficient transportation options to them. Thus, the findings and existing land use and transportation conditions in this document will be further analyzed together in the Transportation Nexus -- a document exploring the integral nature of land use-transportation connection.