

City of Tucker
North-South
Connectivity Study

July 2023



TABLE OF CONTENTS

Introduction	2
Study Methodology	3
Corridor Overview	4
Existing Conditions and Needs Assessment	
Montreal Rd (East)	6
Montreal Rd (West)	10
Cooledge Rd	14
Brockett Rd	18
Idlewood Rd	22
Fellowship Rd	26
Recommendations	30
Montreal Rd E.....	32
Montreal Rd W	36
Cooledge Rd	44
Brockett Rd	50
Idlewood Rd	54
Fellowship Rd	66
Funding Analysis	72
Recommendations Summary	74

Introduction

The City of Tucker has had growing concerns over speeding and safety on its roadways, particularly on collector and arterial roadways located in more residential areas. To address these concerns, the City completed the North-South Connectivity Study, which evaluated six corridors that provide vital north-south connections through the city:

- Montreal Road (East)
- Montreal Road (West)
- Cooledge Road
- Brockett Road
- Idlewood Road
- Fellowship Road

Operational and safety analyses were completed along each corridor, and findings from these analyses were paired with site observations and public feedback to develop solutions that address speeding, operations, and safety concerns along each of the corridors. Recommendations from the North-South Connectivity Study were evaluated for different funding sources and were incorporated into Tucker Tomorrow, the City's Comprehensive Plan.

Improvements identified in the North-South Connectivity Study focus on operational and safety improvements as well as bicycle and pedestrian accommodations, and the intent of these improvements is to provide safer and more efficient roadways for drivers, bicyclists, and pedestrians and to encourage more connectivity within the City of Tucker.

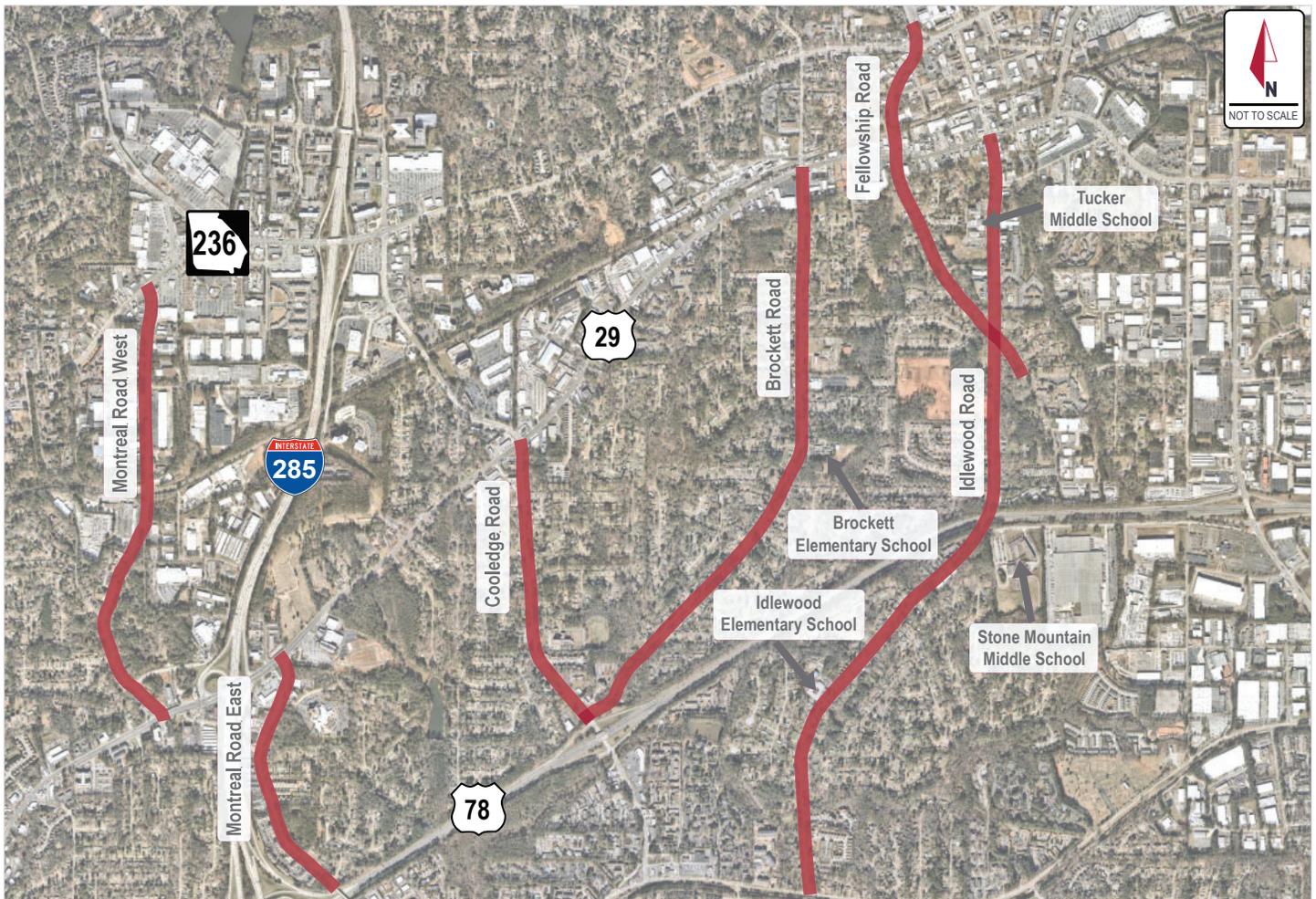


Figure 1: Study Corridors



Study Methodology

The procedure for this study was based upon the following tasks:

- **Data Collection:** Four-hour turning movements counts with heavy vehicles, bicycles, and pedestrians as well as 24-hour bidirectional counts were collected in the study area for a typical weekday. Regional Integrated Transportation Information System (RITIS) was used to capture speed statistics and bottleneck data along the corridors for a one-year period. Strava was used to create heat maps for each corridor to capture where pedestrians and cyclist activity is most predominant. MARTA ridership data was collected from the 2019 Automatic Person Counter (APC) weekday average for August 17 through December 6, and from the 2021 APC weekday average for August 14 through December 17 to understand transit ridership in the study area.
- **Literature Review:** Previously completed plans and studies were reviewed to understand past, ongoing, and future transportation efforts in the City. Findings from this review were incorporated into each corridor evaluation and recommendations development.
- **Field Review and Site Observations:** Field observations were completed on Monday, November 28, 2022, to observe operations and to assess existing geometric features, safety conditions, and traffic characteristics for typical weekday conditions.
- **Crash Analysis:** Crash data was extracted from Numetric, the Georgia Department of Transportation's (GDOT) online crash database and analytics tool, for each of the study corridors. Data was extracted for the five-year period between 2017 and 2021. The data was cleaned and analyzed to identify correctable crash patterns and trends, which were used in recommendations development.
- **Operational Analysis:** Intersection capacity analyses were completed for existing traffic conditions at 13 signalized intersections using Trafficware's Synchro software, which applies methodologies outlined in the Highway Capacity Manual (HCM).
- **Multimodal Assessment:** An assessment of pedestrian, bicycle, and transit facilities, activity, and needs was completed and reviewed within the context of the Tucker PATH Trail Master Plan. Multimodal improvements that complement and enhance the recommendations of the Trails Master Plan, without major roadway widening projects, and support the City's goal of improving connectivity and safety for pedestrians and cyclists were identified.
- **Conceptual Plans:** A community meeting was hosted on Tuesday, December 6, 2022, to educate the public on the purpose and efforts of the North-South Connectivity Study. Attendees from the community provided feedback on issues and observations along the study corridors as well as suggestions for improvements.

PREVIOUS PLANS AND KEY TAKEAWAYS

A review of previously completed plans and studies was performed to identify key projects so that recommendations from the North-South Connectivity Study are cohesive with the City's previous efforts.

- Tucker Tomorrow, the City's Strategic Transportation Master Plan completed in 2019, includes an analysis of existing and future transportation needs and identifies policies, projects, and programs to remedy transportation issues and meet future needs throughout the city.
- The Tucker PATH Trail Master Plan and Implementation Strategy was completed in 2019 and identifies 31.7 miles of bicycle and pedestrian facilities that will connect the commercial area of downtown Tucker to surrounding neighborhoods, parks, schools, and existing trails.
- The City of Tucker's Intersection Safety Study is a safety evaluation of 20 intersections within the City of Tucker that was completed in 2018 and prioritizes the implementation of safety projects.
- The DeKalb Unified Plan analyzes transportation priorities and needs to help facilitate County growth over the next 30 years, aiming to provide transportation and land use improvement projects within the county including art and culture, housing, health and wellness, public safety, sustainability, retail, and annexation improvements. The plan was completed in 2022.
- The Tucker Summit CID Freight Cluster Plan, completed in 2020, details insight into the area's current and future freight activity in order to address transportation planning, traffic operations, and other related planning activities.
- GDOT P.I. 0001814 has plans to provide a grade-separated railroad crossing on Montreal Road.

Corridor Overview

CORRIDOR NAME	LIMITS	FACILITY TYPE	CROSS-SECTION	SPEED LIMIT	KEY INTERSECTIONS
Montreal Rd (East)	US 78 (Stone Mountain Fwy) to SR 8 (US 29/Lawrenceville Hwy)	Major Collector	2 Lanes Predominately undivided with some median and consistent sidewalks	35 MPH	<ul style="list-style-type: none"> Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)
Montreal Rd (West)	SR 8 (US 29/Lawrenceville Hwy) to SR 236 (Lavista Rd)	Major Collector	2 Lanes Predominately undivided with some median and inconsistent sidewalks	35 MPH	<ul style="list-style-type: none"> Montreal Rd (West) at SR 8 (US 29/Lawrenceville Hwy) Montreal Rd (West) at Montreal Circle Montreal Rd (West) at SR 236 (Lavista Rd) Montreal Rd (West) at Montreal Ind Way
Cooledge Rd	Brockett Rd to SR 8 (US 29/Lawrenceville Highway)	Minor Arterial	2 lanes Undivided with inconsistent sidewalks	40 MPH	<ul style="list-style-type: none"> Cooledge Rd at Brockett Rd Cooledge Rd at SR 8 (US 29/Lawrenceville Hwy) Cooledge Rd at Gloucester Rd
Brockett Rd	Cooledge Rd to SR 8 (US 29/Lawrenceville Hwy)	Major Collector	2 lanes Undivided with inconsistent sidewalks	40 MPH	<ul style="list-style-type: none"> Brockett Rd at Cooledge Rd Brockett Rd at SR 8 (US 29/Lawrenceville Hwy)
Idlewood Rd	E Ponce de Leon Ave to SR 8 (US 29/Lawrenceville Hwy)	Major Collector/ Local Road	2 lanes Primarily undivided with some TWLTL and inconsistent sidewalk	35 MPH	<ul style="list-style-type: none"> Idlewood Rd at E Ponce de Leon Ave Idlewood Rd at Sarr Pkwy Idlewood Rd at Fellowship Rd Idlewood Rd at SR 8 (US 29/Lawrenceville Hwy) Idlewood Rd at Cowan Rd Idlewood Rd at Idlewood Elementary School
Fellowship Rd	Elmdale Dr to Chamblee Tucker Rd	Local Road/Major Collector	2 – 4 lanes Undivided with inconsistent sidewalk	25 – 40 MPH	<ul style="list-style-type: none"> Fellowship Rd at Idlewood Rd Fellowship Rd at SR 8 (US 29/Lawrenceville Hwy) Fellowship Rd at SR 236 (Lavista Rd) Fellowship Rd at Chamblee Tucker Rd

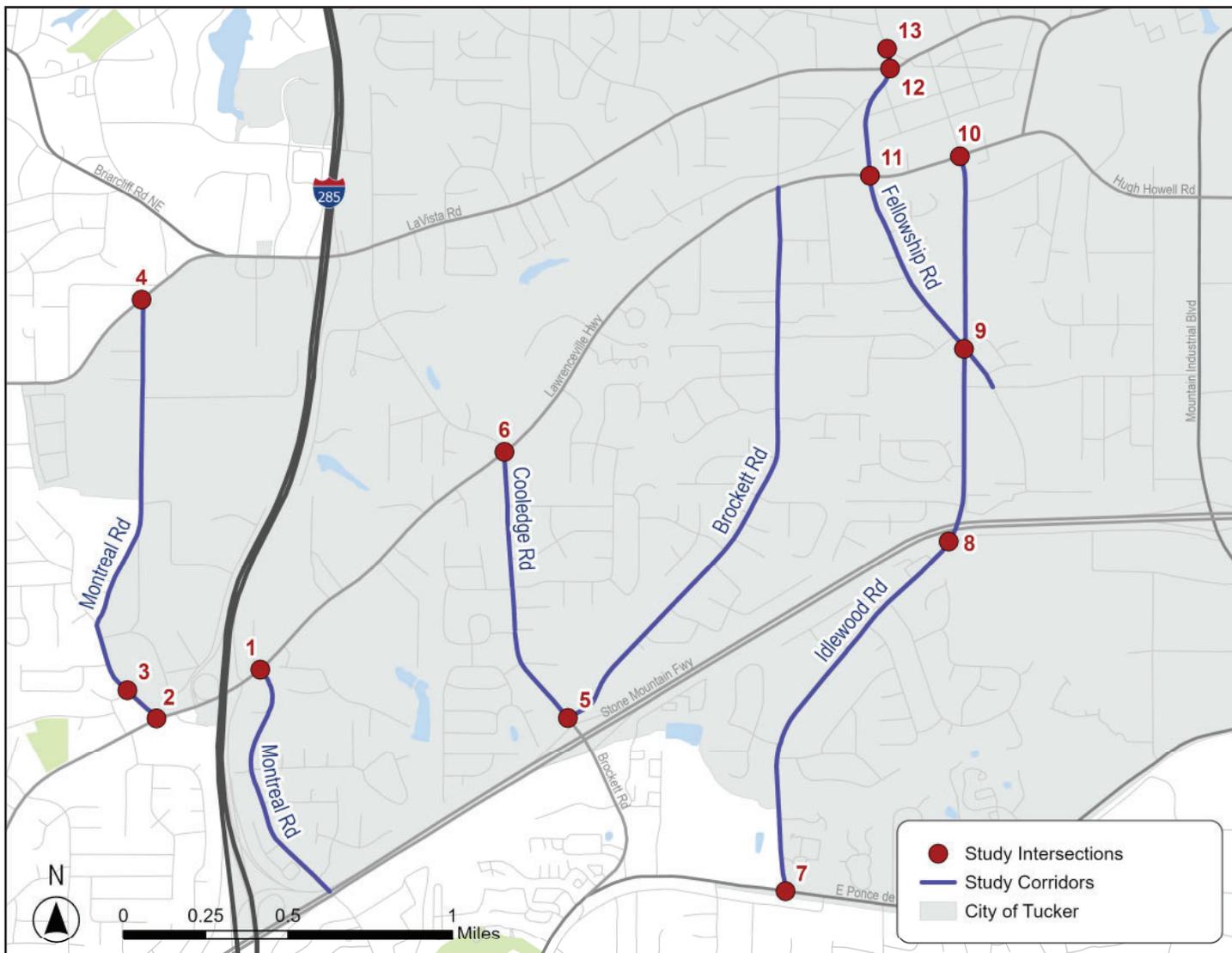


Figure 2: Study Corridors and Major Intersections

13 signalized intersections are located along the study corridors:

- | | |
|---|---|
| 1. Montreal Road (East) at SR 8 (US 29/Lawrenceville Highway) | 8. Idlewood Road at Sarr Parkway |
| 2. Montreal Road (West) at SR 8 (US 29/Lawrenceville Highway) | 9. Idlewood Road at Fellowship Road |
| 3. Montreal Road (West) at Montreal Circle | 10. Idlewood Road at SR 8 (US 29/Lawrenceville Highway) |
| 4. Montreal Road (West) at SR 236 (Lavista Road) | 11. Fellowship Road at SR 8 (US 29/Lawrenceville Highway) |
| 5. Cooleidge Road at Brockett Road | 12. Fellowship Road at SR 236 (Lavista Road) |
| 6. Cooleidge Road at SR 8 (US 29/Lawrenceville Highway) | 13. Fellowship Road at Chamblee Tucker Road |
| 7. Idlewood Road at E Ponce de Leon Avenue | |

Existing Conditions and Needs Assessment

The corridor extends from US 78 (Stone Mountain Parkway) to SR 8 (US 29/Lawrenceville Highway). Within the project limits, Montreal Road (East) is a two-lane, major collector oriented in the north-south direction with a posted speed limit of 35 miles per hour (mph). The roadway is undivided.



Figure 3: Montreal Rd (East) Study Area

KEY TAKEAWAYS

- The majority of crashes occurred at the intersection of Montreal Road (East) at SR 8. Rear-end and left-turn crashes were the two most predominant crash types.
- The intersection of Montreal Road (East) at SR 8 operates at an acceptable level-of-service.
- Sidewalks are incomplete with gaps along both sides of the corridor.
- 95th percentile speeds have been recorded at 41 mph, 6 mph over the posted 35 mph speed limit.

CRASH TRENDS

- Over 26 percent of the crashes reported occurred during dark conditions.
- Approximately 21 percent of the crashes occurred on wet, icy, or snowy pavement.
- 112 of the crashes (70 percent) occurred at the intersection of Montreal Road (East) at SR 8, and 17 crashes (11 percent) occurred at Montreal Road (East) at Canadian Way. All other intersections accounted for less than 10 percent of all crashes along the corridor.
- Two crashes involved a vulnerable roadway user—one bicycle crash and one pedestrian crash.

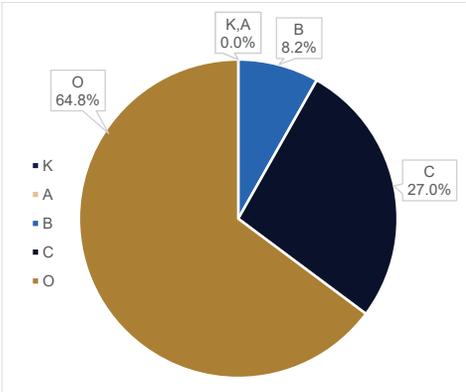
Montreal Road (East)

CRASH ANALYSIS

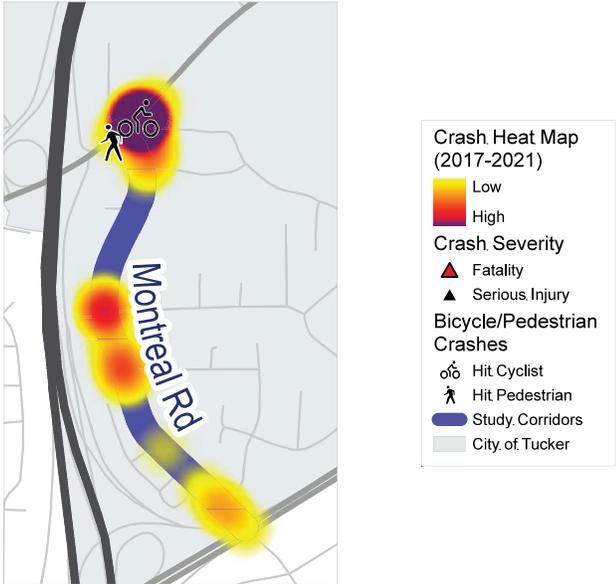
Crash Trends

	TOTAL	AVERAGE	PERCENT
Total Crashes	159	31.8	100%
Fatal Crashes	0	0	0%
Injury Crashes	56	11.2	35.2%
Dark Crashes	42	8.4	26.4%
Wet Crashes	34	6.8	21.4%
Bike/Ped Crashes	2	0.4	1.3%

Crashes by Severity



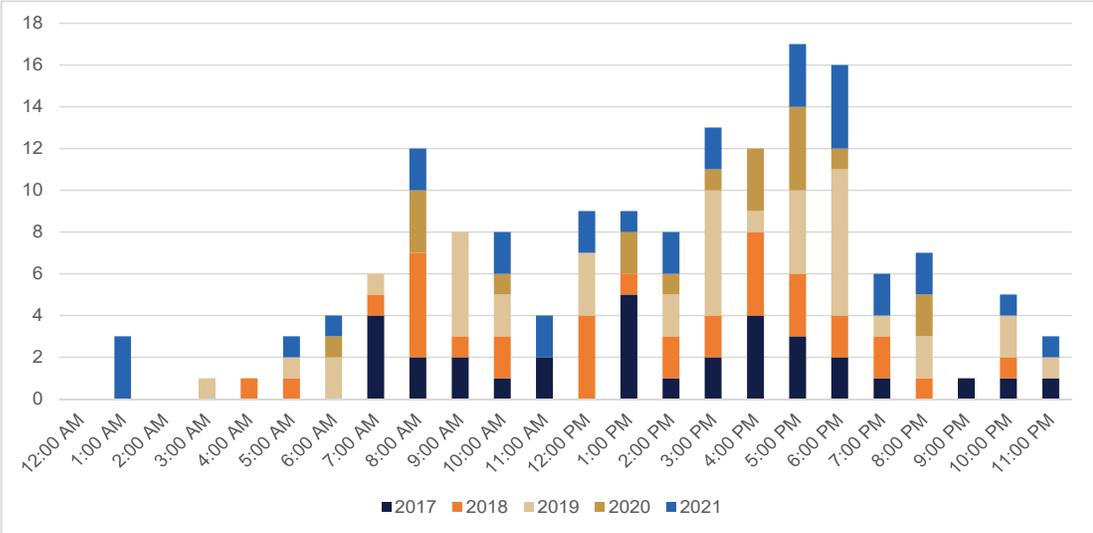
Crash Heat Map



Crashes by Type

CRASH TYPE	TOTAL	PERCENT
Rear End	65	40.88%
Left Turn	32	20.13%
Angle	24	15.09%
Sideswipe-Same Direction	15	9.43%
Right Turn	5	3.14%
Hit Fixed Object	5	3.14%
Head On	4	2.52%
Run off the Road	3	1.89%
Backed into	2	1.26%
Sideswipe-Opposite Direction	2	1.26%
Bicycle	1	0.63%
Pedestrian	1	0.63%

