



DEKALB COUNTY

2014 TRANSPORTATION PLAN

PROGRESS THROUGH UNITY

Needs Assessment Online Meeting

April 23th, 2013



2014 TRANSPORTATION PLAN

Today's Meeting



- ▣ Update on progress
- ▣ Provide information about DeKalb County transportation
- ▣ Gather input on transportation needs

Today we're going to:

- Review where we are in the process
- Look at transportation maps and analysis about DeKalb County
- Ask about the needs that you see for transportation

Schedule



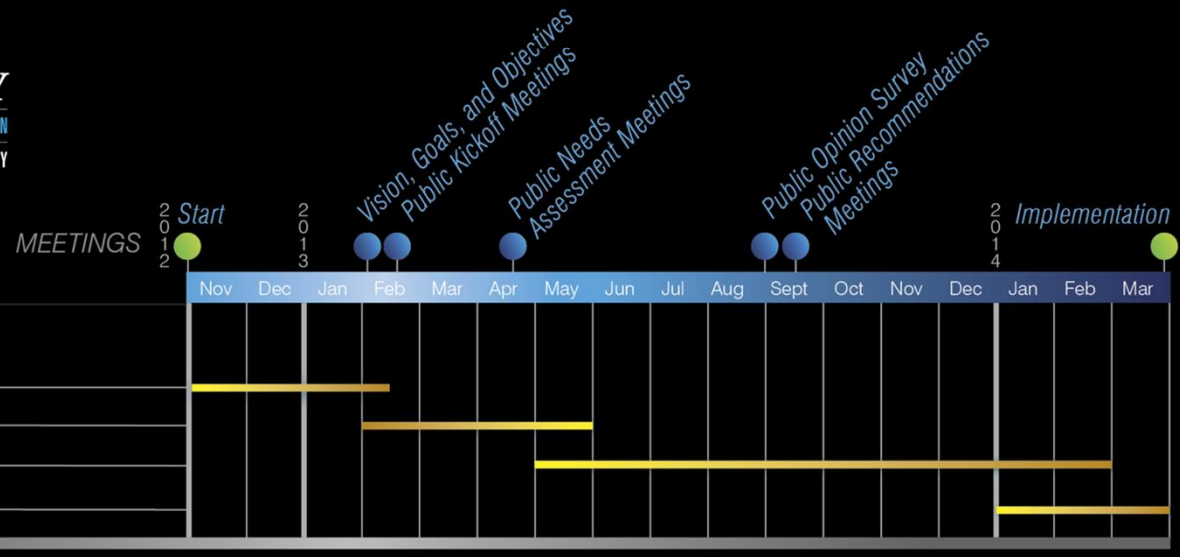
TASKS

Inventory of Existing Conditions

Assessment of Transportation Needs

Development of Recommendations

Consideration, and Adoption



This process will extend from the end of 2012 to the beginning of 2014. The first round of public meetings (Kick-off) occurred in February 2012, and the second round of public meetings (Needs Assessment) concludes in April. The third and final round of public meetings (Recommendations) will occur in the Fall of 2013.

Public Input Opportunities



▣ Public Meetings:

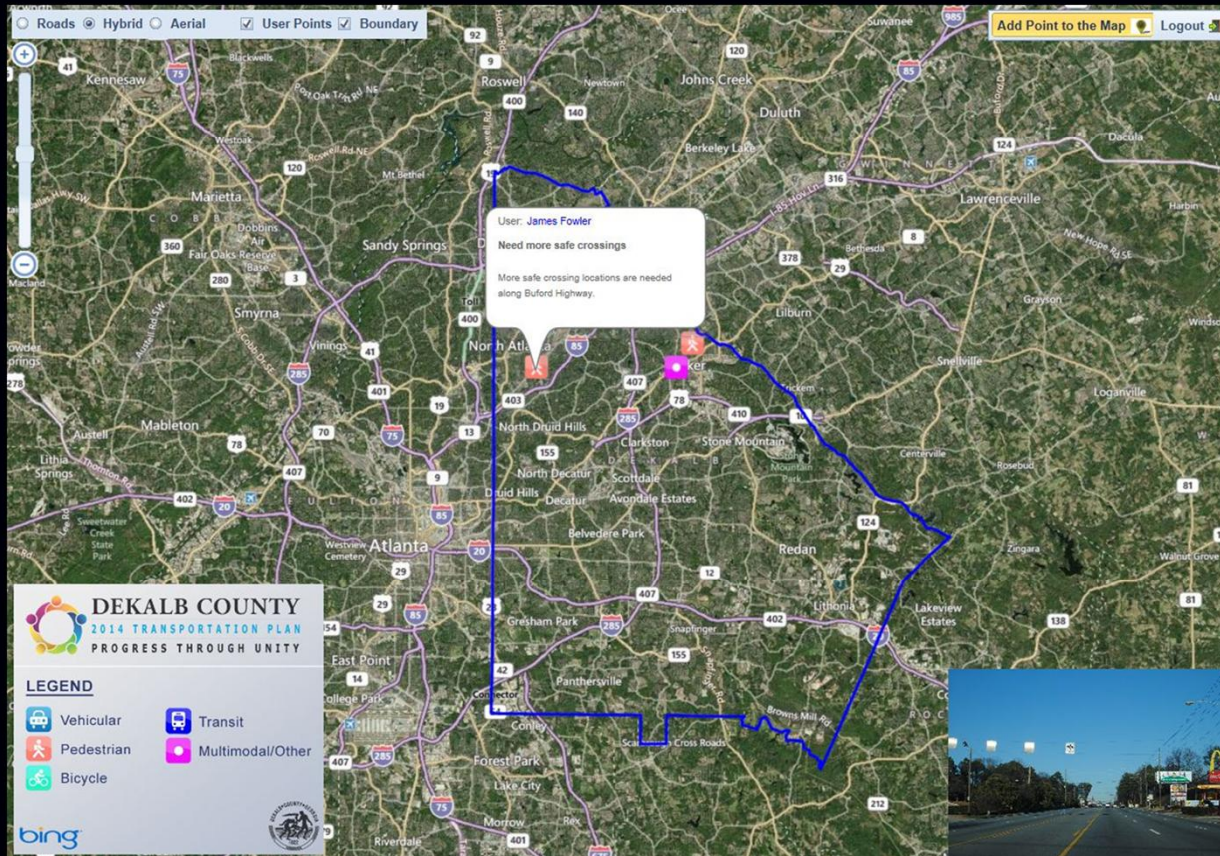
- **Tuesday, April 16th | 6:30 – 8:00 PM,**
 - McNair High School Auditorium
- **Thursday, April 18th | 6:30 – 8:00 PM,**
 - Emory University Winship Ballroom
- **Saturday, April 20th | 10:00 – 11:30 AM,**
 - Tucker-Reid H. Cofer Public Library
- **Monday, April 22nd | 6:30 – 8:00 PM,**
 - Berean Community Center

▣ Online Meeting:

- **Tuesday, April 23rd | 6:30 – 8:00 PM**

We've hosted four in-person meetings as well as an online meeting – many opportunities for input!

Interactive Map



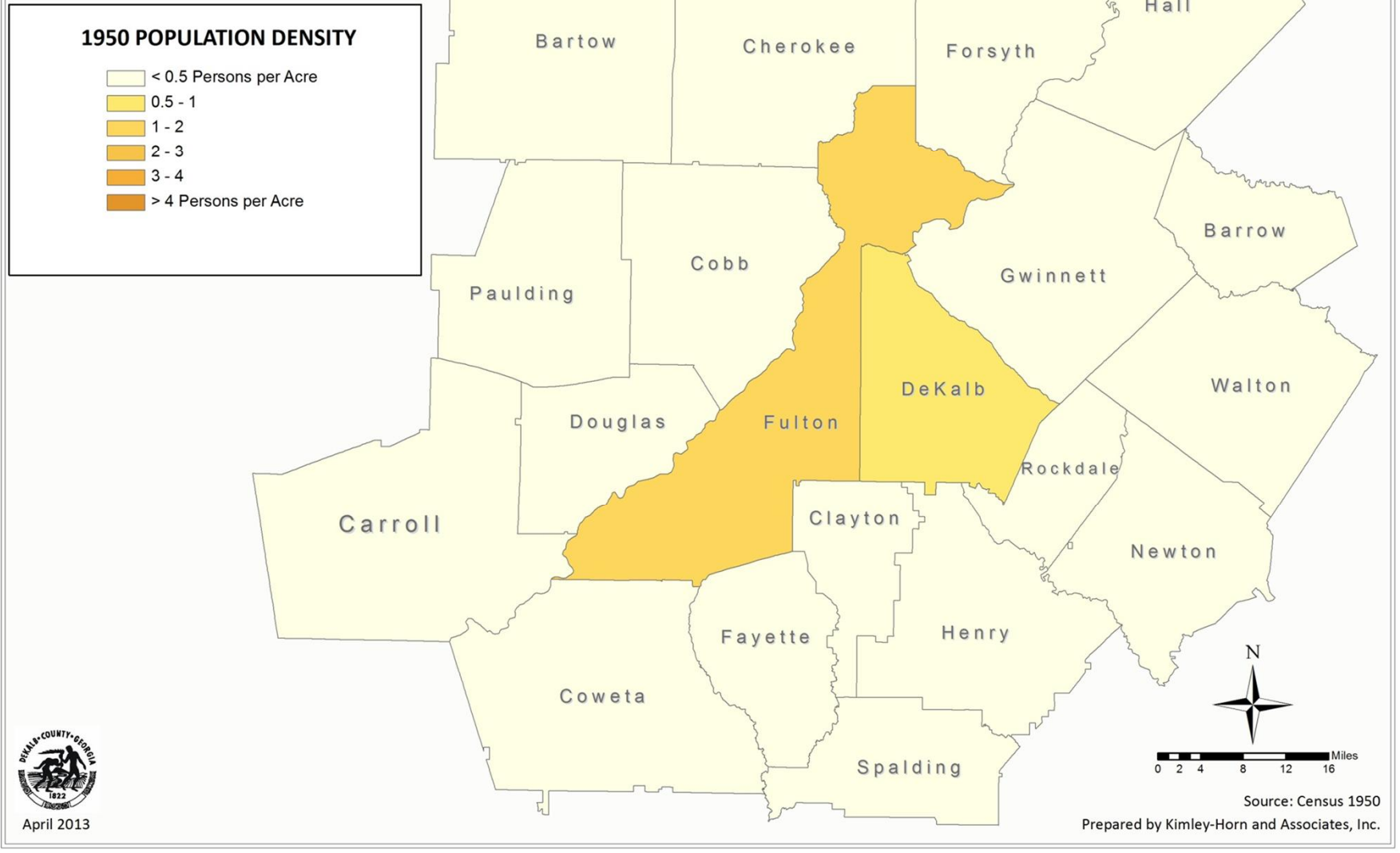
www.dekalbtransportationplan2014.com

We also have an interactive map that can be used by individuals who were unable to attend the meetings. You can post different types of transportation needs (vehicular, pedestrian, bicycle, transit, or multimodal) and can upload associated pictures as well. Visit our website, www.dekalbtransportationplan2014.com, to access the map.



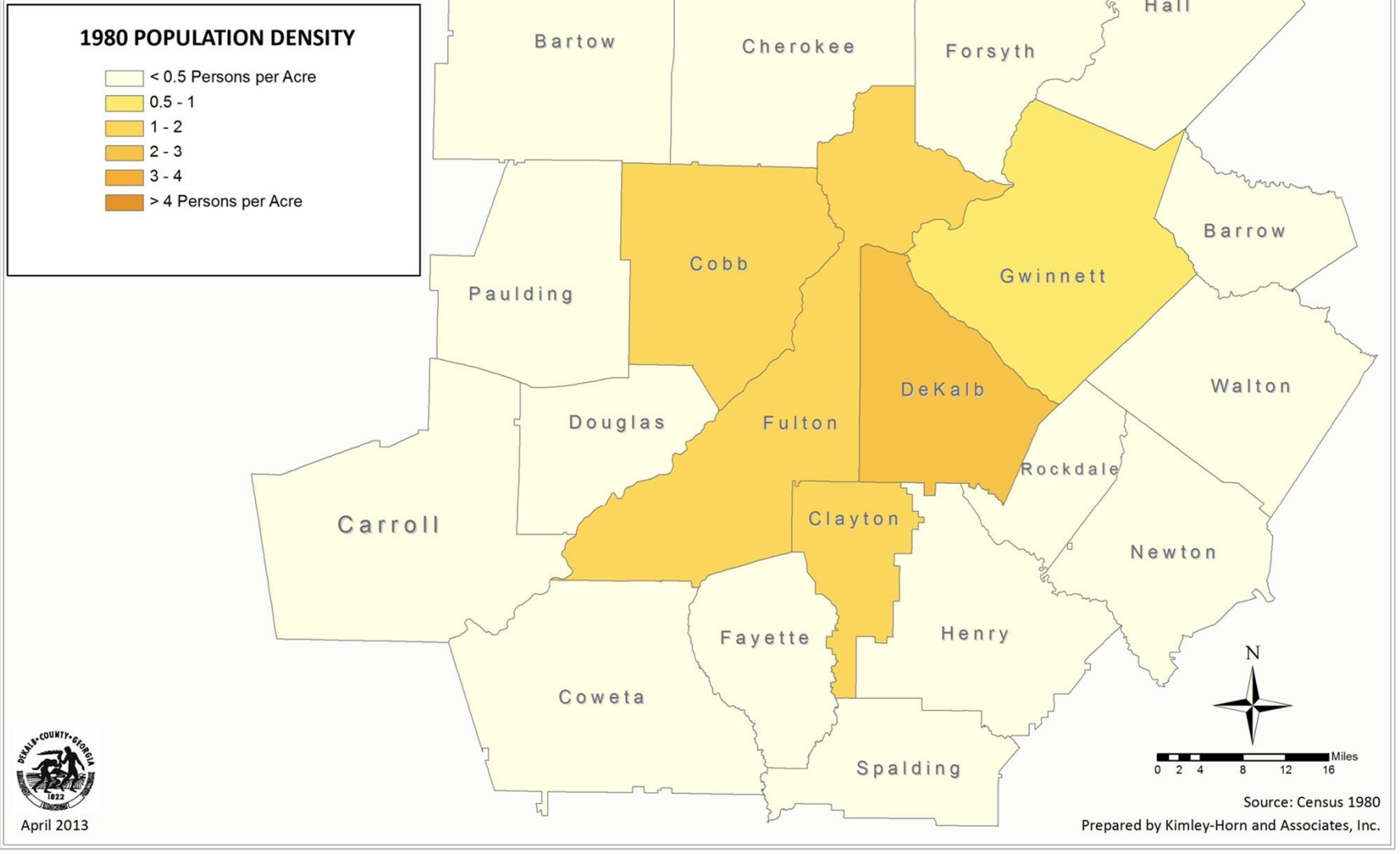
Metro Atlanta Population Growth 1950 - 2010

