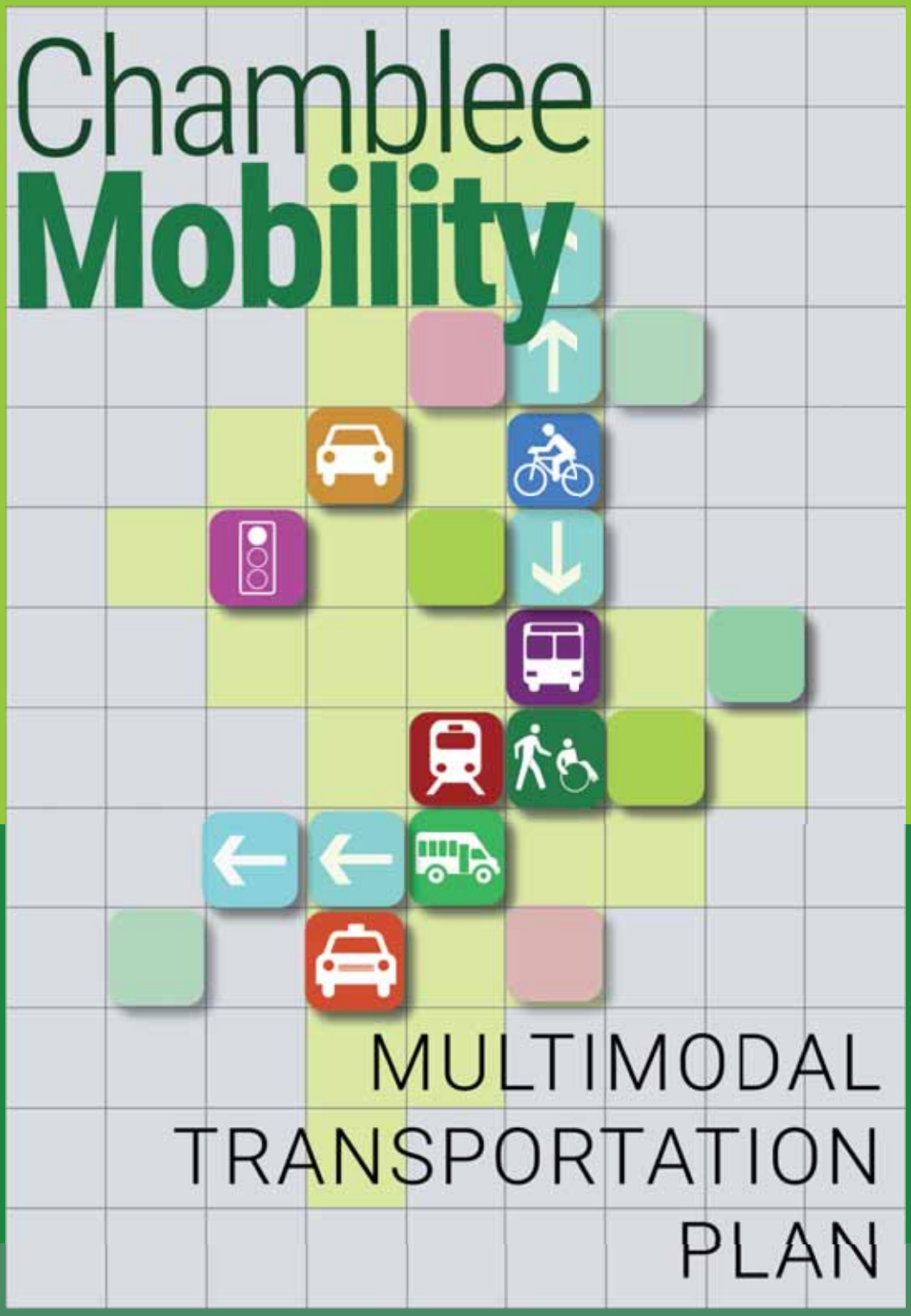
# Chamblee Mobility



## MULTIMODAL TRANSPORTATION PLAN

# PLAN REPORT

ADOPTED MAY 21, 2019

CITY OF CHAMBLEE

Stantec

# ACKNOWLEDGEMENTS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# EXECUTIVE SUMMARY

The Chamblee Mobility Plan is a comprehensive transportation plan for the City of Chamblee. It provides a data-driven, community-supported framework for how Chamblee should invest in its transportation system over the next 20 years.

## WHAT DOES THE PLAN INCLUDE?

The Mobility Plan's report document is based on four main components.

**A presentation of findings,** both in terms of current conditions and short- and long-term transportation needs. This combines data analysis with review of past plans and studies, and offers key takeaways for Chamblee's current needs and opportunities.

**A summary of outreach events** and activities that occurred throughout the planning process. These provided valuable feedback for the planning team and supplemented the data-focused findings with a real-world understanding of how the Chamblee community relies on the City's transportation system.

**Recommendations for capital projects, studies, and policies.** Most of the Plan's recommendations—and associated costs to the City—are in the form of capital projects that add new streets, bicycle and pedestrian paths, and make adjustments to the street network at key locations. However, the Plan also recommends policy changes to City ordinances and practices, and includes a series of follow-up studies to explore select transportation themes in greater detail.

**Implementation guidance** for funding eligibility and priority for the Plan. This provides an overview of how projects are prioritized and how they may be eligible for funding.

Chapter 1
### PLAN INTRODUCTION AND OVERVIEW
A basic introduction to the Plan and guide on how to use the document.

Chapters 2 and 3
### EXISTING CONDITIONS ANALYSIS/ ASSESSMENT OF NEEDS
Look here for summaries of Chamblee today and the data used in developing the plan's ideas.

Chapter 4
### ENGAGING THE CHAMBLEE COMMUNITY
Look here for a summary of public outreach efforts, public and stakeholder feedback, and how these shaped plan ideas and recommendations.

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### PLAN RECOMMENDATIONS
Look here for detailed descriptions of the plan's recommended projects, policies and supplemental studies.

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Look here for a summary of the prioritization process and recommended guidance on funding and City policy changes to help make the plan's recommendations happen.

*The Chamblee Mobility Plan's chapters are organized to follow the major components of the planning process: analysis, community outreach, recommendations, and implementation.*

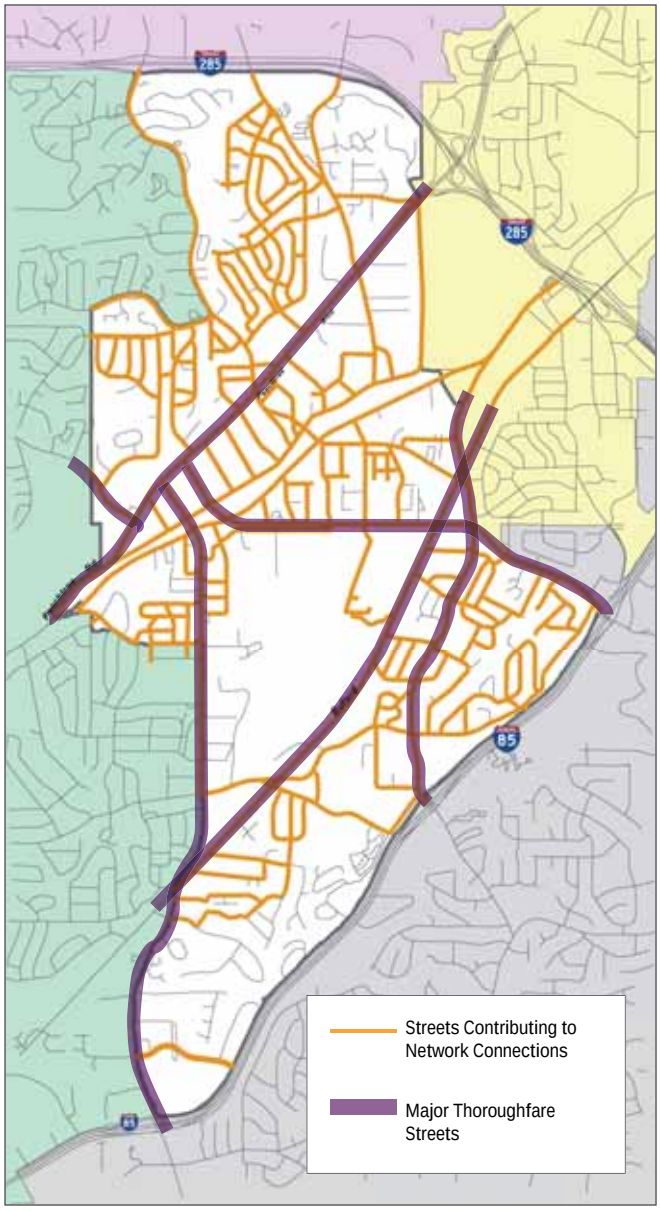
# WHAT IS THE STATE OF CHAMBLEE'S TRANSPORTATION SYSTEM?

With recent growth from annexations within the last ten years, Chamblee now extends from I-285 to I-85 and includes several transportation corridors of significance to the Atlanta region. It also includes rapid transit service with MARTA's Gold Line, with the Chamblee station in the center of the City.

At the local level, though, most of Chamblee's transportation network reflects the drivers of the City's past development—industrial employment or post-World War II suburban expansion. Many streets are built without sidewalks and the street network has limited connections except to major thoroughfares. These factors have led to a reliance on these streets for both local and regional travel.

Partly for these reasons, these thoroughfares—while critically important for mobility in Chamblee—have also become barriers separating large parts of the community. The mix of local and regional traffic, each tending to move at different speeds and traveling along these corridors with different destinations in mind, has also led to high concentrations of crashes at key locations on these streets.

Yet at the same time, Chamblee's investment in and focus on its downtown has brought hundreds of new residential units, new restaurant and retail space, and at the time of this Plan's creation, will soon bring new streetscape and trail projects connecting multiple destinations in central Chamblee. The neighborhoods and outlying commercial districts around downtown Chamblee would benefit from stronger connections to this revitalizing core district.




*Chamblee's limited street network means that large portions of the City cannot connect to one another without relying on major thoroughfares—which are already streets with high traffic volumes and speeds.*

# MAJOR FINDINGS OF THE PLAN

## DIVERSITY OF COMMUNITY, DIVERSITY OF TRAVEL NEEDS

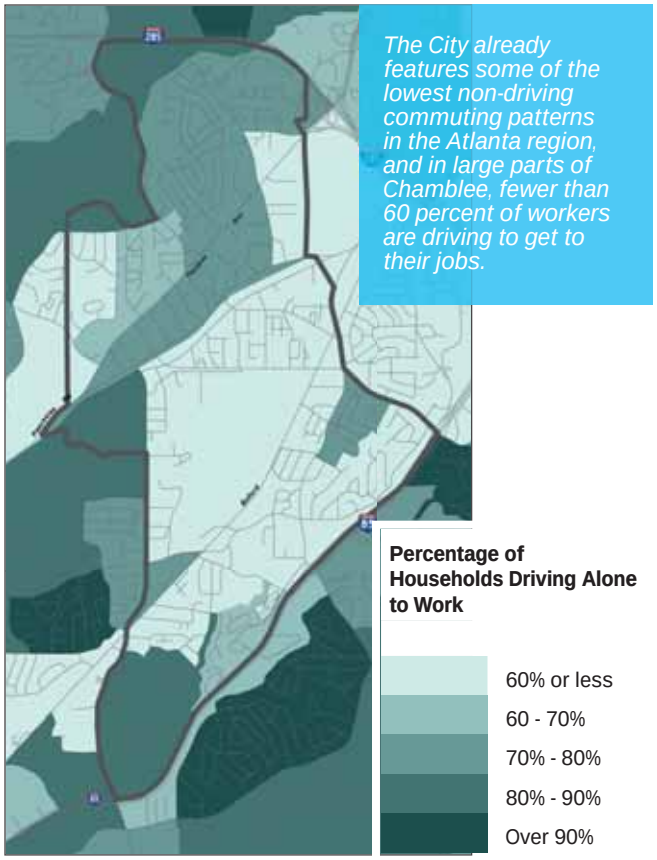
In terms of community demographics, Chamblee is more diverse than the Atlanta region as a whole, and it has significant concentrations of population who lack access to vehicles. The levels of household access to automobiles vary notably in Chamblee, from under 5 percent of households with no vehicle access in the north of the city to more than 30 percent along parts of the Buford Highway corridor. In addition, despite being a nominally suburban community, Chamblee is also relatively dense when compared to its neighboring communities. This also varies throughout the City, although some of the neighborhoods of multi-family communities south of Buford Highway and near the Chamblee MARTA station are among metropolitan Atlanta's most densely populated. The City also has a greater diversity of incomes and household wealth than the region as a whole, with a slightly lower median household income than the Census-designated Atlanta metropolitan area.

These factors point to both needs and opportunities for the City. These include strengthening travel options for those in need of alternatives to driving. However, they also include expanding the transportation network in a way that allows these alternatives, which are typically much less costly to households than automobile ownership, to be feasible and desirable ways to connect within the City and the region.

## A NEED TO EXPAND CHAMBLEE'S COMPLETE STREETS

Not only is the City's street network limited in its connectivity, major parts of it also lack basic elements of multimodal travel such as sidewalks and bicycle facilities. This is due largely to the periods in which much of it was constructed—during the mid- and later-20th century suburban expansion of DeKalb County. During this time, development was focused on automobile access, enabled by an expanding freeway and road network from Atlanta and other established centers, and sidewalks and travel means for bicycles were not treated as a priority.

Today, however, a renewed focus on community connectivity means that sidewalks and bicycle





infrastructure are critical parts of vibrant cities and towns. In addition, increased acknowledgement of the needs of all transportation users have emphasized a need to invest in these parts of public streets.

Today, only around one third of Chamblee's streets have sidewalks, and many of the sidewalks that exist meet minimal levels of comfort and safety. There is work to do to increase and expand this network so that walking and bicycling are equally attractive to driving as ways of moving around the City.

## MAJOR ROADS BRING SAFETY CHALLENGES

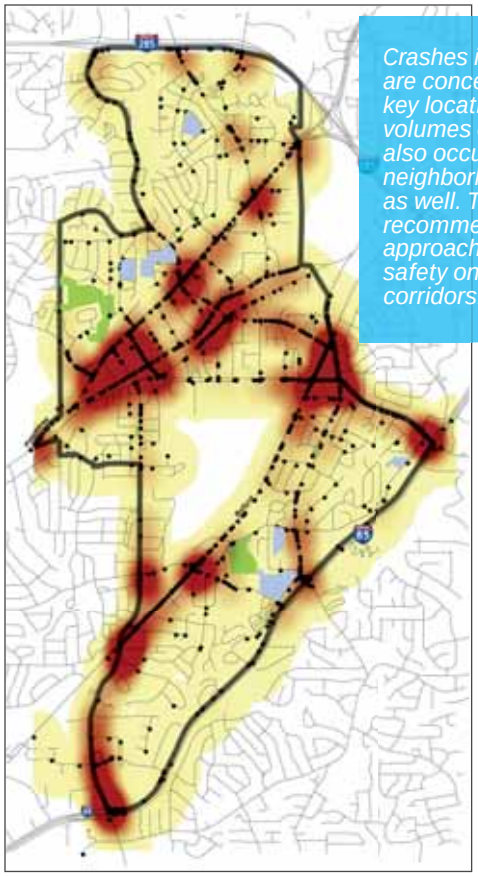
The City's major arterial corridors are critical links to the rest of the Atlanta region. As noted, they are barriers because of the speed of their traffic and their lack of bicycle and pedestrian infrastructure. They also have high concentrations of crashes, many of which are severe and involve bicyclists and pedestrians.

This is due in part to the speeds at which traffic operates on many of these corridors, but it is also due in part to the land uses that the corridors support—these are largely commercial thoroughfares with frequent spacing of driveways used to access commercial properties. This is another feature of Chamblee's street network that is typical of suburban communities, but the reality of today's population and its transportation needs suggests that these roads need designs that prioritize safety for all street users.

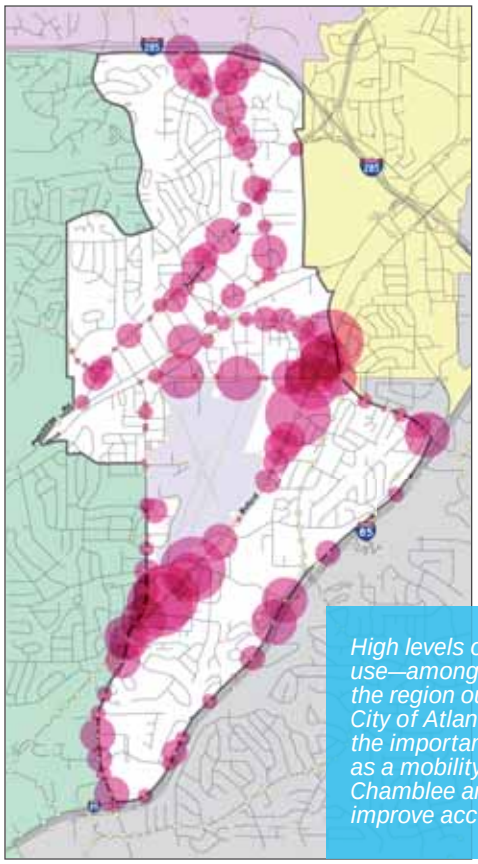
## TRANSIT IS A KEY ASSET

Chamblee is served by MARTA's Gold Line rail rapid transit service and its station is a major connecting point for bus routes in the northeastern Atlanta metropolitan region. The location of major redevelopment in the City next to the station has created one of the Atlanta region's most transit-accessible districts.

In addition, Chamblee has some of the highest non-rail transit ridership in the Atlanta region, especially outside of the urban core of the City of Atlanta. Route 39, which serves Buford Highway between the Lindbergh Center and Doraville rail stations, is MARTA's busiest bus route with over 6,000 riders on an average weekday.



*Crashes in Chamblee are concentrated at key locations with high volumes of traffic—but also occur on some neighborhood streets as well. The Plan recommends several approaches to improve safety on these corridors.*



*High levels of transit use—among the highest in the region outside of the City of Atlanta—point to the importance of transit as a mobility option in Chamblee and the need to improve access to it.*

# WHAT DID WE LEARN FROM THE CHAMBLEE COMMUNITY?

The Chamblee Mobility Plan combined a data-based analysis process with a multi-faceted community outreach effort that included an advisory committee made up of community leaders, an extensive series of stakeholder discussions, a public survey, a series of public workshops, and a portal for sharing comments directly with the Plan team.

## CHAMBLEE WANTS TO BE MULTIMODAL

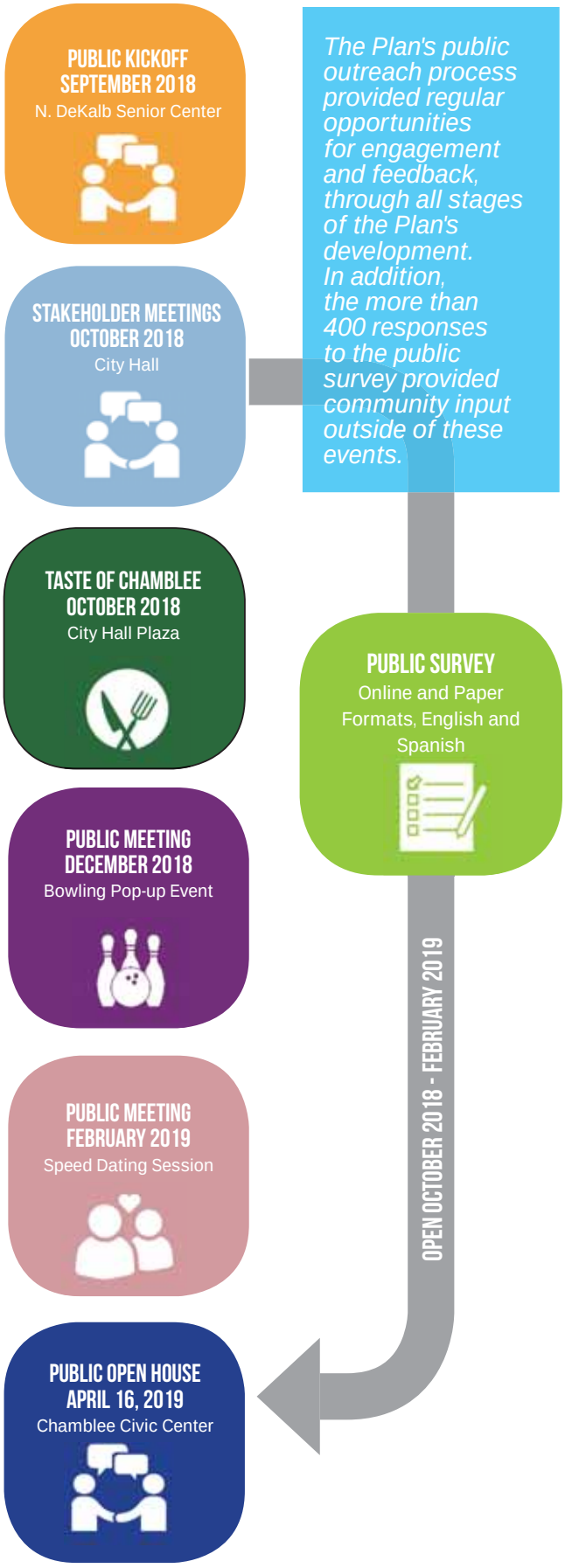
Every form of engagement and feedback with the Plan team emphasized a desire for better bicycle and pedestrian connectivity. Chamblee residents and businesses recognize the City's current assets and its efforts to expand these, and they would like for their neighborhoods and institutions to have better connections to them. Many community members also recognize transit as a key part of their desire to live in the City, and recognize that improved access to transit can greatly increase their choices in travel, both within the City and throughout the region.

## THOROUGHFARE CHALLENGES ALSO AFFECT NEIGHBORHOOD STREETS

Although data shows that crashes and other problems related to traffic circulation are greatest on major streets, they are not completely absent in neighborhoods. This ties back to underlying factors that lead to heavy reliance on these corridors—especially the limited connections through neighborhoods—coupled with larger congestion patterns in the Atlanta region. As a result, the streets in Chamblee's neighborhoods that do offer connections have become attractive routes for cut-through traffic. When combined with a lack of sidewalks and unsafe designs at intersections, this presents a major safety risk in neighborhoods.

## CONNECTED IN THE REGION

While stakeholders and community participants broadly agreed that Chamblee is well positioned in the Atlanta region because of its connections to other communities, those communities themselves affirmed their efforts to make similar investments in their transportation systems. Brookhaven and Dunwoody in particular are



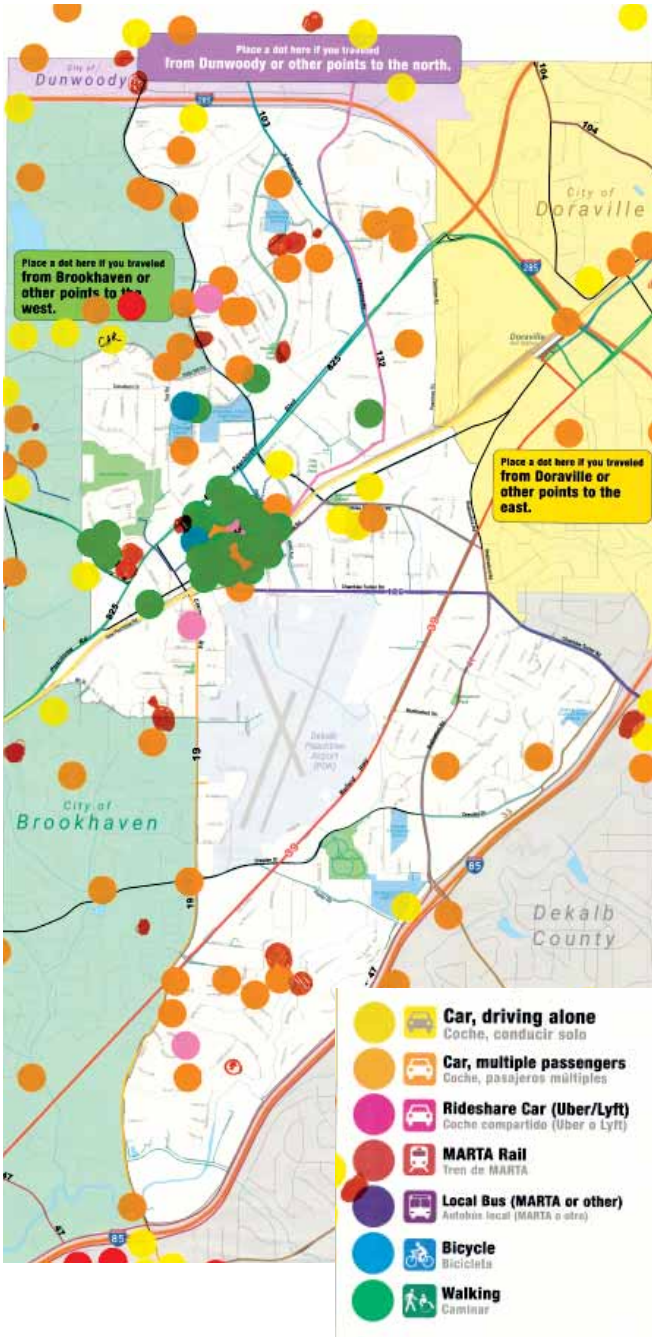
working to expand bicycle and pedestrian networks, and potential expansions of the region's transit system, such as along the Top End of I-285, suggest a need to improve neighborhood walkability and connectivity should more transit options become available in the future.

## TRAFFIC—AND TRAFFIC GROWTH—CANNOT BE DISCOUNTED

Bicycle and pedestrian connection opportunities were a main theme of public discussion and feedback, although vehicle circulation remains an important factor. Many stakeholders and public participants in the outreach process acknowledge some traffic-related concern in their day-to-day travel patterns. Many expressed uncertainty over how Chamblee would continue to function in a growing Atlanta region where regional traffic often causes local community impact, regardless of its destination.

This underscored the importance of ensuring that the overall transportation system is efficient—although this may not mean expanding capacity, it can mean allowing street network expansions to help distribute traffic, making sure intersection design does not contribute to congestion, and paying attention to streets that connect to the Interstate network—especially those streets under Chamblee's control.

*Public outreach helped to underscore the need for improved travel options in Chamblee. At the Taste of Chamblee public display of the planning process, respondents indicated how they arrived at the event (lower right), with only those within immediate vicinity walking or traveling by bicycle. Many participants indicated a desire to be able to do so, however.*



# WHAT DOES THE PLAN RECOMMEND?

In response to these challenges, opportunities, and desires, the Mobility Plan recommends a series of projects and policy approaches to strengthen the balance of travel options in Chamblee and contribute to the City's quality of life.

Most of these recommendations are in a series of over 100 capital projects, intended to help Chamblee's transportation infrastructure meet the needs of a maturing community. Project recommendations are organized into five major themes as detailed below.

## SIDEWALK INFILL PROJECTS

The Plan recommends over 30 sidewalk gap-filling projects throughout the City—some of these are on major thoroughfares, though most are on local neighborhood streets. The City may continue to require some private development to provide sidewalks on the properties where it occurs, though major portions of the City—where neighborhoods are established and redevelopment is not likely—also need attention, especially around parks and schools.

The majority of Chamblee's streets do not currently have sidewalks, and many existing sidewalks are of minimal width and would benefit from repair or refurbishment. Rather than recommending that the City attempt to fill in all of these sidewalks, which would require extensive resources, the Mobility Plan has focused on strategic infill areas where the City should implement projects to fill key gaps around schools, parks, and community facilities.


*The Plan recommends over 30 sidewalk infill projects, with most in neighborhoods and focused on school and park connections.*

## ACTIVE TRANSPORTATION CONNECTIONS

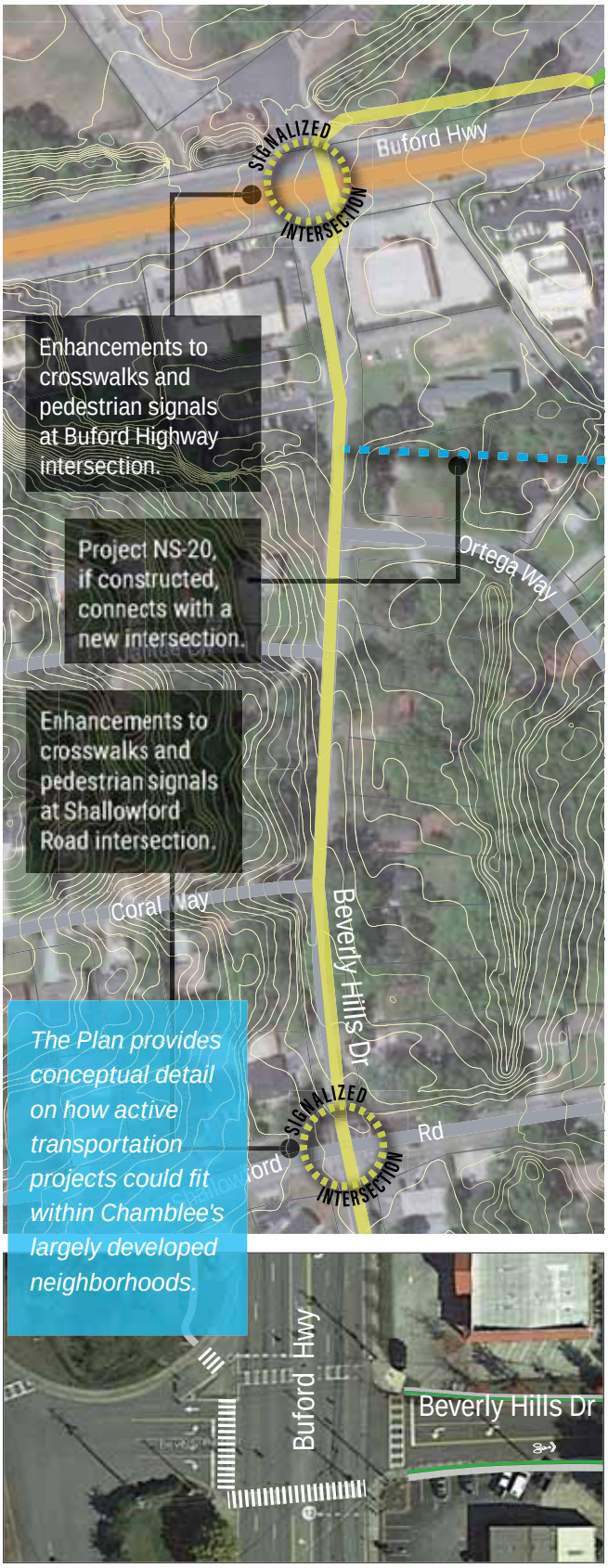
The dominant theme in public and stakeholder outreach was the importance of extending ways to reach different parts of the City on foot or by bicycle, especially the newly-annexed parts of the City that are separated from downtown Chamblee and the MARTA rail station by major arterial corridors such as Buford Highway and Peachtree Boulevard.

As a result, the Plan has recommended substantial expansions of a multi-use path network beyond sidewalk infill. The opportunities that some cities may have with repurposing excess roadway width and unused travel lanes are less present in Chamblee, owing to a much smaller number of thoroughfare streets that carry a much greater part of the City's traffic. The City's local streets, on the other hand, were largely constructed with two travel lanes and offer little opportunity for adding bicycle connections in the street without highly costly reconstruction. As an alternative, the Plan has focused bicycle connections on off-street corridors that take advantage of natural features (such as stream corridors and wetlands) and existing easements.

These active transportation expansions include a loop system north of Peachtree Boulevard that offers spur connections into the neighboring cities of Brookhaven, Dunwoody, and Doraville. They also include a corridor system through the length of Chamblee's Dresden East neighborhoods with planned connections to the Peachtree Creek Greenway, Path400, and Atlanta BeltLine. These two trail systems are linked by projects expanding the City's current Rail-Trail network, with a fine grain of infill trails through downtown Chamblee and key connections to the north and south trail systems.

## CROSSING BARRIERS

The majority of major thoroughfare street designs favor vehicle movement at high speeds, and they have effectively cut off parts of the City from one another. In addition, one of the region's primary rail corridors bisects Chamblee, with limited crossings from north to south. Peachtree-DeKalb Airport also occupies the geographic center of the City and requires travel around its large footprint.



The Plan recommends several projects to connect and cross these barriers, including a proactive approach to managing access along the Buford Highway and Peachtree Boulevard corridors so that vehicle and pedestrian safety can be improved.

While not calling for expansion of these streets, the Plan recognizes that travel patterns on each point to the potential for changes. Forecast growth in traffic volume suggests that the Georgia Department of Transportation may pursue future expansion of Peachtree Boulevard, while high levels of transit service and pedestrian demand suggest a potential future repurposing of excess vehicle travel lanes on Buford Highway. It recommends that the City use the Plan to articulate its desire for these corridors, engaging the Georgia Department of Transportation in long-term discussion of how best to shape their future to fit the City's needs.

## IMPROVING THE NETWORK'S SAFETY AND EFFICIENCY

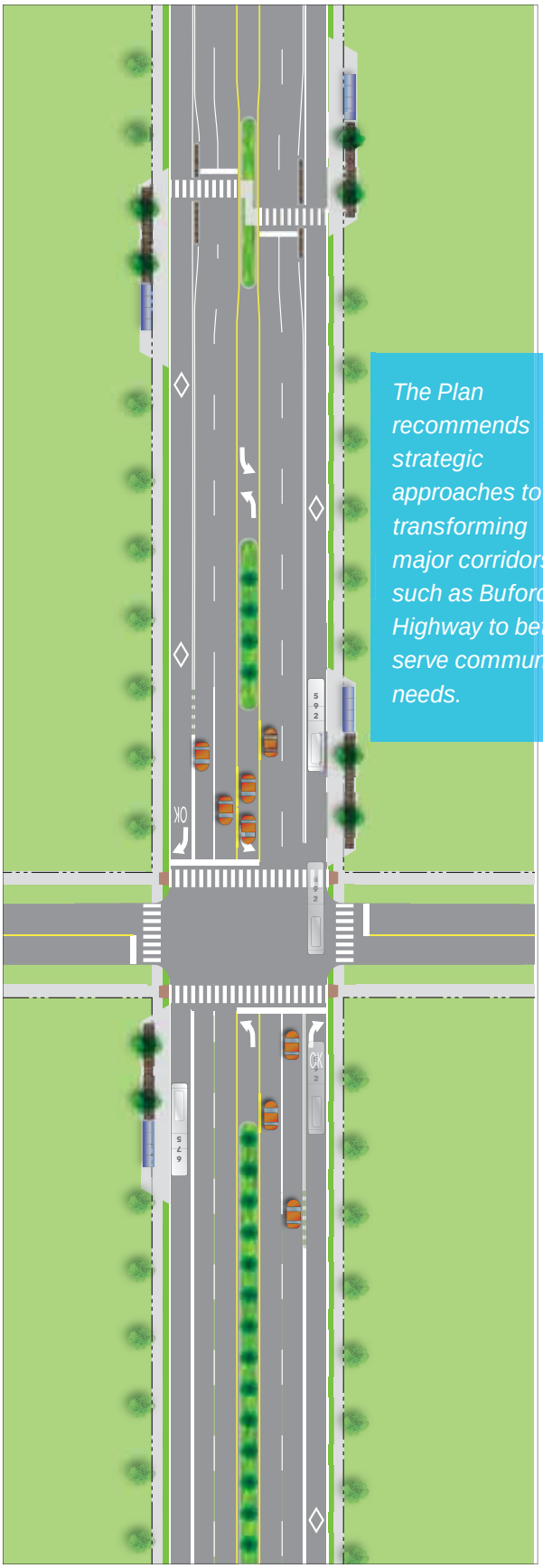
Chamblee features one of the region's most problematic corridors for transportation safety—Buford Highway—and its other major thoroughfare corridors have been locations of numerous severe crashes, including crashes involving bicycles and pedestrians. However, Chamblee's limited connectivity in its street network means that a vast majority of travel in, out of, and through the City must use these few streets.

In response, the Plan has recommended a series of projects and further studies to add to the City's street network, redesign intersections for more efficient operations, and implement other key improvements to increase safety.

## MOBILITY FOR CHAMBLEE'S FUTURE

The City has had a remarkable asset for over 30 years in its MARTA heavy rail station, and though MARTA bus transit has provided connecting service throughout the community, the Plan recommends further approaches to making the most of this station.

One of these was in progress at the time of the Plan's development—the planning and future launch of a self-driving shuttle service in downtown Chamblee connecting the MARTA station to key destinations throughout the City. In addition, this Plan affirms past



*The Plan recommends strategic approaches to transforming major corridors such as Buford Highway to better serve community needs.*

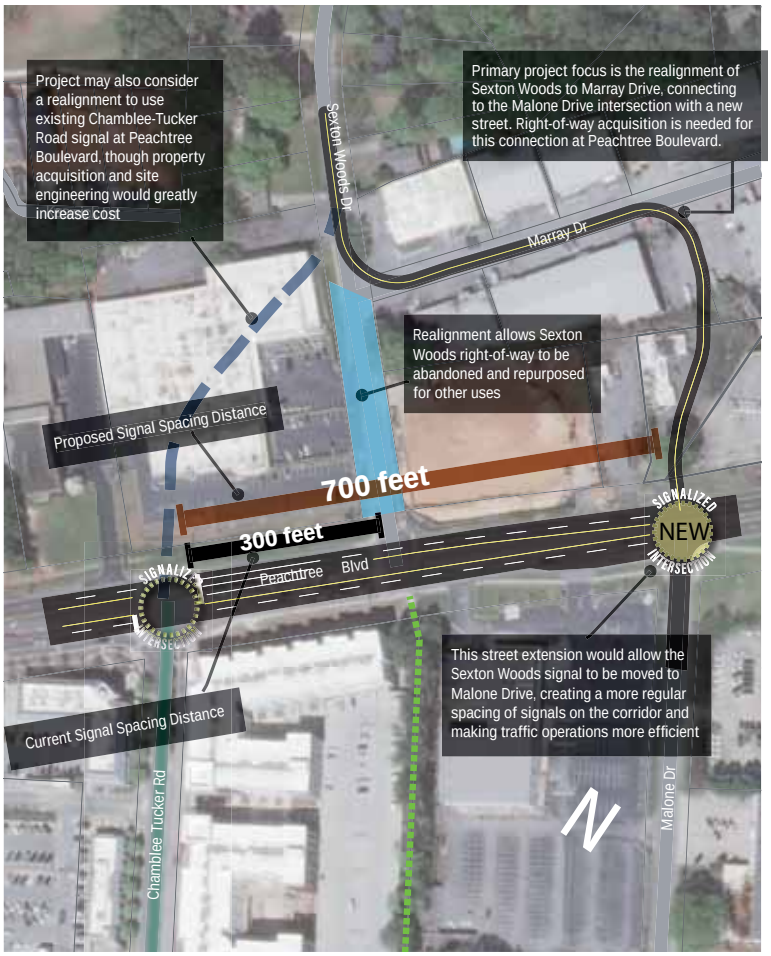
City desires to better use the MARTA station as a connection across the railroad corridor and a hub for other community mobility options.

### STRATEGIC POLICY APPROACHES

In addition to capital projects, the Plan also recommends several policy changes for the City, affecting both development regulations and general day-to-day actions, that help to reinforce the principles of the Mobility Plan and move the City toward implementing projects in a manner that responds to community needs and desires.

## HOW DOES CHAMBLEE MAKE THIS HAPPEN?

With the Mobility Plan's recommendations in place, Chamblee now takes on the effort of implementing them. The Plan envisions a 20-year timeline, generally consistent with regional transportation plans developed by the Atlanta Regional Commission. Making these recommendations reality will rely on a combination of City resources and funds as well as those of partner agencies and organizations, and the Plan also serves as a framework for guiding the contributions that private development makes to infrastructure.




*The Plan identifies locations where enhancing the street network with new connections or realigned intersections can improve efficiency and safety without needing to add*

The Plan has assigned a recommended priority to each of its project candidates, based on general five-year timelines that correspond with regional and state planning programs that allocate funding to projects. Many of the projects recommended—especially sidewalks and new street connections—are likely to be funded from local sources, although the Plan identifies where projects may qualify for state and Federal funds.

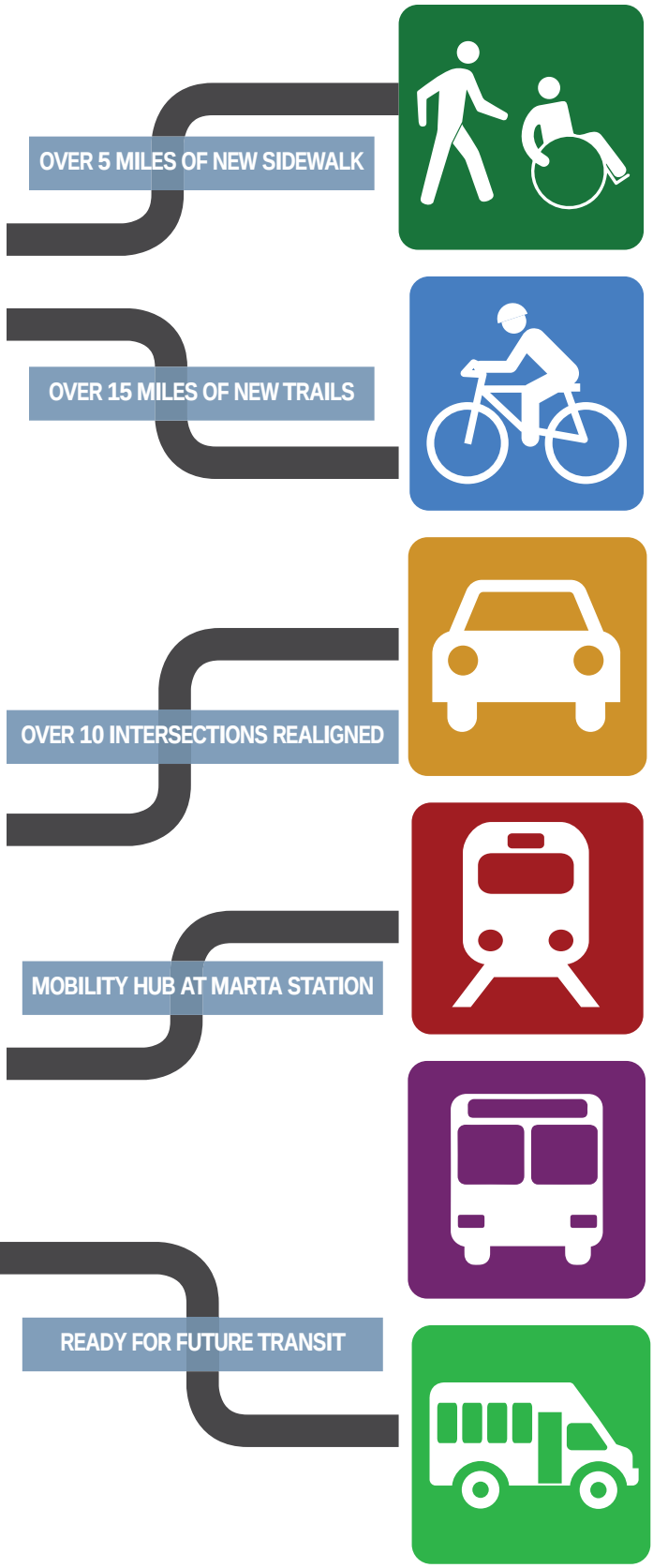
The Plan recommends projects totaling between $100 million and $150 million in estimated costs, based on current costs related to transportation projects, with approximately one third of this value potentially eligible for state and federal sources. If Chamblee is able to secure funding sources similar to the current DeKalb County Transportation Special Purpose Local Option Sales Tax (SPLOST), it may be able to fund much of this local obligation over the 20-year period envisioned for the Plan.

However, the Plan presents a combined vision for transportation projects and future investment in the system, and as such it serves as a framework for guiding the City on use of funding sources not in place today. These may include bonds, development impact fees, new sales taxes or other municipal sources, or state or Federal funds not currently available to the City.

# WHAT WILL THE PLAN DO FOR CHAMBLEE?

If fully implemented, the Chamblee Mobility Plan will:

- Fill in sidewalk gaps on major streets and **add over five miles of sidewalk** to local streets, especially around schools and parks;
- **Add nearly 15 miles to a multi-use trail network** and connect this network to major destinations in the region in coordination with the efforts of neighboring jurisdictions and partners;
- **Link Chamblee's major employment centers with its neighborhoods** through active transportation connections;
- **Reduce driveway conflicts and safety challenges** on major corridors such as Buford Highway, Shallowford Road, Chamblee-Tucker Road, and Peachtree Boulevard;
- **Add new street connections at over ten existing intersections** in the City, making it easier to circulate without needing to use major thoroughfares;
- Streamline traffic flow and **improve safety at the City's interchanges** with Interstate 85;
- Allow the **Chamblee MARTA station to serve as the true community mobility hub** it is poised to be, with improved access around and to the station;
- **Redesign key intersections** to improve vehicle and pedestrian safety; and
- **Prepare the City for future transit service and technology,** greatly reducing the need to drive between destinations.



# WHAT WILL CONTINUE TO GUIDE CHAMBLEE'S MOBILITY FUTURE?

Implementing this Plan will require coordination with neighboring jurisdictions and partner agencies. It will also require a long-term commitment of Chamblee's elected officials and community leaders to ensure that projects are implemented, development and other community actions make positive contributions to transportation, and that mobility remains a key priority in how Chamblee articulates and sets its role in the Atlanta region.

For this reason, the Plan defines an overarching vision for mobility tied strongly to the City of Chamblee's focus on improving quality of life for its residents and strong economic opportunity for its businesses. The Plan used the vision and goals expressed to the right to frame what recommendations were made but also how priorities for implementing these were suggested. Any investment in transportation infrastructure or services is an investment in Chamblee's overall future, and the Mobility Plan was designed to recognize the investments that would have the greatest possible community return.

## CHAMBLEE'S MOBILITY VISION

Chamblee will remain a desirable, vibrant, and welcoming community that connects its people to neighborhoods, economic opportunities, and community assets through a balanced, multimodal transportation system.

## GOALS FOR THE CHAMBLEE MOBILITY PLAN

**Improve Safety**
Provide a safe transportation system for all community members

**Promote Access**
Make the community's amenities accessible to all residents

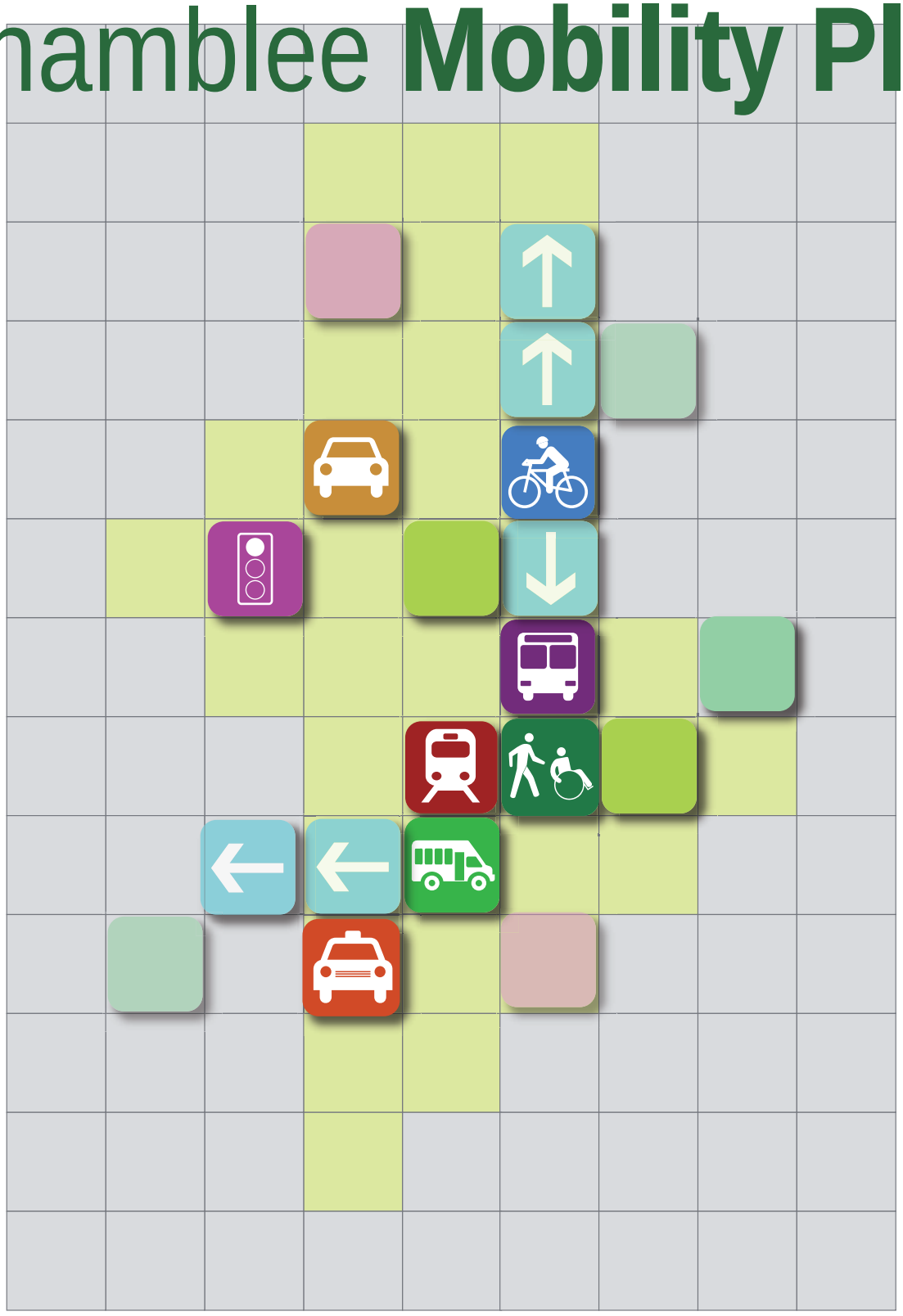
**Strengthen Connectivity**
Connect to the larger Atlanta region, especially to Chamblee's neighbor cities

**Encourage and Enable Economic Development**
Promote economic development and community prosperity

**Maintain Responsibility**
Contribute to fiscal responsibility and sustainability

**Protect the Environment**
Manage Chamblee's environmental footprint

# Chamblee **Mobility Plan**



# 1 PLAN INTRODUCTION AND OVERVIEW

The Chamblee Mobility Plan is a comprehensive transportation plan for the City of Chamblee and its first holistic study of transportation system needs and opportunities since the City expanded significantly through annexations in 2010 and 2014. It offers an overarching transportation framework for how Chamblee can now work as a combined municipality. It also recognizes how Chamblee has evolved as a community in the Atlanta metropolitan region since these annexations. Chamblee is one of the most dynamic and forward-looking communities in the region, and its community values and desires for transportation reflect its emphasis on quality of life for its residents.

Prior to this plan, the City had undertaken a series of focused studies on transportation and land development in key parts of the city—its downtown and surrounding commercial districts, the Buford Highway corridor and the Peachtree Boulevard corridor. Other studies in neighboring jurisdictions have also created new priorities for projects that offer connections to Chamblee.

The plan is intended to provide a long-term framework for the City's decision-making on transportation and mobility. As such, it is generally consistent with the 20-year planning horizons of other long-range plans such as the DeKalb County Comprehensive Transportation Plan, the City of Chamblee Comprehensive Plan, and the Atlanta Region's Plan, of which an official long-range transportation plan is a component. This plan will inform the Transportation Element of the City's Comprehensive Plan upon that plan's adoption expected in 2019.

## HOW THE PLAN IS STRUCTURED

This plan document includes four principal components:

1. **A presentation of findings, both in terms of current conditions and short- and long-term transportation needs.** This is based on review of past plans and studies, analysis of transportation and community data, and synthesis of concerns and comments through a stakeholder and public outreach process that continued throughout the plan's development.

2. **A summary of the outreach process,** with focus given to the major events soliciting feedback and information from the general public. This summary includes the major themes and findings that emerged from the outreach process and points to how they shaped plan recommendations, underscoring the importance of public engagement in the plan's development.

3. **Recommendations for capital projects, supplemental detailed studies, and strategic policy approaches** to address City transportation needs and position Chamblee for continued growth and maturity within the Atlanta region.

4. **A guidance framework on implementing the plan's recommendations,** including an overview of funding assumptions in developing the plan and opportunities to leverage local funding resources to attract other sources of funding.


Chamblee is one of the Atlanta region's most dynamic communities, and is poised to be a leader in community transportation.

## HOW TO USE THE PLAN

Although this plan covers all transportation modes and concerns in Chamblee, it is focused on directing the City of Chamblee's investments and priorities in a mobility system for the next 20 years and its recommendations (detailed in Chapter 5) focus on major themes. This document is intended to serve multiple purposes all at once: to educate a resident or interested reader unfamiliar with transportation plans, to summarize and present specific background data and analysis used in making recommendations, to provide basic summaries and visual representations of major project recommendations, and to offer a framework for acting on these recommendations and implementing them.

## HOW THE PLAN'S RECOMMENDATIONS ARE PRESENTED

The Mobility Plan's recommendations are in Chapter 5. These are focused mainly on capital projects to enhance the transportation system, but they also include policy and program recommendations for guiding the City's day-to-day operations and decision-making. In addition, the plan recommends supplemental studies that would give the City necessary information to further develop some of the plan's recommendations.

Each major project or grouping of projects is presented through a summary profile. These profiles include a narrative explaining the project's significance and

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**PLAN IMPLEMENTATION**
Look here for a summary of the prioritization process and recommended guidance on funding and City policy changes to help make the plan's recommendations happen.

**FIGURE 1.1 Sample Project Description**

*Chapter 5 includes detailed descriptions of projects, with schematic illustrations of basic alignment and design parameters.*

Project B-02

### NANCY CREEK TRAIL - WEST SEGMENT

The residential communities along Chamblee-Dunwoody Road have no internal street connections to communities along Longview Drive and North Peachtree Road, requiring anyone wishing to travel between them to use these collector-level streets and connect via Savoy Drive or Peachtree Boulevard. As new development at Doraville's Assembly mixed-use district is expected to add retail and commercial uses that would draw visitors and customers from around northern DeKalb County, it is important for new connections to the active transportation network be made available to allow connections to the district without a reliance on driving.

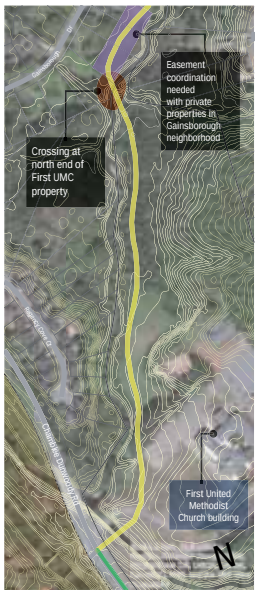
This project adds a trail along the Nancy Creek corridor from Chamblee-Dunwoody Road to North Shallowford Road. Its companion project continues east of North Shallowford and connects to the Perimeter Park development.

A key component of this project is the use of property currently owned by the Chamblee First United Methodist Church. Much of the property considered for this trail project lies within floodplains of Nancy Creek and is not developable land.

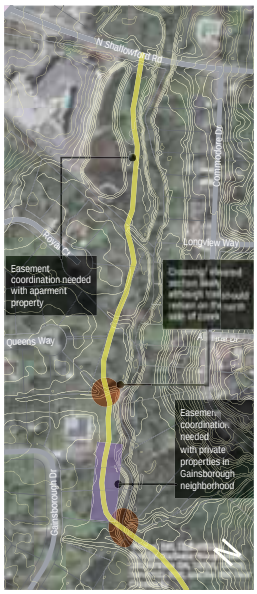
In addition to this project, three other trails recommended in the plan would connect at or near the entrance to the church property: Project B-12 providing a connecting trail to Huntley Hills Park along a tributary stream, Projects B-03 and B-26 along Chamblee-Dunwoody Road, and Project B-27 connecting along the Nancy Creek corridor into Brookhaven.

| | |
|---|---|
| **Recommended Implementation Priority** | High (First Five Years) |
| **Estimated Cost** | $710,000 |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Private Sources |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Property Owners, ACOE (for permitting process) |
| **Related projects** | B-03, B-09, B-12, B-26, B-27 |

DETAIL TILE 1: SOUTH/WEST




DETAIL TILE 2: NORTH/EAST



problems it addresses, a map indicating its location, and a schematic plan-view illustration of major projects indicating how they fit into the current transportation system and other plan projects that are in close proximity. Project profiles give basic information on the plan's recommendation for their priority, an estimated order-of-magnitude cost, complexity to construct or implement, and potential funding sources.

These latter project factors are discussed more systematically in Chapter 6, the plan's guidance framework for implementation strategies. This part of the plan explains how projects were assigned a basic implementation priority.

### WHAT CHAMBLEE DOES WITH THIS PLAN

The Mobility Plan serves as a guiding framework that gathers transportation recommendations from past plans and studies and proposes many new recommendations based on a community-wide survey and analysis of existing conditions, trends, and concerns. This plan will become a part of the City's Comprehensive Plan once it is adopted in 2019. It spans a 20-year horizon for planning for transportation spending, interagency coordination, and growth management practices. Projects and policy recommendations documented in this plan are priorities for the City and should be considered essential parts of the City's vision for its future.

Chapter 6 of the plan outlines an implementation process that the City will use to carry out recommendations and to frame and create strategic partnerships to meet mobility objectives. Implementation of the plan's recommendations can occur in many forms, but the end result is the appropriate further study, design, and construction of capital projects recommended in the plan and the putting into practice of policies and programs intended to help govern more day-to-day responsibilities of the City.

Ways that the plan's recommendations may be implemented include the following:

- The City of Chamblee designs and constructs projects using local resources. Many of the plan's recommendations are likely to be implemented in this manner, as the City controls a large majority of streets in the City, and most streets under City control are classified as local streets are typically only eligible for local government funding.

- The City partners with other agencies or organizations, which is typical of projects that occur on streets owned or operated by the Georgia Department of Transportation. In Chamblee, these include Peachtree Boulevard, Buford Highway, and a portion of Clairmont Road, as well as the Interstate highways that form the north and south boundaries of the City. In addition, numerous projects recommended in the plan share or cross a boundary between Chamblee and one of its neighboring local governments; these projects will require those Cities to coordinate on a project's implementation, even if the City of Chamblee leads it.

- Private development contributes to project completion by contributing a fair share of the project's cost relative to the scale of the development and its expected impact on the transportation system. The City has especially been using this approach to fill in gaps in its sidewalk network.

## THE PLANNING PROCESS

As the first comprehensive assessment and plan for transportation in Chamblee's history, this plan followed a process that combined data and analysis of current and forecast conditions with a robust public and stakeholder engagement effort. This resulted in development of the plan recommendations around a technically sound but community-supported set of actions and priorities. The plan also plays a dual role of documenting a community's desires and making a case for a series of recommendations to address challenges, needs, and opportunities in Chamblee.

## TIMELINE

The plan was completed in approximately eight months, from September 2018 through April 2019. The diagram to the right provides additional detail on the project timeline and when its major events occurred.

## THE PATH FROM ANALYSIS TO RECOMMENDATIONS

It is typical for comprehensive transportation plans to base recommendations primarily on technical analysis, and conventional transportation thought in the United States has historically focused on automobile mobility as the foundation of transportation planning.

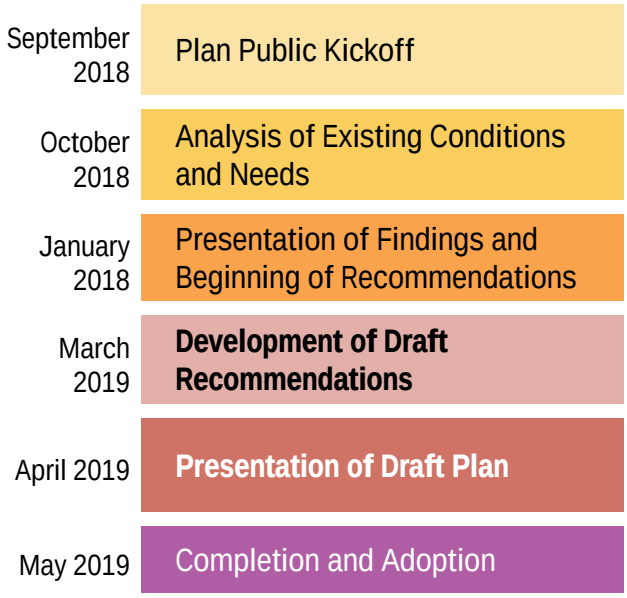
This plan process took a different approach, encouraging community and stakeholder feedback that reflected Chamblee's desires and values to propose concepts and ideas that the plan captured as potential projects and recommendations. The broad nature of this feedback, which focused on concerns for quality of life as much as they did conventional mobility, underscored that Chamblee is a maturing community with a desire to achieve its potential as one of the most livable, desirable cities in the Atlanta region.

Because of this, the plan process took a two-step approach to identifying potential projects: it drew on technical analysis to outline a series of focus areas, corridors, and specific locations where some kind of transportation investment would be needed to address deficiencies or needs; it then considered specific comments and feedback to identify particular projects and other policies and programs that would form the basis for the City's action list. These projects follow a format typical to transportation plans, and are intended to align with other local and regional plans for implementation.

## DETERMINING IMPLEMENTATION

As with all plans and local government efforts, the cost and complexity of addressing every need or desire exceeds available funding and other resources, which points to a need to prioritize projects and recommendations. Chapter 6 of the plan does this, through acknowledging the ways that each recommendation would allow Chamblee to meet its various objectives—for and beyond its transportation system.

**FIGURE 1.2: Mobility Plan Timeline Diagram**




# CHAMBLEE'S MOBILITY GOALS AND VISION

The Mobility Plan is Chamblee's major guiding document in making transportation decisions. As such, the planning process identified a set of goals that could continue to motivate the City in making progress is addressing transportation and mobility needs. These are based on an approach that the City has embraced in its revitalization and renaissance since the early 2010s—to promote a high quality of development, increase quality of life for residents, and compete in attracting jobs and economic opportunity.

It is for this reason that Chamblee has titled this plan a Mobility Plan. Its objectives reach beyond pure transportation defined as the movement of people and goods—they include making Chamblee a more connected and vibrant community through a variety of travel modes and recognizing that investments in transportation infrastructure should have broad benefits for the City.

The following page provides a summary of this vision for Chamblee's mobility future, along with specific goals that this plan and its numerous recommendations seek to accomplish.

# CHAMBLEE'S MOBILITY VISION

Chamblee will remain a desirable, vibrant, and welcoming community that connects its people to neighborhoods, economic opportunities, and community assets through a balanced, multimodal transportation system.

## GOALS FOR THE CHAMBLEE MOBILITY PLAN

**Improve Safety**
Provide a safe transportation system for all community members

**Promote Access**
Make the community's amenities accessible to all residents

**Strengthen Connectivity**
Connect to the larger Atlanta region, especially to Chamblee's neighbor cities

**Encourage and Enable Economic Development**
Promote economic development and community prosperity

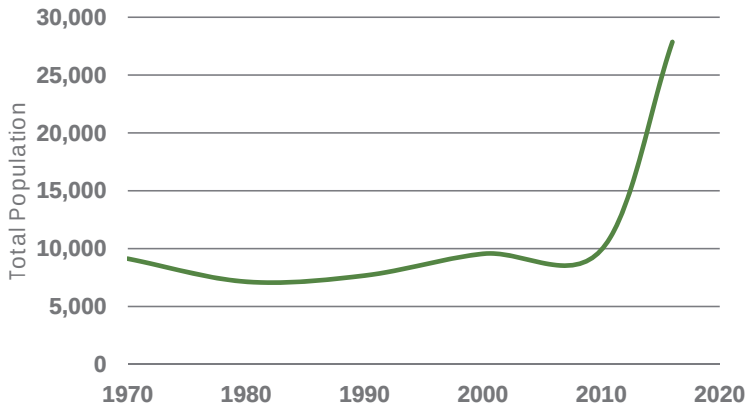
**Maintain Responsibility**
Contribute to fiscal responsibility and sustainability

**Protect the Environment**
Manage Chamblee's environmental footprint

# 2 CHAMBLEE'S CURRENT CONDITIONS

Chamblee is one of the Atlanta region's most dynamic communities, with considerable growth and demographic changes having occurred in recent years. Founded in the early 20th century as an agricultural hub and railroad junction, Chamblee served as a military installation through World Wars I and II, then experienced industrial growth in the post-war years due to its position along key rail and highway corridors. In the 1980s, as many of these industries closed and residents moved out of the City, Chamblee began to attract immigrant communities due in part to the City's affordable housing and good transportation connections to the job centers of the Atlanta region.