Crashes by Time of Day



Existing Conditions and Needs Assessment

OPERATIONS

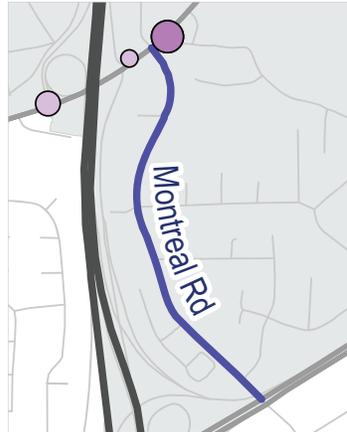
Duration of Bottlenecks



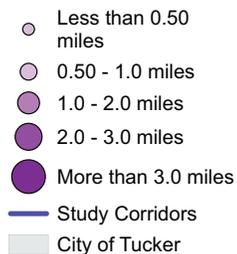
Average Daily Duration of Bottlenecks



Queue Lengths of Bottlenecks



Average Bottleneck Queue Length



AM Level of Service



Legend

Intersection LOS



PM Level of Service

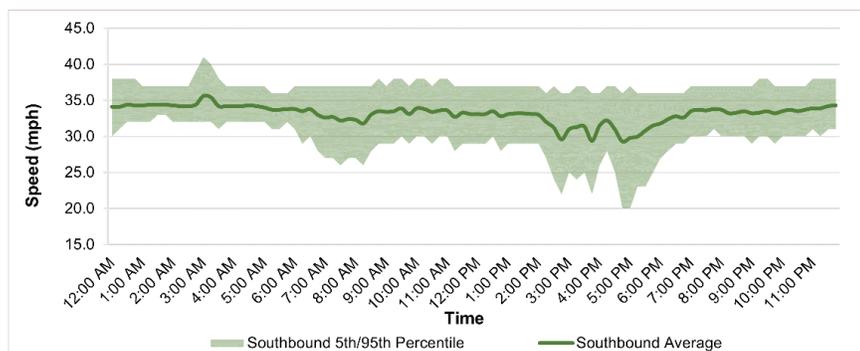
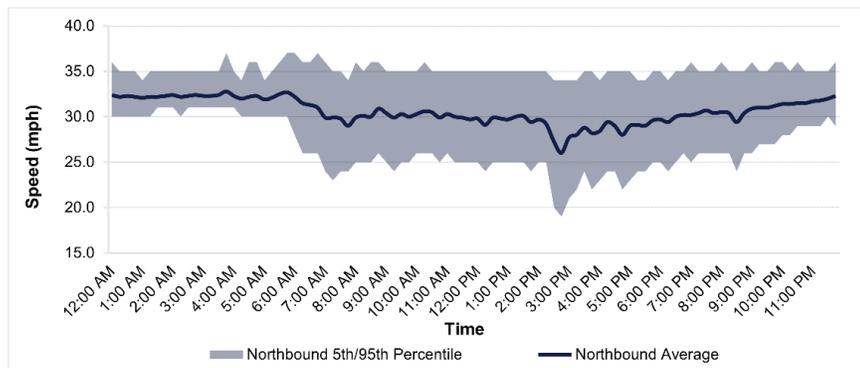


Legend

Movement LOS



Speed Data



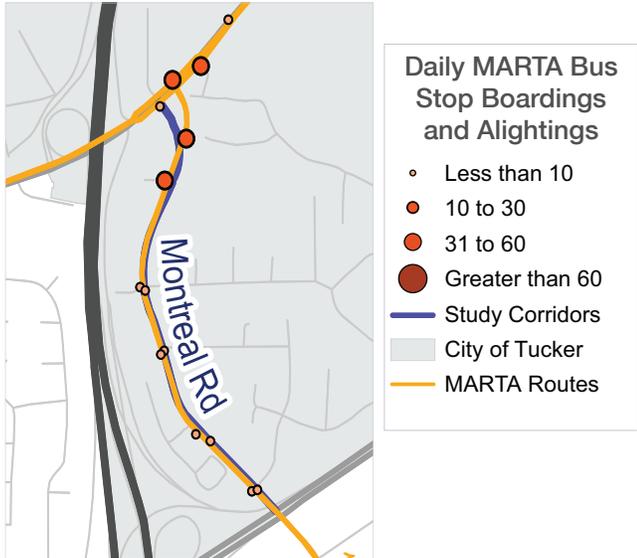
SUMMARY OF OPERATIONS

- The results of the capacity analysis for Montreal Road (East) at SR 8 indicate the signalized intersection operates at an acceptable LOS B during both peak hours.
- Northbound speeds on Montreal Road (East) reach the highest average speed of 32.8 mph at 3:45 A.M. and lowest average speed of 26.0 mph at 2:45 P.M. Southbound speeds on Montreal Road (East) reach the highest average speed of 35.6 mph at 3:00 A.M. and lowest average speed of 29.3 mph at 4:45 P.M.
- This corridor has the second worst bottleneck within the study area at the eastbound approach of Montreal Road (East) at SR 8. The average daily duration is 18 hours and 28 minutes.

Montreal Road (East)

TRANSIT, BICYCLE, AND PEDESTRIAN

MARTA Ridership



Sidewalk Presence



SUMMARY OF MULTIMODAL ASSESSMENT

Bicycle and pedestrian activity is most concentrated towards the northern part of the study corridor. Sidewalks are present along the west side of the corridor, though full sidewalk connectivity is not provided along the east side of the corridor. MARTA bus stops are located throughout the entire study corridor with the highest ridership at the northern stops.

SITE VISIT AND PUBLIC COMMENTS

- No crosswalk is present across the west leg of the intersection of Montreal Road (East) at SR 8, and either crosswalk installation or signage instructing pedestrians to use the east crosswalk should be installed to address this.
- There are damaged signs and pedestrian railing at the intersection of Montreal Road (East) at SR 8.
- The westbound left-turn movement at the intersection of Montreal Road (East) at SR 8 should be evaluated for either protected-only left-turn phasing or an upgrade of the existing, five-section signal head to a four-section signal head with flashing yellow arrow (FYA) operations.
- There are opportunities for improved visibility at the intersection of Montreal Road (East) at SR 8, including painting along the median nose.
- There is a public desire for sidewalk along the south end of the corridor.

Existing Conditions and Needs Assessment

The corridor extends from SR 8 (US 29/Lawrenceville Highway) to SR 236 (Lavista Road). Within the project limits, Montreal Road (West) is a two-lane, major collector oriented in the north-south direction with a posted speed limit of 35 mph. The roadway is primarily undivided, though there is a raised median at the intersection of Montreal Road (West) at Woodlawn Circle.

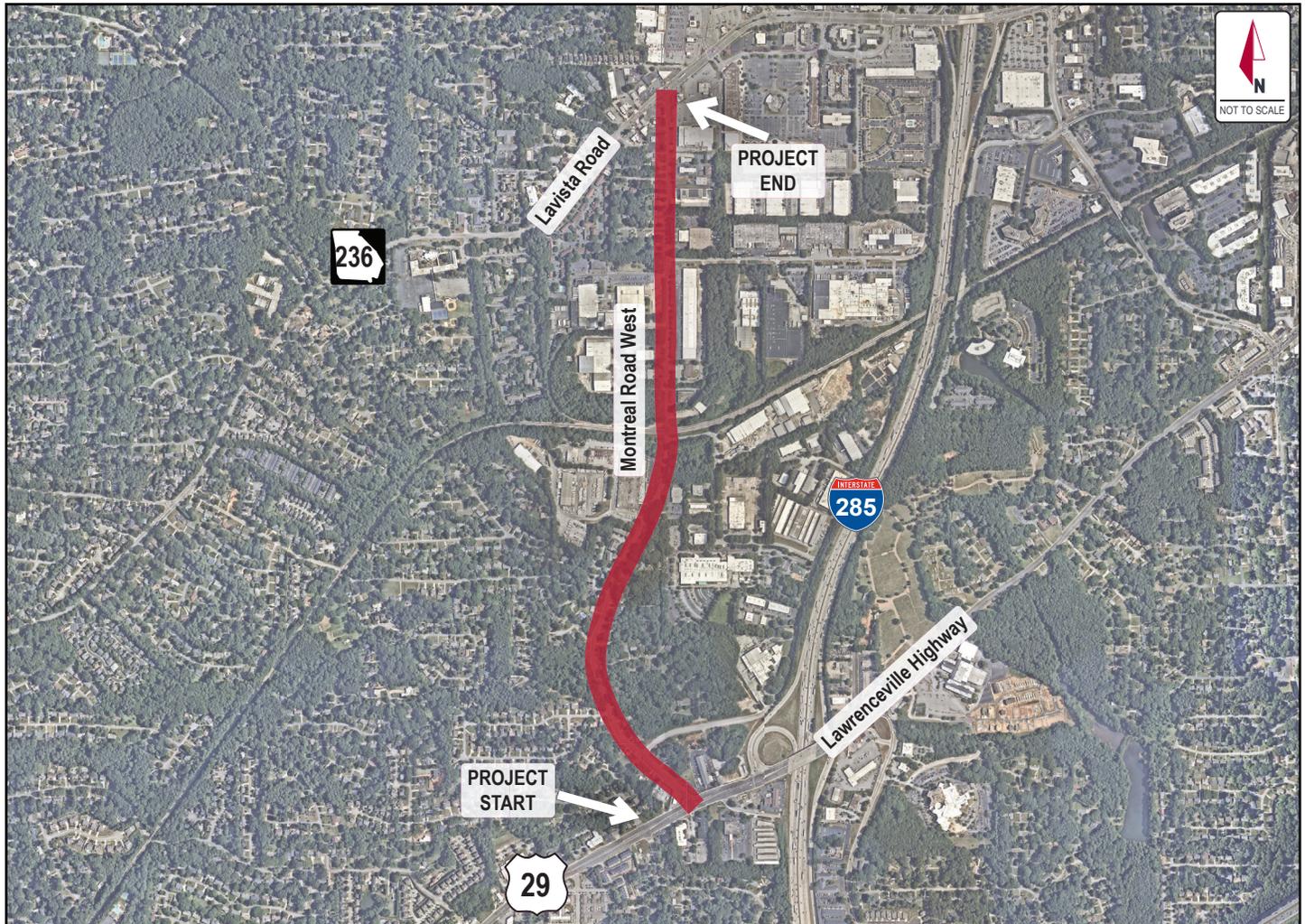


Figure 4: Montreal Rd (West) Study Area

KEY TAKEAWAYS

- The majority of crashes occurred at the intersection of Montreal Road (West) at SR 8. Rear-end crashes and same-direction sideswipe crashes were the most predominant within the corridor limits.
- The southbound approach of Montreal Road (West) at SR 8 is operating at a LOS F during the PM Peak hour. The overall intersection of Montreal Road (West) at SR 236 functions at an LOS F during both peak hours.
- There are sidewalk gaps throughout the corridor, particularly near the northern end.

CRASH TRENDS

- Over 18 percent of the crashes reported occurred during dark conditions.
- Approximately 17 percent of the crashes occurred on wet, icy, or snowy pavement.
- 104 of the crashes (40 percent) occurred at the intersection of Montreal Road (West) at SR 8, and 78 crashes (30 percent) occurred at Montreal Road (West) at SR 236. All other intersections accounted for less than 10 percent of the crashes reported along the corridor.
- Five crashes involved a vulnerable roadway user—one bicycle crash and four pedestrian crashes.



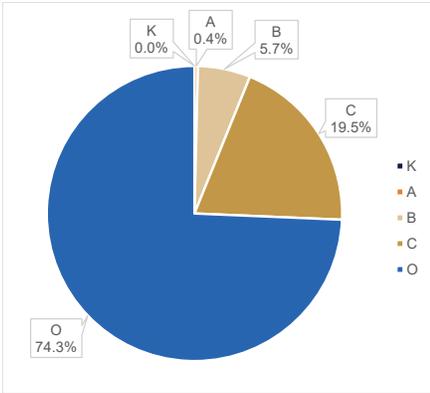
Montreal Road (West)

CRASH ANALYSIS

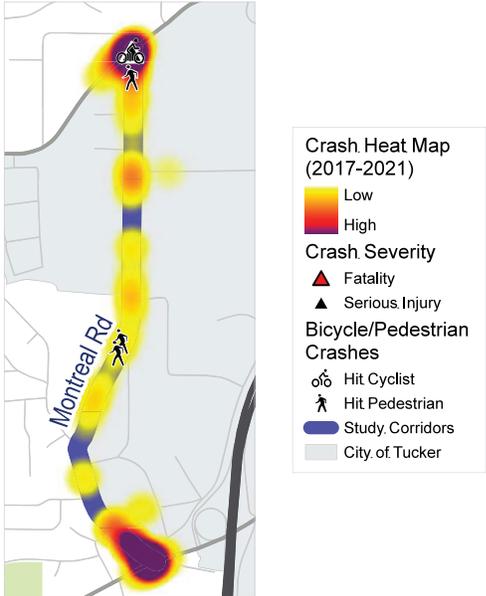
Crash Trends

	TOTAL	AVERAGE	PERCENT
Total Crashes	261	52.2	100%
Fatal Crashes	0	0	0%
Injury Crashes	67	13.4	25.7%
Dark Crashes	48	9.4	18.4%
Wet Crashes	44	8.8	16.9%
Bike/Ped Crashes	5	1	1.9%

Crashes by Severity



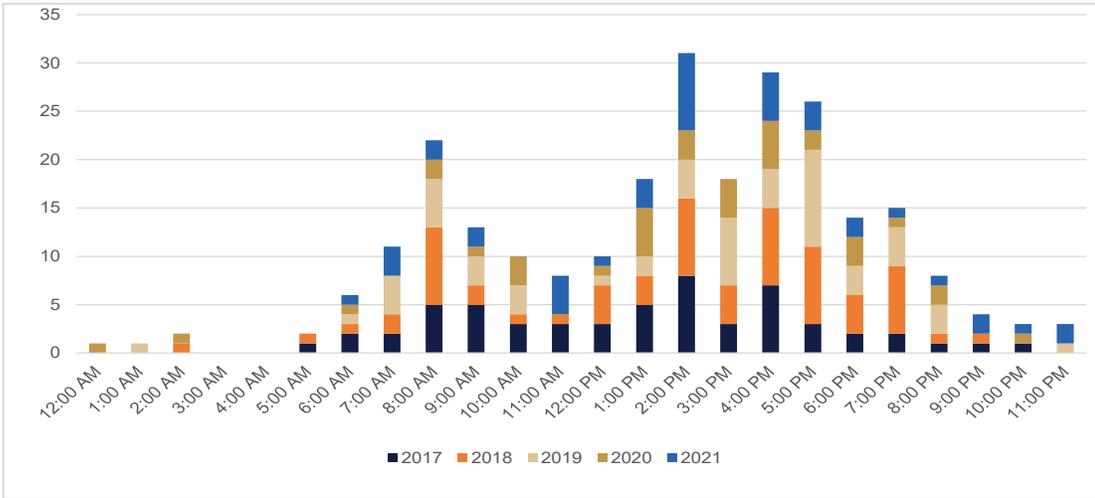
Crash Heat Map



Crashes by Type

CRASH TYPE	TOTAL	PERCENT
Rear End	96	36.78%
Sideswipe-Same Direction	52	19.92%
Angle	45	17.24%
Left Turn	40	15.33%
Right Turn	7	2.68%
Hit Fixed Object	7	2.68%
Pedestrian	4	1.53%
Run off the Road	3	1.15%
Backed into	3	1.15%
Sideswipe-Opposite Direction	2	0.77%
Bicycle	1	0.38%
Hit Parked Vehicle	1	0.38%

Crashes by Time of Day



Existing Conditions and Needs Assessment

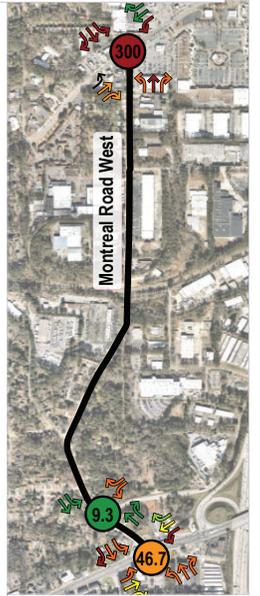
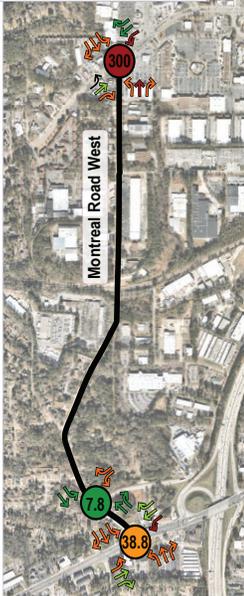
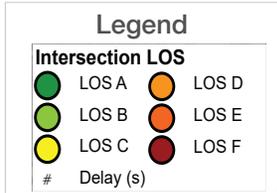
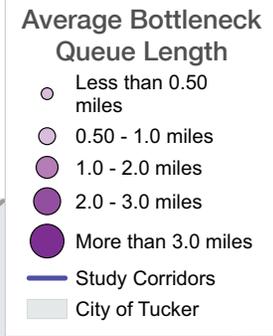
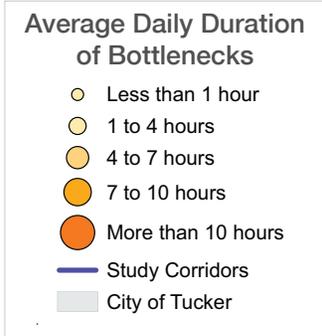
OPERATIONS

Duration of Bottlenecks

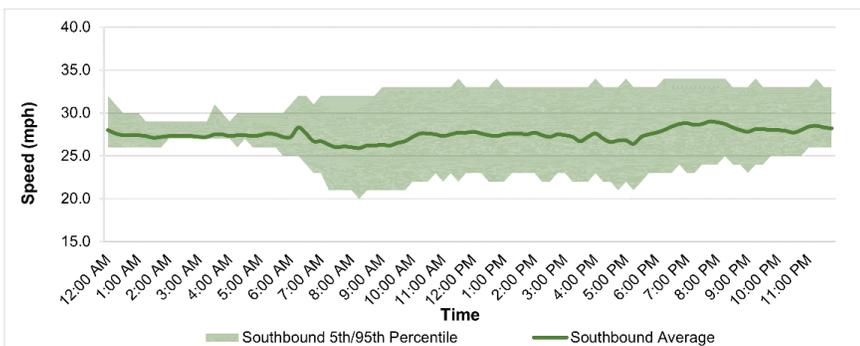
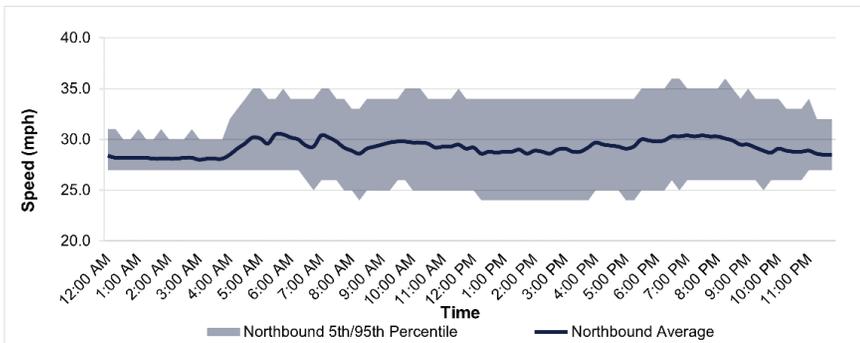
Queue Lengths of Bottlenecks

AM Level of Service

PM Level of Service



RITIS Speed Data



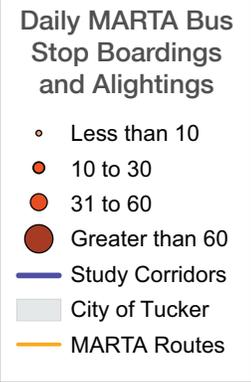
SUMMARY OF OPERATIONS

- The results of the capacity analysis for Montreal Road (West) at SR 8 indicate the intersection operates at LOS D during both peak hours.
- The intersection of Montreal Road (West) at SR 236 operates at LOS F during both peak hours.
- Northbound speeds on Montreal Road (West) reach the highest average speed of 30.5 mph at 5:30 A.M. and lowest average speed of 28.0 mph at 3:00 A.M. Southbound speeds on Montreal Road (West) reach the highest average speed of 29.0 mph at 7:45 P.M. and lowest average speed of 25.9 mph at 8:15 A.M.
- This corridor has the 18th worst bottleneck within the study area at the southbound approach of Montreal Road (West) at SR 8. The average daily duration is 1 hour and 38 minutes.

Montreal Road (West)

TRANSIT, BICYCLE, AND PEDESTRIAN

MARTA Ridership



Sidewalk Presence



SUMMARY OF MULTIMODAL ASSESSMENT

This corridor has moderate pedestrian and bicycle activity throughout the study corridor. Sidewalks do not provide complete connectivity along either side of the corridor, and the highest MARTA ridership of any study corridor is along the northern end of Montreal Road (West).

SITE VISIT AND PUBLIC COMMENTS

- There are many maintenance needs at the intersection of Montreal Road (West) at SR 8, including faded signage, missing and broken signal-head backplates, and faded pavement markings.
- There are opportunities to improve pedestrian treatments at the intersection of Montreal Road (West) at SR 8, including upgrading the pedestrian signals to countdown signal heads and improving the accessibility of the pedestrian push button in the northeast quadrant of the intersection.
- There are many maintenance needs at the intersection of Montreal Road (West) at Montreal Circle, including faded intersection striping and faded signage.
- The pedestrian ramp in the southeast quadrant of the intersection of Montreal Road (West) at Montreal Circle does not meet ADA compliance.
- The pedestrian push button in the northeast quadrant of the intersection of Montreal Road (West) at Montreal Circle (to cross the north leg of the intersection) does not work, and the minimum green provided for westbound traffic does not provide enough time for pedestrians to cross Montreal Road (West).
- The CSX rail crossing is hard to traverse, and either grade separation or improvements to the crossing should be considered.
- Heavy vehicles at the westbound approach of Montreal Industrial Way have trouble entering the intersection.
- Pedestrian activity was highest along the corridor at the intersection of Montreal Road (West) at SR 236, and leading pedestrian intervals (LPIs) may be appropriate to consider.
- Queues from the adjacent signal at the intersection of SR 236 at Henderson Mill Road frequently spills back into the intersection at Montreal Road (West).
- There are concerns from the public about the amount of green time provided to the southbound approach of the intersection of Montreal Road (West) at SR 236; detection failures of the pedestrian button in the northeast quadrant; and the appropriateness of the eastbound channelized right-turn lane.
- There is a public desire for sidewalk along the north end of the corridor.

Existing Conditions and Needs Assessment

The corridor extends from Brockett Road to SR 8 (US 29/Lawrenceville Highway). Within the project limits, Cooledge Road is a two-lane, minor arterial oriented in the north-south direction with a posted speed limit of 40 mph. The roadway is primarily undivided.



Figure 5: Cooledge Rd Study Area

KEY TAKEAWAYS

- The majority of crashes occurred at the intersection of Cooledge Road at SR 8. The two most predominant crash types along the corridor were rear-end and same-direction sideswipe crashes.
- The intersection of Cooledge Road at Brockett Road operates at an acceptable level-of-service during both peak hours.
- Sidewalks are present across the entire west side of the corridor, and there are plans to close the gaps in sidewalks along the east side.

CRASH TRENDS

- Nearly 19 percent of the crashes reported occurred during dark conditions.
- Over 20 percent of the crashes occurred on wet, icy, or snowy pavement.
- 219 of the crashes (67 percent) occurred at the intersection of Cooledge Road at SR 8, and 38 crashes (12 percent) occurred at Cooledge Road at Brockett Road. All other intersections accounted for less than 10 percent of all crashes along the corridor.
- Five crashes involved a vulnerable roadway user—one bicycle crash and four pedestrian crashes.