Metro Atlanta Population - 1950



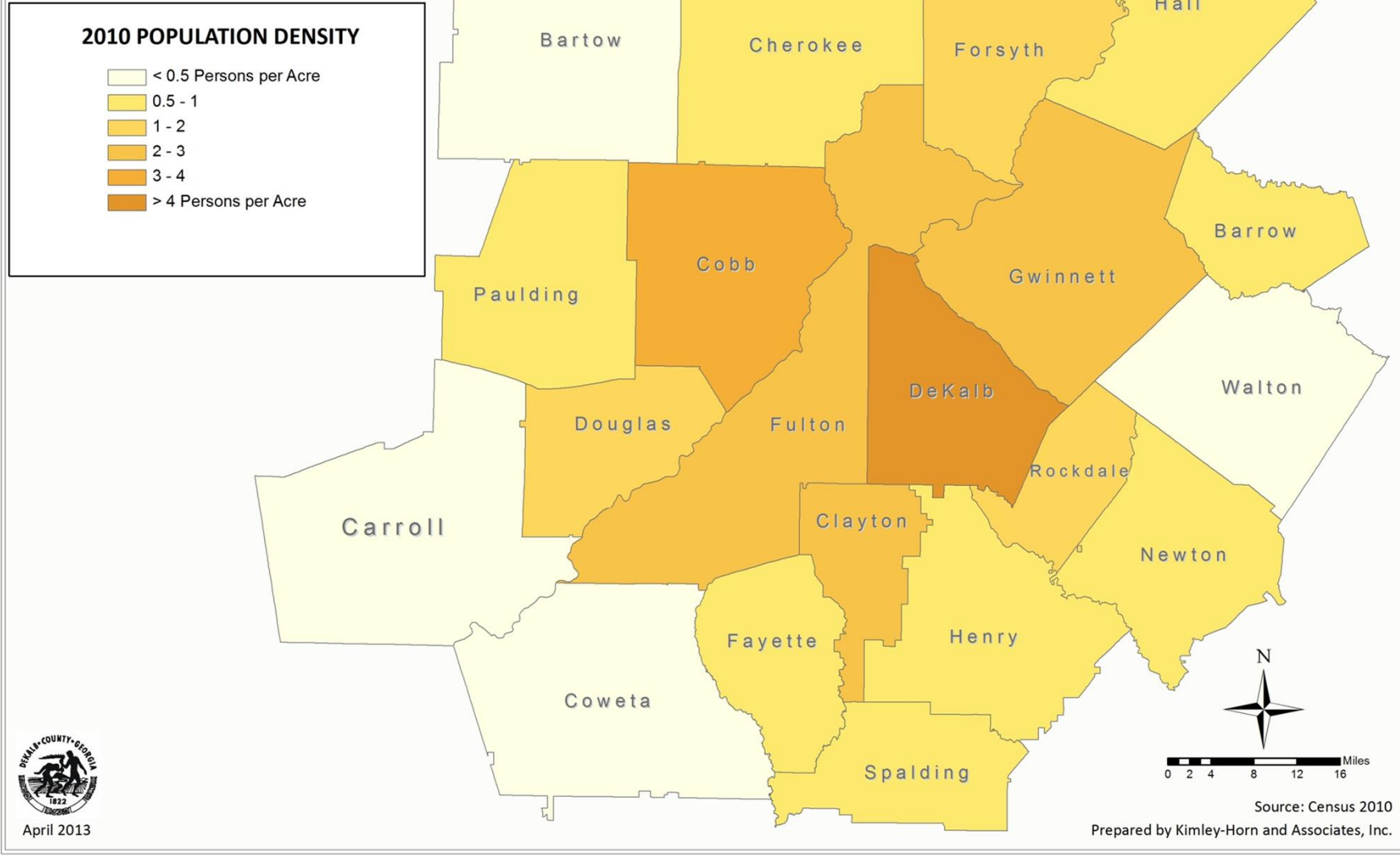
In 1950, most counties in Metro Atlanta were very rural and not densely populated – only Fulton and DeKalb had greater than 0.5 persons per acre.

Metro Atlanta Population - 1980



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.

Metro Atlanta Population - 2010



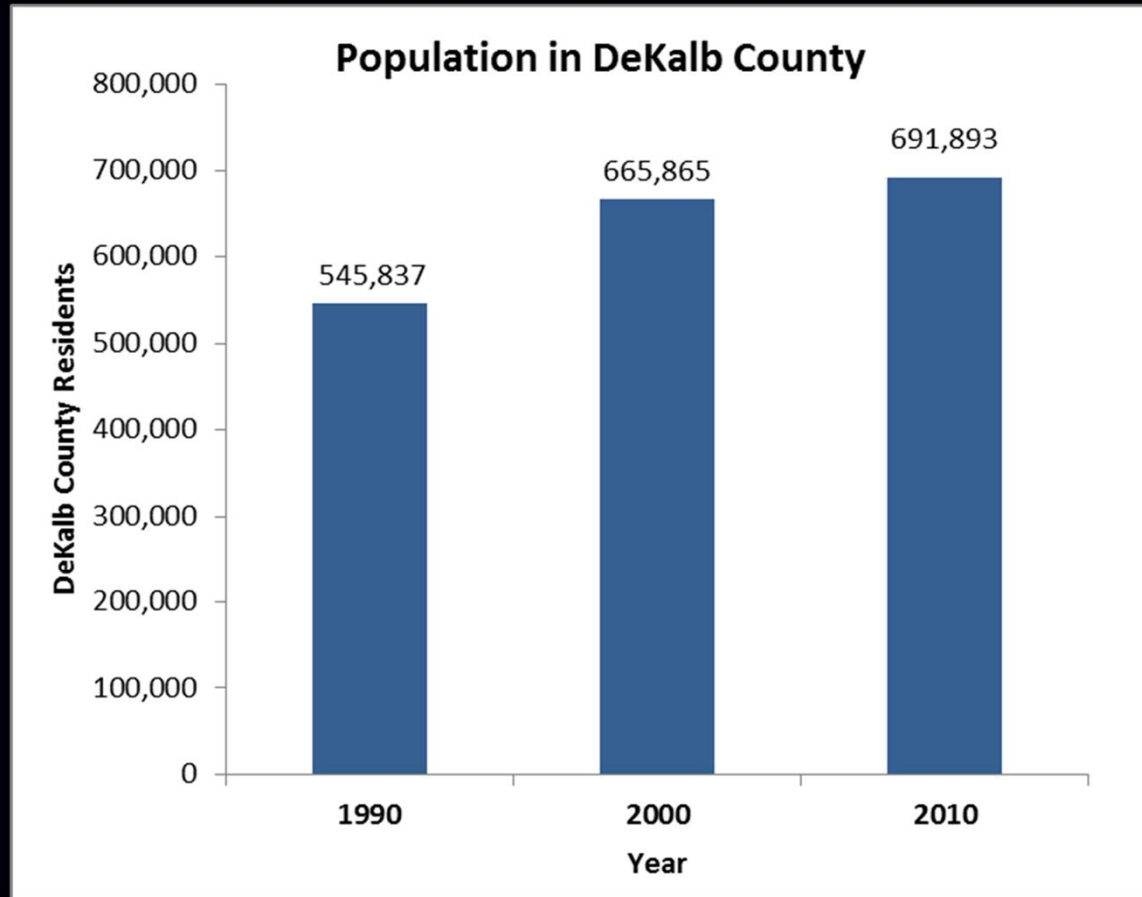
By 2010, the population had grown away from the urban core to many of the outer counties around Metro Atlanta. In the midst of this growth, DeKalb County remained the most densely populated county with approximately 4 persons per acre on average. This is important for two main reasons:

- Transportation infrastructure is expensive, so having more people concentrated around our transportation assets is more efficient
- Transit works better when more people have the ability to access the stations easily



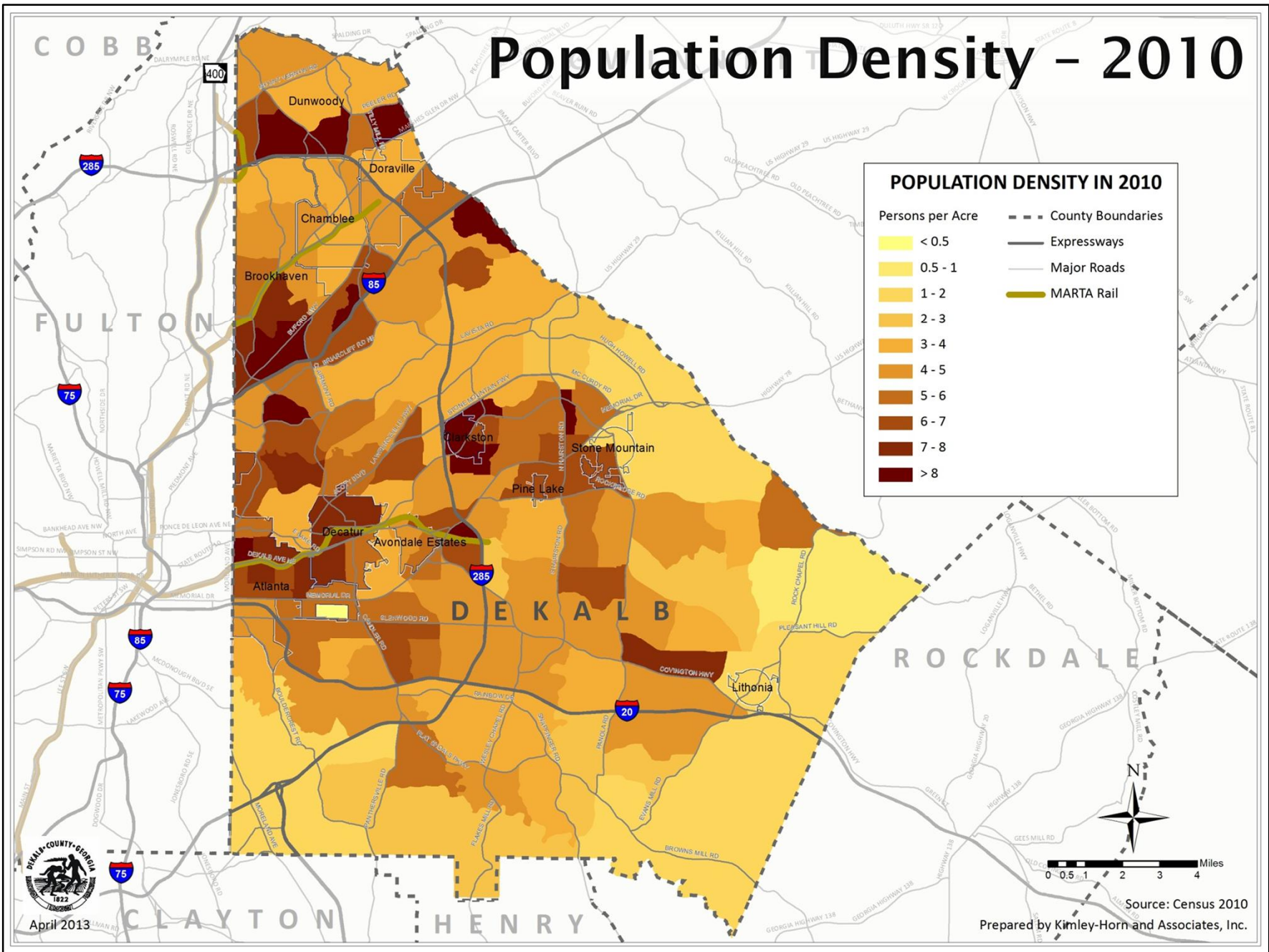
A Closer Look at DeKalb County in 2010

DeKalb is growing



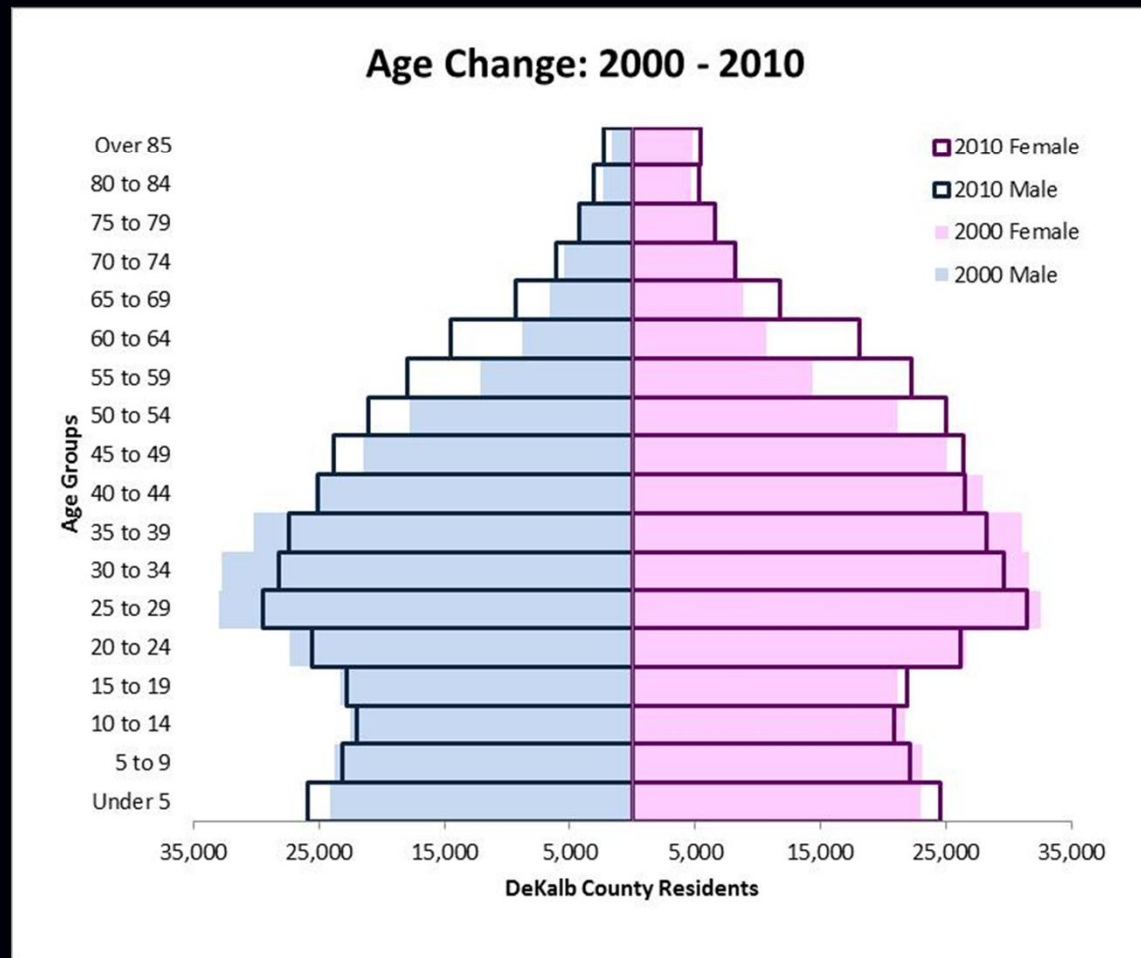
DeKalb County continues to grow – almost by 150,000 people between 1990 and 2010. This growth has slowed between 2000 and 2010.

