

2014 Transportation Plan

APPENDIX



DEKALB COUNTY
2014 TRANSPORTATION PLAN
PLANNING & SUSTAINABILITY



JUNE 2014



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1. Appendix Document A - Access Management Tool Kit

Introduction

The official definition of access management from the Federal Highway Administration (FHWA) is “the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding system in terms of safety, capacity, and speed.” Per the Transportation Research Board Access Management Manual, access management is defined as “the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway.”

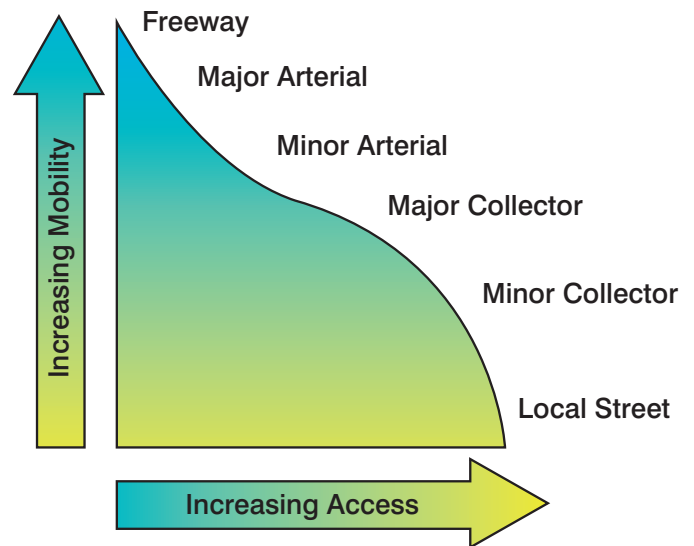
Good access management implementation may require a property owner to lose perceived convenient access to their properties. While this idea may be received with opposition, the continued negative factors of poor access management can result in customers avoiding the unsafe and/or congested roadway.

Poor access management can have negative results:

- Higher crash rates
- Less efficient roads
- Increased cut-through traffic in residential areas
- Longer commute times
- Higher fuel consumption and emissions

One traditional solution to the loss of mobility along a major arterial highway is expanding the roadway to accommodate more traffic. An alternative approach may be access management, which can allow preservation of the existing roadway corridor while maintaining traffic flow by improving the ability to access destinations along the roadway. Depending upon the volume of traffic on a roadway and the cause of congestion, access management can delay or even eliminate the need to widen a road, saving taxpayer money in the process. **Figure 1** shows the relationship between access and mobility.

Figure 1: Relationship between Access and Mobility



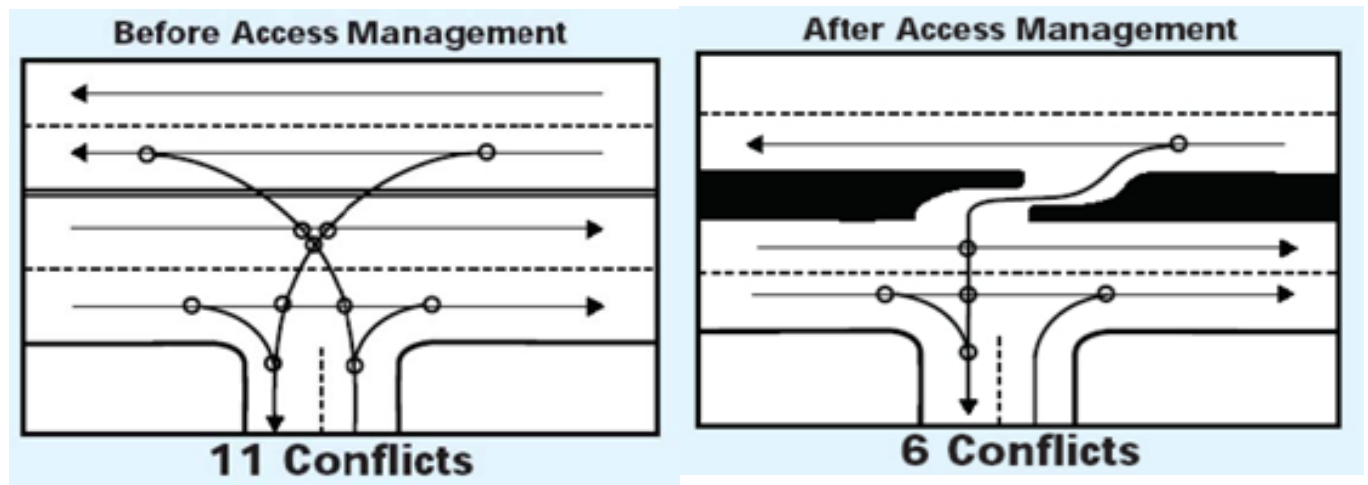
Source: USDOT FHWA - Office of Operations, "What is Access Management?"

General Policies

Access management reduces traffic conflicts by:

- Minimizing the number of conflict points
- Maximizing the distance between conflict points
- Providing inter-parcel connectivity, especially for slow turning vehicles.

Figure 2: Reducing Conflict Points by Restricting Turning Movements



Source: NCHRP

A collection of suitable access management solutions can provide consistency along a corridor. These solutions can generally be broken into two groups, those directly affecting the roadway facility (transportation infrastructure) and those affecting the adjacent parcels (land use and zoning).

Some of these contributors to beneficial access management include:

- Driveway alignment and driveway spacing
- Medians
- Traffic signal coordination
- Grade separation
- Land use and zoning
- Driveway design characteristics
- Network connectivity
- Stub-outs for future connections
- Frontage roads and backage roads

Gattis, J. (2005). *Assess the need for implementing an access management program*. AHTD TRC 04-04. University of Arkansas; Fayetteville, AR.

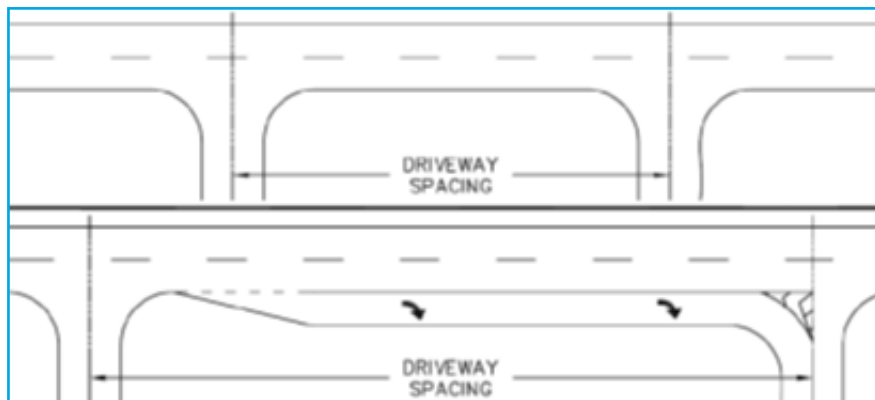
Transportation Infrastructure

Driveway Alignment and Driveway Spacing

Driveway alignment is a means of controlling access and reducing vehicular conflict points along a roadway. Driveways that are “offset” from each other (across another roadway) can create driver confusion; they also increase the number of access locations for entering/exiting vehicles. Implementation of good driveway alignment concentrates turning movements to fewer points along the corridor, allowing drivers to better predict the movements of other vehicles.

Driveway spacing is another means of reducing conflict points and improving driver expectancy along a roadway. If driveways are too close together, potential turning movements begin to overlap and can create confusion and a lack of awareness on the part of a driver. Additionally, closely spaced driveways can prevent the ability to properly install acceleration and deceleration lanes.

Figure 3: Driveway Spacing

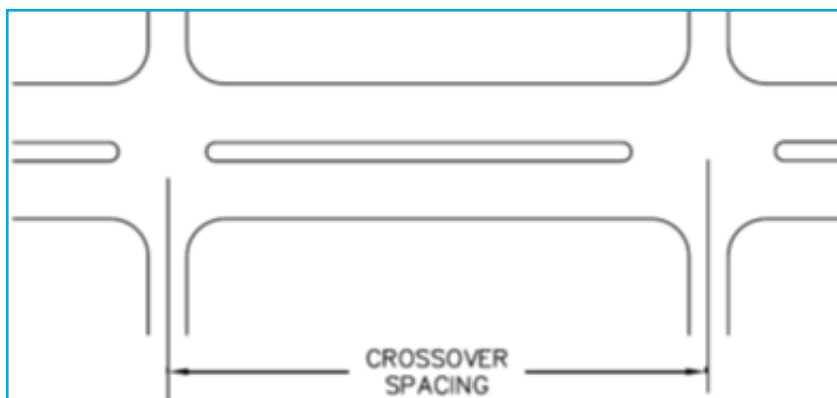


Source: GDOT

Medians

Medians have been proven by studies to improve traffic flow, reduce congestion, and lower crash rates for certain conditions. These benefits are mostly a result of managing the left-turn and U turn movements along a corridor. Although two-way left-turn lanes can also be considered “medians,” medians that are beneficial for access management are typically raised or depressed and better control vehicle crossings along the arterial. Creating a series of appropriately spaced median breaks creates a hierarchy of decision points which are predictable and allow for more smooth traffic flow for the through movement along a corridor. These decision points include median breaks for U turns, directional crossovers, and full-movement driveways and intersections. The reduced number of conflict points between vehicles, pedestrians, and bicyclists also reduces the frequency of crashes when compared with intersections that allow left turns and U turns.

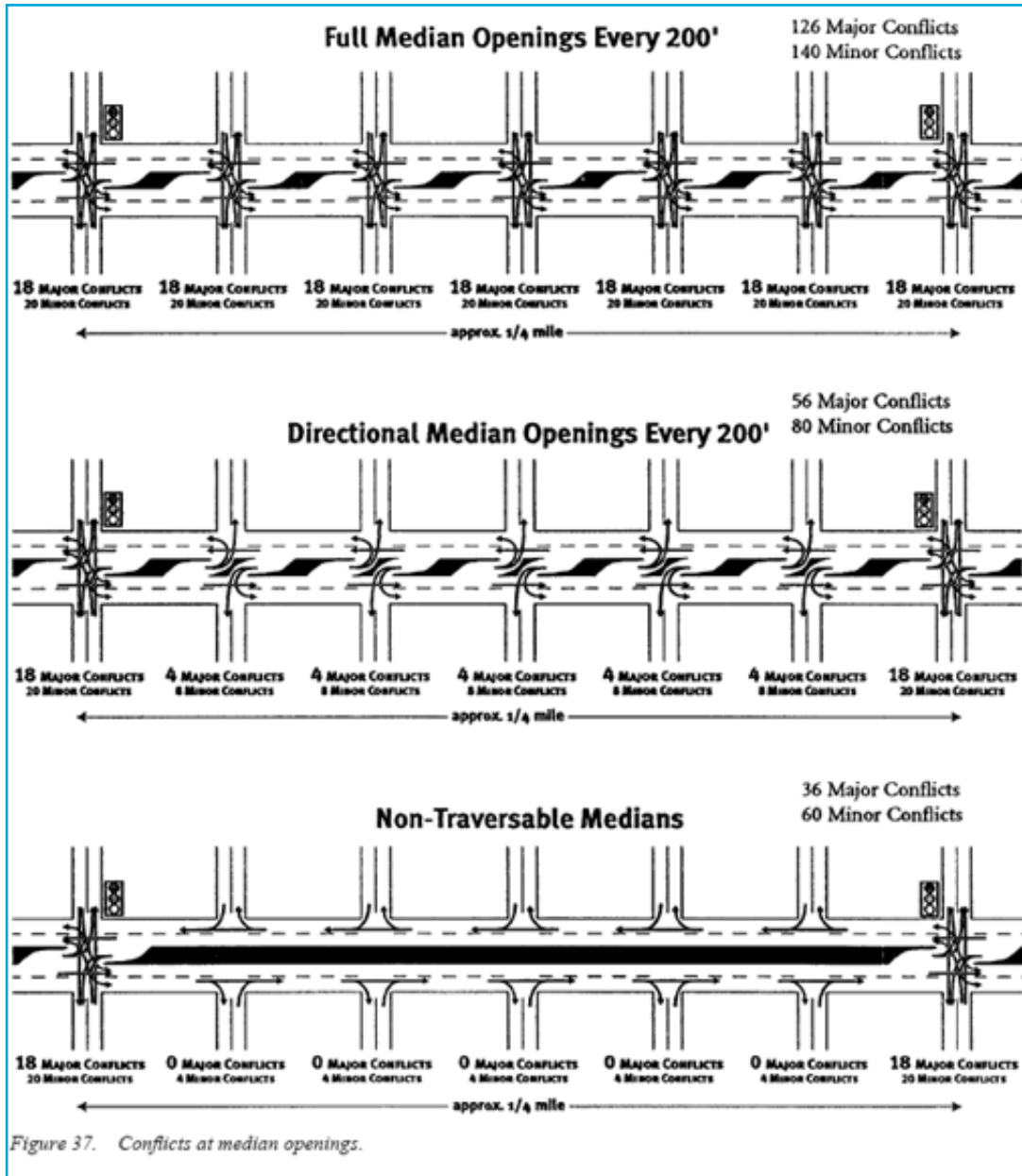
Figure 4: Reducing Conflict Points by Restricting Turning Movements



Source: GDOT

Full-movement median openings should be located where higher left-turn movements are expected along both the major street and minor street. Directional crossovers can be placed between these full-movement median openings, allowing left-turn and U turn movements along the major street (but prohibiting minor street left turns). This concept removes the left turns and U turns from the full-movement intersection. An alternative is the median U turn treatment, which only allows U turn movements along the major street. Studies have shown that a median U turn treatment reduces the frequency of crashes when compared to a directional crossover.

Figure 5: Conflicts by Type of Median



Source: NCHRP

Traffic Signal Coordination

Traffic signal coordination refers to both the physical spacing and the optimized timing of traffic signals along a corridor. Providing adequate spacing between traffic signals can create benefits similar to driveway and median break spacing. Longer distances between traffic signals can enhance the ability to improve travel times and safety via the synchronization of traffic signals along a corridor. The coordination of traffic signals along congested roadways can decrease delay and improve travel time, safety, and emissions.

Grade Separation

Converting an overcapacity intersection to a grade-separated interchange can dramatically improve the operations at that location. Unfortunately, this is also a very expensive alternative to construct and has large impacts when attempting to develop a solution at an intersection to adjacent properties. Figure 6 shows the intersection of Buford Highway (SR 13/US 23) and Pleasant Hill Road in Gwinnett County. This was an at-grade intersection that has been converted to a grade-separated interchange. This removes the conflict between the heavy north-south through volumes and the heavy east-west through volumes.

Figure 6: At-Grade Intersection to Grade-Separated Interchange



Figure 7: Full Diamond Interchange



Source: Aerials Express

An alternative to the above interchange design is a full diamond interchange. Figure 7 shows an example of a full diamond interchange along a roadway that is neither an interstate nor a state highway. This example is Ronald Reagan Parkway at Bethesda Church Road in Gwinnett County.

Land Use and Zoning Policy

An access management program is most effective when exercised before any development occurs (with “greenfield” developments). This involves both comprehensive planning and land use policies/regulations. Without effective access management, three issues can have negative effects on mobility, traffic congestion, and safety:

- Separation of Uses – Properties are developed incrementally and become isolated from adjacent properties. Traffic volumes increase along the corridor because all trips between developments must use the major roadway, and numerous driveways are constructed due to the lack of parcel interconnectivity.
- Single Access Points – Larger developments sometimes only provide access to a single road, which happens to be a major roadway. This commonly occurs when there is an insufficient grid network of local streets that are parallel and/or perpendicular to the major roadway. Forcing all site traffic onto one major roadway can compromise mobility and increase congestion levels along the corridor.
- Greenfield Development – New development in rural areas often occurs without long-term access management planning and oversight. However, a roadway that seems rural and isolated often grows to become a more heavily developed corridor. This represents a constant cycle that occurs regarding land development and traffic impacts:

Land Use Change > Increased Traffic Generation > Increased Traffic Conflict > Deterioration of Traffic Flow > Arterial Improvements > Increased Accessibility > Increased Land Value > Land Use Change

The quality of access to these developments (and the developments themselves) can be improved and negative impacts can be avoided by establishing access management requirements for new “Greenfield” developments.

These three issues can be avoided and/or mitigated with good access management. The placement of interior drives from the major roadway can have an impact on vehicular flow along the corridor. The reduction of driveways and maintaining a focus on minimizing the number of driveways can reduce the number of conflict points that vehicles experience along a major roadway. Additionally, access directly between adjacent parcels can decrease the amount of vehicle trips that must use the corridor.

Figure 8: Vacant Development Lots (Greenfield)



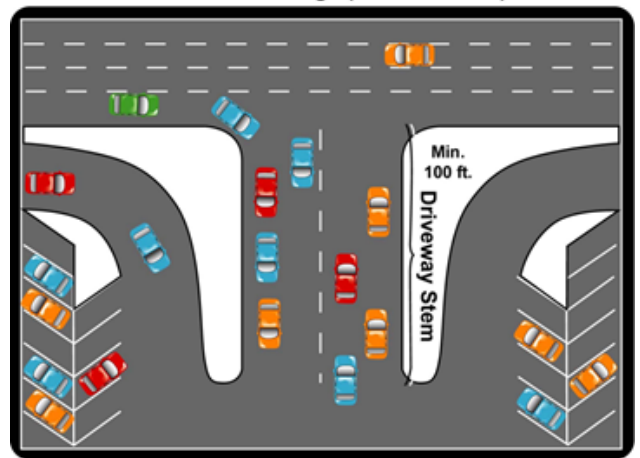
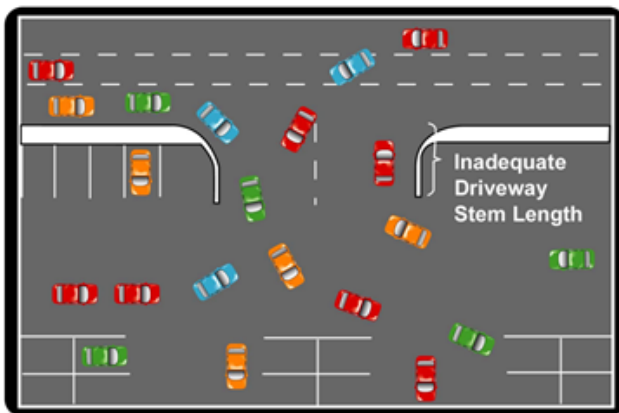
Driveway Design Characteristics

On-site traffic circulation can be improved to help avoid traffic spillback from within a development onto the public roadway. The throat of a driveway is the section between the roadway and the first internal site intersection. Lengthening the “throat” of driveways can have two positive results:

- Vehicles exiting the site are less likely to obstruct another vehicle’s movement within the site
- Vehicles entering the site have a longer distance and more time to decide what their next movement within the site will be.

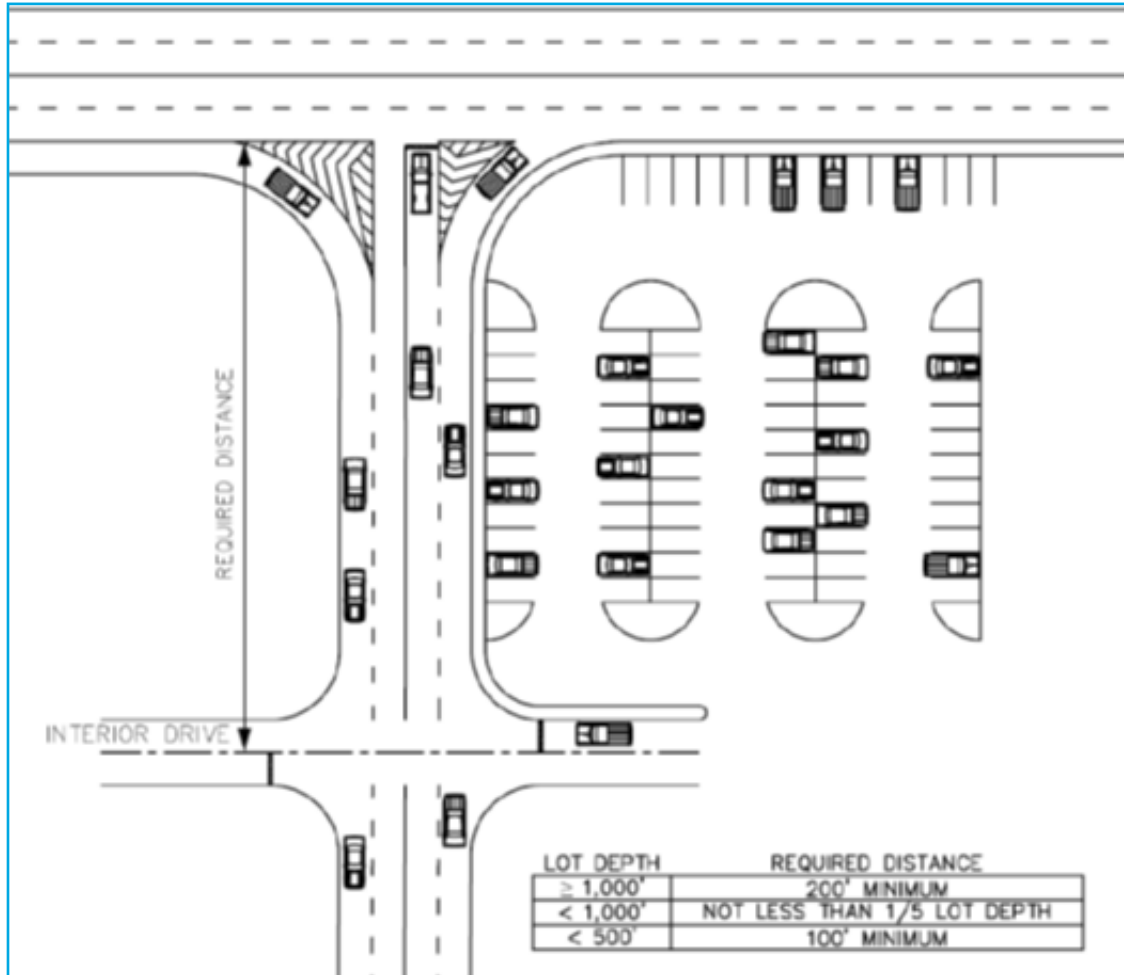
Both of these positive results decrease the possibility of traffic spillback onto the arterial.

Figure 9: Driveway Throat or Stem Length



Source: NCDOT Policy on Street and Driveway Access to North Carolina Highways, July 2003

Figure 10: Placement of Interior Drives



Source: GDOT

Network Connectivity

Land use guidelines can support access management, and both guidelines and regulation can help achieve a more effective land use and transportation connection. The focus on efficient connectivity should focus on pedestrians, bicyclists, transit, and automobiles. Land development regulations should require connections to the local street network instead of the major street as well as connections to adjacent properties; this will decrease the traffic volumes on the thoroughfare corridor, as local trips will have an alternative to using the major road.

Land use and zoning policies along a corridor have an impact on the mobility and safety of the roadway. Many properties are designed as isolated developments with no interconnectivity with adjacent properties. This increases congestion by forcing all trips between the developments onto the corridor. Additionally, this typically results in multiple driveways that increase the number of turning movement conflict points along a corridor. Interconnectivity between properties can alleviate the amount of traffic along the roadway. Providing additional access along secondary roadways also provides an alternative for traffic to access sites. Developments with one access point along a major thoroughfare guarantee that all site-generated traffic will enter and exit at that location. Providing access to collector streets and local roads lowers the vehicular density at the primary access location.

Stub-outs for Future Connections

Some locations may have an inadequate local street network. Following this access management strategy may require the local government to construct and/or maintain additional roads. Culs-de-sac and permanent dead ends should be discouraged; instead, stub-outs should be provided within developments. These stub-outs can better accommodate future connections with neighboring parcels and provide a means for the gradual formation of a local street network.

