Edgewood Candler Park TOD Transportation Assessment

MARTA
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Report Purpose

This document was commissioned to explore and summarize the existing transportation system and potential impacts of the proposed Columbia Residential and Columbia Ventures Edgewood/ Candler Park Station development. It was created as a reference document for MARTA's Office of Transit Oriented Development and Real Estate, as well as to provide information to local residents and stakeholders.

Cover Page Photos

Aerial of Edgewood Candler Park Station

I. Executive Summary

PURPOSE

MARTA is in the process of seeking a rezoning for a joint development opportunity at the Edgewood/Candler Park Station. The site includes the 5+/- acres of land to the south of the station, which is composed of an underutilized parking lot and an unused parking area. MARTA has hosted numerous meetings with residents of the Edgewood and Candler Park communities regarding the rezoning of the south lots.

The purpose of this report is to summarize the key topics, impacts, and recommendations discussed during the Organized Neighbors of Edgewood (ONE) community meetings about the proposed transit oriented development project at the Edgewood/Candler Park Station. Residents of both Candler Park and Edgewood were involved in the identification of area-wide concerns and acceptable solutions for the larger study area beyond the project's boundaries. The goal was to establish a process for education and refinement of options, whereby the developer could determine community benefits that could be addressed within their property boundaries.

SCOPE

The project team was asked to consider land use, design, and transportation. This report provides a multi-modal assessment of the existing and potential future transportation system in the vicinity of the Edgewood/Candler Park MARTA Station. The report identifies potential circulation impacts of the proposed 5-acre redevelopment and provides recommendations to ensure that vehicular, transit, bicycle and pedestrian needs are thoughtfully balanced and designed as a part of the development at and near this transit-oriented development.

This holistic approach resulted in realistic multi-modal recommendations that are supported by the surrounding residential community, and are realistic for the developer. Also taken into consideration were MARTA's strategic goals for this development.

Specific inputs to the recommendations include:

- Working sessions and meetings with the public and developer
- Observational studies from the Atlanta Regional Commission
- Vehicular traffic and crash data from Georgia Department of Transportation

Proposed Development: A mixed-use development centered around a public space that provides for increased connectivity to the surrounding community. The project is slated to occur in two phases include approximately 400 apartments, including 20% affordable units, and 10,000 square feet of commercial space.

COMMUNITY INPUT

The Candler Park residential community has historically been engaged with the development community for many years. Previous documents on the land use, design and transportation goals of the Edgewood/Candler Park MARTA Station date back to 1974. The report and design plan from that year include plans for indoor and outdoor community or civic space, economic incentives for homeownership, bike and pedestrian considerations and vehicular traffic calming initiatives.

Other area studies include the Edgewood/Candler Park MARTA Station Charrette Study (2011), Edgewood Development Plan (2009), Ponce-Moreland LCI (2005).

A 2014 MARTA survey of the Edgewood, Candler Park and other surrounding neighborhoods was designed to get a pulse on community priorities around the development. The priorities today are much the same as they were in the 1974 report: desire for more neighborhood-friendly commercial spaces, community green space and civic area, increased property values, bike and pedestrian access and improved traffic flow. Respondents indicated that they were willing to add time to their car trips in exchange for these improvements.

EXISTING CONDITIONS

- Existing demographic, land use and transportation conditions were considered to ensure that the recommendations address the needs of the surrounding population.
- The Edgewood/Candler Park Station is surrounded by relatively healthy neighborhoods, with low vacancy rates and a relatively intact street grid. Three previous studies have all recommended infill strategies around the station, especially in relation to the under-utilized parking areas. Most of the redevelopment area is owned by MARTA, in the form of surface parking, and one other property owner south of the station.
- High speeds and unsafe pedestrian conditions dominate DeKalb Ave. The sidewalks are broken or missing and positioned too close to the vehicular traffic. Additionally, about half of the sidewalks in the station area are in "average" or "poor" condition including key streets used to access that station such as Oakdale Road and Marion Place. MARTA fencing and the freight rail lines are two barriers to accessing the station.
- Transportation options in the area exist, but the existing MARTA lines create a physical barrier that divides the area, contributing to limited permeability between the neighborhoods north and south of the rail lines and adding to the vehicular traffic congestion.
- Though traffic volume in the area has generally decreased over the past several years, accidents are not uncommon and there is a high concentration at Whitefoord Avenue and DeKalb Avenue.
- Inadequate pedestrian and bicycle access and limited bus service in the area discourage alternate means of transportation. This is reflected in one of the lowest ridership rates in the MARTA system. Additionally, there is little access to green space and very little retail business in the area.

POTENTIAL IMPACTS

It is difficult to project future traffic congestion due to changing transportation preferences. It is recognized across the country that future trip growth will be very different than it has been for the past 55 years. The most important element for the transportation plan will be safe and direct bicycle and pedestrian facilities.

Without considering the development, unacceptable levels of vehicular traffic congestion are expected along the edges of the neighborhood, as well as within the neighborhood at Whitefoord Avenue and at the LaFrance Street-Arizona Avenue intersection.

The biggest impact on congestion caused by the development will be the location of driveways, and the management of the intersection at LaFrance Street and Whitefoord Avenue.

RECOMMENDATIONS

Bicycle & Pedestrian Priorities

Improvements to sidewalks and streetscapes are high priorities. Bicycle facilities along Whitefoord, merging into a DeKalb Avenue bike lane would encourage bike trips and help reduce vehicular traffic.

Whitefoord Avenue Parking Deck Entry

Traffic stacking along Whitefoord due to a parking deck entry is likely to be less severe than anticipated. To reduce congestion on Whitefoord, the parking deck driveway should be located as close to LaFrance Street as possible and the placement of the security gate should be as deep into the deck as possible to allow cars to be absorbed and queue within the property.

Whitefoord & LaFrance Intersection Options

Public feedback on this intersection was inconsistent. The recommendations to improve the intersection include two options.

- Option A is to install a modern roundabout, with special attention given to bus, bicycle and pedestrian needs. Roundabouts may require more property within the intersection, but can handle greater volumes of traffic more efficiently than signals. They also can reduce delay, reduce speed and increase safety.
- Option B would be to modify the striping on Whitefoord Ave to accommodate a two-way left turn lane (TWLTL), which would function well at this location because of the limited number of driveways. A TWLTL could reduce southbound delay on Whitefoord Avenue. The addition of a TWLTL can decrease accident rates by 11-35%.

II. Project Context

BACKGROUND

Currently, MARTA is working with Columbia Residential and Columbia Ventures on a project at the Edgewood/Candler Park MARTA Station. At the same time, MARTA is working with the City of Atlanta to proactively rezone the south parking lots to PDMU in accordance with the community vision set forth in the 2011 Edgewood/Candler Park Charrette Report.

The surrounding community has been engaged with the development community for years and successfully articulated their vision for the redevelopment of the site to include a mixed-use development centered around greenspace that provides for increased connectivity to the surrounding community. Now that a redevelopment team is in place, the input shifted to building consensus on the circulation and massing of the proposed development.

A traditional engineering-based traffic report was deemed costly, time consuming, and mismatched with the goals of the redevelopment site. Qualitative factors were also required for these discussions and a vehicular-only study can not account for changes in expectations and travel behavior. It would not address land use and design changes, new pedestrian access to transit and increases in bicyle and pedestrian flow. Therefore, a more multi-modal assessment was needed.

Center Forward, LLC has multi-modal, land use experience working with City of Atlanta neighborhoods on similar assessments that occur within a tight schedule. Key to the approach was to develop conditions that would be feasible for the developer and respectful to the circulation needs and impacts of the surrounding community. Through a series of working sessions and meetings, the team addressed land use, design, and transportation in a manner that ensured quality residential input and realistic, multi-modal solutions. The analysis included observational studies and vehicular traffic and crash data from the Atlanta Regional Commission and GDOT, respectively.

MARTA'S TOD APPROACH:

MARTA has partnered with Invest Atlanta, the City's economic development agency, to identify and select a team to develop a 5-acre parcel adjacent to the Edgewood/Candler Park Station on the Blue Line. The success and design of the transportation system enables or hinders mobility, access, and the potential for economic development.

This well-located property is three stops from Downtown and within walking distance of the Edgewood Retail Shopping Center to the west, the Schwan's Bakery to the east, with the surrounding community primarily consisting of residential uses.

MARTA's over arching strategic TOD goals include:

- To generate greater transit ridership – a natural consequence of clustering mixed-use development around stations and along corridors;
- To promote a sustainable, affordable and growing future for the people of Metro Atlanta; and
- To generate a return on MARTA's transit investment through enhanced passenger revenues, greater federal support and development on MARTA property.

III. Community Input

PREVIOUS DOCUMENTS

Below is original text copied from the "Areas of Disagreement" section of the original 1974 report. An original map and a summary of the same plan, by topic, can be found on the next page.

AREAS OF DISAGREEMENT

In June, 1974, MARTA issued its conceptual design for the Candler Park Station. This scheme differed in many respects from the concept and design plans approved by the Candler Park Advisory Committee. MARTA provided for 1,000 parking spaces, rather than the "no more than 800" recommended in the City's plans. To accommodate this number of spaces, two areas were suggested for acquisition that the City had recommended not be acquired: the irregularly shaped area at the northern edge of the north parking lot; and a triangle of land south of LaFrance Street and west of Mayson Avenue.

The extension of West College Avenue was not shown on the conceptual design, although it was recommended in the concept plan. Consequently, LaFrance was shown to connect to Amanda, a street which dead-ends a half block east of Mayson Avenue. Furthermore, the Whitefoord Avenue underpass, which was shown as a five-lane facility by the City, was scheduled to be improved to only three lanes by MARTA.

MARTA's conceptual design proposed that Candler Park Drive be dead-ended at the northern boundary of the north parking lot, although City ordinances require a 60' radius cul-de-sac. Buffers shown by MARTA were much more narrow than those suggested in the concept and design plans. For instance, the buffer along LaFrance Street was only 5' wide, whereas the City has recommended a 25' buffer along this street.

These issues - the number of parking spaces, boundaries of land to be acquired, extension of West College Avenue and alignment of LaFrance Street, number of lanes in the Whitefoord Avenue underpass, cul-de-sac of Candler Park Drive, and size of buffers - were the major areas of disagreement between the conceptual design issued by MARTA and the concept and design plans submitted by the City.

During the months of July and August, 1974, meetings were held among MARTA, the Atlanta Bureau of Planning and the Candler Park Advisory Committee. By the conclusion of the Area Plan Review process, most of the issues of concern had been resolved to the satisfaction of all parties. However, as the solutions often represented compromises, they differed somewhat from the recommendations submitted in the concept and design plans.

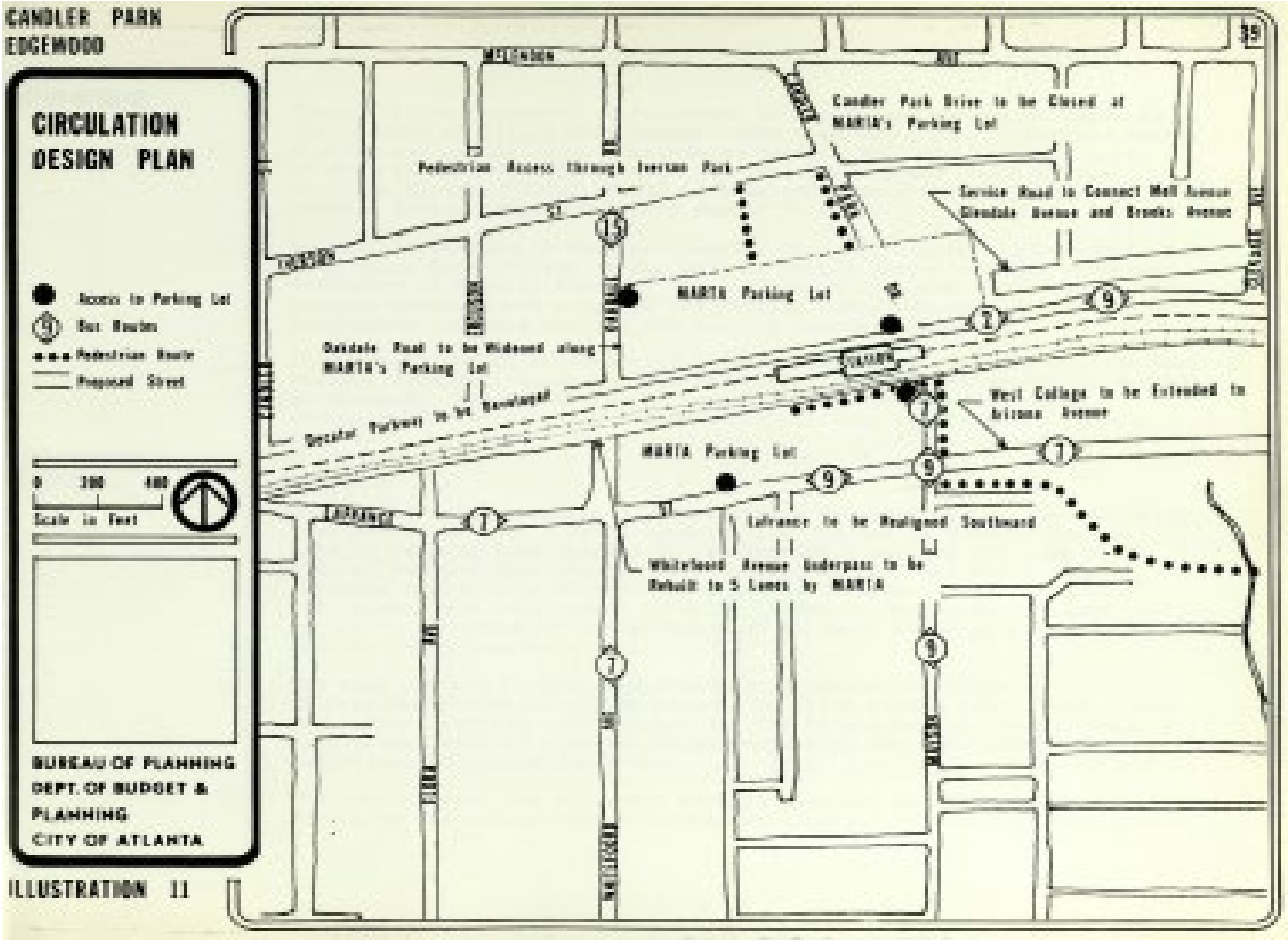
1974 STATION PLAN SUMMARY

LAND USE
- Maintain economic and racial diversity
- Maintain quality of existing apartments; no more than 50 low-income units
- Increase home ownership and absentee
- Remove bank red-lining

DESIGN
- Tax incentives for home improvement
- Down-zone
- Upgrade commercial and vacant lots along Decatur Pkwy

TRANSPORTATION
- Maintain existing traffic flow
- Prohibit Stone Mountain Tollway
- Restrict north-south through traffic
- Restrict east-west through traffic
- Encourage construction of Decatur Pkwy to route through traffic
- Encourage bikeway along Decatur Pkwy and within Stone Mtn Tollway ROW

PREVIOUS DOCUMENTS (CONT'D)



LAND USE
- Provide indoor community space or civic space (library, theater, etc.)