Population Density - 2010



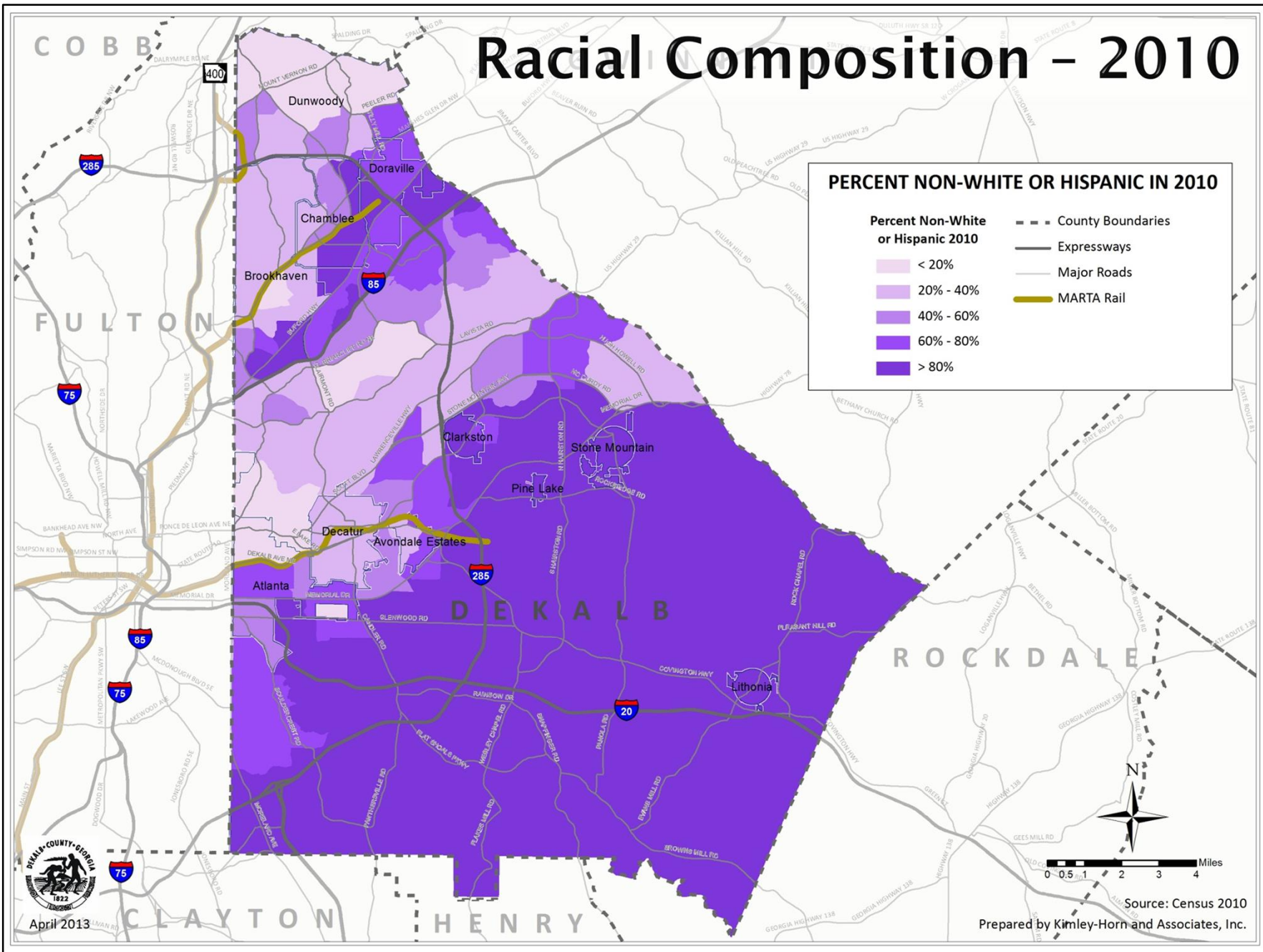
When we look at DeKalb County in more detail (by census tract), portions of the County are more densely populated than others (greater than 8 persons per acre). Other parts of the County have fewer than one person per acre.

Age and Gender Changes



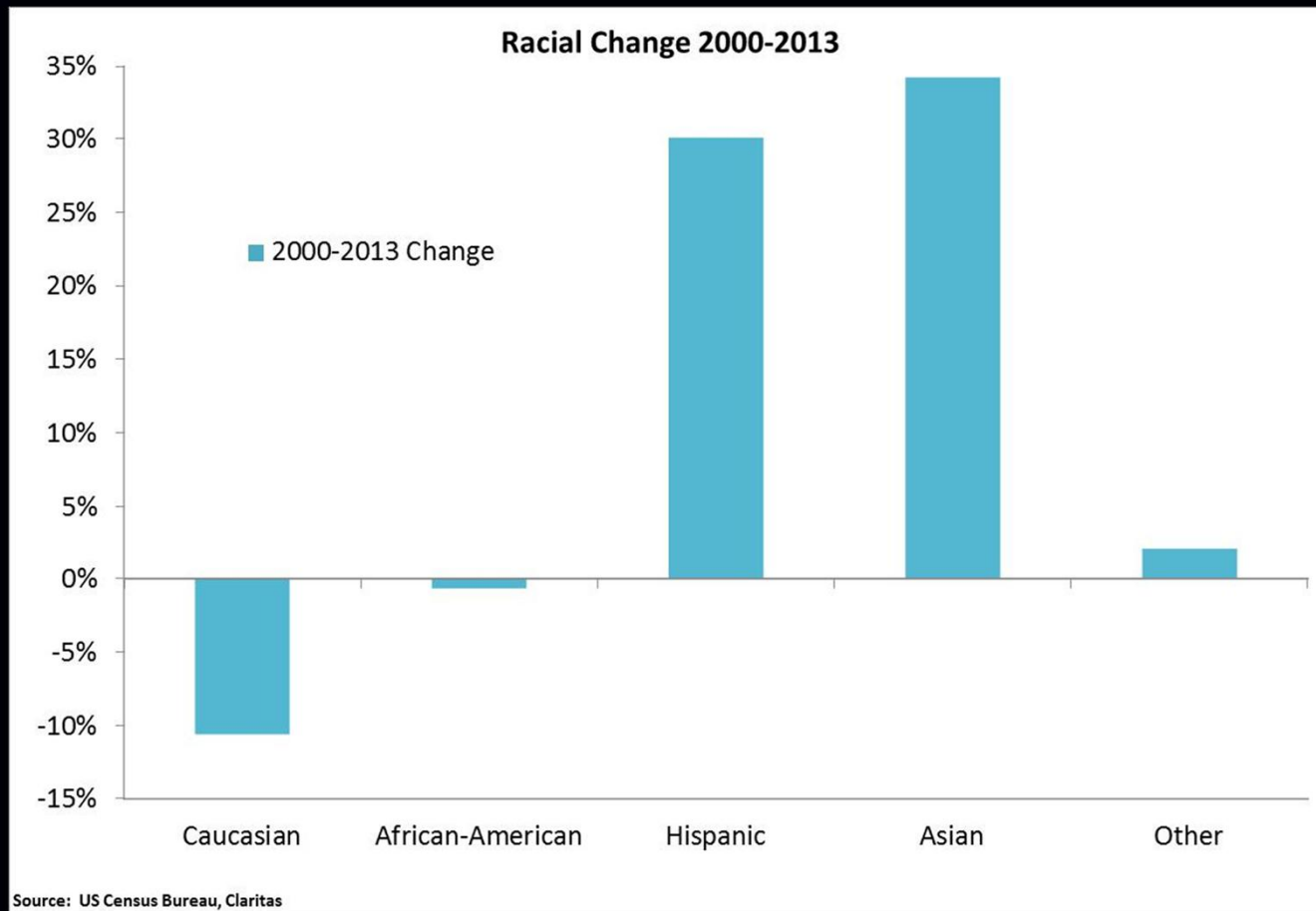
As a County, DeKalb is getting older. The 25-40 year-old group has gotten smaller in 2010 with definite increases in the 45-65 age range. It is likely that many people are staying and aging in DeKalb County, but an aging population often has different transportation considerations than the average population.

Racial Composition - 2010



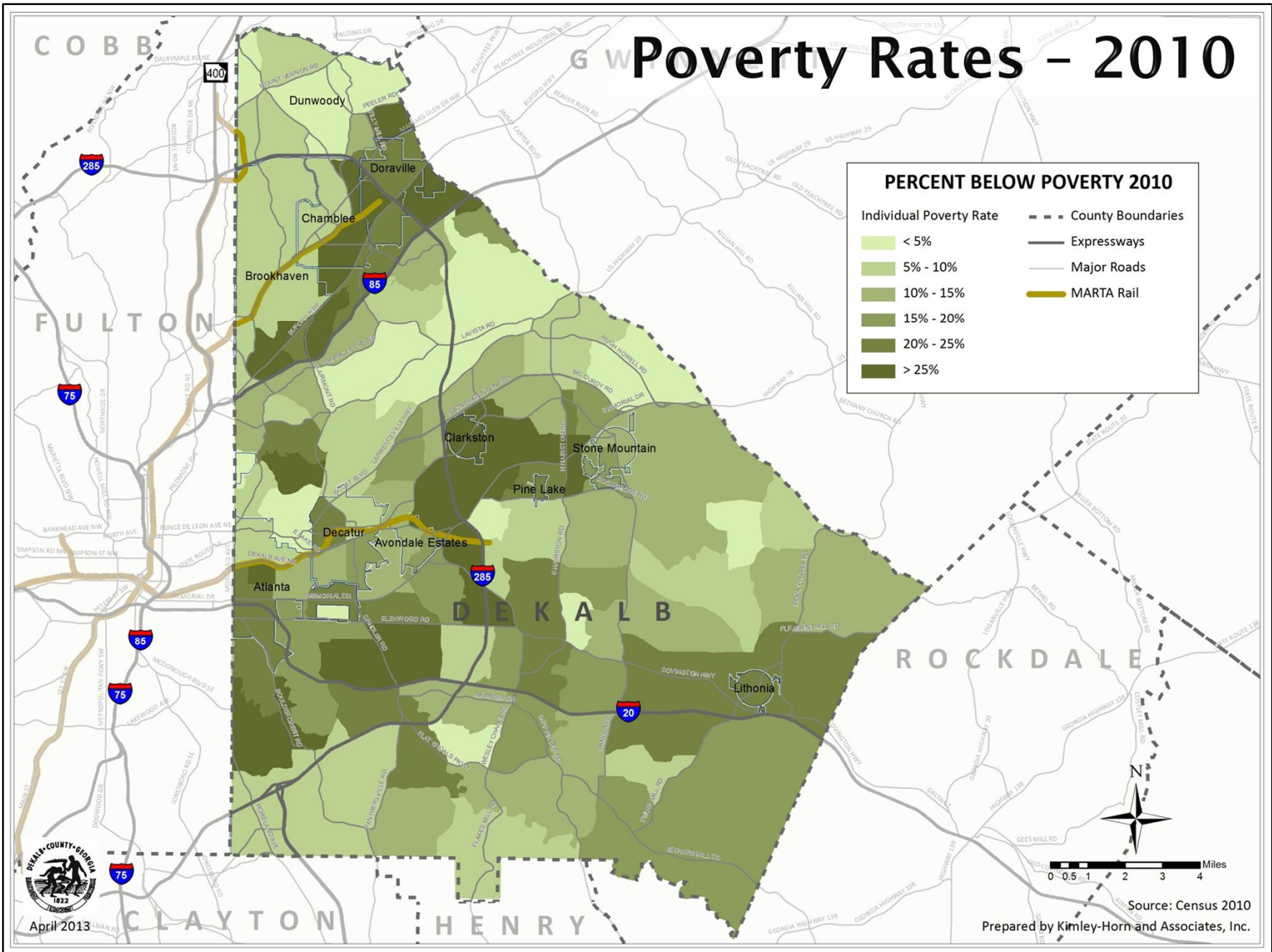
DeKalb County is a racially and ethnically diverse county, and it is important to understand different transportation needs of different groups. Equity is important to consider when determining transportation priorities. Additionally, understanding the racial and ethnic distributions throughout DeKalb will ensure that feedback regarding transportation has been received from residents of all cultural backgrounds.

Racial Composition



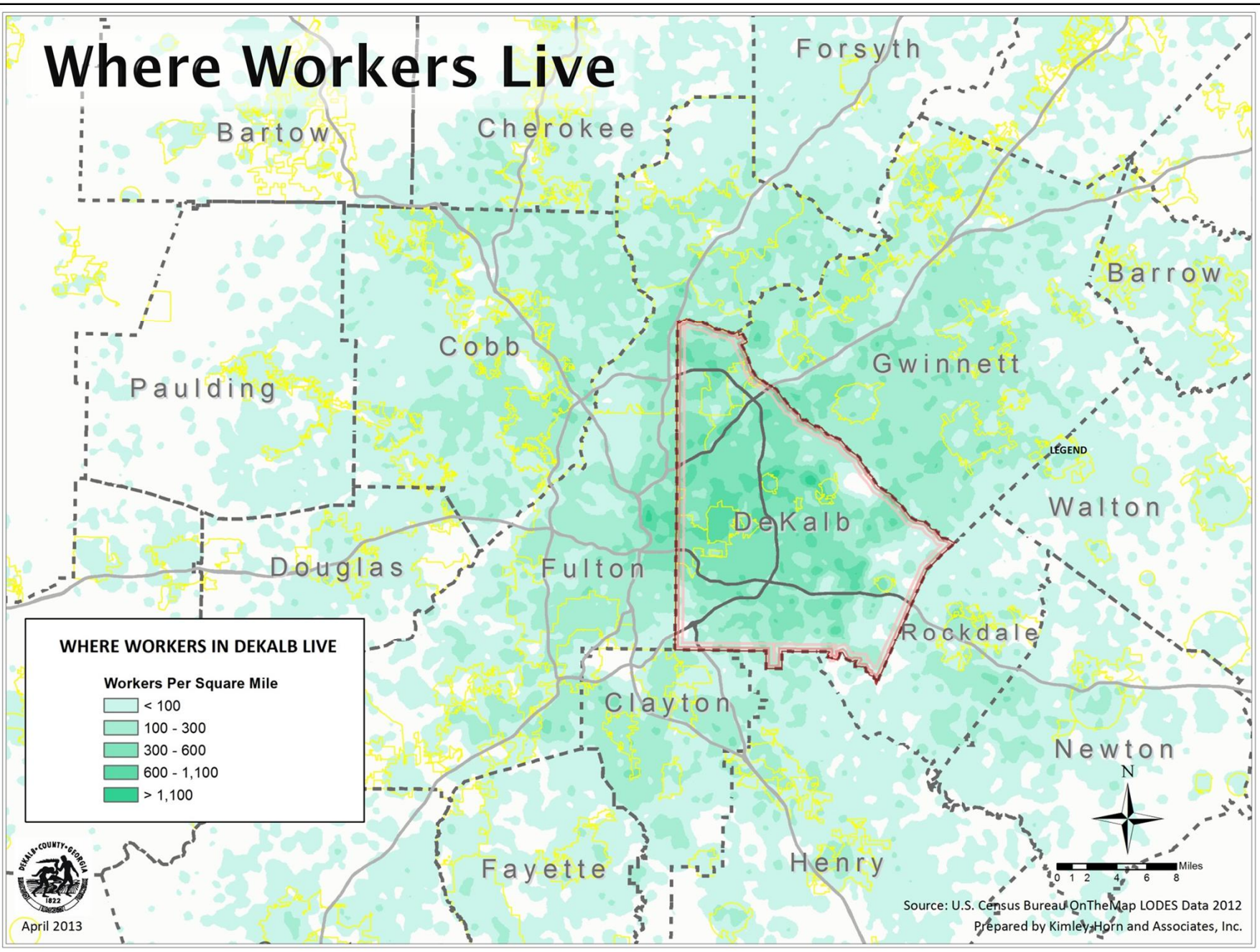
Looking at overall percentages, Hispanic and Asian populations have grown substantially between 2000 and 2013, while African-American groups have stayed about the same and Caucasian groups have gotten smaller.

