2014 Transportation Plan

EXISTING CONDITIONS AND NEEDS ASSESSMENT REPORT

Appendix

DEKALB COUNTY

2014 TRANSPORTATION PLAN

SEPTEMBER 2013

Contents

List of Figures

People

A-1 People Using the Transportation System

An analysis was performed to quantify relevant aspects of the people using the transportation system in DeKalb County. Information for DeKalb County and the five planning subareas, with comparisons to the Atlanta Metropolitan Statistical Area (MSA[1]) and the United States, are presented to benchmark the relative conditions of the County and its subareas as shown in Figure 1-1.

A-1.1 Population

The 1950 US Census reported DeKalb County's population density of one person or less per acre. At that time, only Fulton and DeKalb Counties had greater than 0.5 persons per acre, and most counties in the Atlanta metro area were rural. By 1980, some of the more central counties started to become more densely populated, and DeKalb County became the county with the largest population per acre. By 2010, the Atlanta metro area had grown into more than 16 counties, and DeKalb County remained the most densely populated county with approximately four persons per acre on average. The density of DeKalb County is important for two key reasons: 1) Transportation infrastructure is expensive, so having more people concentrated around our transportation assets is more efficient and 2) Transit works better when more people have the ability to access the stations easily. These ideas will be developed further in later parts of the document. Figure 1-2 shows the change in population density across the Atlanta metro region between 1950 and 2010.

From 1990 to 2010, the population density in DeKalb County grew eastward. Most Census blocks populated with more than five to six people per acre were located inside I-285 in 1990. By 2010 there were several locations east of I-285 with average densities greater than eight people per acre. Many of these densely developed census tracts fall along the existing MARTA rail lines. Figure 1-3 shows the change in population density in DeKalb County between 1990 and 2010.

Since the year 2000, DeKalb County's population overall (currently estimated at 709,140) has increased, but some decreases have occurred in the central portions of the County between 2000 and 2010. This includes some of the more dense parts of the county, such as along the east MARTA line, which was just noted in the previous paragraph. A continuation of this trend could have negative implications on transit usage. Figure 1-4 shows the population growth in DeKalb County between 2000 and 2010.

While DeKalb County is the most densely populated county in Metro Atlanta, it had a growth rate (6.5%) between 2000 and 2013 that was one-half of the national average and less than one-quarter of the Atlanta MSA's rate of growth as shown in Table 1-1. DeKalb County is expected to continue to grow between 2013 and 2018, at a rate higher than the national average, but below the Atlanta MSA's. DeKalb County accounts for 13% of the Atlanta MSA's population.

[1] The Atlanta-Sandy Springs-Marietta Metropolitan Statistical Area (MSA) is made up of 28 counties: Barrow, Bartow, Butts, Carroll, Cherokee, Clayton, Cobb, Coweta, Dawson, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Haralson, Heard, Henry, Jasper, Lamar, Meriwether, Newton, Paulding, Pickens, Pike, Rockdale, Spalding, and Walton.

Five planning subareas were selected for analyzing socioeconomic, land use, and market trends (as shown in Figure 1-1 above). These planning subareas align with those used in the 2005 Comprehensive Plan and include the following: North, Central West, Central East, South East, and South West.

Table 1-1: Population Trends, 2000-2008; DeKalb County & Planning Subareas[2]

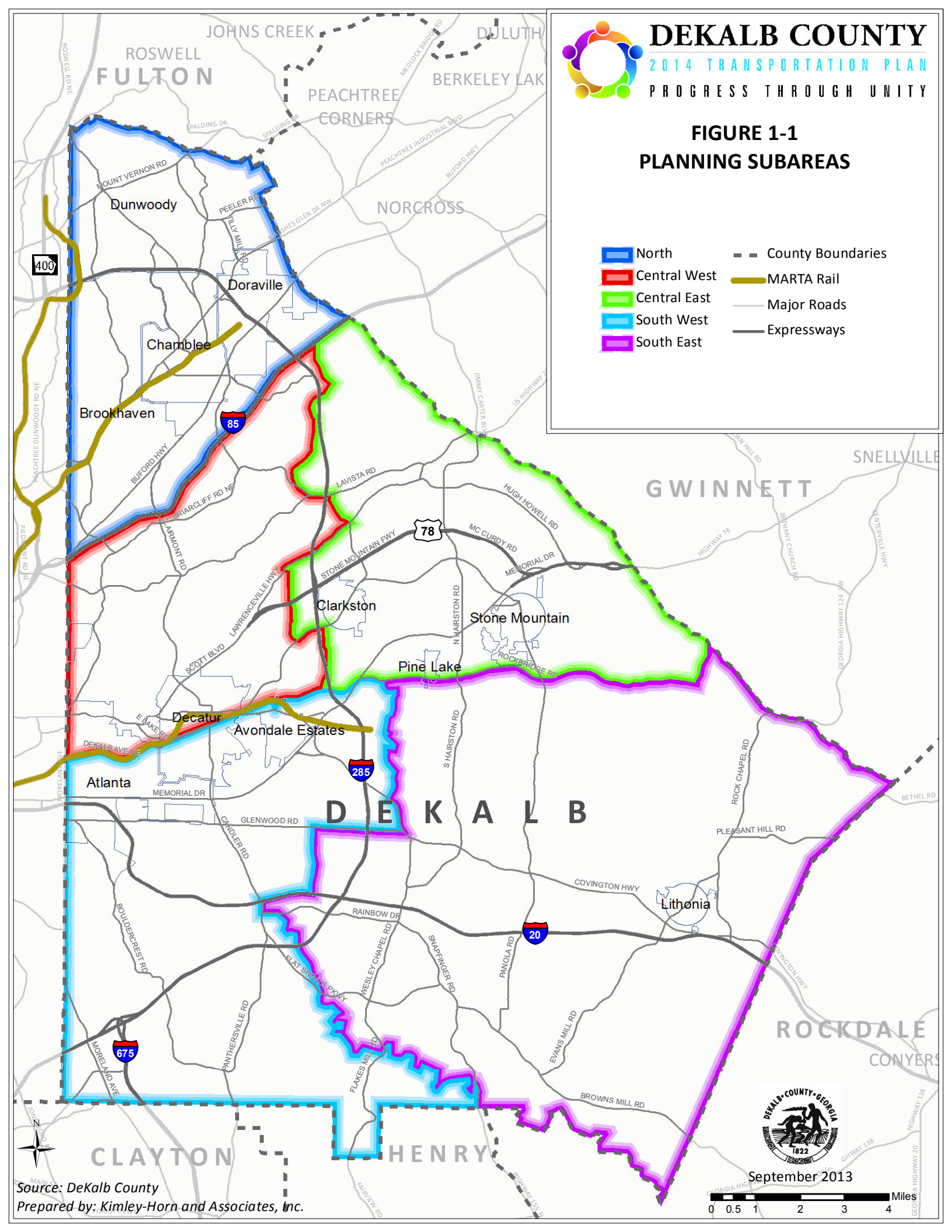
Year	North	Central West	Central East	South East	South West	DeKalb County
2000	170,796	102,426	188,968	144,765	150,321	665,866
2010	186,923	110,608	183,319	168,464	143,184	691,893
2013 (Estimate)	**195,748**	**114,753**	**185,510**	**174,192**	**145,232**	**709,142**
2018 (Projected)	209,811	121,782	190,298	184,033	149,666	740,833
Pop. Change						
2000-2010	9.4%	8.0%	-3.0%	16.4%	-4.7%	3.9%
2010-2013	4.7%	3.7%	1.2%	3.4%	1.4%	2.5%
2013-2018	7.2%	6.1%	2.6%	5.6%	3.1%	4.5%

Note: Nodal analysis is used for the Planning Subareas; therefore some areas that cross borders of County lines are included. Total shown for DeKalb County is not aggregate of subareas; it is depiction within County borders.

The South East subarea had the largest growth rate between 2000 and 2010. During the same timeframe, the South West and Central East subareas experienced population loss. Over the last three years, the North subarea experienced the highest growth, while the Central East and South West subareas experienced the lowest growth. Projections for the next five years have the North subarea expecting the largest population increase. In addition, the Central West and South East subareas are also on par with the projected growth rate of the Atlanta MSA (5.9%), and exceed the national rate (3.3%).

Within DeKalb County, the population distribution varies slightly, but is relatively even across the County, as shown in Figure 1-5. The North (24%) and Central East (23%) subareas each account for approximately one-quarter of DeKalb's population. The South East subarea is close in proportionate size, with 21%. The South West subarea constitutes 18% of DeKalb's population and the Central West subarea comprises 14%.

[2] Source: US Census Bureau, Claritas, Market + Main


DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY
FIGURE 1-1
PLANNING SUBAREAS
North
Central West
Central East
South West
South East
County Boundaries
MARTA Rail
Major Roads
Expressways
JOHNS CREEK
DULUTH
ROSWELL
FULTON
BERKELEY LAK
PEACHTREE CORNERS
NORCROSS
SNELLVILLE
GWINNETT
Dunwoody
Doraville
Chamblee
Brookhaven
Clarkston
Stone Mountain
Pine Lake
Decatur
Avondale Estates
Atlanta
Lithonia
ROCKDALE
CONYERS
CLAYTON
HENRY
D E K A L B
MOUNT VERNON RD
PEELER RD
BUFORD HWY
LAVISTA RD
HUGH HOWELL RD
MC CURDY RD
MEMORIAL DR
STONE MOUNTAIN FWY
LAWRENCEVILLE HWY
N HAIRSTON RD
S HAIRSTON RD
ROCKBRIDGE RD
SCOTT BLVD
E LAKE RD
DEKALB AVE NE
MEMORIAL DR
GLENWOOD RD
CANDLER RD
ROCK CHAPEL RD
PLEASANT HILL RD
COVINGTON HWY
RAINBOW DR
BOULDERCREST RD
FLAT SHOALS PKWY
WESLEY CHAPEL RD
SNAPFINGER RD
PANOLA RD
EVANS MILL RD
PANTHERSVILLE RD
FLAKES MILL RD
BROWNS MILL RD
MORELAND AVE
400
85
78
285
20
675
N
September 2013
Miles
0 0.5 1 2 3 4
Source: DeKalb County
Prepared by: Kimley-Horn and Associates, Inc.

CHANGE IN REGIONAL POPULATION DENSITY FROM 1950 TO 2010

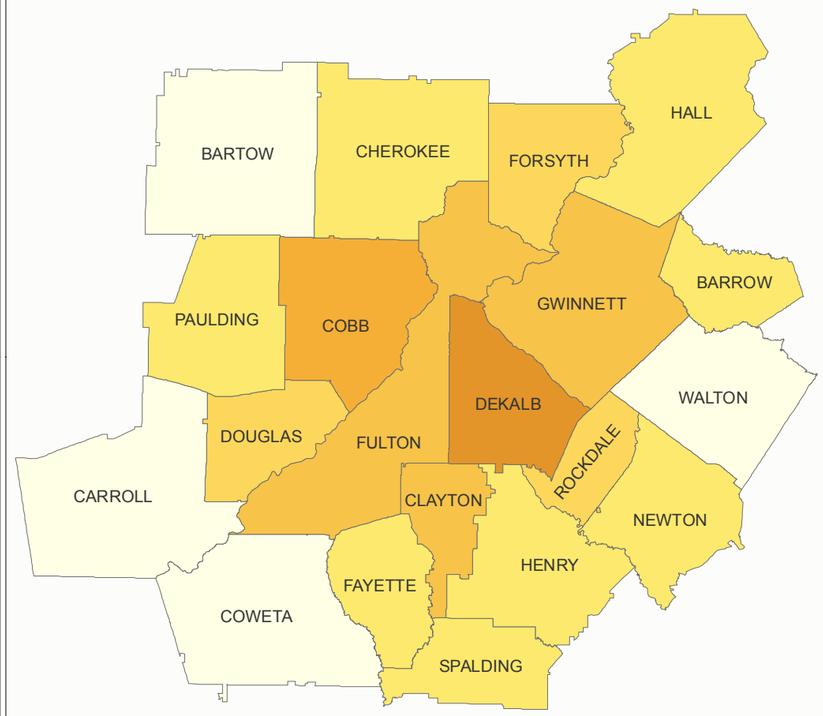
1950

Source: Census 1950

1980

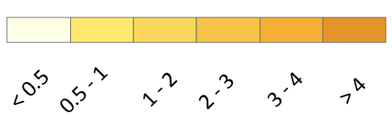
Source: Census 1980

2010



Source: Census 2010

Persons Per Acre



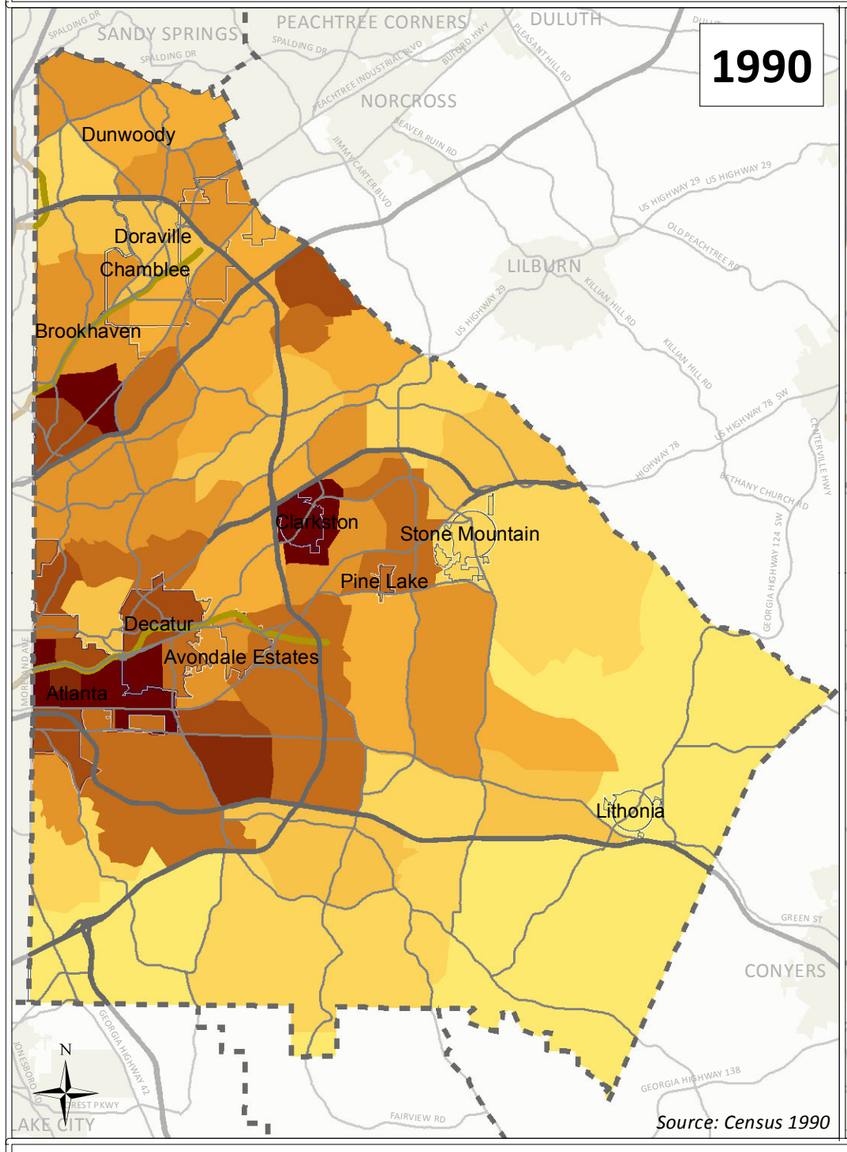
DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

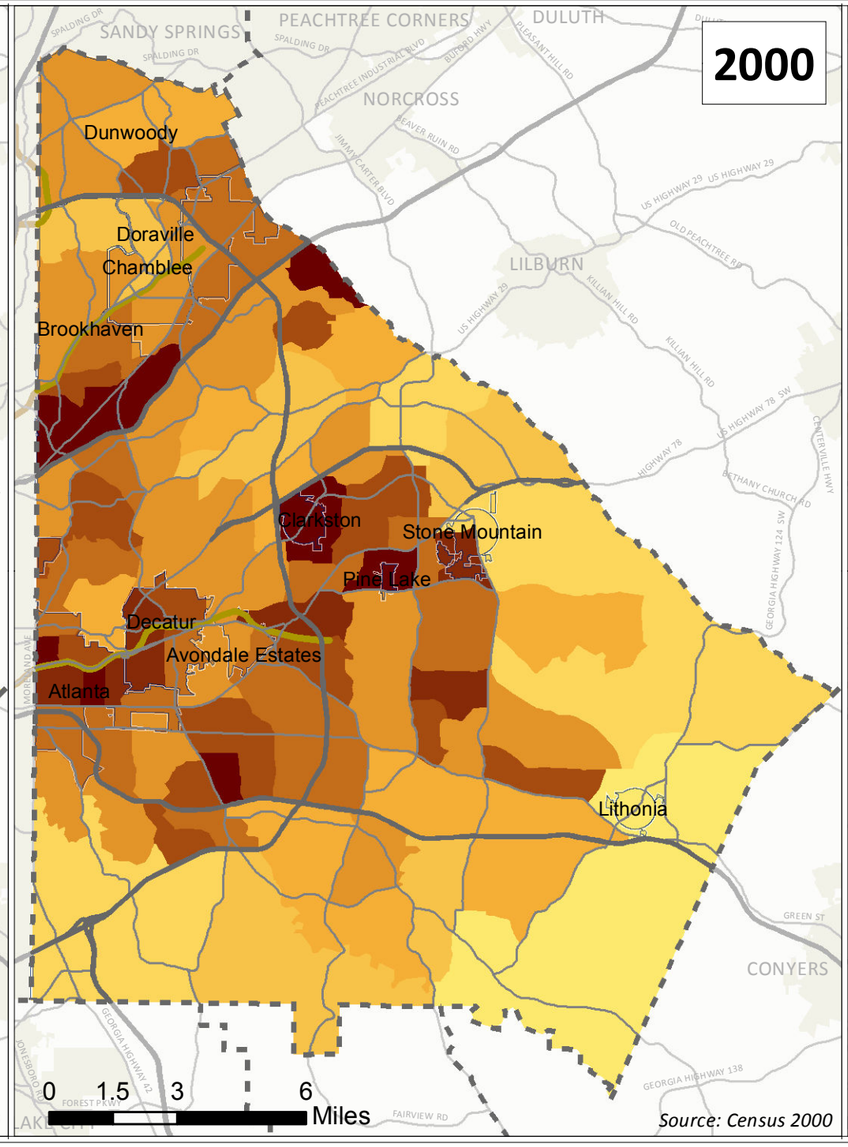
FIGURE 1-2
CHANGE IN POPULATION DENSITY
FROM 1950 TO 2010

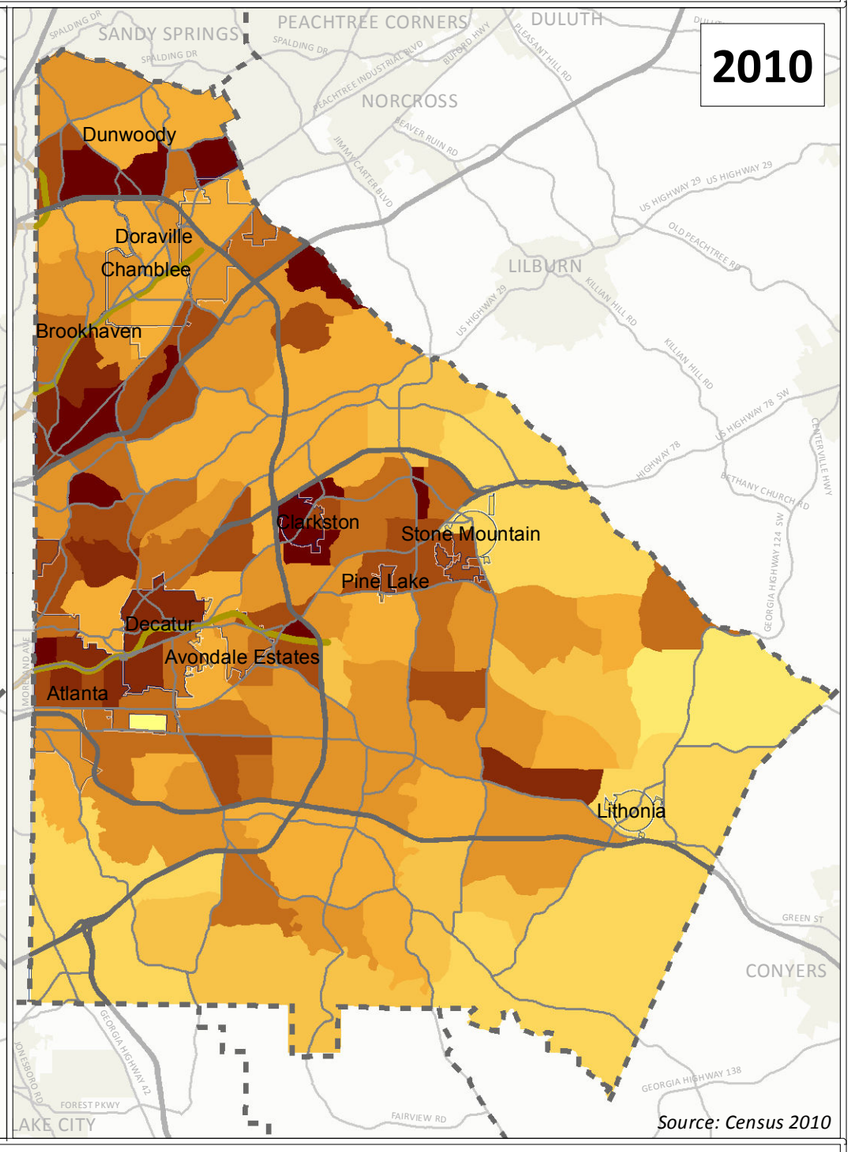
Prepared by: Kimley-Horn and Associates, Inc.

September 2013

CHANGE IN POPULATION DENSITY FROM 1990 TO 2010







September 2013

Persons Per Acre

- County Boundaries
- MARTA Rail
- Major Roads
- Expressways
- DeKalb City Boundaries
- Cities Around DeKalb

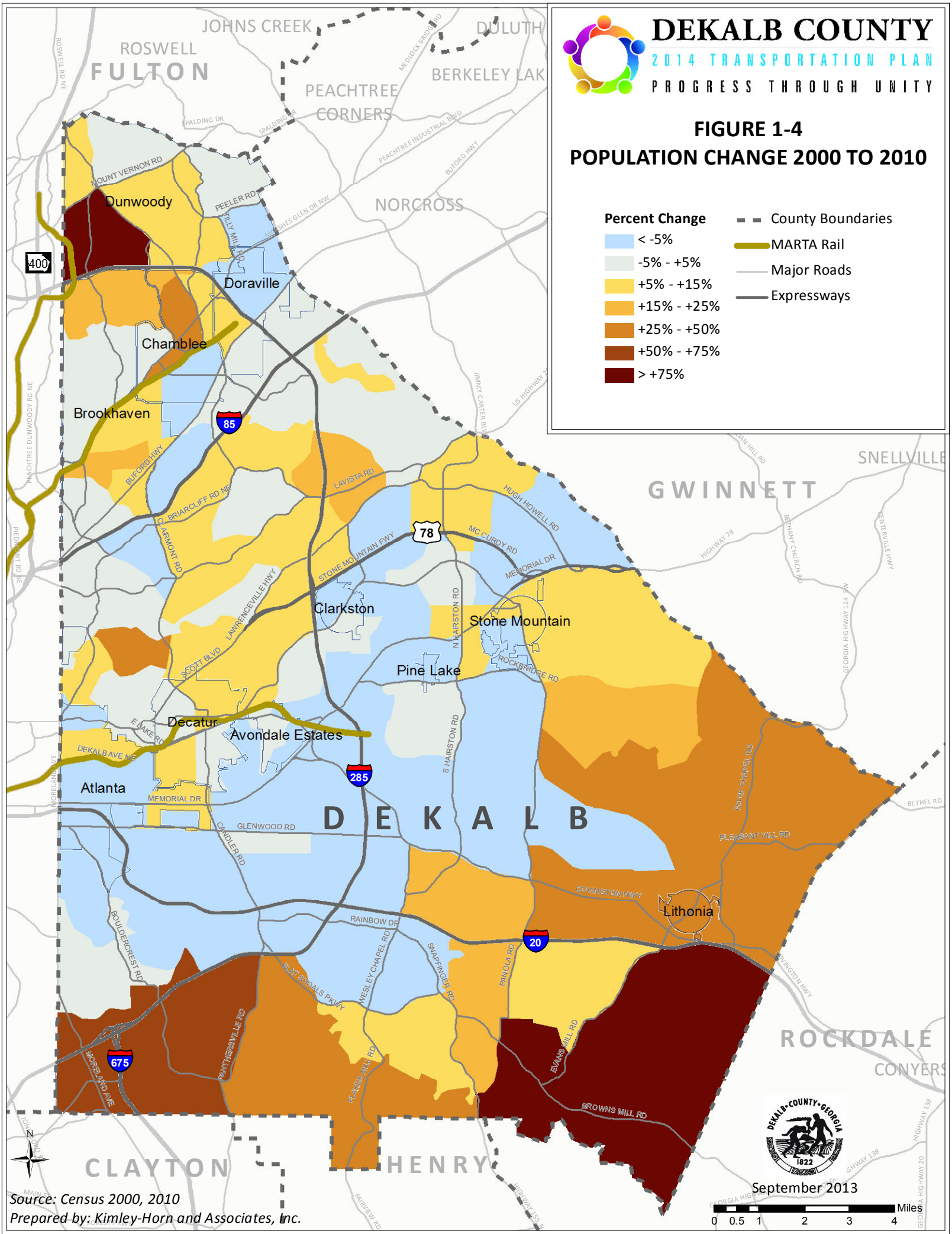
DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 1-3
CHANGE IN POPULATION DENSITY FROM 1990 TO 2010

Prepared by: Kimley-Horn and Associates, Inc.

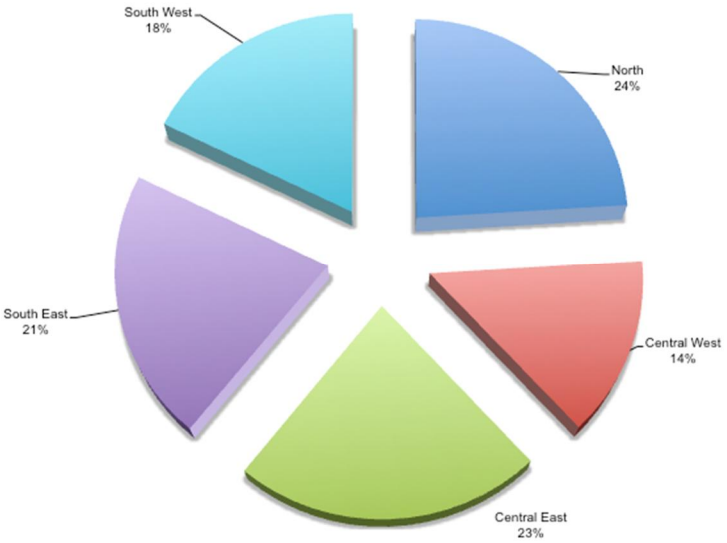
DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 1-4
POPULATION CHANGE 2000 TO 2010



Source: Census 2000, 2010
Prepared by: Kimley-Horn and Associates, Inc.

Figure 1-5: 2013 Population Distribution by Subarea[3]



A-1.2 Households/Housing

Household trends in DeKalb County are similar to the findings for the population trends and are highlighted in Table 1-2. The number of DeKalb County's households increased at a much faster pace (9.0%) between 2000 and 2010 than the population (3.9%). With a corresponding decrease in average household size, these differing trends can indicate that new houses are being constructed but for smaller families. Figure 1-6 illustrates the household growth between 2000 and 2010.

The household and population rate of growth between 2010 and 2013 was 3.4% and 2.5%, respectively. DeKalb County is expected to grow its households by five percent over the next five years. This projected rate is just below the Atlanta MSA (6.2%) but above the national average (3.5%).

Table 1-2: Household Trends, 2000-2018: DeKalb County & Planning Subareas[4]

Year	North	Central West	Central East	South East	South West	DeKalb County
2000	70,642	43,598	69,184	48,685	54,060	249,343
2010	79,817	46,304	67,444	62,002	57,009	271,809
2013 (Estimate)	**84,209**	**48,540**	**68,995**	**64,395**	**58,566**	**281,123**
2018 (Projected)	90,960	51,995	71,393	68,293	60,952	296,029
HH Change						
2000-2010	13.3%	6.2%	-2.3%	27.4%	8.9%	9.0%
2010-2013	5.5%	4.8%	2.3%	3.9%	2.7%	3.4%
2013-2018	8.0%	7.1%	3.5%	6.1%	4.1%	5.3%

Note: Nodal analysis is used for the Planning Subareas; therefore some areas that cross borders of County lines are included. Total shown for DeKalb County is not aggregate of subareas; it is depiction within County borders.

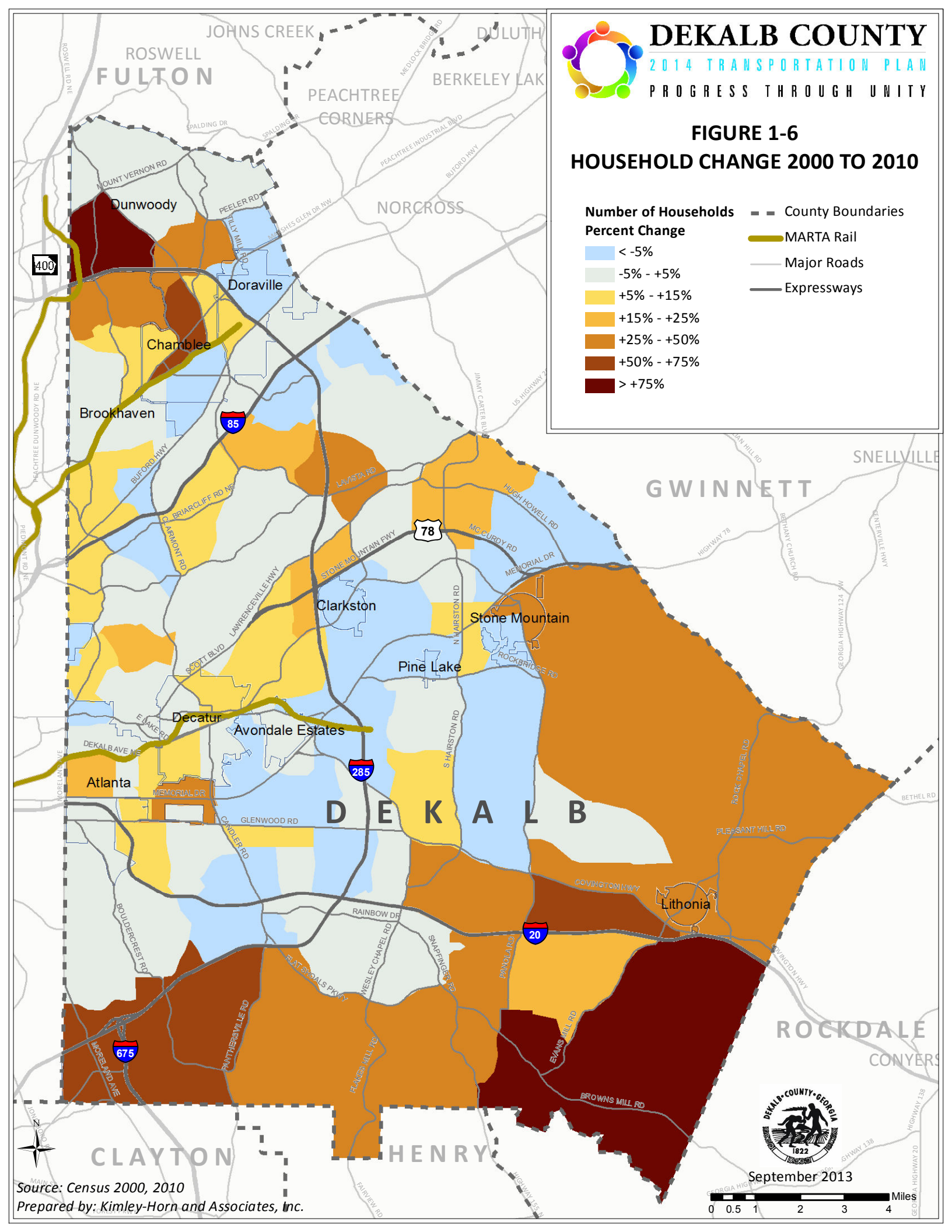
[3] Source: US Census Bureau, Claritas, Market + Main

[4] Source: US Census Bureau, Claritas, Market + Main

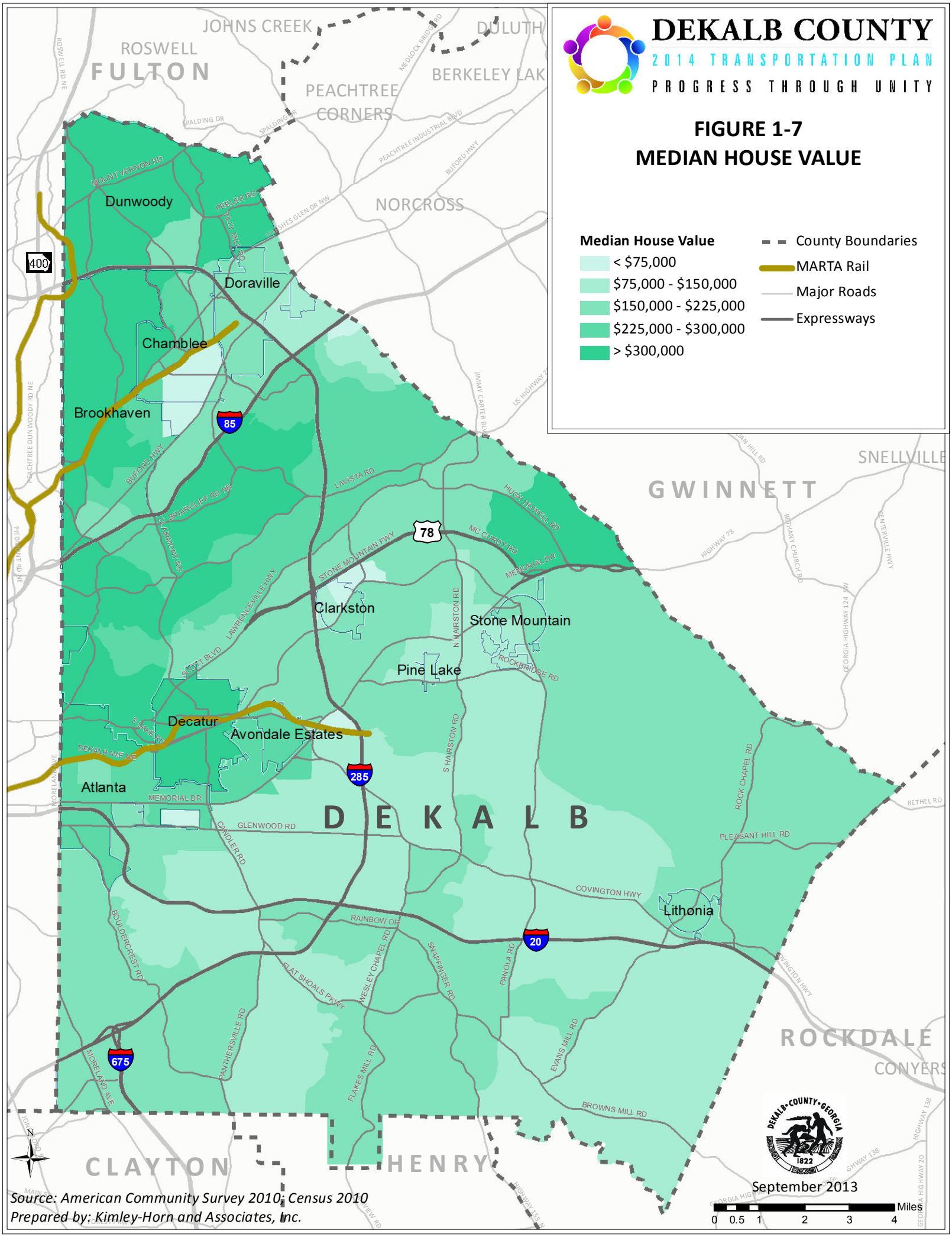
Within DeKalb County, the household distribution varies among the planning subareas. The North subarea (26%) accounts for just over one-quarter of DeKalb's households. The Central East and South East subareas are both close in proportionate size, with 21% and 20% of DeKalb's households, respectively. The South West subarea comprises 18% of DeKalb's households. The Central West subarea contains 15% of DeKalb's total households.

Household size in DeKalb County (2.48) is slightly below the national average (2.57) and below the Atlanta MSA average (2.67). There are more single-person households in DeKalb County (32.1%) in comparison to the national average (27.0%) and the MSA average (25.7%). This is worth noting, as many times it can be an indicator of the young professional population.

DeKalb County is about 10% below the Atlanta MSA and national averages for owner-occupied housing units and 10% above these averages for renter-occupied housing units. DeKalb County has 57% owner-occupied housing units and 43% renter-occupied housing units. The highest median household values are mostly located in the North and Central West subareas as shown in Figure 1-7.



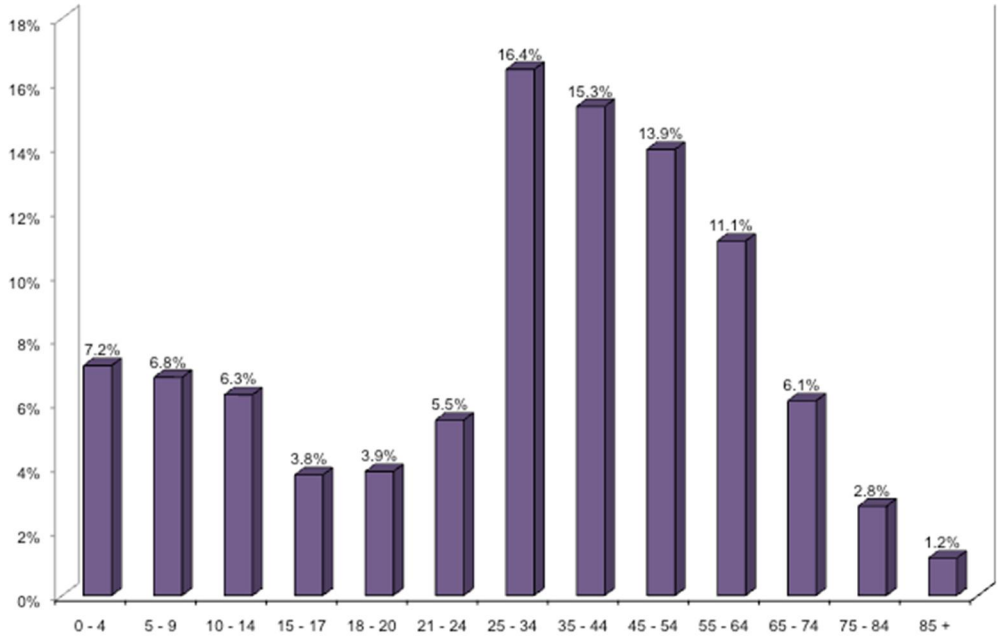
Source: Census 2000, 2010
Prepared by: Kimley-Horn and Associates, Inc.


DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY
FIGURE 1-7
MEDIAN HOUSE VALUE
Median House Value
< $75,000
$75,000 - $150,000
$150,000 - $225,000
$225,000 - $300,000
> $300,000
County Boundaries
MARTA Rail
Major Roads
Expressways
JOHNS CREEK
DULUTH
ROSWELL
FULTON
PEACHTREE CORNERS
BERKELEY LAK
NORCROSS
Dunwoody
Doraville
Chamblee
Brookhaven
Clarkston
Stone Mountain
Pine Lake
Decatur
Avondale Estates
Atlanta
Lithonia
SNELLVILLE
GWINNETT
ROCKDALE
CONYERS
CLAYTON
HENRY
DEKALB
400
85
78
285
20
675
September 2013
Miles
0 0.5 1 2 3 4
Source: American Community Survey 2010; Census 2010
Prepared by: Kimley-Horn and Associates, Inc.

A-1.3 Age Distribution

The average age of DeKalb County residents (36.2) is relatively equal to the Atlanta MSA (35.9) and slightly below the national average (38.3). The median age is mapped in Figure 1-10. Age distribution in DeKalb County is shown for 2013 in Figure 1-8. Approximately 46% of DeKalb's population is between 25 and 55 years of age, representing the primary workforce population.

Figure 1-8: 2013 Age Distribution[5]



The planning subareas, in order from youngest to oldest in terms of average age, are: Central East, South East, Central West, North and South West. As shown in Table 1-3, the South East subarea has the largest population aged under 18 years, with South West and Central East also being higher than the national averages. The North and Central West subareas have the largest populations aged between 25 and 35 years, notably higher than the Atlanta MSA or national averages. The South West, North, and Central West subareas have the largest populations aged over 65 years; each just above the Atlanta MSA average as shown by the percent of population age 65 or older in Table 1-3.

Table 1-3: Selected Age Groups, 2013: DeKalb County & Planning Subareas[6]

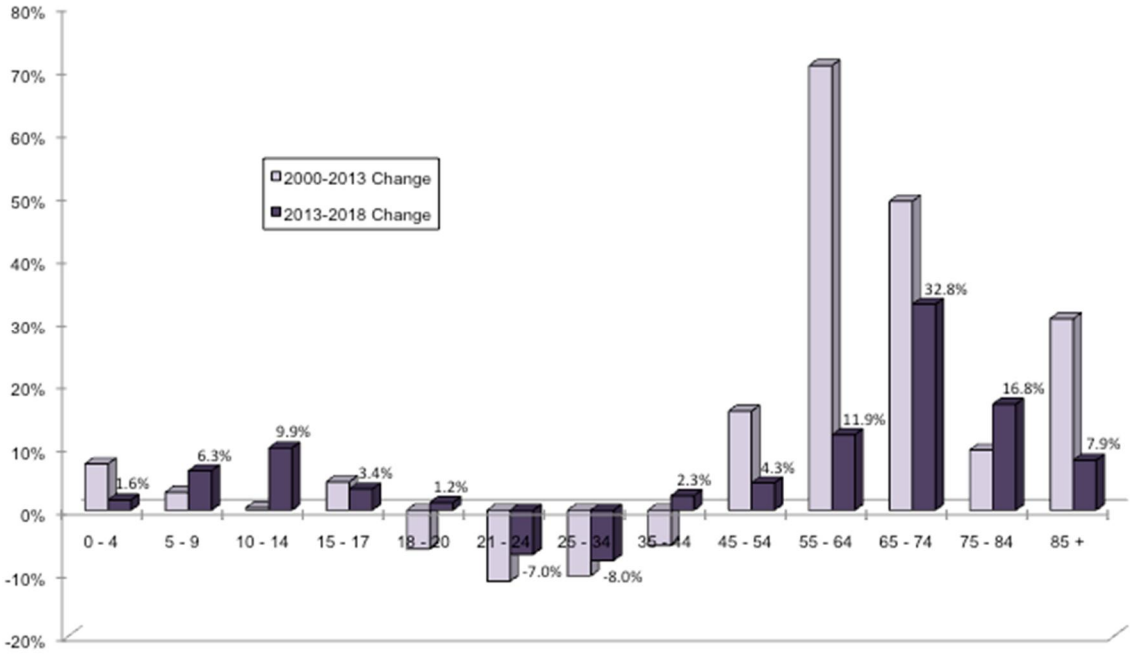
Age	North	Central West	Central East	South East	South West	DeKalb County
Under 18	22.1%	20.7%	25.6%	27.4%	24.3%	24.0%
Between 25-35	20.8%	20.3%	16.2%	13.1%	15.1%	16.4%
Over 65	10.8%	10.5%	9.2%	8.2%	10.8%	10.0%

Note: Nodal analysis is used for the Planning Subareas; therefore some areas that cross borders of County lines are included. Total shown for DeKalb County is not aggregate of subareas; it is depiction within County borders.

[5] Source: US Census Bureau, Claritas

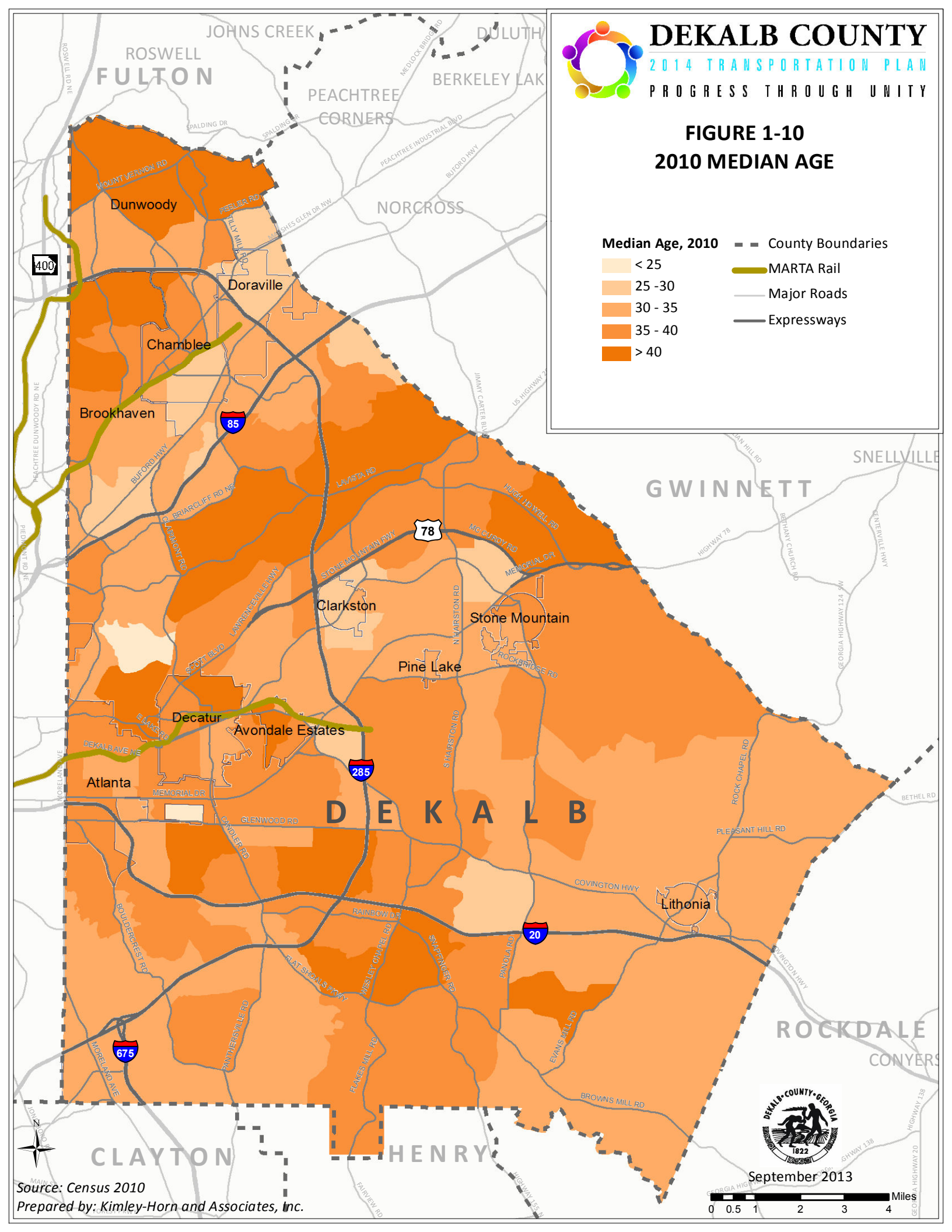
[6] Source: US Census Bureau, Claritas

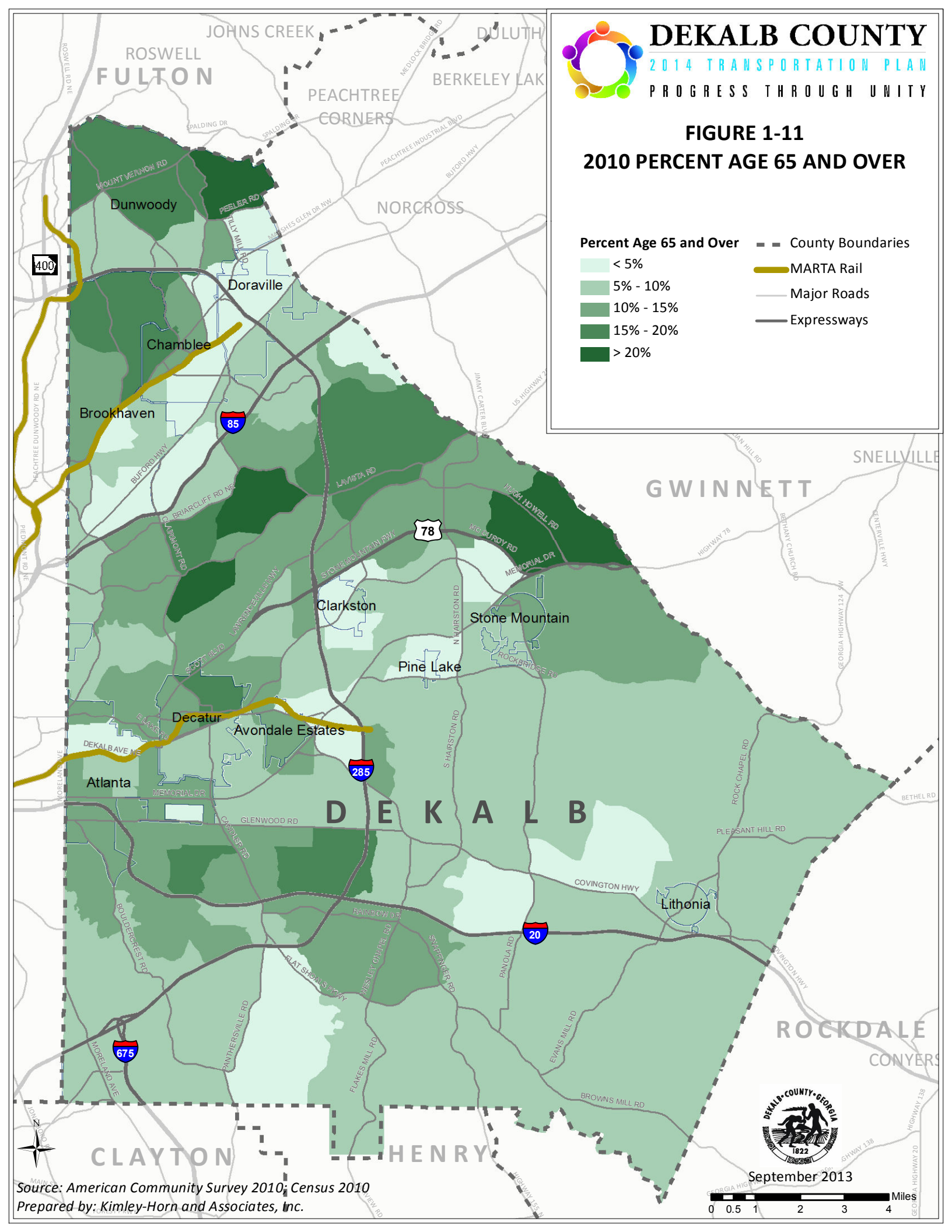
Figure 1-9: Age Distribution Trends[7]



DeKalb County has gotten older in the last twenty years, and trends show that groups over age 45 (as shown in Figure 1-9) will continue to increase in percentage. As the population ages in DeKalb, it will be important to attract new young professionals in the workforce to the County (twenties and thirties) where an overall decline has occurred.

[7] Source: US Census Bureau, Claritas

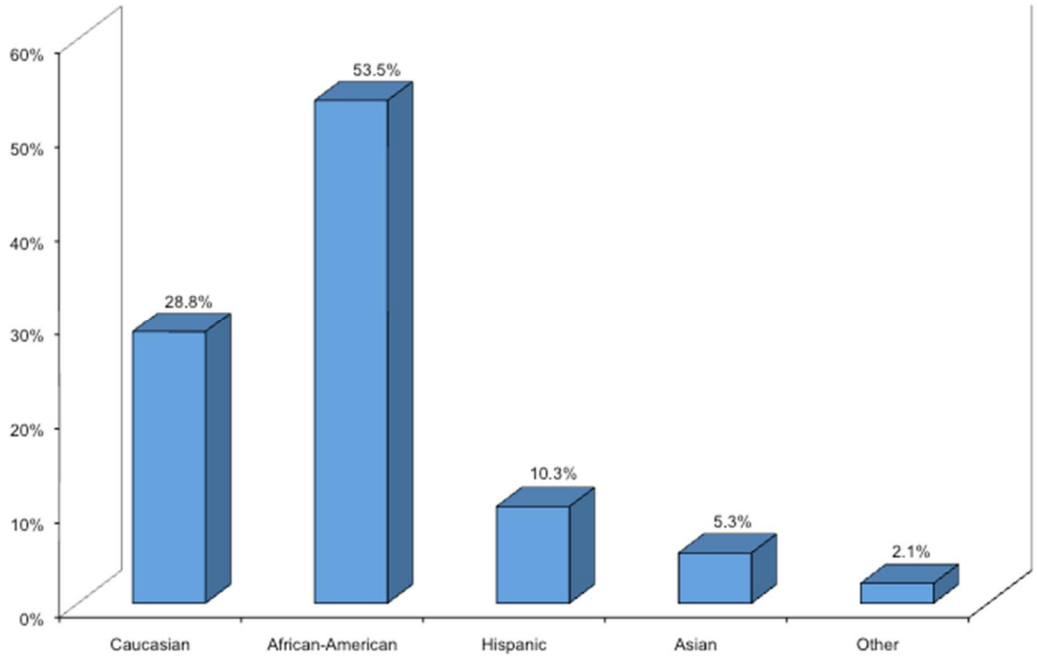

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY
FIGURE 1-10
2010 MEDIAN AGE
Median Age, 2010
< 25
25 -30
30 - 35
35 - 40
> 40
County Boundaries
MARTA Rail
Major Roads
Expressways
JOHNS CREEK
DULUTH
ROSWELL
FULTON
PEACHTREE CORNERS
BERKELEY LAK
NORCROSS
SNELLVILLE
GWINNETT
Dunwoody
Doraville
Chamblee
Brookhaven
Clarkston
Stone Mountain
Pine Lake
Decatur
Avondale Estates
Atlanta
DEKALB
Lithonia
ROCKDALE
CONYERS
CLAYTON
HENRY
400
85
78
285
20
675
Source: Census 2010
Prepared by: Kimley-Horn and Associates, Inc.
September 2013
0 0.5 1 2 3 4 Miles


DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY
FIGURE 1-11
2010 PERCENT AGE 65 AND OVER
Percent Age 65 and Over
< 5%
5% - 10%
10% - 15%
15% - 20%
> 20%
County Boundaries
MARTA Rail
Major Roads
Expressways
JOHNS CREEK
DULUTH
ROSWELL
FULTON
BERKELEY LAK
PEACHTREE CORNERS
NORCROSS
Dunwoody
Doraville
Chamblee
Brookhaven
SNELLVILLE
GWINNETT
Clarkston
Stone Mountain
Pine Lake
Decatur
Avondale Estates
Atlanta
DEKALB
Lithonia
ROCKDALE
CONYERS
CLAYTON
HENRY
400
85
78
285
20
675
MOUNT VERNON RD
PEACHTREE INDUSTRIAL BLVD
BUFORD HWY
LAVISTA RD
MEMORIAL DR
GLENWOOD RD
COVINGTON HWY
PLEASANT HILL RD
BROWNS MILL RD
September 2013
Miles
0 0.5 1 2 3 4
Source: American Community Survey 2010; Census 2010
Prepared by: Kimley-Horn and Associates, Inc.

A-1.4 Racial Composition

DeKalb County is a racially diverse county, and the distribution of various races and ethnicities has changed over the past twenty years as shown in Figure 1-12. As of 2013, just over one-half of DeKalb County's population is African-American (54%). Caucasians (29%) constitute the second largest group, followed by Hispanics (10%) and Asians (5%).

Figure 1-12: DeKalb Racial Composition 2013[8]

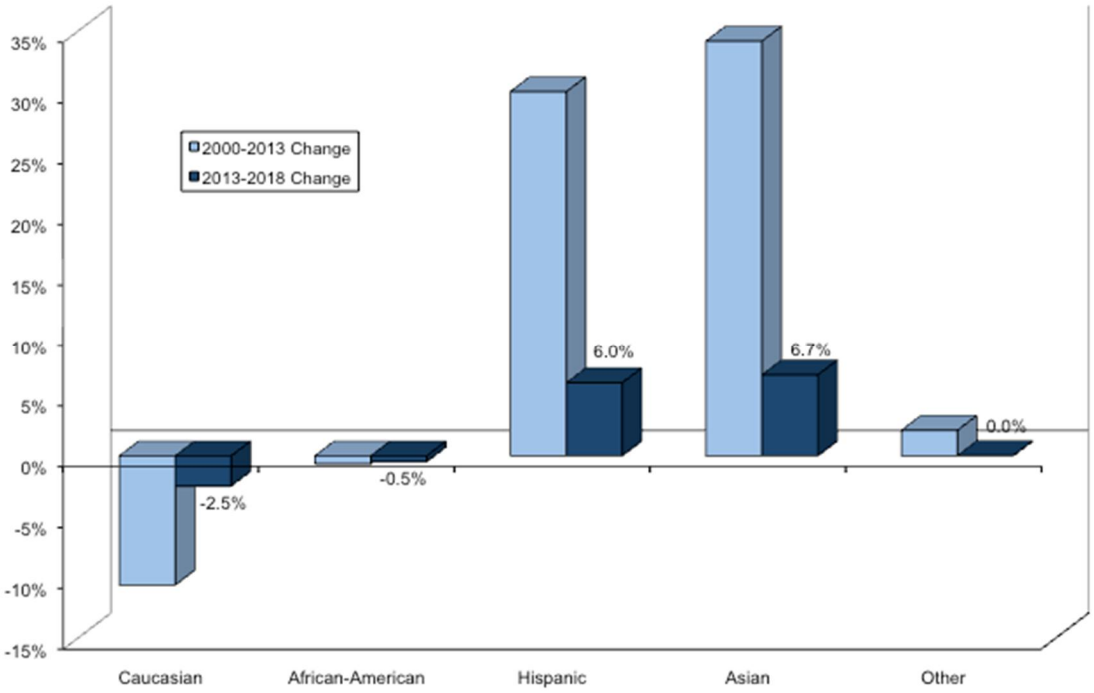


The largest population changes in DeKalb County have been in the minority groups over the last 13 years, similar to population changes across the nation. As illustrated in Figure 1-13, the Asian population grew the most, followed by Hispanics and then Others[9]. During the same timeframe, Caucasians decreased by approximately 10% and the African-American population remained basically stable (-0.7%).

[8] Source: US Census Bureau, Claritas

[9] American Indians, Native Alaskans, Native Hawaiians and other Pacific Islanders, and those classifying themselves as more than one race

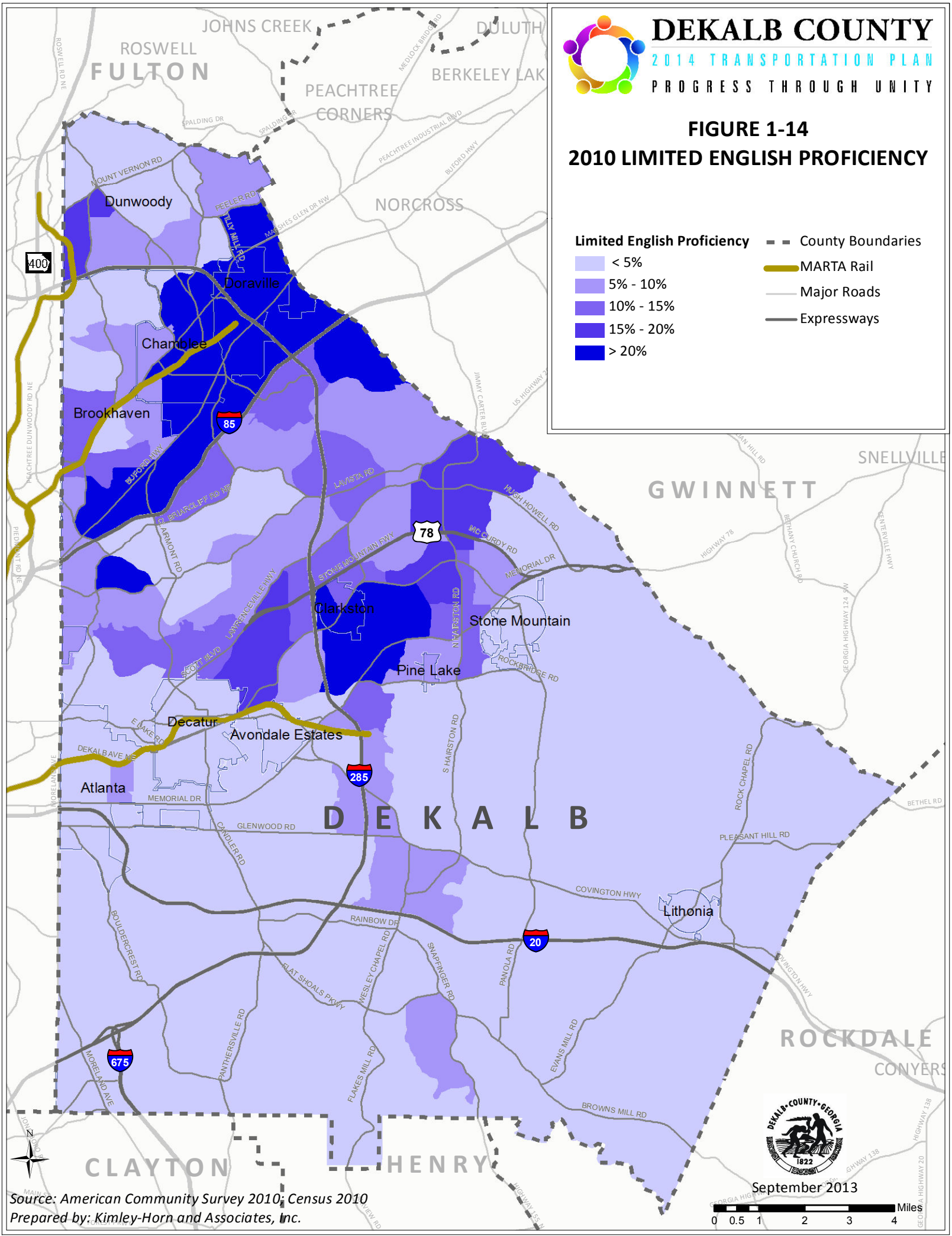
Figure 1-13: Change in Racial Composition 2000-2018[10]



Over the next five years, growth is expected in the minority populations, though not at the same rates as seen over the last decade, as seen in the above chart. The Caucasian population is expected to continue to decline at a much slower rate, and the African-American population is expected to remain essentially static.

The greatest concentration of African-American population is seen in the South West subarea (93%); the South West (72%) and Central East (53%) subareas are also both majority African-American. There are two subareas, North and Central West, which are mostly Caucasian by a small majority (59% and 57%, respectively). The Central West and North subareas have the highest proportion of Asian population (11% and 9%, respectively). The greatest concentration of Hispanic population is seen equally in the North and Central West subareas, with each reporting 21%. The areas with the largest Hispanic and Asian populations correlate closely with the areas with the highest percentages of people with Limited English Proficiency. Figure 1-14 shows areas with limited English proficiency in DeKalb County.

[10] Source: US Census Bureau, Claritas


DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY
FIGURE 1-14
2010 LIMITED ENGLISH PROFICIENCY
Limited English Proficiency
< 5%
5% - 10%
10% - 15%
15% - 20%
> 20%
County Boundaries
MARTA Rail
Major Roads
Expressways
JOHNS CREEK
DULUTH
ROSWELL
FULTON
BERKELEY LAK
PEACHTREE CORNERS
NORCROSS
Dunwoody
Doraville
Chamblee
Brookhaven
SNELLVILLE
GWINNETT
Clarkston
Stone Mountain
Pine Lake
Decatur
Avondale Estates
Atlanta
DEKALB
Lithonia
ROCKDALE
CONYERS
CLAYTON
HENRY
400
85
78
285
20
675
MOUNT VERNON RD
PEELER RD
TILLY MILL RD
BUFORD HWY
LAVISTA RD
HUGH HOWELL RD
MC CURDY RD
MEMORIAL DR
STONE MOUNTAIN FWY
LAWRENCEVILLE HWY
ROCKBRIDGE RD
S HAIRSTON RD
E LAKE RD
DEKALB AVE NE
SCOTT BLVD
GLENWOOD RD
CANDLER RD
ROCK CHAPEL RD
PLEASANT HILL RD
COVINGTON HWY
RAINBOW DR
FLAT SHOALS PKWY
WESLEY CHAPEL RD
SNAPFINGER RD
PANOLA RD
EVANS MILL RD
BROWNS MILL RD
BOULDERCREST RD
PANTHERSVILLE RD
FLAKES MILL RD
MORELAND AVE
N
Source: American Community Survey 2010; Census 2010
Prepared by: Kimley-Horn and Associates, Inc.
September 2013
0 0.5 1 2 3 4
Miles

A-1.5 Educational Attainment

DeKalb County's educational attainment levels are relatively high, rating better than the Atlanta MSA and nation. The proportion of the population that has less than a high school education is slightly smaller than average, at 11.7%, in comparison to the MSA (12.4%) and nation (14.6%). The proportion of high school graduates appears lower than average (22.3%), but this is due to the higher than average proportion of college graduates (37.9%) in DeKalb County. The Atlanta MSA and the nation have 34.3% and 28.1% of college graduates, respectively.

Approximately six percent of DeKalb County's residents have less than a ninth grade education. Another six percent of DeKalb's population have a ninth to twelfth grade education, but did not graduate. For post-secondary educational attainment, approximately 21% of the population has some college education but no degree. Seven percent of residents have an Associate's degree. About 23% have a bachelor's degree, and approximately 15% have a graduate or professional degree.

When considering the planning subareas individually, as shown in Table 1-4, the highest educational attainment levels are found in the North and Central West subareas; both subareas have 50% or greater college graduates. However, the North subarea also contains several (2010) Census blocks showing more than 40% of the population in those smaller areas with no high school diploma. Areas with a high proportion of residents without a high school diploma are shown in Figure 1-15.

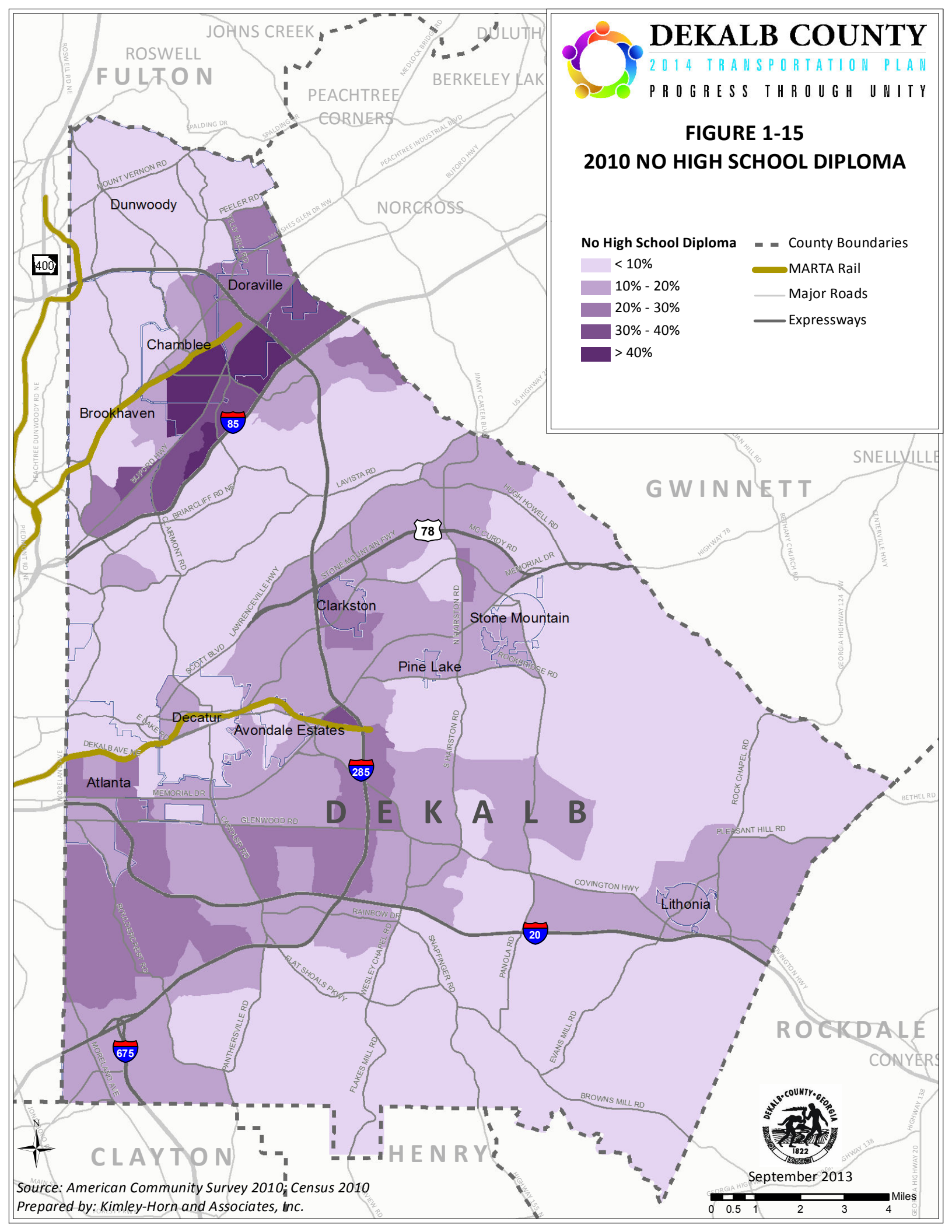
The South West and South East subareas have the lowest proportions of college graduates in DeKalb County. The Central East and South West subareas have the highest proportion of residents with less than a high school education in DeKalb County.

Table 1-4: Selected Educational Attainment Levels, 2013
DeKalb County & Planning Subareas[11]

Education Level	North	Central West	Central East	South East	South West	DeKalb County
Less than High School	10.6%	12.3%	15.4%	8.2%	15.3%	11.7%
High School Graduates	14.8%	17.1%	23.9%	26.2%	29.6%	22.3%
College Graduates	53.8%	50.1%	29.8%	27.6%	26.3%	37.9%

Note: Nodal analysis is used for the Planning Subareas; therefore some areas that cross borders of County lines are included. Total shown for DeKalb County is not aggregate of subareas; it is depiction within County borders.

[11] Source: US Census Bureau, Claritas

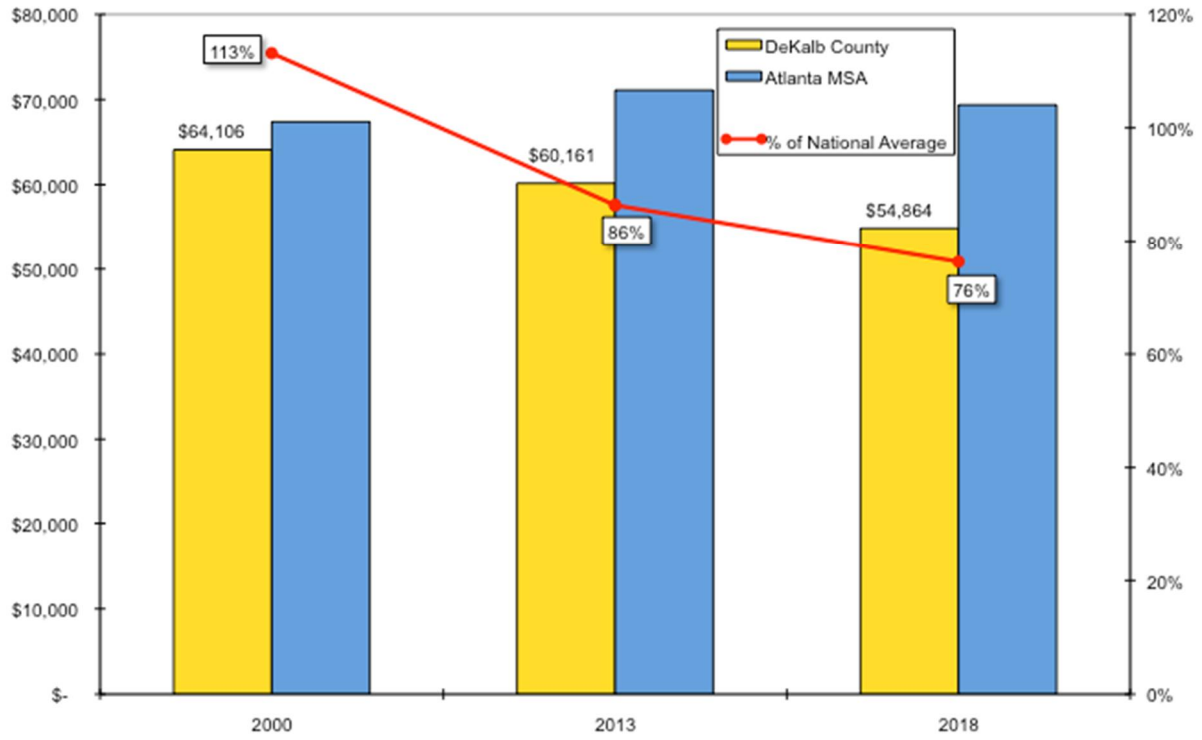


Source: American Community Survey 2010; Census 2010
Prepared by: Kimley-Horn and Associates, Inc.

A-1.6 Income

Average household income is an informative economic indicator about the relative economic position of communities. DeKalb County's average household income is lower than the Atlanta MSA and nation, as shown in Figure 1-16. They yellow columns show DeKalb County average household incomes for 2000 and 2013 as well as the projected incomes for 2018. In comparison, the blue columns show the average household incomes for the Atlanta MSA for the same time periods. DeKalb County has been tracking behind the Atlanta MSA since 2000 (a difference of approximately $15,000), and the gap is anticipated to grow by 2018. The red trend line shows what percent the average household income in DeKalb County is of the national average. In 2000, DeKalb County's average household income was higher than the national average; however, DeKalb dropped below the national average by 2013, and the difference is projected to continue by 2018. Median household and per capita income in DeKalb County in 2010 are shown by Census tracts in Figure 1-19 and Figure 1-18, respectively .

Figure 1-16: Average Household Income Trends, 2000-2018[12]



Individuals with incomes at or below poverty level were located primarily within the I-285 corridor in 1990. The recent recession had drastic impacts to income across all of DeKalb County, and there are currently several areas outside I-285 with average incomes at or below the poverty level.

There are some differences in average household incomes when looking at DeKalb County's planning subareas, as seen in Table 1-5. Only the North subarea in DeKalb County reports an average household income higher than both the Atlanta MSA ($71,101) and the nation ($69,637). All other subareas have average household incomes below both the Atlanta MSA and the nation. Every subarea except South West reported a decline in average household income since 2000.

[12] Source: US Census Bureau, Claritas, Market + Main

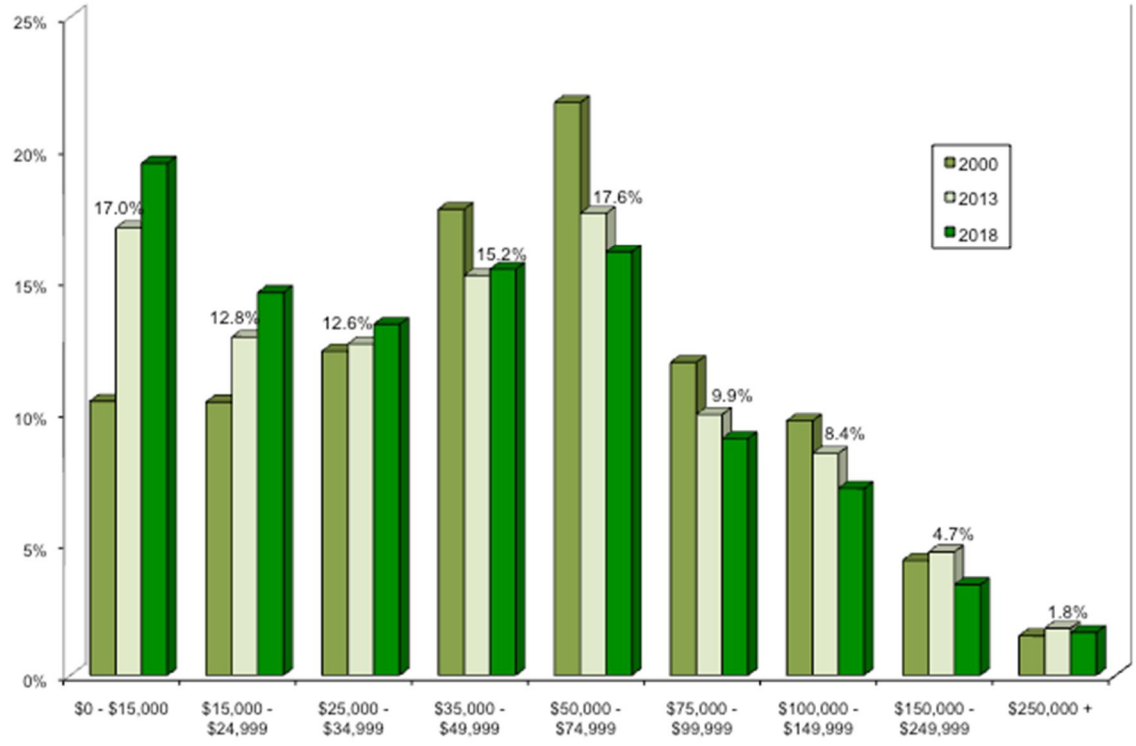
Table 1-5: Selected Income Characteristics, 2013: DeKalb County & Planning Subareas[13]

	North	Central West	Central East	South East	South West	DeKalb County
Average Household Income	$79,828	$64,943	$51,739	$52,254	$49,506	$60,161
Change in Avg HH $ since 2000	-2.0%	-2.2%	-11.9%	-15.3%	0.7%	-6.2%
% of National Average	114.6%	93.3%	74.3%	75.0%	71.1%	86.4%

Note: Nodal analysis is used for the Planning Subareas; therefore some areas that cross borders of County lines are included. Total shown for DeKalb County is not aggregate of subareas; it is depiction within County borders.

Shown in Figure 1-17, the majority (75%) of DeKalb County's households earn less than $75,000 annually. Approximately 30% of DeKalb's households earn less than $25,000 annually; this is around five percent more than the Atlanta MSA and national proportions. Approximately 15% of DeKalb's households earn more than $100,000 annually; this is around five percent less than the Atlanta MSA and national proportions. The projections for the next five years show increases in the households earning less than $50,000 and decreases in the households earning more than $50,000.

Figure 1-17: Household Income Trends[14]



As shown in the Table 1-6, there are differences in the household income distribution among the planning subareas. The North subarea has the smallest proportion (24%) of households earning less than $25,000

[13] Source: US Census Bureau, Claritas, Market + Main, Inc.

[14] Source: US Census Bureau, Claritas

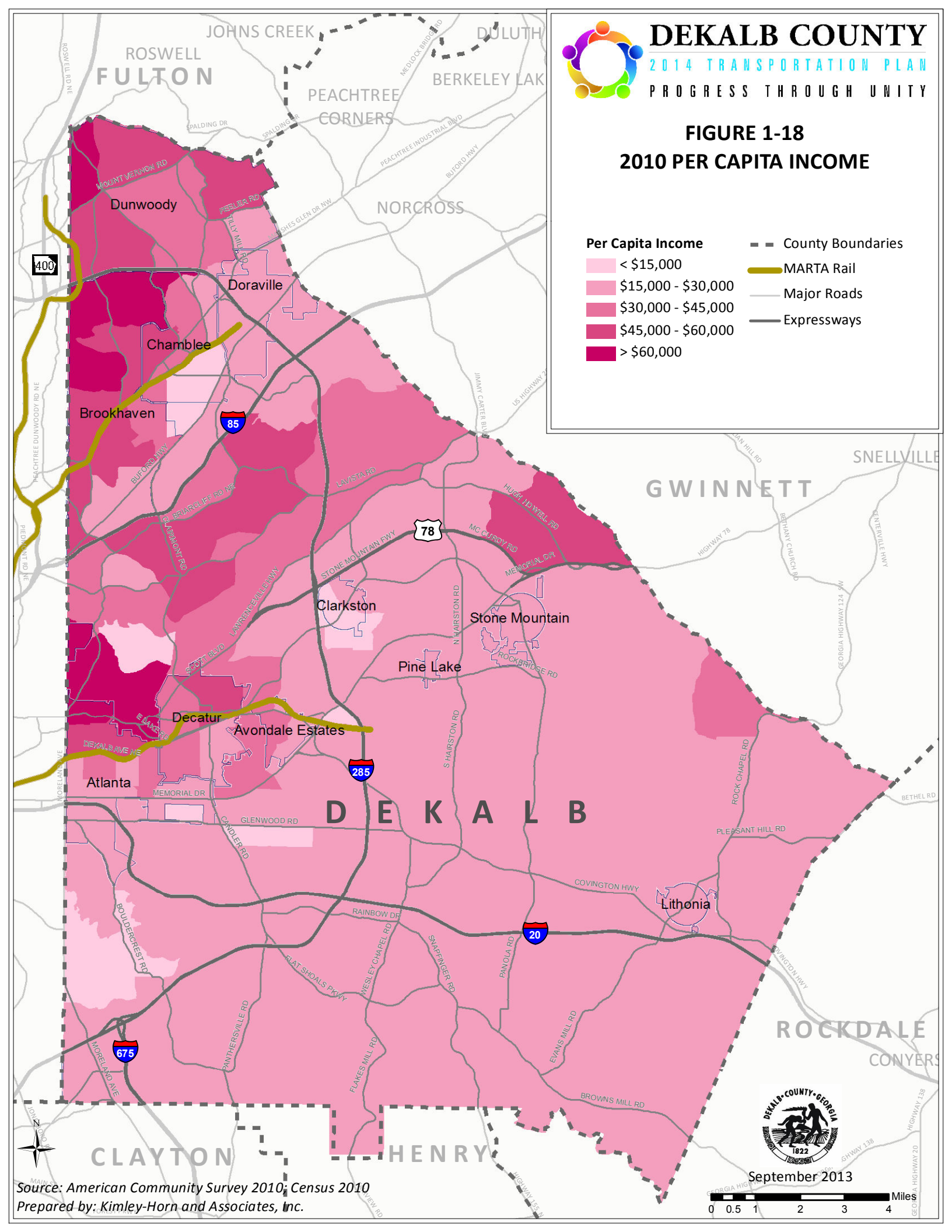
and the South West subarea has the largest (38%). The proportion of households earning less than $25,000 is 24% for the Atlanta MSA and 25% for the nation. At the other end of the spectrum, the North subarea has the largest proportion (24%) of households earning more than $100,000. The Central East, South East and South West subareas all have proportions of households earning more than $100,000 around 11%; this is about half of the Atlanta MSA and national proportions.

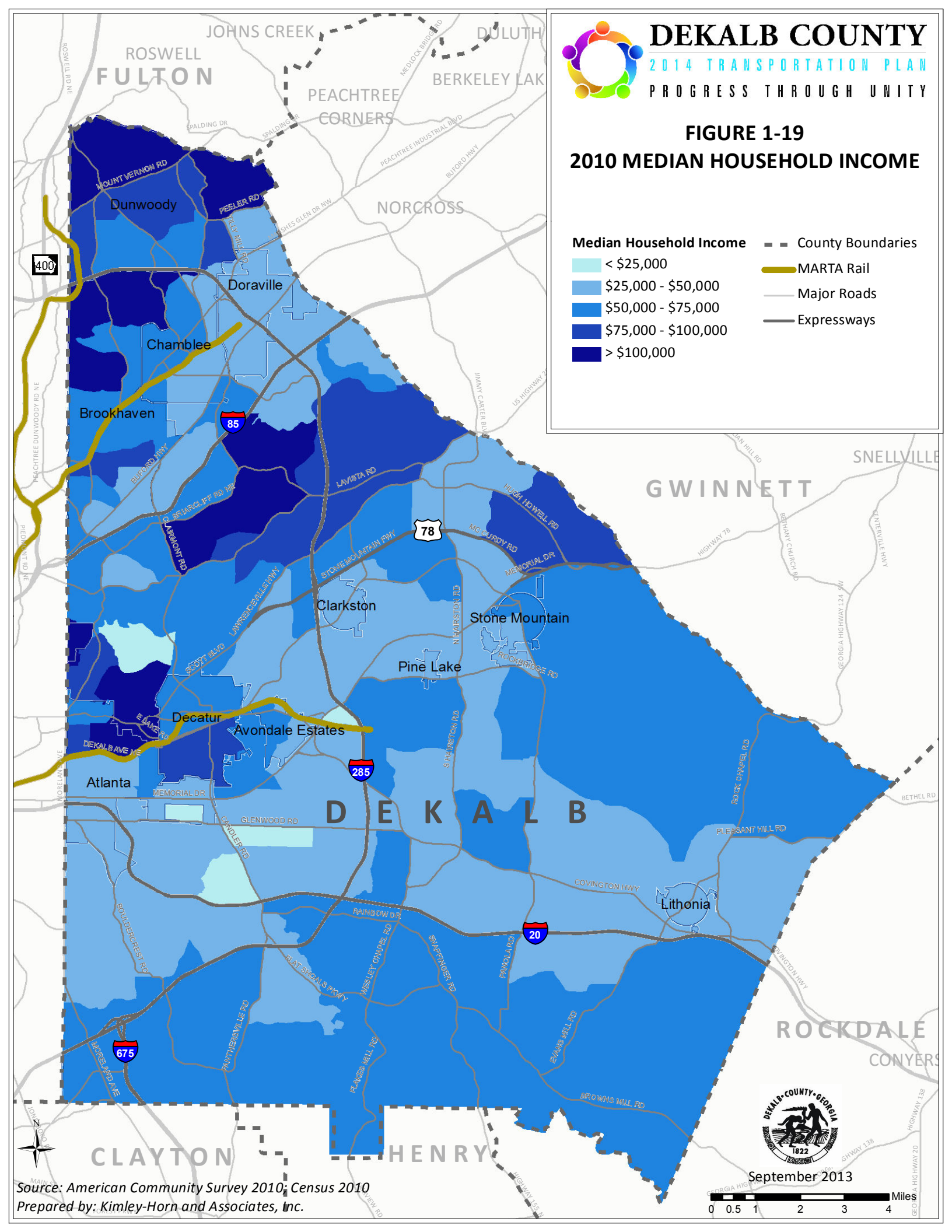
Table 1-6: Household Income Distribution, 2013: DeKalb County & Planning Subareas[15]

Income	North	Central West	Central East	South East	South West	DeKalb County
Under $15,000	12.8%	18.5%	16.4%	15.5%	21.8%	17.0%
$15,000-$24,999	10.8%	12.1%	13.4%	13.0%	15.8%	12.8%
$25,000-$34,999	10.4%	11.4%	16.2%	13.8%	12.1%	12.6%
$35,000-$49,999	15.0%	15.3%	16.3%	16.6%	14.7%	15.2%
$50,000-$74,999	17.1%	16.4%	17.5%	19.3%	16.4%	17.6%
$75,000-$99,999	10.5%	9.1%	9.4%	10.9%	8.3%	9.9%
Over $100,000	23.4%	17.1%	10.8%	10.9%	10.9%	14.9%

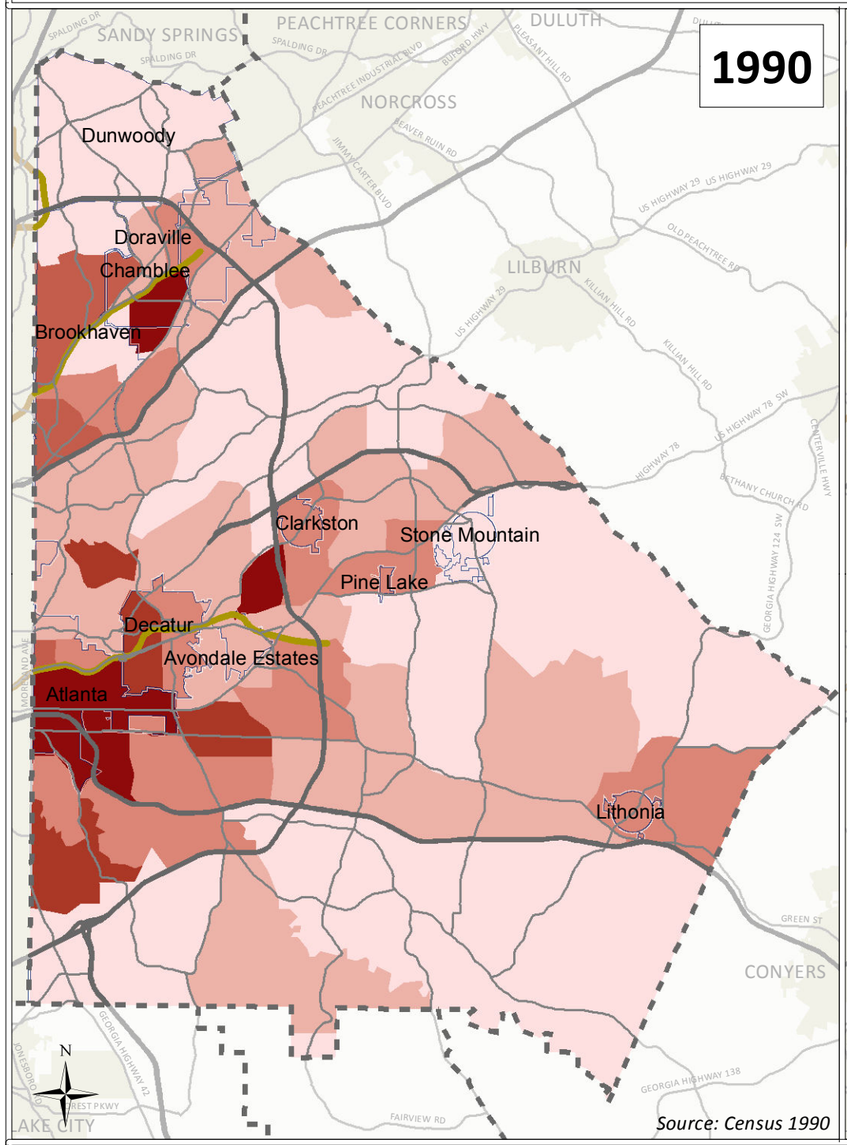
Note: Nodal analysis is used for the Planning Subareas; therefore some areas that cross borders of County lines are included. Total shown for DeKalb County is not aggregate of subareas; it is depiction within County borders.

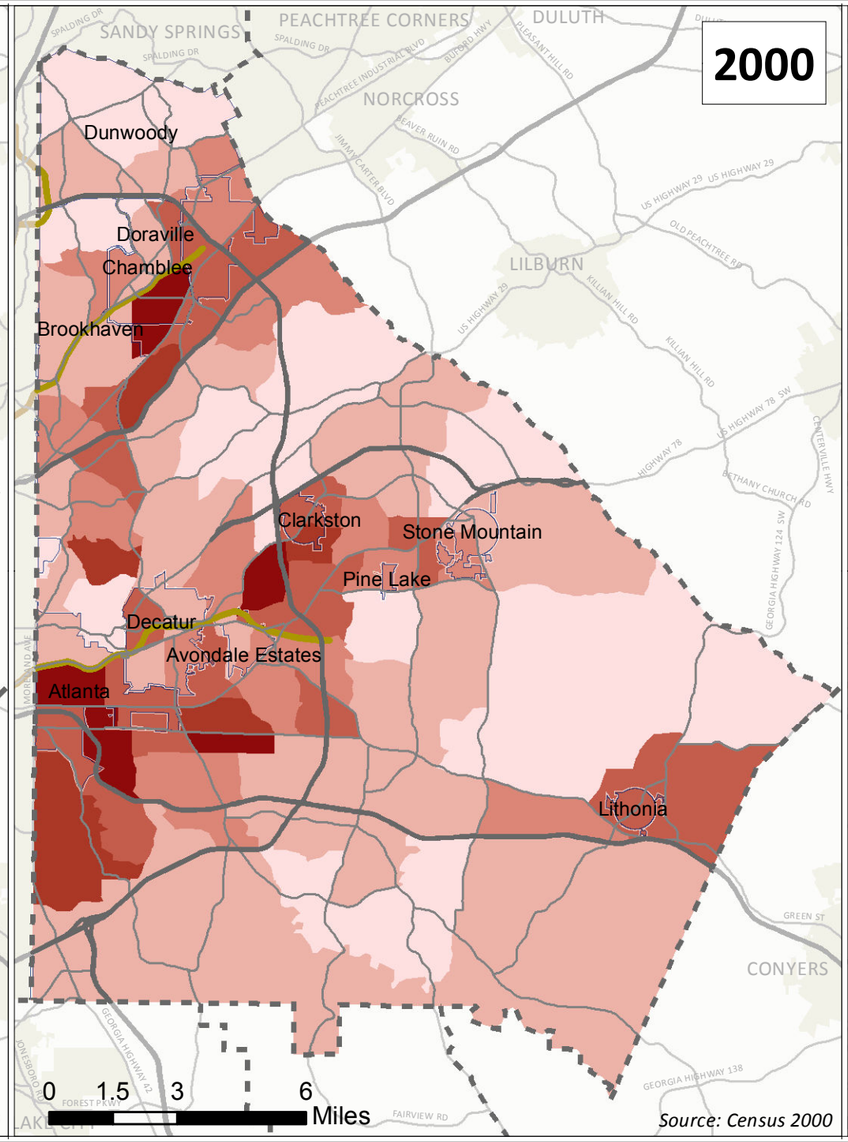
[15] Source: US Census Bureau, Claritas

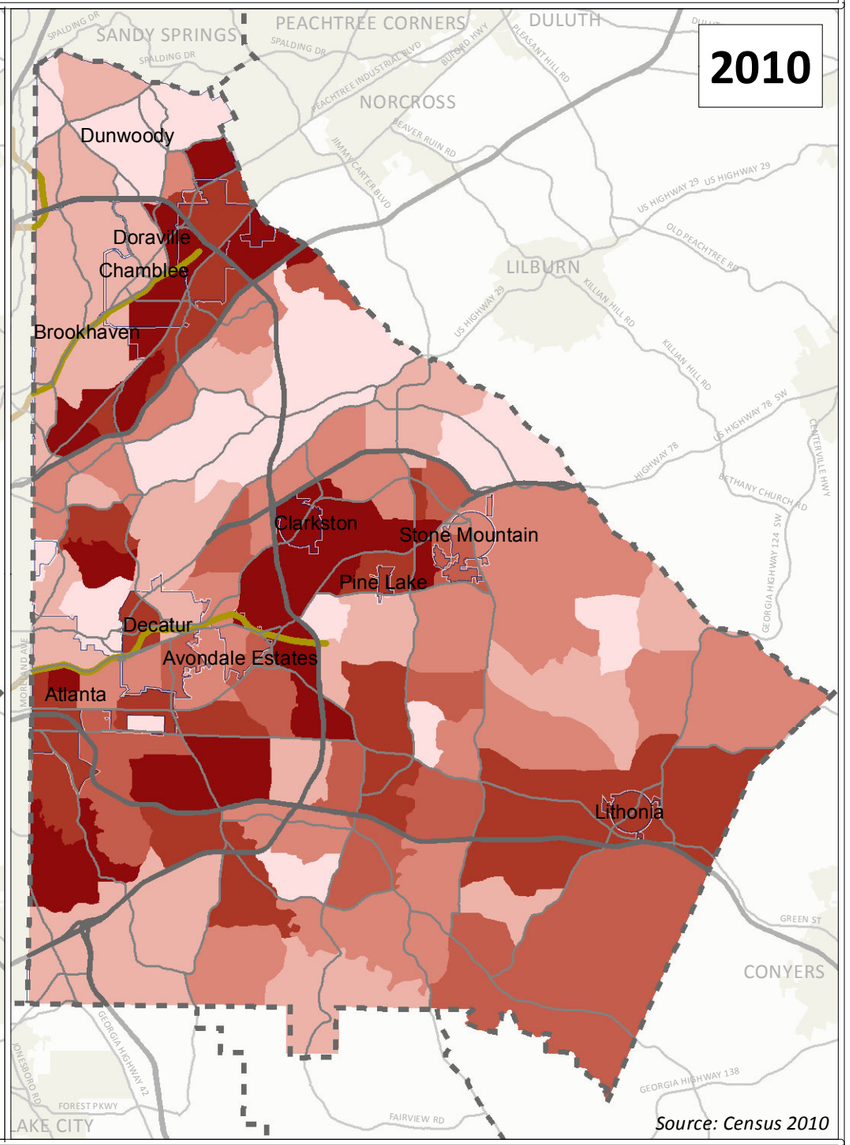

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY
FIGURE 1-18
2010 PER CAPITA INCOME
Per Capita Income
< $15,000
$15,000 - $30,000
$30,000 - $45,000
$45,000 - $60,000
> $60,000
County Boundaries
MARTA Rail
Major Roads
Expressways
JOHNS CREEK
DULUTH
ROSWELL
FULTON
BERKELEY LAK
PEACHTREE CORNERS
NORCROSS
Dunwoody
Doraville
Chamblee
Brookhaven
SNELLVILLE
GWINNETT
Clarkston
Stone Mountain
Pine Lake
Decatur
Avondale Estates
Atlanta
DEKALB
Lithonia
ROCKDALE
CONYERS
CLAYTON
HENRY
400
85
78
285
20
675
Source: American Community Survey 2010; Census 2010
Prepared by: Kimley-Horn and Associates, Inc.
September 2013
Miles
0 0.5 1 2 3 4


DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY
FIGURE 1-19
2010 MEDIAN HOUSEHOLD INCOME
Median Household Income
< $25,000
$25,000 - $50,000
$50,000 - $75,000
$75,000 - $100,000
> $100,000
County Boundaries
MARTA Rail
Major Roads
Expressways
JOHNS CREEK
DULUTH
ROSWELL
FULTON
BERKELEY LAK
PEACHTREE CORNERS
NORCROSS
SNELLVILLE
GWINNETT
Dunwoody
Doraville
Chamblee
Brookhaven
Clarkston
Stone Mountain
Pine Lake
Decatur
Avondale Estates
Atlanta
DEKALB
Lithonia
ROCKDALE
CONYERS
CLAYTON
HENRY
400
85
78
285
20
675
MOUNT VERNON RD
PEELER RD
BUFORD HWY
LAVISTA RD
MEMORIAL DR
GLENWOOD RD
COVINGTON HWY
PLEASANT HILL RD
BROWNS MILL RD
September 2013
0 0.5 1 2 3 4 Miles
Source: American Community Survey 2010; Census 2010
Prepared by: Kimley-Horn and Associates, Inc.

PERCENT OF INDIVIDUALS WITH INCOME BELOW THE POVERTY LEVEL FROM 1990 TO 2010







September 2013

Individual Poverty Rate

< 5% | 5% - 10% | 10% - 15% | 15% - 20% | 20% - 25% | > 25%

- County Boundaries
- MARTA Rail
- Major Roads
- Expressways
- DeKalb City Boundaries
- Cities Around DeKalb

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 1-20
PERCENT OF INDIVIDUALS WITH INCOME BELOW THE POVERTY LEVEL FROM 1990 TO 2010

Prepared by: Kimley-Horn and Associates, Inc.

A-1.7 Employment

The total daytime employees for DeKalb County is about 345,040. This represents 13.6% of the total employment base in the Atlanta MSA. In terms of biggest employment base, the North subarea, driven largely by the Perimeter area, is the largest employment generator, as shown in

Figure 1-21 and in Table 1-7. Central West is the next largest employment area, with generators including the City of Atlanta, Emory University, and CDC located here.

Figure 1-21: Employment Distribution 2012[16]

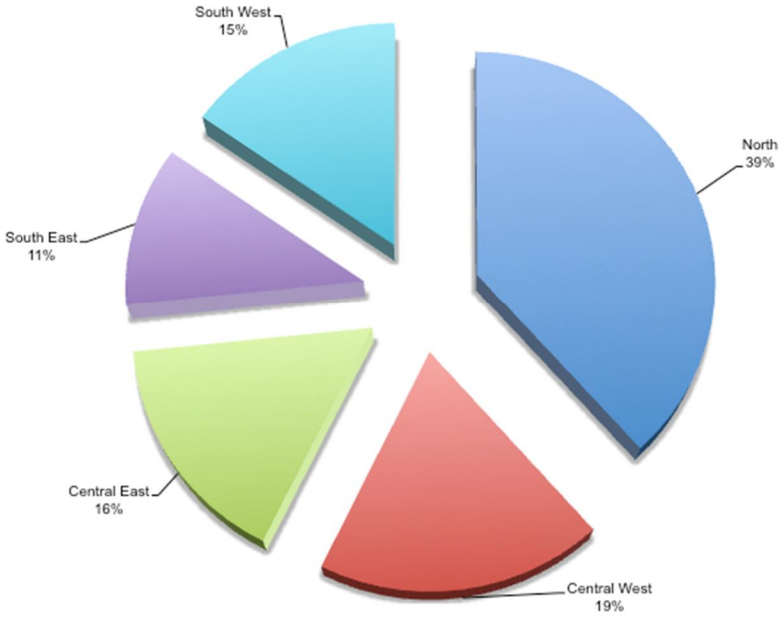


Figure 1-24 shows where people who work in DeKalb County live. People come from across metro Atlanta to work in DeKalb, but as can be noted by the dark green color, many people who work in DeKalb also live in DeKalb! This results in shorter commutes and more possible transportation options.

Figure 1-25 shows where the people who live in DeKalb work. Many residents work in Downtown, Midtown, and Buckhead Atlanta as well as many centers within DeKalb County including in Perimeter, Emory/Druid Hills, Decatur, Tucker, and along the I-85 corridor.

There are approximately 29,500 businesses in DeKalb County, which is a significant contribution to the regional economy, as detailed in Table 1-7. DeKalb County businesses constitute 13.5% of the Atlanta MSA's total. The planning subareas with the largest number of businesses, in rank order, are: North, Central East, Central West, South West, and South East. In the case of businesses, again the North subarea is the largest, but the other subareas are relatively comparable. What this does illustrate is that the North is the largest employment base, but is also the location of larger-sized businesses as well.

[16] Source: US Census Bureau, Claritas, Market + Main

While Central West has a similar number of businesses to the other central and southern subareas, it has many more employees, showing it has larger-sized businesses.

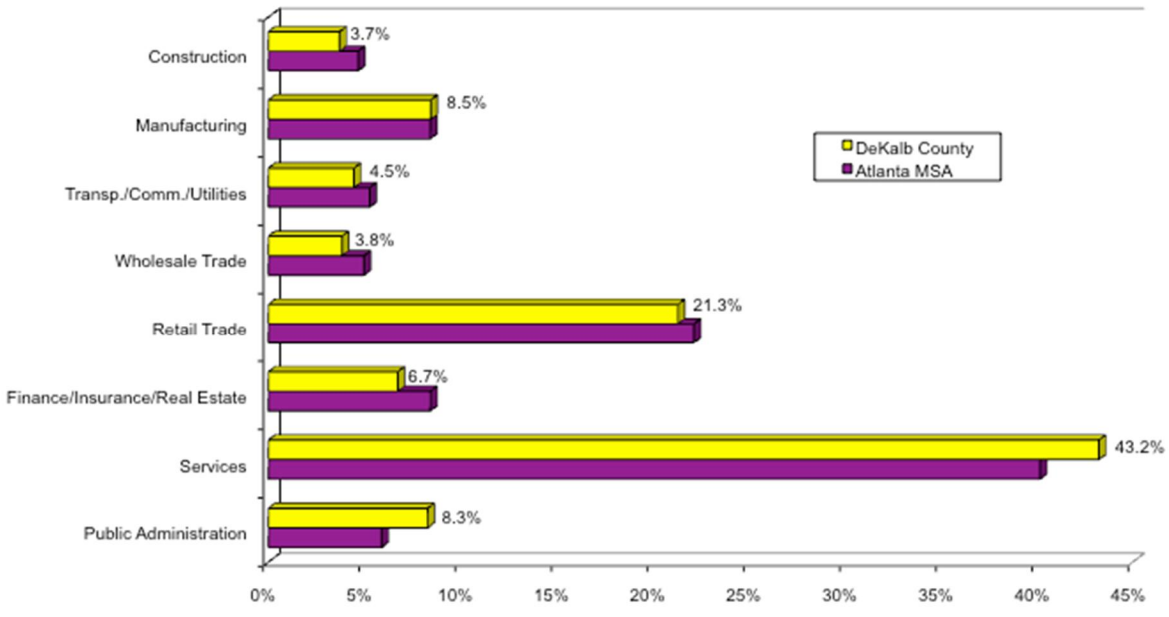
Table 1-7: Employment Characteristics, 2013: DeKalb County & Planning Subareas[17]

	North	Central West	Central East	South East	South West	DeKalb County
Employees	166,694	82,023	69,880	49,053	66,629	345,038
Businesses	12,935	5,511	6,806	5,029	5,504	29,500

Note: Nodal analysis is used for the Planning Subareas; therefore some areas that cross borders of County lines are included. Total shown for DeKalb County is not aggregate of subareas; it is depiction within County borders.

In terms of sector employment, DeKalb County's largest employment sectors are Services, Retail Trade, Manufacturing, and Public Administration as shown in Figure 1-22. In comparison, the top three industry sectors, in terms of employment, for the Atlanta MSA are Services, Retail Trade, Manufacturing, and Finance, Insurance, and Real Estate (FIRE). The proportions for the Services, Retail Trade and Manufacturing sectors are similar between DeKalb County and the Atlanta MSA. Since in both cases, four sectors are really being reviewed (since there are "ties" for third largest), it is worth noting the differences. The Public Administration sector is larger in DeKalb County as a proportion of total employment and the Finance, Insurance, and Real Estate (FIRE) sector is larger in the Atlanta MSA as a proportion of total employment.

Figure 1-22: Sector Employment, DeKalb County and Atlanta MSA, 2012



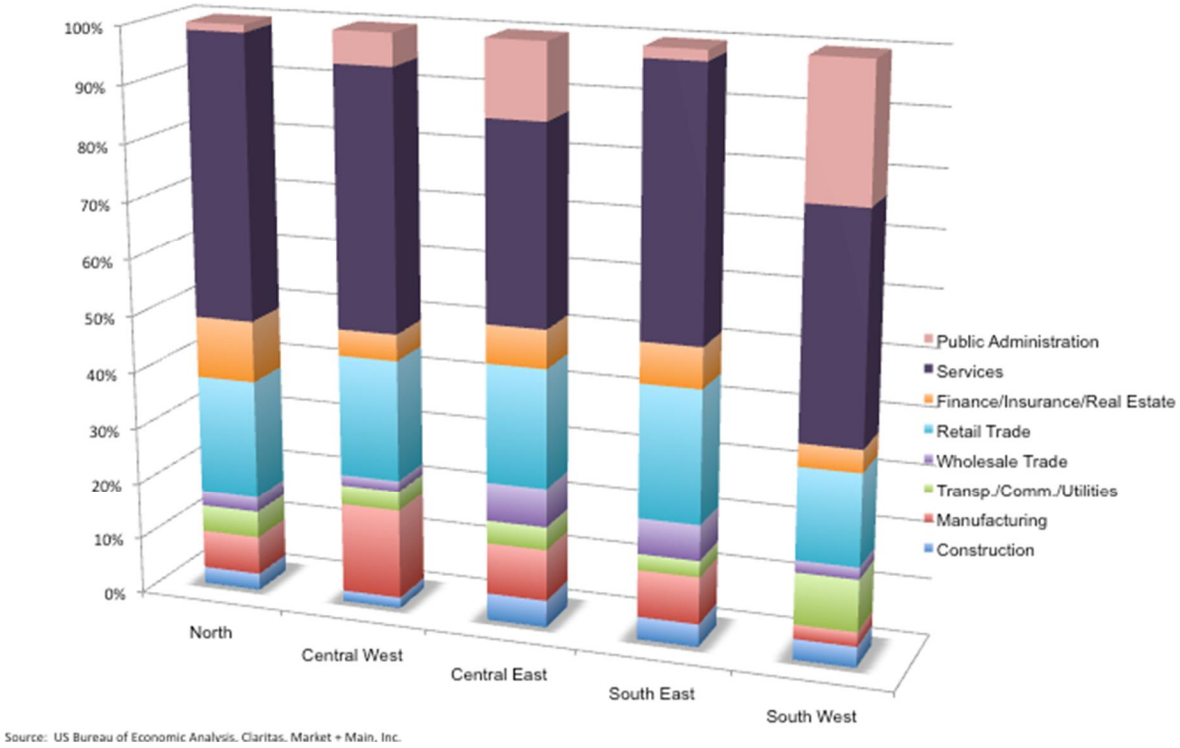
Source: US Bureau of Economic Analysis, Claritas, Market + Main, Inc.

[17] Source: US Bureau of Labor Statistics, Claritas

Within DeKalb County, there are significant differences in the individual subareas on how employment is comprised, as shown in the Figure 1-23. Below are the listings of the three largest employment sectors for each planning subarea.

- North: Services (50%), Retail Trade (21%), Finance, Insurance, and Real Estate (11%)
- Central West: Services (45%), Retail Trade (21%), Manufacturing (16%)
- Central East: Services (34%), Retail Trade (21%), Public Administration (13%)
- South East: Services (46%), Retail Trade (23%), Manufacturing (8%)
- South West: Services (39%), Public Administration (23%), Retail Trade (16%)

Figure 1-23: Sector Employment Comparison, DeKalb County Planning Subareas, 2012



Source: US Bureau of Economic Analysis, Claritas, Market + Main, Inc.

Services and Retail Trade are strong employment sectors in each planning subarea, which does mirror the DeKalb County and Atlanta MSA and national trends. Traditionally, the Finance, Insurance, and Real Estate and Manufacturing sectors are generally higher-paying jobs while the Public Administration sector is generally lower-paying jobs.

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 1-24
WHERE PEOPLE WHO WORK IN DEKALB LIVE

Workers Per Square Mile

- < 100
- 100 - 300
- 300 - 600
- 600 - 1,100
- > 1,100

- County Boundaries
- MARTA Rail
- Expressways

N

0 6 12 Miles

Source: U.S. Census Bureau OnTheMap LODES Data 2012

Prepared by: Kimley-Horn and Associates, Inc.

September 2013

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 1-25
WHERE RESIDENTS OF DEKALB WORK

Jobs Per Square Mile

- < 1,000
- 1,000 - 4,000
- 4,000 - 9,000
- 9,000 - 16,000
- > 16,000

- County Boundaries
- MARTA Rail
- Expressways

N

0 6 12 Miles

Source: U.S. Census Bureau OnTheMap LODES Data 2012
Prepared by: Kimley-Horn and Associates, Inc.

September 2013

A-1.8 Key Socioeconomic Findings

DeKalb County has experienced slow growth over the last decade, which is expected to continue. The recent and projected population and household growth rates for DeKalb are below the Atlanta MSA, which has experienced phenomenal growth. However, the County is still expected to grow at a faster pace than the national rate of growth over the next five years. Residents are relatively evenly distributed across the County. DeKalb County's number of households increased at a faster pace between 2000 and 2010 than the population, indicating the possibility of neighborhood reconstruction into dense single-family dwellings.

Beginning with the 1980 Census, DeKalb County has been the most densely populated county in the Atlanta metro area, with the 2010 Census reporting approximately four persons per acre on average. Many areas of higher population density are located near transit facilities to take advantage of mass transportation infrastructure, which operates more efficiently when located near concentrated population centers. Decreasing population around transit, however, could cause problems for the success of the MARTA rail system moving forward.

DeKalb County's income levels are below average. In 1990, most of the population below poverty was located near I-285. However, the recent recession negatively impacted many individuals across the entire county. The current average household income is lower than the Atlanta MSA and national averages, a trend that is expected to continue. There has been a decline in this wealth measure in both DeKalb's relative position, as well as the total average household income. Household income levels are also below the MSA and national averages. Further, the projections for the next five years show increases in the households earning less than $50,000 and decreases in the households earning more than $50,000 annually. One implication of decreasing income levels is that some individuals may not be able to afford a personal automobile and may depend more on walking, biking, and public transportation to reach their jobs or make other necessary trips.

DeKalb County is about average when making the relative comparisons for age structure. However, there are expected declines in the age groups between 21 and 34 years of age, while the biggest growth is expected in the age groupings over 65 years of age. It is likely that many people are staying and retiring in DeKalb County. This is a great phenomenon, but creating lifelong communities for these individuals and transportation systems that respond to their needs should be an important focus of the transportation plan.

DeKalb County is ethnically and racially diverse. Overall, Hispanic and Asian populations have grown substantially between 2000 and 2013, while African-American groups have stayed approximately the same, and the Caucasian population has decreased.

The educational attainment levels are high in DeKalb County. DeKalb has a slightly smaller than average proportion of residents with less than high school education. Additionally, DeKalb County's attainment level of college degrees is about 10% higher than the national average.

Even though DeKalb County has more residents than jobs, it is a notable contributor to the employment base in metro Atlanta. The jobs-to-housing ratio is 0.47, which means there are nearly twice as many residents in DeKalb County than employees. DeKalb's strong role in the metro economy is easy to see in its proportion of the Atlanta MSA's employees (13.6%) and businesses (13.5%). However, employment is not evenly distributed across the County. DeKalb County's largest employment sectors are Services, Retail Trade, and Manufacturing, which does closely resemble the Atlanta MSA's economic composition. Much of the employment in DeKalb County is located in the North and Central West subareas.

Places

A-2 Places Connected by the Transportation System

A-2.1 Introduction

Land use patterns have significant impacts upon and are impacted by transportation facilities and mobility patterns. The following sections outline general land use trends and policies throughout the County by geographic planning area including existing land uses, future land uses, zoning, unified growth plan, and areas likely to experience significant change.

A variety of map resources were used to explore the relationship between land use patterns and transportation facilities in DeKalb County. These maps included existing land use maps, future land use maps, zoning maps, the region's Unified Growth Policy Map (UGPM), Concept 3, cultural, environmental, and historic resources maps, employment centers mapping, as well as many other resources. Future land use and zoning maps were secured from DeKalb County and the various cities located within the County. To enhance the usefulness of this information, the future land use and zoning categories for the County and the various cities were condensed into similar categories, with respect to density/intensity. This information was then combined into one (1) shapefile for each map.

The existing land use shapefile utilized for this assessment is LandPro2010, which was provided by the Atlanta Regional Commission (ARC). LandPro2010 is the ARC's land use information for the 21-county Atlanta Region. LandPro2010 was created by interpretation of high-resolution aerial photography. The primary sources for this data were the local parcel data and the 2009 color imagery. The local parcel data was used to help more accurately delineate the LandPro categories. The Atlanta Regional Commission also supplied and maintains the Unified Growth Policy Map.

A-2.2 DeKalb County Comprehensive Plan Overview

Existing Land Use:

The development pattern of DeKalb County is comparable to the general development pattern of the Atlanta Region and significantly consists of single-family residential with commercial and multi-family uses placed along major highway corridors and intersections. Medium Density Residential accounts for 46% of the land use, followed by 14% for Forested/Undeveloped, Commercial uses at 7%, and High Density Residential at 6%. Infill residential development and activity around the town centers, neighborhood centers, and regional activity centers within the county are indicative of the continual population change and availability of undeveloped land. The majority of the larger, undeveloped tracts are within the southern and easternmost portions of the county, while some smaller tracts still exist within the developed areas, thus conveying the need for zoning changes in order to effectively minimize undesirable development.

Future Land Use:

DeKalb County's vision, as provided below, is embodied in the County's nodal development strategy depicted as a series of key activity centers identified as Regional Centers, Town Centers, Neighborhood Centers, and Major Employment Centers.

"By 2025, DeKalb County will consist of walkable communities connected to recreational and green space areas by trails and sidewalks. The County will develop with less sprawl and include a full range of affordable housing opportunities with neighborhoods protected and enhanced with compatible development. DeKalb County will have seen the redevelopment of declining neighborhoods with stable, established residential neighborhoods maintained at the densities upon which they were originally developed. The County will have a strong economic base, including job and training opportunities. DeKalb County will protect the environment, resulting in cleaner air and water; along with a good transportation system that results in less congestion and increased use of alternative modes of travel. Overall, the County will have strong citizen involvement, which fully participates in the planning and development process to improve the quality of life for all residents."

DeKalb County will see significant development throughout the five Planning areas that will yield improvements to 47 Activity Centers through patterns that are conducive to them and support the Community Agenda. Communities will see a reduction in the need for automobile travel and an increase in the availability of alternative modes of travel through transit and greater access to pedestrian spaces as a result of plans built around the current state and Areas Requiring Special Attention.

The key areas within the North Planning Area include the Perimeter Center area, Brookhaven around the MARTA Station area, I-285 and N. Shallowford Road, Lenox Park Area near Roxboro Road, and the Century Center office park on Clairmont Road along with the Corporate Square office park at North Druid Hills Road along I-85. The Dunwoody Village commercial district, Mount Vernon Road & Dunwoody Club Drive, Peeler Road and Winters Chapel Road, and Ashford Dunwoody and Johnson Ferry Road neighborhood centers are also considered.

The Central West Planning Area addresses the Oak Grove Commercial Center, Emory Village, Northlake Mall area, Oak Grove Commercial Center, Emory Village, Briarcliff and North Druid Hills Road, Briarcliff and Lavista Road, Chamblee Tucker and I-285 area, I-85 and N. Shallowford Road, Toco Hills, North DeKalb Mall, and the Clifton Community Corridor, Executive Park office park, Office Parks near Mercer University at Chamblee Tucker and I-85, and Presidential Plaza at I-85 and I-285.

The downtown Tucker area, Pleasantdale Road corridor from Chamblee Tucker Road to Shadow Walk Lane, Chamblee Tucker and Tucker Norcross Road, Hairston Road and Central Drive, Rockbridge Road and Stone Mountain Lithonia Road are included in the Central East Planning Area.

Within the South West Planning area there is some projected development anticipated in neighborhood centers at Glenwood Avenue and Fayetteville Road, I-285 and Bouldercrest Road, and Cedar Grove at Bouldercrest Road and Cedar Grove Road corridors. The town centers of the Kensington MARTA Station area, Redan Road and South Indian Creek Drive, I-20 and Gresham Road, and South DeKalb Mall Area between I-20 and I-285 along with the employment centers of Georgia Perimeter College/Georgia Bureau of Investigation along Panthersville Road have been deemed in need of special attention.

Lastly, the South East Planning Area includes centers along the Rockbridge Road corridor, Redan and South Hairston, Stone Mountain Lithonia Road, Covington Highway, Flat Shoals Parkway and the

Stonecrest Mall area. The town centers at Wesley Chapel Road and I-20 as well as Panola Road and I-20 are also of interest.

Areas Requiring Special Attention:

Throughout the county and across all (5) Planning Areas special attention is being provided to address various areas of concern though 2025. The increased loss of tree cover, environmentally sensitive land, and historical and cultural resources as a result of development activity, which has also led to an increase in environmental pollution, is a focal point. Strategies have been crafted to manage the pace of development and its effects upon greenfield and infill development. DeKalb County is expected to implement infrastructure improvements for traffic congestion and water and sewer capacity to increase service and quality of life for citizens in response to this development. Redevelopment of commercial strip malls, large abandoned structures and sites, along with healthy infill development plans will aid in increasing economic vitality and revitalizing communities.

Educational, Community, and Other Institutions and Facilities:

DeKalb County has continually implemented improvements to a vast number of facilities in order to maintain an adequate level of service to meet the demand, including wastewater treatment plants to provide a substantial supply of water through 2025. In order to meet the needs of the county an expansion of precinct boundaries and facility space is projected for Police, Fire, and Emergency Management Systems. In an effort to improve quality of life a plan to increase the inventory of greenspace and public park spaces has been implemented to meet a goal of 12-18 acres of space for every 1,000 residents. In anticipation of the current and expected growth in the commercial, industrial, and/or residential areas improvements to the health service offering will be made based on trends in public health issues, the health care industry, and demographics of the county population. The aging portion of the population will be addressed through improvements within senior facilities and services to promote the independence of seniors, while creating opportunities for better communication of information for improved health of the aging and reduced stress on caregivers.

DeKalb County is home to 8 different colleges and universities, including Georgia Perimeter College, the fourth largest institution in university system of Georgia, and has ease of access to the other major institutions of the state including Georgia Tech, Georgia State University, and the University of Georgia – Athens. There are currently 24 public library facilities within the county and based upon the 2006-2025 Library Facilities Plan approved by the DeKalb County Public Library Board of Trustees in July 2005 there are 21 proposed facility projects to aid in bringing the current system in line with targeted service levels.

Natural/Cultural Resources and Historic Districts:

Water conservation and resource preservation is a priority in DeKalb County to properly address prime resources for drinking water such as the Chattahoochee River. Anticipated improvements with the wastewater treatment plants will significantly aid in the reduction of pollutants through the treatment of sewage and protect the soils of the county. A greenway system will also be developed by 2025 to help with protecting the wetlands and prohibiting development in those areas, which will also preserve the

recharge areas in the county and support strategies to improve storm water, water quality and improve runoff.

In respect of the full history of DeKalb County, efforts will continue to be made by the Historic Preservation Commission to promote awareness and expand the knowledge of the public about the 36 different districts, structures, and sites noted on the National Register and the economic value they provide. There will be a continued focus on developing and implementing strategies centered on the preservation of landmarks and adding to the register. Academic research is being utilized to highlight the history and accomplishments of African-Americans in the county over the years so they county can provide a stronger account of its cultural history as well.

A-2.3 DeKalb County Zoning Ordinance Update Overview

The DeKalb County Zoning Code Update is intended to bring the County's development regulations more closely in line with the County's Comprehensive Plan. Some of the elements of the plan that have been difficult to implement with the current zoning code include achieving the kind of mixed use Activity Centers envisioned as walkable compact areas and transitioning gracefully to the surrounding suburban areas.

The zoning code, aside from updating the code to be more easily administered, includes many provisions that allow for more compact land development to occur. This is more significant in the Activity Centers of the Comprehensive Plan where new zoning districts allow for more gradation from single family residential to nodes of mixed-use, compact development. However, there are several changes that regulate greenfield development and infill development in less dense areas of the County. These include requiring smaller block sizes, restriction on additional dead-end streets, sidewalk and streetscape requirements, and simplified and intelligent parking requirements. These requirements, if implemented, could potentially increase walking and bicycling and reduce the transportation impact of further growth within the County. Some of the zoning ordinance provisions that further this goal include the following (section and table references are targeted at the revised zoning code specifically):

The updated code adds more high density residential HR-3 and adds low-medium (MU-2) and medium density mixed use zoning (MU-3). In Section 1.1.11, Table 1.1 clarifies some of the new zoning codes and how they relate to the current zoning code.

Section 1.2.3 of new zoning code expands mixed uses to some of the character areas which did not allow it before including suburban and institutional character areas. Only the rural residential, industrial, and light industrial character areas do not allow mixing of uses on a single property as seen in Table 1.2.

Density bonuses are established for medium and high density residential use districts as well as mixed-use districts which grant additional density for location near existing transit stops and up to 100% bonus for location near MARTA rail. See Table 2.6 and Table 2.19. Also, see Attachment 1 to Article 2, which elaborates on some of the potential density bonus requirements. However, location to transit facilities is not specified by walking distance, but distance from property line to transit station. This appears to be "as the crow flies" and does not create standards or otherwise address pedestrian access to those facilities.

Section 4.2.3 of new code allows accessory dwelling units for all single family residential zoning districts, allowing more people in many existing areas of the county.