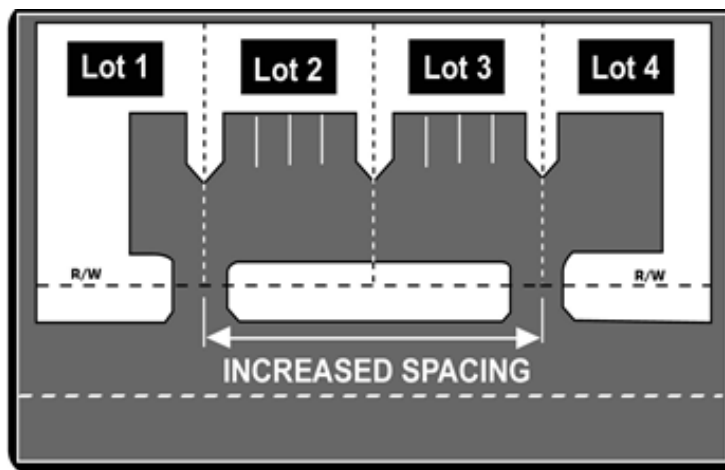


Figure 11: Stub Outs to Adjacent Land for Future Connections

Frontage Roads and Backage Roads

Cross-access agreements between multiple land parcels can further promote the opportunity for a local street network. Promoting these agreements between neighboring land owners can limit the number of driveways along a corridor. These connections can be provided via frontage roads (i.e. inter-parcel connectivity at the front of the development) or backage roads (through connections on the opposite side of the buildings from the roadway).

Figure 12: Cross-Access among Parcels



Source: NCDOT Policy on Street and Driveway Access to North Carolina Highways, July 2003

It should be noted that frontage roads, if not designed carefully, can sometimes be detrimental to alternative modes of transportation. The presence of frontage roads often increases the distance and sometimes adds obstacles between the major roadway and the buildings. This can result in a less attractive trip for pedestrians, bicyclists, and users of transit who then have to navigate between challenging internal drive aisles, intersections, and surface parking lots. In the case where frontage roads are necessary and the area is intended to be highly multi-modal, care should be taken to balance the context of the transition from a major highway to adjacent land uses.

Another alternative to consider is a backage road, in lieu of a frontage road, which can still provide inter-parcel access while concurrently allowing for a shorter and easier route for walking, cycling, and local transit. The backage roads can increase street connectivity, reduce the amount of traffic on regional thoroughfares, and supply a better design for alternative modes of transportation.

Regulations should also encourage building a backage road that can be integrated into the local street system, especially when small frontage lots are unavoidable. Having good policies on the design of access points can reduce the impacts on mobility. Access management can benefit from regulations on minimum sight distance, minimum turning radii, minimum driveway widths, and maximum driveway slopes.

2. Appendix Document B – Complete Streets Policy

Purpose

The purpose of this policy is to aid DeKalb County in developing and maintaining a safe and efficient transportation system for motorists, bicyclists, pedestrians, and transit users. Complete streets are roadway corridors that are designed and constructed to accommodate users of all ages, abilities, and modes. Accordingly, this complete streets policy recommends that all roadway projects, both new construction and retrofit/reconstruction projects, consider incorporating bicycle, pedestrian, and transit facilities. This policy applies to all roadways and streets located in DeKalb County.

Inter-Agency Partnerships

It is the intent of DeKalb County to pursue a network of complete streets in conjunction with both the United States Department of Transportation's (USDOT) bicycle and pedestrian policy and Georgia Department of Transportation's (GDOT) complete streets design policy.

USDOT Policy Statement

"The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes."

GDOT Policy Statement

"It is the policy of GDOT to routinely incorporate bicycle, pedestrian, and transit (user and transit vehicle) accommodations into transportation infrastructure projects as a means for improving mobility, access, and safety for the traveling public. Accordingly, GDOT coordinates with local governments and regional planning agencies to ensure that bicycle, pedestrian, and transit needs are addressed beginning with system planning and continuing through design, construction, and maintenance and operations."

Design

This policy recommends the use of the most up-to-date complete streets design guidelines and best practices. Existing design guidance that is available includes but is not limited to:

- *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, ITE and CNU
- *A Guide for Achieving Flexibility in Highway Design*, AASHTO
- *A Policy on Geometric of Highways and Streets*, AASHTO (“Green Book”)
- *Guide for the Development of Bicycle Facilities*, AASHTO
- *Guide for Planning, Design, and Operation of Pedestrian Facilities*, AASHTO
- *Roadside Design Guide*, AASHTO

- *GDOT Design Policy Manual*, GDOT
- *Urban Street Geometric Design Handbook*, ITE
- *Bicycle Facility Design*, FHWA-NHI
- *Urban Bikeway Design Guide*, NACTO
- *Highway Design Handbook for Older Drivers and Older Pedestrians*, FHWA
- *Planning Complete Streets for an Aging America*, AARP

The development of solutions is expected to be collaborative to yield designs that reflect the context of the surrounding built and natural environments, considering access of all users and enhancing the appearance of the roadway corridor. DeKalb County can further the value of the Complete Streets Policy by improving design guidance through Code of Ordinance revisions.

Application

In general, the County will consider the safety and mobility of motorists, bicycles, pedestrians, and transit users on all roadways that the County maintains. Further, more intense consideration will be given to roadways within activity centers. Urban thoroughfare types should relate to the County’s functional classification system as represented in the table below.

Relationship between Functional Classification and Thoroughfare Type (ITE/CNU) ^{1, 2}							
Functional Classification	Freeway/ Expressway/ Parkway	Rural Highway	Boulevard	Avenue	Street	Rural	Alley/Rear Lane
Major Arterial							
Minor Arterial							
Collector							
Local							

1. Shaded cells may still be considered for the appropriateness of context sensitive improvements, but generally, the non-shaded cells will receive the highest level of context sensitive consideration.
2. This table is a modified version of the table included in the ITE/CNU manual *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*

Exemptions

This policy allows for the exemption of some roadway corridors under the following conditions:

- The roadway corridor legally prohibits specific users (e.g. bicyclists and pedestrians on interstate freeways).
- The cost of providing bicycle or pedestrian facilities is excessively disproportionate to the need or probable use.
- The absence of current and future need is documented.
- Roadways not owned or operated by DeKalb County. In this instance DeKalb County will encourage the appropriate agencies to design and construct projects along these roadways in accordance with this policy.

Performance Measures

Performance measures to evaluate the success of the DeKalb County complete streets policy may include but are not limited to:

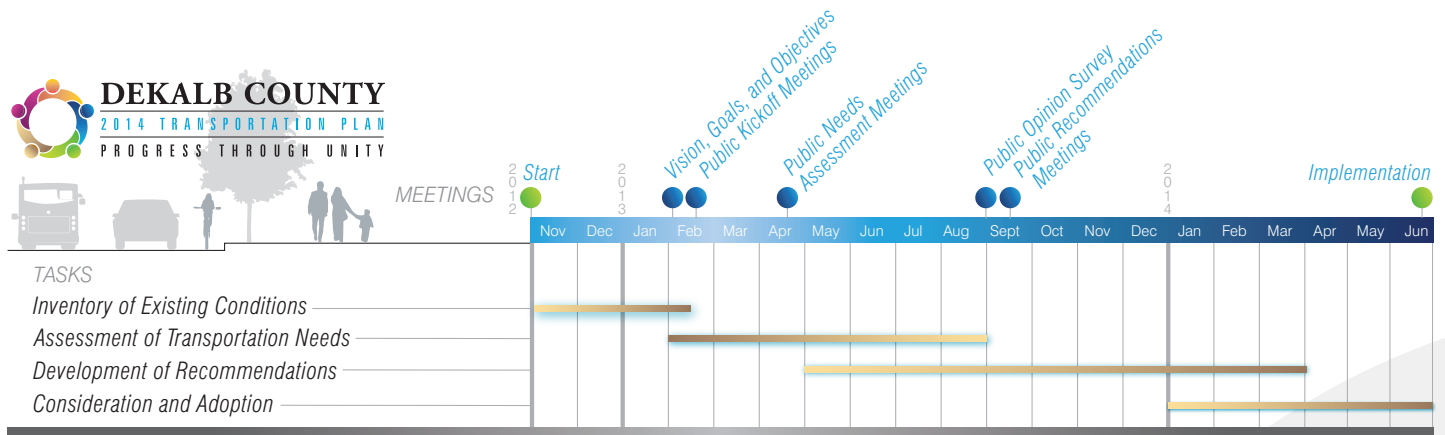
- Miles of new on-street bicycle routes
- Miles of new or reconstructed sidewalks
- Percentage completion of bicycle and pedestrian networks as envisioned by the latest DeKalb County Comprehensive Transportation Plan
- Increase in pedestrian and bicycle volumes along key corridors

3. Appendix Document C – Public Involvement

Effective outreach educates all citizens on how they can be involved in developing plan outcomes and engages them at strategic points throughout the planning process. To this end, a public involvement approach was developed that emphasizes three fundamentals of public and stakeholder involvement:

- Transparency: Creating trust by developing clear goals and an understandable process for evaluating priorities.
- Education: Increasing the awareness of needs, constraints and opportunities.
- Buy-In: Generating support by ensuring everyone has the opportunity to provide meaningful input.

Public input was collected at three key technical milestones during the planning process: the Existing Conditions inventory, the transportation Needs Assessment and the after the development of Draft Recommendations.



The table below shows a chronological summary of all public involvement activities completed during the planning process.

Outreach Method	Date	Stakeholders Involved/Description
Public Meeting	2/11/2013	General Public
Public Meeting	2/12/2013	General Public
Focus Group	3/19/2013	Pedestrian Community
Focus Group	3/28/2013	Bicycle Community
Focus Group	4/3/2013	Special Needs/Disabled Community
Committee Meeting	4/4/2013	Technical Advisory Committee
Committee Meeting	4/4/2013	Community Advisory Committee
Kiosk (staffed)	4/7/2013	General Public/Hispanic Health Coalition Latino 5K attendees
Briefing	4/16/2013	DeKalb County Commission Committee of the Whole
Public Meeting	4/16/2013	General Public
Public Meeting	4/18/2013	General Public
Public Meeting	4/20/2013	General Public
Public Meeting	4/22/2013	General Public
Online Meeting	4/23/2013	General Public
Focus Group	4/29/2013	Pan-Asian Community
Focus Group	4/30/2013	Aging/Older Adult Community
Kiosk (staffed)	5/26/2013	General Public/Decatur Arts Festival attendees
Kiosk (staffed)	6/15/2013	General Public/Gallery at South DeKalb patrons
Work Group	6/27/2013	Adjacent Communities
Kiosk (unstaffed)	7/1/2013 – 7/12/2013	General Public; shopping mall patrons (Mall at Stonecrest, North DeKalb Mall; Northlake Mall)



Outreach Method	Date	Stakeholders Involved/Description
Briefing	8/6/2013	DeKalb County Commission Committee of the Whole
Focus Group	8/7/2013	Transit Community
Kiosk (staffed)	9/28/2013	General Public/Heart of South DeKalb Festival attendees
Committee Meeting	10/28/2013	Technical Advisory Committee
Committee Meeting	10/28/2013	Community Advisory Committee
Kiosk (unstaffed)	10/28/2013 – 11/16/2013	General Public; DeKalb Public Library branch patrons (Chamblee, Stone Mountain, Toco Hills, Stonecrest, Salem-Panola, Scott Candler, Flat Shoals); shopping mall patrons (Northlake, Mall at Stonecrest)
Public Meeting	11/7/2013	General Public
Public Meeting	11/12/2013	General Public
Public Meeting	11/14/2013	General Public
Online Meeting	11/14/2013	General Public
Public Meeting	11/16/2013	General Public/DeKalb Neighborhood Summit Attendees
Public Opinion Telephone Survey	October 2013	Random sample of the General Public
Online Survey	Available Fall 2013	General Public

This summary describes the methods used to engage the public throughout the CTP update.

Public Engagement Methods

Engagement methods employed a combination of traditional and nontraditional strategies that allowed stakeholders the opportunity to follow and participate in the planning process. Ideas, perceptions, and opinions expressed throughout the planning process were documented accordingly. The public engagement methods used are summarized as follows:

Technical Advisory Committee (TAC)

The TAC was established to provide feedback for the plan at key milestones throughout the process. Members for the TAC were selected in coordination with the County and included key stakeholders such as the Atlanta Regional Commission, the Georgia Department of Transportation, the Georgia Regional Transportation Authority, staff from each of the Cities, and other related transportation providers. In addition to outside agencies, the TAC also included representation from key County departments such as Planning and Sustainability, Economic Development, Transportation, Roads and Drainage, and Community Development. The Technical Advisory Committee met three times throughout the process.

Community Advisory Committee (CAC)

The CAC was established to provide general feedback at key milestones throughout the process. This group guided the development of the plan from a less technical perspective. CAC membership was varied in order to mirror the make-up of the County. Therefore, members represented a mixture of interests including representatives from the business, industrial, environmental, aging, pedestrian, cycling, neighborhood, low income, environmental justice, disabled, and transit dependent communities. Since this group was made up of representatives of the greater DeKalb community, the CAC also served as a sounding board in preparation of public meetings. The Community Advisory Committee met three times throughout the process.

Public Meetings

Three rounds of public meetings were hosted over the course of the project to coincide with key decision points:

- Project Kickoff – Input was used to refine the plan vision, goals and objectives
- Needs Assessment Phase – Input on transportation needs from the community’s perspective was gathered
- Draft Recommendations Phase – Input was used to refine the list of potential priority projects

Each round included four traditional in-person meetings hosted in various locations throughout the County and one online meeting. Meeting venues were determined in coordination with the County and were in transit-accessible areas whenever possible. The Kickoff and Needs Assessment public meetings began with a facilitated presentation to all attendees followed by breakout sessions that encouraged discussion in smaller groups. The Draft Recommendations public meeting began with a facilitated presentation followed by an open house period which allowed attendees to view project displays in greater detail and to speak with members of the project team one-on-one. A total of 12 public meetings were hosted.

Focus Groups/Work Groups

Six focus group style meetings were convened during the existing conditions phase to gather input from segments of the population that are traditionally under-represented. These small group discussions focused on the Pan-Asian community, aging /older adults, pedestrians, cyclists, the transit dependent and the disabled communities, and occurred during the existing conditions and Needs Assessment phases.

In an effort to understand cross-boundary needs and to identify projects, an adjacent communities work group was held. This session occurred during the Needs Assessment phase and included representatives of surrounding communities, such as Fulton, Gwinnett, Rockdale, and Clayton Counties and the City of Atlanta.

Kiosks

Staffed and unstaffed kiosks were used as a cost effective method for raising project awareness and sharing information. Staffed kiosks generally featured a tri-fold display that showed pertinent project information, project fact sheets, public meeting flyers (when applicable) and a sign in sheet for those interested in future updates to be placed on the project mailing list. Staffed kiosks were hosted in conjunction with an existing event such as a community festival. A total of four staffed kiosks were hosted throughout all phases of the project.

Unstaffed kiosks were also utilized to spread the word about the project and upcoming engagement opportunities. These kiosks were strategically placed in highly visible locations throughout the County such as shopping malls and libraries. They generally featured a single poster sized board display mounted on an easel with flyers and/or project fact sheets that could be taken away. A total of twelve unstaffed kiosks were coordinated throughout the Needs Assessment and Recommendations phases of the project.

Online Engagement (website, social media, online meetings)

A project website, Facebook page and Twitter account were created to give stakeholders free access to project information. The project website featured an interactive mapping tool that engaged visitors in identifying areas of need as well as plan documents designed to keep them abreast of project happenings. For those who could not attend the traditional public meetings hosted during the Needs Assessment or Recommendations phase, two interactive online meetings were hosted.

Surveys

A statistically valid survey tool was developed and implemented after the Needs Assessment phase, and included the opinions of 500 randomly selected DeKalb County citizens. The survey was conducted by telephone and resulted in the collection of invaluable information that aided in understanding community preferences and priorities.

During the third and final round of public meetings it was essential to understand the public's priorities in regards to potential projects. Hard copy surveys that corresponded to the project list and maps were distributed to all meeting attendees. An online version of the survey was also created and was placed on the project website. Links to the online survey were distributed via email to the project database, as well as County wide via the DeKalb Office of Neighborhood Empowerment email blasts. Facebook and Twitter were also utilized to create awareness of the online survey.

Advertising

A variety of techniques were used to advertise the public engagement opportunities. Online methods included the use of a project database containing approximately 700 individual email addresses; regular posts to the project website, Facebook and Twitter; posts to the community events calendars for all Patch Papers located in DeKalb County; a digital display ad in the Creative Loafing magazine's online publication; and email distribution of meeting announcements to an assortment of media outlets.

Hard copy methods used for advertising engagement opportunities included postal mailings to individuals in the project database and newspapers display ads in local papers such as the DeKalb Neighbor, the Crossroads News, the Champion Free Press, On Common Ground News and Mundo Hispanico. Meeting flyers and project fact sheets were also distributed to all DeKalb County senior centers, recreation centers, libraries and service centers.

Additionally, meeting announcement distribution was coordinated with project partners in an effort to leverage their reach in the County and beyond. The TAC and CAC members were encouraged to share information regarding public engagement opportunities with their networks. Announcements were coordinated with the DeKalb Office of Neighborhood Empowerment which distributes information County-wide to a multitude of DeKalb residents. The Atlanta Regional Commission posted project information to its public involvement calendar and distributed meeting announcements via the Community Engagement Network e-newsletter and Transportation Spotlight Blog. The DeKalb County School Council of PTAs and PTOs distributed project information to its database which includes all PTA and PTO organizations in the County. Additionally, DeKalb County Schools helped to coordinate the delivery of more than 4,200 meeting announcements to parents of children at schools located in close proximity to meeting locations during the Draft Recommendations phase.



4. Appendix D - Bicycle Improvement Opportunities

Introduction

This Appendix document provides a County-wide review of potential improvements to the bicycle accommodations on the roadways of the DeKalb County 2014 Transportation Plan study network. While the Recommendations document identifies only priority bicycle projects within the County, this Appendix document provides the analysis results for the evaluation of all roadways on the study network. The results indicate that there is a significant opportunity to improve bicycling conditions in DeKalb County – in some cases at very low cost to the implementing jurisdictions.

As described in the *Existing Conditions Report and Needs Assessment Report*, Bicycle Level of Service was the method used for evaluating bicycle accommodation on the CTP network. When the data were collected for the Bicycle Level of Service calculation, additional data were collected to facilitate the evaluation of potential roadway improvements for bicyclists. This data included total width of asphalt, presence of a raised median, presence of curb and gutter, and roadside profile (flat, sloping, or ditch). This data was used to evaluate potential improvements as described below and as shown in the accompanying map.

Evaluation Methodology

The analysis results include six possible recommendations for each evaluated segment:

- Bicycle Level of Service met,
- Existing facility,
- Roadway restripe candidate for bike lane,
- Roadway lane reduction (“road diet”),
- Construction of paved shoulders, and
- Detailed corridor study needed (DCSN).

The evaluations were conducted as described in the following paragraphs.

Bicycle Level of Service Met

The team analyzed every study network segment during the existing conditions phase to determine the existing level of accommodation provided to bicyclists. A Bicycle Level of Service score, ranging from “A” (best) to “F” (worst) was calculated. The Bicycle Level of Service (LOS) methodology is the methodology for evaluating bicycle accommodation in the 2010 *Highway Capacity Manual*. There are many cases where a relatively high level of accommodation can be achieved even in the absence of a striped shoulder or bike lane. This situation frequently occurs on low-volume (including low-truck volume) local and minor collector streets with typical or greater than typical lane widths. For the DeKalb Transportation Plan, two bicycle LOS threshold volumes were identified: Bicycle LOS C for the overall network and Bicycle LOS B within designated activity centers (based on areas identified by DeKalb County and the Atlanta Regional Commission, as described in the *Existing Conditions and Needs Assessment Report*). This *Bicycle Level of Service Met* category includes 155 miles, or approximately 24% of the study network. While bicycle improvements should be included in any programmed projects on these segments, they already meet the minimum identified bicycle LOS thresholds and therefore are not included in this facility recommendations list.

Existing Facility

The balance of the network, after identifying the *Bicycle Level of Service Met* segments, was reviewed to determine if existing bike lanes or shoulders (four feet or wider), shared lane markings, or wide curb lanes (fourteen feet or wider) were present. This *Existing Facility* category includes just under 9 miles of roadway, or approximately 1.5% of the study network.



DEKALB COUNTY

2014 TRANSPORTATION PLAN

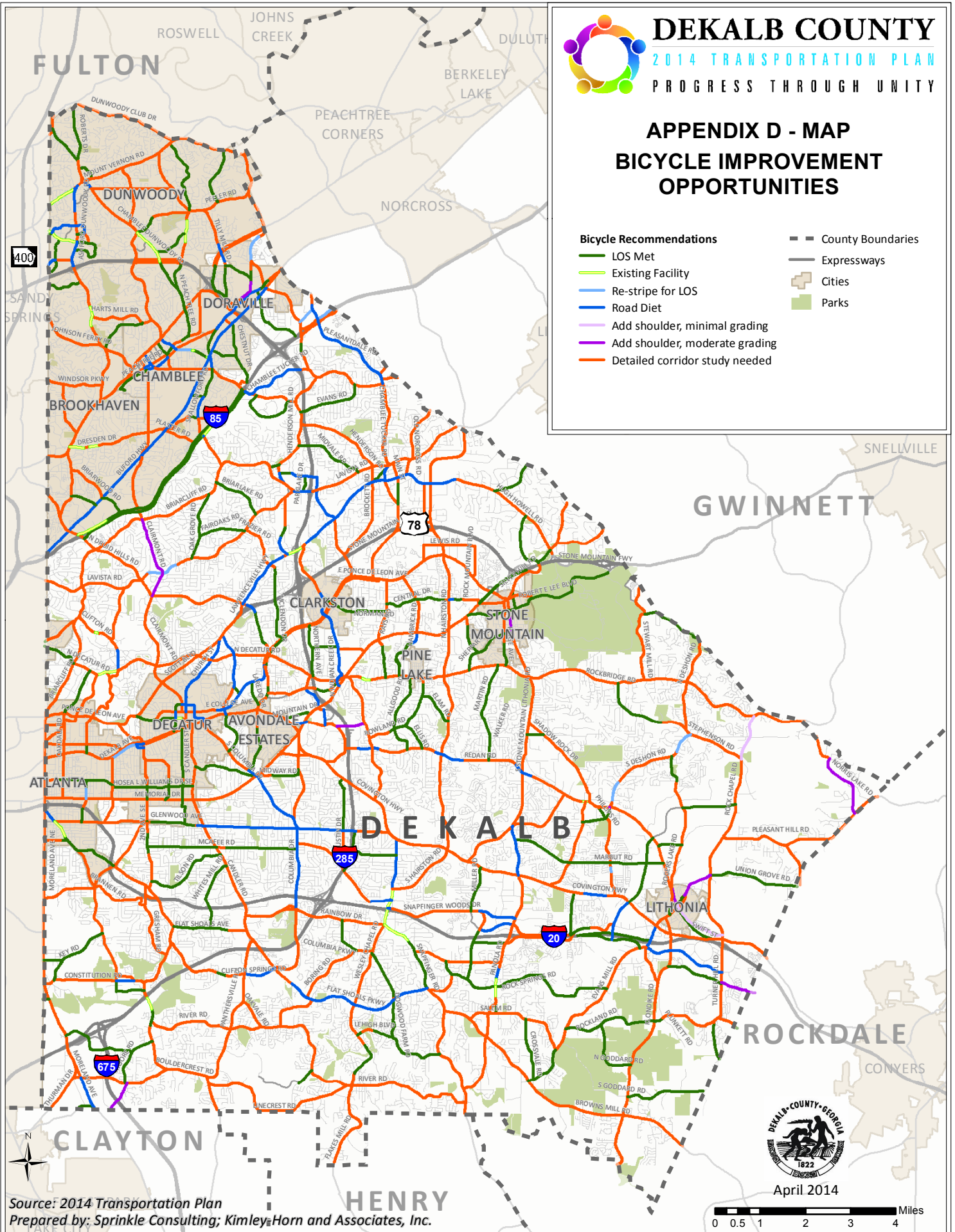
PROGRESS THROUGH UNITY

APPENDIX D - MAP BICYCLE IMPROVEMENT OPPORTUNITIES

Bicycle Recommendations

- LOS Met
- Existing Facility
- Re-stripe for LOS
- Road Diet
- Add shoulder, minimal grading
- Add shoulder, moderate grading
- Detailed corridor study needed

- County Boundaries
- Expressways
- Cities
- Parks



Source: 2014 Transportation Plan
 Prepared by: Sprinkle Consulting; Kimley-Horn and Associates, Inc.



April 2014

0 0.5 1 2 3 4 Miles

Roadway Restripe Candidates

Among strategies commonly used to improve bicycling conditions, roadway restriping is frequently considered the most desirable solution. This is because of the very low cost and the existence of excess lane width on many streets. For this reason, roadway restriping was the first option analyzed for the study network, after those segments with existing/programmed facilities and those where the threshold accommodation level has been met were filtered out of the process.