Poverty Rates - 2010



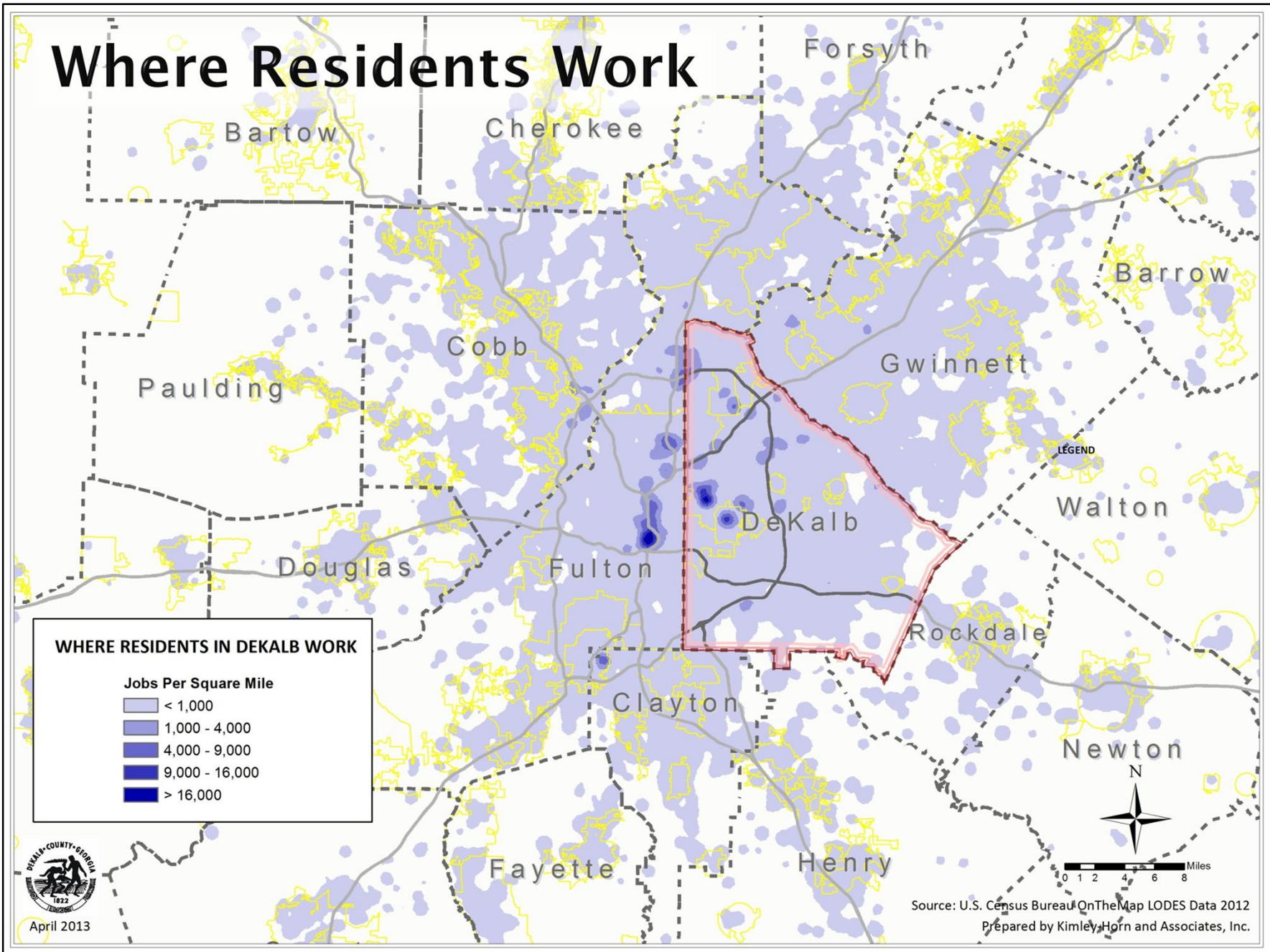
In 1990, most of the population below poverty was located within I-285; however, the recent recession negatively impacted many individuals all across DeKalb County. Many of these individuals may not have access to a personal automobile and may rely more heavily on biking, walking, and public transit.

Where Workers Live



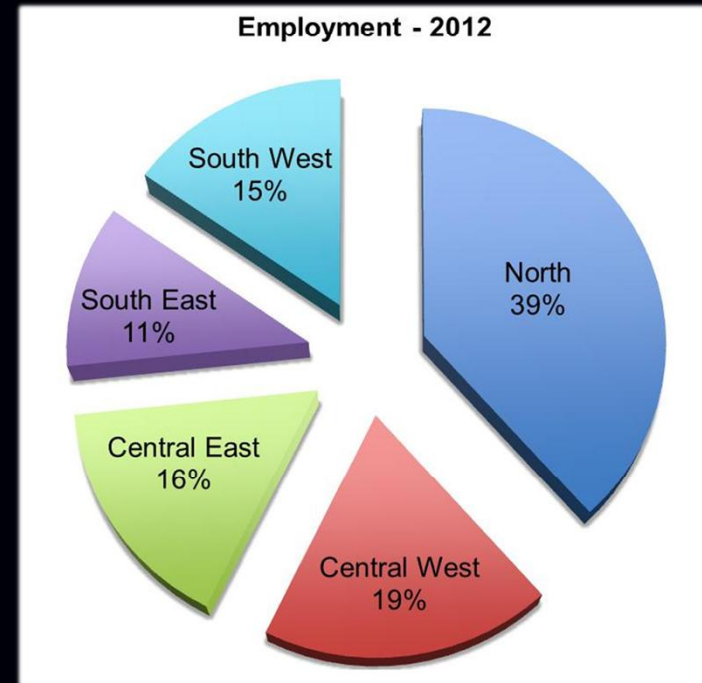
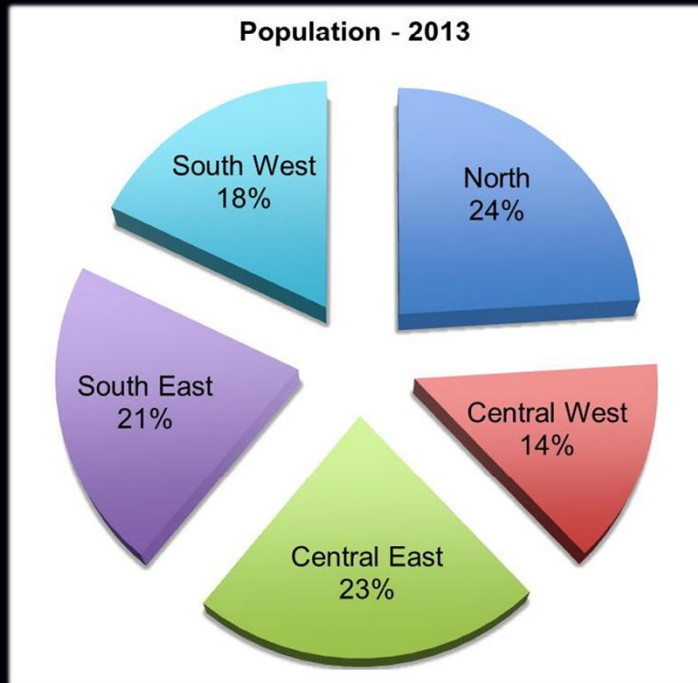
This map shows where people who work in DeKalb County live. People come from across metro Atlanta to work in DeKalb, but as can be noted by the dark green color, many people who work in DeKalb also live in DeKalb! This results in shorter commutes and more possible transportation options.

Where Residents Work



This map 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.

Population and Employment Distribution in DeKalb



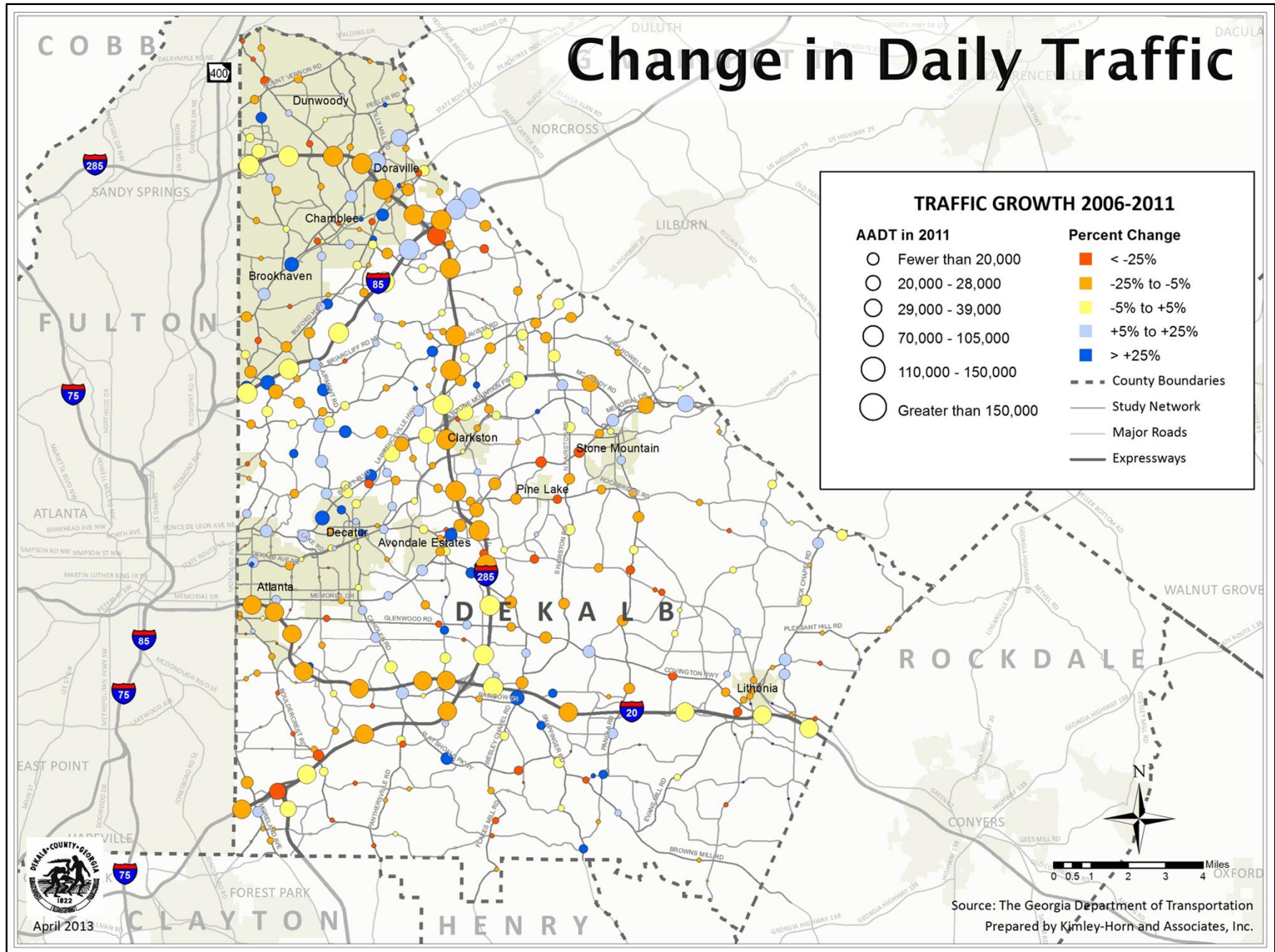
When we subdivide DeKalb County into five major areas, we see that population is relatively well-distributed between the subareas. When we break employment into those same areas, however, we see that much of the employment in the county is located in the North and Central West subareas.



Breakout #1: Roadway

What are the roadway needs that you see in the County?

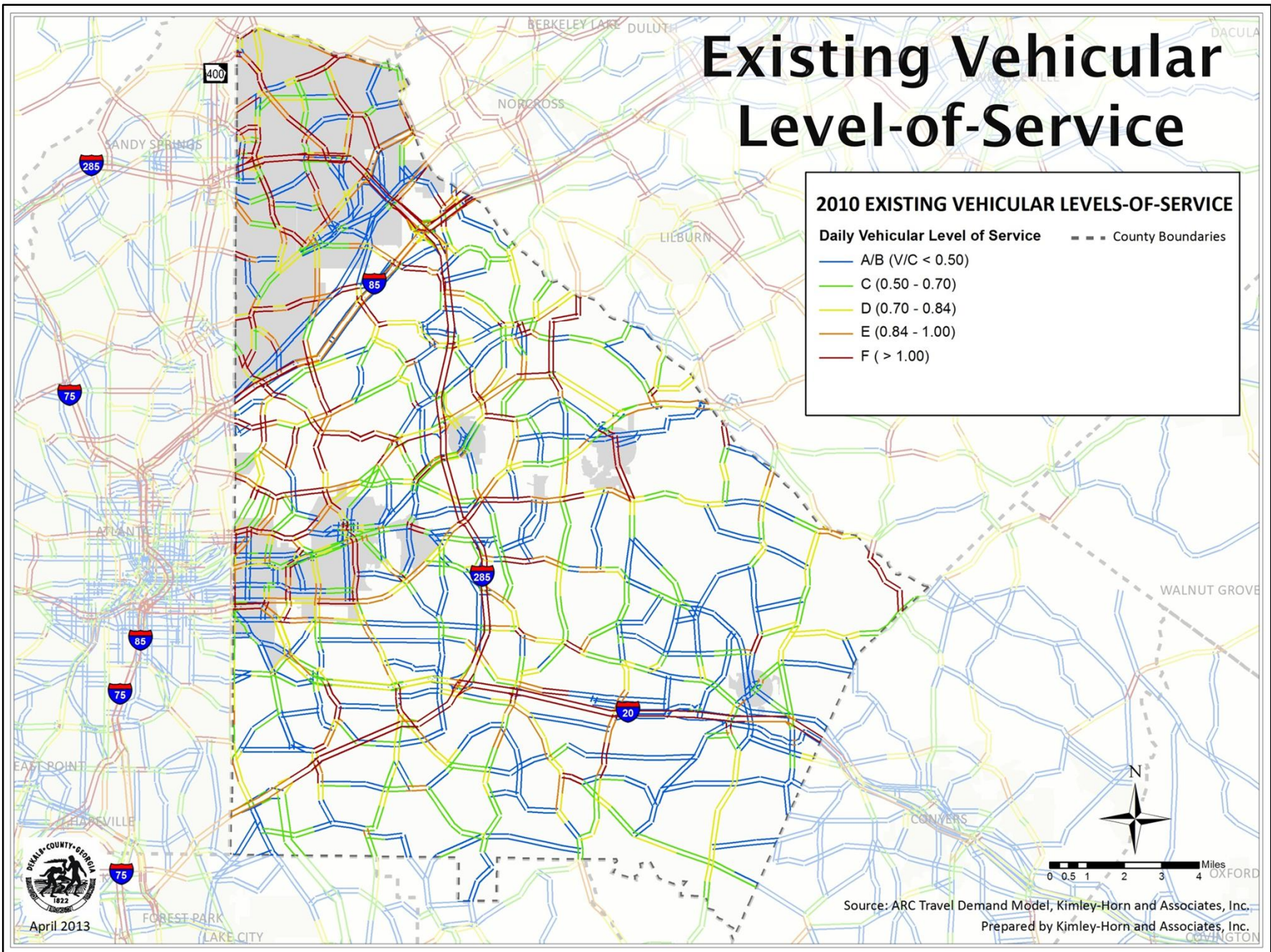
Change in Daily Traffic



This map shows the overall daily traffic as well as the change in traffic between 2006 and 2011.

