

<p><b>Date:</b> February 6, 2019</p> <p><b>Place:</b> DeKalb County Planning and Sustainability Department (Multipurpose Room, 330 W. Ponce de Leon Avenue Decatur, GA 30030)</p> <p><b>Project No.:</b> 63278.00</p>	<p><b>Agenda Prepared By:</b> VHB</p> <p><b>Meeting:</b> Transit &amp; Land Use Charrette/Stakeholder Advisory Committee Meeting #3</p> <p><b>Project Name:</b> DeKalb County Transit Master Plan</p>
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## **AGENDA ITEMS**

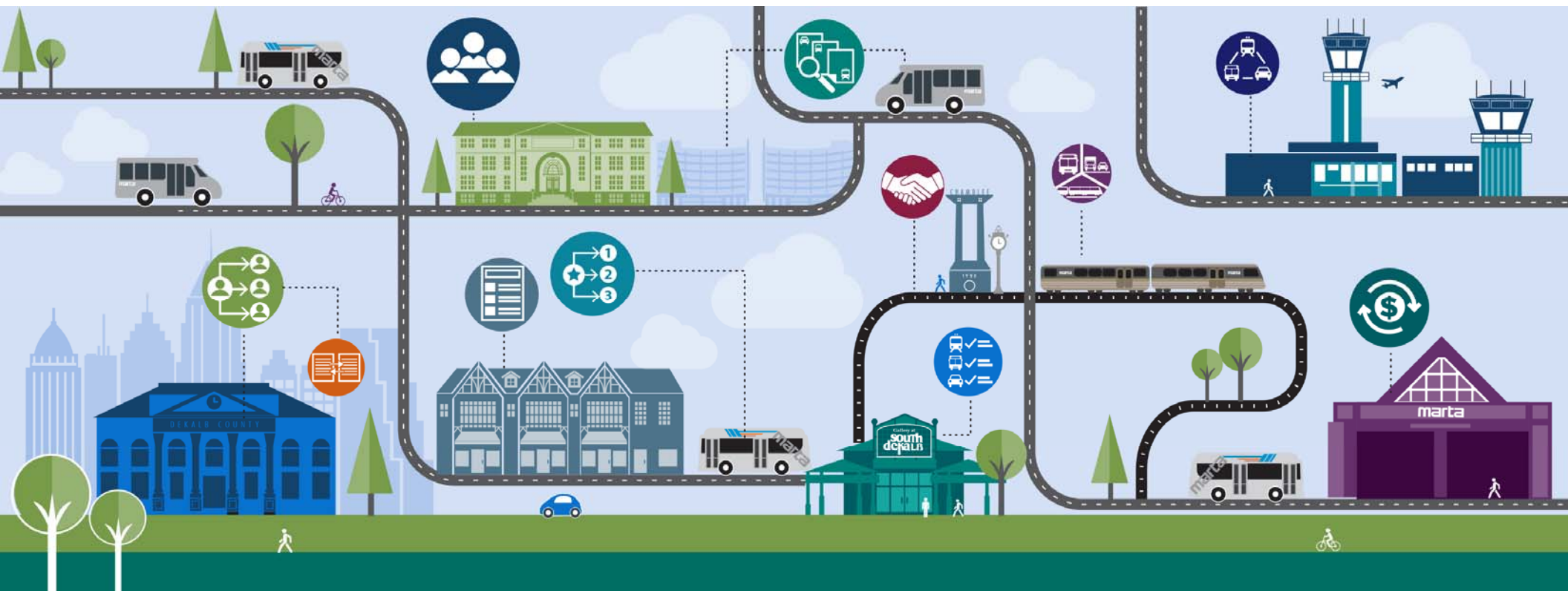
## **TIME**

- |   |         |
|---|---------|
| 1. Registration and Open House  | 2:00 PM |
| 2. Welcome.....Commissioner Jeff Rader  | 2:15 PM |
| 3. Background Presentations   | 2:20 PM |
| <ul style="list-style-type: none"> <li>• DeKalb County Transit Master Plan.....Grady Smith &amp; Laura Everitt, VHB</li> <li>• Principles of Transit Oriented Development.....Curt Ostradka, VHB</li> <li>• DeKalb County Land Use &amp; Development Baseline.....<br/>Jonathan Gelber, Bleakly Advisory Group</li> </ul> |         |
| 4. Break  | 3:30 PM |
| 5. Overview & Instructions for Break Out Session.....Olen Daelhousen  | 3:40 PM |
| 6. Facilitated Break Out Sessions   | 3:50 PM |
| 7. Break  | 5:30 PM |
| 8. Town Hall Group Reports.....Designated Group Spokesperson  | 5:45 PM |
| 9. Wrap Up.....Grady Smith  | 6:45 PM |

## Transit and Land Use Charrette/ Stakeholder Advisory Committee Meeting #3

**February 6, 2019**

*No Boundaries—Today's Preparation, Tomorrow's Achievement*





## Meeting Objectives

### Charrette

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- ☐ Welcome
- ☐ DeKalb County Transit Master Plan
- ☐ Transportation Conditions
- ☐ Transit Modes
- ☐ Principles of Transit Oriented Development
- ☐ Economic Development
- ☐ Breakout Exercise
- ☐ Town Hall
- ☐ Next Steps



# Welcome



# Opening Remarks



**Jeff Rader**

Presiding Officer, DeKalb County



# Charrette Purpose

Why are we gathered here today?

1. **Begin to define transit investment opportunities/scenarios**
2. **Create a vision to guide land use and economic investment to support those transit investments**



# DeKalb County Transit Master Plan Overview



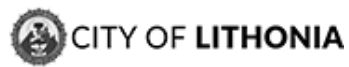


# DeKalb County

## TRANSIT MASTER PLAN

The Transit Master Plan will address DeKalb County's **mobility challenges**, help to **enhance future development opportunities**, and **improve the quality of life** within each of DeKalb's cities and unincorporated communities, both north and south. The plan will also seize opportunities in DeKalb County for service enhancements today and expansion opportunities tomorrow to create a 30-year vision and beyond for transit investments.

# Study Partners



# DeKalb County Transit Master Plan



## Live, work, play and use transit

Focused on creating an environment where transit is a seamless part of living, working and playing in DeKalb County. By creating a robust network of complementary modes that include **different types of transit** solutions, the plan will **improve residents' quality of life** and businesses' bottom lines.



## Make sure thriving and emerging areas have transit service

Defined **fiscally sensible solutions**, the Master Plan will **bolster economic development** activities in currently prosperous areas and encourage investment in those areas identified for future growth so that all areas of the County will benefit from future transit improvements.



## Ensure that the transit vision is affordable and effective

Create an environment to **listen, educate, and collaborate** with residents, local businesses, cities, and DeKalb County, together we can develop a prioritized list of well-defined, realistic, and feasible transit improvements to guide us for the next few years and beyond.

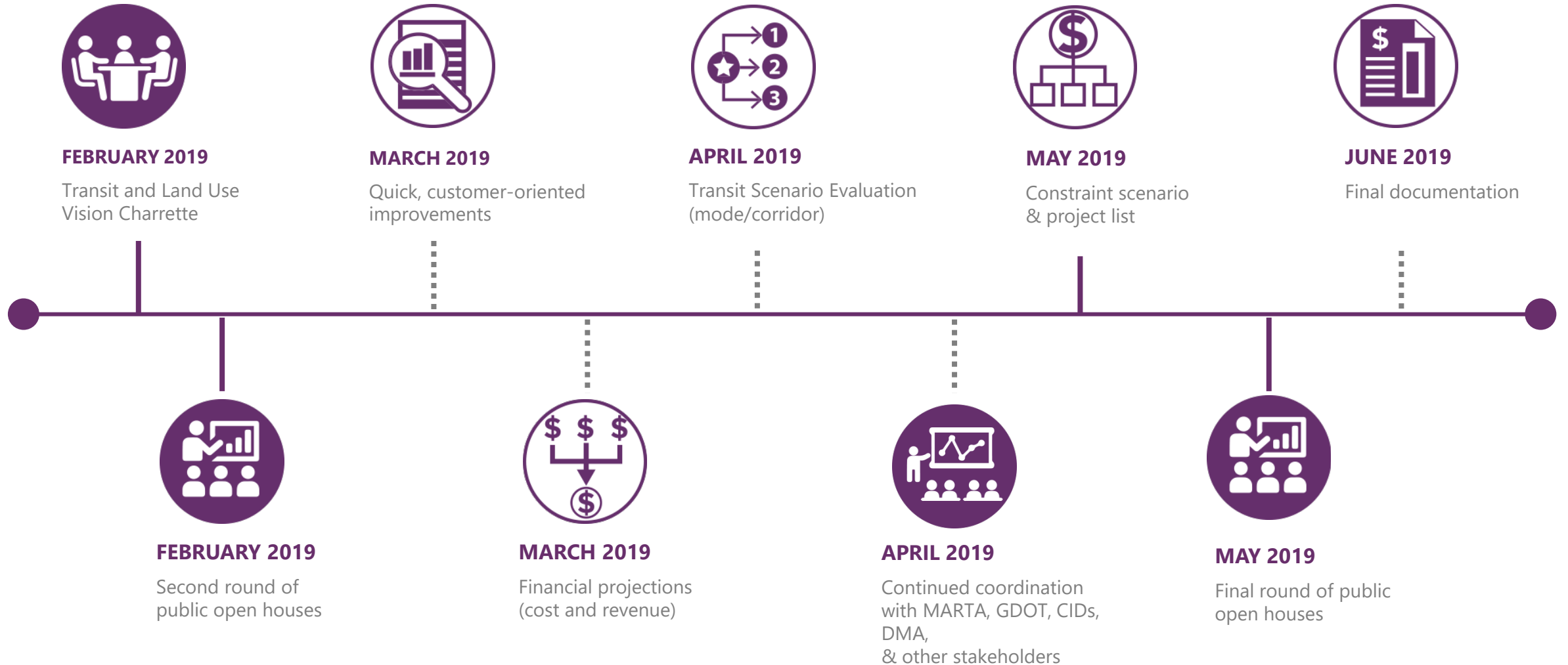


## Make sure transit is available for everyone

Provide mobility options for all DeKalb County residents. The recommendations will balance the needs of **discretionary riders** who could choose to commute via private automobile instead of transit with the needs of more **transit-dependent riders** such as seniors, individuals with low incomes, underserved residents, persons with disabilities, and youth.



# Process





# Transportation Conditions



# Travel Trends

## Top Trip Pairs & Average Travel Times

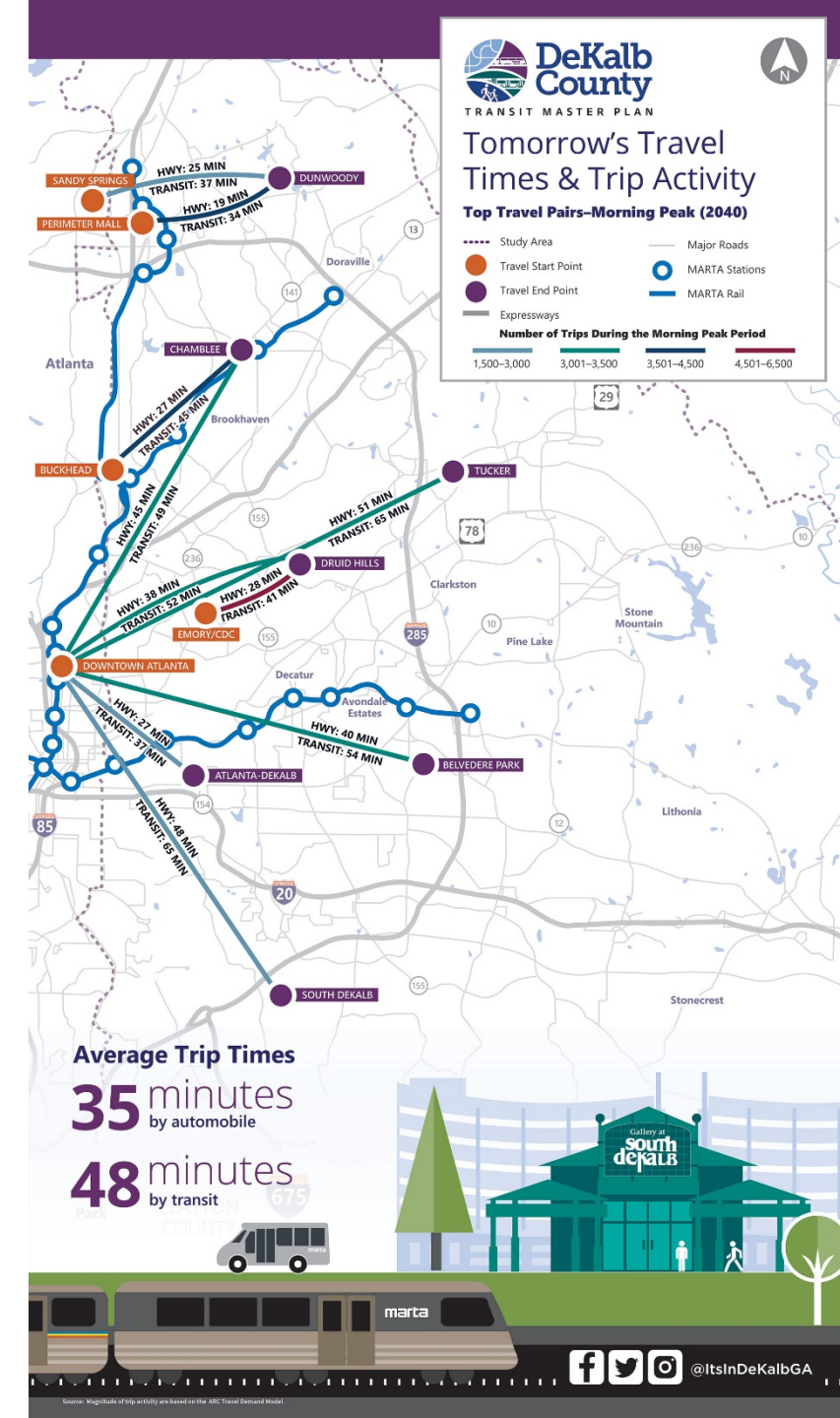
1. Druid Hills to Emory/CDC
2. Chamblee to Buckhead
3. Dunwoody to Perimeter
4. Chamblee/Tucker to Downtown Atlanta
5. South DeKalb to Downtown Atlanta