This recommendation category identifies roadways on which re-striping is possible, by narrowing existing through lanes to 11 feet, to provide bike lanes of at least four feet¹ and where those bike lanes will improve bicycle accommodation on the roadway so that it meets the desired performance threshold (Bicycle Level of Service “B” or “C” as appropriate). Roadways on which re-striping for bike lanes would help to achieve the performance threshold total just 4.5 miles, less than 1% of the total network.

Lane Reductions (“Road Diets”)

While the removal of travel lanes to create bicycle facilities (i.e., a road diet) is also relatively inexpensive to implement, restriping is typically a less noticeable change to a roadway and should generally be considered first. Road diets are frequently considered when a preliminary analysis indicates that sufficient capacity exists to effectively accommodate motor vehicle traffic for the foreseeable future with the reduced number of lanes. Such preliminary planning-level analyses have been performed for this project to identify road diet candidates. Significantly more detailed operational analyses should be carried out for individual sections before moving forward with any of the identified projects.

The motor vehicle capacity analyses used modeled volumes for each segment, as developed for determining future roadway needs for this plan. Planning-level estimates of future year motor vehicle capacity are feasible through the use of

generalized level of service tables, which are based upon default values using the *Highway Capacity Manual*. Simplified tables, such as those developed by The Florida Department of Transportation² allow for a quick planning level analysis of roadway capacity and the potential impacts of reducing the number of through lanes. The tables use default values for different area types for many traffic variables such as K-factor (planning analysis hour factor), D-factor (directional distribution factor), peak hour factor, and g/C (green time to cycle length) ratio. The lookup tables produce a level of service result based on roadway class (determined through average signal spacing, which was field-collected), traffic volume, and number of lanes.

For segments that do not fall into one of the first three analysis categories (existing facilities, target level of service met, and roadway restripe candidates), the number of lanes was hypothetically reduced (e.g., 4-lane to 2-lane) to determine the resulting future year motor vehicle level of service. Model volumes were compared against the generalized level of service tables to see where Motor Vehicle Level of Service “D” could be maintained with a reduced number of lanes. Approximately 60 miles of roadway, 9.5% of the network, could be considered for this approach, subject to careful review of operations on each candidate segment and at each critical intersection.

Add Paved Shoulder

The next level of analysis was to identify potential for the addition of paved shoulders to roadways with rural (without curb and gutter) cross-sections. While more expensive than restriping projects, constructing paved shoulders on the outside of the existing edge of pavement is still much less expensive than projects that involve reconstruction of the roadway. For a network segment to be considered a candidate for adding paved shoulders, it must meet two criteria: 1) have an open shoulder cross-section, and 2) have a relatively flat roadside profile to eliminate the need for significant regrad-

¹ Many roadways in DeKalb County are lined with granite curbs with no concrete gutter; on such roadways bike lanes widths of 5 feet were sought to ensure compliance with AASHTO guidance on minimum width to the curb face. Wider-than-minimum bike lanes were identified on roadways where additional width was needed to achieve the desired performance threshold, so long as general purpose lane width did not fall below 11 feet.

² 2009 Quality/Level of Service Handbook, Florida Department of Transportation.

ing. Of the remaining unclassified segments, 2.5 miles, less than 1% of the network, meet these criteria. An additional 7.5 miles of roadway (1.2% of the network) could be considered for shoulder widening, but will require moderate grading of the roadside to allow construction of the shoulder.

Detailed Corridor Study Needed (DCSN)

The remaining study segments (398 miles, 62.5% of the network) present minimal opportunity for improving bicycling conditions through any of the identified roadway retrofit strategies discussed above. Specific bicycling-related improvements to these segments will require extensive and detailed operational-level investigations of the constraints and opportunities along these corridors. Several specific opportunity options, which are briefly discussed below, can and should be investigated by the implementing jurisdictions to better accommodate bicycling on the DCSN-designated corridors. Closing these challenging gaps can greatly increase connectivity of the bicycling network and improve neighborhood linkages, thereby promoting increased bicycling activity and leading to associated public health, environmental, and energy savings benefits.

Summary

The table below shows a summary of the facility recommendations by mileage.

Table 1		Summary of Results	
Facility Type	# of Miles	Mileage %	
Bicycle LOS Met	154.7	24.3%	
Existing Facility	8.9	1.4%	
Restripe Candidate	4.5	0.7%	
Road Diet Candidates	60.2	9.5%	
Add Paved Shoulders	9.9	1.6%	
DCSN	398	62.5%	

³ While sidepaths appear to many to be appropriate bicycle facility alternatives, crash statistics and operational challenges from across the United States and around the world provide ample warning that in many settings, they are not (see AASHTO *Guide for the Development of Bicycle Facilities*, pp.5-8 and 5-9). Preliminary corridor-specific design is needed for each to determine their feasibility from an operational/safety standpoint. For more information on the design requirements of sidepaths see Petritsch, T.A., B.W. Landis, H.F. Huang, and S. Challa, "Sidepath Safety Model: Bicycle Sidepath Design Factors Affecting Crash Rates" Transportation Research Record 1982, Transportation Research Board, Washington, DC, 2007.

Some DCSN corridors may be potential "sidepath" candidates. Sidepaths are shared use paths adjacent to the roadway (i.e., in the same right-of-way). Individual corridor studies would be needed to verify the extent of available rights-of-way as well as the design options and feasibility of developing a sidepath along any given segment.

In a limited number of cases, jurisdictions should consider the use of alternative routes for DCSN corridors. Provision of a bicycle facility on a built-out arterial may be financially or otherwise infeasible. However, there may be an alternative lower-volume local street, perhaps only a block off-set that could sufficiently accommodate bicycle travel while still providing reasonable access to commercial destinations along an arterial roadway. An alternative street might be made to better accommodate bicyclists through geometric or operational improvements, such as implementation of a bicycle boulevard design. Again, a detailed operational analysis would be required to confirm if the potential implementation of improved parallel routes could be applied along a particular corridor.

5. Appendix E - Pedestrian Improvement Opportunities

Introduction

This document provides a review of potential improvements to the pedestrian accommodations on the roadways of the DeKalb County Transportation Plan network. While the *Recommendations* document identifies only priority pedestrian projects within the County, this Appendix document provides the analysis results for the evaluation of all roadways on the study network. The results indicate that there is a significant opportunity to improve walking conditions in DeKalb County.

As described in the *Existing Conditions Report and Needs Assessment Report*, Pedestrian Level of Service was the method used for evaluating pedestrian accommodation on the roadway network. When the data were collected for the Pedestrian Level of Service calculation, additional data on the roadside profile (flat, sloping, or ditch), were collected to facilitate the evaluation of the potential for sidewalk improvements. This data was used to evaluate potential improvements as described below and as shown in the accompanying map.

Evaluation Methodology

The analysis results, contained in the spreadsheet provided, include six possible recommendations for each evaluated segment:

- Existing sidewalks on both sides of street,
- Pedestrian Level of Service met,
- Construct sidewalk with minimal grading,
- Construct sidewalk with moderate grading,
- Detailed corridor study needed (DCSN)

The evaluations were conducted as described in the following paragraphs.

Existing Sidewalk Both Sides

The study network was reviewed to determine if complete sidewalk coverage already exists on both sides of the street, regardless of Level of Service status. Even though some of these sections do not meet the desired Level of Service criteria, it is unlikely that reconstructing existing sidewalks would be seen as a higher priority than constructing a sidewalk where none currently exists. This *Existing Sidewalks Both Sides* category includes 128 miles of roadway, or approximately 20% of the study network.

Pedestrian Level of Service Met

The team analyzed every study network segment during the existing conditions phase to determine the existing level of accommodation provided to pedestrians. A Pedestrian Level of Service score, ranging from "A" (best) to "F" (worst) was calculated. The Pedestrian Level of Service (LOS) methodology is the same technique that is the methodology for evaluating Pedestrian accommodation in the 2010 Highway Capacity Manual. For the DeKalb Transportation Plan, two Pedestrian LOS threshold volumes were identified: Pedestrian LOS C for the overall network and Pedestrian LOS B



DEKALB COUNTY

2014 TRANSPORTATION PLAN

PROGRESS THROUGH UNITY

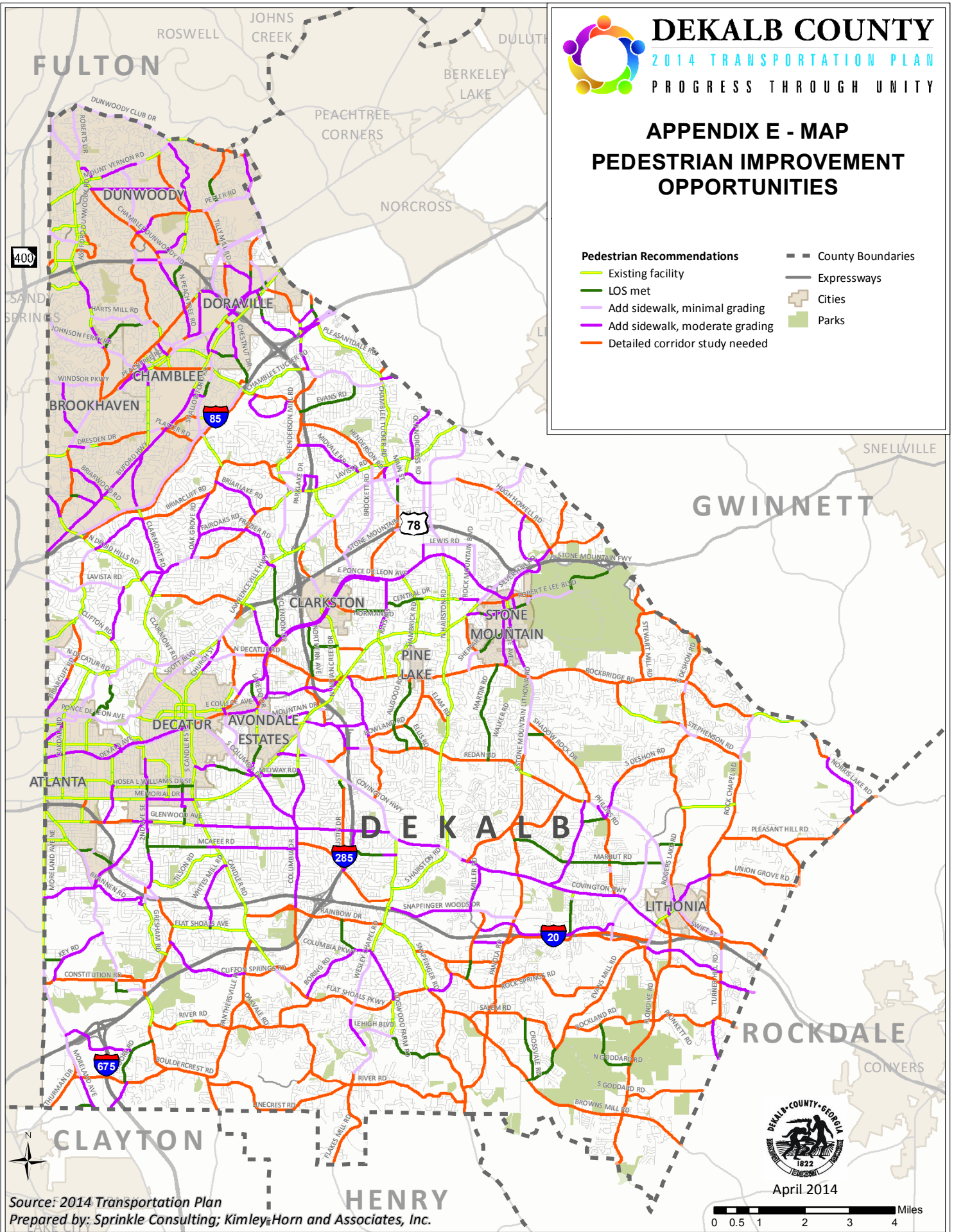
APPENDIX E - MAP PEDESTRIAN IMPROVEMENT OPPORTUNITIES

Pedestrian Recommendations

- Existing facility
- LOS met
- Add sidewalk, minimal grading
- Add sidewalk, moderate grading
- Detailed corridor study needed

County Boundaries

- County Boundaries
- Expressways
- Cities
- Parks



Source: 2014 Transportation Plan
 Prepared by: Sprinkle Consulting; Kimley-Horn and Associates, Inc.



April 2014

0 0.5 1 2 3 4 Miles

within designated activity centers (based on areas identified by DeKalb County and the Atlanta Regional Commission, as described in the Existing Conditions and Needs Assessment Report). Beyond where existing sidewalks are provided in full on both sides of the road (the category above), 44 miles, or approximately 7% of the study network meets this performance expectation. While sidewalk should be included to fill in any gaps during any programmed projects on these segments, they already meet the minimum identified pedestrian LOS thresholds and there for are not included in the needs list.

Construct Sidewalks, Minimal Grading

These roadway segments are not meeting the Pedestrian Level of Service performance threshold and have gaps in their sidewalk coverage. The roadside condition is relatively flat or already graded. Sidewalks should be constructed on both sides of these roads, to fill gaps and provide complete coverage. This category includes 106 miles of roadway, about 17% of the study network.

Construct Sidewalks, Moderate Grading

These roadway segments are not meeting the Pedestrian Level of Service performance threshold and have gaps in their sidewalk coverage. The roadside condition includes

shallow swales and will require moderate regrading. Sidewalks should be constructed on both sides of these roads, to fill gaps and provided complete coverage. This category includes 140 miles of roadway, about 22% of the study network.

Detailed Corridor Study Needed (DCSN)

Many study segments present minimal opportunity for providing sidewalks due to the need for extreme regrading, as they feature ditches immediately adjacent to the roadside. Sidewalk projects may include piping along roadsides, addition of curb and gutter, boardwalks, etc. Specific recommendations for the potential provision of pedestrian facilities on these segments (218 miles, or approximately 34.3% of the study network) will require extensive and detailed operational-level investigations of the constraints and opportunities along these corridors. Closing these challenging gaps can greatly increase connectivity of the walking network in DeKalb County and improve neighborhood linkages, thereby promoting increased walking activity and leading to associated public health, environmental, and energy savings benefits.

Summary

The table below shows a summary of the pedestrian facility recommendations by mileage.

Table 1		Summary of Results	
Facility Type	# of Miles	Mileage %	
Existing sidewalks, both sides	128.8	20.3%	
Pedestrian LOS Met	43.7	6.9%	
Construct Sidewalk, Minimal Grading	106.0	16.7%	
Construct Sidewalk, Moderate Grading	139.7	22%	
DCSN	218.0	34.3%	

6. Appendix Document F – Evaluation Criteria

The evaluation criteria that was used to score transportation projects is included in Appendix Document F. Four sets of criteria are provided across two pages each: roadway (corridor), roadway (intersection), bicycle, and pedestrian. The associated scores are included as well as the goals that are being addressed by each of the criteria.

7. Appendix Document G – Priority Project List Details

The details of all priority projects are included in Appendix Document G. Information includes the Project ID, modal category, project location and extents, description, percent county/cities, local lead, tier, project cost, and cost to DeKalb County. Each project/row is spread across two pages.

Primary Mode		Evaluation Criteria
ROADWAY (CORRIDOR)	Evaluation 1 = 60 pts	REval1_1 Included in current RTP
		REval1_2 On the ASTRoMaP (regional freight), National Highway System (NHS), or Regional Thoroughfare Network (RTN)
		REval1_3 Project located in an existing or future employment or activity center (as defined by ARC's Unified Growth Policy Map (UGPM), Livable Centers Initiative (LCI) Areas, or DeKalb County Comprehensive Plan)
		REval1_4 Asset management: Access management, ATMS project, or Bridge maintenance project on an existing facility (within existing curb lines)
		REval1_5 Multimodal Street Project (Speed <= 35 mph, Lanes <= 4, project includes either sidewalk, bike lanes, sidepath, or transit accommodations)
		REval1_6 Project located in an area with a high density of collisions (red or orange on overall crash map and/or location of a fatality)
		REval1_7 Enhances transportation options for households with low incomes or limited English proficiency (project intersects one of the low-income or LEP areas according to Census; Points not given to projects that would negatively impact a community - widening or a high-capacity new connection)
	Filter	Advance all projects from Eval 1 to Eval 2 that meet the following criteria: - Project intersects a Census tract with 20% of the population in poverty - Project intersects a Census tract with 20% of the population with limited English proficiency
	Evaluation 2 = 40 pts	REval2_1 (Mobility) Reduction in Vehicle Hours of Delay (VHD) between Build and No-Build (only considered for some projects)
		REval2_2 (Connections 1) Expands the vehicular laborshed for an existing employment center (only considered for some projects)
		REval2_3 (Connections 2) Improves the connection between two or more existing or future activity centers (as defined by ARC's Unified Growth Policy Map (UGPM), Livable Centers Initiative (LCI) Areas, or DeKalb County Comprehensive Plan)
		REval2_4 (Multimodal) Accommodates multiple modes beyond only automobiles
		REval2_5 (Economic Growth) Project's impact on development and freight movement - Part 1: Project intersects an economic development area (as defined by ARC) - 5 Points - Part 2: Volume of medium and heavy truck traffic on the link in the 2040 Build Model, scaled from highest to lowest - 5 Points
	Evaluation 3	REval3_1 Cost of the project relative to the overall benefit (benefit determined by evaluation score)
		REval3_2 Public Support (combination of feedback from Stakeholder Committee, Public Meeting input, feedback from Elected Officials, and Online Project feedback)

Asset management projects (resurfacing) have been removed from this evaluation process, and a separate amount of money is set aside for those projects. Cost and Local Funding Commitment will be used for placement into Prioritized Tiers

Primary Mode		Scoring
ROADWAY (CORRIDOR)	Evaluation 1 = 60 pts	Yes = 5 No = 0
		On NHS = 10 On RTN or ASTRoMap = 5
		Regional Attractor/Center/Town Center (UGPM) = 10 Other Activity Center = 7 No = 0
		Yes = 10 No = 0
		Yes = 10 No = 0
		High or within 1/8 mile of a Fatality = 10 Medium-High = 5
	Yes = 5 No = 0	
	Filter	0 Points, advance to Eval 2
	Evaluation 2 = 40 pts	Largest Change (relative) = 10 Smallest Change (relative) = 0
		Largest Change (relative) = 7 Smallest Change (relative) = 0
More than two activity centers = 3 Two activity centers = 2		
Transit, Bike, and Ped = 10 Bike and Ped = 7 Ped only = 3 None = 0		
Part 1: Yes = 5 No = 0		
Part 2: Largest Change (relative) = 5 Smallest Change (relative) = 0		
Evaluation 3		

Related Project Goal(s)
Improve access to jobs of both residents and employers in DeKalb County Provide for the efficient movement of goods on both rail and truck
Strengthen the connection between transportation and land use Select new projects that are able to be efficiently maintained
Adequately fund and maintain the existing transportation system Select new projects that are able to be efficiently maintained
Create and implement context sensitive design standards. Improve connectivity across multiple modes including vehicular, transit, bicycle, pedestrian, and air Maintain and enhance real estate values across the County
Improve the safety of all users of the system for all modes of travel
Promote equity of all people independent of age, race, ethnicity, economic status, and physical ability
Promote equity of all people independent of age, race, ethnicity, economic status, and physical ability
Improve access to jobs of both residents and employers in DeKalb County Provide for the efficient movement of goods on both rail and truck
Improve access to jobs of both residents and employers in DeKalb County
Improve access to jobs of both residents and employers in DeKalb County
Improve connectivity across multiple modes including vehicular, transit, bicycle, pedestrian, and air
Provide for the efficient movement of goods on both rail and truck Maintain and enhance real estate values across the County Allow for balanced and equitable growth
Prioritize projects into multiple tiers recognizing the limited funding currently available and prepare for possible additional sources Select new projects that are able to be efficiently maintained
Encourage strong community engagement in the planning process and in the future growth and development of the County

Primary Mode		Evaluation Criteria
ROADWAY (INTERSECTION)	Evaluation 1/2 = 100 pts	IEval1_1 Included in current RTP
		IEval1_2 Limited access interchange improvement
		IEval1_3 On the ASTRoMaP (regional freight), National Highway System (NHS), or Regional Thoroughfare Network (RTN)
		IEval1_4 Intersection Congestion (volume-weighted average of V/C ratios for all roadways that make up the intersection in the 2040 PM travel demand model)
		IEval1_5 Project located in an employment or activity center (as defined by ARC's Unified Growth Policy Map (UGPM), Livable Centers Initiative (LCI) Areas, or DeKalb County Comprehensive Plan)
		IEval1_6 Project located along an existing or proposed DeKalb County freight network or within an industrial center
		IEval1_7 Advanced Traffic Management System (ATMS) or Asset Management Project
		IEval1_8 Project located in an area with a high number of collisions (red or orange on overall crash map and/or location of a fatality)
		IEval1_9 Includes bicycle or pedestrian safety enhancements
		IEval1_10 Includes streetscaping elements
		IEval1_11 Enhances transportation options for households with low incomes or limited English proficiency (project intersects one of the low-income or LEP areas according to Census); Points not given to projects that would negatively impact a community - widening or a high-capacity new connection
	Evaluation 3	REval3_1 Cost of the project relative to the overall benefit (benefit determined by evaluation score)
REval3_2 Public Support (combination of feedback from Stakeholder Committee, Public Meeting input, feedback from Elected Officials, and Online Project feedback)		

Asset management projects (resurfacing) have been removed from this evaluation process, and a separate amount of money is set aside for those projects. Cost and Local Funding Commitment will be used for placement into Prioritized Tiers

Primary Mode		Scoring	
ROADWAY (INTERSECTION)	Evaluation 1/2 = 100 pts	Yes = 5 No = 0	
		Yes = 10 No = 0	
		On NHS = 15 On ASTRoMaP or RTN = 10	
		V/C >1.2 = 15 V/C >1.0 = 10	
		Regional Attractor/Center/Town Center (UGPM) = 10 Other Activity Center = 7	
		No = 0	
		Yes = 10 No = 0	
		Yes = 10 No = 0	
		High or within 1/8 mile of a Fatality = 10 Medium-High = 5	
		Yes = 5 No = 0	
		Yes = 5 No = 0	
		Yes = 5 No = 0	
		Yes = 5 No = 0	
		Yes = 5 No = 0	
		Yes = 5 No = 0	
		Yes = 5 No = 0	
		Evaluation 3	

Related Project Goal(s)
Improve access to jobs of both residents and employers in DeKalb County
Provide for the efficient movement of goods on both rail and truck
Improve access to jobs of both residents and employers in DeKalb County
Provide for the efficient movement of goods on both rail and truck
Improve access to jobs of both residents and employers in DeKalb County
Provide for the efficient movement of goods on both rail and truck
Strengthen the connection between transportation and land use
Select new projects that are able to be efficiently maintained
Provide for the efficient movement of goods on both rail and truck
Adequately fund and maintain the existing transportation system
Select new projects that are able to be efficiently maintained
Improve the safety of all users of the system for all modes of travel
Improve the safety of all users of the system for all modes of travel
Use transportation infrastructure to help create attractive communities
Maintain and enhance real estate values across the County
Promote equity of all people independent of age, race, ethnicity, economic status, and physical ability
Prioritize projects into multiple tiers recognizing the limited funding currently available and prepare for possible additional sources
Select new projects that are able to be efficiently maintained
Encourage strong community engagement in the planning process and in the future growth and development of the County

Primary Mode		Evaluation Criteria
BICYCLE	Evaluation 1 = 65 pts	Bike lane or path:
		BEval1_1 - located on priority bicycle network or critical link to current bicycle network (including PATH Master Plan)
		BEval1_2 - is within an activity center, connects to one or more activity centers (as defined by ARC's Unified Growth Policy Map (UGPM), Livable Centers Initiative (LCI) Areas, or DeKalb County Comprehensive Plan)
		BEval1_3 - connects to an existing or proposed rail/BRT station or completes a bicycle connection to an existing or proposed rail/BRT rail station
		BEval1_4 - intersects the 1/4 mile buffer of a school, park, or community center or fills a gap in a bike network that does intersect the 1/4 mile buffer of a school, park, or community center
		BEval1_5 Project located in an area with high density of bicycle collisions (red or orange on bicycle crash map and/or location of a fatality)
		BEval1_6 Enhances transportation options for households with low incomes, limited English proficiency, or no access to a personal automobile (project intersects one of the low-income, LEP, or No Vehicle areas according to Census)
	Filter	Advance all projects from Eval 1 to Eval 2 that meet the following criteria: - Project intersects a Census tract with 20% of the population in poverty - Project intersects a Census tract with 20% of the population with limited English proficiency - Project intersects a Census tract with 20% of the population without access to a vehicle
	Evaluation 2 = 35 pts	BEval2_1 Change in LOS to bring Bicycle LOS Score from Existing LOS to Goal LOS Conditions (Existing LOS - Proposed LOS)
		BEval2_2 Bicycle/Pedestrian Latent Demand (2040 Model)
	Evaluation 3	REval3_1 Cost of the project relative to the overall benefit (benefit determined by evaluation score)
		REval3_2 Public Support (combination of feedback from Stakeholder Committee, Public Meeting input, feedback from Elected Officials, and Online Project feedback)

