

# CHAMBLEE DORAVILLE

COMMUNITY IMPROVEMENT DISTRICT

# MOBILITY MASTER PLAN



UPDATED  
MAY 2023

PREPARED BY



THIS PAGE LEFT BLANK FOR DOUBLE-SIDED PRINTING



# CHAMBLEE DORAVILLE CID MOBILITY MASTER PLAN

## CONTENTS

Introduction	1
Background	9
Stakeholders and Partners	25
Recommendations	29
Implementation	66

# ACKNOWLEDGMENTS

## CHAMBLEE DORAVILLE COMMUNITY IMPROVEMENT DISTRICT BOARD OF DIRECTORS AND STAFF

Joshua Harrison, Chairman  
Vince Riggio, Vice Chairman  
Matthew Oppenheimer, Secretary and Treasurer  
Mario Evans  
Stacey Ellis Hodges  
Randy Holmes  
Greg Lewis  
Brent Reid

Malaika Rivers, Executive Director  
Tamara Horton, Program Coordinator  
Lynn Rainey and John Vaughan, Counsel

## PARTNER AGENCY STAFF AND STAKEHOLDERS

### **City of Chamblee**

Mayor Bryan Mock  
Jon Walker, City Manager  
Mercy Montgomery, Assistant City Manager  
Cynthia Edwards, Capital Programs Coordinator

### **City of Doraville**

Mayor Joseph Geierman  
Chris Eldridge, City Manager  
Naomi Siodmok, Planning Director

### **DeKalb County**

Delores Crowell  
Patrece Keeter  
Sylvia Smith

### **Georgia Department of Transportation**

Tim Matthews, Project Delivery Office  
Paul DeNard, District Engineer, District 7  
Landon Perry, Pre-Construction Engineer, District 7  
Joshua Higgins, District 7

### **Atlanta Regional Commission**

Amy Goodwin, Transportation Program Manager

### **Other Stakeholders**

Deborah Latham, Georgia Tank Lines  
Lily Pabian, We Love BuHi  
Harold Shinn, Buford Highway Farmers Market

## CONSULTANT TEAM

### **Stantec**

Joel Mann, AICP, Project Manager  
Michael Holt, PE  
Mitchell Greenway, PE  
Stephen Hopper, ASLA  
Amelia Casey



# 1

# INTRODUCTION

The Chamblee Doraville Community Improvement District (CID) created this Mobility Master Plan as its first organized planning effort after its formation in 2019. The Plan is intended to guide the CID as it makes investments in the long-term prosperity and economic opportunity of the area, and it will allow for close coordination with the Cities of Chamblee and Doraville, each of which has developed its own mobility plans in the same general timeline.

This plan report summarizes the process that the CID followed to create this plan, and provides an update to the original plan document adopted in early 2021. This update follows changing conditions in the CID area, some related to shifts in travel patterns that have occurred and remained since the COVID-19 pandemic, but most related to changes in development dynamics, major regional projects adjacent to the CID, and new Federal funding opportunities made available since the passage of the Investment in Infrastructure and Jobs Act (IIJA) and the Bipartisan Infrastructure Law (BIL) of 2021.

## EFFICIENT MOBILITY FOR ECONOMIC PROSPERITY

The CID's formation capitalized on several changes occurring in the Chamblee-Doraville area: the

continued revitalization of Chamblee and Doraville and their growing desirability as places to live, the redevelopment of the former General Motors assembly plant into the mixed-use Assembly Yards, the planned expansion of Interstate 285 with toll managed lanes, and the building momentum of transit expansion in DeKalb and Gwinnett Counties. The CID area is truly at the heart of this dynamic context, and has developed over the past several decades from a remarkable concentration of transportation infrastructure. However, this change brings new priorities for the area, and with these a need to modernize and adapt the area's transportation infrastructure to meet them.

With this need in mind, the CID defines one of its primary missions as promoting **efficient mobility in the CID area to allow continued economic prosperity**. This mission is based on a broad understanding of mobility to truly tie the CID and its surrounding communities together, to offer multiple ways to travel to, from, and through the area, and to equip the CID area for the planned changes occurring in and around it.

As discussed in the diagrams on the following pages, this Mobility Master Plan views efficient

*text continues on page 6*

# EFFICIENT MOBILITY IS SAFETY



## MAIN INTERSECTIONS

The CID area's many angled intersections present challenges to all travelers, motorists and non-motorists, due to limited visibility and high speeds on major corridors.



## BUFORD HIGHWAY

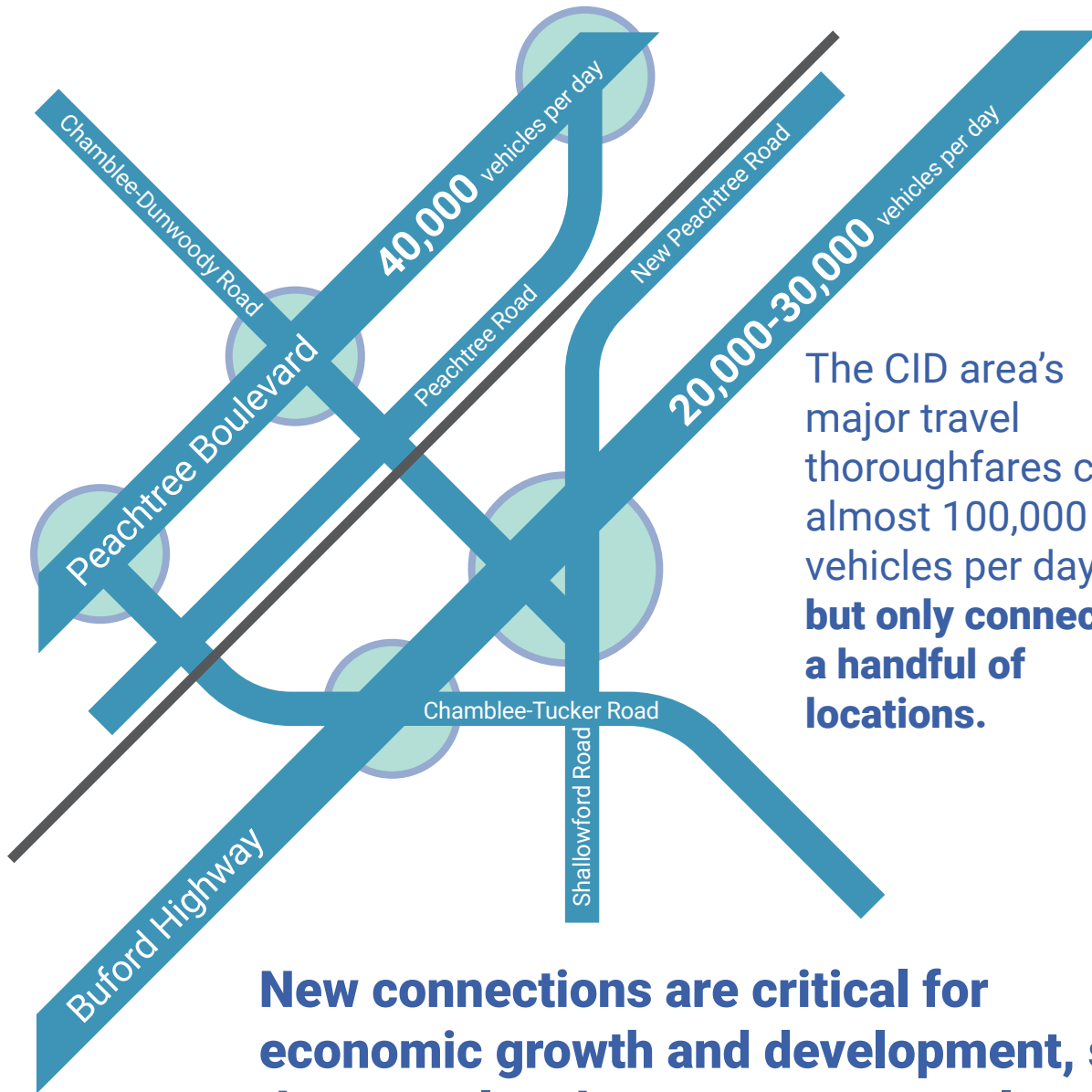
Long featuring of Georgia's highest rates of injuries and fatalities to bicyclists and pedestrians. While recent pedestrian enhancements have helped, the rate remains high.

## SAFETY'S IMPORTANCE TO THE CID

Georgia traffic deaths in 2018 resulted in around **\$1.4 million of lost work and medical costs per incident.**

Even a non-injury crash costs society **approximately \$70,000 on average**, with as much as half of this cost in traffic congestion and property damage.

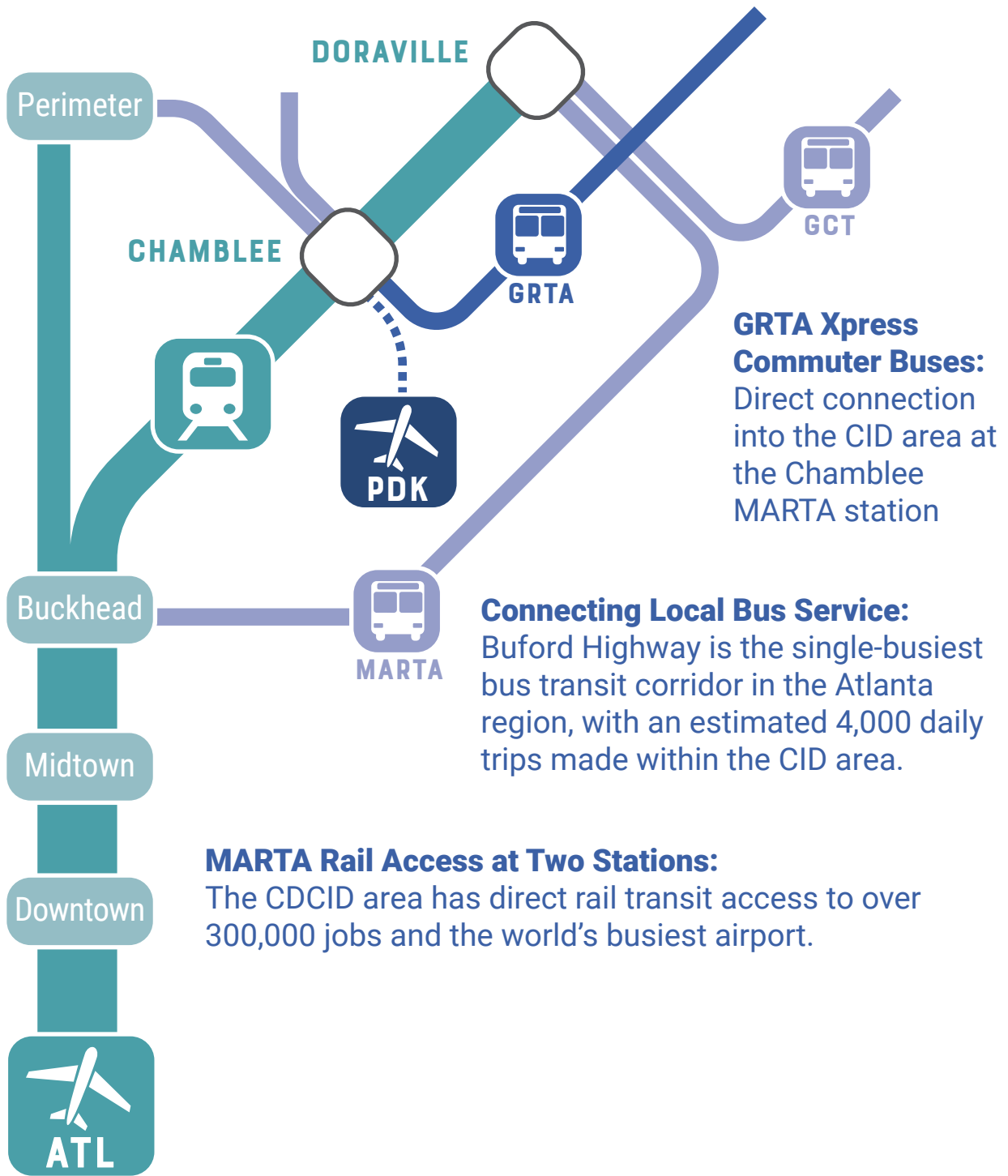
# EFFICIENT MOBILITY IS CONNECTIVITY



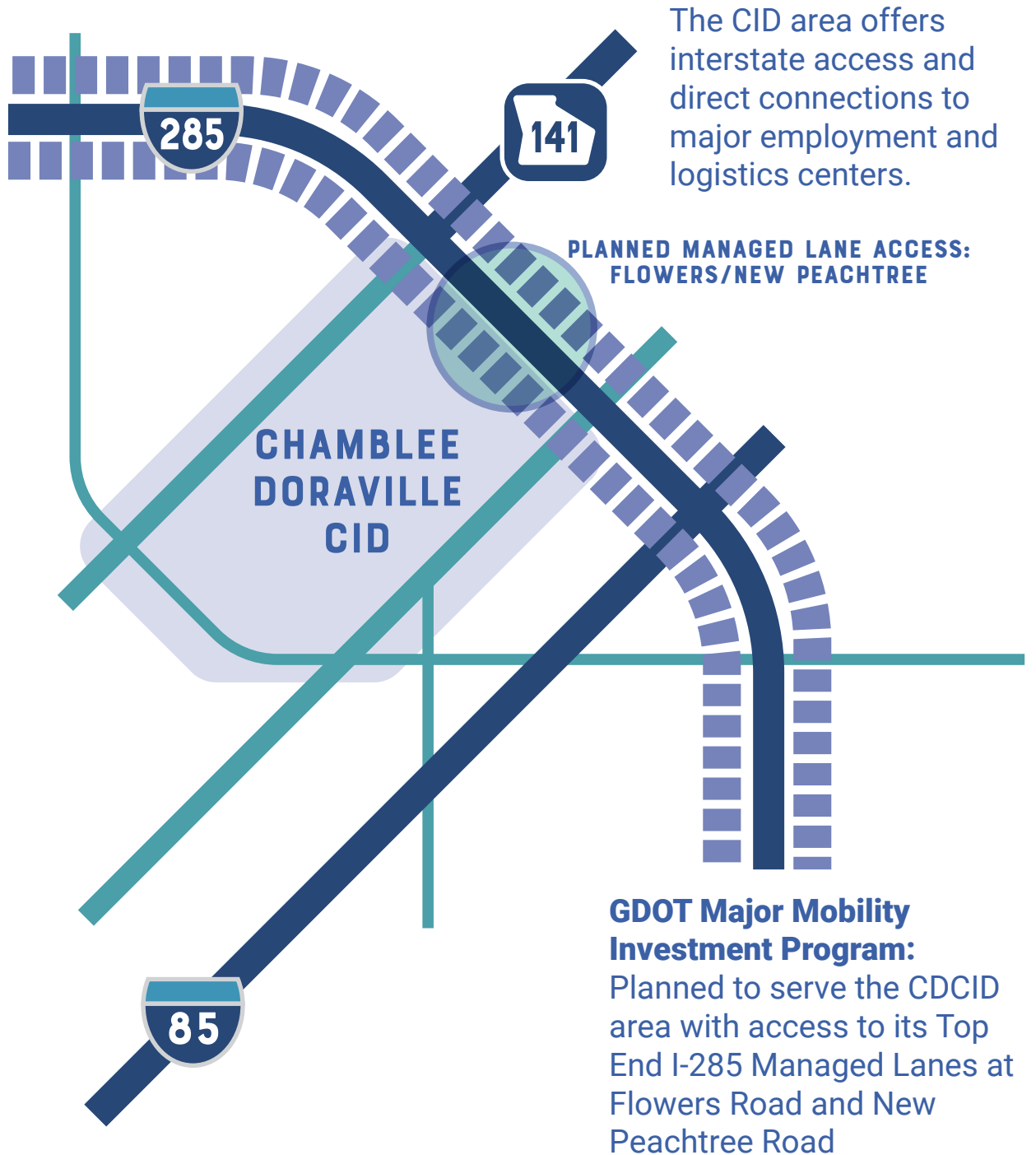
The CID area's major travel thoroughfares carry almost 100,000 vehicles per day, **but only connect at a handful of locations.**

**New connections are critical for economic growth and development, so that travel and movement can rely on more than these limited intersections.**

# EFFICIENT MOBILITY IS TRAVEL OPTIONS



# EFFICIENT MOBILITY IS REGIONAL ACCESS

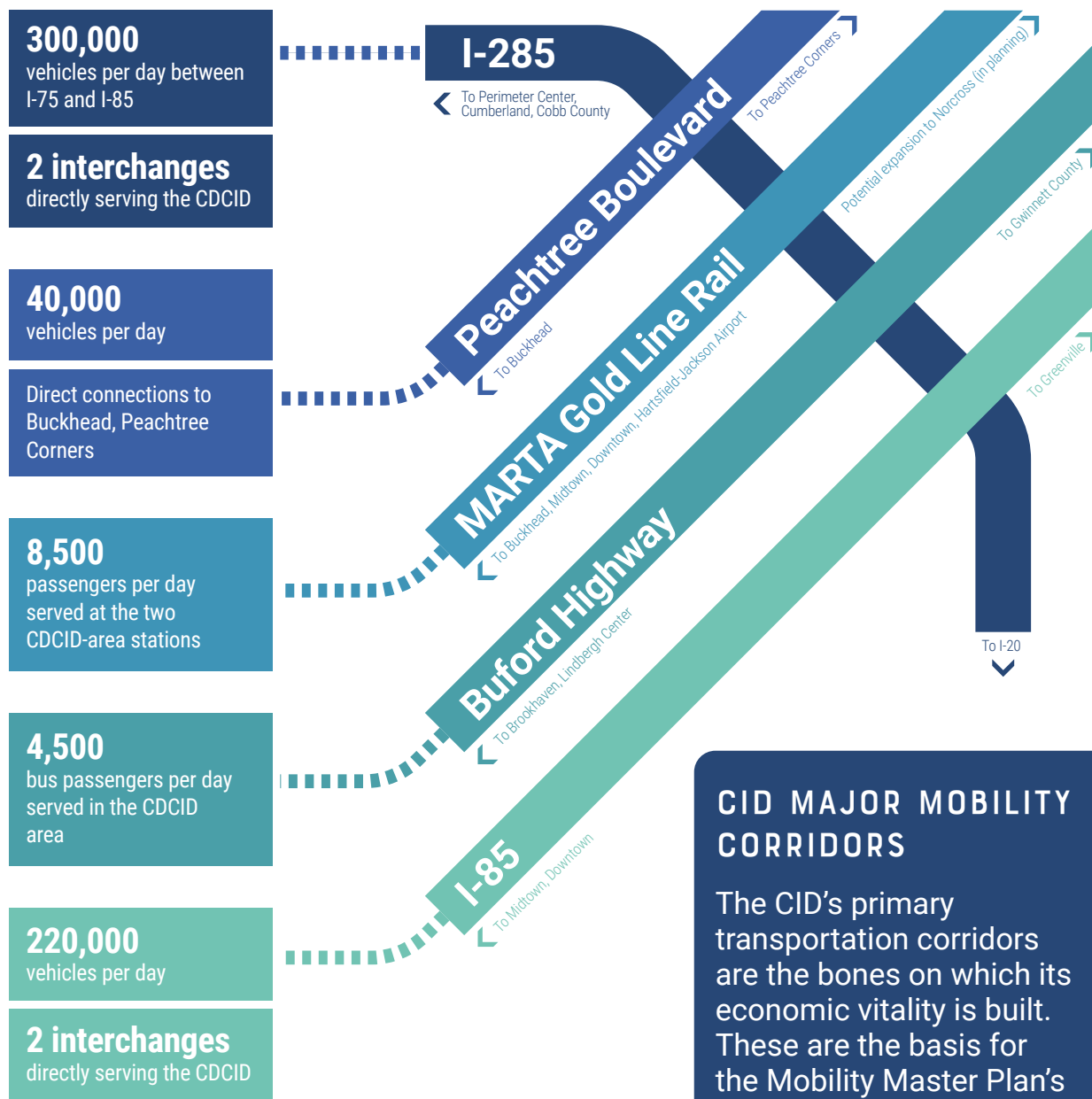


mobility from four primary lenses that benefit the CID: safety, connectivity, travel options, and regional access. Each of these is a critical component to the CID area's ongoing and future success and draws on key dynamics to tie the CID into its surrounding markets of residents and customers. Each also offers a series of key needs and opportunities for the CID to pursue, and these have shaped the primary recommendations of this Plan.

The CID's current transportation system reflects its position at the intersection of several key corridors reflecting different travel types, and the diagrams below and on the following page outline key facts and assets in the CID area.

**Major highway corridors.** The CID sits at the intersection of Interstate 285 with the Peachtree Boulevard and Buford Highway corridors in northern DeKalb County. It is located north and west of the I-85/I-285 interchange, although some of its secondary corridors, such as Chamblee-Tucker Road and Shallowford Road, provide direct access to I-85.

## MOBILITY IN THE CID



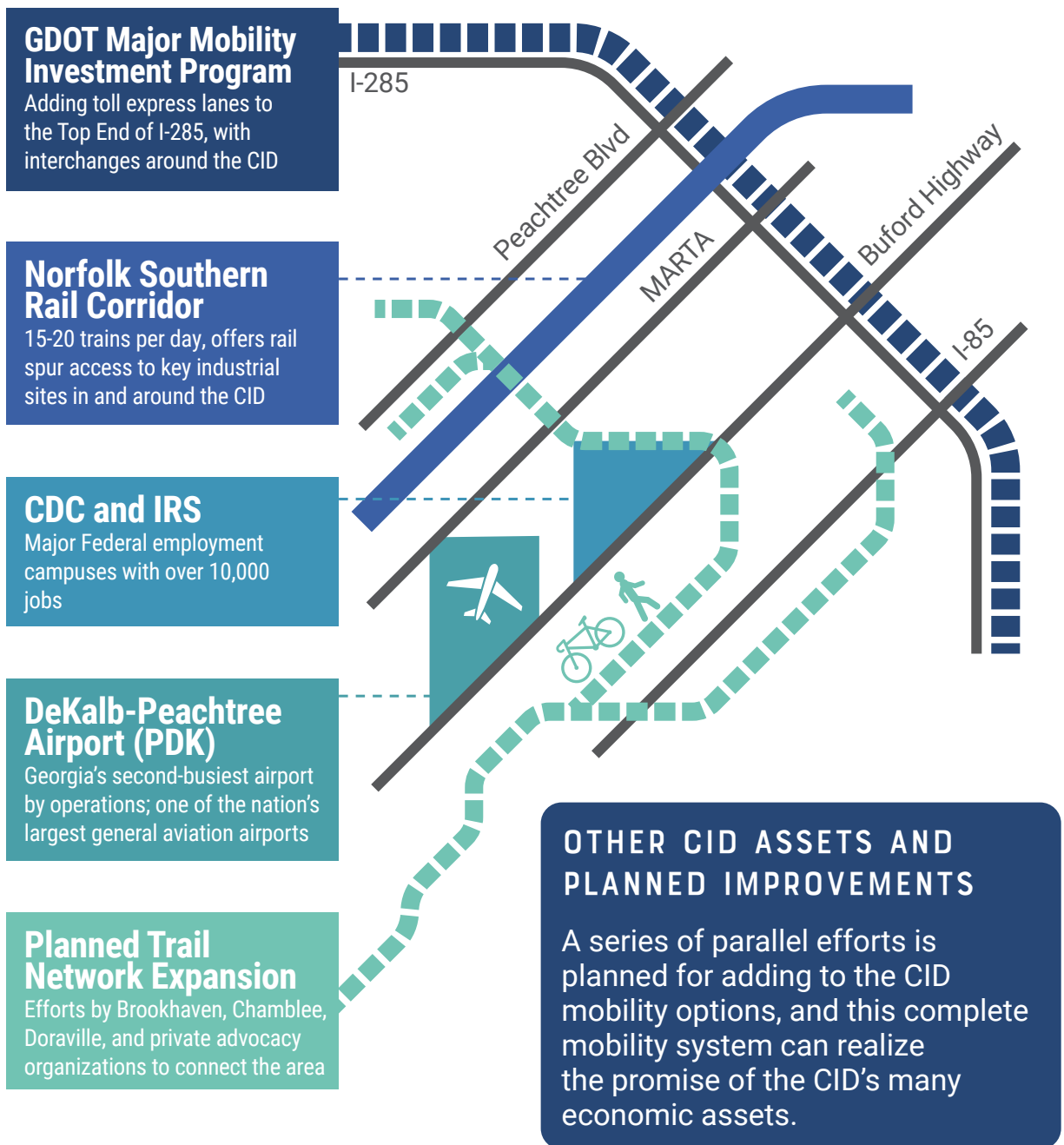
**CID MAJOR MOBILITY CORRIDORS**

The CID's primary transportation corridors are the bones on which its economic vitality is built. These are the basis for the Mobility Master Plan's recommended projects.

**Railroad and MARTA Rail.** The Norfolk Southern rail mainline connecting Atlanta with Greenville, Charlotte, and New Orleans bisects the CID area, along MARTA's Gold Line heavy rail transit, constructed immediately adjacent to the Norfolk Southern rail. These very active railroads provide freight rail (Norfolk Southern) and passenger transit (MARTA) services through the CID area, with MARTA featuring two stations at Chamblee and Doraville. A sign of the long-standing presence and importance of these rail corridors in the CID area, all road

crossings of these corridors are grade-separated, which allows vehicle and rail traffic to move without interruption or conflict. However, these crossings are limited, meaning that large sections of the CID require indirect trips and must rely on a small number of key links in the street network to move from one side of the CID to the other.

**Transit, Bicycling, and Walking.** MARTA's two rail stations serve as transit hubs connecting to a series of local bus routes, including MARTA's Route 39 serving Buford Highway, its busiest route



in the system. Bus service provides connections throughout the cities of Chamblee and Doraville, with onward connections to rail stations in major employment centers in the Atlanta region. However, many of the critical connections for transit passengers in the CID area, especially sidewalks, multi-use trails, and dedicated bicycle infrastructure, are incomplete or in need of repair. Local zoning and land use regulations have guided redevelopment in the CID area to add in sidewalks and bicycle infrastructure on an incremental basis, and GDOT enhancement projects along Buford Highway have provided important and highly-used crossings between major intersections.

## USE OF THE PLAN

This Mobility Master Plan is intended to serve as a resource for the CID to advance its mission of efficient mobility, provide information for developing future projects, and for advocating for ongoing transportation investments from partner organizations to allow the business districts and larger communities of Chamblee and Doraville to continue to thrive. It is organized into the following sections.

**Background of the Master Plan (Section 2).** This section provides an overview of current conditions, demographics and community characteristics, and major needs and opportunities associated with these. It is based on an analysis of data on traffic, safety, transit, and other major components of the transportation system, as available to the CID, and outlines key trends and opportunities.

**Stakeholder and Partner Involvement (Section 3).** The Mobility Master Plan also engaged a series of stakeholders and partner organizations in developing its recommended projects and priorities for addressing needs. These partners helped the Master Plan study team to identify additional needs as well, and this outreach effort brought an added perspective on the day-to-day operations and transportation-related needs of the CID area. They also helped to integrate the CID's definition of its priorities with their own, allowing the CID to select

a series of mobility priorities that complemented (rather than duplicated) these priority efforts.

**Recommended Projects and Programs (Section 4).** This section forms the main part of the plan and outlines the various project and program opportunities that the CID should pursue to continue providing for the efficient mobility of the area. Although the Mobility Master Plan developed over 40 project candidates for the CID to consider, it selected a short list of these as its key priorities and provides additional detail on these projects.

The Recommendations Section is organized as follows:

- **Priority Projects**, each with a detailed summary featuring a description of the project's purpose and need, an illustration of the basic concept of the project, and information on cost, complexity, and strategies for implementation.
- **Policy and Program Priorities**, focused on the advocacy the CID should take around parallel efforts led by the Cities of Chamblee and Doraville, GDOT, the Assembly CID, and others.
- **Other project opportunities**, which include the candidates identified earlier in the process but not identified as high priority for the CID.

**Implementation Strategies (Section 5).** This section provides a guidance framework on how the CID will move forward with designing and implementing its various recommendations. This includes an overview of the options the CID may have for project funding and outlines the timeframe for which certain projects may advance. This is intended to be flexible enough to allow the CID to pursue projects as most appropriate and opportune given changing conditions of the next several years, although is detailed enough to serve as a blueprint for advancing individual projects.



