

EXISTING CONDITIONS AND NEEDS ASSESSMENT

DEKALB COUNTY 2050 UNIFIED PLAN:

COMPREHENSIVE TRANSPORTATION PLAN AND COMPREHENSIVE PLAN UPDATE

January 2022



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INTRODUCTION



INTRODUCTION

PLAN OBJECTIVES

The DeKalb 2050 Unified Plan combines two of the County’s long-range strategic documents into one:

- An update to the County’s 2014 **Comprehensive Transportation Plan** (CTP) that identifies priority transportation projects and policy recommendations
- A **Comprehensive Land Use Plan** (CLUP) that establishes the framework for future growth and development.

Transportation and land use investments have a direct impact on one another, so the combined plan will create a more consistent, unified strategy for the County. **Figure 1** lists the elements that will be included in the CTP and CLUP.

Figure 1. Unified Plan Elements



The mission is to make the priorities of the residents of DeKalb County the priorities of the County government by creating a safer DeKalb County, building stronger neighborhoods, creating a fiscally accountable and more efficient County government, and uniting the people of DeKalb County.

EXISTING CONDITIONS AND NEEDS ASSESSMENT

The DeKalb 2050 Unified Plan Existing Conditions and Needs Assessment analyzes and assesses demographics, economics, current and future land use patterns, environmental features and constraints, and transportation conditions in DeKalb County. This report also includes a review of previous plans, policies, and regulations that are related to the future growth of the communities of DeKalb County. Following the completion of these baseline reviews, the final element of the document includes an assessment of needs for transportation and land use both now and for 30 years into the future.

REGIONAL CONTEXT

DeKalb County is situated in the center of the Atlanta region, with the City of Atlanta split between DeKalb County and its western northern and northern neighbor, Fulton County. DeKalb County is also bordered by Gwinnett County to the northeast, Rockdale County to the east, and Henry County and Clayton County to the south. DeKalb County is also at the core of the region's major transportation infrastructure. The eastern half of the I-285 Perimeter and its intersections with major roadways like I-85, I-20, US-78 and I-675, are all within DeKalb County, and connect the center of the region to the outlying suburban areas. Furthermore, all four MARTA rail lines have at least one station in the County. **Figure 2** shows DeKalb County's position within the Atlanta metro region.

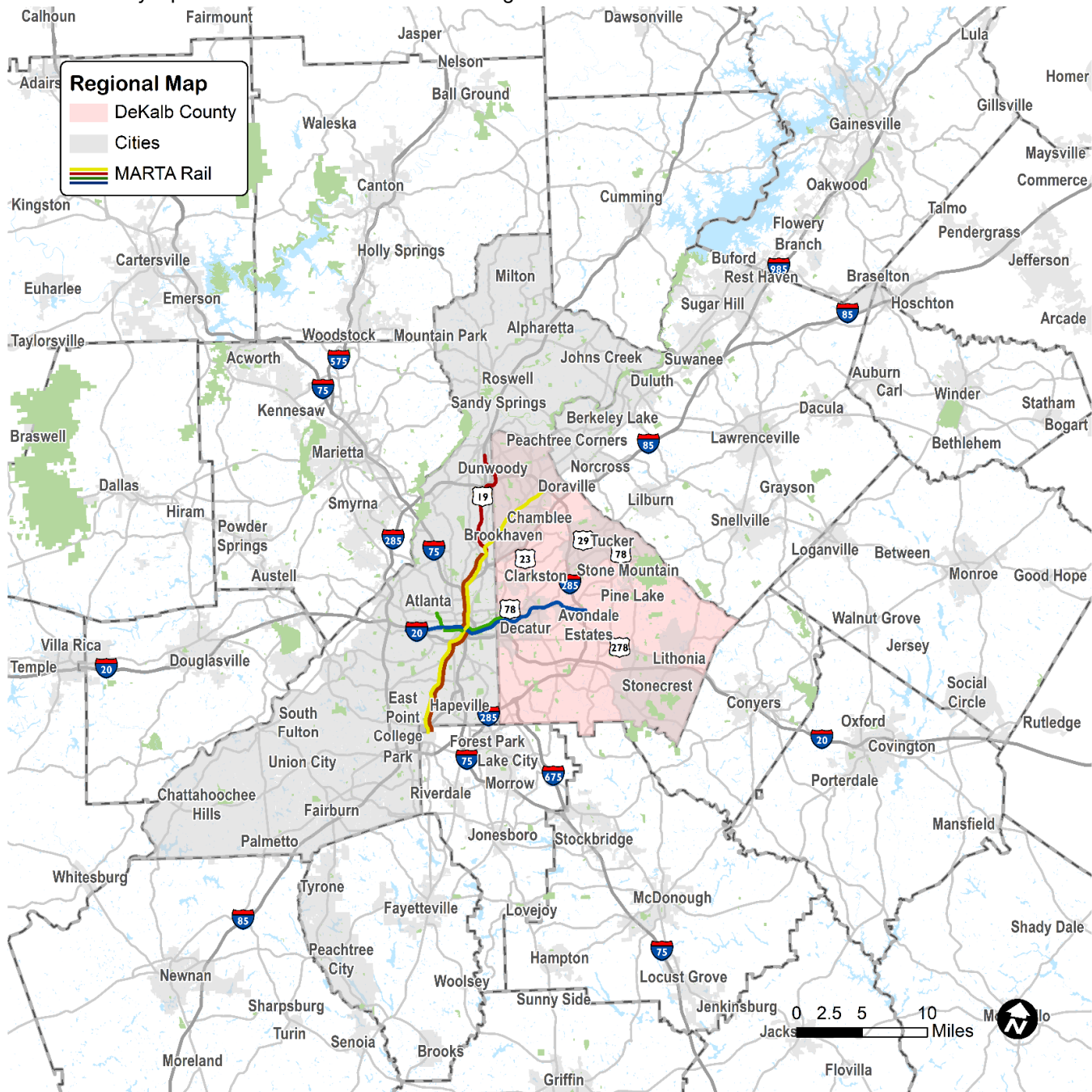


Figure 2. Regional Context

STUDY AREA

DeKalb County includes many unincorporated areas, the easternmost neighborhoods of the City of Atlanta, and 12 other cities: Avondale Estates, Brookhaven, Chamblee, Clarkston, Decatur, Doraville, Dunwoody, Lithonia, Pine Lake, Stonecrest, Stone Mountain, and Tucker (**Figure 3**). Major Atlanta regional transportation infrastructure such as the MARTA heavy rail system and the regional freeway system support the movement of people, goods, and services in, out, and around DeKalb County. With a current population of 793,208 and a projected population of 985,721 by 2050, the DeKalb 2050 Unified Plan will guide future investment to meet the goals of the DeKalb community.

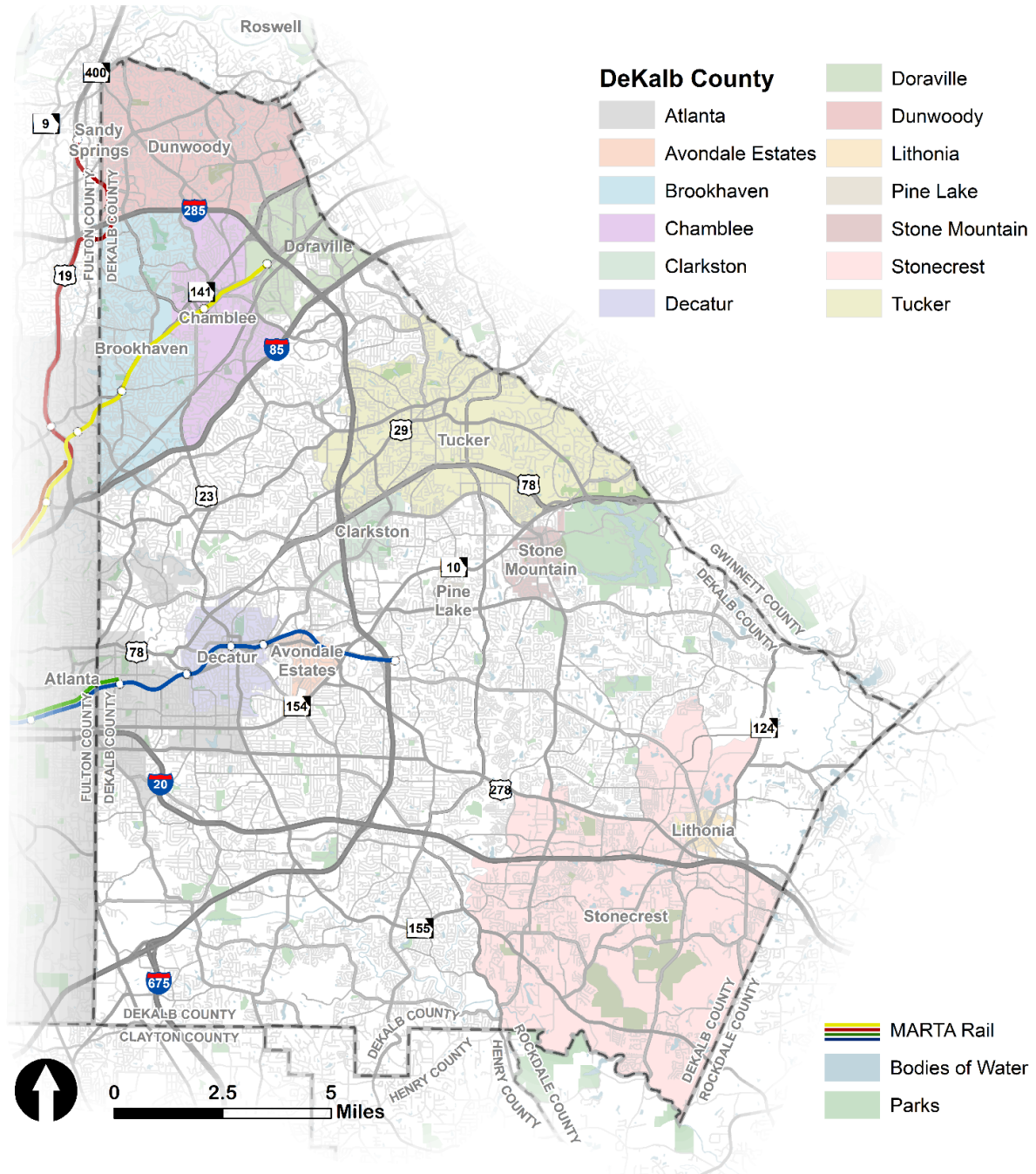


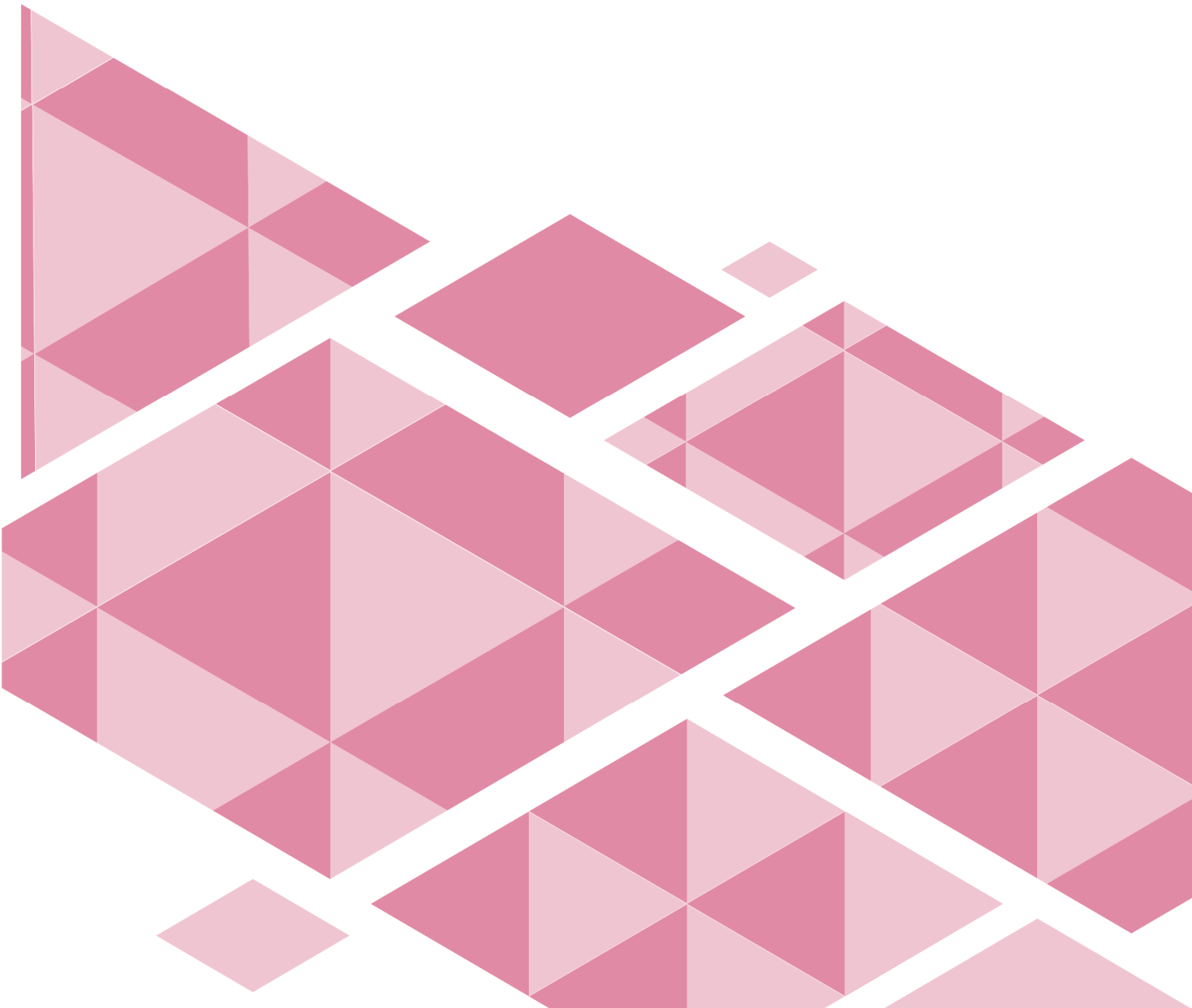
Figure 3. DeKalb County Context

EXISTING CONDITIONS AND NEEDS ASSESSMENT

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PREVIOUS PLANS AND STUDIES



PREVIOUS PLANS AND STUDIES

It is critical that planning processes consider the extensive work has been completed before and build upon it. As a part of the Unified Plan, the team reviewed over 60 previous plans and studies, particularly since the completion of the 2014 Comprehensive Transportation Plan. **Table 1**, covers the general themes of each of the plans, followed by topical summaries and key takeaways that are providing guidance to the Unified Plan.

ZONING AND FUTURE LAND USE

Land use goals center on mixed use development, managing transitions between high intensity and lower intensity uses, clustering new development in nodes and strategic growth near transit. Most plans identify the need for greater variety of housing options, allowing for a mix of smaller lot single-family, attached product and multi-family. In some areas, zoning changes may be needed to protect existing single-family neighborhoods and provide for infill housing. High design standards are needed to promote economic development and protect the character of neighborhoods. Some of the master plans such as the Belvedere Master Active Living Plan recommend the creation of an overlay so future development includes active living principles.

Zoning and Future Land Use Studies

2012	Kensington LCI TOD Plan
2013	Belvedere Master Active Living Plan
2013	Gresham Road Study Area Master Active Living Plan
2013	Panola Road/Salem Road Master Active Living Plan
2014	Medline LCI Plan
2019	Memorial Drive Revitalization Corridor Plan
2020	Briarcliff Road/Clairmont Road Small Area Plan
2021	DeKalb Comprehensive 5-Year Plan
2021	North Druid Hills at Briarcliff Node Update

REDEVELOPMENT

Corridor redevelopment focuses on establishing higher densities at the nodes (major intersections) and creating a greater network of connectivity. Each Livable Centers Initiative (LCI) includes a transportation street network plan. Most LCIs and small area plans identify goals for establishing a complete streets framework. Plans explicitly make the case for public investment in streetscapes and open spaces as a strategy to fuel re-investment and new development. Most plans also

recommend inter-parcel connectivity, which is already a development standard in County ordinances.

Redevelopment Studies

2012	Kensington LCI TOD Plan
2013	Covington Highway Corridor Master Active Living Plan
2013	Indian Creek MARTA Station – Master Active Living Plan
2013	Gresham Road Study Area Master Active Living Plan
2013	Belvedere Master Active Living Plan
2013	Covington Highway Corridor Master Active Living Plan
2013	Gresham Road Study Area Master Active Living Plan
2014	North Druid Hills LCI
2014	Medline LCI Plan
2014	Dunwoody 2020-2040 Comprehensive Plan
2014	Buford Hwy Improvement Plan and Economic Development
2016	Doraville Comprehensive Plan
2016	2040 Clarkston Comprehensive Plan
2019	DeKalb Development Plan
2019	Clairmont Road Corridor Study
2019	Memorial Drive Revitalization Corridor Plan
2019	One Chamblee Comprehensive Plan Update
2019	Decatur Legacy Park Master Plan
2019	I-20 East Transit-Oriented Development Community Plan
2021	DeKalb County Zoning Ordinance
2021	Glenwood Road & Columbia Drive Area Redevelopment Plan

Redevelopment recommendations highlight the need for public investment in the public realm as a way to incentivize private development. Redevelopment needs to replace existing aging and underutilized commercial properties along corridors like Covington Highway and Memorial Drive. Corridor redevelopment focuses on establishing higher densities at the nodes (major intersections) and creating a greater network of connectivity. The 2035 Comprehensive Plan Update includes design guidelines for concentrating development at nodes with height and buffering transitions between the highest intensity to lower intensity land use. Corridors like Buford Highway need improved accessibility and the high number of commercial destinations make the safety for non-motorized modes a pronounced issue. Each of the corridor

plans addresses crosswalks, safety and pedestrian improvements. Access to the interstate makes several of the corridors strategically important for redevelopment such as Glenwood Road and Memorial Drive. Scott Boulevard is characterized

by large acreages of vacant parcels (Medline Study), and all the corridors identified as Redevelopment Corridors have parcels that are underutilized, although growth pressure from the City of Atlanta is slowly leading to pockets of redevelopment.

HOUSING

Most plans identify the need for greater variety of housing options, allowing for a mix of smaller lot single-family, attached product and multi-family. Increasing housing options can be a useful strategy to increase affordability, particularly for households earning low- to moderate-incomes. Housing studies for DeKalb County clearly demonstrate that housing prices are rising faster than the median income, which is exacerbated by declining federal housing assistance options. Not only does the County have an insufficient supply of subsidized or otherwise affordable housing units, but the existing supply is at risk of loss over the next ten years. This is particularly true in areas of DeKalb County that offer the easiest connections to jobs, services, and multi-modal transportation options.

Local action to address housing need, particularly efforts that foster collaboration, cross-sector cooperation, and community-based partnerships, will be essential to make meaningful progress to provide a wide range of housing types for people of different incomes and ages. Recommendations highlight the need for DeKalb County to take a leadership role, particularly in the provision of affordable housing options by establishing a county housing officer, creating advisory committees, enhancing data and information system tracking, and connecting with other initiatives across the Atlanta region. Future action items should involve expanding resources and tools to support housing provision in DeKalb County.

Future housing needs in DeKalb County will require leaders to think comprehensively about opportunities and challenges. Addressing the County's needs will be more nuanced than simply expanding the supply of units. The County should also proactively consider ways to support economic development opportunities to increase incomes of residents to enhance housing choice, review land use plans to stabilize the affordability of housing options that have easy access to jobs, services, and transportation options, and preserve areas that offer naturally-occurring affordable housing units, particularly those areas that are in danger of gentrification, neglect, or disrepair.

Housing Studies

2010	New Roadmap for Workforce Housing in DeKalb
2018	DeKalb County Housing Affordability Study
2019	DeKalb 2019-2023 Consolidated Plan for HUD Programs

PLACEMAKING

Placemaking goals focus on urban design, streetscapes and creating safe, inviting bicycle and pedestrian connections (note: a way to assist implementation may be to excerpt out the streetscape typical sections from all the plans and maintain a directory or compendium by street name and segment). Plans that promote new development should

Placemaking Studies

2018	Make East Lake MARTA Yours – LCI Plan
2019	Arts, Culture, and Creative Placemaking Strategic Plan
2019	Decatur Legacy Park Master Plan
2020	ARC Regional Development Plan
2021	DeKalb Comprehensive 5-Year Plan
2021	Glenwood Road & Columbia Drive Area Redevelopment

incorporate greenspace and neighborhood parks to cultivate a sense of place. The plans reviewed indicate that very few dedicated bicycle facilities exist in the County, although some plans identify using sharrows to address this gap. The 2035 Update's five-year work program identifies a comprehensive parks expansion project list as well as an expanded greenway program financed through SPLOST and bonding. A sidewalk prioritization plan is included in the Work Program,

which will address the gaps in sidewalks identified in several of the plans (North Decatur Road, Scott Boulevard, DeKalb Industrial Way, Redan Road, segments of Clairmont Road and Covington Highway, etc.). Most plans recommend maximizing the existing and programmed trail network by identifying spurs or tie-ins to nearby trail segments. Some like the Kensington Study identify internal loop trails that connect to near-by trail system and others like the Medline LCI link major destinations like medical facilities and commercial amenities through new trails as a major step toward placemaking.

At the regional level, placemaking is further promoted through the ARC Arts and Creative Placemaking Plan, which offers a framework to engage creatives in traditional planning efforts and recommends ways to establish programs for public art.

Each LCI includes a transportation street network plan. Most LCIs and small area plan identify goals for establishing a complete streets framework. Plans explicitly make the case for public investment in streetscapes and open spaces as a strategy to fuel re-investment and new development. Most plans also recommend inter-parcel connectivity, which is already a development standard in County ordinances.

ARTS AND CULTURE

Part Placemaking, part quality of life, Arts and Culture elements of planning efforts help ensure a community's vitality and create vibrant places for appreciation, creative outlets, and learning opportunities on the area's heritage and composition.

DeKalb County has a rich cultural heritage, beginning with settlements by the Creek and Cherokee Indians. Named after Baron Johann DeKalb, a Revolutionary War hero, the County became home to colonialists

from Virginia, North Carolina, and South Carolina after the Indian Springs Treaty of 1821, which removed the Creek and Cherokee people from their land. In 1823, the county seat was designated in Decatur, named after Commodore Stephen Decatur, who was a War of 1812 naval hero—this location is still the county seat today. DeKalb County—largely near the railroad line and in Decatur's square as well as in the City of Lithonia and Stone Mountain—was the site of the Battle of Atlanta, a major Civil War campaign. DeKalb housed the City of Atlanta until Fulton County was established in 1853, but the County was primarily agrarian until the 1960s, with a focus on dairy farms and quarries.

The DeKalb of today has evolved from its farming and mining roots to a robust and diverse county with more miles of interstate than any other Georgia county and is home to the most diverse square mile in America in the City of Clarkston, which has become an example of what successful integration can look like due to influxes of immigrants and refugees since the 1990s.

The rich cultural history that DeKalb offers is celebrated and exhibited in the many arts and culture locations found in the County. Although the County itself does not have an Arts and Culture Plan in place (similar to Gwinnett County—which also does not have an Arts and Culture Plan but does make significant arts and cultural investments; Fulton County does have a countywide Arts and Culture Plan), several cities in DeKalb have developed Arts and Culture and/or public art Master Plans of their own, and the County is included in the Atlanta Regional Commission's (ARC's) Regional Arts and Culture planning efforts. Cities with their own Arts and Culture or public master plans, or with an arts organization, include Brookhaven, Chamblee, Clarkston, Decatur, Doraville, Dunwoody, and Tucker.

In addition to the city-focused arts and culture organizations, DeKalb's arts and cultural resources are also supported by other organizations throughout the County, such as We Love BuHi and the DeKalb History Center (DHC)—for instance, DHC spent \$1.6M to renovate the DeKalb County Courthouse, which is home to a County history museum/archives, and also maintains three additional structures in Decatur (the Benjamin Swanton House, the Biffle Cabin, and the Barber Cabin). Beyond organizations, DeKalb is home to numerous higher education institutions with a focus or concentration in arts and culture, as well as museums, studios/galleries, and more than 50 National Register of Historic Places locations.

There are many components to Arts and Culture planning, including transportation access to arts and culture destinations, housing and workspace affordability for artists and the creative community, support of the arts through adequate funding and awareness, inclusion of a broad range of cultural identities through various arts programs. While the Unified Plan may not include a deep dive into each of these elements, a big picture focus on accessibility of arts and cultural resources—

Arts and Culture Studies	
2009	City of Decatur Cultural Arts Master Plan
2011	Metro Atlanta Cultural Assessment – DeKalb Summary
2018	Create Dunwoody: Arts & Culture Master Plan
2019	ARC Arts, Culture, and Creative Placemaking Strategic Plan
2020	City of Brookhaven Arts + Culture Strategic Plan
2020	City of Dunwoody Public Art Implementation Plan
2020	Downtown Tucker Grid Plan (LCI Study)

both in the transportation sense as well as ensuring adequate dispersion of these resources throughout the County—can position the County for future arts and culture efforts.

PARKS AND OPEN SPACE

DeKalb’s network of parks and trails represents a unique and solid foundation for a system with immense potential.

The County’s Parks Department is in the process of completing a new long-range comprehensive plan, creating a vision for how to expand and improve their system within a changing environment. DeKalb’s two large nature preserves—Panola Mountain State Park and Davidson-Arabia Mountain Nature Preserve—are prime resources that have seen

significant investment over the last decade, particularly in terms of paved trails. And Stone Mountain Park—owned by the State—remains one of the area’s top tourist destinations, as discussions around its complicated cultural legacy continue.

With population growth and development expected to continue, acquiring new parkland will become increasingly difficult. This challenge highlights the need to explore every opportunity and consider creative ways to offer public greenspace. Multi-use trails represent one of

the best options for creating greenspace linkages, connecting parks, schools, and neighborhoods, and providing access to spaces that might otherwise go underused.

Parks and Open Space Studies

2013	Belvedere Master Active Living Plan
2013	Covington Highway Corridor Master Active Living Plan
2013	Panola Road / Salem Road Master Active Living Plan
2014	Dunwoody Parks Master Plan
2016	Chamblee 2040 Comprehensive Plan
2016	Doraville Comprehensive Plan 2022-2042
2020	Tucker Downtown Master Plan
2021	DeKalb Comprehensive Plan 5-Year

ENVIRONMENTAL SUSTAINABILITY

Ensuring all new development and transportation investment considers DeKalb’s environmental challenges and leverages its resources are crucial to ensuring the built environment can grow sustainably into the future.

DeKalb County runs a performance contracting initiative for energy audits; the program logs buildings in EPA’s database for tracking energy use, green-house gas emissions and project improvements.

Through the EPA Green Power Partnership, the County has powered the Gregory A. Adams Juvenile Justice Center with 100% renewable energy. The County’s facilities management office has also invested in a white roof program (also known as “cool roof”) which reduces the amount of electricity needed to cool government buildings. Several cities have sustainability plans including Dunwoody, Decatur, and Chamblee. These plans commit to reducing the environmental impact of transportation systems, promoting alternative modes of transportation, establishing alternative fuel source stations, reducing waste, and improving water-quality through low-impact development techniques.

Environmental Sustainability Studies

2012	Decatur Environmental Sustainability Plan
2013	DeKalb County Green Energy Partnerships
2014	Dunwoody Sustainability Plan
2019	One Chamblee Comprehensive Plan Update
2019	Tucker Recreation and Parks Master Plan
2019	Pine Lake City Council Project List

ECONOMIC DEVELOPMENT

Understanding and embracing DeKalb County's diversity will be critical to the success of the 2050 Unified Plan.

DeKalb's substantial racial and ethnic diversity is well documented, but diversity in the community also extends

to the landscapes, incomes, employers, and, ultimately, the opportunities and challenges that exist in the future. The diversity represented in DeKalb County should be celebrated as an asset to attract and promote future economic development initiatives.

Economic Development Studies
2019 DeKalb County Strategic Economic Development Plan

Although population and job growth are well-documented, DeKalb is growing at a slower rate than peer counties across the Atlanta region. Job growth in DeKalb between 2010 and 2016 was less than half the rate seen in Cobb, Fulton, and Gwinnett counties. However, there is a strong and continued increases in office space, especially in Dunwoody and Brookhaven, have benefitted from positioning in a growing regional market with a renewed focus on access to multi-modal transportation options, quality housing, retail services, and amenities.

DeKalb County's improving real estate and economic development market signals that companies, investors, and residents are increasingly noticing and taking advantage of the County's strengths. This is particularly true in connected, urban areas of the County. However, growth and opportunities are not distributed equally, as there are areas of DeKalb with aging commercial structures and low-density residential patterns that have struggled to attract new investment. As such, economic development tools, marketing strategies, and initiatives will not be uniform across the County and should be specific to the local landscape and dynamics.

HEALTH AND WELLNESS

Health and Wellness Studies

2013	Belvedere Master Active Living Plan
2013	Covington Highway Corridor - Master Active Living Plan
2013	Gresham Road Study Area - Master Active Living Plan
2013	Indian Creek MARTA Station - Master Active Living Plan
2013	Panola Road/Salem Road- Master Active Living Plan
2014	Medline LCI Plan
2020	ARC Live Beyond Expectations: Regional Strategic Plan Framework 2020-2025

Plans focused on providing pedestrian and bicycle facilities, with better connectivity to residential areas for access to walking and active recreation. Several plans include recommendations related to wellness such as promoting options for accessing fresh food.

These plans attempt to reduce the risk of chronic diseases such as diabetes, high blood pressure, cardiovascular disease, and some cancers by incorporating healthy active lifestyles. Emphasis is placed on promoting accessibility, pedestrian connections,

cycling infrastructure, civic space, parks, and trails to support physical activity. While these plans outline methods for a path towards better health, there is an absence of coordinating efforts within the county to realize these goals.

ROAD CAPACITY AND SAFETY

Transportation improvements are a crucial component of the DeKalb Unified Plan, as the County's roadways are the primary infrastructure for connecting neighborhoods and goods and services alike.

Road Capacity and Safety Studies

2014	DeKalb County Transportation Plan
2021	GDOT Statewide Transportation Improvement Plan
2021	Strategic Statewide Transportation Plan

Roadway capacity improvements are increasingly more complex than simply adding lanes. Often, road diets or removal of automobile lanes can be effective at increasing and diversifying roadway capacity, by providing more space for medians and turn lanes as well as the safe circulation of bicyclists and pedestrians.

The land use – transportation nexus emerges throughout the various plans as most recommend shorter, walkable blocks and new roadway connections in areas characterized by traditional, suburban development patterns and large parcels. Corridors like Buford Highway need improved accessibility and the high number of commercial destinations make the safety for non-motorized modes a pronounced issue.

TRANSIT

In recent years, significant transit planning efforts have been conducted in DeKalb County. This includes the development of the DeKalb County Transit Master Plan (TMP) and MARTA studies related to expansion, autonomous vehicles, and last-mile connectivity.

Several key themes were consistent throughout the transit planning efforts. Overall, the need for transportation alternatives to driving was identified. This is largely due to heavy congestion on arterial roadways and major corridors that are relied upon for commuting. The same roadways often play a huge role connecting activity centers and town centers throughout DeKalb County, which reinforced the need for transit. Addressing service gaps in specific areas was also identified as a need in the County, more specifically the southern and eastern parts of DeKalb.

Transit Studies

2018	MARTA Clifton Corridor Transit Initiative
2019	DeKalb County Transit Master Plan
2019	MARTA I-20 East Transit Initiative
2019	More MARTA Technical Summary
2020	South DeKalb Transit Hub Site Feasibility Study

The absence of first- and last-mile connectivity was widely identified as a barrier to increased transit use. Recommendations to mitigate first-and last-mile barriers included improved coordination between roadway and active transportation planning with transit services, as well as circulator-type shuttle services within smaller local communities. Details were offered particularly regarding each of DeKalb County’s MARTA rail stations through associated master plans that aim to increase

overall density near stations and improve general walkability and bikeability. The strategies offer focus to characteristics that contribute to transit-likely populations, such as car ownership. An example is Kensington station, where about 20% of the households in the subarea do not own a personal vehicle. Indian Creek, as another example, is a station that has extremely limited pedestrian infrastructure.

Strategies to increase transit ridership and mode share were identified through incentivizing transit-oriented development (TOD) and placemaking strategies at nearby MARTA rail stations and promoting mixed-use development within major transit corridors. In DeKalb County, there were opportunities identified both at Indian Creek and Kensington MARTA rail stations to use underutilized areas for new or redevelopment opportunities. Service improvements were also viewed as a strategy to increase transit usage including service expansion to underserved areas and corridors, reducing bus headways, improving the rider experience, and increased access to transit stops/stations via walking, cycling, and driving.

BICYCLE AND PEDESTRIAN

There are many examples of trails—both within DeKalb and around the region—built along utility corridors, floodplains, and on abandoned rail lines. In recent planning efforts across the region, multi-use trails have consistently been one of residents’ most requested investments. The example of Atlanta’s BeltLine, as well as many other trails, are inspiring communities to consider the power of active transit and the appeal of pedestrian-scaled urban design. Currently, DeKalb County has a disjointed network of trails. Cities, including Decatur, Chamblee, Lithonia, Tucker, and Brookhaven, have begun implementing local systems. There are other major regional trails such as the Stone Mountain Trail, Arabia Mountain PATH, and the Rockdale River Trail that individually are significant but have much to offer in terms of creating a truly connected, Countywide trail system.

Most of the recommendations from previous plans for DeKalb County recommend maximizing the existing and programmed trail network by identifying spurs or tie-ins to nearby trail segments to create a more connected network. For example, the Kensington Study identifies internal loop trails that connect to the near-by trail system and the Medline LCI identified gaps and missing links to major destinations like medical facilities and commercial amenities through new trails.

Despite these efforts, there are still large swaths of DeKalb County that are underserved, however, particularly when considering overall demand for walking and cycling. Closing the gaps that separate the County’s existing network could lead to significant increases in trail use, particularly if connections to and from activity centers and transit are seamless and user-friendly.

Bicycle and Pedestrian Studies	
2013	Belvedere Active Living Plan
2013	Covington Highway Corridor Master Active Living Plan
2014	North Druid Hills LCI
2016	Hammond Drive Corridor Study
2017	Dunwoody Last Mile Connectivity Study
2017	ARC Envisioning a Regional Trail Network
2017	ARC Bike to Ride
2019	One Chamblee Comprehensive Plan Update
2019	<i>Seguridad Alimentaria</i> – Food Security in Atlanta’s Latinx Community
2019	Chamblee Rail Trail Phase 3 Concept Design Study
2020	Town Center Streetscapes Concept Plan
2020	ARC Regional Trail Vision Update

FREIGHT

The Atlanta region is a global leader in freight and logistics, and its development as a freight rail and air hub is central to its economic base. Several of GDOT’s Statewide Designated Freight Corridors pass through DeKalb County, including I-285, I-20 and I-85.

Freight Studies	
2015	The Region’s Plan Policy Framework
2016	Freight Mobility Plan Update
2019	Chamblee Mobility – Multimodal Transportation Plan
2020	Regional Development Plan
2021	GDOT Statewide Transportation Improvement Plan
2021	GDOT Strategic Statewide Transportation Plan
2021	DeKalb 2035 Comprehensive Plan 5-Year Update

Freight corridors in the County come together with freight-related land uses – and as DeKalb looks to continue as a home to freight and logistics uses, transportation and land use plans need to work to better integrate industrial areas into residential and commercial land uses. More specifically for transportation uses, DeKalb County should consider how to support both long-distance freight trucking trips as well as more localized distribution trips that connect directly to freight-related land uses. Transportation improvements, such as improvements to turning lanes, enhanced signal timing,

and other ITS developments can help to support safe interactions between freight and general-purpose travel. Continued asset management of freight rail facilities and roadway infrastructure is also crucial for a continuing industrial presence in DeKalb.

Previous Plans and Studies

Table 1. Previous Plans and Studies

Study Name	Geography / Organization	Year Completed	Comprehensive Land Use Plan										CTP			
			Zoning and Future Land Use	Redevelopment	Housing	Placemaking	Arts and Culture	Parks and Open Space	Sustainability/Environmental	Economic Development	Market Analysis	Health and Wellness	Road Capacity and Safety	Transit	Bike/Ped	Freight
The Region's Plan Policy Framework	ARC	2015		○	●	○	○	○	○	○		○	○	●	○	●
Envisioning a Regional Trail Network	ARC	2017						○	●			○	○	○	●	
Bike to Ride	ARC	2017						○	●			○	○	●	●	
Arts, Culture, & Creative Placemaking Strategic Plan	ARC	2019		○		●	●	○	○	○		○	○	○	○	
Regional Development Plan	ARC	2020		○	○	○	○		○	○			○	●	○	●
Live Beyond Expectations - Regional Strategic Plan Frame	ARC	2020			●				○			●		○		
Regional Trail Vision - 2020 Update	ARC	2020						○	●			○	○	○	●	
Make East Lake MARTA Yours- 2017 LCI Plan	Atlanta	2018	○	○		○								●		
ATL Regional Transit Plan (ARTP)	Atlanta Region	2019												●		
Buford Hwy Improvement Plan and Economic Development	Brookhaven	2014		●	○				○	●	●	○	○	●	●	
Clairmont Road Corridor Study	Brookhaven	2019		●	○					●			○	○	○	
Town Center LCI	Chamblee	2014		●	○		○	○	○	●	●		●	●	●	
2040 Comprehensive Plan	Clarkston	2016	●	●	○		○	●	○	○	●		○	○	●	
Rail Trail Extension Conceptual Design Study - Phase 2	Chamblee	2016		○		○		○	●			○			●	
Peachtree Road Streetscape & Rail Trail	Chamblee	2017		○		○		○	●			○			●	
Chamblee Self-Driving Shuttle Feasibility Study and Concept Plan	Chamblee	2018												●		
Chamblee Automated Shuttle Detailed Design Plan	Chamblee	2019												●		
Chamblee Mobility - Multimodal Transportation Plan	Chamblee	2019				○								●	●	●
One Chamblee Comprehensive Plan Update	Chamblee	2019	○	●	○		○	○	●	●		○	●	●	●	
Rail-Trail Phase 3 Concept Design Study	Chamblee	2019		○		○		○	●			○		○	○	
Seguridad Alimentaria - Food Security in Atlanta's Latinx Community	Chamblee	2019							●			○			●	
Town Center Streetscapes Concept Plan	Chamblee	2020		○	●			○		○			●	○	●	
Major Component / Focus	●															
Included in study	○															

Previous Plans and Studies

Study Name	Geography / Organization	Year Completed	Comprehensive Land Use Plan											CTP			
			Zoning and Future Land Use	Redevelopment	Housing	Placemaking	Arts and Culture	Parks and Open Space	Sustainability/ Environmental	Economic Development	Market Analysis	Health and Wellness	Road Capacity and Safety	Transit	Bike/Ped	Freight	
DeKalb County Sustainable Design Assessment Team Report	DeKalb	2011	○			○			●			○		○			
Kensington LCI TOD Plan	DeKalb	2012	○	●	●		○	○	○	●	●	○	●	●	●		
Belvedere Master Active Living Plan	DeKalb	2013	●	●	○		○	●	○			●	●	○	●		
Covington Hwy Corridor - Master Active Living Plan	DeKalb	2013	●	●	●			●	○	●	○	○	●	●	●		
Green Energy Partnerships	DeKalb	2013							●								
Gresham Rd Study Area - Master Active Living Plan	DeKalb	2013	●	●	○				○			○	●	○	○		
Indian Creek MARTA Station - Master Active Living Plan	DeKalb	2013	●	●	●			○	○	●	○	○	●	●	○		
Panola Road/Salem Road- Master Active Living Plan	DeKalb	2013	○	○	●		○	●	○	●	○	●	●	○	●		
North Druid Hills LCI	DeKalb	2014	●	●	●	○		○	○	●		○	●	●	●		
Medline LCI Plan	DeKalb	2014		●	●		○	○	○	●	○	●	○	●	●		
Clifton Corridor Initiative	DeKalb	2018												●			
DeKalb Development Plan	DeKalb	2019		●	○			○		●			○	○	○		
DeKalb County Transit Master Plan	DeKalb	2019												●			
I-20 East Transit Oriented Development Community Plan	DeKalb	2019	●	●	○	●	○	●	○	●	●			●	●		
2019 Annual Development Report	DeKalb	2020	●	○	●					●							
South DeKalb Transit Hub Feasibility Study	DeKalb	2020												●			
2021 DeKalb County Comprehensive Plan: 5-Year Update	DeKalb	2021	●	○	●	●	○	●	○	●	○	○	○	●	○	○	
DeKalb 2035 Comprehensive Plan 5- Year Update Executive Summary	DeKalb	2021	●	○	●			○	○	●				●	○	○	
DeKalb County Zoning Ordinance	DeKalb	2021		●	●					●							
Glenwood Rd & Columbia Drive Area Redevelopment	DeKalb	2021		●		○		○	○			○	○	●	●		
DeKalb 2035 Comprehensive Plan 5- Year Update Executive Summary	DeKalb	2021	●	○	●			○	○	●				●	○	○	
Sustainability Plan	Dunwoody	2014		●				●	●	○		○	○	○	●		
Comprehensive Plan	Dunwoody	2015	●	○	○	○	○	○	○	●		○	○		○		
Winters Chapel Rd Area Study	Dunwoody	2015		○	○			○					●	○	●		
Hammond Drive Corridor Study	Dunwoody	2016								○			○		●		
Dunwoody Last Mile Connectivity Study	Dunwoody	2017											●	●	●		
Major Component / Focus	●																
Included in study	○																

Previous Plans and Studies

Study Name	Geography / Organization	Year Completed	Comprehensive Land Use Plan										CTP			
			Zoning and Future Redevelopment	Housing	Placemaking	Arts and Culture	Parks and Open Space	Sustainability/ Environmental	Economic Development	Market Analysis	Health and Wellness	Road Capacity and	Transit	Bike/Ped	Freight	
Agnes Scott College Climate Resilience Plan	Decatur	2021			○			●			○		○	○		
Comprehensive Plan 2022-2042	Doraville	2016	○	●	●		○	●	○	●			●	●	○	
GDOT Statewide Transportation Improvement Plan	GDOT	2021											●		○	
2021 Strategic Statewide Transportation Plan	GDOT	2021											●	○	○	
I-20 East Transit Initiative	I-20 Corridor	2012											●			
More MARTA	MARTA	2018											●			
Pine Lake City Council Project List	Pine Lake	2019				●	○	●	●							
Tucker Downtown Master Plan	Tucker	2020		○		○	●	○			○	○		○		
Recreation and Parks Master Plan	Tucker	2019			○		●	●			○			●		
Tucker PATH Trail Master Plan and Implementation Strategy	Tucker	2019														
Major Component / Focus	●															
Included in study	○															

EXISTING CONDITIONS AND NEEDS ASSESSMENT

DEKALB COUNTY 2050 UNIFIED PLAN:
COMPREHENSIVE TRANSPORTATION PLAN AND COMPREHENSIVE PLAN UPDATE

ONGOING AND UPCOMING PROJECTS



ONGOING AND UPCOMING PROJECTS

MAJOR MOBILITY INVESTMENT PROGRAM

GDOT oversees the Major Mobility Investment Program (MMIP) which invests in large transportation projects in the state. MMIP transportation projects aim to create additional capacity, improve freight movement, enhance safety, and improve mobility for travelers. These can include major interchange, major express lanes, major interstate widening, commercial vehicle lanes, and general interstate route improvement projects. The I-285 Top End Station Segment Plan is an MMIP project in DeKalb County that includes express lanes and bus rapid transit (BRT) service (**Figure 4**).

I-285 TOP END STATION SEGMENT PLAN

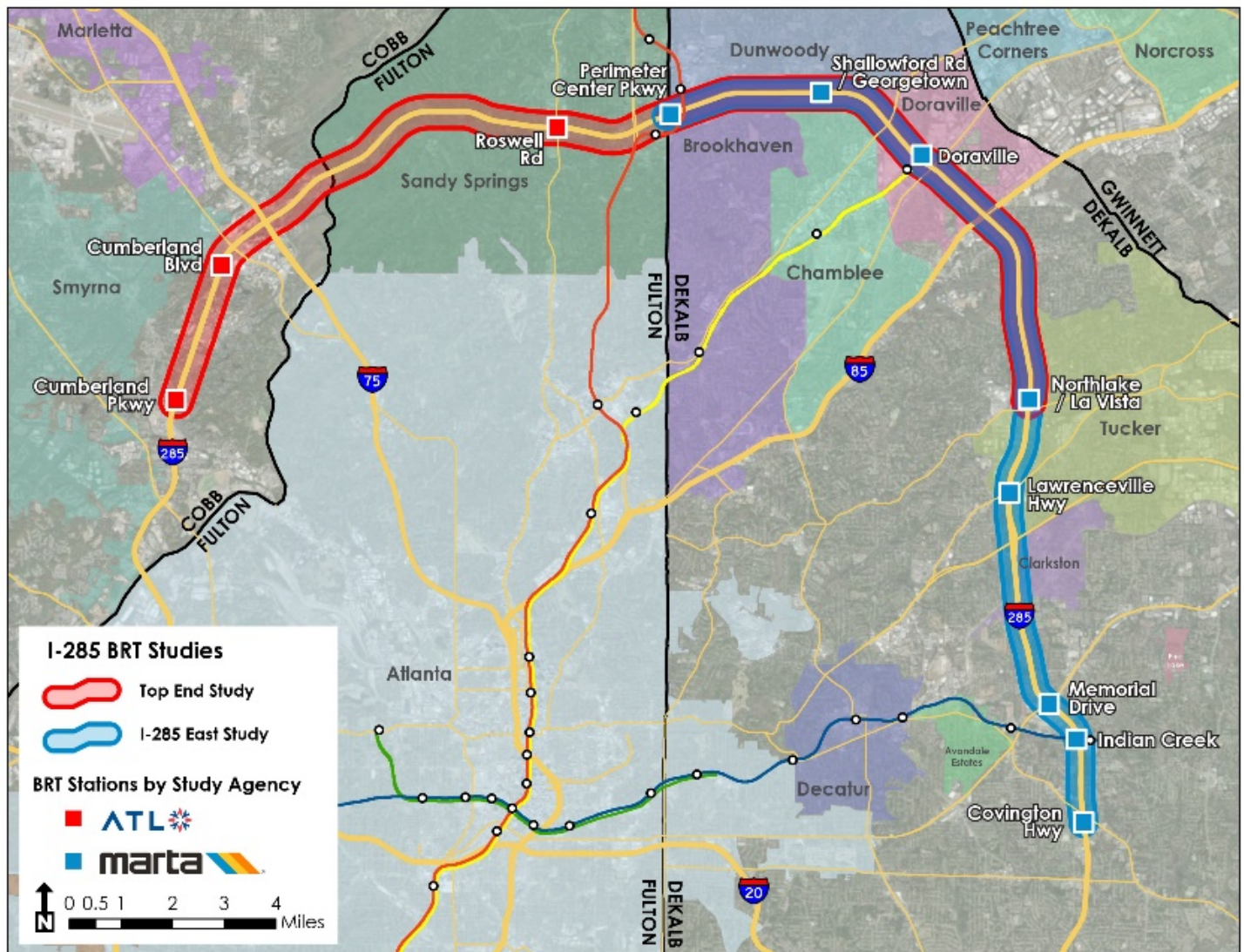


Figure 4. I-285 BRT Studies

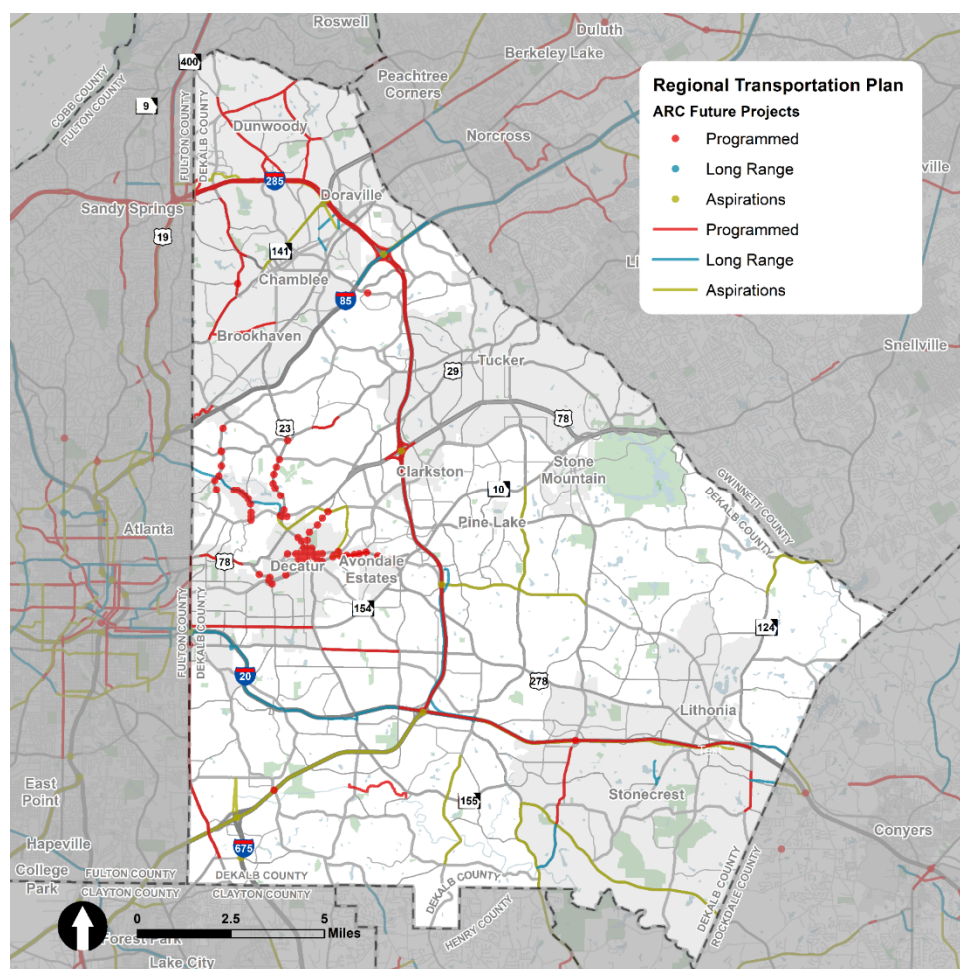
The I-285 Top End Station Segment plan is the third phase in a series of projects to study, design, and implement bus rapid transit along I-285 from Cumberland Parkway in Cobb County to Covington Highway in DeKalb County. The study is being conducted by two agencies, with MARTA responsible for the I-285 East Study, which includes all of the project limits within DeKalb County, and the ATL responsible for the I-285 West Study. This project phase -- from Spring 2020 through 2021 -- includes agency coordination, an analysis of existing conditions, and the development of conceptual designs and

service plans. This will be followed by a modeling and analysis process and will conclude with the development of an implementation plan. The project will link to stations on the existing MARTA rail systems and will have major implications for both mobility and development within DeKalb County, particularly in areas adjacent to future stations. GDOT's Managed Lane System is slated to include not one, but two fully-separated managed traffic lanes through from I-285 Top-End to I-285 East, as seen in **Figure 5**. The two lanes will be constructed in both directions, and will be barrier-separated, indicating a major structural investment along the corridor.

ADDITIONAL REGIONAL PROJECTS

The Atlanta Regional Commission (ARC) developed the Regional Transportation Plan (RTP) which was approved in February 2020 and has since then had periodic amendments. The RTP proposes transportation investments that are crucial to the 20-County region with a horizon year of 2050. Short-term recommendations (six fiscal years) that have identified funding are included in the region's Transportation Improvement Program (TIP), a subset of the full RTP. The RTP's future projects are categorized as Programmed (TIP), Long-Range, and Aspirational. Future projects identified by the ARC are shown below in .

KEY IMPACTS TO DEKALB COUNTY



DeKalb County is just one piece of Metro Atlanta; therefore, coordinated planning efforts are critical for future success. GDOT and ARC have a myriad of state and regional planning efforts that impact activities within DeKalb. Meanwhile, local city initiatives need to be considered as a part of the County's planning efforts. As a part of the Unified Plan process, DeKalb is tasked with identifying high priority, high performing projects that can compete well at a regional level for state and federal funding. Consideration of national, state, and regional goals will position DeKalb for future implementation.

Figure 5. Regional Transportation Plan

EXISTING CONDITIONS AND NEEDS ASSESSMENT

DEKALB COUNTY 2050 UNIFIED PLAN:

COMPREHENSIVE TRANSPORTATION PLAN AND COMPREHENSIVE PLAN UPDATE

PEOPLE



PEOPLE

DeKalb County is considered one of the five central counties of Metro Atlanta, and with a 2020 population of 764,382 is the fourth largest County in both the metro region and the State of Georgia. This accounts for approximately 12.5% of the Metro Atlanta population, which recently surpassed 6 million. DeKalb has a widely diverse population that presents unique opportunities and challenges, as a broad array of issues must be addressed through services and policies in order to meet the various needs of its citizens.

Since the year 2000, the County has grown at a rate slower than the region as whole, particularly as compared to some of the more exurban counties. The County is a minority-majority community, with African Americans making up the largest demographic group at 54.8%¹ of the population. The age structure of the County is similar to that of the region, with those under 18 making up 23% of the population and seniors making up another 12.9%. As with the rest of the Atlanta region, the population of older adults is expected to grow much faster than overall population, presenting new challenges related to healthcare and mobility. Additionally, the County has slightly lower household incomes and a higher poverty rate than the region as a whole.

HISTORICAL AND CURRENT POPULATION DENSITY / GROWTH TRENDS

DeKalb County experienced explosive population growth throughout the 1980s and 1990s (**Figure 7**). Though the great recession caused a sharp slowdown during the 2000s, growth has since bounced back strongly. Nevertheless, the long-term growth trends show gradually slowing growth as the County's population approaches 1 million people by the year 2050.

While DeKalb County has traditionally experienced continuous population growth, that growth has not been distributed evenly. In 1990, the densest portions of the County were primarily in western and central DeKalb, including areas within or adjacent to the Cities of Atlanta, Decatur, and Clarkston, or places located near transportation routes, particularly Buford Highway, Memorial Drive, and Glenwood Rd. (**Figure 6**) Since then, population growth has dispersed across most of the County, with notable increases in density in northern DeKalb County along I-285, and south-central DeKalb County along the I-20 corridor. This trend is expected to continue through 2050, with only the far eastern and southern portions of the County remaining largely low-density (**Figure 8**).

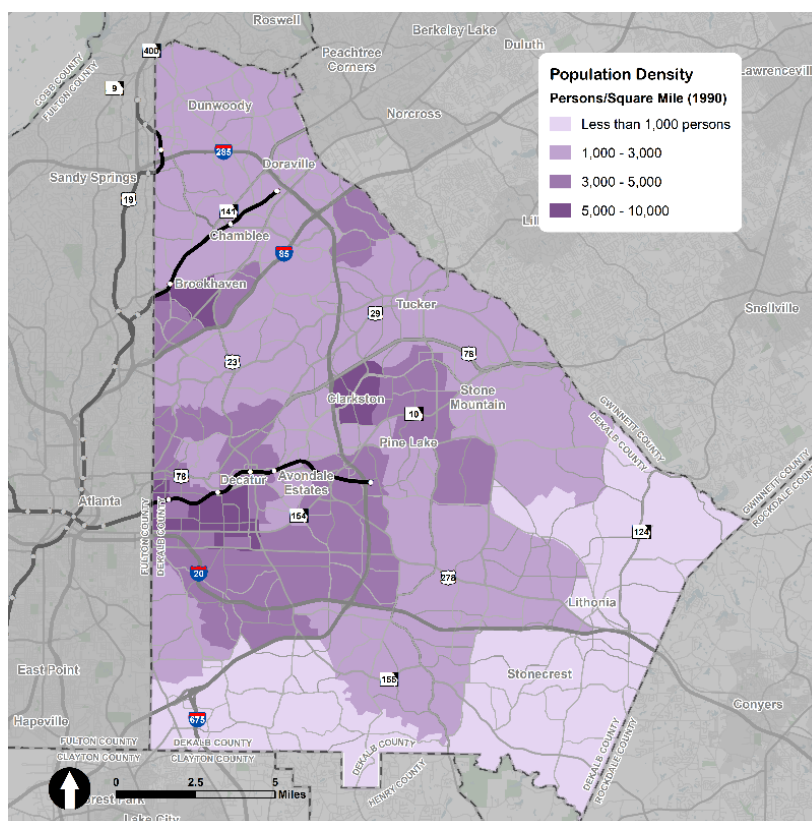


Figure 6. Population Density in 1990

Figure 7. Population Growth

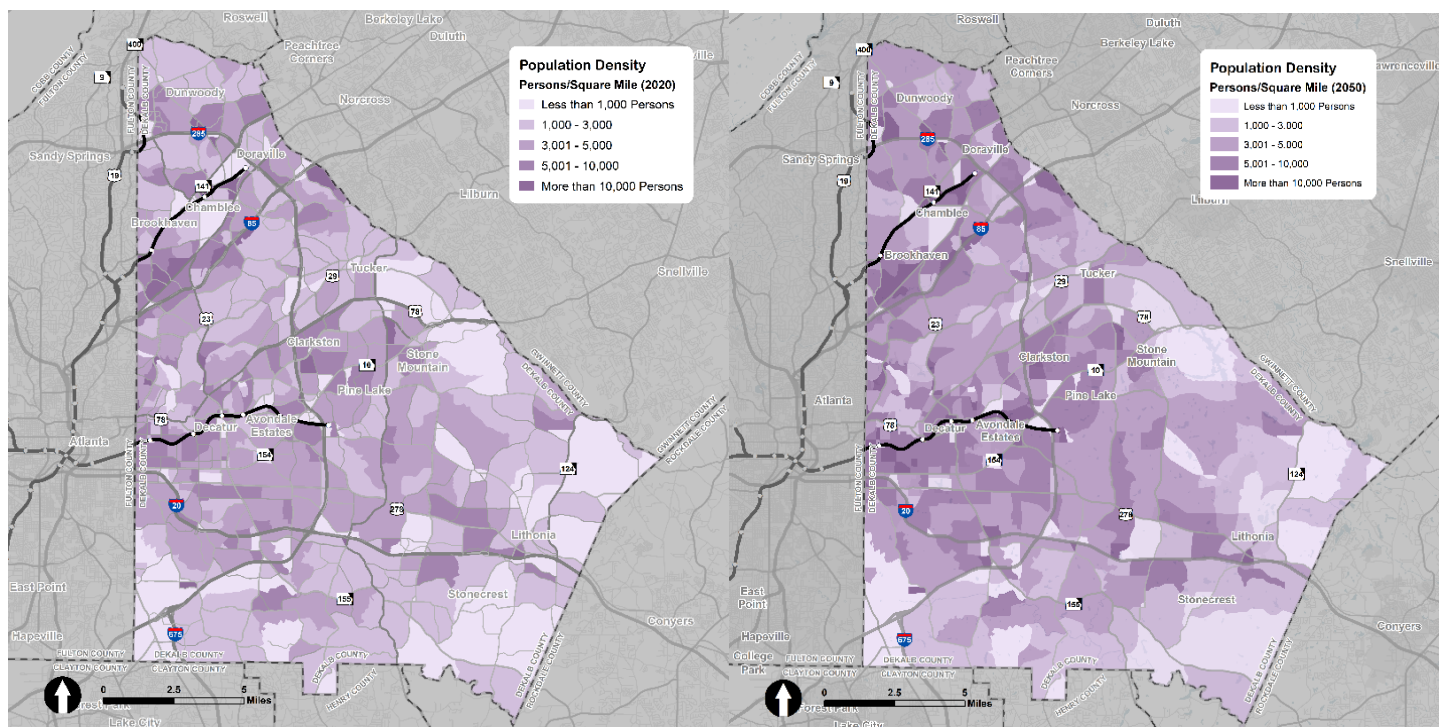
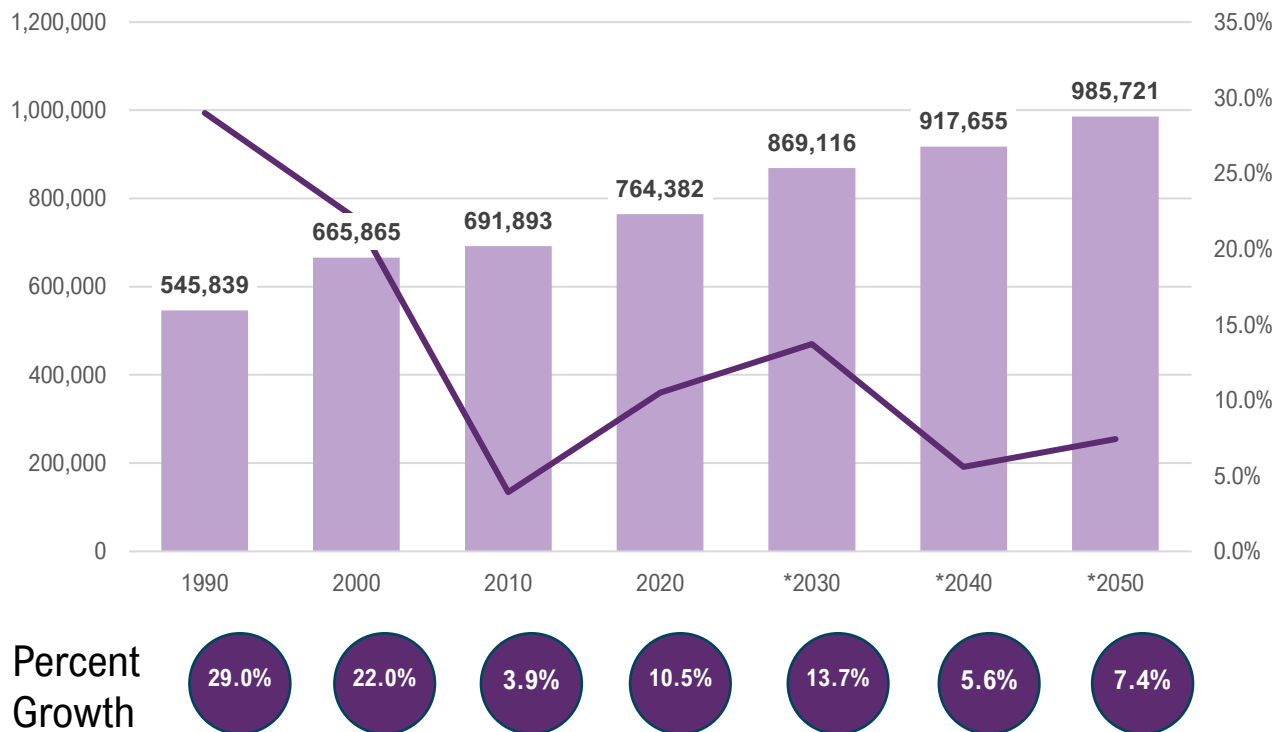


Figure 8. Population Density Comparison

Age Cohorts

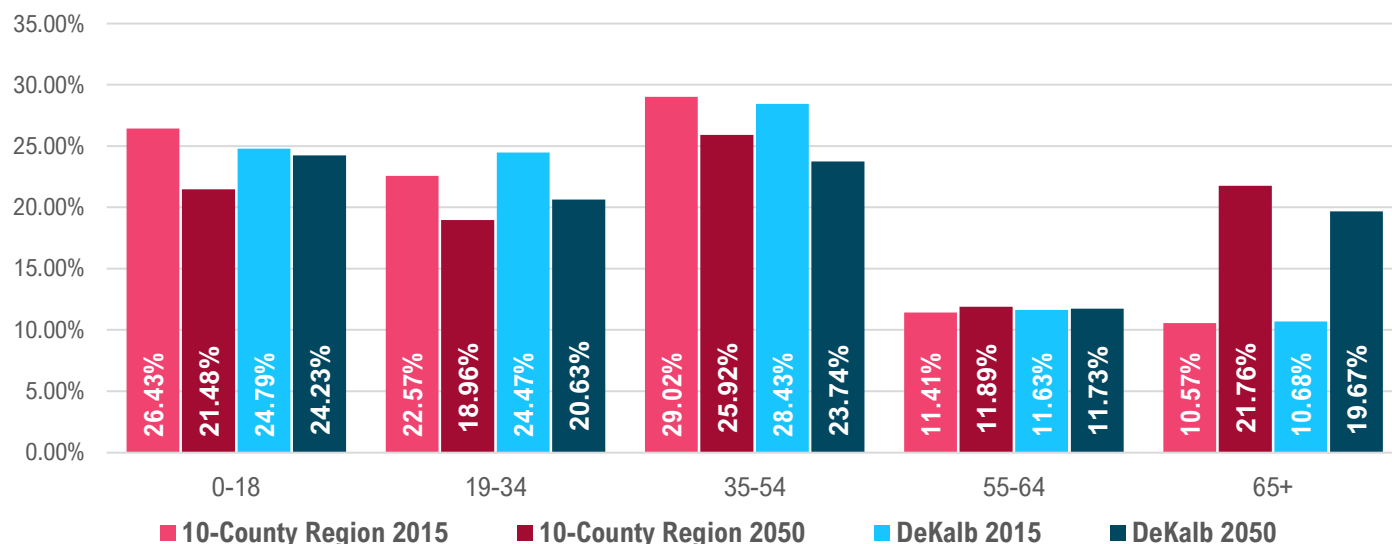


Figure 9. Age Cohorts

AGE COHORTS

The age demographics of DeKalb County are fairly similar to the Atlanta 10-County region average. Around a quarter of residents are 18 and under, while just over one in ten are considered seniors. The median age is currently estimated at 36.4, which is just slightly below the regional median age of 36.6.

While all age groups in the Metro Atlanta region are expected to expand over the next 30 years, the share of the population over age 65 is expected to grow much faster than any other group, doubling as a percentage of the population. DeKalb County is expected to see similar aging trends in the population, with seniors expected to make up nearly one in five residents by 2050, as shown in the chart above (**Figure 9**). However, unlike the rest of the region, DeKalb's 18 and under cohort is expected to remain stable relative to the rest of the population. With the County's population is expected to expand to nearly one million residents by 2050, this stability has important implications for future infrastructure investments. The County will need to invest heavily in education to support this demographic, as well as continue to invest in transportation, parks, and recreational infrastructure.

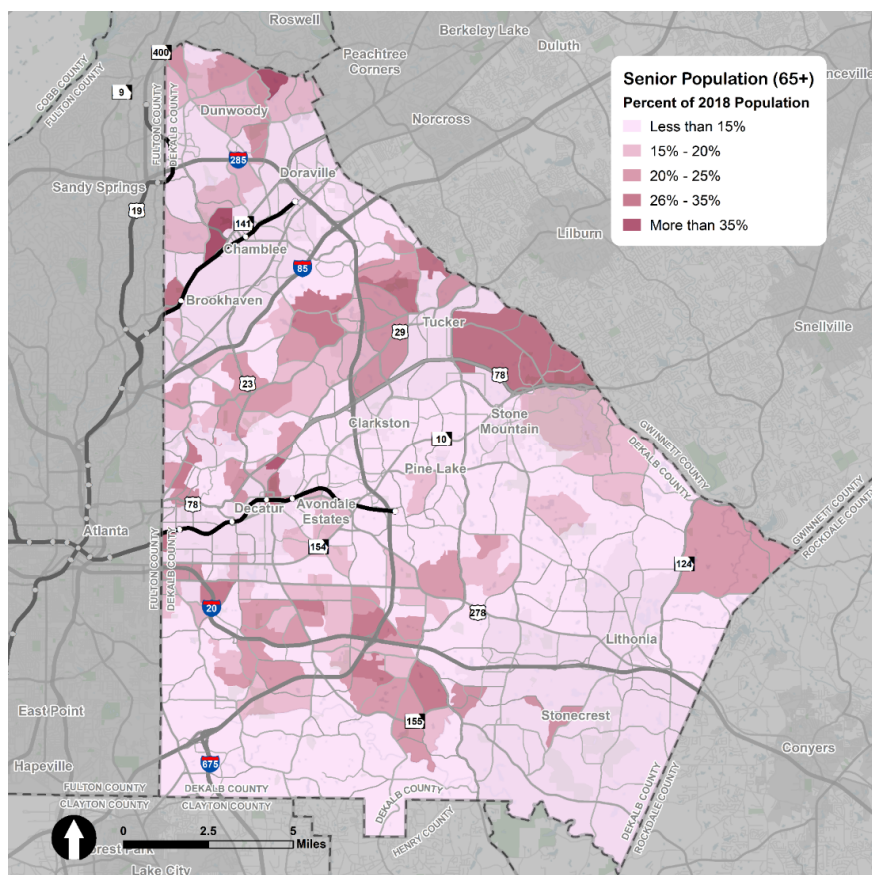


Figure 10. Senior Population

SENIOR POPULATION

Seniors will be the fastest growing age group over the next 30 years, with the population projected to rise from nearly 102,000 in 2020 to over 199,000 by 2050. **(Figure 10)** shows the distribution of seniors in the County as a percentage of the overall population, illustrating that many of the areas with the highest percentage are in areas with more limited access to rapid, high-capacity public transportation (heavy rail). The County will need to proactively plan for the needs of the rapidly growing senior population, including additional transportation and housing options and age-in-place supportive developments, to help this segment of the population maintain a high quality of life.

DIVERSITY

RACE / ETHNICITY

DeKalb County is one of the largest and most diverse counties in the Metro Atlanta region, and is the most populous county with a majority black population **(Figure 11)**. Over the next 30 years, DeKalb County is expected to continue its trend of increasing diversity as Asian and Latinx/Hispanic communities in DeKalb County are projected to grow faster than other groups, comprising over 25 percent of the County's future population **(Figure 12)**.

The trend in DeKalb County is replicated in demographic forecasts for the larger metro area with no specific community making up an absolute majority of the population **(Figure 13)**.

Diversity in DeKalb 2019

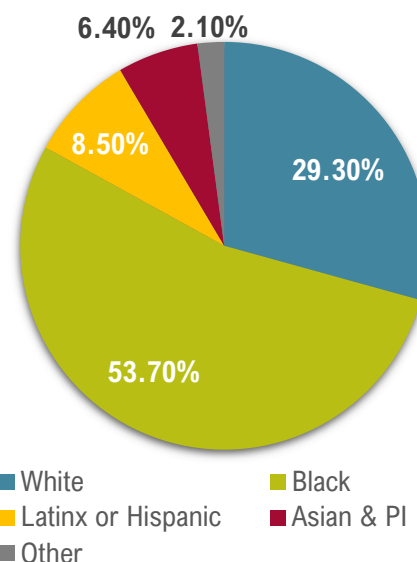


Figure 11. DeKalb Diversity (2019)

10-County Region 2050

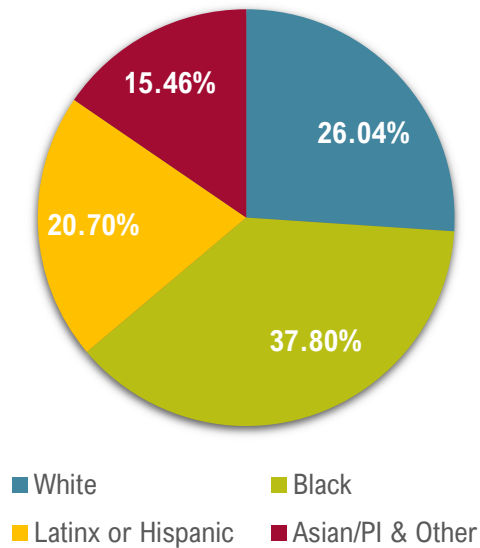


Figure 13. Regional Diversity (2050)

Diversity in DeKalb 2050

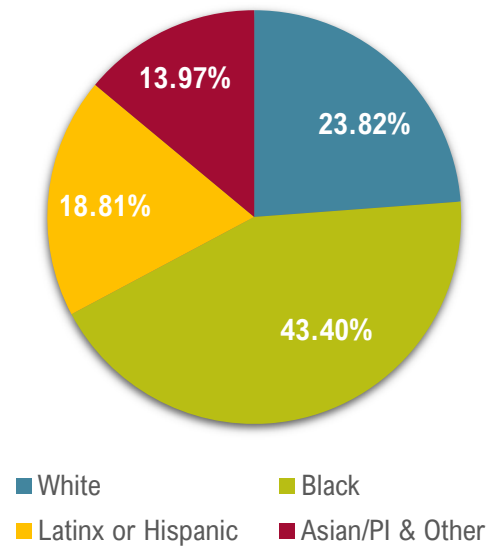


Figure 12. DeKalb Diversity (2050)

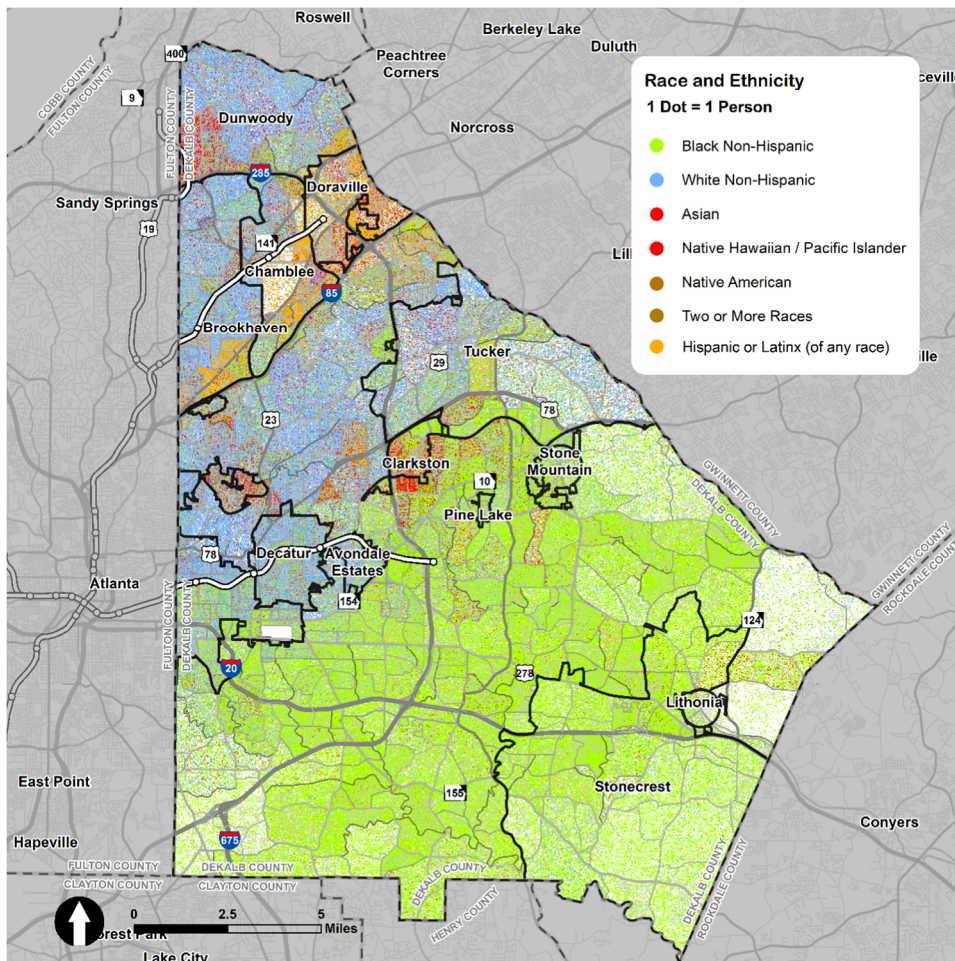


Figure 14. Race and Ethnicity

When taking a closer look at the level of racial segregation in DeKalb County, **Figure 14** illustrates that although the County is diverse, there are areas in the County that are relatively integrated and other areas where clearer delineations between black, white, Asian, and Latinx/Hispanic communities exist (2018 American Community Survey).