Asset management projects (resurfacing) have been removed from this evaluation process, and a separate amount of money is set aside for those projects. Cost and Local Funding Commitment will be used for placement into Prioritized Tiers

Primary Mode		Scoring
BICYCLE	Evaluation 1 = 65 pts	Priority Bicycle Network = 15 Critical Link to Current Network = 10 None = 0
		More than one activity center = 15 One activity center = 10 No activity centers = 0
		Yes = 10 No = 0
		Yes = 7 No = 0 High = 8 Medium-High = 4
		Census Tract with >1 ETA = 10 Census Tract with 1 ETA = 7 None = 0
Filter	0 Points, advance to Eval 2	
Evaluation 2 = 35 pts	Largest Change (relative) = 20 Smallest Change (relative) = 0	
	High (relative) = 15 Low (relative) = 0	
Evaluation 3		

Related Project Goal(s)
Improve connectivity across multiple modes including vehicular, transit, bicycle, pedestrian, and air
Prioritize transportation projects that enable active healthy communities Strengthen the connection between transportation and land use Select new projects that are able to be efficiently maintained
Improve connectivity across multiple modes including vehicular, transit, bicycle, pedestrian, and air Prioritize transportation projects that enable active healthy communities Adequately fund and maintain the existing transportation system Improve access to education of all students within the County Prioritize transportation projects that enable active healthy communities
Improve the safety of all users of the system for all modes of travel
Promote equity of all people independent of age, race, ethnicity, economic status, and physical ability
Promote equity of all people independent of age, race, ethnicity, economic status, and physical ability
Improve the safety of all users of the system for all modes of travel Improve connectivity across multiple modes including vehicular, transit, bicycle, pedestrian, and air
Strengthen the connection between transportation and land use
Prioritize projects into multiple tiers recognizing the limited funding currently available and prepare for possible additional sources Select new projects that are able to be efficiently maintained Encourage strong community engagement in the planning process and in the future growth and development of the County

Primary Mode		Evaluation Criteria
PEDESTRIAN	Evaluation 1 = 60 pts	Sidewalk or path located:
		PEval1_1 - within 1/2 mile of one or more activity centers (as defined by ARC's Unified Growth Policy Map (UGPM), Livable Centers Initiative (LCI) Areas, or DeKalb County Comprehensive Plan)
		PEval1_2 - within 1/2 mile of one or more existing or proposed rail/BRT stations or 1/4 mile of a bus stop (partial points for 1 mile from rail/BRT and 1/2 mile from bus)
		PEval1_3 - within a school walk zone (as defined by DeKalb County Schools or 1/2 mile buffer for Decatur and Atlanta schools). Bonus points for falling within more than one walk zone.
		PEval1_4 - within 1/2 mile of park or community center
		PEval1_5 Crosswalk or improvement located in area with high density of pedestrian collisions (red or orange on pedestrian crash map and/or location of a fatality) or located in area with Crossing LOS E or LOS F
	PEval1_6 Enhances transportation options and safety for households with low incomes, limited English proficiency, no access to a personal automobile, or large numbers of seniors (project intersects one of the low-income, LEP, No Vehicle, or 65+ areas according to Census)	
	Filter	Advance all projects from Eval 1 to Eval 2 that meet the following criteria: - Project intersects a Census tract with 20% of the population in poverty - Project intersects a Census tract with 20% of the population with limited English proficiency - Project intersects a Census tract with 20% of the population without access to a vehicle - Project intersects a Census tract with 20% of the population age 65+
	Evaluation 2 = 40 pts	PEval2_1 Change in LOS to bring Pedestrian LOS Score from Existing LOS to Goal LOS Conditions (Existing LOS - Proposed LOS)
		PEval2_2 Change in LOS to bring Crossing LOS Score from Existing LOS to Goal LOS Conditions (Existing LOS - Proposed LOS)
		PEval2_3 Pedestrian/Bicycle Latent Demand (2040 Model)
		PEval2_4 Number of students within the school walk zone that would be impacted
	Evaluation 3	REval3_1 Cost of the project relative to the overall benefit (benefit determined by evaluation score)
REval3_2 Public Support (combination of feedback from Stakeholder Committee, Public Meeting input, feedback from Elected Officials, and Online Project feedback)		

Asset management projects (resurfacing) have been removed from this evaluation process, and a separate amount of money is set aside for those projects.
 Cost and Local Funding Commitment will be used for placement into Prioritized Tiers
 Buffer areas around key locations will follow the roadway network (as opposed to a standard radial buffer)

Primary Mode		Scoring
PEDESTRIAN	Evaluation 1 = 60 pts	More than one activity center = 14 One activity center = 10 No activity centers = 0 1/2 mile from more than one rail station = 14 (1 mile = 7 points) 1/2 mile from one rail/BRT station = 10 (1 mile = 5 points) 1/4 mile from bus stop = 7 (1/2 mile = 3 points) No good transit access = 0 More than one = 7 One = 5 None = 0 Yes = 5 No = 0 High = 10 Medium-High, Poor Crossing LOS = 5 Census Tract(s) with >1 ETA = 10 Census Tract with 1 ETA = 7 None = 0
	Filter	0 Points, advance to Eval 2
	Evaluation 2 = 40 pts	Largest Change (relative) = 10 Smallest Change (relative) = 0 Largest Change (relative) = 10 Smallest Change (relative) = 0 High (relative) = 15 Low (relative) = 0 High (relative) = 5 Low (relative) = 0
	Evaluation 3	

Related Project Goal(s)
Prioritize transportation projects that enable active healthy communities Strengthen the connection between transportation and land use Select new projects that are able to be efficiently maintained
Improve connectivity across multiple modes including vehicular, transit, bicycle, pedestrian, and air Prioritize transportation projects that enable active healthy communities Adequately fund and maintain the existing transportation system
Improve access to education of all students within the County
Prioritize transportation projects that enable active healthy communities
Improve the safety of all users of the system for all modes of travel
Promote equity of all people independent of age, race, ethnicity, economic status, and physical ability
Promote equity of all people independent of age, race, ethnicity, economic status, and physical ability
Improve the safety of all users of the system for all modes of travel Improve connectivity across multiple modes including vehicular, transit, bicycle, pedestrian, and air
Improve the safety of all users of the system for all modes of travel Improve connectivity across multiple modes including vehicular, transit, bicycle, pedestrian, and air
Strengthen the connection between transportation and land use
Improve access to education of all students within the County
Prioritize projects into multiple tiers recognizing the limited funding currently available and prepare for possible additional sources Select new projects that are able to be efficiently maintained Encourage strong community engagement in the planning process and in the future growth and development of the County

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Project ID	Modal Category	Name	From	To	Project Length (Miles)	Description	% DeKalb	% Cities
0007	Bike/Ped	New Peachtree Rd	Clairmont Rd	Central Ave (Doraville MARTA Station)	2.21	Detailed corridor study is needed: provide improved bicycle and pedestrian access including a combination of bike lanes, fill in sidewalk gaps, or multi-use sidepath. Realign the intersection of New Peachtree Rd at Shallowford Rd NE.		Chamblee (69), Doraville (31)
0010	Bike/Ped	Peachtree Rd / North Peachtree Rd	Fulton County Border	Peachtree Boulevard / I285	7.59	Improve access for bikes along this corridor. Potential improvements could include sharrows, a sidepath, or bike lanes as determined by right of way constraints.		Brookhaven (30), Chamblee (64), Doraville (3), Dunwoody (3)
0052	Corridor	Panola Rd/ Redan Rd	Martin Rd	Covington Hwy	3.22	Convert signals to ethernet	Unincorporated DeKalb (100)	
0053	Corridor	Panola Rd/ Fairington Rd	South of Covington Hwy	Thompson Mill Rd	1.99	Convert signals to ethernet	Unincorporated DeKalb (100)	
0055	Corridor	N Druid Hills Rd	Buford Hwy	LaVista Rd	1.61	Install fiber optic interconnect and convert signals to ethernet.	Unincorporated DeKalb (82)	Brookhaven (18)
0058	Corridor	Flat Shoals Pkwy/ Flakes Mill Rd/ Snapfinger Rd/ Wesley Chapel Rd	Boring Rd @ Flat Shoals	Covington Hwy @ Wesley Chapel Rd	8.08	Convert from dial-up to ethernet - connect Wesley Chapel to Panola via fiber on I-20 (DeKalb 24 cable); must be done concurrently or after completion of Project 0053.	Unincorporated DeKalb (100)	
0060	Corridor	Turner Hill Rd/ Mall Pkwy	Klondike Rd	Rock Chapel Rd/ Union Grove Rd	3.55	Install fiber optic interconnect, convert signals to ethernet and install fiber optic link to library.	Unincorporated DeKalb (100)	
0061	Corridor	Pleasantdale Rd	Best Friend Rd	Pleasantdale Crossing	1.00	Install fiber optic interconnect and convert signals to ethernet; this portion requires fiber along the interstate from Pleasantdale Rd to Shallowford Rd in order to tie into the TCC (not shown in project geometry).	Unincorporated DeKalb (100)	
0063	Corridor	Bouldercrest Rd	Westside Pl	River Rd	1.59	Interchange operational improvements at Bouldercrest Rd/ I-285 interchange with corridor ATMS improvements along Bouldercrest Rd to include fiber optic interconnect and conversion of signals to ethernet; add new signals and PTZ cameras.	Unincorporated DeKalb (100)	
0064	Corridor	Briarcliff Rd	Johnson Rd	Sheridan Rd	1.49	Install switches and cameras to upgrade traffic operations.	Unincorporated DeKalb (100)	
0066	Corridor	Brockett Rd/ E Ponce de Leon Ave	Hwy 78 Ramps	Hambrick Rd	1.57	Install wireless communication and convert to ethernet - connecting into 78 fiber; requires rebuild of signals at Brockett and Cooleedge, 78 EB Ramp, Apartment Driveway and Ponce de Leon, and at Ponce and Idlewood; possibility for roundabout at ramp.	Unincorporated DeKalb (100)	
0067	Corridor	Hairston Rd/ Redan Rd	Allgood Rd	Covington Hwy	2.94	Convert existing twisted pair cable to fiber optic communication and convert signals to ethernet; take to TCC via Covington Hwy cable	Unincorporated DeKalb (100)	
0071	Corridor	Rock Chapel Rd/ Rockbridge Rd	S Rockbridge Rd/ Pemberton Ct	Union Grove Rd	6.39	Install fiber optic interconnect (no current connection to TCC or path to TCC); add Rockbridge @ S. Deshon, Registry Bluff, Wynbrook Pkwy to connect with Five Station.	Unincorporated DeKalb (100)	
0167	Intersection	Church St/ Ponce de Leon @ N Indian Creek Rd underpass			0.00	Operational improvements at the adjacent intersections of Church St and Ponce de Leon with N Indian Creek including possible turning movement restrictions		Clarkston (100)
0198	Multimodal	W College Ave / E College Ave / N Avondale Rd / Covington Rd	East Lake Dr	Memorial Dr	3.77	Detailed engineering study needed. Improvements along this corridor should include operational, pedestrian, and possibly bike accommodations. Potential roundabout at N Avondale Rd and Clarendon Ave or other improvements as determined by further study.		Avondale (48), Decatur (52)
0199	Multimodal	Moreland Ave	Ponce De Leon Ave	I-20	1.95	Operational and ATMS improvements including upgraded traffic signal equipment and timings with bus prioritization. Includes restriping, pedestrian crossings, and turn lane improvements at key locations.		Atlanta (100)
0200	Multimodal	Ponce De Leon Ave	Juniper St	Clifton Rd	1.08	Upgrade all traffic signals to include updated signal timing, including bus prioritization.		Atlanta (100)
0202	Bike/Ped	Arkwright Pl/ Woodbine Ave	Moreland Ave	Wade Ave	1.12	Fill in any remaining gaps in the Trolley Line Trail. To be a combination of signage, striping, on-street bike lanes, or a sidepath as right-of-way allows.		Atlanta (100)
0219	Bike/Ped	Hosea L Williams Dr	Moreland Ave	East Lake Dr	3.33	Improve access for bikes along this corridor.		Atlanta (100)
0230	Bike/Ped	Oakview Dr	Hosea L Williams Dr	Cottage Grove Ave	0.90	Improve access for bikes along this corridor. Sharrows were assumed for the 0.9 miles of this project.		Atlanta (100)
0237	Bike/Ped	Whitefoord Ave	DeKalb Ave	Wylie St	0.98	Improve access for bikes along this corridor. Sidepath was assumed for this 1-mile corridor, but a detailed corridor study is needed to determine recommended improvements.		Atlanta (100)
0264	Multimodal	Church St	N Decatur Rd	Medlock Rd	0.48	Add center turn lane and on-street parking along with bicycle lanes.	Unincorporated DeKalb (86)	Decatur (14)
0267	Bike/Ped	S Columbia Dr	Katie Kerr Dr	E College Ave	0.91	Build a multi-use path on one side of South Columbia Drive between College Avenue and Columbia Presbyterian Seminary.		Decatur (100)
0269	Multimodal	Howard Ave	Western city limit	Decatur High School parking lot	0.93	Road diet/ redesign to promote more access/ slower vehicular speeds. Reduce intersection footprint of Howard Ave at the CSX RR, if design is feasible, by creating two conventional intersections at Howard Ave and at College Ave/ Olympic Place.		Decatur (100)
0273	Multimodal	Commerce Dr	W Howard Ave	Clairemont Ave	0.72	Reduce the number of lanes and redesign the street to promote slower speeds (25 to 30 mph). Will require corridor study/ design and GDOT approval.		Decatur (100)

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Project ID	% Commission District	Local Lead	DeKalb Tier	Project Costs					% DeKalb PE	% DeKalb R/W	% DeKalb Const	% DeKalb O&M	Cost for DeKalb (no O&M)	Cost for DeKalb (includes O&M Cost)
				PE Cost	R/W Cost	Const Cost	Total Capital Cost	O&M Cost (20 years)						
0007	District 1 (100)	Chamblee / Doraville		\$ 230,000	\$ 2,054,500	\$ 2,230,000	\$ 4,514,500	\$ 450,000					\$ -	\$ -
0010	District 1 (78), District 2 (22)	Brookhaven / Chamblee		\$ 470,000	\$ 4,650,000	\$ 4,650,000	\$ 9,770,000	\$ 990,000					\$ -	\$ -
0052	District 4 (3), District 5 (97)	DeKalb County	2A	\$ -	\$ -	\$ 28,000	\$ 28,000	\$ 6,000	100%	100%	20%	100%	\$ 6,000	\$ 12,000
0053	District 5 (100)	DeKalb County	2B	\$ -	\$ -	\$ 31,500	\$ 32,000	\$ 6,000	100%	100%	100%	100%	\$ 32,000	\$ 38,000
0055	District 2 (100)	DeKalb County	2A	\$ 15,000	\$ -	\$ 59,000	\$ 74,000	\$ 12,000	100%	100%	100%	100%	\$ 60,000	\$ 70,000
0058	District 3 (84), District 5 (16)	DeKalb County	2C	\$ 25,000	\$ -	\$ 177,500	\$ 203,000	\$ 36,000	100%	100%	100%	100%	\$ 203,000	\$ 239,000
0060	District 5 (100)	DeKalb County	2B	\$ 20,000	\$ -	\$ 85,500	\$ 106,000	\$ 17,000	100%	100%	100%	100%	\$ 106,000	\$ 123,000
0061	District 1 (100)	DeKalb County	1	\$ 30,000	\$ -	\$ 240,000	\$ 270,000	\$ 48,000	100%	100%	100%	100%	\$ 270,000	\$ 318,000
0063	District 3 (100)	DeKalb County	1-GDOT	\$ 118,000	\$ 22,788,380	\$ 25,855,865	\$ 48,762,245	\$ 2,586,000	0%	0%	0%	0%	\$ -	\$ -
0064	District 2 (100)	DeKalb County	2A	\$ 12,000	\$ -	\$ 43,500	\$ 56,000	\$ 9,000	100%	100%	100%	100%	\$ 56,000	\$ 65,000
0066	District 4 (100)	DeKalb County	2C	\$ 62,000	\$ -	\$ 543,500	\$ 606,000	\$ 109,000	100%	100%	100%	100%	\$ 606,000	\$ 715,000
0067	District 4 (7), District 5 (93)	DeKalb County	2B	\$ 19,000	\$ -	\$ 76,500	\$ 96,000	\$ 15,000	100%	100%	100%	100%	\$ 96,000	\$ 111,000
0071	District 4 (49), District 5 (51)	DeKalb County	2B	\$ 22,000	\$ -	\$ 134,500	\$ 157,000	\$ 27,000	100%	100%	100%	100%	\$ 157,000	\$ 184,000
0167	District 4 (100)	Clarkston		\$ 88,000	\$ 321,000	\$ 880,000	\$ 1,289,000	\$ 88,000					\$ -	\$ -
0198	District 2 (48), District 4 (52)	Avondale / Decatur		\$ 1,370,000	\$ 6,810,000	\$ 17,740,000	\$ 25,920,000	\$ 1,027,000					\$ -	\$ -
0199	District 2 (51), District 3 (49)	Atlanta		\$ 520,000	\$ 620,000	\$ 6,700,000	\$ 7,840,000	\$ -					\$ -	\$ -
0200	District 2 (100)	Atlanta		\$ 110,000	\$ -	\$ 1,370,000	\$ 1,480,000	\$ -					\$ -	\$ -
0202	District 3 (100)	Atlanta		\$ 90,000	\$ 825,000	\$ 830,000	\$ 1,745,000	\$ 180,000					\$ -	\$ -
0219	District 3 (100)	Atlanta		\$ 30,000	\$ 255,000	\$ 260,000	\$ 545,000	\$ 50,000					\$ -	\$ -
0230	District 2 (8), District 3 (92)	Atlanta		\$ 10,000	\$ -	\$ 20,000	\$ 30,000	\$ 4,000					\$ -	\$ -
0237	District 2 (2), District 3 (98)	Atlanta		\$ 80,000	\$ 735,000	\$ 740,000	\$ 1,555,000	\$ 160,000					\$ -	\$ -
0264	District 2 (75), District 4 (25)	DeKalb / Decatur	1	\$ 400,000	\$ 200,000	\$ 2,500,000	\$ 3,100,000	\$ 250,000	100%	0%	20%	100%	\$ 772,000	\$ 986,000
0267	District 2 (100)	Decatur		\$ 250,000	\$ 200,000	\$ 1,550,000	\$ 2,000,000	\$ 155,000					\$ -	\$ -
0269	District 2 (100)	Decatur		\$ 555,000	\$ 500,000	\$ 3,145,000	\$ 4,200,000	\$ 315,000					\$ -	\$ -
0273	District 2 (100)	Decatur		\$ 487,500	\$ 750,000	\$ 2,762,500	\$ 4,000,000	\$ 276,000					\$ -	\$ -

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Project ID	Modal Category	Name	From	To	Project Length (Miles)	Description	% DeKalb	% Cities
0274	Multimodal	Commerce Dr	Clairemont Ave	E College Ave	0.78	Reduce the number of lanes and redesign the street to promote slower speeds (25 to 30 mph). Includes intersection improvements at Clairemont Ave and Church St. Will require corridor study/ design and GDOT approval.		Decatur (100)
0275	Multimodal	S Candler St	Candler Rd SE	E College Ave	1.24	Restripe the street to narrow lanes, include four-foot wide bicycle lanes on both sides of the street.		Decatur (100)
0276	Bike/Ped	Scott Blvd	W Ponce de Leon Ave	Church St	2.57	Widen the sidewalk on the northwest side of Scott Boulevard in sections designated as Safe Routes to School by acquiring easements from adjacent property owners. Fill in gaps in a few areas where sidewalks don't exist.	Unincorporated DeKalb (45)	Decatur (55)
0289	Intersection	McDonough Rd @ College Ave			0.00	Replace the painted striped median with a raised-curb island that provides pedestrian refuge. Work with CSX Trans and FRA to consider new paved right turn lane.		Decatur (100)
0302	Bike/Ped	Shoal Creek Trail	South River Trail	Avondale MARTA Station	8.33	Expansion of the PATH Foundation trail system (Shoal Creek Trail). Multiuse path was assumed for the entire 8.3-mile corridor.	Unincorporated DeKalb (95)	Avondale (1), Decatur (4)
0420	Multimodal	Briarcliff Rd	Clifton Rd	N Druid Hills Rd	1.67	Road widening from 2 to 4 lanes will provide some combination of bicycle, pedestrian, general purpose and/or premium transit capacity; a central landscaped median will be considered and intersection improvements at key locations will be studied.	Unincorporated DeKalb (100)	
0442	Multimodal	Bouldercrest Rd	Glenwood Ave	Cedar Grove Rd	6.61	Operational improvements along with pedestrian and bicycle accommodations.	Unincorporated DeKalb (73)	Atlanta (27)
0449	Multimodal	E Roxboro Rd	Fulton County Line	N Druid Hills Rd	0.62	Widen for Bus Rapid Transit and include pedestrian, bicycle, and operational improvements.		Atlanta (8), Brookhaven (92)
0455	Multimodal	LaVista Rd	N Druid Hills Rd	Harobi Dr	5.92	Corridor operational and bike improvements to include a center turn lane/ bike lanes; pedestrian improvements at key intersections especially between Cheshire Bridge Rd/ N Druid Hills Rd, and passive pedestrian ATMS between Sheffield Dr/ Houston Mill Rd.	Unincorporated DeKalb (100)	
0480	Bike/Ped	Stone Mountain-Lithonia Rd	Rockbridge Rd	Rogers Lake Rd	6.22	Improve access for bikes and pedestrians along this corridor. Sidepath was assumed for 7.4 miles on one side of the road. A sidewalk was assumed for the other side of the road with 3.7 miles of severe grading.	Unincorporated DeKalb (99)	Lithonia (1)
0485	Bike/Ped	Farmers Market Trail	South Peachtree Creek Trail	Stone Mountain Trail in Avondale Estates	2.55	Expansion of the PATH Foundation trail system (Farmers' Market Trail). Multiuse path was assumed for the entire 2.6-mile corridor, but a detailed corridor study is needed to determine recommended improvements.	Unincorporated DeKalb (100)	
0491	Bike/Ped	Peavine Trail	Atlanta Trail System	South Peachtree Creek Trail	2.85	Peavine Trail - PATH Foundation trail: multiuse path was assumed for the entire 2.9-mile corridor, but a detailed corridor study is needed to determine recommended improvements and to avoid protected areas within the Emory University campus.	Unincorporated DeKalb (86)	Atlanta (14)
0492	Bike/Ped	Perimeter Trail	Dunwoody Trail and North Springs MARTA station	Blackburn Park and Chamblee Dunwoody Road	5.64	Expansion of the PATH Foundation trail system (Perimeter Trail) throughout portions of Dunwoody and Brookhaven. Multiuse path was assumed for the entire 5.6-mile project, but a detailed corridor study is needed to determine recommended improvements.		Brookhaven (58), Dunwoody (42)
0493	Bike/Ped	Perimeter Trail	Existing PATH Trail at Durden Cir	Existing PATH Trail at Keswick Dr	0.62	Expansion of the PATH Foundation trail system (Perimeter Trail) to connect existing segments. Multiuse path was assumed for the entire 0.6-mile project, but a detailed corridor study is needed to determine recommended improvements.		Brookhaven (35), Chamblee (65)
0497	Bike/Ped	Snapfinger Trail	Stone Mountain Trail at Clarkston	South River Trail	17.11	Expansion of the PATH Foundation trail system (Snapfinger Trail). Multiuse path was assumed for the entire 17.1-mile project, but a detailed corridor study is needed to determine recommended improvements.	Unincorporated DeKalb (93)	Clarkston (7)
0499A	Bike/Ped	South Peachtree Creek Trail - Phase I	Emory University Campus	Medlock Park	3.57	South Peachtree Creek Trail - PATH Foundation trail: phase one (3.6 miles) of a three-phase, 6.3-mile multiuse path. A detailed corridor study is needed to determine recommended improvements and avoid protected areas within the Emory University campus.	Unincorporated DeKalb (100)	
0499B	Bike/Ped	South Peachtree Creek Trail - Phase II	Fulton County Line	Emory University	1.40	Expansion of the PATH Foundation trail system (South Peachtree Creek Trail). Multiuse path was assumed for the second phase (1.4 miles) of this three-phase 6.3-mile project, but a detailed corridor study is needed to determine recommended improvements.	Unincorporated DeKalb (53)	Atlanta (47)
0499C	Bike/Ped	South Peachtree Creek Trail - Phase III	Medlock Park	Farmers Market Trail and Zonolite Park	1.29	Expansion of the PATH Foundation trail system (South Peachtree Creek Trail). Multiuse path was assumed for the third phase (1.3 miles) of this three-phase 6.3-mile project, but a detailed corridor study is needed to determine recommended improvements.	Unincorporated DeKalb (100)	
0500	Bike/Ped	South River Trail	Sugar Creek Park	Flat Shoals Pkwy, MLK High School/ existing South River PATH Trail	9.61	PATH Foundation 2012 Trail: South River Trail.	Unincorporated DeKalb (100)	
0503A	Bike/Ped	South River Trail	Entrenchment Creek in Atlanta	Gresham Park at Bouldercrest Rd	3.04	PATH Foundation 2012 Trail: South River Trail.	Unincorporated DeKalb (100)	
0503B	Bike/Ped	South River Trail	Gresham Park at Bouldercrest Rd	Connect Constitution Lakes Park, Sugar Creek Park, and Gresham Park	5.63	PATH Foundation 2012 Trail: South River Trail.	Unincorporated DeKalb (100)	
0660	Intersection	Clairemont Rd @ I-85			0.00	Operations; Signal System Improvements, Area-wide.		Brookhaven (47), Chamblee (53)
0662	Intersection	Houston Mill Rd @ Mason Mill Rd			0.00	Intersection improvements	Unincorporated DeKalb (100)	