Section 5.1.1 suggests that a smaller maximum block length may be allowed from 1200' down to 600-800 in the Centers character areas. The code also adds an option for a pedestrian path and easement in blocks over 400' wide, but the easement is not required.

Section 5.3.2 states that a developer must prove hardship to not provide a connected street, making dead-end and cul-de-sacs less likely for future development in the county. New streets must also demonstrate compliance with existing "transportation, thoroughfare, and/or sub-area plans".

Section 5.3.4 states that sidewalks and streetscapes are required on all streets.

Section 5.3.5 states that a traffic impact study is required for "rezoning, special land use permits, sketch plats, and development or building permit applications projected to meet the following criteria:

- Multifamily development with over 300 new units at build-out; or
- Single Family developments with over 200 new lots or units at build-out; or
- Retail developments with over 150,000 Gross Square Feet (GFS); or
  (Consultant note: Consultant recommends at 80,000 sq. ft.)
- Office developments with over 200,000 GFS; or
- Medical office developments with over 55,000 GFS; or
- Industrial/warehouse developments with over 280,000 GFS; or employing more than 650 workers; or covering more than 200 acres; or
- Any mixed use development which could reasonably expect to generate 2,000 or more gross daily trips; or
- Special traffic generating uses, including truck stops, quarries, landfills, stadiums, etc. which would require Development of Regional Impact review."

The New Zoning code reduces the minimum parking requirements for most single family residential from 4 spaces per dwelling unit to a minimum of 2 spaces per dwelling unit. R-NCD remains unchanged with a requirement for 3 spaces per unit. The code also establishes maximum parking ratios for all areas. See table 6.2 for all cases.

Section 6.1.4 allows the director of planning to reduce parking ratios by up to 10% for areas within 1,000 feet of a heavy rail, light rail, or BRT transit station.

Section 6.1.4 requires that all office/institutional/or industrial uses with more than 20 required spots, 5% percent of the spots shall be reserved for carpool and those spots should be prioritized over other spaces.

Section 6.1.5 allows for reduction in parking amounts for shared parking for mixed-use developments, potentially reducing parking amounts and incentivizing alternative forms of transportation.

Section 6.1.6 specifies that shared driveways for adjoining parcels may be required by the Planning commission and inter-parcel access is required unless the director finds it unnecessary.

Section 6.1.8 allows on-street parking to count towards the parking requirements, potentially reducing parking requirements again.

Section 6.1.17 requires bicycle parking to be provided wherever automobile parking is required. This should drastically increase the number of bicycle and moped parking spaces.

A-2.4 Schools, Parks / Open Space, and Civic Infrastructure

Figure 2-1 provides the locations for the elementary schools in the DeKalb County School System and Figure 2-2 provides the locations for the middle and high schools. Atlanta and DeKalb City Schools were not included. The solid dots represent schools with attendance areas or school zones. The open dots represent schools without attendance areas, such as alternative or charter schools. Examples of schools without attendance areas include DeKalb Alternative School, Fernbank Science Center, and Kittredge Magnet Elementary School. The colored areas represent the school areas, or the geographic region assigned to a school, from which the students come. Middle and high schools share areas. Not all elementary schools fall directly into a middle and high school area.

Figure 2-3, Figure 2-4, and Figure 2-5 illustrate the walk and hazard bussing areas surrounding the schools. Walk areas are defined as a one-mile buffer surrounding each school, except areas where the most direct route is greater than 1.5 miles. Hazard bussing areas represent areas where children cannot walk to school from home due to a major road or high traffic area, lack of sidewalks, or other hazards that prohibit safe walking. DeKalb County does not provide bus service to residences within the walk areas.

The tables below show which schools have the greatest number of students living within hazard bussing or walk zones within the DeKalb County School System. Elementary schools have the largest numbers of students living within their walk and hazard bussing areas with Indian Creek Elementary School having the largest number of students within the walk zone and Woodward Elementary School having the largest number of students within the hazard bussing area. It is important to note that just because hundreds of students live within the walk zone of the school does not mean that all of those children are walking to school. In some cases, they may get dropped off or carpool with a friend's family. The school system has considered conducting a survey relating to transportation to better understand the modes that children and parents use to get them to school. This data will be important for diagnosing which facilities may be best suited for improvement that can result in the greatest impact. Either way, improving pedestrian and bicycle infrastructure within both the walk and hazard bussing areas is an important focus of the transportation plan.

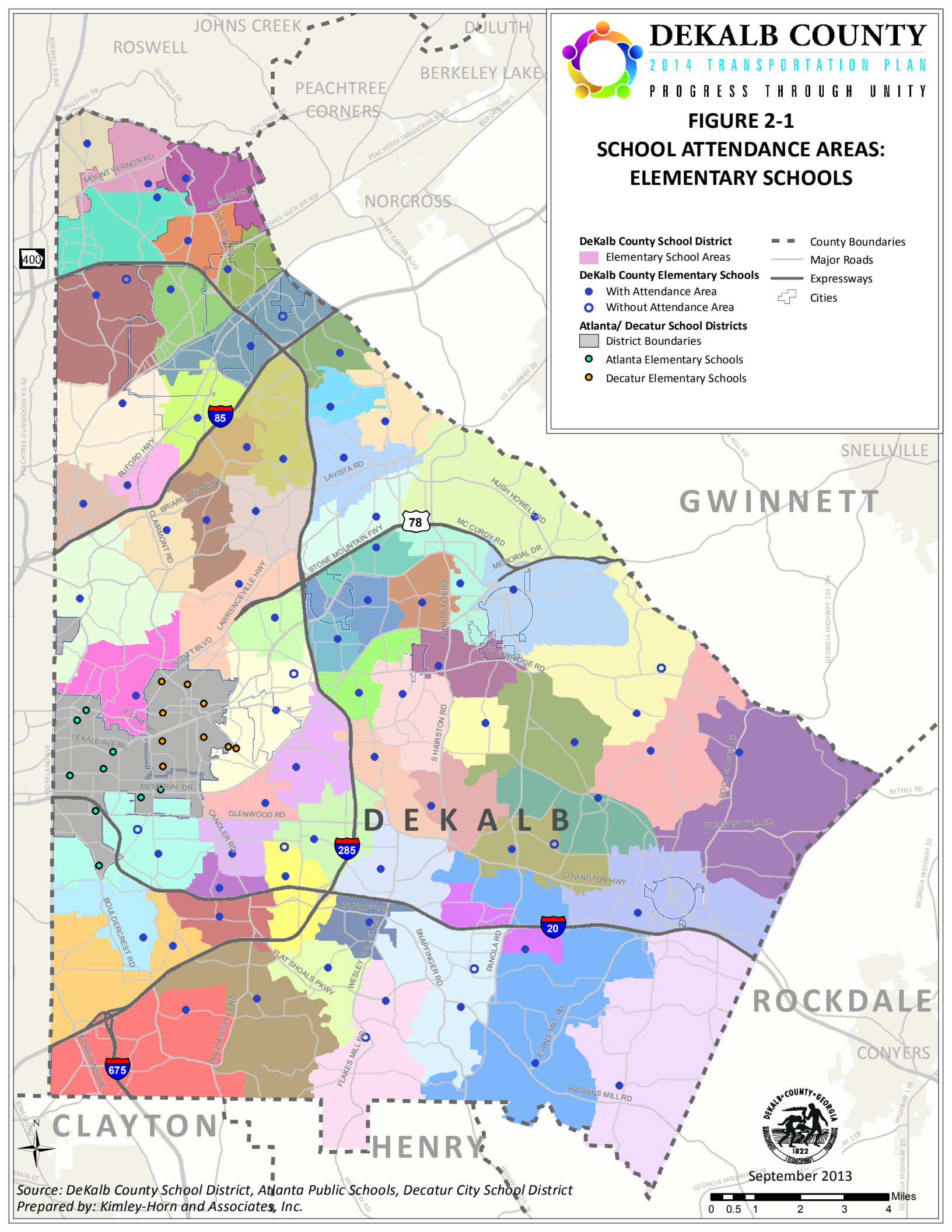
Figure 2-6 shows various community facilities located throughout DeKalb County including police and fire stations, hospitals, libraries, colleges, and senior centers, among others. Understanding where these facilities are located throughout the county and how people can access them is important component of the transportation plan. Many sites are located along existing MARTA rail, while others are located along MARTA bus routes. Some sites may be reached by foot or by bike. Many facilities, however, are most easily accessible by car. Creating opportunities for better access and more options to reach important community facilities and schools is a high priority of this transportation plan.

Table 2-1: Greatest Number of Students within a Hazard Bussing Area

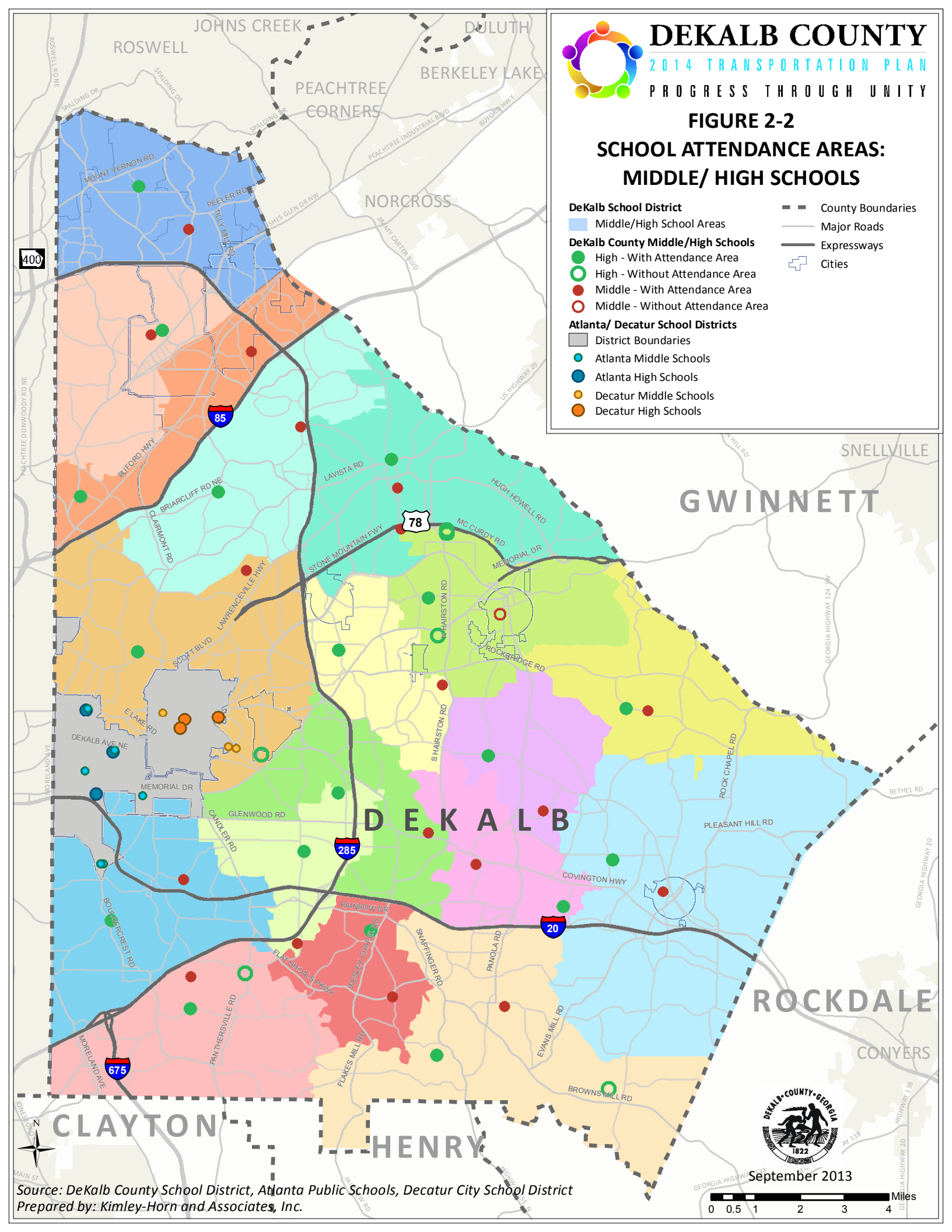
School Name	Number of Students
Elementary School	
Woodward Elementary School	451
Princeton Elementary School	448
Dresden Elementary School	442
Panola Way Elementary School	361
Fairington Elementary School	339
Middle School	
Bethune Middle School	109
Tucker Middle School	100
Henderson Middle School	98
Salem Middle School	75
Stephenson Middle School	75
High School	
Cedar Grove High School	161
Southwest DeKalb High School	136
Columbia High School	127
Redan High School	110
Dunwoody High School	103

Table 2-2: Greatest Number of Students within a Student Walk Area

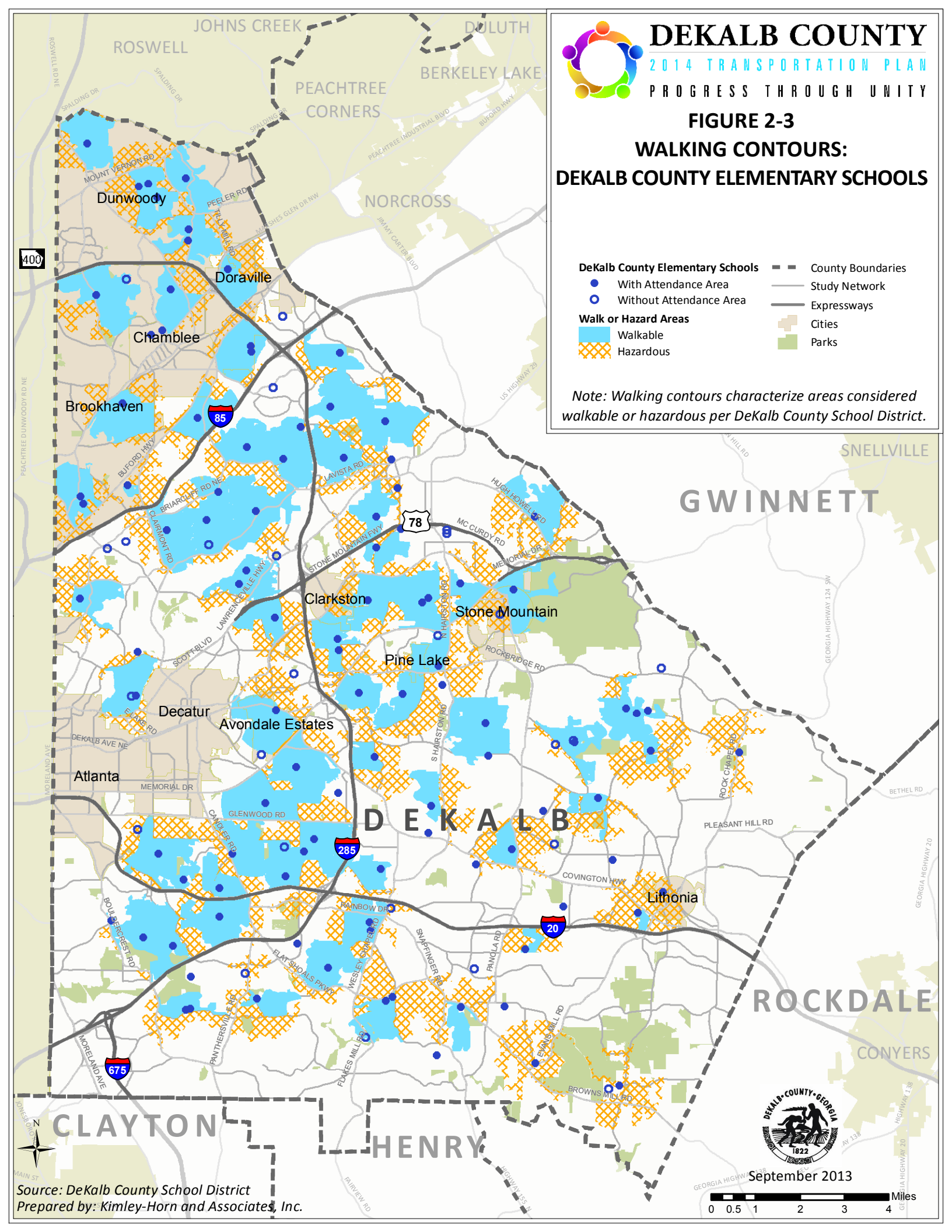
School Name	Number of Students
Elementary School	
Indian Creek Elementary School	933
Miller, E. L. Elementary School	486
Midway Elementary School	359
Dresden Elementary School	358
Snapfinger Elementary School	347
Middle School	
Stephenson Middle School	19
Salem Middle School	18
Redan Middle School	16
Henderson Middle School	15
Chapel Hill Middle School	14
High School	
Stephenson High School	29
Lithonia High School	24
Redan High School	24
Southwest DeKalb High School	23
Columbia High School	20

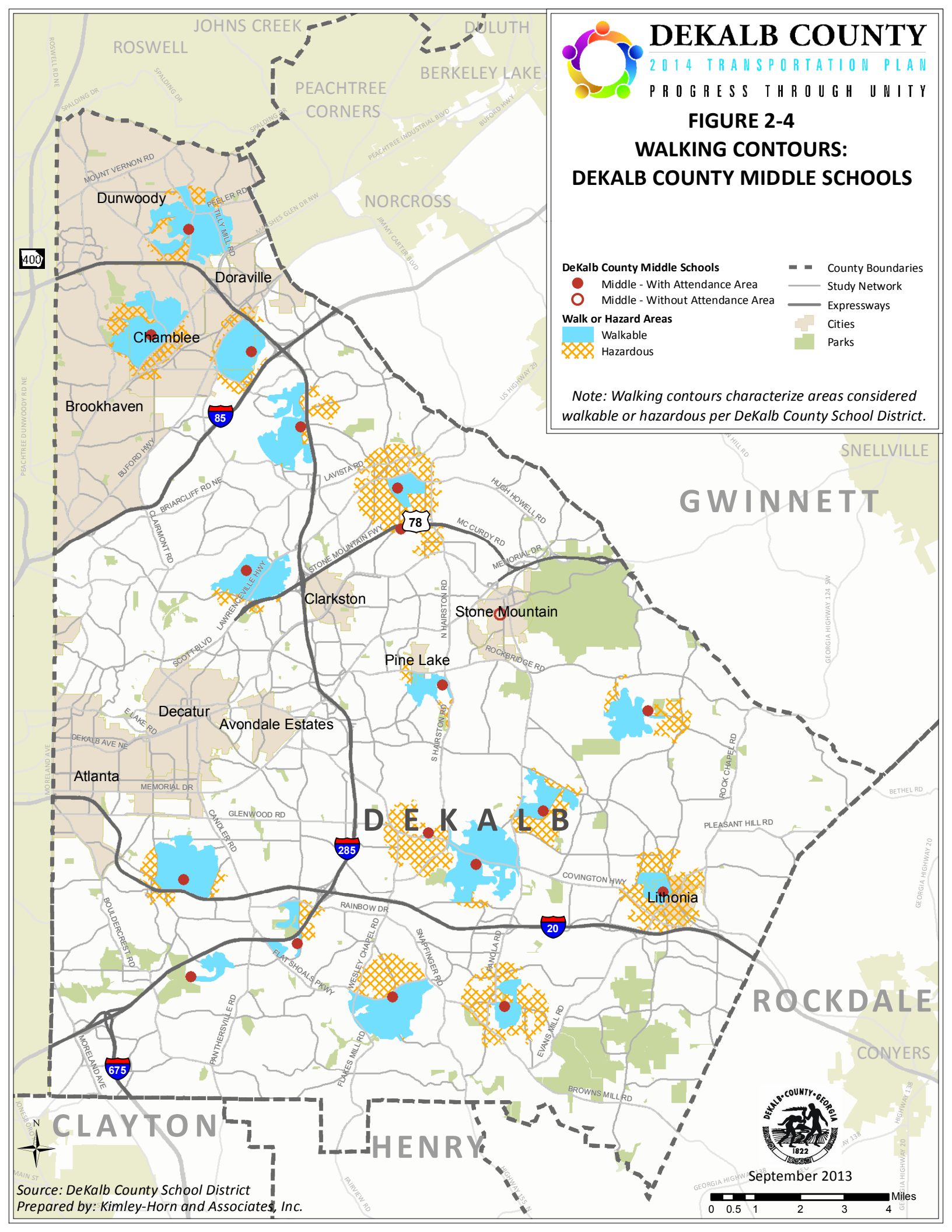


Source: DeKalb County School District, Atlanta Public Schools, Decatur City School District
Prepared by: Kimley-Horn and Associates, Inc.

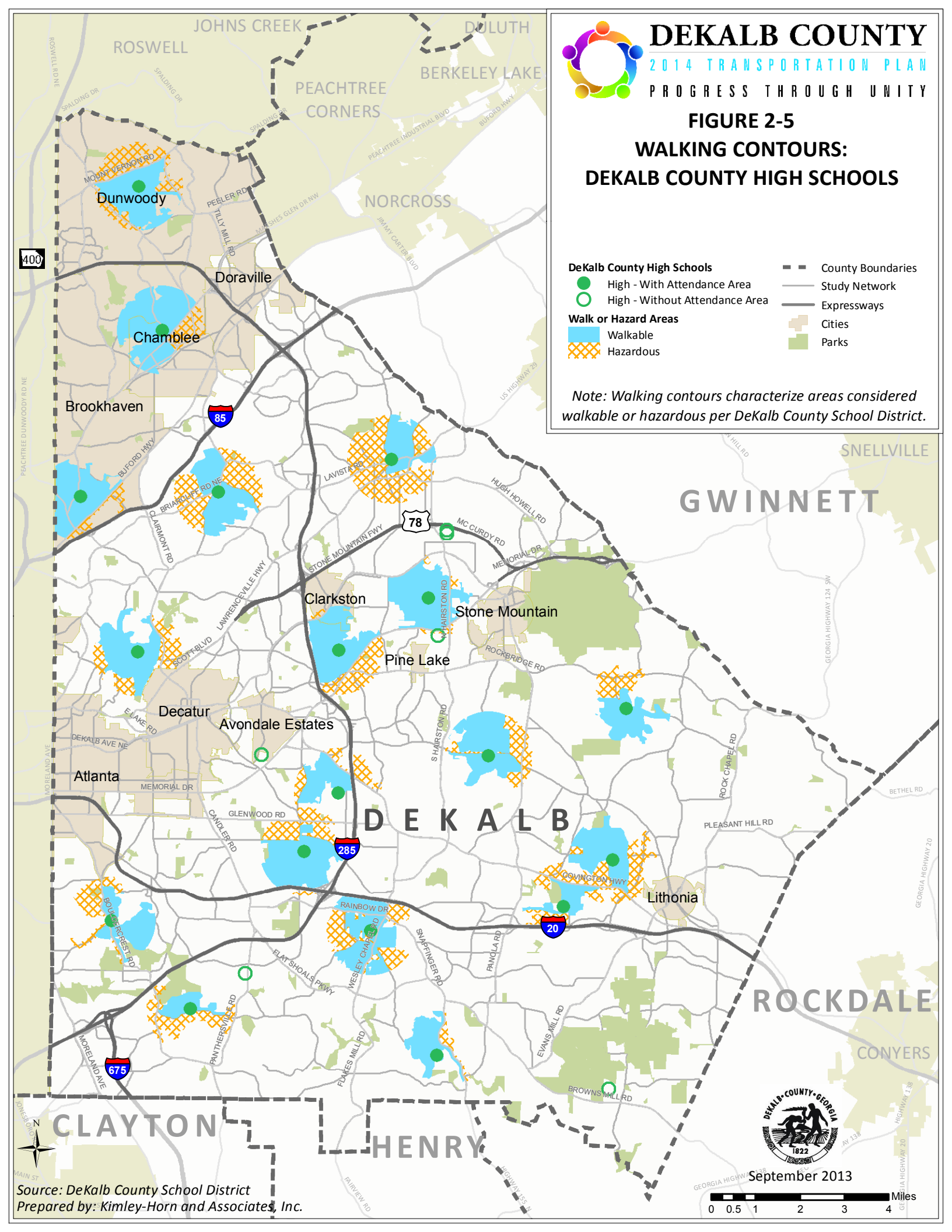


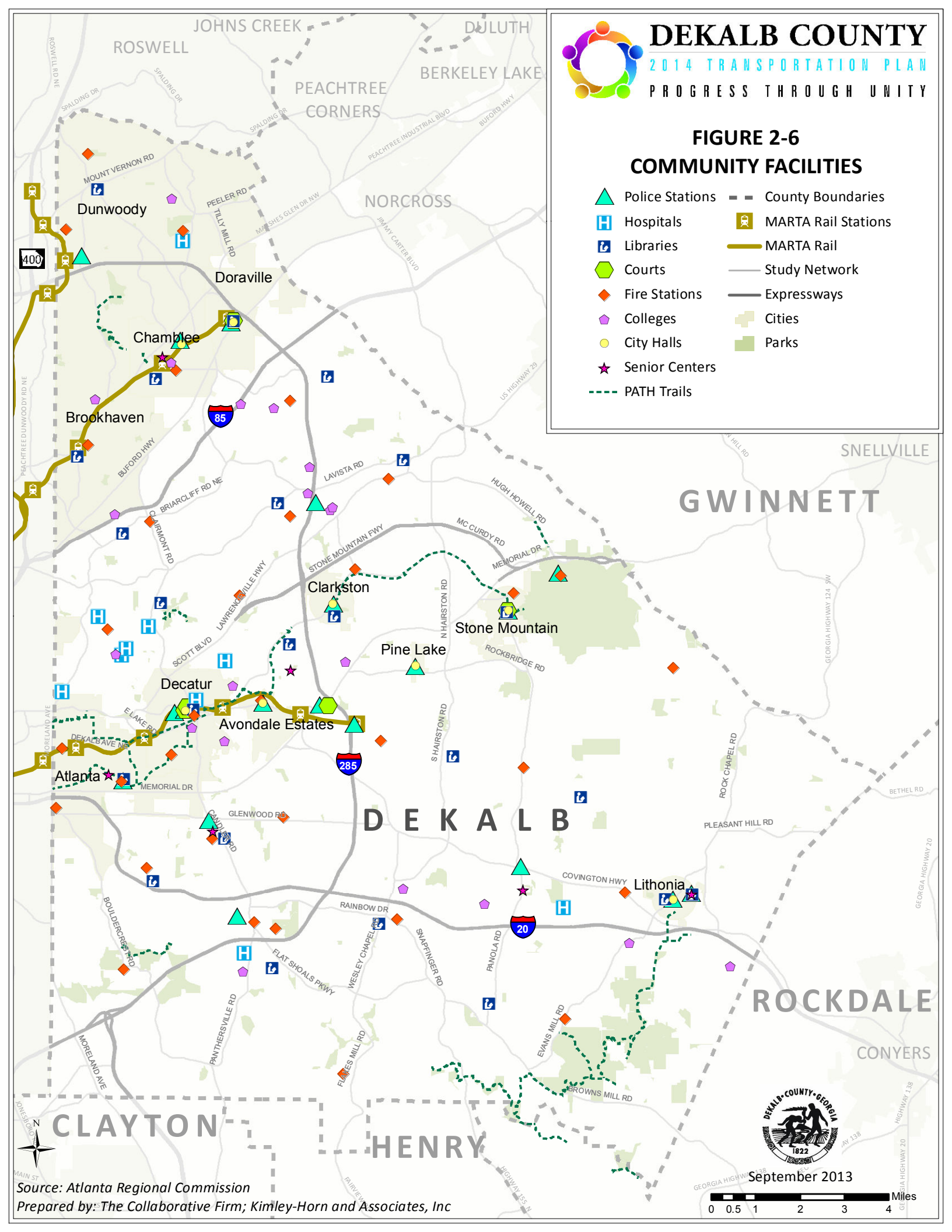
Source: DeKalb County School District, Atlanta Public Schools, Decatur City School District
Prepared by: Kimley-Horn and Associates, Inc.


DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY
FIGURE 2-3
WALKING CONTOURS:
DEKALB COUNTY ELEMENTARY SCHOOLS
DeKalb County Elementary Schools
With Attendance Area
Without Attendance Area
Walk or Hazard Areas
Walkable
Hazardous
County Boundaries
Study Network
Expressways
Cities
Parks
Note: Walking contours characterize areas considered walkable or hazardous per DeKalb County School District.
JOHNS CREEK
ROSWELL
DULUTH
BERKELEY LAKE
PEACHTREE CORNERS
NORCROSS
SNELLVILLE
GWINNETT
Dunwoody
Doraville
Chamblee
Brookhaven
Clarkston
Stone Mountain
Pine Lake
Decatur
Avondale Estates
Atlanta
Lithonia
ROCKDALE
CONYERS
CLAYTON
HENRY
DEKALB
400
85
78
285
20
675
Source: DeKalb County School District
Prepared by: Kimley-Horn and Associates, Inc.
September 2013
0 0.5 1 2 3 4 Miles



Source: DeKalb County School District
Prepared by: Kimley-Horn and Associates, Inc.


DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY
FIGURE 2-5
WALKING CONTOURS:
DEKALB COUNTY HIGH SCHOOLS
DeKalb County High Schools
High - With Attendance Area
High - Without Attendance Area
Walk or Hazard Areas
Walkable
Hazardous
County Boundaries
Study Network
Expressways
Cities
Parks
Note: Walking contours characterize areas considered walkable or hazardous per DeKalb County School District.
JOHNS CREEK
DULUTH
ROSWELL
BERKELEY LAKE
PEACHTREE CORNERS
NORCROSS
SNELLVILLE
GWINNETT
Dunwoody
Doraville
Chamblee
Brookhaven
Clarkston
Stone Mountain
Pine Lake
Decatur
Avondale Estates
Atlanta
DEKALB
Lithonia
ROCKDALE
CONYERS
CLAYTON
HENRY
400
85
78
285
20
675
MOUNT VERNON RD
PEELER RD
TILLY MILL RD
BUFORD HWY
LAVISTA RD
HUGH HOWELL RD
BRIARCLIFF RD NE
CLAIRMONT RD
STONE MOUNTAIN FWY
MC CURDY RD
MEMORIAL DR
LAWRENCEVILLE HWY
SCOTT BLVD
S HAIRSTON RD
ROCKBRIDGE RD
E LAKE RD
DEKALB AVE NE
MEMORIAL DR
GLENWOOD RD
CANDLER RD
ROCK CHAPEL RD
PLEASANT HILL RD
COVINGTON HWY
RAINBOW DR
SNAPFINGER RD
PANOLA RD
WESLEY CHAPEL RD
FLAT SHOALS PKWY
BOULDERCREST RD
PANTHERSVILLE RD
MORELAND AVE
FLAKES MILL RD
EVANS MILL RD
BROWNS MILL RD
BETHEL RD
N
DEKALB COUNTY GEORGIA 1822
September 2013
0 0.5 1 2 3 4 Miles
Source: DeKalb County School District
Prepared by: Kimley-Horn and Associates, Inc.



Source: Atlanta Regional Commission

Prepared by: The Collaborative Firm; Kimley-Horn and Associates, Inc

A-2.5 North Planning Area

Dunwoody Comprehensive Plan:

Dunwoody's Comprehensive Plan outlines a variety of transportation improvements needed in order to create a community which is connected yet efficient. Specific transit needs specified in Dunwoody's Comprehensive Plan included: improve the quality of MARTA bus stops, identify and address additional commuter needs (i.e. Spanish speaking bus drivers for the increasing Hispanic population), provide safe and secure parking to support multi-modal transit services, increase network connectivity to accommodate demand between neighborhoods and development without accessing the major thoroughfare system, promote the use of Zero-emission Low Speed Vehicles (LSV's) and Neighborhood Electric Vehicles (NEV's) while also considering other emerging and innovative technologies, promote travel demand management (TDM) strategies to reduce the number of trips, preserve the current transportation investment through effective maintenance of the existing transportation system, and continue to support GTRA, MARTA, ARC, and GDOT efforts related to express transit service and regional buses.

Chamblee Comprehensive Plan:

The future development of Chamblee will promote projects that improve the linkages between communities and increase pedestrian safety along with varying modes of transportation while also working to preserve and respect the natural environment. In particular, Chamblee's Comprehensive Plan notes the need to encourage development that is pedestrian-oriented, community centered and minimizes vehicular trips. Some ways in which to achieve these goals include: developing roadway cross sections for arterial roadway classifications, increase shared parking, encourage interconnectivity between parcels, implementation of traffic calming design features, increase the number of dedicated bike lanes, and maintain and improve MARTA bus and rail stops.

Chamblee Livable Centers Initiative:

One goal of the LCI plan is to encourage transit-oriented, pedestrian-friendly development around the MARTA station. Mixed-use buildings within comfortable walking distance to the station would address the problem of accessibility, but modifications to the design of the station itself may prove unavoidable. Therefore, one priority for public expenditure should be updating the MARTA station with design improvements that reinforce regulatory changes. In addition, the LCI plan highlights design issue concerns for the connection between the major north-south transportation corridors that pass through the area. East-west passageways on both sides of the station are particularly dire for pedestrians. One recommendation to solve this issue of connectivity is to reconsider modification of the MARTA station paid area to allow free passage through the station to create an additional pedestrian connection across railroad tracks.

In addition to the potential for increased use of MARTA in the Chamblee LCI area, a future opportunity for shuttle service exists once significant redevelopment of the area occurs. This shuttle service could link the MARTA station with downtown Chamblee, adjacent residential neighborhoods, and commercial areas along Peachtree Industrial Boulevard.

Doraville Comprehensive Plan:

Doraville's Comprehensive Plan envisions a Doraville with interconnected neighborhoods that promote a greater sense of community. In order to achieve this vision, Doraville must assess their current transportation

infrastructure and project future demands. While Doraville has a high level of access to transit, there are impediments to use including limited pedestrian facilities (sidewalks, delineated crosswalks at intersections, and bus shelters) especially on routes that operate on high volume, high speed roadways. In addition to this, the Doraville MARTA station is only accessible from the east side. Persons living in the area are separated from the station by busy, high traffic volume streets with limited pedestrian facility infrastructure around the station. For these reasons, Doraville's Comprehensive Plan highlights efforts to: promote connectivity between MARTA, open space, commercial and residential areas with bike paths and walkways, support the development of Bus Rapid Transit connection to existing MARTA facilities, support the development of a shuttle connecting Peachtree DeKalb Airport, International Village, Chamblee MARTA, Doraville MARTA and the Gwinnett Chinatown

Doraville Livable Centers Initiative:

In order to remain consistent with LCI goals, Doraville must address transportation concerns. One issue is the need/identification of future transit circulation systems and the connectivity of transportation system to other centers. This could be remedied by maximizing use of the existing MARTA rail station and laying the foundation for future transit use.

The Doraville MARTA station is currently under-utilized. The Doraville station is only accessible from one side. No dedicated bus lanes for faster service exist, especially along Buford Highway. The lack of transit-supportive uses around the transit station limits its ability to attract riders. Many bus stops lack benches, shelters, or posted schedules. The lack of quality pedestrian facilities also negatively impacts transit ridership. Closely spaced bus stops on Buford Highway contribute to frequent stopping. There is limited transit service between Doraville's neighborhoods and the city's center. Covered bus stops and seating could enhance rider comfort. Incorporating signal preemption, or dedicated bus lanes could streamline bus service. Transit-supportive land uses could make using transit a desirable option for a larger population. Making the area more transit-friendly could reduce the expense of car ownership. Proposed transit projects include:

- Bus rapid transit on Buford Highway from the Lindbergh MARTA to Pleasant Hill;
- Transit ITS on Buford Highway from Sidney Marcus to Pleasant Hill Road;
- MARTA on train announcement updates to highlight positive attributes of Doraville;
- New MARTA parking deck;
- Rail transit from the Perimeter area to Doraville; and
- Rail transit to Gwinnett County

Existing Land Use Map:

The northern portion of DeKalb County includes many significant roadways and transit corridors such as I-285, I-85, Buford Highway, Peachtree Road, Peachtree Boulevard, and the MARTA north rail lines. These corridors are lined with commercial uses, with larger commercial nodes or activity centers occurring at major intersections, as well as at the Chamblee, Doraville, and Dunwoody MARTA stations. Multi-family residential uses are prevalent in this area, being found along major roadway corridors such as Buford Highway, I-85, I-285 near Dunwoody, and around the Doraville MARTA station. This area does not show much undeveloped land. The most prevalent existing land use found in this planning area is residential medium density. Existing land

uses at the intersections of Ashford Dunwoody Road NE and Johnson Ferry Rd NE and Chamblee Dunwoody Road and N. Shallowford Road and around the Brookhaven/Oglethorpe MARTA station lack diversity in the mix of existing uses, as well as, densities and intensities that are appropriate at these high-traffic locations.

Future Land Use Map:

Future land use map is oriented around a series of high, medium, and low density clusters for commercial, mixed-use, and town centers. In the North Planning Area future mixed-use clusters include the Perimeter Center area, Dunwoody's Georgetown-Shallowford Road Community Area, Doraville GM Plant, and Downtown Chamblee including Peachtree Boulevard. The Brookhaven LCI Area along Peachtree Road is defined as a future Town Center.

The future land uses proposed for the North Planning Area of DeKalb County account for the high traffic volume that is generated from the area's major transit corridors and their respective transit stations and major intersections. The I-85 corridor is proposed to be lined with a blend of low intensity commercial, low intensity/density mixed-use, office/institutional and industrial areas. As a less traveled corridor, Buford Highway is proposed to be lined with predominately low intensity commercial. The centralized transit corridors of this planning area, Peachtree Road and Peachtree Industrial Boulevard, lend themselves to being surrounded by a mix of land uses. In addition to the placement of three (3) major MARTA rail stations along Peachtree Road, the orientation and proximity of Peachtree Road to Peachtree Boulevard and the major intersections they create at their split and at I-285, support transit oriented community land use needs including: town centers, green spaces, and medium to low density/intensity residential and commercial uses. As a well-traveled corridor, I-285 is appropriately proposed to be lined with uses that align with the needs of their major intersections. The I-285/I-85 and I-285/Peachtree Road intersections are proposed for industrial, office-institutional and low-medium intensity commercial uses. On the other hand, the I-285 intersections with Ashford Dunwoody Road NE, Chamblee Dunwoody Road, and North Peachtree Road propose a mix of low intensity commercial with medium density/intensity mixed-use. The future land uses for this planning area are transit oriented along major transportation corridors, intersections, and stations, yet the areas outside of these corridors remain predominately low density residential.

Zoning Map:

Zoning in the North Planning Area somewhat mirrors the future land use plan, but is characterized by a separation of uses that does not account for the future mixing of uses in key locations. While most of the north area is zoned for residential uses (R-100, R-75 and NCD among others), a mix of office, commercial, industrial, and mixed-use districts line major corridors and surround the gold MARTA rail line stations.

Many of the major road corridors are lined with commercial and multi-family uses in varying degrees of intensity. Many of the MARTA stations, Doraville, Dunwoody and Chamblee have large areas of commercial and office zoning surrounding them, but few have residential uses including mixed-use. Only Chamblee has a significant amount of mixed-use zoning around its MARTA station to maximize the existing transit infrastructure. The Brookhaven/Oglethorpe MARTA station has some high-density residential zoning, as well as, some commercial zoning, but immediately drops off to R-75 and R-100 zoning. The intersection of

Chamblee Dunwoody Road and N. Shallowford Road has some mixed-use zoning, but is predominantly surrounding by low intensity commercial zoning and R-75 zoning, which allows densities of only 4 units/acre.

Comparison – Existing Land Use Map/Future Land Use Map:

The Northern Planning Area of DeKalb County is largely composed of low density residential sliced by commercial and multi-family residential land uses that surround the area's major transit corridors. The future land use map proposes to organize and diversify the land uses, which abut major transportation corridors. The current activity centers at the Brookhaven, Chamblee, Doraville, and Dunwoody MARTA stations as well as at the Chamblee Dunwoody Road and North Peachtree Road intersections are to remain activity centers, yet transition to be areas that cohesively encompass a broader range of land uses through the implementation of town centers as well as a diverse use of low, medium, and high density mixed use over areas once targeted as solely multi-family residential, high density residential, or commercial.

The areas likely to experience the most change include Buford Highway south of DeKalb-Peachtree Airport, the Brookhaven activity center, and the triangular area of centered around I-285, Ashford-Dunwoody, and Chamblee Dunwoody Road identified as the Georgetown-Shallowford Road character area. Buford Highway south of the DeKalb-Peachtree Airport, is proposed to transition from having surrounding land use areas of just multi-family residential or commercial to being targeted for only low density commercial closest to the highway, yet incorporating a mix of land uses to include medium density mixed use, low density mixed use, low density commercial, as well as town center. The Brookhaven activity center is proposed to transition from an area of intensive institutional, commercial, multi-family residential and high density residential, to being a more walkable, cohesive town center. The Perimeter Center area particularly along Ashford Dunwoody Road will experience change through allowing mixed uses where there were once areas dedicated to commercial, multi-family residential, and high-density residential independent of one another. Lastly, the Georgetown-Shallowford Road area will experience a proposed change similar to that of Perimeter Center, yet to a less intense degree. Land uses along Chamblee Dunwoody Road in the Georgetown-Shallowford area will also evolve from being independently commercial, multi-family residential, institutional to that of a greater degree of mixed use and office institutional development.

Comparison – Unified Growth Policy Map/Future Land Use Map:

Largely the UGPM and the future land uses for the North Planning area of DeKalb tend to agree, with both showing clusters of commercial and mixed-use activity along the MARTA rail stops and major transportation corridors. There are some differences however. The area around the Chamblee MARTA station on the UGPM is called out as Town Center, while the future land use expands the Town Center by including some lower density mixed use in addition to the core medium density mixed use. In Dunwoody there is a large cluster of mixed use at the intersection of I-285 and Chamblee Dunwoody Road, while this area is listed simply as Regional Employment Corridor on the UGPM. Brookhaven is identified as a Regional Attractor, likely due to Oglethorpe University, on the UGPM, but the future land use for the area includes an even larger Town Center designation that would include a mix of different uses. One other difference is that Buford Highway is shown on the future land use map as low intensity commercial, similar to its current use, but the UGPM map shows the area as region core.

Cultural, Environmental, Historic, and Educational Resources:

There is one historically-significant area, the Oglethorpe University Historic District, located around the university campus. Large open spaces include the Peachtree and Capital City Golf Clubs, both in Brookhaven. There is also Murphey Candler Park in Brookhaven for non-golf related greenspace. The following educational institutions are located within the planning area: Georgia Perimeter College in Dunwoody on Womack Road, Interactive College of Technology in Chamblee on New Peachtree Road, Oglethorpe University in Brookhaven along Peachtree Road, and Everest Institute on Northeast Expressway in Brookhaven. The North DeKalb Senior Center in Chamblee is located at 5238 Peachtree Road. Several libraries are located within the planning area, including Brookhaven Branch Library in Brookhaven along North Druid Hills Road, Chamblee Branch Library in Chamblee along Clairmont Road, Doraville City Library in Doraville on Central Avenue, and Dunwoody Branch Library in Dunwoody on Chamblee-Dunwoody Road.

Developments of Regional Impact:

The following developments of regional impact (DRI's) are found within the planning area:

Johnson Ferry East Redevelopment: Former public housing project near Johnson Ferry Road and Ashford Dunwoody Road turned into a mixed-use development that at build-out was approved to include 436 senior living units, 149 townhome/brownstones, 51 single family units, 200 mid-rise apartment units, and 80,000 square feet of retail space.

236 Perimeter Mixed Use Development: Redevelopment of the property at 236 and 240 Perimeter Center Parkway with a 25-story 600,000 square feet office building and an 18-story, 200 room hotel, with deck parking.

High Street: A large mixed-use development at the northwest corner of Hammond Drive and Perimeter Center Parkway consisting of 1,500 apartments, 1,500 condominiums, 400 hotel rooms, a net increase of 138,556 square feet of office space (235,000 square feet total), as well as 325,000 square feet of retail space, and 75,000 square feet of restaurant space.

Perimeter Center East Mixed Use Development: A mixed-use project at 84 Perimeter Center East including a 23-story residential building consisting of 330 units and a 12-story hotel consisting of 240 rooms with an accessory 8,000 square foot restaurant.

The Heights at Clairmont: A new 715 unit apartment building at Clairmont Road and I-85 Access Road.

Concept 3 Map:

Perimeter Center Major Activity Center that would serve regional rail (likely light rail) along the north arc of I-285 from Smyrna towards Norcross and Gwinnett Arena in addition to the current MARTA rail service. MARTA is also expected to one day expand service beyond Doraville to Norcross. In addition, Doraville is a stop on the proposed Gainesville commuter rail line as well as the regional suburban bus and arterial rapid bus line along Buford Highway to Duluth.

Special Study areas where transportation is a significant issue, contributor, or detractor from realizing land use/development vision:

The large mixed-use areas near Perimeter Center and the cluster at the intersection of I-285 and Chamblee Dunwoody lack a direct connection, forcing additional traffic onto the over-taxed interstate loop. Though it is a major connection to Chamblee, Brookhaven, and Dunwoody from the interstate, Chamblee Dunwoody Road is a 2-lane road and surrounded by low-density residential zoning. This configuration will continue to generate friction over time. Ashford Dunwoody is a major connecting road that is surrounded by residential uses and zoning. Likewise, Peachtree is another major connecting road that is surrounded by residential uses and zoning. Due to the high concentration of commercial uses, the corridors of Buford Highway, Peachtree Road, and Peachtree Boulevard and the activity centers around Chamblee and Doraville should be explored further as it relates to impact on transportation facilities, especially roadway facilities.

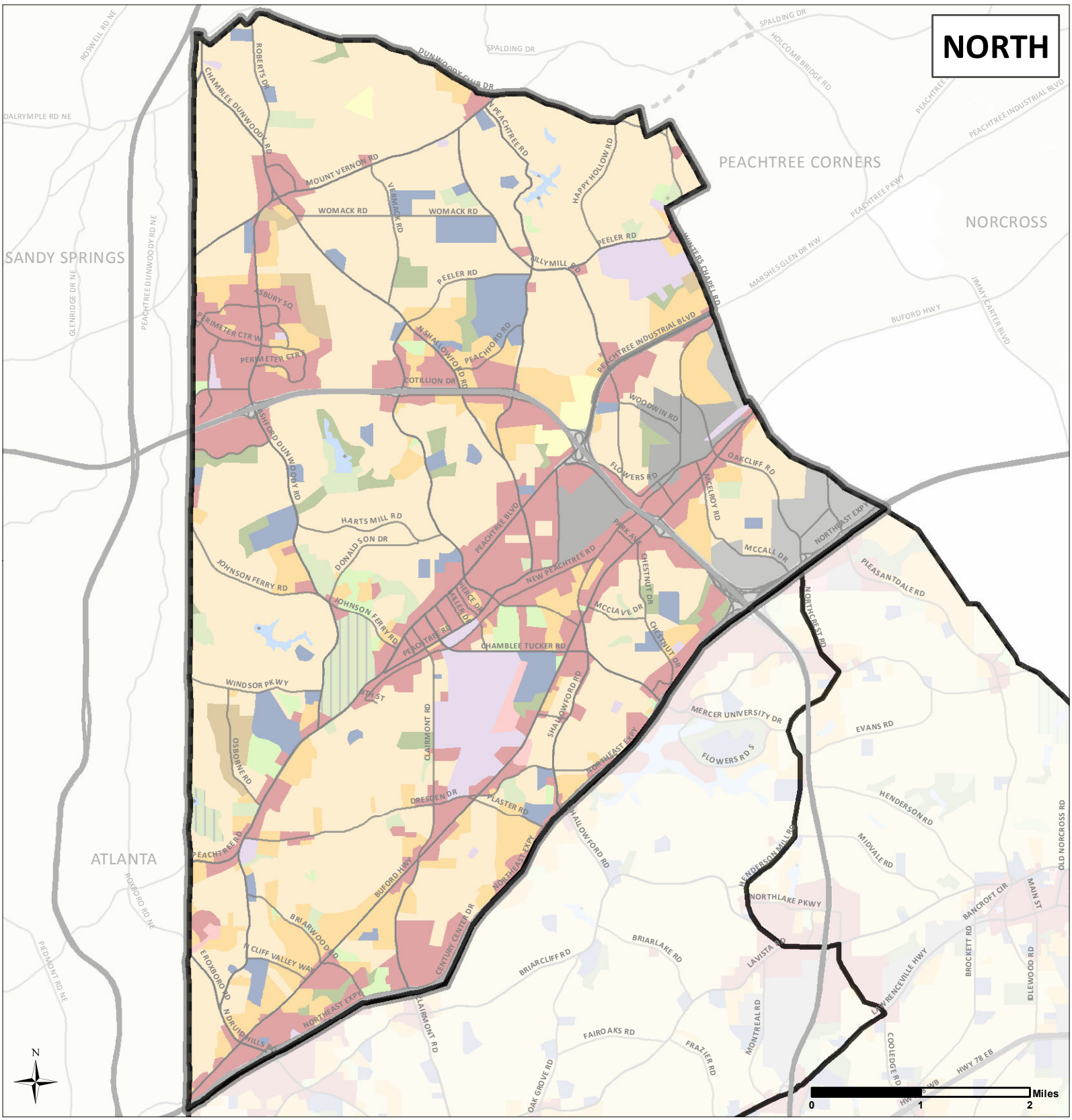
Emerging areas or areas of significant change:

As the most intensely developed portion of DeKalb County, the Northern planning area has several areas of significant transportation interest. While the majority of the major transportation corridors have experienced steady development, the area around Peachtree Road and Peachtree Boulevard- specifically the areas surrounding the Brookhaven, Chamblee, and Doraville MARTA stations- are areas of planned future improvements. Additionally, there are two areas in the northern section of this planning area that are slated for increased growth and development. The first is the Georgetown- Shallowford Road area, at the intersection of Chamblee Dunwoody Road and I-285, which has had relatively recent DRIs and was grandfathered as an LCI in 2010. The second emerging area in the north is the Dunwoody MARTA station. Doraville was awarded an LCI grant in 2010 and the GM plant closing there has the potential to generate significant amounts of trips once redeveloped.

Other areas where additional study or consideration is needed to improve the link between land use and transportation:

Existing and future land uses at the following locations lack link between land use and transportation:

- Ashford Dunwoody Road NE and Johnson Ferry Rd NE
- I-285 at Peachtree Industrial, Peachtree Road and Chamblee Dunwoody Road
- Brookhaven/Oglethorpe MARTA station



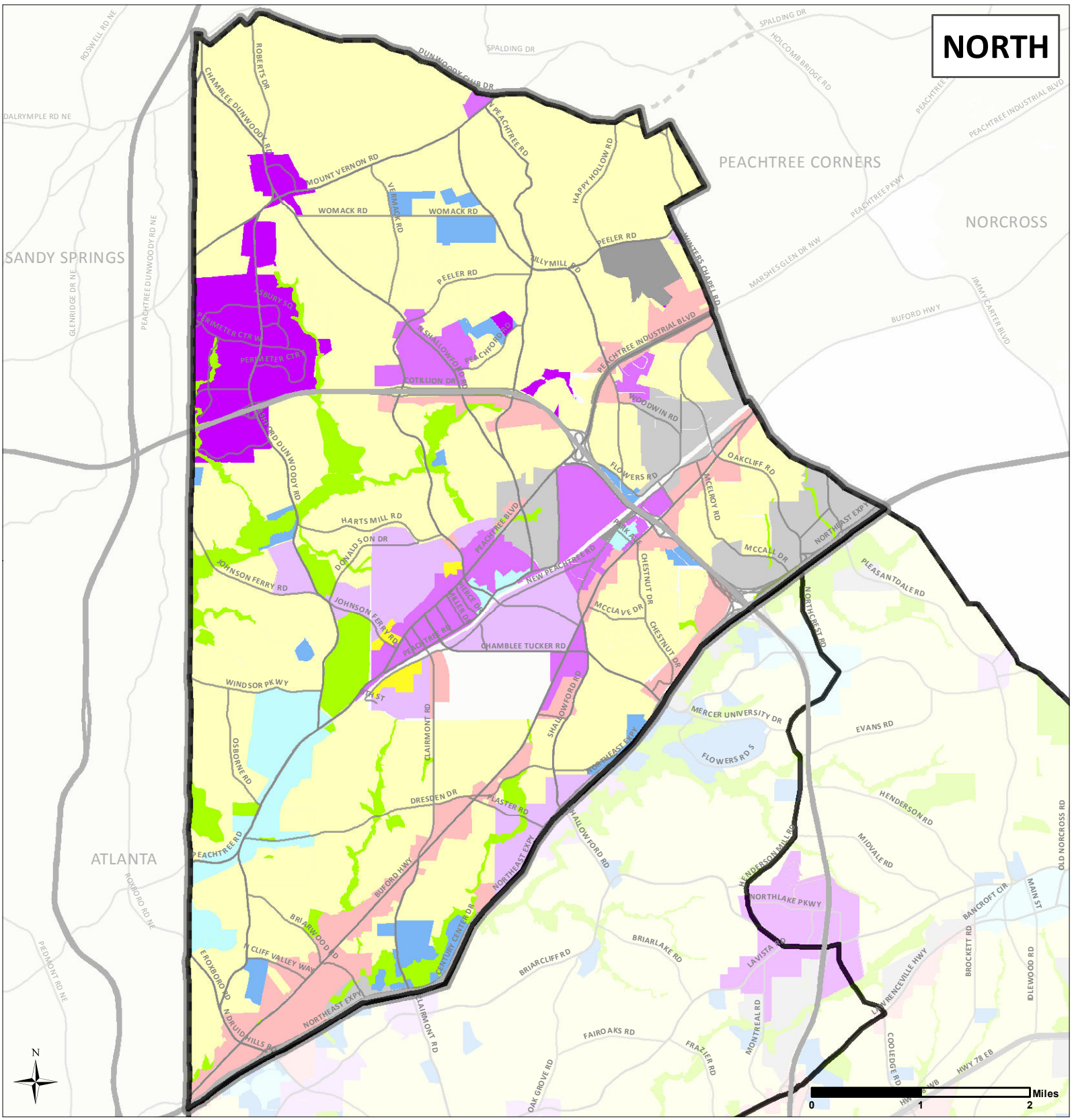
- DeKalb Planning Area
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Industrial
- Ind. & Comm. Complexes
- Limited Access Highways
- TCU
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- River
- Wetlands
- Reservoirs
- Exposed Rock
- Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-7
EXISTING LAND USE

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013



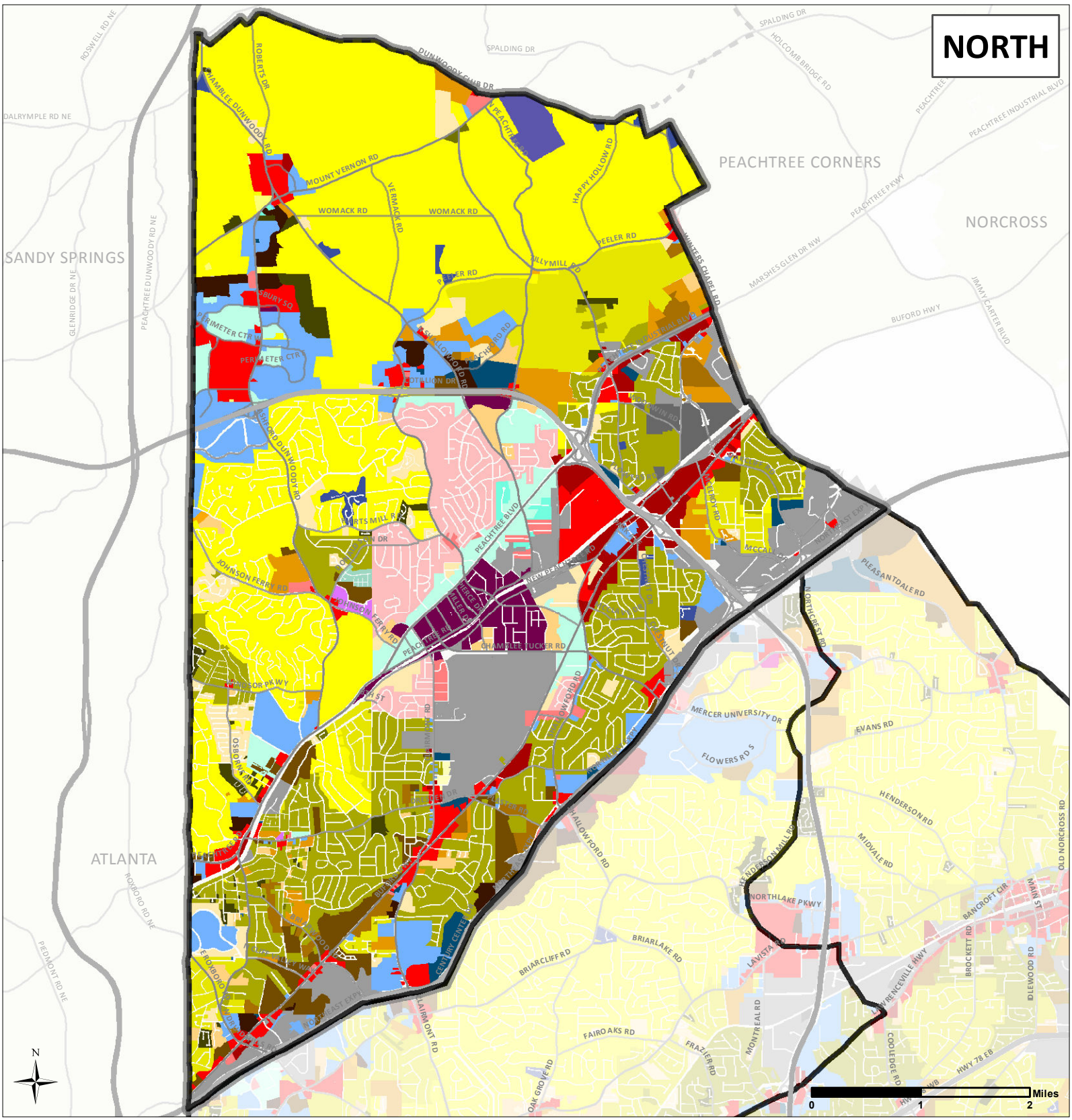
- DeKalb Planning Area
- Low Density Commercial
- Medium Density Commercial
- High Density Commercial
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Town Center
- Office / Institutional
- Community Facilities
- Industrial
- Greenspace
- Transportation / Communication / Utilities

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-8
FUTURE LAND USE

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013



NS
C-1
C-2
GS
M
M-2
MHP
O-D
O-I
O-I-T
OCR
PC-1
PC-2
PC-3
PUD
R-200
R-150
R-100
R-85
R-75
R-60
R-50
R-CD
R-CH
R-DT
R-A5
R-A8
RM-150
RM-100
RM-85
RM-75
RM-HD
NCD
TND
DeKalb Planning Area

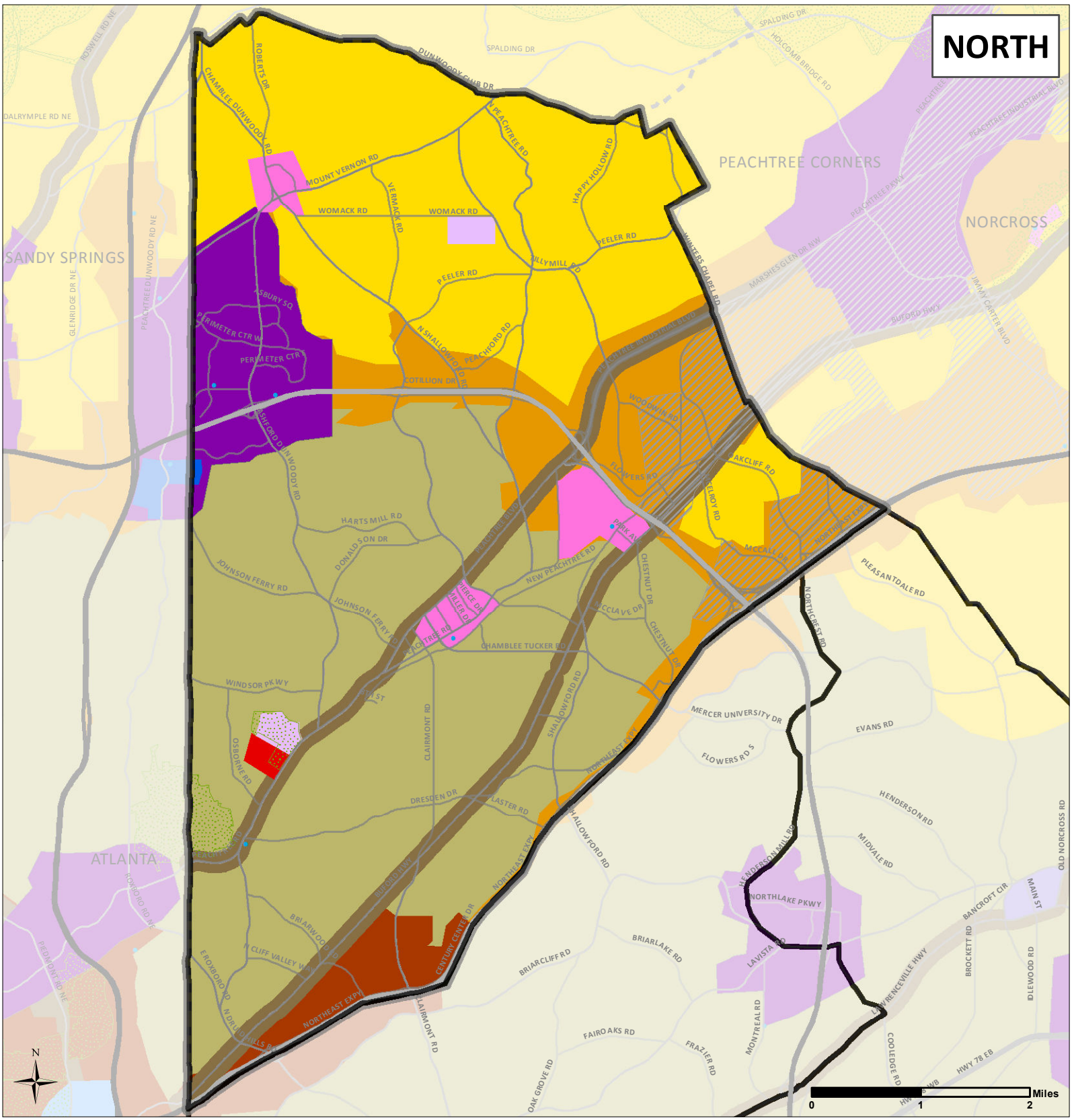
* *Zone descriptions noted in document text*

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-9
DEKALB ZONING

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013



- DeKalb Planning Area
- Region Core
- Regional Employment Corridors
- Maturing Neighborhoods
- Established Suburbs
- Developing Suburbs
- Rural Areas
- Redevelopment Corridors
- Regional Centers
- Regional Town Centers
- Major Retail Districts
- University Districts
- Wellness Districts
- Community Activity Centers
- Town Centers
- Village Centers
- Industrial/Logistics Areas
- Regionally Important Resources (Overlay)
- Station Communities

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-10
UNIFIED GROWTH POLICY

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013

A-2.6 Central East Planning Area

Clarkston Comprehensive Plan:

While Clarkston has undergone a recent wave of change as the combined result of international immigration and growing urbanization, Clarkston retains a relaxed small town pace and feel. However, in order to maintain this feel transportation issues and needs must be addressed. The Clarkston community wishes to improve its walkability while also affording its visitors and citizens accessible alternative modes of transportation. The city's comprehensive plan addressed the need to improve the following in how they pertain to transportation: pedestrian connections, pedestrian shelters, increase public awareness for alternative modes of transportation, assess and work with MARTA and DeKalb County of transportation service improvements, installation of community gateway signage, integrate additional greenways and pathways, improve street intersections, increase attractive transportation signage, as well as work to improve the overall aesthetic appeal of all roadways and connectors.

Clarkston Livable Centers Initiative:

The LCI Plan for Clarkston addresses and expands upon those transportation concerns which the city's Comprehensive Plan highlights. Two areas of need specified in the LCI plan include the installation of additional transit amenities at several bus stop locations (include: seating, signage, bicycle parking, and bus schedules) and the need to promote car & vanpooling. The following are transit recommendations that were proposed through the LCI plan for Clarkston: an East Ponce Pedestrian project (this project includes the installation of 6 ft wide sidewalks along the south side of East Ponce, planting and utility zone installation, planting of street trees, additional street furniture, fixtures, lighting, and the use of decorative railroad safety fencing), Market Street railroad crossing upgrade, as well as an East Ponce Gateway and Transit Stop Improvements Project which would integrate gateway features into a transit waiting area.

Pine Lake Comprehensive Plan:

The city will promote the capabilities for multi-modal forms of transportation through the interconnectivity of communities for pedestrians, bicyclists, and users of public transportation to allow for greater access to town centers and regional activity centers. Utilizing context sensitive design for roads and sidewalks will provide several of the improvements desired as smart growth strategies are leveraged for future development to also spur increased economic vitality. The establishment of these additional amenities will also encourage more involvement from the citizens of Pine Lake in the community decision-making process.

Stone Mountain Comprehensive Plan:

The City of Stone Mountain's Comprehensive plan addresses the need to provide transit oriented development in order to create a more walkable community for residents and visitors. The city aims to achieve its vision through the installation of a substantial sidewalk network, interconnected trails, and greenways that will in turn promote pedestrians to utilize alternate modes of transportation which will result in decreased traffic congestion while increasing social interaction between the city and its surrounding communities. In addition to these plans, MARTA is responding to the need for improved transit service to the area- specifically bus service improvements along Memorial Drive. This project will result in new service and a more direct route between downtown Stone Mountain and the Kensington rail station along Memorial Drive.

Tucker Livable Centers Initiative:

Tucker's Livable Centers Initiative Plan identifies the following transportation improvement needs: sidewalk projects, on-street bicycle facilities, cross-walk improvements, and trail/pathway projects. Sidewalk projects include avenue realignment, ADA compliance, pedestrian directional signage updates, and pedestrian corridor and intersection installation and improvements. The LCI Plan for Tucker specifies where the above mentioned sidewalk projects are proposed. On-street bicycle facilities to include bike lanes and sidewalks are proposed for both Idelewood and Brockett Roads. In addition to these plans, multiple multi-use trails are proposed for Burns Avenue, Fellowship Road, Lawrenceville Hwy, Lavista Road, Idelewood Road, and Chamblee Tucker Road.

North Lake Livable Centers Initiative:

The North Lake LCI Plan highlighted several improvements necessary to support the and encourage the use of the areas transit. The most predominant transit issue noted was that route lengths and headways do not lend themselves to servicing a large portion of local trips within the study area. In addition, it is recommended that the following access and usability improvements of the local transit facilities be considered: provide ADA sidewalks and intersection crossings, provide signage with route destinations at all bus stops locations, modifying transit routes to provide front door access to Northlake Mall and Northlake Festival Shopping Center; and provide common bus stops for three bus routes with transfer information.

Existing Land Use Map:

The primary existing land use in this planning area is medium density residential. Two (2) significant commercial corridors move across the area from I-285 to Gwinnett County line. Lawrenceville Highway includes activity centers at Northlake Parkway and downtown Tucker, while Memorial Drive is lined with commercial from I-285 to Stone Mountain. Moving southeast from Tucker to Stone Mountain and along Mountain Industrial Boulevard is Stone Mountain Industrial Park, a mix of commercial and industrial uses. Multi-family residential land uses are found surrounding the City of Clarkston, along the Memorial Drive corridor, and around the intersection of I-285 and I-85. Like most of DeKalb County, there is little in the way of undeveloped land in this planning area. The easternmost portion of the area, Stone Mountain Park represents an area of significant parkland.

Future Land Use Map:

The future land use map for the Central East Planning Area aims to organize and streamline the current land uses to be more complimentary to neighboring land uses. There are five (5) primary transportation corridors within this area: I-85, I-285, Lawrenceville Highway, Highway 78, and Memorial Drive. While the majority of this area is marked by low density residential, these five (5) corridors and the major intersections that occur along them foster assorted land uses. The future land uses proposed for this area near I-85 include both greenspace and industrial land uses. The portion of I-285 closest to the northern border of this planning area includes a proposed town center at Embry Hills. Moving further south along the I-285 corridor there are major intersections with several highways that promote more intense and dense uses. The I-285 and Lavista Road intersection is proposed as high density mixed-use, while just south at the I-285/Lawrenceville Highway intersection a mix of industrial, office-institutional, and low intensity commercial is proposed. The City of Clarkston is located at the intersection of I-285 and Highway 78. Clarkston has a mix of land uses proposed,

including low-medium density residential, town center, low density mixed-use, as well as community facilities. The future land uses recommended for the Lawrenceville Highway corridor include industrial and low intensity commercial with a town center proposed for Tucker, where Fellowship Road intersects Lawrenceville Highway and then splits into Lawrenceville Highway and Hugh Howell Road. Industrial land uses are proposed for a significant portion of the surrounding land along Mountain Industrial Boulevard between the intersections of Mountain Industrial Boulevard and Hugh Howell Road and Highway 78. Outside of Clarkston, Highway 78 has future land use designations of low intensity commercial and industrial. The predominant future land use designation, industrial, for Highway 78 and Mountain Industrial Boulevard occurs at their intersection. The last major transportation corridor for this area is Memorial Drive. Memorial Drive is anticipated to accommodate low intensity commercial and mixed-use to be dispersed from its intersection at I-285 to where it passes Stone Mountain Park. The City of Stone Mountain is proposed as a town center and low intensity commercial, while Stone Mountain Park is recommended to be maintained as greenspace.

Zoning Map:

Zoning in the Central East Planning Area of DeKalb County is generally consistent with the future land use map. There are commercial corridors along Memorial Drive and Lawrenceville Highway; however, the zoning does not reflect some of the mixed-use aspirations in areas like Tucker and between Memorial Drive and North Indian Creek Drive. Almost all of the commercial zoning in this planning area is found along Memorial Drive and Lawrenceville Highway, with pockets in other nodes, including the Northlake area and exits off of Stone Mountain Highway at Mountain Industrial Boulevard and Northlake Parkway. Along Memorial Drive, zoning is largely C-1 with some multi-family in the southeast portion of the area. Lawrenceville Highway trends towards a mix of C-1, C-2, and light industrial zoning. The areas of Clarkston and Stone Mountain, as the main urban areas, have some mixed-use centers.

Comparison – Existing Land Use Map/Future Land Use Map:

The future land uses proposed for the Central East Planning Area expand upon existing land uses in the area. There are five major areas of interest, which are intended to transition from their existing land use. The Northlake area, at the intersection of I-285 and Lavista Road is expected to evolve from a commercial area to a high-density mixed-use area. Tucker, along the Lawrenceville Hwy corridor is proposed to change from commercial and institutionally heavy land uses to town center land uses. While a mix of uses occurs along Mountain Industrial Boulevard, the dominant use is industrial. The future land uses proposed for this corridor suggest that this area be maintained as industrial. The City of Clarkston is proposed to change from general commercial to a town center downtown with medium density residential and low density mixed use surrounding and replacing the current land uses of multi-family residential and commercial. Another corridor of interest is Memorial Drive. Memorial Drive is currently surrounded by commercial land uses, with scattered instructional intensive land use. The future land use plan shows a mix of larger, distinct areas of low density mixed use, and low density commercial. Similar to Clarkston, Stone Mountain is proposed to shift from commercial to town center and low density commercial. Lastly, Stone Mountain Park is planned to shift from including some large commercial areas within the park, to being identified as only greenspace. Similar to the other areas of DeKalb County, the Central East Planning Area consists primarily of low density residential. However, there are pockets among these areas that are vacant and/or undeveloped. These larger areas are located at near the

intersection of Mountain Industrial Boulevard and Hugh Howell Road, at the intersection of Hwy 78 and Memorial Drive, and along the southeastern edge of Stone Mountain Park.

Comparison – Unified Growth Policy Map/Future Land Use Map:

The Central East portion of DeKalb Urban Growth Policy Map and future land use seem to match up fairly well. Both indicate a predominance of low density residential with some commercial corridors along Memorial and Lawrenceville Highway. They also both show the industrial area just north of Stone Mountain. However, the future land use shows additional lower density commercial uses along Stone Mountain Highway especially at Brockett Road. The area around Clarkston near the intersection with I-285 and Stone Mountain Highway also has more medium density multifamily use projected, whereas the UGPM identifies the area only as a maturing neighborhood.

Cultural, Environmental, Historic, and Educational Resources:

There are no historically-significant areas within the Central East planning area. Stone Mountain Park is a prominent natural resource in this area of DeKalb. Additional green spaces include Henderson Mill Park off Henderson Mill Road and the Heritage Golf Links near Chamblee Tucker Road, which also spills into Gwinnet County. The following educational institutions are located within the planning area: DeKalb Technical College on North Indian Creek Drive north of Memorial Drive, Le Cordon Bleu College of Culinary Arts on Lakeside Parkway near Northlake Parkway, and Central Michigan University on Lakeside Parkway near Northlake Parkway. Several libraries are located within the planning area, including Sue Kellog Branch Library in Stone Mountain along Leon Street, Clarkston Branch Library in Clarkston along North Indian Creek Drive, Reid H. Cofer Branch Library along Church Street near Lawrenceville Highway, and Embry Hills Branch Library along Chamblee Tucker Road near Henderson Mill Road.

Developments of Regional Impact:

There are no recent developments of regional impact (DRI's) found within the planning area.

Concept 3 Map:

Stone Mountain noted as a TPB Transit Center, arterial rapid bus along Highway 78 from Downtown Atlanta to Snellville and commuter rail that would pass through Lithonia and out to Madison.

Special Study areas where transportation is a significant issue, contributor, or detractor from realizing land use/development vision:

The future land use plans for the implementation of high density mixed use located at Northlake Mall (intersection of I-285 and Lavista Road), should be studied further in order to forecast the potential increased transportation needs for the area. In addition to this, due to their proximity to major transportation corridors and their proposed transformation of commercial land uses to town center land uses, the intersection of Chamblee Tucker Road and I-285, and the cities of Tucker and Clarkston should also be considered for further examination. In addition to the above, Lawrenceville Highway is a commercial corridor and connector road that has pockets of single-family residential zoning along its length that will exhibit challenges in the future.

Emerging areas or areas of significant change:

While Tucker and Stone Mountain are planned to be more town center oriented, the Clarkston, Northlake Mall, and I-285 and Chamblee-Tucker Road intersection activity centers surrounding the I-285 corridor will likely experience the fastest growth and change in the future. The shift from a commercial district to more town center oriented land use at the I-285 and Chamblee Road intersection is likely to cause an increased demand for more transit oriented development and thus should be studied further as the area matures into this new land use. No LCIs or DRIs have been granted in the area since the Tucker LCI in 2005.

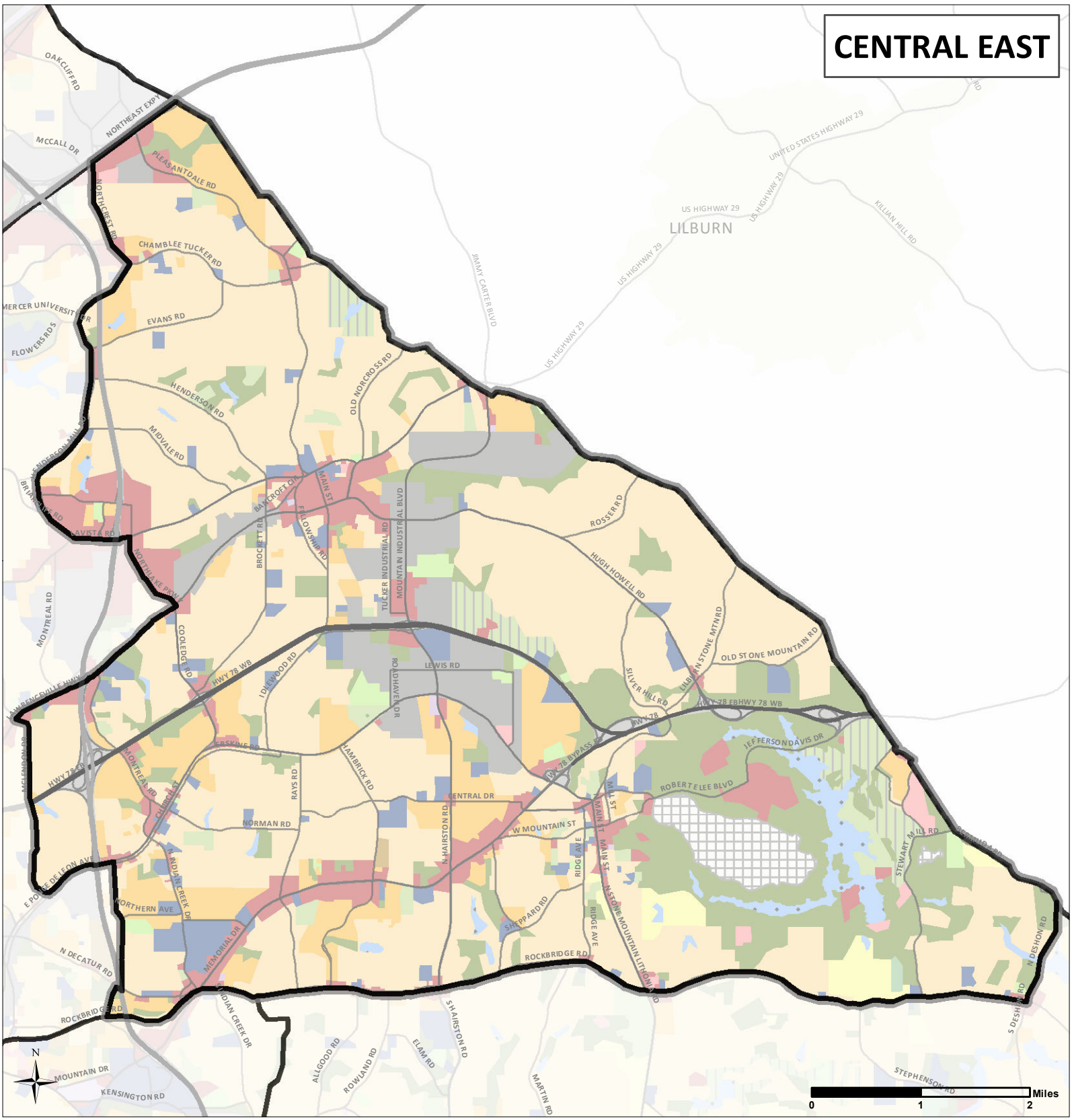
Other areas where additional study or consideration is needed to improve the link between land use and transportation:

Existing and future land uses at the following locations lack a strong link between land use and transportation:

- I-285 and Chamblee-Tucker Road
- Northlake Mall and Clarkston

Since increased urbanization is likely, further study should be considered to prevent future bottlenecks in these areas.

CENTRAL EAST



- DeKalb Planning Area
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Industrial
- Ind. & Comm. Complexes
- Limited Access Highways
- TCU
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- River
- Wetlands
- Reservoirs
- Exposed Rock
- Quarries

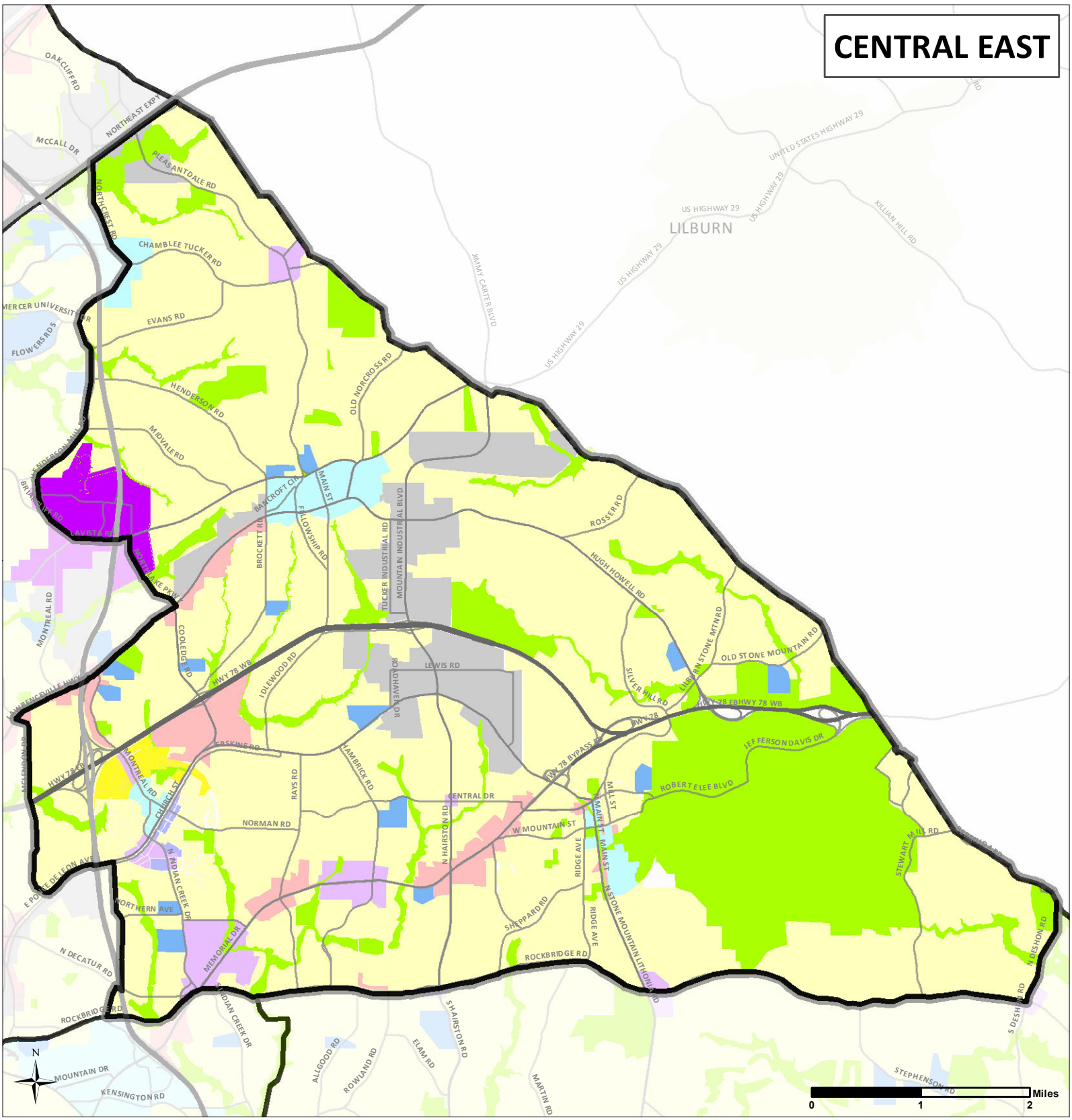
DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-11
EXISTING LAND USE

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013

CENTRAL EAST



- DeKalb Planning Area
- Low Density Commercial
- Medium Density Commercial
- High Density Commercial
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Town Center
- Office / Institutional
- Community Facilities
- Industrial
- Greenspace
- Transportation / Communication / Utilities

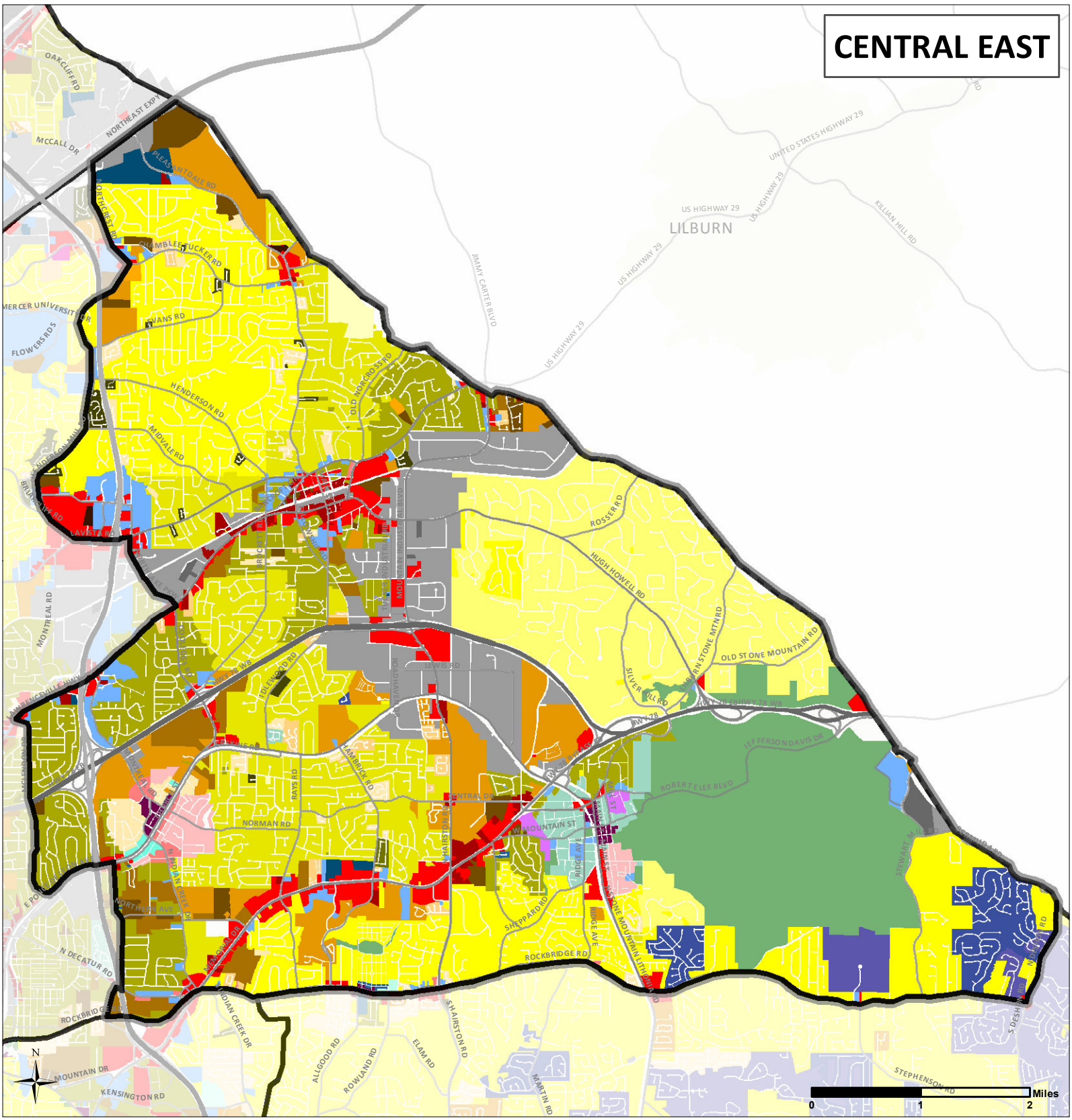
DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-12
FUTURE LAND USE

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013

CENTRAL EAST



NS
C-1
C-2
GS
M
M-2
MHP
O-D
O-I
O-I-T
OCR
PC-1
PC-2
PC-3
PUD
R-200
R-150
R-100
R-85
R-75
R-60
R-50
R-CD
R-CH
R-DT
R-A5
R-A8
RM-150
RM-100
RM-85
RM-75
RM-HD
NCD
TND
DeKalb Planning Area

** Zone descriptions noted in document text*

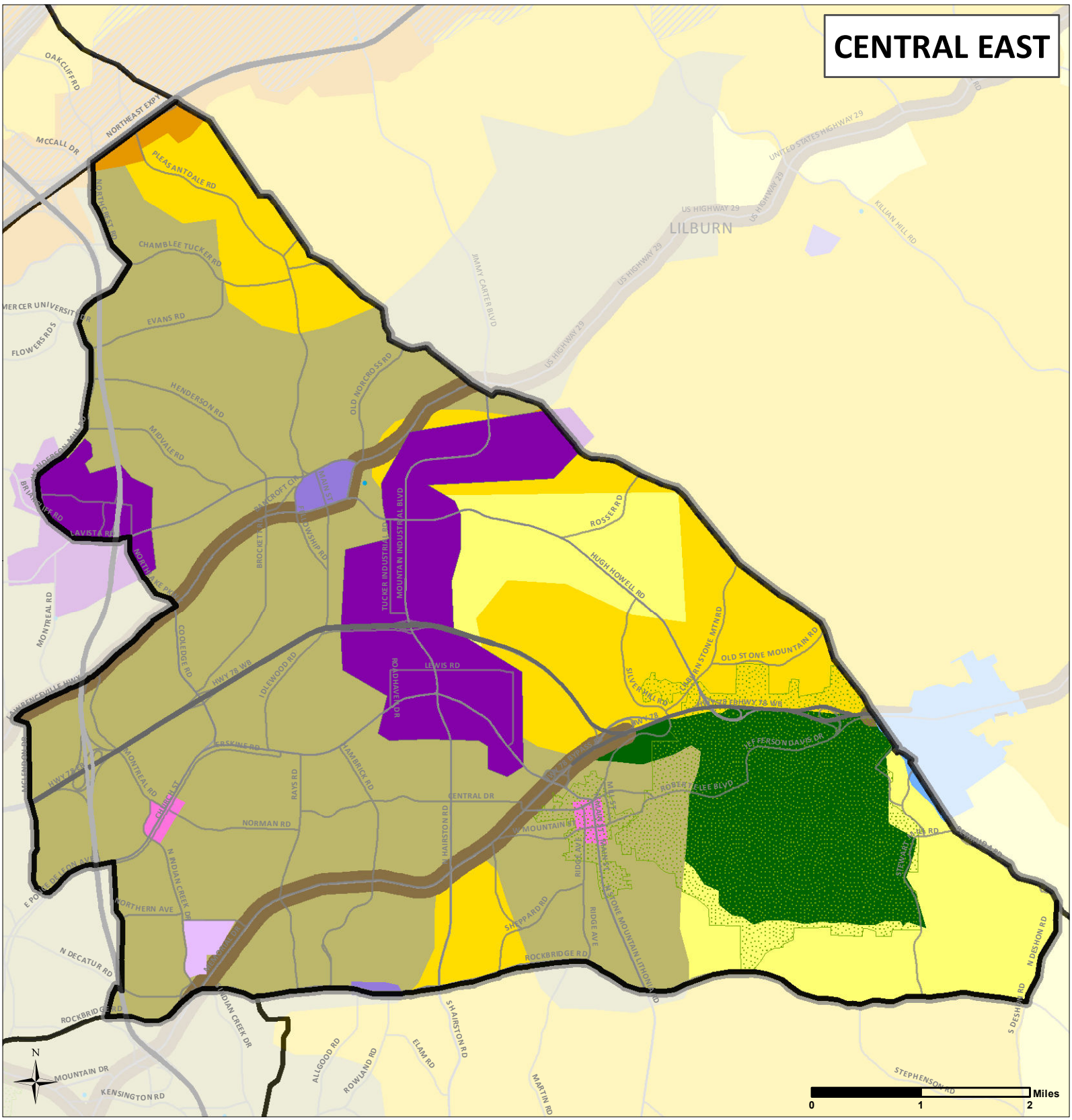
DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-13
DEKALB ZONING

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013

CENTRAL EAST



- DeKalb Planning Area
- Region Core
- Regional Employment Corridors
- Maturing Neighborhoods
- Established Suburbs
- Developing Suburbs
- Rural Areas
- Redevelopment Corridors
- Regional Centers
- Regional Town Centers
- Major Retail Districts
- University Districts
- Wellness Districts
- Community Activity Centers
- Town Centers
- Village Centers
- Industrial/Logistics Areas
- Regionally Important Resources (Overlay)
- Station Communities

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-14
UNIFIED GROWTH POLICY

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013

A-2.7 Central West Planning Area

City of Atlanta Comprehensive Plan:

The City of Atlanta recognizes that decreasing congestion and cleaning the air require reorienting development patterns in ways that reduce the need for driving. Concentrating growth in livable centers and along multi modal corridors creates the critical mass of density to support quality transit service and pedestrian oriented retail. The portion of DeKalb County which falls within the Atlanta City Limits includes the Central West and South West Planning Areas which both have or are planned for transit oriented livable centers and town centers around the areas of Emory/Clifton Road, Edgewood MARTA station, Decatur, Avondale Estates, and Candler Road at Flat Shoals Road.

LCI study plans as well as The Connect Atlanta Plan assess and lend recommendations for the Central West and South West Planning Areas of DeKalb County. Several LCI studies and corridor plans have recommended consolidation of stops along bus routes into "superstops" with shelters, schedule information, and other pedestrian amenities. Fewer stop locations along the route allow buses to achieve faster travel times, as is demonstrated by MARTA's new route Q service on Memorial Drive in DeKalb County along with signal priority at intersections. The Connect Atlanta Plan envisions phased implementation of Streetcar service in the Peachtree Corridor to be followed by another dozen routes creating a grid of frequent transit service across areas targeted for high density growth. Many of the adopted plans call for more direct bus routes along major road corridors. One such corridor is Moreland Avenue located within the Central West Planning Area of DeKalb County. In addition to the City's priority transit projects, MARTA is also currently engaged in detailed planning for new fixed guideway investments along the Emory/Clifton corridor located also within the Central West Planning Area.

Overall, Atlanta's Comprehensive Plan emphasizes a need for increased integrated public transportation with multiple modes and technologies, increased transportation coverage, increased transit oriented development around transit stops, and increased funding and an adjusted funding structure for MARTA in order to better utilize resources and support operations.

Moreland-Bouldercrest-Cedar Grove Plan:

The Moreland-Bouldercrest-Cedar Grove Plan stated that the largest transit issue that this area faces is the lack of bus service to Moreland Avenue, Bouldercrest Road, and Cedar Grove Road. The plan recommends: extending MARTA bus service along Moreland Avenue, establishing a bus stop at the intersection of Moreland Avenue and Cedar Grove Road, extending MARTA bus service along Bouldercrest and Cedar Grove Roads, and providing bus shelters with amenities such as seating, lights, schedules, and trashcans near major retail and mixed use centers.

Decatur Comprehensive Plan:

Decatur's Comprehensive Plan recommends that its successful transit infrastructure be enhanced through improving time savings for commuters utilize MARTA, as well as assess additional MARTA service coverage needs for its commuters, and encourage the development of high density housing to be located along MARTA bus stops and rail stations.

Decatur Livable Centers Initiative:

The transit issues addressed by Decatur's LCI Plan centered on defining a vision and plan for the Avondale MARTA station area that capitalized on its transit access. In addition to this, the LCI plan emphasized that partnerships be strengthened between the City, the Clifton Corridor transportation Management Association, and major Decatur employers to encourage alternative transportation as well as continued encouragement for MARTA to improve maintenance and cleaning at Decatur Station, especially the bus bay. Two additional recommendations were made that addressed transit within the LCI Plan for Decatur. These were to: upgrade ADA compliance at transit stations and create a circulator shuttle.

North Lake Livable Centers Initiative:

The North Lake LCI Plan highlighted several improvements necessary to support the and encourage the use of the areas transit. The most predominant transit issue noted was that route lengths and headways do not lend themselves to servicing a large portion of local trips within the study area. In addition, it is recommended that the following access and usability improvements of the local transit facilities be considered: provide ADA sidewalks and intersection crossings, provide signage with route destinations at all bus stops locations, modifying transit routes to provide front door access to Northlake Mall and Northlake Festival Shopping Center; and provide common bus stops for three bus routes with transfer information.

Existing Land Use Map:

The primary existing land use found in this planning area is medium density residential. Significant commercial corridors are found along I-85, Lawrenceville Highway, N. Decatur Road, and Ponce de Leon Avenue, with activity centers at I-285 and Lavista Road (Northlake Mall), Briarcliff Road NE and North Druid Hills Road, Briarcliff Road NE and Clairmont Road, Lavista Road and Briarcliff Road NE, N. Decatur Rd and Church Street, North Druid Hills, Emory, Downtown Decatur, and Avondale Estates. Existing land uses around the Edgewood-Candler and East Lake MARTA stations have limited diversity in the mix of existing uses, as well as, densities and intensities.

Future Land Use Map:

The future land use plans for the Central West Planning Area of DeKalb County aims to have three (3) major, and two minor activity centers amongst low density residential. The three major activity centers include Northlake Mall, Decatur, and Druid Hills near the intersection of Clifton Road and Briarcliff Road. The two minor activity centers occur at North Druid Hills Road and Clairmont Road and North Druid Hills Road and Lawrenceville Hwy.

The northern border of this area is I-85. Along the southern edge of I-85 at the intersection of Briarcliff Road, Town Center low density commercial, office institutional, and low density mixed use are proposed. Moving north along I-85, office institutional is planned at the intersection of Chamblee Tucker Rd and Mercer University Drive; while more office institutional and town center land uses are proposed at the intersection of I-85 and I-285. Other than the I-85 corridor and Ponce de Leon Ave corridor, the other areas of interest are located at major roadway intersections. The first of these is the intersection of I-285 and Lavista Road at Northlake Mall. This area is proposed to be high density mixed use and industrial. The intersections that occur at North Druid Hills Road and Lavista Road, North Druid Hills Road and Lawrenceville Hwy, and Clifton Road

and Briarcliff Road are all proposed to be town centers. Where Clairmont Ave and Church Street intersect with Ponce de Leon Avenue is downtown Decatur. Downtown Decatur is planned to have a mix of medium density commercial, high density residential, and office institutional surrounded by medium density residential. One MARTA rail station is located within this area in downtown Decatur, while three MARTA rail stations fall along the border of this area (Central West Planning Area) and the South West Planning Area. Two of the three transit stations, East Lake and Avondale, fall close to the Decatur city limits, while the Edgewood/Candler Park transit station falls within an area planned for medium density residential. Diversifying higher density and intensity transit oriented development is suggested around transit stations. Thus, it is recommended that this area be studied further and given more consideration for future planning.

Zoning Map:

The zoning map for the Central West planning area of the County aligns very closely with the future land use map, with a few exceptions. While the future land use may call for mixed-use development at Briarcliff Road and North Druid Hills Road, the zoning shows commercial and residential uses, but not on the same parcels. Similarly, the intersection at North Druid Hills and Lawrenceville Highway is noted as a town center on the future land use map, but the current zoning is almost entirely commercial.

Downtown Decatur is located in this planning area and is one of the region's most successful mixed-use transit oriented developments. The area's success is reflected in its zoning as well. The downtown area is zoned to allow both residential and commercial uses, and the walkable environment is noticeable. There are commercial nodes (mostly C-1) at the intersection of N. Druid Hills Road and Scott Boulevard, as well as, N. Druid Hills Road and Lavista Road, but the intervening zoning is largely single family residential zoning. Briarcliff Road NE and N Druid Hills Road is another local commercially zoned node, with some light industrial and institutional zoning as well. Emory University and Emory Hospital and the Centers for Disease Control and Prevention are zoned institution on the east side of the planning area.

Comparison – Existing Land Use Map/Future Land Use Map:

Several land use planning changes are slated for this planning area of DeKalb. Development at the heavily traveled intersection of I-85 and Briarcliff Road is to be diversified from commercial and multi-family land use to include town center, low density mixed use, and low density commercial. The current zoning at the intersection of I-85 and Chamblee Tucker Road/Mercer University Drive is proposed to change from a mix of commercial and intensive and extensive institutional use to office/institutional. The Northlake Mall area at the intersection of I-285 and Lavista Road is to change from the existing land uses of commercial and industrial/commercial to high density mixed use and industrial. The intersections of North Druid Hills Road / Lavista Road and North Druid Hills Road / Lawrenceville Highway are both planned to evolve from commercial land use to town centers. The intersection of Clairmont Road and Briarcliff Road is to grow from majority vacant/forest land, residential low density, and institutional intensive, and industrial/commercial to primarily greenspace and town center. As a proposed large town center area, the intersection of Clifton and Briarcliff Roads should be considered more thoroughly for future transportation demands. The intersection of North Arcadia Ave and North Decatur Road is suggested to change from commercial to low density commercial and Industrial/commercial and vacant/forest land to mostly industrial uses. The land use changes planned for Decatur include changing all commercial land uses to be medium density commercial. No future land use

changes were made for the neighborhood area north of the Edgewood/Candler Park MARTA station. It is suggested that this area be studied further and considered for higher density and more diverse, intense uses for the future due to its proximity to the rail station.

Comparison – Unified Growth Policy Map/Future Land Use Map:

The UGPM does not seem to have the same extensive vision as the future land use map for the Central West part of DeKalb. While the UGPM points out the maturing neighborhoods and identifies the regional town center of Decatur, it only highlights Scott Boulevard as a commercial corridor and includes a high density mixed use area at Northlake mall. The future land use plan adds another commercial corridor along Briarcliff through its projection of mixed uses there. It also includes Ponce de Leon Ave as an institutional corridor closer to the City of Atlanta. In addition the future land use plan shows a larger swath of mixed residential and commercial uses for Decatur as well as a large industrial area near Your DeKalb Farmer's Market south of N. Decatur Road.

Cultural, Environmental, Historic, and Educational Resources:

Druid Hills Historic District contains many large and historic homes near the Emory University campus. The proposed Scottdale Mill Village is another potential historic area that has not gained complete recognition as such. Druid Hills Golf Club and the Fernbank Forest associated with the Science Museum are some the largest greenspaces in this area. Both are located north of Ponce De Leon Avenue. The Scottdale Senior Center is located on Chapel Street south of North Decatur Road. The following educational institutions are located within the planning area: Emory University on Clifton Road and North Decatur Road, DeVry University in Decatur on North Arcadia Avenue, Strayer University on Northeast Expressway not far from Mercer University Drive, Mercer University on Mercer University Drive, and Westwood College Tucker on Parklake Drive near I-285. Several libraries are located within the planning area, including Decatur Library on Sycamore Street in Decatur, Tobie Grant Homework Library on Parkdale Drive near North Decatur Road, Avis G. Williams Branch Library on Clairmont Road near North Druid Hills Road, Briarcliff Branch Library on Briarcliff Road not far from North Druid Hills Road, and Northlake Branch Library on Lavista Road near Montreal Road.

Developments of Regional Impact:

The following developments of regional impact (DRI's) are found within the planning area:

DeKalb County Farmer's Market: The proposed expansions of the existing DeKalb Farmers Market at 3000 E. Ponce De Leon Avenue to include 718,367 square feet of new warehouse area and 517,949 square feet of new retail area. The proposed project will require two (2) new driveways; 1 signalized and 1 unsignalized.

Clifton Road Mixed Use Development: New mixed-use development along Clifton Road across from the main CDC campus including 389 condominiums, 466 apartments, 17 townhomes, 200 Hotel rooms, and 121,000 square feet of retail.

Executive Park Druid Hills: A new mixed-use project at Executive Park Drive and North Druid Hills Road with 772 multifamily units; 693,000 square feet of retail; 1,074,000 square feet of office; and 57,000 square feet of restaurant.

Highland Park Gardens: A new mixed-use development at 3343 Chamblee Tucker Road including 450 apartments and 30,000 square feet of retail.

Concept 3 Map:

Concept 3 includes the Emory Major Activity Center along a proposed commuter rail line from Downtown Atlanta to Athens as well as regional rail from Lindbergh Center out to Decatur.

Special Study areas where transportation is a significant issue, contributor, or detractor from realizing land use/development vision:

It is anticipated that the western edge of DeKalb County will receive land use pressure that will significantly impact transportation. The area surrounding the intersection of Briarcliff Road and North Druid Hills Road will be transformed to include mixed use and town center land uses, opposed to its current commercial land uses. Due to its proximity to the intensely traveled I-85, this area should be studied further for how time, growth, and land use changes will impact area transportation needs. In addition to this, the Clifton Road and Houston Mill Road intersection is intended to shift from a large area of vacant and institutional use to that of town center land uses. It is assumed that a substantial amount of growth will occur in this area due to the proportion of land that will be included under town center land use. For this reason, this area should be analyzed and periodically monitored for its potential increasing and changing transportation needs. In addition, North Decatur road is a major connector road to Emory and the CDC and is surrounded by residential uses and zoning, which is not compatible in the long term. Briarcliff Rd is another road that is surrounded by residential uses and zoning. In general, the area around Emory is a large employment center, but nearby housing is mostly lower density single family and there are few roads, most of which are relatively small roads, connecting the area.

Emerging areas or areas of significant change:

Although there are several areas in the Central West Planning Area which have future land uses changes from their current land the Emory Village area at the intersection of Clifton Road and Houston Mill Road is likely to experience the most aggressive development oriented toward town center uses. This will undoubtedly challenge the surrounding transportation infrastructure and should be considered in any future transportation studies and plans. In addition the area along North Druid Hills Rd has seen some recent development and was the focus of an LCI study in 2009. The DeKalb Farmer's Market is a large and busy grocery market that is planned for expansion and is the most recent DRI in DeKalb County. These areas are likely to experience growth in transportation demand as well.

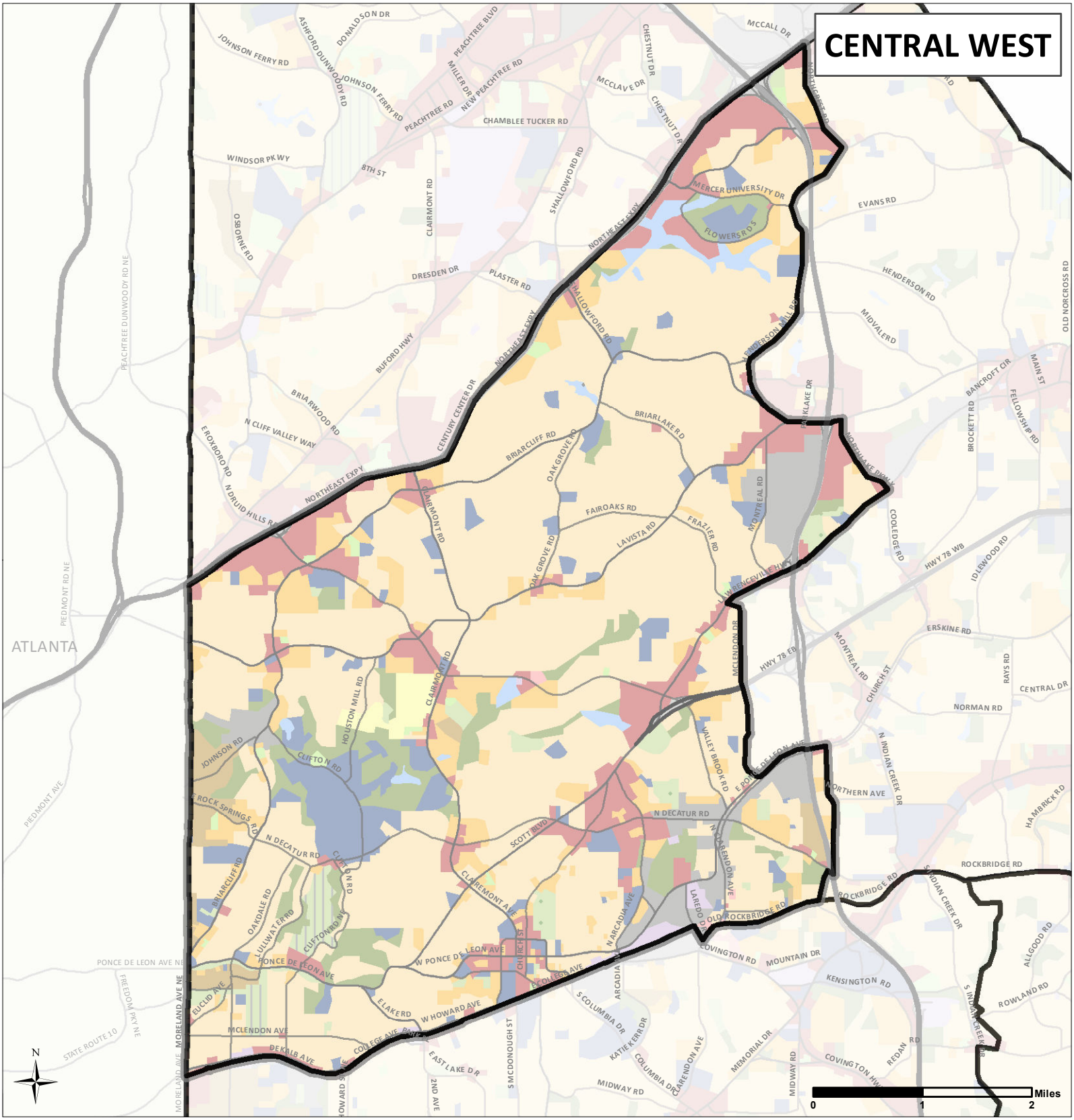
Other areas where additional study or consideration is needed to improve the link between land use and transportation:

Existing land uses at the following locations lack a strong link between land use and transportation:

- Edgewood-Candler MARTA station
- East Lake MARTA station

Future land uses at the following locations lack linkages between land use and transportation:

- Edgewood-Candler MARTA station
- Avondale Estates MARTA station
- Emory Village at the intersection of Clifton Road and Houston Mill Rd to I-285 and/or I-85, I-20



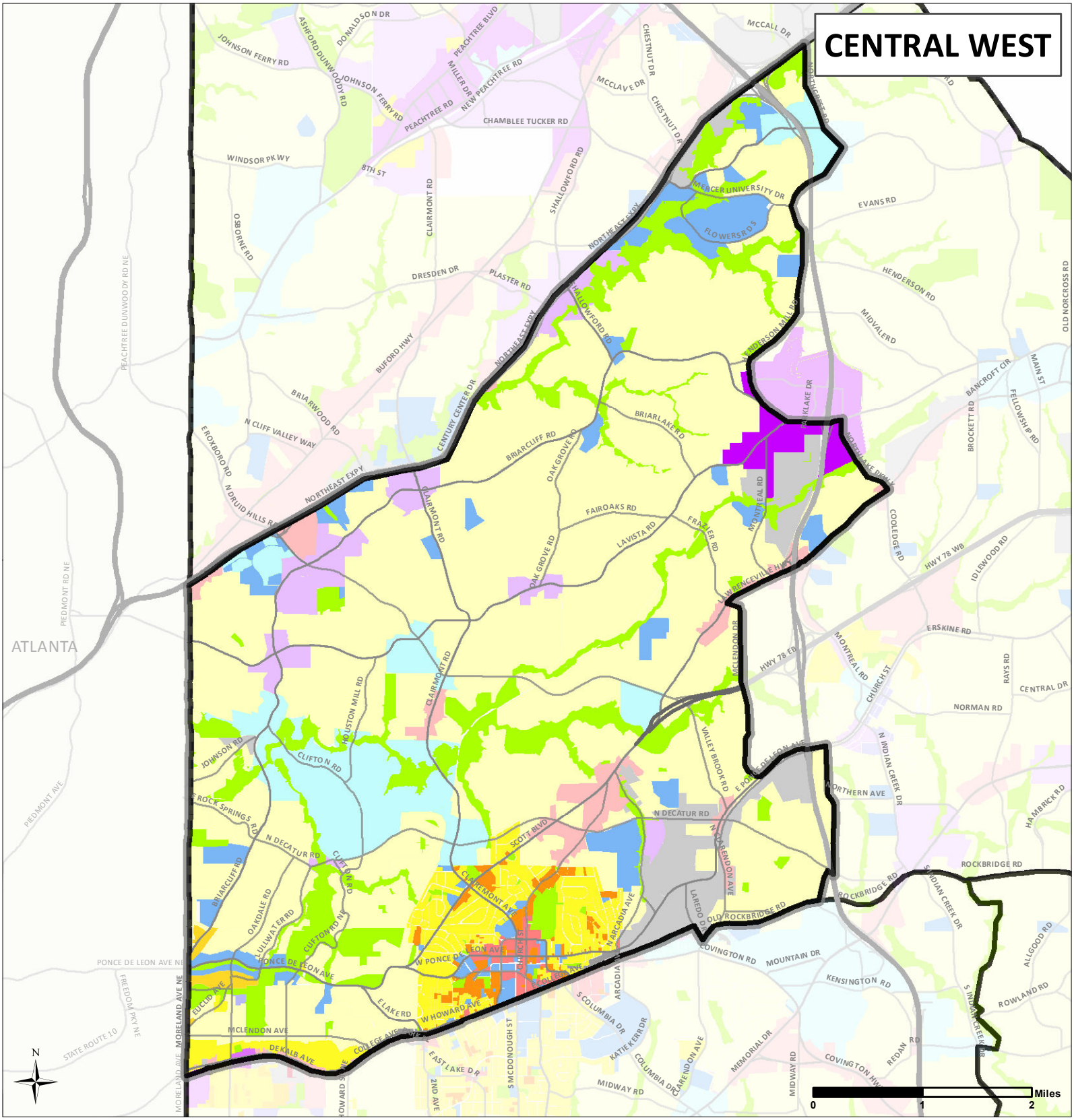
- DeKalb Planning Area
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Industrial
- Ind. & Comm. Complexes
- Limited Access Highways
- TCU
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- River
- Wetlands
- Reservoirs
- Exposed Rock
- Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-15
EXISTING LAND USE

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013

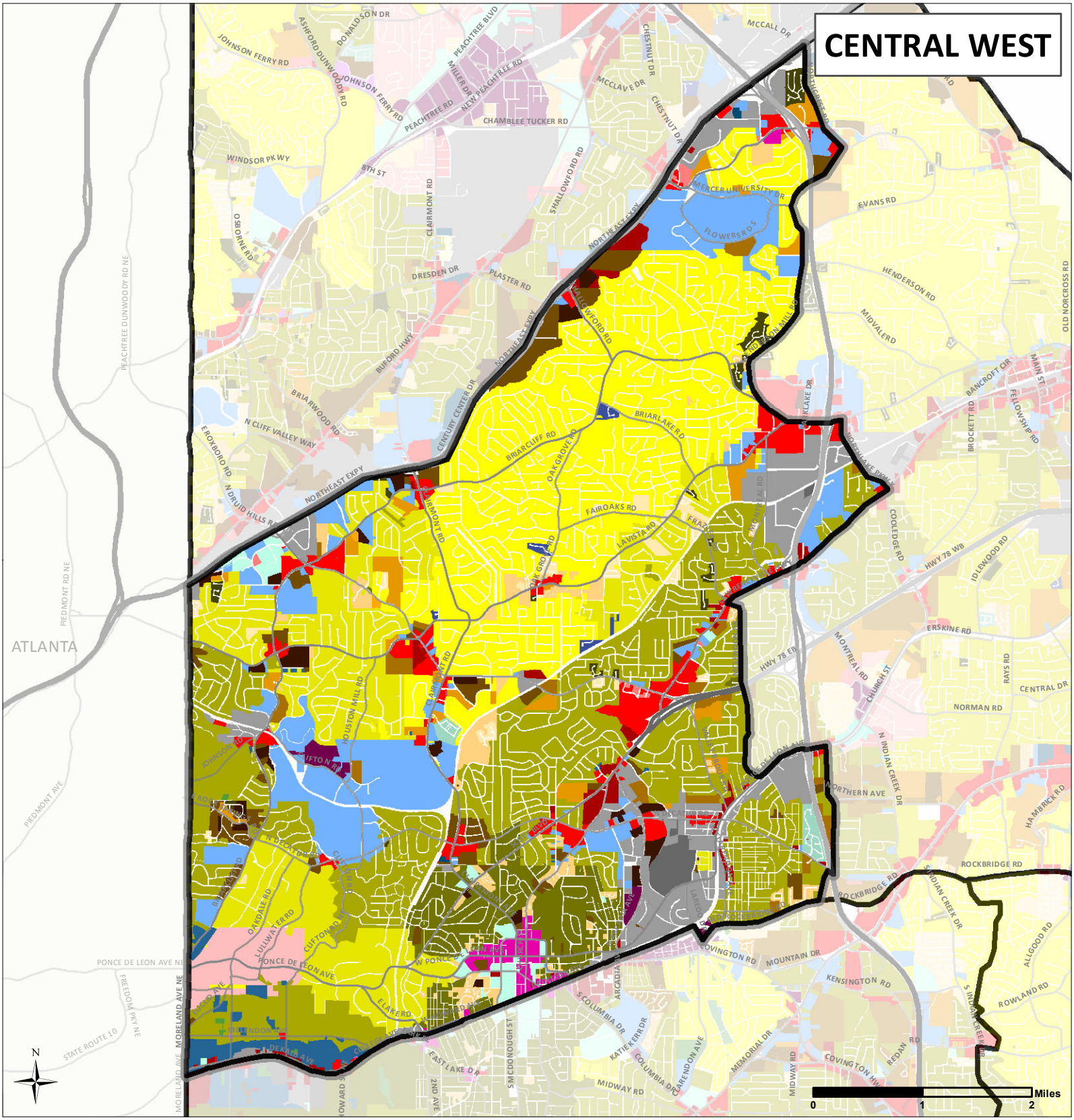


DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-16
FUTURE LAND USE

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013



NS
C-1
C-2
GS
M
M-2
MHP
O-D
O-I
O-I-T
OCR
PC-1
PC-2
PC-3
PUD
R-200
R-150
R-100
R-85
R-75
R-60
R-50
R-CD
R-CH
R-DT
R-A5
R-A8
RM-150
RM-100
RM-85
RM-75
RM-HD
NCD
TND
DeKalb Planning Area

* Zone descriptions noted in document text

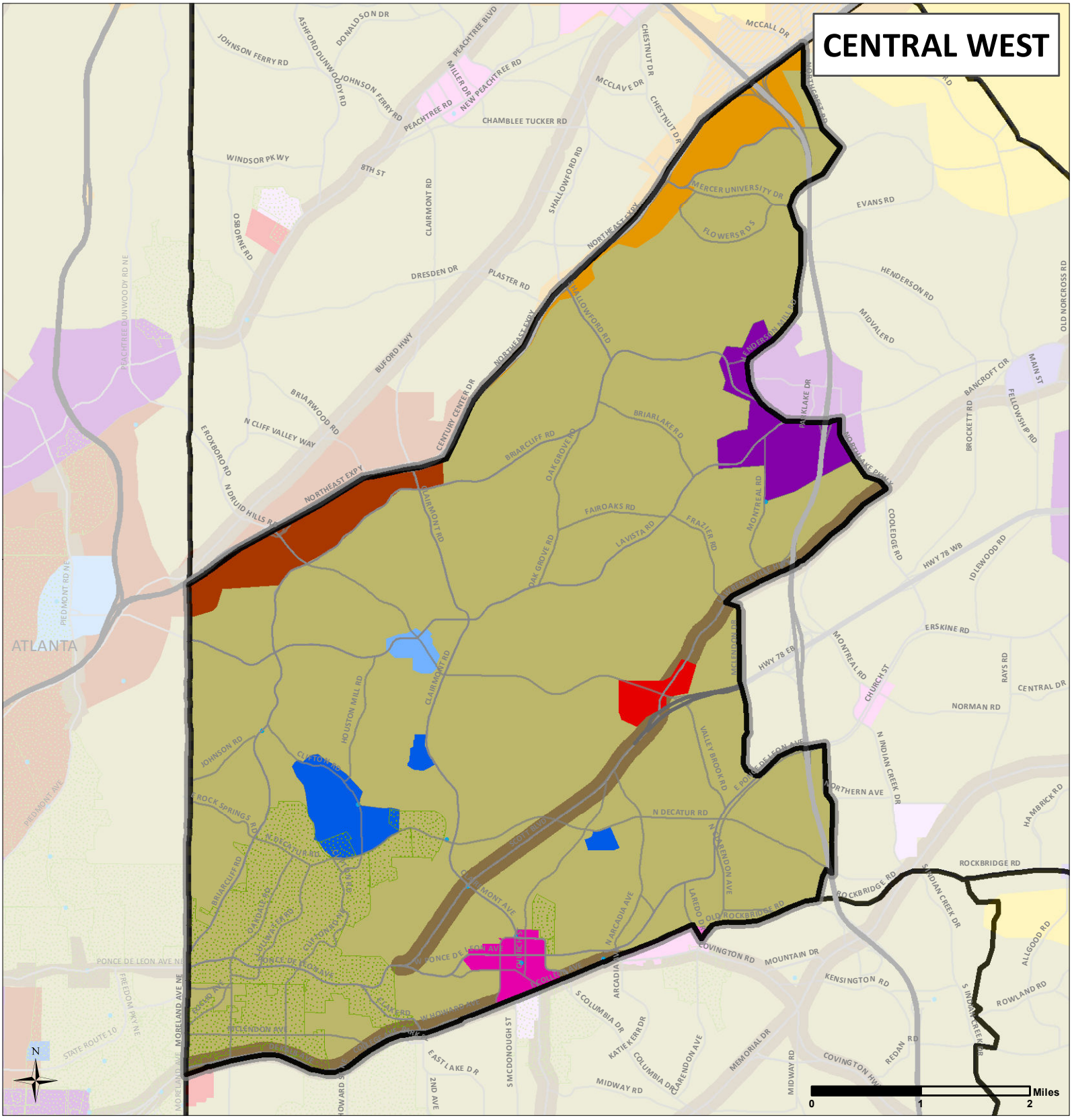
DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-17
DEKALB ZONING

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013

CENTRAL WEST



- DeKalb Planning Area
- Region Core
- Regional Employment Corridors
- Maturing Neighborhoods
- Established Suburbs
- Developing Suburbs
- Rural Areas
- Redevelopment Corridors
- Regional Centers
- Regional Town Centers
- Major Retail Districts
- University Districts
- Wellness Districts
- Community Activity Centers
- Town Centers
- Village Centers
- Industrial/Logistics Areas
- Regionally Important Resources (Overlay)
- Station Communities

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-18
UNIFIED GROWTH POLICY

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013

A-2.8 South East Planning Area

Kensington Station Livable Centers Initiative:

The Kensington Station LCI Plan highlights several transit issues in need of addressing. The Kensington MARTA rail station is a hub for transit vehicles yet lacks public parking. In addition there are plans for implementing a flex trolley along Memorial Drive which will require a flex trolley/heavy rail transfer point at the station. The area could benefit for more transit oriented development, the development of more dense and intense mixed use, and inter-parcel connectivity.

Wesley Chapel Livable Centers Initiative:

The Wesley Chapel LCI Plan focused primarily on enhancing connectivity throughout the community. While Wesley Chapel Road and I-20 are major transportation corridors for vehicles, they act as barriers for pedestrians and cyclist. In order to improve local mobility, the plan calls for the modification of several arterial roads in order to accommodate bikers, pedestrians, and transit users alike. In particular, the plan proposed improvement to Snapfinger Woods and Wesley Chapel Road, a new bridge over I-20, and multi-use path connections to surrounding area parks. In addition to this, a multi-modal transit station at Wesley Chapel and I-20 is proposed. This station would improve transit access to the community and provide additional transit connectivity to surrounding communities.

Lithonia Comprehensive Plan:

The Lithonia Comprehensive Plan proposes to establish greater linkages from Main Street to the surrounding community through amenities for pedestrians and bicyclists in order to promote alternative modes of transportation. Pedestrian safety in relation to heavy rail and general traffic conditions are to be addressed through sidewalk and crosswalk improvements. In addition, the City seeks to partner more closely with MARTA to expand and improve services to the area.

Existing Land Use Map:

While significant roadway corridors such as I-20, Redan Road, Covington Highway, Panola Road, and S. Hairston Road serve this planning area, there are no MARTA rail lines serving this area of the County. The most significant commercial corridor is Covington Highway, while activity centers are found at Wesley Chapel and I-285, Panola Road and I-285, Stonecrest Mall, and Lithonia. Moving north or south from I-20, the existing land use pattern turns primarily to residential uses. Two (2) industrial parks are also found at the intersections of Panola Road and Covington Highway and Stone Mountain and Lithonia Road. The eastern and southern portions of this planning area have a substantial amount of undeveloped land, which could lead to increased future demand on transportation facilities.