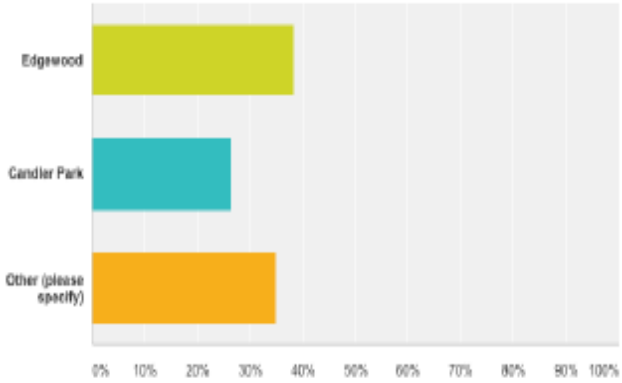
DESIGN
- Create outdoor community space/civic greenspace that is flexible

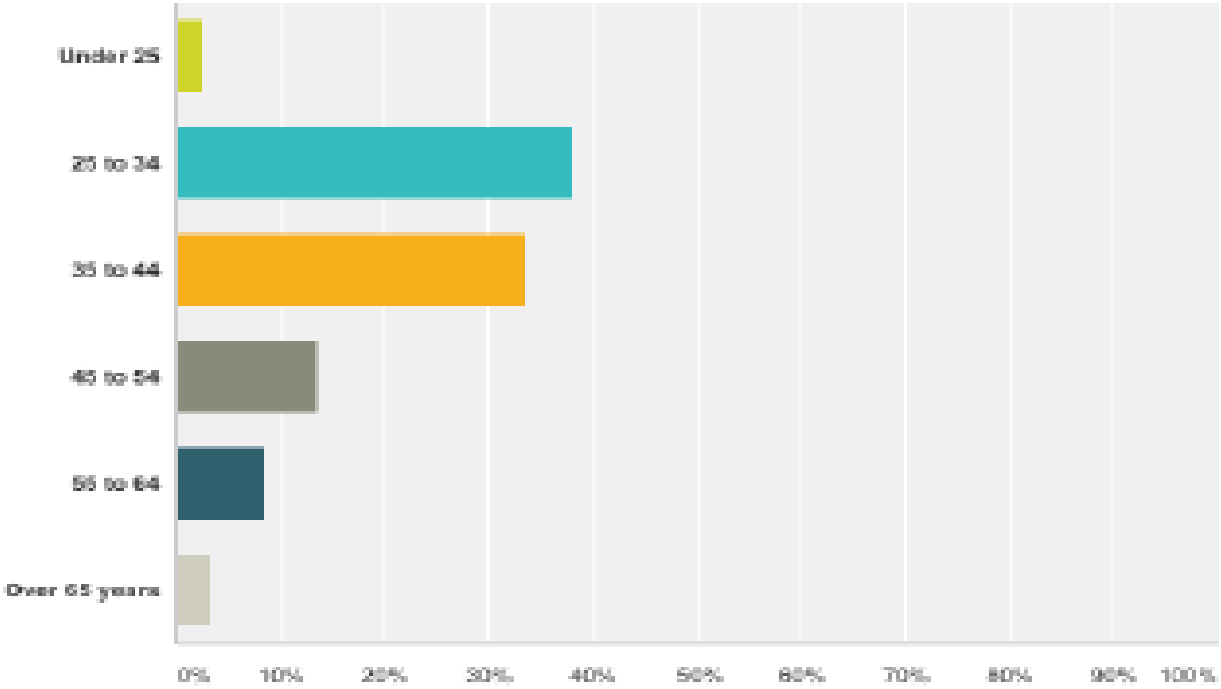
TRANSPORTATION
- Re-establish neighborhood road connections
- Bike/Ped safety improvements at Whitefoord Ave and LaFrance St intersection
- Include a bike station with storage & maintenance services

2014 SURVEY RESULTS

Local and regional partners have increased their focus on this site in the last five years. A Station Redevelopment Plan was published in 2009. A charrette was held in 2011 and a master plan for Candler Park was completed in 2013. More recently, MARTA conducted a survey that was supplemented by more in depth conversations and significant input via community work sessions. It was important for the development team to understand the priorities and trade-offs residents were willing to consider. Knowing that a TOD development would in essence become a balancing effort between needs, MARTA sought initial reactions to priorities via a small online survey. The results of which are pictured below.

Profile of Responders





SURVEY RESULTS:

QUESTION 3

Assume the development will influence transportation options. Please rank the following in order of importance to you.

EDGEWOOD	CANDLER PARK
1. Limited Increase in Car Traffic	1. Improved Bike Facilities
2. Improved Walkability	2. Improved Walkability
3. Time Savings for Peds	3. Limited Increase in Car Traffic
4. Improved Bike Facilities	3. Time Savings for Peds

QUESTION 4

I am willing to accept a longer car trip in exchange for improved walking, biking and transit even if the project increases my car trips by _____ minutes.

EDGEWOOD	CANDLER
1. Four	1. Four
2. One	2. One
3. Two	3. Two
4. Three	3. Three

QUESTION 5

Please rank the following elements of density in order of importance.

EDGEWOOD	CANDLER PARK
1. Design of Greenspace	1. Design of Greenspace
2. Transport Options	2. Transport Options
3. Pop Density	3. Pop Density
3. Built Form Design	3. Built Form Design

QUESTION 6

Pretend there will be some increase in density. Please select the top 3 areas you think an increase in density should influence.

EDGEWOOD	CANDLER PARK
1. More Use of Public Transportation	1. More Use of Public Transportation
2. Efficient Use of Land	2. Less Use of Private Transportation
3. Less Use of Private Transportation	3. Promote Critical Mass to Support Services

QUESTION 7

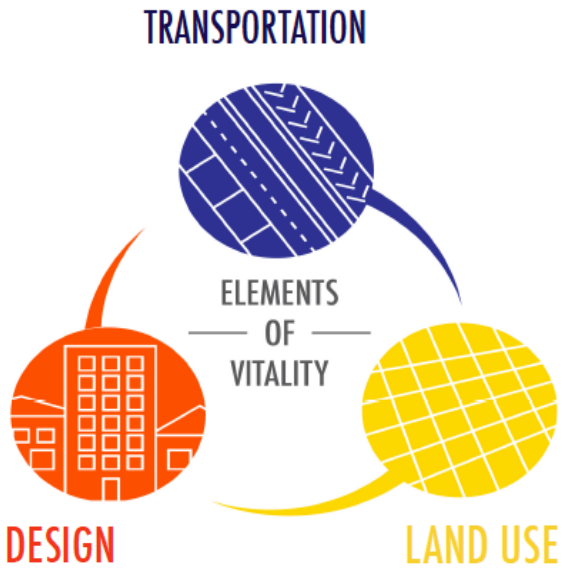
What are you most hoping comes out of this redevelopment for you as an individual?

EDGEWOOD	CANDLER PARK
Increase in Property Value	Walkability!
Improved Walking Environment	More Destinations
More destinations Near to Home	No Traffic (vehicular) Problems

QUESTION 8

What are you most hoping comes out of this redevelopment for your community?

EDGEWOOD	CANDLER PARK
Walkability!	Reduce Traffic with Increased MARTA Usage
Jobs, Businesses	More Improvements for Life Outside the Car
More Appealing Neighborhood	
Diverse People and Income Mixture	



OPEN-ENDED QUESTIONS

The community made it very clear that they wanted this project to provide more destinations within a walkable distance. The overwhelming majority of written comments emphasized:

- significant emphasis on reducing speeds on DeKalb Ave, as well as overwhelming support for a bike lane
- a heavy desire for more neighborhood-friendly retail, restaurant, or commercial spaces in the neighborhood
- the quality of the commercial/retail spaces will have a direct relationship with the community's acceptance of the project
- an expectation that there would be minimal increase in traffic
- the understanding that this project has the potential to increase surrounding property values
- improved walkability is fundamental to this area and project
- an eagerness to increase MARTA ridership
- the strong need for a public greenspace within Edgewood

STAKEHOLDER INTERVIEW LIST

The following individuals generously donated their time to provide further comment about the pros and cons of the site and project. Except where noted, all are study area residents.

- Dana Blankenhorn
- Sarah Brown
- Ken Edelstein
- Eric Krongberg
- Derrick Lastinger
- Garry Long
- Edward Peal
- Randy Pimsler
- Lauren Welsh

Government Input:

- Dan Reuter, ARC (Atlanta Regional Commission)
- Jonathan Lewis, City of Atlanta

GENERAL THEMES

Candler Park stakeholders continue to highlight the concern about speeds through their neighborhood. At the time this document was prepared, traffic calming efforts were beginning a new testing phase at McClendon Ave and Clifton Rd. Significant support exists for the speed reductions and bike lane improvements designed as part of the DeKalb Ave improvements. While overall support exists for the development and vitality of Edgewood, Candler Park also noted significant congestion southbound along Oakdale Rd. There is an on-going debate about how to increase safety and connectivity north of the MARTA station. The current sentiment is if lighting and safety-based design improvements were introduced into the park there would be more support for removing barriers to Iverson Park. There is a considerable concern about past crime (perceived and real) associated with the short-cut through Iverson Park.

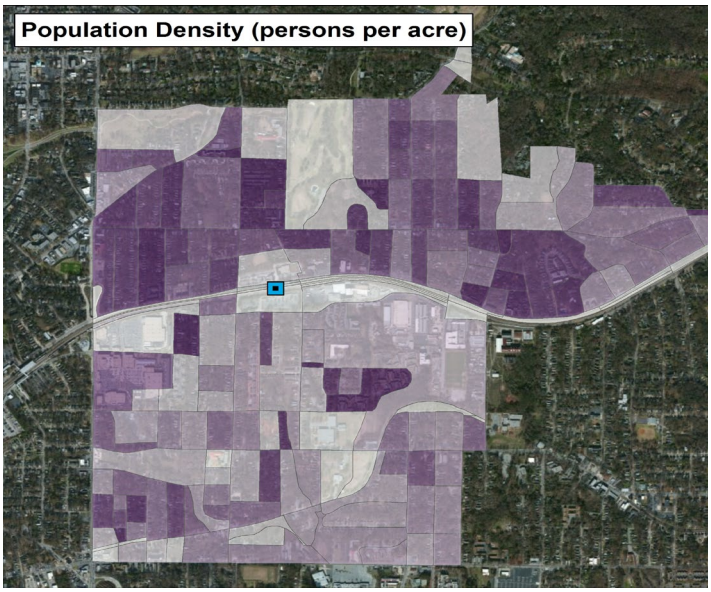
Key observations from Edgewood stakeholders:

- Edgewood is a great neighborhood in need of a key community gathering space
- Compared to surrounding neighborhoods, it has the least amount of park space
- Excited to better connect Candler Park and Edgewood neighborhoods
- Significant focus on the open space, plaza design on the site. Interested in pleasant seating and small table seating commensorate with a small pocket park. Foot traffic and the small size both reduce landscaping oportunities, however, tree shading is important. A small local serving retail or a coffee shop was preferred
- The intersection of LaFrance St and Whitefoord Ave spurred a lot of debate and many felt that congestion here was unbearable, but recognized it is the most difficult location to balance spatial needs of various modes.
- The underpass at Whitefoord Ave should be more bike/ped friendly and is in need of new paint or other softening effect
- LaFrance St is likely to become an important east-west bike route, however the DeKlab Ave re-striping project could reduce the need to use LaFrance St
- Sense that overall, Edgewoood needs more density and more local serving destinations

LOCATION SPECIFIC ISSUES

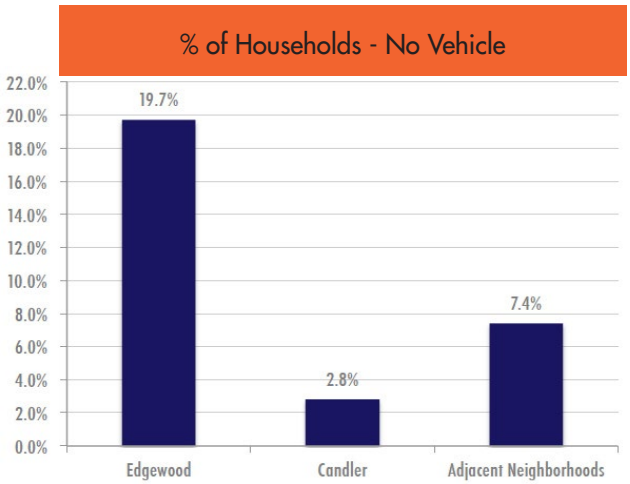
Concerns about specific locations as well as possible recommendations are found in the recommendations section of this report.