LIMITED ENGLISH PROFICIENCY

LEP is a category reported by the Census that indicates people who are English learners and are fluent in a language other than English. English learners can encounter barriers and limitations to goods and services due to lack of adequate translation services. This can lead to challenges in mobility and general quality of life. DeKalb County is considered home to many diverse families including those who do not speak English. In DeKalb County, 42% of English learners speak Spanish as a first language, and an additional 23% speak a language that is Asian or Pacific Islander. The two largest concentrations of English learners in DeKalb County are in the Clarkston area and along the Buford Highway Corridor (**Figure 15**).

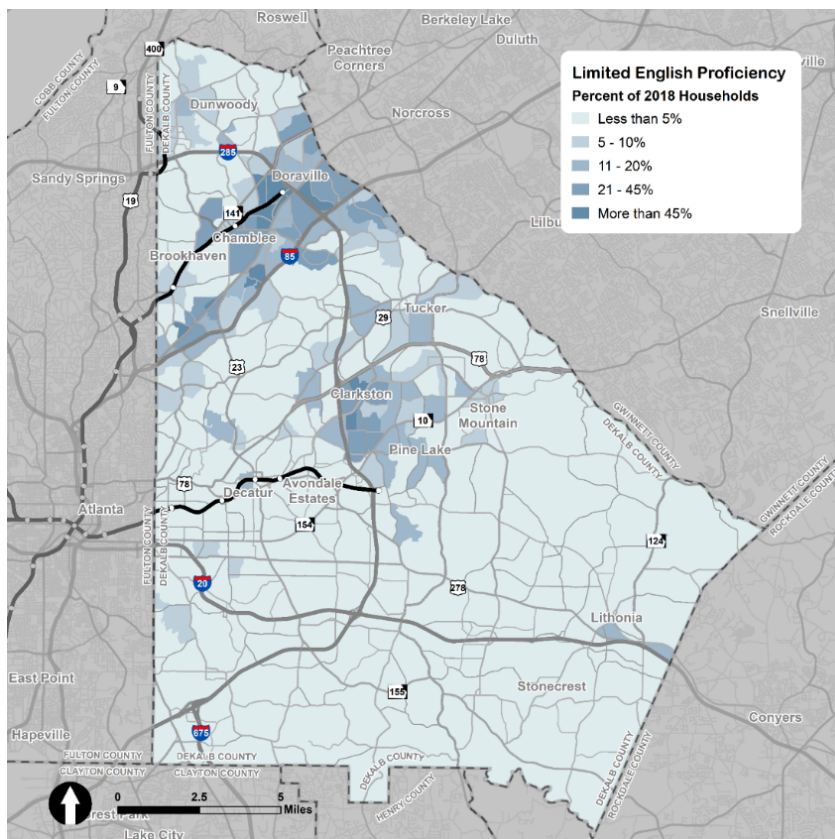


Figure 15. LEP Households

PERSONS WITH DISABILITIES

Approximately 10 percent of DeKalb County's population identifies as having a disability (

). Disability data is self-reported as part of the American community survey, which asks about six types of disability difficulties: hearing, vision, cognitive, ambulatory, self-care, or independent living. Program goals supporting people living with disabilities emphasizes supporting independence and promoting involvement in all societal aspects to maintain a high quality of life. The map above illustrates where transportation options should be considered to address different mobility needs that may exist. Additional services and accommodations may be needed in areas with higher percentages of residents with a disability.

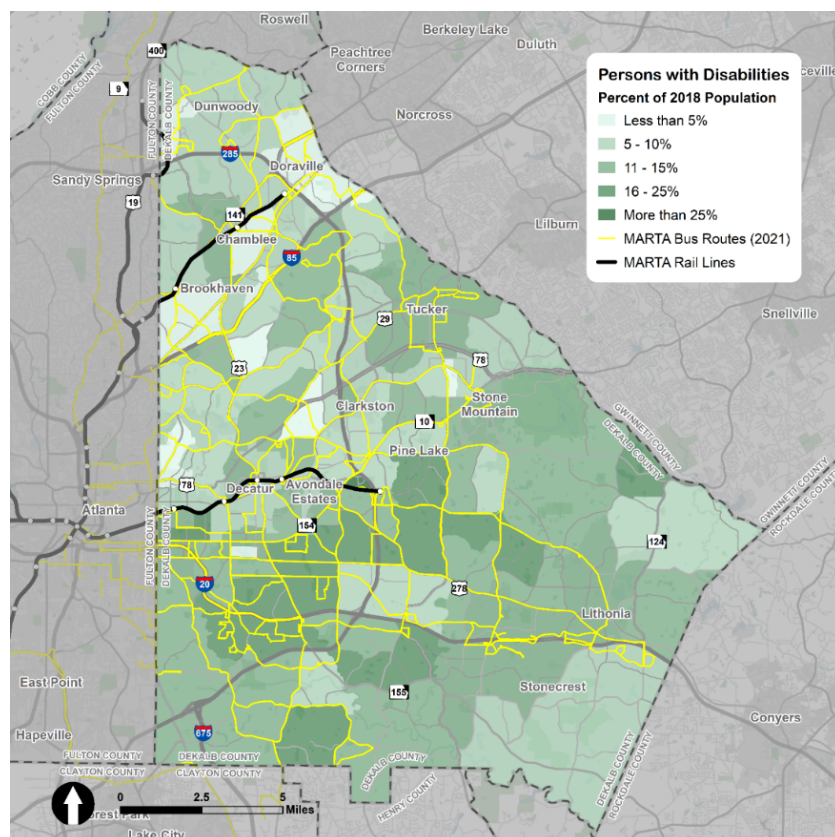


Figure 16. Persons with Disabilities

CAR OWNERSHIP

Car ownership can indicate where people in the community rely on other modes of transportation to access public goods and services. Ensuring that communities have alternative transit options to driving can help to promote quality of life and reduce barriers to equitable access to community resources. In DeKalb County, 8.7% have no vehicle available at home. There are areas, such as south of Rainbow Drive, where transit access does not exist, but there are higher numbers of the community who do not have access to a vehicle in their households, as shown in **Figure 17**.

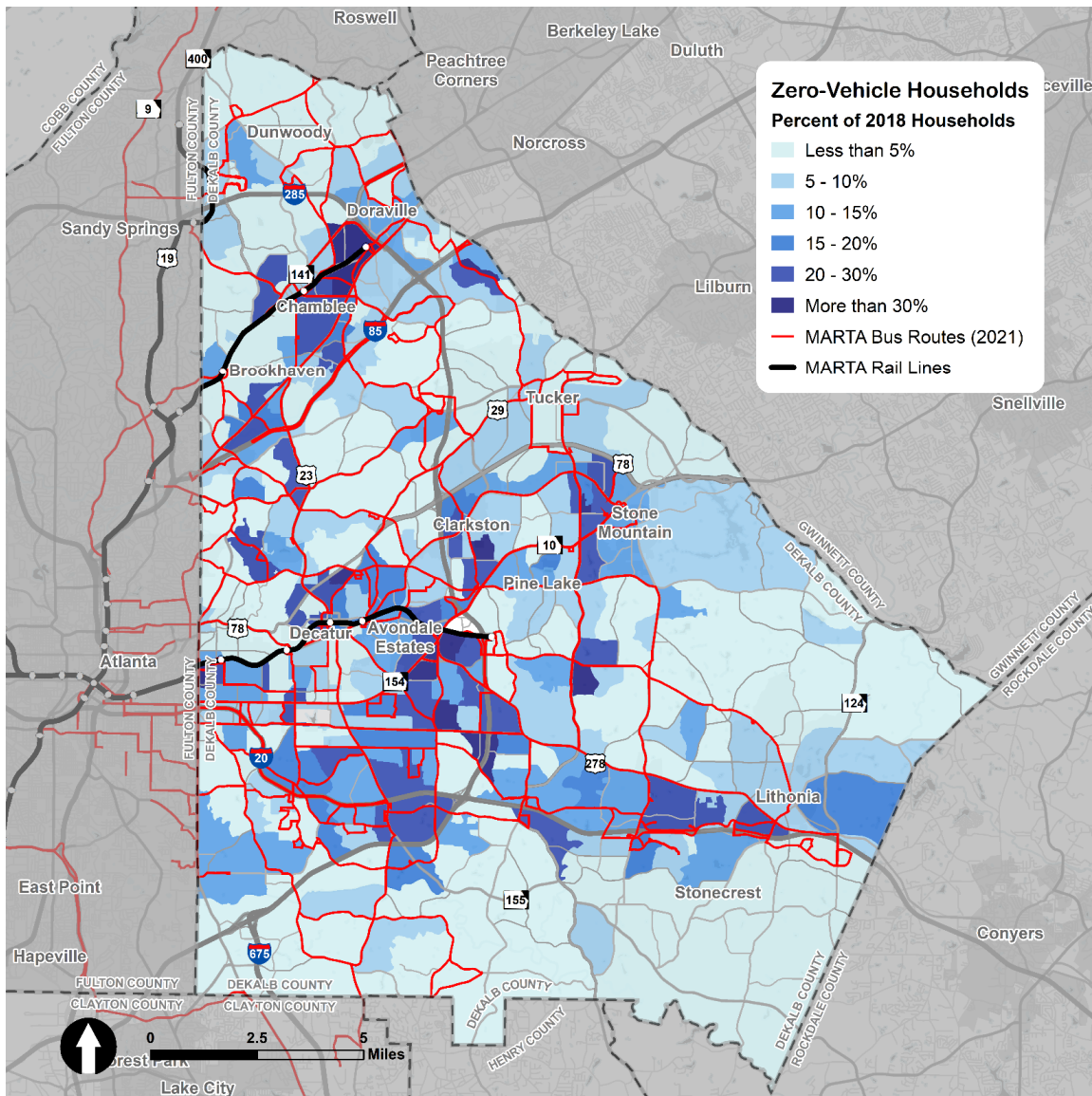


Figure 17. Zero-Vehicle Households

EDUCATIONAL ATTAINMENT

Educational attainment is tied closely to income and the skills and opportunities that are available to people to be able to live healthy lives in their communities. The relationships between education, socioeconomic status, and social mobility are complex but have a strong influence on the overall health of individuals. Education can often provide people with opportunities for better health that include better jobs and higher earnings, general resource availability (e.g., grocery stores, trails, parks, etc.), and healthy behaviors and health-learning opportunities.

In DeKalb County, 90 percent of people over 25 have a high school diploma or higher. Just under half of the population has a bachelor's degree or higher (includes numbers of high school graduates). Larger concentrations of people who have attained a bachelor's degree or higher live north of the MARTA Blue and Green lines and inside of the I-285 corridor. The County's educational attainment is roughly similar to the overall region, but with a slightly higher rate of graduate or professional degree attainment. The County school system, however, has the second lowest high-school graduation rate in the region at 73.4%. The tie of educational attainment to income is evident when comparing **Figure 18**, and additional investments in public schools may be necessary to maintain the County's strong educational attainment.

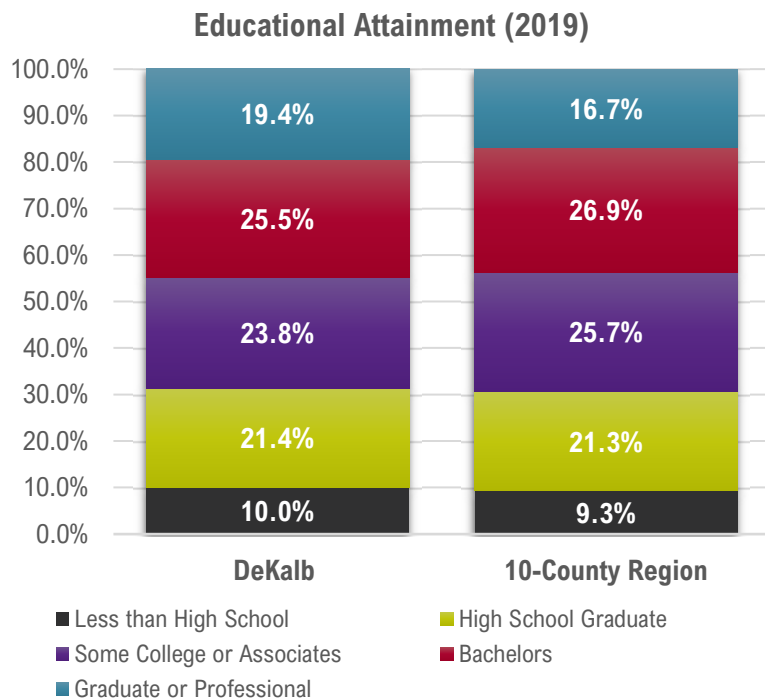


Figure 18. Educational Attainment

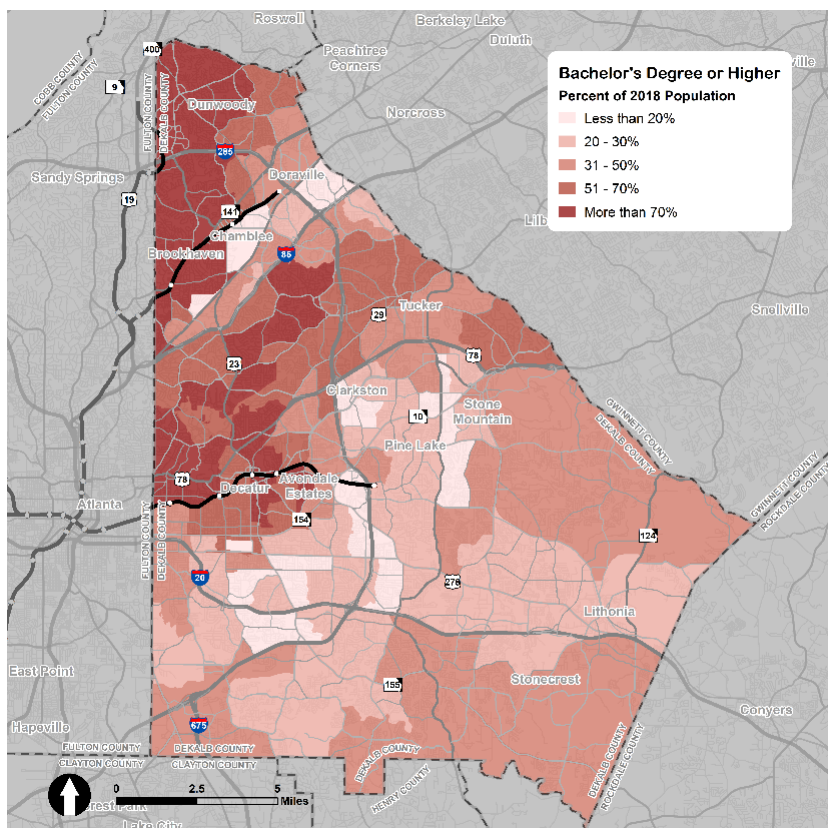


Figure 19. Educational Attainment

INCOME

The highest household incomes are primarily concentrated in the northern and northwestern segments of the County, as shown in **Figure 20**. Median incomes are generally lower along the I-285 corridor south of Highway 78 and along I-20. Just under 15 percent of the households in DeKalb are considered low-income, and high concentrations of lower income households can result in reduced educational achievement, lower social mobility, reduced health outcomes, and a lower quality of life for residents of these neighborhoods. Increased investments in transportation connections to provide access to jobs and education could expand the prosperity more prevalent in north DeKalb throughout the County.

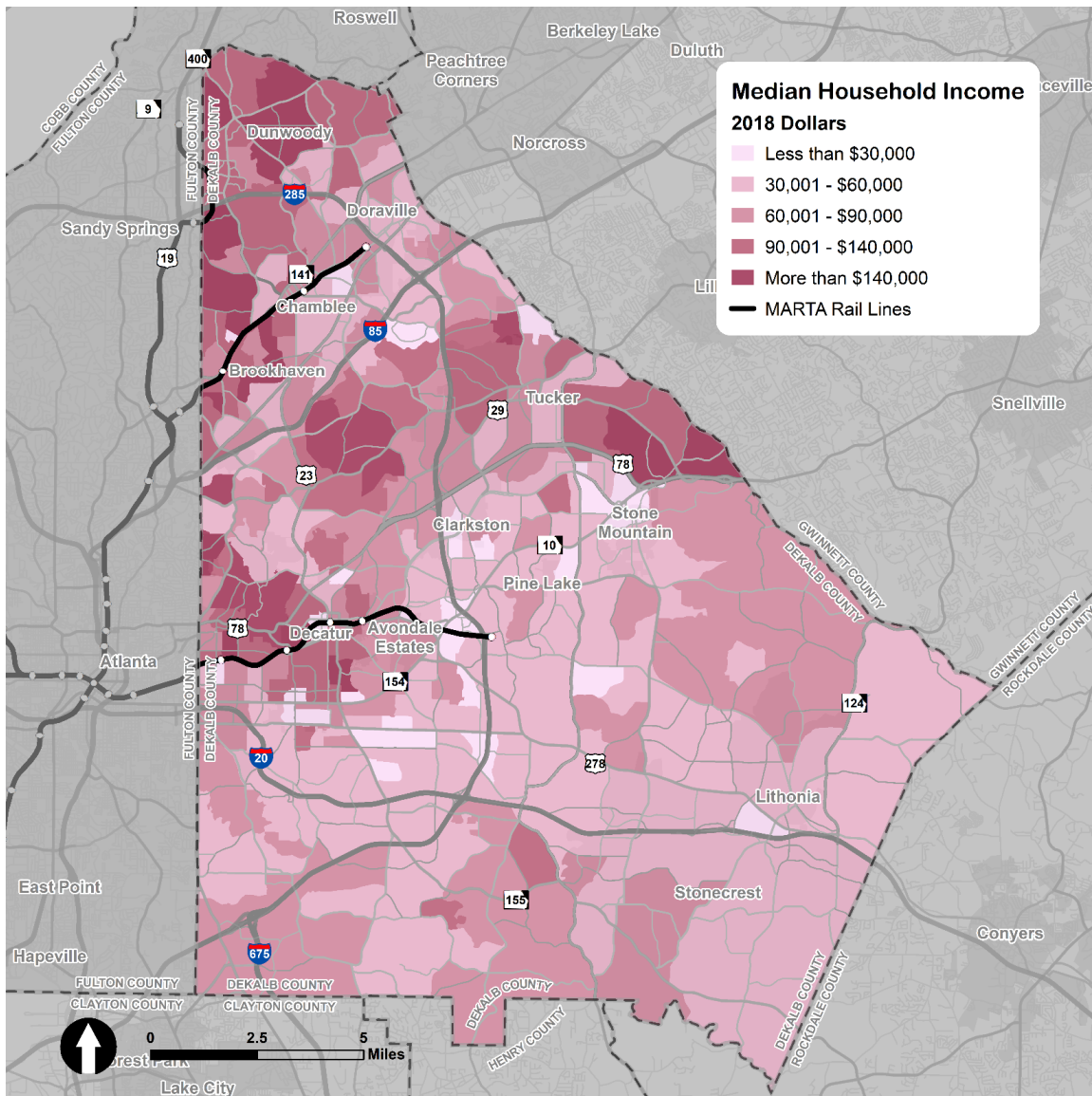


Figure 20. Median Household Income

EXISTING CONDITIONS AND NEEDS ASSESSMENT

DEKALB COUNTY 2050 UNIFIED PLAN:

COMPREHENSIVE TRANSPORTATION PLAN AND COMPREHENSIVE PLAN UPDATE

PLACES



PLACES

LAND USE AND CHARACTER

DeKalb County has seen enormous transformation over the last several decades thanks in part to its position at the heart of one of the most dynamic and rapidly growing urban regions in the nation. Spanning over 271 square miles, the County is diverse in terms of the built and natural environment, and includes walkable urban neighborhoods, major employment centers, colleges and universities, aging commercial centers, a diversifying housing stock, large state and county parks and rural areas, each with their own unique needs and goals.

Development in DeKalb has historically progressed outwards from the central and western edge of the County near the cities of Atlanta and Decatur. This development was accelerated by the construction of the interstate highway system, particularly Interstates 85, 20, and 285. This has resulted in a land use pattern that is primarily suburban in character, with major activity and job centers clustered along highway corridors and at major intersections. The western edge of the County has gradually transitioned to a more urban development pattern as growth from Atlanta has spread east and north, with clusters of walkable mixed-use, apartments and townhomes, and dense job centers developing around the historic downtowns and MARTA rail stations, particularly in downtown Decatur and the Perimeter Center area.

As growth pressures have continued to push eastward and the County has approached being built-out, new residential infill development has begun to be proposed and built in existing single-family areas as well as industrial or rural areas. There has also been increased attention on activity centers and how they transition from higher densities to lower densities found within surrounding residential areas. Additionally, the County has experienced significant disinvestment in some suburban strip retail centers leading to high vacancies in these areas and disparities in goods and services between different portions of the County.

The County has identified a number of activity centers that have not seen significant investment in many years and may need to be revisited in response to changing industry and development trends. Refinements to the County's land use plans, focused investments in key areas, and continued investments in County services, cultural assets, and sustainability initiatives across the County will ensure that DeKalb maintains a high quality of life for all its diverse communities.

EXISTING ZONING AND LAND USE PATTERNS

The predominate land use within DeKalb County is residential, with the most common residential zoning categories being R-100, R-75, R-60, and RSM. Higher density residential is found mostly inside I-285 with lower density residential located mostly outside I-285 to the south and east. Office and commercial land uses are located mostly within I-285, in activity centers or along major roadways. Industrial uses are found in the southern and eastern areas of the County. The zoning and land use patterns are displayed in **Figure 21** and **Figure 22**. Zoning designations are as follows:

RE	Residential Estate	MU-1	Mixed Use Low Density
RLG	Residential Large Lot	MU-2	Mixed Use Low-Medium Density
R-100	Residential Medium Lot	MU-3	Mixed Use Medium Density
R-85	Residential Medium Lot	MU-4	Mixed Use High Density
R-75	Residential Medium Lot	MU-5	Mixed Use Very High Density
R-60	Residential Small Lot	NS	Neighborhood Shopping
MHP	Mobile Home Park	C-1	Local Commercial
RNC	Neighborhood Conservation	C-2	General Commercial
RSM	Small Lot Residential Mix	OIT	Office Institutional-Transitional
MR-1	Medium Density Residential-1	OI	Office Institutional
MR-2	Medium Density Residential-2	OD	Office Distribution
HR-1	High Density Residential-1	M	Light Industrial
HR-2	High Density Residential-2	M-2	Heavy Industrial
HR-3	High Density Residential-3		

FUTURE LAND USE / CHARACTER AREAS

The previous Comprehensive Plan's Future Land Use Map envisions the majority of unincorporated DeKalb County as suburban residential. This includes detached single-family homes, town homes, senior and assisted living, neighborhood retail, schools, libraries, parks, health care, and civic spaces. When comparing current zoning with the Future Land Use Map, there are several areas that may represent an opportunity for better policy alignment.

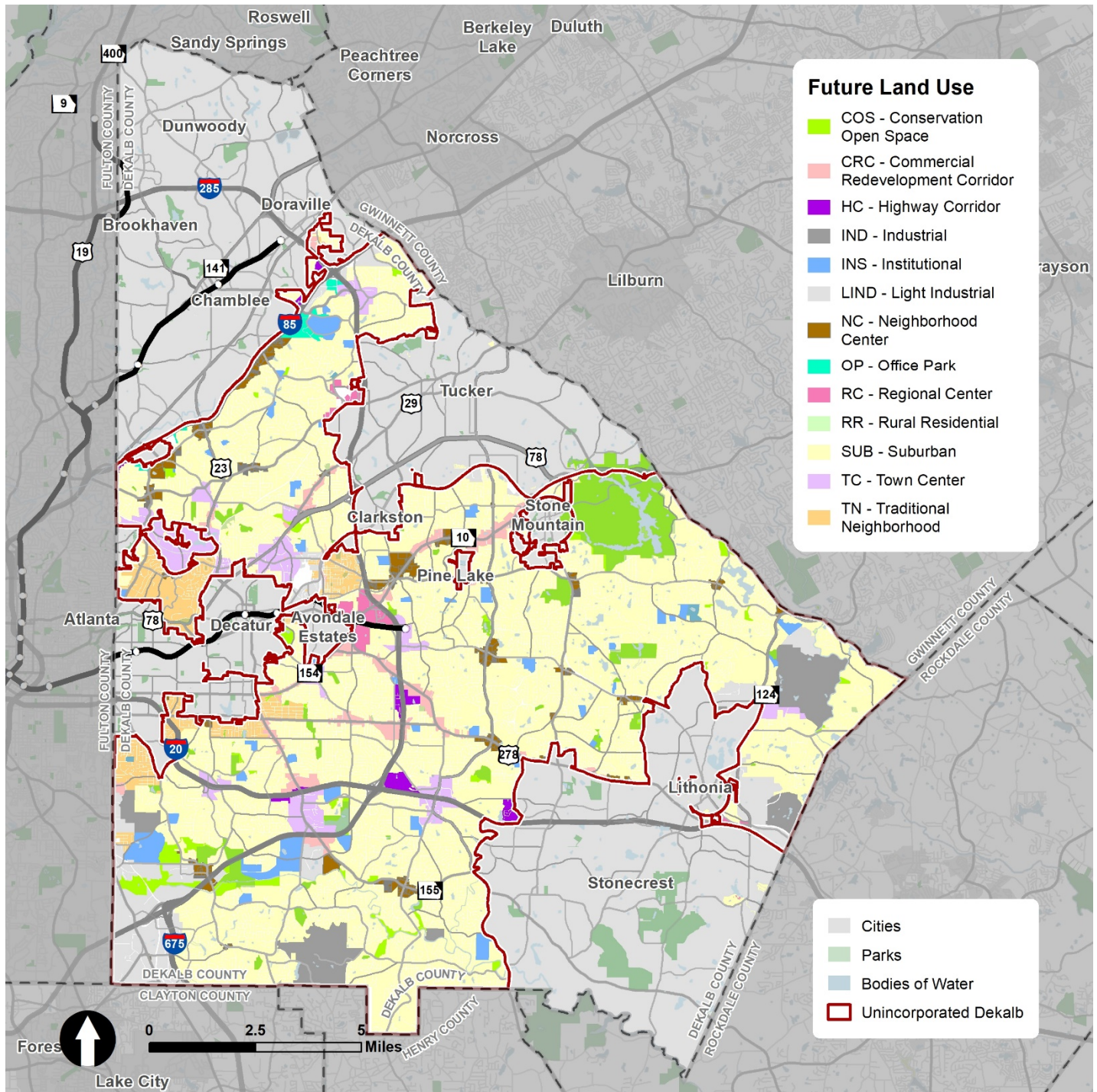


Figure 22: Future Land Use

For example, the area designated as “Suburban” on the Future Land Use Map presents a single land use for a large area of the County. The location and type of residential zoning within the County present a more varied land use pattern, with higher density residential located in one area and lower density residential clearly located in other areas. While Dekalb county’s Future Land Use Map guides development decisions in unincorporated areas, each of the cities within the county maintain and amend their own Future Land Use Maps within their municipal boundaries, which can be seen in Appendix B. Thus, coordination between these future land use maps could lead to more cohesive and organized development outcomes over the long term.

LAND USE TRENDS

Sometimes zoning changes are necessary to approve new development in the county. However, when the new zoning is not aligned with the zoning categories allowed in the character areas designated on the land use map, the land use map must be amended to keep the land use and zoning designations in alignment. Tracking amendments made to the county’s land use map can identify changes to the character of the community, as well as track trends in these changes over time.

Table 2 below illustrated changes to the county’s land use map since 2007 following the great recession. Changes to the map over the last 14 years show a transition away from suburban land uses towards town center and commercial redevelopment corridor. This could be interpreted as a by-product of the county’s growing population and trend towards urban development, with nodes of denser, walkable development emerging around the county.

Table 2: DeKalb County Land Use Map Changes, 2007-2020

Initial Designation	New Designation														Amendments From
	COS	RR	SUB	TN	NC	TC	RC	OP	LIND	IND	CRC	HC	INS		
Conservation / Open Space (COS)			1												1
Rural Residential (RR)															
Suburban (SUB)				1	3	8			1	1	8		2		24
Traditional Neighborhood (TN)						1									1
Neighborhood Center (NC)						1									
Town Center (TC)															
Regional Center (RC)															
Office Park (OP)						1									1
Light Industrial (LI)								1							1
Industrial (IND)															
Commercial Redevelopment Corridor (CRC)			2												2
Highway Corridor (HC)									1						1
Institutional (INS)					1										1
Amendments To	-	-	3	1	4	11	-	1	2	1	8	-	2		34

RECENT DEVELOPMENT ACTIVITY

A total of 11,915 non-single-family residential permits and 9,898 single-family permits were approved from 2016-2020 in unincorporated areas of the County. While it would appear from **Figure 24** and **Figure 23** that the preponderance of development has been single-family homes, this is a result of the highly concentrated nature of non-residential development patterns. As can be seen in **Figure 24**, much of the non-residential development has occurred within activity centers and along major corridors and mostly within or near I-285.

Single-family development has occurred throughout the County with the highest concentrations of development occurring within the I-285 Perimeter and in the far eastern quadrant. Development activity is densest in areas with the greatest access, including but not limited to major arterials and public transportation. The biggest takeaway is that while development activity may be highest inside of the perimeter, activity is still relatively widespread across the entirety of the County.

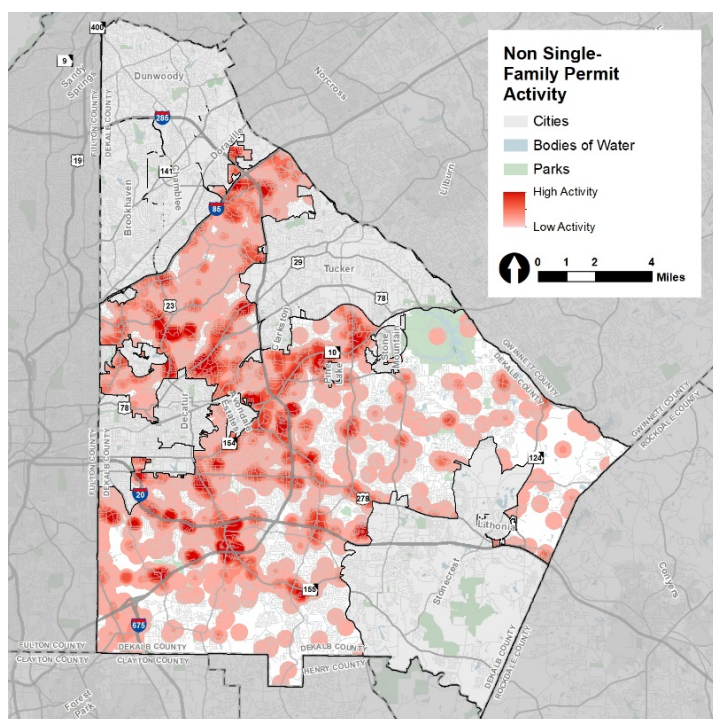


Figure 24. Non Single-Family Permit Activity

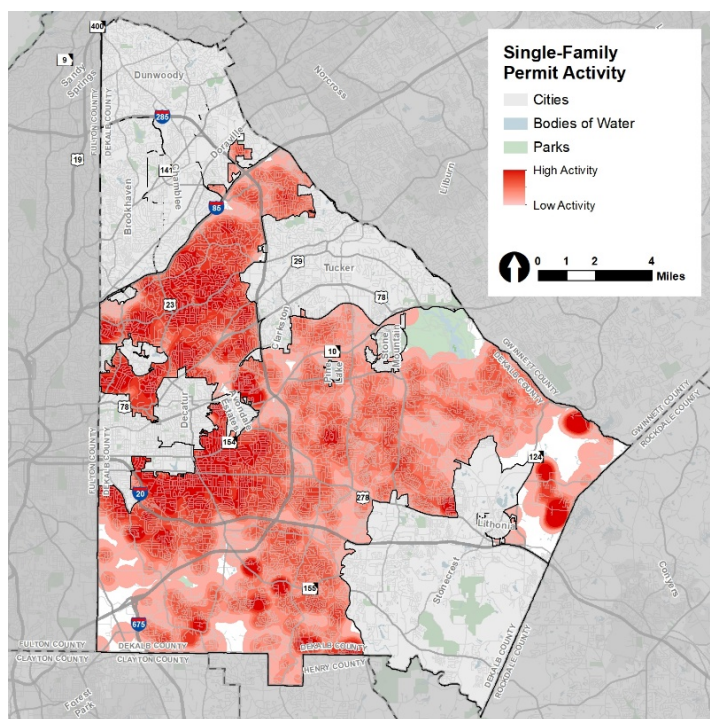


Figure 23. Single-Family Permit Activity

HOUSING

Housing Inventory Overview

In 2020 DeKalb County included approximately 327,000 housing units, an increase of 21,729 units from 2010 (**Table 3**). Previously completed housing studies highlighted the critical need to establish strategies to provide a wide range of housing options, both in type and in price. As demonstrated in recent housing studies, the increase in housing supply in DeKalb County has lagged peer counties and the Atlanta region. DeKalb's share of the region's housing units has declined from 14.0% in 2010 to 13.4% in 2020. The County captured only 8.2% of the ten-year regional housing unit increase. DeKalb County has a more established land use pattern, resulting in a slower rate of growth with fewer large-scale, undeveloped (greenfield) opportunities when compared to more suburban or rural metro counties.

Table 3. Comparison of Total Housing Units, 2010-2020

Area	2010	2020	2010-2020 Δ		
			#	%	CAGR
DeKalb County	304,968	326,697	21,729	7.1%	0.7%
Atlanta MSA	2,172,967	2,439,548	266,581	12.3%	1.2%
County % MSA	14.0%	13.4%	8.2%		

Although the total housing inventory in DeKalb County has increased by nearly 22,000 units since 2010, the median year built (1981) is the oldest across the Atlanta metro region. Nearly 50% of all units were completed prior to 1980. Approximately 20.8% of the inventory in DeKalb County has been completed since 2000. As shown on **Figure 25**, the oldest housing units in DeKalb County are concentrated in areas close to Downtown Atlanta, but were constructed based on desirable attributes at the time. Many of these houses are auto-oriented, single-use areas with low- to moderate-densities.

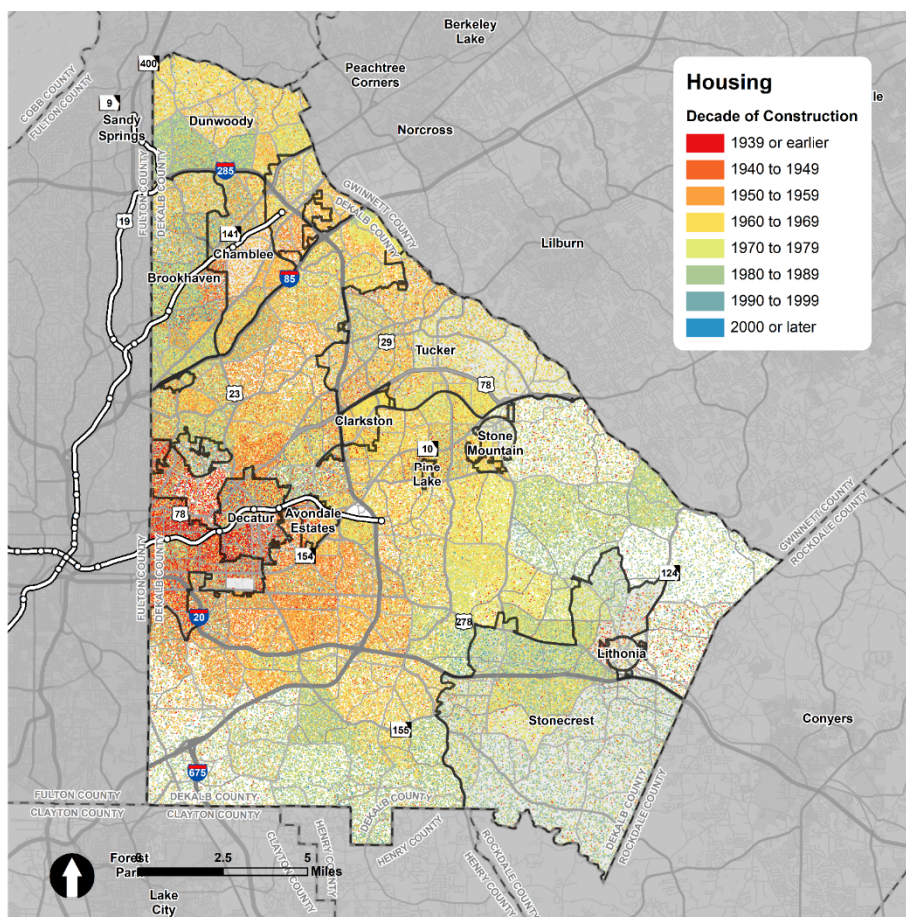


Figure 25. Decade of Construction

More than 56% of all the housing units in DeKalb County are detached single-family, lower than the 67% share reported for the Atlanta region (**Figure 26**). This reflects a relatively urban landscape, particularly in the western portion of DeKalb County, offering easy access to major employment centers. Comparatively, multifamily and attached single-family/townhome-style units are more prevalent in the County, than in the region. Both geographies have low shares of mobile homes or other types of residential units that often represent a component of naturally occurring affordable housing.

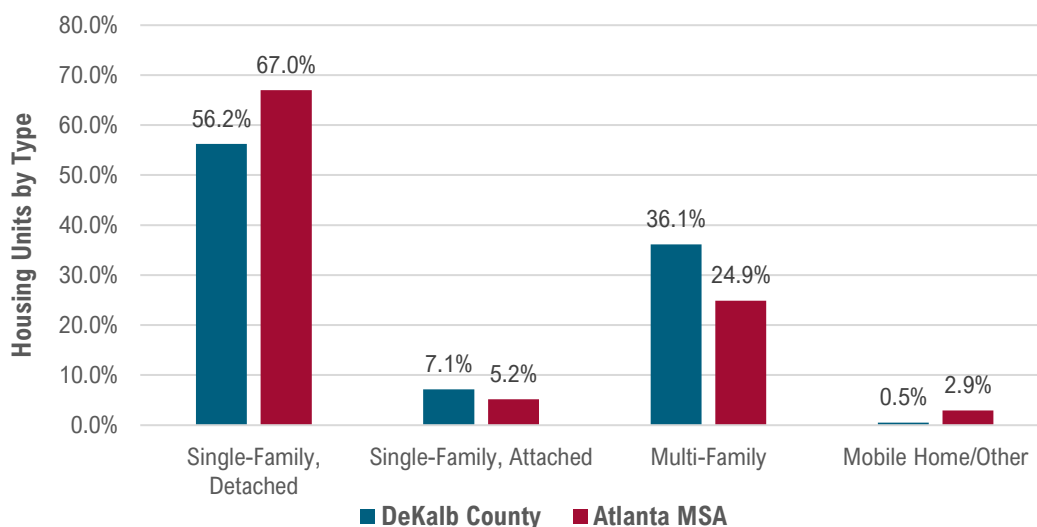


Figure 26. Comparison of Housing Units by Type, 2018

Housing unit tenure measures the share of owner-occupied, renter-occupied, and vacant housing units. As shown in **Figure 27**, DeKalb County has a 2020 owner-occupied share of 49.2% and a renter-occupied share of 41.1%. The share of owner-occupied housing units declined five percentage points between 2010 and 2020, while renter-occupancy increased. This pattern is consistent with national trends that demonstrated a shift towards renting following the 2007-2009 Great Recession and the aging of the Millennial generation. Vacant housing units make up approximately 9.7% of the total inventory, representing an improvement from 2010 which reflects the impact of the housing and mortgage crisis.

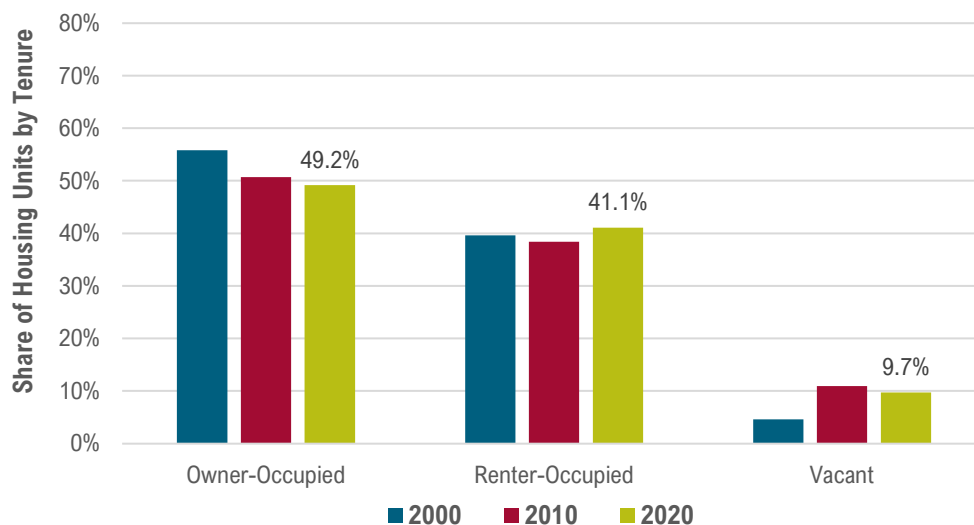


Figure 27. Comparison of Housing Units by Tenure, 2000-2020

As previously noted, housing unit vacancy in DeKalb County was estimated at 9.7% in 2020. As can be seen in **Figure 28** this measure is not uniform across the County, with clear pockets of higher and lower vacancy rates. Generally, the lowest vacancy rates tend to align with municipal boundaries, particularly in places with access to services, amenities, and multi-modal transportation. Higher vacancy rates are more predominate in the southern and western portions of DeKalb County.

Housing Value

The most common range of housing value in DeKalb County is between \$100,000 and \$249,999, comprising 41.2% of all housing units (**Figure 29**). This is consistent with the most common range in the region. The County has higher shares of units valued below \$100,000, as well as some ranges on the higher end of the spectrum, including homes valued between \$500,000 and \$749,999. The region has a higher share of units valued between \$250,000 and \$499,999.

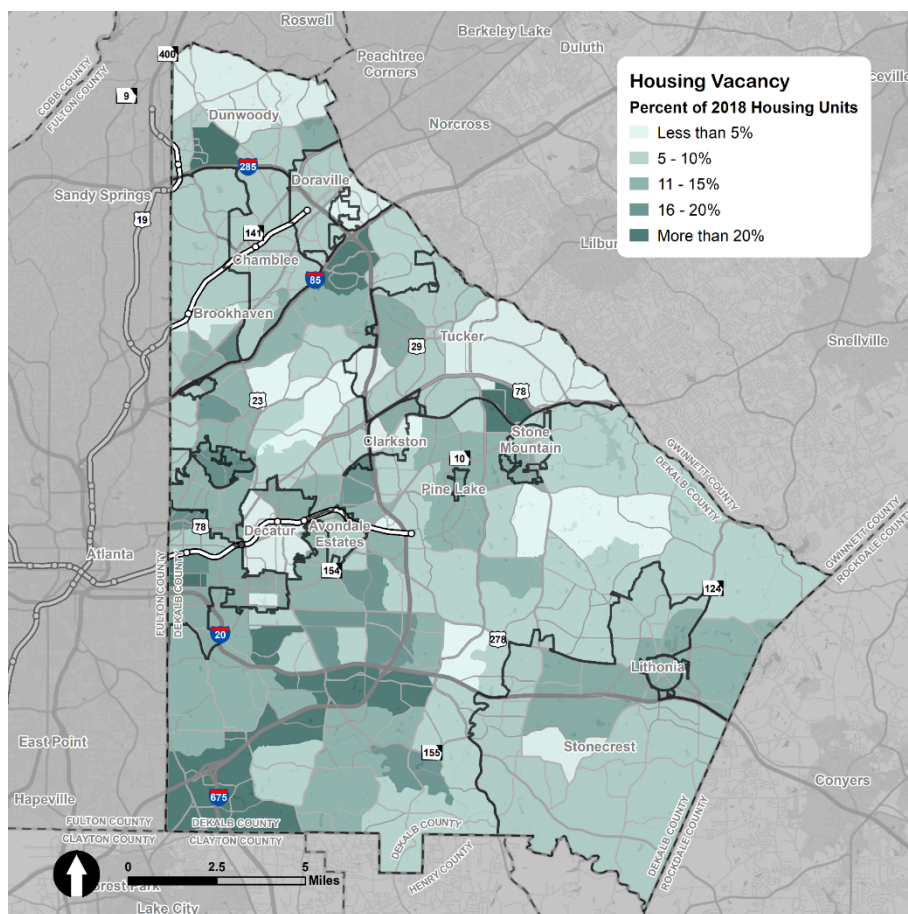


Figure 28. Housing Vacancy

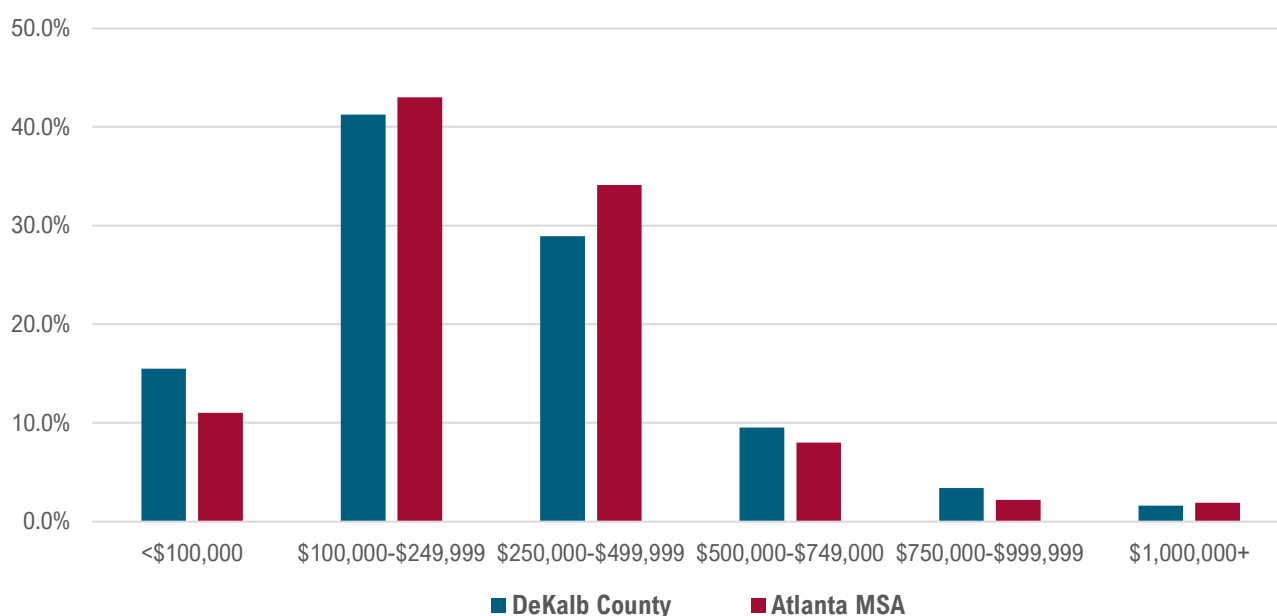


Figure 29. Share Housing Units by Value, 2020

Figure 30 demonstrates the distribution of housing values across the County. Median housing values are highest in areas of DeKalb with easy access to jobs, transportation infrastructure, and retail services and amenities. The highest values are concentrated in the north and western portions of the County. The presence of fixed-rail transit has overlap with higher median housing values, particularly in and around the Decatur, Brookhaven, and Dunwoody communities.

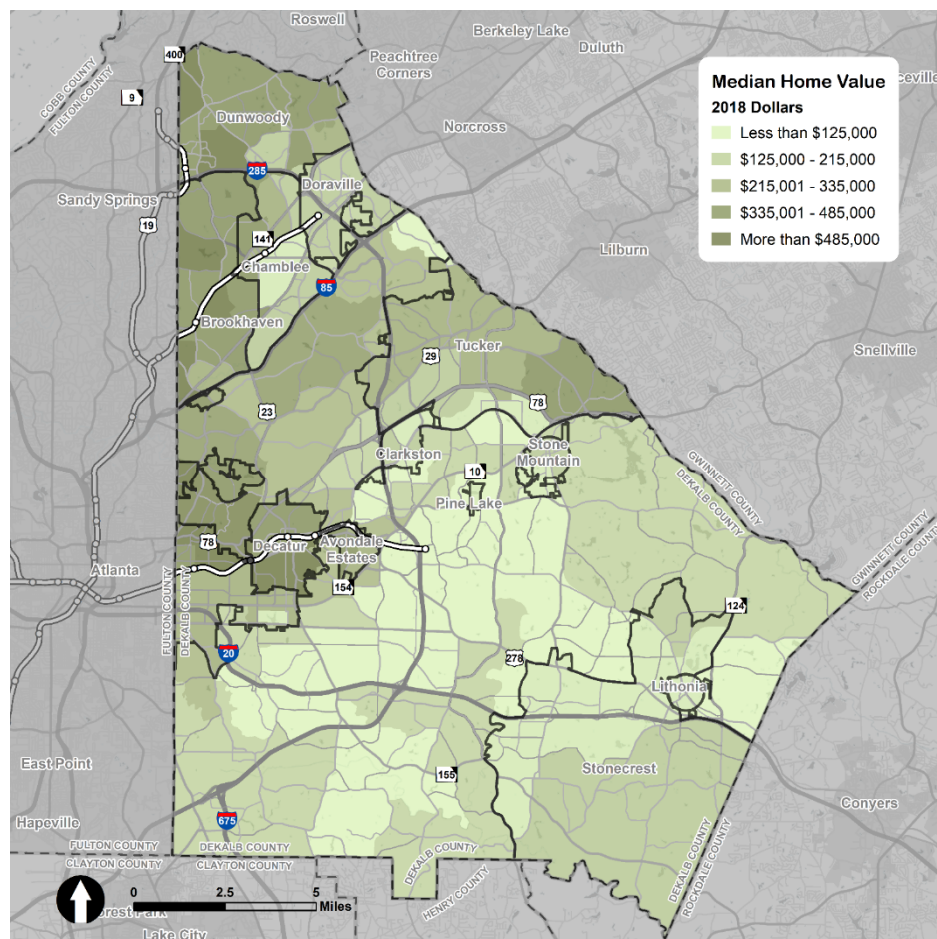


Figure 30. Median Home Value

For-Sale Residential

The inventory of new active residential listings in DeKalb County has declined since the beginning of 2020 (**Figure 31**). New active listings were at their highest around the onset of the COVID-19 pandemic, exceeding 2,000 new listings per month. Listings declined through the balance of 2020, reaching a low of 830 units newly listed in March of 2021. At the same time, the number of closed sales has gradually increased, resulting in homeowner demand outpacing supply.

This trend is consistent with activity in the larger Atlanta metro region and in other metropolitan areas across the United States. Despite elevated unemployment rates and uncertainty resulting from the pandemic, the housing market in Atlanta has remained strong. For-sale inventories in the region total only 1.3 months of supply based on current demand levels across the region, an all-time low. Current housing shortages are not expected to dissipate, which has led to a strong seller's market, inflating the cost of housing across the region and in DeKalb County.



Figure 31. For-Sale Residential Closing Activity, 2020-2021

Despite a reputation for offering comparatively affordable housing with easy access to major regional job centers, median closing prices in DeKalb County have kept pace with the metro since the beginning of 2020. Since the beginning of 2021, closing prices for for-sale residential units have increased by 13.7%. The median closing price in DeKalb County in July 2021 was \$330,000, nearly identical to the measure for the entire region. Both areas have experienced strong growth over the last 18 months, as shown in [Figure 32](#).

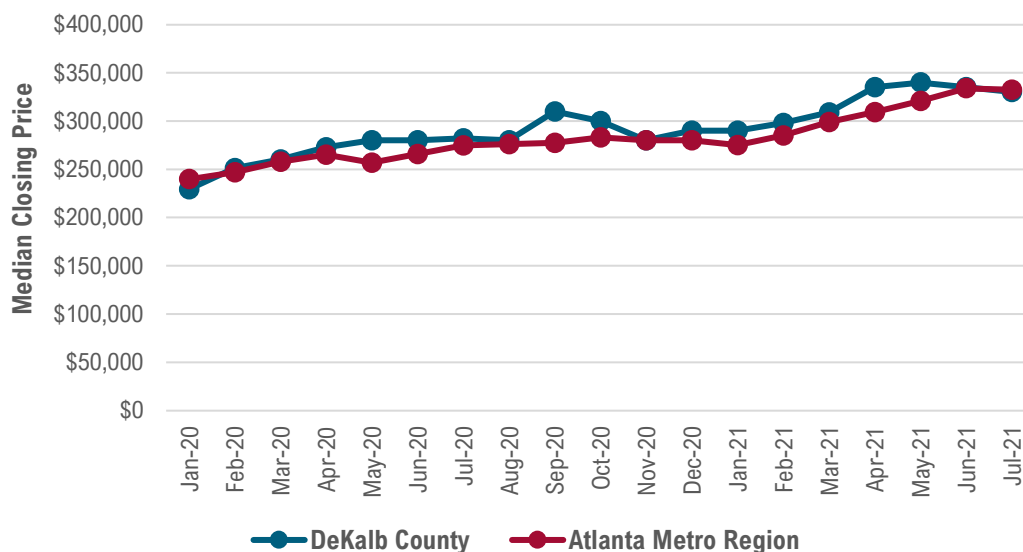


Figure 32. For-Sale Residential Closing Prices, 2020-2021

Rental Multi-family Residential

There were approximately 74,000 rental units in DeKalb County in professionally managed communities with 25 or more units, with the greatest concentration built in the 1970s (24.4% of total inventory) and 1980s (25.3%). Only about a third of rental units in DeKalb County were built after 1990, compared to over half of rental units in the Atlanta Metropolitan Statistical Area (MSA).

The average monthly rent for DeKalb County is slightly below that for the overall Atlanta Market (**Figure 33**). Monthly rent in the county has increased by about \$400 over the last ten years. The average monthly rent in DeKalb County has remained consistent with the average reported for the rest of the region.

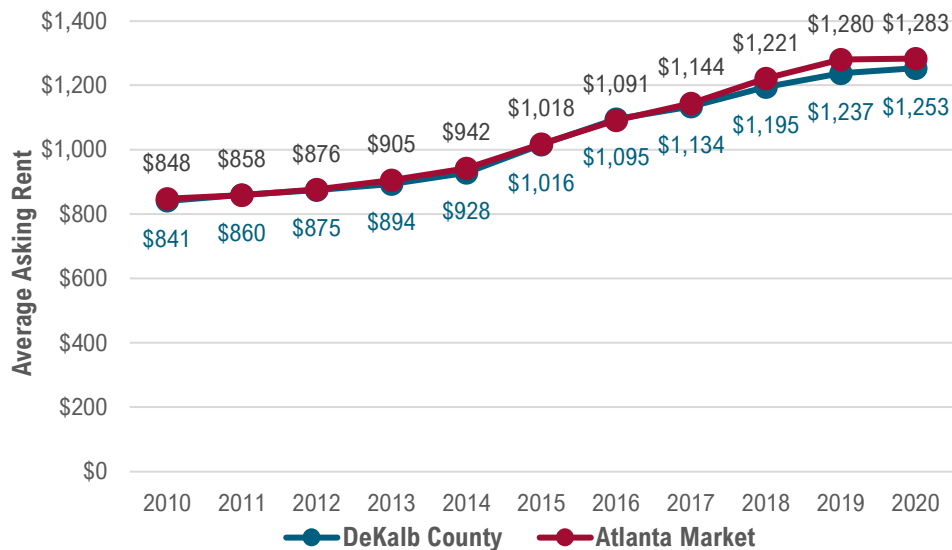


Figure 33. Average Monthly Apartment Rent, 2010-2020

Vacancy rates stood at over 10% in DeKalb County in 2010 coming out of the 2007-2009 Great Recession (**Figure 34**). From 2010-2016, these rates declined to a low of 3.9%. Vacancy rates experienced a slight increase to 5% by 2020. Both the larger Atlanta region and DeKalb County have vacancy rates that are considered healthy, below the industry-standard 7% threshold typically used to describe a market that can accommodate inter- and intra-market moves.

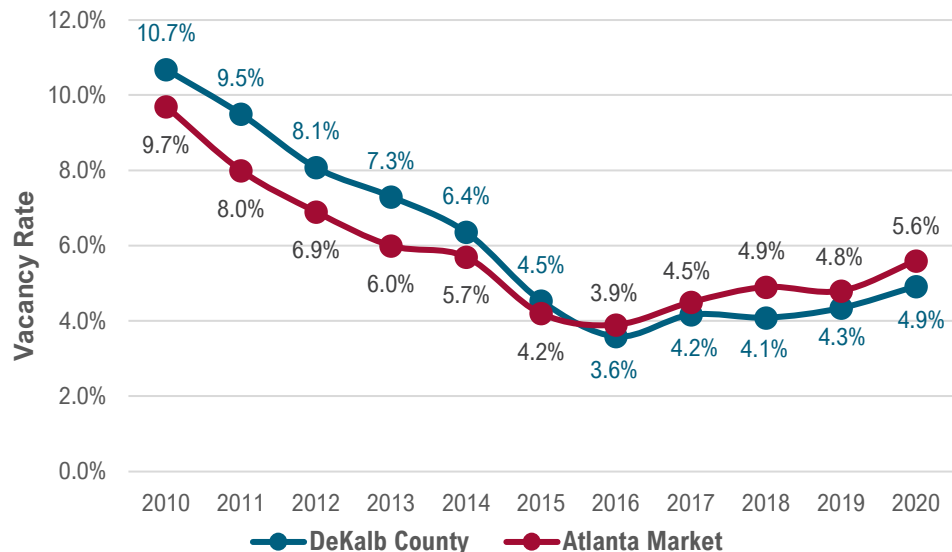


Figure 34. Apartment Vacancy Rates, 2010-2020

Metro Atlanta Housing Strategy

The Atlanta Regional Commission (ARC) created the Metro Atlanta Housing Strategy (the Housing Strategy) to guide communities through their housing challenges with a regional approach. The Housing Strategy area covers the ten

counties surrounding Atlanta including Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale. The goal of the Metro Atlanta Housing Strategy is “fostering a greater mix of housing options reflective of each community’s specific needs.”

“The Metro Atlanta Housing Strategy is designed to be:

- **Educational:** serve as a source of information for policy makers and the public to learn about housing affordability.
- **Analytical:** provide data to help communities understand their housing characteristics, issues, and opportunities.
- **Actionable:** provide local governments with the tools they need to identify local housing challenges and solutions.”

The overarching regional trend shows that housing prices are rising much quicker than wages. Actionable implementation steps based on ten different submarket types across the region were identified as part of the Strategy. The 10-county area was organized into submarkets based on a variety of housing metrics, including housing price, the presence of employment centers, growth in price points, and areas vulnerable to gentrification. DeKalb County includes nine of the ten identified submarket types. Common themes that emerged across the high-level strategies identified for DeKalb County include:

- Increasing housing supply through reducing development barriers;
- Reducing development and transportation costs;
- Establishing policies to support and promote affordable housing;
- Expanding financial resources through creative mechanisms to promote housing development;
- Promoting housing stability and protecting against gentrification; and
- Developing leadership and collaboration on affordability.

OVERLAYS AND AREA PLANS

The Atlanta Regional Commission’s Livable Centers Initiative (LCI) is a grant program that helps local municipalities increase mobility, encourage healthy lifestyles, and improve access to jobs and services. The program encourages housing diversity, employment, commercial, shopping, and recreational land uses. Additionally, DeKalb County has developed several Small Area Plans (SAPs) for certain activity centers (**Figure 35**). Though similar in intent, SAP’s are generally smaller in scale and scope than LCI studies, and may receive their funding from alternative sources rather than the ARC.

The LCI study areas and SAPs are evenly dispersed throughout the County and many overlap with areas designated as regional or town center activity centers. There are a few limited areas and activity centers in eastern DeKalb that do not have an LCI study or SAP.

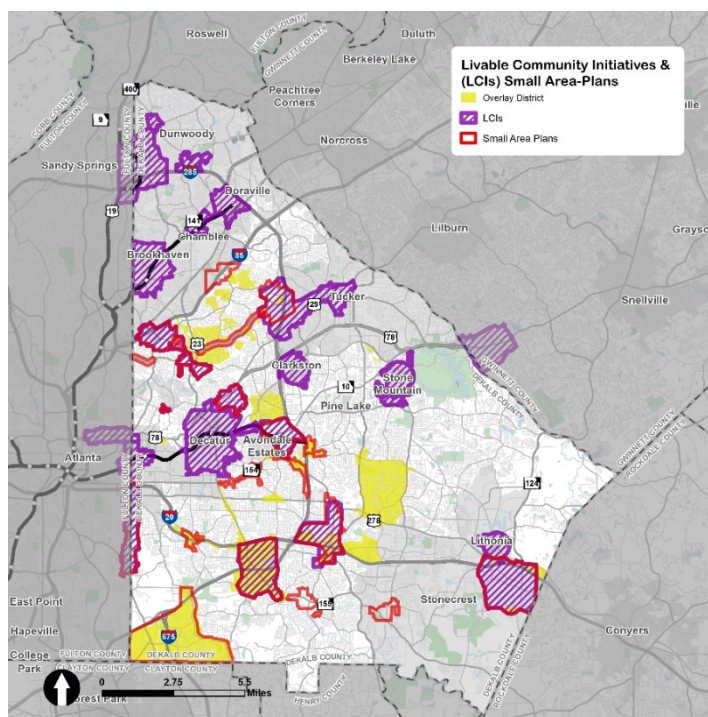


Figure 35. Livable Community Initiatives and Small-Area Plans

COMMUNITY IMPROVEMENT DISTRICTS

Community Improvement Districts (CIDs) are self-taxing business districts generating funding for improvements within a defined area. Throughout Metropolitan Atlanta, CIDs have partnered with local jurisdictions and others to plan for and attract additional public and private investments. Projects commonly funded by CIDs include road maintenance and improvements, streetscapes, bicycle and pedestrian facilities, public transit facilities and amenities, parks and civic space, stormwater facilities, and other infrastructure improvements. Several CIDs overlap with Activity Centers, LCIs, and SAPs, and may provide partnership opportunities for future planning and implementation of public improvements as illustrated in **Figure 36**. Also shown are the DeKalb County Economic Development Strategic Plan Employment Centers.

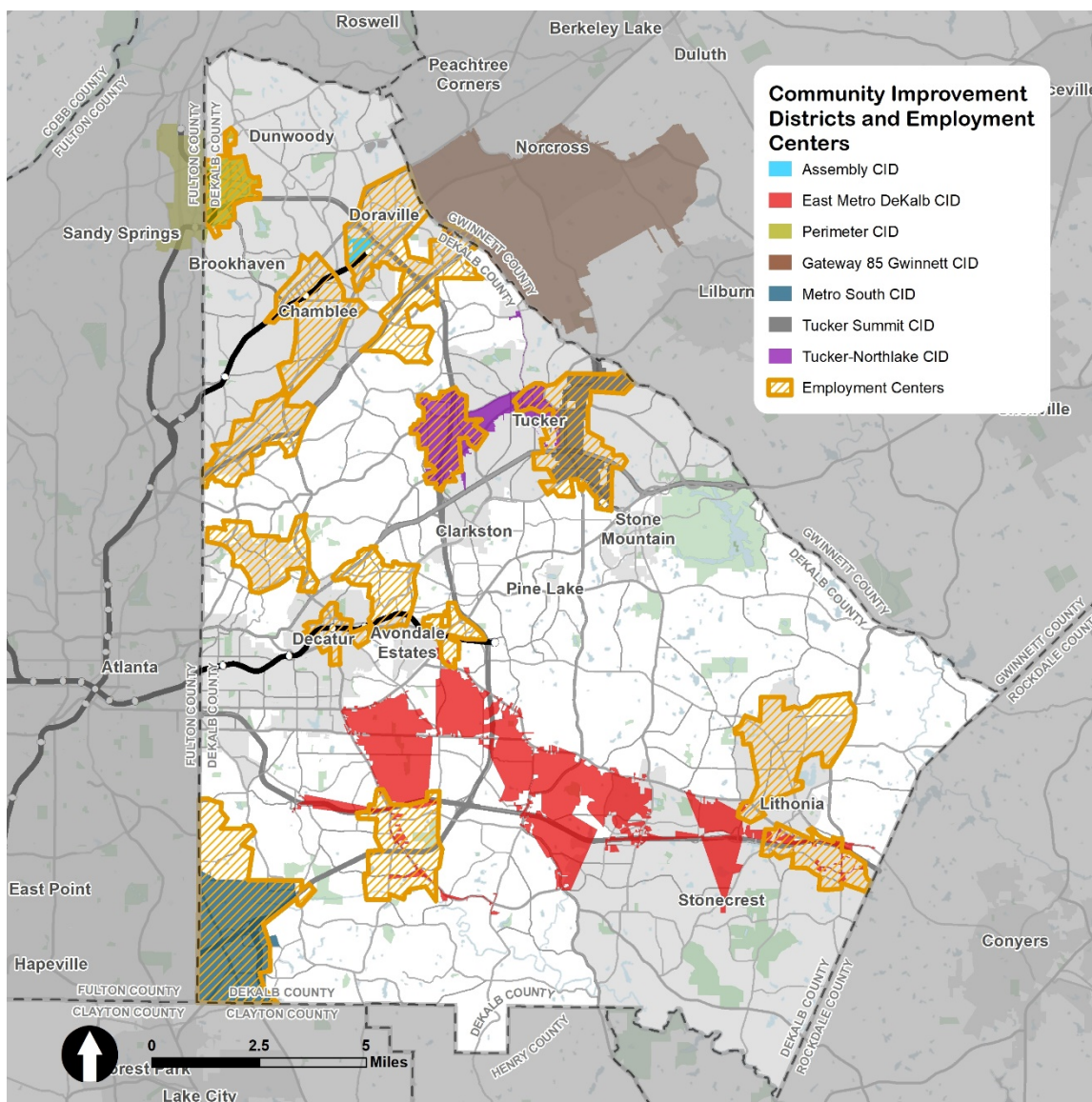


Figure 36. Community Improvement Districts

EXISTING ACTIVITY CENTERS

Figure 37 depicts locations identified as activity centers within the previous Comprehensive Plan. Activity centers are categorized as Regional Center, Town Center, and Neighborhood Center based on the level of activity and development, with land uses, heights and densities, and other policies tailored to each designation. Investment and development activity are high in northern and central-western portions of the County but are much less robust in southern and central and eastern portions of the County. Lack of development in these areas may be due to several factors, including lower population densities and lower spending power. The large number of centers in south and east DeKalb may also play a role in diluting the ability of the market to catalyze around a few key locations. Consolidation of activity centers may allow for targeted investment that has a greater impact to jump start development in these areas.

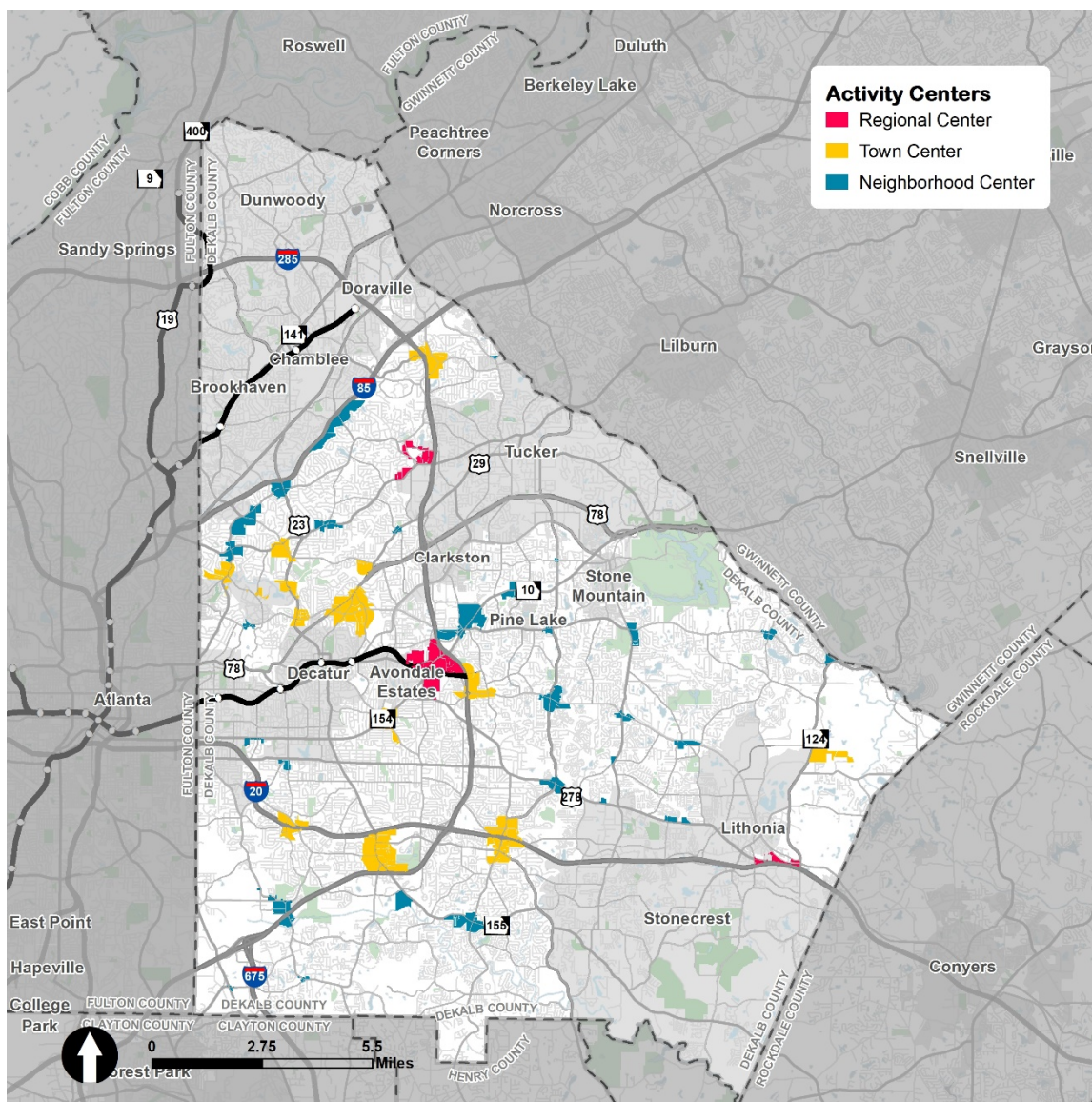


Figure 37. Activity Centers

EMPLOYMENT AND LABOR FORCE

Regional Employment

Consistent with trends experienced in other large metropolitan areas, the Atlanta MSA economy was significantly interrupted by the 2007-2009 Great Recession, reporting annual net job loss during and immediately after this period (**Figure 38**). Notable declines were demonstrated in 2009 with a net loss of more than 135,000 jobs and again in 2020 with 141,000 jobs lost across the region. In the years between 2011 and 2019, the MSA posted annual net job gains averaging approximately 60,000 jobs per year.

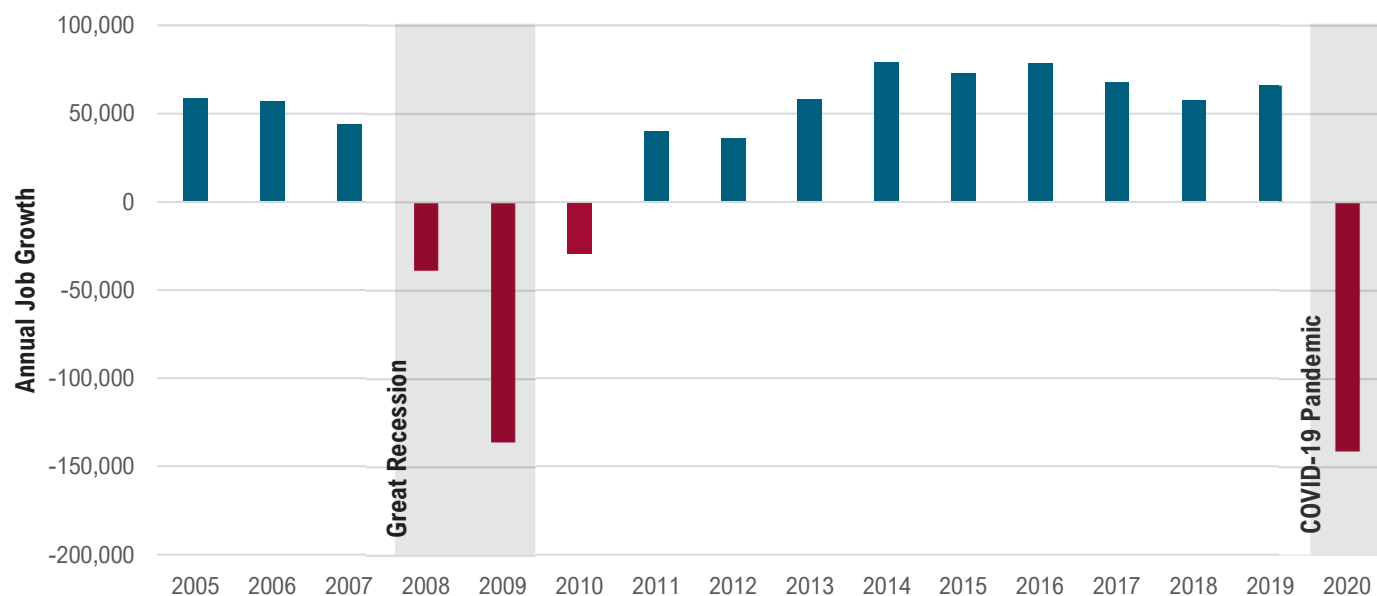


Figure 38. Annual Job Growth, Atlanta MSA, 2005-2020

Since March 2020, the United States has been heavily impacted by the COVID-19 pandemic, which has resulted in job losses in every region of the country. Retail Trade, Entertainment, Hospitality and Food Services have been hit particularly hard as many establishments were required to close or restrict business to stop the spread of the virus.

Annualized employment for 2020 demonstrates the immediate impact of the COVID-19 pandemic on the region, as well as a subsequent recovery. Between the first and second-quarter of 2020, which includes the initial onset of COVID-19 and widespread stay-at-home orders, the Atlanta region lost over 300,000 jobs. Total employment in the region began to recover between second and third-quarter 2020, adding approximately 108,000 jobs back into the economy and reaching 2.5 million jobs. Another 85,000 jobs were added back to the local economy between third-quarter and fourth-quarter 2020. The fourth-quarter 2020 jobs measure is approximately 4.9% lower than the fourth-quarter estimate for 2019 (2.7 million). The Atlanta region has experienced strong recovery following the onset of the pandemic, but like most major metropolitan areas across the United States, has yet to exceed pre-pandemic job levels.