Future Land Use Map:

Out of the five planning areas within DeKalb County, the South East Planning Area is the largest by land area, and is primarily designated for low density multi-family and vacant/forest land. The I-20 corridor, Covington Hwy Corridor, Redan Road Corridor, Stone Mountain Corridor, and intersections of Wesley Chapel Road and I-20, Panola Road and I-20, Stephenson Road and Rock Chapel Road are all areas of transportation planning consideration. The most significant commercial and transportation corridor of this area is I-20, with activity centers located along intersection of I-20 and 1-285, Wesley Chapel Road, Panola Road, Lithonia, and

Stonecrest Mall. The I-20 corridor has plans for low density commercial at its intersection with I-285, a town center at the Wesley Chapel, town center and industrial land use at Panola Road, town center and office institutional in Lithonia, and high density mixed use encompassing the area of Stonecrest Mall. Low intensity commercial and mixed-use are planned to dominate the Covington Highway corridor with smaller scale mixed-use nodes at the intersections with South Hairston Road, Panola Road, and just east of Wellborn Road. Industrial land uses are planned north of I-20 and Stonecrest Mall, along Stone Mountain-Lithonia Industrial Boulevard, and at the end of Stephenson Road in East DeKalb County. There are also several nodes of smaller scale mixed use proposed along Redan Road at the intersections with South Hairston Road, Panola Road, and Wellborn Road.

Zoning Map:

The future land use map for the Southeast portion of DeKalb County does not share the same consistency with the zoning map as other parts of the County. The area north of Lithonia has far more industrially zoned properties than the future land use map designates; most of the mixed-use areas are currently zoned commercial with the notable example of Stonecrest Mall, which is exclusively zoned commercial. Covington Highway serves as the main corridor for the area with local commercially zoned nodes and single family residential in between. Moving further east on Covington Highway, there are more heavy commercial and light industrial areas. There are significant amounts of industrially zoned areas north of the City of Lithonia and at the northeast corner of the intersection with I-285 and Panola Road. The area around the activity center at I-20 and Wesley Chapel Road is currently zoned C-1 commercial with a small amount of industrial. The intersection of I-20 and Panola Road is another activity center zoned predominantly C-1 commercial, but with a large portion of office-institutional and industrial properties west of Panola Road. The area around Stonecrest Mall is zoned commercial and there are some RM-100 parcels immediately adjacent. The main area of mixed-use zoning is in downtown Lithonia, which includes some low-intensity mixed-use zoning appropriate for a smaller town. Aside from the large clusters of RM-100 along I-20 near Panola Road and between Covington Highway and Redan Road, the majority of the residential zoning is low-density R-100 single-family housing.

Comparison – Existing Land Use Map/Future Land Use Map:

The majority of future land use changes for this area include mixed use, higher densities and intensities, and the inclusion of additional vacant/forest lands in land uses. The I-20 and Covington Highway corridors as well as the eastern most portion of this area will likely experience the most growth. Future land uses proposed at the I-20 and I-285 interchange reflect growth from vacant land to low density commercial, growing the Wesley Chapel Road and I-20 intersection from commercial to town center. Other changes include adjusting the Panola Road and I-20 intersection from industrial, commercial, and vacant land to being industrial and town center, the Stonecrest Mall area from commercial to a larger high density mixed use area, and Lithonia's commercial land uses aspire to become town center oriented. The industrial uses currently located in the eastern section of this area along Stone Mountain Lithonia Boulevard, north of Stonecrest Mall, and at the end of Stephenson Road are suggested to remain industrial yet expand to incorporate some of the abundant surrounding vacant/forest land. Covington Highway is proposed to evolve from commercial and vacant/forest land use to low-density commercial and low density mixed use. The area identified by ARC as high-density residential land use along Hairston Road between I-20 and Covington Highway is changing only in designation. The same level of density identified by ARC's LandPro as High Density Residential is identified as suburban in DeKalb's future land use.

Lastly, the parkland in the southeastern most corner of this area is suggested to be preserved as greenspace. Due to the future land use proposal for high density mixed use in the Stonecrest Mall area, it is suggested this area be studied further in consideration of future public transportation along I-20.

Comparison – Unified Growth Policy Map/Future Land Use Map:

The South East portion of DeKalb County also shows some key differences between the UGPM and the future land use. Both agree on the preponderance of low density single family housing through most of the area, the commercial corridor along Covington Highway and the nodes of activity at the I-20 exits at Panola Rd and Wesley Chapel. However, there are also some fairly clear discrepancies. Perhaps the most notable is the area east of Rock Chapel Road, which the future land use map shows as a large industrial use but is labeled as rural in the UGPM. Additionally the Industrial areas to the north and east of Lithonia are not reflected in the UGPM map. The area around Stonecrest in the UGPM is simply a Community Activity Center, but the future land use plan indicates a high density mixed use area.

Cultural, Environmental, Historic, and Educational Resources:

Arabia Mountain Heritage Area is a historic district adopted at both the Federal and County level. Arabia Mountain contains remnants of Native-American settlements, those of freed slaves, as well as a continually operating Trappist monastery. Within Arabia Mountain is the federally adopted Klondike Historic District, which contains some historic homesteads. This area is also a significant area of greenspace as part of the Davidson-Arabia Mountain Nature Preserve. Two (2) senior centers are located in this planning area, including Lou Walker Senior Center on Panola Road south of Covington Highway and Lithonia Senior Center in Lithonia on Bruce Street. The following educational institutions are located within the planning area: Strayer University Lithonia on Stonecrest Boulevard near Turner Hill Road, Luther Rice University on Evans Mill Road west of Woodrow Drive, Gupton Jones College of Funeral Service on Snapfinger Woods Drive west of Panola Road, and Everest Institute Decatur on Wesley Chapel Road near Snapfinger Woods Drive. Several libraries are located within the planning area, including Salem-Panola Branch Library at Salem Road and Panola Road, Wesley Chapel-William. C. Brown Memorial Library at Wesley Chapel Road near Rainbow Drive, Lithonia-Davison Branch Library in Lithonia on Church Street, Redan-Trotti Branch Library at Wellborn Road and Stone Mountain-Lithonia Road, and Hairston Crossing Branch Library at Redan Road near South Hairston Road.

Developments of Regional Impact:

The following recent developments of regional impact (DRI's) are found within the planning area:

Panola Rd: The proposed project is a mixed-use development to be located on 35.99 acres at the northwest corner of the intersection of Covington Highway and Panola Road. The proposed uses include 61,500 square feet of commercial/retail, 28,800 square feet of office, 140 condominium units, 99 fee simple townhomes, 91 single family homes. The project includes approximately 3.5 acres of greenspace, including several pocket parks, and a 2,400 square foot amenity area.

Coffee Road MRF - recycling center: The planned recycling center at 2183 Coffee Road will sort, bale and store recyclable material for delivery to processing facilities and end user.

Advanced Disposal Scale Closure: The proposed development includes closure of three (3) waste handling facilities along Lithonia Industrial Boulevard and the expansion of an existing facility.

Concept 3 Map:

The area near Stonecrest Mall is noted as a TPB Transit Center, including light rail along I-20 and Regional Suburban bus lines from Snellville and Jonesboro. Lithonia would also be located along the Madison Commuter rail and the same regional suburban bus lines.

Special Study areas where transportation is a significant issue, contributor, or detractor from realizing land use/development vision:

The eastern and southern portion of this planning area has a substantial amount of undeveloped land, which could lead to increased future demand on transportation facilities. Specifically, the Stonecrest Mall and Lithonia areas are planned for high density mixed use and town center land uses, which will place a heavier demand on transportation infrastructure. The large area between Redan Road and Covington Highway that is currently zoned multi-family also has the potential to generate a significant number of vehicular trips, but does not appear to be well-served by a major road.

Emerging areas or areas of significant change:

In addition to the Stonecrest area, the Wesley Chapel area just completed an LCI study in 2010 and the area is under commercial pressure for further development. In early 2013, Lithonia received an LCI grant to revitalize their town center.

Other areas where additional study or consideration is needed to improve the link between land use and transportation:

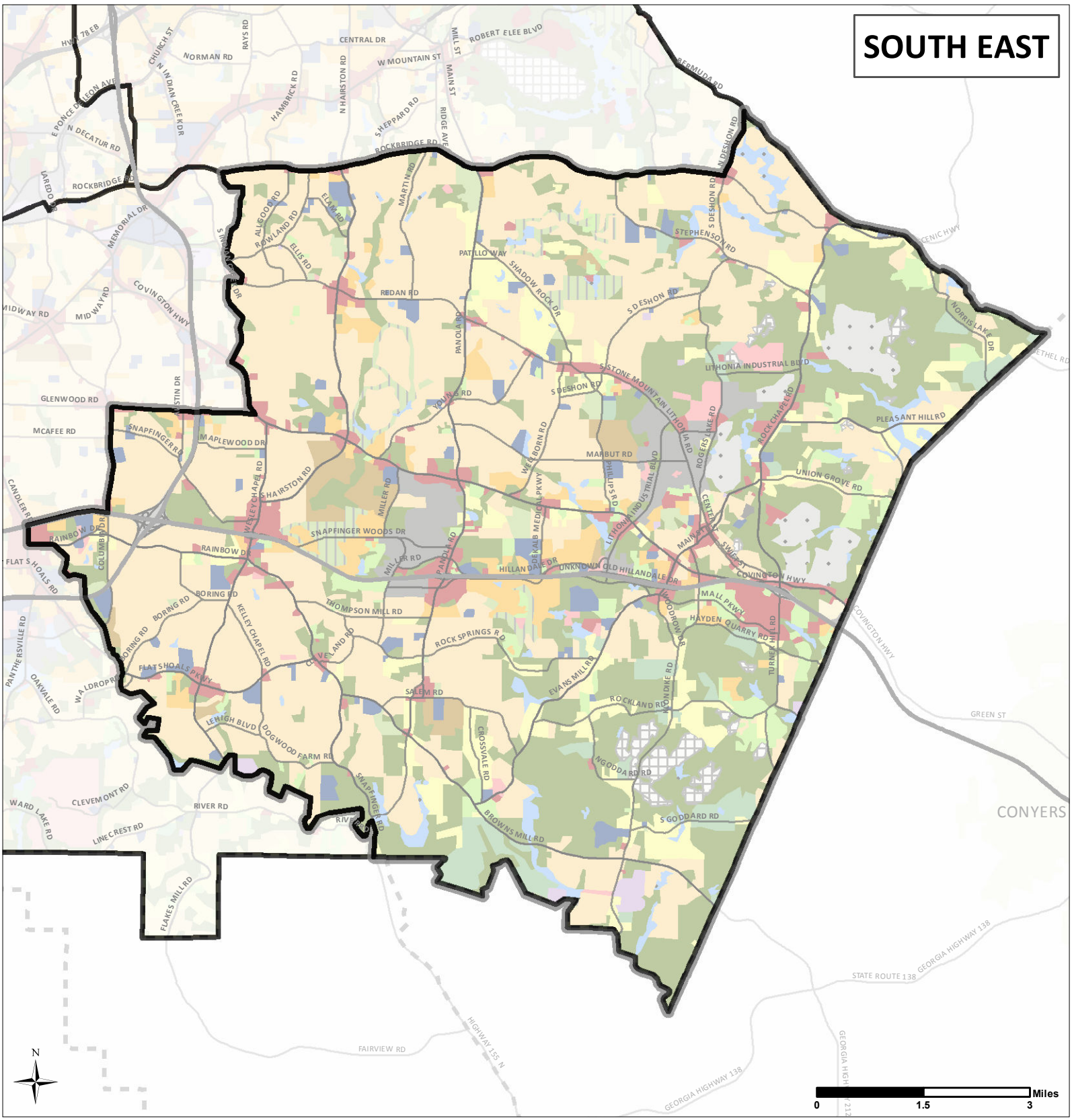
Existing land uses at the following locations lack a strong link between land use and transportation:

- Stonecrest Mall
- Lithonia

Future land uses at the following locations lack adequate linkages between land use and transportation:

- Proposed development at the intersection of I-285 and I-20
- Stonecrest Mall
- Lithonia

Since increased urbanization is likely, further study should be considered to prevent future bottlenecks.



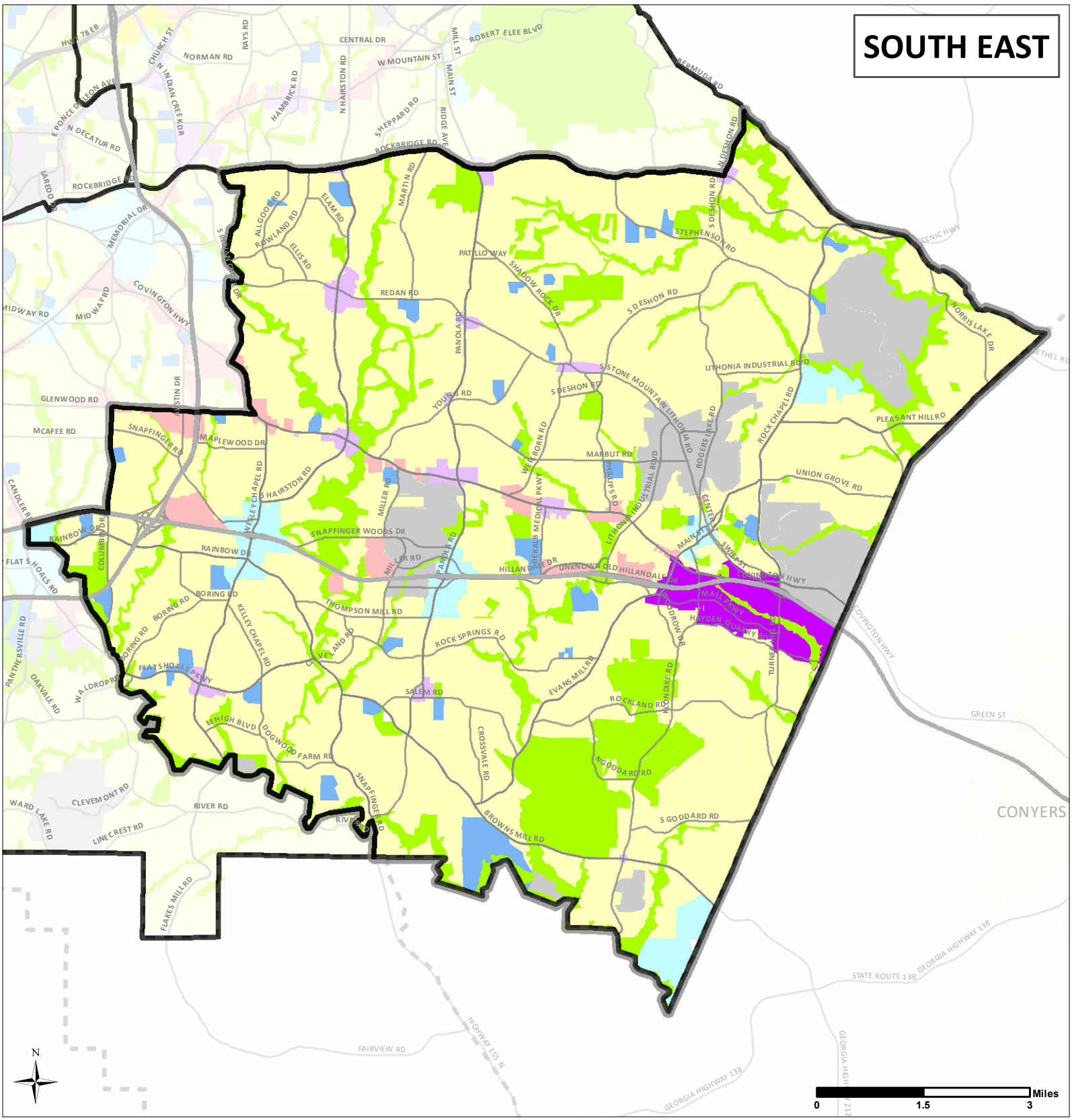
- DeKalb Planning Area
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Industrial
- Ind. & Comm. Complexes
- Limited Access Highways
- TCU
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- River
- Wetlands
- Reservoirs
- Exposed Rock
- Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-19
EXISTING LAND USE

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013



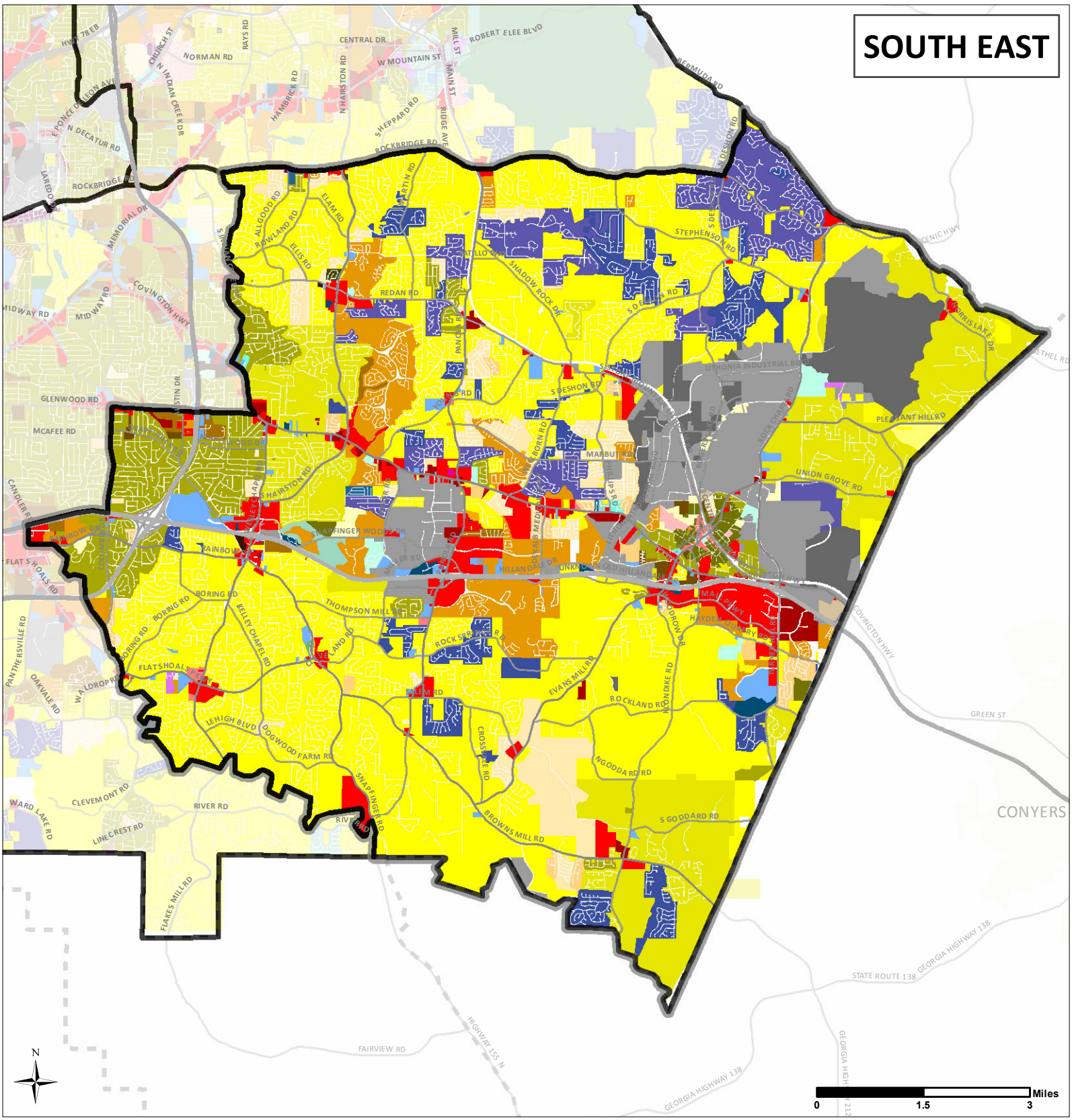
DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-20
FUTURE LAND USE

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013

SOUTH EAST



NS
C-1
C-2
GS
M
M-2
MHP

O-D
O-I
O-I-T
OCR
PC-1
PC-2
PC-3

PUD
R-200
R-150
R-100
R-85
R-75
R-60

R-50
R-CD
R-CH
R-DT
R-A5
R-A8
RM-150

RM-100
RM-85
RM-75
RM-HD
NCD
TND
DeKalb Planning Area

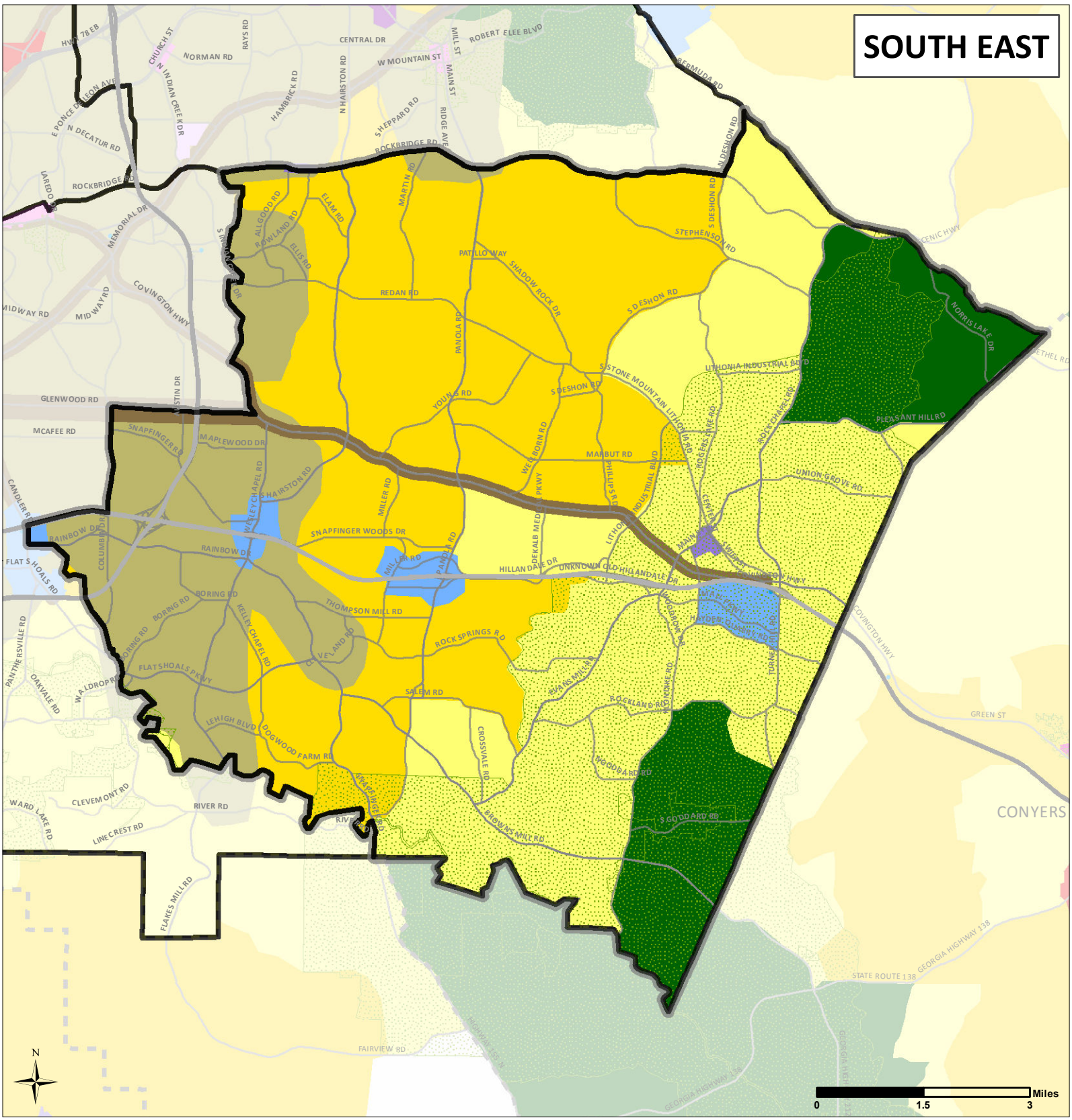
** Zone descriptions noted in document text*

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-21
DEKALB ZONING

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013



- DeKalb Planning Area
- Region Core
- Regional Employment Corridors
- Maturing Neighborhoods
- Established Suburbs
- Developing Suburbs
- Rural Areas
- Redevelopment Corridors
- Regional Centers
- Regional Town Centers
- Major Retail Districts
- University Districts
- Wellness Districts
- Community Activity Centers
- Town Centers
- Village Centers
- Industrial/Logistics Areas
- Regionally Important Resources (Overlay)
- Station Communities

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-22
UNIFIED GROWTH POLICY

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013

A-2.9 South West Planning Area

City of Atlanta Comprehensive Plan:

Refer to the Central West Planning Area description of Atlanta's comprehensive plan.

Decatur Comprehensive Plan:

Decatur's Comprehensive Plan recommends that its successful transit infrastructure be enhanced through improving time savings for commuters utilize MARTA, as well as assess additional MARTA service coverage needs for its commuters, and encourage the development of high density housing to be located along MARTA bus stops and rail stations.

Decatur Livable Centers Initiative:

The transit issues addressed by Decatur's LCI Plan centered on defining a vision and plan for the Avondale MARTA station area that capitalized on its transit access. In addition to this, the LCI plan emphasized that partnerships be strengthened between the City, the Clifton Corridor transportation Management Association, and major Decatur employers to encourage alternative transportation as well as continued encouragement for MARTA to improve maintenance and cleaning at Decatur Station, especially the bus bay. Two additional recommendations were made that addressed transit within the LCI Plan for Decatur. These were to: upgrade ADA compliance at transit stations and create a circulator shuttle.

Avondale Estates Comprehensive Plan:

Connectivity of the current road network with the pedestrian and bicycle paths will be leveraged to promote alternate modes of transportation and grant greater access for citizens to utilize these options. A commitment to preserving the historic character of Avondale Estates will be achieved through redevelopment that is consistent with the design guidelines for signage and the planning and redevelopment of Tudor Village along with the major travel corridors. Avondale Estates will be able to continue providing a welcoming environment for visitors and quality of life improvements for residents.

Avondale Estates Livable Communities Initiative:

The Avondale Estates LCI Plan calls for increased connectivity of the current road network with pedestrian and bicycle paths leveraged to promote alternate modes of transportation and grant greater access for citizens. The LCI Plan also states a need to improve transit amenities in the downtown area in the forms of additional bus shelters and bus schedules. Additionally, the plan calls that land uses surrounding the Avondale MARTA station become more transit oriented, dense, and intense.

Candler Road/Flat Shoals Parkway Livable Communities Initiative:

The Candler Road/Flat Shoals Parkway LCI aims to align with the areas future town center land use plans. The LCI Plan proposes improvements to the area's East-West connections and MARTA stops, as well as identifying new ways to link larger surrounding areas. It is recommended that the I-285/SR 155 interchange be reconstructed, bike and pedestrian routes along Panthersville Road and Columbia Drive be improved and widened, Park & Ride facilities at the Gallery at South DeKalb continue to be expanded, and that investments in multi-use trails along South River and Shoal Creek greenways be considered.

Existing Land Use Map:

The most significant commercial corridors in this planning area are Candler Road from Memorial Drive to I-285, Covington Highway from Avondale Estates to the west, and Memorial Drive at Columbia Drive. Activity centers include Memorial Drive and I-285, Flat Shoals Road and I-285, South DeKalb Mall, and Belvedere Park. The southern portion of the planning area has a significant amount of undeveloped land, which could lead to increased future demand on transportation facilities, if developed. Existing land uses around the Indian Creek and Kensington MARTA stations lack diversity in the mix of existing uses, as well as, densities and intensities.

Future Land Use Map:

The South West Planning Area of DeKalb County is planned to remain predominately low-density residential with town centers, office/industrial, and low density commercial dispersed around primary transportation corridors and intersections. The intersection of I-285 and Memorial Drive is proposed as a large town center. The Covington Highway corridor, which runs through this area, is to be considered for low density commercial. The Candler Road corridor is also to be considered for low density commercial except for the area between the intersections of Candler Road and I-20 and I-285. The Decatur city limits at the intersections of Ponce de Leon Ave and Church Street are expected to evolve to include office institutional, medium density residential, and medium high density residential. Lastly, the Southwestern most corner of this area where I-285 intersects with I-75 will be considered for industrial use with potential for a large office institutional center near Constitution Road.

Zoning Map:

Like the southeast DeKalb County planning area, there are some discrepancies between the future land use and the zoning maps for Southwest DeKalb County. The commercial corridors seem to agree along areas like Candler Road. The town centers at South DeKalb Mall are largely zoned light commercial with no residential zoning. The area near the southern edge between Ward Lake Road and Line Crest Road is designated as industrial for the future land use, but is currently zoned R-100. The predominant zoning in the area is the relatively higher density R-75 zoning, but outside I-285 the predominant zoning is R-100 like the southeast portion of DeKalb County. This area is served by MARTA rail at Avondale Estates, Kensington, and Indian Creek stations. Kensington and Avondale Estates MARTA stations are surrounded by single family zoning (R-75) and a few scattered commercial C-1 properties, while the Indian Creek MARTA station has some RM-100 multi-family zoning, some office-institutional zoning, and traditional neighborhood development zoning. Memorial Drive and Candler Road both have strings of local commercial zoning surrounded by R-75 single family residential. The largest single point of commercial zoning appears to be at the intersection of I-285 and Candler Rd, at South DeKalb Mall, where there some multi-family (RM-75 and RM-85) zoning also exists.

Comparison – Existing Land Use Map/Future Land Use Map:

The future land uses for the South West Planning Area of DeKalb County will not be dramatically different from their current land use. The most significant grow this likely to occur in the planning area's four (4) activity centers: Decatur at the intersection of Ponce de Leon Ave and Church Street, Avondale Estates at the intersection of Memorial Drive and I-285, Belvedere Park at the intersection of Memorial Drive and South Columbia Drive, and between I-20 and I-285 along the Candler Rd corridor. The Avondale Estates area is proposed to evolve from a predominately commercial, institutional intensive, multi-family residential area to a

large town center. The commercially dominant areas at Belvedere Park and Candler Drive corridor between I-20 and I-285 will be considered for town center development. The commercial land uses that line the remaining portion of the Candler Road corridor and Covington Highway corridor will be limited to low density commercial. The current industrial area occupying the southwestern most region of this planning area will remain industrial, but will expand to occupy some surrounding vacant/forest land. Additionally, the neighborhood south of the Edgewood/Candler Park MARTA station shows a reduction in residential density from high density residential to medium density residential. It is proposed that this area, along with the northern portion of the area that falls in the Central West Planning Area, be reconsidered and re-evaluated for its future land use proposals. As this neighborhood falls in close proximity to the Edgewood/Candler Park MARTA station, it should be considered for higher density and intensity uses associated with transit-oriented development.

Comparison – Unified Growth Policy Map/Future Land Use Map:

South West DeKalb's future land use and UGPM are not dissimilar. They both recognize the dominance of low-density single-family housing, the industrial area at the intersection of I-285 and I-675, the importance of South DeKalb Mall, and the potential for development along Candler Rd and Memorial Drive. Both of these aforementioned corridors show a mix of smaller commercial uses, but do not meet the potential of the roadways that pass through them. There is a portion of the study area along Ward Lake Rd that is designated as industrial in the future land use but only as a developing suburb in the UGPM. Additionally, Kensington and Indian Creek MARTA stations are both indicated as town centers in the future land use map, whereas they are not distinguishable from the surrounding neighborhoods for ARC's UGPM.

Cultural, Environmental, Historic, and Educational Resources:

Soapstone Ridge Historic District has the largest collection of Archaic soapstone quarries in the eastern United States. This area also contains a small piece of the Arabia Mountain Heritage Area. The East Lake Golf Club is the home course of legendary golfer Bobby Jones and is the oldest golf course in the City of Atlanta located near 2nd Avenue and Glenwood Avenue. There is also Sugar Creek Golf Course and Tennis Center off of Bouldercrest Road south of I-285. Two (2) senior centers are located in this planning area, including South DeKalb Senior Center on Candler Road north of McAfee Road and DeKalb/Atlanta Senior Center on Warren Street west of Howard Street. The following educational institutions are located within the planning area: Georgia Perimeter College on Panthersville Road south of Clifton Springs Road, Columbia Theological Seminary on Columbia Drive in Decatur, and Agnes Scott College on East College Avenue in Decatur. Several libraries are located within the planning area, including Flat Shoals Branch Library by Flat Shoals Road and Clifton Springs Road, Gresham Road Branch Library by Flat Shoals Road and Gresham Road, Scott Candler Branch Library by South Candler Road and McAfee Road, and Kirkwood Branch Library on Hosea Williams Drive near Howard Street.

Developments of Regional Impact:

The following developments of regional impact (DRI's) are found within the planning area:

Flat Shoals/Clifton Tract: Mixed-use project located at Flat Shoals Road and Clifton Springs Road, including approximately 700 garden flats units and 150,000 square feet of commercial space on approximately 75 acres.

4039 Bosnal Rd: A new construction and demolition debris transfer facility at 4039 Bonsal Road.

CMT Travel Plaza: Travel plaza including truck stop at 2750 Moreland Avenue.

Concept 3 Map:

There are no identified centers in this planning area; however, there is bus rapid transit proposed along I-285 from the Southern Crescent station up to Doraville and I-675 out to Henry County.

Special Study areas where transportation is a significant issue, contributor, or detractor from realizing land use/development vision:

While there are several locations within the planning area that are considerably developed, the majority of the area is single-family residential and does not place the same level of demand on transportation that more dense areas do. However, three of the future activity centers planned for this region are designated large town centers at the Avondale MARTA station, intersection of Memorial Drive and South Columbia Drive, and the intersection of Flat Shoals Road and Candler Road Between I-20 and I-285. These areas will require increased transportation study, specifically for how these three activity centers are linked to one another. Additionally, Memorial Drive, Candler Road, and Hosea Williams all are poised to become significant corridors but are surrounded by single family housing. Commercial or mixed-uses may be more appropriate for the level of road usage.

Emerging areas or areas of significant change:

Three (3) major activity centers in the South West Planning Area are proposed to change from commercial areas to town centers. The impending plans for the intersection of Memorial Drive and Ponce de Leon Avenue will shift development focus to be more transit oriented due to its proposed future land use as a town center. This will in turn require the area to take better advantage of the adjacent Avondale MARTA station. This underutilized station area may need to reconsider future demands based on this proposed future land use change. Transportation options and connectivity for the two additional town center proposed land use areas at the intersections of Memorial Drive and South Columbia Drive and Flat Shoals Road and Candler Road should also be considered as emerging areas in need of additional future transportation demand analysis. Additionally redevelopment of the corridors on Memorial Drive, Candler Road, and Glenwood Avenue seem likely. It is worth noting that no LCIs or DRIs have been granted in this area over the last 5 years.

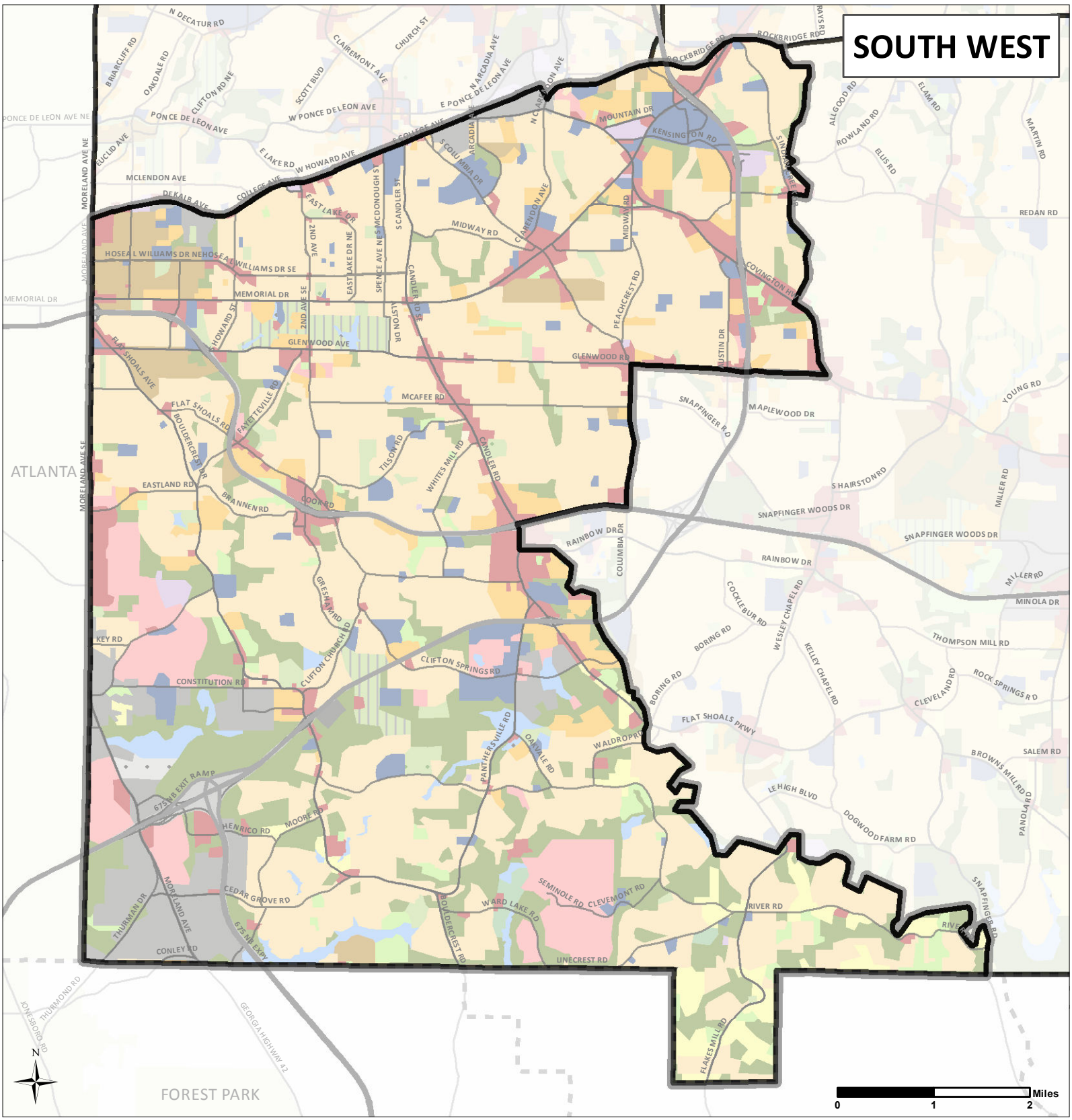
Other areas where additional study or consideration is needed to improve the link between land use and transportation:

Existing land uses at the following locations lack a strong link between land use and transportation:

- Indian Creek MARTA station
- Kensington MARTA station

Future land uses at the following locations lack linkages between land use and transportation:

- Intersection of Memorial Drive and South Columbia Drive
- Intersection of Flat Shoals Road and Candler Road
- Corridors on Memorial Drive, Candler Road, and Glenwood Avenue



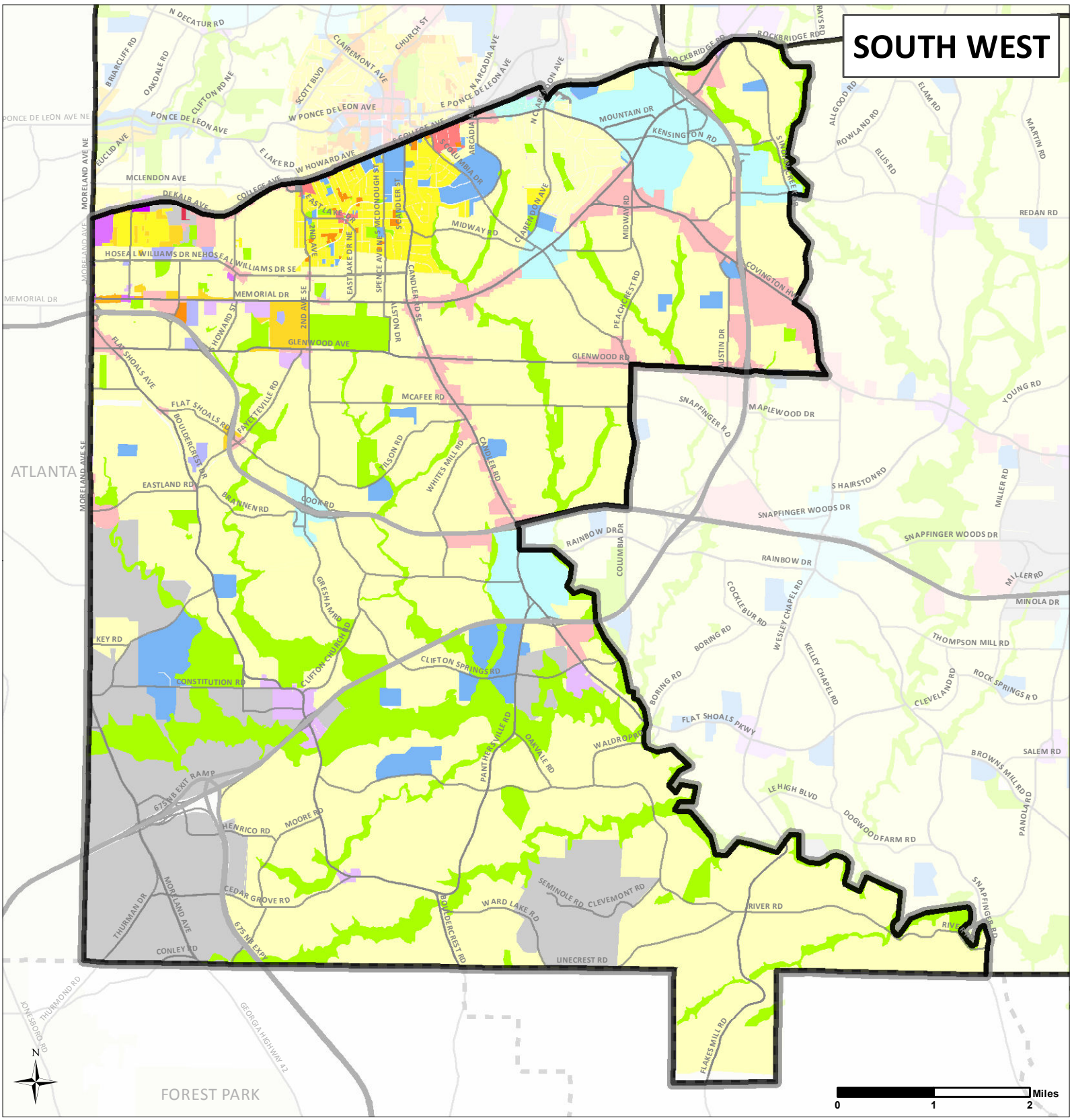
- DeKalb Planning Area
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Industrial
- Ind. & Comm. Complexes
- Limited Access Highways
- TCU
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- River
- Wetlands
- Reservoirs
- Exposed Rock
- Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-23
EXISTING LAND USE

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013



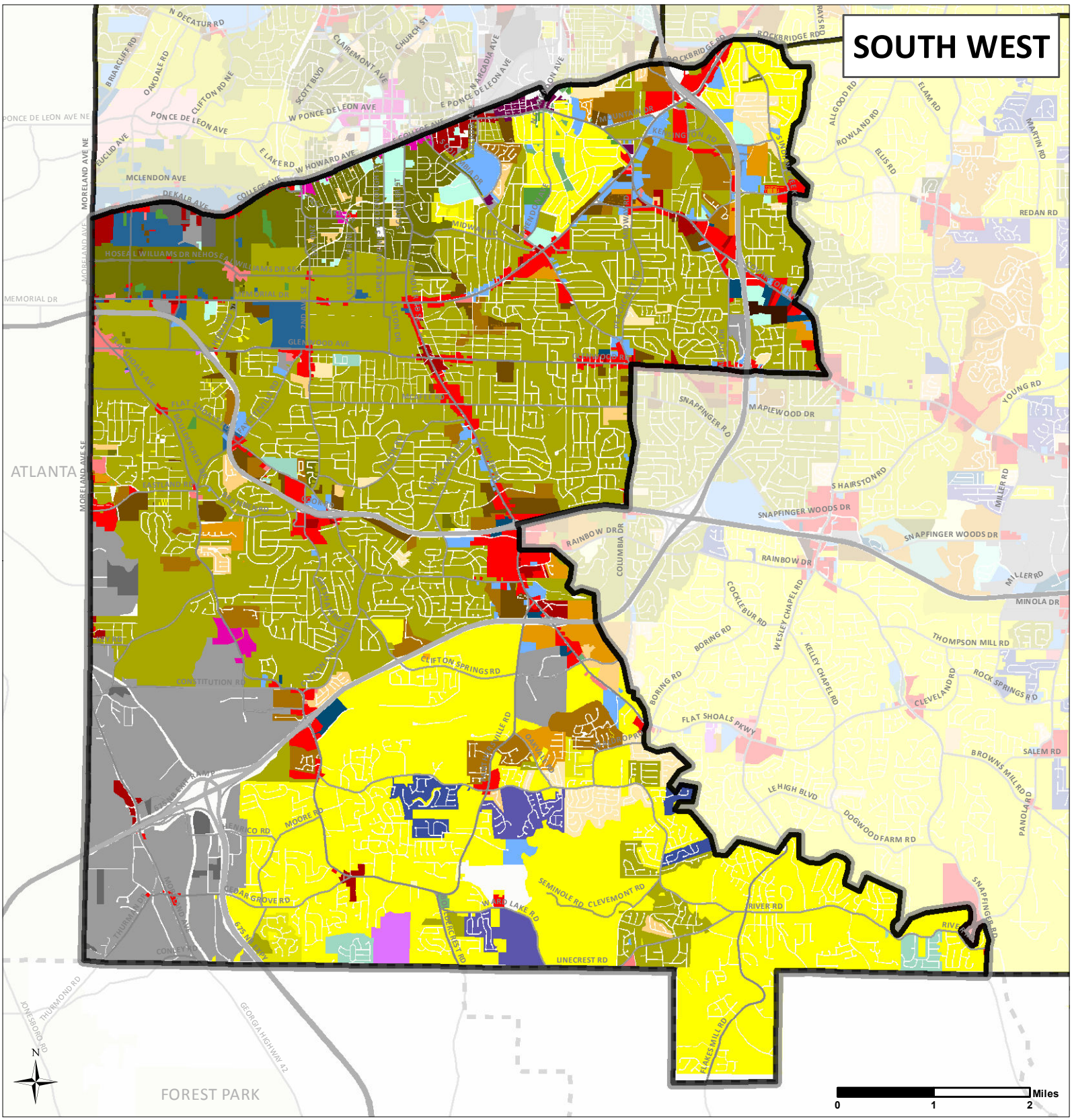
- DeKalb Planning Area
- Low Density Commercial
- Medium Density Commercial
- High Density Commercial
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Town Center
- Office / Institutional
- Community Facilities
- Industrial
- Greenspace
- Transportation / Communication / Utilities

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-24
FUTURE LAND USE

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013



NS
C-1
C-2
GS
M
M-2
MHP
O-D
O-I
O-I-T
OCR
PC-1
PC-2
PC-3
PUD
R-200
R-150
R-100
R-85
R-75
R-60
R-50
R-CD
R-CH
R-DT
R-A5
R-A8
RM-150
RM-100
RM-85
RM-75
RM-HD
NCD
TND
DeKalb Planning Area

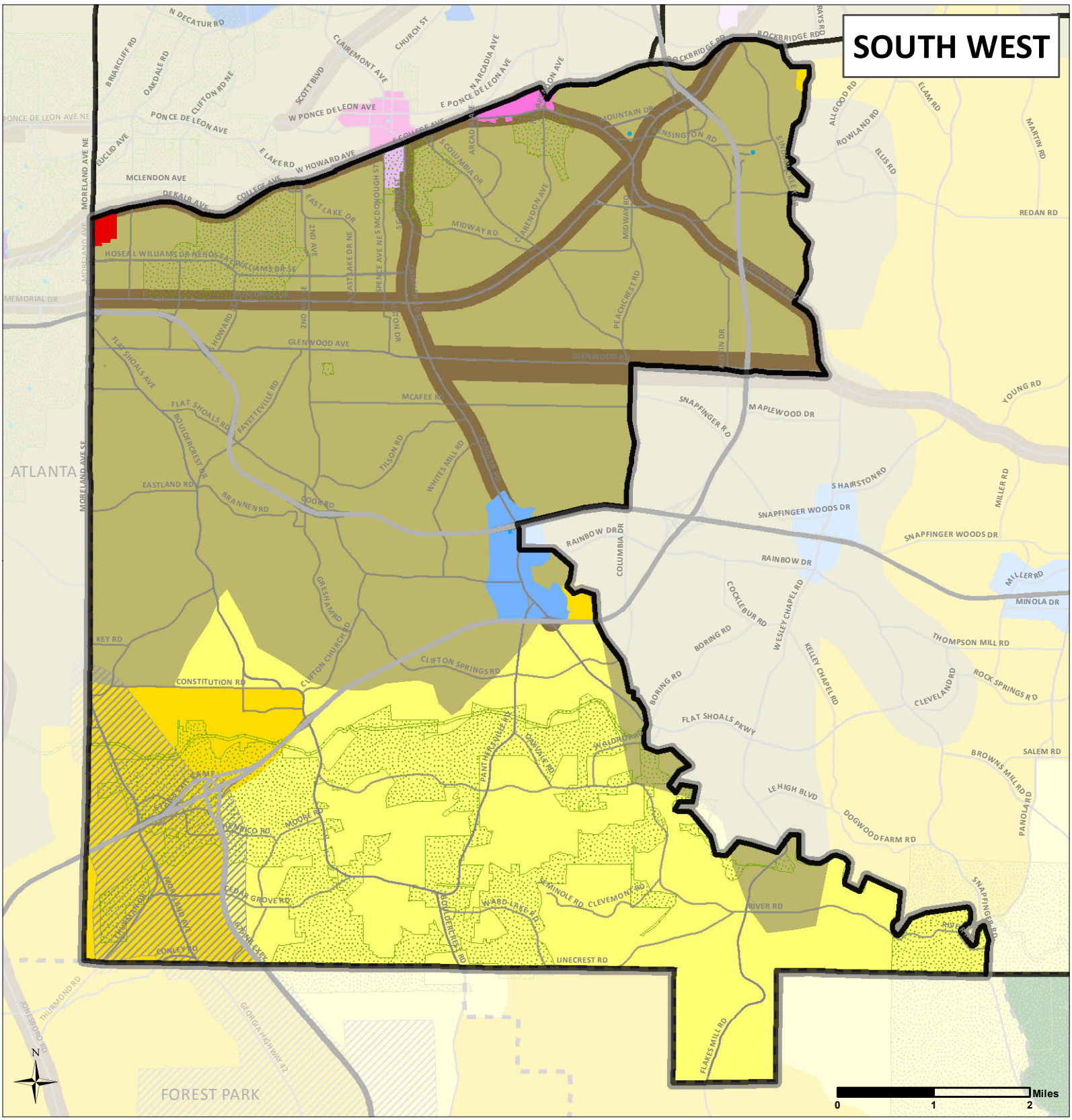
* *Zone descriptions noted in document text*

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-25
DEKALB ZONING

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013



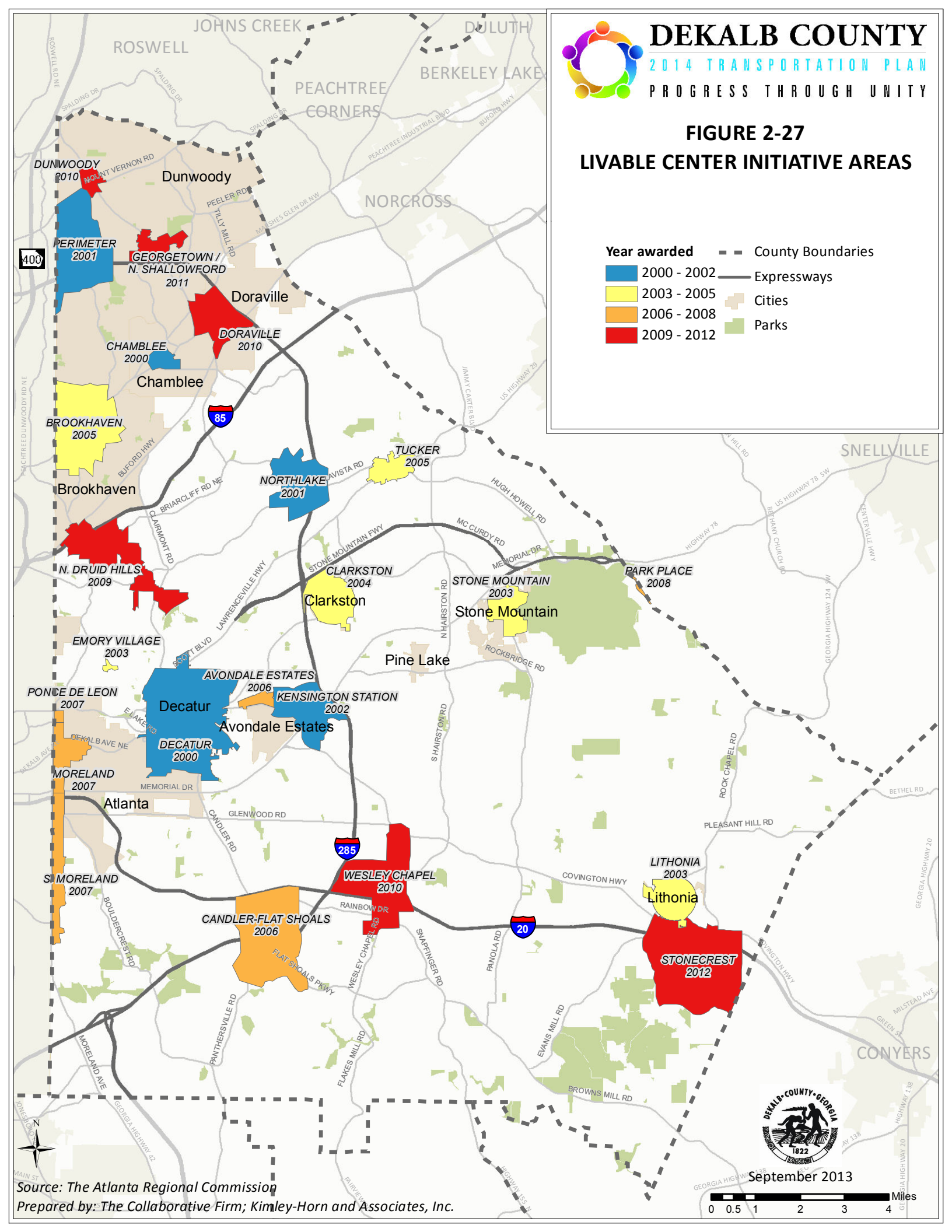
- DeKalb Planning Area
- Region Core
- Regional Employment Corridors
- Maturing Neighborhoods
- Established Suburbs
- Developing Suburbs
- Rural Areas
- Redevelopment Corridors
- Regional Centers
- Regional Town Centers
- Major Retail Districts
- University Districts
- Wellness Districts
- Community Activity Centers
- Town Centers
- Village Centers
- Industrial/Logistics Areas
- Regionally Important Resources (Overlay)
- Station Communities

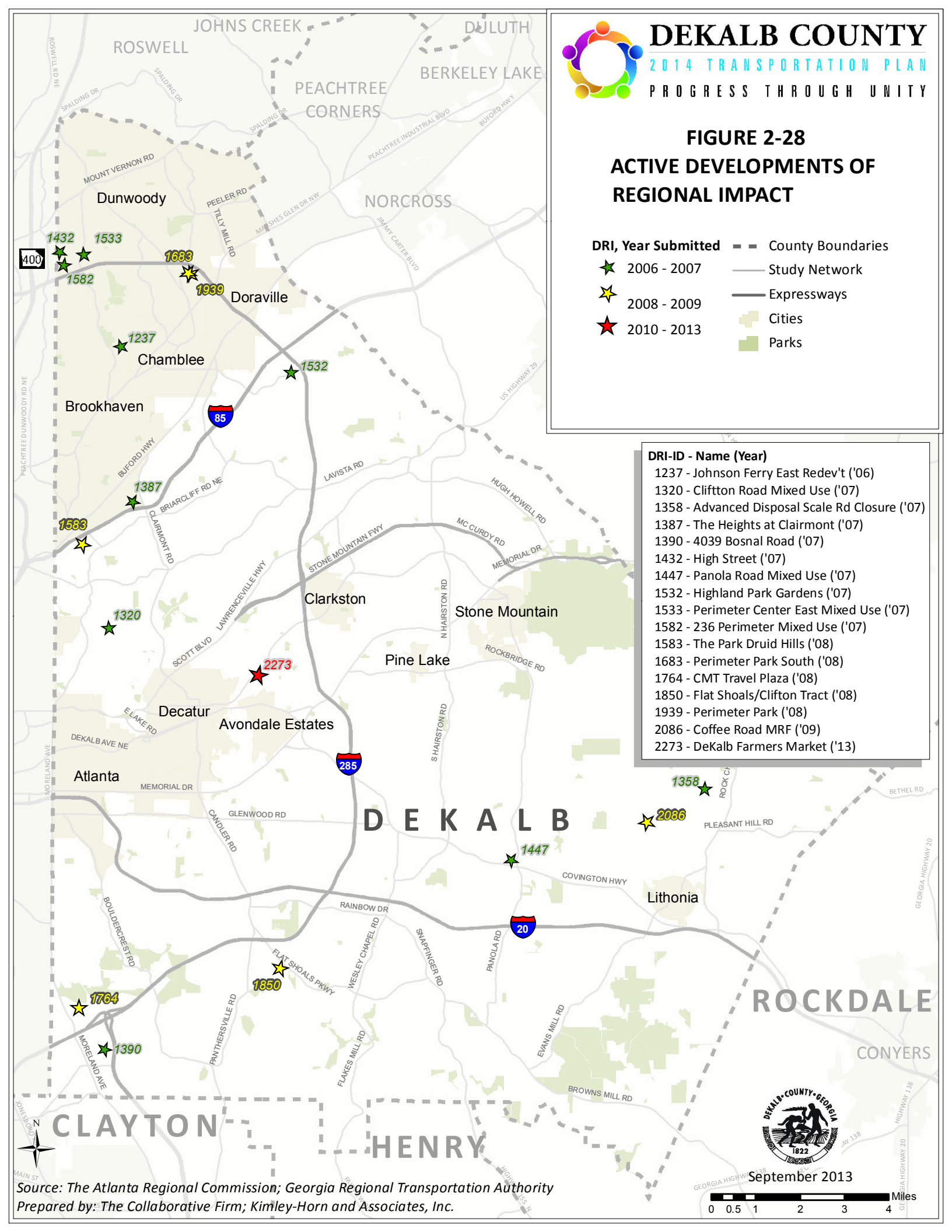
DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 2-26
UNIFIED GROWTH POLICY

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013


DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY
FIGURE 2-27
LIVABLE CENTER INITIATIVE AREAS
Year awarded
2000 - 2002
2003 - 2005
2006 - 2008
2009 - 2012
County Boundaries
Expressways
Cities
Parks
DUNWOODY 2010
Dunwoody
PERIMETER 2001
GEORGETOWN / N. SHALLOWFORD 2011
Doraville
DORAVILLE 2010
CHAMBLEE 2000
Chamblee
BROOKHAVEN 2005
Brookhaven
NORTHLAKE 2001
TUCKER 2005
N. DRUID HILLS 2009
CLARKSTON 2004
Clarkston
STONE MOUNTAIN 2003
Stone Mountain
PARK PLACE 2008
EMORY VILLAGE 2003
Pine Lake
PONCE DE LEON 2007
AVONDALE ESTATES 2006
KENSINGTON STATION 2002
Decatur
Avondale Estates
DECATUR 2000
MORELAND 2007
Atlanta
S MORELAND 2007
WESLEY CHAPEL 2010
CANDLER-FLAT SHOALS 2006
LITHONIA 2003
Lithonia
STONECREST 2012
SNELLVILLE
CONYERS
JOHNS CREEK
DULUTH
ROSWELL
BERKELEY LAKE
PEACHTREE CORNERS
NORCROSS
400
85
285
20
September 2013
0 0.5 1 2 3 4 Miles
Source: The Atlanta Regional Commission
Prepared by: The Collaborative Firm; Kimley-Horn and Associates, Inc.



Source: The Atlanta Regional Commission; Georgia Regional Transportation Authority
Prepared by: The Collaborative Firm; Kimley-Horn and Associates, Inc.

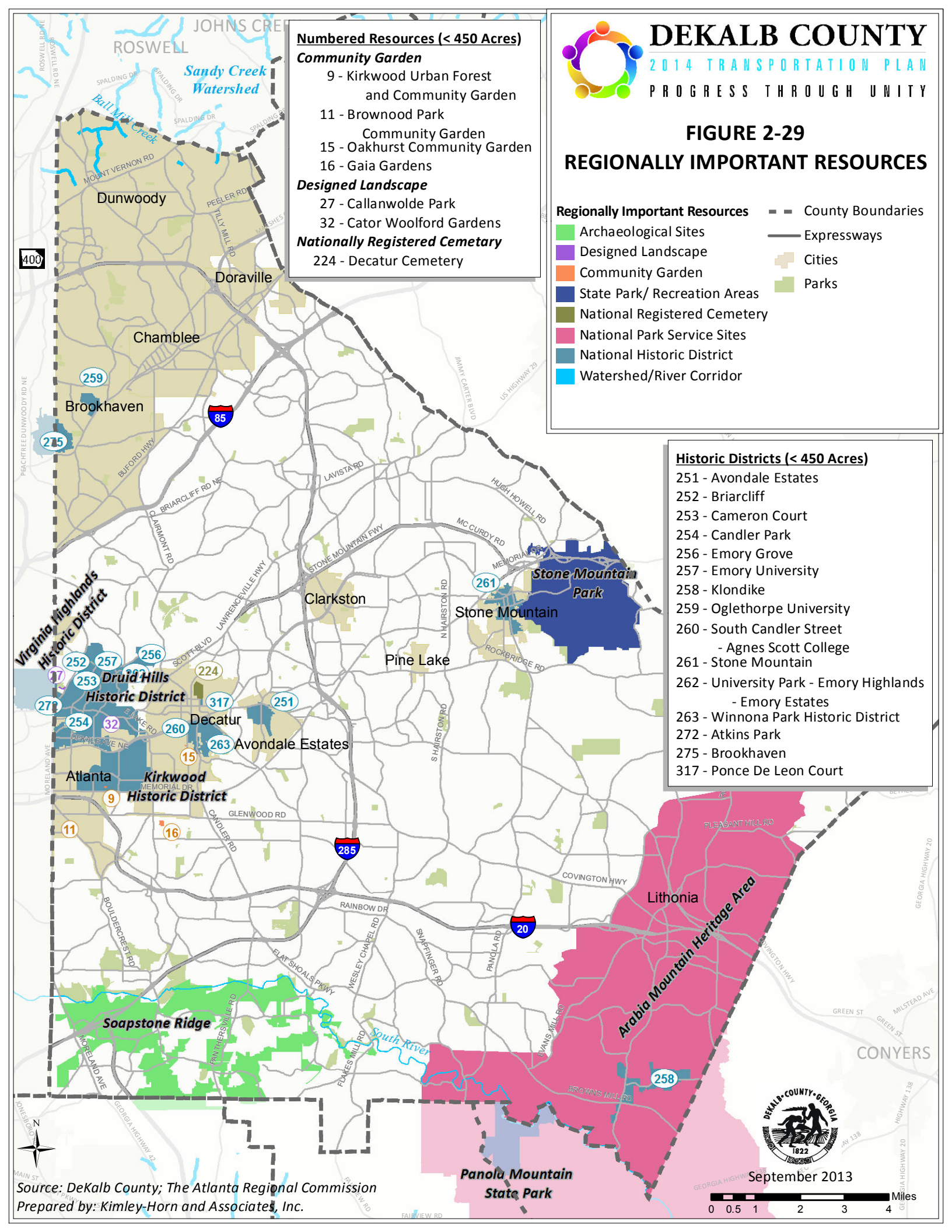
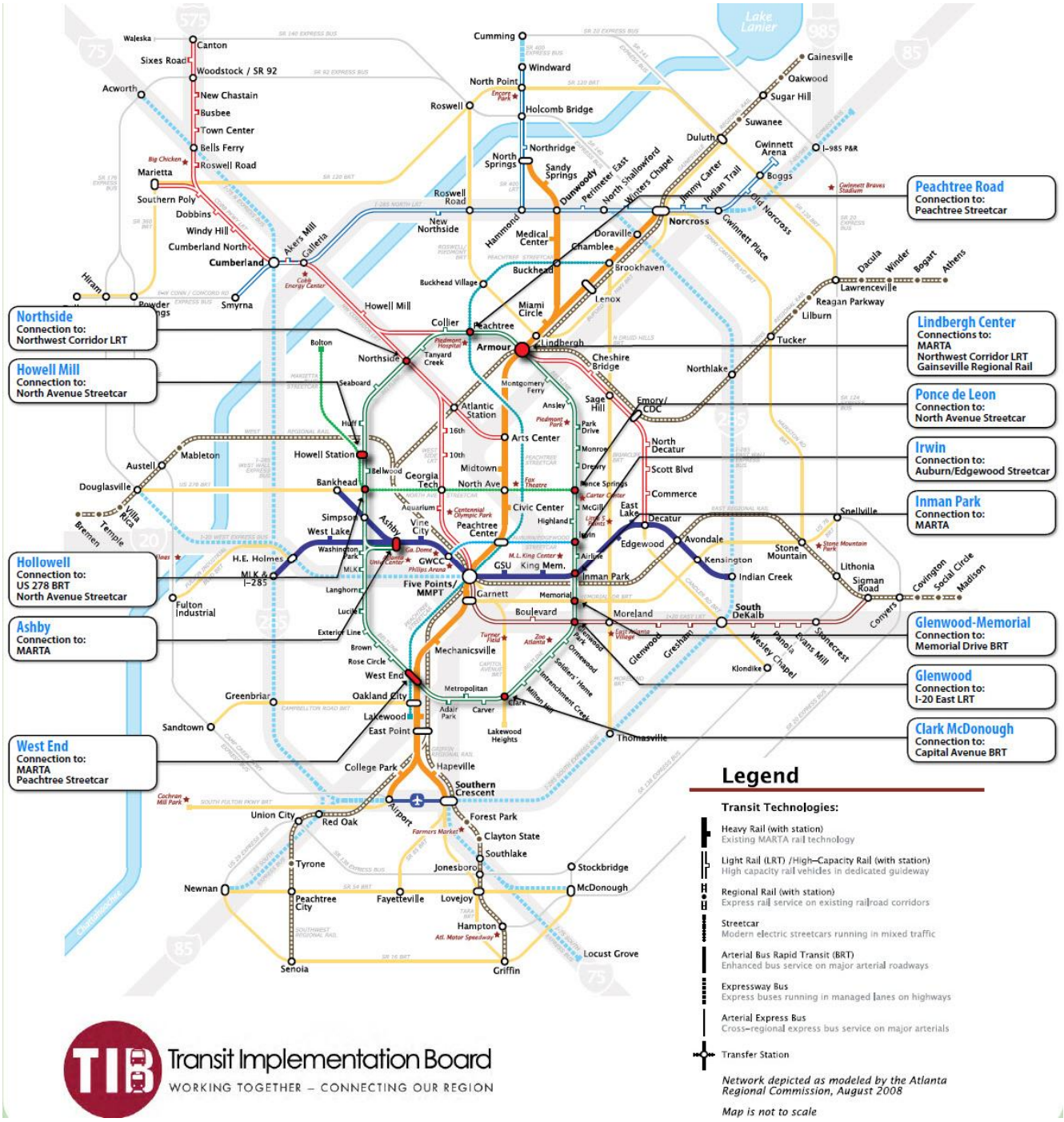

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY
FIGURE 2-29
REGIONALLY IMPORTANT RESOURCES
Numbered Resources (< 450 Acres)
Community Garden
9 - Kirkwood Urban Forest and Community Garden
11 - Brownood Park Community Garden
15 - Oakhurst Community Garden
16 - Gaia Gardens
Designed Landscape
27 - Callanwolde Park
32 - Cator Woolford Gardens
Nationally Registered Cemetary
224 - Decatur Cemetery
Regionally Important Resources
Archaeological Sites
Designed Landscape
Community Garden
State Park/ Recreation Areas
National Registered Cemetery
National Park Service Sites
National Historic District
Watershed/River Corridor
County Boundaries
Expressways
Cities
Parks
Historic Districts (< 450 Acres)
251 - Avondale Estates
252 - Briarcliff
253 - Cameron Court
254 - Candler Park
256 - Emory Grove
257 - Emory University
258 - Klondike
259 - Oglethorpe University
260 - South Candler Street - Agnes Scott College
261 - Stone Mountain
262 - University Park - Emory Highlands - Emory Estates
263 - Winnona Park Historic District
272 - Atkins Park
275 - Brookhaven
317 - Ponce De Leon Court
Sandy Creek Watershed
Ball Mill Creek
ROSWELL
JOHNS CREEK
Dunwoody
Doraville
Chamblee
Brookhaven
Clarkston
Stone Mountain
Stone Mountain Park
Pine Lake
Decatur
Avondale Estates
Atlanta
Kirkwood Historic District
Druid Hills Historic District
Virginia Highlands Historic District
Lithonia
Arabia Mountain Heritage Area
Soapstone Ridge
Panola Mountain State Park
South River
CONYERS
September 2013
Miles
0 0.5 1 2 3 4
Source: DeKalb County; The Atlanta Regional Commission
Prepared by: Kimley-Horn and Associates, Inc.

Figure 2-30: Concept 3 Transit Vision



Real Estate

A-3 Real Estate Trends Affecting Transportation

A-3.1 Residential Market

A-3.1.1 Residential Market: National & Metro Snapshot

There was a major decline in home sales and residential construction during the economic downturn of the past several years. In fact, many economists believe that the crash in the housing market was one of the main contributors to the onset of what is often called "The Great Recession." Fortunately, the housing market appears to have finally reached bottom and is now beginning to slowly improve. For 2012, the annual total for existing home sales was 4.65 million, up 9.2% from the 2011 figure. The 2012 figure was the highest volume since 2007, when it reached approximately 5.03 million. This also represented the strongest annual increase since 2004.[18]

Because construction is such a large part of the local economy, metro Atlanta was especially hard hit by the recession and the slow-down in the housing market. Just as in the rest of the nation, metro Atlanta's housing market is beginning to improve, with closer-in areas typically performing better than areas that are further from the urban core. In December 2012, the median sales price in metro Atlanta was $165,000. This represented a 38.7% increase year-over-year from the December 2011 median sales price and an increase of 9.3% over the November 2012 figure. Bank-owned sales in December 2012 were 26% of total sales. This was down year-over-year from 47% in December 2011.[19]

A-3.1.2 Residential Market: DeKalb County Overview

Residential Sales

DeKalb County has been severely impacted by the downturn in the housing market. Table 3-1 provides an overview of the for-sale housing market in DeKalb County between 2005 and 2011.

Table 3-1: Residential Sales, DeKalb County, 2005 to 2011[20]

	2005	2006	2007	2008	2009	2010	2011
New Units Sold	3,430	3,300	2,480	1,510	860	610	590
Resale Units Sold	10,230	10,590	9,330	8,370	8,720	8,130	8,820
Total Units Sold	**13,660**	**13,890**	**11,810**	**9,880**	**9,580**	**8,740**	**9,410**
Median New Price	$180,800	$228,000	$241,000	$234,000	$212,700	$203,000	$199,900
Median Resale Price	$165,000	$166,200	$160,000	$130,000	$87,500	$87,000	$70,900
Median Total Price	**$169,900**	**$178,300**	**$175,000**	**$149,800**	**$102,000**	**$96,000**	**$78,000**

[18] Source: "*Existing Home Sales Slip in December, Prices Continue to Rise; 2012 Totals Up.*" National Association of Realtors; January 22, 2013.

[19] Source: "*ABR Market Brief.*" Atlanta Board of Realtors; December 2012.

[20] Source: Atlanta Journal-Constitution Home Sales Report, Market Data Center.

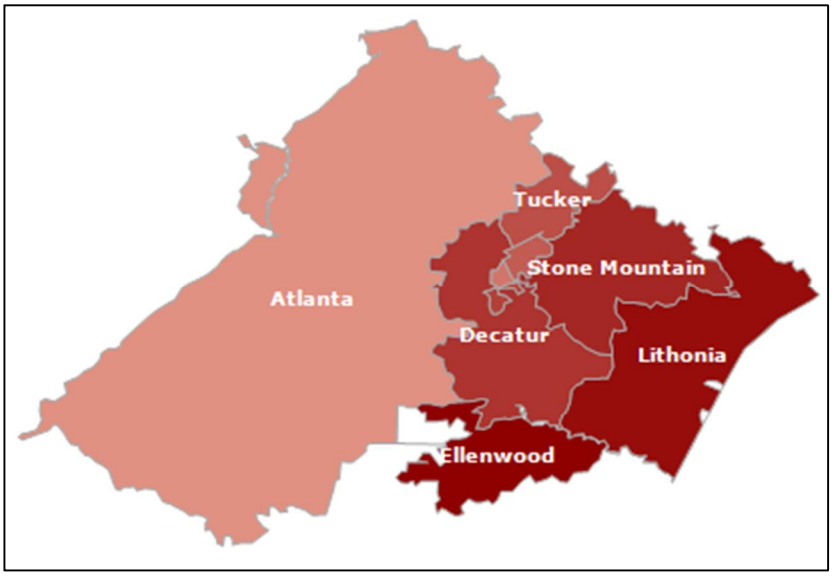
The number of new homes sold peaked in 2005, at just over 3,400, and then decreased every year through 2011, representing a decline of 83%. The median sales price for new homes peaked in 2007 at $241,000, and then decreased every year through 2011 when it was just below $200,000. Sales of existing homes peaked in 2006, when approximately 10,590 units sold, and then dropped through 2008 before beginning to rebound. The median price for existing homes peaked in 2006 at $166,200, and then dropped every year through 2011 to just $70,900; representing a decline of 57%.

A-3.1.3 Residential Foreclosures

A great deal of the softness in the DeKalb County housing market was caused by the foreclosure crisis. As the employment numbers remained weak over the past several years, many homeowners were unable to pay their mortgages, and the resulting foreclosures began to drag the housing market down. In February 2013, over 4,400 DeKalb County homes were somewhere in the foreclosure process, with an average foreclosure sales price of $91,300. This represents an improvement over the height of the foreclosure crisis. In February 2013, the number of homes auctioned in foreclosure was down 8.2% over the previous month and was down 40.1% over the prior year. The number of bank-owned properties was up 13.3% over the previous month but was down 55.8% over the prior year.[21]

RealtyTrac tracks and publishes statistics for the foreclosure market in metro Atlanta. They provide this data for DeKalb County at a submarket level. While these submarkets are named after various cities in the county, they do not follow the actual boundaries of the cities. Figure 3-1 below displays the RealtyTrac submarkets for DeKalb County. The lighter colors have fewer numbers of foreclosures, and the darker colors have higher numbers of foreclosures.

Figure 3-1: 2013 Foreclosures, DeKalb County[21]



[21] Source: RealtyTrac, February 2013.

According to RealtyTrac, the February 2013 foreclosure rates for the various submarkets in DeKalb County are as follows.

- DeKalb County – 1 in 297
- Ellenwood area – 1 in 178
- Lithonia area – 1 in 220
- Stone Mountain area – 1 in 290
- Decatur area – 1 in 426
- Avondale Estates area – 1 in 669
- Tucker area – 1 in 676
- Clarkston area – 1 in 790

In general, the submarkets in southern and eastern DeKalb County had higher rates of foreclosure than those in the north and the west. The Ellenwood area in south DeKalb had the highest rate of foreclosure, while the Clarkston area in central DeKalb had the lowest. For comparison purposes, it is important to note that the Clarkston area is one of the smallest submarkets in the County, and multi-family rental product makes up a large proportion of its housing market.

A-3.2 Residential Market: Sales by Subarea

For purposes of this analysis, the Planning Subareas established by DeKalb County are utilized to review market dynamics across the County. There are five Planning Subareas that cover the County: North, Central West, Central East, South West, and South East.

A-3.2.1 North Subarea

The North Subarea has many very desirable single-family neighborhoods, especially in the Dunwoody and Brookhaven areas. The strength of these neighborhoods is driven by the area's amenities, which include the large amount of Class A office space and the high-end retail in the Dunwoody and Buckhead areas. From a single-family residential standpoint, this subarea is largely built-out, but the strength of the market has led to infill construction when land can be assembled.

Table 3-2: Residential Sales, North Subarea, 2005-2011[22]

	2005	2006	2007	2008	2009	2010	2011
New Units Sold	320	660	450	290	240	190	220
Resale Units Sold	1,850	1,800	1,510	1,140	1,060	1,210	1,360
Median New Price	$241,600	$267,500	$314,300	$336,500	$267,200	$191,300	$180,000
Median Resale Price	$283,500	$281,100	$300,700	$308,500	$275,800	$240,300	$226,200

Note: Data is collected at the zip code level, therefore some areas that cross borders of County lines are included. The zip code boundaries vary somewhat from the established DeKalb County Planning Subarea boundaries. Zip codes used to approximate the North Subarea include: 30338, 30319, 30341, 30340, 30360, 30346, 30329, 30345.

[22] Source: Atlanta Journal-Constitution Home Sales Report, Market Data Center.

In 2011, the North Subarea had the highest median resale price ($226,200) of any of the DeKalb County subareas. The median new home price peaked in 2008 at $336,500 and then decreased to $180,000 by 2011, representing a decrease of 47%. The median resale price peaked at $308,500 in 2008 and decreased to $226,200 in 2011. The number of new homes sold peaked at 660 in 2006 and then decreased every year through 2010 when only 190 new homes sold. The number of new homes sold rebounded slightly to 220 in 2011, but this still represented a decrease of 67% from the peak in 2006. While the downturn in the housing market accounts for some of these changes, some of the price and sales declines are due to the built-out nature of this subarea and the movement towards more dense, attached for-sale product.

A-3.2.2 Central West Subarea

The Central West Subarea has some of the oldest residential development in DeKalb County, especially in and around the cities of Atlanta and Decatur. Many of these historic neighborhoods have become highly sought after with steadily rising home prices. In the more northern sections of the subarea, there is a great deal of residential development from the 1960s and 1970s.

As with any housing market, the quality of neighborhood amenities has a great impact on home values. Proximity to the restaurants, nightlife, and family-friendly events in downtown Decatur is a major driver of demand in the southern half of this subarea. In addition, the positive perception of the City Schools of Decatur is another major draw for potential residents. The popularity of DeKalb County's Lakeside High School is also viewed as a driver of residential demand within this subarea, as well as proximity to the significant employers of Emory University and the CDC.

Table 3-3: Residential Sales, Central West Subarea, 2005-2011[23]

	2005	2006	2007	2008	2009	2010	2011
New Units Sold	690	710	640	380	310	280	320
Resale Units Sold	2,670	2,760	2,360	1,850	1,660	1,770	1,900
Median New Price	$243,300	$265,600	$301,900	$343,100	$281,200	$274,100	$233,600
Median Resale Price	$255,600	$260,800	$273,000	$279,800	$243,300	$244,100	$222,200

Note: Data is collected at the zip code level, therefore some areas that cross borders of County lines are included. The zip code boundaries vary somewhat from the established DeKalb County Planning Subarea boundaries. Zip codes used to approximate the Central West Subarea include: 30329, 30341, 30345, 30033, 30084, 30030, 30306, 30307, 30079, 30322.

In the Central West Subarea, the median price for new homes peaked in 2008 at $343,100, before decreasing every year through 2011, when the median price was $233,600; this represents a decrease of 32%. The median price for existing homes also peaked in 2008 at $279,800. By 2011, the median price had decreased by 21% to $222,200. In 2011, there were 320 new homes sold in the Central West Subarea, which was the most new homes sold of any of the DeKalb County subareas. Even so, this represents a decrease of 56% from 2006, when 710 new homes were sold.

[23] Source: Atlanta Journal-Constitution Home Sales Report, Market Data Center.

A-3.2.3 Central East Subarea

The Central East Subarea consists largely of suburban-style residential development, with most of the homes built in the 1960s or later. This subarea has a sizeable component of upscale single-family housing, primarily in the Smokerise area. While there is not a great deal of land still available for new large-scale single-family neighborhoods, there was a notable amount of infill development taking place in the Tucker area before the economic downturn.

Table 3-4: Residential Sales, Central East Subarea, 2005-2011[24]

	2005	2006	2007	2008	2009	2010	2011
New Units Sold	300	280	210	180	80	10	20
Resale Units Sold	1,990	1,970	1,660	1,420	1,500	1,330	1,580
Median New Price	$233,100	$210,600	$226,200	$161,700	$131,100	$140,200	$173,200
Median Resale Price	$159,600	$162,300	$149,300	$125,800	$95,100	$81,200	$65,600

Note: Data is collected at the zip code level, therefore some areas that cross borders of County lines are included. The zip code boundaries vary somewhat from the established DeKalb County Planning Subarea boundaries. Zip codes used to approximate the Central East Subarea include: 30340, 30084, 30087, 30083, 30021, 30072.

The median price for new homes in the Central East Subarea peaked in 2007 at $226,200, before decreasing to a low point of $131,100 in 2009, and then rebounding somewhat to $173,200 in 2011. The median price for existing homes peaked in 2006 at $162,300, before decreasing every year through 2011 when the median price was just $65,600 (a decrease of 60%). Between 2005 and 2011, the number of new homes sold declined every year, from 300 new homes sold in 2005 to just 20 sold in 2011. This represents a decrease of 95% and the fewest number of new homes sold of any of the DeKalb subareas. This could be an indication of approaching build-out in a maturing for-sale residential market.

A-3.2.4 South West Subarea

The South West Subarea has some of DeKalb County's oldest suburban-style residential development, with a great deal of the neighborhoods dating back to the 1950s. Currently, many sections of this subarea are feeling the effects of disinvestment, and some suffer from blighted conditions. However, this area does provide affordable housing in fairly close proximity to the employment base in the City of Atlanta.

While this subarea's housing stock is older in general, many of the homes lack the historic character that has typically driven redevelopment in other close-in areas. Even so, redevelopment and rising prices in nearby historic neighborhoods in the City of Decatur and the City of Atlanta are beginning to create development pressure in some parts of this subarea. However, because of the lack of historic character, this development pressure may be more likely to lead to demolition and rebuilding rather than to the renovation of existing homes.

[24] Source: Atlanta Journal-Constitution Home Sales Report, Market Data Center.

Table 3-5: Residential Sales, South West Subarea, 2005-2011[25]

	2005	2006	2007	2008	2009	2010	2011
New Units Sold	1,240	920	550	280	140	70	30
Resale Units Sold	2,180	2,440	2,250	2,250	2,530	2,150	2,040
Median New Price	$184,400	$188,600	$222,000	$220,800	$196,800	$181,000	$242,500
Median Resale Price	$136,300	$143,100	$135,400	$91,900	$65,300	$64,600	$55,500

Note: Data is collected at the zip code level, therefore some areas that cross borders of County lines are included. The zip code boundaries vary somewhat from the established DeKalb County Planning Subarea boundaries. Zip codes used to approximate the South West Subarea include: 30317, 30316, 30032, 30034, 30294, 30288, 30315.

Between 2005 and 2011 in the South West Subarea, the number of new homes sold dropped dramatically from 1,240 to just 30, representing a decrease of 98%. The median price for new homes was actually the highest in 2011 at $242,500, but this median was based on very small number of home sale transactions. The median sales price for existing homes peaked in 2006 at $143,100 and declined every year after to just $55,500 in 2011, for an overall decrease of 61%.

A-3.2.5 South East Subarea

The South East Subarea has some of the newest residential development in DeKalb County. Construction of new homes continues, although at a much slower pace than in the early part of the last decade. There are several neighborhoods within this subarea with active construction, but most of these developments were begun before the economic downturn. As the housing market declined, many of these neighborhoods remained unfinished and their lots were taken back by lenders. As market conditions have improved, homebuilders have been able to purchase these lots at very favorable prices. The homes that are being built on these lots are typically much less expensive than those that were built before the downturn, however the prices for larger homes can reach into the $200,000s.

Table 3-6: Residential Sales, South East Subarea, 2005-2011[26]

	2005	2006	2007	2008	2009	2010	2011
New Units Sold	1,470	1,110	650	440	230	150	100
Resale Units Sold	3,340	3,400	2,980	2,920	3,340	3,030	3,350
Median New Price	$145,300	$197,800	$222,400	$171,000	$152,600	$137,100	$109,700
Median Resale Price	$135,600	$137,100	$124,600	$88,600	$53,600	$52,200	$44,000

Note: Data is collected at the zip code level, therefore some areas that cross borders of County lines are included. The zip code boundaries vary somewhat from the established DeKalb County Planning Subarea boundaries. Zip codes used to approximate the South East Subarea include: 30038, 30034, 30058, 30035, 30080, 30087, 30083.

The median new home price for the South East Subarea peaked in 2007 at $222,400. By 2011, the median price had decreased by 51% to $109,700. The median price for existing homes peaked in 2006 at $137,100 and

[25] Source: Atlanta Journal-Constitution Home Sales Report, Market Data Center.
[26] Source: Atlanta Journal-Constitution Home Sales Report, Market Data Center.

declined every year thereafter. By 2011, the median resale price was just $44,000, representing a decrease of 68%. In 2005, there were 1,470 new homes sold in the subarea. By 2011, the number of new homes sold had decreased by 93%, with only 100 new homes sold.

A-3.3 Residential Market: Rental by Submarket

A-3.3.1 Metro Atlanta Apartment Market[27]

With over 430,000 apartment units, metro Atlanta's multi-family rental market is large and varied. Unit types range from high-rise apartments in intown markets to garden apartments in the suburbs. At the end of 2012, the average occupancy rate across the metro area was 92.4%. While this was slightly lower than the average occupancy for the South (93.9%) and for the United States (94.9%), it represented the highest occupancy in metro Atlanta since the fourth quarter of 2007.

The average rent in the metro Atlanta area was $824 per month, representing a rent per square foot of $0.797. Rental rate growth in 2012 was just 1.1%, which was the slowest growth in eight quarters. At the end of the year, Atlanta was one of the few markets in the nation where rents were still below pre-recession levels. New supply levels were at a two decade low with only 1,700 units added during 2012. For the year of 2012, almost 4,400 new apartment units were permitted for construction. This represented almost twice the number approved during the previous year. However, this figure was still well below the record for multi-family permits issued, which was 18,400 for the year-ending third quarter 2000.

A-3.3.2 DeKalb County Apartment Submarkets[28]

Because DeKalb County is large and economically diverse, apartment market conditions vary greatly across the County. To better understand the local market, MPF Research divides DeKalb County into nine submarkets. Many of these submarkets are named after local cities, but their boundaries are typically much larger than the actual city limits.

Briarcliff Area Apartment Submarket

At the end of 2012, the Briarcliff Area apartment market had approximately 12,600 units, making it one of the largest submarkets in DeKalb County. This submarket includes a significant number of the apartment complexes located along the southeast side of the Buford Highway corridor. Occupancy was 93.7%, which represented an increase of 1.5% during 2012. The average monthly rent was $896 per unit and $0.897 per square foot. Over 2012, the average rent increased by 3.6%. Currently, there is one large apartment project under construction in this submarket, with 443 units.

Chamblee/Brookhaven Area Apartment Submarket

At the end of 2012, the Chamblee/Brookhaven Area apartment market had approximately 12,700 units, making it one of the largest submarkets in DeKalb County. This submarket includes a large number of the apartment complexes along the Buford Highway corridor. Occupancy was 93.3%, which represented a decrease of 1.3% over the year. The average monthly rent was $972 per unit and $0.957 per square foot. Over 2012, the average

[27] Source: *Atlanta Apartment Market Report*; MPF Research; Fourth Quarter 2012.
[28] Source: *Atlanta Apartment Market Report*; MPF Research; Fourth Quarter 2012.

rent increased by 1.1%. Currently, there is one apartment project under construction in this submarket, with 205 units.

Clarkston/Tucker Area Apartment Submarket

At the end of 2012, the Clarkston/Tucker Area apartment market had approximately 8,700 units. Occupancy was 89.1%, which represented a decrease of 0.4% during 2012. The average monthly rent was $679 per unit and $0.638 per square foot. Over 2012, the average rent decreased by 0.8%. Currently, there are no new apartment communities under construction in this submarket.

Decatur Area Apartment Submarket

Typically, demand for apartment units in the Decatur area is very strong. This strength is largely driven by the amenities found in downtown Decatur, as well as local schools. At the end of 2012, the Decatur Area apartment market had approximately 10,800 units. Occupancy was 95.8%, which represented the submarket's highest occupancy rate in five years. The Decatur area had the highest occupancy rate of any of the DeKalb submarkets. The average monthly rent was $922 per unit and $0.927 per square foot. Over 2012, the average rent decreased by 0.6%. Currently, there are no new units under construction, but there are plans to build a 240-unit apartment development in downtown Decatur on property surrounding the Decatur Court office building.

Doraville Area Apartment Submarket

At the end of 2012, the Doraville Area apartment market had approximately 6,900 units. Occupancy was 91.7%, which represented a five-year high. The average monthly rent was $673 per unit and $0.703 per square foot. Average rents increased by 3.0% over 2012, and rental rates have increased in six of the last eight quarters. There are currently no units under construction in this submarket.

Dunwoody Area Apartment Submarket

The Dunwoody Area apartment market is typically one of the best performing markets in metro Atlanta. This strength is driven by the large office employment found in the Perimeter Center area. At the end of 2012, the Dunwoody Area apartment market had approximately 9,200 units. Occupancy was 94.8%, which represented a decrease of 0.6% over the year. The average monthly rent was $1,138 per unit and $1.070 per square foot. Over 2012, the average rent increased by 1.1%. The Dunwoody area had the highest monthly rent and the highest rent per square foot of any of the DeKalb County submarkets. There is no new supply planned for 2013.

Southeast DeKalb Area Apartment Submarket

At the end of 2012, the Southeast DeKalb Area apartment market had approximately 9,100 units. Occupancy was 88.1%, which represented a decrease of 1.0% over the fourth quarter of 2012. The average monthly rent was $703 per unit and $0.66 per square foot. Over 2012, the average rent decreased by 2.3%. Currently, there are no new apartment units under construction in this submarket.

Southwest DeKalb Area Apartment Submarket

At the end of 2012, the Southwest DeKalb Area apartment market had approximately 13,100 units, which was the largest number of units of any DeKalb submarket. Occupancy was 82.5%, which was the lowest occupancy of any of the DeKalb submarkets and the only submarket in metro Atlanta with occupancy under 85%. The

average monthly rent was $660 per unit and $0.651 per square foot. Over 2012, the average rent decreased by 1.2%. Currently, there are no apartment units under construction in this submarket.

Stone Mountain Area Apartment Submarket

At the end of 2012, the Stone Mountain Area apartment market had approximately 10,100 units. Occupancy was 89.6%, which represented an increase of 5.5% over the last three quarters of 2012. The average monthly rent was $622 per unit and $0.620 per square foot. This represents the lowest rent per square foot of any of the DeKalb submarkets. Over 2012, the average rent decreased by 1.2%. Currently, there are no new apartment communities under construction in this submarket.

As one can see from the preceding submarket statistics, the health of the apartment market varies greatly across DeKalb County. In general, rental rates tend to be much higher in the North and Central West subareas and lower in the Central East, South East, and South West subareas. Similar to the trends seen in rental rates, occupancy rates are much higher in the North and Central West subareas and lower in the Central East, South East and South West subareas.

A-3.4 Retail Market Assessment

A-3.4.1 Retail Market: National & Metro Snapshot

Even before the downturn in the national economy, retail space in the United State was overbuilt in most communities. The falling incomes of the last several years have left less disposable income for retail purchases, and internet sales have taken customers away from brick-and-mortar stores. The result is a retail real estate market with a great deal of weakness overall. On the national level, vacancy has stabilized at around 6.8% after steadily increasing during the downturn. However, average rental rates are still decreasing, and were at $14.43 at year-end 2012.[29]

Metro Atlanta's retail market has not escaped the same trends as those causing the national weakness. At the end of 2012, metro Atlanta's retail vacancy rate was 9.8%, which was much higher than the national rate and well above the metro area's pre-recession rates. In addition, rental rates for retail space in metro Atlanta have been steadily decreasing. At the end of 2012, average rental rates were $12.81, down from a high of $15.78 in 2008.[30]

A-3.4.2 Retail Market: DeKalb County Overview

DeKalb County has a large and very diverse retail market. There are over 3,300 retail buildings in the County, representing approximately 44.0 million square feet of space. The average age of these retail buildings is 36.9 years, and the vacancy rate is 9.3%. The average rental rate is $12.63 per square foot. During 2012, approximately 122,000 square feet of space was absorbed. [31]

The quality and type of retail space varies greatly across the County. There is a strong concentration of high-end retail in the North and Central West subareas, and there is a significant amount of retail constructed during

[29] Source: *The CoStar Retail Report*, National Retail Market; Year-End 2012.
[30] Source: *The CoStar Retail Report*, Atlanta Retail Market; Year-End 2012.
[31] Source: CoStar Group, February 2013.

the early 2000s in the South East Subarea. Retail space in the South West Subarea consists largely of older, anchorless strip shopping centers. The Central East Subarea also has a high proportion of aging strip centers, especially along Memorial Drive.

Before the 1960s, downtowns were typically the centers of retail commerce. Although DeKalb County was largely developed after the dominance of downtowns had passed, the County does have several historic downtown shopping districts. The largest and most active downtown is in the City of Decatur. Other downtown business districts can be found in Avondale Estates, Chamblee, Lithonia, Stone Mountain, and the Tucker area.

For the past fifty years, retail development has tended to gravitate around enclosed malls, instead of historic downtowns. There are five enclosed malls in DeKalb County: The Gallery at South DeKalb, North DeKalb Mall, Northlake Mall, Perimeter Mall, and Stonecrest Mall. Stonecrest is the newest of the DeKalb malls, while Perimeter is arguably the most upscale and most successful. North DeKalb Mall, Northlake Mall, and The Gallery at South DeKalb have all transitioned from regional shopping destinations into mostly local-serving shopping centers.

A-3.4.3 Retail Market: Subarea Dynamics

For purposes of this analysis, the Planning Subareas established by DeKalb County are utilized to review market dynamics across the County. There are five Planning Subareas that cover the County: North, Central West, Central East, South West, and South East.

North Subarea

The North Subarea includes a great deal of retail space and some of the most upscale shopping centers in metro Atlanta. This subarea includes the Sandy Springs/North Central Retail Submarket and the Chamblee/Doraville Retail Submarket.[32]

The Sandy Springs/North Central Retail Submarket includes approximately 500 buildings, with 10.6 million square feet of space. At the end of 2012, the vacancy rate was 8.4%, and the average rental rate was $16.38 per square foot. During 2012, approximately 220,000 square feet of space was absorbed, and no new space was delivered. At the end of 2012, there was no new space under construction.

The Chamblee/Doraville Retail Submarket includes approximately 400 buildings, with 4.7 million square feet of space. At the end of 2012, the vacancy rate was 11.1%. During 2012, approximately 54,000 square feet of space was absorbed and no new space was added to the market. The average rental rate was $13.41 per square foot. At the end of 2012, no new space was under construction.

The North Subarea includes Perimeter Mall, among the most upscale shopping centers in metro Atlanta. Anchor tenants are Dillard's, Macy's, Nordstrom, and Von Maur. The mall also includes an outdoor lifestyle center. Perimeter Mall has a very strong trade area that includes high-end residential areas and a large number of Class A office employees. Because of its size and its unique tenant mix, this center also draws customers from throughout the metro Atlanta region.

[32] Source: *The CoStar Retail Report*, Atlanta Retail Market; Year-End 2012.

While the Brookhaven area also includes a significant amount of high-end retail, it does not have the regional draw of the Perimeter area. Customers are more likely to come from the significant residential development in the area or from Oglethorpe University. One notable new development in this area is Town Brookhaven. This outdoor shopping center includes both convenience retailers, such as Publix, and high-end specialty boutiques.

Retail space along the Buford Highway corridor consists almost entirely of strip center development, much of it several decades old. The original tenants were typically the national retailers that could be found in any suburban market. Over time, most of these national retailers left for newer areas. Fortunately, the vacant space has been absorbed by businesses that provide goods and services to the various immigrant communities who now live along the corridor.

There is also a small downtown in the City of Chamblee. While this area doesn't include many buildings, the downtown has become home to some retailers, including antiques stores and restaurants. In addition, customers have been drawn to the surrounding area because of infill development anchored by big box stores, such as Lowe's and Walmart.

Central West Subarea

The Central West Subarea includes the Decatur/East Atlanta Retail Submarket and the Northlake/I-85 Retail Submarket. [33]

The Decatur/East Atlanta Retail Submarket includes approximately 700 buildings, with 8.0 million square feet of space. At the end of 2012, the vacancy rate was 9.8% and the average rental rate was $11.55 per square foot. During 2012, approximately 229,000 square feet of space was absorbed and 121,000 square feet of space was added to the market. At the end of the year, there was 3,300 square feet of space under construction.

The Northlake/I-85 Retail Submarket consists of 540 buildings, with 7.8 million square feet of space. At the end of 2012, the vacancy rate was 6.2%, with an average rental rate of $14.14 per square foot. Approximately 39,000 square feet of space was absorbed during 2012, and 7,000 square feet was added to the market. At the end of the year, 80,000 square feet of space was under construction.

The Central West Subarea includes Decatur's historic downtown, which has evolved in recent years into one of metro Atlanta's more dynamic independent shopping and dining districts. Local restaurants make up the majority of the retail trade, and their unique offerings draw diners from throughout the area.

There is also a great deal of successful retail in the area around Emory University and the headquarters of the CDC. Older centers, such as Toco Hills, have been able to continually reinvent themselves and succeed because of the strong employment and residential base in the surrounding area. The newest development in this subarea is Emory Point, which is a mixed use development combining retail with high-end rental housing. Retailers in this center also exemplify the new trend of including both convenience and specialty retailers, with tenants such as CVS and Ann Taylor Loft.

[33] Source: *The CoStar Retail Report*, Atlanta Retail Market; Year-End 2012.

The only enclosed shopping center in this subarea is North DeKalb Mall. This center is anchored by Macy's, AMC Theaters, Marshalls, and Burlington Coat Factory. Even with these anchors, North DeKalb is a struggling shopping center with a great deal of vacancy in the interior corridor. Exterior-facing tenants are more successful. Long-term redevelopment plans call for the center to transform into a mixed use development, including the removal of the mall's interior corridor.

Central East Subarea

The Central East Subarea includes the Northlake/I-85 Retail Submarket and the Stone Mountain/Clarkston Retail Submarket. [34]

The Northlake/I-85 Retail Submarket consists of 540 buildings, with 7.8 million square feet of space. At the end of 2012, the vacancy rate was 6.2%, with an average rental rate of $14.14 per square foot. Approximately 39,000 square feet of space was absorbed during 2012, and 7,000 square feet was added to the market. At the end of the year, 80,000 square feet of space was under construction.

The Stone Mountain/Clarkston Retail Submarket consists of 850 buildings, with 8.8 million square feet of space. At the end of 2012, the vacancy rate was 8.7% and the rental rate was $11.44 per square foot. During 2012, approximately 16,000 square feet of space was absorbed and no new space was delivered. At the end of 2012, there was 7,000 square feet of retail space under construction.

The largest shopping center in the Central East Subarea is Northlake Mall. Northlake is a two-story mall with four department store anchors: Macy's, Kohl's, Sears, and JCPenney. The mall has been able to keep all of its large anchor spots filled, but the interior corridor has a great deal of vacancy. Many of the national retailers have left the center and have been replaced with local stores that do not have a strong drawing power.

The Memorial Drive corridor from I-285 to the City of Stone Mountain is home to dozens of aging strip shopping centers. While many of these shopping centers struggle with high vacancy rates, the centers with strong anchor tenants are performing fairly well. The persistent overall weakness of this corridor's retail space demonstrates that the Memorial Drive corridor has much more retail space than can be supported by local demand.

For many years, Stone Mountain's historic downtown was a successful shopping district with unique shops and restaurants that appealed to both the tourists from nearby Stone Mountain Park and to area residents. In more recent years, the area has lost its critical mass of specialty shops, and vacancies have risen. However, the City has an active Main Street program with plans to restructure the downtown around the arts.

South West Subarea

The South West Subarea includes the Southeast Atlanta Retail Submarket and the Forest Park/Morrow Retail Submarket. [35]

[34] Source: *The CoStar Retail Report*, Atlanta Retail Market; Year-End 2012.
[35] Source: *The CoStar Retail Report*, Atlanta Retail Market; Year-End 2012.

The Southeast Atlanta Retail Submarket consists of 390 buildings, with 3.4 million square feet of space. At the end of 2012, the vacancy rate was 7.7% and the average rental rate was $8.26. During 2012, the absorption was a negative 79,500 square feet and no new space was delivered. At the end of the year, no new space was under construction.

The Forest Park/Morrow Retail Submarket includes 1,070 retail buildings, with 11.7 million square feet of space. At the end of 2012, the vacancy rate was 12.1%, and the average rental rate was $11.32. During 2012, approximately 60,200 square feet of space was absorbed and no new space was delivered. At the end of the year, 6,200 square feet of retail space was under construction.

The dominant shopping center in the South West Subarea is The Gallery at South DeKalb, formerly known as South DeKalb Mall. This mall originally served as a regional shopping center, but the opening of the much larger Stonecrest Mall in the early 2000s effectively took away all but the local trade. Even so, this fairly small mall has been able to survive by effectively serving the nearby communities. Macy's serves as the anchor for the center and provides a strong draw for local shoppers.

In the 1950s and 1960s, the intersection of Memorial Drive and Columbia Drive served as a regional retail center. An enclosed mall was opened in the mid-1960s, and was a strong anchor for many years, until its closure in 2001, and eventual demolition in 2007. Even though the Memorial/Columbia intersection is no longer a regional destination for retail, it is still a very active retail node with a variety of businesses serving the immediate area. A Walmart Supercenter is located on the site of the former Avondale Mall, and Belvedere Plaza is now anchored by a large Kroger grocery store. Belvedere Plaza has been successful in adapting to the changing market conditions. Unfortunately, other shopping centers in the area have not fared as well, with many suffering high vacancies.

At the Gresham Road interchange with I-20, the only significant retail space currently is a large Walmart Supercenter located just north of I-20. Oftentimes the opening of a Walmart leads to the construction of smaller, shadow shopping centers nearby. However, up to this point, this Walmart has not brought significant retail development to the area. South of I-20, there are several older, vacant commercial properties that are in decline.

South East Subarea

The South East Subarea includes the Lithonia/Conyers Retail Submarket and the Forest Park/Morrow Retail Submarket.[36]

The Lithonia/Conyers Retail Submarket consists of just over 1,000 buildings, with 13.7 million square feet of space. At the end of 2012, the vacancy rate was 8.9%, and the average rental rate was $11.00 per square foot. During 2012, approximately 188,000 square feet of space was absorbed, and 108,000 square feet was added to the market. At the end of the year, no new space was under construction.

The Forest Park/Morrow Retail Submarket includes 1,070 retail buildings, with 11.7 million square feet of space. At the end of 2012, the vacancy rate was 12.1%, and the average rental rate was $11.32. During 2012,

[36] Source: *The CoStar Retail Report*, Atlanta Retail Market; Year-End 2012.

approximately 60,200 square feet of space was absorbed and no new space was delivered. At the end of the year, 6,200 square feet of retail space was under construction.

Stonecrest Mall is the dominant shopping center in the South East Subarea. Stonecrest opened in 2001. It is a two-story regional mall with five department store anchors: Dillard's, Macy's, JCPenney, Sears, and Kohl's. The mall has lost many of the small shop national tenants, and the surrounding shopping centers with national big box tenants, including many discount retailers, seem to be performing better on the whole currently.

The Wesley Chapel Road and Covington Highway corridors have long provided a great deal of convenience retail. For several years, the Wesley Chapel area suffered because of the loss of major anchor stores Kmart and Walmart. However, the area has rebounded to a large extent with the introduction of new retailers, such as the Little Giant Farmer's Market.

The only historic downtown in the South East Subarea is found in Lithonia. Lithonia's downtown includes both a historic core and a very large, and somewhat dilapidated, shopping center.

A-3.4.4 Retail Market: Subarea Nodal Statistics

Nodal analysis was used to approximate the DeKalb County-defined Planning Subareas. The following table provides retail market statistics for a three-mile radius around major intersections within each Planning Subarea. It is important to note that the five Planning Subareas are not equal in geographic size, and, in most cases, include more than one established market/trade area.

Table 3-7: Selected Retail Statistics, DeKalb Planning Subareas[37]

Subarea	Number of Buildings	Total sq. Ft.	Average Age	Vacancy	Rental Rates (Triple Net)
North	920	17,200,000	34.9	8.6% - 10.7%	$3.83 - $37.00
Central West	520	8,500,000	35.2	7.1% - 11.1%	$6.00 - $25.00
Central East	1,910	31,100,000	55.1	2.8% - 12.7%	$3.20 - $40.00
South West	780	9,300,000	43.9	3.8% - 8.4%	$3.37 - $25.00
South East	590	8,050,000	29.1	3.5% - 14.0%	$6.75 - $22.00

Note: Nodal analysis is used to approximate the Planning Subareas; therefore some areas that cross borders of County lines are included.

A-3.4.5 Retail: Subarea Size

The Central East Subarea has the largest number of retail buildings, at 1,910, and the largest total square feet of retail space, at 31.1 million square feet. The Central West Subarea has the fewest number of buildings, with just 520, while the South East Subarea has the least amount of space, at just over eight million square feet.

[37] Source: CoStar Group, February 2013.

A-3.4.6 Retail: Subarea Age

The oldest retail buildings can be found in the Central East Subarea, with an average age of 55.1 years. The newest retail buildings are found in the South East Subarea, with an average age of 29.1 years. These statistics indicate a very mature retail market in DeKalb County.

A-3.4.7 Retail: Subarea Rental Rates

Because it does not have the large number of older, vacant shopping centers, the South East Subarea has the highest starting rental rate ($6.75 per square foot) for retail. The lowest rental rates are found in the Central East and South West Subareas. The North and Central East Subareas have the highest rental rates in their ranges; a full $10.00 more per square foot than the highest rates in the other subareas. These high rental rates demonstrate competitive space, a desirable customer base, and high market demand. The fact that the Central East Subarea has both the highest and lowest rental rates demonstrate how geographically concentrated the successful nodes are.

A-3.4.8 Retail: Subarea Vacancy

The highest vacancy rate for retail is found in the South East Subarea, while Central East has the lowest vacancy rate. However, similar to the rental rates, the Central East Subarea also has one of the higher vacancy rates, confirming the geographic concentration of successful areas that do not have a large spillover effect today. The vacancy rates in the North Subarea have the smallest range, demonstrating an overall consistency in the area.

A-3.5 Office Market Assessment

A-3.5.1 Office Market: National & Metro Snapshot

The United States office market was greatly impacted by the economic downturn of the past several years. The massive increases in unemployment drove down the demand for office space. The vacancy rate peaked at 13.5% in the first quarter of 2011, and has been gradually decreasing ever since. By the end of 2012, the vacancy rate had fallen to 12.5%. While this is an improvement, it is still higher than the pre-recession vacancy rate of 10.6% in 2006. Rental rates have been rising, with a fourth quarter 2012 average quoted rate of $23.12, the highest average since 2010.[38]

Metro Atlanta was not immune to the effects of the weak economy, and by most measures, the Atlanta office market has fallen behind the national market. At the end of 2012, metro Atlanta's office vacancy was 15.9%, which was much higher than the national figure. This was, however, an improvement over the peak vacancy rate of 17.5% in 2011. The average quoted rental rate at the end of 2012 was $18.77 per square foot. This figure represents a slight improvement, but it is still well below the national average ($23.12), and well below the previous metro Atlanta peak of $20.49 in 2008. [39] With the current trends of positive absorption and fairly low deliveries of new space, it is expected that the vacancy rate will continue to slowly decrease over the short-term. This should also create modest positive pressure on rental rates.

[38] Source: *The CoStar Office Report*, National Office Market; Year-End 2012.
[39] Source: *The CoStar Office Report*, Atlanta Office Market; Year-End 2012.

A-3.5.2 Office Market: DeKalb County Overview

There are just over 2,000 office buildings in DeKalb County, with 39.4 million square feet of space. The average age of these buildings is 41.8 years. At the end of 2012, the vacancy rate was 13.7%, and the average rental rate for full-service gross space was $18.49 per square foot. Absorption for 2012 was negative 16,980 square feet. [40]

Large-scale office uses tend to form in clusters, and it is very difficult to create new office nodes from scratch. DeKalb County is fortunate to already have four concentrations of office space: Perimeter Center, downtown Decatur, Emory/CDC, and Northlake. With the exception of the Perimeter Center area, most of the office buildings in the County tend to be fairly old and a significant number are becoming functionally obsolete.

A-3.5.3 Office Market: Subarea Dynamics

For purposes of this analysis, the Planning Subareas established by DeKalb County are utilized to review market dynamics across the County. There are five Planning Subareas that cover the County: North, Central West, Central East, South West, and South East.

North Subarea

The North Subarea includes the Central Perimeter Office Submarket and the Chamblee/Doraville/North Druid Hills Office Submarket. [41]

The Central Perimeter Office Submarket includes 710 buildings, with 337 million square feet of space. At the end of 2012, the vacancy rate was 18.2%, and the average rental rate was $20.07 per square foot. During 2012, over 1.7 million square feet of space was absorbed and 600,000 square feet of space was added to the market. At the end of the year, no new space was under construction.

The Chamblee/Doraville/North Druid Hills Office Submarket consists of 590 buildings with 11.2 million square feet of space. At the end of 2012, the vacancy rate was 12.3%, and the average rental rate was $16.25 per square foot. During 2012, the submarket experienced negative absorption of 196,700 square feet and no new space was delivered in the market. At the end of the year, 303,000 square feet of office space was under construction.

The North Subarea has the greatest concentration of employment in the County, largely because it contains the Central Perimeter office node, one of the most dynamic office markets in metro Atlanta. This area is home to several Fortune 500 companies. Office users are drawn to the area because of its great retail amenities and the large amount of high-end executive housing located in the area.

Central West Subarea

The Central West Subarea includes the Decatur Office Submarket and the Chamblee/Doraville/North Druid Hills Office Submarket. [42]

[40] Source: CoStar Group, February 2013.

[41] Source: *The CoStar Office Report*, Atlanta Office Market; Year-End 2012.

[42] Source: *The CoStar Office Report*, Atlanta Office Market; Year-End 2012.

The Decatur Office Submarket consists of 420 buildings, with 7.6 million square feet of space. At the end of 2012, the vacancy rate was 5.8% and the average rental rate was $19.38 per square foot. During 2012, approximately 134,300 square feet of office space was absorbed and 13,800 square feet was delivered. At the end of the year, no new space was under construction.

The Chamblee/Doraville/North Druid Hills Office Submarket consists of 590 buildings, with 11.2 million square feet of space. At the end of 2012, the vacancy rate was 12.3%, and the average rental rat was $16.25 per square foot. During 2012, the submarket experienced negative absorption of 196,700 square feet and no new space was delivered in the market. At the end of the year, 303,000 square feet of office space was under construction.

The two main office concentrations in this subarea are downtown Decatur and the area around Emory University and the CDC. Much of the original concentration of office in downtown Decatur is due to DeKalb County's presence, both in administration and court services. While the buildings in downtown Decatur tend to be fairly old, the area has become desirable for a wider variety of office tenants because of the great retail and restaurant amenities and the quality of life. Direct access to MARTA rapid rail transit is another draw. Downtown Decatur is attractive to the "creative" industries and tends to compete for office tenants with intown markets, instead of other areas of DeKalb County.

While Emory University and the CDC have built several new office buildings in recent years, office buildings in the greater area tend to be older. Fortunately, the strength of these two economic engines has kept the local office market fairly strong. The university, the hospital, and the CDC all function in growth industries that bring spin-off businesses to the area.

Central East Subarea

The Central East Subarea includes the Northlake/LaVista Office Submarket and the Stone Mountain Office Submarket. [43]

The Northlake/LaVista Office Submarket consists of 320 buildings, with 5.3 million square feet of space. At the end of 2012, the vacancy rate was 17.9%, and the average rental rate was $16.93 per square foot. During 2012, the submarket experienced negative absorption of 86,600 square feet, and no new space was delivered. At the end of the year, no new space was under construction.

The Stone Mountain Office Submarket includes 230 buildings, with 1.3 million square feet of office space. At the end of 2012, the vacancy rate was 8.6%, and the average rental rate was $12.74 per square foot. During 2012, the submarket experienced negative absorption of 4,500 square feet, and no new space was delivered. At the end of the year, no new space was under construction.

Within the Central East Subarea, the area surrounding Northlake Mall was once a thriving office district, but the area is beginning to show signs of disinvestment. While there are strong residential neighborhoods in the area, the retail amenities are deteriorating. In addition, many of the older office buildings are becoming functionally obsolete. These buildings were constructed for large national tenants, but the current market is mostly small

[43] Source: *The CoStar Office Report*, Atlanta Office Market; Year-End 2012.

tenants. Unfortunately, the cost of retrofitting for small tenants and meeting current building codes can be cost prohibitive for the local market.

South West Subarea

The South West Subarea includes the I-20 East/Conyers Office Submarket and the North Clayton/Airport Office Submarket. [44]

The I-20 East/Conyers Office Submarket includes 580 buildings, with 4.0 million square feet of office space. At the end of 2012, the vacancy rate was 12.0%, and the average rental rate was $15.91 per square foot. During 2012, approximately 40,800 square feet of space was absorbed, and no space was delivered. At the end of the year, no new space was under construction.

The North Clayton/Airport Office Submarket consists of 960 buildings, with 13.0 million square feet of space. At the end of 2012, the vacancy rate was 11.6%, and the average rental rate was $15.27 per square foot. During 2012, approximately 167,600 square feet was absorbed, and no new space was delivered. At the end of the year, approximately 200,000 square feet of space was under construction.

The South West Subarea does not have any major concentrations of office. Because office uses tend to cluster together, it is doubtful that this subarea will see any major office development within the foreseeable future. There is local-serving office in the area, such as medical, insurance, and accounting.

South East Subarea

The South East Subarea includes the I-20 East/Conyers Office Submarket. [45]

The I-20 East/Conyers Office Submarket includes 580 buildings, with 4.0 million square feet of office space. At the end of 2012, the vacancy rate was 12.0%, and the average rental rate was $15.91 per square foot. During 2012, approximately 40,800 square feet of space was absorbed, and no space was delivered. At the end of the year, no new space was under construction.

Class A office development often follows the construction of a regional mall, so there was speculation that an office market could develop around Stonecrest Mall. Unfortunately, this area has not been able to attract major office tenants, and attempts at developing Class A office buildings in the area have not found any pent-up demand for the space to date. Practically all of the office tenants who have settled in the area are small firms that provide services to nearby residents.

A-3.5.4 Office Market: Subarea Nodal Statistics

Nodal analysis was used to approximate the DeKalb County-defined Planning Subareas. The following table provides office market statistics for a three-mile radius around major intersections within each Planning Subarea. It is important to note that the five Planning Subareas are not equal in geographic size, and, in most cases, include more than one established market/trade area.

[44] Source: *The CoStar Office Report*, Atlanta Office Market; Year-End 2012.
[45] Source: *The CoStar Office Report*, Atlanta Office Market; Year-End 2012.

Table 3-8: Selected Office Statistics, Dekalb Planning Subareas[46]

Subarea	Number of Buildings	Total sq. Ft.	Average Age	Vacancy	Rental Rates (Full Service)
North	945	37,400,000	34.3	8.6% - 10.7%	$3.83 - $37.00
Central West	415	11,700,000	38.7	7.1% - 11.1%	$6.00 - $25.00
Central East	960	57,950,000	58.4	2.8% - 12.7%	$3.20 - $40.00
South West	340	3,770,000	51.9	3.8% - 8.4%	$3.37 - $25.00
South East	195	1,590,000	38.8	3.5% - 14.0%	$6.75 - $22.00

Note: Nodal analysis is used to approximate the Planning Subareas; therefore some areas that cross borders of County lines are included.

A-3.5.5 Office: Subarea Size

The Central East Subarea has the largest number of office buildings, at 960, and the greatest amount of space, at almost 58 million square feet. The South East Subarea has the fewest office buildings, with 195, and the least space, at just under 1.6 million square feet.

A-3.5.6 Office: Subarea Age

The oldest office buildings are found in the Central East Subarea, with an average age of 58.4 years. The newest buildings are found in the North Subarea, with an average age of 34.3 years.

A-3.5.7 Office: Subarea Rental Rates

The Central East Subarea has the lowest office full-service rental rate; not terribly surprising, given the oldest average age of the buildings in this subarea. The highest office rental rate is in the North Subarea, which is to be expected, given the inclusion of Perimeter Center in these statistics. The South West Subarea also reports a high rental rate, which speaks to the some of the newer product in this subarea.

A-3.5.8 Office: Subarea Vacancy

The South West Subarea has the lowest office vacancy rate, however, it is necessary to note that it also has significantly less space than found in the North or Central subareas. The North Subarea has the highest office vacancy rates, which is likely due to the vast amount of space, large blocks of space coming onto the market in a single transaction, and significant competition between existing office buildings at any given time.

A-3.6 Industrial Market Assessment

A-3.6.1 Industrial Market: National & Metro Snapshot

After suffering through several years of poor economic conditions, the United States industrial market is beginning to rebound. A great deal of the recovery is driven by national retailers and third-party logistics companies who need large, modern distribution space. At the end of 2012, the national vacancy rate was 8.9%, which represented the lowest vacancy since 2008. Quoted rental rates averaged $5.53, which was the highest

[46] Source: CoStar Group, February 2013.

rental rate since 2009. During the fourth quarter of 2012, approximately 20.6 million square feet of industrial space were delivered, and 39.6 million square feet were under construction.[47]

Metro Atlanta's industrial market is somewhat weaker than the nation's. The metro vacancy rate was 12.0% at the end of 2012, which was much higher than the national rate of 8.9%. Still, this was metro Atlanta's lowest vacancy since 2008, when the rate was also 12.0%. The average quoted rental rate was $3.80, which is much lower than the national rate ($5.53) and still lower than metro Atlanta's peak of $4.39 in 2008.[48]

A-3.6.2 Industrial Market: DeKalb County Overview

There are 1,400 industrial buildings in DeKalb County with 60.3 million square feet of space. The average age of these buildings is 37.5 years. At the end of 2012, the vacancy rate was 8.5%. The average rental rate for modified gross leases was $4.29 per square foot, while the average for triple net leases was $3.52 per square foot. During 2012, the County experienced negative absorption of just under 3,000 square feet.[49]

Industrial uses typically locate close to major transportation arteries. DeKalb County is no exception to this, and most industrial uses in the County are located in clusters along I-285, I-85, I-20, or Highway 78.

The industrial market in DeKalb is fairly mature. Industrial uses are sensitive to land price, and because non-residential land in DeKalb is fairly scarce, large industrial users now typically look much further out from the core of metro Atlanta. Also, industrial uses often locate fairly close to the decision-maker's residence. The lack of high-end executive housing in some areas of DeKalb hurts the County's ability to attract industry.

A-3.6.3 Industrial Market: Subarea Dynamics

For purposes of this analysis, the Planning Subareas established by DeKalb County are utilized to review market dynamics across the County. There are five Planning Subareas that cover the County: North, Central West, Central East, South West, and South East.

A-3.6.4 North Subarea

The North Subarea includes the Chamblee Industrial Submarket, the Doraville Industrial Submarket, and the Central Perimeter Industrial Submarket.[50]

The Chamblee Industrial Submarket consists of 140 buildings, with 2.7 million square feet of space. At the end of 2012, the vacancy rate was 15.4%, and the average rental rate was $7.21 per square foot. During the year, approximately 27,000 square feet of space was absorbed, and no new space was delivered. At the end of the year, there was no new space under construction.

The Doraville Industrial Submarket includes 130 buildings, with 3.1 million square feet of space. At the end of 2012, the vacancy rate was 24.9%, and the average rental rate was $5.94 per square foot. During 2012, the submarket experienced negative absorption of 57,000 square feet, and no new space was delivered. At the end of the year, there was no new space under construction.

---

[47] Source: *The CoStar Industrial Report*, National Industrial Market; Year-End 2012.

[48] Source: *The CoStar Industrial Report*, Atlanta Industrial Market; Year-End 2012.

[49] Source: CoStar Group, February 2013.

[50] Source: *The CoStar Industrial Report*, Atlanta Industrial Market; Year-End 2012.

The Central Perimeter Industrial Submarket includes 40 buildings, with 900,000 square feet of space. At the end of 2012, the vacancy rate was 26.6%, and the average rental rate was $8.19 per square foot. During 2012, approximately 40,000 square feet of industrial space was absorbed in the submarket, and no new space was delivered. At the end of the year, no new space was under construction.

Even though it is fairly dense and built-up, the North Subarea still has a significant industrial presence. The industrial buildings close to I-85, but outside of I-285, are very popular for companies needing "city-delivery" space. Their close-in location next to two major interstates allows for efficient delivery to all of metro Atlanta. However, much of the industrial space located inside I-285 is being converted to other uses or torn down and redeveloped. Land values in this area are becoming too high for continued industrial use.

A-3.6.5 Central West Subarea

The Central West Subarea includes the Stone Mountain Industrial Submarket. [51]

The Stone Mountain Industrial Submarket consists of 1,040 buildings, with 29.6 million square feet of space. At the end of 2012, the vacancy rate was 12.4%, and the average rental rate was $3.64 per square foot. During 2012, approximately 115,700 square feet was absorbed, and no new space was delivered. At the end of the year, no new space was under construction.

Most of the industrial space in the Central West Subarea is located along or near Ponce de Leon Avenue, east of downtown Decatur. While some industrial uses remain, the vast majority of industrial buildings in this area are gradually being converted to other uses, often mixed use. This trend will likely continue because most of the buildings are older and becoming obsolete, and there is increasing development pressure close to the City of Decatur.

A-3.6.6 Central East Subarea

The Central East Subarea includes the Stone Mountain Industrial Submarket. [52]

The Stone Mountain Industrial Submarket consists of 1,040 buildings, with 29.6 million square feet of space. At the end of 2012, the vacancy rate was 12.4%, and the average rental rate was $3.64 per square foot. During 2012, approximately 115,700 square feet was absorbed, and no new space was delivered. At the end of the year, no new space was under construction.

Within the Central East Subarea, industrial uses are mostly clustered in the Mountain Industrial area. The Mountain Industrial district has been a major industrial center for several decades, and the area is now largely built-out. Much of the space is somewhat obsolete, but the relatively inexpensive rent still draws tenants to the area. While many of the buildings were built for manufacturing, most are now used for small-scale distribution. Mountain Industrial is not able to compete for the large-scale distribution tenants; they typically build farther out the I-85 corridor, where land is more readily available and less expensive.

[51] Source: *The CoStar Industrial Report*, Atlanta Industrial Market; Year-End 2012.
[52] Source: *The CoStar Industrial Report*, Atlanta Industrial Market; Year-End 2012.

A-3.6.7 South West Subarea

The South West Subarea includes the Snapfinger Industrial Submarket. [53]

The Snapfinger Industrial Submarket includes 410 buildings, with 15.8 million square feet of space. At the end of 2012, the vacancy rate was 6.4%, and the average rental rate was $3.43 per square foot. During 2012, approximately 401,600 square feet of space was absorbed with no new space delivered. At the end of 2012, no new space was under construction.

Most of the industrial development in the South West Subarea is located along Bouldercrest Road or Moreland Avenue. While the area has good access to major interstates and the airport, it has not developed into a major industrial node. The bulk of industrial uses along these corridors are older or even former distribution facilities that have largely become long-term parking and storage areas. There are limited amenities serving this subarea near its industrial corridors.

A-3.6.8 South East Subarea

The South East Subarea includes the Snapfinger Industrial Submarket. [54]

The Snapfinger Industrial Submarket includes 410 buildings, with 15.8 million square feet of space. At the end of 2012, the vacancy rate was 6.4%, and the average rental rate was $3.43 per square foot. During 2012, approximately 401,600 square feet of space was absorbed with no new space delivered. At the end of 2012, no new space was under construction.