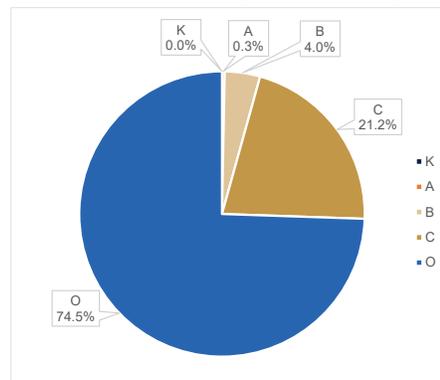
Coolidge Road

CRASH ANALYSIS

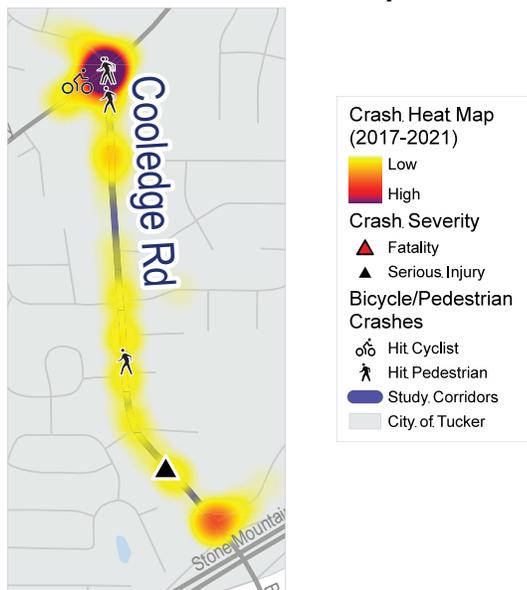
Crash Trends

	TOTAL	AVERAGE	PERCENT
Total Crashes	325	65	100%
Fatal Crashes	0	0	0%
Injury Crashes	83	16.5	25.5%
Dark Crashes	61	12.2	18.8%
Wet Crashes	66	13.2	20.3%
Bike/Ped Crashes	4	0.8	1.2%

Crashes by Severity



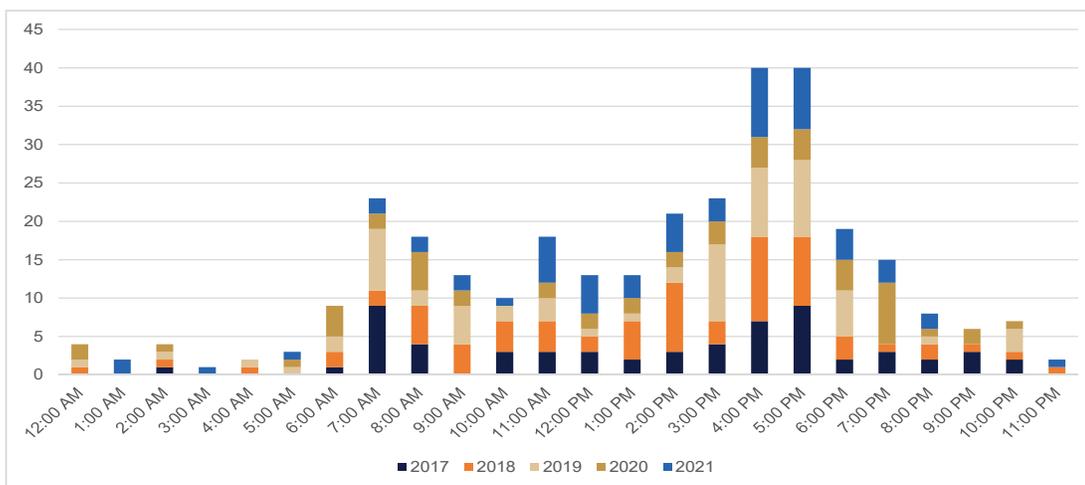
Heat Map



Crashes by Type

CRASH TYPE	TOTAL	PERCENT
Rear End	151	46.46%
Sideswipe-Same Direction	68	20.92%
Left Turn	39	12.00%
Angle	36	11.08%
Right Turn	6	1.85%
Hit Fixed Object	5	1.53%
Run off the Road	5	1.53%
Pedestrian	4	1.23%
Sideswipe-Opposite Direction	4	1.23%
Backed into	3	0.92%
Hit Fallen Object	1	0.31%
Head On	1	0.31%
Hit Parked Vehicle	1	0.31%
Bicycle	1	0.31%

Crashes by Time of Day

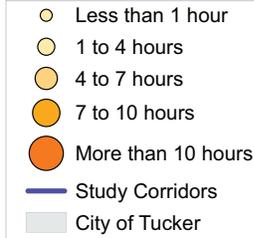


Existing Conditions and Needs Assessment

OPERATIONS

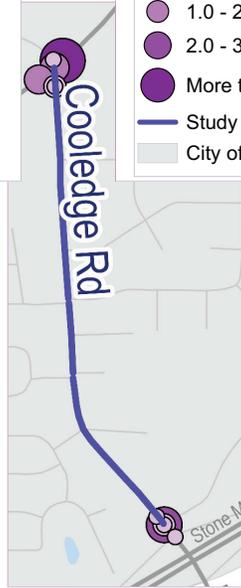
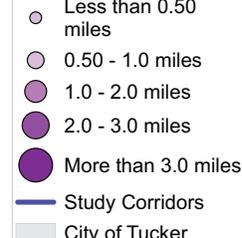
Duration of Bottlenecks

Average Daily Duration of Bottlenecks

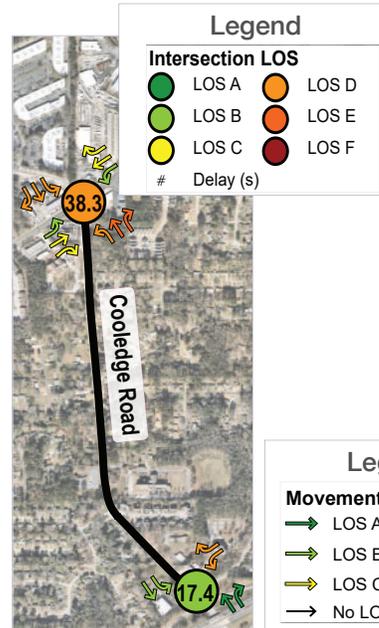


Queue Lengths of Bottlenecks

Average Bottleneck Queue Length



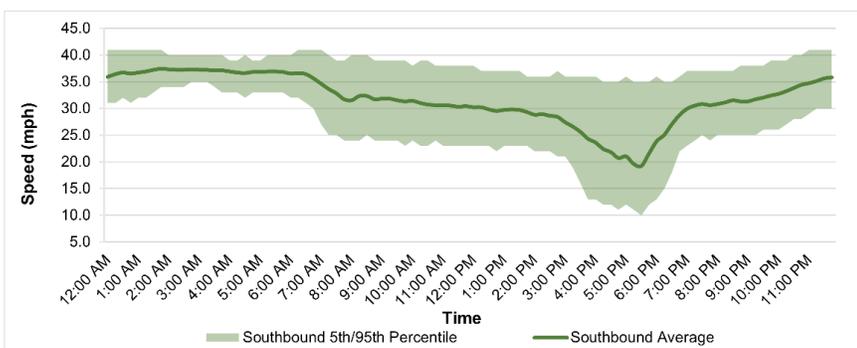
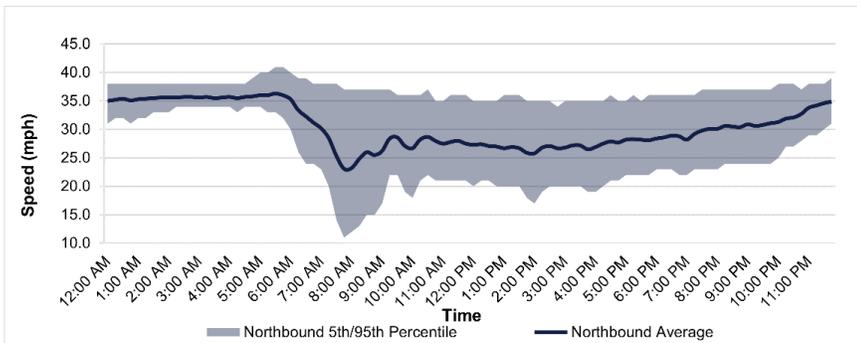
AM Level of Service



PM Level of Service



RITIS Speed Data

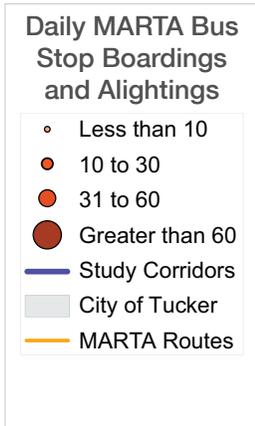
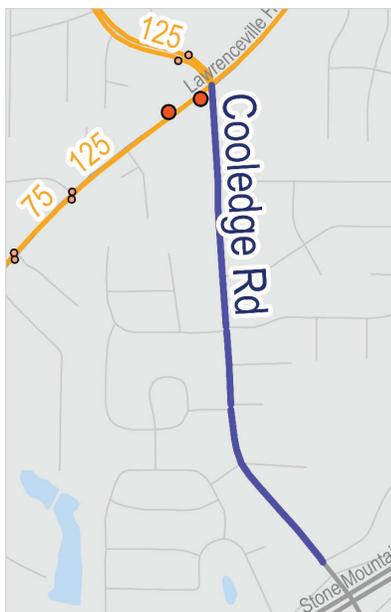


SUMMARY OF OPERATIONS

- The results of the capacity analysis for Coolidge Road indicate that the intersection of Coolidge Road at SR 8 operates at LOS D for both peak hours, while Coolidge Road at Brockett Road operates at LOS B during both hours.
- Northbound speeds on Coolidge Road reach the highest average speed of 36.3 mph at 5:30 A.M. and lowest average speed of 23.1 mph at 7:45 A.M. Southbound speeds on Coolidge Road reach the highest average speed of 37.4 mph at 1:45 A.M. and lowest average speed of 19.2 mph at 5:30 P.M.
- This corridor has the 4th worst bottleneck within the study area at the southbound approach of SR 8 at Northlake Parkway. The average daily duration is 5 hour and 39 minutes. This corridor also includes 2 other bottlenecks that fall within the top 10 in the study area: Coolidge Road at SR 8 and Coolidge Road at Brockett Road.

TRANSIT, BICYCLE, AND PEDESTRIAN

MARTA Ridership



Sidewalk Presence



SUMMARY OF MULTIMODAL ASSESSMENT

This corridor has moderate pedestrian and bicycle activity throughout the study corridor. Sidewalks are present across the entire west side of the corridor and along parts of the east side of the corridor. MARTA stops can only be found at the north end of the corridor, at the intersection of Cooledge Road at SR 8. The Trails Master Plan has a proposed a planned greenway trail to provide an at-grade crossing of trail facilities at the intersection Cooledge Road at Avon Avenue/Cousins Way.

SITE VISIT AND PUBLIC COMMENTS

- The intersections of Cooledge Road at Brockett Road and at US 78 WB have very closely spaced traffic signals, and the proximity of the Brockett Road intersection to the US 78 interchange can lead to difficulty with navigation, driver confusion, and unpredicted lane-change maneuvers.
- Signage improvements, including adding overhead street name signs and other navigational signage, may help motorists travel through the section of Cooledge Road at the US 78 interchange and Brockett Road.
- Pedestrian facilities at the intersection of Cooledge Road at Brockett Road need to be updated for ADA compliance.
- Heavy vehicles at the intersection of Cooledge Road at SR 8 have been observed making the westbound right-turn movement from the outside, westbound through lane.
- There are many maintenance needs at the intersection of Cooledge Road at SR 8 including broken backplates, broken and faded signage, and drainage at the northwest quadrant.
- Northbound through-movement queues are starving the northbound turning movements.
- High travel speeds are observed along the middle of the corridor, particularly near Bishop Drive/Gloucester Drive.
- There are concerns from the public about the frequency of cut-through traffic on Cooledge Road, and there is interest in reducing the speed limit and installing traffic calming measures or other treatments to divert traffic.
- The public is interested in mid-block crosswalks at the intersections of Cooledge Road at Bishop Drive/Gloucester Drive and at Avon Avenue/Cousins Way.
- There is a public desire for filling sidewalk gaps along the corridor.

Existing Conditions and Needs Assessment

The corridor extends from Cooledge Road to SR 8 (US 29/Lawrenceville Highway). Within the project limits, Brockett Road is a two-lane, major collector oriented in the north-south direction with a posted speed limit of 40 mph. The roadway is undivided within the project limits.



Figure 6: Brockett Rd Study Area

KEY TAKEAWAYS

- The majority of crashes occurred at the intersection of Brockett Road at SR 8. Rear-end crashes and same-direction sideswipe crashes were the most predominant crash types along the corridor.
- The intersection of Cooledge Road at Brockett Road operates at an acceptable level-of-service during both peak hours.
- A traffic calming project was constructed along the study section of Brockett Road in 2022.
- Sidewalks are present across the entire east side of the corridor and most of the west side of the corridor. The City began filling in sidewalk gaps in 2022.

CRASH TRENDS

- Over 19 percent of the crashes reported occurred during dark conditions.
- Over 15 percent of the crashes occurred on wet, icy, or snowy pavement.
- 70 of the crashes (45 percent) occurred at the intersection of Brockett Road at SR 8, and 38 crashes (25 percent) occurred at Cooledge Road at Brockett Road. All other intersections accounted for less than 10 percent of crashes along the corridor.
- Five crashes involved a vulnerable roadway user—two bicycle crashes and three pedestrian crashes.
- Three fatal crashes occurred—one run-off-the-road (ROTR) crash, one pedestrian crash, and one left-turn crash. The fatal pedestrian crash occurred mid-block, north of Oakcrest Road during daylight conditions.

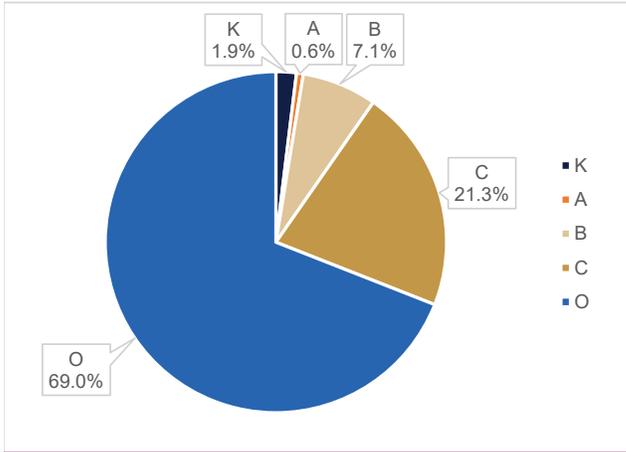
Brockett Road

CRASH ANALYSIS

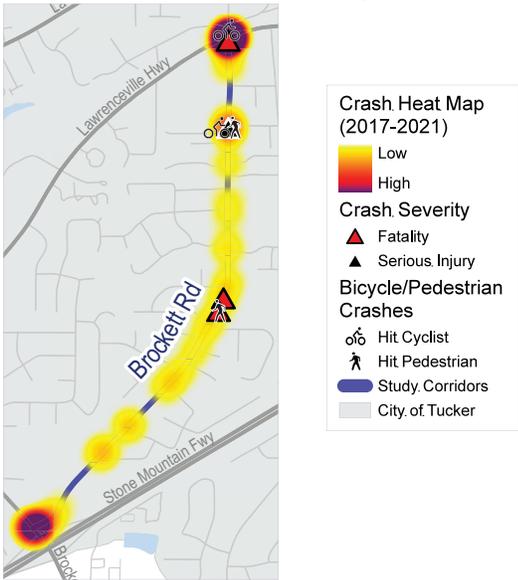
Crash Trends

	TOTAL	AVERAGE	PERCENT
Total Crashes	155	65	100%
Fatal Crashes	3	0.6	1.9%
Injury Crashes	45	9	29.0%
Dark Crashes	30	6	19.4%
Wet Crashes	24	4.8	15.5%
Bike/Ped Crashes	5	1	3.2%

Crashes by Severity



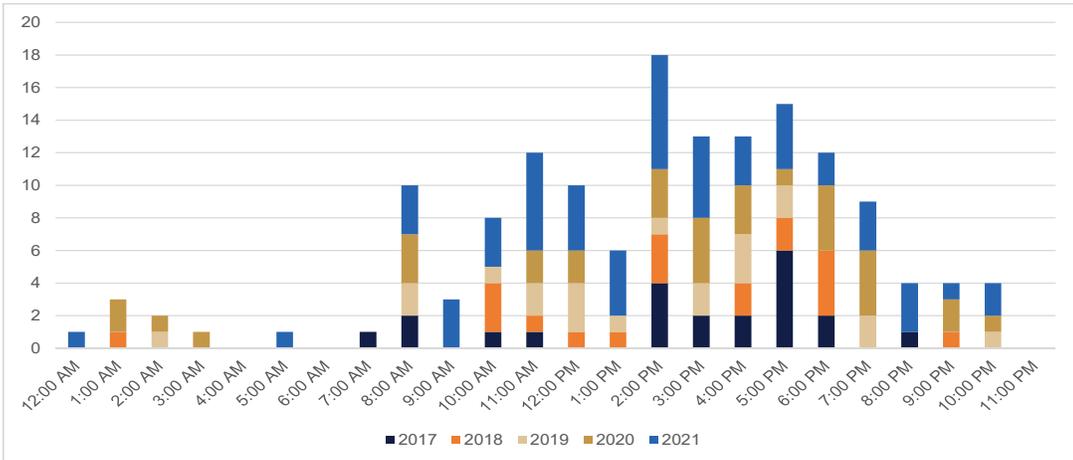
Heat Map



Crashes by Type

CRASH TYPE	TOTAL	PERCENT
Rear End	76	49.03%
Sideswipe-Same Direction	23	14.84%
Left Turn	17	10.96%
Angle	15	9.86%
Hit Fixed Object	7	4.52%
Pedestrian	3	1.94%
Run off the Road	3	1.94%
Head On	2	1.29%
Right Turn	2	1.29%
Sideswipe-Opposite Direction	2	1.29%
Bicycle	2	1.29%
Backed into	1	0.65%
Hit Parked Vehicle	1	0.65%
Hit Cyclist	1	0.65%

Crashes by Time of Day

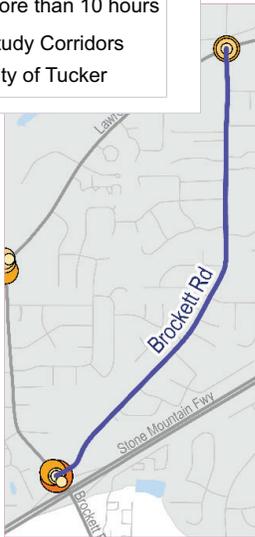
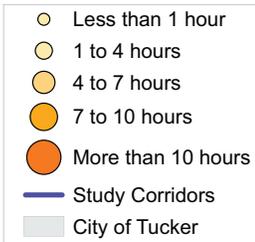


Existing Conditions and Needs Assessment

OPERATIONS

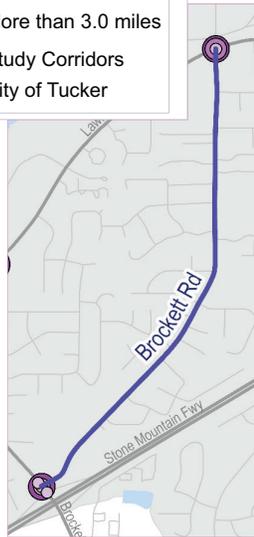
Duration of Bottlenecks

Average Daily Duration of Bottlenecks

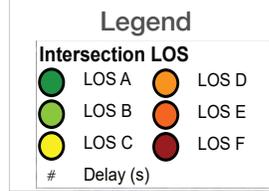


Queue Lengths of Bottlenecks

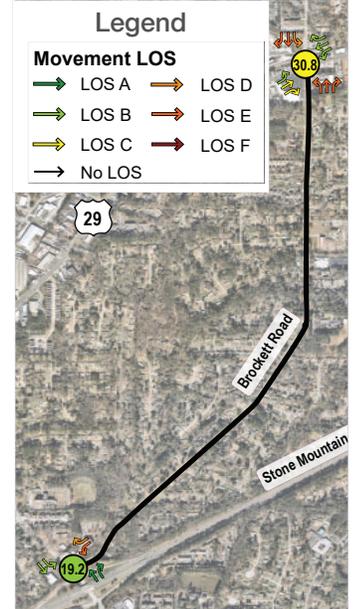
Average Bottleneck Queue Length



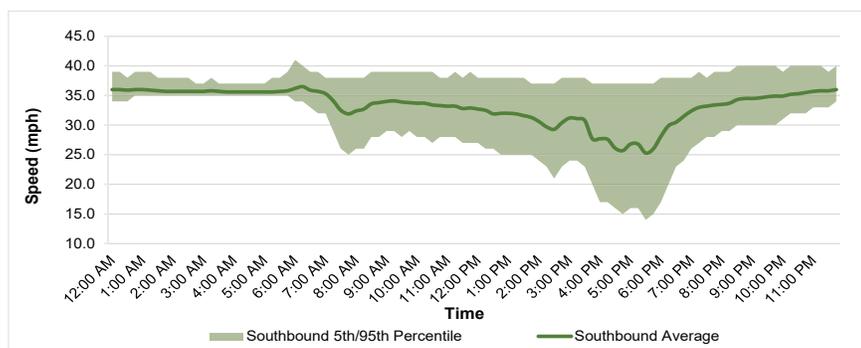
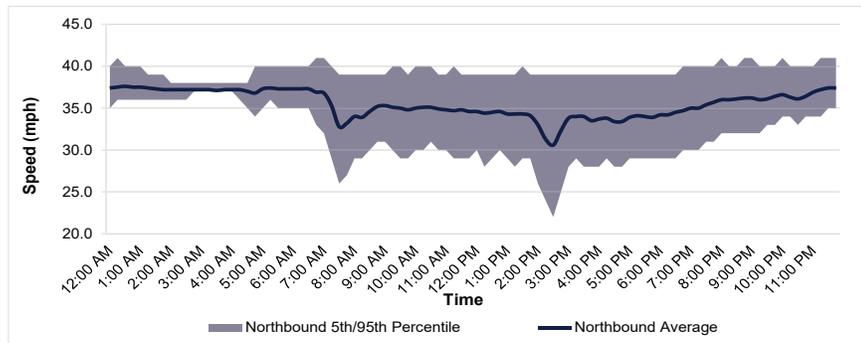
AM Level of Service



PM Level of Service



RITIS Speed Data



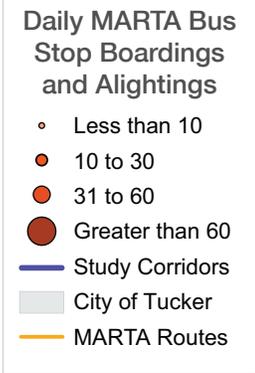
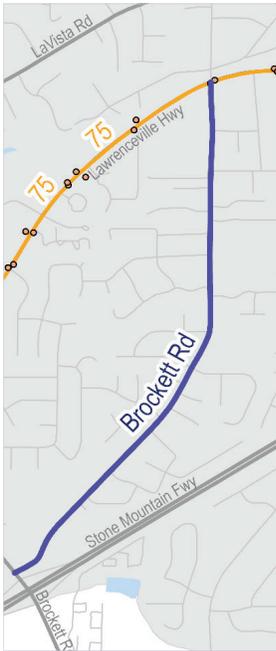
SUMMARY OF OPERATIONS

- The results of the capacity analysis for Brockett Road indicate that the intersection of Brockett Road at Coolegge Road operates at a LOS B during both peak hours, while Brockett Road at SR 8 operates at LOS C during both peak hours.
- Northbound speeds on Brockett Road reach the highest average speed of 37.6 mph at 12:30 A.M. and lowest average speed of 30.6 mph at 2:30 P.M. Southbound speeds on Brockett Road reaches the highest average speed of 36.5 mph at 6:15 A.M. and lowest average speed of 25.3 mph at 5:30 P.M.
- This corridor has the worst ranked bottleneck within the study area at the southbound approach of Brockett Road at SR 8. The average daily duration is 8 hours and 2 minutes.