### Existing *(average travel time)*

- 29 minutes by automobile
- 44 minutes by transit

### Future *(average travel time)*

- 35 minutes by automobile
- 48 minutes by transit



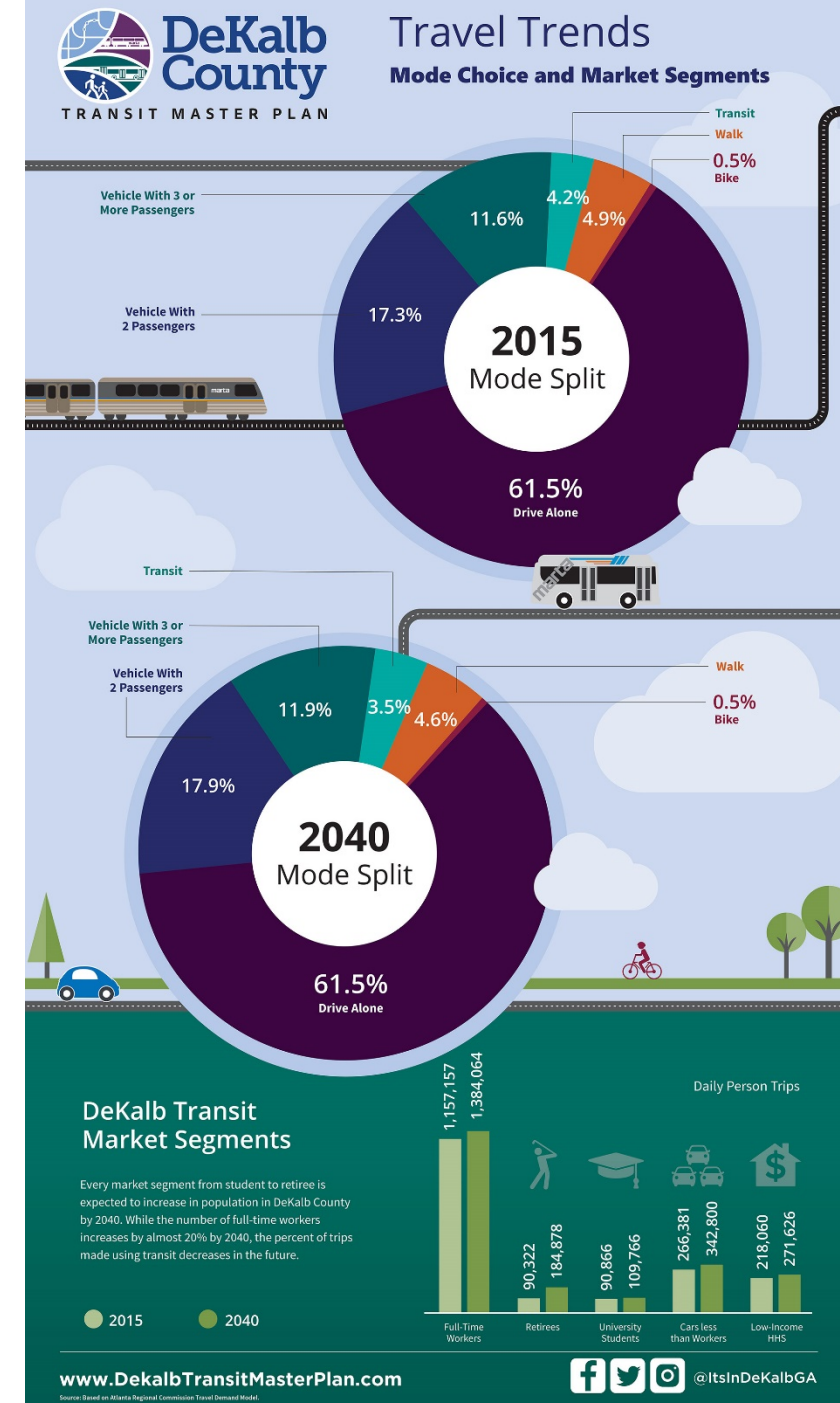


# Travel Trends

## DeKalb County Travel Patterns

### No Major Change in Mode Split Between 2015 and 2040

- Full-time workers are projected to grow 20%
- Limited investments in roadways and transit
  - Managed lanes on I-285 (East Wall)
  - Interchange improvement at I-285 and I-20 East





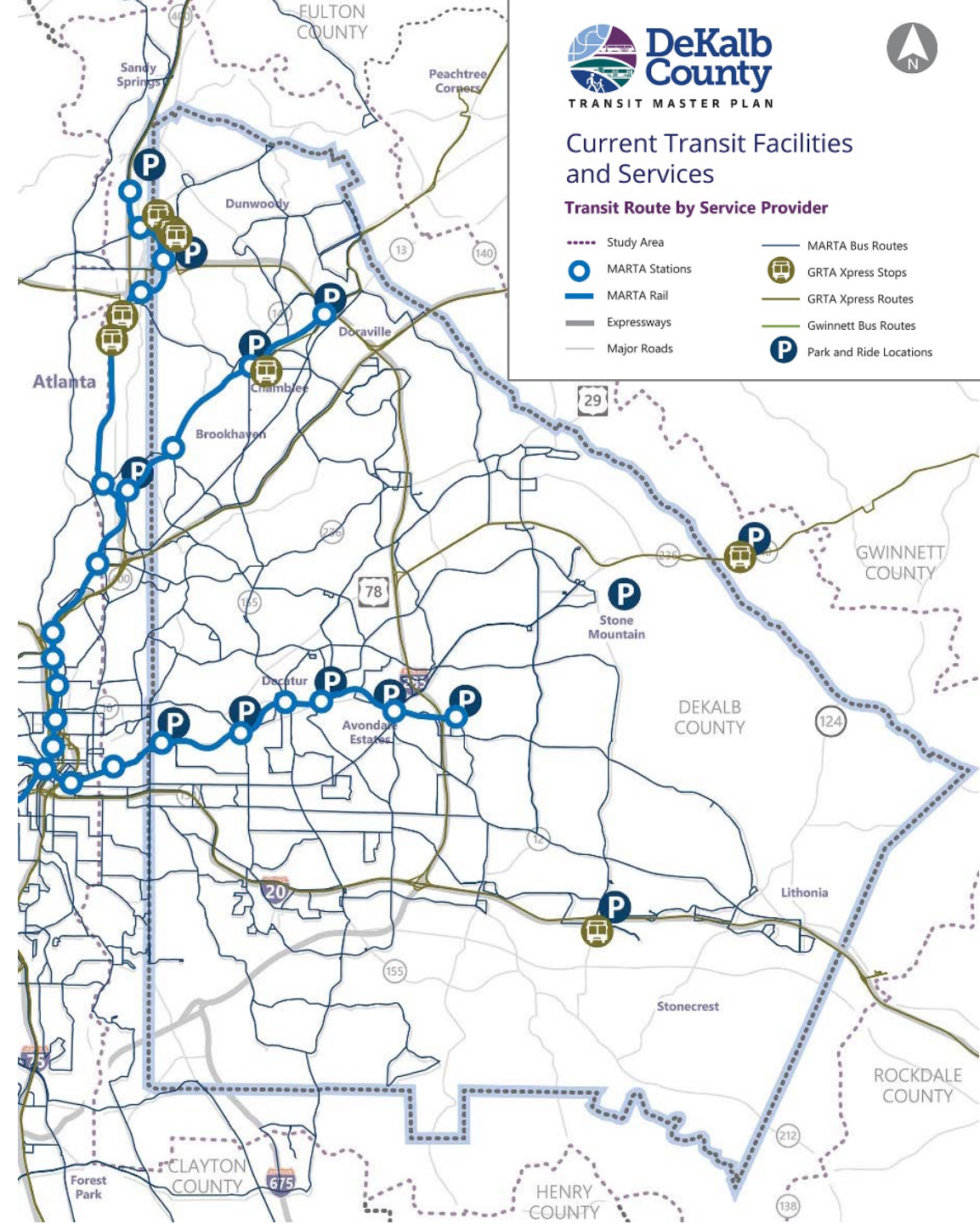


# State of the Transit System

## Today's Transit Service in DeKalb County

### Existing Transit Service in DeKalb County

- 46 MARTA Bus Routes
  - GRTA Xpress Service
  - Gwinnett County Transit
- 10 Rail Stations
- 2 Park-n-Ride Locations





# State of the Transit System

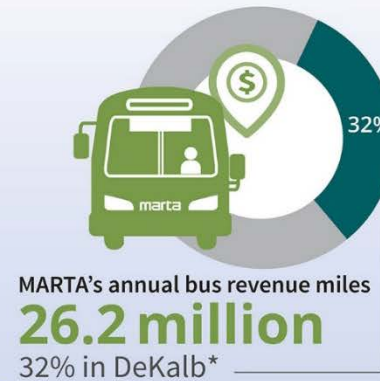
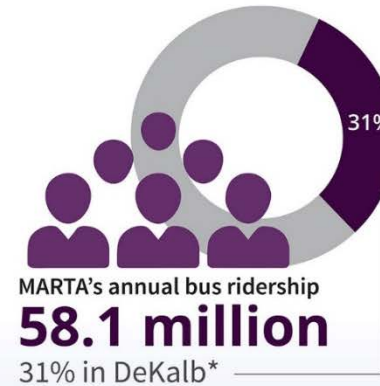
## Today's Transit Service in DeKalb County

- 31%** of annual bus ridership occurs in DeKalb
- 32%** of annual bus revenue miles occur in DeKalb
- 20%** of annual rail ridership occurs in DeKalb
- 20%** of annual rail revenue miles occur in DeKalb



## MARTA Bus and Rail Services

### 2017 Ridership and Service Statistics



\*Calculations exclude parts of DeKalb County within the City of Atlanta

Source: Data provided by MARTA.







# State of the Transit System

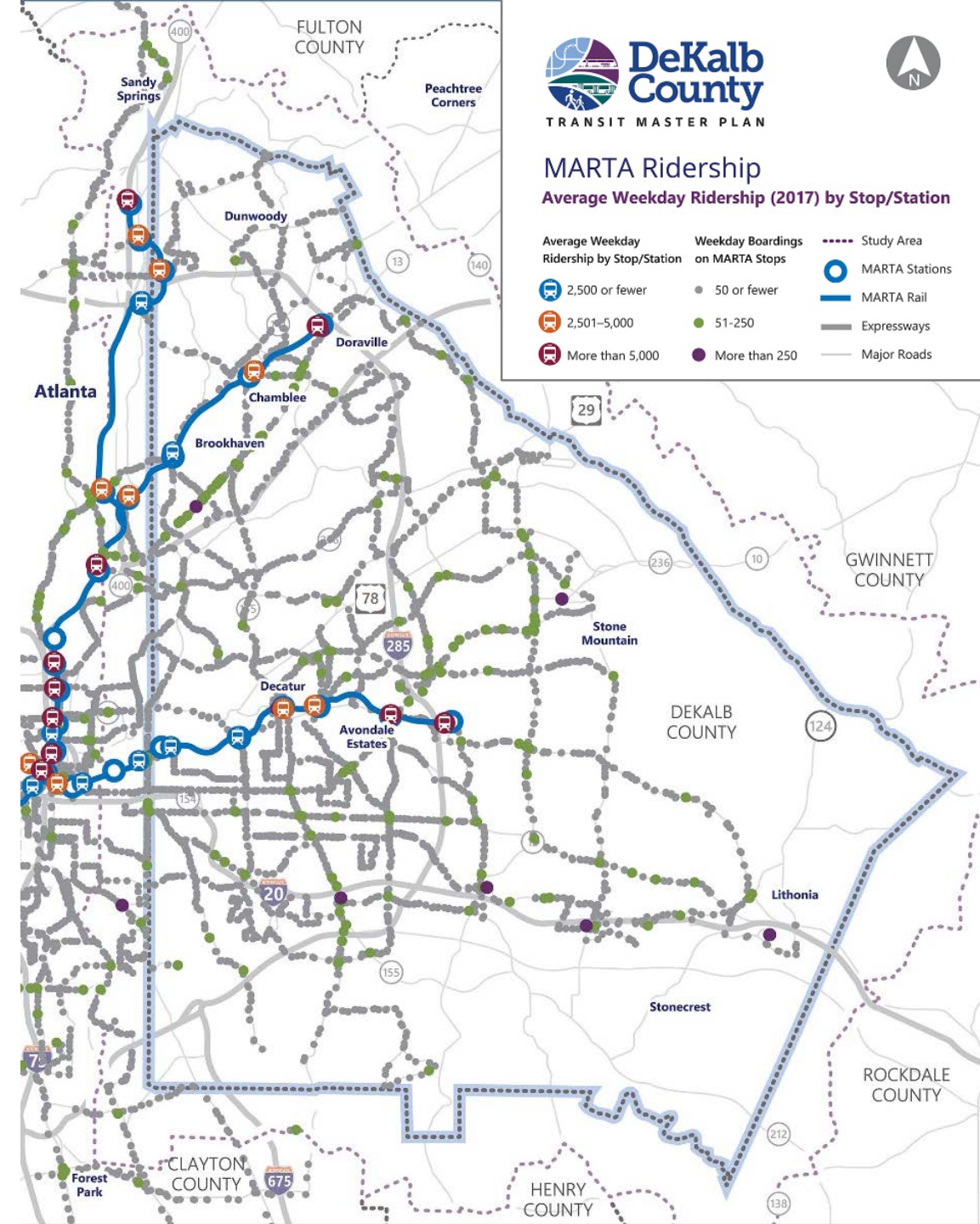
## Today's MARTA Ridership

### Highest Utilized Train Stations

- Indian Creek
- Doraville
- Kensington

### Areas With High Bus Ridership

- Rail stations
- Park-and-ride lots
- Buford Highway
- Memorial Drive
- I-20 East
- Mall at Stonecrest
- Candler Road/South DeKalb Mall
- Emory/CDC