# 2

## BACKGROUND

### CURRENT CONDITIONS IN THE CID

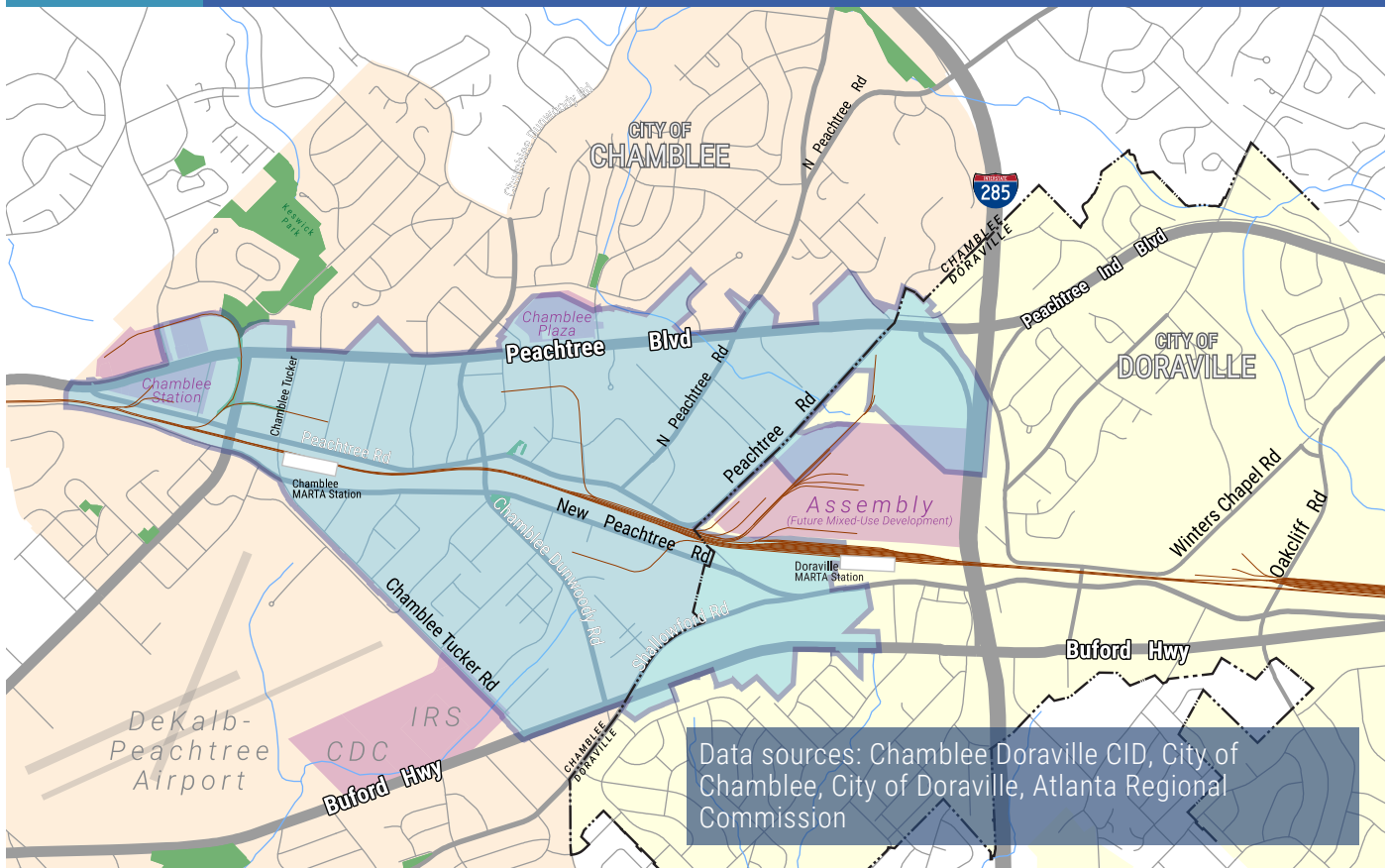
The CID area is one of the Atlanta region's most significant crossroads of infrastructure: it includes two of the region's Interstate highway corridors, one of its rapid transit lines, one of its primary freight rail corridors and two major regional thoroughfare roads. However, it is also a thriving commercial destination that has evolved in the last two decades from a historically industrial land use concentration, surrounded by residential communities of Chamblee and Doraville that developed with the outward growth of the Atlanta metropolitan area.

As a result, both the transportation system and the characteristics of the communities it serves are complex. The CID area's transportation system is focused heavily on a series of roughly parallel road and rail corridors that serve as major passenger and freight travel links in the northeast Atlanta region, including Peachtree Boulevard (Peachtree Industrial Boulevard in Doraville), Buford Highway, and Interstate 85. The Norfolk Southern rail mainline connecting Atlanta to Greenville, South Carolina and the mid-Atlantic region of the United States passes directly through the CID, and as it features only five crossings in the greater CID area, it divides the area into two primary parts with Peachtree Boulevard and Buford Highway serving as the two central spines of economic activity.

This section of the Mobility Master Plan report presents a series of findings related to existing conditions and is intended to illustrate the background in which the Plan's recommendations are made. It considers these in light of the Plan's overall focus on efficient mobility, and the four different pillars of that concept defined in Section 1.

FIGURE 2.1

**CHAMBLEE DORAVILLE CID BOUNDARIES AND CONTEXT**



For purposes of facilitating the Mobility Master Plan’s study area and its planning context on these maps, all maps in Figures 2.1 through 2.13 are rotated 45 degrees to the east. North arrows are shown on all maps for reference and ease of orientation.

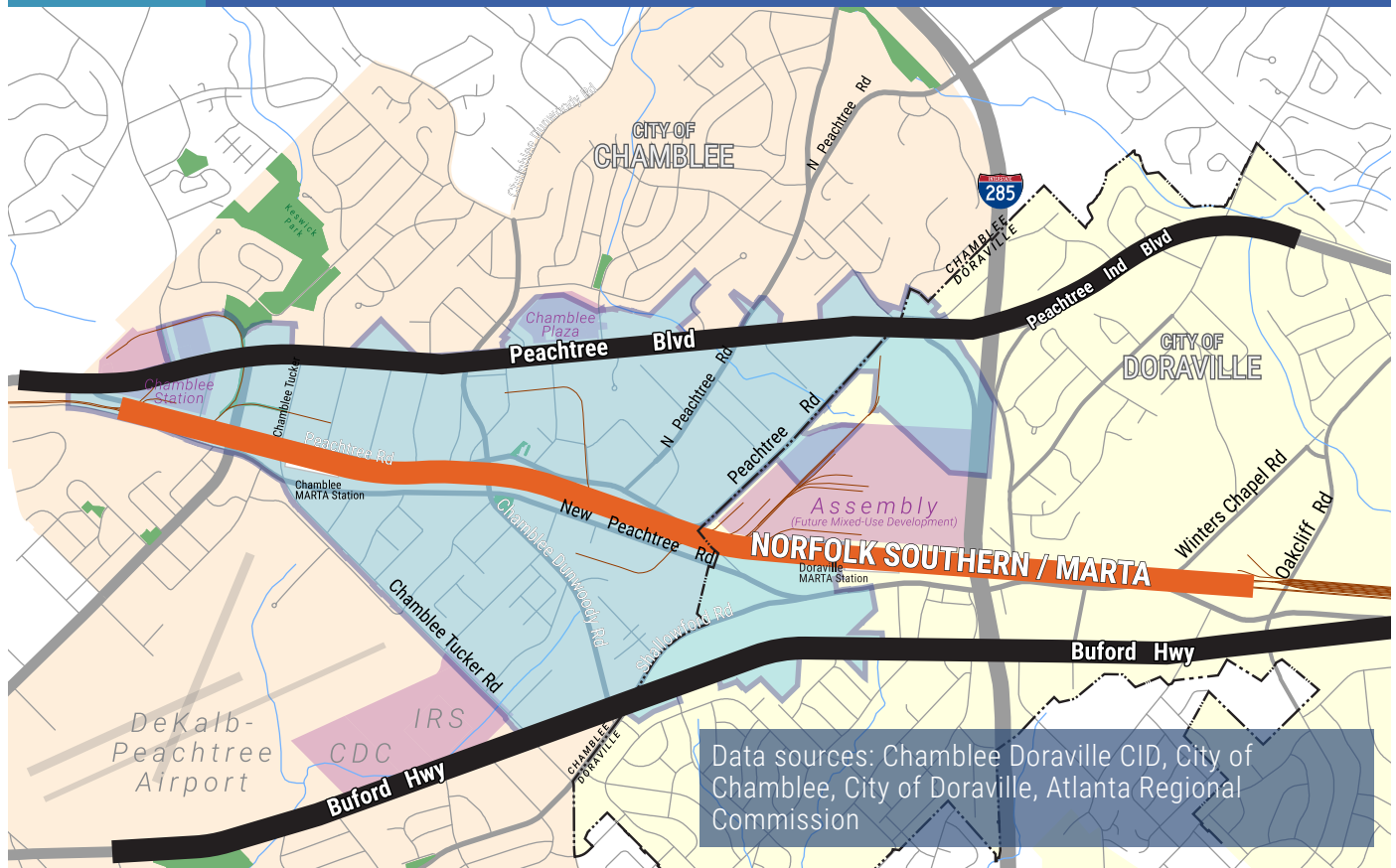
The area shown in blue on this map reflects a generalized area of the CID as of mid-2020. It includes more than the properties actually paying the CID property tax millage, as many parcels in this area are ineligible for CID membership due to their land use or tax exempt status or have simply not yet opted to join the CID. For planning purposes, this area is treated as an overall footprint of the CID, and its desire to expand will likely continue along the main commercial corridors of Buford Highway and Peachtree Boulevard/Peachtree Industrial Boulevard. It is important to note that the Assembly mixed-use development in the City of Doraville has created its own CID, distinct from the Chamblee Doraville CID.

**Mobility Master Plan Study Area**

- CDCID Area
- City of Chamblee
- City of Doraville
- Major Destinations

FIGURE 2.2

## MAJOR TRANSPORTATION CORRIDORS IN THE CID AREA



The CID area is largely oriented to the two main arterial thoroughfares of Buford Highway and Peachtree Boulevard. These two corridors serve a large portion of the CID properties and some of its main regional destinations for retail and specialty commercial (such as automobile sales). However, the CID area also includes the minor arterial and collector streets between these two main corridors, with Chamblee-Tucker Road serving as a de facto southern boundary.

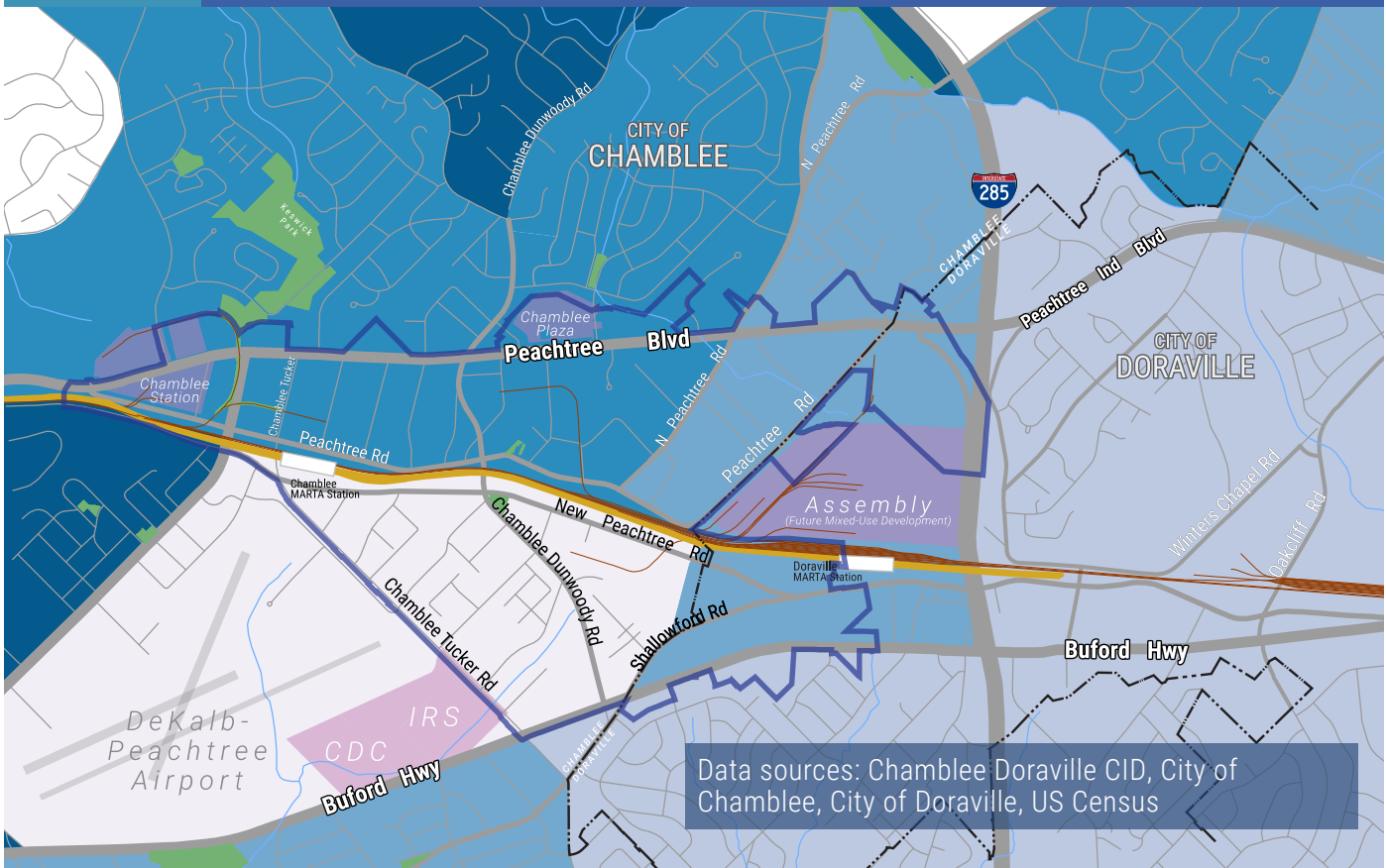
This planning area also includes other key transportation infrastructure, most notably the freight rail line owned and operated by Norfolk Southern and the passenger transit rail line owned and operated by the Metropolitan Atlanta Rapid Transit Authority (MARTA), which features two stations within the CID area (Chamblee and Doraville). Although just outside the CID area's present footprint, Interstate

285 is also an important part of its mobility system, as this freeway provides regional access to other key destinations in the Atlanta area. The extent of I-285 passing through the CID area is a part of the important Top End of I-285, the northern part of the freeway loop connecting Interstates 75 and 85, one of the most heavily traveled sections of the Atlanta region's expressway system.

This crossroads of infrastructure is undoubtedly one of the CID's greatest assets, but also presents challenges in that some of this infrastructure, especially I-285 and the rail corridor, features few crossing points. This disrupts the overall street network and causes travel patterns in the CID area to rely more heavily on a limited number of intersections.

FIGURE 2.3

**HOUSEHOLD INCOME IN THE CID AREA**



Data sources: Chamblee Doraville CID, City of Chamblee, City of Doraville, US Census

**HOUSEHOLD INCOME**

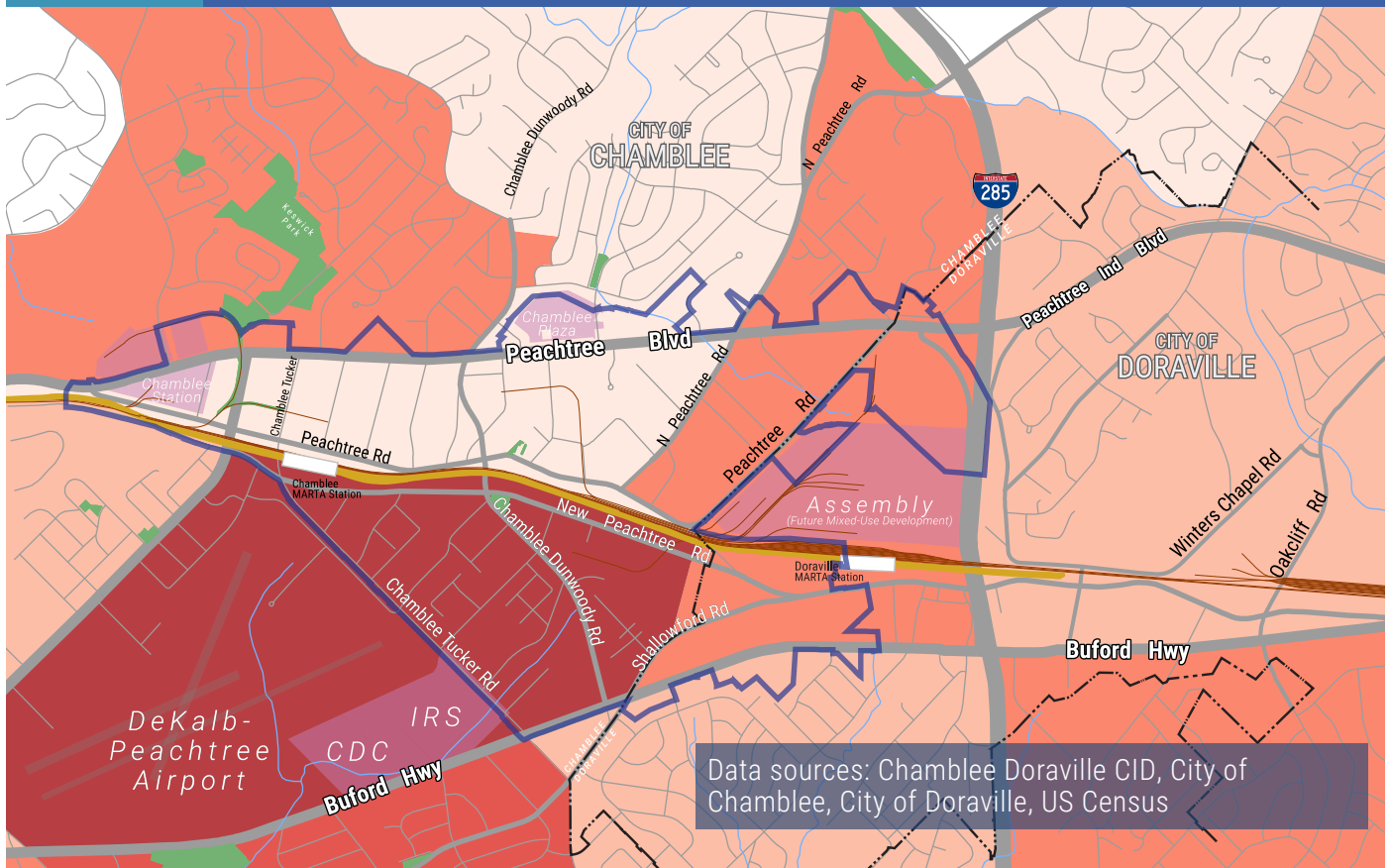
The CID area also reflects a diversity of household income, which affects transportation and travel choices. The area of Chamblee directly north of DeKalb-Peachtree airport and portions of Doraville along the Buford Highway corridor feature lower average household incomes than the area of Chamblee along the Peachtree Boulevard corridor. Although the Census geographies studied in this analysis do not directly follow City limits or the CID boundaries, they generally reflect the higher average household incomes of northern Chamblee and Brookhaven relative to those of southern Chamblee and Doraville.

**Median Household Income**

- \$35,000 or less
- \$35,001 - \$60,000
- \$60,001 - \$80,000
- \$80,001 - \$100,000
- \$100,001 - \$160,000

FIGURE 2.4

VEHICLE AVAILABILITY IN THE CID AREA



VEHICLE AVAILABILITY

Aligned almost directly with household income, areas with lower average household income tend to have higher shares of households that do not have a vehicle available. In the CID area, these range from under 5 percent in the Peachtree Boulevard and Huntley Hills neighborhoods of Chamblee to over 20 percent in the residential areas of Chamblee north of DeKalb-Peachtree airport. The Peachtree Boulevard and Buford Highway corridors follow similar trends to income in that the former connects neighborhoods and residential areas with relatively more access to vehicles and the latter connects residential areas with relatively less access.

Share of Occupied Housing Units with No Vehicle Available

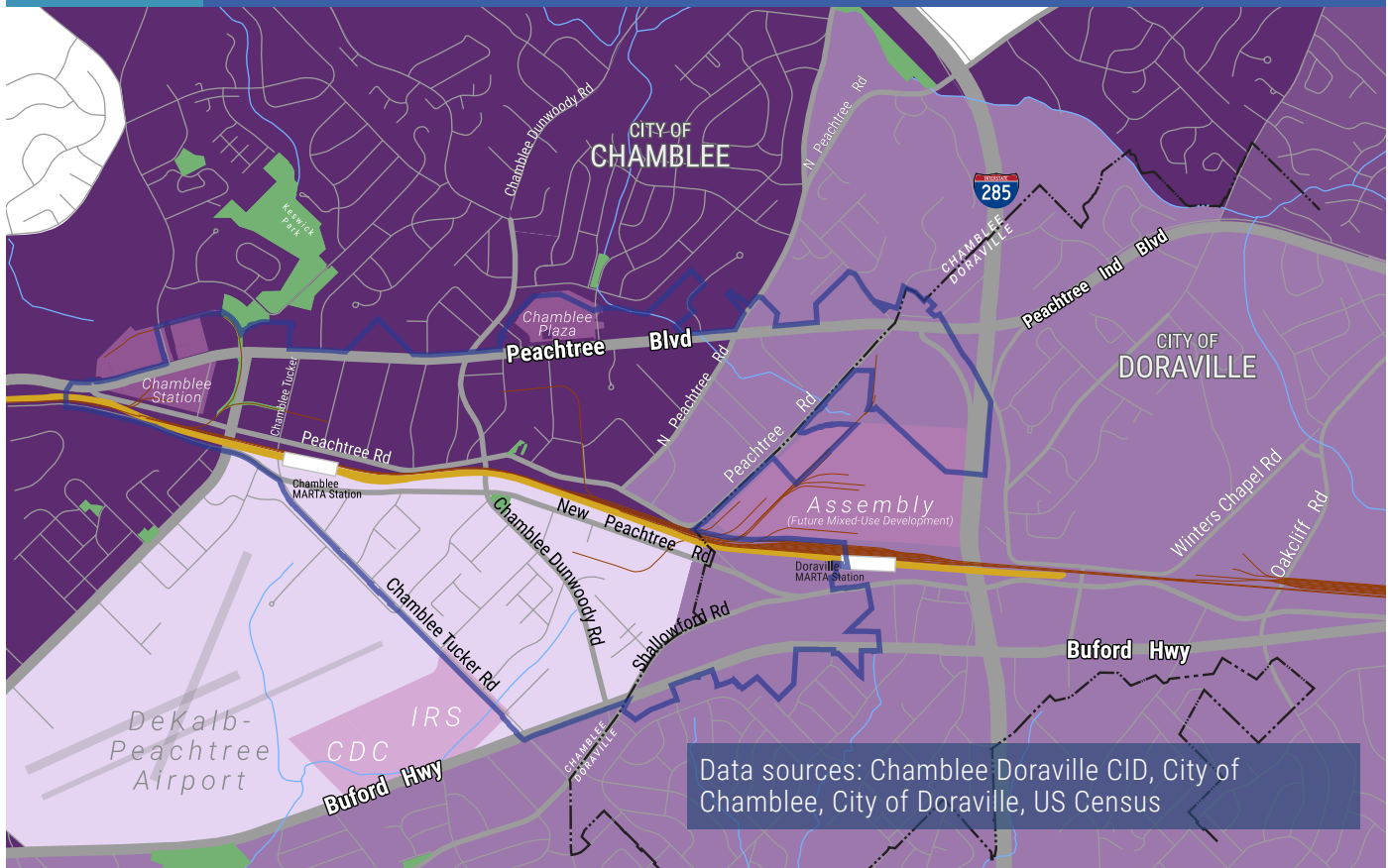
- 5% or less
- 6% - 10%
- 11% - 15%
- 16% - 20%
- 21% - 31%

WHAT THESE FINDINGS MEAN FOR THE CID

More than in most of the Atlanta metropolitan area, residents of the CID area and communities adjacent to it rely on a broader range of mobility options. An economically strong CID is one where the core markets that support it have the access and connections they need.

FIGURE 2.5

RESIDENTS DRIVING ALONE TO WORK



DRIVING ALONE TO WORK

The same patterns seen in the last two figures point to similar patterns for drive-alone commuting. Large portions of the CID area, especially along the Buford Highway corridor, feature drive-alone commuting rates well below the Atlanta region average. The central portion of the CID north of DeKalb-Peachtree Airport, where fewer than 20 percent of workers drive to work, is one of the lowest figures outside of Atlanta’s city limits, and although the Dresden Park communities in Chamblee (east of Buford Highway) and the portions of Doraville around the CID are between 55 and 60 percent, these are still well below the Atlanta metropolitan area average of 78 percent.

Share of Residents Driving Alone to Work

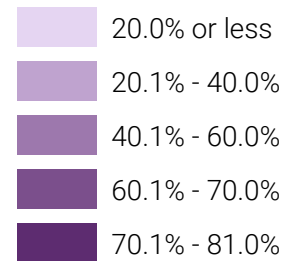
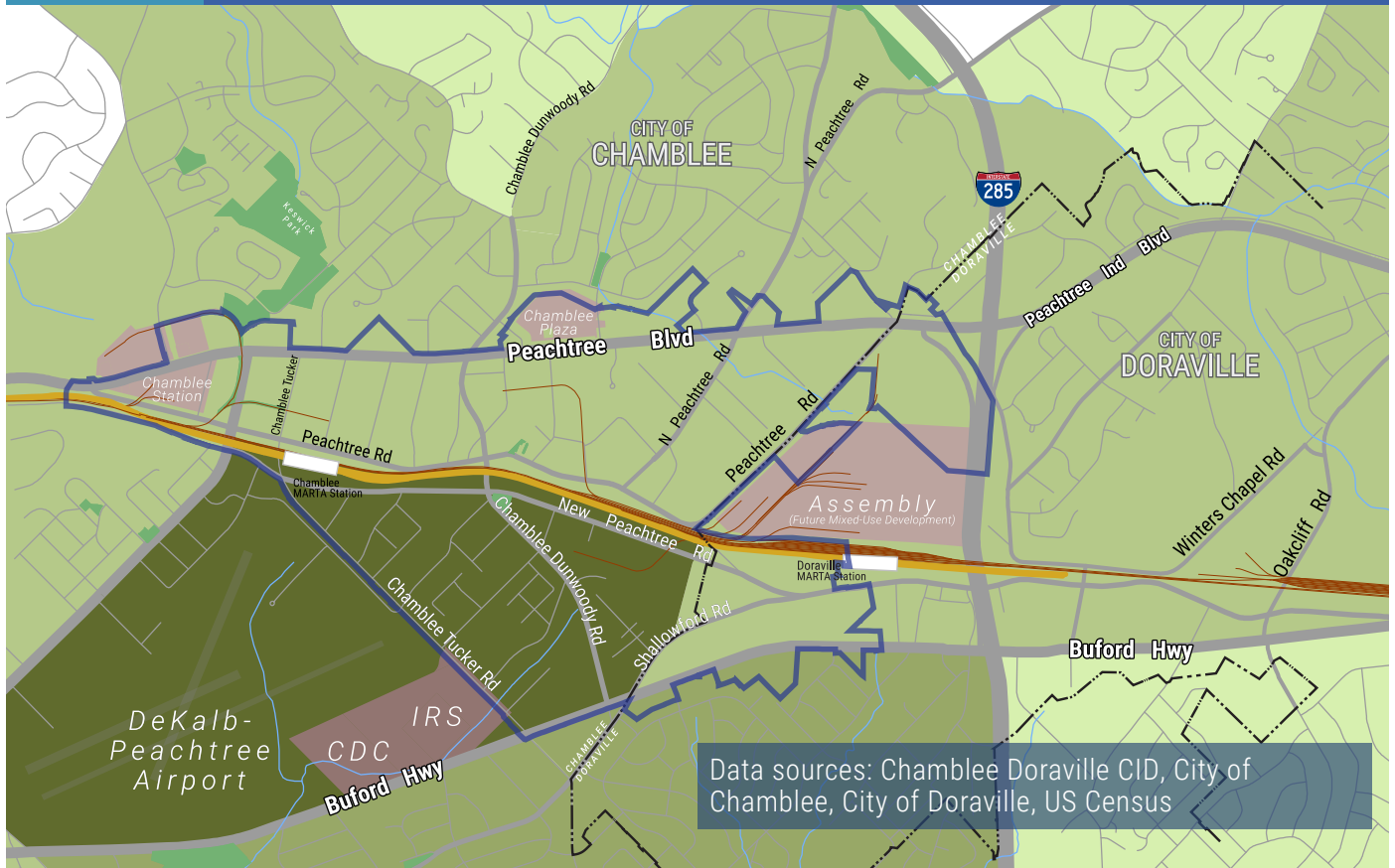


FIGURE 2.6

RESIDENTS TAKING TRANSIT TO WORK



Data sources: Chamblee Doraville CID, City of Chamblee, City of Doraville, US Census

TAKING TRANSIT TO WORK

Similarly, where drive-along rates are lower, taking transit to work tends to occur at higher rates. Along the Buford Highway corridor these rates exceed 10 percent, and throughout the larger CID area their average is 14 percent, figures well above the metropolitan Atlanta average of 3 percent.