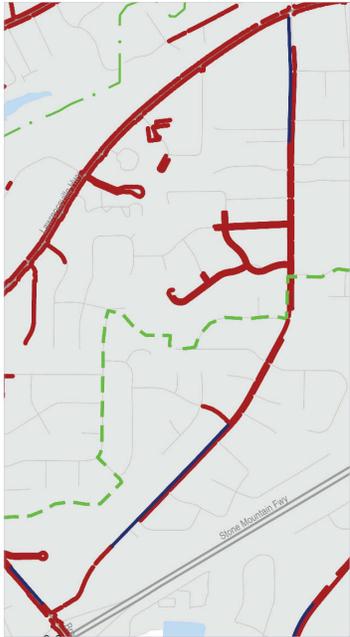
Brockett Road

TRANSIT, BICYCLE, AND PEDESTRIAN

MARTA Ridership



Sidewalk Presence



SUMMARY OF MULTIMODAL ASSESSMENT

This corridor has moderate pedestrian and bicycle activity throughout the study corridor, and Brockett Elementary School is located in the middle of the study corridor. There are no MARTA bus stops located on Brockett Road. The Trails Master Plan has a proposed greenway trail that would provide an at-grade crossing at the intersection of Brockett Road at Brockett Creek Drive as well as a side path that will run along the west side of Brockett Road from Foxglove Road to Brockett Creek Road.

SITE VISIT AND PUBLIC COMMENTS

- There are concerns from the public about traveling along Brockett Road between the intersections of SR 8 and Moon Street/ Railroad Ave due to the railroad crossing, pavement and striping conditions, lane joggling between intersections, and the lack of pedestrian accommodations.
- Sight distance is limited for the northbound right-turn movement at the intersection of Brockett Road at SR 8.
- There are faded overhead signs at the intersection of Brockett Road at SR 8.
- There is public desire for sidewalks along the entire corridor.
- There are concerns from the public about the 40-mph speed limit (and actual travel speeds along the corridor) since the corridor is highly residential with an elementary school.
- Travel speeds along Brockett Road have slowed down since installation of traffic calming features.

Existing Conditions and Needs Assessment

The corridor extends from E Ponce de Leon Avenue to SR 8 (US 29/Lawrenceville Highway). Within the project limits, Idlewood Road is a two-lane, major collector from E Ponce de Leon Avenue to Fellowship Road and as a local road from Fellowship Road to SR 8 (US 29/Lawrenceville Highway), oriented in the north-south direction with a posted speed limit of 35 mph. The roadway is primarily undivided with a shared, two-way left-turn lane from the Tucker Middle School to just north of Fellowship Road.

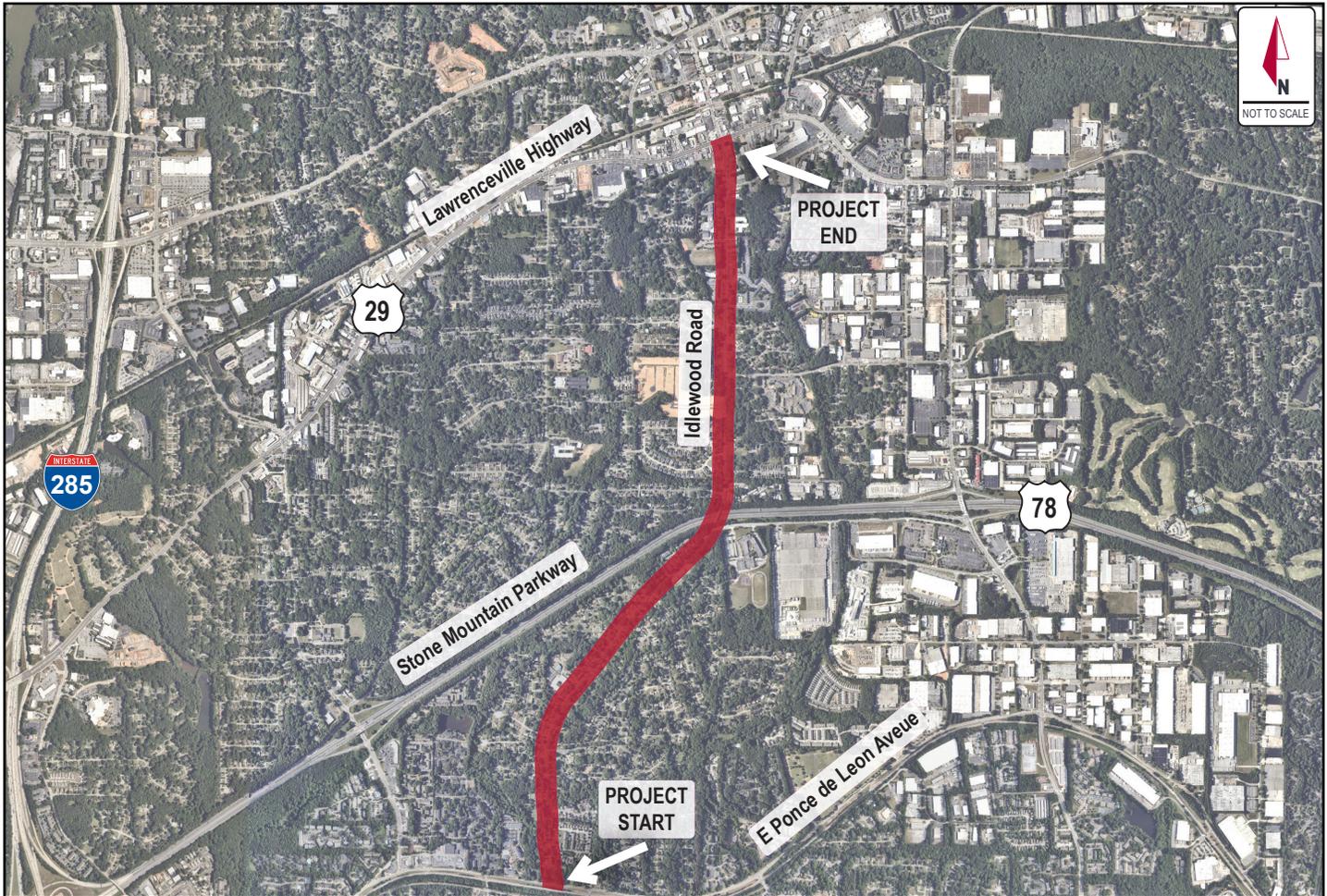


Figure 7: Idlewood Rd Study Area

KEY TAKEAWAYS

- The majority of crashes occurred at the intersection of Idlewood Road at SR 8. Rear-end and angle crashes were the most predominant within the corridor study limits.
- The southbound approach of Idlewood Road at Sarr Parkway operates at LOS F during the P.M. peak hour.
- Sidewalks are present across the entire west side of the corridor and parts of the east side of the corridor.
- The 95th percentile speeds on Idlewood Road were recorded at 43 mph, 8 mph over the posted 35 mph speed limit.

CRASH TRENDS

- Over 20 percent of the crashes reported occurred during dark conditions.
- Nearly 19 percent of the crashes occurred on wet, icy, or snowy pavement.
- 120 of the crashes (26 percent) occurred at the intersection of Idlewood Road at SR 8, 106 crashes (23 percent) occurred at Idlewood Road at E Ponce de Leon Avenue, 61 crashes (13 percent) occurred at Idlewood Road at Fellowship Road. All other intersections accounted for less than 10 percent of all crashes along the corridor.
- Three crashes involved a vulnerable roadway user—one bicycle crash and two pedestrian crashes.
- One fatal crash resulting from an overturned vehicle occurred.

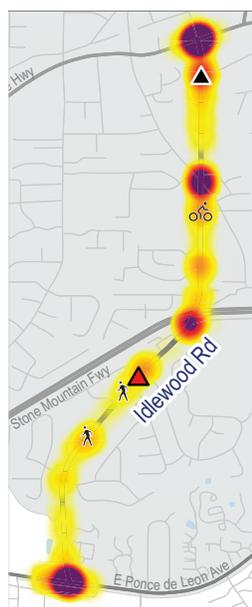
Idlewood Road

CRASH ANALYSIS

Crash Trends

	TOTAL	AVERAGE	PERCENT
Total Crashes	462	92.4	100%
Fatal Crashes	1	0.2	0.2%
Injury Crashes	134	26.8	29.0%
Dark Crashes	95	19	20.6%
Wet Crashes	87	17.4	18.8%
Bike/Ped Crashes	3	0.6	0.6%

Heat Map



Crash Heat Map (2017-2021)

- Low (Yellow)
- High (Red)

Crash Severity

- Fatality (Red Triangle)
- Serious Injury (Black Triangle)

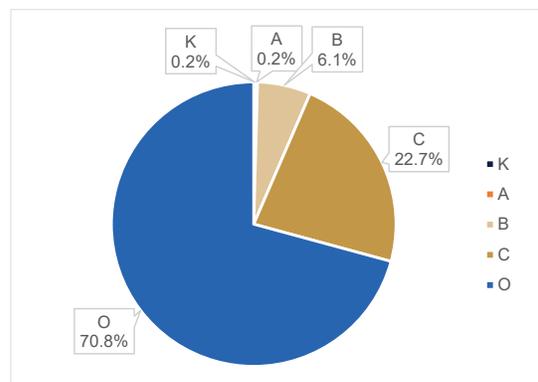
Bicycle/Pedestrian Crashes

- Hit Cyclist (Bicycle icon)
- Hit Pedestrian (Person icon)

Study Corridors (Blue line)

City of Tucker (Grey area)

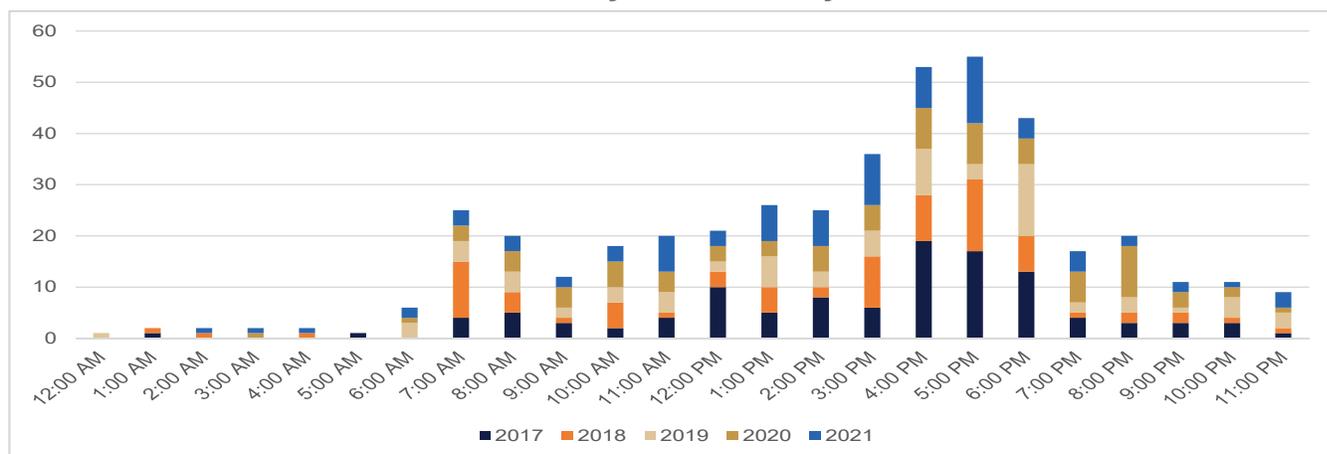
Crashes by Severity



Crashes by Type

CRASH TYPE	TOTAL	PERCENT
Rear End	247	53.46%
Angle	68	14.72%
Sideswipe-Same Direction	48	10.39%
Left Turn	36	7.79%
Hit Fixed Object	17	3.68%
Backed into	11	2.38%
Sideswipe-Opposite Direction	10	2.16%
Right-Turn	7	1.52%
Head On	6	1.30%
Run off the Road	6	1.30%
Hit Parked Vehicle	2	0.43%
Pedestrian	2	0.43%
Hit Fallen Object	1	0.22%
Bicycle	1	0.22%

Crashes by Time of Day



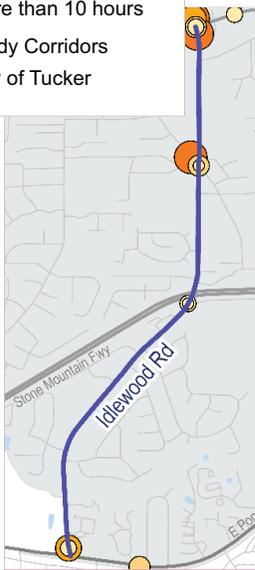
Existing Conditions and Needs Assessment

OPERATIONS

Duration of Bottlenecks

Average Daily Duration of Bottlenecks

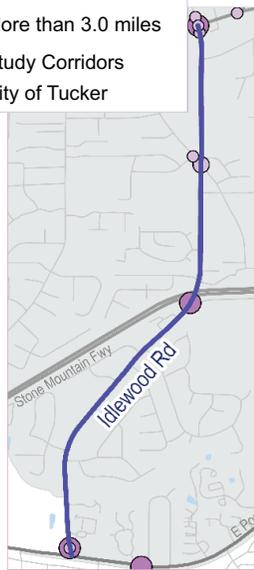
- Less than 1 hour
- 1 to 4 hours
- 4 to 7 hours
- 7 to 10 hours
- More than 10 hours
- Study Corridors
- City of Tucker



Queue Lengths of Bottlenecks

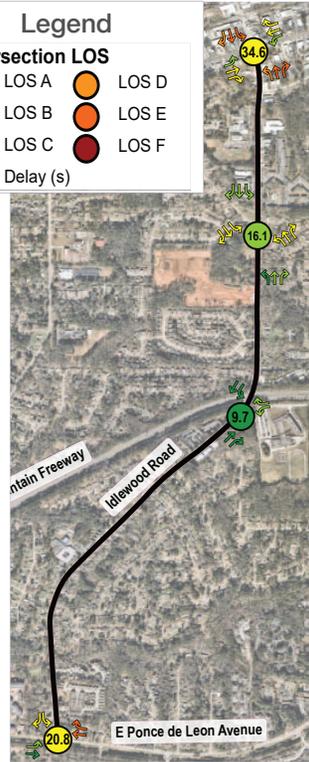
Average Bottleneck Queue Length

- Less than 0.50 miles
- 0.50 - 1.0 miles
- 1.0 - 2.0 miles
- 2.0 - 3.0 miles
- More than 3.0 miles
- Study Corridors
- City of Tucker



AM Level of Service

- #### Legend
- ##### Intersection LOS
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - # Delay (s)

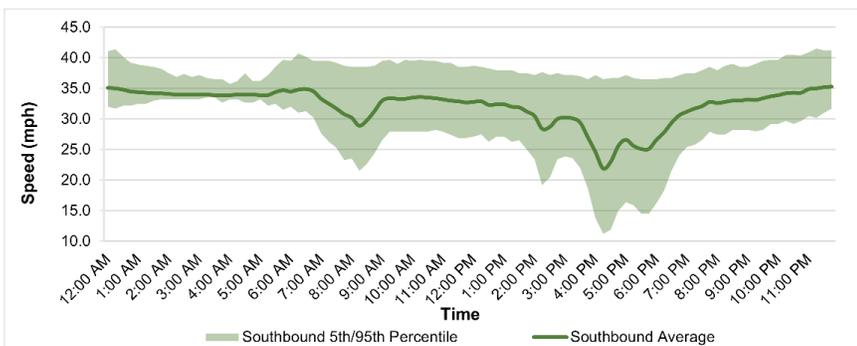
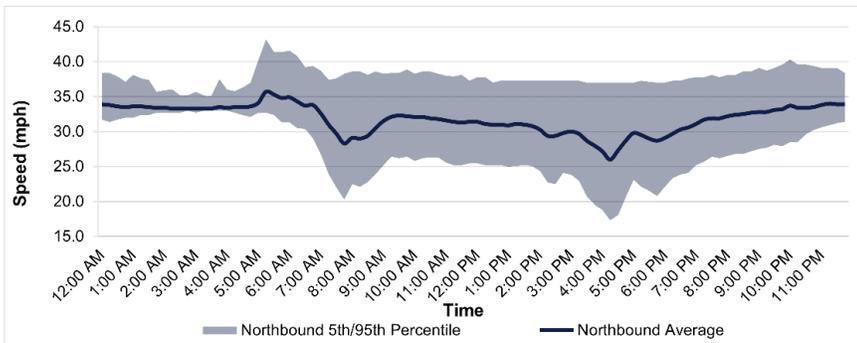


PM Level of Service

- #### Legend
- ##### Movement LOS
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - No LOS



RITIS Speed Data



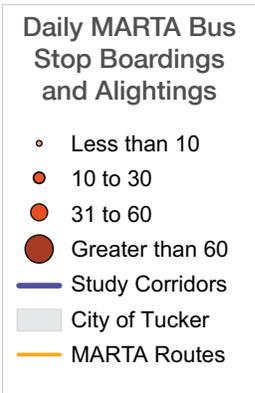
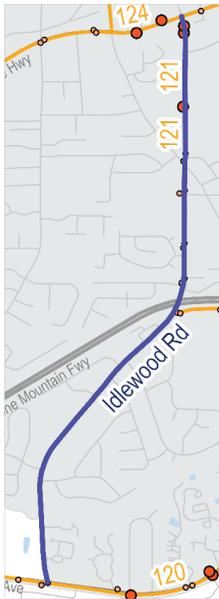
SUMMARY OF OPERATIONS

- The results of the capacity analysis for Idlewood Road indicate that the intersection of Idlewood Road at Sarr Parkway operates at LOS E during the PM peak hour and the SB approach operates at LOS F during the PM peak hour. All other intersection operates at Lost C or better during the AM and PM peak hours.
- Northbound speeds on Idlewood Road reach the highest average speed of 35.7 mph at 5:15 A.M. and lowest average speed of 26.0 mph at 4:15 P.M. Southbound speeds on Idlewood Road reach the highest average speed of 35.3 mph at 11:45 P.M. and lowest average speed of 21.9 mph at 4:15 P.M.
- This corridor has the 3rd worst bottleneck within the study area at the westbound approach of Idlewood Road at SR 8. The average daily duration is 5 hours and 39 minutes.

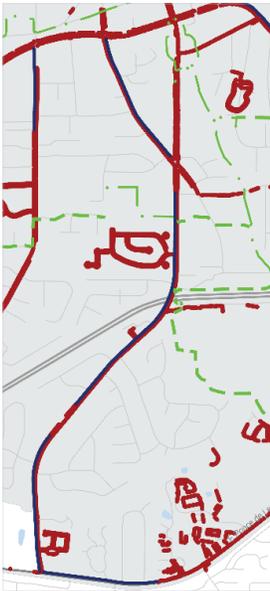
Idlewood Road

TRANSIT, BICYCLE, AND PEDESTRIAN

MARTA Ridership



Sidewalk Presence



SUMMARY OF MULTIMODAL ASSESSMENT

This corridor has the highest pedestrian and bicycle activity of all the study corridors. Sidewalks are present across the entire west side of the corridor and parts of the east side of the corridor. MARTA bus stops are located through the northern half of the corridor and at the intersection of Idlewood Road at E Ponce de Leon Avenue, with the highest ridership at the northern end of the corridor. There are three schools along the study corridor: Tucker Middle School, Stone Mountain Middle School, and Idlewood Elementary School. The Trails Master Plan identified two crossings in design: one immediately north of Tucker Middle School and one at Freight Street.

SITE VISIT AND PUBLIC COMMENTS

- The traffic signal at the intersection of Idlewood Road at East Ponce de Leon Avenue needs several upgrades and maintenance items including countdown pedestrian signal heads, ADA-compliant ramps, backplates with retroreflective borders, intersection signage, and clearing/grubbing of vegetation.
- The bridge across US 78 is very narrow, and there are public concerns about pedestrian access across the bridge.
- There is public interest in installing a traffic signal at the intersection of Idlewood Road at Duesenberg Drive, since there are perceived sight distance limitations and difficulty finding a gap in traffic to enter the intersection.
- There is public desire to close the section of Elmdale Drive between Idlewood Road and Fellowship Road.
- There is public support for converting the intersection of Idlewood Road at Fellowship Road to a roundabout, which would address the intersection skew and operational concerns at the intersection during school egress and the PM peak hour.
- There is public interest in installing a traffic signal to Idlewood Road at Cowan Road, though it is only 750 feet from the signal at SR 8.
- There is a narrow parking lot on the west side of Idlewood Road, at the intersection of SR 8, that presents many potential conflicts between backing maneuvers from the parking lot and traffic on Idlewood Road.
- There are several maintenance needs at the intersection of Idlewood Road at SR 8 including faded signage, faded pavement markings, and broken backplates.
- There are public concerns about sidewalk gaps, overnight street racing, street lighting gaps, vegetation overgrowth, and heavy vehicle travel patterns throughout the corridor.

Existing Conditions and Needs Assessment

The corridor extends from Elmdale Drive to Chamblee Tucker Road. Within the project limits, Fellowship Road is a two-lane road from Elmdale Drive to SR 8 and a four-lane road from SR 8 to Chamblee Tucker Road. Fellowship Road is classified as a local road from Elmdale Road to Idlewood Road and a major collector from Idlewood Road to Chamblee Tucker Road, oriented in the north-south direction with a posted speed limit of 40 mph from Chamblee Tucker Road to Lavista Road, 35 mph from SR 236 to SR 8, 30 mph from SR 8 to Idlewood Road, and 25 mph from Idlewood Road to Elmdale Road. The roadway is undivided.