Since the 1990s, the City has encouraged smart growth and mixed-use development patterns to meet the needs of its citizens, while still preserving its historic town center. This focus has begun to pay dividends: Chamblee has grown exponentially over the last decade, both in population and size, occupying more than seven square miles and with a population approaching 30,000. Today it has some of the Atlanta region's highest population density and cultural diversity, with a mix of housing types and community amenities. This plan is a blueprint for how transportation projects and decision-making can support Chamblee as it continues to mature and evolve.




## Population Growth

The City of Chamblee saw little total population change in the decades leading up to 2010. Since that time, the City has experienced a 180% increase in residents, primarily a result of two annexations. However, since that time, population of the current geographic boundary has grown very little.

# CHAMBLEE AT A GLANCE

| | |
|---|---|
| **30,000** | Estimated Chamblee residents in 2018 |
| **111,000** | Approximate number of trips passing through or within Chamblee's surface streets (not including on Interstate highways) on an average weekday |
| **93** | Miles of street in the local network (including GDOT streets) |
| **34** | Miles of sidewalk in total from a 2016 Chamblee sidewalk inventory |
| **24** | Miles of sidewalk classified as 'Good' or 'Very Good' condition in a 2016 Chamblee sidewalk inventory |
| **232** | Bus stops in Chamblee's City Limits |
| **16** | Miles of local bus and rail service in Chamblee's City Limits |
| **65** | Traffic signals within the City (including Clairmont Road and other boundary streets not in Chamblee's limits) |
| **22** | Traffic signals not on a state highway |

# DEMOGRAPHIC PROFILE

The City of Chamblee has grown in both geographic size and population in the past decade, a notable change after decades of little growth and even decline in the 1970s and 1980s. Figure 2.2 illustrates the distribution of the population density throughout the city. There are no clear geographic patterns, except that the population tends to be slightly denser around the Buford Highway corridor. Note that the sparsely populated Census block group in the center of the city is primarily occupied by the Peachtree-DeKalb Airport.

Chamblee is unique in the region for its diverse population. As compared to the metropolitan statistical area, Chamblee has a much larger proportion of Hispanic and Asian residents, and a larger percentage of non-white residents in general, as of 2016 (see Figure 2.1 below). Whereas about half of the Atlanta MSA's population identifies as non-Hispanic white, only a third of the city's population falls in this category.

In addition to its ethnic diversity, Chamblee's population also shows other characteristics that point to potential for different transportation and mobility patterns than a typical suburb. These are explored more in the figures and descriptions on the following pages.

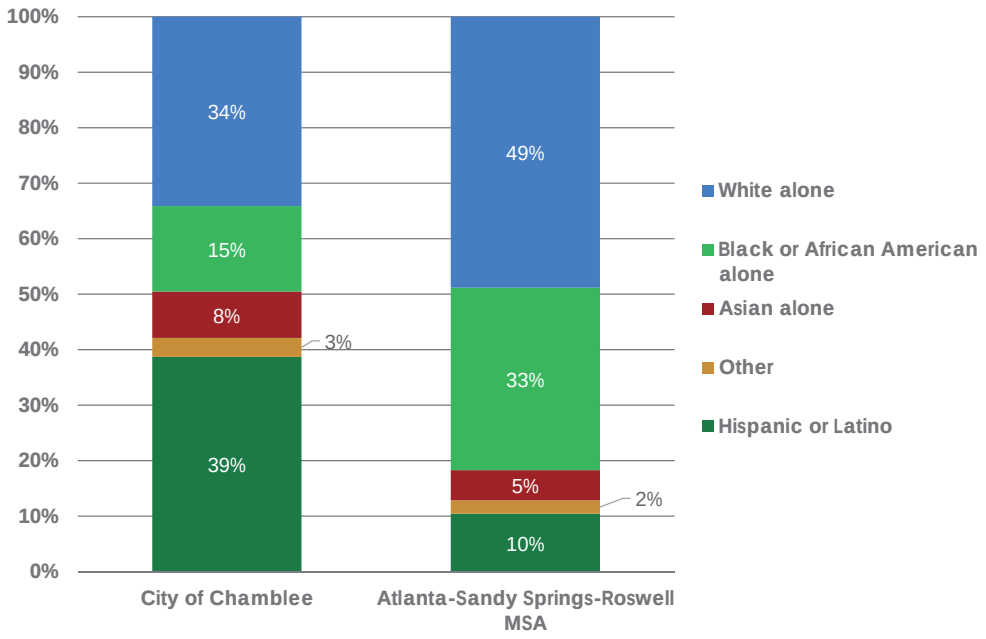



**FIGURE 2.1 Chamblee's Racial/Ethnic Profile Compared to the Atlanta Region**

*"Other" includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, some other race, and two or more races.*

FIGURE 2.2

## POPULATION DENSITY BY CENSUS TRACT

Overall, Chamblee is a more dense community than the Atlanta region as a whole, and south of Buford Highway, some parts of the city have among the highest average densities in the region.

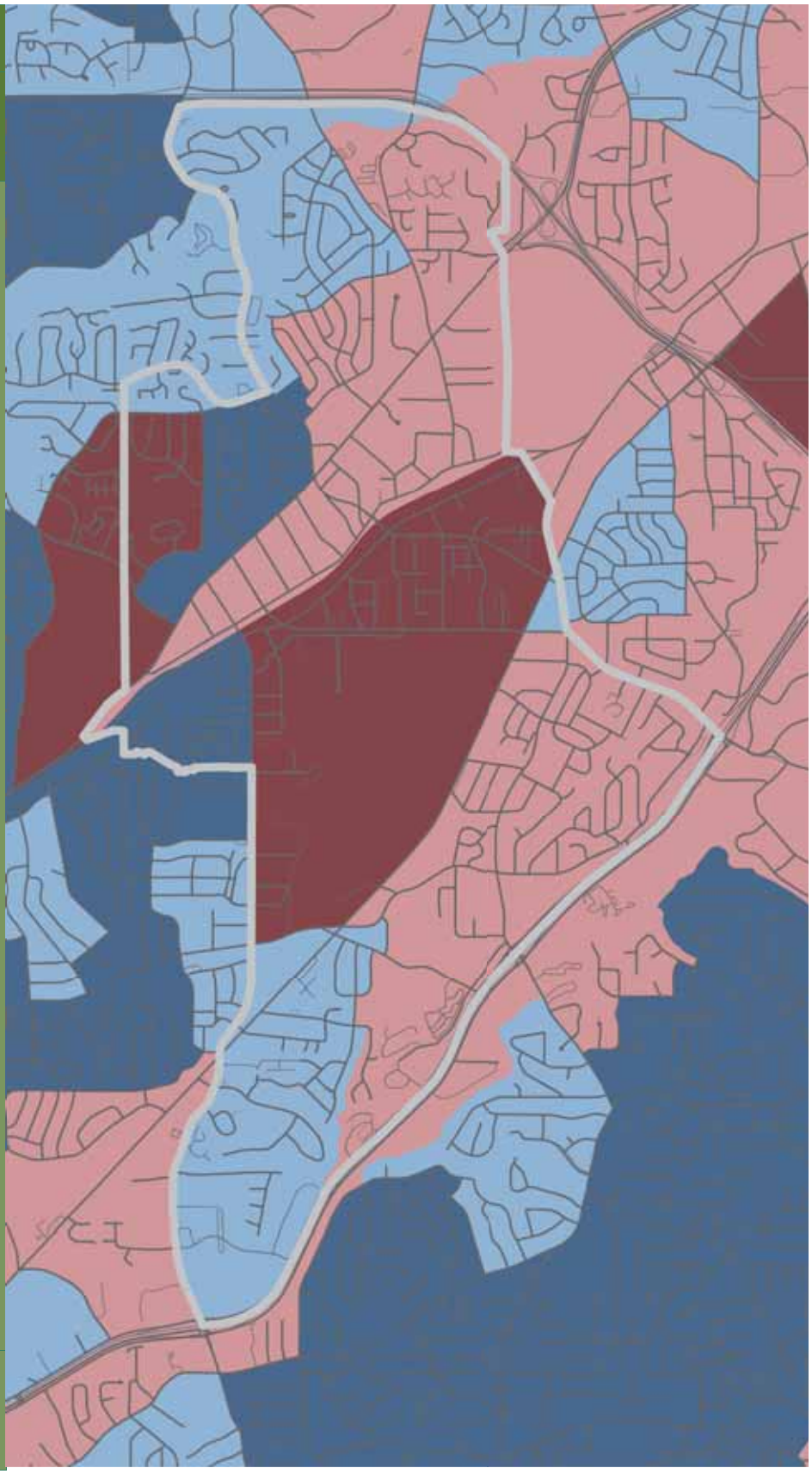
The low-density tract in the middle of Chamblee is mostly occupied by the Peachtree-DeKalb Airport, though it also includes the office campuses of the Centers for Disease Control and Prevention and Internal Revenue Service.

Data Sources: Georgia Department of Transportation, Atlanta Regional Commission, City of Chamblee

FIGURE 2.3

## CHAMBLEE MEDIAN HOUSEHOLD INCOME

The median household income in Chamblee is slightly lower than that of the MSA ($51,000 and $59,000, respectively, in 2016). This map indicates block groups where the median household income falls below or above the regional median. Lower income households tend to be somewhat centralized, with higher income areas to the west and south of the city. The lighter shades indicate slight, but not major differences, from the regional median value.



Data Sources: US Census, Atlanta Regional Commission, City of Chamblee

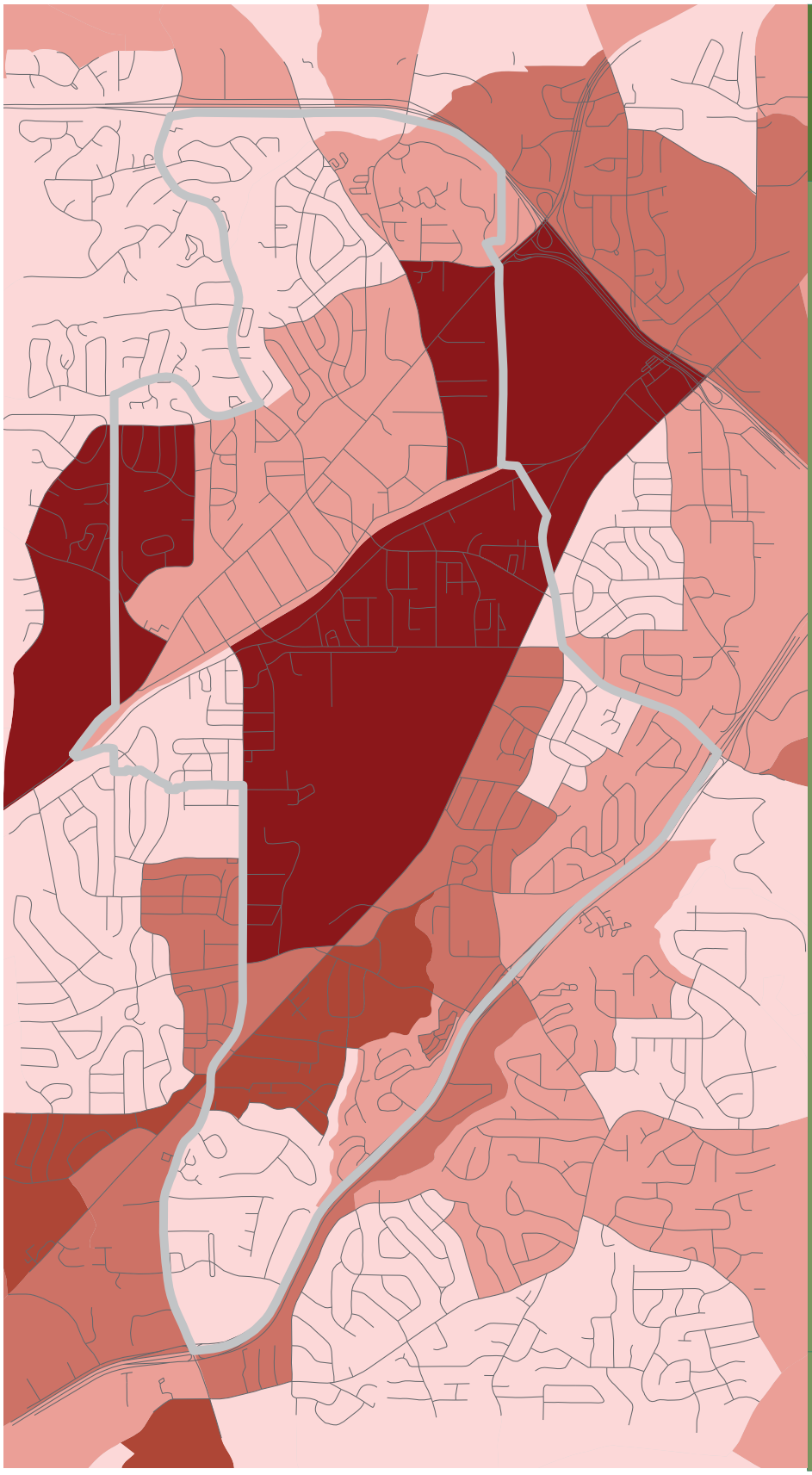


FIGURE 2.4

## HOUSEHOLDS AND ACCESS TO VEHICLES

The proportion of households with no vehicles is somewhat spatially correlated with household income levels. City-wide, approximately 20% of households in Chamblee have no vehicles available, a characteristic which points to a high degree of transit and walking ad bicycle demand and use.

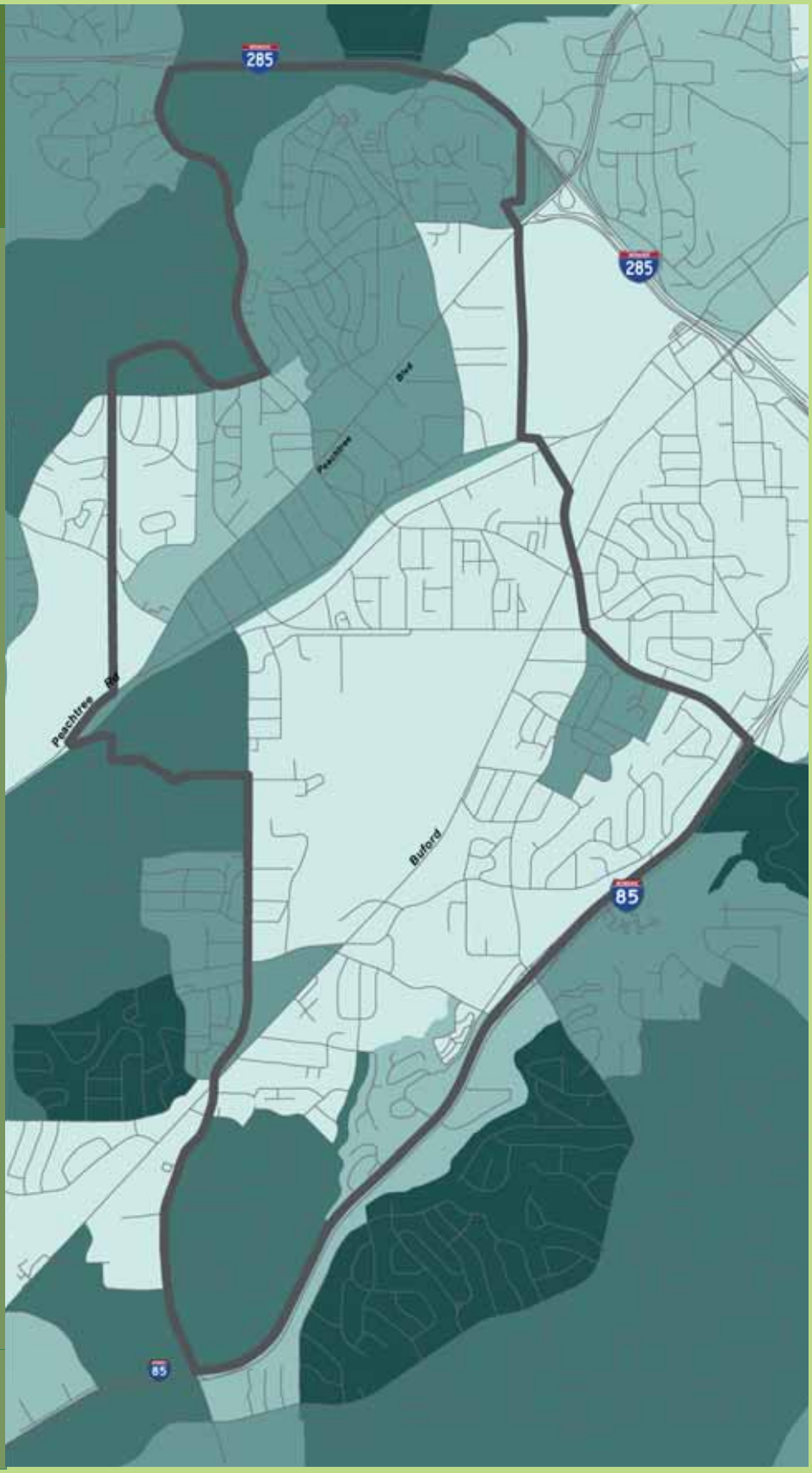
Data Sources: US Census, Atlanta Regional Commission, City of Chamblee

FIGURE 2.5

## RESIDENTS DRIVING ALONE TO WORK

Compared to the Atlanta region, Chamblee has a generally higher level of non-drive-alone commuting, with substantial portions of the City having fewer than 60 percent of households driving to work alone (the Atlanta region's share, by comparison, is around 75 percent.)

Of particular note are the portions of the City south of Buford Highway, where both household incomes and access to vehicles are lower than the City as a whole.




Data Sources: US Census, Atlanta Regional Commission, City of Chamblee

# DEMOGRAPHICS TAKEAWAYS

The five points below summarize the main demographics findings of this existing conditions summary.

1

## Different levels of automobile access

There is a notable difference in levels of household access to automobiles in Chamblee - from under 5 percent of households with no vehicle access in the north of the city to more than 30 percent along parts of the Buford Highway corridor.

2

## More diverse—and dense—than the region as a whole

Chamblee's population density in some parts of the city is well above the Atlanta region as a whole. It is also a much more diverse community, with greater income diversity.

3

## High density areas near transit

Some of the city's highest densities are along the Buford Highway corridor, which has the highest levels of bus transit service in the city, and near the Chamblee MARTA rail station.

4

## Recent changes to Chamblee's downtown

Although Census data have not yet fully captured this growth, Chamblee's downtown has seen substantial population increase with the development of new apartments and other housing.

5

## Different sets of needs are likely

Demographic characteristics in the city are varied, meaning that different transportation needs are likely—in some parts of the City transit and access to transit will be a high priority, where in others, managing vehicle circulation will be important.

# STREET NETWORK AND TRAFFIC CIRCULATION

## ROADWAY FUNCTIONAL CLASSIFICATION AND NETWORK

The map in Figure 2.6 on the following page shows Chamblee's street network by its ***functional classification***, an organizing system used in transportation planning to categorize roads by their primary role or purpose in the larger transportation network. The main classification categories defined in this system are:

- **Arterials,** or thoroughfare roads that are intended mainly to move larger amounts of traffic and connect over longer distances within a city or region;
- **Collectors,** or roads and streets that distribute more moderate amounts of traffic between arterials and local destinations; and
- **Local streets,** which are the most basic streets intended mainly to provide access to private properties.

This system serves as an official means of prioritizing how roads are funded and maintained, and in Chamblee it generally aligns with how the community uses the City's street network.

Generally, most of Chamblee's streets that connect across major portions of the City are arterial streets, with collectors filling in spaces between them and providing connections mostly to residential neighborhoods. Arterial and collector streets are generally the only kinds of streets eligible for transportation funding that originates beyond the City of Chamblee's local funds, and most major transportation improvements have occurred on them.

However, a limited number of local streets also provide key connections through and between neighborhoods, and these are often residential streets not designed for significant traffic volumes. These volumes bring safety risks or a disruption of character from their community context.

Figures 2.7a and 2.7b illustrate how the street network provides connectivity among different parts of the City from two perspectives: its actual network connections, inclusive of all streets, and the effective network that considers only streets with true connections, omitting dead-end, cul-de-sac, and no-outlet streets and blocks. Relatively few of Chamblee's streets contribute to this effective network, highlighting the ineffective connectivity.

## ACCESS TO INTERSTATE NETWORK

Chamblee is located along two of the Atlanta region's primary freeway corridors, Interstate 85 and the northern quadrant of Interstate 285 (referred to locally as the 'Top End'). The administrative limits of the City extend between these two freeways, and include four different access points:

- Clairmont Road/Interstate 85. This interchange at Chamblee's southernmost point provides access to the Century Center office center and is a primary means of regional access to Peachtree-DeKalb Airport.
- Shallowford Road/Interstate 85
- Chamblee-Tucker Road/Interstate 85

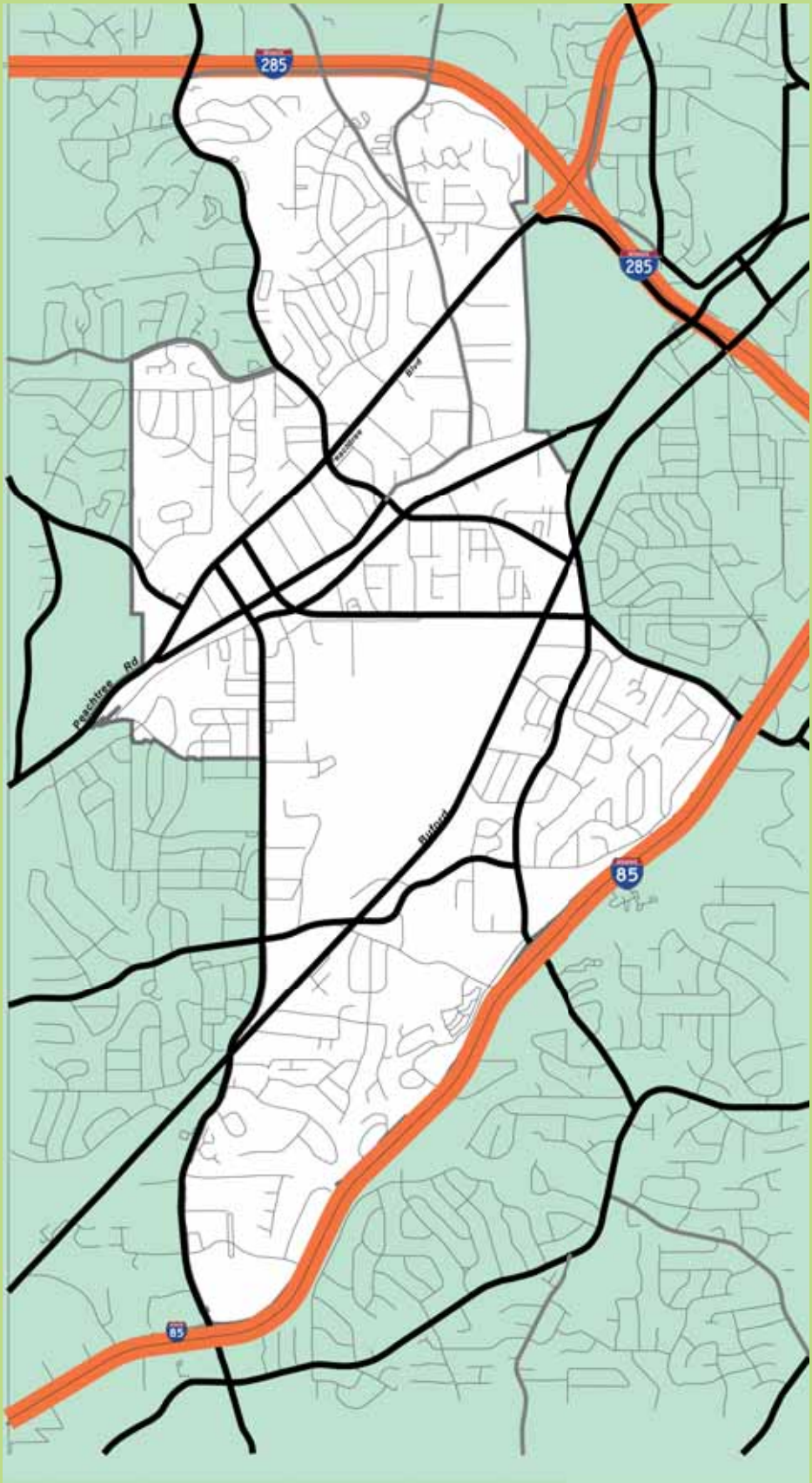



FIGURE 2.6

## CHAMBLEE'S ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

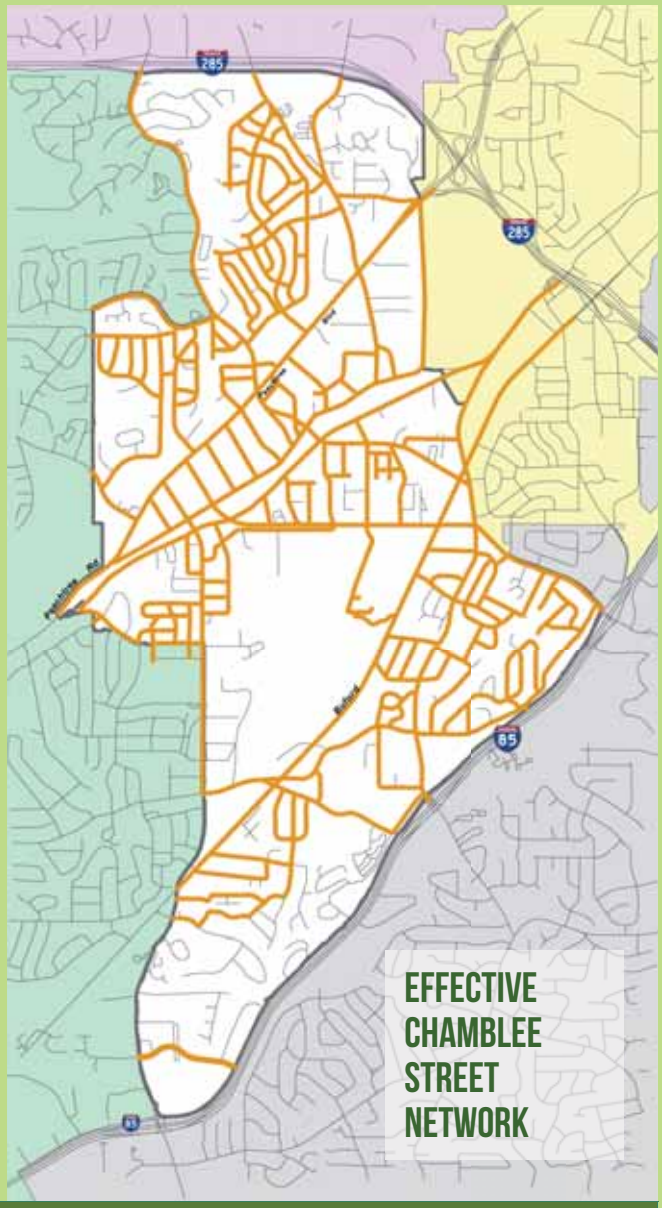
Most of Chamblee's main thoroughfare streets that are widely known in the City are classified as arterial roadways, with a small number of connecting streets (mostly through residential neighborhoods) classified as collectors.

Some key streets are classified as local streets, suggesting that they are largely the responsibility of the City of Chamblee and may not be eligible for state or federal funding sources for enhancements or major changes.

**Functional Classification**

- Freeway
- Arterial
- Collector
- Local

Data Sources: Georgia Department of Transportation, Atlanta Regional Commission, City of Chamblee


FIGURES 2.7a and 2.7b

## EXISTING AND EFFECTIVE NETWORK MAPS

Chamblee's street network includes many local streets. However, once these are considered with regard to the true connections they provide—in other words, removing dead-end streets, culs-de-sac, and no-outlet streets and street clusters—not all streets are included. This is an important distinction to make in street networks, since many street users—pedestrians, cyclists, and drivers—are simply looking for connecting links and not necessarily a given functional classification. In Chamblee, while not all of the street network forms effective connections, much of its neighborhood street network does.

Data Sources: Georgia Department of Transportation, Atlanta Regional Commission, City of Chamblee

- North Shallowford, North Peachtree and Chamblee-Dunwoody Roads at Interstate 285. This is an interchange system in which outer pairs of access ramps are connected by two surface streets (Savoy Drive and Cotillion Drive), with the three surface streets described above crossing over or under Interstate 285 and signposted from the freeway as part of the interchange system.

Chamblee's two other main thoroughfares, Buford Highway and Peachtree Boulevard, also have direct access to I-285, just outside of the Chamblee city limits in neighboring Doraville.

## TRAFFIC PATTERNS

This existing conditions overview used daily traffic volume data from the Georgia Department of Transportation's online Traffic Analysis & Data Application (TADA). The most recently available daily traffic counts were collected in 2016 and are displayed on Figure 2.8.

The notable pattern of east-west thoroughfares in the City of Chamblee is reflected in how traffic moves through the community. As shown in the maps on the following page, each of the major thoroughfares is illustrated with weighted lines by its average daily traffic volume. Chamblee's three dominant corridors (Peachtree Boulevard, Buford Highway, and Interstate 85) carry among the highest traffic volumes in the City and connect to other parts of the Atlanta region. However, Chamblee-Tucker Road carries higher traffic volumes on average than Buford Highway, serving as an eastern gateway into the City and a major link to employment districts both within Chamblee—such as the Centers for Disease Control and Prevention campus—and outside of it—such as the Buckhead business district in Atlanta via Peachtree Boulevard.

The largest daily traffic volumes in Chamblee are on Peachtree Boulevard (with over 37,000 vehicles per day) and on Chamblee-Tucker Road near I-85 (over 34,000 vehicles per day). These two major arterial roadways both provide access to I-285 and I-85 and converge as a major path into the Buckhead business district and Atlanta, which likely contributes to their high demand for use. These traffic volumes are also high for their design based on conventional transportation engineering practice—four- and five-lane roads optimally carry traffic volumes not higher than 30,000 vehicles per day.

In contrast, Buford Highway, with six travel lanes and a two-way left turn lane, has excess capacity. It carries lower traffic volumes, between approximately 19,000 and 24,000 vehicles per day depending on specific locations in the City. Streets of this width are typically designed for more than 35,000 vehicles per day.

Closely related to these traffic volumes, especially that of Peachtree Boulevard, is the relative lack of street network extending the full north-south length of the City. Clairmont and Shallowford Roads are the two primary thoroughfares traveling in a true north-south direction, though neither connects north of Peachtree Boulevard.

## REGIONAL AND LOCAL TRAVEL

One way to characterize travel patterns in Chamblee is according to the trips' origins or destinations. Some

**TABLE 2.1a Balance of modeled trips in and through the City of Chamblee**

| Trips | 2015 | | 2040 | |
|---|---|---|---|---|
| Internal-External | 39,237 | 35% | 45,723 | 36% |
| External-Internal | 43,664 | 39% | 51,118 | 40% |
| Internal-Internal | 27,961 | 25% | 31,929 | 25% |

**TABLE 2.1b Shares of pass-through trips on two major Chamblee corridors**

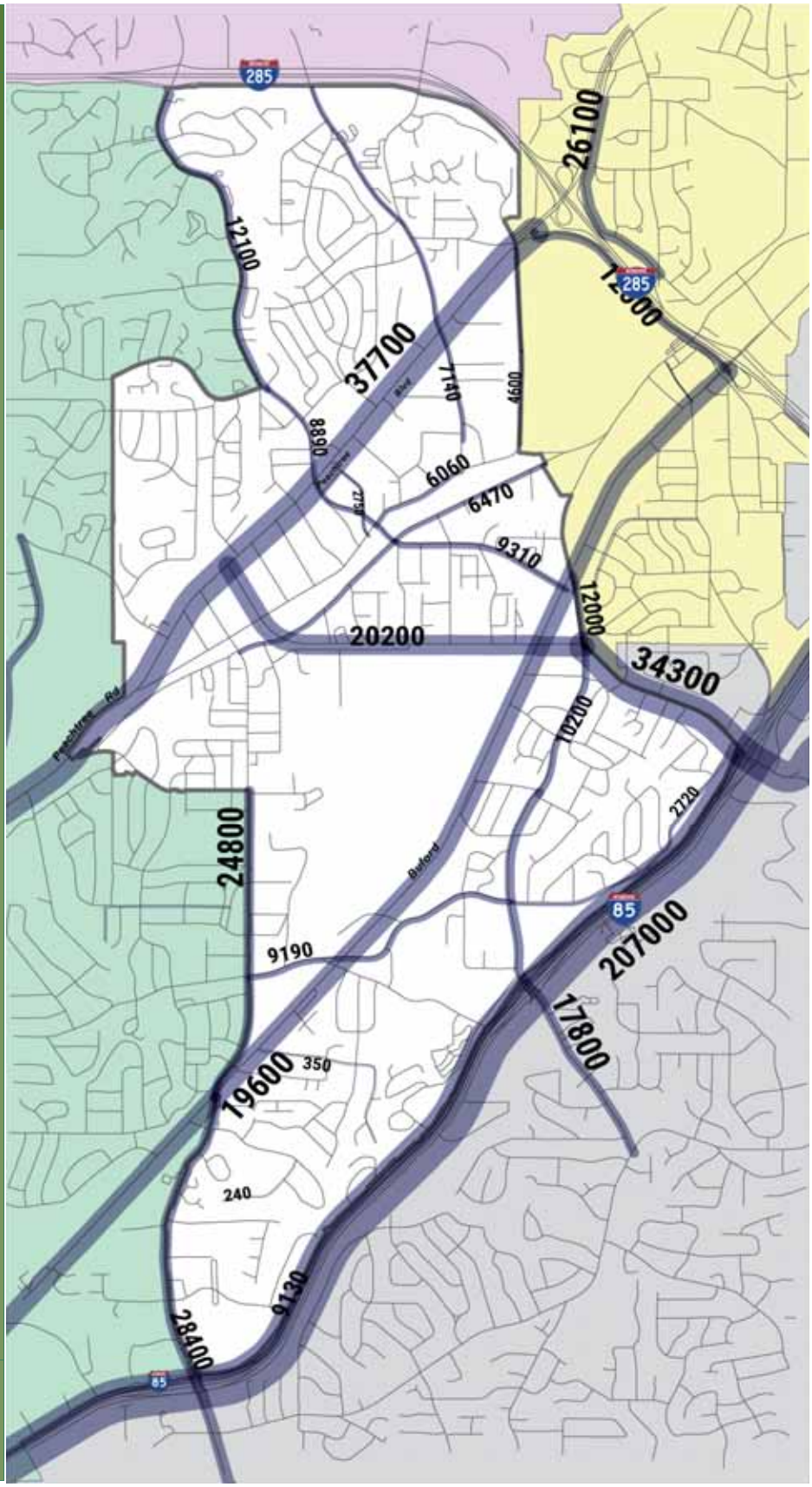
| Pass-Through Trips | 2015 | | |
|---|---|---|---|
| | Average Corridor Volume | Pass-Through Volume | Share of Through Trips |
| Peachtree Boulevard | 26,960 | 7,040 | 26% |
| Buford Highway | 7,910 | 1,270 | 16% |

FIGURE 2.8

## AVERAGE DAILY TRAFFIC VOLUMES ON MAJOR CHAMBLEE STREETS

Dominant patterns of traffic in Chamblee follow the east-west thoroughfares crossing the city, especially Peachtree Boulevard, Buford Highway, and Chamblee-Tucker Road.

Clairmont Road and Shallowford Road are dominant north-south corridors, though neither of these carries traffic in a true crosstown pattern.




Data Sources: Georgia Department of Transportation, Atlanta Regional Commission, City of Chamblee

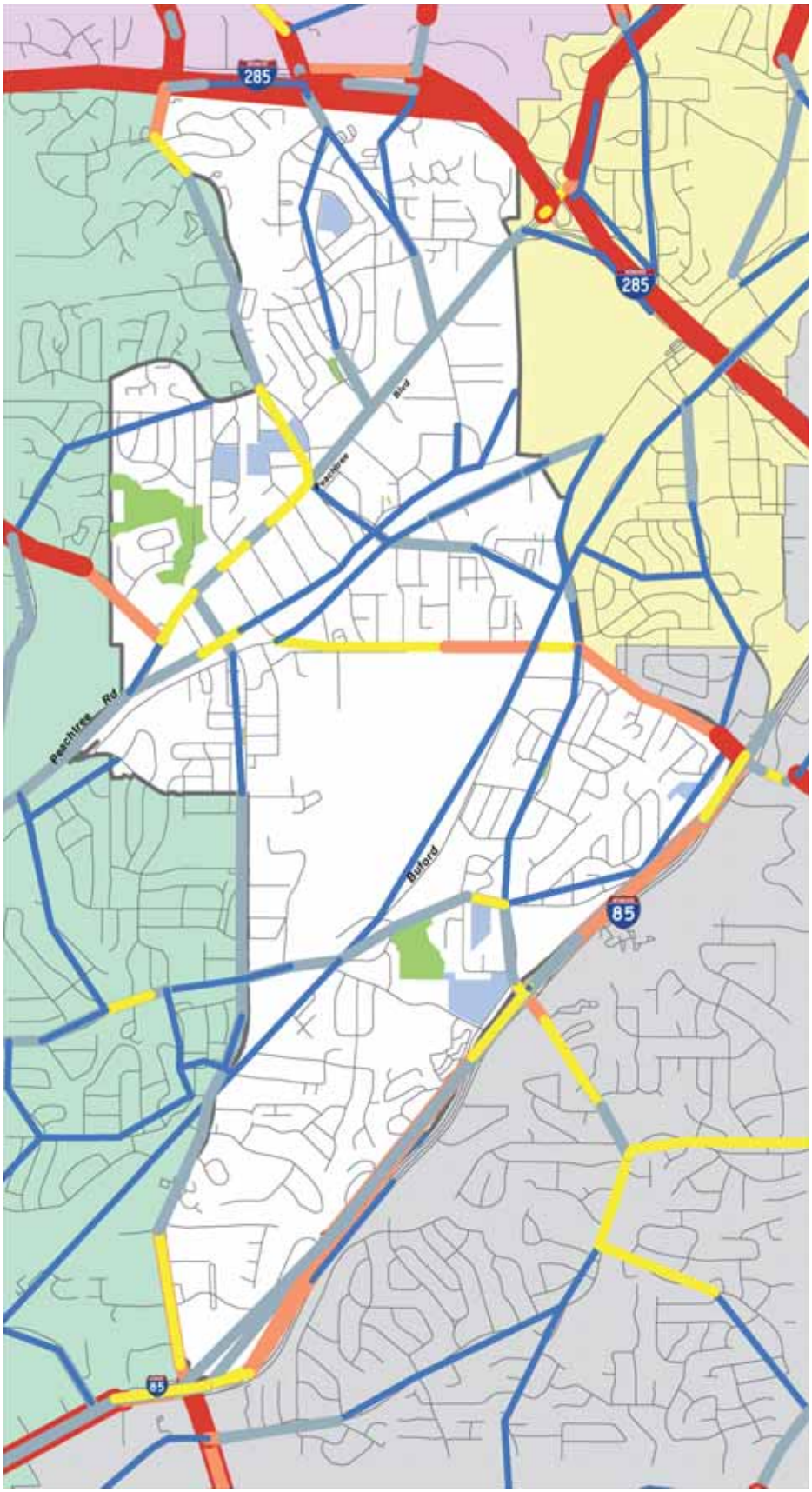



FIGURE 2.9

## GENERALIZED LEVELS OF CONGESTION ON CHAMBLEE'S STREETS

Looking at congestion throughout the city (as a ratio of traffic volume over roadway capacity, or V/C), Interstate 285, which borders the city on the north, experiences the highest congestion rates by far.

Not surprisingly, Chamblee Tucker Road has a relatively high volume to capacity ratio, as does Johnson Ferry Road. The western end of Peachtree Boulevard, and Chamblee Dunwoody Road where it intersects Peachtree Boulevard, both experience some congestion, although these roads are still below full capacity.

**Current Volume-to-Capacity Ratio**

- </= 0.5
- 0.51 - 0.70
- 0.71 - 0.84
- 0.85 - 1.00
- > 1.00

Data Sources: Georgia Department of Transportation, Atlanta Regional Commission, City of Chamblee

trips are entirely within the City (called internal-internal in transportation planning terminology), other trips which pass through the City (called external-external) and some trips which either begin or end in the City (called Internal-external or external-internal). As shown in Table 2.1a above, about 25% of trips with an origin or destination in Chamblee are entirely within the City, while about 75% have one trip end in the City and the other trip end outside the City. This is perhaps not surprising that most trips enter or leave the City, because of the small geographic size of the City and close proximity to so many regionally significant destinations.

Some trips also pass through Chamblee, having neither beginning points nor ending points in the City. The greatest number of pass-through trips will be on the major travel corridors such as Peachtree Boulevard and Buford Highway. Table 2.1b above summarizes pass-through trips for year 2015 and predicted for 2040, the future planning year of the Atlanta region's demand forecasting model. As shown, today these corridors see approximately 15 to 25 percent pass-through, while by 2040 they are predicted to see approximately 30 to 40 percent pass-through. So, the pass-through volume is quite significant on these major arterial corridors. Both roads are state routes and serve both a regional and local function, as evidenced by this data. This information suggests that mobility solutions and corridor design on these corridors might be approached differently from City streets which serve less of a regional role.

## TRAFFIC OPERATIONS ON STREETS AND AT INTERSECTIONS

Traffic operations in Chamblee closely reflect the major travel patterns discussed previously, with a larger concentration of traffic and congestion on arterial streets. Since most traffic travels within and through Chamblee on these major thoroughfares, traffic operations have been calibrated to move these volumes of traffic through major intersections. However, some intersections represent convergence points in these major travel patterns; as such, these currently feature a greater amount of congestion and travel delay. The following section and Figure 2.10 provides detail on the peak-hour operations of select intersections.

Conventional transportation planning and engineering practices use a concept called Level of Service (LOS) to briefly describe the performance of streets, intersections, and other major transportation infrastructure. Depending on the part of the transportation system being evaluated, LOS measures may refer to different indicators. For example, LOS at intersections typically measures delay to travel movement that the intersection creates, and LOS for an entire section of a street typically measures the volume-to-capacity ratio. The LOS concept applies letter grades (A through F) as a shorthand description of how a given street, intersection, or other infrastructure element performs. In terms of intersections, LOS A is a minimal level of delay, with an average delay per vehicle of less than 10 seconds. LOS F indicates the greatest amount of delay, with an average delay of 80 seconds or more. Intersection LOS is usually calculated for on one-hour periods, typically the morning and afternoon peak hours of travel.

Figure 2.10 on the following page illustrates a series of sample intersections with regard to the larger traffic patterns discussed previously and shown in Figures 2.8 and 2.9. These are described in more detail as follows.

**Peachtree Boulevard intersections.** The Plan's analysis included five intersections on Peachtree Boulevard, and four of these currently experience failing levels of service during peak hours. In the case of the Peachtree Boulevard/North Peachtree Road intersection, traffic volumes in both directions of Peachtree Boulevard are very high and generally exceed the capacity of travel and turn lanes. This is also true for the Peachtree Boulevard/Clairmont Road intersection, where traffic volumes exceed capacity on all approaches to the intersection, and the Peachtree Bouelvard/Johnson Ferry Road intersection, where the left turn from Johnson Ferry to Peachtree exceeds capacity.

It is important to note that the northernmost intersection studied on this corridor, Peachtree Boulevard and Peachtree Road at Chamblee's boundary with Doraville, performs today at much higher levels of service due to much lesser traffic volumes on cross streets. However, Peachtree Boulevard is also wider in this section, with four general purpose lanes per direction. This allows the intersection more capacity for vehicles to queue on red lights and then move through

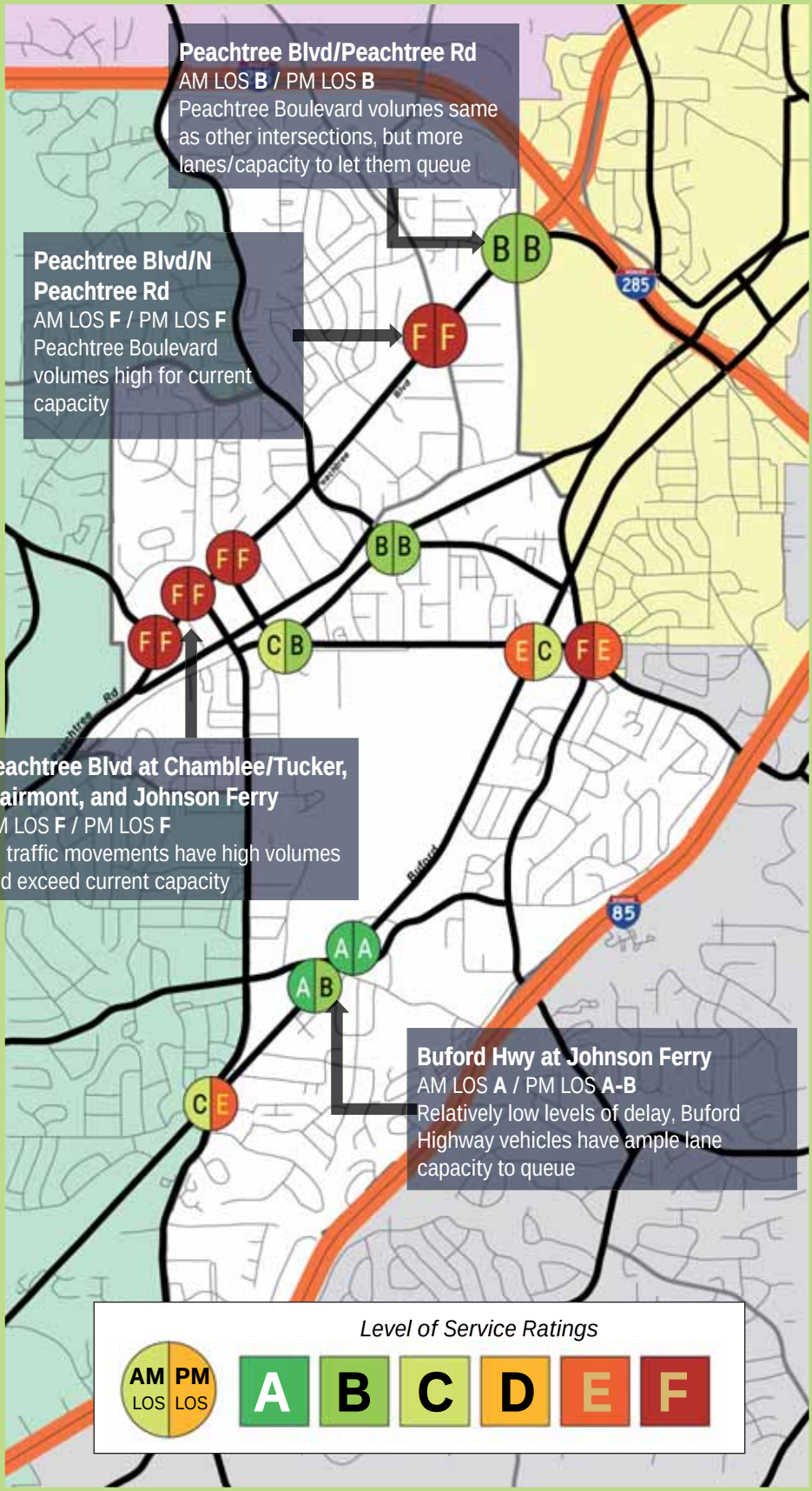



FIGURE 2.10

## LEVELS OF SERVICE AT SELECT INTERSECTIONS

When considering how specific intersections experience congestion, which is a different means of measuring traffic congestion than the existing and modeled daily traffic volumes as shown in Figures 2.8 and 2.9, respectively. Notable locations are those where major streets and travel patterns converge.

It is also important to note that some corridors that do not appear to be congested in the regional travel demand model have congested intersections. This is an example of how intersections test a street's or corridor's travel capacity, especially at intersections where two major travel patterns converge.

Data Sources: City of Chamblee

the intersection with minimal delay, even with a current operation that provides multiple cross-street phases.

These patterns together suggest that the five-lane section of Peachtree Boulevard, from just west of the Peachtree Road intersection to Chamblee's western boundary with Brookhaven, do not have sufficient capacity to carry their current traffic volumes.

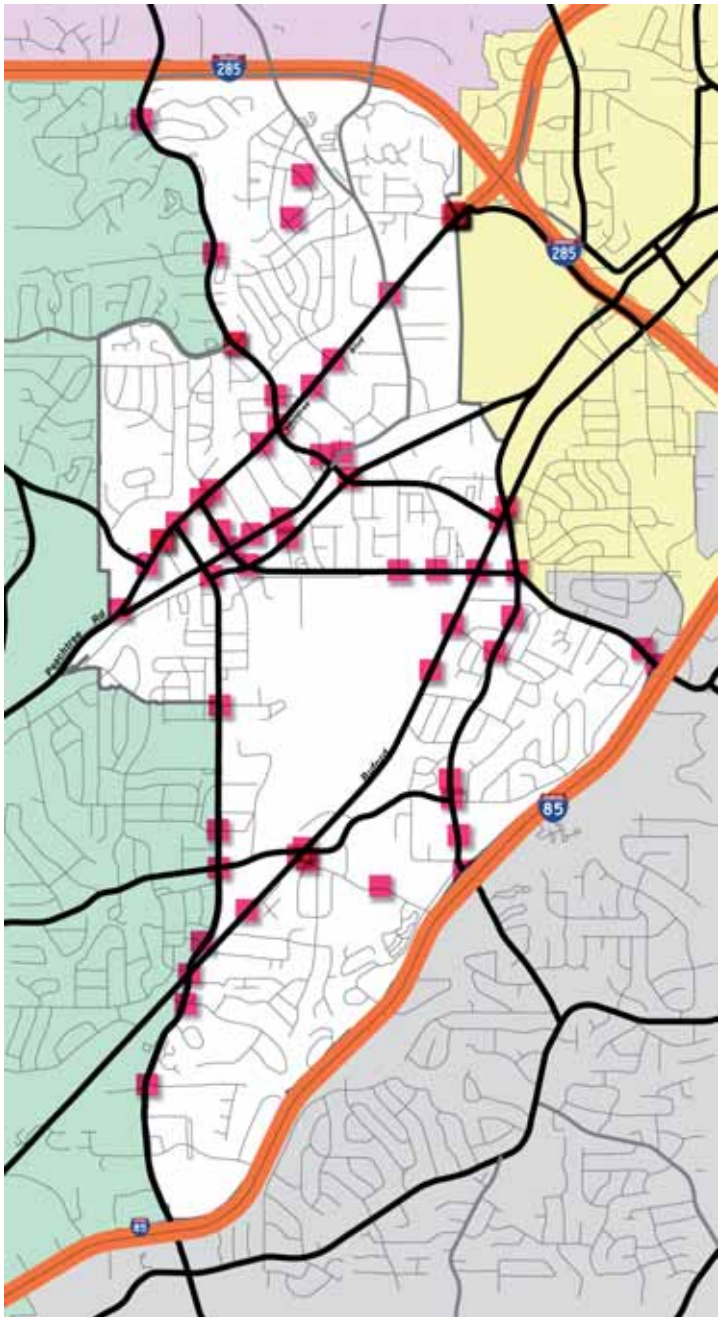
**Buford Highway Intersections.** The Plan analysis considered four intersections on Buford Highway. Two of these, at Plaster Road and Dresden Drive, operate with minimal delay on all approaches. However, the Buford Highway intersections with Chamblee-Tucker Road and Clairmont Road feature higher levels of average delay. This due to the traffic movements crossing and turning onto Buford Highway and not traffic on Buford Highway itself.

## TRAFFIC CONTROL

Chamblee has relatively little advanced traffic control not on major thoroughfare corridors. Figure 2.11 illustrates the location of traffic signals or other beacon-based control devices in the City, and only three of these are not located on roads classified as arterials. These include conventional three-color traffic signals as well as crossing-based signals that stop vehicle traffic to allow pedestrians to cross a street or road. There are numerous examples of both of the main types of beacon-based traffic control in Chamblee, and these include **rectangular rapid flashing beacons** (RRFBs) typically used for smaller streets and **pedestrian hybrid beacons** (PHBs) typically used for larger streets.

One notable pattern in signals is their spacing and how this compares between different corridors. As suggested previously, few of Chamblee's local streets feature signal control, and only around one-third of Chamblee's signals are *not* on GDOT state highways. The Peachtree Boulevard corridor, for example, features twelve signals in its 2.4-mile extent in Chamblee, where the Buford

**FIGURE 2.11 Traffic Signal Locations**




Highway corridor has only nine signals in its 2.8-mile length, with some distances of nearly a mile between signals. These have different implications on traffic congestion, overall travel speed, and accessibility (and especially ability to cross) for bicycles and pedestrians.One notable pattern in signals is their spacing and how this compares between different corridors.

# TRAFFIC AND STREET TAKEAWAYS

The five points below summarize the main traffic findings of this existing conditions summary.

1

## Two types of traffic, two types of streets

Only around  a quarter of Chamblee's traffic—especially on major thoroughfares—is passing completely through the City without an internal origin or destination. However, several of Chamblee's main thoroughfares are designed for high-speed regional travel.

2

## Congestion is focused

Although the Atlanta region's traffic congestion is severe on major corridors, in and around Chamblee this mostly affects interstates and select locations on surface thoroughfares.

3

## The street network has shaped this congestion

Major surface thoroughfares like Clairmont Road, Buford Highway, and Peachtree Boulevard are the only ways to get across the City or travel long distances. Most of Chamblee's local streets do not connect to multiple routes and require all kinds of traffic to use the arterial streets.

4

## Freeways are also influential

The worst traffic congestion occurs on its freeways, though congestion is also occurring at freeway access points. In Chamblee these include Clairmont Road at I-85, Chamblee-Tucker Road at I-85, and Chamblee-Dunwoody Road at I-285.

5

## Confluence points create challenges

Limitations in the street network mean that traffic patterns converge in places, such as Peachtree Boulevard between Johnson Ferry and Chamblee-Tucker Roads. Traffic increases in these locations, but so does the complexity of turns and traffic movements.

The term ***active transportation*** refers to travel modes relying on human power rather than motorized vehicles— walking, running, cycling, and other forms of non-motorized transportation. Networks of infrastructure that support active transportation should provide convenient connections throughout a community for those who wish to use one of these methods of travel.

As active transportation users do not have the protection of being inside vehicles, they represent some of the most vulnerable users of the transportation

**FIGURE 2.12a Sidewalk on the south side of Peachtree Boulevard**

system, and as such it is especially important to consider factors such as the built context of a community and the types of roads and streets making up the majority of the transportation system. Consideration should also be given to the age, gender, and personal preference of users and intended trip purposes, since active transportation encompasses both critical transportation need (such as getting to work, school, or shopping) as well as recreational movement.

Chamblee's active transportation network is currently more limited than its overall street and highway network, owing partly to the period of time during which much of the City was developed and the societal preferences for personal mobility during those times. In this regard it is not significantly different from other communities in the Atlanta region, although recent interest in promoting active transportation options in the region has introduced several new proposals for connection opportunities.

## EXISTING PEDESTRIAN CONDITIONS

Chamblee's transportation network consists of roadways that support local, regional, and through trips by mostly vehicular traffic; as discussed previously, this network prominently features a small number of major thoroughfares and a much larger number of local streets that rely on these thoroughfares for regional connection. The street network in the City limits is designed primarily to support vehicular mobility and access, with limited pedestrian and bicycle facilities. Approximately 30 percent of streets within the City have sidewalk facilities on at least one side, with most of these located along higher-classification roadways. However, even many of these sidewalks lack connectivity to each other, making it difficult to complete a trip to and from many destinations by non-vehicular modes. Figure 2.13 indicates the location of existing sidewalks.

Importantly, several roadways serve as barriers to access and mobility within the study area, effectively dividing the City and limiting travel options for those not

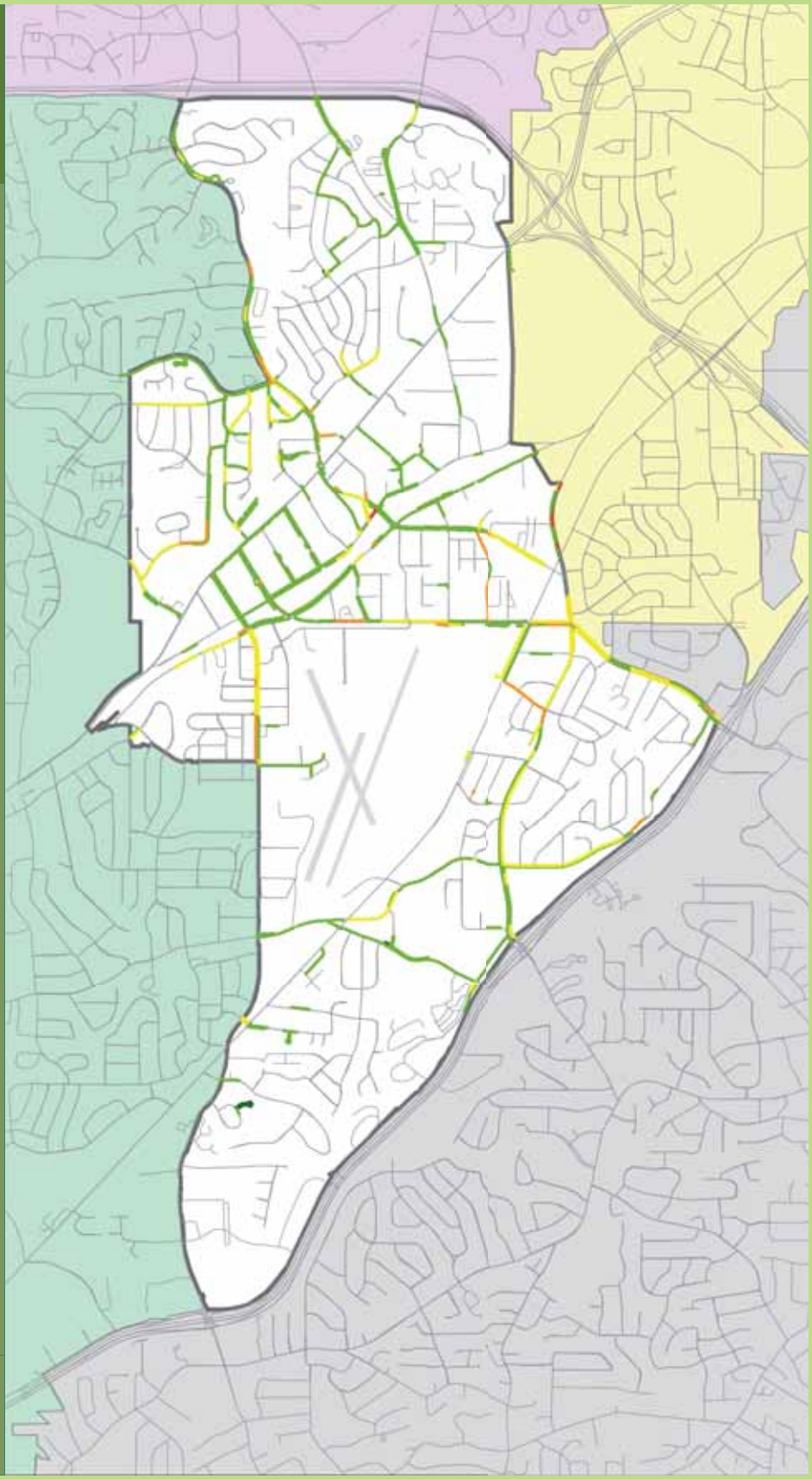
**FIGURE 2.12b Directly across the street sidewalks are missing in key locations.**

FIGURE 2.13

## CHAMBLEE SIDEWALKS AND THEIR CURRENT CONDITIONS

The majority of sidewalks in Chamblee (71 percent) are rated as good or better as of 2016, according to a condition assessment that the City conducted. Just under a quarter of sidewalk infrastructure (23 percent) was rated “fair” and only the remaining six percent of infrastructure was in poor condition or worse.

Although only around 30 percent of the City's streets currently have sidewalk coverage, this is mostly on higher-classification streets, suggesting that neighborhoods should be a major focus for sidewalk infill.




Data Sources: Georgia Department of Transportation, Atlanta Regional Commission, City of Chamblee

driving. The most notable cases of this are Peachtree Road, Peachtree Boulevard, New Peachtree Road, Chamblee-Dunwoody Road, Clairmont Road, Chamblee Tucker Drive and Buford Highway.

However, where sidewalks are in place, they are mostly in good condition. The majority of sidewalks in Chamblee (71 percent) are rated as good or better as of 2016, according to a condition assessment that the City conducted. Just under a quarter of sidewalk infrastructure (23 percent) was rated “fair” and only the remaining six percent of infrastructure was in poor condition or worse. Details of sidewalk condition are shown in Figure 2.13. There was no obvious geographic pattern to the location of sidewalks in poor/very poor condition, as poor links often occurred on routes that were otherwise in fair to good condition. However, the following routes had a number of segments in disrepair:

- Chamblee Dunwoody Road
- Chamblee Tucker Road
- Keswick Drive
- Cumberland Drive
- Clairmont Road
- Shallowford Road

Large stretches of Shallowford Road, Clairmont Road, and Chamblee Tucker Road were also in fair condition in 2016. These locations, along with other shorter connections, could be considered for sidewalk repair and improvement.

## SIDEWALKS AND PROTECTED CROSSINGS

Sidewalk treatments separated from the roadway improve safety for pedestrians and make pedestrian trips more viable. Their benefits include safety, economic benefits, mobility, and improved health in the community. Comfortable pedestrian facilities increase the number of trips made by walking and improve access to transit.

Although existing City sidewalk data do not specify details of design, many of the City's sidewalks, especially on major corridors, do not have extensive separation from curbs and place pedestrians close to travel lanes.

## SAFE ROUTES TO SCHOOL

Safe Routes to School is a national movement to improve the health and wellbeing of children by making it safe, convenient, and fun to walk or bike to school. The program’s mission is to empower communities to make walking and biking to school, once again, a safe and routine activity.  The program accomplishes this through six ideas: engineering, encouragement, education, evaluation, enforcement, and equity.