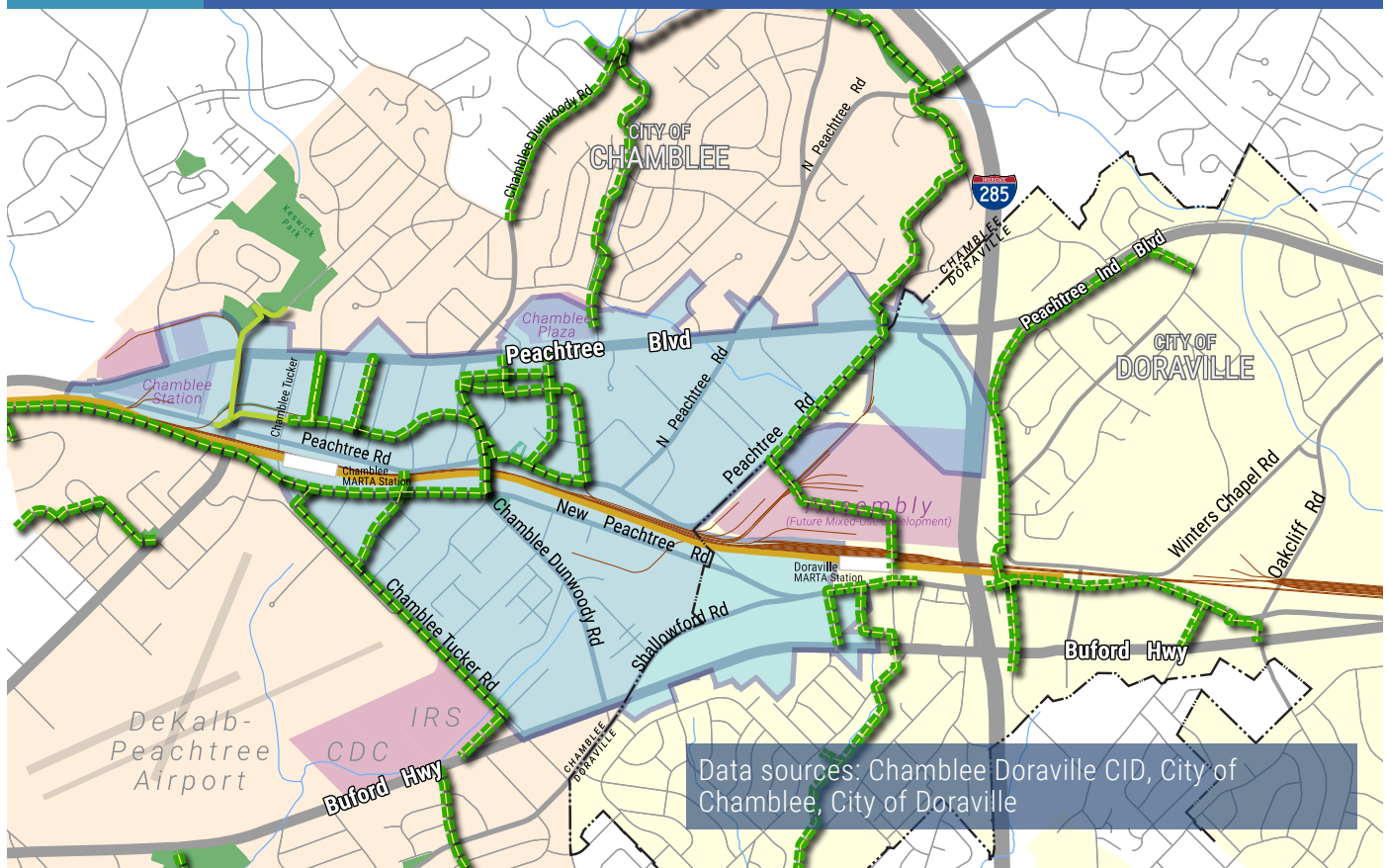
To be sure, this is influenced in part by the proximity of the CID area’s two MARTA rail stations and its extensive local bus service network. The metropolitan region of Atlanta includes substantial areas (including numerous counties) with no transit service at all, which reduces the regional average, and the service area of MARTA in Fulton and DeKalb Counties sees higher transit usage than the region as a whole. Nonetheless, transit use is high, including for residents who do not rely solely on the rail stations.

Share of Residents Taking Public Transit to Work

- 5% or less
- 6% - 10%
- 11% - 15%
- 16% - 20%
- 21% - 25%

FIGURE 2.7

POTENTIAL MULTIMODAL CONNECTIONS



TRAILS AND OTHER TRAVEL OPPORTUNITIES

Both Chamblee and Doraville have developed their own mobility plans around the same time as the CID, and these plans have emphasized a greater degree of multimodal connectivity to encourage residents, workers, and visitors to take advantage of the two cities’ rail stations and other travel options, and even to make local trips without having to drive.

The map above illustrates these planned (and existing) trails around the CID. The only existing trail today is the Keswick Park connector trail in Chamblee, crossing under Peachtree Boulevard and connecting Keswick Park to the south side of Peachtree Boulevard and under the Clairmont Road bridge. However, the City of Chamblee has secured funding to design and construct trails connecting to this as part of their Rail-Trail concept plan utilizing abandoned railroad rights-of-way. This system, once completed, will form a dense network of bicycle and pedestrian connections through Chamblee’s downtown and through a part of the CID’s planning area. It is intended to connect to other parts of the City by a network of trails to the north and south, primarily along Chamblee-Dunwoody Road (connecting to the north) and Chamblee-Tucker Road (to the south). The City of Doraville is focused on providing key connections from its MARTA station into the residential neighborhoods south of Buford Highway and north of the Norfolk Southern rail corridor.

This network represents a high priority on advancing bicycle and pedestrian travel options for both cities, and the locations where this planned network interacts with the CID’s primary thoroughfares represent opportunities for the CID to ensure as seamless a connection as possible.

Planned and Existing Trails




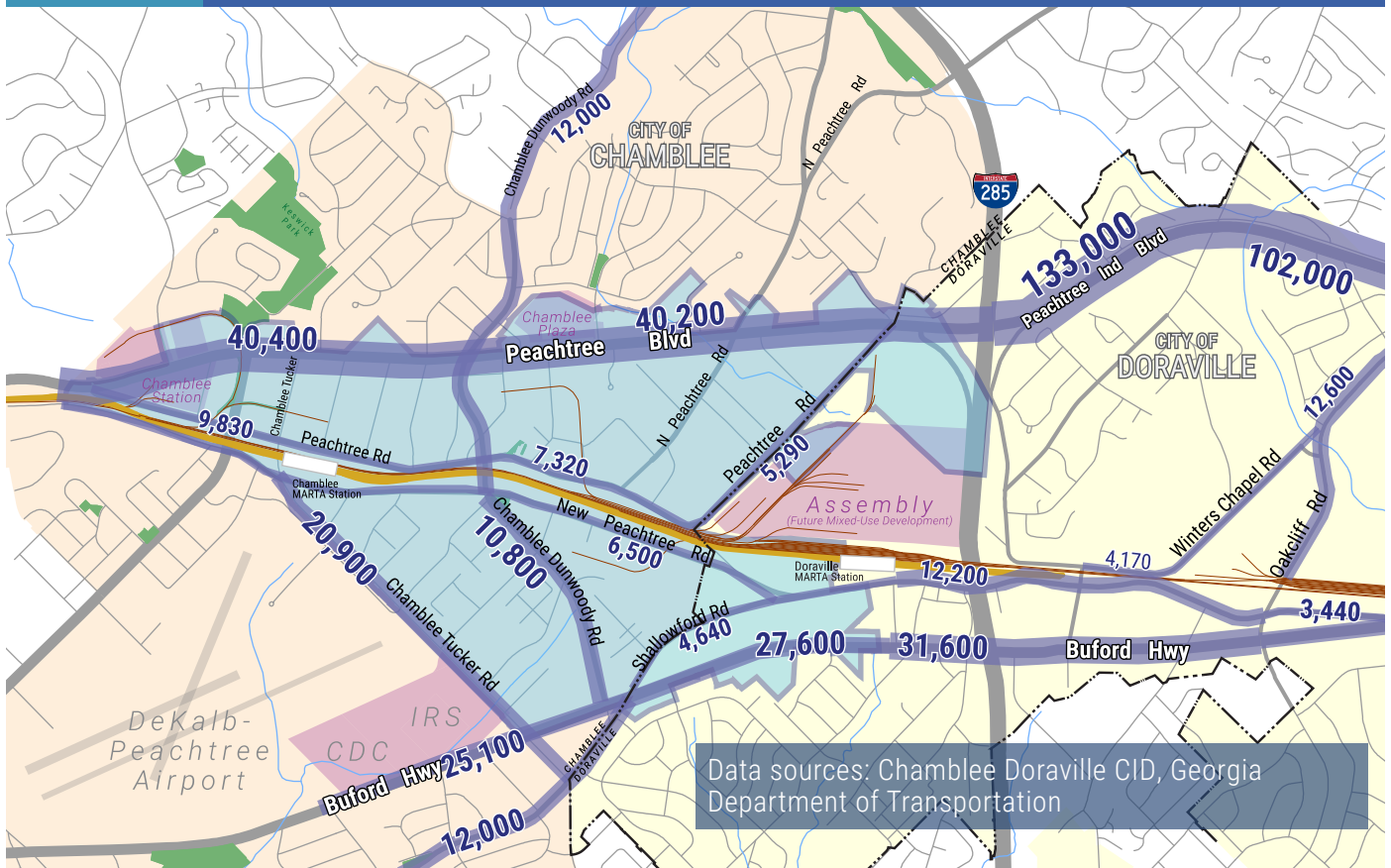
-  Existing Trail
-  Planned Trail (from Chamblee or Doraville Mobility Plans)
-  Generalized CID Area

FIGURE 2.8

TRAFFIC LEVELS



DAILY TRAFFIC

The map above shows daily traffic volumes, or the numbers of vehicles counted in a typical weekday and adjusted for seasonal variation. Traffic volumes vary throughout the CID area, but the two main arterial corridors, Peachtree Boulevard and Buford Highway, carry generally higher volumes than other intersecting and parallel corridors. Of particular note is that many of the streets intersecting these two thoroughfares have higher traffic volumes outside of the CID area than inside of it—due in part to the limitations of the street network between these corridors and especially the limited numbers of crossings of the Norfolk Southern/MARTA rail corridor.

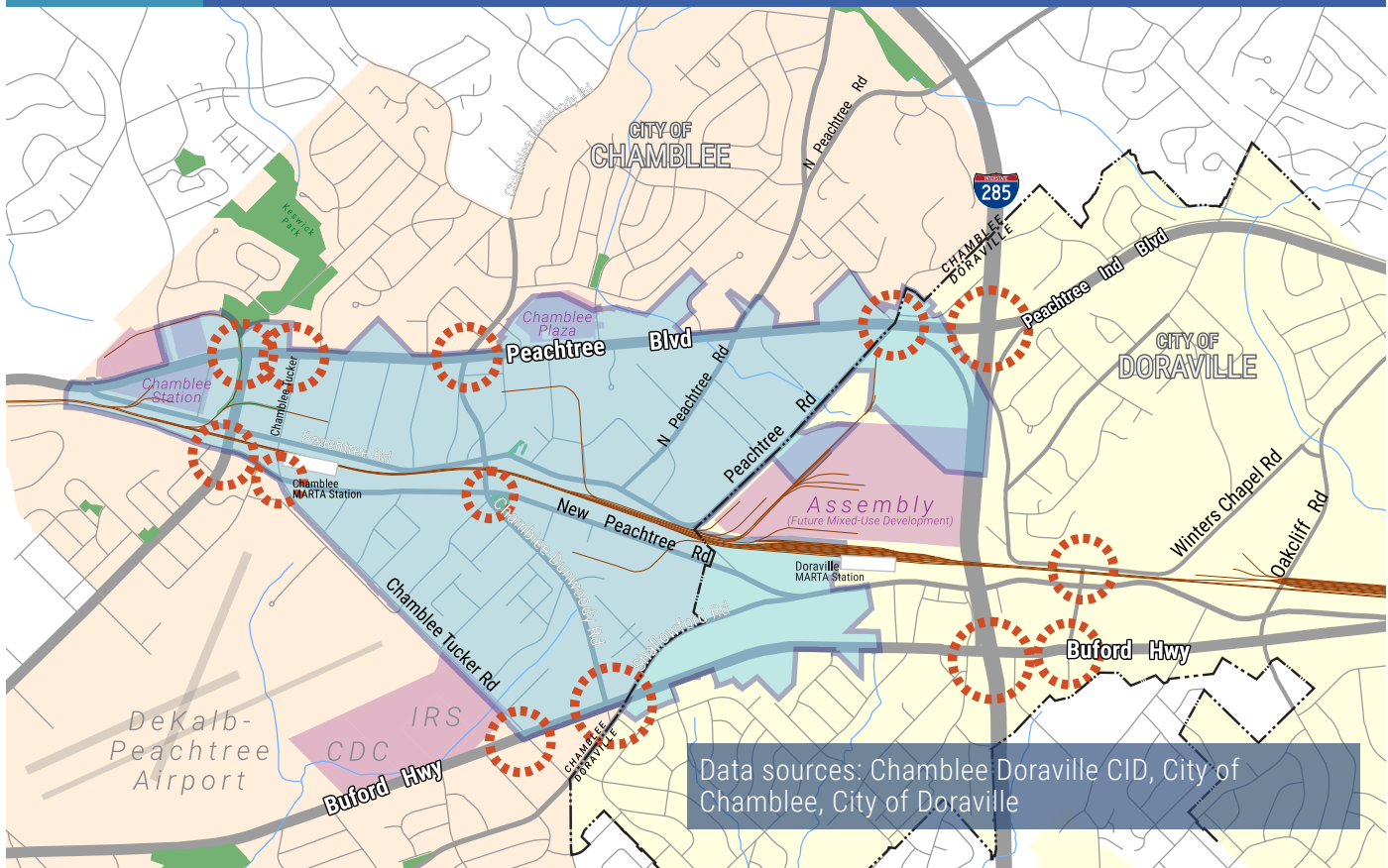
Peachtree Boulevard in particular functions as a major conduit of traffic into the Buckhead business district in Atlanta and to Gwinnett County suburban communities, where it continues outside of I-285 as a freeway (Peachtree Industrial Boulevard)

for approximately four miles. From a regional perspective, Peachtree Boulevard in the CID area is an important link from northern Gwinnett County to I-285, but a substantial portion of its traffic continues inside I-285. However, the corridor’s ‘back door to Buckhead’ connection that allows direct access into that part of Atlanta without use of the I-285 and I-85 corridors, both of which experience significant congestion in current conditions, is a major part of the reason for its high traffic volumes.

Buford Highway’s traffic volumes are generally lower, and the road’s greater capacity (six general purpose travel lanes) means that this corridor suffers less from congested intersections and roadway extents than Peachtree Boulevard does. However, as is illustrated in Figures 2.11-2.14, this brings challenges of its own: lower levels of congestion and a greater spacing between intersections create conditions on this corridor in which higher levels of vehicle collisions occur.

FIGURE 2.9

KEY INTERSECTIONS IN THE CID AREA



Data sources: Chamblee Doraville CID, City of Chamblee, City of Doraville

INTERSECTIONS

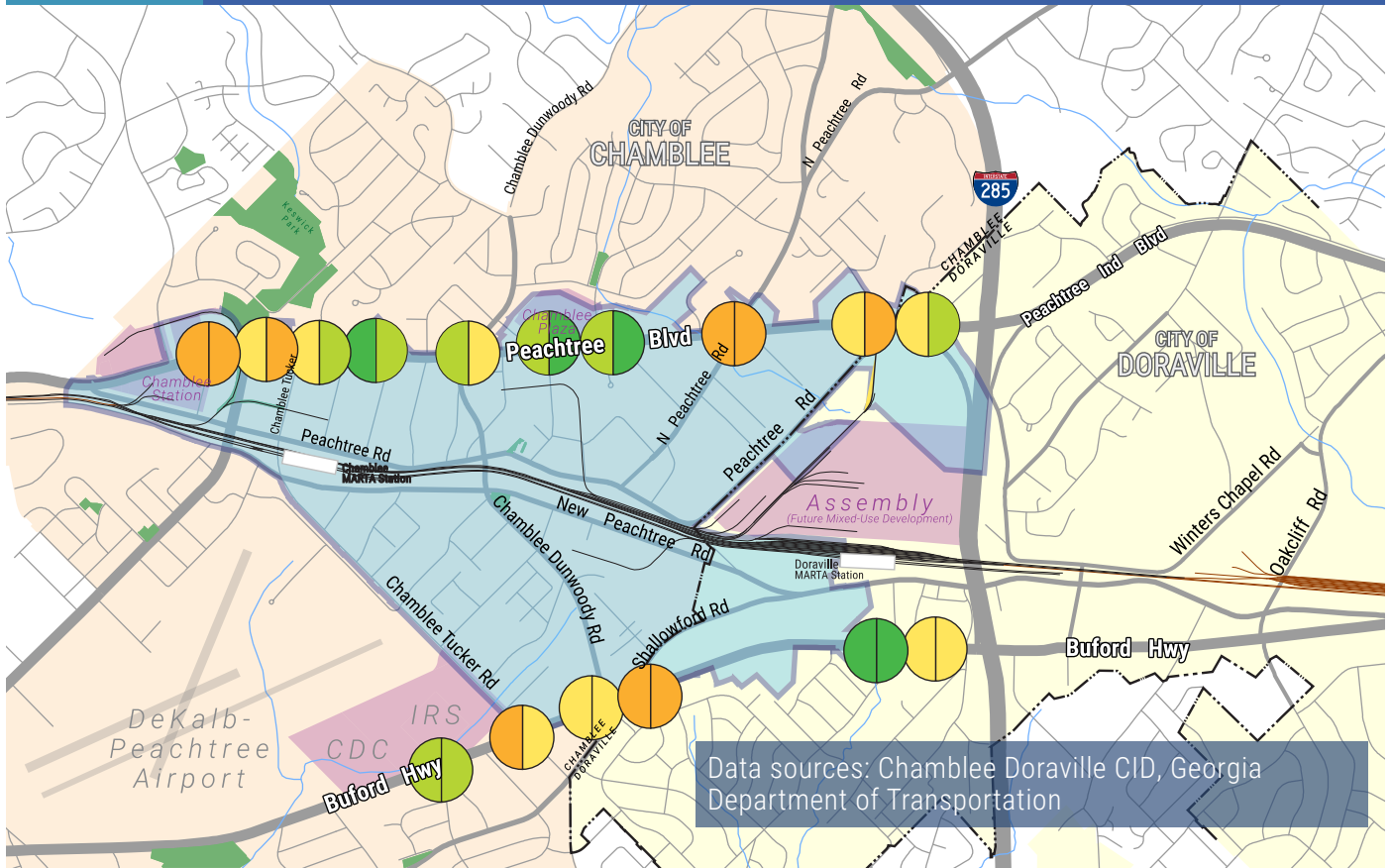
Even though these corridors generally have capacity to carry their current traffic volumes, this capacity is most tested at critical intersections on the corridors. This is generally true for any community, but key intersections are given extra emphasis in the CID area due to the limited number of crossings of major transportation facilities like I-285 and the Norfolk Southern railroad. A relatively small number of intersections in the CID area processes most of the area’s traffic, which helps to explain why their designs have been optimized for vehicle movement but leave other forms of travel not as well accommodated.

 Major intersection of corridors allowing access across the CID area

As discussed on the following page, the challenge the CID may face in helping to ensure efficient mobility is not tied to traffic operations and congestion as much as it is ensuring that getting across major corridors is seamless and safe. Many of the intersections appear to be accommodating their overall traffic well, though at numerous locations motorists moving in certain locations—typically turning onto one of these thoroughfares—may experience delays relative to other motorists, especially those on the main streets.

FIGURE 2.10

TRAFFIC AT KEY INTERSECTIONS



ARE INTERSECTIONS CONGESTED?

The way these intersections function is complex. As shown in the figure above, most of them perform well when evaluated on what planners and engineers refer to as a level of service (LOS), or a generalized measure of infrastructure performance. At intersections, LOS typically measures the average delay that motorists experience, and it is described in letter-grade terms (A through F, in descending order of performance quality with LOS F typically representing congestion that exceeds an intersection’s capacity to move traffic functionally without significant delay). Although the nomenclature of this system suggests that high levels of service (such as A or B) are most desirable, it is typical for urban area intersections to experience more delay than this, with LOS grades of C and D also common. Traffic engineers and policymakers typically strive to keep performance in these areas at a minimum of LOS D.

Most of the CID area’s intersections along its two main corridors perform relatively well, though this general measure underscores two concerns of the study area: the main thoroughfares carry more traffic than side streets, and thus traffic signal timing is oriented to serve them with longer delays happening at side streets; and the overall signal cycles are longer to allow more traffic to move through intersections per cycle. This points to potentially long waits for motorists or pedestrians wishing to cross these streets.

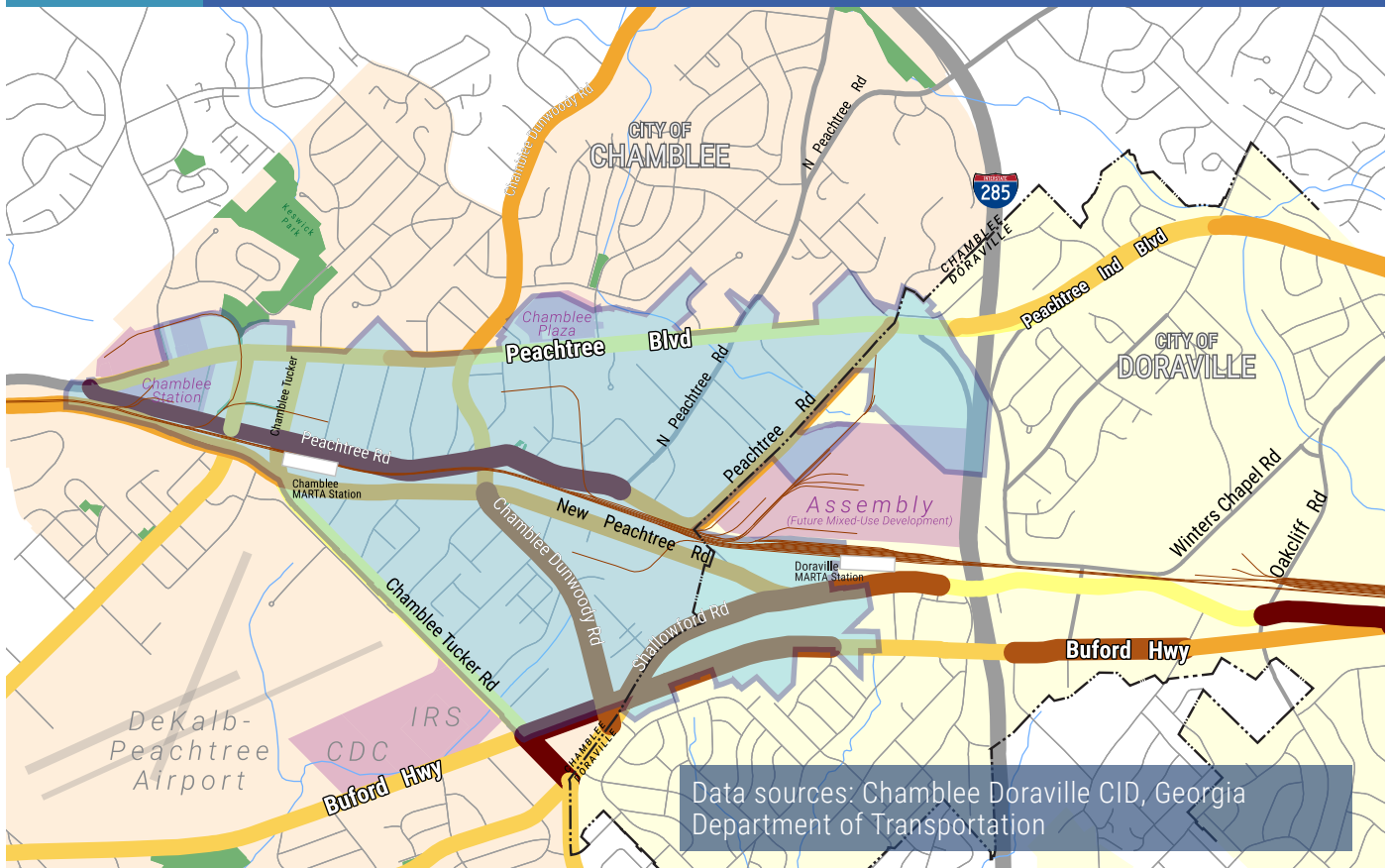
Intersection Levels of Service



- LOS A** (avg. delay < 10 sec.)
- LOS B** (10 - 20 sec.)
- LOS C** (20 - 35 sec.)
- LOS D** (35 - 55 sec.)
- LOS E** (55 - 80 sec.)
- LOS F** (> 80 sec.)

FIGURE 2.11

**SAFETY OF MAJOR CORRIDORS: OVERALL CRASH RATES**



**ROADWAY SAFETY**

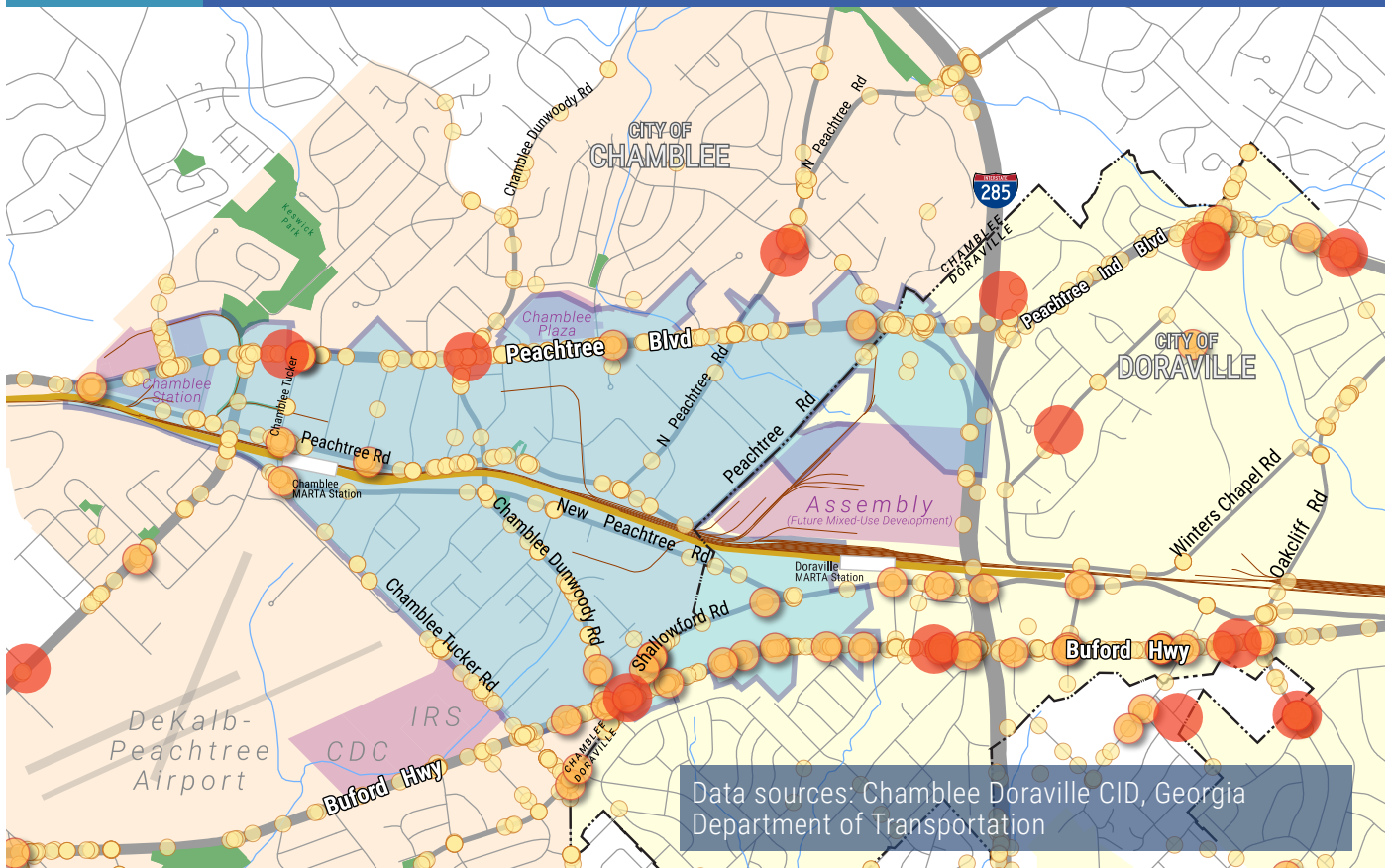
With such a diversity of travel options and patterns in the CID area, it is important to understand how basic infrastructure is serving these travel needs today. This and the following three diagrams depict crash rates on major corridors, or the rate of vehicle collisions as a function of traffic volumes. It is intuitive that roads with higher traffic volume have more crashes occurring—as they have more vehicles overall. What these diagrams illustrate is the number of crashes occurring over a five-year period (2015-2019, inclusive) and normalized for their traffic volume. Even higher-volume corridors such as Buford Highway experience high rates.