- The size of the circle shows the overall volume of the road (interstates have larger circles than the arterials or other roads in the County)
- The color of the circle shows if the traffic is increasing or decreasing (red and orange show a decrease in traffic while blue shows an increase)

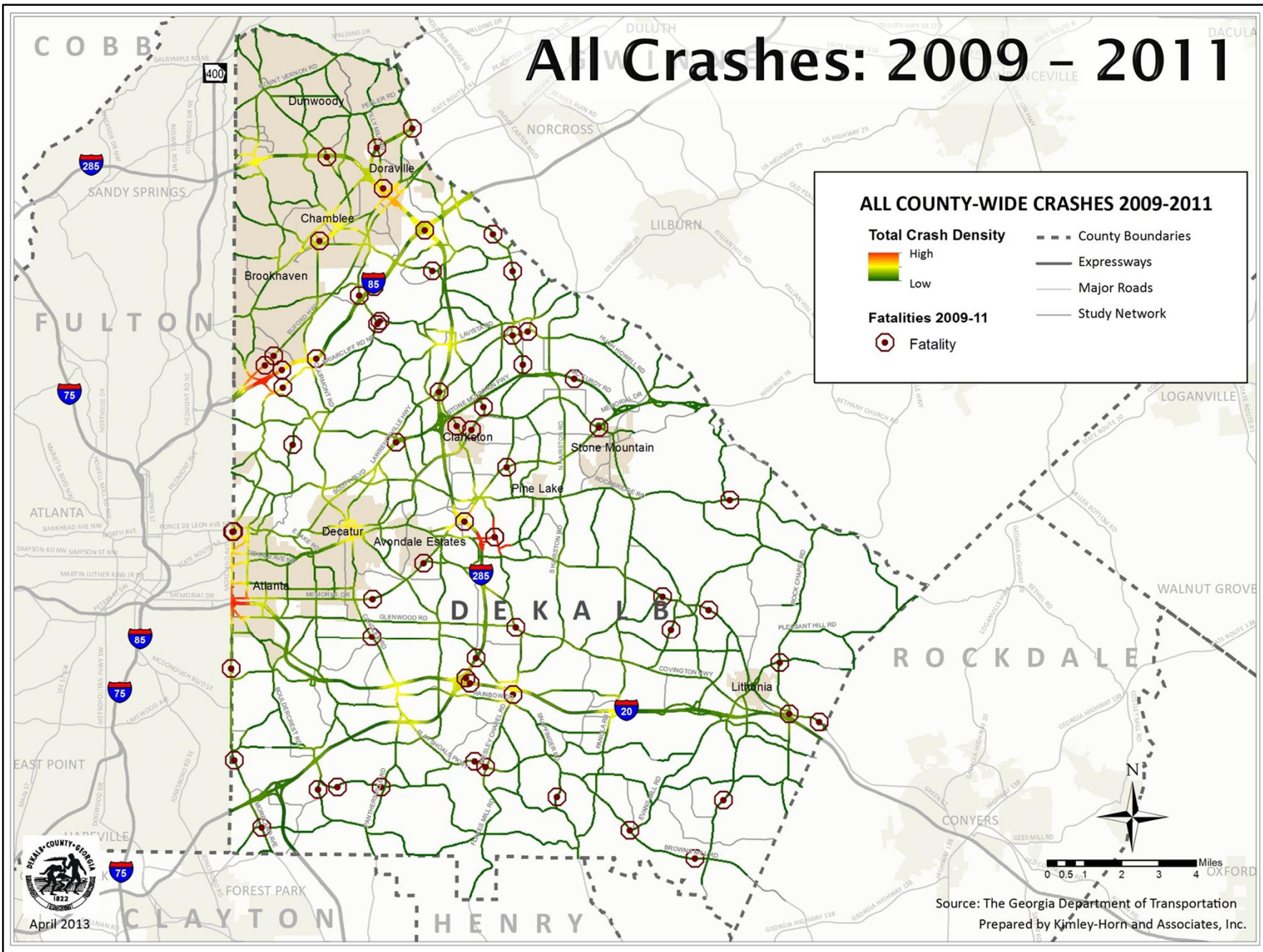
Existing Vehicular Level-of-Service



The Atlanta Regional Commission uses the travel demand model to test new roadway and transit projects in the region. This map shows the Level of Service in 2010.

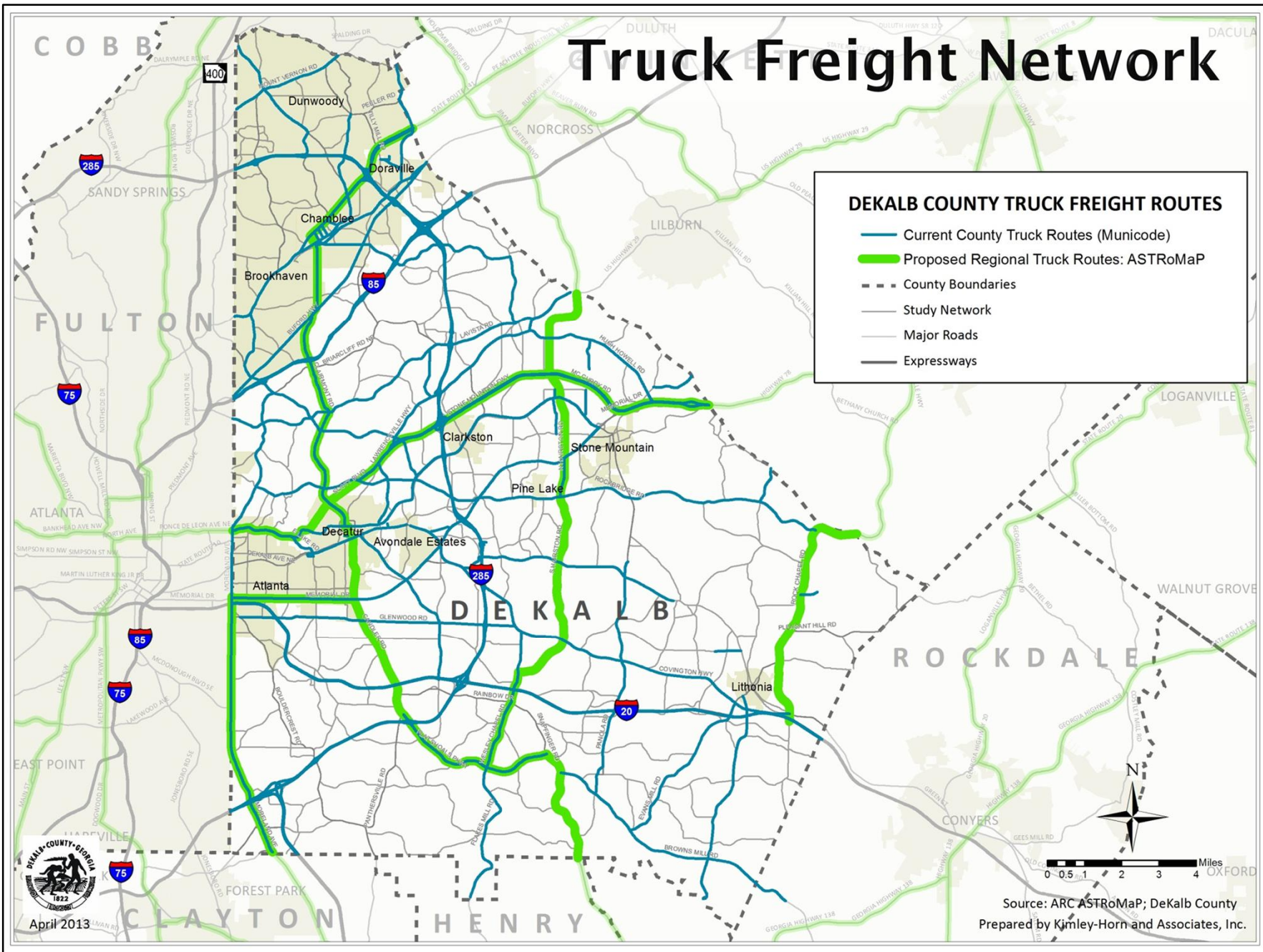
- Level of Service A/B (blue) indicates that a road is performing well throughout the day.
- Level of Service F (red) shows that a road has a great deal of congestion and is performing poorly throughout the day.

All Crashes: 2009 - 2011



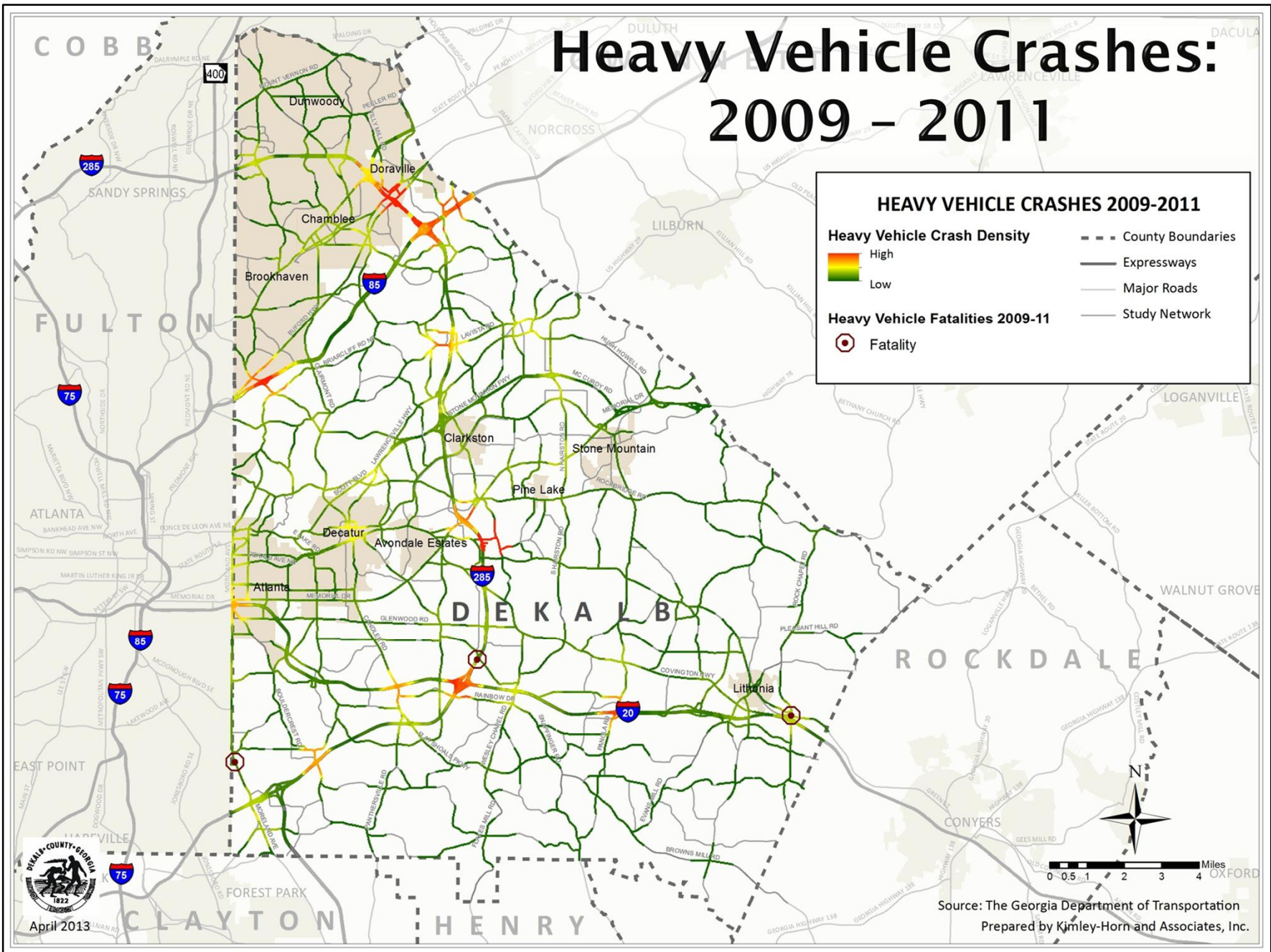
This map shows where the highest density of crashes are occurring on the study network. Roads that are red or orange indicate a high number of crashes in the area between 2009 and 2011. The red circles with center dots show where fatalities have occurred on the network.

Truck Freight Network



Truck freight is important to understand as well. The blue routes show the current truck routes within DeKalb County, while the green routes show proposed regional routes as determined by the Atlanta Regional Commission.

Heavy Vehicle Crashes: 2009 - 2011



The Heavy Vehicle crashes are a subset of the overall crashes between 2009 and 2011. Some of the highest incident locations include interchanges between I-285 and I-20, I-285 and I-85, and I-285 and Buford Highway.



Breakout #2: Transit

What are the transit needs that you see in the County?



GROWING TRANSIT

MARTA EXPANSION PLANS:

MARTA is studying the potential introduction of high capacity transit into two corridors in DeKalb County:

- **I-20 East Corridor – Heavy Rail and Bus Rapid Transit**
- **Clifton Corridor – Light Rail**

TIMELINE:



Total Timeframe: 10–14 years if funding is identified

Please download the “Growing Transit” factsheet from the website. It provides an overview of the two primary expansion projects that MARTA is studying: I-20 East and the Clifton Corridor.