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				PE Cost	R/W Cost	Const Cost	Total Capital Cost	O&M Cost (20 years)						
0274	District 2 (100)	Decatur		\$ 487,500	\$ 750,000	\$ 2,762,500	\$ 4,000,000	\$ 276,000					\$ -	\$ -
0275	District 2 (100)	Decatur		\$ 75,000	\$ 750,000	\$ 1,175,000	\$ 2,000,000	\$ 118,000					\$ -	\$ -
0276	District 2 (100)	DeKalb / Decatur	2A	\$ 315,000	\$ 500,000	\$ 1,785,000	\$ 2,600,000	\$ 179,000	100%	0%	0%	0%	\$ 142,000	\$ 142,000
0289	District 2 (100)	Decatur		\$ 132,000	w/ Const	\$ 1,316,000	\$ 1,448,000	\$ 132,000					\$ -	\$ -
0302	District 2 (2), District 3 (83), District 4 (15)	DeKalb County	2B	\$ 630,000	\$ 6,255,000	\$ 6,260,000	\$ 13,145,000	\$ 1,330,000	100%	100%	20%	100%	\$ 7,725,000	\$ 8,988,000
0420	District 2 (100)	DeKalb County	2C	\$ 1,120,000	\$ 7,880,000	\$ 14,530,000	\$ 23,530,000	\$ 1,813,000	100%	20%	0%	0%	\$ 2,696,000	\$ 2,696,000
0442	District 3 (100)	DeKalb / Atlanta	2C	\$ 850,000	\$ 960,000	\$ 10,940,000	\$ 12,750,000	\$ 560,000	100%	100%	20%	100%	\$ 2,918,000	\$ 3,327,000
0449	District 2 (100)	Brookhaven		\$ 180,000	\$ 1,660,000	\$ 2,300,000	\$ 4,140,000	\$ 453,000					\$ -	\$ -
0455	District 1 (9), District 2 (91)	DeKalb County	2C	\$ 1,430,000	\$ 11,590,000	\$ 18,480,000	\$ 31,500,000	\$ 2,240,000	100%	20%	0%	0%	\$ 3,748,000	\$ 3,748,000
0480	District 4 (28), District 5 (72)	DeKalb County	2C	\$ 710,000	\$ 9,505,000	\$ 7,100,000	\$ 17,315,000	\$ 1,270,000	100%	100%	20%	100%	\$ 11,512,000	\$ 12,768,000
0485	District 2 (26), District 4 (74)	DeKalb County	2C	\$ 200,000	\$ 1,912,500	\$ 1,920,000	\$ 4,032,500	\$ 410,000	100%	100%	20%	100%	\$ 2,497,000	\$ 2,907,000
0491	District 2 (100)	DeKalb County	2C	\$ 220,000	\$ 2,137,500	\$ 2,140,000	\$ 4,497,500	\$ 460,000	100%	100%	20%	100%	\$ 2,404,000	\$ 2,800,000
0492	District 1 (100)	Brookhaven / Dunwoody		\$ 430,000	\$ 4,230,000	\$ 4,230,000	\$ 8,890,000	\$ 900,000					\$ -	\$ -
0493	District 1 (100)	Brookhaven / Chamblee		\$ 50,000	\$ 462,950	\$ 470,000	\$ 982,950	\$ 100,000					\$ -	\$ -
0497	District 4 (32), District 5 (68)	DeKalb County	3	\$ 1,290,000	\$ 12,840,000	\$ 12,840,000	\$ 26,970,000	\$ 2,740,000	100%	100%	20%	100%	\$ 15,517,000	\$ 18,063,000
0499A	District 2 (100)	DeKalb County	2B	\$ 270,000	\$ 2,700,000	\$ 2,700,000	\$ 5,670,000	\$ 580,000	100%	100%	20%	100%	\$ 3,510,000	\$ 4,090,000
0499B	District 2 (100)	DeKalb / Atlanta	2C	\$ 110,000	\$ 1,050,000	\$ 1,050,000	\$ 2,210,000	\$ 220,000	100%	100%	20%	100%	\$ 726,000	\$ 843,000
0499C	District 2 (98), District 4 (2)	DeKalb County	3	\$ 100,000	\$ 975,000	\$ 980,000	\$ 2,055,000	\$ 210,000	100%	100%	20%	100%	\$ 1,271,000	\$ 1,481,000
0500	District 3 (79), District 5 (21)	DeKalb County	3	\$ 730,000	\$ 7,209,801	\$ 7,210,000	\$ 15,149,801	\$ 1,540,000	100%	100%	20%	100%	\$ 9,382,000	\$ 10,922,000
0503A	District 3 (100)	DeKalb County	2B	\$ 230,000	\$ 2,280,443	\$ 2,290,000	\$ 4,800,443	\$ 490,000	70%	70%	20%	100%	\$ 2,215,000	\$ 2,705,000
0503B	District 3 (100)	DeKalb County	2C	\$ 430,000	\$ 4,225,320	\$ 4,230,000	\$ 8,885,320	\$ 900,000	70%	70%	20%	100%	\$ 4,105,000	\$ 5,005,000
0660	District 2 (100)	Brookhaven / Chamblee	1-GDOT	\$ 400,000	\$ -	\$ 4,000,000	\$ 4,400,000	\$ 400,000	0%	0%	0%	0%	\$ -	\$ -
0662	District 2 (100)	DeKalb County	3	\$ 77,000	\$ 69,000	\$ 770,000	\$ 916,000	\$ 77,000	100%	100%	100%	100%	\$ 916,000	\$ 993,000

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Project ID	Modal Category	Name	From	To	Project Length (Miles)	Description	% DeKalb	% Cities
0668	Intersection	Shallowford Rd @ I-85			0.00	Interchange upgrade to include ITS/ operational improvements as well as accommodations for bicycles and pedestrians.	Unincorporated DeKalb (100)	
0685	Corridor	Briarcliff Rd	Shallowford Rd	LaVista Rd	1.97	Intersection Improvements, including turn lanes.	Unincorporated DeKalb (100)	
0723	Intersection	Memorial Dr @ N Hairston Rd			0.00	Safety Assessment, Improvements	Unincorporated DeKalb (100)	
0765	Intersection	Wesley Chapel Rd @ Flat Shoals Pkwy			0.00	Safety Assessment, Improvements	Unincorporated DeKalb (100)	
0789	Bike/Ped	Briarcliff Rd	Henderson Mill Rd	N Druid Hills Rd	5.32	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 1.3 miles of moderate grading and 4.0 miles of severe grading.	Unincorporated DeKalb (100)	
0792	Bike/Ped	Briarcliff Rd	Ponce de Leon Ave	Clifton Rd	2.51	Install sidewalks/ improve pedestrian crossings. Sidewalks needing minimal, moderate, and severe grading assumed for approx. 0.5, 0.9 and 1.8 miles respectively. LaVista Rd to Johnson Rd already has sidewalk but is considered for improved crossings.	Unincorporated DeKalb (82)	Atlanta (18)
0836	Multimodal	Cooledge Rd	Lawrenceville Hwy (US 29)	Stone Mountain Fwy/ US 78	0.87	Operational and safety improvements including a three-lane section with access management, bicycle and pedestrian facilities. Roundabout possible at Hwy 78 ramps.	Unincorporated DeKalb (100)	
0858	Bike/Ped	Dresden Dr	Peachtree Rd/ Brookhaven Station	Plaza Fiesta	1.98	Install sidewalks/ improve pedestrian crossings. Sidewalks needing minimal, moderate, and severe grading assumed for approx. 0.3, 0.3 and 1.2 miles respectively. Caldwell Rd to Conasauga Ave already has sidewalk but is considered for improved crossings.		Brookhaven (91), Chamblee (9)
0881	Bike/Ped	Flat Shoals Rd	Second Ave	Clifton Church Rd SE	1.05	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 0.4 miles of minimal grading and 0.7 miles of severe grading.	Unincorporated DeKalb (100)	
0924A	Bike/Ped	McAfee Rd	Creekside Ct/ Wadsworth Mill Pl	Columbia Dr	0.93	Phase I - Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 2.0 miles of moderate grading.	Unincorporated DeKalb (100)	
0924B	Bike/Ped	McAfee Rd	Candler Rd	Creekside Ct/ Wadsworth Mill Pl	0.86	Phase II - Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 2.0 miles of moderate grading.	Unincorporated DeKalb (100)	
0924C	Bike/Ped	McAfee Rd	Second Ave	Candler Rd	1.52	Phase III - Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 2.0 miles of moderate grading.	Unincorporated DeKalb (100)	
0978	Bike/Ped	Peachtree Blvd	Peachtree Rd	Peachtree Rd	2.46	Install sidewalks and improve pedestrian crossings along this corridor. Improve streetscaping in key sections. Project assumes approximately 1.7 miles of minimal grading and 2.3 miles of severe grading.		Chamblee (100)
0988	Bike/Ped	Pleasantdale Rd	Tucker/ Norcross	I-85	1.97	Improve pedestrian crossings along this corridor.	Unincorporated DeKalb (100)	
0990	Bike/Ped	Ponce de Leon Ave / Scott Blvd	Moreland Ave/ Briarcliff Rd	Eastland Dr	3.90	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 2 miles of moderate grading and 1.9 miles of extreme grading.	Unincorporated DeKalb (35)	Atlanta (29), Decatur (36)
1095	Bike/Ped	Dunwoody Area Bike Route	Mount Vernon Rd	I-285	18.64	Improve access for bikes along these corridors: N Peachtree Rd, Tilly Mill Rd, Peachford Rd, Old Spring House Ln, Dunwoody Park, Perimeter Cntr E, Valley View, Meadow Lane, Vermack, Peeler, Happy Hollow, Womack, Olde Perimeter, Ridgeview.		Doraville (1), Dunwoody (99)
1097	Multimodal	Mount Vernon Rd	Ashford Dunwoody Rd	Mount Vernon Pl	1.70	Add bike lanes and sidewalk on the south side of the roadway and make operational improvements. See Dunwoody Village Master Plan, Five Year Implementation Plan, Project 4.		Dunwoody (100)
1098	Multimodal	Mount Vernon Rd	Mount Vernon Pl	Dunwoody Club Dr	0.78	Add bike lanes and sidewalk on the south side of the roadway and make operational improvements.		Dunwoody (100)
1131	Intersection	Snapfinger Rd (SR 155) @ Browns Mill Rd			0.00	Lengthen right-turn lane on SR 155 northbound.	Unincorporated DeKalb (100)	
1139	Intersection	Peachtree Industrial Blvd @ I-285 Interchange			0.00	Interchange improvements to improve left-turns onto I-285 from Parsons/ North Peachtree Rd. Further study required to evaluate the engineering feasibility of the project.		Doraville (100)
1162	Corridor	Maynard Ter	Memorial Dr	Glenwood Ave	0.53	Implement Signal Improvements, Coordination		Atlanta (100)
1172	Multimodal	Chamblee Dunwoody Rd	Harts Mill Rd	Cumberland Dr	1.26	Roadway improvements including streetscapes, bicycle facilities, and operational improvements; Re-stripe for bike lanes from New Peachtree to Cumberland.		Chamblee (100)
1230	Bike/Ped	N Druid Hills Rd	Peachtree Rd	Colonial Dr	0.56	Improve access bikes and pedestrians along this corridor.		Brookhaven (100)
1231	Bike/Ped	Old Springhouse Ln	Chamblee-Dunwoody Rd	Perimeter Center E	0.95	Improve access for bikes and pedestrians along this corridor. Extend a multimodal connection to Perimeter Center East.		Dunwoody (100)
1237	Bike/Ped	Church St	Mauck St/ Rowland St	N Indian Creek Dr	0.56	Church Street multi-use path (10-12 feet), plant and utility zone (5 feet), railroad safety fencing (adjacent to railroad) from N Indian Creek Rd to Mauck St.		Clarkston (100)

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Project ID	% Commission District	Local Lead	DeKalb Tier	Project Costs					% DeKalb PE	% DeKalb R/W	% DeKalb Const	% DeKalb O&M	Cost for DeKalb (no O&M)	Cost for DeKalb (includes O&M Cost)
				PE Cost	R/W Cost	Const Cost	Total Capital Cost	O&M Cost (20 years)						
0668	District 2 (100)	DeKalb County	2C	\$ 118,000	\$ 321,000	\$ 1,180,000	\$ 1,619,000	\$ 118,000	0%	0%	0%	0%	\$ -	\$ -
0685	District 1 (60), District 2 (40)	DeKalb County	2B	\$ 127,000	\$ 321,000	\$ 1,270,000	\$ 1,718,000	\$ 127,000	100%	20%	0%	0%	\$ 191,000	\$ 191,000
0723	District 4 (100)	DeKalb County	1-GDOT	\$ 30,000	\$ -	\$ 300,000	\$ 330,000	\$ 30,000	0%	0%	0%	0%	\$ -	\$ -
0765	District 3 (100)	DeKalb County	2B	\$ 58,000	\$ 40,000	\$ 575,000	\$ 673,000	\$ 58,000	100%	100%	20%	100%	\$ 213,000	\$ 271,000
0789	District 1 (17), District 2 (83)	DeKalb County	2C	\$ 250,000	\$ 5,990,000	\$ 2,410,000	\$ 8,650,000	\$ 210,000	100%	100%	20%	100%	\$ 6,722,000	\$ 6,932,000
0792	District 2 (100)	DeKalb County	2B	\$ 100,000	\$ 2,750,000	\$ 940,000	\$ 3,790,000	\$ 100,000	20%	20%	0%	0%	\$ 466,000	\$ 466,000
0836	District 4 (100)	DeKalb County	2C	\$ 340,000	\$ 4,040,000	\$ 4,330,000	\$ 8,710,000	\$ 693,000	100%	100%	20%	100%	\$ 5,246,000	\$ 5,939,000
0858	District 2 (100)	Brookhaven		\$ 80,000	\$ 1,994,500	\$ 740,000	\$ 2,814,500	\$ 70,000					\$ -	\$ -
0881	District 3 (100)	DeKalb County	2C	\$ 50,000	\$ 1,162,000	\$ 420,000	\$ 1,632,000	\$ 40,000	100%	100%	20%	100%	\$ 1,296,000	\$ 1,336,000
0924A	District 3 (100)	DeKalb County	1	\$ 30,000	\$ 800,000	\$ 280,000	\$ 1,110,000	\$ 40,000	100%	100%	20%	100%	\$ 886,000	\$ 926,000
0924B	District 3 (100)	DeKalb County	2A	\$ 30,000	\$ 700,000	\$ 260,000	\$ 990,000	\$ 30,000	100%	100%	20%	100%	\$ 782,000	\$ 812,000
0924C	District 3 (100)	DeKalb County	2B	\$ 50,000	\$ 1,300,000	\$ 460,000	\$ 1,810,000	\$ 60,000	100%	100%	20%	100%	\$ 1,442,000	\$ 1,502,000
0978	District 1 (100)	Chamblee		\$ 390,000	\$ 4,298,000	\$ 3,900,000	\$ 8,588,000	\$ 160,000					\$ -	\$ -
0988	District 1 (100)	DeKalb County	2A	\$ 20,000	\$ -	\$ 150,000	\$ 170,000	\$ 30,000	100%	100%	20%	100%	\$ 50,000	\$ 80,000
0990	District 2 (100)	DeKalb / Atlanta / Decatur	2B	\$ 160,000	\$ 4,285,000	\$ 1,550,000	\$ 5,995,000	\$ 160,000	100%	100%	50%	100%	\$ 1,810,000	\$ 1,866,000
1095	District 1 (100)	Dunwoody		\$ 650,000	\$ 6,375,000	\$ 6,420,000	\$ 13,445,000	\$ 1,520,000					\$ -	\$ -
1097	District 1 (100)	Dunwoody		\$ 1,227,000	w/ Const	\$ 12,271,000	\$ 13,498,000	\$ 1,227,000					\$ -	\$ -
1098	District 1 (100)	Dunwoody		\$ 563,000	w/ Const	\$ 5,625,000	\$ 6,187,000	\$ 563,000					\$ -	\$ -
1131	District 5 (100)	DeKalb County	2A	\$ 17,000	\$ 80,000	\$ 165,000	\$ 262,000	\$ 17,000	0%	0%	0%	0%	\$ -	\$ -
1139	District 1 (100)	Doraville		\$ 300,000	\$ -	\$ 3,000,000	\$ 3,300,000	\$ 300,000					\$ -	\$ -
1162	District 3 (100)	Atlanta		\$ 12,000	\$ -	\$ 33,500	\$ 46,000	\$ 7,000					\$ -	\$ -
1172	District 1 (100)	Chamblee		\$ 82,000	\$ 1,449,000	\$ 933,000	\$ 2,464,000	\$ 93,000					\$ -	\$ -
1230	District 2 (100)	Brookhaven		\$ 164,000	\$ 821,000	\$ 1,642,000	\$ 2,628,000	\$ 164,000					\$ -	\$ -
1231	District 1 (100)	Dunwoody		\$ 202,000	\$ 562,000	\$ 1,687,000	\$ 2,452,000	\$ 169,000					\$ -	\$ -
1237	District 4 (100)	Clarkston		\$ 204,000	\$ -	\$ 1,359,000	\$ 1,563,000	\$ 136,000					\$ -	\$ -

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Project ID	Modal Category	Name	From	To	Project Length (Miles)	Description	% DeKalb	% Cities
1241	Bike/Ped	Trail on west side of N Clarendon Ave	Laredo Dr	Stone Mountain Trail	0.20	Create a trail connection between Stone Mountain Trail and Laredo Dr.		Avondale (100)
1256	Bike/Ped	Shoal Creek Trail	Candler Rd	Flat Shoals Pkwy	2.34	Shoal Creek Trail from Rainbow Drive to SR 155 / Flat Shoals Pkwy @ Warriors Path / county-owned "Hudson Park" (2 miles).	Unincorporated DeKalb (100)	
1278	Bike/Ped	E Ponce de Leon Ave (North Side)	N Indian Creek Rd	Eastern City Limits	0.78	East Ponce streetscapes (north side of Rd) from N Indian Creek Rd to Eastern City Limits.	Unincorporated DeKalb (8)	Clarkston (92)
1279	Bike/Ped	E Ponce de Leon Ave (South Side)	N Indian Creek Rd	Eastern City Limits	0.78	East Ponce streetscapes (south side of Rd) from N Indian Creek Rd to Eastern City Limits.	Unincorporated DeKalb (8)	Clarkston (92)
1301	Bike/Ped	Loop A Trail	Wiggins	Surrounding Streets	0.40	Construct a downtown greenway system to include multi-purpose trails, pedestrian lighting (Loop A: Wiggins to Main to Conyers to Bruce Street).		Lithonia (100)
1302	Bike/Ped	Loop B Trail	Wiggins St	Surrounding Streets	0.81	Construct a downtown greenway system to include multi-purpose trails, pedestrian lighting (Loop B: Wiggins to Main to Parkway Rd to Park Drive to College Ave to Stone Mountain to Max Cleland).		Lithonia (100)
1303	Bike/Ped	Loop C Trail	Main St	Surrounding Streets	0.23	Construct a downtown greenway system to include multi-purpose trails, pedestrian lighting (Loop C: Main Street to Extended Stone Mountain Street to Max Cleland to Center Street).		Lithonia (100)
1310	Bike/Ped	Malone Dr and Watkins Ave	Peachtree Rd and New Peachtree Road	Peachtree Boulevard and Chamblee Tucker Road	0.45	Improve streetscapes on Malone Dr. from Peachtree Blvd to Peachtree Rd and on Watkins Ave from New Peachtree Rd to Chamblee Tucker Rd.		Chamblee (100)
1317	Bike/Ped	Montreal Rd (East Side)	E Ponce de Leon Ave	Hwy 78	0.72	Install sidewalks and improve pedestrian crossings along this corridor.	Unincorporated DeKalb (5)	Clarkston (95)
1326	Bike/Ped	N Indian Creek Rd	Montreal Rd	Jamieson Pl	0.77	N Indian Creek sidewalk, plant and utility zone, street trees, street furniture, fixtures, lighting and updated transit signage from Montreal Rd to southern city limits.	Unincorporated DeKalb (2)	Clarkston (98)
1358	Multimodal	N Druid Hills Rd/ I-85 Access Rd	I-85 Frontage Rd underpass at Cliff Valley Way/ Executive Park S	Mount Mariah Rd/ Briarwood Rd	1.55	I-85 North Druid Hills Connector and North Druid Hills/ I-85 - Access road modifications along corridor.	Unincorporated DeKalb (71)	Brookhaven (29)
1359	Multimodal	New Flowers Rd Connection	Flowers Rd	GM Plant Site	0.28	New roadway connection over I-285 - will include bike and pedestrian improvements.		Doraville (100)
1360	Multimodal	New Shallowford Rd Connection	Shallowford Rd	Central Ave	0.66	New roadway connection will include bike and pedestrian improvements.		Doraville (100)
1362	Multimodal	New Connection	Peachtree Blvd	Buford Hwy	1.32	New alignment from Buford Hwy to Peachtree Blvd.		Chamblee (52), Doraville (48)
1379	Multimodal	New alignment - Executive Park Ring Rd	Buford Hwy	Briarcliff Rd	0.92	New roadway connection across I-85 connecting Buford Hwy with Sheridan Rd and Briarcliff Rd. New connection will include accommodations for bike, pedestrian, roadway, and bus transit.	Unincorporated DeKalb (86)	Brookhaven (14)
1380	Multimodal	Oakmont Ave	Buford Hwy	New Peachtree Rd	0.17	Oakmont Avenue extension; part of the Doraville GM Plant redevelopment.		Doraville (100)
1384	Multimodal	Stone Mountain St	Max Cleland	Main St including sidewalks	0.11	Extend Stone Mountain St from Max Cleland to Main St including sidewalks.		Lithonia (100)
1391	Intersection	Chamblee Tucker Rd/ LaVista Rd/ Fellowship intersection redesign			0.20	Chamblee Tucker/ LaVista/ Fellowship intersection redesign.	Unincorporated DeKalb (100)	
1409	Corridor	Pinetree Plaza	Shallowford Rd	Buford Hwy	0.15	Pinetree Plaza realignment; part of the Doraville GM Plant redevelopment.		Doraville (100)
1418	Intersection	Chestnut Dr @ Park Ave			0.00	Realign Chestnut Dr with Park Ave to create a centralized route from Northwoods to MARTA, including pedestrian and bicycle accommodations. This improvement would warrant reclassifying Park Ave as an Urban Collector.		Doraville (100)
1420	Intersection	Buford Hwy/ Motor Industrial Way @ I-285	Lawrenceville Hwy @ I-285		0.00	Free flow right turn lane on northbound Buford Hwy to eastbound I-285; eastbound through lane on Motor Ind. Way onto I-285 eastbound ramp to eliminate storage congestion during peak hours.		Doraville (100)
1425	Intersection	Laredo Dr @ Parry St @ N Clarendon Ave			0.00	Intersection reconfiguration at the intersection of Laredo Dr, Parry St, and N Clarendon Ave		Avondale (100)
1430	Intersection	E Trinity Place @ N McDonough Rd			0.00	Implement vehicular and safety improvements at grade crossings at E. Trinity Place and N. McDonough.		Decatur (100)
1470	Intersection	Moreland Ave @ North Ave			0.00	Signage to prohibit peak hour lefts on North Ave and to encourage northbound left turns at Freedom Pkwy rather than North or Ponce de Leon Ave.		Atlanta (100)
1491	Intersection	Moreland Ave @ Skyhaven Rd			0.00	Realignment of the Skyhaven Rd / East Confederate Ave. intersection with Moreland Ave to remove offset.		Atlanta (100)