**Crash Rate Per 1 Million VMT (All Types)**

- Less than 5
- 5 - 10
- 10 - 15
- 15 - 20
- 20 - 30
- General CID Area

FIGURE 2.12

## CRASHES WITH INJURIES AND FATALITIES



### SEVERITY OF CRASHES

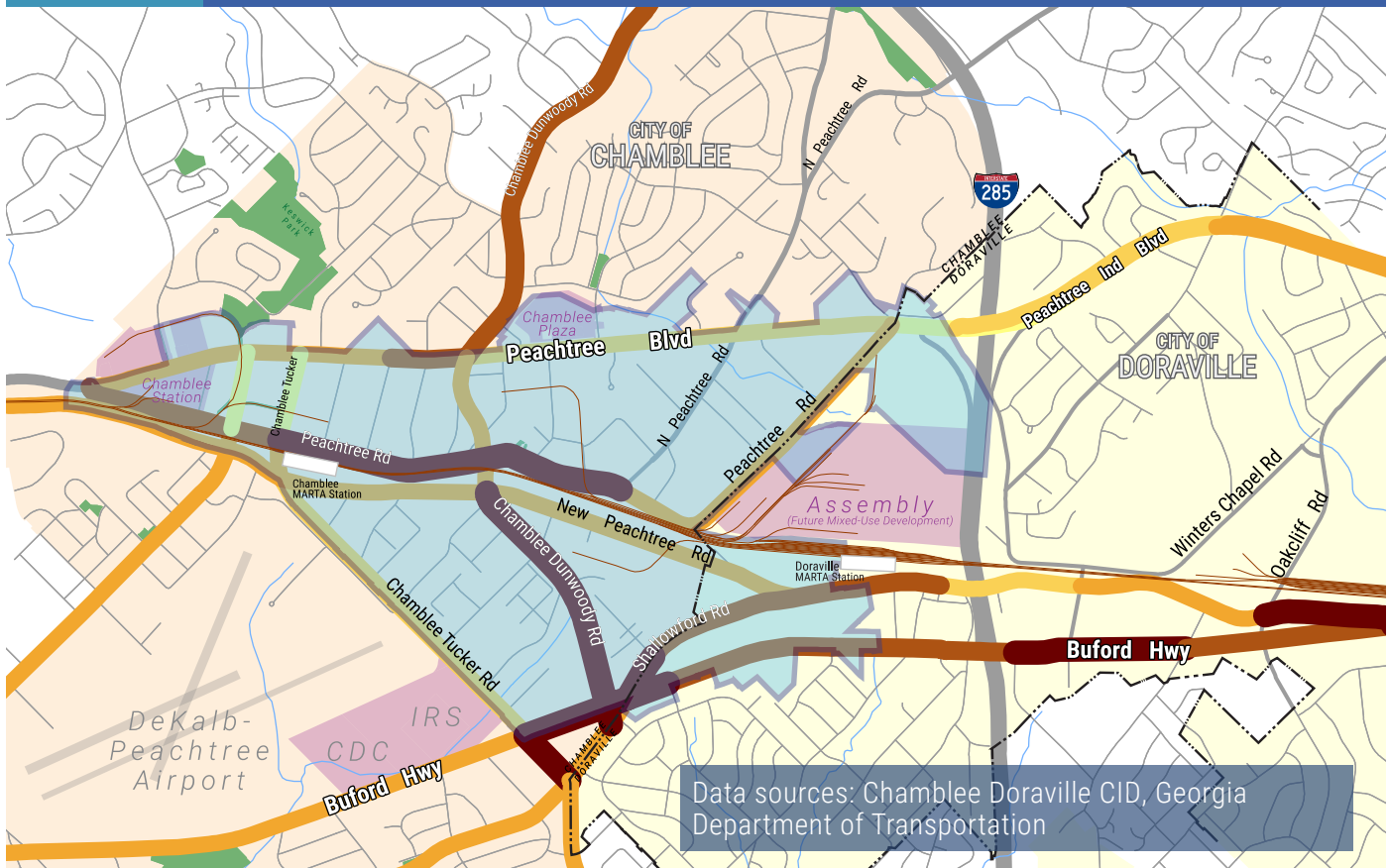
It is also instructive to consider severe crashes, or those that involved personal injury or fatality. As shown in the diagram above, each of the main corridors experienced numerous crashes involving injuries over the five-year period studied. When considering crashes involving the most vulnerable travelers (bicyclists and pedestrians, who do not have the protection of being in a vehicle) and crashes involving one or more deaths, several key locations stand out as having safety challenges. These include the extent of Buford Highway from Chamblee-Tucker Road to I-285, the intersecting triangle of Buford Highway, Shallowford Road, and Chamblee-Dunwoody Road, and sections of Peachtree Boulevard near major intersections.

#### Injury and Fatality Crashes

- Generalized CID Area
- Crash involving injuries
- Bicycle-pedestrian crash involving injuries or fatalities
- Crash involving fatalities

FIGURE 2.13

## INJURY CRASH RATES ON KEY CORRIDORS



### RATES OF SEVERE CRASHES

When comparing these injury and fatality crashes to traffic volume, it is apparent that the Buford Highway corridor has high rates within the CID area. This has long been a challenging corridor for safety due to its design, the limited number of signal-protected pedestrian crossings, and the long distance between signals (which requires travelers on foot to walk long distances out of their way to cross the road, or risk their safety by crossing at more convenient locations). While installation of signal-protected mid-block crossings on much of this corridor has helped to address this issue, these crossings have largely been installed only in Chamblee and Brookhaven and have not extended into Doraville with the same frequency.

Aside from Buford Highway, other corridors that stand out as having high crash rates include some of the internal collector and minor arterial streets within the CID area, such as Chamblee-Dunwoody Road, Shallowford Road and New Peachtree Road, and Peachtree Road through downtown Chamblee. The City of Chamblee's project to narrow Peachtree Road and enhance sidewalks and pedestrian crossings had not yet been implemented for the data shown in this map, and that project is expected to help address safety problems on that corridor.

### Injury Crash Rate per 1 Million VMT

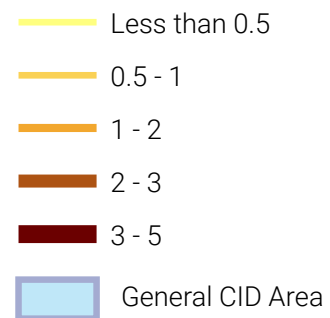
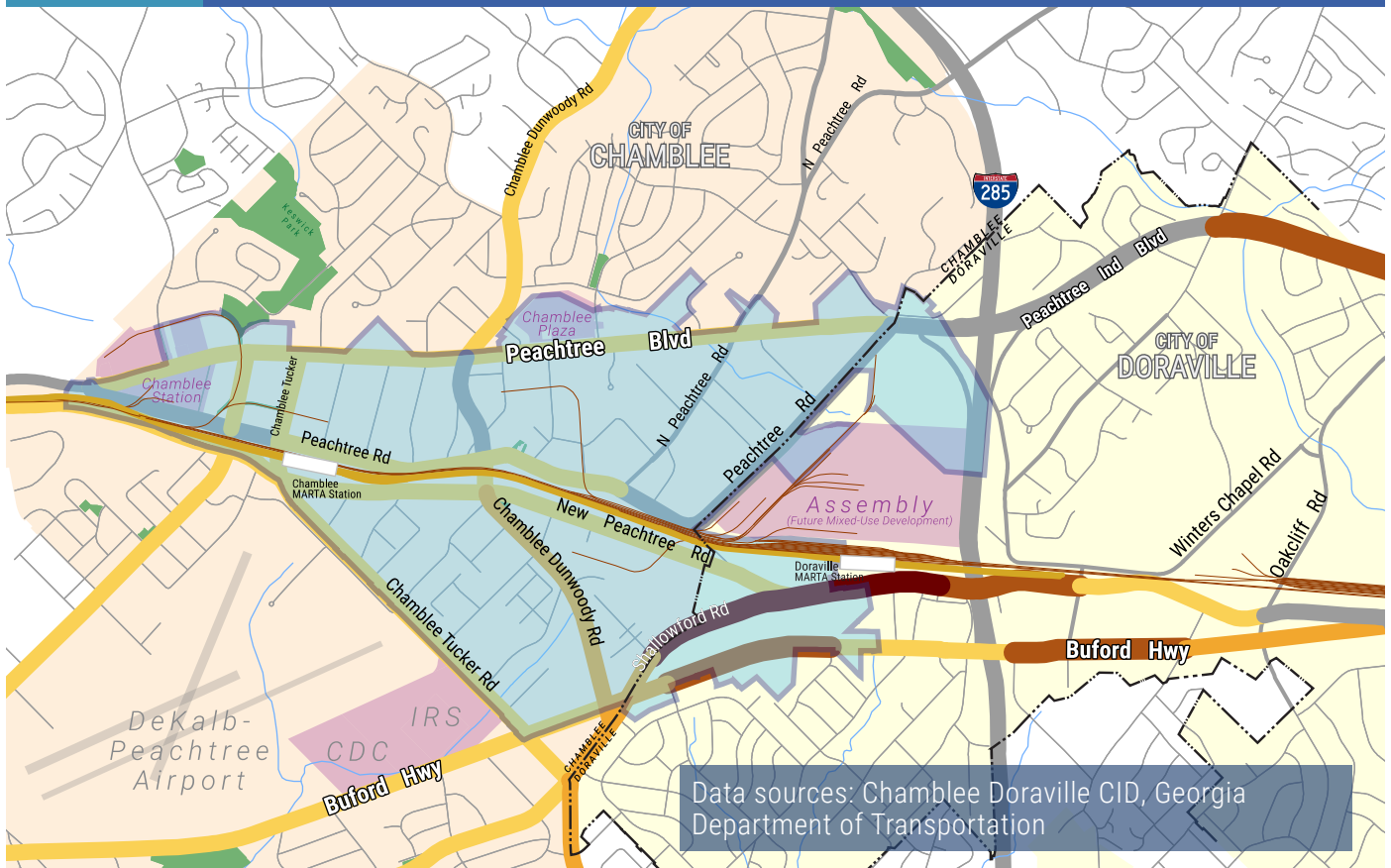


FIGURE 2.14

RATES OF BICYCLE-PEDESTRIAN CRASHES



RATES OF BICYCLE-PEDESTRIAN CRASHES

When calculating these rates for bicycles and pedestrians, the same extent of Buford Highway remains notably high relative to other corridors, and Buford Highway just outside I-285 has a similarly high rate. However, the Shallowford Road-New Peachtree Road corridor is particularly high in this area, with lower traffic volumes leading to a higher rate based on a similar number of actual crash events.

**Bicycle-Pedestrian Crash Rate with Injury or Fatality (per 1M VMT)**

- Less than 0.1
- 0.1 - 0.15
- 0.15 - 0.25
- 0.25 - 0.65
- General CID Area

## MAIN FINDINGS AND TAKEAWAYS

The information presented in this section underscores several key trends that shape mobility needs in the CID area. First and foremost, the area's concentration of key transportation corridors is an economic asset and has undoubtedly helped the area navigate its economic transition from a largely industrial district to a more mixed commercial area of retail, specialized commercial uses such as auto dealerships, and, increasingly, mixed use development adding residential population.

However, these thoroughfares present several important challenges for the CID to understand and help address with this Mobility Master Plan. The communities surrounding the CID are diverse in income and transportation means, and they rely more heavily on non-driving transportation than many suburban communities in the metropolitan Atlanta region. Getting access to and across the CID area's main transportation corridors should be as much a focus for mobility as moving people to and through the area: not only does it better connect the CID businesses to their important local markets, but it also allows the area's businesses to be accessed by a full range of transportation modes, thus allowing the many households of the area without access to vehicles or who travel by means other than driving along the same safe, convenient, and comfortable means of getting to the CID as driving passengers.

In addition, the design of these thoroughfares and corridors for automobiles has largely served a purpose of carrying high volumes of traffic, but at the expense of safety—for all users. Maturing commercial districts like the CID are learning how to approach the design of streets, intersections, and other transportation infrastructure to better balance mobility and safety, especially the safety of the most vulnerable travelers.

As this background information shows, working toward efficient mobility in the CID will take a more



### KEY OPPORTUNITIES FOR THE CID

**Make safety an important part of any project planning and design, and pursue projects that combine safety improvements with more operational enhancements so they are more competitive for outside funding.**

**Partner with outside agencies, such as the Cities of Chamblee and Doraville and MARTA, to help ensure that CID investments are promoting access to a broad range of travel choices.**

**Look for ways to add to street network to allow a greater way to distribute traffic, especially on main corridors.**

nuanced and layered approach than simply adding to the vehicle capacity of major corridors. It involves using existing infrastructure and largely existing right-of-way in a more careful and balanced manner to ensure that the overall transportation network can function more efficiently, but that it can do so in a way that promotes the safety of all transportation users.





# 3

## STAKEHOLDERS AND PARTNERS

### THE CID'S PARTNERS

Incorporating properties in both the City of Doraville and the City of Chamblee, the CID has been developed in close partnership with the leadership of those two local governments and regularly includes them in its own decision-making. These two will be critical partners in implementing this plan.

However, the CID, as a relatively new organization, is also expanding its membership and developing its approach to serving the complex service and investment needs of the area. With regard to the Mobility Master Plan, this includes balancing a need for regional access that has made the CID area a thriving industrial and commercial center with a need for better connectivity and balance to connect the communities surrounding it. In addition to this, both the commercial area that the CID was formed to serve and the communities surrounding it are evolving—they are becoming more residential and mixed-use, more focused on promoting quality of life and sense of place, and more attuned to the particular advantages the CID brings in metropolitan Atlanta's dynamic and diverse economy.

For this reason, the data-driven findings discussed in Section 2 should be considered in conjunction with the perspectives of the CID's partner agencies, local government, and business, civic, and industry stakeholders. These are discussed in this section,

along with a summary of major points intended to shape the Mobility Master Plan's perspective and recommendations.

### CHAMBLEE AND DORAVILLE

Both municipalities in which the CID is located have led or are leading their own similar mobility planning efforts. In the case of Chamblee, which completed its Chamblee Mobility Plan in 2019, this plan grew from a desire to connect neighborhoods newly annexed into the City since 2010 with the historic business district, which has enjoyed a renaissance in new business growth and residential development over the last decade. Chamblee's visionary approach to investing in its city center and guiding compact, walkable development at and around its rail station has included an effort to convert many of the unused railroad spurs for the community's former industrial properties into a trail network linking its center with surrounding neighborhoods. The Mobility Plan was intended to expand those ideas to cross the Peachtree Boulevard and Buford Highway corridors and connect central Chamblee to its newly added residential neighborhoods.

Doraville also completed a mobility plan in late 2020, and this is based on many similar philosophies to Chamblee's plan. Where Chamblee has experienced redevelopment and an increase in downtown

residential development, Doraville's development future has embraced the Buford Highway corridor as a main street and the mobility plan emphasizes ways to make this corridor safer and more accessible to non-driving travelers.

A major change in development for Doraville—and for the entire CID area—was the change in ownership of the Assembly Yards site and the shift in direction its new ownership brought. Instead of the mixed-use town center development previously envisioned for this site, its new ownership has developed a film and television production campus, with construction actively underway as of early 2023.

## GEORGIA DEPARTMENT OF TRANSPORTATION

The CID area's most important corridors are owned and maintained by GDOT, including both Interstate highways, the Peachtree Boulevard/ Peachtree Industrial Boulevard corridor, and Buford Highway. While GDOT does not currently have substantial plans for changes on the two arterial corridors, it has taken significant steps since 2010 to address the long-standing safety challenges of the Buford Highway corridor. Key among these is its installation of mid-block pedestrian crossings between signalized intersections along the corridor, as the long distance between crossings and a need for pedestrians and especially transit users to cross Buford Highway at locations where they were in danger. The installation of these mid-block crossings has helped to address these safety problems in the area of this project, although this has been focused in Brookhaven and Chamblee and does not include significant installations in Doraville; no such crossings have been installed north of I-285.

On a regional level, GDOT is also planning for significant changes that will affect the CID area. Its Major Mobility Investment Program (MMIP) of freeway-related capacity expansions around the Atlanta region will include substantial investments in the I-285 Top End corridor (generally defined as the northern arc of I-285 between I-75 and I-85) through a system of managed toll lanes. These managed lanes, which are planned to have access points to the CID's roadway network at New Peachtree Road and an

extension of Flowers Road, will be focused on typical commuters but will also allow transit vehicles, thus creating a path for cross-metropolitan-area transit service outside of the urban core of Atlanta. Both of these are poised to bring substantial benefit to the CID area, although both are also expected to bring new impacts and transportation needs.

In continued partnership with the CID, GDOT has also identified numerous opportunities as shown in this plan that may be eligible for its safety- and enhancement-focused funding programs, especially the Quick Response program.

## OTHER STAKEHOLDERS

In addition to these three main agencies whose work will affect the CID area, other stakeholder agencies and organizations also play a role in the CID's day-to-day conditions and help to shape the area's overall mobility profile and needs. Some of the perspectives included from these partners are discussed as follows.

**Real estate developers and brokers.** Although the larger CID area has seen renewed interest for residential, mixed-use, and even commercial development because of its numerous transportation connections and relative proximity to other major employment and economic centers, the Peachtree Boulevard corridor has witnessed stronger development trends and market demand than the Buford Highway corridor overall. Reasons for this include the relatively higher household incomes and levels of wealth along Peachtree Boulevard communities, the proximity to Buckhead and the Central Perimeter jobs markets, and the higher level of entitled development densities along this corridor due to the City of Chamblee's rezoning.

Redevelopment has occurred along the Buford Highway corridor, but at a smaller scale and generally without the same amount of residential uses. This corridor, however, continues to be a vital business district for many of the residential communities in the CID area and a regional destination for retail for the international communities represented in a large portion of its commercial space.

One notable factor in development dynamics, however, is that the Peachtree Boulevard corridor is relatively more constrained in its current transportation capacity and already carries higher traffic levels. Buford Highway, on the other hand, has more traffic and transportation capacity but lower levels of traffic, suggesting that traditional capacity concerns such as traffic operations are less critical than on Peachtree Boulevard.

**Industrial businesses and properties.** The CID area's economic base has evolved significantly from the industrial nature that defined the area for much of the 20th century. Nonetheless, industrial activity is still an important part of its economy and several key uses are not prone to redevelopment or other adaptation due to specific qualities of their sites, buildings, and capital equipment. One example of this is the concentration of petroleum and fuel storage and distribution facilities in Doraville, north of the Norfolk Southern rail corridor and along Winters Chapel Road. Commonly called a 'tank farm' in development and real estate popular terminology, this district accounts for approximately three-quarters of the fuel distribution for the entire state of Georgia, where initial transport to the area by a series of underground pipelines is distributed throughout the Atlanta metropolitan area by truck and rail transfer. This results in a significantly high share of truck traffic in this part of the CID area—indeed, as much as 25 percent of traffic on streets such as Longmire Way is trucks—and points to the importance of accommodating these large vehicles as they access other major truck routes such as Interstates 85 and 285.

Other industrial land uses in the area contribute to need for truck access, circulation, and loading, as do significant commercial uses more closely tied to the community-serving organizations along the corridors. Buford Highway in particular features a significant amount of food-based businesses, whether restaurants, grocery-type retail, or more wholesale and industrial distribution.

**Automobile sales and service uses.** The CID area is one of metropolitan Atlanta's largest concentrations of automobile dealerships and supporting land uses such as auto repair and service businesses, with the

major dealership sites focused on the Peachtree Boulevard corridor between Chamblee-Dunwoody Road and Interstate 285. Similar to the industrial land uses that have historically made up a large part of the CID area, these dealerships and supporting businesses generate a significant amount of traffic from trucks and other heavy vehicles. They are also regional destinations and as such depend on their access to the regional roadway network, especially Interstate 285.

**Maturing neighborhoods adjacent to the CID.**

Although the CID is based on commercial properties that are legally eligible to pay its property tax millage, it is directly adjacent to residential neighborhoods, and increasingly includes multi-family residential developments on or next to its major thoroughfare streets. The residential neighborhoods of Chamblee and Doraville were initially built to provide housing for industrial employees in the area and to satisfy demand for housing as the metropolitan area expanded, but today their relative proximity to major jobs centers has made them increasingly desirable as places to live. They have also become demographically more diverse as the cities of Chamblee and Doraville have generally done. These trends have combined in a maturing set of neighborhood communities that desire to be more walkable, have greater access to amenities that improve quality of life, and to have more direct connections to choices for regional travel such as transit. Since the major commercial corridors that make up the backbone of the CID separate many of these neighborhoods from the amenities they desire, there is an increasing recognition of safety on the major corridors in addition to long-standing concerns of traffic and congestion. Meeting the needs of these communities involves a more nuanced and complex approach to managing major corridors.

**Regional trails and recreational amenities.** Closely related to this increasing desire for residential amenities in the maturing neighborhoods of Chamblee and Doraville (along with Brookhaven and other communities along the I-85 corridor) is the recent momentum of efforts to promote natural corridors in the Atlanta region and connect these through multi-use trails, paths, and other infrastructure promoting active transportation. In the

CID area, efforts of the Peachtree Creek Greenway advocacy organization and the Cities of Brookhaven and Chamblee have either planned for an extensive path network connecting the cities or have already constructed portions of it. In Chamblee, this includes a comprehensive network of trails repurposed from former railroad spurs in the city's downtown, but also connections from this network to nearby neighborhoods.

These connections cross through the CID area and are poised to elevate walking and bicycling as key means of travel, especially to connect neighborhoods to community-serving commercial uses. However, they also rely in places on major thoroughfare streets to complete these connections, and underscore the need for these streets to be safe and convenient for non-driving travelers.

## NEEDS AND OPPORTUNITIES FOR THE CID

Although the CID's primary focus may be on its core commercial properties and their need for access and accommodating multiple vehicle types for their economic function, the district also serves an immediate local market that now wishes to connect with the CID's main commercial corridors in different ways than it has done in the past. The increased prominence of walking and bicycling throughout the Atlanta region, especially in successful trail and path projects, has brought a new focus on these forms of travel to the CID area and helped to steer the CID's partner agencies to pursue their own trail and multimodal networks.

However, the historically industrial foundation of the CID area's economy still retains important strongholds and needs access, especially to and from freeways and major truck corridors. The CID should continue to advocate for these connections and work with partner agencies to promote designs that balance all users or that provide safe separation of different types of travel in areas prone to conflict between heavy vehicles and more vulnerable travelers.



### KEY OPPORTUNITIES FOR THE CID

**Continue coordinating with GDOT** on advancement of its Major Mobility Investment Program (MMIP) to understand how designs of facilities and impacts from traffic will affect the CID.

**Promote projects that address the local street network connections** of the Top End Managed Lanes and other key regional corridors.

Ensure that key corridors continue to accommodate trucks, freight, and other travel patterns and vehicles supporting the important industrial economic base of the CID area.

**Advocate for the MMIP to include critical connections**, especially across major barriers like the Norfolk Southern rail corridor.



# 4

## RECOMMENDED PROJECTS

This Mobility Master Plan has been developed to provide the CID with a blueprint for capital investment over the next decade or longer. Although the background and needs identified in Sections 2 and 3 point to an extensive set of potential project and policy approaches, this plan has highlighted a series of priority projects that will serve as the central focus for the CID's efforts to seek outside transportation funding and leverage its own funding to do so. The eight efforts listed in this priority section include both small and large capital projects; they will constitute a substantial commitment to keep the CID engaged in advancing efficient mobility in the district for several years into the future.

### PRIORITY PROJECTS

Each of the eight major projects or commitments presented in the first part of this section is intended to be a primary effort for the CID. The implementation strategic guidance in Section 5 outlines how these projects may proceed with regard to timing, partnership, and coordination with other investments. But in the end, these projects are expected to constitute a major part of the CID's attention, funding resources for advancing projects, and organizational capacity in the coming years.

### POLICY PRIORITIES

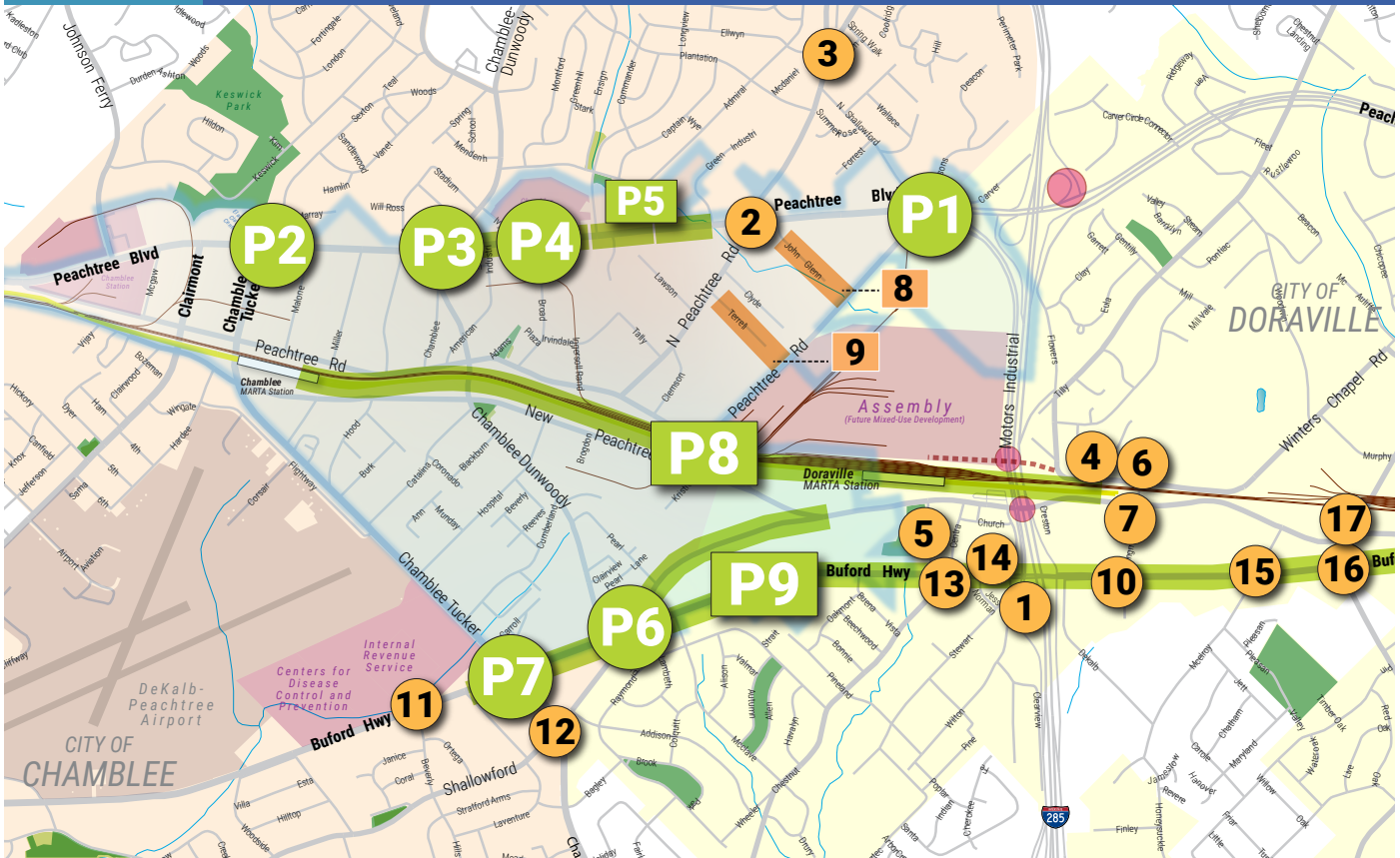
The Plan recommends that the CID also adopt policy positions that advocate for certain projects or endeavors advancing in a way that benefits the CID. These may include the eventual development of a capital project that the CID would not lead, but may also include advocacy for local or state government positions that support projects that the Mobility Master Plan recommends for CID or partner local government leadership.

### OTHER PROJECTS


Throughout the Mobility Master Plan's development, the planning team developed over 40 project candidates for the CID to consider, and selected the priority projects identified in detail in this section through a multi-tiered screening process that evaluated each candidate on its technical and political advantages. The priority projects were those that CID leadership agreed best advanced their adopted focus on promoting efficient mobility while responding to the needs of current CID members. However, the remaining projects represent improvements that, when retained as secondary priorities in this Master Plan, allow the CID to capitalize on unforeseen opportunities and special partnerships to implement other projects.

FIGURE 4.1









MAP OF PRIORITY PROJECTS



Candidate Project Map Symbols

- P1** MMP Priority Projects or Studies, identified in individual project profiles (pages 32-50)
- 4** Other Projects identified in MMP for future implementation or partnership with other agencies
-  Projects included directly in GDOT MMIP Concept Plans (shown on map for reference purposes only)

Community Context

-  General area of the CID Boundaries (based on currently active parcels as of March 2020)
-  Existing Street Network
-  MARTA Gold Line and Station
-  Freight Railroad
-  Parks and Recreation Areas
-  Major Employment or Commercial Districts
-  City of Chamblee
-  City of Doraville



PRIORITY PROJECTS MAP

This map shows all project candidates considered in the development of the Mobility Master Plan, with the eight priority projects identified here. Numbers do not indicate any order of preference or ranking, although they have generally been listed based on the CID Board’s indication of preference for that project’s relevance to the CID’s goals and objectives.

The detailed descriptions on the following pages provide illustrations and a narrative description of each of the eight priority projects. **These include planning-level cost estimates that are all-inclusive of the project’s phases** (including engineering, design, right-of-way and construction), and guidance on how the CID may wish to partner with outside organizations and seek funding for projects.