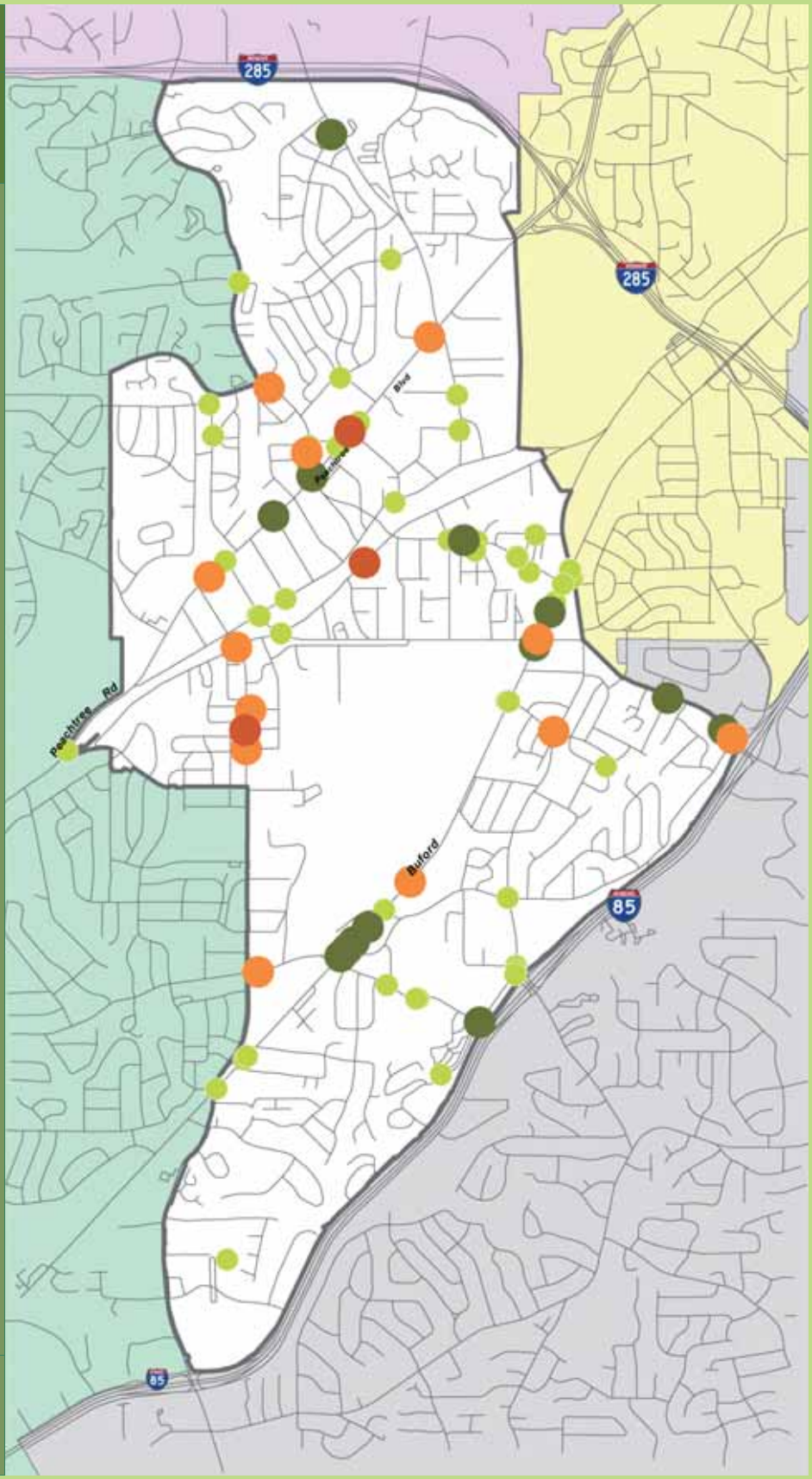
Although this movement was previously recognized in federal and state transportation funding legislation as a separate program with dedicated funds and eligibility criteria, under the MAP-21 federal legislation passed in 2012 it was consolidated with other specialized programs into the Transportation Alternatives Program and is no longer administered as a standalone program in Georgia. The principles of this previous funding program, however, are still worthwhile best practices and actively pursued by Georgia advocacy organizations.

Chamblee has several schools within residential neighborhoods that would be ideal candidates for walking and biking to school. This follows a school location policy used throughout DeKalb County through much of the post-World War II 20th century. Any school within the state can become a partner with the Safe Routes to Schools program.  Currently, Dresden Elementary School and Huntley Hills Elementary School are the only schools within Chamblee that participate.

FIGURE 2.14

## BICYCLE AND PEDESTRIAN SAFETY IN CHAMBLEE

This map uses bicycle and pedestrian crash data from a ten-year period (2006 through 2015) to examine broader trends and identify locations where pedestrians and cyclists were involved in crashes, displaying these crashes by whether or not pedestrians or cyclists were killed or seriously injured (noted as KSI in the legend below, a standard safety metric for the severity of crashes).




Data Sources: Georgia Department of Transportation, Atlanta Regional Commission, City of Chamblee

## PEDESTRIAN SAFETY

Within the Chamblee Study area, from 2005 to 2016, there were a total of 78 pedestrian crashes. Fifteen of those crashes resulted in pedestrian deaths or serious injuries. Location of crashes and fatalities are shown in Figure 2.14.

The majority of pedestrian-related accidents occurred during the day, and during clear weather. Approximately 57 percent of pedestrian accidents took place when a pedestrian was attempting to cross a street, and 62 percent of those were outside of a crosswalk.

Seventy-five percent of crashes between 2006 and 2015 took place on five roadways in Chamblee: Chamblee Tucker Road, Buford Highway, Plaster Road NE, Chamblee Dunwoody Road and Peachtree Boulevard. The majority of crashes happened on roads classified as principal arterial or collector, and many of them occurred at intersections. Pedestrian crashes typically took place in areas where there were no sidewalks or there were gaps in sidewalks resulting in a lack of connectivity.

## BICYCLE FACILITIES

When designing bicycle facilities, understanding the intended cyclist type allows for the facility to accommodate the greatest number of users. A national body of survey and study data suggests that there are three types of cyclists, described below and in Figure 2.15, and each has a desired level of comfort before they choose to ride a bicycle:

1. **Interested but Concerned:** Often not comfortable with bike lanes, users may bike on sidewalks even if bike lanes are provided; they prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. Users may not bike at all if bicycle facilities do not meet needs for perceived comfort. These users make up approximately **51-56 percent** of the total population nationwide, suggesting that there is significant latent demand for cycling in Chamblee if bicycle infrastructure can be improved.
2. **Somewhat Confident:** This user type generally prefers more separated facilities but are comfortable riding in bicycle lanes or on paved shoulders if need be. They make up **5-9 percent** of the population.
3. **Highly confident:** The highly confident user is comfortable riding with traffic and will use roads without bicycle lanes. They make up approximately **4-7 percent** of the population.

A fourth category assumed in these estimates, accounting for the remaining 25-30 percent, is travelers not interested in or willing to travel by bicycle in any circumstances.


**FIGURE 2.15 Three Types of Cyclists**

**FIGURE 2.16 MAJOR TYPES OF BICYCLE FACILITY DESIGNS**

| | |
|---|---|
|  | Shared Lane: Shared lanes are facilities that require motor vehicles and bicycles to share the outside lane of a roadway. Shared lanes may include pavement markings in the form of a marked shared lane (commonly referred to as sharrows). |
|  | Bikeable/Paved Shoulder: Bikeable shoulders are facilities on the edge of roadways. They are a 6.5 feet wide, smooth paved shoulders that are separated from vehicular traffic by a 16 inch rumble strip. |
|  | Bike Lane (On-street): Bicycle lanes provide a space for bicyclists in the roadway using painted roadway markings and signing. Bicycle lanes are for one-way travel and are normally provided in both directions on two-way streets. |
|  | Buffered Bike Lane: Buffered bicycle lanes are created by painting or using a different surface treatment to create a flush buffer zone between a bicycle lane and the adjacent travel or parking lane. Painted buffer zones should be at least 2 feet wide. |
|  | Cycle Track/Separated Bike Lane: Cycle tracks are facilities exclusively for people on bicycle and physically separated from the adjacent motor vehicle lanes by a vertical element. Separation can be achieved through a curb, a parking lane, flexposts, plantings, removable curbs, or other measures. |
|  | Shared-Use Path: Shared-use paths are combined bikeway and pedestrian facilities located within the right-of-way and physically separated from motor vehicle traffic. Most shared-use paths are designated for two-way travel and are for use by all non-motorized users. |

## EXISTING BICYCLE CONDITIONS

There is currently a lack of bicycle infrastructure within large parts of the City of Chamblee, with only one existing bike lane and the existing Rail Trail (currently programmed for expansion) in the City's downtown. The existing facility is located on Longview Drive from North Shallowford Road to Admiral Drive, though it currently does not connect to other bicycle facilities. A Bicycle and Pedestrian Plan from 2002 identified several potential rail-to-trail conversion opportunities, but the study focused on areas within the old city limits and no planning efforts have been explored within the annexed areas until this plan.

From 2006 to 2015, a total of 17 bicycle crashes occurred; three of those crashes resulted in cyclist death or serious injury. Most of the bicycle crashes occurred on roads classified as arterial roadways. As with pedestrian accidents, the majority of cyclist incidents occurred in daylight, in clear weather. The majority of bicyclists were hit while traveling in a forward direction (i.e. not turning).

Eighty-eight percent of all bicycle crashes from 2006 to 2015 happened on six roadways: Clairmont Road, New Peachtree Road, Buford Highway, Peachtree Boulevard, Chamblee Dunwoody Road and Dresden Drive.

## TRAFFIC CALMING

Traffic calming is defined as physical measures that reduce negative effects of motor vehicle use, alter driver behavior, and improve conditions for nonmotorized street users. Traffic calming slows motorists to a desired speed and develops context-sensitive streets that meet the requirements of the community; its aim is to balance vehicular traffic on streets with other uses. Measures include both horizontal and vertical changes to the street, such as narrowing lanes (horizontal) or speed tables or raised intersections (vertical).

Traffic calming is important because when there is conflict between a pedestrian and motor vehicle, the slower the speed of the motor vehicle, the greater the chances of survival are for the pedestrian. If pedestrians are struck by a vehicle at 36 miles per hour or more, the results are usually fatal. While streetscape elements and traffic calming elements are not the same, they should be used in conjunction with one another to create a safe and comfortable environment for all users.

## EXISTING TRAFFIC CALMING

While the City of Chamblee has no compiled list of planned or completed traffic calming measures, there are roadway and streetscape projects that have traffic calming elements present in their design.

### 2017 Peachtree Streetscape Improvements

- Status: Complete
- Location: Peachtree Road between Pierce Drive and Broad Street
- Summary: The streetscape project striped two 11-foot travel lanes, better demarcating the street from adjacent business parking lots. A 6-foot sidewalk and street trees were also installed on the east side of the roadway.

### 2019 Peachtree Road Streetscape Improvements

- Status: Under construction
- Location: Peachtree Road from McGaw Drive to American Industrial Way
- Summary: Building on streetscape improvements already completed, extending the project west to McGaw Drive, narrowing the roadway down to two 11-foot lanes with left turn lanes at select intersections and extending the sidewalks on the east side of the road. Sidewalks, street trees and parallel parking with bulbouts will be constructed on the west side of the roadway. Additional traffic calming measures, raised intersections, will be installed at Malone Drive, Miller Drive, Pierce Drive, and Chamblee Dunwoody Way.

### Chamblee-Dunwoody Road Streetscape

- Status: Complete
- Location: Chamblee-Dunwoody Road from Cumberland Drive to Buford Highway
- Summary: The roadway project provided restriping of lanes which gave the perception of a narrowed roadway. Sidewalk and bollards were also constructed within the project limits.

### Chamblee-Dunwoody Road Streetscape Phase 2

- Status: Complete
- Location: Chamblee-Dunwoody Road from Peachtree Boulevard to Harts Mill Road
- Summary: The streetscape improvements north of Peachtree Boulevard included the installation of sidewalk on both sides of roadway, street trees, decorative fence, streetlights and HAWK signal with a pedestrian refuge island in front of Chamblee High School.

### Longview Drive Bicycle Lanes

- Status: Complete
- Location: Longview Drive between N Shallowford Road and Admiral Drive.
- Summary: At the request of the community, striped bike lanes were installed as a traffic calming measure to narrow the roadway and slow through traffic in the area.

### Chamblee Tucker Road Median

- Status: Complete
- Location: Chamblee-Tucker Road between Peachtree Boulevard and Peachtree Road
- Summary: The project includes a 650-foot raised median with vegetation and decorative fencing to be installed. The intent of the median is to narrow lanes and reduce access, resulting in slower traffic and less conflict.

**FIGURE 2.17 EXAMPLES OF TRAFFIC CALMING DEVICES**

<table>
<tr><td>  </td><td>  </td><td>  </td></tr>
<tr><td>Pedestrian Median Island</td><td>Mini Traffic Circle</td><td>Bulbout</td></tr>
<tr><td>  </td><td>  </td><td>  </td></tr>
<tr><td>Raised Pedestrian Crossing</td><td>Roundabout</td><td>Neckdown</td></tr>
</table>

# ACTIVE TRANSPORTATION TAKEAWAYS

The five points below summarize the main active transportation findings of this existing conditions summary.

1

## Only 30 percent of streets with sidewalks

Sidewalks are present on only a portion of the city's streets, though they are mostly on thoroughfare streets. Nonetheless, gaps remain on these thoroughfare streets, suggesting that filling them should be a high priority along with gaps in neighborhoods.

2

## 75 percent of pedestrian crashes on five roads

Five roads in the city (Chamblee Tucker Road, Buford Highway, Plaster Road NE, Chamblee Dunwoody Road and Peachtree Boulevard.) account for three-quarters of the city's pedestrian crashes.

3

## Only one on-street bike facility

The city has only one street with bike lanes—Longview Drive. However, off-street facilities, especially in and around Chamblee's downtown, are expanding.

4

## Major streets can be barriers

The same streets that see the vast majority of pedestrian crashes are also mostly designed for moving traffic at high speeds. Even when crashes do not occur, these streets can be difficult to cross and navigate.

5

## The City of Chamblee is investing in streetscapes

Most of the City's streetscape enhancement projects are recent, suggesting that there has been a recent focus on adapting infrastructure for a broader set of modal needs and priorities.

Public transportation in Chamblee is provided mainly by the Metropolitan Atlanta Rapid Transit Authority (MARTA), which operates both heavy rail and buses. Chamblee has a station on the Gold Line branch of the rail network, and eight fixed-route bus lines serve stops within the City. These routes cover major thoroughfares in the City, including Clairmont Road, Peachtree Boulevard, Buford Highway, the I-85 Access Road, Briarwood Drive, and North Shallowford Road.

As with most MARTA rail stations, the Chamblee station serves as a primary transfer point for buses in the City and a terminus of many bus routes. It is also a destination for one Xpress commuter bus route. Significantly, there are no bus routes that connect beyond the north and south sides of the rail corridor—routes travel principally from one side of the rail line or the other and do not continue past it to other destinations. These are illustrated in Figure 2.19 on the following page.

As suggested in the previous section of this report on community demographics, Chamblee has some of the highest non-rail transit ridership in the Atlanta region, especially outside of the urban core of the City of Atlanta. Route 39, which serves Buford Highway between the Lindbergh Center and Doraville rail stations, is MARTA's busiest route in the system with over 6,000 daily riders on an average weekday.

Chamblee is also a major service area for privately-operated transit service along Buford Highway under the Georgia Bus Lines brand. Although ridership data was not available for this plan, past studies have estimated that it generates anywhere from 50 to 80 percent of the ridership of MARTA's Route 39.


**FIGURE 2.18 MARTA Gold Line heavy rail near the Chamblee station and adjacent to the Norfolk Southern Railway.**

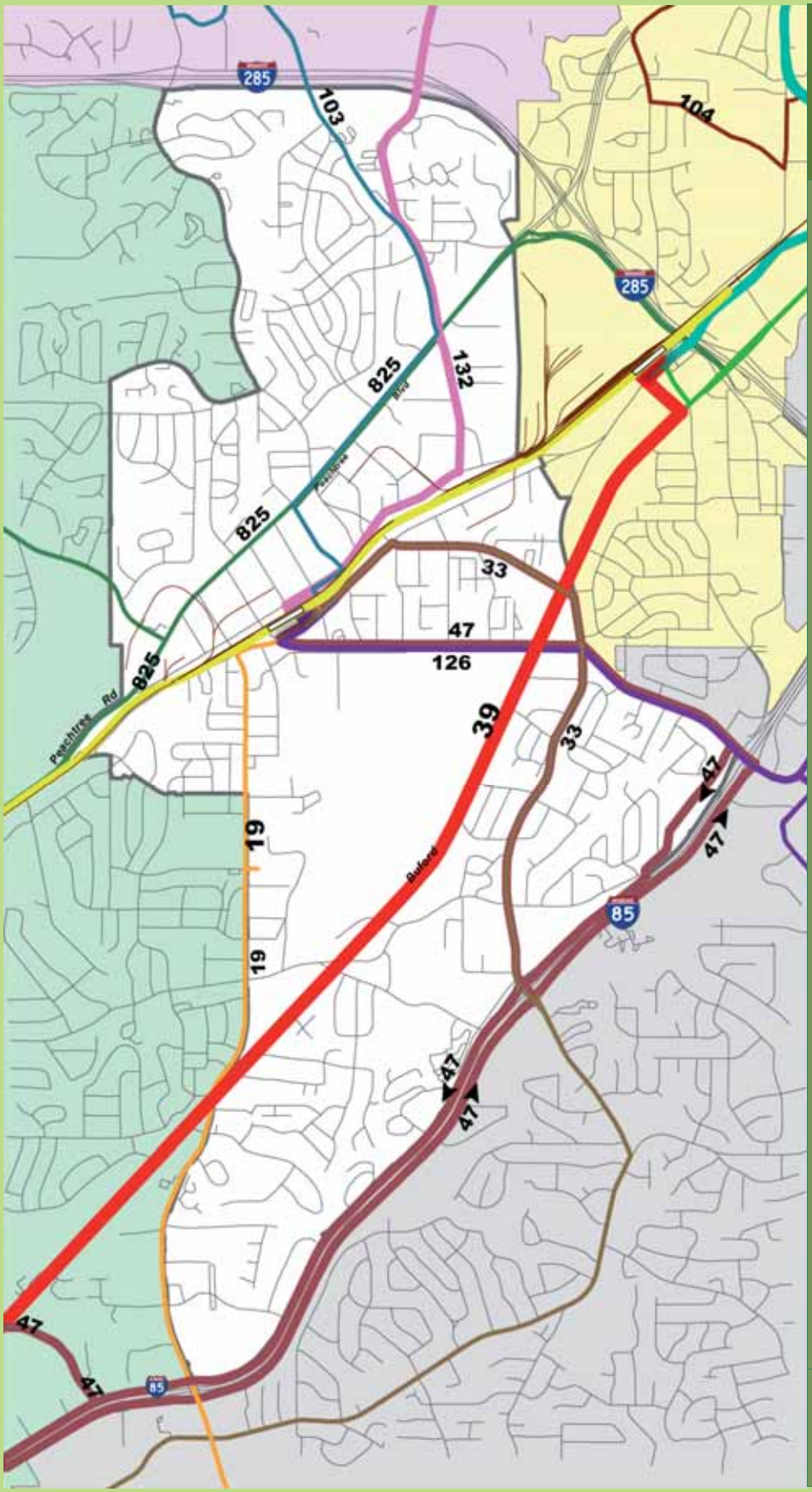



FIGURE 2.19

## CHAMBLEE BUS LINE LOCATIONS

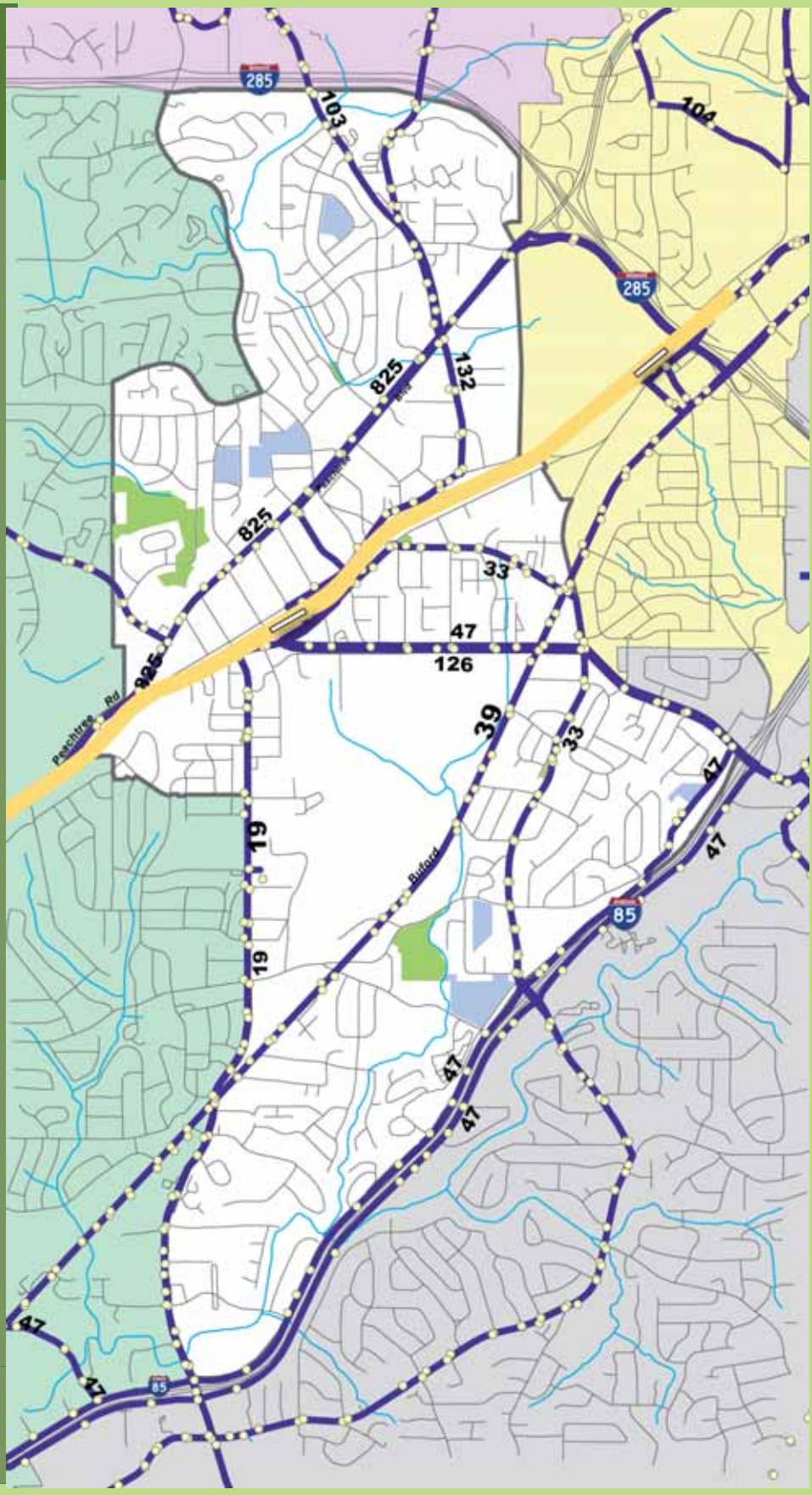
Eight MARTA fixed-route bus services connect various points in Chamblee to one or more of MARTA's heavy rail stations.

Data Sources: MARTA, Atlanta Regional Commission, City of Chamblee

FIGURE 2.20

## CHAMBLEE BUS STOP LOCATIONS

As with most routes in the MARTA system, stop spacing is fairly frequent, with stops generally located every 400 to 800 feet along routes.




Data Sources: MARTA, Atlanta Regional Commission, City of Chamblee

## BUS RIDERSHIP AND FREQUENCY

Bus ridership is displayed in Figure 2.23 by on-boardings and off-boardings at bus stops. This map does not reflect the stops at the Chamblee MARTA rail station, which experiences the highest on/off counts by far, but focuses instead on stops along the regular fixed routes. Combined, the ten bus stations at the MARTA station have a weekday on/off count of over 2,300 passengers. Northbound route 132 is the busiest of these, with approximately 270 weekday on-boardings and off-boardings.

The MARTA station aside, Route 39 serving Buford Highway is the most utilized route within the City. The stops at Oak Shadow Drive (Plaza Fiesta) are the most used (around 200 on/off-boardings on weekdays and over 200 on Saturdays). The second and third most utilized routes are Route 47 (I-85 Access Road) and Route 26 (Chamblee-Tucker Road) respectively. Major destinations and transfer points within Chamblee are among the highest in the MARTA system.

One notable pattern in bus ridership in Chamblee, especially along the Buford Highway corridor, is the high ridership on weekends as well as weekdays. By and large, public transit throughout the United States serves a primarily commuting population, especially to and from major employment centers, and as a result ridership patterns tend to be lower Saturdays and lower still on Sundays. Many stops in Chamblee are an exception to this general rule, with Saturday and Sunday ridership levels approaching or equal to weekday ridership. This points to the importance of transit for shopping, visiting health and civic services, and accessing service-based employment outside of typical weekday business-hour periods. It also underscores the relatively high levels of zero-car households and transit dependency in Chamblee, especially in the part of the city south of the Buford Highway corridor.

Despite this high ridership, transit riders face challenges in access to bus stops and station facilities. Approximately one third of bus stops are not connected to the sidewalk network. Particularly along Buford Highway, there is an overall lack of pedestrian infrastructure serving these heavily used bus stops and pedestrians must cross multiple intersections and use unpaved worn paths to reach shelters or stops, as illustrated in Figure 2.21 below.

Although MARTA's bus network covers most of Chamblee's major streets, service frequency varies, ranging from the relatively frequent service of Route

**FIGURE 2.21 MARTA Gold Line heavy rail near the Chamblee station and adjacent to the Norfolk Southern Railway.**

39 (every 15 minutes in peak-travel periods) to 60 minute service of Route 825, a route organized under MARTA's program of neighborhood circulator routes focused more on serving residential areas and other lower-demand districts.

Bus route planning typically strives for a balance between high frequency on routes and coverage of as many places and destinations as possible, rather than focusing on one at the expense of the other. Chamblee's bus routes reflect some of each of these priorities—Route 39 has one of the highest frequencies in the MARTA system, and routes such as 132, 133, and 825 provide service through primarily residential areas without connecting directly to employment centers or commercial districts. Overall, the MARTA routes in Chamblee are more oriented to coverage, and the service frequencies generally require long waits between buses (as shown in Table 2.2). This makes it difficult for transit to serve a choice rider, or a rider who has the option of travel through other means (such as a private vehicle). At the same time, however, it is difficult for MARTA and other transit providers to use operating resources for lower-density environments and provide effective bus service when certain areas do not produce high ridership.

## THE MARTA RAIL STATION

Chamblee's MARTA rail station is the centerpiece of the City's transit network. Not only does it link Chamblee via rapid transit service to the major jobs centers of Downtown and Midtown Atlanta, Buckhead, and Hartsfield-Jackson

**TABLE 2.2 MARTA Bus Routes by Service Frequency**

| MARTA Route Number and Name | Weekday (peak/ off-peak) | Saturday | Sunday |
|---|---|---|---|
| 19 - Clairmont Road | 30 min/ 45 min | 45 min | 45 min |
| 39 - Buford Highway | 15 min/ 20 min | 20 min | 20 min |
| 47 - I-85 Access Road/ Briarcliff Road | 45 min/ 45 min | 45 min | 45 min |
| 103 - North Shallowford/ Peeler Road | 40 min/ 40 min | 60 min | 60 min |
| 126 - Chamblee-Tucker Road | 40 min/ 40 min | 60 min | 60 min |
| 132 - Tilly Mill Road | 30 min/ 45 min | 60 min | 60 min |
| 133 - Shallowford Road | 40 min/ 60 min | 60 min | 60 min |
| 825 - Johnson Ferry | 60 min/ 60 min | no service | no service |

**FIGURE 2.22 Chamblee MARTA Rail Station**

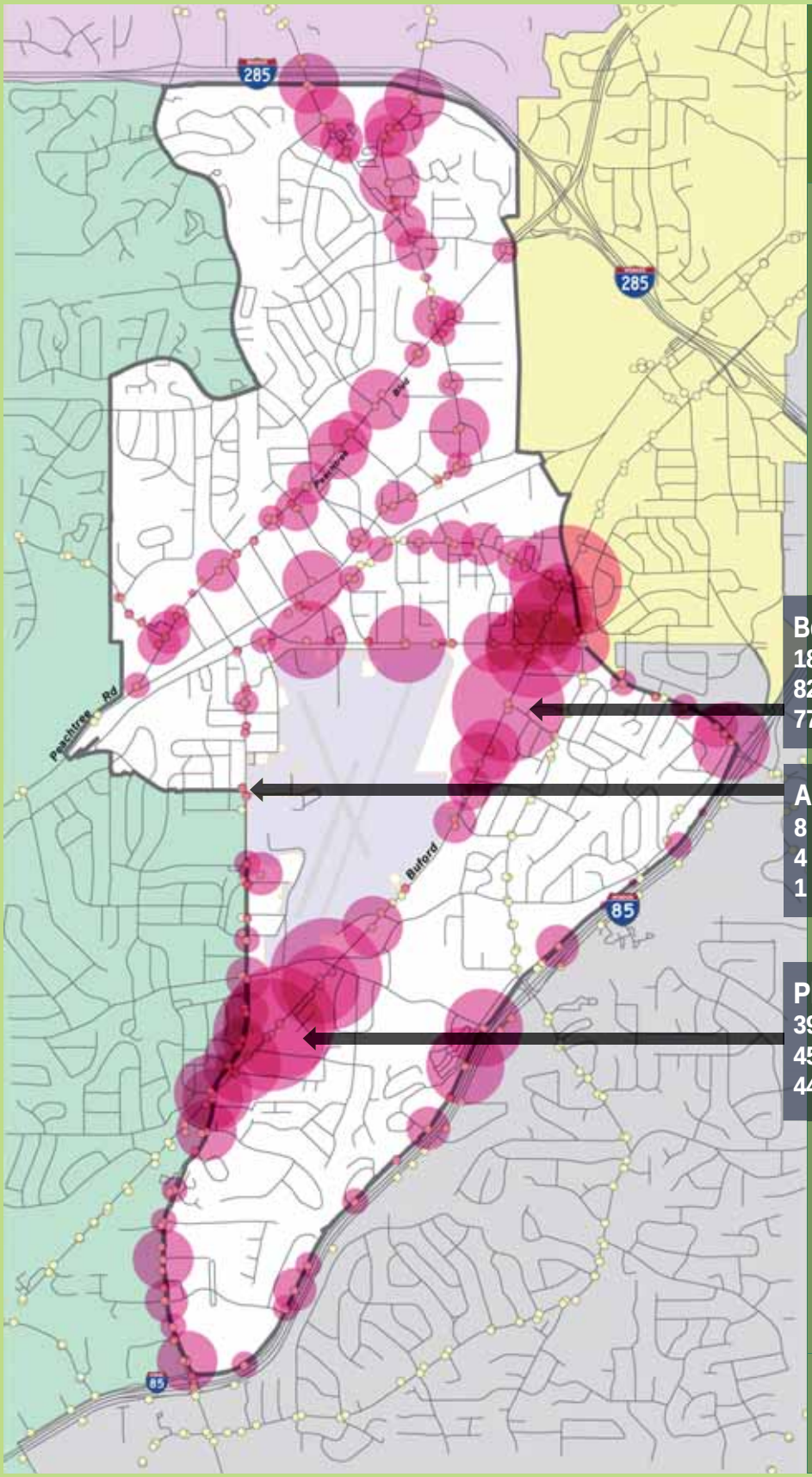



FIGURE 2.23

## CHAMBLEE STOPS BY RIDERSHIP

Bus stops shown on this map are weighted by ridership. Levels of ridership vary greatly, with some stops serving hundreds of passengers per day and others serving fewer than one rider per weekday on average. Three examples are shown below, with numbers of boardings and alightings (departures from a vehicle).

**Beverly Hills Drive (Route 39)**
**182** weekday boardings/alightings
**82** Saturday boardings/alightings
**77** Sunday boardings/alightings

**Airport Drive (Route 19)**
**8** weekday boardings/alightings
**4** Saturday boardings/alightings
**1** Sunday boardings/alightings

**Plaza Fiesta (Route 39)**
**396** weekday boardings/alightings
**455** Saturday boardings/alightings
**443** Sunday boardings/alightings

Data Sources: MARTA, Atlanta Regional Commission, City of Chamblee

Atlanta International Airport, it also serves as a transfer facility between buses and between bus and rail travel. Seven of the eight bus lines serving Chamblee terminate at this station, and the station was designed with bus loading and layover capacity to accommodate even greater levels of service than MARTA currently operates at the station.

As the MARTA rail line is aligned directly parallel to a freight-passenger rail corridor (discussed in the following section), the rail station itself features two primary entrances: one on the Peachtree Road side of the rail corridor and the other on the New Peachtree Road side. Each primary entrance is fare-controlled and requires passengers to pay a transit fare to pass through the station, though signage and wayfinding inside the station guides passengers to a variety of destinations accessed by each exit.

This is significant because the station's internal passageway is one of a limited number of crossings of this rail corridor throughout the City.

## THE NORFOLK SOUTHERN RAILROAD

Chamblee is bisected by a major rail corridor owned and operated by the Norfolk Southern Corporation (Norfolk Southern), a Class I freight operator that absorbed the former Southern Railway company that historically operated the line. The rail corridor through Chamblee is one of Norfolk Southern's primary freight corridors in the Southeast and connects Atlanta to Greenville and Charlotte; it also serves Amtrak passenger rail through both of these cities on the Crescent route connecting Washington, DC to New Orleans, Louisiana.

The rail corridor is the foundation of much of the transportation system of northeast metropolitan Atlanta. It generally follows the Eastern Continental Divide and Interstate 85, the Buford Highway corridor and MARTA's northeast heavy rail extension were built generally parallel to it. Indeed, Chamblee's establishment as a community in the late 19th century came largely from its location at a junction of two railroads, and the rail corridor allowed its growth as a military training center and an industrial community into the 20th century.

# TRANSIT SERVICE TAKEAWAYS

The five points below summarize the main transit findings of this existing conditions summary.

1

## High potential for transit use and ridership

Chamblee's demographic profile suggests that non-driving travel, especially transit, is an important part of the community's transportation system.

2

## Busiest bus route in the region

Chamblee is well served by rail transit with MARTA's Gold Line heavy rail service, it also has the Atlanta region's busiest bus route—MARTA's Route 39.

3

## Transit is not just for travel to work

Ridership at several Chamblee bus stops—such as Plaza Fiesta—remains high even on weekends, suggesting that transit is an essential travel mode for shopping and other trip purposes beyond travel to work.

4

## City has multiple key transit areas

The Buford Highway corridor is busy for transit, but the Peachtree Boulevard corridor also has a high density of stops generating significant ridership.

5

## Transit frequencies do not readily promote travel

The lengthy headways (time between vehicles) on most MARTA bus routes suggest that transit is challenged to compete with vehicle travel, especially for trips too long to walk but short enough to be served by non-driving modes.

An evaluation of the location and frequency of crashes helps identify areas of greatest need in terms of safety improvements, which should include safety considerations for vehicles and for non-motorized travelers.

Crash data for the City of Chamblee collected from GDOT was analyzed for the period from September 2015 to September 2018. During the three-year period there were over 3,300 crashes, with approximately 1,100 injuries and six fatalities. The most frequent crash types are rear-end collisions and angle collisions, which are typically the most common in any urban area.

The heat map shown in Figure 2.24 on the following page shows the locations of each crash but also indicates where accidents occur most frequently. As is often the case in cities and towns, crashes tend to increase in frequency along with increases in traffic volume, with busier streets and roads being the locations of greater numbers of crashes. In Chamblee greater concentrations of crashes occur particularly where busy roads intersect, such as Chamblee-Tucker Road at Buford Highway and Chamblee-Dunwoody Road at Buford Highway.

However, other major corridors also exhibit high frequencies of crashes. During the three-year time period studied, Clairmont Road had the highest gross number of crashes, nearly 700 over three years, with Buford Highway close behind with over 600 crashes in this timeframe. The intersection at Buford Highway and Clairmont Road was the most dangerous area along both roads.

## CRASH FREQUENCY

In terms of crashes per mile, the most dangerous roads were:

1. Johnson Ferry Road – 295 crashes per mile (predominantly at the intersection with Peachtree Boulevard
2. Chamblee Tucker Road – 245 crashes per mile (intersections with Shallowford Road and Buford Highway having the highest concentrations, around 90 crashes over this period)
3. Buford Highway – 236 crashes per mile
4. Peachtree Boulevard – 223 crashes per mile (Clairmont Road and Johnson Ferry Road intersections had the highest number of crashes along this road)
5. Clairmont Road – 198 crashes per mile

The map in Figure 2.25 indicates both the location and severity of crashes, including those involving bicyclists and pedestrians.

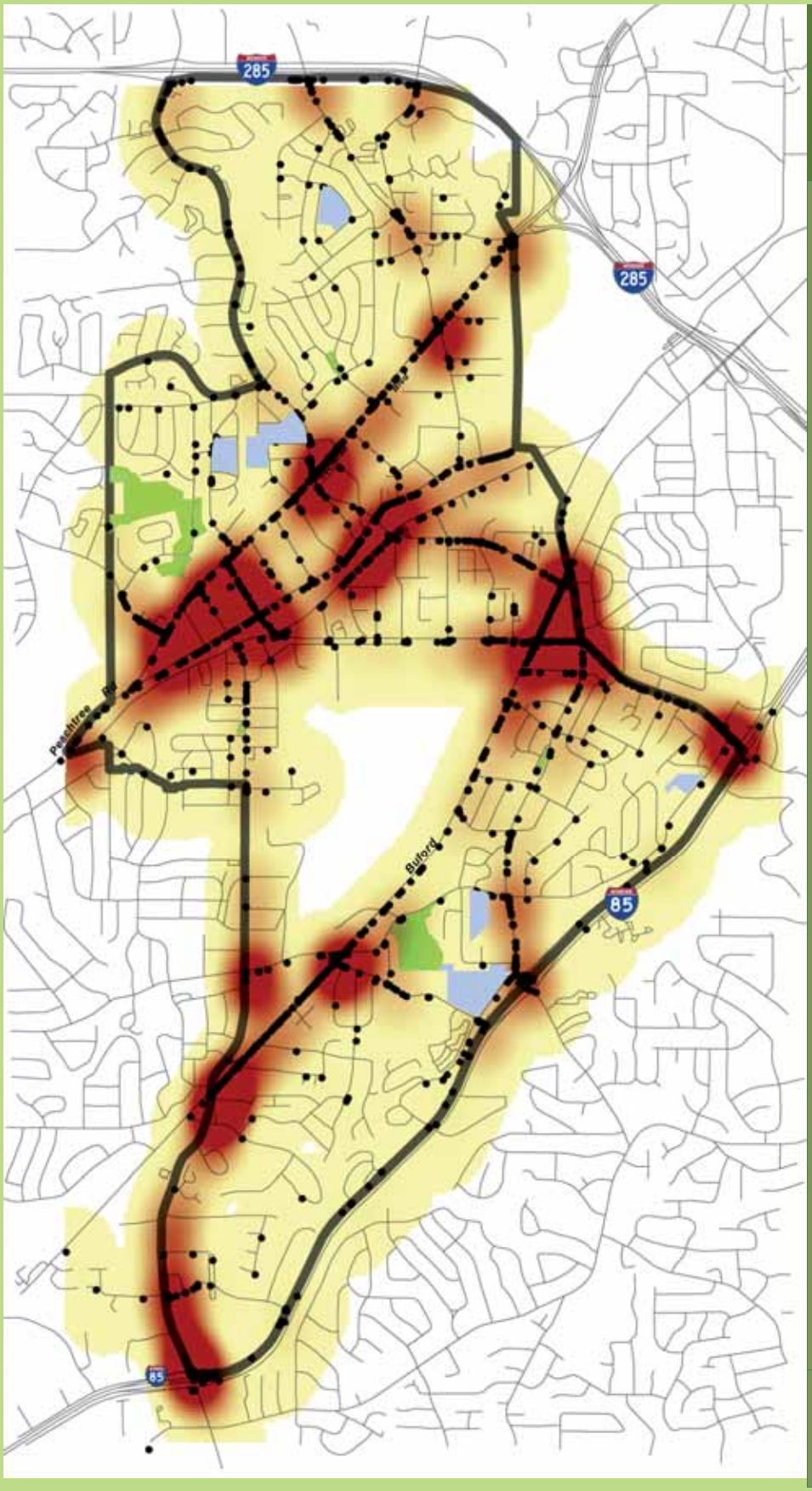



FIGURE 2.24

## CRASH HOT-SPOTS

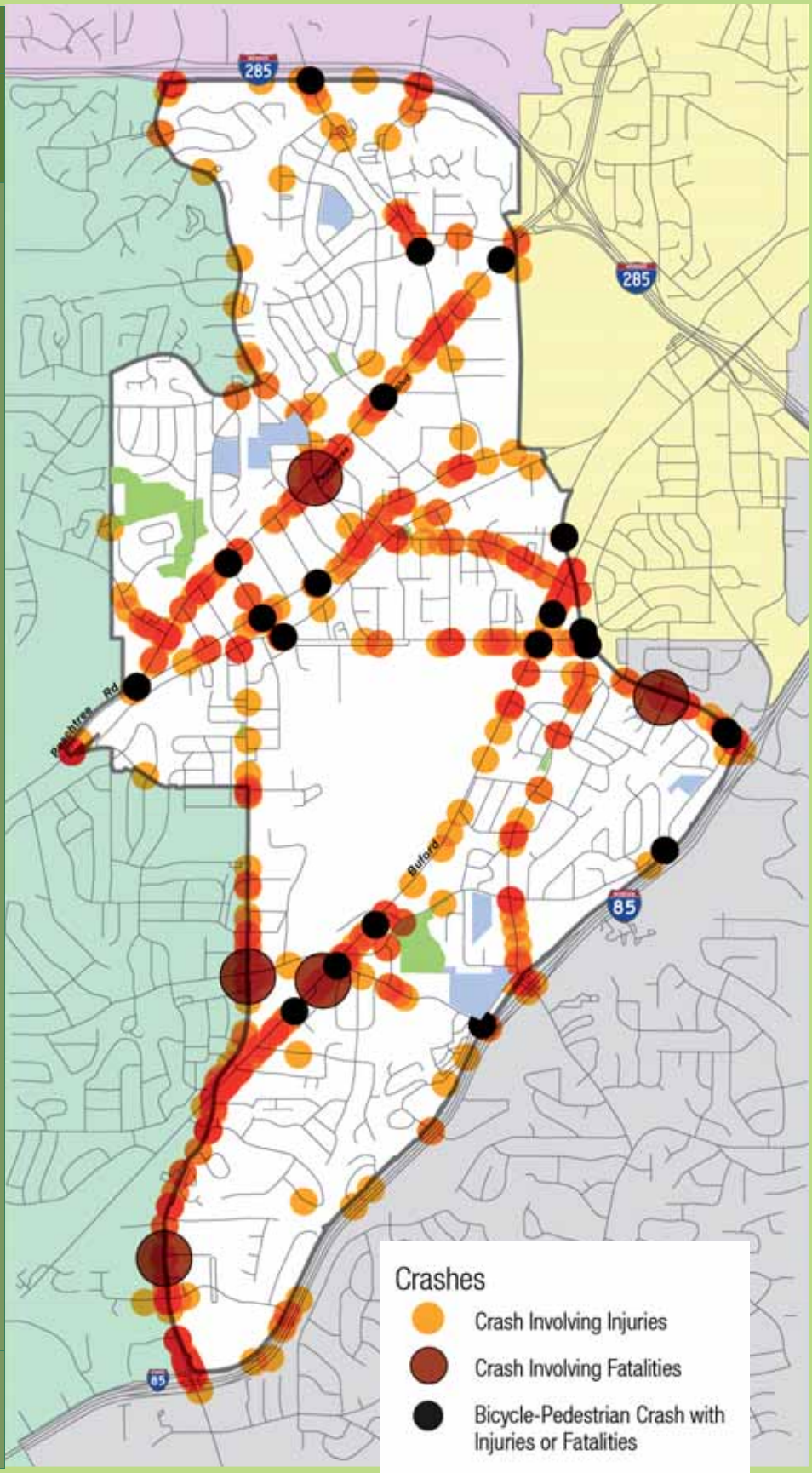
Crashes occur in high frequency where traffic volumes are higher, which is an intuitive relationship. However, even along relatively busy corridors, they occur most frequently at certain locations.

Data Sources: MARTA, Atlanta Regional Commission, City of Chamblee

FIGURE 2.25

## CRASH SEVERITY

Crashes involving injuries and fatalities. Of particular note is the density of crashes involving injuries on the Clairmont Road corridor south of Buford Highway and Peachtree Boulevard through the City's extent.




Data Sources: GDOT, Atlanta Regional Commission, City of Chamblee

# TRANSPORTATION SAFETY TAKEAWAYS

The five points below summarize the main traffic findings of this existing conditions summary.

1

## Crashes occur most frequently on major streets

It is intuitive that the greater the traffic, the greater the number of crashes. However, several Chamblee streets have high levels of crashes relative to their traffic volumes even for the Atlanta region.

2

## Crashes off of major streets happen in neighborhoods

Crash concentrations occurring on some streets, such as North Peachtree and North Shallowford Roads, are in residential neighborhoods where impacts may be more acutely experienced (or where pedestrians, children, or other vulnerable users may be involved).

3

## A handful of high-frequency crash corridors

Clairmont Road south of Dresden Drive, Peachtree Boulevard throughout the City, and Chamblee-Dunwoody Road east of the Norfolk Southern railroad are among the greatest concentrations of severe crashes

4

## Crash severity in downtown Chamblee

Peachtree Road through downtown Chamblee is another localized concentration of crashes with severity, pointing to potential risk in one of the City's fastest-growing districts.

5

## Bicycle and pedestrian crashes on major corridors

All bicycle and pedestrian crashes reported during the 2015-2018 analysis period occurred on larger streets, pointing to challenges with street design, vehicle speeds, and lack of physical features to protect these vulnerable users.

# 3 CHAMBLEE'S NEEDS AND OPPORTUNITIES

The existing conditions summary in the previous chapter pointed to a series of needs—but also opportunities—that Chamblee faces. This chapter outlines these needs and articulates specific actions or strategic approaches that the City can take to address them; these actions and approaches form the basis of the more detailed Chamblee Mobility Plan recommendations outlined in Chapter 5.

The plan defines two principal timelines or periods for understanding the City's needs: a short-term needs assessment intended to frame the actions the City should take or at least begin within a five-year period; and a long-term assessment encompassing issues that are complex and require longer spans of time to address, or are expected to emerge as critical conditions for the City in the future but are not critical today.

## SHORT-TERM NEEDS ASSESSMENT

With the 2010 and 2014 annexations of major residential districts north and south of the historic commercial center of the City, Chamblee has added approximately 15,000 residents and a significant concentration of employment at Century Center. The City now provides services to these residents and businesses, and the historic center of Chamblee is now a place that these districts may look to as a heart of the community. However, they are separated from it by three major transportation corridors—Buford Highway, Peachtree Boulevard, and the Norfolk Southern/MARTA rail and transit corridor. In the short term, it is important that the City focus on bridging these barriers and ensuring that this new population—more than twice that of Chamblee prior to these annexations—has similar access to the investments the City has made in its downtown and the mobility options there.

### BEGIN MANAGING ARTERIALS TO IMPROVE SAFETY

The City's major arterial corridors are critical links to the rest of the Atlanta region, although they present barriers in the City, especially for the neighborhoods north and south of them. These corridors also have high concentrations of crashes, many of which are severe and involve bicyclists and pedestrians, experience traffic congestion, and anchor major retail and commercial districts that generate travel demand for persons, vehicles, and freight and service trips.

It is important that the City adopt a focused approach to managing these corridors, collaborating with the Georgia Department of Transportation on further changes to Buford Highway, Peachtree Boulevard, and Clairmont Road. This involves modifying the designs of these roads to replace the uninterrupted two-way left turn lanes in each with raised medians to channel and separate traffic; introducing additional pedestrian crossings at high-demand locations; and working with MARTA to ensure that transit riders have safe and comfortable access to transit stops. The latter point underscores the importance of sidewalks on these corridors; Buford Highway, Peachtree Boulevard, and

other major corridors continue to have significant gaps in their sidewalk networks that the City should work to address.

## ACCESS MANAGEMENT

Hand in hand with a need to manage the travel speeds and characteristics of the arterials is a need to prioritize access management, especially reducing the number of driveways on these corridors. Frequent driveway spacing is a major cause of crashes on these corridors, and the nature of vehicle movements in these driveway-related crashes combined with the speeds that the roads' design enables contributes to the severity of crashes on these corridors.

## SIDEWALK INFILL FOR ACCESSIBILITY AND EQUITY

As discussed in Chapter 2, Chamblee generally has a young population relative to the Atlanta region, although it also has a highly diverse population and one with a significant portion lacking access to automobiles. In addition to investment in sidewalks as a means of connecting the City's neighborhoods, it is also important for the City to advance sidewalk infill to serve older Chamblee residents with accessible streets navigable to persons of all physical abilities.

Chamblee's population of non-driving residents and visitors are also an important part of its demographic profile, and this community makes up one of the largest transit ridership concentrations in the Atlanta region. However, as Chapter 2 noted, large areas of the City where non-driving individuals and households live and do business lack sidewalks, making access to transit and to community destinations difficult and dangerous.

Although defined here as a short-term priority, adding sidewalks to all of Chamblee's streets will be a long-term effort. This will require continued commitment of resources throughout, and potentially beyond, the twenty-year timeframe of this plan.

## SETTING A DIRECTION FOR FREEWAY APPROACHES

Chamblee benefits from its connections to the Atlanta region's freeway network, although it also faces the legacy of how roadway expansions and land use planning have combined uncomfortably over the last several decades. Two of Chamblee's arterial streets, Chamblee-Tucker Road and Shallowford Road, approach Interstate 85 with commercial land uses and intersections spaced close to freeway access ramps. Even though the City owns and maintains these streets, GDOT owns and maintains Interstate 85 and sets terms for how the local streets are designed as they approach ramps. The combination of freeway ramps and close-spaced local access points leads to confusing and dangerous circulation patterns for all users of the transportation system.

On other approaches, traffic operations and circulation are complicated by limitations to street network that require traffic to use a limited number of signalized intersections or attempt to use unsignalized intersections that do not allow protection from crossing traffic. The most prominent example of this is Clairmont Road, where a nearly mile-long gap between signalized intersections south of Buford Highway requires motorists to turn against oncoming traffic operating at high speeds.

Modifications to freeway interchanges are long-term processes that require partnership with GDOT and the Federal Highway Administration (FHWA), although with these streets remaining in local control, the City can take short-term steps to determine how these approaches should function and where access points can be located. This involves access management, but also consideration of the connecting street network. In the case of Clairmont Road, this involves strategic network connections from Century Center, the corridor's major generator of travel demand on the corridor, using existing drive-aisles and non-street connections within the district. This also requires coordination with the City of Brookhaven as Clairmont Road is located within that City's limits. Longer-term actions can follow from these short-term efforts to streamline how Chamblee's main arterial thoroughfares connect to the freeway system.

Taking a local approach to managing, operating and reducing congestion at the freeway interchanges is an important means of demonstrating Chamblee's understanding of these problems and a commitment to address them through the methods Chamblee has available within its local purview.

### CONNECT NORTH AND SOUTH NEIGHBORHOODS TO CENTRAL CHAMBLEE

This latter point underscores what will be an ongoing priority for the City: continuing to connect its newly-added neighborhoods to its commercial center. Although this involves crossing of major road and rail corridors, it also involves strategies and investments in these neighborhoods themselves.

Key among these is investment in sidewalks, as approximately two-thirds of the City's streets currently lack them. With most of these streets in City control and classified as local streets that are not eligible for major sources of external funding, it is important that the City make a long-term commitment to address gaps in the sidewalk network. This may involve taking a strategic focus on areas that have immediate need or serve important community destinations such as schools and parks.

The City should also leverage other active transportation investments being made in the northeast Atlanta region, especially in trails and multi-use paths, and develop its own connections to this system. The design of many of Chamblee's major roadways—which allows higher vehicle speeds but does not readily allow repurposing of space or right-of-way to add bicycle or pedestrian facilities—suggests that off-street and fully protected bicycle and pedestrian facilities will be important to make connections between different parts of Chamblee safe for all users.

However, achieving a greater level of connection between these general districts of the City involves more than investment in the neighborhoods. One of Chamblee's greatest economic assets, the Peachtree-DeKalb Airport, also dominates the City's geographic center and creates a major break in the transportation network. The only paths to circumnavigating the airport's large footprint are along major thoroughfares—Buford Highway, Clairmont Road, and Chamblee-Tucker Road. This underscores the importance of addressing safety challenges and managing traffic operations on these corridors, as discussed in the short-term needs assessment, so they are better suited to carry a broader range of transportation users.

## LONG-TERM NEEDS ASSESSMENT

The analysis of existing conditions illustrated several corridors in the City that experience high traffic volumes—especially relative to their vehicle-carrying capacity— and congestion today. Forecasts of future traffic from the Atlanta Regional Commission's travel demand model indicate that travel demand and congestion on these same corridors are expected to increase, pointing to a demand for additional capacity—or other travel options.

It is important to note, however, that the growth in travel is expected primarily on Chamblee's main corridors, especially Peachtree Boulevard. As discussed in the short-term needs assessment, these already serve as barriers to connecting between neighborhoods and downtown Chamblee, and as such will require thoughtful treatment if or when roadway capacity is added to them in the future. Simply adding lanes will not reduce the barrier effect, although an added number of lanes with appropriate treatment of pedestrian crossings, separation from travel lanes, and appropriate accommodation for bicycles and transit users may help with this.

### ACCOMMODATE REGIONAL TRAFFIC CONFLUENCE

Regional travel patterns in and around Chamblee show that significant shares of travel and trips on major thoroughfares are only passing through Chamblee—neither trip end is in the City. Chamblee is located in a part of the region between one of its largest residential communities (Gwinnett County, anchored by the I-85 and Peachtree Industrial Boulevard corridors) and two major employment centers (Perimeter Center and Buckhead); the freeway connections between these are among the most congested freeways in the region. For this reason, many Chamblee surface streets function as additional capacity for this general movement, especially because they connect directly to the employment districts.

Perhaps the most pronounced example of this phenomenon occurs along Peachtree Boulevard from the western City limits of Chamblee east to Chamblee-Tucker Road. In this extent, two major thoroughfares with access to Interstate 85 (Chamblee-Tucker and Clairmont Road) terminate at Peachtree Boulevard from

the south, and another thoroughfare with direct access to Georgia 400 and the Perimeter Center employment district (Johnson Ferry Road) terminates at Peachtree Boulevard from the north. Through this extent, Peachtree Boulevard carries not only its regional traffic, but also regional traffic from other corridors that must use Peachtree for a connecting extent.

In the long term, this will be a critical issue to address, though the City must coordinate with GDOT to achieve a balanced approach that does not simply involve adding roadway capacity. The City should take the previously-discussed approaches of short-term access management and network enhancement to help manage the corridor today, reducing driveways along the corridor and achieving a more regular spacing of intersections.

To preserve the balance between streamlined traffic operations and bridging the barrier that this corridor already represents, it is important that the City work in partnership with GDOT to establish a corridor design that adds capacity but also serves a variety of travel modes safely and comfortably. This will involve an emphasis on sidewalk continuity, access to trails and other active transportation options, and a coordination with MARTA or other transit service providers to ensure proper transit stop placement and access.

## CROSSING BARRIERS - ROAD, RAIL, AND NATURAL

Perhaps the greatest reason that Chamblee relies heavily on its arterial road network is the relative lack of options for travel in and out of the City through other means. As with other historic communities in the Atlanta region that grew primarily through suburban expansion after World War II, Chamblee's street network is largely made up of local streets serving residential communities; these were designed to promote privacy and exclusivity for neighborhoods over practical connections and efficient traffic operations. Existing rural roads were expanded into collector and arterial roadways—or new roads were built—to serve as the regional connections linking these neighborhoods to jobs and services.

Today, the thoroughfare streets also serve commercial land uses, a common condition in areas throughout the United States, as these corridors and their relatively high traffic volumes offered retail markets direct access to their customers. As a result, they are key commercial destinations for communities like Chamblee.

## FITTING NEW FREEWAY AND TRANSIT INVESTMENTS INTO THE CITY

At the time of this plan's creation, GDOT was leading the Major Mobility Improvements Program (MMIP) and its development of a series of projects to add managed lanes to the 'top end' of I-285 between I-75 and I-85. Concepts for these projects were not available for use in the plan, although the City expects that at least some added access points, whether for managed lanes, transit, or both, are possible for Chamblee given the length of its frontage along I-285 and the distance of its northern boundary from the major interchanges of Peachtree Industrial Boulevard or Georgia 400.

As these plans are developed further, the City will need to respond with projects that help facilitate access to any enhancements to I-285 but also manage negative impacts on neighborhood streets. This can be accomplished by focusing design of intersections of ramps and Chamblee-owned streets on pedestrian-oriented corners and crossings. For example, GDOT-owned streets such as Savoy Drive at Chamblee's northern City limits may allow additional traffic to use Chamblee streets, although its intersections with these streets can still be designed to prioritize pedestrian movement. Finding this balance between regional traffic and local streets can also be accomplished through proactive traffic calming on neighborhood streets, which represents a departure from current City practice of adding traffic calming on a petition- or request-driven practice.

Chamblee's transit needs also extend to other parts of the City, especially in and around its historic center. The Chamblee MARTA rail station is a multimodal center for regional rail transit access and connecting local buses. As Chamblee's center continues to revitalize and add population and employment density, the City will need to pursue short-trip alternatives for driving, especially connecting to and from the transit station, to make its entire core increasingly transit-oriented and supportive.

# KEY OPPORTUNITIES

Aside from Chamblee's transportation needs, it is worthwhile to note some of its major transportation opportunities, as these form the basis for several recommended projects and actions. Chamblee's history is closely linked with its transportation system, from agriculture and the dairy industry to manufacturing to modern service industries desiring proximity to transit and a general aviation airport. This plan recognizes key assets for the City to use in moving forward with addressing other key needs.

## RAIL TRANSIT

One of Chamblee's key transportation assets is its MARTA station, which provides direct rapid rail service to the regional employment centers of Downtown and Midtown Atlanta, Buckhead, and the Hartsfield-Jackson Atlanta International Airport—itself the busiest airport in the world with non-stop connections to over 200 cities. In addition to the rail service, the station is the terminating point for eight MARTA bus routes and one SRTA Xpress commuter bus service, and the station has significant additional bus capacity to support even more service. At the time of the plan's creation, Gwinnett County operated a separate transit system (Gwinnett County Transit) that connected to MARTA only at the Doraville rail station and through express bus service to downtown and Midtown Atlanta. However, Gwinnett's expressed desires for future transit suggest that its services will continue to integrate more closely with the MARTA service in northern DeKalb County, which underscores the strategic importance of the Chamblee station and its capacity.

The station is also important in that it allows access from either side of the Norfolk Southern rail corridor, one of Chamblee's most significant barriers between its north and south. Entry to the station and the passage between both sides of the rail station is currently controlled by faregates at the outer edges of the station. However, the design of the station allows continuous passage through to either end along the ground level. This adds to the value of the station for the City in that it provides an additional crossing of the rail corridor, adding to .

The station also currently features a large footprint of land along major Chamblee streets, and much of this land is devoted to surface parking or buffer separation for bus bays. Along the Peachtree Road side of the station, approximately 50 feet of landscaped buffer area separates the street from the bus circulation lanes, all of which is enclosed MARTA property and inaccessible to public use. This is an opportunity because of its prime location immediately adjacent to one of the City's signature streets and in the center of its most active area of redevelopment and added population density. It also provides space for other investments the City is making through this plan in mobility, such as the self-driving shuttle and other new mobility options described in the following section.

## EMERGING TRANSPORTATION TECHNOLOGY

At the time of this plan's creation, the transportation industry is in a state of rapid change, primarily from technology-based travel modes and services that have greatly reduced the need for driving alone. Within a decade prior to the plan, transportation network companies (such as Uber and Lyft) have greatly impacted personal travel, especially for short connections from transit stations. Within five years prior to the plan, the Atlanta region launched several different bicycle sharing systems in and around major activity centers, and within only two years of the plan, 'dockless' technologies, such as bicycles and electric scooters not tied to hubs or stations, emerged and quickly grew in popularity to facilitate making short trips.

In addition to these options, other emerging technologies are poised to redefine community transportation, and Chamblee has led local governments in the Atlanta region in exploring one of these: autonomous vehicle technology to offer a shared-passenger service. The City has developed a feasibility study and operations plan for an autonomous shuttle service to begin along Peachtree Road (discussed in Chapter 5 as Project T-03). Based on a similar service being launched in Doraville's Assembly mixed-use development, Chamblee is well positioned to expand use of this technology to serve larger portions of the City in the future.

## STREAM AND UTILITY CORRIDORS

As much of the Atlanta region, Chamblee's topography is shaped by ridges and stream valleys, with its Norfolk Southern railroad corridor following the Eastern Continental Divide and a series of drainage basins forming to the north and south. North Fork Peachtree Creek and Nancy Creek corridors flow generally parallel to the Continental Divide ridge and cross Chamblee's current City limits. Although land broadly following these streams has been developed, largely with residential land uses and no public land edge along the water, they represent opportunities to provide connections through the city. These connections are especially notable as major portions of the land immediately adjacent to the streams lies within floodplains and cannot readily accommodate roads or buildings, but could be suitable for multi-use trails with proper design and management of environmental impacts.

Chamblee also features a series of utility corridors, most notably a high-transmission power corridor generally parallel to I-85 and Buford Highway. This corridor extends the entire length of the recently-annexed Dresden East neighborhoods, from Clairmont Road to Chamblee-Tucker Road, and allows a nearly uninterrupted path through the City. This is a key opportunity for the City because it is one of the few corridors extending the length of these neighborhoods without the regular physical challenges of platted lots and residential dwellings, built commercial sites, or major natural barriers.

# 4 ENGAGING THE CHAMBLEE COMMUNITY

Public participation is the foundation for any planning effort, and plans that gain public support do so through a variety of opportunities for involvement and outreach to ensure active and widespread participation. This is equally true with transportation planning, which must consider different types of users such as commuters, students, retirees, and young families in addition to different modes such as automobile travel, transit, walking and bicycling. In a community as diverse in age, national background, and types of economic activity as Chamblee, this is especially important – a dynamic community needs a broad range of transportation strategies to address its challenges, needs, and opportunities.

This chapter documents this process and illustrates the key conclusions and takeaways from the dialogue that occurred as the plan was developed.

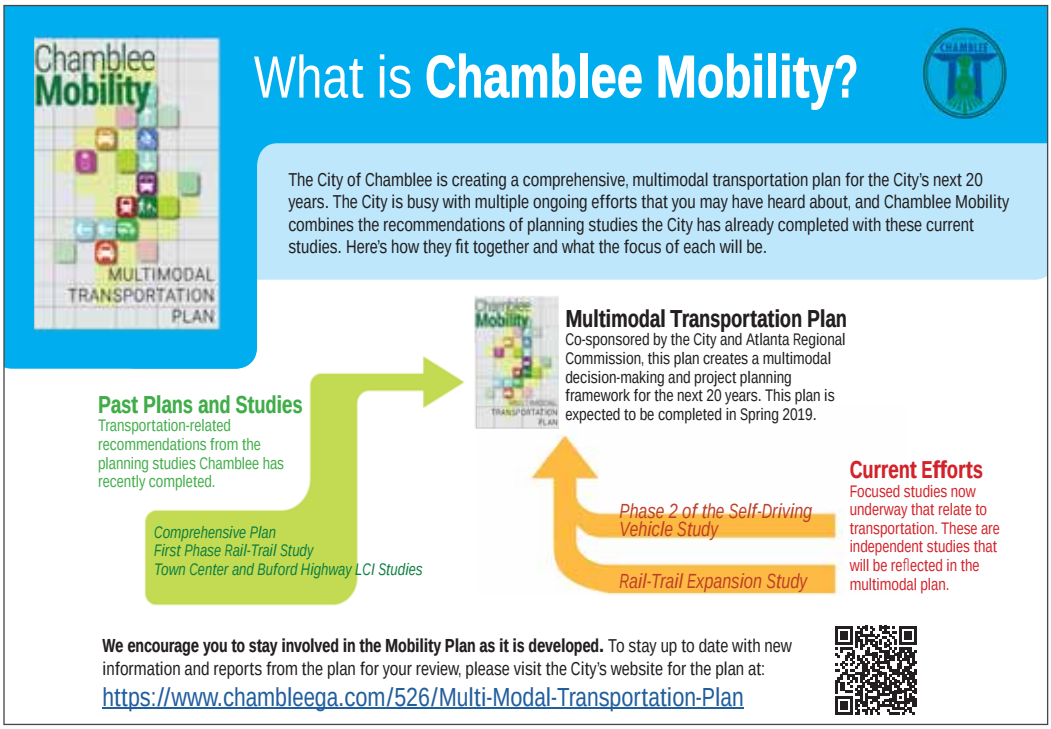



**FIGURE 4.1 Plan Description Flyer**

*The City distributed a general information flyer throughout the plan process to orient users to what the plan was and guide them to a website hosting information and plan documents.*

# THE PLAN'S OUTREACH PROCESS

The Chamblee Mobility Plan featured numerous outreach activities and opportunities for engagement, each of which influenced the plan process as shown in the diagram below.