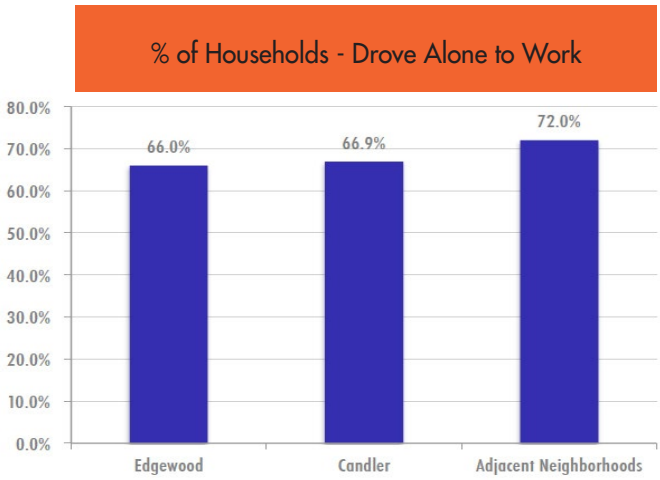
IV. Existing Conditions



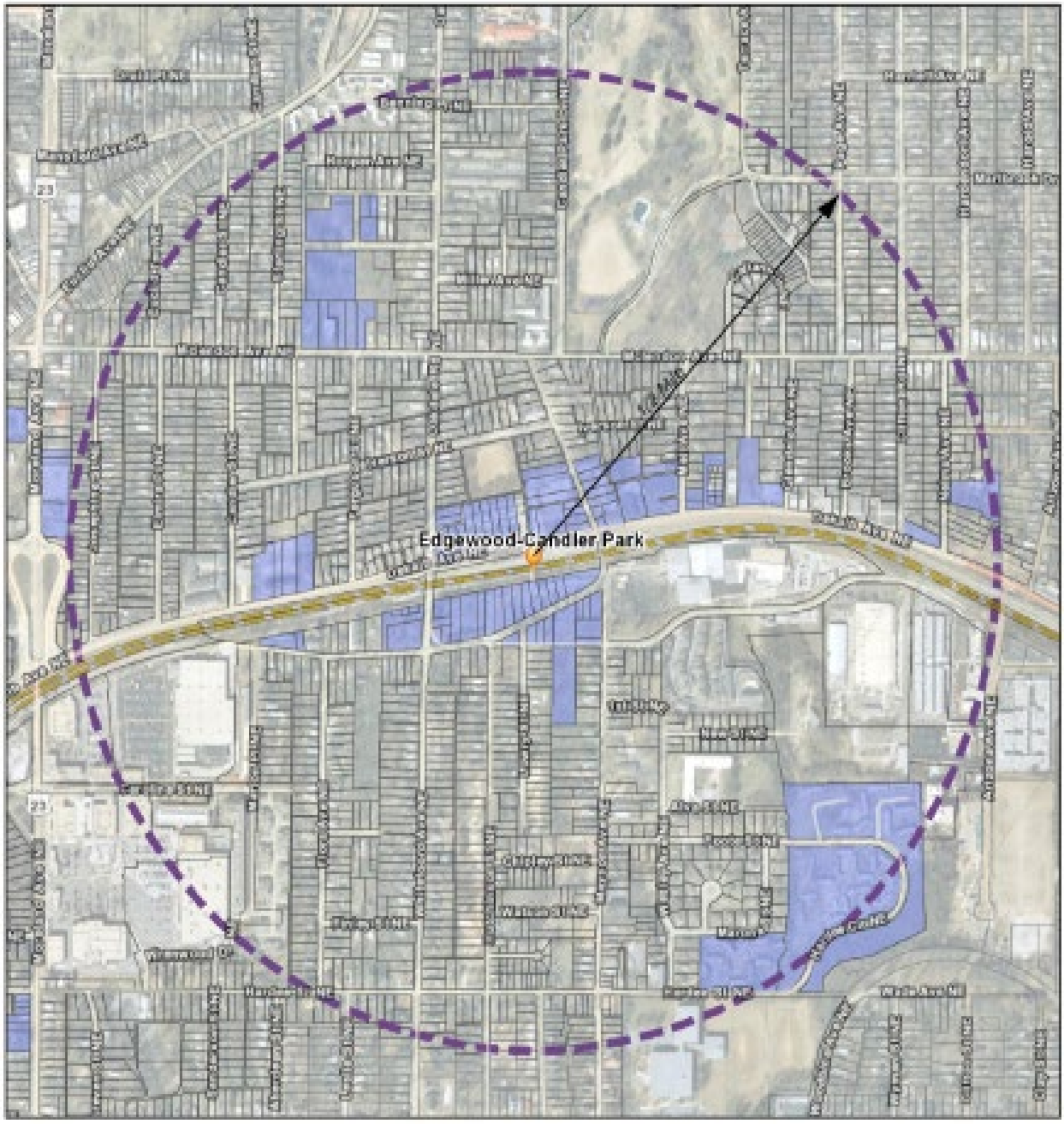
While a grid pattern dominates, the rail lines divide the area causing very limited permeability between Candler Park and Edgewood. This division heavily influences vehicular travel routing and congestion reduction options. The low density and divided transportation network adjacent to the station are limiting factors to pedestrians and transit usage.

- Limited retail and predominately residential with higher densities further from the station (194 residents within a 5-minute walk)
- Low train ridership and limited bus service (three weekday bus routes and one weekend)
- Compared to surrounding communities, a higher percentage of residents do not own a car
- From July 2007- May 2014, lower than 40% parking utilization
- 73% of the MARTA Station's riders biked, walked, carpooled, rode a bus or were dropped off at the station (only 27% of riders drove alone to the station)
- Very little access to greenspace
- Edgewood has a significantly high percentage of seniors with a disabilities
- Edgewood's poverty rate is high (50% are children) and a higher proportion of income is spent on healthcare
- Has the highest percentage of riders with no children
- Double the ratio of riders with college and post graduate degrees
- One of the lowest ridership rates in the MARTA system
- Weekend transit trips are predominately for work trips
- Whitefoord Ave includes a striped bike lane

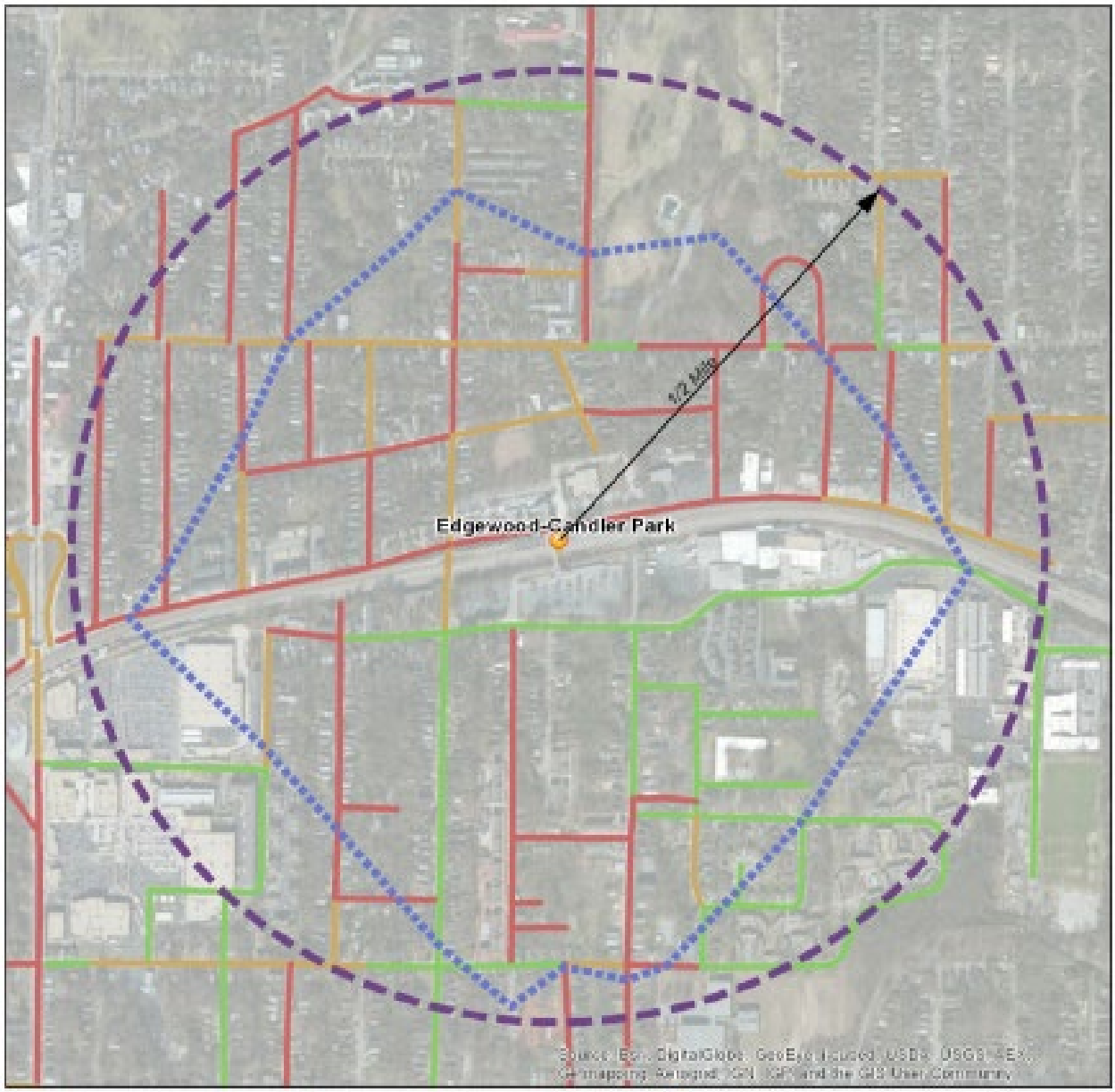




Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
2,294	4.1	50	2,452	49	1,790	4	679	30%	1,400



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (3 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
30%	29%	19%	22%	7	5	11	303	60%



0 200 400 800 1,200 1,600 Feet

LEGEND

MARTA Heavy Rail Station

Half Mile Buffer

Network Buffer

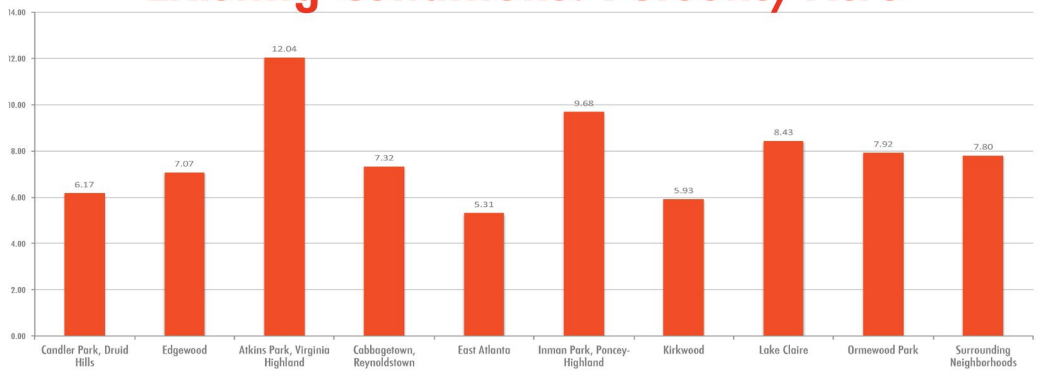
Sidewalk Conditions

Above Avg.