## HOW THE MASTER PLAN PRIORITY PROJECTS SUPPORT EFFICIENT MOBILITY IN THE CID



**SAFETY**

**CONNECTIVITY**

**TRAVEL  
OPTIONS**

**REGIONAL  
ACCESS**

	<b>SAFETY</b>	<b>CONNECTIVITY</b>	<b>TRAVEL OPTIONS</b>	<b>REGIONAL ACCESS</b>
Priority Project 1 <b>Peachtree Road/Peachtree Boulevard</b>	Reduces potential for crashes from complex movements	Provides more direct connection and ease of use from an existing intersection		Prepares CID area for added travel demand from area growth
Priority Project 2 <b>Peachtree Boulevard Enhancements at Chamblee-Tucker and Sexton Woods</b>	Clearer crossings and defined sidewalks for pedestrians	Strengthens a link between major redevelopment areas	Promotes short trips on foot between areas of density and activity	
Priority Project 3 <b>Peachtree Boulevard Enhancements at Chamblee-Dunwoody</b>	Increased safety through larger refuge islands for pedestrians	Strengthens a link between major redevelopment areas	Promotes short trips on foot between areas of density and activity	
Priority Project 4 <b>Peachtree Boulevard Enhancements at Broad Street</b>	Lays a foundation for future safety improvements	Strengthens a link between major redevelopment areas	Enables safer pedestrian travel on an important corridor	
Priority Project 5 <b>Peachtree Boulevard Focused Sidewalk Infill Projects</b>	Clearer crossings and defined sidewalks for pedestrians	Strengthens a link between major redevelopment areas	Promotes short trips on foot between areas of density and activity	
Priority Project 6 <b>Buford Highway Enhancements at Shallowford Road</b>	Reduces potential for crashes from complex movements	Provides more direct connection and ease of use from an existing intersection	Improves access to transit along two corridors	Distributes traffic to multiple points
Priority Project 7 <b>Buford Highway Enhancements at Chamblee-Tucker Road</b>	Lays a foundation for future safety improvements	Provides added access from one of the CID area's largest employers		Addresses a major intersection of thoroughfares
Priority Project 8 <b>East-West Rail Crossings Study</b>	Explores new grade-separated crossings	Strengthens regional links between east and west of CID area	Adds to options for transit operations and services	Helps to complete MMIP interchange
Priority Project 9 <b>Buford Highway Access Management</b>	Leads to reduced conflict points from frequent driveways		Makes walking and transit access safer and more comfortable	Separates the roles of a major regional corridor more neatly

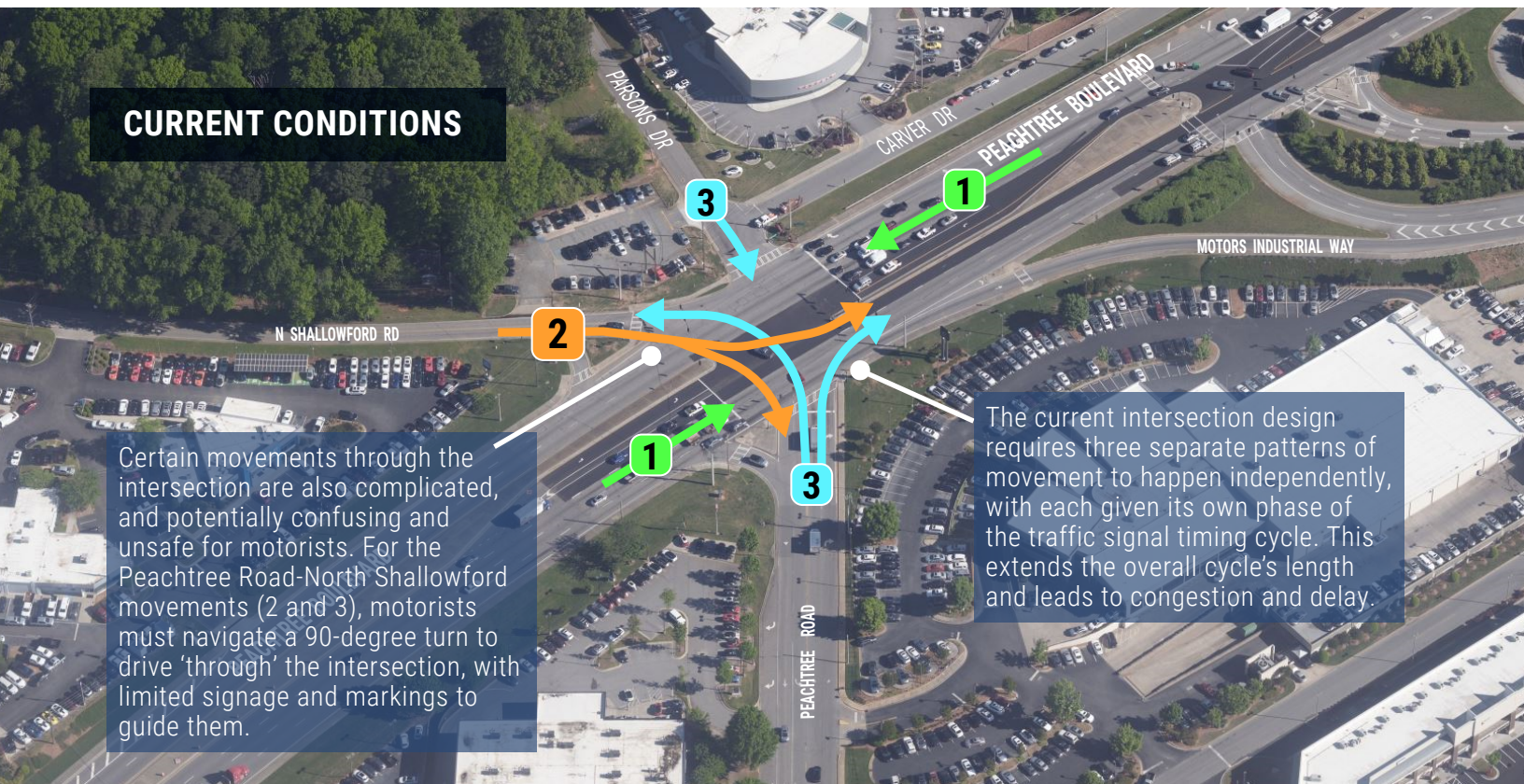
# PEACHTREE ROAD/PEACHTREE BOULEVARD INTERSECTION REALIGNMENT

## THE GATEWAY INTERSECTION

The large intersection of Peachtree Boulevard, Peachtree Road, North Shallowford Road, and Parsons Drive is one of the most complex in the CID area, but as one of the first intersections leading into the CID from I-285 corridor, it is also one of the most important in establishing the change from freeway travel to an urban corridor. With additional traffic expected to use this intersection with the Assembly Yards development and the introduction of new traffic from the I-285 Top End managed lanes, it is important for the CID to pursue a safer and more efficient design that can facilitate traffic movement and make the most of the intersection's traffic signal timing to minimize traffic delay.

Reconfiguring this intersection also allows opportunities for aesthetic improvements that help to distinguish the CID's corridors as attractive places, while added landscaping treatments can also improve the overall intersection project's potential for environmental enhancement—especially its ability to manage stormwater impacts by reducing impervious surfaces and adding to permeable areas such as medians.

The project is undoubtedly costly and complex, but would address a known challenge in GDOT's overall management of the corridor, allowing that agency potentially to lead the project in partnership with the CID and Cities of Chamblee and Doraville.





**PLANNED  
PROJECT  
CONCEPT**

<b>How the Project Promotes Efficient Mobility</b>	Realigns a complex intersection into a four-leg intersection with an angle safer and more efficient for traffic flow; supports projected traffic in the area from I-285 Top End Managed Lanes
<b>Estimated Cost</b>	\$4.8 million
<b>Who Should CID Partners Be?</b>	GDOT likely to lead the project, with support from CID and Cities of Chamblee and Doraville. Chamblee in particular should partner with CID to help advocate for the project with GDOT and identify potential paths for funding, especially with regard to mitigating impacts of MMIP traffic on local Chamblee streets
<b>Complexity to Implement</b>	High Complexity and Impact: the project will require extensive right-of-way acquisition as well as site engineering
<b>Potential Funding Sources</b>	TIP funds; project may be advanced through MMIP if CID can work with GDOT to establish a key link to forecast MMIP traffic patterns.

# PEACHTREE ROAD ENHANCEMENTS: CHAMBLEE-TUCKER AND SEXTON WOODS CROSSINGS

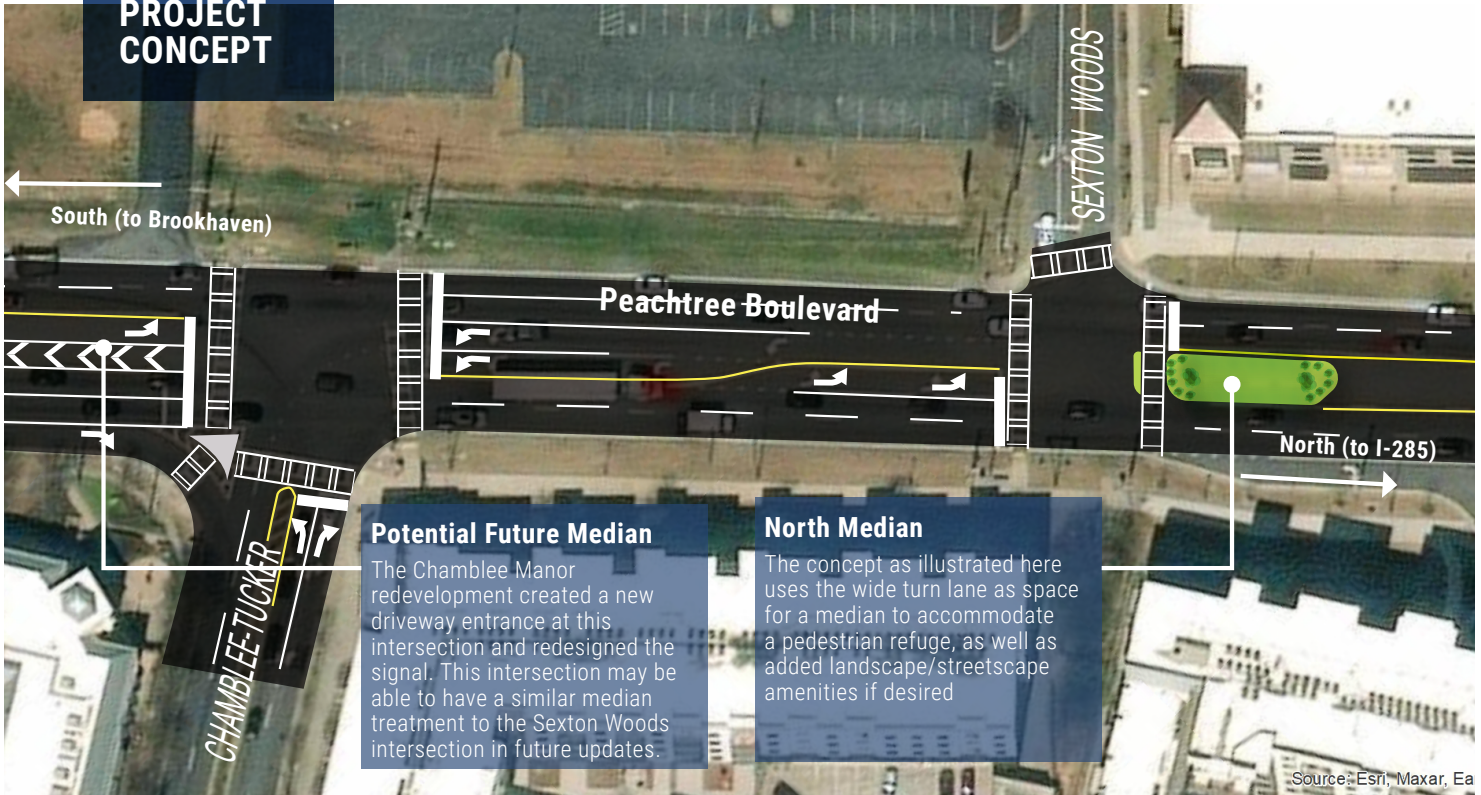
## PEDESTRIAN SAFETY

These two projects achieve similar outcomes in two closely-spaced locations, taking advantage of a unique circumstance where the two-way left turn lane on Peachtree Boulevard (typically 11-12 feet in width) widens to 22-24 feet to accommodate a dual left turn lane at the Peachtree Boulevard-Chamblee Tucker intersection. At Sexton Woods Drive (Project 3), recent redevelopment on the south side of Peachtree means that westbound left turns

at the intersection are no longer possible, rendering this space unnecessary as a turning lane. That intersection currently does not feature a crossing on its east side, and the recent redevelopment of residential uses, both here and along this part of the corridor, suggests that pedestrian demand will increase into the future (especially with the emerging Rail-Trail system through downtown Chamblee).



**PLANNED PROJECT CONCEPT**



<b>How the Project Promotes Efficient Mobility</b>	Provides a protected set of pedestrian crossings at the CID area's highest concentration of residential density and retail commercial land uses
<b>Estimated Cost</b>	\$75,000-125,000
<b>Who Should CID Partners Be?</b>	GDOT for review and permitting of median designs; City of Chamblee for integration into City landscaping and streetscape standards.
<b>Complexity to Implement</b>	Low complexity: projects are within right-of-way and do not involve changes to drainage or other existing infrastructure
<b>Potential Funding Sources</b>	TIP funds; GDOT Quick Response funds; CID or City funds

# CHAMBLEE-DUNWOODY/PEACHTREE PEDESTRIAN ENHANCEMENTS

## PEDESTRIAN ENHANCEMENTS

This intersection has had recent enhancements made, along with larger pedestrian and streetscape enhancements along Chamblee-Dunwoody Road to Chamblee High School. The CID has an opportunity for enhancing these designs further with a series

of relatively low-cost treatments that can further increase pedestrian safety while also adding landscape, streetscape, and aesthetic enhancements to showcase the CID's presence in the community and demonstrate the added value it can bring to infrastructure projects.

### CURRENT CONDITIONS AND CHALLENGES

Although the intersection has had substantial upgrades in recent years and conforms to better design principles than many intersections in the CID, its proximity to Chamblee High School and newly redeveloped Chamblee neighborhoods suggests potential for high pedestrian traffic.

Both right turn lanes from Peachtree Boulevard feature raised pedestrian refuge islands, although these leave substantial spaces unprotected from vehicles.



**PLANNED PROJECT CONCEPT**

Expand raised concrete refuge islands to reduce unprotected pedestrian crossings.

CID leadership has expressed potential interest in further enhancing the intersection with landscaping and other beautification treatments. In addition to helping with stormwater collection for this part of the corridor, this can also add value to adjacent properties.

<b>How the Project Promotes Efficient Mobility</b>	Adds to recent enhancements to an intersection with high potential for pedestrian travel and a history of severe crashes
<b>Estimated Cost</b>	\$50,000 - \$150,000, depending on level of amenities and optional landscaping enhancement
<b>Who Should CID Partners Be?</b>	City of Chamblee, GDOT
<b>Complexity to Implement</b>	Low complexity: project essentially keeps existing footprint of pedestrian crossings and expands these with features for added safety; landscaping may need to be coordinated with Chamblee ordinances and policies, but all is envisioned with existing ROW
<b>Potential Funding Sources</b>	CID funds; partnership with City of Chamblee

# BROAD STREET/PEACHTREE BOULEVARD PEDESTRIAN ENHANCEMENTS

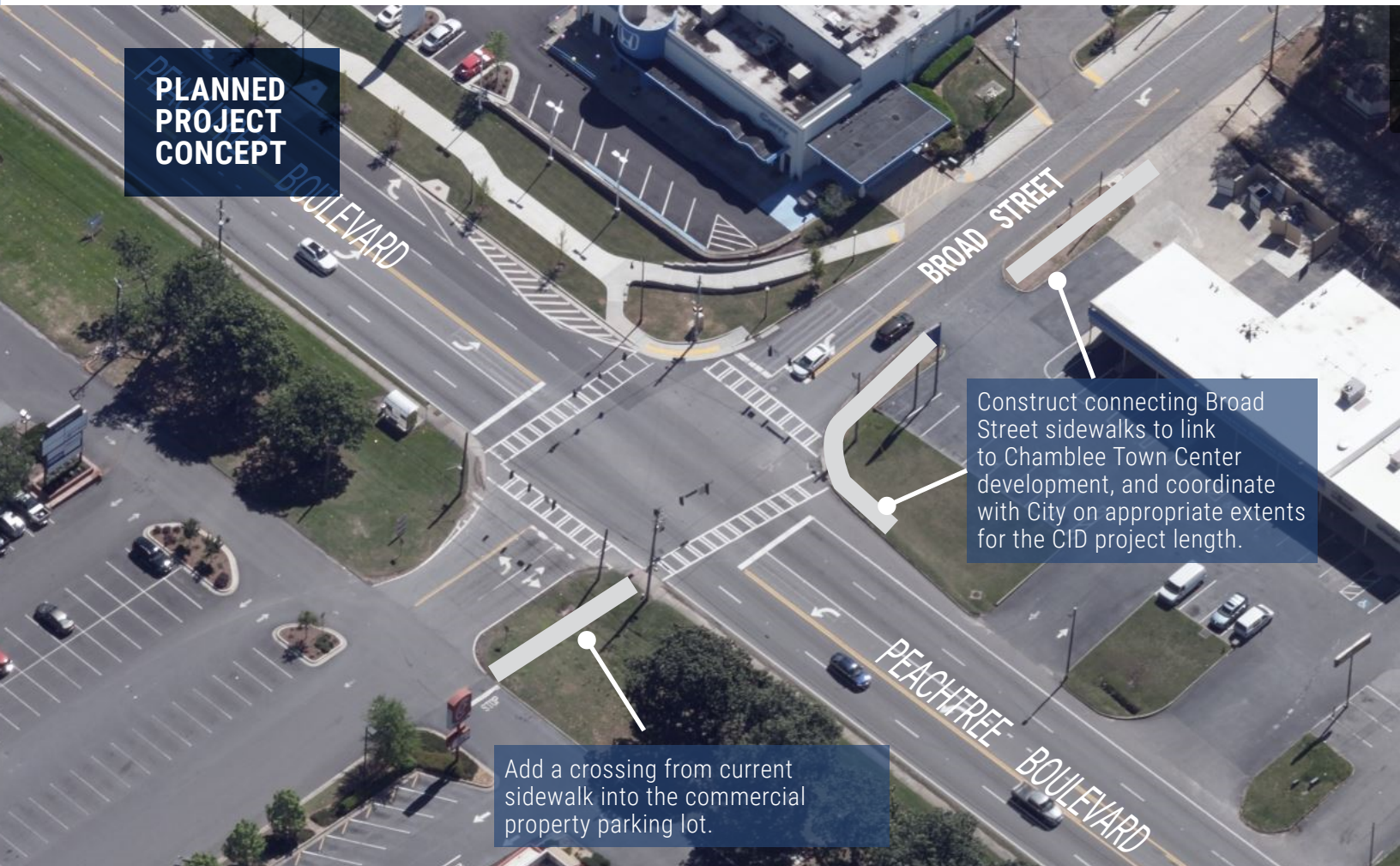


CURRENT CONDITIONS

## DOWNTOWN CHAMBLEE CONNECTION

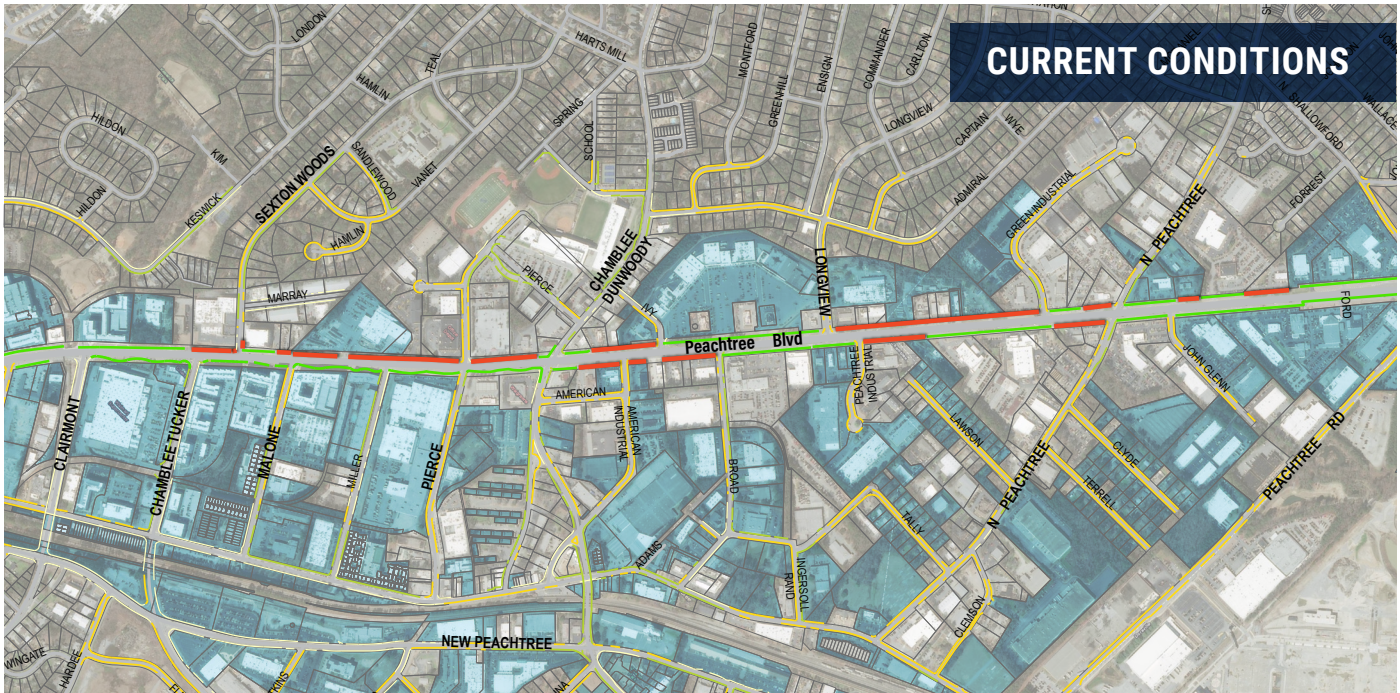
With the City of Chamblee preparing to lead a joint development effort of City-owned land in its Town Center area, the crossing of this nearby intersection represents a key opportunity to connect to the Chamblee Plaza shopping center, one of the largest concentrations of neighborhood-serving retail land use along the Peachtree Boulevard corridor and the closest to this rapidly redeveloping part of the City.

This project recommends a series of simple treatments to enhance the existing intersection and add pedestrian connectivity along the west side of Broad Street, to be continued through efforts by the City as Broad Street approaches the Town Center redevelopment area. This location is one that may also feature a more extensive treatment, such as a pedestrian bridge, should funding and design opportunities become available in the future.



<b>How the Project Promotes Efficient Mobility</b>	Improves safety at a key crossing point of the Peachtree Boulevard corridor
<b>Estimated Cost</b>	\$200,000 to \$300,000
<b>Who Should CID Partners Be?</b>	City of Chamblee, especially to identify project extents for connecting Broad Street sidewalks into the Town Center development
<b>Complexity to Implement</b>	Moderate complexity and impact: little to no right-of-way is required, although the project will involve crossing drainage swales and possible driveway reconfigurations along Broad Street.
<b>Potential Funding Sources</b>	CID Funds, potential partnership with City of Chamblee. Project may be packaged with other similar nearby projects to be more competitive for TIP funds.

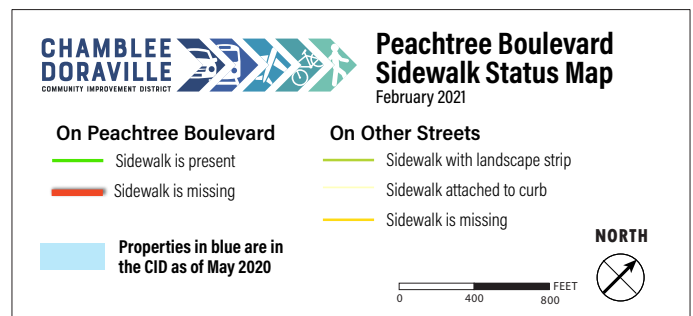
# PEACHTREE BOULEVARD SIDEWALK INFILL PROJECTS



## IMPROVING PEDESTRIAN SAFETY

Chamblee’s Unified Development Ordinance greatly improved the sidewalk design standards for the Peachtree Boulevard corridor, requiring new development and redevelopment of sites to provide minimum 10-foot sidewalk widths and space for landscaping, lighting, and street furniture in appropriate locations. As this corridor has experienced significant redevelopment activity, many of its previously missing sidewalk extents have been filled with this new streetscape standard, leaving relatively few gaps.

However, the gaps that remain are adjacent to properties that do not show near-term signs of redevelopment, and they are mostly in the northern half of the corridor, removed from the largely residential redevelopment activity that has led to corridor transformation and helped to revitalize central Chamblee with new households



and population. This series of projects is focused on filling in four missing pieces of sidewalk along the corridor where redevelopment may not occur until later, improving pedestrian conditions along the corridor’s length and making many of these community-serving businesses more accessible from adjacent residential communities.

The four specific project extents included in this set extend from Miller Drive to north of Longview Drive.



This includes filling gaps in existing sidewalks that may extend across only a few properties at a time, but also includes longer extents of missing sidewalk between recent redevelopments. North of Longview on the north side of Peachtree Boulevard, existing commercial properties present challenges that will require more advanced coordination and study. In

particular, two commercial properties appear to have surface parking located within the right-of-way, and an open-air section of Nancy Creek crosses the presumptive path of a sidewalk just south of Green Industrial Drive. These are recommended as part of a further study and capital project in Project 2 of the plan's list of non-priority projects (see page 53).

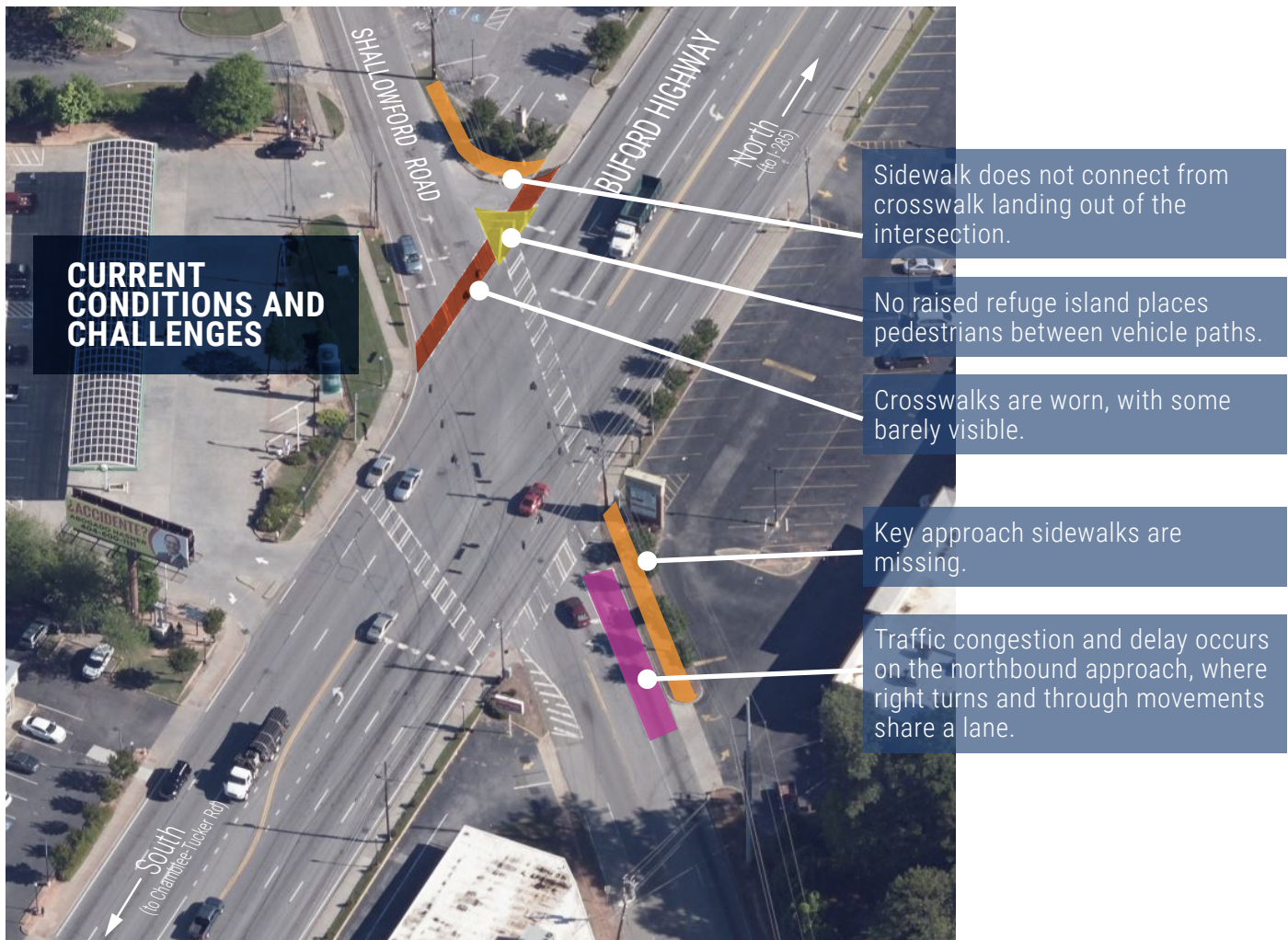
<b>How the Project Promotes Efficient Mobility</b>	Fills in key gaps along this major corridor, especially as more residential and retail uses are redeveloped along key sections.
<b>Estimated Cost</b>	\$830,000 (all four segments), or broken down as follows: Segment 1: \$141,000      Segment 3: \$361,000 Segment 2: \$142,000      Segment 4: \$166,000
<b>Who Should CID Partners Be?</b>	City of Chamblee, GDOT
<b>Complexity to Implement</b>	Some sections feature moderate complexity and impact: little to no right-of-way is required, although the project may involve coordination with private development on right-of-way dedication.
<b>Potential Funding Sources</b>	CID Funds, potential partnership with City of Chamblee. Project may be packaged with other similar nearby projects to be more competitive for TIP funds.