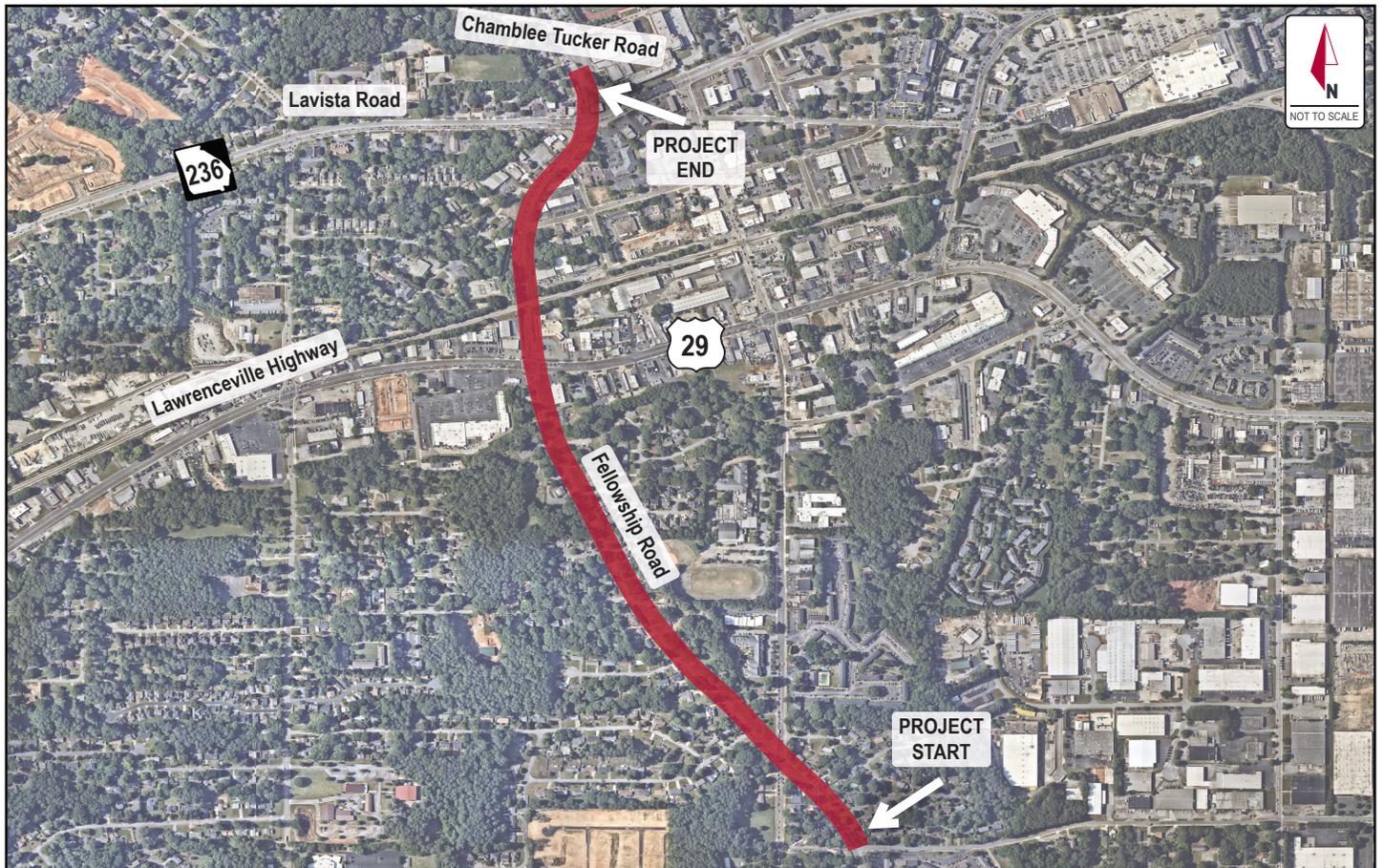


Figure 8: Fellowship Rd Study Area

KEY TAKEAWAYS

- The majority of crashes occurred at the intersection of Fellowship Road at SR 8. Rear-end crashes and same-direction sideswipe crashes were the most predominant.
- The intersections of Idlewood Road at Fellowship Road, SR 8 at Fellowship Road, SR 236 at Fellowship Road, and Fellowship Road at Chamblee Tucker Road are operating at an acceptable LOS during both peak hours.
- Sidewalks are present across the entire west side of the corridor and parts of the east side of the corridor.
- The 95th percentile speed along Fellowship Road reached 35 mph, 5 mph over the posted 30 mph speed limit.

CRASH TRENDS

- Over 18 percent of the crashes reported occurred during dark conditions.
- Over 12 percent of the crashes occurred on wet, icy, or snowy pavement.
- 164 of the crashes (40 percent) occurred at the intersection of Fellowship Road at SR 8, 100 crashes (25 percent) occurred at Fellowship Road at SR 236, 61 crashes (15 percent) occurred at Fellowship Road at Idlewood Road. All other intersections accounted for less than 10 percent of all crashes along the corridor.
- Five crashes involved a vulnerable roadway user—two bicycle crashes and three pedestrian crashes.
- The single fatal crash was a pedestrian crash that occurred at the east leg of SR 8 at Fellowship Road during light conditions.



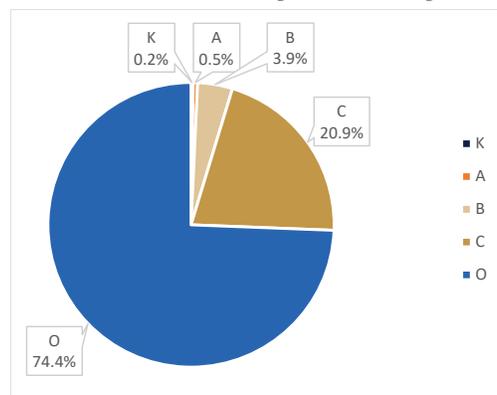
Fellowship Road

CRASH ANALYSIS

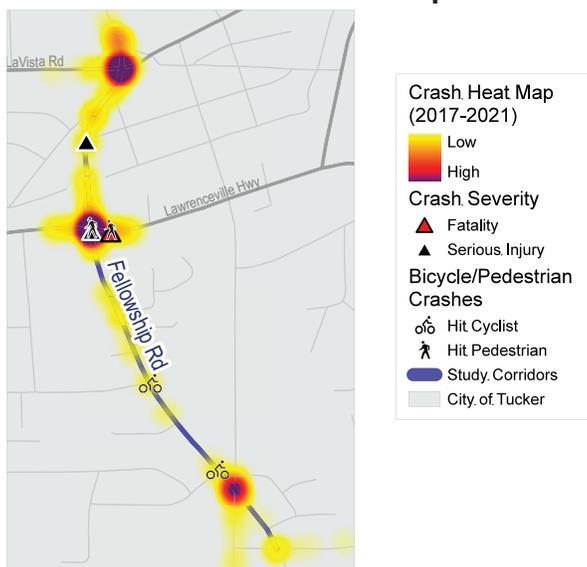
Crash Trends

	TOTAL	AVERAGE	PERCENT
Total Crashes	406	81.2	100%
Fatal Crashes	1	0.2	0.2%
Injury Crashes	103	20.6	25.4%
Dark Crashes	74	14.8	18.2%
Wet Crashes	50	10	12.3%
Bike/Ped Crashes	5	1	1.2%

Crashes by Severity



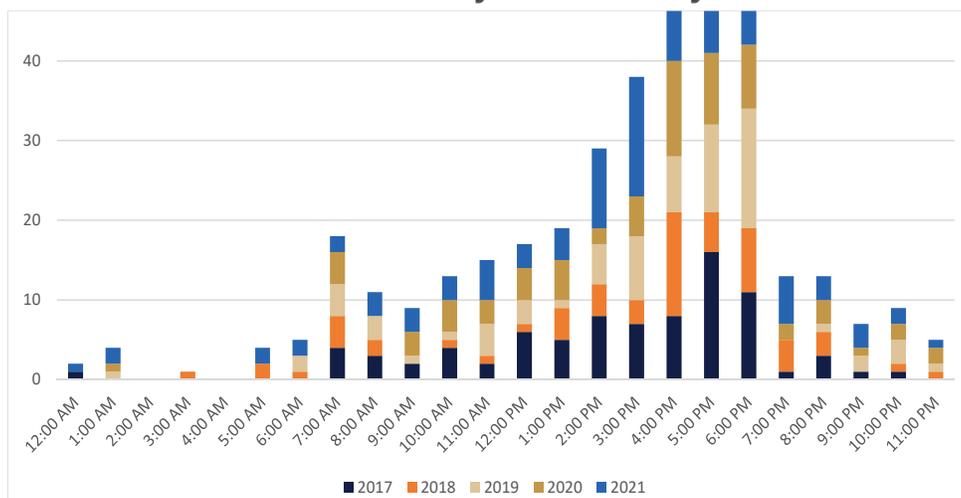
Heat Map



Crashes by Type

CRASH TYPE	TOTAL	PERCENT
Rear End	169	41.60%
Sideswipe-Same Direction	88	21.70%
Angle	56	13.80%
Left Turn	44	10.80%
Hit Fixed Object	15	3.69%
Right Turn	10	2.50%
Backing	7	1.70%
Head On	6	1.50%
Sideswipe-Opposite Direction	4	1.00%
Hit Pedestrian	3	0.70%
Hit Cyclist	2	0.50%
Run off the Road	1	0.25%
Hit Fallen Object	1	0.25%

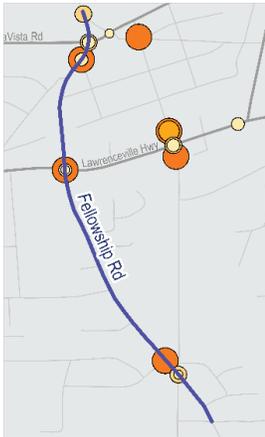
Crashes by Time of Day



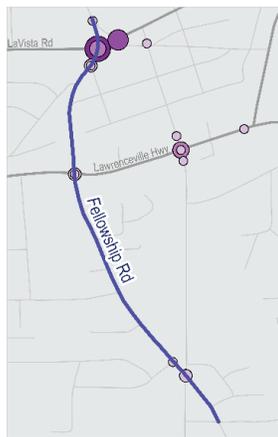
Existing Conditions and Needs Assessment

OPERATIONS

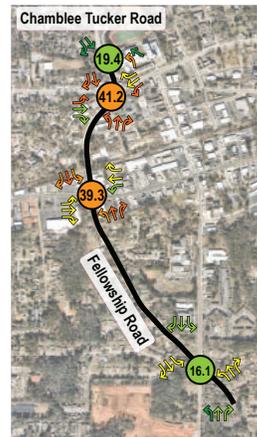
Duration of Bottlenecks



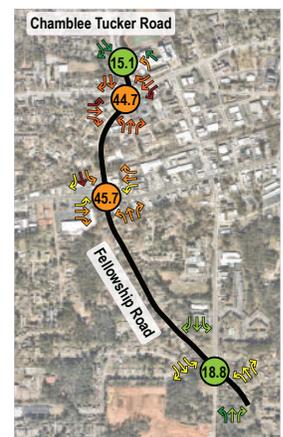
Queue Lengths of Bottlenecks



AM Level of Service



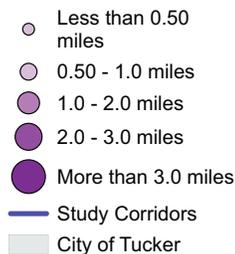
PM Level of Service



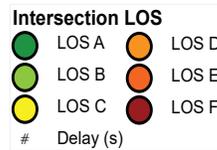
Average Daily Duration of Bottlenecks



Average Bottleneck Queue Length



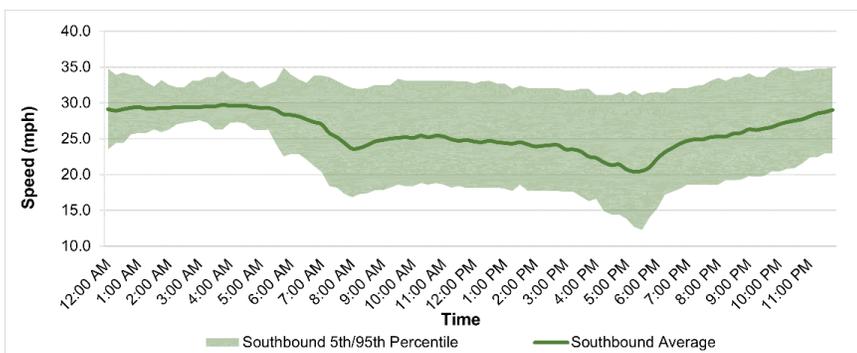
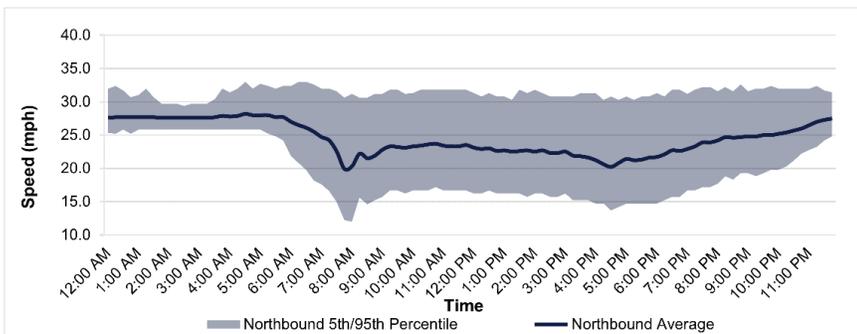
Legend



Legend



RITIS Speed Data

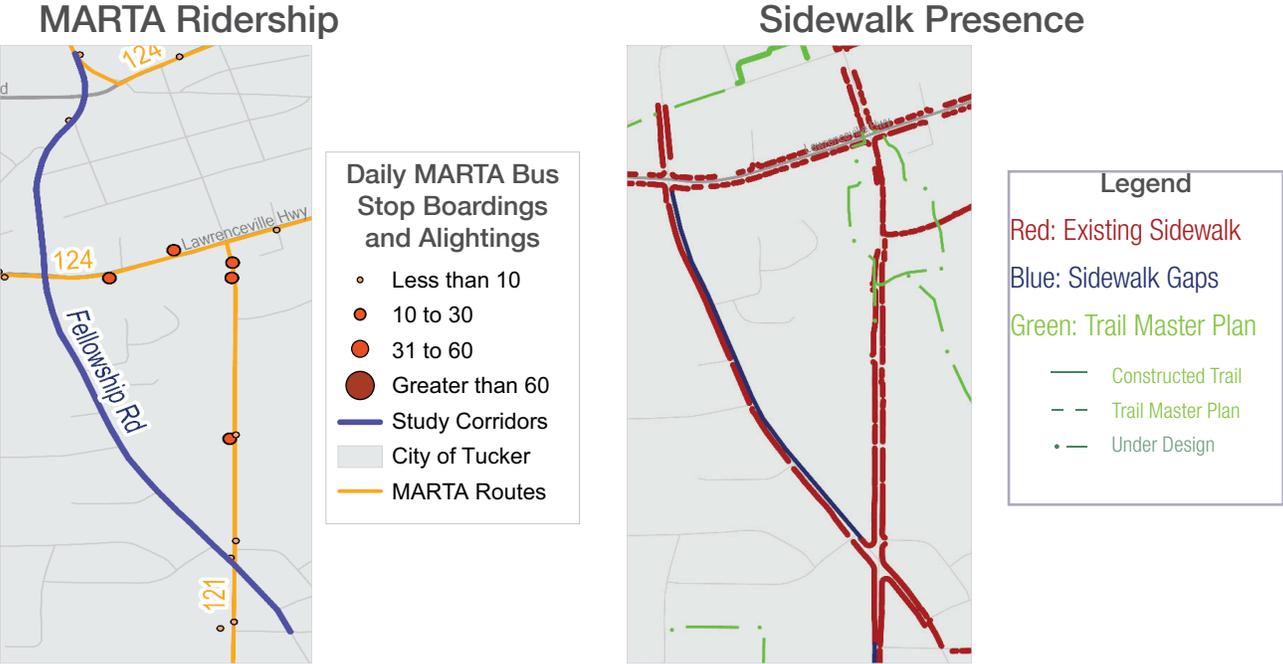


SUMMARY OF OPERATIONS

- The results of the capacity analysis for Fellowship Road indicate that Fellowship Road at SR 8 and Fellowship Road at SR 236 both operate at LOS D during both peak hours. Fellowship Road at Idlewood Road and Fellowship Road at Chamblee Tucker Road operate at LOS B during both peak hours.
- Northbound speeds on Fellowship Road reach the highest average speed of 28.2 mph at 4:30 A.M. and lowest average speed of 19.9 mph at 7:45 A.M. Southbound speeds on Fellowship Road reach the highest average speed of 29.7 mph at 3:45 A.M. and lowest average speed of 20.4 mph at 5:15 P.M.
- This corridor has the 5th worst bottleneck within the study area at the westbound approach of SR 8 at Fellowship Road. The average daily duration is 5 hours and 39 minutes.

Fellowship Road

TRANSIT, BICYCLE, AND PEDESTRIAN



SUMMARY OF MULTIMODAL ASSESSMENT

This corridor has moderate to heavy pedestrian and bicycle activity, especially north of the Idlewood Road at Fellowship Road intersection. Sidewalks are present across the entire west side of the corridor and parts of the east side of the corridor. MARTA bus stops are located along the northern half of the corridor. At road diet was completed just north of the study corridor (on Chamblee Tucker Road) starting at Tucker High School and extending north The Trails Master Plan identified a trail bridge in design that is planned to provide crossing over Fellowship Road at Railroad Avenue.

SITE VISIT AND PUBLIC COMMENTS

- There is public concern that not enough green time is provided for the side-street left-turn phases at the intersection of Fellowship Road at SR 8.
- Pedestrian timings as well as the placement angle of pedestrian signal heads should be reevaluated at the intersection of Fellowship Road at SR 8.
- There is public desire for a left-turn lane and/or left-turn signal phase at the northbound approach of Fellowship Road at SR 236.
- Sight distance is limited for the southbound right-turn movement at the intersection of Fellowship Road at SR 236.
- There are several maintenance needs at the intersection of Fellowship Road at SR 236 including faded overhead street name signs, faded pedestrian striping, and missing or broken backplates.
- There is public concern at the intersection where Fellowship Road merges with Chamblee Tucker Road since the outside, northbound travel lane drops into a right-turn lane.
- There are several maintenance needs at the intersection of Fellowship Road at Chamblee Tucker Road including damaged sidewalks, faded signage, and retroreflective borders for signal backplates.
- Transversing through the intersection of Fellowship Road at Chamblee Tucker Road may be improved by installing skip striping through the intersection as well as auxiliary signal heads and larger directional signage.
- There is an opportunity to extend the road diet on Chamblee Tucker Road further south along Fellowship Road.

Recommendations

Building upon work previously completed as part of Tucker Tomorrow and the Tucker PATH Trail Master Plan, the findings from the Existing Conditions and Needs Assessment of the North-South Connectivity Study were used to develop recommendations that support the City of Tucker in its vision of "connecting places and people with safe travel options, today, tomorrow." These recommendations build on the City's previous efforts and focus on operational and safety improvements that can be accomplished without major roadway widening.

Four priority tiers of recommendations were developed:

- **Tier 1:** Tier 1 recommendations are a mix of higher priority and higher impact projects as well as "easy win" projects that can provide meaningful impact at lower costs. Projects in Tier 1 are the City of Tucker's top priority for funding and implementation, and they provide the most opportunity to help the City accomplish its transportation objectives.
- **Tier 2:** Tier 2 recommendations are projects that also provide meaningful impact but are at a middle level of priority for implementation based on available and identified funding. As the City completes higher priority projects, Tier 2 projects may move into Tier 1.
- **Tier 3:** Tier 3 recommendations are projects that provide more moderate impacts or are lower priority for implementation. Tier 3 projects may require partnership or identifying new and/or additional funding sources.
- **Maintenance:** These projects include annual, ongoing maintenance activities as well as repaving, re-striping, and equipment repair activities.

Recommendation Categories

Further, recommendations from the North-South Connectivity Study fall into four primary categories of projects:

- **Mobility:** Projects that address both safety and operations while enhancing connectivity and mobility for all transportation users
- **Multimodal:** Projects that facilitate the movement of pedestrians, cyclists, transit, and freight
- **Operations:** Projects that improve intersection and corridor operations without adding capacity
- **Safety:** Projects that address historical crash trends or aim to prevent fatal and serious injury crashes

Mobility:

- 8 Intersection Improvements
- 3 Roadway Improvements
- 3 Signing and Marking Improvements

Multimodal:

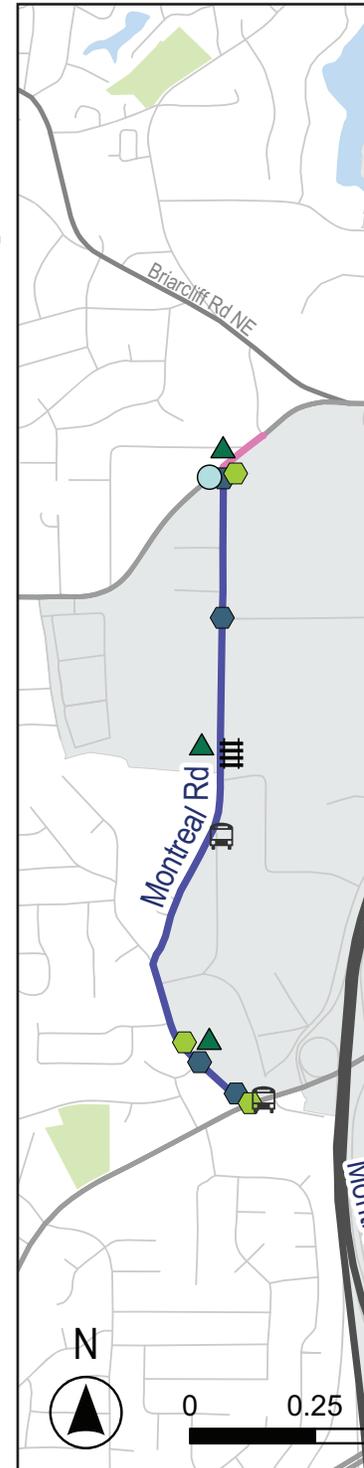
- 13 Bicycle/Pedestrian Connectivity
- 9 Signal Improvements
- 6 Transit Improvements
- 6 Roadway Improvements
- 5 Intersection Improvements
- 3 Freight Improvements

Operations:

- 9 Intersection Improvements
- 3 Signal Improvements
- 1 Roadway Improvement

Safety:

- 17 Signal Improvements
- 9 Access Management
- 9 Intersection Improvements
- 7 Signing and Marking Improvements
- 2 Roadway Improvements
- 2 Freight Improvements





All Projects

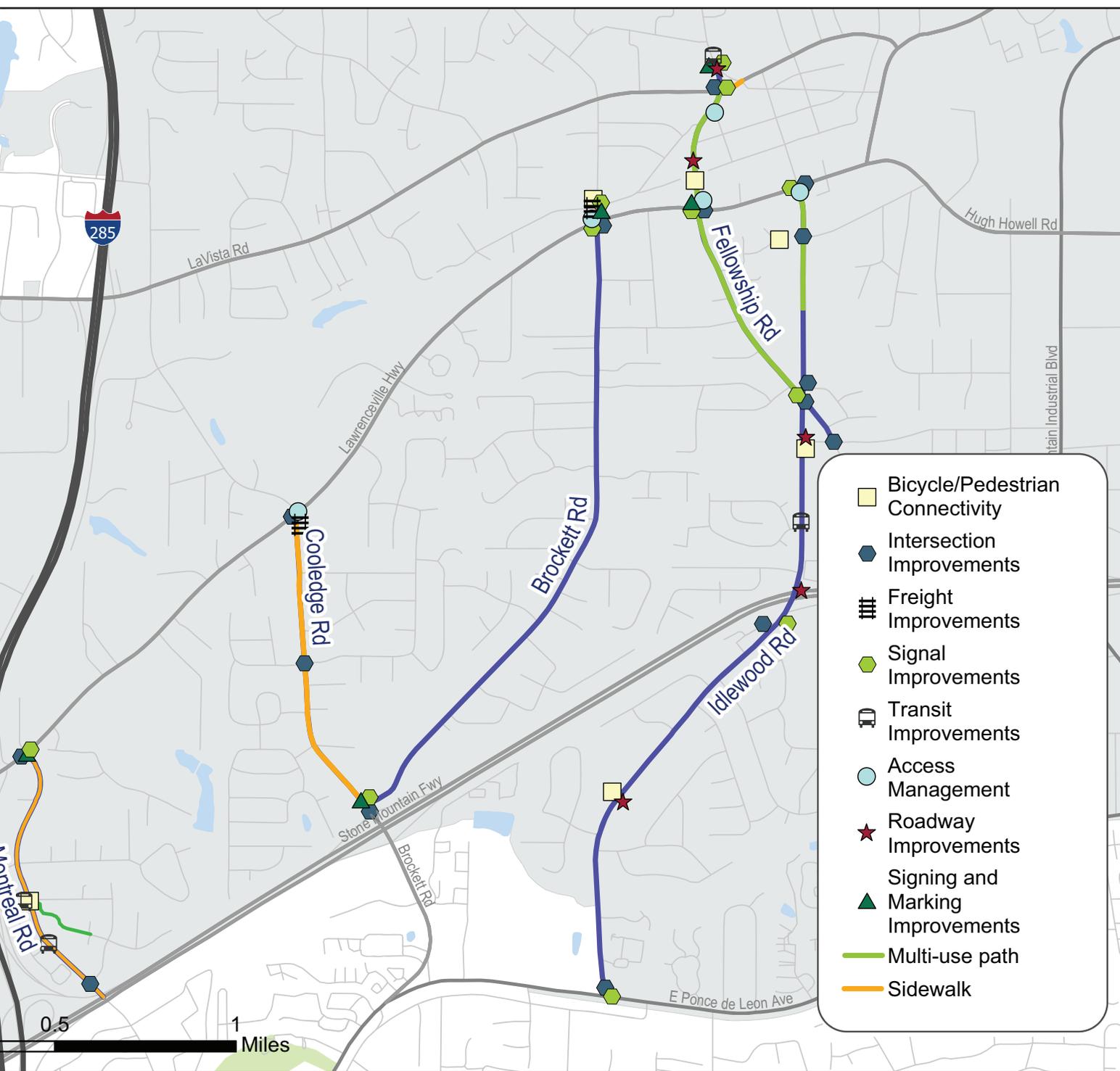


Figure 9: Recommendations Map

Recommendations

Montreal Road (East) has 13 planned projects that includes 3 bicycle/pedestrian connectivity, 2 intersection improvements, 3 signal improvements, 3 signing and marking improvements, and 2 transit improvement projects.