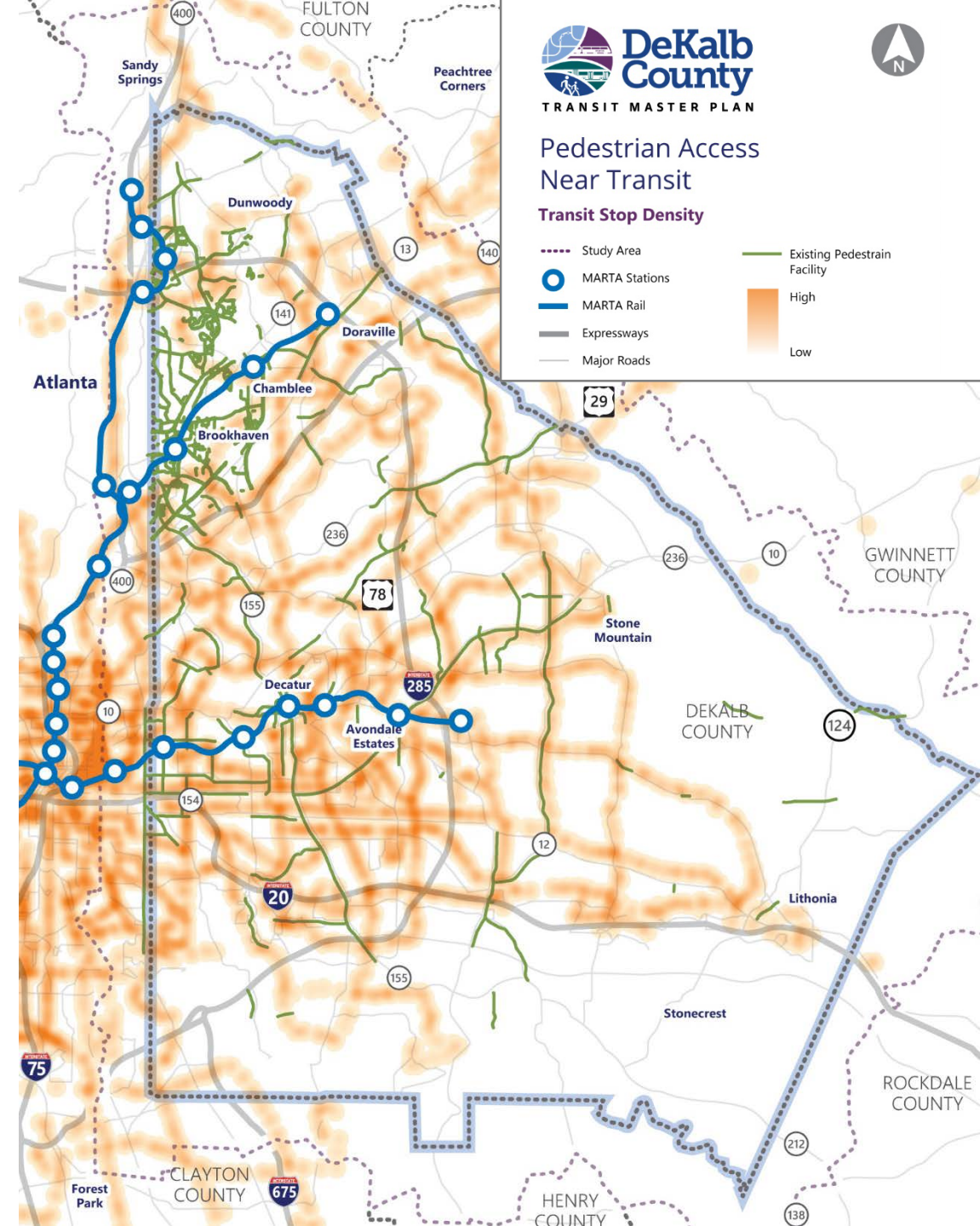


# State of the Transit System

## First Mile/Last Mile Connectivity

### Significant Areas With No Pedestrian Facilities

- South DeKalb
- East DeKalb





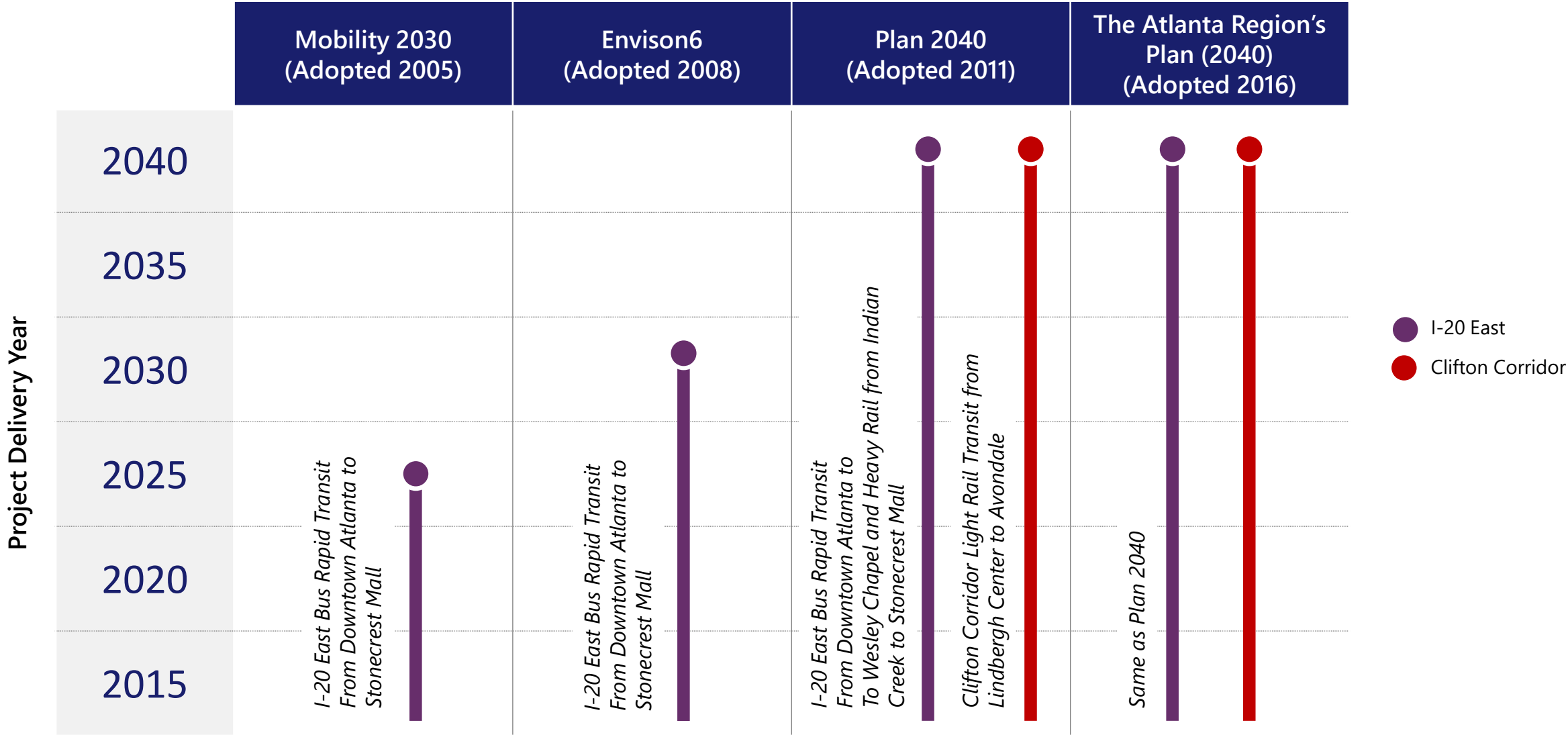


# Opportunities



# DeKalb County High Capacity Transit Plans

## Regional Transportation Plans





## Opportunities

### New Legislation



DeKalb County  
GEORGIA

2015

Passage of HB 170—increased the gas tax,  
\$1 billion statewide annually

Investments in managed lanes and major interchange  
improvements



2017

City of Atlanta voters passed More MARTA tax—  
additional ½ penny totaling \$2.7 billion

Transit expansion only in the City of Atlanta



2018

Passage of HB 930—created the ATL

Creates a regional transit governance structure



*Momentum is building across the region towards increased  
local funding for transit expansion*



# Opportunities

## DeKalb County Roadways

### Managed Lanes

- Opportunity to add transit
- I-20 corridor

#### In Operation

I-85 Express Lanes  
I-75 South Metro  
Express Lanes  
I-85 Express Lanes  
Extension  
I-75 Northwest  
Corridor Express Lanes

#### MMIP

I-285 Top End  
Express Lanes  
I-285 Eastside  
Express Lanes  
I-285 Westside  
Express Lanes

#### Long Range

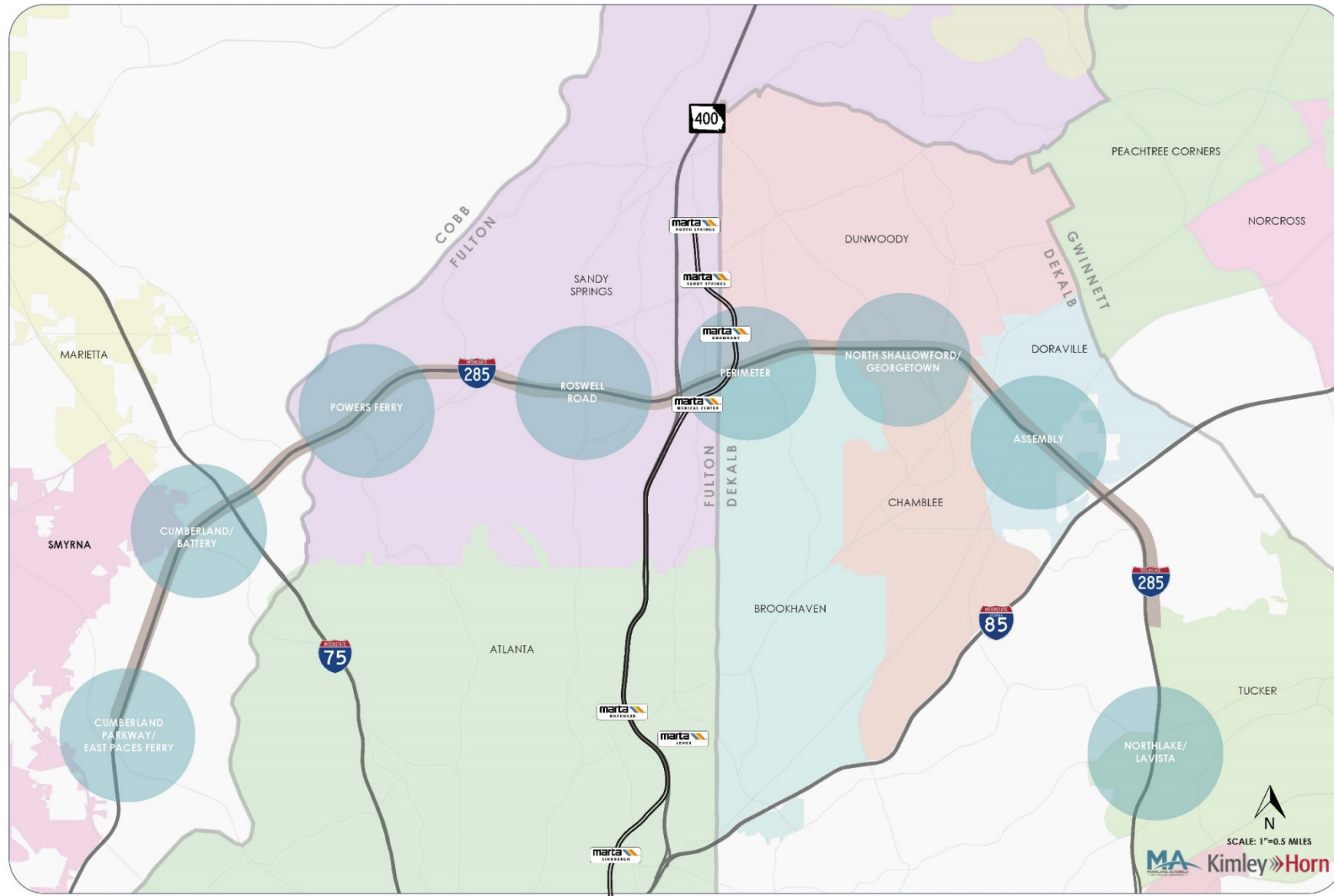
I-20 East Express Lanes  
I-20 West Express  
Lanes  
I-75 Gap Express Lanes







# Top End Study





# Concepts for Near-term Customer Experience Improvements

## Adding local and circulator service

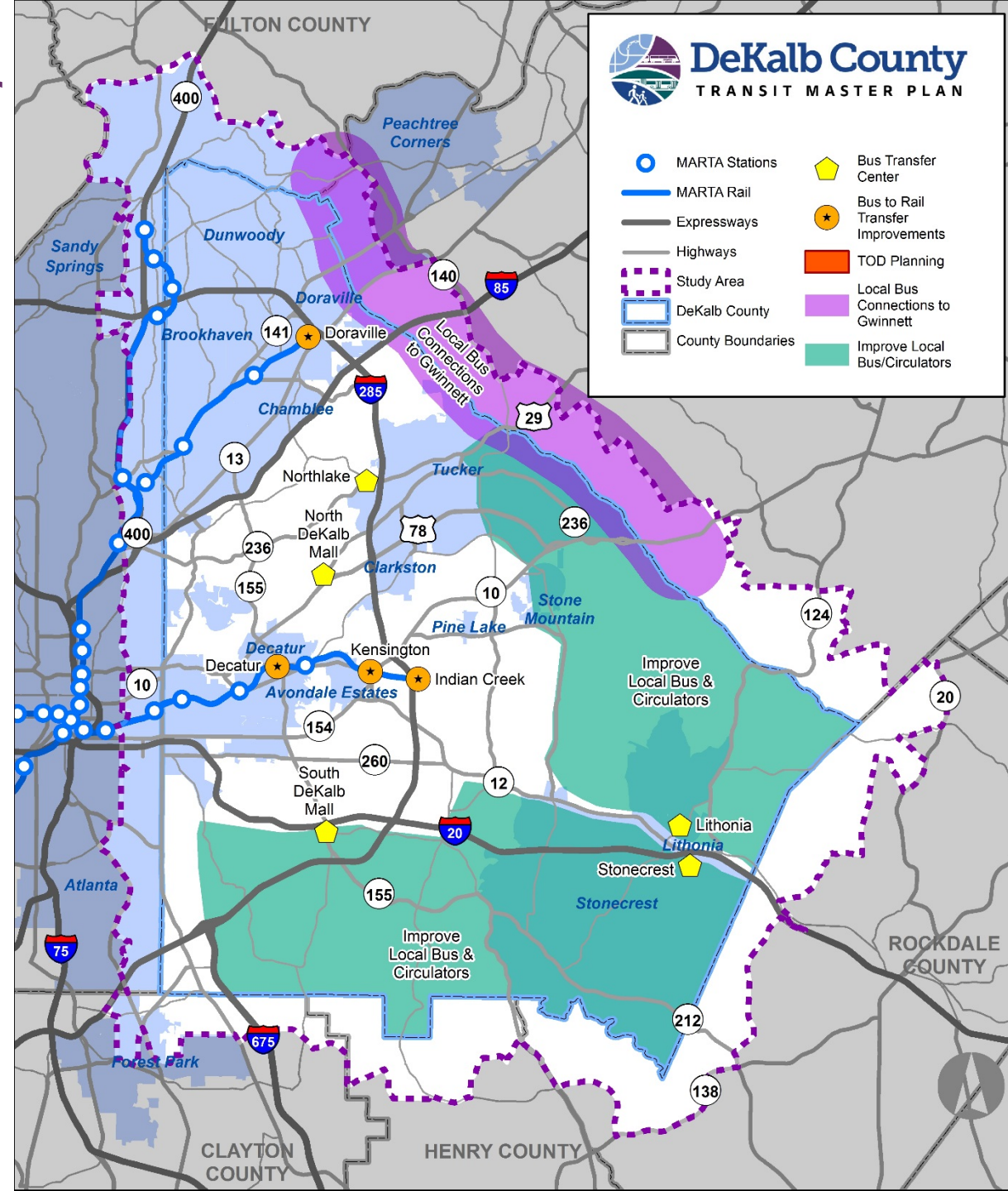
- South DeKalb
- Southeast DeKalb
- Connections to Gwinnett

## Bus to Bus Transfer Facilities

- South DeKalb Mall
- Lithonia
- Stonecrest Mall
- Northlake Mall
- North DeKalb Mall