The South East Subarea has a great deal of industrial development. The Snapfinger area was once a major industrial market with many large industrial users. Unfortunately, most of the large, national credit tenants now look for space further out I-20, in Rockdale and Newton counties. Most of the current tenants are smaller, local businesses who need inexpensive rent. According to local brokers, much of the decline in the industrial market can be attributed to a decrease in the quality of the amenity base.

Within the South East Subarea, there is also a significant concentration of industrial buildings along Stone Mountain-Lithonia Road. On the whole, the buildings in this area tend to be of less expensive construction than those in the Snapfinger area, and the development pattern is more haphazard.

A-3.6.9 Industrial Market: Subarea Nodal Statistics

Nodal analysis was used to approximate the DeKalb County-defined Planning Subareas. The following table provides industrial market statistics for a three-mile radius around major intersections within each Planning Subarea. It is important to note that the five Planning Subareas are not equal in geographic size, and, in most cases, include more than one established market/trade area.

[53] Source: *The CoStar Industrial Report*, Atlanta Industrial Market; Year-End 2012.
[54] Source: *The CoStar Industrial Report*, Atlanta Industrial Market; Year-End 2012.

Table 3-9: Selected Industrial Statistics, DeKalb Planning Subareas[55]

Subarea	Number of Buildings	Total sq. Ft.	Average Age	Vacancy	Rental Rates (Full Service)
North	340	12,080,000	40.0	3.1% - 7.0%	$2.65 - $9.50
Central West	135	4,500,000	39.1	3.9% - 8.0%	$2.00 - $12.00
Central East	640	23,000,000	54.2	10.8% - 11.1%	$1.95 - $15.76
South West	290	9,900,000	40.5	6.3% - 7.6%	$2.25 - $9.58
South East	300	14,300,000	32.0	7.3% - 11.3%	$2.25 - $7.50

Note: Nodal analysis is used to approximate the Planning Subareas; therefore some areas that cross borders of County lines are included.

A-3.6.10 Industrial: Subarea Size

The Central East Subarea has the largest number of industrial buildings, with almost 640 buildings, and the greatest amount of space, with 23 million square feet. The Central West Subarea has the fewest number of buildings, with 135, and the least amount of space, at 4.5 million square feet.

A-3.6.11 Industrial: Subarea Age

The newest buildings are found in the South East Subarea, with an average age of 32.0 years. The oldest are found in the Central East Subarea, with an average age of 54.2 years.

A-3.6.12 Industrial: Subarea Rental Rates

Rental rates vary widely across the subareas. The Central East Subarea has both the highest and lowest rental rates. The Central West Subarea has one of the higher rental rates as well. The lower end of the rental rate ranges is actually fairly similar across all the subareas; with only a $0.70 difference per square foot.

A-3.6.13 Industrial: Subarea Vacancy

The North Subarea has the lowest vacancy rate. The South East Subarea and Central East Subarea have among the highest vacancy rates. However, the highest vacancy rates in all of the DeKalb County subareas are still lower than the metro Atlanta vacancy rate of 12.0%.

A-3.7 Potential Future Market Trends

Both the economic base and the built environment vary greatly across DeKalb County. Therefore, it is not surprising that certain areas have fared better than others from an economic standpoint. In order to understand future development trends for the County, it is important to look closely at the smaller areas that are especially well-suited for redevelopment or new development.

Each subarea of the County includes several nodes or corridors with opportunities for future growth or redevelopment. The following maps provide an overview of the areas with the most potential for enhanced

[55] Source: CoStar Group, February 2013.

market performance. It is important to note that this development outlook is based on current market conditions and performance dynamics, which are always in flux and subject to change.

A-3.7.1 Market Trends Explanations

The following categories are used on the maps to denote the various redevelopment or development opportunities and potential market enhancements.

A-3.7.2 Mixed Use Infill

Over the past two decades, developments that include some combination of office, retail, and residential uses have greatly increased in favor with both consumers and with commercial tenants. In areas of the County that have strong real estate dynamics but functionally obsolete commercial properties, it is possible and desirable to redevelop these older properties to include a variety of new commercial and residential uses.

A-3.7.3 Retail Pruning

As retail markets shift and mature, it is not uncommon for areas to be left with obsolete retail space or just too much retail space in general. In these instances, it is imperative that non-productive retail space be removed from the market so that the remaining space can remain economically viable.

A-3.7.4 Retail Re-Tenanting

Over time, shopping centers and retail districts may no longer effectively serve their surrounding trade area. In cases where significant retail space is supportable by the local population but the retail properties are older and tend to struggle, it may be necessary for the buildings to be renovated and for a more appropriate tenant mix to be created.

A-3.7.5 Office Reinvestment

A great deal of the office space in DeKalb County is fairly old, and much of it is becoming functionally obsolete. In areas with good access and strong amenities, efforts should be made to encourage the rehabilitation and reconfiguration of the older office buildings to serve a new generation of tenants.

A-3.7.6 Flex/Industrial

Because DeKalb is a maturely developed county, there is not a great deal of land available for additional industrial or flex (office/industrial) space. However, industrial uses help to diversify both the job market and the tax base, and these uses should be encouraged where viable and appropriate.

A-3.7.7 Existing Residential Reinvestment

In established and mature residential areas where home values are rising, efforts should be made to encourage the renovation of the existing housing stock.

A-3.7.8 Residential Densification

Certain established residential areas are largely built-out, but continue to grow in popularity. In these instances, it is possible to accommodate additional growth through infill development. This increases residential supply in the market and leads to an overall increase in density.

A-3.7.9 Future Market: North Subarea

The North Subarea has several opportunities for mixed use development. The area around Perimeter Mall has been home to a great deal of retail and office development for several decades. Now, more housing is being

added to the area, and many of the older office properties are slated for redevelopment with a higher density and a mix of uses. Likewise, the Brookhaven area is beginning to see mixed use development, largely because of spillover growth from the Buckhead district in the City of Atlanta. The Town Brookhaven development is an example of this new mixed use trend, and its success likely points to more of this type of development in the future. The site of the former General Motors plant in Doraville is another likely location for mixed use development. It provides a relatively large site with interstate accessibility and visibility. Further to the south, the Buford Highway corridor provides another opportunity for large-scale redevelopment. Many of the apartment complexes that currently line the corridor are old and are likely reaching the end of their life cycle. Because of the corridor's proximity to the major job center of Buckhead, this area could possibly see both denser residential development and mixed use development.

A-3.7.10 Future Market: Central West Subarea

The Central West Subarea has numerous opportunities for reinvestment and growth. This is largely because of the strong economic engines of the CDC and Emory University, as well as the retail and restaurant amenities of downtown Decatur. Mixed use development already exists in downtown Decatur and around Emory University. Based on the success of the existing projects, it is likely that more mixed use development will follow. The area around the I-85 and North Druid Hills Road interchange is another likely candidate for mixed use development, and plans are already underway to add housing and retail to the Executive Park office development.

Overall, the population and income levels in this subarea are strong and can support a great deal of retail. However, several areas are in need of retail re-tenanting. North DeKalb Mall has lost many of its interior tenants, but the big box tenants facing the exterior continue to do well. There is an opportunity to re-tenant this center as a big box power center or possibly a mixed use lifestyle center. Further to the north along Lawrenceville Highway and in the area just to the south of Northlake Mall, there are older strip shopping centers that need to be renovated and re-tenanted. The North Druid Hills corridor is another area with strong retail potential, but many old, and somewhat outdated, shopping centers.

There are opportunities for flex/industrial redevelopment to the east of Decatur and also along I-285 to the north of Highway 78. Some of the office areas to the south of Northlake Mall are good candidates for updating and reinvestment because of the strong residential base in the area.

A-3.7.11 Future Market: Central East Subarea

The Central East Subarea is a mature market, and many of the major activity centers have passed their peak and are now in need of reinvestment. The area around Northlake Mall was once a significant retail and office node for metro Atlanta, but much of this commercial space is becoming functionally obsolete. Fortunately, the strength of the area's housing stock and its proximity to major interstates provide an opportunity for redevelopment of the office and retail properties. Over the longer term, Northlake Mall may no longer work as an enclosed shopping center, but its location and its strong anchor line-up make it, and the surrounding shopping centers, candidates for redevelopment as mixed use projects. Across I-285 to the east of the mall, several of the older office buildings could attract new tenants if landlords could be incentivized to invest in their properties and bring them up to current standards. To the north and south of Highway 78, the Mountain Industrial area has historically been an important part of the metro Atlanta industrial market. While the industrial buildings are older and somewhat obsolete, this is still a healthy industrial market that should be enhanced and protected.

There is a great deal of outdated retail in this subarea. The Lawrenceville Highway corridor has a large number of older retail properties that struggle to find tenants. Many of these centers will likely need to be converted to other uses. Retail centers along Memorial Drive also suffer from high vacancies and general disinvestment. Simply put, there is much more retail space along these corridors than the surrounding residential markets can support. It is likely that retail pruning is the only way to create strong and vibrant retail markets in these areas. Older shopping centers with high vacancies should be demolished or converted to other uses so that the more successful centers can thrive. In Stone Mountain's historic downtown, retail vacancies have risen and the area appears to have lost its critical mass of unique specialty shops and restaurants. Fortunately, there are efforts underway to revitalize the area with an emphasis on the arts. These efforts provide an opportunity to re-tenant the downtown with a more successful mix of shops and services.

A-3.7.12 Future Market: South East Subarea

The South East Subarea is home to some of the newest development in the County, largely because it was one of the last areas in DeKalb with significant tracts of vacant land. The area around Stonecrest Mall has yet to fully develop, and the mall could form the nucleus of a new mixed use development. The proposed bus rapid transit or heavy rail station could provide a boost to the long-term viability of this retail center.

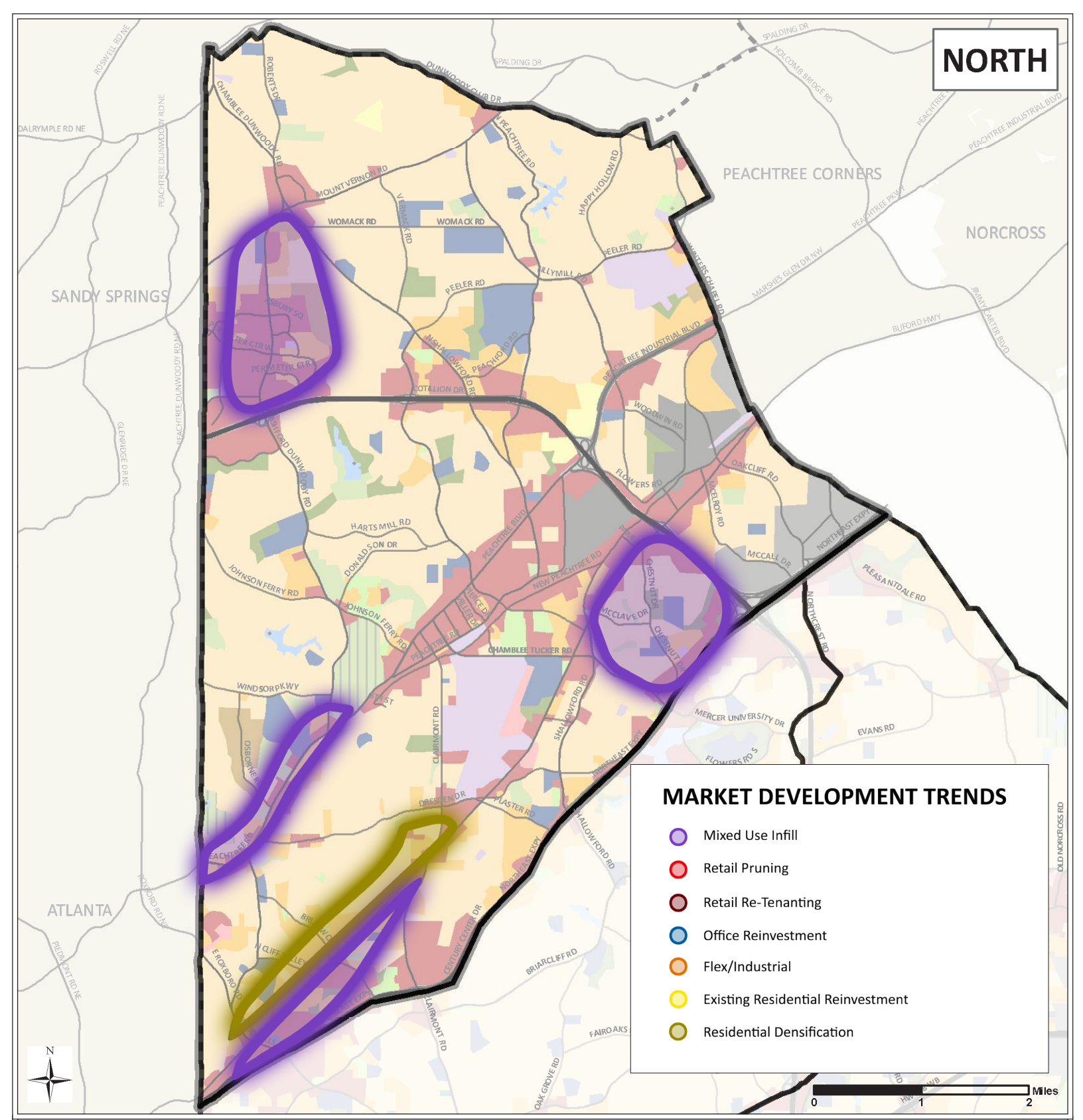
The retail area along Wesley Chapel Road to the north of I-20 has suffered from the loss of major retailers, such as Walmart and Kmart. While the area has been successful in drawing new retailers, there is still an opportunity for re-tenanting to create a stronger mix of merchants. Downtown Lithonia also provides an opportunity for retail re-tenanting, leveraging the historic character of their downtown to create a more successful mix of specialty shops and restaurants. In terms of industrial development, there is an opportunity to improve and increase the industrial space to the west of Lithonia and north of I-20.

A-3.8 Future Market: South West Subarea

The South West Subarea is beginning to see the spillover effects of redevelopment in adjacent areas of the City of Atlanta. This growth provides several opportunities for redevelopment and reinvestment within the subarea. In the residential areas directly to the south and east of the City of Atlanta, many of the older neighborhoods are becoming more desirable, and there is an opportunity for continued reinvestment in the existing residential properties. In the residential areas south of downtown Decatur, development pressure and rising home prices are leading to more infill projects that are gradually increasing the density of the area.

The Memorial Drive corridor has more retail space than can be supported by the local market. It is likely that many of the older and obsolete shopping centers will have to be removed or repurposed in order to stabilize the remaining retail centers. Along College Avenue, between Decatur and Avondale Estates, there is a need to re-tenant the existing centers to provide a better match with the customer base in the area.

The area surrounding the Gresham Road and I-20 interchange provides an opportunity for mixed use development. However, the majority of the blighted commercial property in the area would have to be assembled. In addition, a future bus rapid transit transition could greatly increase commercial activity in the area. The Moreland and Bouldercrest corridors are already home to industrial uses in this subarea. There is potential for this area to support additional and more viable flex/industrial development, based on location, if the aesthetics and amenities are improved.



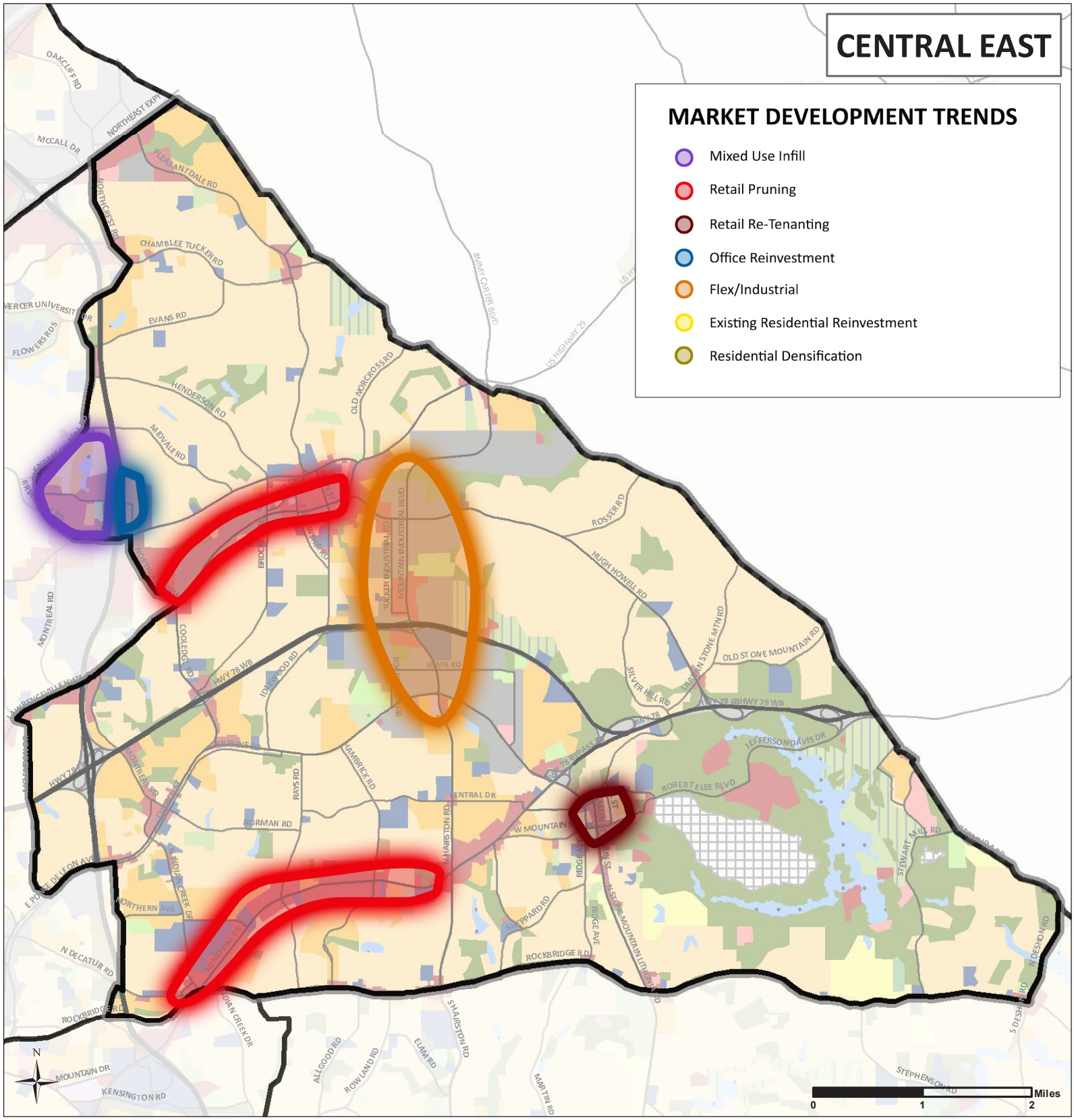
DeKalb Planning Area
Commercial and Services
High Density Residential
Multifamily Residential
Med. Density Single Family Res.
Low Density Single Family Res.
Mobile Home Parks
Other Urban
Extensive Institutional
Intensive Institutional
Industrial
Ind. & Comm. Complexes
Limited Access Highways
TCU
Transitional Areas
Agriculture
Forest
Parks
Park lands
Cemeteries
Golf Course
River
Wetlands
Reservoirs
Exposed Rock
Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 3-2
EXISTING LAND USE

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013



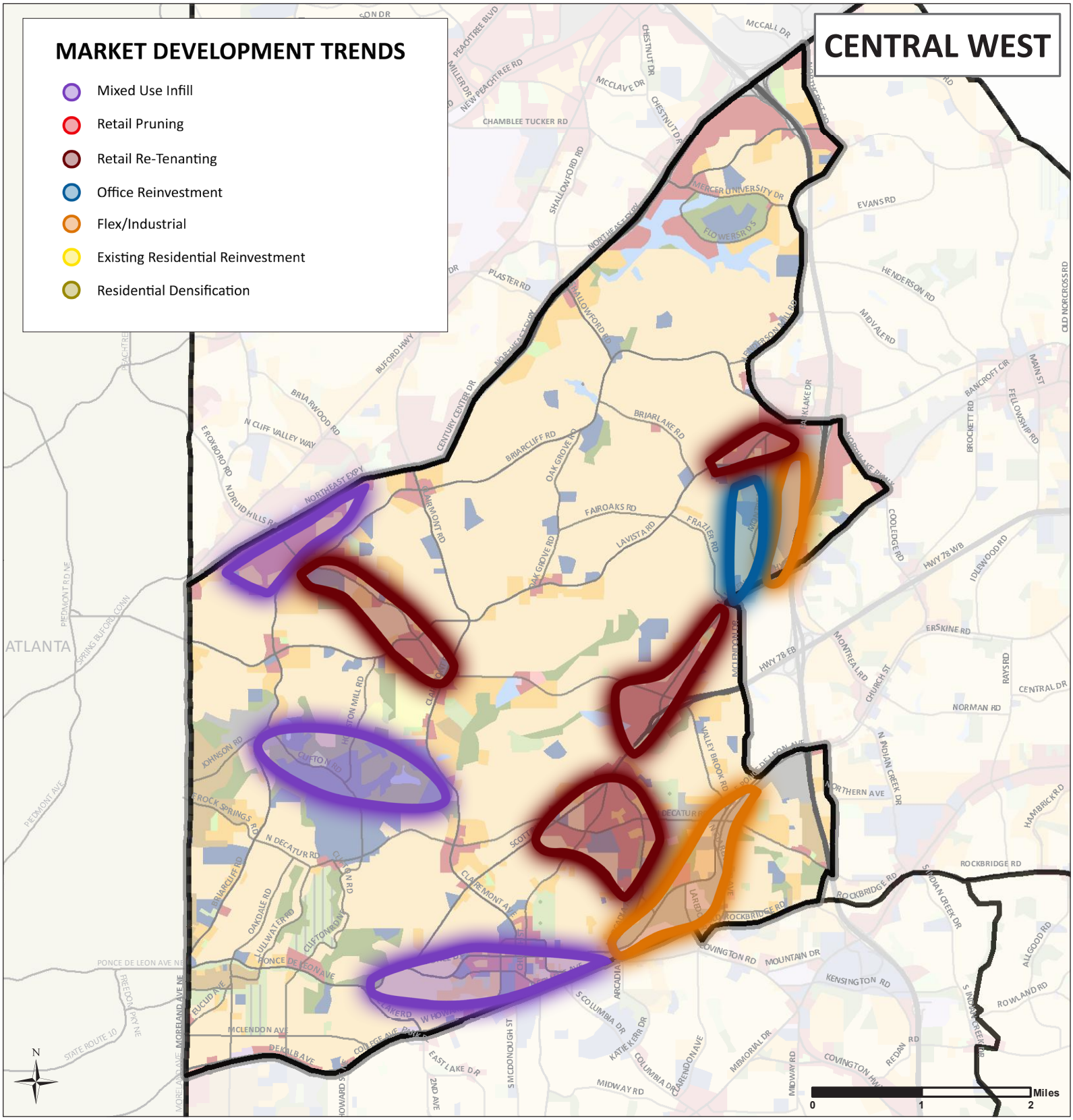
DeKalb Planning Area
Commercial and Services
High Density Residential
Multifamily Residential
Med. Density Single Family Res.
Low Density Single Family Res.
Mobile Home Parks
Other Urban
Extensive Institutional
Intensive Institutional
Industrial
Ind. & Comm. Complexes
Limited Access Highways
TCU
Transitional Areas
Agriculture
Forest
Parks
Park lands
Cemeteries
Golf Course
River
Wetlands
Reservoirs
Exposed Rock
Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 3-3
EXISTING LAND USE

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013



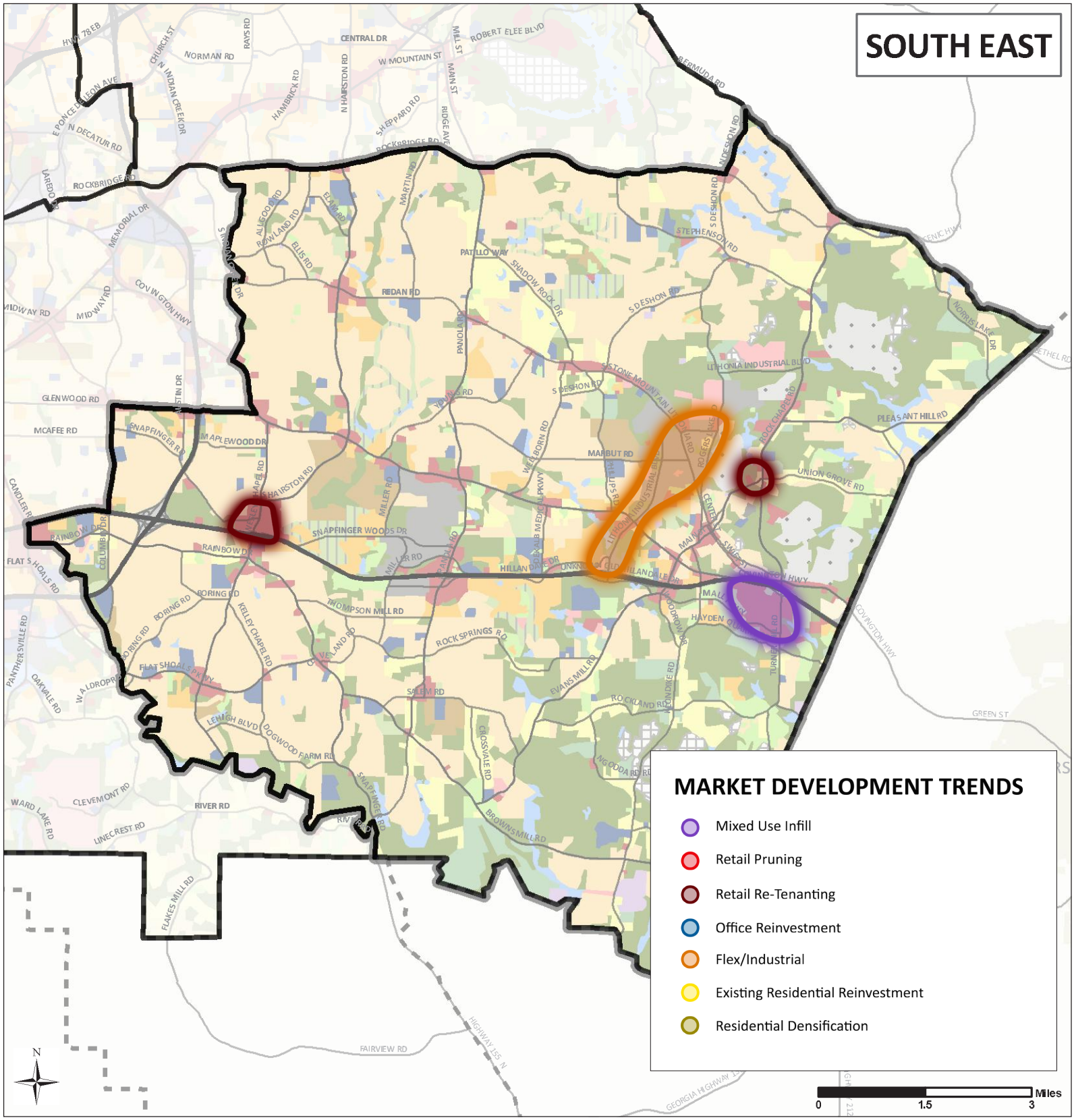
DeKalb Planning Area
Commercial and Services
High Density Residential
Multifamily Residential
Med. Density Single Family Res.
Low Density Single Family Res.
Mobile Home Parks
Other Urban
Extensive Institutional
Intensive Institutional
Industrial
Ind. & Comm. Complexes
Limited Access Highways
TCU
Transitional Areas
Agriculture
Forest
Parks
Park lands
Cemeteries
Golf Course
River
Wetlands
Reservoirs
Exposed Rock
Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 3-4
EXISTING LAND USE

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013



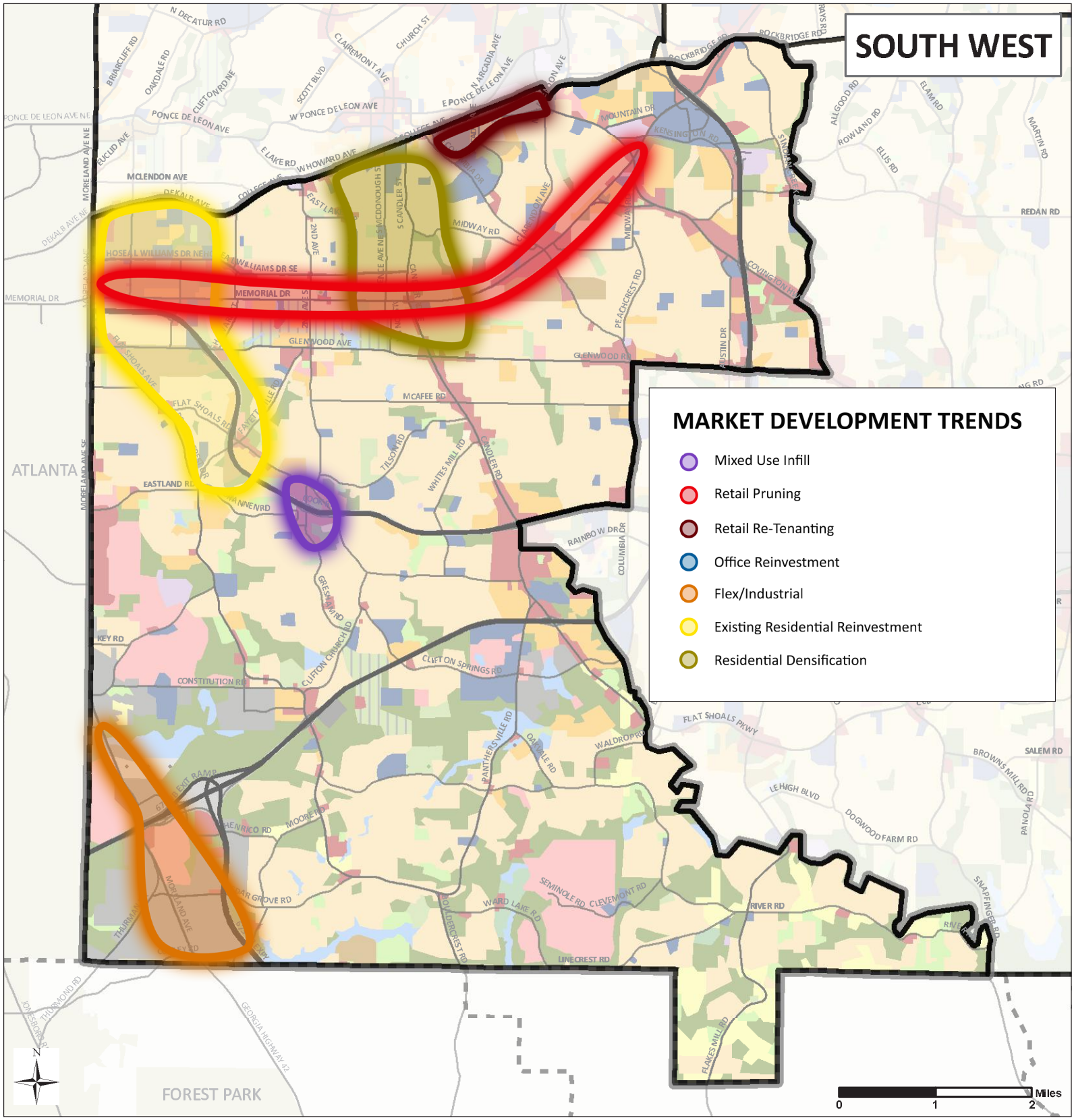
DeKalb Planning Area
Commercial and Services
High Density Residential
Multifamily Residential
Med. Density Single Family Res.
Low Density Single Family Res.
Mobile Home Parks
Other Urban
Extensive Institutional
Intensive Institutional
Industrial
Ind. & Comm. Complexes
Limited Access Highways
TCU
Transitional Areas
Agriculture
Forest
Parks
Park lands
Cemeteries
Golf Course
River
Wetlands
Reservoirs
Exposed Rock
Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 3-5
EXISTING LAND USE

Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013



- DeKalb Planning Area
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Industrial
- Ind. & Comm. Complexes
- Limited Access Highways
- TCU
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- River
- Wetlands
- Reservoirs
- Exposed Rock
- Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 3-6
EXISTING LAND USE

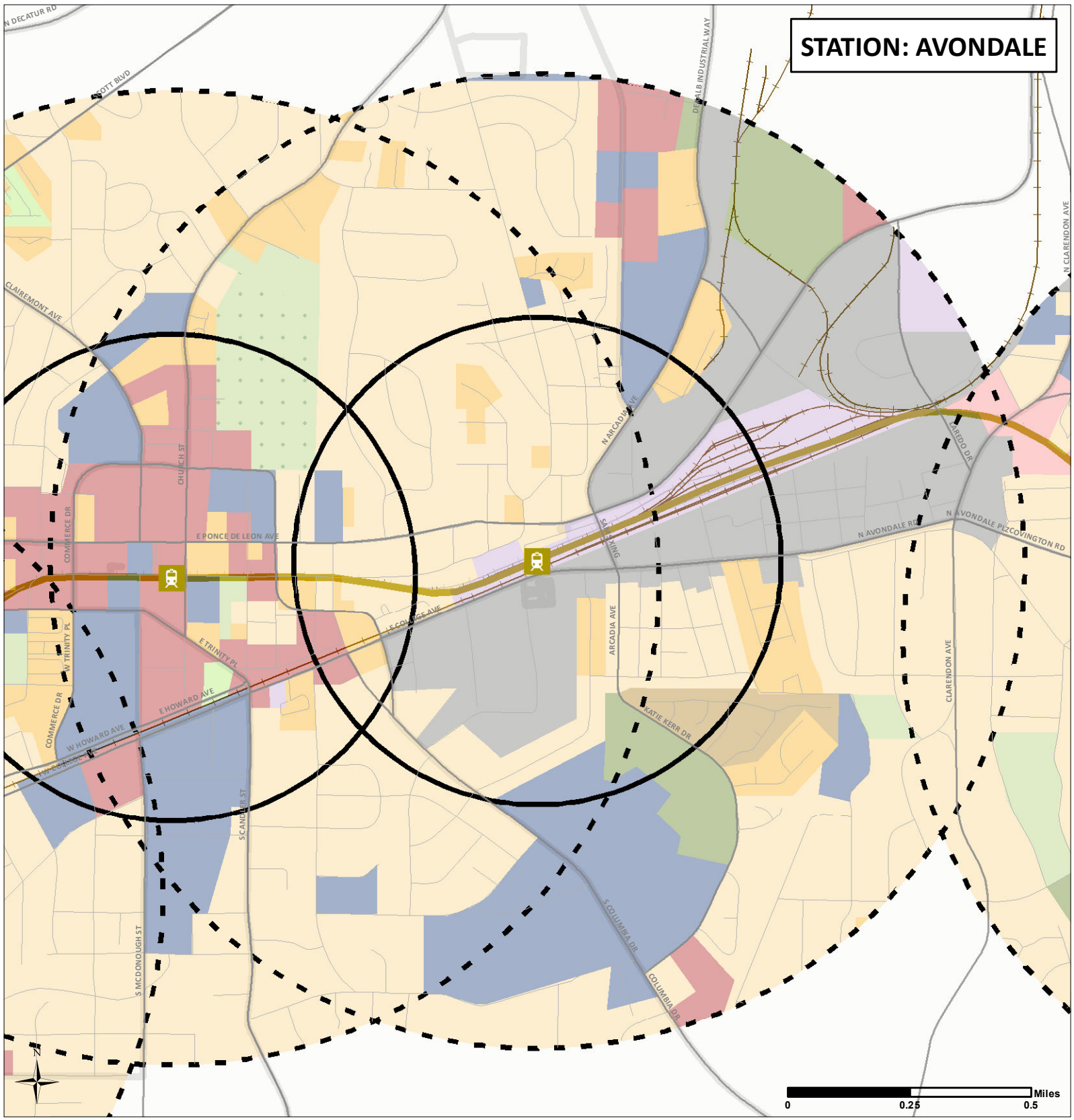
Source: DeKalb County
Prepared by: The Collaborative Firm and Kimley-Horn and Associates, Inc.

September 2013

A-3.9 DeKalb County Market Key Findings

- DeKalb County faces many challenges as the community's residential and commercial buildings continue to age. The average age of office buildings in the County is 41.8 years; for industrial buildings, the average is 37.5 years; and for retail buildings it is 36.9 years. Already, many areas of the county are at a crossroads. As buildings become functionally obsolete, major reinvestment will be required to retrofit or renovate these structures. If these investments are not made, areas could sink into disinvestment, and even blight. However, this reinvestment in the community will only occur if economic development efforts create market forces that make the expense economically worthwhile.
- Most areas of DeKalb County do not have internal economic generators, but instead are more influenced by development shared with or in neighboring jurisdictions. The Perimeter area is jointly supported by north Fulton County, and western DeKalb County is closely intertwined with the City of Atlanta. It is vital that the County pinpoint opportunities to grow the local economic base. The strongest and most successful internal economic generators in DeKalb County are Emory University and the CDC; however, their impact is more global than local in many ways.
- There are successful commercial nodes across the County. However, there is limited spillover effect from these areas into other parts of DeKalb. The geographic concentrations are strong, but the customer base varies widely across the County; therefore, so do types and viability of the commercial products.
- Declining commercial areas present both challenges and opportunities for DeKalb County. Some areas have many challenges in attracting reinvestment in their commercial properties, but they also have valuable infrastructure already in place that can serve as a competitive advantage.
- DeKalb's high-end residential areas should be protected from disinvestment. Very often, location decisions for office and industrial uses are based on proximity to the home of the decision-maker. If DeKalb continues to lose its executive housing in certain parts of the County, it will be very difficult to bring high-quality commercial development to those areas.
- The retail market in DeKalb County faces many challenges. Retail buildings in the County tend to be fairly old. In many areas, the retail centers and their tenants no longer adequately serve the local population, and there needs to be a re-tenanting of these centers. In other areas, there is simply too much retail space for current market conditions, and retail square footage needs to be removed from the market. Some of the major areas of concern are outlined below.
- Because it is located near the core of one of the Southeast's most vibrant metropolitan areas, DeKalb County has the opportunity to create sustained economic growth over the long-term just based on better leveraging its location. However, future growth will depend on creating areas with strong amenities and a high quality of life.
- There is untapped potential to build upon the strength of the existing bioscience and life sciences research concentrations in the CDC and Emory University to spur further commercial development.
- The existing MARTA rail stations are under-leveraged in terms of transit-oriented development and the kind of mixed use development that could be beneficial to both the communities in DeKalb County and MARTA.
- Different parts of DeKalb County have very different needs for economic development. No one approach will work county-wide. The County should look at the strengths and weaknesses of each section of the County and then create an economic development plan suited to each area.

Transit

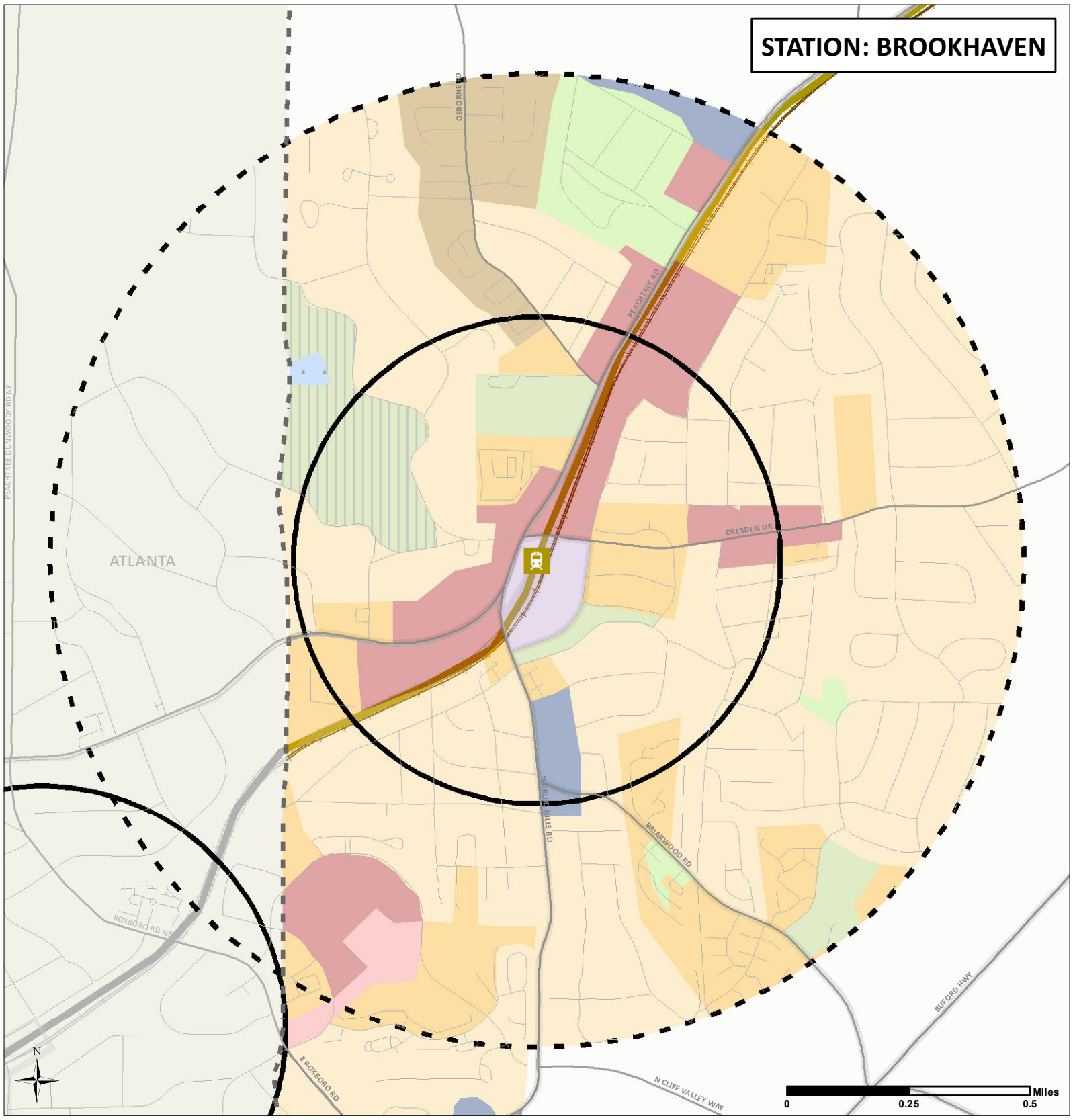


DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 4-1
EXISTING LAND USES NEAR TRANSIT STATIONS

Source: DeKalb County
Prepared by: The Collaborative Firm; SYSTRA; Kimley-Horn and Associates, Inc.

September 2013



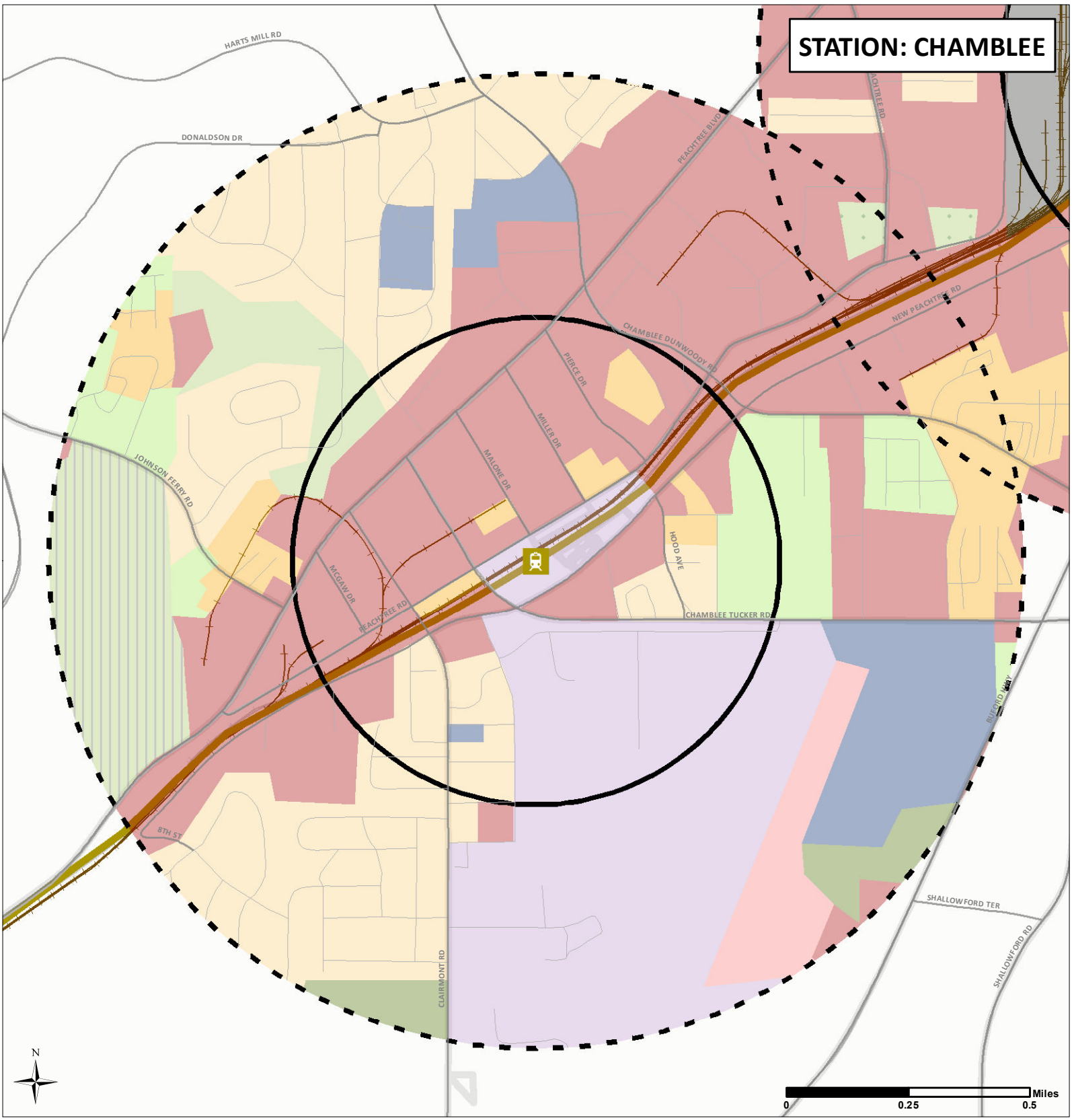
- MARTA Stations
- MARTA Rail
- 1/2 Mile Buffer
- 1 Mile Buffer
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Industrial
- Ind. & Comm. Complexes
- Limited Access Highways
- TCU
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- River
- Wetlands
- Reservoirs
- Exposed Rock
- Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 4-2
EXISTING LAND USES NEAR TRANSIT STATIONS

Source: DeKalb County
Prepared by: The Collaborative Firm; SYSTRA; Kimley-Horn and Associates, Inc.

September 2013



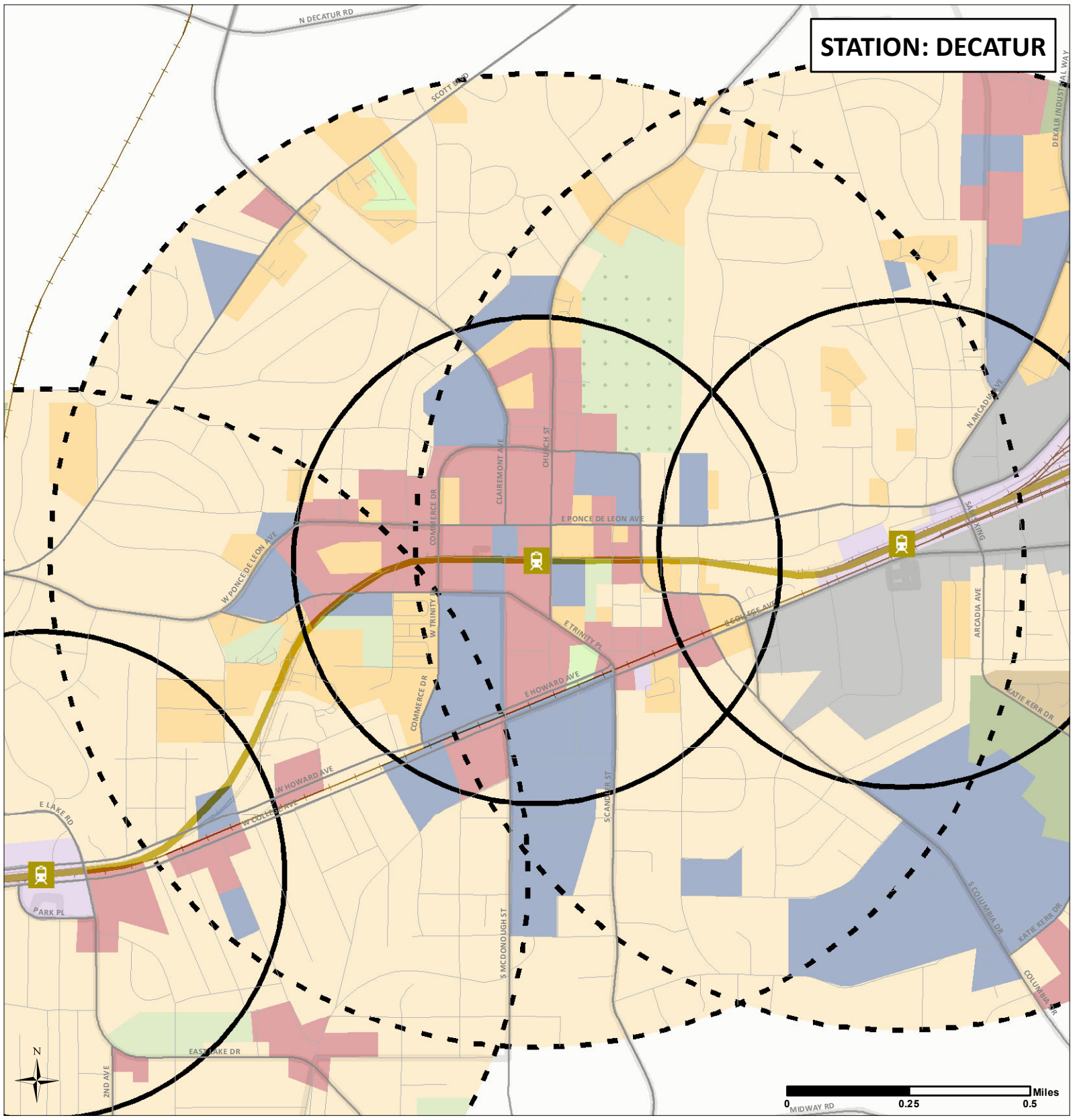
- MARTA Stations
- MARTA Rail
- 1/2 Mile Buffer
- 1 Mile Buffer
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Industrial
- Ind. & Comm. Complexes
- Limited Access Highways
- TCU
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- River
- Wetlands
- Reservoirs
- Exposed Rock
- Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 4-3
EXISTING LAND USES NEAR TRANSIT STATIONS

Source: DeKalb County
Prepared by: The Collaborative Firm; SYSTRA; Kimley-Horn and Associates, Inc.

September 2013



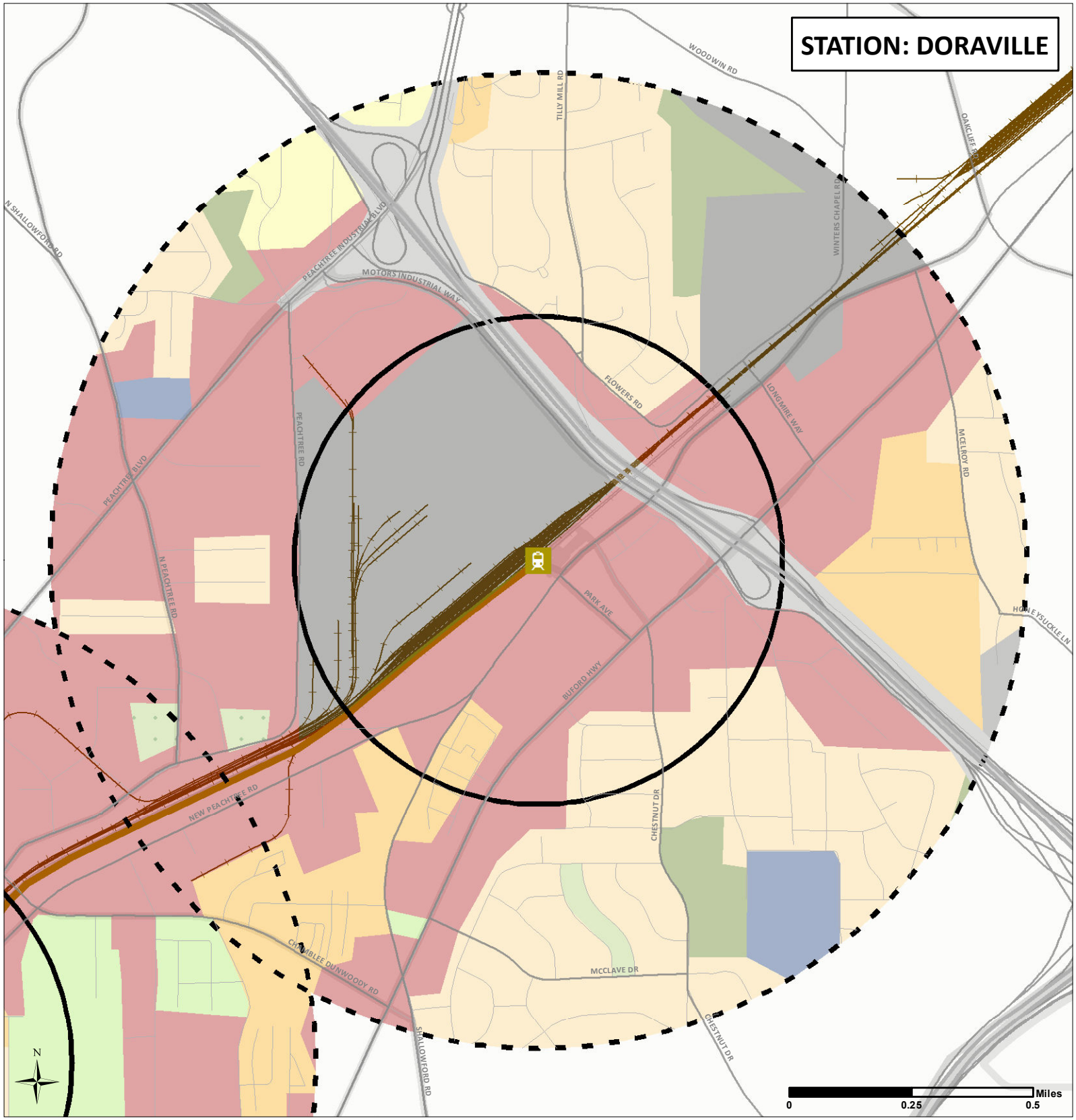
- MARTA Stations
- MARTA Rail
- 1/2 Mile Buffer
- 1 Mile Buffer
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Industrial
- Ind. & Comm. Complexes
- Limited Access Highways
- TCU
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- River
- Wetlands
- Reservoirs
- Exposed Rock
- Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 4-4
EXISTING LAND USES NEAR TRANSIT STATIONS

Source: DeKalb County
Prepared by: The Collaborative Firm; SYSTRA; Kimley-Horn and Associates, Inc.

September 2013



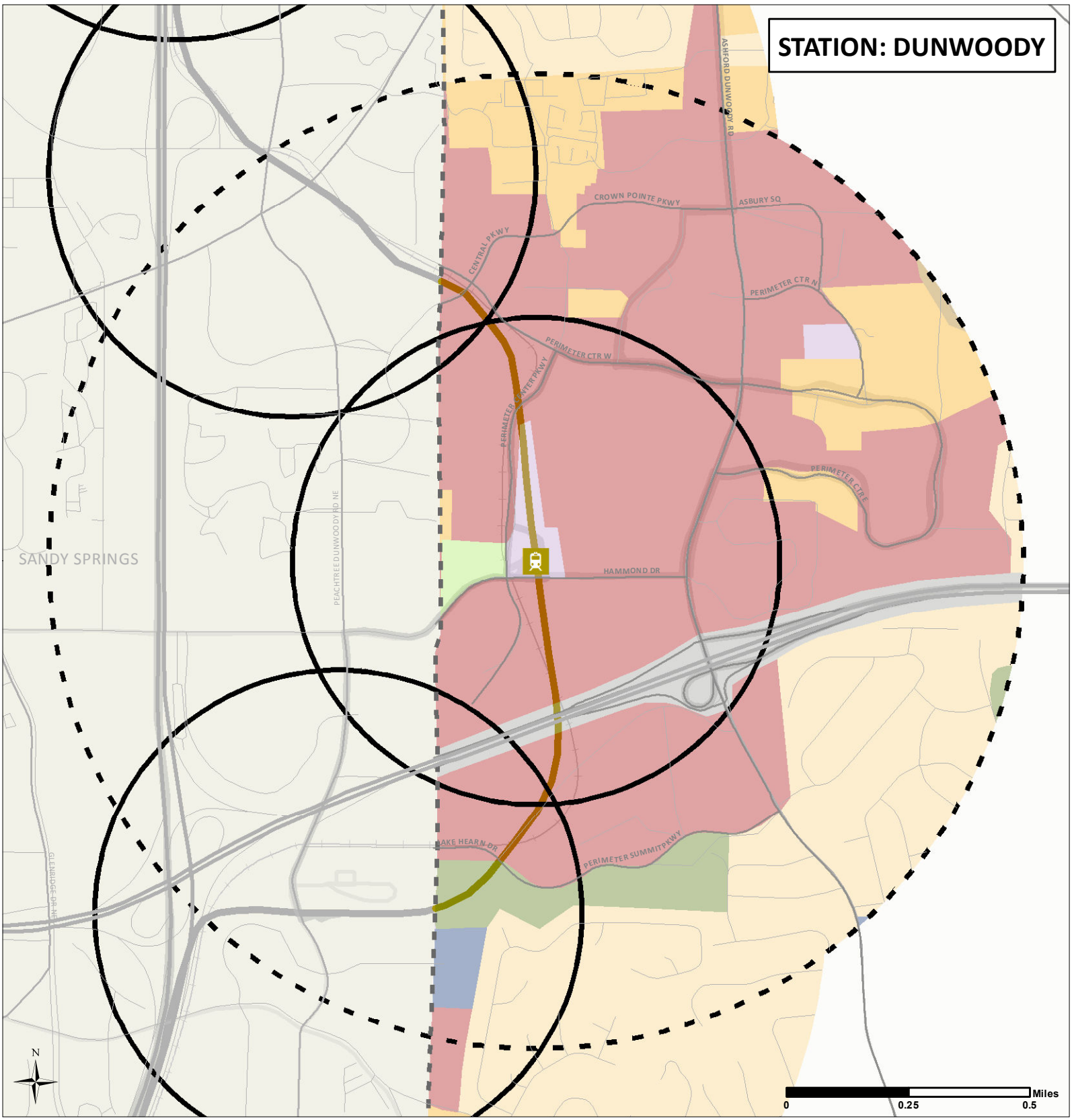
- MARTA Stations
- MARTA Rail
- 1/2 Mile Buffer
- 1 Mile Buffer
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Industrial
- Ind. & Comm. Complexes
- Limited Access Highways
- TCU
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- River
- Wetlands
- Reservoirs
- Exposed Rock
- Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 4-5
EXISTING LAND USES NEAR TRANSIT STATIONS

Source: DeKalb County
Prepared by: The Collaborative Firm; SYSTRA; Kimley-Horn and Associates, Inc.

September 2013



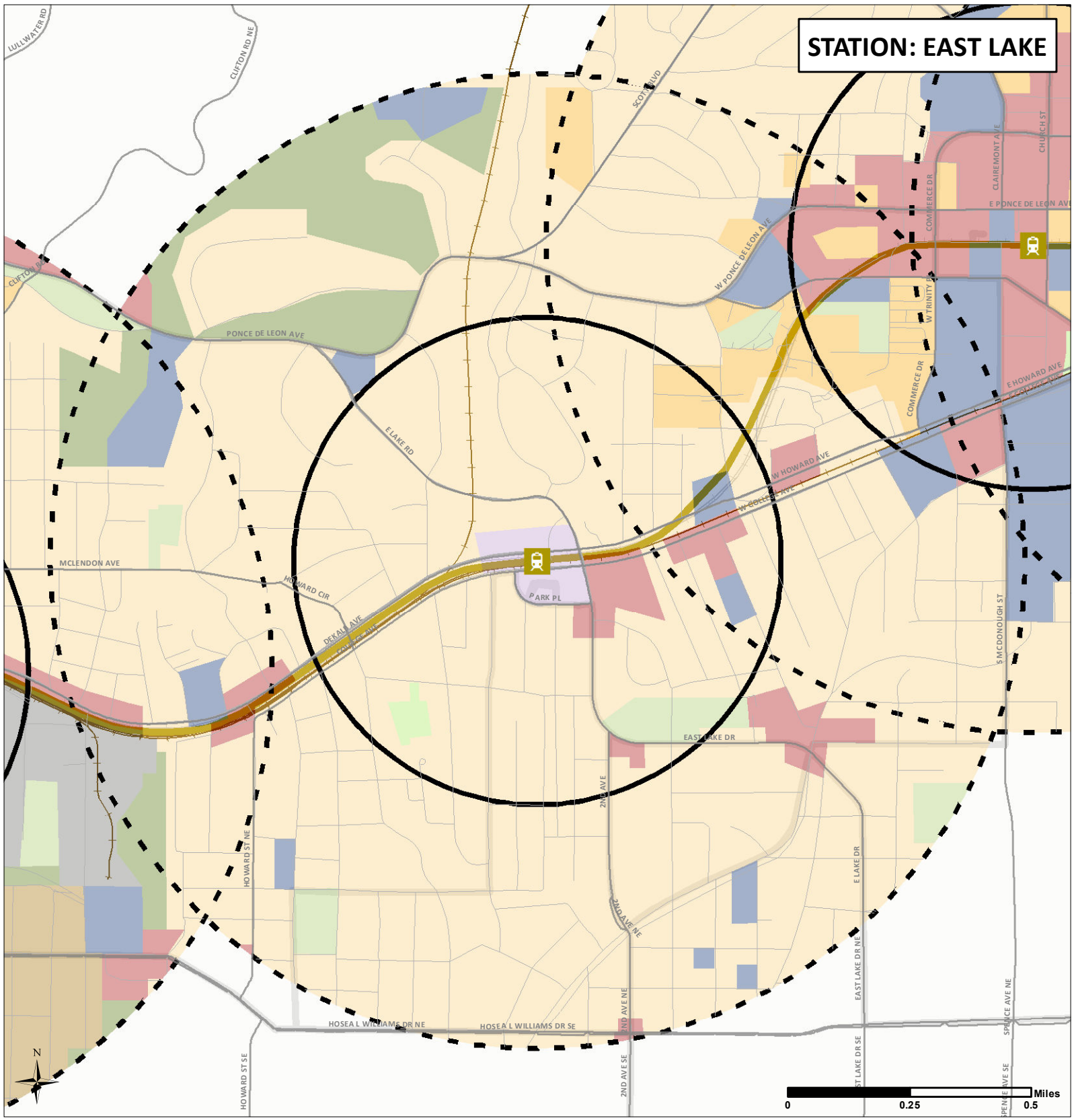
- MARTA Stations
- MARTA Rail
- 1/2 Mile Buffer
- 1 Mile Buffer
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Industrial
- Ind. & Comm. Complexes
- Limited Access Highways
- TCU
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- River
- Wetlands
- Reservoirs
- Exposed Rock
- Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 4-6
EXISTING LAND USES NEAR TRANSIT STATIONS

Source: DeKalb County
Prepared by: The Collaborative Firm; SYSTRA; Kimley-Horn and Associates, Inc.

September 2013



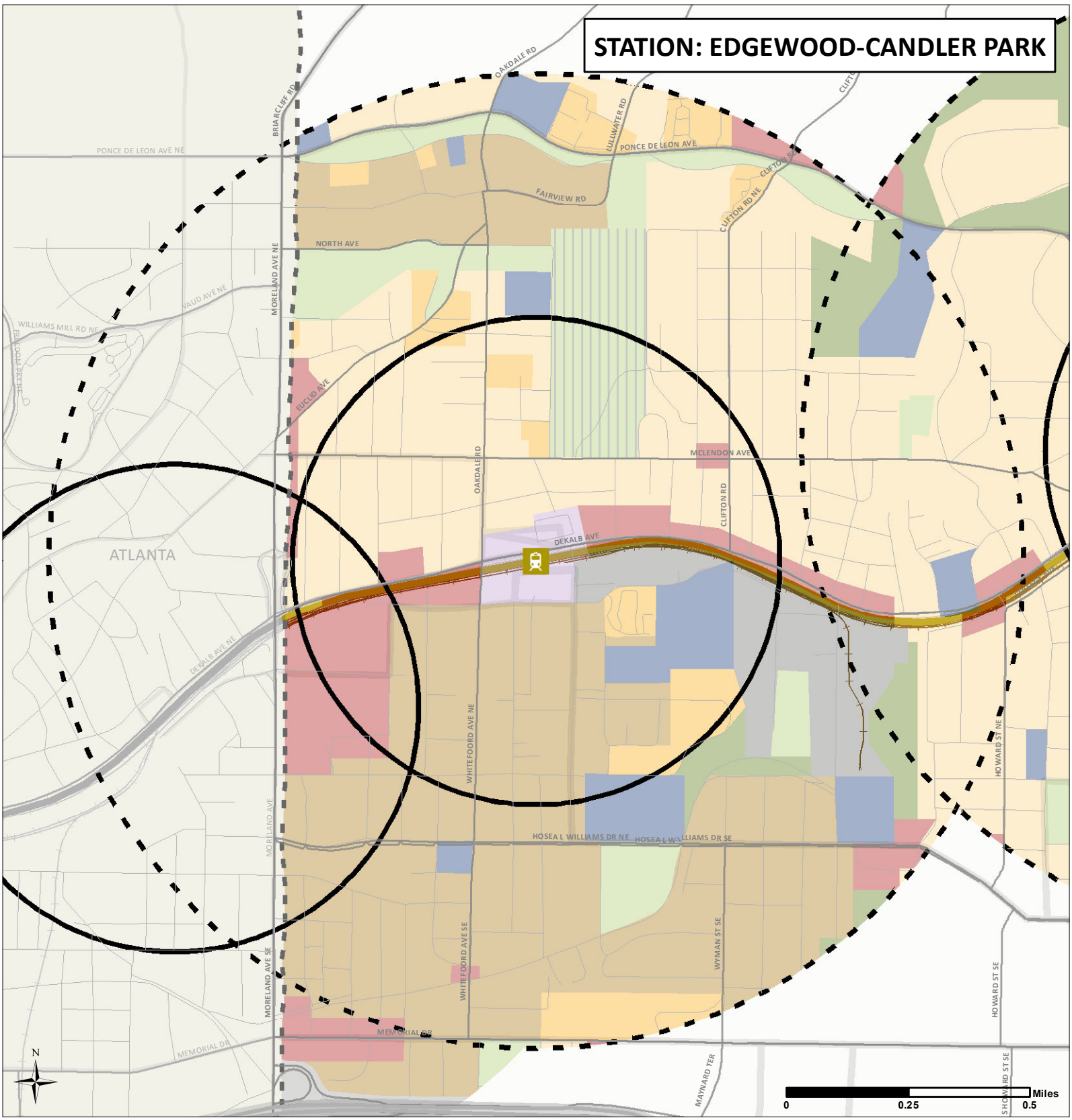
- MARTA Stations
- MARTA Rail
- 1/2 Mile Buffer
- 1 Mile Buffer
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Industrial
- Ind. & Comm. Complexes
- Limited Access Highways
- TCU
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- River
- Wetlands
- Reservoirs
- Exposed Rock
- Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 4-7
EXISTING LAND USES NEAR TRANSIT STATIONS

Source: DeKalb County
Prepared by: The Collaborative Firm; SYSTRA; Kimley-Horn and Associates, Inc.

September 2013



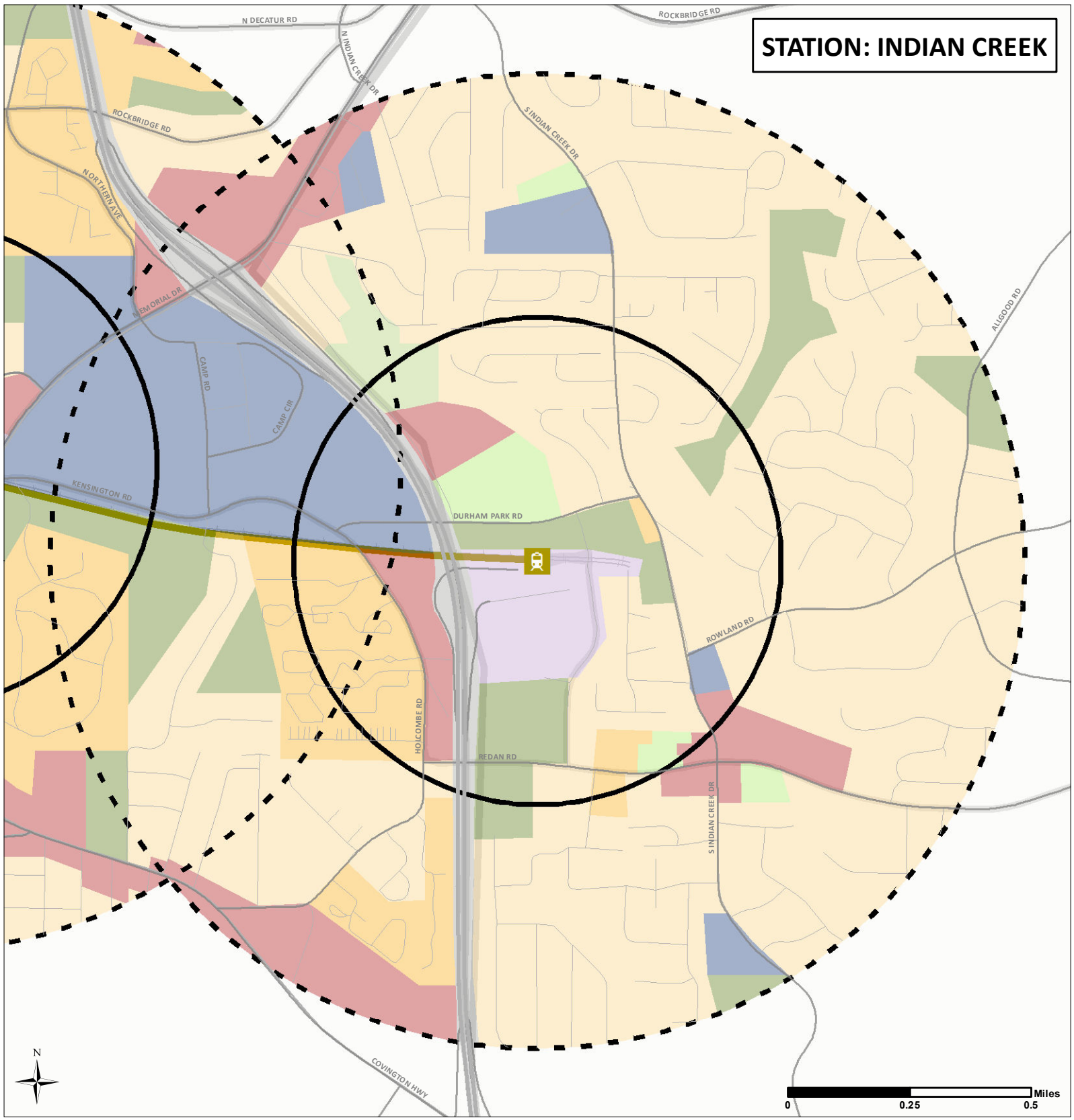
MARTA Stations
MARTA Rail
1/2 Mile Buffer
1 Mile Buffer
Commercial and Services
High Density Residential
Multifamily Residential
Med. Density Single Family Res.
Low Density Single Family Res.
Mobile Home Parks
Other Urban
Extensive Institutional
Intensive Institutional
Industrial
Ind. & Comm. Complexes
Limited Access Highways
TCU
Transitional Areas
Agriculture
Forest
Parks
Park lands
Cemeteries
Golf Course
River
Wetlands
Reservoirs
Exposed Rock
Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 4-8
EXISTING LAND USES NEAR TRANSIT STATIONS

Source: DeKalb County
Prepared by: The Collaborative Firm; SYSTRA; Kimley-Horn and Associates, Inc.

September 2013



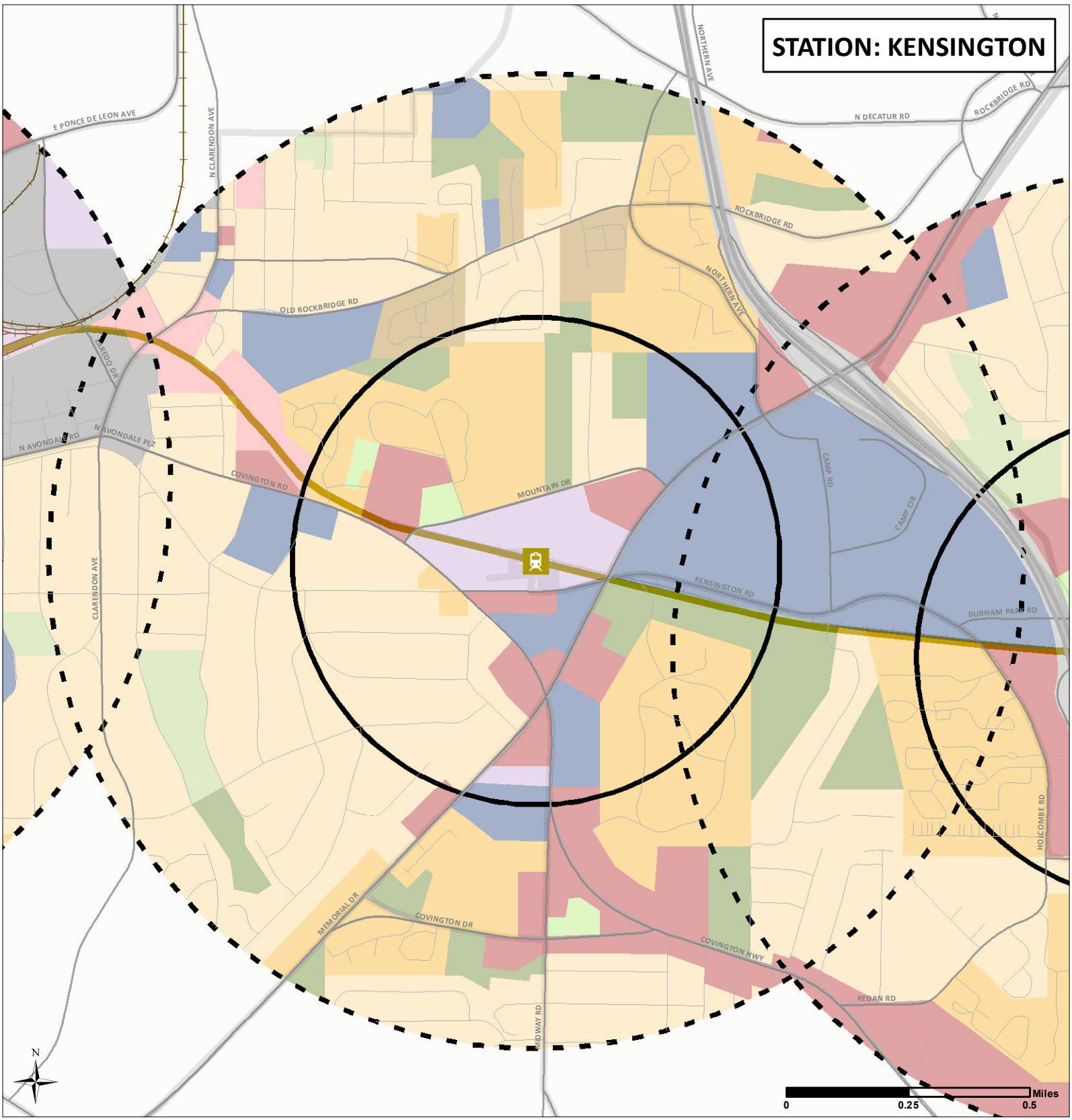
- MARTA Stations
- MARTA Rail
- 1/2 Mile Buffer
- 1 Mile Buffer
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Industrial
- Ind. & Comm. Complexes
- Limited Access Highways
- TCU
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- River
- Wetlands
- Reservoirs
- Exposed Rock
- Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 4-9
EXISTING LAND USES NEAR TRANSIT STATIONS

Source: DeKalb County
Prepared by: The Collaborative Firm; SYSTRA; Kimley-Horn and Associates, Inc.

September 2013



- MARTA Stations
- MARTA Rail
- 1/2 Mile Buffer
- 1 Mile Buffer
- Commercial and Services
- High Density Residential
- Multifamily Residential
- Med. Density Single Family Res.
- Low Density Single Family Res.
- Mobile Home Parks
- Other Urban
- Extensive Institutional
- Intensive Institutional
- Industrial
- Ind. & Comm. Complexes
- Limited Access Highways
- TCU
- Transitional Areas
- Agriculture
- Forest
- Parks
- Park lands
- Cemeteries
- Golf Course
- River
- Wetlands
- Reservoirs
- Exposed Rock
- Quarries

DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

FIGURE 4-10
EXISTING LAND USES NEAR TRANSIT STATIONS

Source: DeKalb County
Prepared by: The Collaborative Firm; SYSTRA; Kimley-Horn and Associates, Inc.

September 2013

Bicycle

A-5 The Bicycle Level of Service Model

The statistically-calibrated mathematical equation entitled the Bicycle Level of Service Model (Version 2.0) was used as the foundation of the existing conditions evaluation. This Model is the most accurate method of evaluating the bicycling conditions of shared roadway environments. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the Model clearly reflects the effect on bicycling suitability or "compatibility" due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicles speed and type, and on-street parking.

The Bicycle LOS Model is based on the proven research documented in *Transportation Research Record 1578* published by the Transportation Research Board of the National Academy of Sciences.[56] It was developed with a background of over 100,000 miles of evaluated urban, suburban, and rural roads and streets across North America. It It is published within the *Highway Capacity Manual* as the recommended standard methodology for determining existing and anticipated bicycling conditions throughout the US. Many urbanized area planning agencies (including the Atlanta Regional Commission) and state highway departments are using this established method of evaluating their roadway networks. These include metropolitan areas across North America such as Atlanta GA, Baltimore MD, Birmingham AL, Philadelphia PA, San Antonio TX, Houston TX, Buffalo NY, Anchorage AK, Lexington KY, and Tampa FL as well as state departments of transportation such as, Delaware Department of Transportation (DelDOT), New York State Department of Transportation (NYDOT), Maine Department of Transportation (MeDOT) and others.

Widespread application of the original form of the *Bicycle LOS Model* has provided several refinements. Application of the *Bicycle LOS Model* in the metropolitan area of Philadelphia resulted in the final definition of the three effective width cases for evaluating roadways with on-street parking. Application of the *Bicycle LOS Model* in the rural areas surrounding the greater Buffalo region resulted in refinements to the "low traffic volume roadway width adjustment". A 1997 statistical enhancement to the *Model* (during statewide application in Delaware) resulted in better quantification of the effects of high-speed truck traffic [see the $SP_t(1+10.38HV)^2$ term]. As a result, *Version 2.0* (now with FDOT-approved truck volume adjustment factor included) has the highest correlation coefficient ($R^2 = 0.77$) of any form of the *Bicycle LOS Model*.

Version 2.0 of the *Bicycle LOS Model* has been employed to evaluate the roads and streets that comprise the TPO's study network. Its form is shown below:

$$\textbf{Bicycle LOS} = a_1 \ln (Vol_{15}/L_n) + a_2 SP_t(1+10.38HV)^2 + a_3(1/PR_5)^2 + a_4 (W_e)^2 + C$$

Where:

Vol_{15} = Volume of directional traffic in 15 minute time period

[56] "Real-Time Human Perceptions: Toward a Bicycle Level of Service" *Transportation Research Record 1578*, Transportation Research Board, Washington, DC, 1997.

$Vol_{15} = (ADT \times D \times K_d) / (4 \times PHF)$

where:

ADT	=	Average Daily Traffic on the segment or link
D	=	Directional Factor
K_d	=	Peak to Daily Factor
PHF	=	Peak Hour Factor

L_n = Total number of directional *through* lanes

SP_t = Effective speed limit

$SP_t = 1.1199 \ln(SP_p - 20) + 0.8103$

where:

SP_p = Posted speed limit (a surrogate for average running speed)

HV = percentage of heavy vehicles (as defined in the *Highway Capacity Manual*)

PR_5 = FHWA's five point pavement surface condition rating

W_e = Average effective width of outside through lane:

where:

$W_e = W_v - (10 \text{ ft} \times \%\ OSPA)$ and $W_l = 0$

$W_e = W_v + W_l (1 - 2 \times \%\ OSPA)$ and $W_l > 0$ & $W_{ps} = 0$

$W_e = W_v + W_l - 2 (10 \times \%\ OSPA)$ and $W_l > 0$ & $W_{ps} > 0$ and a bike lane exists

where:

W_t	=	total width of outside lane (and shoulder) pavement
OSPA	=	percentage of segment with occupied on-street parking
W_l	=	width of paving between the outside lane stripe and edge of pavement
W_{ps}	=	width of pavement striped for on-street parking
W_v	=	Effective width as a function of traffic volume

and:

$W_v = W_t$ if ADT > 4,000veh/day

$W_v = W_t(2\text{-}0.00025 \times ADT)$ if ADT ≤ 4,000veh/day, and if the street/ road is undivided and unstriped

a_1: 0.507 a_2: 0.199 a_3: 7.066 a_4: - 0.005 C: 0.760

(a_1 - a_4) are coefficients established by multi-variate regression analysis.

The *Bicycle LOS* score resulting from the final equation is stratified into service categories A, B, C, D, E, and F (according to the ranges shown in Table 5-1) to reflect users' perception of the road segment's level of service for bicycle travel.

Table 5-1: Bicycle Level of Service Categories

Level of Service	BLOS Score
A	≤ 1.5
B	> 1.5 αvδ ≤ 2.5
C	> 2.5 αvδ ≤ 3.5
D	> 3.5 αvδ ≤ 4.5
E	> 4.5 αvδ ≤ 5.5
F	> 5.5

This stratification is in accordance with the linear scale established during the referenced research (i.e., the research project bicycle participants' aggregate response to roadway and traffic stimuli).

A-5.1 Data Collection/Inventory Guidelines

Following is the list of data required for computation of the *Bicycle LOS* scores as well as the associated guidelines for their collection and compilation into the programmed database.

Average Daily Traffic (ADT)

ADT is the average daily traffic volume on the segment or link. The programmed database will convert these volumes to Vol_{15} (volume of directional traffic every fifteen minutes) using the Directional Factor (D), Peak to Daily Factor (K_d) and Peak Hour Factor (PHF) for the road segment.

Percent Heavy Vehicles (HV)

Percent HV is the percentage of heavy vehicles (as defined in the *Highway Capacity Manual*).

Number of lanes of traffic (L)

L reflects the total number of *through* traffic lanes of the road segment and its configuration (D = Divided, U = Undivided, OW = One-Way, S = Two-Way Left Turn Lane). The programmed database converts these lanes into directional lanes.

Posted Speed Limit (S_p)

S_p is recorded as posted.

W_t - Total width of pavement

W_t is measured from the center of the road, yellow stripe, or (in the case of a multilane configuration) the lane separation striping to the edge of pavement or to the gutter pan of the curb.

W_l - Width of pavement between the outside lane stripe and the edge of pavement

W_l is measured from the outside lane stripe to the edge of pavement or to the gutter pan of the curb. When there is angled parking adjacent to the outside lane, W_l is measured from the outside lane stripe to the traffic-side end of the parking stall stripes.

Width of pavement is the pavement striped for on-street parking ($W_{ps)}$

W_{ps} is recorded only if there is parking to the right of a striped bike lane (not if the striped parking area is immediately adjacent to the outside lane).

OSPA %

The on-street parking adjustment (OSPA) is the estimated percentage of the segment (excluding driveways) where on-street parking was observed at the time of survey.

Pavement Condition (PC)

PC is the pavement condition of the motor vehicle travel lane according to the FHWA's five-point pavement surface condition rating shown in Table 2.

Designated Bike Lane

A "Y" is coded if there is a signed and marked bike lane on the segment; otherwise "N" is entered.

Table 5-2: Pavement Condition Descriptions[57]

Rating	Pavement Condition
5.0 (Very Good)	Only new or nearly new pavements are likely to be smooth enough and free of cracks and patches to qualify for this category.
4.0 (Good)	Pavement, although not as smooth as described above, gives a first class ride and exhibits signs of surface deterioration
3.0 (Fair)	Riding qualities are noticeably inferior to those above; may be barely tolerable for high-speed traffic. Defects may include rutting, map cracking, and extensive patching.
2.0 (Poor)	Pavements have deteriorated to such an extent that they affect the speed of free-flow traffic. Flexible pavement has distress over 50 percent or more of the surface. Rigid pavement distress includes joint spalling, patching, etc.
(Very Poor)	Pavements that are in an extremely deteriorated condition. Distress occurs over 75 percent or more of the surface.

[57] Source: U.S. Department of Transportation. Highway Performance Monitoring System-Field Manual. Federal Highway Administration. Washington, DC, 1987.

Pedestrian

A-6.1 The Pedestrian Level of Service Model

The Pedestrian Level of Service (Pedestrian LOS) Model Version 3.0 was used for the evaluation of walking conditions. This version of the Model builds upon the research documented in *Transportation Research Record 1773* published by the Transportation Research Board of the National Academy of Sciences.[58] This model is the most accurate method of evaluating the walking conditions within shared roadway environments. It uses the same measurable traffic and roadway factors that transportation planners and engineer's use for other travel modes. With statistical precision, the *Model* clearly reflects the effect on walking suitability or "compatibility" due to factors such as roadway width, presence of sidewalks and intervening buffers, barriers within those buffers, traffic volume, motor vehicles speed, and on-street parking. The form of the *Pedestrian Level of Service Model*, and the definition of its terms are as follows:

$$\textbf{Ped LOS} = -1.2276 \ln (W_{ol} + W_l + f_p \times \%OSP + f_b \times W_b + f_{sw} \times W_s) + 0.0091 (Vol_{15}/L) + 0.0004 SPD^2 + 6.0468$$

Where:

W_{ol}	=	Width of outside lane (feet)
W_l	=	Width of shoulder or bike lane (feet)
f_p	=	On-street parking effect coefficient (=0.50)
%OSP	=	Percent of segment with on-street parking
f_b	=	Buffer area barrier coefficient (=5.37 for trees spaced 20 feet on center)
W_b	=	Buffer width (distance between edge of pavement and sidewalk, feet)
f_{sw}	=	Sidewalk presence coefficient $= 6 - 0.3W_s$ (3)
W_s	=	Width of sidewalk (feet)
Vol_{15}	=	average traffic during a fifteen (15) minute period
L	=	total number of (through) lanes (for road or street)
SPD	=	Average running speed of motor vehicle traffic (mi/hr)

The Pedestrian LOS score resulting from the final equation is pre-stratified into service categories A, B, C, D, E, and F, according to the ranges shown in Table 6-1 and reflect users' perception of the road segments level of service for pedestrian travel. This stratification is in accordance with the linear scale established during the research (i.e., the research project participants' aggregate response to roadway and traffic stimuli).

[58] "Modeling the Roadside Walking Environment: A Pedestrian Level of Service," *Transportation Research Record 1773*, Transportation Research Board, Washington, DC, 2001.

Table 6-1: Pedestrian Level of Service Categories

Level of Service	PLOS Score
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	> 5.5

The Pedestrian LOS Model is used by planners and engineers throughout the US in a variety of planning and design applications. The Pedestrian LOS Model can be used to conduct a benefits comparison among proposed sidewalk/roadway cross-sections, identify roadways that are candidates for reconfiguration for sidewalk improvements, and to prioritize and program roadways for sidewalk improvements.

A-6.1.1 Additional Data Collection and Inventory Guidelines

Many of the data items collected for bicycle level of service analysis are also used for the pedestrian level of service analysis. Following is the additional list of data used in the computation of the pedestrian level of service scores.

Width of Buffer (W_b)

W_s is the width of a buffer (usually grass) between the edge of pavement and the sidewalk.

Width of Sidewalk (W_s)

W_s is the width of the sidewalk.

Sidewalk Percentage

Sidewalk Percentage is the percentage of sidewalk coverage along the segment.

Tree Spacing in Buffer

Tree spacing is the spacing of trees within a buffer area, measured from the center (width of spacing between trees).

DRAFT DeKalb County Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
101.01	SPALDING DR	Auden Tr (Co Line S.)	Weldstone Ct (Co Line N.)	0.45	N	2	U	9853	2	35	10.5	0.0	0.0	21.0	0	3.0	-	N	G	1.0	0	0	5.0	1	1	4.50	D	4.83	E	Buffer variable 0-3 ft
101.01	SPALDING DR	Auden Tr (Co Line S.)	Weldstone Ct (Co Line N.)	0.45	S	2	U	9853	2	35	10.5	0.0	0.0	21.0	0	3.0	-	N	G	0.0	0	100	0.0	1	1	4.50	D	4.83	E	Buffer variable 0-3 ft
102.01	ROBERTS DR	CHAMBLEE DUNWOODY RD	MANOR OAKS CT (CO LINE	1.19	N	2	U	11228	3	35	14.5	5.0	0.0	29.0	0	4.5	4.5	Y	G	0.0	0	100	5.0	1	2	3.04	C	3.44	C	
102.01	ROBERTS DR	CHAMBLEE DUNWOODY RD	MANOR OAKS CT (CO LINE	1.19	S	2	U	11228	3	35	14.5	5.0	0.0	29.0	0	4.5	4.5	Y	G	1.0	0	40	5.0	1	2	3.04	C	4.12	D	
102.02	CHAMBLEE DUNWOODY RD	MOUNT VERNON RD	ROBERTS DR	0.48	N	2	T	16287	3	35	12.0	0.0	0.0	33.0	0	3.5	-	N	G	2.0	0	100	5.0	1	3	4.67	E	4.06	D	
102.02	CHAMBLEE DUNWOODY RD	MOUNT VERNON RD	ROBERTS DR	0.48	S	2	T	16287	3	35	12.0	0.0	0.0	33.0	0	3.5	-	N	G	2.0	0	100	5.0	1	3	4.67	E	4.06	D	
102.03	CHAMBLEE DUNWOODY RD	WOMACK RD / ASHFORD CENTER PKWY	MOUNT VERNON RD	0.23	N	4	U	9750	2	35	12.0	0.0	0.0	43.0	0	4.0	-	N	C	2.0	0	100	4.5	1	1	3.50	C	2.76	C	Sidewalk 8' in spots SB
102.03	CHAMBLEE DUNWOODY RD	WOMACK RD / ASHFORD CENTER PKWY	MOUNT VERNON RD	0.23	S	4	U	9750	2	35	9.5	0.0	0.0	43.0	0	4.0	-	N	C	2.0	150	100	4.5	1	1	3.76	D	2.82	C	Sidewalk 8' in spots SB
102.031	NANDINA LN	Mt Vernon Rd	CHAMBLEE DUNWOODY R	0.14	N	2	U	9750	2	25	10.0	0.0	0.0	20.0	0	3.0	-	N	C	0.0	0	100	5.0	2	0	4.21	D	3.19	C	Paved over gutter, no included in Wt
102.031	NANDINA LN	Mt Vernon Rd	CHAMBLEE DUNWOODY R	0.14	S	2	U	9750	2	25	10.0	0.0	0.0	20.0	0	3.0	-	N	C	0.0	0	100	5.0	2	0	4.21	D	3.19	C	Var. Buffer 0-1.5;Paved over gutter, no included in Wt
102.04	CHAMBLEE DUNWOODY RD	N SHALLOWFORD RD / PEELER RD	ASHFORD CENTER PKWY / WOMACK RD	1.43	N	2	U	16152	3	35	12.0	0.0	0.0	24.0	0	3.5	-	N	S	4.0	0	40	4.0	3	2	4.67	E	4.89	E	
102.04	CHAMBLEE DUNWOODY RD	N SHALLOWFORD RD / PEELER RD	ASHFORD CENTER PKWY / WOMACK RD	1.43	S	2	U	16152	3	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	4.0	0	100	4.0	3	2	4.67	E	4.10	D	
102.05	CHAMBLEE DUNWOODY RD	OLD SPRING HOUSE LN / DUNWOODY PARK	N SHALLOWFORD RD / PEELER RD	0.42	N	2	U	16309	3	35	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	4.63	E	5.54	F	
102.05	CHAMBLEE DUNWOODY RD	OLD SPRING HOUSE LN / DUNWOODY PARK	N SHALLOWFORD RD / PEELER RD	0.42	S	2	U	16309	3	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	1.0	0	100	5.0	3	1	4.63	E	4.14	D	
102.06	CHAMBLEE DUNWOODY RD	SAVOY DR / 285 EB RAMP	DUNWOODY PARK / OLD SPRING HOUSE LN	0.31	N	4	U	19342	3	35	11.0	0.0	0.0	45.0	0	3.5	-	N	C	3.0	0	95	5.0	1	3	4.52	E	3.35	C	Sidewalks variable from 0-5 ft
102.06	CHAMBLEE DUNWOODY RD	SAVOY DR / 285 EB RAMP	DUNWOODY PARK / OLD SPRING HOUSE LN	0.31	S	4	U	19342	3	35	11.0	0.0	0.0	45.0	0	3.5	-	N	C	3.0	0	100	5.0	1	3	4.52	E	3.27	C	
102.07	CHAMBLEE DUNWOODY RD	MENDENHALL ST	285 EB RAMP / SAVOY DR	1.63	N	2	U	17286	3	35	12.5	1.0	0.0	25.0	0	3.5	3.5	N	G	2.0	0	75	4.0	3	3	4.63	E	4.59	E	
102.07	CHAMBLEE DUNWOODY RD	MENDENHALL ST	285 EB RAMP / SAVOY DR	1.63	S	2	U	17286	3	35	12.5	1.0	0.0	25.0	0	3.5	3.5	N	G	2.0	0	40	4.0	3	3	4.63	E	5.01	E	
102.071	CHAMBLEE DUNWOODY RD	PEACHTREE BLVD	MENDENHALL ST	0.29	N	2	T	17286	3	35	11.0	0.0	0.0	34.5	0	4.0	-	N	C	0.0	0	100	6.0	1	1	4.66	E	4.20	D	N sidwalk with wide driveways
102.071	CHAMBLEE DUNWOODY RD	PEACHTREE BLVD	MENDENHALL ST	0.29	S	2	T	17286	3	35	11.0	0.0	0.0	34.5	0	4.0	-	N	C	0.0	0	100	6.0	1	1	4.66	E	4.20	D	
102.08	CHAMBLEE DUNWOODY RD	NEW PEACHTREE RD	PEACHTREE BLVD	0.43	N	4	U	12433	3	35	12.0	0.0	0.0	48.0	0	4.5	-	N	C	1.5	0	10	4.0	1	2	3.82	D	4.11	D	
102.08	CHAMBLEE DUNWOODY RD	NEW PEACHTREE RD	PEACHTREE BLVD	0.43	S	4	U	12433	3	35	12.0	0.0	0.0	48.0	0	4.5	-	N	C	1.5	0	100	4.0	1	2	3.82	D	3.00	C	
102.09	CHAMBLEE DUNWOODY RD	NEW PEACHTREE RD	Cumberland Dr	0.36	E	2	U	6611	2	35	15.0	3.0	0.0	30.0	0	4.0	4.0	N	C	2.0	0	100	6.0	1	1	2.81	C	2.74	C	variable shoulder 1-4 ft, eastbound interupted by landscape island btwn hospital and cumberland
102.09	CHAMBLEE DUNWOODY RD	New Peachtree	Cumberland Dr	0.36	W	2	U	6611	2	35	15.0	3.0	0.0	30.0	0	4.0	4.0	N	C	4.0	0	100	6.0	1	1	2.81	C	2.68	C	
102.091	CHAMBLEE DUNWOODY RD	Cumberland Dr	Buford Highway	0.40	E	2	U	6611	2	35	15.0	4.0	0.0	30.0	0	3.5	3.5	N	G	0.0	0	100	3.5	1	2	2.77	C	3.06	C	
102.091	CHAMBLEE DUNWOODY RD	Cumberland Dr	Buford Highway	0.40	W	2	U	6611	2	35	15.0	4.0	0.0	30.0	0	3.5	3.5	N	G	0.0	0	100	3.5	1	2	2.77	C	3.06	C	
103.01	TILLY MILL RD	WOMACK RD	MOUNT VERNON RD / WELLESLEY LN	0.90	N	2	U	9702	2	35	10.5	0.0	0.0	21.0	0	4.0	-	N	C	1.0	0	100	5.0	3	1	4.16	D	3.36	C	Buffe variable, SW covered ni pine needles
103.01	TILLY MILL RD	WOMACK RD	MOUNT VERNON RD / WELLESLEY LN	0.90	S	2	U	9702	2	35	10.5	0.0	0.0	21.0	0	4.0	-	N	C	5.0	0	50	5.0	3	1	4.16	D	4.02	D	Buffe variable, SW covered ni pine needles
103.02	TILLY MILL RD	CHERRING DR	WOMACK RD	0.27	N	2	T	17651	3	35	11.5	0.0	0.0	34.5	0	4.0	-	N	C	1.0	0	100	4.0	3	1	4.62	E	4.40	D	
103.02	TILLY MILL RD	CHERRING DR	WOMACK RD	0.27	S	2	T	17651	3	35	10.5	0.0	0.0	34.5	0	4.0	-	N	S	0.0	0	0	0.0	3	1	4.73	E	5.76	F	
103.03	TILLY MILL RD	CHESTNUT LNDG / CHESTNUT DR	CHERRING DR	1.50	N	2	U	17681	3	35	10.0	0.0	0.0	20.0	0	4.0	-	N	C	2.0	0	100	4.0	3	2	4.78	E	4.43	D	
103.03	TILLY MILL RD	CHESTNUT LNDG / CHESTNUT DR	CHERRING DR	1.50	S	2	U	17681	3	35	10.0	0.0	0.0	20.0	0	4.0	-	N	S	2.0	0	15	4.0	3	2	4.78	E	5.61	F	
103.04	TILLY MILL RD	BEACON DR	CHESTNUT DR / CHESTNUT LNDG	0.39	N	4	U	13120	3	35	10.0	0.0	0.0	43.0	0	4.0	-	N	C	1.0	0	90	4.0	1	3	4.19	D	3.27	C	
103.04	TILLY MILL RD	BEACON DR	CHESTNUT DR / CHESTNUT LNDG	0.39	S	4	U	13120	3	35	10.0	0.0	0.0	43.0	0	4.0	-	N	C	0.0	0	100	5.0	1	3	4.19	D	3.05	C	
103.05	TILLY MILL RD	FLOWERS RD	BEACON DR	0.83	N	2	U	2458	2	35	11.5	0.0	0.0	23.0	0	4.0	-	N	G	1.5	0	65	4.0	3	0	2.53	C	3.01	C	
103.05	TILLY MILL RD	FLOWERS RD	BEACON DR	0.83	S	2	U	2458	2	35	11.5	0.0	0.0	23.0	0	4.0	-	N	G	1.5	0	25	4.0	3	0	2.53	C	3.52	D	
104.01	WINTERS CHAPEL RD	PEELER RD	Newton Dr (Co Line N)	0.95	N	2	U	10003	4	40	11.5	0.0	0.0	23.0	0	4.5	-	N	C	3.0	0	100	4.0	2	1	4.58	E	3.56	D	Variable shoulder 0-8 feet boths sides, Biffer variable 0-20 ft
104.01	WINTERS CHAPEL RD	PEELER RD	Newton Dr (Co Line N)	0.95	S	2	U	10003	4	40	11.5	0.0	0.0	23.0	0	4.5	-	N	C	0.0	0	0	0.0	2	1	4.58	E	4.88	E	Variable shoulder 0-8 feet boths sides
104.02	WINTERS CHAPEL RD	WINTERHAVEN CT	PEELER RD	0.47	N	2	U	15633	4	40	11.5	0.0	0.0	23.0	0	4.5	-	N	C	0.0	0	40	5.0	1	1	4.80	E	5.02	E	
104.02	WINTERS CHAPEL RD	WINTERHAVEN CT	PEELER RD	0.47	S	2	U	15633	4	40	11.5	0.0	0.0	23.0	0	4.5	-	N	C	1.0	0	100	5.0	1	1	4.80	E	4.18	D	
104.03	WINTERS CHAPEL RD	PEACHTREE INDUSTRIAL BOULEVARD ACCESS RD /	WINTERHAVEN CT	0.38	N	2	U	20740	4	40	14.0	2.0	0.0	26.0	0	4.0	4.0	N	C	2.0	0	0	5.0	1	1	4.43	D	5.92	F	
104.03	WINTERS CHAPEL RD	PEACHTREE INDUSTRIAL BOULEVARD ACCESS RD /	WINTERHAVEN CT	0.38	S	2	U	20740	4	40	12.0	0.0	0.0	26.0	0	4.0	-	N	S	2.0	0	100	5.0	1	1	4.99	E	4.74	E	
104.04	WINTERS CHAPEL RD	WINTERSCREEK DR / WINTERS CREEK DR	PEACHTREE INDUSTRIAL BLVD / PEACHTREE	0.28	N	4	U	19878	4	40	11.5	0.0	0.0	48.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	4.83	E	4.88	E	
104.04	WINTERS CHAPEL RD	WINTERSCREEK DR / WINTERS CREEK DR	PEACHTREE INDUSTRIAL BLVD / PEACHTREE	0.28	S	4	U	19878	4	40	11.5	0.0	0.0	48.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	4.83	E	4.88	E	
104.05	WINTERS CHAPEL RD	CHICOPEE DR / OAKCLIFF RD	WINTERS CREEK DR / WINTERSCREEK DR	0.60	N	2	U	10697	4	40	20.0	9.5	0.0	34.0	0	3.0	3.0	N	C	0.0	0	0	0.0	3	2	1.35	A	4.29	D	Traffic moves faster than posted
104.05	WINTERS CHAPEL RD	CHICOPEE DR / OAKCLIFF RD	WINTERS CREEK DR / WINTERSCREEK DR	0.60	S	2	U	10697	4	40	14.0	3.0	0.0	34.0	0	3.0	3.0	N	C	0.0	0	0	0.0	3	2	4.26	D	4.73	E	Traffic moves faster than posted
104.06	WINTERS CHAPEL RD	WOODWIN RD	Oakcliff Rd	0.37	N	2	U	2756	2	25	11.0	0.0	0.0	22.0	0	3.0	-	N	G	0.0	0	0	0.0	3	1	2.88	C	3.35	C	
104.06	WINTERS CHAPEL RD	WOODWIN RD	Oakcliff Rd	0.37	S	2	U	2756	2	25	11.0	0.0	0.0	22.0	0	3.0	-	N	G	0.0	0	0	0.0	3	1	2.88	C	3.35	C	
104.07	WINTERS CHAPEL RD	LONGMIRE WAY / FLOWERS RD	WOODWIN RD	0.53	E	2	T	3711	2	25	10.0	0.0	0.0	47.0	0	3.5	-	N	S	0.0	0	0	0.0	2	1	3.42	C	3.92	D	CONVERTED FROM MEDIAN TO TWLTL, Heavy trcuks
104.07	WINTERS CHAPEL RD	LONGMIRE WAY / FLOWERS RD	WOODWIN RD	0.53	W	2	T	3711	2	25	10.0	0.0	0.0	47.0	0	3.5	-	N	S	0.0	0	0	0.0	2	1	3.42	C	3.92	D	CONVERTED FROM MEDIAN TO TWLTL, Heavy trcuks
104.08	FLOWERS RD	LONGMIRE WAY	TILLY MILL RD	0.43	E	2	U	4485	2	25	11.5	0.0	0.0	23.5	0	4.5	-	N	C	0.0	0	0	0.0	1	1	3.12	C	3.84	D	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
104.08	FLOWERS RD	LONGMIRE WAY	TILLY MILL RD	0.43	W	2	U	4485	2	25	11.5	0.0	0.0	23.5	0	4.5	-	N	C	0.0	0	0	0.0	1	1	3.12	C	3.84	D	
105.01	ASHFORD DUNWOODY RD	ASHFORD GABLES DR / VALLEY VIEW RD	MOUNT VERNON RD	0.67	N	4	D	13878	4	45	11.0	0.0	0.0	23.0	0	4.5	-	N	C	1.0	0	100	6.0	2	3	4.54	E	3.24	C	
105.01	ASHFORD DUNWOODY RD	ASHFORD GABLES DR / VALLEY VIEW RD	MOUNT VERNON RD	0.67	S	4	D	13878	4	45	11.0	0.0	0.0	23.0	0	4.5	-	N	C	2.0	0	100	4.0	2	3	4.54	E	3.43	C	
105.02	ASHFORD DUNWOODY RD	PERIMETER CENTER TER / PERIMETER CTR N	ASHFORD GABLES DR / VALLEY VIEW RD	0.51	N	4	D	27096	4	45	11.5	0.0	0.0	23.5	0	4.5	-	N	C	1.0	0	100	6.0	3	3	4.83	E	4.02	D	
105.02	ASHFORD DUNWOODY RD	PERIMETER CENTER TER / PERIMETER CTR N	ASHFORD GABLES DR / VALLEY VIEW RD	0.51	S	4	D	27096	4	45	11.5	0.0	0.0	23.5	0	4.5	-	N	C	0.0	0	100	6.0	3	3	4.83	E	4.06	D	
105.03	ASHFORD DUNWOODY RD	PERIMETER CTR W / PERIMETER CTR E	PERIMETER CENTER TER / PERIMETER CTR N	0.17	N	5	D	36418	4	45	12.0	0.0	0.0	24.5	0	4.5	-	N	C	0.0	0	100	4.5	1	1	4.71	E	4.02	D	2 lanes NB, 3 lanes SB
105.03	ASHFORD DUNWOODY RD	PERIMETER CTR W / PERIMETER CTR E	PERIMETER CENTER TER / PERIMETER CTR N	0.17	S	5	D	36418	4	45	12.0	0.0	0.0	36.0	0	4.5	-	N	C	0.0	0	100	4.5	1	1	4.71	E	4.02	D	2 lanes NB, 3 lanes SB
105.04	ASHFORD DUNWOODY RD	285 WB ENTRY RAMP / 285 WB EXIT RAMP	PERIMETER CTR E / PERIMETER CTR W	0.55	N	8	D	51486	5	45	11.0	0.0	0.0	42.0	0	4.5	-	N	C	1.0	0	100	5.0	1	4	5.13	E	4.05	D	Buffer variable -=10 ft
105.04	ASHFORD DUNWOODY RD	285 WB ENTRY RAMP / 285 WB EXIT RAMP	PERIMETER CTR E / PERIMETER CTR W	0.55	S	8	D	51486	5	45	11.0	0.0	0.0	43.0	0	4.5	-	N	C	5.0	0	100	5.0	1	4	5.13	E	3.91	D	Buffer variable -=10 ft
105.05	ASHFORD DUNWOODY RD	PERIMETER SUMMIT PKWY / OAK FOREST DR	285 EB ENTRY RAMP / 285 EB EXIT RAMP	0.25	N	4	U	34312	4	35	10.0	0.0	0.0	40.0	0	4.0	-	N	C	0.0	0	100	5.0	3	3	4.98	E	4.32	D	3 LANES NB, 1 LANE SB
105.05	ASHFORD DUNWOODY RD	PERIMETER SUMMIT PKWY / OAK FOREST DR	285 EB ENTRY RAMP / 285 EB EXIT RAMP	0.25	S	4	U	34312	4	35	10.0	0.0	0.0	40.0	0	4.0	-	N	C	0.0	0	100	5.0	3	3	4.98	E	4.32	D	3 LANES NB, 1 LANE SB
105.051	ASHFORD DUNWOODY RD	285 EB ENTRY RAMP / 285 EB EXIT RAMP	285 WB ENTRY RAMP / 285 WB EXIT RAMP	0.14	N	4	D	34312	4	35	15.0	2.0	0.0	26.0	0	5.0	5.0	N	C	0.0	0	100	7.2	3	1	3.88	D	3.99	D	Diverging Diamong, sidewalk in Center
105.051	ASHFORD DUNWOODY RD	285 EB ENTRY RAMP / 285 EB EXIT RAMP	285 WB ENTRY RAMP / 285 WB EXIT RAMP	0.14	S	4	D	34312	4	35	15.0	2.0	0.0	26.0	0	5.0	5.0	N	C	0.0	0	100	7.2	3	1	3.88	D	3.99	D	Diverging Diamong, sidewalk in Center
105.06	ASHFORD DUNWOODY RD	W NANCY CREEK DR	OAK FOREST DR / PERIMETER SUMMIT	0.62	N	2	U	24720	4	35	13.5	1.0	0.0	27.0	0	4.0	4.0	N	C	1.5	0	90	4.0	2	1	4.75	E	5.28	E	Nb sidewalk goes into school property for forntage
105.06	ASHFORD DUNWOODY RD	W NANCY CREEK DR	OAK FOREST DR / PERIMETER SUMMIT	0.62	S	2	U	24720	4	35	13.5	1.0	0.0	27.0	0	4.0	4.0	N	C	1.5	0	100	4.0	2	1	4.75	E	5.16	E	Nb sidewalk goes into school property for forntage
105.07	ASHFORD DUNWOODY RD	Ashford Creek Tr	W NANCY CREEK DR	0.43	N	2	U	25412	4	35	15.0	3.5	0.0	30.0	0	3.5	3.5	Y	C	2.0	0	100	4.0	2	2	4.12	D	5.17	E	between nancy creek and harts mill n bound sidewlk is 12' "trail"
105.07	ASHFORD DUNWOODY RD	Ashford Creek Tr	W NANCY CREEK DR	0.43	S	2	U	25412	4	35	15.0	3.5	0.0	30.0	0	3.5	3.5	Y	C	2.0	0	100	4.0	2	2	4.12	D	5.17	E	
105.071	ASHFORD DUNWOODY RD	JOHNSON FERRY RD / DONALDSON DR	YMCA entrance (just north/ A	0.6	N	2	T	25412	4	35	12.0	0.0	0.0	36.0	0	3.5	-	N	S	1.5	0	10	4.0	2	1	5.11	E	6.41	F	
105.071	ASHFORD DUNWOODY RD	JOHNSON FERRY RD / DONALDSON DR	YMCA entrance	0.6	N	2	T	25412	4	35	12.0	0.0	0.0	36.0	0	3.5	-	N	C	1.5	0	100	4.0	2	1	5.11	E	5.29	E	
105.08	ASHFORD DUNWOODY RD	PEACHTREE RD	DONALDSON DR / JOHNSON FERRY RD	1.23	N	2	U	15082	3	35	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	5	5.0	3	1	4.59	E	5.32	E	
105.08	ASHFORD DUNWOODY RD	PEACHTREE RD	DONALDSON DR / JOHNSON FERRY RD	1.23	S	2	U	15082	3	35	11.0	0.0	0.0	22.0	0	4.0	-	N	S	2.0	0	50	5.0	3	1	4.59	E	4.67	E	
106.01	JOHNSON FERRY RD	ASHFORD DUNWOODY RD / DONALDSON DR	DURDEN DR	0.32	E	2	U	23394	4	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	2.0	0	75	5.0	1	3	4.92	E	5.25	E	
106.01	JOHNSON FERRY RD	ASHFORD DUNWOODY RD / DONALDSON DR	DURDEN DR	0.32	W	2	U	23394	4	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	5.0	0	100	5.0	1	3	4.92	E	4.81	E	Nb sidewalk goes into school property for forntage
106.02	JOHNSON FERRY RD	DURDEN DR	PEACHTREE BLVD	0.47	E	2	U	22036	4	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	4.0	0	25	5.0	1	1	5.04	E	5.76	F	
106.02	JOHNSON FERRY RD	DURDEN DR	PEACHTREE BLVD	0.47	W	2	U	22036	4	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	2.0	0	90	5.0	1	1	5.04	E	4.88	E	Westbound should variable from 0-6 ft
107.01	OAKCLIFF RD	NEW PEACHTREE RD	BUFORD HWY	0.08	E	4	D	15451	3	35	12.0	0.0	0.0	24.0	0	4.5	-	N	C	0.0	0	0	0.0	1	1	4.04	D	4.42	D	
107.01	OAKCLIFF RD	NEW PEACHTREE RD	BUFORD HWY	0.08	W	4	D	15451	3	35	12.0	0.0	0.0	24.0	0	4.5	-	N	C	0.0	0	0	0.0	1	1	4.04	D	4.42	D	
107.02	OAKCLIFF RD	BUFORD HWY	NORTHCREST RD	1.17	E	2	U	9836	2	35	14.5	0.0	0.0	29.0	0	3.5	-	N	G	1.5	0	50	4.0	3	1	3.83	D	3.89	D	
107.02	OAKCLIFF RD	BUFORD HWY	NORTHCREST RD	1.17	W	2	U	9836	2	35	14.5	0.0	0.0	29.0	0	3.5	-	N	G	1.5	0	5	4.0	3	1	3.83	D	4.38	D	
107.03	NORTHCREST RD	285 NB EXIT RAMP / 85 NB RAMP	OAKCLIFF RD	1.01	N	4	U	17605	3	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	100	6.0	3	4	4.20	D	3.15	C	Ramp Section we will not collect data
107.03	NORTHCREST RD	285 NB EXIT RAMP / 85 NB RAMP	OAKCLIFF RD	1.01	S	4	U	17605	3	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	100	6.0	3	4	4.20	D	3.15	C	
107.04	NORTHCREST RD	CHAMBLEE TUCKER RD	ATLANTA SILVERBACKS WAY	0.59	N	2	U	9841	2	35	14.0	2.0	0.0	28.0	0	4.0	4.0	N	C	0.0	0	0	0.0	2	1	3.45	C	4.47	D	granite curb no gutter
107.04	NORTHCREST RD	CHAMBLEE TUCKER RD	ATLANTA SILVERBACKS WAY	0.59	S	2	U	9841	2	35	14.0	2.0	0.0	28.0	0	4.0	4.0	N	C	0.0	0	33	0.0	2	1	3.45	C	4.47	D	
108.01	PEACHTREE BLVD	PEACHTREE RD	FORD DR	2.30	E	4	T	36835	4	45	10.5	0.0	0.0	53.0	0	4.0	-	N	C	0.0	0	5	5.0	3	8	5.19	E	6.10	F	Several intermittent shoulders and turn lanes not included in data.
108.01	PEACHTREE BLVD	PEACHTREE RD	FORD DR	2.30	W	4	T	36835	4	45	10.5	0.0	0.0	53.0	0	4.0	-	N	C	0.0	0	25	5.0	3	8	5.19	E	5.82	F	Variable sidewalk buffer
108.02	PEACHTREE BLVD	FORD DR	MOTORS INDUSTRIAL WAY / PEACHTREE	0.26	E	6	D	40362	5	45	12.0	0.0	0.0	36.0	0	4.0	-	N	C	0.0	0	100	6.0	3	2	5.14	E	4.02	D	
108.02	PEACHTREE BLVD	FORD DR	MOTORS INDUSTRIAL WAY / PEACHTREE	0.26	W	6	D	40362	5	45	12.0	0.0	0.0	36.0	0	4.0	-	N	C	0.0	0	100	6.0	3	2	5.14	E	4.02	D	
109.01	PEACHTREE RD	Club Dr (Co Line W.)	DRESDEN DR	0.60	E	5	T	47730	5	35	12.0	0.0	0.0	72.0	0	3.5	-	N	C	0.0	0	100	6.0	2	3	5.10	E	3.99	D	eb 2LANES WB HAS TWO LANES
109.01	PEACHTREE RD	Club Dr (Co Line W.)	DRESDEN DR	0.60	W	5	T	47730	5	35	12.0	0.0	0.0	72.0	0	3.5	-	N	C	0.0	0	100	6.0	2	3	5.10	E	3.99	D	
109.02	PEACHTREE RD	DRESDEN DR	ASHFORD DUNWOODY RD	1.24	E	5	U	44881	5	45	12.0	0.0	0.0	72.0	0	4.0	-	N	C	0.0	0	0	0.0	1	5	5.19	E	5.61	F	2 lanes EB
109.02	PEACHTREE RD	DRESDEN DR	ASHFORD DUNWOODY RD	1.24	W	5	U	44881	5	45	12.0	0.0	0.0	72.0	0	4.0	-	N	C	0.0	0	100	5.5	1	5	5.19	E	4.25	D	3 lanes WB
109.03	PEACHTREE RD	ASHFORD DUNWOODY RD	PEACHTREE BLVD	0.80	E	4	T	32625	4	45	12.0	0.0	0.0	60.0	0	4.0	-	N	C	0.0	0	50	6.0	3	1	4.97	E	5.07	E	
109.03	PEACHTREE RD	ASHFORD DUNWOODY RD	PEACHTREE BLVD	0.80	W	4	T	32625	4	45	12.0	0.0	0.0	60.0	0	4.0	-	N	C	0.0	0	100	6.0	3	1	4.97	E	4.37	D	
109.04	PEACHTREE RD	PEACHTREE BLVD	CLAIRMONT RD (UNDERPASS)	0.45	E	2	T	9597	2	35	13.5	1.5	0.0	37.5	0	4.0	4.0	N	G	0.0	0	0	0.0	2	1	3.80	D	4.49	D	
109.04	PEACHTREE RD	PEACHTREE BLVD	CLAIRMONT RD (UNDERPASS)	0.45	W	2	T	9597	2	35	13.5	1.5	0.0	37.5	0	4.0	4.0	N	G	0.0	0	0	0.0	2	1	3.80	D	4.49	D	
109.041	PEACHTREE RD	CLAIRMONT RD (UNDERPASS)	CHAMBLEE TUCKER RD	0.15	E	4	U	9597	2	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	4.0	40	100	3.0	1	0	3.48	C	2.56	C	Tree well prohobit sidewalk
109.041	PEACHTREE RD	CLAIRMONT RD (UNDERPASS)	CHAMBLEE TUCKER RD	0.15	W	4	U	9597	2	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	0	0.0	1	0	3.48	C	4.07	D	
109.05	PEACHTREE RD	CHAMBLEE TUCKER RD	PIERCE DR	0.42	E	3	U	2972	2	35	11.0	0.0	0.0	48.0	0	3.5	-	N	C	0.0	0	100	5.0	2	0	3.09	C	2.41	B	2 Eb 1 lane WB
109.05	PEACHTREE RD	CHAMBLEE TUCKER RD	PIERCE DR	0.42	W	3	U	2972	2	35	24.5	10.0	0.0	48.0	75	3.5	3.5	N	C	2.0	0	100	5.0	2	0	1.79	B	1.24	A	WB Buffer is pavers,Curb Extentions midblock, 75% parking space occupied
109.06	PEACHTREE RD	PIERCE DR	CHAMBLEE DUNWOODY RD	0.22	E	2	U	1619	2	30	13.5	2.5	0.0	34.5	0	3.5	3.5	N	G	10.0	0	0	0.0	3	0	1.08	A	3.41	C	
109.06	PEACHTREE RD	PIERCE DR	CHAMBLEE DUNWOODY RD	0.22	W	2	U	1619	2	30	21.0	9.5	0.0	34.5	0	3.5	3.5	N	C	10.0	0	75	8.0	3	0	0.00	A	1.90	B	Inconsistent widths/parking/ sidewalks at buisnesses