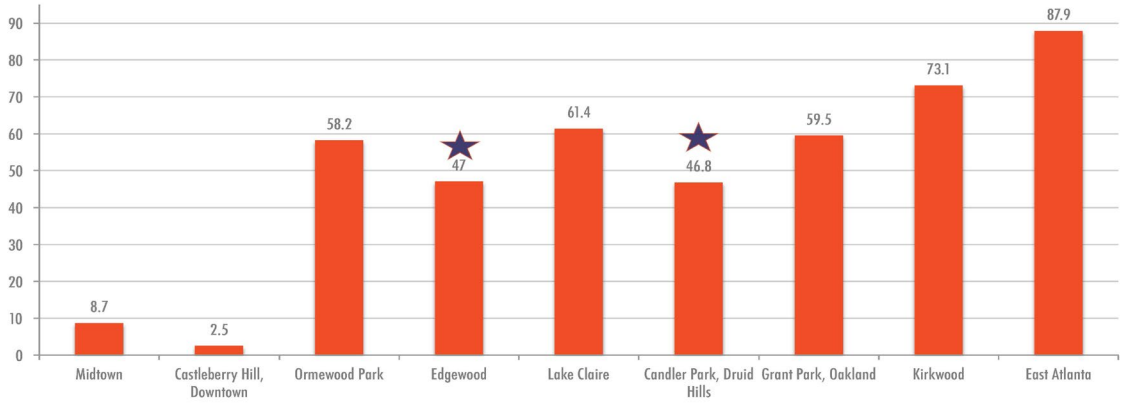
Average

Impassable

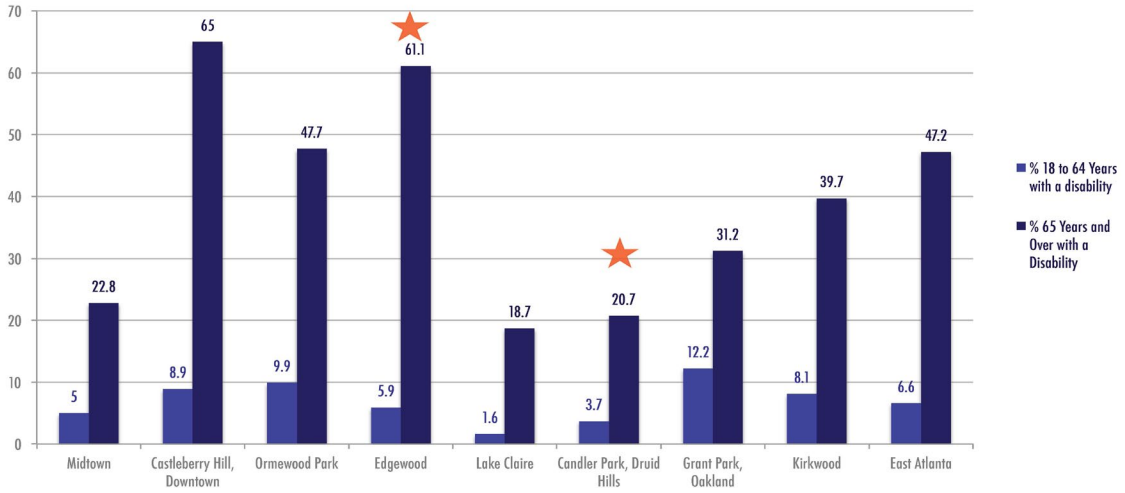
Existing Conditions: Persons/Acre



% SINGLE FAMILY DETACHED HOMES

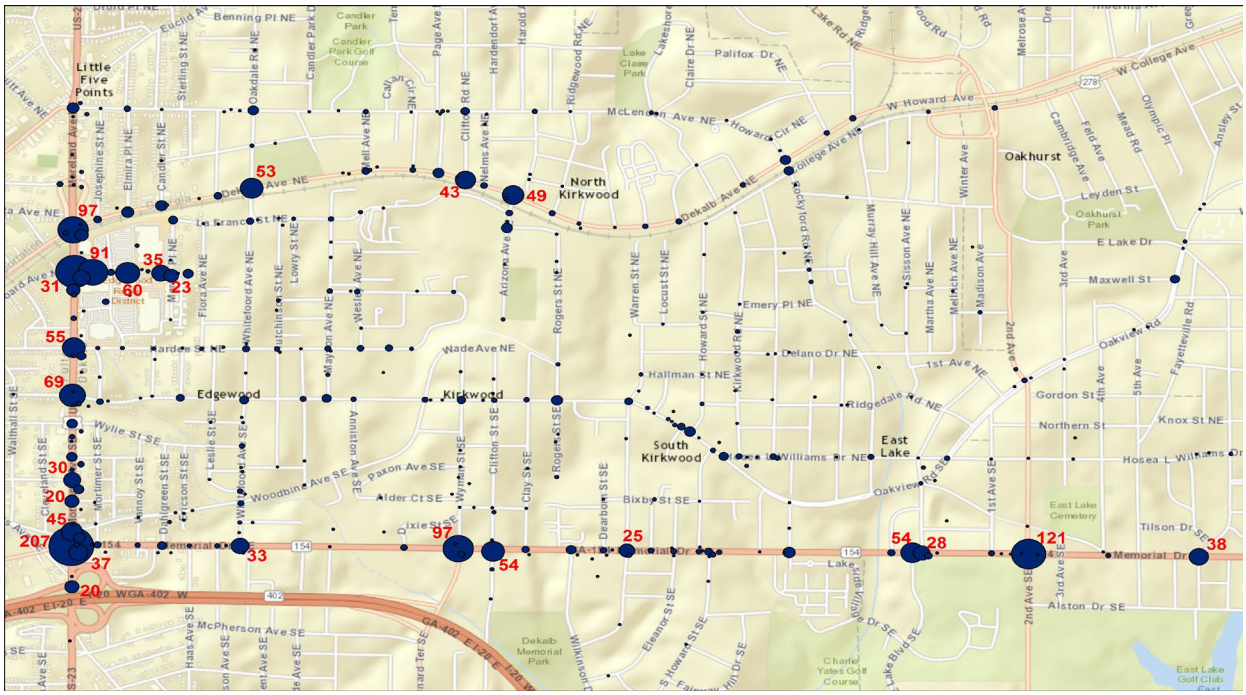


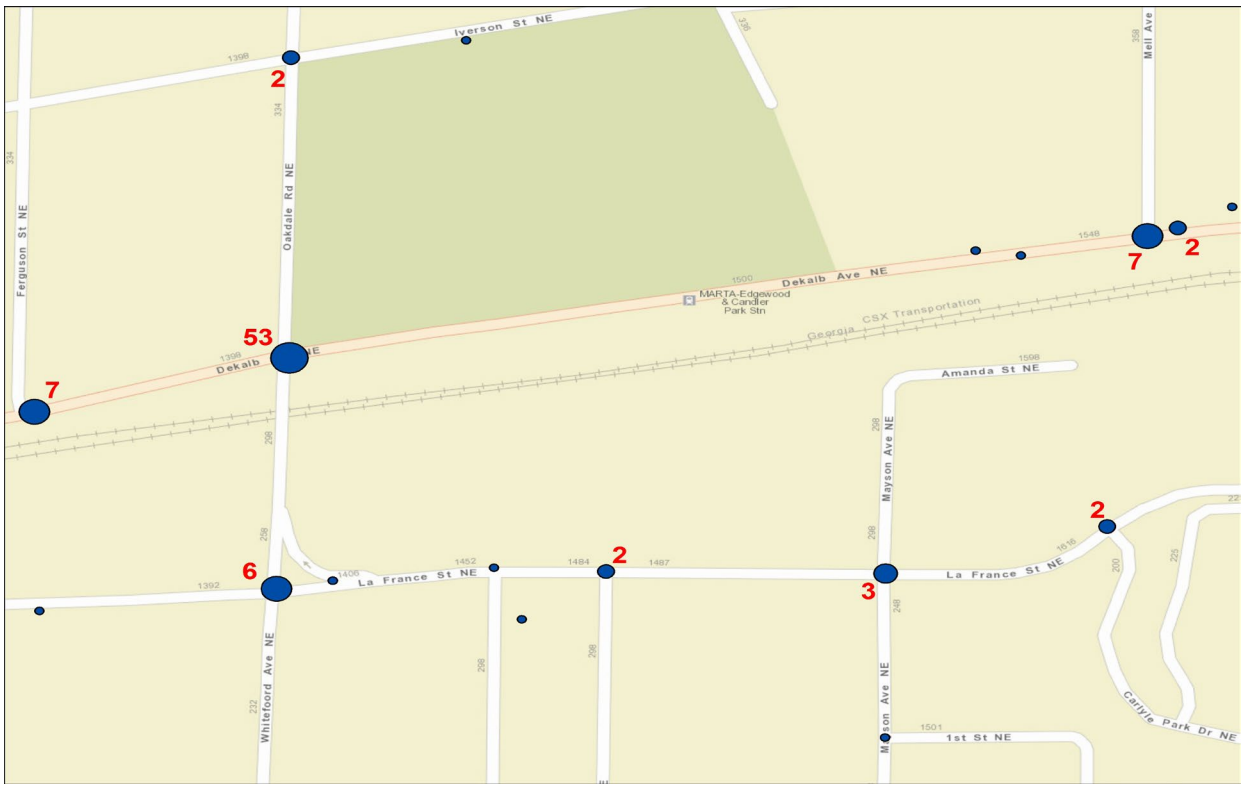
PERCENT WITH A DISABILITY



CRASH DATA

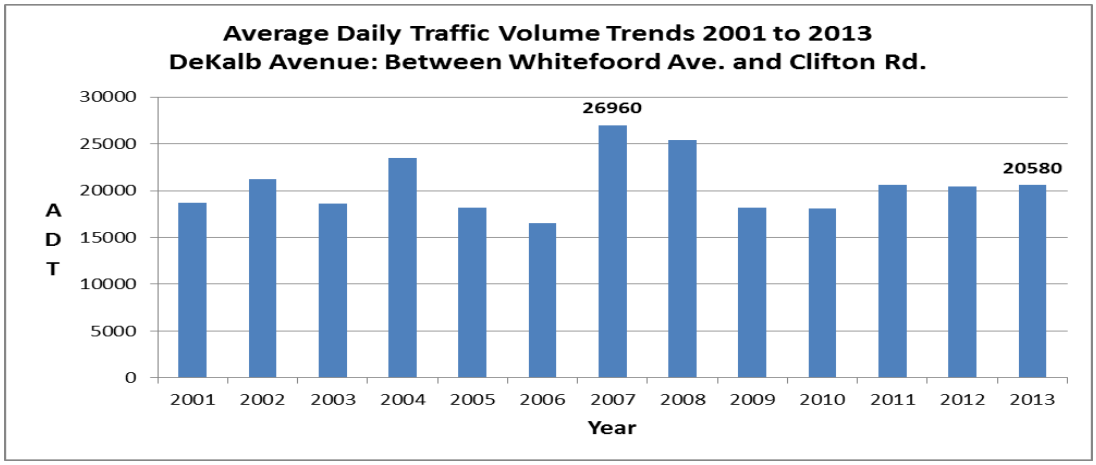
Below are maps of GDOT supplied crash data from 2009- present. Many locations are based on road names, not actual XY coordinates. Whitefoord Ave and DeKalb Ave is significantly higher with an average of about 10 crashes per year.

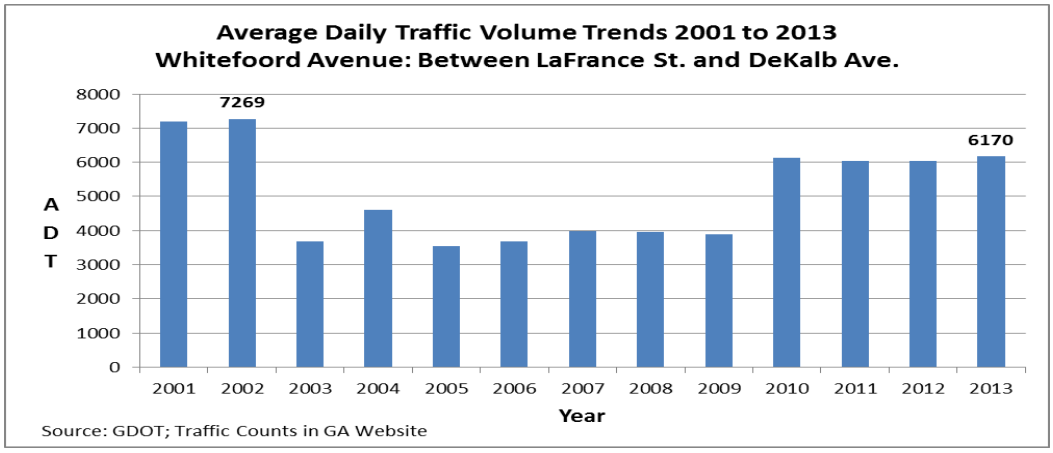


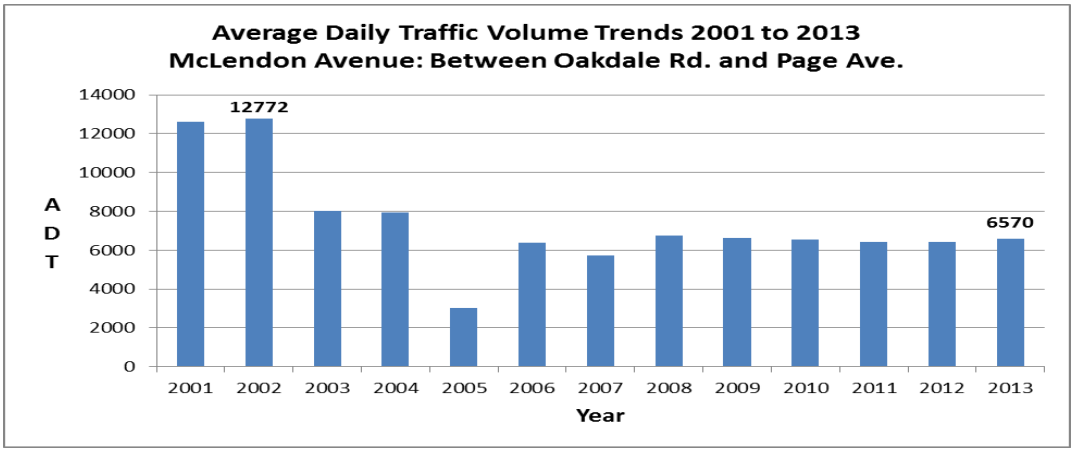


AVERAGE DAILY TRAFFIC

There are 3 GDOT traffic count stations within a ½ mile of Edgewood/Candler Park Station. The GDOT data shows that there is generally less traffic in the area today than in the past. Additional GDOT data records a 3 year average reduction in local street trips.