## Bus to Rail Transfer Improvements

- Indian Creek
- Decatur
- Kensington
- Doraville







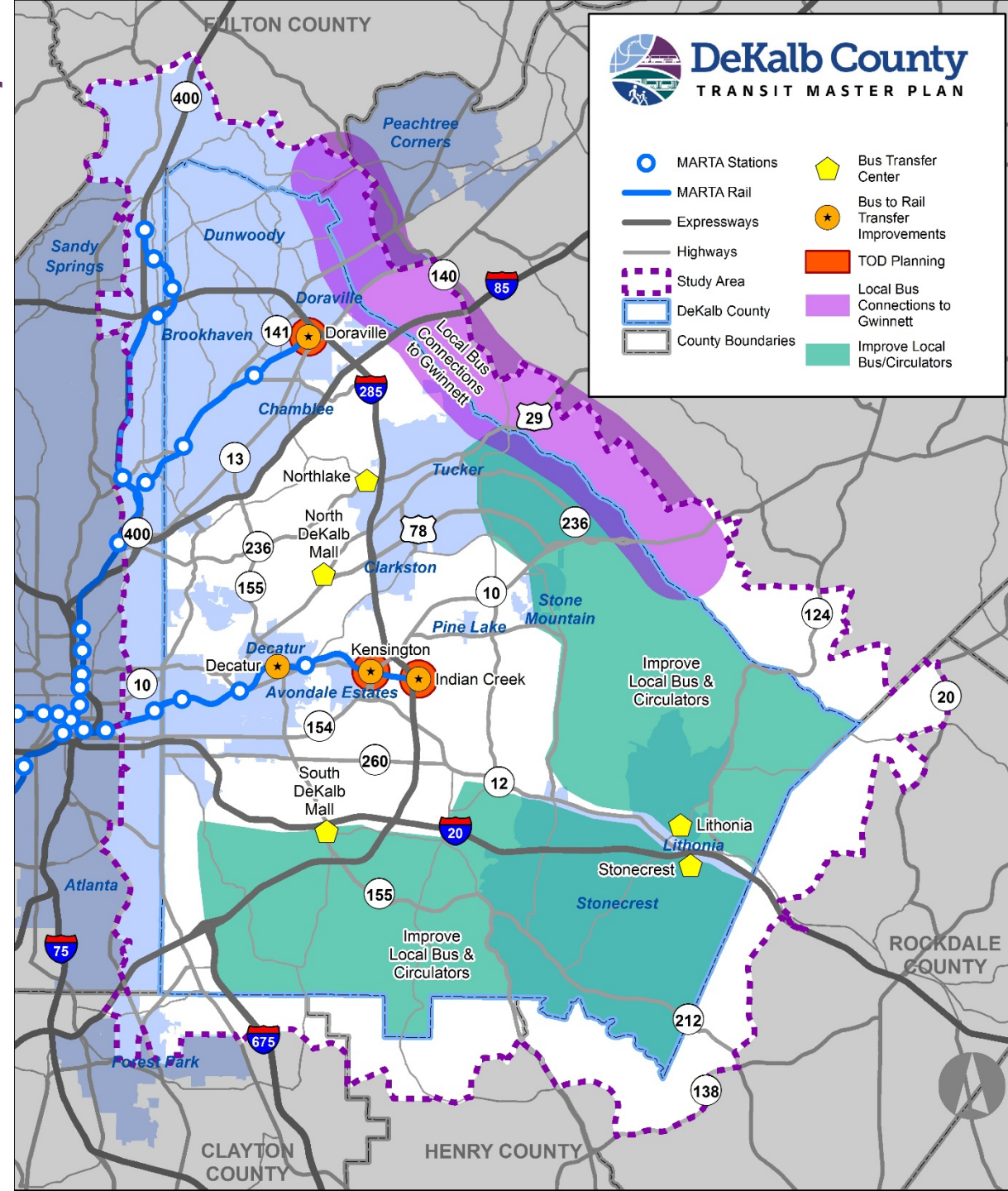
# Concepts for Near-term Customer Experience Improvements

## TOD Planning

- Indian Creek
- Kensington
- Doraville

## Add Capacity to Popular Bus Routes

- Route 39 – Buford Highway
- Route 186 – South DeKalb
- Route 21 & 121 – Memorial Drive
- Route 15 – Candler Road
- Route 19 – Clairmont Road
- Route 75 – Lawrenceville Highway
- Route 25 – Peachtree Industrial/Johnson Ferry





# Transit Modes

# Heavy Rail

Guideway: **Separate tracks**

Frequency: **15 min**

Payment: **Off-board**

Land Use: **Supports significant density and intensity**

Operating Cost: **Approx. \$250-\$300 per vehicle hour**

Capital Cost: **Approx. \$250 million per mile**



# Light Rail

Guideway: **Separate tracks**

Frequency: **15 min**

Payment: **Off-board**

Land Use: **Supports significant density and intensity**

Operating Cost: **Approx. \$250-\$350 per vehicle hour**

Capital Cost: **Approx. \$120 million per mile**





# Streetcar (type of light rail)

Guideway: **Tracks mixed with traffic**

Frequency: **15 min**

Payment: **Off-board**

Land Use: **Requires significant density and intensity**

Operating Cost: **Approx. \$250-\$350 per vehicle hour**

Capital Cost: **Approx. \$75 million per mile**



# Bus Rapid Transit (BRT)

Guideway: **Separate roadway**

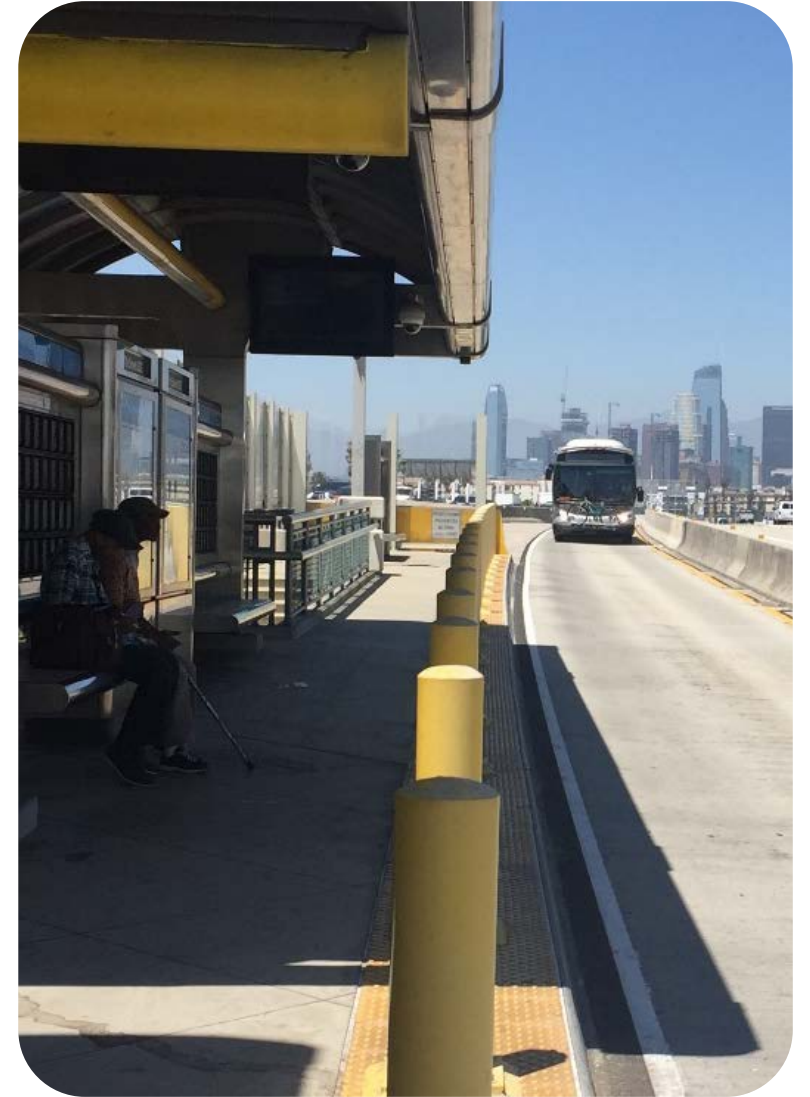
Frequency: **15 min**

Payment: **Off-board**

Land Use: **Supports some density and intensity**

Operating Cost: **Approx. \$100-\$150 per vehicle hour**

Capital Cost: **Approx. \$25 million per mile**



# Arterial Rapid Transit (ART)

Guideway: **Mixed roadway**

Frequency: **15 min**

Payment: **On-board**

Land Use: **Supports some density and intensity**

Operating Cost: **Approx. \$100-\$150 per vehicle hour**

Capital Cost: **Approx. \$2.5 million per mile**



# Express Bus

Guideway: **Mixed roadway/managed lanes**

Frequency: **30 min (peak periods only)**

Payment: **On-board**

Land Use: **Requires density of employment uses**

Operating Cost: **Approx. \$150-\$250 per vehicle hour**

Capital Cost: **Approx. \$0.6 - \$0.8 million per vehicle**





# Local Bus

Guideway: **Mixed roadway**

Frequency: **various**

Payment: **On-board**

Land Use: **Not much density required**

Operating Cost: **Approx. \$100-\$150 per vehicle hour**

Capital Cost: **Approx. \$0.6 - \$0.8 million per vehicle**



# Community Circulator

Guideway: **Mixed roadway**

Frequency: **60 min**

Payment: **On-board**

Land Use: **Not much density required**

Operating Cost: **Approx. \$100-\$150 per vehicle hour**

Capital Cost: **Approx. \$0.4 - \$0.6 million per vehicle**



# Paratransit Service

Guideway: **Mixed roadway**

Payment: **On-board**

Land Use: **No density required**

Restrictions: **Passengers must qualify**

Operating Cost: **Approx. \$50-\$100 per vehicle hour**

Capital Cost: **Approx. \$50,000 - \$60,000 per vehicle**





# Transit Oriented Development



# Transit Oriented Development Typologies

## Urban Core

Most dense and high mixture of land uses including high rise offices, restaurants, retail services, apartments, condos, and healthcare

8 stories or higher



**MARTA Station Example**

Peachtree Center and North Avenue

## Town Center

Medium density of diversity of land uses including mid-rise and low-rise offices, restaurants, retail, apartments, condos, and townhomes

4-15 stories in height



**MARTA Station Example**

College Park, East Point and Downtown Decatur

## Commuter Town Center

Medium density and diversity of land uses including mid-rise and low-rise office, restaurants, retail, apartments, condos, and townhomes

More accommodation for parking than the Town Center transit station

4-15 stories in height



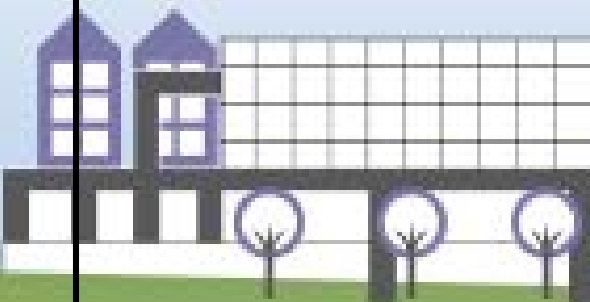
**MARTA Station Example**

Lindbergh Center

## Neighborhood Center

Lowest density and least diverse mix of land uses including smaller specialty retail, small café and restaurants, low-rise apartments, condo and townhomes

2-18 stories in height



**MARTA Station Example**

Edgewood/Candler Park

# TOD's Principles and Impacts

## Placemaking Boosts the Local Economy

- Higher community density
- Walkable scale
- Improved transit access
- Increases property values
- Creates more jobs
- Reduces health costs
- Bikers support the local economy
- Supports tourist industry
- Attracts talented workers to downtown locations
- Reduces household transportation costs