MARTA PLANNED TRANSIT EXPANSION PROJECTS

- Existing MARTA Stations
- Planned I-20 East Stations
- Planned Clifton Stations
- Existing MARTA Heavy Rail
- Planned I-20 East Heavy Rail (Green Line Extension)
- Planned Clifton Light Rail
- Planned I-20 Bus Rapid Transit
- Expressways
- Major Roads Around DeKalb
- County Boundaries

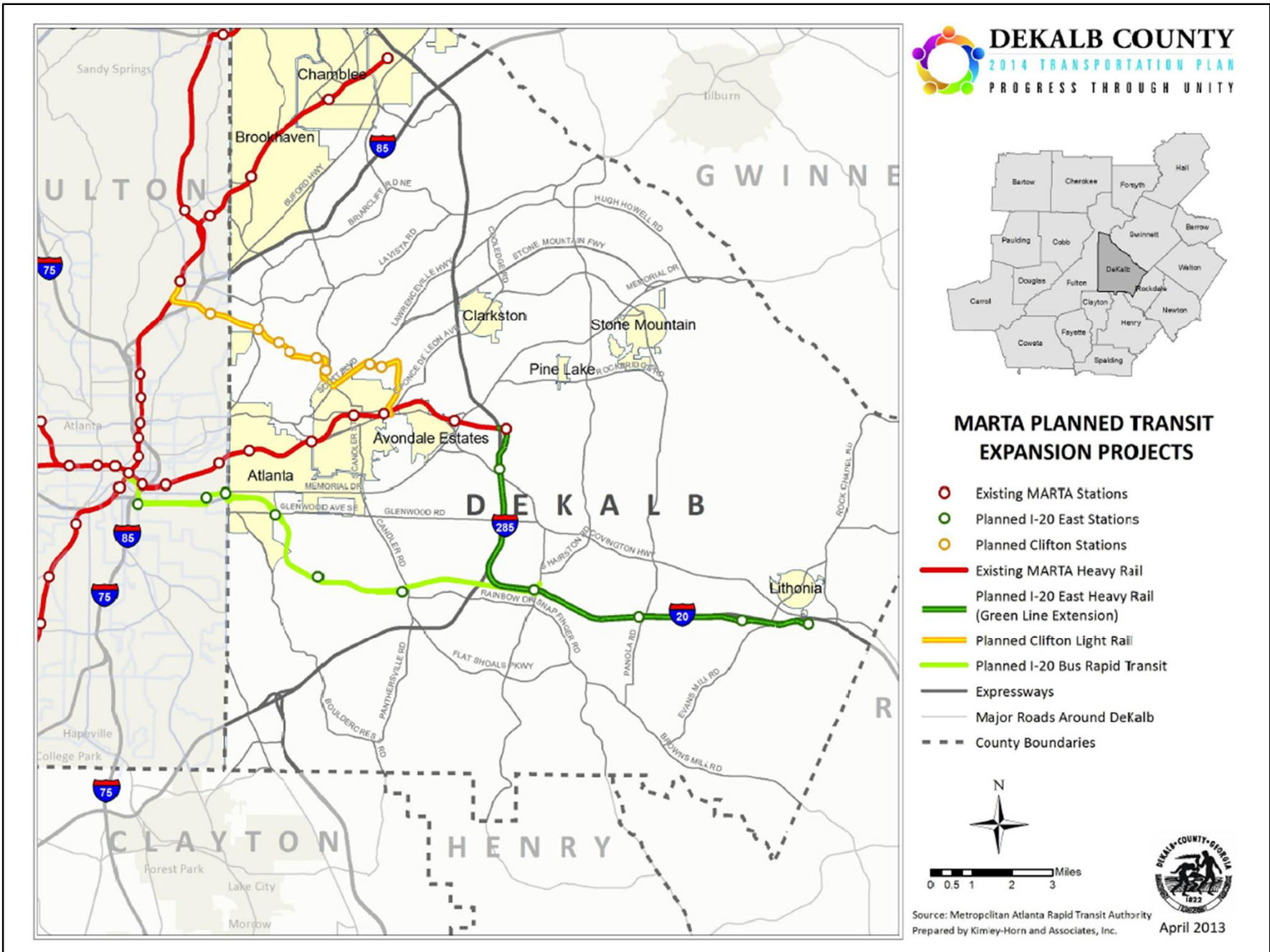


0 0.5 1 2 3 Miles



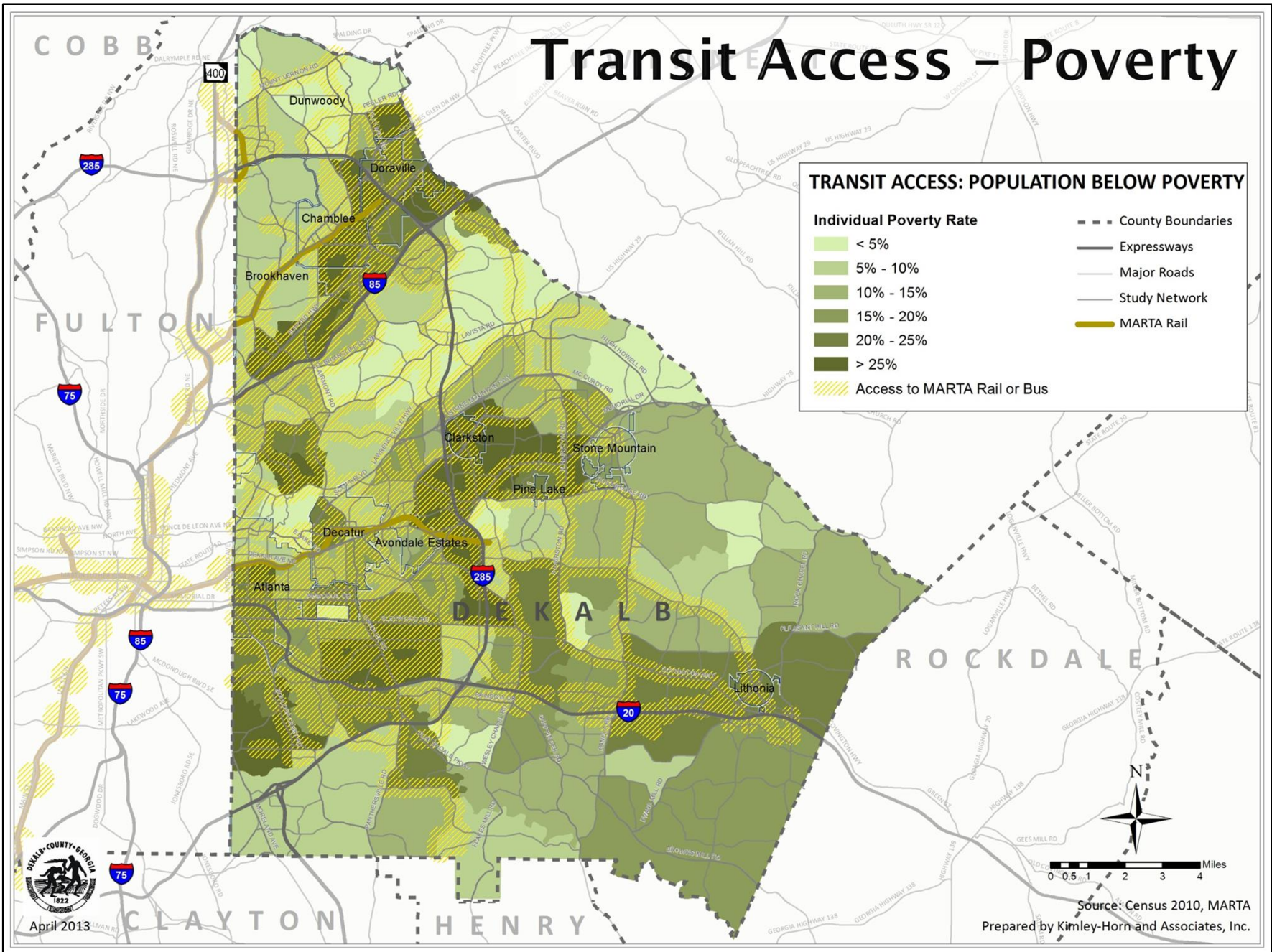
Source: Metropolitan Atlanta Rapid Transit Authority
 Prepared by Kimley-Horn and Associates, Inc.

April 2013



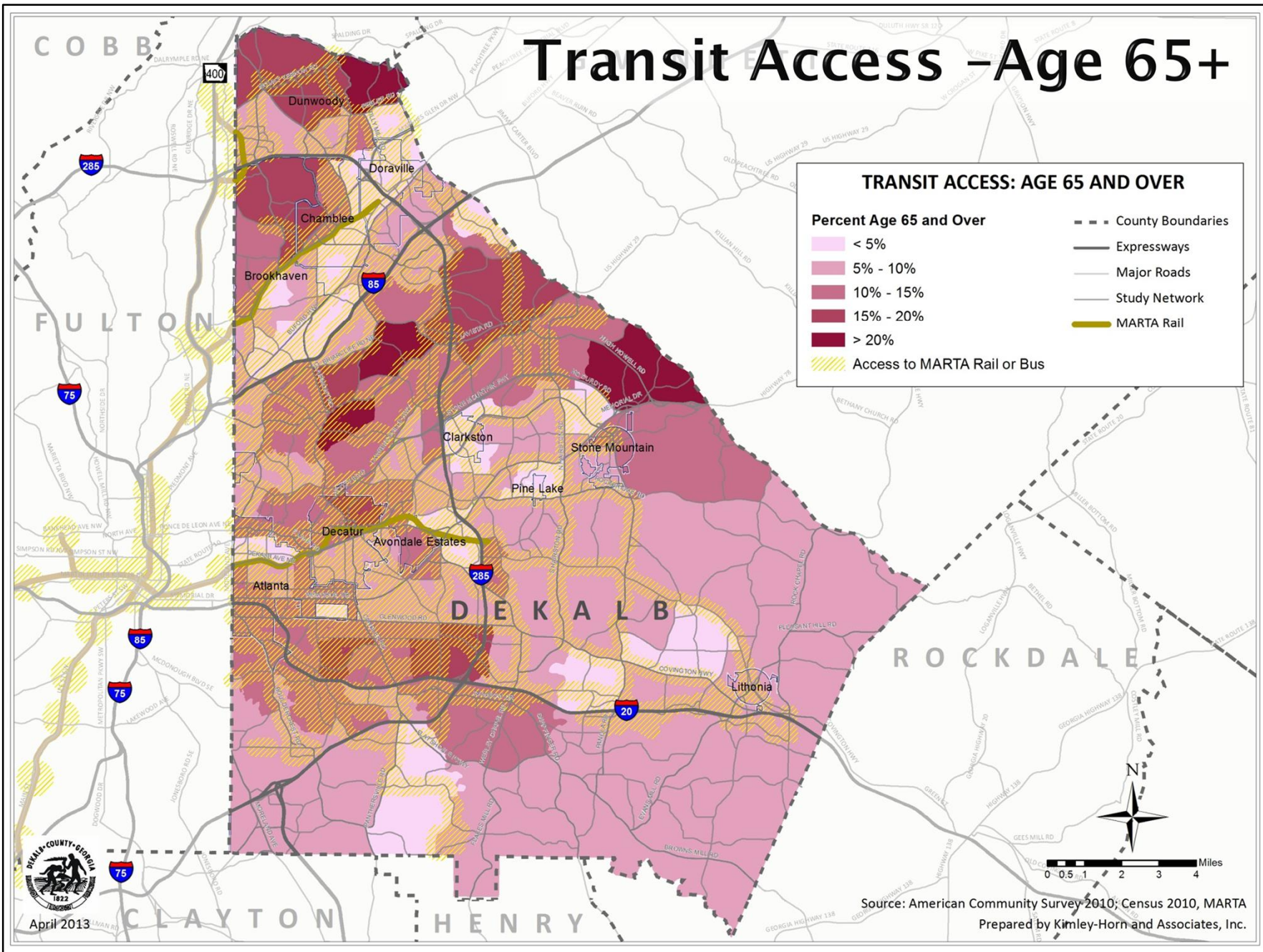
It's important to think about both projects, I-20 East and the Clifton Corridor, as part of a larger system of transit. The combination of the two projects together with the existing MARTA rail system, improves overall transit access throughout DeKalb County. Both projects are in the environmental process and can be completed in phases.

Transit Access - Poverty



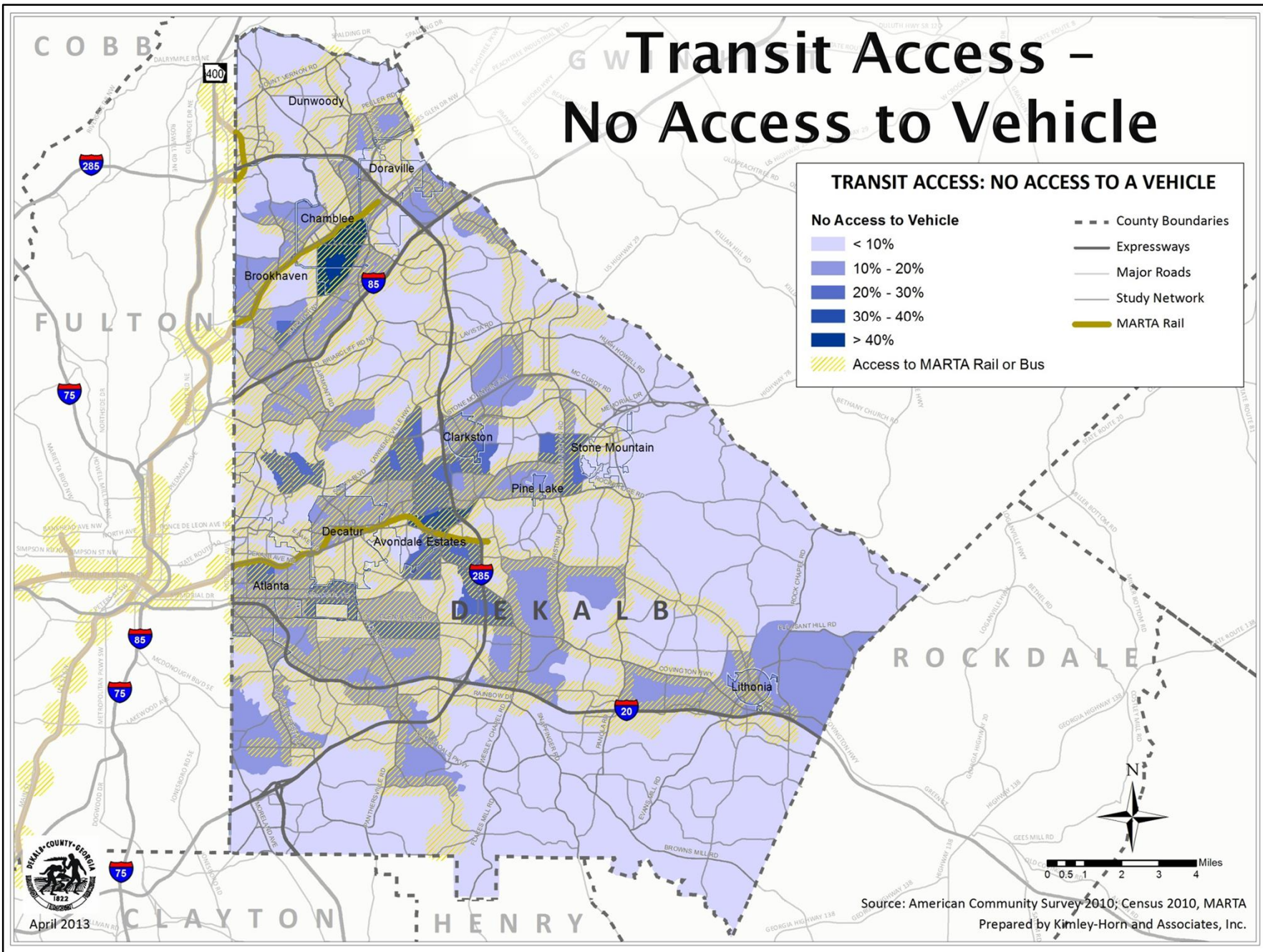
It is important to understand that certain individuals rely more heavily on transit than others. Those in poverty often require public transportation to get to work and shopping destinations. The darkest green areas show where the highest percentages of those at or below poverty live. The yellow hatch overlaid on the green show reasonable walking distances to transit (½ mile buffers around rail stations and ¼ mile buffers around bus stops). Approximately 40% of those living in poverty do not have good access to transit.