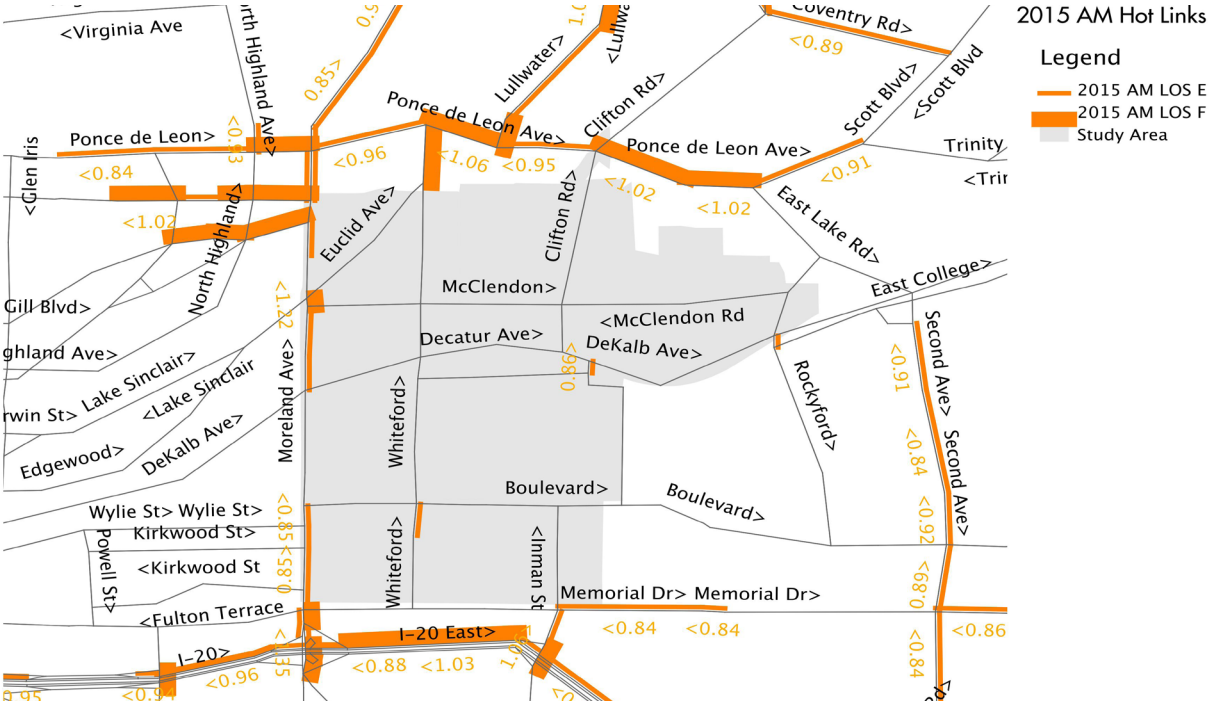


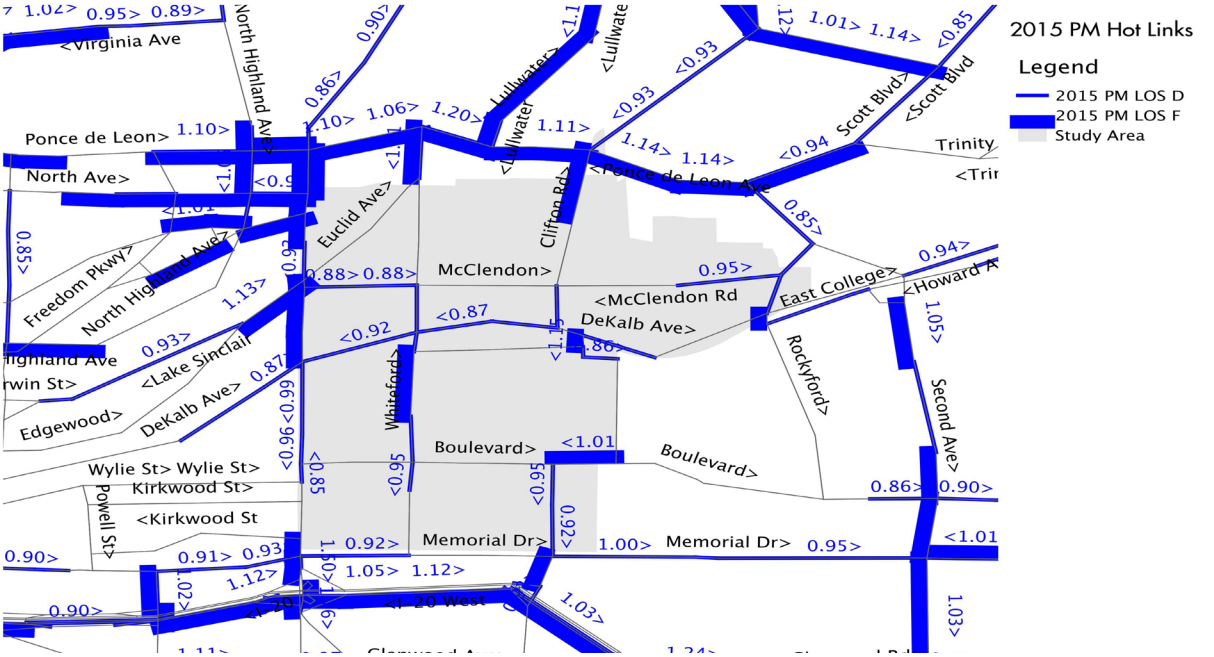


2015 V/C RATIOS

Volume to capacity ratios are a measure of congestion (number of vehicles divided by lane capacity). Besides Whitefoord Ave during the PM peak, ratios are within acceptable ranges and are relatively low in the south and east. Arizona Ave (a dead end street) experiences heavy congestion due to the number of players and timing of soccer games.

V/C Ratio	Congestion Level	Level of Service
V/C <= 0.5	No \ low congestion	A/B
V/C > 0.5 and <= 0.69	Moderate congestion	C
V/C > 0.7 and <= 0.83	Medium Congestion	D
V/C > 0.83 and <= .99	High Congestion	E
V/C > 1.0	Severe Congestion	F





V. Proposed Project Impacts

A traditional engineering led traffic report was deemed costly, time consuming, and unsuitable for the goals of the redevelopment site and the qualitative discussions with the community. A vehicular-only study would not account for changes in expectations and travel behavior. It would not be able to address land use and design changes, new pedestrian access to transit and increases in bicycle and pedestrian flow. Therefore, a more multi-modal assessment was selected. This included observational studies and analysis of vehicular traffic and crash data from the Atlanta Regional Commission and GDOT.

FUTURE TRIPS & CONGESTION

Since 2004, Atlanta, like the rest of the country, has discovered a small but steady reduction in driving. Behavioral preferences, generational changes, transit preferences and housing styles are recognized as all having an impact on trip rates. Therefore, it is especially difficult to project future congestion. It is recognized across the country that future trip growth will be very different than the last 55 years.

CRASH DATA

GDOT provided 2009-214 crash data for the area bounded by McLendon Ave, Moreland Ave, Memorial Dr, 2nd Ave, W Howard Ave, and E Lake Drive. Due to reporting difficulties, collisions are based on road names, not on XY coordinates. Therefore, clusters may be misleading, as a crash may have happened nearby rather than at the intersection.

HOTSPOTS WITHOUT DEVELOPMENT

Without adding trips from the development, the PM peak period is expected to reach unacceptable levels of congestion along the edges of the neighborhood. LaFrance St at Arizona Ave and Whitefoord Ave are the internal segments that are expected to fail.

HOTSPOTS WITH DEVELOPMENT

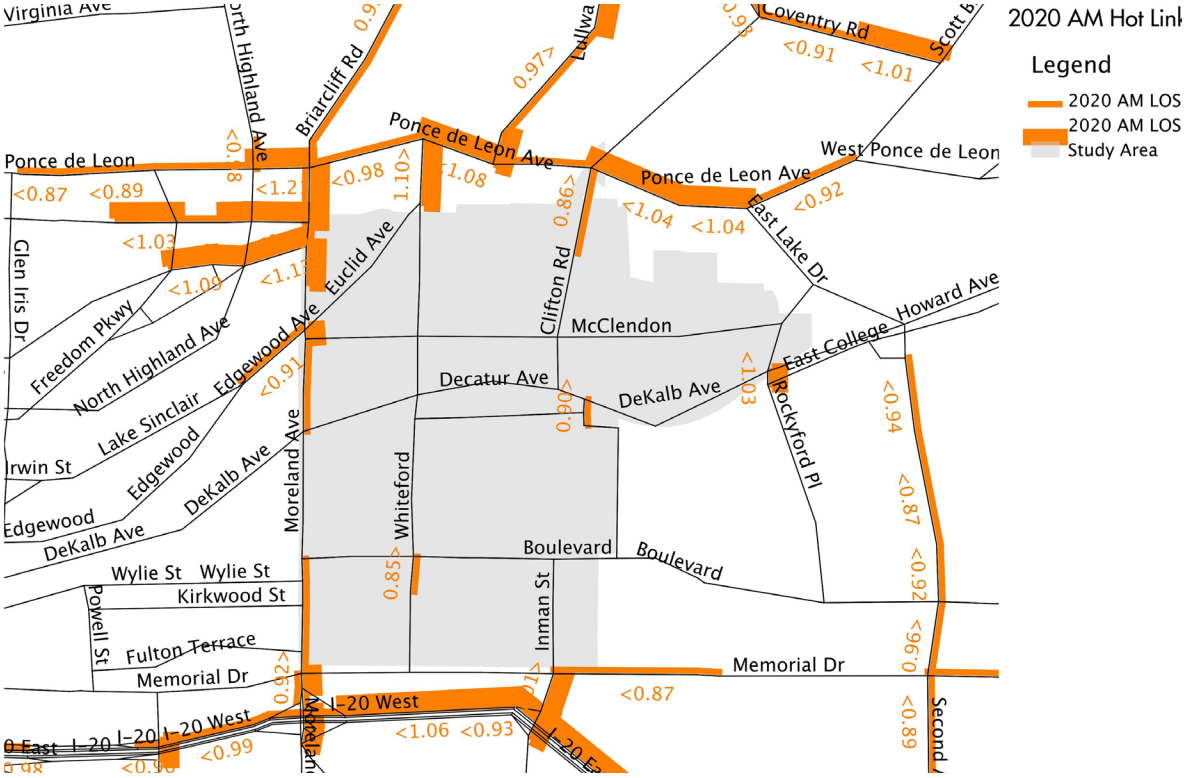
This analysis included an estimate of future trips for Phase I of the redevelopment. Even with the overestimation inherent with ITE trip rates, the Phase I portion of the site generates 80 new trips (during the worst PM peak hour). For comparison purposes, that is less than 10% of the traffic on Whitefoord Ave in its busiest hour. However, street operations can heavily affect congestion. In this case, the biggest operational impact is related to the location of driveways. The community preferred not to locate the main vehicular driveway on LaFrance St. The following pages outline what congestion is expected with or without the development's new trips and the operational impacts of a main driveway located along Whitefoord Ave.

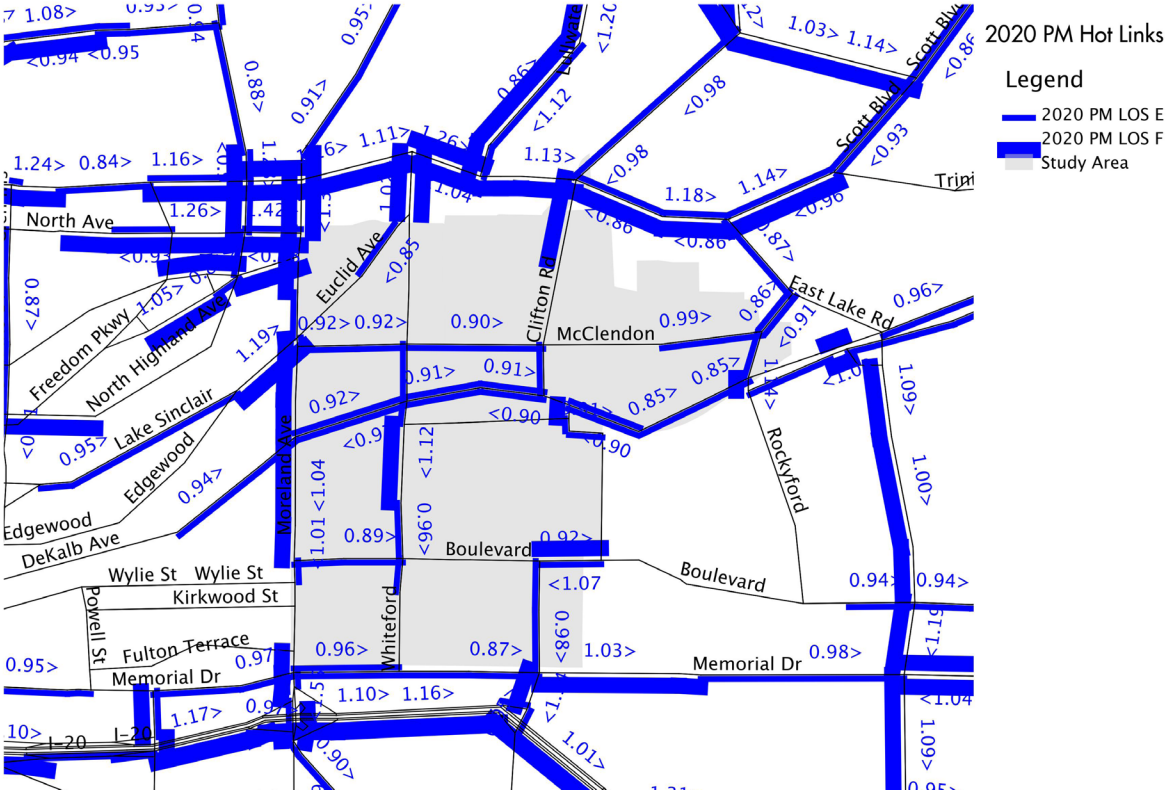
2020 V/C RATIOS (WITHOUT THE DEVELOPMENT)

In the year 2020, Arizona Ave joins Whitefoord Ave in reaching high levels of congestion during the PM Peak. DeKalb Ave worsens from a level of service E to an F during the PM peak hour.