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
110.01	NEW PEACHTREE RD	Clarmont	Chamblee Tucker	0.19	E	4	T	8931	2	35	12.0	0.0	0.0	60.0	0	4.0	-	N	C	0.0	0	100	6.0	3	1	3.44	C	2.63	C	
110.01	NEW PEACHTREE RD	Clarmont	Chamblee Tucker	0.19	W	4	T	8931	2	35	12.0	0.0	0.0	60.0	0	4.0	-	N	C	0.0	0	100	6.0	3	1	3.44	C	2.63	C	
110.011	NEW PEACHTREE RD	Chamblee Tucker	Hood	0.37	E	4	U	8931	2	35	12.0	0.0	0.0	48.0	0	35.0	-	N	C	0.0	0	100	6.0	1	1	3.01	C	2.63	C	
110.011	NEW PEACHTREE RD	Chamblee Tucker	Hood	0.37	W	4	U	8931	2	35	12.0	0.0	0.0	48.0	0	3.5	-	N	C	0.0	0	100	6.0	1	1	3.60	D	2.63	C	
110.02	NEW PEACHTREE RD	Chamblee City Limits	SHALLOWFORD RD	0.11	E	2	U	5192	3	40	15.5	3.0	0.0	28.5	0	5.0	5.0	N	C	2.0	0	100	5.0	3	1	2.69	C	2.78	C	buffer is paved
110.02	NEW PEACHTREE RD	Chamblee City Limits	SHALLOWFORD RD	0.11	W	2	U	5192	3	40	13.0	0.0	0.0	28.5	0	5.0	-	N	C	2.0	0	100	5.0	3	1	3.56	D	2.86	C	
110.021	NEW PEACHTREE RD	Chamblee Dunwoody	Chamblee City Limits	0.15	E	2	U	5192	3	40	12.5	1.0	0.0	25.0	0	3.5	3.5	N	C	4.0	0	100	6.0	1	1	3.93	D	2.73	C	shoulder variable 1-2 feet
110.021	NEW PEACHTREE RD	Chamblee Dunwoody	Chamblee City Limits	0.15	W	2	U	5192	3	40	12.5	1.0	0.0	25.0	0	3.5	3.5	N	C	4.0	0	25	6.0	1	1	3.93	D	3.83	D	
110.022	NEW PEACHTREE RD	Mid-block (TWLTL)	Chamblee Dunwoody	0.72	E	2	T	5192	3	40	12.0	0.0	0.0	36.0	0	3.5	-	N	C	1.5	0	100	4.0	1	1	3.99	D	3.02	C	
110.022	NEW PEACHTREE RD	Mid-block (TWLTL)	Chamblee Dunwoody	0.72	W	2	T	5192	3	40	12.0	0.0	0.0	36.0	0	3.5	-	N	S	1.5	0	0	4.0	1	1	3.99	D	4.26	D	
110.023	NEW PEACHTREE RD	Hood	Mid-block (TWLTL)	0.29	E	2	U	5192	3	40	14.0	0.0	0.0	28.0	0	3.5	-	N	S	0.0	0	0	0.0	1	1	3.73	D	4.06	D	
110.023	NEW PEACHTREE RD	Hood	Mid-block (TWLTL)	0.29	W	2	U	5192	3	40	14.0	0.0	0.0	28.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	3.73	D	4.06	D	
110.03	NEW PEACHTREE RD	SHALLOWFORD RD	KING AVE	0.43	N	4	T	6994	2	35	12.0	0.0	0.0	60.0	0	4.0	-	N	C	0.0	0	100	6.0	1	3	3.29	C	2.51	C	
110.03	NEW PEACHTREE RD	SHALLOWFORD RD	KING AVE	0.43	S	4	T	6994	2	35	12.0	0.0	0.0	60.0	0	4.0	-	N	C	0.0	0	100	6.0	1	1	3.29	C	2.51	C	
110.04	NEW PEACHTREE RD	KING AVE	700' E of Oakcliff (TWLTL)	1.15	E	4	U	5485	2	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	0	0.0	2	4	2.61	C	3.48	C	
110.04	NEW PEACHTREE RD	KING AVE	700' E of Oakcliff (TWLTL)	1.15	W	4	U	5485	2	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	0	0.0	2	4	2.61	C	3.48	C	
110.05	NEW PEACHTREE RD	700' E of Oakcliff (TWLTL)	BUFORD HWY	0.30	E	2	T	5139	2	35	11.5	0.0	0.0	35.5	0	4.0	-	N	C	0.0	0	0	0.0	1	0	3.60	D	4.16	D	
110.05	NEW PEACHTREE RD	700' E of Oakcliff (TWLTL)	BUFORD HWY	0.30	W	2	T	5139	2	35	11.5	0.0	0.0	35.5	0	4.0	-	N	C	0.0	0	0	0.0	1	0	3.60	D	4.16	D	
111.01	SHALLOWFORD RD	BUFORD HWY	NEW PEACHTREE RD	0.64	N	2	U	1674	2	35	14.5	2.5	0.0	29.0	0	3.5	3.5	N	G	0.0	0	100	4.0	2	1	0.85	A	2.42	B	
111.01	SHALLOWFORD RD	BUFORD HWY	NEW PEACHTREE RD	0.64	S	2	U	1674	2	35	14.5	2.5	0.0	29.0	0	3.5	3.5	N	G	0.0	0	25	4.0	2	1	0.85	A	3.20	C	
111.02	SHALLOWFORD RD	BRIARCLIFF RD	I-85	0.81	N	4	U	34706	4	45	11.0	0.0	0.0	44.0	0	4.0	-	N	C	2.0	0	100	5.0	3	3	5.11	E	4.55	E	
111.02	SHALLOWFORD RD	BRIARCLIFF RD	I-85	0.81	S	4	U	34706	4	45	11.0	0.0	0.0	44.0	0	4.0	-	N	C	2.0	0	100	5.0	3	3	5.11	E	4.55	E	
111.021	SHALLOWFORD RD	I-85	DRESDEN DR	0.39	N	4	U	20793	4	45	12.0	0.0	0.0	48.0	0	3.5	-	N	G	1.0	0	50	4.0	1	4	4.89	E	4.45	D	
111.021	SHALLOWFORD RD	I-85	DRESDEN DR	0.39	S	4	U	20793	4	45	12.0	0.0	0.0	48.0	0	3.5	-	N	G	1.0	0	100	4.0	1	4	4.89	E	3.84	D	
111.022	SHALLOWFORD RD	DRESDEN DR	SHALLOWFORD TER	0.49	N	4	U	10944	4	45	12.0	0.0	0.0	48.0	0	3.5	-	N	G	1.0	0	50	4.0	1	4	4.53	E	3.86	D	
111.022	SHALLOWFORD RD	DRESDEN DR	SHALLOWFORD TER	0.49	S	4	U	10944	4	45	12.0	0.0	0.0	48.0	0	3.5	-	N	G	1.0	0	100	4.0	1	4	4.53	E	3.25	C	
111.023	SHALLOWFORD RD	SHALLOWFORD TER	CHAMBLEE TUCKER RD	0.66	N	4	U	3099	3	45	12.0	0.0	0.0	48.0	0	3.5	-	N	G	1.0	0	50	4.0	1	4	2.01	B	3.40	C	
111.023	SHALLOWFORD RD	SHALLOWFORD TER	CHAMBLEE TUCKER RD	0.66	S	4	U	3099	3	45	12.0	0.0	0.0	48.0	0	3.5	-	N	G	1.0	0	100	4.0	1	4	2.01	B	2.79	C	
111.024	SHALLOWFORD RD	CHAMBLEE TUCKER RD	BUFORD HWY	0.30	N	4	U	7130	3	45	12.0	0.0	0.0	48.0	0	3.5	-	N	G	1.0	0	50	4.0	1	4	3.58	D	3.63	D	
111.024	SHALLOWFORD RD	CHAMBLEE TUCKER RD	BUFORD HWY	0.30	S	4	U	7130	3	45	12.0	0.0	0.0	48.0	0	3.5	-	N	G	1.0	0	100	4.0	1	4	3.58	D	3.02	C	
112.01	TUCKER NORCROSS RD/Pleasantdale Rd	CHAMBLEE TUCKER RD	85 SB EXIT RAMP / NORTHEAST EXPY	2.20	N	4	T	13309	4	45	12.0	0.0	0.0	60.0	0	3.5	-	N	C	1.5	0	100	5.0	2	1	4.67	E	3.26	C	at tucker norcross changes to pleasantdale
112.01	TUCKER NORCROSS RD/Pleasantdale Rd	CHAMBLEE TUCKER RD	85 SB EXIT RAMP / NORTHEAST EXPY	2.20	S	4	T	13309	4	45	12.0	0.0	0.0	60.0	0	3.5	-	N	C	1.5	0	100	5.0	2	1	4.67	E	3.26	C	
112.02	CHAMBLEE TUCKER RD	LA VISTA RD	TUCKER NORCROSS RD	1.96	E	4	U	21313	4	40	11.0	0.0	0.0	44.0	0	4.0	-	N	C	1.5	0	100	4.0	2	3	4.76	E	3.71	D	gutter pan paved over
112.02	CHAMBLEE TUCKER RD	LA VISTA RD	TUCKER NORCROSS RD	1.96	W	4	U	21313	4	40	11.0	0.0	0.0	44.0	0	4.0	-	N	C	1.5	0	100	4.0	2	3	4.76	E	3.71	D	
113.01	BUFORD HWY	W HOSPITAL AVE	OAKCLIFF RD	2.81	E	6	T	25901	4	35	11.0	0.0	0.0	77.5	0	4.0	-	N	C	2.0	0	100	5.0	2	13	4.53	E	3.18	C	buffer stamped concrete
113.01	BUFORD HWY	W HOSPITAL AVE	OAKCLIFF RD	2.81	W	6	T	25901	4	35	11.0	0.0	0.0	77.5	0	4.0	-	N	C	2.0	0	100	5.0	2	13	4.53	E	3.18	C	gutter paved over, Segment includes 4 midblock "HAWK")
113.011	BUFORD HWY	CLAIRMONT ROAD	W HOSPITAL AVE	1.84	E	6	T	25901	4	45	11.0	0.0	0.0	77.5	0	4.0	-	N	C	2.0	0	5	4.0	2	4	4.76	E	4.87	E	
113.011	BUFORD HWY	CLAIRMONT ROAD	W HOSPITAL AVE	1.84	W	6	T	25901	4	45	11.0	0.0	0.0	77.5	0	4.0	-	N	C	2.0	0	5	4.0	2	4	4.76	E	4.87	E	gutter paved over
113.012	BUFORD HWY	BRIARWOOD ROAD	CLAIRMONT ROAD	1.30	E	6	T	25901	4	45	11.0	0.0	0.0	77.5	0	4.0	-	N	C	2.0	0	40	4.0	2	2	4.76	E	4.41	D	gutter paved over
113.012	BUFORD HWY	BRIARWOOD ROAD	CLAIRMONT ROAD	1.30	W	6	T	25901	4	45	11.0	0.0	0.0	77.5	0	4.0	-	N	C	2.0	0	5	4.0	2	2	4.76	E	4.87	E	CONSIDER CROSSING LOCATIONS BETWEEN MARTA STOPS gutter paved over
113.013	BUFORD HWY	SANDY VALLEY DR (CO LINE E)	BRIARWOOD ROAD	1.73	E	6	T	25901	4	45	11.0	0.0	0.0	77.5	0	4.0	-	N	C	2.0	0	50	4.0	2	5	4.76	E	4.28	D	gutter paved over
113.013	BUFORD HWY	SANDY VALLEY DR (CO LINE E)	BRIARWOOD ROAD	1.73	W	6	T	25901	4	45	11.0	0.0	0.0	77.5	0	4.0	-	N	C	2.0	0	60	4.0	2	5	4.76	E	4.15	D	gutter paved over
113.02	BUFORD HWY	OAKCLIFF RD	JOHNSON DR (CO LINE E.)	0.56	N	4	T	41687	5	45	11.5	0.0	0.0	62.0	0	4.0	-	N	C	2.0	0	100	5.0	1	3	5.41	E	4.96	E	gutter paved over
113.02	BUFORD HWY	OAKCLIFF RD	JOHNSON DR (CO LINE E.)	0.56	S	4	T	41687	5	45	11.5	0.0	0.0	62.0	0	4.0	-	N	C	2.0	0	100	5.0	1	3	5.41	E	4.96	E	stamped concrete sidewalk
114.01	CLAIRMONT RD	HICKORY RD	PEACHTREE BLVD	0.69	N	4	U	24741	4	45	12.0	0.0	0.0	48.0	0	3.5	-	N	C	0.0	0	0	0.0	2	1	4.98	E	5.30	E	twltl on bridge- provide space on bridge?
114.01	CLAIRMONT RD	HICKORY RD	PEACHTREE BLVD	0.69	S	4	U	24741	4	45	12.0	0.0	0.0	48.0	0	3.5	-	N	C	0.0	0	0	0.0	2	1	4.98	E	5.30	E	
114.02	CLAIRMONT RD	TOBEY RD	HICKORY RD	0.52	N	4	T	26010	4	40	12.0	0.0	0.0	60.0	0	3.5	-	N	C	0.0	0	100	5.0	2	1	4.90	E	3.90	D	
114.02	CLAIRMONT RD	TOBEY RD	HICKORY RD	0.52	S	4	T	26010	4	40	12.0	0.0	0.0	60.0	0	3.5	-	N	C	0.0	0	100	5.0	2	1	4.90	E	3.90	D	
114.03	CLAIRMONT RD	BRAGG ST	TOBEY RD	0.29	N	4	U	29075	4	40	12.0	0.0	0.0	48.0	0	3.5	-	N	C	0.0	0	100	5.0	3	0	4.96	E	4.08	D	
114.03	CLAIRMONT RD	BRAGG ST	TOBEY RD	0.29	S	4	U	29075	4	40	12.0	0.0	0.0	48.0	0	3.5	-	N	C	0.0	0	100	5.0	3	0	4.96	E	4.08	D	
114.04	CLAIRMONT RD	SKYLAND DR / BUFORD HWY	BRAGG ST	0.71	N	4	T	33495	4	45	12.0	0.0	0.0	60.0	0	3.5	-	N	C	0.0	0	100	5.0	3	4	5.13	E	4.51	E	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
114.04	CLAIRMONT RD	SKYLAND DR / BUFORD HWY	BRAGG ST	0.71	S	4	T	33495	4	45	12.0	0.0	0.0	60.0	0	3.5	-	N	C	0.0	0	100	5.0	3	0	5.13	E	4.51	E	
114.05	CLAIRMONT RD	CLAIRMONT HEIGHTS WAY	BUFORD HWY	1.17	N	4	T	28418	4	40	10.0	0.0	0.0	50.0	0	3.5	-	N	C	0.0	0	10	0.0	2	4	5.17	E	5.57	F	
114.05	CLAIRMONT RD	CLAIRMONT HEIGHTS WAY	BUFORD HWY	1.17	S	4	T	28418	4	40	10.0	0.0	0.0	50.0	0	3.5	-	N	C	0.0	0	0	0.0	2	4	5.17	E	5.57	F	
114.06	CLAIRMONT RD	BRIARCLIFF RD	CLAIRMONT HEIGHTS WAY	0.33	N	4	D	47741	5	40	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	100	5.0	1	3	5.31	E	5.20	E	TWLTL S of I-85
114.06	CLAIRMONT RD	BRIARCLIFF RD	CLAIRMONT HEIGHTS WAY	0.33	S	4	D	47741	5	40	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	100	5.0	1	3	5.31	E	5.20	E	TWLTL S of I-85
114.07	CLAIRMONT RD	N DRUID HILLS RD	BRIARCLIFF RD	1.87	N	4	U	37054	4	40	11.0	0.0	0.0	46.5	0	4.0	-	N	S	0.0	0	50	5.0	2	2	5.05	E	5.28	E	Accumlated debris and vegetation at EOP
114.07	CLAIRMONT RD	N DRUID HILLS RD	BRIARCLIFF RD	1.87	S	4	U	37054	4	40	12.0	0.0	0.0	46.5	0	4.0	-	N	S	0.0	0	10	5.0	2	2	4.93	E	5.73	F	Accumlated debris and vegetation at EOP
114.08	CLAIRMONT RD	MASON MILL RD	N DRUID HILLS RD	0.42	N	4	T	33071	4	35	13.0	0.0	0.0	47.5	0	4.0	-	N	C	0.0	0	100	5.0	1	3	4.61	E	4.13	D	
114.08	CLAIRMONT RD	MASON MILL RD	N DRUID HILLS RD	0.42	S	4	T	33071	4	35	13.0	0.0	0.0	47.5	0	4.0	-	N	C	0.0	0	100	5.0	1	3	4.61	E	4.13	D	
114.09	CLAIRMONT RD	STARVINE WAY	MASON MILL RD	0.63	N	4	T	32897	4	35	13.0	0.0	0.0	63.5	0	4.0	-	N	C	0.0	0	100	5.0	1	3	4.61	E	4.12	D	Soutbound lane as wide as 18-20 feet in places. Nortbound 13 ft. consistently
114.09	CLAIRMONT RD	STARVINE WAY	MASON MILL RD	0.63	S	4	T	32897	4	35	13.0	0.0	0.0	63.5	0	4.0	-	N	C	0.0	0	100	5.0	1	3	4.61	E	4.12	D	Soutbound lane as wide as 18-20 feet in places. Nortbound 13 ft. consistently
114.1	CLAIREMONT AVE	COMMERCE DR	CLAIRMONT RD / STARVIN(	1.73	N	4	U	29921	4	35	10.5	0.0	0.0	41.0	0	3.5	-	N	C	2.5	0	100	4.0	1	7	5.01	E	4.07	D	
114.1	CLAIREMONT AVE	COMMERCE DR	CLAIRMONT RD / STARVIN(	1.73	S	4	U	29921	4	35	10.5	0.0	0.0	41.0	0	3.5	-	N	C	1.0	0	100	4.0	1	7	5.01	E	4.13	D	
114.101	CLAIREMONT AVE	W PONCE DE LEON AVE / E PONCE DE LEON AVE	COMMERCE DR	0.16	N	2	U	29921	4	25	26.0	8.0	0.0	47.0	80	3.5	3.5	N	G	4.0	30	100	6.0	1	1	3.17	C	4.13	D	Portion NB is angle parking (counted as 100% occ.)
114.101	CLAIREMONT AVE	W PONCE DE LEON AVE / E PONCE DE LEON AVE	COMMERCE DR	0.16	S	2	U	29921	4	25	21.0	8.0	0.0	47.0	80	3.5	3.5	N	G	4.0	30	100	4.5	1	1	4.11	D	4.24	D	Portion NB is angle parking (counted as 100% occ.)
115.01	HENDERSON MILL RD	BRICKELL SQ / BOLERO DR	CHAMBLEE TUCKER RD	1.43	N	2	U	12299	3	35	15.0	1.0	0.0	30.0	0	3.5	3.5	N	G	0.0	0	0	0.0	3	4	4.12	D	4.68	E	
115.01	HENDERSON MILL RD	BRICKELL SQ / BOLERO DR	CHAMBLEE TUCKER RD	1.43	S	2	U	12299	3	35	15.0	1.0	0.0	30.0	0	3.5	3.5	N	G	2.0	0	100	4.0	3	4	4.12	D	3.60	D	granite curbs, no gutter
115.02	HENDERSON MILL RD	HENDERSON MILL CT / KINGS CT	BOLERO DR / BRICKELL SQ	0.71	N	2	U	8791	2	35	14.5	0.0	0.0	29.0	0	3.5	-	N	C	1.0	0	50	4.0	3	1	3.73	D	3.77	D	sidewalk s from midvale
115.02	HENDERSON MILL RD	HENDERSON MILL CT / KINGS CT	BOLERO DR / BRICKELL SQ	0.71	S	2	U	8791	2	35	14.5	0.0	0.0	29.0	0	3.5	-	N	C	1.0	0	100	4.0	3	1	3.73	D	3.23	C	
115.03	HENDERSON MILL RD	BRIARCLIFF RD	Northlake Parkway	0.26	E	4	D	6083	2	35	11.0	0.0	0.0	22.0	0	3.5	-	N	C	2.0	0	100	5.0	2	2	3.15	C	2.52	C	
115.03	HENDERSON MILL RD	BRIARCLIFF RD	Northlake Parkway	0.26	W	4	D	6083	2	35	11.0	0.0	0.0	22.0	0	3.5	-	N	C	2.0	0	100	5.0	2	2	3.15	C	2.52	C	
115.031	HENDERSON MILL RD	Northlake Parkway	HENDERSON MILL CT / KINGS CT	0.42	N	2	T	6083	2	35	11.0	0.0	0.0	33.0	0	3.5	-	N	C	1.0	0	100	4.0	2	2	3.91	D	3.04	C	granite curbs, no gutter, at lesllie lose TWLTL
115.031	HENDERSON MILL RD	Northlake Parkway	HENDERSON MILL CT / KINGS CT	0.42	S	2	T	6083	2	32	11.0	0.0	0.0	33.0	0	3.5	-	N	C	1.0	0	100	4.0	2	2	3.85	D	2.96	C	
115.04	BRIARCLIFF WAY	BRIARCLIFF RD	AMBLEWOOD CT / HENDERSON MILL RD	0.22	E	2	U	1178	2	35	11.5	0.0	0.0	23.0	0	4.0	-	N	C	1.5	0	30	4.0	3	1	1.45	A	3.30	C	
115.04	BRIARCLIFF WAY	BRIARCLIFF RD	AMBLEWOOD CT / HENDERSON MILL RD	0.22	W	2	U	1178	2	35	11.5	0.0	0.0	23.0	0	4.0	-	N	C	1.5	0	100	4.0	3	1	1.45	A	2.41	B	
116.01	LAWRENCEVILLE HWY	HUGH HOWELL RD	SANDPIPER DR	1.62	N	4	T	26843	4	45	12.5	0.0	0.0	62.0	0	4.0	-	N	C	2.0	0	100	5.0	2	6	4.81	E	4.04	D	
116.01	LAWRENCEVILLE HWY	HUGH HOWELL RD	SANDPIPER DR	1.62	S	4	T	26843	4	45	12.5	0.0	0.0	62.0	0	4.0	-	N	C	2.0	0	100	5.0	2	6	4.81	E	4.04	D	
117.01	MOUNTAIN INDUSTRIAL BLVD	PRESIDENTS WAY	LAWRENCEVILLE HWY (CC	0.32	N	4	T	47299	5	45	12.0	0.0	0.0	61.5	0	4.0	-	N	C	0.0	0	0	0.0	1	0	5.42	E	6.64	F	
117.01	MOUNTAIN INDUSTRIAL BLVD	PRESIDENTS WAY	LAWRENCEVILLE HWY (CC	0.32	S	4	T	47299	5	45	12.0	0.0	0.0	61.5	0	4.0	-	N	C	0.0	0	0	0.0	1	0	5.42	E	6.64	F	
117.02	MOUNTAIN INDUSTRIAL BLVD	TUCKERSTONE PKWY	PRESIDENTS WAY	0.85	N	4	D	44719	5	45	11.5	0.0	0.0	23.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	5.60	F	6.54	F	
117.02	MOUNTAIN INDUSTRIAL BLVD	TUCKERSTONE PKWY	PRESIDENTS WAY	0.85	S	4	D	44719	5	45	11.5	0.0	0.0	23.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	5.60	F	6.54	F	
117.03	MOUNTAIN INDUSTRIAL BLVD	E PONCE DE LEON AVE / N HAIRSTON RD	TUCKERSTONE PKWY	2.27	N	4	T	46709	5	45	12.0	0.0	0.0	60.0	0	4.0	-	N	C	0.0	0	0	5.0	1	1	5.42	E	6.61	F	
117.03	MOUNTAIN INDUSTRIAL BLVD	E PONCE DE LEON AVE / N HAIRSTON RD	TUCKERSTONE PKWY	2.27	S	4	T	46709	5	45	12.0	0.0	0.0	60.0	0	4.0	-	N	C	0.0	0	0	0.0	1	1	5.42	E	6.61	F	
117.04	N HAIRSTON RD	MEMORIAL DR	E PONCE DE LEON AVE / MOUNTAIN INDUSTRIAL	1.65	N	4	D	19083	4	45	12.0	0.0	0.0	24.0	0	4.5	-	N	C	1.5	0	100	4.0	2	4	4.60	E	3.72	D	
117.04	N HAIRSTON RD	MEMORIAL DR	E PONCE DE LEON AVE / MOUNTAIN INDUSTRIAL	1.65	S	4	D	19083	4	45	12.0	0.0	0.0	24.0	0	4.5	-	N	C	1.5	0	100	4.0	2	4	4.60	E	3.72	D	
117.05	N HAIRSTON RD	S HAIRSTON RD / WESLEY CHAPEL RD	MEMORIAL DR	6.63	N	4	D	25265	4	40	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	100	5.0	2	17	4.89	E	3.85	D	
117.05	N HAIRSTON RD	S HAIRSTON RD / WESLEY CHAPEL RD	MEMORIAL DR	6.63	S	4	D	25265	4	40	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	100	5.0	2	17	4.89	E	3.85	D	
117.06	WESLEY CHAPEL RD	S HAIRSTON RD	RAINBOW DR / SNAPFINGER RD	0.84	N	6	D	54203	5	40	17.0	5.0	0.0	39.0	0	4.5	4.5	N	C	2.0	0	100	6.0	3	5	3.37	C	4.19	D	
117.06	WESLEY CHAPEL RD	S HAIRSTON RD	RAINBOW DR / SNAPFINGER RD	0.84	S	6	D	54203	5	40	17.0	5.0	0.0	39.0	0	4.5	4.5	N	C	2.0	0	100	6.0	3	5	3.37	C	4.19	D	
117.07	WESLEY CHAPEL RD	KELLEY CHAPEL RD	RAINBOW DR / SNAPFINGER RD	0.70	N	4	D	23780	4	45	12.0	0.0	0.0	24.0	0	4.5	-	N	C	0.0	0	100	5.0	3	2	4.70	E	3.93	D	
117.07	WESLEY CHAPEL RD	KELLEY CHAPEL RD	RAINBOW DR / SNAPFINGER RD	0.70	S	4	D	23780	4	45	12.0	0.0	0.0	24.0	0	4.5	-	N	C	0.0	0	100	5.0	3	2	4.70	E	3.93	D	
117.08	WESLEY CHAPEL RD	KELLEY CHAPEL RD	WINTERSWEET DR	1.02	N	2	U	13080	4	45	10.5	0.0	0.0	21.0	0	4.0	-	N	C	0.0	0	0	0.0	1	1	5.02	E	5.54	F	variable shoulder 0-3 ft, both sides
117.08	WESLEY CHAPEL RD	KELLEY CHAPEL RD	WINTERSWEET DR	1.02	S	2	U	13080	4	45	10.5	0.0	0.0	21.0	0	4.0	-	N	C	1.0	0	100	4.0	1	1	5.02	E	4.22	D	variable shoulder 0-3 ft, both sides
117.09	FLAKES MILL RD	WINTERSWEET DR / WESLEY CHAPEL RD	BROWN DR / LEHIGH WAY	0.55	N	2	T	11389	4	45	12.0	1.0	0.0	35.0	0	4.0	4.0	N	C	0.0	0	100	5.5	1	2	4.78	E	3.83	D	sw only at commercial
117.09	FLAKES MILL RD	WINTERSWEET DR / WESLEY CHAPEL RD	BROWN DR / LEHIGH WAY	0.55	S	2	T	11389	4	45	12.0	1.0	0.0	35.0	0	4.0	4.0	N	C	0.0	0	50	5.5	1	2	4.78	E	4.50	D	
117.1	FLAKES MILL RD	LEHIGH WAY / BROWN DR	McGill Dr	0.66	N	2	U	10661	4	45	11.5	0.0	0.0	35.0	0	4.0	-	N	C	5.0	0	0	5.0	2	2	4.81	E	5.14	E	BL ends wakeforst/McGill/break segment at McGill Dr
117.1	FLAKES MILL RD	LEHIGH WAY / BROWN DR	McGill Dr	0.66	S	2	U	10661	4	45	11.5	0.0	0.0	35.0	0	4.0	-	N	C	2.0	0	100	5.0	2	2	4.81	E	3.74	D	
117.101	FLAKES MILL RD	McGill Dr	CHIMNEY RIDGE DR	0.46	N	2	T	10661	4	45	16.0	4.0	0.0	40.0	0	4.5	4.5	Y	C	2.0	0	0	0.0	1	0	3.37	C	4.73	E	buffer is stamped concrete
117.101	FLAKES MILL RD	McGill Dr	Chimney Ridge Dr	0.46	S	2	T	10661	4	45	16.0	4.0	0.0	40.0	0	4.5	4.5	Y	C	2.0	0	100	5.0	1	1	3.37	C	3.59	D	
117.11	FLAKES MILL RD	CHIMNEY RIDGE Ct	COOK DRIVE (CO LINE S)	2.35	N	2	U	7941	3	45	10.5	0.0	0.0	21.0	0	3.5	-	N	S	2.0	0	0	0.0	3	1	4.67	E	4.92	E	turn lanes, curbs at subdiv entries
117.11	FLAKES MILL RD	CHIMNEY RIDGE Ct	COOK DRIVE (CO LINE S)	2.35	S	2	U	7941	3	45	10.5	0.0	0.0	21.0	0	3.5	-	N	S	2.0	0	10	5.0	3	1	4.67	E	4.77	E	sw, striped 4' shoulder at turn lane btwn busker and catalpa

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
117.111	FLAKES MILL RD	Chimney Ridge Ct	Chimney Ridge Dr	0.36	N	2	U	7941	3	45	25.0	14.0	0.0	48.0	0	3.5	3.5	N	C	0.0	0	0	0.0	1	0	0.00	A	3.85	D	
117.111	FLAKES MILL RD	Chimney Ridge Ct	Chimney Ridge Dr	0.36	S	2	U	7941	3	45	23.0	10.5	0.0	48.0	0	3.5	3.5	N	C	0.0	0	0	0.0	1	0	0.00	A	3.95	D	
118.01	N MAIN ST	JAMES B RIVERS MEMORIAL DR	W Mountain St	0.24	N	2	U	21644	4	25	11.5	0.0	0.0	23.0	0	3.5	-	N	G	1.5	0	100	4.0	1	1	4.60	E	4.62	E	
118.01	N MAIN ST	JAMES B RIVERS MEMORIAL DR	W Mountain St	0.24	S	2	U	21644	4	25	11.5	0.0	0.0	23.0	0	3.5	-	N	G	1.5	0	100	4.0	1	1	4.60	E	4.62	E	
118.011	N MAIN ST	W Mountain St	Manner Dr	0.08	N	2	D	21644	4	25	19.0	8.0	0.0	19.0	80	4.0	4.0	N	G	3.0	0	100	12.0	1	1	4.10	D	3.26	C	
118.011	N MAIN ST	W Mountain St	Manner Dr	0.08	S	2	D	21644	4	25	19.0	8.0	0.0	19.0	80	4.0	4.0	N	G	5.0	40	100	3.0	1	1	4.10	D	3.34	C	street furniture, etc. restrict sidwalk travel way
118.012	N MAIN ST	Manner Dr	Mimosa Dr	0.07	N	2	U	21644	4	25	23.0	7.0	0.0	46.0	70	4.0	4.0	N	G	0.0	0	100	8.5	1	1	3.07	C	3.39	C	
118.012	N MAIN ST	Manner Dr	Mimosa Dr	0.07	S	2	U	21644	4	25	23.0	7.0	0.0	46.0	70	4.0	4.0	N	G	0.0	0	50	3.5	1	1	3.07	C	4.30	D	
118.013	N MAIN ST	Mimosa Dr	lucile	0.46	N	2	U	21644	4	25	14.5	3.5	0.0	29.0	0	3.5	3.5	N	S	0.0	0	100	4.0	2	1	3.64	D	4.56	E	
118.013	N MAIN ST	Mimosa Dr	Lucile	0.46	S	2	U	21644	4	25	14.5	3.5	0.0	29.0	0	3.5	3.5	N	S	0.0	0	0	0.0	2	1	3.64	D	5.60	F	
118.014	N MAIN ST	lucile	CARRIAGE WALK WAY	0.68	N	2	U	21644	4	45	11.0	0.0	0.0	22.0	0	3.5	3.5	N	G	0.0	0	0	0.0	2	0	5.37	E	6.49	F	
118.014	N MAIN ST	lucile	CARRIAGE WALK WAY	0.68	S	2	U	21644	4	45	11.0	0.0	0.0	22.0	0	3.5	3.5	N	G	0.0	0	0	0.0	2	0	5.37	E	6.49	F	
118.02	N STONE MOUNTAIN LITHONIA RD	S STONE MOUNTAIN LITHONIA RD / PANOLA RD	CARRIAGE WALK WAY	2.01	N	4	T	22885	4	45	12.0	0.0	0.0	61.0	0	4.0	-	N	C	5.0	0	100	5.0	1	2	4.79	E	3.71	D	
118.02	N STONE MOUNTAIN LITHONIA RD	S STONE MOUNTAIN LITHONIA RD / PANOLA RD	CARRIAGE WALK WAY	2.01	S	4	T	22885	4	45	12.0	0.0	0.0	61.0	0	4.0	-	N	C	0.0	0	0	0.0	1	2	4.79	E	5.19	E	
118.03	PANOLA RD	S STONE MOUNTAIN LITHONIA RD	YOUNG RD	1.67	N	4	T	19509	4	45	12.0	0.0	0.0	63.0	0	4.0	-	N	C	0.0	0	100	6.0	3	3	4.70	E	3.58	D	Vegetation in SB gutters
118.03	PANOLA RD	S STONE MOUNTAIN LITHONIA RD	YOUNG RD	1.67	S	4	T	19509	4	45	12.0	0.0	0.0	63.0	0	4.0	-	N	C	0.0	0	0	0.0	3	3	4.70	E	4.98	E	Vegetation in SB gutters
118.04	PANOLA RD	YOUNG RD	COVINGTON HWY	1.12	N	4	T	16252	4	45	12.0	0.0	0.0	63.0	0	4.0	-	N	C	0.0	0	50	6.0	3	3	4.61	E	4.09	D	Vegetation in SB gutters
118.04	PANOLA RD	YOUNG RD	COVINGTON HWY	1.12	S	4	T	16252	4	45	12.0	0.0	0.0	63.0	0	4.0	-	N	C	0.0	0	60	0.0	3	3	4.61	E	4.79	E	Vegetation in SB gutters
118.05	PANOLA RD	COVINGTON HWY	WINSLOW CROSSING N	2.16	N	4	T	30498	4	45	11.0	0.0	0.0	60.0	0	4.0	-	N	S	2.0	0	50	5.0	3	9	5.04	E	5.02	E	curbs at development
118.05	PANOLA RD	COVINGTON HWY	WINSLOW CROSSING N	2.16	S	4	T	30498	4	45	12.0	0.0	0.0	60.0	0	4.0	-	N	S	2.0	0	65	5.0	3	9	4.93	E	4.75	E	variable buffer 0-3, sidewalks vary 4-5 ft
118.06	PANOLA RD	WINSLOW XING N	Blackfoot Trail	0.28	N	4	T	15954	4	45	12.0	0.0	0.0	60.0	0	4.0	-	N	S	2.0	0	65	5.0	3	0	4.60	E	3.87	D	variable buffer 0-3, sidewalks vary 4-5 ft
118.06	PANOLA RD	WINSLOW XING N	Blackfoot trail	0.28	S	4	T	15954	4	45	12.0	0.0	0.0	60.0	0	4.0	-	N	S	2.0	0	65	5.0	3	0	4.60	E	3.87	D	variable buffer 0-3, sidewalks vary 4-5 ft
118.061	PANOLA RD	Blackfoot trail	Cedar Rock Rd	0.41	N	2	U	15954	3	35	15.0	3.5	0.0	31.0	0	4.0	4.0	Y	C	2.0	0	0	5.0	3	1	3.52	D	5.12	E	stamped concrete
118.061	PANOLA RD	Blackfoot trail	Cedar Rock Rd	0.41	S	2	U	15954	3	35	15.0	3.5	0.0	31.0	0	4.0	4.0	Y	C	2.0	0	0	5.0	3	1	3.52	D	5.12	E	
118.062	PANOLA RD	Cedar Rock Rd	Snapfinger	2.35	N	2	U	15954	3	35	10.5	0.0	0.0	21.5	0	3.5	-	N	S	0.0	0	0	0.0	3	3	4.83	E	5.56	F	
118.062	PANOLA RD	Cedar Rock Rd	Snapfinger	2.35	S	2	U	15954	3	35	10.5	0.0	0.0	21.5	0	3.5	-	N	S	0.0	0	0	0.0	3	3	4.83	E	5.56	F	
119.01	S COLUMBIA DR	RUSSELL DR	COMMERCE DR	1.23	N	2	U	9672	2	35	14.0	1.0	0.0	28.0	0	4.0	4.0	N	G	4.0	0	45	4.0	1	3	3.73	D	3.91	D	
119.01	S COLUMBIA DR	RUSSELL DR	COMMERCE DR	1.23	S	2	U	9672	2	35	14.0	1.0	0.0	28.0	0	4.0	4.0	N	G	4.0	70	100	4.0	1	3	3.73	D	3.09	C	
119.011	COMMERCE DR	S COLUMBIA DR	CLAIREMNONT AVE	0.93	N	4	U	9672	2	35	12.0	0.0	0.0	48.0	0	4.0	-	N	G	0.0	0	100	5.5	1	4	3.49	C	2.72	C	
119.011	COMMERCE DR	S COLUMBIA DR	CLAIREMNONT AVE	0.93	S	4	U	9672	2	35	12.0	0.0	0.0	48.0	0	4.0	-	N	G	0.0	0	100	5.5	1	4	3.49	C	2.72	C	
119.02	COLUMBIA DR	RUSSELL DR	CLARENDON AVE	0.31	N	3	U	14061	3	35	12.0	1.0	0.0	35.0	0	3.5	3.5	N	G	2.0	0	100	4.0	1	1	4.24	D	3.09	C	2 lanes SB, 1 NB
119.02	COLUMBIA DR	RUSSELL DR	CLARENDON AVE	0.31	S	3	U	14061	3	35	12.0	1.0	0.0	35.0	0	3.5	3.5	N	G	0.0	0	0	0.0	1	1	4.24	D	4.34	D	2 lanes SB, 1 NB
119.03	COLUMBIA DR	CLARENDON AVE	20 EB EXIT RAMP	3.29	N	4	U	14581	4	40	11.0	0.0	0.0	46.0	0	4.0	-	N	G	3.0	0	100	4.5	2	15	4.57	E	3.20	C	
119.03	COLUMBIA DR	CLARENDON AVE	20 EB EXIT RAMP	3.29	S	4	U	14581	4	40	11.0	0.0	0.0	46.0	0	4.0	-	N	G	1.0	0	50	4.5	2	15	4.57	E	3.95	D	
120.01	ROCK CHAPEL RD	ROCKBRIDGE RD	STEPHENSON RD	1.03	N	4	D	38823	4	45	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	1	1	5.11	E	6.18	F	rumble strip on shoulder
120.01	ROCK CHAPEL RD	ROCKBRIDGE RD	STEPHENSON RD	1.03	S	4	D	38823	4	45	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	1	1	5.11	E	6.18	F	
120.02	ROCK CHAPEL RD	STEPHENSON RD	ROCK MOUNTAIN RD	0.80	N	5	D	37962	4	45	11.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	3	2	4.95	E	5.42	E	Shoulder 4' but covered in rumble strip. 3 lanes NB , 2 SB
120.02	ROCK CHAPEL RD	STEPHENSON RD	ROCK MOUNTAIN RD	0.80	S	5	D	37962	4	45	11.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	3	2	4.95	E	5.42	E	Shoulder 4' but covered in rumble strip. 3 lanes NB , 2 SB
120.03	ROCK CHAPEL RD	MADDOX RD	ROCK MOUNTAIN RD	0.79	N	5	D	37817	4	45	11.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	3	2	4.95	E	5.42	E	Shoulder 4' but covered in rumble strip. 3 lanes SB , 2 NB
120.03	ROCK CHAPEL RD	MADDOX RD	ROCK MOUNTAIN RD	0.79	S	5	D	37817	4	45	11.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	3	2	4.95	E	5.42	E	Shoulder 4' but covered in rumble strip. 3 lanes SB , 2 NB
120.04	ROCK CHAPEL RD	MADDOX RD	TURNER HILL NORTH RD / TURNER HILL RD	1.40	N	4	D	35780	4	45	11.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	3	2	5.13	E	6.05	F	Shoulder 4' but covered in rumble strip
120.04	ROCK CHAPEL RD	MADDOX RD	TURNER HILL NORTH RD / TURNER HILL RD	1.40	S	4	D	35780	4	45	11.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	3	2	5.13	E	6.05	F	Shoulder 4' but covered in rumble strip
120.05	TURNER HILL RD	20 EB ENTRY RAMP / 20 EB EXIT RAMP	TURNER HILL NORTH RD	1.50	N	4	D	32055	4	45	12.0	1.0	0.0	24.0	0	4.0	4.0	N	S	0.0	0	0	0.0	3	2	4.96	E	5.73	F	
120.05	TURNER HILL RD	20 EB ENTRY RAMP / 20 EB EXIT RAMP	TURNER HILL NORTH RD	1.50	S	4	D	32055	4	45	12.0	1.0	0.0	24.0	0	4.0	4.0	N	S	0.0	0	0	0.0	3	2	4.96	E	5.73	F	
120.06	TURNER HILL RD	MALL PKWY	20 EB ENTRY RAMP / 20 EB EXIT RAMP	0.52	N	6	D	20110	4	45	12.0	0.0	0.0	35.0	0	4.5	-	N	C	2.0	0	75	5.0	1	3	4.41	D	3.58	D	
120.06	TURNER HILL RD	MALL PKWY	20 EB ENTRY RAMP / 20 EB EXIT RAMP	0.52	S	6	D	20110	4	45	12.0	0.0	0.0	35.0	0	4.5	-	N	C	2.0	0	75	5.0	1	3	4.41	D	3.58	D	
120.07	TURNER HILL RD	MCDANIEL MILL RD / ROCKLAND RD	MALL PKWY	1.16	N	2	U	6354	3	45	11.0	0.0	0.0	22.5	0	3.5	-	N	S	0.0	0	0	0.0	3	1	4.38	D	4.67	E	Curbs at new developments
120.07	TURNER HILL RD	MCDANIEL MILL RD / ROCKLAND RD	MALL PKWY	1.16	S	2	U	6354	3	45	11.0	0.0	0.0	22.5	0	3.5	-	N	S	0.0	0	0	0.0	3	1	4.38	D	4.67	E	Curbs at new developments
121.01	MCDANIEL MILL RD	ROCKLAND RD	FALLS BROOK DR / HURST RD	0.87	N	2	U	2578	2	35	10.0	0.0	0.0	20.0	0	4.0	-	N	C	0.0	0	0	0.0	2	0	2.90	C	3.64	D	Plants growing in gutters
121.01	MCDANIEL MILL RD	ROCKLAND RD	FALLS BROOK DR / HURST RD	0.87	S	2	U	2578	2	35	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	2	0	2.90	C	3.64	D	Plants growing in gutters
122.01	EVANS MILL RD	BROWNS MILL RD	FLAT ROCK RD	0.47	N	2	U	1526	3	40	16.0	4.0	0.0	32.0	0	4.5	4.5	N	C	5.0	0	75	5.0	3	1	0.00	A	2.55	C	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
122.01	EVANS MILL RD	BROWNS MILL RD	FLAT ROCK RD	0.47	S	2	U	1526	3	40	16.0	4.0	0.0	32.0	0	4.5	4.5	N	C	5.0	0	75	5.0	3	1	0.00	A	2.55	C	
122.011	EVANS MILL RD	FLAT ROCK RD	SALEM RD	0.56	N	2	U	1526	3	40	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	3	3	2.35	B	3.44	C	
122.011	EVANS MILL RD	FLAT ROCK RD	SALEM RD	0.56	S	2	U	1526	3	40	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	3	3	2.35	B	3.44	C	
122.012	EVANS MILL RD	SALEM RD	ROCKLAND RD	0.53	N	2	U	5943	3	40	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	3	3	4.19	D	4.57	E	
122.012	EVANS MILL RD	SALEM RD	ROCKLAND RD	0.53	S	2	U	5943	3	40	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	3	3	4.19	D	4.57	E	
122.013	EVANS MILL RD	ROCKLAND RD	ROCK SPRINGS RD	1.33	N	2	U	4203	3	40	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	3	3	3.87	D	4.36	D	
122.013	EVANS MILL RD	ROCKLAND RD	ROCK SPRINGS RD	1.33	S	2	U	4203	3	40	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	3	3	3.87	D	4.36	D	
122.014	EVANS MILL RD	ROCK SPRINGS RD	MALL PKWY / WOODROW DR	1.36	N	2	U	4210	3	40	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	3	3	3.87	D	4.36	D	
122.014	EVANS MILL RD	ROCK SPRINGS RD	MALL PKWY / WOODROW DR	1.36	S	2	U	4210	3	40	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	3	3	3.87	D	4.36	D	
122.02	EVANS MILL RD	COVINGTON HWY	MALL PKWY / WOODROW DR	0.53	N	4	U	16726	4	45	11.5	0.0	0.0	45.0	0	4.5	-	N	C	1.0	0	55	4.0	1	4	4.58	E	4.17	D	Buffer variable
122.02	EVANS MILL RD	COVINGTON HWY	MALL PKWY / WOODROW DR	0.53	S	4	U	16726	4	45	11.5	0.0	0.0	45.0	0	4.5	-	N	C	1.0	0	55	4.0	1	4	4.58	E	4.17	D	Buffer variable
122.03	MAIN ST	EVANS MILL RD	MAX CLELAND BLVD	0.40	E	2	U	14570	3	35	11.5	0.0	0.0	23.0	0	4.0	-	N	C	2.0	0	100	5.0	1	1	4.52	E	3.88	D	Is 3T @ west end 2 WB 1 EB
122.03	MAIN ST	EVANS MILL RD	MAX CLELAND BLVD	0.40	W	2	U	14570	3	35	11.5	0.0	0.0	23.0	0	4.0	-	N	C	2.0	0	100	5.0	1	1	4.52	E	3.88	D	Is 3T @ west end 2 WB 1 EB
122.04	MAX CLELAND BLVD	AVERY ST	MAIN ST	0.59	E	2	U	1727	2	35	10.5	0.0	0.0	43.0	0	4.0	-	N	C	0.0	0	30	0.0	2	1	2.25	B	3.47	C	
122.04	MAX CLELAND BLVD	AVERY ST	MAIN ST	0.59	W	2	U	1727	2	35	10.5	0.0	0.0	43.0	0	4.0	-	N	C	0.0	0	30	0.0	2	1	2.25	B	3.47	C	
122.05	MAX CLELAND BLVD	ROCK CHAPEL RD / TURNER HILL RD	AVERY ST	0.77	E	2	U	10383	4	45	12.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	2	1	4.73	E	5.05	E	
122.05	MAX CLELAND BLVD	ROCK CHAPEL RD / TURNER HILL RD	AVERY ST	0.77	W	2	U	10383	4	45	12.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	2	1	4.73	E	5.05	E	
123.01	S CANDLER ST	E COLLEGE AVE	CANDLER RD SE / MEMORIAL DR	1.68	N	2	U	18835	3	35	12.5	0.0	0.0	25.0	0	3.5	-	N	C	2.0	0	100	4.0	1	2	4.68	E	4.46	D	Hybrid ped signal
123.01	S CANDLER ST	E COLLEGE AVE	CANDLER RD SE / MEMORIAL DR	1.68	S	2	U	18835	3	35	12.5	0.0	0.0	25.0	0	3.5	-	N	C	2.0	0	100	4.0	1	2	4.68	E	4.46	D	Hybrid ped signal
123.02	CANDLER RD	CANDLER RD SE / MEMORIAL DR	CANDLER RD SE / MEMORIAL DR	2.55	E	4	T	25996	4	45	12.0	0.0	0.0	64.0	0	4.5	-	N	C	1.5	0	100	5.0	1	10	4.75	E	4.02	D	
123.02	CANDLER RD	CANDLER RD SE / MEMORIAL DR	CANDLER RD SE / MEMORIAL DR	2.55	W	4	T	25996	4	45	12.0	0.0	0.0	64.0	0	4.5	-	N	C	1.5	0	100	4.0	1	10	4.75	E	4.13	D	
123.03	CANDLER RD	20 WB ENTRY RAMP / 20 WB EXIT RAMP	RAINBOW DR	0.30	N	5	T	39742	4	45	11.5	0.0	0.0	57.5	0	4.0	-	N	C	2.0	0	100	5.0	3	2	4.92	E	4.05	D	STAMPED CONCRETE, 2 lanes NB, 3 SB
123.03	CANDLER RD	20 WB ENTRY RAMP / 20 WB EXIT RAMP	RAINBOW DR	0.30	S	5	T	39742	4	45	11.5	0.0	0.0	57.5	0	4.0	-	N	C	2.0	0	100	5.0	3	2	4.92	E	4.05	D	STAMPED CONCRETE, 2 lanes NB, 3 SB
123.04	FLAT SHOALS PKWY	CANDLER RD / RAINBOW DR	Clilfton Springs RD	1.39	N	4	T	28201	4	45	12.0	0.0	0.0	60.0	0	4.5	-	N	C	2.5	0	100	5.0	1	5	4.79	E	4.11	D	signals?
123.04	FLAT SHOALS PKWY	CANDLER RD / RAINBOW DR	Clifton Spring	1.39	S	4	T	28201	4	45	12.0	0.0	0.0	60.0	0	4.5	-	N	C	2.5	0	100	5.0	1	5	4.79	E	4.11	D	
123.041	FLAT SHOALS PKWY	Clifton Springs	Warriors Path	0.52	E	4	D	28201	4	45	11.5	0.0	0.0	23.5	0	4.5	-	N	C	0.0	0	0	0.0	1	1	4.85	E	5.54	F	pig trail in photo
123.041	FLAT SHOALS PKWY	Clifton Springs	Warriors Path	0.52	W	4	D	28201	4	45	11.5	0.0	0.0	23.5	0	4.5	-	N	C	2.5	0	100	5.0	1	1	4.85	E	4.12	D	
123.05	FLAT SHOALS PKWY	WARRIORS PATH	SNAPFINGER RD	3.34	E	4	D	16020	4	45	11.5	0.0	0.0	23.5	0	4.5	-	N	C	2.5	0	70	5.0	3	4	4.56	E	3.82	D	sidewalk flips to west side at Waldrup, east side at Flakes Mills f;ips along corridor
123.05	FLAT SHOALS PKWY	WARRIORS PATH	SNAPFINGER RD	3.34	W	4	D	16020	4	45	11.5	0.0	0.0	23.5	0	4.5	-	N	C	2.5	0	40	5.0	3	4	4.56	E	4.25	D	
124.01	FLAT SHOALS AVE	MCPHERSON AVE	GLENWOOD AVE	0.29	N	4	U	6297	2	25	19.0	7.0	0.0	38.0	90	3.5	3.5	N	G	3.0	40	100	5.0	1	2	2.55	C	1.07	A	
124.01	FLAT SHOALS AVE	MCPHERSON AVE	GLENWOOD AVE	0.29	S	4	U	6297	2	25	19.0	7.0	0.0	38.0	90	3.5	3.5	N	G	3.0	40	100	5.0	1	2	2.55	C	1.07	A	
124.011	FLAT SHOALS AVE	GLENWOOD AVE	BOULDERCREST DR / FLAT SHOALS RD	0.83	N	2	U	6297	2	25	13.5	4.0	0.0	30.0	0	4.0	4.0	Y	G	1.0	0	100	5.0	1	1	2.56	C	2.62	C	Bike lanes end N of May St, debris in bike lane, bike lane narrows.
124.011	FLAT SHOALS AVE	GLENWOOD AVE	BOULDERCREST DR / FLAT SHOALS RD	0.83	S	2	U	6297	2	25	16.0	4.0	0.0	30.0	0	4.0	4.0	Y	G	1.0	0	100	5.0	1	1	2.09	B	2.53	C	Bike lanes end N of May St
124.02	BOULDERCREST DR	FLAT SHOALS RD	FOXHALL LN	1.40	N	2	U	6880	2	35	14.0	0.0	0.0	29.5	0	3.0	-	N	G	0.0	0	100	5.0	1	5	3.80	D	2.94	C	occasional poles in sidewalk
124.02	BOULDERCREST DR	FLAT SHOALS RD	FOXHALL LN	1.40	S	2	U	6880	2	35	15.5	0.0	0.0	29.5	0	3.0	-	N	G	0.0	0	0	0.0	1	5	3.58	D	3.99	D	occasional poles in sidewalk
124.021	BOULDERCREST DR	FOXHALL LN	CONSTITUTION	1.74	N	2	U	6880	2	35	11.5	0.0	0.0	23.0	0	3.0	-	N	C	0.0	0	100	5.0	1	5	4.12	D	3.02	C	
124.021	BOULDERCREST DR	FOXHALL LN	CONSTITUTION	1.74	S	2	U	6880	2	35	11.5	0.0	0.0	23.0	0	3.0	-	N	C	0.0	0	0	0.0	1	5	4.12	D	4.36	D	
124.022	BOULDERCREST RD	Bouldercrest Dr	Constitution Rd	0.46	E	2	U	6880	2	35	7.5	0.0	0.0	21.0	0	3.5	-	N	S	0.0	0	17	5.0	3	1	4.32	D	4.60	E	
124.022	BOULDERCREST RD	Bouldercrest Dr	Constitution Rd	0.46	W	2	U	6880	2	35	7.5	0.0	0.0	21.0	0	3.5	-	N	C	1.0	0	100	5.0	3	1	4.32	D	3.15	C	
124.03	BOULDERCREST RD	BOULDERCREST LN / CONSTITUTION RD	285 EB RAMP	0.58	N	4	T	19591	3	35	11.0	0.0	0.0	50.0	0	3.5	-	N	C	0.0	0	100	5.0	3	3	4.53	E	3.40	C	
124.03	BOULDERCREST RD	BOULDERCREST LN / CONSTITUTION RD	285 EB RAMP	0.58	S	4	T	19591	3	35	11.0	0.0	0.0	50.0	0	3.5	-	N	C	1.0	0	80	5.0	3	3	4.53	E	3.64	D	
124.04	BOULDERCREST RD	285 EB RAMP	OLD RIVER RD	0.64	N	2	U	14603	3	35	15.5	4.0	0.0	32.0	0	4.0	4.0	N	C	2.0	0	100	5.0	2	1	3.28	C	3.75	D	bike lane starts at Powhattan Rd
124.04	BOULDERCREST RD	285 EB RAMP	OLD RIVER RD	0.64	S	2	U	14603	3	35	16.5	4.5	0.0	32.0	0	4.0	4.0	N	C	2.0	0	100	5.0	2	1	2.98	C	3.73	D	bike lane starts at Powhattan Rd
124.05	BOULDERCREST RD	OLD RIVER RD	PANTHERSVILLE RD	2.05	N	2	U	5778	2	35	10.5	0.0	0.0	21.0	0	3.5	-	N	S	0.0	0	5	0.0	3	1	3.93	D	4.34	D	
124.05	BOULDERCREST RD	OLD RIVER RD	PANTHERSVILLE RD	2.05	S	2	U	5778	2	35	10.5	0.0	0.0	21.0	0	3.5	-	N	S	6.0	0	18	0.0	3	1	3.93	D	4.24	D	Curbs present with sidewalks
124.06	BOULDERCREST RD	PANTHERSVILLE RD	WHITFIELD RD	0.78	N	2	U	9260	3	45	10.5	0.0	0.0	21.0	0	3.0	-	N	S	0.0	0	0	0.0	3	1	4.92	E	5.08	E	curbs and 3 foot shoulders at subdiv entrances
124.06	BOULDERCREST RD	PANTHERSVILLE RD	WHITFIELD RD	0.78	S	2	U	9260	3	45	10.5	0.0	0.0	21.0	0	3.0	-	N	S	0.0	0	0	0.0	3	1	4.92	E	5.08	E	
125.01	FLAT SHOALS RD	BOULDERCREST DR / FLAT SHOALS AVE	FAYETTEVILLE RD	0.93	E	2	U	2662	2	35	15.5	0.0	0.0	31.0	0	3.5	-	N	G	0.0	0	100	5.0	1	1	1.86	B	2.39	B	
125.01	FLAT SHOALS RD	BOULDERCREST DR / FLAT SHOALS AVE	FAYETTEVILLE RD	0.93	W	2	U	2662	2	35	15.5	0.0	0.0	31.0	0	3.5	-	N	G	0.0	0	50	5.0	1	1	1.86	B	2.94	C	
125.02	FLAT SHOALS RD	FAYETTEVILLE RD	LEICESTER WAY	0.67	E	2	U	10422	3	35	13.0	0.0	0.0	26.0	0	4.0	-	N	C	0.0	0	0	0.0	1	2	4.16	D	4.64	E	
125.02	FLAT SHOALS RD	FAYETTEVILLE RD	LEICESTER WAY	0.67	W	2	U	10422	3	35	13.0	0.0	0.0	26.0	0	4.0	-	N	G	4.0	4	100	5.0	1	2	4.16	D	2.15	B	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_d) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
125.03	FLAT SHOALS RD	LEICESTER WAY	20 EB ENTRY RAMP / BRANNEN RD	0.62	E	2	U	11032	3	35	12.5	0.0	0.0	25.0	0	3.5	-	N	G	1.0	0	100	4.0	1	4	4.41	D	3.57	D	Variable shoulder 0-2 ft
125.03	FLAT SHOALS RD	LEICESTER WAY	20 EB ENTRY RAMP / BRANNEN RD	0.62	W	2	U	11032	3	35	12.5	0.0	0.0	25.0	0	3.5	-	N	G	0.0	0	50	5.0	1	4	4.41	D	4.12	D	Variable shoulder 0-2 ft
125.04	FLAT SHOALS RD	20 EB ENTRY RAMP / BRANNEN RD	CLIFTON CHURCH RD	0.68	E	2	U	17018	3	35	13.0	0.0	0.0	26.0	0	3.5	-	N	G	2.0	0	0	0.0	3	1	4.57	E	5.43	E	
125.04	FLAT SHOALS RD	20 EB ENTRY RAMP / BRANNEN RD	CLIFTON CHURCH RD	0.68	W	2	U	17018	3	35	13.0	0.0	0.0	26.0	0	3.5	-	N	G	2.0	0	20	4.0	3	1	4.57	E	5.19	E	
125.05	CLIFTON CHURCH RD	FLAT SHOALS RD	CLIFTON SPRINGS WAY	0.51	N	2	U	15412	3	35	11.5	0.0	0.0	23.0	0	3.0	-	N	S	0.0	0	0	0.0	3	1	4.87	E	5.38	E	
125.05	CLIFTON CHURCH RD	FLAT SHOALS RD	CLIFTON SPRINGS WAY	0.51	S	2	U	15412	3	35	11.5	0.0	0.0	23.0	0	3.0	-	N	S	0.0	0	0	0.0	3	1	4.87	E	5.38	E	
125.06	CLIFTON CHURCH RD	CLIFTON SPRINGS WAY	BOULDERCREST RD	1.03	N	2	U	15250	4	45	15.0	0.0	0.0	30.0	0	4.0	-	N	C	0.0	0	0	0.0	3	2	4.52	E	5.35	E	granite curbs, no gutter
125.06	CLIFTON CHURCH RD	CLIFTON SPRINGS WAY	BOULDERCREST RD	1.03	S	2	U	15250	4	45	15.0	0.0	0.0	30.0	0	4.0	-	N	C	5.0	0	100	5.0	3	2	4.52	E	4.07	D	sidewalk at school
126.01	MORELAND AVE	CEDAR GROVE RD	KEY RD / MORELAND AVE SE	2.77	N	6	D	34088	4	45	12.0	0.0	0.0	36.0	0	3.5	-	N	C	2.0	0	20	5.0	1	5	4.93	E	4.89	E	
126.01	MORELAND AVE	CEDAR GROVE RD	KEY RD / MORELAND AVE SE	2.77	S	6	D	34088	4	45	12.0	0.0	0.0	36.0	0	3.5	-	N	C	2.0	0	20	5.0	1	5	4.93	E	4.89	E	% sidewalk?
126.02	MORELAND AVE	CEDAR GROVE RD	CONLEY RD	0.73	N	4	D	7125	3	45	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	0	0.0	2	1	3.58	D	4.11	D	
126.02	MORELAND AVE	CEDAR GROVE RD	CONLEY RD	0.73	S	4	D	7125	3	45	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	0	0.0	2	1	3.58	D	4.11	D	
127.01	PANTHERSVILLE RD	1400' N OF OAKVALE (2 LANE)	FAIRLAKE DR / FLAT SHOALS RD	1.11	N	4	U	23162	4	45	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	0	5.5	3	2	4.79	E	5.20	E	
127.01	PANTHERSVILLE RD	1400' N OF OAKVALE (2 LANE)	FAIRLAKE DR / FLAT SHOALS RD	1.11	S	4	U	23162	4	45	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	50	5.5	3	2	4.79	E	4.52	E	
127.02	PANTHERSVILLE RD	Bouldercrest	1400' N OF OAKVALE (4 LA	2.28	N	2	U	12418	4	45	10.5	0.0	0.0	21.0	0	3.5	-	N	S	2.5	0	35	5.0	3	2	5.14	E	4.93	E	curbs where there are sidewalks, turn lanes; sw intermittant
127.02	PANTHERSVILLE RD	Bouldercrest	1400' N OF OAKVALE (4 LA	2.28	S	2	U	12418	4	45	10.5	0.0	0.0	21.0	0	3.5	-	N	S	2.5	0	25	5.0	3	2	5.14	E	5.08	E	curbs where there are sidewalks, turn lanes; sw intermittant
128.01	SNAPFINGER RD	COLUMBIA DR	AUSTIN DR	1.08	E	2	U	9557	2	35	11.0	0.0	0.0	22.0	0	4.5	-	N	C	2.0	0	80	4.0	3	1	4.01	D	3.69	D	EB sidewalk is continuous except for school frontage
128.01	SNAPFINGER RD	COLUMBIA DR	AUSTIN DR	1.08	W	2	U	9557	2	35	11.0	0.0	0.0	22.0	0	4.5	-	N	C	0.0	0	20	5.0	3	1	4.01	D	4.46	D	
128.02	SNAPFINGER RD	AUSTIN DR	SNAPFINGER PKWY / SNAPFINGER WOODS DR	1.11	E	2	U	11385	4	40	11.0	0.0	0.0	22.0	0	5.0	-	N	C	0.0	0	100	5.0	3	1	4.64	E	3.74	D	Gutters paved over
128.02	SNAPFINGER RD	AUSTIN DR	SNAPFINGER PKWY / SNAPFINGER WOODS DR	1.11	W	2	U	11385	4	40	11.0	0.0	0.0	22.0	0	5.0	-	N	C	0.0	0	0	5.0	3	1	4.64	E	5.11	E	Gutters paved over
128.03	SNAPFINGER WOODS DR	SNAPFINGER RD / SNAPFINGER PKWY	NEW SNAPFINGER WOODS DR / WESLEY	0.51	E	4	D	10834	4	45	11.0	0.0	0.0	22.5	0	4.5	-	N	C	0.0	0	100	5.0	3	1	4.36	D	4.56	E	
128.03	SNAPFINGER WOODS DR	SNAPFINGER RD / SNAPFINGER PKWY	NEW SNAPFINGER WOODS DR / WESLEY	0.51	W	4	D	10834	4	45	11.0	0.0	0.0	22.5	0	4.5	-	N	C	0.0	0	0	0.0	3	1	4.36	D	4.56	E	
129.01	SNAPFINGER RD	RAINBOW DR / WESLEY CHAPEL RD	FLAT SHOALS PKWY	1.81	E	4	D	33366	4	45	17.0	4.5	0.0	28.0	0	4.5	4.5	Y	C	2.0	0	100	5.0	3	1	3.28	C	4.27	D	STAMPED CONCRETE
129.01	SNAPFINGER RD	RAINBOW DR / WESLEY CHAPEL RD	FLAT SHOALS PKWY	1.81	W	4	D	33366	4	45	17.0	4.5	0.0	28.0	0	4.5	4.5	Y	C	2.0	0	100	5.0	3	1	3.28	C	4.27	D	
129.02	SNAPFINGER RD	FLAT SHOALS PKWY	BROWNS MILL RD	0.66	N	4	T	32113	4	45	14.0	2.0	0.0	65.0	0	4.0	4.0	N	S	2.0	0	66	5.5	3	1	4.40	D	4.69	E	curbs where there are sidewalks
129.02	SNAPFINGER RD	FLAT SHOALS PKWY	BROWNS MILL RD	0.66	S	4	T	32113	4	45	14.0	2.0	0.0	65.0	0	4.0	4.0	N	S	2.0	0	66	5.5	3	1	4.40	D	4.69	E	
129.03	SNAPFINGER RD	BROWNS MILL RD	RAIDERS RIDGE LN	0.81	N	2	U	17558	4	45	14.5	2.5	0.0	29.0	0	4.5	4.5	N	S	0.0	0	0	0.0	3	1	4.18	D	5.68	F	sw at eagle ridge
129.03	SNAPFINGER RD	BROWNS MILL RD	RAIDERS RIDGE LN	0.81	S	2	U	17558	4	45	14.5	2.5	0.0	29.0	0	4.5	4.5	N	S	0.0	0	0	0.0	3	1	4.18	D	5.68	F	
129.04	SNAPFINGER RD	RAIDERS RIDGE LN	3000' N OF N PANOLA (4 L	0.72	N	2	U	16729	4	45	14.0	2.5	0.0	28.0	0	4.5	4.5	N	S	0.0	0	0	0.0	3	0	4.23	D	5.62	F	changes from 1/2 to 2/2
129.04	SNAPFINGER RD	RAIDERS RIDGE LN	3000' N OF N PANOLA (4 L	0.72	S	2	U	16729	4	45	14.0	2.5	0.0	28.0	0	4.5	4.5	N	S	0.0	0	0	0.0	3	0	4.23	D	5.62	F	
129.05	SNAPFINGER RD	3000' N OF N PANOLA (2 LANE)	S PANOLA (CO LINE S)	1.06	N	4	U	23334	5	55	14.0	2.5	0.0	52.0	0	4.5	4.5	N	S	0.0	0	0	0.0	3	1	4.49	D	5.42	E	
129.05	SNAPFINGER RD	3000' N OF N PANOLA (2 LANE)	S PANOLA (CO LINE S)	1.06	S	4	U	23334	5	55	14.0	2.5	0.0	52.0	0	4.5	4.5	N	S	0.0	0	0	0.0	3	1	4.49	D	5.42	E	
130.01	N DESHON RD	ROCKBRIDGE RD / S DESHON RD	CUMBERLAND WAY (CO LI	0.99	N	2	U	12603	4	45	12.5	0.0	0.0	25.0	0	4.5	-	N	S	0.0	0	0	0.0	3	2	4.67	E	5.26	E	curb and sidewalk at
130.01	N DESHON RD	ROCKBRIDGE RD / S DESHON RD	CUMBERLAND WAY (CO LI	0.99	S	2	U	12603	4	45	12.5	0.0	0.0	25.0	0	4.5	-	N	S	0.0	0	0	0.0	3	2	4.67	E	5.26	E	
131.01	WOODROW DR	EVANS MILL RD / MALL PKWY	KLONDIKE RD	0.84	N	2	U	12272	3	35	12.0	0.0	0.0	24.0	0	4.5	-	N	S	2.0	0	10	5.0	3	1	4.27	D	4.82	E	
131.01	WOODROW DR	EVANS MILL RD / MALL PKWY	KLONDIKE RD	0.84	S	2	U	12272	3	35	12.0	0.0	0.0	24.0	0	4.5	-	N	S	0.0	0	0	0.0	3	1	4.27	D	4.96	E	
131.02	KLONDIKE RD	S County Line	Woodrow Drive	4.36	N	2	U	12780	4	40	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	3	3	5.11	E	5.39	E	new asphalt south of Browns Mill Rd, roudabout at Rockland Rd
131.02	KLONDIKE RD	S County Line	Woodrow Drive	4.36	S	2	U	12780	4	40	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	3	3	5.11	E	5.39	E	curbs at development
132.01	DUNWOODY CLUB DR	ROBERTS DR (CO LINE W)	JETT FERRY RD	2.15	E	2	U	12906	3	35	10.5	0.0	0.0	21.0	0	4.5	-	N	C	0.0	0	40	0.0	1	2	4.47	D	5.20	E	Curbs only where sidewalks present
132.01	DUNWOODY CLUB DR	ROBERTS DR (CO LINE W)	JETT FERRY RD	2.15	W	2	U	12906	3	35	10.5	0.0	0.0	21.0	0	4.5	-	N	C	0.0	0	60	0.0	1	2	4.47	D	5.20	E	Curbs only where sidewalks present
132.02	DUNWOODY CLUB DR	JETT FERRY RD	500' E OF BROOK RIDGE D	0.64	E	2	U	17156	3	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	1.0	0	100	5.0	1	2	4.70	E	4.20	D	Buffer variable 0-2 ft EB
132.02	DUNWOODY CLUB DR	JETT FERRY RD	500' E OF BROOK RIDGE D	0.64	W	2	U	17156	3	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	2.0	0	100	5.0	1	2	4.70	E	4.16	D	Buffer variable 0-2 ft EB, 3rd alne ain portions
132.03	DUNWOODY CLUB DR	500' E OF BROOK RIDGE DR	WINTERS CHAPEL RD	1.06	E	2	U	11763	3	35	10.5	0.0	0.0	21.0	0	4.0	-	N	S	0.0	0	100	5.0	3	0	4.52	E	3.65	D	
132.03	DUNWOODY CLUB DR	500' E OF BROOK RIDGE DR	WINTERS CHAPEL RD	1.06	W	2	U	11763	3	35	10.5	0.0	0.0	21.0	0	4.0	-	N	S	0.0	0	0	0.0	3	0	4.52	E	5.06	E	
133.01	MOUNT VERNON RD	LISA LN	ASHFORD DUNWOODY RD / TRAILRIDGE WAY	0.66	E	2	U	15140	3	35	16.0	5.0	0.0	32.0	0	4.0	4.0	N	C	4.0	0	100	5.0	1	1	2.99	C	3.74	D	Buffer variable 0-8 ft
133.01	MOUNT VERNON RD	LISA LN	ASHFORD DUNWOODY RD / TRAILRIDGE WAY	0.66	W	2	U	15140	3	35	16.0	5.0	0.0	32.0	0	4.0	4.0	N	C	4.0	0	100	5.0	1	1	2.99	C	3.74	D	Buffer variable 0-8 ft
133.02	MOUNT VERNON RD	ASHFORD DUNWOODY RD / TRAILRIDGE WAY	DUNWOODY VILLAGE PKWY	0.45	E	4	T	20620	4	35	12.0	0.0	0.0	61.0	0	4.0	-	N	C	2.0	0	100	4.0	1	2	4.50	D	3.48	C	Buffer is pavers
133.02	MOUNT VERNON RD	ASHFORD DUNWOODY RD / TRAILRIDGE WAY	DUNWOODY VILLAGE PKWY	0.45	W	4	T	20620	4	35	12.0	0.0	0.0	61.0	0	4.0	-	N	C	2.0	0	100	4.0	1	2	4.50	D	3.48	C	Buffer is pavers
133.03	MOUNT VERNON RD	DUNWOODY VILLAGE PKWY	ASHMONT CT / WICKFORD WAY	0.22	E	3	T	16082	3	35	11.5	0.0	0.0	43.0	0	3.5	-	N	C	0.5	0	100	5.0	1	1	4.37	D	3.16	C	
133.03	MOUNT VERNON RD	DUNWOODY VILLAGE PKWY	ASHMONT CT / WICKFORD WAY	0.22	W	3	T	16082	3	35	11.5	0.0	0.0	43.0	0	3.5	-	N	C	0.5	0	100	5.0	1	1	4.37	D	3.16	C	
133.04	MOUNT VERNON RD	WICKFORD WAY / ASHMONT CT	STRATHAM DR	0.82	E	2	U	12319	3	35	14.0	2.0	0.0	28.0	0	3.5	3.5	N	C	0.0	0	0	0.0	2	1	3.97	D	4.77	E	Gutters paved over

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
133.04	MOUNT VERNON RD	WICKFORD WAY / ASHMONT CT	STRATHAM DR	0.82	W	2	U	12319	*3*	35	14.0	2.0	0.0	28.0	0	3.5	3.5	N	S	2.0	0	100	5.0	2	1	3.97	D	3.53	D	Gutters paved over
133.05	MOUNT VERNON RD	STRATHAM DR	GRAMERCY CT / MOUNT VERNON PL	0.24	E	3	U	17241	*3*	35	10.5	0.0	0.0	34.0	0	3.5	-	N	G	0.0	0	0	0.0	1	0	4.51	E	4.68	E	
133.05	MOUNT VERNON RD	STRATHAM DR	GRAMERCY CT / MOUNT VERNON PL	0.24	W	3	U	17241	*3*	35	12.5	0.0	0.0	34.0	0	3.5	-	N	G	2.0	0	100	4.0	1	0	4.28	D	3.24	C	
133.06	MOUNT VERNON RD	MOUNT VERNON PL / GRAMERCY CT	NORTHCHESTER CT	0.42	E	2	U	17673	*3*	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	100	5.0	1	2	4.71	E	4.30	D	
133.06	MOUNT VERNON RD	MOUNT VERNON PL / GRAMERCY CT	NORTHCHESTER CT	0.42	W	2	U	17673	*3*	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	100	4.0	1	2	4.71	E	4.43	D	
133.07	MOUNT VERNON RD	NORTHCHESTER CT	DUNWOODY CLUB DR / SAFFRON DR	0.35	E	2	U	19352	*3*	35	12.0	0.0	0.0	24.0	0	3.5	-	N	S	15.0	0	50	5.0	1	1	4.76	E	4.93	E	
133.07	MOUNT VERNON RD	NORTHCHESTER CT	DUNWOODY CLUB DR / SAFFRON DR	0.35	W	2	U	19352	*3*	35	12.0	0.0	0.0	24.0	0	3.5	-	N	G	1.0	0	100	5.0	1	1	4.76	E	4.47	D	
134.01	PERIMETER CTR W	ASHFORD DUNWOODY RD / PERIMETER CTR E	MOVIE THEATRE ENTRANC	0.70	E	4	D	18477	*3*	35	15.0	4.0	0.0	24.0	0	4.5	4.5	Y	C	3.0	30	0	5.0	1	5	3.04	C	4.32	D	BIKE LANE MARKINGS FADING
134.01	PERIMETER CTR W	ASHFORD DUNWOODY RD / PERIMETER CTR E	MOVIE THEATRE ENTRANC	0.70	W	4	D	18477	*3*	35	15.0	4.0	0.0	24.0	0	4.5	4.5	Y	C	1.5	0	0	5.0	1	5	3.04	C	4.32	D	BIKE LANE MARKINGS FADING
135.01	HAMMOND DR	(CO LINE W)	PERIMETER CENTER PKWY	0.18	E	4	U	12174	*4*	45	11.0	0.0	0.0	44.0	0	4.0	-	N	C	0.0	0	0	5.0	3	1	4.58	E	4.64	E	
135.01	HAMMOND DR	(CO LINE W)	PERIMETER CENTER PKWY	0.18	W	4	U	12174	*4*	45	11.0	0.0	0.0	44.0	0	4.0	-	N	C	0.0	0	0	5.0	3	1	4.58	E	4.64	E	
135.02	HAMMOND DR	PERIMETER CENTER PKWY	ASHFORD DUNWOODY RD / RAVINIA PKWY	0.37	E	5	D	35352	*4*	45	12.0	0.0	0.0	34.0	0	4.5	-	N	C	0.0	0	100	4.0	3	3	4.70	E	4.04	D	
135.02	HAMMOND DR	PERIMETER CENTER PKWY	ASHFORD DUNWOODY RD / RAVINIA PKWY	0.37	W	5	D	35352	*4*	45	11.0	0.0	0.0	23.5	0	4.5	-	N	C	2.0	0	100	4.0	3	3	4.81	E	4.01	D	
136.01	LONGMIRE WAY	BUFORD HWY / LONGMIRE EXT	FLOWERS RD	0.26	N	2	T	*6900*	*2*	35	12.0	0.0	0.0	37.0	0	3.0	-	N	C	0.0	0	0	0.0	2	3	4.07	D	4.32	D	
136.01	LONGMIRE WAY	BUFORD HWY / LONGMIRE EXT	FLOWERS RD	0.26	S	2	T	*6900*	*2*	35	12.0	0.0	0.0	37.0	0	3.0	-	N	C	2.0	0	100	5.0	2	3	4.07	D	2.95	C	
137.01	MOTORS INDUSTRIAL WAY	PEACHTREE INDUSTRIAL BLVD	NEW PEACHTREE RD	0.86	N	5	D	14461	*4*	50	18.5	7.0	0.0	31.0	0	3.5	3.5	N	C	0.0	0	0	0.0	2	4	2.04	B	4.04	D	nb SHOULDER OCCASIONALLY INTERRUPTED BY GUARDRAIL
137.01	MOTORS INDUSTRIAL WAY	PEACHTREE INDUSTRIAL BLVD	NEW PEACHTREE RD	0.86	S	5	D	14461	*4*	50	10.0	0.0	0.0	32.0	0	3.5	-	N	C	0.0	0	100	5.0	2	4	4.79	E	3.35	C	nb SHOULDER OCCASIONALLY INTERRUPTED BY GUARDRAIL
137.02	MOTORS INDUSTRIAL WAY	BUFORD HWY / 285 EB ENTRY RAMP	NEW PEACHTREE RD	0.19	N	5	D	14461	*4*	50	18.5	7.0	0.0	31.0	0	3.5	3.5	N	C	0.0	0	0	0.0	2	1	2.04	B	4.04	D	nb SHOULDER OCCASIONALLY INTERRUPTED BY GUARDRAIL
137.02	MOTORS INDUSTRIAL WAY	BUFORD HWY / 285 EB ENTRY RAMP	NEW PEACHTREE RD	0.19	S	5	D	14461	*4*	50	10.0	0.0	0.0	32.0	0	3.5	-	N	C	0.0	0	100	5.0	2	1	4.79	E	3.35	C	nb SHOULDER OCCASIONALLY INTERRUPTED BY GUARDRAIL
138.01	MERCER UNIVERSITY DR	CHAMBLEE TUCKER RD	HENDERSON MILL RD	1.07	E	2	U	18491	*3*	35	13.5	0.0	0.0	27.0	0	4.5	-	N	C	1.5	0	10	4.0	3	3	4.29	D	5.44	E	
138.01	MERCER UNIVERSITY DR	CHAMBLEE TUCKER RD	HENDERSON MILL RD	1.07	W	2	U	18491	*3*	35	13.5	0.0	0.0	27.0	0	4.5	-	N	C	0.0	0	0	0.0	3	3	4.29	D	5.56	F	
139.01	BRIARCLIFF RD	140' S OF ST CHARLES PL	CHALMETTE DR	0.88	N	3	T	22431	*4*	35	8.5	0.0	0.0	38.5	0	4.5	-	N	C	4.0	0	100	6.0	2	2	4.81	E	3.43	C	
139.01	BRIARCLIFF RD	140' S OF ST CHARLES PL	CHALMETTE DR	0.88	S	3	T	22431	*4*	35	9.5	0.0	0.0	38.5	0	4.5	-	N	C	4.0	0	40	6.0	2	2	4.72	E	4.43	D	
139.02	BRIARCLIFF RD	CHALMETTE DR	200' S OF ZONOLITE RD	1.29	N	2	U	14610	*3*	35	12.5	0.0	0.0	24.0	0	4.5	-	N	G	4.0	0	50	5.0	3	1	4.30	D	4.48	D	NB bike lane for 600' @ north end
139.02	BRIARCLIFF RD	CHALMETTE DR	200' S OF ZONOLITE RD	1.29	S	2	U	14610	*3*	35	12.5	0.0	0.0	24.0	0	4.5	-	N	G	4.0	0	50	5.0	3	1	4.30	D	4.48	D	NB bike lane for 600' @ north end
139.03	BRIARCLIFF RD	200' S OF ZONOLITE RD	SUMMIT POINTE WAY	0.43	N	4	U	22248	*4*	35	10.5	0.0	0.0	49.0	0	4.0	-	N	C	0.0	0	100	5.5	1	2	4.71	E	3.52	D	
139.03	BRIARCLIFF RD	200' S OF ZONOLITE RD	SUMMIT POINTE WAY	0.43	S	4	U	22248	*4*	35	11.5	0.0	0.0	49.0	0	4.0	-	N	C	0.0	0	100	5.0	1	2	4.60	E	3.53	D	
139.04	BRIARCLIFF RD	SUMMIT POINTE WAY	LAVISTA RD	0.53	N	2	U	22056	*4*	35	13.5	0.0	0.0	26.0	0	4.5	-	N	C	0.0	0	100	5.0	2	2	4.60	E	4.78	E	
139.04	BRIARCLIFF RD	SUMMIT POINTE WAY	LAVISTA RD	0.53	S	2	U	22056	*4*	35	13.5	0.0	0.0	26.0	0	4.5	-	N	C	0.0	0	100	5.0	2	2	4.60	E	4.78	E	
139.05	BRIARCLIFF RD	LAVISTA RD	MAYFAIR DR	0.50	N	2	U	14493	*3*	35	12.0	0.0	0.0	24.0	0	4.0	-	N	G	2.0	0	50	5.0	3	1	4.46	D	4.53	E	Buffer is stamped concrete
139.05	BRIARCLIFF RD	LAVISTA RD	MAYFAIR DR	0.50	S	2	U	14493	*3*	35	12.0	0.0	0.0	24.0	0	4.0	-	N	S	2.0	0	15	5.0	3	1	4.46	D	5.02	E	Buffer is stamped concrete
139.06	BRIARCLIFF RD	MAYFAIR DR	N DRUID HILLS RD	0.46	N	2	T	12495	*3*	35	11.5	0.0	0.0	36.0	0	4.0	-	N	C	2.0	0	0	5.0	1	1	4.44	D	5.03	E	Buffer is stamped concrete
139.06	BRIARCLIFF RD	MAYFAIR DR	N DRUID HILLS RD	0.46	S	2	T	12495	*3*	35	11.5	0.0	0.0	36.0	0	4.0	-	N	C	2.0	0	0	5.0	1	1	4.44	D	5.03	E	Buffer is stamped concrete
139.07	BRIARCLIFF RD	N DRUID HILLS RD	CLAIRMONT RD	1.28	E	2	U	6513	*2*	35	12.0	0.0	0.0	24.0	0	4.0	-	N	G	1.5	0	100	4.0	2	3	3.69	D	3.04	C	Shoulder Variable from 0-2 ft
139.07	BRIARCLIFF RD	N DRUID HILLS RD	CLAIRMONT RD	1.28	W	2	U	6513	*2*	35	12.0	0.0	0.0	24.0	0	4.0	-	N	G	1.5	0	33	4.0	2	3	3.69	D	3.87	D	
139.08	BRIARCLIFF RD	CLAIRMONT RD	HENDERSON MILL RD	4.04	E	2	U	11810	*3*	35	13.0	0.0	0.0	26.0	0	4.0	-	N	G	0.0	0	10	5.0	3	7	4.23	D	4.68	E	Shoulder Variable from 0-2 ft
139.08	BRIARCLIFF RD	CLAIRMONT RD	HENDERSON MILL RD	4.04	W	2	U	11810	*3*	35	13.0	0.0	0.0	26.0	0	4.0	-	N	G	1.5	0	50	4.0	3	7	4.23	D	4.22	D	
139.09	BRIARCLIFF RD	HENDERSON MILL RD	LAVISTA RD	0.27	E	6	D	27796	*4*	45	11.0	0.0	0.0	33.0	0	4.0	-	N	C	0.0	0	0	0.0	1	2	4.79	E	5.02	E	edge of pavement 2" higher than gutter
139.09	BRIARCLIFF RD	HENDERSON MILL RD	LAVISTA RD	0.27	W	6	D	27796	*4*	45	11.0	0.0	0.0	33.0	0	4.0	-	N	C	0.0	0	0	0.0	1	2	4.79	E	5.02	E	
140.01	E ROXBORO RD	N DRUID HILLS RD	LAKE BLVD	0.60	N	2	U	19856	*3*	35	13.5	1.5	0.0	27.0	0	4.0	4.0	N	G	1.5	0	25	4.0	2	1	4.42	D	5.43	E	
140.01	E ROXBORO RD	N DRUID HILLS RD	LAKE BLVD	0.60	S	2	U	19856	*3*	35	13.5	1.5	0.0	27.0	0	4.0	4.0	N	G	1.5	0	50	4.0	2	1	4.42	D	5.15	E	
140.02	N DRUID HILLS RD	E ROXBORO RD	BUFORD HWY	0.36	N	4	T	38106	*4*	45	11.0	0.0	0.0	55.0	0	4.0	-	N	C	2.0	0	100	5.0	2	1	5.16	E	4.76	E	
140.02	N DRUID HILLS RD	E ROXBORO RD	BUFORD HWY	0.36	S	4	T	38106	*4*	45	11.0	0.0	0.0	55.0	0	4.0	-	N	C	2.0	0	100	5.0	2	1	5.16	E	4.76	E	
140.03	N DRUID HILLS RD	BUFORD HWY	BRIARCLIFF RD	0.75	N	4	U	36702	*4*	35	11.5	0.0	0.0	23.0	0	3.5	-	N	C	1.5	0	100	5.0	1	5	5.00	E	4.35	D	
140.03	N DRUID HILLS RD	BUFORD HWY	BRIARCLIFF RD	0.75	S	4	U	36702	*4*	35	11.5	0.0	0.0	23.0	0	3.5	-	N	C	1.5	0	100	5.0	1	5	5.00	E	4.35	D	
140.04	N DRUID HILLS RD	BRIARCLIFF RD	LAVISTA RD	1.28	N	4	U	28622	*4*	40	11.0	0.0	0.0	44.0	0	4.5	-	N	G	1.5	0	100	4.0	2	4	4.82	E	4.15	D	Local resident noted "people will get killed out here (crossing the strret)."
140.04	N DRUID HILLS RD	BRIARCLIFF RD	LAVISTA RD	1.28	S	4	U	28622	*4*	40	11.0	0.0	0.0	44.0	0	4.5	-	N	G	1.5	0	100	4.0	2	4	4.82	E	4.15	D	Local resident noted "people will get killed out here (crossing the strret)."
140.05	N DRUID HILLS RD	800 FT E OF JAMESTOWN RD (4	LAVISTA RD	0.65	N	4	T	34071	*4*	40	10.5	0.0	0.0	55.0	0	4.5	-	N	G	2.0	0	100	4.0	1	3	4.96	E	4.48	D	
140.05	N DRUID HILLS RD	800 FT E OF JAMESTOWN RD (4	LAVISTA RD	0.65	S	4	T	34071	*4*	40	10.5	0.0	0.0	55.0	0	4.5	-	N	C	2.0	0	100	4.0	1	3	4.96	E	4.48	D	
140.06	N DRUID HILLS RD	800 FT E OF JAMESTOWN RD (TV	MISTLETOE RD	1.73	E	4	U	37197	*4*	40	11.0	0.0	0.0	44.0	0	4.5	-	N	G	1.5	0	40	4.0	3	4	4.95	E	5.45	E	
140.06	N DRUID HILLS RD	800 FT E OF JAMESTOWN RD (TV	MISTLETOE RD	1.73	W	4	U	37197	*4*	40	11.0	0.0	0.0	44.0	0	4.5	-	N	G	1.5	0	5	4.0	3	4	4.95	E	5.90	F	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_0) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
140.07	N DRUID HILLS RD	MISTLETOE RD	HWY 78 WB EXIT RAMP	0.25	E	4	T	37618	4	40	12.0	0.0	0.0	63.0	0	4.5	-	N	C	1.0	0	100	5.0	1	2	4.84	E	4.55	E	
140.07	N DRUID HILLS RD	MISTLETOE RD	HWY 78 WB EXIT RAMP	0.25	W	4	T	37618	4	40	12.0	0.0	0.0	63.0	0	4.5	-	N	C	1.0	0	100	5.0	1	2	4.84	E	4.55	E	
140.08	N DRUID HILLS RD	HWY 78 WB EXIT RAMP	CEDAR CREEK DR / ORION DR	0.23	E	4	D	14515	3	35	10.5	0.0	0.0	21.0	0	4.0	-	N	C	0.0	0	100	6.0	1	1	4.25	D	3.02	C	
140.08	N DRUID HILLS RD	HWY 78 WB EXIT RAMP	CEDAR CREEK DR / ORION DR	0.23	W	4	D	14515	4	45	10.5	0.0	0.0	21.0	0	4.0	-	N	C	0.0	0	100	6.0	1	1	4.72	E	3.34	C	
140.09	VALLEY BROOK RD	E PONCE DE LEON AVE	CEDAR CREEK DR / N DRUID HILLS RD	0.94	N	2	U	9402	2	35	14.5	2.0	0.0	29.0	0	3.5	3.5	N	G	4.0	0	85	4.0	2	1	3.49	C	3.39	C	shoulder 0.5-2 ft
140.09	VALLEY BROOK RD	E PONCE DE LEON AVE	CEDAR CREEK DR / N DRUID HILLS RD	0.94	S	2	U	9402	2	35	14.5	2.0	0.0	29.0	0	3.5	3.5	N	G	0.0	0	25	5.0	2	1	3.49	C	4.10	D	shoulder 0.5-2 ft
141.01	LAVISTA RD	PUBLIX ENTRY (CO LINE W)	HOUSTON MILL RD	1.84	E	2	U	17706	3	35	12.0	0.0	0.0	24.0	0	4.0	-	N	G	1.5	0	60	5.0	1	4	4.56	E	4.80	E	EB lane goes to 8' on approach to Briarcliff
141.01	LAVISTA RD	PUBLIX ENTRY (CO LINE W)	HOUSTON MILL RD	1.84	W	2	U	17706	3	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	1.5	0	85	5.0	1	4	4.56	E	4.46	D	EB lane goes to 8' on approach to Briarcliff
141.02	LAVISTA RD	HOUSTON MILL RD	N DRUID HILLS RD	0.46	E	4	U	23580	4	35	13.0	0.0	0.0	62.0	0	4.0	-	N	C	1.0	0	100	5.0	1	2	4.44	D	3.53	D	
141.02	LAVISTA RD	HOUSTON MILL RD	N DRUID HILLS RD	0.46	W	4	U	23580	4	35	11.0	0.0	0.0	62.0	0	4.0	-	N	C	1.0	0	100	5.0	1	2	4.68	E	3.60	D	
141.03	LAVISTA RD	N DRUID HILLS RD	NALLEY CIR / WOODSHIRE DR	0.95	E	2	U	16869	3	35	17.0	2.0	0.0	34.0	0	3.5	3.5	N	C	2.0	0	35	4.0	2	2	3.60	D	4.73	E	
141.03	LAVISTA RD	N DRUID HILLS RD	NALLEY CIR / WOODSHIRE DR	0.95	W	2	U	16869	3	35	17.0	2.0	0.0	34.0	0	3.5	3.5	N	C	2.0	0	65	4.0	2	2	3.60	D	4.44	D	
141.04	LAVISTA RD	NALLEY CIR / WOODSHIRE DR	300' E OF LEAFMORE PL	0.54	E	2	T	13246	3	35	12.0	0.0	0.0	36.0	0	3.5	-	N	C	0.0	0	100	6.0	1	1	4.56	E	3.68	D	Transitions, with side turn lanes also
141.04	LAVISTA RD	NALLEY CIR / WOODSHIRE DR	300' E OF LEAFMORE PL	0.54	W	2	T	13246	3	35	10.5	0.0	0.0	36.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	4.73	E	5.24	E	Transitions, with side turn lanes also
141.05	LAVISTA RD	300' E OF LEAFMORE PL	LUDOVIE LN	2.01	E	2	U	11396	3	35	12.0	0.0	0.0	23.5	0	3.5	-	N	G	0.0	0	40	6.0	3	4	4.49	D	4.30	D	Curbs with sidewalks only, east of Fairoaks
141.05	LAVISTA RD	300' E OF LEAFMORE PL	LUDOVIE LN	2.01	W	2	U	11396	3	35	11.5	0.0	0.0	23.5	0	3.5	-	N	G	0.0	0	40	6.0	3	4	4.55	E	4.34	D	Curbs with sidewalks only, east of Fairoaks
141.06	LAVISTA RD	LUDOVIE LN	MONTREAL RD W	0.44	E	4	U	16818	3	35	10.5	0.0	0.0	46.0	0	4.0	-	N	C	3.0	0	100	6.0	1	1	4.35	D	3.05	C	Buffer variable 0-10
141.06	LAVISTA RD	LUDOVIE LN	MONTREAL RD W	0.44	W	4	U	16818	3	35	11.5	0.0	0.0	46.0	0	4.0	-	N	C	3.0	0	100	6.0	1	1	4.24	D	3.03	C	Buffer variable 0-5
141.07	LAVISTA RD	MONTREAL RD W	BRIARCLIFF RD	0.24	E	5	D	27957	4	35	11.5	0.0	0.0	35.5	0	4.0	-	N	C	1.5	0	100	6.0	1	2	4.50	D	3.18	C	2 lanes WB, 3EB, buffer varaible 0-1.5
141.07	LAVISTA RD	MONTREAL RD W	BRIARCLIFF RD	0.24	W	5	D	27957	4	35	12.5	0.0	0.0	24.0	0	4.0	-	N	C	1.5	0	100	6.0	1	2	4.38	D	3.14	C	2 lanes WB, 3EB, buffer varaible 0-1.5
141.071	LAVISTA RD	BRIARCLIFF RD	285 NB ENTRY RAMP / 285 NB EXIT RAMP	0.40	E	6	D	27957	4	35	11.0	0.0	0.0	37.0	0	4.0	-	N	C	0.0	0	100	4.0	1	4	4.56	E	3.46	C	Buffer variable
141.071	LAVISTA RD	BRIARCLIFF RD	285 NB ENTRY RAMP / 285 NB EXIT RAMP	0.40	W	6	D	27957	4	35	11.5	0.0	0.0	35.0	0	4.0	-	N	C	1.5	0	100	5.7	1	4	4.50	D	3.20	C	Buffer variable
141.08	LAVISTA RD	285 NB ENTRY RAMP / 285 NB EXIT RAMP	LAWRENCEVILLE HWY	2.33	E	4	T	22639	4	45	14.0	2.5	0.0	62.0	0	4.0	4.0	N	C	2.0	0	100	0.0	1	3	4.14	D	4.81	E	Striping faded, shoulder vairable
141.08	LAVISTA RD	285 NB ENTRY RAMP / 285 NB EXIT RAMP	LAWRENCEVILLE HWY	2.33	W	4	T	22639	4	45	14.0	2.5	0.0	62.0	0	4.0	4.0	N	C	2.0	0	100	0.0	1	3	4.14	D	4.81	E	Striping faded, shoulder vairable
142.01	SCOTT BLVD	PONCE DE LEON AVE / W PONCE DE LEON AVE	EASTLAND DR	1.74	E	4	U	39020	4	40	10.5	0.0	0.0	42.5	0	4.5	-	N	C	1.0	0	85	4.0	1	4	5.03	E	5.02	E	
142.01	SCOTT BLVD	PONCE DE LEON AVE / W PONCE DE LEON AVE	EASTLAND DR	1.74	W	4	U	39020	4	40	10.5	0.0	0.0	42.5	0	4.5	-	N	C	0.0	0	85	5.0	1	4	5.03	E	4.94	E	
142.02	SCOTT BLVD	EASTLAND DR	CHURCH ST / LAWRENCEVILLE HWY	0.83	E	6	T	40232	5	45	11.5	0.0	0.0	76.5	0	4.5	-	N	C	1.0	0	100	4.0	1	1	5.09	E	4.21	D	
142.02	SCOTT BLVD	EASTLAND DR	CHURCH ST / LAWRENCEVILLE HWY	0.83	W	6	T	40232	5	45	11.5	0.0	0.0	76.5	0	4.5	-	N	C	1.0	0	100	4.0	1	1	5.09	E	4.21	D	
142.03	LAWRENCEVILLE HWY	CHURCH ST / SCOTT BLVD	ORION DR	0.54	E	6	D	65227	6	45	12.0	0.0	0.0	36.0	0	4.5	-	N	C	0.0	0	0	0.0	1	2	5.57	F	6.41	F	
142.03	LAWRENCEVILLE HWY	CHURCH ST / SCOTT BLVD	ORION DR	0.54	W	6	D	65227	6	45	12.0	0.0	0.0	36.0	0	4.5	-	N	C	0.0	0	0	0.0	1	2	5.57	F	6.41	F	
142.04	LAWRENCEVILLE HWY	ORION DR	N DRUID HILLS RD	0.36	E	4	D	29569	4	45	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	0	0.0	3	1	5.07	E	5.58	F	
142.04	LAWRENCEVILLE HWY	ORION DR	N DRUID HILLS RD	0.36	W	4	D	29569	4	45	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	0	0.0	3	1	5.07	E	5.58	F	
142.05	LAWRENCEVILLE HWY	N DRUID HILLS RD	SPRUCE VALLEY DR	1.40	E	6	T	16697	4	45	11.5	0.0	0.0	58.5	0	4.5	-	N	C	1.0	0	100	4.0	1	3	4.35	D	3.27	C	
142.05	LAWRENCEVILLE HWY	N DRUID HILLS RD	SPRUCE VALLEY DR	1.40	W	6	T	16697	4	45	11.5	0.0	0.0	58.5	0	4.5	-	N	C	1.0	0	100	4.0	1	3	4.35	D	3.27	C	
142.06	LAWRENCEVILLE HWY	SPRUCE VALLEY DR	MONTREAL RD W	0.10	E	6	D	25846	4	45	11.5	0.0	0.0	35.5	0	4.5	-	N	C	2.0	0	100	5.0	1	1	4.60	E	3.49	C	Buffer is stamped concrete
142.06	LAWRENCEVILLE HWY	SPRUCE VALLEY DR	MONTREAL RD W	0.10	W	6	D	25846	4	45	11.5	0.0	0.0	35.5	0	4.5	-	N	C	2.0	0	100	5.0	1	1	4.60	E	3.49	C	Buffer is stamped concrete
142.061	LAWRENCEVILLE HWY	MONTREAL RD W	MONTREAL RD E	0.39	E	6	D	25846	4	45	15.0	3.5	0.0	36.5	0	4.0	4.0	Y	C	2.0	0	100	5.0	1	1	3.65	D	3.37	C	buffer is stamped concrete
142.061	LAWRENCEVILLE HWY	MONTREAL RD W	MONTREAL RD E	0.39	W	6	D	25846	4	45	15.0	3.5	0.0	36.5	0	4.0	4.0	Y	C	2.0	0	100	5.0	1	1	3.65	D	3.37	C	
142.062	LAWRENCEVILLE HWY	MONTREAL RD E	250' E OF LEE WAY (TWLTL	0.11	E	6	D	25846	4	45	11.5	0.0	0.0	35.5	0	4.5	-	N	C	2.0	0	100	5.0	1	1	4.60	E	3.49	C	Buffer is stamped concrete
142.062	LAWRENCEVILLE HWY	MONTREAL RD E	250' E OF LEE WAY (TWLTL	0.11	W	6	D	25846	4	45	11.5	0.0	0.0	35.5	0	4.5	-	N	C	2.0	0	100	5.0	1	1	4.60	E	3.49	C	Buffer is stamped concrete
142.07	HUGH HOWELL RD/ LAWRENCEVILLE HWY	250' E OF LEE WAY (TWLTL)	LAWRENCEVILLE HWY	2.8	E	4	T	15411	4	45	12.0	0.0	0.0	60.0	0	4.0	-	N	C	1.5	0	0	5.0	1	4	4.59	E	4.73	E	
142.07	HUGH HOWELL RD/ LAWRENCEVILLE HWY	250' E OF LEE WAY (TWLTL)	LAWRENCEVILLE HWY	2.8	W	4	T	15411	4	45	12.0	0.0	0.0	60.0	0	4.0	-	N	C	1.5	0	0	5.0	1	4	4.59	E	4.73	E	
142.071	HUGH HOWELL RD/ LAWRENCEVILLE HWY	LAWRENCEVILLE HWY	MOUNTAIN INDUSTRIAL BLVD	0.61	E	4	T	15411	4	45	12.0	0.0	0.0	59.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	4.59	E	4.73	E	
142.071	HUGH HOWELL RD/ LAWRENCEVILLE HWY	LAWRENCEVILLE HWY	MOUNTAIN INDUSTRIAL BLVD	0.61	W	4	T	15411	4	45	12.0	0.0	0.0	59.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	4.59	E	4.73	E	
142.08	HUGH HOWELL RD	MOUNTAIN INDUSTRIAL BLVD	MOUNTAIN CREEK DR	0.57	E	4	U	13044	4	45	11.5	0.0	0.0	46.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	4.71	E	4.64	E	granite curb no gutter
142.08	HUGH HOWELL RD	MOUNTAIN INDUSTRIAL BLVD	MOUNTAIN CREEK DR	0.57	W	4	U	13044	4	45	11.5	0.0	0.0	46.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	4.71	E	4.64	E	
142.09	HUGH HOWELL RD	MOUNTAIN CREEK DR	STONE CRK	2.61	E	2	U	8519	3	45	12.0	0.0	0.0	24.0	0	3.5	-	N	S	0.0	0	15	5.0	3	2	4.54	E	4.64	E	ea
142.09	HUGH HOWELL RD	MOUNTAIN CREEK DR	STONE CRK	2.61	W	2	U	8519	3	45	12.0	0.0	0.0	24.0	0	3.5	-	N	S	0.0	0	0	0.0	3	2	4.54	E	4.83	E	
142.1	HUGH HOWELL RD	STONE CRK	HWY 78 RAMPS	0.24	E	2	U	13527	4	45	12.0	0.0	0.0	24.0	0	3.5	-	N	S	0.0	0	50	5.0	3	1	5.02	E	4.78	E	
142.1	HUGH HOWELL RD	STONE CRK	HWY 78 RAMPS	0.24	W	2	U	13527	4	45	12.0	0.0	0.0	21.0	0	3.5	-	N	S	0.0	0	0	0.0	3	1	5.02	E	5.43	E	
143.01	LILBURN STONE MTN RD	HUGH HOWELL RD	OLD STONE MOUNTAIN RD	0.23	N	2	U	21833	4	40	12.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	5.01	E	6.25	F	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_0) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
143.01	LILBURN STONE MTN RD	HUGH HOWELL RD	OLD STONE MOUNTAIN RD	0.23	W	2	U	21833	4	40	12.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	5.01	E	6.25	F	
143.02	OLD STONE MOUNTAIN RD	LILBURN STONE MTN RD	LE BROWN CT (CO LINE E	1.17	E	2	U	12702	4	40	12.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	4.74	E	5.16	E	intermitant shoulder 0-3 feet beyond noted dimensions
143.02	OLD STONE MOUNTAIN RD	LILBURN STONE MTN RD	LE BROWN CT (CO LINE E	1.17	W	2	U	12702	4	40	12.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	4.74	E	5.16	E	
144.01	N DECATUR RD	BRIARCLIFF RD	LULLWATER RD	0.57	E	2	U	18600	3	30	15.0	3.0	0.0	29.5	0	4.0	4.0	N	G	1.5	0	100	3.0	1	2	3.53	D	4.38	D	
144.01	N DECATUR RD	BRIARCLIFF RD	LULLWATER RD	0.57	W	2	U	18600	3	30	14.5	2.5	0.0	29.5	0	4.5	4.5	N	G	1.5	0	100	4.0	1	2	3.61	D	4.26	D	
144.02	N DECATUR RD	LULLWATER RD	CLIFTON RD	0.49	E	2	T	32686	4	35	15.0	5.0	0.0	43.0	0	4.5	4.5	Y	C	5.0	80	100	5.0	1	1	3.70	D	5.69	F	Short stretches of OSP, 200' Parallel EB, 50' Angle WB
144.02	N DECATUR RD	LULLWATER RD	CLIFTON RD	0.49	W	2	T	32686	4	35	15.0	5.0	0.0	43.0	0	4.5	4.5	Y	C	5.0	80	100	5.0	1	1	3.70	D	5.69	F	Short stretches of OSP, 200' Parallel EB, 50' Angle WB
144.03	N DECATUR RD	CLIFTON RD	CHURCH ST	2.22	E	4	U	28942	4	35	10.5	0.0	0.0	44.0	0	3.5	-	N	G	1.5	0	50	4.0	1	7	5.00	E	4.71	E	
144.03	N DECATUR RD	CLIFTON RD	CHURCH ST	2.22	W	4	U	28942	4	35	10.5	0.0	0.0	44.0	0	3.5	-	N	G	1.5	0	90	4.0	1	7	5.00	E	4.18	D	
144.04	N DECATUR RD	CHURCH ST	JORDAN LN	0.80	E	4	U	17839	3	35	10.5	0.0	0.0	45.0	0	2.5	-	N	C	0.0	0	70	5.5	1	2	5.07	E	3.69	D	
144.04	N DECATUR RD	CHURCH ST	JORDAN LN	0.80	W	4	U	17839	3	35	10.5	0.0	0.0	45.0	0	2.5	-	N	C	2.0	0	40	5.0	1	2	5.07	E	4.12	D	Pavement cuts, metal plates, etc, in roadway, buffer varaible 0-4 ft wb
144.05	N DECATUR RD	ROCKBRIDGE RD / MEMORIAL DR	S INDIAN CREEK DR	2.42	E	4	U	18980	4	45	11.0	0.0	0.0	44.0	0	4.0	-	N	G	0.0	0	90	5.0	3	9	4.81	E	3.82	D	sidewalk interupted under 285
144.05	N DECATUR RD	ROCKBRIDGE RD / MEMORIAL DR	S INDIAN CREEK DR	2.42	W	4	U	18980	4	45	11.0	0.0	0.0	44.0	0	4.0	-	N	G	0.0	0	25	5.0	3	9	4.81	E	4.71	E	from Church St, all sidewalks diappear
144.06	ROCKBRIDGE RD	S INDIAN CREEK DR	SAFARI CR	$ 0.31	E	2	U	16414	4	45	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	5.03	E	5.83	F	
144.06	ROCKBRIDGE RD	S INDIAN CREEK DR	SAFARI CR	$ 0.31	W	2	U	16414	4	45	11.5	0.0	0.0	23.0	0	4.0	-	N	S	2.0	0	25	5.0	3	1	5.03	E	5.48	E	Rockridge Summit
144.061	ROCKBRIDGE RD	SAFARI CR	Rue De Cheteau	$ 0.16	E	2	U	16414	4	45	16.0	4.0	0.0	32.0	0	4.0	4.0	Y	C	2.0	0	0	5.0	3	0	3.69	D	5.42	E	
144.061	ROCKBRIDGE RD	SAFARI CR	Rue De Cheteau	$ 0.16	W	2	U	16414	4	45	16.0	4.0	0.0	32.0	0	4.0	4.0	Y	C	2.0	0	0	5.0	3	0	3.69	D	5.42	E	
144.062	ROCKBRIDGE RD	Rue De Cheteau	HAMBRICK RD	$ 0.67	E	2	U	16414	4	45	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	5.03	E	5.83	F	
144.062	ROCKBRIDGE RD	Rue De Cheteau	HAMBRICK RD	$ 0.67	W	2	U	16414	4	45	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	5.03	E	5.83	F	Bike Lane wb starts at Kimbrick
144.063	ROCKBRIDGE RD	HAMBRICK RD	ROWLAND RD / SPRUCE DR	$ 0.54	E	2	U	16414	3	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	0	0.0	3	3	4.52	E	5.46	E	
144.063	ROCKBRIDGE RD	HAMBRICK RD	ROWLAND RD / SPRUCE DR	$ 0.54	W	2	U	16414	3	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	66	5.0	3	3	4.52	E	4.60	E	4 ft shoulder wb of algood
144.07	ROCKBRIDGE RD	ROWLAND RD / SPRUCE DR	HAIRSTON WAY	0.57	E	2	T	14220	4	45	12.0	0.0	0.0	36.0	0	3.5	-	N	C	0.0	0	0	0.0	3	1	5.05	E	5.51	F	
144.07	ROCKBRIDGE RD	ROWLAND RD / SPRUCE DR	HAIRSTON WAY	0.57	W	2	T	14220	4	45	12.0	0.0	0.0	36.0	0	3.5	-	N	C	1.5	0	100	4.0	3	1	5.05	E	4.27	D	sidewalk is almost entirely covered in debris
144.08	ROCKBRIDGE RD	HAIRSTON WAY	ORCHARD DR	1.72	E	2	U	13833	4	45	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	20	0.0	3	1	5.03	E	5.47	E	
144.08	ROCKBRIDGE RD	HAIRSTON WAY	ORCHARD DR	1.72	W	2	U	13833	4	45	12.0	0.0	0.0	24.0	0	3.5	-	N	C	1.5	0	15	4.0	3	1	5.03	E	5.28	E	curbs are intermittent and shoulders at subdivisions
144.09	ROCKBRIDGE RD	ORCHARD DR	EDGEFIELD DR	2.13	E	2	U	11502	4	45	10.5	0.0	0.0	21.0	0	4.5	-	N	S	0.0	0	0	0.0	3	2	4.86	E	5.35	E	
144.09	ROCKBRIDGE RD	ORCHARD DR	EDGEFIELD DR	2.13	W	2	U	11502	4	45	10.5	0.0	0.0	21.0	0	4.5	-	N	S	0.0	0	0	0.0	3	2	4.86	E	5.35	E	inconsistent at stone mountain twltl
144.1	ROCKBRIDGE RD	EDGEFIELD DR	TWIN SPRINGS LN / WOODSTONE RD	1.95	E	2	U	8097	3	45	12.0	0.0	0.0	24.0	0	4.0	-	N	S	2.0	0	5	5.0	3	3	4.36	D	4.71	E	
144.1	ROCKBRIDGE RD	EDGEFIELD DR	TWIN SPRINGS LN / WOODSTONE RD	1.95	W	2	U	8097	3	45	12.0	0.0	0.0	24.0	0	4.0	-	N	C	2.0	0	70	5.0	3	3	4.36	D	3.81	D	
144.11	ROCKBRIDGE RD	WOODSTONE RD / TWIN SPRINGS LN	ROCK CHAPEL RD	1.51	E	2	U	6746	3	45	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	4.25	D	4.67	E	
144.11	ROCKBRIDGE RD	WOODSTONE RD / TWIN SPRINGS LN	ROCK CHAPEL RD	1.51	W	2	U	6746	3	45	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	4.25	D	4.67	E	
144.12	ROCKBRIDGE RD	ROCK CHAPEL RD	N HILEAH / S HILEAH	0.66	E	4	D	41039	5	45	11.5	0.0	0.0	23.0	0	4.0	-	N	C	0.0	0	100	5.0	3	2	5.41	E	4.98	E	
144.12	ROCKBRIDGE RD	ROCK CHAPEL RD	N HILEAH / S HILEAH	0.66	W	4	D	41039	5	45	11.5	0.0	0.0	23.0	0	4.0	-	N	C	0.0	0	100	5.0	3	2	5.41	E	4.98	E	
144.13	ROCKBRIDGE RD	S HILEAH / N HILEAH	RIVERLAKE WAY	0.50	E	4	D	41065	5	45	11.5	0.0	0.0	23.0	0	4.0	-	N	C	0.0	0	100	5.0	3	0	5.41	E	4.98	E	
144.13	ROCKBRIDGE RD	S HILEAH / N HILEAH	RIVERLAKE WAY	0.50	W	4	D	41065	5	45	11.5	0.0	0.0	23.0	0	4.0	-	N	C	0.0	0	100	5.0	3	0	5.41	E	4.98	E	
145.01	PONCE DE LEON AVE	S PONCE DE LEON AVE / BRIARCLIFF RD	SCOTT BLVD / W PONCE DE LEON AVE	2.16	E	4	U	44771	5	35	9.5	0.0	0.0	38.0	0	4.5	-	N	G	2.0	0	100	5.0	1	6	5.29	E	4.88	E	25% of seg has SUP WB/ 8ft behind 17ft buffer/ trees & posts@ 50' OC
145.01	PONCE DE LEON AVE	S PONCE DE LEON AVE / BRIARCLIFF RD	SCOTT BLVD / W PONCE DE LEON AVE	2.16	W	4	U	44771	5	35	9.5	0.0	0.0	38.0	0	4.5	-	N	G	2.0	0	40	5.0	1	6	5.29	E	5.82	F	25% of seg has SUP WB/
145.02	W PONCE DE LEON AVE	W TRINITY PL	PONCE DE LEON AVE / SCOTT BLVD	0.48	E	2	U	5530	2	35	24.5	12.5	6.5	50.0	0	4.5	4.5	Y	G	4.0	90	100	5.0	1	1	0.00	A	2.28	B	
145.02	W PONCE DE LEON AVE	W TRINITY PL	PONCE DE LEON AVE / SCOTT BLVD	0.48	W	2	U	5530	2	35	24.5	12.5	6.5	50.0	0	4.5	4.5	Y	G	4.0	35	100	5.0	1	1	0.00	A	2.14	B	
145.03	W PONCE DE LEON AVE	W TRINITY PL	NELSON FERRY	0.24	E	3	U	8015	2	35	20.0	9.0	0.0	42.0	65	4.0	4.0	N	G	4.0	15	100	5.0	1	1	2.64	C	1.35	A	Shared Lane Markings
145.03	W PONCE DE LEON AVE	W TRINITY PL	NELSON FERRY	0.24	W	3	U	8015	2	35	11.0	0.0	0.0	42.0	0	4.0	-	N	G	4.0	15	100	5.0	1	1	3.53	D	2.00	B	Shared Lane Markings
145.031	W PONCE DE LEON AVE	NELSON FERRY	CHURCH ST / E PONCE DE LEON AVE	0.52	E	2	U	8015	2	25	18.5	8.0	0.0	37.0	85	3.5	3.5	N	G	5.0	20	100	6.0	1	4	3.56	D	1.45	A	Sidewalk settles and buckles, sidewalk width variable 5-8 feet, some storefront encroachment
145.031	W PONCE DE LEON AVE	NELSON FERRY	CHURCH ST / E PONCE DE LEON AVE	0.52	W	2	U	8015	2	25	18.5	8.0	0.0	37.0	85	3.5	3.5	N	G	5.0	20	100	6.0	1	4	3.56	D	1.45	A	Sidewalk settles and buckles, sidewalk width variable 5-8 feet, some storefront encroachment
145.04	E PONCE DE LEON AVE	CHURCH ST	COMMERCE DR	0.18	E	3	U	8630	2	25	18.0	7.0	0.0	47.0	75	3.5	3.5	N	C	3.0	35	100	8.0	1	2	2.98	C	1.22	A	2 lanes WB, 1 EB. Buffer variable 0-5 feet, sharrows
145.04	E PONCE DE LEON AVE	CHURCH ST	COMMERCE DR	0.18	W	3	U	8630	2	25	18.0	7.0	0.0	47.0	75	3.5	3.5	N	C	3.0	35	100	8.0	1	2	2.98	C	1.22	A	2 lanes WB, 1 EB. Buffer variable 0-5 feet, sharrows
145.05	E PONCE DE LEON AVE	COMMERCE DR	SYCAMORE DR / SYCAMORE ST	0.51	E	2	U	10048	3	35	16.0	0.0	0.0	32.0	0	4.0	-	N	C	4.0	0	100	5.0	2	1	3.71	D	3.13	C	Shared Lane Markings
145.05	E PONCE DE LEON AVE	COMMERCE DR	SYCAMORE DR / SYCAMORE ST	0.51	W	2	U	10048	3	35	16.0	0.0	0.0	32.0	0	4.0	-	N	C	4.0	0	100	5.0	2	1	3.71	D	3.13	C	Shared Lane Markings
145.06	E PONCE DE LEON AVE	SYCAMORE ST / SYCAMORE DR	SAMS CROSSING	0.15	E	4	U	6410	2	30	12.5	0.0	0.0	48.0	0	3.5	-	N	G	0.0	0	100	6.0	1	1	2.88	C	2.33	B	Shared Lane Markings
145.06	E PONCE DE LEON AVE	SYCAMORE ST / SYCAMORE DR	SAMS CROSSING	0.15	W	4	U	6410	2	30	12.5	0.0	0.0	48.0	0	3.5	-	N	G	4.0	0	100	4.0	1	1	2.88	C	2.39	B	Shared Lane Markings
145.061	E PONCE DE LEON AVE	SAMS CROSSING	DEKALB INDUSTRIAL WAY	0.49	E	4	S	6410	3	40	10.0	0.0	0.0	49.0	0	3.5	-	N	C	3.0	0	100	8.0	3	1	3.81	D	2.49	B	EB SW is PATH facility
145.061	E PONCE DE LEON AVE	SAMS CROSSING	DEKALB INDUSTRIAL WAY	0.49	W	4	S	6410	3	40	10.0	0.0	0.0	49.0	0	3.5	-	N	G	0.0	0	0	0.0	1	1	3.81	D	4.25	D	EB SW is PATH facility