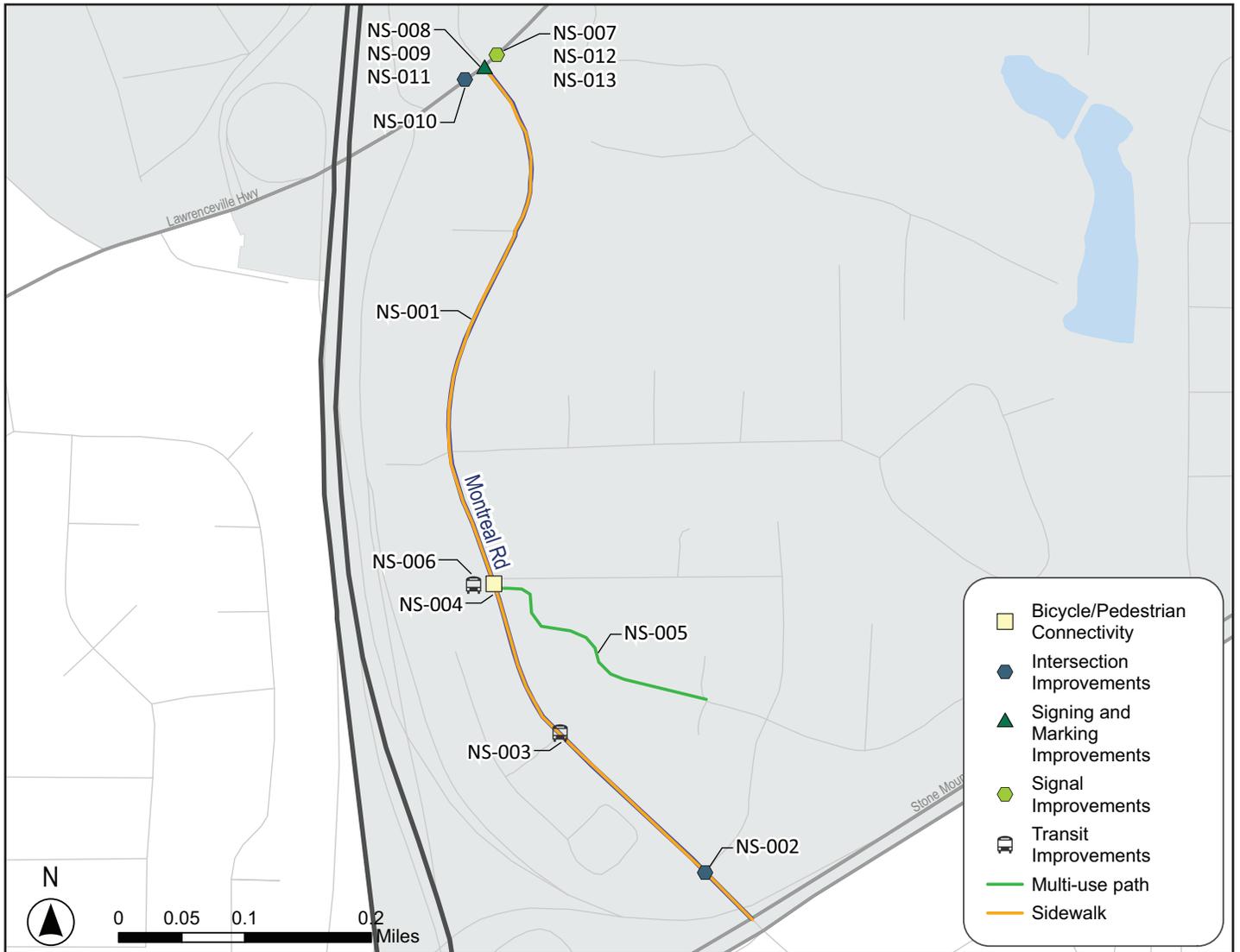


Figure 10: Montreal Rd (East) Recommendations



Montreal Road (East)

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-001	1 - Corridor	Fill in the sidewalk gaps along the east side of the corridor	Bicycle/Pedestrian Connectivity	Tier 2	\$ 175,000.00
NS-002	2 - Montreal Rd (East) at Juneau Ct	Construct a northbound right-turn lane	Intersection Improvements	Tier 3	\$ 125,000.00
NS-003	3 - Montreal Rd at Five Oaks Way	Move Bus Stop 901640 (Montreal Rd & 1215) further north, closer to Five Oaks Way	Transit Improvements	Tier 1	\$ 15,000.00
NS-004	4 - Montreal Rd (East) at Alcan Way	Install a mid-block pedestrian crossing	Bicycle/Pedestrian Connectivity	Tier 2	\$ 35,000.00
NS-005	4 - Montreal Rd (East) at Alcan Way	Install a multi-use path through Montreal Park that connects Montreal Way to MARTA stops on Montreal Rd East, as well as the proposed mid-block pedestrian crossing in Project NS-004	Bicycle/Pedestrian Connectivity	Tier 3	\$ 250,000.00
NS-006	4 - Montreal Rd (East) at Alcan Way	Move Bus Stop 901531 (Montreal Rd & Alcan Way) to the north side of the intersection	Transit Improvements	Tier 1	\$ 15,000.00
NS-007	5 - Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)	Reconfigure the signal heads at the northbound approach to provide two, three-section signal heads with left-turn arrows and a single, three-section signal head with a right-turn arrow	Signal Improvements	Tier 2	\$ 25,000.00
NS-008	5 - Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)	Restripe the intersection	Signing and Marking Improvements	Maintenance	\$ 35,000.00
NS-009	5 - Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)	Paint the median nose of the west leg of the intersection to improve visibility	Signing and Marking Improvements	Maintenance	\$ 2,500.00
NS-010	5 - Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)	Replace the damaged pedestrian railing at the north side of the intersection	Intersection Improvements	Maintenance	\$ 5,000.00
NS-011	5 - Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)	Replace the damaged "State-Law Stop for Pedestrian" sign in the southeast quadrant of the intersection	Signing and Marking Improvements	Maintenance	\$ 1,000.00
NS-012	5 - Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)	Convert the westbound left-turn phasing to protected only or upgrade the five-section signal head to a four-section signal head with flashing yellow-arrow operations	Signal Improvements	Maintenance	\$ 15,000.00
NS-013	5 - Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)	Install a crosswalk and pedestrian signal across the west leg of the intersection	Signal Improvements	Tier 2	\$ 20,000.00

Recommendations

Montreal Road (East) at SR 8 (US 29/Lawrenceville Highway)



Figure 11. Project ID NS-013: Montreal Rd E at SR 8 Concept Drawing

- Reconfigure the signal heads at the northbound approach to provide two, three-section signal heads with left-turn arrows and a single, three-section signal head with a right-turn arrow.
- Convert the westbound left-turn phasing to protected only or upgrade the five-section signal head to a four-section signal head with flashing yellow-arrow operations.
- Install a crosswalk with ADA ramps and pedestrian signal across the west leg of the intersection.
- Reconstruction of the concrete median in the southwest corner of the intersection to accommodate the added crosswalk.



Montreal Road (East)

This page has been intentionally left blank.

Recommendations

Montreal Road (West) has 28 planned projects including 3 access management, 3 freight improvements, 8 intersection improvements, 1 roadway improvement, 8 signal improvements, 3 signing and marking improvements, and 2 transit improvements.

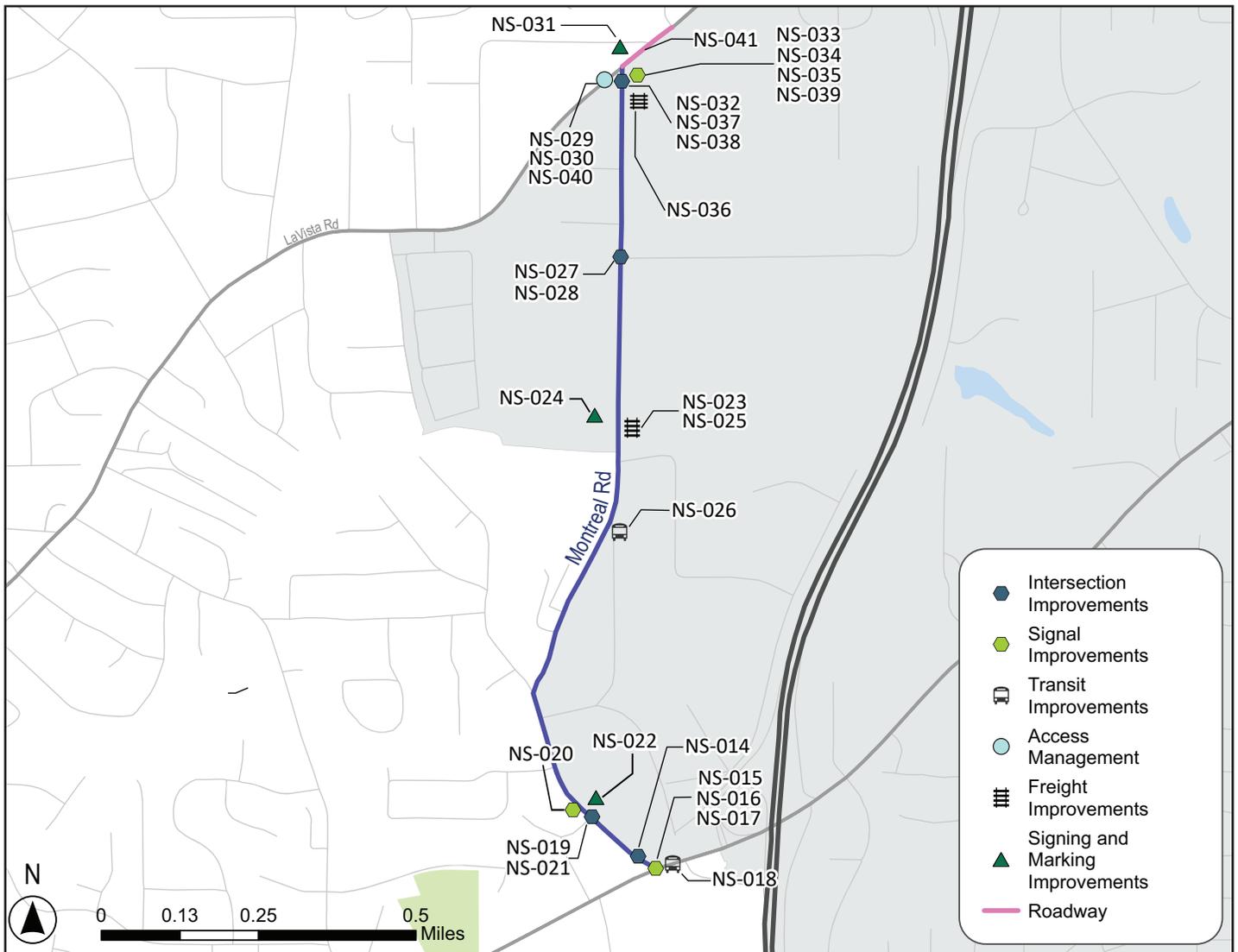


Figure 12: Montreal Rd (West) Recommendations



Montreal Road (West)

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-014	1 - Montreal Rd (West) at SR 8 (US 29/Lawrenceville Hwy)	Construct an eastbound right-turn lane	Intersection Improvements	Tier 3	\$ 125,000.00
NS-015	1 - Montreal Rd (West) at SR 8 (US 29/Lawrenceville Hwy)	Install backplates with retroreflective borders to the northbound and southbound signal heads	Signal Improvements	Maintenance	\$ 5,000.00
NS-016	1 - Montreal Rd (West) at SR 8 (US 29/Lawrenceville Hwy)	Upgrade the southbound pedestrian signal across the east leg of the intersection to a countdown signal head	Signal Improvements	Tier 1	\$ 10,000.00
NS-017	1 - Montreal Rd (West) at SR 8 (US 29/Lawrenceville Hwy)	Relocate the pedestrian button in the northeast quadrant of the intersection to improve accessibility	Signal Improvements	Tier 1	\$ 5,000.00
NS-018	1 - Montreal Rd (West) at SR 8 (US 29/Lawrenceville Hwy)	Consolidate bus stops at the intersection: Remove Bus Stop 212941 and Bus Stop 901643 (Montreal Rd & Montreal Cir S) and redesignate to Bus Stop 902192 and Bus Stop 902197 (Lawrenceville Hwy & Montreal Rd W); Remove Bus Stop 211132 (Lawrenceville Hwy & Montreal Rd W); Assign MARTA Routes 125 and 75 to Bus Stop 902197 (Lawrenceville Hwy & Montreal Rd W)	Transit Improvements	Tier 2	\$ 30,000.00
NS-019	2 - Montreal Rd (West) at Montreal Cir South	Convert the westbound approach to one right-turn lane and one left-turn lane	Intersection Improvements	Tier 3	\$ 20,000.00
NS-020	2 - Montreal Rd (West) at Montreal Cir South	Replace the broken pedestrian signal across the north leg of the intersection	Signal Improvements	Maintenance	\$ 5,000.00
NS-021	2 - Montreal Rd (West) at Montreal Cir South	Reconstruct the pedestrian ramp in the southeast quadrant of the intersection to meet ADA compliance	Intersection Improvements	Tier 2	\$ 10,000.00
NS-022	2 - Montreal Rd (West) at Montreal Cir South	Restripe the intersection	Signing and Marking Improvements	Maintenance	\$ 30,000.00
NS-023	3 - Montreal Rd (West) at CSX RR Crossing	Install a four-quadrant gate system at the railroad crossing	Freight Improvements	Tier 1	\$ 50,000.00
NS-024	3 - Montreal Rd (West) at CSX RR Crossing	Restripe and resurface the railroad crossing	Signing and Marking Improvements	Maintenance	\$ 200,000.00
NS-025	3 - Montreal Rd (West) at CSX RR Crossing	Provide a grade separated railroad crossing	Freight Improvements	Tier 3	\$13,400,000.00
NS-026	4 - Montreal Rd (West) at Simpson Dr	Remove Bus Stop 902537 and Bus Stop 902503 (Montreal Rd & Simpson Dr)	Transit Improvements	Tier 1	\$ 15,000.00
NS-027	5 - Montreal Rd (West) at Montreal Industrial Way	Construct a northbound right-turn lane	Intersection Improvements	Tier 1	\$ 125,000.00

Recommendations

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-028	5 - Montreal Rd (West) at Montreal Industrial Way	Improve the turning radii at the intersection	Intersection Improvements	Tier 2	\$ 150,000.00
NS-029	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Convert the southbound approach to right-in/right-out operations	Access Management	Tier 2	\$ 30,000.00
NS-030	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Install a concrete median along the east leg of SR 236 between Montreal Rd West and Henderson Mill Rd	Access Management	Tier 2	\$ 50,000.00
NS-031	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Install skip striping through the intersection for the eastbound through movement	Signing and Marking Improvements	Maintenance	\$ 5,000.00
NS-032	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Reconstruct the median island to address the intersection skew	Intersection Improvements	Tier 2	\$ 25,000.00
NS-033	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Add retroreflective border to all signal backplates	Signal Improvements	Maintenance	\$ 5,000.00
NS-034	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Convert the westbound five-section signal head to a four-section signal head with flashing yellow-arrow operations	Signal Improvements	Maintenance	\$ 10,000.00
NS-035	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Increase countdown times for the pedestrian signals across SR 236	Signal Improvements	Maintenance	\$ 1,000.00
NS-036	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Install a truck apron/mountable curb in the southwest quadrant of the intersection	Freight Improvements	Maintenance	\$ 30,000.00
NS-037	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Restripe the crosswalk across the southern Dunkin Donuts driveway	Intersection Improvements	Maintenance	\$ 5,000.00
NS-038	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Stagger the northbound stop bars to improve intersection sight distance for the northbound right-turn movement	Intersection Improvements	Tier 2	\$ 10,000.00
NS-039	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Redesign the signal to include a new mast arm in the southeast quadrant of the intersection	Signal Improvements	Tier 3	\$ 95,000.00
NS-040	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Consolidate driveways in the southwest quadrant of the intersection	Access Management	Tier 3	\$ 250,000.00
NS-041	6 - Montreal Rd (West) at SR 236 (Lavista Rd)	Construct a new roadway that connects Montreal Rd (West), via a route around the development in the southeast quadrant of the intersection, to Henderson Mill Rd; Reconstruct the signalized intersection of SR 236 at Henderson Mill Rd and convert Montreal Rd (West) at SR 236 to right-in/right-out operations	Roadway Improvements	Tier 3	\$ 7,000,000.00



Montreal Road (West)

This page has been intentionally left blank.

Recommendations

Montreal Road (West) at SR 8 (US 29/Lawrenceville Highway)



Figure 13. Project ID NS-014: Montreal Rd W at SR 8 Concept Drawing

- Close the driveway in the southwest corner of the intersection.
- Construct an eastbound right-turn lane.
- Restripe crosswalks at all approaches.
- Restripe stop bar at the northbound approach.
- The signal is to be upgraded.

Montreal Road (West)

Montreal Road (West) at SR 236 (Lavista Road)



Figure 14. Project ID NS-029-030-031: Montreal Rd W at SR 236 Concept Drawing

- Convert the southbound leg to right-in/right-out operations.
- Install a concrete median along the east leg of SR 236 between Montreal Rd West and Henderson Mill Rd.
- Install skip striping through the intersection for the eastbound through movement.
- Redesign the signal to include a new mast arm in the southeast quadrant of the intersection.
- Increase countdown times for the pedestrian signals across SR 236.
- Install a truck apron/mountable curb in the southwest quadrant of the intersection.
- Reduces intersection skew for the northbound approach.

Recommendations

Montreal Road at Montreal Circle



Figure 15. Project ID-019-020-022: Montreal Rd W at Montreal Cir Concept Drawing

- Convert the westbound approach to one right-turn lane and one left-turn lane.
- Restripe the intersection including crosswalks.
- The existing signal and pedestrian signals are to be upgraded.

Montreal Road (West)

Montreal Road at Montreal Industrial Way

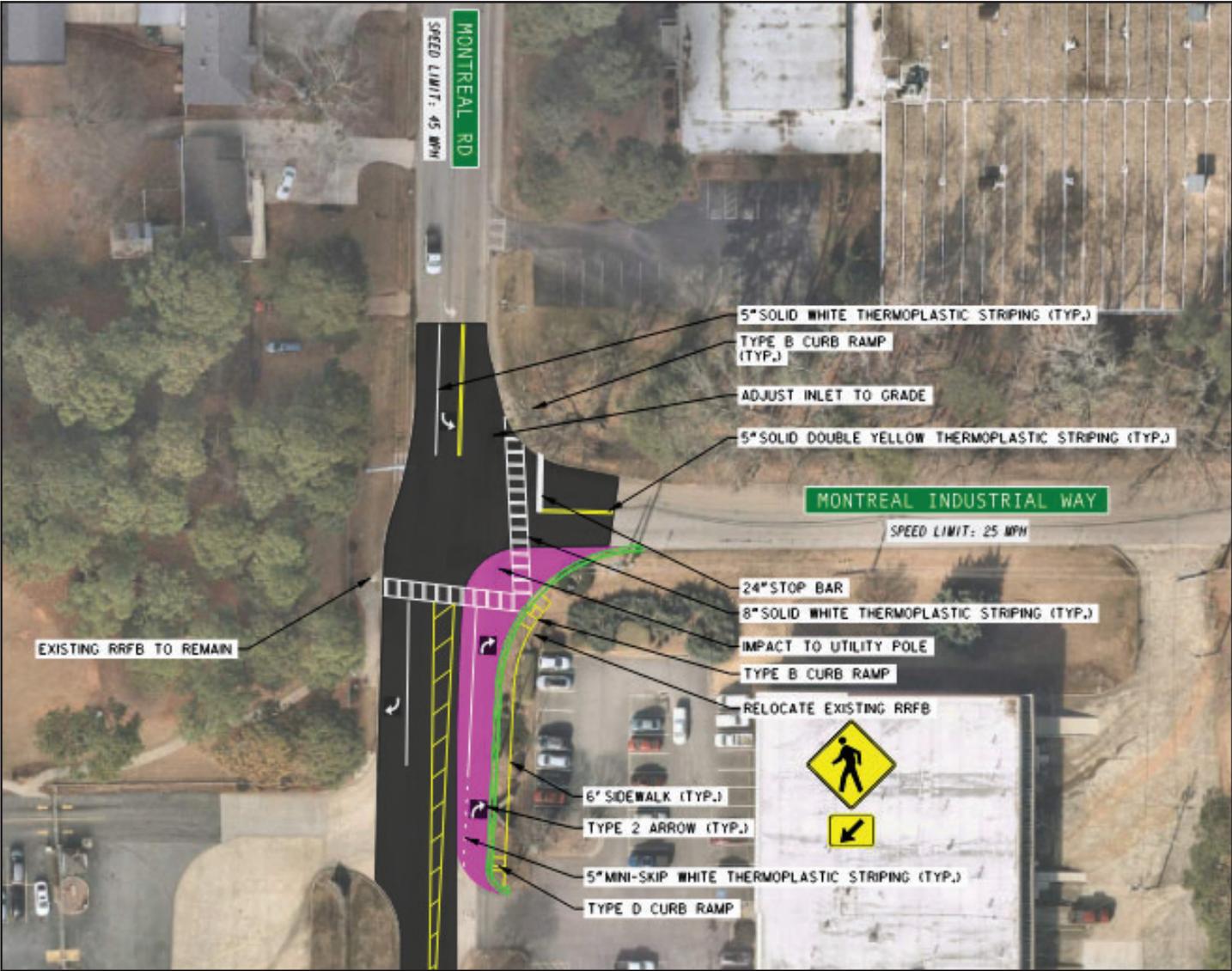


Figure 16. Project ID-027-028: Montreal Rd W at Montreal Ind Way Concept Drawing

- Improve the turning radii at the intersection.
- Construct a northbound right-turn lane.
- Reduce lane shift across intersection for northbound traffic.