2020 V/C RATIOS (WITHOUT THE DEVELOPMENT)

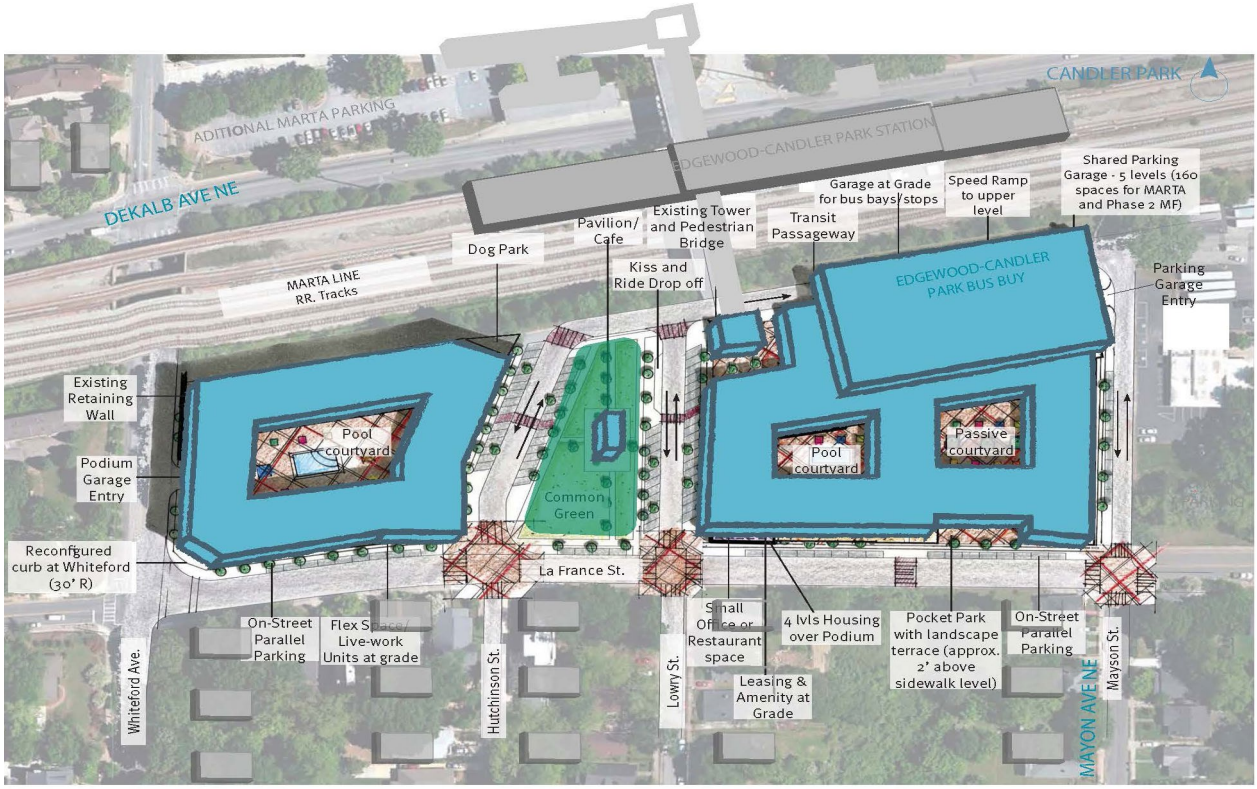
This larger area map of the PM Peak period projections shows more streets along the edges of the neighborhood reaching a LOS F.





PROPOSED SITE PLAN (PHASE I AND II)

Below is a plan view and hand rendering of the west (Phase I) and eastern (Phase II) blocks. The current rezoning application must geographically cover the entire site.



CONGESTION SHIFTS

Some key causes of congestion are the obvious growth in number of car trips. However, street operations are affected by a number of factors. Two common causes occur at different times, under different conditions. For example, the following cause delay:

- Parked delivery trucks
- Car crashes and police enforcement
- Restaurant valet operations
- Length of stacking lanes and turning demand

A growth in area trips however isn't static and is constantly adjusting. With increased congestion, people adjust routes, the time of day that they travel, and some switch to other modes.

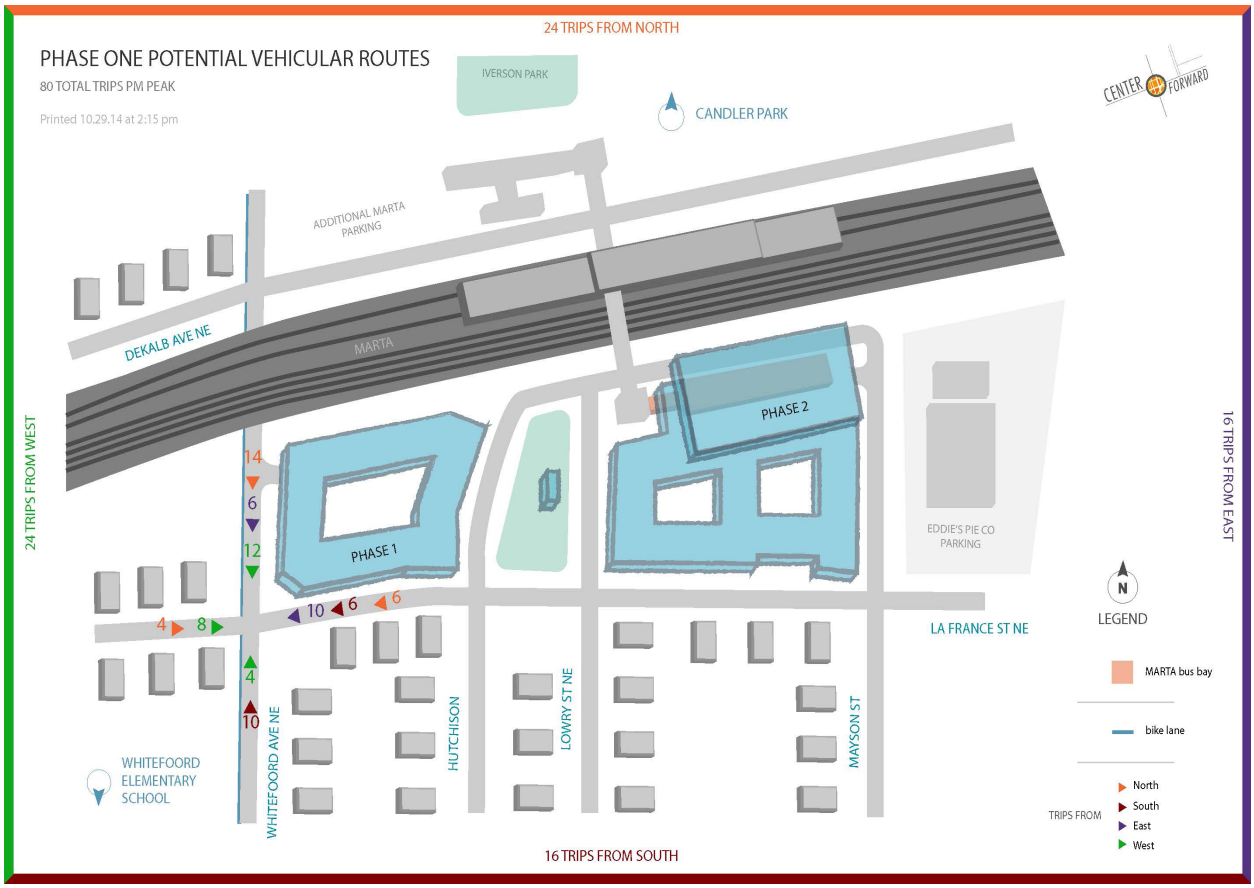
ITE TRIP RATES

Applying trip-generation rates to proposed urban infill development projects (especially mixed-use sites) that have transit or good pedestrian access can over-predict vehicular traffic impacts. Research outlined in NCRHP Report #758 titled "Trip Generation Rates for Transportation Impact Analyses for Infill Developments" predicted up to 30% more trips than actual counts. The rates are calculated with the assumption that everyone drives.

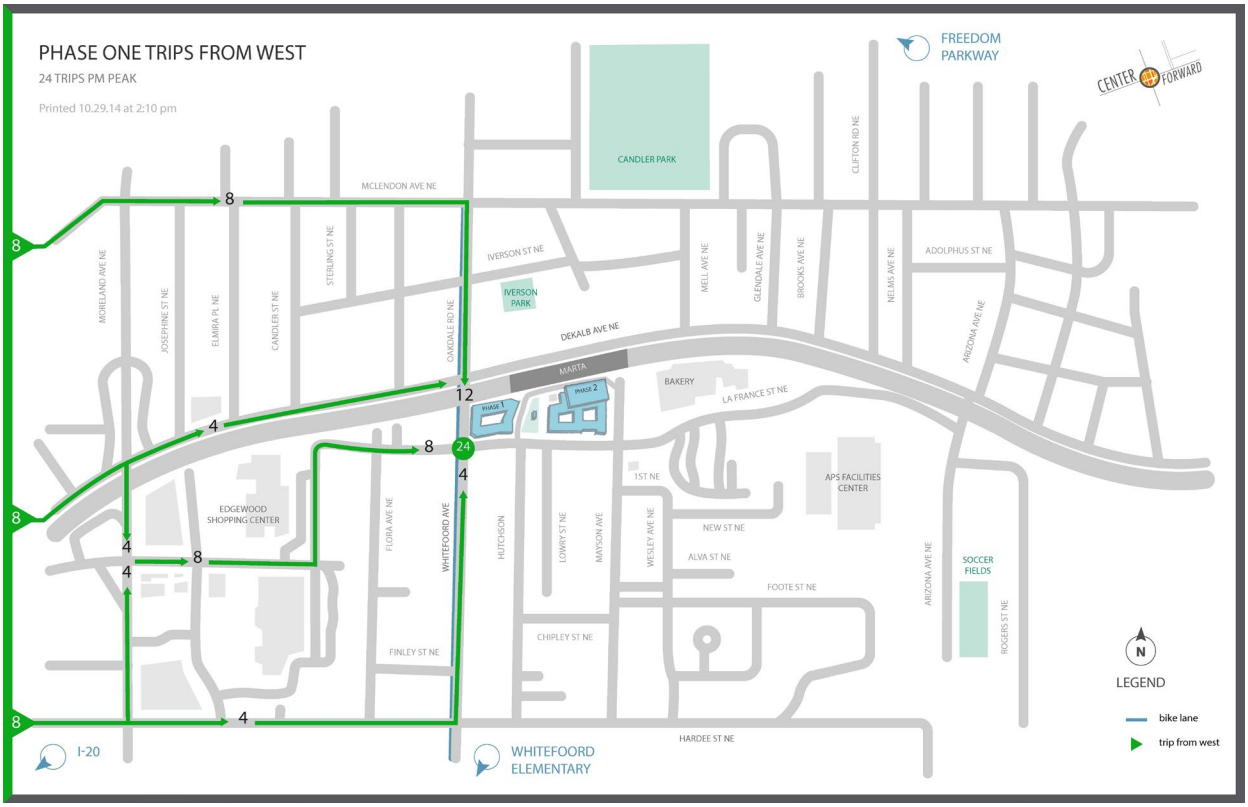
NEW PROJECT-GENERATED TRIPS

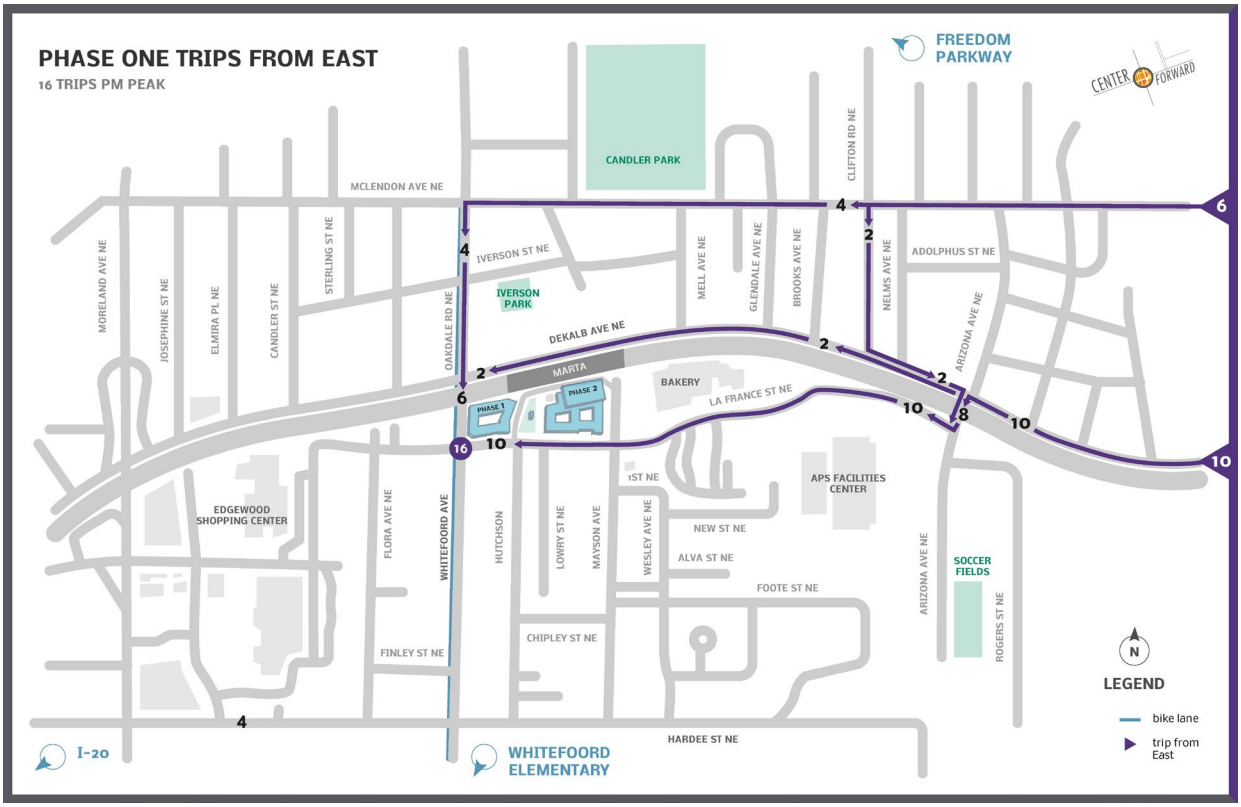
Despite over-inflated ITE rates, 205 new multi-family units would generate 62 new trips in the busiest AM peak hour, 80 new trips in the busiest PM peak hour. In the map below, the 80 trips of the busiest hour of the day have been distributed throughout the network. Because auto trips travel to and from different directions it was necessary to convey a more realistic representation of the number of trips an individual resident may expect.