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
145.07	E PONCE DE LEON AVE	DEKALB INDUSTRIAL WAY	CLARENDON AVE	0.96	E	4	U	9418	3	40	10.0	0.0	0.0	40.0	0	4.0	-	N	S	0.0	0	0	0.0	2	1	3.98	D	4.43	D	
145.07	E PONCE DE LEON AVE	DEKALB INDUSTRIAL WAY	CLARENDON AVE	0.96	W	4	U	9418	3	40	10.0	0.0	0.0	40.0	0	4.0	-	N	C	0.0	0	50	6.0	1	1	3.98	D	3.65	D	
145.071	E PONCE DE LEON AVE	CLARENDON AVE	VALLEY BROOK	0.35	E	2	U	9418	3	40	11.0	0.0	0.0	22.0	0	3.5	-	N	G	0.0	0	0	0.0	2	1	4.62	E	4.87	E	
145.071	E PONCE DE LEON AVE	CLARENDON AVE	VALLEY BROOK	0.35	W	2	U	9418	3	40	11.0	0.0	0.0	22.0	0	3.5	-	N	G	0.0	0	0	0.0	2	1	4.62	E	4.87	E	
145.072	E PONCE DE LEON AVE	VALLEY BROOK	WETHERBURN DR	2.35	E	2	U	9418	2	35	11.5	0.0	0.0	23.0	0	4.0	-	N	G	1.5	0	18	4.0	2	4	4.03	D	4.44	D	variable speed limit- 30-45
145.072	E PONCE DE LEON AVE	VALLEY BROOK	WETHERBURN DR	2.35	W	2	U	9418	2	35	11.5	0.0	0.0	23.0	0	4.0	-	N	G	1.5	0	78	4.0	2	4	4.03	D	3.68	D	short stretches of newer wide sidewalk
145.08	E PONCE DE LEON AVE	WETHERBURN DR	HAMBRICK RD	1.38	E	2	T	13737	4	45	11.0	0.0	0.0	33.0	0	3.5	-	N	G	0.0	0	0	0.0	2	1	5.14	E	5.55	F	
145.08	E PONCE DE LEON AVE	WETHERBURN DR	HAMBRICK RD	1.38	W	2	T	13737	4	45	11.0	0.0	0.0	33.0	0	3.5	-	N	G	1.5	0	50	4.0	2	1	5.14	E	4.90	E	
145.09	E PONCE DE LEON AVE	HAMBRICK RD	HAIRSTON RD	1.05	E	2	U	3435	3	45	11.0	0.0	0.0	22.0	0	3.5	-	N	G	10.0	0	20	10.0	2	4	3.64	D	3.94	D	trail switches to eastbound side at Juliette Rd; buffer variable from 0-40
145.09	E PONCE DE LEON AVE	HAMBRICK RD	HAIRSTON RD	1.05	W	2	U	3435	3	45	11.0	0.0	0.0	22.0	0	3.5	-	N	G	10.0	0	80	10.0	2	4	3.64	D	2.82	C	sidewalk = trail, width varies 8-12 ft
145.091	E PONCE DE LEON AVE	HAIRSTON RD	JAMES B RIVERS MEMORIAL DR / SILVER	1.78	E	2	U	15165	4	45	11.0	0.0	0.0	22.0	0	3.5	-	N	G	10.0	0	20	10.0	2	4	5.19	E	5.35	E	trail switches to eastbound side at Juliette Rd; buffer variable from 0-40
145.091	E PONCE DE LEON AVE	HAIRSTON RD	JAMES B RIVERS MEMORIAL DR / SILVER	1.78	W	2	U	15165	4	45	11.0	0.0	0.0	22.0	0	3.5	-	N	G	10.0	0	80	10.0	2	4	5.19	E	4.22	D	sidewalk = trail, width varies 8-12 ft
146.01	DEKALB AVE	MORELAND AVE NE	JOSEPHINE ST	0.06	E	4	U	19834	3	35	11.0	0.0	0.0	45.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	4.54	E	4.78	E	
146.01	DEKALB AVE	MORELAND AVE NE	JOSEPHINE ST	0.06	W	4	U	19834	3	35	11.0	0.0	0.0	45.0	0	3.5	-	N	C	8.0	0	100	5.0	1	1	4.54	E	3.15	C	
146.02	DEKALB AVE	JOSEPHINE ST	OXFORD PL	1.53	E	3	U	17579	3	35	11.5	0.0	0.0	35.0	0	3.5	-	N	G	0.0	0	0	0.0	2	1	4.41	D	4.60	E	REVERSIBLE CENTER LANE
146.02	DEKALB AVE	JOSEPHINE ST	OXFORD PL	1.53	W	3	U	17579	3	35	11.5	0.0	0.0	35.0	0	3.5	-	N	G	0.0	0	100	5.5	2	1	4.41	D	3.21	C	REVERSIBLE CENTER LANE
146.03	W HOWARD AVE	DEKALB AVE / OXFORD PL	E HOWARD AVE / N MCDONOUGH ST	1.64	E	4	U	15734	3	35	11.5	0.0	0.0	44.0	0	3.5	-	N	G	0.0	0	90	10.0	2	5	4.36	D	3.06	C	EB SW is PATH facility
146.03	W HOWARD AVE	DEKALB AVE / OXFORD PL	E HOWARD AVE / N MCDONOUGH ST	1.64	W	4	U	15734	3	35	11.5	0.0	0.0	44.0	0	3.5	-	N	G	2.5	70	100	5.0	2	5	4.36	D	2.97	C	EB SW is PATH facility
146.04	E HOWARD AVE	W HOWARD AVE / N MCDONOUGH ST	E TRINITY PL / N CANDLER ST	0.24	W	1	OW	3341	2	25	19.0	0.0	0.0	19.0	10	4.0	-	N	C	0.0	0	100	5.0	2	1	2.55	C	2.29	B	EB SW is PATH facility
146.04	E HOWARD AVE	W HOWARD AVE / N MCDONOUGH ST	E TRINITY PL / N CANDLER ST	0.24	X	1	OW	3341	2	25	19.0	0.0	0.0	19.0	10	4.0	-	N	C	0.0	0	100	10.0	2	1	2.55	C	2.11	B	EB SW is PATH facility
147.01	W COLLEGE AVE	S MCDONOUGH ST / E COLLEGE AVE	EAST LAKE DR	0.90	E	2	U	9209	2	35	14.0	0.0	0.0	28.0	0	3.5	-	N	G	2.0	0	100	4.0	1	1	3.85	D	3.27	C	
147.01	W COLLEGE AVE	S MCDONOUGH ST / E COLLEGE AVE	EAST LAKE DR	0.90	w	2	U	9209	2	35	14.0	0.0	0.0	28.0	0	3.5	-	N	S	0.0	0	0	0.0	1	2	3.85	D	4.40	D	
147.02	E COLLEGE AVE	W COLLEGE AVE	S CANDLER ST	0.24	E	2	U	13892	3	35	11.0	0.0	0.0	22.0	0	3.5	-	N	G	2.0	0	0	0.0	2	1	4.70	E	5.25	E	RRFB w/ Danish offset midblock infornt of College
147.02	E COLLEGE AVE	W COLLEGE AVE	S CANDLER ST	0.24	W	2	U	13892	3	35	11.0	0.0	0.0	22.0	0	3.5	-	N	G	0.0	0	100	4.0	2	1	4.70	E	4.01	D	RRFB w/ Danish offset midblock infornt of College
147.03	E COLLEGE AVE	S CANDLER ST	DALEROSE AVE / HILLYER ST	0.89	E	4	U	19070	3	35	11.5	0.0	0.0	46.0	0	4.0	-	N	G	1.5	0	95	5.0	3	3	4.31	D	3.37	C	
147.03	E COLLEGE AVE	S CANDLER ST	DALEROSE AVE / HILLYER ST	0.89	W	4	U	19070	3	35	11.5	0.0	0.0	46.0	0	4.0	-	N	G	0.0	0	0	0.0	3	3	4.31	D	4.69	E	
147.04	N AVONDALE RD	E COLLEGE AVE / DALEROSE AVE	N AVONDALE PLZ / N CLARENDON AVE	0.61	E	4	T	18109	3	35	10.5	0.0	0.0	51.0	0	4.0	-	N	G	0.0	0	10	4.5	2	3	4.39	D	4.60	E	Sidewalk has brick edge ban in places- slab = 4'
147.04	N AVONDALE RD	E COLLEGE AVE / DALEROSE AVE	N AVONDALE PLZ / N CLARENDON AVE	0.61	W	4	T	18109	3	35	10.5	0.0	0.0	51.0	0	4.0	-	N	G	2.0	0	89	4.5	2	3	4.39	D	3.47	C	Sidewalk has brick edge ban in places- slab = 4'
147.05	COVINGTON RD	S AVONDALE PLZ / N AVONDALE PLZ	COVINGTON HWY / STRATFORD GRN	0.49	E	2	U	19572	3	35	13.5	1.5	0.0	27.0	0	4.0	4.0	N	G	15.0	20	100	4.0	1	2	4.42	D	3.07	C	Sidewalk heaving/settling EB
147.05	COVINGTON RD	S AVONDALE PLZ / N AVONDALE PLZ	COVINGTON HWY / STRATFORD GRN	0.49	W	3	U	19572	3	35	13.5	1.5	0.0	27.0	0	4.0	4.0	N	G	4.0	60	60	4.0	1	2	4.07	D	3.66	D	Sidewalk heaving/settling EB
147.06	COVINGTON HWY	STRATFORD GRN	MCLAIN LN	4.11	E	4	T	23071	4	45	11.5	0.0	0.0	61.0	0	4.5	-	N	C	2.0	0	60	5.0	1	12	4.75	E	4.40	D	Buffer is stamped
147.06	COVINGTON HWY	STRATFORD GRN	MCLAIN LN	4.11	W	4	T	23071	4	45	11.5	0.0	0.0	61.0	0	4.5	-	N	C	2.0	0	60	5.0	1	12	4.75	E	4.40	D	Buffer is stamped
147.07	COVINGTON HWY	MCLAIN LN	LENOX AVE	0.88	E	4	U	29029	4	45	11.5	0.0	0.0	47.0	0	4.5	-	N	C	2.0	0	5	4.0	2	1	4.86	E	5.54	F	
147.07	COVINGTON HWY	MCLAIN LN	LENOX AVE	0.88	W	4	U	29029	4	45	11.5	0.0	0.0	47.0	0	4.5	-	N	C	2.0	0	10	4.0	2	1	4.86	E	5.47	E	
147.08	COVINGTON HWY	LENOX AVE	HIDDEN CHASE	0.57	E	4	T	36765	4	45	12.0	0.0	0.0	61.5	0	4.5	-	N	C	0.0	0	0	0.0	1	1	4.93	E	6.01	F	
147.08	COVINGTON HWY	LENOX AVE	HIDDEN CHASE	0.57	W	4	T	36765	4	45	12.0	0.0	0.0	61.5	0	4.5	-	N	C	0.0	0	0	0.0	1	1	4.93	E	6.01	F	
147.09	COVINGTON HWY	HIDDEN CHASE	MILLER RD	0.48	E	4	U	33309	4	45	12.0	0.0	0.0	48.0	0	4.5	-	N	C	0.0	0	25	6.0	2	2	4.88	E	5.46	E	Pig trails
147.09	COVINGTON HWY	HIDDEN CHASE	MILLER RD	0.48	W	4	U	33309	4	45	12.0	0.0	0.0	48.0	0	4.5	-	N	C	0.0	0	5	6.0	2	2	4.88	E	5.74	F	Pig trails
147.1	COVINGTON HWY	MILLER RD	PANOLA RD	0.86	E	4	T	23076	4	45	12.0	0.0	0.0	61.0	0	4.5	-	N	C	2.0	0	100	4.5	2	1	4.69	E	3.88	D	Gutters full of debris, grass WB, removed crosswalk at Scarborough
147.1	COVINGTON HWY	MILLER RD	PANOLA RD	0.86	W	4	T	23076	4	45	12.0	0.0	0.0	61.0	0	4.5	-	N	C	0.0	0	0	0.0	2	1	4.69	E	5.20	E	Gutters full of debris, grass WB, removed crosswalk at Scarborough
147.11	COVINGTON HWY	PANOLA RD	WOODCREST WALK	1.52	E	4	U	19740	4	45	12.0	0.0	0.0	48.0	0	4.5	-	N	C	0.0	0	25	0.0	2	2	4.61	E	5.00	E	Debris, grass in gutter, Access to Sports complex
147.11	COVINGTON HWY	PANOLA RD	WOODCREST WALK	1.52	W	4	U	19740	4	45	12.0	0.0	0.0	48.0	0	4.5	-	N	C	0.0	0	0	0.0	2	2	4.61	E	5.00	E	Debris, grass in gutter, Access to Sports complex
147.12	COVINGTON HWY	WOODCREST WALK	CRAGSTONE CT	0.48	E	4	U	17367	4	45	12.0	0.0	0.0	48.0	0	4.5	-	N	C	0.0	0	0	0.0	2	0	4.55	E	4.85	E	Grass in gutter
147.12	COVINGTON HWY	WOODCREST WALK	CRAGSTONE CT	0.48	W	4	U	17367	4	45	12.0	0.0	0.0	48.0	0	4.5	-	N	C	0.0	0	0	0.0	2	0	4.55	E	4.85	E	Grass in gutter
147.13	COVINGTON HWY	CRAGSTONE CT	EVANS MILL RD	1.37	E	4	S	21115	4	45	12.0	0.0	0.0	61.0	0	4.5	-	N	C	0.0	0	0	0.0	2	3	4.64	E	5.08	E	
147.13	COVINGTON HWY	CRAGSTONE CT	EVANS MILL RD	1.37	W	4	S	21115	4	45	12.0	0.0	0.0	61.0	0	4.5	-	N	C	0.0	0	40	5.0	2	3	4.64	E	4.56	E	
147.14	COVINGTON HWY	EVANS MILL RD	LAKE CAPRI RD (CO LINE	2.65	E	2	U	5135	3	45	12.0	0.0	0.0	24.0	0	4.5	-	N	S	0.0	0	0	0.0	3	2	3.80	D	4.42	D	Isolated single parcel sidewalks, WB curb between Cagle and Swift
147.14	COVINGTON HWY	EVANS MILL RD	LAKE CAPRI RD (CO LINE	2.65	W	2	U	5135	3	45	12.0	0.0	0.0	24.0	0	4.5	-	N	S	0.0	0	0	0.0	3	2	3.80	D	4.42	D	Isolated single parcel sidewalks
148.01	MEMORIAL DR	MORELAND AVE SE	MEMORIAL TER	0.42	E	3	R	10800	3	35	9.5	0.0	0.0	30.5	0	3.5	-	N	G	1.0	0	100	4.0	2	1	4.34	D	3.02	C	Sidewalk in serious disrepair in places
148.01	MEMORIAL DR	MORELAND AVE SE	MEMORIAL TER	0.42	W	3	R	10800	3	35	9.5	0.0	0.0	30.5	0	3.5	-	N	G	1.0	0	100	5.0	2	1	4.34	D	2.89	C	Sidewalk in serious disrepair in places
148.02	MEMORIAL DR	MEMORIAL TER	2ND AVE SE	1.85	E	4	U	21667	4	35	10.0	0.0	0.0	38.0	0	4.0	-	N	C	1.0	0	100	4.5	2	5	4.75	E	3.59	D	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
148.02	MEMORIAL DR	MEMORIAL TER	2ND AVE SE	1.85	W	3	U	21667	4	35	10.0	0.0	0.0	38.0	0	4.0	-	N	C	1.0	0	100	4.5	2	5	4.75	E	3.59	D	
148.03	MEMORIAL DR	2ND AVE SE	CANDLER RD SE	1.02	E	3	R	24790	4	35	10.0	0.0	0.0	31.0	0	3.5	-	N	G	2.5	0	20	6.0	2	4	4.97	E	4.87	E	Center lane reversible
148.03	MEMORIAL DR	2ND AVE SE	CANDLER RD SE	1.02	W	3	R	24790	4	35	10.0	0.0	0.0	31.0	0	3.5	-	N	G	2.5	0	100	6.0	2	4	4.97	E	3.56	D	Center lane reversible
148.04	MEMORIAL DR	CANDLER RD SE	LINE ST / WOODFERN DR	0.68	E	4	U	32898	4	45	12.5	0.0	0.0	47.5	0	4.0	-	N	C	2.0	0	100	6.0	2	1	4.91	E	4.30	D	Buffer is stamped concrete
148.04	MEMORIAL DR	CANDLER RD SE	LINE ST / WOODFERN DR	0.68	W	4	U	32898	4	45	12.5	0.0	0.0	47.5	0	4.0	-	N	C	2.0	0	100	6.0	2	1	4.91	E	4.30	D	Buffer is stamped concrete
148.05	MEMORIAL DR	WOODFERN DR / LINE ST	MIDWAY RD	0.99	E	4	U	30569	4	45	11.5	0.0	0.0	47.0	0	4.5	-	N	C	2.0	0	100	6.0	2	4	4.89	E	4.19	D	Large striped gore areas
148.05	MEMORIAL DR	WOODFERN DR / LINE ST	MIDWAY RD	0.99	W	4	U	30569	4	45	11.5	0.0	0.0	47.0	0	4.5	-	N	C	2.0	0	100	6.0	2	4	4.89	E	4.19	D	Large striped gore areas
148.06	MEMORIAL DR	MIDWAY RD	COVINGTON HWY	1.21	E	4	D	28535	4	45	11.5	0.0	0.0	24.0	0	4.0	-	N	C	2.0	0	100	5.0	3	2	4.96	E	4.17	D	Buffer is stamped concrrete
148.06	MEMORIAL DR	MIDWAY RD	COVINGTON HWY	1.21	W	4	D	28535	4	45	11.5	0.0	0.0	24.0	0	4.0	-	N	C	2.0	0	100	6.0	3	2	4.96	E	4.07	D	Buffer is stamped concrrete
148.07	MEMORIAL DR	COVINGTON HWY	MOUNTAIN DR	0.50	E	6	T	42032	5	45	11.0	0.0	0.0	82.0	0	4.0	-	N	C	0.0	0	100	6.0	1	3	5.27	E	4.12	D	5T Between Covington and Kensington, 3 EB, 2WB
148.07	MEMORIAL DR	COVINGTON HWY	MOUNTAIN DR	0.50	W	6	T	42032	5	45	11.0	0.0	0.0	82.0	0	4.0	-	N	C	0.0	0	100	6.0	1	3	5.27	E	4.12	D	5T Between Covington and Kensington, 3 EB, 2WB
148.08	MEMORIAL DR	MOUNTAIN DR	GOLDSMITH RD / HWY 78 BYPASS EB	4.80	E	6	D	40292	5	45	12.0	0.0	0.0	34.5	0	4.5	-	N	C	2.0	0	100	6.0	1	21	5.03	E	3.95	D	Many driveway cuts but sidewalk continuous, buffer is stamped concrete, sidewalk *' some places on west end,etierh no gutter or paved- measurements are from stripes
148.08	MEMORIAL DR	MOUNTAIN DR	GOLDSMITH RD / HWY 78 BYPASS EB	4.80	W	6	D	40292	5	45	12.0	0.0	0.0	36.5	0	4.5	-	N	C	2.0	0	100	6.0	1	21	5.03	E	3.95	D	Many driveway cuts but sidewalk continuous, buffer is stamped concrete, sidewalk *' some places on west end,etierh no gutter or paved- measurements are from stripes
148.09	HWY 78 BYPASS EB	HWY 78 BYPASS WB / HWY 78 EB EXIT RAMP	HWY 78	2.10	E	4	D	22580	5	55	21.5	7.5	0.0	33.5	0	4.5	4.0	N	S	0.0	0	0	0.0	1	1	1.87	B	4.84	E	WI measured to outside of rumble strip, no gaps in rumble strip, debris in shoulder
148.09	HWY 78 BYPASS EB	HWY 78 BYPASS WB / HWY 78 EB EXIT RAMP	HWY 78	2.10	W	4	D	22580	5	55	21.5	7.5	0.0	33.5	0	4.5	4.0	N	S	0.0	0	0	0.0	1	1	1.87	B	4.84	E	WI measured to outside of rumble strip, no gaps in rumble strip, debris in shoulder
149.01	GLENWOOD AVE	FLAT SHOALS AVE	CLIFTON ST SE	0.76	E	2	U	6165	2	35	18.0	0.0	0.0	30.0	0	4.0	-	N	C	2.5	200	100	5.0	2	1	2.75	C	2.65	C	
149.01	GLENWOOD AVE	FLAT SHOALS AVE	CLIFTON ST SE	0.76	W	2	U	6165	2	35	12.0	0.0	0.0	30.0	0	4.0	-	N	C	2.5	200	100	5.0	2	1	3.65	D	2.83	C	
149.02	GLENWOOD AVE	CLIFTON ST SE	S HOWARD ST	0.34	E	4	U	18534	3	35	11.5	0.0	0.0	45.0	0	4.0	-	N	C	0.0	0	100	5.0	3	3	4.29	D	3.31	C	Overpass over 285
149.02	GLENWOOD AVE	CLIFTON ST SE	S HOWARD ST	0.34	W	4	U	18534	3	35	11.5	0.0	0.0	45.0	0	4.0	-	N	C	0.0	0	80	5.0	3	3	4.29	D	3.58	D	Overpass over 285
149.03	GLENWOOD AVE	S HOWARD ST	950' E OF BERNICE ST (4 L	0.65	E	2	T	16874	3	35	15.0	3.0	0.0	40.0	0	3.5	3.5	N	G	0.0	0	40	6.0	3	1	3.79	D	4.75	E	Pavement cuts at right edge
149.03	GLENWOOD AVE	S HOWARD ST	950' E OF BERNICE ST (4 L	0.65	W	2	T	16874	3	35	14.0	0.0	0.0	40.0	0	3.5	-	N	G	0.0	0	100	6.0	3	1	4.43	D	4.05	D	Pavement cuts at right edge
149.04	GLENWOOD AVE	950' E OF BERNICE ST (TWLTL)	HAMPTON AVE	0.40	E	4	U	17847	3	35	12.0	0.0	0.0	47.0	0	3.5	-	N	G	0.0	0	100	5.5	2	2	4.36	D	3.21	C	
149.04	GLENWOOD AVE	950' E OF BERNICE ST (TWLTL)	HAMPTON AVE	0.40	W	4	U	17847	3	35	12.0	0.0	0.0	47.0	0	3.5	-	N	G	0.0	0	65	5.5	2	2	4.36	D	3.68	D	
149.05	GLENWOOD AVE	HAMPTON AVE	HOOPER ST	0.98	E	2	T	11897	3	35	17.0	4.0	0.0	46.5	0	3.5	-	Y	G	0.0	0	100	5.0	2	2	3.02	C	3.44	C	
149.05	GLENWOOD AVE	HAMPTON AVE	HOOPER ST	0.98	W	2	T	11897	3	35	17.0	4.0	0.0	46.5	0	3.5	-	Y	G	0.0	0	100	5.0	2	2	3.02	C	3.44	C	
149.06	GLENWOOD RD	HOOPER ST	COLUMBIA DR	2.22	E	4	U	8802	3	40	11.0	0.0	0.0	46.0	0	4.0	-	N	G	0.0	0	15	5.0	2	10	3.81	D	4.06	D	
149.06	GLENWOOD RD	HOOPER ST	COLUMBIA DR	2.22	W	4	U	8802	3	40	11.0	0.0	0.0	46.0	0	4.0	-	N	G	0.0	0	15	5.0	2	10	3.81	D	4.06	D	
149.061	GLENWOOD RD	COLUMBIA DR	GLENFAIR RD	1.30	E	4	U	15355	4	40	11.0	0.0	0.0	46.0	0	4.0	-	N	G	0.0	0	15	5.0	2	10	4.60	E	4.46	D	
149.061	GLENWOOD RD	COLUMBIA DR	GLENFAIR RD	1.30	W	4	U	15355	4	40	11.0	0.0	0.0	46.0	0	4.0	-	N	G	0.0	0	15	5.0	2	10	4.60	E	4.46	D	
149.062	GLENWOOD RD	GLENFAIR RD	COVINGTON HWY	0.78	E	4	U	24232	4	40	11.0	0.0	0.0	46.0	0	4.0	-	N	G	0.0	0	15	5.0	2	10	4.83	E	4.98	E	
149.062	GLENWOOD RD	GLENFAIR RD	COVINGTON HWY	0.78	W	4	U	24232	4	40	11.0	0.0	0.0	46.0	0	4.0	-	N	G	0.0	0	15	5.0	2	10	4.83	E	4.98	E	
150.01	CHAMBLEE TUCKER RD	PEACHTREE BLVD	NEW PEACHTREE RD	0.39	N	4	U	8696	3	45	11.0	0.0	0.0	44.0	0	4.5	-	N	C	0.0	0	100	6.0	1	3	3.77	D	2.97	C	
150.01	CHAMBLEE TUCKER RD	PEACHTREE BLVD	NEW PEACHTREE RD	0.39	S	4	U	8696	3	45	11.0	0.0	0.0	44.0	0	4.5	-	N	C	4.0	30	100	6.0	1	3	3.77	D	2.51	C	
150.02	CHAMBLEE TUCKER RD	NEW PEACHTREE RD	SHALLOWFORD RD	1.27	E	4	D	20291	4	45	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	0	0.0	3	6	4.88	E	5.03	E	
150.02	CHAMBLEE TUCKER RD	NEW PEACHTREE RD	SHALLOWFORD RD	1.27	W	4	D	20291	4	45	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	100	5.0	3	6	4.88	E	3.73	D	
150.03	CHAMBLEE TUCKER RD	SHALLOWFORD RD	85 NB ENTRY RAMP / 85 NB EXIT RAMP	0.90	E	4	U	26496	4	45	12.0	0.0	0.0	48.0	0	4.5	-	N	C	0.0	0	100	5.0	3	1	4.76	E	4.09	D	
150.03	CHAMBLEE TUCKER RD	SHALLOWFORD RD	85 NB ENTRY RAMP / 85 NB EXIT RAMP	0.90	W	4	U	26496	4	45	12.0	0.0	0.0	48.0	0	4.5	-	N	C	0.0	0	100	5.0	3	1	4.76	E	4.09	D	
150.04	CHAMBLEE TUCKER RD	85 NB ENTRY RAMP / 85 NB EXIT RAMP	STANTONDALE DR	0.44	E	6	D	15826	3	35	12.0	0.0	0.0	36.0	0	4.0	-	N	C	0.0	0	100	5.0	3	4	3.76	D	2.82	C	
150.04	CHAMBLEE TUCKER RD	85 NB ENTRY RAMP / 85 NB EXIT RAMP	STANTONDALE DR	0.44	W	6	D	15826	3	35	12.0	0.0	0.0	36.0	0	4.0	-	N	C	0.0	0	100	5.0	3	4	3.76	D	2.82	C	
150.05	CHAMBLEE TUCKER RD	STANTONDALE DR	EMBRY CIR	0.45	E	4	D	10817	3	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	100	5.0	3	2	3.78	D	2.84	C	
150.05	CHAMBLEE TUCKER RD	STANTONDALE DR	EMBRY CIR	0.45	W	4	D	10817	3	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	100	5.0	3	2	3.78	D	2.84	C	
150.06	CHAMBLEE TUCKER RD	EMBRY CIR	285	0.56	E	6	D	19326	3	35	11.5	0.0	0.0	35.0	0	4.0	-	N	C	0.0	0	100	5.0	3	3	4.01	D	2.98	C	peds crossing mid block- btwn mexican grocery and bank
150.06	CHAMBLEE TUCKER RD	EMBRY CIR	285	0.56	W	6	D	19326	3	35	11.5	0.0	0.0	35.0	0	4.0	-	N	C	0.0	0	100	5.0	3	3	4.01	D	2.98	C	
150.061	CHAMBLEE TUCKER RD	285	Northcrest	0.18	E	4	T	19326	3	35	11.0	0.0	0.0	56.0	0	3.5	-	N	C	0.0	0	50	5.0	3	1	4.52	E	4.06	D	
150.061	CHAMBLEE TUCKER RD	285	Northcrest	0.18	W	4	T	19326	3	35	11.0	0.0	0.0	56.0	0	3.5	-	N	C	0.0	0	25	5.0	3	1	4.52	E	4.41	D	
150.062	CHAMBLEE TUCKER RD	Northcrest	Chamblee Tucker/Tucker No	1.88	E	4	U	19326	4	40	11.0	0.0	0.0	44.0	0	3.5	-	N	C	1.5	0	100	4.0	1	2	4.86	E	3.60	D	gutter is paved over
150.062	CHAMBLEE TUCKER RD	Nortthcrest	Chamblee Tucker	1.88	W	4	U	19326	4	40	11.0	0.0	0.0	44.0	0	3.5	-	N	C	1.5	0	50	4.0	1	2	4.86	E	4.25	D	
151.01	MOUNTAIN DR	COVINGTON HWY	MEMORIAL DR	0.58	E	4	U	2601	3	45	10.5	0.0	0.0	44.5	0	4.0	-	N	C	0.0	0	0	0.0	2	1	2.06	B	3.49	C	
151.01	MOUNTAIN DR	COVINGTON HWY	MEMORIAL DR	0.58	W	4	U	2601	3	45	10.5	0.0	0.0	44.5	0	4.0	-	N	C	2.0	0	65	4.0	2	1	2.06	B	3.24	C	
152.01	KENSINGTON RD	COVINGTON HWY	GATEHOUSE DR	0.36	E	4	T	7781	2	35	11.5	0.0	0.0	57.0	0	4.5	-	N	C	0.0	0	100	5.0	1	1	3.31	C	2.67	C	
152.01	KENSINGTON RD	COVINGTON HWY	GATEHOUSE DR	0.36	W	4	T	7781	2	35	11.5	0.0	0.0	57.0	0	4.5	-	N	C	0.0	0	100	5.0	1	1	3.31	C	2.67	C	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_0) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
152.02	KENSINGTON RD	GATEHOUSE DR	ELDER LN / REDAN RD	1.53	E	2	U	9806	3	45	12.0	0.0	0.0	24.0	0	4.5	-	N	C	2.0	0	40	5.0	2	4	4.36	D	4.44	D	
152.02	KENSINGTON RD	GATEHOUSE DR	ELDER LN / REDAN RD	1.53	W	2	U	9806	3	45	12.0	0.0	0.0	24.0	0	4.5	-	N	C	2.0	0	60	5.0	2	4	4.36	D	4.16	D	
152.03	REDAN RD	ELDER LN	500' E OF INDIAN CREEK R	0.49	E	4	U	14871	4	45	11.0	0.0	0.0	45.5	0	4.5	-	N	C	3.0	0	80	5.0	1	2	4.58	E	3.62	D	
152.03	REDAN RD	ELDER LN	500' E OF INDIAN CREEK R	0.49	W	4	U	14871	4	45	11.0	0.0	0.0	45.5	0	4.5	-	N	C	3.0	0	80	5.0	1	2	4.58	E	3.62	D	
152.04	REDAN RD	500' E OF INDIAN CREEK RD (4 L	VALERIE WOODS DR	0.44	E	2	U	13142	4	45	11.5	0.0	0.0	23.0	0	4.5	-	N	G	1.5	0	100	4.0	3	0	4.81	E	4.17	D	Bus riders observed waiting at stop with no sidewalk access
152.04	REDAN RD	500' E OF INDIAN CREEK RD (4 L	VALERIE WOODS DR	0.44	W	2	U	13142	4	45	11.5	0.0	0.0	23.0	0	4.5	-	N	S	0.0	0	0	0.0	3	0	4.81	E	5.44	E	Bus riders observed waiting at stop with no sidewalk access
152.05	REDAN RD	VALERIE WOODS DR	ASHTON OAK CIR	0.84	E	2	U	14007	4	45	13.5	0.0	0.0	25.5	0	4.5	-	N	C	0.0	0	100	6.0	5	2	4.59	E	4.04	D	
152.05	REDAN RD	VALERIE WOODS DR	ASHTON OAK CIR	0.84	W	2	U	14007	4	45	12.0	0.0	0.0	25.5	0	4.5	-	N	C	1.5	0	40	5.0	5	2	4.78	E	4.95	E	
152.06	REDAN RD	ASHTON OAK CIR	N REDAN CIR	0.62	E	4	T	14693	4	45	11.0	0.0	0.0	61.0	0	4.0	-	N	C	0.0	0	100	5.0	3	1	4.67	E	3.43	C	
152.06	REDAN RD	ASHTON OAK CIR	N REDAN CIR	0.62	W	4	T	14693	4	45	11.0	0.0	0.0	61.0	0	4.0	-	N	C	0.0	0	30	5.0	3	1	4.67	E	4.38	D	
152.07	REDAN RD	N REDAN CIR	DUSTIN CT / KEMPER PL	1.23	E	2	T	12820	4	45	10.5	0.0	0.0	32.0	0	4.0	-	N	C	1.5	0	100	4.0	3	1	5.01	E	4.16	D	
152.07	REDAN RD	N REDAN CIR	DUSTIN CT / KEMPER PL	1.23	W	2	T	12820	4	45	10.5	0.0	0.0	32.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	5.01	E	5.50	E	
152.08	REDAN RD	KEMPER PL / DUSTIN CT	REDAN CIR	0.42	E	4	U	9636	3	45	11.5	0.0	0.0	45.5	0	4.5	-	N	C	2.0	0	100	5.0	2	1	3.81	D	3.04	C	
152.08	REDAN RD	KEMPER PL / DUSTIN CT	REDAN CIR	0.42	W	4	U	9636	3	45	11.5	0.0	0.0	45.5	0	4.5	-	N	C	2.0	0	100	5.0	2	1	3.81	D	3.04	C	
152.09	REDAN RD	REDAN CIR	S STONE MOUNTAIN LITHONIA RD	1.25	E	2	U	8467	3	45	10.5	0.0	0.0	21.0	0	4.5	-	N	S	0.0	0	0	0.0	3	0	4.45	D	4.98	E	
152.09	REDAN RD	REDAN CIR	S STONE MOUNTAIN LITHONIA RD	1.25	W	2	U	8467	3	45	10.5	0.0	0.0	21.0	0	4.5	-	N	S	0.0	0	0	0.0	3	0	4.45	D	4.98	E	
152.1	S STONE MOUNTAIN LITHONIA RD	REDAN RD	Shadowrock	0.17	E	2	U	8332	3	45	15.0	3.5	0.0	30.0	0	4.0	4.0	Y	C	2.0	0	100	5.0	1	1	3.38	C	3.33	C	buffer is variable
152.1	S STONE MOUNTAIN LITHONIA RD	REDAN RD	Shadowrock	0.17	W	2	U	8332	3	45	15.0	3.5	0.0	30.0	0	4.0	4.0	Y	C	2.0	0	100	5.0	1	1	3.38	C	3.33	C	buffer is variable
152.101	S STONE MOUNTAIN LITHONIA RD	Shadowrock	S DESHON RD	0.49	E	2	T	8332	3	45	12.0	0.0	0.0	35.5	0	4.0	-	N	C	0.0	0	50	5.0	1	1	4.37	D	4.15	D	
152.101	S STONE MOUNTAIN LITHONIA RD	Shadowrock	S DESHON RD	0.49	W	2	T	8332	3	45	12.0	0.0	0.0	35.5	0	4.0	-	N	C	0.0	0	50	5.0	1	1	4.37	D	4.15	D	
152.11	STONE MOUNTAIN ST	S DESHON RD / S STONE MOUNTAIN LITHONIA RD	MAX CLELAND BLVD	2.82	N	2	U	6102	2	35	10.5	0.0	0.0	21.0	0	4.5	-	N	C	2.0	0	0	0.0	1	3	3.71	D	4.38	D	Area around Lithonia Industrial Blvd under construction
152.11	STONE MOUNTAIN ST	S DESHON RD / S STONE MOUNTAIN LITHONIA RD	MAX CLELAND BLVD	2.82	S	2	U	6102	2	35	10.5	0.0	0.0	21.0	0	4.5	-	N	C	2.0	0	0	0.0	1	3	3.71	D	4.38	D	Area around Lithonia Industrial Blvd under construction
153.01	BAILEY ST	MORELAND AVE SE	CONSTITUTION RD / INTERNATIONAL PARK DR	1.62	E	2	U	6536	3	45	10.5	0.0	0.0	21.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	4.47	D	4.75	E	
153.01	BAILEY ST	MORELAND AVE SE	CONSTITUTION RD / INTERNATIONAL PARK DR	1.62	W	2	U	6536	3	45	10.5	0.0	0.0	21.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	4.47	D	4.75	E	
153.02	CONSTITUTION RD	WEST SIDE PL / INTERNATIONAL PARK DR	BOULDERCREST LN / BOULDERCREST RD	0.39	E	4	T	6580	2	35	11.0	0.0	0.0	50.0	0	3.5	-	N	C	0.0	0	0	0.0	3	1	3.51	D	3.98	D	
153.02	CONSTITUTION RD	WEST SIDE PL / INTERNATIONAL PARK DR	BOULDERCREST LN / BOULDERCREST RD	0.39	W	4	T	6580	2	35	11.0	0.0	0.0	50.0	0	3.5	-	N	C	1.0	0	0	0.0	3	1	3.51	D	3.98	D	
154.01	RIVER RD	BOULDERCREST RD	SANTA LETA DR	0.66	E	2	U	7523	3	45	12.0	0.0	0.0	24.0	0	3.0	-	N	C	0.0	0	0	0.0	3	1	4.65	E	4.71	E	
154.01	RIVER RD	BOULDERCREST RD	SANTA LETA DR	0.66	W	2	U	7523	3	45	12.0	0.0	0.0	24.0	0	3.0	-	N	C	1.5	0	100	4.0	3	1	4.65	E	3.47	C	curb only on sidewalk side
154.02	RIVER RD	SANTA LETA DR	DEER SPRINGS DR	0.34	E	2	T	7523	3	45	12.0	0.0	0.0	37.0	0	4.5	-	N	C	2.0	0	100	5.0	3	1	4.22	D	3.34	C	
154.02	RIVER RD	SANTA LETA DR	DEER SPRINGS DR	0.34	W	2	T	7523	3	45	12.0	0.0	0.0	37.0	0	4.5	-	N	C	2.0	0	100	5.0	3	1	4.22	D	3.34	C	
154.03	RIVER RD	DEER SPRINGS DR	PANTHERSVILLE RD	0.90	E	2	U	5803	3	45	11.5	0.0	0.0	23.0	0	3.5	-	N	S	1.5	0	20	5.0	3	4	4.23	D	4.28	D	at subsivisions NEED % coverage
154.03	RIVER RD	DEER SPRINGS DR	PANTHERSVILLE RD	0.90	W	2	U	5803	3	45	11.5	0.0	0.0	23.0	0	3.5	-	N	S	1.5	0	10	5.0	3	4	4.23	D	4.41	D	at subsivisions, NEED % coverage; intermittant curbs, turn lanes at development entrances
154.031	RIVER RD	PANTHERSVILLE RD	OAKVALE RD	0.72	E	2	U	11268	4	45	11.5	0.0	0.0	23.0	0	3.5	-	N	S	1.5	0	20	5.0	3	4	4.99	E	4.93	E	at subsivisions NEED % coverage
154.031	RIVER RD	PANTHERSVILLE RD	OAKVALE RD	0.72	W	2	U	11268	4	45	11.5	0.0	0.0	23.0	0	3.5	-	N	S	1.5	0	10	5.0	3	4	4.99	E	5.07	E	at subsivisions, NEED % coverage; intermittant curbs, turn lanes at development entrances
154.032	RIVER RD	OAKVALE RD	WALDROP RD	0.41	E	2	U	14715	4	45	11.5	0.0	0.0	23.0	0	3.5	-	N	S	1.5	0	20	5.0	3	4	5.12	E	5.34	E	at subsivisions NEED % coverage
154.032	RIVER RD	OAKVALE RD	WALDROP RD	0.41	W	2	U	14715	4	45	11.5	0.0	0.0	23.0	0	3.5	-	N	S	1.5	0	10	5.0	3	4	5.12	E	5.48	E	at subsivisions, NEED % coverage; intermittant curbs, turn lanes at development entrances
154.033	RIVER RD	WALDROP RD	WESLEY CHAPEL RD	2.60	E	2	U	9919	3	45	11.5	0.0	0.0	23.0	0	3.5	-	N	S	1.5	0	20	5.0	3	4	4.67	E	4.77	E	at subsivisions NEED % coverage
154.033	RIVER RD	WALDROP RD	WESLEY CHAPEL RD	2.60	W	2	U	9919	3	45	11.5	0.0	0.0	23.0	0	3.5	-	N	S	1.5	0	10	5.0	3	4	4.67	E	4.91	E	at subsivisions, NEED % coverage; intermittant curbs, turn lanes at development entrances
154.034	RIVER RD	WESLEY CHAPEL RD	SNAPFINGER RD	2.77	E	2	U	5027	3	45	11.5	0.0	0.0	23.0	0	3.5	-	N	S	1.5	0	20	5.0	3	4	4.09	D	4.18	D	at subsivisions NEED % coverage
154.034	RIVER RD	WESLEY CHAPEL RD	SNAPFINGER RD	2.77	W	2	U	5027	3	45	11.5	0.0	0.0	23.0	0	3.5	-	N	S	1.5	0	10	5.0	3	4	4.09	D	4.32	D	at subsivisions, NEED % coverage; intermittant curbs, turn lanes at development entrances
155.01	BROWNS MILL RD	SNAPFINGER RD	(BECOMES SCOTT HWY @	7.36	E	2	U	11093	4	55	12.0	0.0	0.0	24.5	0	4.0	-	N	S	0.0	0	0	0.0	3	3	4.91	E	5.54	F	Arabia Mountain Trail parallels and crosses under, variable buffer
155.01	BROWNS MILL RD	SNAPFINGER RD	(BECOMES SCOTT HWY @	7.36	W	2	U	11093	4	55	12.5	0.0	0.0	24.5	0	4.0	-	N	S	0.0	0	0	0.0	3	3	4.85	E	5.48	E	speed limit drops at Lachwood
156.01	SALEM RD	BROWNS MILL RD	EVANS MILL RD	2.41	E	2	U	5571	3	40	11.0	0.0	0.0	21.0	0	4.0	-	N	C	0.0	0	50	5.0	3	1	4.02	D	3.72	D	Bike lane slot EB @Panola Int.
156.01	SALEM RD	BROWNS MILL RD	EVANS MILL RD	2.41	W	2	U	5571	3	40	11.0	0.0	0.0	21.0	0	4.0	-	N	C	0.0	0	0	0.0	3	1	4.02	D	4.40	D	Bike lane slot EB @Panola Int.
157.01	ROCKLAND RD	EVANS MILL RD	MCDANIEL MILL RD	3.60	E	2	U	1659	3	45	9.5	0.0	0.0	18.5	0	3.5	-	N	S	2.0	0	5	5.0	3	0	2.79	C	4.22	D	Roundabout @ Klondike
157.01	ROCKLAND RD	EVANS MILL RD	MCDANIEL MILL RD	3.60	W	2	U	1659	3	45	9.0	0.0	0.0	18.5	0	3.5	-	N	S	2.0	0	10	5.0	3	0	2.90	C	4.20	D	Roundabout @ Klondike
158.01	PLEASANT HILL RD	HARMONY RIDGE DR / WATERFORD WAY	HARMONY RIDGE DR / WATERFORD WAY	3.90	E	2	U	11527	4	45	11.0	0.0	0.0	22.0	0	4.0	-	N	S	6.0	0	5	6.0	3	1	4.90	E	5.20	E	Isolated curbs at development entires
158.01	PLEASANT HILL RD	HARMONY RIDGE DR / WATERFORD WAY	HARMONY RIDGE DR / WATERFORD WAY	3.90	W	2	U	11527	4	45	11.0	0.0	0.0	22.0	0	4.0	-	N	S	6.0	0	5	6.0	3	1	4.90	E	5.20	E	Isolated curbs at development entires
159.01	UNION GROVE RD	SOUTHERN GROVE RD (CO LINE	PLEASANT HILL RD	0.97	N	2	U	2983	3	45	9.5	0.0	0.0	18.5	0	3.5	-	N	S	0.0	0	0	0.0	3	0	3.61	D	4.17	D	
159.01	UNION GROVE RD	SOUTHERN GROVE RD (CO LINE	PLEASANT HILL RD	0.97	S	2	U	2983	3	45	9.5	0.0	0.0	18.5	0	3.5	-	N	S	0.0	0	0	0.0	3	0	3.61	D	4.17	D	
160.01	THURMAN DR	CABIN DR	WILBURN RD	0.56	N	2	U	5758	3	45	13.0	1.0	0.0	26.0	0	4.0	4.0	N	S	0.0	0	0	0.0	3	0	3.90	D	4.41	D	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
160.01	THURMAN DR	CABIN DR	WILBURN RD	0.56	S	2	U	5758	3	45	13.0	1.0	0.0	26.0	0	4.0	4.0	N	S	0.0	0	0	0.0	3	0	3.90	D	4.41	D	
160.02	THURMAN DR	WILBURN RD	CEDAR GROVE RD / MORELAND AVE	0.41	N	2	U	5758	3	45	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	0	0.0	3	2	4.02	D	4.50	D	long turn lane between Cedar Grove, Wilburn
160.02	THURMAN DR	WILBURN RD	CEDAR GROVE RD / MORELAND AVE	0.41	S	2	U	5758	3	45	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	0	0.0	3	2	4.02	D	4.50	D	turn lanes
161.01	WARD LAKE RD	BOULDERCREST RD	LINECREST RD	1.50	E	2	U	6993	3	45	10.5	0.0	0.0	21.0	0	3.0	-	N	S	0.0	0	0	0.0	3	1	4.73	E	4.81	E	turn lanes and curbs at subdiv entrances
161.01	WARD LAKE RD	BOULDERCREST RD	LINECREST RD	1.50	W	2	U	6993	3	45	10.5	0.0	0.0	21.0	0	3.0	-	N	S	0.0	0	0	0.0	3	1	4.73	E	4.81	E	
162.01	E LAKE RD	PONCE DE LEON AVE	EAST LAKE DR / PARK PL	0.86	N	4	U	23962	4	35	9.5	0.0	0.0	39.0	0	4.0	-	N	G	4.0	20	100	5.0	1	3	4.85	E	3.09	C	Buffer goes to 0 under train tracks
162.01	E LAKE RD	PONCE DE LEON AVE	EAST LAKE DR / PARK PL	0.86	S	4	U	23962	4	35	9.5	0.0	0.0	39.0	0	4.0	-	N	G	4.0	20	100	5.0	1	3	4.85	E	3.09	C	Buffer goes to 0 under train tracks
162.02	COLLEGE AVE	PARK PL / EAST LAKE DR	EAST LAKE DR / W COLLEGE AVE	0.16	E	4	U	7186	2	35	11.5	0.0	0.0	47.5	0	4.0	-	N	C	0.0	0	0	8.0	1	0	3.21	C	3.97	D	
162.02	COLLEGE AVE	PARK PL / EAST LAKE DR	EAST LAKE DR / W COLLEGE AVE	0.16	W	4	U	7186	2	35	11.5	0.0	0.0	47.5	0	4.0	-	N	C	0.0	0	0	0.0	1	0	3.21	C	3.85	D	
162.021	PARK PL	COLLEGE AVE	EAST LAKE DR	0.20	E	4	U	7186	2	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	100	5.0	1	1	3.15	C	2.62	C	
162.021	PARK PL	COLLEGE AVE	EAST LAKE DR	0.20	W	4	U	7186	2	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	100	8.5	1	1	3.15	C	2.40	B	
163.01	DUNWOODY VILLAGE PKWY	Mt Vernon Rd	CHAMBLEE DUNWOODY R	0.43	N	4	D	2551	2	25	10.0	0.0	0.0	19.0	0	3.0	-	N	C	0.0	0	0	0.0	2	1	2.10	B	2.99	C	
163.01	DUNWOODY VILLAGE PKWY	Mt Vernon Rd	CHAMBLEE DUNWOODY RD	0.43	S	4	D	2551	2	25	10.0	0.0	0.0	19.0	0	3.0	-	N	C	0.0	0	0	0.0	2	1	2.10	B	2.99	C	
165.01	BRIARCLIFF RD	MORELAND AVE NE / FAIRVIEW RD	150' S OF ST CHARLES PL	0.19	N	4	U	33052	4	35	9.5	0.0	0.0	38.0	0	4.0	-	N	C	3.5	0	100	6.0	1	1	5.01	E	4.04	D	3 LANES (1 NB/2SB) North of Ponce
165.01	BRIARCLIFF RD	MORELAND AVE NE / FAIRVIEW RD	150' S OF ST CHARLES PL	0.19	S	4	U	33052	4	35	9.5	0.0	0.0	38.0	0	4.0	-	N	G	6.0	0	100	6.0	1	1	5.01	E	3.96	D	3 LANES (1 NB/2SB) North of Ponce
165.02	MORELAND AVE NE	FAIRVIEW	MCCLENDON	0.51	N	4	U	46377	5	35	9.5	0.0	0.0	39.0	0	4.0	-	N	G	5.0	30	100	6.0	1	4	5.41	E	4.39	D	NB sidewalk varies 4.5-10 feet (PATH facility at Freedom Park)
165.02	MORELAND AVE NE	FAIRVIEW	MCCLENDON	0.51	S	4	U	46377	5	35	9.5	0.0	0.0	39.0	0	4.0	-	N	G	5.0	0	100	7.0	1	4	5.41	E	4.73	E	NB sidewalk varies 4.5-10 feet (PATH facility at Freedom Park)
165.021	MORELAND AVE NE	DEKALB AVE	MCCLENDON	0.23	N	6	U	46377	5	35	10.0	0.0	0.0	64.0	0	4.0	-	N	C	0.0	0	100	6.0	1	1	5.16	E	4.01	D	
165.021	MORELAND AVE NE	DEKALB AVE	MCCLENDON	0.23	S	6	U	46377	5	35	10.0	0.0	0.0	64.0	0	4.0	-	N	C	2.5	25	100	5.0	1	1	5.16	E	3.74	D	
165.022	MORELAND AVE NE	MORELAND AVE SE / HOSEA L WILLIAMS DR NE	DEKALB AVE	0.56	N	4	D	46377	5	35	9.5	0.0	0.0	18.5	0	4.0	-	N	C	3.5	0	100	5.0	1	4	5.41	E	4.93	E	Wider sidewalks (10') in front of Traget/Kroger
165.022	MORELAND AVE NE	MORELAND AVE SE / HOSEA L WILLIAMS DR NE	DEKALB AVE	0.56	S	4	D	46377	5	35	9.5	0.0	0.0	18.5	0	4.0	-	N	C	3.5	0	100	5.0	1	4	5.41	E	4.93	E	Wider sidewalks (10') in front of Traget/Kroger
165.03	MORELAND AVE SE	MORELAND AVE NE / HOSEA L WILLIAMS DR NE	ARKWRIGHT PL	0.37	N	4	S	54359	5	35	9.5	0.0	0.0	47.0	0	4.0	-	N	G	2.5	0	100	5.5	1	2	5.49	E	5.39	E	
165.03	MORELAND AVE SE	MORELAND AVE NE / HOSEA L WILLIAMS DR NE	ARKWRIGHT PL	0.37	S	4	S	54359	5	35	9.5	0.0	0.0	47.0	0	4.0	-	N	G	2.5	0	100	5.5	1	2	5.49	E	5.39	E	
165.04	MORELAND AVE SE	ARKWRIGHT PL	ORMEWOOD	0.97	N	4	T	35517	4	40	9.5	0.0	0.0	50.0	0	3.5	-	N	C	2.0	0	100	4.0	2	4	5.33	E	4.62	E	
165.04	MORELAND AVE SE	ARKWRIGHT PL	ORMEWOOD	0.97	S	4	T	35517	4	40	9.5	0.0	0.0	50.0	0	3.5	-	N	C	3.0	0	100	4.0	2	4	5.33	E	4.57	E	
165.041	MORELAND AVE SE	ORMEWOOD	CUSTER AVE	1.28	N	4	U	35517	4	40	9.0	0.0	0.0	36.0	0	3.5	-	N	C	1.5	0	100	5.0	2	4	5.38	E	4.52	E	
165.041	MORELAND AVE SE	ORMEWOOD	CUSTER AVE	1.28	S	4	U	35517	4	40	9.0	0.0	0.0	36.0	0	3.5	-	N	C	1.5	0	100	5.0	2	4	5.38	E	4.52	E	
165.05	MORELAND AVE SE	CUSTER AVE	KEY RD	1.38	N	4	T	35624	4	45	11.0	0.0	0.0	58.0	0	4.0	-	N	C	2.0	0	100	4.0	3	2	5.13	E	4.73	E	Sidewalks overgrown in areas
165.05	MORELAND AVE SE	CUSTER AVE	KEY RD	1.38	S	4	T	35624	4	45	11.0	0.0	0.0	58.0	0	4.0	-	N	C	2.0	0	100	4.0	3	2	5.13	E	4.73	E	Sidewalks overgrown in areas
170.01	PERIMETER CENTER PKWY	County Line	Perimeter Center W	0.79	N	4	D	2714	2	35	16.0	4.0	0.0	28.0	0	4.0	4.0	Y	C	5.0	20	100	10.0	1	6	0.00	A	1.43	A	
170.01	PERIMETER CENTER PKWY	County Line	Perimeter Center W	0.79	S	4	D	2714	2	35	16.0	4.0	0.0	28.0	0	4.0	4.0	Y	C	5.0	20	100	10.0	1	6	0.00	A	1.43	A	
175.01	SHALLOWFORD TER	Buford Hwy	Shadowford Rd	0.27	E	2	U	3735	2	25	11.5	0.0	0.0	23.0	0	3.5	-	N	G	0.0	0	0	0.0	2	0	3.16	C	3.66	D	No centerline stripe
175.01	SHALLOWFORD TER	Buford Hwy	Shadowford Rd	0.27	W	2	U	3735	2	25	11.5	0.0	0.0	23.0	0	3.5	-	N	G	0.0	0	0	0.0	2	0	3.16	C	3.66	D	No centerline stripe
201.01	CHAMBLEE DUNWOODY RD	ROBERTS DR	SPALDING DR / SPENDER TRCE	0.91	N	2	U	10199	3	35	16.0	4.0	0.0	30.0	0	4.0	4.0	N	C	0.0	0	100	5.5	1	1	3.00	C	3.23	C	
201.01	CHAMBLEE DUNWOODY RD	ROBERTS DR	SPALDING DR / SPENDER TRCE	0.91	S	2	U	10199	3	35	13.5	4.0	0.0	30.0	0	4.0	4.0	N	S	0.0	0	65	5.5	1	1	3.47	C	3.75	D	
202.01	VERMACK RD	CHAMBLEE DUNWOODY RD	MANHASSET DR / MOUNT VERNON RD	1.35	N	2	U	6418	2	35	11.5	2.0	0.0	23.0	0	3.5	3.5	N	C	1.5	0	100	4.0	1	1	3.64	D	3.04	C	No centerline stripe
202.01	VERMACK RD	CHAMBLEE DUNWOODY RD	MANHASSET DR / MOUNT VERNON RD	1.35	S	2	U	6418	2	35	11.5	2.0	0.0	23.0	0	3.5	3.5	N	C	0.0	0	0	0.0	1	1	3.64	D	4.31	D	No centerline stripe
203.01	WOMACK RD	CHAMBLEE DUNWOODY RD / ASHFORD CENTER PKWY	TILLY MILL RD	1.81	E	2	U	8004	2	35	13.0	1.0	0.0	26.0	0	4.0	4.0	N	C	2.0	0	40	5.0	2	1	3.72	D	3.83	D	GUTTERS PAVED OVER
203.01	WOMACK RD	CHAMBLEE DUNWOODY RD / ASHFORD CENTER PKWY	TILLY MILL RD	1.81	W	2	U	8004	2	35	13.0	1.0	0.0	26.0	0	4.0	4.0	N	C	2.0	0	90	5.0	2	1	3.72	D	3.18	C	
204.01	HAPPY HOLLOW RD	PEELER RD	KINGSGLEN CT	0.58	N	2	U	2221	2	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	5.0	0	100	5.0	3	0	2.47	B	2.32	B	
204.01	HAPPY HOLLOW RD	PEELER RD	KINGSGLEN CT	0.58	S	2	U	2221	2	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	0.0	0	0	0.0	3	0	2.47	B	3.40	C	
204.011	HAPPY HOLLOW RD	KINGSGLEN CT	DUNWOODY CLUB DR	0.71	N	2	U	2221	2	35	13.0	2.0	0.0	26.0	0	4.0	4.0	N	C	5.0	0	25	5.0	3	1	1.76	B	3.31	C	GUTTER PAVED OVER, VARAIBLE SHOULDER 1.5 - 4 FEET
204.011	HAPPY HOLLOW RD	KINGSGLEN CT	DUNWOODY CLUB DR	0.71	S	2	U	2221	2	35	13.0	2.0	0.0	28.0	0	4.0	4.0	N	C	0.0	0	0	0.0	3	1	1.76	B	3.66	D	GUTTER PAVED OVER, VARAIBLE SHOULDER 1.5 - 4 FEET
205.01	PEELER RD	TILLY MILL RD	WINTERS CHAPEL RD	1.11	E	2	U	6823	2	35	10.5	0.0	0.0	22.0	0	4.0	-	N	C	4.0	20	100	5.0	1	1	3.90	D	2.45	B	Wider shoulder west end
205.01	PEELER RD	TILLY MILL RD	WINTERS CHAPEL RD	1.11	W	2	U	6823	2	35	10.5	0.0	0.0	22.0	0	4.0	-	N	C	0.0	0	10	5.0	1	1	3.90	D	4.33	D	Wider shoulder west end
206.01	PEELER RD	CHAMBLEE DUNWOODY RD / N SHALLOWFORD RD	OLDE VILLAGE LN	0.50	E	2	U	5721	2	35	18.0	7.0	0.0	34.0	0	4.5	4.5	N	G	0.0	0	0	0.0	2	1	1.10	A	3.67	D	EB BIKE LANE HAS 2 FTBUFFER STRIPE
206.01	PEELER RD	CHAMBLEE DUNWOODY RD / N SHALLOWFORD RD	OLDE VILLAGE LN	0.50	W	2	U	5721	2	35	16.0	5.0	0.0	34.0	0	4.5	4.5	N	G	1.5	0	100	4.0	2	1	2.02	B	2.80	C	
206.011	PEELER RD	OLDE VILLAGE LN	N PEACHTREE RD	0.82	E	2	U	5721	2	35	13.0	1.0	0.0	26.0	0	3.5	3.5	N	C	0.0	0	0	0.0	3	0	3.63	D	4.08	D	
206.011	PEELER RD	OLDE VILLAGE LN	N PEACHTREE RD	0.82	W	2	U	5721	2	35	13.0	1.0	0.0	26.0	0	3.5	3.5	N	C	1.5	0	100	4.0	3	0	3.63	D	2.90	C	
207	N PEACHTREE RD	Tillymill Rd	Mt Vernon Rd	1.75	N	2	U	5704	2	25	14.0	0.0	0.0	28.0	0	4.0	-	N	C	1.5	0	100	4.0	2	1	3.04	C	2.62	C	Paved over gutters, not counted in Wt
207	N PEACHTREE RD	Tillymill Rd	Mt Vernon Rd	1.75	S	2	U	5704	2	25	14.0	0.0	0.0	28.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	3.04	C	3.74	D	Paved over gutters, not counted in Wt

DRAFT DeKalb County Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_d) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
207.01	N PEACHTREE RD	DUNWOODY XING	BROOKHURST DR	0.29	N	2	U	14497	3	35	14.5	0.0	0.0	29.0	0	3.5	-	N	G	2.0	0	100	5.0	2	1	4.28	D	3.77	D	
207.01	N PEACHTREE RD	DUNWOODY XING	BROOKHURST DR	0.29	S	2	U	14497	3	35	14.5	0.0	0.0	29.0	0	3.5	-	N	G	2.0	0	100	4.0	2	1	4.28	D	3.87	D	
207.011	N PEACHTREE RD	BROOKHURST DR	BARCLAY DR	0.48	N	2	U	14497	3	35	14.5	4.5	0.0	29.0	0	3.5	3.5	Y	G	1.5	0	100	4.0	1	1	3.52	D	3.90	D	
207.011	N PEACHTREE RD	BROOKHURST DR	BARCLAY DR	0.48	S	2	U	14497	3	35	14.5	4.5	0.0	29.0	0	3.5	3.5	Y	G	1.5	0	100	4.0	1	1	3.52	D	3.90	D	
207.012	N PEACHTREE RD	BARCLAY DR	TILLY MILL RD	0.24	N	2	U	14497	3	35	13.5	0.0	0.0	27.0	0	3.5	-	N	G	1.5	0	100	4.0	1	1	4.42	D	3.93	D	
207.012	N PEACHTREE RD	BARCLAY DR	TILLY MILL RD	0.24	S	2	U	14497	3	35	13.5	0.0	0.0	27.0	0	3.5	-	N	G	1.5	0	100	4.0	1	1	4.42	D	3.93	D	
207.02	N PEACHTREE RD	285 EB ENTRY / SAVOY DR	DUNWOODY XING	0.20	N	4	U	17679	3	35	12.0	0.0	0.0	48.0	0	3.5	-	N	C	1.0	0	30	4.5	1	2	4.36	D	4.16	D	
207.02	N PEACHTREE RD	285 EB ENTRY / SAVOY DR	DUNWOODY XING	0.20	S	4	U	17679	3	35	12.0	0.0	0.0	48.0	0	3.5	-	N	C	10.0	0	60	4.5	1	2	4.36	D	3.61	D	
207.03	N PEACHTREE RD	N SHALLOWFORD RD	285 EB ENTRY / SAVOY DR	0.63	N	2	U	1921	2	35	15.0	2.5	0.0	30.0	0	3.5	3.5	N	G	2.0	0	33	5.0	2	1	0.92	A	3.04	C	
207.03	N PEACHTREE RD	N SHALLOWFORD RD	285 EB ENTRY / SAVOY DR	0.63	S	2	U	1921	2	35	15.0	2.5	0.0	30.0	0	3.5	3.5	N	G	2.0	0	60	5.0	2	1	0.92	A	2.72	C	
207.04	N PEACHTREE RD	PEACHTREE RD	N SHALLOWFORD RD	1.07	N	2	U	2093	2	35	14.5	2.5	0.0	29.0	0	4.0	4.0	N	G	2.0	0	15	4.0	2	1	1.12	A	3.34	C	shoulder width variable 1-2 ft
207.04	N PEACHTREE RD	PEACHTREE RD	N SHALLOWFORD RD	1.07	S	2	U	2093	2	35	14.5	2.5	0.0	29.0	0	4.0	4.0	N	G	2.0	0	15	4.0	2	1	1.12	A	3.34	C	
208.01	N SHALLOWFORD RD	SAVOY DR	CHAMBLEE DUNWOODY RD / PEELER RD	0.84	N	2	T	13595	3	35	14.5	4.5	0.0	43.0	0	4.5	4.5	Y	C	1.5	0	100	4.0	3	5	3.24	C	3.80	D	BIKE LANE ENDS AT CATILLION DR
208.01	N SHALLOWFORD RD	SAVOY DR	CHAMBLEE DUNWOODY RD / PEELER RD	0.84	S	2	T	13595	3	35	14.5	4.5	0.0	43.0	0	4.5	4.5	Y	C	1.5	0	10	4.0	3	5	3.24	C	4.78	E	
208.02	N SHALLOWFORD RD	N PEACHTREE RD	SAVOY DR	0.72	N	2	U	5435	2	35	14.5	2.5	0.0	29.0	0	3.5	3.5	N	G	1.5	0	33	4.0	2	1	2.99	C	3.54	D	
208.02	N SHALLOWFORD RD	N PEACHTREE RD	SAVOY DR	0.72	S	2	U	5435	2	35	14.5	2.5	0.0	29.0	0	3.5	3.5	N	G	1.5	0	33	4.0	2	1	2.99	C	3.54	D	
209.01	PEACHTREE RD	CHAMBLEE DUNWOODY RD	250 FT E of BROAD ST	0.26	E	2	U	2218	2	30	12.0	1.5	0.0	24.0	0	3.5	3.5	N	G	1.0	0	25	4.0	1	0	2.64	C	3.32	C	Bufffer Variable 0-2 ft
209.01	PEACHTREE RD	CHAMBLEE DUNWOODY RD	250 FT E of BROAD ST	0.26	W	2	U	2218	2	30	12.0	1.5	0.0	24.0	0	3.5	3.5	N	G	1.0	0	100	4.0	1	0	2.64	C	2.41	B	
209.011	PEACHTREE RD	250 FT E of BROAD ST	N PEACHTREE RD	0.18	E	2	U	2218	2	35	14.5	2.5	0.0	29.0	0	3.5	3.5	N	G	0.0	0	0	0.0	3	0	1.40	A	3.52	D	
209.011	PEACHTREE RD	250 FT E of BROAD ST	N PEACHTREE RD	0.18	W	2	U	2218	2	35	14.5	2.5	0.0	29.0	0	3.5	3.5	N	G	0.0	0	0	0.0	3	0	1.40	A	3.52	D	
210.01	LAKE HEARN DR	PERIMETER CENTER PKWY (CO	ASHFORD DUNWOODY RD / OAK FOREST DR	0.78	E	4	D	4338	2	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	5.5	0	100	6.0	2	2	2.36	B	2.20	B	wb SIDEWALK UNDER CONSTRCUTION
210.01	LAKE HEARN DR	PERIMETER CENTER PKWY (CO	ASHFORD DUNWOODY RD / OAK FOREST DR	0.78	W	4	D	4338	2	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	5.5	0	***100***	6.0	2	2	2.36	B	2.20	B	wb SIDEWALK UNDER CONSTRCUTION
211.01	HARTS MILL RD	ASHFORD DUNWOODY RD	CHAMBLEE DUNWOODY RD / HARTS MILL CT	1.45	E	2	U	5678	2	35	11.5	0.0	0.0	23.0	0	4.0	-	N	C	2.0	0	50	4.0	1	1	3.66	D	3.58	D	
211.01	HARTS MILL RD	ASHFORD DUNWOODY RD	CHAMBLEE DUNWOODY RD / HARTS MILL CT	1.45	W	2	U	5678	2	35	11.5	0.0	0.0	23.0	0	4.0	-	N	C	2.0	0	55	4.0	1	1	3.66	D	3.52	D	
212.01	JOHNSON FERRY RD	S JOHNSON FERRY RD	ASHFORD DUNWOODY RD	1.48	E	2	U	9711	2	35	10.0	0.0	0.0	20.0	0	4.0	-	N	C	2.0	0	10	5.0	1	1	4.22	D	4.73	E	Extended turnlane at publix entry
212.01	JOHNSON FERRY RD	S JOHNSON FERRY RD	ASHFORD DUNWOODY RD	1.48	W	2	U	9711	2	35	10.0	0.0	0.0	20.0	0	4.0	-	N	C	2.0	0	100	5.0	1	1	4.22	D	3.36	C	variable shoulder 0-2 ft
213.01	FLOWERS RD	TILLY MILL RD	I 85 RAMP	0.53	N	2	U	1236	2	35	12.0	0.0	0.0	24.0	0	3.5	-	N	G	2.0	0	40	4.0	1	0	1.50	A	3.14	C	curb with sidewalk only
213.01	FLOWERS RD	TILLY MILL RD	I 85 RAMP	0.53	S	2	U	1236	2	35	12.0	0.5	0.0	24.0	0	3.5	3.5	N	S	2.0	0	0	4.0	1	0	1.67	B	3.64	D	
213.011	FLOWERS RD	I 85 RAMP	PEACHTREE INDUSTRIAL BLVD	0.34	E	3	U	1236	2	35	12.5	0.0	0.0	34.5	0	4.0	-	N	C	0.0	0	0	0.0	1	0	2.26	B	3.50	C	2 lanes EB, 1 WB
213.011	FLOWERS RD	I 85 RAMP	PEACHTREE INDUSTRIAL BLVD	0.34	W	3	U	1236	2	35	12.0	0.0	0.0	34.5	0	4.0	-	N	C	0.0	0	0	0.0	1	0	2.32	B	3.57	D	2 lanes EB, 1 WB
214.01	PLEASANTDALE RD	NORTHEAST EXPY / 85 SB EXIT RAMP	Best Friend Rd	0.34	N	4	T	11239	3	35	12.0	0.0	0.0	60.0	0	3.5	-	N	C	0.0	0	100	6.0	3	2	3.97	D	2.77	C	
214.01	PLEASANTDALE RD	NORTHEAST EXPY / 85 SB EXIT RAMP	Best Friend Rd	0.34	S	4	T	11239	3	35	12.0	0.0	0.0	60.0	0	3.5	-	N	C	0.0	0	50	6.0	3	2	3.97	D	3.47	C	
214.011	PLEASANTDALE RD	Best Friend Rd	(QUIRCH FOODS ENTRANC	0.28	N	2	U	11239	3	35	12.0	0.0	0.0	24.0	0	3.5	-	N	S	0.0	0	0	0.0	3	1	4.48	D	4.84	E	
214.011	PLEASANTDALE RD	Best Friend Rd	(QUIRCH FOODS ENTRANC	0.28	S	2	U	11239	3	35	12.0	0.0	0.0	24.0	0	3.5	-	N	S	0.0	0	0	0.0	3	1	4.48	D	4.84	E	
215.01	OAKCLIFF RD	NORTHCREST RD	PLEASANTDALE RD	0.39	N	2	U	12237	3	35	15.0	0.0	0.0	30.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	3.97	D	4.68	E	granite curb no gutter
215.01	OAKCLIFF RD	NORTHCREST RD	PLEASANTDALE RD	0.39	S	2	U	12237	3	35	15.0	0.0	0.0	30.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	3.97	D	4.68	E	
216	NORTHEAST EXPY	Northcrest Rd	Pleasantdale Rd	0.49	E	3	OW	19656	4	45	12.0	0.0	0.0	36.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	4.79	E	5.20	E	
216	NORTHEAST EXPY	Northcrest Rd	Pleasantdale Rd	0.49	x	3	x	19656	4	45	12.0	0.0	0.0	36.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	4.71	E	4.99	E	
216.01	UNNAMED BRIDGE	PLEASANTDALE RD / 85 NB ENTRY RAMP	85 SB ACCESS RD / NORTHEAST EXPY	0.61	E	3	U	16949	4	45	13.0	1.0	0.0	36.0	0	35.0	35.0	N	C	0.0	0	0	0.0	1	1	4.08	D	4.73	E	
216.01	UNNAMED BRIDGE	PLEASANTDALE RD / 85 NB ENTRY RAMP	85 SB ACCESS RD / NORTHEAST EXPY	0.61	W	3	U	16949	4	45	12.0	1.0	0.0	36.0	0	35.0	35.0	N	C	0.0	0	0	0.0	1	1	4.20	D	4.83	E	
217	85 SB ACCESS RD	Northcrest Rd	Pleasantdale Rd	0.45	W	2	OW	12254	4	45	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	4.76	E	5.11	E	
217	85 SB ACCESS RD	Northcrest Rd	Pleasantdale Rd	0.45	x	2	X	12254	4	45	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	4.82	E	5.28	E	
217.01	85 SB ACCESS RD	(CO LINE E)	85 SB EXIT RAMP / NORTHEAST EXPY	0.51	W	2	OW	11270	4	45	13.0	0.0	0.0	26.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	4.74	E	4.91	E	
217.01	85 SB ACCESS RD	(CO LINE E)	85 SB EXIT RAMP / NORTHEAST EXPY	0.51	X	2	OW	11270	4	45	13.0	0.0	0.0	26.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	4.74	E	4.91	E	
218.01	WINDSOR PKWY	(CO LINE W)	ASHFORD DUNWOODY RD	1.24	E	2	U	8579	2	25	11.5	0.0	0.0	23.0	0	3.5	-	N	G	5.0	0	55	5.0	1	0	3.79	D	3.51	D	No Centerline stripe, sidwalk eb variable from 0-10 ft.
218.01	WINDSOR PKWY	(CO LINE W)	ASHFORD DUNWOODY RD	1.24	W	2	U	8579	2	25	11.5	0.0	0.0	23.0	0	3.5	-	N	G	0.0	0	10	5.0	1	0	3.79	D	4.20	D	
219.01	DRESDEN DR	PEACHTREE RD	FERNWOOD CIR NE	0.31	E	2	U	14257	3	35	15.5	4.0	0.0	31.0	0	4.0	4.0	N	G	0.0	0	100	5.0	2	2	3.27	C	3.77	D	Shoulders give way to turn lanes approaching peachtree
219.01	DRESDEN DR	PEACHTREE RD	FERNWOOD CIR NE	0.31	W	2	U	14257	3	35	15.5	4.0	0.0	31.0	0	4.0	4.0	N	G	0.0	0	50	5.0	2	2	3.27	C	4.32	D	
219.011	DRESDEN DR	FERNWOOD CIR NE	CALDWELL RD	0.13	E	2	T	14257	3	35	12.5	1.5	0.0	39.0	0	4.0	4.0	N	G	2.0	0	100	5.0	1	2	4.39	D	3.81	D	
219.011	DRESDEN DR	FERNWOOD CIR NE	CALDWELL RD	0.13	W	2	T	14257	3	35	12.5	1.5	0.0	39.0	0	4.0	4.0	N	G	0.0	0	0	0.0	1	2	4.39	D	5.13	E	
219.012	DRESDEN DR	CALDWELL RD	CONASAUGA AVE	0.22	E	2	U	14257	3	35	22.5	11.0	8.0	46.0	0	4.0	4.0	N	C	2.0	0	100	5.0	1	1	2.64	C	3.51	D	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
219.012	DRESDEN DR	CALDWELL RD	CONASAUGA AVE	0.22	W	2	U	14257	3	35	23.5	12.5	7.5	46.0	0	4.0	4.0	N	C	4.0	20	100	8.0	1	1	2.41	B	2.96	C	
219.02	DRESDEN DR	CONASAUGA AVE	CLAIRMONT RD	1.15	E	2	T	14267	3	35	11.5	0.0	0.0	35.0	0	4.0	-	N	G	1.0	0	100	4.0	3	3	4.51	E	3.99	D	
219.02	DRESDEN DR	CONASAUGA AVE	CLAIRMONT RD	1.15	W	2	T	14267	3	35	11.5	0.0	0.0	35.0	0	4.0	-	N	G	1.0	0	40	4.0	3	3	4.51	E	4.74	E	
219.03	DRESDEN DR	CLAIRMONT RD	BUFORD HWY	0.42	E	2	U	12016	3	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	1.5	0	100	4.0	1	1	4.48	D	3.73	D	
219.03	DRESDEN DR	CLAIRMONT RD	BUFORD HWY	0.42	W	2	U	12016	3	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	1.5	0	5	4.0	1	1	4.48	D	4.96	E	
219.031	DRESDEN DR	BUFORD HWY	SHALLOWFORD RD	0.80	E	2	U	12016	3	35	15.0	3.5	0.0	30.0	0	4.0	4.0	N	C	1.5	0	100	4.0	3	1	3.37	C	3.58	D	Shoulder is burried in leaves and pine needles in many places
219.031	DRESDEN DR	BUFORD HWY	SHALLOWFORD RD	0.80	W	2	U	12016	3	35	15.0	3.5	0.0	30.0	0	4.0	4.0	N	C	1.5	0	5	4.0	3	1	3.37	C	4.59	E	
220.01	N DRUID HILLS RD	PEACHTREE RD	E ROXBORO RD	1.56	N	2	U	12878	3	35	15.0	0.0	0.0	30.0	0	4.0	-	N	G	1.0	0	90	4.0	3	3	3.99	D	3.81	D	nb buffer variable 0-1.5
220.01	N DRUID HILLS RD	PEACHTREE RD	E ROXBORO RD	1.56	S	2	U	12878	3	35	15.0	0.0	0.0	30.0	0	4.0	-	N	G	0.0	0	30	5.0	3	3	3.99	D	4.41	D	
221.01	NORTHEAST EXPY	N DRUID HILLS RD / 85 SB ENTRY RAMP	CLAIRMONT RD	1.68	W	2	OW	5546	3	45	16.0	4.0	0.0	28.0	0	4.5	4.5	N	C	0.0	0	20	0.0	1	3	2.73	C	4.05	D	sidewalks at development, intermitant
221.01	NORTHEAST EXPY	N DRUID HILLS RD / 85 SB ENTRY RAMP	CLAIRMONT RD	1.68	X	2	OW	5546	3	45	16.0	4.0	0.0	28.0	0	4.5	4.5	N	C	0.0	0	20	0.0	1	3	2.73	C	4.05	D	
221.011	NORTHEAST EXPY	CLAIRMONT RD	SHALLOWFORD RD	2.39	W	2	OW	3398	3	45	16.0	4.0	0.0	28.0	0	4.5	4.5	N	C	0.0	0	20	0.0	1	3	2.34	B	3.82	D	sidewalks at development, intermitant
221.011	NORTHEAST EXPY	CLAIRMONT RD	SHALLOWFORD RD	2.39	X	2	OW	3398	3	45	16.0	4.0	0.0	28.0	0	4.5	4.5	N	C	0.0	0	20	0.0	1	3	2.34	B	3.82	D	
221.012	NORTHEAST EXPY	SHALLOWFORD RD	85 SB ACCESS RD / CHAMBLEE TUCKER RD	1.26	W	2	OW	1000	3	45	16.0	4.0	0.0	28.0	0	4.5	4.5	N	C	0.0	0	20	0.0	1	3	1.37	A	3.57	D	sidewalks at development, intermitant
221.012	NORTHEAST EXPY	SHALLOWFORD RD	85 SB ACCESS RD / CHAMBLEE TUCKER RD	1.26	X	2	OW	1000	3	45	16.0	4.0	0.0	28.0	0	4.5	4.5	N	C	0.0	0	20	0.0	1	3	1.37	A	3.57	D	
222	CHAMBLEE TUCKER LOOP LOOP	Northeast Expressway	Northeast Expressway	0.14	E	1	OW	4500	3	45	20.0	0.0	0.0	20.0	0	3.5	-	N	C	0.0	0	0	0.0	3	0	3.22	C	4.13	D	
222	CHAMBLEE TUCKER LOOP LOOP	Northeast Expressway	Northeast Expressway	0.14	W	1	OW	4500	3	45	20.0	0.0	0.0	20.0	0	3.5	-	N	C	0.0	0	0	0.0	3	0	3.22	C	4.13	D	
222.01	NORTHEAST EXPY	N DRUID HILLS RD / 85 SB ENTRY RAMP	CLAIRMONT RD	1.40	E	2	OW	4005	3	45	16.0	4.5	0.0	28.0	0	4.5	4.5	N	C	0.0	0	10	0.0	3	3	2.42	B	3.88	D	sidewalks at some development, intermitant
222.01	NORTHEAST EXPY	N DRUID HILLS RD / 85 SB ENTRY RAMP	CLAIRMONT RD	1.40	X	3	OW	4005	3	45	16.0	4.5	0.0	28.0	0	4.5	4.5	N	C	0.0	0	10	0.0	3	3	1.99	B	3.74	D	
222.011	NORTHEAST EXPY	CLAIRMONT RD	SHALLOWFORD RD	2.41	E	2	OW	3372	3	45	16.0	4.5	0.0	28.0	0	4.5	4.5	N	C	0.0	0	10	0.0	3	3	2.22	B	3.81	D	sidewalks at some development, intermitant
222.011	NORTHEAST EXPY	CLAIRMONT RD	SHALLOWFORD RD	2.41	X	3	OW	3372	3	45	16.0	4.5	0.0	28.0	0	4.5	4.5	N	C	0.0	0	10	0.0	3	3	1.84	B	3.69	D	
222.012	NORTHEAST EXPY	SHALLOWFORD RD	85 SB ACCESS RD / CHAMBLEE TUCKER RD	1.51	E	2	OW	5096	3	45	16.0	4.5	0.0	28.0	0	4.5	4.5	N	C	0.0	0	10	0.0	3	3	2.58	C	3.99	D	sidewalks at some development, intermitant
222.012	NORTHEAST EXPY	SHALLOWFORD RD	85 SB ACCESS RD / CHAMBLEE TUCKER RD	1.51	X	3	OW	5096	3	45	16.0	4.5	0.0	28.0	0	4.5	4.5	N	C	0.0	0	10	0.0	3	3	2.22	B	3.81	D	
223.01	EVANS RD	HENDERSON MILL RD	CHAMBLEE TUCKER RD	1.50	E	2	U	4973	2	35	14.0	1.5	0.0	28.0	0	3.5	3.5	N	C	1.5	0	48	4.0	1	1	3.40	C	3.35	C	starts at northbrook, heading east
223.01	EVANS RD	HENDERSON MILL RD	CHAMBLEE TUCKER RD	1.50	W	2	U	4973	2	35	14.0	1.5	0.0	28.0	0	3.5	3.5	N	C	1.5	0	100	4.0	1	1	3.40	C	2.77	C	granite curb, no gutter
225.01	Henderson	LAVISTA RD / BROCKETT RD	Henderson Mill	2.16	E	2	C	8177	2	35	10.5	0.0	0.0	21.0	0	3.5	-	N	S	1.5	0	0	4.0	3	1	4.18	D	4.63	E	
225.01	Henderson	LAVISTA RD / BROCKETT RD	Henderson Mill	2.16	W	2	C	8177	2	35	10.5	0.0	0.0	21.0	0	3.5	-	N	S	1.5	0	0	4.0	3	1	4.18	D	4.63	E	sidewalk at allsborough
225.02	BROCKETT RD	COOLEDGE RD	HENDERSON RD / LAVISTA RD	2.19	N	2	U	8457	3	40	14.0	2.0	0.0	28.0	0	4.0	4.0	N	C	2.0	0	70	4.0	1	3	3.74	D	3.67	D	
225.02	BROCKETT RD	COOLEDGE RD	HENDERSON RD / LAVISTA RD	2.19	S	2	U	8457	3	40	14.0	2.0	0.0	28.0	0	4.0	4.0	N	C	2.0	0	85	4.0	1	3	3.74	D	3.50	C	granite curb with no gutter (mostly)
226.01	NORTHLAKE PKWY	HENDERSON MILL RD	NORTHLAKE CT	0.28	E	4	D	1138	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	0.90	A	2.85	C	gutter paved over, coverd in pine needles
226.01	NORTHLAKE PKWY	HENDERSON MILL RD	NORTHLAKE CT	0.28	W	4	D	1138	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	C	2.0	0	100	5.0	1	1	0.90	A	2.21	B	
226.02	NORTHLAKE PKWY	NORTHLAKE CT	PARKLAKE DR	0.31	E	4	D	7431	2	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	0	0.0	1	1	3.21	C	3.84	D	
226.02	NORTHLAKE PKWY	NORTHLAKE CT	PARKLAKE DR	0.31	W	4	D	7431	2	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	0	9.0	1	1	3.21	C	3.94	D	sw at apt complex at corner of northlake and parklake
226.03	NORTHLAKE PKWY	LAVISTA RD	PARKLAKE DR	0.54	N	4	U	11727	3	35	11.5	0.0	0.0	46.0	0	3.5	-	N	C	2.0	0	20	5.0	2	3	4.07	D	3.96	D	sidewalk parklake to freeway
226.03	NORTHLAKE PKWY	LAVISTA RD	PARKLAKE DR	0.54	S	4	U	11727	3	35	11.5	0.0	0.0	46.0	0	3.5	-	N	C	0.0	0	0	0.0	2	3	4.07	D	4.24	D	
226.04	NORTHLAKE PKWY	W CRESCENT CENTRE BLVD / E EXCHANGE PL	LAVISTA RD	0.23	N	4	T	14957	4	40	12.0	0.0	0.0	60.0	0	3.5	-	N	C	1.5	0	100	5.0	1	1	4.62	E	3.18	C	
226.04	NORTHLAKE PKWY	W CRESCENT CENTRE BLVD / E EXCHANGE PL	LAVISTA RD	0.23	S	4	T	14957	4	40	12.0	0.0	0.0	60.0	0	3.5	-	N	C	1.5	0	100	5.0	1	1	4.62	E	3.18	C	
226.05	NORTHLAKE PKWY	LAWRENCEVILLE HWY / COOLEDGE RD	E EXCHANGE PL / W CRESCENT CENTRE	0.57	N	4	D	14957	4	40	11.5	0.0	0.0	23.0	0	3.5	-	N	C	2.0	0	100	4.0	1	2	4.68	E	3.29	C	rr bridge
226.05	NORTHLAKE PKWY	LAWRENCEVILLE HWY / COOLEDGE RD	E EXCHANGE PL / W CRESCENT CENTRE	0.57	S	4	D	14957	4	40	11.5	0.0	0.0	23.0	0	3.5	-	N	C	2.0	0	100	4.0	1	2	4.68	E	3.29	C	
226.06	COOLEDGE RD	BROCKETT RD	LAWRENCEVILLE HWY / NORTHLAKE PKWY	0.87	N	2	U	13737	4	40	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	4.83	E	5.33	E	pic?
226.06	COOLEDGE RD	BROCKETT RD	LAWRENCEVILLE HWY / NORTHLAKE PKWY	0.87	S	2	U	13737	4	40	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	4.83	E	5.33	E	
226.07	BROCKETT LN	E PONCE DE LEON AVE	BROCKETT RD / COOLEDGE RD	0.54	N	4	U	23954	4	40	12.0	0.0	0.0	60.0	0	3.5	-	N	C	0.0	0	80	5.0	1	3	4.86	E	4.04	D	
226.07	BROCKETT LN	E PONCE DE LEON AVE	BROCKETT RD / COOLEDGE RD	0.54	S	4	U	23954	4	40	12.0	0.0	0.0	60.0	0	3.5	-	N	C	0.0	0	70	0.0	1	3	4.86	E	5.08	E	
227.01	OLD NORCROSS RD	LAWRENCEVILLE HWY	GINSON DR	1.22	N	2	U	9203	2	35	11.5	0.0	0.0	23.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	4.01	D	4.64	E	granite curbs,no gutters
227.01	OLD NORCROSS RD	LAWRENCEVILLE HWY	GINSON DR	1.22	S	2	U	9203	2	35	11.5	0.0	0.0	23.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	4.01	D	4.64	E	
228.01	MIDVALE RD	HENDERSON MILL RD	LAVISTA RD	1.54	E	2	U	3824	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	C	1.5	0	5	4.0	2	1	3.49	C	3.93	D	granite curb no gutter
228.01	MIDVALE RD	HENDERSON MILL RD	LAVISTA RD	1.54	W	2	U	3824	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	C	1.5	0	85	4.0	2	1	3.49	C	2.92	C	
229.01	FELLOWSHIP RD	LAWRENCEVILLE HWY	CHAMBLEE TUCKER RD / LAVISTA RD	0.35	N	4	U	12452	3	30	12.0	0.0	0.0	48.0	0	3.5	-	N	C	0.0	0	0	0.0	2	1	3.93	D	4.11	D	
229.01	FELLOWSHIP RD	LAWRENCEVILLE HWY	CHAMBLEE TUCKER RD / LAVISTA RD	0.35	S	4	U	12452	3	30	12.0	0.0	0.0	48.0	0	3.5	-	N	C	0.0	0	0	0.0	2	1	3.93	D	4.11	D	
229.02	FELLOWSHIP RD	IDLEWOOD RD	LAWRENCEVILLE HWY	0.61	N	2	U	8539	2	30	10.0	0.0	0.0	20.0	0	3.5	-	N	C	0.0	0	0	0.0	1	2	4.15	D	4.60	E	curb on sidewalk side
229.02	FELLOWSHIP RD	IDLEWOOD RD	LAWRENCEVILLE HWY	0.61	S	2	U	8539	2	30	10.0	0.0	0.0	20.0	0	3.5	-	N	C	0.0	2	100	5.0	1	2	4.15	D	3.15	C	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
229.03	IDLEWOOD RD	E PONCE DE LEON AVE	FELLOWSHIP RD	1.86	N	2	U	10423	3	35	11.5	0.0	0.0	23.0	0	3.5	-	N	C	1.5	0	0	4.0	0	3	4.50	D	4.79	E	granite curb no gutter sidewalk side only
229.03	IDLEWOOD RD	E PONCE DE LEON AVE	FELLOWSHIP RD	1.86	S	2	U	10423	3	35	11.5	0.0	0.0	23.0	0	3.5	-	N	C	0.0	0	0	0.0	0	3	4.50	D	4.79	E	
230.01	ROSSER RD	HUGH HOWELL RD	(CO LINE N)	1.02	N	2	U	5073	2	35	11.5	0.0	0.0	23.0	0	5.0	-	N	C	0.0	0	0	0.0	0	0	3.42	C	4.15	D	curbs at development entry
230.01	ROSSER RD	HUGH HOWELL RD	(CO LINE N)	1.02	S	2	U	5073	2	35	11.5	0.0	0.0	23.0	0	5.0	-	N	C	0.0	0	0	0.0	0	0	3.42	C	4.15	D	
231.01	OAK GROVE RD	LAVISTA RD	BRIARCLIFF RD	1.53	N	2	U	5879	2	35	15.0	4.5	0.0	30.0	0	4.0	4.0	N	G	1.0	0	0	4.5	2	2	2.44	B	3.91	D	
231.01	OAK GROVE RD	LAVISTA RD	BRIARCLIFF RD	1.53	S	2	U	5879	2	35	15.0	4.5	0.0	30.0	0	4.0	4.0	N	S	0.0	0	0	0.0	2	2	2.44	B	3.91	D	
232.01	BRIARLAKE RD	BRIARCLIFF RD	LAVISTA RD	1.20	E	2	U	9336	2	35	14.5	3.5	0.0	30.0	0	3.5	3.5	N	G	1.0	0	100	4.0	2	1	3.22	C	3.30	C	
232.01	BRIARLAKE RD	BRIARCLIFF RD	LAVISTA RD	1.20	W	2	U	9336	2	35	14.5	3.5	0.0	30.0	0	3.5	3.5	N	G	1.0	0	50	4.0	2	1	3.22	C	3.84	D	
233.01	FRAZIER RD	MCLENDON DR / LAWRENCEVILLE HWY	LAVISTA RD	1.05	N	2	U	9834	2	35	12.0	2.0	0.0	24.0	0	3.5	3.5	N	G	0.0	0	10	0.0	2	1	3.90	D	4.67	E	
233.01	FRAZIER RD	MCLENDON DR / LAWRENCEVILLE HWY	LAVISTA RD	1.05	S	2	U	9834	2	35	12.0	2.0	0.0	24.0	0	3.5	3.5	N	G	1.0	0	50	4.0	2	1	3.90	D	4.06	D	
233.02	MCLENDON DR	E PONCE DE LEON AVE	FRAZIER RD / LAWRENCEVILLE HWY	1.79	N	2	U	5043	2	35	15.0	0.0	0.0	30.0	0	3.5	-	N	G	0.0	0	100	5.0	2	1	3.26	C	2.69	C	Residents have sign reminding motorists of speed limits
233.02	MCLENDON DR	E PONCE DE LEON AVE	FRAZIER RD / LAWRENCEVILLE HWY	1.79	S	2	U	5043	2	35	15.0	0.0	0.0	30.0	0	3.5	-	N	G	2.0	0	30	5.0	2	1	3.26	C	3.45	C	Residents have sign reminding motorists of speed limits
234.01	MONTREAL RD W	MONTREAL RD / MONTREAL INDUSTRIAL WAY	LAVISTA RD	0.30	N	2	T	3887	2	35	10.0	0.0	0.0	34.5	0	3.5	-	N	C	2.0	0	100	5.0	1	1	3.72	D	2.66	C	Gutter paved over, edge pavement rough
234.01	MONTREAL RD W	MONTREAL RD / MONTREAL INDUSTRIAL WAY	LAVISTA RD	0.30	S	2	T	3887	2	35	10.0	0.0	0.0	34.5	0	3.5	-	N	C	0.0	0	0	0.0	1	1	3.72	D	4.18	D	Gutter paved over, edge pavement rough
234.02	MONTREAL RD	KENNERSLY CLOSE	MONTREAL INDUSTRIAL WAY	0.62	N	2	U	4657	2	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	1.0	0	10	5.0	1	0	3.46	C	3.91	D	
234.02	MONTREAL RD	KENNERSLY CLOSE	MONTREAL INDUSTRIAL WAY	0.62	S	2	U	4657	2	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	1.0	0	30	5.0	1	0	3.46	C	3.65	D	
234.03	MONTREAL RD	WINDFIELD CIR / MONTREAL RD W	KENNERSLY CLOSE	0.22	N	4	T	11371	3	35	12.0	0.0	0.0	59.0	0	4.0	-	N	C	2.0	0	100	4.0	2	0	3.83	D	2.92	C	Buffer is stamped concrete
234.03	MONTREAL RD	WINDFIELD CIR / MONTREAL RD W	KENNERSLY CLOSE	0.22	S	4	T	11371	3	35	12.0	0.0	0.0	59.0	0	4.0	-	N	C	2.0	0	100	4.0	2	0	3.83	D	2.92	C	Buffer is stamped concrete
234.04	MONTREAL RD W	MONTREAL RD / LAWRENCEVILLE HWY	MONTREAL RD / WINDFIELD CIR	0.23	N	4	U	11371	3	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	2.0	0	100	4.0	2	1	3.83	D	2.92	C	Buffer is stamped concrete
234.04	MONTREAL RD W	MONTREAL RD / LAWRENCEVILLE HWY	MONTREAL RD / WINDFIELD CIR	0.23	S	4	U	11371	3	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	2.0	0	100	4.0	2	1	3.83	D	2.92	C	Buffer is stamped concrete
235.01	LILBURN STONE MTN RD	OLD STONE MOUNTAIN RD	(CO LINE N)	0.93	N	2	U	8820	3	40	12.0	0.0	0.0	24.0	0	4.5	-	N	C	0.0	0	0	0.0	3	1	4.22	D	4.70	E	
235.01	LILBURN STONE MTN RD	OLD STONE MOUNTAIN RD	(CO LINE N)	0.93	S	2	U	8820	3	40	12.0	0.0	0.0	24.0	0	4.5	-	N	C	0.0	0	100	5.0	3	1	4.22	D	3.40	C	
236.01	JOHNSON RD	(CO LINE W)	ZONOLITE RD	0.81	N	2	U	7314	2	30	18.5	0.0	0.0	31.0	0	4.5	-	N	G	5.0	0	100	5.0	1	1	2.57	C	2.58	C	
236.01	JOHNSON RD	(CO LINE W)	ZONOLITE RD	0.81	S	2	U	7314	2	30	12.5	0.0	0.0	31.0	0	4.5	-	N	G	3.5	0	100	5.0	1	1	3.50	C	2.80	C	
237.01	N DECATUR RD	E ROCK SPRINGS RD	BRIARCLIFF RD	0.82	E	2	U	9273	2	25	13.5	0.0	0.0	36.5	0	4.5	-	N	G	0.0	0	40	5.0	1	1	3.33	C	3.73	D	
237.01	N DECATUR RD	E ROCK SPRINGS RD	BRIARCLIFF RD	0.82	W	2	U	9273	2	25	13.0	0.0	0.0	26.5	0	4.5	-	N	G	0.0	0	70	5.0	1	1	3.40	C	3.40	C	
238.01	CLIFTON RD	ASBURY CIR / HAYGOOD DR	CLIFTON WAY	0.62	N	4	U	18030	3	35	11.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	100	6.0	1	4	4.33	D	3.21	C	Shared Lane Markings
238.01	CLIFTON RD	ASBURY CIR / HAYGOOD DR	CLIFTON WAY	0.62	S	4	U	18030	3	35	11.0	0.0	0.0	48.0	0	4.0	-	N	C	6.0	0	100	7.0	1	4	4.33	D	2.97	C	Shared Lane Markings
238.011	CLIFTON RD	CLIFTON WAY	CDC PKWAY	0.05	N	4	U	18030	3	35	14.0	3.5	0.0	52.0	0	5.0	5.0	Y	C	6.0	0	100	12.0	1	2	3.25	C	2.67	C	
238.011	CLIFTON RD	CLIFTON WAY	CDC PKWAY	0.05	S	4	U	18030	3	35	14.0	3.5	0.0	52.0	0	5.0	5.0	Y	C	6.0	0	100	7.0	1	2	3.25	C	2.88	C	
238.012	CLIFTON RD	CDC PKWAY	BRIARCLIFF RD	0.51	N	4	U	18030	3	35	11.0	0.0	0.0	48.0	0	4.0	-	N	C	2.0	0	100	4.0	1	2	4.33	D	3.36	C	Shared Lane Markings
238.012	CLIFTON RD	CDC PKWAY	BRIARCLIFF RD	0.51	S	4	U	18030	3	35	11.0	0.0	0.0	48.0	0	4.0	-	N	C	6.0	0	80	6.0	1	2	4.33	D	3.36	C	Shared Lane Markings
238.02	CLIFTON RD	N DECATUR RD	ASBURY CIR / HAYGOOD DR	0.44	N	4	T	4874	2	25	10.0	0.0	0.0	50.0	0	4.0	-	N	C	1.0	0	100	4.0	1	4	3.03	C	2.40	B	Shared Lane , BUFFER VARAIBLE 0-4 FEET
238.02	CLIFTON RD	N DECATUR RD	ASBURY CIR / HAYGOOD DR	0.44	S	4	T	4874	2	25	10.0	0.0	0.0	50.0	0	4.0	-	N	C	0.0	0	100	5.0	1	4	3.03	C	2.32	B	Shared Lane Markings
239.01	HOUSTON MILL RD	CLIFTON RD	LAVISTA RD	1.22	N	2	U	13328	3	30	10.5	0.0	0.0	21.5	0	3.5	-	N	G	0.0	0	0	0.0	2	2	4.58	E	5.11	E	bicyclist using shoulder
239.01	HOUSTON MILL RD	CLIFTON RD	LAVISTA RD	1.22	S	2	U	13328	3	30	10.5	0.0	0.0	21.5	0	3.5	-	N	G	1.0	0	100	4.5	2	2	4.58	E	3.73	D	
240.01	MONTREAL RD	LAWRENCEVILLE HWY	Just south of Woodlawn Cir	0.14	N	2	T	9657	2	35	12.0	0.0	0.0	36.0	0	5.0	-	N	C	2.0	0	100	5.0	1	1	3.83	D	3.27	C	buffer is stamped concrete
240.01	MONTREAL RD	LAWRENCEVILLE HWY	Just south of Woodlawn Cir	0.14	S	2	T	9657	2	35	12.0	0.0	0.0	36.0	0	5.0	-	N	C	2.0	0	100	5.0	1	1	3.83	D	3.27	C	
240.011	MONTREAL RD	Just south of Woodlawn Cir	Overpass	0.67	N	2	U	9657	2	35	11.0	0.0	0.0	25.0	0	4.5	-	N	S	0.0	0	50	5.0	3	0	4.01	D	4.06	D	
240.011	MONTREAL RD	Just south of Woodlawn Cir	Overpass	0.67	S	2	U	9657	2	35	14.0	2.5	0.0	25.0	0	4.5	4.5	N	C	2.0	0	0	2.0	1	0	3.25	C	4.45	D	
240.012	MONTREAL RD	Overpass	Montreal Creek Court	0.4	N	2	U	9657	2	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	90	5.0	1	0	3.99	D	3.48	C	No gutter pan southbound
240.012	MONTREAL RD	Overpass	Montreal Creek Court	0.4	S	2	U	9657	2	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	100	5.0	1	0	3.99	D	3.35	C	
240.02	N INDIAN CREEK DR	MEMORIAL DR / COLLINGWOOD DR	MONTREAL CREEK CT / MONTREAL RD	2.27	N	4	U	13987	3	35	11.0	0.0	0.0	45.0	0	4.0	-	N	C	2.0	0	100	4.0	1	4	4.15	D	3.11	C	gutter pan paved over intermittantly
240.02	N INDIAN CREEK DR	MEMORIAL DR / COLLINGWOOD DR	MONTREAL CREEK CT / MONTREAL RD	2.27	S	4	U	13987	3	35	11.0	0.0	0.0	45.0	0	4.0	-	N	C	2.0	0	100	4.0	1	4	4.15	D	3.11	C	
240.03	S INDIAN CREEK DR	ROCKBRIDGE RD	DURHAM PARK RD	1.15	N	2	U	7021	2	35	12.0	0.0	0.0	24.5	0	3.5	-	N	C	1.0	0	65	4.0	2	1	3.90	D	3.54	D	Gutter filled with debvris, grass
240.03	S INDIAN CREEK DR	ROCKBRIDGE RD	DURHAM PARK RD	1.15	S	2	U	7021	2	35	12.0	0.0	0.0	24.5	0	3.5	-	N	C	0.0	0	100	5.0	2	1	3.90	D	3.03	C	Gutter filled with debvris, grass
240.031	S INDIAN CREEK DR	DURHAM PARK RD	ROWLAND RD	0.34	N	2	T	7021	2	35	12.0	0.0	0.0	35.0	0	3.5	-	N	C	1.0	0	100	4.0	2	1	3.90	D	3.11	C	
240.031	S INDIAN CREEK DR	DURHAM PARK RD	ROWLAND RD	0.34	S	2	T	7021	2	35	12.0	0.0	0.0	35.0	0	3.5	-	N	C	1.0	0	0	0.0	2	1	3.90	D	4.33	D	
240.04	S INDIAN CREEK DR	ROWLAND RD	COVINGTON HWY	1.50	N	2	U	7967	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	G	1.0	0	100	4.0	3	2	4.05	D	3.24	C	
240.04	S INDIAN CREEK DR	ROWLAND RD	COVINGTON HWY	1.50	S	2	U	7967	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	G	1.0	0	35	4.0	3	2	4.05	D	4.06	D	
241.01	OAKDALE RD	DEKALB AVE / WHITEFOORD AVE NE	N DECATUR RD	2.04	N	2	U	6349	2	25	15.5	0.0	0.0	31.0	0	3.5	-	N	G	2.0	0	100	6.0	1	4	3.04	C	2.45	B	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
241.01	OAKDALE RD	DEKALB AVE / WHITEFOORD AVE NE	N DECATUR RD	2.04	S	2	U	6349	2	25	15.5	0.0	0.0	31.0	0	3.5	-	N	G	2.0	0	100	6.0	1	4	3.04	C	2.45	B	
241.02	WHITEFOORD AVE NE	HOSEA WILLIAMS	DEKALB AVE / OAKDALE RD	0.58	N	2	U	4145	2	30	21.0	10.0	0.0	32.0	25	3.5	3.5	N	G	2.0	35	100	6.0	2	2	0.78	A	1.75	B	Shared Lane Markings
241.02	WHITEFOORD AVE NE	HOSEA WILLIAMS	DEKALB AVE / OAKDALE RD	0.58	S	2	U	4145	2	30	11.0	0.0	0.0	32.0	0	3.5	-	N	G	2.0	35	100	6.0	2	2	3.55	D	2.26	B	Shared Lane Markings
241.021	WHITEFOORD AVE NE	ARKWRIGHT PL	HOSEA WILLIAMS	0.28	N	2	U	4145	2	30	19.5	0.0	0.0	32.0	30	3.5	-	N	G	2.0	35	100	5.0	2	1	2.80	C	1.78	B	
241.021	WHITEFOORD AVE NE	ARKWRIGHT PL	HOSEA WILLIAMS	0.28	S	2	U	4145	2	30	13.0	0.0	0.0	32.0	30	3.5	-	N	G	2.0	35	100	5.0	2	1	3.66	D	1.91	B	
241.022	WHITEFOORD AVE NE	MEMORIAL DR / WHITEFOORD AVE SE	ARKWRIGHT PL	0.12	N	2	U	4145	2	30	12.0	0.0	0.0	24.0	0	3.5	-	N	G	0.0	0	100	6.0	2	1	3.44	C	2.45	B	
241.022	WHITEFOORD AVE NE	MEMORIAL DR / WHITEFOORD AVE SE	ARKWRIGHT PL	0.12	S	2	U	4145	2	30	12.0	0.0	0.0	24.0	0	3.5	-	N	G	3.0	0	100	4.0	2	1	3.44	C	2.56	C	
242.01	FAIRVIEW RD	OAKDALE RD	LULLWATER RD / N DECATUR RD	1.46	N	2	U	9354	2	30	15.5	0.0	0.0	31.0	0	3.5	-	N	G	2.0	0	30	5.0	1	2	3.52	D	3.81	D	13/17 SOUTH OF PONCED
242.01	FAIRVIEW RD	OAKDALE RD	LULLWATER RD / N DECATUR RD	1.46	S	2	U	9354	2	30	15.5	0.0	0.0	31.0	0	3.5	-	N	G	2.0	0	100	5.0	1	2	3.52	D	3.00	C	13/17 SOUTH OF PONCED
243.01	CHURCH ST	MANOR WALK	LAWRENCEVILLE HWY / SCOTT BLVD	0.80	N	4	T	12030	3	35	10.5	0.0	0.0	58.0	0	3.5	-	N	C	2.0	0	0	4.0	2	2	4.20	D	4.37	D	
243.01	CHURCH ST	MANOR WALK	LAWRENCEVILLE HWY / SCOTT BLVD	0.80	S	4	T	12030	3	35	10.5	0.0	0.0	58.0	0	3.5	-	N	C	2.0	0	0	4.0	2	2	4.20	D	4.37	D	
243.02	CHURCH ST	WILLOW LN	MANOR WALK	0.36	N	4	U	11671	3	35	10.5	0.0	0.0	48.0	0	3.5	-	N	C	1.5	0	100	4.0	2	1	4.18	D	3.01	C	
243.02	CHURCH ST	WILLOW LN	MANOR WALK	0.36	S	4	U	11671	3	35	10.5	0.0	0.0	48.0	0	3.5	-	N	C	1.5	0	100	4.0	2	1	4.18	D	3.01	C	
243.03	CHURCH ST	E PONCE DE LEON AVE	COMMERCE DR	0.15	N	4	U	9392	2	35	9.0	0.0	0.0	40.0	0	3.5	-	N	C	0.0	0	100	5.0	1	1	3.94	D	2.87	C	
243.03	CHURCH ST	E PONCE DE LEON AVE	COMMERCE DR	0.15	S	4	U	9392	2	35	9.0	0.0	0.0	40.0	0	3.5	-	N	C	0.0	0	100	5.0	1	1	3.94	D	2.87	C	
243.031	CHURCH ST	COMMERCE DR	WILLOW LN	0.55	N	4	U	9392	2	35	10.5	0.0	0.0	48.0	0	3.5	-	N	G	2.0	0	100	5.0	1	2	3.80	D	2.73	C	
243.031	CHURCH ST	COMMERCE DR	WILLOW LN	0.55	S	4	U	9392	2	35	10.5	0.0	0.0	48.0	0	3.5	-	N	G	2.0	0	100	5.0	1	2	3.80	D	2.73	C	
243.04	E TRINITY PL	N CANDLER ST / E HOWARD AVE	CHURCH ST	0.20	E	3	U	14788	3	35	11.5	0.0	0.0	37.0	0	4.0	-	N	C	3.0	25	100	4.0	1	1	4.17	D	2.75	C	2 lanes EB, 1 WB
243.04	E TRINITY PL	N CANDLER ST / E HOWARD AVE	CHURCH ST	0.20	W	3	U	14788	3	35	14.0	0.0	0.0	37.0	0	4.0	-	N	C	6.0	50	100	6.0	1	1	3.85	D	2.46	B	2 lanes EB, 1 WB
243.041	E TRINITY PL (CHURCH ST)	TRINITY PLACE	CHURCH ST / E PONCE DE LEON AVE	0.15	N	2	U	14788	3	25	12.0	0.0	0.0	24.0	0	4.0	-	N	G	4.0	15	100	7.0	1	2	4.05	D	2.93	C	
243.041	E TRINITY PL (CHURCH ST)	TRINITY PLACE	CHURCH ST / E PONCE DE LEON AVE	0.15	S	2	U	14788	3	25	12.0	0.0	0.0	24.0	0	4.0	-	N	G	4.0	15	100	7.0	1	2	4.05	D	2.93	C	
244.01	DEKALB INDUSTRIAL WAY	N ARCADIA AVE	LAWRENCEVILLE HWY	1.24	N	4	T	8264	3	45	11.0	0.0	0.0	52.0	0	4.0	-	N	C	2.0	0	100	5.0	3	2	3.83	D	2.97	C	
244.01	DEKALB INDUSTRIAL WAY	N ARCADIA AVE	LAWRENCEVILLE HWY	1.24	S	4	T	8264	3	45	12.0	0.0	0.0	52.0	0	4.0	-	N	C	2.0	0	15	5.0	3	2	3.72	D	4.11	D	
244.02	N ARCADIA AVE	E COLLEGE AVE / ARCADIA AVE	PONCE DE LEON AVE	0.54	N	4	U	15014	3	30	12.0	0.0	0.0	48.0	0	3.5	-	N	C	0.0	0	100	5.0	2	1	4.12	D	2.96	C	Bridge- SW behing jersey barrier
244.02	N ARCADIA AVE	E COLLEGE AVE / ARCADIA AVE	PONCE DE LEON AVE	0.54	S	4	U	15014	3	30	12.0	0.0	0.0	48.0	0	3.5	-	N	C	0.0	0	100	5.0	2	1	4.12	D	2.96	C	Bridge- SW behing jersey barrier
244.021	N ARCADIA AVE	PONCE DE LEON AVE	DEKALB INDUSTRIAL WAY	0.12	N	6	S	15014	4	40	12.0	0.0	0.0	71.0	0	3.5	-	N	C	0.0	0	0	0.0	2	1	4.30	D	4.24	D	
244.021	N ARCADIA AVE	PONCE DE LEON AVE	DEKALB INDUSTRIAL WAY	0.12	S	6	S	15014	4	40	12.0	0.0	0.0	71.0	0	3.5	-	N	C	0.0	0	100	5.0	2	1	4.30	D	2.94	C	
244.03	ARCADIA AVE	E COLLEGE AVE / SAMS XING	CRAIGIE AVE / KATIE KERR DR	0.22	N	4	D	3618	2	30	13.0	0.0	0.0	25.0	0	3.5	-	N	C	1.5	0	100	4.0	1	1	1.67	B	2.30	B	
244.03	ARCADIA AVE	E COLLEGE AVE / SAMS XING	CRAIGIE AVE / KATIE KERR DR	0.22	S	4	D	3618	2	30	13.0	0.0	0.0	25.0	20	3.5	-	N	C	0.0	0	0	0.0	1	1	2.05	B	2.94	C	
244.04	KATIE KERR DR	S COLUMBIA DR / COLUMBIA DR	ARCADIA AVE / CRAIGIE AVE	0.79	N	2	U	2681	2	35	13.0	0.0	0.0	26.0	0	5.0	-	N	C	2.0	0	100	5.0	1	1	2.19	B	2.41	B	
244.04	KATIE KERR DR	S COLUMBIA DR / COLUMBIA DR	ARCADIA AVE / CRAIGIE AVE	0.79	S	2	U	2681	2	35	13.0	0.0	0.0	26.0	0	5.0	-	N	C	0.0	0	0	0.0	1	1	2.19	B	3.36	C	
245.01	N CLARENDON AVE	S AVONDALE PLZ / N AVONDALE PLZ	OLD ROCKBRIDGE RD	0.31	N	2	U	5775	2	30	13.0	1.0	0.0	26.0	0	4.0	4.0	N	C	0.0	0	100	5.5	3	1	3.38	C	2.67	C	
245.01	N CLARENDON AVE	S AVONDALE PLZ / N AVONDALE PLZ	OLD ROCKBRIDGE RD	0.31	S	2	U	5775	2	30	13.0	1.0	0.0	26.0	0	4.0	4.0	N	C	0.0	0	35	5.5	3	1	3.38	C	3.50	C	
245.011	N CLARENDON AVE	OLD ROCKBRIDGE RD	E PONCE DE LEON AVE	0.76	N	2	U	5775	2	30	13.5	1.5	0.0	27.0	0	3.5	3.5	N	G	0.0	0	0	0.0	2	1	3.46	C	3.91	D	Shoulder varaible 0-2 ft
245.011	N CLARENDON AVE	OLD ROCKBRIDGE RD	E PONCE DE LEON AVE	0.76	S	2	U	5775	2	30	13.5	1.5	0.0	27.0	0	3.5	3.5	N	G	0.0	0	0	0.0	2	1	3.46	C	3.91	D	Shoulder varaible 0-2 ft
246.01	RAYS RD	MAXEY HILL DR	E PONCE DE LEON AVE	1.14	N	2	U	10686	3	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	2.0	0	100	4.0	2	2	4.41	D	3.55	D	shoulder n from cimmeron to ponce
246.01	RAYS RD	MAXEY HILL DR	E PONCE DE LEON AVE	1.14	S	2	U	10686	3	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	2.0	0	33	4.0	2	2	4.41	D	4.43	D	
246.02	RAYS RD	MEMORIAL DR	MAXEY HILL DR	0.20	N	2	T	10592	3	35	11.0	0.0	0.0	33.0	0	4.0	-	N	C	1.5	0	100	4.0	2	1	4.41	D	3.55	D	
246.02	RAYS RD	MEMORIAL DR	MAXEY HILL DR	0.20	S	2	T	10592	3	35	11.0	0.0	0.0	33.0	0	4.0	-	N	C	0.0	0	100	5.0	2	1	4.41	D	3.49	C	
246.03	RAYS RD	ROCKBRIDGE RD / S RAYS RD	MEMORIAL DR	0.87	N	2	U	4259	2	35	13.0	2.0	0.0	26.0	0	4.0	4.0	N	G	0.0	0	100	5.0	3	1	3.01	C	2.66	C	
246.03	RAYS RD	ROCKBRIDGE RD / S RAYS RD	MEMORIAL DR	0.87	S	2	U	4259	2	35	13.0	2.0	0.0	26.0	0	4.0	4.0	N	G	0.0	0	100	5.0	3	1	3.01	C	2.66	C	
247.01	HAMBRICK RD	MEMORIAL DR	E PONCE DE LEON AVE	1.33	N	2	U	5573	2	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	1.5	0	100	4.0	2	2	3.74	D	2.92	C	
247.01	HAMBRICK RD	MEMORIAL DR	E PONCE DE LEON AVE	1.33	S	2	U	5573	2	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	1.5	0	100	4.0	2	2	3.74	D	2.92	C	
247.02	HAMBRICK RD	475' N OF ASHLEY PL	MEMORIAL DR	0.31	N	4	T	3000	2	35	11.0	0.0	0.0	55.0	0	3.5	-	N	C	0.0	0	100	5.0	3	1	3.08	C	2.41	B	
247.02	HAMBRICK RD	475' N OF ASHLEY PL	MEMORIAL DR	0.31	S	4	T	3000	2	35	11.0	0.0	0.0	55.0	0	3.5	-	N	C	0.0	0	100	5.0	3	1	3.08	C	2.41	B	
247.03	HAMBRICK RD	ROCKBRIDGE RD	475' N OF ASHLEY PL	1.10	N	4	D	3000	2	35	10.0	0.0	0.0	20.0	0	3.5	-	N	C	0.0	0	100	5.0	3	1	2.35	B	2.45	B	
247.03	HAMBRICK RD	ROCKBRIDGE RD	475' N OF ASHLEY PL	1.10	S	4	D	3000	2	35	10.0	0.0	0.0	20.0	0	3.5	-	N	C	0.0	0	100	5.0	3	1	2.35	B	2.45	B	gutter pan paved over
248.01	MEMORIAL DR	SILVER HILL RD / E PONCE DE LEON AVE	ROBERT E LEE BLVD	0.61	E	2	U	4088	2	25	9.5	0.0	0.0	19.0	0	3.5	-	N	C	0.0	0	100	5.0	3	3	3.52	D	2.53	C	
248.01	MEMORIAL DR	SILVER HILL RD / E PONCE DE LEON AVE	ROBERT E LEE BLVD	0.61	W	2	U	4088	2	25	9.5	0.0	0.0	19.0	0	3.5	-	N	C	0.0	0	0	0.0	3	3	3.52	D	4.03	D	
249.02	BERMUDA RD	PARK SPRINGS ACCESS RD	STEWART MILL RD	0.71	N	2	U	13178	3	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	0	6.0	3	1	4.41	D	5.07	E	
249.02	BERMUDA RD	PARK SPRINGS ACCESS RD	STEWART MILL RD	0.71	S	2	U	13178	3	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	50	0.0	3	1	4.41	D	5.07	E	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_D) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
249.03	STEWART MILL RD	ROCKBRIDGE RD	BERMUDA RD	1.61	N	2	U	8640	3	40	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	4.37	D	4.73	E	sidewalk at subdivisions
249.03	STEWART MILL RD	ROCKBRIDGE RD	BERMUDA RD	1.61	S	2	U	8640	3	40	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	4.37	D	4.73	E	
250.01	NORTH AVE	MORELAND AVE NE	EUCLID AVE	0.38	E	2	U	3330	2	30	11.0	0.0	0.0	22.0	0	3.5	-	N	G	2.0	0	100	4.0	3	1	3.21	C	2.55	C	Narrow shoulders but paved gutter/granite
250.01	NORTH AVE	MORELAND AVE NE	EUCLID AVE	0.38	W	2	U	3330	2	30	11.0	0.0	0.0	22.0	0	3.5	-	N	G	2.0	0	100	4.0	3	1	3.21	C	2.55	C	Narrow shoulders but paved gutter/granite
251.01	EUCLID AVE	MORELAND AVE NE	OAKDALE RD	0.64	E	2	U	10244	3	30	21.0	0.0	0.0	34.0	10	4.0	-	N	G	2.0	100	90	5.0	2	1	2.85	C	2.90	C	
251.01	EUCLID AVE	MORELAND AVE NE	OAKDALE RD	0.64	W	2	U	10244	3	30	13.0	0.0	0.0	34.0	0	4.0	-	N	G	2.0	0	65	5.0	2	1	4.01	D	3.65	D	
252.01	MCLENDON AVE	HOWARD CIRCLE	MORELAND AVE NE	1.56	E	2	U	4731	2	35	22.0	7.0	0.0	32.0	50	4.0	4.0	N	G	2.5	25	100	5.5	3	5	1.78	B	1.69	B	Curb extensions on EB sound parking lane unmarked last eb section, account for 20% parking, SW heaving many places,
252.01	MCLENDON AVE	HOWARD CIRCLE	MORELAND AVE NE	1.56	W	2	U	4731	2	35	10.0	0.0	0.0	32.0	50	4.0	-	N	G	2.5	25	100	5.5	3	5	4.07	D	1.88	B	Curb extensions on EB sound parking lane unmarked last eb section, account for 20% parking, SW heaving many places,
252.011	HOWARD CIRCLE/DEKALB PL	COLLEGE AVE / ROCKYFORD RD NE	MCLENDON AVE	0.21	N	2	U	4731	2	25	10.5	0.0	0.0	21.0	0	3.5	-	N	G	1.0	0	60	4.5	2	1	3.51	D	3.14	C	Buffer varaible 0-2, Speed Tales, Signed Bike Route
252.011	HOWARD CIRCLE/DEKALB PL	COLLEGE AVE / ROCKYFORD RD NE	MCLENDON AVE	0.21	S	2	U	4731	2	25	10.5	0.0	0.0	21.0	0	3.5	-	N	G	1.0	0	40	4.5	2	1	3.51	D	3.42	C	Buffer varaible 0-2, Speed Tales, Signed Bike Route
253.01	CLIFTON RD NE	DEKALB AVE / CLIFTON RD	MCLENDON AVE	0.66	N	2	U	9395	2	30	14.0	0.0	0.0	28.0	40	3.5	-	N	G	2.5	50	100	5.0	2	1	4.22	D	2.43	B	
253.01	CLIFTON RD NE	DEKALB AVE / CLIFTON RD	MCLENDON AVE	0.66	S	2	U	9395	2	30	14.0	0.0	0.0	28.0	40	3.5	-	N	G	2.5	50	100	5.0	2	1	4.22	D	2.43	B	
253.011	CLIFTON RD NE	MCLENDON AVE	E PONCE DE LEON	0.19	N	2	U	9395	2	30	20.0	9.0	0.0	40.0	30	3.5	3.5	N	G	2.5	50	100	5.0	2	1	1.93	B	2.41	B	
253.011	CLIFTON RD NE	MCLENDON AVE	E PONCE DE LEON	0.19	S	2	U	9395	2	30	20.0	9.0	0.0	40.0	30	3.5	3.5	N	G	2.5	50	100	5.0	2	1	1.93	B	2.41	B	
254.01	HOSEA L WILLIAMS DR SE	MORELAND AVE	LESLIE ST	0.34	E	2	U	4931	2	35	11.0	0.0	0.0	31.5	0	4.0	-	N	G	3.0	35	100	6.0	3	1	3.62	D	2.39	B	
254.01	HOSEA L WILLIAMS DR SE	MORELAND AVE	LESLIE ST	0.34	W	2	U	4931	2	35	20.5	8.5	0.0	31.5	10	4.0	4.0	N	G	3.0	35	100	6.0	3	1	0.50	A	2.07	B	
254.011	HOSEA L WILLIAMS DR SE	LESLIE ST	WOODBINE AVE	0.50	E	2	U	4931	2	35	23.5	12.5	8.5	39.0	10	4.0	4.0	Y	G	7.0	35	100	6.0	3	2	0.00	A	1.75	B	
254.011	HOSEA L WILLIAMS DR SE	LESLIE ST	WOODBINE AVE	0.50	W	2	U	4931	2	35	15.5	4.5	0.0	39.0	10	4.0	4.0	Y	G	10.0	35	100	6.0	3	2	2.40	B	1.70	B	
254.012	HOSEA L WILLIAMS DR SE	WOODBINE AVE	KIRKWOOD RD	0.80	E	2	U	4931	2	35	26.5	14.0	8.5	52.0	10	4.5	4.5	Y	G	7.0	35	100	6.0	3	5	0.00	A	1.71	B	
254.012	HOSEA L WILLIAMS DR SE	WOODBINE AVE	KIRKWOOD RD	0.80	W	2	U	4931	2	35	25.0	14.0	8.5	52.0	10	4.5	4.5	Y	G	7.0	35	100	6.0	3	5	0.00	A	1.73	B	
254.013	HOSEA L WILLIAMS DR SE	KIRKWOOD RD	OAKVIEW RD	0.49	E	2	U	4931	2	35	27.0	15.0	10.0	52.5	10	4.5	4.5	N	G	7.0	0	100	6.0	3	2	0.74	A	2.02	B	
254.013	HOSEA L WILLIAMS DR SE	KIRKWOOD RD	OAKVIEW RD	0.49	W	2	U	4931	2	35	25.5	13.5	9.0	52.5	10	4.5	4.5	N	G	7.0	0	100	6.0	3	2	1.12	A	2.05	B	
254.014	HOSEA L WILLIAMS DR SE	OAKVIEW RD	EAST LAKE DR	0.67	E	2	U	4931	2	35	13.0	3.0	0.0	26.0	0	4.5	4.5	N	G	5.0	0	100	5.0	1	1	2.84	C	2.59	C	
254.014	HOSEA L WILLIAMS DR SE	OAKVIEW RD	EAST LAKE DR	0.67	W	2	U	4931	2	25	13.0	3.0	0.0	26.0	0	4.5	4.5	N	G	5.0	0	100	5.0	1	1	2.55	C	2.35	B	
254.015	HOSEA L WILLIAMS DR SE	EAST LAKE DR	CANDLER	0.53	E	2	U	4931	2	35	19.5	0.0	0.0	31.0	0	4.5	-	N	G	3.0	0	65	4.0	1	1	2.22	B	2.88	C	
254.015	HOSEA L WILLIAMS DR SE	EAST LAKE DR	CANDLER	0.53	W	2	U	4931	2	25	11.5	0.0	0.0	31.0	0	4.5	-	N	G	3.0	0	100	5.0	1	1	3.17	C	2.46	B	
255.01	WYMAN ST SE	WYMAN ST NE / HOSEA L WILLIAMS DR NE	MAYNARD TER / MEMORIAL DR	0.41	N	2	U	9131	2	30	16.0	0.0	0.0	32.0	0	4.0	-	N	G	2.0	35	100	6.0	2	1	3.27	C	2.74	C	
255.01	WYMAN ST SE	WYMAN ST NE / HOSEA L WILLIAMS DR NE	MAYNARD TER / MEMORIAL DR	0.41	S	2	U	9131	2	30	16.0	0.0	0.0	32.0	0	4.0	-	N	G	2.0	35	100	6.0	2	1	3.27	C	2.74	C	
255.02	MAYNARD TER	MEMORIAL DR / WYMAN ST SE	20 EB EXIT RAMP	0.25	N	4	U	29486	4	25	11.5	0.0	0.0	47.0	0	4.0	-	N	C	0.0	0	100	6.0	3	1	4.25	D	3.64	D	
255.02	MAYNARD TER	MEMORIAL DR / WYMAN ST SE	20 EB EXIT RAMP	0.25	S	4	U	29486	4	25	11.5	0.0	0.0	47.0	0	4.0	-	N	C	0.0	0	65	0.0	3	1	4.25	D	5.07	E	
255.03	MAYNARD TER	20 EB EXIT RAMP	GLENWOOD AVE	0.28	N	2	U	5201	2	25	32.0	0.0	0.0	16.0	0	4.0	-	N	C	2.0	100	100	5.0	2	0	0.00	A	1.93	B	No centerline stripe
255.03	MAYNARD TER	20 EB EXIT RAMP	GLENWOOD AVE	0.28	S	2	U	5201	2	25	32.0	0.0	0.0	16.0	0	4.0	-	N	C	2.0	100	100	5.0	2	0	0.00	A	1.93	B	No centerline stripe
256.01	HOWARD ST SE	MEMORIAL DR / S HOWARD ST SE	MEMORIAL DR	0.86	N	2	U	12709	3	25	24.0	0.0	0.0	24.0	10	3.5	-	N	G	5.0	60	35	5.0	2	1	2.20	B	3.49	C	
256.01	HOWARD ST SE	MEMORIAL DR / S HOWARD ST SE	MEMORIAL DR	0.86	S	2	U	12709	3	35	24.0	0.0	0.0	24.0	10	3.5	-	N	G	5.0	60	30	5.0	2	1	2.62	C	3.79	D	
257.01	HOWARD ST NE	HOSEA L WILLIAMS DR SE / HOSEA L WILLIAMS DR NE	COLLEGE AVE	0.58	N	2	U	12490	3	30	14.5	0.0	0.0	29.0	0	4.0	-	N	G	3.0	15	100	5.0	2	0	3.90	D	2.95	C	Much heaving on sidewalk.
257.01	HOWARD ST NE	HOSEA L WILLIAMS DR SE / HOSEA L WILLIAMS DR NE	COLLEGE AVE	0.58	S	2	U	12490	3	30	14.5	0.0	0.0	29.0	0	4.0	-	N	G	3.0	15	100	5.0	2	0	3.90	D	2.95	C	Much heaving on sidewalk.
257.011	COLLEGE AVE	HOWARD ST NE	PARK PL	0.63	E	2	U	12490	3	35	19.0	0.0	0.0	32.0	0	3.5	-	N	G	5.0	60	100	4.0	1	1	3.45	C	3.19	C	
257.011	COLLEGE AVE	HOWARD ST NE	PARK PL	0.63	W	2	U	12490	3	35	13.0	0.0	0.0	32.0	0	3.5	-	N	G	0.0	0	0	0.0	1	1	4.41	D	4.89	E	
258.01	EAST LAKE DR	PARK PL	2ND AVE SE	0.28	N	2	U	10479	3	30	14.5	0.0	0.0	29.0	0	3.5	-	N	G	10.0	25	100	4.0	1	1	3.96	D	2.29	B	
258.01	EAST LAKE DR	PARK PL	2ND AVE SE	0.28	S	2	U	10479	3	30	14.5	0.0	0.0	29.0	0	3.5	-	N	G	10.0	25	100	4.0	1	1	3.96	D	2.29	B	
258.011	EAST LAKE DR	2ND AVE SE	EAST LAKE DR SE / MEMORIAL DR	1.32	N	2	U	3500	2	30	14.5	0.0	0.0	29.0	0	3.5	-	N	G	10.0	25	100	4.0	1	1	2.73	C	1.45	A	
258.011	EAST LAKE DR	2ND AVE SE	EAST LAKE DR SE / MEMORIAL DR	1.32	S	2	U	3500	2	30	14.5	0.0	0.0	29.0	0	3.5	-	N	G	10.0	25	100	4.0	1	1	2.73	C	1.45	A	
259.01	2ND AVE	FLAT SHOALS RD	GLENWOOD AVE	1.50	N	2	U	8506	2	35	15.0	3.0	0.0	30.0	0	3.5	3.5	N	C	2.0	0	100	4.5	2	3	3.15	C	3.09	C	
259.01	2ND AVE	FLAT SHOALS RD	GLENWOOD AVE	1.50	S	2	U	8506	2	35	15.0	3.0	0.0	30.0	0	3.5	3.5	N	C	2.0	0	85	4.5	2	3	3.15	C	3.26	C	
259.011	2ND AVE	GLENWOOD AVE	MEMORIAL DR	0.50	N	3	U	8506	2	35	10.0	0.0	0.0	30.0	0	3.5	-	N	C	2.0	75	65	5.0	2	1	3.83	D	3.18	C	
259.011	2ND AVE	GLENWOOD AVE	MEMORIAL DR	0.50	S	3	U	8506	2	35	10.0	0.0	0.0	30.0	0	3.5	-	N	C	2.0	75	25	5.0	2	1	3.83	D	3.82	D	
259.012	2ND AVE	MEMORIAL DR	EAST LAKE DR	0.97	N	2	U	8506	2	35	14.5	0.0	0.0	29.0	0	4.5	-	N	C	5.0	50	90	5.0	2	2	3.46	C	2.88	C	
259.012	2ND AVE	MEMORIAL DR	EAST LAKE DR	0.97	S	2	U	8506	2	35	14.5	0.0	0.0	29.0	0	4.5	-	N	C	5.0	50	100	5.0	2	2	3.46	C	2.72	C	
260.01	COVINGTON DR	MEMORIAL DR	COVINGTON HWY	0.68	E	2	U	6670	2	35	11.5	0.0	0.0	23.5	0	3.5	-	N	C	0.0	0	0	5.0	2	2	3.93	D	4.34	D	
260.01	COVINGTON DR	MEMORIAL DR	COVINGTON HWY	0.68	W	2	U	6670	2	35	11.5	0.0	0.0	23.5	0	3.5	-	N	C	0.0	0	40	0.0	2	2	3.93	D	4.34	D	
261.01	MIDWAY RD	PEACHCREST RD	COVINGTON HWY	0.58	N	2	U	7264	2	35	11.0	0.0	0.0	21.0	0	3.5	-	N	C	0.0	0	100	5.0	2	1	4.04	D	3.09	C	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
261.01	MIDWAY RD	PEACHCREST RD	COVINGTON HWY	0.58	S	2	U	7264	2	35	10.0	0.0	0.0	21.0	0	3.5	-	N	G	2.0	0	100	4.0	2	1	4.14	D	3.18	C	
261.02	PEACHCREST RD	MIDWAY RD	COLUMBIA DR	1.17	N	2	U	5905	2	35	13.0	0.0	0.0	25.0	0	4.0	-	N	G	3.5	0	80	4.0	2	1	3.50	C	3.10	C	GRANITE CURB, SW Stops at peachcrest trace, buffer 2-3 ft
261.02	PEACHCREST RD	MIDWAY RD	COLUMBIA DR	1.17	S	2	U	5905	2	35	12.0	0.0	0.0	25.0	0	4.0	-	N	G	0.0	0	0	0.0	2	1	3.63	D	4.20	D	
262.01	REDAN RD	COVINGTON HWY	HOLCOMBE RD	0.59	N	2	U	8392	3	45	11.5	0.0	0.0	22.5	0	3.5	-	N	S	0.0	0	30	5.0	3	1	4.59	E	4.46	D	Curbs where sidewalks
262.01	REDAN RD	COVINGTON HWY	HOLCOMBE RD	0.59	S	2	U	8392	3	45	11.5	0.0	0.0	22.5	0	3.5	-	N	S	0.0	0	30	5.0	3	1	4.59	E	4.46	D	Curbs where sidewalks
263.01	DURHAM PARK RD	KENSINGTON RD	S INDIAN CREEK DR	0.63	E	2	U	4243	3	40	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	2	1	3.73	D	4.20	D	
263.01	DURHAM PARK RD	KENSINGTON RD	S INDIAN CREEK DR	0.63	W	2	U	4243	3	40	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	2	1	3.73	D	4.20	D	
264.01	ALLGOOD RD	ROCKBRIDGE RD	REDAN RD	1.90	N	2	U	986	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	G	1.0	0	35	4.0	3	2	1.40	A	3.22	C	
264.01	ALLGOOD RD	ROCKBRIDGE RD	REDAN RD	1.90	S	2	U	986	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	G	1.0	0	80	4.0	3	2	1.40	A	2.66	C	
265.01	ROWLAND RD	ROCKBRIDGE RD / SPRUCE DR	S INDIAN CREEK DR	2.03	N	2	U	5363	2	35	13.5	0.0	0.0	27.0	0	4.5	-	N	G	0.0	0	100	5.0	3	2	3.26	C	2.78	C	
265.01	ROWLAND RD	ROCKBRIDGE RD / SPRUCE DR	S INDIAN CREEK DR	2.03	S	2	U	5363	2	35	13.5	0.0	0.0	27.0	0	4.5	-	N	G	0.0	0	0	0.0	3	2	3.26	C	3.98	D	
266.01	MARTIN RD	ROCKBRIDGE RD	REDAN RD	2.23	N	2	U	620	2	30	9.5	0.0	0.0	19.0	0	4.0	-	N	C	1.5	0	30	4.0	3	1	1.42	A	3.29	C	Centerline striping comes and goes
266.01	MARTIN RD	ROCKBRIDGE RD	REDAN RD	2.23	S	2	U	620	2	30	9.5	0.0	0.0	19.0	0	4.0	-	N	C	1.5	0	65	4.0	3	1	1.42	A	2.79	C	Centerline striping comes and goes
267.01	SHADOW ROCK DR	S STONE MOUNTAIN LITHONIA RD	S STONE MOUNTAIN LITHONIA RD	2.28	N	2	U	6950	2	35	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	3.85	D	4.42	D	curbs at subdivion entrances
267.01	SHADOW ROCK DR	S STONE MOUNTAIN LITHONIA RD	S STONE MOUNTAIN LITHONIA RD	2.28	S	2	U	6950	2	35	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	5	0.0	3	1	3.85	D	4.42	D	sidewalk at one subdivision entrance
268.01	STEPHENSON RD	ROCKBRIDGE RD	STEPHENSON RDG	0.56	N	2	U	2447	3	45	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	3.06	C	3.92	D	
268.01	STEPHENSON RD	ROCKBRIDGE RD	STEPHENSON RDG	0.56	S	2	U	2447	3	45	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	3.06	C	3.92	D	
268.02	STEPHENSON RD	STEPHENSON RDG	PIPER GATE RD	0.93	E	2	T	3935	2	25	12.0	0.0	0.0	36.0	0	4.0	-	N	C	0.0	0	100	5.0	1	0	3.08	C	2.42	B	
268.02	STEPHENSON RD	STEPHENSON RDG	PIPER GATE RD	0.93	W	2	T	3935	2	25	12.0	0.0	0.0	36.0	0	4.0	-	N	C	0.0	0	100	5.0	1	0	3.08	C	2.42	B	
268.03	STEPHENSON RD	PIPER GATE RD	TIMBERVALE LN / WINDSTONE LN	0.47	E	2	U	4526	3	45	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	3.84	D	4.40	D	
268.03	STEPHENSON RD	PIPER GATE RD	TIMBERVALE LN / WINDSTONE LN	0.47	W	2	U	4526	3	45	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	3.84	D	4.40	D	
268.04	STEPHENSON RD	WINDSTONE LN / TIMBERVALE LN	STONEBROOK DR	0.44	E	2	T	6750	3	45	12.0	0.0	0.0	36.0	0	4.0	-	N	C	0.0	0	66	0.0	1	0	4.19	D	4.62	E	
268.04	STEPHENSON RD	WINDSTONE LN / TIMBERVALE LN	STONEBROOK DR	0.44	W	2	T	6750	3	45	12.0	0.0	0.0	36.0	0	4.0	-	N	C	0.0	0	0	0.0	1	0	4.19	D	4.62	E	
268.05	STEPHENSON RD	STONEBROOK DR	ROCK CHAPEL RD	1.11	E	2	U	5672	3	45	11.5	0.0	0.0	23.0	0	3.5	-	N	C	0.0	0	0	0.0	3	1	4.22	D	4.54	E	
268.05	STEPHENSON RD	STONEBROOK DR	ROCK CHAPEL RD	1.11	W	2	U	5672	3	45	11.5	0.0	0.0	23.0	0	3.5	-	N	C	1.5	0	100	4.0	3	1	4.22	D	3.28	C	Bike lane and sidwalk at subdivison
269.01	S DESHON RD	N DESHON RD / ROCKBRIDGE RD	N SHORE DR	0.22	N	2	T	10883	4	45	12.0	0.0	0.0	36.0	0	4.0	-	N	C	0.0	0	0	0.0	1	1	4.76	E	5.11	E	
269.01	S DESHON RD	N DESHON RD / ROCKBRIDGE RD	N SHORE DR	0.22	S	2	T	10883	4	45	12.0	0.0	0.0	36.0	0	4.0	-	N	C	8.0	0	15	5.0	1	1	4.76	E	4.88	E	
269.02	S DESHON RD	N SHORE DR	STEPHENSON RD	0.87	N	2	U	8282	3	45	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	4.43	D	4.85	E	
269.02	S DESHON RD	N SHORE DR	STEPHENSON RD	0.87	S	2	U	8282	3	45	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	4.43	D	4.85	E	sidewalks at subdivisions
269.03	S DESHON RD	Stephenson	Deshon Ridge Rd	0.52	N	2	U	6378	3	45	20.0	10.0	0.0	32.0	0	4.0	4.0	N	S	0.0	0	0	0.0	3	1	0.35	A	3.94	D	
269.03	S DESHON RD	Stephenson	Deshon Ridge Rd	0.52	S	2	U	6378	3	45	12.0	0.0	0.0	32.0	0	4.0	-	N	S	0.0	0	0	0.0	3	0	4.13	D	4.58	E	
269.031	S DESHON RD	Deshon Ridge Rd	Swift Creek	1.53	N	2	U	6378	3	45	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	0	4.19	D	4.63	E	turn lanes curbs at subdiv entries, intermitant shoulders
269.031	S DESHON RD	Deshon Ridge Rd	Swift Creek	1.53	S	2	U	6378	3	45	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	0	4.19	D	4.63	E	sw at subsivisions
269.032	S DESHON RD	Swift Creek Rd	S STONE MOUNTAIN LITHONIA RD	0.58	N	2	U	6378	3	45	20.0	10.0	0.0	32.0	0	4.0	4.0	N	C	1.5	0	66	4.0	2	1	0.35	A	3.36	C	sw ends at swift creek drive
269.032	S DESHON RD	Swift Creek Rd	S STONE MOUNTAIN LITHONIA RD	0.58	S	2	U	6378	3	45	12.0	0.0	0.0	32.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	4.13	D	4.58	E	
269.04	S DESHON RD	S STONE MOUNTAIN LITHONIA RD	PHILLIPS RD	0.26	N	2	U	3785	2	25	9.5	0.0	0.0	19.0	0	4.0	-	N	S	0.0	0	0	0.0	2	1	3.28	C	3.93	D	No centerline stripe
269.04	S DESHON RD	S STONE MOUNTAIN LITHONIA RD	PHILLIPS RD	0.26	S	2	U	3785	2	25	9.5	0.0	0.0	19.0	0	4.0	-	N	S	0.0	0	0	0.0	2	1	3.28	C	3.93	D	No centerline stripe
269.05	S DESHON RD	PHILLIPS RD	WELLBORN RD	0.52	E	2	U	2098	2	25	9.5	0.0	0.0	19.0	0	4.0	-	N	S	0.0	0	0	0.0	2	0	2.47	B	3.31	C	No centerline stripe
269.05	S DESHON RD	PHILLIPS RD	WELLBORN RD	0.52	W	2	U	2098	2	25	9.5	0.0	0.0	19.0	0	4.0	-	N	S	0.0	0	0	0.0	2	0	2.47	B	3.31	C	No centerline stripe
270.01	NORRIS LAKE RD	(CO LINE N)	NORRIS LAKE DR	0.63	N	2	U	16637	3	25	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	4.48	D	5.47	E	
270.01	NORRIS LAKE RD	(CO LINE N)	NORRIS LAKE DR	0.63	S	2	U	16637	3	25	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	4.48	D	5.47	E	
270.02	NORRIS LAKE DR	NORRIS LAKE RD	NORRIS LAKE RD / PLEASANT HILL RD	1.51	N	2	U	14448	4	45	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	2	0	5.12	E	5.76	F	
270.02	NORRIS LAKE DR	NORRIS LAKE RD	NORRIS LAKE RD / PLEASANT HILL RD	1.51	S	2	U	14448	4	45	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	2	0	5.12	E	5.76	F	
271.01	ORMEWOOD AVE	MORELAND AVE SE	FLAT SHOALS AVE	0.52	E	2	U	4630	2	30	15.0	0.0	0.0	28.0	0	3.5	-	N	G	3.0	0	100	4.0	3	1	3.11	C	2.52	C	Buffer variable 2-4 feet
271.01	ORMEWOOD AVE	MORELAND AVE SE	FLAT SHOALS AVE	0.52	W	2	U	4630	2	30	13.0	0.0	0.0	28.0	0	3.5	-	N	G	3.0	0	100	4.0	3	1	3.39	C	2.59	C	Buffer variable 2-4 feet
272.01	FAYETTEVILLE RD	GLENWOOD AVE	BRANNEN RD	1.86	N	2	U	8192	2	35	14.0	0.0	0.0	24.0	0	4.0	-	N	G	0.0	0	40	5.0	2	3	3.60	D	3.81	D	
272.01	FAYETTEVILLE RD	GLENWOOD AVE	BRANNEN RD	1.86	S	2	U	8192	2	35	10.0	0.0	0.0	24.0	0	4.0	-	N	G	0.0	0	80	5.0	2	3	4.08	D	3.54	D	
273.01	CUSTER AVE	MORELAND AVE SE	BOULDERCREST DR / BOULDERCREST RD	1.17	E	2	U	5919	2	35	14.0	0.0	0.0	28.0	0	3.5	-	N	C	1.0	0	40	4.0	2	1	3.52	D	3.57	D	
273.01	CUSTER AVE	MORELAND AVE SE	BOULDERCREST DR / BOULDERCREST RD	1.17	W	2	U	5919	2	35	14.0	0.0	0.0	28.0	0	3.5	-	N	C	1.0	0	20	4.0	2	1	3.52	D	3.79	D	
273.02	BRANNEN RD	FAYETTEVILLE RD	WELLAND AVE	1.18	E	2	U	4412	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	G	1.5	0	100	5.0	2	1	3.64	D	2.68	C	
273.02	BRANNEN RD	FAYETTEVILLE RD	WELLAND AVE	1.18	W	2	U	4412	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	G	0.0	0	0	0.0	2	1	3.64	D	4.07	D	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
273.03	WELLAND AVE	BRANNEN RD	GRESHAM RD	0.27	E	2	U	8834	2	25	11.5	0.0	0.0	23.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	3.65	D	4.36	D	
273.03	WELLAND AVE	BRANNEN RD	GRESHAM RD	0.27	W	2	U	8834	2	25	11.5	0.0	0.0	23.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	3.65	D	4.36	D	
273.04	GRESHAM RD	WELLAND AVE	20 WB ENTRY RAMP / COOK RD	0.23	N	2	T	9337	2	35	11.5	0.0	0.0	34.5	0	4.0	-	N	C	0.0	0	100	5.0	1	2	4.03	D	3.32	C	
273.04	GRESHAM RD	WELLAND AVE	20 WB ENTRY RAMP / COOK RD	0.23	S	2	T	9337	2	35	11.5	0.0	0.0	34.5	0	4.0	-	N	C	0.0	0	0	5.0	1	2	4.03	D	4.66	E	
273.05	COOK RD	GRESHAM RD / 20 WB ENTRY RAMP	20 WB EXIT RAMP / FLAT SHOALS RD	0.27	E	2	OW	4918	2	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	3.71	D	4.01	D	
273.05	COOK RD	GRESHAM RD / 20 WB ENTRY RAMP	20 WB EXIT RAMP / FLAT SHOALS RD	0.27	W	2	OW	4918	2	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	3.71	D	4.01	D	
274.01	MCAFEE RD	2ND AVE SE	CANDLER RD	1.53	E	2	U	580	2	35	12.5	0.0	0.0	24.5	0	3.5	-	N	G	2.0	0	20	4.0	2	1	0.50	A	3.26	C	Some new parcels WB have 10' sidewalks
274.01	MCAFEE RD	2ND AVE SE	CANDLER RD	1.53	W	2	U	580	2	35	12.5	0.0	0.0	24.5	0	3.5	-	N	G	2.0	0	40	4.0	2	1	0.50	A	3.02	C	Some new parcels WB have 10' sidewalks
274.011	MCAFEE RD	CANDLER RD	COLUMBIA DR	1.78	E	2	U	2771	2	35	12.5	0.0	0.0	24.5	0	3.5	-	N	G	2.0	0	20	4.0	2	1	2.68	C	3.52	D	Some new parcels WB have 10' sidewalks
274.011	MCAFEE RD	CANDLER RD	COLUMBIA DR	1.78	W	2	U	2771	2	35	12.5	0.0	0.0	24.5	0	3.5	-	N	G	2.0	0	40	4.0	2	1	2.68	C	3.27	C	Some new parcels WB have 10' sidewalks
275.01	WESLEY CHAPEL RD	S HAIRSTON RD	COVINGTON HWY	1.11	N	4	T	12615	4	45	11.5	0.0	0.0	62.5	0	3.5	-	N	C	1.5	0	100	4.0	2	1	4.70	E	3.35	C	
275.01	WESLEY CHAPEL RD	S HAIRSTON RD	COVINGTON HWY	1.11	S	4	T	12615	4	45	11.5	0.0	0.0	62.5	0	3.5	-	N	C	1.5	0	100	4.0	2	1	4.70	E	3.35	C	
276.01	YOUNG RD	COVINGTON HWY / HIDDEN CREEK DR	MEADOWBROOKE CHASE	2.88	N	2	U	5147	3	40	12.5	0.0	0.0	25.0	0	3.5	-	N	C	0.0	0	50	5.0	3	4	3.93	D	3.57	D	
276.01	YOUNG RD	COVINGTON HWY / HIDDEN CREEK DR	MEADOWBROOKE CHASE	2.88	S	2	U	5147	3	40	12.5	0.0	0.0	25.0	0	3.5	-	N	C	2.0	0	65	5.0	3	4	3.93	D	3.34	C	
277.01	MARBUT RD	PANOLA RD	RANDALL RD	3.42	E	2	U	4951	2	35	12.5	0.0	0.0	24.5	0	4.0	-	N	C	1.5	0	75	5.0	2	4	3.44	C	3.04	C	
277.01	MARBUT RD	PANOLA RD	RANDALL RD	3.42	W	2	U	4951	2	35	12.5	0.0	0.0	24.5	0	4.0	-	N	C	1.5	0	50	5.0	2	4	3.44	C	3.37	C	
278.01	WELLBORN RD	S STONE MOUNTAIN LITHONIA RD	COVE LAKE RD / COVINGTON HWY	2.12	N	2	U	4958	3	40	10.5	0.0	0.0	21.0	0	4.5	-	N	C	0.0	0	100	5.0	2	3	3.86	D	2.98	C	Lobng shoulder/turn lane on approach to Marbut
278.01	WELLBORN RD	S STONE MOUNTAIN LITHONIA RD	COVE LAKE RD / COVINGTON HWY	2.12	S	2	U	4958	3	40	10.5	0.0	0.0	21.0	0	4.5	-	N	S	0.0	0	0	0.0	2	3	3.86	D	4.39	D	Lobng shoulder/turn lane on approach to Marbut
279.01	PHILLIPS RD	S STONE MOUNTAIN LITHONIA RD	S DESHON RD	0.30	N	2	U	3542	3	40	11.0	0.0	0.0	22.0	0	4.5	-	N	S	0.0	0	0	0.0	2	0	3.39	C	4.03	D	Buffer varaible 0-1.5
279.01	PHILLIPS RD	S STONE MOUNTAIN LITHONIA RD	S DESHON RD	0.30	S	2	U	3542	3	40	11.0	0.0	0.0	22.0	0	4.5	-	N	C	0.0	0	100	5.0	2	0	3.39	C	2.81	C	Buffer varaible 0-1.5
279.02	PHILLIPS RD	S DESHON RD	MARBUT FARMS RD	1.16	N	2	U	5748	3	40	11.0	0.0	0.0	22.0	0	4.5	-	N	C	0.0	0	50	5.0	3	1	3.96	D	3.75	D	
279.02	PHILLIPS RD	S DESHON RD	MARBUT FARMS RD	1.16	S	2	U	5748	3	40	11.0	0.0	0.0	22.0	0	4.5	-	N	C	0.0	0	50	5.0	3	1	3.96	D	3.75	D	
279.03	PHILLIPS RD	MARBUT FARMS RD	MARBUT FARMS LN	0.10	N	2	T	6936	3	40	12.0	0.0	0.0	42.0	0	4.5	-	N	C	0.0	0	100	6.0	1	0	4.04	D	3.07	C	
279.03	PHILLIPS RD	MARBUT FARMS RD	MARBUT FARMS LN	0.10	S	2	T	6936	3	40	12.0	0.0	0.0	42.0	0	4.5	-	N	C	0.0	0	0	0.0	1	0	4.04	D	4.47	D	
279.04	PHILLIPS RD	MARBUT FARMS LN	COVINGTON HWY	0.55	N	2	U	8793	3	40	11.5	0.0	0.0	23.0	0	4.5	-	N	C	5.0	0	0	5.0	3	1	4.28	D	4.75	E	Buffer varaible
279.04	PHILLIPS RD	MARBUT FARMS LN	COVINGTON HWY	0.55	S	2	U	8793	3	40	11.5	0.0	0.0	23.0	0	4.5	-	N	S	0.0	0	0	0.0	3	1	4.28	D	4.75	E	Buffer varaible
280.01	LITHONIA INDUSTRIAL BLVD	S STONE MOUNTAIN LITHONIA RD	UNKNOWN	2.54	N	4	U	6543	3	45	11.5	0.0	0.0	47.0	0	4.5	-	N	G	0.0	0	0	0.0	1	5	3.21	C	4.04	D	Under const./ closed north of Marshall Blvd
280.01	LITHONIA INDUSTRIAL BLVD	S STONE MOUNTAIN LITHONIA RD	UNKNOWN	2.54	S	4	U	6543	3	45	11.5	0.0	0.0	47.0	0	4.5	-	N	G	0.0	0	0	0.0	1	5	3.21	C	4.04	D	Under const./ closed north of Marshall Blvd
281.01	MAIN ST	MAX CLELAND BLVD	WIGGINS ST	0.15	E	2	T	13275	3	25	9.0	0.0	0.0	30.5	0	4.5	-	N	G	2.0	0	100	5.0	1	0	4.21	D	3.57	D	Sidewalk paver brick, buffer cobblestone
281.01	MAIN ST	MAX CLELAND BLVD	WIGGINS ST	0.15	W	2	T	13275	3	25	9.0	0.0	0.0	30.5	0	4.5	-	N	G	2.0	0	100	5.0	1	0	4.21	D	3.57	D	Sidewalk paver brick, buffer cobblestone
281.011	MAIN ST	WIGGINS ST	SWIFT ST	0.06	E	2	U	13275	3	25	20.5	8.0	0.0	41.0	100	4.5	4.5	N	G	4.0	18	100	7.0	1	0	3.83	D	1.99	B	Sidewalk paver brick, buffer cobblestone
281.011	MAIN ST	WIGGINS ST	SWIFT ST	0.06	W	2	U	13275	3	25	20.5	8.0	0.0	41.0	100	4.5	4.5	N	G	4.0	18	100	7.0	1	0	3.83	D	1.99	B	Sidewalk paver brick, buffer cobblestone
281.012	MAIN ST	SWIFT ST	MAX CLELAND BLVD / ROCK CHAPEL RD	0.39	E	2	U	13275	3	25	10.0	0.0	0.0	20.0	0	4.0	-	N	G	0.0	0	90	5.0	1	0	4.21	D	3.75	D	
281.012	MAIN ST	SWIFT ST	MAX CLELAND BLVD / ROCK CHAPEL RD	0.39	W	2	U	13275	3	25	10.0	0.0	0.0	20.0	0	4.0	-	N	G	1.0	0	90	4.0	1	0	4.21	D	3.83	D	
282.01	CONYERS ST	RHODES ST	TURNER HILL RD	1.30	E	2	U	6289	2	30	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	1	2	3.78	D	4.34	D	
282.01	CONYERS ST	RHODES ST	TURNER HILL RD	1.30	W	2	U	6289	2	30	10.0	0.0	0.0	20.0	0	4.0	-	N	S	0.0	0	0	0.0	1	2	3.78	D	4.34	D	
283.01	UNION GROVE RD	MAX CLELAND BLVD	(CO LINE E)	1.98	E	2	U	2082	3	45	9.5	0.0	0.0	19.0	0	3.5	-	N	S	0.0	0	0	0.0	3	1	3.07	C	3.85	D	
283.01	UNION GROVE RD	MAX CLELAND BLVD	(CO LINE E)	1.98	W	2	U	2082	3	45	9.5	0.0	0.0	19.0	0	3.5	-	N	S	0.0	0	0	0.0	3	1	3.07	C	3.85	D	
284.01	FAYETTEVILLE RD	CONSTITUTION RD	BOULDERCREST RD / KEY RD	1.58	N	2	U	3045	2	35	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	2	1	3.31	C	3.81	D	Mean dogs
284.01	FAYETTEVILLE RD	CONSTITUTION RD	BOULDERCREST RD / KEY RD	1.58	S	2	U	3045	2	35	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	2	1	3.31	C	3.81	D	Mean dogs
285.01	S RIVER INDUSTRIAL BLVD	(CO LINE W)	MORELAND AVE	0.14	E	2	U	4000	2	35	18.0	0.0	0.0	36.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	2.47	B	3.47	C	
285.01	S RIVER INDUSTRIAL BLVD	(CO LINE W)	MORELAND AVE	0.14	W	2	U	4000	2	35	18.0	0.0	0.0	36.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	2.47	B	3.47	C	
286.01	FLAT SHOALS RD	CLIFTON CHURCH RD	CANDLER RD / WARREN RD	1.63	E	2	U	3389	2	35	13.5	1.5	0.0	27.0	0	3.5	3.5	N	C	1.0	0	100	5.0	3	1	3.20	C	2.51	C	bike lane on bridge west of battle crest
286.01	FLAT SHOALS RD	CLIFTON CHURCH RD	CANDLER RD / WARREN RD	1.63	W	2	U	3389	2	35	13.5	1.5	0.0	27.0	0	3.5	3.5	N	C	1.0	0	100	5.0	3	1	3.20	C	2.51	C	
287.01	CLIFTON SPRINGS RD	CLIFTON CHURCH RD	CLIFTON SPRINGS MNR	1.39	E	2	U	6814	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	G	0.0	0	50	5.0	2	0	3.94	D	3.69	D	
287.01	CLIFTON SPRINGS RD	CLIFTON CHURCH RD	CLIFTON SPRINGS MNR	1.39	W	2	U	6814	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	G	0.0	0	100	5.0	2	0	3.94	D	3.02	C	
287.02	CLIFTON SPRINGS RD	CLIFTON SPRINGS MNR	PANTHERSVILLE RD	0.60	E	3	U	8344	2	35	11.5	0.0	0.0	34.0	0	4.0	-	N	C	4.0	0	100	5.0	2	1	3.50	C	2.57	C	2 LANES EB, 1 WB
287.02	CLIFTON SPRINGS RD	CLIFTON SPRINGS MNR	PANTHERSVILLE RD	0.60	W	3	U	8344	2	35	11.5	0.0	0.0	34.0	0	4.0	-	N	C	1.5	0	25	5.0	2	1	3.50	C	3.70	D	2 LANES EB, 1 WB
287.03	CLIFTON SPRINGS RD	PANTHERSVILLE RD	COLUMBIA DR / FLAT SHOALS PKWY	0.72	E	4	U	6325	2	35	11.0	0.0	0.0	44.0	0	4.0	-	N	C	0.0	0	0	0.0	3	1	3.07	C	3.74	D	Sidewalks at 2 single small parcels
287.03	CLIFTON SPRINGS RD	PANTHERSVILLE RD	COLUMBIA DR / FLAT SHOALS PKWY	0.72	W	4	U	6325	2	35	11.0	0.0	0.0	44.0	0	4.0	-	N	C	0.0	0	0	0.0	3	1	3.07	C	3.74	D	Sidewalks at 2 single small parcels
287.04	COLUMBIA DR	SPRINGSIDE XING	CLIFTON SPRINGS RD / FLAT SHOALS PKWY	0.49	E	2	U	4150	2	35	12.0	0.0	0.0	23.5	0	3.5	-	N	C	0.0	0	0	0.0	3	1	3.55	D	3.99	D	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_0) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
287.04	COLUMBIA DR	SPRINGSIDE XING	CLIFTON SPRINGS RD / FLAT SHOALS PKWY	0.49	W	2	U	4150	*2*	35	12.0	0.0	0.0	23.5	0	3.5	-	N	C	2.0	0	100	6.0	3	1	3.55	D	2.53	C	
287.05	COLUMBIA DR	SPRINGSIDE RUN	SPRINGSIDE XING	0.23	E	2	T	4150	*2*	35	12.0	0.0	0.0	34.5	0	3.5	-	N	S	0.0	0	0	0.0	3	0	3.55	D	3.99	D	
287.05	COLUMBIA DR	SPRINGSIDE RUN	SPRINGSIDE XING	0.23	W	2	T	4150	*2*	35	12.0	0.0	0.0	34.5	0	3.5	-	N	C	2.0	0	100	6.0	3	0	3.55	D	2.53	C	
287.06	COLUMBIA DR	RAINBOW DR	SPRINGSIDE RUN	1.04	E	2	U	3163	*2*	35	12.0	0.0	0.0	23.5	0	3.5	-	N	C	0.0	0	0	0.0	3	1	3.05	C	3.64	D	
287.06	COLUMBIA DR	RAINBOW DR	SPRINGSIDE RUN	1.04	W	2	U	3163	*2*	35	12.0	0.0	0.0	23.5	0	3.5	-	N	C	2.0	0	100	6.0	3	1	3.05	C	2.41	B	
287.07	COLUMBIA DR	20 EB EXIT RAMP	RAINBOW DR	0.26	N	4	T	12253	*3*	35	11.0	0.0	0.0	59.0	0	3.5	-	N	C	0.0	0	40	5.0	2	1	4.17	D	3.78	D	
287.07	COLUMBIA DR	20 EB EXIT RAMP	RAINBOW DR	0.26	S	4	T	12253	*3*	35	11.0	0.0	0.0	59.0	0	3.5	-	N	C	0.0	0	100	5.0	2	1	4.17	D	2.97	C	
288.01	RAINBOW DR	CANDLER RD	COLUMBIA DR	1.14	E	2	U	2842	*3*	40	12.0	0.0	0.0	22.5	0	3.5	-	N	S	0.0	0	0	0.0	3	5	3.02	C	3.66	D	PAV CON DETERIORATES MOVING EAST, BUFFER VARIES 1-2 FT
288.01	RAINBOW DR	CANDLER RD	COLUMBIA DR	1.14	W	2	U	2842	*3*	40	11.0	0.0	0.0	22.5	0	3.5	-	N	C	2.0	0	0	5.0	3	5	3.21	C	4.08	D	BUFFER 0-2
288.011	RAINBOW DR	COLUMBIA DR	COCKLEBUR RD	1.08	E	2	U	8111	*3*	40	12.0	0.0	0.0	22.5	0	3.5	-	N	S	0.0	0	0	0.0	3	5	4.43	D	4.62	E	PAV CON DETERIORATES MOVING EAST, BUFFER VARIES 1-2 FT
288.011	RAINBOW DR	COLUMBIA DR	COCKLEBUR RD	1.08	W	2	U	8111	*3*	40	11.0	0.0	0.0	22.5	0	3.5	-	N	C	2.0	0	0	5.0	3	5	4.54	E	4.71	E	BUFFER 0-2
288.012	RAINBOW DR	COCKLEBUR RD	WESLEY CHAPEL RD	0.93	E	2	U	6948	*3*	40	12.0	0.0	0.0	22.5	0	3.5	-	N	S	0.0	0	0	0.0	3	5	4.29	D	4.47	D	PAV CON DETERIORATES MOVING EAST, BUFFER VARIES 1-2 FT
288.012	RAINBOW DR	COCKLEBUR RD	WESLEY CHAPEL RD	0.93	W	2	U	6948	*3*	40	11.0	0.0	0.0	22.5	0	3.5	-	N	C	2.0	0	0	5.0	3	5	4.40	D	4.57	E	BUFFER 0-2
289	SNAPFINGER WOODS DR	E WESLEY CHAPEL WAY	20 WB ENTRY RAMP / WESLEY CHAPEL RD	0.11	E	4	U	5141	*3*	45	11.0	0.0	0.0	44.0	0	3.5	-	N	C	2.0	0	100	5.0	1	1	3.11	C	2.78	C	Stamped buffer
289	SNAPFINGER WOODS DR	E WESLEY CHAPEL WAY	20 WB ENTRY RAMP / WESLEY CHAPEL RD	0.11	W	4	U	5141	*3*	45	11.0	0.0	0.0	44.0	0	3.5	-	N	C	2.0	0	100	5.0	1	1	3.11	C	2.78	C	Stamped buffer
289.01	SNAPFINGER WOODS DR	E WESLEY CHAPEL WAY	SHELL BARK RD	1.54	E	2	U	12328	*4*	45	12.0	0.0	0.0	24.0	0	3.5	-	N	C	2.0	0	30	5.0	2	0	4.98	E	4.87	E	Stamped buffer
289.01	SNAPFINGER WOODS DR	E WESLEY CHAPEL WAY	SHELL BARK RD	1.54	W	2	U	12328	*4*	45	12.0	0.0	0.0	24.0	0	3.5	-	N	C	2.0	0	35	5.0	2	0	4.98	E	4.81	E	Stamped buffer
289.02	SNAPFINGER WOODS DR	SHELL BARK RD	LITHONIA WAY / MILLER RD	0.26	E	2	T	5537	*3*	45	12.0	0.0	0.0	36.0	0	4.5	-	N	C	2.0	0	65	5.0	2	1	3.88	D	3.58	D	
289.02	SNAPFINGER WOODS DR	SHELL BARK RD	LITHONIA WAY / MILLER RD	0.26	W	2	T	5537	*3*	45	12.0	0.0	0.0	36.0	0	4.5	-	N	C	0.0	0	0	0.0	2	1	3.88	D	4.48	D	
289.03	SNAPFINGER WOODS DR	MILLER RD / LITHONIA WAY	MILLER RD	0.19	E	2	U	5537	*3*	45	12.0	0.0	0.0	24.0	0	4.5	-	N	C	2.0	0	50	5.0	1	1	3.88	D	3.79	D	
289.03	SNAPFINGER WOODS DR	MILLER RD / LITHONIA WAY	MILLER RD	0.19	W	2	U	5537	*3*	45	12.0	0.0	0.0	24.0	0	4.5	-	N	C	2.0	0	65	5.0	1	1	3.88	D	3.58	D	
289.04	SNAPFINGER WOODS DR	MILLER RD	PANOLA RD	0.83	E	4	U	*9250*	*3*	45	11.0	0.0	0.0	44.0	0	4.0	-	N	C	0.0	0	0	0.0	1	2	3.93	D	4.47	D	
289.04	SNAPFINGER WOODS DR	MILLER RD	PANOLA RD	0.83	W	4	U	*9250*	*3*	45	11.0	0.0	0.0	44.0	0	4.0	-	N	C	0.0	0	10	5.0	1	2	3.93	D	4.33	D	
290.01	THOMPSON MILL RD	SNAPFINGER RD	PANOLA RD	1.95	E	2	U	4386	*2*	35	10.5	0.0	0.0	21.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	3.60	D	4.18	D	curbs at developments- few
290.01	THOMPSON MILL RD	SNAPFINGER RD	PANOLA RD	1.95	W	2	U	4386	*2*	35	10.5	0.0	0.0	21.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	3.60	D	4.18	D	curbs at developments- few
291.01	HILLANDALE DR	PANOLA RD / PANOLA INDUSTRIAL BLVD	CONCEPTS 21 DR	0.67	E	2	U	*9010*	*2*	35	12.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	2	1	3.93	D	4.57	E	
291.01	HILLANDALE DR	PANOLA RD / PANOLA INDUSTRIAL BLVD	CONCEPTS 21 DR	0.67	W	2	U	*9010*	*2*	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	10	5.0	2	1	3.93	D	4.44	D	
291.02	HILLANDALE DR	CONCEPTS 21 DR	300' W OF ABCO CT	0.76	E	2	U	*9010*	*2*	35	12.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	2	1	3.93	D	4.57	E	
291.02	HILLANDALE DR	CONCEPTS 21 DR	300' W OF ABCO CT	0.76	W	2	U	*9010*	*2*	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	10	5.0	2	1	3.93	D	4.44	D	
291.05	HILLANDALE DR	300' W OF ABCO CT	CHUPP RD / LITHONIA INDUSTRIAL BLVD	1.02	E	2	U	3726	*2*	35	11.5	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	2	1	3.29	C	3.90	D	
291.05	HILLANDALE DR	300' W OF ABCO CT	CHUPP RD / LITHONIA INDUSTRIAL BLVD	1.02	W	2	U	3726	*2*	35	11.5	0.0	0.0	23.0	0	4.0	-	N	C	6.0	0	10	6.0	2	1	3.29	C	3.83	D	
292.04	FAIRINGTON RD	PANOLA RD / MINOLA DR	HILLANDALE DR	1.68	E	2	U	3588	*3*	40	11.5	0.0	0.0	22.5	0	4.0	-	N	C	1.0	0	15	5.0	3	2	3.44	C	3.91	D	TWLT @ Walmart entry
292.04	FAIRINGTON RD	PANOLA RD / MINOLA DR	HILLANDALE DR	1.68	W	2	U	3588	*3*	40	11.0	0.0	0.0	22.5	0	4.0	-	N	C	0.0	0	0	5.0	3	2	3.51	D	4.17	D	TWLT @ Walmart entry
293.01	OLD HILLANDALE DR	LITHONIA INDUSTRIAL BLVD / UNKNOWN	20 WB EXIT RAMP / EVANS MILL RD	0.85	E	2	OW	3588	*3*	45	22.0	6.0	0.0	37.0	0	4.5	4.5	N	S	0.0	0	0	0.0	3	1	0.47	A	3.45	C	Guard rail to right, 1 ft rumbles strip to left of shoulder
293.01	OLD HILLANDALE DR	LITHONIA INDUSTRIAL BLVD / UNKNOWN	20 WB EXIT RAMP / EVANS MILL RD	0.85	W	2	OW	3588	*3*	45	22.0	6.0	0.0	37.0	0	4.5	4.5	N	S	0.0	0	0	0.0	3	1	0.47	A	3.45	C	Guard rail to right, 1 ft rumbles strip to left of shoulder
294.01	KLONDIKE RD	MAIN ST	WOODROW DR	1.54	N	2	U	4687	*3*	40	11.5	0.0	0.0	21.0	0	4.0	-	N	S	5.0	0	30	0.0	3	2	3.82	D	4.12	D	paralleled by 12' trail
294.01	KLONDIKE RD	MAIN ST	WOODROW DR	1.54	S	2	U	4687	*3*	40	11.5	0.0	0.0	21.0	0	4.0	-	N	S	5.0	0	50	0.0	3	2	3.82	D	4.03	D	buffer varies 0-4', speed limit 30 n of covington
295.01	MALL PKWY	TURNER HILL RD	EVANS MILL RD / WOODROW DR	1.87	E	4	T	3542	*3*	45	12.5	0.0	0.0	63.0	0	4.0	-	N	C	4.0	0	40	5.0	2	4	3.05	C	3.41	C	Buffer variable 0-6
295.01	MALL PKWY	TURNER HILL RD	EVANS MILL RD / WOODROW DR	1.87	W	4	T	3542	*3*	45	12.5	0.0	0.0	63.0	0	4.0	-	N	C	4.0	0	45	5.0	2	4	3.05	C	3.35	C	Buffer variable 0-6
296.01	HAYDEN QUARRY RD	KLONDIKE RD	TURNER HILL RD	1.28	E	2	U	1191	*2*	35	11.5	0.0	0.0	23.0	0	4.5	-	N	S	0.0	0	0	0.0	3	0	1.38	A	3.02	C	
296.01	HAYDEN QUARRY RD	KLONDIKE RD	TURNER HILL RD	1.28	W	2	U	1191	*2*	35	11.5	0.0	0.0	23.0	0	4.5	-	N	S	0.0	0	0	0.0	3	0	1.38	A	3.02	C	
296.02	HAYDEN QUARRY RD	TURNER HILL RD	(CO LINE E)	0.79	E	2	U	7356	*2*	35	12.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	2	0	3.78	D	4.38	D	
296.02	HAYDEN QUARRY RD	TURNER HILL RD	(CO LINE E)	0.79	S	2	U	7356	*2*	35	12.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	2	0	3.78	D	4.38	D	
297.01	CEDAR GROVE RD	MORELAND AVE	BOULDERCREST RD / CEDAR GROVE PL	2.03	E	2	U	5450	*3*	45	10.5	0.0	0.0	21.0	0	3.5	-	N	S	3.0	0	5	5.0	3	1	4.29	D	4.55	E	shoulder widens over bridge
297.01	CEDAR GROVE RD	MORELAND AVE	BOULDERCREST RD / CEDAR GROVE PL	2.03	W	2	U	5450	*3*	45	10.5	0.0	0.0	21.0	0	3.5	-	N	S	2.0	0	20	5.0	3	1	4.29	D	4.33	D	
298.01	CONLEY RD	(CO LINE S)	MORELAND AVE	0.39	E	2	U	2263	*2*	35	10.5	0.0	0.0	21.0	0	3.5	-	N	S	0.0	0	0	0.0	3	1	2.77	C	3.48	C	no centerline stripe
298.01	CONLEY RD	(CO LINE S)	MORELAND AVE	0.39	W	2	U	2263	*2*	35	10.5	0.0	0.0	21.0	0	3.5	-	N	S	0.0	0	0	0.0	0	0	2.77	C	3.48	C	
299.01	OAKVALE RD	PANTHERSVILLE RD	RIVER RD	0.70	N	2	U	12428	*3*	35	12.0	1.0	0.0	24.0	0	3.5	3.5	N	C	0.0	0	0	5.0	3	1	4.53	E	4.98	E	
299.01	OAKVALE RD	PANTHERSVILLE RD	RIVER RD	0.70	S	2	U	12428	*3*	35	12.0	1.0	0.0	21.0	0	3.5	3.5	N	C	0.0	0	0	5.0	3	1	4.53	E	4.98	E	curb on sw side only
300.01	WALDROP RD	RIVER RD / LANDGRAF CV	FLAT SHOALS PKWY / MOONLIGHT TRL	1.10	N	2	U	8083	*2*	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	33	5.0	3	1	4.00	D	4.03	D	vegatative debris on sidewalk
300.01	WALDROP RD	RIVER RD / LANDGRAF CV	FLAT SHOALS PKWY / MOONLIGHT TRL	1.10	S	2	U	8083	*3*	45	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	45	5.0	3	1	4.51	E	4.19	D	curb on sw side only