DeKalb County Employment

With over 287,300 jobs in 2020, DeKalb County comprised 11.3% of the Atlanta MSA total. DeKalb County's share of jobs within the region decreased in the last 15 years (**Figure 39**), from 13.0% in 2005 to 11.3% in 2020. This is likely due in part to rapid job growth in other employment centers in the region located outside DeKalb County.

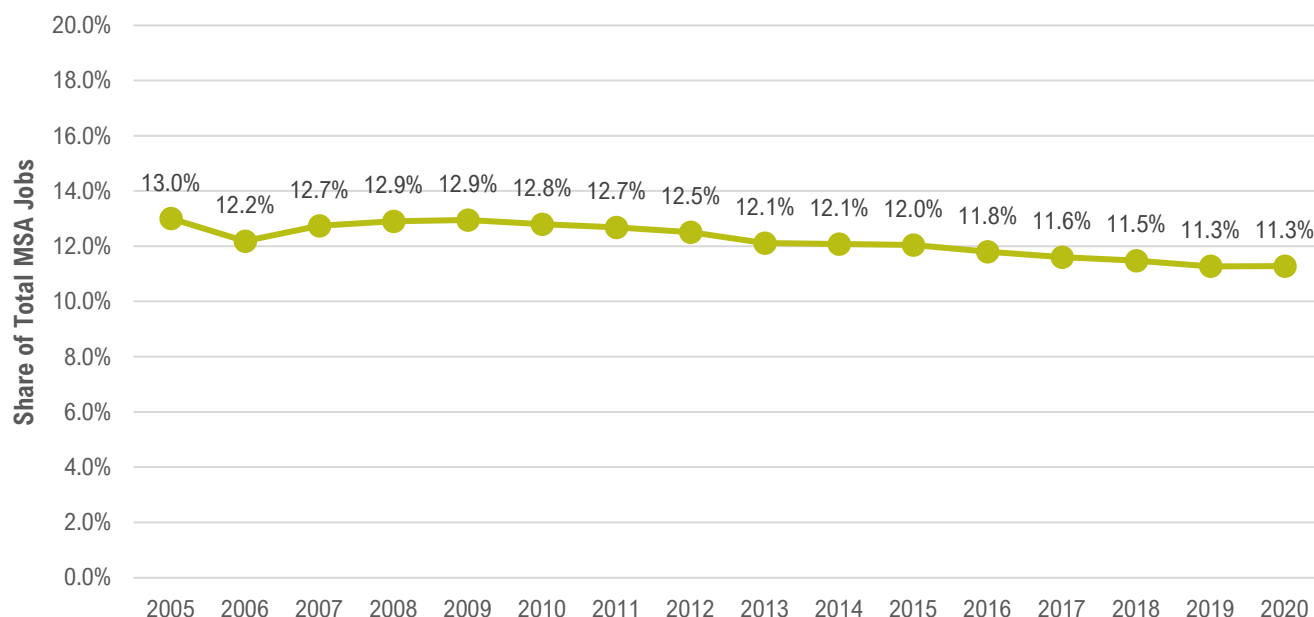


Figure 39. DeKalb County Share of Regional Jobs, 2005-2020

Total employment in DeKalb County grew year over year between 2015 and 2019 before measuring a decline in 2020 due to the COVID-19 pandemic (**Table 4**). Consistent with national and regional trends, DeKalb County experienced a significant loss in jobs immediately following the onset of the pandemic. DeKalb County experienced a decline of 28,300 jobs between first-quarter and second-quarter 2020. Since that time, the County has been in recovery, reaching approximately 291,110 jobs in fourth-quarter 2020 which is 15,000 fewer jobs than the same time the previous year. From the beginning of quarter one to the end of quarter four, the greatest losses were in the Wholesale Trade, Retail Trade, and Accommodation and Food Services sectors.

As of 2020, Healthcare was the largest industry sector in the County, followed by Educational Services and Retail Trade. Overall, ten of the 20 industry sectors analyzed experienced a decline in the last five years, largely due to significant job losses from the pandemic. Consistent with the larger region, although clear recovery has been modest in most job sectors since March 2020, the overall job total has not yet exceeded pre-pandemic levels. The largest job increases in the last five years included:

- Finance and Insurance (+2,254)
- Educational Services (+2,216)
- Public Administration (+1,700)
- Health Care and Social Assistance (+1,262)
- Real Estate and Rental/Leasing (+707)

Table 4. Annualized Employment by Industry, DeKalb County, 2015-2020

Industry	2015	2020	2015-2020 Δ	
			#	%
Finance and Insurance	12,077	14,331	2,254	18.7%
Educational Services	34,114	36,330	2,216	6.5%
Public Administration	15,528	17,228	1,700	10.9%
Health Care and Social Assistance	47,404	48,666	1,262	2.7%
Real Estate and Rental and Leasing	3,977	4,684	707	17.8%
Other Services, Ex. Public Admin	8,129	8,275	146	1.8%
Construction	10,032	10,131	99	1.0%
Mining	78	115	37	47.4%
Administrative and Waste Services	19,986	20,010	24	0.1%
Agriculture, Forestry, Fishing & Hunting	9	14	5	55.6%
Utilities	938	928	-10	-1.1%
Management of Companies and Enterprises	7,246	7,127	-119	-1.6%
Professional and Technical Services	17,851	17,596	-255	-1.4%
Manufacturing	13,086	12,687	-399	-3.0%
Arts, Entertainment, and Recreation	3,264	2,764	-500	-15.3%
Transportation and Warehousing	16,032	14,407	-1,625	-10.1%
Information	11,499	9,771	-1,728	-15.0%
Retail Trade	33,591	31,235	-2,356	-7.0%
Wholesale Trade	12,450	10,012	-2,438	-19.6%
Accommodation and Food Services	22,791	20,168	-2,623	-11.5%
Total	290,082	286,479	-3,603	-1.2%

DeKalb County's 286,479 total jobs in 2020 comprised 11.3% of the regional total. The employment sectors in the County that comprise the largest shares of the regional total include Education and Healthcare (16.6% of total), Government (13.8%), Finance and Real Estate (11.6%), and Information (10.9%) (**Figure 40**).

The DeKalb County Economic Strategic Plan indicates five target area industries of logistics and distribution; corporate headquarters and business operations; advanced manufacturing; healthcare and life sciences; and film, arts, and entertainment. These target industries have overlap and differences when compared to the current top five industries in DeKalb which include Healthcare, Educational Services, Retail Trade, Accommodation and Food Services, and Administrative and Waste Services.

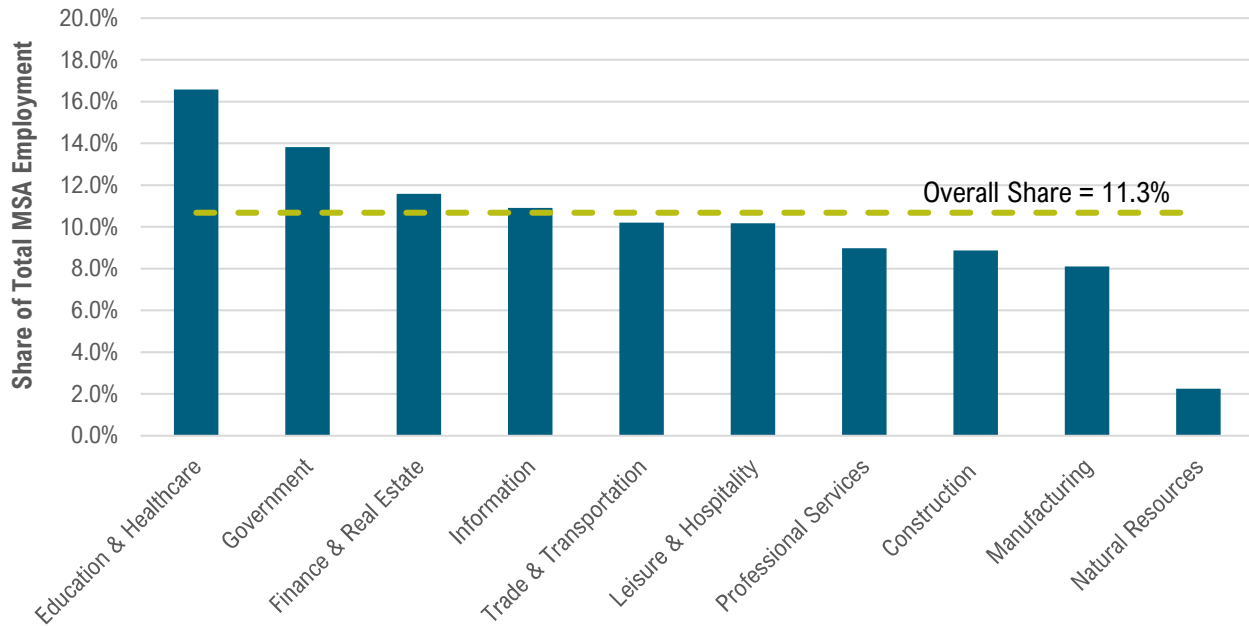


Figure 40. DeKalb County Share of Regional Jobs, 2020

Unemployment Rate and Labor Force

The unemployment rate in DeKalb County was slightly higher than the overall region following recovery from the onset of the COVID-19 pandemic (**Figure 41**). Unemployment in DeKalb County reached 4.8% in March 2021, compared to 4.0% for both the State of Georgia and the Atlanta region. All three geographies peaked in April 2020 following wide-spread stay at home orders.

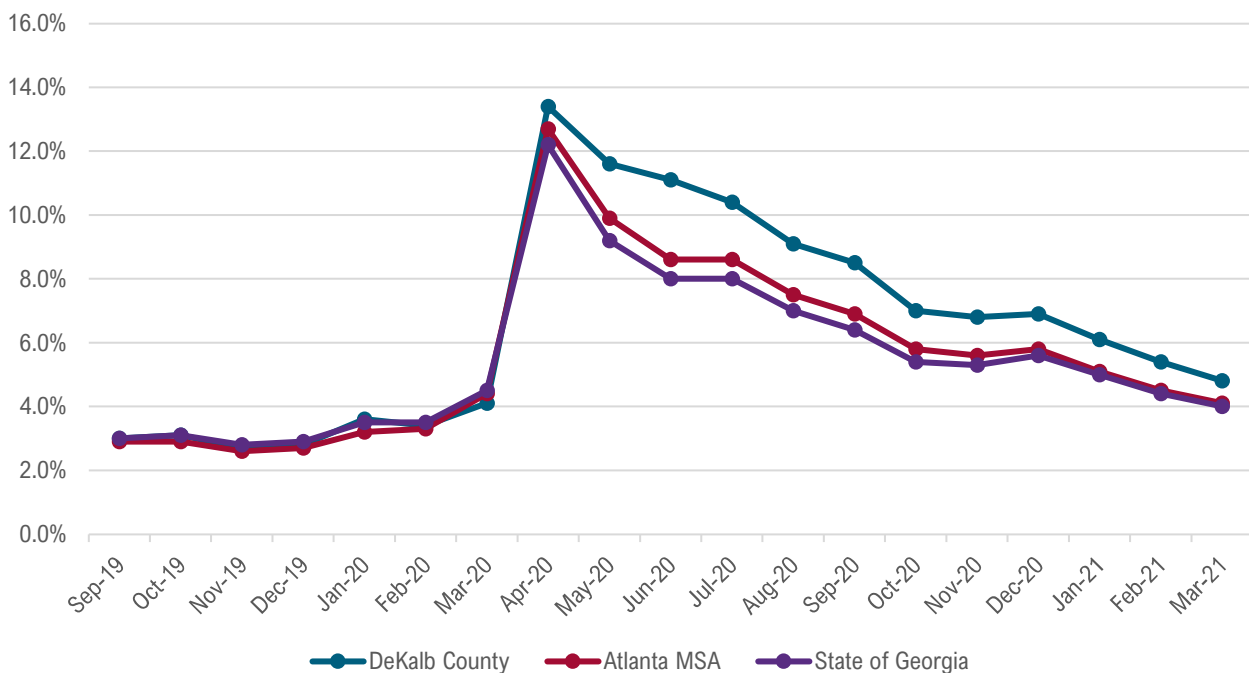


Figure 41. Comparison of Unemployment Rate Trends, 2019-2021

Based on data provided by Environmental Science Research Institute (ESRI), unemployment was highest among DeKalb County residents between 16 and 24 years old. This is a common trend nationally, as this age cohort is typically still in school and often not seeking full-time employment options. Among people aged 25-54, unemployment in DeKalb County was 13.4% in 2020 (**Figure 42**). For all age cohorts, unemployment was higher in DeKalb County when compared to the region except for the 65+ age bracket.

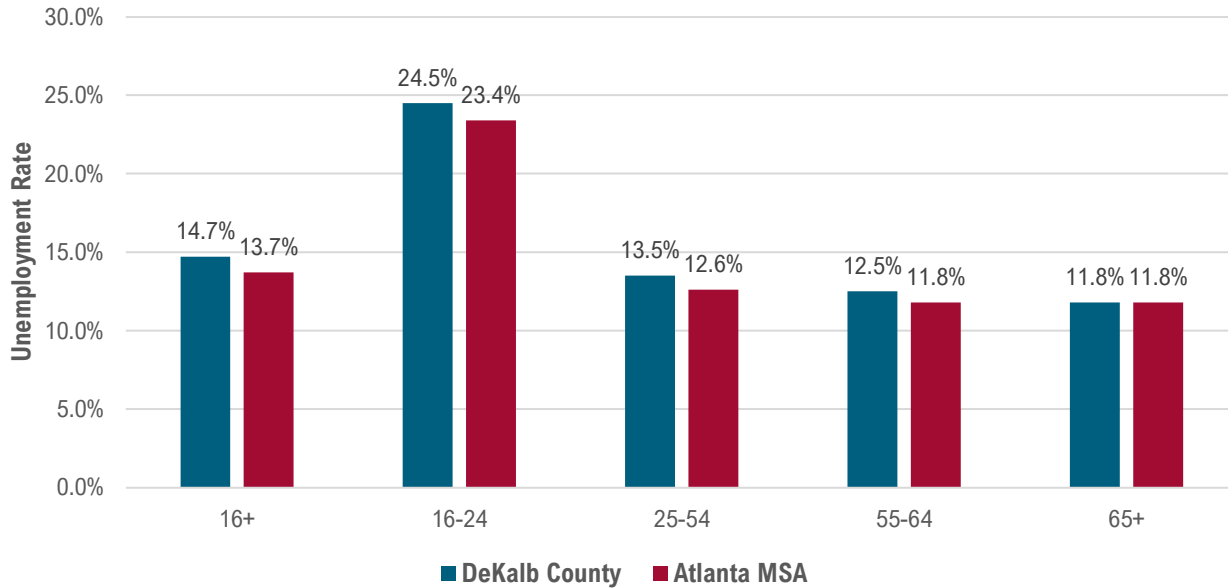


Figure 42. Unemployment by Age Group, 2020

Labor force participation was higher in DeKalb County than it was in the Atlanta MSA in 2020 (**Figure 43**). Among 25-54-year-olds, the age cohort that typically has the highest participation rates, DeKalb County residents were estimated at 88%, compared to the Atlanta MSA participation rate of 83.2%.

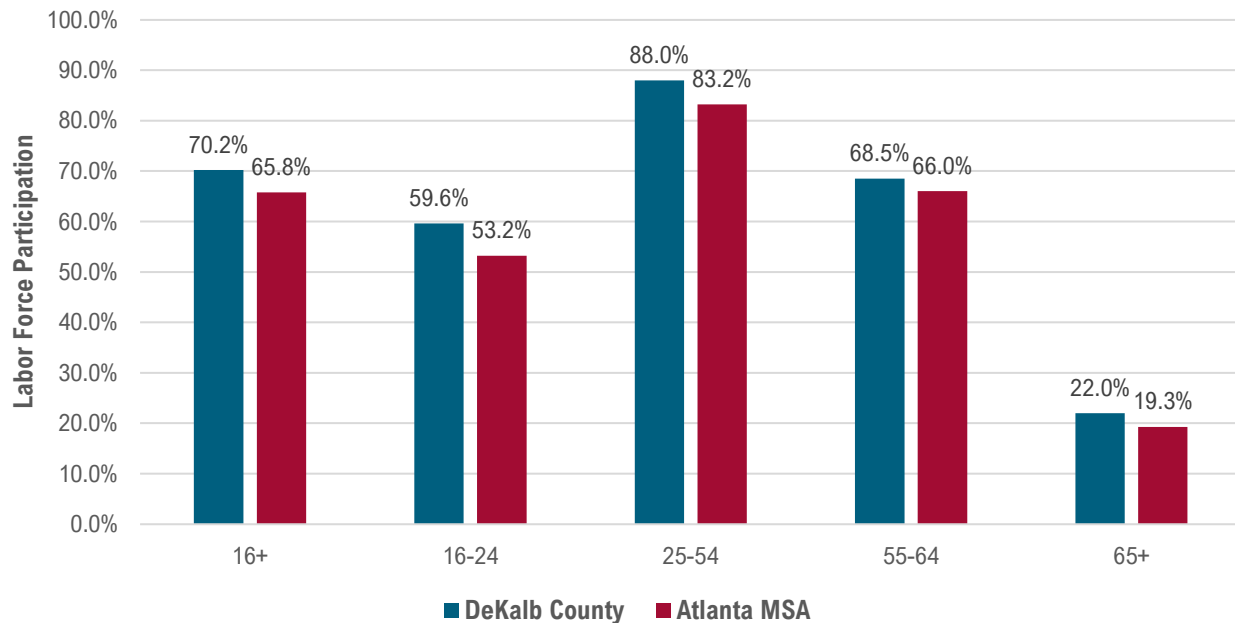


Figure 43. Labor Force Participation by Age Group, 2020

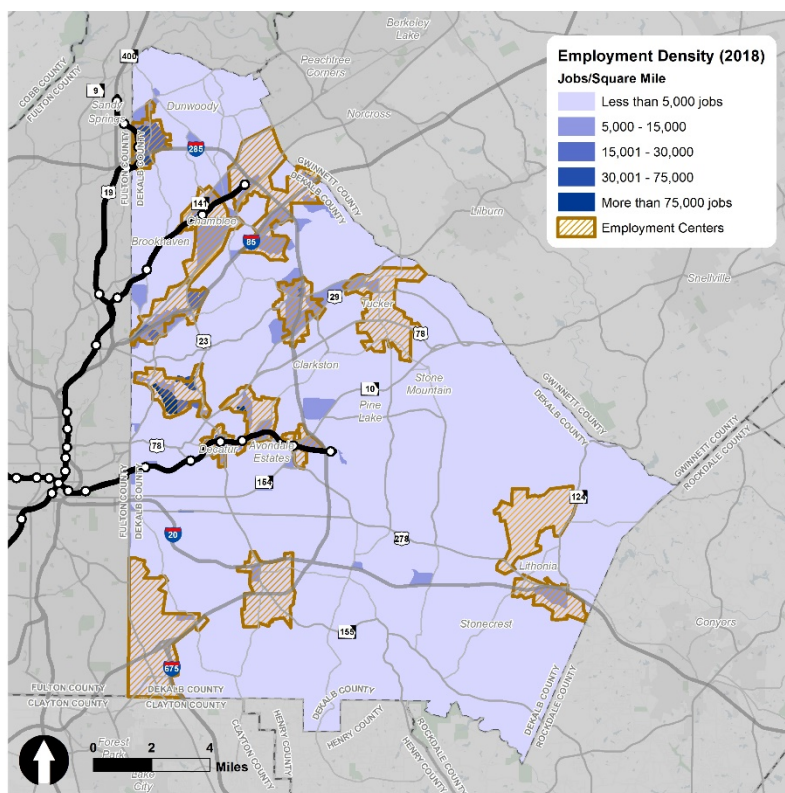


Figure 44. Employment Density in 2018

Figure 44 and **Figure 45** show employment density in 2018 and 2050, respectively as well as identified employment centers. Employment concentrations are expected to have a similar distribution between the two time periods, with higher concentrations being found near existing job centers, in areas with access to retail services and amenities, and likely offer a wide variety of housing options. Most locations with higher concentration of jobs are found in the northern and western areas of the County. The figures illustrate that while existing job centers may grow in the future, no new job centers are anticipated to develop in the County without significant public intervention or investment.

However, there are numerous commercial corridors and aging retail centers that could present opportunities for reinvestment or the development of smaller, local job centers in the county, particularly in central and southern portions of the county. Numerous Activity Centers, LCI's, and CID's are located in these areas, and efforts should be made to leverage those key locations with the greatest potential to support the creation of new employment.

There is also somewhat of a spatial mismatch between job concentrations and residential development, which is more evenly developed across the County. This creates a need for higher levels of commuting and leads to greater levels of congestion. With housing development continuing to be widespread across the county, access to the existing centers and increased congestion will both need to be addressed.

The DeKalb County Economic Strategic Plan identified 14 employment centers within the incorporated and unincorporated areas of the County. The largest employers and highest concentration of jobs are located in five areas around Decatur, Emory University, North Druid Hills, Northlake, and Perimeter Center.

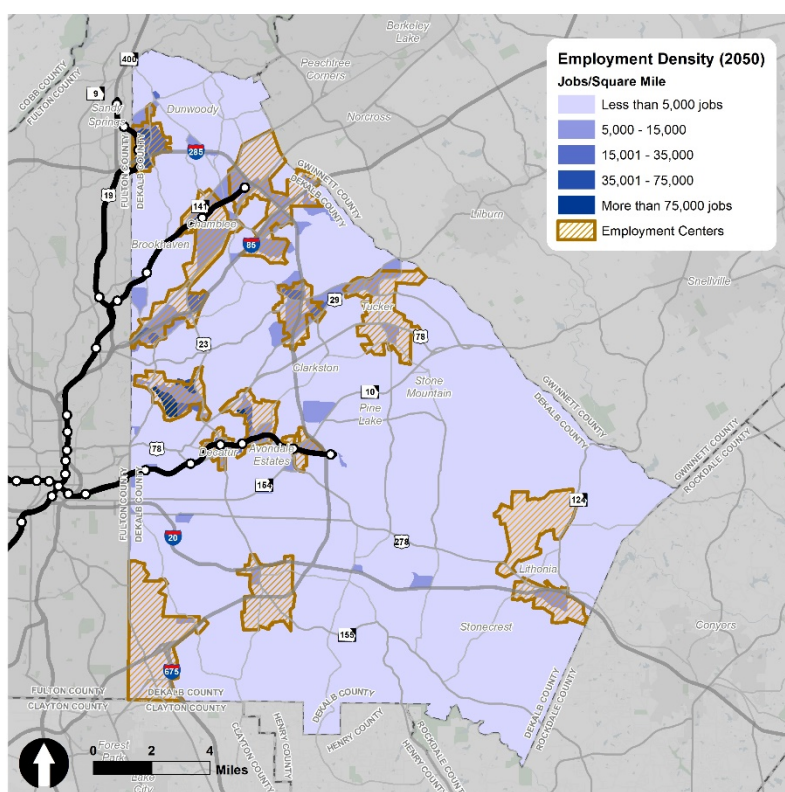


Figure 45. Employment Density in 2050

LAND OWNERSHIP

The map below shows large tracts of property owned by a single owner or entity and 250 or more acres. Not shown on **Figure 46** are smaller properties, including single-family parcels, that comprise a large portion of the County. The County and DeKalb Board of Education own the largest total acreages at 14,970 acres and 4,104 acres, respectively. Other large tracts ranging from approximately 400 acres to 1000 acres are owned by the Cities of Atlanta and Brookhaven, the State of Georgia, MARTA, Mercer University, and Emory University. Several quarries own sizeable tracts of land in southeast DeKalb, ranging from 500 to more than 2,000 acres. Partnerships with private industry may yield opportunities for additional development or conservation of new greenspace.

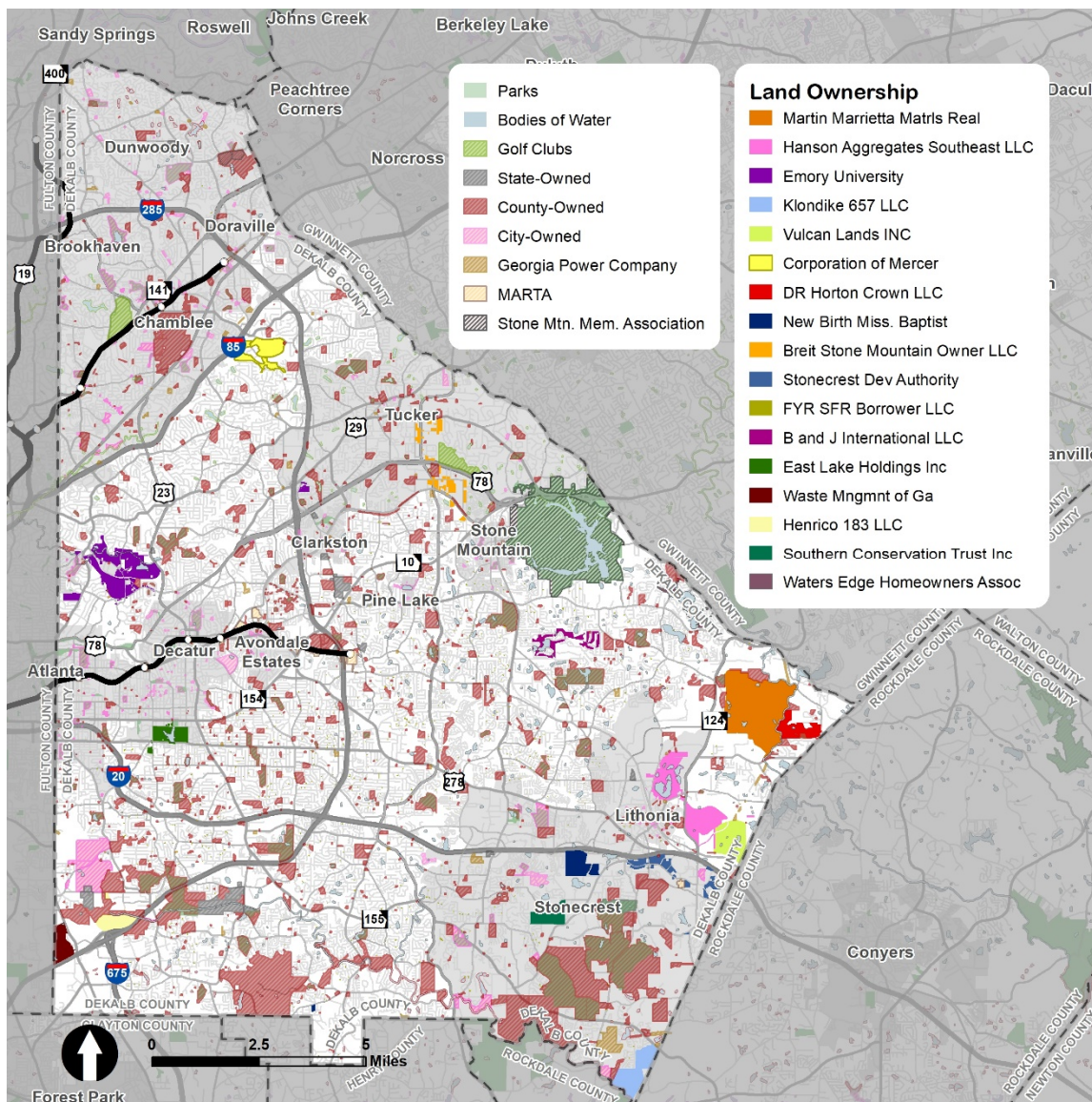


Figure 46. Land Ownership

COMMUNITY FACILITIES

Community facilities are located throughout DeKalb County, with a greater number located in areas with higher densities, specifically inside of I-285 as illustrated in **Figure 47**. Community facilities such as community centers, libraries, and senior centers can provide additional opportunities to engage citizens, provide specific County services, host local events or festivals and in some cases, serve as a catalyst for additional public or private investment.

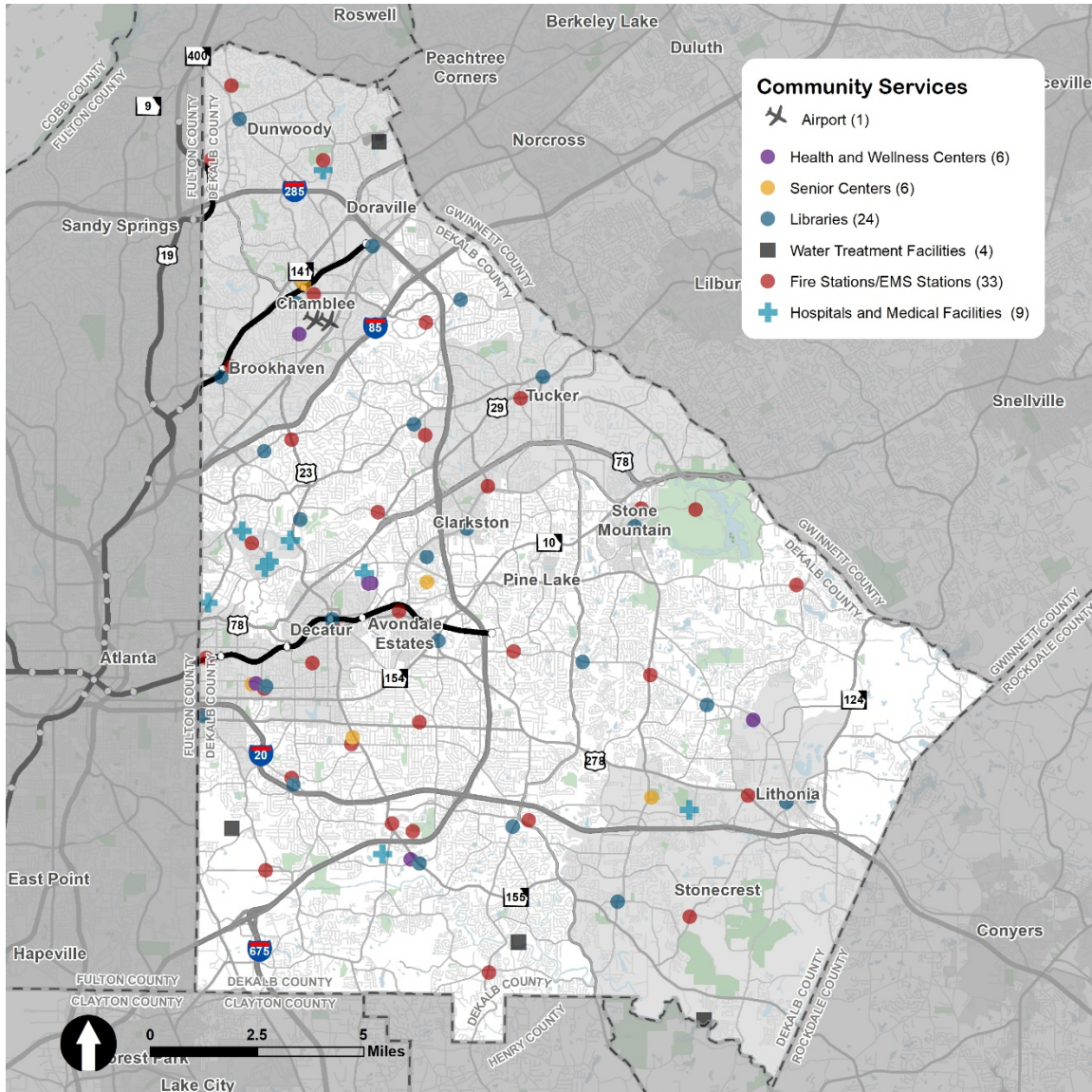


Figure 47. Community Services

EDUCATIONAL FACILITIES

Elementary, Middle, and High Schools are located throughout DeKalb County. The DeKalb County School Board is currently updating its facilities master plan to determine future needs and identify uses for surplus property. There are several colleges and universities located within DeKalb County, however, these are located mostly in central and northern areas of the County. Notable colleges and universities include Emory University, Georgia State University, Agnes Scott College, and Mercer University (**Figure 48**).

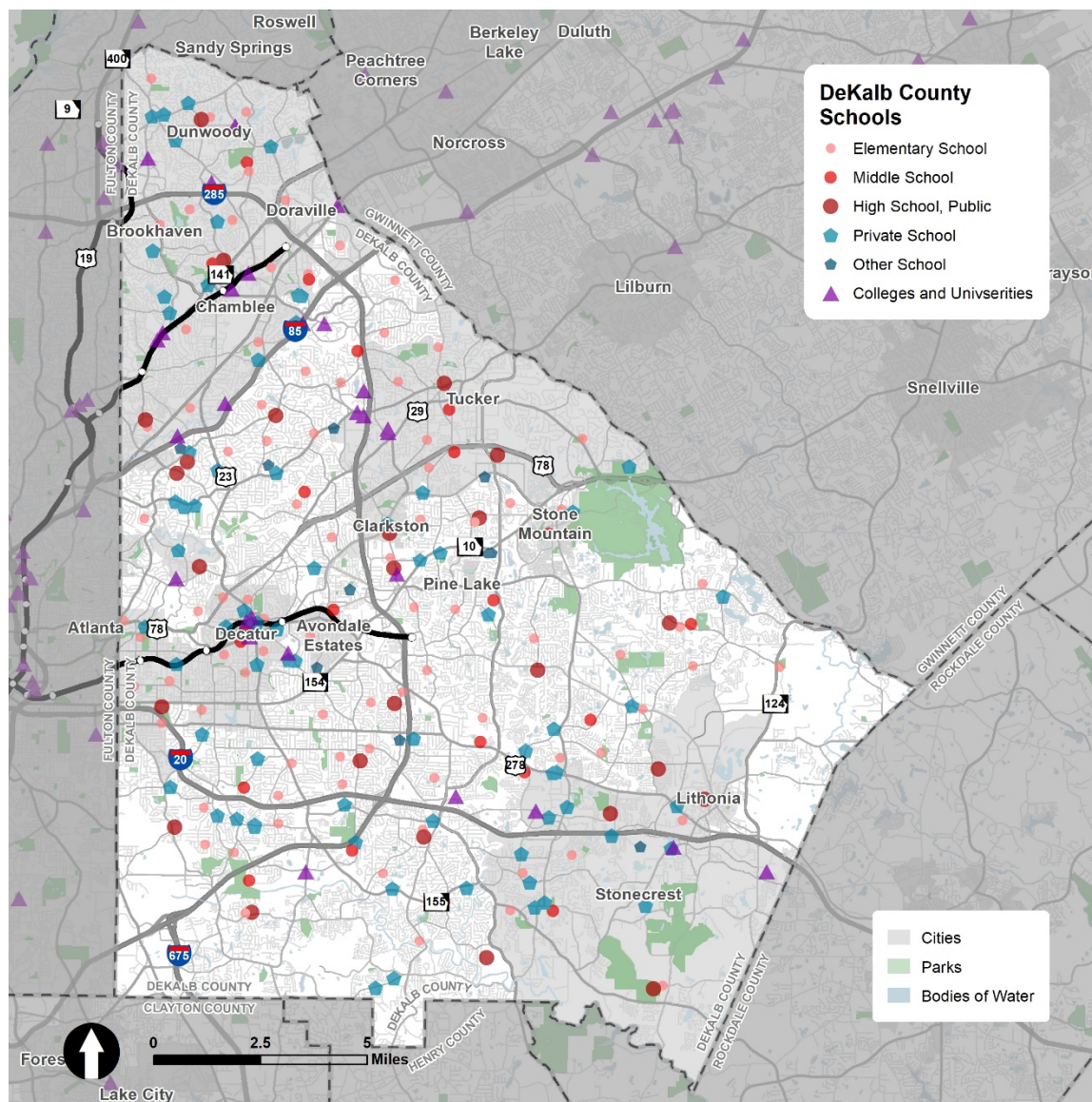


Figure 48. DeKalb County Schools

PARKS AND RECREATION

Public parks and open spaces play a significant role in contributing to the quality of life of communities. Much research has shown that parks and open spaces provide a multitude of social, environmental, and economic benefits. These benefits range from providing spaces for the community to come together, socialize, and improve their mental and physical health; to improving water quality, decreasing flooding, and reducing the urban heat island affect; to catalyzing economic development, creating jobs, and diversifying a community's tax base. These and many other benefits underscore the importance of public agencies to 1) consider if they have sufficient parks and open spaces, and 2) if they are equitably distributed throughout the community. The following section explores these two points by conducting the following Level of Service (LOS) analyses:

- **Acreage LOS** – Acreage LOS is used to measure the quantity of parks and open spaces that are available to a community. It measures park acreage as a ratio to the community's population by dividing the number of park acres by the population, divided by 1,000. It is shown as Acres per 1,000 population.
- **Access LOS** – Access LOS is used to measure how well parks are distributed throughout the community. It measures travel distance to parks or individual facilities using the existing roadway or multi-purpose trail network and existing park access points, versus using circles to illustrate "as the crow flies" coverage.

Park Acreage LOS

Public parks and open spaces in DeKalb County are provided by multiple agencies, including:

- DeKalb County Recreation, Parks, and Cultural Affairs Department (DCRPCA)
- Municipal park and recreation departments
- The State of Georgia (Stone Mountain) and Georgia Department of Natural Resources (Vaughter's Farm)

Based on data collected from the DCRPCA, municipalities, and the Atlanta Regional Commission (ARC), there are approximately 10,000 acres of public parks and greenspaces in DeKalb County. However, just two parks—Stone Mountain (3,193 acres) and Davidson-Arabia Mountain Nature Preserve (2,574 acres) account for about half of that total. Both of these parks are popular attractions which provide the County unique amenities. But they serve a different role than traditional neighborhood and community parks, which typically provide playgrounds, picnic areas, and sports fields for nearby residents.

Based on the data collected, **Table 5** below depicts park acreage at four different levels:

- DCRPCA (excluding Davidson-Arabia Mountain Nature Preserve) – parks provided by the County, primarily in unincorporated areas, excluding the Davidson-Arabia Mountain Nature Preserve (D-AMNP)
- DCRPCA – all parks provided by the County, including D-AMNP
- DCRPCA + Municipal Parks – all parks provided by the County plus all parks provided by incorporated municipalities
- DCRPCA + Municipal Parks + State Parks + Other – all parks provided by the County plus all parks provided by incorporated municipalities plus all parks owned and managed by the State plus County-owned public golf courses in private management and publicly-accessible conservation areas

This data was then combined with population data obtained from the US Census to calculate Acreage LOS at the County and Commission District (CD) level.

	DeKalb County	CD1	CD2	CD3	CD4	CD5
Population (2019)	749,323	149,872	147,393	146,087	154,964	151,007
DCRPCA Parks (excludes Davidson-Arabia NP)	1,917.02	21.82	299.98	918.67	380.80	295.75
LOS - DCPR Parks (excludes Davidson-Arabia NP)	2.6	0.1	2.0	6.3	2.5	2.0
DCRPCA Parks	4,491.46	21.82	299.98	918.67	380.80	2,870.21
LOS - DCPR Parks	6.0	0.1	2.0	6.3	2.5	19.0
DCRPCA Parks + Municipal Parks	6010.72	605.46	606.97	979.07	555.18	3264.07
LOS - DCPR Parks + Municipal Parks	8.0	4.0	4.1	6.7	3.6	21.6
DCRPCA + Municipal + State Parks (Stone Mountain + Vaughter's Farm)	10,517.58	605.46	638.80	1,698.35	3,748.66	3,826.32
LOS - DCRPCA + Municipal + State Parks (Stone Mountain + Vaughter's Farm)	14.0	4.0	4.3	11.6	24.2	25.3

Table 5. Park Acreage

* Population Source: US Census – 2019 American Community Survey 5-year Estimates

^ Acreage Source: DCRPCA, Atlanta Regional Commission, Cities of Atlanta, Avondale Estates, Brookhaven, Chamblee, Clarkston, Decatur, Doraville, Dunwoody, Lithonia, Stone Mountain, Stonecrest, Tucker

The table illustrates that when including all parks, the County's Acreage LOS of 14 Acres per 1,000 population is similar to nearby jurisdictions (City of Atlanta's Acreage LOS is 10.9, Gwinnett County is 14.4) and higher than the National Recreation and Park Association (NRPA) nationwide benchmark median of 10.9 acres per 1,000 population for agencies of a similar population. However, when excluding Stone Mountain and the Davidson-Arabia Mountain Nature Preserve, the County's overall Acreage Level of Service falls to 8.0, which is lower than nearby municipalities and the NRPA nationwide benchmark median. Based on DeKalb County's Acreage LOS, this may suggest a need for additional park land in the County. This would be informed by the County's on-going Parks and Recreation Master Plan, which is not currently available for review.

The table also demonstrates the variability of park provision between Commission Districts and the significant impact of the two large parks. Commissioner Districts 1-3 all have an Acreage LOS below 7 Acres per 1,000 population, which may suggest a need for additional park land in those Districts. On the other hand, Districts 4 and 5 have an Acreage LOS of 22 Acres per 1,000 population, which may suggest a surplus of park land in those areas; albeit perhaps not well distributed in the districts. If DeKalb County has established a target Acreage LOS per Commission District, this may suggest a varying need of park land per Commission District. This would be informed by the County's on-going Parks and Recreation Master Plan, which is not currently available for review.

Park Access LOS

While park Acreage LOS measures the quantity of park land available in the community, park Access LOS measures how well parks are equitably distributed throughout the community. In many American cities and densely populated areas, access to a park within a 10-minute walk—or roughly $\frac{1}{2}$ mile—has become a widely accepted standard. However, in lower density suburban areas, like most of DeKalb, providing a park within a 10-minute walk can be a challenge due to the number of parks that this would require and the costs of purchasing and maintaining park land to provide that level of service. That is why some communities have taken a contextual land use approach to park access. This approach suggests that parks located in high density areas, should have shorter park access distances, such as $\frac{1}{2}$ mile. Parks located in low density areas on the other hand, could have longer park access distances, such as 1 mile. This is particularly the case for neighborhood or local serving parks as well as large parks, such as community and/or regional parks that may also function as neighborhood or local serving parks for residents living near them.

Large parks, such as community and regional parks however, also typically include a wide variety and quantity of facilities and amenities that often draw visitors from across the jurisdiction. Because of this draw, these parks typically have a park access distance of 3, 5, or 7 miles depending on the municipality. For the purposes of this analysis, all parks over 20 acres were considered to be large parks since specific park classification data was not available.

Based on these considerations, Access LOS analyses were completed for parks in DeKalb County based on the following parameters and illustrated in **Figure 49** to **Figure 51**.

- **Figure 49** – DCRPCA (excluding Davidson Arabia Mountain NP) + Municipal Parks – $\frac{1}{2}$ mile and 1 mile
- **Figure 50** – DCRPCA + Municipal Parks + State Parks – $\frac{1}{2}$ mile, 1 mile
- **Figure 51** – All Large Parks (>20 acres) including Davidson-Arabia Mountain NP + Stone Mountain – 2 miles, 3 miles, and 5 miles

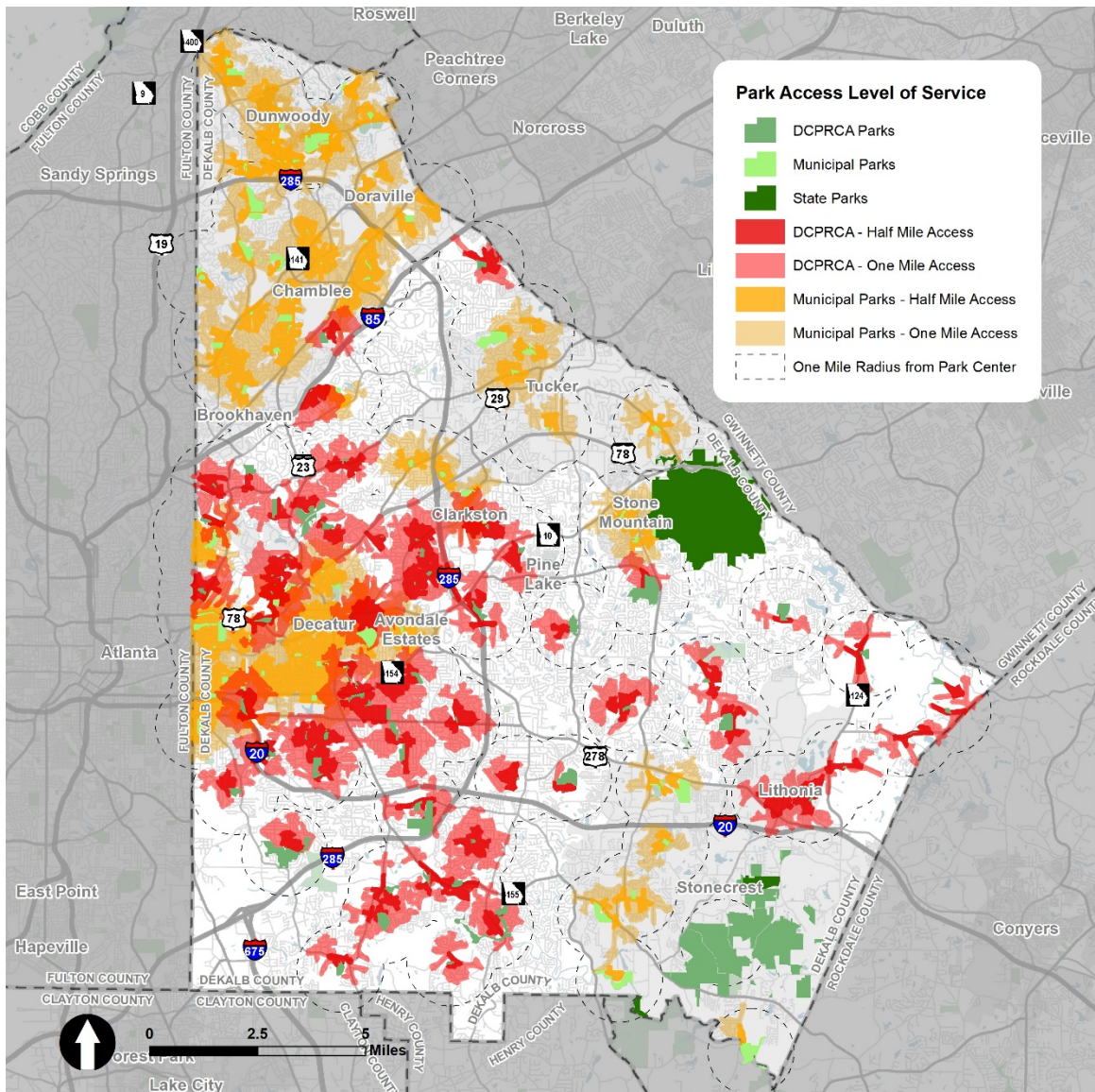


Figure 49. DCRPCA (excluding Davidson Arabia Mountain NP) + Municipal Parks – ½ mile and 1 mile

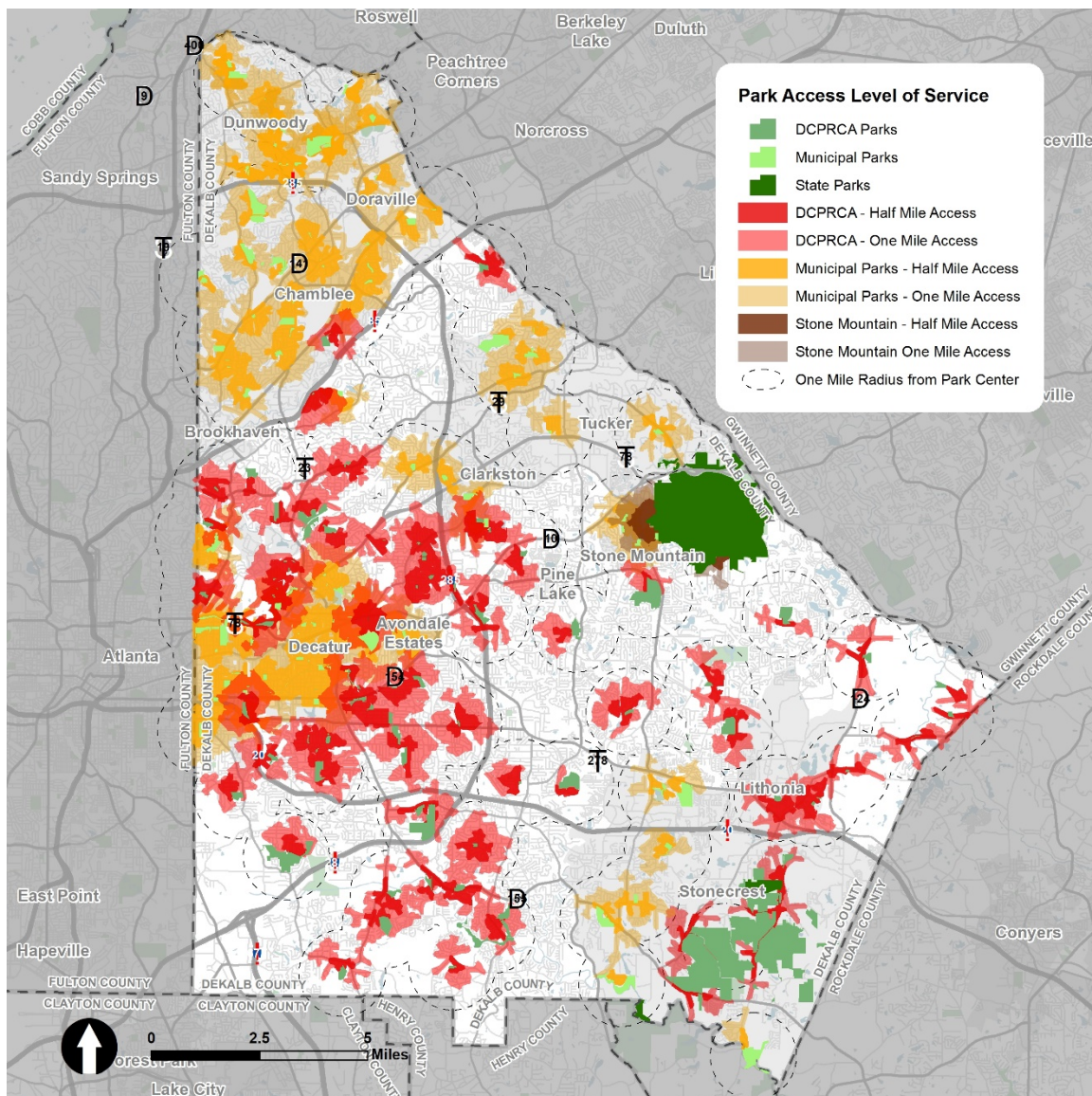


Figure 50. DCRPCA + Municipal Parks + State Parks – ½ mile, 1 mile

These analyses suggest that, based on the type of park and the Access LOS distances used, DeKalb County may have varying needs for parks throughout the County. For example, if we consider that all parks throughout the County have the potential to serve as local, neighborhood parks with an Access LOS distance of ½ mile or 1 mile, there appears to be a need for more neighborhood or local serving parks in many areas throughout the County as illustrated in **Figure 49** and **Figure 50**. However, if we consider only larger parks in the County with Access LOS of 3, 5, and 7-miles, there appears to be less of a need, as illustrated in **Figure 51**. These needs appear to be focused in central and eastern DeKalb County.

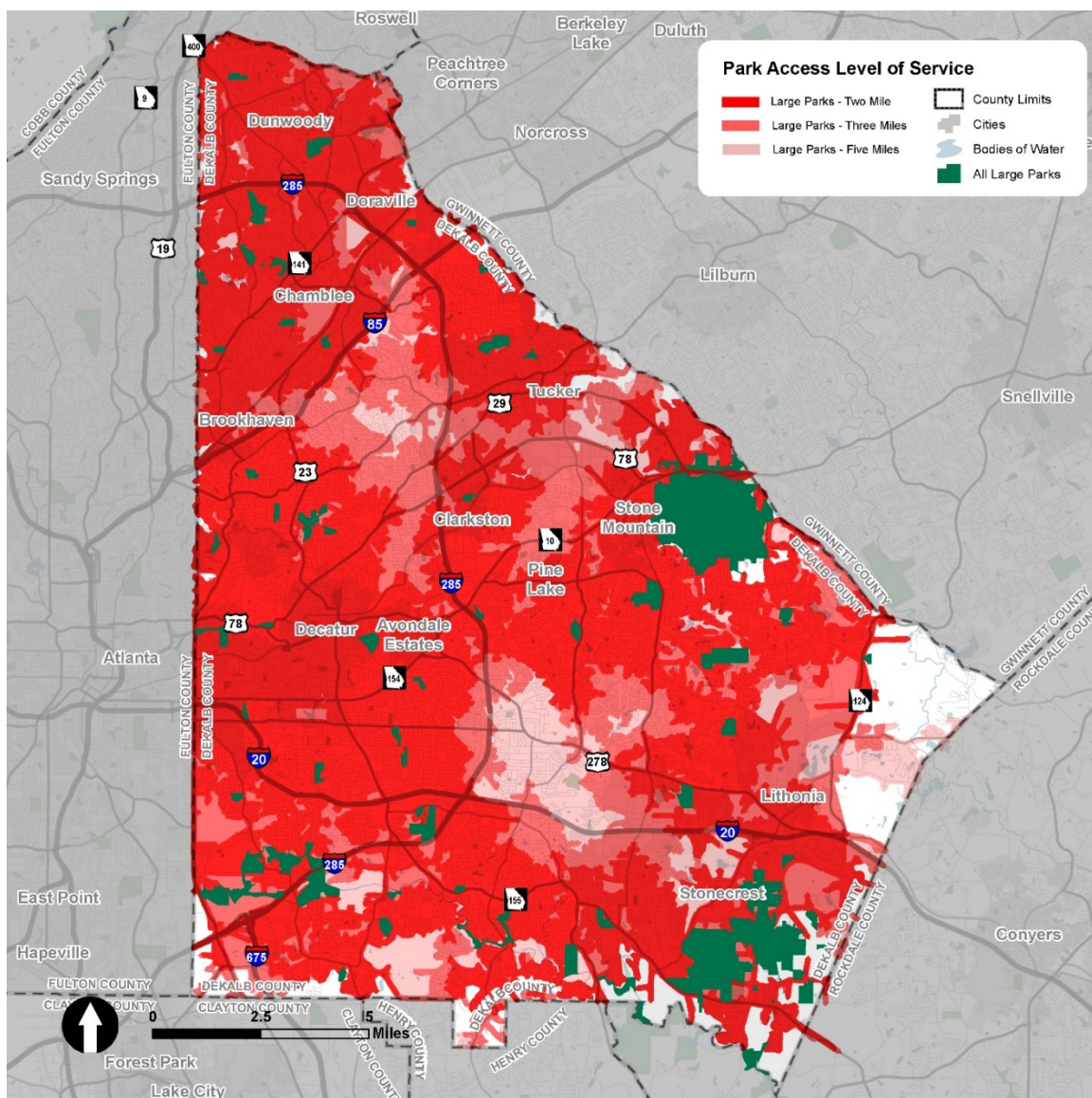


Figure 51. All Large (>20 acre) Parks - 2 miles, 3 miles, 5 miles

Parks and Recreation Summary

These findings suggest that, based on the comparison of the County's existing Acreage LOS to nearby communities and national benchmarks, the County may have a need for additional park land.

When considering this park land need in the context of Park Access LOS, it appears that this park land need may be focused around more neighborhood or local serving parks versus with large community serving parks in key areas in the County. Moving forward, it will be important to consider these findings and potential recommendations within the context of:

- The findings and recommendations discussed in the County's on-going Parks and Recreation Master Plan, which is not currently available for review.
- Other Land Use recommendations related to mobility in the County; and
- Potential to address multiple social, economic, and environmental needs

PUBLIC SAFETY

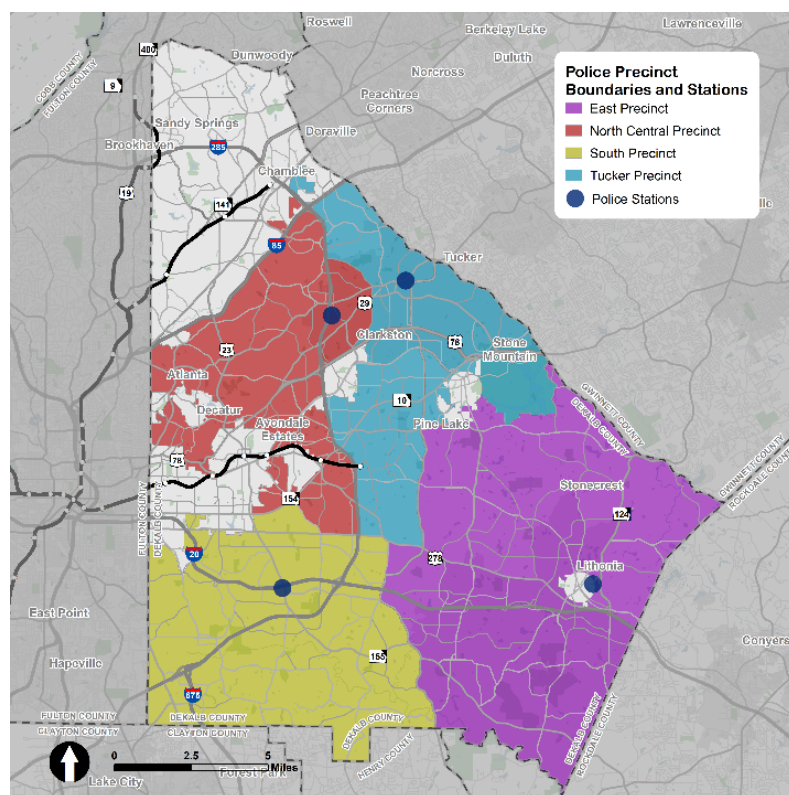


Figure 52. Police Stations and Boundaries

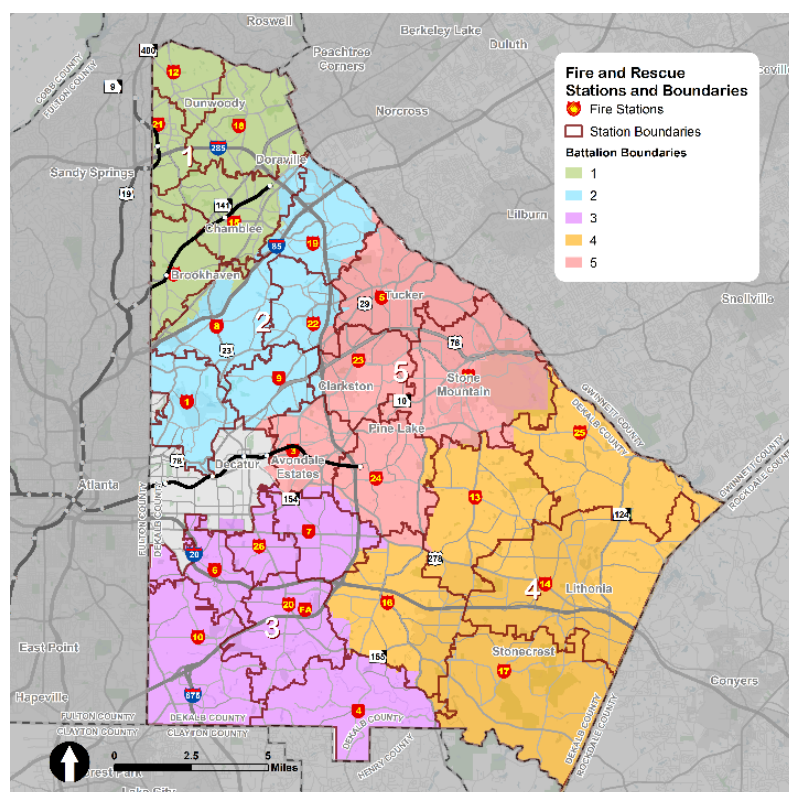


Figure 53. Fire Rescue Stations and Boundaries

As can be seen in **Figure 52** and **Figure 53**, DeKalb Fire and Rescue stations are located throughout the County and provide services to Unincorporated DeKalb and all cities within DeKalb except the City of Atlanta and the City of Decatur. While the map shows complete coverage within the DeKalb Fire and Rescue service area, there are locations that may present access challenges including structurally deficient bridges or areas that may require emergency vehicles to travel long distances and, in some cases, travel outside of DeKalb County. The four DeKalb Police stations are located within the corresponding boundaries of their precincts. At present, DeKalb Police provide services within the unincorporated area as well as the City of Tucker and the City of Stonecrest. Coordination between land use planning, transportation planning and emergency services is important for many reasons. This includes the impacts of new development within eastern and southern DeKalb as well as redevelopment and increased density within central and northern DeKalb that may require new or additional services. Additionally, roads, bridges, and trails throughout the County may have structural or access issues that hinder emergency response. These issues should be considered and discussed during the planning phase, rather than the approval or construction phases.

ARTS AND CULTURAL RESOURCES

Although DeKalb is not home to any National Historic Landmarks (NHLs), there are 56 districts, buildings, or sites in the County on the National Register of Historic Places (NRHP). **Table 6** below lists each of these NRHP locations, with details about when the property was listed, the significance of the place, the type of place (building, district, or site), and the type of significance (local, state, or national).

Table 6. National Register of Historic Places in DeKalb as of 6/17/2021

Property Name	City	Street & Number	Listed Date	Reason for Significance	Bldg., Dist., or Site	Significance		
						Local	State	National
Oglethorpe University Historic District	Atlanta	4484 Peachtree Rd. NE.	8/6/1994	Architecture; Education; Landscape Architecture; Social History	D			●
Farmer, Neville and Helen, Lustron House	Decatur	513 Drexel Ave.	3/18/1996	Architecture; Engineering	B	●	●	●
Druid Hills Historic District	Atlanta	U.S. 29	10/25/1979	Community Planning and Development; Landscape Architecture; Architecture	D			●
Druid Hills Parks and Parkways	Atlanta and vicinity	Both sides of Ponce de Leon Ave. between Briarcliff Rd. and the Seaboard Coast Line RR tracks	4/11/1975	Community Planning and Development; Landscape Architecture; Architecture; Social History	D			●
Avondale Estates Historic District	Avondale Estates	Roughly bounded by Avondale Rd., Lakeshore Dr., Kingstone, Clarendon, and Fairchild Dr., also Lake Avondale	12/8/1986	Community Planning and Development; Landscape Architecture; Commerce; Architecture	D			●
Emory University District	Atlanta	N. Decatur Rd.	11/20/1975	Community Planning and Development; Landscape Architecture; Education; Architecture; Religion; Social History	D			●
Scottish Rite Hospital for Crippled Children (Boundary Decrease)	Decatur	321 W. Hill St.	9/4/2004	Health/Medicine; Architecture	B			●
Soapstone Ridge	Atlanta	Address Restricted	5/7/1973	Prehistoric	S			●
Old DeKalb County Courthouse	Decatur	Court Sq.	8/26/1971	Architecture	B		●	
Pearce, William and Minnie, House	Decatur	125 Madison Ave.	1/27/2012	Architecture	B	●		
Smith-Benning House	Atlanta	520 Oakdale Rd., NE	6/28/1982	Architecture	B	●		
Steele-Cobb House	Decatur	2632 Fox Hills Dr.	6/17/1982	Architecture	B	●		
Blair-Rutland Building	Decatur	215 Church St.	12/12/2002	Architecture; Commerce	B	●	●	
Zuber-Jarrell House	Atlanta	810 Flat Shoals Ave., SE	9/30/1997	Architecture; Commerce	B	●		
Stone Mountain Historic District	Stone Mountain	Roughly bounded by Stone Mountain Cemetery, Stone Mountain Memorial Park, Lucie St. CSX RR, VFW Dr., and Stone Mtn City	12/7/2000	Architecture; Commerce; Community Planning and Development; Black; Entertainment/Recreation; Transportation	D		●	
Decatur Downtown Historic District	Decatur	Roughly bounded by N. McDonough St., E. Howard Ave., Hillyer & Commercial Sts., & E. Ponce De Leon Ave.	5/23/2012	Architecture; Commerce; Community Planning and Development; Politics/Government; Transportation	D	●		
Candler Park Historic District (Boundary Increase)	Atlanta	Roughly bounded by Moreland Ave., Freedom Pkwy., Harold Ave., Matthews St., and DeKalb Ave.	3/17/2005	Architecture; Community Planning and Development	D	●		
Cheek-Spruill House	Dunwoody	5455 Chamblee--Dunwoody Rd.	6/9/2000	Architecture; Community Planning and Development	B	●		
Decatur Heights-Glenwood Estates-Sycamore Street Historic District	Decatur	Roughly Bounded by Forkner Dr., Sycamore Dr., Sycamore St., and the E. boundary of Decatur Cemetery	6/21/2016	Architecture; Community Planning and Development	D	●		
Klondike Historic District	Klondike	Klondike and S. Goddard Rds.	9/27/2007	Architecture; Community Planning and Development	D	●		
McDonough-Adams-Kings Highway Historic District	Decatur	Bounded by W. College Ave., Kings Hwy., Oakview Rd. & McDonough St.	12/24/2013	Architecture; Community Planning and Development	D	●		

Property Name	City	Street & Number	Listed Date	Reason for Significance	Bldg., Dist., or Site	Significance		
						Local	State	National
Northcrest Historic District	Doraville	Roughly bounded by Chamblee-Tucker, Northcrest & Pleasantdale Rds.	4/17/2017	Architecture; Community Planning and Development	D	●		
Northwoods Historic District	Doraville	Roughly bounded by Buford Hwy., Chamblee-Tucker & Shallowford Rds., I-85 & I-285	6/2/2014	Architecture; Community Planning and Development	D	●		
Ponce de Leon Court Historic District	Decatur	Ponce de Leon Ct.	11/2/2011	Architecture; Community Planning and Development	B	●		
Ponce de Leon Terrace-Ponce de Leon Heights-Clairmont Estates Historic District	Decatur	Roughly bounded by Ponce de Leon Pl., Scott Blvd., Nelson Ferry Rd., Ponce de Leon & Clairmont Aves.	7/2/2014	Architecture; Community Planning and Development	D	●		
Lithonia Historic District	Lithonia	Centered on jct. of CSX RR. & Main St.	9/19/2016	Architecture; Community Planning and Development; Ethnic Heritage-Black; Ethnic Heritage-European; Industry	D	●		
Briarcliff-Normandy Apartments	Atlanta	Roughly along Briarcliff Rd., Normandy Dr. and Chalmette Dr.	3/26/2003	Architecture; Community Planning and Development; Landscape Architecture	B	●		
Kirkwood Historic District	Atlanta	Roughly bounded by Memorial Dr., Montgomery St., Hosea Williams Dr., Rogers St., CSX RR., & city limits	9/24/2009	Architecture; Community Planning and Development; Social History; Industry; Commerce	D	●		
South Candler Street-Agnes Scott College Historic District	Decatur	Roughly bounded by E. College, S. McDonough, S. Candler, E. Hill and E. Davis Sts.	7/29/1994	Architecture; Education	D		●	
Kirkwood School	Atlanta	138 Kirkwood Rd.	9/19/2002	Architecture; Education; Social History; Black	D	●		
Callanwolde (Boundary Increase)	Atlanta	980 Briarcliff Rd. NE	10/9/2003	Architecture; Landscape Architecture	B		●	
Donaldson-Bannister House and Cemetery	Dunwoody	4831 Chamblee-Dunwoody Rd.	8/9/2009	Architecture; Landscape Architecture	D	●		
Villa Miraflores	Atlanta	1214 Villa Dr.	6/7/2016	Architecture; Landscape Architecture	B ⁽¹⁾	●		
Emory Grove Historic District	Decatur	Centered on N. Decatur Rd. bet. the CSX RR and the University Park-Emory Highlands-Emory Estates HD	3/31/2000	Architecture; Landscape Architecture; Community Planning and Development	D	●		
Winnona Park Historic District	Decatur	Roughly bounded by E. College Ave., Avery St., S. Columbia Dr., and Mimosa Dr.	5/30/2002	Architecture; Landscape Architecture; Community Planning and Development	D	●		
Alston, Robert A., House	Atlanta	2420 Alston Dr., SE off Eastlake Rd.	7/14/2004	Architecture; Politics/Government	B		●	
United States Post Office-Decatur, Georgia	Decatur	141 Trinity Place	7/5/2000	Architecture; Politics/Government	B	●		
Bond Family House	Lithonia	1226 Rock Chapel Rd.	9/17/2008	Architecture; Social History	B	●		
Gay, Mary, House	Decatur	716 W. Trinity Pl.	5/6/1975	Architecture; Social History	B	●		
Lee, Agnes, Chapter House of the United Daughters of the Confederacy	Decatur	120 Avery St.	7/25/1985	Architecture; Social History	B		●	
Pythagoras Lodge No. 41, Free and Accepted Masons	Decatur	136 E. Ponce de Leon Ave.	8/19/1982	Architecture; Social History	B	●		
Decatur Cemetery	Decatur	229 Bell St.	5/23/1997	Art; Community Planning and Development; Black; Landscape Architecture	D	●		
Cameron Court District	Atlanta	E of Atlanta at Briarcliff Rd.	9/30/1982	Community Planning and Development; Architecture	D	●		
Candler Park Historic District	Atlanta	Roughly bounded by Moreland, DeKalb, McLendon, and Harold Aves., Mathews St., and Clifton Terr.	9/8/1983	Community Planning and Development; Architecture	D		●	
Longview-Huntley Hills Historic District	Chamblee	Montford, Commodore & Admiral Drs., Shallowford Rd.	3/13/2017	Community Planning and Development; Architecture	D	●		

Property Name	City	Street & Number	Listed Date	Reason for Significance	Bldg., Dist., or Site	Significance		
						Local	State	National
William T. Gentry House	Atlanta	132 E. Lake Dr., SE	5/2/1985	Community Planning and Development; Architecture; Communications	B	●		
University Park-Emory Highlands-Emory Estates Historic District	Decatur	Roughly bounded by N. Decatur Rd., Durand Dr., Peavine Cr., and the Druid Hills Historic District	8/31/1998	Community Planning and Development; Landscape Architecture; Architecture	D	●		
Hampton, Cora Beck, Schoolhouse and House	Decatur	213 Hillyer Pl.	4/16/1992	Education; Architecture	B		●	
Decatur Waterworks	Decatur	1400 McConnell Dr., Mason Mill Park	3/15/2006	Engineering; Entertainment/Recreation; Landscape Architecture; Politics/Government	D	●		
Briarcliff	Atlanta	1260 Briarcliff Rd., NE	8/4/1988	Entertainment/Recreation; Architecture; Social History	D		●	
Fischer, Dr. Luther C. and Lucy Hurt, House	Atlanta	4146 Chamblee Dunwoody Rd.	6/8/2011	Health/Medicine; Architecture	B		●	
DeKalb Avenue-Clifton Road Archeological Site	Atlanta	Address Restricted	12/14/1978	Historic - Non-Aboriginal; Economics; Social History	S		●	
The Seminary	Lithonia	6886 Main St.	11/15/1978	Industry; Education; Architecture	B	●		
Swanton House	Decatur	720 Swanton Way	8/30/1978	Industry; Military; Architecture; Social History	B	●		
Callanwolde	Atlanta	980 Briarcliff Rd., NE	4/23/1973	Landscape Architecture; Architecture	B		●	

Notes: ⁽¹⁾The location and significance information for Villa MiraFlores was not readily available in the NHRP data.

These sites represent some of the diversity of architectural, historical, artistic, and industrial resources that DeKalb County offers. Preserving our local, state, and national history is important for memorializing previous generations as well as providing educational and cultural opportunities for future generations. In addition to pursuing national historic registry designation for projects, frequent review of our cultural resources to evaluate historic preservation efforts should be conducted by DeKalb County, including partnering with relevant community organizations to complete these efforts.

Art and Cultural Venues

In addition to the NRHP sites, DeKalb also boasts more than 40 arts and cultural sites, organizations, festivals, and institutions, including the Callanwolde Foundation, Fernbank Museum of Natural History, Fernbank Museum of Science, the DeKalb Symphony Orchestra, Emory University, Essential Theatre, Dance 101, Japanfest, Decatur Book Festival, Michael C. Carlos Museum, and the Instituto de Mexico. A diversity of sites or venues that offer a spectrum of artistic and cultural mediums, including performances, readings, exhibits, showings, programs, and festivals, is an indicator of a vibrant arts and culture community.

Figure 55 illustrates the geographic dispersion of art and cultural venues in DeKalb County, revealing significant concentrations of arts and cultural venues in central west DeKalb, particularly around the City of Decatur and Emory University.

Beyond the geographic dispersion of art and culture sites, additional analyses are needed to determine if the types of venues offer a range of art and cultural representations that is reflective of the DeKalb community. This effort should include assessing if there is adequate representation from the Black community as well as the many other races and ethnicities that make-up the County's demographics. Particular attention should be paid to ensure that buildings, districts, and/or site with prominence in historically underrepresented communities are supported and are included in NRHP listings.

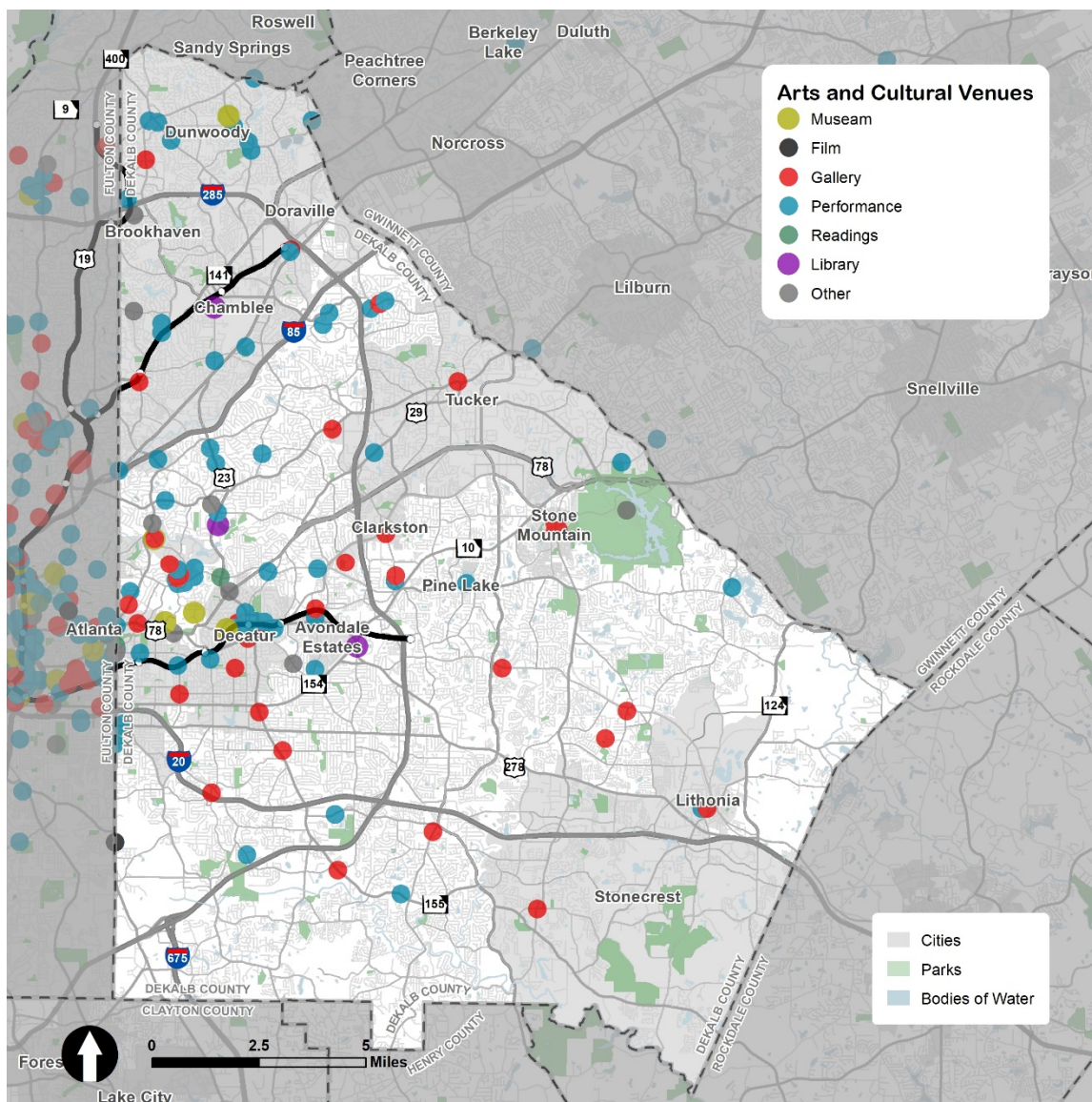


Figure 55. Arts and Cultural Venues

In addition to the number of locations and representation of arts and culture resources, future efforts should look beyond the venues themselves to determine if DeKalb County is a place where creative culture can live, work, and play by doing an assessment that determines if there is affordable housing for artists as well as affordable workspace for them. Another consideration is if there is sufficient transportation infrastructure to support multimodal access to the identified Arts and Cultural Venues, including from parts of the County that may have a thriving residential outpost of creatives.