Expected Units	PM Hour Trips	30% Reality Reduciton
100.0	39	27
205.0	**80**	56
405.0	**158**	111

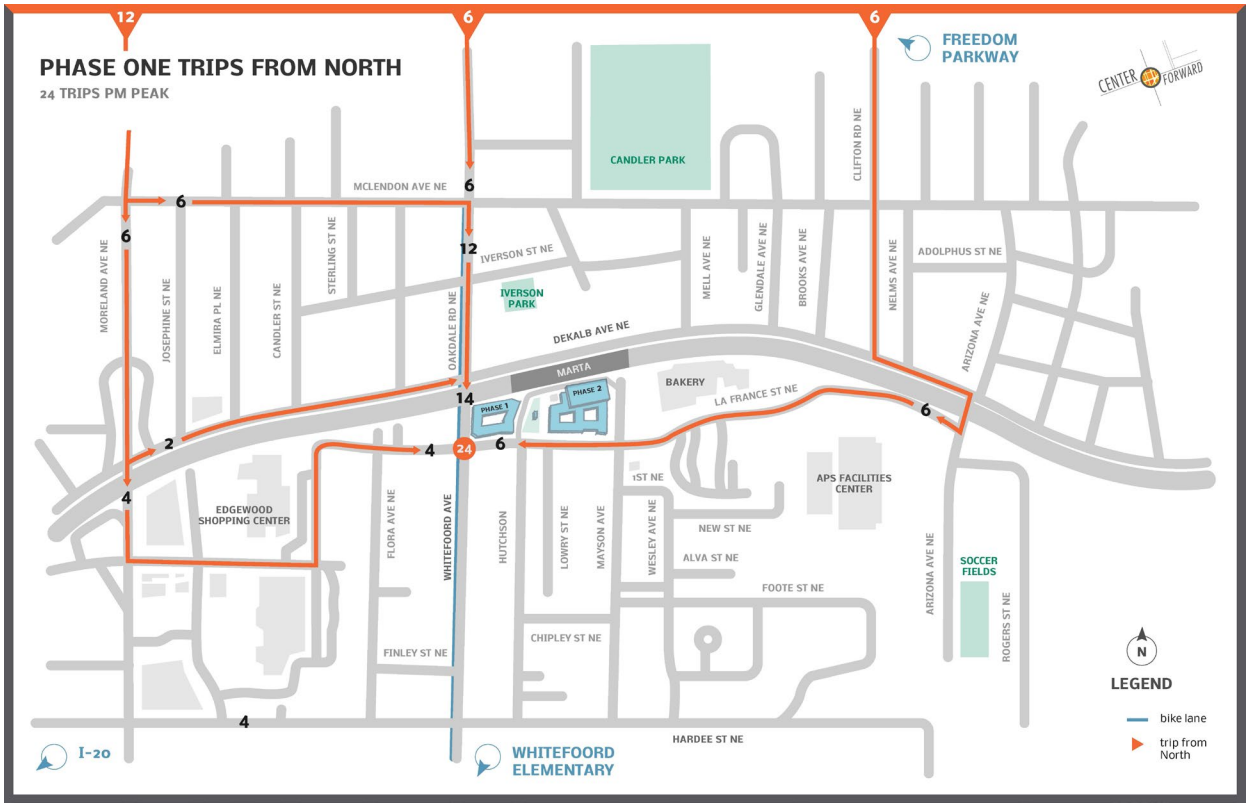


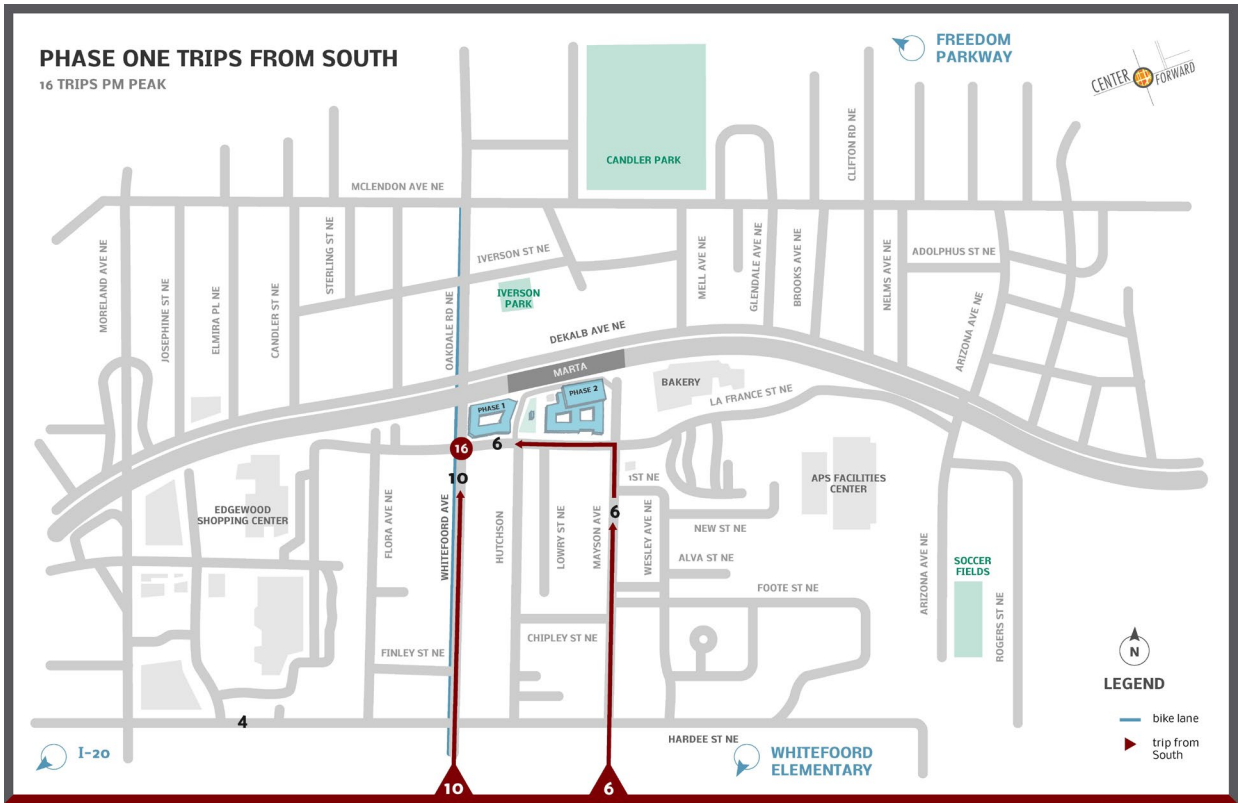
Potential routes for new trips coming to the site from all four directions.





Potential routes for new trips coming to the site from all four directions.





OPERATIONAL CONGESTION

Typically, congestion is created by a significant increase in new trips, but street operations play an even more significant role. The locations of the residential parking access and the main driveway for the development will have an impact on street operations.

BICYCLE & PEDESTRIAN NEEDS

Based on community feedback and professional experience, the most important transportation element is direct and safe bicycle and pedestrian improvements. The decisions regarding Whitefoord Ave will permanently exclude or enable safe movement and needed access.

DRIVEWAY LOCATION

- Residents expressed concern about increased queueing southbound on Oakdale Rd/Whitefoord Ave
- If located off of LaFrance St, traffic would still come southbound on Oakdale Rd and then onto LaFrance St
- The general consensus was that people wanted to minimize trips on the smaller LaFrance St and the negative aesthetics of the parking deck entry weren't acceptable at the front of the project facing LaFrance St

WHITEFOORD/OAKDALE & DEKALB AVE

This intersection represented the most delay and frustration to residents. Reducing existing delay is already a priority, therefore, there is significant worry that the new development would exacerbate the problem. In truth, street flow and operations are more important than the number of new trips, which are not likely to have a significant impact overall at this one intersection. This is mainly because growth is naturally occurring in the area and this project represents relatively few trips. Additionally, project related trips would arrive south of this intersection and enter the property before reaching DeKalb Ave. The most influential elements that have been highlighted in this report are the parking deck entry point and the improvement options at LaFrance St and Whitefoord Ave.

There is also sentiment that the paving and restriping of DeKalb Ave will slow down cars and may cause an acceptable increase in congestion since the trade off is a more pleasant and safer thoroughfare.

LAFRANCE ST & WHITEFOORD AVE

The intersection is managed by a 4-way stop sign. The public feedback regarding this intersection was wide ranging and inconsistent. More detail and recommendations are found later in the report. However, in sum, the feedback included:

- Support for and against a signal, which is believed to either increase or reduce congestion
- Support for and against an all way stop, believing that it would cause delay to signal at DeKalb Ave
- Concern about the increase in usage of LaFrance St as a result of this project

VI. Recommendations

BICYCLE & PEDESTRIAN PRIORITIES

In general, improvements to sidewalk conditions is a high priority throughout the area. Streetscape improvements should be added along the development edges. If bicycle facilities should be considered along La France, which provides a safer parallel alternative to a short section of DeKalb Ave, speed reductions on DeKalb Ave would increase bicycle usage. Due to street width constraints under the MARTA tracks, the bicycle facility on Whitefoord Ave currently ends before LaFrance St. The sidewalk only exists on the southern side of Whitefoord Ave.

Given the close proximity to MARTA, the current lack of connectivity, and the extreme distances of the alternative rail crossings, Whitefoord Ave's bicycle and pedestrian facilities need to be prioritized over limited vehicular improvements that could occur with road changes. A bike lane along Whitefoord Ave all the way to DeKalb Ave would help reduce vehicular trips along Whitefoord Ave. The merger with a bike lane on DeKalb Ave would greatly increase bike trips.

WHITEFOORD AVE PARKING DECK ENTRY

To reduce conngestion at any one point, parking deck entrances are located at Hutchinson St and Whitefoord Ave. Stacking along Whitefoord Ave due to the deck entry is likely to be less severe than initially anticipated by residents. However, mitigation is necessary and special attention will need to be given to the location of the entry as well as the depth of the entry lane into the site.

The internal placement of the security gate and arm is important as gate delay or overflow could back up onto Whitefoord Ave. If the gate is located further into the deck, cars can be absorbed and queue within the property. To reduce congestion on Whitefoord Ave, ideally the driveway deck would be located as close to LaFrance St as possible. Also, the depth of the

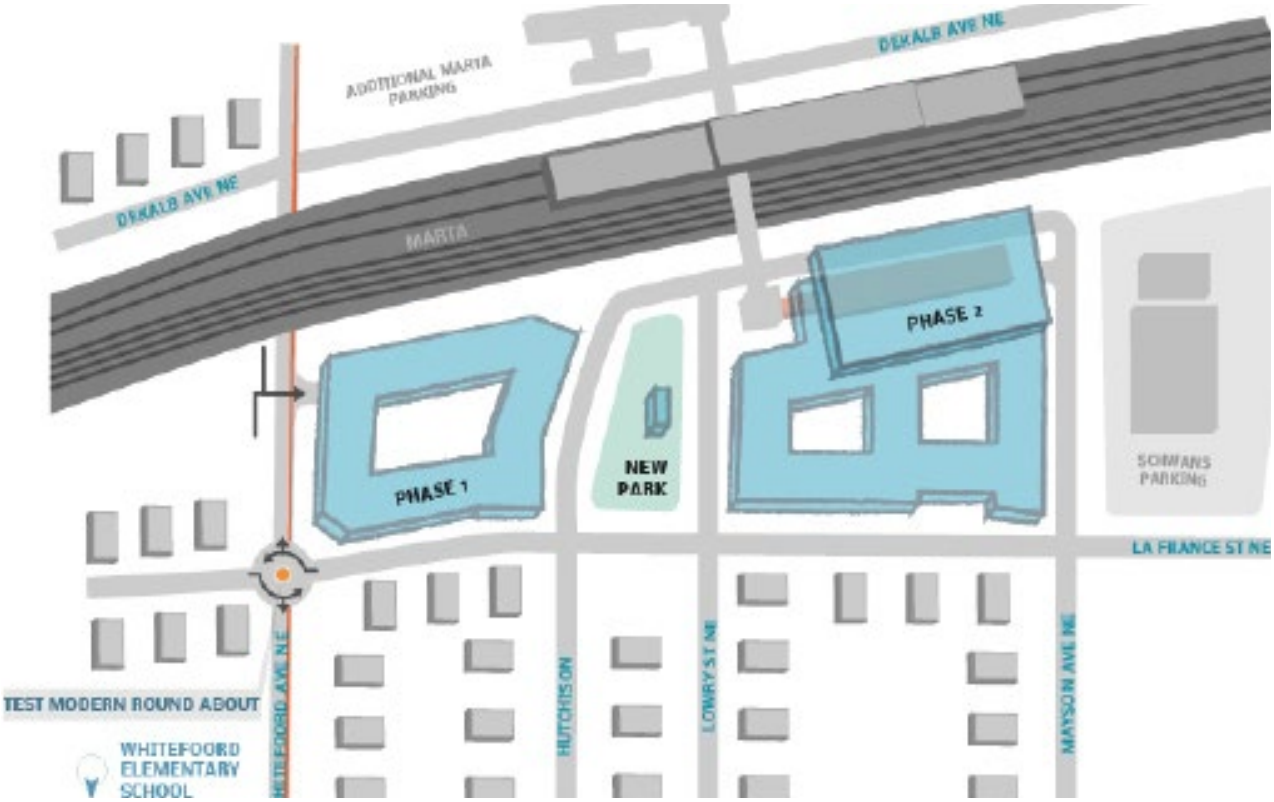
WHITEFOORD & LAFRANCE OPTION A

The public feedback regarding this intersection was wide-ranging and inconsistent. Many people agreed the intersection needed to improve, but the potential solutions were debated heavily. Most felt that the stop sign caused southbound delay to the signal at DeKalb Ave. A signal at La France could potentially add to the queueing southbound on Oakdale Rd/ Whitefoord Ave. However, it would incur less delay if timed with an improved DeKalb Ave/ Whitefoord Ave signal. In general though, a signal also creates delay and could also make it harder for people turning into the deck to find a break in the traffic, which a stop sign can provide.