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
301.01	LINECREST RD	WARD LAKE RD	RIVER RD	2.12	E	2	U	4397	3	45	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	3.88	D	4.44	D	on approach to ward lake
301.01	LINECREST RD	WARD LAKE RD	RIVER RD	2.12	W	2	U	4397	3	45	11.0	0.0	0.0	22.0	0	4.0	-	N	S	2.0	0	5	5.0	3	1	3.88	D	4.37	D	sidewalk at school frontage, curbs at subdiv
302.01	KELLEY CHAPEL RD	WESLEY CHAPEL RD	FLAT SHOALS PKWY	1.15	N	2	U	3754	2	35	10.5	0.0	0.0	21.0	0	4.0	-	N	C	0.0	0	0	0.0	2	1	3.43	C	4.02	D	curb has gaps
302.01	KELLEY CHAPEL RD	WESLEY CHAPEL RD	FLAT SHOALS PKWY	1.15	S	2	U	3754	2	35	10.5	0.0	0.0	21.0	0	4.0	-	N	C	1.5	0	100	4.0	2	1	3.43	C	2.76	C	variable shoulde 0-3 feet on both sides
302.02	DOGWOOD FARM RD	FLAT SHOALS PKWY	LEHIGH BLVD	0.81	N	2	U	1706	2	25	13.0	1.5	0.0	26.0	0	3.5	3.5	N	C	2.5	0	100	5.0	2	1	1.83	B	2.03	B	change extents in GIS
302.02	DOGWOOD FARM RD	FLAT SHOALS PKWY	LEHIGH BLVD	0.81	S	2	U	1706	2	25	13.0	1.5	0.0	26.0	0	3.5	3.5	N	C	2.5	0	100	5.0	2	1	1.83	B	2.03	B	
302.03	DOGWOOD FARM RD	SNAPFINGER RD	Lehigh Blvd	1.32	E	2	U	4275	2	25	12.0	1.0	0.0	24.0	0	4.0	4.0	N	C	2.0	2	100	4.5	1	0	3.13	C	1.38	A	
302.03	DOGWOOD FARM RD	SNAPFINGER RD	Lehigh Blvd	1.32	W	2	U	4275	2	25	12.0	1.0	0.0	24.0	0	4.0	4.0	N	C	2.0	2	85	4.5	1	0	3.13	C	1.74	B	ends at creek
303.01	LEHIGH BLVD	FLAKES MILL RD	DOGWOOD FARM RD	0.84	E	2	U	3985	2	25	11.5	0.0	0.0	23.0	0	4.0	-	N	C	1.5	0	100	4.0	1	1	3.14	C	2.51	C	
303.01	LEHIGH BLVD	FLAKES MILL RD	DOGWOOD FARM RD	0.84	W	2	U	3985	2	25	11.5	0.0	0.0	23.0	0	4.0	-	N	C	0.0	0	0	0.0	1	1	3.14	C	3.77	D	
304.01	CLEVELAND RD	SNAPFINGER RD	ROCK SPRINGS RD / WILDGINGER RUN	0.74	N	2	U	7755	3	40	11.5	0.0	0.0	23.5	0	3.5	-	N	C	0.0	0	0	0.0	2	0	4.46	D	4.62	E	
304.01	CLEVELAND RD	SNAPFINGER RD	ROCK SPRINGS RD / WILDGINGER RUN	0.74	S	2	U	7755	3	40	11.5	0.0	0.0	23.5	0	3.5	-	N	C	0.0	0	0	0.0	2	0	4.46	D	4.62	E	
304.02	ROCK SPRINGS RD	PATILLO RD	OXBRIDGE WAY	3.93	E	2	U	3494	2	30	10.0	0.0	0.0	19.5	0	4.5	-	N	S	0.0	0	0	0.0	3	2	3.17	C	3.85	D	Bike lanes with turn lanes on E side od Panola int.
304.02	ROCK SPRINGS RD	PATILLO RD	OXBRIDGE WAY	3.93	W	2	U	3494	2	30	9.5	0.0	0.0	19.5	0	4.0	-	N	S	0.0	0	30	5.0	3	2	3.34	C	3.61	D	Bike lanes with turn lanes on E side od Panola int.
305.01	ROCKLAND RD	TURNER HILL RD	(CO LINE E)	0.49	E	2	U	2872	2	35	11.0	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	0	2.90	C	3.63	D	
305.01	ROCKLAND RD	TURNER HILL RD	(CO LINE E)	0.49	W	2	U	2872	2	35	12.0	0.0	0.0	23.0	0	4.0	-	N	S	0.0	0	0	0.0	3	0	2.71	C	3.53	D	
306.01	COTILLION DR	CHAMBLEE DUNWOODY RD / 285 WB ENTRY RAMP	DUNWOODY PARK S	0.21	E	3	U	19321	4	45	11.0	0.0	0.0	34.5	0	4.0	-	N	S	0.0	0	0	0.0	2	1	4.81	E	5.07	E	2 WB lanes
306.01	COTILLION DR	CHAMBLEE DUNWOODY RD / 285 WB ENTRY RAMP	DUNWOODY PARK S	0.21	W	3	U	19321	4	45	11.0	0.0	0.0	34.5	0	4.0	-	N	C	0.0	0	95	5.0	2	1	4.81	E	3.77	D	1 EB Lane
306.02	COTILLION DR	DUNWOODY PARK S	N SHALLOWFORD RD	0.32	E	3	U	11850	4	45	11.0	0.0	0.0	34.5	0	4.0	-	N	S	0.0	0	0	0.0	2	1	4.57	E	4.62	E	1 WB Lane
306.02	COTILLION DR	DUNWOODY PARK S	N SHALLOWFORD RD	0.32	W	3	U	11850	4	45	11.0	0.0	0.0	34.5	0	4.0	-	N	C	0.0	0	0	0.0	2	1	4.57	E	4.62	E	2 EB Lane
306.03	COTILLION DR	N SHALLOWFORD RD	285 WB EXIT RAMP / N PEACHTREE RD	0.49	E	2	U	14177	4	45	12.0	0.0	0.0	24.0	0	4.0	-	N	S	0.0	0	0	0.0	1	1	4.89	E	5.50	E	
306.03	COTILLION DR	N SHALLOWFORD RD	285 WB EXIT RAMP / N PEACHTREE RD	0.49	W	2	U	14177	4	45	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	50	6.0	1	1	4.89	E	4.81	E	
307.01	SAVOY DR	CHAMBLEE DUNWOODY RD / 285 EB RAMP	N SHALLOWFORD RD	0.58	E	3	U	7274	3	45	11.5	0.0	0.0	35.0	0	4.5	-	N	C	0.0	0	60	6.0	1	1	3.67	D	3.44	C	1 EB lane
307.01	SAVOY DR	CHAMBLEE DUNWOODY RD / 285 EB RAMP	N SHALLOWFORD RD	0.58	W	3	U	7274	3	45	11.5	0.0	0.0	35.0	0	4.5	-	N	S	0.0	0	0	0.0	1	1	3.67	D	4.30	D	2 WB lanes
307.02	SAVOY DR	N SHALLOWFORD RD	285 EB ENTRY / N PEACHTREE RD	0.46	E	3	U	12733	4	45	11.5	0.0	0.0	35.0	0	4.5	-	N	C	0.0	0	0	0.0	1	1	4.45	D	4.63	E	1 eb lane
307.02	SAVOY DR	N SHALLOWFORD RD	285 EB ENTRY / N PEACHTREE RD	0.46	W	3	U	12733	4	45	11.5	0.0	0.0	35.0	0	4.5	-	N	S	0.0	0	0	0.0	1	1	4.45	D	4.63	E	2 wb lane
308.01	PEACHTREE INDUSTRIAL BLVD	FLOWERS RD	WINTERS CHAPEL RD	1.40	E	2	OW	2614	3	45	11.5	0.0	0.0	22.5	0	4.0	-	N	C	0.0	0	0	0.0	1	2	3.53	D	4.14	D	
308.01	PEACHTREE INDUSTRIAL BLVD	FLOWERS RD	WINTERS CHAPEL RD	1.40	X	2	OW	2614	3	45	11.5	0.0	0.0	22.5	0	4.0	-	N	C	0.0	0	0	0.0	1	2	3.53	D	4.14	D	
309.01	PEACHTREE INDUSTRIAL BOULEVARD ACCESS RD	PEACHTREE INDUSTRIAL BLVD / CARVER CIR CONNECTOR	PEACHTREE INDUSTRIAL BLVD / WINTERS CHAPEL	1.47	W	2	OW	3517	3	45	11.5	0.0	0.0	22.5	0	4.0	-	N	C	3.0	0	0	4.0	1	2	3.81	D	4.23	D	
309.01	PEACHTREE INDUSTRIAL BOULEVARD ACCESS RD	PEACHTREE INDUSTRIAL BLVD / CARVER CIR CONNECTOR	PEACHTREE INDUSTRIAL BLVD / WINTERS CHAPEL	1.47	X	2	OW	3517	3	45	11.5	0.0	0.0	22.5	0	4.0	-	N	C	3.0	0	0	4.0	1	2	3.81	D	4.23	D	
310.01	TILLY MILL RD	FLOWERS RD	TILLY MILL RD	0.01	E	2	U	2458	2	25	14.5	0.0	0.0	29.0	0	4.0	-	N	C	0.0	0	0	0.0	1	0	1.51	B	2.91	C	
310.01	TILLY MILL RD	FLOWERS RD	TILLY MILL RD	0.01	W	2	U	2458	2	25	14.5	0.0	0.0	29.0	0	4.0	-	N	C	0.0	0	0	6.0	1		1.51	B	3.31	C	
311.01	LITHONIA INDUSTRIAL BLVD	ROCK CHAPEL RD	ROGERS LAKE RD	1.17	E	4	D	203	3	45	12.0	0.0	0.0	24.0	0	4.5	-	N	C	2.0	0	100	5.0	3	1	0.00	A	2.46	B	Buffer stamped concrete, debris in sidewalk
311.01	LITHONIA INDUSTRIAL BLVD	ROCK CHAPEL RD	ROGERS LAKE RD	1.17	W	4	D	203	3	45	12.0	0.0	0.0	24.0	0	4.5	-	N	C	2.0	0	100	5.0	3	1	0.00	A	2.46	B	Buffer stamped concrete, debris in sidewalk
312.01	SARR PKWY	IDLEWOOD RD	MOUNTAIN INDUSTRIAL BLVD	0.83	E	2	U	49219	5	35	14.0	0.0	0.0	28.0	0	4.5	-	N	C	0.0	0	0	0.0	1	1	5.17	E	9.18	F	sidewalks at school
312.01	SARR PKWY	IDLEWOOD RD	MOUNTAIN INDUSTRIAL BLVD	0.83	W	2	U	49219	5	35	14.0	0.0	0.0	28.0	0	4.5	-	N	C	0.0	0	0	0.0	1	1	5.17	E	9.18	F	east of greer circle, one way west bound
313.01	N CLIFF VALLEY WAY	N Druid Hills Rd	Bulford Hwy	0.59	E	2	U	2181	2	35	19.0	0.0	0.0	38.0	0	3.5	-	N	C	2.0	0	100	4.0	2	1	0.08	A	2.27	B	
313.01	N CLIFF VALLEY WAY	N Druid Hills Rd	Bulford Hwy	0.59	W	2	U	2181	2	35	19.0	0.0	0.0	38.0	0	3.5	-	N	C	2.0	0	20	4.0	2	1	0.08	A	3.01	C	
314.01	PEACHFORD RD	N Shallowford Rd	Dunbar Dr	0.43	E	2	U	755	2	35	14.0	4.0	0.0	28.0	0	5.0	5.0	N	C	0.0	0	0	0.0	2	1	0.00	A	3.39	C	Gutterpan is paved over. Not counted in Wt
314.01	PEACHFORD RD	N Shallowford Rd	Dunbar Dr	0.43	W	2	U	755	2	35	14.0	4.0	0.0	28.0	0	5.0	5.0	N	C	1.5	0	100	4.0	2	1	0.00	A	2.27	B	Gutterpan is paved over. Not counted in Wt
314.011	PEACHFORD RD	Dunbar Dr	N Peachtree Rd	0.39	E	2	U	755	2	35	13.5	0.0	0.0	27.0	0	3.5	-	N	C	1.5	0	50	4.0	2	0	0.31	A	2.87	C	Egde of pavement is 1" higher than gutter
314.011	PEACHFORD RD	Dunbar Dr	N Peachtree Rd	0.39	W	2	U	755	2	35	13.5	0.0	0.0	27.0	0	3.5	-	N	C	1.5	0	100	4.0	2	0	0.31	A	2.29	B	Egde of pavement is 1" higher than gutter
315.01	WOODWIN RD	Tilly Mill Rd	Winters Chapel Rd	0.65	E	2	U	2000	2	35	11.0	0.0	0.0	22.0	0	4.0	-	N	S	1.5	0	11	4.0	2	0	2.31	B	3.68	D	Heavy truck Traffic
315.01	WOODWIN RD	Tilly Mill Rd	Winters Chapel Rd	0.65	W	2	U	2000	2	35	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	0	0.0	2	0	2.31	B	3.34	C	Heavy truck Traffic
316.01	Honeysuckle Lane	McElroy Rd	Northeast Expressway	0.78	E	2	U	4280	2	35	15.0	0.0	0.0	30.0	0	3.5	-	N	G	0.0	0	0	0.0	2	1	3.16	C	3.72	D	
316.01	Honeysuckle Lane	McElroy Rd	Northeast Expressway	0.78	W	2	U	4280	2	35	15.0	0.0	0.0	30.0	0	3.5	-	N	G	0.0	0	0	0.0	2	1	3.16	C	3.72	D	
316.011	MCELROY RD HONEYSUCKLE LN	New Peachtree Rd	Honeysuckle Lane	0.73	E	2	U	312	2	25	13.0	0.0	0.0	26.0	0	3.5	-	N	C	1.5	0	50	4.0	2	2	0.00	A	2.60	C	Paved over gutter
316.011	MCELROY RD HONEYSUCKLE LN	New Peachtree Rd	Honeysuckle Lane	0.73	W	2	U	312	2	25	13.0	0.0	0.0	26.0	0	3.5	-	N	C	1.5	0	40	4.0	2	2	0.00	A	2.72	C	Paved over gutter
317.01	PIERCE DR	Peachtree Rd	Peachtree Blvd	0.34	N	2	U	1300	2	35	14.5	0.0	0.0	29.0	0	3.5	-	N	G	0.0	0	0	0.0	2	1	0.64	A	2.78	C	
317.01	PIERCE DR	Peachtree Rd	Peachtree Blvd	0.34	S	2	U	1300	2	35	14.5	0.0	0.0	29.0	0	3.5	-	N	G	0.0	0	0	0.0	2	1	0.64	A	2.78	C	
318.01	DONALDSON DR	Johnson Ferry Rd	Blair Circle	0.17	N	2	U	1189	2	25	19.5	7.5	0.0	39.0	70	4.0	4.0	N	C	3.0	0	82	5.0	2	1	0.05	A	1.38	A	Occupied parkking includes curb exstenions, road has speed tables

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
318.01	DONALDSON DR	Johnson Ferry Rd	Blair Circle	0.17	S	2	U	1189	2	25	19.5	7.5	0.0	39.0	70	4.0	4.0	N	C	3.0	0	75	5.0	2	1	0.05	A	1.50	A	Occupied parkking includes curb exstenions, road has speed tables
318.02	DONALDSON DR TEAL RD	Blair Circle	Harts Mill Rd NE	0.97	E	2	U	1189	2	25	12.5	0.0	0.0	25.0	0	4.0	-	N	G	1.5	0	75	4.0	2	0	0.88	A	2.44	B	
318.02	DONALDSON DR TEAL RD	Blair Circle	Harts Mill Rd NE	0.97	W	2	U	1189	2	25	12.5	0.0	0.0	25.0	0	4.0	-	N	G	1.5	0	20	4.0	2	0	0.88	A	3.10	C	
319.01	OSBORNE RD	Peachtree Rd	Windsor Parkway	1.17	N	2	U	6231	2	35	11.5	0.0	0.0	23.0	0	4.0	-	N	G	0.0	0	0	0.0	2	1	3.72	D	4.29	D	
319.01	OSBORNE RD	Peachtree Rd	Windsor Parkway	1.17	S	2	U	6231	2	35	11.5	0.0	0.0	23.0	0	4.0	-	N	G	0.0	0	100	5.0	2	1	3.72	D	2.95	C	
320.01	PLASTER RD	Dresden Dr	Northeast Expressway	0.76	E	2	U	7908	2	35	14.5	0.0	0.0	29.0	0	4.0	-	N	G	1.5	0	100	4.0	3	1	3.50	C	3.11	C	
320.01	PLASTER RD	Dresden Dr	Northeast Expressway	0.76	W	2	U	7908	2	35	14.5	0.0	0.0	29.0	0	4.0	-	N	G	0.0	0	23	5.0	3	1	3.50	C	3.94	D	
321.01	FLOWERS RD S	MERCER UNIVERSITY DR	MERCER UNIVERSITY DR	1.4	N	2	U	3000	2	35	13.5	0.0	0.0	27.0	0	3.5	-	N	C	0.0	0	5	5.0	2	1	2.63	C	3.64	D	Edge of Pavement 2" above gutter
321.01	FLOWERS RD S	MERCER UNIVERSITY DR	MERCER UNIVERSITY DR	1.4	S	2	U	3000	2	35	13.5	0.0	0.0	27.0	0	3.5	-	N	C	0.0	0	100	5.0	2	1	2.63	C	2.50	B	Edge of Pavement 2" above gutter
336.01	BRITT RD	Tucker Norcross Rd	County line	0.36	E	2	U	8000	2	35	12.5	0.0	0.0	25.0	0	4.0	-	N	G	0.0	0	0	0.0	2	1	3.78	D	4.39	D	
336.01	BRITT RD	Tucker Norcross Rd	County line	0.36	W	2	U	8000	2	35	12.5	0.0	0.0	25.0	0	4.0	-	N	G	0.0	0	0	0.0	2	1	3.78	D	4.39	D	
350	CROWN POINTE PKWY MEADOW	Perimeter Center Way	Ashford Dunwoody Rd NE	0.61	E	4	D	19421	3	25	12.0	0.0	0.0	24.5	0	3.5	-	N	C	0.0	0	100	5.0	3	3	3.99	D	3.12	C	
350	CROWN POINTE PKWY MEADOW	Perimeter Center Way	Ashford Dunwoody Rd NE	0.61	W	4	D	19421	3	25	12.0	0.0	0.0	24.5	0	3.5	-	N	C	4.0	0	100	5.0	3	3	3.99	D	2.98	C	Var Buffer. 0-8
350.01	CENTRAL PKWY	County Line	Perimeter Center Way	0.08	E	4	D	2806	2	35	12.5	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	1.53	B	2.99	C	Dirt trail EB were there is no sidewalk
350.01	CENTRAL PKWY	County Line	Perimeter Center Way	0.08	W	4	D	2806	2	35	12.5	0.0	0.0	24.0	0	3.5	-	N	C	2.0	0	100	5.0	1	1	1.53	B	2.28	B	
350.02	ASBURY SQ	Ashford Dunwoody Rd NE	Perimeter Center N	0.34	E	4	D	8000	2	25	11.5	0.0	0.0	24.5	0	4.0	-	N	C	1.5	0	100	5.0	2	1	3.15	C	2.40	B	South of the bend, SB buffer goes to 0. Nb goes to 8,With trees at 20 ft OC.
350.02	ASBURY SQ	Ashford Dunwoody Rd NE	Perimeter Center N	0.34	W	4	D	8000	2	25	11.5	0.0	0.0	24.5	0	4.0	-	N	C	1.5	0	100	5.0	2	1	3.15	C	2.40	B	South of the bend, SB buffer goes to 0. Nb goes to 8,With trees at 20 ft OC.
351.01	FAIROAKS RD	Oak Grove Rd	La Vista Rd	1.03	E	2	U	2029	2	25	10.0	0.0	0.0	20.0	0	3.5	-	N	C	0.0	0	100	5.0	2	1	2.48	B	2.27	B	Intermendiant shoulds var between 0-2 '
351.01	FAIROAKS RD	Oak Grove Rd	La Vista Rd	1.03	W	2	U	2029	2	25	10.0	0.0	0.0	20.0	0	3.5	-	N	C	0.0	0	5	5.0	2	1	2.48	B	3.65	D	Intermendiant shoulds var between 0-2 '
352.01	PERIMETER CTR N	Ashford Dunwoody Rd NE	Asbury Sq	0.16	E	4	D	5000	2	35	12.0	0.0	0.0	24.0	0	4.5	-	N	C	0.0	0	100	4.5	2	1	2.35	B	2.55	C	
352.01	PERIMETER CTR N	Ashford Dunwoody Rd NE	Asbury Sq	0.16	W	4	D	5000	2	35	12.0	0.0	0.0	24.0	0	4.5	-	N	C	0.0	0	100	4.5	2	1	2.35	B	2.55	C	
352.02	PERIMETER CTR N	Asbury Sq	Ashford Dunwoody Rd NE	0.25	N	2	D	5000	2	35	12.0	0.0	0.0	12.0	0	4.5	-	N	C	8.0	15	50	5.0	3	1	3.42	C	2.88	C	
352.02	PERIMETER CTR N	Asbury Sq	Ashford Dunwoody Rd NE	0.25	W	2	D	5000	2	35	12.0	0.0	0.0	12.0	0	4.5	-	N	C	8.0	15	25	5.0	3	1	3.42	C	3.49	C	
353.01	PERIMETER CTR E	Ashford Dunwoody Rd NE	PERIMETER CTR N	0.24	E	2	D	5000	2	35	23.5	5.0	0.0	23.5	0	5.0	5.0	Y	C	4.0	0	100	4.0	3	1	0.02	A	2.42	B	Buffer bikelane- buffr is 7'. Edge of Pavement 1.5" above gutter;buffers var. 0-8. SB = clockwise, NB = counterclockwise.
353.01	PERIMETER CTR E	Ashford Dunwoody Rd NE	PERIMETER CTR N	0.24	W	2	D	5000	2	35	23.5	5.0	0.0	23.5	0	5.0	5.0	Y	C	4.0	0	100	4.0	3	1	0.02	A	2.42	B	Buffer bikelane- buffr is 7'. Edge of Pavement 1.5" above gutter, SB buffers is var. 0-8. SB = clockwise, NB = counterclockwise.
353.02	PERIMETER CTR E	PERIMETER CTR N	Ashford Dunwoody Rd NE	0.95	E	2	D	5000	2	35	23.5	5.0	0.0	23.5	0	5.0	5.0	Y	C	4.0	0	90	4.0	3	1	0.02	A	2.51	C	Buffer bikelane- buffr is 7'. Edge of Pavement 1.5" above gutter;buffers var. 0-8. SB = clockwise, NB = counterclockwise.
353.02	PERIMETER CTR E	PERIMETER CTR N	Ashford Dunwoody Rd NE	0.95	W	2	D	5000	2	35	23.5	5.0	0.0	23.5	0	5.0	5.0	Y	C	4.0	0	50	4.0	3	1	0.02	A	2.84	C	Buffer bikelane- buffr is 7'. Edge of Pavement 1.5" above gutter, SB buffers is var. 0-8. SB = clockwise, NB = counterclockwise.
354.01	OAKCLIFF RD	Winter Chapel Rd	New Peachtree Rd	0.62	N	2	U	8378	2	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	0	0.0	1	1	3.88	D	4.49	D	
354.01	OAKCLIFF RD	Winter Chapel Rd	New Peachtree Rd	0.62	S	2	U	8378	2	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	0	0.0	1	1	3.88	D	4.49	D	
355.01	PEACHTREE RD	Tally Drive	Peachtree Blvd	1.12	N	2	U	3940	2	35	11.0	0.0	0.0	22.0	0	4.0	-	N	G	0.0	0	0	0.0	2	1	3.45	C	4.04	D	Var shouler 0-3
355.01	PEACHTREE RD	Tally Drive	Peachtree Blvd	1.12	S	2	U	3940	2	35	11.0	0.0	0.0	22.0	0	4.0	-	N	G	0.0	0	0	0.0	2	1	3.45	C	4.04	D	Var shouler 0-3
356.01	MCCLAVE DR	Buford Hwy	Chesnut Dr	0.56	E	2	U	2669	2	25	13.0	0.0	0.0	26.0	0	4.0	-	N	G	0.0	0	0	0.0	2	1	2.08	B	3.12	C	Between raymond and Buford there is a median
356.01	MCCLAVE DR	Buford Hwy	Chesnut Dr	0.56	W	2	U	2669	2	25	13.0	0.0	0.0	26.0	0	4.0	-	N	G	0.0	0	0	0.0	2	1	2.08	B	3.12	C	Between raymond and Buford there is a median
357.01	CHESTNUT DR	DEKALB TECHNOLOGY PKWY	Buford Hwy	1.40	N	2	U	1379	2	35	14.5	2.5	0.0	29.0	0	4.0	4.0	N	G	1.5	0	35	4.0	2	0	0.37	A	3.04	C	
357.01	CHESTNUT DR	DEKALB TECHNOLOGY PKWY	Buford Hwy	1.40	S	2	U	1379	2	35	14.5	2.5	0.0	29.0	0	4.0	4.0	N	G	1.5	0	45	4.0	2	0	0.37	A	2.93	C	
357.02	DEKALB TECHNOLOGY PKWY	CHAMBLEE TUCKER RD	Chesnut Dr	0.24	E	2	U	10028	3	35	14.0	0.0	0.0	28.0	0	4.0	-	N	C	0.0	0	0	0.0	3	1	4.01	D	4.50	D	
357.02	DEKALB TECHNOLOGY PKWY	CHAMBLEE TUCKER RD	Chesnut Dr	0.24	W	2	U	10028	3	35	14.0	0.0	0.0	28.0	0	4.0	-	N	C	0.0	0	0	0.0	3	1	4.01	D	4.50	D	
358.01	8TH ST	Parkridge Cresent	New Peachtree Rd	0.12	E	2	U	4029	2	25	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	0	0.0	1	0	3.21	C	3.83	D	
358.01	8TH ST	Parkridge Cresent	New Peachtree Rd	0.12	W	2	U	4029	2	25	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	0	0.0	1	0	3.21	C	3.83	D	
358.011	NEW PEACHTREE RD	8th St	Clairmont Rd	0.73	E	2	U	4029	2	35	15.0	3.0	0.0	30.0	0	4.0	4.0	N	G	1.5	0	45	4.0	2	1	2.47	B	3.21	C	Heavy truck traffic
358.011	NEW PEACHTREE RD	8th St	Clairmont Rd	0.73	W	2	U	4029	2	35	15.0	3.0	0.0	30.0	0	4.0	4.0	N	G	1.5	0	0	4.0	2	1	2.47	B	3.69	D	Heavy truck traffic
359.01	HOOD AVE	Chamblee Tucker Rd	New Peachtree Rd	0.27	N	2	D	2000	2	25	10.0	0.0	0.0	10.0	0	3.5	-	N	C	0.0	0	100	5.0	1	0	3.06	C	2.26	B	Paved over gutters
359.01	HOOD AVE	Chamblee Tucker Rd	New Peachtree Rd	0.27	S	2	D	2000	2	25	10.0	0.0	0.0	10.0	0	3.5	-	N	C	0.0	0	100	5.0	1	0	3.06	C	2.26	B	Paved over gutters
360.01	APPLING PL	Northeast Expressway	Dresden Dr	0.03	N	2	U	6210	2	35	12.0	0.0	0.0	24.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	3.82	D	4.24	D	No centerline stripe
360.01	APPLING PL	Northeast Expressway	Dresden Dr	0.03	S	2	U	6210	2	35	12.0	0.0	0.0	24.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	3.82	D	4.24	D	No centerline stripe
360.011	DRESDEN DR	Shadowford Rd	Appling Pl	0.62	E	2	U	6210	2	35	12.0	0.0	0.0	24.0	0	4.0	-	N	G	0.0	0	100	5.0	3	1	3.66	D	2.94	C	
360.011	DRESDEN DR	Shadowford Rd	Appling Pl	0.62	W	2	U	6210	2	35	12.0	0.0	0.0	24.0	0	4.0	-	N	G	1.5	0	100	4.0	3	1	3.66	D	3.00	C	
361.01	RAILROAD AVE	Brockett Rd	Bancroft Cir	0.11	E	2	U	2000	2	25	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	2.44	B	3.21	C	
361.01	RAILROAD AVE	Brockett Rd	Bancroft Cir	0.11	W	2	U	2000	2	25	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	2.44	B	3.21	C	
361.011	BANCROFT CIR	Railroad Ave	Fellowship Rd	0.27	E	2	U	2000	2	25	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	3	1	2.44	B	3.21	C	
361.011	BANCROFT CIR	Railroad Ave	Fellowship Rd	0.27	W	2	U	2000	2	25	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	3	1	2.44	B	3.21	C	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
362.01	MAIN ST	Lavista	Lawrenceville Hwy	0.33	N	2	U	18059	3	25	13.5	0.0	0.0	27.0	0	4.5	-	N	G	22.0	0	90	7.0	1	2	3.86	D	3.56	D	Curb extententions and angled parking with variable sidewalk width (sidewalk disappears at RR crossing)
362.01	MAIN ST	Lavista	Lawrenceville Hwy	0.33	S	2	U	18059	3	25	13.5	0.0	0.0	27.0	0	4.5	-	N	G	22.0	0	90	7.0	1	2	3.86	D	3.56	D	Curb extententions and angled parking with variable sidewalk width (sidewalk disappears at RR crossing)
362.02	IDLEWOOD RD	Lawrenceville Hwy	Cowan Rd	0.14	N	2	U	4590	2	35	12.0	0.0	0.0	24.0	0	4.0	-	N	G	0.0	0	0	0.0	2	1	3.45	C	4.04	D	
362.02	IDLEWOOD RD	Lawrenceville Hwy	Cowan Rd	0.14	S	2	U	4590	2	35	12.0	0.0	0.0	24.0	0	4.0	-	N	G	0.0	0	0	0.0	2	1	3.45	C	4.04	D	
362.03	IDLEWOOD RD	Cowan Rd	Fellowship Rd	0.45	N	2	T	4590	2	35	16.5	4.5	0.0	47.0	0	4.5	4.5	Y	C	1.0	0	70	5.0	1	1	1.87	B	2.88	C	bike lane gives way to right turn lane
362.03	IDLEWOOD RD	Cowan Rd	Fellowship Rd	0.45	S	2	T	4590	2	35	16.5	4.5	0.0	47.0	0	4.5	4.5	Y	C	1.0	0	95	5.0	1	1	1.87	B	2.61	C	bike lane gives way to right turn lane
363.01	HIRSCH DR	TUCKER INDUSTRIAL RD	Mountain Industrial Blvd	0.15	E	2	U	6013	2	35	12.5	0.0	0.0	25.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	3.73	D	4.15	D	no centerline stripe
363.01	HIRSCH DR	TUCKER INDUSTRIAL RD	Mountain Industrial Blvd	0.15	W	2	U	6013	2	35	12.5	0.0	0.0	25.0	0	3.5	-	N	C	0.0	0	0	0.0	1	1	3.73	D	4.15	D	no centerline stripe
363.011	TUCKER INDUSTRIAL RD	Hirsch Dr	Hugh Howell Rd	0.86	N	2	U	6013	2	35	15.5	0.0	0.0	31.0	0	3.5	-	N	G	0.0	0	0	0.0	1	1	3.31	C	3.89	D	no centerline stripe
363.011	TUCKER INDUSTRIAL RD	Hirsch Dr	Hugh Howell Rd	0.86	S	2	U	6013	2	35	15.5	0.0	0.0	31.0	0	3.5	-	N	G	0.0	0	0	0.0	1	1	3.31	C	3.89	D	no centerline stripe
364.01	PARKLAKE DR	Lavista Rd	Northlake Parkway	0.35	N	4	U	1041	2	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	30	5.0	2	1	0.46	A	3.17	C	
364.01	PARKLAKE DR	Lavista Rd	Northlake Parkway	0.35	S	4	U	1041	2	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	50	10.0	2	1	0.46	A	2.78	C	
365.01	ROADHAVEN DR	E Ponce De Leon Ave	Lewis Rd	0.33	N	2	U	4000	2	25	14.0	0.0	0.0	28.0	0	4.0	-	N	C	10.0	0	85	5.0	2	1	2.83	C	2.29	B	avg buffer
365.01	ROADHAVEN DR	E Ponce De Leon Ave	Lewis Rd	0.33	S	2	U	4000	2	25	14.0	0.0	0.0	28.0	0	4.0	-	N	C	2.0	0	25	5.0	2	1	2.83	C	3.23	C	
366.01	LEWIS RD	Roadhaven Dr	Mountian Ind Blvd	0.41	E	2	U	4000	2	35	12.5	0.0	0.0	25.0	0	3.5	-	N	G	0.0	0	0	0.0	1	1	3.47	C	3.91	D	
366.01	LEWIS RD	Roadhaven Dr	Mountian Ind Blvd	0.41	W	2	U	4000	2	35	12.5	0.0	0.0	25.0	0	3.5	-	N	G	0.0	0	0	0.0	1	1	3.47	C	3.91	D	
366.011	LEWIS RD	Mountian Ind Blvd	Rock Mountain Blvd	0.72	E	2	U	4000	2	35	15.0	0.0	0.0	30.0	0	4.0	-	N	G	0.0	0	50	5.0	1	1	2.97	C	3.13	C	
366.011	LEWIS RD	Mountian Ind Blvd	Rock Mountain Blvd	0.72	W	2	U	4000	2	35	15.0	0.0	0.0	30.0	0	4.0	-	N	G	0.0	0	60	5.0	1	1	2.97	C	3.02	C	
366.012	ROCK MOUNTAIN BLVD	Stone Mountian Trail	Lewis Rd	0.70	N	2	U	4000	2	35	15.0	0.0	0.0	30.0	0	4.0	-	N	C	0.0	0	0	0.0	1	1	2.97	C	3.69	D	
366.012	ROCK MOUNTAIN BLVD	Stone Mountian Trail	Lewis Rd	0.70	S	2	U	4000	2	35	15.0	0.0	0.0	30.0	0	4.0	-	N	C	4.5	0	55	5.0	1	1	2.97	C	3.00	C	
367.01	CLIFTON RD	E Ponce De Leon Ave	Decatur Rd	1.53	N	2	U	6850	2	35	12.0	1.5	0.0	24.0	0	4.0	4.0	N	G	2.5	0	100	5.0	1	1	3.73	D	2.92	C	4 foot shoulders both sides south of bend around golf course.
367.01	CLIFTON RD	E Ponce De Leon Ave	Decatur Rd	1.53	S	2	U	6850	2	35	12.0	1.5	0.0	24.0	0	4.0	4.0	N	G	2.5	0	85	5.0	1	1	3.73	D	3.13	C	4 foot shoulders both sides south of bend around golf course.
367.02	OXFORD RD	CLIFTON RD	Decatur Rd	0.16	N	2	U	5497	2	35	10.0	0.0	0.0	20.0	0	4.5	-	N	C	4.0	0	100	6.0	1	1	3.70	D	2.69	C	Curb extensions mostly, with OSP cuts
367.02	OXFORD RD	CLIFTON RD	Decatur Rd	0.16	S	2	U	5497	2	35	10.0	0.0	0.0	20.0	0	4.5	-	N	C	4.0	0	100	6.0	1	1	3.70	D	2.69	C	Curb extensions mostly, with OSP cuts
368.01	W TRINITY PL	Charter Sq	Commerce Dr	0.43	E	2	U	1458	2	35	23.0	12.0	7.0	39.0	0	4.5	4.5	Y	G	0.0	0	100	4.0	1	1	0.00	A	2.12	B	
368.01	W TRINITY PL	Charter Sq	Commerce Dr	0.43	W	2	U	1458	2	35	16.0	5.0	0.0	39.0	0	4.5	4.5	Y	G	0.0	0	100	4.0	1	1	0.00	A	2.34	B	
368.02	E TRINITY PL	Commerce Dr	N MCDONOUGH ST	0.13	E	2	U	6859	2	35	15.0	4.0	0.0	30.0	0	4.0	4.0	Y	C	0.0	0	100	5.0	1	2	2.65	C	2.91	C	
368.02	E TRINITY PL	Commerce Dr	N MCDONOUGH ST	0.13	W	2	U	6859	2	35	15.0	4.0	0.0	30.0	0	4.0	4.0	Y	C	0.0	0	100	9.0	1	2	2.65	C	2.69	C	
368.021	E TRINITY PL	N MCDONOUGH ST	Church St	0.11	E	2	U	6859	2	35	12.0	0.0	0.0	24.0	0	4.0	-	N	G	0.0	0	100	6.0	1	1	3.73	D	2.91	C	
368.021	E TRINITY PL	N MCDONOUGH ST	Church St	0.11	W	2	U	6859	2	35	12.0	0.0	0.0	24.0	0	4.0	-	N	G	3.0	20	100	8.0	1	1	3.73	D	2.40	B	
369.01	COMMERCE DR	E Ponce De Leon	Clairemont Ave	0.27	N	4	T	970	2	25	10.0	0.0	0.0	51.0	0	3.5	-	N	C	0.0	0	100	5.0	2	1	2.37	B	2.09	B	Paved over gutter, 1/2 NB:SW=8, Buffer=5; Parking=7
369.01	COMMERCE DR	E Ponce De Leon	Clairemont Ave	0.27	S	4	T	970	2	25	10.0	0.0	0.0	51.0	0	3.5	-	N	C	0.0	0	100	5.0	2	1	2.37	B	2.09	B	Paved over gutter
369.02	COMMERCE DR	E Trinity Blvd	W Pnce De leon Ave	0.14	N	4	U	8763	2	35	10.0	0.0	0.0	38.0	0	4.0	-	N	C	4.0	20	100	8.0	1	2	3.65	D	2.03	B	
369.02	COMMERCE DR	E Trinity Blvd	W Pnce De leon Ave	0.14	S	4	U	8763	2	35	18.0	7.5	0.0	38.0	40	4.0	4.0	N	C	0.0	0	100	5.0	1	2	2.25	B	2.03	B	
369.03	COMMERCE DR	W HOWARD AVE	E Trinity Blvd	0.32	N	2	U	5217	2	35	16.0	5.0	0.0	32.0	0	3.5	3.5	Y	C	0.0	0	100	4.0	1	1	2.21	B	2.79	C	On Street parking Left of Bikelane; 7'
369.03	COMMERCE DR	W HOWARD AVE	E Trinity Blvd	0.32	S	2	U	5217	2	35	16.0	5.0	0.0	32.0	0	3.5	3.5	Y	C	4.0	0	100	6.0	1	1	2.21	B	2.49	B	On Street parking Left of Bikelane; 7'
371.01	DEKALB INDUSTRIAL WAY	N Arcadia Ave	E Ponce De Leon Ave	0.2	E	4	U	2464	3	45	10.0	0.0	0.0	40.0	0	3.5	-	N	C	0.0	0	100	4.5	1	1	2.30	B	2.79	C	
371.01	DEKALB INDUSTRIAL WAY	N Arcadia Ave	E Ponce De Leon Ave	0.2	W	4	U	2464	3	45	10.0	0.0	0.0	40.0	0	3.5	-	N	C	0.0	0	20	4.5	1	1	2.30	B	3.90	D	
372.01	LAREDO DR	Parry St	E Ponce De Leon Ave	0.53	N	2	U	550	2	35	14.0	2.0	0.0	28.0	0	3.5	3.5	N	G	0.0	0	0	0.0	2	1	0.00	A	3.36	C	
372.01	LAREDO DR	Parry St	E Ponce De Leon Ave	0.53	S	2	U	550	2	35	14.0	2.0	0.0	28.0	0	3.5	3.5	N	G	0.0	0	0	0.0	2	1	0.00	A	3.36	C	
373.01	CLARENDON AVE	Columbia Drive	Wiltshire Dr	0.65	N	2	U	4496	2	30	16.0	2.0	0.0	32.0	0	4.0	4.0	N	G	2.0	40	100	4.0	2	1	2.44	B	2.35	B	var. 0-6 buffer
373.01	CLARENDON AVE	Columbia Drive	Wiltshire Dr	0.65	S	2	U	4496	2	30	16.0	2.0	0.0	32.0	0	4.0	4.0	N	G	2.0	40	80	4.0	2	1	2.44	B	2.59	C	var. 0-6 buffer
373.011	CLARENDON AVE	Wiltshire Dr	S Avondale Rd	0.78	N	2	U	4496	2	30	13.0	1.0	0.0	26.0	0	3.5	3.5	N	G	6.0	20	100	5.0	2	1	3.37	C	1.76	B	
373.011	CLARENDON AVE	Wiltshire Dr	S Avondale Rd	0.78	S	2	U	4496	2	30	13.0	1.0	0.0	26.0	0	3.5	3.5	N	G	6.0	20	100	5.0	2	1	3.37	C	1.76	B	
374.01	CHURCH ST	N Clarendon Ave	Glendale Rd	0.86	N	2	U	6118	2	35	14.0	2.0	0.0	28.0	0	4.0	4.0	N	G	8.0	0	100	10.0	3	2	3.09	C	2.42	B	EB sidwalk is a SUP
374.01	CHURCH ST	N Clarendon Ave	Glendale Rd	0.86	S	2	U	6118	2	35	14.0	2.0	0.0	28.0	0	4.0	4.0	N	G	0.0	0	0	0.0	3	2	3.09	C	4.02	D	
374.011	CHURCH ST	Glendale Rd	Erskine Rd	1.88	N	2	U	6118	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	G	0.0	0	50	4.0	2	2	3.86	D	3.67	D	East of Mauck, EB side is 10 sidewalk SUP
374.011	CHURCH ST	Glendale Rd	Erskine Rd	1.88	S	2	U	6118	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	G	0.0	0	0	0.0	2	2	3.86	D	4.27	D	Has Shared lane markings within Clarkston Ctiy Limits
374.012	ERSKINE RD	Church St	E Ponce De Leon Ave	0.8	E	2	U	6118	2	25	10.5	0.0	0.0	21.0	0	3.5	-	N	G	0.0	0	0	0.0	2	0	3.66	D	4.14	D	
374.012	ERSKINE RD	Church St	E Ponce De Leon Ave	0.8	W	2	U	6118	2	25	10.5	0.0	0.0	21.0	0	3.5	-	N	G	18.0	15	100	10.0	2	0	3.66	D	0.81	A	Sidewalk westbound is shared used path
375.01	NORMAN RD	Church St	Rays Rd	1.25	E	2	U	1202	2	30	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	0	0.0	3	0	1.38	A	2.85	C	Shared lane symbols(within Clarkston city limits)

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
375.01	NORMAN RD	Church St	Rays Rd	1.25	W	2	U	1202	2	30	12.0	0.0	0.0	24.0	0	3.5	-	N	C	1.5	0	75	4.0	3	0	1.38	A	2.58	C	Shared lane symbols(within Clarkston city limits)
375.02	MONTREAL RD	N Indian Creek Dr	E Ponce De Leon Ave	0.17	E	2	U	1202	2	25	11.0	0.0	0.0	22.0	0	3.5	-	N	C	0.0	0	0	0.0	3	0	1.55	B	2.85	C	Worn Dirt trail on EB side
375.02	MONTREAL RD	N Indian Creek Dr	E Ponce De Leon Ave	0.17	W	2	U	1202	2	25	11.0	0.0	0.0	22.0	0	3.5	-	N	C	0.0	0	0	0.0	3	0	1.55	B	2.85	C	
376.01	CENTRAL DR	Hunters Dr	Rays Rd	0.84	E	2	U	2960	2	35	12.5	0.0	0.0	25.0	0	4.0	-	N	C	1.5	0	80	4.0	1	1	2.67	C	2.83	C	
376.01	CENTRAL DR	Hunters Dr	Rays Rd	0.84	W	2	U	2960	2	35	12.5	0.0	0.0	25.0	0	4.0	-	N	C	1.5	0	100	4.0	1	1	2.67	C	2.60	C	
376.02	CENTRAL DR	N Hairstom Rd	Hunters Dr	0.61	E	2	T	4467	2	35	12.5	0.0	0.0	35.0	0	4.0	-	N	C	1.5	0	100	4.0	1	1	3.38	C	2.78	C	
376.02	CENTRAL DR	N Hairstom Rd	Hunters Dr	0.61	W	2	T	4467	2	35	12.5	0.0	0.0	35.0	0	4.0	-	N	C	1.5	0	100	4.0	1	1	3.38	C	2.78	C	Westenhalf has EB shoulder instead of TWL
376.021	CENTRAL DR	Sheila Ln	N Hairstom Rd	0.26	E	4	U	4467	2	35	11.5	0.0	0.0	45.0	0	3.5	-	N	C	1.5	0	100	4.0	1	1	2.53	C	2.55	C	
376.021	CENTRAL DR	Sheila Ln	N Hairstom Rd	0.26	w	4	U	4467	2	35	11.5	0.0	0.0	45.0	0	3.5	-	N	C	0.0	0	100	5.0	1	1	2.53	C	2.48	B	
376.03	CENTRAL DR	Sheila Ln	Goldsmith Rd	0.39	E	2	U	4110	2	35	14.0	3.0	0.0	24.0	0	3.5	3.5	N	C	1.5	0	100	4.0	2	0	2.82	C	2.67	C	
376.03	CENTRAL DR	Sheila Ln	Goldsmith Rd	0.39	W	2	U	4110	2	35	11.0	0.0	0.0	24.0	0	3.5	-	N	C	1.5	0	10	5.0	2	0	3.66	D	3.94	D	
377.01	GOLDSMITH RD	Hwy 78 Bypass	CENTRAL DR	0.09	N	2	D	5937	2	30	12.5	0.0	0.0	25.0	0	4.5	-	N	C	0.0	0	50	5.5	2	1	3.36	C	3.35	C	
377.01	GOLDSMITH RD	Hwy 78 Bypass	CENTRAL DR	0.09	S	2	D	5937	2	30	12.5	0.0	0.0	25.0	0	4.5	-	N	C	0.0	0	100	5.5	2	1	3.36	C	2.70	C	
377.011	JAMES B RIVERS MEMORIAL DR	Hwy 78	E Ponce De leon Ave	0.64	E	2	U	5937	2	25	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	3	1	3.70	D	4.18	D	
377.011	JAMES B RIVERS MEMORIAL DR	Hwy 78	E Ponce De leon Ave	0.64	W	2	U	5937	2	25	10.0	0.0	0.0	20.0	0	3.5	-	N	S	1.5	0	16	4.0	3	1	3.70	D	3.96	D	Veal St to railroad tracks, after sidewalk disappears, wide shoulders
378.01	SILVER HILL RD	E Ponce De leon Ave	LILBURN STONE MT RD	1.24	N	2	U	4536	3	45	11.5	0.0	0.0	23.0	0	4.0	-	N	C	2.0	0	9	5.0	2	1	3.85	D	4.28	D	Sidewalk on north end ends at Silver ridge dr[800'] Shady Gorve SB side
378.01	SILVER HILL RD	E Ponce De leon Ave	LILBURN STONE MT RD	1.24	S	2	U	4536	3	45	11.5	0.0	0.0	23.0	0	4.0	-	N	C	1.5	0	1	4.0	2	1	3.85	D	4.39	D	Shady Gorve SB side to 4th
378.011	SILVER HILL RD	LILBURN STONE MT RD	Hugh Howell Rd	1.32	N	2	U	1103	3	45	11.5	0.0	0.0	23.0	0	4.0	-	N	C	2.0	0	9	5.0	2	1	1.54	B	3.86	D	Sidewalk on north end ends at Silver ridge dr[800'] Shady Gorve SB side
378.011	LILBURN STONE MTN RD	SILVER HILL RD	Hugh Howell Rd	0.39	N	2	U	2872	3	40	11.5	0.0	0.0	23.0	0	3.5	-	N	S	0.0	0	0	0.0	2	1	3.16	C	3.73	D	
378.011	SILVER HILL RD	LILBURN STONE MT RD	Hugh Howell Rd	1.32	S	2	U	1103	3	45	11.5	0.0	0.0	23.0	0	4.0	-	N	C	1.5	0	1	4.0	2	1	1.54	B	3.98	D	Shady Gorve SB side to 4th
378.011	LILBURN STONE MTN RD	SILVER HILL RD	Hugh Howell Rd	0.39	S	2	U	2872	3	40	11.5	0.0	0.0	23.0	0	3.5	-	N	S	0.0	0	0	0.0	2	1	3.16	C	3.73	D	
379.01	MOUNTAIN VIEW DR	SHEPPARD RD	James B River Memorial Driv	0.89	N	2	U	2233	2	35	10.5	0.0	0.0	21.0	0	3.0	-	N	S	0.0	0	0	0.0	3	0	2.92	C	3.47	C	
379.01	MOUNTAIN VIEW DR	SHEPPARD RD	James B River Memorial Driv	0.89	S	2	U	2233	2	35	10.5	0.0	0.0	21.0	0	3.0	-	N	S	4.0	0	10	5.0	3	0	2.92	C	3.76	D	
380.01	MAPLEWOOD DR	Glenfair Rd	Wesley Chapel Rd	1	E	2	U	1537	2	25	11.5	0.0	0.0	23.0	0	4.0	-	N	C	0.0	0	0	0.0	2	0	1.54	B	2.89	C	No centerline stripe.Speed tables along road
380.01	MAPLEWOOD DR	Glenfair Rd	Wesley Chapel Rd	1	W	2	U	1537	2	25	11.5	0.0	0.0	23.0	0	4.0	-	N	C	0.0	0	0	0.0	2	0	1.54	B	2.89	C	No centerline stripe.Speed tables along road
380.011	SHEPPARD RD	Rockbridge Rd	MOUNTAIN VIEW DR	0.5	E	2	U	3192	2	35	12.5	0.0	0.0	25.0	0	3.0	-	N	C	1.5	0	5	5.0	1	0	3.16	C	3.75	D	
380.011	SHEPPARD RD	Rockbridge Rd	MOUNTAIN VIEW DR	0.5	W	2	U	3192	2	35	12.5	0.0	0.0	25.0	0	3.0	-	N	C	1.0	0	30	4.0	1	0	3.16	C	3.46	C	
380.012	SHEPPARD RD	MOUNTAIN VIEW DR	RIDGE AVE	0.74	E	2	U	500	2	35	12.5	0.0	0.0	25.0	0	3.0	-	N	C	1.5	0	5	5.0	1	0	0.56	A	3.43	C	
380.012	SHEPPARD RD	MOUNTAIN VIEW DR	RIDGE AVE	0.74	W	2	U	500	2	35	12.5	0.0	0.0	25.0	0	3.0	-	N	C	1.0	0	30	4.0	1	0	0.56	A	3.14	C	
381.01	RIDGE AVE	Rockbridge Rd	James B River Memorial Driv	1.42	N	2	U	3055	2	25	10.5	0.0	0.0	21.0	0	3.5	-	N	G	0.0	0	0	0.0	2	1	2.96	C	3.52	D	
381.01	RIDGE AVE	Rockbridge Rd	James B River Memorial Driv	1.42	S	2	U	3055	2	25	10.5	0.0	0.0	21.0	0	3.5	-	N	G	2.0	0	95	4.0	2	1	2.96	C	2.48	B	
382.01	4TH ST	W Mountain St	James B River Memorial Driv	0.28	N	2	U	750	2	25	10.0	0.0	0.0	20.0	0	3.0	-	N	C	0.0	0	0	0.0	2	1	1.59	B	2.83	C	
382.01	4TH ST	W Mountain St	James B River Memorial Driv	0.28	S	2	U	750	2	25	10.0	0.0	0.0	20.0	0	3.0	-	N	C	4.0	0	100	4.0	2	1	1.59	B	2.09	B	
382.011	MILL ST	James B River Memorial Drive	Silver Hill Rd	0.12	N	2	U	750	2	25	11.5	0.0	0.0	23.0	0	3.5	-	N	G	0.0	0	40	5.0	2	1	0.89	A	2.86	C	Lot of debris on the edge of road. No Centerline
382.011	MILL ST	James B River Memorial Drive	Silver Hill Rd	0.12	S	2	U	750	2	25	11.5	0.0	0.0	23.0	0	3.5	-	N	G	0.0	0	0	0.0	2	1	0.89	A	2.67	C	No Centerline
383.01	JEFFERSON DAVIS DR	ROBERT E LEE BLVD	Stone Mountian Hwy	1.1	E	4	U	4233	2	30	11.0	0.0	0.0	44.0	0	4.0	-	N	G	0.0	0	0	0.0	1	0	2.31	B	3.24	C	
383.01	JEFFERSON DAVIS DR	ROBERT E LEE BLVD	Stone Mountian Hwy	1.1	W	4	U	4233	2	30	11.0	0.0	0.0	44.0	0	4.0	-	N	G	0.0	0	0	0.0	1	0	2.31	B	3.24	C	
383.02	ROBERT E LEE BLVD	James B River Memorial Drive	Jefferson Davis Dr	0.91	E	4	U	5595	2	30	11.0	1.0	0.0	44.0	0	4.0	4.0	N	G	2.0	0	100	5.0	1	0	2.93	C	2.36	B	
383.02	ROBERT E LEE BLVD	James B River Memorial Drive	Jefferson Davis Dr	0.91	W	4	U	5595	2	30	11.0	1.0	0.0	44.0	0	4.0	4.0	N	G	0.0	0	0	0.0	1	0	2.93	C	3.60	D	
383.03	W MOUNTAIN ST	Memorial Dr	Main St	0.94	E	2	U	778	2	25	11.5	0.0	0.0	23.0	0	4.0	-	N	C	0.0	0	15	5.0	2	1	0.74	A	3.19	C	Buffers var- 0-3, mainly 0
383.03	W MOUNTAIN ST	Memorial Dr	Main St	0.94	W	2	U	778	2	25	11.5	0.0	0.0	23.0	0	4.0	-	N	C	0.0	0	100	5.0	2	1	0.74	A	2.05	B	Buffers var- 0-3, mainly 0
383.031	E MOUNTAIN ST	Mountain St	Main st	0.45	E	2	U	778	2	25	12.5	1.5	0.0	25.0	0	3.5	3.5	N	G	1.5	30	65	4.0	2	1	1.07	A	2.40	B	
383.031	E MOUNTAIN ST	Mountain St	Main st	0.45	W	2	U	778	2	25	12.5	1.5	0.0	25.0	0	3.5	3.5	N	G	1.5	30	100	4.0	2	1	1.07	A	1.93	B	
383.032	ROBERT E LEE BLVD	James B River Memorial Drive	E MOUNTAIN ST	0.19	E	2	U	778	2	25	13.0	1.0	0.0	26.0	0	3.5	3.5	N	G	0.0	0	0	0.0	1	0	0.70	A	2.61	C	
383.032	ROBERT E LEE BLVD	James B River Memorial Drive	E MOUNTAIN ST	0.19	W	2	U	778	2	25	13.0	1.0	0.0	26.0	0	3.5	3.5	N	G	0.0	0	0	0.0	1	0	0.70	A	2.61	C	
384.01	BERMUDA RD	Stewart Mill rd	N Deshong Rd	1.34	E	2	U	4787	2	35	11.0	0.0	0.0	22.0	0	4.5	-	N	S	5.0	0	10	5.0	3	0	3.50	C	4.01	D	
384.01	BERMUDA RD	Stewart Mill rd	N Deshong Rd	1.34	W	2	U	4787	2	35	11.0	0.0	0.0	22.0	0	4.5	-	N	S	0.0	0	0	0.0	3	0	3.50	C	4.16	D	
385.01	PATILLO WAY	N Stone Mountain Lithonia Rd	Shadowrock Rd	0.36	E	2	U	2000	2	25	11.0	0.0	0.0	22.0	0	3.5	-	N	G	0.0	0	0	0.0	2	0	2.20	B	3.10	C	Speed tables.edge obsucured by leaf debris
385.01	PATILLO WAY	N Stone Mountain Lithonia Rd	Shadowrock Rd	0.36	W	2	U	2000	2	25	11.0	0.0	0.0	22.0	0	3.5	-	N	G	0.0	0	0	0.0	2	0	2.20	B	3.10	C	Speed tables.edge obsucured by leaf debris
386.01	ELAM RD	Rowland Rd	N Hairston Rd	0.87	E	2	U	1902	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	S	0.0	0	0	0.0	3	1	2.27	B	3.25	C	
386.01	ELAM RD	Rowland Rd	N Hairston Rd	0.87	W	2	U	1902	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	S	1.5	0	14	4.0	3	1	2.27	B	3.59	D	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
387.01	ELLIS RD	Redan Rd	Rowland Rd	0.65	E	2	U	524	2	35	11.5	1.0	0.0	23.0	0	4.0	4.0	N	S	0.0	0	0	0.0	2	1	1.05	A	2.94	C	
387.01	ELLIS RD	Redan Rd	Rowland Rd	0.65	W	2	U	524	2	35	11.5	1.0	0.0	23.0	0	4.0	4.0	N	S	2.0	0	22	5.0	2	1	1.05	A	3.30	C	
388.01	ALLENDALE DR SE	Glenwood Rd	Salmon Ave	0.09	N	2	U	3259	2	25	15.5	0.0	0.0	31.0	0	4.0	-	N	G	0.0	0	0	0.0	2	1	2.00	B	3.12	C	
388.01	ALLENDALE DR SE	Glenwood Rd	Salmon Ave	0.09	S	2	U	3259	2	25	15.5	0.0	0.0	31.0	0	4.0	-	N	G	0.0	0	0	0.0	2	1	2.00	B	3.12	C	
388.011	ALLENDALE DR	Salmon Ave	Alston Dr	0.28	N	2	U	3259	2	25	15.5	0.0	0.0	31.0	0	4.0	-	N	G	0.0	0	0	0.0	2	0	2.00	B	3.12	C	No centerline stripe
388.011	ALLENDALE DR	Salmon Ave	Alston Dr	0.28	S	2	U	3259	2	25	15.5	0.0	0.0	31.0	0	4.0	-	N	G	0.0	0	0	0.0	2	0	2.00	B	3.12	C	No centerline stripe
388.012	ALSTON DR	Spencer Ave NE	Allendale Dr SE	0.07	E	2	U	3259	2	30	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	0	0.0	2	0	3.02	C	3.66	D	
388.012	ALSTON DR	Spencer Ave NE	Allendale Dr SE	0.07	W	2	U	3259	2	30	11.0	0.0	0.0	22.0	0	4.0	-	N	S	2.0	0	50	4.0	2	0	3.02	C	3.20	C	
388.013	SPENCE AVE SE	ALSTON Dr	Tupelo St	0.27	N	2	U	3259	2	25	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	2	0	3.14	C	3.64	D	
388.013	SPENCE AVE SE	ALSTON Dr	Tupelo St	0.27	S	2	U	3259	2	25	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	2	1	3.14	C	3.64	D	
388.014	SPENCE AVE SE	Tupelo St	HOSEA L WILLIAMS DR SE	0.18	N	2	U	3259	2	25	15.5	0.0	0.0	31.0	20	3.5	-	N	G	0.0	0	0	0.0	1	1	2.50	B	3.12	C	South of Memorial has Speed tables
388.014	SPENCE AVE SE	Tupelo St	HOSEA L WILLIAMS DR SE	0.18	S	2	U	3259	2	25	15.5	0.0	0.0	31.0	20	3.5	-	N	G	0.0	0	0	0.0	1	1	2.50	B	3.12	C	South of Memorial has Speed tables
388.015	SPENCE AVE NE	HOSEA L WILLIAMS DR SE	Pharr Rd	0.15	N	2	U	3259	2	25	11.5	0.0	0.0	31.0	20	3.5	-	N	G	0.0	0	0	0.0	1	1	3.17	C	3.48	C	
388.015	SPENCE AVE NE	HOSEA L WILLIAMS DR SE	Pharr Rd	0.15	S	2	U	3259	2	25	11.5	0.0	0.0	31.0	20	3.5	-	N	G	0.0	0	0	0.0	1	1	3.17	C	3.48	C	
388.016	S MCDONOUGH ST	Pharr Rd	W College Ave	1.11	N	2	U	3259	2	30	15.5	0.0	0.0	31.0	10	3.5	-	N	G	4.0	60	100	4.0	2	1	2.50	B	2.00	B	
388.016	S MCDONOUGH ST	Pharr Rd	W College Ave	1.11	S	2	U	3259	2	30	15.5	0.0	0.0	31.0	0	3.5	-	N	G	4.0	60	100	4.0	2	1	2.33	B	2.12	B	
389.01	MIDWAY RD	Memorial Dr	Peachcrest Rd	1.39	E	2	U	1822	2	35	15.0	2.0	0.0	30.0	0	3.5	3.5	N	G	4.5	0	100	4.0	2	1	0.88	A	2.26	B	Wide shoulder parking in front of school on East end
389.01	MIDWAY RD	Memorial Dr	Peachcrest Rd	1.39	W	2	U	1822	2	35	15.0	2.0	0.0	30.0	0	3.5	3.5	N	G	1.5	0	25	4.0	2	1	0.88	A	3.16	C	Wide shoulder parking in front of school on East end
390.01	MIDWAY RD	S Candler St	Columbia Dr	0.97	E	2	U	2840	2	25	11.5	0.0	0.0	23.0	0	3.5	-	N	C	1.0	0	100	4.0	2	1	2.66	C	2.39	B	Var/ buffer;0-2'
390.01	MIDWAY RD	S Candler St	Columbia Dr	0.97	W	2	U	2840	2	25	11.5	0.0	0.0	23.0	0	3.5	-	N	C	0.0	0	0	0.0	2	1	2.66	C	3.33	C	
391.01	N INDIAN CREEK DR	N Decatur Rd	N Indian Creek Dr	0.10	N	2	U	18478	3	25	10.5	0.0	0.0	21.0	0	4.0	-	N	C	0.0	0	0	0.0	1	0	4.33	D	5.62	F	
391.01	N INDIAN CREEK DR	N Decatur Rd	N Indian Creek Dr	0.10	S	2	U	18478	3	25	10.5	0.0	0.0	21.0	0	4.0	-	N	C	15.0	0	100	4.0	1	0	4.33	D	3.84	D	
392.391	ROCKBRIDGE RD	N Clarendon Ave	N Indian Creek Dr	1.66	E	2	U	3178	3	40	10.5	0.0	0.0	21.0	0	3.5	-	N	G	2.0	0	30	4.5	2	0	3.50	C	3.76	D	35 on the west end,
392.391	ROCKBRIDGE RD	N Clarendon Ave	N Indian Creek Dr	1.66	W	2	U	3178	3	40	10.5	0.0	0.0	21.0	0	3.5	-	N	G	0.0	0	0	0.0	2	0	3.50	C	3.95	D	Var. Shoulders 0-2'
394.01	NORTHERN AVE	Rockbridge Rd	N Decatur Rd	0.3	N	2	U	5364	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	G	0.0	0	0	0.0	3	1	3.77	D	4.18	D	
394.01	NORTHERN AVE	Rockbridge Rd	N Decatur Rd	0.3	S	2	U	5364	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	G	1.0	0	100	4.0	3	1	3.77	D	2.93	C	
394.02	CAMP RD	Memorial Dr	Camp Cir	0.13	E	2	U	5497	2	35	12.0	0.0	0.0	24.0	0	3.5	-	N	G	0.0	0	100	5.0	1	1	3.73	D	2.85	C	
394.02	CAMP RD	Memorial Dr	Camp Cir	0.13	W	2	U	5497	2	35	12.0	0.0	0.0	24.0	0	3.5	-	N	G	0.0	0	50	5.0	1	1	3.73	D	3.50	C	
394.021	NORTHERN AVE	Memorial Dr	Rockbridge Rd	0.56	N	4	U	5497	2	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	0	0.0	3	1	2.61	C	3.48	C	
394.021	NORTHERN AVE	Memorial Dr	Rockbridge Rd	0.56	S	4	U	5497	2	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	100	5.0	3	1	2.61	C	2.52	C	Var. Buffer 0-1.5
394.03	CAMP RD	Kensington Rd	Camp Cir	0.36	N	4	U	6071	2	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	0	0.0	3	1	2.81	C	3.59	D	
394.03	CAMP RD	Kensington Rd	Camp Cir	0.36	S	4	U	6071	2	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	0.0	0	100	5.0	3	1	2.81	C	2.56	C	Var. Buffer 0-1.5
395.01	NORTHERN AVE	N Decatur Rd	Church St	1.14	N	2	U	141	2	35	12.0	0.0	0.0	24.0	0	4.5	-	N	G	1.5	0	100	5.0	2	1	0.00	A	2.16	B	Var buffer 0-3
395.01	NORTHERN AVE	N Decatur Rd	Church St	1.14	S	2	U	141	2	35	12.0	0.0	0.0	24.0	0	4.5	-	N	G	0.0	0	0	0.0	2	1	0.00	A	2.68	C	
396.01	INDIAN CREEK WAY	Northern Ave	N Indian Creek Dr	0.57	E	2	U	29	2	35	12.0	0.0	0.0	24.0	0	3.5	-	N	G	2.0	0	50	4.0	2	1	0.00	A	2.87	C	
396.01	INDIAN CREEK WAY	Northern Ave	N Indian Creek Dr	0.57	W	2	U	29	2	35	12.0	0.0	0.0	24.0	0	3.5	-	N	G	2.0	0	100	4.0	2	1	0.00	A	2.24	B	
397.01	MEMORIAL COLLEGE AVE	N Indian Creek Dr	Memorial Dr	0.60	E	2	U	5092	2	35	9.5	0.0	0.0	29.5	0	3.5	-	N	G	2.0	0	100	4.0	3	1	3.95	D	2.95	C	
397.01	MEMORIAL COLLEGE AVE	N Indian Creek Dr	Memorial Dr	0.60	W	2	U	5092	2	35	20.0	8.5	0.0	29.5	0	3.5	3.5	N	G	0.0	0	0	0.0	3	1	0.34	A	3.46	C	
398.01	AUSTIN DR	Snapfinger Rd	GLENWOOD RD	0.69	N	2	U	5058	3	40	11.5	0.0	0.0	23.0	0	3.5	-	N	G	1.5	0	11	5.0	3	2	4.02	D	4.14	D	
398.01	AUSTIN DR	Snapfinger Rd	GLENWOOD RD	0.69	S	2	U	5058	3	40	11.5	0.0	0.0	23.0	0	3.5	-	N	G	1.5	0	100	5.0	3	2	4.02	D	2.90	C	
398.011	AUSTIN DR	GLENWOOD RD	REDWING CIR	0.92	N	2	U	1596	3	40	11.5	0.0	0.0	23.0	0	3.5	-	N	G	1.5	0	11	5.0	3	2	2.14	B	3.73	D	
398.011	AUSTIN DR	GLENWOOD RD	REDWING CIR	0.92	S	2	U	1596	3	40	11.5	0.0	0.0	23.0	0	3.5	-	N	G	1.5	0	100	5.0	3	2	2.14	B	2.50	B	
398.012	REDWING CIR	W AUSTIN RD	AUSTIN DR	0.18	N	2	U	1092	2	35	13.0	0.0	0.0	26.0	0	4.0	-	N	C	15.0	0	65	5.0	1	0	0.80	A	2.44	B	
398.012	REDWING CIR	W AUSTIN RD	AUSTIN DR	0.18	S	2	U	1092	2	35	13.0	2.0	0.0	26.0	0	4.0	4.0	N	C	1.5	0	100	4.0	1	0	0.69	A	2.34	B	
398.013	W AUSTIN RD	Redwing Cir	Covington Hwy	0.11	N	2	U	1092	2	25	14.0	0.0	0.0	28.0	0	3.5	-	N	G	2.0	0	100	5.0	1	0	0.30	A	1.94	B	
398.013	W AUSTIN RD	Redwing Cir	Covington Hwy	0.11	S	2	U	1092	2	25	14.0	0.0	0.0	28.0	0	3.5	-	N	G	2.0	0	100	5.0	1	0	0.30	A	1.94	B	
399.01	GLENFAIR RD	Snapfinger Rd	Glenwood Rd	0.93	N	2	U	998	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	C	0.0	0	0	0.0	2	0	1.42	A	2.97	C	Gutters filled with debris and over grown
399.01	GLENFAIR RD	Snapfinger Rd	Glenwood Rd	0.93	S	2	U	998	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	C	0.0	0	0	0.0	2	0	1.42	A	2.97	C	Gutters filled with debris and over grown
400.01	OLD RAINBOW DR	Rainbow Dr	Columbia Dr	0.32	E	2	U	2815	2	25	8.0	0.0	0.0	16.0	0	4.0	-	N	S	0.0	0	0	0.0	3	0	3.06	C	3.76	D	
400.01	OLD RAINBOW DR	Rainbow Dr	Columbia Dr	0.32	W	2	U	2815	2	25	8.0	0.0	0.0	16.0	0	4.0	-	N	S	0.0	0	0	0.0	3	0	3.06	C	3.76	D	
401.01	KEY RD	Fayetteville Rd	Moreland Ave SE	0.43	E	2	U	1779	2	35	11.5	1.0	0.0	23.0	0	3.5	3.5	N	G	0.0	0	0	0.0	1	0	2.43	B	3.32	C	

DRAFT DeKalb County Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
401.01	KEY RD	Fayetteville Rd	Moreland Ave SE	0.43	W	2	U	1779	*2*	35	11.5	1.0	0.0	23.0	0	3.5	3.5	N	G	0.0	0	0	0.0	1	0	2.43	B	3.32	C	
402.01	INTERNATIONAL PARK DR	Continetal Way	Bailey St	0.24	N	2	U	162	*2*	25	21.0	0.0	0.0	42.0	0	4.0	-	N	C	0.0	0	0	0.0	1	0	0.00	A	1.75	B	Parellel parking for Tractor trailers, extreme truck track
402.01	INTERNATIONAL PARK DR	Continetal Way	Bailey St	0.24	S	2	U	162	*2*	25	21.0	9.0	0.0	42.0	0	4.0	4.0	N	C	0.0	0	0	0.0	1	0	0.00	A	2.58	C	Parellel parking for Tractor trailers, extreme truck track
402.011	CONTINENTAL WAY	International Park Drive	Boulder Crest Rd	0.63	E	2	U	162	*2*	25	13.0	0.0	0.0	26.0	0	4.0	-	N	C	2.0	0	12.5	4.0	1	1	0.00	A	3.02	C	
402.011	CONTINENTAL WAY	International Park Drive	Boulder Crest Rd	0.63	W	2	U	162	*2*	25	13.0	0.0	0.0	26.0	0	4.0	-	N	C	0.0	0	0	0.0	1	1	0.00	A	2.34	B	
403.01	GRESHAM RD	Clifton Church Rd	Welland Ave	1.34	N	2	U	4335	*2*	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	100	5.0	1	1	3.57	D	2.71	C	Sidewalk buffer var. 0-1
403.01	GRESHAM RD	Clifton Church Rd	Welland Ave	1.34	S	2	U	4335	*2*	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	0.0	0	100	5.0	1	1	3.57	D	2.71	C	Sidewalk buffer var. 0-1
404.01	GRESHAM RD	Cook Rd	Flat Shoals Rd	0.21	N	2	U	4077	*2*	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	1.5	0	75	5.0	3	1	3.39	C	2.97	C	
404.01	GRESHAM RD	Cook Rd	Flat Shoals Rd	0.21	S	2	U	4077	*2*	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	0.0	0	100	6.0	3	1	3.39	C	2.58	C	
405.01	TILSON RD	2nd Ave	Candler Rd	1.90	E	2	U	323	*2*	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	1.5	0	100	4.0	1	1	0.03	A	2.29	B	Sidewalk 4-5. Buffer 0-3
405.01	TILSON RD	2nd Ave	Candler Rd	1.90	W	2	U	323	*2*	35	12.0	0.0	0.0	24.0	0	4.0	-	N	C	1.5	0	100	4.0	1	1	0.03	A	2.29	B	Sidewalk 4-5. Buffer 0-3
406.01	LLOYD RD	Flat Shoals Rd	Kelly Lake rd	0.69	N	2	U	1600	*2*	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	0.0	0	60	4.0	2	0	2.00	B	3.04	C	
406.01	LLOYD RD	Flat Shoals Rd	Kelly Lake rd	0.69	S	2	U	1600	*2*	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	0.0	0	40	4.0	2	0	2.00	B	3.29	C	
406.011	WHITES MILL RD	Kelly Lake Rd	Candler Rd	0.9	N	2	U	1600	*2*	35	10.5	0.0	0.0	21.0	0	4.0	-	N	G	2.0	0	6.25	4.0	2	1	2.14	B	3.76	D	
406.011	WHITES MILL RD	Kelly Lake Rd	Candler Rd	0.9	S	2	U	1600	*2*	35	10.5	0.0	0.0	21.0	0	4.0	-	N	G	2.0	0	100	4.0	2	1	2.14	B	2.48	B	
407.01	THURMAN DR	Cedar Grove Rd	Moreland Ave	0.39	N	2	U	12620	*4*	45	13.5	0.0	0.0	27.0	0	3.5	-	N	C	0.0	0	0	0.0	3	1	4.79	E	5.18	E	
407.01	THURMAN DR	Cedar Grove Rd	Moreland Ave	0.39	S	2	U	12620	*4*	45	13.5	0.0	0.0	27.0	0	3.5	-	N	C	0.0	0	0	0.0	3	1	4.79	E	5.18	E	
408.01	HENRICO RD	Moreland Ave	WEST SIDE PL	1.71	E	2	U	543	*2*	35	11.5	0.0	0.0	23.0	0	3.5	-	N	S	1.5	0	6	4.0	2	1	0.83	A	3.53	D	
408.01	HENRICO RD	Moreland Ave	WEST SIDE PL	1.71	W	2	U	543	*2*	35	11.5	0.0	0.0	23.0	0	3.5	-	N	S	0.0	0	0	0.0	2	1	0.83	A	2.84	C	
408.011	WEST SIDE PL	Moore Rd	Henrico Rd	0.07	E	2	U	543	*2*	35	11.5	0.0	0.0	23.0	0	3.5	-	N	S	0.0	0	0	0.0	2	1	0.83	A	2.84	C	
408.011	WEST SIDE PL	Moore Rd	Henrico Rd	0.07	W	2	U	543	*2*	35	11.5	0.0	0.0	23.0	0	3.5	-	N	S	0.0	0	0	0.0	2	1	0.83	A	2.84	C	
408.012	MOORE RD	Cedar Grove Rd	Bouldercrest Rd	1.27	E	2	U	543	*2*	35	11.0	0.0	0.0	22.0	0	3.0	-	N	G	0.0	0	0	0.0	1	0	1.19	A	2.89	C	
408.012	MOORE RD	Cedar Grove Rd	Bouldercrest Rd	1.27	W	2	U	543	*2*	35	11.0	0.0	0.0	22.0	0	3.0	-	N	G	1.0	0	15	4.0	1	0	1.19	A	3.46	C	
409.01	E CONLEY RD	BOWMAN INDUSTRIAL CT	Cedar Grove Rd	0.7	N	2	U	3983	*3*	45	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	0	0.0	2	0	3.79	D	4.38	D	
409.01	E CONLEY RD	BOWMAN INDUSTRIAL CT	Cedar Grove Rd	0.7	S	2	U	3983	*3*	45	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	0	0.0	2	0	3.79	D	4.38	D	
410.01	BORING RD	Flat Shoals Parkway	Weasley Chapel Rd	1.99	E	2	U	5737	*2*	35	11.5	1.0	0.0	23.0	0	4.0	4.0	N	C	2.0	0	100	4.0	2	1	3.66	D	2.93	C	
410.01	BORING RD	Flat Shoals Parkway	Weasley Chapel Rd	1.99	W	2	U	5737	*2*	35	11.5	1.0	0.0	23.0	0	4.0	4.0	N	C	2.0	0	50	4.0	2	1	3.66	D	3.58	D	
411.01	COCKLEBUR RD	Boring Rd	Rainbow Dr	0.84	N	2	U	2009	*2*	35	11.5	0.0	0.0	23.0	0	3.5	-	N	C	2.0	0	100	4.0	2	1	2.35	B	2.49	B	
411.01	COCKLEBUR RD	Boring Rd	Rainbow Dr	0.84	S	2	U	2009	*2*	35	11.5	0.0	0.0	23.0	0	3.5	-	N	C	0.0	0	0	0.0	2	1	2.35	B	3.29	C	
412.01	MILLER RD	Rock Springs Rd	MINOLA RD	0.83	N	2	U	705	*2*	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	0.0	0	0	0.0	3	1	1.08	A	2.94	C	
412.01	MILLER RD	Rock Springs Rd	MINOLA RD	0.83	S	2	U	705	*2*	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	1.5	0	20	5.0	3	1	1.08	A	3.39	C	
412.011	MILLER RD	MINOLA RD	PANOLA IND BLVD	0.32	N	2	U	1648	*2*	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	0.0	0	0	0.0	3	1	2.05	B	3.23	C	
412.011	MILLER RD	MINOLA RD	PANOLA IND BLVD	0.32	S	2	U	1648	*2*	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	1.5	0	20	5.0	3	1	2.05	B	3.51	D	
412.012	MILLER RD	PANOLA IND BLVD	Snapfinger Woods Dr	0.49	N	2	U	4554	*2*	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	0.0	0	0	0.0	3	1	3.57	D	4.14	D	
412.012	MILLER RD	PANOLA IND BLVD	Snapfinger Woods Dr	0.49	S	2	U	4554	*2*	35	11.0	0.0	0.0	22.0	0	4.0	-	N	C	1.5	0	20	5.0	3	1	3.57	D	3.85	D	
412.015	ROCK SPRINGS RD	Wildginger Run	Thompson Miller Rd	0.33	N	2	U	3061	*2*	30	11.0	0.0	0.0	22.0	0	4.0	-	N	C	1.0	0	100	5.0	3	0	2.90	C	2.43	B	Buffer var. 0-3
412.015	ROCK SPRINGS RD	Wildginger Run	Thompson Miller Rd	0.33	S	2	U	3061	*2*	30	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	0	0.0	3	0	2.90	C	3.57	D	
413.01	MINOLA DR	Miller Rd	Panola Dr	0.72	E	2	U	59	*2*	35	14.5	2.0	0.0	29.0	0	3.0	3.0	N	G	1.5	0	25	4.0	2	1	0.00	A	3.00	C	
413.01	MINOLA DR	Miller Rd	Panola Dr	0.72	W	2	U	59	*2*	35	14.5	2.0	0.0	29.0	0	3.0	3.0	N	G	0.0	0	25	6.0	2	1	0.00	A	2.96	C	
414.01	PANOLA INDUSTRIAL BLVD	Panola Rd	Miller Rd	0.78	E	4	U	4429	*3*	45	10.5	0.0	0.0	41.0	0	3.5	-	N	G	5.5	0	10	5.0	2	1	2.95	C	4.08	D	Var. buffer, taippers at ends
414.01	PANOLA INDUSTRIAL BLVD	Panola Rd	Miller Rd	0.78	W	4	U	4429	*3*	45	10.5	0.0	0.0	41.0	0	3.5	-	N	G	0.0	0	0	0.0	2	1	2.95	C	3.78	D	
415.01	MILLER RD	Snapfinger Woods Dr	Covington Hwy	1.02	N	2	U	1813	*2*	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	5.0	0	10	5.0	2	1	2.05	B	3.56	D	
415.01	MILLER RD	Snapfinger Woods Dr	Covington Hwy	1.02	S	2	U	1813	*2*	35	12.0	0.0	0.0	24.0	0	3.5	-	N	C	1.5	0	100	5.0	2	1	2.05	B	2.36	B	
416.01	DEKALB MEDICAL PKWY	Hillvale Rd	Covington Hwy	0.14	N	4	U	2176	*2*	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	2.0	0	100	5.0	1	1	1.23	A	2.25	B	
416.01	DEKALB MEDICAL PKWY	Hillvale Rd	Covington Hwy	0.14	S	4	U	2176	*2*	35	12.0	0.0	0.0	48.0	0	4.0	-	N	C	2.0	0	100	5.0	1	1	1.23	A	2.25	B	
416.02	DEKALB MEDICAL PKWY	Hillandale Dr	Hillvale Rd	0.82	N	2	U	2176	*2*	35	13.0	0.0	0.0	26.0	0	4.5	-	N	C	1.5	0	80	5.0	1	1	1.85	B	2.63	C	
416.02	DEKALB MEDICAL PKWY	Hillandale Dr	Hillvale Rd	0.82	S	2	U	2176	*2*	35	13.0	0.0	0.0	26.0	0	4.5	-	N	C	1.5	0	100	5.0	1	1	1.85	B	2.37	B	
417.01	BIG MILLER GROVE WAY	Salem Rd	Panola Rd	0.21	N	2	U	*2000*	*2*	35	12.0	0.0	0.0	24.0	0	3.0	-	N	S	7.0	0	100	5.0	3	0	2.38	B	2.19	B	
417.01	BIG MILLER GROVE WAY	Salem Rd	Panola Rd	0.21	S	2	U	*2000*	*2*	35	12.0	0.0	0.0	24.0	0	3.0	-	N	S	7.0	0	15	5.0	3	0	2.38	B	3.50	C	
418.01	CROSSVALE RD	Evans Mill Rd	Salem Rd	1.38	N	2	U	*1500*	*2*	35	11.0	0.0	0.0	22.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	2.08	B	3.18	C	
418.01	CROSSVALE RD	Evans Mill Rd	Salem Rd	1.38	S	2	U	*1500*	*2*	35	11.0	0.0	0.0	22.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	2.08	B	3.18	C	

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L) Th #	Lanes (L) Con	ADT	Tks. (HV) (%)	Post. Spd. (SP_0) mph	Width of Pavement W_t (ft)	W_l (ft)	W_{ps} (ft)	Total Pvmt Width (TPW) (ft)	Occ. Park. (OSPA) (%)	Pavecon PC_t (1..5)	Pavecon PC_l (1..5)	Bike Lane Mark (Y/N)	Cross Sec. (C/S)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Road Profile Cond (1,2,3)	Signals per Seg.	Bicycle LOS Score (0...7)	Bicycle LOS Grade (A...F)	Pedestrian LOS Value (0...7)	Pedestrian LOS Grade (A...F)	Comments
420.01	N GODDARD RD	Klondike Rd	Rockland rd	1.42	N	2	U	98	2	30	9.5	0.0	0.0	19.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	0.26	A	2.82	C	
420.01	N GODDARD RD	Klondike Rd	Rockland rd	1.42	S	2	U	98	2	30	9.5	0.0	0.0	19.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	0.26	A	2.82	C	
421.01	S GODDARD RD	Klondike Rd	Flat Shoals Rd SW	1.75	E	2	U	1500	3	45	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	2.54	C	3.61	D	Deleted from network S Goddard to the county line
421.01	S GODDARD RD	Klondike Rd	Flat Shoals Rd SW	1.75	W	2	U	1500	3	45	10.0	0.0	0.0	20.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	2.54	C	3.61	D	Deleted from network Trail West of Klondike in GIS
422.01	SWIFT ST	Convington Hwy	Max Cleland Blvd	1.19	N	2	U	1000	2	30	10.5	0.0	0.0	21.0	0	3.5	-	N	S	0.0	0	0	0.0	3	2	1.66	B	2.95	C	
422.01	SWIFT ST	Convington Hwy	Max Cleland Blvd	1.19	S	2	U	1000	2	30	10.5	0.0	0.0	21.0	0	3.5	-	N	S	3.0	0	45	4.0	3	2	1.66	B	3.01	C	
422.011	ROGERS LAKE RD	Rogers Crossing Dr	S Deshong Rd	0.6	N	2	U	3835	2	35	11.0	0.0	0.0	22.0	0	4.5	-	N	S	0.0	0	0	0.0	3	0	3.30	C	4.00	D	12' SB right turn lane- 60% of the way
422.011	ROGERS LAKE RD	Rogers Crossing Dr	S Deshong Rd	0.6	S	2	U	3835	2	35	11.0	0.0	0.0	22.0	0	4.5	-	N	C	2.0	0	60	5.0	3	0	3.30	C	3.18	C	12' SB right turn lane- 60% of the way
422.02	CENTER ST	Max Cleland Blvd	Unnamed st 544	0.39	N	2	U	2851	2	35	12.5	0.0	0.0	25.0	0	3.5	-	N	S	0.0	0	0	0.0	2	0	2.73	C	3.46	C	
422.02	CENTER ST	Max Cleland Blvd	Unnamed st 544	0.39	S	2	U	2851	2	35	12.5	0.0	0.0	25.0	0	3.5	-	N	S	0.0	0	0	0.0	2	0	2.73	C	3.46	C	
422.021	ROGERS LAKE RD	Unnamed st 544	CHAPMAN RD	0.96	N	2	U	4467	2	35	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	3.56	D	4.13	D	
422.021	ROGERS LAKE RD	Unnamed st 544	CHAPMAN RD	0.96	S	2	U	4467	2	35	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	3.56	D	4.13	D	
422.022	ROGERS LAKE RD	CHAPMAN RD	Rogers Crossing Dr	1.49	N	2	U	8056	2	35	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	3.96	D	4.56	E	
422.022	ROGERS LAKE RD	CHAPMAN RD	Rogers Crossing Dr	1.49	S	2	U	8056	2	35	11.0	0.0	0.0	22.0	0	4.0	-	N	S	0.0	0	0	0.0	3	1	3.96	D	4.56	E	
422.03	UNNAMED STREET 544	St Mountain St	ROGERS LAKE RD	0.04	E	2	U	1500	2	25	14.0	0.0	0.0	28.0	0	2.0	-	N	S	0.0	0	0	0.0	3	0	2.00	B	2.64	C	no centerline,2 skewed RXR
422.03	UNNAMED STREET 544	St Mountain St	ROGERS LAKE RD	0.04	W	2	U	1500	2	25	14.0	0.0	0.0	28.0	0	2.0	-	N	S	0.0	0	0	0.0	3	0	2.00	B	2.64	C	no centerline,2 skewed RXR
423.01	CHAPMAN RD	S St Mountain Lithonia Rd	ROGERS LAKE RD	0.53	E	2	U	1479	2	35	12.0	0.0	0.0	24.0	0	3.0	-	N	G	0.0	0	0	0.0	2	0	1.90	B	3.05	C	No centerline stripe
423.01	CHAPMAN RD	S St Mountain Lithonia Rd	ROGERS LAKE RD	0.53	W	2	U	1479	2	35	12.0	0.0	0.0	24.0	0	3.0	-	N	G	0.0	0	0	0.0	2	0	1.90	B	3.05	C	No centerline stripe
424.01	BRIARWOOD RD	N Druid Hills Rd	Buford Hwy	0.99	E	2	U	9259	2	35	11.0	0.0	0.0	22.0	0	3.5	-	N	G	1.5	0	100	4.0	2	1	4.23	D	3.40	C	
424.01	BRIARWOOD RD	N Druid Hills Rd	Buford Hwy	0.99	W	2	U	9259	2	35	11.0	0.0	0.0	22.0	0	3.5	-	N	G	1.5	0	20	4.0	2	1	4.23	D	4.44	D	
424.02	BRIARWOOD RD	Bulford Hwy	Northeast Expressway	0.55	E	2	U	2180	2	35	16.0	4.0	0.0	32.0	0	3.5	3.5	Y	C	2.0	0	100	5.0	3	1	0.64	A	2.26	B	Faded bikelane, stamped concrete buffer
424.02	BRIARWOOD RD	Bulford Hwy	Northeast Expressway	0.55	W	2	U	2180	2	35	16.0	4.0	0.0	32.0	0	3.5	3.5	Y	C	2.0	0	100	5.0	3	1	0.64	A	2.26	B	Faded bikelane, stamped concrete buffer
425.01	PARK AVE	Buford Hwy	New Peachtree Rd	0.2	E	2	U	2000	2	25	10.0	0.0	0.0	20.0	0	3.0	-	N	G	0.0	0	0	0.0	3	1	2.61	C	3.21	C	
425.01	PARK AVE	Buford Hwy	New Peachtree Rd	0.2	W	2	U	2000	2	25	10.0	0.0	0.0	20.0	0	3.0	-	N	G	2.0	0	100	5.0	3	1	2.61	C	2.19	B	Var buffer 0-5 ft
601	CLEVEMONT RD	Seminole Rd	River Rd	0.41	E	2	U	3000	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	3.02	C	3.61	D	Very Heavy truck use, leads to dump
601	CLEVEMONT RD	Seminole Rd	River Rd	0.41	W	2	U	3000	2	35	11.5	0.0	0.0	23.0	0	3.5	-	N	S	0.0	0	0	0.0	3	0	3.02	C	3.61	D	Very Heavy truck use, leads to dump
999	UNKNOWN (EB FRONTAGE EXIT	Lithonia Industial Blvd	Evans Mills Rd	2.23	E	2	OW	6000	3	45	19.0	7.5	0.0	32.0	0	4.0	4.0	N	S	0.0	0	0	0.0	3	2	1.36	A	3.88	D	GIS needs to be broken for the ramps
999	UNKNOWN (EB FRONTAGE EXIT	Lithonia Industial Blvd	Evans Mills Rd	2.23	x	2	OW	6000	3	45	19.0	7.5	0.0	32.0	0	4.0	4.0	N	S	0.0	0	0	0.0	3	2	1.36	A	3.88	D	GIS needs to be broken for the ramps

A-6.2 Roadway Crossing Difficulty Level of Service

Pedestrian Level of Service measures how safe and comfortable people perceive conditions while walking long a roadway. An additional measure of pedestrian accommodation is how easy the roadway is for pedestrians to access destinations on the opposite side of the roadway – a roadway crossing difficulty metric.