The above-mentioned analysis can be combined with a more focused effort of Arts and Culture in DeKalb, which may result in a formal countywide Arts and Culture Master Plan or at least a focused look at Arts and Culture in DeKalb. This effort should consider collaboration and coherency with the City-driven Arts and Culture and Public Art Master Plans as well as how to provide physical connectivity between locations identified in each of these plans. This effort also should support and collaborate with arts and culture programming in nearby counties as well as the Metro Atlanta region as a whole.

HEALTH AND WELLNESS

A community's health and wellness are multi-faceted and multi-generational and are strongly linked to the physical environment. For example, the Fulton-DeKalb Hospital Authority provides a public health dashboard, shown in **Figure 56**, that features 17 categories of public health, and within the category of Physical Environment (the one that is most applicable to the DeKalb Unified Plan) almost 50 indicators are listed. These health indicators include a color range to easily compare DeKalb County to other counties in the state.

Physical Environment

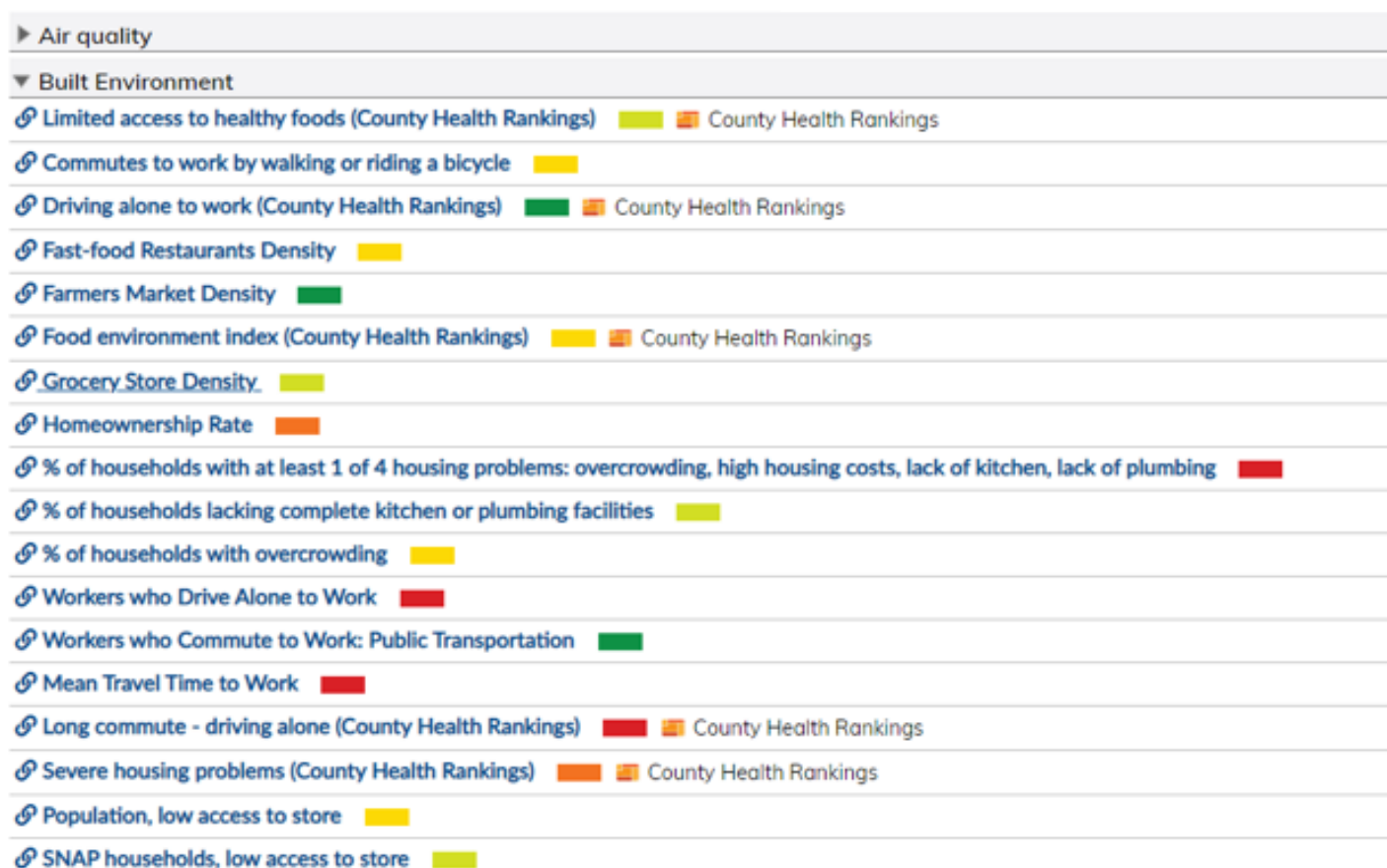


Figure 56: Fulton-DeKalb Hospital Authority Public Health Dashboard Snapshot

This snapshot of the dashboard merely highlights the depth of data that is utilized by various organizations to understand the health of the community. Various factors have already been addressed in previous sections of this document, such as access to community facilities, parks, and greenspace. Other factors, addressed on the following pages, include access to healthy food and the environmental features that affect access to clean air and clean water.

Access to Healthy Food

A food desert is a geographic area where access to affordable fresh produce is restricted or nonexistent. In areas where food deserts are present, instances of food insecurity are common. Food insecurity is caused by barriers to food access usually via geographic complications or financial limitations. The Food and Drug Administration (FDA) has determined any home located more than 1 mile from a grocer to have "low-access" to healthy foods. As can be seen in **Figure 57**, some areas considered to have low access to healthy foods correspond with areas of lower population or development density and more dispersed land use patterns. However, some areas in central DeKalb with moderate population or development

SUSTAINABILITY

Issues related to sustainability have become increasingly important in recent years. Concerns around sustainability take a variety of forms, from climate change, environmental sustainability, and resource management to community resilience and social equity. Sustainable development, as defined in the 1987 Brundtland Report, refers to development that meets our current needs without hindering the ability of future generations to meet their own needs. Concerns around sustainability are closely intertwined with a related concept sometimes called resilience, defined as the capacity of a system, be it an individual, forest, a city, or an economy, to deal with change and continue to develop. In essence, building communities that are more “resilient” to shocks and disruption.

Building more resilient communities relies upon taking a systemic approach to the challenges they face and integrating sustainable strategies into every facet of community policy. Some communities in the region have begun to proactively craft sustainability initiatives and identify strategies to help build more sustainable and resilient futures; while DeKalb County has begun incorporating sustainable strategies into policy, it has not yet crafted an overarching plan linking these strategies and approaches together as an overarching paradigm. This analysis specifically identifies environmental conditions and environmental impacts from point source pollution, but other elements related to sustainability and resilience include:

- Land use and zoning
- Housing and development trends
- Parks and recreation
- Health and wellness
- Food access
- Transportation infrastructure

Other items that the County should consider studying from a sustainability perspective include:

- Water usage
- Air quality
- Waste generation and management
- The built environment (community facilities as well as efficiency standards)
- Tree canopy and urban heat islands
- Water quality and drainage infrastructure

ENVIRONMENTAL FEATURES

As with much of Metro Atlanta, many rivers, creeks, and streams can be found throughout DeKalb County. Many areas adjacent to major water features, lie within flood plains and are more susceptible to flooding. The County is mostly built out with the largest amounts of undeveloped land located in the southeastern portion of the County. The limited amount of undeveloped land leaves fewer opportunities for future large-scale development or conservation (**Figure 58**). The primary natural features found within DeKalb County include the South River, Peachtree Creek, Stone Mountain, Arabia Mountain, and Panola Mountain. (Note: “Undeveloped Land” is based on the Atlanta Regional Commission LandPro data.)

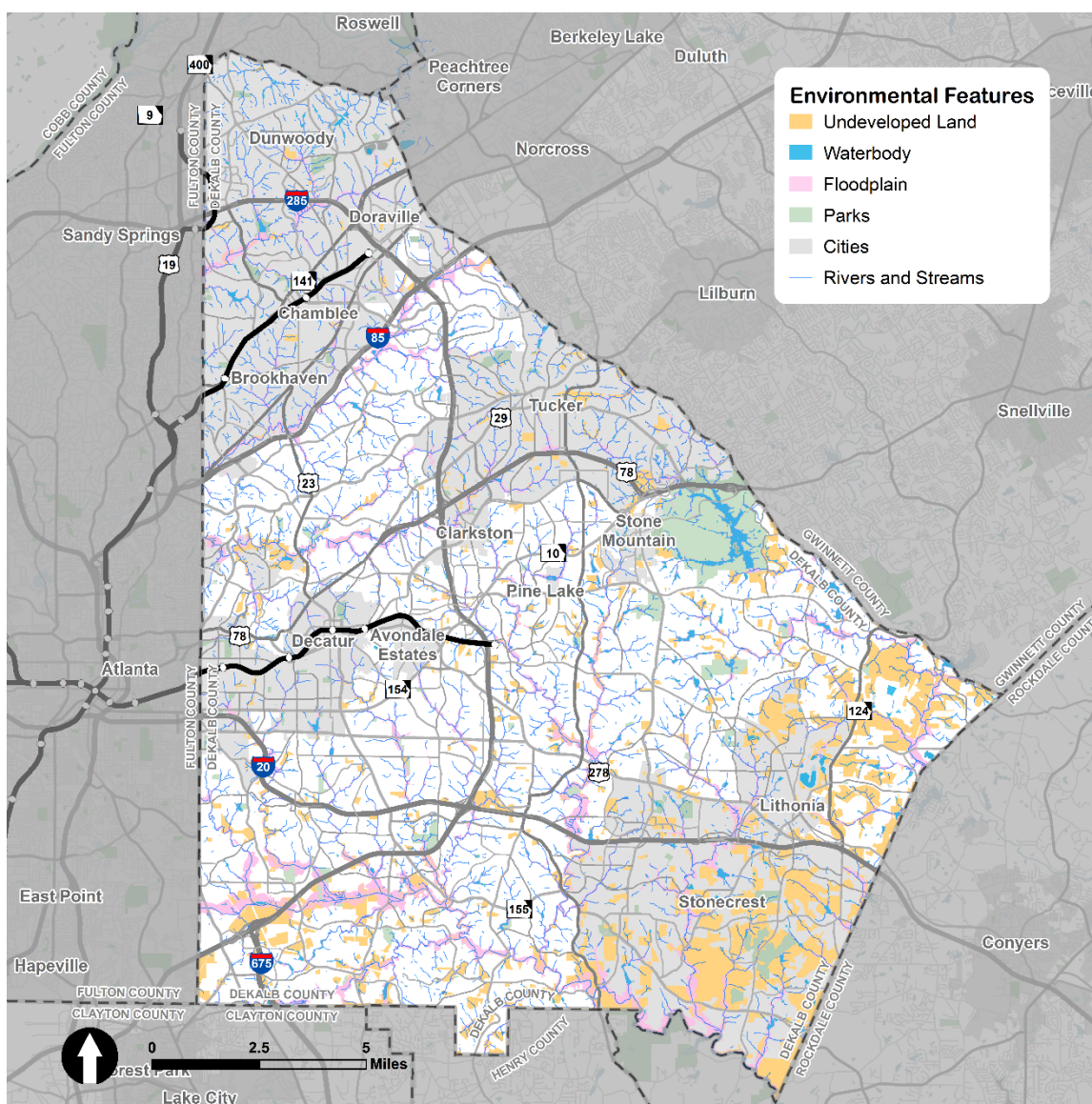


Figure 58. Environmental Features

RETAIL MARKET CONDITIONS

Retail has been one of the most impacted industries during and following the COVID-19 pandemic. Not only were retail businesses and restaurants required to close across the country to support social distancing, but they also often had to reopen to capacities that are 50% or less than pre-pandemic levels. Local or independent retailers have been hit particularly hard, with many having to shutter their doors as consumer spending and store traffic dropped. The impact of the pandemic was not universally felt; some retailers, primarily grocery, pharmacy, and building supply stores that offer essential services, have fared well during this time.

In addition to the direct closure impacts related to COVID-19, consumer preferences were already shifting. COVID-19 has amplified trends that were already impacting retail, particularly as it relates to the influence of online shopping. Online shopping has increased rapidly since March 2020. As local economies reopen, brick and mortar sales have rebounded. However, online retailers have been positioning to sustain their newfound capture of market share. Locations that offer experiential retail options will be well positioned to attract initial momentum during recovery from the COVID-19 pandemic. This section provides an overview of the retail real estate market in DeKalb County and the larger Atlanta region, focusing on the stability of existing inventory. A retail gap/leakage analysis is also presented.

RETAIL PERFORMANCE

Retail performance in DeKalb County is measured through trends in completions, net absorption, vacancy, and average rent per square foot based on data provided by Costar, a third-party real estate data company. These measures are compared to the larger Atlanta retail market, which includes Gwinnett, DeKalb, Fulton, Cobb, and Clayton counties.

Atlanta Market Retail Performance Trends

As shown in **Figure 60**, from 2015 to 2020, the vacancy rate in the Atlanta market decreased from 10.0% to 5.6%. More than 8.1 million square feet of new retail has been added during this timeframe and encompasses a wide variety of retail offerings. Net absorption totaled over 7.7 million square feet, resulting in an oversupply of approximately 480,000 square feet. Vacancy was highest in 2015 before declining and remaining stable over the last five years. It should be noted that the vacancy rates reflected below may not accurately reflect the current retail climate including tenants that still have leases on properties but are no longer in operation or those defaulting on their monthly payments.

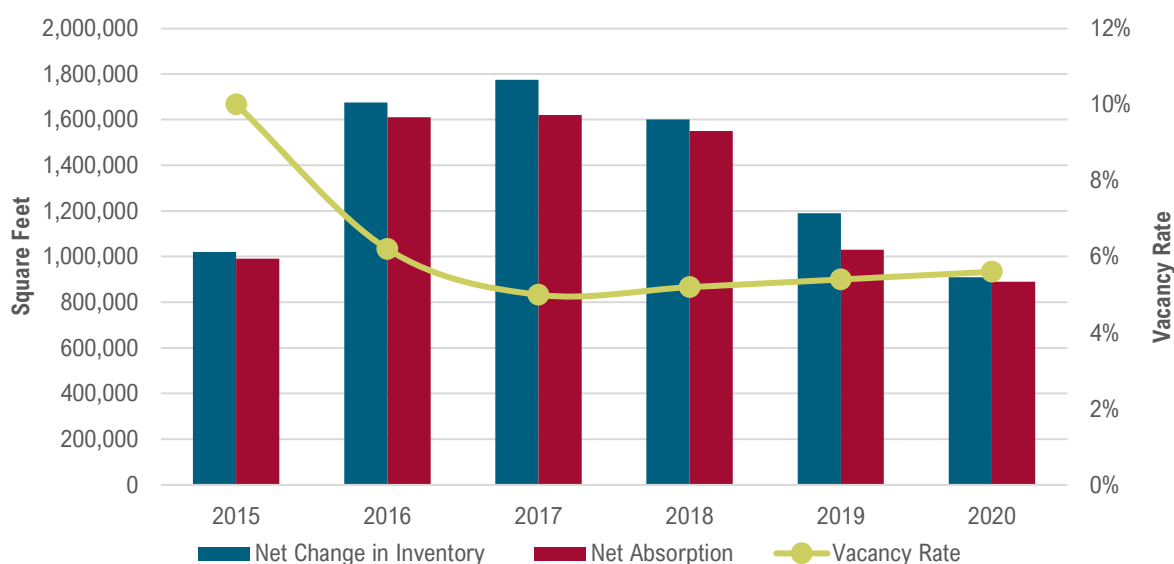


Figure 60. Retail Market Performance, Atlanta Market, 2015-2020

DeKalb County Retail Performance Trends

DeKalb County had almost 14 million square feet of multi-tenant retail space as of August 2020. It should be noted that the inventory total below focuses exclusively on retail shopping centers or in-line retail suites, excluding free-standing, often owner-occupied, retail establishments. As shown in **Table 7**, more than 3.9 million square feet of space was completed before 1970, making it the most active decade for retail development. Approximately 1.3 million square feet of multi-tenant retail space was completed between 2010 and 2019, comprising only 9.2% of the total multi-tenant inventory. No new space was completed between 2020 and the second quarter of 2021.

Table 7: Inventory by Decade Completed, DeKalb County, 2020

Decade Completed	Inventory (SF)	Percent of Total
Before 1970	3,926,010	28.3
1970s	3,601,690	26.0
1980s	2,629,910	19.0
1990s	1,086,800	7.8
2000s	1,345,360	9.7
2010's	1,269,230	9.2
After 2019	0	0.0
Total	13,859,000	100.0%

DeKalb County has added approximately 1.8 million square feet of net new retail space since 2015. New completions were more heavily concentrated between 2015 and 2017 and have tapered off in the last three years. The retail vacancy rate in the County was estimated at nearly 6.0% at year-end 2020 (**Figure 61**). This represents a 280-basis point increase in one year, largely driven by impacts from the COVID-19 pandemic.

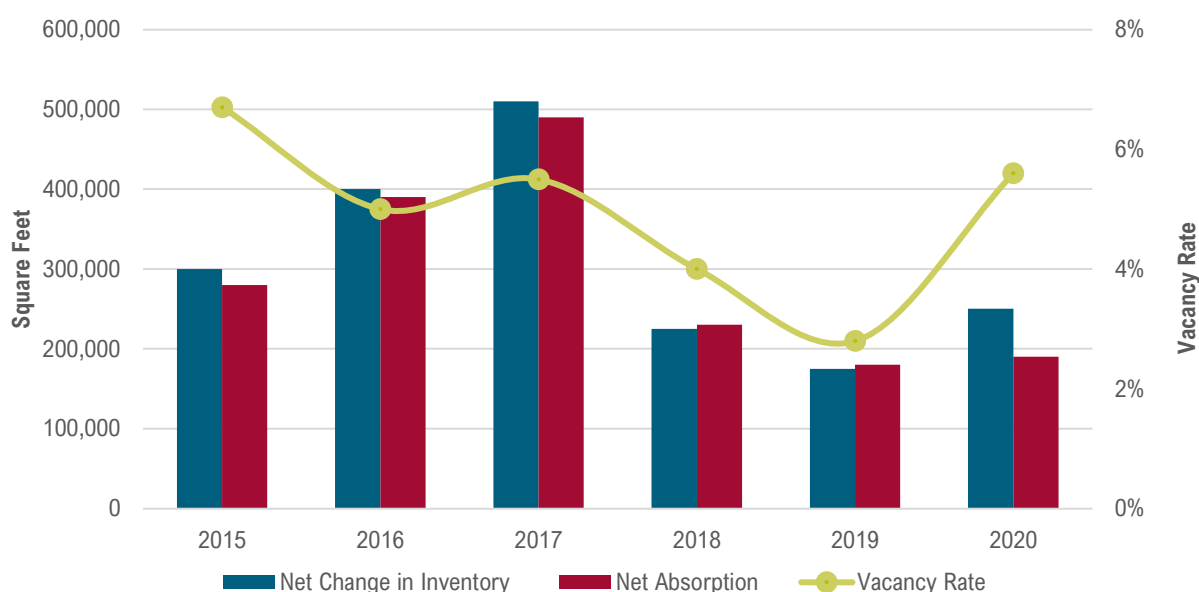


Figure 61. Retail Market Performance, DeKalb County, 2015-2020

As shown in **Figure 62**, DeKalb County has followed a similar retail vacancy pattern when compared to the larger Atlanta Market, with slightly greater fluctuation, likely due to the smaller base of retail space. Both geographies experienced overall declines between 2015 and 2020. DeKalb County and the larger Atlanta region had nearly identical vacancy rates at year-end 2020.

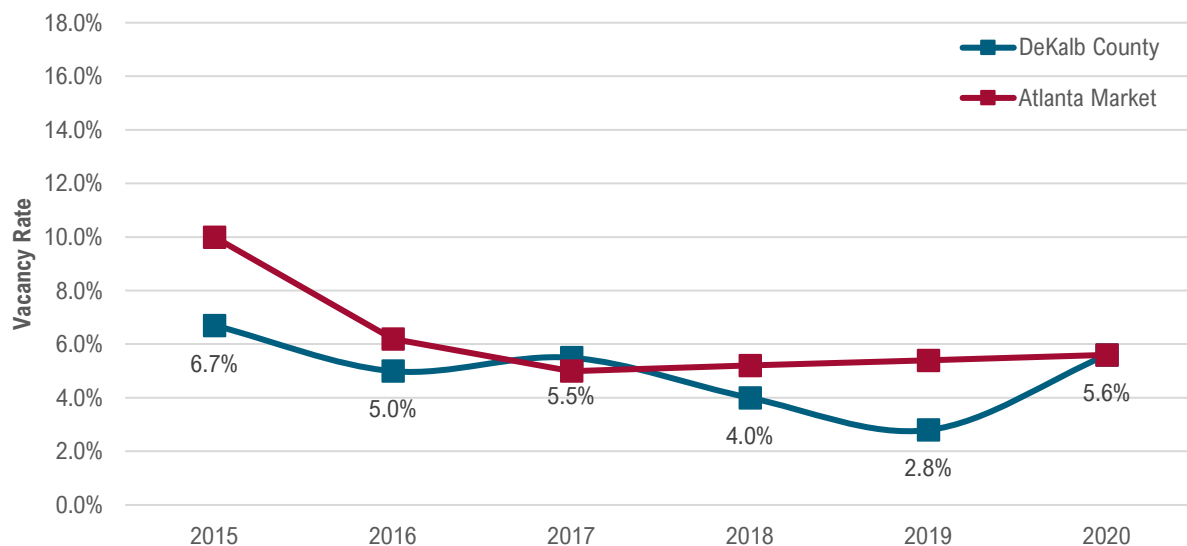


Figure 62. Comparison of Retail Vacancy Rate Trends, 2015-2020

Between 2016 and 2020, average lease rates for retail spaces in DeKalb County increased by 9.8%, from approximately \$28.00 to \$30.75 (**Figure 63**). The most recent average reported for the County was 3.5% higher than the measure for the larger Atlanta market. The average rents for the County were consistent with the market between 2016 and 2017 before establishing a clear premium in more recent years.

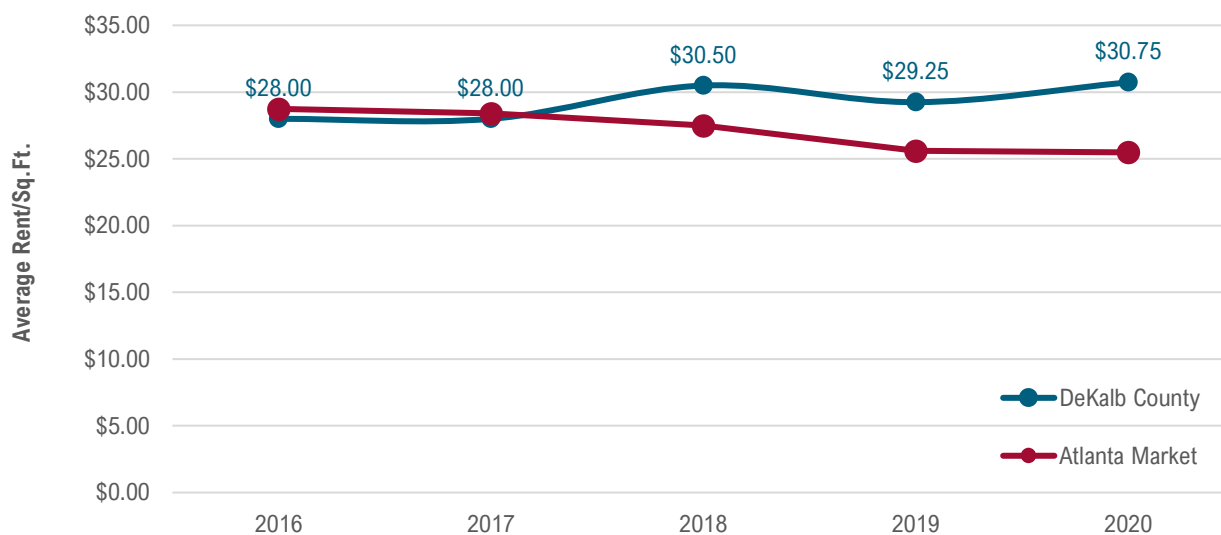


Figure 63. Comparison of Retail Rent/Square Feet. Trends, 2016-2020

RETAIL LEAKAGE ANALYSIS

Retail leakage refers to the difference between the retail expenditures by residents living in a particular area and the retail sales produced by the stores located in the same area. If desired products are not available within that area, consumers will travel to other places or use different methods to obtain those products. Consequently, the dollars spent outside of the area are said to be “leaking.” If a community is a major retail center with a variety of stores it will be “attracting” rather than “leaking” retail sales.

The graphic to the right shows the most recent data on retail sales and consumer expenditures in DeKalb County. The County had a leakage of \$242 million over the previous year, meaning that retailers in DeKalb County are selling less goods and services than residents are spending. In short, residents are looking outside of DeKalb County for a portion of their goods and services needs.

The numbers are not meant as accurate accounts of individual stores, but, taken as an aggregate, they provide reasonable estimates of expenditures and sales. Equally important, this type of data is reviewed by national chains when deciding whether to move into a new area.

As shown in **Table 8**, retail industries groups are balanced between those that are leaking sales outside of the county and those that are attracting a surplus (highlighted in the table). The industry group with the largest leakage of sales is Motor Vehicles & Parts Dealers. For the industry groups where demand is outpacing supply, such as Motor Vehicles & Parts Dealers, spending by County residents is most likely occurring in other areas of the Atlanta region. Electronics and Health & Personal Care Stores have the largest retail surplus in assessed dollar amount, followed by Health & Personal Care Stores, Food and Beverage, and General Merchandise.

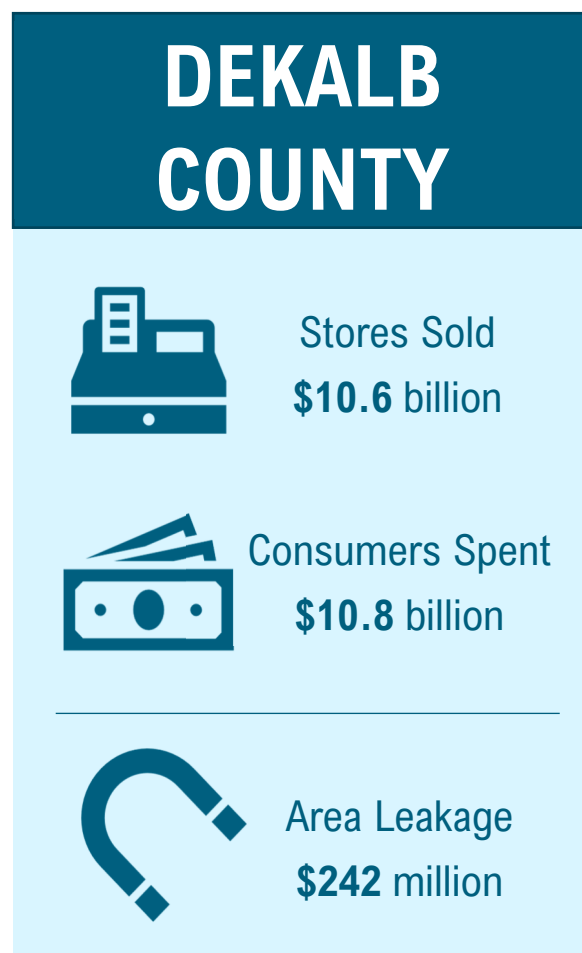


Table 8: Retail Leakage/Surplus, DeKalb County, 2020

Retail Industries Leaking Sales

Industry Group	Demand	Supply	Leakage Outside DeKalb County
Motor Vehicles & Parts Dealers	2,041,291,496	1,527,635,362	\$ 513,656,134
Building Materials & Supply Stores	576,752,857	440,326,617	\$ 136,426,240
Miscellaneous Store Retailers	339,141,809	234,749,941	\$ 104,391,868
Furniture & Home Furnishings	387,749,471	316,937,963	\$ 70,811,508
Non-store Retailers	129,407,326	69,693,703	\$ 59,713,623
Sporting Goods, Hobby, Books & Music Stores	271,389,179	226,700,173	\$ 44,689,006
Gasoline Stations	1,134,996,219	1,100,181,234	\$ 34,814,985
Food Services & Drinking Places	1,088,658,249	1,072,604,364	\$ 16,053,885
Clothing & Clothing Accessory Stores	505,881,573	490,437,605	\$ 15,443,968

Retail Industries Attracting Sales

Industry Group	Demand	Supply	Attraction Into DeKalb County
Electronics & Appliance Stores	347,888,522	606,069,464	\$ 258,180,942
Health & Personal Care Stores	590,768,778	839,184,679	\$ 248,415,901
Food and Beverage Stores	1,721,959,657	1,919,369,710	\$ 197,410,053
General Merchandise Stores	1,737,031,970	1,786,050,338	\$ 49,018,368

KEY TAKEAWAYS

DeKalb County is a large complex county, with highly developed infrastructure and public services.

- Residential uses, particularly single-family residential, are the predominant land use within DeKalb County.
- A sizeable portion of the County is designated as single use “Suburban” on the Future Land Use Map. However, there are a wide variety of development and housing types in these areas.
- Housing development has slowed, and prices have begun rising in both Metro Atlanta and DeKalb County, largely due to a housing shortage in the region.
- There are numerous CIDs, LCIs, and SAPs in DeKalb, and these organizations and planning efforts inform and, in many instances, have catalyzed investments within their boundaries.
- Economic development and job growth have historically been concentrated inside I-285 and in northern sections of the county.
- DeKalb has a higher worker participation rate than the regional average with many jobs concentrated in healthcare and education.
- DeKalb County’s largest industries are those that have been slower to recover from the economic shocks created by the pandemic.
- The County has a higher unemployment rate than the overall region.
- County services and facilities, particularly park and recreational infrastructure, are more heavily concentrated in northern and western sections of the county where population densities are greater. Parks are most prevalent in incorporated areas, particularly in Decatur, Avondale, and Atlanta, while large open space preserves are present in the eastern portions of the county. Large pockets in the central portion of the county and the far southwestern county are underserved.
- Because the county is highly developed, there are fewer parcels remaining for large-scale development or conservation, increasing the urgency of land acquisition for future parks and trails.
- The county’s arts and cultural resources are concentrated in the central west portion of the County, particularly in the City of Decatur and around Emory University.
- Health and wellness vary across the County. Many southern and eastern sections of the County meet the FDA’s definition of a food desert, indicating low access to healthy foods.

EXISTING CONDITIONS AND NEEDS ASSESSMENT

DEKALB COUNTY 2050 UNIFIED PLAN:

COMPREHENSIVE TRANSPORTATION PLAN AND COMPREHENSIVE PLAN UPDATE

MOBILITY



MOBILITY

Transportation is an important part of daily life and represents a crucial part of a region's social fabric and manmade infrastructure. How and where DeKalb County residents get to work, play, learn, and live has implications on quality of life. Securing safe, efficient, and accessible transportation options is critical to providing equitable opportunities for all DeKalb residents. The Mobility sections will draw a connection between the *people* and *places* discussed in earlier chapters.

TRAVEL

WHERE RESIDENTS WORK

DeKalb County residents represent a diversity of incomes, educational backgrounds, and occupations. As one of the two core metro Atlanta counties, many DeKalb residents commute to traditional central business districts (within DeKalb or in neighboring Fulton) returning to DeKalb in the evening (**Figure 64**). Nevertheless, many nodal, and suburb-to-suburb trips to work throughout the day are a way of life for DeKalb residents as well.

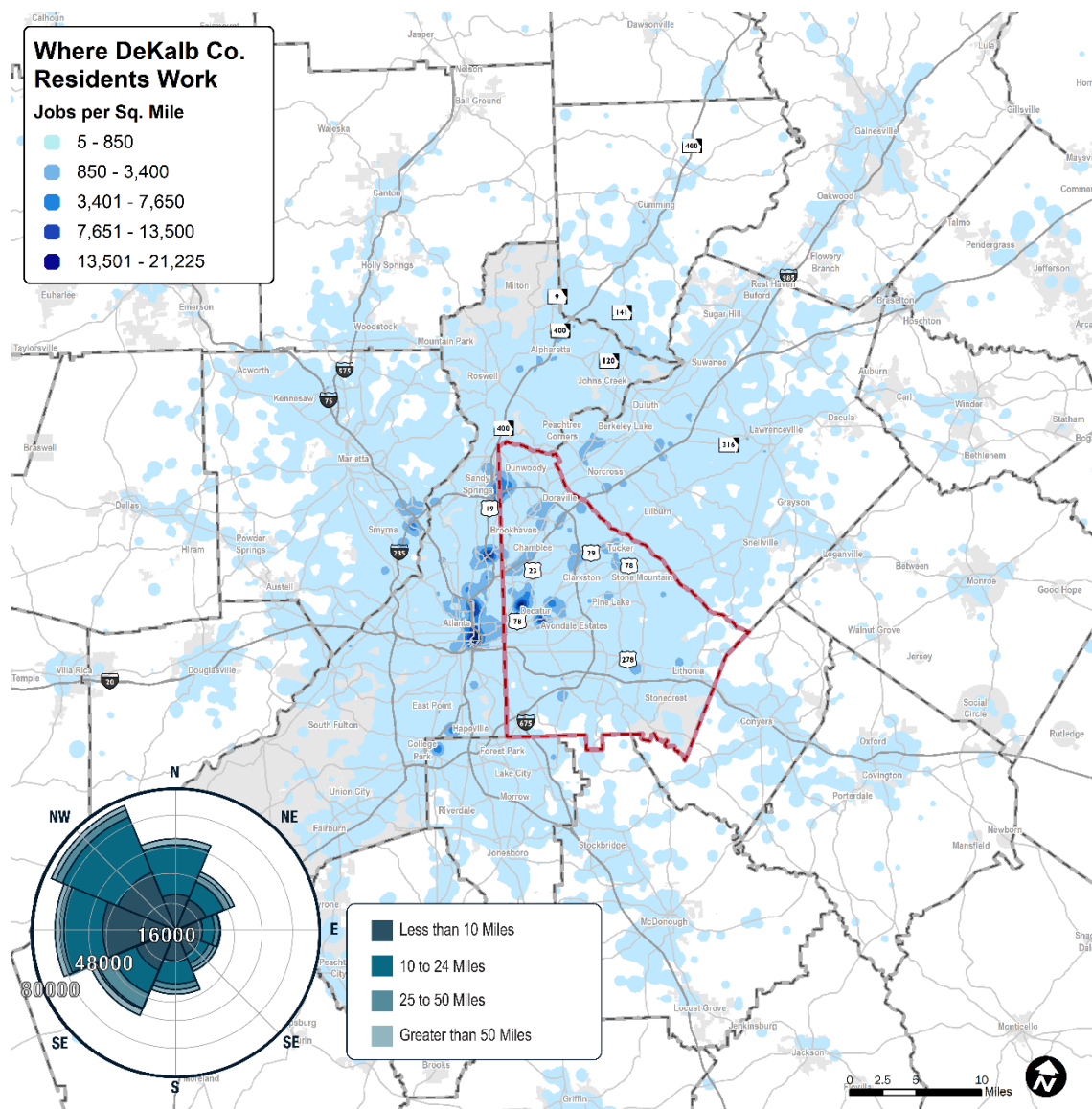


Figure 64. Where DeKalb County Residents Work

Just over 40 percent of DeKalb residents work outside of the County, but major regional employment centers exist within the County as well. The largest concentration of County residents work in Midtown, Downtown, and Buckhead (Atlanta); the Perimeter CID that straddles Dunwoody and Brookhaven; Sandy Springs (Fulton County); Emory University and the Centers for Disease Control (CDC) (DeKalb County); and Hartsfield-Jackson International Airport. Many DeKalb residents commute to Cumberland CID and points in Gwinnett County, such as Norcross, Duluth, and Lawrenceville. Concentrations of retail, and mixed-use industrial development can be seen in Chamblee-Doraville, as well as Tucker-Northlake. More local activity nodes are seen in Lithonia-Stonecrest and South DeKalb Mall.

WHERE EMPLOYEES LIVE

People from all over metro Atlanta travel to DeKalb County for employment. Some of DeKalb County's major employers include Emory Hospital, the CDC, and portions of the Perimeter. The most significant flow of employees traveling into DeKalb County is from nearby Gwinnett County, where over 47,000 employees commute every day to DeKalb, shown in **Figure 65**.

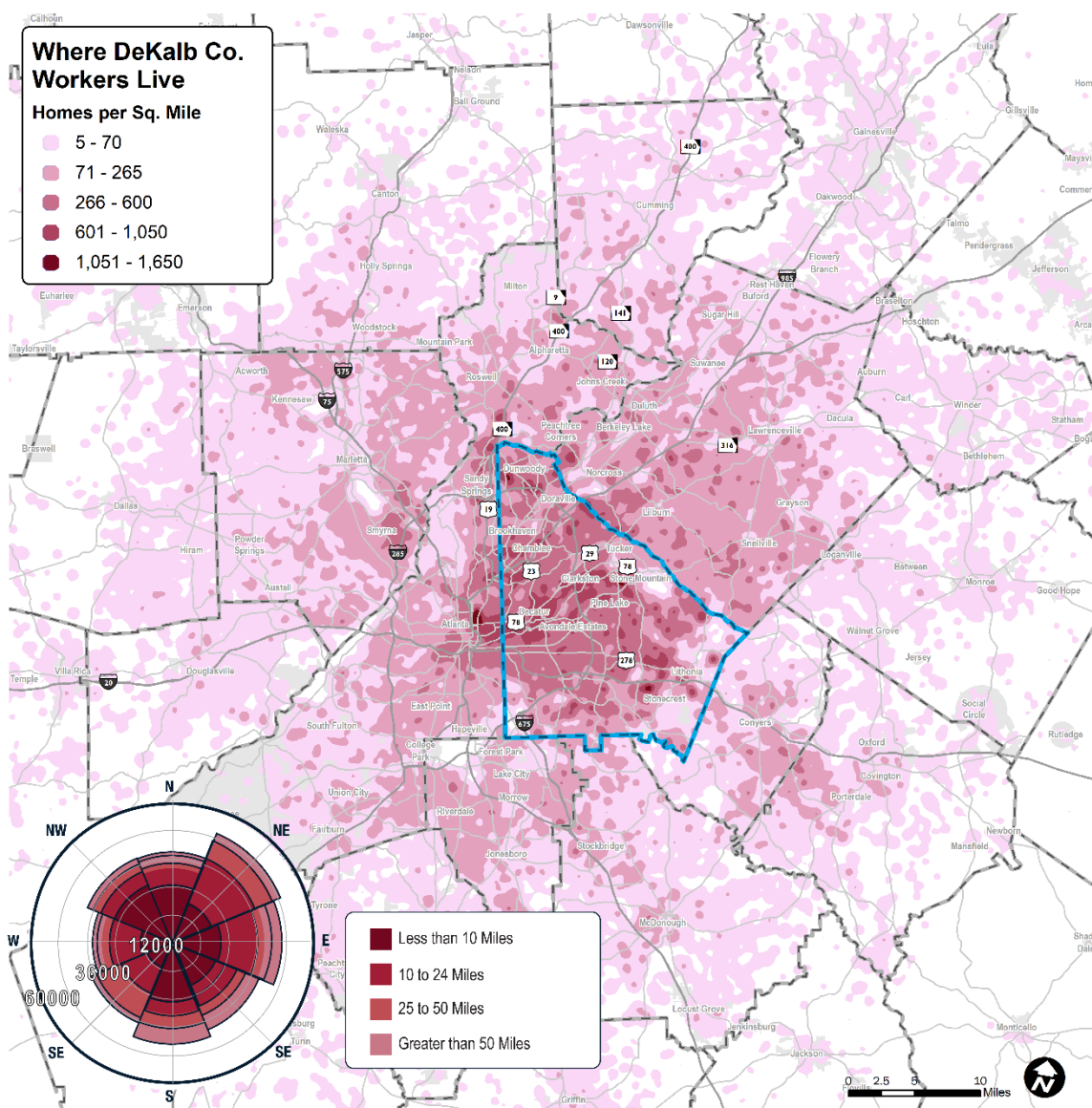


Figure 65. Where DeKalb County Workers Live

LIVE AND WORK TRAVEL FLOWS

Approximately 250,000 DeKalb County residents leave the County for work every day. Nearly the same amount of people travel into the County to fill jobs within DeKalb, upwards of 200,000 people. Just over 90,000 people both work and live in DeKalb County, as shown in **Figure 66**.

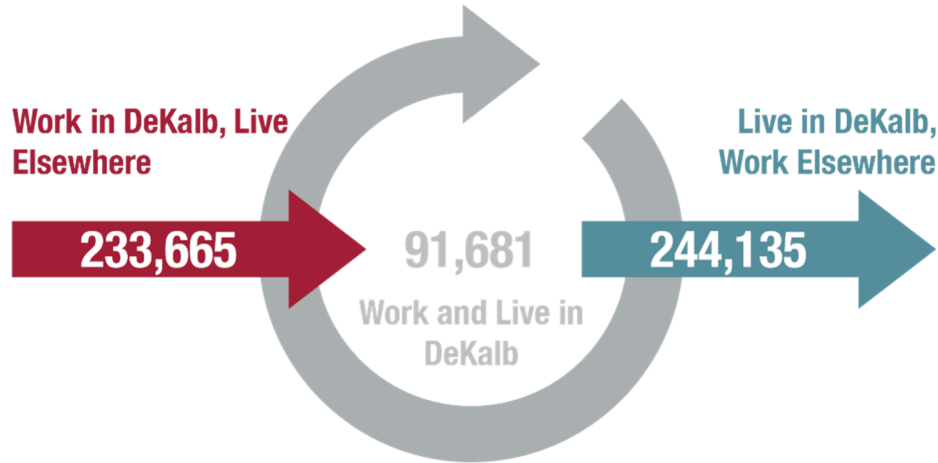


Figure 66. Flow of Workers in and out of County

TRIPS WITHIN DEKALB COUNTY

The Atlanta Regional Commission's (ARC) activity-based model (ABM) is the region's travel demand model (TDM). The TDM was calibrated and used to project travel patterns and traffic conditions for existing (2019) and future (2050) conditions models. More information on the model validation and adjustments that were made for the Unified Plan is provided in the later section on Traffic Growth.

Using the TDM to estimate origins and destinations of travel, approximately 4.28 million trips are predicted to be made within, into, or out of DeKalb County in 2050. Trips staying within DeKalb County make up about 48% of those total trips.

The TDM uses traffic analysis zones (TAZs) to determine travel patterns within DeKalb and the Atlanta region. In order to track trips between origin and destinations, the TAZs within DeKalb County were aggregated into 19 Travel Districts.

Figure 67 shows the DeKalb County activity centers overlayed on the Travel Districts illustrating daily trips projected in 2050. These trips have been normalized by dividing the total daily internal trips by the square mile area of the Travel District polygons. These internal district trips are trips that begin and end within the same Travel District.

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 Dr | 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 Rd | 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 |

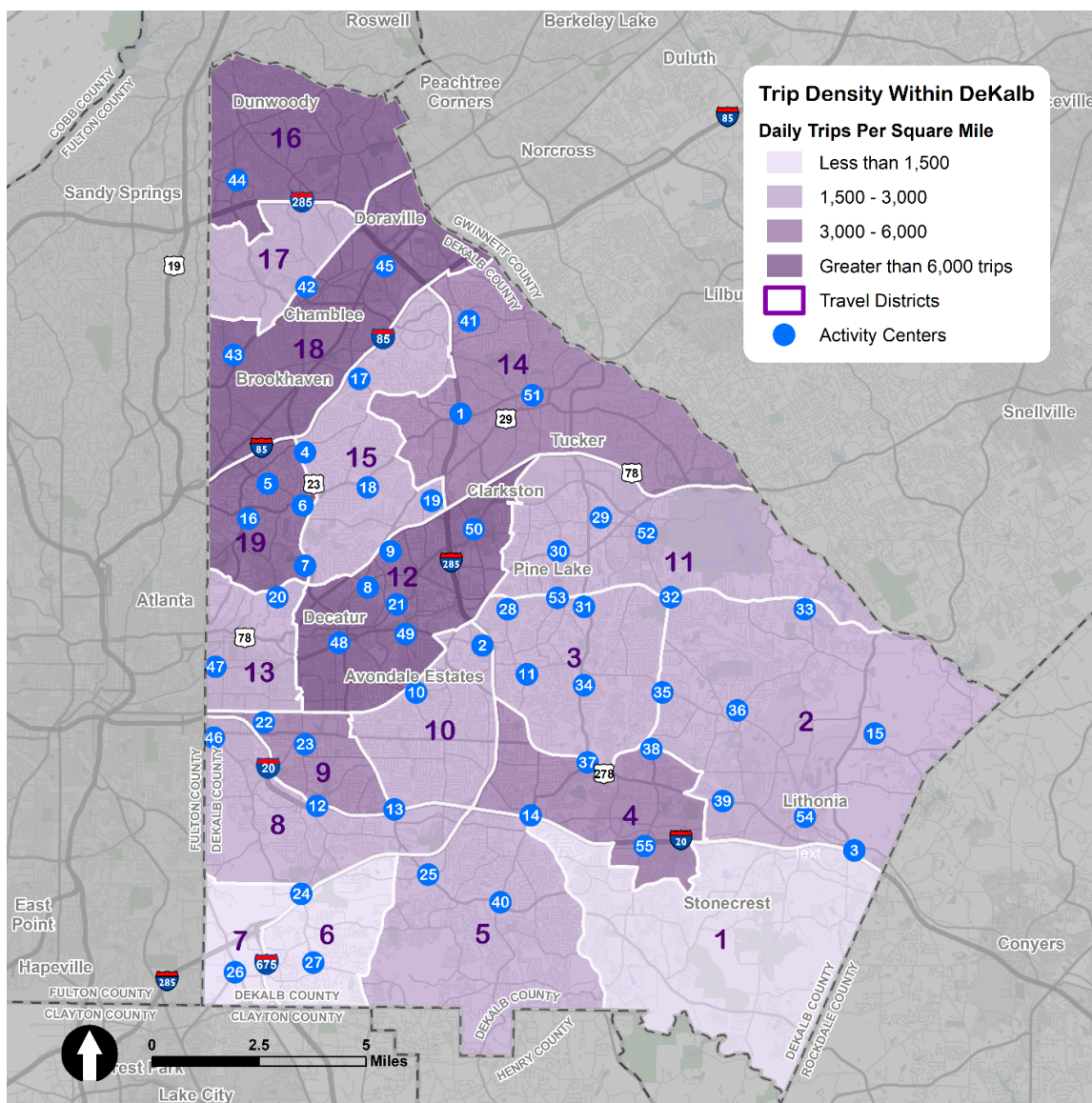


Figure 67. Daily Trip Density within DeKalb Travel Districts

As shown in **Figure 67**, Travel Districts 12, 16, 18, and 19 have the greatest concentration of trips per square mile. This includes a Travel District in Central DeKalb (12), comprised of the cities of Decatur, Clarkston, Avondale Estates and their unincorporated vicinities; two Travel Districts in North DeKalb which contain Dunwoody, Perimeter Center (16), Chamblee, Brookhaven, and Doraville along the I-85 corridor (18); and District 19, a West-Central DeKalb Travel District comprised of portions of Atlanta and the Clifton Corridor, Emory University, the CDC, and Toco Hills. Daily intracounty trips are shown in **Figure 68**. These are trips which begin and end within DeKalb County districts.

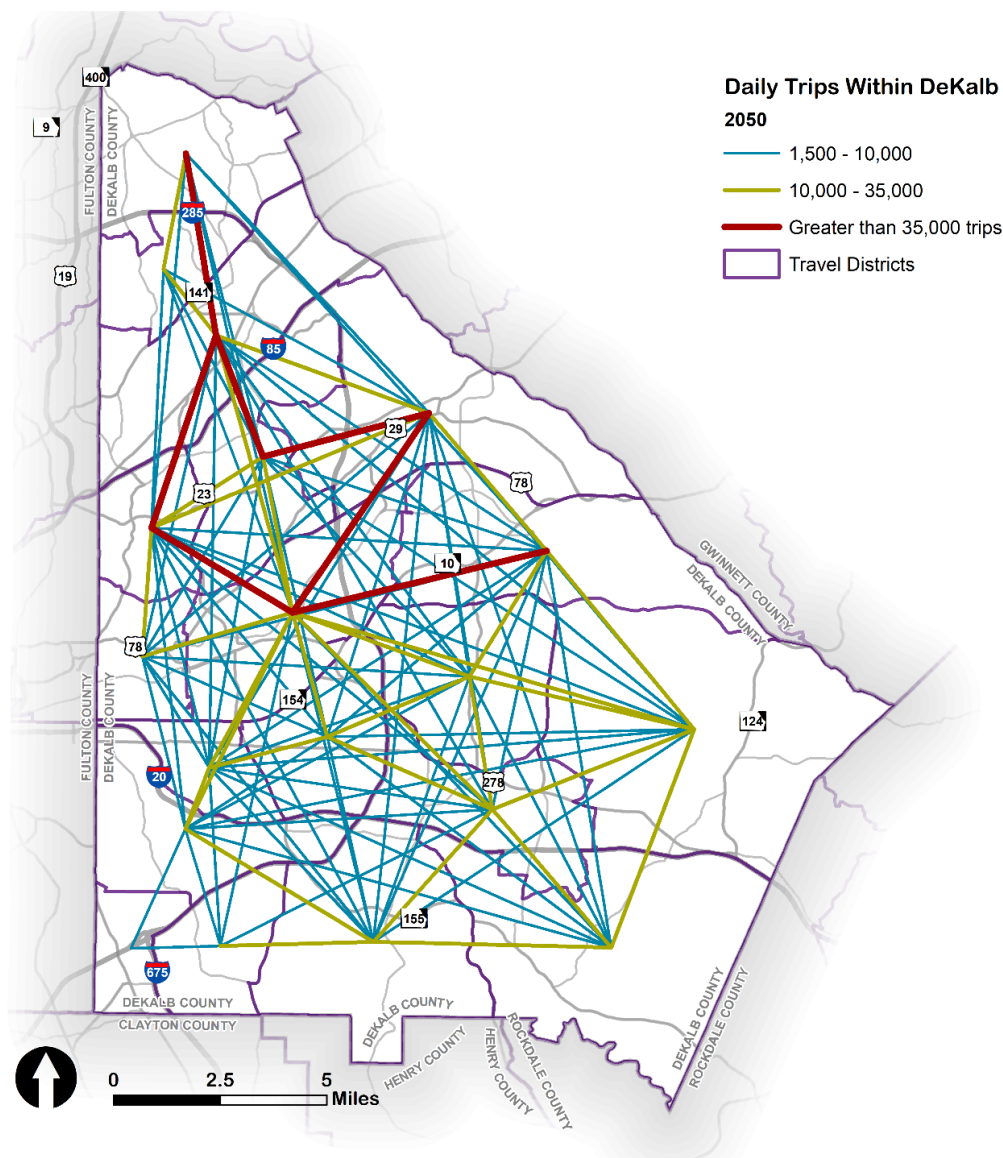


Figure 68. Daily Trips within DeKalb County

North DeKalb. For trips contained within DeKalb County, origins and destinations are centered toward the aforementioned Travel District 12 (Decatur, Clarkston, and Avondale Estates). The other North and Central DeKalb districts of 19, 15, 11, 14, 18 and 16 all serve as high volume nodes connected to County’s travel demand centroid at Travel District 12. The greatest east-west demand is seen from Travel District 12 to Travel District 11 and 14, and also from Travel District 14 to 15. The latter might include trips from Tucker-Northlake CID to residential areas south of I-85. Similarly, Travel District 18 (Chamblee, Brookhaven, Doraville) shows the second-highest volume with major ties to Dunwoody-Perimeter CID.

South DeKalb. Though the highest volume of trips is seen radiating from Travel District 12 northward, several mid-volume nodes and linkages are seen from Decatur to Travel Districts 1 through 4 in Southeast DeKalb, and Travel Districts 5, 8, 9, 10 and 13 in Southwest and West-Central DeKalb. Lower population and employment densities in this area explain lower trip volumes than to the north, but also a greater number of thoroughfares and routes dispersed through the Travel District boundaries can explain the predominance of midrange links (10,000 to 35,000 trips). Some of the longest, east-west trips are seen from unincorporated Redan and Lithonia-Stonecrest in Travel District 2 to DeKalb’s Atlanta portions in Travel

District 9. East-West mobility is further emphasized in South DeKalb though moderated volume links continuous from Travel Districts 6 and 8 through to Travel Districts 5 and 1 (Stonecrest).

ALL TRIPS

Like the methodology of the previous section, in order to track trips between origin and destinations to and from DeKalb and the greater Atlanta region, the TAZs for the region outside of DeKalb County were aggregated into ARC's Super District areas. As shown in **Figure 69**, the highest volume of trips is seen entering and exiting DeKalb from points in North Fulton County, and along the I-85 Corridor in Gwinnett County to Dunwoody Perimeter CID (DeKalb Travel District 16), Tucker-Northlake (Travel District 14) and the urban areas of Brookhaven, Chamblee, and Doraville (Travel District 18). More dispersed, moderate travel flows are seen from Travel Districts in Downtown, Midtown, and Buckhead Atlanta to Travel Districts immediately east in DeKalb, connected by a continuous city street grid.

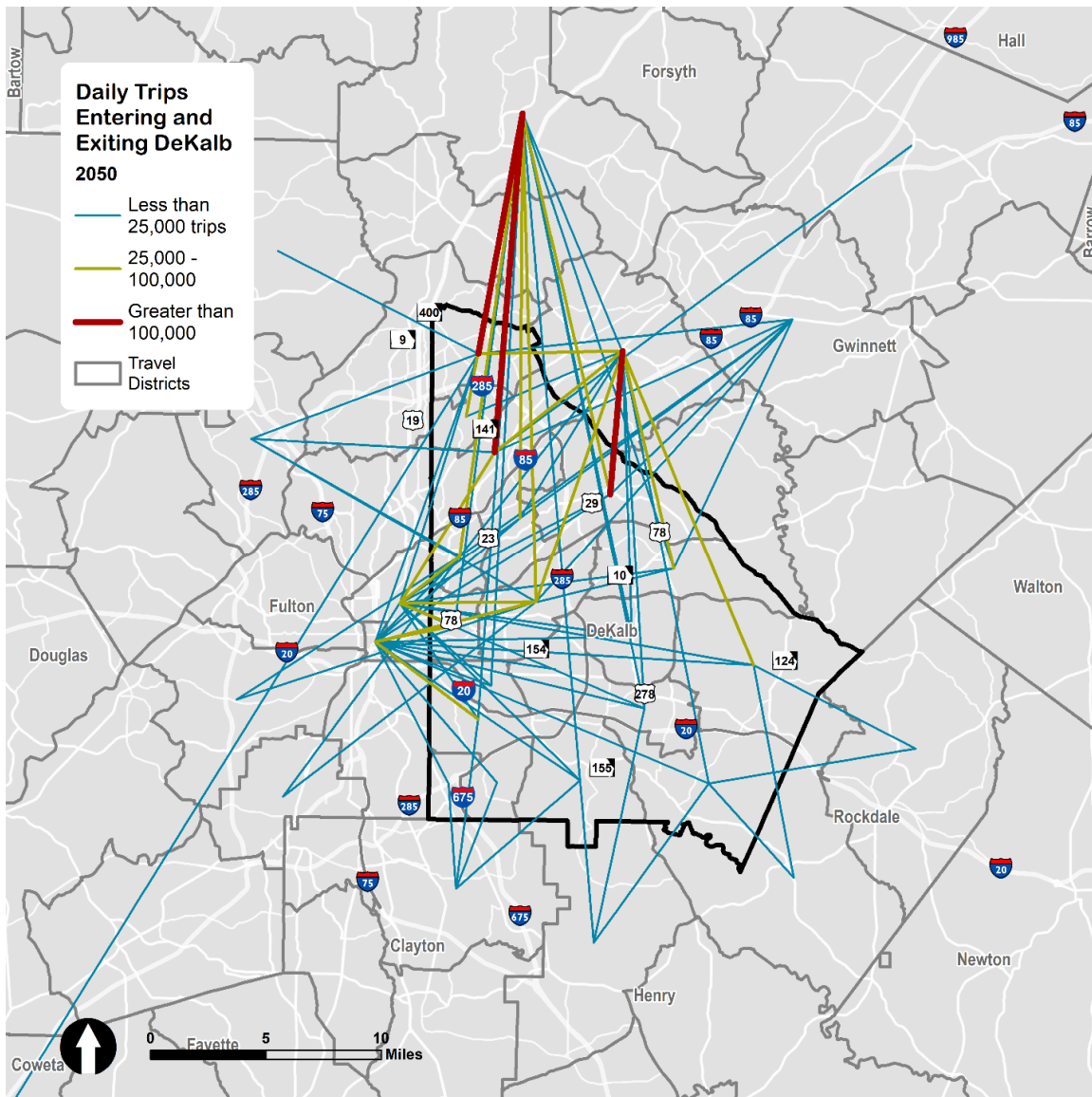


Figure 69. Daily Trips Entering and Exiting DeKalb County

Trips entering and exiting DeKalb County are strongly localized in the north-south direction to and from the Alpharetta Travel District area in north Fulton County to the Dunwoody and Perimeter Center (DeKalb Travel District 16) and the

Chamblee, Brookhaven, and Doraville Travel District (DeKalb Travel District 18). There is also significant trip demand to and from the Peachtree Corners and Norcross Travel District area in Gwinnett County to the Tucker, Northlake, and Mountain Industrial Travel District (DeKalb Travel District 14). These origin-destination travel flows have greater than 100,000 total daily trips.

More specific locations with localized trip demand external to DeKalb County include the east-west connection from Midtown Atlanta and, the north-south connection from Alpharetta to the Emory/CDC area (DeKalb Travel District 19). These origin-destination travel flows have greater than 50,000 total daily trips.

TRIPS BY TIME OF DAY

In DeKalb County, trips are dispersed throughout the daylight hours with the majority of trips occurring in the morning (6AM – 10AM) and afternoon (3PM – 7PM) peak. Morning trips are mostly destined for work and afternoon trips are mostly destined for home. Trips by time of day are shown in **Figure 70**.

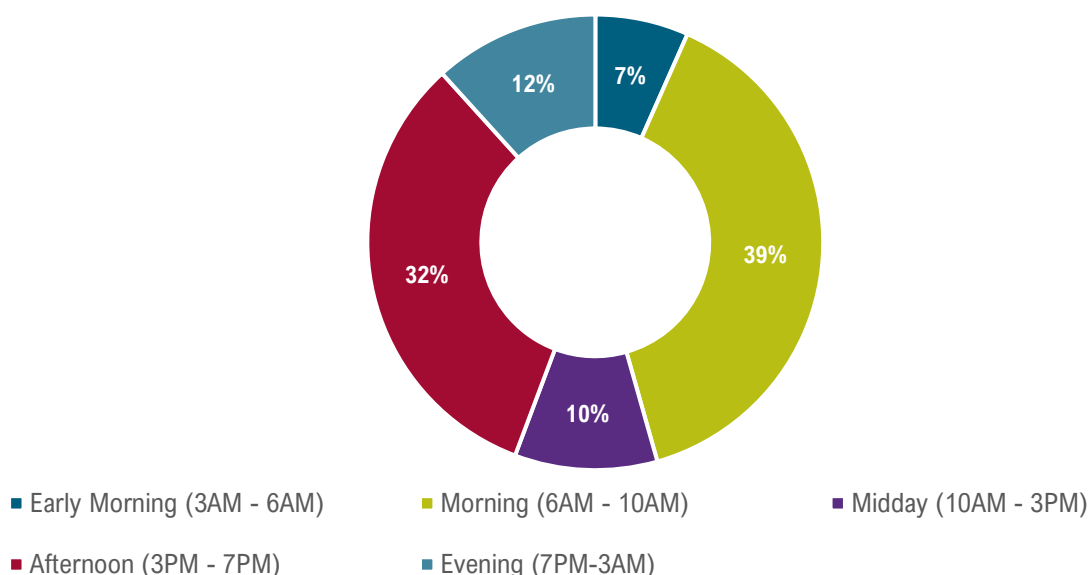


Figure 70. Trips by Time of Day (2050)

TAKEAWAYS

For trips within DeKalb County, north-south mobility needs are emphasized for communities in North DeKalb, while east-west mobility needs are emphasized for communities in South DeKalb. I-20 serves as crucial to supporting east-west mobility demands, while I-285 is the primary north-south thoroughfare.

For trips external to DeKalb, the I-85 corridor and employment centers along I-285's Top End pull disproportionately high travel volume to the County. Dunwoody-Perimeter is established as a regional destination and this trend will continue through to 2050, with an increasing volume of trips coming northward from areas like Milton and Alpharetta.

Long suburb-to-nodal trips, (such as North Fulton/Gwinnett/Forsyth to Dunwoody-Perimeter/Brookhaven-Chamblee/Tucker-Northlake) and suburb-to-core trips (East DeKalb/Rockdale to Downtown/Midtown Atlanta/Decatur) will

continue to burden the County. Mid-length journeys from Atlanta’s Downtown and Midtown to dense areas within western and central DeKalb will continue to be supported by a robust and redundant street network and travel options.

TRANSPORTATION MODES

The previous section focused on general travel patterns, absent of mode. The following section will focus on specifics around individual modes including roadway, freight, bicycle and pedestrian, and transit. This section attempts to capture not only existing conditions as of the time of the document but also includes an assessment of need both today and looking forward to 2050. The identification of needs in this document, in combination with input from the public, can help to identify possible project recommendations.

MODE SHARE

DeKalb County residents and workers today depend heavily on vehicular travel to make trips to and from the County. According to TDM data, approximately 54.1% of trips in 2019 were single-occupancy vehicle (SOV) trips (i.e., one driver per automobile) and approximately 39.1% were high-occupancy vehicle (HOV) trips (i.e., carpool or rideshare). These numbers are expected to decrease slightly in 2050, to approximately 53.2% and 38.2%, respectively.

Other modes of travel, including transit and active transportation, are expected to increase slightly between 2019 and 2050 (**Figure 71**). Approximately 2.9% of trips to or from DeKalb were made using transit in 2019, and this number is expected to increase to 4.2% in 2050. For active transportation trips, approximately 3.9% of total trips to or from the County were made using active transportation in 2019, and that number is expected to increase to 4.4% in 2050.

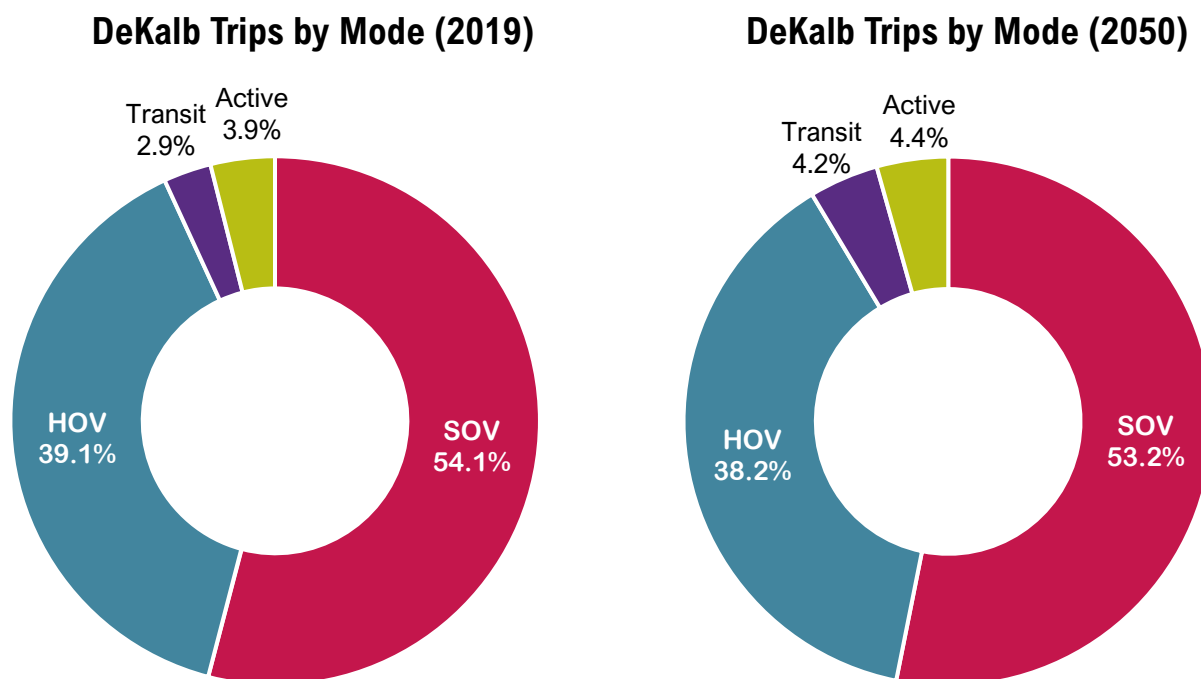


Figure 71. DeKalb Trips by Mode (2019 and 2050)

ROADWAY

The transportation network in DeKalb County evolved over time to serve single occupancy vehicle (SOV) travel. The County is traversed by a hierarchy of roadways ranging from local roads to interstate highways. However, much of this study focuses on a subset of the County's roadway network which was defined as the Study Network by the project team. The Study Network is comprised of approximately 850 centerline miles of local, County, and state-owned roadway facilities. The following sections consists of infrastructure, traffic growth, safety, causes of congestion, and maintenance as they relate to the County's roadway system.

INFRASTRUCTURE

Functional Classification

Functional Classification categorizes roads along a hierarchy that accounts for the inverse relationship between access and mobility. Roadways that prioritize moving higher volumes of vehicles at higher speeds provide less access, while streets that accommodate greater access to local properties sacrifice the ability to move higher volumes and experience slower speeds. GDOT and DeKalb County have slightly different classifications for the roadway network in DeKalb County.

GDOT classifies the existing roadway network in DeKalb County as one of the following: Interstate, Freeway, Principal Arterial, Minor Arterial, Collector, and Local (**Figure 72**).

DeKalb County leverages its functional classification system to help to determine internal decisions that pertain to elements such as zoning, ordinance, funding, and roadway design. DeKalb County classifies the existing roadway network in DeKalb County as one of the following: Freeway, Major Arterial, Minor Arterial, Collector, and Local (**Figure 73**). While DeKalb County may use GDOT's functional classification system to fund larger roadway projects, the County uses its own functional classification when determining design for roadways that impact local developments.

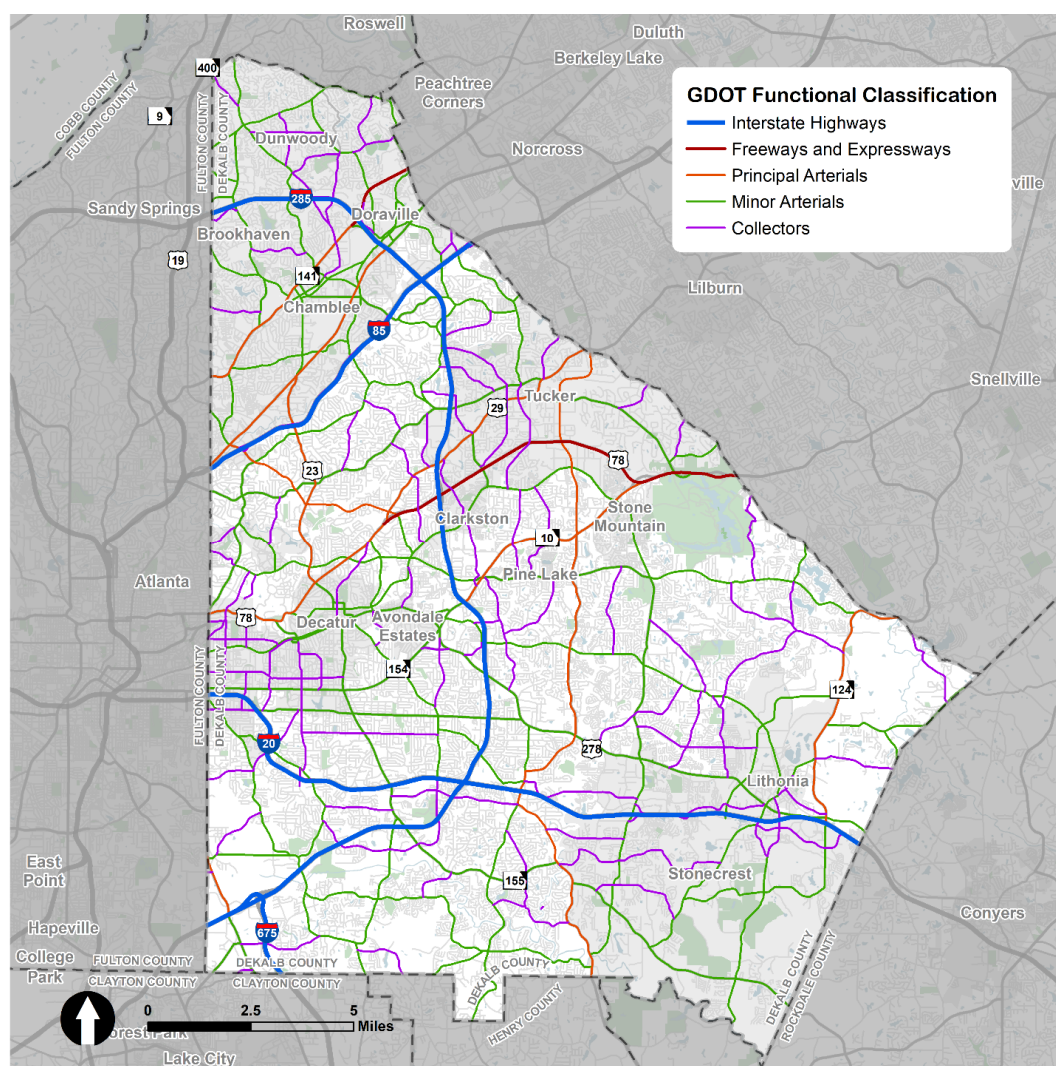


Figure 72. GDOT Functional Classification

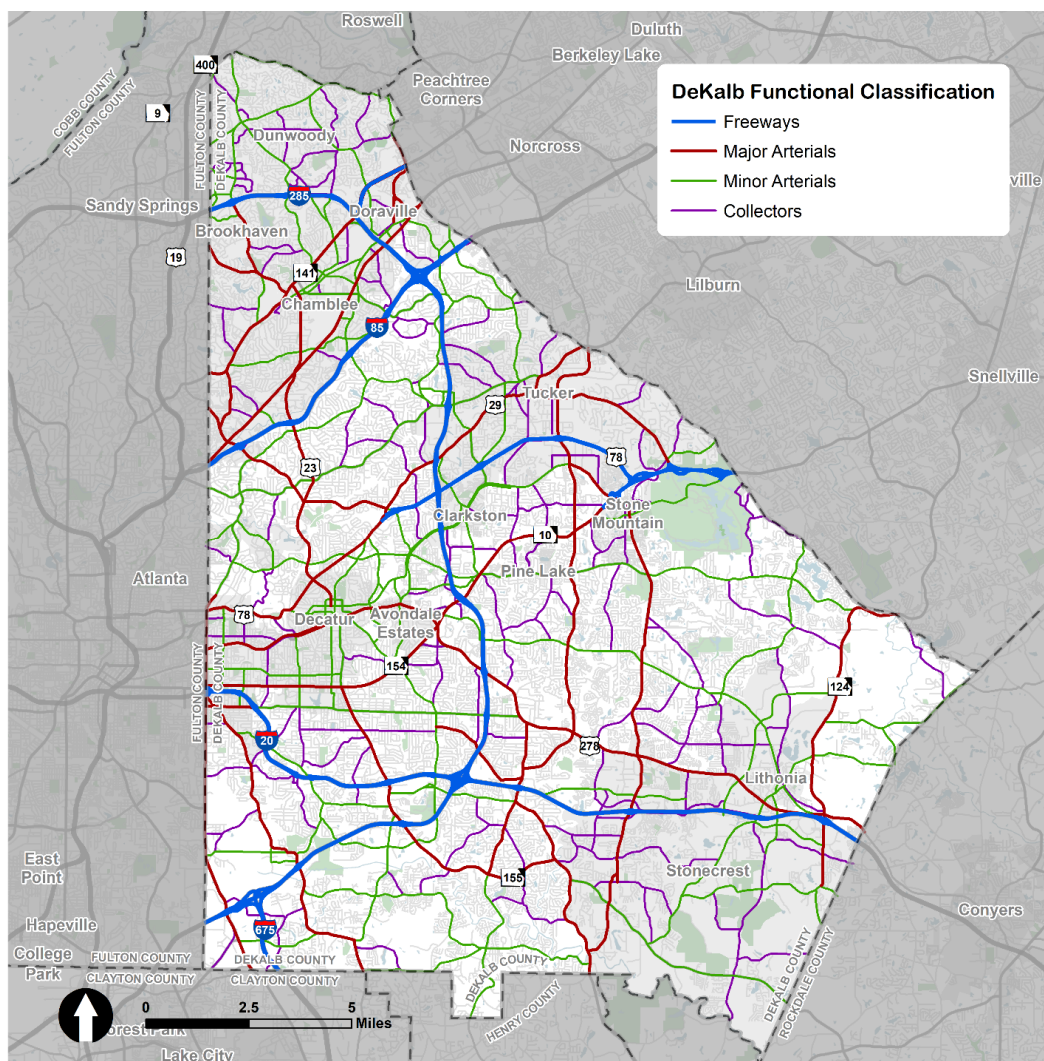


Figure 73. DeKalb Functional Classification

For both functional classification systems, similar roadways identify as a higher classification such as: I-285, I-85, I-20, I-675, US 78 and US 278. These roadways help with moving a large number of vehicles, not only supporting internal circulation but through movements for vehicles passing by DeKalb. Beyond the interstates and US highways, north-south circulation is supported primarily by several collector streets and minor arterials. East-west movements beyond higher classification roadways are more limited and often leaves gaps in providing adequate options.