One solution that is worth further investigation is a modern roundabout. For this location's design, special attention would need to be given to the bus, bicycle, and pedestrian needs. When designed properly, they can be one of the most effective, safe, and aesthetically pleasing options for an intersection.

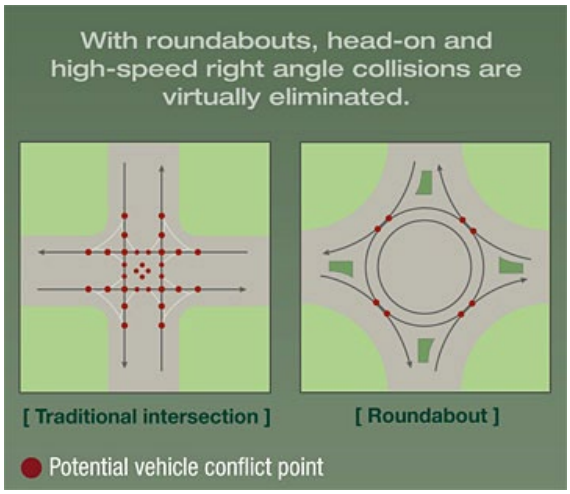
They can reduce delay around 20%, reduce speeds and increase safety. It is recommended that the design of a modern roundabout be investigated soon since the development project's curb is expected to permanently be extended.

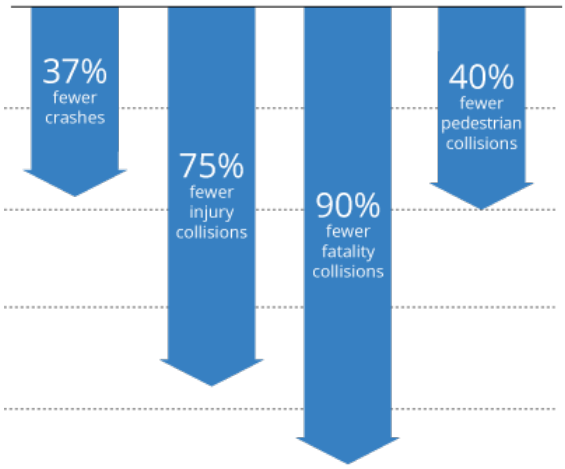
A roundabout may need more property within the actual intersection, but often takes up less space on the streets approaching the roundabout. Because roundabouts can handle greater volumes of traffic more efficiently than signals, roundabouts usually require fewer lanes approaching the intersection.



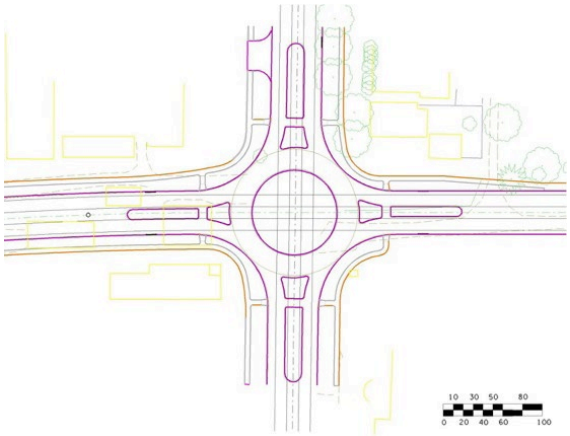
Site Category	Typical Design Vehicle	Inscribed Circle Diameter Range*
Mini-Roundabout	Single-Unit Truck	13–25m (45–80 ft)
Urban Compact	Single-Unit Truck/Bus	25–30m (80–100 ft)
Urban Single Lane	WB-15 (WB-50)	30–40m (100–130 ft)
Urban Double Lane	WB-15 (WB-50)	45–55m (150–180 ft)
Rural Single Lane	WB-20 (WB-67)	35–40m (115–130 ft)
Rural Double Lane	WB-20 (WB-67)	55–60m (180–200 ft)

* Assumes 90-degree angles between entries and no more than four legs.

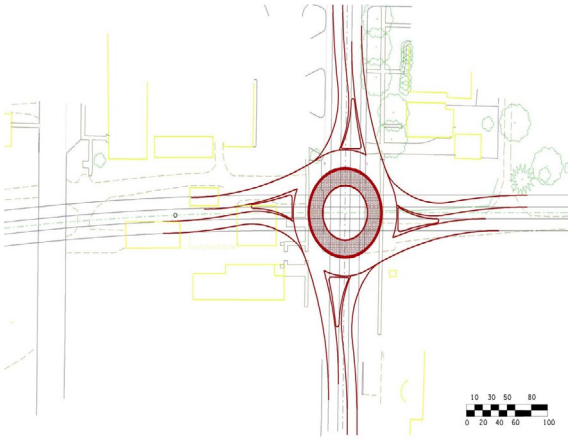




Radial Roundabout

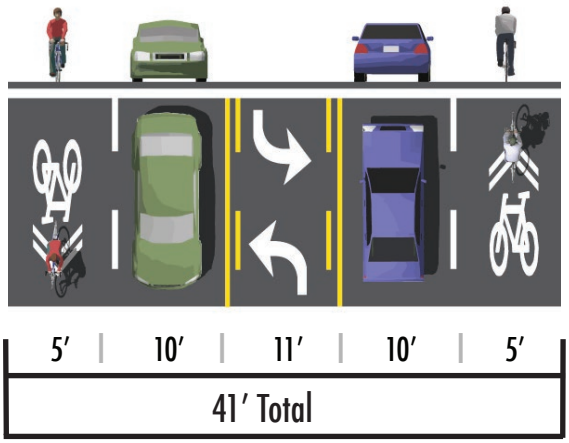


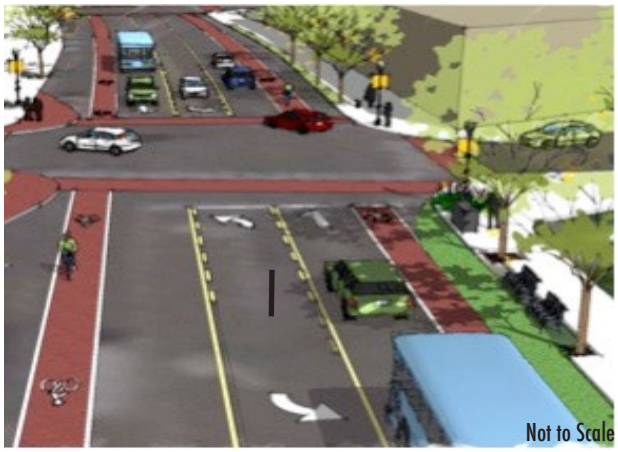
Smaller Off-Set Roundabout

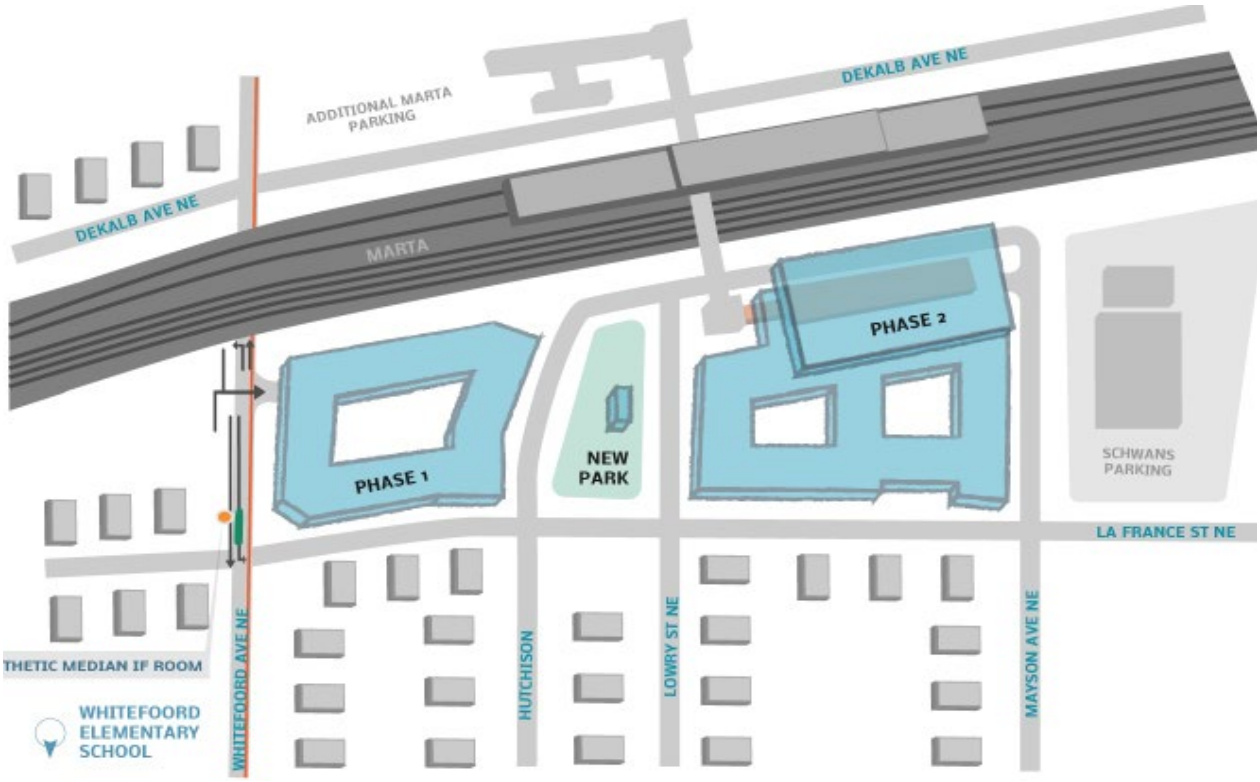


WHITEFOORD/LAFRANCE OPTION B

Modifying the striped-off pavement on Whitefoord Ave for a two way left turn lane (TWLTL) could resolve a number of existing issues and for built conditions. TWLTL's can be know to reduce delay about 50%. So it is expected that it would reduce the delay southbound on Whitefoord Ave, whether or not a deck entry were built. The median may or may not fit with the conversion to a TWLTL. It is generally the experience that the addition of a TWLTL to a two-lane undivided roadway could be expected to decrease overall accident rates by 11 to 35 percent. Overall, angle, sideswipe, rear-end, and head-on accident rates are typically reduced the most by the addition of a TWLTL (Harwood http://www.ctre.iastate.edu/pubs/conferences/3lane_paper.pdf). The TWLTL would function well at this location due to the limited number of driveways.







PLANNED TRANSPORTATION PROJECTS

Proposed Bond Referendum projects selected for DeKalb Ave

- DeKalb Ave Complete Street ($2,511,300): Complete Street improvements inclusive of milling and repaving, sidewalk and ADA ramp repair and installation, reversible lane removal and addition of bicycle facilities along DeKalb Ave between MARTA Inman Park-Reynoldstown Station (Hurt St) and city limits, including bicycle and pedestrian improvements at DeKalb Ave at Oakdale Rd/Whitefoord Ave and DeKalb Ave at DeKalb Pl/Rocky Ford Rd and pedestrian safety improvements in the vicinity of MARTA Edgewood/Candler Park and East Lake Stations
- DeKalb Ave/Decatur Street ($1,176,600): Upgrades along major thoroughfares to optimize signal operations and communications network to ATCC
- DeKalb Ave ($1,082,000): Resurfacing from City Limits to Gunby Street
- DeKalb Ave ($1,511,574): Replacement of reversible lane traffic signal system from Jackson Street to Oxford Place
- DeKalb Ave @ Rockyford Road & DeKalb Place ($87,760): Replacement of traffic signal LED's, cabinet, controller monitor, signal wiring, communications, and intersection timing

Existing ARC Plan

- AT-243 Memorial Dr Roadway ($2M)
- AT-AR-BP127B Memorial Pedestrian ($2M)

ATL Infrastructure Map

The City of Atlanta is investing $150-$250 million dollars to build a better city. Explore the map to see potential projects and share your thoughts.

Read more • Disclaimer & Policy • Additional Programs

10 proposed projects
Estimated cost: $1,027,520

2nd Street
$360,000 Comment
Roadway construction on unpaved street from Mayson Avenue to Wesley Avenue.

Alston Drive @ Candler Road
$87,760 Comment
Replacement of traffic signal LED's, cabinet, controller monitor, signal wiring, communications, & timing at the intersection.

Coan Middle School
$9,270 Comment
School flashers for middle school 1550 Hosea Williams Drive

College Avenue
$255,300 Comment
Resurfacing from Howard Street to City Limits

College Avenue @ Rockyford Road
$87,760 Comment
Replacement of traffic signal LED's, cabinet, controller monitor, signal wiring, communications, & timing at the intersection.

DeKalb Avenue @ Rockyford Road & DeKalb Place
$87,760 Comment
Replacement of traffic signal LED's, cabinet, controller monitor, signal wiring, communications, & timing at the intersection.

Glenaire Walk
$24,100 Comment
Final course of roadway construction from Glenwood Avenue to cul-de-sac.

Memorial Drive @ Maynard Terrace & Wyman Street
$87,760 Comment
Replacement of traffic signal LED's, cabinet, controller monitor, signal wiring, communications, & timing at the intersection.

Toomer Elementary School
$9,270 Comment
School flashers for elementary school at 65 Rogers Street

Whitefoord Elementary School
$18,540 Comment
School flashers for elementary school at 35 Whitefoord Avenue