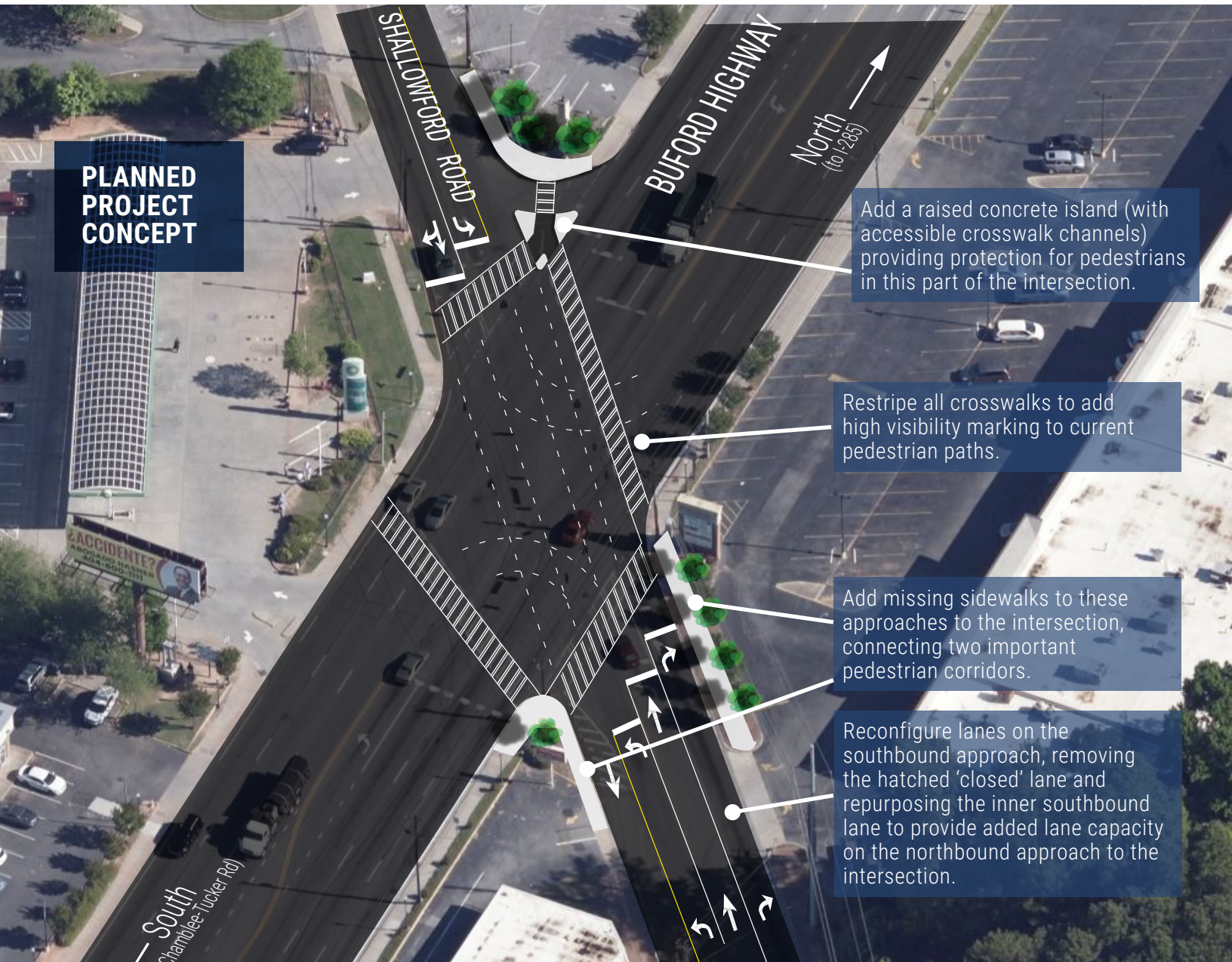
# SHALLOWFORD ROAD/BUFORD HIGHWAY INTERSECTION ENHANCEMENTS

## SAFETY IMPROVEMENTS

Although many intersections along the Buford Highway corridor feature skewed angles (highly acute angles, as opposed to the right angles that allow easier visibility and operations for all users, this one features an exceptionally challenging angle and its current design may place some pedestrians or even turning vehicles in the path of other vehicles.

In addition, it features worn crosswalks on some of its longer crossings, and an inefficient travel lane configuration in the southern leg of the intersection, which contributes to delay and congestion at the intersection. As Figures 2.9 through 2.11 in Section 2 illustrate, the area around this intersection has one of the higher crash rates, including crashes with injuries, in the entire CID area.





**PLANNED PROJECT CONCEPT**

Add a raised concrete island (with accessible crosswalk channels) providing protection for pedestrians in this part of the intersection.

Restripe all crosswalks to add high visibility marking to current pedestrian paths.

Add missing sidewalks to these approaches to the intersection, connecting two important pedestrian corridors.

Reconfigure lanes on the southbound approach, removing the hatched 'closed' lane and repurposing the inner southbound lane to provide added lane capacity on the northbound approach to the intersection.

<b>How the Project Promotes Efficient Mobility</b>	Both a safety-focused improvement and a means of increasing operational efficiency at a key connecting point of the street network
<b>Estimated Cost</b>	\$150,000 - \$200,000 (pedestrian and traffic-based improvements only); \$250,000 - \$350,000 (includes added streetscape and sidewalk)
<b>Who Should CID Partners Be?</b>	Partnership contributions or project lead could be either Cities, especially Doraville if improvements are combined with Shallowford Road projects in Doraville Mobility Plan
<b>Complexity to Implement</b>	Medium Complexity and Impact: minimal right-of-way may be required and sidewalk additions will require landscape/streetscape changes along commercial properties
<b>Potential Funding Sources</b>	CID funds; may be more TIP-competitive if pursued along with Doraville projects

## CHAMBLEE-TUCKER ROAD/BUFORD HIGHWAY INTERSECTION ENHANCEMENTS

On the Buford Highway corridor, the Chamblee-Tucker intersection is a major regional link, connecting to Interstates 85 and 285, and offering one of the few cross-district connections between the Buford Highway and Peachtree Boulevard corridors. Significantly, this includes one of the few crossings of the Norfolk Southern freight rail corridor, making this link a valuable asset. However, traffic operations at the intersection do not function according to the travel demand the intersection serves: preference in signal timing is given to Buford Highway, a GDOT-maintained corridor, resulting in longer delays at Chamblee-Tucker Road.

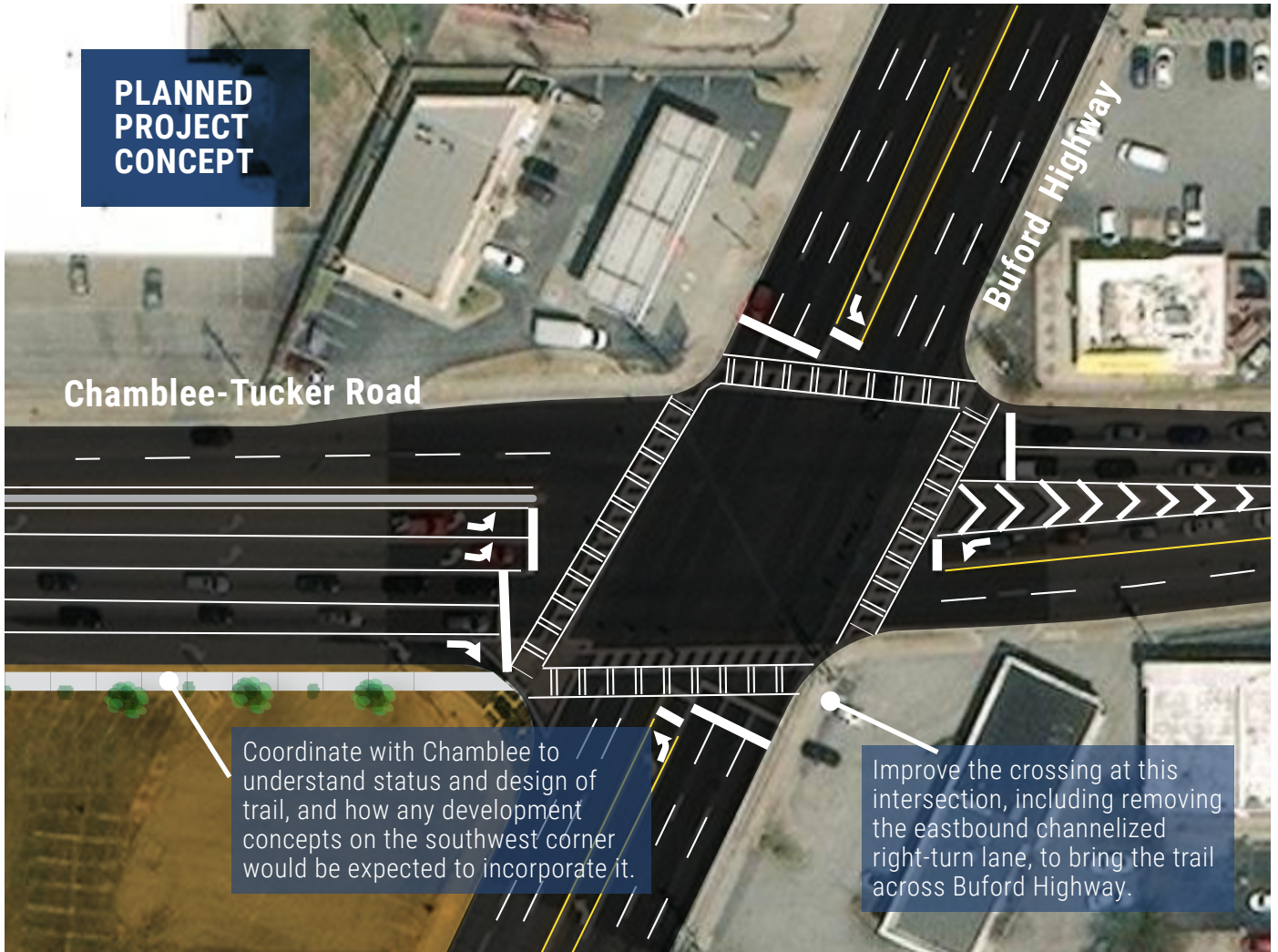
However, the nature of travel patterns through the intersection has evolved since the MMP's development. This includes changes to employment travel patterns to the Federal agency campuses southwest of this intersection (CDC and IRS), as well as to the commuting traffic using the Chamblee-Tucker corridor as an alternative route to other regional destinations (such as Buckhead and Perimeter).

The intersection also features a prominent set of vacant properties on its southwest corner, which land values suggest could be a redevelopment opportunity, and the City has pursued and secured funding to advance development of a shared-use path along Chamblee-Tucker Road, connecting this intersection to the MARTA station.

All of these potential changes suggest this project should advance partly as a scoping and coordination study effort, and partly as a light-touch design and signal timing coordination effort to be coordinated with GDOT. Advancing this project would follow steps similar to the following:

1. Coordinate with the City of Chamblee on any potential development at the southwest corner of the intersection, along with design concepts for the Chamblee-Tucker multi-use path and how this intersection could serve as a gateway spur connection to the trail.
2. Prepare a small-scale scoping study, similar in information to a GDOT Concept Report (and maybe inclusive of a Concept Report if GDOT shows interest in advancing concepts), to include new traffic data reflecting current uses and operations of the intersection, detail on CDC and IRS operations, detail on other nearby land uses that have been approved or opened since the MMP, and potential ways for a Chamblee-Tucker multi-use path to integrate with the intersection.
3. Develop designs reflecting an appropriate intersection design, to include removal of the right-turn channelized lane and converting this into a right-turn lane with a smaller corner radius to accommodate a trail crossings.
4. Advance the project along similar steps as the Peachtree Boulevard projects, moving it forward into design and construction.

**PLANNED PROJECT CONCEPT**



**Chamblee-Tucker Road**

**Buford Highway**

Coordinate with Chamblee to understand status and design of trail, and how any development concepts on the southwest corner would be expected to incorporate it.

Improve the crossing at this intersection, including removing the eastbound channelized right-turn lane, to bring the trail across Buford Highway.

<b>How the Project Promotes Efficient Mobility</b>	Improves safety at a key crossing point of the Buford Highway corridor, but also works with partner agencies to position the intersection to function according to current needs
<b>Estimated Cost</b>	\$30,000 (scoping study) \$280,000 (construction of corner reconfiguration) <b>\$310,000 Estimated Total Costs</b>
<b>Who Should CID Partners Be?</b>	City of Chamblee, especially to identify development potential and how trail project can connect to the intersection; GDOT for revising traffic signal timing
<b>Complexity to Implement</b>	Moderate complexity and impact: little to no right-of-way is required, although the project may involve coordination with private development on right-of-way dedication.
<b>Potential Funding Sources</b>	CID Funds, potential partnership with City of Chamblee. Project may be packaged with other similar nearby projects to be more competitive for TIP funds.

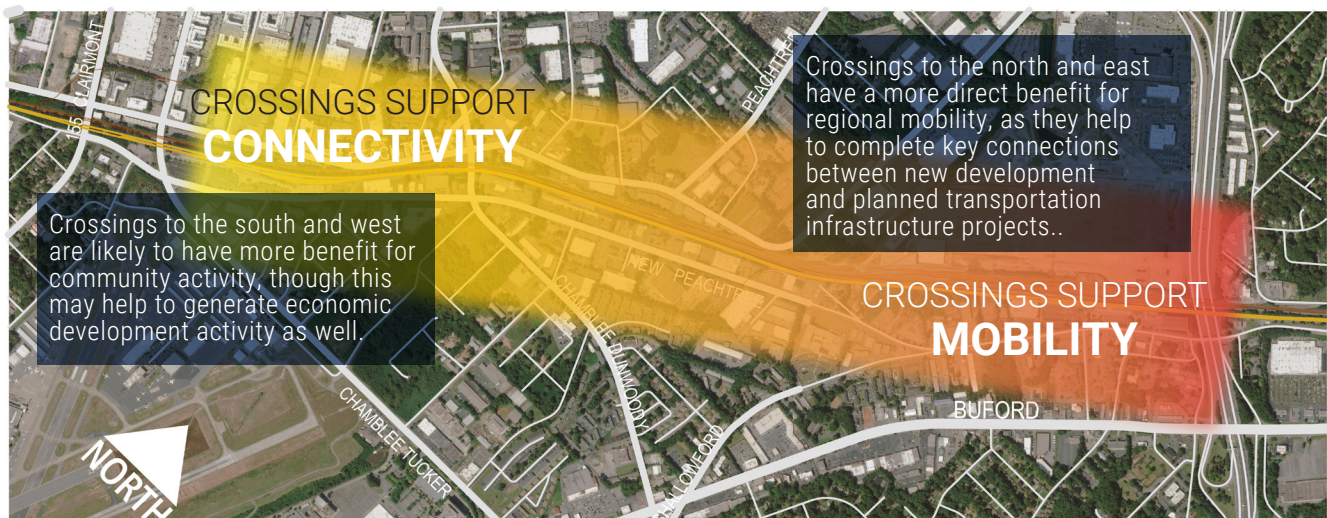
# STUDY ADDITIONAL EAST-WEST RAILROAD CROSSINGS

Chamblee and Doraville grew up around railroads, and their histories have been shaped by transportation. The evolution of both communities from agricultural trading towns to industrial centers to vibrant residential and business communities in the Atlanta metropolitan area has always had the Southern Railway corridor—today’s Norfolk Southern Railroad and the MARTA Gold Line rapid transit adjacent to it—as part of its foundation. The rail corridor is truly at the center of Chamblee and Doraville, but since the construction of freeways and the ever-increasing diversity of how people and goods move around Atlanta, it does not serve the same vital transportation role for the communities it once did.

Today, the railroad’s physical separation of the two communities has had implications in how they have grown. Future growth and development will likely only add to these patterns. It is important to consider how current development and transportation investments can approach potential new solutions to this challenges, and the Chamblee Doraville CID is positioned to lead further study of new crossings,

outlining benefits and challenges to potential crossing opportunities. This study is intended to inform potential partners to engage in ways to advance any or all of these ideas.

The initial objective of a new rail crossing between the Assembly development and Doraville’s downtown district (by way of the MARTA station property) was to allow the major mixed use development proposed at the time to have a critical access point to the south and to provide a direct link between the development and the Doraville MARTA station. This crossing, commonly referred to as the ‘covered street’ or Park Avenue extension, took on a greater importance when GDOT added a managed-lane interchange for the immediate Assembly area to its Major Mobility Investment Program (MMIP) plans for the Top End of I-285. Because of the rail corridor, this interchange design has been divided into two halves, with direct access to the Assembly site only proposed for traffic to and from the north and west. Traffic using the interchange from the south and east would connect to New Peachtree Road, with the closest interface between New Peachtree and



Flowers being a half-mile to the east at Longmire Way—a connection already carrying a significant volume of truck traffic.

At the same time, Assembly has continued its path toward development delivery, under new ownership and with a different focus from the mixed-use vision that past developers used as their guiding framework. This site, now positioned as a concentration of film and television production, is one of several developments (albeit the largest) in a dynamic area with considerable development activity over the past decade. Chamblee has experienced significant growth in and around its downtown area through extensive redevelopment, especially along the Peachtree Boulevard and Peachtree Road corridors. And Doraville has seen redevelopment activity apart from Assembly, with ongoing investment on the Buford Highway corridor adding to the economic vitality of the area.

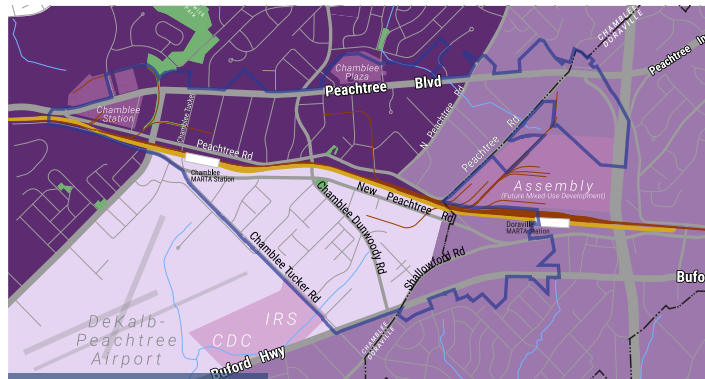
This underscores the importance of added crossings of the Norfolk Southern corridor and the

multiple benefits new crossings are poised to offer. For these reasons, crossings can be understood to have at least two major potential benefits: their **direct contribution to regional mobility**, especially through their linkage to the Top End managed lane interchange, and their enhancement of **overall community connectivity**, especially between major destinations and potential redevelopment areas. It is possible for a single candidate crossing location to offer both benefits, but in general the benefits to regional mobility are more concentrated to the east as they approach I-285.

It is important to understand that the potential benefits and community needs for a stronger, more efficient transportation network also point to larger dynamics beyond the Top End managed lane interchange and the redevelopment potential of the area. These are described as follows:

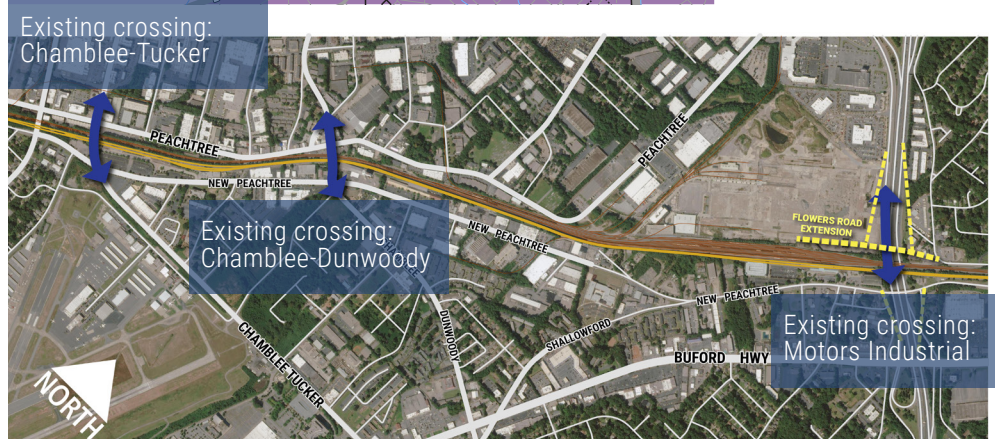
**Connecting housing and jobs.** As identified in the CID’s 2021 Mobility Master Plan, the overall balance of household income, housing values,

With only three crossings over 2.3 miles of the rail corridor, Chamblee and Doraville would benefit from increased connectivity. This affects local travel patterns, such as the over 70 percent of residents living north of the railroad who drive to work, but also regional patterns, set to be influenced in the area by changes to I-285 as part of the MMIP.



**Share of Residents Driving Alone to Work**

- 20.0% or less
- 20.1 - 40.0%
- 40.1 - 60.0%
- 60.1 - 70.0%
- 70.1 - 81.0%



and employment opportunities is such that many residents around the area travel to work in other locations, and relatively few jobs are held by area residents. While new jobs coming to the area may continue to attract workers from outside, added connections in and around the CID district will provide more efficient travel alternatives for reaching jobs—and may even allow some jobs in the CID area to be more feasibly filled by area residents, thus reducing commute times and distances.

**Reducing travel distances for short trips.**

Consistent with the Livable Centers Initiative (LCI) studies that have been completed in the Chamblee-Doraville area, there is strong community interest in making nearby locations, including retail, food, and community service opportunities, easier to access. The CID features two major commercial corridors, Buford Highway and Peachtree Boulevard, but these offer different services and amenities to the larger

community. Improved links between the two will help to provide these business corridors with access to larger markets.

**Improving multimodal travel opportunities.** The Cities of Chamblee, Doraville, and the CID have all committed to investing in the area’s multimodal network, driven by strong community desire for more livable travel options and recognizing that the area’s numerous transportation assets, especially its two transit stations, need a more walkable, permeable pattern of development to truly capitalize on the potential of these mobility resources. Added connections will help with this, especially in the long distance between existing crossings at Chamblee-Dunwoody Road and Motors Industrial Way/I-285.

<b>How the Project Promotes Efficient Mobility</b>	Identifies where potential new links to east-west mobility can be added, addressing one of the CID area’s most significant barriers
<b>Estimated Cost</b>	Feasibility Study and Scoping: \$400,000-\$600,000 Design and Construction costs: To be determined based on study findings. Early consideration of potential crossings suggested some rail crossing alignments may cost between \$10 million and \$60 million, depending on location, constructability, right-of-way needed, and other factors.
<b>Who Should CID Partners Be?</b>	City of Chamblee and/or City of Doraville, especially to identify development potential relative to potential crossing locations; Norfolk Southern Railroad and MARTA for crossing rail rights of way
<b>Complexity to Implement</b>	The study is not complex or difficult to implement, but the rail crossing itself will be highly complex and involve extensive coordination with Norfolk Southern, MARTA, and private property owners.
<b>Potential Funding Sources</b>	CID Funds, with potential partnership with City of Chamblee and City of Doraville, for the study itself. An actual capital project may be eligible for Federal grant programs (such as RAISE or Reconnecting Communities), the Georgia Transportation Infrastructure Bank, or other sources of state funding. Development of a funding and financing plan may need to follow a basic feasibility study once estimated costs have been developed.

# BUFORD HIGHWAY ACCESS MANAGEMENT CORRIDOR STUDY PARTNERSHIP

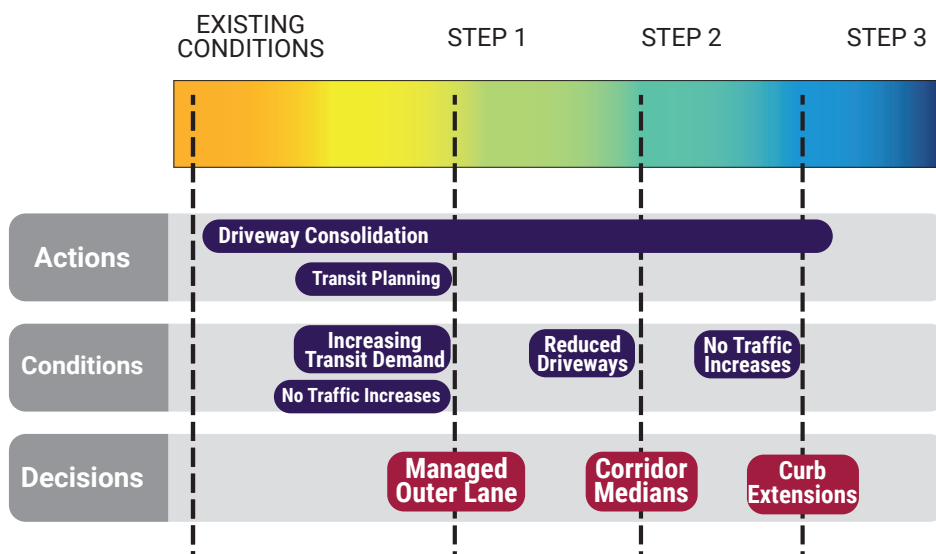
## PREPARING THE CORRIDOR FOR ITS MULTIMODAL FUTURE

The Buford Highway corridor is one of the CID area’s most diverse, dynamic, and multimodal, with the highest levels of transit use on any bus corridor in the Atlanta region and more pedestrians than other major corridors in the CID. It also supports a lengthy corridor of businesses and other commercial and industrial land uses. However, the frequent driveways along the corridor, the result of land development patterns based on providing individual properties their own access off of the road, limit the opportunity to pursue different designs for the corridor. In particular, they do not allow any significant pedestrian enhancements, especially for crossings, when they would require placement of a median that may close a driveway or limit some of its access (such as a left turn from across the corridor). Several locations on the corridor also feature intersections without crosswalks that could not be installed as they would end in an open driveway. Other proposals for the corridor from parallel plans and studies, especially emerging ideas for enhanced

transit service along Buford Highway (or even capital investment such as a BRT corridor), are difficult to implement with the need for frequent breaks due to driveways.

### WHAT ACCESS MANAGEMENT CAN BE FOR BUFORD HIGHWAY

Advancing access management along the corridor points to the key challenge of commercial corridors such as Buford Highway. They have built much of their economic function by providing regular access to commercial properties off of the main thoroughfare. Changing this access raises significant concern among business and property owners since they depend on vehicle access for a majority of their travel. However, when faced with the many safety problems that corridors like these may create, transportation agencies such as GDOT are inclined to act in a manner that reduces risk and liability, which is much more directly measured in terms of personal and property damage than in terms of compromised access to businesses.



The Buford Highway LCI study defined a 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.

There is no easy solution to this, but there is an opportunity to better understand current conditions and limitations before GDOT or other partner agencies are brought to a point of needing to make design decisions without community input.

This priority project is for a study of access along the Buford Highway corridor from Chamblee Tucker Road to Oakcliff Road, as originally recommended in the Buford Highway LCI master plan and affirmed in the Chamblee and Doraville citywide Mobility Plans. Its purpose would be to identify opportunities where property access can be streamlined, coordinated, and organized for a safe and efficient corridor. The purpose of a study like this is not to remove or close driveways without viable solutions or alternatives. It will likely focus on reduction of multiple driveways on a single parcel, ensuring safe pedestrian conditions around and across driveway access points, and finding locations where median installation can reduce vehicle crashes by structuring turn locations.