## ENGAGEMENT OPPORTUNITIES





**PUBLIC SURVEY**
Online and Paper Formats, English and Spanish

**PUBLIC MEETING SEPTEMBER 2018**
N. DeKalb Senior Center

**STAKEHOLDER MEETING OCTOBER 2018**
City Hall

**TASTE OF CHAMBLEE OCTOBER 2018**
City Hall Plaza

**PUBLIC MEETING DECEMBER 2018**
Bowling Pop-up Event

**PUBLIC MEETING FEBRUARY 2019**
Speed Dating Session

OPEN FROM OCTOBER TO FEBRUARY

*Citizen Input*

*Focus Groups with Specialized Input*

*Existing Conditions*

*Existing Conditions*

*Responses to First Ideas*

## MAJOR PLAN STEPS

**EXISTING CONDITIONS ANALYSIS/ ASSESSMENT OF NEEDS**
October 2018 - January 2019

**DEVELOPMENT OF DRAFT RECOMMENDATIONS**
December 2018 - February 2019

**REFINEMENT OF RECOMMENDATIONS AND PRIORITIZED PLAN**
February - April 2019

**PUBLIC OPEN HOUSE APRIL 16, 2019**
Chamblee Civic Center

# COORDINATION WITH KEY AUDIENCES

The Chamblee Mobility Plan's structured outreach and engagement relied on three distinct groups: a Project Management Team; an Advisory Committee; and a broad range of stakeholders representing government agencies, private sector organizations, schools, faith-based institutions, merchants and commercial property owners, developers, and many others. Coordination with these key audiences ensured that input represented a broad spectrum of users and interests.

## PROJECT MANAGEMENT TEAM (PMT)

The plan's Project Management Team consisted of the City of Chamblee and the consultant team. The purpose of the PMT was to hold regular check-in discussions on the progress of the plan, to brainstorm solutions and strategies to address challenges and needs, and to plan community engagement opportunities. The PMT typically met every other week, either in person or by conference call. This group also closely coordinated with other City planning efforts, especially its Rail Trail Phase 3 Extension Study being conducted concurrently.

## ADVISORY COMMITTEE

The plan also convened an Advisory Committee five times throughout the process that consisted of the PMT, community leaders, and representatives of local and regional organizations with knowledge and expertise in multiple industries and sectors. The committee was functioned as a sounding board for the PMT and offered thoughts and feedback as the plan evolved. This committee also vetted materials and messages that would be shared in public meetings and events, and promoted outreach events and distributed information to their respective organization's networks.

## CHAMBLEE COMMUNITY STAKEHOLDERS

Chamblee community stakeholders including residents, property owners, business owners, employers and employees were engaged at key stages throughout the planning process, most notably during a series of focused interviews in October 2018 that allowed individual representatives of organizations to provide data and information, express transportation concerns, and share transportation approaches or strategies they applied in their own organizations.

The table on the following page provides a detailed list of the stakeholders invited to participate in the plan's process.

## GENERAL PUBLIC

In addition to these focused groups, the plan team hosted a series of events to which the general public was invited, throughout the City to allow participants to learn about and engage in the plan process.

The following in-person, interactive events were held to reach as many stakeholders as possible:

- A kickoff meeting (September 2018), introducing the community to the project and the PMT and allowing a series of discussions on mode-specific parts of the transportation system.
- A booth at the City's Taste of Chamblee festival (October 2018), where participants could fill in surveys and provide more detailed information on how they traveled to the event - for a quick snapshot of travel-mode preferences and patterns.
- A pop-up meeting at the Bowlmor bowling alley in North Chamblee (December 2018) where the plan was showcased along with other current City endeavors.
- A speed-dating themed event (February 2019) allowing participants to meet other Chamblee residents with common interests and speak to planning team members about thoughts and questions.
- An open house event (April 2019) unveiling the draft plan recommendations.

Overall, the plan included over 80 representatives of stakeholder organizations or specific technical functions, and an estimated total of over 600 participants through live public events or the online survey. This chapter provides additional detail on these outreach events and how the feedback that

it gathered helped to shape the plan process. Many recommendations were drawn directly from public comments or suggestions, and the team explored these ideas in the technical analysis process (documented in Chapter 2) to identify key needs apparent in data and confirmed by the community.

## HISPANIC & LATINO OUTREACH

Recognizing Chamblee's demographics, concerted efforts were made to include populations traditionally underrepresented in the transportation decision-making process, including Hispanic and Latino stakeholders. Promotion and outreach materials such as meeting flyers were translated into Spanish and a Spanish language interpreter was available at public meetings.

By leveraging existing relationships, Advisory Committee members and other invited participants such as the Latin American Association, the Hispanic Health Coalition of Georgia, and Plaza Fiesta helped the City connect to stakeholders. In addition, the project team coordinated and scheduled a radio interview with WAOS "La Mejor," a Spanish language, regional talk radio station. The interview and live remote took place on Sunday, January 27, 2019 at Plaza Fiesta, where the station broadcasts. The purpose of the appearance was to promote the planning process, engage with the public and promote the upcoming public engagement opportunities.

Actual participation of the Spanish-speaking community was limited, despite these efforts, pointing to the ongoing importance of strengthening outreach approaches with these Chamblee residents. As discussed in the existing conditions summary of Chapter 2, as many as half of Chamblee's residents speak Spanish at home and many of the same areas of the City with this population are also areas of high transit use and walking to reach destinations.

## STAKEHOLDERS PARTICIPATING IN THE PLAN PROCESS

| | |
|---|---|
| **GOVERNMENT AGENCIES** | |
| DeKalb County School District | Georgia Department of Transportation |
| Downtown Development Authority | Metropolitan Atlanta Rapid Transit Authority (MARTA) |
| The Centers for Disease Control and Prevention | Peachtree-DeKalb Airport (DeKalb County) |
| **COMMUNITY INSTITUTIONS AND ORGANIZATIONS** | |
| Center for Pan Asian Community Services | Chamblee Chamber of Commerce |
| Downtown Development Authority | Dresden East Civic Association |
| Georgia Safe Routes to School Resource Center | Huntley Hills Neighborhood Association |
| St. Pius X Catholic High School | Sexton Woods Neighborhood Association |
| **PRIVATE ORGANIZATIONS** | |
| Children's Healthcare of Atlanta | Interactive College of Technology |
| Mercy Care Chamblee | Oglethorpe University |
| **ADVOCACY GROUPS** | |
| Keep Chamblee Beautiful | |

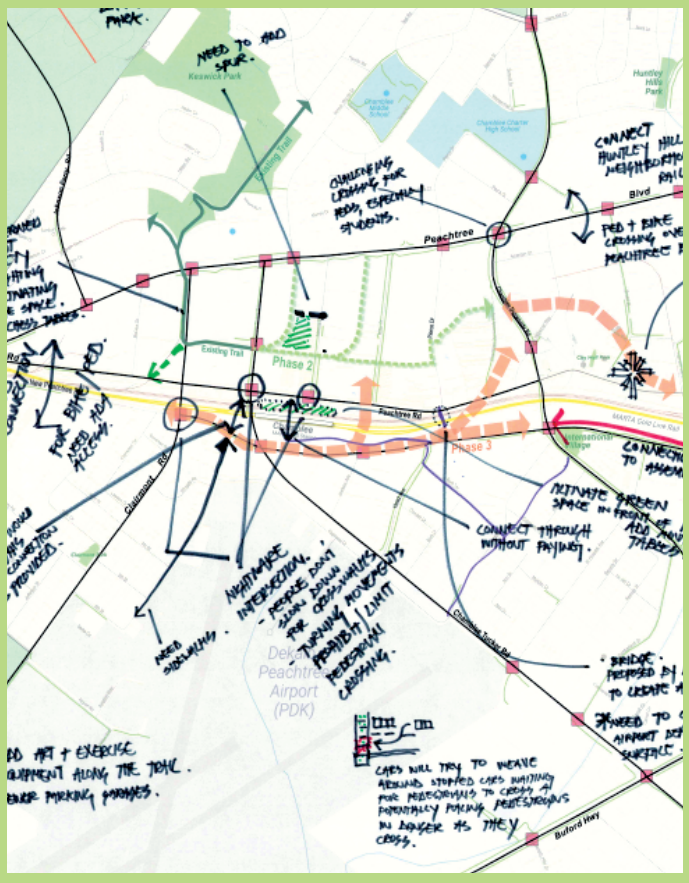
# FIRST PUBLIC MEETING: INTRODUCING THE PLAN

## September 2018 | North DeKalb Senior Center

The first public meeting, held in September 2018 at the N. DeKalb Senior Center, was a kickoff presentation to introduce the plan to the Chamblee community. The meeting hosted around 50 participants, and included a series of interactive table activities focused on major travel modes and patterns. Participants were asked to share thoughts or concerns regarding vehicle travel and traffic, safety, bicycle and pedestrian travel, and access to public transit. This workshop also included the consultant team for the Chamblee Rail-Trail Phase 3 Extension Study, as that effort was conducted concurrently with the Chamblee Mobility Plan and included significant overlap in the types of projects and recommendations it was exploring.

Major outcomes of this meeting included a strong identification of trail and sidewalk project desires for residents around Chamblee. The Dresden East, Keswick

### TRAFFIC AND SAFETY EXERCISE




### TRANSIT EXERCISE

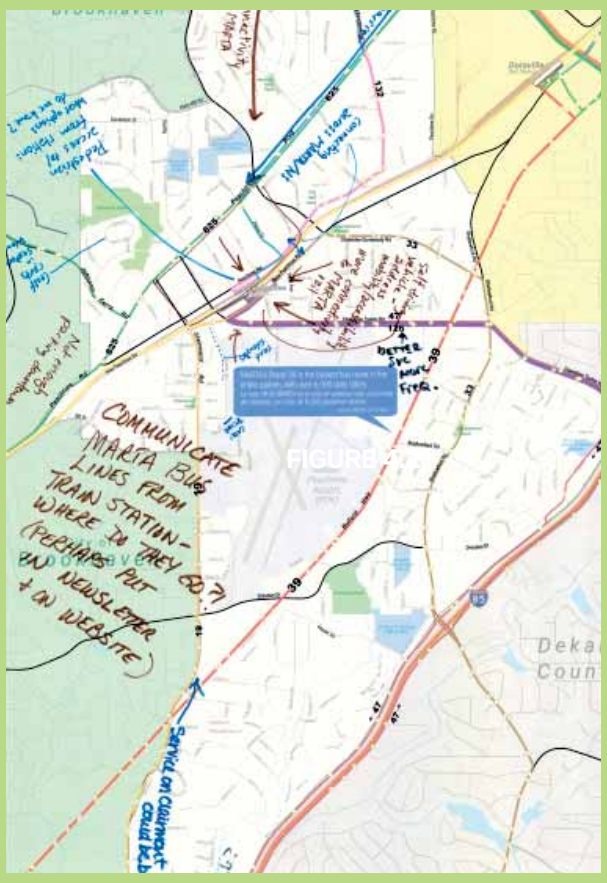


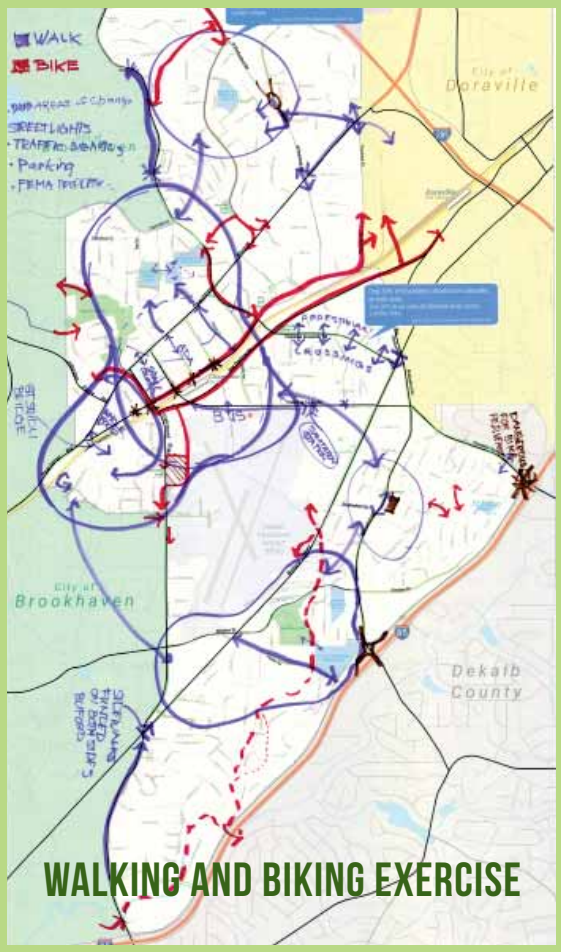

**FIGURE 4.2 Participant comments from First Public Meeting**

Park, and Huntley Hills neighborhoods had the most feedback specifically related to walking, with a desire expressed for stronger connections across Peachtree Boulevard, linking other main community streets (such as Chamblee-Dunwoody Road, Dresden Drive, and Plaster Road to key facilities). There were also several participants who indicated a desire for better connections to transit, with several acknowledging the asset that rail connectivity to the Atlanta region represents for Chamblee.

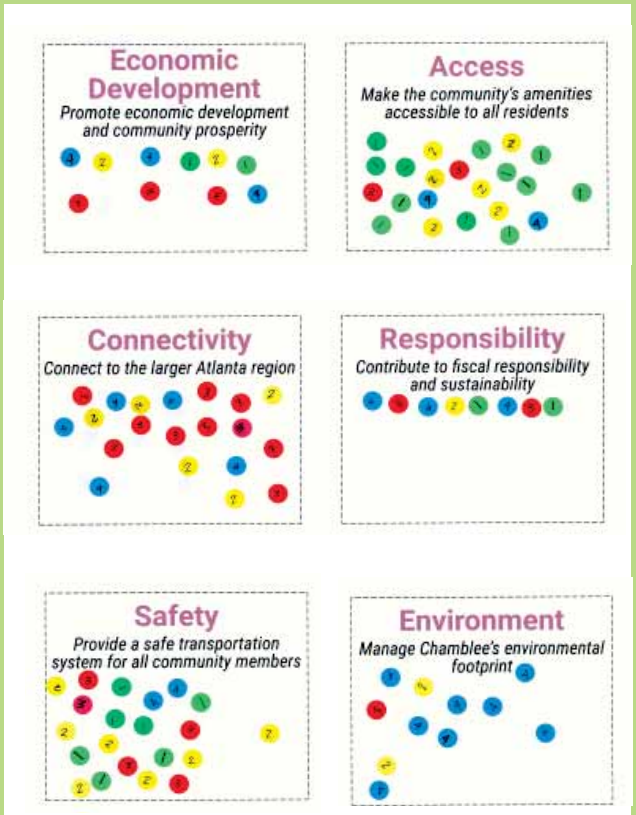
Other comments also emphasized the theme of crossing major barriers, including the Norfolk Southern rail corridor that divides north and south Chamblee, as well as increasing pedestrian access to and from the Chamblee MARTA station.

## KICKOFF MEETING
# WHAT WE HEARD

- Neighborhoods need better bicycle and pedestrian access to downtown
- Transit is an asset to the community—but not always easily accessible
- Buford Highway and Peachtree Boulevard are barriers to connectivity




WALKING AND BIKING EXERCISE




WHAT DO YOU VALUE? EXERCISE

**FIGURE 4.3 Attendees at the first public meeting.**

# TASTE OF CHAMBLEE

## October 2018 | Downtown Chamblee at City Hall Plaza

The City presented the plan process at the Taste of Chamblee in October 2018 with a booth devoted to the project and a series of informational materials distributed. The study team estimates that over 200 participants stopped by the open, informal event booth.

The team gathered information at this event by asking participants to place a dot on a map of the city marking their point of origin in coming to the event, choosing a color based on the travel mode they took.

The results of this, shown on the following page, do not represent a comprehensive travel survey for Chamblee but are telling nonetheless. Of 176 total responses, only two participants came to the event via bicycle, although 29 walked, nearly all from apartments and other new residential developments near the event downtown. Far more participants who drove did so with more than one passenger in the vehicle, perhaps reflecting the family-focused nature of the event, but many of them drove from locations outside the City.

Only five out of the 176 participants took transit, although select individuals who did take transit and were asked about their response indicated that travel schedules on MARTA are greatly different between weekend and weekday service, especially on the rail system.

The following page provides a summary of the responses to this exercise.


**FIGURE 4.4 The Mobilty Plan booth at the City of Chamblee's TASTE of Chamblee**

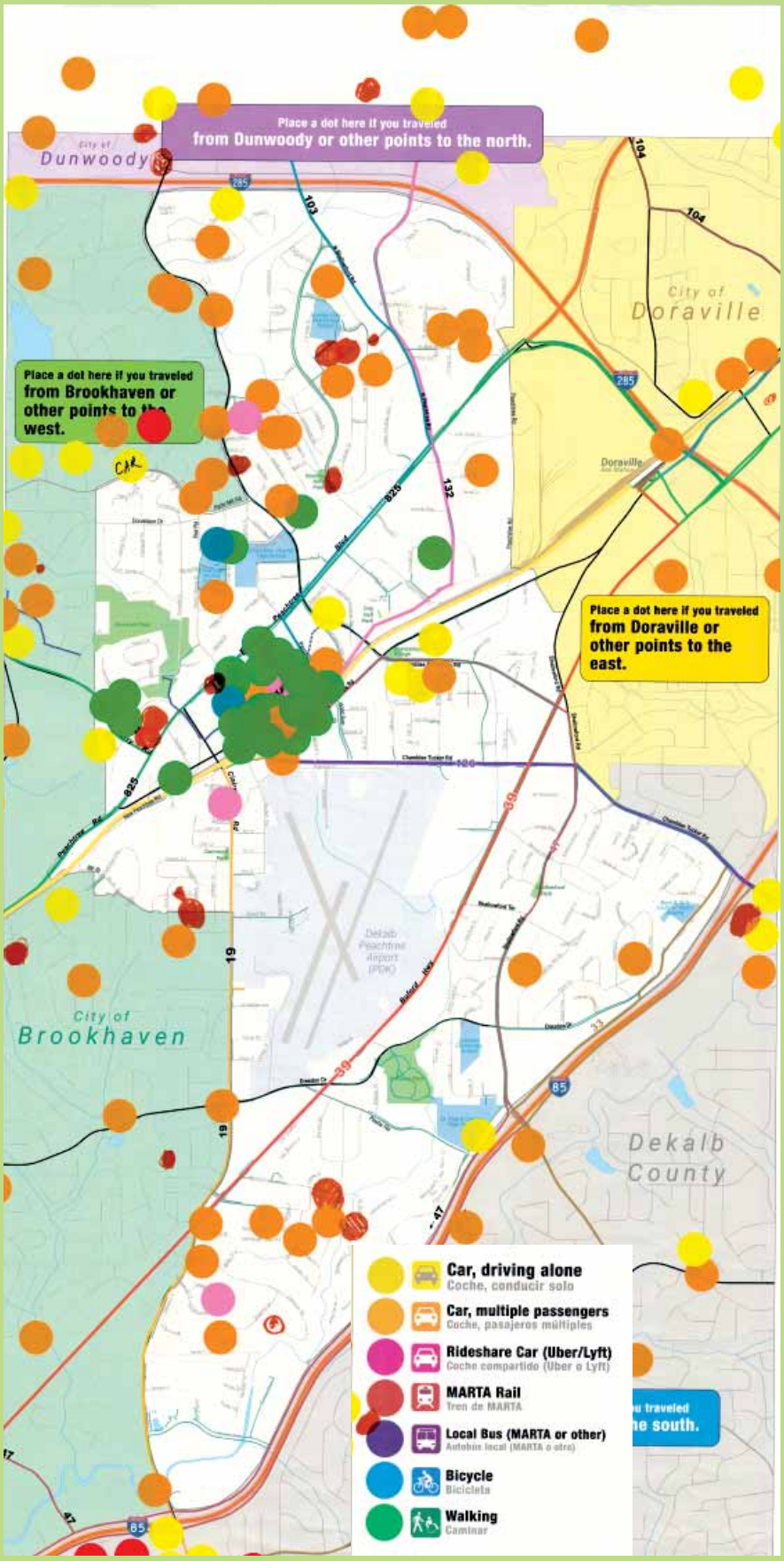



**FIGURE 4.5**

Taste of Chamblee Public Participation Exercise

## How did you get to Chamblee today?

Visitors to the Plan's display at Taste of Chamblee were asked to share the mode of transportation they took to arrive to the event.

| | |
|---|---|
| Car, driving alone | 33 |
| Car, multiple passengers | 105 |
| Rideshare Car | 4 |
| MARTA Rail | 4 |
| Local Bus (MARTA, or other) | 1 |
| Bicycle | 2 |
| Walking | 27 |
| **TOTAL** | **176** |

# STAKHOLDER FOCUS GROUP SESSIONS

## October 2018 | Chamblee City Hall

Some of the most specific discussions about transportation needs and opportunities occurred in a series of focused discussion sessions with City Councilmembers, the City Manager and senior-level staff, and a broad group of stakeholders representing public and private organizations and a variety of industries and fields.

These meetings are summarized as follows.

### CITY OF CHAMBLEE STAFF

City of Chamblee staff noted several important themes to consider in developing the Plan. They discussed the important of having a connected, citywide trail system, and noted the prevalence of pedestrian traffic, and lack of bicycle traffic. Many residents want to walk, and more trail and sidewalk infrastructure would support that. Sidewalks are already planned along Buford Highway, even though they do not meet City standards that would be required of its own projects or of private development. Areas of Peachtree Road also see heavy foot traffic and sidewalk infrastructure could be expanded there. They recognized the airport and MARTA station as barriers to north-south pedestrian connections, and suggested the possibility of having trails along the Brookhaven boundary, possibly running in and out of both cities where logical.

Staff noted increasing traffic in the city, and a need for this plan to evaluate existing infrastructure in the context of this traffic. In general, staff commented that pedestrian safety must remain the top priority, and any widening should include medians and other pedestrian infrastructure.

Issues with traffic at area schools were expressed, including congestion at St. Pius high School during student drop-off due to a lack of alternative routes. Traffic around Chamblee Charter High School is also impaired during drop-offs and after school; vehicles should ideally be using Pierce Drive but tend not to, and students utilizing the pedestrian crossing hold up traffic.

Staff discussed the desire to see the MARTA station become more of a community space. They recognized the opportunity for retail and office space as part of the station, but also noted that there would be complexities working with MARTA. Staff also noted a pedestrian cut-through in the station could be helpful (currently prevented by fare gates restricting entry to MARTA ticket holders only).

### ELECTED OFFICIALS OUTREACH

Involving elected officials was critical to the development and implementation of the transportation plan's recommendations. In addition to City staff, a series of briefings was held with City Council members to discuss key concerns in their districts and throughout the City. These discussions were held in groups of one or two.

Council members discussed the provision of pedestrian infrastructure, noting that sidewalks were a top priority. They also spoke to the higher cost of streetscapes – although aesthetically pleasing, and in general preferred by the Mayor, the cost to maintain these is a concern. An inventory of sidewalks is also an important first step to assessing future needs. Once sidewalks are in place, additional features like landscaping and lighting can be installed later. Existing sidewalks that are too narrow or otherwise below current standards need to be maintained or updated.

In thinking about future sidewalks, there was a general agreement that core areas and/or major connectors should have sidewalks built first, then neighborhoods could be connected. Some neighborhood roads are in need of sidewalks, but traffic analysis should be done prior to constructing them to justify the need (before impacting residents' yards). A $20 annual fee is also currently assessed on homes which have a sidewalk in front of them. Council members discussed with the consultant the possibility of having certain traffic volume or safety thresholds to justify sidewalks along either one or both sides of the road, and possibly adjusting regulations to allow a lower percentage

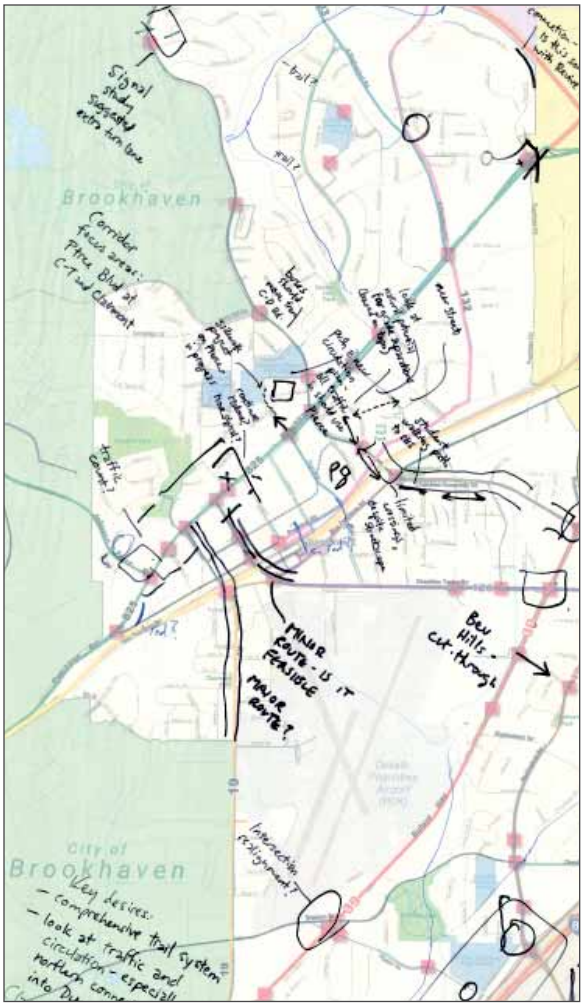



**FIGURE 4.6 Recorded comments from stakeholder meeting discussions**

of residents to buy in when the data can prove a need. Members also suggested that providing guidance for those neighborhoods who do want to pursue sidewalk approval would be useful.

Council members also noted that in general, widening was not needed and should not be considered in this plan. Instead, areas where road diets are appropriate should be identified.

Other comments included:

- Johnson Ferry Road could use a flashing yield signal at Keswick Drive.
- People drive over the gore (striped area directing motorists to lanes) along Johnson Ferry Road near the Lowes to cut past traffic; this should be replaced by a raised median.
- Dresden Drive needs sidewalk gaps filled.
- Chamblee Plaza area also needs sidewalk gaps filled.
- Peachtree Boulevard also has areas lacking sidewalks.
- The Clairmont Road bridge needs some way to get pedestrians over.
- A pedestrian crossing over the railroad would also be beneficial (but possibly difficult).
- Buford Highway badly needs pedestrian infrastructure, but GDOT will most likely not pay for it.
- Several locations in the Highwoods property (Century Center) need a better connection to a lighted intersection.
- The McJenkin neighborhood has issues exiting onto Clairmont Road due to the street alignment.
- 8th Street and Airport Road is a problem intersection that should be considered for reconfiguration.

## ATLANTA REGIONAL COMMISSION AND GEORGIA SAFE ROUTES TO SCHOOL

In general, safety for students, as well as residents, is a top priority for both of these groups. More sidewalks and crosswalks are needed throughout the City to better support this. Small-scale connections throughout Chamblee, such as filling in sidewalk gaps, could increase opportunities and potential for pedestrian travel.

The safety of the Buford Highway corridor was discussed. A comment was made that the purpose of this corridor needed to be well defined going forward, to ensure it is fulfilling that purpose. While this road is well served by public transit, it is not safe for pedestrians.

In terms of Safe Routes to School, both Dresden Elementary and Huntley Hills Elementary have these programs. When well executed, a SRTS program can not only keep students safe, but also help decrease vehicular traffic from parents dropping off their children. Elements of a successful SRTS program include crossing guards, education for students, reduced speed limits around schools, and pedestrian safety infrastructure such as sidewalks and lighting.

Participants in the discussion also suggested creation of a city SRTS program, which can support outreach and implementation (Decatur is one example of this).

Additional comments included:

- This plan should be coordinated with DeKalb County to ensure recommendations of this plan tie in with those from the countywide CTP.
- A block-by-block examination of land uses could help illuminate where sidewalk connections are needed.
- There are at least three disparate areas of the City – Buford Highway, Peachtree Boulevard, and the historic downtown area. Better connections (cultural and physical) could be made between these.
- A traffic calming policy could be warranted (possible example: Fayetteville, GA).
- Plaster Road and Dresden Road intersection is overly complicated with multiple lights and should be considered.

## SCHOOLS AND EDUCATIONAL INSTITUTIONS

This meeting included representatives from Huntley Hills Elementary and Chamblee Charter High Schools as well as DeKalb County School District.

At Huntley Hills Elementary, morning drop-off creates congestion to the point that vehicles are backing up into the surrounding neighborhoods (between 7:30 and 7:45 especially). The fact that there is one way in and one way out to the school exacerbates this issue. Afternoon traffic tends to be more staggered and is less of an issue. Currently, the school has 546 students, and is projected to grow to 750 in 20 years. While the school is not yet at capacity, it is getting close; about 50 to 60 additional students would put the school at capacity. The majority of students ride buses, with very few walking or biking from home.

Chamblee High School has a similar morning rush from about 8:00 – 8:10. The school is growing: currently at 1,750 students, it is in the process of adding a third building with 31 new classrooms. This is projected to increase the student population to about 2,400. The school also employs approximately 200 staff and faculty. Given projected growth, the school may look to acquire additional land in the near future. The school is somewhat unique in that it functions as a charter school and magnet school, as well as a normal public high school for residents within the school zone. An approximately equal share of students fall into each of these categories.

Over 100 students are dropped off by car every day, and more than 100 more drive themselves. The majority of students either walk or carpool, but parking is still at capacity every day. The school charges $20/year for student parking permits. Even outside of normal school hours, parking often remains full due to sports events and practices (over 30 sports are offered), musicals, etc. In general, most students who are capable of walking to the school do so, and more sidewalk connections would help with supporting this.

Vehicular traffic is experiencing issues with the pedestrian HAWK signal on Chamblee Dunwoody Road. Especially after school, students press the button constantly and hold up traffic. The high school would prefer a pedestrian bridge at this location due to the high pedestrian volume.

The school representative noted that Chamblee was growing more rapidly than Dunwoody or Doraville. DCS provides bussing to every school for students outside of a certain distance (one mile for elementary schools, 1.5 miles for middle and high), unless there are extenuating circumstances for a student who lives closer. Bussing in and out of Chamblee High School is somewhat difficult, due to a lesser number of access points than to other high schools like Dunwoody and Cross Keys. There are also challenges with drivers and buses getting in and out of Chamblee Middle School. As of August 2018, DCS was bussing 1,373 students to and from the Chamblee cluster schools.

DCS is constructing several new schools in upcoming years, although most will not impact the City of Chamblee. However, John Lewis Elementary, set to open in 2020, will serve some of the Buford Highway population and relieve Dresden Elementary, which is currently over capacity. In general, Buford Highway creates fluctuations in enrollment due to a constantly changing number of residents in that area because of changes in apartment prices as well as the construction of new apartments. However, DCS has been able to adjust to the fluctuating enrollment so far.

Brookhaven Innovation Academy (BIA) currently has students from 32 different zip codes across the Atlanta region, and serves students from Kindergarten through 8th grade; the student body is projected to hit 750 by 2022. BIA also offers its students a private bus system.

The new location on Shallowford Road is a difficult area to traverse by foot due to heavy traffic. The existing drop-off route is also somewhat difficult as it is right in/right out only. Better pedestrian connections between Buford Highway and Dresden Drive are needed; this could include a future pedestrian connection from the Dresden Park area to the school site.

Oglethorpe University, in neighboring Brookhaven, currently enrolls about 1,200 – 1,300 students, and about 75% of those live on campus (Freshman, Sophomores, and Juniors are required to do so). However, the number of commuters has increased over the last few years. In general, the campus sees a lot of pedestrian activity, with the main sidewalks seeing heavy foot traffic. In general, better connections between the campus and Chamblee are desirable. Students want to be able to easily get to the MARTA station as well as shops and restaurants. Some do live in Chamblee apartments and drive to campus, but in general, more pedestrian connections, including trails, are needed. This would also have the benefit of expanding the community for Oglethorpe students by making Chamblee restaurants and destinations more accessible.

In terms of commuting students, many use Uber to get to campus. Few bike, possibly due to the lack of bicycle connectivity outside of campus. Some do walk and will use trails where available. Being able to cross Peachtree Road is imperative for any pedestrians. In terms of possible partnerships with either city to build more trails and sidewalks, Oglethorpe is currently prioritizing infrastructure improvements on campus and would not be able to commit to funding outside pedestrian infrastructure at this time.

## ST. PIUS AND INTERACTIVE COLLEGE OF TECHNOLOGY

St. Pius Catholic High School has approximately 1,100 students. The area around the school experiences heavy traffic congestion, and in general, the flow of traffic in nearby neighborhoods could be improved. In particular, the intersection of Johnson Road with Shallowford Road creates backups on Johnson due to the difficulty of exiting onto Shallowford so close to the I-85 Frontage Road. The majority of students drive to school. While a typical school day is approximately 8:00 a.m. to 3:00 p.m., students arrive as early as 5:00 a.m. and leave as late as 10:00 p.m., and approximately 60% are involved in some sport, which often keeps them beyond normal hours. For these reasons, parking facilities are constantly full (students are charged $50 per year for a permit), and students in the past have sometimes parked at the business across Johnson Road.

St. Pius is currently in the process of developing a master plan for the school and is open to working with the City or others to explore options for parking

and other transportation issues. This could include some reconfiguration of Johnson Road, perhaps with a tradeoff between St. Pius' sports fields to the north and Dresden Park facilities owned by the City to the west.

Interactive College of Technology (ICT) currently has approximately 1,600 – 1,800 students (and 121 staff) and is located on New Peachtree Road near the Chamblee Tucker intersection. The student body includes a large English as a second language population (130 different countries of origin), and many of these students commute by MARTA (about 60% of the total student population). The other 40% mostly drive. ICT provides both occupational and ESL courses, with three class sessions Monday through Friday, from 9:00 a.m. – 1:00 p.m., 1:30 p.m. – 5:30 p.m., and 6:00 p.m. – 10:00 p.m. The vast majority of students attend either the morning or evening session (about 800 students each) with the remaining 200 attending the afternoon session.

The intersection at New Peachtree Road and Chamblee Dunwoody Road is the most problematic for students – a right turn lane would help with students leaving the campus. Parking, on the other hand, has not been an issue.

## NEIGHBORING CITIES

Representatives from Brookhaven and Dunwoody discussed the importance of cohesion and coordination along city boundaries. Brookhaven described their Peachtree Creek Greenway Plan and citywide sidewalk program (wherein new developments must build sidewalks concurrent with development, or pay a fee in-lieu), and noted these could create opportunities for sidewalk and trail connections with Chamblee. Similarly, Clairmont Road, Buford Highway, and Peachtree Boulevard are all shared routes between Chamblee and Brookhaven and should be coordinated as such. Brookhaven also hopes to see the Rail Trail extended into their City, with a possible connection to Blackburn Park.

Dunwoody is ensuring bike lanes and sidepaths are considered for inclusion in any roadway project, including resurfacing, which could also create opportunities for inter-city connections. North Shallowford Road could use a north-south sidewalk connection, for example. A multiuse path along Chamblee Dunwoody Road would also be ideal. A gateway project from I-285 into Dunwoody along Chamblee Dunwoody Road is underway, along with gateway projects on Johnson Ferry and Ashford Dunwoody. A possible future gateway project on Buford Highway may be forthcoming.

Additional comments included:

- Ashford Dunwoody Road and Johnson Ferry Road is a problematic intersection near the Brookhaven/ Chamblee border, but currently Brookhaven has no plans to address it.
- Clairmont Road and Clairmont Terrace is an intersection suffering from major congestion and backups.
- The City of Dunwoody has cameras and dynamic signal timing at many of their intersections now.
- Bike lanes are planned on Peeler Road in Dunwoody in the next few years.

## COMMUNITY INSTITUTIONS

Mercy Care, located on Peachtree Road, serves over 220 patients, including a large Hispanic population. The Hispanic patients mostly travel to the facility via taxi, so access to more modes would be beneficial, including pedestrian infrastructure. There is also a senior housing facility next door with residents who need to be able to walk to grocery stores and other destinations. They also use the Rail Trail frequently. The Chamblee Mercy Care location is expected to continue to grow, as the downtown location is beginning to outgrow its location and many staff may relocate to Chamblee.

The Boys and Girls Club (BGC) is located on Dresden Drive, having recently relocated from Brookhaven. They serve approximately 150 children daily, including a large Hispanic population, and many of their families are coming from the Buford Highway area. In general, getting children to and from the club is difficult – BGC has its own fleet to help with transport, but it is still difficult to provide transportation for everyone, and between 25% and 50% of parents don't have a personal vehicle. Safety and pedestrian access are also big issues, especially on Dresden Drive where speeding can be a safety issue.

Chamblee First United Methodist also identified a need for pedestrian infrastructure, including a sidewalk in front of the church. The church also runs a daycare for approximately 160 students, and parents drop off by many modes (bike, scooter, car, etc.). There are more who would use non-motorized methods if sidewalks and other infrastructure was available – even today there is heavy pedestrian traffic to and from the church. From a vehicular standpoint, many residents of Huntley Hills do use the church property as a cut-though, although this isn't really a major issue (and the parking lot does have speed bumps already). The church is trying to become more of a community hub – with plenty of parking, a large amount of green space, and a disc golf course, they have amenities to offer residents and would like to be a destination.

The Center for Pan Asian Community Services (CPACS) assists Asian American residents with transportation and education. They run two fixed-route bus services, Monday through Thursday, from Buford Highway to both the Sugarloaf area and to Clarkston, at $2.00 for a one-way trip (free for seniors). They also offer on-demand services seven days a week, and receive funding from the Atlanta Regional Commission to do so for seniors, specifically. CPACS also provides education to limited English speakers to instruct them on how to utilize available public transit options as well as on-demand services like Uber.

PruittHealth is a nursing and healthcare service in the process of relocating to Chamblee from Brookhaven. They currently offer two employee shuttles, but these may or may not continue after the move.

General themes from all institutions included the desire for more sidewalk and trail connections, and multimodality in general, with a focus on pedestrian safety. Many of these services assist minority or older populations who may not own a car and/or need better access or education to utilize other modes.

## NEIGHBORHOODS AND HOMEOWNER ASSOCIATIONS

Homeowners in Chamblee discussed the need for more sidewalk connections, noting that gaps make it seem as if sidewalks were not planned. Peachtree Boulevard, Peachtree Road, and Buford Highway in particular should have sidewalks along their entire length. Destinations such as transit stops, grocery stores, restaurants, parks, and the library should all be accessible by sidewalk. In general, the sidewalk "grid" in downtown needs to be built out and connected. More trail connections, including one from Huntley Hills to downtown Chamblee, would also be useful.

Bicycle infrastructure could also be improved – few bike lanes exist, and sidewalks were not built for bicycles. Busy roads such as Peachtree Boulevard, Buford Road, and Clairmont Road make bicycling difficult. Dunwoody and Ashford Park are good examples of bicycle-friendly communities. Trails or bike paths would make it possible to bicycle throughout the City.

From a safety standpoint, Peachtree Boulevard, Chamblee Tucker Road, and Buford Highway were all identified as areas of concern. Pedestrian safety is also a concern when crossing Buford Highway near Plaza Fiesta, Chamblee Tucker at Dresden and DeKalb Technology Parkway, and Savoy at Shallowford, as well as the I-285 eastbound off-ramp at Peachtree Industrial Boulevard.

When asked to prioritize transportation issues for hypothetical funding, the homeowners associations representatives ranked walking and biking highest, followed by transit, and safety third.

## REAL ESTATE PROFESSIONALS AND DEVELOPERS

Developers discussed whether commercial development had become more or less difficult in recent years. Some noted the current City Council tended to be more pro-development than in the past. On the other hand, others suggested that more public infrastructure costs were being put on private developers than in the past. Some requirements also make commercial development more expensive. For example, apartments more than four stories cannot be stickbuilt (this condition was rescinded in the past, but reinstated recently). There are also requirements for large proportions of commercial square footage with multifamily developments (as residential units are currently not allowed on the ground floor) but these spaces are difficult to keep leased.

Remaining sites in Chamblee are also becoming scare and those that are available often have development challenges. The scarcity of sites is allowing sellers to price them higher than in the past. The Downtown Development Authority has also decreased incentives for projects (which are based on the number of jobs created). In general, Chamblee has become more of a destination, not just a place to pass through, which has increased the value of properties in the City.

Developers discussed how parking has also become an issue, because the City does not want to approve strip mall or big box stores with large parking lots in front, which can be difficult for tenants. However, opportunities for shared parking do exist, which could help with this. In general, people want to be able to drive and park directly in front of the businesses they are visiting. The perception of parking decks is also poor, and many drivers will not willingly use a deck. Since parking requirements are waived in downtown, and that is also where everyone wants to go, paid parking there is probably viable.

Other comments included:

- The Rail Trail area under Clairmont Road is ripe for development, but the City wants to save that area for small restaurants and retail (but developers feel there is not enough pedestrian traffic to support those uses).

- Restaurants and retail should be concentrated downtown, rather than spread out across new developments.

- Parking spaces in front of restaurants and retail should be metered.

- Leasing parking from the City is complicated, as there need to be assurances in place that the minimum needed for each development will always be guaranteed.

# POP-UPS AND "SPEED DATING"

November 2018 and February 2019 | Bowlmor and North DeKalb Senior Center

The February event was a 'speed-dating' themed session which included three City of Chamblee projects: Chamblee Public Art Master Plan, Chamblee Multimodal Transportation Plan, Rail Trail Phase 3 Extension Study

Each planning effort had a table/section of the room with displays, additional information, and project management team who could answer specific questions. The session encouraged attendees to interact with each other and each planning project management team.

Attendees were first tasked with finding someone with the same concern as theirs; attendees were to find some with a different concern and discuss. Attendees were then asked to attend one or more of the three table session based on their concern(s).

Attendees were given a color-coded dot and were asked to place it on the map where their trip began. Their beginning destinations were the Perimeter Mall area, Midtown, and Brookhaven. All other remaining dots indicated that their trips began from within the City of Chamblee.

The second activity was a discussion with the Project Manager regarding the draft working concepts for recommendations. In particular, new concepts were presented for discussion as recommendations from past plans have already been vetted and will be added to the Plan's final project list.

**FIGURE 4.7 February 2019 Chamblee Mobility Plan 'Speed Dating' Pop-up**

The Mobility Plan used a variety of engagement venues and reached beyond common meeting formats to emphasize a creative approach to gathering and sharing information. These included a bowling alley 'pop-up' workshop and a Valentine's Day-theme "speed dating" event where participants met one another through interests in common community planning themes.



## SPEED DATING
# WHAT WE HEARD

- Add Keswick Drive sidewalk extension
- Consider extension opportunities on Longview
- Consider a shuttle service between major centers
- Improvements needed to existing sidewalks between Buford Highway and Shallowford Road

# ONLINE COMMUNITY SURVEY

## October 2018 through February 2019

The planning team created an online community survey to collect input on transportation needs, desires and behaviors. The survey was available in both English and Spanish from October 1, 2018 through February 1, 2019, and was promoted by the City of Chamblee via the project webpage, social media and email, by Stakeholder Advisory Committee members to their respective organizations, and through flyer distribution at the public meetings. It was also made available on tablets and in hardcopy at public engagement events occurring between the October 2018 to February 2019 timeframe.

While this was not a statistically valid survey and did not seek to capture a statistical sample size of respondents, the tool proved to be an effective way to reach the community. A total of 412 individuals completed the survey. Following is a brief summary of the survey responses.

- Most survey respondents (68%) live in Chamblee and more than half (57%) shop or run errands in Chamblee.
- The primary mode of transportation according to survey respondents is by automobile (85%). A smaller percentage use public transportation (9%) and walk or bicycle (3% each).
- When asked what mode of transportation respondents would prefer, 37% prefer the automobile; a quarter (25%) prefer public transportation; and 19% prefer walking as their primary mode of transportation.
- More than three-fourths of commuters travel less than 10 miles to work; a quarter (25%) work within two miles of where they also live.
- The majority of survey respondents (60%) believe that the secondary purpose of the transportation system is to enhance communities by providing options for pedestrians, cyclists, and others
- Survey respondents believe that Chamblee's three biggest transportation challenges in the next 25 years will be:
    - More traffic congestion, more delays (78%)
    - Too few active transportation options (66%)
    - Inadequate public transportation (44%)

Respondents felt that the most available transportation system is ridesharing such as Uber and Lyft. The least available transportation system was noted as the presence of greenways.

Respondents felt that the transportation system in the best condition is interstate highways and freeways (11%). The transportation system considered to be in the worst condition are bicycle facilities (28%) and innovative options such as autonomous or self-driving vehicles (27%).

When asked what should be the goals of this transportation plan, respondents ranked the options as follows where 1 is “Most Important”:

1. Access
2. Safety
3. Connectivity
4. Economic Development
5. Responsibility
6. Environment

A quarter of survey respondents (25%) walk, bike or take transit occasionally and 21% walk, bike or take transit on a daily basis. Most (43%) commented that exercise is their main purpose. And nearly a quarter (22%) walk, bike or take transit to commute to work.

As with other feedback received throughout the plan process, one of the strongest themes of responses was on improvements to walking and biking in Chamblee. Better sidewalks and trail connections (79%), followed by access to more destinations such as businesses and retail options (57%), were recorded as the factors that would encourage individuals to walk, bike or take transit more often.

# SURVEY TAKEAWAYS

**85%** use an automobile as their primary mode of transportation

**61%** would PREFER to use an alternative mode for their primary mode of transportation

(25% prefer public transportation, 19% prefer walking, and 17% prefer biking)

**25%** have a commute of 2 miles or less

Just under half of respondents (48%) have a commute between 5 and 20 miles.

**60%** agree that the secondary purpose of transportation is to provide options for all

and to enhance communities.

**43%** of people who use alternative transportation say their main purpose is for exercise

22% said their main purpose was for commuting.

**46%** walk, bike or take transit on a daily basis or at least for a regular part of their travel

11% never use these modes.

On a scale of 1 ("Not Available") and 5 ("Abundant") the following transportation systems were rated for CONDITION as:

- 3 Frequency of road crossings
- 2 Locations of sidewalks
- 1 Presence of greenways
- 4 Bus stops/train stations
- 5 Ride sharing opportunities (e.g. Uber, Lyft)

On a scale of 1 ("Worst Condition") and 5 ("Best Condition") the following transportation systems were rated for CONDITION as:

- 3 Roads and streets
- 2 Public transportation (buses, MARTA rail, Georgia Bus Lines shuttles, GRTA Xpress)
- 4 Sidewalks, greenways and trails (including pedestrian signals at traffic lights)
- 5 Bicycle facilities (on road, greenways, designated routes, bike racks)
- 1 Signs and signals for traffic
- 2 Interstate highways and freeways
- 2 Innovative options (e.g. autonomous vehicles)

# SURVEY TAKEAWAYS

Respondents identified which conditions would encourage them to walk, bike, or take transit more often.

- (79%) Better sidewalks
- (57%) Access to more destinations
- (53%) Safer roadway crossings
- (46%) Access to community amenities
- (43%) Improved lighting
- (29%) More transit options
- (21%) More shade trees

The 3 biggest transportation challenges most predicted for the next 25 years were:

(78%) More congestion, more delays
(66%) Too few active transportation options
(44%) Inadequate public transportation

The goals of this transportation plan were ranked in order of priority with 1 being "Most Important"

## 1. Access

Make the community's amenities accessible and equitable for all ussers

## 2. Safety

Provide a safe transportation system for all community members

## 3. Connectivity

Connect from Chamblee to the larger Atlanta region

## 4. Economic Development

Promote economice development and community prosperity

## 5. Responsibility

Make sure we're creating a system that uses the City's resources responsibly and can be sustained

## 6. Environment

Manage Chamblee's environmental "footprint" or impact on the community

# 5

In response to Chamblee's needs and the concerns and desires expressed through the outreach process, the Chamblee Mobility Plan makes a series of recommendations for capital project investment. Including establishing programs and policies to guide transportation decision-making, and identifying actions or ideas needing more detailed study prior to moving forward. As a comprehensive plan, the Chamblee Mobility Plan seeks to address all modes of travel and ways to shape the City's transportation system to be consistent with its desired growth. However, this planning-level guidance requires additional levels of understanding prior to projects being built or actions being taken.

This chapter of the plan details these recommendations, which are divided into five primary themes or categories as detailed in the diagram on the following page. These generally reflect the broad themes explored through public and stakeholder discussion, as well as the City's rececnt focus on projects and studies. They are listed as follows:

- **Sidewalk Infill.** The majority of Chamblee's streets do not currently have sidewalks, and many existing sidewalks are of minimal width and would benefit from repair or refurbishment. Rather than recommending that the City attempt to fill in all of these sidewalks, which would require extensive resources, the Mobility Plan has focused on strategic infill areas where the City should implement projects to fill key gaps around schools, parks, and community facilities.
- **Active Transportation Connections.** The dominant theme in public and stakeholder outreach was the importance of extending ways to reach different parts of the City on foot or by bicycle, especially the newly-annexed parts of the City that are separated from downtown Chamblee and the MARTA rail station by major arterial corridors.
- **Crossing Barriers.** Peachtree Boulevard and Buford Highway are the two main crosstown streets in Chamblee and key regional thoroughfares linking multiple communities in the northeast metro Atlanta region. However, their designs favor vehicle movement and at high speeds, and they have effectively cut off parts of the City from one another. In addition, one of the region's primary rail corridors bisects Chamblee, with limited crossings from north to south, and Peachtree-DeKalb Airport, while a major economic asset and center of employment in Chamblee, occupies the geographic center of the City and requires travel around its large footprint. The Plan recommends several projects to connect and cross these barriers.
- **Improving the Network's Safety and Efficiency.** Chamblee features one of the region's most problematic corridors for transportation safety—Buford Highway—and even its other major thoroughfare corridors have been locations of numerous severe crashes, including crashes involving bicycles and pedestrians. However, Chamblee's limited connectivity in its street network means that a vast majority of travel in,

out of, and through the City must use these few streets. In response, the plan has recommended a series of projects and further studies to add to the City's street network, redesign intersections for more efficient operations, and implement other key improvements to increase safety.

- **Mobility for Chamblee's Future.** The City has had a remarkable asset for over 30 years in its MARTA heavy rail station, and though MARTA bus transit has provided connecting service to other parts of Chamblee, the City has embraced the evolution of transit thinking with studying and preparing to operate a self-driving shuttle service.

The following sections of this chapter provide detail on specific projects, policies, and program recommendations for addressing these key themes.

## NOMENCLATURE OF RECOMMENDATIONS

To create a shorthand for project naming and reference, this plan has assigned each project candidate a unique identification code that is used throughout the report, on maps, and in supporting tables. These codes are based on the general type of project or recommendation, and their number simply denotes the order in which they were first documented as specific ideas during the planning process. The numbers do not imply preference or priority, and over the course of refining this plan's recommendations some projects may have been omitted or consolidated with other projects, leading to gaps in the numbers.

Project types in this nomenclature system are listed in the table below.

| PROJECT, PROGRAM, AND POLICY RECOMMENDATION CATEGORIES | |
|---|---|
| B | Bicycle-Oriented trails and protected facilities. These may be off-street trails and paths or protected facilities on street. |
| CS | Complete Street projects, which usually involve using the same right-of-way to achieve a greater balance between transportation users, and doing this primarily for the purpose of this balance (as opposed to repurposing right-of-way for addressing safety problems). |
| NS | New Street projects that add streets to the existing network. This is the project type used for either City- or other agency-led street projects or streets that would be added when properties develop or redevelop. Although these are all intended to be full streets on dedicated public right-of-way, some may function as alleys or shared service driveways crossing parcels, especially those in redevelopment areas parallel to major corridors. |
| OP | Projects intended to improve or optimize traffic and street operations on streets or intersections. This includes adding or optimizing capacity, adjusting typical cross-sections to facilitate turning movements, or setting more regular spacing of intersections and driveways. |
| PL | Policy recommendation for City adoption or application. Policies may include programs that have regular funding to implement. |
| SA | Safety projects, which may include changes similar to operational or complete street projects but are proposed specifically for safety problems or challenges. Safety projects encompass both intersections and corridors. |
| ST | Supplemental studies, whether focused on a specific project or on a broader theme, to perform more detailed analysis or to gather additional data and information beyond the Mobility Plan |
| SW | Sidewalk projects, recommended primarily to fill gaps in the existing network. |
| TR | Transit-related projects and programs intended to reduce the need for driving to the Chamblee MARTA station and to improve access to it. |

As stated previously, only around 30 percent of Chamblee's streets have sidewalks. Although the majority of the streets without sidewalks are local neighborhood streets where traffic operates at generally lower speeds, many of these are still critical connections to schools, parks and other community facilities.

Addressing this backlog of sidewalk needs is an outsized effort and will take the City many years of continued funding and support, especially because many gaps are in parts of the City where redevelopment is not expected to occur in the near term—especially in single-family neighborhoods. As a result, this plan has identified the highest priority projects for the City to advance, whether these are in neighborhoods or not. Many are closely related or connect to other recommended projects in this plan and are identified accordingly.

These projects are organized into four principal infill zones: around Huntley Hills Elementary School, around Keswick Park, and two zones in the Dresden East neighborhoods (around St. Pius X Catholic High School and near the Chamblee-Tucker Road corridor). Each infill zone has a series of specific projects recommended, with information on cost and priority provided on the following pages. Although other streets may have sidewalk infill completed, these projects are recommended as the first focus, and the priority allows the City to work on multiple sidewalk projects in different parts of the City simultaneously by focusing on a small number of projects in each zone at a time.

It is important to note that the projects listed here are entirely within residential areas, where little to no redevelopment or significant changes to properties are expected to provide or rehabilitate sidewalks. The plan recommends sidewalk infill on streets in commercial areas, though these are not given the same priority as residential infill projects.

Additional recommended infill projects outside of these four zones are listed at the end of this subsection.

| HUNTLEY HILLS | |
|---|---|
| SW-01 | North Shallowford Road |
| SW-02 | Plantation Lane |
| SW-03 | Ellwyn Drive |
| SW-04 | Admiral Drive |
| SW-05 | Forrestal Drive |

| KESWICK PARK | |
|---|---|
| SW-06 | Keswick Drive |
| SW-09 | Vanet Road (south) |
| SW-10 | Vanet Road (north) |
| SW-24 | Cold Spring Lane |

| DRESDEN EAST | |
|---|---|
| SW-07 | Frontier Trail |
| SW-14 | Dresden Drive (north side) |
| SW-15 | Dresden Drive (south side) |
| SW-16 | Meadowood Lane |
| SW-17 | Plaster Road (north side along apartments and utility corridor) |
| SW-18 | Dresden Court |
| SW-20 | Plaster Road - Dresden Court to Buford Highway |

| OTHER CHAMBLEE PROJECTS | |
|---|---|
| SW-08 | Pierce Drive (Will Ross to Peachtree Boulevard) |
| SW-11 | Peachtree Road (north side gap under Clairmont bridge) |
| SW-12 | Pierce Drive (east side, Parkside Chamblee to Peachtree Road) |
| SW-13 | Peachtree Road (streetscape project) |
| SW-21 | Hardee Avenue along airport side |
| SW-22 | 4th Street |
| SW-23 | 6th Street |

# HUNTLEY HILLS FOCUS AREA

The Huntley Hills infill area includes both Huntley Hills Elementary School and two proposed trail corridors (the Nancy Creek trail corridor, consisting of Projects B-02, B-09, and B-10; and the Huntley Hills Park corridor, Project B-12). These recommended infill projects are intended to close key gaps in the neighborhood unlikely to be filled incrementally by redevelopment, although other recommended projects along North Peachtree Road do have a greater likelihood of having at least some development contribution.

| Project Number and Description | Initial Estimated Cost | Priority (for the infill zone) | Related Projects |
|---|---|---|---|
| **SW-01:** North Shallowford Road sidewalk between North Peachtree Road and Admiral Way | $111,000 | High | Other sidewalks in this infill zone; SA-06 |
| **SW-02:** Plantation Lane sidewalk between North Peachtree Road and existing sidewalk at athletic facility at Commander Lane | $150,000 | Medium | Other sidewalks in this infill zone; B-12; SA-30 |
| **SW-03:** Ellwyn Drive from Admiral Drive to Forrestal Drive | $63,000 | Medium | Other sidewalks in this infill zone |
| **SW-04:** Admiral Drive between Commodore Drive and Seaman Way | $132,000 | Low | Other sidewalks in this infill zone |
| **SW-05:** Forrestal Drive between the two intersections of Seaman Circle | $76,000 | High | Other sidewalks in this infill zone |
| **SW-38:** Longview Drive between Seaman Circle and existing sidewalk at Chamblee Plaza shopping center | $288,000 | High | Other sidewalks in this infill zone |


Project NS-13
Project B-09
Project B-10
Perimeter Park Dr
Perimeter Park S
Queens Way
Project B-02
SW-01: North Shallowford Road
Longview Dr
N Shallowford Rd
Gentrys Walk
Commodore Dr
Longview Way
Admiral Way
SW-04: Admiral Drive
Admiral Dr
N Hill Pkwy
Seaman Cir
Spring Walk Ct
W Johnson Cir
Elm St
SW-05: Forrestal Drive
Forrestal Dr
Huntley Hills Elementary School
Seaman Way
N Peachtree Rd
Project SA-06
Project SA-07
Commodore Ln
Chamblee First United Methodist Church
Ellwyn Dr
Admiral Dr
McDaniel St
Afond Ct
SW-38: Longview Drive
Plantation Ln
SW-03: Ellwyn Drive
SW-02: Plantation Lane
Ensign Ct
Wye Ln
Green Industrial Way
Featured Sidewalk Projects
Other Sidewalk Projects
Multi-Use Path/Trail Projects
New Street Network Projects
Existing Sidewalks

# KESWICK PARK FOCUS AREA

Improving pedestrian access to Keswick Park and Chamblee Middle School is the basis for this set of recommendations, which focus only on neighborhood streets. A separate recommendation for a supplemental study (SA-10) on Harts Mill Road will collect more detailed speed and crash data along that corridor and explore opportunities for traffic calming and speed management, requiring partnership with Brookhaven.

| Project Number and Description | Initial Estimated Cost | Priority (for the infill zone) | Related Projects |
|---|---|---|---|
| **SW-06:** Add sidewalk to at least one side of Keswick Drive between Donaldson Drive and Hamlin Drive, then to Hamlin Drive between Keswick Drive and Sexton Woods Drive | $60,000 | High | Other sidewalks in this infill zone |
| **SW-09:** Add sidewalk to west side of Vanet Road from Sandlewood Lane to Sexton Woods Drive and from Teal Road to Sexton Woods Drive. | $73,000 | Medium | Other sidewalks in this infill zone |
| **SW-24:** Add sidewalk to at least one side of Cold Spring Lane between Donaldson Drive and Keswick Drive | $154,000 | Low | Other sidewalks in this infill zone |


Project B-03
Chamblee Dunwoody Rd
Harts Mill Ct
Project SA-10
Harts Mill Rd
Harts Pl
Harts Run
Loveland Ter
Donaldson Dr
SW-06:
Keswick Drive
Carmel Rd
Fortingale Rd
London Rd
Teal Rd
Spring St
School St
Mendenhall St
Hamlin Rd
Chamblee Middle School
Vanet Rd
SW-09:
Vanet Road
Pierce Dr
Sexton Woods Dr
Sandlewood Ln
Will Ross Ct
Cold Spring Ln
SW-24: Cold Spring Lane
Keswick Park
Kim Ln
Hamlin Cir
Murray Dr
Project NS-05
Blvd
Ashton Woods Dr
Hildon Cir
Keswick Dr
Keswick Ln
Peachtree
Featured Sidewalk Projects
Safety Corridor Projects
Multi-Use Path/Trail Projects
New Street Network Projects
Existing Sidewalks

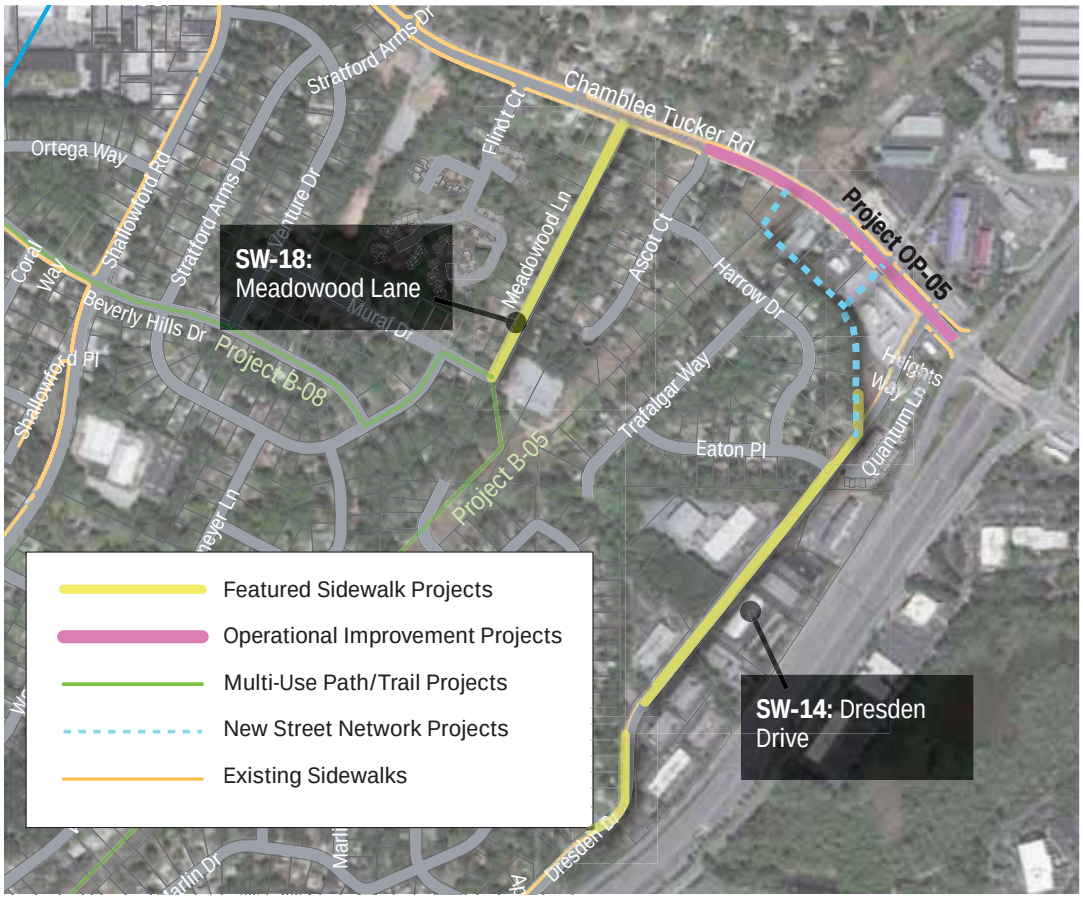
# DRESDEN EAST FOCUS AREAS

The Dresden East neighborhoods have numerous streets without sidewalks, although relatively few of these are prime corridors for cut-through traffic since many streets do not connect to major thoroughfares and offer no outlets to other parts of Chamblee.