# Urban Core TOD Station Type

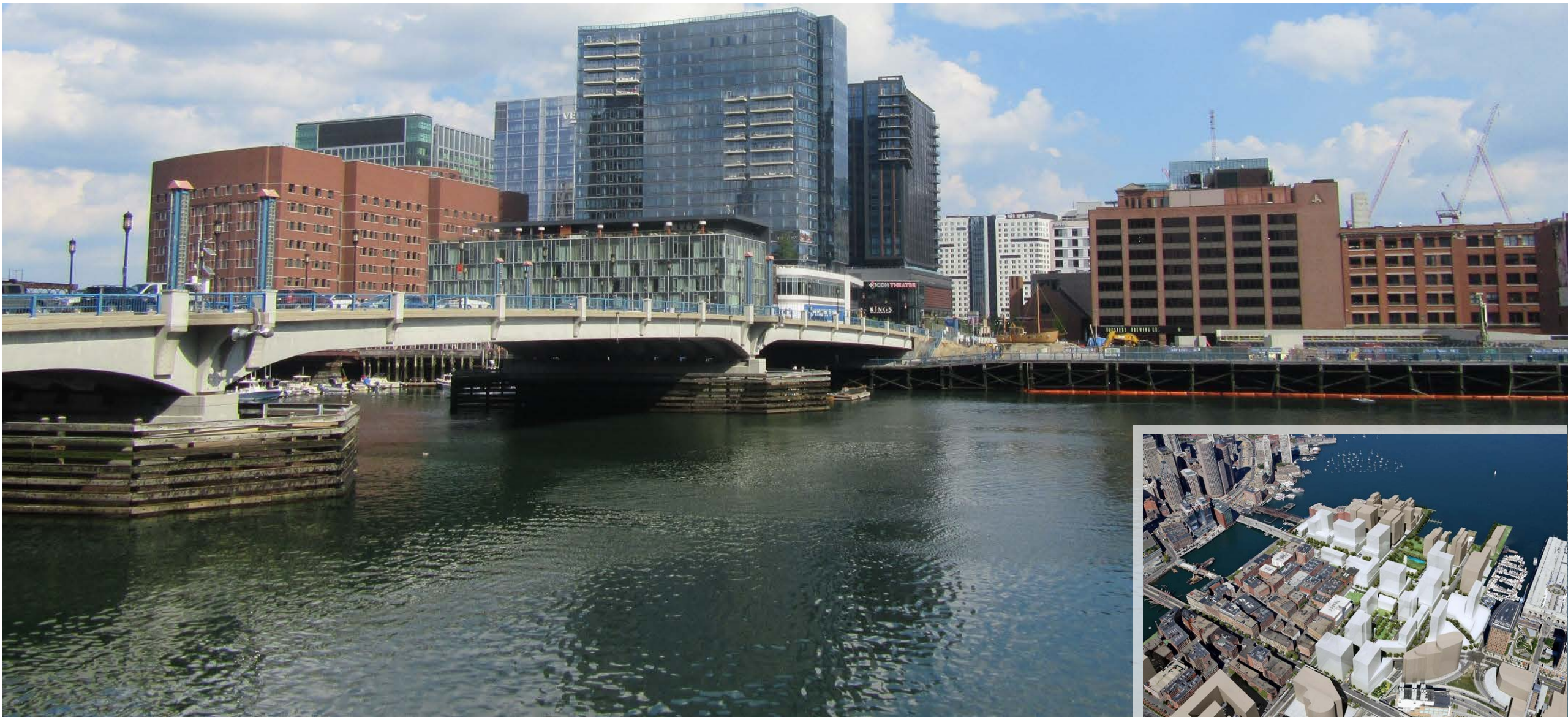
Peachtree Center Station, Atlanta





# TOD National Example–Urban Core

South Boston Waterfront





# TOD National Example–Urban Core

Market Street, San Francisco





# Town Center TOD Station Type

Decatur Station, Atlanta





# Town Center TOD Station Type

Dunwoody, Georgia





# TOD National Example–Town Center

Rockville Town Center, Rockville





# Commuter Town Center TOD Station Type

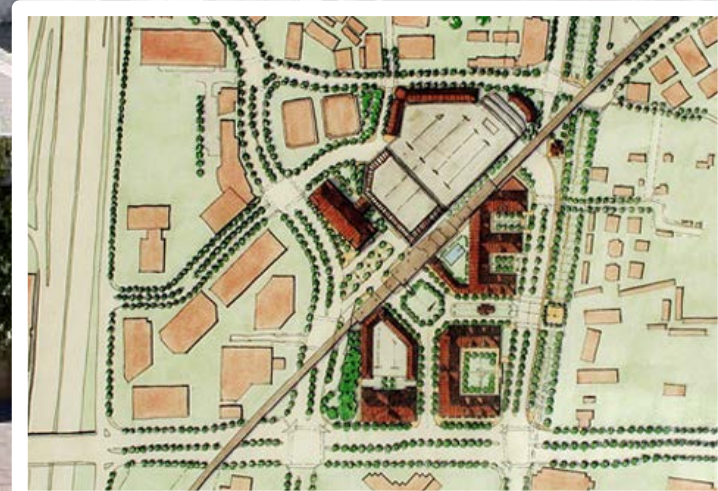
Lindbergh City Center, Atlanta, Georgia





# TOD National Example—Commuter Town Center

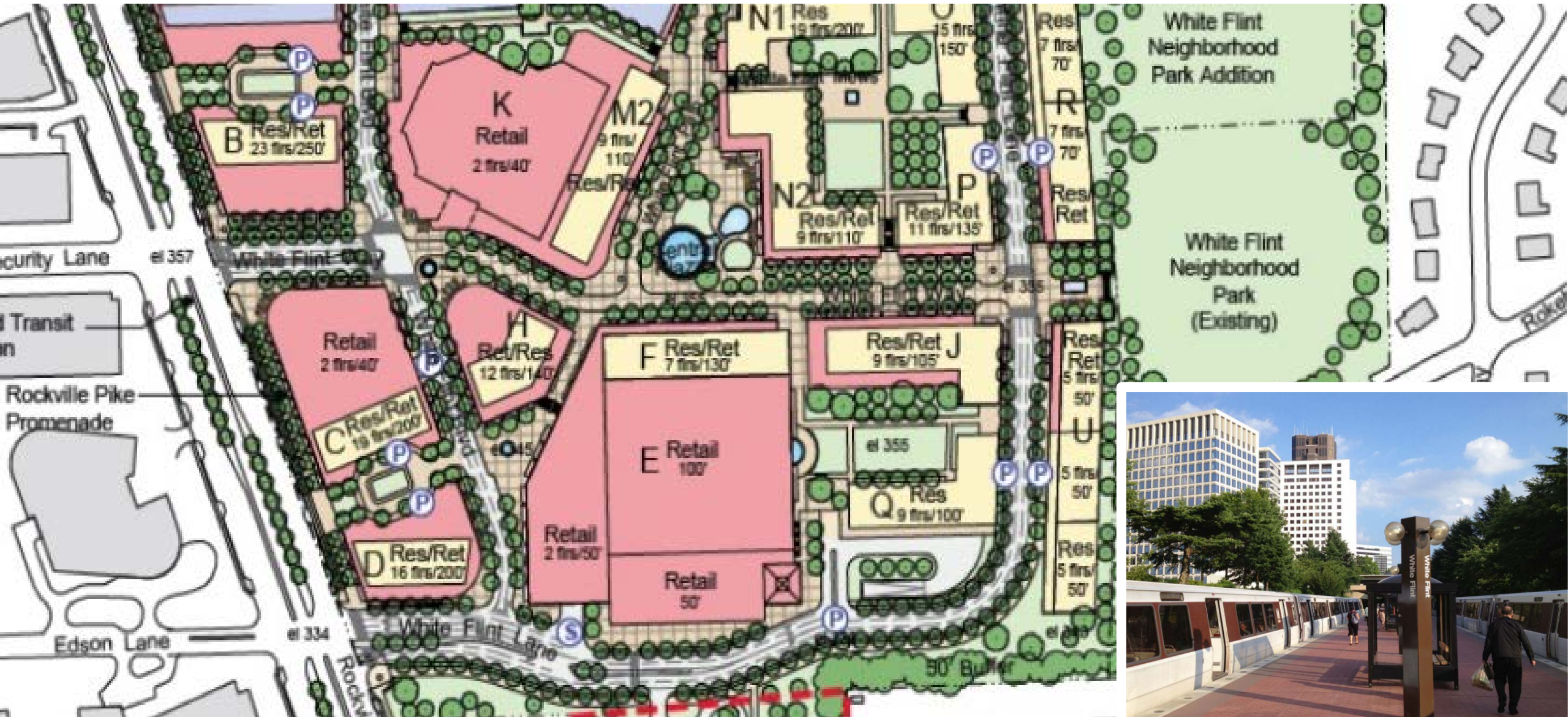
Pleasant Hill, California





# TOD National Example–Commuter Town Center

White Flint, Bethesda, Maryland





# Neighborhood TOD Station Type

Edgewood-Candler Park Station, Atlanta





# Neighborhood TOD Station Type

Avondale Station, Decatur, Georgia



# TOD National Example–Neighborhood

Bland Street Station, Charlotte, North Carolina





# TOD National Example–Neighborhood

Washington Street Silver Line, Boston, Massachusetts





# TOD Summary



## Urban Core

Highest density and most diverse mix of land uses



## Town Center

Medium density and diversity of land uses



## Commuter Center

Medium density and diversity of land uses

More accommodation for parking than the Town Center



## Neighborhood Center

Lowest density and least diverse mix of land uses

## Number of Dwelling Units



75 or more dwelling units per acre  
8 stories or higher

## Number of Dwelling Units



25 to 75 dwelling units per acre  
4 to 15 stories in height

## Number of Dwelling Units



25 to 75 dwelling units per acre  
4 to 15 stories in height

## Number of Dwelling Units



15 to 50 dwelling units per acre  
2 to 8 stories in height





# Economic Development



# Economic Development

## Where are we going?

Trends from real estate and employment data

## Where have we been?

Assessment of Transit-oriented development (TOD) efforts to date





# Economic Development

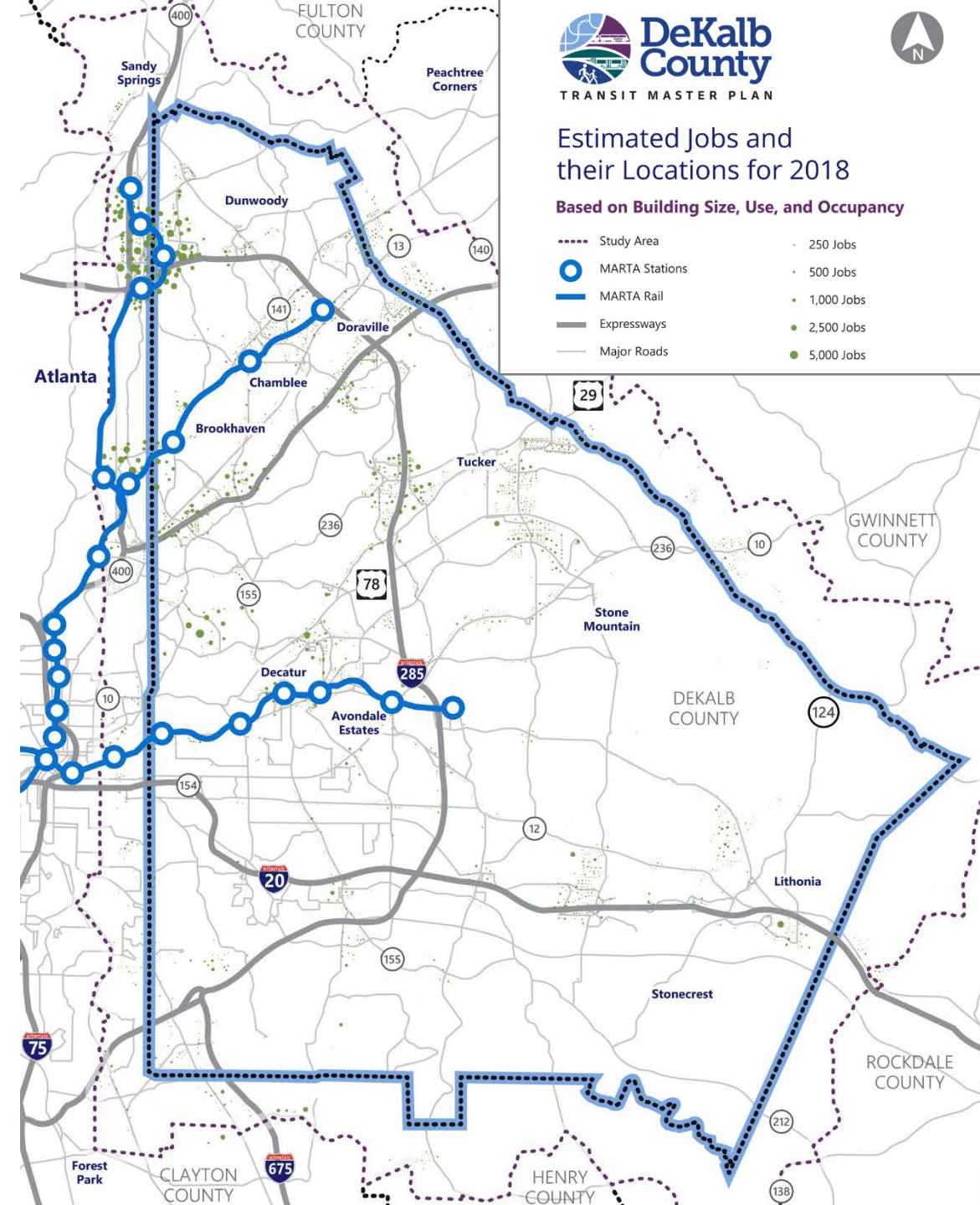
## Today's Jobs

### Most jobs are in North DeKalb

- Perimeter
- Emory/CDC
- Tucker/Northlake
- I-85 Corridor
- Several dense job hubs are not well-served by transit
- I-20 East jobs emerged recently

### What We Heard

- People noted a lack of jobs in South DeKalb
- Jobs at Emory appear visually underrepresented
- Surprise at job-density of Northlake, Perimeter areas





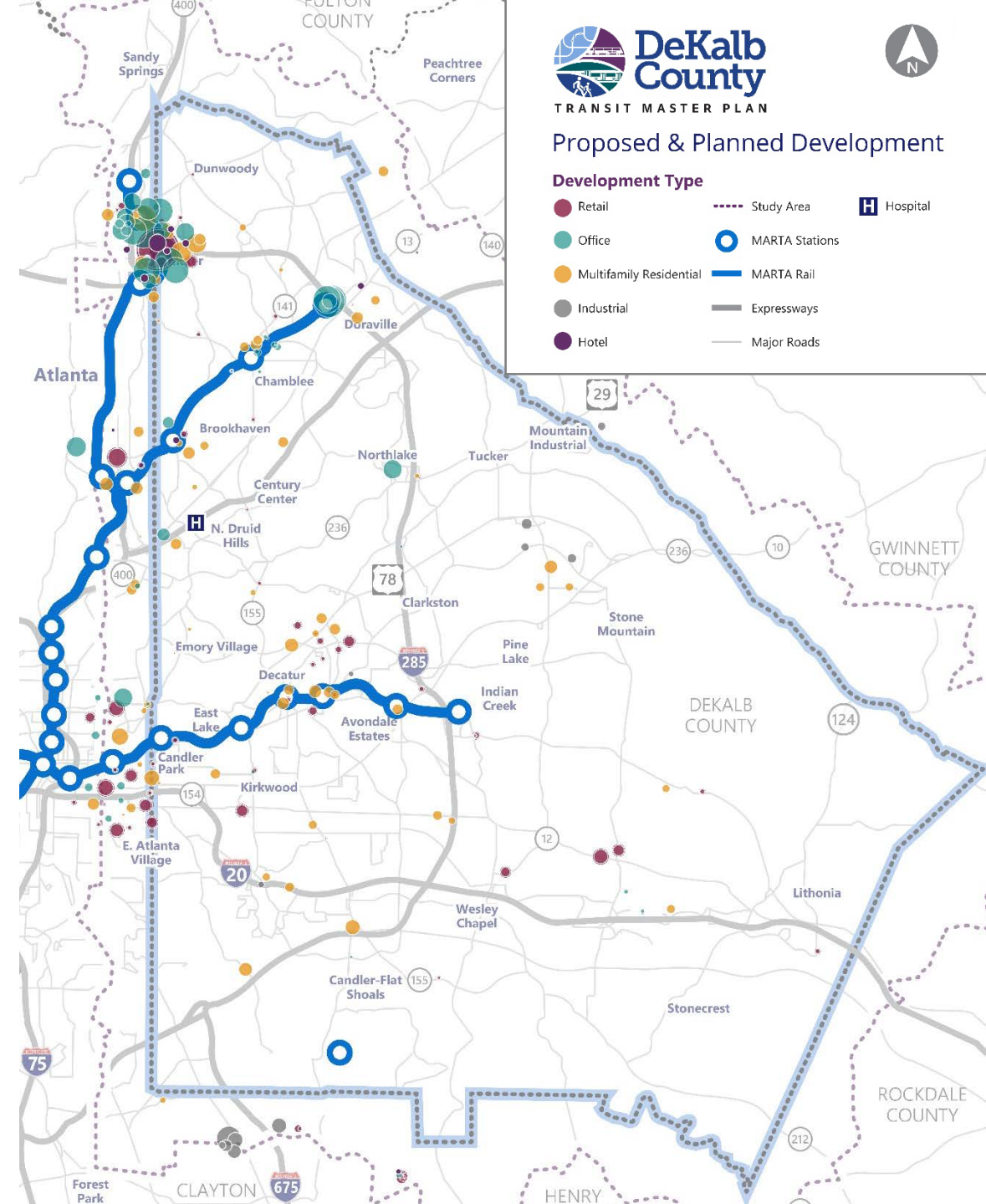
# Economic Development Development in the Near Future

## Hot Spots

- Perimeter
- Chamblee
- Brookhaven
- Suburban Plaza
- Avondale Estates
- Memorial Drive Corridor

## Where We Are Headed

- Buildings being renovated
- Buildings under construction
- Planned buildings (permit or rezoning filed)
- Proposed buildings (announced in media)







# Economic Development

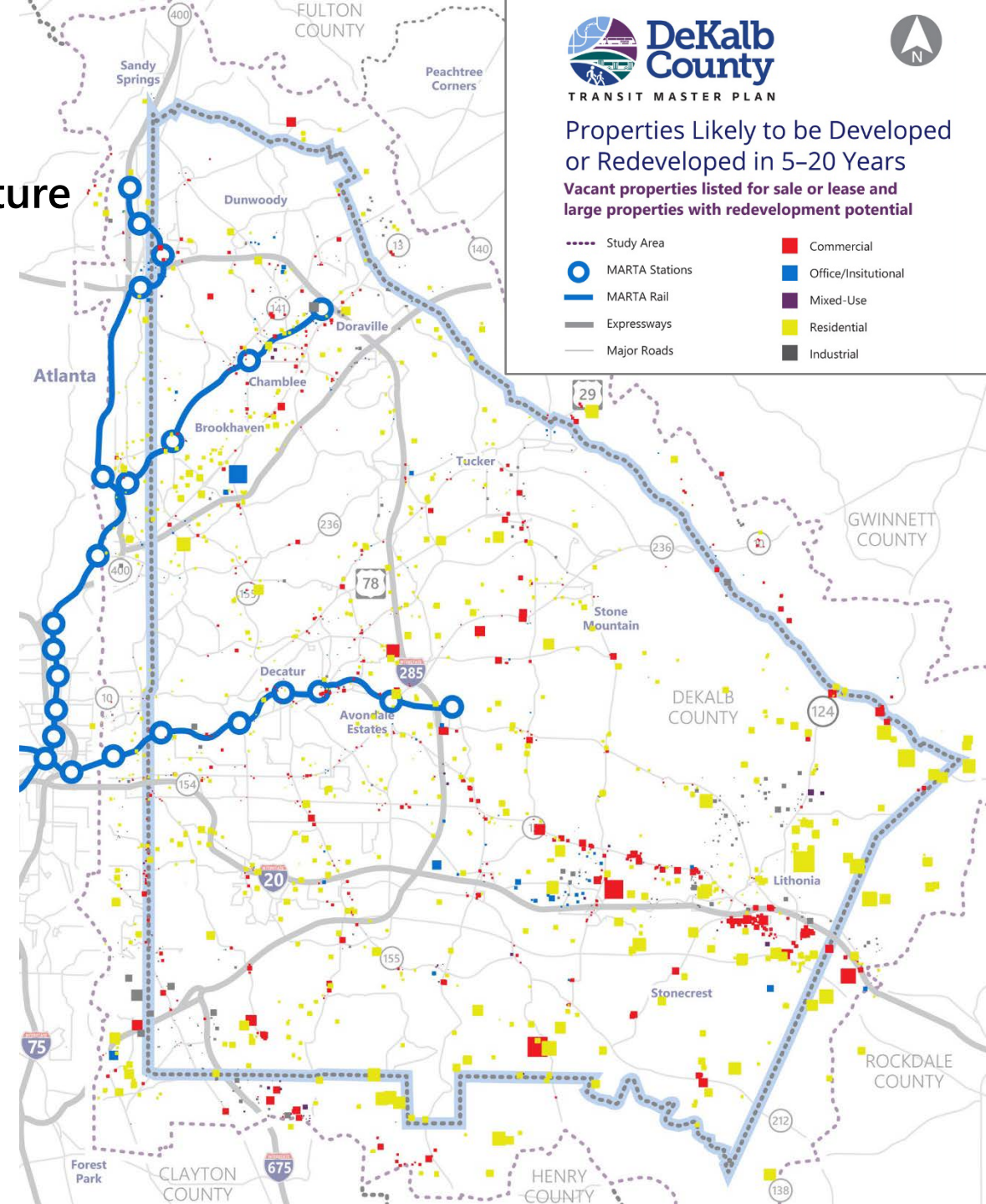
## Development in the Mid- to Long-Term Future