Furthermore, functional classification often is directly related to facility ownership, or which jurisdiction is responsible for maintaining and developing a roadway, as discussed in the following section.

Facility Ownership

Facility ownership determines DeKalb County's role in terms of ongoing maintenance as well as future funding commitments, design, and implementation of potential improvements. The Unified Plan will receive input on all facilities within DeKalb County including state-, county-, and city-owned roadways. Facility ownership is shown below in **Figure 74**.

- **State-owned roadways** – State and federally-owned roadways include most of the arterial roadways in the County. DeKalb County has limited influence over the design elements of state roadways; however, DeKalb County can partner with GDOT on relevant projects. These roadways can leverage additional state and federal funding sources for improvements, particularly those on the National Highway System (principal arterials).
- **County-owned roadways** – DeKalb owns and maintains any of the roadways that fall within unincorporated County land that are not state route facilities. DeKalb is responsible for recommended upgrades and can explore state/federal funding matches for projects.
- **City-owned roadways** – City-owned roadways make up nearly 32% of the classified study network roadways within DeKalb. For these roadways, the municipalities are largely responsible to make improvements and can often seek state/federal funding matches. When improvements are occurring along state routes or arterials that provide cross-County trips, GDOT and DeKalb County coordinate improvements with the cities to ensure consistent design across jurisdictional boundaries.

Recommendations for the Unified Plan may include projects on all three roadway types. State route recommendations will be vetted with GDOT, and city-specific projects will require the buy-in and support of the relevant local government. For further detail on how facility ownership affects maintenance, see the Maintenance section.

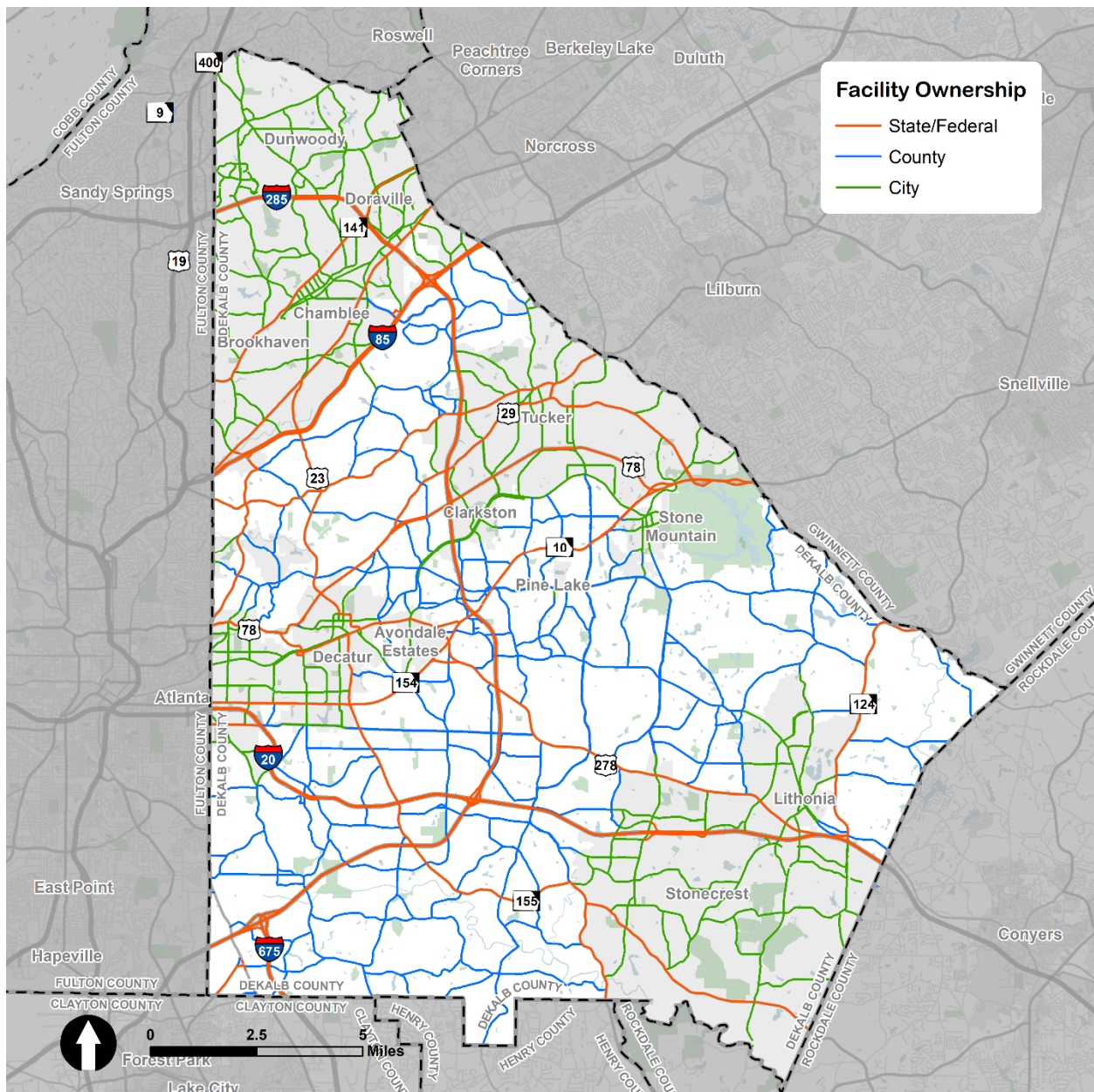


Figure 74. Facility Ownership

Laneage

The number of lanes of a roadway is a primary factor that determines its capacity. Laneage can also offer insight into congestion, particularly potential bottlenecks in the system. Laneage data was obtained from the 2014 Transportation Plan Existing Conditions and Needs Assessment Report and cross referenced with laneage data in ARC's TDM. Of the 850 miles of roadway in the DeKalb study network, 525 miles (62%) are 1- to 3-lane roads, 175 miles (20%) are 4- to 5-lane roads, and 150 miles (18%) of roadway are greater than 5 lanes (**Figure 75**). This equates to a Study Network of approximately 3,000 lane miles in DeKalb County, not including local roads that provide access to small communities and subdivisions. As expected, the corridors with the most lanes include the interstate facilities, especially I-85 and the top end of I-285. Many mid-sized corridors like Buford Highway and Moreland Ave have wide six-plus lane cross-sections. Laneage is often fluid on any given roadway and right-of-way constraints, design and topographical limitations, as well as general piecemeal investment can cause some corridors to transition from one laneage to another several times on a corridor. This can result in inconsistency of speeds, changes in land use, traffic bottlenecks, safety, accessibility, and walkability concerns.

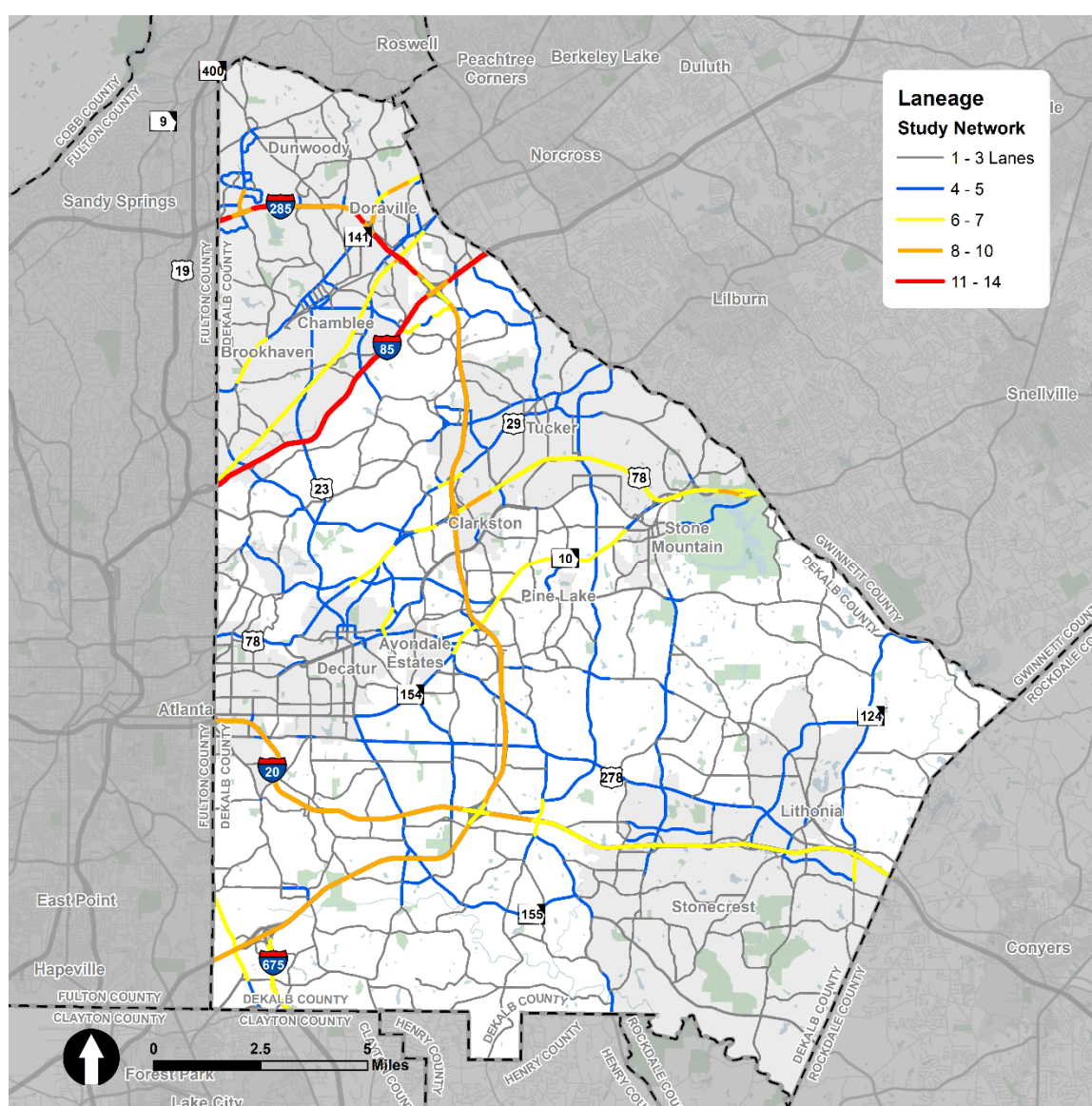


Figure 75. Laneage

Bridges

Bridges in DeKalb County are inspected by GDOT every two years as required by the Federal Highway Administration (FHWA). GDOT's web based GeoPI platform provides GIS data and fact sheets summarizing the characteristics and condition rating of non-GDOT bridges in DeKalb County. The data provides a condition rating for the deck, superstructure, and substructure as well as weight limit restrictions. Rating information was provided for 169 bridges of which 161 received a condition rating of "Satisfactory" or better for all structural components (i.e., deck, substructure, or superstructure) as shown in **Figure 76**. The following eight bridges received a condition rating of "Fair" or worse for one or more structural components.

- The Cedar Grove Road bridge over the NS railroad (Structure Number 089-5082-0) received a condition rating of "Imminent Failure" for its superstructure. This bridge was built in 1965 and has an average daily traffic of 9,560 vehicles. This bridge is currently closed to traffic.
- The Houston Mill Road bridge over the South Fork Peachtree Creek (Structure Number 089-0177-0) received a condition rating of "Fair" for its deck and "Poor" for its superstructure. This bridge was built in 1958 and has an average daily traffic of 18,960 vehicles.
- The Presidential Drive bridge over the North Fork Peachtree Creek (Structure Number 089-5072-0) received a condition rating of "Poor" for its superstructure. This bridge was built in 1967 and has an average daily traffic of 2,202 vehicles.
- The Park Drive bridge over the Snapfinger Creek (Structure Number 089-5153-0) received a condition rating of "Fair" for its deck. This bridge was built in 1950 and has an average daily traffic of 2,202 vehicles.
- The Creekdale Drive bridge over the South Fork Peachtree Creek (Structure Number 089-5061-0) received a condition rating of "Fair" for its deck. This bridge was built in 1956 and has an average daily traffic of 2,202 vehicles.
- The North Decatur Drive bridge over the CSX railroad (Structure Number 089-0134-0) received a condition rating of "Fair" for its superstructure. This bridge was built in 1958 and has an average daily traffic of 16,130 vehicles.
- The River Road bridge over the Conley Creek (Structure Number 089-5003-0) received a condition rating of "Fair" for its substructure. This bridge was built in 1958 and has an average daily traffic of 7,760 vehicles.
- The North Druid Hills Road bridge over the NS railroad (Structure Number 089-0175-0) received a condition rating of "Fair" for its superstructure. This bridge was built in 1963 and has an average daily traffic of 30,260 vehicles. This bridge has a weight limit restriction and is located along a DeKalb County truck route.

The following nine non-GDOT bridges in DeKalb County are equipped with signage for weight limit restrictions:

- The Nancy Creek Road bridge over the Nancy Creek Tributary (Structure Number 089-5059-0).
- The Hearn Road bridge over the Corn Creek (Structure Number 089-5012-0).
- The Casa Drive bridge over the South Fork Peachtree Creek (Structure Number 089-5066-0).
- The Lullwater Parkway bridge over the Lullwater Creek (Structure Number 089-5039-0).
- The Lullwater Parkway bridge over the Lullwater Creek (Structure Number 089-5040-0).
- The North DeKalb Mall Access bridge over the South Fork Peachtree Creek (Structure Number 089-5063-0).
- The RT Frontage Road bridge over the South Fork Peachtree Creek (Structure Number 089-5068-0).
- The Hairston Road bridge over the CSX railroad (Structure Number 089-0144-0). This bridge exists along a DeKalb County truck route.
- The Key Road bridge over the Entrenchment Creek (Structure Number 089-0151-0).

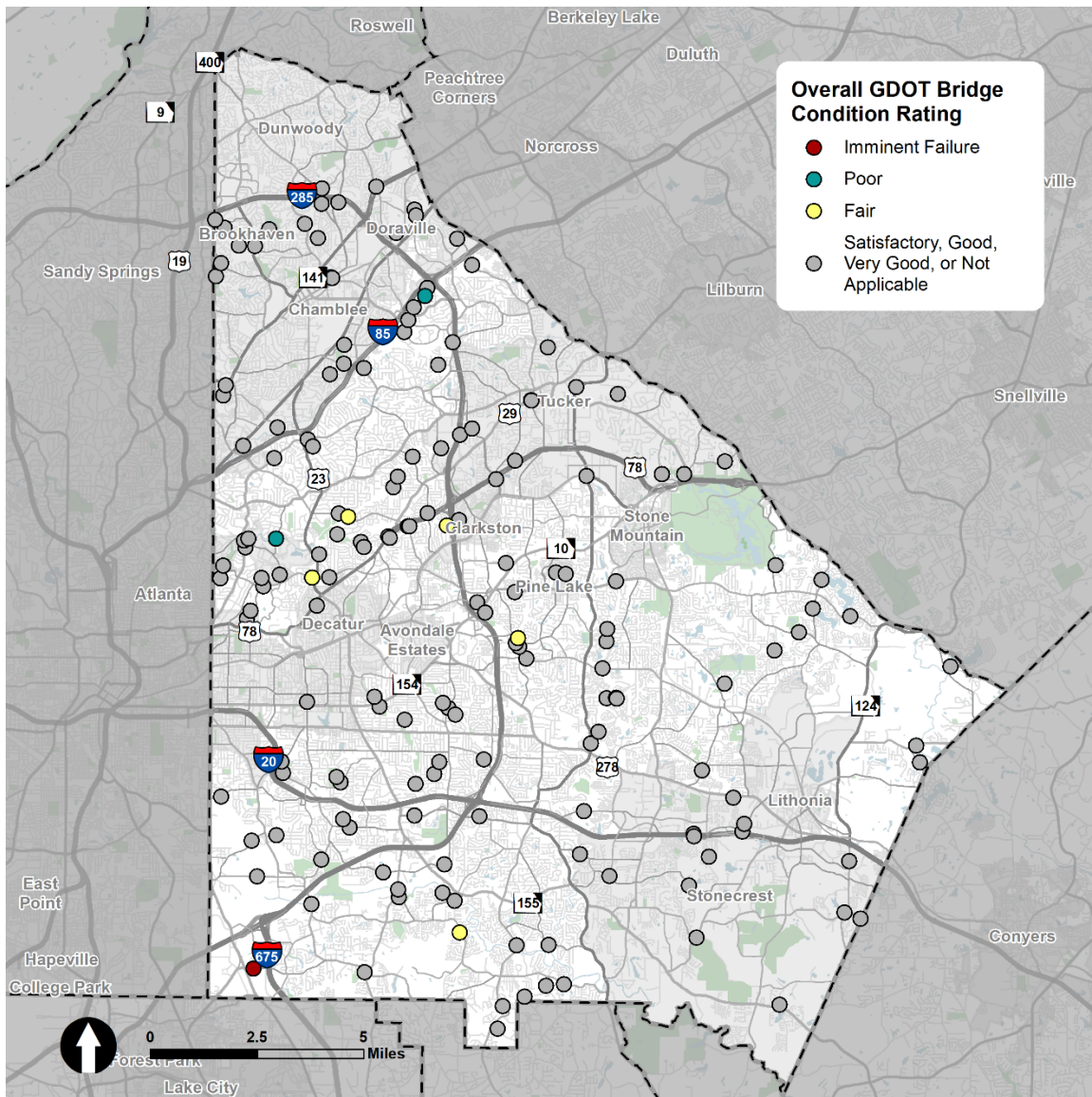


Figure 76. Bridges Inventory and Condition Class

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is a subset of Transportation System Management and Operations (TSMO) which involves integrating diverse transportation strategies and focuses on optimizing the performance of the existing transportation network. ITS involves implementing technology to get the highest operational performance of the existing transportation infrastructure. ITS strategies can include traffic signal management, work zone management, and transit signal priority (TSP). Many aspects of DeKalb County's multimodal transportation system can benefit from implementing ITS solutions including enhanced traffic flow, improved safety, reduced congestion, positive environmental impacts through reduced fuel consumption, and a more efficient use of resources. ITS can also facilitate the movement of active modes of transportation through strategies like bicycle detection and signaling at intersections.

TRAFFIC SIGNAL SYSTEM AND DETECTION

DeKalb County's traffic signal system promotes safe and efficient travel throughout the County, while allowing the County to manage real-time traffic conditions. **Figure 77** provides a summary of the County's intersection control system. There are 822 traffic signals within DeKalb County's study network and multiple agencies, or contracts are responsible for their maintenance and operations: GDOT's SigOps (formerly Regional Traffic Operations Program, or RTOP), GDOT District 7, City of Atlanta, City of Brookhaven, City of Chamblee, City of Dunwoody, and DeKalb County.

RTOP was a GDOT-funded project where consultant-led teams assisted the County in traffic signal maintenance and operations such as active traffic management, traffic equipment maintenance, ITS technology improvements, traffic signal design, and traffic signal timing operations. Whereas RTOP traditionally controlled various signal corridors within Metro Atlanta (Zones, 1, 5, 6 and 8 falling within DeKalb County), starting in 2021, SigOps will replace corridor-based management with regional traffic management subdivisions. SigOps includes 6 Metro Atlanta regional subdivisions, two of which are in DeKalb County.

New SigOps Divisions within DeKalb County

Central Metro

261 signals

Atlanta, Brookhaven, Chamblee, Dunwoody, Doraville

East Metro

563 signals

All other cities and unincorporated portions of DeKalb

Former RTOP Corridors within DeKalb County

SR 13	Buford Highway
SR 141	Peachtree Road
SR 155	Clairmont Road
SR 42	North Druid Hills Road
SR 8W	Ponce de Leon Avenue
SR 154	Memorial Drive
SR 12	Covington Highway
SR 155S	Candler Road
SR 42	Moreland Avenue

Through SigOps/RTOP, traffic responsive plans are created and maintained for DeKalb County. Traffic Responsive Plans allow a group of signalized intersections to operate using a dynamic time of day schedule. By using real-time data from in-field detection, the active signal plan can change in response to changes in traffic conditions. This improves upon typical operations where plans are scheduled to run during certain periods of the day, regardless of the traffic conditions. SigOps/RTOP collects and archives performance metrics for all corridors in the program. Data such as traffic volumes, operational metrics, and equipment uptimes are tracked. These metrics allowed engineers to identify and address issues at the intersection and corridor levels via RTOP and can address issues at the regional level using SigOps. Trends are monitored monthly to evaluate changes in the system and the success of retiming projects or other efforts. Much of this effort is possible due to the software put in place for engineers to interact remotely with the signals through MaxTime and MaxView. MaxTime is the firmware that operates in the traffic signal controllers and communicates with the MaxView central system. In MaxTime, engineers can access and adjust the signal timing parameters at an intersection.

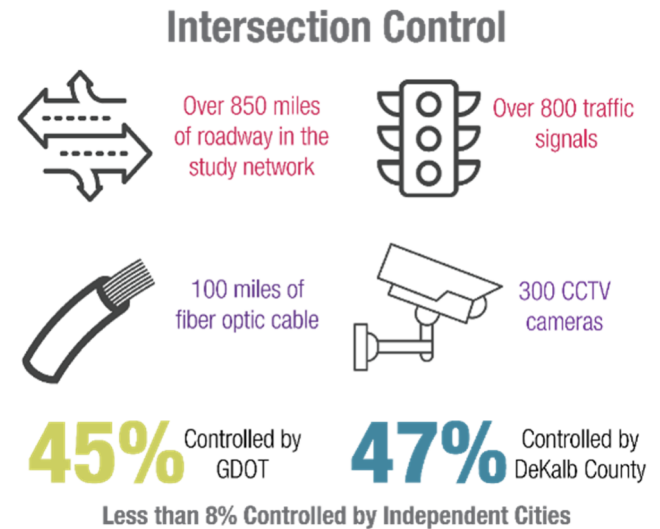


Figure 77. Intersection Control

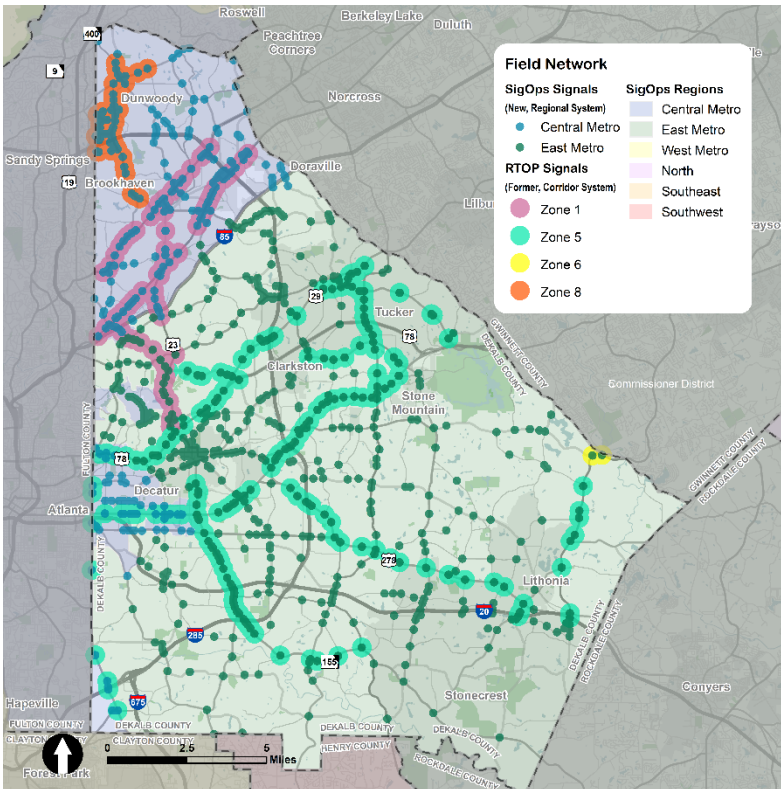


Figure 78. Traffic Signal Control

GDOT District 7 performs maintenance, traffic operations, and permitting for seven counties in the Atlanta Metro region, including DeKalb County, where a local municipality (City or County) does not take ownership. For traffic operations, the District is responsible for signal maintenance, equipment procurement, project management, and ensuring GDOT standards are met for every signal. **DeKalb County** currently operates and maintains 378 signals in both incorporated and unincorporated areas outside of the City of Atlanta, City of Brookhaven, City of Chamblee, and City of Dunwoody (**Figure 78** and **Figure 79**).

Services provided by the County include but are not limited to the following: troubleshooting traffic signal equipment, vehicle detection installation, active traffic management, ITS device management, and coordinating with GDOT project management.

FIELD NETWORK COMMUNICATIONS

Redundancy in the DeKalb communication network helps to minimize the number of failures in the system. Communication between devices is constructed such that when there is a failure (fiber break, switch outage, etc.), there are multiple means to maintain communication. This can be achieved through physically diverse fiber installation paths, back-up cellular or wireless communications, field routers, communications configurations, etc. Redundancy, in general, provides scalability for growth in the system and opportunities for added bandwidth capacity. DeKalb County leverages existing transportation infrastructure to promote safe and efficient travel throughout the County.

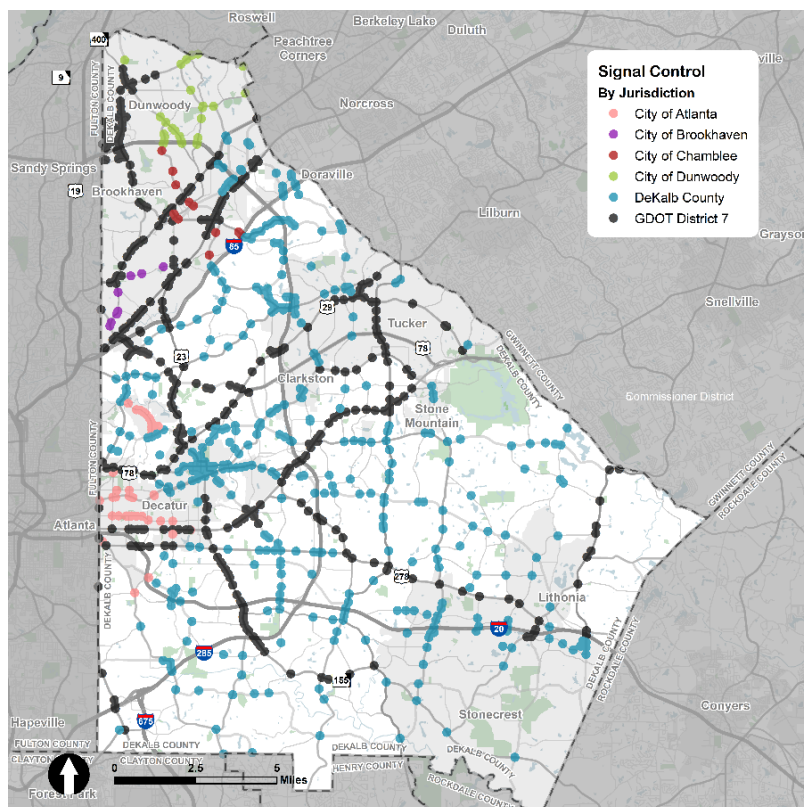


Figure 79: Signal Control by Jurisdiction

In addition to traffic signals, this infrastructure consists of closed-circuit televisions (CCTVs), fiber optic communication systems, traffic collection units (TCUs), and a Traffic Control Center (**Figure 80**).

Approximately 300 CCTVs exist on GDOT-maintained state routes in DeKalb and help measure traffic volume and communicate with GDOT's travel management center. Similarly, 29 traffic collection units exist on GDOT roads in the County, as a permanent physical traffic volume measurement relay. Data from CCTVs and TCUs are relayed centrally to DeKalb's Traffic Control facility, which is located centrally in the County on Camp Road. The facility helps GDOT's traffic network connect and communicate with local DeKalb's network. Using the 100+ miles of fiber optic connection, DeKalb's Traffic Control Center (TCC) can relay back timing adjustments to signals to keep up with real-time changing traffic volume. Thus, state signals are in constant communication with County-level signals via the DeKalb TCC and its fiber optic network, informed by sensory equipment such as TCUs and CCTVs.

As information technology develops in the transportation sector, better fiber optic communications will be critical in setting DeKalb up for the future. An extended fiber system along the existing study network can ensure all of DeKalb's arterials, collectors and local streets are connected to the region's greater ITS protocols. An expanded network provides opportunity for emerging Intelligent Vehicle and Intelligent Roadway communications as a major coordination tool in transportation infrastructure and traffic operations.

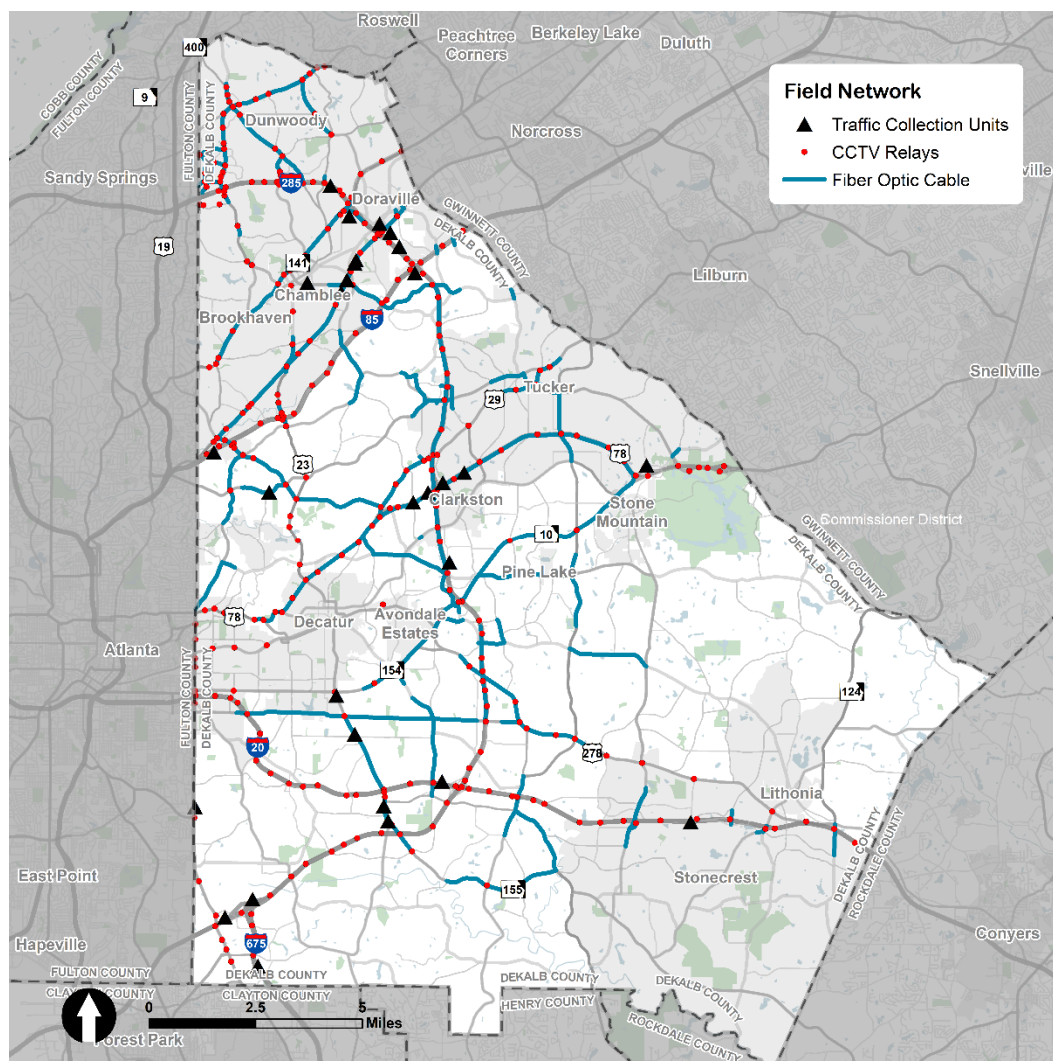


Figure 80. Field Network

ITS STRATEGIES

ARC developed the TSMO Local Agency Deployment Guide in 2020 to provide agencies with guidance on deploying several TSMO and ITS strategies. DeKalb County should regularly evaluate these ITS strategies for implementation along highly congested corridors that are unable to be widened but may benefit from operational improvements. The following strategies are applicable to DeKalb's transportation system:

- **Traffic Signal Management** involves signal phasing and timing optimization and often results in less delay on the transportation network. DeKalb County should work in close partnership with other adjacent signal maintaining agencies like several incorporated cities (i.e., Atlanta, Brookhaven, Chamblee, Clarkston, and Dunwoody), adjacent cities/counties, and GDOT to ensure that there is progression and continuity for implemented traffic signal management strategies at multijurisdictional interfaces.
- **Emergency Vehicle Preemption (EVP)** strategies involve equipment at signalized intersections and connectivity with fire, police, and emergency services agencies allowing more green time and special signal phases for emergency vehicles. EVP can improve safety at intersections and reduce travel time for emergency vehicles. GDOT has installed roadside units (RSU) at some state-maintained intersections in DeKalb County for future efforts related to connected vehicles (CV) technology. EVP could be enabled for intersections equipped with GDOT RSUs but would require further interagency coordination and additional equipment on-board emergency vehicle fleets. DeKalb County should continue to coordinate with GDOT, other signal maintaining agencies, and emergency services agencies to explore region-wide solutions for EVP. Furthermore, EVP can be achieved through simpler means (e.g., physical connection to traffic controller) at targeted locations such as signalized intersections near fire stations.
- **Work Zone Management** strategies involve equipment at work zones and systems to inform motorists of travel conditions along active work zones in real time through Dynamic Message System (DMS) signs and web-based data notifications (e.g., Waze or Google Maps). Work zone management strategies can improve safety for construction workers in the field and can reduce delay for motorists. DeKalb County should collaborate with GDOT on ways to integrate planned work zones and lane closures into GDOT's database. These data are published in real time on platforms such as GDOT's 511 and can also be promoted on DeKalb County social media accounts.
- **Traffic Incident Management** strategies are essential to DeKalb as many interstates traverse the County. These involve devices like CCTV, systems like automated incident video detection, and special signal timing plans for detoured traffic. They are mostly implemented along freeways, thus would require interagency coordination with GDOT. These strategies can optimize safety for motorists and help reroute traffic to reduce delay due to unprecedented incidents.
- **Vehicle Detection** strategies involve in-pavement inductive loops, video, or radar equipment used for optimal traffic signal coordination and data collection. Detection systems can also obtain traffic data such as traffic counts, speed, and vehicle classification. Faulty vehicle detection equipment causes poor calibration for traffic signal timing plans resulting in additional delay and congestion. Sophisticated signal timing strategies like adaptive signal systems rely on accurate vehicle detection data. It is recommended that DeKalb County include vehicle detection systems in future efforts to inventory transportation system assets.
- **Transit Signal Priority (TSP)** strategies involve equipment and systems along key transit-oriented roadway corridors to give additional green time in the direction of travel so that transit vehicles may progress through intersections with minimal stops. It is recommended that DeKalb County work with partner agencies like MARTA to ensure that future premium-transit efforts along key corridors include TSP treatments.

TRAFFIC GROWTH

Annual Average Daily Traffic (AADT)

Annual average daily traffic (AADT) is a measure of the average daily traffic passing through a specific location along a roadway. Traffic volumes typically correspond to the function, design, and location of the roadway where larger roadways serving long-distance travel generally have higher traffic volumes. The percent change in AADT from 2014-2019 is indicated by the range of colors from blue to red, shown in **Figure 81**. Locations that experienced a decrease in volume over the period are represented in blue, while locations that experienced an increase in volume are represented in orange and red. The size of the dot represents the numeric value of the overall volume for that specific location - larger dots signify higher volumes, and smaller dots signify lower volumes.

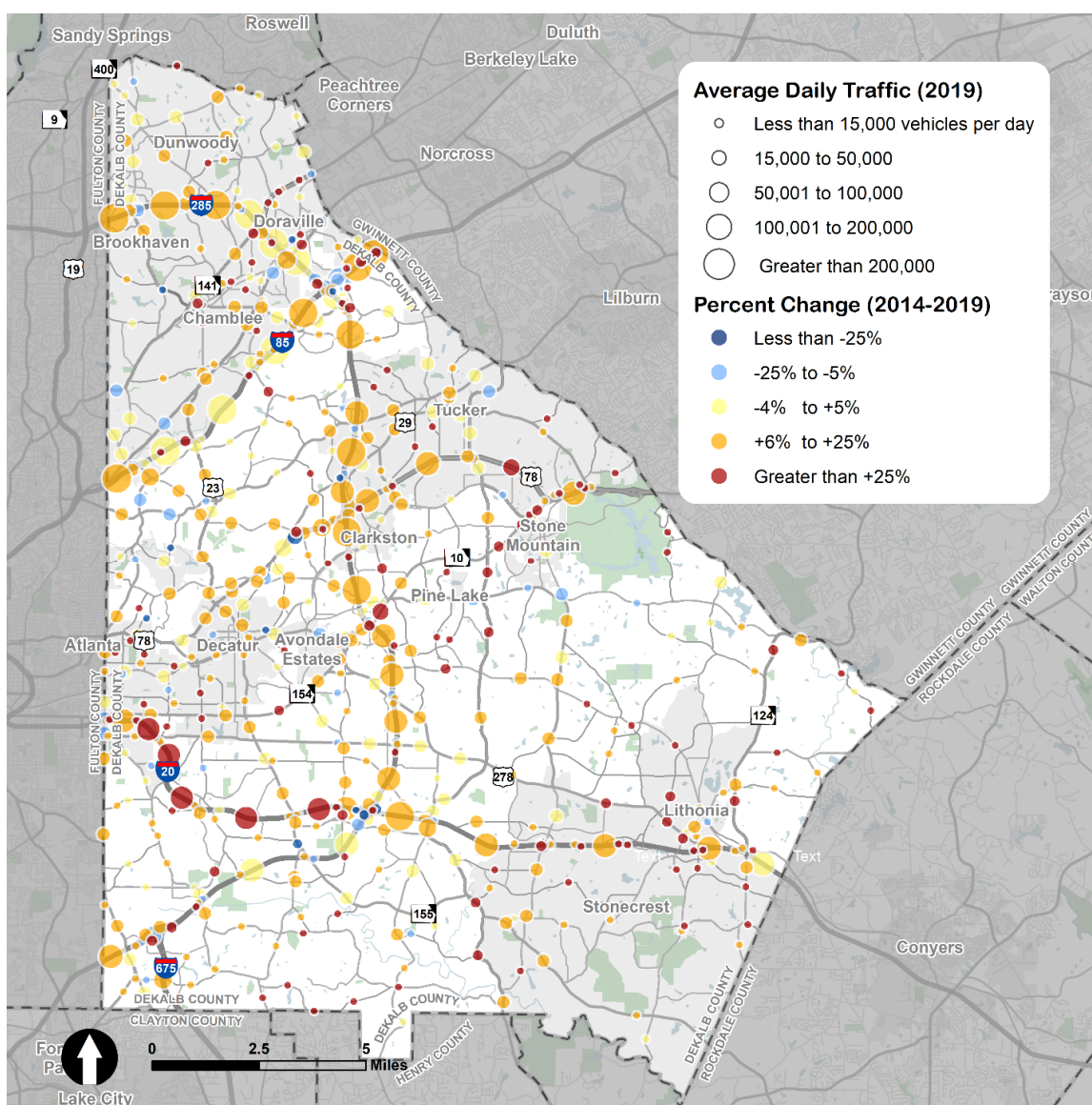


Figure 81. Average Daily Traffic

Average Daily traffic steadily increased across the County from 2014-2019. A marked increase in traffic volume is seen at the I-675 interchange, and follows north up I-285, indicating an increase in demand for travel from points south of DeKalb in Henry and Clayton Counties. Many of those commuters do not have a direct critical connection into employment

centers such as Downtown or Midtown Atlanta but traverse I-285 instead (see Functional Class Map, and Level-of-Service Maps). Such commute patterns burden the I-20 corridor as the main east-west throughfare from Atlanta through DeKalb and points eastward in Rockdale County. The most traffic growth and volume are seen along I-20, especially inside The Perimeter, suggesting limited route options in South DeKalb, and for East-West mobility in general.

Travel Demand Model

The ARC 2020 travel demand model was used as the base model for the DeKalb Unified Plan existing conditions model. The number of lanes and facility type classifications were validated in comparison to aerial imagery and data provided by GDOT and ARC. Edits were made to calibrate the regional travel demand model to DeKalb County by modifying roadway characteristics, such as facility type/functional classification and speeds. The model was calibrated to annual average daily traffic (AADT) count data provided by GDOT from 2019.

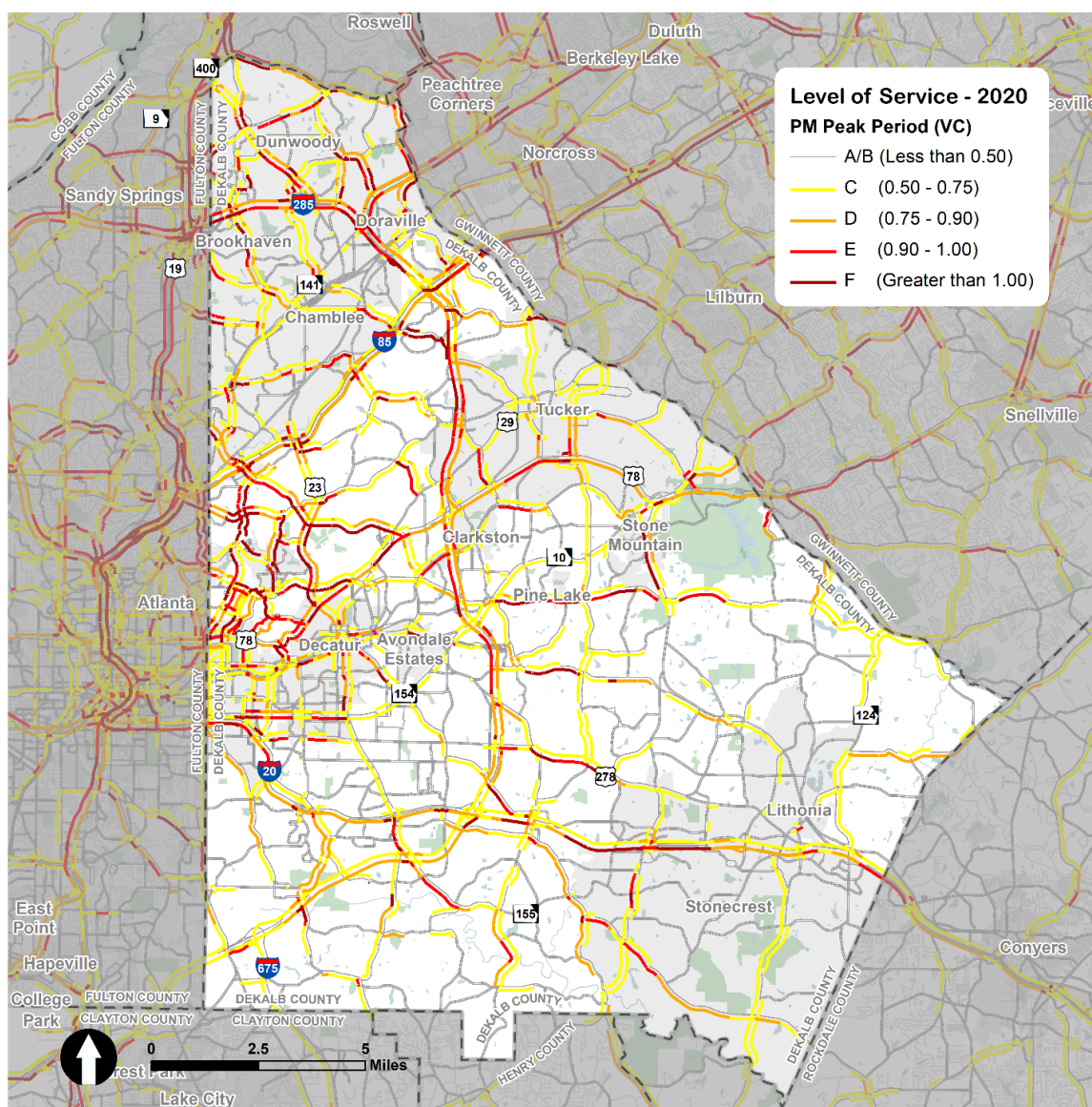


Figure 82. Level-of-Service (2020)

Future travel patterns can also be predicted using the ARC's Activity-Based TDM future 2050 model. The 2050 model incorporates ARC's programmed projects up until 2050 to the 2020 TDM base model. These programmed projects are in the ARC's Transportation Improvement Program (six fiscal years) and have funding allocated for the project completion. The future model identifies major travel patterns and future congestion areas with the existing network integrated with the programmed projects, and it can be used to identify potential projects in DeKalb County.

The existing (2020) and future (2050) Level-of-Service (LOS) projections for DeKalb roadways based on the DeKalb County 2020 and 2050 TDM are shown in **Figure 82** and **Figure 83**. Roadways with LOS D are considered congested and roadways with LOS E or F are considered to have poor Level-of-Service. It is likely that the level of congestion perceived on roadways during peak hours of the day is not fully depicted in these exhibits as the TDM does not fully capture the impact of intersection delay on travel time through the roadway system. Additionally, LOS is developed for the entity of the four-hour peak modeling periods and not a single peak-hour.

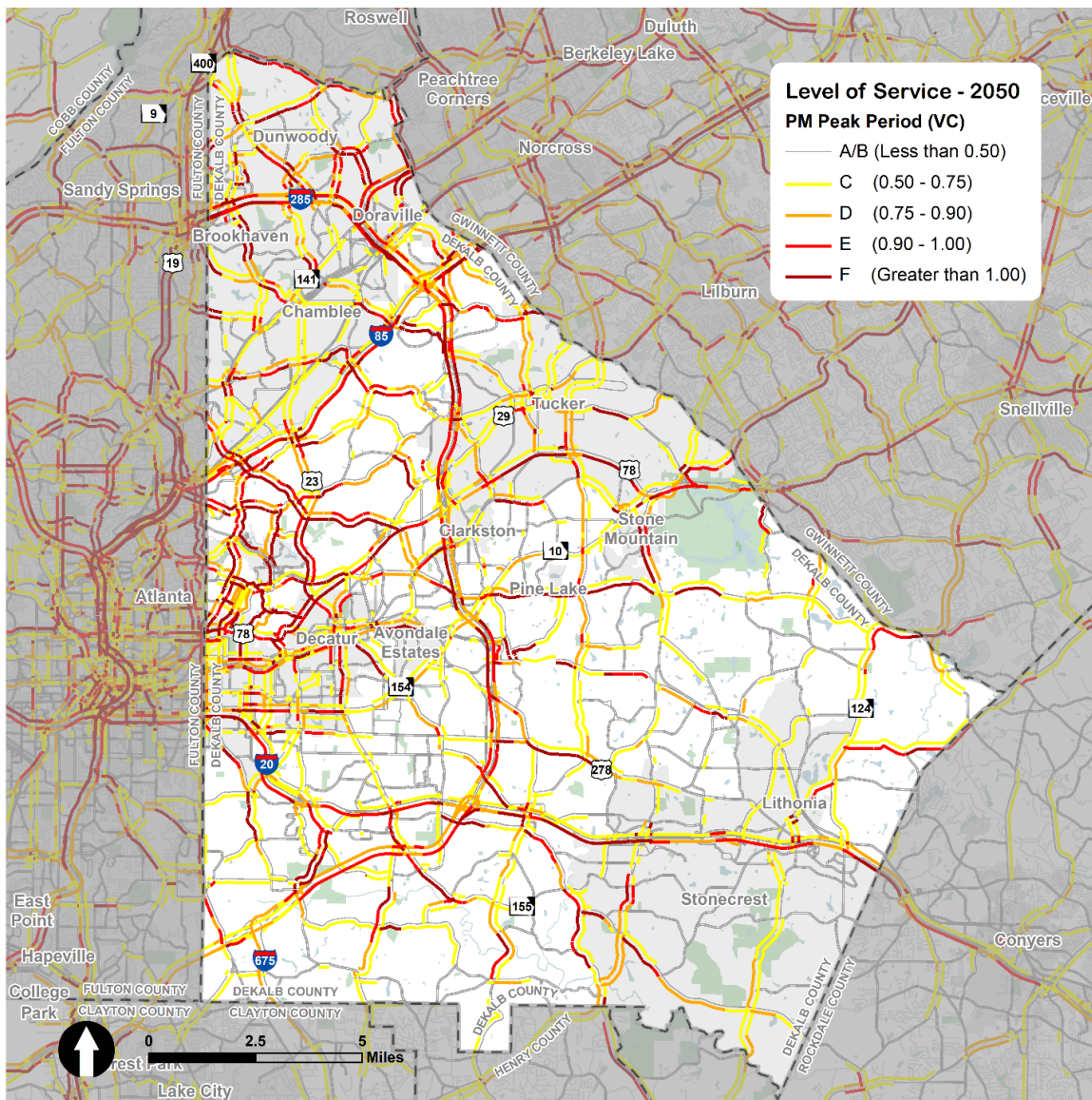


Figure 83. Level-of-Service (2050)

RITIS Data

The Regional Integrated Transportation System (RITIS) is a web-based platform that ingests and aggregates data from several transportation public and private systems including probe data sources (e.g., HERE Technologies, INRIX, and TomTom). Probe data is generated by observing the position of individual vehicles, or mobile devices, over space and time. RITIS provides a suite of data analytics tools for evaluating traffic operations along the roadway network.

Bottleneck Ranking is one of the tools available in RITIS for analyzing traffic conditions. A bottleneck is a term used in transportation to describe when there are too many vehicles wanting to travel through a point already at maximum capacity. Said differently, bottlenecks are locations along roadways where traffic conditions have fallen below a certain percent of the reference speed for an extended period. Reference speed is the calculated average “free flow” speed for a roadway segment in miles per hour (MPH). The duration and location of bottlenecks can be used to identify roadway facilities where mobility is affected for the traveling public.

The Bottleneck Ranking tool was used to identify the top 1,000 bottlenecks in DeKalb County in October 2019 based on an array of data including HERE Technologies probe data. A bottleneck is identified when the reported speed for a single time period on a segment is less than 60% of the free-flow speed. The results include information about where the bottlenecks begin, their direction, duration, length, and general frequency of occurrence.

The results presented in the following sections were conducted using RITIS Bottleneck Ranking data. The data represents the top 1,000 bottlenecks observed during October 2019 in DeKalb County. The bottlenecks were related to nearby intersections along the study network in order to summarize the number of bottlenecks, average daily duration (hours), and average bottleneck queue length (miles) at the intersection level.

NUMBER OF BOTTLENECKS AT INTERSECTIONS

The RITIS Bottleneck Ranking data includes information about the intersection and approach direction. The results can include more than one bottleneck per approach since superimposed bottlenecks can originate at adjacent locations in the same direction of travel. The sum of bottlenecks approaching an intersection indicates if congestion is occurring as an isolated incident or if the congestion is impacting the overall roadway network. The following **Figure 84** illustrates the number of bottlenecks at intersections using Bottleneck Ranking HERE data during October 2019.

The four following locations experience a significant number of bottlenecks. Note, the symbol circles in the map represent intersections along the study network:

- The intersections of Hairston Road at Covington Highway and Hairston Road at Redan Road each experience four bottlenecks, while the intersection of Hairston Road at Fieldgreen Drive experiences two bottlenecks.
- Six major intersections along the Commerce Drive, East Ponce de Leon Avenue, and West Trinity Place corridors experience two or more bottlenecks in the Decatur area.
- Five intersections along the SR 141/Peachtree Boulevard corridor from Ashford Dunwoody Road to Chamblee Dunwoody Road experience four bottlenecks.
- Four intersections along SR 154/Memorial Drive experience two to four bottlenecks each.

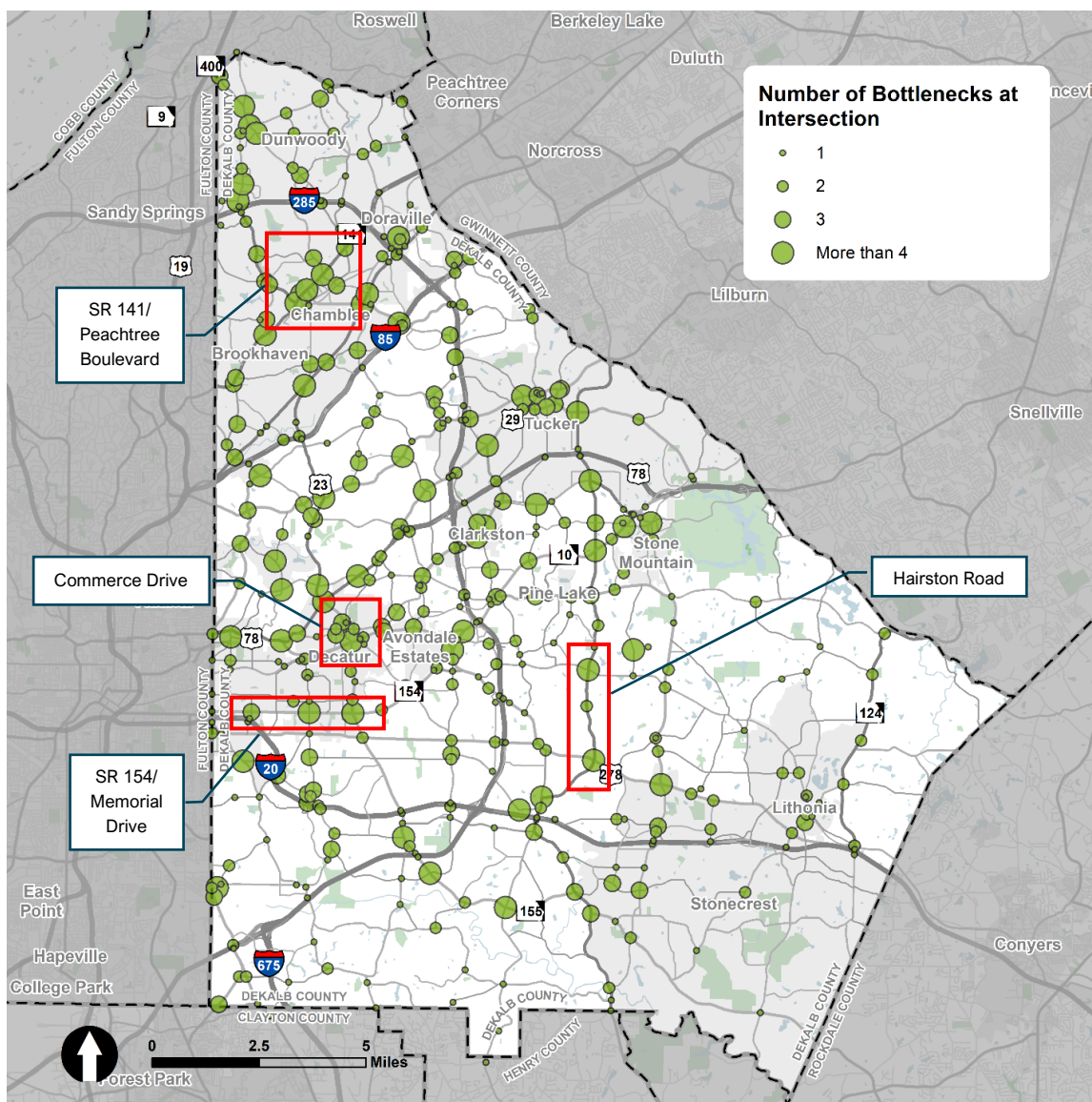


Figure 84. Number of Bottlenecks

AVERAGE PORTION OF DAY WITH BOTTLENECKS

The average portion of the day with bottlenecks is represented by the Average Daily Duration (hours) value in the HERE data. The average daily duration of bottlenecks is summarized at the intersection level for bottlenecks within 300 feet of intersections. The average daily duration is adjusted for intersections with more than one bottleneck using a weighted average value based on the bottleneck queue length information. **Figure 85** illustrates the average portion of the day with bottlenecks at the intersection level for intersections with more than one bottleneck.

The following are three example areas with intersections experiencing significant bottleneck durations:

- The Ponce de Leon Avenue/Trinity Place corridor in Decatur has several intersections with an average daily duration exceeding four hours. The intersection of Ponce de Leon Avenue and Scott Boulevard experiences three bottlenecks of which the most significant one is along Ponce de Leon Avenue approaching Scott Boulevard in the westbound direction (8 hours). The intersection of Trinity Place and Commerce Drive experiences three bottlenecks of which the most significant one is along Commerce Drive approaching Trinity Place in the northbound direction (9 hours). The

intersection of Trinity Place and Candler Street is closely spaced to another signal and is in the influence area of a fire station and an at-grade rail crossing. This intersection experiences five bottlenecks of which the most significant one is along Trinity Place approaching College Avenue in the southbound direction (10 hours).

- The intersection of Main Street and James B Rivers Memorial Drive in Stone Mountain is a five-legged signalized intersection and experiences five bottlenecks of which the most significant one is along E Ponce de Leon Avenue approaching James B Rivers Memorial Drive in the eastbound direction (10 hours).
- Intersections along Flat Shoals Road SE between Fayetteville Road SE and I-20 experience bottlenecks with significant duration. The intersection of Flat Shoals Road SE experiences two bottlenecks of which the one with the most duration is in the eastbound direction approaching I-20 (12 hours).
- Intersections along Rockbridge Road SW between I-285 and the Gwinnett County line experience several bottlenecks with moderate duration. The intersection of Rockbridge Road SW and Memorial Drive experiences three bottlenecks of which the one with the most duration is in the eastbound direction approaching Memorial Drive (6 hours).

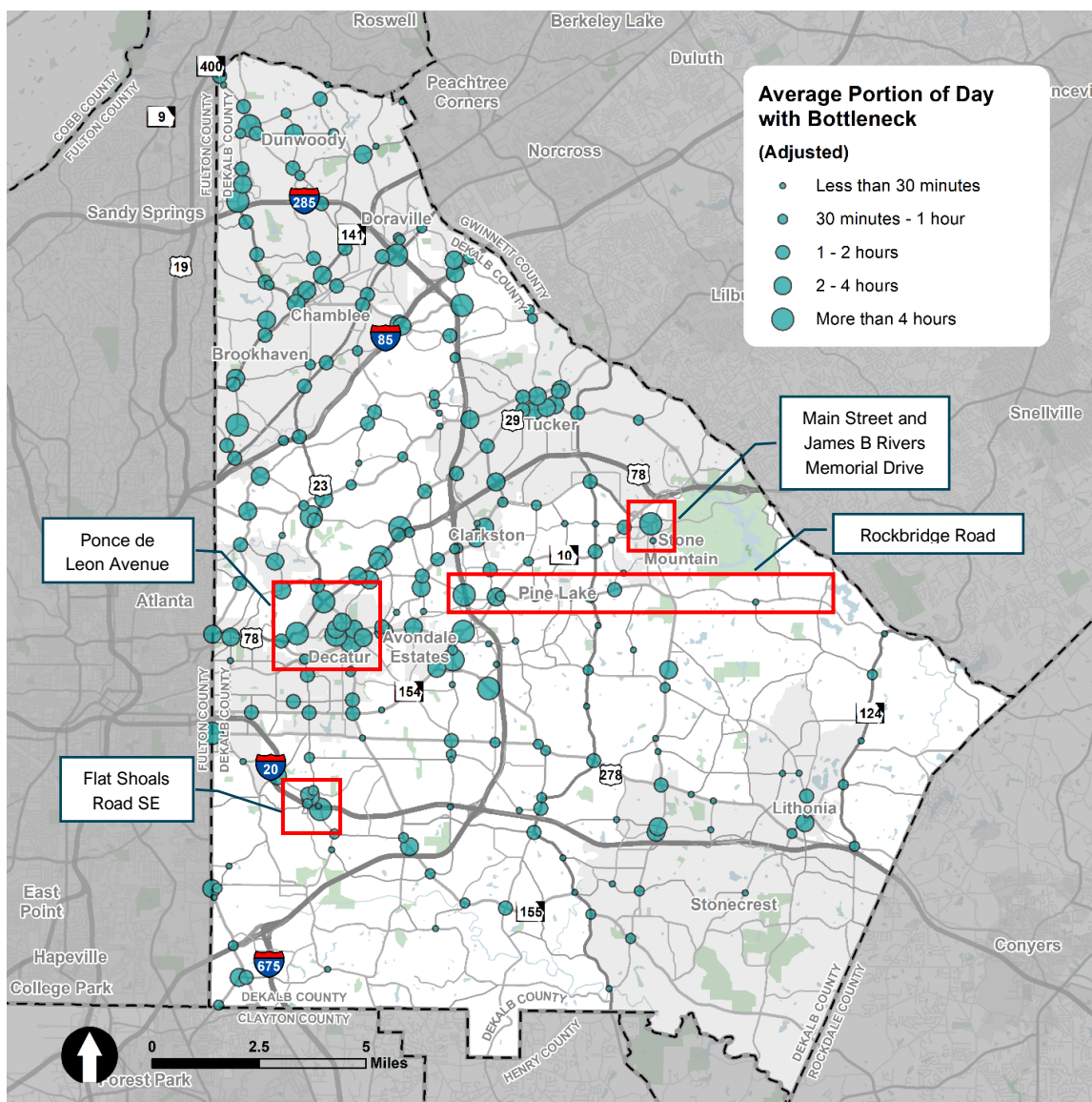


Figure 85. Average Portion of Day with Bottleneck

AVERAGE BOTTLENECK QUEUE LENGTH

The average bottleneck queue length is represented by the Average Max Length (miles) value provided in the HERE data observed during October 2019. The average queue length is summarized at the intersection level for bottlenecks within 300 feet of intersections. **Figure 86** illustrates average bottleneck queue length at the intersection level for intersections with more than one bottleneck.

The following are three example areas with intersections experiencing significant bottleneck queue lengths:

- Intersections along the Covington Highway corridor from Wesley Chapel Road to Panola Road experience bottlenecks with significant queue lengths. The intersection of Covington Highway and Panola Road experiences four bottlenecks of which the most significant one is along Covington Highway approaching Panola Road in the westbound direction (4 miles)
- Intersections along the Rock Chapel Road corridor between Union Grove Road and Rockbridge Road experience significant bottleneck queue lengths. The intersection of Rockbridge Road and Rock Chapel Road experiences two bottlenecks along both approaches of Rock Chapel Road with an average max length between 2 and 3 miles.
- Intersections along the Flat Shoals Road corridor between Clifton Springs Road and Warren Road experience bottlenecks with significant queue lengths. The intersection of Clifton Springs Road and Flat Shoals Road experiences four bottlenecks of which the most significant one is along Columbia Drive/Clifton Spring Road in the westbound direction (2 miles).

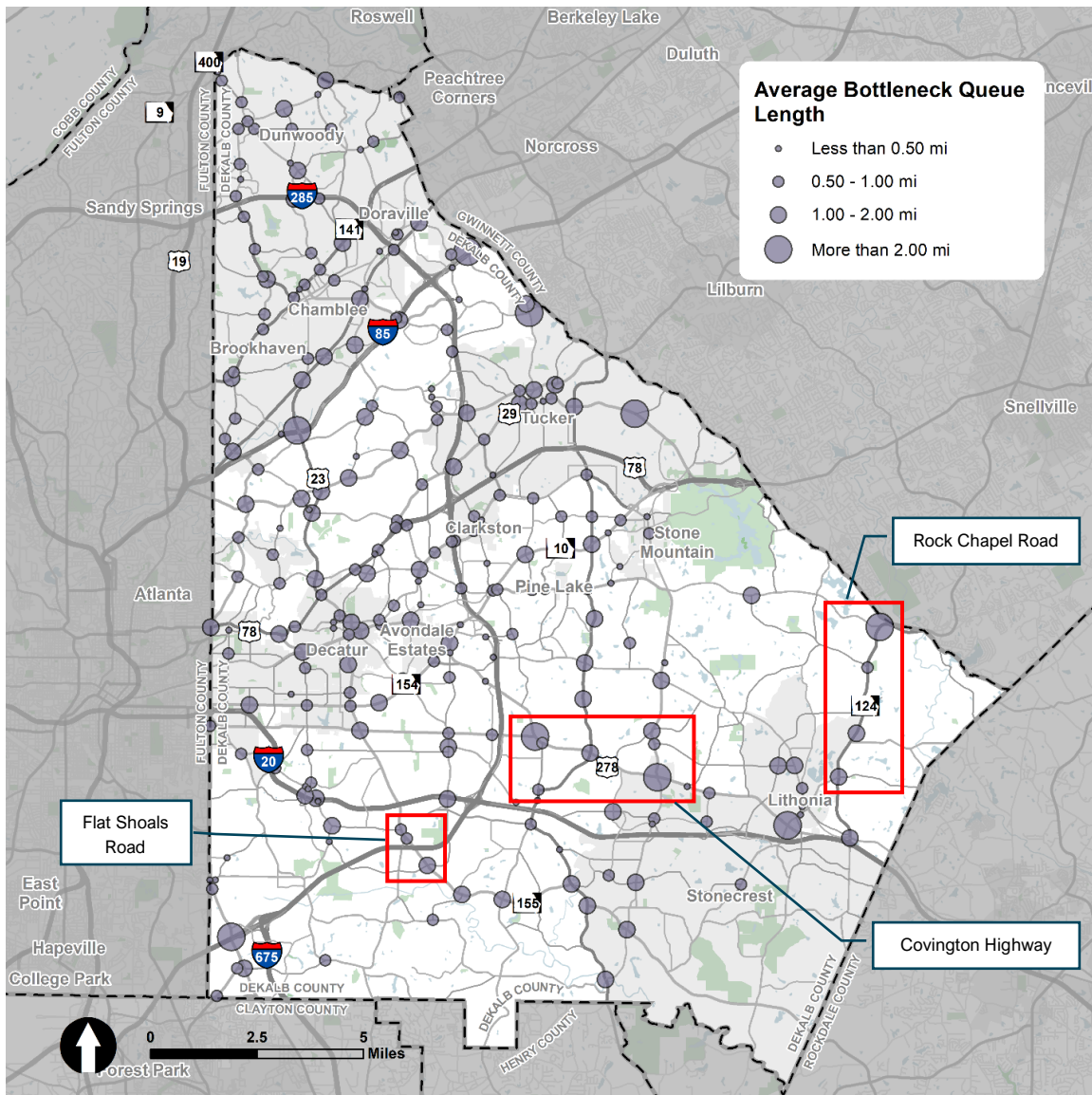


Figure 86. Average Bottleneck Queue Length

COVID-19 PANDEMIC SEASONAL COMPARISON

The RITIS bottlenecks for data during October 2019 and April 2021 are summarized at the intersection level and provide a comparison of traffic conditions before the COVID-19 pandemic and in 2021, as travel behaviors began to return to pre-COVID conditions. Like the previous analyses, bottleneck points are related to nearby intersections (within a 300 feet). RITIS provides a congestion index, Average Total Delay, which accounts for the change in speed and the vehicular volume of a bottleneck. The sum of Average Total Delay is calculated at the intersection level for intersections with more than one bottleneck to rank intersections during October 2019 and April 2021.

Figure 87 and **Table 9** provide a summary of the intersections that ranked in the top 30 intersections during October 2019 and April 2021. There were 15 intersections that ranked in the top 30 during both study periods indicating that congestion continues to affect these corridors despite reduced/different traffic conditions due to the COVID-19 pandemic. Further study of these locations is recommended as it would identify potential operational and geometric issues affecting these corridors and the overall roadway network.

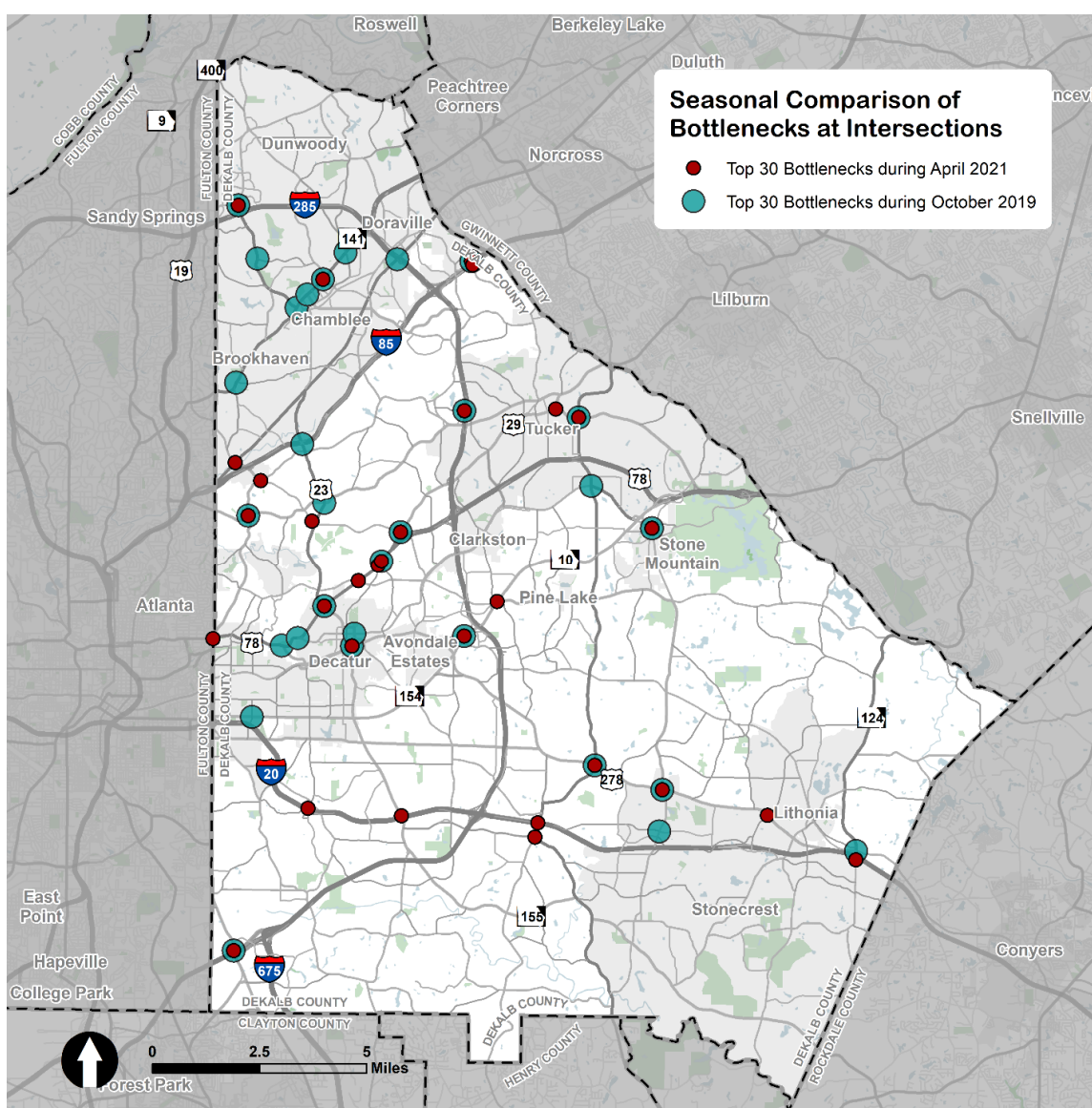


Figure 87. Seasonal Comparison of Bottlenecks at Intersections

Table 9. Bottleneck Rankings

Top 30 Rank during October 2019	Top 30 Rank during April 2021	Intersection
1	1	I-85 SB Exit Ramp @ Pleasantdale Road
2	6	Scott Boulevard @ US 23/Clairmont Avenue
5	4	SR 12/US 278/Covington Highway @ S Hairston Road
7	2	I-285 CW Exit Ramp @ Northlake Parkway NE
8	16	Chamblee Dunwoody Road @ SR 141/Peachtree Boulevard
10	26	SR 12/US 278/Covington Highway @ Panola Road
11	24	E Howard Avenue @ SR 155/S Candler Street/E Trinity Place
12	7	SR 236/Hugh Howell Road @ Mountain Industrial Boulevard
13	29	Hammond Drive @ Ashford Dunwoody Road
16	5	DeKalb Industrial Way @ SR 8/US 29/Lawrenceville Highway
19	3	N Druid Hills Road @ SR 8/US 29/Lawrenceville Highway
20	12	James B Rivers Memorial Drive @ Main Street/E Ponce de Leon Avenue
23	14	SR 236/Lavista Road NE @ SR 42/Briarcliff Road NE
25	22	SR 10/Mountain Drive @ SR 154/Memorial Drive
27	9	I-285 CW Exit Ramp @ SR 42/US 23/Moreland Avenue

SAFETY

Transportation safety involves the study of historical crash data to better guide data-driven decision making for transportation improvements. Historical crash data was obtained from Numetric for crashes occurring in DeKalb County from 2015 to 2019. **Table 10** provides a summary of crash severity and frequency.

Table 10: Crash Severity by Year

Crash Severity	2015	2016	2017	2018	2019	Total	Percent
Fatal	75	74	91	97	74	411	0.2%
Injury	1,522	1,663	1,811	1,977	2,034	9,007	5%
Possible Injury	7,547	8,103	8,349	8,557	8,785	41,341	22%
Property Damage Only	23,833	26,589	28,398	26,866	26,372	132,058	72%
Unknown	117	152	193	210	658	1,330	0.8%
Total	33,094	36,581	38,842	37,707	37,923	184,147	100%

Table 11 provides a summary of crash types by year. The following are notable observations from the crash data:

- A total of 184,147 crashes were reported of which 411 (0.2%) involved fatalities, 9,007 (5%) involved injuries, 41,341 (22%) involved possible injuries, 132,058 (72%) were property damage only (PDO), and 1,330 (0.8%) were unknown.
- The predominant crash types observed in the County from 2015-2019 were rear end (45%), sideswipe (18%), and angle (15%)
- 51,245 (28%) of crashes occurred during non-daylight conditions (includes dark, dawn, and dusk conditions)
- 32,321 (18%) of crashes occurred during wet pavement conditions
- 87,931 (48%) of crashes occurred within 300 feet of an intersection
- 15,158 (8%) of crashes involved a single vehicle

- 2,634 (1.4%) of crashes across the entire County were pedestrian-related; 1,013 (0.5%) were observed on the Study Network. Furthermore, 336 Crashes on the Study Network were bicycle-related, consistent with reports of bicycle crashes that were inclusive of local roads.