This series of projects focuses on the areas around Dresden Park, Dresden Elementary School and St. Pius X Catholic High School, and the intersections of key neighborhood streets to Chamblee-Tucker Road. The projects recommended here are also strategic connections to the recommended trail system expressed in Projects B-05, B-07, and B-08.

| Project Number and Description | Initial Estimated Cost | Priority | Related Projects |
|---|---|---|---|
| **SW-07:** Add sidewalk to at least one side of Frontier Trail between Dresden Drive and Shallowford Road. | $153,000 | High | OP-04/NS-09 |
| **SW-14:** Add sidewalk to north and west sides of Dresden Drive from 2830 Dresden Drive to Chamblee-Tucker Road. | $127,000 | High | OP-05/NS-10 |
| **SW-16:** Add sidewalk to at least one side of Meadowood Lane between Mural Drive and Chamblee-Tucker Road. | $73,000 | Low; important once DECA trail network (projects B-05 and B-08) have been constructed. | OP-05, B-08 |
| **SW-17:** Add sidewalk to north side of Plaster Road between utility easement and Johnson Road. | $72,000 | Medium | Other sidewalks in this infill zone |
| **SW-18:** Add sidewalk to west side of Dresden Court from 2190 Plaster Road to Dresden Drive. | $34,000 | Medium | Other sidewalks in this infill zone |
| **SW-20:** Add sidewalk to north side of Plaster Road between Buford Highway and 2190 Dresden Drive. | $57,000 | Medium | Other sidewalks in this infill zone |


Dresden Elem. School
Dresden Park
St. Pius X Catholic High School
OP-03
Project B-07
Project B-05
Dresden Dr
Bragg St
Buford Hwy
Pioneer Ct
Frontier Trl
Frontier Ct
Shallowford Rd
Whispering
Arrow Cir
Dresden Ct
Plaster Rd
Warwick Cir
Oak Shadow Ln
Haven Dr
Johnson
SW-07: Frontier Trail
SW-17: Plaster Road
SW-20: Plaster Road
SW-18: Dresden Court

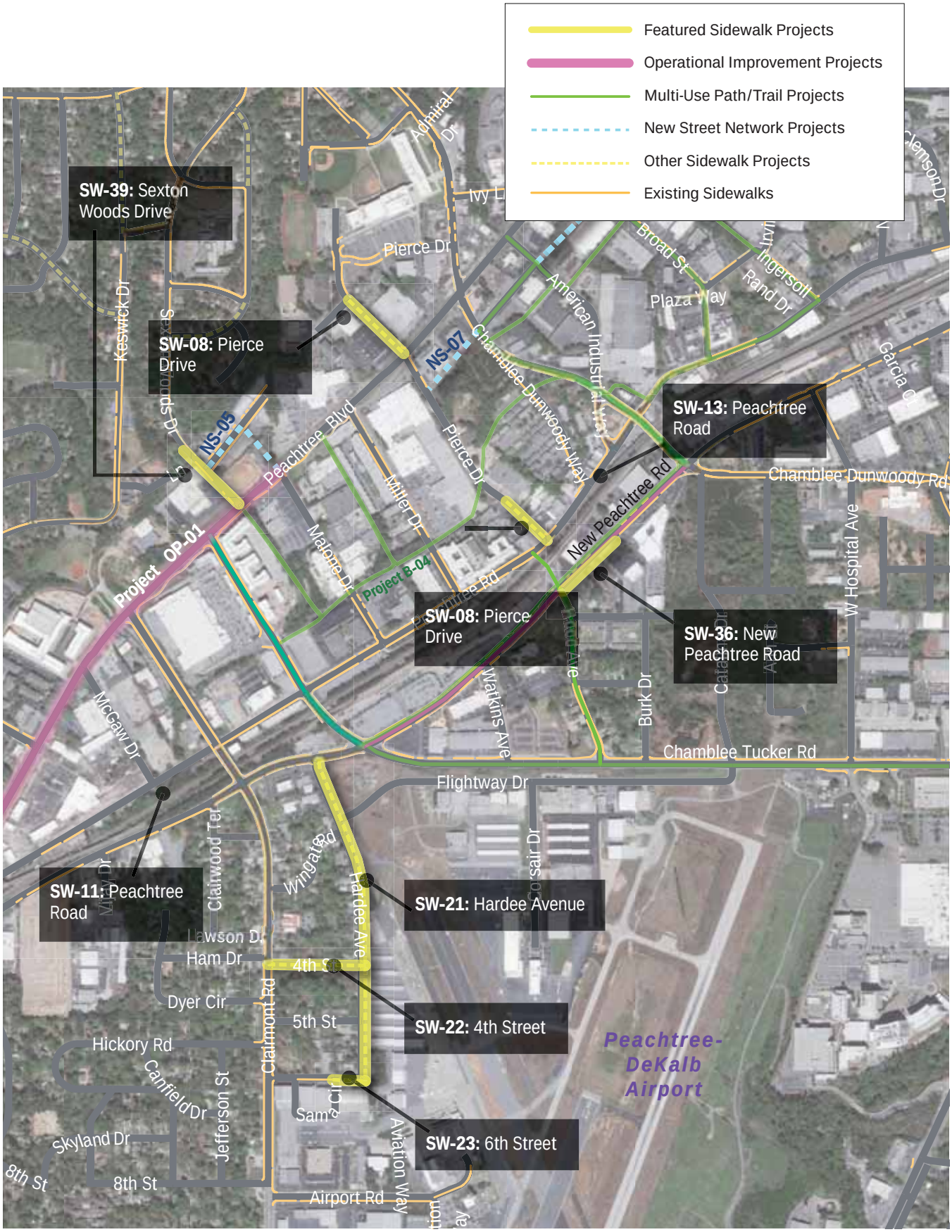

Chamblee Tucker Rd
Project OP-05
Stratford Arms Dr
Ortega Way
Shallowford Rd
Flint Ct
Meadowood Ln
Ascot Ct
Harrow Dr
Trafalgar Way
Eaton Pl
Quantum Ln
Beverly Hills Dr
Project B-08
Project B-05
Shallowford Pl
Dresden Dr
SW-18: Meadowood Lane
SW-14: Dresden Drive
Featured Sidewalk Projects
Operational Improvement Projects
Multi-Use Path/Trail Projects
New Street Network Projects
Existing Sidewalks

# CENTRAL CHAMBLEE FOCUS AREA

In addition to the Chamblee Rail-Trail system that the City has been expanding, the plan recommends a series of sidewalk infill projects on short extents of streets in and around Chamblee's downtown business district, filling gaps on key connecting streets.

These recommendations also include completing sidewalks on streets connecting to Peachtree-DeKalb Airport, especially Hardee Avenue, allowing residents of Chamblee to walk to employment at or around the airport or employees around the airport facilities to walk to downtown Chamblee businesses and the MARTA rail station.

| Project Number and Description | Initial Estimated Cost | Priority | Related Projects |
|---|---|---|---|
| **SW-08:** Add sidewalk to east side of Pierce Drive from Will Ross Court to Peachtree Boulevard. | $33,000 | Medium | Other sidewalks in this infill zone |
| **SW-12:** Add sidewalk to east side of Pierce Drive from Parkside Chamblee to Peachtree Road. | $24,000 | High | Other sidewalks in this infill zone |
| **SW-21:** Add sidewalk to airport-side of Hardee Avenue from New Peachtree Road to 6th Street | $139,000 | Medium | Other sidewalks in this infill zone |
| **SW-22:** Add sidewalk to at least one side of 4th street between Clairmont Road and Hardee Avenue | $41,000 | Low | Other sidewalks in this infill zone |
| **SW-23:** Add sidewalk to south side of 6th street between Sama Circle and Hardee Avenue | $14,000 | Low | Other sidewalks in this infill zone |
| **SW-36:** Add sidewalk to south side of New Peachtree Road between Hood Avenue and Chamblee Dunwood Road | $30,000 | High | Other sidewalks in this infill zone |
| **SW-39:** If Project NS-05 cannot be implemented, add sidewalk to east side of Sexton Woods Drive between Marray Drive and Peachtree Boulevard | $45,000 | High | Other sidewalks in this infill zone |


Featured Sidewalk Projects
Operational Improvement Projects
Multi-Use Path/Trail Projects
New Street Network Projects
Other Sidewalk Projects
Existing Sidewalks
SW-39: Sexton Woods Drive
SW-08: Pierce Drive
SW-13: Peachtree Road
SW-08: Pierce Drive
SW-36: New Peachtree Road
SW-11: Peachtree Road
SW-21: Hardee Avenue
SW-22: 4th Street
SW-23: 6th Street
NS-05
NS-07
Project OP-01
Project B-04
Admiral Dr
Pierce Dr
Broad St
Plaza Way
Ingersoll Rand Dr
American Industrial Way
Chamblee Dunwoody Way
Garcia Ct
Keswick Dr
Sexton Woods Dr
Peachtree Blvd
Miller Dr
Malone Dr
New Peachtree Rd
Chamblee Dunwoody Rd
W Hospital Ave
Burk Dr
Watkins Ave
Chamblee Tucker Rd
Flightway Dr
McGaw Dr
Clairwood Ter
Wingate Rd
Hardee Ave
Corsair Dr
Lawson Dr
Ham Dr
4th St
Dyer Cir
5th St
Clairmont Rd
Hickory Rd
Canfield Dr
Jefferson St
Skyland Dr
8th St
Airport Rd
Aviation Way
Peachtree-DeKalb Airport

## THEME 2

# ACTIVE TRANSPORTATION CONNECTING CHAMBLEE

Chamblee's complex physical layout, separated by features such as the Peachtree-DeKalb Airport and Norfolk Southern rail corridor, has greatly emphasized a small handful of thoroughfares as the primary ways to connect through the City. The post-World War II street network of most of its neighborhoods reinforce this trend. While this is even challenging for motorists, especially due to the high-speed travel and limitations to visibility on corridors such as Buford Highway, it creates effective barriers for bicyclists and pedestrians and separates major parts of Chamblee from one another (in fact, this is another major theme of plan recommendations addressed in the next subsection of this chapter).

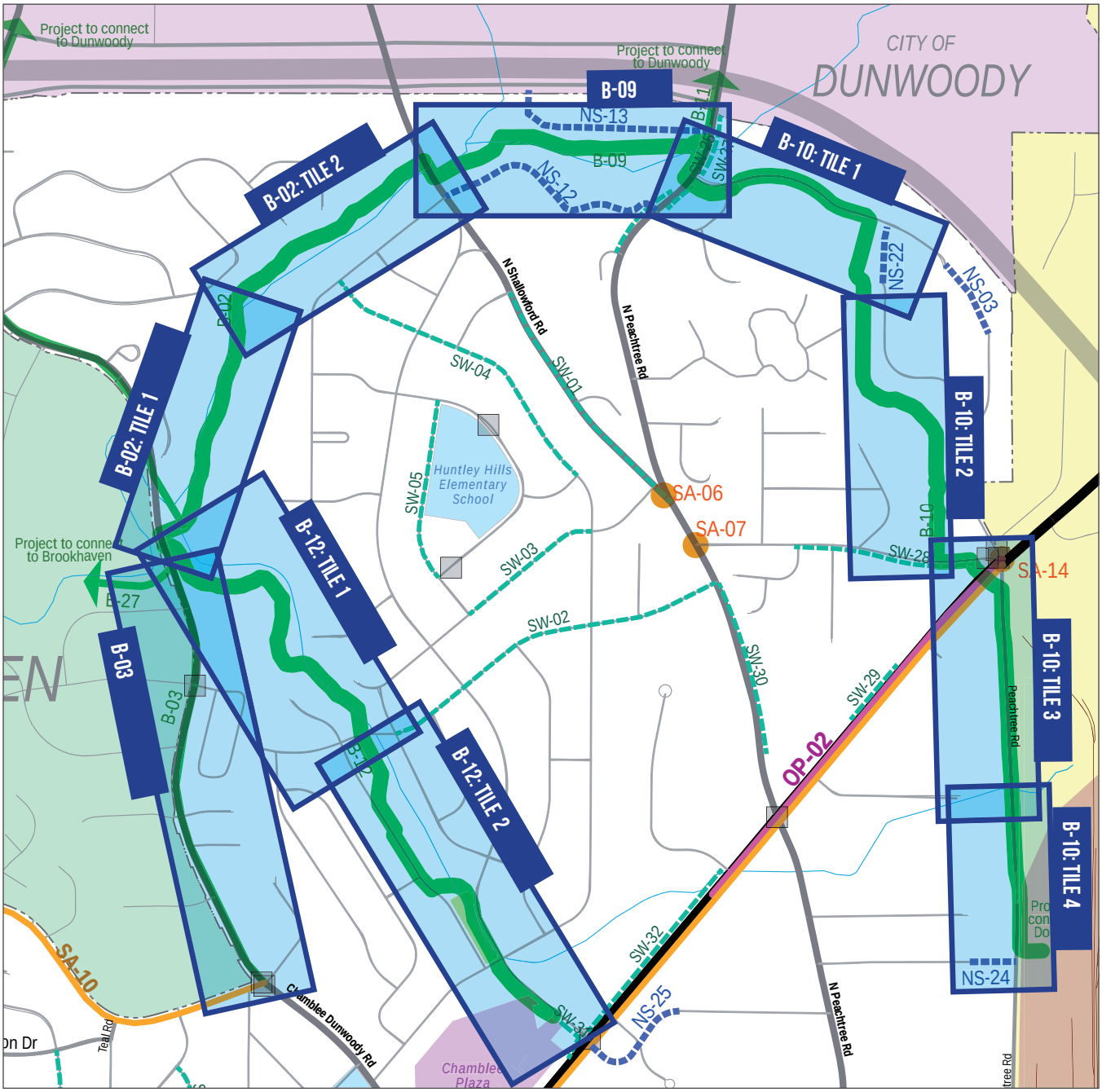
The plan recommends an extensive system of trails and paths as the base framework of a citywide active transportation network. This network includes the sidewalk infill efforts in the previous section of this chapter, though Chamblee's many natural and manmade corridors off of its streets provide additional opportunities to connect parts of the City with off-street trails and paths. These are intended to support the larger efforts in the Atlanta region to connect communities through active transportation.

The table organizes these recommendations by major parts of the City, with more detailed descriptions on the following pages.

| | |
|---|---|
| **NORTH CHAMBLEE TRAIL SYSTEM** | |
| **B-02** | Nancy Creek Trail West Segment |
| **B-03** | Chamblee-Dunwoody Road Sidepath |
| **B-09** | Nancy Creek Trail East Segment |
| **B-10** | Northeast Trail Connector |
| **B-11** | Brook Run Park Trail Connector |
| **B-12** | Huntley Hills Park Trail Connector |
| **B-26** | Dunwoody Connector Trail |
| **B-27** | Brookhaven Connector Trail |
| **SOUTH CHAMBLEE/DRESDEN EAST TRAIL SYSTEM** | |
| **B-05** | DECA Utility Corridor Trail |
| **B-06** | North Fork Peachtree Creek Greenway |
| **B-07** | Peachtree Creek Greenway - Dresden East Connector |
| **B-08** | Beverly Hills-DECA Trail Connector |
| **CENTRAL CHAMBLEE AND THE RAIL-TRAIL NETWORK** | |
| **B-01** | Chamblee-Tucker Road Multi-Use Path |
| **B-04 and others** | Rail Trail Phase 2 and 3 extensions |
| **B-28** | New Peachtree Road Trail |
| **B-29** | Brookhaven Ashford Park Connector |

## NORTH CHAMBLEE TRAIL SYSTEM: KEY MAP TO DETAIL TILES

The key map below outlines the individual detail tiles that illustrate the series of projects in this system, shown on the following pages. Each detail tile map provides more information on topography of the trail corridor, existing parcel boundaries, and locations where bridges and easements will likely be needed to implement trails. These maps also note where trails intersect with other recommended projects.



# Project B-02

# NANCY CREEK TRAIL - WEST SEGMENT

The residential communities along Chamblee-Dunwoody Road have no internal street connections to communities along Longview Drive and North Peachtree Road, requiring anyone wishing to travel between them to use these collector-level streets and connect via Savoy Drive or Peachtree Boulevard. As new development at Doraville's Assembly mixed-use district is expected to add retail and commercial uses that would draw visitors and customers from around northern DeKalb County, it is important for new connections to the active transportation network be made available to allow connections to the district without a reliance on driving.

This project adds a trail along the Nancy Creek corridor from Chamblee-Dunwoody Road to North Shallowford Road. Its companion project continues east of North Shallowford and connects to the Perimeter Park development.

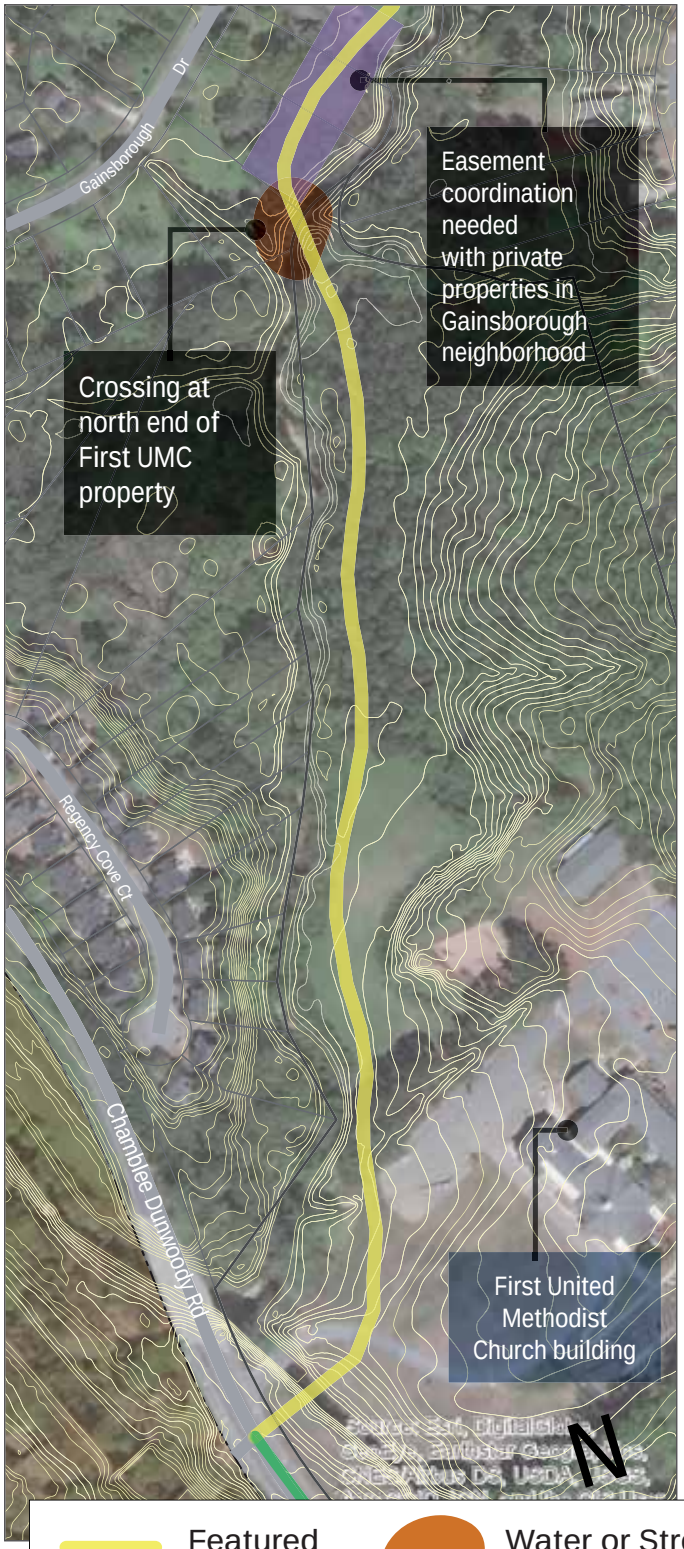
A key component of this project is the use of property currently owned by the Chamblee First United Methodist Church. Much of the property considered for this trail project lies within floodplains of Nancy Creek and is not developable land.

In addition to this project, three other trails recommended in the plan would connect at or near the entrance to the church property: Project B-12 providing a connecting trail to Huntley Hills Park along a tributary stream, Projects B-03 and B-26 along Chamblee-Dunwoody Road, and Project B-27 connecting along the Nancy Creek corridor into Brookhaven.

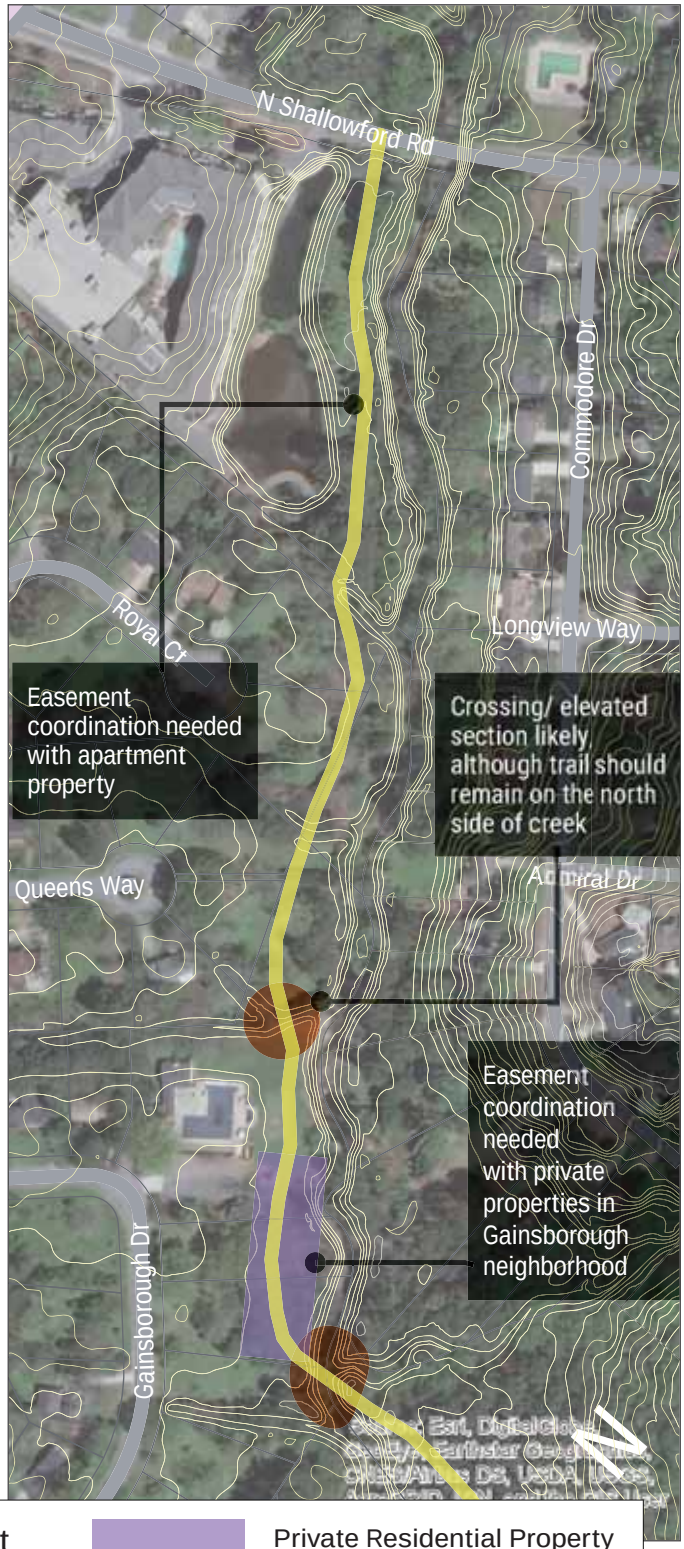
Refer to the map on the following page as a key to detailed tile maps for this and related projects.

| | |
|---|---|
| **Recommended Implementation Priority** | High (First Five Years) |
| **Initial Estimated Cost** | $710,000 |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Private Sources |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Property Owners, ACOE (for permitting process) |
| **Related projects** | B-03, B-09, B-12, B-26, B-27 |

## B-02 DETAIL TILE 1: SOUTH/WEST




## B-02 DETAIL TILE 2: NORTH/EAST




Featured Project

Water or Street Crossing

Private Residential Property Easements Needed

# Project B-09

# NANCY CREEK TRAIL - EAST SEGMENT

This segment of the trail continues from North Shallowford to North Peachtree Road, generally along the north side of Nancy Creek (illustrated in the diagram on the following page).

The project is envisioned not only as part of a North Chamblee loop of trails connecting the Huntley Hills and Gainsborough neighborhoods to the Doraville Assembly development site, but also as a series of connectivity improvements generally along the Savoy Drive and I-285 corridors. With forthcoming changes on I-285 expected through GDOT's Major Mobility Improvements Program (MMIP), the City expects future coordination with GDOT on the locations of freeway access points and traffic flow.

| | |
|---|---|
| **Recommended Implementation Priority** | Low Priority for City-led funding (10-20 Years); may advance more quickly with redevelopment opportunities |
| **Initial Estimated Cost** | $570,000 |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Private Sources |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Business Owners, GDOT |
| **Related projects** | B-08 |

## B-09 PROJECT DETAIL

At the eastern end of this segment, connection to North Peachtree Road should allow a trail connection to use the existing North Peachtree bridge if feasible; otherwise trail may need its own separate bridge to reach south side of the creek.

Much of this segment travels through existing floodplain—trail may not be usable in flooding conditions.

Crossing needed to access northern side of creek, which offers a more simple path to construction. The location shown here is chosen to avoid the creek confluence further west.

Project connects to B-02 by using existing North Shallowford bridge. A separate bridge may need to be added with the project if this is not feasible.


Featured Project

Water or Street Crossing

Private Residential Property Easements Needed

# Project B-10

# NORTHEAST CONNECTOR TRAIL

This project continues from the North Peachtree end of Project B-09 and follows neighborhood streets and publicly-owned properties to connect to Peachtree Boulevard.

The project is not recommended with the same priority with other trails because it serves an area with a more robust street network than the Chamblee-Dunwoody Road corridor north of Peachtree Boulevard. It is also a longer trail, and as such does not greatly shorten distances from driving. It is also not as likely to contribute to economic development in its immediate area, as it connects around existing single-family neighborhoods with limited access points back to the street network. It has clear benefit as providing a connecting option for these neighborhoods, but does not address existing needs as emphatically as other trail segments.

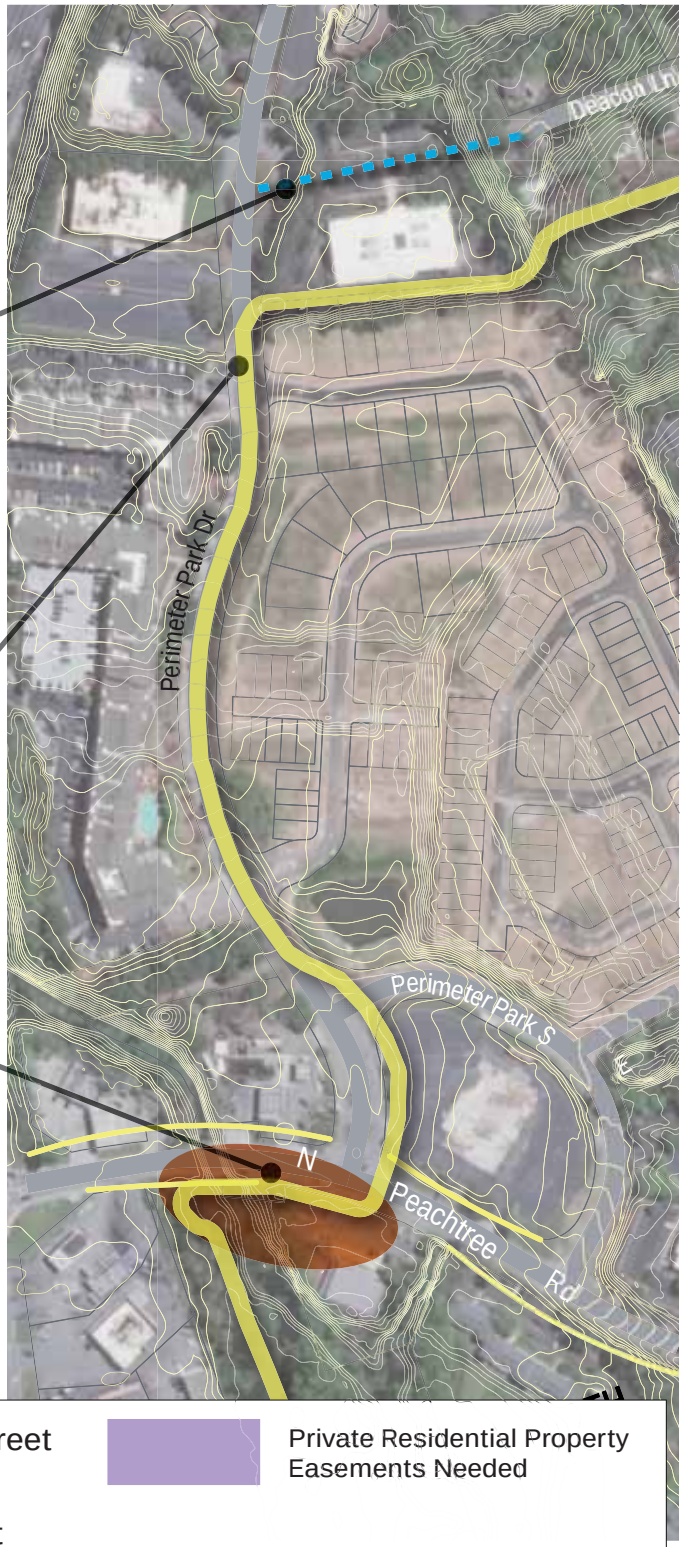
| | |
|---|---|
| **Recommended Implementation Priority** | Lower (10 to 20 years) |
| **Initial Estimated Cost** | $1,430,000, assuming no right-of-way acquisition needed |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Private Sources |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Private property owners |
| **Related projects** | B-09, SA-14, NS-03 and NS-22 |

# B-10 DETAIL TILE 1

Project NS-22, if completed, could allow an alternative connection for this trail that would use local street network (Deacon Lane, connecting to Peachtree Boulevard via Deacon and Parsons). This may be explored as an option of other alignments of this trail are not feasible.

The project would need to use existing streets through the Perimeter Park residential subdivision and a private property easement to connect to the south. This easement should be coordinated with NS-22 to make efficient use of existing commercial property.

If feasible, project should connect to B-09 using the North Peachtree Road bridge. A protected crossing should be considered to allow the trail to cross North Peachtree. This segment also connects to Project B-11, which would be implemented by Chamblee in coordination with the City of Dunwoody to create a connecting trail to Brook Run Park.




Featured Project

Water or Street Crossing

Private Residential Property Easements Needed

New Sidewalk Project

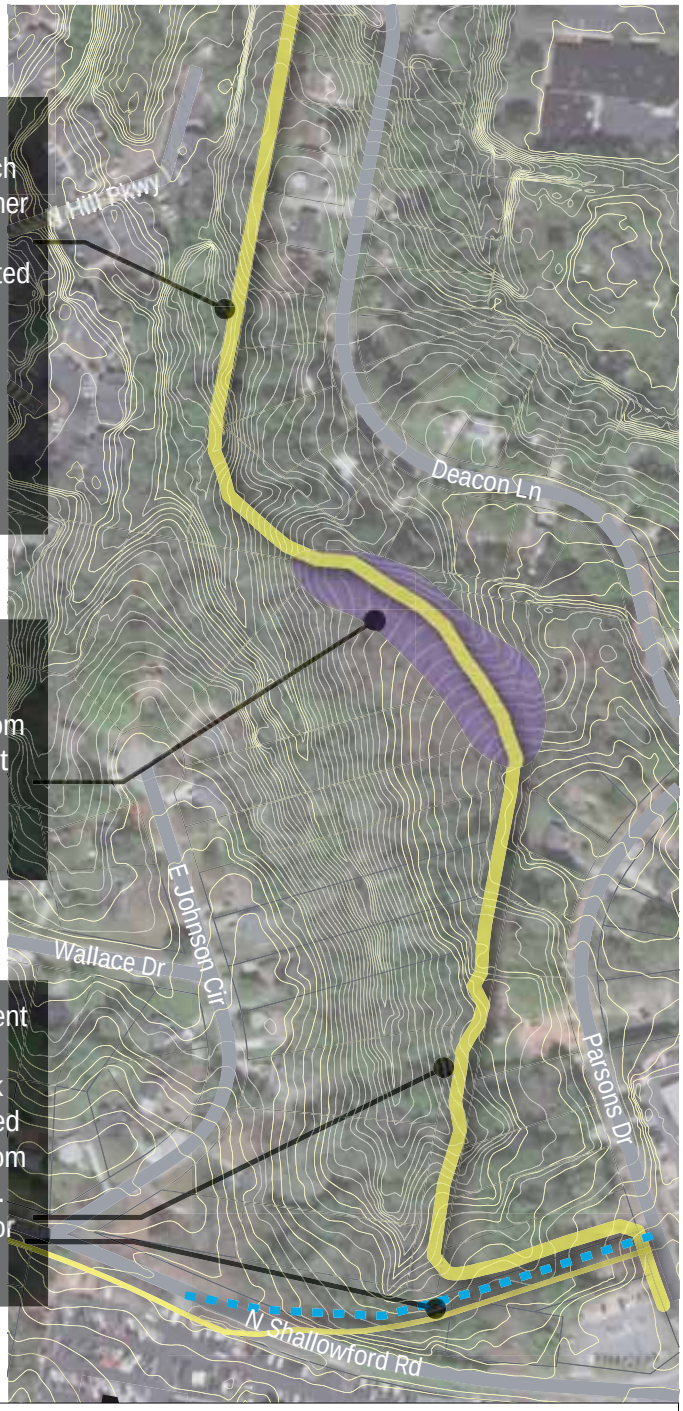
New Street Project

## B-10 DETAIL TILE 2

Major portions of the project are envisioned along an existing DeKalb County easement property, which would consolidate coordination to a single landowner and reduce the need for easement agreements or right-of-way acquisition. However, the trail has limited neighborhood connections this way and access points will need to be considered. An alternative, as discussed on the previous page, may be the use of an extended Deacon Lane and a series of street connections.

In this location, private property easements may be necessary, though the current configuration of residential parcels—where homes are separated from the back of lots by a stream corridor—suggests that impacts on properties are likely to be minimal.

The trail continues on DeKalb County utility easement property until reaching North Shallowford Road, where a separate project (SW-28) calls for sidewalk installation. North Shallowford is also recommended to be realigned (Project SA-14) to remove its leg from the complex intersection with Peachtree Boulevard. This extent of the trail should be constructed with or in coordination with a realigned street.




Featured Project

Water or Street Crossing

Private Residential Property Easements Needed

New Sidewalk Project

New Street Project

## B-10 DETAIL TILE 3


Project should provide an enhanced crossing at Peachtree Boulevard to allow the trail to cross at grade. This may be coordinated as part of a future corridor capacity project (OP-02).

South of Peachtree Boulevard, the project concept is envisioned for the east side of Peachtree Road, where there are fewer curb cuts and risks for trail users. This is in the City of Doraville and will require coordination with the City to implement.

## B-10 DETAIL TILE 4

The project ends at the entry to the Assembly development site near Third Rail Studios. This may be coordinated with project NS-24, an extension of Terrell Drive to Peachtree Road, to allow crossings at that new intersection and potentially a traffic signal.

# Project B-03

# CHAMBLEE-DUNWOODY ROAD SIDEPATH

As a boundary street, Chamblee-Dunwoody Road lies partly outside the City of Chamblee's jurisdiction, but is a major street connecting the Chamblee neighborhoods along this corridor. This project would connect the Nancy Creek trail corridor (Project B-02) to Chamblee Charter High School and the Peachtree Boulevard commercial corridor. Realignment of Chamblee-Dunwoody Road's crossing of Peachtree Boulevard and a repurposing of right-of-way space on the Chamblee-Dunwoody corridor could allow this trail to connect directly to downtown Chamblee.

As with any project that fits new facilities into existing right-of-way, this project features significant challenges in design, especially due to existing slopes on the east side of the road that will require advanced engineering and side work to provide a level surface.

| | |
|---|---|
| **Recommended Implementation Priority** | Medium (5-10 Years) |
| **Initial Estimated Cost** | $680,000 |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Private Sources |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Property Owners; ACOE (for permitting adjacent to stream corridors); City of Brookhaven |
| **Related projects** | B-02 |

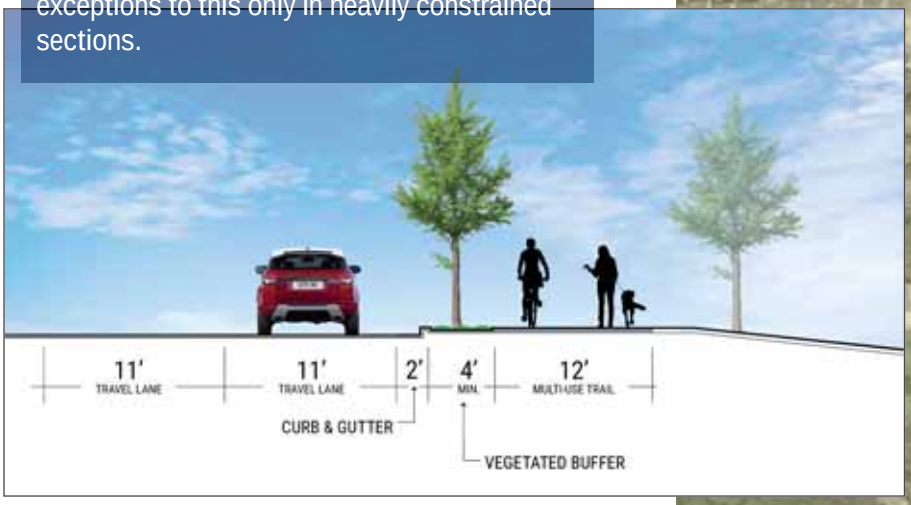
# B-03 PROJECT DETAIL

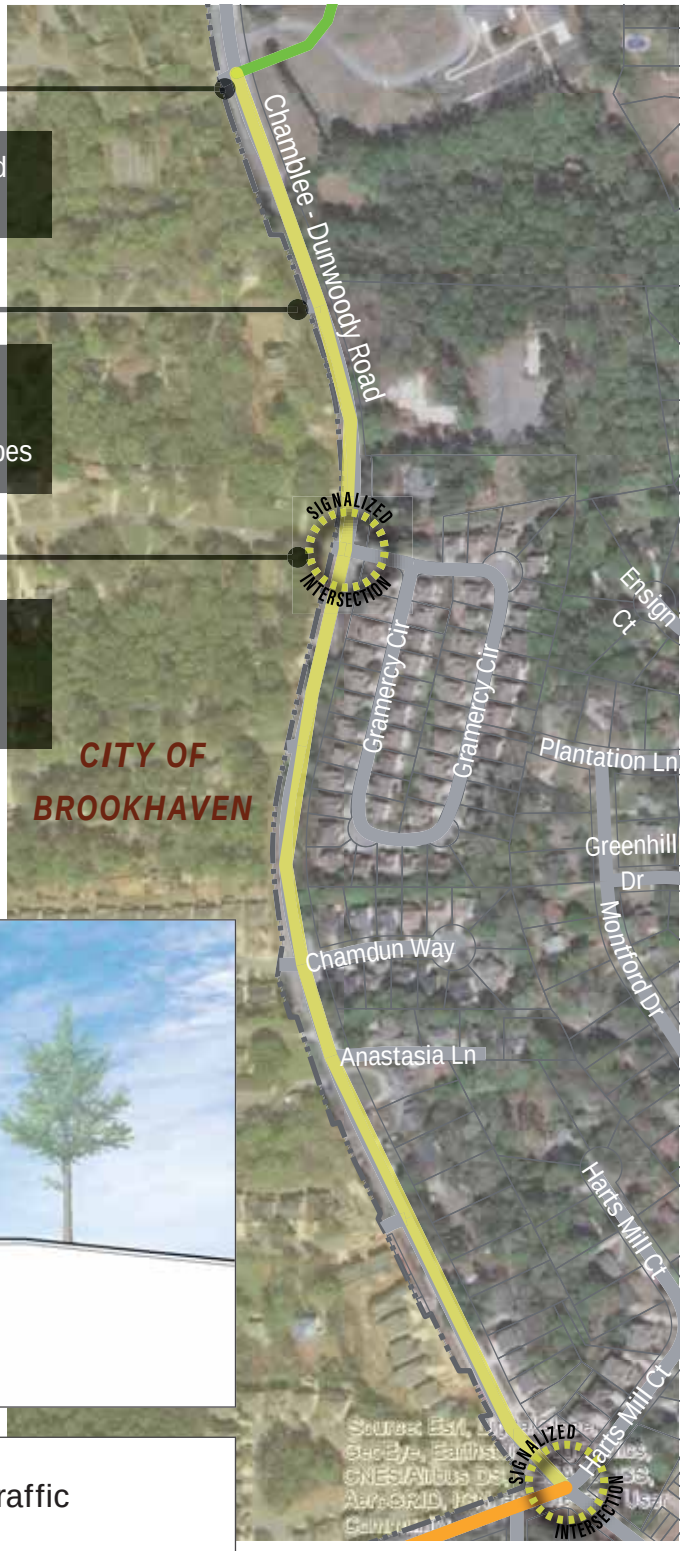
Sidepath section begins at the end of B-02

Section along from First UMC property edge to Gramercy Circle requires more advanced engineering and earthwork due to existing slopes

Enhancement of crossing needed at Gramercy Circle intersection and signal: relocate vehicle stop bar and widen crosswalk

Sample cross-section: the City should use a 12-foot trail design as its standard, allowing exceptions to this only in heavily constrained sections.




Featured Project

Existing Traffic Signal

# Project B-12

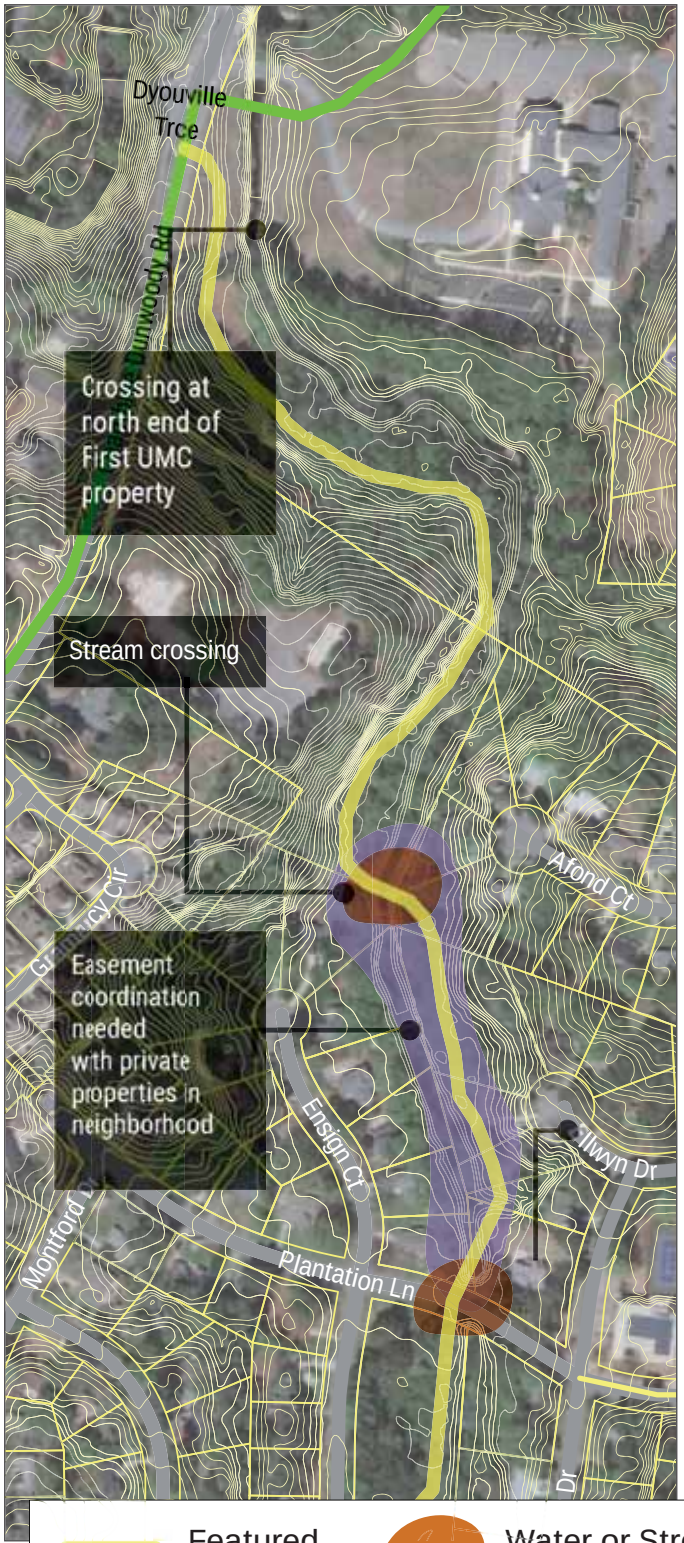
# HUNTLEY HILLS PARK TRAIL

This project connects from the confluence of B-02 and B-03 at the Methodist Church property and connects through the Huntley Hills neighborhood to connect to Peachtree Boulevard. Most of its length uses Church property in existing floodplains, public property such as the Huntley Hills Park, or existing street right-of-way. A short extent of the trail requires property easements. This will complicate the trail's implementation, and as an alternative the City may consider an alignment using streets (especially Longview Drive and a connection at the back of the Church property using Commodore Lane).

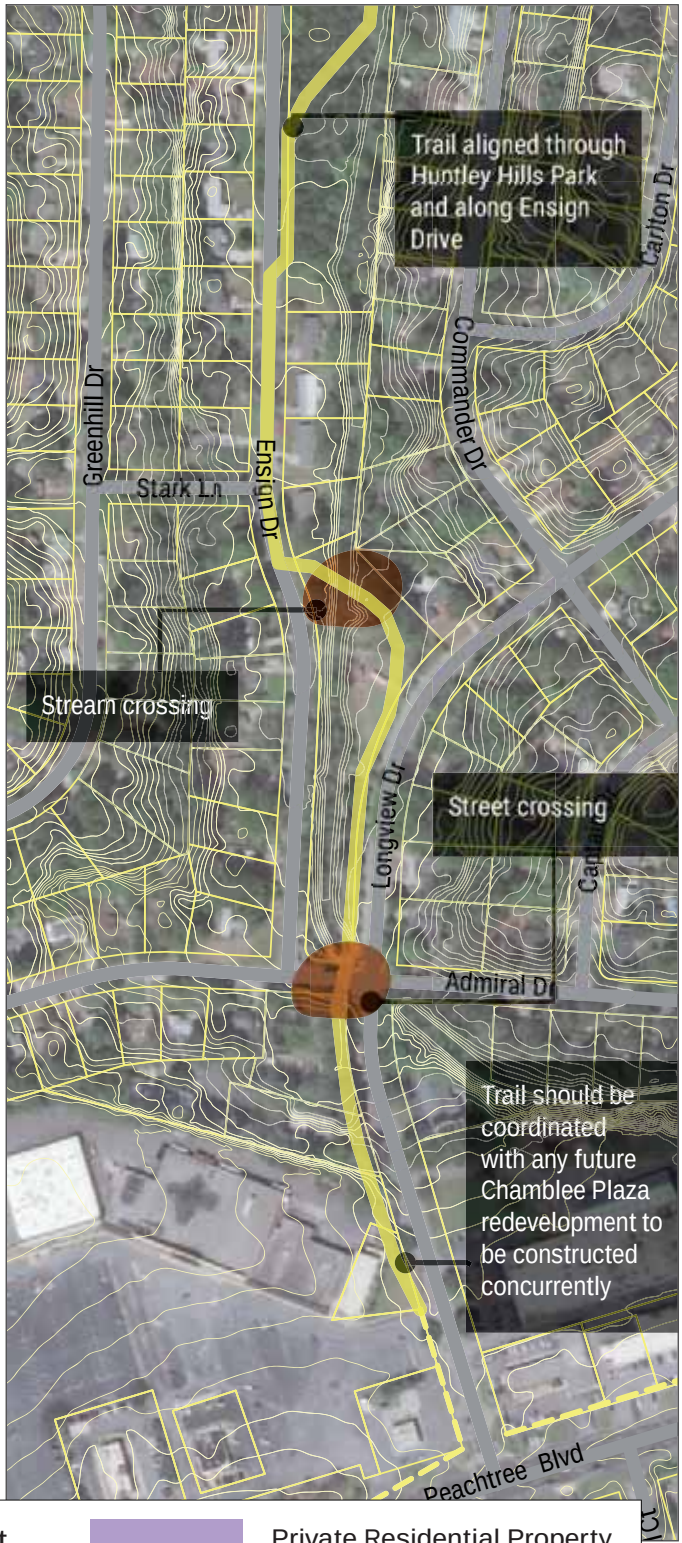
The trail is significant because it crosses one of the primary natural barriers in this part of the City—Nancy Creek and its tributary streams—and allows this part of the Huntley Hills neighborhood a connection to Chamblee-Dunwoody Road, Dunwoody through Project B-26, and Murphey Candler Park in Brookhaven through Project B-27.

| | |
|---|---|
| **Recommended Implementation Priority** | Medium (5-10 Years) |
| **Initial Estimated Cost** | $2,400,000 |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Private Sources |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Property Owners; ACOE (for permitting adjacent to stream corridors); City of Brookhaven |
| **Related projects** | B-02 |

## B-02 DETAIL TILE 1: NORTH/WEST




## B-02 DETAIL TILE 2: SOUTH/EAST




Featured Project

Water or Street Crossing

Private Residential Property Easements Needed

Projects B-11 | B-26 | B-27

# BROOKHAVEN AND DUNWOODY CONNECTIONS

Chamblee's geographic position in the northeast Atlanta metropolitan area means that connections to neighboring municipalities—and the active transportation networks in which they are investing—are as important for connecting to regional destinations as Chamblee's own trail system will be for linking its community assets.

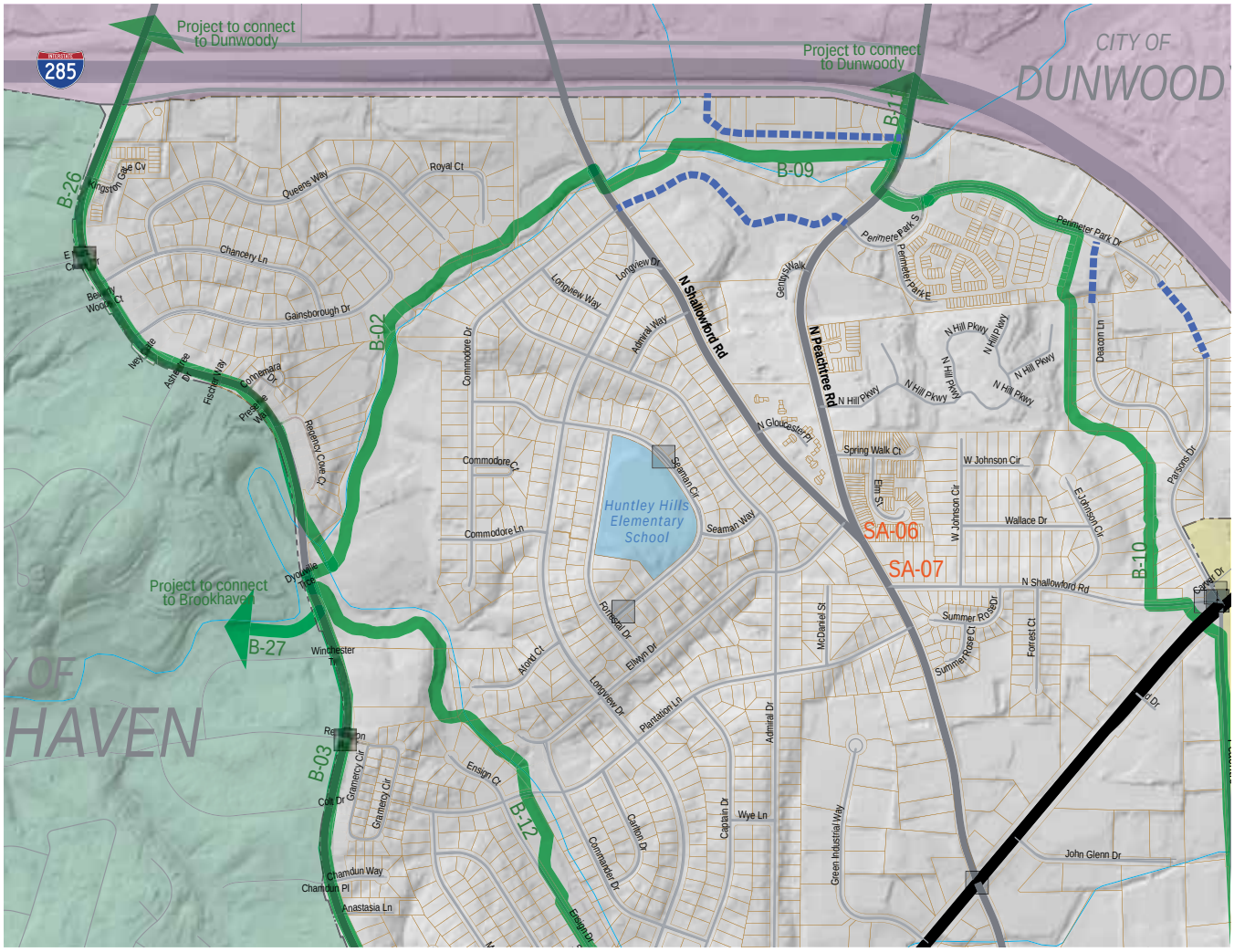
These five projects propose a series of connecting trails to the Cities of Brookhaven and Dunwoody, and only small portions (if any) of each lie within Chamblee's City limits. However, they are important connections and form the basis for Chamblee to work with its neighbor Cities to ensure that the investments of each contribute to regional connectivity.

| PROJECT B-11: Brook Run Park Connector Trail along North Peachtree Road | |
|---|---|
| **Recommended Implementation Priority** | Medium (5-10 Years) |
| **Initial Estimated Costs** | $300,000 (Chamblee connection within City limits from B-09) |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Private Sources |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Private Property Owners; GDOT (for coordination with MMIP improvements to interchanges); City of Dunwoody |
| **Related projects** | B-09, B-10, SW-25, SW-26, SW-37 |

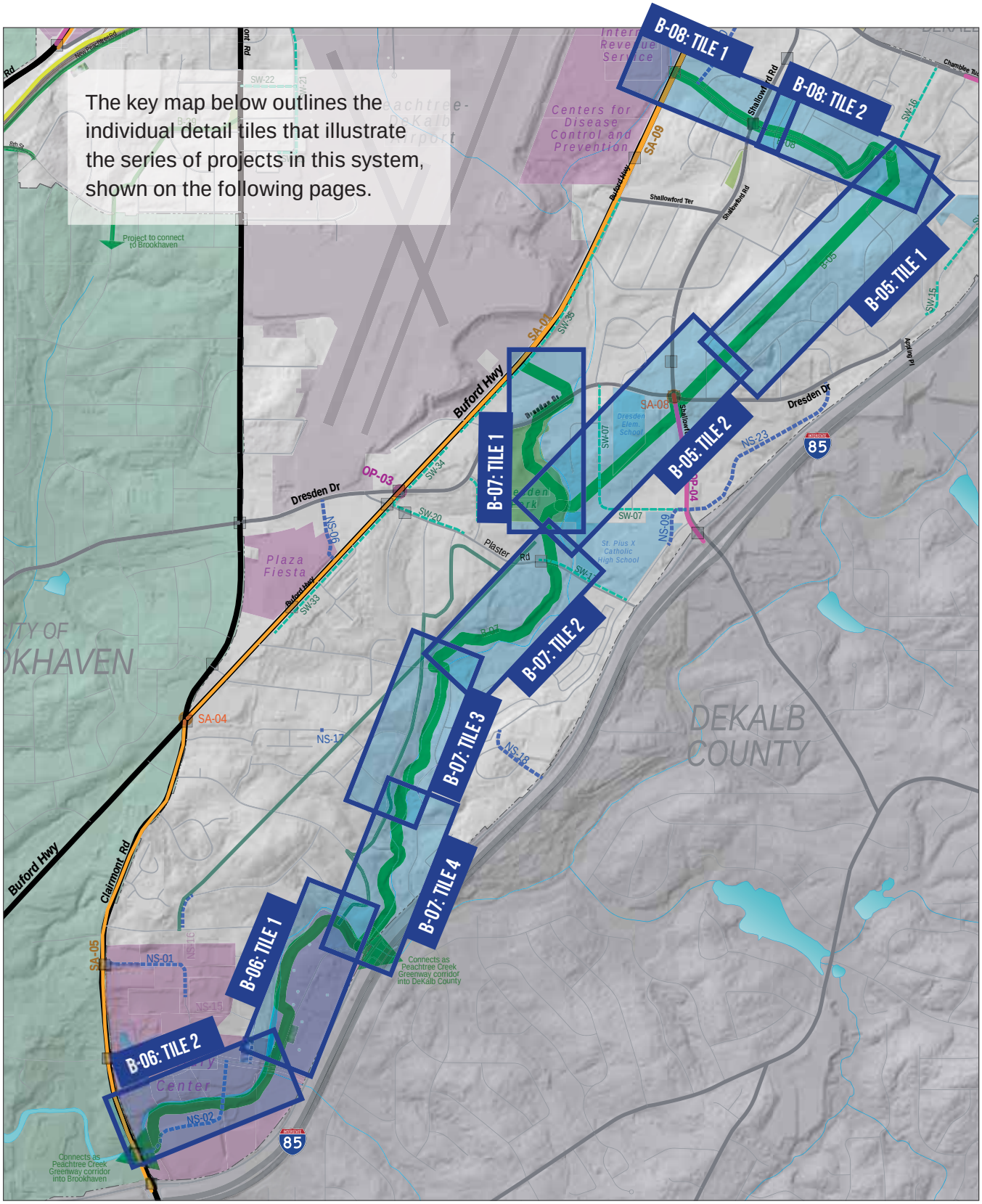
| PROJECT B-26: Chamblee-Dunwoody Road Dunwoody Connector Trail | |
|---|---|
| **Recommended Implementation Priority** | High (3-5 Years); project should be coordinated with City of Dunwoody efforts and planned and constructed jointly, if possible. |
| **Initial Estimated Costs** | $1,100,000 (Chamblee connection from B-03) |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Private Sources |
| **Complexity to Implement** | Moderate: project would be constructed entirely within existing right-of-way, though faces complex conditions on the approach to the Savoy Drive intersection and may require right-of-way acquisition. |
| **Key Partnerships and Stakeholders** | Private Property Owners; GDOT (for coordination with MMIP improvements to interchanges); City of Dunwoody |
| **Related projects** | B-02, B-03, B-27 |

| PROJECT B-27: Brookhaven-Murphey Candler Connector | |
|---|---|
| **Recommended Implementation Priority** | Medium (5-10 Years); project should be coordinated with City of Brookhaven efforts and planned and constructed jointly, if possible. |
| **Initial Estimated Costs** | $500,000 (Chamblee connection from B-02/B-03) |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, City Funds |
| **Complexity to Implement** | Low: Chamblee portion of this connection only connects from neighboring trail sections across Chamblee-Dunwoody right-of-way. |
| **Key Partnerships and Stakeholders** | Private Property Owners; ACOE (for permitting along stream corridor), City of Brookhaven |
| **Related projects** | B-02, B-03, B-26 |

# B-11 | B-26 | B-27 LOCATION DETAILS



# SOUTH CHAMBLEE/DRESDEN EAST TRAIL SYSTEM: KEY MAP TO DETAIL TILES



# Project B-08

# BEVERLY HILLS-DRESDEN EAST CONNECTOR

This project is a primarily on-street connection from Buford Highway to the DECA utility corridor trail in Project B-05. Beverly Hills Drive is an ideal candidate for such a connection because of its signalized intersection at Buford Highway, although it features a constrained right-of-way with frequent driveways to single-family residences.

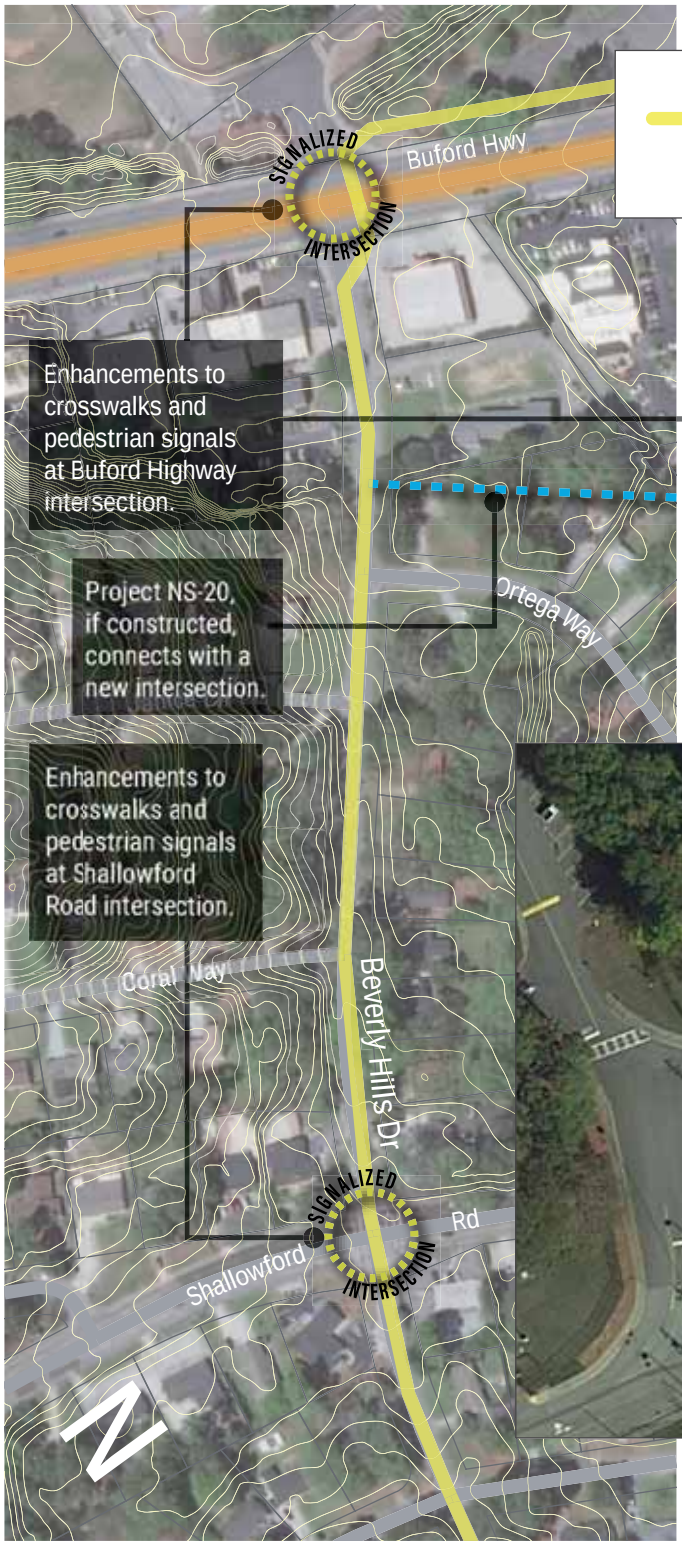
For this reason, the recommended trail connection takes the form of an on-street bicycle facility using shared-use markings (sharrows) or advisory bicycle lanes and improved sidewalks on at least one side of Beverly Hills Drive.