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Project ID	% Commission District	Local Lead	DeKalb Tier	Project Costs					% DeKalb PE	% DeKalb R/W	% DeKalb Const	% DeKalb O&M	Cost for DeKalb (no O&M)	Cost for DeKalb (includes O&M Cost)
				PE Cost	R/W Cost	Const Cost	Total Capital Cost	O&M Cost (20 years)						
1241	District 4 (100)	Avondale		\$ 10,000	\$ -	\$ 50,000	\$ 60,000	\$ -					\$ -	\$ -
1256	District 3 (100)	DeKalb County	2C	\$ 197,000	\$ 263,000	\$ 1,316,000	\$ 1,777,000	\$ 132,000	100%	100%	20%	100%	\$ 723,000	\$ 855,000
1278	District 4 (100)	Clarkston		\$ 216,000	\$ -	\$ 1,437,000	\$ 1,653,000	\$ 144,000					\$ -	\$ -
1279	District 4 (100)	Clarkston		\$ 246,000	\$ -	\$ 1,639,000	\$ 1,884,000	\$ 164,000					\$ -	\$ -
1301	District 5 (100)	Lithonia		\$ 100,000	\$ 200,000	\$ 500,000	\$ 800,000	\$ 50,000					\$ -	\$ -
1302	District 5 (100)	Lithonia		\$ 80,000	\$ 707,250	\$ 710,000	\$ 1,497,250	\$ 150,000					\$ -	\$ -
1303	District 5 (100)	Lithonia		\$ 50,000	\$ 150,000	\$ 300,000	\$ 500,000	\$ 30,000					\$ -	\$ -
1310	District 1 (100)	Chamblee		\$ 60,000	\$ 100,000	\$ 600,000	\$ 760,000	\$ 60,000					\$ -	\$ -
1317	District 4 (100)	Clarkston		\$ 32,000	\$ -	\$ 215,000	\$ 248,000	\$ 22,000					\$ -	\$ -
1326	District 4 (100)	Clarkston		\$ 919,000	\$ -	\$ 6,125,000	\$ 7,044,000	\$ 613,000					\$ -	\$ -
1358	District 2 (100)	DeKalb / Brookhaven	2C	\$ 787,000	\$ 3,712,000	\$ 3,375,000	\$ 7,874,000	\$ 338,000	100%	20%	20%	100%	\$ 1,573,000	\$ 1,814,000
1359	District 1 (100)	Doraville		\$ 1,237,000	\$ 247,000	\$ 10,236,000	\$ 11,699,000	\$ 1,024,000					\$ -	\$ -
1360	District 1 (100)	Doraville		\$ 900,000	\$ 18,335,000	\$ 7,255,000	\$ 26,547,000	\$ 726,000					\$ -	\$ -
1362	District 1 (100)	Chamblee / Doraville		\$ 3,712,000	\$ 20,248,000	\$ 30,596,000	\$ 54,556,000	\$ 3,060,000					\$ -	\$ -
1379	District 2 (100)	DeKalb County	2C	\$ 1,687,000	\$ 8,099,000	\$ 8,324,000	\$ 18,110,000	\$ 832,000	100%	100%	20%	100%	\$ 9,877,000	\$ 10,595,000
1380	District 1 (100)	Doraville		\$ 162,000	\$ 2,150,000	\$ 1,350,000	\$ 3,662,000	\$ 135,000					\$ -	\$ -
1384	District 5 (100)	Lithonia		\$ 115,000	\$ -	\$ 770,000	\$ 885,000	\$ 77,000					\$ -	\$ -
1391	District 1 (100)	DeKalb County	2B	\$ 160,000	\$ -	\$ 1,067,000	\$ 1,228,000	\$ 107,000	100%	100%	20%	100%	\$ 373,000	\$ 480,000
1409	District 1 (100)	Doraville		\$ 126,000	\$ 3,500,000	\$ 1,050,000	\$ 4,676,000	\$ 105,000					\$ -	\$ -
1418	District 1 (100)	Doraville		\$ 161,000	\$ 1,607,000	\$ 1,610,000	\$ 3,378,000	\$ 161,000					\$ -	\$ -
1420	District 1 (100)	Doraville		\$ 79,000	\$ 482,000	\$ 792,000	\$ 1,353,000	\$ 79,000					\$ -	\$ -
1425	District 4 (100)	Avondale		\$ 150,000	\$ -	\$ 870,000	\$ 1,020,000	\$ 87,000					\$ -	\$ -
1430	District 2 (100)	Decatur		\$ 56,000	\$ -	\$ 450,000	\$ 506,000	\$ 45,000					\$ -	\$ -
1470	District 2 (100)	Atlanta		\$ -	\$ -	\$ 1,000	\$ 1,000	\$ -					\$ -	\$ -
1491	District 3 (100)	Atlanta		\$ 127,000	\$ -	\$ 2,278,000	\$ 2,404,000	\$ 228,000					\$ -	\$ -

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1504	Bike/Ped	Wesley Chapel Rd	Covington Hwy	Flat Shoals Pkwy	3.86	Install sidewalks and improve pedestrian crossings along this corridor.	Unincorporated DeKalb (100)	
1531	Intersection	Buford Hwy midblock between N Druid Hills Rd and Lincoln Ct			0.00	Add a pedestrian crossing at or near this location to facilitate safer crossings and safer access to transit stops.		Brookhaven (100)
1532	Intersection	Buford Hwy @ Noble Woods Dr NE			0.00	Add a pedestrian crossing at or near this location to facilitate safer crossings and safer access to transit stops.		Brookhaven (100)
1533	Intersection	Buford Hwy @ The Villas at Druid Hills			0.00	Add a pedestrian crossing at or near this location to facilitate safer crossings and safer access to transit stops.		Brookhaven (100)
1534	Intersection	Buford Hwy @ Northeast Plaza Shopping Center			0.00	Add a pedestrian crossing at or near this location to facilitate safer crossings and safer access to transit stops.		Brookhaven (100)
1535	Intersection	Buford Hwy @ Epic Garden Apartments (Lenox Overlook Rd)			0.00	Add a pedestrian crossing at or near this location to facilitate safer crossings and safer access to transit stops.		Brookhaven (100)
1551	Intersection	Gresham Rd @ Cook Rd			0.00	Feasibility study needed to examine the appropriateness of a roundabout.	Unincorporated DeKalb (100)	
1552	Intersection	Flat Shoals Rd @ Cook Rd			0.00	Roundabout implementation	Unincorporated DeKalb (100)	
1553	Intersection	Gresham Rd @ Brannen Rd			0.00	Feasibility study needed to examine the appropriateness of a roundabout.	Unincorporated DeKalb (100)	
1554	Intersection	Flat Shoals Rd @ Brannen Rd			0.00	Roundabout implementation	Unincorporated DeKalb (100)	
1581	Bike/Ped	Indian Creek Trails	S Indian Creek Dr	Surrounding Neighborhoods	3.47	Create a trail system to connect the Indian Creek MARTA Station to surrounding neighborhoods.	Unincorporated DeKalb (100)	
1591	Bike/Ped	South Fork Peachtree Creek Trail	Mason Mill Tennis Center	N Druid Hills Rd	0.73	Expand the South Fork Peachtree Creek Trail.	Unincorporated DeKalb (100)	
1592	Bike/Ped	Flat Shoals Rd/ Henderson Rd/ Salem Rd	2nd Ave/ Henderson Mill Rd/ Browns Mill Rd	Candler Rd/ Lavista Rd/ Fannin Dr	5.23	DeKalb sidewalk program: Phase 2C - Flat Shoals Rd, Henderson Rd, and Salem Rd.	Unincorporated DeKalb (100)	
1593	Bike/Ped	Glenwood Rd	from SR 155 (Candler Rd)	Columbia Dr: Phase II	2.08	Install sidewalks and improve pedestrian crossings along this corridor (Phase I).	Unincorporated DeKalb (100)	
1595	Bike/Ped	Briarcliff Rd/ Henderson Mill Rd/ Northlake Pkwy/ Park Lake Dr	LaVista Rd/ Briarcliff Rd	Northlake Pkwy/ Park Lake Dr	1.47	Northlake area pedestrian improvements.	Unincorporated DeKalb (100)	
1599	Bike/Ped	SR 154 (Memorial Dr)	SR 42 (Moreland Ave)	Candler Rd	3.29	Install sidewalks and improve pedestrian crossings along this corridor.	Unincorporated DeKalb (7)	Atlanta (93)
1603	Multimodal	Bouldercrest Rd	Linecrest Rd	I-285	3.47	This project includes a road widening and multi-use facility that incorporates bicycle lanes and sidewalks with pedestrian features.	Unincorporated DeKalb (100)	
1604	Multimodal	Flakes Mill Rd	River Rd	Flat Shoals Pkwy	2.12	Project to include road widening from 2 to 4 lanes, bicycle lanes and pedestrian facilities to improve roadway operations, mobility, and accessibility through enhanced mode alternatives.	Unincorporated DeKalb (100)	
1607	Multimodal	Hayden Quarry Rd/ Sigman Rd	Turner Hill Rd	Rockdale County Line	0.68	Hayden Quarry Rd/ Sigman Rd extension.	Unincorporated DeKalb (100)	
1611A	Multimodal	Lithonia Industrial Blvd	Hillandale Dr	Woodrow Rd	0.62	Lithonia Industrial Blvd extension - Phase III. Design phase will include access management plan.	Unincorporated DeKalb (100)	
1611B	Multimodal	Lithonia Industrial Blvd	Woodrow Rd	Evans Mill Rd	0.57	Lithonia Industrial Blvd extension - Phase IV. Design phase will include access management plan.	Unincorporated DeKalb (100)	
1612	Multimodal	Covington Hwy	Evans Mill Rd	Sigman Rd in Rockdale County	2.65	Widen roadway from 2 to 4 lanes including a center turn lane from Evans Mill Rd in DeKalb County to Sigman Rd in Rockdale County as well as a median treatment with bicycle and pedestrian improvements.	Unincorporated DeKalb (98)	Lithonia (2)
1613	Multimodal	Panola Rd	Snapfinger Woods Dr	Covington Hwy	1.02	Widen road from 4 to 6 lanes along with access/ mobility improvements including bicycle lanes and pedestrian features; intersection improvements as appropriate.	Unincorporated DeKalb (100)	
1614A	Multimodal	Panola Rd	Browns Mill Rd	Thompson Mill Rd	1.73	PE and right-of-way (Phase I) for road widening from 2 to 4 lanes along with access/ mobility improvements including bicycle lanes and pedestrian features; intersection improvements as appropriate.	Unincorporated DeKalb (100)	
1614B	Multimodal	Panola Rd	Browns Mill Rd	Thompson Mill Rd	1.73	Construction (Phase II) for road widening from 2 to 4 lanes along with access/ mobility improvements including bicycle lanes and pedestrian features; intersection improvements as appropriate.	Unincorporated DeKalb (100)	

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Project ID	% Commission District	Local Lead	DeKalb Tier	Project Costs					% DeKalb PE	% DeKalb R/W	% DeKalb Const	% DeKalb O&M	Cost for DeKalb (no O&M)	Cost for DeKalb (includes O&M Cost)
				PE Cost	R/W Cost	Const Cost	Total Capital Cost	O&M Cost (20 years)						
1504	District 3 (84), District 5 (16)	DeKalb County	2B	\$ 30,000	\$ 1,140,000	\$ 240,000	\$ 1,410,000	\$ 50,000	100%	100%	20%	100%	\$ 1,218,000	\$ 1,268,000
1531	District 2 (100)	Brookhaven		\$ 21,000	\$ -	\$ 208,000	\$ 229,000	\$ 21,000					\$ -	\$ -
1532	District 2 (100)	Brookhaven		\$ 21,000	\$ -	\$ 208,000	\$ 229,000	\$ 21,000					\$ -	\$ -
1533	District 2 (100)	Brookhaven		\$ 21,000	\$ -	\$ 208,000	\$ 229,000	\$ 21,000					\$ -	\$ -
1534	District 2 (100)	Brookhaven		\$ 21,000	\$ -	\$ 208,000	\$ 229,000	\$ 21,000					\$ -	\$ -
1535	District 2 (100)	Brookhaven		\$ 21,000	\$ -	\$ 208,000	\$ 229,000	\$ 21,000					\$ -	\$ -
1551	District 3 (100)	DeKalb County	2C	\$ 168,000	\$ -	\$ 1,684,000	\$ 1,852,000	\$ 168,000	100%	100%	20%	100%	\$ 505,000	\$ 673,000
1552	District 3 (100)	DeKalb County	2C	\$ 168,000	\$ -	\$ 1,684,000	\$ 1,852,000	\$ 168,000	100%	100%	20%	100%	\$ 505,000	\$ 673,000
1553	District 3 (100)	DeKalb County	2C	\$ 168,000	\$ -	\$ 1,684,000	\$ 1,852,000	\$ 168,000	100%	100%	20%	100%	\$ 505,000	\$ 673,000
1554	District 3 (100)	DeKalb County	2C	\$ 168,000	\$ -	\$ 1,684,000	\$ 1,852,000	\$ 168,000	100%	100%	20%	100%	\$ 505,000	\$ 673,000
1581	District 4 (30), District 5 (70)	DeKalb County	3	\$ 230,000	\$ 2,250,000	\$ 2,250,000	\$ 4,730,000	\$ 480,000	100%	100%	20%	100%	\$ 2,930,000	\$ 3,410,000
1591	District 2 (100)	DeKalb County	1	\$ -	\$ 1,144,000	\$ 3,209,000	\$ 4,353,000	\$ 321,000	100%	100%	20%	100%	\$ 1,786,000	\$ 2,107,000
1592	District 1 (37), District 3 (52), District 5 (11)	DeKalb County	1	\$ 75,000	\$ 750,000	\$ 2,095,000	\$ 2,920,000	\$ 210,000	0%	20%	30%	100%	\$ 779,000	\$ 989,000
1593	District 3 (100)	DeKalb County	1	\$ 30,000	\$ 4,560,000	\$ 3,427,871	\$ 8,017,871	\$ 343,000	0%	0%	27%	100%	\$ 930,000	\$ 1,273,000
1595	District 1 (100)	DeKalb County	1	\$ -	\$ -	\$ 1,493,650	\$ 1,493,650	\$ 149,000	0%	0%	20%	100%	\$ 299,000	\$ 448,000
1599	District 3 (100)	Atlanta		\$ 492,000	\$ 197,000	\$ 1,336,000	\$ 2,025,000	\$ 134,000					\$ -	\$ -
1603	District 3 (100)	DeKalb County	3	\$ 1,019,009	\$ 9,250,832	\$ 40,043,991	\$ 50,313,832	\$ 4,004,000	0%	100%	34%	100%	\$ 22,773,000	\$ 26,777,000
1604	District 3 (71), District 5 (29)	DeKalb County	3	\$ 2,890,000	w/ Const	\$ 28,903,000	\$ 31,793,000	\$ 2,890,000	20%	20%	20%	100%	\$ 6,359,000	\$ 9,249,000
1607	District 5 (100)	DeKalb County	3	\$ 1,019,000	w/ Const	\$ 10,194,000	\$ 11,213,000	\$ 1,019,000	20%	20%	20%	100%	\$ 2,243,000	\$ 3,262,000
1611A	District 5 (100)	DeKalb County	1	\$ 873,000	w/ Const	\$ 8,726,000	\$ 9,599,000	\$ 873,000	0%	0%	0%	100%	\$ -	\$ 873,000
1611B	District 5 (100)	DeKalb County	3	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 500,000	20%	20%	20%	100%	\$ 1,000,000	\$ 1,500,000
1612	District 5 (100)	GDOT - DeKalb County	1-GDOT	\$ 112,000	\$ 4,196,000	\$ 4,583,000	\$ 8,891,000	\$ 458,000	0%	0%	0%	0%	\$ -	\$ -
1613	District 5 (100)	DeKalb County	3	\$ 1,919,000	w/ Const	\$ 19,193,000	\$ 21,112,051	\$ 1,919,000	100%	100%	20%	100%	\$ 5,758,000	\$ 7,677,000
1614A	District 5 (100)	DeKalb County	1	\$ 50,000	\$ 2,967,210		\$ 3,017,210		0%	100%	0%	0%	\$ 2,967,000	\$ 2,967,000
1614B	District 5 (100)	DeKalb County	2A			\$ 19,378,906	\$ 19,378,906	\$ 1,938,000	0%	0%	50%	100%	\$ 9,756,000	\$ 11,694,000

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Project ID	Modal Category	Name	From	To	Project Length (Miles)	Description	% DeKalb	% Cities
1615	Multimodal	Panola Rd	Thompson Mill Rd	Fairington Rd	0.45	Widen road from 4 to 6 lanes along with access/ mobility improvements including bicycle lanes and pedestrian features; intersection improvements as appropriate.	Unincorporated DeKalb (100)	
1616	Multimodal	Redan Rd	Panola Rd	Holcombe Rd	4.13	Widen Redan Rd from 2 lanes to 4 lanes including an access management plan, bike, and pedestrian improvements.	Unincorporated DeKalb (100)	
1624	Multimodal	Turner Hill Rd	Mall Pkwy	McDaniel Mill Rd	1.16	Widening from 2 to 4 lanes, including bike and pedestrian improvements.	Unincorporated DeKalb (100)	
1626	Multimodal	Wesley Chapel Rd	Boring Rd	Flat Shoals Pkwy	1.27	Widening from 2 to 4 lanes, including bike and pedestrian improvements.	Unincorporated DeKalb (100)	
1639	Multimodal	Panola Rd	Snapfinger Rd	Browns Mill Rd	1.42	Operational improvements project including the conversion of existing two-lane road to have two lanes with a center turn lane, bicycle lanes and sidewalks.	Unincorporated DeKalb (100)	
1640	Multimodal	Rockbridge Rd	Memorial Dr	S Stone Mountain Lithonia Rd	4.21	Operational improvements including a center turn lane as well as bike and pedestrian improvements - Phase 1.	Unincorporated DeKalb (92)	Pine Lake (8)
1641	Corridor	SR 154 (Memorial Dr)	County Line	SR 155 (Candler Rd)	3.28	SR 154 (Memorial Dr) Corridor improvements	Unincorporated DeKalb (8)	Atlanta (92)
1658	Intersection	SR 260 (Glenwood Ave) @ US 23 (Moreland Ave)			0.00	Roadway / Operations & Safety		Atlanta (100)
1666	Multimodal	E Ponce de Leon Rd/ Montreal Rd/ Norman Rd	I-285	N Indian Creek Dr/ City limits (southeast)	1.52	Clarkston streetscape initiative includes various improvements to the E Ponce de Leon Gateway corridor; design features include new pedestrian and bicycle features as well as streetscapes and an at-grade CSX RR crossing/ safety feature.	Unincorporated DeKalb (16)	Clarkston (84)
1668	Intersection	Panthersville Rd @ Clifton Springs Rd			0.00	Roadway / Operations & Safety	Unincorporated DeKalb (100)	
1673	Intersection	I-20 East @ US 23 (Moreland Ave)			0.00	Roadway / Interchange Upgrade		Atlanta (100)
1674	Intersection	I-285 North @ Ashford Dunwoody Rd			0.00	Roadway / Interchange Upgrade.		Dunwoody (100)
1675	Corridor	31 signal upgrades on Briarcliff Rd/ Clairmont Rd/ Church St			0.17	Upgrades to approximately 31 signals on Briarcliff (from Sheridan Rd to Johnson Rd), Clifton (from Briarcliff Rd to N Decatur Rd), Clairmont (from LaVista Rd to N Decatur Rd), and Church St (from N Decatur Rd to Bell St).	Unincorporated DeKalb (90)	Decatur (10)
1676	Corridor	40 signal upgrades in/around Downtown Decatur			0.23	Upgrades to approximately 40 signals in/ around Downtown Decatur - Howard Ave, E Lake Rd, W Ponce de Leon, Clairmont Ave, Trinity Pl, Commerce Dr loop, Church St.	Unincorporated DeKalb (3)	Avondale (18), Decatur (79)
1683	Bike/Ped	Oakdale Rd	N Decatur Rd	DeKalb Ave	2.05	Improve access for bikes along this corridor. Potential improvements could include sharrows, a sidepath, or bike lanes as determined by right of way constraints.	Unincorporated DeKalb (35)	Atlanta (65)
1685	Bike/Ped	Ponce de Leon Ave/ W Ponce de Leon Ave	Scott Boulevard	St. Charles Ave	2.27	Improve access for bikes along this corridor using the existing adjacent linear park system. Sidepath was assumed for this 0.6-mile corridor, but a detailed corridor study is needed to determine recommended improvements.	Unincorporated DeKalb (45)	Atlanta (55)
1695	Bike/Ped	Briarwood Rd	N Druid Hills Rd	Buford Hwy	0.99	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 0.99 miles of moderate grading.		Brookhaven (100)
1702	Intersection	Mt Vernon Rd @ Ashford Dunwoody Rd			0.00	Intersection Improvements		Dunwoody (100)
1703	Intersection	Mt Vernon Rd @ Chamblee Dunwoody Rd			0.00	Intersection Improvements		Dunwoody (100)
1730	Intersection	N Druid Hills Rd @ Lawrenceville Hwy/ Hwy 78 WB Exit Ramp/ 78 EB Entry Ramp			0.00	Intersection improvements to improve efficiency and operations.	Unincorporated DeKalb (100)	
1736	Intersection	Hugh Howell Rd @ Lawrenceville Hwy			0.00	Intersection improvements.	Unincorporated DeKalb (100)	
1804	Intersection	N Indian Creek Dr @ approx. Jackson Dr			0.00	Install a pedestrian crossing to assist with access to the library.		Clarkston (100)
1875	Intersection	Briarcliff Rd @ Clifton Rd			0.00	Intersection improvements including turn lanes and signal timing to reduce vehicular delay (and possibly a realignment of the intersection from Briarcliff Rd to Clifton Rd) and pedestrian improvements as needed.	Unincorporated DeKalb (100)	
1880	Intersection	Clifton Rd @ Houston Mill Rd			0.00	Operational and pedestrian improvements	Unincorporated DeKalb (100)	