Recommendations

Cooledge Road has 10 planned projects including 1 access management, 1 bicycle/pedestrian connectivity, 1 freight improvement, 5 intersection improvements, 1 signal improvement, and 1 signing and marking improvement.

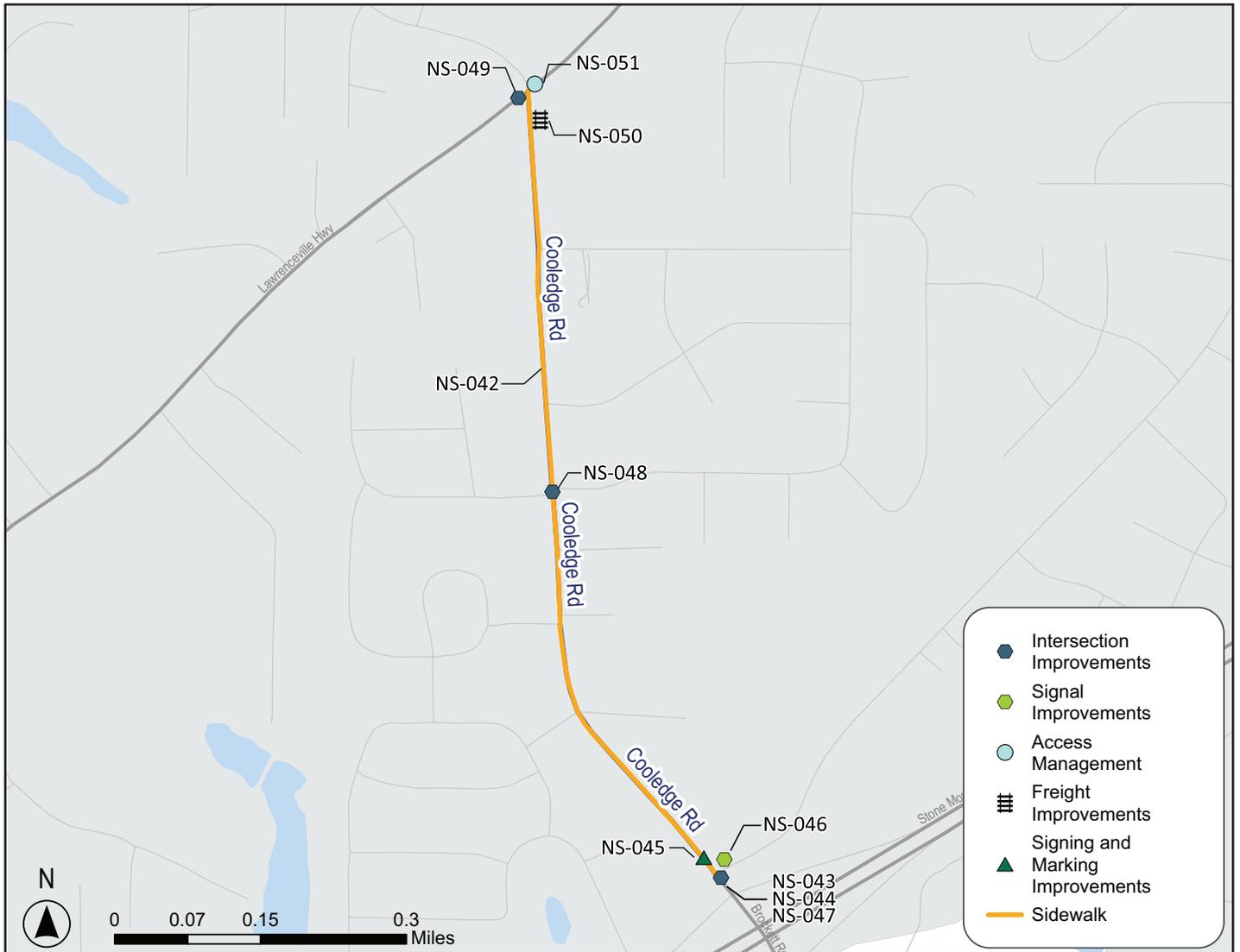


Figure 17: Cooledge Rd Recommendations



Cooledge Road

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-042	1 - Corridor	Fill in the sidewalk gaps along the corridor	Bicycle/Pedestrian Connectivity	Tier 2	\$ 250,000.00
NS-043	2 - Cooledge Rd at Brockett Rd	Reconfigure the intersection to a roundabout	Intersection Improvements	Tier 1	\$5,200,000.00
NS-044	2 - Cooledge Rd at Brockett Rd	Restripe the crosswalks to be high emphasis crossings	Intersection Improvements	Maintenance	\$ 10,000.00
NS-045	2 - Cooledge Rd at Brockett Rd	Install overhead street-name signs with wayfinding along the northbound and southbound approaches	Signing and Marking Improvements	Tier 3	\$ 10,000.00
NS-046	2 - Cooledge Rd at Brockett Rd	Upgrade the pedestrian signals to countdown signal heads, if not implementing Project NS-043	Signal Improvements	Tier 2	\$ 30,000.00
NS-047	2 - Cooledge Rd at Brockett Rd	Construct a northbound right-turn lane, if not implementing Project NS-043	Intersection Improvements	Tier 3	\$ 125,000.00
NS-048	3 - Cooledge Rd at Bishop Dr/Gloucester Dr	Reconfigure the offset intersection to a barbell roundabout	Intersection Improvements	Tier 1	\$2,600,000.00
NS-049	4 - Cooledge Rd at SR 8 (US 29/Lawrenceville Hwy)	Construct a northbound right-turn lane and reconfigure the northbound approach to one left-turn lane, two through lanes, and one right-turn lane; Widen the southbound approach and reconfigure to one left-turn lane, two through lanes, and one right-turn lane	Intersection Improvements	Tier 1	\$1,175,000.00
NS-050	4 - Cooledge Rd at SR 8 (US 29/Lawrenceville Hwy)	Improve the westbound right-turning radius for heavy vehicles	Freight Improvements	Tier 1	\$ 75,000.00
NS-051	4 - Cooledge Rd at SR 8 (US 29/Lawrenceville Hwy)	Implement access management strategies at the southeast quadrant of the intersection, if not implementing Project NS-049	Access Management	Tier 3	\$ 150,000.00

Recommendations

Coolidge Road at Brockett Road

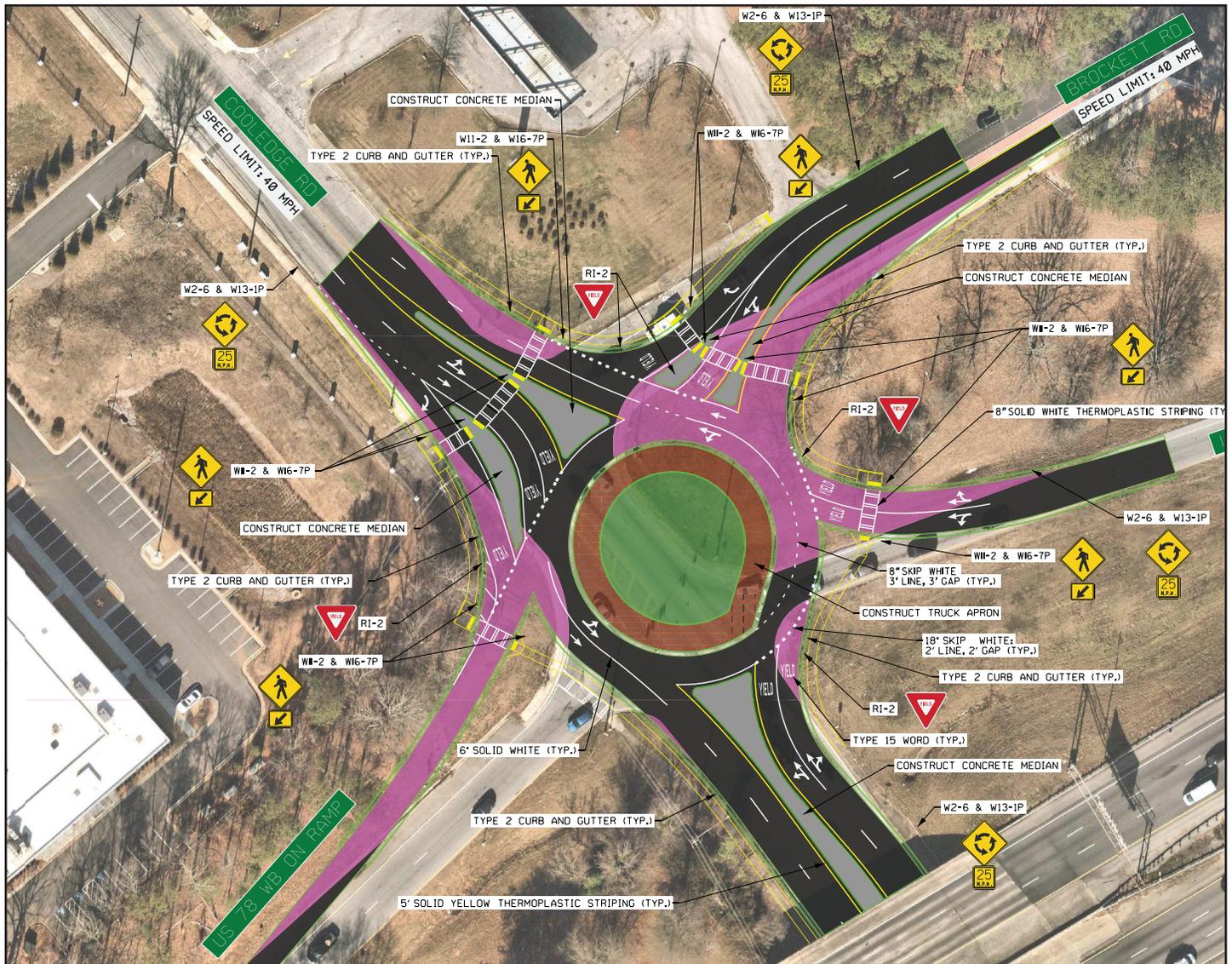


Figure 18. Project ID NS-043: Coolidge Rd at Brockett Rd Concept Drawing

- Reconfigures existing signalized intersection into a roundabout featuring a mountable truck apron, medians at each leg of the intersection and a crosswalk at the east leg.

Cooledge Road

Cooledge Road at SR 8 Bishop Dive/Gloucestter Drive

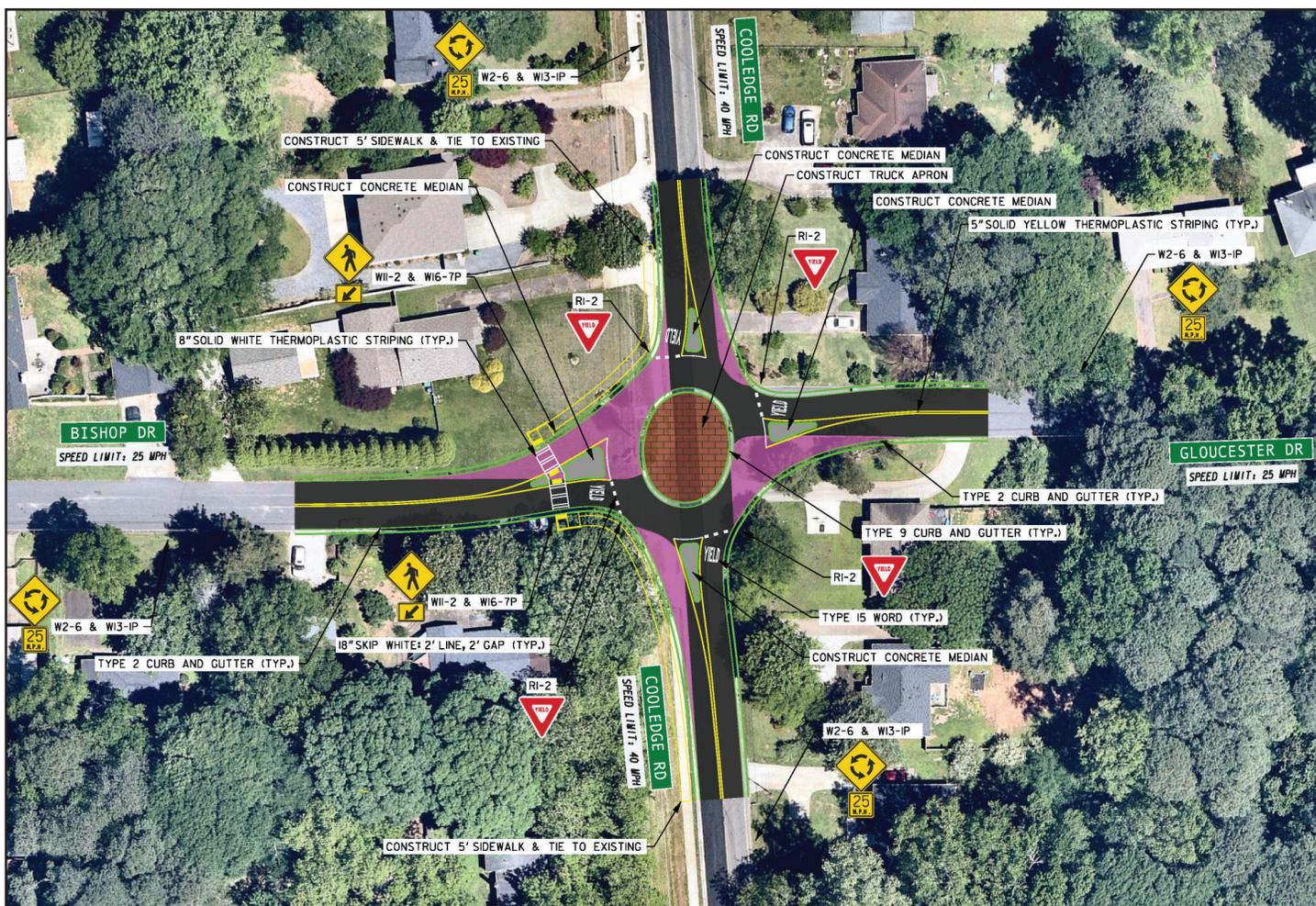


Figure 19. Project ID NS-048: Cooledge Rd at Bishop Dr/Gloucestter Dr Concept Drawing

- Convert the existing two-way stop-controlled intersection into a roundabout.
- The roundabout will feature medians at each approach, a truck apron, and a crosswalk at the west leg.

Recommendations

Cooledge Road at SR 8 (US 29/Lawrenceville Highway)

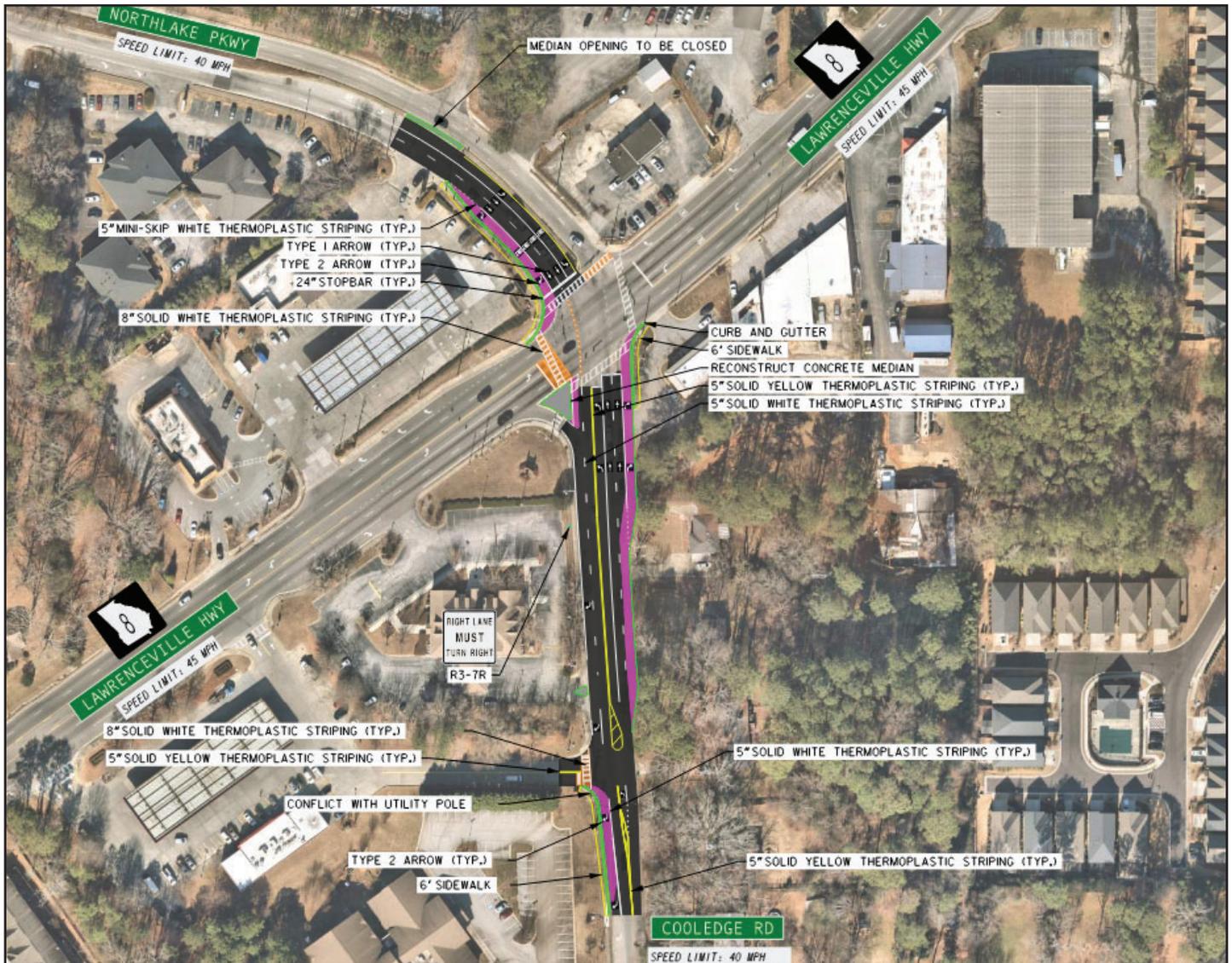


Figure 20. Project ID NS-049: Cooledge Rd at SR 8 Concept Drawing

- Construct a northbound right-turn lane and reconfigure the existing, northbound shared through/right-turn lane to a through lane
- Construct dual southbound through lanes and an exclusive southbound right-turn lane.
- Restripe the west-leg crosswalk.
- Restripe the eastbound approach of Cooledge Rd at QuickTrip driveway including the crosswalk.
- Close median opening on north leg intersection to prevent left-turns out of RaceTrac.



Coolidge Road

This page has been intentionally left blank.

Recommendations

Brockett Road has 9 planned projects including 1 access management, 1 pedestrian/bicycle connectivity, 1 freight improvement, 1 intersection improvement, 2 roadway improvements, 3 signal improvements, and 1 signing and marking improvement.