Special enhancements should also be made at the signalized intersection of Beverly Hills Drive and Shallowford Road, which should include:

- Signal upgrades and timing changes to allow leading pedestrian intervals and priority for cyclists
- Curb radius modifications and ramp upgrades and installation of crosswalks

| | |
|---|---|
| **Recommended Implementation Priority** | Medium (5-10 Years) |
| **Initial Estimated Cost** | $860,000 |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Local Funds |
| **Complexity to Implement** | Typical street sections are less complex; coordination with Federal government for connecting trail at intersection is moderately to highly complex |
| **Key Partnerships and Stakeholders** | Property Owners, including Federal government, GDOT (for crossing enhancements at Buford Highway and potential signal changes) |
| **Related projects** | SA-09, B-01, B-05 |

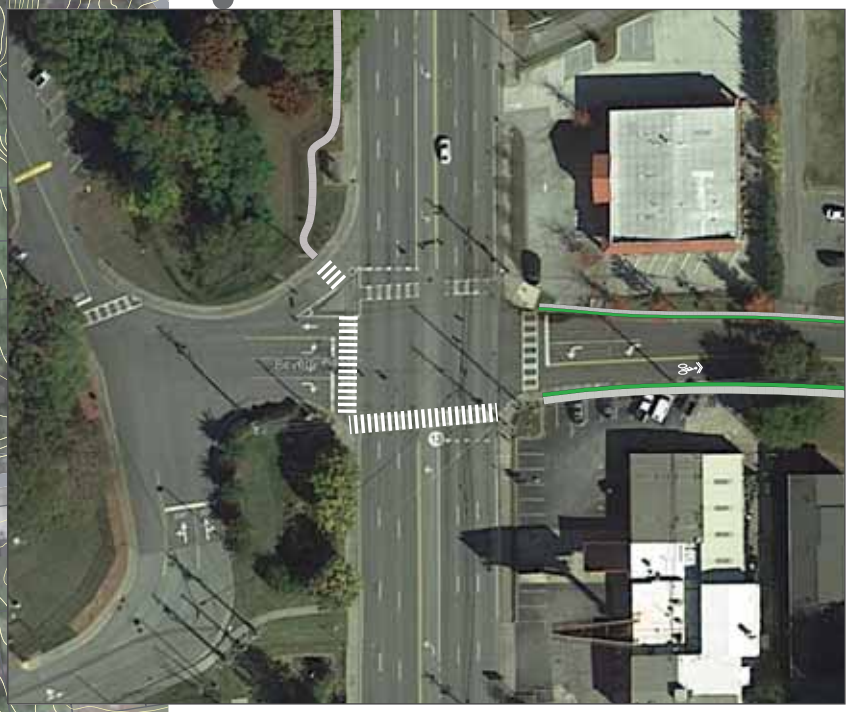
## B-08 DETAIL TILE 1



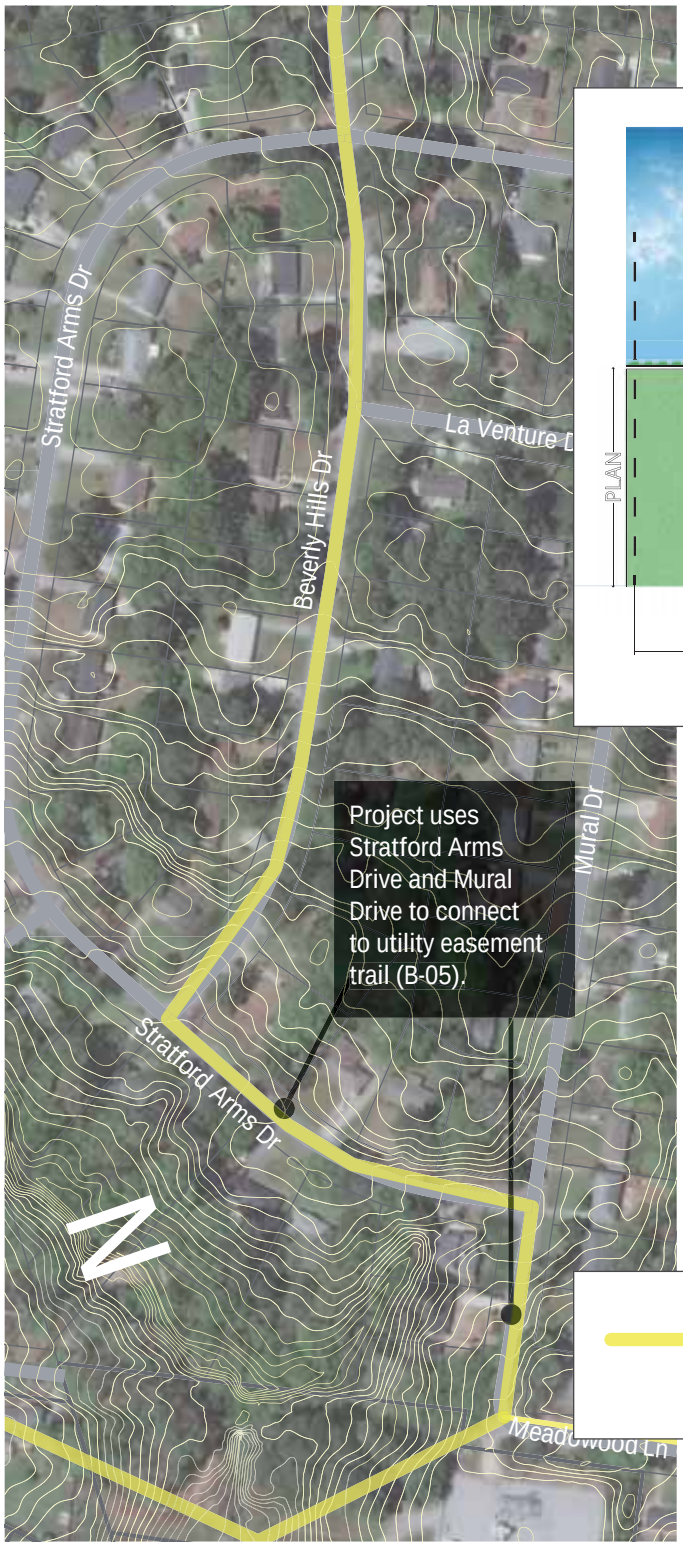

Featured Project

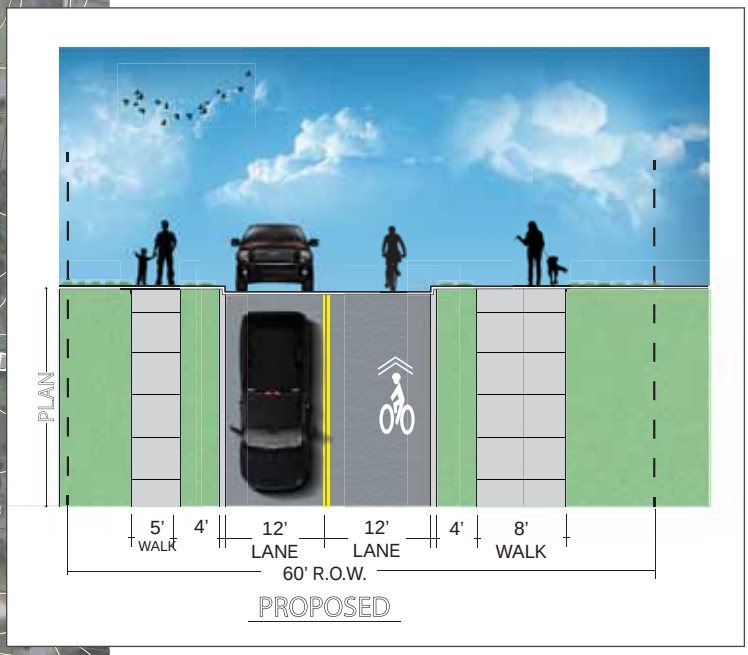
SIGNALIZED INTERSECTION Existing Traffic Signal

The diagram below provides detail of the Beverly Hills Drive/Buford Highway intersection, where enhanced crosswalks on the south and west sides of the intersection facilitate crossing for both dismounted cyclists and pedestrians.



## B-08 DETAIL TILE 2




Due to existing street dimensions, the recommended treatment for this project is a shared-street connection for bicycles and expanded sidewalks (only one side currently has a four-foot attached sidewalk today).

Although reconstruction of the curbs and drainage of the street would be highly complex and costly, the street has significant right-of-way on either side of its curbs and can fit sidewalks without requiring right-of-way acquisition.

Featured Project

SIGNALIZED INTERSECTION

Existing Traffic Signal

# Project B-05

# DRESDEN EAST UTILITY CORRIDOR TRAIL

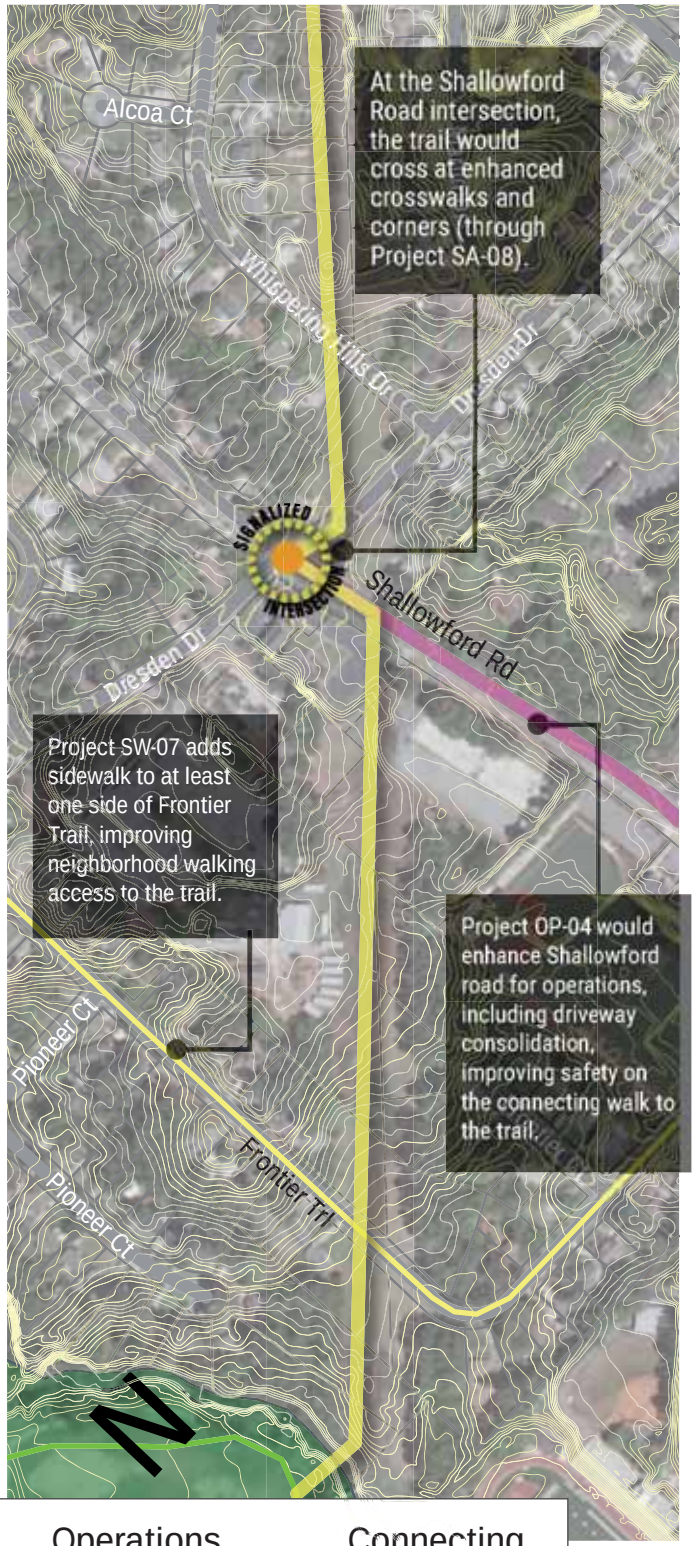
The Dresden East neighborhoods on the east side of Buford Highway feature internal connectivity in their street networks that allows a variety of route choices. However, they rely on a limited number of ways to connect across Buford Highway and feature no protected facilities for bicycles and pedestrians. Given Buford Highway's significant challenges for cyclist and pedestrian safety, these neighborhoods need alternative ways to connect.

Both this project and Project B-07 would create a spine through the neighborhoods for cyclists and pedestrians, with this project utilizing the Georgia Power utility corridor to connect Dresden Park to Beverly Hills Drive by way of Mural Drive. This connection (recommended as separate Project B-08) would link to Buford Highway at the existing Beverly Hills Drive signal.

| | |
|---|---|
| **Recommended Implementation Priority** | Highest (First Five Years) |
| **Initial Estimated Cost** | $1,290,000 |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Private Sources |
| **Complexity to Implement** | Significant, due to need for extensive easement permission |
| **Key Partnerships and Stakeholders** | Southern Company/Georgia Power; private property owners; DeKalb County School District |
| **Related projects** | B-07, B-08 |

## DETAIL TILE 1


## DETAIL TILE 2




Featured Project

Existing Traffic Signal

Operations Project

Connecting Trail Project

# Project B-06

# NORTH FORK PEACHTREE CREEK GREENWAY

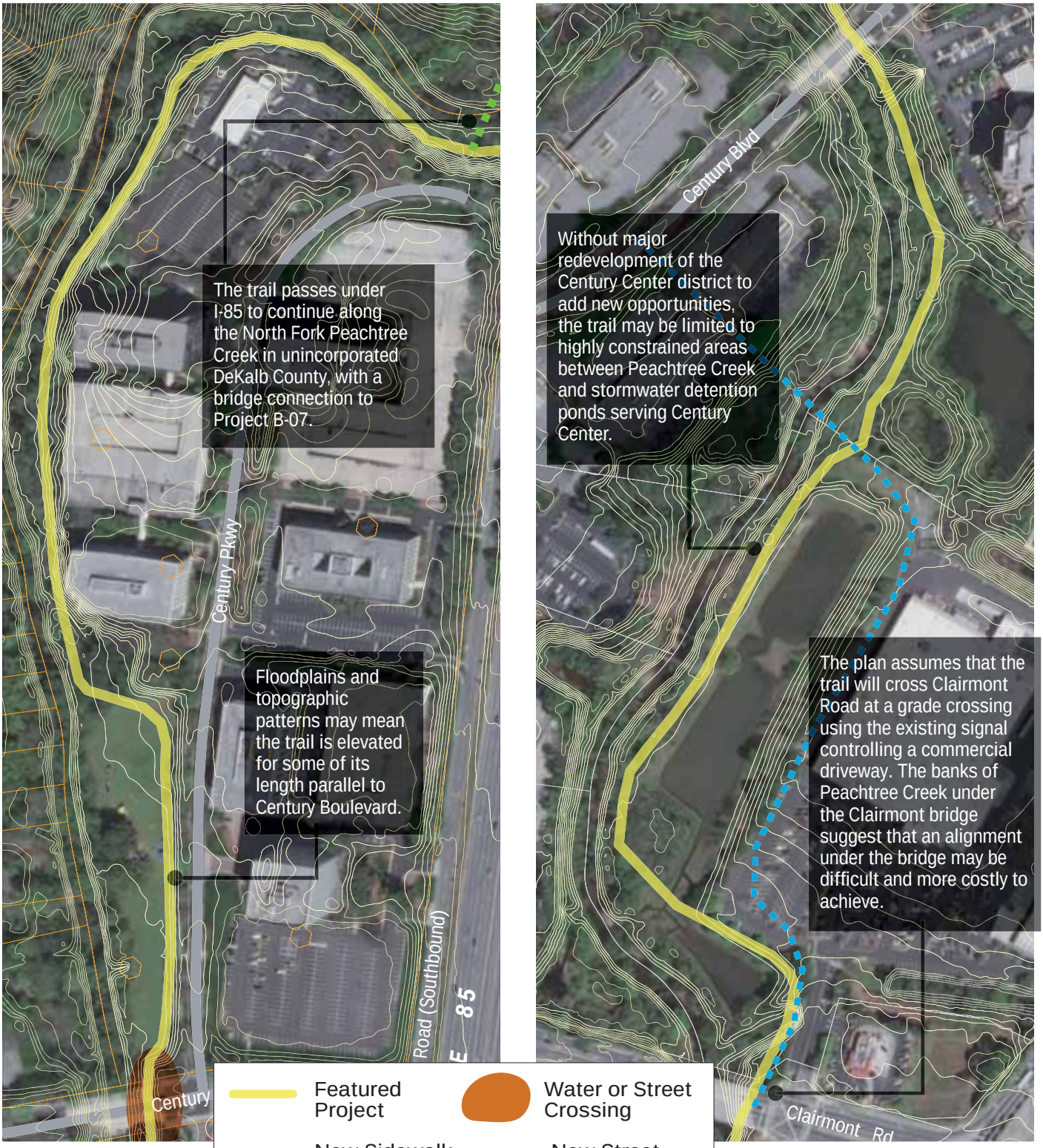
For several years prior to the creation of the Chamblee Mobility Plan, various interest groups and organizations had been advancing a regional trail concept that would follow the North Fork Peachtree Creek from its confluence point in northeast Atlanta through Brookhaven, Chamblee, unincorporated DeKalb County, and Doraville. As the trail is envisioned to follow the North Fork specifically, only a relatively short extent of this trail alignment passes through Chamblee. However, it is a significant link, as it crosses both Clairmont Road and Interstate 85 and connects through the Century Center office district.

The implementation of this project has significant complications due to existing site layout; completion of this trail should be coordinated with any future redevelopment plans for Century Center, even if the City does lead this as a public project.

| | |
|---|---|
| **Recommended Implementation Priority** | High (3-5 Years), though driven by redevelopment of Century Center and completion of other corridor trail sections in neighboring municipalities and jurisdictions |
| **Initial Estimated Cost** | $2,400,000 - $4,000,000, depending on design options |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Private Sources |
| **Complexity to Implement** | Significant |
| **Key Partnerships and Stakeholders** | Century Center property management and ownership, ACOE, GDOT |
| **Related projects** | B-07, NS-02 |

## DETAIL TILE 1

## DETAIL TILE 2



## Project B-07

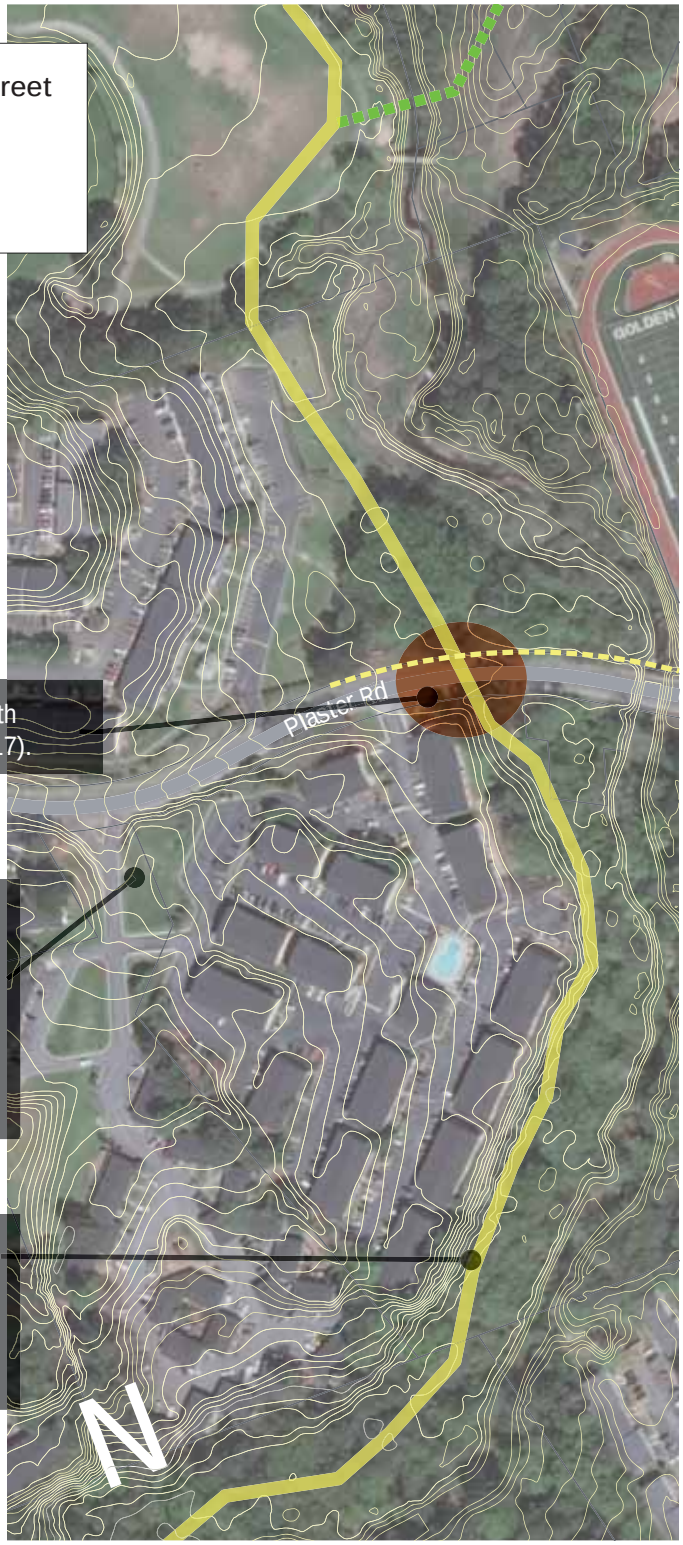
# PEACHTREE CREEK GREENWAY-DRESDEN EAST CONNECTOR TRAIL

The link between the Peachtree Creek Greenway and the Dresden East neighborhoods follows a tributary stream north from the North Fork Peachtree Creek to Dresden Park. As this is a developed part of Chamblee with single-family neighborhoods, street alignments of a multi-use path would create numerous conflicts with driveways and may even preclude future traffic calming installations on these streets. Although there is no established right-of-way for trail alignments and private residential properties extend to the stream centerline, nearly all of these properties have significant grade differences from their street frontage to their rear lot lines and location of the greenway close to the stream corridor could work to separate a path from residential dwellings on these properties.

This project also proposes two alternative alignments to the stream corridor: an on-street network using Woodlands Drive and other connecting local streets; and a continued alignment along the Georgia Power utility corridor. Each of these has its own constraints and challenges, but might offer the City a series of options for advancing the project, based on which is most feasible.

| | |
|---|---|
| **Recommended Implementation Priority** | High (3-5 Years) |
| **Initial Estimated Cost** | $2,000,000 - 4,000,000, depending on option selected |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Private Sources |
| **Complexity to Implement** | Significant |
| **Key Partnerships and Stakeholders** | Property Owners, ACOE |
| **Related projects** | B-05, B-06, B-08 |

# DETAIL TILE 1




Featured Project

Water or Street Crossing

New Sidewalk Project

Connecting Trail Project

Trail crossing at Plaster, combined with sidewalk enhancement projects (SW-17).

As an alternative alignment, the City may consider continuing the utility easement alignment further south, though past the point where Project B-05 ends, the utility easement features significant challenges: parking serving existing apartment complexes and a power substation occupying practically all of the utility corridor's width.

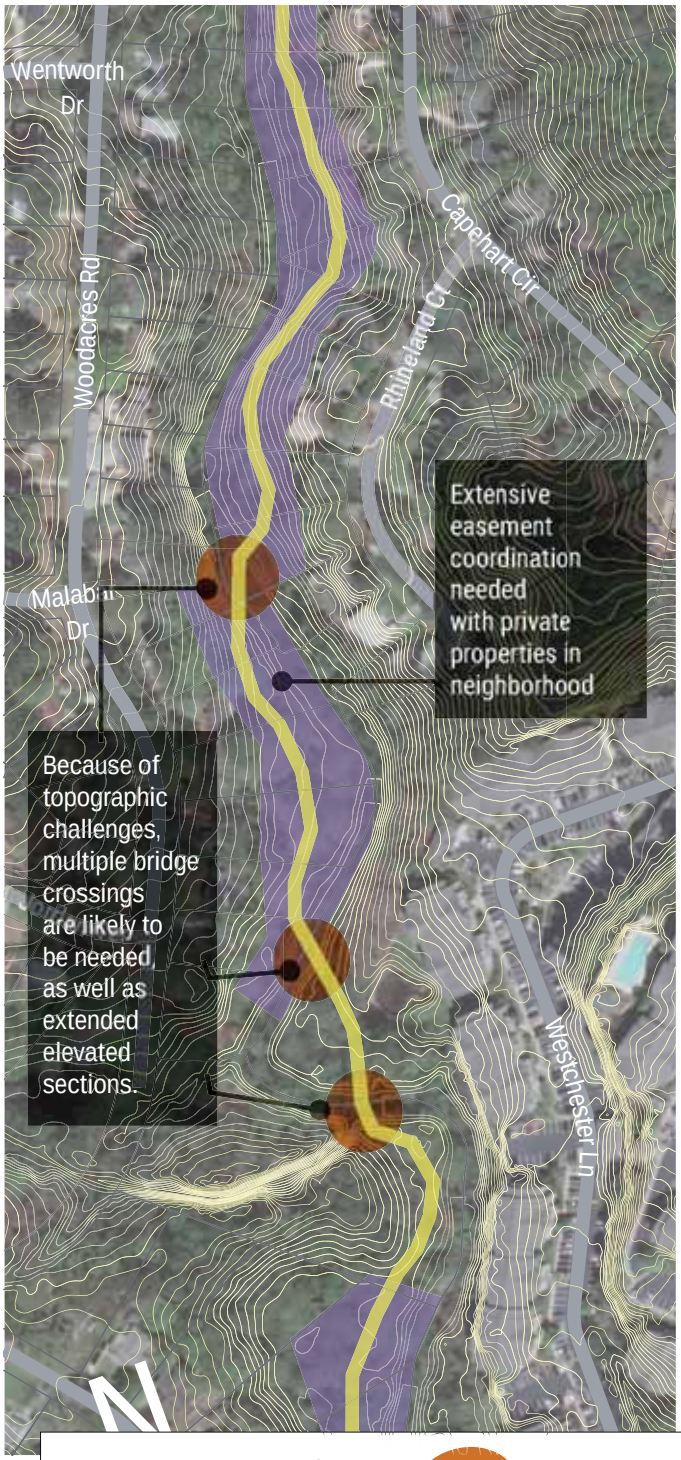
The location of the trail in the floodplain will require either elevation above a typical high-water elevation or construction of raised sections. This concept has attempted to minimize instances where the trail would be closed due to flooding.

## DETAIL TILE 2

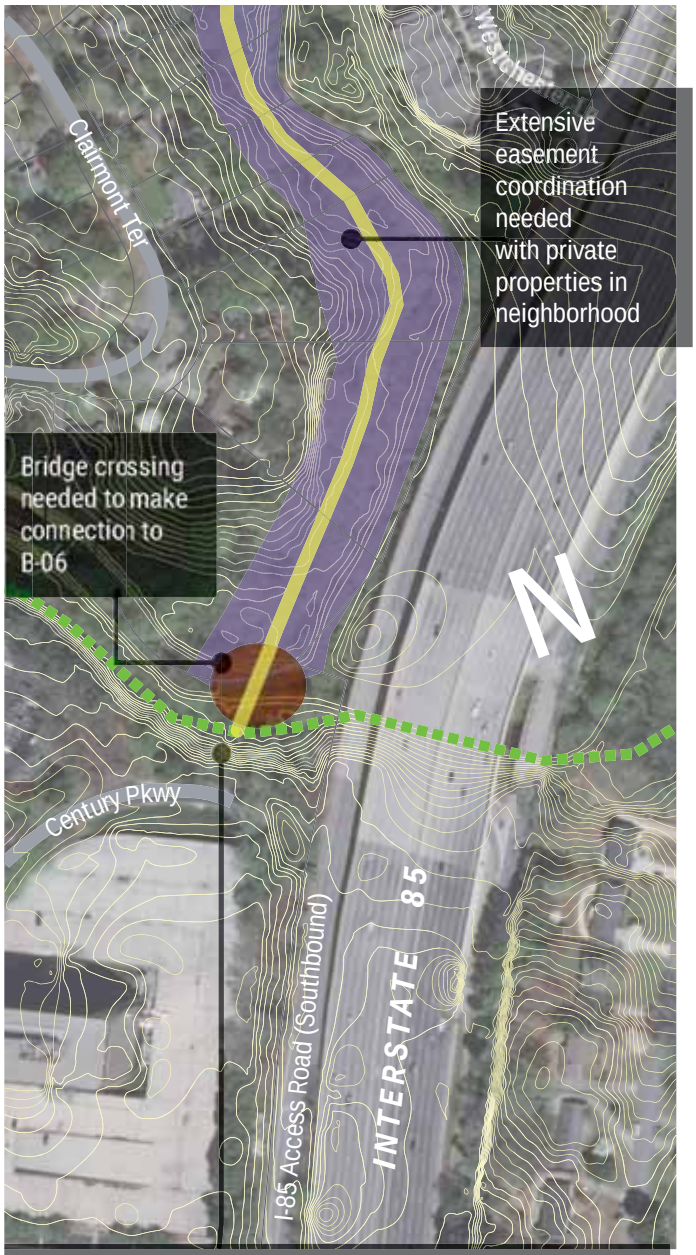

Extensive easement coordination will be needed with private properties in neighborhoods. This will be one of the most significant challenges to achieving an alignment for this trail within the stream corridor.

As an alternative alignment, the City may consider using a street-based alignment along Woodacres Road and other neighborhood connections. This would essentially entail upgrades to sidewalks and the creation of a shared-street bicycle corridor, potentially adding traffic calming and other means of reducing vehicle travel speeds and increasing safety for on-street cycling. The neighborhoods feature too many driveways for off-street paths along the street to be a safe design, although with appropriate traffic calming these can be a lower-cost, lower-effort way of connecting the Peachtree Creek corridor to the rest of the Dresden East neighborhoods.

## DETAIL TILE 3




## DETAIL TILE 4




The project would end at Project B-06, which is part of the larger multi-city efforts to build a trail along the North Fork Peachtree Creek, connecting Doraville, Chamblee, and Brookhaven into the City of Atlanta.

Featured Project

Water or Street Crossing

Private Residential Property Easements Needed

New Sidewalk Project

New Street Project

# Project B-01

# CHAMBLEE-TUCKER MULTI-USE PATH

Between New Peachtree Road and Hospital Avenue, Chamblee-Tucker Road today lacks a consistent sidewalk, and sidewalks that do exist are only on the north side of the street. This project provides a critical link in the proposed network of multi-use paths connecting south and north Chamblee to the City's downtown core.

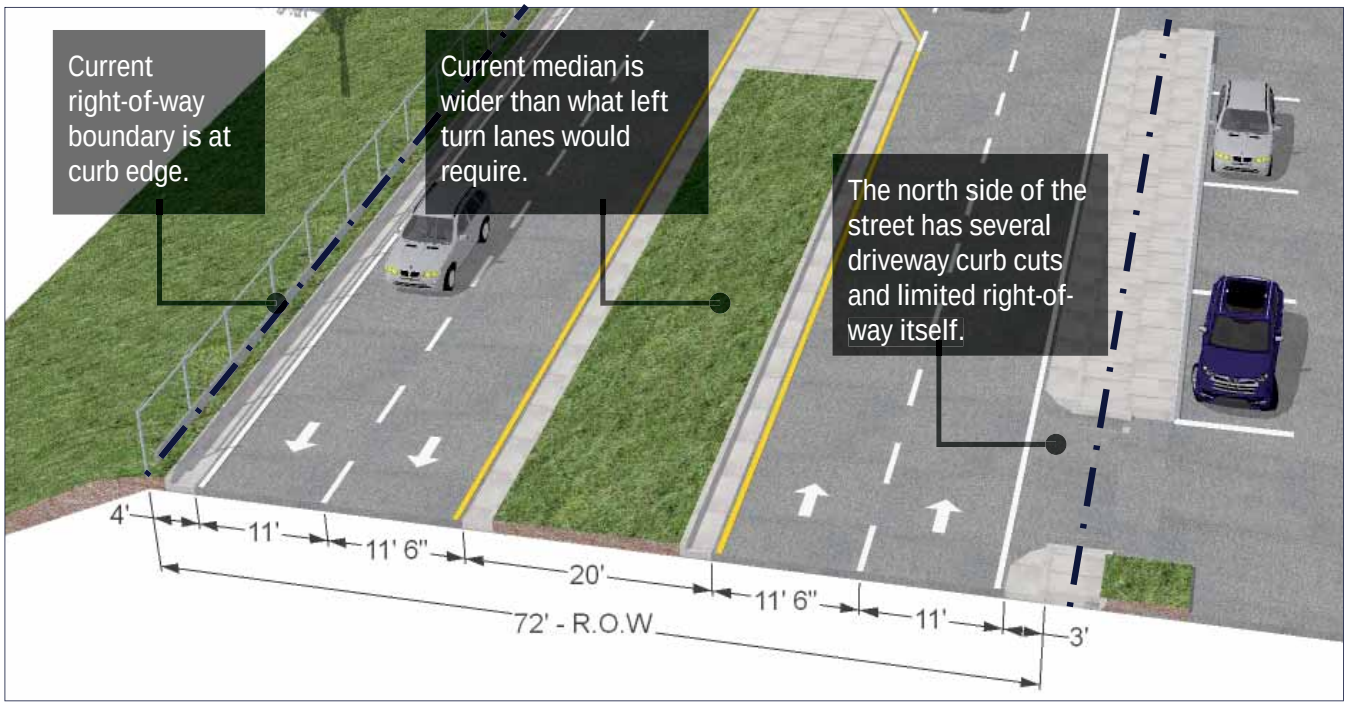
The project involves a complex set of changes to the typical cross-section, essentially realigning the south curb line of Chamblee-Tucker Road and removing its median to fit a multi-use path along the road's south side. The concept illustrations shown on the following page were developed as part of a project in the Rail-Trail Phase 3 Expansion Study that the City performed in tandem with the Mobility Plan; one of that study's recommended concepts has been extended to form this project.

From Hospital Avenue to the east, the project is able to use existing sidewalk and connects south to Buford Highway through an easement between federal government property and private property along Buford Highway.

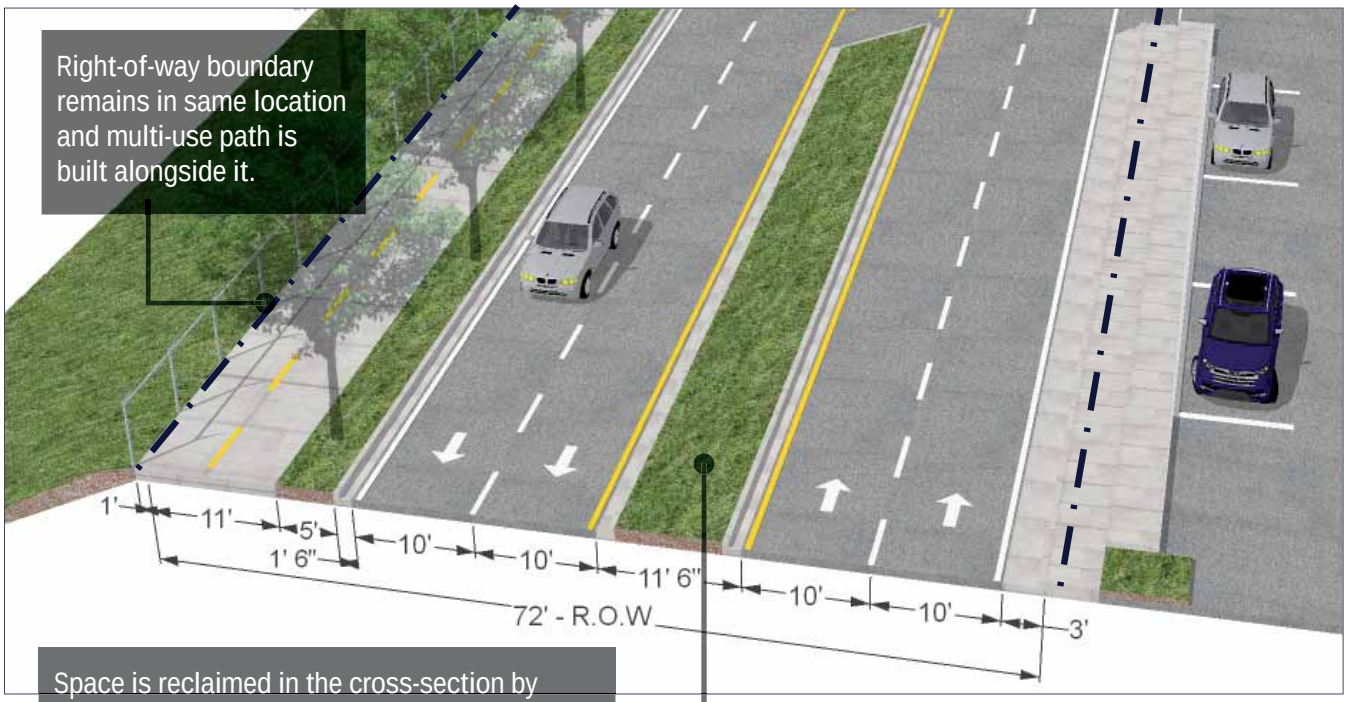
This project will involve additional study and design, including more detailed traffic study to determine where turn lanes may be removed.

| | |
|---|---|
| **Recommended Implementation Priority** | High (First Five Years) |
| **Initial Estimated Cost** | $3,480,000 |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Private Sources |
| **Complexity to Implement** | Significant |
| **Key Partnerships and Stakeholders** | DeKalb Peachtree Airport; Private Property Owners |
| **Related projects** | OP-07; SA-09; B-28 |

## EXISTING CROSS-SECTION




## PROPOSED CROSS-SECTION



# Project B-04

# RAIL-TRAIL PHASE 2 EXPANSION

The City has sought expansion of its Keswick Trail in two separate planning phases: an immediate extension from Chamblee-Tucker Road to Chamblee-Dunwoody Way (referred to as the Rail-Trail Phase 2), and a more expansive set of short trail alignments crossing the Norfolk Southern rail corridor and providing connections toward Buford Highway and Chamblee's southern neighborhoods. This project represents the concept developed in the Phase 2 expansion study, with two separate parts: an extension from the existing Keswick Trail to McGaw Drive (providing access to the Peachtree Station shopping center), and east from Chamblee-Tucker Road to Chamblee-Dunwoody Way.

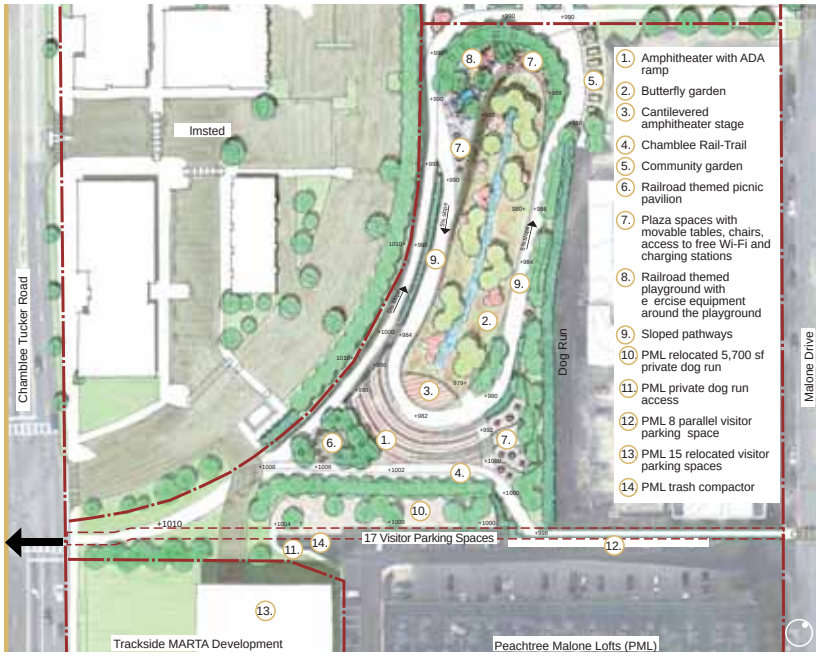
In the project prioritization process described in Chapter 6, this project was one of the highest-performing project candidates relative to the evaluation criteria, providing a key transportation link in the heart of Chamblee in addition to numerous other environmental, economic, and community benefits. Although the Mobility Plan defines a broader set of trails and paths to connect the entire city, this project is a key active transportation link through one of its most significant areas of redevelopment and added density. Allowing more options to make short trips in this area without driving, especially with the MARTA rail station within close walking distance, helps Chamblee to achieve a broad set of environmental and economic objectives.

| | |
|---|---|
| **Recommended Implementation Priority** | Highest (First Five Years) |
| **Initial Estimated Cost** | $5,450,000 |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Private Sources |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Business and Property Owners |
| **Related projects** | Rail-Trail Phase 3 Expansion Projects, especially B-17; CS-01 |

# PROJECT DETAIL


A portion of the trail (under construction at the time of the plan's completion) from McGaw Drive to the existing Keswick Trail under the Clairmont Road bridge connects to the Peachtree Station commercial center.

Most of this phase of the trail extends from Chamblee-Tucker Road to Chamblee-Dunwoody Way, an extension of the existing Keswick Trail. This would allow a large section of central Chamblee between Peachtree Boulevard and Peachtree Road to have off-street trail access to downtown destinations.




*Graphics from Chamblee Rail-Trail Phase 2 Expansion Study*

The project's concept study provides more detailed illustrations on design treatments, such as the use of a MARTA stormwater pond and parcel to add public space, landscaping, and other amenities in addition to the trail itself.

Refer to the Rail-Trail Phase 2 Concept Study for more detailed information on the project.

# Projects B-28 | B-29

## WESTERN BROOKHAVEN CONNECTIONS

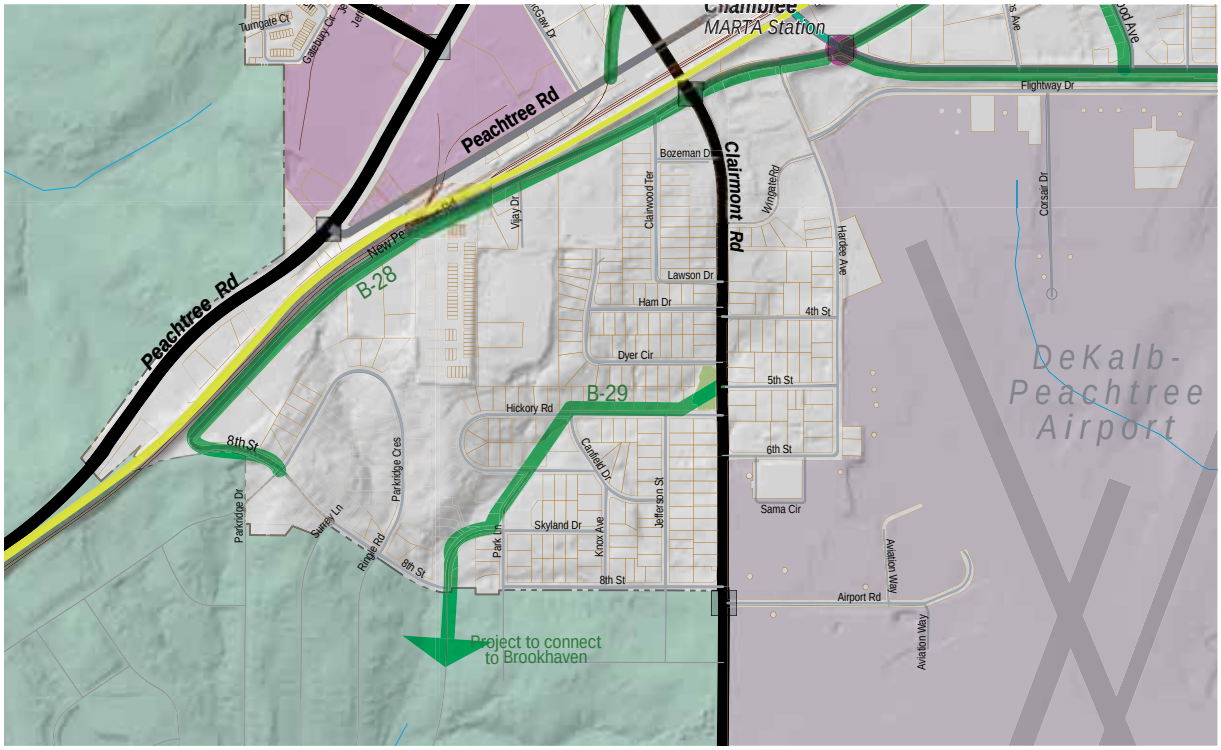
The City has sought expansion of its Keswick Trail in two separate planning phases: an immediate extension from Chamblee-Tucker Road to Chamblee-Dunwoody Way (referred to as the Rail-Trail Phase 2), and a more expansive set of short trail alignments crossing the Norfolk Southern rail corridor and providing connections toward Buford Highway and Chamblee's southern neighborhoods. This project represents the concept developed in the Phase 2 expansion study, with two separate parts: an extension from the existing Keswick T

addition to numerous other environmental, economic, and community benefits. Although the Mobility Plan defines a broader set of trails and paths to connect the entire city, this project is a key active transportation link through one of its most significant areas of redevelopment and added density. Allowing more options to make short trips in this area without driving, especially with the MARTA rail station within close walking distance, helps Chamblee to achieve a broad set of environmental and economic objectives.

| PROJECT B-28: New Peachtree Road Trail | |
|---|---|
| **Recommended Implementation Priority** | Medium (5-10 Years); project should be coordinated with City of Brookhaven efforts and planned and constructed jointly, if possible. |
| **Recommended Implementation Priority** | Highest (First Five Years) |
| **Initial Estimated Cost** | $5,450,000 |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, Private Sources |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Business and Property Owners |
| **Related projects** | Rail-Trail Phase 3 Expansion Projects, especially B-17; CS-01 |

| PROJECT B-29: Brookhaven-Ashford Park Connector | |
|---|---|
| **Recommended Implementation Priority** | Medium (5-10 Years); project should be coordinated with City of Brookhaven efforts and planned and constructed jointly, if possible. |
| **Initial Estimated Costs** | $800,000 |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, City Funds |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Private Property Owners; ACOE (for permitting along stream corridor), City of Brookhaven |

## B-28 | B-29



THEME 3

# CONNECTING ACROSS BARRIERS

Chamblee originated around the railroad that is today's Norfolk Southern corridor, and as the city grew into an industrial center and bedroom community to Atlanta, it grew along the two main regional highway corridors that generally followed this railroad: Buford Highway and Peachtree Boulevard. These corridors became Chamblee's primary commercial districts and thus began to serve local traffic as well as regional traffic.

These corridors are the City's primary barriers and the plan proposes a series of projects that would make them safer and more desirable to cross on foot, allow better traffic circulation to and from neighborhoods connecting to them, and set long-term decision-making programs for how these two corridors can evolve along with future travel patterns.

# BUFORD HIGHWAY

Focus on managing the corridor's access and the danger to pedestrians that its frequent driveways represents. Control vehicle speeds and increase safety through added medians in place of the road's two-way left turn lane once access management has made this possible without simply restricting left turns from existing access. Address key intersections with difficult pedestrian crossings.

| | |
|---|---|
| **SA-01** | Buford Highway Access Management |
| **NS-20** | Buford Highway Supporting Street Network |
| **SA-09** | Buford Highway Repurposing Program |
| **NS-06** | Dresden Drive-Buford Highway connector |
| **SA-04** | Buford Highway/Clairmont Road Intersection |

# PEACHTREE BOULEVARD

As with Buford Highway, emphasize managing the corridor's access and adding medians to improve safety, especially for pedestrians. Address key intersections with difficult pedestrian crossings, and add key crossing locations. Invest in street network additions that provide a more regular spacing of intersections and shift pedestrian crossings to intersections with right angles.

| | |
|---|---|
| **SA-02** | Peachtree Boulevard Access Management |
| **NS-07** | Peachtree Boulevard Supporting Street Network |
| **OP-01** | Buford Highway Repurposing Program |
| **OP-02** | Dresden Drive-Buford Highway connector |
| **NS-08** | American Industrial Way Extension |
| **NS-05** | Sexton Woods Drive/Malone Drive Intersection Realignment |

# Projects SA-01 | NS-20

# BUFORD HIGHWAY CORRIDOR ACCESS MANAGEMENT

This plan recommendation is for a proactive access management and consolidation program, working with GDOT to install medians at key locations to reduce crashes and control speeds. It is based on a previous recommendation from the City's Buford Highway LCI study, which itself consisted of two main components:

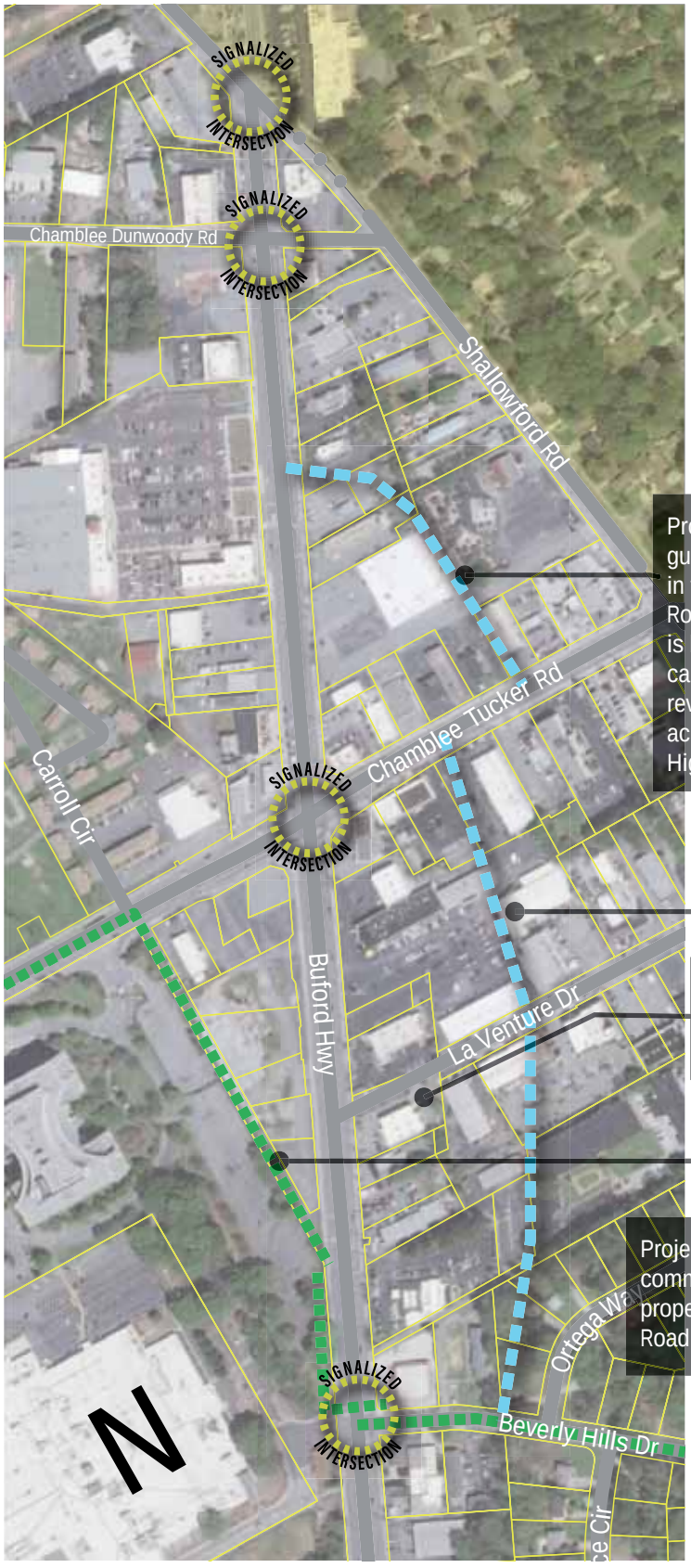
**Access management study:** The City should partner with the City of Doraville and conduct a detailed access study on the corridor to determine the current number and spacing of driveways, to understand and illustrate right-of-way constraints, and to identify opportunities for closure, consolidation, and cross-parcel access.

**Achieving access management through zoning and development review processes:** The Cities of Chamblee and Doraville should continue to update zoning ordinances and other legislation to ensure that driveways that do remain after consolidation efforts contribute to pedestrian safety along the corridor. This specifically includes defining materials and construction standards to differentiate sidewalk-driveway crossings from the base paving materials used for driveways themselves.

The plan includes a recommendation for a parallel street network to support these efforts by providing side and rear access points to parcels fronting Buford Highway (Project NS-20). The specific alignment of these streets may vary with development and property patterns, and it is expected that these streets will be added only with substantial redevelopment of these properties.

| | |
|---|---|
| **Recommended Implementation Priority** | Medium (Five to Ten Years) |
| **Initial Estimated Cost** | $2,000,000 (SA-01)<br>$1,920,000 (NS-20) |
| **Potential Funding Sources** | Private sources (especially redevelopment of Buford Highway parcels for NS-20); City funds; TIP funds |
| **Complexity to Implement** | Moderate (SA-01)<br>Significant (NS-20) |
| **Key Partnerships and Stakeholders** | GDOT; private property owners |
| **Related projects** | B-01, B-08, SA-09 |

## SAMPLE PROJECT DETAIL




Project NS-20 is recommended as a redevelopment guidance tool, intended to connect commercial properties in the triangle between Buford Highway and Shallowford Road. This would be a complex street to achieve and is likely to be completed only with redevelopment, but can serve as a guide for the City to use in development review and conditions of approval, especially if it can help achieve closure or consolidation of driveways on Buford Highway.

Properties with side access onto existing streets should not be allowed direct access to and from Buford Highway when possible.

Project B-01 uses an existing alley right-of-way behind commercial properties and adjacent to the IRS campus property, then continues west along Chamblee-Tucker Road to connect to the Chamblee MARTA station.

# Project SA-09

# BUFORD HIGHWAY REPURPOSING

The Buford Highway LCI Study proposed a decision-making framework intended to help shape Buford Highway's roadway design into one that is safer and more community-responsive, especially for the Chamblee communities that rely on it as a main commercial district and access it without driving. This framework acknowledged two key challenges and conditions: that, as a state highway, GDOT seeks to preserve Buford Highway's current capacity to serve potential future regional traffic needs; and that development patterns on most of the Buford Highway corridor in Chamblee have led to frequently spaced driveways and curb cuts that will need better management even if there are no changes to the roadway cross-section.

The LCI presented data to make a case that the road's seven-lane cross-section provides far more vehicle-carrying capacity than traffic volumes warrant, and that looking through historic traffic data shows that Buford Highway's traffic volumes have not been increasing along with the Atlanta metropolitan area's growth (as has been the case on the region's freeway corridors). With these conditions in mind, Buford Highway could serve a different purpose for Chamblee by dedicating the space for two of its six general-purpose travel lanes to other uses, and it could do this without significant impacts to traffic operations along the corridor. However, to achieve this, both the City of Chamblee and GDOT would need to reach consensus on the corridor's future and how to proceed with implementing recommendations of the LCI and other plans. This was based on the following three-step decision-making process:

Step 1: The City begins its access management efforts (in this plan as Project SA-01) to create

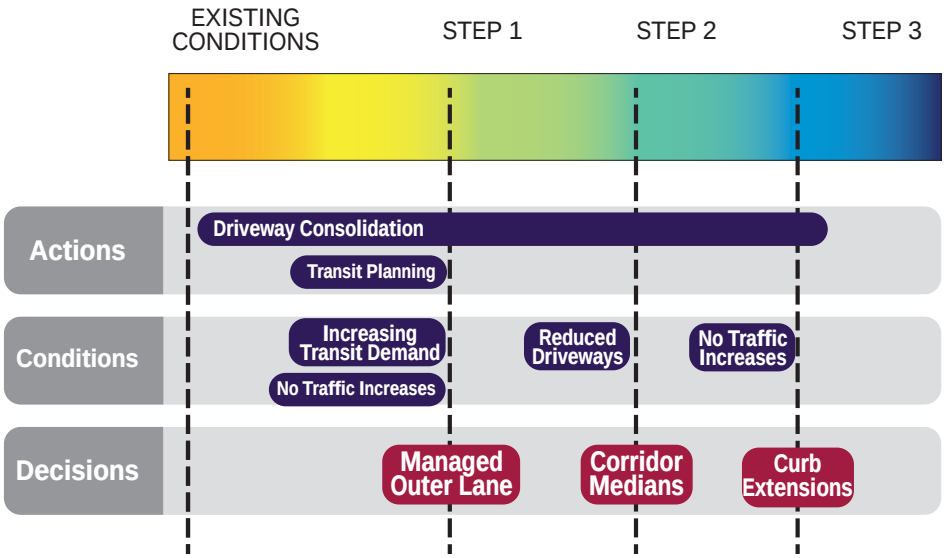
| | |
|---|---|
| **Recommended Implementation Priority** | Medium (Five to Ten Years) |
| **Initial Estimated Cost** | $2,000,000 - $5,000,000, depending on level of completion |
| **Potential Funding Sources** | Private sources (especially redevelopment of MARTA parking lots as TOD); City funds; TIP funds |
| **Complexity to Implement** | Low (short-term approach); High (long-term approach) |
| **Key Partnerships and Stakeholders** | Peachtree-DeKalb Airport, MARTA |
| **Related projects** | SA-01, NS-20, B-01, B-08 |

opportunities for medians, reduced risk of crashes from turning vehicles, and reduced interruption to protected sidewalks. It also collects traffic data at key locations to establish trends in traffic patterns. This results in a decision point where both the City and GDOT acknowledge that traffic volumes either have or have not increased over time, and that a reduction in driveways has led to a reduction in crash rates.

Step 2: GDOT agrees to a pilot program of closing outer lanes to test the ability of a five-lane cross-section to accommodate Buford Highway's traffic operations. These lane closures can be undertaken with movable devices and temporary signage advising motorists of the closure. GDOT and the City collect traffic data and perform traffic analysis to test the effectiveness of the reduced cross-section; they also continue to analyze crash data to evaluate safety trends. If these findings demonstrate that the reduced cross-section is operating effectively, GDOT and the City agree to move toward a permanent design.

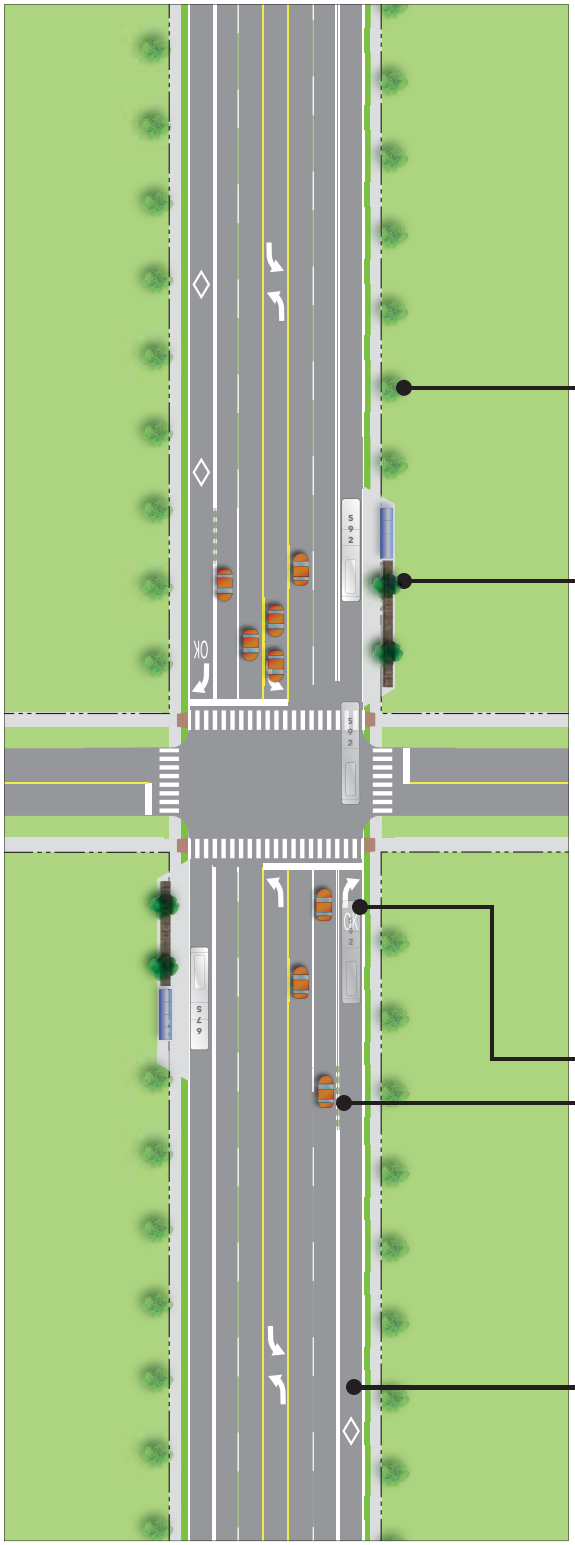
Step 3: The City determines its preferred approach for the corridor. This plan and this project (SA-09) recommend that a portion of the corridor's reclaimed space, generally between Bragg Street and Beverly Hills Drive, would be used for a protected multi-use path on the north/west side of Buford Highway to connect other multi-use path connections recommended in the plan. Other sections of Buford Highway in the City could be used for other purposes, such as designated transit lanes or expanded space for sidewalks and landscaping.

The Plan recommends that further outreach and discussion continue should the City and GDOT reach adequate consensus in this process to get to Step 3. This is likely to be a long-term trajectory to building consensus, and in that time it is possible that any of the factors understood at the time of this plan's creation could have changed significantly—especially with regard to transit and personal mobility devices (such as dockless bicycles and electric scooters that grew quickly in use between 2015 and 2019) that would demand use of protected, multi-use path facilities.




The Buford Highway LCI study defined the collaborative planning process described in this diagram, which tasked the Cities of Doraville and Chamblee with taking the actions of access management and traffic data collection. They would use these actions to demonstrate that conditions had been met, especially that traffic volumes had not increased, to build consensus with GDOT that subsequent steps in Buford Highway's repurposing could be taken.

# STEP 1: REPURPOSED OUTER LANE



This design makes no fundamental changes to the curb-to-curb space other than striping and marking to convert the outer travel lane to a dedicated transit facility. In the near-term, this lane will be traversed from vehicles entering or exiting driveways, and ongoing driveway consolidation should remain a priority of both cities and GDOT. In this design, upgraded transit facilities and streetscape enhancements are located outside the ROW in easements. This represents a low-cost, capital-light enhancement program that would allow current transit services to operate more efficiently.

Streetscape enhancements located outside of the ROW may include simple tree and landscape additions intended to provide shade and pedestrian comfort, or may include more extensive enhancements that incorporate placemaking features.

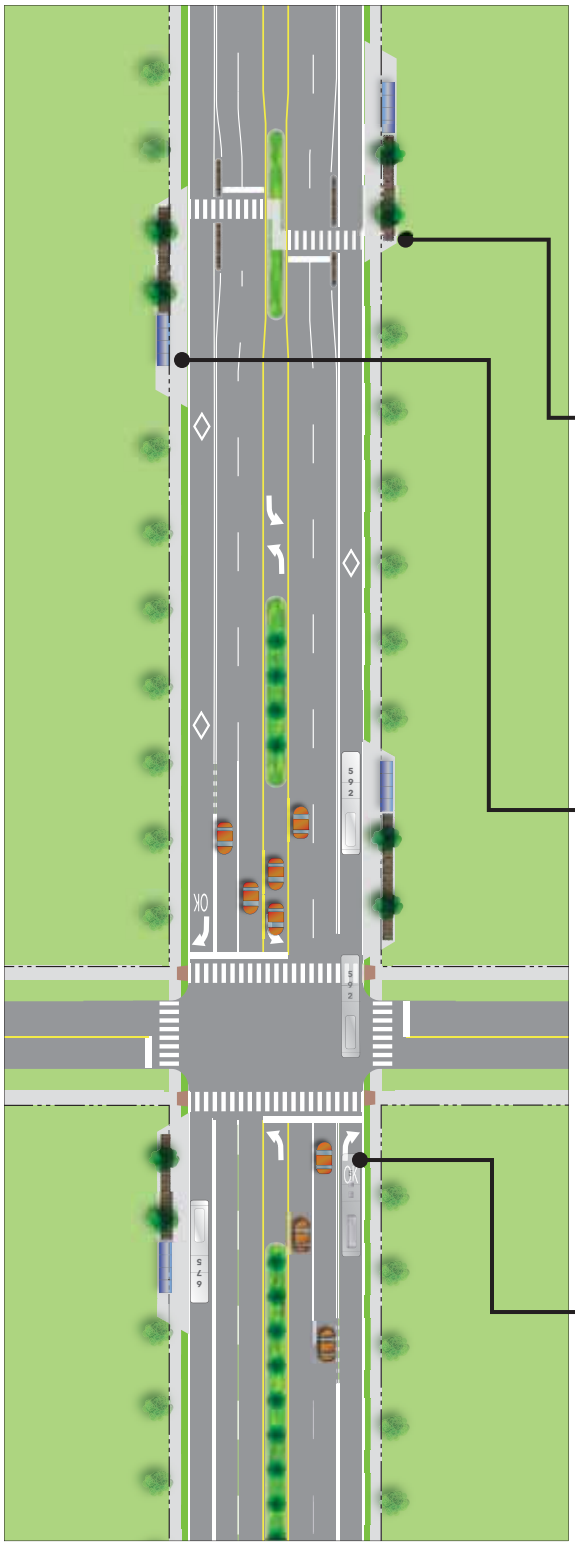
Repurposing the outer travel lane for transit operations reduces the number of vehicles in this lane and provides an additional 11 to 12 feet of separation between pedestrians and general purpose vehicles.