Transit Access - Age 65+



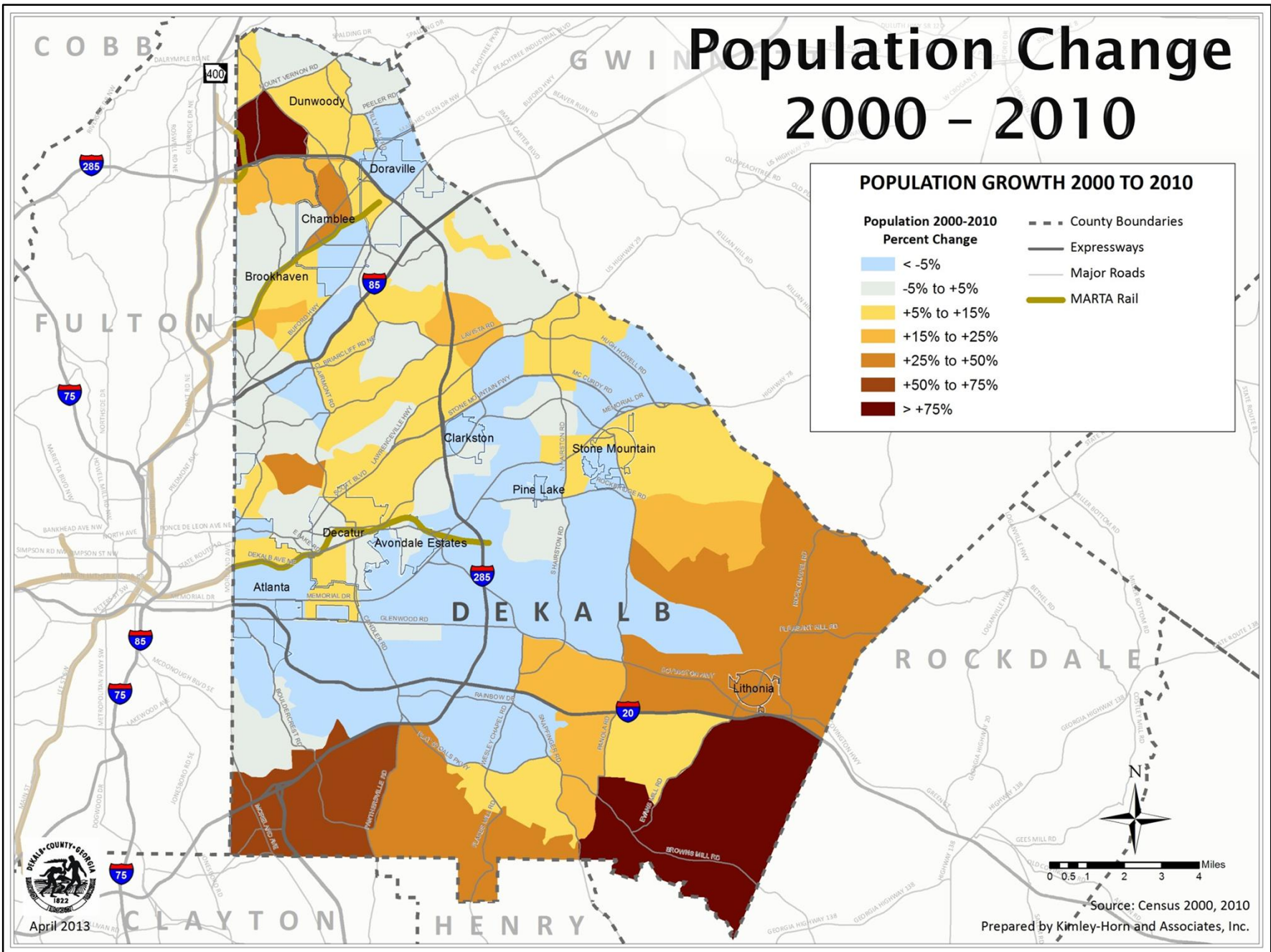
Older adults may also require the use of public transit. Once again, the darkest areas of pink show where the greatest percent of individuals over age 65 live. Approximately 45% of those over age 65 do not have good access to transit currently.

Transit Access – No Access to Vehicle



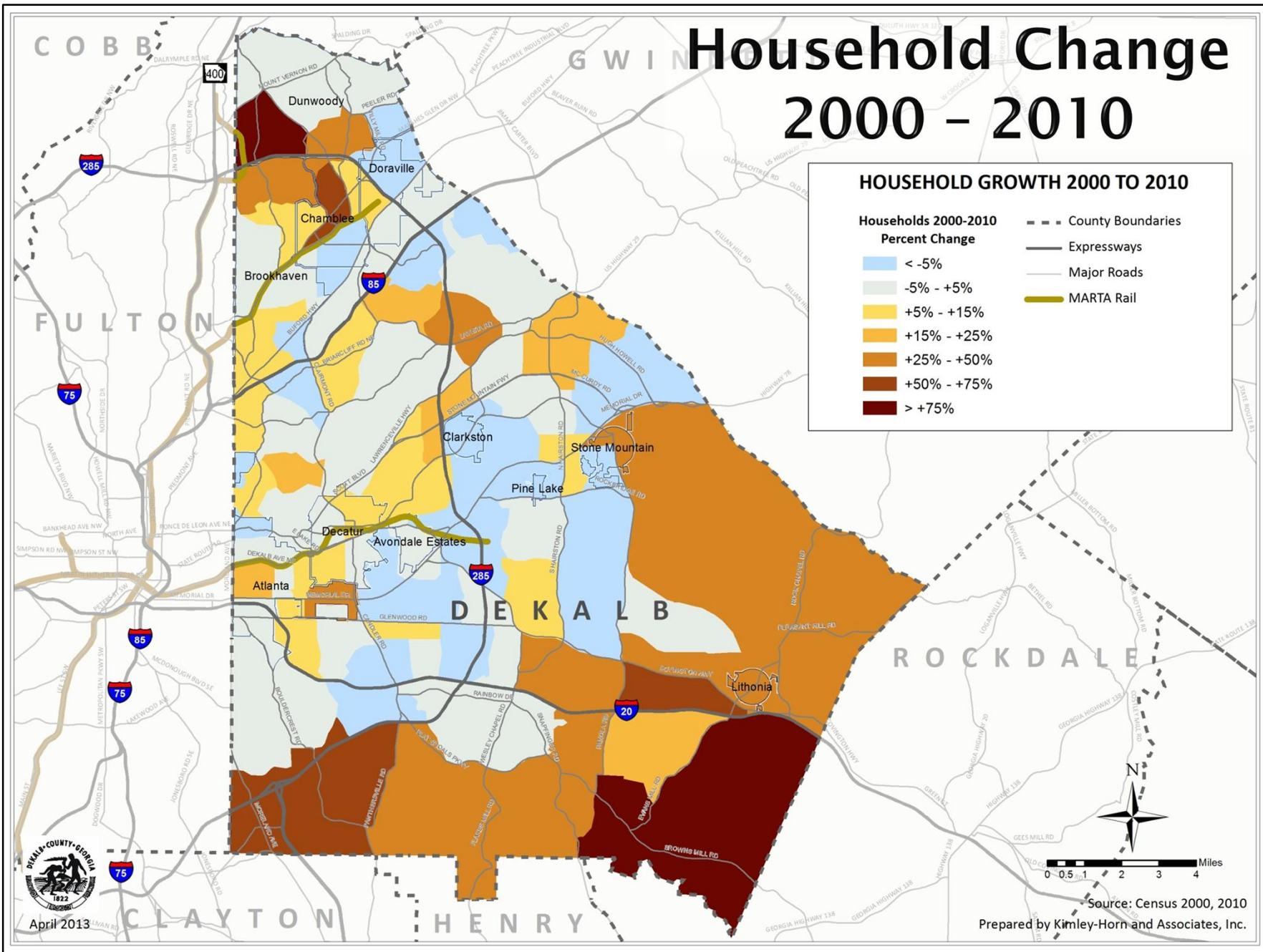
Finally, those who do not have a car depend heavily on public transportation to get around. Approximately 30% of households without access to a vehicle do not have good access to transit.

Population Change 2000 - 2010

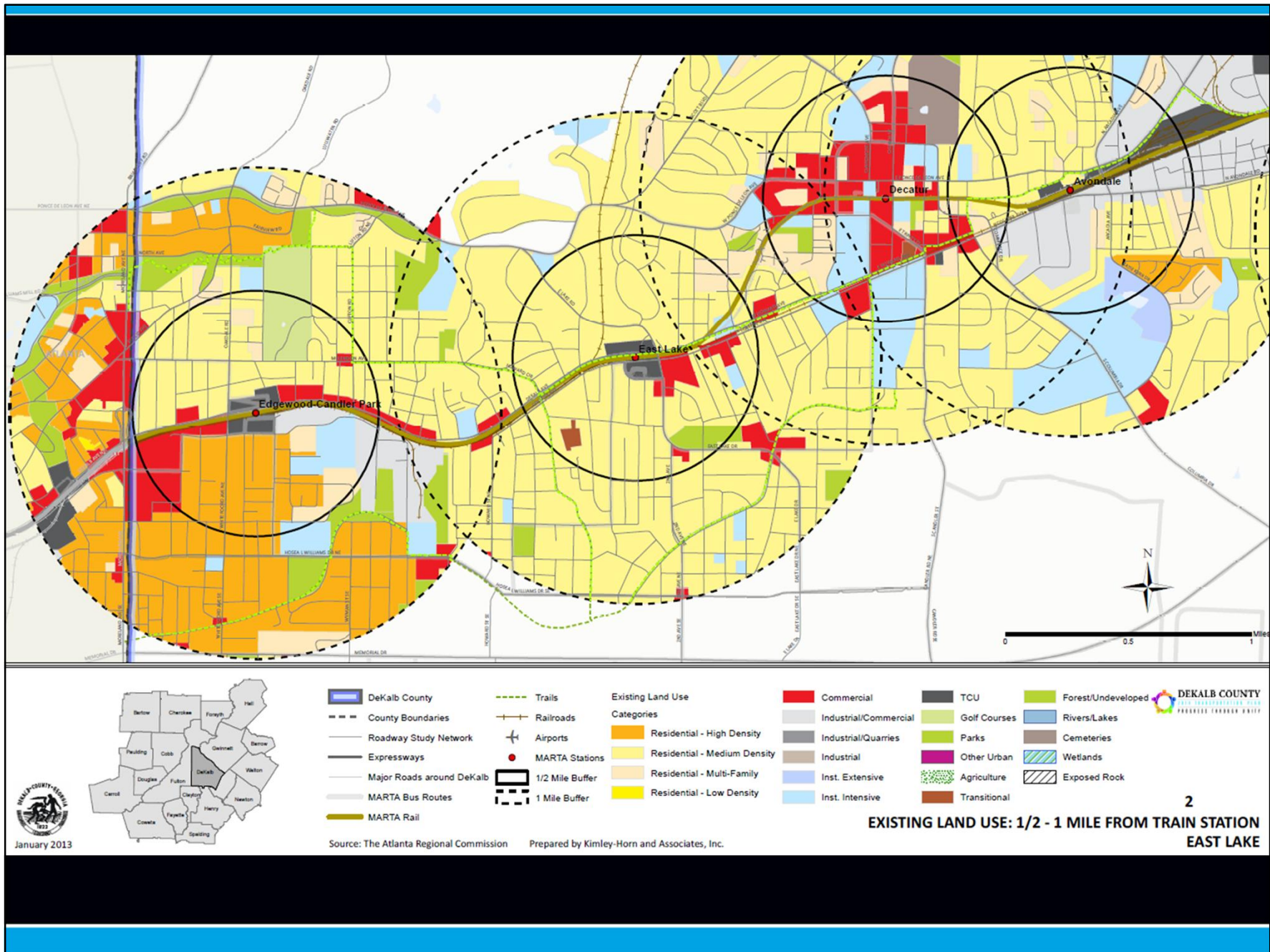


In addition to the population who require public transportation to move around the County and region, it is also important to provide more housing opportunities for those who would like to take transit. This map shows where population changes have occurred between 2000 and 2010. Many areas around the east MARTA line have decreased in population. Portions of south and east DeKalb have grown (these areas are also the least dense, so small changes in population can result in large percentage changes).

Household Change 2000 - 2010



Similar to the population change map, this map shows where household growth has occurred between 2000 and 2010. Many of the trends are similar to the population map; however, the household growth around the east MARTA line is more positive than the population growth. Smaller household sizes could explain household increases with decreasing population. Some of the areas around MARTA stations still show decreasing household percentages.