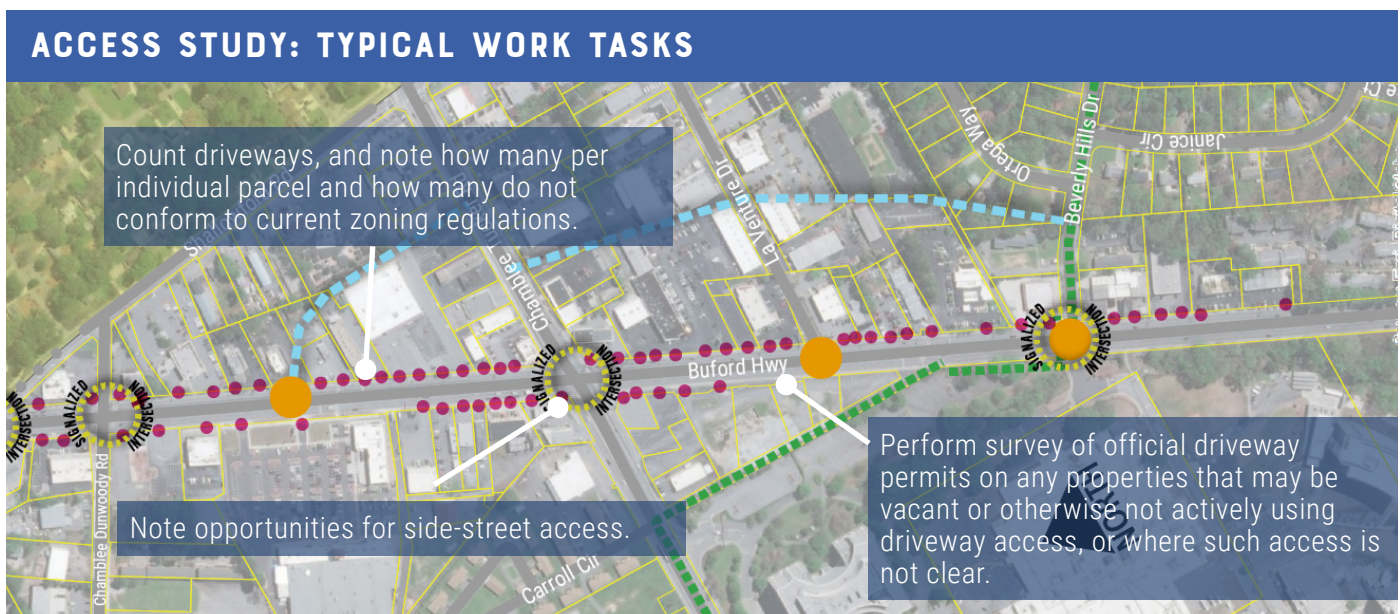
**The CID can play a pivotal and highly important role in this effort by leading the stakeholder engagement and outreach to bring business and property owners to a study conversation.** GDOT and other agencies that are interested in improving safety conditions along the Buford Highway corridor are more inclined to move forward with safety and operational treatments, such as appropriately placed

medians, if they know these are supported by broad community consensus. However, this consensus is difficult to achieve in the absence of substantial outreach and discussion. The CID is well poised to lead this because of its substantial member base of business and property owners.

The diagram below provides an example of the kinds of information that would be collected in such a study along Buford Highway and where the CID could play an important role. This is a study that the CID could lead or could advance in partnership with one of the Cities, with the City of Doraville having jurisdiction over one of Buford Highway's most active commercial districts with the greatest number of driveways. The study could potentially be funded through LCI funds, which would allow the CID to lead the effort, but any coordination with GDOT on later steps would likely require partnership with a local government with GDOT's Local Assistance Partner (LAP) certification.

Although the CID should explore a scope of efforts for the study jointly with its partner or partners, this scope should include the following key steps.

- 1. Stakeholder outreach and engagement.** This is a uniquely important contribution and leadership role the CID can provide, especially as many



affected properties along the Buford Highway corridor are CID members. Convening and regularly engaging these and other stakeholders will be a critical pillar for this study.

2. **Field review of driveway conditions.** Existing driveways and other access points should be documented, at a minimum through a ‘desktop screening’ approach using aerial photography and geographic information systems (GIS) data, but preferably through a field review documenting detailed conditions. A formal survey is desirable, but likely to add significantly to the cost of the study and may only be needed in areas of recommended improvements defined in later study steps. This task would also include a review of opportunities for side-street and rear-street access that could replace current driveways.
3. **Due diligence of existing permitted access along the corridor,** reviewing existing local government and GDOT driveway and access permits. The study should note where existing driveways, access, or other circulation do not have permits, and where existing driveway conditions are non-compliant with local and GDOT policies, laws, and ordinances on access location.

4. **Review and analysis of traffic and crash data** to understand operational and safety challenges and opportunities with current access configurations. This will involve a more detailed level of safety analysis than transportation plans often undertake, looking more closely at types of crashes related to driveways (especially rear-end and angle crashes) and where specific concentrations occur.
5. **Broad strategies for improvement.** This step should outline feasible approaches to being managing and reducing driveway closures, such as proactive partnerships with local governments to realign circulation on local properties and provide temporary installations to restrict driveway use.
6. **Specific focus-area projects,** identifying particular driveways or intersections with recommended design opportunities to pursue.

This study could feasibly completed in six to nine months. It should engage GDOT as a key partner to guide and outline the parameters of the study, but also to identify where specific improvements could be implemented under programs like the GDOT Quick Response program intended to address safety issues with relatively low-cost, easily implemented programs.

<b>How the Project Promotes Efficient Mobility</b>	Lays an important informational foundation for understanding where changes along Buford Highway may be achieved and the scale of impact that may come from driveway modifications or removal
<b>Estimated Cost</b>	CID may elect to contribute a portion of local match; this is estimated at up to \$40,000 (or a total study cost of \$200,000, assuming that LCI or other Federal funds may be available). CID’s most valued contribution may come from leading conversations with property and business owners and facilitating dialogue with agency(ies) leading the study.
<b>Who Should CID Partners Be?</b>	GDOT; Cities of Doraville and/or Chamblee. Either City is a strong candidate to lead with guidance and partnership with GDOT.
<b>Complexity to Implement</b>	Little to no complexity in performing the study. Study outcomes, when shared with GDOT, can help to identify opportunities for medians and other corridor management treatments, at which time more detailed estimates for capital projects may be developed.
<b>Potential Funding Sources</b>	LCI Funds, Local Funds

# OTHER RECOMMENDED PROJECTS

The CID Mobility Master Plan initially developed a working list of approximately 40 projects to be reviewed as candidates for the high priorities that are presented earlier in this section. Although eight of those projects have been showcased in this plan as the priority projects for the CID’s near-future years, the plan details the other project candidates,

which would all be positive contributions toward the efficient mobility of the CID area. The CID should treat these as projects to pursue on an opportunity basis—should they be introduced from a particular development or other infrastructure project, or should funding specific to any of these projects become available at a later date.



- CDCID Area
- City of Chamblee
- City of Doraville
- Major Destinations

The table on the following pages provides detail on each of these projects relative to their numbers on the map. It provides information on the project extent and intended scope, as well as strategies the CID may wish to pursue for project implementation. Four of these non-priority project recommendations feature Project Highlights (noted in the table), providing a level of detail similar to the priority project descriptions on the previous pages.

# TABLE OF OTHER RECOMMENDED PROJECTS

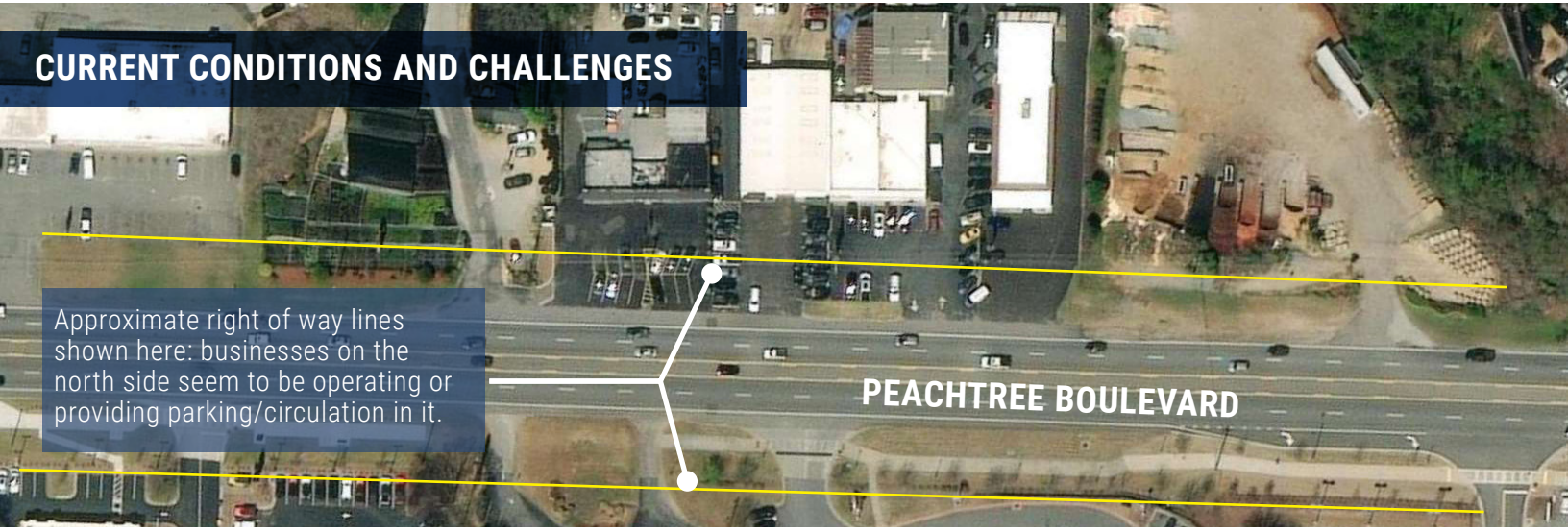
PROJECT NUMBER AND NAME	PROJECT CANDIDATE DESCRIPTION	COST, COMPLEXITY, AND OPPORTUNITIES FOR PARTNERSHIP
<b>1: Buford Highway Pedestrian Improvements at I-285 Interchange</b>	<p>Pedestrian access under the I-285 bridge and across the access ramp intersections with Buford Highway is difficult and dangerous. The Buford Highway LCI study recommended a series of improvements that could be made for pedestrian infrastructure across this intersection. This is emerging as a high priority in the Doraville Mobility Plan and may be led by the City of Doraville in coordination with GDOT, although the CID may still express support.</p>	<p><b>Moderate cost (estimated between \$300,000 and \$500,000)</b> Project is likely to be led by GDOT, even with strong local advocacy from Doraville, the CID, or other partners. However, the advocacy to advance the project will be critical and could benefit from the support of the CID.</p>
<b>2: Peachtree Boulevard at N Peachtree Road Pedestrian Safety Improvements (see Project Highlight on page 57)</b>	<p>Major pedestrian improvements are required at this location, including a small corridor extending north from 5622 Peachtree Boulevard on the north side of the road. In addition to the missing sidewalks that connect to those recommended under Priority Project 5, more detailed study of right-of-way boundaries and impacts of sidewalk construction on current businesses should be undertaken, along with a GDOT-compliant flood study to incorporate the areas of floodplain associated with Nancy Creek directly south of Green Industrial Drive. At the North Peachtree intersection, sidewalks are only present on the north side of the intersection. There are no crosswalks and only a few curb ramps, with a driveway at the northwest corner of the intersection opening directly to the corner of the travel lanes.</p>	<p><b>Low cost (under \$200,000) for Scoping Study</b>  <b>High cost and complexity for project (estimated between \$1,000,000 and \$2,000,000)</b> Major impacts most likely with consolidation of driveways on the commercial property on the northwest corner of the intersection and at the commercial properties on Peachtree Boulevard that feature surface parking in what appears to be GDOT right-of-way.</p>
<b>3: North Shallowford Road Roundabout</b>	<p>Project would add a roundabout at North Shallowford Road and North Peachtree Road, in anticipation of increased traffic patterns (and especially southbound left turns) at this intersection due to MMIP-related traffic from the North Shallowford interchange.</p>	<p><b>Moderately high cost (estimated between \$800,000 and \$1,000,000)</b> This is a project likely to be led by Chamblee because it is not adjacent to CID-eligible properties, but the CID may continue to support.</p>
<b>4: Flowers Road/ Winters Chapel Roadway Capacity Improvements</b>	<p>Related to the MMIP Flowers Road extension, this project would make appropriate improvements, for capacity and vehicle design purposes, to Winters Chapel Road from the point of extension of Flowers Road to Longmire Way, and potentially east of Longmire Way as needed.</p>	<p><b>High cost (estimated between \$1,000,000 and \$2,000,000)</b> This project would increase the capacity of the existing Flowers Road to carry added traffic, including potential transit vehicles.</p>

PROJECT NUMBER AND NAME	PROJECT CANDIDATE DESCRIPTION	COST, COMPLEXITY, AND OPPORTUNITIES FOR PARTNERSHIP
<b>5: Park Avenue Sidewalk Addition</b>	Construct sidewalk on both sides of Park Avenue between New Peachtree Road and Buford Highway.	<b>Moderate cost (\$300,000 to \$500,000)</b> This is a project likely to be led by Doraville, likely in conjunction with its Town Center redevelopment efforts.
<b>6: Winters Chapel at Longmire Way Intersection Improvements</b>	In anticipation of MMIP Managed Lanes access at Flowers Road, which would add traffic to connect to the existing rail crossing at Longmire Way, this intersection should be enhanced to provide appropriate turning capacity and design for vehicles. It is likely to be coordinated with IS-08, since these are closely spaced on either side of the NS railroad.	<b>Moderately high cost (estimated between \$500,000 and \$1,000,000)</b> This is a project featured in Doraville’s Mobility Plan and may be led in conjunction with GDOT as MMIP concepts are developed further,
<b>7: New Peachtree Road at Longmire Way Pedestrian Accessibility Improvements</b>	In anticipation of MMIP Managed Lanes access at Flowers Road, which would add traffic to connect to the existing rail crossing at Longmire Way, this intersection should be enhanced to provide appropriate turning capacity and design for vehicles. It is likely to be coordinated with IS-07, since these are closely spaced on either side of the NS railroad. In addition, currently there are no curb ramps or sidewalk on the northeast corner of the intersection, despite the presence of sidewalks at this location. Adding the curb ramps and extending sidewalks to this corner of the intersection would improve pedestrian access and safety.	<b>Low cost (\$200,000)</b> This is a project likely to be led by Doraville, likely in conjunction with its Lotus Grove redevelopment efforts.
<b>8: John Glenn Drive Extension (see Project Highlight on page 61)</b>	This project would extend the existing dead-end street from Peachtree Boulevard to Peachtree Road, allowing additional street network to distribute traffic (especially truck and service trips) from these two main corridors.	<b>High cost (\$1.5 million to \$3 million)</b> This is a project likely to be led by the CID in partnership with developers of these sites, allowing cost savings for right-of-way acquisition.
<b>9: Terrell Drive Extension (see Project Highlight on page 64)</b>	This project would extend the existing dead-end street from Peachtree Road to North Peachtree Road, allowing additional street network to distribute traffic (especially truck and service trips) from these two main corridors. It will involve careful coordination with the existing single-family neighborhood on Terrell.	<b>High cost (\$800,000 to \$1.2 million)</b> This is a project likely to be led by the CID in partnership with developers of these sites, allowing cost savings for right-of-way acquisition.

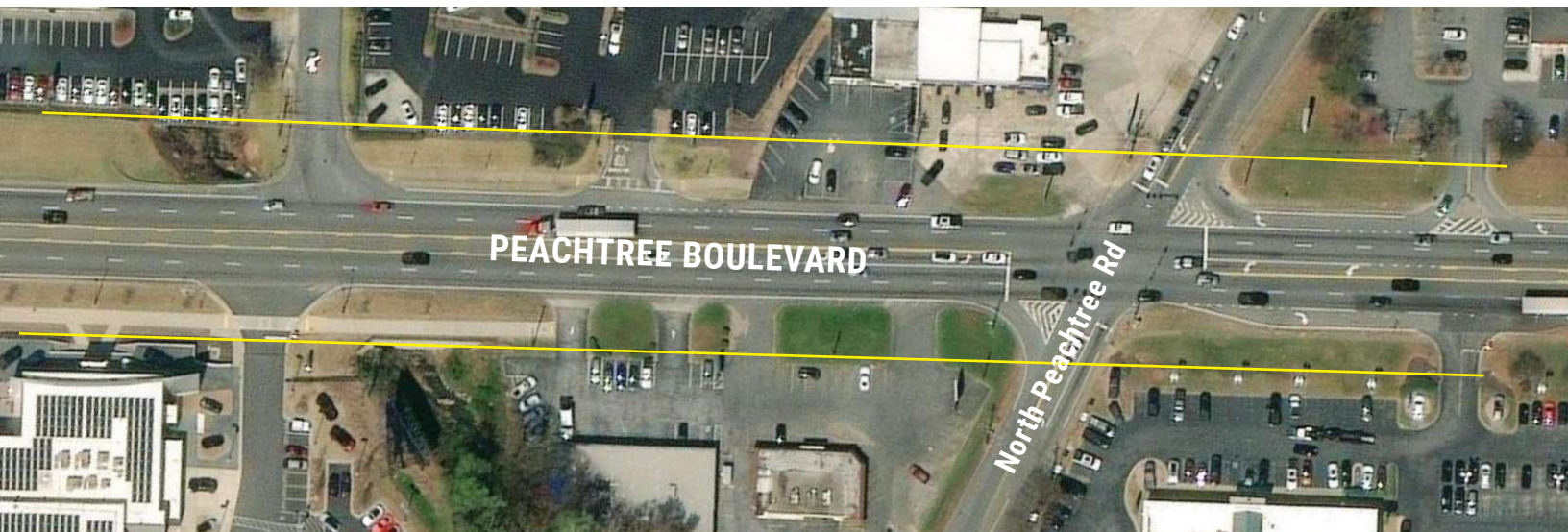
PROJECT NUMBER AND NAME	PROJECT CANDIDATE DESCRIPTION	COST, COMPLEXITY, AND OPPORTUNITIES FOR PARTNERSHIP
<b>10: Buford Highway at Longmire Way Safety Improvements</b>	This is another intersection with likely traffic impacts from the planned MMIP managed lanes, though an overall intersection design should be considered to improve pedestrian and vehicular safety. Currently the crosswalks across Buford Highway at these corners do not meet the sidewalk. Appropriate design of curb radii would also result in lowered vehicle speeds, which may also help lower the number and severity of collisions at this intersection.	<b>Low cost (\$200,000)</b> This is a project likely to be led by Doraville, likely in conjunction with its Lotus Grove redevelopment efforts.
<b>11: Buford Highway at Beverly Hills Drive Multimodal Improvements</b>	Curb ramps at this location need to be upgraded to improve accessibility. Pedestrian safety can be improved by adding crosswalk striping between the concrete pedestrian island and the sidewalk on the intersection's northwest corner. This could be undertaken in conjunction with the Chamblee Mobility Plan, which also calls for bicycle/pedestrian improvements at this intersection.	<b>Moderate cost (approximately \$500,000)</b> Likely to be led by the City of Chamblee as its trail projects connecting from downtown Chamblee are advanced and completed.
<b>12: Chamblee-Tucker at Shallowford Intersection Realignment</b>  (see Project Highlight on page 59)	This project realigns the intersection of these two roads, where an angled approach on the eastern leg creates visibility problems that cause safety risks. Indeed, the intersection features one of the higher crash rates in the CID area, due in part to this angle but also to the close proximity of other major intersections.	<b>High cost (likely over \$3,000,000)</b> This is a project featured in Doraville's Mobility Plan and may be led in conjunction other projects in that plan, such as a proposed multi-use path adjacent to New Peachtree Road intended to connect the Oakcliff and English Oak neighborhoods to the Doraville MARTA station.
<b>13: Chestnut/Park Intersection Realignment</b>	This project would realign the overall intersection to tie Chestnut Drive into a single-point intersection with Park Avenue, using the existing signalized intersection on Buford Highway. It would also repair the warped sidewalks on the east side of the intersection.	<b>High cost (likely over \$3,000,000)</b> This is a project likely to be led by Doraville, likely in conjunction GDOT. It provides benefit for the Buford Highway corridor in an area with significant safety challenges, although benefits to the Northwoods neighborhood may be as significant and make the project more appropriate as a Doraville lead.
<b>14: Buford Highway at Jesse Norman Way Pedestrian Improvements</b>	Moving the traffic signal pole in the northwest corner of the intersection would improve pedestrian access, especially among people using wheelchairs. The traffic signal pole is located in the middle of a curb ramp.	<b>Moderately high cost (estimated \$300,000)</b> Project should be led by GDOT to correct this design error with utility placement.

PROJECT NUMBER AND NAME	PROJECT CANDIDATE DESCRIPTION	COST, COMPLEXITY, AND OPPORTUNITIES FOR PARTNERSHIP
<b>15: Buford Highway at McElroy Road Pedestrian Crossing Improvements</b>	Pedestrian crossings could be improved by upgrading the painted islands in the northern and southern corners of the intersection to raised, concrete pedestrian refuges.	<b>Low cost (\$200,000)</b> This is a project likely to be led by Doraville, likely in conjunction with GDOT.
<b>16: Buford Highway at Oakcliff Road Pedestrian Improvements</b>	Several pedestrian improvements could be made at this location. Painted islands could be upgraded to concrete pedestrian refuges, giving pedestrians a safe place to wait while trying to cross the road. Existing medians could also be repurposed as pedestrian refuges. Adding the concrete islands may also have a traffic calming effect that could lower the number and severity of collisions at this intersection. Crosswalks could be properly realigned. Lastly, sidewalk gaps on Oakcliff Road could be filled to improve pedestrian access and comfort.	<b>Moderate cost (approximately \$500,000)</b> This is a project likely to be led by Doraville, likely in conjunction with GDOT.
<b>17: Oakcliff Road Sidewalk Improvements (New Peachtree Road to Buford Highway)</b>	Add sidewalks on the north and south sides of Oakcliff Road to connect the North Peachtree Road intersection to Buford Highway.	<b>Low cost (under \$200,000)</b> This is a project featured in Doraville's Mobility Plan and may be led in conjunction with GDOT.

**CURRENT CONDITIONS AND CHALLENGES**



Approximate right of way lines shown here: businesses on the north side seem to be operating or providing parking/circulation in it.



**CORRIDOR MANAGEMENT**

While the priority project for sidewalk infill focused on gaps in the central part of the CID’s Peachtree Boulevard corridor, there are other gaps in the sidewalk network that may not be filled in the near term with redevelopment. A significant extent of these gaps is north of the end of Priority Project 5 to Green Industrial Drive and North Peachtree Road. The current land uses along this extent of the corridor are service-based and focused on

automotive and landscaping industries, and the current configurations of these sites places parking and other functions directly adjacent to Peachtree Boulevard travel lanes, sometimes in the right-of-way.

In addition, at the northwest corner of Peachtree Boulevard and Green Industrial Drive, a daylighted section of Nancy Creek, much of which is channeled through culverts under parking lots and buildings

on the corridor’s commercial properties, is in a flood zone based on recently-updated floodplain mapping. Development of sidewalks in this section, along GDOT’s right-of-way, would include preparation of detailed surveying and flood study.

These complexities suggest that additional scoping would help the CID and its partners to understand costs, coordination needs, and timing of project implementation more clearly. The plan recommends a scoping study, to follow these basic steps:

1. **Detailed right-of-way survey** for the extent of Peachtree Boulevard from the Georgia Nursery property to North Peachtree Road, inclusive of the North Peachtree intersection. This will allow an accurate definition of right-of-way and an assessment of how much of current properties are in right-of-way.
2. **Coordination with businesses and property owners** along this corridor as key stakeholders. The sensitive nature of working directly with these businesses suggests that a more proactive approach should be taken to engaging them and inviting them to be part of a larger study effort.
3. **Due diligence review of permits, easements, and other land arrangements** that may exist

allowing businesses to operate in their current locations.

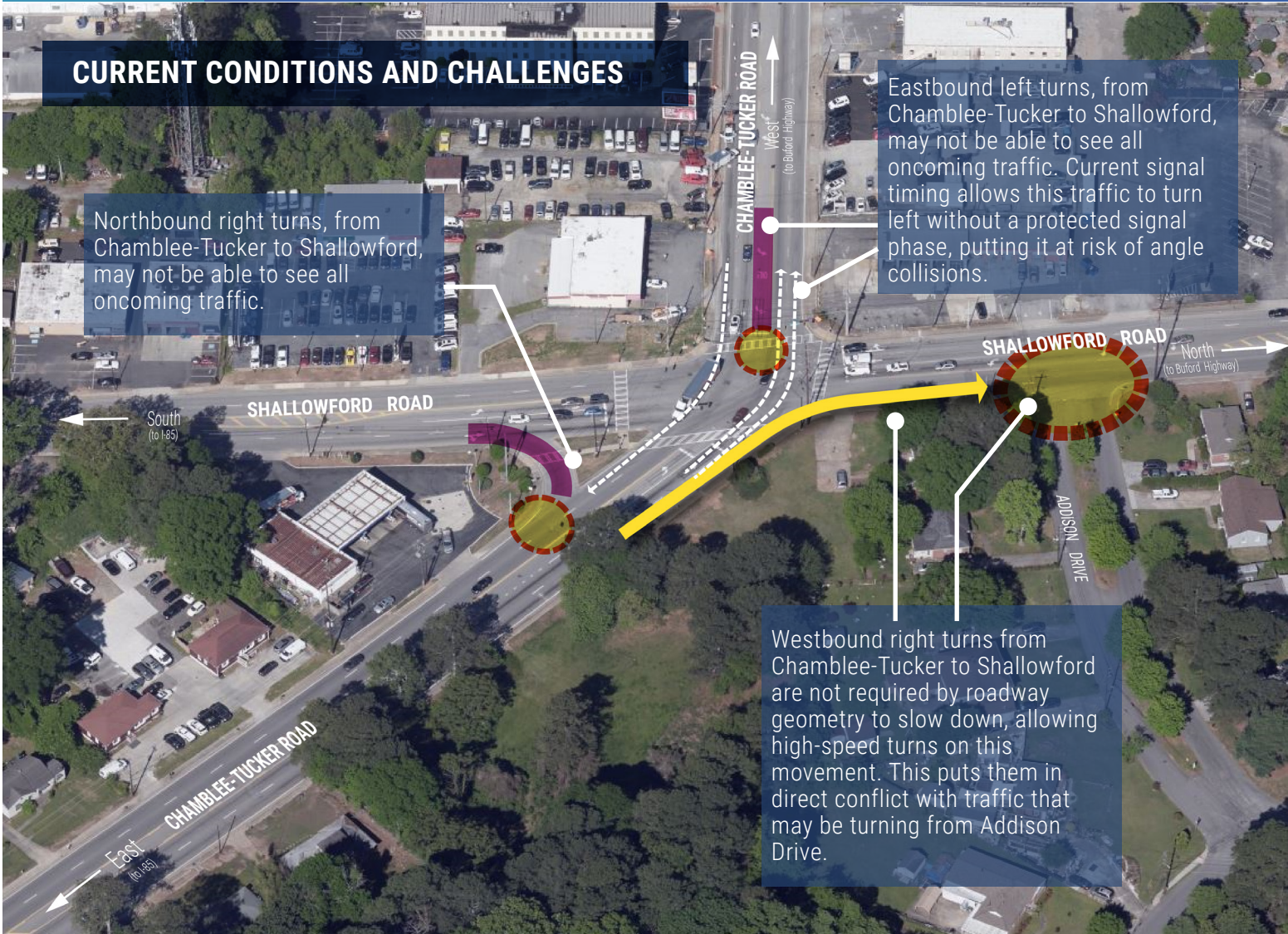
4. **Flood study** to determine flooding risk and to map potential flood elevations for various flooding events (such as 5-year, 10-year, and 100-year events) at the Nancy Creek crossing.
5. **Development of a concept design for sidewalks, a pedestrian bridge at the Nancy Creek location, and driveway locations for affected properties.** This would be intended to facilitate design efforts to follow immediately after, but may identify needs for the CID and partners to continue resolving any right-of-way issues prior to proceeding.

The findings and outcomes of the scoping study may point to a longer period of time and necessary coordination with property owners, though it will help to eliminate unknown factors in project decision-making.

<b>How the Project Promotes Efficient Mobility</b>	Continues sidewalk expansion efforts that the CID has identified as high priority projects, and extends the reach of a safe pedestrian environment.
<b>Estimated Cost</b>	\$60,000-80,000 (scoping study only); project design and construction cost to be determined from scoping study. The scoping study cost would include survey and flood study in addition to due diligence review and the development of concepts.
<b>Who Should CID Partners Be?</b>	City of Chamblee and GDOT
<b>Complexity to Implement</b>	High Complexity and Impact: the project will likely require extensive right-of-way acquisition as well as site engineering
<b>Potential Funding Sources</b>	TIP funds; project is eligible because of functional classification of both intersecting roads and because of regional significance. Scoping study may be funded entirely locally (CID and/or City funds) to advance this effort and provide more information for decision-making.