This lane is envisioned to support both MARTA buses as well as private transit operators, with potentially more services (such as venpools and multi-passenger shared ride services) also allowed.

In the near term, the transit lane will be used for right turns, especially at intersections. Design will likely feature periodic transition or weaving zones where vehicles may enter the transit lane, although signage and marking should indicate that general-purpose through travel is not allowed in the transit lane.

Transit stops with enhanced shelter and waiting areas are shown in the diagram as far-side stops at intersections, though portions of these stop areas (especially the shelter pad) are likely to lie outside of ROW and require easements or other use agreements. Exact stop locations will be determined in partnership with MARTA as part of ongoing study efforts for the corridor. With articulated buses currently in use on the corridor, at least 100 feet of length along the curbside should be allowed for bus boarding and passenger waiting.

# STEP 2: MEDIANS AND MIDBLOCK CROSSINGS



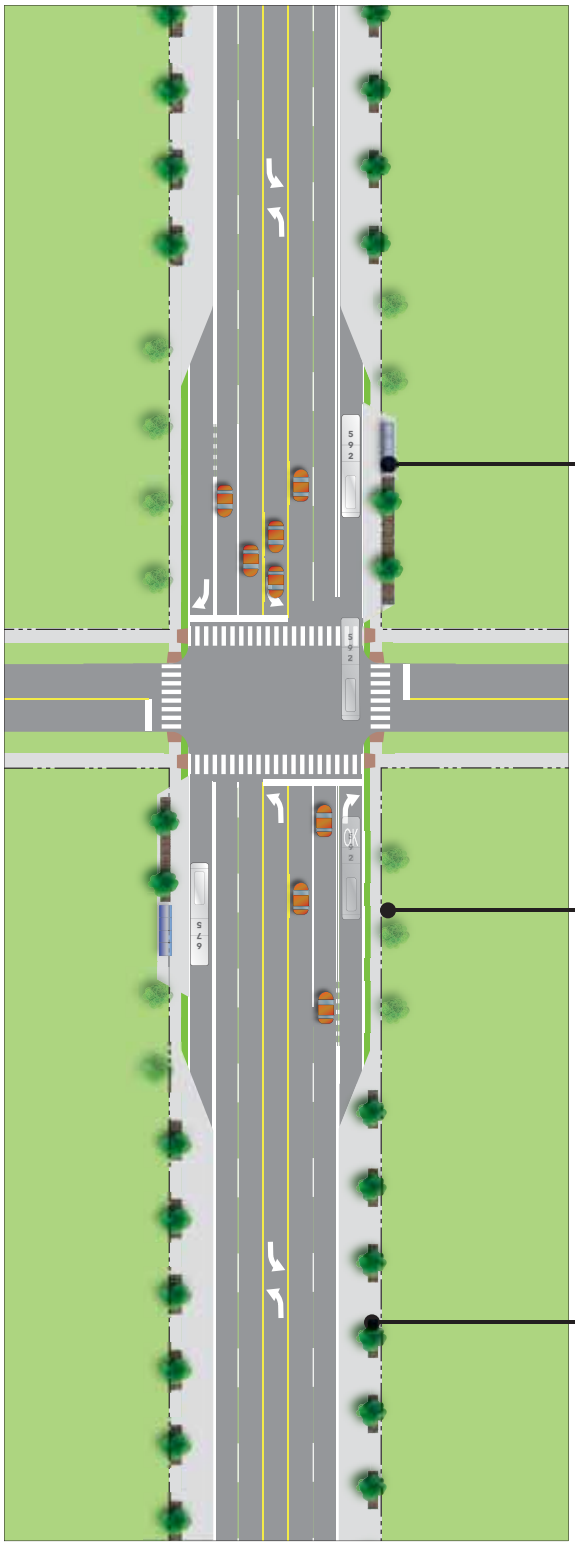
Keeping the same fundamental cross-section as in Step 1, consolidation and closure of driveways along significant lengths of corridor also allows the opportunity to add raised medians in place of the two-way left turn lane. These should continue to allow sufficient left-turn storage length at intersections, and should generally be placed when at least 100 feet of median length is achievable. Medians should also be placed around future signalized mid-block (PHB) crossings, as indicated to the right of the diagram. These are proposed with special buffer treatment allowing pedestrians to cross through the transit lane before crossing main lanes, which can shorten the distance needed while the signal has stopped vehicular traffic.

When signalized midblock (PHB) crossings are added along the corridor, special designs would need to be incorporated around the transit lane. Proposed here is a lane-narrowing design that allows space (typically 2 feet) for raised island buffers to separate the transit lane from general-purpose travel lanes so that pedestrians crossing at the signal can wait in the buffer for Buford Highway traffic to be stopped. Since the transit lane is generally expected to carry less traffic volume than the two general purpose lanes, this provides a waiting area relatively free of conflict and reduces the length of crossing active travel lanes.

PHB crossings may not always feature transit stops, although this may be a practical need on long extents of Buford Highway between signalized intersections. If HAWK locations and transit stops are co-located, transit facility design should incorporate sufficient waiting space for pedestrians crossing at the PHB but also provide ample length for transit vehicles to stop so that they do not block the crosswalk or impede pedestrian visibility across the road.

As driveways are reduced, the transition areas to use the transit lane for right turns can also be reduced. An ultimate design for this transit lane concept would likely continue to allow right turns at intersections, but only at these locations and at key driveway curb cuts.

# STEP 3: RECLAIMED OUTER LANE



As a long-term approach, if the cities, agency partners and stakeholders reach consensus that traffic operations will not require the full seven-lane section into the future, the outer lanes may be reclaimed as expanded sidewalk with right turn lane and transit stop spacing preserved at intersections or other key locations where transit stops are located. This allows sufficiently greater space for streetscape enhancements in the ROW and reduces the overall dimensions of the street section, thus helping to control vehicle speeds and reduce safety risk.

In this proposed design concept, streetscape enhancements and other vertical elements are located at the back of ROW to remain clear of GDOT design standards for vertical elements relative to travel lanes. An ultimate design might locate these closer to curbs or, if design variances can be granted, directly adjacent to curbs.

The expanded curbs of this section would revert to the existing third lane on approach to intersections, serving both right-turn vehicles and allowing a queue jump lane for transit. If the far-side stops as shown in these diagrams are used, a corresponding stop area across the intersection would be reserved for transit vehicles.

The third travel lane is preserved for transit stop areas, with the far-side design shown here allowing transit vehicles to pass through intersections and avoid queues and signal red lights before making a stop to board or release passengers. This allows transit vehicles to re-enter an outer lane during red light phases for Buford Highway, when through traffic is held at the intersection.

## Project NS-06

# DRESDEN DRIVE-BUFORD HIGHWAY CONNECTOR

This is another street that provides better access around a major Buford Highway intersection and allows added travel options for motorists. This follows the eastern edge of Plaza Fiesta property, in the path of an existing drive aisle connecting parking areas, to create a new street in public right-of-way with intersections at Buford Highway and Dresden Drive. While the Dresden intersection could allow full turning movements (and may be signalized if traffic volumes warrant signal control), the Buford Highway intersection is intended to serve as right-in, right-out access only. Its proximity to the Buford Highway/ Plaster Drive intersection suggests that GDOT will not permit another signalized intersection at this location.

| | |
|---|---|
| **Recommended Implementation Priority** | High (First Five Years) |
| **Initial Estimated Cost** | $640,000 |
| **Potential Funding Sources** | Private sources (redevelopment); City funds |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Property owners, Peachtree-DeKalb Airport, GDOT |
| **Related projects** | OP-03, SA-01 |

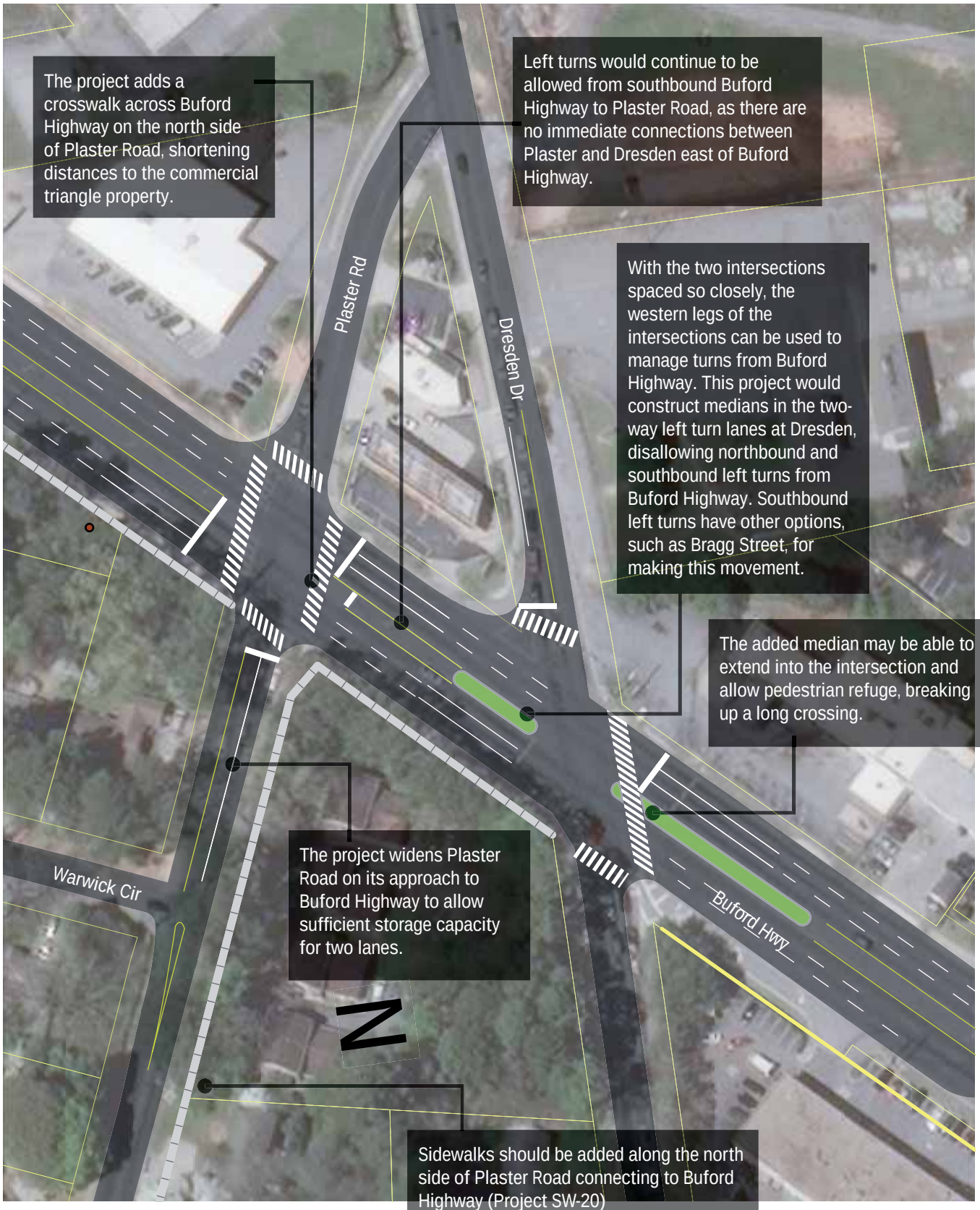
# Project OP-03

# BUFORD HIGHWAY/DRESDEN DRIVE/ PLASTER ROAD INTERSECTION DESIGN

This project would design and construct geometric changes to this intersection to address visibility and safety concerns and to improve pedestrian crossings. Because of the short extent between the two intersections and the intersection of Dresden and Plaster on the west side of Buford Highway, there is not a need to allow left turns at both locations. This project proposes to add medians between the two intersections as well as on the north leg of Buford Highway at Dresden Drive to restrict left turns to driveways too close to the intersections and to provide space for realigned crosswalks to allow pedestrian refuge should pedestrians require more than one signal phase to cross Buford Highway.


| | |
|---|---|
| **Recommended Implementation Priority** | High (3-5 Years) |
| **Initial Estimated Cost** | $1,600,000 |
| **Potential Funding Sources** | TIP funds; GDOT Quick Response; Local funds |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | GDOT, Peachtree-DeKalb Airport, MARTA |
| **Related projects** | SA-01, NS-06 |

## PROJECT DETAIL



## Project SA-04

# BUFORD HIGHWAY/CLAIRMONT ROAD INTERSECTION DESIGN

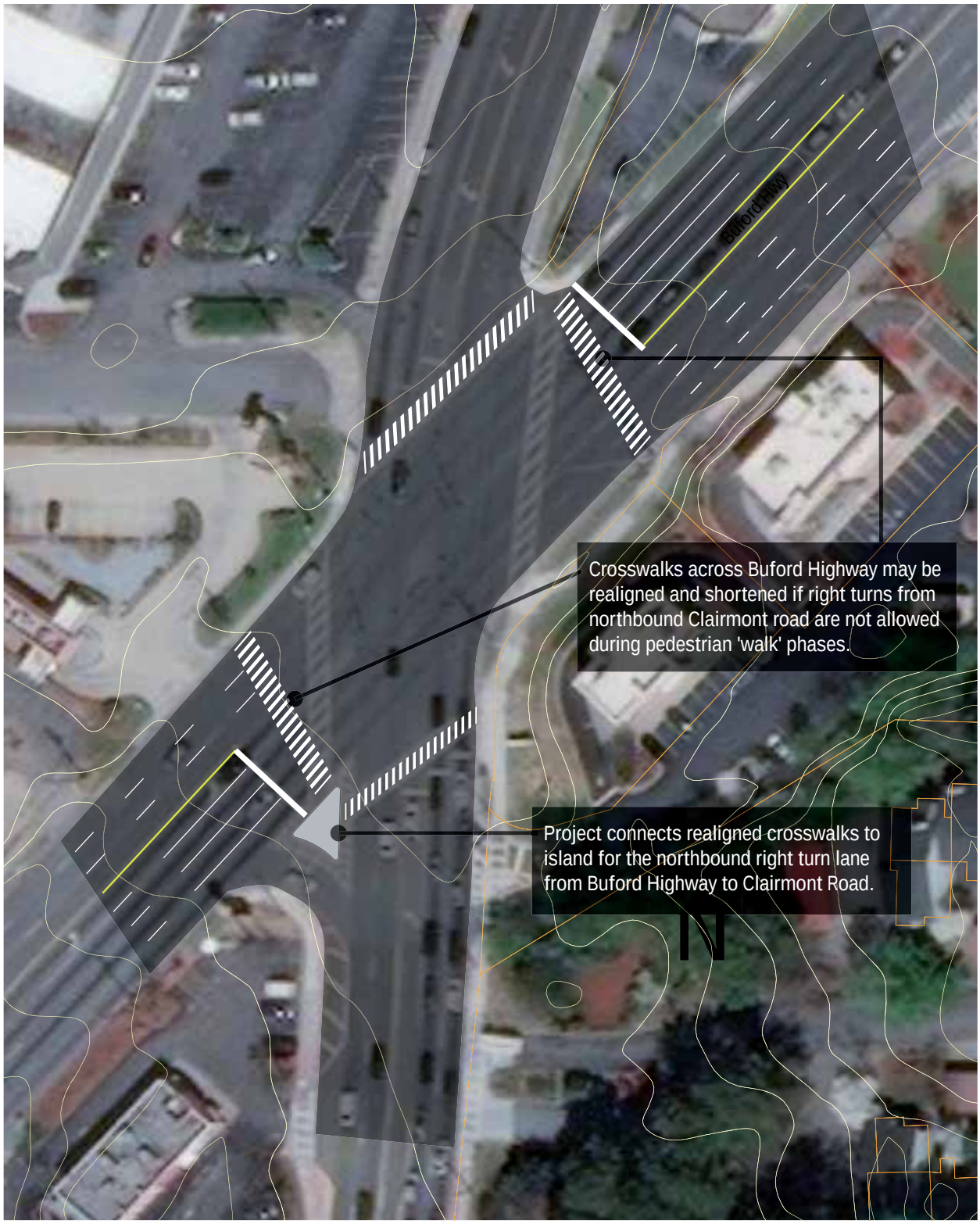
The acute angle of this intersection creates a challenging set of movements for vehicles and long crosswalks for pedestrians. This project proposes to realign crosswalks across Buford Highway to shorten the crossing distance for pedestrians.

However, these crosswalks are aligned at their current locations so that northbound right-turning vehicles can see pedestrians who may be in the crosswalk, allowing northbound and southbound vehicles (on Clairmont Road) to turn right (to Buford Highway) on green lights and allowing a pedestrian walk signal to be activated during the same signal phase.

Moving the crosswalks out of the current alignment requires a separation of the right turn movements in the Clairmont Road signal phases from through movements, which allow a pedestrian crossing to occur further away from the intersection without risk of right-turning vehicles entering the crosswalk without seeing pedestrians first.

| | |
|---|---|
| **Recommended Implementation Priority** | Lower (10 to 20 Years) |
| **Initial Estimated Cost** | $450,000 |
| **Potential Funding Sources** | GDOT Quick Response program; TIP funds; local funds |
| **Complexity to Implement** | Low |
| **Key Partnerships and Stakeholders** | GDOT; private property owners (for driveway access) |
| **Related projects** | SA-05 |

## PROJECT DETAIL



## Projects SA-02 | NS-07

# PEACHTREE BOULEVARD ACCESS MANAGEMENT

This plan recommendation is for a proactive access management and consolidation program, working with GDOT to install medians at key locations to reduce crashes and control speeds. It is similar to the plan's recommendation for Buford Highway (Project SA-01).

Many locations along the corridor already feature a more limited amount of driveway access, reflecting newer design standards applied to more recent development. However, many smaller parcels remain along the corridor, and numerous parcels have multiple driveway access points that are presumably grandfathered from past access permits.

| | |
|---|---|
| **Recommended Implementation Priority** | High (3 to 5 Years) |
| **Initial Estimated Cost** | $2,000,000 (SA-02)<br>$1,000,000 (NS-07) |
| **Potential Funding Sources** | Private sources (especially redevelopment of MARTA parking lots as TOD); City funds; TIP funds |
| **Complexity to Implement** | Low (short-term approach); High (long-term approach) |
| **Key Partnerships and Stakeholders** | Peachtree-DeKalb Airport, MARTA |
| **Related projects** | NS-08 |

## SAMPLE PROJECT DETAIL


Project NS-07, in two parts, would provide parallel street network to Peachtree Boulevard and help to manage access along the corridor, especially for smaller parcels.

Multi-Use Path/Trail Project

New Street Project

SIGNALIZED INTERSECTION Existing Traffic Signal

# Project OP-01

# PEACHTREE BOULEVARD SOUTH GATEWAY

Peachtree Boulevard's traffic volumes are regularly above 30,000 vehicles per day, a level approaching the conventional capacity for a five-lane typical cross section. Although the corridor does not serve exclusively as a regional commuting route, the growth of Buckhead, Brookhaven, and the addition of Doraville's assembly development all suggest that traffic volumes may continue to increase on the corridor.

In addition, this western part of the corridor already functions as a confluence of key routes. Chamblee-Tucker Road brings traffic from the east, Clairmont Road from the south, and Johnson Ferry Road from the northwest, all of these routes currently terminate at Peachtree Boulevard. Even if they are using it for only a short connection, this adds vehicular traffic in an already-busy commercial corridor with demand for local access to shopping and businesses.

This points to a future in which GDOT may pursue added capacity on Peachtree Boulevard, and the agency's typical design for roads with beyond five lanes of capacity is to replace a two-way left turn lane with medians and left turn pockets at intersections. The City has an opportunity to define a desired cross-section for the City and use the project as a gateway into Chamblee.

**This project recommendation does not call for Chamblee to widen the road**—rather, it accepts that a capacity-adding project may be programmed in the future and gives the City direction to lead conversations with GDOT about how they want that capacity project to look, feel, and function for serving all transportation needs.

| | |
|---|---|
| **Recommended Implementation Priority** | High (3 to 5 Years to perform supplemental studies in partnership with GDOT) |
| **Initial Estimated Cost** | $10,000,000 |
| **Potential Funding Sources** | ARC TIP funds; local funds for local matches; Peachtree Gateway CID funds |
| **Complexity to Implement** | Moderate, with minimal right-of-way needs due to existing ROW being sufficient for most improvements |
| **Key Partnerships and Stakeholders** | Property Owners, Peachtree Gateway CID, GDOT |
| **Related projects** | CS-01, NS-05 |

# Project OP-02

# PEACHTREE BOULEVARD NORTH GATEWAY

Similar to the South Gateway in Project OP-01, this project defines a preferred cross-section for the City in anticipation of GDOT determining a need to add capacity to Peachtree Boulevard.

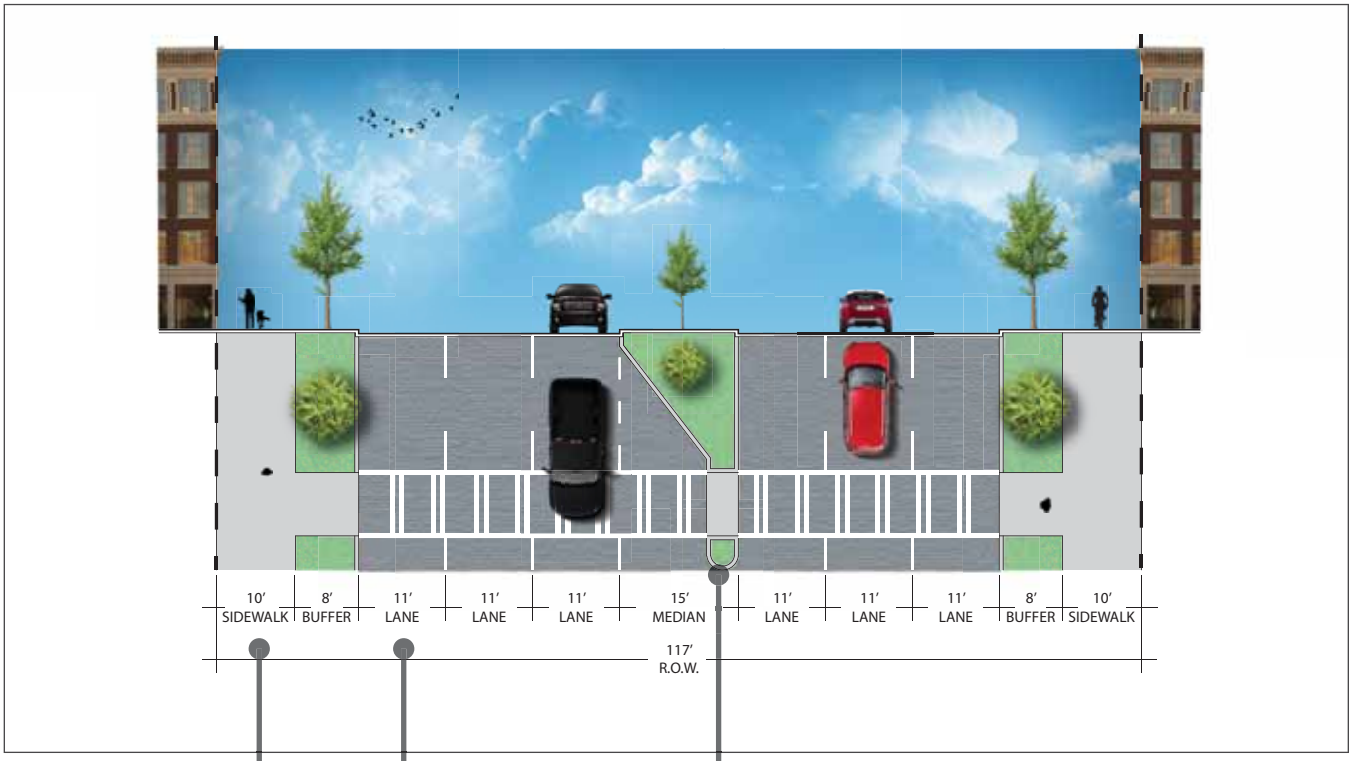
Operations along this part of the corridor are not as critical a concern because it does not have the confluence of regional movements that the southern portion does. For this reason, it is likely less critical that major intersections will require added capacity on all approaches, but current traffic volumes and forecast trends suggest that GDOT may pursue additional capacity for traffic along the corridor.

Refer to graphics on the following pages, which provide a conceptual illustration of how Peachtree Road might be configured and a desired typical section for its design.

| | |
|---|---|
| **Recommended Implementation Priority** | High (3-5 Years) |
| **Initial Estimated Cost** | $4,500,000 |
| **Potential Funding Sources** | Private sources (redevelopment); City funds |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Property Owners, GDOT |
| **Related projects** | OP-01, SA-14, NS-08 |

## DETAIL TILE 1


## DETAIL TILE 2




10' sidewalk is consistent with the City's Comprehensive Plan and Unified Development Ordinance standards for Boulevard streets

Cross-section should use 11' lanes as a standard width, allowable without GDOT design variances

Median widths should allow turn lane storage at intersections but also provide space for pedestrian refuge at crossings

The typical cross-section concept above represents one idea for how a redesigned Peachtree Boulevard could look and feel for Chamblee's gateway sections. Although the concept would require a right-of-way of 117 feet to fit each of these components, much of the corridor has additional right-of-way—typically as much as 150 feet—that could allow this kind of a design and have space remaining for auxiliary turn lanes and other design needs.

# Project NS-05

# SEXTON WOODS-MALONE DRIVE INTERSECTION ALIGNMENT

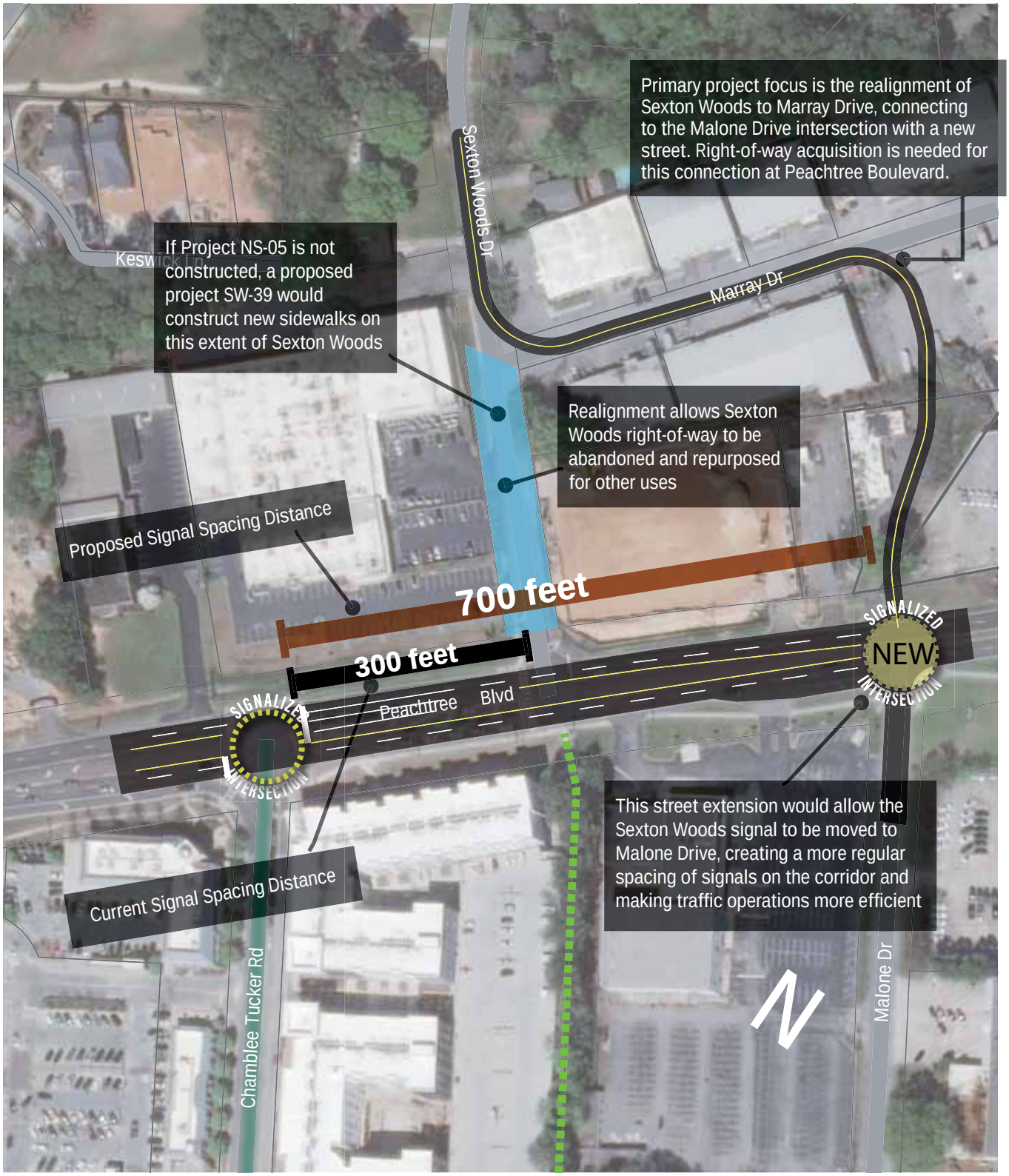
Both Malone Drive and Sexton Woods Drive intersect with Peachtree Boulevard independently, with intersections offset from one another by only about 400 feet. Sexton Woods Drive's intersection has a traffic signal, but Malone Drive's intersection does not.

This project realigns these streets to create a single consolidated intersection. It uses Marray Drive, a commercial street connecting to Sexton Woods, and adds a new street connection through an existing private property to meet the Malone Drive intersection. This would relocate the Sexton Woods Drive signal to Malone Drive.

This project represents an action the City can take to help address traffic operations and safety challenges on its GDOT-owned corridors. Although Peachtree Boulevard is a state highway and changes will require coordination with GDOT, it helps to find a solution affecting the overall corridor, and consequently both the City and GDOT.

| | |
|---|---|
| **Recommended Implementation Priority** | High (First Five Years) |
| **Initial Estimated Cost** | $2,480,000; assumes approximately $2,000,000 for right-of-way cost |
| **Potential Funding Sources** | Private sources (redevelopment); GDOT funds for signal assistance |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Property Owners, GDOT |
| **Related projects** | OP-01 |

## PROJECT DETAIL



THEME 4

# IMPROVING THE NETWORK'S SAFETY AND EFFICIENCY

Improving transportation safety is a primary goal of the Chamblee Mobility Plan, and even outside of the major corridors that feature some of the City's highest concentrations of crashes, there are numerous locations in Chamblee where design interventions and policy-based programs can help to improve safety.

The plan also recommends multiple projects to strengthen the street network and provide route options, to redesign intersections to function more efficiently, and to provide more direct connections between destinations.

## SOUTH CHAMBLEE CONNECTIONS

Enhance local network and add turn lane capacity to improve operations along the Clairmont corridor. Allow different intersections to carry travel demand.

| | |
|---|---|
| **SA-05** | Clairmont Road Corridor Safety and Operations |
| **NS-01** | Century Center and South Chamblee supporting street network projects, facilitating connections to existing signalized intersections on Clairmont Road and reducing pressure on unsignalized intersections. |
| **NS-02** | |
| **NS-16** | Shalimar Drive Extension to McJenkin Drive |
| **NS-17** | Variations Drive Extension to Doverhill Place |
| **NS-18** | Johnson Road South Extension to I-85 Access Road |

## INTERCHANGE APPROACHES

Streamline operations and relocate key intersections leading to two of the City's interchanges with Interstate 85.

| | |
|---|---|
| **OP-04** | Shallowford Road Corridor Operations approaching I-85, including realignment of Johnson Road |
| **NS-09** | Associated with project OP-04; realigning Johnson Road to connect to Shallowford Road at the current Frontier Trail intersection. |
| **OP-05** | Chamblee-Tucker Road Corridor Operations approaching I-85, including realignment of Dresden Road |
| **NS-10** | Associated with project OP-05; realigning Dresden Drive around the commercial property and connecting to DeKalb Technology Parkway at the existing signal and closing the existing north/east end of Dresden Drive. |

## CENTRAL CHAMBLEE CONNECTIONS

Reconfigure key intersections and streets in central Chamblee that have safety problems, impede multimodal access to transit, or have unused capacity.

| | |
|---|---|
| **OP-07/ CS-01** | Realignment of New Peachtree/Chamblee-Tucker intersection north of Peachtree-DeKalb Airport |
| **OP-06** | New Peachtree Road repurposing from four to three lanes |
| **NS-05** | Realignment of Sexton Woods Drive via Marray Drive to connect to Malone Drive and cross Peachtree Boulevard |
| **NS-24** | Extension of Terrell Drive east to Peachtree Road, allowing new connection to/from Assembly site from Peachtree Boulevard |
| **NS-25** | Longview Drive Extension to the western end of Lawson Way |

# Project SA-05

# CLAIRMONT ROAD SOUTH CORRIDOR ENHANCEMENTS

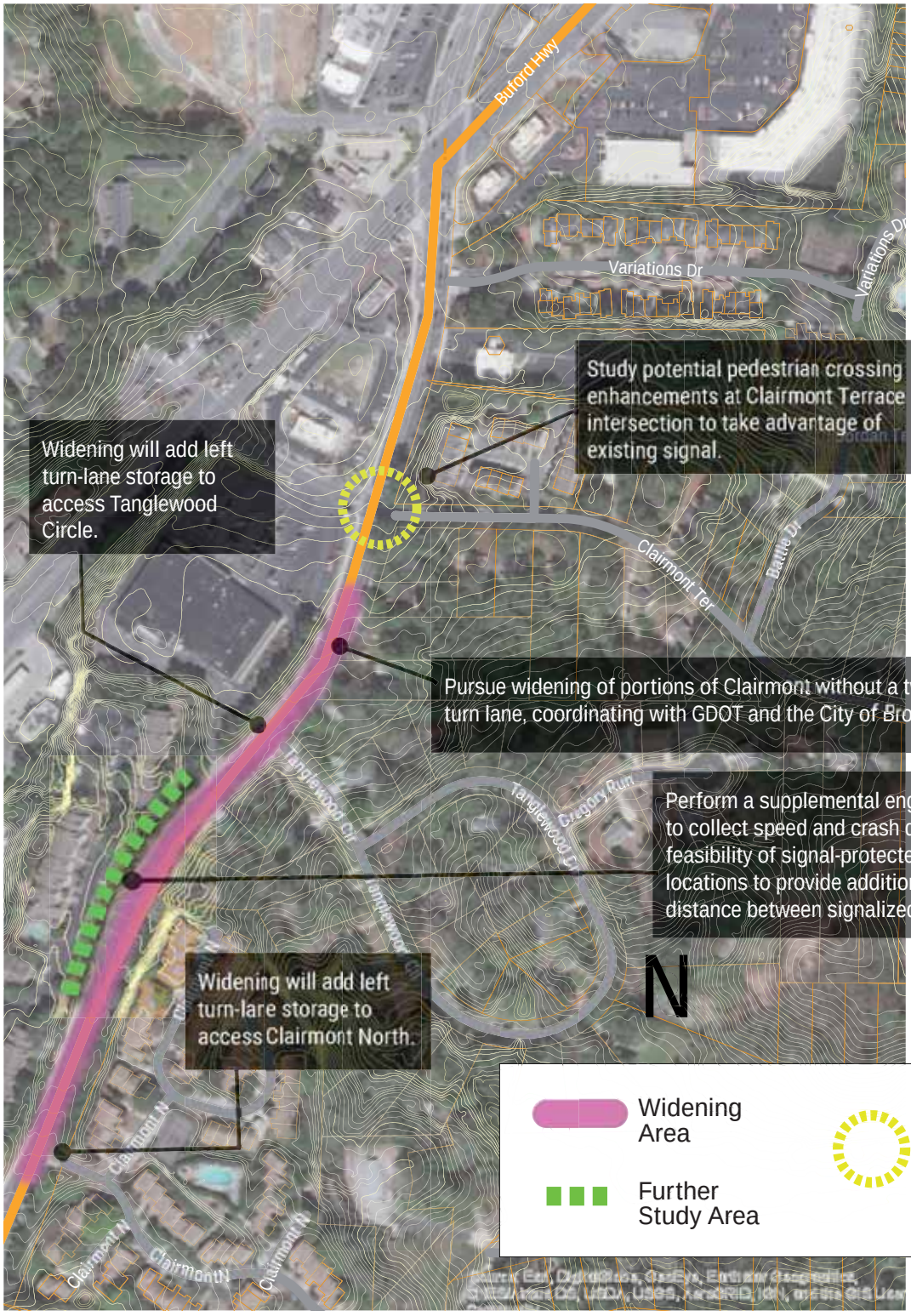
This project would add a two-way left turn lane to the short sections of Clairmont Road where it is currently missing. The project is not in Chamblee's municipal limits, and as such will require coordination with Brookhaven as well as with GDOT.

The project's recommendation also includes a follow-up engineering study to analyze the corridor for potential mid-block crossings. The distance between the northern traffic signal accessing Century Center and the signal at Clairmont Terrace is nearly one mile, and high-speed traffic along this corridor makes crossings highly difficult and dangerous.

This project is to be coupled with a series of street network extensions in and around the Century Center office and retail district that are intended to balance the local street network's access to signalized intersections, presented on the following pages.

| | |
|---|---|
| **Recommended Implementation Priority** | Medium (Five to Ten Years) |
| **Initial Estimated Cost** | $2,500,000 |
| **Potential Funding Sources** | GDOT (Surface Transportation Block Grants or Highway Safety Improvement Program) |
| **Complexity to Implement** | Low (short-term approach); High (long-term approach) |
| **Key Partnerships and Stakeholders** | GDOT, Property Owners |
| **Related projects** | NS-01 |

## PROJECT DETAIL



## Projects NS-01 | NS-02 | NS-16

# CENTURY CENTER STREET EXTENSIONS

The Century Center office district generates substantial traffic volumes in peak travel hours due to a relatively high density of employment. At present, the district has only three signalized points of entry directly from Clairmont Road.

These two projects would extend internal streets within the district to improve internal circulation and let different parts of the office district connect to different points of entry and exit.

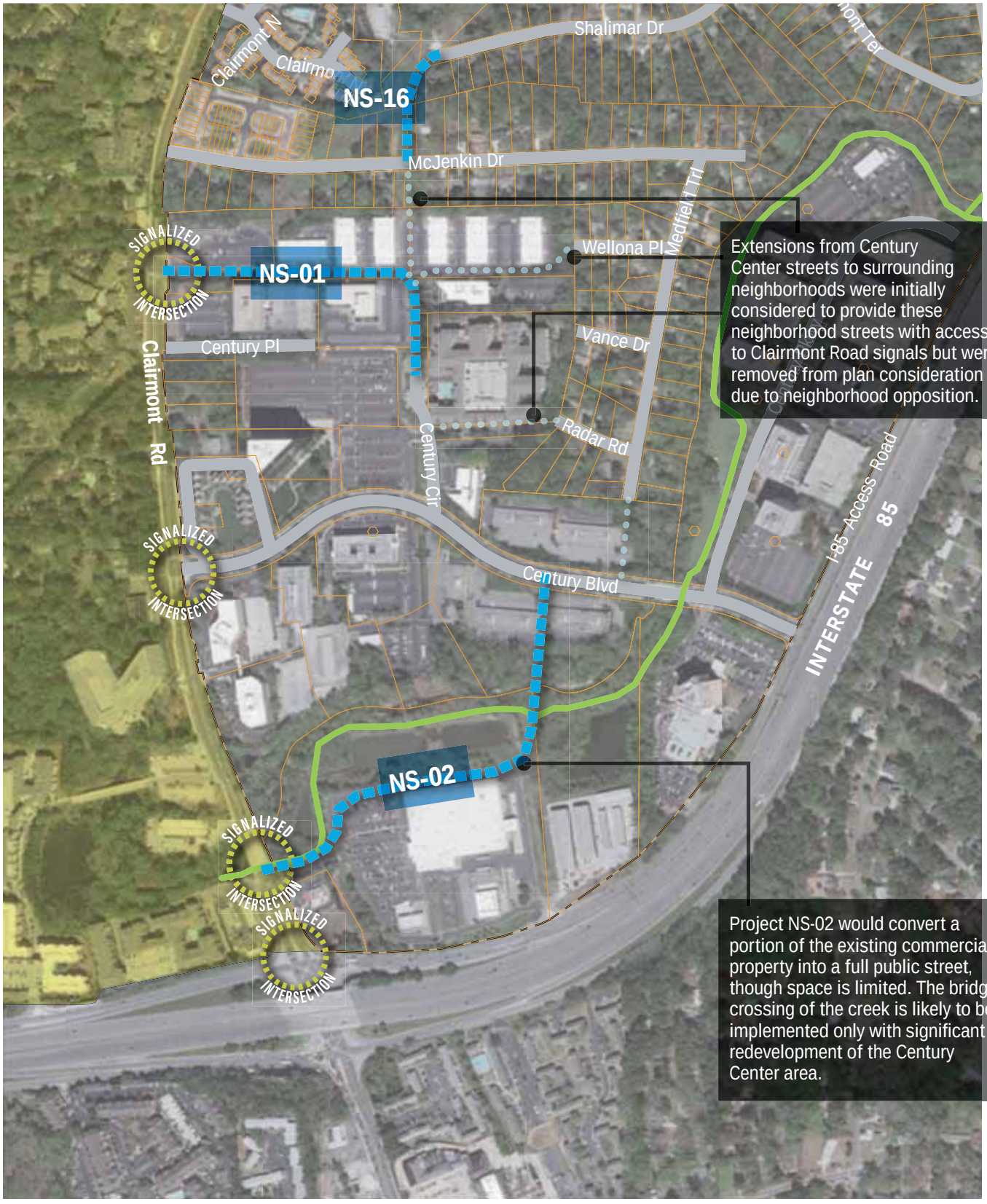
Perhaps the most significant challenge of these projects is working with existing site infrastructure and the North Fork Peachtree Creek Greenway. The office district includes major stormwater detention facilities to manage water quality along the creek, and these constrain opportunities for street extensions (especially NS-02). However, redevelopment of portions of the site may require the alteration of these facilities and create opportunities to connect new streets.

NS-02 may also be able to accommodate a connection of the Peachtree Creek Greenway (Project B-06) through the Century Center district, provided that sufficient right-of-way can be secured to include a multi-use path adjacent to the street.

In addition, a series of other connecting streets into adjacent neighborhoods were considered to help provide distribution options for these communities, although these were eliminated from project consideration due to neighborhood concern over cut-through traffic impacts.

| | |
|---|---|
| **Recommended Implementation Priority** | High (First Five Years) |
| **Initial Estimated Cost** | $3,880,000 (total of all projects) |
| **Potential Funding Sources** | Local Funds, Private Sources |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Property owners, GDOT |
| **Related projects** | SA-05 |

## PROJECT DETAIL




Extensions from Century Center streets to surrounding neighborhoods were initially considered to provide these neighborhood streets with access to Clairmont Road signals but were removed from plan consideration due to neighborhood opposition.

Project NS-02 would convert a portion of the existing commercial property into a full public street, though space is limited. The bridge crossing of the creek is likely to be implemented only with significant redevelopment of the Century Center area.

## Projects OP-04 | NS-09

# SHALLOWFORD OPERATIONS AT I-85 INTERCHANGE

Shallowford Road approaches its interchange with I-85 in a commercial district with numerous driveway access points, with some property parcels featuring more than one driveway. On the west side of Shallowford within less than 100 feet of the southbound I-85 onramp, Johnson Road terminates at Shallowford at an unsignalized intersection.

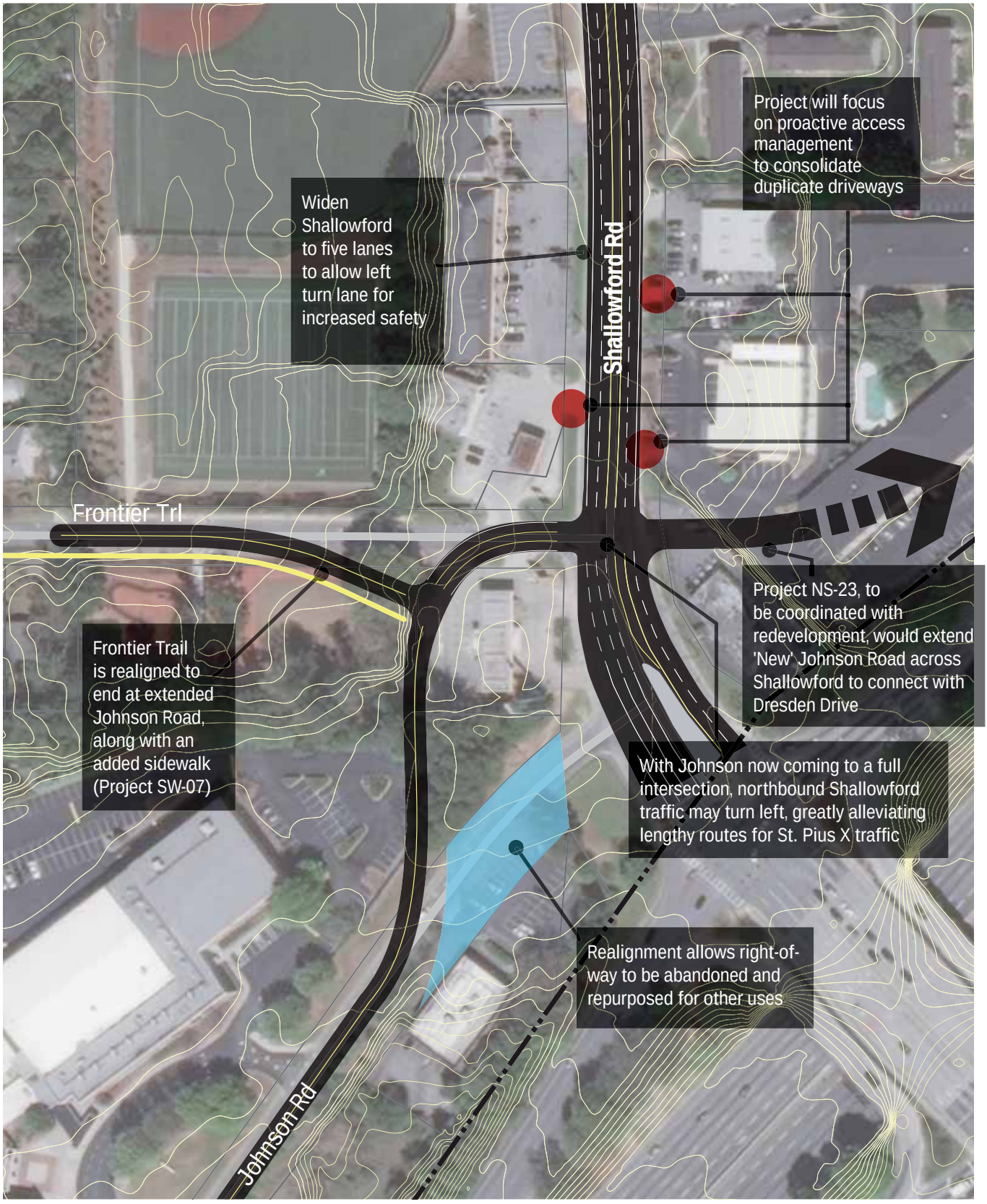
This project would close the end of Johnson Road at Shallowford Road and realign it around the parking lot of St. Pius X Catholic High School (referred to in the project list as NS-09, although this is an integral part of OP-04). Johnson Road would follow a new alignment and intersect with Shallowford at the current intersection of Frontier Trail, and Frontier Trail would be realigned to end on Johnson. This allows traffic from I-85 destined for St. Pius to use the freeway interchange and make a northbound left turn onto Johnson Road—a movement that is prohibited today with the Shallowford Road median.

This helps to move a conflict point farther from the ramp access intersections on Shallowford Road, and provides much-needed access to St. Pius from northbound Shallowford. The project proposes to abandon the end of Johnson Road and its right-of-way, which might be used to mitigate right-of-way needed from the existing school property and impacts of the Johnson Road realignment on the school's parking.

The project also proposes widening Shallowford Road to five lanes for at least 1,000 feet north of the Frontier Trail intersection to add a two-way left turn lane for safety and improved operations. The City should also take proactive steps to consolidate and close driveways, selecting points where two driveways are aligned on opposite sides of Shallowford Road to be left open.

| | |
|---|---|
| **Recommended Implementation Priority** | High (3-5 Years) |
| **Initial Estimated Cost** | $7,980,000 |
| **Potential Funding Sources** | Private sources (redevelopment); City funds |
| **Complexity to Implement** | High |
| **Key Partnerships and Stakeholders** | Property owners, GDOT |
| **Related projects** | NS-01 |

## PROJECT DETAIL



## Project OP-05 | NS-10

# CHAMBLEE-TUCKER OPERATIONS AT I-85 INTERCHANGE

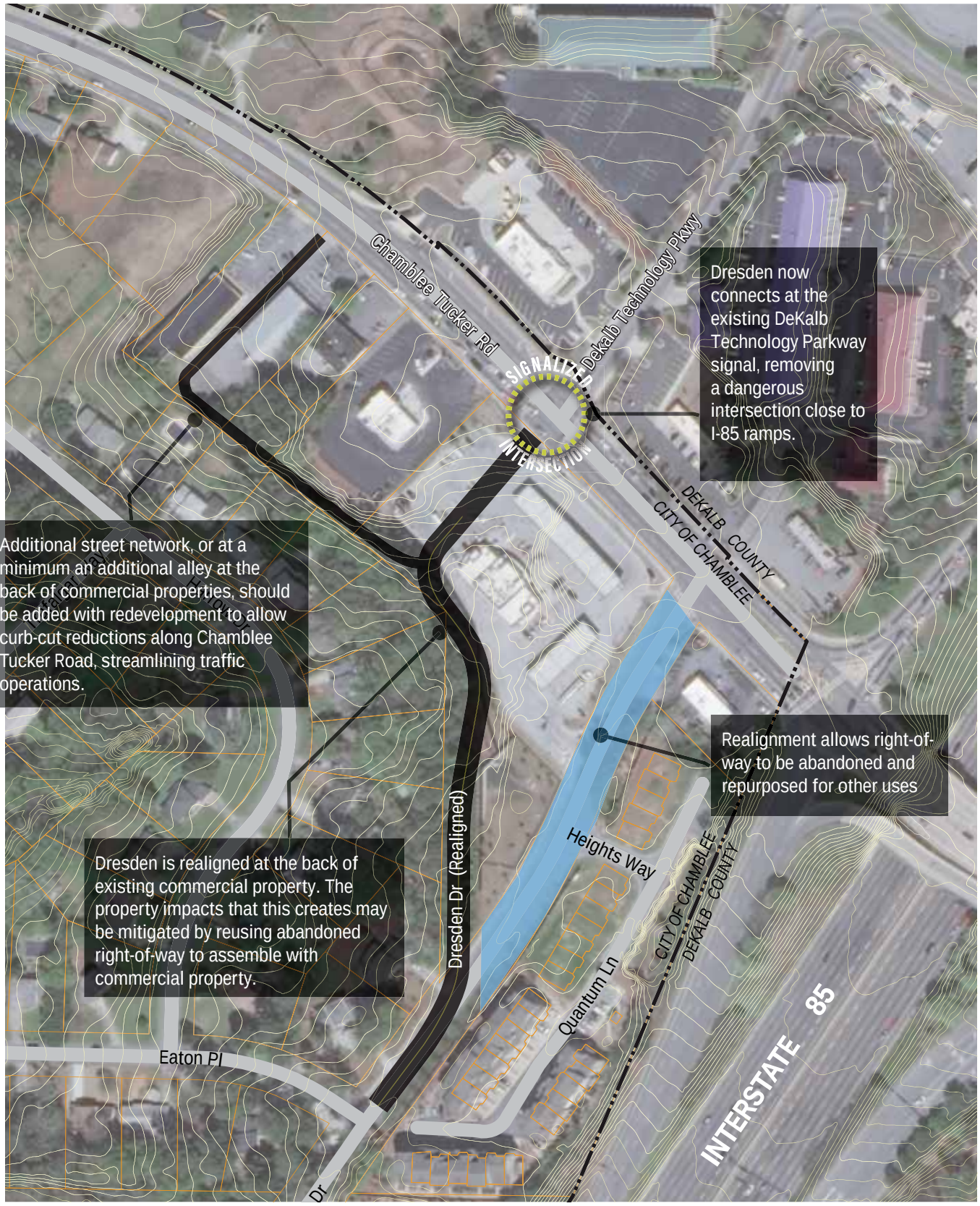
Chamblee-Tucker Road features a complex set of intersections on the Chamblee-side approach to the interchange at I-85. Dresden Drive ends at Chamblee-Tucker in an unsignalized intersection that allows full inbound and outbound turning movements, and this is within 300 feet of signalized intersections for the I-85 access ramps and DeKalb Technology Parkway.

This project would close the end of Dresden Drive at Chamblee-Tucker Road and realign it around the edge of the current commercial property (referred to in the project list as NS-10, though this is an integral part of OP-05), adding a full two-lane street through to the signalized intersection at DeKalb Technology Parkway. This would involve substantial property acquisition, which the City would compensate partly with a transfer of the now-unused Dresden Road right-of-way to the abutting private property.

This project eliminates an unsignalized intersection between two closely-spaced signals, helping to reduce turning conflicts and potential for crashes to occur in an area already prone to driver confusion and error. However, the realignment of Dresden also provides a basis for side and rear access alleys or streets through adjoining commercial properties, which may introduce new access management opportunities along Chamblee-Tucker on the eastbound approach to the interchange.

| | |
|---|---|
| **Recommended Implementation Priority** | Medium (5-10 Years) |
| **Initial Estimated Cost** | $10,000,000 |
| **Potential Funding Sources** | Private sources (redevelopment); City funds |
| **Complexity to Implement** | High |
| **Key Partnerships and Stakeholders** | Property owners, GDOT |
| **Related projects** | NS-01 |

## PROJECT DETAIL



## Project SA-03

# CHAMBLEE-TUCKER/ SHALLOWFORD INTERSECTION DESIGN

This project would design and construct geometric changes to this intersection to address visibility and safety concerns. In its current form, the eastern leg of the intersection is aligned at an angle from the remaining approaches, limiting motorist visibility of other vehicles and pedestrians as they enter the intersection. This is likely to involve intersection realignment on the eastern leg/approach (Shallowford), but should also include a series of access management approaches and policies that set a precedent for managing similar intersections.

The portion of the intersection being realigned lies in the City of Doraville and requires an intergovernmental partnership to implement.

| | |
|---|---|
| **Recommended Implementation Priority** | Low (10 to 20 Years) |
| **Initial Estimated Cost** | $2,500,000 |
| **Potential Funding Sources** | City funds; City of Doraville funds; TIP funds |
| **Complexity to Implement** | Low |
| **Key Partnerships and Stakeholders** | City of Doraville, private property owners |
| **Related projects** | NS-01 |

## PROJECT DETAIL

## Project OP-07

# CHAMBLEE-TUCKER/NEW PEACHTREE INTERSECTION REALIGNMENT

The intersection of Chamblee-Tucker Road and New Peachtree Road, directly north of Peachtree-DeKalb Airport, is aligned at an acute angle that complicates turn movements and visibility; this design also leads to lengthened pedestrian crossing distances and potential conflicts with vehicles immediately adjacent to a transit station.

For this project, the plan recommends two approaches with different degrees of complexity. The first is a short-term approach that reduces crossing distances and provides pedestrian enhancements so that station access can be improved. As a longer-term approach that would be taken in coordination with MARTA and the Peachtree-DeKalb Airport would more substantially realign the approaching roads into the intersection. This longer-term approach works on the following four steps:

1. Align Chamblee-Tucker Road on the east to New Peachtree Road on the west. These two intersection legs, currently next to one another in the arrangement of a four-leg intersection, are changed to be opposite one another in the intersection.

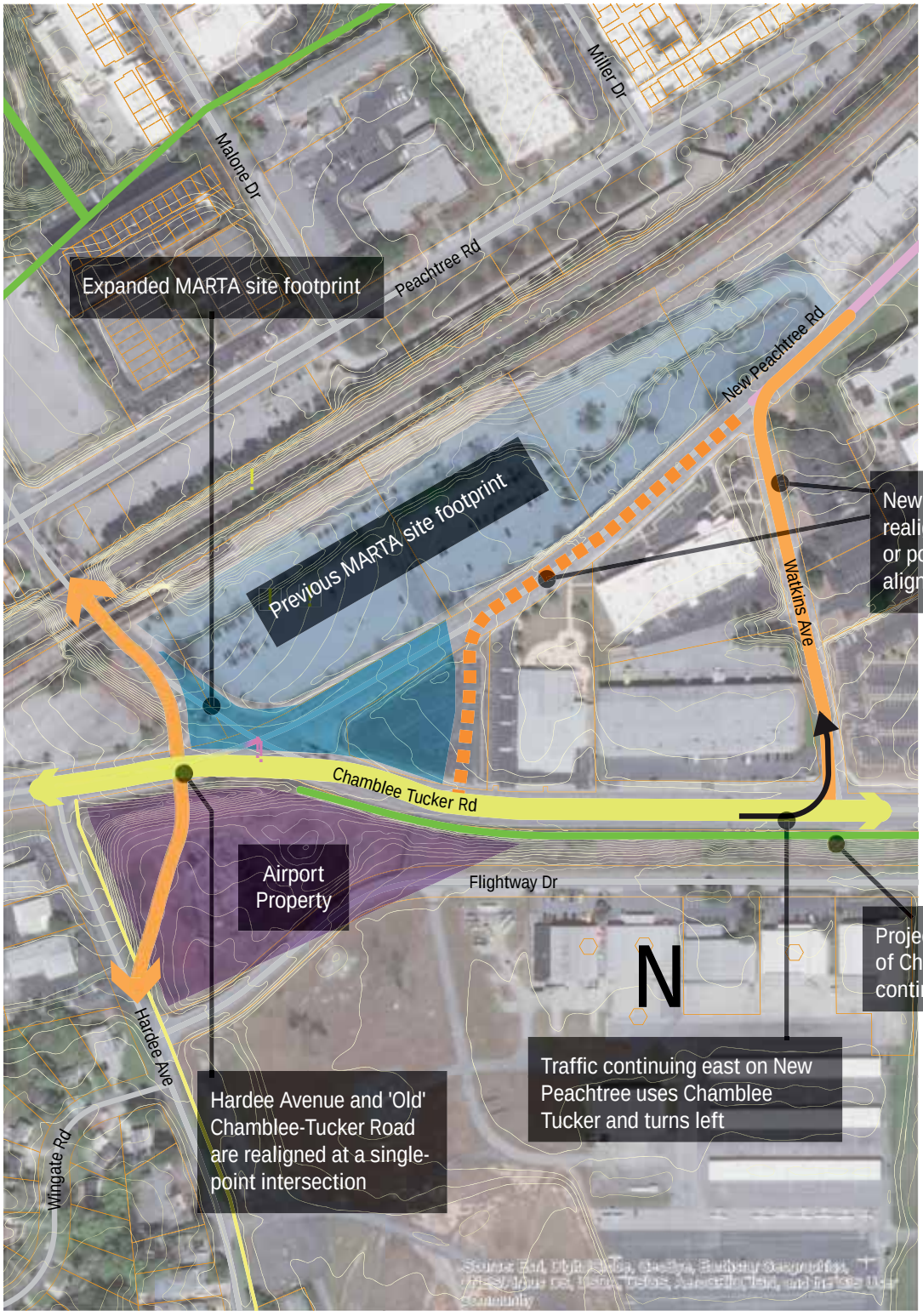
2. Realign Chamblee-Tucker Road on the north to eliminate the eastward curve and approach the intersection at or near a right angle.

3. Realign Hardee Avenue to the east, using Airport property, to connect to this new intersection as an opposing leg from the realigned Chamblee-Tucker in step 2.

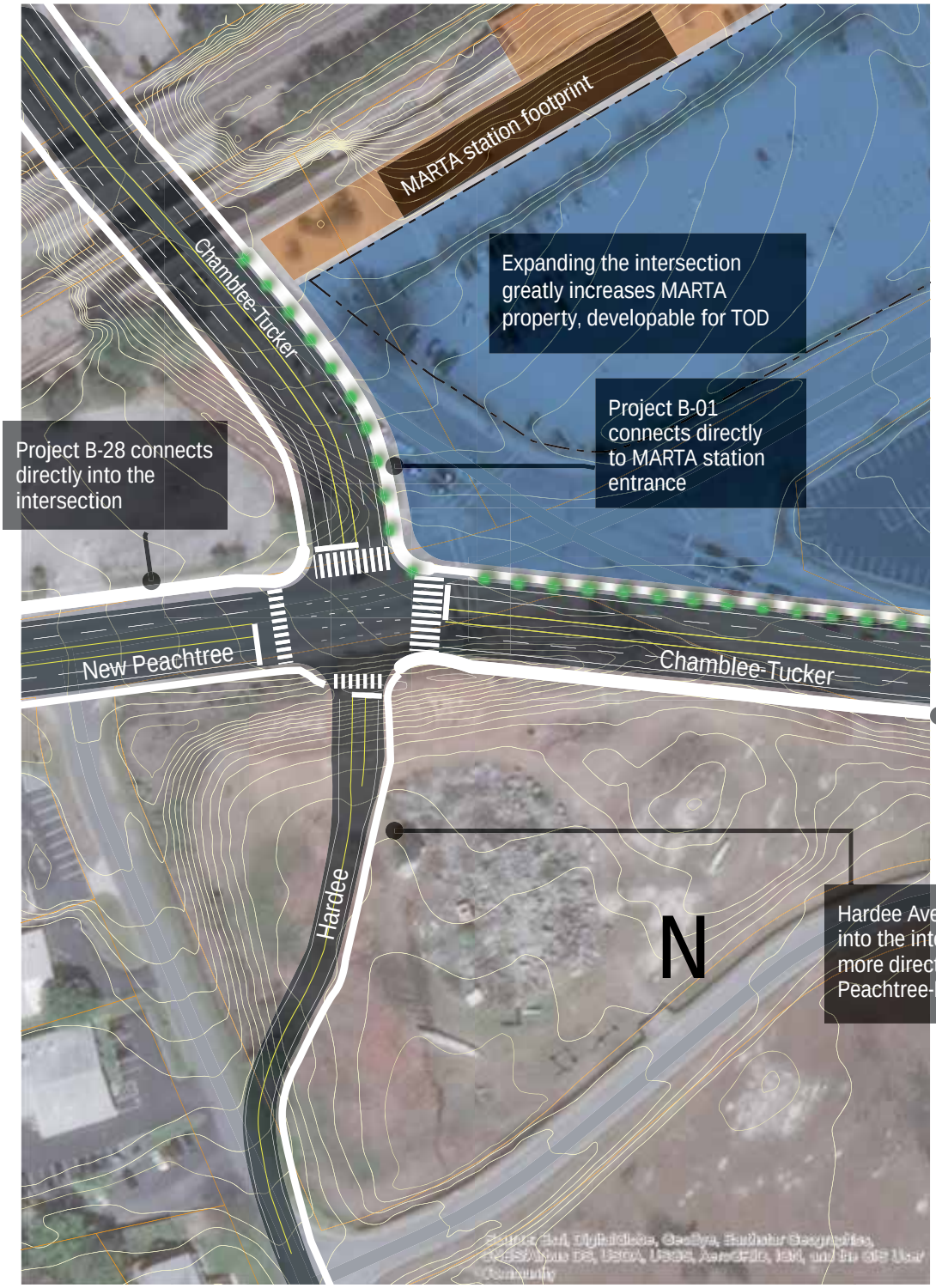
4. Realign New Peachtree Road on the east so that it connects to Chamblee-Tucker Road via Watkins Street.

| | |
|---|---|
| **Recommended Implementation Priority** | Medium (Five to Ten Years) |
| **Initial Estimated Cost** | $12,000,000 |
| **Potential Funding Sources** | Private sources (especially redevelopment of MARTA parking lots as TOD); City funds; TIP funds |
| **Complexity to Implement** | Low (short-term approach); High (long-term approach) |
| **Key Partnerships and Stakeholders** | Peachtree-DeKalb Airport, MARTA |
| **Related projects** | CS-01 |

# PROJECT DETAIL - AREA SCALE



## PROJECT DETAIL - INTERSECTION SCALE



# Project CS-01

# CHAMBLEE-TUCKER NORTH COMPLETE STREET

With project OP-07 realigning the intersection of New Peachtree Road and Chamblee-Tucker Road, a diversion of traffic may create opportunities for Chamblee-Tucker Road from New Peachtree Road to Peachtree Boulevard to be repurposed as a complete street better able to carry bicycles, pedestrians, and other low-speed motorized vehicles.