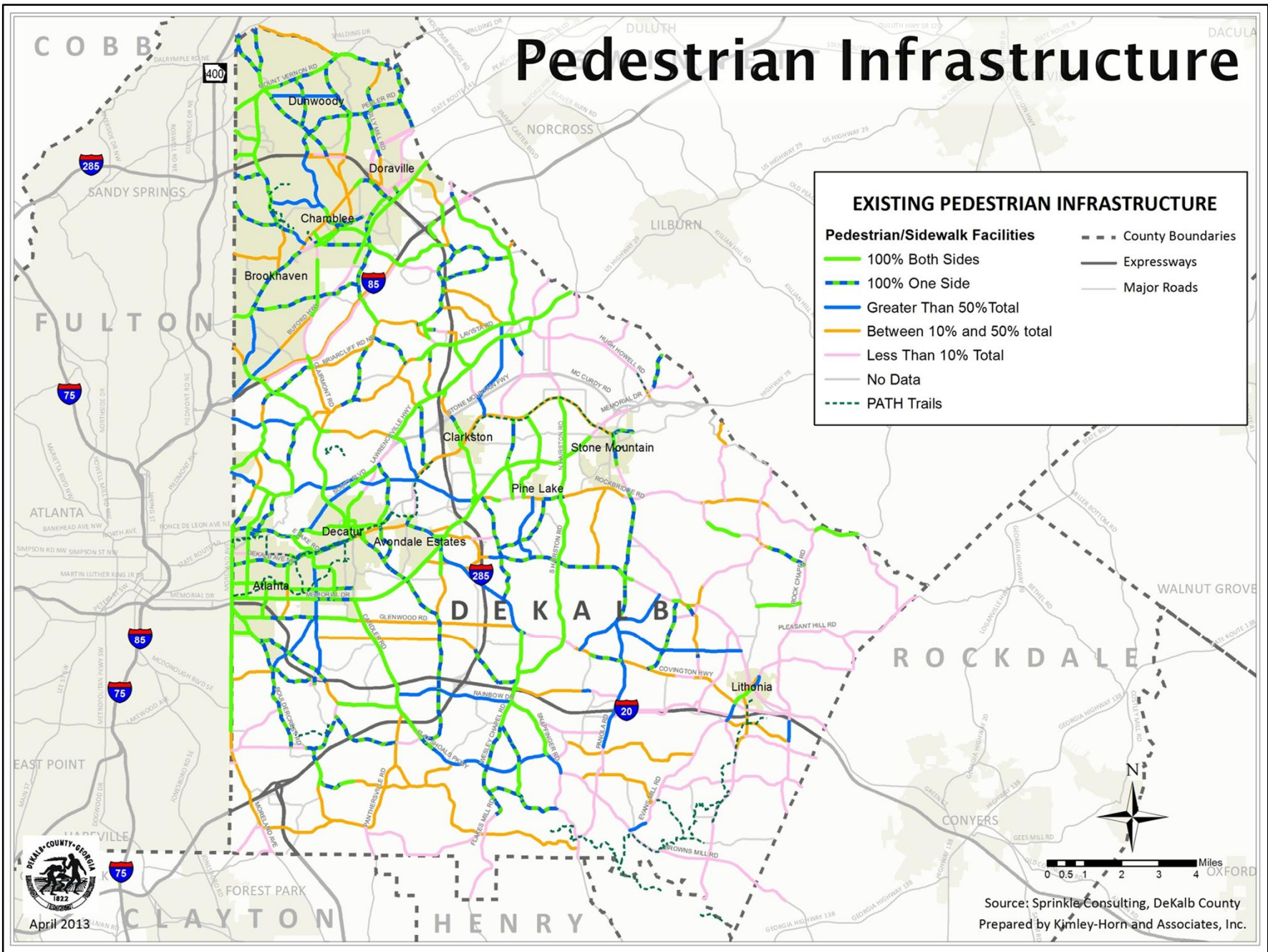
This map shows the existing land uses around some of the east MARTA line stations with 1/2 and 1-mile buffers. Some of the stations like East Lake have predominantly low to medium density residential development, while other stations like Decatur have a mix of uses including residential, commercial, and institutional. Providing more housing options and a mix of other uses around existing transit stations is a great way to increase transit ridership without expanding the system.



Breakout #3: Bicycle and Pedestrian

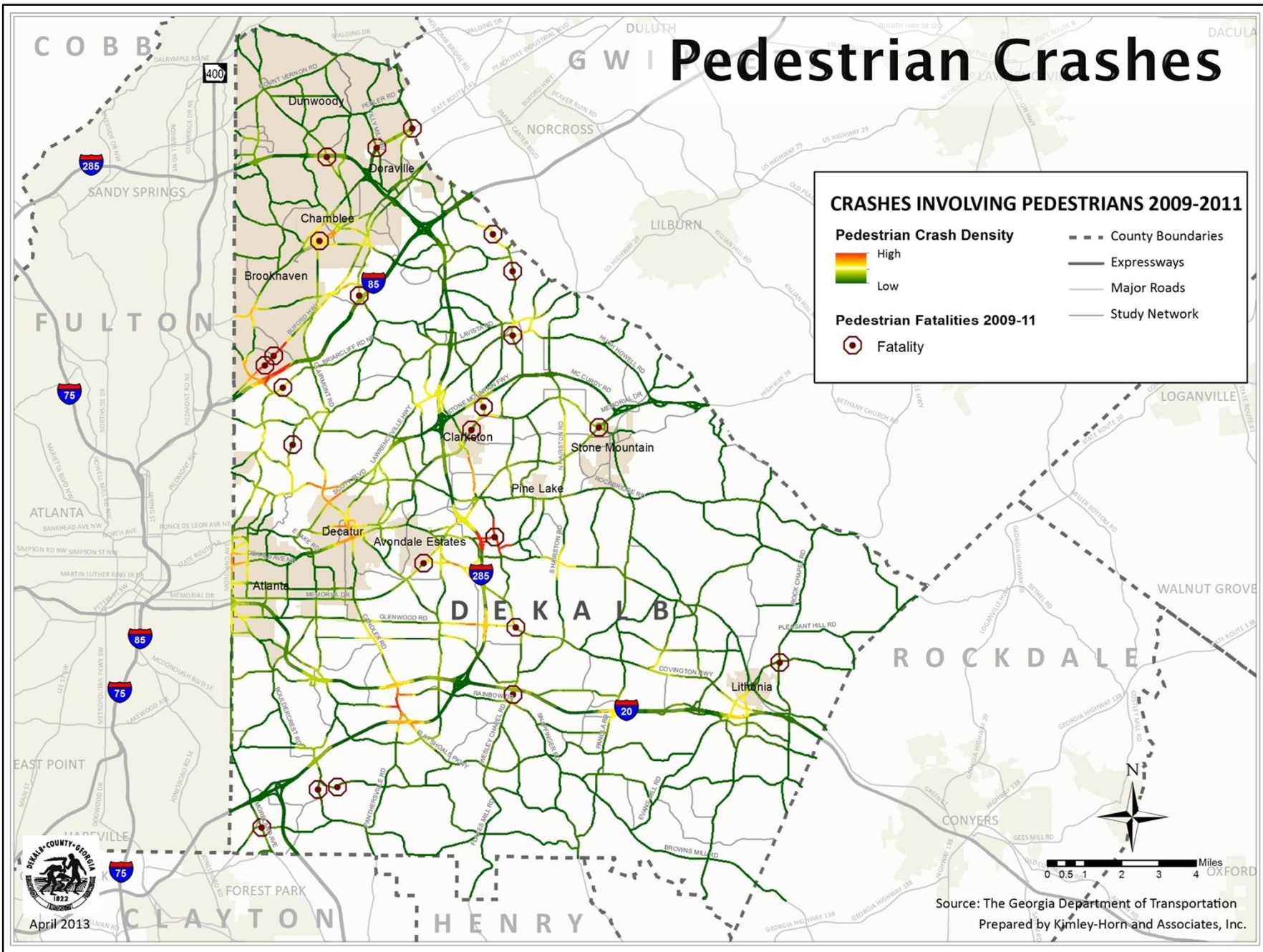
What are the pedestrian and bicycle needs that you see in the County?

Pedestrian Infrastructure



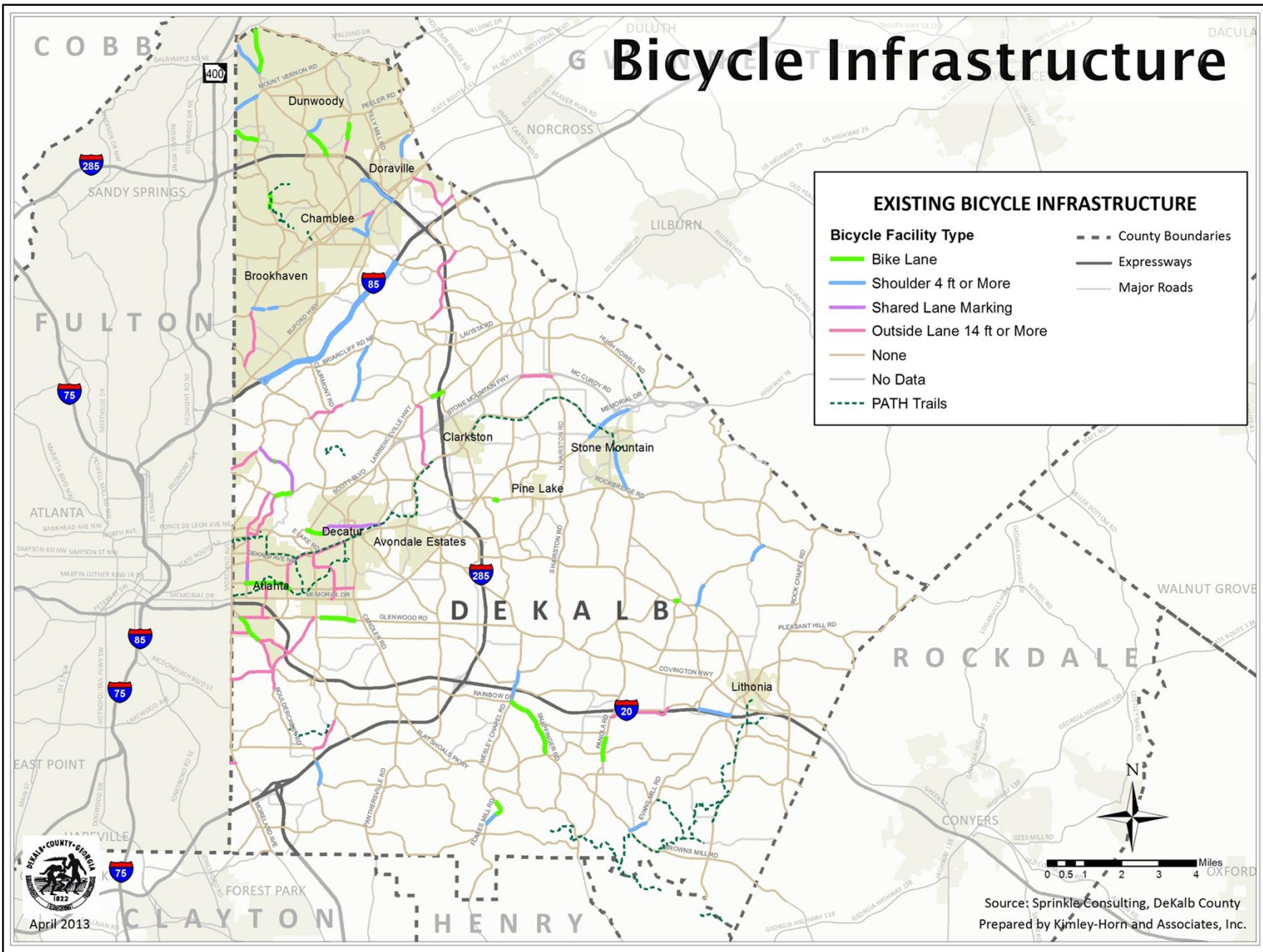
This map shows the pedestrian infrastructure on the study network. Green and blue colors show where the greatest amounts of sidewalks are located where as orange and pink show less than 50% sidewalk.

Pedestrian Crashes

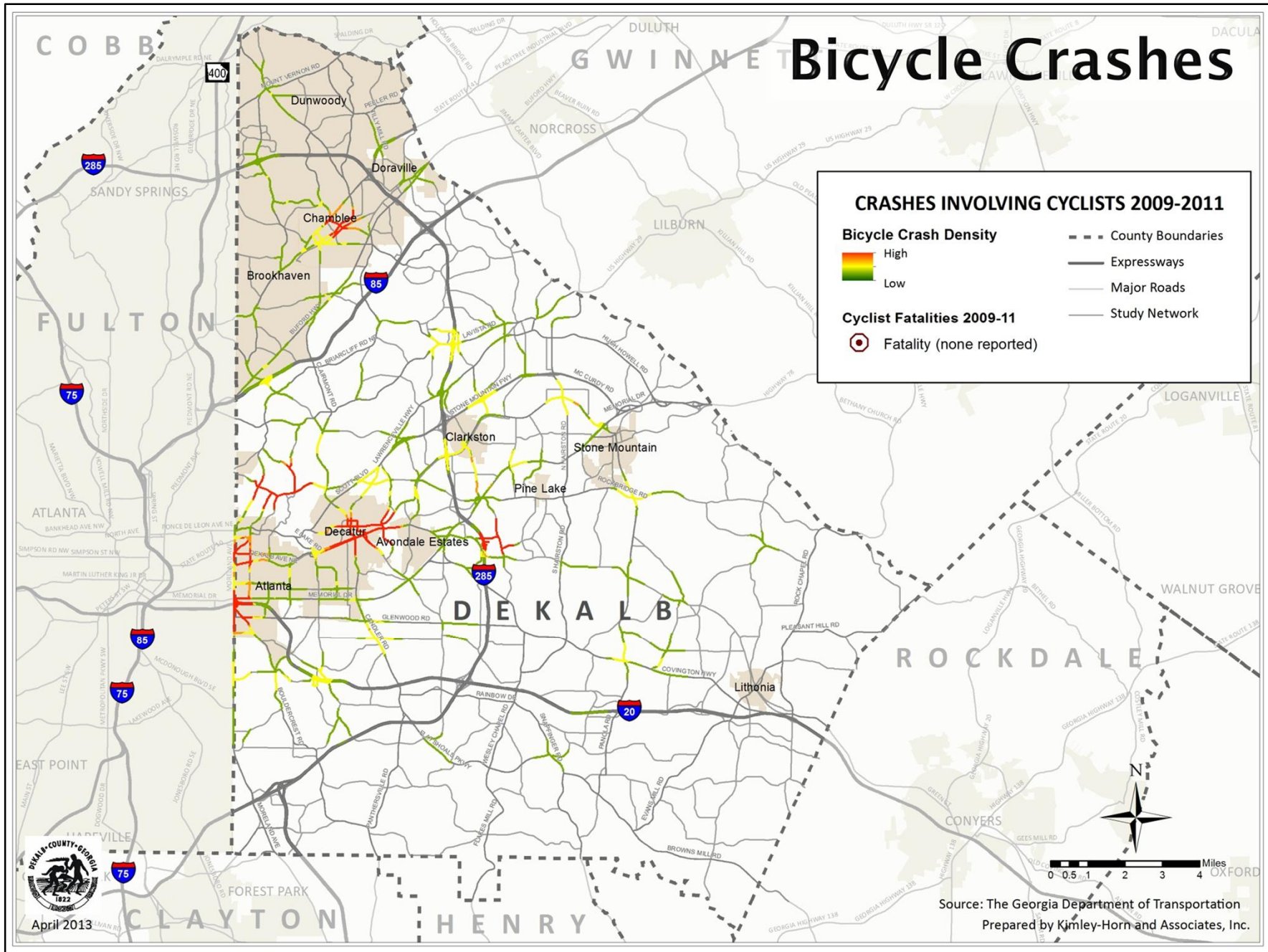


Similar to the other crash maps, the red and orange links show where the highest density of crashes involving a pedestrian are located, along with fatalities shown with a dark red circle.

Bicycle Infrastructure



This map shows the bike inventory – the tan color shows where no bicycle accommodations are included. The dark green dashed line shows where the PATH trails (off-road) are located.



Bicycle crashes show heaviest in areas like City of Atlanta, Decatur, Chamblee, and the Emory/Druid Hills area. No fatalities are documented between 2009 and 2011 (a fatality occurred on North Decatur Road in 2012, but that is newer than this dataset).

Next Steps



- ▣ Current Phase
 - Compile transportation needs from public meetings
- ▣ Summer 2013
 - Complete Existing Conditions / Needs Assessment document
 - Develop draft list of recommendations
- ▣ Fall 2013
 - Final round of public meetings for Recommendations
 - Prioritization of recommended projects
- ▣ Winter 2014
 - Final vetting and plan adoption

Stay involved in the process by checking our website: www.dekalbtransportationplan2014.com. We have another round of public meetings coming up in the Fall of 2013!

Interactive Map



<http://webdev.kimley-horn.com/DeKalbMap/>

Link to the interactive map