# SHALLOWFORD/CHAMBLEE-TUCKER INTERSECTION REALIGNMENT

## CURRENT CONDITIONS AND CHALLENGES



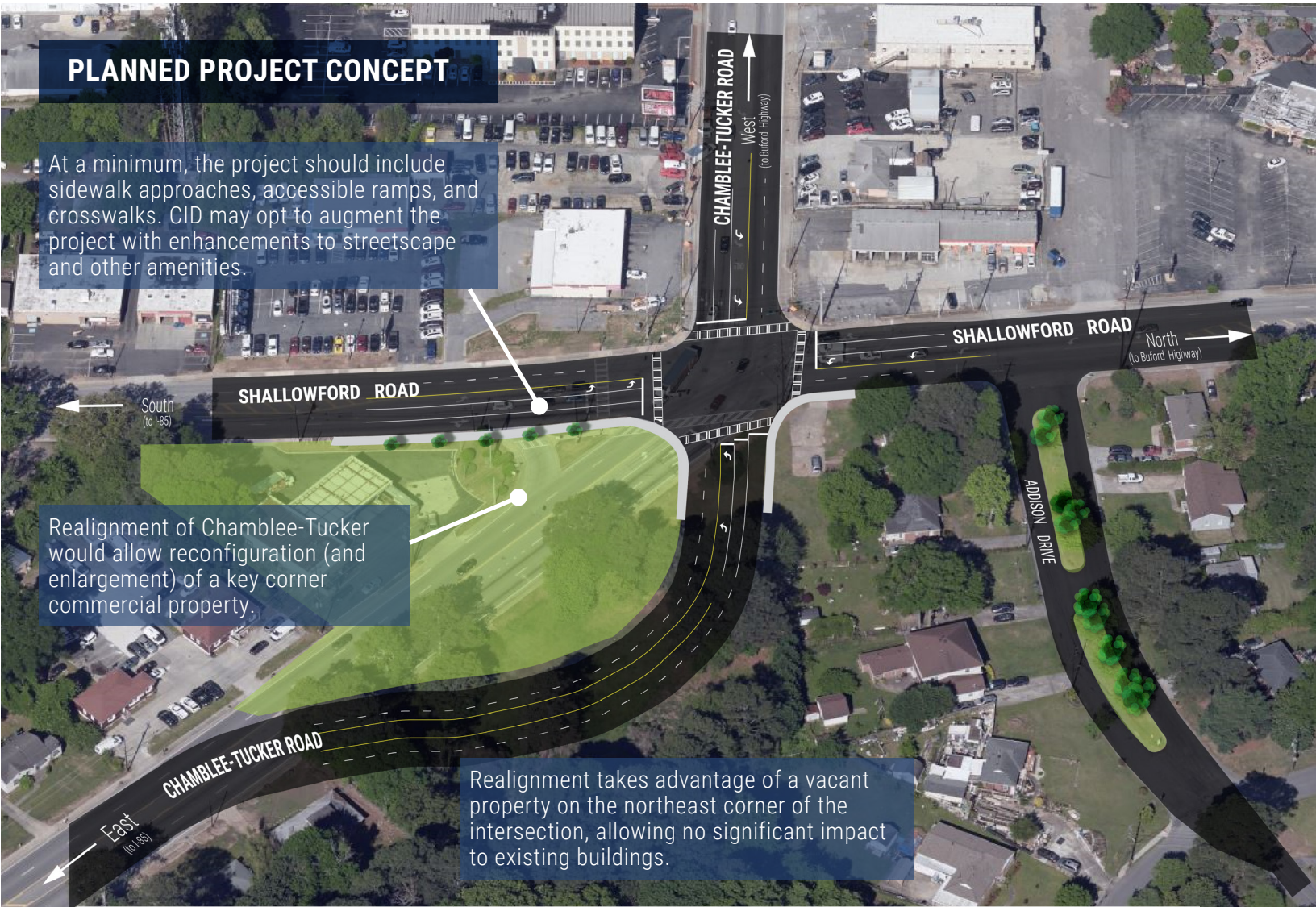
## CORRECTING AN UNSAFE INTERSECTION DESIGN

This project realigns the intersection of these two roads, where an angled approach on the eastern leg creates visibility problems that cause safety risks. Indeed, the intersection features one of the higher crash rates in the CID area, due in part to this angle but also to the close proximity of other major intersections.

The design proposed on the following page realigns the eastern leg of this intersection to bring it to a right angle and correct the visibility problems from the current design. In doing this, the curve approaching the intersection creates a natural mechanism to slow traffic, reducing some of the risk of crashes from higher-speed vehicles making the Chamblee-Tucker Road curve through the intersection itself.

This would be a high-cost project for the CID, but is generally supported by the City of Doraville, and the realignment presents opportunities to reshape the private property at the intersection's southeast

corner in ways that can increase its taxable value and potentially support the CID.



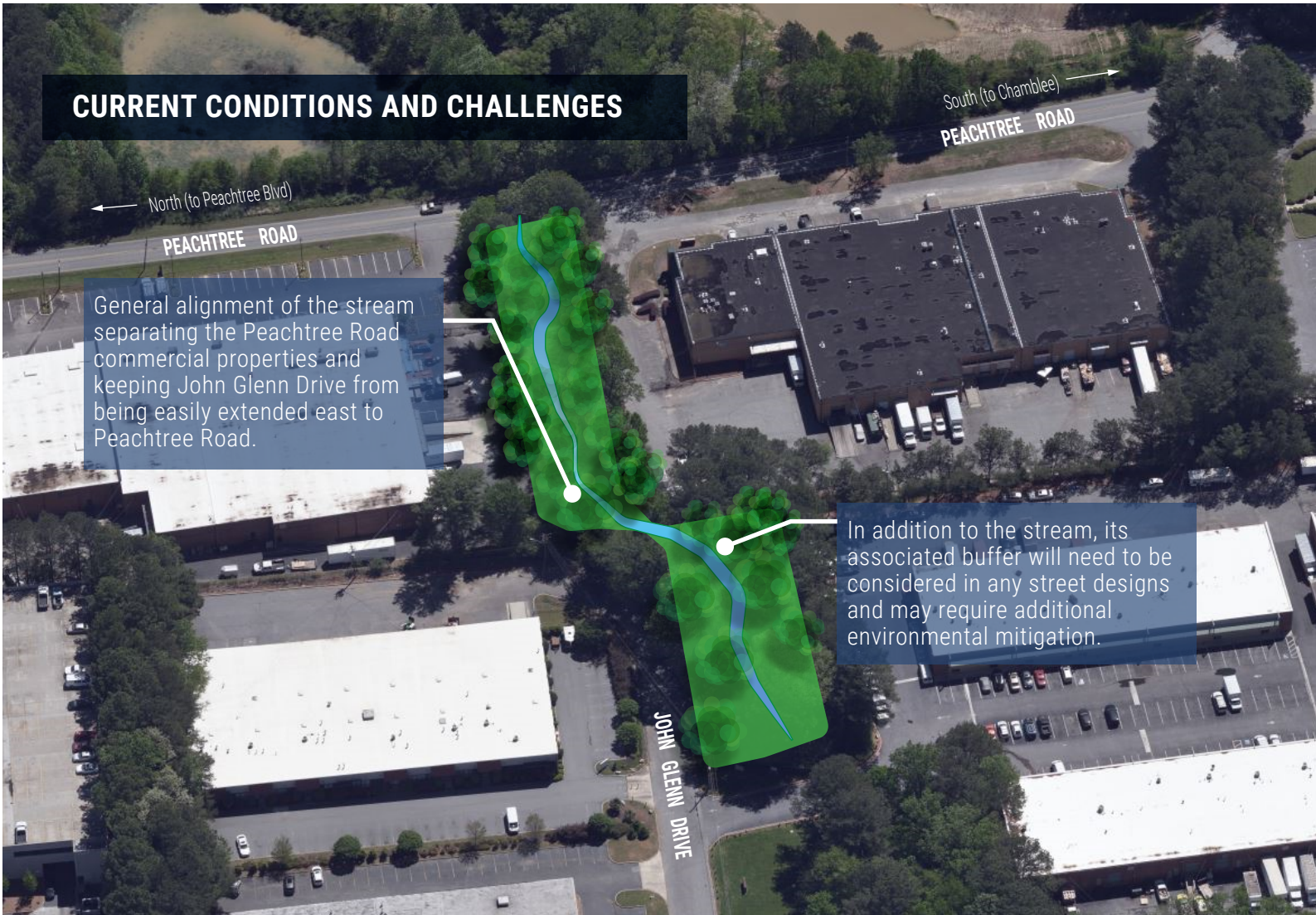
<b>How the Project Promotes Efficient Mobility</b>	Realigns an intersection with known safety problems and adjacent to other high-crash locations
<b>Estimated Cost</b>	\$2.7 million
<b>Who Should CID Partners Be?</b>	Cities of Chamblee and Doraville
<b>Complexity to Implement</b>	High Complexity and Impact: the project will require extensive right-of-way acquisition as well as site engineering
<b>Potential Funding Sources</b>	TIP funds; project is eligible because of functional classification of both intersecting roads and because of regional significance

# JOHN GLENN DRIVE EXTENSION TO PEACHTREE ROAD

## CRITICAL CONNECTION TO ASSEMBLY

This project helps to connect the Assembly mixed-use development with the surrounding street network by creating a second connection directly to Peachtree Boulevard. At present, Assembly's only connection to this major corridor is through the Peachtree Road/Peachtree Boulevard intersection (recommended for a revised design in Priority

Project 1), and this intersection is already challenged with limited capacity on Peachtree Road and high volumes of traffic passing through it on Peachtree Boulevard. Any distribution of Assembly-related traffic away from this intersection is helpful to the CID in helping to manage the Peachtree Road corridor. The extension would generally connect to the West Avenue link planned for the Assembly internal street network at a single-point intersection. The CID and the Cities of Chamblee and Doraville



should coordinate with the Assembly CID before advancing this project to ensure that all elements of the John Glenn/Peachtree Road intersection—especially if it is to be expanded with turn lanes along any approaches—are designed concurrently.

This is a complicated street extension despite its short length due to a stream generally in the alignment that John Glenn would take to connect to Peachtree Road. For this reason, two separate options are proposed in these diagrams: one features a bridge crossing and connects John Glenn across the south side of the stream, and the other connects John Glenn along the north side of the stream, avoiding a bridge but creating notable impact on the northern commercial property, which

uses its south building side (facing the stream) for truck loading bays.

The CID should coordinate with these property owners in advance of pursuing this project to understand potential impacts, mitigation strategies, and the feasibility of these buildings continuing operations with either of these impacts. Although the design concepts shown here generally follow Chamblee’s local street design standards, the CID should also coordinate with the City to ensure that an appropriately balanced design that seeks to minimize environmental impact can be sought. The purpose of this street is to provide a connection, but it should also feature complete design to accommodate all users safely.



## PLANNED PROJECT CONCEPT: OPTION 2



<b>How the Project Promotes Efficient Mobility</b>	Provides an important network link in an area with expected future traffic increases and limited intersections to accommodate this traffic
<b>Estimated Cost</b>	\$1.5 million to \$3 million, depending on alignment and property impacts for right-of-way acquisition
<b>Who Should CID Partners Be?</b>	City of Chamblee, Assembly CID
<b>Complexity to Implement</b>	High Complexity and Impact: the project will require extensive right-of-way acquisition as well as site engineering, and either option is likely to have significant impacts on commercial properties in which ROW would be acquired.
<b>Potential Funding Sources</b>	CID funds; partnership with Assembly CID; local funds from City. Project may not be eligible for TIP funds based on functional classification of John Glenn Drive, although depending on forecasts for traffic distribution, ARC and GDOT may opt to re-classify the street

# JOHN GLENN DRIVE EXTENSION TO PEACHTREE ROAD

## SECONDARY CONNECTION TO ASSEMBLY

This project would offer another connection to the larger street network from the Assembly development, but would extend Terrell Drive east from its current dead end to connect to Peachtree Road. This offers an advantage over the John Glenn extension in that Terrell Drive connects to North Peachtree Road, which features a signalized intersection with Peachtree Boulevard (where

John Glenn does not, and is likely too close to the Peachtree Boulevard/North Peachtree Road signal for GDOT to allow another signal to be added at John Glenn). However, Terrell Drive is a residential neighborhood street, and making this connection poses a risk of introducing traffic impacts on this neighborhood. The CID should coordinate with the City of Chamblee to ensure that pursuit of this project would be combined with measures on the existing Terrell Drive to mitigate these traffic impacts.

### CURRENT CONDITIONS AND CHALLENGES

Existing Terrell Drive dead-end. Terrell connects to North Peachtree Road and offers a key means of connecting to the larger street network, but it is a neighborhood street with negligible traffic volumes today.

Makers Way intersection with Peachtree Road, where a Terrell Drive extension could provide a direct connection into a key Assembly entry point.



## PLANNED PROJECT CONCEPT



Both right turn lanes from Peachtree Boulevard feature raised pedestrian refuge islands, although these leave substantial spaces unprotected from vehicles.

<b>How the Project Promotes Efficient Mobility</b>	Provides an important network link in an area with expected future traffic increases and limited intersections to accommodate this traffic
<b>Estimated Cost</b>	\$800,000 to 1.2 million, depending on alignment and property impacts for right-of-way acquisition
<b>Who Should CID Partners Be?</b>	City of Chamblee, Assembly CID
<b>Complexity to Implement</b>	High Complexity and Impact: the project will require extensive right-of-way acquisition as well as site engineering, and either option is likely to have significant impacts on commercial properties in which ROW would be acquired.
<b>Potential Funding Sources</b>	CID funds; partnership with Assembly CID; local funds from City. Project may not be eligible for TIP funds based on functional classification of John Glenn Drive, although depending on forecasts for traffic distribution, ARC and GDOT may opt to re-classify the street

# 5

## IMPLEMENTATION STRATEGIES

### NEXT STEPS FROM THE PLAN

Even with a focused list of priority projects, the CID has multiple next steps for advancing the recommendations of this plan. This section provides a framework for how to organize these next steps and pursue implementation of key projects. The priority projects and policies discussed in Section 4 are organized here with regard to timeline and major milestone actions needed from CID leadership. This also identifies ongoing policies or programs CID leadership should take to identify funding sources, engage in partnerships, or otherwise position the CID in a manner that advances its mobility objectives through this plan.

### IMPLEMENTATION FRAMEWORK TABLE

The table on the following pages organizes the eight priority projects for the CID and lays out the costs for each, potential funding sources and the possible costs the CID and/or its local partners might have to bear if they choose to fund a project locally, and an explanation of the likely timelines and next steps for each project.

It is important to note that the plan does not identify start dates for any of the projects, instead letting the CID determine how it wants to advance its

various mobility priorities and options based on availability of CID funding, of outside funding, and how particular opportunities may align to position a particular project to move forward or wait longer. The table on the following pages is intended for the CID to understand how the projects may be funded and identify early steps to building partnerships for advancing projects.

It is also important to note, and note directly, that the high cost of transportation projects and the complexity of implementing many of them in the CID area—especially projects on GDOT routes, where most candidate projects are located, means that partnerships are essential to this plan's implementation. This is partly because the CID requires the permission of local or state governments to make improvements in their right-of-way, but also because the CID's funding capabilities today suggest that leveraging partner agencies' funding to help afford projects is a key way to get them completed, regardless of timeline.

The priority projects presented in Section 4 include a mix of projects that will undoubtedly require outside funding and smaller projects that the CID may wish to take on independently. Even for these latter projects, the implementation process—taking projects through from

planning to construction—will require coordination with other agencies, and this process may add time to the overall project’s implementation (beyond the basic engineering, design, right-of-way establishment and construction of basic project phases).

## PROJECT COSTS AND FUNDING OPTIONS: PURSUING FEDERAL FUNDING FOR PROJECTS

A primary strategy of CIDs in the Atlanta metropolitan region is to use their locally-generated funding to leverage outside funding, and on conventional transportation projects funded through Federal sources, this can attract as much as four times the amount of outside funding to what the CID can bring forward (most projects with Federal funding require local partners to provide an 80 percent match). However, this also adds substantial time to the process of taking a project from planning through to completed construction, with project delivery for Federally-funded projects in the Atlanta region currently taking an average of around five years.

On the other hand, some projects are of a cost where the CID and/or a local partner may be in a better position to pursue these with local funding. Atlanta Regional Commission, as the Atlanta area’s metropolitan planning organization that oversees and distributes federal funds, provides the following general guidance for advancing projects into the Transportation Improvement Program (the actual program of distribution of all non-local funding sources):

- Projects should generally have a cost of at least \$1 million, and smaller projects may be packaged or combined in order to meet this cost. Locally-led projects tend to compete well for funding when they are within a \$5 million maximum cost.
- Projects compete more strongly for TIP funding if they have gone through advance scoping phases, which is why the Mobility Master Plan effort has included the option

for developing GDOT Draft Concept Reports in 2021, prior to taking these projects into a more substantial level of design detail.

- Projects should closely follow the TIP selection criteria that ARC uses. The CID planning team used these criteria as the basis for evaluating candidate projects during this Plan’s selection and refinement process.

Beyond this guidance, it is also important to note that Federal funds are not applicable on any project. They are generally (though not exclusively) reserved for projects on public roads classified by ARC and GDOT as collector-class roadways and higher (in other words, collectors, arterials, or freeways). They are not usually applicable to local roads.

Most of the projects recommended in the Mobility Master Plan are on Buford Highway or Peachtree Boulevard, both GDOT-owned roads classified as arterials, and as such these projects would be eligible for federal funding. Nonetheless, the same guidance from ARC’s funding distribution should apply.

The following sections provide additional detail on some widely-used funding sources that may be available to help advance the CID’s plan and projects.

### 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.

*text continues on page 70*

# MOBILITY MASTER PLAN IMPLEMENTATION GUIDANCE



This table provides a detailed breakdown for each of the CID's eight priority projects to help bring detail to the project advancement efforts that each will involve. Some are smaller projects with more flexibility for the CID to lead independently, where others will likely require more extensive coordination.

	PROJECT LEAD	PROJECT COST AND FUNDING OPTIONS	POSSIBLE COSTS TO CID
Priority Project 1 <b>Peachtree Road/Peachtree Boulevard</b>	City of Chamblee/ GDOT	<b>Estimated Cost: \$4.8 million</b> Awarded TIP funds for all phases through ROW/Utilities Eligible for TIP funds for Construction	CID has committed local match funding (\$992,000) for all phases, though Federal construction funding not yet awarded
Priority Project 2 <b>Peachtree Boulevard Enhancements at Chamblee-Tucker and Sexton Woods</b>	TBD (CID or COC)	<b>Estimated Cost: \$175,000</b> Eligible for TIP if packaged Eligible for GDOT Quick Response	Cost if funded locally: \$175,000 Local match for Federal funds: \$35,000 Local match for state funds: \$0
Priority Project 3 <b>Peachtree Boulevard Enhancements at Chamblee-Dunwoody</b>	TBD (either CID or COD)	<b>Estimated Cost: \$175,000</b> Eligible for TIP if packaged Eligible for GDOT Quick Response	Cost if funded locally: \$175,000 Local match for Federal funds: \$35,000 Local match for state funds: \$0
Priority Project 4 <b>Peachtree Boulevard Enhancements at Broad Street</b>	COC and/or COD	<b>Estimated Cost: \$150,000</b> Eligible for TIP if packaged Eligible for GDOT Quick Response	Cost if funded locally: \$150,000 Local match for Federal funds: \$30,000 Local match for state funds: \$0
Priority Project 5 <b>Peachtree Boulevard Focused Sidewalk Infill Projects</b>	COC and/or COD	<b>Estimated Cost: \$810,000</b> Eligible for TIP/Federal funds Eligible for GDOT Quick Response if divided into smaller projects	Cost if funded locally: \$810,000 Local match for Federal funds: \$162,000 Local match for state funds: \$0
Priority Project 6 <b>Buford Highway Enhancements at Shallowford Road</b>	CID	<b>Estimated Cost: \$400,000</b> Eligible for TIP/Federal funds Eligible for GDOT Quick Response if divided into smaller projects	Cost if funded locally: \$400,000 Local match for Federal funds: \$80,000 Local match for state funds: \$0
Priority Project 7 <b>Buford Highway Enhancements at Chamblee-Tucker Road</b>	CID or COC	<b>Estimated Cost: \$400,000</b> Eligible for TIP/Federal funds Eligible for GDOT Quick Response if divided into smaller projects	Cost if funded locally: \$400,000 Local match for Federal funds: \$80,000 Local match for state funds: \$0
Priority Project 8 <b>East-West Rail Crossings Study</b>	CID	<b>Estimated Cost: \$500,000</b> Awarded LCI study funds (FY 2023)	CID has committed local match funding (\$100,000) for the study, to be administered by the City of Chamblee
Priority Project 9 <b>Buford Highway Access Management</b>	CID	<b>Estimated Cost: \$200,000</b> Eligible for LCI study funds	Up to full cost if CID and/or Cities choose to fund locally Up to \$40,000 (for local match) if LCI study awarded
<b>Other Recommended Projects</b>	TBD	Refer to Table of Other Recommended Projects (pages 53-56) for more information on costs	Costs likely to follow similar breakdowns on non-priority projects based on whether CID wishes to fund locally or not

**Abbreviations used in the table are as follows:**

ARC = Atlanta Regional Commission (designated Metropolitan Planning Organization that allocates Federal funds)

NEPA = National Environmental Policy Act (process of environmental impact documentation)

TIP = Transportation Improvement Program (official program committing transportation funds to projects)

COC = City of Chamblee

PDP = (GDOT) Plan Development Process

COD = City of Doraville

PE = Preliminary Engineering

MOU = Memorandum of Understanding

ROW = Right-of-Way

	POTENTIAL TIMELINES FOR EACH PROJECT	FIRST MAJOR STEPS TOWARD IMPLEMENTATION	NEXT MAJOR STEPS TOWARD IMPLEMENTATION
<b>Priority Project 1</b>	<b>Likely Timeline: 4-6 years</b> Requires NEPA and PE Requires ROW acquisition	Already completed: secured funding for PE, ROW and Utilities Phases from ARC GDOT PDP likely beginning in 2023	Begin GDOT PDP and advertise consultant for PE/design and ROW/Utility engineering (led by Chamblee) Apply for TIP funds for construction
<b>Priority Project 2</b>	<b>&lt;1 year (local/GDOT funding)</b> <b>3-4 years (Federal funding)</b>	Pursue GDOT Quick Response funds Develop designs to advance project for construction	None needed if project can be constructed with Quick Response or local funds: <b>project is implemented</b>
<b>Priority Project 3</b>	<b>&lt;1 year (local/GDOT funding)</b> <b>3-4 years (Federal funding)</b>	Pursue GDOT Quick Response funds Develop designs to advance project for construction	None needed if project can be constructed with Quick Response or local funds: <b>project is implemented</b>
<b>Priority Project 4</b>	<b>&lt;1 year (local/GDOT funding)</b> <b>3-4 years (Federal funding)</b>	Pursue GDOT Quick Response funds Develop designs to advance project for construction	None needed if project can be constructed with Quick Response or local funds: <b>project is implemented</b>
<b>Priority Project 5</b>	<b>&lt;1 year (local/GDOT funding)</b> <b>4-5 years (Federal funding)</b>	Pursue GDOT Quick Response funds Develop designs to advance project for construction	None needed if project can be constructed with Quick Response or local funds: <b>project is implemented</b>
<b>Priority Project 6</b>	<b>Likely Timeline: 3-5 years</b> Requires ROW acquisition and arrangements between Cities	Already completed: secured funding for PE, ROW and Utilities Phases from ARC GDOT PDP likely beginning in 2023	Begin GDOT PDP and advertise consultant for PE/design and ROW/Utility engineering (led by Doraville) Apply for TIP funds for later phases
<b>Priority Project 7</b>	<b>Likely Timeline: 2-4 years</b> Requires ROW acquisition and arrangements between Cities	Perform recommended scoping study to better understand design opportunities Coordinate with ARC or GDOT for potential funding sources	Apply for Quick Response funds (if this option chosen) Apply for TIP funds (if Federal option chosen)
<b>Priority Project 8</b>	<b>1-2 years (local/CID funding)</b> <b>3-4 years (Federal funding)</b> Local funding option requires GDOT coordination/approval	Procurement for consulting support for project (led by Chamblee) Update CID Mobility Plan with any relevant study recommendations where CID can support	Seek outside funding sources for assistance on major capital projects or further studies
<b>Priority Project 9</b>	<b>No immediate timeline known</b> Based on award of future LCI funds or if/when CID/Cities are prepared to pursue locally	Identify lead agency (either or both of Cities, or CID) Establish study partnership with GDOT for sharing recommendations	Apply for GDOT Quick Response and Federal project funds for recommendations Facilitate efforts with Cities and property owners to implement recommendations
<b>Other Rec'd Projects</b>	Timelines vary, though are generally similar with Federally-funded projects being longer than locally-funded projects	Determine if CID wishes to pursue local funding option	Prepare project designs Coordinate with Cities/GDOT as needed

Generally speaking, they must also be used by local governments, meaning the CID would need to partner with one of the Cities to have access to 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 is generally one of the most useful and versatile Federal funding programs. It 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 (though the Mobility Master Plan does not recommend any of these). 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.

### **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.

### **Investment in Infrastructure and Jobs Act (IIJA) of 2021**

This legislation, passed by Congress and signed into law since the CID's first mobility planning efforts, is the largest Federal infrastructure funding package in decades with \$550 billion in new spending. The historic legislation creates more than 150 new programs, channels hundreds of billions of dollars to state agencies, and incentivizes equitable and sustainable investment in infrastructure. The bill seeks to promote resilience, enhanced mobility, access to opportunity, smart cities and urban places, clean energy transition, and ecosystem restoration.

Of the many new programs this bill has created and funds through 2025, the following are

particularly relevant opportunities to the CID and the recommendations of this plan.

### **Inflation Reduction Act (IRA) of 2022**

This legislation followed IIJA as another significant investment in infrastructure modernization in the United States, with a particular emphasis on addressing climate change with a combination of incentives, tax credits, direct investment, and competitive grants and loans. Among its objectives is the reduction of air pollution and carbon emissions and promotion of environmental justice, both of which are key themes in many transportation projects and programs. Much of the funding for these initiatives was directed to tax credit programs, although approximately \$135 billion was designated for direct funding and agency spending.

The Federal Highway Administration (FHWA) received over \$5 billion from the IRA, focused on a Neighborhood Access and Equity Grant program and low-carbon transportation grants. The first of these two may offer opportunities for the CID and its partners to continue pursuing MMP-recommended projects, especially those that connect CID commercial districts to adjacent neighborhoods and other residential communities.

## **STATE FUNDING 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.

### **Quick Response program (QR)**

This GDOT-funded program allows low-cost, small-scale projects promoting pedestrian safety and addressing key pedestrian or multimodal infrastructure gaps to be funded entirely with state funds. Although there is no local match and GDOT may be able to undertake all environmental review under the Georgia Environmental Policy Act (GEPA) and develop designs for projects directly, projects are limited in cost to \$199,999.99 per state statute.

### **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. It is typically used for resurfacing projects, although several projects recommended in the 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 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.

## HOW THE CID CAN FUND PROJECTS

Generally, the CID has three primary options for funding mobility projects in its area of planning and capital project investment:

- Fund projects locally, meaning the CID uses its own funds (or some combination of its funds and those from a local government partner, such as the City of Chamblee or City of Doraville) to pay for the entirety of a project.
- Use GDOT funds on select project types, usually limited to specific safety- and operations-related projects
- Use CID funds as a local match to attract outside funding sources, typically Federal funding sources administered through ARC.

The Mobility Master Plan is based on the premise that the first and third options will be most applicable to the CID, and has recommended a mix of larger projects imagined to include Federal funds and smaller projects that could also include Federal funds or potentially be funded entirely locally. The table on the preceding pages breaks out the expected costs that the CID may expect to occur on its priority projects based on these options.

The CID will need to determine, in moving forward from this plan, how it wishes to prioritize its own funds to advance projects more quickly as opposed to using these funds to attract outside sources.

## TIMELINES AND NEXT STEPS

As discussed previously, the timelines for projects receiving outside (usually Federal) funding can be significantly longer than locally-funded projects. They require a different level of oversight and administration that involves GDOT in a leadership or management role (even when a project is not on a state route that GDOT owns and maintains). In addition, projects receiving Federal funds must document their environmental and community impact through the National Environmental Policy Act of 1969 (NEPA).

However, even locally-funded projects may require some time to advance, and this is due to the need for coordination with any project, even if only on matters of right-of-way use or on designs that affect state roads such as Buford Highway and Peachtree Boulevard. With this in mind, the table on the preceding pages lays out several ways for the CID to continue advancing projects it is interested in pursuing, even if funding is not yet being committed. These include:

- Building partnerships with the Cities for projects that both they (either one or both) and the CID have a joint interest in pursuing. The completed Chamblee Mobility Plan helped to inform the CID's own planning efforts, and at the time of this plan's completion and formal acceptance, Doraville will soon have a plan of its own with other project recommendations. The CID will have numerous opportunities to approach projects jointly.
- Pursue LCI study funds to perform more detailed concept-level and design work on projects. While some projects will have long timelines, using study funds (a

separate LCI funding source from LCI-related capital projects) can allow the CID to develop concepts for major projects in further detail.

- Assessing impacts to right-of-way, especially in properties currently contributing to the CID, to help find a balance between keeping projects affordable and ensuring that affected properties receive the compensation they desire.

Most importantly, in moving forward the CID should continue to build and strengthen its relationships with the Cities of Chamblee and Doraville, GDOT, and other agency partners to seek guidance and expertise in helping to implement this plan. These partner agencies are broadly supportive of the CID and view it as a key ally in fulfilling their own master plans and community objectives. The CID should use these relationships to build its own political support and opportunities to leverage existing resources to help advance this plan's recommendations.

**The framework diagram on the following page provides one possible scenario by which the Mobility Master Plan's eight priority projects might be advanced.** This follows the structure of the priority implementation framework on pages 64 and 65. It should not be interpreted as a fixed program, but rather as an illustrative example scenario in which the CID could move forward with projects and ideas. The diagram's intent is to illustrate that the CID will likely have to stagger the implementation of these projects based on available funding (both its own and from external sources), the complexity of a given project, and coordination with other efforts.

The diagram shows how each of the eight projects might advance and be completed in a ten-year timeline, and highlights particular milestones of each project, such as the completion of a GDOT Concept Report (the project's beginning if the CID wishes to pursue federal funds for the project) and a project's completion after the construction phase.

Even this selected scenario example demonstrates that mobility projects all have complex timelines, and the coordination of multiple simultaneous projects will represent a significant effort for the CID in future years.