This project would also realign Chamblee-Tucker Road under the MARTA and Norfolk Southern rail bridges so that it could connect with a realigned Hardee Avenue, another key factor in OP-07.

As with the New Peachtree Road alignments affected by OP-07, this section of Chamblee-Tucker Road could also be renamed, giving the City an opportunity to create a sense of place and identity through new street names.

| | |
|---|---|
| **Recommended Implementation Priority** | Implemented only with Project OP-07 |
| **Initial Estimated Cost** | $780,000 |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, City funds, private sources (especially related to TOD) |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Property Owners, ACOE |
| **Related projects** | OP-07 |

# Project CS-02

# CHAMBLEE-DUNWOODY ROAD REPURPOSING

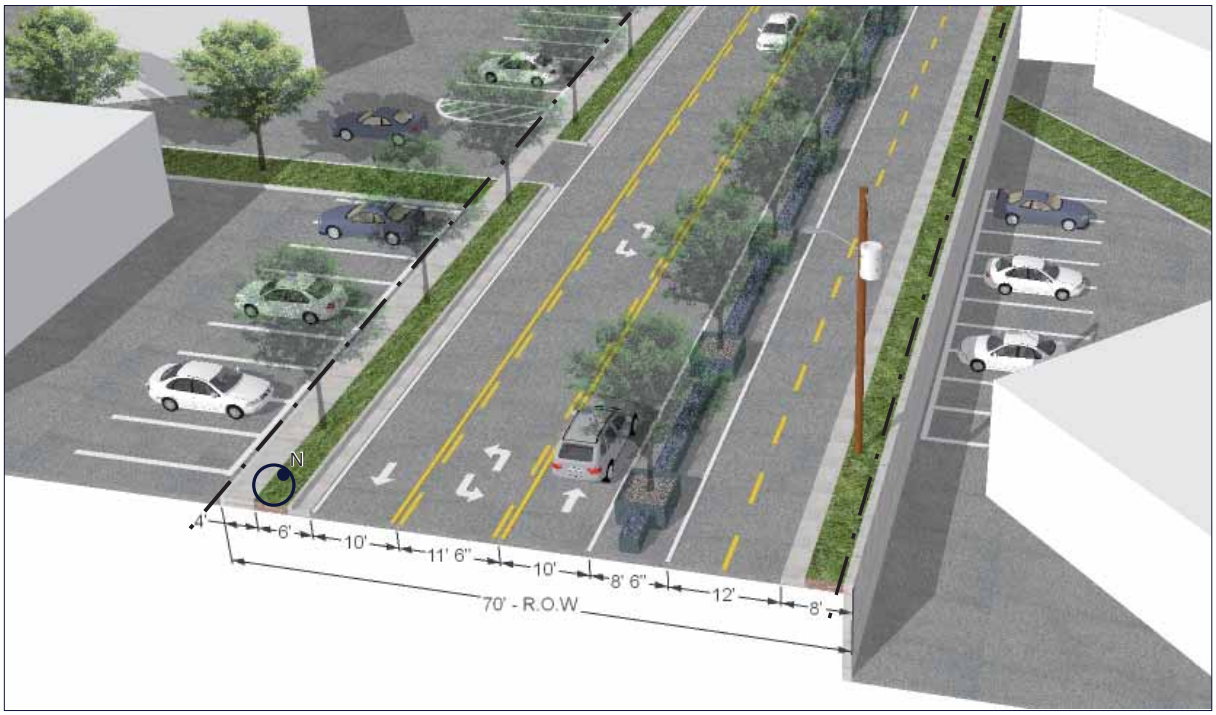
This project converts a short section of Chamblee-Dunwoody Road to a three-lane section between American Industrial Way and New Peachtree Road (under the Peachtree Road and Norfolk Southern Railroad bridges). This allows space for a multi-use path connection to link the downtown Chamblee Rail-Trail system expansions to the south side of the railroad corridor, a critical link for the connections between north and south Chamblee.

This project is tied to Project B-17, drawn from the Chamblee Rail-Trail Phase 3 Expansion Study, which proposes an on-street connection for a longer extent of Chamblee-Dunwoody Road. If also combined with Project NS-08, which would repurpose American Industrial Way as a higher-functioning street crossing Peachtree Boulevard, the extent of this project could be extended to include all of B-17.

| | |
|---|---|
| **Recommended Implementation Priority** | High (3-5 Years) |
| **Initial Estimated Cost** | $1,020,000 |
| **Potential Funding Sources** | Transportation Alternatives Program, LCI Implementation Funds, City funds |
| **Complexity to Implement** | Low |
| **Key Partnerships and Stakeholders** | Property Owners |
| **Related projects** | B-17, OP-06, NS-08 |

## EXISTING CROSS-SECTION


## PROPOSED CROSS-SECTION



# Projects NS-03 | NS-22

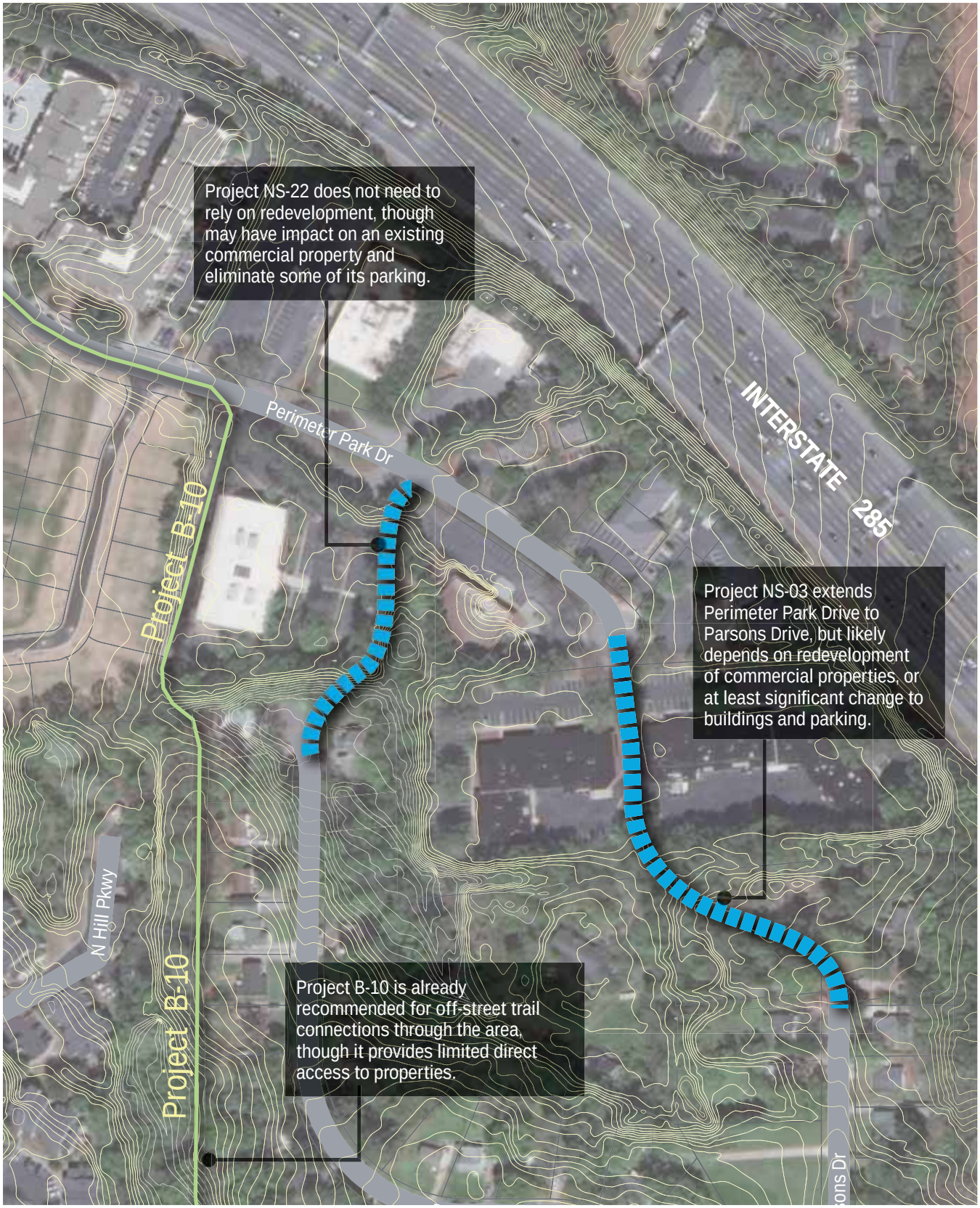
## PERIMETER PARK STREET EXTENSIONS

In Chamblee's far northeast neighborhoods along the I-285 corridor, new development accessed from North Peachtree Road only has access to this corridor and does not have direct connections to other neighborhood streets or thoroughfares. Likewise, the Parsons-Deacon neighborhood relies on the complex intersection of Parsons Drive, North Shallowford Road and Peachtree Boulevard with no other outlets to the City's larger street network.

This project would select one of two street extensions to connect these two parts of the larger street network. Project NS-03 relies on redevelopment, although where Project NS-22 could be completed without redevelopment it involves substantial work to overcome grade differences.

| | |
|---|---|
| **Recommended Implementation Priority** | High (First Five Years) |
| **Initial Estimated Cost** | $480,000 (NS-03); $900,000 (NS-22) |
| **Potential Funding Sources** | Private sources (redevelopment); City funds |
| **Complexity to Implement** | Moderate (NS-03, which relies on redevelopment of an office building site); Significant (NS-22, which can leave a building intact but requires extensive site grading and relocation of parking) |
| **Key Partnerships and Stakeholders** | Property Owners |
| **Related projects** | B-10 |

## PROJECT DETAIL



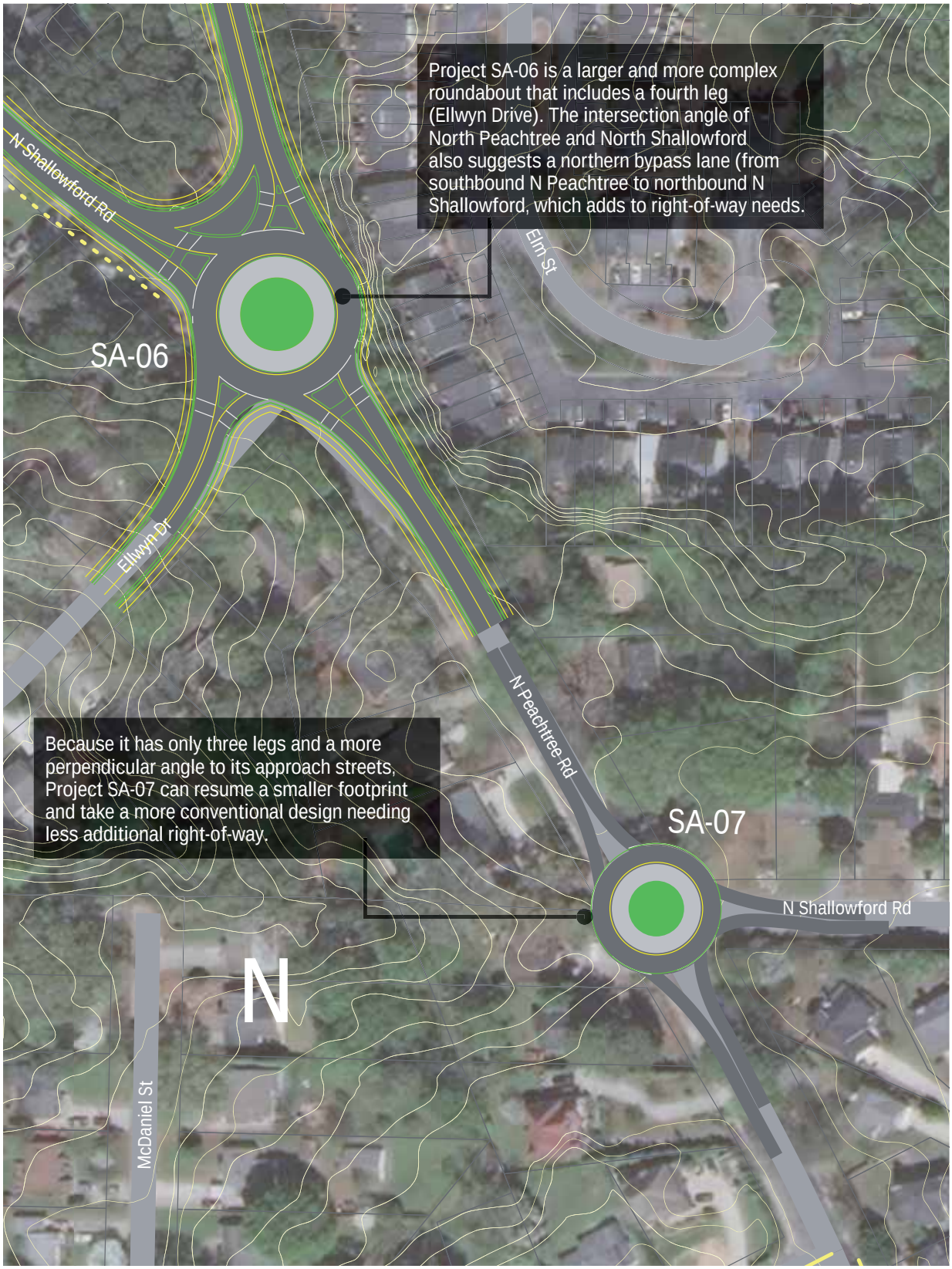
## Projects SA-06 | SA-07

# NORTH SHALLOWFORD/NORTH PEACHTREE ROUNDABOUT PAIR

This pair of projects would install a roundabout intersection at the northern intersection of North Shallowford and North Peachtree Road. This should incorporate Ellwyn Drive as an additional leg to the intersection, and may include realignment of approaches into the intersection. It would also include a roundabout at the southern North Peachtree/North Shallowford intersection, both intended to moderate vehicle speeds and increase safety along both of these corridors.

| | |
|---|---|
| **Recommended Implementation Priority** | High (First Five Years) |
| **Initial Estimated Cost** | $2,500,000 (SA-06); $1,000,000 (SA-07) |
| **Potential Funding Sources** | City funds |
| **Complexity to Implement** | Low to moderate |
| **Key Partnerships and Stakeholders** | Private property owners |
| **Related projects** | SW-01 |

## PROJECT DETAIL



## THEME 5

# MOBILITY FOR CHAMBLEE'S FUTURE

In addition to the capital projects for driving, walking, and bicycling, the Chamblee Mobility Plan recommends projects and actions intended to improve transit access and service. Chamblee's MARTA rail station gives the community a significant asset in regional mobility, and its utility can be increased through strategic additions to the City's menu of transit options.

# Project TR-01

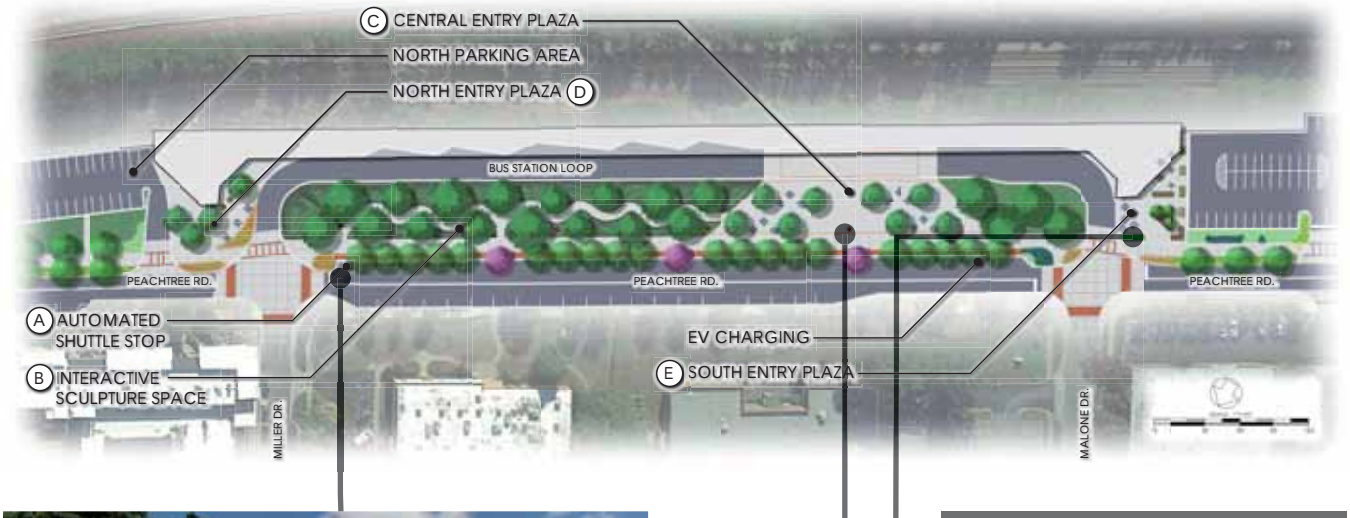
# CHAMBLEE MARTA STATION MULTIMODAL HUB

Prior to the Chamblee Mobility Plan's creation, the City has been leading the design and development of a multimodal hub facility to be located on the north side of the Chamblee MARTA station. The station is already a major nexus for non-driving travel, with all of Chamblee's bus route services terminating here. However, this is the first-phase terminus for Chamblee's proposed autonomous shuttle service, and the City's planned expansion of the Rail-Trail network (through other recommended projects in this plan) suggests that a greater capacity for bicycle and micromobility storage (such as dockless bicycles, scooters, and other smaller self-powered devices for personal movement) is needed at the station.

Implementing this plan will require extensive coordination with MARTA and potentially with the Federal Transit Administration to ensure that security, safety of transit riders and pedestrians, and transit vehicle operations are all fully considered in design and construction.

| | |
|---|---|
| **Recommended Implementation Priority** | High (3-5 years) |
| **Initial Estimated Cost** | Cost estimate in development with City staff |
| **Potential Funding Sources** | City funds; MARTA/FTA assistance; TIP funds |
| **Complexity to Implement** | Moderate, primarily involving partnership with MARTA and FTA for use of MARTA property |
| **Key Partnerships and Stakeholders** | MARTA; Federal Transit Administration |
| **Related projects** | TR-02 |

## PROJECT ILLUSTRATION




The Mobility Hub is planned to be integrated with an on-street stop for the forthcoming self-driving shuttle (described in Project TR-03), located along the south side curb on Peachtree Road.

The MARTA station is one of the City's greatest transportation assets, but is currently not connected with direct paths to the recent downtown development nearby. It also offers little in the way of public space, despite being one of the City's busiest locations of pedestrian activity. The Mobility Hub would serve two main purposes: providing a central location for transfer between multiple travel modes and serving as a key downtown Chamblee public space.

The project would make use of existing space between Peachtree Road and the existing station structure to serve as a public plaza.

# Project TR-02

# CHAMBLEE STATION PEDESTRIAN PASSAGE

The Chamblee station and MARTA Gold Line tracks are located immediately south of the Norfolk Southern rail corridor, and as such, the station was constructed with a long tunnel connecting its north and south entries. Currently, access to this tunnel is controlled by fare gates, meaning non-MARTA customers cannot use it simply to pass through the station.

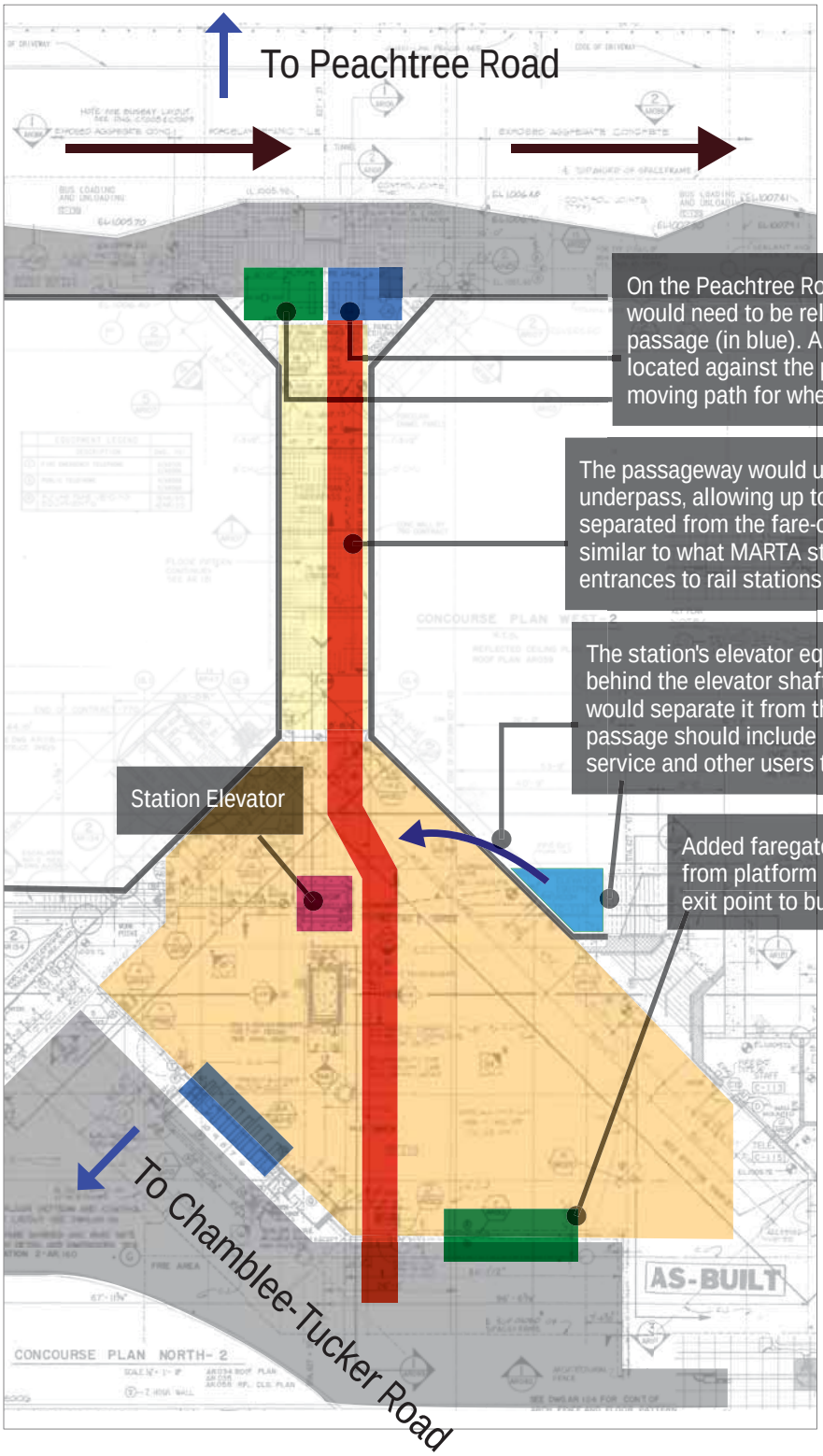
Presently, transfer between buses requires a Breeze magnetic smart card, which would allow passage through the fare gates within a certain time limit. However, some MARTA riders to destinations on one side of the station or the other—or even non-riders—may wish to access locations across the station and rail corridor. Office employment and a technical college on the south side may wish to access restaurants and housing on the north side.

The south side of the station is made up of surface parking lots for MARTA riders. These extend from the station entrance to New Peachtree Road and Chamblee-Tucker Road, and along New Peachtree the road is separated by over 10 feet of elevation (and supported by a retaining wall) from the parking adjacent to it—suggesting that few, if any, pedestrians would follow a path through the station to reach New Peachtree.

However, if MARTA advances transit-oriented development plans on the south side of the station, development on the site has relatively easy walking access to the Peachtree Road corridor on the opposite side of the station.

| | |
|---|---|
| **Recommended Implementation Priority** | High (3-5 Years) |
| **Initial Estimated Cost** | $500,000 |
| **Potential Funding Sources** | Local City funds; MARTA capital funds; FTA grants |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | MARTA |
| **Related projects** | TR-01; OP-07 |

## PROJECT DETAIL




On the Peachtree Road station entrance, fare gates would need to be relocated to open an entryway for the passage (in blue). ADA-accessible gate would remain located against the passageway to allow a sufficient moving path for wheelchair users.

The passageway would use the north/east side of the underpass, allowing up to 10 feet for passing. It would be separated from the fare-controlled area with metal fencing similar to what MARTA stations currently use along bus bay entrances to rail stations.

The station's elevator equipment room (in blue) is located behind the elevator shaft, and the secured passageway would separate it from the elevator. Near the elevator the passage should include locking doors allowing repair service and other users to move through the passageway.

Added faregates, allowing passengers descending from platform on the north staircase to have an exit point to buses.

- Concourse (inside fare area)
- Passageway (under MARTA/NS)
- Outside Concourse/Bus Bay
- Existing Fare Gate Areas
- Proposed Fare-Free Passage
- Relocated/New Fare Gate Area
- Elevator
- Elevator Maintenance Room

# Project TR-03

# CHAMBLEE AUTONOMOUS VEHICLE CIRCULATOR PROGRAM

In 2018, the City led a feasibility study and concept development exercise for a self-driving shuttle to serve Chamblee's town center and expand the natural walking reach of the MARTA rail station. This was developed in response to an interest in emerging technology of connected and autonomous vehicles, still largely in pilot and testing applications at the time of the Mobility Plan's development but moving quickly in research and innovation.

This initial study selected an initial operating route along Peachtree Road from the Chamblee City Hall to the Chamblee MARTA station. The City followed this with a more detailed operations plan identifying costs, needed infrastructure improvements, and additional City actions to move forward with operating a shuttle. The alignment along Peachtree Road assumes that the streetscape project preparing for construction at the time of the operations plan's development will occur, allowing the shuttle to operate on a two-lane street with sidewalk enhancements for improved stop areas for passengers.

Beyond this first phase, the feasibility study outlined an extended route, from Doraville's Assembly to the Peachtree Station shopping center, as well as numerous branch routes for potential future service additions, including to Peachtree-DeKalb Airport, Chamblee Plaza shopping center, and the CDC and IRS federal campuses along Buford Highway.

The possible extension to Assembly points to a potential future coordination with the Assembly Community Improvement District, which plans to operate an autonomous vehicle service within that mixed use development and could potentially jointly operate service with Chamblee.

| | |
|---|---|
| **Recommended Implementation Priority** | Highest (First Five Years) |
| **Initial Estimated Cost** | $800,000-$1,000,000 for first year operations; $400,000-$500,000 subsequent years |
| **Potential Funding Sources** | City funds; private sources; Federal funds |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | Local businesses and property owners; MARTA |
| **Related projects** | TR-01, SW-12, OP-07 |

## PROJECT DETAIL


# OTHER PLAN RECOMMENDATIONS: POLICIES, PROGRAMS AND ADDITIONAL STUDIES

The five previous themes of recommendations focus on major physical projects the City and its partners would undertake. However, the Mobility Plan also recommends ways the City can move toward its transportation vision through day-to-day efforts. In addition, many of the project recommendations in this chapter will require additional study to answer questions at a greater level of detail than this plan undertook.

# Supplemental Study ST-01

# BUFORD HIGHWAY ACCESS MANAGEMENT STUDY

Project SA-01 is a program for proactive access management along the Buford Highway corridor. This supplemental study would support that project by gathering more detailed information on driveway access points along the corridor and potentially a right-of-way survey to determine where available right-of-way exists.

This study was first recommended in the Buford Highway LCI study as a joint effort between the Cities of Doraville and Chamblee due to the relatively consistent land use patterns in both of the municipalities. If Chamblee leads this study independently, its areas of focus would be between Beverly Hills Drive and Shallowford Road, one of the City's major commercial concentrations along Buford Highway, and generally from Dresden Drive south to Clairmont Road.

Although the extent of Buford Highway between Dresden and Beverly Hills contains driveways and commercial properties, these occur in relatively discrete, isolated clusters (due primarily to Peachtree-DeKalb Airport and the CDC properties) and are not a continuous corridor of commercial development as they are in Doraville or sections of Brookhaven.

| | |
|---|---|
| **Recommended Implementation Priority** | Highest (First Three Years) |
| **Initial Estimated Cost** | $150,000 |
| **Potential Funding Sources** | ARC Supplemental Studies |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | GDOT; property owners |
| **Related projects** | Directly supports SA-01; helpful for SA-09 |

# Supplemental Study ST-02

# PEACHTREE BOULEVARD SCOPING STUDY AND REPORT

Similar to SA-01, Project SA-02 also calls for a proactive asset management program on Peachtree Boulevard. While many of its parcels are larger than those on Buford Highway, it is also defined by a continuous commercial corridor throughout the City of Chamblee and does not have the interruptions in commercial land uses and driveway density that Buford Highway does.

The plan recommends combining an access management study with a broader scoping study that explores the corridor's future and defines the mutual GDOT and City of Chamblee expectations for the corridor with consensus. This study should include the following key components:

- A more detailed traffic operations study, including microsimulation of key operational challenge areas (such as the extent from Malone Drive to Peachtree Road at Chamblee's western edge.
- A more detailed study of crash and speed characteristics
- An inventory of access points and an identification of duplicate driveways, potential safety hazards, and pedestrian-driveway conflicts
- A sidewalk gap assessment
- An identification of right-of-way deficiencies

| | |
|---|---|
| **Recommended Implementation Priority** | High (3-5 Years) |
| **Initial Estimated Cost** | $300,000 |
| **Potential Funding Sources** | Local City funds; GDOT Funds; ARC funds (Supplemental Studies) |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | MARTA |
| **Related projects** | TR-01; OP-07 |

# Supplemental Study Program ST-03

# DETAILED ENGINEERING STUDIES

Several project recommendations in the plan will require more detailed study and design prior to implementation. However, a small number of these warrant separate studies intended to identify low-cost, easily-implemented enhancements and design interventions, especially to address safety concerns.

The following projects should include more focused engineering studies, described with each:

- Project SA-05 (South Clairmont Safety and Operations Improvements): a study to collect speed and crash data and identify suitable locations for mid-block crossings
- Project SA-10 (Harts Mill Traffic Calming), performing a study to assess potential and appropriate selections for traffic calming devices on Harts Mill Road
- Projects B-03, B-26, and B-27, where three proposed trail projects converge at the First United Methodist Church property. The study should include a basic assessment of the Chamblee-Dunwoody Road bridge capacity for adding a trail to its existing weight load, suitable locations for a protected pedestrian crossing device for B-27 to cross the road into Brookhaven, and an assessment of a trail's crossing potential under I-285 along Chamblee-Dunwoody Road.

| | |
|---|---|
| **Recommended Implementation Priority** | Highest (First Three Years) |
| **Initial Estimated Cost** | SA-05 Study: $50,000<br>SA-10: $75,000<br>B-03, B-26, B-27: $50,000 |
| **Potential Funding Sources** | ARC Supplemental Studies; local funds |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | GDOT; property owners |
| **Related projects** | SA-05, SA-10, B-03, B-26, B-27 |

# Supplemental Study ST-04

# CENTRAL CHAMBLEE PARKING STUDY

As downtown Chamblee has continued to grow and revitalize, many older structures that give the downtown its charm and character have been repurposed for new uses that are different from their original function. One notable example of this is restaurants, which attract many more people per unit of space than offices, manufacturing and industrial uses, or civic uses.

This has put new strain on parking resources in downtown Chamblee, especially during peak periods. There are no citywide or downtown-wide systems in place today to allow sharing of parking and understand where opportunities lie for taking advantage of existing parking to support new uses and development.

The Mobility Plan recommends that the City undertake a comprehensive parking study to understand central Chamblee's parking inventory, including information on ownership, regulations, public or private permissions. The study should also collect data on parking occupancy to understand the true extent of patterns and dynamics that occur in parking.

The parking study should address such questions as:

- How does parking supply in downtown Chamblee measure with expected demand? With the actual number of spaces being used?
- Are there spaces or entire parking facilities in downtown Chamblee that are underutilized? That are consistently busy?
- Where are regulations in effect? How is regulated parking used relative to unregulated parking?
- How could wayfinding enhance the system and make better use of underutilized parking?

| | |
|---|---|
| **Recommended Implementation Priority** | High (3-5 Years) |
| **Initial Estimated Cost** | $80,000 |
| **Potential Funding Sources** | Local funds; LCI grants; CID funds (if applicable) |
| **Complexity to Implement** | Low |
| **Key Partnerships and Stakeholders** | MARTA; property owners |
| **Related projects** | TR-01; OP-07 |

## Supplemental Study ST-05

# I-85/CHAMBLEE-TUCKER INTERCHANGE STUDY

The interchange of Chamblee-Tucker Road and Interstate 85 currently experiences congestion at several key movements, including the southbound exit ramp. Congestion in severe periods causes ramp traffic to queue onto the mainline freeway lines, a significant problem for operations and safety.

Although the interchange is not in the City of Chamblee, this plan recommends that Chamblee take a proactive role in partnering with GDOT, DeKalb County, and the City of Doraville to study alternative configurations to the interchange. Although this interchange is not included in the project scope of an I-85 corridor study that GDOT is launching at the time of this plan's creation, examining the interchange in the context of that larger study would provide detailed information to help inform decision-making.

The City-led partnership should produce a study of current operations and potentially lead to an Interchange Modification Report that would be required by the Federal Highway Administration for any changes to the current interchange configuration. Chamblee may assist in this by providing partial funding for the study, in-kind contributions in the way of local data (such as traffic counts, analyzed crash data, or projected land use and development information in the City near the interchange). It should be noted that Chamblee's implementation of Project OP-05 would contribute to streamlined operations of this interchange and that this local action may help to advance the larger interchange study.

| | |
|---|---|
| **Recommended Implementation Priority** | High (3-5 Years) |
| **Initial Estimated Cost** | Up to $50,000 for Chamblee contribution; overall report process estimated at $500,000 |
| **Potential Funding Sources** | ARC Supplemental Studies; State and Federal funds |
| **Complexity to Perform Study** | Moderate, due to participation of multiple jurisdictions |
| **Key Partnerships and Stakeholders** | FHWA; GDOT; City of Doraville; DeKalb County; affected property owners |
| **Related projects** | OP-05 |

# Supplemental Study ST-06

# TOP END TRANSIT LOCATION STUDY

An association of elected officials has worked together to study possibilities for transit in concert with GDOT's Major Mobility Improvements Program (MMIP), using the managed lanes project on I-285 as a starting point for understanding the potential for transit service along the Top End of Interstate 285, generally connecting the Cumberland employment district with the Central Perimeter area, Doraville, and the Northlake Mall area in Tucker.

The City should work with GDOT, MARTA, and other partner agencies to understand where a potential transit station and interchange ramps for managed lanes would be located near I-285 in Chamblee. This plan recommends two street network candidate projects (NS 12 and 13) to serve this area, along with an extension of the Nancy Creek trail that could help provide walking access to any transit stations in the area. Other factors considered should be traffic circulation to and from a station, access across I-285, assuming stations are divided into two stops for transit vehicles moving in opposite directions; how existing transit services can connect with Top End transit service; and appropriate rider and customer amenities and the associated need for space to accommodate them.

| | |
|---|---|
| **Recommended Implementation Priority** | High (3-5 Years) |
| **Initial Estimated Cost** | $200,000 |
| **Potential Funding Sources** | Local City funds; MARTA capital funds; FTA grants |
| **Complexity to Implement** | Moderate |
| **Key Partnerships and Stakeholders** | MARTA |
| **Related projects** | TR-01; OP-07 |

# Supplemental Study ST-07

# PAVEMENT AND STREET ASSET INVENTORY

The Mobility Plan study team used data on sidewalk condition and network completeness provided by the City; however, the information contained in this data was broadly general in its description of condition.

The City has no such information resource for its paved streets, due in part to the City having recently assumed operation and maintenance control of all local streets from DeKalb County.

This recommendation is for performing such a study to better understand deferred maintenance, major construction or engineering challenges, and the steps needed to bring Chamblee's road network to a state of good repair. It does not need to include streets under GDOT ownership and maintenance.

| | |
|---|---|
| **Recommended Implementation Priority** | High (3-5 Years) |
| **Initial Estimated Cost** | Up to $50,000 for Chamblee contribution; overall report process estimated at $500,000 |
| **Potential Funding Sources** | ARC Supplemental Studies; State and Federal funds |
| **Complexity to Perform Study** | Moderate, due to participation of multiple jurisdictions |
| **Key Partnerships and Stakeholders** | FHWA; GDOT; City of Doraville; DeKalb County; affected property owners |
| **Related projects** | OP-05 |

# PL Recommendations

# REVISIONS TO CITY POLICY AND ORDINANCE

In addition to projects and supplemental studies, the Plan also recommends a series of proposed policy updates and modifications. These are intended to ensure that the vision and goals of the Mobility Plan can be accomplished even outside of dedicated projects. As most of these are intended to be enacted through ordinance, with many addressing existing sections of the City Code of Ordinances (and especially its Unified Development Ordinance), the City should implement these recommendations through revising language as needed as not to conflict with other code requirements and specific definitions.

## PL-01 COMPLETE STREETS POLICY UPDATE

This would add language to the City's 2017 Complete Streets Policy (perhaps under Exceptions section in the current policy document) to indicate that any projects within ROW that do not require a full reconstruction will not require non-reconstructed parts of the street to be adapted or brought to current best practices. Projects B-03 and B-26 are examples, where construction of a sidepath is not expected to affect the existing traveled way of Chamblee-Dunwoody.

Although it is still the intent of this policy to pursue street designs that accommodate all users, clarifying this section of the policy would allow the City to proceed with projects in only a portion of the right-of way where other parts of the street were not affected.

## PL-02 STREET NETWORK CONNECTIVITY

This policy modification would add language to Section 300 of the UDO to address a need for any new streets to contribute to network. The plan's specific recommendation is for this to be added to Section 300-17. Any new development will be required to provide connection to any abutting streets when existing block-face dimensions are twice the maximum length allowed under 300-17 (a)(5) or greater, which is currently 600 feet for new block faces.

The intent of this addition is to ensure that new development contributes to enhancing the street network, not just development using the Subdivision Regulations of the UDO to plat out a network of streets and blocks.

## PL-03 TRAIL DESIGN

The Plan recommends that the City's minimum width for all multi-use trails and paths to be fully separated from a roadway, whether they share right-of-way with that roadway or not, shall be 12 feet.

## PL-04 CITYWIDE SPEED LIMITS ON LOCAL STREETS

Within the City and on any streets classified as local streets, speed limit shall be 25 miles per hour unless posted otherwise. The Director of Public Works shall be responsible for approving any exceptions to this policy.

## PL-05 COMMUNITY SIDEWALK ENHANCEMENTS

Present City practice allows neighborhoods to use a petition-based 'opt-in' process for sidewalk addition and will be assessed an annual amount on property tax statements. This process covers a partial cost of the sidewalk project. The plan recommends expanding this with an option to allow faster construction of infill sidewalks. The City should change its opt-in program to allow neighborhoods the option of a full cost assessment of sidewalks, which may be used to advance sidewalk construction on any projects not programmed in a given year's capital improvement program or the Atlanta Regional Commission Transportation Improvement Program.

Neighborhood residents leading and submitting such a petition to the City will acknowledge as part of the petition process that they will be assessed a full amount of construction of sidewalks for the length of the project over a five-year period.

## PL-06 FUNCTIONAL CLASSIFICATION AND STREETSCAPE AND GATEWAYS

This policy defines an official relationship between the GDOT-based Functional Classification Map, which is tied to Transportation Improvement Program and eligibility for funds, and other City-adopted maps to be used for planning and development regulations purposes.

## PL-07 PARKING FEE IN-LIEU POLICY

This policy establishes an in-lieu payment fund for parking, wherein applicants may meet a portion or all of their off-street parking requirements by payment into the fund. Presently the City is not yet equipped to operate such a fund, as it owns and operates a small amount of on-street parking. However, as redevelopment of Chamblee's core continues and potential provides new public parking supply, this may be used more broadly to shape the form of development and limit the footprint of parking in Chamblee's built environment. Specific uses of this fund will be approved by the City on demonstration of sufficient parking supply to satisfy this need.

# 6

The Chamblee Mobility Plan is based on a twenty-year horizon of needs and opportunities and is intended to be implemented over a similar span of time. This chapter of the plan identifies how that implementation is to be undertaken and what roles and responsibilities the City and its partner agencies and organizations will have. It includes a discussion of how the project recommendations in Chapter 5 are organized for priority, how these projects and other program and policy-based approaches may be funded, and how the City of Chamblee should pursue strategic partnerships associated with recommendations.

## PRIORITIZATION PROCESS

Part of the plan's implementation process is understanding priorities for project and program implementation. A major share of projects recommended in the plan have been proposed in response to a need or challenge, and these projects represent a much higher cost and obligation than the City and its partner agencies have available in funding. To help the City manage the order in which it implements projects, the plan has assigned each project to a general priority timeframe based on how well the project responds to a series of metrics and indicators. The following subsection explains this.

### TRANSPORTATION-RELATED PROJECT GOALS

The plan is based on three primary transportation goals: safety for all users, connecting Chamblee's amenities and services with its residents, and access to the rest of the Atlanta region. These were the basis of the prioritization network, and the plan developed 14 individual metrics by which projects could be evaluated for their transportation-related contributions to the system.

### OTHER PROJECT GOALS

The Mobility Plan also looks to three major themes by which to evaluate any transportation investments, and these are consistent with the City's larger planning objectives: fiscal responsibility, environmental sustainability, and economic development potential. These formed the basis for a subsequent set of goals and metrics for project prioritization, with eight additional factors considered. These included:

- Environmental sustainability, including the effects that new impervious surfaces have on stormwater runoff and quality and that vehicle-based transportation has on air quality;
- Fiscal sustainability, or how cost-effective projects were and how they fit within the scale of the City's current ability to fund and maintain projects;
- Economic development opportunity, or the ways that investing in transportation can help to create new development, tax base, jobs, and overall community vitality; and
- Public perception and desire for projects, including how often they appeared in previous plans or were mentioned in public comment.

The resulting ranked-project list represents a guiding framework for how the plan recommends programming these projects. Each priority list is linked to a five-year period, generally consistent with local SPLOST and regional Transportation Improvement Program funding cycles. However, this list is not intended to be implemented in the exact order, and the plan recognizes that unforeseen opportunities for funding, strategic partnership, or investment in a particular area may cause some lower-priority projects to be implemented before higher-priority projects. The ranked list is intended only as a planning guidance tool to help the City understand how individual projects respond to community benefits. Projects may advance before or after the general time period in which they were assigned priority based on funding opportunities, popular support or desire, or other major changes to the community that call for a project to be implemented.

## HOW SCORES TRANSLATED TO PRIORITY TIERS

The project descriptions in Chapter 5 each include a priority assignment, guided by the scores from the project prioritization process in the table below and on the following pages.

| | |
|---|---|
| Highest Priority (First Five Years) | Scores of 12 and above |
| High Priority (Years 3-5) | Scores of 8 to 11 |
| Medium/Intermediate Priority (Years 5-10) | Scores of 6 and 7 |
| Lower Priority (Years 10-20) | Scores below 6 |

## CHAMBLEE MOBILITY PLAN PROJECT EVALUATION SYSTEM

| Criterion | | Methodology | Scoring System | |
|---|---|---|---|---|
| | | | *One Point for:* | *Two Points for:* |
| **SAFETY METRICS** | | | | |
| 1.1 | Project location is within a quarter-mile of severe crashes | GIS-based location search along key corridors | Projects meeting criterion | Projects in high crash density zones (>= 10 severe crashes within a 1/4 mile buffer) |
| 1.2 | Project provides dedicated facilities or improves intersection crossings for bicycles or pedestrians | Yes/no assessment for dedicated facilities | Dedicated facilities or a reduction in pedestrian crossing distance at an intersection | N/A |
| 1.3 | Project adds traffic calming elements to existing streets | Yes/no assessment for traffic calming | Adding traffic calming elements to local streets | Adding appropriate design elements to collector or arterial streets |
| 1.4 | Project reduces potential for high speeds | Qualitative assessment of speed reduction | Speed reduction achieved through design changes | N/A |
| 1.5 | Project reduces potential for crashes due to driveway or property access | Count of potential driveway closures | Projects reducing at least ten potential driveway conflicts per mile | Projects addressing at least 15 potential driveway conflicts per mile |
| **COMMUNITY CONNECTIVITY METRICS** | | | | |

## CHAMBLEE MOBILITY PLAN PROJECT EVALUATION SYSTEM

| Criterion | | Methodology | Scoring System | |
|---|---|---|---|---|
| | | | *One Point for:* | *Two Points for:* |
| 2.1 | New connection parallel to (or providing relief from) an existing corridor with congestion | Count of congestion-corridor intersections being bypassed | Potential for traffic relief from at least one intersection | Potential for traffic relief from two or more intersections |
| 2.2 | Connects to/from community facilities or commercial districts | GIS-based spatial analysis | Connects neighborhoods to one community facility or neighborhood-serving commercial district | Connects neighborhoods to two or more community facilities or neighborhood-serving commercial districts |
| 2.3 | Connects to/from schools | GIS-based spatial analysis | Connects neighborhoods to a school | Connects neighborhoods to schools where driving is not an option (elementary schools) |
| 2.4 | Facilitates use by new transportation-based modes (especially autonomous and micromobility options) | Qualitative assessment of reduced lanes or cross-section | Reclaims right-of-way space to be more suitable for micro-mobility | Provides carriageway space or increased suitability for vehicles and adds curbside for storage or vehicle loading/ unloading |
| 2.5 | Addresses deficiencies in Chamblee's street network | GIS-based spatial analysis | Increasing the ratio of street links to nodes (connectivity analysis) | Providing additional crossings of a collector or arterial thoroughfare |
| **REGIONAL ACCESS METRICS** | | | | |
| 3.1 | Facilitates regional connections to/from Chamblee | Qualitative analysis | Addresses a known or forecasted congested corridor by facilitating traffic operations | Improves operations on major commute corridors |
| 3.2 | Facilitates connections to Chamblee MARTA station | Network analysis; qualitative assessment | Increases walk-up ridership potential for rail station | Promotes increased connection across major barriers |
| 3.3 | Improves Chamblee's access to the regional freeway network | Qualitative assessment of freeway access approaches, considering crash data and traffic operations | Streamlines traffic operations on freeway approaches | Incorporates new or planned access to freeway network |
| 3.4 | Facilitates active transportation connections to other communities | Qualitative assessment of active transportation network expansions | Connects to neighboring communities through neighborhoods | Connects to neighboring communities across major transportation corridors |

## CHAMBLEE MOBILITY PLAN PROJECT EVALUATION SYSTEM

| Criterion | | Methodology | Scoring System | |
|---|---|---|---|---|
| | | | *One Point for:* | *Two Points for:* |
| **METRICS RELATED TO OTHER PLAN GOALS** | | | | |
| 4.1 | Economic Development: adds potential street parking or other means of bringing customers to businesses | Qualitative assessment | Net addition of potential parking | Net addition and offset of potential parking lost to transportation project |
| 4.2 | Economic Development: increases potential for freight mobility | GIS-based analysis of connections to GDOT routes and DeKalb truck route system | Enhanced movement for trucks or other freight vehicles | N/A |
| 4.3 | Environmental Sustainability: Reduces or manages impervious surfaces | Qualitative and GIS-based assessment for potential for reduction | Reduces impervious surface area | Reduces impervious surface area and allows landscaping potential |
| 4.4 | Environmental Sustainability: Reduces carbon emission from potential conversion of short trips away from driving | GIS-based analysis comparing driving distance to potential walking distance | Reduces distance with a non-motorized connection | Reduces distance at multiple locations when compared to driving connections |
| 4.5 | Fiscal Sustainability: Does not adversely impact City's ability to maintain infrastructure | Considers project cost relative to typical City budget for transportation | Fits within maintenance budget | Offers potential for partner agency/organization to help manage |
| 4.6 | Fiscal Sustainability: Competitive for funding from partner agencies/ non-City funding sources | Evaluates project for potential LCI, GDOT, Federal, or other funding sources | Competitive for additional public funding | Competitive for additional public funding and offers potential for public-private partnership |
| 4.7 | Public Significance: Appeared in previous plans or studies | Yes-no assessment | Appeared in one plan | Appeared in two or more plans |
| 4.8 | Public Significance: Desired project from Chamblee Mobility Plan project | Yes-no assessment based on comments received | Mentioned in one comment | Mentioned in two or more comments |

# PROJECT FUNDING AND ELIGIBILITY

The estimated value of projects in the Chamblee Mobility Plan is between $100 and $150 million, based on state and regional guidance on estimating project and construction costs. Although a portion of this amount can qualify for state and Federal funding, this does not apply to all projects in the plan, and applying Federal funding to projects greatly increases their required planning, environmental documentation, and complexity. Chamblee has forecast revenues of approximately $18 million from the five-year period of the DeKalb Transportation Special Purpose Local Option Sales Tax (TSPLOST), and continued renewal of this tax or other similar funding sources could help to contribute to a significant amount of funding needed to implement these projects.

The following sections discuss other project funding sources at Federal, state, and local levels, and a matrix on the following pages outlines broad project eligibility for each of the funding types.

## FEDERAL SOURCES

**Community Development Block Grant program (CDBG).** This is a Federal program generally available to metropolitan cities and urban counties and used for a variety of planning purposes. Communities in the Atlanta metropolitan area have applied these to transportation and planning programs in the past, including local matches for LCI studies and related projects. As a competitive grant program, funds are limited, and eligibility criteria emphasize improvements and programs in medium- to low-income areas. For this reason, only certain projects in the plan have been identified as potentially eligible for these funds.

**Congestion Management and Air Quality program (CMAQ).** The Federal FAST Act transportation authorization provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter.

Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and that is included in ARC's current transportation plan and transportation improvement program (TIP). Projects generally eligible for CMAQ funding assistance would need to be included in the TIP, which may occur through periodic ARC-led administrative revisions to the program or through including the project for consideration in an update to the ARC long-range transportation plan, which occurs every four years.

**Surface Transportation Block Grant program (STBG).** This program provides flexible funding that may be used by states and local governments for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. As with CMAQ-funded projects, any project receiving these funds will first need to be added to the ARC long-range transportation plan and TIP.

**Livable Centers Initiative (LCI).** The Atlanta Regional Commission's Livable Centers Initiative (LCI) is a grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services. Chamblee has led or participated in three such programs: the Chamblee Town Center LCI, the Buford Highway LCI (in partnership with Doraville), and the Assembly LCI (in partnership with Doraville).

Projects included in an LCI study are eligible for funds to perform more detailed supplemental studies or implement projects, though these funds are generally limited to the same kinds of projects that STBG funds can support.

**Transportation Alternatives Program (TAP).** The current-day successor to previous funding programs promoting walking and bicycling infrastructure, including the Safe Routes to School program, the TAP program is focused on providing safe routes for non-motorized travel, including on- and off-street bicycle facilities and trails, access to public transportation and schools, and other planning and design efforts associated with these projects.

Within the Atlanta area, the TAP program is administered through a competitive selection process by ARC. Funding amounts have varied, though have generally been in the range of $10 million to $15 million per year since the program's creation under the 2012 MAP-21 Federal transportation authorization. The TAP program will award a small number of regionally significant projects and does not have a minimum or maximum amount for project proposals.

Given the limited funding and schedule for implementation of Federal funds, projects in the Atlanta region will be prioritized based on several criteria to establish regional impact, including established need and demonstrated collaboration between multiple agencies.

## STATE SOURCES

**GDOT Bridge Programs.** GDOT administers two programs to provide funding support to local governments for bridge maintenance and replacement. The Low Impact Bridge Program (LIBP) was introduced in 2014 and focuses on minor repairs and changes, wherein projects must have no geometry or grade changes, low environmental impacts, and off-site detours. LIBP projects are usually completed with expedited delivery by means of prefabricated bridge components. Local participation requires agreeing to an off-site detour up to 12 months in duration (typical closure being about 6 months and maintaining local roads as needed during construction. GDOT's other program, the Local Bridge Replacement Program, includes more extensive changes and follows a more traditional federal replacement schedule, with local fiscal participation agreed to and distributed before the project begins.

**Local Maintenance Improvement Grants program (LMIG).** This GDOT-funded program provides assistance to local governments for maintenance and repair of streets off of the state system. Of Chamblee's approximately 93 miles of street centerline mileage, approximately 74 miles of this is on local streets, all of which are the City's operation and maintenance responsibility. It is typically used for resurfacing projects, although several projects recommended in the Mobility Plan may be able to combine changes to street sections and operations with conventional resurfacing projects. LMIG funds are distributed on a formula basis.

**Georgia Transportation Infrastructure Bank (GTIB).** This is a grant and low-interest loan program administered by the State Road and Tollway Authority (SRTA). Since inception, GTIB has provided over $124 million in grants and loans to highly competitive transportation projects that have enhanced mobility in local communities throughout Georgia. Although widely known for its loans, GTIB offers grants as well, with increasing use throughout the state. Community Improvement Districts (CIDs) in particular have begun to make greater use of the program.

**Georgia Highway Safety Improvement Program (HSIP).** This program identifies and reviews specific traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.

GDOT sets aside an amount of state funds each year for the program, with generally around $100 million available annually in the years prior to the Mobility Plan's completion. The state has focused on addressing increasing fatality rates on the state's roads and highways, and these trends are closely monitored by all highway safety professionals in Georgia and remain the focus of the state's Strategic Highway Safety Plan (SHSP). HSIP funds can be applied to state highways and possibly select local streets to address high-crash locations.

## LOCAL SOURCES

Chamblee may use its general fund to advance transportation projects, although the City has historically not done this. It may also wish to pursue typical local government forms of funding and financing, such as general obligation bonds and transportation impact fees, which would require specific sets or lists of projects to be associated with each funding source.

*Text continues on page 190 after tables*

# PROJECT FUNDING ELIGIBILITY

The table below and on the following pages provides a summary of recommended projects' eligibility for major funding sources. As many of these sources are managed by State and Federal entities, additional steps will be required to pursue these funds, such as adding projects to the ARC long-range transportation plan and TIP, or developing Concept Reports or more detailed scoping studies for GDOT. The table is intended to offer guidance on which projects should be a priority for further City action depending on their recommended priority.

| Project ID | Project Name | Federal Funds/ARC/TIP | | | | |
|---|---|---|---|---|---|---|
| | | CDBG | CMAQ | STBG | LCI | TAP |
| **B Projects** | **All Unless Specified** | | X | | X | X |
| B-01 | Chamblee-Tucker Road Multi-Use Path | X | X | | X | X |
| B-02 | Nancy Creek Trail | | X | | X | X |
| B-03 | Chamblee-Dunwoody Road Sidepath | | X | | X | X |
| B-05 | DECA Utility Corridor Trail | X | X | | X | |
| B-06 | Peachtree Creek Greenway | | X | | X | |
| B-08 | Beverly Hills-DECA Trail Connector | | X | | X | |
| CS-01 | Chamblee-Tucker North Complete Street | X | X | X | | |
| CS-02 | Chamblee-Dunwoody Road Repurposing | X | X | X | | |
| **NS Projects** | **All Unless Specified** | | | | | |
| NS-01 | Century Circle Extension | | X | X | | |
| NS-02 | Century Parkway Extension | | X | X | | |
| NS-03 | Perimeter Park Drive Extension | X | X | | | |
| NS-05 | Sexton Woods-Malone Drive intersection alignment | | | X | X | |
| NS-06 | Dresden Drive-Buford Highway connector | X | X | X | | |
| NS-07 | Peachtree Boulevard Parallel Street Network | | | X | | |
| OP-01 | Peachtree Boulevard South Gateway | | X | X | X | X |
| OP-02 | Peachtree Boulevard North Gateway | | X | X | X | X |
| OP-04 | Shallowford Operations at I-85 interchange | X | | X | | |
| OP-05 | Chamblee-Tucker Operations at I-85 interchange | | | X | | |
| OP-07 | Chamblee-Tucker/New Peachtree Intersection | | | X | X | |

# PROJECT FUNDING ELIGIBILITY (CONTINUED)

Local funding sources listed in this table include sources outside of the CIty general fund, bonds, assessment districts, or other types of special local funding that may be used to contribute to any of the projects or studies recommended in the plan.

| Project ID | State Funds | | | | Local Funds | | |
|---|---|---|---|---|---|---|---|
| | Bridge Program | LMIG | GTIB | HSIP | CID (Forthcoming) | Future TSPLOST | Private Development Contributions |
| **B Projects** | | | X | | | | X |
| B-01 | | | | X | | | X |
| B-02 | | | | X | | | X |
| B-03 | | | | X | | | X |
| B-05 | | | | X | | | X |
| B-06 | | | | X | | | X |
| B-08 | | | | X | | | X |
| CS-01 | | | X | | | | |
| CS-02 | | | X | | | | |
| **NS Projects** | | | | | | X | X |
| NS-01 | | | X | X | | X | X |
| NS-02 | | | X | X | | X | X |
| NS-03 | | | | | | X | X |
| NS-05 | | | X | | X | X | X |
| NS-06 | | | | | | | |
| NS-07 | | | | | | | |
| OP-01 | | | X | X | X | X | X |
| OP-02 | | | X | X | X | X | X |
| OP-04 | | X | X | X | | X | X |
| OP-05 | | X | X | X | | X | X |
| OP-07 | | | X | | | X | X |

# PROJECT FUNDING ELIGIBILITY (CONTINUED)

| Project ID | Project Name | Federal Funds/ARC/TIP | | | | |
|---|---|---|---|---|---|---|
| | | CDBG | CMAQ | STBG | LCI | TAP |
| SA-01 | Buford Highway Corridor Access Management | X | X | X | | |
| SA-02 | Peachtree Boulevard Access Management | X | X | X | | |
| SA-03 | Chamblee-Tucker/Shallowford Intersection Design | X | X | X | | |
| SA-04 | Buford Highway/Clairmont Road Intersection | X | X | X | | |
| SA-05 | Clairmont Road South Corridor Enhancements | | | X | X | X |
| SA-06 | North Shallowford/North Peachtree Roundabout (North) | | | X | X | |
| SA-07 | North Shallowford/North Peachtree Roundabout (South) | | | X | X | |
| SA-09 | Buford Highway Repurposing | X | X | X | | X |
| SA-10 | Harts Mill Traffic Calming Evaluation | | X | X | | X |
| **SW Projects** | **All Unless Specified** | | | | | |
| SW-01 | North Shallowford Road Sidewalk | | X | | X | X |
| SW-17 | Plaster Road Sidewalks | X | X | | | X |
| SW-20 | Plaster Road Sidewalks | X | X | | | X |
| SW-21 | Hardee Avenue Sidewalk | X | X | | | X |
| SW-22 | 4th Street Sidewalk | X | X | | | X |
| SW-23 | 6th Street Sidewalk | X | X | | | X |
| SW-24 | Cold Spring Lane Sidewalk | | X | | | X |
| TR-01 | Chamblee Station Multimodal Hub | X | X | X | X | X |
| TR-02 | Chamblee Station Pedestrian Passage | X | X | X | X | X |

# PROJECT FUNDING ELIGIBILITY (CONTINUED)

| Project ID | State Funds | | | | Local Funds | | |
|---|---|---|---|---|---|---|---|
| | Bridge Program | LMIG | GTIB | HSIP | CID (Forthcoming) | Future TSPLOST | Private Development Contributions |
| SA-01 | | | | | X | X | X |
| SA-02 | | | | | X | X | X |
| SA-03 | | | X | | | X | X |
| SA-04 | | | X | X | | | X |
| SA-05 | | X | X | X | | | X |
| SA-06 | | X | | | | X | |
| SA-07 | | X | | | | X | |
| SA-09 | | | | X | X | X | X |
| SA-10 | | X | | | | | X |
| **SW Projects** | | | | | X | X | X |
| SW-01 | | | X | | | X | |
| SW-17 | | | X | | | X | X |
| SW-20 | | | | | | X | X |
| SW-21 | | | | | | X | X |
| SW-22 | | | | | | X | X |
| SW-23 | | | | | | X | X |
| SW-24 | | | | | | X | X |
| TR-01 | | | X | | | X | |
| TR-02 | | | | | | X | |

The following are key sources that the City may consider beyond general fund, bonds, and other sources, and include adaptation of current funding programs to allow greater flexibility.

**Community Improvement Districts (CIDs).** At the time of the plan's development, businesses and property owners along the Peachtree Boulevard corridor were studying the formation of a CID for that area, with potential future expansion of this district to other commercial properties within the City.

CIDs are self-taxing districts on commercial and industrial properties, and they have broadly been used in the Atlanta metropolitan area to catalyze and lead infrastructure enhancements, capital projects, and special programs to encourage investment and economic development. Many of the region's CIDs have focused their capital programs on transportation projects, leveraging their funds as a source of local match funding and attracting state and federal funds that constitute the bulk of a project's resources. However, they have also accounted for greater portions of a project's cost, especially for smaller-scale projects such as sidewalk completion, streetscape enhancement, and improved access to transit and multimodal facilities.

**Future TSPLOST Funds.** The current DeKalb TSPLOST is active through 2022, and subsequent tax levies would require voter approval. The plan has generally assumed that TSPLOST renewals will occur, whether in five-year periods as with the current tax or through a more structured, long-term program that would replace the Local Option Sales Tax (limited by state statute to shorter time periods) with a longer-term tax program enabled by special state legislation, similar to the 40-year sales tax collected in the City of Atlanta for transit expansion and operations.

The Mobility Plan has broken down project recommendations into a series of priority tiers (Highest and High within the first five years of plan implementation, Medium within the second five years, and Lower within the outlying ten years). These are intended to align generally with ARC TIP cycles and conventional TSPLOST funding periods, allowing the City a list of candidate projects to propose for the TSPLOST renewals or other similar tax proposals.

**Private Development Contributions.** The City currently requires contributions of private development for certain projects and improvements, although these are largely limited to on-property improvements as defined by state legislation, most commonly sidewalks and any traffic or roadway infrastructure related to accessing development sites.

The Mobility Plan provides a citywide framework for new projects that may have a direct relationship to development and allows the City to request contributions to these projects as a means of mitigating the impact a development has on public infrastructure. These will continue to include sidewalks, and even if the City has not defined a sidewalk project in the plan, it will continue to follow its development regulations and require private development to add sidewalks to a City standard on development sites. However, these projects also include new street connections, safety improvements, and access management efforts on major corridors such as Buford Highway and Peachtree Boulevard.

## MAINTENANCE

At the time of the Mobility Plan's creation, the City had recently assumed ownership and maintenance responsibility of local streets from DeKalb County, adding a significant inventory to the capital assets it already owned and oversaw. Based on current capital improvement budgeting, SPLOST programming, and other City expenditures, the City currently spends approximately $800,000 per year on maintenance, though this is expected to increase as a result of assuming control of streets from DeKalb County.

**The plan recommends a maintenance budget of approximately $3 million per year to adequately address new streets and capital projects,** prepare for repairs to existing major infrastructure such as bridges, and maintain a level of good repair on streets, sidewalks, trails, and other City assets. Ultimately, these repairs should be derived from the City's general fund and should not rely on outside funding sources such as sales taxes or bonds.

The City may be able to 'phase' into this maintenance outlay over the next several years, and the creation of a new Community Improvement District on the Peachtree

Boulevard corridor (which is envisioned to expand to Buford Highway in the future) can help to provide local funding to be applied toward maintenance.