Table 11. Crash Types by Year

Crash Type	2015	2016	2017	2018	2019	Total	Percent
Rear End	15,423	16,904	17,554	16,769	16,701	83,351	45%
Sideswipe (Same Direction)	4,651	5,636	6,203	6,002	6,147	28,639	16%
Angle	4,473	5,299	5,649	5,742	5,636	26,799	15%
Left Turn	3,244	3,547	3,705	3,504	3,708	17,708	10%
Head On	673	699	795	711	762	3,640	2%
Right Turn	586	613	627	629	738	3,193	2%
Sideswipe (Opposite Direction)	552	565	586	554	614	2,871	2%
All Others	3,492	3,318	3,723	3,796	3,617	17,946	10%
Total	33,094	36,581	38,842	37,707	37,923	184,147	100%

All Crashes – Density

Crash density can be used to identify roadway segments and intersections that experience a disproportionate share of total crashes. The following are notable observations related to crash density calculated along the County's roadway study network:

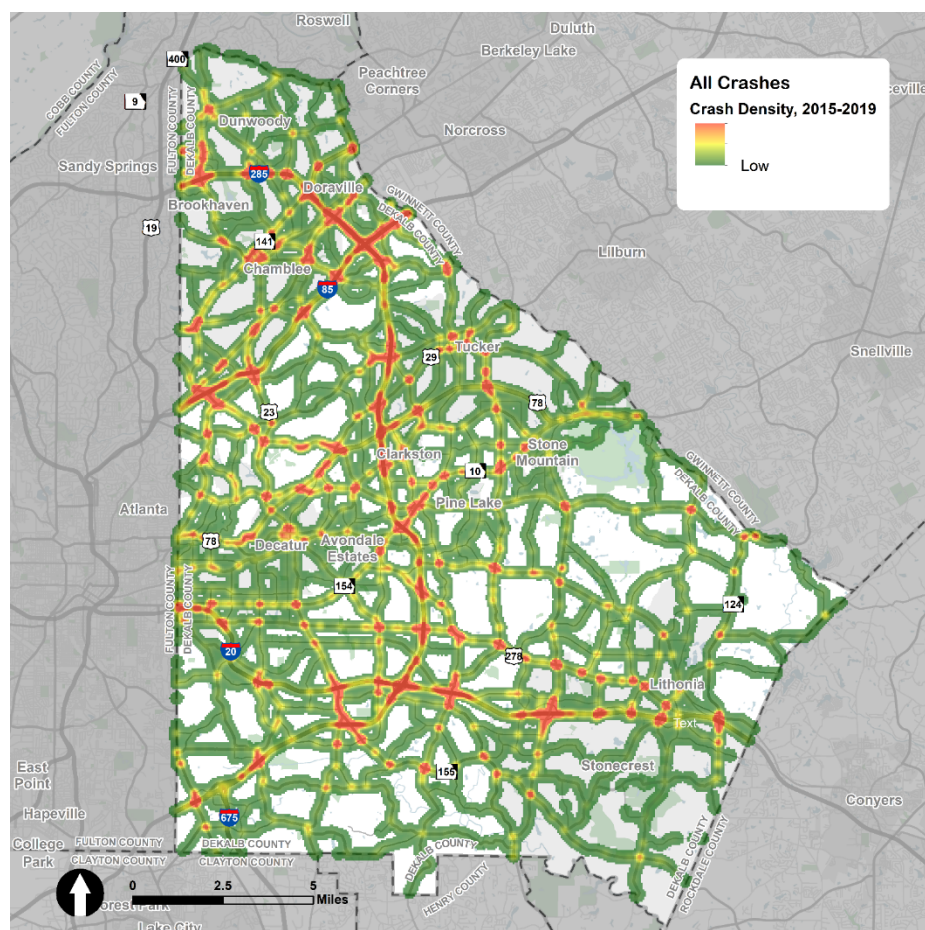


Figure 88. Crash Density

network:

Although the highest crash density occurred along interstate highways such as I-285 Perimeter and I-20, notable hot spots also occurred on surface roadways like SR 141/Peachtree Boulevard, Buford Highway, and US 278/Covington Highway. Other major high-crash areas include North Druid Hills Road, especially at large intersections such as Buford Highway NE and I-85. Crash density is shown in **Figure 88**.

Crash Rates

Crash rates were calculated at intersections along the County's study network using available data from the travel demand model (TDM) and historical crashes from Numetric between 2015 to 2019. The resulting crash rates are expressed as crashes per 1 million entering vehicles. **Table 12** provides a summary of the five intersections in the County with the highest crash rates.

Table 12. Intersections by Crash Rate

Rank	Intersection	Municipality	Crashes per Million Entering Vehicles
1	Henrico Road and West Side Place / Moore Road	Southwest DeKalb	32.1
2	Peachtree Road and Pierce Drive	Chamblee	16.6
3	Peachtree Road and North Peachtree Road	Chamblee	15.6
4	Peachtree Road and Miller Drive	Chamblee	11.3
5	East Mountain Street and 4 th Street	Stone Mountain	9.5

Intersections with significantly high crash rates occur in Chamblee, Dunwoody-Perimeter, and Decatur. Moderate to high crash rates occur at intersections throughout suburban intersections in Western DeKalb (**Table 12** provides a summary indicating three of the highest-rate intersections are within the City of Chamblee, where rapid mixed-use development and construction have transformed the area. **Figure 89** shows that the three Chamblee intersections all occur along Peachtree Road, within a few city blocks from each other.

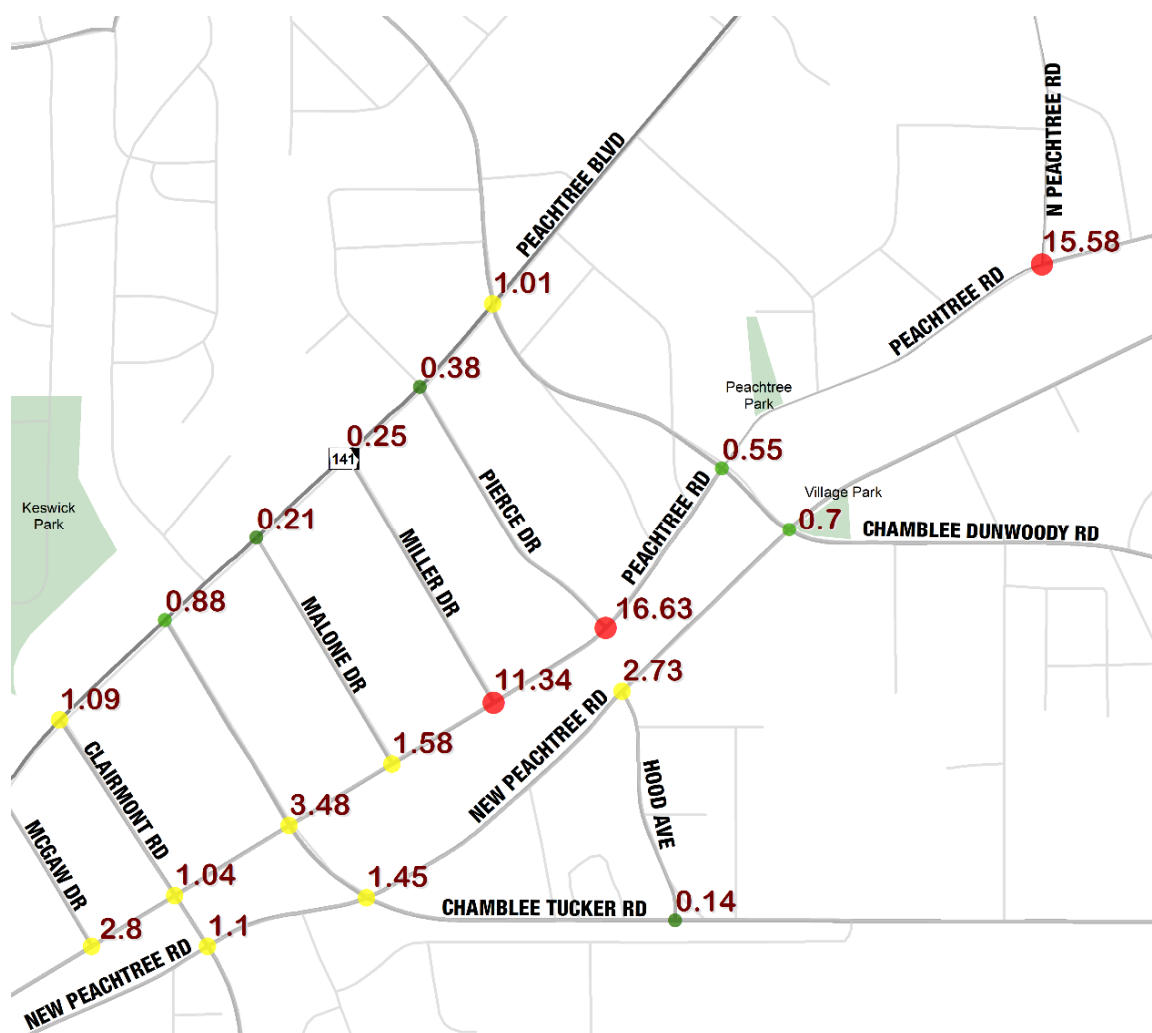


Figure 89. Intersection Crash Rates in Chamblee

The crash rates in Chamblee point to how new construction can stress an existing road network, and how proper transportation investment must keep up with land use changes. Conversely, Henrico Road and West Side Place in Southwestern DeKalb - where over 32 crashes per million entering vehicles occur - emphasize a case of high crash rates in a relatively undeveloped area. Situated at a three-legged intersection with only one stop sign, Henrico Road connects a heavy industrial neighborhood to the west with Moore Road, a feeder to Bouldercrest Road and ultimately one of the few access routes to I-285. The line of sight from West Side Place is obstructed by vegetation and the lack of traffic control from the North-South approach is problematic for cars traveling on an otherwise uninterrupted moderate-speed corridor. Using **Figure 90**, we find that truck crashes are statistically significant at the intersection as well.

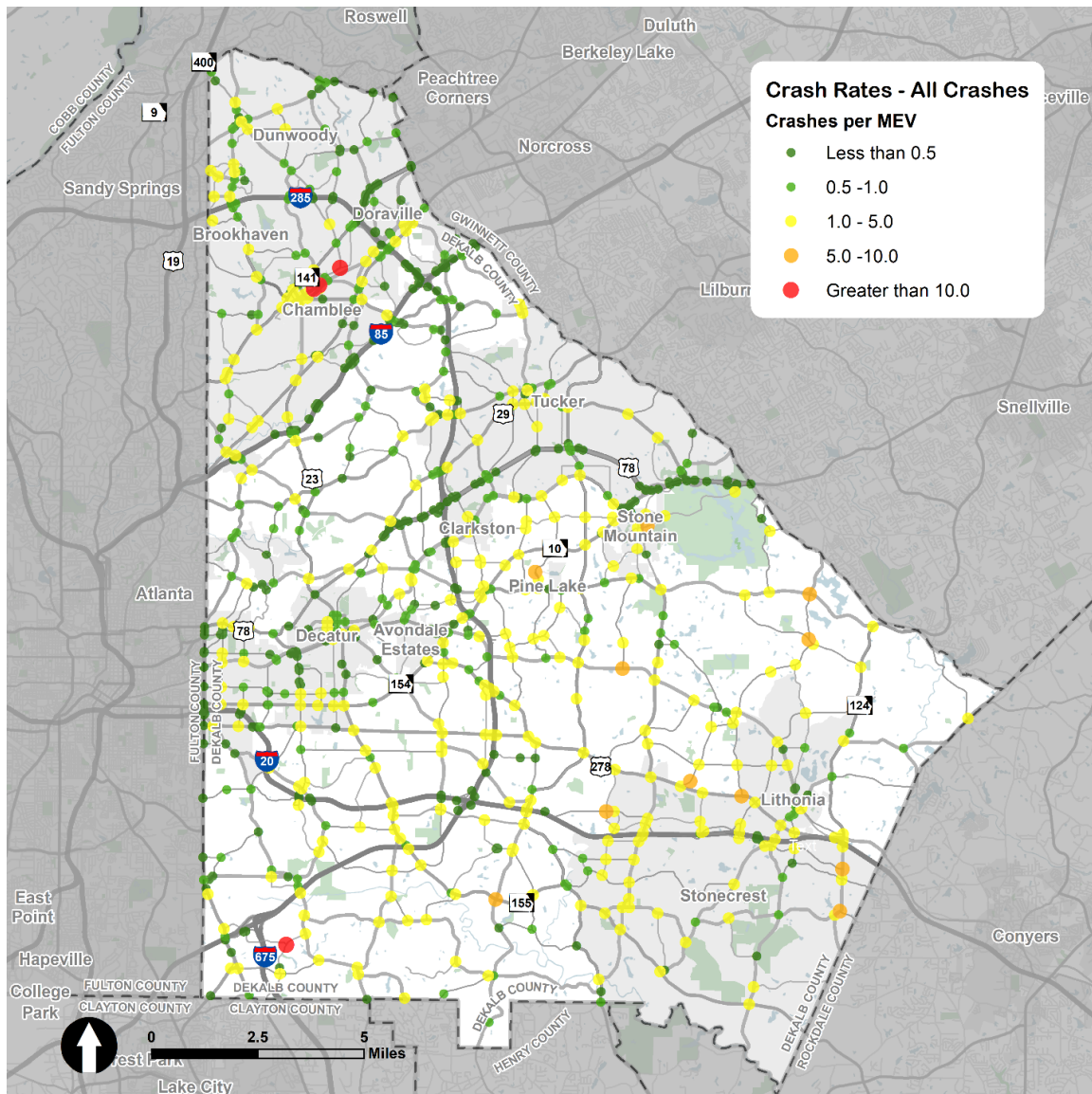


Figure 90. Crash Rates

Fixed-Object Crashes

Fixed-Object Crashes are defined by collisions whose most harmful event includes an impact with a guard rail, curb, center median, light pole, a tree, and other non-movable roadway features. Fixed-object crashes can indicate deficiencies in roadway infrastructure, incompatible speed limits, among other design and policy deficiencies. Fixed-object crashes do not include impacts with temporary construction materials or parked vehicles. Run-off-the-road incidents most often result in fixed-object crashes and can be addressed by evaluating roadway geometry and roadside features).

Figure 91 illustrates that many fixed-object crashes occur near interstate interchanges as high-speed zones transition into arterial and local roadways. Such crashes were prevalent near the following major interstate interchanges: I-285 and I-85; I-20 and I-285; SR 78 and I-285. Hotspots along non-interstate roadways include: Ponce de Leon Avenue NE and East Lake Road in Decatur; Ponce de Leon Avenue and Memorial Drive in Stone Mountain; and Rockland Road and Turner Road in Stonecrest.

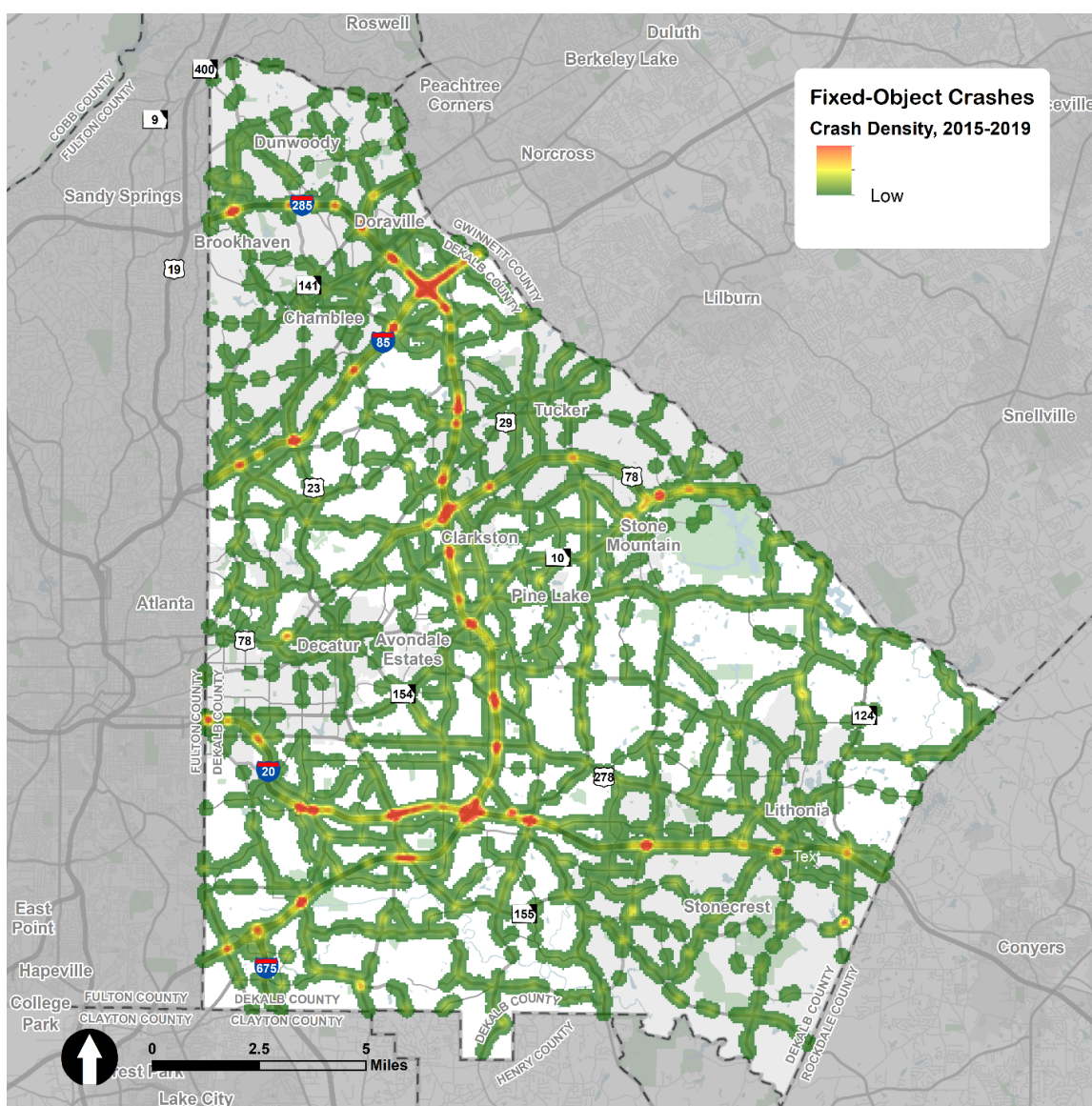


Figure 91. Fixed-Object Crashes

CAUSES OF CONGESTION

Rear end (45%) and sideswipe crashes (18%) were among the predominant crash types observed in DeKalb County between 2015 and 2019. Rear end crashes are an indication of heavy congestion and can be attributed to distracted driving, following too closely, and abrupt stopping. Sideswipe crashes can be attributed to distracted driving, abrupt changing of lanes, and reactions to poor roadway conditions such as potholes in the pavement or hazardous conditions. These crash types are especially common along congested corridors.

The results from different data analyses are compared along three example corridors to gain insight into potential causes of congestion. The combination of the following data analysis results can highlight opportunities for identifying corridor and intersection improvements:

- Number of bottlenecks at intersections (RITIS bottlenecks during October 2019)
- Crashes per 100 million entering vehicles
- Level-of-Service, PM peak period (VC) during 2020
- Overview of land uses and access management along corridor

Covington Highway from Glenwood Road to Miller Road

Covington Highway is a key corridor parallel to I-20 providing DeKalb County and Metro Atlanta east-west access. Covington Highway between Glenwood Road to Miller Road operates over capacity during the p.m. peak hour, as shown in **Figure 92**.

There are significant bottlenecks and crash rates along Covington Highway at the intersections of Glenwood Road, Wesley Chapel Road, and S Hairston Road. The three most common crashes along this segment were rear end (47%), angle (33%), and sideswipe (12%). Covington Highway is a four-lane undivided roadway in this area. An initial recommendation is to evaluate access management and TSMO (signal retiming) strategies, especially along retail and commercial land uses. Access management strategies, such as installing a median, can potentially reduce angle crashes and increase operational efficiency.

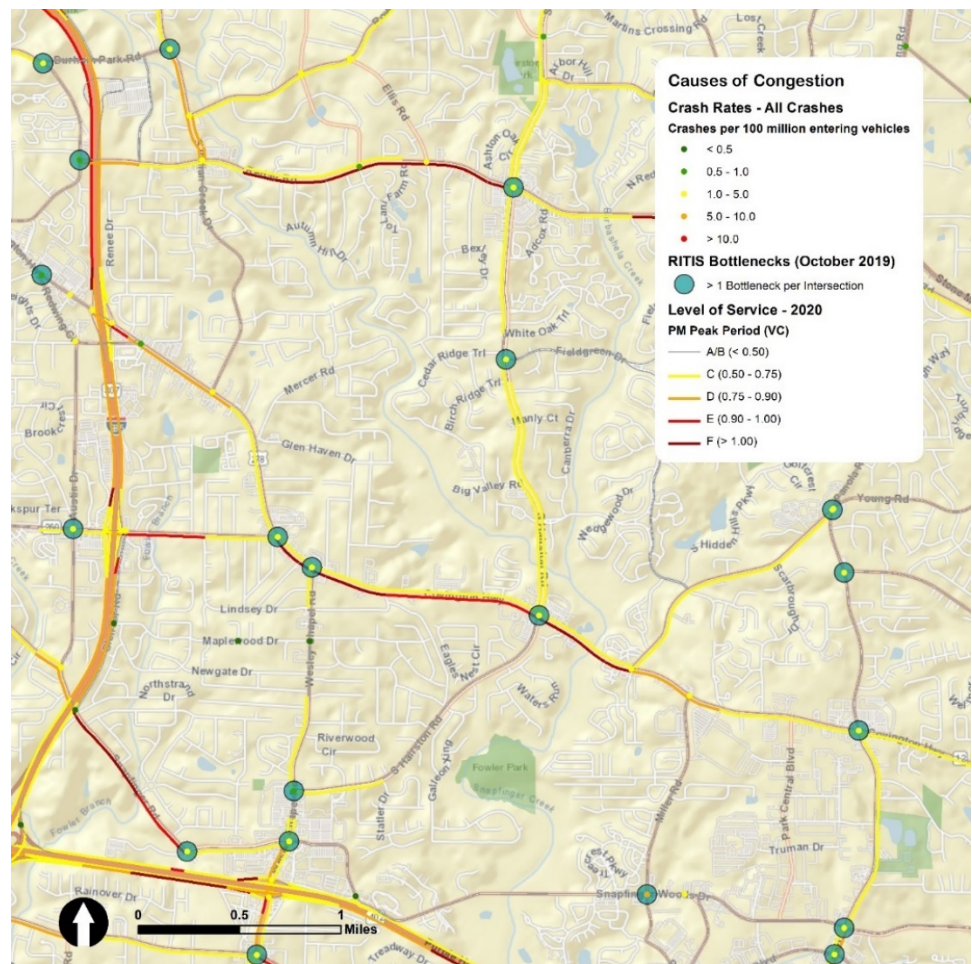


Figure 92. Causes of Congestion (Covington Highway)

Rockbridge Road from Memorial Drive to Stone Mountain Lithonia Road

The Decatur Road/Rockbridge Road corridor provides uninterrupted east-west access and connectivity in DeKalb County. Rockbridge Road from Memorial Drive to Stone Mountain Lithonia Road operates over capacity during the p.m. peak hour. The three most common crashes along this segment were rear end (48%), angle (27%), and sideswipe (15%), shown in **Figure 93**. The typical section in this area is two-lane undivided roadway and the land uses are primarily single family residential with some retail. Several intersections along this study segment experience significant bottlenecks and high crash rates. The intersections of Rockbridge Road at Rays Road and Rockbridge Road at Hambrick Road experienced significant bottlenecks and crash rates although they are not large intersections. Safety and traffic operations along this corridor may improve by evaluating increasing turn lane storage lengths and evaluating MARTA bus stops configuration and amenity improvements.

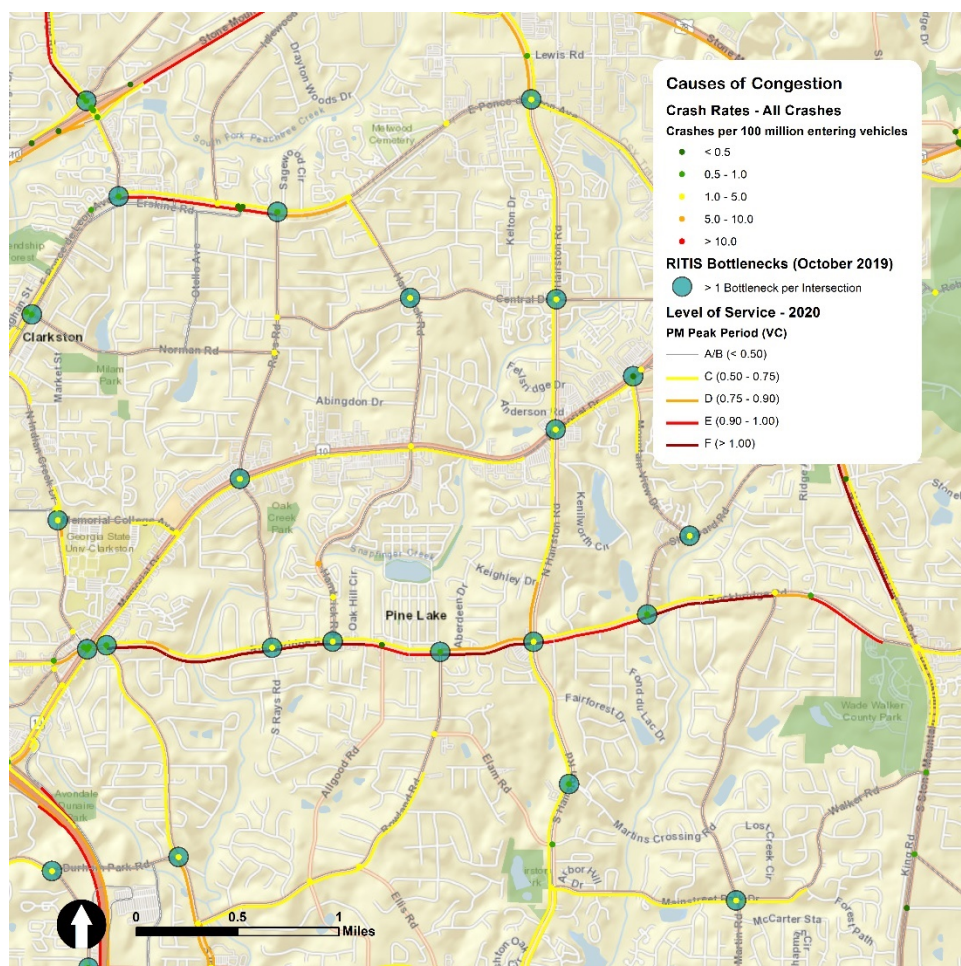


Figure 93. Causes of Congestion (Rockbridge Rd)

Scott Boulevard/Lawrenceville Highway from Ponce de Leon Avenue to Cooledge Road

The Scott Boulevard corridor provides east-west connectivity for the County. Traffic from neighborhood local roadways, US 78, and I-285 converges into Scott Boulevard providing access into Atlanta. This study segment operates over capacity in both directions during the p.m. peak hour west of the US 29/US 78 interchange (North DeKalb Mall). Several intersections along Scott Boulevard experience significant bottlenecks and crash rates including N Decatur Road, DeKalb Industrial Way, and N Druid Hills Road. The three most common crashes along this segment were rear end (46%), angle (28%), and sideswipe (19%). The causes of congestion are shown in **Figure 94**. The typical section varies along the study limits and includes four-lane undivided (west of N Decatur Road), six-lane divided (from N Decatur Road to N DeKalb Mall), to four-lane with a center turn lane (east of N DeKalb Mall). Access management features are not as common between Ponce de Leon Avenue and N Decatur Road compared to east of N Decatur Road.



Figure 94. Causes of Congestion (Scott Boulevard)

MAINTENANCE

The DeKalb County Public Works, Roads and Drainage Division is responsible for maintenance and operations of street signage, pavement markings, and traffic signals in the County. They maintain and operate transportation infrastructure along approximately 2,280 miles of roads in the County including access roads alongside interstates, as indicated in the County's Roads and Drainage department webpage. The County is also responsible for operations and maintenance of bridges, drainage structures, and traffic control devices in unincorporated areas and in some municipalities. **Table 13** provides a summary of the County's service delivery strategy for the operations and maintenance of streets and traffic signals. The latest DeKalb County service delivery strategy document is included in Appendix A.

Because funding is limited, critical needs may be addressed each year while preventative maintenance may not. DeKalb County currently allocates most available funding to critical needs. Specifically, to pavement repairs. Identifying preventative maintenance projects in a programmatic way will assist with sustainable preservation of transportation infrastructure in the County.

Some municipalities such as the Cities of Atlanta and Brookhaven operate and maintain streets, traffic signaling, and street signage within their jurisdictions. Meanwhile, other municipalities such as Avondale Estates and City of Decatur, partner with the County in sharing responsibility for the maintenance and operations of streets, traffic signals, and street signage.

DeKalb County oversees the maintenance and operations of transportation infrastructure for the third category of municipalities which includes the cities of Tucker and Stonecrest. Furthermore, GDOT maintains and operates several state-maintained roadways within unincorporated DeKalb County and within municipalities. The GDOT maintenance office oversees bridge and sign maintenance, roadway striping, and routine maintenance of state highways.

Table 13. Transportation Maintenance in DeKalb County

Municipality	Agency Responsible for Street Maintenance	Agency Responsible for Traffic Signals
Atlanta	City	City
Avondale Estates	City	County
Brookhaven	City	City
Chamblee	City	City
Clarkston	City	City
Decatur	City	County
Doraville	City	County
Dunwoody	City	City
Lithonia	City	County
Pine Lake	City	County
Stone Mountain	City	County
Tucker	County	County
Stonecrest	County	County
Unincorporated	County	County

Source: DeKalb County Service Delivery Strategy (2019)

Pavement Condition

The goal of agencies overseeing roadway pavement maintenance is to conduct regular pavement resurfacing to stay ahead of pavement condition deterioration. The cost of rehabilitating completely deteriorated roads without regular maintenance far exceeds the expenditures associated with a periodic pavement resurfacing maintenance program.

DeKalb County Public Works, Roads and Drainage Division performs annual inspection of approximately 2,280 miles of roadways in the County as part of its pavement management system, as indicated in the County's Roads and Drainage department webpage. The County's inspection system is adapted from GDOT's Computerized Pavement Condition Evaluation Survey (COPACES) pavement condition rating system. The County evaluates pavements and assigns them with a composite score which accounts for transverse and longitudinal cracking, alligator (fatigue) cracking, potholes, patching, rutting, edge raveling, depressions, oxidation, missing stone, and bleeding. Each of these elements receives a score from zero to 12 points where higher points indicate poorer pavement conditions. A pavement is considered to require major reconstruction with a composite score of 30 or more points.

A community survey conducted in the 2014 CTP indicated pavement resurfacing was the greatest need for the County's transportation system. DeKalb County has access to pavement maintenance funding through state and local sources. The County identifies locations for pavement resurfacing each year using the pavement scores and develops a resurfacing plan with GDOT through the Local Maintenance Improvement Grants (LMIG). Furthermore, the County's Special Purpose Local Options Sales Tax (SPLOST) currently allows for funding to be allocated towards roadway maintenance. Previous funding and programming challenges prior to securing the SPLOST led to the County falling behind on pavement

maintenance. The County was approximately \$175 million behind on pavement resurfacing as of the end of the most recent 2014 CTP.

Asset Management Inventory

While DeKalb County has focused on addressing pressing repair needs, it is important that County resources be allocated towards developing a system/process for developing a robust asset management inventory. The FHWA states that when maintaining agencies implement adequate pavement preservation measures, they minimize roadway pavement deterioration, extend service life, and improve functionality in a cost-effective manner. To develop a prioritized work program for repairs and minimize deferred maintenance, the County should first focus on developing an inventory. Having a detailed inventory providing a quantitative and qualitative assessment of County assets will facilitate project programming and identifying priorities for maintenance efforts.

The County will need to determine a cadence for the data collection of pavement condition inspections. For example, some agencies inspect half of the roadway network per year so that the entire network is evaluated in two-year cycles. After completing more than once cycle of pavement inspections, the County will then be able to compare the data for locations historically to forecast future pavement conditions (i.e., remaining service life). Maintaining agencies nationwide use pavement condition data to create long-term strategies and program projects.

ITS/Traffic Signals

DeKalb County operates and maintains 47% of traffic signals across both unincorporated DeKalb County roadways, and in the cities of Avondale Estates, Clarkston, Decatur, Doraville, Pine Lake, Lithonia, Stonecrest and Stone Mountain. Over 100 miles of fiber are used to connect DeKalb County traffic signals to GDOT-coordinated relays. DeKalb County's annual expenditure for the operations and maintenance of ITS and traffic signals is approximately \$0.75 million to \$1 million.

Maintenance of ITS for the County can be a challenge due to budget/funding constraints and lack of specialized training for staff. Conducting detailed inventory of ITS equipment and systems will facilitate programmatic end-of-life replacement.

A successful countywide ITS will require regular coordination between the County and adjacent partner agencies to ensure that there is continuity across jurisdictional lines for roadway corridors equipped with devices and systems.

A challenge with ITS equipment maintenance is that many devices are not eligible for SPLOST funding because their expected end-of-life is often less than 20 years.

Public Input Data

DeKalb County currently gathers complaints from the public for maintenance requests via phone call, email, and an online Roads & Drainage - Request for Assistance form. There are limitations with gathering maintenance requests from multiple sources as this results in significant data processing and digitizing by County staff. It is recommended that DeKalb County evaluate partnering with a web-based public service software platform like SeeClickFix which is used by several counties in the region.

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.

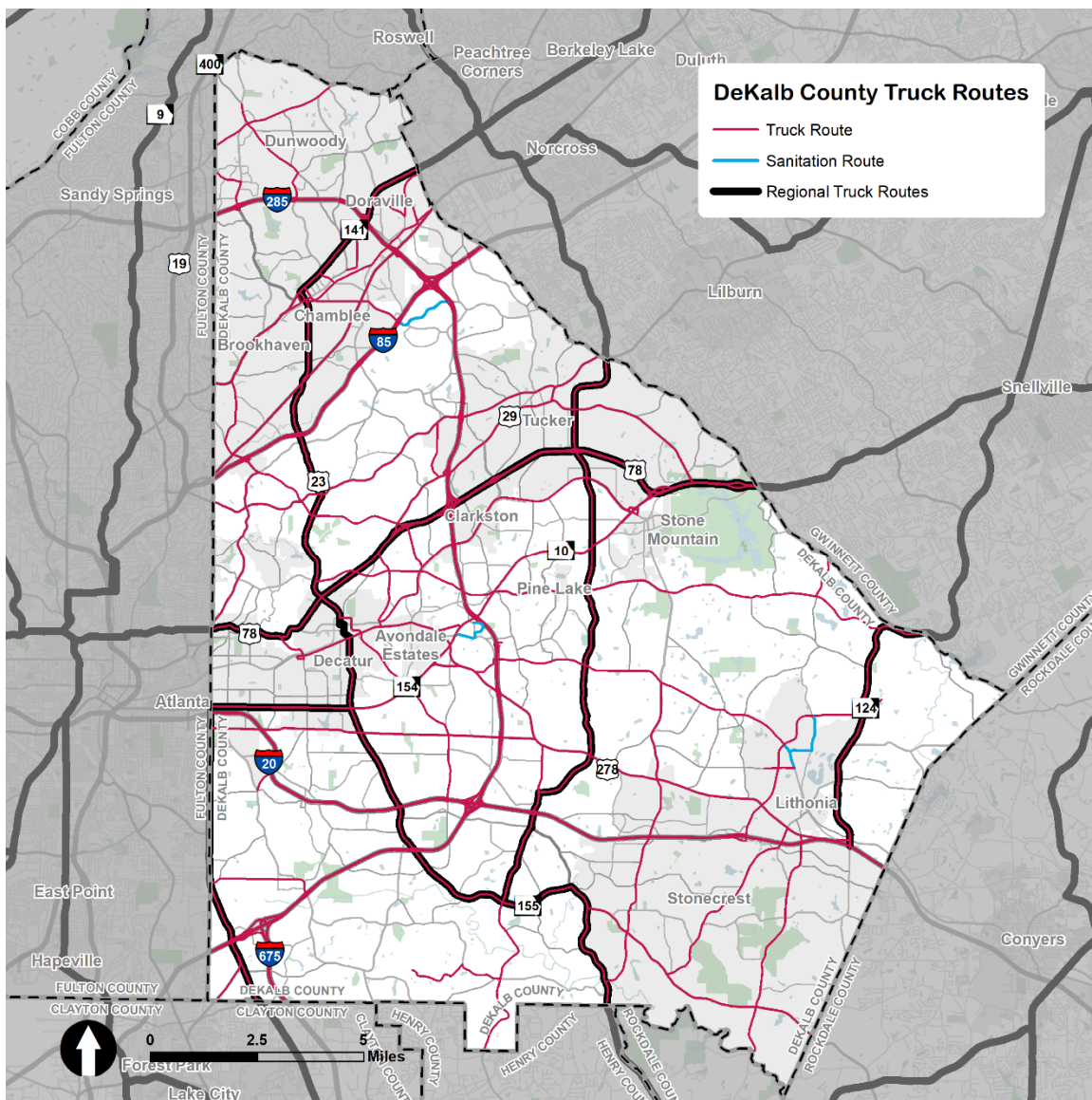


Figure 95. Truck Routes

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.

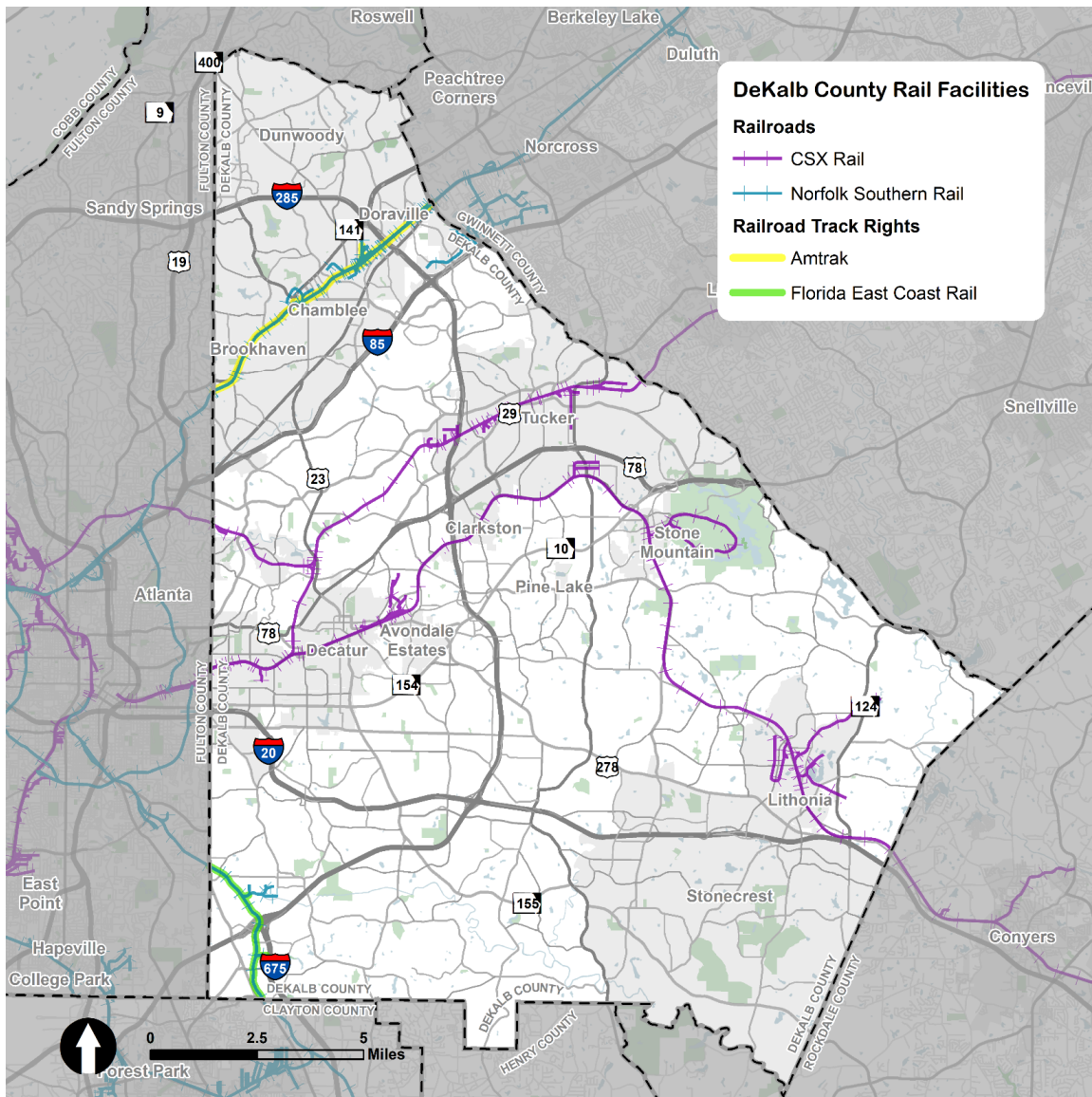


Figure 96. Rail Facilities

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.

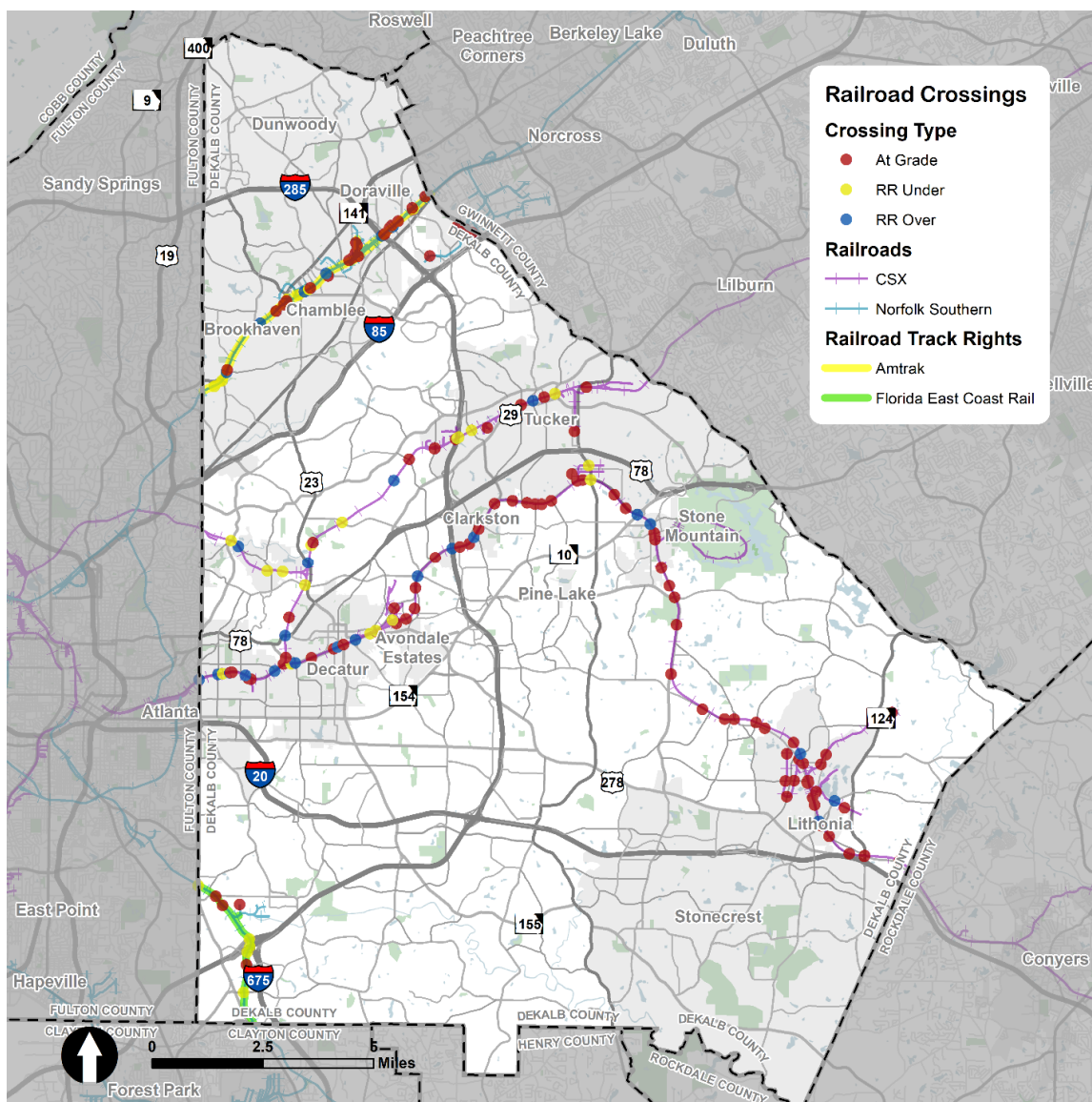


Figure 97. Railroad Crossings

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

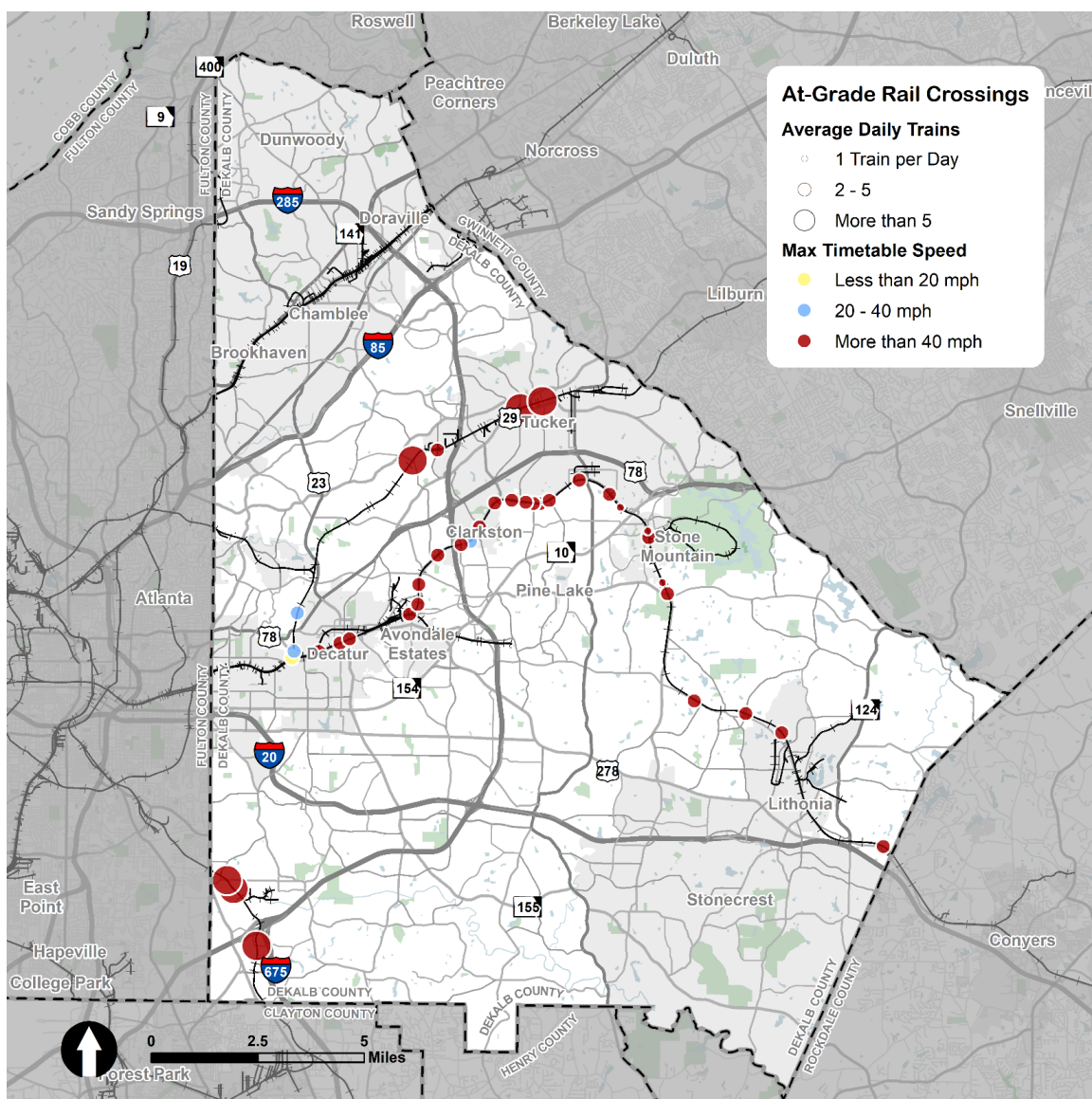


Figure 98. At-Grade Rail Crossings and Train Speed

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.

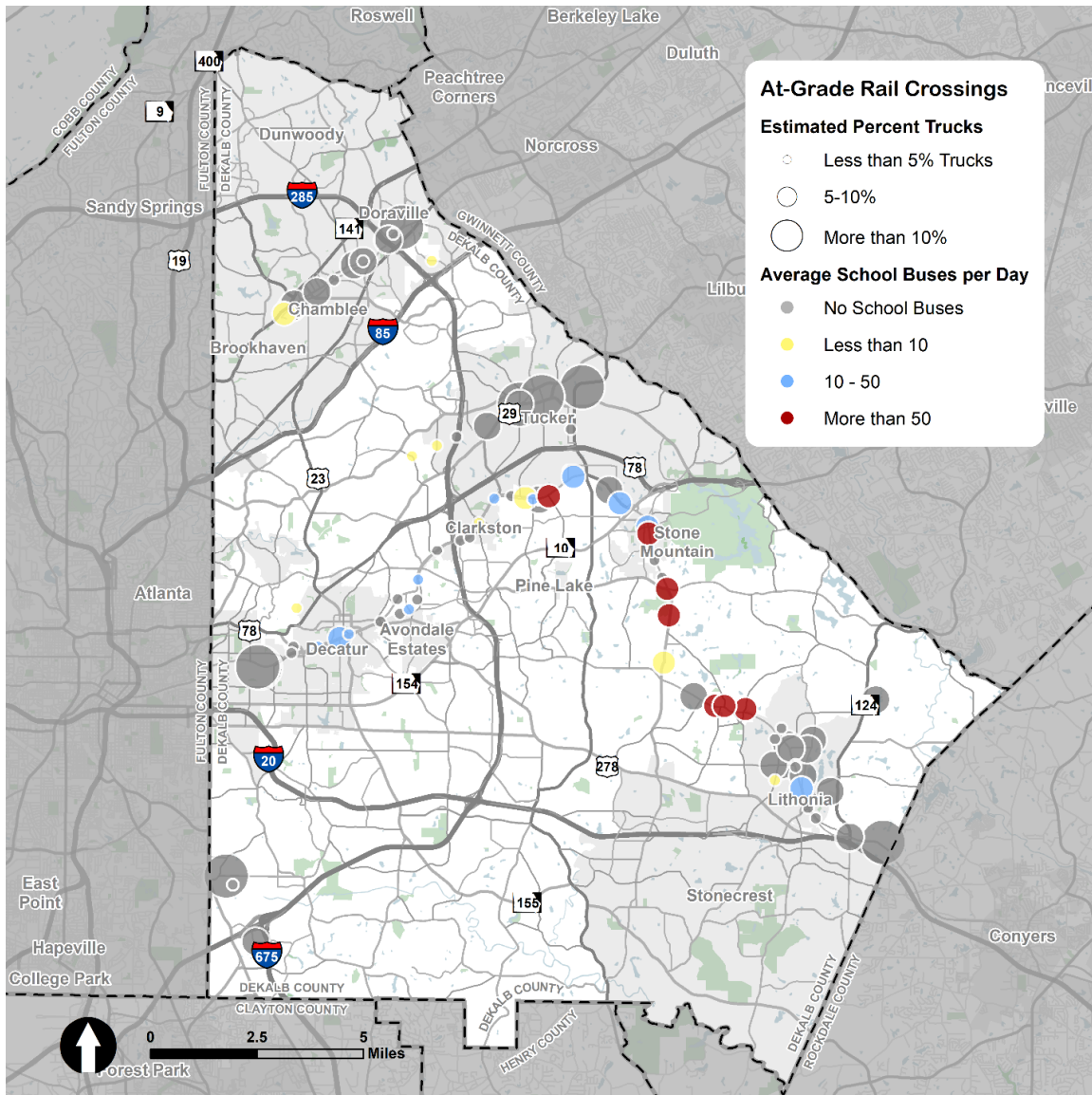


Figure 99. At-Grade Rail Crossings and School Bus Routes

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.

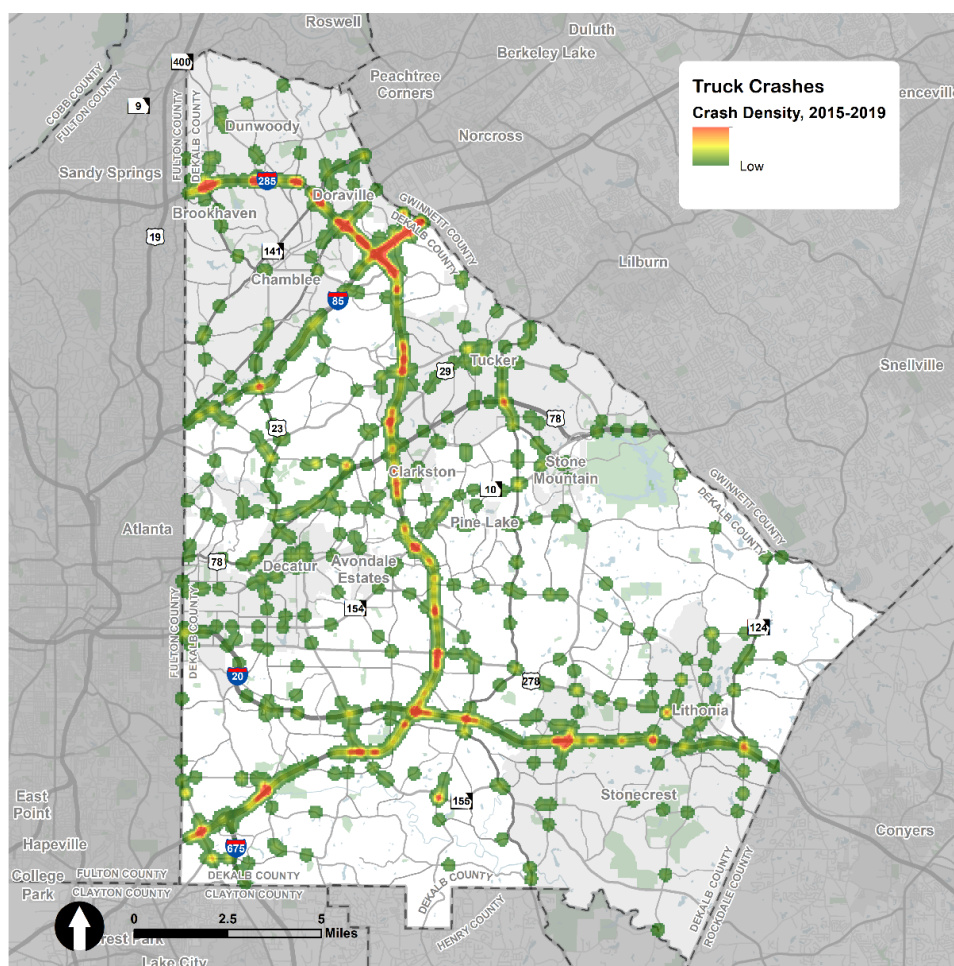


Figure 100. Truck Crashes

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.

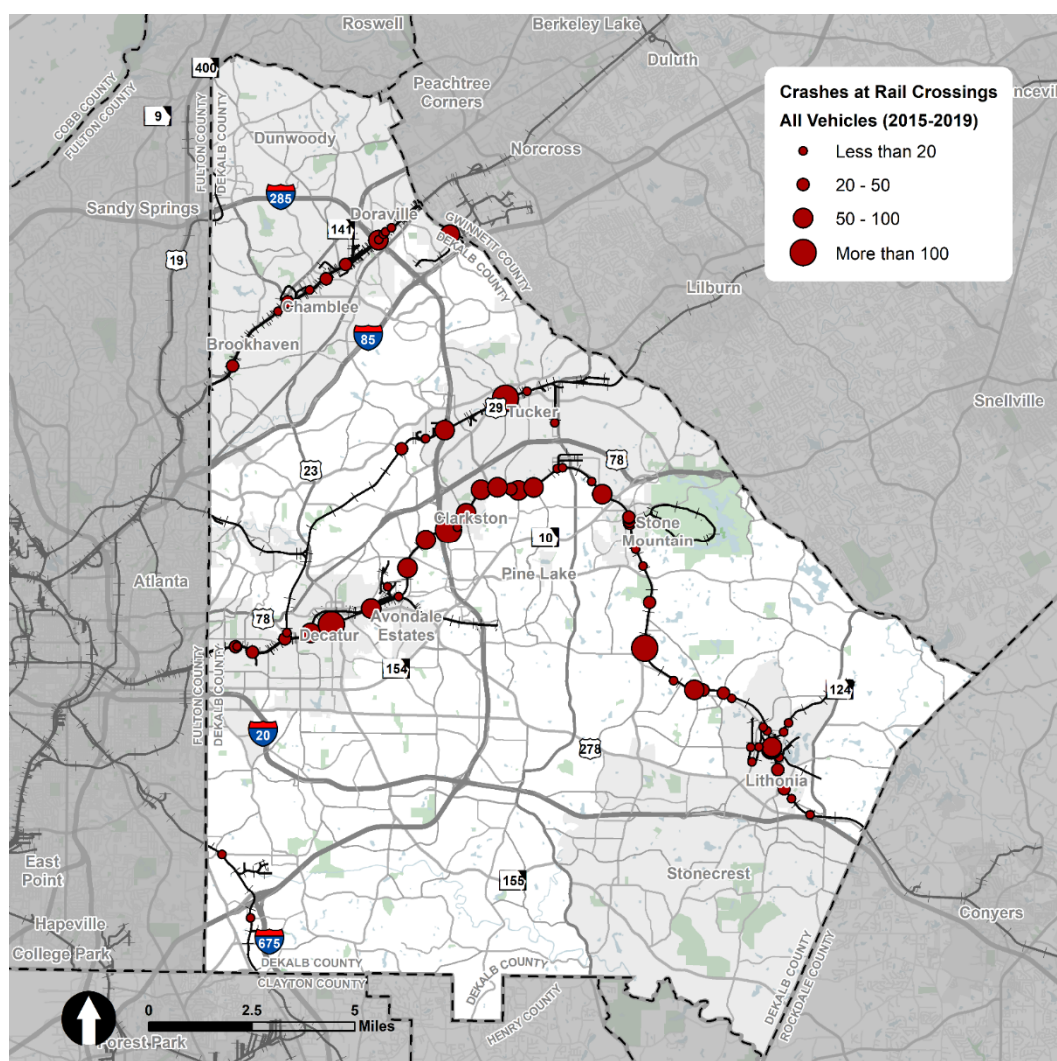


Figure 101. Rail Crossing Crashes

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 FREIGHT CORRIDORS

Corridor progression is important for freight mobility as it takes longer for truck vehicles to decelerate and accelerate. The RITIS HERE Bottleneck Ranking data (October 2019) is mapped at intersections along the truck routes network to identify areas where congestion may be affecting freight mobility. **Figure 102** shows that approximately 250 intersections experience one or more bottlenecks. Peachtree Boulevard (from Johnson Ferry Road to N Peachtree Road), Lavista Road (from Brockett Road to Old Norcross Road), and Wesley Chapel Road (from Rainbow Road to Hairston Road) are segments of truck routes in the County that have several consecutive intersections experiencing bottlenecks and should be evaluated for potential roadway geometry and operational improvements.

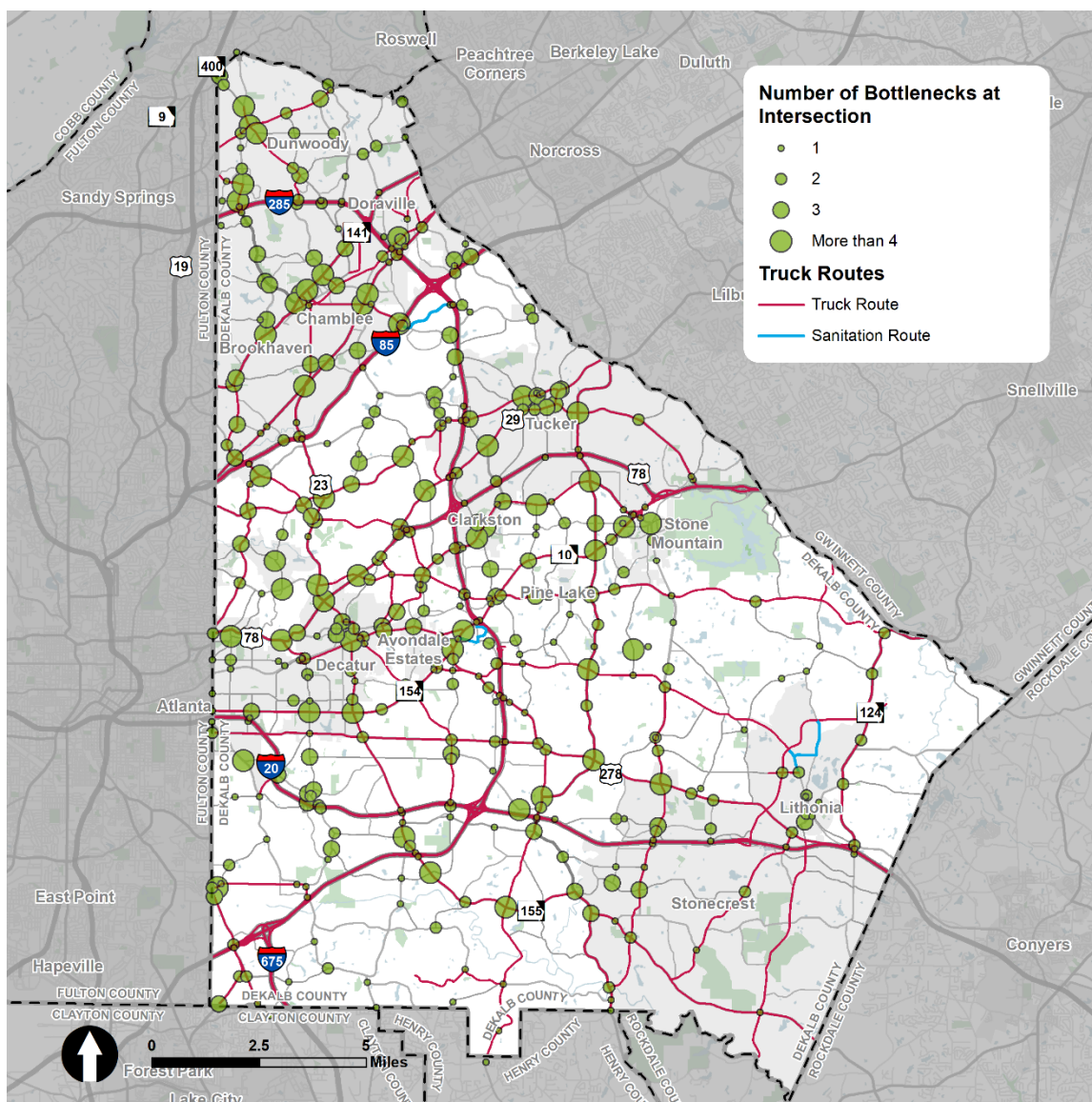


Figure 102: Bottlenecks at Intersections Along Truck Routes

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.

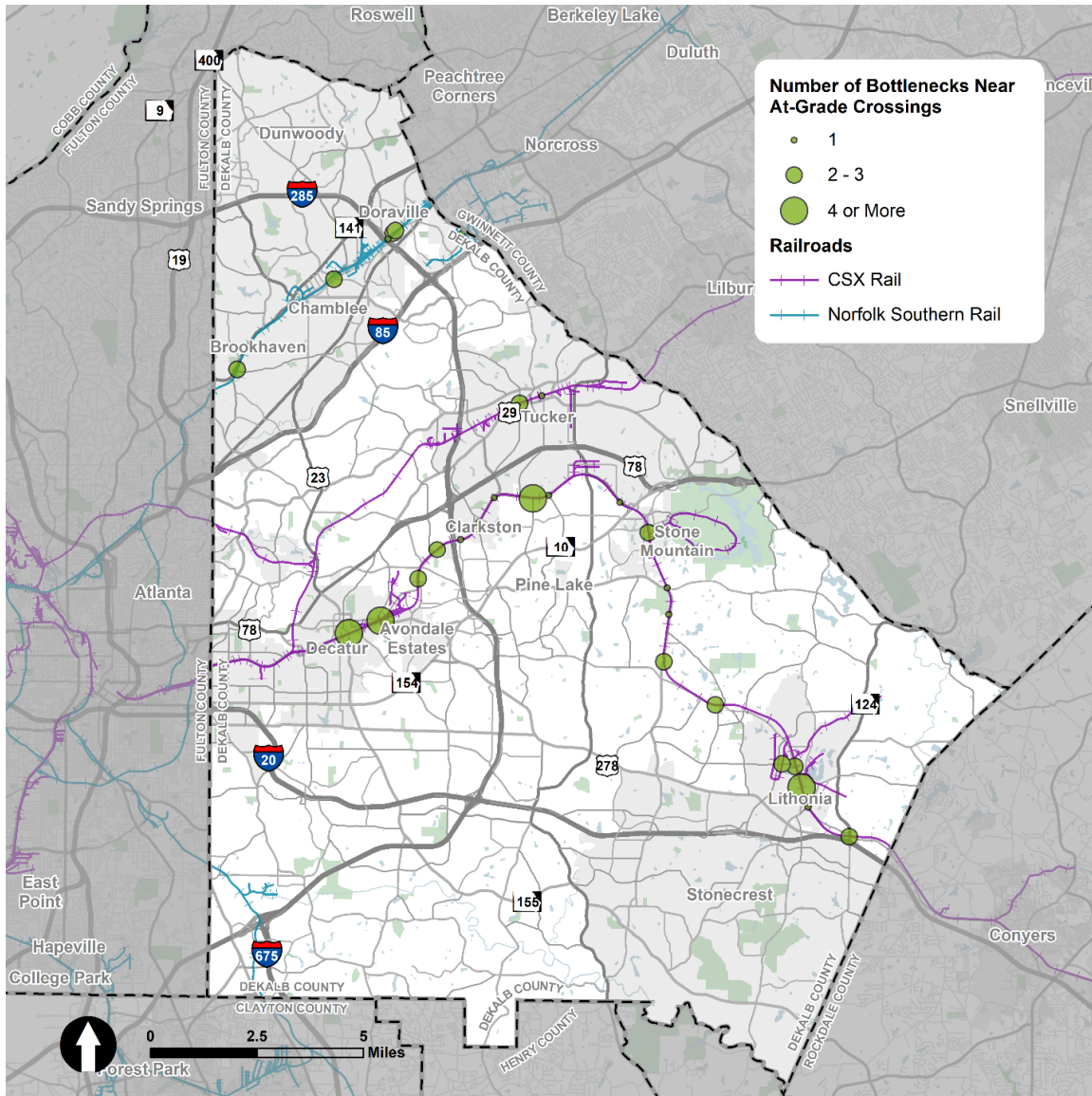


Figure 103. Bottlenecks Near At-Grade Crossings

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**).

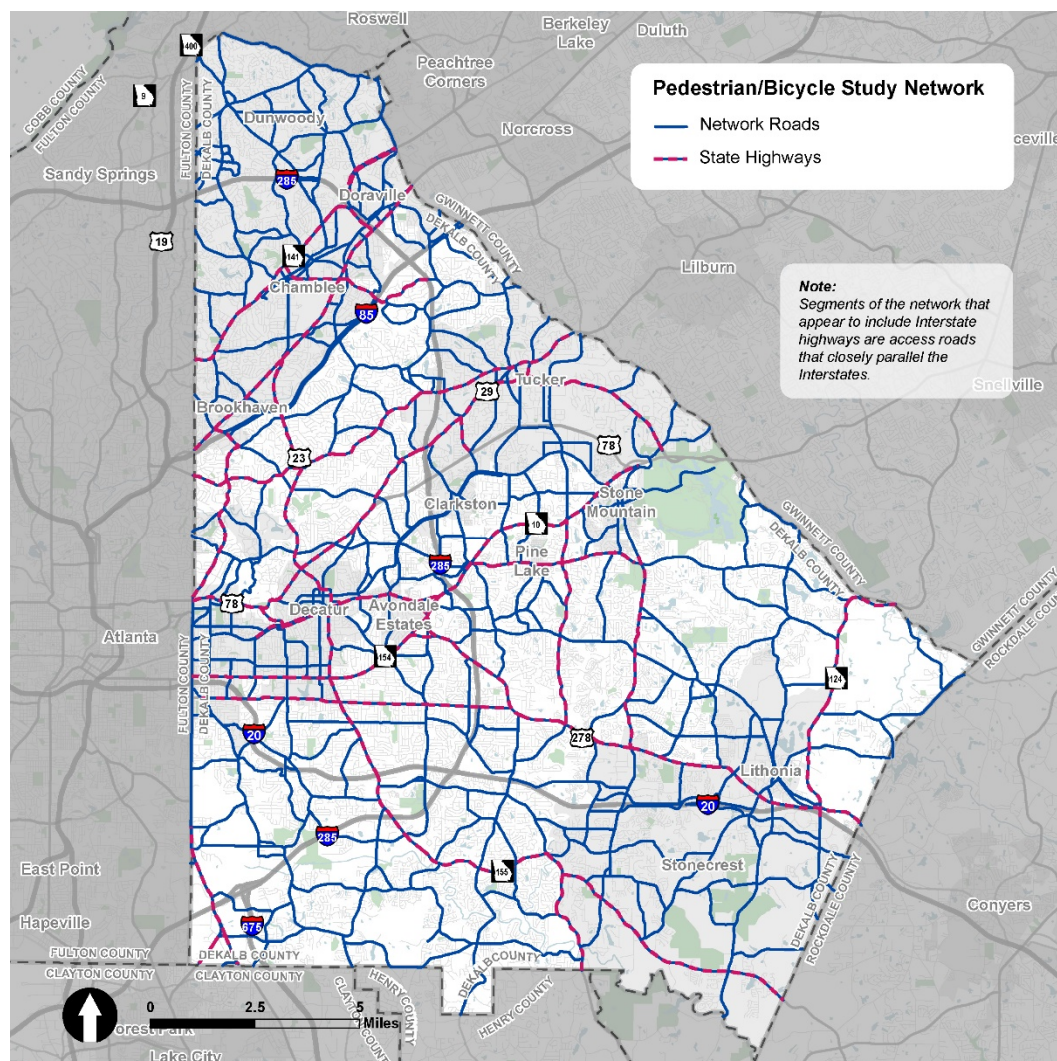


Figure 104. Pedestrian/Bicycle Study Network

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.

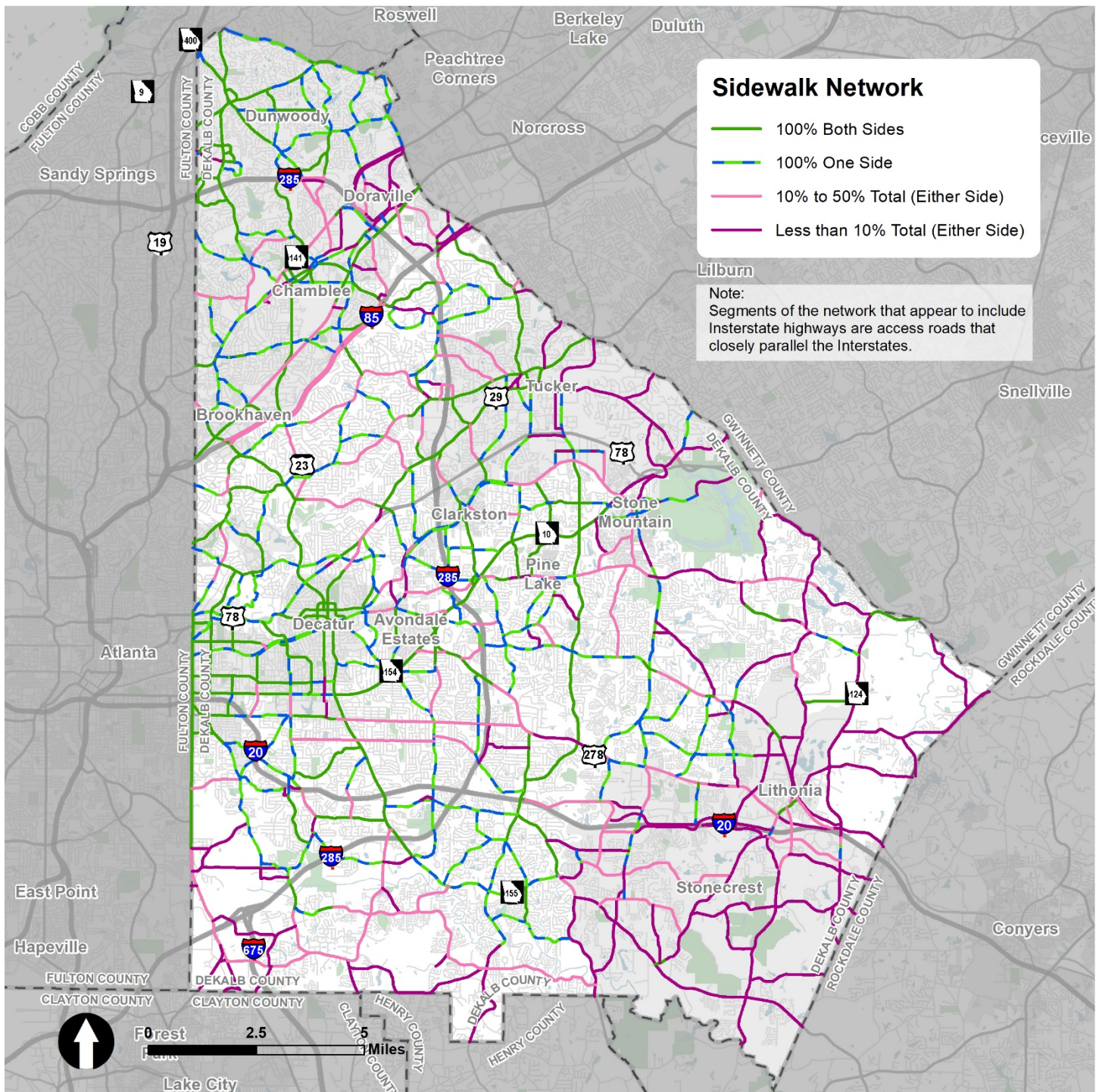


Figure 105. Sidewalk Network

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**.