### Future Development Opportunities

- Stonecrest, Covington Highway, Panola Industrial Area
- Redevelopment along major arterials
- In-fill development in Chamblee and Doraville

### What We Heard

- Surprised to see more development opportunities along arterials versus the interstates (e.g., I-20 & I-285)





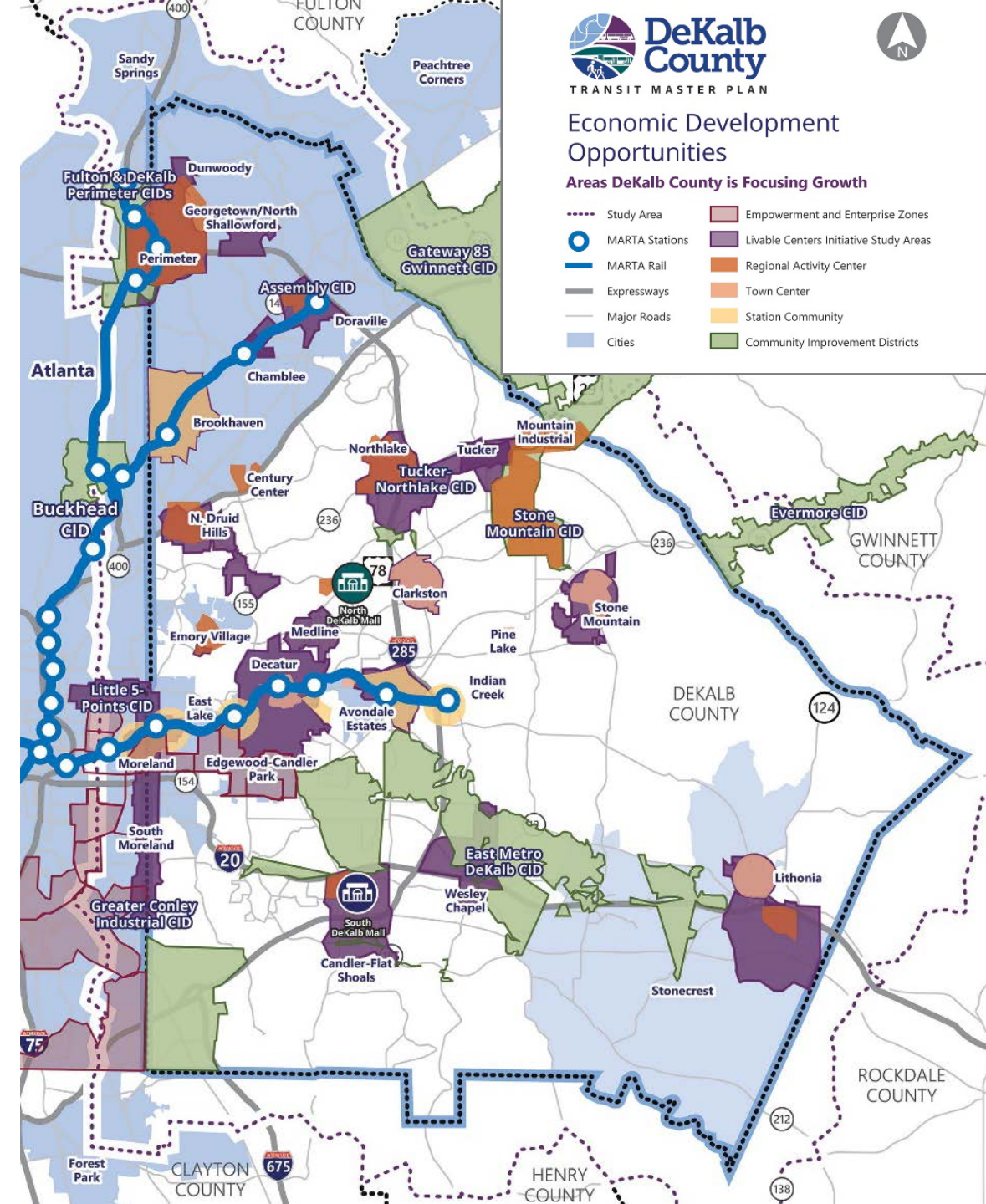
# Economic Development Opportunities

## Economic Development Initiative are Focused on Key Growth Area in DeKalb County

- These areas have champions, funding and plans
- Patterns resemble redevelopment opportunity map
- These areas are “pre-cleared” for economic development

## What We Heard

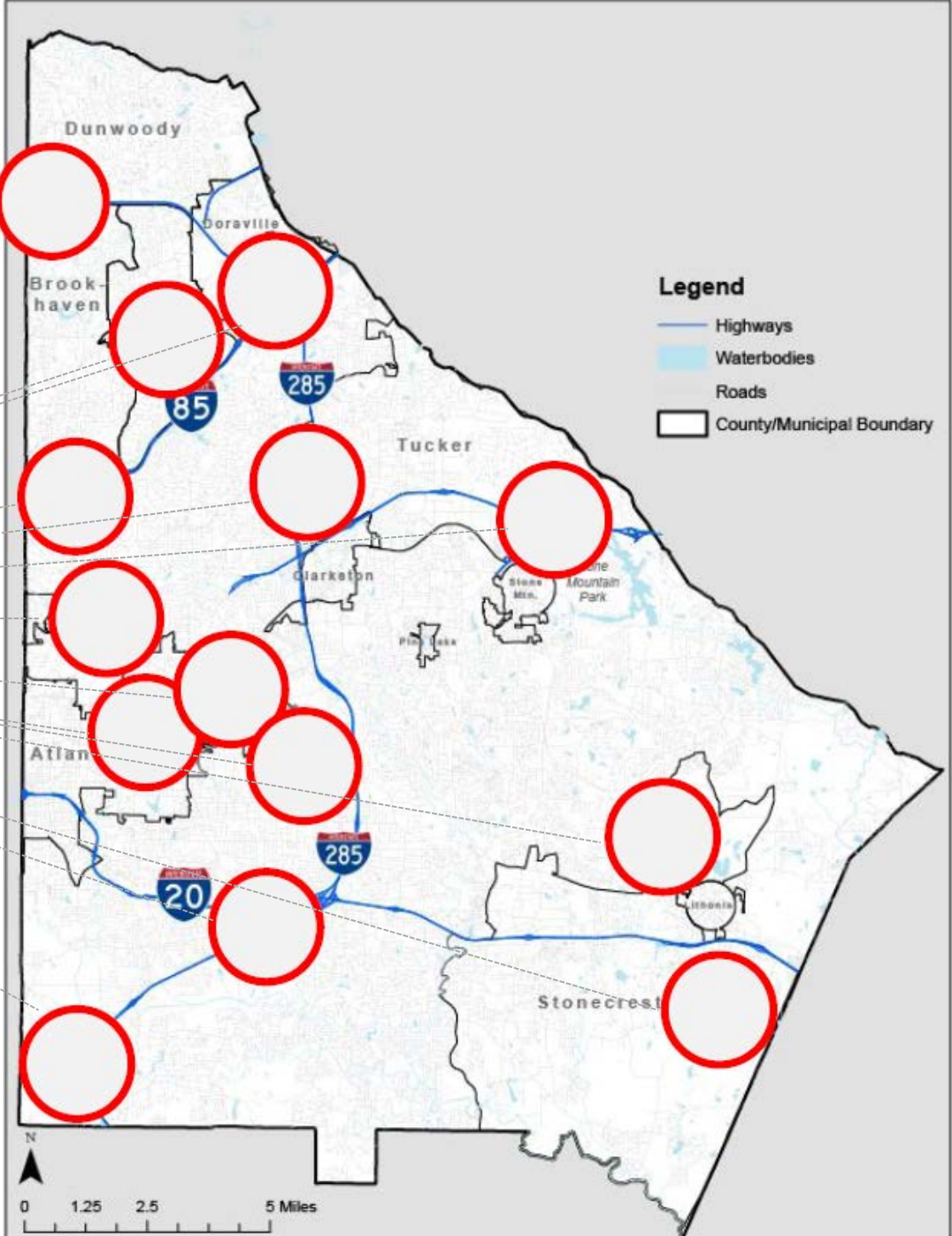
- There are economic development initiatives in South DeKalb, but still a lack of jobs
- How do these initiatives support transit-oriented development?
- The map also shows areas that DON'T want growth and development





# DeKalb County Economic Development Strategic Plan

Employment Centers ●



Where have we been?

## Assumption:

Investment in fixed transit infrastructure stimulates redevelopment in station areas



# Los Angeles Expo Line LRT



**Expo/Sepulveda Station 2016**

# Kensington-Indian Creek Rapid Transit Station Area Development Plan



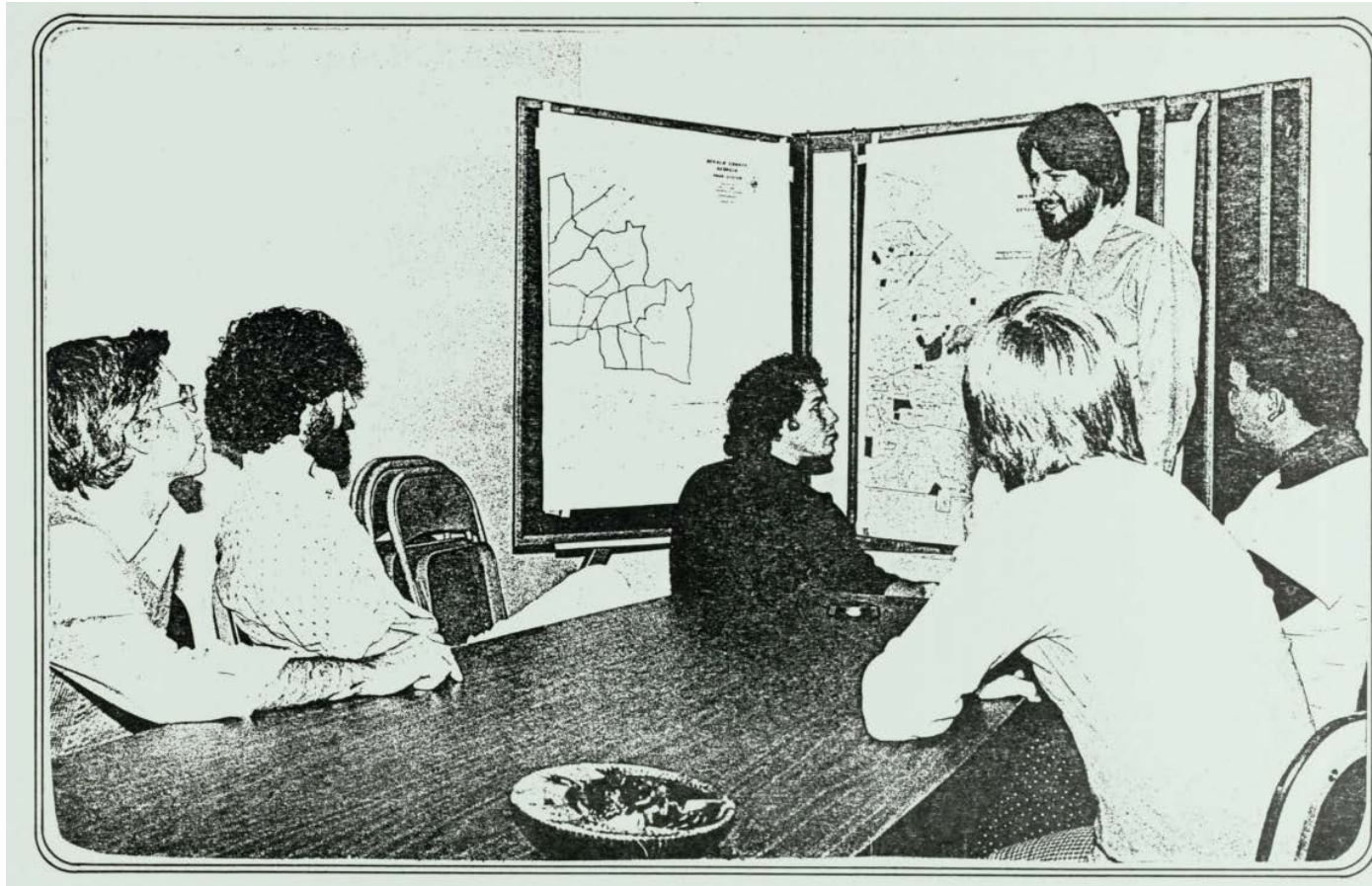
**Prepared by the Dekalb County  
Planning Dept.**

*January 1976*

<http://digitalcollections.library.gsu.edu>  
or google "MARTA ARCHIVE"