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Project ID	% Commission District	Local Lead	DeKalb Tier	Project Costs					% DeKalb PE	% DeKalb R/W	% DeKalb Const	% DeKalb O&M	Cost for DeKalb (no O&M)	Cost for DeKalb (includes O&M Cost)
				PE Cost	R/W Cost	Const Cost	Total Capital Cost	O&M Cost (20 years)						
1615	District 5 (100)	DeKalb County	2C	\$ 50,000	\$ 7,308,610	\$ 9,425,534	\$ 16,784,144	\$ 943,000	0%	100%	39%	100%	\$ 10,994,000	\$ 11,937,000
1616	District 4 (17), District 5 (83)	DeKalb County	2C	\$ 4,193,000	w/ Const	\$ 41,926,000	\$ 46,119,000	\$ 4,193,000	100%	100%	20%	100%	\$ 12,578,000	\$ 16,771,000
1624	District 5 (100)	DeKalb County	2B	\$ 282,750	\$ 6,018,087	\$ 10,350,553	\$ 16,651,390	\$ 1,035,000	0%	100%	20%	100%	\$ 8,088,000	\$ 9,123,000
1626	District 3 (100)	DeKalb County	2C	\$ 1,338,000	w/ Const	\$ 13,378,000	\$ 14,716,273	\$ 1,338,000	20%	20%	20%	100%	\$ 2,943,000	\$ 4,281,000
1639	District 5 (100)	DeKalb County	3	\$ 1,919,000	w/ Const	\$ 19,193,000	\$ 21,112,000	\$ 1,919,000	40%	40%	42%	100%	\$ 8,829,000	\$ 10,748,000
1640	District 4 (100)	DeKalb County	2B	\$ 1,270,000	\$ 6,940,000	\$ 16,440,000	\$ 24,650,000	\$ 2,347,000	100%	100%	20%	100%	\$ 10,561,000	\$ 12,716,000
1641	District 3 (100)	Atlanta		\$ 492,000	\$ 197,000	\$ 1,336,000	\$ 2,025,000	\$ 134,000					\$ -	\$ -
1658	District 3 (100)	Atlanta		\$ 360,000	\$ 381,000	\$ 1,876,000	\$ 2,617,000	\$ 188,000					\$ -	\$ -
1666	District 4 (100)	DeKalb / Clarkston		\$ 807,000	w/ Const	\$ 8,074,000	\$ 8,881,000	\$ 807,000					\$ -	\$ -
1668	District 3 (100)	DeKalb County	1	\$ 109,000	\$ 1,041,000	\$ 1,075,000	\$ 2,225,000	\$ 108,000	0%	100%	25%	100%	\$ 1,310,000	\$ 1,418,000
1673	District 3 (100)	Atlanta		\$ 603,000	w/ Const	\$ 6,034,000	\$ 6,637,000	\$ 603,000					\$ -	\$ -
1674	District 1 (100)	Dunwoody		\$ 2,863,000	w/ Const	\$ 28,633,000	\$ 31,496,000	\$ 2,863,000					\$ -	\$ -
1675	District 2 (97), District 4 (3)	GDOT - DeKalb County	1-GDOT	\$ -	\$ -	\$ 5,011,616	\$ 5,011,616	\$ 501,000	0%	0%	0%	0%	\$ -	\$ -
1676	District 2 (79), District 4 (21)	GDOT - Avondale / Decatur	1-GDOT	\$ 200,000	\$ 500,000	\$ 6,042,412	\$ 6,742,412	\$ 604,000	0%	0%	0%	0%	\$ -	\$ -
1683	District 2 (100)	DeKalb / Atlanta	3	\$ 150,000	\$ 1,500,000	\$ 1,500,000	\$ 3,150,000	\$ 320,000	0%	100%	20%	100%	\$ 630,000	\$ 742,000
1685	District 2 (100)	DeKalb / Atlanta	1	\$ 50,000	\$ 450,000	\$ 450,000	\$ 950,000	\$ 100,000	100%	100%	50%	100%	\$ 328,000	\$ 373,000
1695	District 2 (100)	Brookhaven		\$ 30,000	\$ 1,039,500	\$ 300,000	\$ 1,369,500	\$ 40,000					\$ -	\$ -
1702	District 1 (100)	Dunwoody		\$ 94,000	\$ -	\$ 940,000	\$ 1,034,000	\$ 94,000					\$ -	\$ -
1703	District 1 (100)	Dunwoody		\$ 225,000	\$ 225,000	\$ 2,250,000	\$ 2,700,000	\$ 225,000					\$ -	\$ -
1730	District 2 (4), District 4 (96)	GDOT - DeKalb County	1-GDOT	\$ 177,000	\$ 321,000	\$ 1,770,000	\$ 2,268,000	\$ 177,000	0%	0%	0%	0%	\$ -	\$ -
1736	District 1 (100)	GDOT - DeKalb County	1-GDOT	\$ 400,000	\$ -	\$ 4,000,000	\$ 4,400,000	\$ 400,000	0%	0%	0%	0%	\$ -	\$ -
1804	District 4 (100)	Clarkston		\$ 20,000	\$ -	\$ 150,000	\$ 170,000	\$ 40,000					\$ -	\$ -
1875	District 2 (100)	DeKalb County	2C	\$ 674,000	\$ 633,000	\$ 6,735,000	\$ 8,041,000	\$ 674,000	100%	100%	20%	100%	\$ 2,654,000	\$ 3,328,000
1880	District 2 (100)	DeKalb County	3	\$ 94,000	\$ -	\$ 940,000	\$ 1,034,000	\$ 94,000	100%	100%	100%	100%	\$ 1,034,000	\$ 1,128,000

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Project ID	Modal Category	Name	From	To	Project Length (Miles)	Description	% DeKalb	% Cities
1923	Bike/Ped	Mountain View Dr/ Sheppard Rd	Memorial Dr	Owens Mill Ct	0.96	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 0.89 miles of severe grading.	Unincorporated DeKalb (90)	Stone Mountain (10)
1937	Intersection	Covington Hwy @ Hillvale Rd/ Wellington Cir			0.00	Intersection realignment with pedestrian safety improvements.	Unincorporated DeKalb (100)	
1946	Intersection	N Druid Hills Rd @ Briarwood Rd NE			0.00	Improve access for pedestrians at this location. Repair damaged sidewalks and improve crossings.		Brookhaven (100)
1958	Intersection	N Clarendon Rd @ E Ponce de Leon Ave			0.00	Signal upgrade with railroad preemption - The signal currently doesn't have the ability to change when the train comes.	Unincorporated DeKalb (100)	
1962	Intersection	Goldsmith Rd @ E Ponce de Leon Ave			0.00	This location meets the requirements for installation of railroad preemption. The railroad is less than 200 feet from signal and is a safety issue.	Unincorporated DeKalb (100)	
2037	Bike/Ped	Buford Hwy	Chamblee Tucker Rd	English Oak Dr	2.85	Install additional pedestrian crossings.		Chamblee (12), Doraville (88)
2063	Multimodal	Chamblee Tucker Rd	Tucker Norcross Rd	LaVista Rd	1.88	Road diet to include two through lanes and a center left-turn lane and bike lanes. Operational and pedestrian improvements will also be made at key locations along the corridor.	Unincorporated DeKalb (100)	
2205	Multimodal	Chamblee Tucker Rd	I-285	Tucker Norcross Rd	2.10	Road diet to include two through lanes and a center left-turn lane and bike lanes. Operational and pedestrian improvements will also be made at key locations along the corridor.	Unincorporated DeKalb (100)	
2230	Bike/Ped	Clairmont Rd	Peachtree Blvd	Buford Hwy	2.22	Improve access for bikes along this corridor. Sidepath was assumed for this 2.2-mile corridor, but a detailed corridor study is needed to determine recommended improvements.		Brookhaven (25), Chamblee (75)
2357	Multimodal	Gresham Rd/Clifton Church Rd	Flat Shoals Rd	Clifton Church Rd	1.78	Roadway operational improvements and inclusion of bicycle lanes and sidewalks to connect with PATH trail connection at Clifton Church Rd and Gresham Rd.	Unincorporated DeKalb (100)	
2681	Multimodal	Covington Hwy	S Hairston Rd	Klondike Rd	5.08	Addition of a landscaped median to include pedestrian (sidewalk and crossing) and bicycle accommodations and operational improvements at key locations along the corridor.	Unincorporated DeKalb (100)	
2759	Bike/Ped	N Decatur Rd	E Ponce De Leon Ave	S Indian Creek Dr	1.99	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 1.92 miles of severe grading.	Unincorporated DeKalb (100)	
2792	Bike/Ped	N Druid Hills Rd	Peachtree Rd	E Roxboro Rd	0.97	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 1.56 miles of severe grading.		Brookhaven (100)
2805	Bike/Ped	Rowland Rd	Rockbridge Rd/ Spruce Dr	S Indian Creek Dr	2.03	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 2.0 miles of severe grading.	Unincorporated DeKalb (100)	
2892	Bike/Ped	Winters Chapel Rd	Peachtree Industrial Blvd Access Rd	Winterhaven Ct	0.38	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 0.38 miles of minimal grading.		Dunwoody (100)
2893	Bike/Ped	Winters Chapel Rd	Winters Creek Dr	Peachtree Industrial Blvd	0.28	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 0.28 miles of minimal grading.	Unincorporated DeKalb (88)	
2912	Bike/Ped	Mountain Industrial Blvd	Gwinnett County Line	Hugh Howell Rd	1.77	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 1.8 miles of minimal grading.	Unincorporated DeKalb (100)	
2950	Bike/Ped	Lawrenceville Hwy	Lee Way (250 east of)	Hugh Howell Rd	2.80	Install sidewalks and improve pedestrian crossings along this corridor.	Unincorporated DeKalb (100)	
3012	Bike/Ped	Houston Mill Rd	Clifton Rd	LaVista Rd	1.22	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 1.22 miles of moderate grading.	Unincorporated DeKalb (100)	
3200	Multimodal - Bridge	Clifton Rd/ Haygood Rd -- Bridge ID: 089-0170-0	Clifton Rd @ Asbury Cir/ Haygood Rd		0.00	Replacement of the Clifton Rd Bridge over the CSX railroad line and upgrade to the Haygood intersection. Includes added turn lanes, improved signals, wider sidewalks, improved pedestrian crossings, bike lanes, and added clearance for future transit.	Unincorporated DeKalb (100)	
3254	Multimodal	N Indian Creek Dr	Memorial Dr/ Collingwood Dr	Montreal Creek Ct/ Montreal Rd	2.27	Road diet candidate (subtract 2 lanes, to add bike lanes).	Unincorporated DeKalb (60)	Clarkston (40)
4010	Multimodal - Bridge	Ponce de Leon Rd -- Bridge ID: 089-0001-0	approx. 250 ft East of Lullwater Rd		0.00	Bridge sufficiency rating is 50 or less and therefore meets the threshold for qualifying for bridge replacement funding. To align with Ponce de Leon Ave corridor planning, bridge will include bicycle and pedestrian accommodations.		Atlanta (100)
4011	Multimodal - Bridge	Covington Hwy -- Bridge ID: 089-0015-0	Covington Hwy @ I-285		0.00	Bridge sufficiency rating is 50 or less and therefore meets the threshold for qualifying for bridge replacement funding. Consider cross section for bike and pedestrian improvements improve multimodal access.	Unincorporated DeKalb (100)	
4012	Multimodal - Bridge	Covington Hwy -- Bridge ID: 089-0016-0	approx. 1650 ft South/ East of S Hairston Rd		0.00	Bridge sufficiency rating is 50 or less and therefore meets the threshold for qualifying for bridge replacement funding. Consider cross section for bike and pedestrian improvements to align with Project 2681 - multimodal corridor project along Covington	Unincorporated DeKalb (100)	
4015	Multimodal - Bridge	Rainbow Dr -- Bridge ID: 089-0161-0	Rainbow Dr @ I-285		0.00	Bridge sufficiency rating 50 or less - meets threshold to qualify for bridge replacement funding. Consider cross section for bike and pedestrian improvements to align with Project 5086 (DeKalb County 2013, Regional Bike/ Ped Plan).	Unincorporated DeKalb (100)	

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				PE Cost	R/W Cost	Const Cost	Total Capital Cost	O&M Cost (20 years)						
1923	District 4 (100)	DeKalb County	1	\$ 50,000	\$ 1,023,500	\$ 450,000	\$ 1,523,500	\$ 40,000	100%	100%	20%	100%	\$ 1,051,000	\$ 1,087,000
1937	District 5 (100)	GDOT - DeKalb County	1-GDOT	\$ 111,000	\$ 366,000	\$ 1,110,000	\$ 1,587,000	\$ 111,000	0%	0%	0%	0%	\$ -	\$ -
1946	District 2 (100)	Brookhaven		\$ 30,000	\$ 670,000	\$ 260,000	\$ 960,000	\$ 20,000					\$ -	\$ -
1958	District 4 (100)	DeKalb County	1	\$ 11,000	\$ -	\$ 110,000	\$ 121,000	\$ 11,000	100%	100%	20%	100%	\$ 33,000	\$ 44,000
1962	District 4 (100)	DeKalb County	1	\$ 11,000	\$ -	\$ 110,000	\$ 121,000	\$ 11,000	100%	100%	20%	100%	\$ 33,000	\$ 44,000
2037	District 1 (100)	Doraville		\$ 50,000	\$ 600,000	\$ 450,000	\$ 1,100,000	\$ 90,000					\$ -	\$ -
2063	District 1 (100)	DeKalb County	1	\$ 220,000	\$ -	\$ 2,760,000	\$ 2,980,000	\$ -	100%	100%	20%	100%	\$ 772,000	\$ 772,000
2205	District 1 (100)	DeKalb County	2B	\$ 380,000	\$ 570,000	\$ 4,850,000	\$ 5,800,000	\$ -	100%	100%	100%	100%	\$ 5,800,000	\$ 5,800,000
2230	District 1 (40), District 2 (60)	DeKalb / Brookhaven / Chamblee		\$ 170,000	\$ 1,657,500	\$ 1,660,000	\$ 3,487,500	\$ 350,000					\$ -	\$ -
2357	District 3 (100)	DeKalb County	2C	\$ 400,000	\$ 2,130,000	\$ 5,170,000	\$ 7,700,000	\$ 288,000	100%	100%	20%	100%	\$ 3,564,000	\$ 3,852,000
2681	District 5 (100)	DeKalb County	1-GDOT	\$ 1,880,000	\$ 7,370,000	\$ 24,410,000	\$ 33,660,000	\$ 880,000	0%	0%	0%	0%	\$ -	\$ -
2759	District 4 (100)	DeKalb County	3	\$ 100,000	\$ 2,208,000	\$ 960,000	\$ 3,268,000	\$ 80,000	100%	100%	20%	100%	\$ 2,500,000	\$ 2,580,000
2792	District 2 (100)	Brookhaven		\$ 80,000	\$ 1,794,000	\$ 780,000	\$ 2,654,000	\$ 60,000					\$ -	\$ -
2805	District 4 (99), District 5 (1)	DeKalb County	2B	\$ 110,000	\$ 2,335,502	\$ 1,020,000	\$ 3,465,502	\$ 80,000	100%	100%	20%	100%	\$ 2,650,000	\$ 2,730,000
2892	District 1 (100)	Dunwoody		\$ 10,000	\$ 361,000	\$ 80,000	\$ 451,000	\$ 20,000					\$ -	\$ -
2893	District 1 (100)	DeKalb County	2C	\$ 10,000	\$ 266,000	\$ 60,000	\$ 336,000	\$ 10,000	100%	100%	100%	100%	\$ 295,000	\$ 304,000
2912	District 1 (100)	DeKalb County	2B	\$ 40,000	\$ 1,676,714	\$ 360,000	\$ 2,076,714	\$ 70,000	100%	100%	50%	100%	\$ 1,897,000	\$ 1,967,000
2950	District 1 (28), District 4 (72)	GDOT - DeKalb County	2B	\$ 60,000	\$ 2,660,000	\$ 560,000	\$ 3,280,000	\$ 110,000	100%	100%	50%	100%	\$ 3,000,000	\$ 3,110,000
3012	District 2 (100)	DeKalb County	3	\$ 40,000	\$ 1,281,000	\$ 370,000	\$ 1,691,000	\$ 50,000	100%	100%	100%	100%	\$ 1,691,000	\$ 1,741,000
3200	District 2 (100)	DeKalb County	3	\$ 1,750,000	\$ 550,000	\$ 11,700,000	\$ 14,000,000	\$ 1,170,000	50%	50%	80%	100%	\$ 10,510,000	\$ 11,680,000
3254	District 4 (100)	DeKalb / Clarkston	1	\$ 70,000	\$ -	\$ 860,000	\$ 930,000	\$ -	50%	100%	15%	100%	\$ 98,000	\$ 98,000
4010	District 2 (100)	Atlanta		\$ 611,000	\$ 28,000	\$ 6,721,000	\$ 7,360,000	\$ 154,000					\$ -	\$ -
4011	District 5 (100)	GDOT - DeKalb County	1-GDOT	\$ 714,000	\$ -	\$ 7,858,000	\$ 8,572,000	\$ 180,000	0%	0%	0%	0%	\$ -	\$ -
4012	District 5 (100)	GDOT - DeKalb County	1-GDOT	\$ 217,000	\$ 21,000	\$ 2,387,000	\$ 2,625,000	\$ 55,000	0%	0%	0%	0%	\$ -	\$ -
4015	District 3 (100)	DeKalb County	1-GDOT	\$ 340,000	\$ 32,000	\$ 3,744,000	\$ 4,116,000	\$ 86,000	0%	0%	0%	0%	\$ -	\$ -

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Project ID	Modal Category	Name	From	To	Project Length (Miles)	Description	% DeKalb	% Cities
4016	Corridor - Bridge	N Druid Hills Rd -- Bridge ID: 089-0175-0	Spring Creek Rd, approx. 1400 ft East		0.00	Bridge sufficiency rating is 50 or less and therefore meets the threshold for qualifying for bridge replacement funding. Bridge considerations should include the potential for future transit lines running below.	Unincorporated DeKalb (100)	
4018	Multimodal - Bridge	Mercer University Dr -- Bridge ID: 089-0210-0	approx. 900 ft East of Flowers Rd S		0.00	Bridge sufficiency rating is 50 or less and therefore meets the threshold for qualifying for bridge replacement funding. Consider if upgrades to this bridge could accommodate a crossing for part of the PATH Foundation North Fork Peachtree Trail.	Unincorporated DeKalb (100)	
4019	Corridor - Bridge	Hearn Rd -- Bridge ID: 089-5012-0	approx. 1000 ft South of River Rd		0.00	Bridge sufficiency rating is 50 or less and therefore meets the threshold for qualifying for bridge replacement funding.	Unincorporated DeKalb (100)	
4020	Multimodal - Bridge	W Nancy Creek Rd -- Bridge ID: 089-5041-0	approx. 300 ft East of Candler Lake Way		0.00	Bridge sufficiency rating 50 or less - meets threshold to qualify for bridge replacement funding. Existing pedestrian bridge could be considered for repair/ renovation during reconstruction of the main bridge due to proximity with Murphy Candler Park.		Brookhaven (100)
4021	Multimodal - Bridge	Nancy Creek Rd -- Bridge ID: 089-5059-0	Nancy Creek Rd @ Nancy Creek Pl/ Ashdun Ct		0.00	Bridge sufficiency rating is 50 or less and therefore meets the threshold for qualifying for bridge replacement funding. Consider if upgrades to this bridge could accommodate a crossing for part of the PATH Foundation Perimeter Trail.		Brookhaven (100)
4022	Corridor - Bridge	Casa Dr -- Bridge ID: 089-5066-0	approx. 150 ft North of Mell Ave		0.00	Bridge sufficiency rating is 50 or less and therefore meets the threshold for qualifying for bridge replacement funding.		Clarkston (100)
4023	Multimodal - Bridge	Rt. Frontage Rd -- Bridge ID: 089-5068-0	approx. 400 ft North of Orion Dr		0.00	Bridge sufficiency rating 50 or less - meets threshold to qualify for bridge replacement funding. Consider if upgrades to this bridge could accommodate a crossing to extend the PATH Foundation Perimeter Trail into the Little Creek Farm park area.	Unincorporated DeKalb (100)	
5029	Multimodal	DeKalb Ave	Moreland Ave	W Howard Ave	2.05	Terminate reversible lane on DeKalb Ave with consideration for bicycle facilities. Further study for corridor options is ongoing.	Unincorporated DeKalb (1)	Atlanta (99)
5036	Bike/Ped	Coventry Rd	Clifton Rd	W Ponce De Leon Ave	1.46	Improve access for bikes along this corridor. Sidepath was assumed for this 1.5-mile corridor, but a detailed corridor study is needed to determine recommended improvements.	Unincorporated DeKalb (50)	Decatur (50)
5037	Bike/Ped	Deepdene Park Path	N Ponce De Leon Ave	Parkwood Rd	0.26	Complete linear park path connection from Deepdene Park to existing bicycle lanes starting at Parkwood Rd.	Unincorporated DeKalb (100)	
5075	Bike/Ped	Arabia Mountain Trail	Klondike Rd	Stonecrest Sq	5.07	Expansion of the PATH Foundation trail system (Arabia Mountain Trail - 1). Multiuse path was assumed for this 4.2-mile corridor, but a detailed corridor study is needed to determine recommended improvements.	Unincorporated DeKalb (100)	
5076	Bike/Ped	Arabia Mountain Trail	Joels Lake	Arabia Mt Nature Preserve/ Vaughters Farm	1.69	Expansion of the PATH Foundation trail system (Arabia Mountain Trail - 2). Multiuse path was assumed for the entire 1.7-mile project, but a detailed corridor study is needed to determine recommended improvements.	Unincorporated DeKalb (100)	
5083	Multimodal	N Druid Hills Rd	Buford Hwy	Lawrenceville Hwy	4.56	Corridor improvements to include a median (center turn lane or landscaped) as well as bike and pedestrian accommodations and operational recommendations at key intersections.	Unincorporated DeKalb (94)	Brookhaven (6)
5084	Multimodal	Buford Hwy	County Line West	County Line East	8.25	Project to include transit and pedestrian improvements and access management along the corridor. Improvements may include bus-only or transit priority facilities for Bus Rapid Transit and pedestrian sidewalk and crossing improvements in key locations.		Brookhaven (37), Chamblee (33), Doraville (30)
5085	Multimodal	Dresden Dr	Apple Valley Rd	Clairmont Rd	1.66	Operational and Safety improvements including some intersection realignments, bike and pedestrian improvements.		Brookhaven (100)
5086	Bike/Ped	Rainbow Dr	Columbia Dr	Wesley Chapel	2.02	Improve access for bikes and pedestrians along this corridor. Sidepath was assumed for 2.0 miles on one side of the road. A sidewalk was assumed for the other side of the road with 2.0 miles of severe grading.	Unincorporated DeKalb (100)	
5089	Multimodal	Rockbridge Rd	S Stone Mountain Lithonia Rd	Rock Chapel Rd	5.43	Operational improvements including a center turn lane as well as bike and pedestrian improvements - Phase 2.	Unincorporated DeKalb (100)	
5092A	Multimodal	N Decatur Rd	Clifton Rd	Clairmont Rd	0.93	Four lane section will include bicycle and pedestrian improvements (particularly pedestrian crossings), and will be consistent with Clifton Corridor transit design. N Decatur Rd/ Haygood Dr intersection to include improved striping, lighting and signage.	Unincorporated DeKalb (100)	
5092B	Multimodal	N Decatur Rd	Clairmont Rd	Church St	1.29	Four lane section will include a combination of bicycle and pedestrian improvements and will be consistent with Clifton Corridor transit design.	Unincorporated DeKalb (76)	Decatur (24)
5092C	Multimodal	N Decatur Rd	Church St	E Ponce de Leon Ave	1.25	Four lane section will include a combination of bicycle and pedestrian improvements and will be consistent with Clifton Corridor transit design.	Unincorporated DeKalb (100)	
5093	Multimodal	Clairmont Rd / Clairmont Ave	Buford Hwy	Commerce Dr	6.15	Corridor improvements to include a median (center turn lane or landscaped) as well as bike and pedestrian accommodations and operational recommendations at key intersections.	Unincorporated DeKalb (64)	Brookhaven (10), Chamblee (11), Decatur (15)
5094	Multimodal	Clifton Rd / Haygood Rd	Briarcliff Rd	N Decatur Rd	1.66	Operational improvements along Clifton Rd (Briarcliff Rd to Haygood Rd) and along Haygood Rd (Clifton Rd to N Decatur Rd) to include bike and pedestrian improvements.	Unincorporated DeKalb (100)	
5095	Bike/Ped	Chamblee Dunwoody Rd	Roberts Dr	Cotillion Dr	2.78	On-street bike lanes will be added along with sidewalks to fill in existing pedestrian gaps. Within the Georgetown and Dunwoody Village LCI areas, streetscaping will include 6 ft landscaped buffers and 6 ft sidewalks.		Dunwoody (100)
5096	Corridor	Gresham Rd/ Flat Shoals Rd	I-20	Flat Shoals Rd/ Gresham Rd	0.75	Rebuild signals, install fiber interconnect and ethernet (requires I-20 fiber to connect with TCC at Columbia Dr).	Unincorporated DeKalb (100)	