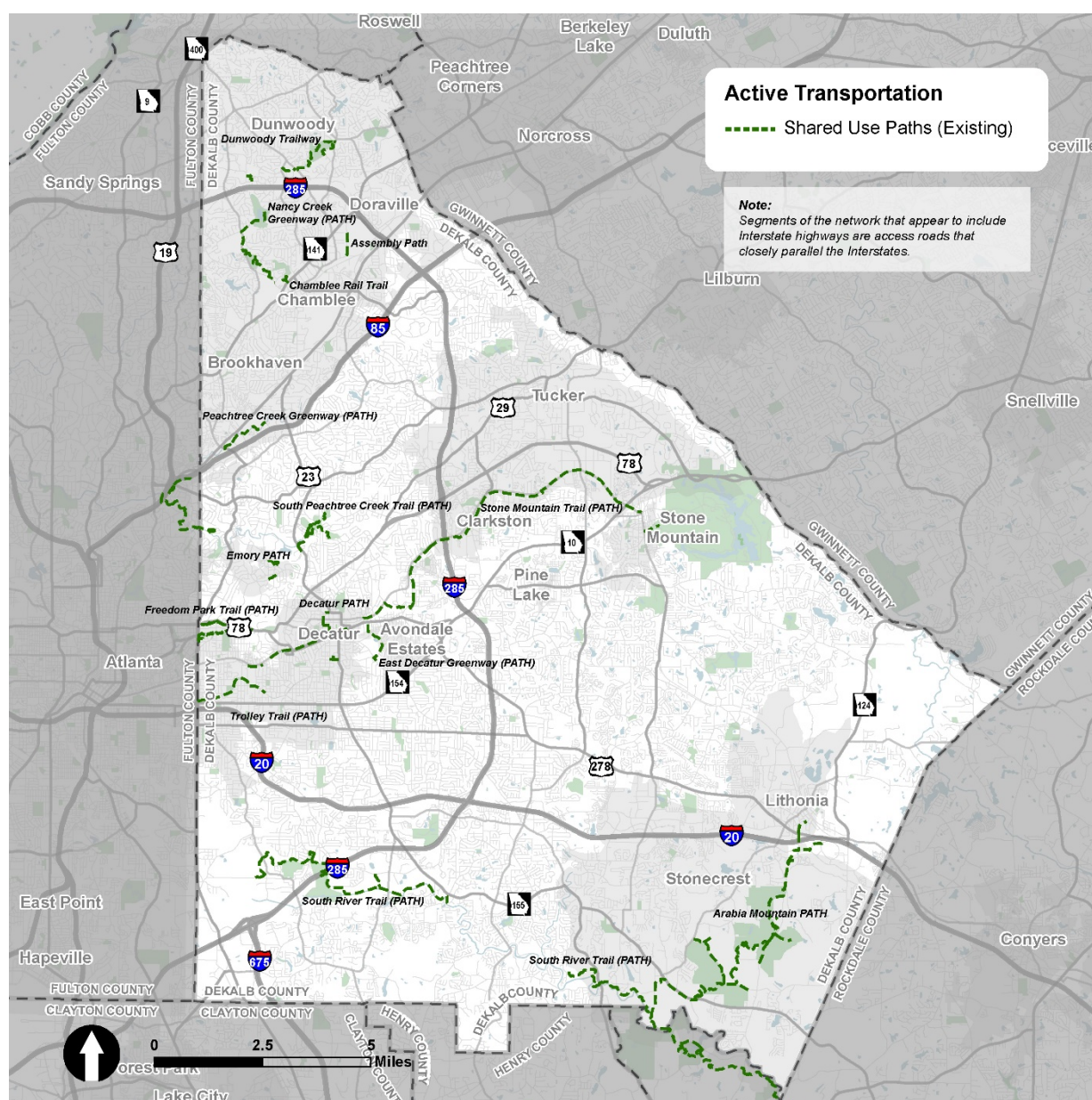


Figure 106. Existing Shared Use Paths

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.

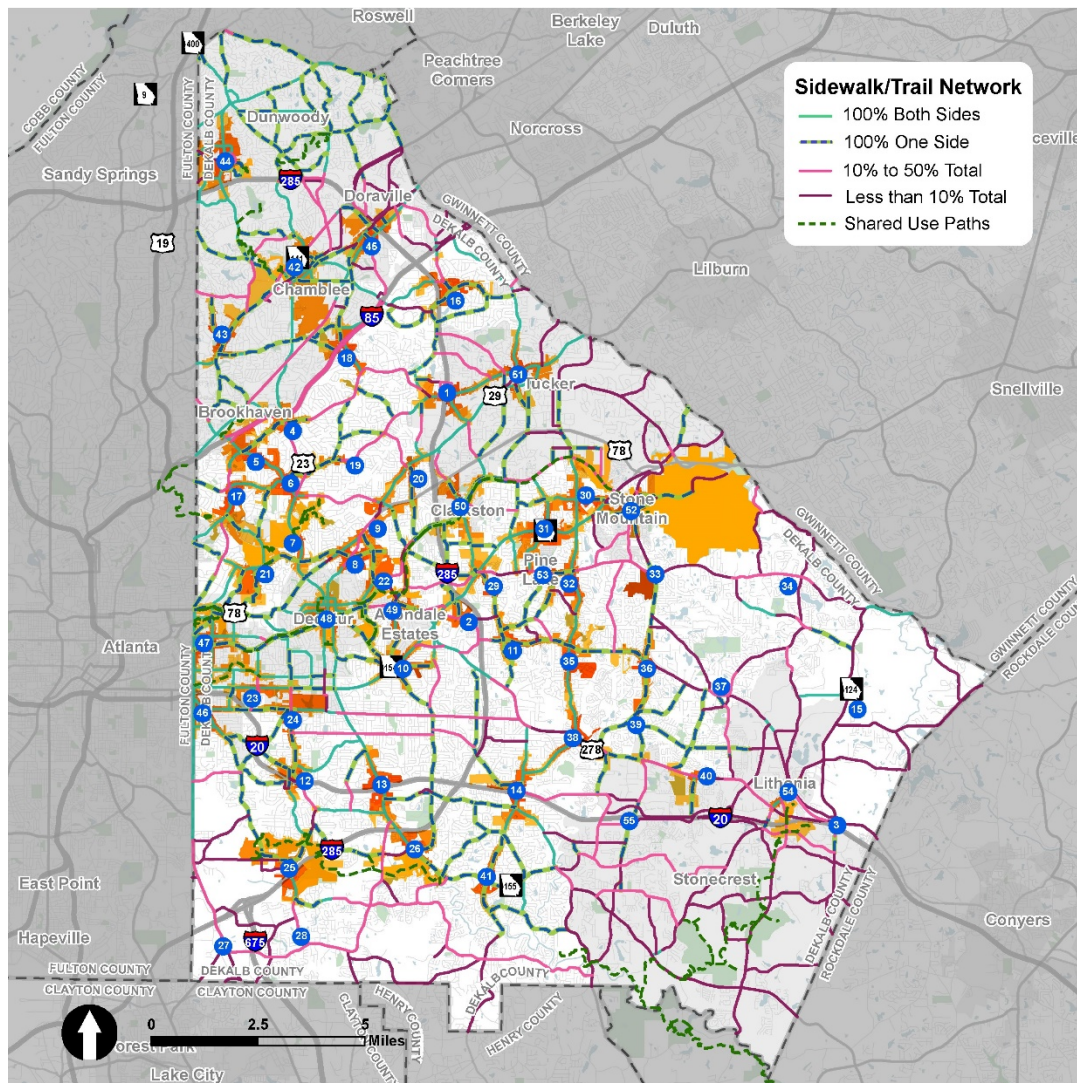
PEDESTRIAN ACCESS TO ACTIVITY CENTERS

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.

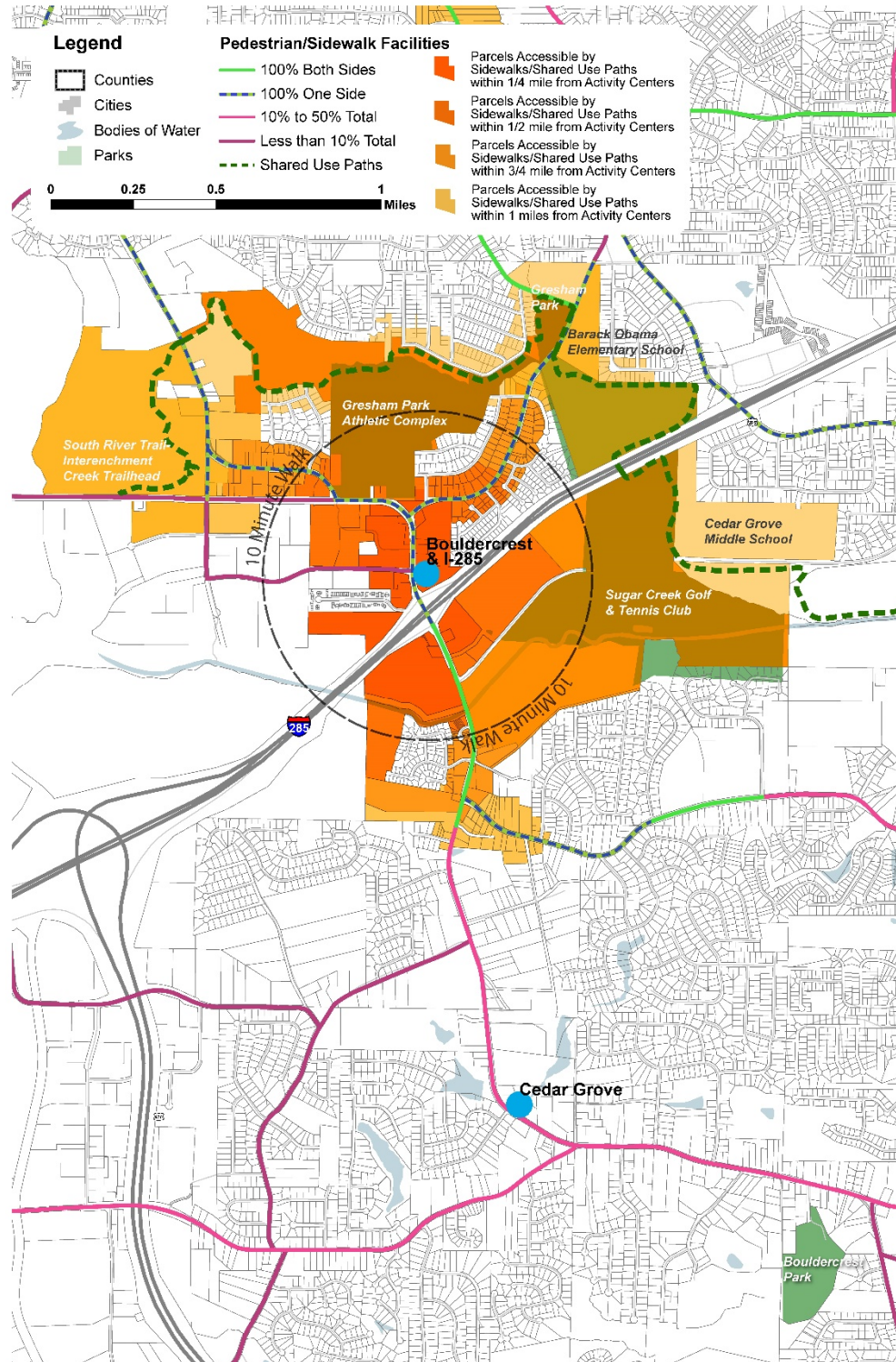


Figure 108. Bouldercrest at I-285 Pedestrian Access

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.

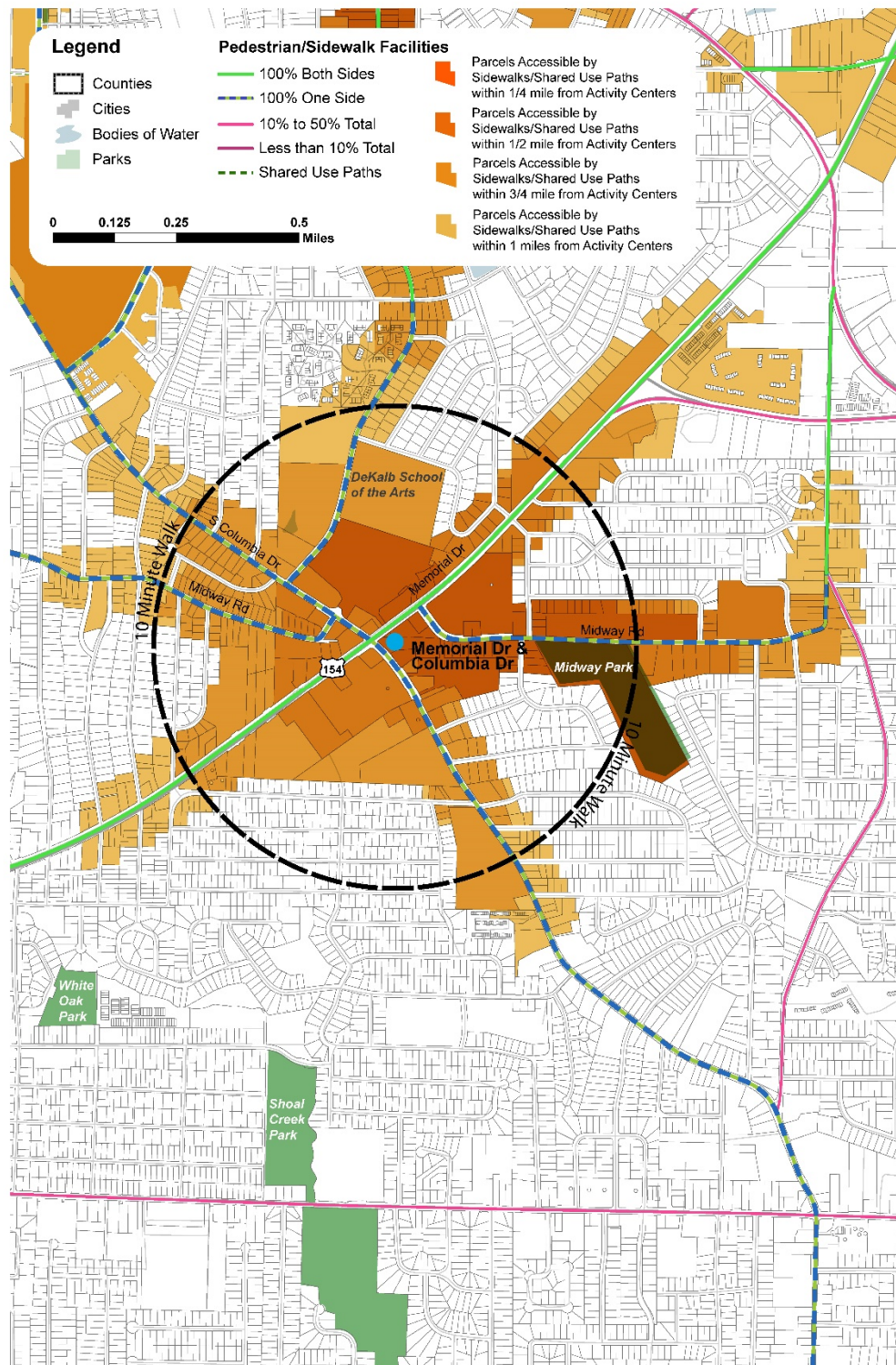


Figure 109. Memorial Dr at Columbia Dr Pedestrian Access

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.

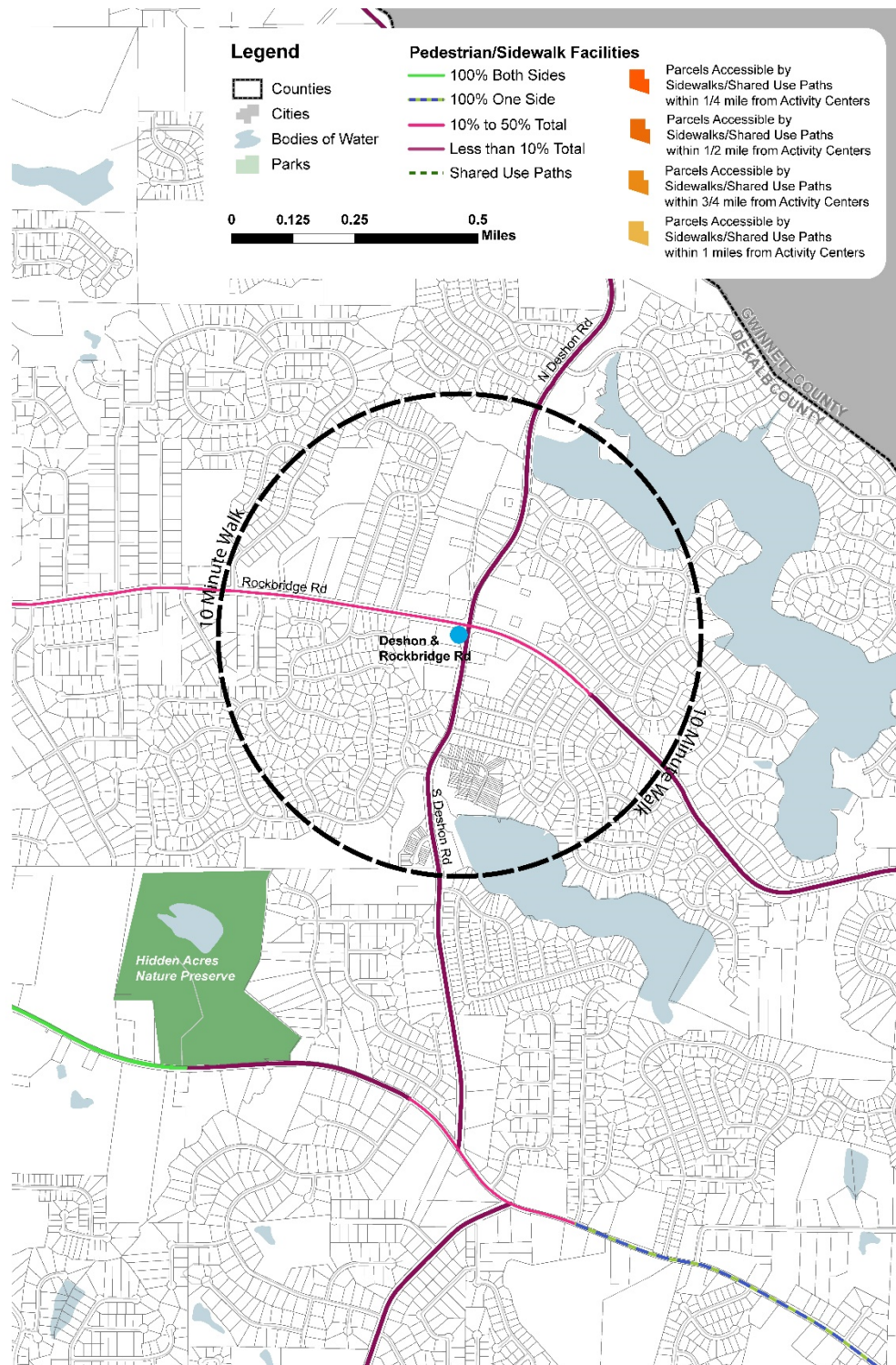


Figure 110. Deshon Rd at Rockbridge Rd Pedestrian Access

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.

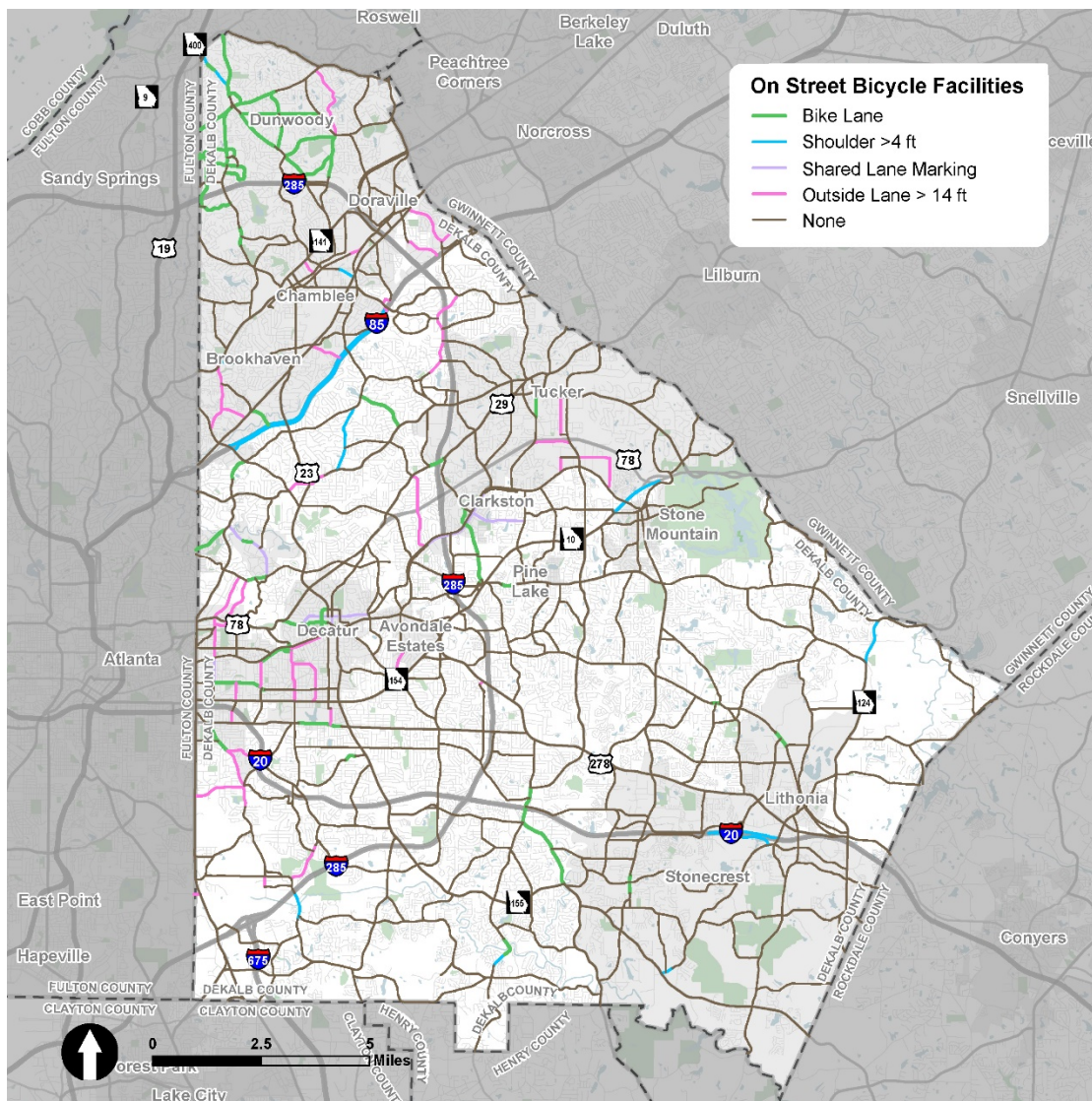


Figure 111. Bike Facility Network

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.

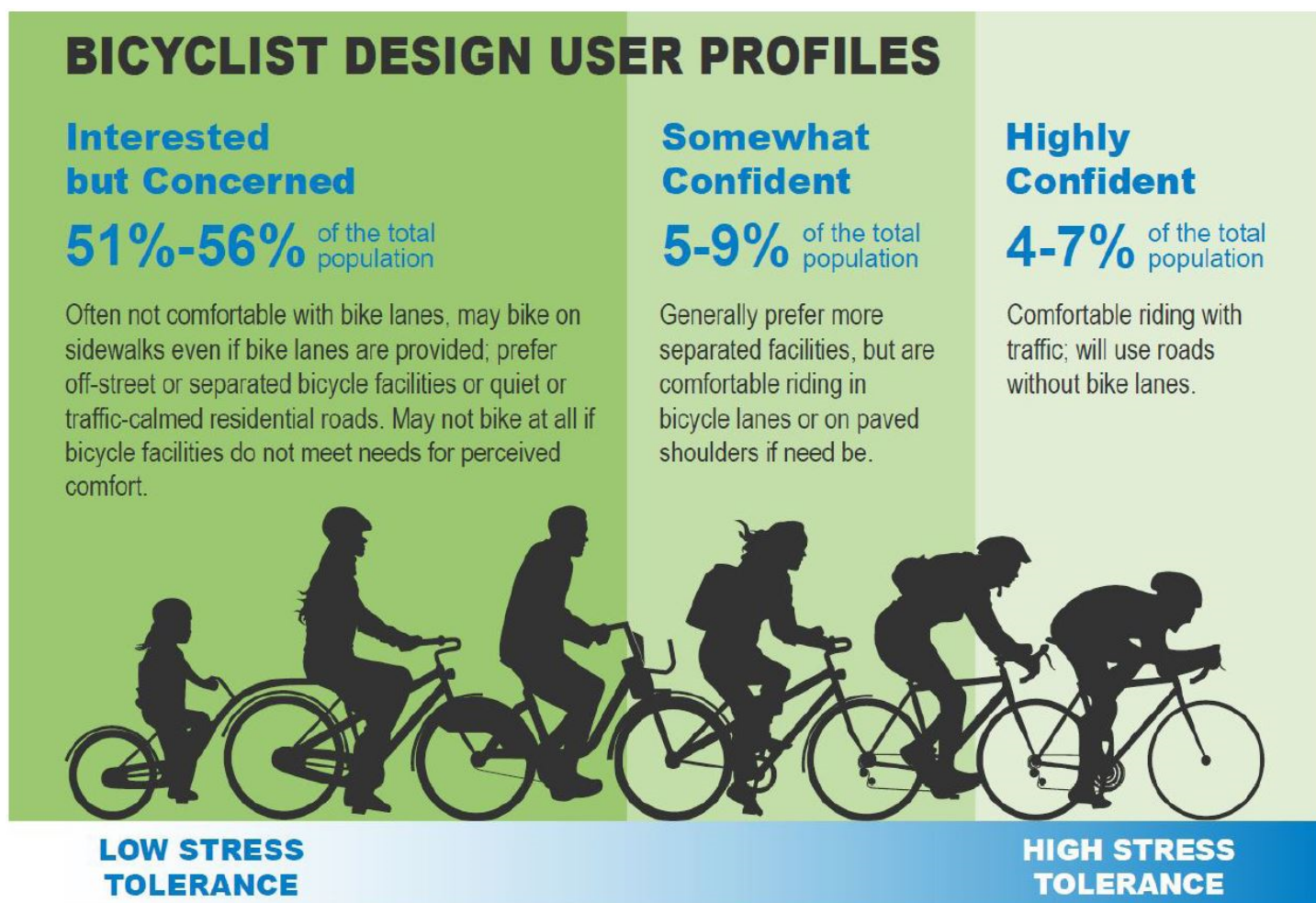


Figure 112. Bicyclist Design User Profiles

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.

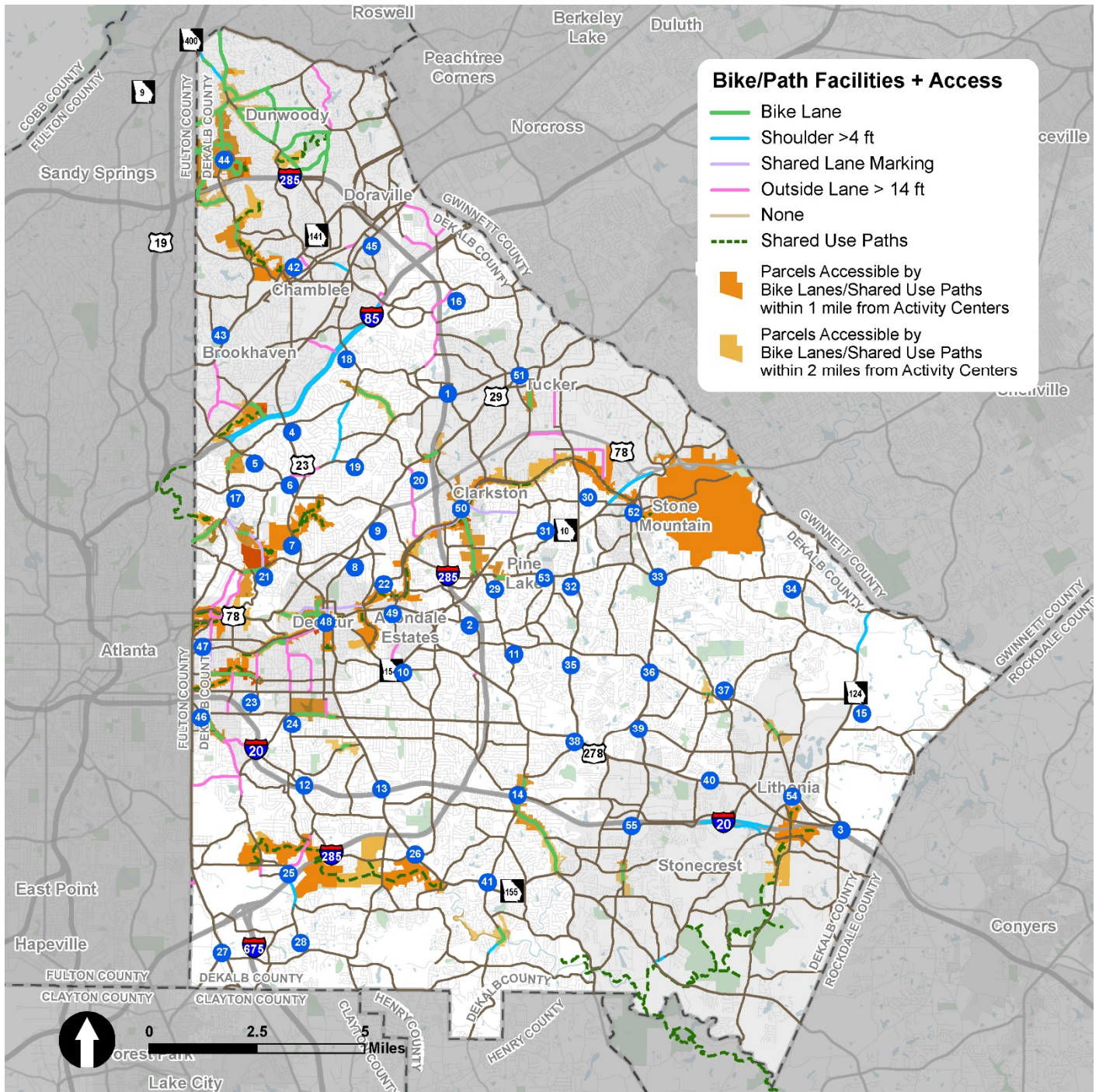


Figure 113. Bicycle Access to Activity Centers

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

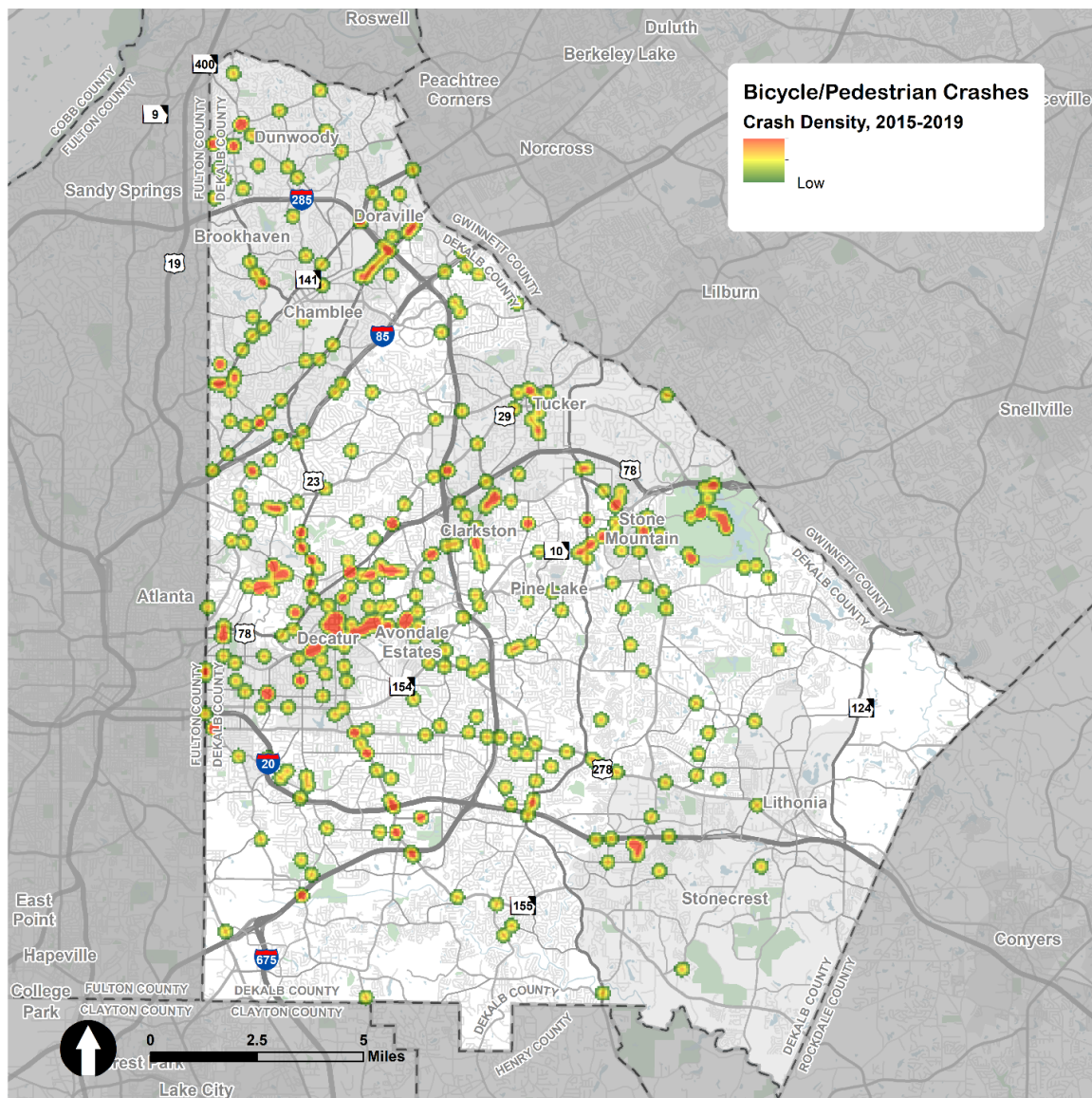


Figure 114. Bicycle and Pedestrian Crash Density

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%.

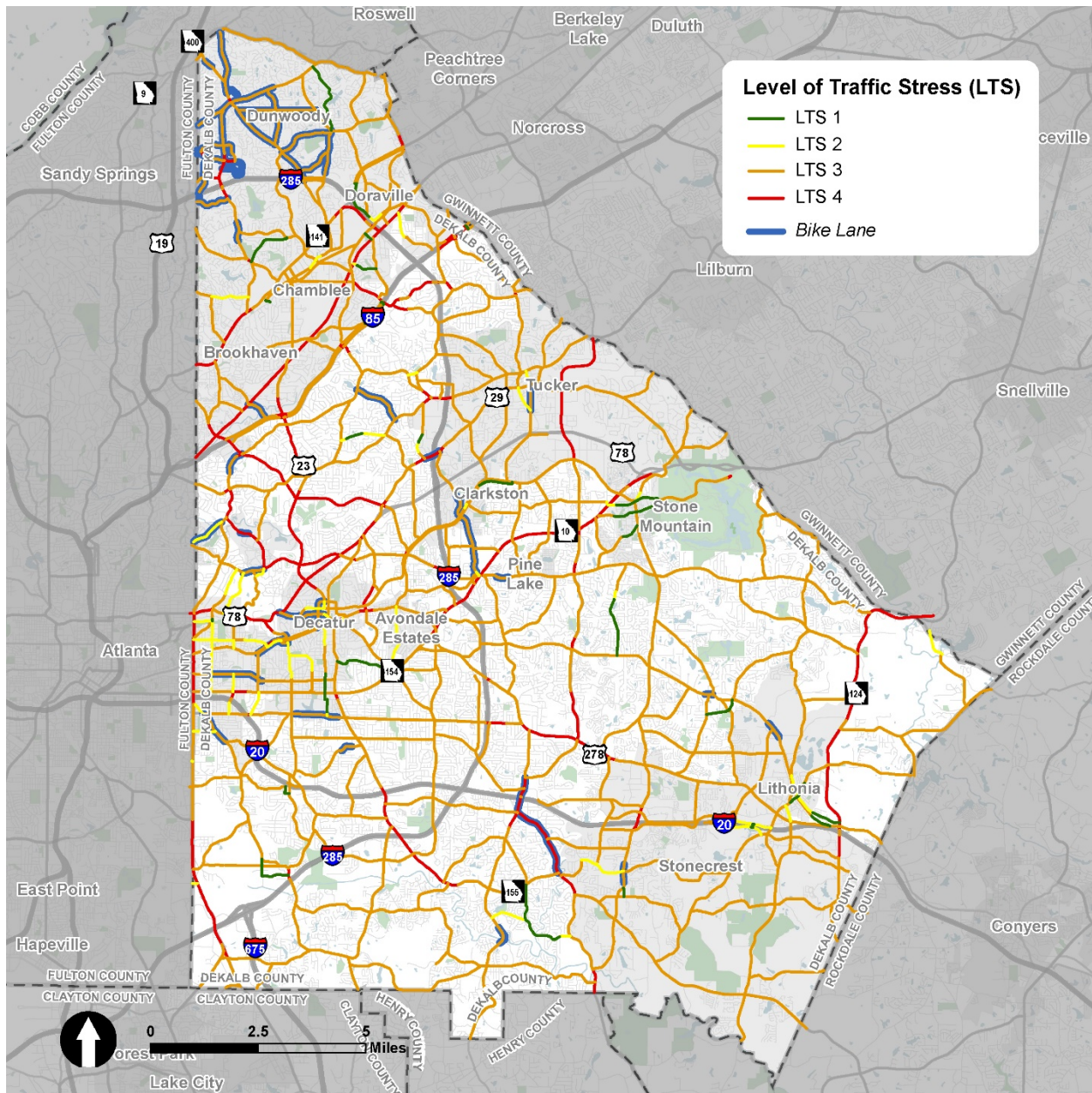


Figure 115. Level of Traffic Stress

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.

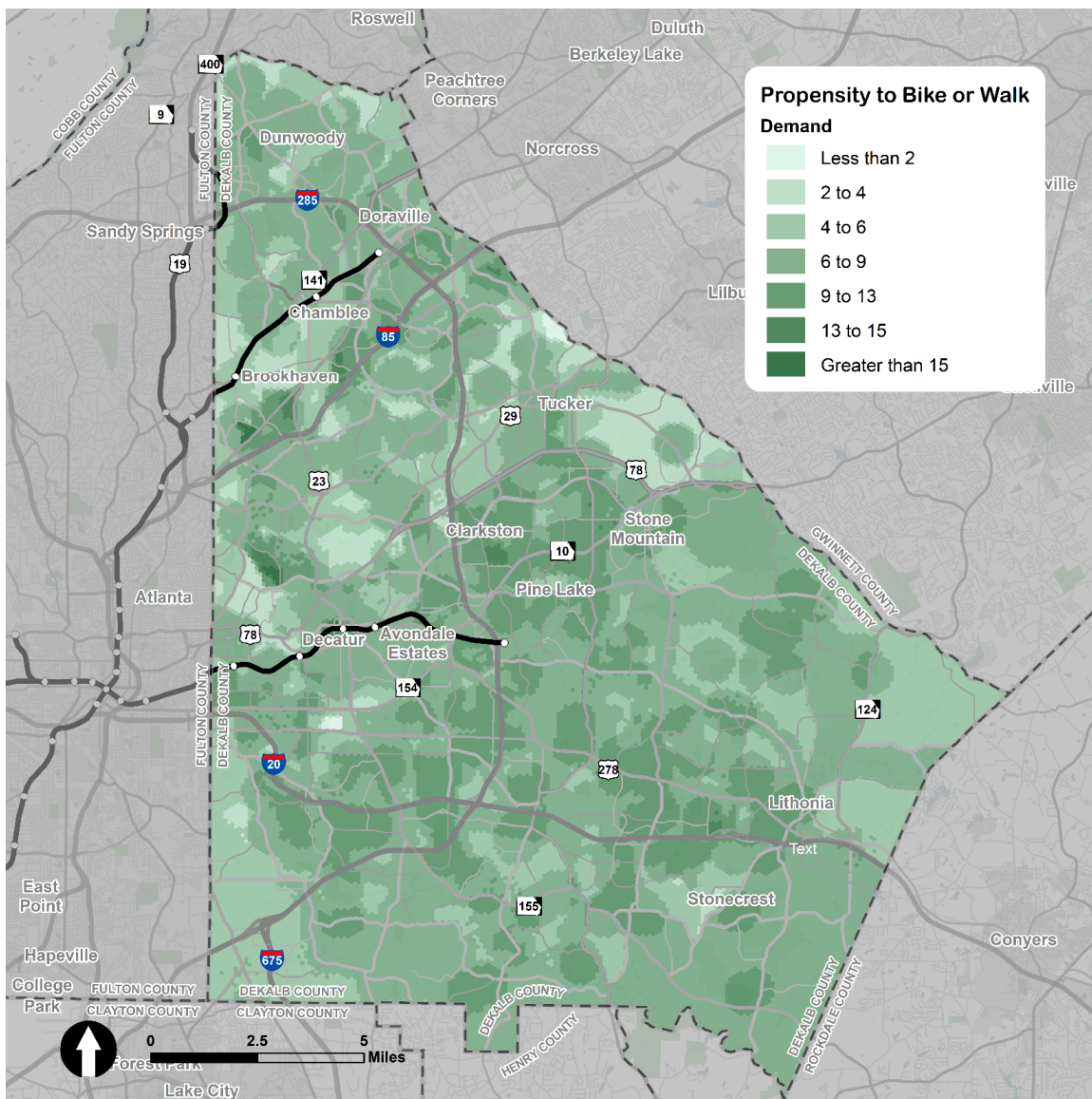


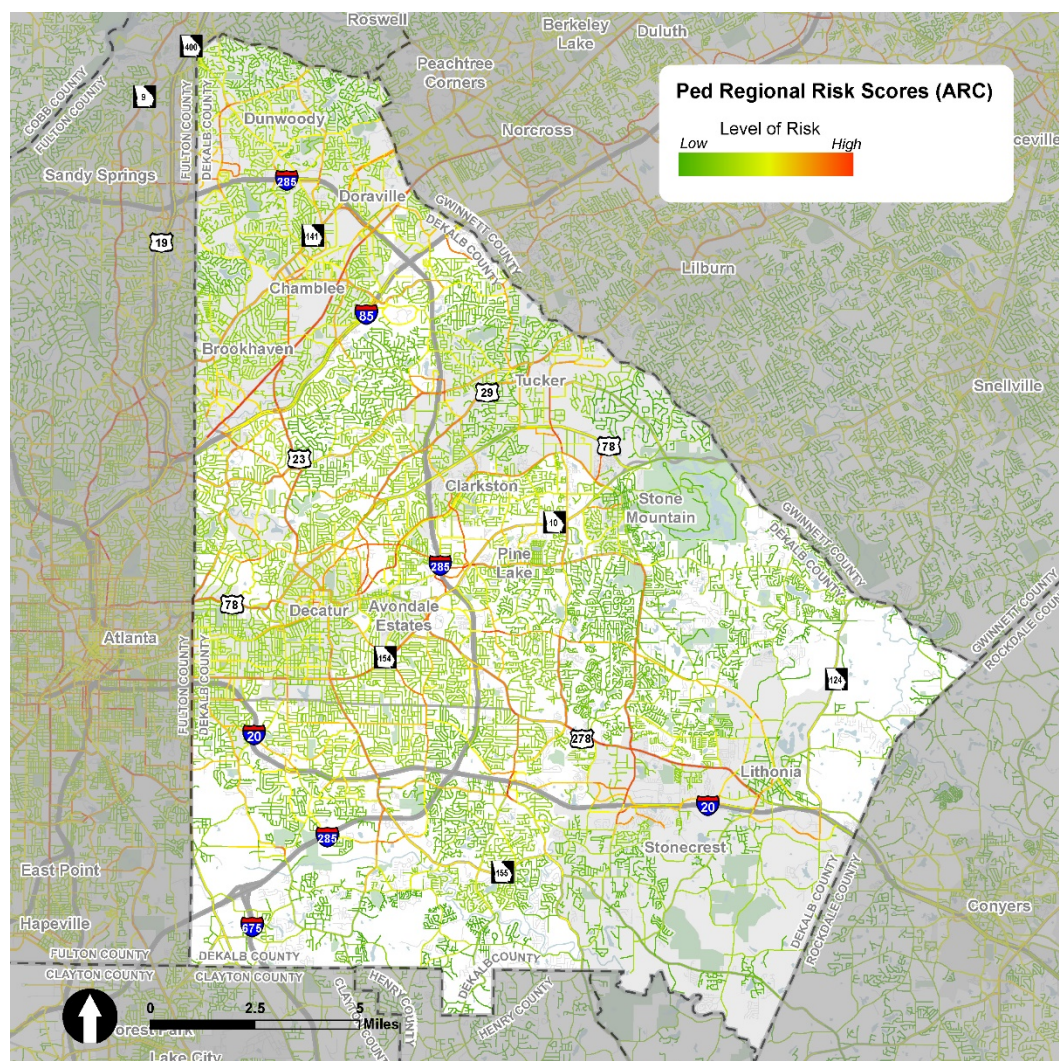
Figure 116. Bicycle and Pedestrian Index

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

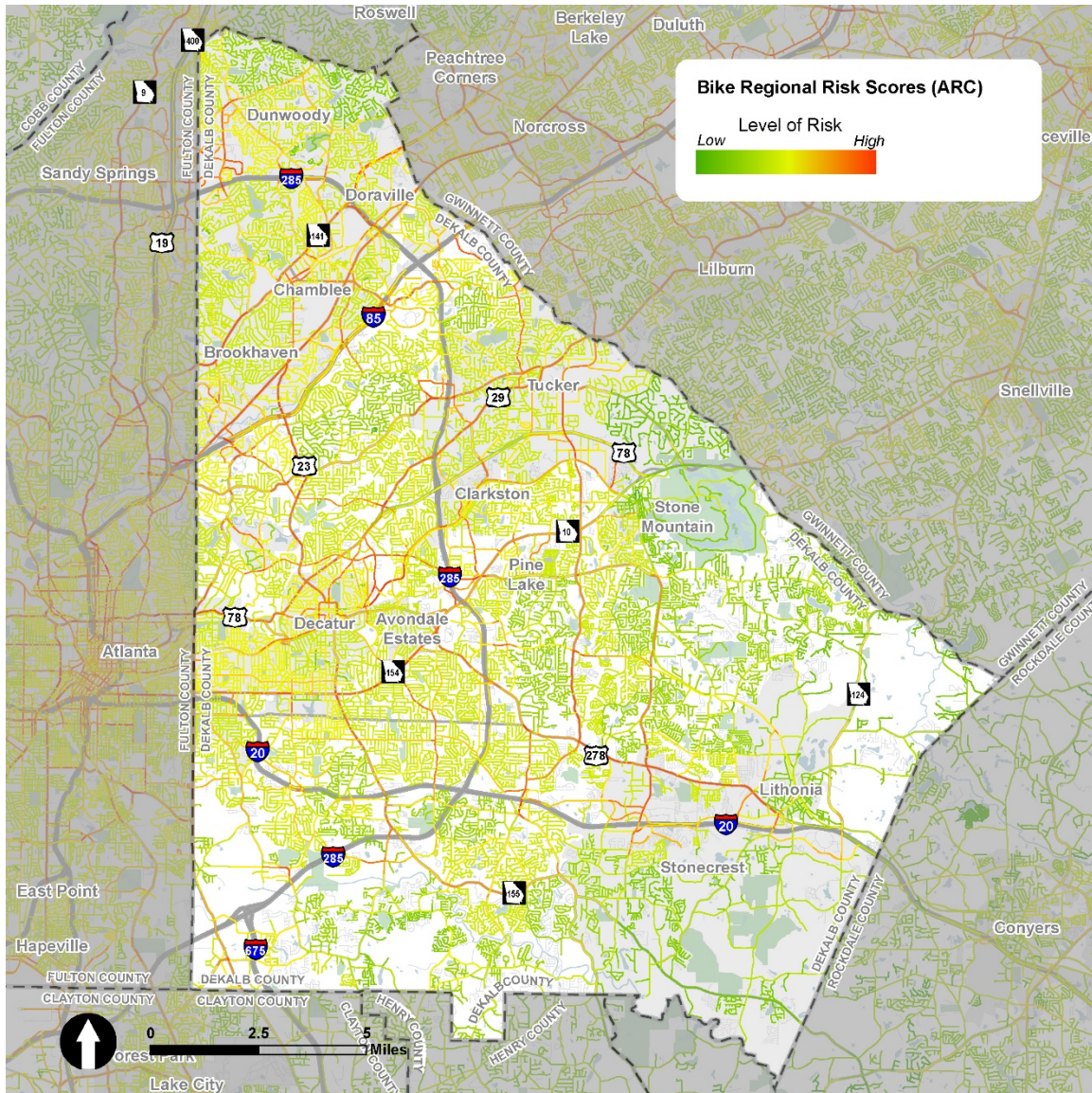


Figure 118. Regional Risk Score-Bicycle

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**.

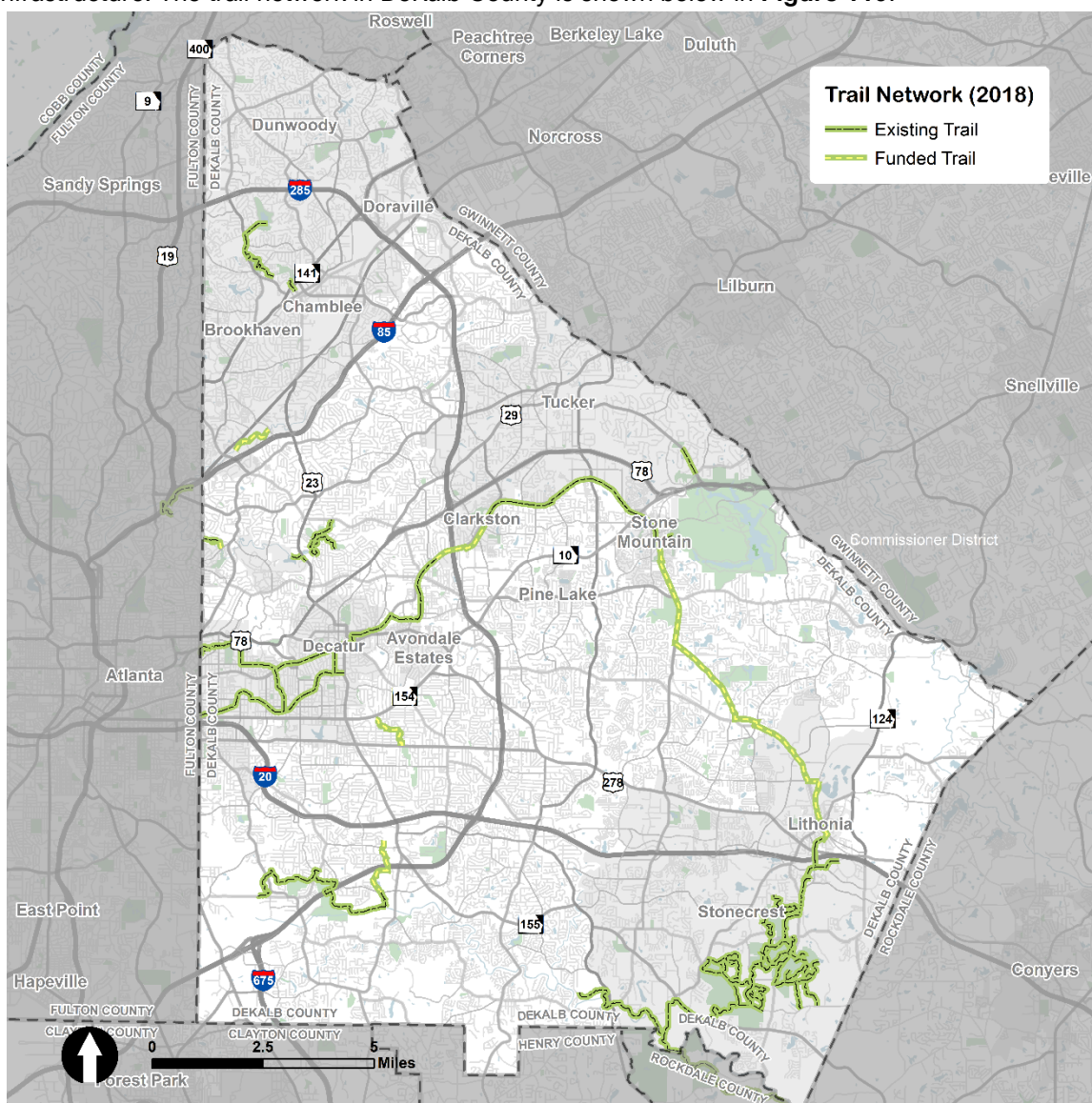


Figure 119. Trail Network

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**.

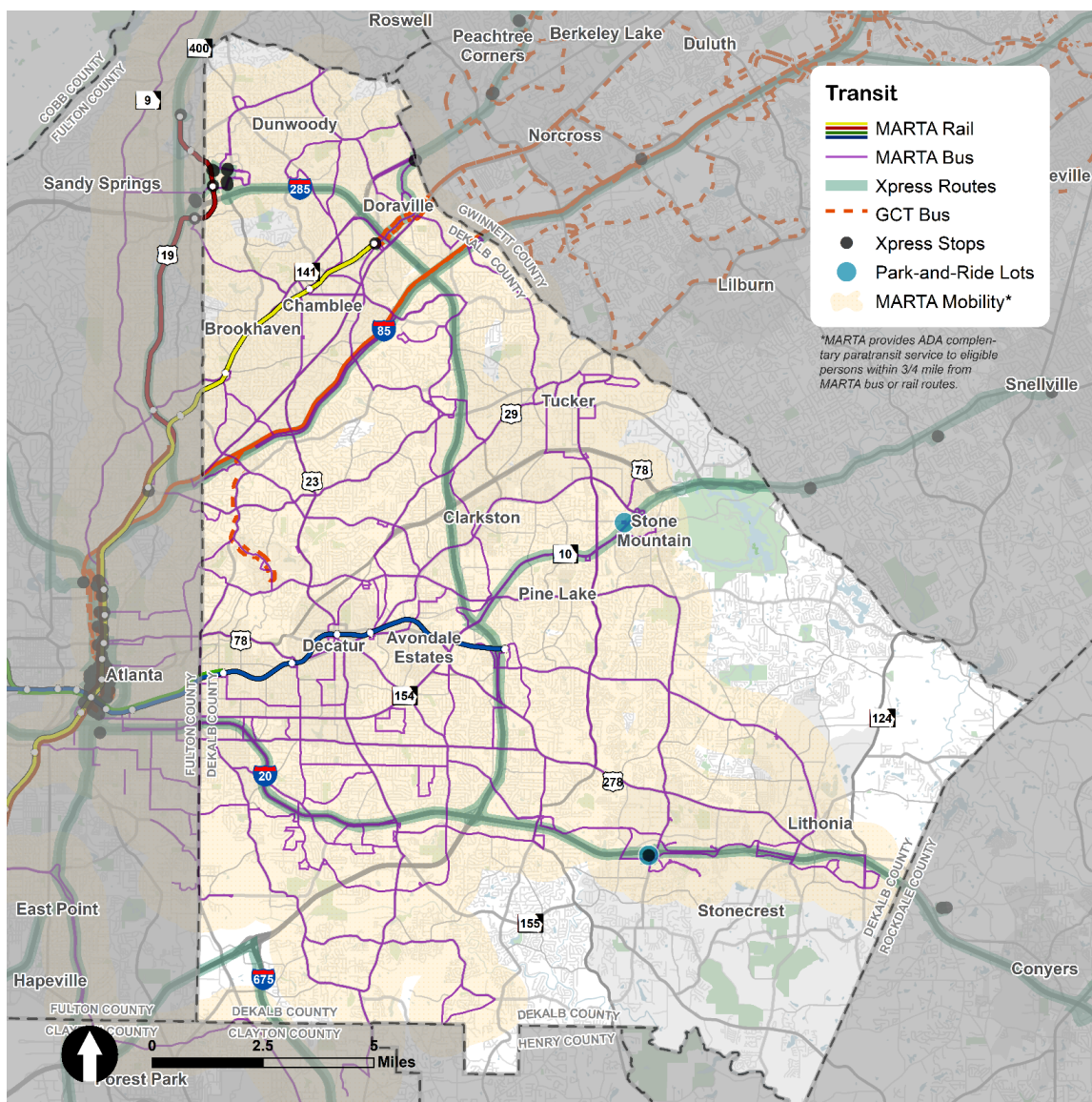


Figure 120. Existing Transit

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

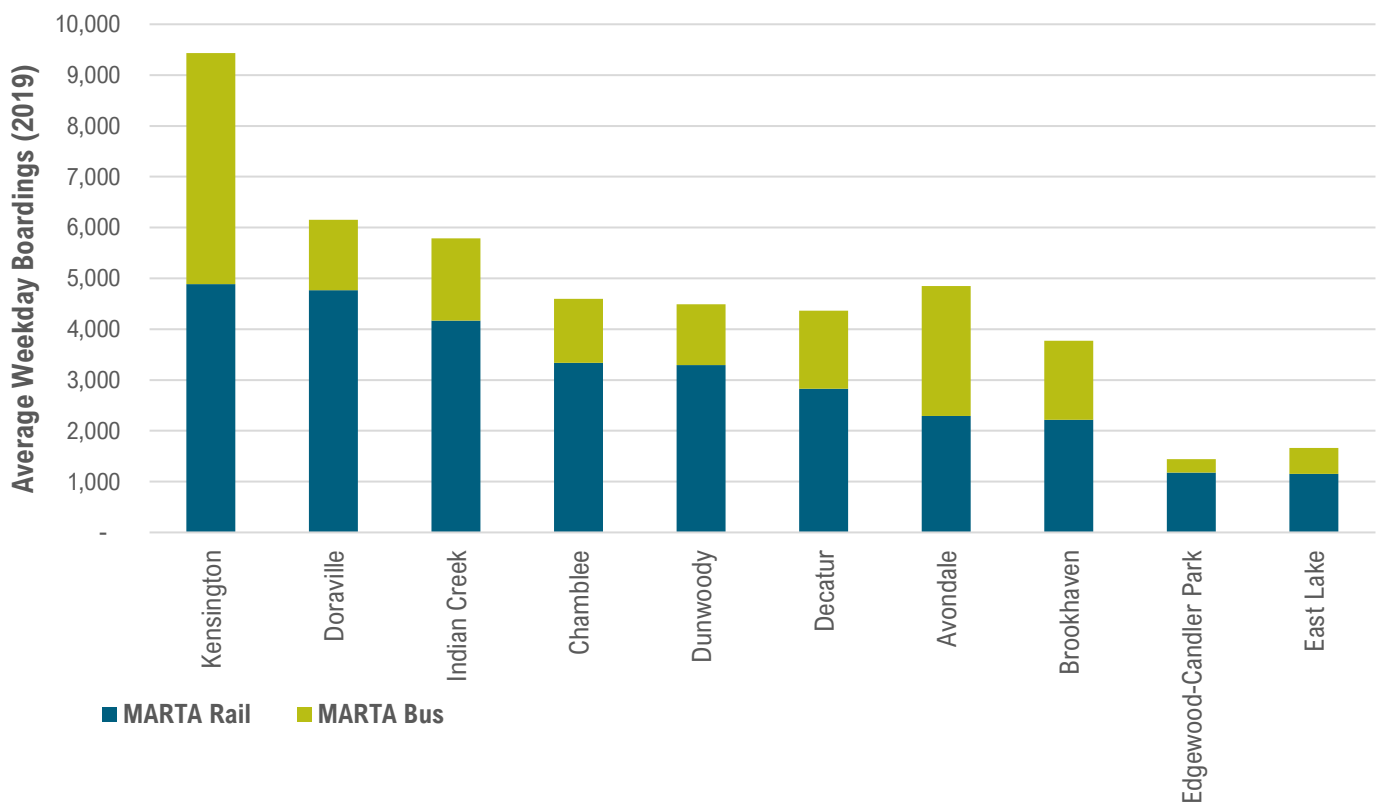


Figure 121: Average Weekday Ridership Summary

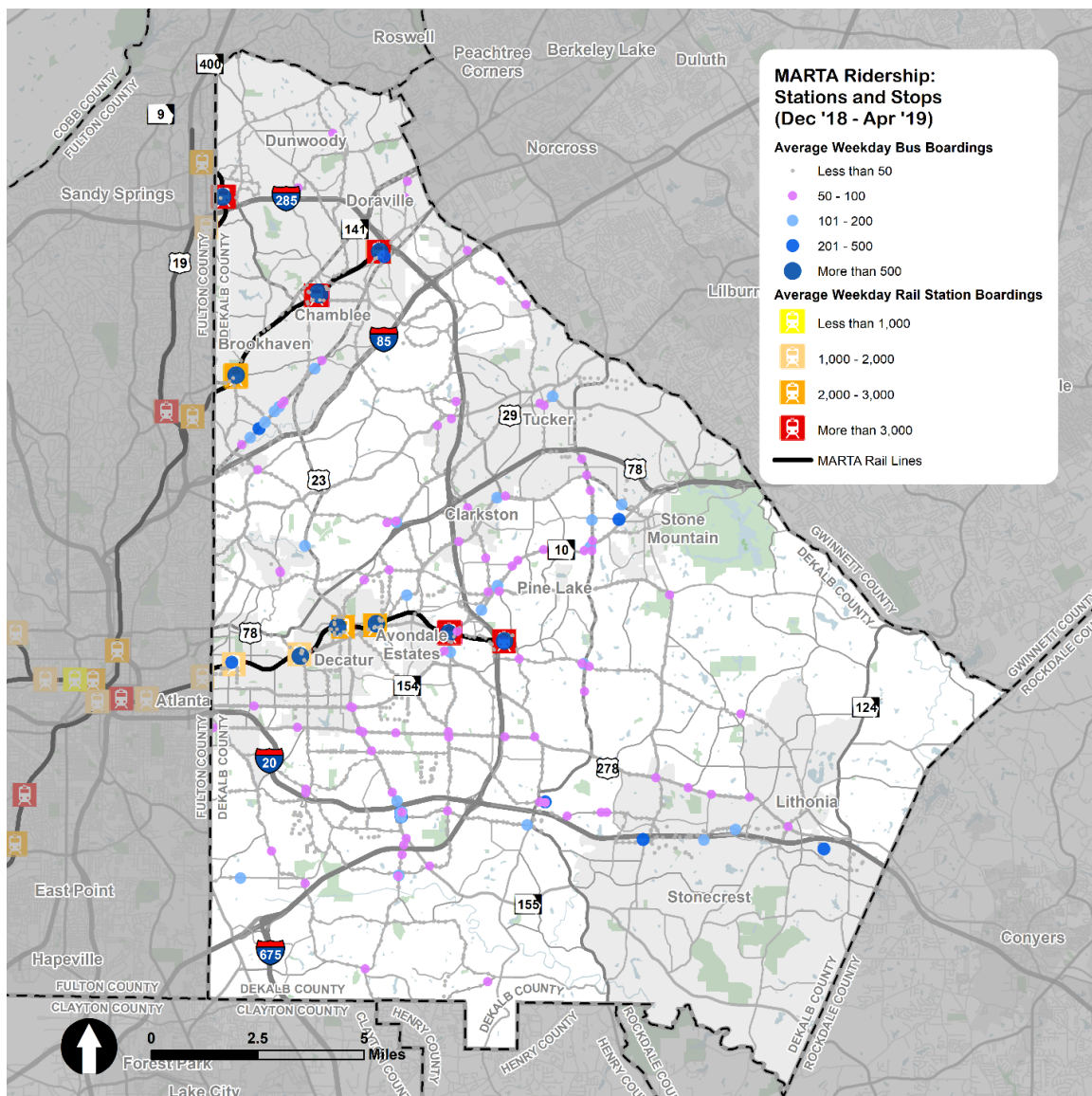


Figure 122. MARTA Average Weekday Ridership

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.

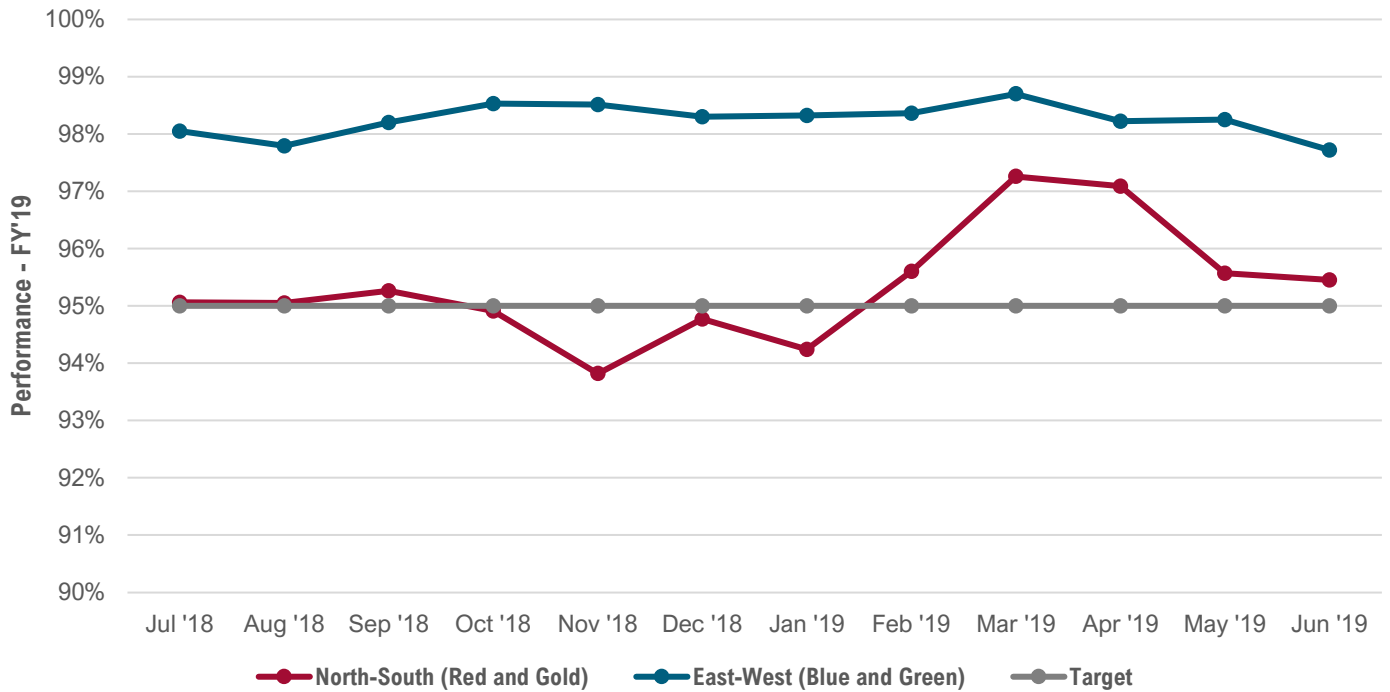


Figure 123: MARTA Rail OTP Data Summary

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

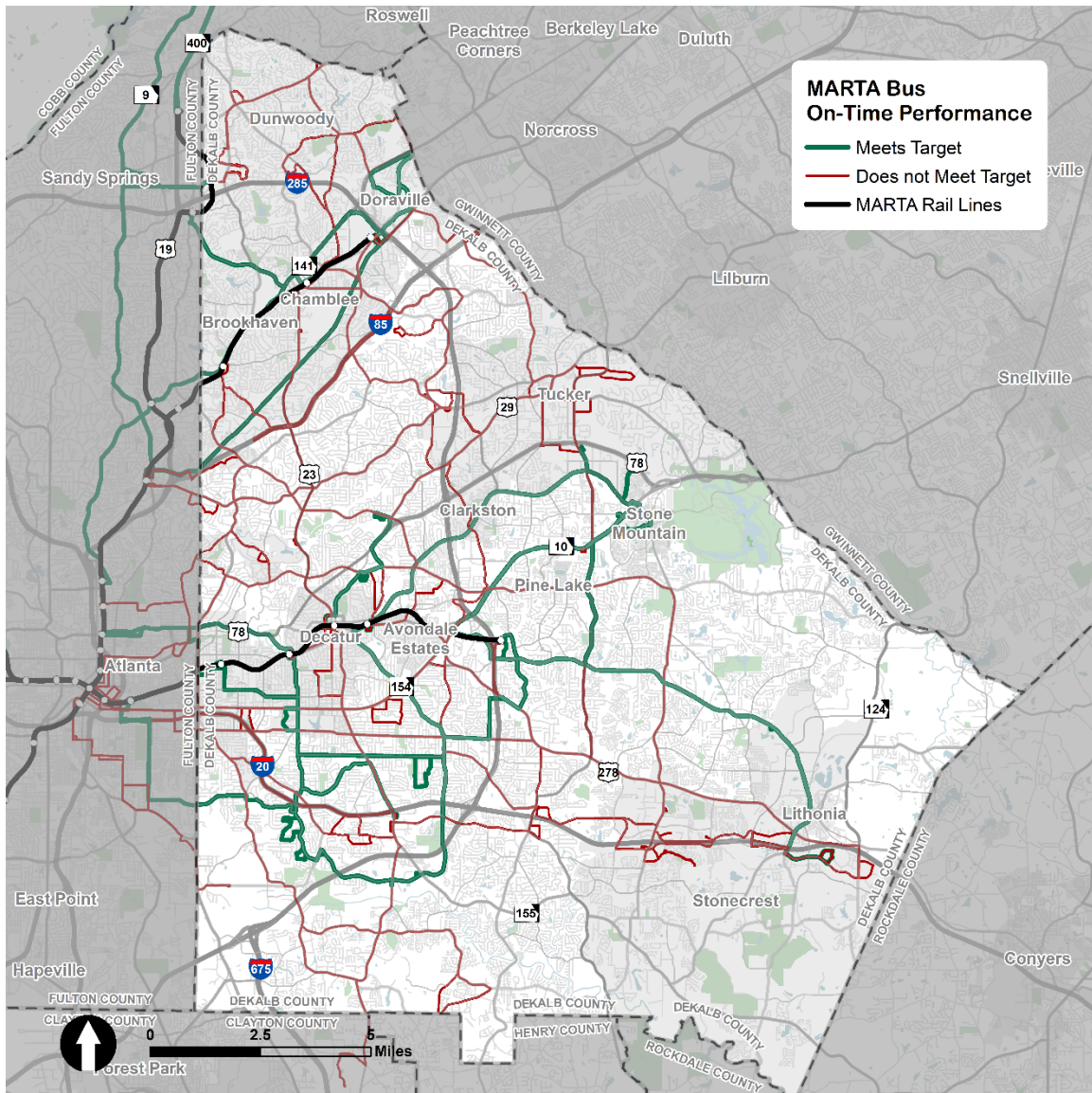


Figure 124. MARTA Bus On-Time Performance

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.

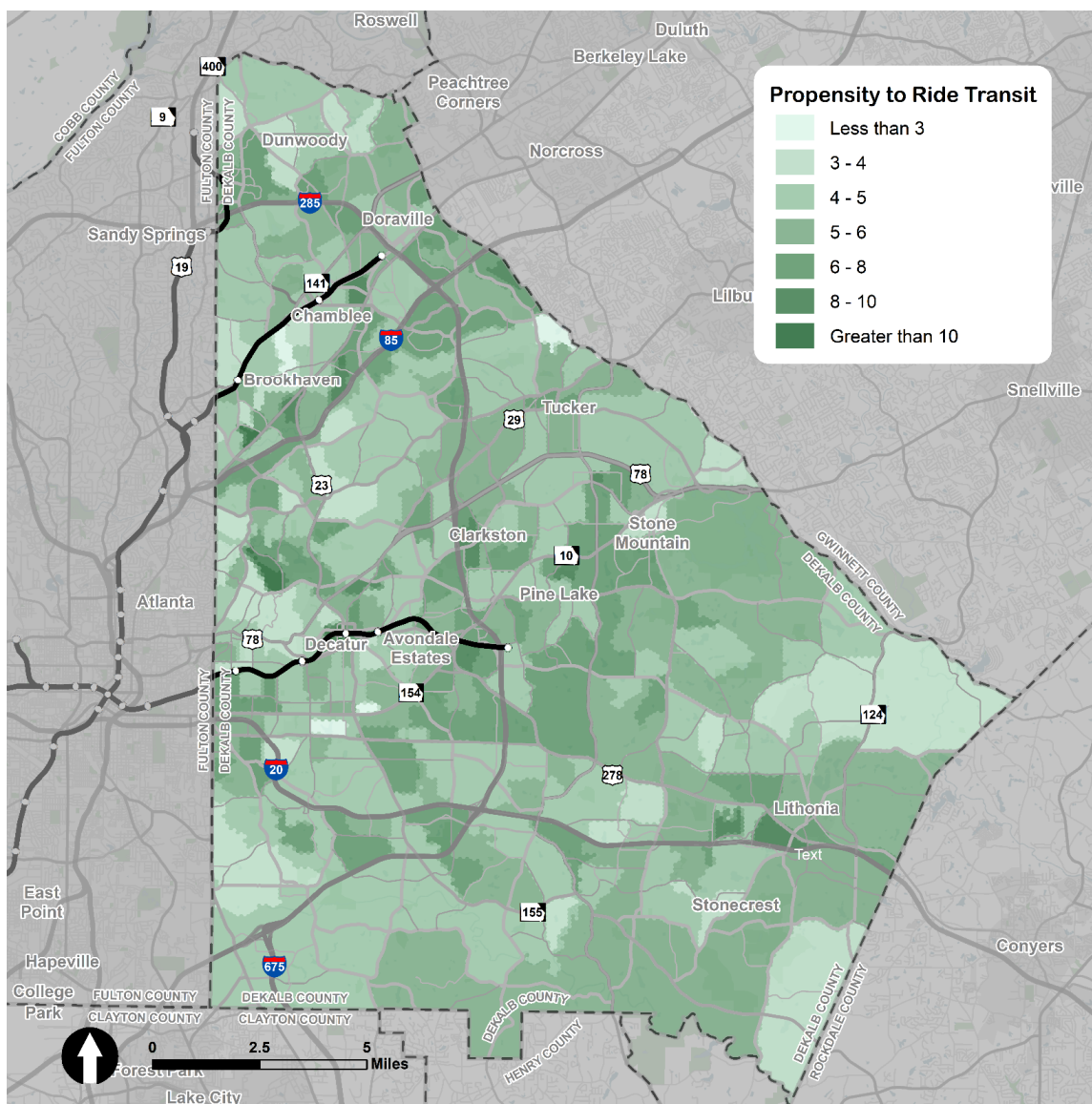


Figure 126. Transit Propensity

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%)

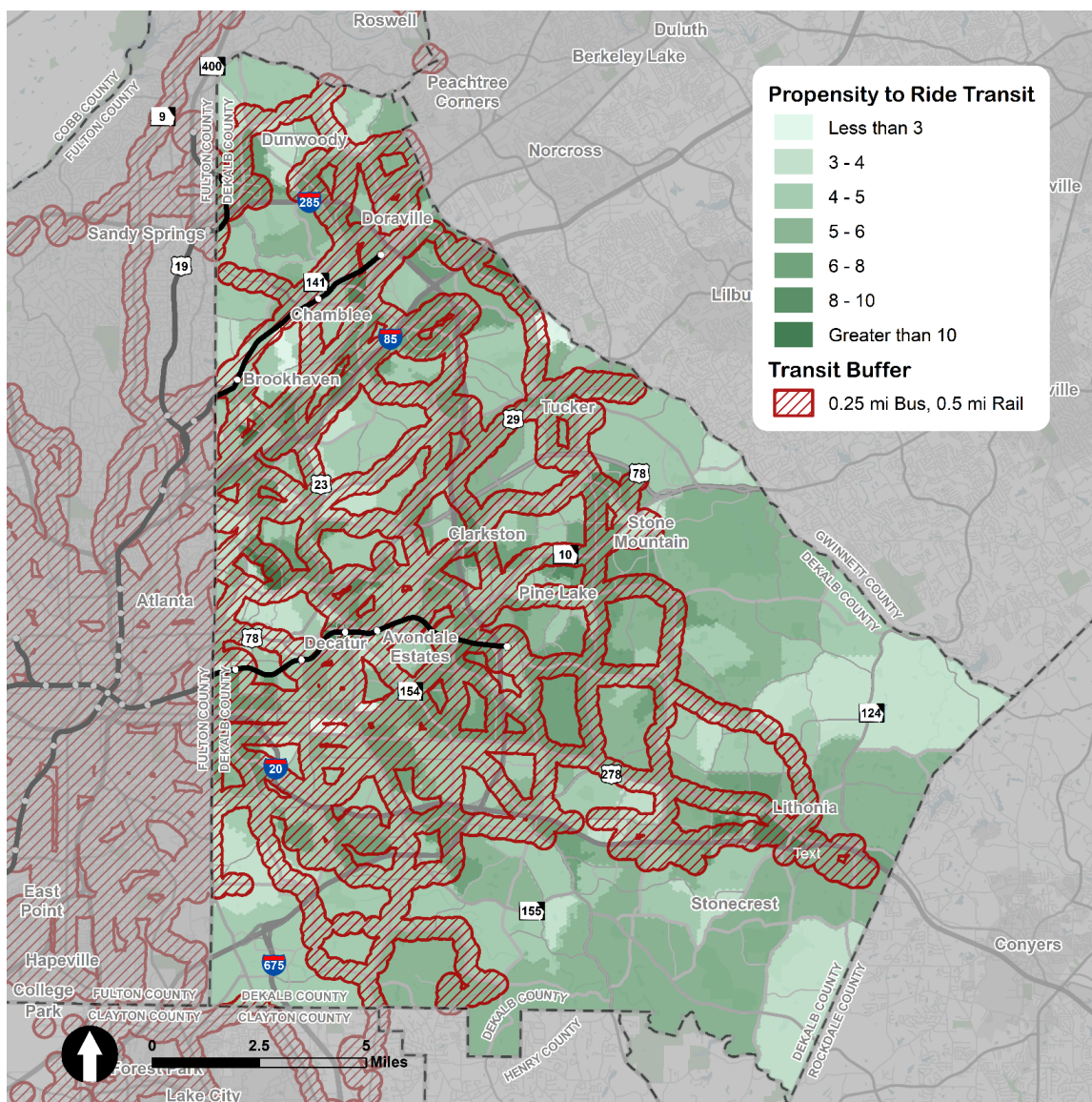


Figure 127. Propensity to Ride Transit

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.