# Kensington-Indian Creek Rapid Transit Station Area Development Plan



**Prepared by the Dekalb County  
Planning Dept.**

*January 1976*

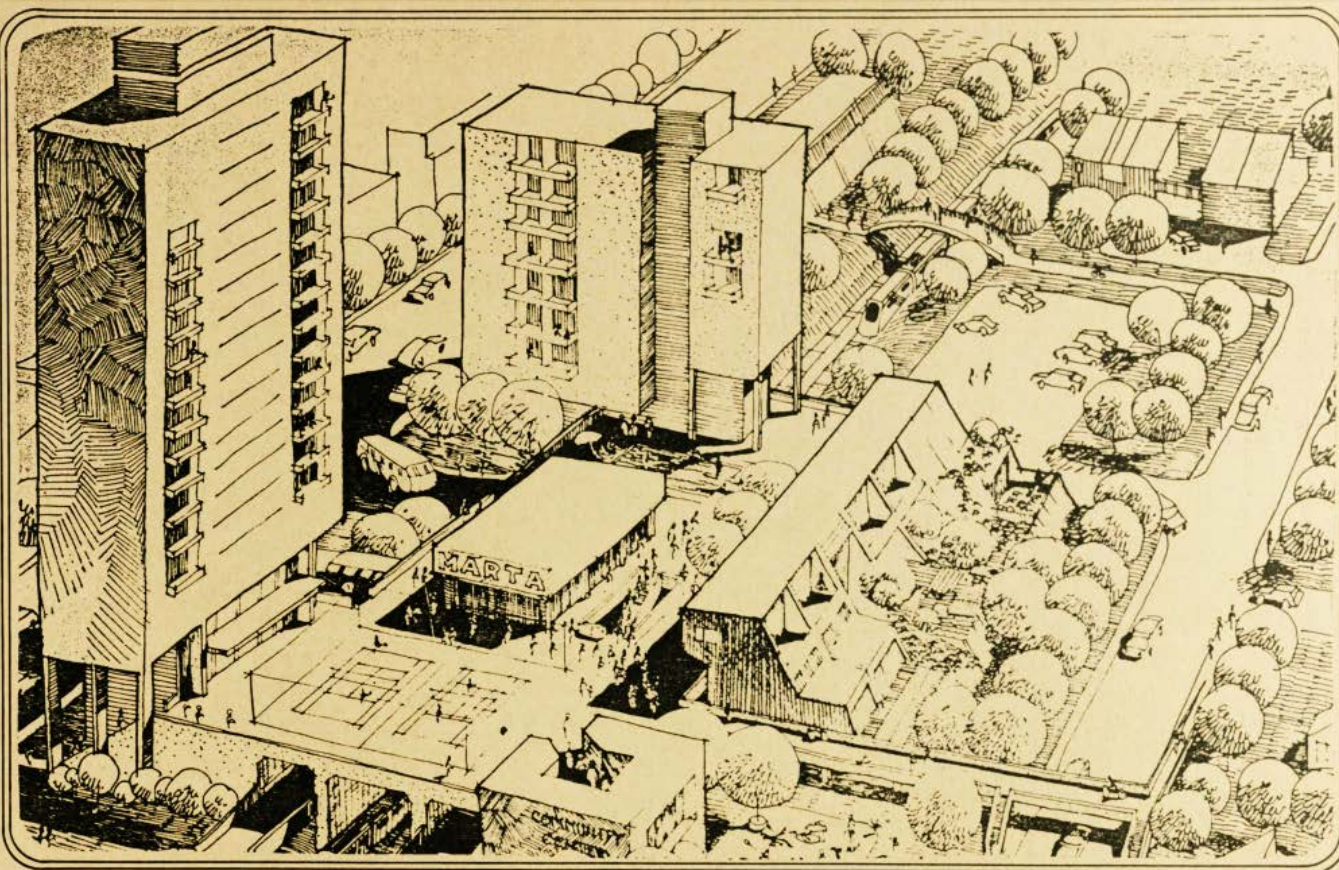
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# Kensington-Indian Creek Rapid Transit Station Area Development Plan

**Prepared by the Dekalb County  
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*January 1976*

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or google "MARTA ARCHIVE"



**EXISTING LAND USE AND  
DEVELOPMENT POTENTIALS**

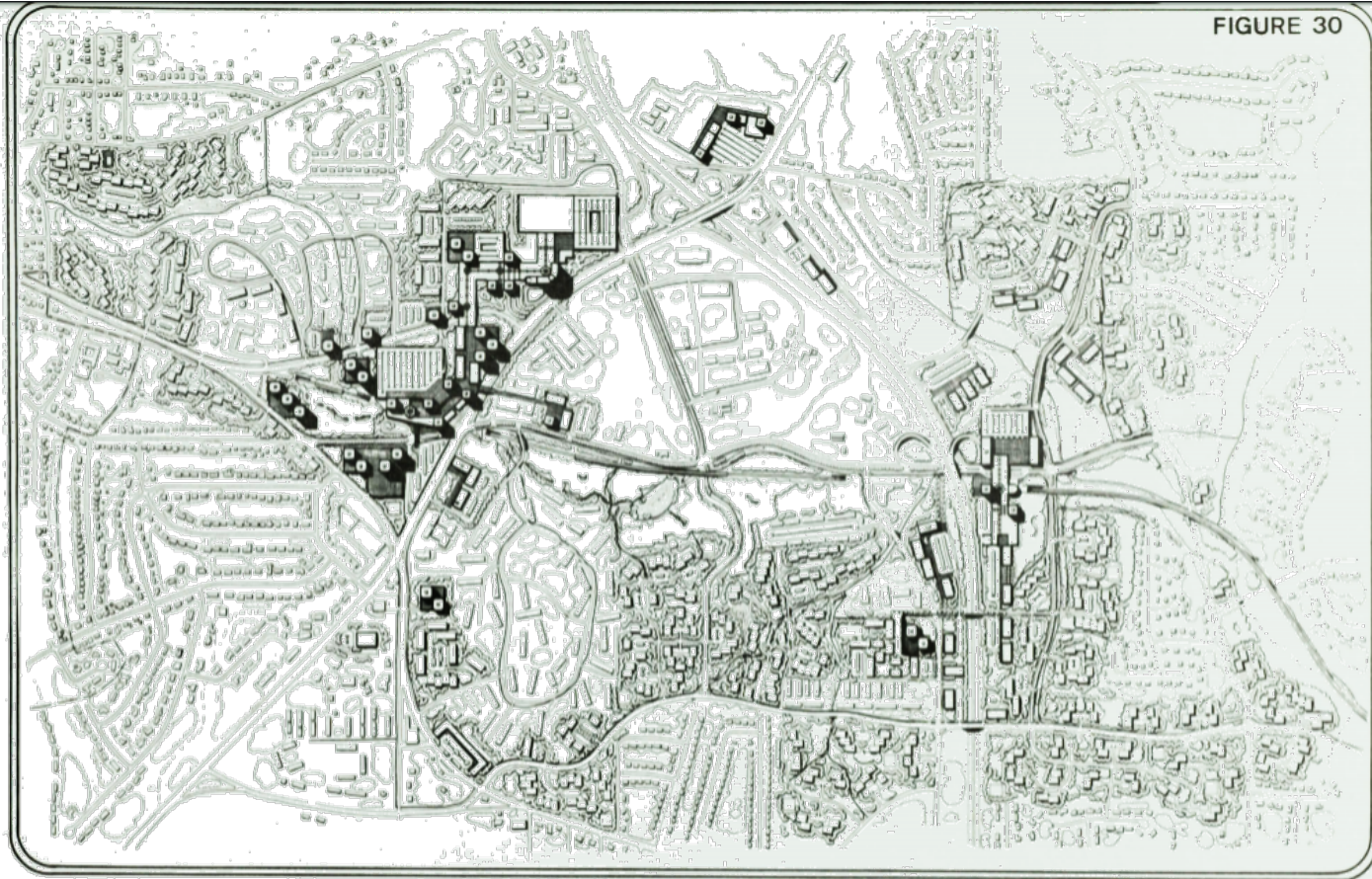


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# Kensington-Indian Creek Rapid Transit Station Area Development Plan

FIGURE 30



**Prepared by the Dekalb County  
Planning Dept.**

*January 1976*

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or google "MARTA ARCHIVE"