In theory, it would be desirable for all pedestrians to use designated pedestrian crossings or signalized intersections to cross roadways. However, using a designated crossing or traffic signal to cross a roadway is not always convenient for pedestrians. Consequently, pedestrians often cross midblock. Midblock crossings are not illegal; but pedestrians must yield the right-of-way to motorists when crossing. This requirement to yield results in pedestrians having to wait for a gap in traffic, which can result in significant delays to pedestrians wishing to cross the street.

NCHRP Report 616 Multimodal Level of Service Analysis for Urban Streets proposed a method for measuring the midblock crossing difficulty, which was later adopted into the Highway Capacity Manual. This method looks at two different potential routes for crossing the roadway - at a designated crossing and midblock. It then calculates the level of delay for each crossing location.

Controlled Crossing

The delay associated with crossing at a traffic signal or other designated crossing location is assumed to be the geometric delay associated with using the crossing. That is, it calculates how much time it would add to the pedestrians trip to walk to the designated crossing location then back to the destination (assumed to be across the street from the begin point). This calculation requires the distance to the designated crossing location and the pedestrian walking distance. The equation for this delay is as follows:

$$Delay = \frac{\frac{2}{3} crossing\ spacing}{walking\ speed}$$

This equation assumes that the pedestrians will walk to the closest crossing and will be an average of 1/3 the crossing spacing distance from that crossing; if there were no signals on the study segment, it was assumed the pedestrian had to walk half the length of the segment to the nearest crossing. For this analysis a 4 foot per second walking speed was assumed. For this study, the crossing spacing for each segment was calculated based on the provided GIS locations of traffic signals and enhanced crosswalks—Pedestrian Hybrid Beacons (a.k.a. "HAWKs") and Rectangular Rapid Flashing Beacons. This calculated as follows:

$$Crossing\ Spacing = \frac{number\ of\ crossings}{segment\ length}$$

Midblock Crossing

The midblock crossing delay is the average amount of time a pedestrian would be delayed while waiting for an adequate gap to occur in traffic – the *mean wait* time. The equation used to calculate this *mean wait* time is as follows:

$$MeanWait = \frac{1}{\lambda}[exp(\lambda t) - 1] - t$$

Where

t = The acceptable gap plus the time it takes for a vehicle to pass by the pedestrian.
The average pass-by time = Average Vehicle Length/Average Speed, converted to seconds.

λ = The average vehicle flow rate in vehicles per second.

Exp = The exponential function

Where a roadway is divided, the delay is calculated based upon the delay required to begin the crossing. It is not doubled. This is based upon the assumption that for any crossing the delay to begin any stage controls a pedestrian's perception, not the sum of the delays. That is, two 10-second delays are better than one 20-second delay. For this study, data used to calculate midblock crossing delay for individual segments includes field-collected pavement width (either across the road or to a median, as appropriate), field observed posted speed limit, and model-derived traffic volumes.

Roadway Crossing Difficulty LOS (XLOS)

The XLOS is based upon the lesser of the two delay values calculated above. The lesser delay is compared to the values in the following table to identify the letter grade LOS.

Table 6-3: Pedestrian Crossing Level of Service Delay

Maximum Delay (Seconds)	Crossing LOS
10	A
20	B
30	C
40	D
60	E
>60	F

A-6.3 Consolidation of Pedestrian Need Indicators

In a process that is unique to this study, many of the pedestrian need factors identified during the pedestrian analysis process were consolidated into one summary indicator map. This was done by assigning values to each pedestrian need indicator and then summing each of those values into one overarching score. The indicators used for this analysis included:

1. Number of transit boardings and alightings (provided in GIS data from MARTA),
2. The Latent Demand Analysis results (performed earlier in the study),
3. The Crossing Level of Service Analysis results (performed earlier in the study),
4. Pedestrian-Involved Crash intensity areas (identified separately in the study), and
5. Inside/Outside of Activity Centers (as previously defined in the earlier in the study).

The resulting map in effect creates a snapshot of "hot spot" areas that have key pedestrian needs within the County.

To perform this analysis, the first four indicators (or criteria) were converted to report on five-point scales as shown below.

Transit boardings and alightings at stop location points were stratified at selected breaks, modified to rounder numbers from various calculated statistical breaks in the data:

- 1-24 = 1 point
- 25-49 = 2 points
- 50-99 = 3 points
- 100-499 = 4 points
- 500+ = 5 points

Latent Demand results along study network segments were stratified into quintiles, consistent with how they had been reported previously in the study:

- Lowest = 1 point
- Lower = 2 points
- Mid-Range = 3 points
- Higher = 4 points
- Highest = 5 points

Crossing Level of Service results, previously reported as letter grades, were converted to numeric strata:

- A, B = 1 point
- C = 2 points
- D = 3 points
- E = 4 points
- F = 5 points

Crash intensity areas were only provided where they had been identified as either medium-high or high intensity, based on separate methodology. Thus, only these categories were given value, at the high end of the scale:

- Medium High = 4 points
- High = 5 points

Activity Center status is a binary criterion. Different scoring schemes were considered, including the following:

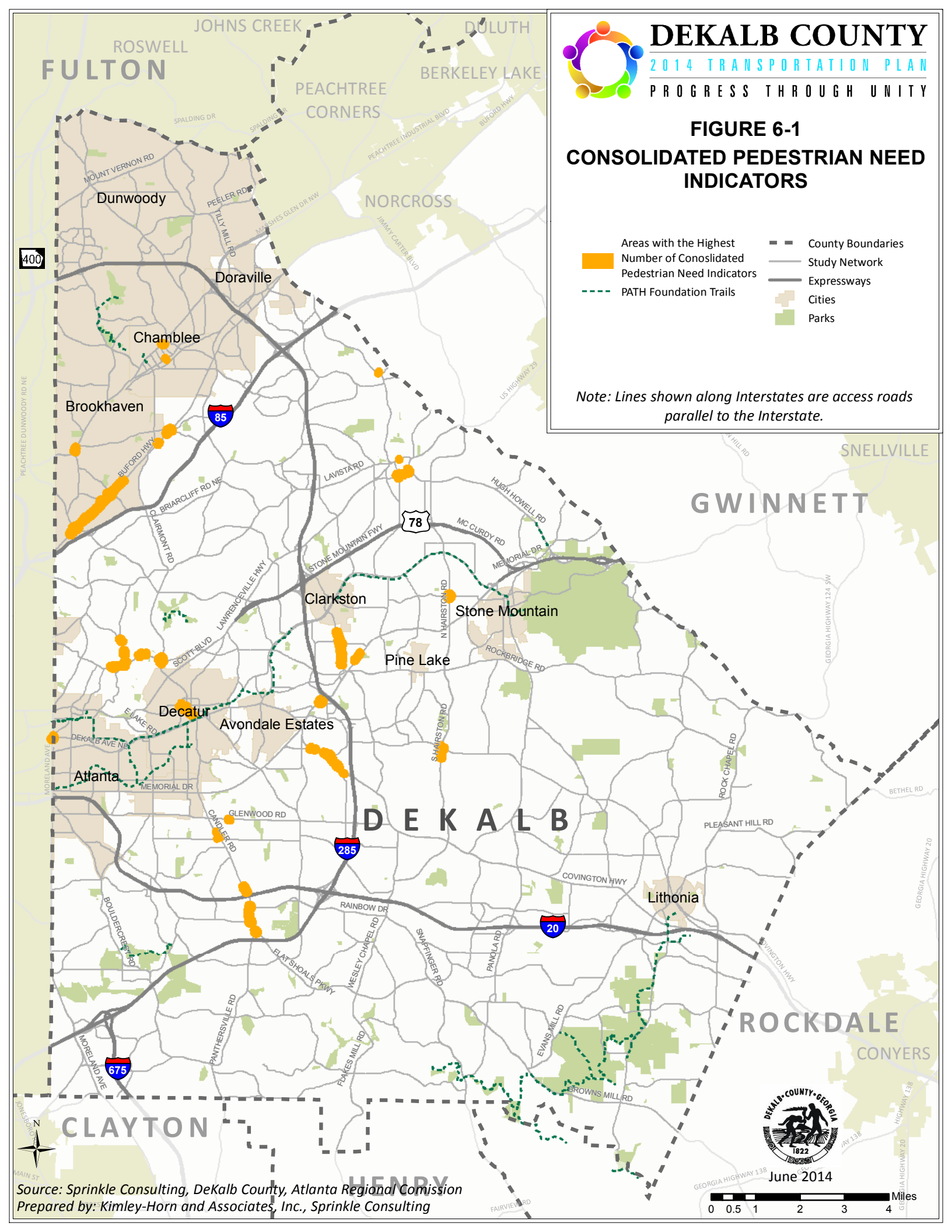
- Zero for out of Activity Center; five for in Activity Center;
- One for out of Activity Center; five for in Activity Center; and
- Three for out of Activity Center; five for in Activity Center.

Difficulty was encountered with Activity Center shapefiles and the union operation (a GIS operation to meld the various source files into a common file) so the criterion was excluded from the operation, to be considered for manual integration pending the results. As it turned out, most of the resulting high priority areas were within activity areas, making the criterion largely redundant. The criterion was then excluded as an indicator of a pedestrian priority area.

The remaining criteria were modified to provide more uniform geometry prior to performing the union operation. The crash areas were drawn approximately 300 feet across. This seemed like a reasonable scale of a walking "spot", so 300 foot buffers were also drawn for the remaining criteria: around the study network segments (with the Crossing LOS and Latent Demand data) and around the MARTA stops.

A Union operation was then performed on the study network buffer, the MARTA stop buffer, and the crash intensity polygons. This returned over 108,000 little polygons with combined data of where the contributing shape files overlapped. The sum of the 5-point scores for each criterion (Crossing LOS, Latent Demand, Crash Intensity, and Transit Ridership) was calculated for each resulting polygon, with a highest possible score of 20. There was not one perfect score of 20. A cutoff score of 16 was selected for identification of Pedestrian Priority Areas, equal to an average score of 4 on all four criteria. This yielded still in excess for 2000 individual polygons, which were clustered in approximately 35 distinct areas (a distinct area was identified as having no gap greater than 500 feet between polygons scoring 16 points or higher). The polygons of distinct areas were merged to create single boundaries for each distinct area. Because some of these shapes were irregular and/or very small, these merged shapes were additionally buffered by 500 feet. Several of the buffered areas then overlapped, so these were subsequently merged with one another, resulting in the 24 pedestrian priority areas shown on the map.

The map of consolidated pedestrian need indicators can be seen in Figure 6-1.


DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY
FIGURE 6-1
CONSOLIDATED PEDESTRIAN NEED INDICATORS
Areas with the Highest Number of Conoslidated Pedestrian Need Indicators
PATH Foundation Trails
County Boundaries
Study Network
Expressways
Cities
Parks
Note: Lines shown along Interstates are access roads parallel to the Interstate.
JOHNS CREEK
DULUTH
ROSWELL
FULTON
BERKELEY LAKE
PEACHTREE CORNERS
NORCROSS
Dunwoody
Doraville
Chamblee
Brookhaven
SNELLVILLE
GWINNETT
Clarkston
Stone Mountain
Pine Lake
Decatur
Avondale Estates
Atlanta
DEKALB
Lithonia
ROCKDALE
CONYERS
CLAYTON
HENRY
400
85
78
285
20
675
MOUNT VERNON RD
PEELER RD
TILLY MILL RD
BUFORD HWY
CLAIRMONT RD
LAVISTA RD
HUGH HOWELL RD
MC CURDY RD
MEMORIAL DR
STONE MOUNTAIN FWY
LAWRENCEVILLE HWY
SCOTT BLVD
N HAIRSTON RD
S HAIRSTON RD
ROCKBRIDGE RD
E LAKE RD
DEKALB AVE NE
MEMORIAL DR
GLENWOOD RD
CANDLER RD
ROCK CHAPEL RD
PLEASANT HILL RD
BETHEL RD
COVINGTON HWY
RAINBOW DR
BOULDERCREST RD
FLAT SHOALS PKWY
MESLEY CHAPEL RD
SNAPFINGER RD
PANOLA RD
EVANS MILL RD
BROWNS MILL RD
PANTHERSVILLE RD
FOWLKES MILL RD
MORELAND AVE
N
June 2014
0 0.5 1 2 3 4 Miles
Source: Sprinkle Consulting, DeKalb County, Atlanta Regional Comission
Prepared by: Kimley-Horn and Associates, Inc., Sprinkle Consulting

Notes from Meetings

DeKalb County Comprehensive Transportation Plan
Joint Technical Advisory Committee/Citizens Advisory Committee Kick Off Meeting
January 29, 2013 | 6:00 – 8:00 pm
Porter Sanford III Performing Arts & Cultural Center

Meeting Attendees

Community Advisory Committee

Michael Bauer, Mercer University
Toney Blackmon, DeKalb County School District
Ricardo Broce, Center for Pan Asian Community Services
Adele Clements, Clifton Corridor Transportation Management Association
Bettye Davis, ONE DeKalb
Don Fears, DeKalb Medical Center
Debra Furtado, Senior Connections
Consuelo Espinoza Godden, Georgia Piedmont Technical College
Joel Gross, Conley Area Business Association (CABA)
Jennifer Harper, Perimeter CID
Victoria Huynh, Center for Pan Asian Community Services
Jana Johnson, Pride Rings in Stone Mountain (PRISM) Civic Association
Susan Kidd, Agnes Scott College
Gordon Kenna, Commission District 2 Appointee
Emory Morseberger, Stone Mountain CID
Sandy Murray, Ashford Alliance Community Association
David Payne, Emory University
Bruce Penn, Tucker Civic Association
Brenda Pace, East Lake Terrace
Carolyn Rader, Atlanta Regional Commission, Aging & Health Resources
Thayra Riley, Centers for Disease Control
Jamie Smith, Bike Emory / Atlanta Bicycle Coalition
Nathaniel Smith, Partnership for Southern Equity
Zach Walldorff, Druid Hills Civic Association
Beth White Ganga, Tucker Civic Association

Technical Advisory Committee

Mark Dalrymple, DeKalb County - Roads and Drainage
Dan Drake, DeKalb County Schools
Deborah A. Jackson, City of Lithonia
LaCresha Johnson, DeKalb County - Watershed
Larry Kaiser, City of Clarkston/Stone Mountain CID
Billy Malone, DeKalb County - Sanitation
Jerrell McNeal, DeKalb County - Human Services Department (Office of Senior Affairs)
Richard Meehan, City of Brookhaven
Josh Mello, City of Atlanta
Ulysses Mitchell, GDOT
Chris Morris, DeKalb County - Human & Community Development

Ed O'Brien, DeKalb County - Fire & Rescue
Michael Smith, City of Dunwoody
Keri Stevens, City of Avondale
Amanda Thompson, City of Decatur
Karl B. Williams, DeKalb County - Human Development
Chris Woods, GDOT

Project Management Team
Gordon Burkette, DeKalb County – Transportation
Patrece Keeter, DeKalb County – Transportation
Shawanna Qawiy , DeKalb County – Planning & Development
Al Edwards, CERM
Mike Walker, CERM
Michael Hightower, The Collaborative Firm
Ed Ellis, Kimley-Horn & Associates
James Fowler, Kimley-Horn & Associates
Cristina Pastore, Kimley-Horn & Associates
Jen Price, Sycamore Consulting, Inc.
Leah Vaughan, Sycamore Consulting, Inc.

Summary
Patrece Keeter, DeKalb County Transportation Division Project Manager opened the meeting by welcoming attendees. She talked about the importance of the Comprehensive Transportation Plan (CTP) Update and thanked the committee members for their dedication to the planning process. She introduced the consultant team project manager, Cristina Pastore of Kimley-Horn & Associates.

Cristina led the group through introductions and began the presentation. She explained that the DeKalb County CTP will result in a list of priorities to serve as a guide for DeKalb County and to be submitted to the Atlanta Regional Commission for possible inclusion in the Regional Transportation Plan. Cristina discussed the importance of including the DeKalb CTP as a part of regional planning process (like PLAN 2040) in the overall project funding process. She talked about the focus of the plan and the many transportation modes it will cover, including vehicular, transit, bicycle, pedestrian, airport, and freight. The CTP will also consider transportation demand management practices, land use, the economic market, schools and natural disasters. The plan will consider equitable target areas, which help to ensure that equity is maintained throughout the process.

Regarding project funding, Cristina explained that, in order to have projects funded, they have to be included in the ARC regional transportation plan. The CTP update process is also about resources and being able to use the resources the County has as efficiently as possible. She explained that identifying projects will help to ensure money is spent wisely and will also help the County leverage funds. Cristina talked about the wide variety of stakeholders that will be involved including the project management team, stakeholder committees, elected officials, members of the public, and the consultant team.

James Fowler of Kimley-Horn provided an overview of public involvement and outreach. The public involvement process will provide people a variety of opportunities to give meaningful input into the process. Public outreach will include public meetings, online meetings, focus group meetings, surrounding county meetings, a statistically valid public opinion survey, social media, and newsletters. James talked about the makeup of the Technical Advisory Committee and Community Advisory

Committee and the responsibilities of committee members. Such responsibilities are promoting the process to their networks and attending committee meetings and other public involvement events.

Cristina briefly discussed the 16-18 month project schedule and the current status of the technical work.

Plan Vision & Goals

After the presentation, the committee members were engaged in an exercise to develop the plan vision & goal statement. They first reviewed four other sets of visions including those of the 2005 DeKalb County Comprehensive Plan, the 2006 Comprehensive Transportation Plan, ARC's PLAN 2040, and the Partnership for Sustainable Communities' Six Principles of Livability. Three sets of questions were posed to the group. Committee members were asked to discuss and provide feedback to each question among the people at their table and were asked to rotate to different tables between questions. At the conclusion of the exercise, each table summarized and presented the top 5 goals they believed should be used to guide the development of the DeKalb County CTP. This feedback is summarized below.

- Balance and shared growth
- Increased funding/tax base for transportation
- Connectivity (transit and roadway)
- Safe and clean
- Updated transportation infrastructure

- Extended modes of transportation (bike, walk, etc.)
- Restore confidence in the process
- Safety
- Economic development/jobs
- Sustainable communities

- Prioritized list of projects that support the vision
- Long term, sustainable sources of funding
- Multi-modal
- All ages included in the planning process
- System that supports a high quality of life

- Money
- Connectivity
- Safety
- Sustainability
- Mixed use/economic development

- Focus on improved safety
- Less reliance on auto
- Clear priorities list
- Funding/improved fiscal responsibility
- Community leadership buy-in

- Education
- Connectivity

- Complete streets
- Safety
- Improving partnerships with stakeholders

- Multi-modal connectivity
- Sustainability (environmentally, economically)
- Community engagement/involvement
- Options (walking, biking,)
- Realistic plans and implementation

- Increased connectivity
- Increased accessibility and safety
- Improved public confidence and increased trust
- Healthy livable communities
- Finding adequate funding

- Sustainable growth
- Connectivity
- Accessible transit
- Clean, green, safe neighborhoods
- Funding

Following the reporting of each table, Cristina asked if there were any key topics missing from the compilation of responses. The group suggested the following goals to consider:

- Technology
- Equity
- Breakdown of institutional silos
- Innovation/experimentation of futuristic ideas
- Universal design standards

Next Steps

- Consultant team and project management team will compile input received here
- CAC and TAC can help spread the word about the upcoming public meetings
- CAC and TAC are encouraged to attend one of the upcoming public meetings

DeKalb County Comprehensive Transportation Plan
Technical Advisory Committee Meeting #2
April 4, 2013 | 4:00 – 5:30 pm
Maloof Center Auditorium

Meeting Attendees
Almaz Akalewold, DeKalb County Senior Affairs
Michael Anderson, DeKalb County – Watershed Management
Laura Beall, Georgia Regional Transportation Authority
Matthew Folwer, GDOT
Deborah A. Jackson, City of Lithonia
Michael Kray, Atlanta Regional Commission
Richard Meehan, City of Brookhaven
Ulysses Mitchell, GDOT
Sandra Morrow, DeKalb County Senior Affairs
David Smith, DeKalb County – Transportation
Michael Smith, City of Dunwoody
Keri Stevens, City of Avondale

Project Management Team
Gordon Burkette, DeKalb County – Transportation
Patrece Keeter, DeKalb County – Transportation
Shawanna Qawiy , DeKalb County – Planning & Development
Al Edwards, CERM
Mike Walker, CERM
Michael Hightower, The Collaborative Firm
Ed Ellis, Kimley-Horn & Associates
James Fowler, Kimley-Horn & Associates
Cristina Pastore, Kimley-Horn & Associates
Jen Price, Sycamore Consulting, Inc.

Summary
Patrece Keeter, DeKalb County Transportation Division Project Manager opened the meeting by welcoming attendees. She thanked the committee members for their dedication to the planning process. She introduced the consultant team project manager, Cristina Pastore of Kimley-Horn & Associates.

Cristina led the group through introductions and began the presentation. She explained that the purpose of this meeting is to update the committee on the progress of the plan and to get input on transportation needs from an agency perspective. The meeting was also to serve as an opportunity to get feedback on how the information presented should be shared with the public.

James Fowler discussed the public meeting schedule including the online meeting. He also invited the group to visit the website to view and experience the interactive map. Next, James reviewed the vision and goals development process. Comments submitted by the TAC, CAC and the public were incorporated into a revised Vision and Goals statement.

Cristina discussed how metro Atlanta demographics (total population, population growth, population density, age, gender, racial composition, and poverty) have changed between 1950 and 2010. She talked about employment in DeKalb (where people who work in DeKalb live and where people who live in DeKalb work). Population and employment distribution in DeKalb was also a part of this discussion.

Next, Cristina showed where DeKalb is heading in the future. She talked about projected age, racial change, and employment and market trends.

Needs Assessment Discussions
After the background information was presented, committee members were engaged four breakout sessions to discuss needs based on four topics: roadway, transit, bicycle, and pedestrian. Prior to each breakout, specific details regarding each area were presented. This feedback is summarized below.

Table 1
Roadway

- I-285 from I-20 (east of I-285) to Turner Hill going east and west
- Top end of I-285 to Hwy 78 during peak travel times going north and south
- I-285 approaching I-20 in either direction
- Rockbridge Road from Gwinnett County into and out of Atlanta in the PM
- Clairmont Road from North Decatur to Briarcliff Road
- North Druid Hills Road at I-85, Buford Highway, Dresden Road, and Peachtree Road intersections
- Wesley Chapel Road at I-20: backs onto I-285 because of weaving from I-285 to I-20 east
- Scott Boulevard from Church Street to Hwy 78 in both directions
- Peachtree Industrial Boulevard at I-285 from Duluth in the AM backs onto Winters Chapel Road
- Ashford Dunwoody Road south of I-285/Johnsons Ferry Road (not due to interstate congestion)
- River Road at Waldrop to Oakdale
- Observation: increases in volume on local roads are dramatic, while volume on interstates is decreasing – check on the DGDOT counts
- North and south on Ashford Dunwoody/Johnson Ferry/Clairmont Road intersection: increase in traffic here is due to people avoiding interstate operations
- Clairmont (Buford Hwy into Decatur) has many driveways, fast traffic, turns, and winding roads. Need more center turn lanes.
- Flat Shoals Pkwy from Wesley Chapel Road to I-285: high congestion
- Panola Road: shows increase in congestion
- Rockbridge Road at the Gwinnett County line: a widening is planned by Gwinnett County. Need to coordinate improvements with this effort
- South Hairston Road: what are the peak conditions? Check on this since our data only shows daily averages

Transit

- Transit is needed on I-285
- No easy way t5o get to Perimeter from Brookhaven since this transit route was cut
- From Decatur to Perimeter: need a connection

- Lots of growth in southeast DeKalb: I-20 transit is needed.
- Stone Mountain to Indian Creek: hard to get there
- Need service on Memorial Drive out to Stone Mountain Park – this is Georgia's #1 tourist attraction and there's no way for tourists w/o cars to get there
- On Clifton Road: MARTA/Cliff/Emory transit should be better coordinated. There are many buses that arrive at the same time to go to the same place. Staggering service would be helpful
- Consider a shuttle to service Stone Mountain/Lithonia/Arabia Mountain Heritage Area/Monastery to connect these natural resources

Bike/Pedestrian

- Buford Highway: Clairmont to Chamblee/Doraville is dangerous
- Pleasantdale Road: lots of apartments from I-85 to Tucker/Norcross: need crossings for pedestrians. Not many signals
- Lawrenceville Hwy: have noticed more pedestrian crossings there recently
- South Indian Creek: lots of crashes there.
- Redan: many people living in these neighborhoods are walking to transit stops.
- Clarkston needs sidewalks.
- Crossing to get to/from transit and to get to better sidewalks are major reasons for injuries.
- Congestion at schools is largely due to cuts in bussing/bus routes
- Many cyclists seen on Lavista Road
- Need a route from Atlanta to Stone Mountain
- DeKalb Avenue: many cyclists but dangerous
- Panola/Snapfinger: need a route to connect to Arabia Mountain
- Clairmont: North Druid Hills to Scott Boulevard needs bike lanes/improvements

Table 2

Roadway

- Additional lanes needed at I-20 East
- Covington Hwy to downtown Decatur needs better connectivity
- There needs to be a collective effort to add protected left lanes at major intersections throughout the county
- Rockbridge Road needs a lane expansion at Memorial Drive going east
- I-20 at 285 traffic bottlenecks
- Chamblee at 285 experiences high traffic in the early AM
- Lanes on Ponce De Leon are very narrow
- No center turning lanes on Ponce De Leon
- North Druid Hills has heavy traffic and needs more turning lanes
- Scott Blvd to Emory lanes are very narrow
- There needs to be more dedicated turning lanes on Covington Hwy
- River Road has alignment issues
- Candler Road north to Memorial bottlenecks making it difficult to get into Decatur

Transit

- Opportunity for TOD's at Indian Creek and Kensington stations
- Avondale, East Lake, Doraville, and North Springs are all higher density areas
- Expansion of transit to South DeKalb
- There is an opportunity for BRT at Hwy 78

Bike/Pedestrian

- Sidewalks needed on Covington Hwy to 285
- Bike lanes needed on 2nd Ave to W. Howard
- Panthersville Road in the general vicinity of the colleges needs better bike/ped access
- Glenwood Road to 285 needs bike lanes
- Durham Park Road near Indian Creek has high bike and ped crashes
- S. Deshon to Lithonia can use more sidewalks
- All of Buford Hwy needs better ped/bike access
- Create a connected path system to connect to the BeltLine and Gwinnett County
- Bring trail to Snapfinger /River Road, and Brookhaven thru Chamblee to Henderson area
- A trail connection with Gwinnett and Atlanta via the BeltLine can spur economic development in the county

Table 3

Roadway

- Buford highway should be considered for a road diet
- Moreland Avenue near I-285 should be considered for a road diet.
- East College Avenue through downtown Avondale should be redesigned to feel more like a main street. This is Avondale's center so the road should meet the context.

Transit

- Need direct bus routes between:
    - City of Decatur and Perimeter area
    - City of Clarkston and City of Stone Mountain
- Expand rail from Indian Creek out to City of Stone Mountain and then on to Stonecrest Mall.
- Desirable destinations identified:
    - Emory University
    - Georgia Perimeter College – Dunwoody
    - Georgia Perimeter College
    - Georgia Piedmont Technical College
    - City of Decatur
    - Georgia Perimeter College – Decatur
    - Toco Hills
    - Northlake Mall
    - Stonecrest Mall
    - Stone Mountain Park
    - Arabia Mountain Park
    - City of Atlanta

Bike/Pedestrian

- Need more connectivity to Emory University in general

- Connect Tucker to Emory and Northlake activity centers via Lavista Road with a quality bike route.
- Need a multi-use path that follows the creek from the intersection of Briarcliff Road at Johnson Road up to North DeKalb Mall. There are some adjacent smaller neighborhood streets in some places that could included if needed.
- Need a bike route from Lithonia to Tucker.
- One attendee had three priorities clearly identified for bicycles (and pedestrians):
    - Safe routes to school
    - Safe routes to transit
    - Safe crossing and sidewalks along Buford Highway
- Need better crossings along Pleasantdale Road between Chamblee Tucker Road and I-85
- Need better pedestrian accommodations in general around:
    - City of Clarkston
    - City of Stone Mountain
    - All MARTA Stations
    - All activity centers

Next Steps

- Consultant team and project management team will compile input received here
- CAC and TAC can help spread the word about the upcoming public meetings
- CAC and TAC is encouraged to attend one of the upcoming public meetings

DeKalb County Comprehensive Transportation Plan
Community Advisory Committee Meeting #2
April 4, 2013 | 6:30 – 8:00 pm
Maloof Center Auditorium

Meeting Attendees

Nadine Rivers-Johnson, Commissioner Sharon Barnes Sutton appointee
Sandy Murray
Larry Kaiser, City of Clarkston; Stone Mountain CID
Santosh Sapkota, CPACS
Joe Arrington, PRISM
H. Van de Kreke, Tucker Civic Association
David Payne, Emory
Katie Sobush, CDC
Ricardo Broce, CPACS
Doug Joiner, Safe Routes to Schools
Pat Thomas, Dresden East Civic Association
Debra Furtado, Senior Connections
Jamie Smith, ABC/Bike Emory
Rebecca Serna, ABC
Gordon Kenna, Commissioner Jeff Rader appointee
Milton Kirby, Allied Logistics, Inc.
Sally Flocks, PEDS
Taylor Wright, Atkins
Katherine Moore, Georgia Conservancy

Project Management Team

Gordon Burkette, DeKalb County – Transportation
Patrece Keeter, DeKalb County – Transportation
Shawanna Qawiy , DeKalb County – Planning & Development
Al Edwards, CERM
Mike Walker, CERM
Michael Hightower, The Collaborative Firm
Ed Ellis, Kimley-Horn & Associates
James Fowler, Kimley-Horn & Associates
Cristina Pastore, Kimley-Horn & Associates
Jen Price, Sycamore Consulting, Inc.

Summary

Patrece Keeter, DeKalb County Transportation Division Project Manager opened the meeting by welcoming attendees. She thanked the committee members for their dedication to the planning process. She introduced the consultant team project manager, Cristina Pastore of Kimley-Horn & Associates.

Cristina led the group through introductions and began the presentation. She explained that the purpose of this meeting is to update the committee on the progress of the plan and to get input on transportation needs from an agency perspective. The meeting was also to serve as an opportunity to get feedback on how the information presented should be shared with the public.

James Fowler discussed the public meeting schedule including the online meeting. He also invited the group to visit the website to view and experience the interactive map. Next, James reviewed the vision and goals development process. Comments submitted by the TAC, CAC and the public were incorporated into a revised Vision and Goals statement.

Cristina discussed how metro Atlanta demographics (total population, population growth, population density, age, gender, racial composition, and poverty) have changed between 1950 and 2010. She talked about employment in DeKalb (where people who work in DeKalb live and where people who live in DeKalb work). Population and employment distribution in DeKalb was also a part of this discussion.

Next, Cristina showed demographic projections for DeKalb. She talked about projected age, racial change, and employment and market trends. She also explained the relevance of these changes to transportation needs.

Needs Assessment Discussions

After the demographic background information was presented, committee members were engaged in four breakout discussions based on four topics: roadway, transit, bicycle, and pedestrian. Prior to each breakout, specific details regarding each area were presented. The feedback gathered during each breakout discussion is summarized below.

Table 1

Roadway

- Clairmont (Decatur – Chamblee) needs additional lanes
- Scott Blvd and Clairmont intersection is horrible
- Clairmont and N. Druid Hills intersection is very congested
- Reversible lanes on Memorial Drive are unsafe
- N. Decatur at Clairmont near 285 needs a center turn lane
- N. Peachtree at Chamblee Tucker needs a turn light
- Moreland and I-20 interchange headed north backs up. Can use better light timing
- Panola at I-20 east exit ramp backs up. Traffic backs to Hwy. Needs better outlet
- 285 at Bouldercrest bridge is too narrow, and experience high congestion
- Traffic at Spaghetti Junction does not move during times of heavy commute
- Toco Hills has the worst traffic in the county and this needs to be consider as this is also the area of the county with the highest aging population
- More emphasis needs to be put on arterial roadway connectivity instead of major roadways when considering changes in demographics

Transit

- A need for better land use policies to encourage more dense development in East Lake and Avondale Estates
- Density around Chamblee Station is good, but could be better
- Lithonia desperately needs access to transit; preferably heavy rail
- Connectivity from Lithonia to Stonecrest is needed
- Rail for I-20 east is needed

Bike/Pedestrian

- Better bike/ped access needed at Clairmont between Briarcliff and N. Druid
- Better bike/ped access at DeKalb Ave
- There are no sidewalks from Glenwood to Covington Hwy
- Memorial Drive near Atlanta has a high transit dependant population that need sidewalks connected
- Evans Mill near senior centers need sidewalks
- Area near Avondale MARTA station from Agnes Scott east is not a safe walking area
- LaVista near Toco Hills need sidewalks
- Area near Northeast Expressway need walking access
- Buford Hwy is not a safe walking area
- Rockbridge from Memorial to S. Stone Mountain need sidewalk access
- Extended bike path needed from Main to Hwy 78
- BRT and bike lane needed along the length of Buford Hwy

Table 2

Roadway

- Road diet needed on Buford Hwy
- Two-lane roads: increasingly important as population ages and people stop driving on highways/interstates
- Hwy 29/Valley Brook/North Decatur
- East Ponce/Montreal (near Clarkston): access/walking for immigrants is difficult here
- Refugees: limited English contributes to misunderstanding of signage and accidents.
- More enforcement of drivers is needed
- North Druid Hills/Clairmont: congested
- Restricting truck traffic for off peak hours should be considered

Transit

- Inhibitors to transit include:
    - Schedule
    - Connectivity
    - Buses going to station is time consuming
    - Long headways
    - Infrequency of routes
- Limitations:
    - At Perimeter: hard to identify that MARTA is here/no clear signage
    - At Decatur: Hard to identify MARTA station if you are unfamiliar with the location
    - Limited English Proficiency issues: need more visual cues and easier signage
- Station Improvements needed:
    - Redevelopment at Doraville, Avondale, Brookhaven
    - More density is needed around stations
    - Safer crossings

- Other issues:
    - Median islands near stations are good even if people do not read or follow signs. It gives pedestrians a safer crossing when leaving stations
    - Refugees need more transportation at night to get home from working later shifts. Many have to walk more than 3 miles and it is unsafe. Many robberies happen.
    - Maps in MARTA stations need to show area immediately around station location and not the full downtown/service area map

Bike/Pedestrian

- If more than 3 lanes of traffic, you need sidewalks on both sides of the street. It is not a good idea to have them on only one side of the street
- Look at lane width/speed to determine where sidewalks are most needed
- There is a lot of walking on Church Street for medical appointments
- Montreal Road in Clarkston: many apartments, markets and lots of walking but they do not read/obey the signs (PEDS can help CPACS with this outreach)
- Lavista: not many crossing opportunities
- Sidewalk Priorities:
    - Where aging and transit dependent populations live
    - Between homes and transit
    - Around schools
- Montreal/Indian Creek
- Refugees ride from homes in Clarkston to Winn Way for Health Department; need safe route
- Church Street
- MARTA: people need to connect there
- Need bike racks
- Too many driveways on Buford Hwy to bike safely

Table 3

Roadway

- Reduce curb cuts in high density areas
- Too much congestion
- Catch issues at development
- Trucks are lifeblood at CID – need higher turning radii affecting companies moving in
- Underpass at Church St @ Indian Creek Rd – Roundabout
- Better timing on Redan Rd @ Rockbridge Rd, as well as widening
- N. Decatur St @ Clairmont Rd – BAD – whole Emory area

Transit

- No east to get from N. DeKalb to Central without going through Atlanta rail (through say, Clairmont Rd)
- Incentive: Higher density development around current stations (not necessarily, high income)
- Encourage multiple reasons to use MARTA

- County should prioritize Bike/Pedestrian infrastructure around stations
- More use of shuttles
- Re-tool transportation methods (for example, use of shuttles)
- Brookhaven has low density but aging population
- More info in stations for tourists

Bike/Pedestrian

- Create complete streets policy adopted, implemented and funding
- Don't prioritize LOS at the expense of pedestrians
- Be considerate of trees and replant when building sidewalk
- Side Note: Locate schools on map

Next Steps

- Provide feedback for improving this presentation for the public
- Round 2 public meetings (3 in person, 1 online)

Public Outreach Events

Thursday, February 7, 2013
Lou Walker Senior Center | 2538 Panola Road | Lithonia, GA

Saturday, February 9, 2013
Maloof Center Auditorium | 1300 Commerce Drive | Decatur, GA

Monday, February 11, 2013
Exchange Park Intergenerational Center | 2771 Columbia Drive | Decatur, GA

Tuesday, February 12, 2013
Doraville Civic Center | 3770 Central Avenue | Doraville, GA

Attendance

A total of 67 people signed in at the four meetings.

Elected Officials

The Project Management Team recognized the following elected officials in attendance at the meetings:

- February 7, 2013: Patricia Miller (Councilmember), City of Lithonia; Tracy Ann Williams (Councilmember), City of Lithonia
- February 9, 2013: Kathie Gannon (Commissioner), DeKalb County
- February 11, 2013: Larry Johnson (Commissioner), DeKalb County
- February 13, 2013: Emanuel Ransom (Mayor), City of Clarkston; Leslie Robson (Councilmember), City of Chamblee

Meeting Agenda

- Open House
- Welcome and Introductions
- Presentation of Key Ideas
- Facilitated Discussion of Vision/Goals
- Wrap-Up and Next Steps

Meeting Summary

Members of the DeKalb County Project Management Team welcomed attendees to the DeKalb County Comprehensive Transportation Plan (CTP) meetings. Team members discussed the importance of public

involvement in the update process and how other planning processes throughout the County work together to further the transportation vision of DeKalb.

The Consultant Team delivered a PowerPoint presentation that began with an overview of the importance of planning in the County's ability to prepare for growth. The Team talked about the project logo which depicts an inclusive transportation planning process with the community playing a critical role. The purpose of the county transportation plan and how it fits into the larger Atlanta Regional Commission 2040 plan was also discussed.

The transportation plan will be inclusive of all transportation modes and will include motor vehicles, rail, freight, bus, pedestrians, bicycles, and air travel. Other considerations throughout the planning process will include an analysis of land use, which furthers an understanding of where different land uses are and how they connect to transit. Market conditions, schools, and natural disaster response will be also considered. Throughout the planning process, the Project Management Team will be focusing on equitable target areas which give consideration to every cross section of the community, especially those who are traditionally underrepresented in the transportation planning process.

Next, the Project Management Team talked about the anticipated outcome of this plan – a prioritized list of projects to make the County competitive with other metro Atlanta counties and across the region and nation. This process will also help the County determine how to use its resources most wisely by prioritizing projects.

The CTP update will involve a variety of stakeholders including members of the public and elected officials, stakeholder committees, project management team and the consultant team. Gathering different perspectives is a central theme in this process. While everyone will not agree with everything in the plan, a major goal of public involvement is to be sure that everyone feels that they were heard and that collective public involvement has a significant influence on the outcomes of the plan. The Team discussed the different options for becoming engaged: public meetings, online meetings, focus groups, surrounding county meetings (coordinating with DeKalb's neighboring counties), a public opinion survey, the project website, Facebook, twitter, and newsletters. Additionally, there are two different stakeholder committees: the Technical Advisory Committee (TAC) and the Community Advisory Committee (CAC). Both committees will help gather input from a wide variety of collaborators for a successful process.

The project schedule was briefly discussed. Currently, the Team is completing data collection and the public meetings, and will be back in April to talk about future needs. Over the summer, the Team will draft a list of recommendations and will return in September to get feedback on the draft recommendations. In the fall/winter the team will finalize the plan and present it to the CEO and the County Commission for adoption.

The Team expressed that the purpose of the first round of public meetings is to refine the plan vision and goals, which will set the framework for the rest of the process. The vision and goals will be directly related to the criteria that are established for prioritizing projects. The process for refining the plan

vision and goals began with a meeting of the TAC and CAC members. These committees brainstormed about the transportation vision and ideas. The most popular concerns and feedback received were connectivity, safety, funding, and sustainability. These ideas were used to develop the following draft vision statement.

The Transportation Plan will:

- Improve mobility for all people.
- Enhance the quality of life.
- Facilitate economic vitality.
- Focus on implementation.

The public was encouraged to stay involved throughout the process through public meetings, the project website, Facebook, and twitter.

Open Forum Questions and Answers (from Initial Meeting)

2/7/13

Q: What can DeKalb County do about getting rail in DeKalb?
A: During this process, the Team will take an independent look at rail options to include an analysis of land use across the county and what is needed to make rail a possibility.

Q: We need rail in south DeKalb. It would facilitate older adults who cannot get around. Special emphasis should be put on rail.
A: The Team will be looking at new funding sources, but we have to also consider what the County can do with the resources it currently has.

Q: Thank you for an excellent and informative presentation. Are you working as a consultant directly for DeKalb?
A: Yes.

Q: Who is funding this work and to what extent? Is this a contract?
A: The funding for this process includes a 20% match by DeKalb and an 80% match through the Atlanta Regional Commission (ARC). The total contract amount is $1.25 Million. All counties in the ARC's 10-County region must complete a transportation plan in order to be eligible for funding.

Q: How did your firm get this project?
A: This team of firms was selected through an open selection process. The County released an RFP and received solicitations from 10 teams. A shorter list of firms that responded to the RFP was interviewed by the County and a recommendation was made to the Board of County Commissioners for this team.

The selected team is led by Kimley-Horn and Associates and consists of significant representation of local small businesses (more than 30% of the contract value).

Q: How much of the TSPLOST is being considered in this process?
A: The projects submitted through the TSPLOST will be considered, as well as the ARC's Livable Center Initiative plans, DeKalb's master active living plans, the County Comprehensive Plan, and the original CTP. Starting out, we will want to thoroughly document all previously proposed projects from all plans.

Q: Regarding funding, plans are being made to ask the state legislature to raise the sales tax by another penny. Please make sure this [transportation plan] is not another attempt to get the penny sales tax.
A: We have to be honest about the funding situation. There will be a challenge to make a plan that can find innovative ways to get funding. We have to use the vision and goals to streamline and prioritize the projects. It will be a painful process but we have to go through it. The vision and goals are important.

The County's transportation planning process started well before the TSPLOST and this plan can be used to help position DeKalb to get things like more rail. For example, good connectivity needs to exist before rail is an option. This planning process can help support the transportation needs that will make rail possible in south DeKalb. A penny sales tax is only one possible funding option, but one good thing about the penny option is that, should it go through, we will have greater control on how the penny gets used whereas with the TSPLOST, the project list was developed on a regional scale with more limited input from individual counties. This process gives us more time to vet the projects, prioritize them, and to get them lined up in a way that you see fit.

Q: The Project Fact Sheet says that this process happens every 4 to 5 years. What has been implemented from past updates to the transportation plan?
A: One of the problems we had was that the 2006 plan had a very rosy outlook for funding. We've done some of those projects and are progressing in some areas. A few examples include the Wesley Chapel Road interchange, sidewalks on Memorial Drive, and lots of intersections throughout DeKalb.

It is important to understand that DeKalb does not have a SPLOST like some other metro Atlanta counties where their penny goes 100% to infrastructure. In DeKalb, 80% must go to property tax relief. For the remaining 20%, the Board of Commissioners votes yearly to determine whether this remaining portion will fund additional property tax relief or infrastructure projects. The cities in DeKalb get their allotment and what remains can be used for the County. Compared to other jurisdictions, DeKalb gets much less.

Q: We are not interested in what is being built everywhere else. We have to do something in DeKalb and not worry about what everyone else is doing. What can DeKalb do?
A: DeKalb spends about $5 Million on infrastructure. This plan will help us come to grips with what we want to do with what we have.

Public Comment: DeKalb is very limited in the money it has to spend and has never been able to pick and choose projects w/o extenuating circumstances. This dates back to a referendum that was passed in the late 90s. A referendum would be required to change this.

Q: We have to have something done for DeKalb County. Everyone wants to move out and make themselves a city. Something has got to give about prioritizing. We've been asking for rail for years.

A: Most of the County's transit planning is funded through MARTA. This team will look at rail independently. We have to also look at density needed to justify rail. We need infrastructure to get the rail by way of sidewalks and connectivity. We have to prioritize and coordinate in order to support and pay for rail.

Q: When does the homestead reduction come up again for renewal?
A: It is ongoing indefinitely until voted out.

Q: My suggestion would be that the first recommendation is to abolish the homestead tax and make it for transportation.
A: This will be a hard sell and would take an effort to educate the public.

Q: North DeKalb is growing like crazy. Where will these project go, to north or south DeKalb? The Perimeter area has grown but we're still sitting here in south DeKalb. Where will the bulk of these projects go?
A: A bulk of the programmed projects are in south DeKalb including widening of Panola Road, Lithonia Industrial Boulevard and Turner Hill Road.

Q: These are widening projects. Everyone here wants a rail system. DeKalb has supported MARTA for years and south DeKalb has not gotten any of the benefit.
A: This is the kind of input we need. This is actually a big part of why we're going through this planning process. We need to document these kinds of viewpoints and concerns throughout the County.

Q: DeKalb needs to be able to financially build its own rail system.
A: Federal funds for supporting a transit system must go through a transit agency such as MARTA.

Q: Is this the same as the MARTA I-20 East Transit Initiative?
A: No, this planning process is for all modes of transportation and for the entire county.

Q: Are we trying our best to get the funding we need for a constructive plan for rail? Are we trying to get this money from the fed government? Are we factoring in neighboring counties that use the system?
A: While this is not a MARTA project, they are a partner in our planning process. MARTA is factoring in other counties and how they use the system. Everyone is fighting for limited funds.

The CTP takes into account the ARC's 20-County planning region. DeKalb also participates in planning processes for neighboring jurisdictions, as well. It is a collaborative process.

Q: How you are notifying people about the meetings? What efforts are you making to get people who are not online information about the meetings? Can elected officials come to the meetings?
A: We are coordinating closely with the Board of County Commissioners as members of our CAC and they are invited to participate in all public meetings. The team put out press releases to all of the papers who covered the story. The County's ONE DeKalb system is also a great way to get updates. We are sending information out to major employers and have also asked members of the CAC and TAC to help distribute meeting details. The public will also be able to interact through the website and social media. We want input and want to hear from the public.

Vision & Goals Feedback from Group Discussions

2/9/13

Improve Mobility

- Make sure we look at expansion of rail service – this includes heavy rail and commuter rail.
- Need to ensure equitable treatment of all people in the plan.
- Need rail transit to south DeKalb.
- Freight and Air should not be considered for connectivity under the Improve mobility for all people goal.
- Vehicular should not be considered for connectivity under the Improve mobility for all people goal.
- There should be more emphasis on age and physical mobility when equity is considered in the Improve mobility for all people goal.
- Providing for the efficient movement of goods on both rail and truck should not be a goal .

Facilitate economic vitality

- Schools need to be an important part of this plan.

Focus on implementation

- We [the public] need to make sure the political leadership in DeKalb knows how important this process is.
- The goals of all of the transportation planning efforts in the county tend to be the same with no implementation that ever follows.
- Develop a renewed trust in elected leaders and public confidence in the process should be the highest priority.
- Residents would like to actually see implementation of projects from the various plans.

Other items to consider

- The stakeholder groups and public meeting process should be combined.
- Project Team needs to rethink meeting format.
- Project Team should conduct a meeting in South DeKalb Mall.
- Meeting notice should be sent to schools and senior centers (Particularly in South DeKalb Mall area).

2/9/13

Improve Mobility

- Is light rail being considered?.
- Better connection needed to places outside DeKalb (Macon, Athens, etc).
- DeKalb needs better MARTA service especially in south DeKalb.
- Better mobility needed from south DeKalb if traveling on transit.
- Need to consider bringing park and ride lots back (Rainbow at Candler Road; Gresham Road). MARTA should look into park and rides at shopping malls since those lots are underutilized. The Emory bus model works.
- In Stonecrest, the closest park and ride lot is at Panola Road.
- Extending the MARTA east line to Stonecrest would get people into Atlanta quicker and easier.

Enhance the quality of life

- Want improved economic development.

Facilitate economic vitality

- Stonecrest needs to eventually build the density to warrant rail.
- Economic vitality has to be improved to justify the need for rail.

Focus on implementation

- How can we convince the public that there are resources available?
- How can we identify more funding?
- How can we give people more confidence in government? Should there be a SPLOST oversight committee?
- South DeKalb needs to feel that they will benefit from this project.
- We need a change in MARTA legislation.

Other items to consider

- Need better maintenance.
- Supporting technology (electric energy, infrastructure).
- Examine green standards: are they too strict? Do the standards deter businesses?
- Zoning is an issue that the community should be involved in.

2/11/13

Improve Mobility

- MARTA:
    - I like the plan to bring rail to Stonecrest.
    - MARTA does not go to where the people go. There are too many transfers needed and they are not free.
    - MARTA needs greater access while being more affordable.
    - MARTA should be more efficient.

  - There are gaps in MARTA's service that need to be addressed (Wesley Chapel Road and Flat Shoals Parkway areas).
  - Parking at MARTA lots should be free; otherwise it is cheaper to drive.
  - The funding needed to run MARTA is the main issue.
  - MARTA should be more regional.
  - Citizens deserve to get what was promised to them [by MARTA].
  - Progress seems to get bogged down because of MARTA's process.
  - Anti-rail (transit) rumors are a concern.
  - South DeKalb MARTA is an issue.
  - The community is going to be selfish about the Rail line to Stonecrest.
  - Increase accessibility to MARTA and encourage neighboring counties (Clayton, Henry, etc.) to support MARTA.
- Public safety resources are needed.
- Sidewalks are too narrow to walk side-by-side, for strollers, and for wheelchairs.
- New sidewalks are needed and should be accessible for all mobility needs.
- Sidewalk guidelines need to be in the County ordinance.
- Decorative pavers take away the availability of green space along sidewalks.
- Sidewalk maintenance and landscaping should be taken care of prior to construction.
- Sidewalks need to be better connected to where people actually walk.
- A mix of transportation technology (mono-rail, streetcars, etc) should be considered until we can get what we really want.
- The Park and Ride on Gresham road is an issue. "Something seriously needs to be done."
- Unused bicycle lanes are a concern.
- There is a desire for more transit options in DeKalb.
- New sidewalks should all be handicap accessible.
- Bicycle lanes are a waste of money; we need sidewalks instead of bicycle lanes.

Enhance the quality of life

- Need more bike routes in certain areas.
- People love to walk and ride.
- Development plans need to factor use of both the aging and young population.
- The County needs to clean up the streets, and if new landscaping is going to be incorporated it needs to be maintained.

Facilitate economic vitality

- How did we go from having schools where people could walk to school to ones where all students have to be bussed?
- A major issue with Environmental Justice neighborhoods not getting good development; if any at all.

- Higher income neighborhoods in DeKalb continue to get unnecessary development brought to them, but the neighborhoods that really need developing never get any useful development if any.

Focus on implementation

- Funding is a concern.
- There needs to be equal distribution of tax dollars to help develop the entire County.

Other items to consider

- All of I-20 should be included in the CTP.
- Major concerns regarding equality within community development and CTP.
- Representatives from the police and fire department should be involved in the CTP process- (Dealing with Safety).
- Equality is a major issue.
- Concerned about demographics not playing a significant role in development in the County.
- Demographics should be considered when creating new plans.

2/12/13

Improve Mobility

- Transit centers need better connectivity apart from roads.
- More consideration needs to be given to incorporating Mobility Pathways- (Non-Segregated walk, bike and trail pathways that co-exist with highways) into the CTP. An example of this would be the Atlanta BeltLine.
- DeKalb needs transportation options that provide for efficiency in connectivity.
- The existing hubs need to be expanded.
- Bike lanes that are incorporated into auto lanes are unsafe.

Enhance the quality of life

- Enhancing quality of life should be a top priority of the CTP.

Facilitate economic vitality

- There needs to be more retail options located around transit centers.

Focus on implementation

- CTP goals should also be consistent with transportation goals of all cities located in DeKalb County.

- Intergovernmental collaboration should be an emphasis in the plan in an effort to set realistic and tangible goals.

Other items to consider

- The current transit offerings in the region don't follow the migration patterns of the people.
- Providers of public transportation need a better understanding of the needs of the people.
- More education and communication of transit and transit options in DeKalb.
- There is a need to start dealing with what transit will look like in all cities and counties in the region in the next 75 years.
- Establishing a phone tree may be a good way to get the message out about meetings.

Public Outreach Events

Tuesday, April 16, 2013
McNair High School | 1804 Bouldercrest Road, SE | Atlanta GA

Thursday, April 18, 2013
Emory University Winship Ballroom | 605 Asbury Circle | Atlanta, GA

Saturday, April 20, 2013
Tucker-Reid H. Cofer Public Library | 5234 Lavista Road | Tucker, GA

Monday, April 22, 2013
Berean Community Center | 2440 Young Road | Stone Mountain, GA

Tuesday, April 23, 2013
Interactive online meeting

Attendance

A total of 103 people signed in at the four meetings and a total of 41 meeting evaluation forms were returned. A total of 16 people participated in the online meeting.

Elected Officials

The Project Management Team recognized the following elected officials in attendance at the meetings:

- April 16, 2013: Larry Johnson (Commissioner), DeKalb County
- April 18, 2013: Jeff Rader (Commissioner), DeKalb County
- April 20, 2013: Dean Moore (Councilmember), City of Clarkston

Meeting Agenda

- Open House
- Welcome and Introductions
- Presentation of Key Ideas
- Facilitated Discussion of Needs
- Wrap-Up and Next Steps

Meeting Summary

Members of the DeKalb County Project Management Team welcomed attendees to the DeKalb County Comprehensive Transportation Plan (CTP) meetings. Team members discussed the importance of public involvement in the update process and how other planning processes throughout the County work together to further the transportation vision of DeKalb.

The Consultant Team delivered a PowerPoint presentation that began with an overview of the importance of planning in the County's ability to prepare for growth. The Team talked about the project logo which depicts an inclusive transportation planning process with the community playing a critical role. The purpose of the county transportation plan and how it fits into the larger Atlanta Regional Commission 2040 plan was also discussed.

Summary

Patrece Keeter, DeKalb County Transportation Division Project Manager opened the meeting by welcoming attendees. She thanked the committee members for their dedication to the planning process. She introduced the consultant team project manager, Cristina Pastore of Kimley-Horn & Associates.

Cristina led the group through introductions and began the presentation. She explained that the purpose of this meeting is to update the committee on the progress of the plan and to get input on transportation needs from an agency perspective. The meeting was also to serve as an opportunity to get feedback on how the information presented should be shared with the public.

James Fowler discussed the public meeting schedule including the online meeting. He also invited the group to visit the website to view and experience the interactive map. Next, James reviewed the vision and goals development process. Comments submitted by the TAC, CAC and the public were incorporated into a revised Vision and Goals statement.

Cristina discussed how metro Atlanta demographics (total population, population growth, population density, age, gender, racial composition, and poverty) have changed between 1950 and 2010. She talked about employment in DeKalb (where people who work in DeKalb live and where people who live in DeKalb work). Population and employment distribution in DeKalb was also a part of this discussion.

Next, Cristina showed demographic projections for DeKalb. She talked about projected age, racial change, and employment and market trends and the relevance of these changes to transportation needs.

Needs Assessment Discussions

After the demographic background information was presented, committee members were engaged in four breakout discussions based on four topics: roadway, transit, bicycle, and pedestrian. Prior to each breakout, specific details regarding each area were presented. The feedback gathered during each breakout discussion is summarized below.

4/16/13 Comments

<u>Roadway</u>

- The traffic light at Flat Shoals and Fayetteville Road needs to be evaluated.
- There is congestion at Drew Charter School due to the carpool lane. This issue will need to be addressed with the construction of the new school.
- There is a lot of traffic from school buses coming to McNair High School on Fayetteville Road.
- There is heavy truck traffic at Bouldercrest and I-285. This area needs to be widened/need a wider turning radius for trucks.
- When exiting the school, left turns are hard to make because there is no traffic light.
- New/expected development in this area will bring more traffic.

- At I-20 and Wesley Chapel Road exit, there is a weaving problem.
- At I-20 and Moreland Avenue, there is heavy congestion and weaving problems
- Heavy congestion on Clairmont Road.
- Drivers taking a short cut on Boring Road creates issues as people are avoiding traffic congestion on Flat Shoals
- River Road (east/west) is very congested
- Gresham Road is very congested and often used as "cut through" to avoid other congested areas
- Medians constructed on Glenwood Road are not feasible for elderly drivers
- Medians were not an improvement on Glenwood
- There needs to be repaving and pothole repairs on several streets throughout the county
- Lights needs to be synchronized on Memorial Drive at I-285
- Red light/green light ramp control causes more issues and was a waste of tax payer dollars
- There is no easy way to get into downtown Decatur
- Flat Shoals Pkwy is unsafe
- Potholes need to be repaired on Covington Hwy
- Lanes on Moreland Ave are narrow
- Will there be a professional assessment (DST) in prioritization of projects?
- Work on connecting streets (provide more cut-throughs)
- Visit complete streets [policies]
- Implement LCIs

<u>Transit</u>

- There could be commuter rail options if we could use CSX/NS rail lines. Opportunities exist on Covington Hwy.
- The transportation options to the DeKalb Farmers Market need to be improved. There is too much time between buses.
- There is no transit on Stone Mountain-Lithonia Road; it is needed
- Transit routes are not conducive to the people who actually need to use it.
- Transit is lacking in southeast DeKalb/Rockdale County line.
- Lithonia needs a transit stop in the MARTA I-20 East Transit Initiative plan. This would bring life to the city.
- A north/south rail line is needed on Candler Road. A streetcar should be considered from there to Decatur station
- The #9 Toney Valley is a new route, but has too many stops and is not a direct route.
- The #22 goes in a round-about way; not a direct route
- The #34 requires too many transfers to get to The Gallery at South DeKalb or you have to go to Decatur station to go back to the mall.
- Getting to MARTA is difficult.
- The #21 service was cut; now there is no route that goes to Rockbridge Road.
- The #118 was also cut and is needed.
- Existing CSX tracks should be considered as low hanging fruit in an opportunity to implement commuter rail in the county
- Implementation of Park and Ride lots at current rails stations
- Define underutilized when speaking of DeKalb rail system
- Most subdivisions do not want buses coming into their communities

- Neighborhoods screen when items are being considered for implementation in their areas
- Park and Ride models have been proven to be ineffective
- Economic Development in Southeast and Southwest is lacking to facilitate need for transit in these areas
- Economic Development opportunity's need to be identified for Southeast and Southwest DeKalb
- Plan needs to consider that communities in DeKalb are distinct and have their very own unique characteristics
- Residents feel nothing will happen/Nothing is going to be done
- Better sidewalks
- Buses are an inconvenience
- Need a street car line from the Beltline to Glenwood Road to Flat Shoals Road to S. DeKalb Mall
- Smaller neighborhood buses

Bicycle

- There is an abandoned bike route on Fayetteville Road. It could be an asset but needs better signage.
- The Gresham athletic complex is difficult to get to by bike. It is a destination but people cannot bike to it easily.
- Don't really see people riding bikes in this area
- People don't use bikes for destination travel in this area; more of a recreational use

Pedestrian

- Sidewalks!
- Whites Mill Road/HF Sheppard Road needs better sidewalks to get to The Gallery at South DeKalb and bus routes on Candler Road.
- Fayetteville Road at Flat Shoals needs wider sidewalks.
- Sidewalks are needed on Flat Shoals, behind the Walmart on Gresham Road.
- The old car wash property (on Gresham Road, south of I-20) is being redeveloped and will need sidewalks.
- There are many school children walking on Fayetteville Road near Terry Mill Road at the DeKalb Elementary School of the Arts – sidewalks are needed.
- Sidewalks are needed at Tilson Road near McNair Middle School.
- Flat Shoals between I-20 and S. DeKalb need more sidewalks
- More sidewalks needed on Covington Hwy
- Volunteer programs for maintenance are hard to implement as people are busy maintaining their own properties during times of program execution
- Sidewalks need to be close to schools
- Glenwood, Flat Shoals, and Covington Highway all need sidewalks
- Safety on trails is an issue
- Trails don't have destination points or connectivity to facilitate use in the county
- Sidewalks could encourage bike use
- Decisions about implementation of sidewalks should be a community decision. i.e. A Residential Sidewalk Program
- Prioritize area ½ mile radius of schools
- Access to transit

- Higher concentration of older adults; there is a growing demand for better bicycle/pedestrian access
- There is a growing number of zero car households
- Safe crossing to transit stops

Miscellaneous Comments

- Bring maps that more accurately reflect the recession impact. Consider up to 2011
- Comment: Need to show traffic volumes from 2001 to 2011 in order to discount recession effects
- NAACP: East line to Stonecrest
- Fixing Glenwood Road: Cement Island – Cannot see. Put beautification landscape or reflective paint
- Repaving needed (potholes) on local streets: Peachcrest Road potholes
- Memorial Drive @ Interstate-285: sync traffic lights to get traffic moving

4/18/13 Comments

Roadway

- Concern about truck route
- Traffic backup on Peachtree Street due to the traffic signal (signal belongs to GDOT)
- Reduction, in some cases, the number of lanes
- Briarcliff Road near Interstate-85:
    - Highest density traffic
    - Design for two lanes already
    - Need widening
- Also, Lavista Road backs up (in the evenings) all the way to Briarcliff Road
- No roundabout
- Pleasantdale Road: Needs medians /Access Management
- North Druid Hills Road during rush hour is typically a parking lot, safety and backup
- American Industrial/Chamblee Dunwoody Road – Traffic malfunction
- Clairmont Road going south of Lavista is very congested…needs widening.
- Complete Streets:
    - Adopt an ordinance
    - Work into the Zoning Code
- Clairmont Road is congested:
    - Lots of traffic from the VA
    - Don't think of Clairmont Rd and Druid Hills Rd. as large roads, but handle a lot of traffic.
- Lavista connects several employment centers, but resistance to do improvements on that roadway.
- Bridge project (Briarcliff/ Lavista area) at CSX (TIA project) needs improvement (poor conditions, unsafe for cars, pedestrians, bikes).
- Wesley Chapel @ Bridge (I-20) is very confusing. (From the Kroger down to Rainbow).
- North DeKalb Mall- difficult to get to if not in a car (need pedestrian connections)
- Buford Highway- median refuse islands are going in, it will make the roadway safer.
- Street lights at Indian Creek MARTA Station (unsafe under current conditions)

- Q: Do new developments have to construct sidewalks? (A: Depends on the jurisdiction. Emory Point was required to put in sidewalks.)

Transit

- Shorter headways
- Buses stuck in traffic
- MARTA Mobility could be used more
    - Not used optimally
    - The flexibility has appeal
- However very expensive
    - FTA prohibits MARTA competing with private
- Increase public awareness of paratransit services
    - Interstate-20 & Clifton Road not mutually exclusive
- Avondale could be used differently
    - As well as, Kensington
- TOD style
- No transit access to Stone Mountain Park
- MARTA has these long buses going through the residential neighborhood with only one or two passengers. Why doesn't MARTA buy smaller buses on these routes?
- Connection to the streetcar
- Commuter Rail Services: Run a streetcar along some of the residential streets in the CDC/Emory
- Public transportation access
- Transit is too slow. Ridership would increase, if MARTA was faster.
- Kensington Station at Memorial Dr. (bad access)
- Indian Creek Station – not safe, auto-oriented station, dumping, and the parking is too secluded.
- Need a shuttle to link Arabia Mountain Park to Stonecrest Mall to Stone Mountain.
- Existing bus routes are weird, seems like no reasoning or planning for the routes chosen.
- Shuttle to North Lake Mall no longer exists (need this shuttle back).
- Bus service is not coordinated; have to wait at the stop a long time.
- Integrate the Cliff service with MARTA.
- No one knows about the Cliff service (it's free).
- Need to advertise Emory to GA Tech bus service
- Need bus/transit service on the weekends (earlier)
- The Emory shuttle service is great.
- The MARTA app is not very helpful.
- Interim shuttle bus stops along I-20, so you don't have to stop at each stop.

Bicycle

- Shouldn't have to pay for separate bike lanes when we've already paid taxes for roads, need police enforcement and education about cycling rules.
- Briarcliff – if you ride the line on the side of the road, you have to go into road because of tree roots encroaching.
- Education and awareness for bikers.
- Passing lanes for bikes (maybe every ½ mile), instead of a separate lane.
- Buford Highway;
    - Not usually busy

    - Could have bike paths
    - Designed as alternative to I-85
- North Druid Hills – overly congested
- Bike trails are typically not lit (unsafe)
- Don't separate bikers from cars; don't need to spend money on bike trails.
- Bike path in Freedom Park not lit, dangerous.
- Clifton Road: Remove bike lanes and put bike path
- Goody Clancy Development [as a good example of development]
    - improve bike/pedestrian access (adopt bike paths)
    - Too narrow for bicycles
    - Location of poles for sidewalks
    - Sidewalks are cheaper than roads
    - Need a road diet

<u>Pedestrian</u>

- Connect trails
- Buford Highway: Priority for pedestrians
- Medians questionable as safety device
- Sidewalk Maintenance: Who is responsible? What is the policy?
- Sidewalks and lighting needed on Covington Highway and Redan.
- Lavista – needs sidewalks
- Candler Park (Euclid Avenue and McClendon) – hexagonal sidewalks are dangerous, being up-rooted by trees.
- Wider sidewalks on Moreland.
- Not safe on trail to Stone Mountain (too dark)

4/20/13 Comments

<u>Roadway</u>

- There is a lot of professional office/CDC traffic on Clairmont. Employees use it to travel north/south
- The Dresden East Civic Association has partnered with Plaza Fiesta to survey Hispanic residents about transportation needs. Many mention wanting bike lanes on Buford Highway as this is their primary mode of transportation.
- Tucker Civic Association hast 3 priorities:
    - Chamblee-Tucker Road Diet: interested in this project being done from Pleasantdale Road to Lavista Road (turn and bike lanes)
    - Fellowship at Lavista Road: want a left turn signal
    - Idlewood to Main Street: congestion is heavy and there are schools in this area; not sure of what to do.
- Heavy congestion on Mt. Vernon at Peachtree
- Ashford Dunwoody Road at Johnson Ferry Road: intersection improvement is needed.
- Mt. Vernon at Chamblee-Dunwoody Road: major congestion during rush hour.
- Heavy congestion from Peachtree Industrial Boulevard at Chamblee-Dunwoody Road to Peachtree Road at Druid Hills Road.
- Clairmont at I-85 in Decatur – heavy congestion

- Clifton Road at Houston Mill: traffic backs up from here to Lavista Road approximately 2 miles during the AM peak travel hours then on Lavista towards Clairmont Road.
- Heavy congestion at Clairmont Road and North Druid Hills Roads.
- New traffic lights are responsive to traffic flow, which is nice. Some of the old lights still have long wait times and it's frustrating (ex. near Northlake Pkwy. on some of the side streets).
- Have problems getting in touch with the county for roadway improvements.
    - One attendee said that she contacted the county regarding an issue and was told they would send a petition form. They never sent a form and when she contacted them again they told her that she needed to get her own petition signatures first.
    - Residents do not want a central phone number to call when they have problems. Instead, they'd like to have a more specific number to call for their needs.
    - Praised the speed of service in the roads and drainage department. One resident put in a request for clearing of debris on Pine Lake Rd. and the county department responded quickly.
    - Resident suggested getting in touch with a county commissioner because they tend to be responsive.
- Residents would like to know the process for how road projects get completed.
- Lawrenceville Hwy.- some businesses have shut down on that road but there still continues to be a lot of tractor trailer traffic. Do we know what the future traffic patterns will look like for that area?
- Suggested Lawrenceville Hwy. corridor plan like the Buford Hwy/Memorial Rd. plan.
- If there are any accidents on 85, people tend to use Lawrenceville Hwy. as a cut through.
- Should we consider the roadway system that's in place at Ashford Dunwoody/285 for the Northlake area? If it's not efficient then not wanted for Northlake.
- What is the status of the Scott Blvd./Church St. area in terms of traffic? Are there traffic changes in place with the in-coming Walmart?
- Some of the intersections around town need turn lanes. (ex. Lavista/Chamblee Tucker)
- Many roads are already large with a slow rate of flow, we can either add more lanes or use what we have more efficiently
- Live on North Decatur and Clairmont – in afternoon Haygood Drive backs up, dumps CDC and Druid Hills traffic onto N. Decatur Rd and nothing moves
- Traffic lights at N. Decatur and Clairmont strip centers slow traffic going East in afternoon (same in the morning in other direction.)
- Largest employment center (CDC) in area is going to cause problems
- East of city – need to improve access. Nothing to do with roads, no space for more.
- Rockbridge Road – 2 lanes only, congested area people walking in dark areas, uneven sides
- Pedestrians walking to access transit
- People don't have easy access/ lack sidewalk
- No covers for bus shelters
- North Decatur Road, bike lanes from Emory Village to Clifton
    - No bike lane/ traffic share with Clifton and Clairmont
- Dunwoody area has lots of congestion
- Emory - needs to follow Goody Clancy Plan
- Streetscape improvement from Sage Hill to VA hospital
- Don't need more lanes along Clairmont, the lanes too narrow for bikes and cars
- Move utility poles out of sidewalk for pedestrians and bikes

- Near Stone Mountain, problems with people walking to transit without sidewalks
- Similar situation in Lithonia
- Adopt complete streets plan for all streets in County
- Problem with alternative route from Interstate-285
- Proposed DDI @ Interstate-285 and Flat Shoals Road
- East Ponce De Leon Road's speed limit too high (45mph)
- Resurfacing on Ponce De Leon Road
- Idlewood Road & Ray's:
    - Have evolved into a commuter corridor from Chamblee Tucker Road, off of Interstate-285.
    - Bikes also use it.
    - Sidewalk on Fellowship Road not safe
- Idlewood Road/Lawrenceville Highway, past Collier Drive, gaps in sidewalk
- Idlewood Road & Fellowship Road need resurfacing
- Lavista Road & Lawrenceville Highway: 1 million in private funds. Needs other half. Full four-way intersection.
- Look at sight distance on NBL Fellowship @ Lavista Road
- Down Hwy 78, inside Perimeter
    - Scott Boulevard –in the morning going towards I-285
    - Backed up coming into Interstate-285
    - Not as much in the evening
- Crossing guards at Paideia school to slow down traffic
- Lavista Road/Chamblee-Tucker Road merge
    - Nightmare, not sitting waiting on lights
    - Poorly timed
    - Too many roads
- Improve triangle intersection at Lavista Road & Lawrenceville Highway
- Lane Striping / signage to clarify left turn from Main Street and Lavista Road/Chamblee-Tucker Road merge
- Intersection at Hugh Howell Road and Cowan Road by Greater Good BBQ in evening, toward Mountain Industrial Boulevard
    - Signal timing
    - Congestion
- North on Interstate-285 from Decatur:
    - Left merge feels unsafe
    - Take Lawrenceville Highway instead
- Towards Lavista Road – Oak Grove Road at Fairoaks
    - Strange timed lights
    - Back to back lights
- Mason Mill road /Houston Mill road: Backs up to Lavista Road
- Hate speed bumps
- Chamblee-Tucker 'Speedway'
    - Accident near Tucker High School, to where it turns into 4 lanes
    - No turn lane
- People drive fast on wide roads
- North Indian Creek Road

    - Wide roads – Road Diet
    - Pedestrians & bike lanes
- Underpass at railroad in Clarkston
- Chamblee-Tucker Road up to the Kroger Supermarket
    - Road diet
    - Lots of apartments
    - Wide street = fast cars
    - No crosswalks
- Left from Chamblee-Tucker Road to Shallowford Road: Dangerous
- Lavista Road at Briarcliff: Backup
    - Moring towards the City of Atlanta
    - PM, away from the City of Atlanta
- Stone Mountain/Main Street in evening is congested.

<u>Transit</u>

- Cuts have been made and it is hard to catch a reliable bus. Cuts have impacted headways.
- Clarkston to Stone Mountain would be a good route for rail.
- Rail would be good to the zoo, Grant Park, Botanical Gardens and Midtown.
- There is no bus route to get to the Tucker Recreation Center from Lavista.
- Buses need their own lanes so the traffic can flow around them.
- MARTA stops/shelters need to be cleaned more often.
- Need more MARTA shelters
- Suggested that some MARTA stops have a pullover area (shaped like a "u") where traffic could flow around them. Not every stop would need the pullover area, but if they were added occasionally throughout the route, there would be better traffic flow.
- Atlanta grew up around 285, but MARTA has not grown properly.
- Need smaller MARTA buses/more frequent (most aren't filled to capacity).
- Would be nice to have express buses that cut through town and are smaller in size, that go to specific stops.
- MARTA is too expensive; need to have a family pass option because it isn't worth a family to ride the bus/train, when they can park at events cheaper.
    - MARTA does not receive state funding, like most other bus systems around the country.
- MARTA needs to not just think about people who do not have other modes of transportation; need to also consider people who own cars- they would like to use buses too if available.
- What is the status of potentially turning the old Olympic tennis center (by Stone Mountain) into a MARTA bus park?
- One customer: parks car at Candler Park takes MARTA to GA State
- Long Haul Trains 14m internal, short Haul trains arrive 1m after long haul, MARTA needs to sync intervals between short and long haul trains
- Lived in DC. Buses are too big and run too slow, smaller buses more often
- Trains don't run late enough
- Safety - Doesn't feel safe
- Suggestion that local bus routes should only act as collectors for heavy rail
- 36 is often – Avondale to Midtown intervals too long, smaller but more frequent buses
- Have private buses from suburbs
- Emory/ Hospital/ CDC need more transit access

- No state funding is a problem, creates a downward spiral as fares are increased.
- More financial support for transit
- Access to transit is related to land use and density.
- North Routes on Lavista Road from Tucker Road to Northlake Parkway. Fix MARTA route to get cars off road
- Revisit bus stop at the intersection of Northlake Parkway and Lawrenceville Highway – Route 75 Better access to Decatur
- MARTA does not accommodate residents who work nearby
- Cannot get east access to transit/MARTA
- Cannot get good retail counts
- Go to Dunwoody (too congested)
- No direct routes on LaVista Road from Tucker to Downtown
- Fix MARTA routes if the goal is to reduce traffic in Tucker
- MARTA routes aren't designed for people who live and work in the same area

<u>Bicycle</u>

- People are walking along the road/in the weeds on the I-285 access roads.
- On Coolidge at Ponce and Holmstead: PATH has a plan that Tucker supports that would connect to J. Holmstead Park.
- The Chamblee-Tucker Road Diet would include bike lanes.
- Real bike lanes are needed on Lavista Road.
- Hugh Howell Road is supposed to be part of the PATH system. The community supports bike lanes.
- Many cyclists travel from Tucker to Stone Mountain.
- Bike lanes are needed on Dresden Road.
- More awareness is needed regarding points of interest along bike routes.
- Bike lanes are needed on North Druid Hills Road from Lenox to Emory.
- Bike lanes are needed at I-85 and Clairmont Road.
- There is a random strip of bike lanes near Lawrenceville Hwy./Montreal Rd. that doesn't really make much sense.
- Main St. in Tucker to the Path trail could be a good potential for bike lanes.
- The Chamblee Tucker corridor area needs to be revisited.
    - The speed limit is 40 mph and appears to not make sense for the amount of lanes present in this area.
    - The map does not mention anything about accidents in this area and might want to look at that again (appear to have been several accidents).
    - When the Chamblee Tucker corridor is brought up in discussion again, might want to sell the concept/changes with the N. Decatur/Emory project- when they added a bike lane in this area, traffic actually decreased.
- Bike lane on Briarcliff Rd. to Lavista Rd. could be a potential.
- Suggestion of a bike lane that connects the Tucker parks; this lane could go through the residential areas but could be a safe way for families to explore the area.
- Need bike loops that connect the green spaces.

- More businesses will benefit if people bike on a path nearby and want to stop by and eat/shop at the local businesses.
- Business districts could even sponsor bike paths.
- Could include kiosks on the bike trails that list businesses people can visit (i.e. restaurant .5 mi, etc.).
- Does DeKalb have a complete streets project - how do we encompass bike lanes, roadways, etc?
- Dedicated lane paint is fine, separated lanes not necessary
- No pedestrians are killed by bicyclists
- Remove barriers to riding on sidewalk
- Bike riding: don't focus on "either or" decisions make "both and" decisions
- Narrowing roads is something to consider
- Concern about bikes slowing cars, public walking on sides of roads (dangerously).
- Tucker has cyclists
- Cyclists on Livsey Road
- Tucker High School (Saturday morning) to Rosser Road to Gwinnett County Road: Ride path
- North Indian Creek Road: Motorized wheelchairs [use the]bike lanes
- Connect Clarkston to Indian Creek
- Dedicated bike lanes
- Sharing with cars: Dangerous
- Road diet would have afforded bike lanes

<u>Pedestrian</u>

- Pedestrian islands would be helpful on Pleasantdale Road.
- There are pedestrian safety issues on Ashford Dunwoody Road.
- Old Norcross Rd. near the Walmart/Kroger- needs sidewalks
    - This area is a feeder from Gwinnett
    - People are not adhering to speed limits on this road
    - Gwinnett has already made the investment with the installment of sidewalks on Old Norcross Rd. in their county but DeKalb needs to make the same investment.
- Coolidge Rd.- need sidewalks; people speed down the road and it is dangerous for people walking in the street.
- Need sidewalks by Tucker Middle School. People cut through by there on their way to 78 and need law enforcement for speeding.
- Issue of continuity for sidewalks/ways to cross near Briarcliff/Lavista
- Montreal Rd. needs better sidewalks
- Need access to transit
- Need sidewalks for all new development
- All need place for strollers
- Mountain view area– lack sidewalks
- Prioritize pedestrian facilities – density and where people are going
- Lack of crosswalks, and too short time crossing internal
- Hugh Howell Road/Lawrenceville Highway to Mountain Industrial Blvd – Wheelchairs
- Old Norcross Road – Senior Facilities developing
- Henderson Road by Henderson Park – Design completed Old Norcross Road to park
- Examine Senior Home on Church Street for accommodating amenities – Look at ADA accessibility on Church Street

- North Indian Creek: Both sides
- Mountain Industrial Boulevard:
    - MARTA stops, no sidewalks
- Mercer University: South sidewalk, bike lanes on both sides
- Henderson High school and Middle School: Needs better sidewalks and crossings
- Crossings on Scott Boulevard
- Byways Old Oxford Grove:
    - Alleyways
- Caldwell near Brookhaven Road: No room for pedestrians
- Hugh Howell to Mountain Industrial has inconsistency in sidewalks. Starting to see people with strollers and wheelchairs in the streets
- Henderson to LaVista need funding for sidewalks as design for this area is complete
- More crosswalks are needed at Hugh Howell by the Wal-Mart
- Seniors are using Church Street to access food options since Wal-Mart at Suburban Plaza came in. Not ADA accessible in this area

4/22/13 Comments

<u>Roadway</u>

- Covington Highway: Synchronize lights (I-285 to Panola Road & beyond)
- Interstate-20 East Bound @ Wesley Chapel Road: Cannot see oncoming traffic
- Flat Shoals Road/Candler Road: Synchronize lights (Interstate-20 to Interstate-285 & beyond)
- Memorial Drive West Bound to Rays Road & Hambrick Road: Why does the light turn green when there are no vehicles
- Harriston Road/Memorial Drive:
    - 2 turn lanes, all approaches
    - Lines demarking between lanes were gone
    - New lines:
        - Outside swings wide
        - Inside swings right
- Flat Shoals Road @ I-285: Too short turn lane
- Interstate-20 @ Panola Road towards Covington Highway on Panola Road:
    - 3 lights
    - 15 minutes on Covington Highway and Panola Road before you get to the interstate
    - QuikTrip (Convenience Store & Gasoline Retailer) on left, turn onto Panola Road to get to interstate: It takes forever to turn left.
- Evans Mill Road, near interstate: Lights synchronization needed.
- Stone Mountain-Lithonia Road @ Redan Road: Needs light
- Flakes Mill Road: Backed up for miles – see map
- Moreland Avenue @ Interstate-285, South Bound to Bouldercrest Road (near United Parcel Service Hub), north of Interstate-285
- Mountain View: No shoulder
- South Deshon Road @ Rockbridge Road: Heavy congestion
- South Deshon Road @ Stevenson Road: Heavy congestion
- Panola Road, merging onto I-20:
    - Nightmare
    - Non-utilized lanes

  - Weaving
- Panola Road @ Wesley Chapel Road: Diverging diamond
- Klondike @ Hayden Quarry: Evaluate for signal

Transit

- Need to better define Light Rail Transit. It is confusing: What is being built in City versus what is being proposed versus what is MARTA, today?
- Will this address security getting to MARTA?
- Need to build transit to get people out of cars. Stop building/widening roads
- 30 years of taxes to get the train to South DeKalb, and it has not happened
- Need rail in South DeKalb
- Covington Hwy at DeKalb Medical have medians that are dangerous and hard to maneuver
- Is there any funding for any transit projects?
- Funding is available for some Environmental Assessments presently
- What is the poverty rate in the entire county?
- Tired of hearing about studies. When will residents see something done?
- How can DeKalb get federal funding when the state seems to block everything? Is there a way to circumvent the state in getting access to these funds?
- The South side lacks economic development because it doesn't have good transit access or schools
- More Park and Rides at Indian Creek and in Decatur would spur transit usage
- There is a need for transit access to major attractions in the county i.e. Stone Mountain Park
- If there was more parking at the current stations you would have more ridership
- Direct access to airport is needed
- Why can't funds designated to the state be allocated for specialty use i.e. funding senior transportation

Bicycle

- Connect PATH to Clarkston – gap in Stone Mountain Trail
- Rockbridge Road is a pain for the cyclists – only alternate is south of Stone Mountain
- Lithonia Road to Arabia Mountain:
  - Taken path through downtown Lithonia
  - Plan for path connection between Stone Mountain & Arabia Mountain
- Moreland Avenue need more bike lanes

Pedestrian

- Mountain View Drive:
  - Collector Street
  - Apartments walk to Sheppard Rd
  - 2-lane road
  - City on east side, county on west
  - Very dangerous
  - Lower incomes (immigrants) more open to walking
- Indian Creek MARTA Station:
  - Bus routes that lead to it
  - Do not have sidewalks/shelters to support riders

- Buford Highway:
    - Biggest bang for the money, regarding new sidewalks
    - North Decatur Road – another location
    - Covington/Panola Road to Hairston Road:
        - No sidewalks but lots of bus stops and apartments
        - Problem with pedestrian crossings
- High poverty & density first
- Hugh Howell Road: Never saw anybody walking on elaborate sidewalks
- Stone Mountain businesses might do better with better sidewalks
- Process for implementing sidewalk
- Transparent prioritization
- Sidewalk to get to schools, not at schools (1 mile from school sidewalks)
- Sidewalks are needed on Covington Hwy
- Stray dogs are an issue on the trails
- Stone Mountain-Lithonia Road at Panola need sidewalk access
- Panola is unsafe to walk
- More crosswalks needed throughout the county
- Educate community and partner with schools to facilitate healthy lifestyle…use of trails
- People would use trails more if there were more in the area
- Safety is a reason people don't use trails
- Sidewalk access to schools even when they are constructed off the main road

Next Steps

- Developing draft recommendations
- Round 3 Public Meetings in the fall

Meeting Summary (Online)

An online, interactive meeting was held on Tuesday, April 23, 2013 from 6:30 – 8:00 PM. This format allowed individuals to login from their computers or handheld devices and view a PowerPoint presentation narrated by the consultant team project manager. The presentation content was identical to that offered at previous in-person meetings. Those interested had the option of registering for the meeting ahead of time, logging on through the project website. A total of 32 individuals registered for the online meeting and 16 participated.

At the conclusion of the online meeting, attendees were given the opportunity to type questions which were each answered by project staff.

Meeting Evaluation

Individuals who attended an in-person meeting received a meeting evaluation form that gave them the opportunity to give comments on the quality of the meeting and to provide additional comments. A total of 41 evaluation forms were received. The questions asked and the total number of responses received for each is summarized below.

How would you rate this meeting?

- Very good: 22
- Good: 12
- Average: 5
- Poor: 0
- Very Poor: 0

Has staff been helpful in answering your questions?

- Yes: 35
- No: 1

If not, please explain:

- Where are the public officials to answer the real questions…funding and who makes the real decisions to get south DeKalb moving.
- Generally need better definitions of industry terms and concepts, i.e., light rail versus heavy rail.
- Maps and data presented but not clearly explained.
- Rashad Wise and Mr. Fowler - excellent table leaders.

In what areas do you feel the meeting could have been improved?

- More encouragement for community attendance. Consideration of more topics of jobs to make transportation more conducive.
- More time.
- Good as is
- It would be good to have some sense of DOT perceived priorities probably too early yet.
- None
- Greater representation/participation from the community.
- Open questioning.
- No way.
- Overview/introduction for first time attendees.
- More advertisement.
- Attendance is needed by County Commissioners, 2nd meeting and they have been a no-show
- The meeting should be on the rail system.
- More photos with graphics to better help in the understanding of concepts and areas of the County.
- More specific data for the area where the meeting was held. County wide data was presented but not area specific.
- This was the best meeting. I really liked the set up in the small focus groups. Thanks.
- Better marketing to the community.
- Every area above average. No major complaints.

Were the meeting time and location convenient to your schedule?

- Yes: 39
- No: 0

If not, please suggest another time/location:

- At least two Saturday meetings, kick off and end

How did you hear about the meeting?

- Newspaper: 3
- Email: 24
- Flyer: 4
- Twitter: 0
- Facebook: 0
- Website: 1
- Other: 15

Comments:

- Kathie Gannon
- Friend (3)
- Neighbor (4)
- Workplace email notification
- DeKalb school newsletter
- Atlanta Bicycle Coalition website
- At church
- From 2 Council members
- Already interacting with Patrece regarding issue.
- Community Meeting

Additional comments:

- Good presentation and process - suggest that you try some other modes of outreach to community members (faith community, pastors, etc).
- Great meeting.
- More multi-use path transportation options for alternative transportation to rail lines, job centers. Shoal Creek PATH needs to be built and PATH should then connect to BeltLine.
- Lines for sidewalks bigger. Ms. Patrece was an excellent and understanding moderator. Thx!
- A lot to cover in a short period of time.
- Fall meeting will be the critical point in this. We have no way of prioritizing this yet.
- Great meeting.
- Excellent well facilitated meeting. Thank you!
- Very knowledgeable staff. Very informative and educational. Thank you so much!
- Make presentation available on website.
- Good to have breakout sessions.
- Thanks for the opportunity. We need 2 more maps. (1) crosshatch density and poverty to see transit and ped and bike "bang for the buck" (2) show crash data per vehicle volume so we know where more crashes occur per vehicle. Also please get 10 years of ped and bike crashes - will give more detail.
- To have input (even though it may not work) makes me feel productive. Thanks.
- Advertise in community papers for south DeKalb i.e., Crossroads and the Sentinel News.
- Please consider safety and security in plans.
- The meeting was much more positive than the one at Lou Walker! I understand now the goals of this plan.

- Final analysis needs to support these proposals for the growth of this state. New business will not consider this state to expand if there is not adequate transportation. Look at the big picture!
- Shawanna was awesome!
- My first meeting. Very informative. Thanks.
- We were told that Mountain View Drive in Stone Mountain (a connector street) between Sheppard Drive and Memorial Drive would be included on the interactive map.

DeKalb County Comprehensive Transportation Plan
Pedestrian Focus Group
March 19th, 2013
330 West Ponce de Leon Ave; Decatur Georgia

Attendees
Elizabeth Labbe-Webb
Cheryl Burnette
Gregory White
Julie Magri
Melissa Roberts
Sally Flodes
Shaye M. Sauers
Chris Fellerhoff
Carolyn Rader
Victoria Espitia
Doug Joiner
Mark Gasaway
Marian Maddax

Project Management Team
Patrece Keeter, DeKalb County – Transportation
James Fowler, Kimley-Horn & Associates
Jeffrey Smith, Kimley-Horn & Associates

Summary
A focus group was held March 19th in Decatur, GA to obtain public input regarding pedestrian concerns in DeKalb County. There were approximately 15 members of the community present. The following are some key points that were mentioned during the group discussion.

- Sidewalk coverage
- Safe crossing opportunities
- Road width (when crossing)
- Speeds of passing vehicles
- Safety from turning vehicles at intersections
- Buffers along busy roadways
- Traffic volumes
- Block length (distances between crossings at intersections)
- High density of meaningful destinations ("Places worth walking to")
- Signal timing (shorter cycles at intersections)
- Lighting
- Not feeling isolated – having fellow pedestrians for safety)
- Wayfinding information
- Retail at street level that's easily accessible
- Surface quality of sidewalks
- Pedestrian hardware that's helpful
    - Countdown pedestrian signals

    - Audible pedestrian signals
    - Placement
    - Vibrating pads at intersections (for blind and deaf users)
- Scale of architecture and streetscapes
- Speed of traffic
- Medians for pedestrian refuge when crossing
- Continuity/connectivity of the street network – multiple route choices and more destinations
- Driveway frequency along sidewalks (particularly busy commercial driveways)
- Driveway design – some driveways give too much priority to vehicles and are unsafe for pedestrians
- Caution devices and signage for drivers
    - In street caution signs warning of pedestrians
    - Stop signs: good for 2 lane roads, not multi-lane roadways
- Inconsistent enforcement of laws creates confusion: "Jay-walking" not always illegal
- Engineering for safety is even more important than enforcement
- Continuity between jurisdictions is important
- Schools should be well connected with pedestrian access
- Smart enforcement is important - officers should be educating drivers
- Drivers need to be aware of the rules
- Context sensitive design Is important – prioritize key locations, such as transit centers
- Limited resources are available to do all the things that are desired for walkability. Where can we make the best investments?
- Connections between walkable areas are needed
- In our communities we should prioritize pedestrians as first line of mobility (flip the pyramid)
- "Modernize" our roads with more multimodal design
- Reallocate roadway space for other modes
- Focus not just on one element (i.e., sidewalks) but also on context, crossings, land use, etc.
- Think of rural connections to transit, especially where large populations of transit dependent people exist
- Different areas of DeKalb County will need different types of improvements. For example, South DeKalb will have different types of problems that need to be addressed than a denser downtown. The plan will need to equitable for all areas of the County.

DeKalb County Comprehensive Transportation Plan
Bicycle Focus Group
March 28th, 2013
330 West Ponce de Leon Ave; Decatur Georgia

Attendees
Dana Jones
Pam Aerts
Patrece Keeter
Ronald Nuse
Andre White
Zack Ray
Gregory White
Cheryl Burnette
Rashad Wise
Henry Slack
Rita Traxler
Rebecca Serna
Ben Bozman

Project Management Team
Patrece Keeter, DeKalb County – Transportation
James Fowler, Kimley-Horn & Associates
Jeffrey Smith, Kimley-Horn & Associates

Summary
A focus group was held March 28th in Decatur, GA to obtain public input regarding cycling concerns in DeKalb County. There were about 15 members of the community present. Factors that impact cycling as a mode of transportation were discussed. The following are some key points that were mentioned during the group discussion.

- Differing confidence levels restrict access for some cyclists. Beginners are less likely to be able to use many of the same roads that an expert would use.
- Larger roads feel unsafe but are still important for cyclists. These roads are often the only route through an area.
- We should build to the highest standards when we build them. There are many "bicycle" facilities that have some dangerous spots along the way.
- There are many barriers to entry for non-riders. A better cycling network would help increase ridership.
- The pedestrian network is important because it is also complimentary.
- Roadways classified as collectors should be complete streets.
- The "60%" group is the target group. (Studies show that approximately 60% of people would use bicycles more often for transportation if it felt just a little bit safer – as opposed to those that already cycle today or those that would never ride a bike)
- Perhaps multi-use paths for larger roads would be better than bicycle lanes – depends on driveway frequency

- There is a hierarchy of treatments: some feel safer than others (e.g. bicycle lanes feel safer than sharrows)
- Maintenance and condition of streets is important: gravel, plates, other considerations
- Discontinuous bike facilities should be connected (gaps exist along some routes)
- Barriers for making cycling safer:
    - Traffic volumes
    - Speeds of cars
    - Education of both cyclists and drivers about traffic rules
    - Distracted drivers
- End trip facilities are important:
    - Shelters
    - Racks (need to be functional and near the building entrance)
    - Showers
    - Bike racks should be protected
- Priorities for investment: facility decisions should largely be based on context
- Need to partner with other departments (i.e., Police, Fire, etc.)
- A bike suitability map would be useful
- Route flexibility is key (need a well-connected network)
- Safety for cyclists improves all modes
- North Decatur Road/North Druid Hills Road is an area that was specifically mentioned as a concern
- Crossings of interstates are unsafe spots for cyclists but are important parts of many routes
- Desirable improvements at signalized intersections:
    - Bike detection
    - Push buttons available for cyclists
- Good bike routes create momentum on adjacent streets
- County's land development codes should be adjusted. Streetscape requirements should updated incorporate current design standards
- Driveway densities are a factor for cyclists
- Big roadway projects are opportunities to add a few feet for bikes
- Recreational facilities are transitioning opportunities for building confidence up in novices
- Priorities and opportunities:
    - University campuses
    - Activity Centers
        - Make improvements with centers
        - Connect centers together
    - Think in terms of an overall network
    - Bridges are both barriers as opportunities (new bridges and bridge restorations)
- Beltline and Silver Comet are facilities that DeKalb should emulate and ultimately connect to
- Major recreation destinations
        - Stone
        - Arabia Mountain
        - South DeKalb roads (attractive scenery and lower car volumes)

DeKalb County Comprehensive Transportation Plan
Focus Group on People with Disabilities
April 3rd, 2013
Decatur Georgia

Attendees
Walter Gordon
Lafayette Wood
Ken Mitchell
Cheri Mitchell
David Goines
John Keys
Gordon Burkette

Project Management Team
Gordon Burkette, DeKalb County – Transportation
James Fowler, Kimley-Horn & Associates

Summary
The organization disABILITY LINK hosted a focus group was held April 3rd at their office in Decatur Georgia to discuss transportation in the area for individuals living with disabilities. There were approximately 15 members of the community present. The group included individuals with disabilities as well as advocates for the disabled. The following are some key points that were mentioned during the group discussion.

- South DeKalb
  - Sidewalks are needed
  - Inaccessible transit and pedestrian routes
  - Inaccessible centers
- Decatur is one of the more accessible areas within DeKalb County; it's pedestrian and transit friendly compared to most other areas
- Where else would you most like to see accessibility improved around the County?
  - Clifton Road
  - Stonecrest/Lithonia
  - Peachtree Industrial Boulevard
- Maintenance of pedestrian facilities and transit facilities is very important
- Transit headways need to be improved
- Pedestrian signals need to be audible
- Regional concerns
- Transit service needs to be expanded to more areas of the county and headways should be increased
- Transit stop need to be accessible for people in wheelchairs; too many stops are not paved and are not useable
- Sidewalks should be placed along all major roads
- Feels like a disconnect between MARTA leaders and MARTA users
- MARTA Mobility is not a great option because scheduling can be difficult and unreliable
- Buses with wheelchair lifts work fine, they just need to be more accessible in terms of routes to the bus stops and in terms of shorter headways

- Agencies need to involve disabled representatives in design decisions
- It's important that transportation options exist; people's needs change over time and under different circumstances
    - Need access to those options
    - Need information about the options
- Transit/sidewalks/pathways are all complimentary and work together
- Important to have affordable housing options in accessible areas
- Connectivity is important for accessibility (need to have a well-connected pedestrian friendly street network)
- Need an express service between activity centers/stations
- Partnership with businesses are needed for better accessibility
- Need access between buildings and shelters
- Smart design up front saves money in the long run
- Office of Disability Affairs
- Need to work harder at developing good transit oriented development
- Advocate to MARTA Board on behalf of the county
- Ways of reaching the disabled community with information:
    - Facebook
    - Email the disABILITY LINK office (Linda)
    - DD Network
    - GA Advocacy Office
    - United We Ride
- There appears to be an Inefficient use of human services money (many services and systems overlap or create gaps)
- Better integration between MARTA and Human Services
- Travel training: Training people with disability on what options are available would be a good investment
- Local agencies need to partner with State
- When designing facilities, need to factor in human-centered design
- Too many non-handicapped people use the handicapped features and areas (e.g. areas on the buses)
- Design standards for roadways should require sidewalks
- There are limitations on funding
- Need to adopt a complete streets policy
- Need to advocate regionally and not just in DeKalb
- Transit is not the only option
- Partnerships between agencies are important
- Taxi's need to be accessible; it would be reasonable to require a percentage of taxis to be accessible for wheelchair users
- Need to capture federal dollars
- Other areas to prioritize for improvement are:
    - Brookhaven
    - Clarkston
    - Major arterials
- Need more pressure on the State to make accessibility a higher priority
- Employment centers need to be more accessible
- Density needs to be added in key locations

DeKalb County Comprehensive Transportation Plan
Latino 5K Kiosk
April 7, 2013 | 9:00 am – 12:00 pm
Plaza Fiesta, Buford Highway

Project Management Team
James Fowler, Kimley-Horn & Associates
Jen Price, Sycamore Consulting, Inc.

Summary
The Hispanic Health Coalition of Georgia hosted a 5K Walk to highlight pedestrian issues on the Buford Highway corridor. The event drew over 700 participants and included a walk/run down Buford Highway and a health expo afterwards at Plaza Fiesta. The project team hosted an exhibitors booth at the expo event. Materials at the booth included a tri-fold display in Spanish that outlined the purpose of the CTP, asked for input regarding transportation issues along the Buford Highway corridor, and how they can be involved in the process. Handouts were translated into Spanish and included a project fact sheet and flyer advertising the second round of public meetings. Two interpreters were present to help facilitate the collection of comments.

A total of 50 project fact sheets were distributed to attendees and comments were received by 18 individuals. A summary of this input is included below.

- Sidewalks are needed in the following locations:
  - Buford Hwy at Clairmont
  - Buford Hwy from Dresden to Clairmont
  - Lavista Road at Oak Grove Road
  - Drew Valley area (west of Clairmont/Buford Hwy)
- Crosswalks/Medians are needed in the following locations:
  - Northeast Plaza/Family Dollar
  - Where bus stops are located
  - Buford Hwy from Dresden to Clairmont
  - Schools need crosswalks
  - Doraville MARTA Station
- Other issues:
  - The traffic light at Buford Hwy and Clairmont Road malfunctions at times
  - More traffic lights are needed on Buford Hwy
  - Make Dresden a Complete Street especially near the Brookhaven MARTA station

DeKalb County Comprehensive Transportation Plan
Asian Community Focus Group
April 29, 2013 | 5:30 – 7:00 pm
Center for Pan Asian Community Services

Attendees

Soon Hang Han	Won H. Huu	Nikl Rimal
Eh Boon Lee	Wan Gan	Puspa Ne Pad
K. Song	Amy Li	H. Riu
Bok Hwa Lee	Ni Wen Fan	Samal Tek
My Wy Soklee	Bok Soon Lee	Khapongi Dille
Joseph Ro	Yeon Jin Harcourt	Dhan Giri
Jeannie Lai	L. Nuy	Dilli Giri
Andy Thang	Z. Hauy	Pabitra Rizal
Mahir Hoome	Khadka Tiwari	Diana Bui
Annabelle Myo	Erumiyas Tesfare	Brandon Kwong

Project Management Team
Patrece Keeter, DeKalb County – Transportation
Rashad Wise, DeKalb County – Transportation
Morgan Knight, The Collaborative Firm
James Fowler, Kimley-Horn & Associates
Cristina Pastore, Kimley-Horn & Associates
Jen Price, Sycamore Consulting, Inc.

Summary
The Center for Pan Asian Community Services hosted a focus group discussion for members of the Pan Asian community at their offices in DeKalb County. Members of the Bhutanese, Chinese, and Korean community were in attendance as well as youth from the Indian community. Group discussions were held at tables by country of origin to help facilitate the discussion. Materials were also distributed in three different languages. Each table was staffed by a facilitator, a note-taker and an interpreter.

After a brief introduction of the project team and an overview of the process, groups were asked to discuss roadway, transit, bicycle, and pedestrian issues. Notes were taken directly on the maps provided as well as by the table note-taker. A summary of this input is included below by table.

<u>Bhutanese Community</u>
Many Bhutanese residents in attendance live in Clarkston or in Valley Place, an apartment complex in DeKalb County off of Hwy 78 near I-285. All in attendance were transit dependent.

Roadway
- Limited English of drivers make it unsafe for all
- At the schools, many students arrive at school before the school crossing lights are on so it is unsafe. Students go early because parents go to work early.
- Many crashes at Valley Place in Clarkston.
- North Druid Hills at Hwy 78 is unsafe.

Transit

- Many people work in Clarkston and Rockmart. Shuttle service from CPACS transports many to and from work.
- The MARTA #8 route at Valley Brook is slow to arrive. There is no service on Sunday and is late at times.
- Most people don't drive outside of Clarkston.
- Many have to change too many buses to travel a short distance (Decatur to Clarkston).
- Many who work late hours have to wait in the dark and this is unsafe. There needs to be more lighting at MARTA stations.

Pedestrian

- Northern Avenue at Indian Creek: bus riders have to walk to this stop and it is unsafe.
- Valley Brook needs stop signs. Very unsafe to cross in this area.
- Medians needed on Valley Brook.
- Connectivity between apartments and transit needs to be improved.
- There are no lights in front of Indian Creek Elementary School. It is unsafe to cross here.
- Montreal Road needs a crosswalk. The police patrol here sometimes but a safe crossing is needed when police are not there.
- The City put a light at Jolly Avenue; it is much safer here.
- Leaving Valley Place Apartments in the left lane, people walking to Publix grocery store have to fight 2 lanes of traffic. It is unsafe for pedestrians. There is no foot path.
- On Montreal Road, self-posted signs (solicitation signs) interfere with the sight distance of drivers. Many cannot see pedestrians.

Bicycle

- The Burmese community in Clarkston rides bikes a lot.
- Not many others ride bikes.

Chinese Community

These notes are from the Chinese community. This was an older group and most of them did not drive. They typically traveled to the same locations by MARTA or by a community driver who was also present at this meeting. This group was able to identify roads by different land marks.

Roadway

- Community is very happy about the light that has been put on Lavista Road
- Many concerns about traffic congestion by Chamblee High School and Wal-Mart
- Bus route reductions have impacted where they can travel. Now they are forced to walk a further distance to catch a bus. Also, there are no traffic lights.
- Bad traffic areas include Chamblee, Dunwoody, Peachtree, and Lavista Roads.

Transit

- A lack of awareness regarding MARTA Senior Connections (MARTA Mobility).
- MARTA should go to North Gwinnett.
- Add more routes for MARTA.
- Places they travel often include Northlake, China Town, Perimeter Mall, Dunwoody, GPC, Clarkston, Emory Hospital, Northside Hospital, Sydney Marcus Blvd., Lenox, and Asian Square

- Questions:
- Have they started studying MARTA in Gwinnett?

Pedestrians

- Need more lights (walk signals) especially on Buford Highway for the morning.
- Most of the sidewalks are not connected, especially in Clarkston where sidewalks are half cement and half grass. Pedestrians are forced to walk in the street.

Korean Community

- Buford Highway in proximity to Oakcliff Road needs to be improved for pedestrians. Especially in terms of crossings. The intersection itself has crosswalks and ped signals but that's the only place to cross. That's unfortunate since there are so many pedestrians in that general area.

- Oakcliff Road should also be improved near Buford Highway. There are gaps in the sidewalk and the sidewalks are there are in poor condition.

- It would be good to get a traffic signal on Oakcliff Road at the apartment complex across from the Vien Thong Temple.

DeKalb County Comprehensive Transportation Plan
Older Adult Focus Group
April 30th, 2013
Scottdale Senior Center, Decatur Georgia

Attendees
Carleen Cumberbatch
Barbara Adams
Isabelle Cave
Sandra Harris
Joyce Alvis
Evelyn Kennedy
Stella Morris
Wimi Ware
Haltee Woyle
Rozhnh
Dortly Johnson
Mayre Daniel
Essie Ebiurb
Algre McGuy
Paul Gresham
Carrie L. Rhodes
Carrie Tuggetelue
Carolyn Rader

Project Management Team
Patrece Keeter, DeKalb County – Transportation
Rashad Wise, DeKalb County – Transportation
James Fowler, Kimley-Horn & Associates
Gordon Burkette, Dekalb County – Transportation

Summary
A focus group was held on April 30th at the Scottdale Senior Center in Decatur Georgia to obtain public input regarding concerns for Senior Citizens in the area. There were approximately 25 representatives of the senior community present. The following are some key points that were mentioned during the group discussion.

- Of the people in attendance:
  - Approximately 35% are drivers
  - Approximately 15% use MARTA regularly
  - Approximately 5% are driven around by someone else
  - Approximately 15% use shuttle services provided for specific purposes
- Transit schedule/routing information:
  - Confusing
  - Appears to be inefficient routing
- Shuttles are helpful but are limited in how they can be used
  - Senior center shuttles
  - Candler Senior Center on Saturday (Golden Shuttle)

    - Need a shuttle at every Senior Center
- Options for specific medical related trips needed
- Expand on the shuttle concept – the scale of a shuttle makes it much more accessible for older adults than large buses
- Regarding MARTA Mobility, the scheduling windows are too long to be useful
- More coordination among options could bring efficiency: Accessibility on all vehicles
- For communities to be Lifelong Communities they need to have options for:
    - Medical needs
    - Grocery store
    - Drug store
    - Recreation centers
    - Libraries
    - Coffee shops
    - Banks
    - Need to be well lit and safe
- Home ownership as people age is difficult
    - Maintenance
    - Taxes
    - Mobility limitations
- Expand bus service further east
- BRT on Memorial is ineffective
- No one uses the Memorial Drive, Park 'n Ride
- Biking for seniors is an option some feel strongly about
- Need to target area where people are going for accessibility improvements
- Prioritize making improvements in targeted areas such as:
    - Avondale Station
    - Inman Park (MARTA Station)
    - MARTA stations
- Buses are often too crowded (#15 for example)
- Older adults have questions about I-20 East and Clifton Corridor MARTA expansion projects
- Transit behavior/etiquette/safety needs to be better enforced
- Explore bike paths for seniors (3-wheel bikes): Concerns of 3-wheelers not fitting in bike lanes
- Transit and walking ability, function better in high density
- Need information on bus route and schedules at every bus stop
- Golden Shuttle
    - Needs more headways
    - Expand shuttle concept into neighborhoods
- Transportation for Dialysis is important
    - Examine location of dialysis centers
    - Locations of Senior Centers
- All buses need to be very accessible
- Bus service needed to eastern Rockbridge Road area

DeKalb County Comprehensive Transportation Plan
Transit Work Session
August 7, 2013 | 1:30 – 3:30 pm
Maloof Center Auditorium

Meeting Attendees
Shaun Green, GRTA
Amanda Thompson, City of Decatur
Patrick Bradshaw, ARC
Keri Stevens, City of Avondale Estates
Bettye Davis, ONE DeKalb
Sandra Morrow, DeKalb Office of Senior Affairs
Davis Fox, DeKalb County Office of Senior Affairs
Janide Sidifall, MARTA
Kaycee Mertz, GDOT Planning
Monique Forte, MARTA
Betty Willis, Emory
Consuelo Godden, Georgia Piedmont Tech
Lewis Godwin, Georgia Perimeter College
Regan Hammond, ARC
Bob Dallas, DeKalb County Commissioner Boyer Appointee
Tameka Wimberly, MARTA
Katrina Lawrence, GDOT Planning
Jeff Rader, DeKalb Board of County Commissioners
Carolyn Rader, ARC

Project Management Team
Patrece Keeter, DeKalb County – Transportation
Shawanna Qawiy, DeKalb County – Planning & Development
Robert Binder, Kimley-Horn & Associates
Ana Eisenman, Kimley-Horn & Associates
Ed Ellis, Kimley-Horn & Associates
James Fowler, Kimley-Horn & Associates
Cristina Pastore, Kimley-Horn & Associates
Jeffrey Smith, Kimley-Horn & Associates
Kristine Hansen-Dederick, Sycamore Consulting, Inc.
Jen Price, Sycamore Consulting, Inc.

Summary
Patrece Keeter, DeKalb County Transportation Division Project Manager opened the meeting by welcoming attendees. She introduced Sylvia Smith who will become the key contact going forward for the CTP. She led the group through introductions and turned the meeting over to the consultant team project manager, Cristina Pastore of Kimley-Horn & Associates.

James Fowler reviewed the project schedule and mentioned that this point in the timeline is the most appropriate time for a discussion on transit. He talked about the goals for this transit conversation and briefly discussed current transit system, and ridership. Tameka Wimberly and Janide Sidifall of MARTA talked about the status and funding prospects of their two major expansion projects in DeKalb County:

the Clifton Corridor Alternatives Analysis and I-20 East Transit Initiative. Afterwards, James discussed the efforts that MARTA has taken to promote transit oriented development as well as opportunities within DeKalb to improve the TOD experience at existing stations.

Cristina Pastore talked about the current funding outlook for transportation with respect to HOST revenues and how this capitol is allocated among the cities and County. Transportation fundraising comparisons were made between DeKalb and other metro Atlanta counties who have SPLOST programs. An example of how much revenue an additional penny sales tax in DeKalb would generate concluded the discussion on funding.

Lastly, the team laid out the way in which projects in the CTP are to be prioritized. Tier 1 projects are those that the County can afford to implement with current revenues. Tier 2 projects will be those funded with new funding sources while Tier 3 projects will be all remaining high scoring projects without an identified funding source.

The team provided two maps of the County to help facilitate the transit discussion. One map was oriented to focus on the north/south MARTA rail lines while a second map was oriented to focus on the east/west MARTA rail lines. At the tables, the discussions focused on projects, policies and partnerships for support. At the end of the session, each table reported the policies discussed. The feedback gathered during the breakout discussion is summarized below.

North/South: Table 1

- Design at Doraville, Chamblee, Brookhaven MARTA stations not particularly pedestrian friendly, inviting or safe feeling; chain link fence around parking is off-putting; not integrated well into the communities they serve
    - Recommendations:
        - Work with the cities, particularly Brookhaven, to find out what their plans are for possible streetscape and redevelopment plans.
        - Use Decatur as a model. Cities must be prepared to fund most of the project and manage the process, MARTA may not contribute.
        - Align cities and county's zoning code with MARTA TOD policies for consistency and ease of implementation of development around MARTA stations.
- City of Chamblee has multiple shuttles and vanpool services: Senior Connections and CPACS, there is opportunity for coordination. Serves destinations and intercity access, not just MARTA stations
- MARTA bus system in a critical piece in DeKalb County transportation
    - Recommendations:
        - County needs to prioritize projects that provide access to the highest ridership routes
        - Overlay EJ areas with MARTA routes to prioritize projects that provide access for these populations
        - MARTA is beginning a complete assessment of all bus routes this year. Won't be complete for the CTP effort, just something to be aware of.
- DeKalb needs to adopt a real Complete Streets policy, not one that just gives lip service.
- Make sure to coordinate with Doraville and Chamblee Active Living Plans.
- County needs more circulator services that are destination-focused, not stations. Investigate partnerships with the private market to fill in gaps with shuttle service.

- Opportunity for bike share program at smaller local commercial destinations and stations
- Look for opportunities to create connections between neighborhoods with trail systems, particularly in areas where sidewalks may not be feasible.
- DeKalb could create a County-wide TDM program to aggressively educate and promote transit, ridesharing, telecommuting, biking and walking. Cities may be willing to share in the effort.
- The County's Office of Senior Affairs is a good County-wide model for transportation coordination.
- Work with the DeKalb Municipal Association to find opportunities to work with the cities on common ground issues.
- Utilize the manage lanes projects to facilitate BRT service

North/South: Table 2

Brookhaven Station Area:

- Parking lots make pedestrian and bicycle access unpleasant
    - Landscaping/sidewalk improvements could provide more direct/safe access routes
- Would be ideal to create a better/more inviting pedestrian connection from Brookhaven station to Dresden road
- Brookhaven LCI will likely drive development in the area
    - Has adopted an overlay/zoning with established density levels – this plan is very fresh and likely won't change in the near future
- There is a potential for a parking deck instead of the existing surface parking deck
    - Perhaps a parking deck could be part of a broader development initiative – part of a TOD, but not specifically a replacement for the current lot

Doraville Station Area:

- Feels as if it's on an island since it is separated from so many of the surrounding areas
    - Access to 285 and Buford Highway is a challenge from the station; these also serve as barriers separating the station from the nearby communities
    - The area doesn't seem safe for pedestrians
- So far the station has not begun to redevelop
- If/When the GM plant gets redeveloped, the redevelopment would be a great opportunity for the area
    - Likewise, tying redevelopment closely with the MARTA station would provide development value if the transit station was considered an asset of the location
- Pedestrian access is difficult.
- A pedestrian bridge/crossing across New Peachtree Road would be helpful
- A fully-modal bridge over the active rail in the area would open both sides of the rail line to redevelopment
    - "Almost like the bridge at 17th to connect Atlantic Station with Midtown"

Chamblee:

- Is currently attempting to grow into a dense, TOD community
- Senior Connections is nearby (older adult/active living)

Future Clifton Corridor:

- Intersection of Medlock/Scott/N. Decatur has extremely heavy traffic – around the order of 60,000 vehicles per day; an "enormous flow of traffic"

    - Improvements to this and other similar intersections will be imperative to making the transit system actually function.
    - Solutions for this intersection have been tried previously – we've already taken measures for "all low-hanging fruit" – would have to do something more extreme than signal timing, etc.
    - A grade-separated crossing for bike/pedestrian could be extremely helpful in this location
        - This intersection is a "frightening pedestrian crossing"
        - Grade separated solution "is the only feasible long-term solution for this intersection" – a tunnel would be worth it
        - Above-grade is extremely challenging in this location/ would be very expensive
    - Perhaps an intersection modification would also be helpful for this location; instead of a multi-leg intersection, it might be possible to create two separate intersections if it would be possible to gain enough ROW/land to make this feasible
- LCI has found potential for grayfield development among empty car-lots
- As a place, this area is currently transitioning
    - As an area, it could easily accommodate residential development
- Transportation improvements could include:
    - Improved internal grid
    - Pedestrian trail that traverses nearly to Clairmont Road could be extended from Medlock Park
        - There is a phase of trail development that's underway that would have the trail reach North Druid Hills
    - Oak Grove Road could provide an extension of Emory's network of trails to this area
    - Trail could go all the way to North Decatur mall or even the Avondale station

General Comments

Bus Routes:

- Tend to be long routes between rail stations; should instead be feeder-routes to connect densities that are distant from the rail lines
    - Currently routes are "incredibly inefficient" cross-town vs. feeder routes

GRTA:

- GRTA Park and Ride off of 78 is just outside DeKalb/could be sited slightly closer to the communities within DeKalb to encourage additional use
- GRTA is afraid of competing with MARTA – wants to keep outside MARTA service areas in order to not compete
- GRTA operates best along highways

Bus Operations:

- As of July 15th, MARTA has made a commitment that existing bus service levels will stay static through 2016
- CIDs could provide opportunities to find/fund new service or shuttle routes to supplement existing transit
    - Ex. – new Tucker CID; Stone Mountain CID is also nearby
- Safety along major corridors, such as Buford Highway, could be addressed better
    - Consider installing more HAWK signals along Buford for an immediate and important safety impact
    - Clairmont, and Scott Blvd near the proposed new elementary school could also be excellent locations for HAWK signals

Policies:

- Transit Oriented Design should be implemented at the city-level; outreach to cities should be a component of any transit improvement plan
    - Parking for TOD should be considered carefully:
        - A bad example of parking in TOD is Atlantic Station, which has provided so much parking that it hasn't worked nearly as well as it was supposed to as a TOD
- MARTA could coordinate with cities more in order to determine viability of bus stop siting to better serve public
    - Close coordination with cities/public works could help identify where sidewalk improvement projects/bus stop siting could be coordinated for a more efficient use of funds and route planning
    - Perhaps development reviews should include a TOD component, for example considering the potential for bus stop siting; Potential questions should be:
        - "Is there a bus stop?"
        - "Should there be a bus stop?"
        - "Are we doing anything that gets in the way of transit?"
        - "Is there anything we could do that would help improve transit?
    - Bus stop siting should consider both sides of the street, since riders will not always come from one side, and service may run in more than one direction
- MARTA could consider funding small redevelopment initiatives to help seed development
    - i.e. – a parking deck structure near Brookhaven would alleviate space currently used as surface parking for office/retail/residential development
    - i.e. – assisting with the construction/design of a bridge to better connect Doraville with the old GM plant site could help spur development of that area and bring ridership/ better TOD to the area
- Consider mitigating/ preparing to consider "Crimes Against Transit":
    - Road diets, for example, can cause re-routing due to turn radius issues
    - Streetscapes can impede boarding and alighting when street furniture is located too close together (for both rear and front bus doors to open at the same time) and too close to the curb
- Partner with GA Power, PATH Foundation, universities and municipalities to improve the overall trail network; consider turning major transmission line corridors into multi-use trails to expand the trail system.

East/West: Table 1

Improvements

- Avondale: Pedestrian improvements on US 278/East College from downtown Avondale Estates into Decatur. Will also include bike safety improvements as well.
- Emory/Clifton:
    - Improvements expected on Haygood Road.
    - Widening of Briarcliff Road from the Clifton corridor north, crossing I-85 to Buckhead and maybe eventually to North Druid Hills Road.
    - The existing TAD proposal for Briarcliff Road should be considered in this planning effort. It included intersection improvements, reconfiguration of parallel access roads crossing I-85, etc.

    - An alternative transit option (shuttles, etc) should be considered to serve the Clifton Corridor to meet the need between the study and actual construction of the rail alternative. It could be a private service.
    - Biking north of Emory campus is difficult; improvements are needed in that area.
    - The rider experience could be improved at MARTA stations by providing more information about routes, stops, travel times, etc.
    - Biltmore Drive (an east/west road) should be considered as a good biking corridor.
- At the Kensington LCI location, a future government center is planned. It would be a good policy to support government uses around transit stops/stations
- A sidewalk ordinance should be considered that will ensure that new development is required to build sidewalks that connect from new construction to existing sidewalks to make a more continuous sidewalk network throughout the County.
- The Master Active Living Plans should be considered.
- Cycling improvements needed on Redan Road.
- Interchange improvements at Moreland Avenue (see LCI)

Priorities that Support Future Transit

- Stonecrest
- Moreland/East Atlanta Village
- Wesley Chapel
- Whole I-20/BRT Corridor
- Medline (pending)
- Could you consider doing BRT on I-20 in the HRT corridor as an interim approach/phase to begin service?
- The Clifton Corridor Alterative B1 should include an extensive Complete Streets policy. It should be a multimodal design in the corridor.
- Lawrenceville Hwy: there is a lot of right of way available here. How can we better use areas like this with extensive right of way to improve capacity? How can we take advantage of excess roadway capacity? Other overdesigned roads include Buford Highway and Lavista Road.

Bus/Transit

- There is a demand for bus on Bouldercrest Road and on Flat Shoals Parkway.
- Is there an option to use easements or trails to connect adjacent neighborhoods internally as a method for getting people to transit stops faster rather and easier? This may result in shorter/faster walks from home to transit and may translate into more people using transit because it's easier to access.
- Bike trails should be better coordinated with MARTA.

Policy

- Connect new subdivisions to old subdivisions with improved bicycle and pedestrian access.
- Better use/more awareness of vehicular locator systems (One Bus Away; free MARTA app)
- Use a low cost vehicle locator service at transit shelters to identify when buses are expected. Prioritize this and other amenities on routes with highest ridership.
- A Complete Streets policy would support transit
- Site government facilities near transit
- Master Active Living Plans
- Consider managed lanes in corridor improvements (i.e., North Druid Hills Road)

- Bike sharing programs – great for activity centers and should be incorporated into the Comprehensive Plan.
- Lack of connectivity creates false sense of congestion in some areas.
- Redan Road area: unsafe and highly traveled road. There are few improvement options for Redan Road. It should be a policy to create more alternate routes for highly traveled corridors.
- Upgrade old shopping plazas or facilities to clearly mark where pedestrians and cyclists can traverse the parking lots safely.
- Prioritize better levels of service within activity centers

Funding or Other Initiatives

- Supporting new funding
- Flexibility in existing funding mechanisms (fuel tax)
- Special tax districts
- Transportation utility program (for maintenance); refer to study done in 1997-1998 out west.

East/West: Table 2

- Are there better opportunities to better connect senior centers to transit?
- Place new senior centers in activity/transit accessible areas
- The "Senior Connections" program is separate from regional transportation and is funded by DeKalb County
- The Clean Air Campaign and Senior Connections should partner to connect more seniors with transit
- Sidewalk buffers are needed, especially to improve ADA accessibility
- Need improved access to stations and bus stops
- Need better pedestrian connections between the street and some stations (some stations have too much parking which acts as a barrier)
- Need MARTA Ambassadors (similar to Olympics Ambassadors)
    - At stations/bus stops
    - Provide transportation education
- Need to provide "Travel Training"
    - Possible partnership between MARTA and/or County and Senior or mentally disabled organizations
- Improved mobility options for Seniors
- Provide more sheltered bus stops
- Provide better bike connections to existing and future transit
- Provide more street furniture
- Improve zoning and land use around transit stations to bring in more Transit Oriented Development (TOD)
- Need more and better transportation planning east of I-285
- Refocus population toward transit with TOD developments

Summary of Policies

- Develop a 'travel train' for seniors and citizens with special needs
- Develop a MARTA Ambassadors program
- Make more bike to rail connections

- Make senior centers or transit dependent populations consistent with activity centers
- Zoning should encourage TOD through land use policies
- Sidewalks at all senior centers
- Improve bus stops
- Complete Streets
- Prioritize amenities
- Special district funding
- Appropriate connectivity
- Site government facilities with TOD
- Managed lanes in corridors
- Connecting existing neighborhoods through paths
- Reexamine bus shelter advertising policies
- Master Active Living Plans should be implemented
- Better coordination between MARTA and municipalities
- Partnerships with CIDs could be used to provide shuttle services
- Coordinate land use/zoning at municipal level with MARTA
- Expand bike/pedestrian/trail connections – use utility easements, creeks, etc to improve transit system
- Connect gaps in transit with shuttles
- Align city policies with MARTA policies
- Consider opportunities for trails where sidewalks aren't feasible
- Implement a County TDM program
- Limited English Proficiency – connect with CPACS, senior services in Chamblee to establish a public/private partnership