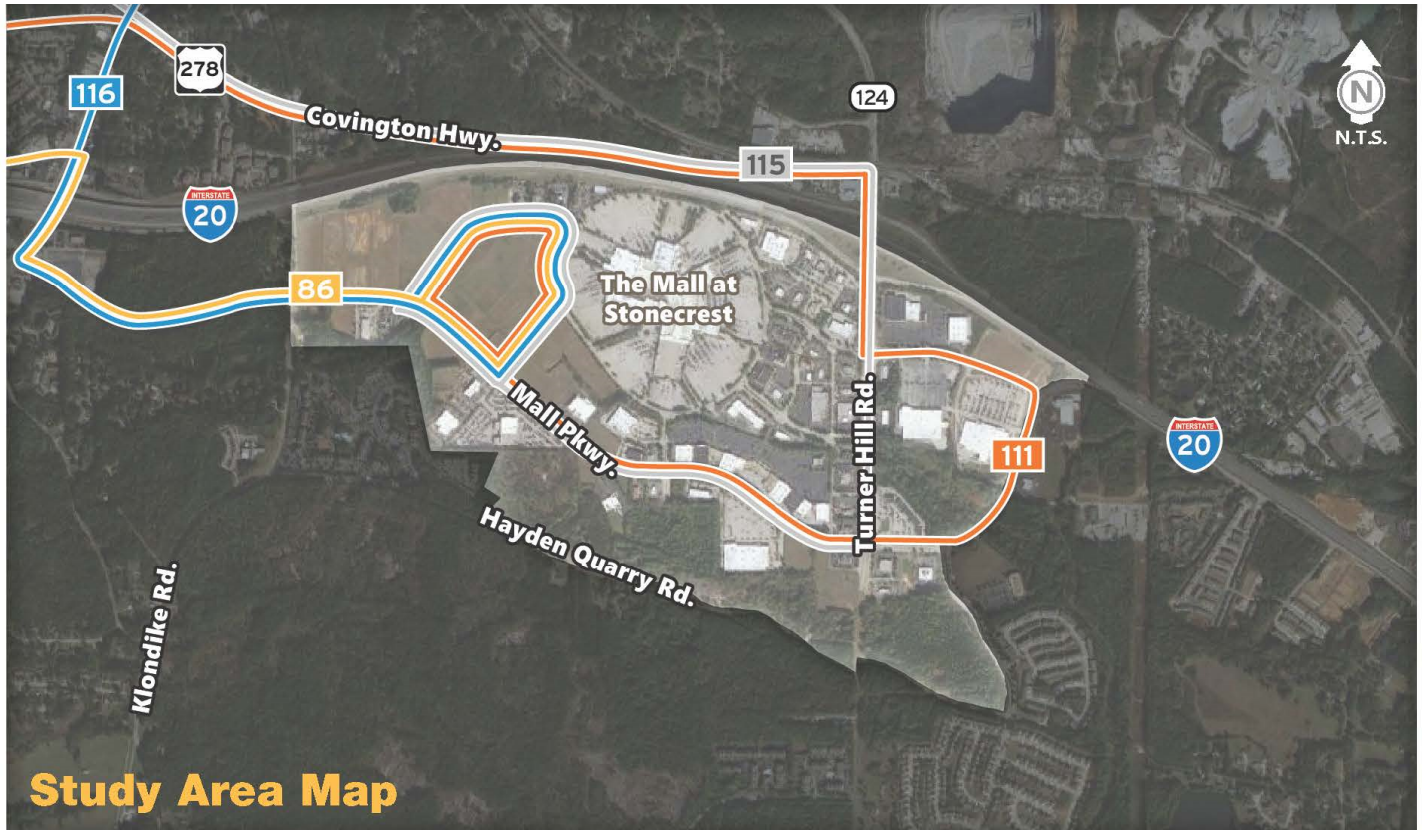


Figure 129: Stonecrest Transit Hub Study Area Map

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.

EXISTING CONDITIONS AND NEEDS ASSESSMENT

DEKALB COUNTY 2050 UNIFIED PLAN:

COMPREHENSIVE TRANSPORTATION PLAN AND COMPREHENSIVE PLAN UPDATE

APPENDICES



APPENDIX A – SERVICE DELIVERY MATRIX



DeKalb County

2019 Service Delivery Strategy

Includes the Cities of Atlanta, Avondale Estates, Brookhaven, Chamblee, Clarkston, Decatur, Doraville, Dunwoody, Lithonia, Pine Lake, Stonecrest, Stone Mountain and Tucker

DeKalb County Service Delivery Strategy 2019

Summary of Services in DeKalb County Cities

[illegible]

DeKalb County Service Delivery Strategy 2019

Summary of Services in DeKalb County Cities

Planning & Related	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stonecrest	DeKalb County
Planning / Zoning	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Business & Alcohol License	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Community Development - CDBG	D	D	DC	DC	DC	DC	DC	N/A	DC	N/A	DC	DC	DC	D
Economic Development	D	D	D	D	D	D/A	D/A	D	D	N/A	D	A	D	A
Code Enforcement/Beautification	D	D	D	D	D	D	D	D	D	N/A	D	D	D	D
Public Housing	A	N/A	N/A	N/A	A	A	A	N/A	A	N/A	A	A	A	A
Public Works	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stonecrest	DeKalb County
Water Treatment / Water Distribution	DC	These services are provided by DeKalb County as an enterprise fund paid for by users fees. There is no fee differential between customers living in incorporated cities and unincorporated DeKalb County.												D
Wastewater Collection & Treatment	DC													D
Sanitation	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stonecrest	DeKalb County
Refuse Collection	D	D	DC	D	D	D	D	DC	DC	DC	DC	DC	DC	D
Landfill	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
Recycling Programs	D	D	DC	D	D	D	D	DC	D/DC	DC	DC	DC	DC	D
Roads & Drainage	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stonecrest	DeKalb County
Street Construction	D	D	D	D	D	D	D	D	D	D	D	D/DC	D/DC	D
Street Maintenance	D	D	D	D	D	D	D	D	D	D	D	DC	DC	D
Street Cleaning	D	D	D	D	D	D	D	D	D	D	D	DC	DC	D
Traffic Signaling	D	DC	D	D	D	DC	DC	D	DC	DC	DC	DC	DC	D
Street Signage	D	D	D	D	D	D	D	D	D	D	D	DC	DC	D
Storm Water	D	D	D	D	D	D	D	D	D	D	D	DC	DC	D
Cemetery	D	D	DC	DC	DC	D	DC	DC	DC	DC	D	DC	DC	D
Transportation	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stonecrest	DeKalb County
Development Permit Reviews	D	D	D	D	D	D	D	D	D	DC	D	D	D	D
Utility Encroachment Permitting	D	D	D	D	DC	D	D	D	DC	DC	D	DC	DC	D
Transportation Planning	D	D	D	D	D	D	D	D	D	D	D	DC	DC	D
Traffic Calming Program	D	D	D	D	D	D	D	D	DC	DC	DC	DC	DC	D
TC - Design and Petition ONLY!	D	D	D	D	D	D	DC	D	DC	DC	D	DC	DC	D
Airport	D	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
Leisure Services	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stonecrest	DeKalb County
Parks	D	D	D	D	D	D	D	D	D/DC	D	D	D	D	D
Recreation Programs	D	D	D	D	D	D	D	D	DC	D	D	D	D	D
Libraries	DC	DC	DC	DC	DC	DC	D/DC	DC	DC	DC	DC	DC	DC	D
Health and Social Services	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stonecrest	DeKalb County
Physical Health / Environmental Health	N/A	These services are provided by DeKalb County and paid for by general funds. There is no fee differential between customers living in incorporated cities and unincorporated DeKalb County.												D
Hospital	N/A													D
Mental Health / Substance Abuse	N/A													D
Welfare	N/A													D
Senior Services	N/A													D

D: Direct (Jurisdiction provides its own service)

DC: DeKalb County (The County is the sole provider of service)

A: Authority



Service Categories / Cities (Groups of like services)

Sub-Categories / Cities (More detailed services that require additional grouping)

APPENDIX B – FUTURE LAND USE OF INCORPORATED MUNICIPALITIES



CITY OF ATLANTA 2021 COMPREHENSIVE DEVELOPMENT PLAN

Released October 26, 2021

Pending Final Approval Pursuant to Atlanta City Charter Section 2-403.

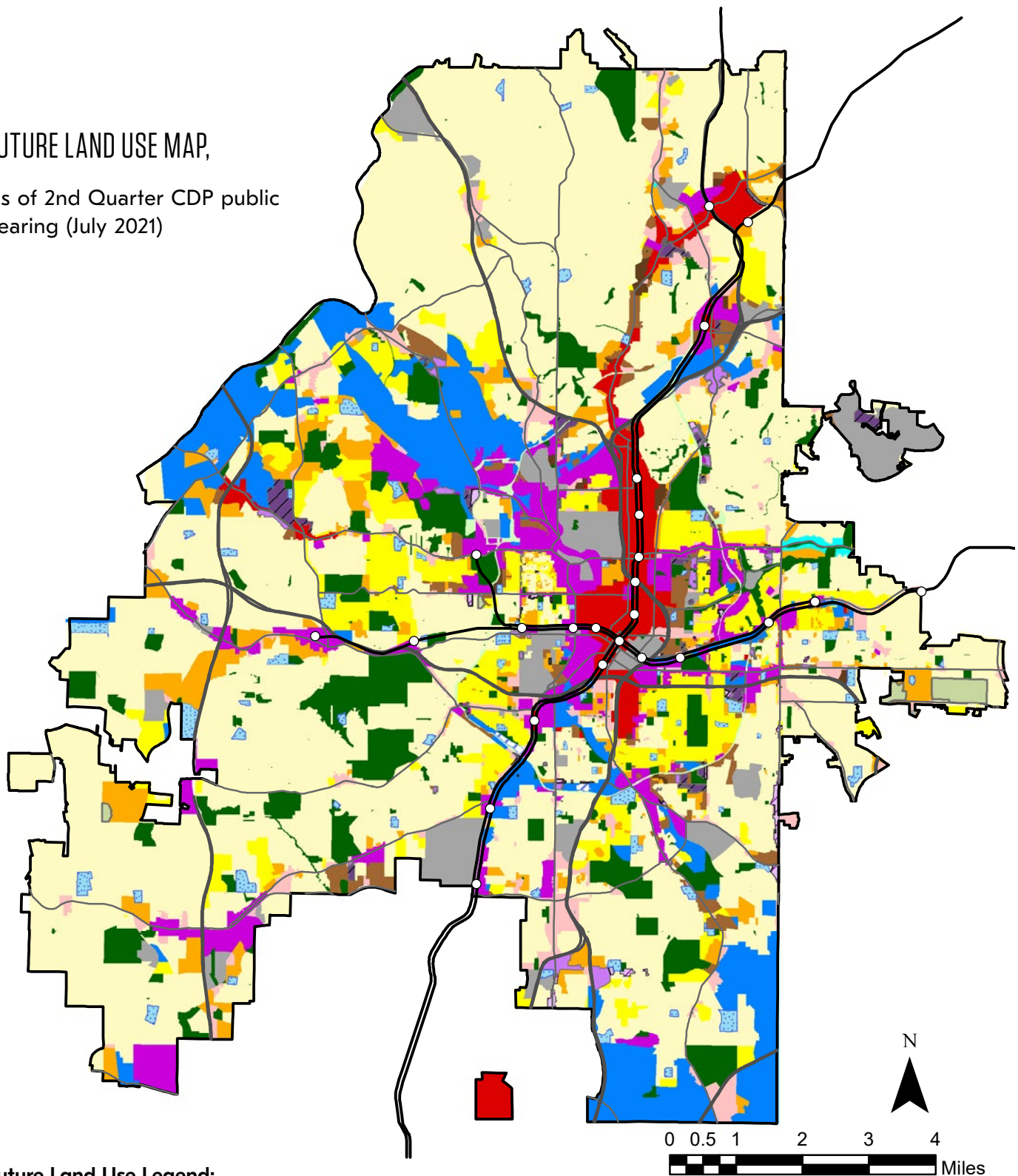
PLAN A



Department of
CITY PLANNING

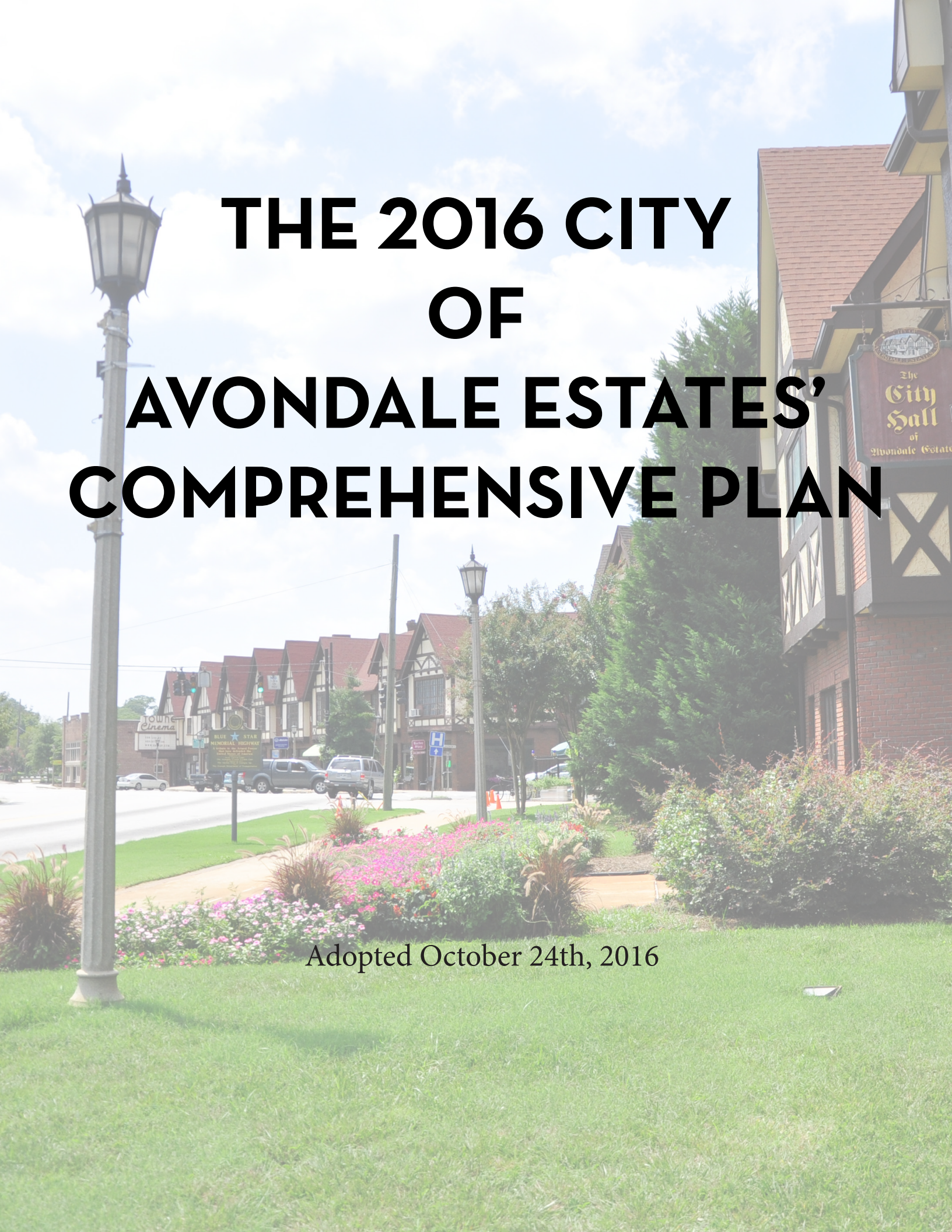
FUTURE LAND USE MAP,

As of 2nd Quarter CDP public hearing (July 2021)



Future Land Use Legend:

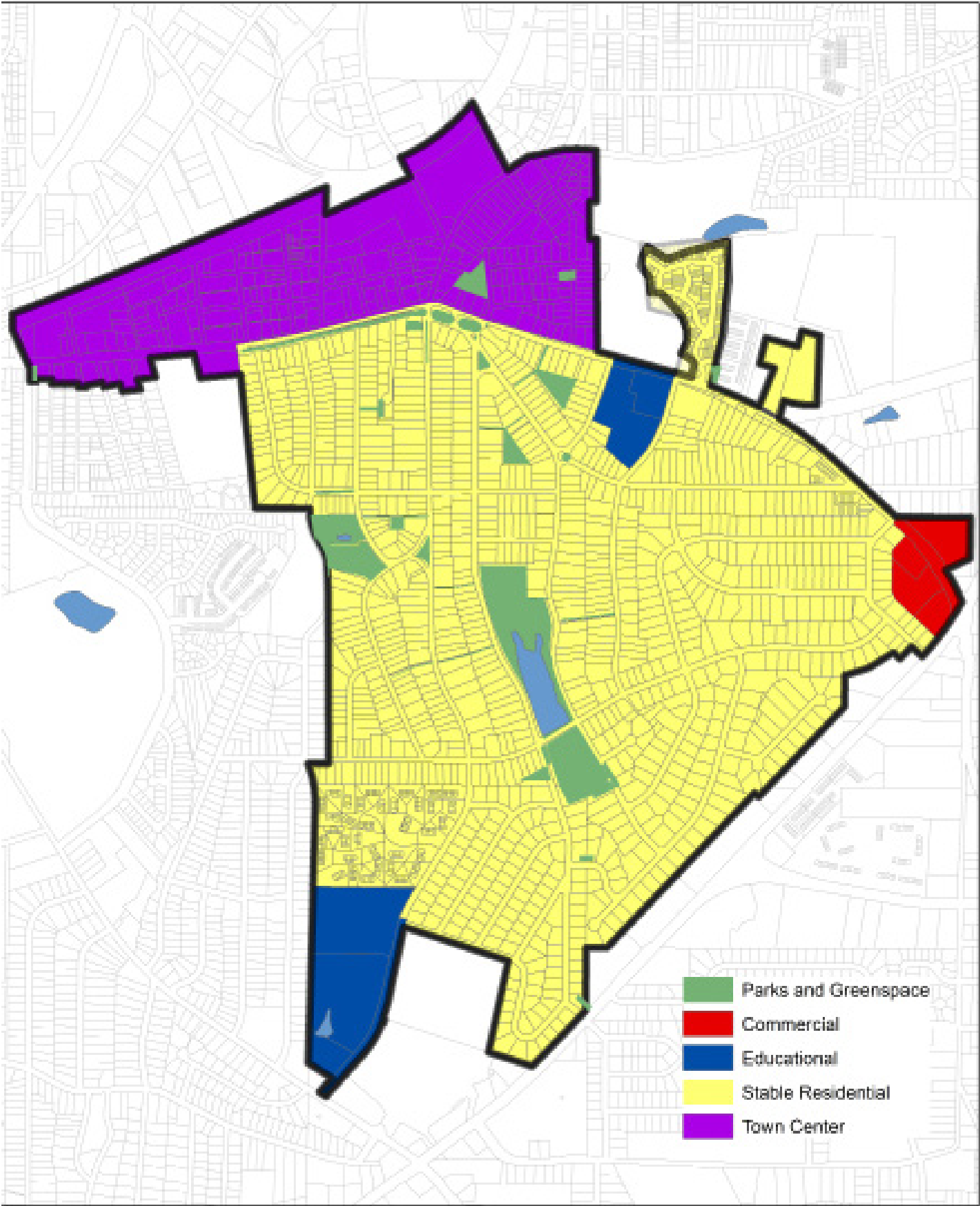
Business Park	High Density Residential	I-Mix	Office/Institution
Community Facilities	Very High Density Residential	Mixed Use	Office/Institution/Res
Single Family Residential	Low Density Commercial	Mixed Use High Density	Open Space
Low Density Residential	High Density Commercial	Mixed Use Medium Density	Private Open Space
Medium Density Residential	Industrial	Mixed Use Low Density	Transportation/Communications/Utilities



THE 2016 CITY OF AVONDALE ESTATES' COMPREHENSIVE PLAN

Adopted October 24th, 2016

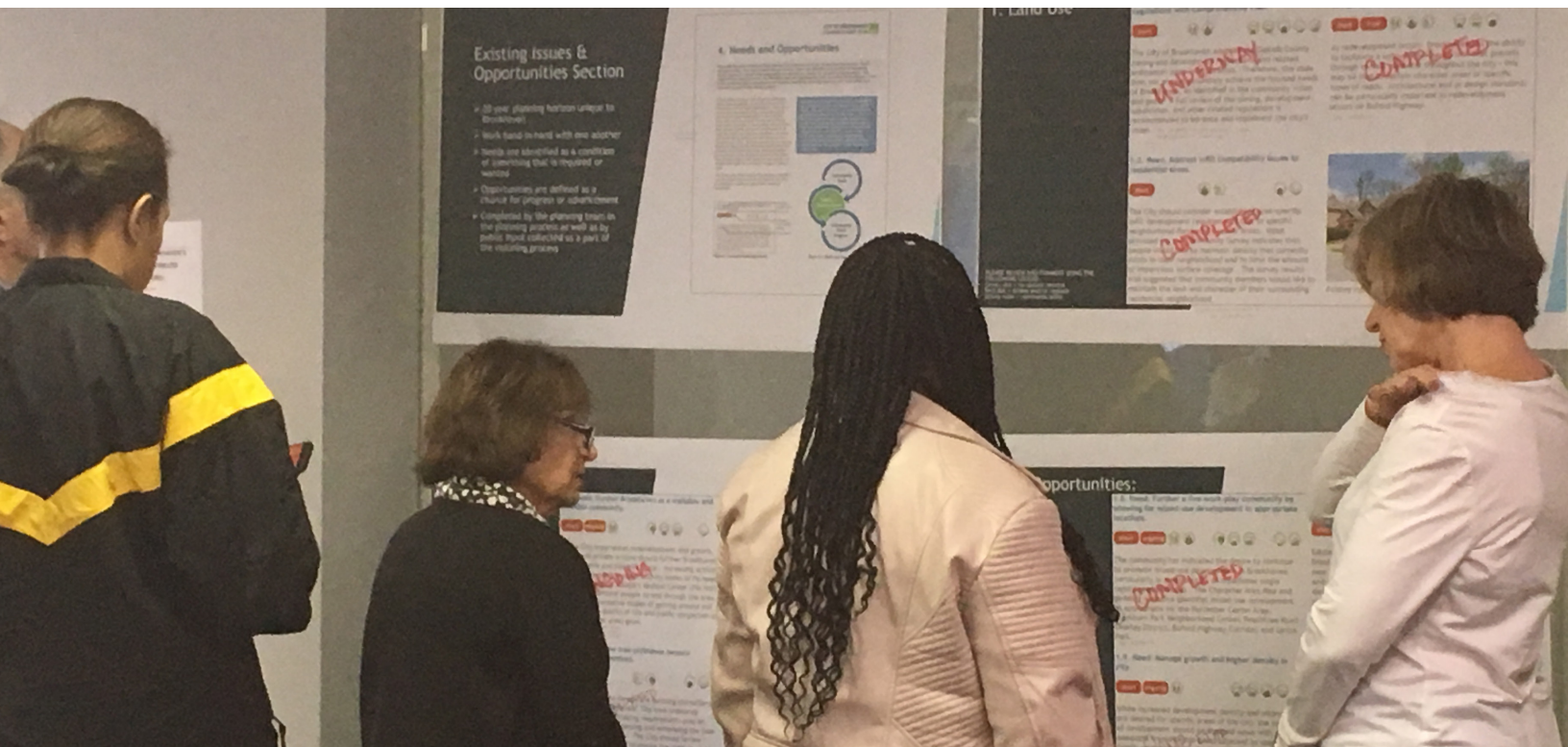
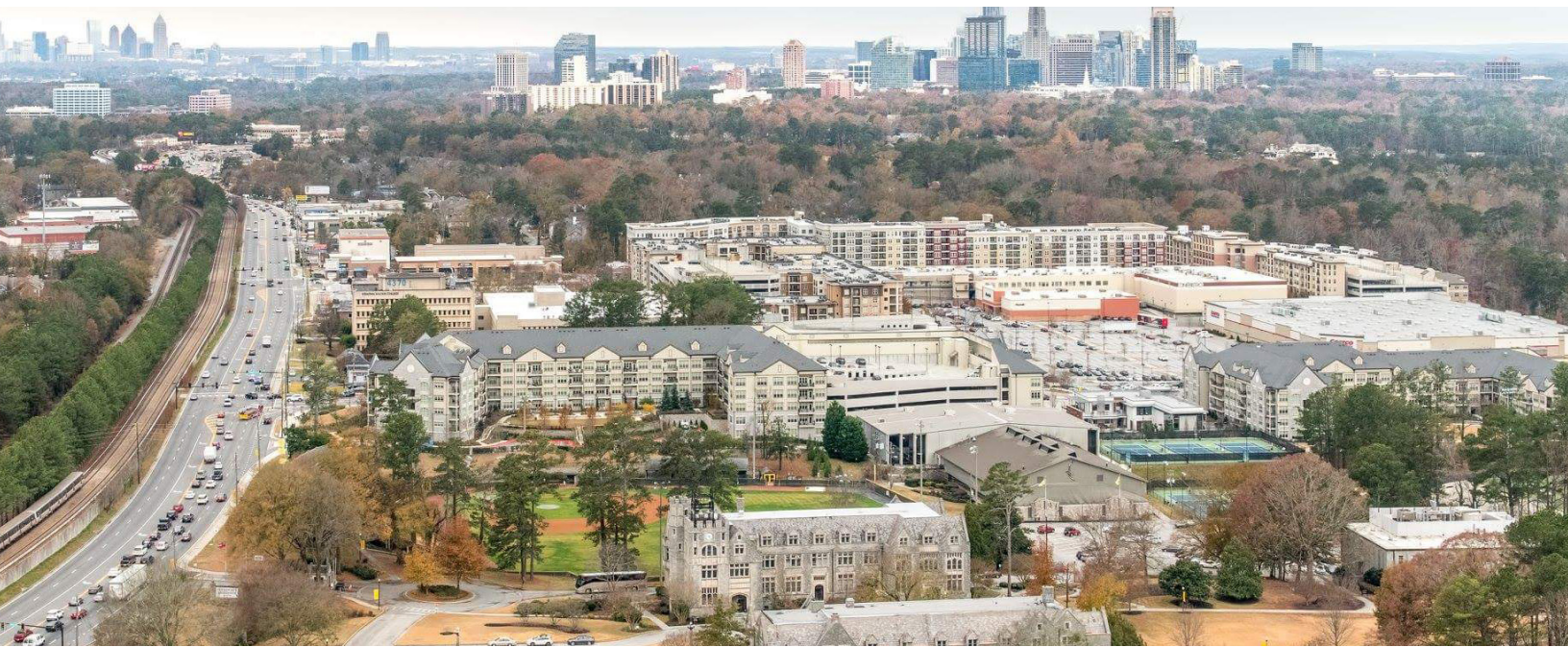
The City of Avondale Estates Future Development Map



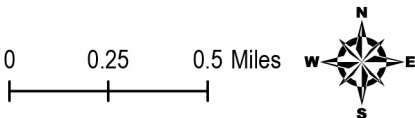
Brookhaven GEORGIA

2034 COMPREHENSIVE PLAN

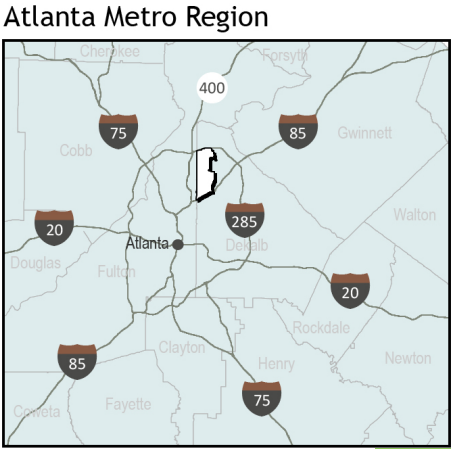
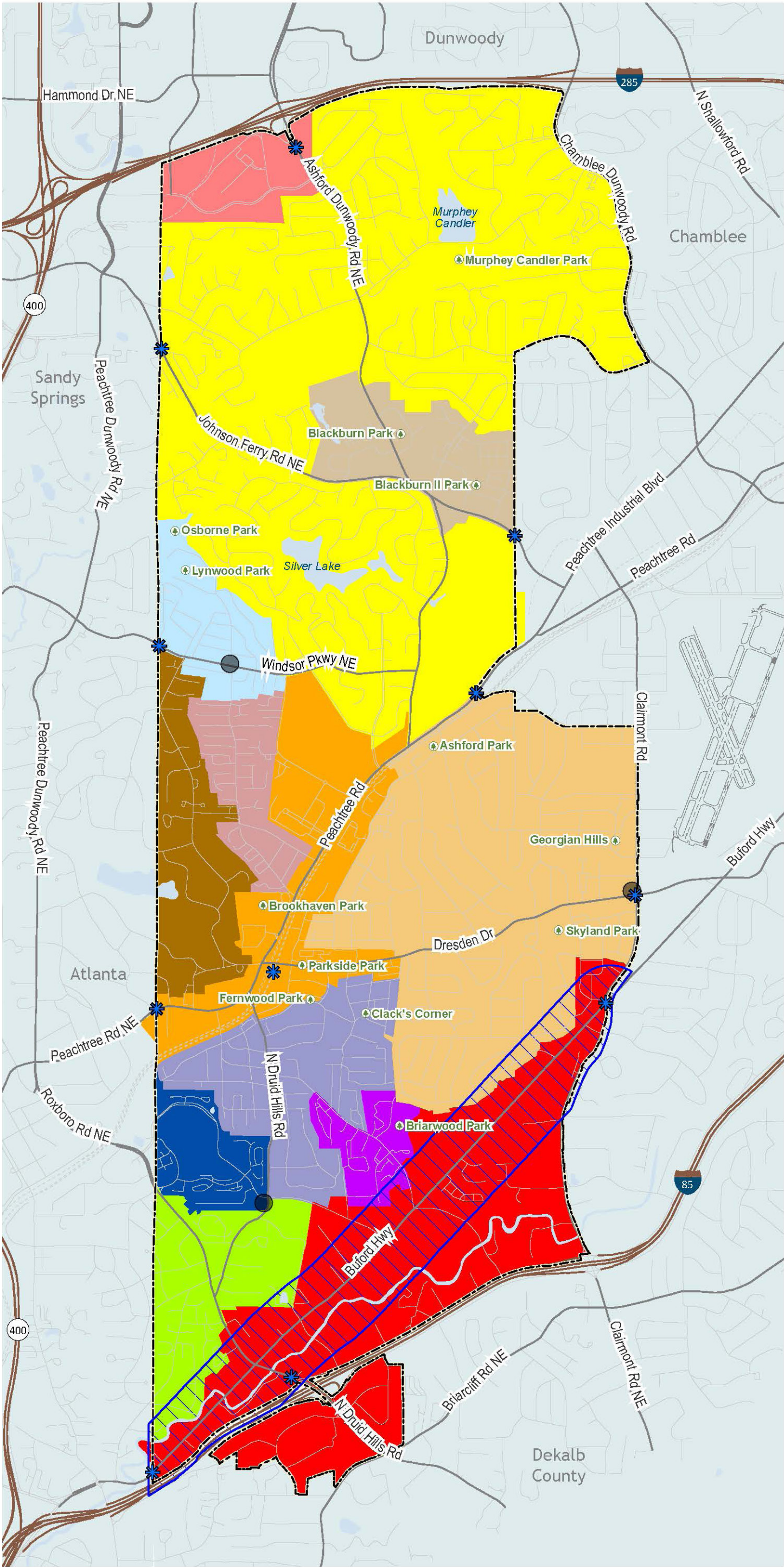
5-YEAR UPDATE



Character Area



- City of Brookhaven
- Buford Hwy Improvement Plan
- Perimeter Center
- Lakes District
- Blackburn Park Neighborhood Center
- Lynwood Park
- Historic Brookhaven
- Osborne
- Peachtree Corridor Overlay District
- Ashford Park-Drew Valley
- Brookhaven Heights-Brookhaven Fields
- Lenox Park
- Briarwood Park
- Roxboro
- Buford Highway Corridor
- Neighborhood Commercial Target Area
- Gateway Feature
- Waterbody
- Waterline
- Expressway
- Major Roads
- Street
- Railroad



Source: City of Brookhaven IT/GIS Department, April 15, 2014; Annex data added January 8, 2015



ONE CHAMBLEE

COMPREHENSIVE PLAN UPDATE



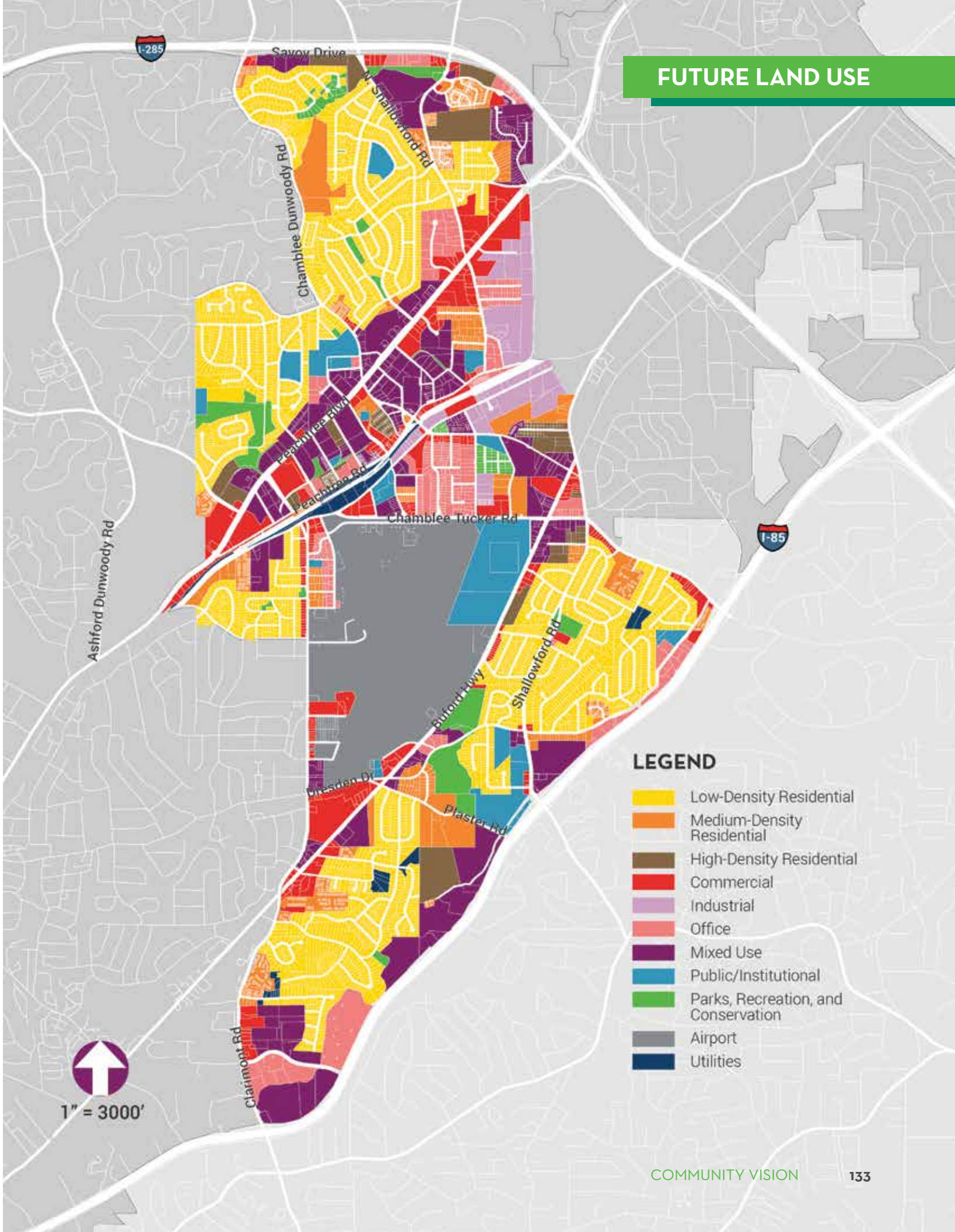
Prepared for the City of Chamblee, Georgia

ADOPTED
DECEMBER 17, 2019

Future Land Use

The Future Land Use map (see page 133) shows a parcel-by-parcel map of future land use recommendations. This, along with the Character Areas (pages 134-161), will inform decision makers on the different land use and zoning changes that are envisioned for each parcel over the next 20 years and beyond. The table below shows these land uses, residential densities (if applicable), examples of appropriate uses, and the zoning districts that would be permitted. The Character Area maps on pages 136-161 show these future land use recommendations in more detail.

Land Use	Residential Density	Uses	Recommended Zoning Districts
Low-Density Residential	Less than 6 units per acre	Single-family detached and attached housing.	NR-1, NR-3
Medium-Density Residential	6-19 units per acre	Single-family attached housing and multi-family housing.	NR-2, NR-3
High-Density Residential	20-80 units per acre	Multi-family housing, live-work units.	VR
Commercial	N/A	Retail, restaurants, and services.	NC-1, NC-2, CC, CVC, VC
Industrial	N/A	Light industrial uses, warehousing, and supportive office and retail uses.	IT, I
Office	N/A	Privately-held spaces for business, professional, financial, and non-profit organizations.	NC-1, NC-2, CC, CVC, VC
Mixed Use	6-80 units per acre	Any combination of residential, commercial, office, and public/institutional uses.	TOD, MU-BC
Public/Institutional	N/A	Publicly- or institutionally-held schools; places of worship; assisted living facilities; medical facilities; libraries; and city, county, state, or federal services.	Any zoning district that permit these uses.
Parks, Recreation, and Conservation	N/A	Publicly- or privately-held parks, playgrounds, recreational facilities, and protected open space.	Any zoning district that permit these uses.
Airport	N/A	Airport-related functions	A
Utilities	N/A	Power lines, railroad, communications, and cellular towers.	Any zoning district that permit these uses.



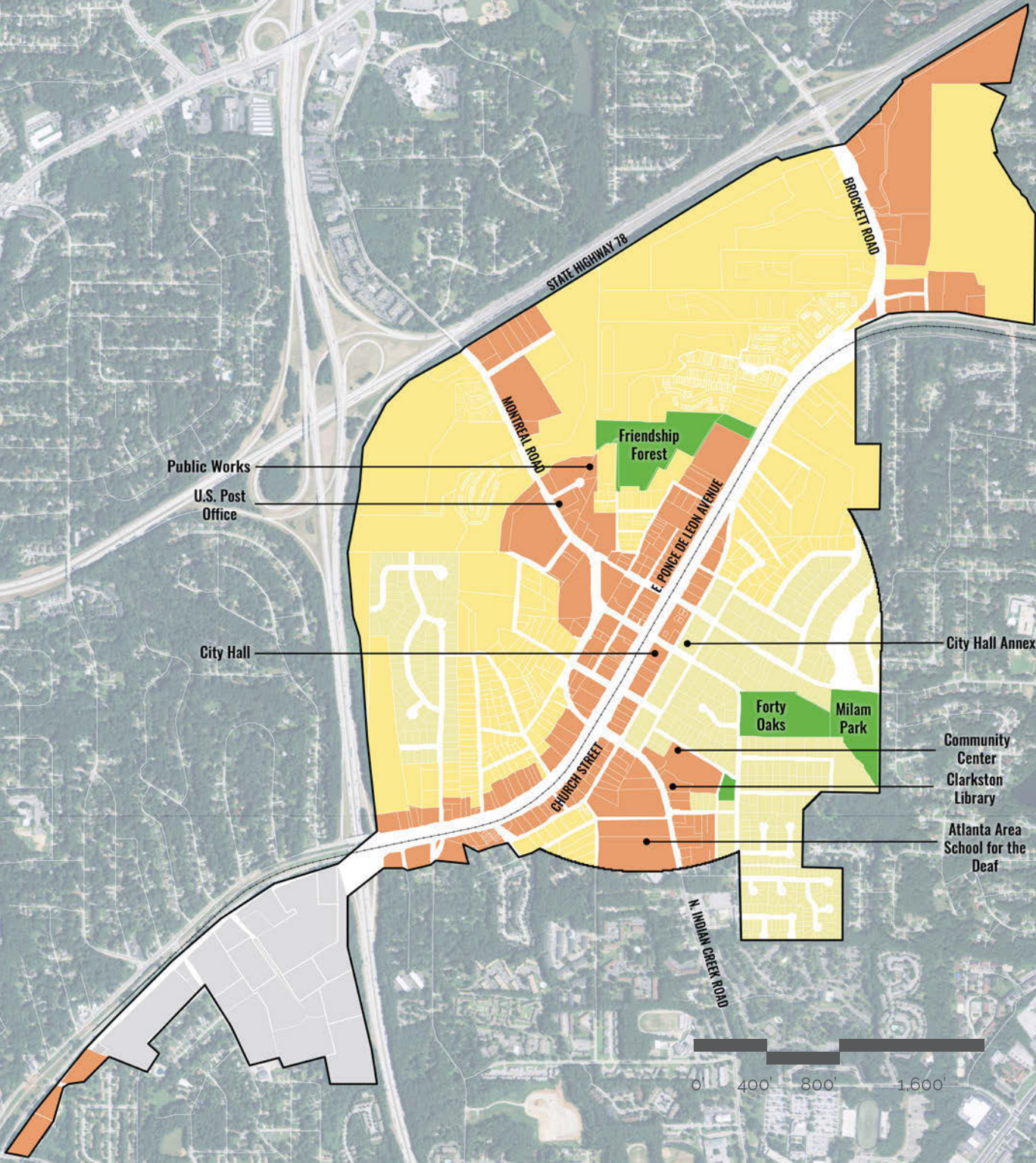


CITY OF CLARKSTON //

2040 COMPREHENSIVE PLAN

DRAFT





FUTURE LAND USE //

Legend

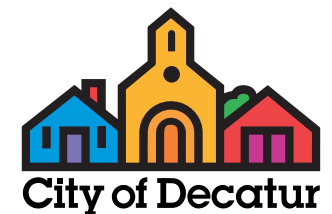
- Mixed-Use
- Traditional Neighborhood Development
- Single Family Home Areas
- Industrial
- Parks/Open Space
- Clarkston City Limits

DRAFT 08-15-16



DECATUR 360 COMPREHENSIVE PLAN

CITY OF DECATUR, GEORGIA | UPDATED 2016



LAND USE

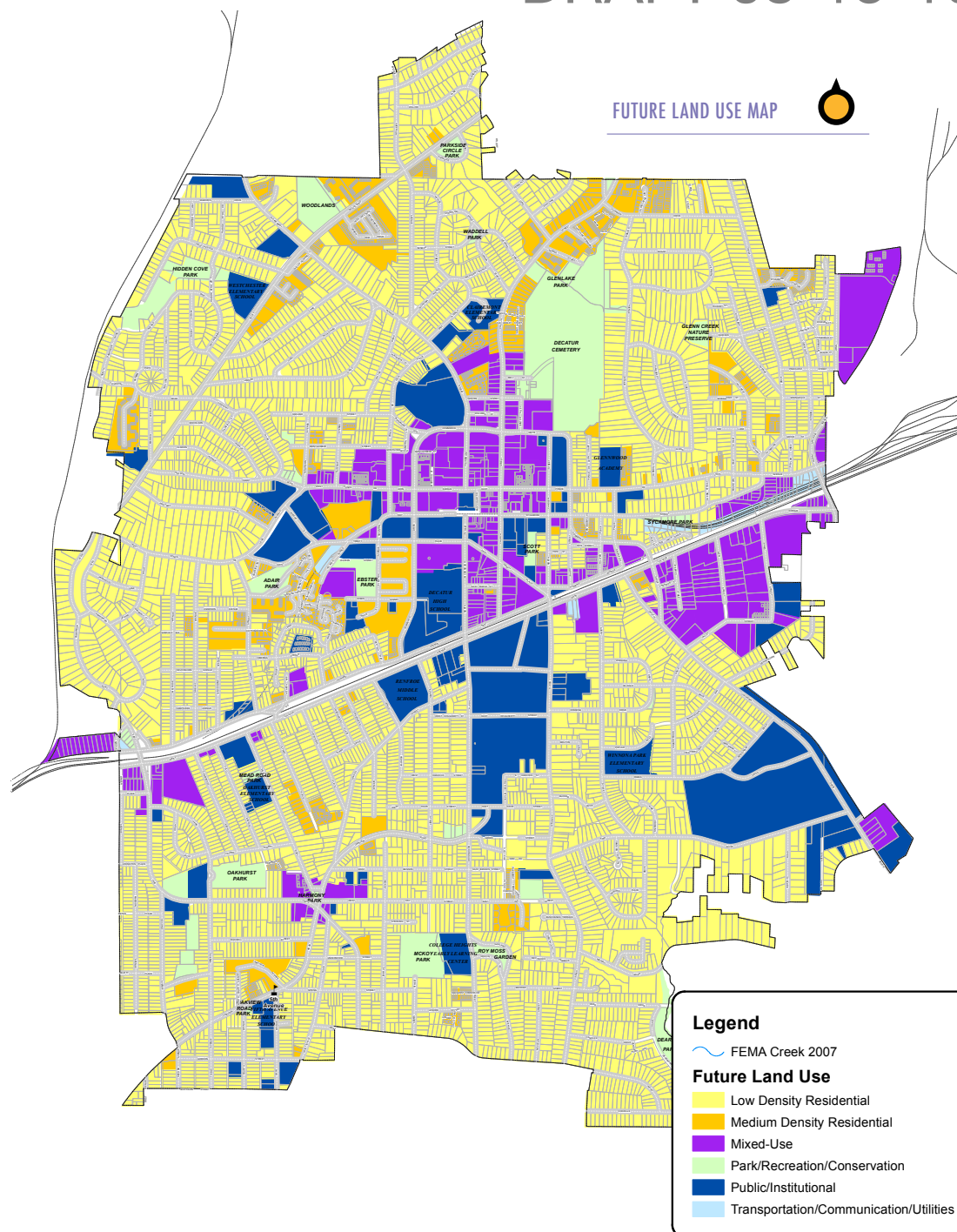
As previously stated, land use in Decatur is clearly not the result of haphazard and random development. Development patterns today are the result of plans and policies set in motion decades ago. The City has taken great care in encouraging managed growth in identified areas and corridors. Future land use, as depicted on the accompanying map and narrative, is a continuation of these efforts.

Considering Decatur's build-out conditions, the Future Land Use map closely resembles the current Existing Land Use map. As such, future land use policies closely mirror present policies. The City will continue preservation efforts of its existing residential neighborhoods. While small amounts of infill housing will continue to occur, significant opportunities for growth will be directed to the redevelopment of previously identified downtown properties, nearby commercial properties, and surrounding corridors. This is illustrated in the Future Land Use map.

Areas in need of redevelopment, as identified by the City, include:

Commerce Drive

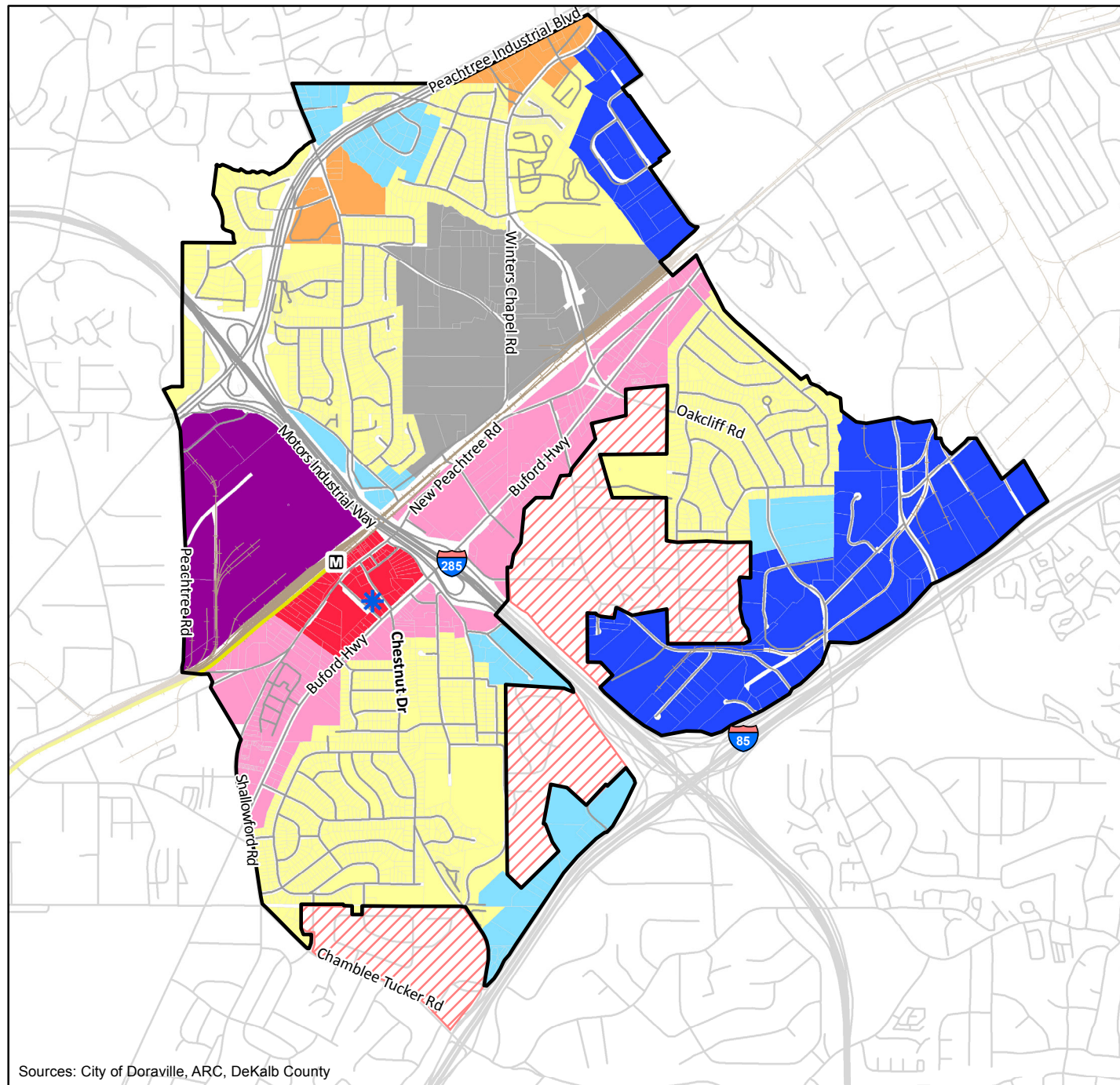
The redevelopment of downtown Decatur began in the area around the historic courthouse and then moved east and west along Ponce de Leon Avenue, and northward along Clairmont Avenue. While located just two blocks to the north, Commerce Drive has not benefitted from the same level of redevelopment, and has some of the most underutilized properties in Decatur. Current uses include surface parking lots, fast food restaurants, and a variety of non-historic smaller buildings. Some of these buildings are vacant and boarded up. On the whole, this area lacks the vibrancy and the architectural interest found in most of downtown Decatur. Development types appropriate for this area would include mixed-use high-density housing, convenience retail, and multi-story office.





CITY OF DORAVILLE | COMPREHENSIVE PLAN 2017-2037

ADOPTED OCTOBER 17, 2016

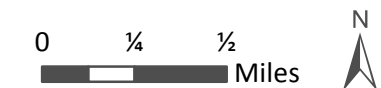


**FIGURE 4-2: FUTURE
DEVELOPMENT MAP**

- Doraville Boundary
- City Hall
- MARTA Station
- MARTA Gold Line
- Expressway
- Street
- Railroad

**Future Development
Areas**

- Neighborhood Preservation District
- PIB Marketplace
- BuHi Cultural Corridor
- Doraville Town Center
- Assembly District
- Office Hub
- Light Industrial District
- Tank Farms District
- Annexation

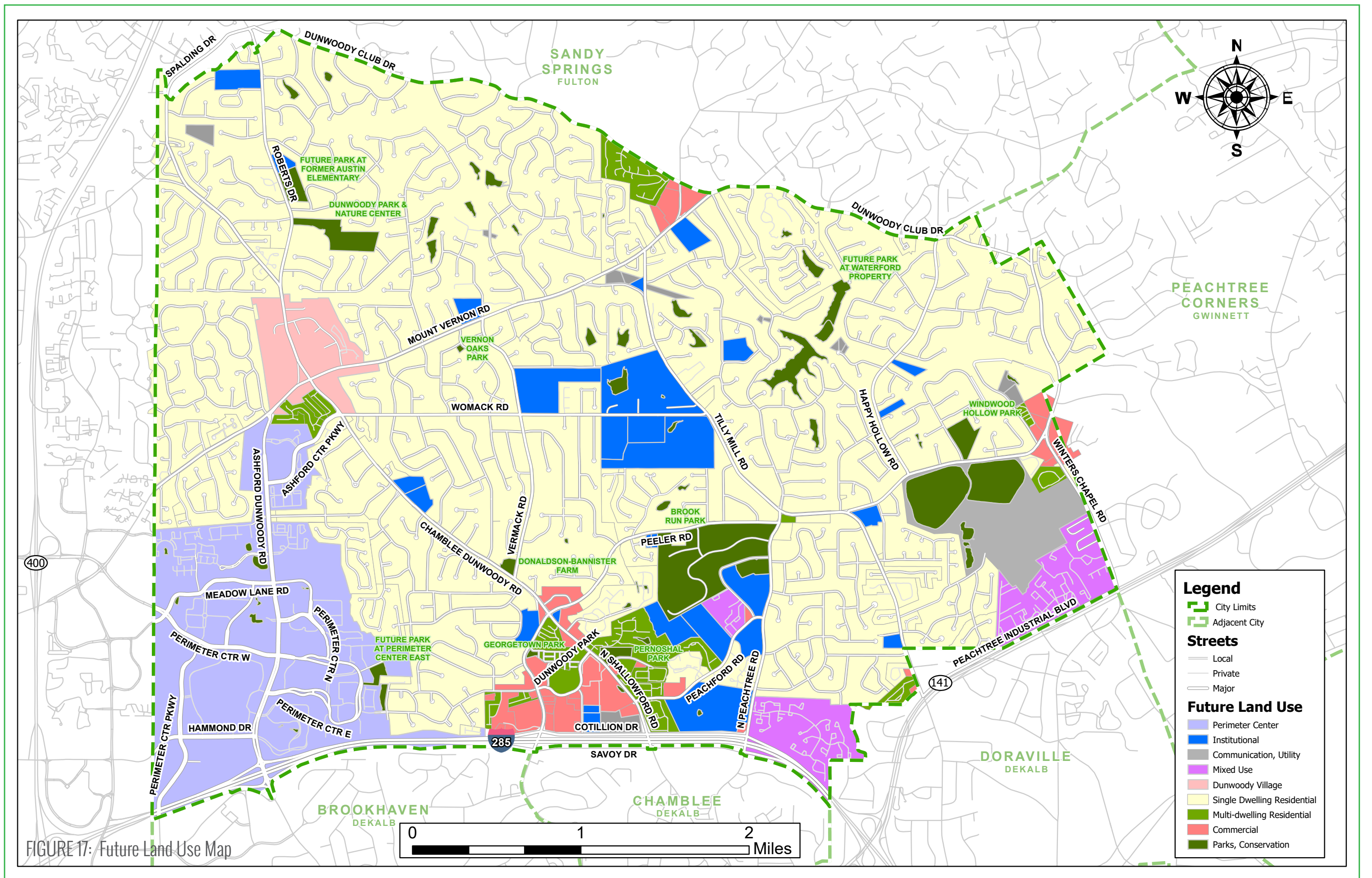


Sources: City of Doraville, ARC, DeKalb County



CITY OF DUNWOODY 2020-2040 COMPREHENSIVE PLAN







THE CITY OF LITHONIA

2020 COMPREHENSIVE PLAN UPDATE



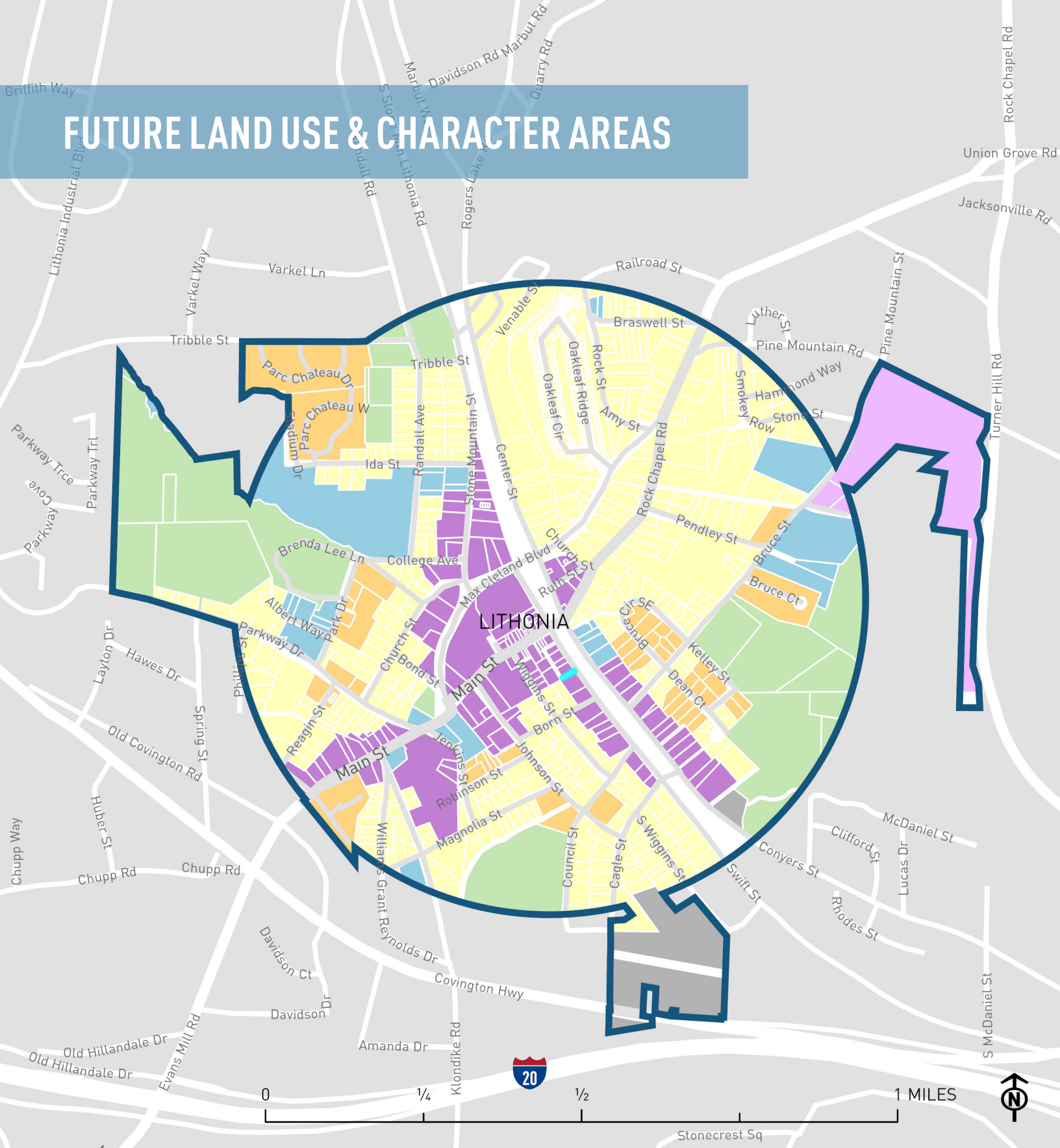
Adopted
March 2021

prepared by the



Atlanta Regional Commission

FUTURE LAND USE & CHARACTER AREAS



- LITHONIA CITY LIMITS
- TRADITIONAL RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- RECREATION AND OPEN SPACE
- INSTITUTIONAL
- INTOWN MIXED USE
- PERIMETER MIXED USE
- LIGHT INDUSTRIAL



CITY OF PINE LAKE

2021 COMPREHENSIVE PLAN



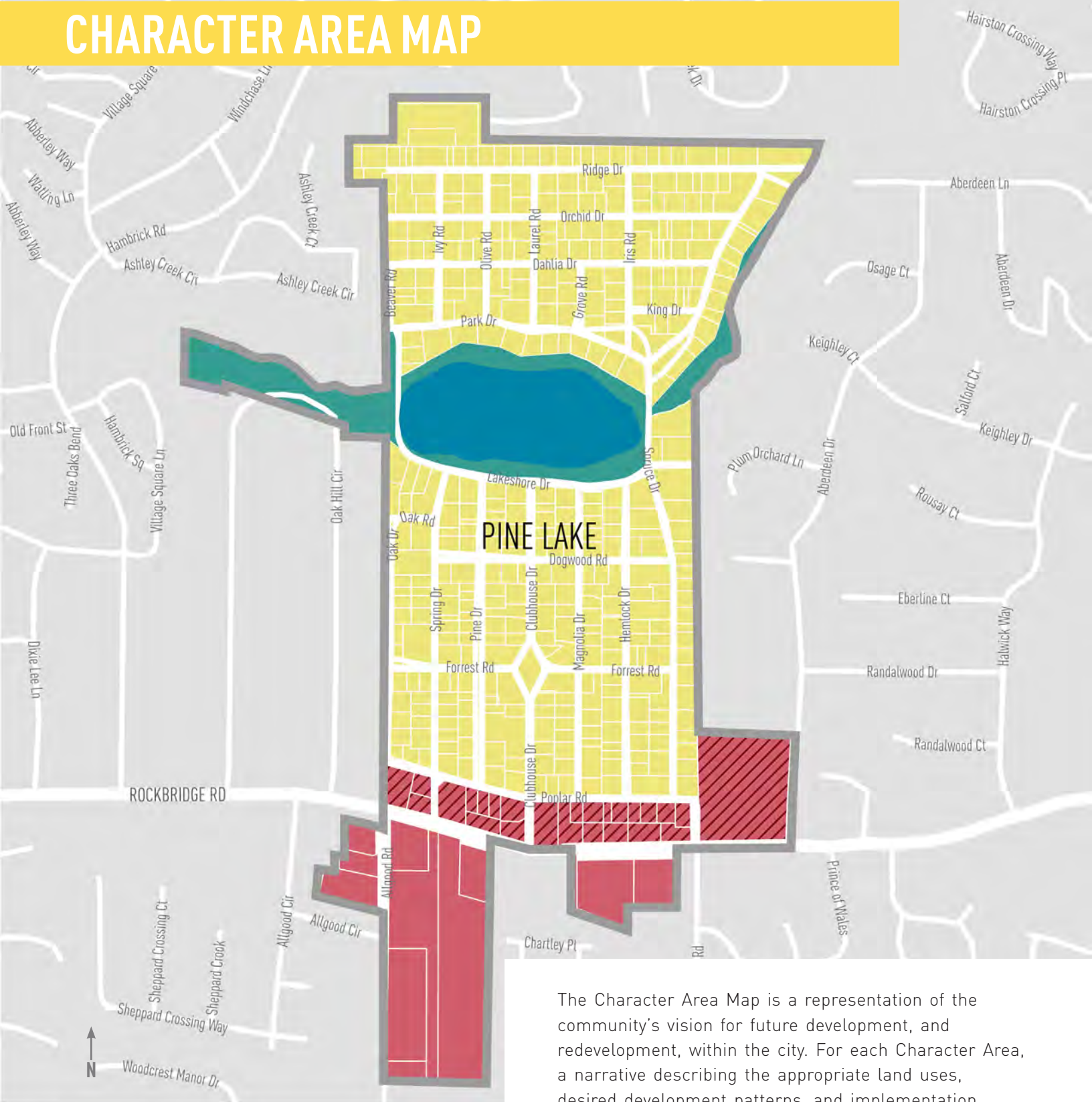
ADOPTED
OCTOBER 12, 2021

prepared by the



Atlanta Regional Commission

CHARACTER AREA MAP



CHARACTER AREA

- Residential
- Water - Wetland
- Commercial Transitional Buffer

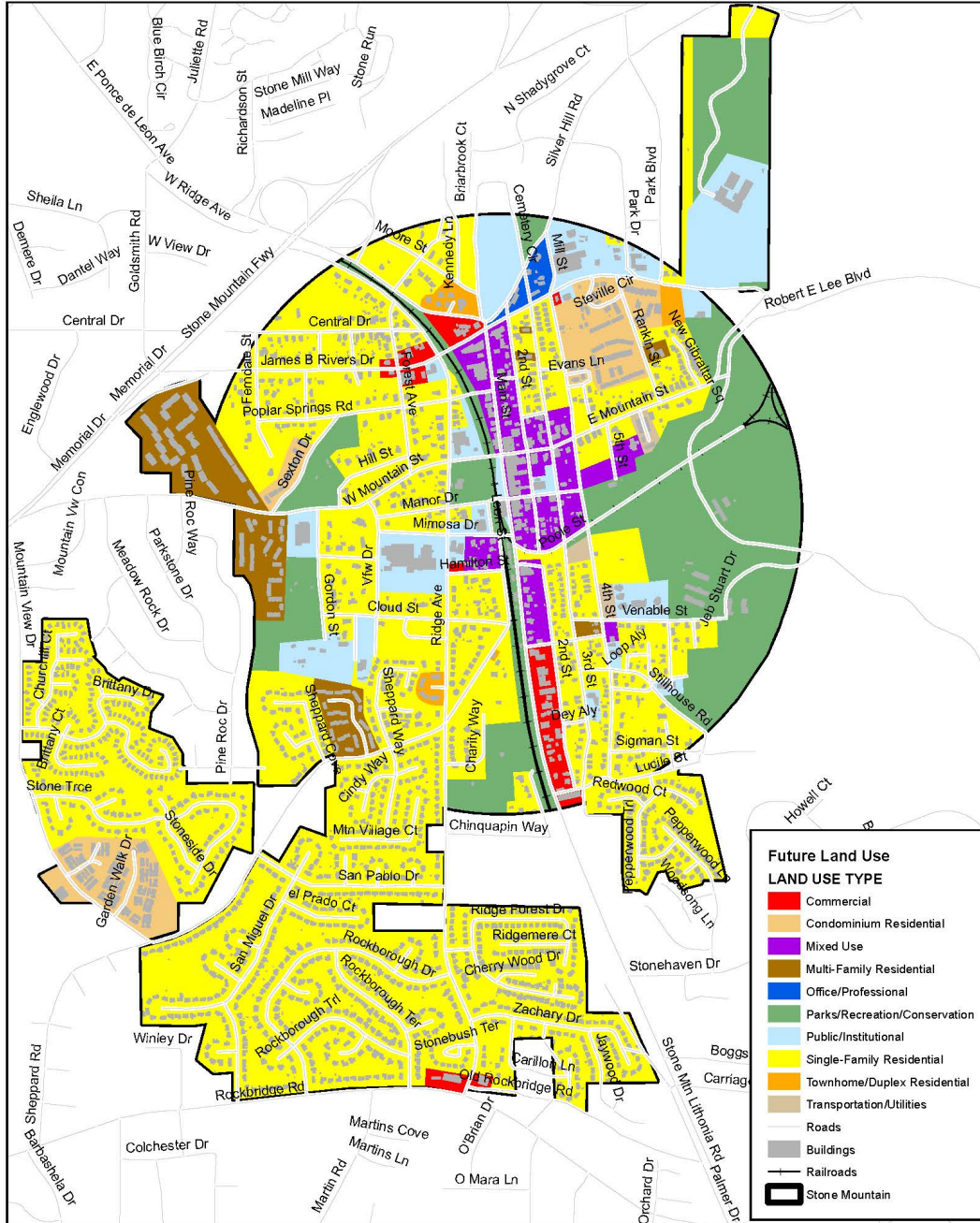
The Character Area Map is a representation of the community's vision for future development, and redevelopment, within the city. For each Character Area, a narrative describing the appropriate land uses, desired development patterns, and implementation strategies is included, as well as representative pictures of the type and style of development desired. It should be noted that the Character Area Map does not change the current zoning of any property but is intended to guide policy decisions for the next five years.

CITY OF STONE MOUNTAIN COMPREHENSIVE PLAN 2021 UPDATE

Draft for Review – September 30, 2021



Future Land Use Map, City of Stone Mountain



City of Stonecrest COMPREHENSIVE PLAN 2038



The Collaborative Firm, LLC
Planning, Program Management & Development



2038 Future Land Use Map

- Conservation/Openspace
- Rural Residential
- Urban Neighborhood
- Suburban
- Institutional
- Office Professional
- Neighborhood Center
- City Center
- Regional Center
- Light Industrial
- Heavy Industrial

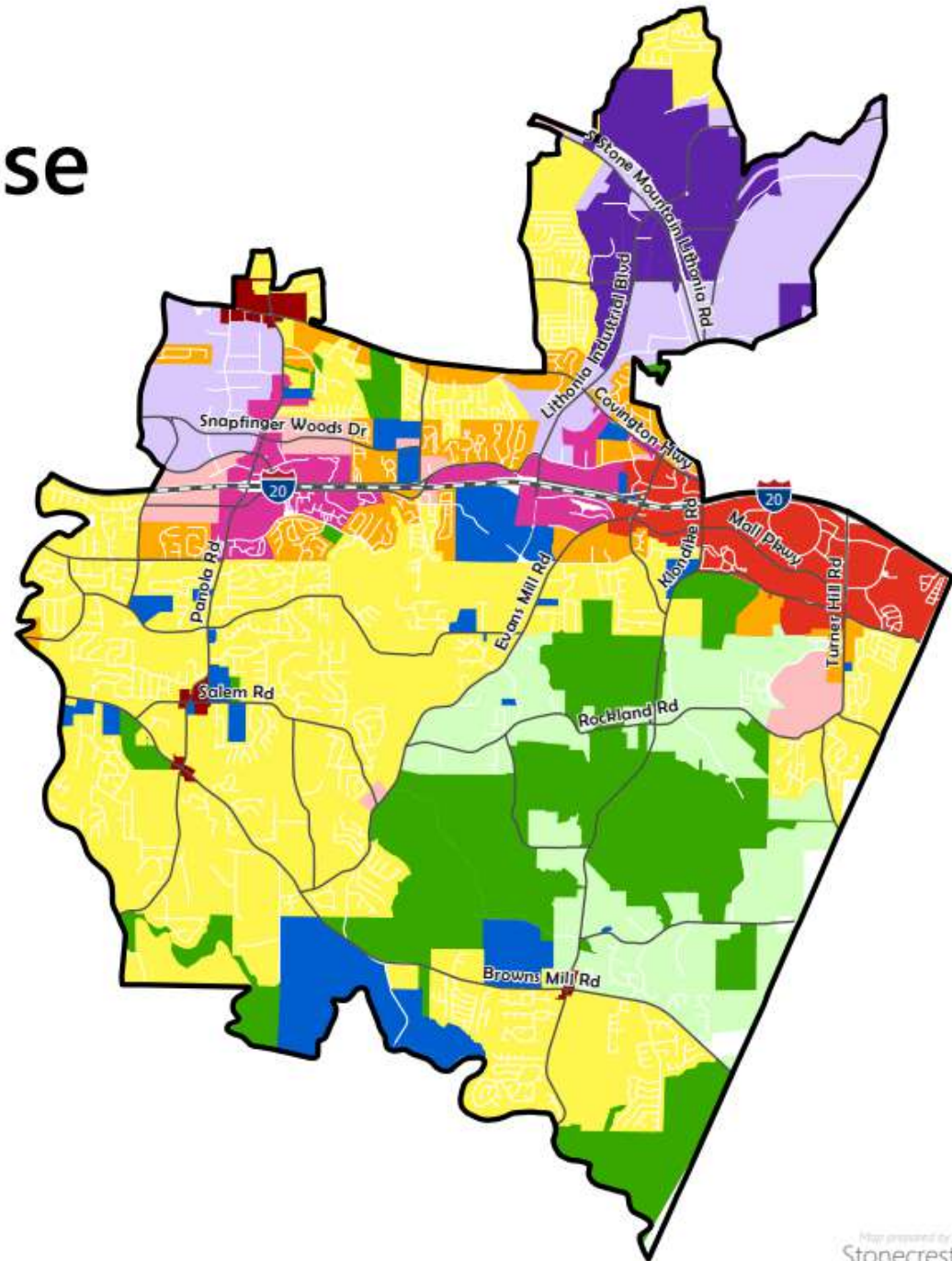


Figure: LU-04— Stonecrest Future Land Use Map 2038



Comprehensive Plan

Approved April 23, 2018

Today. Tomorrow. Together.™