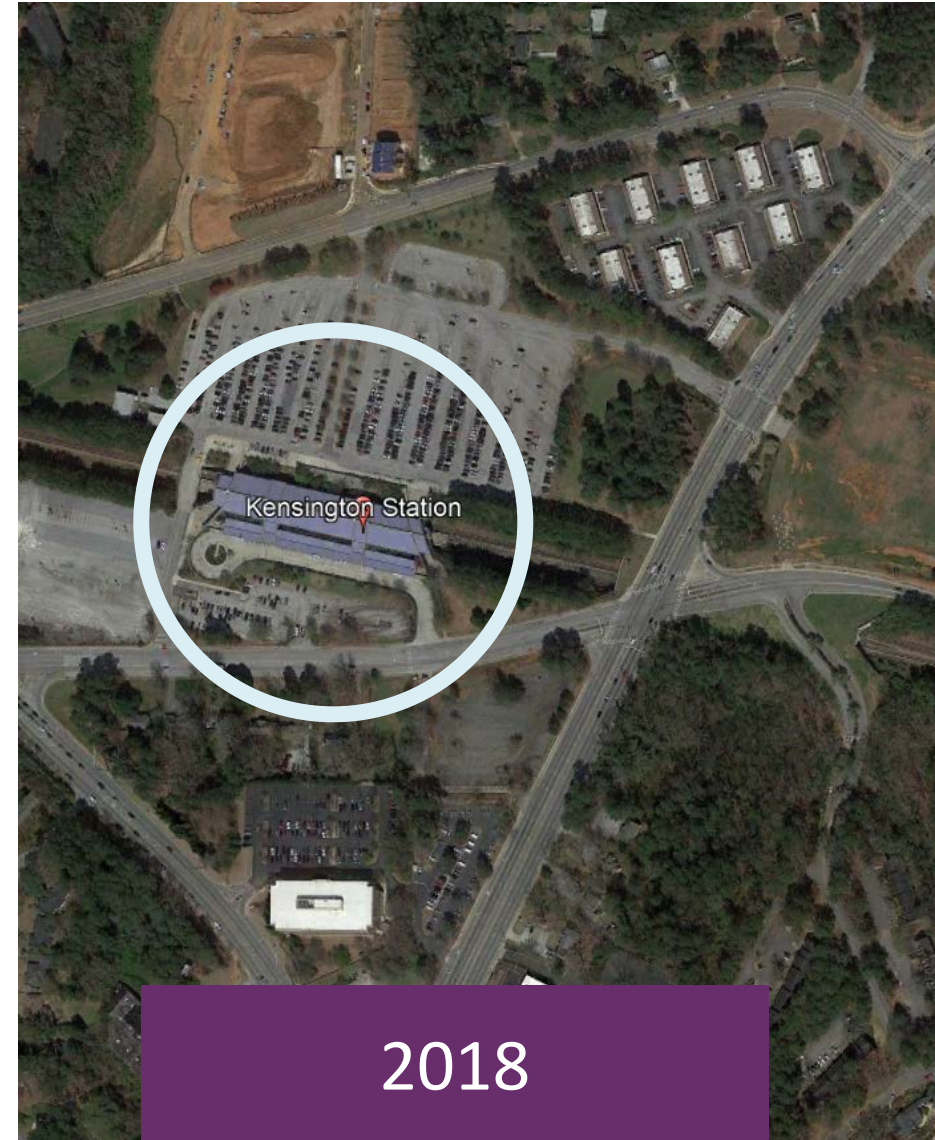
URBAN DESIGN ILLUSTRATION — TOTAL BUILD OUT IN 2000

**CHAPTER VIII: TRANSIT  
STATION IMPACT AREA:  
URBAN DESIGN  
ANALYSIS AND  
RECOMMENDATIONS**

**DK**  
**PAGE  
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# Kensington Station





# Kensington Station

Opened 1993





# Indian Creek Station

Opened 1993





# Decatur Station

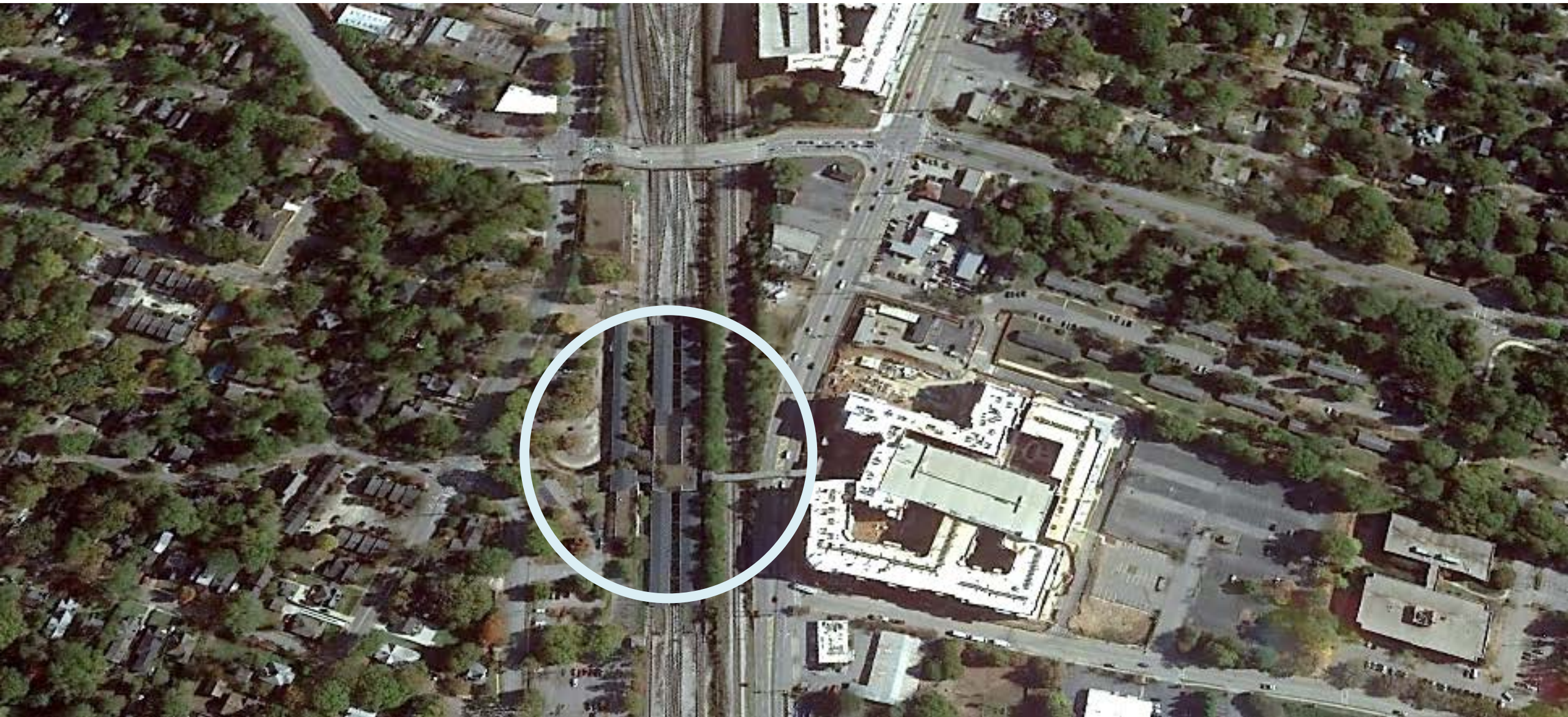
Opened 1979





# Avondale Station

Opened 1979





# East Lake Station

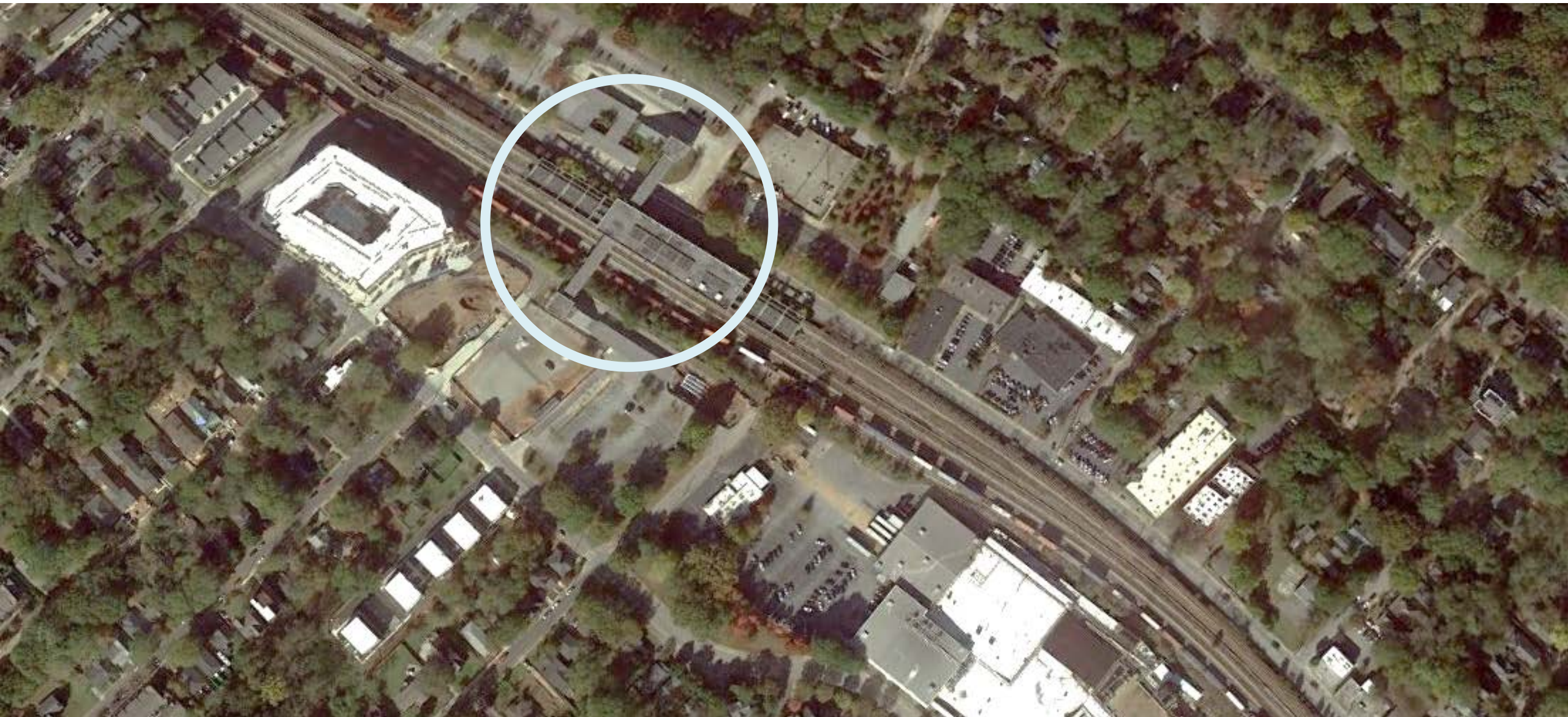
Opened 1979





# Edgewood Candler Park Station

Opened 1979





# Brookhaven Station

Opened 1984





# Chamblee Station

Opened 1987





# Doraville Station

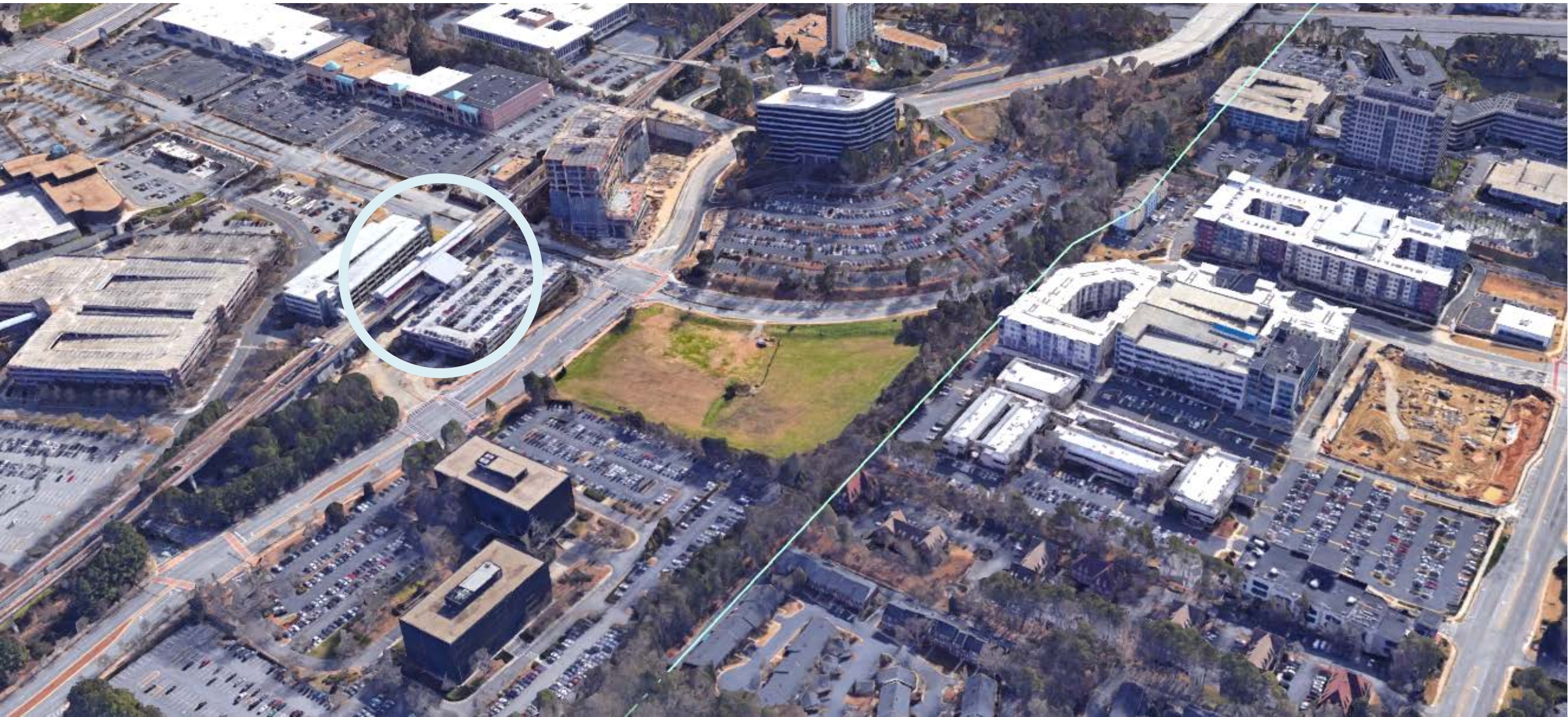
Opened 1992





# Dunwoody Station

Opened 1996





# Questions

1. Are we doing good job of leveraging the billions of infrastructure dollars that have already been spent?
2. How do we reconcile the difference between what has been envisioned, what has been promised, and what has been delivered?
3. What can/should we do going forward that is different from what was done in the past?

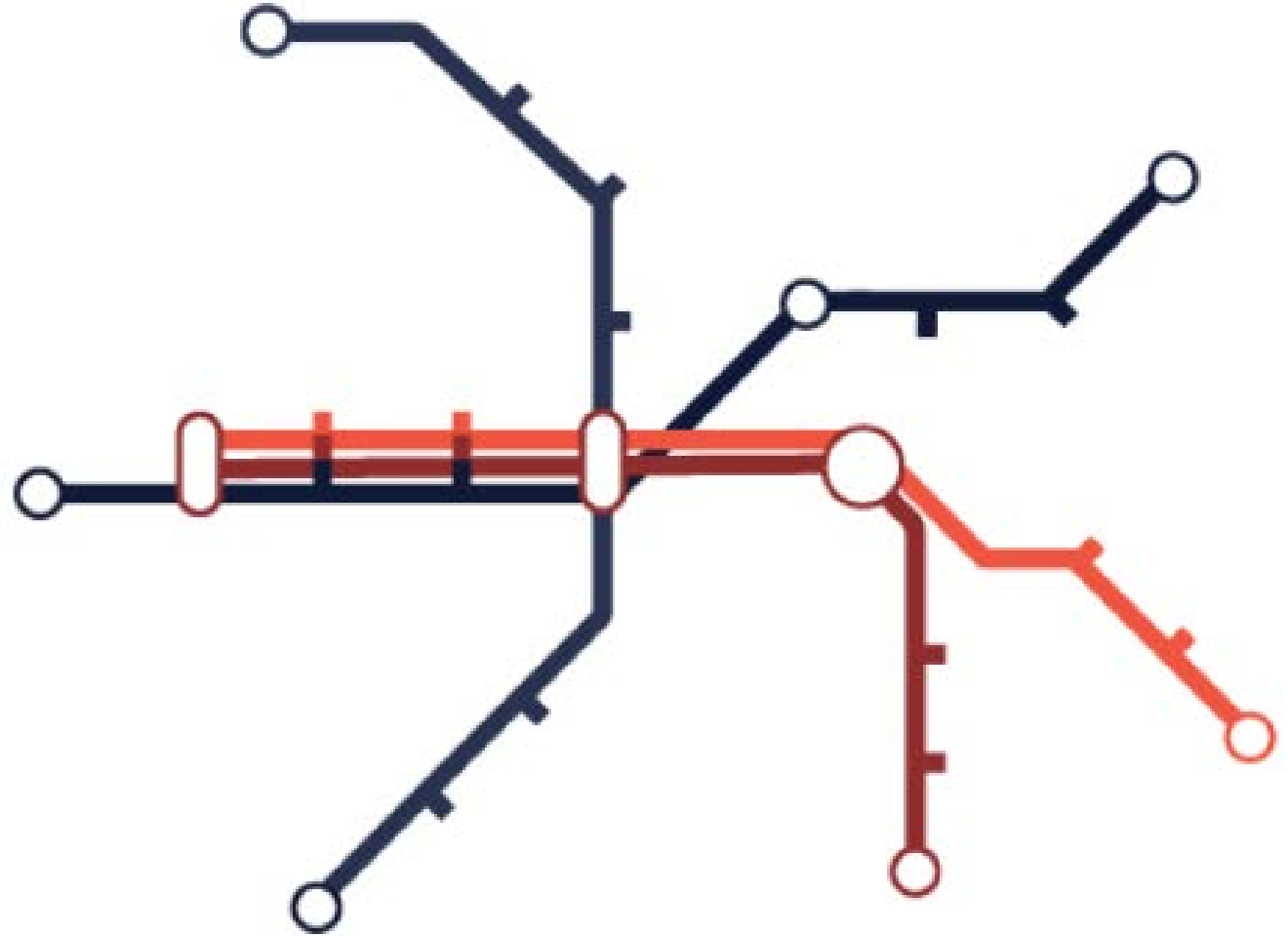


# Breakout Exercise



# Breakout Goals

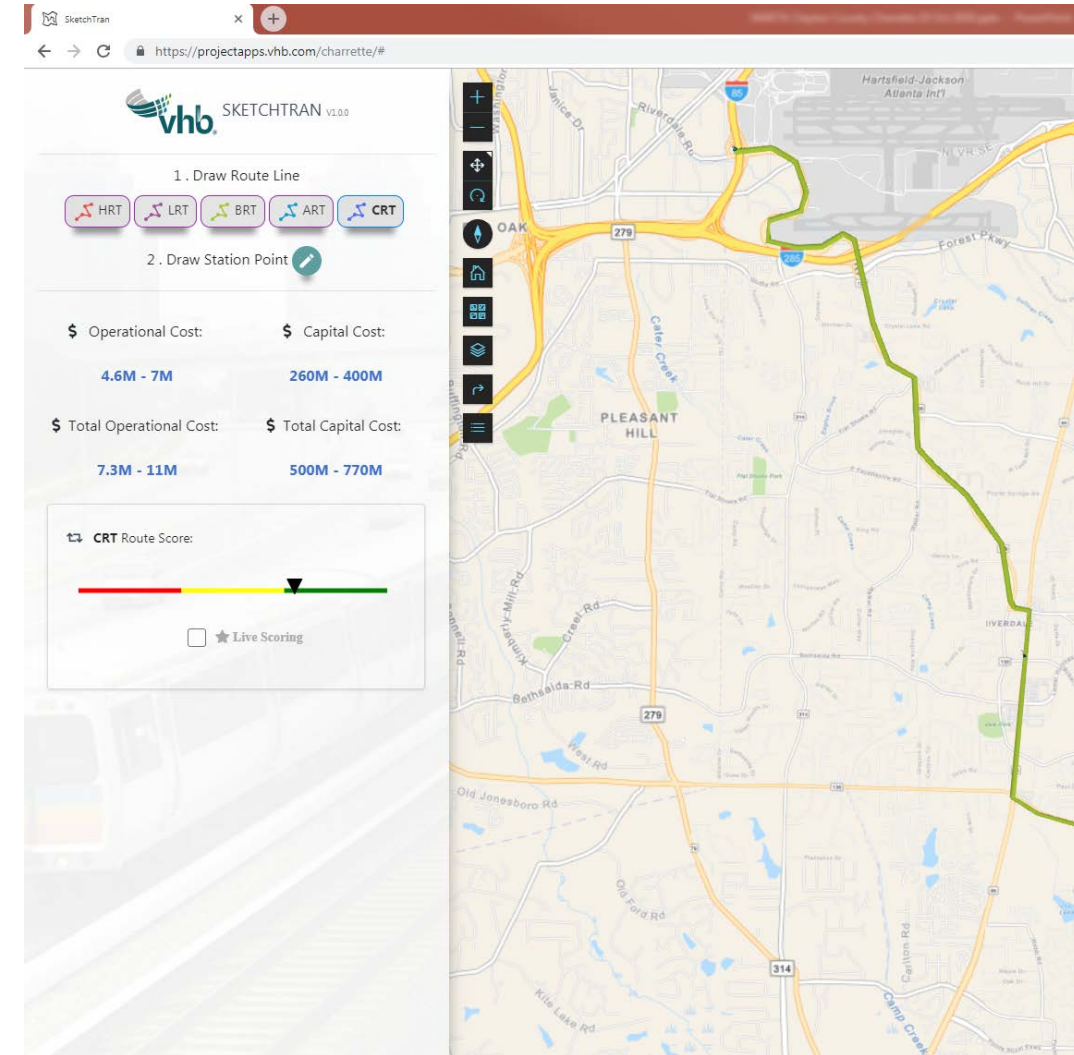
- **High-capacity transit network**
- **Land use to support selected mode**
- **Station typologies**
- **Planning horizon: 2050**



# Breakout Exercise

## Each table has a facilitator and a scribe Transit and land use interactive exercise

- Calculates capital and O&M costs for transit improvements in real time
- Calculates a supportiveness score based on existing land use/density thresholds appropriate to each mode
- Transit mode can be changed to match existing land use density
- Alternatively, allows station typology changes (land use/density) to support mode selection
- Groups will present their transit and land use vision to everyone







# Town Hall Reports



# Next Steps



## What's next?

- Gather more input at public open houses
- Define universe of transit projects
- Develop transit project list constrained by forecasted funding
- More outreach and education

### Public Open Houses

#### February 26, 6:00–7:30 pm

**Flat Shoals Library**  
4022 Flat Shoals Pkwy  
Decatur, GA 30034

**MARTA Bus Routes:** 15 & 114

#### February 27, 6:00–7:30 pm

**Covington Library**  
3500 Covington Highway  
Decatur, GA 30032

**MARTA Bus & Rail Routes:** 21, 86, 115  
and Kensington Station

#### February 28, 5:30–7:00 pm

**Central DeKalb Senior Center**  
1346 McConnell Dr  
Decatur, GA 30033

**MARTA Bus Routes:** 8, 19, & 30