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Project ID	% Commission District	Local Lead	DeKalb Tier	Project Costs					% DeKalb PE	% DeKalb R/W	% DeKalb Const	% DeKalb O&M	Cost for DeKalb (no O&M)	Cost for DeKalb (includes O&M Cost)
				PE Cost	R/W Cost	Const Cost	Total Capital Cost	O&M Cost (20 years)						
4016	District 2 (100)	DeKalb County	2A	\$ 216,000	\$ -	\$ 2,376,000	\$ 2,592,000	\$ 55,000	100%	100%	20%	100%	\$ 691,000	\$ 746,000
4018	District 1 (100)	DeKalb County	2A	\$ 92,000	\$ 40,000	\$ 1,012,000	\$ 1,144,000	\$ 23,000	100%	100%	100%	100%	\$ 1,144,000	\$ 1,167,000
4019	District 5 (100)	DeKalb County	2C	\$ 49,000	\$ -	\$ 539,000	\$ 588,000	\$ 12,000	100%	100%	20%	100%	\$ 157,000	\$ 169,000
4020	District 1 (100)	Brookhaven		\$ 147,000	\$ 14,000	\$ 1,619,000	\$ 1,780,000	\$ 37,000					\$ -	\$ -
4021	District 1 (100)	Brookhaven		\$ 83,000	\$ 15,000	\$ 911,000	\$ 1,009,000	\$ 21,000					\$ -	\$ -
4022	District 4 (100)	Clarkston		\$ 29,000	\$ -	\$ 317,000	\$ 346,000	\$ 7,000					\$ -	\$ -
4023	District 4 (100)	DeKalb County	3	\$ 110,000	\$ 24,000	\$ 1,210,000	\$ 1,344,000	\$ 28,000	100%	100%	100%	100%	\$ 1,344,000	\$ 1,372,000
5029	District 2 (100)	Atlanta		\$ 210,000	\$ 240,000	\$ 2,680,000	\$ 3,130,000	\$ -					\$ -	\$ -
5036	District 2 (100)	DeKalb / Decatur	3	\$ 110,000	\$ 1,095,000	\$ 1,100,000	\$ 2,305,000	\$ 230,000	100%	100%	100%	100%	\$ 1,150,000	\$ 1,264,000
5037	District 2 (100)	DeKalb County	2A	\$ 20,000	\$ 195,000	\$ 200,000	\$ 415,000	\$ 40,000	100%	100%	20%	100%	\$ 255,000	\$ 295,000
5075	District 5 (100)	DeKalb County	3	\$ 320,000	\$ 3,150,000	\$ 3,150,000	\$ 6,620,000	\$ 670,000	100%	100%	20%	100%	\$ 4,100,000	\$ 4,770,000
5076	District 5 (100)	DeKalb County	3	\$ 130,000	\$ 1,267,500	\$ 1,270,000	\$ 2,667,500	\$ 270,000	100%	100%	20%	100%	\$ 1,652,000	\$ 1,922,000
5083	District 2 (91), District 4 (9)	GDOT - DeKalb County	2B	\$ 1,850,000	\$ 14,170,000	\$ 23,980,000	\$ 40,000,000	\$ 2,933,000	0%	20%	20%	0%	\$ 7,135,000	\$ 7,135,000
5084	District 1 (43), District 2 (57)	DeKalb / Brookhaven / Chamblee / Doraville	2C	\$ 1,530,000	\$ -	\$ 19,810,000	\$ 21,340,000	\$ -	50%	0%	50%	0%	\$ 8,000	\$ 8,000
5085	District 2 (100)	Brookhaven		\$ 350,000	\$ 1,190,000	\$ 4,530,000	\$ 6,070,000	\$ 320,000					\$ -	\$ -
5086	District 3 (100)	DeKalb County	2C	\$ 210,000	\$ 2,676,500	\$ 2,020,000	\$ 4,906,500	\$ 360,000	100%	100%	20%	100%	\$ 3,291,000	\$ 3,651,000
5089	District 4 (100)	DeKalb County	2C	\$ 1,840,000	\$ 11,270,000	\$ 23,820,000	\$ 36,930,000	\$ 3,813,000	100%	100%	20%	100%	\$ 17,874,000	\$ 21,687,000
5092A	District 2 (100)	DeKalb County	2B	\$ 570,000	\$ 2,960,000	\$ 7,320,000	\$ 10,850,000	\$ 853,000	100%	100%	20%	100%	\$ 4,994,000	\$ 5,847,000
5092B	District 2 (100)	DeKalb County	2C	\$ 660,000	\$ 3,180,000	\$ 8,510,000	\$ 12,350,000	\$ 1,109,000	100%	100%	20%	100%	\$ 4,222,000	\$ 5,067,000
5092C	District 4 (100)	DeKalb County	3	\$ 640,000	\$ 6,660,000	\$ 8,260,000	\$ 15,560,000	\$ 1,024,000	100%	100%	20%	100%	\$ 8,952,000	\$ 9,976,000
5093	District 2 (100)	GDOT - DeKalb County / Brookhaven / Chamblee / Decatur	1-GDOT	\$ 2,140,000	\$ 15,390,000	\$ 27,800,000	\$ 45,330,000	\$ 4,299,000	0%	0%	0%	0%	\$ -	\$ -
5094	District 2 (100)	DeKalb County	3	\$ 350,000	\$ 160,000	\$ 4,490,000	\$ 5,000,000	\$ 160,000	100%	100%	20%	100%	\$ 1,408,000	\$ 1,568,000
5095	District 1 (100)	Dunwoody		\$ 1,500,000	w/ Const	\$ 15,000,000	\$ 16,500,000	\$ 1,500,000					\$ -	\$ -
5096	District 3 (100)	DeKalb County	2B	\$ 40,000	\$ -	\$ 365,000	\$ 405,000	\$ 73,000	0%	0%	0%	0%	\$ -	\$ -

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Project ID	Modal Category	Name	From	To	Project Length (Miles)	Description	% DeKalb	% Cities
5097	Corridor	N Decatur Rd/ E Ponce de Leon Ave	I-285	I-285	2.26	Mixture of signal upgrades	Unincorporated DeKalb (100)	
5102	Corridor	Briarcliff Rd	Johnson Rd	N Decatur Rd	0.99	Install fiber optic interconnect and convert signals to ethernet.	Unincorporated DeKalb (100)	
5103	Intersection	Covington Rd @ Lithonia Industrial Blvd			0.00	Add turn lanes on side street	Unincorporated DeKalb (100)	
5104	Intersection	Moreland Ave @ Bailey Rd			0.00	Intersection improvements	Unincorporated DeKalb (100)	
5108	Intersection	Briarcliff Rd @ LaVista Rd			0.00	Intersection improvements including turn lanes and signal timing to reduce vehicular delay and pedestrian improvements as needed.	Unincorporated DeKalb (100)	
6010	Multimodal	Downtown Avondale Street Grid	US 278/ CSX RR Tracks	Sams Crossing/ N Clarendon Rd and Laredo Dr	2.01	Addition of new streets in Downtown Avondale to help build out the existing street grid.		Avondale (100)
6011	Intersection	DeKalb Industrial Way @ Milscott Dr			0.00	This location requires an enhanced pedestrian crossing, which could include a median, pedestrian refuge or RRFB.	Unincorporated DeKalb (100)	
6013	Bike/Ped	Broad St	Peachtree Blvd	Peachtree Rd	0.37	Pedestrian improvements to include sidewalks, lighting, landscaping, and street furnishings (per Chamblee Streetscape Guidelines 2008) on west side of road.		Chamblee (100)
6014	Bike/Ped	Chamblee Rail Trail Multi-Use Greenway Phase 2	Peachtree Road approx. 300 ft E of Clairmont Rd	Chamblee Dunwoody Way	1.15	Rail Trail from Clairmont Rd bridge to Chamblee Dunwoody Way and Peachtree Rd. Includes intersection improvements/ midblock crossings at Peachtree Blvd @ Sexton Woods Dr, and across Peachtree Rd, Malone Dr, Miller Dr, and Pierce Dr.		Chamblee (100)
6015	Bike/Ped	Hugh Howell Rd	Lawrenceville Hwy	Mountain Industrial Blvd	0.61	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 0.6 miles of moderate grading.	Unincorporated DeKalb (100)	
6016	Bike/Ped	Glenwood Rd	Columbia Dr	Covington Hwy	2.03	Install sidewalks and improve pedestrian crossings along this corridor (Phase II). Project assumes approximately 2.0 miles of moderate grading.	Unincorporated DeKalb (100)	
6017	Intersection	N Clarendon Ave @ Rockbridge Rd			0.00	Intersection operational improvements as well as bicycle and pedestrian access improvements.	Unincorporated DeKalb (100)	
6018	Multimodal	Peachtree Rd	McGaw Dr	Ingersoll Rand Dr	1.22	Operational improvements along Peachtree Rd composed of several smaller projects from the Chamblee LCI. These projects include turn lane improvements, a possible road diet, and bicycle and pedestrian improvements throughout.		Chamblee (100)
6019	Bike/Ped	Chamblee Rail Trail Multi-Use Greenway Phase 3	Chamblee Dunwoody Way	Peachtree Rd	0.73	Rail Trail from Chamblee Dunwoody Way to Peachtree Rd. Includes bike and pedestrian crossing improvements at American Industrial Way, Broad St, and Peachtree Rd.		Chamblee (100)
6021	Bike/Ped	1st Ave/ 2nd St/ Main St/ 4th St	Fellowship Rd/ Railroad Ave	Burns Ave/ LaVista Rd	0.88	Last mile connectivity pedestrian facilities in and around Tucker.	Unincorporated DeKalb (100)	
6022	Multimodal	GM Plant Redevelopment Street Grid			0.00	This is a new street grid to be designed and constructed in coordination with the redevelopment of the GM Plant site. This project will most likely occur through partnerships with private developers.		Doraville (100)
6023	Multimodal	Scott Blvd/ Medline LCI			1.13	Recommendations for the Scott Blvd corridor throughout the Medline LCI area are anticipated but not yet known. This is a set-aside for future recommendations.	Unincorporated DeKalb (100)	
6024	Multimodal	Moreland Ave/ Conley Business Area			2.05	The Conley Area around Moreland Avenue is targeted as a strategic economic development center in DeKalb County. Specific recommendations have not been determined, but this is a set-aside for future recommendations.	Unincorporated DeKalb (100)	
6025	Multimodal	Moreland Ave Corridor Study			7.45	Moreland Avenue serves many purposes and has many different characters along its extents. In order to best recommend improvements, it requires a comprehensive transportation and land use study between Ponce de Leon Avenue and I-285.	Unincorporated DeKalb (40)	Atlanta (60)
6026	Multimodal	Heritage Corridor Study			11.68	A multimodal corridor study will consider roadway, bike, and pedestrian improvements throughout and connecting Stone Mountain and Lithonia downtowns.	Unincorporated DeKalb (91)	Lithonia (9)
6027	Corridor	E Ponce De Leon Ave	Roadhaven Dr	Rock Mountain Blvd	1.27	Widen lanes to 12' width for truck traffic. Perform any other operational improvements as needed.	Unincorporated DeKalb (100)	
6028	Intersection	Mountain Industrial Blvd @ Stone Mountain Pkwy			0.09	Add lighting to ramps and approaches at this interchange.	Unincorporated DeKalb (100)	
6029	Multimodal	Chamblee Tucker Rd	Peachtree Blvd	New Peachtree Rd	0.39	Operational, bicycle, and pedestrian improvements as described by several projects in the Chamblee LCI. Includes streetscape improvements in key locations.		Chamblee (100)
6031	Multimodal	Covington Trails North	Kensington MARTA Station	Indian Creek MARTA Station/ surrounding neighborhoods	3.24	Phase I: Create a trail system to connect the Kensington MARTA Station to the Indian Creek MARTA station and surrounding neighborhoods; Road diet on Kensington Rd and Mountain Dr including the removal of two vehicular lanes and addition of bicycle lanes.	Unincorporated DeKalb (99)	Avondale (1)
6032	Bike/Ped	Covington Trails South	Memorial Dr	Indian Creek MARTA Station/ surrounding neighborhoods	3.83	Phase II: Create a trail system to connect the Kensington MARTA Station to the Indian Creek MARTA station and surrounding neighborhoods - southern section/ completion of loop.	Unincorporated DeKalb (100)	

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				PE Cost	R/W Cost	Const Cost	Total Capital Cost	O&M Cost (20 years)						
5097	District 4 (100)	DeKalb County	2A	\$ 35,000	\$ -	\$ 298,000	\$ 333,000	\$ 60,000	100%	100%	20%	100%	\$ 95,000	\$ 155,000
5102	District 2 (100)	DeKalb County	1	\$ 10,000	\$ -	\$ 22,000	\$ 32,000	\$ 4,000	100%	100%	100%	100%	\$ 32,000	\$ 36,000
5103	District 5 (100)	GDOT - DeKalb County	1-GDOT	\$ 44,000	\$ 98,000	\$ 440,000	\$ 582,000	\$ 44,000	0%	0%	0%	0%	\$ -	\$ -
5104	District 3 (100)	DeKalb County	2B	\$ 22,000	\$ -	\$ 220,000	\$ 242,000	\$ 22,000	100%	100%	20%	100%	\$ 66,000	\$ 88,000
5108	District 2 (100)	DeKalb County	1	\$ 100,000	\$ 3,680,269	\$ 2,595,753	\$ 6,376,022	\$ 260,000	0%	0%	0.1%	0%	\$ 2,000	\$ 2,000
6010	District 4 (100)	Avondale		\$ 432,000	w/ Const	\$ 3,342,000	\$ 3,774,000	\$ 334,000					\$ -	\$ -
6011	District 4 (100)	DeKalb County	1	\$ 22,000	\$ -	\$ 220,000	\$ 242,000	\$ 22,000	100%	100%	100%	100%	\$ 242,000	\$ 264,000
6013	District 1 (100)	Chamblee		\$ 40,000	\$ 425,500	\$ 380,000	\$ 845,500	\$ 38,000					\$ -	\$ -
6014	District 1 (100)	Chamblee		\$ 40,000	\$ 862,500	\$ 380,000	\$ 1,282,500	\$ 38,000					\$ -	\$ -
6015	District 1 (100)	GDOT - DeKalb County	2B	\$ 20,000	\$ 630,000	\$ 180,000	\$ 830,000	\$ 20,000	100%	100%	20%	100%	\$ 686,000	\$ 706,000
6016	District 3 (91), District 5 (9)	DeKalb County	2B	\$ 60,000	\$ 2,100,000	\$ 600,000	\$ 2,760,000	\$ 80,000	20%	20%	20%	100%	\$ 552,000	\$ 632,000
6017	District 4 (100)	DeKalb County	2B	\$ 33,000	\$ -	\$ 330,000	\$ 363,000	\$ 33,000	100%	100%	100%	100%	\$ 363,000	\$ 396,000
6018	District 1 (100)	Chamblee		\$ 280,000	\$ 1,419,070	\$ 2,000,000	\$ 3,699,070	\$ 200,000					\$ -	\$ -
6019	District 1 (100)	Chamblee		\$ 280,000	\$ 547,500	\$ 2,500,000	\$ 3,327,500	\$ 250,000					\$ -	\$ -
6021	District 1 (100)	DeKalb County	1	\$ 150,000	\$ 250,000	\$ 800,000	\$ 1,200,000	\$ 80,000	20%	20%	20%	100%	\$ 240,000	\$ 320,000
6022	District 1 (100)	Doraville		TBD / Private Devel.	TBD / Private Devel.	TBD / Private Devel.	TBD / Private Devel.	TBD / Private Devel.					\$ -	\$ -
6023	District 2 (100)	DeKalb County	3	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	0%	0%	100%	0%	\$ 5,000,000	\$ 5,000,000
6024	District 3 (100)	DeKalb County	2B	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	0%	0%	100%	0%	\$ 5,000,000	\$ 5,000,000
6025	District 2 (13), District 3 (87)	DeKalb / Atlanta	2A	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	30%	0%	0%	0%	\$ 36,000	\$ 36,000
6026	District 4 (22), District 5 (78)	DeKalb / Lithonia / Stone Mountain	1	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ -	30%	0%	0%	0%	\$ 41,000	\$ 41,000
6027	District 4 (100)	DeKalb / Stone Mountain CID	3	\$ 250,000	\$ 3,040,000	\$ 3,240,000	\$ 6,530,000	\$ 416,000	100%	100%	50%	100%	\$ 4,910,000	\$ 5,326,000
6028	District 1 (58), District 4 (42)	DeKalb / Stone Mountain CID	2C	\$ 25,000	\$ -	\$ 250,000	\$ 275,000	\$ 25,000	100%	100%	50%	100%	\$ 150,000	\$ 175,000
6029	District 1 (100)	Chamblee		\$ 170,000	\$ -	\$ 2,160,000	\$ 2,330,000	\$ -					\$ -	\$ -
6031	District 4 (47), District 5 (53)	DeKalb County	1	\$ 200,000	\$ 1,931,960	\$ 1,940,000	\$ 4,071,960	\$ 520,000	100%	100%	50%	100%	\$ 3,086,000	\$ 3,604,000
6032	District 3 (36), District 4 (2), District 5 (62)	DeKalb County	2B	\$ 340,000	\$ 3,375,568	\$ 3,380,000	\$ 7,095,568	\$ 610,000	100%	100%	50%	100%	\$ 5,406,000	\$ 6,016,000

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6033	Bike/Ped	2nd Ave	Oakview Rd	Flat Shoals Rd	2.55	Sidewalk assumed along corridor to connect with PATH trail at Oakview Rd to the north.	Unincorporated DeKalb (60)	Atlanta (35), Decatur (5)
6034	Corridor	DeKalb County Traffic Control Center			0.00	DeKalb County Traffic Control Center - existing facility upgrade.	Unincorporated DeKalb (100)	
6035	Corridor	DeKalb County Traffic Control Center			0.00	DeKalb County Traffic Control Center - new TCC facility.	Unincorporated DeKalb (100)	
6036	Bike/Ped	Stone Mountain-Lithonia Rd	Rockbridge Rd	Shadow Rock Dr	1.04	Pedestrian improvements will be considered to improve pedestrian crossings along this corridor; future project 0480 will include additional pedestrian and bicycle access improvements.	Unincorporated DeKalb (100)	
6037	Bike/Ped	Howard Cir/ DeKalb Pl	McClendon Ave	DeKalb Ave	0.19	This project will mill and resurface a key segment of the Stone Mountain Trail on Howard Cir and DeKalb Pl. Sharrows, regulatory signs, and bicycle wayfinding signage will be added. As funding permits, ADA upgrades at intersections will be included.		Atlanta (100)
6038	Bike/Ped	Ormewood Ave	Fulton County boundary	Flat Shoals Ave	0.52	Improve bicycle accommodations along Ormewood Avenue through the Safe Routes to School program.		Atlanta (100)
6039		DeKalb Human Services Transportation Set-Aside			0.00	Human Services Transportation monetary set-aside to expand and/or sustain existing aging and disability transportation options such as flex route shuttles, transportation voucher program, and the ICARE volunteer driver program (non-profit).	Unincorporated DeKalb (100)	
6040		DeKalb Human Services Transportation Set-Aside			0.00	Human Services Transportation monetary set-aside to expand and/or sustain existing aging and disability transportation options such as flex route shuttles, transportation voucher program, and the ICARE volunteer driver program (non-profit).	Unincorporated DeKalb (100)	

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Project ID	% Commission District	Local Lead	DeKalb Tier	Project Costs					% DeKalb PE	% DeKalb R/W	% DeKalb Const	% DeKalb O&M	Cost for DeKalb (no O&M)	Cost for DeKalb (includes O&M Cost)
				PE Cost	R/W Cost	Const Cost	Total Capital Cost	O&M Cost (20 years)						
6033	District 2 (5), District 3 (95)	DeKalb/ Atlanta	2B	\$ 190,000	\$ 1,845,000	\$ 1,850,000	\$ 3,885,000	\$ 390,000	100%	100%	50%	100%	\$ 1,785,000	\$ 2,020,000
6034	County-Wide Benefit - 20% per each district	DeKalb County	2A	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ 20,000	0%	0%	100%	100%	\$ 200,000	\$ 220,000
6035	County-Wide Benefit - 20% per each district	DeKalb County	2B	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	\$ 150,000	0%	0%	50%	100%	\$ 750,000	\$ 900,000
6036	District 4 (100)	DeKalb County	2A	\$ 20,000	\$ -	\$ 150,000	\$ 170,000	\$ -	50%	50%	50%	100%	\$ 85,000	\$ 85,000
6037	District 2 (100)	Atlanta		\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 5,000					\$ -	\$ -
6038	District 3 (100)	Atlanta		\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 5,000					\$ -	\$ -
6039	District 1 (20), District 2 (20), District 3 (20), District 4 (20), District 5 (20)	DeKalb County	2B	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	0%	0%	100%	0%	\$ 1,000,000	\$ 1,000,000
6040	District 1 (20), District 2 (20), District 3 (20), District 4 (20), District 5 (20)	DeKalb County	2C	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	0%	0%	100%	0%	\$ 1,000,000	\$ 1,000,000

8. Appendix H

REV. 10/02

DEKALB COUNTY

ITEM NO. G1

HEARING TYPE
Preliminary

BOARD OF COMMISSIONERS
BUSINESS AGENDA / MINUTES
MEETING DATE: July 14, 2009

ACTION TYPE
Resolution

SUBJECT: Resolution in support of Atlanta Regional Commission's (ARC) effort to promote Lifelong Communities throughout the Metro Region

DEPARTMENT: Board of Commissioners	PUBLIC HEARING: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
ATTACHMENT: <input checked="" type="checkbox"/> YES <input type="checkbox"/> No	INFORMATION CONTACT: Commissioner Jeff Rader
PAGES: 2	PHONE NUMBER: 404-371-2863

PURPOSE:

This resolution endorses the "Lifelong Community" concept which promotes ageing in place. Core principles which are associated with the implementation of this concept include: connectivity, pedestrian access and transit, neighborhood retail, social interaction, dwelling types, and healthy living.

NEED/IMPACT:

The metro Atlanta region's older population will double by 2015 and by 2030, 1 out of every 5 residents in the region will be over the age of 60. DeKalb County experienced an 18% increase in older population from 2000-2005 and the county's older population is expected to increase in excess of 100% by 2030.

RECOMMENDATION(S):

Adopt the resolution in support of the Atlanta Regional Commission's efforts to promote "Lifelong Communities" throughout the metro region

**RESOLUTION BY THE DEKALB COUNTY BOARD OF COMMISSIONERS IN
SUPPORT OF THE ATLANTA REGIONAL COMMISSION'S EFFORTS
TO PROMOTE LIFELONG COMMUNITIES THROUGHOUT THE METRO
REGION**

WHEREAS, the metro Atlanta region's older adult population will double by 2015 and by 2030, 1 out of every 5 residents in the region will be over the age of 60;

WHEREAS, this change in the population is driven not only by the growth in the senior population but by a dramatic and fundamental shift in the population structure;

WHEREAS, neighborhood, city and county of residence has a definitive impact on an individual's quality of life as they age;

WHEREAS, the growth in the older adult population offers the neighborhoods, communities and counties in the region the opportunity to address long standing challenges and to re-imagine the way we live together;

WHEREAS, older adults, whether they choose to live in their existing home or look for alternatives, require a wide range of housing options that are accessible, close to services, available to a full range of incomes and located within existing communities;

WHEREAS, all residents in DeKalb County require mobility options to ensure that they can access basic services and remain independent as they age;

WHEREAS, access to basic and preventive health care and opportunities to engage in regular physical activity are essential to healthy living and healthy aging;

WHEREAS, older adults and caregivers must be educated and empowered to make the best choices and access the resources and they and their families need;

WHEREAS, Lifelong Communities are communities that provide a full range of options to residents, ensure a high quality of life for all and are places where an individual can live throughout their lifetime;

THEREFORE, BE IT RESOLVED that the DeKalb Board of Commissioners, adopt as policy the goal to transform DeKalb County together with the Atlanta Region into a Lifelong Community by:

- Promoting Housing and Transportation Options
- Encouraging Healthy Lifestyles and
- Expanding Information and Access Services, and further

THEREFORE, BE IT RESOLVED THAT DeKalb County Board of Commissioners adopt seven (7) core principles which promote the concept of aging in place through lifelong communities:

Connectivity
Pedestrian Access and Transit



Neighborhood Retail and Services
Social Interaction
Dwelling Types
Healthy Living
Consideration for Existing Residents, and

THEREFORE BE IT FURTHER RESOLVED, that these core principles be reflected in all studies for the delivery of senior services as well as construction including but not limited to development, location, and zoning analyses.

ADOPTED by the DeKalb County Board of Commissioners this 14th day of July, 2009.

Larry Johnson
Presiding Officer
Board of Commissioners
DeKalb County, Georgia

APPROVED by the Chief Executive Officer of DeKalb County, this 30 day of July, 2009.

BURRELL ELLIS
Chief Executive Officer
DeKalb County, Georgia

ATTEST:

BARBARA H. SANDERS, CCC
Clerk to the Board of Commissioners and
Chief Executive Officer
DeKalb County, Georgia



DEKALB COUNTY
2014 TRANSPORTATION PLAN