Figure 21: Brockett Rd Recommendations



Brockett Road

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-106	1 - Brockett Rd at SR 8 (US 29/Lawrenceville Hwy)	Reconfigure the northbound approach of Brockett Road to offset the left-turn lane and align the through lane with the northbound through lane at Railroad Ave	Intersection Improvements	Tier 1	\$ 485,000.00
NS-107	1 - Brockett Rd at SR 8 (US 29/Lawrenceville Hwy)	Replace all five-section signal heads with four-section signal heads with flashing yellow-arrow operations	Signal Improvements	Maintenance	\$ 50,000.00
NS-108	1 - Brockett Rd at SR 8 (US 29/Lawrenceville Hwy)	Prohibit southbound right-turn movements on red	Signal Improvements	Tier 2	\$ 2,000.00
NS-109	1 - Brockett Rd at SR 8 (US 29/Lawrenceville Hwy)	Consolidate driveways along both SR 8 approaches	Access Management	Tier 2	\$ 200,000.00
NS-110	2 - Brockett Rd at Moon St/Railroad Ave	Install sidewalk along both sides of Brockett Road, between SR 8 and Moon St/Railroad Ave	Bicycle/Pedestrian Connectivity	Tier 1	\$ 175,000.00
NS-111	2 - Brockett Rd at Moon St/Railroad Ave	Install a four-quadrant gate system at the railroad crossing	Freight Improvements	Tier 1	\$ 50,000.00
NS-112	2 - Brockett Rd at Moon St/Railroad Ave	Install auxiliary signal heads on the back of the north SR 8 mast arm for southbound motorists	Signal Improvements	Tier 1	\$ 5,000.00
NS-113	2 - Brockett Rd at Moon St/Railroad Ave	Repave and restripe Brockett Rd at Moon St/Railroad Ave	Signing and Marking Improvements	Maintenance	\$ 185,000.00
NS-114	2 - Brockett Rd at Moon St/Railroad Ave	Install shoulders along both sides of Brockett Rd, if not implementing Project NS-106	Roadway Improvements	Tier 2	\$ 500,000.00
NS-115	2 - Brockett Rd at Moon St/Railroad Ave	Realign the intersection further north	Roadway Improvements	Tier 3	\$2,750,000.00

Recommendations

Brockett Road at SR 8 (US 29/Lawrenceville Highway)

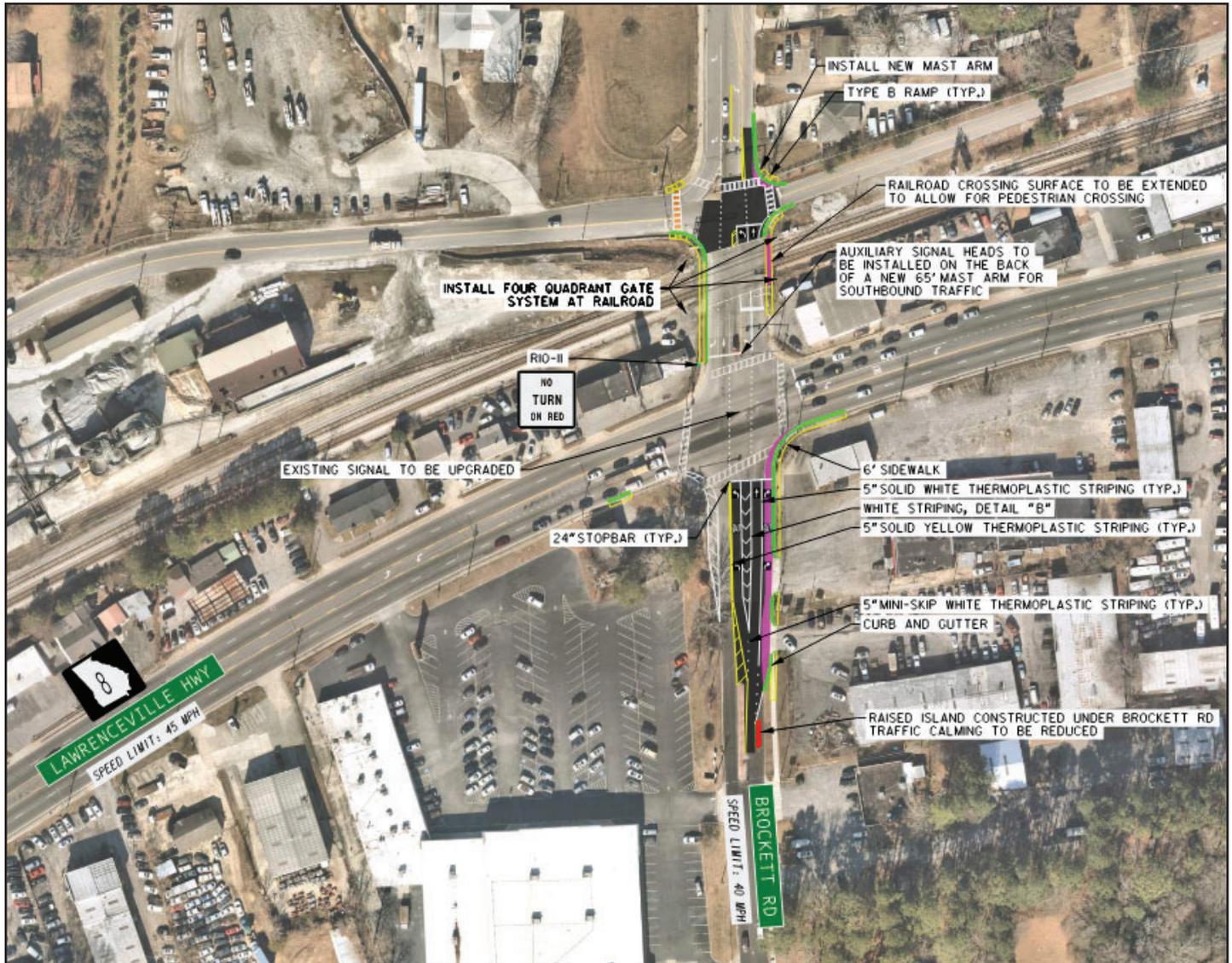


Figure 22. Project ID NS-106-108-110-111-112: Brockett Rd at SR 8 Concept Drawing

- Construct a northbound right-turn lane.
- Align the northbound through-lane to its receiving lane.
- Install an auxiliary head for the southbound approach of Brockett Rd at SR 8.
- Upgrade the existing signal equipment and install a mast arm for southbound traffic.
- Install a four quadrant gate system at the railroad crossing.
- Extend the railroad crossing surface to allow for easier pedestrian mobility.
- Restripe the intersection of SR 8 at Moon St including the northbound approach and crosswalks at the west, north, and east legs.



Brockett Road

This page has been intentionally left blank.

Recommendations

Idlewood Road has 31 planned projects including 2 access management, 6 pedestrian/bicycle connectivity, 10 intersection improvements, 7 roadway improvements, 10 signal improvements, and 1 transit improvement.

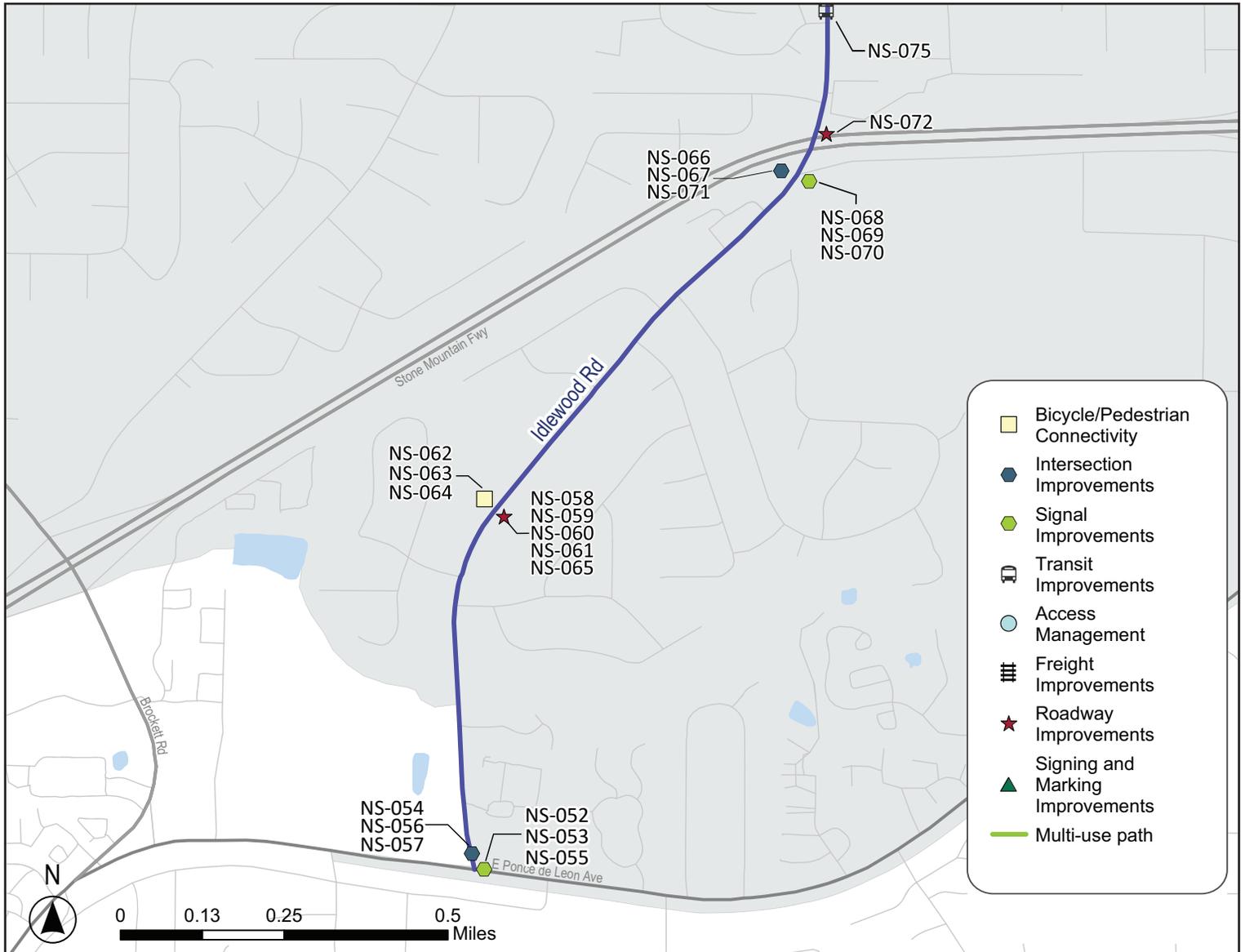


Figure 23: Idlewood Rd Recommendations



Idlewood Road

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-052	1 - Idlewood Rd at E Ponce de Leon Ave	Install a crosswalk and pedestrian signal across the west leg of the intersection	Signal Improvements	Tier 2	\$ 15,000.00
NS-053	1 - Idlewood Rd at E Ponce de Leon Ave	Update the pedestrian signals to countdown signal heads	Signal Improvements	Tier 1	\$ 20,000.00
NS-054	1 - Idlewood Rd at E Ponce de Leon Ave	Install pedestrian ramps to meet ADA compliance	Intersection Improvements	Tier 1	\$ 40,000.00
NS-055	1 - Idlewood Rd at E Ponce de Leon Ave	Add backplates with retroreflective borders to all signal heads	Signal Improvements	Maintenance	\$ 7,500.00
NS-056	1 - Idlewood Rd at E Ponce de Leon Ave	Trim vegetation along the northeast and northwest quadrants of the intersection to improve intersection sight distance for the southbound approach	Intersection Improvements	Maintenance	\$ 2,000.00
NS-057	1 - Idlewood Rd at E Ponce de Leon Ave	Reconstruct the southbound left-turn movement	Intersection Improvements	Tier 3	\$ 75,000.00
NS-058	2 - Idlewood Rd at Idlewood Elementary School	Reconfigure the intersection to provide a northbound left-turn lane and a southbound right-turn lane, keeping the southbound through lanes aligned	Roadway Improvements	Tier 3	\$ 400,000.00
NS-059	2 - Idlewood Rd at Idlewood Elementary School	Install a curb ramp on the east side of Idlewood Road for the existing crosswalk at the south driveway of Idlewood Elementary School	Roadway Improvements	Tier 2	\$ 20,000.00
NS-060	2 - Idlewood Rd at Idlewood Elementary School	Improve the curb ramp on the west side of Idlewood Road for the existing crosswalk at the south driveway of Idlewood Elementary School	Roadway Improvements	Maintenance	\$ 15,000.00
NS-061	2 - Idlewood Rd at Idlewood Elementary School	Install curb bulb-outs at the mid-block crossing	Roadway Improvements	Tier 2	\$ 10,000.00
NS-062	2 - Idlewood Rd at Idlewood Elementary School	Enhance the existing mid-block crossing with an RRFB treatment	Bicycle/Pedestrian Connectivity	Tier 1	\$ 25,000.00
NS-063	2 - Idlewood Rd at Idlewood Elementary School	Install a mid-block crossing at the north driveway of Idlewood Elementary School	Bicycle/Pedestrian Connectivity	Tier 2	\$ 35,000.00
NS-064	2 - Idlewood Rd at Idlewood Elementary School	Install sidewalk to close the gap on the west side of Idlewood Road between the existing sidewalk and Idlewood Elementary School	Bicycle/Pedestrian Connectivity	Tier 3	\$ 25,000.00
NS-065	2 - Idlewood Rd at Idlewood Elementary School	Improve drainage near the mid-block crossing	Roadway Improvements	Maintenance	\$ 50,000.00

Recommendations

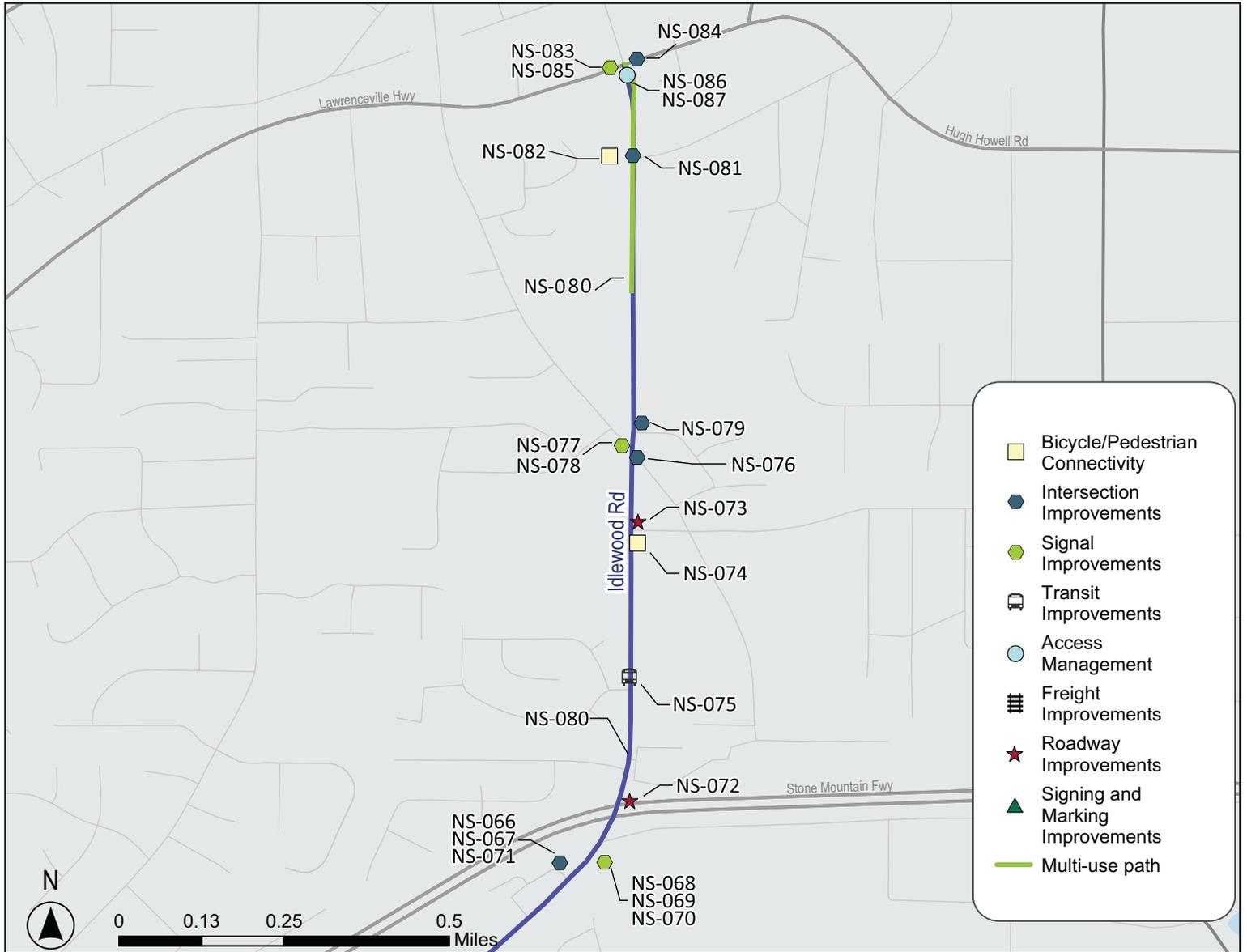


Figure 24: Idlewood Rd Recommendations



Idlewood Road

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-066	3 - Idlewood Rd at Sarr Pkwy	Reconfigure the intersection to a roundabout	Intersection Improvements	Tier 1	\$ 3,900,000.00
NS-067	3 - Idlewood Rd at Sarr Pkwy	Replace the guardrail in the northeast quadrant of the intersection	Intersection Improvements	Maintenance	\$ 20,000.00
NS-068	3 - Idlewood Rd at Sarr Pkwy	Add backplates with retroreflective borders to all signal heads, except for the new five-section signal head that has current backplates and borders, if not implementing NS-066	Signal Improvements	Maintenance	\$ 7,500.00
NS-069	3 - Idlewood Rd at Sarr Pkwy	Install an auxiliary signal head for the northbound approach, if not implementing NS-066	Signal Improvements	Tier 2	\$ 5,000.00
NS-070	3 - Idlewood Rd at Sarr Pkwy	Install a crosswalk and pedestrian signal across the east leg of the intersection, if not implementing NS-066	Signal Improvements	Tier 3	\$ 15,000.00
NS-071	3 - Idlewood Rd at Sarr Pkwy	Widen turning radii at the intersection, if not implementing NS-066	Intersection Improvements	Tier 3	\$ 150,000.00
NS-072	4 - Idlewood Rd at SR 410 (US 78)	Trim vegetation along the bridge over SR 410 (US 78)	Roadway Improvements	Maintenance	\$ 2,000.00
NS-073	5 - Idlewood Rd at Elmdale Dr	Close the section of Elmdale Dr between Idlewood Rd and Fellowship Rd	Roadway Improvements	Tier 1	\$ 50,000.00
NS-074	5 - Idlewood Rd at Elmdale Dr	Install a mid-block pedestrian crossing with RRFB equipment, curb ramps, and advanced warning signage across the north leg of the intersection	Bicycle/Pedestrian Connectivity	Tier 3	\$ 50,000.00
NS-075	6 - Idlewood Rd at Browning Chase Dr	Move Bus Stop 213188 and Bus Stop 902433 (Idlewood Rd & Browning Chase Dr) further south, closer to Browning Chase Dr	Transit Improvements	Tier 1	\$ 15,000.00
NS-076	7 - Idlewood Rd at Fellowship Rd	Reconfigure the intersection to a roundabout	Intersection Improvements	Tier 1	\$ 4,250,000.00
NS-077	7 - Idlewood Rd at Fellowship Rd	Add retroreflective border to all signal backplates, if not implementing NS-076	Signal Improvements	Tier 2	\$ 5,000.00
NS-078	7 - Idlewood Rd at Fellowship Rd	Prohibit eastbound right-turn movements on red, if not implementing NS-076	Signal Improvements	Tier 2	\$ 2,000.00

Recommendations

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-079	8 - Idlewood Rd at Glynbrook Dr	Restripe the right-in/right-out striping or install a concrete median	Intersection Improvements	Maintenance	\$ 10,000.00
NS-080	9 - Idlewood Rd from Tucker Middle School to SR 8 (US 29/Lawrenceville Hwy)	Replace the east sidewalk with a multi-use path	Bicycle/Pedestrian Connectivity	Tier 2	\$ 200,000.00
NS-081	10 - Idlewood Rd at Cowan Rd	Reconfigure the intersection to a roundabout	Intersection Improvements	Tier 3	\$ 2,250,000.00
NS-082	10 - Idlewood Rd at Cowan Rd	Install a mid-block crossing at Cowan Rd, either as part of Project NS-081 or as a standalone project	Bicycle/Pedestrian Connectivity	Tier 2	\$ 35,000.00
NS-083	11 - Idlewood Rd at SR 8 (US 29/Lawrenceville Hwy)	Adjust signal timings to provide more green time to the side streets, particularly during off-peak periods	Signal Improvements	Maintenance	\$ 5,000.00
NS-084	11 - Idlewood Rd at SR 8 (US 29/Lawrenceville Hwy)	Construct a northbound right-turn lane	Intersection Improvements	Tier 3	\$ 125,000.00
NS-085	11 - Idlewood Rd at SR 8 (US 29/Lawrenceville Hwy)	Prohibit eastbound right-turn movements on red	Signal Improvements	Tier 3	\$ 2,000.00
NS-086	11 - Idlewood Rd at SR 8 (US 29/Lawrenceville Hwy)	Prohibit parking within the right-of-way along the west side of Idlewood Rd, at the southwest quadrant of the intersection	Access Management	Tier 3	\$ 75,000.00
NS-087	11 - Idlewood Rd at SR 8 (US 29/Lawrenceville Hwy)	Consolidate driveways adjacent to the intersection	Access Management	Tier 3	\$ 150,000.00



Idlewood Road

This page has been intentionally left blank.

Recommendations

Idlewood Road at Fellowship Road



Figure 25. Project ID NS-076: Idlewood Rd at Fellowship Rd Concept Drawing

- Reconfigures existing signalized intersection into a roundabout featuring a mountable truck apron, medians at each leg of the intersection and a crosswalk at the east leg.

Recommendations

Idlewood Road at SR 8 (US 29/Lawrenceville Highway)

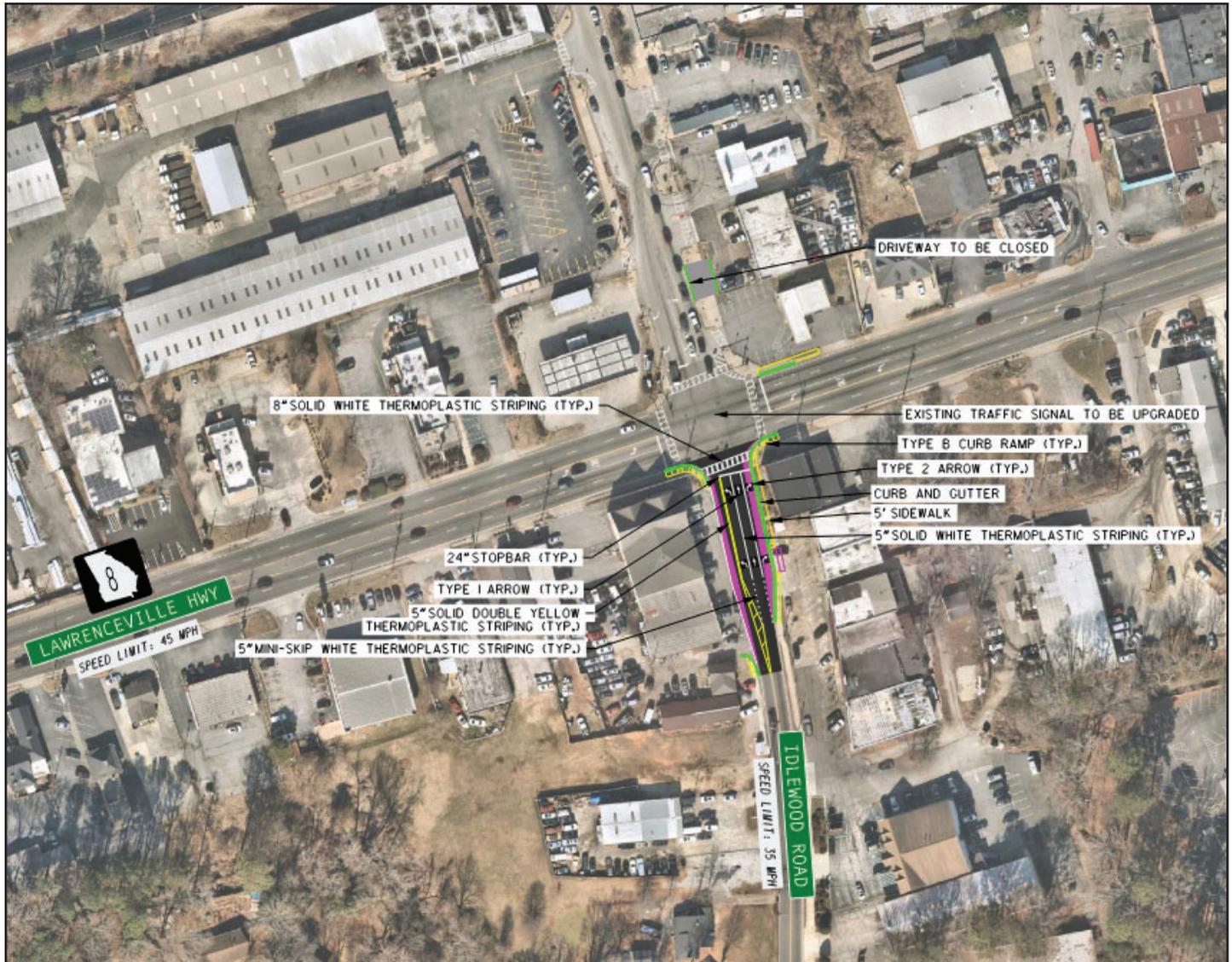


Figure 27. Project ID NS-084: Idlewood Rd at SR 8 Concept Drawing

- Consolidate driveways adjacent to the intersection.
- Construct a northbound right-turn lane utilizing widening on both sides of Idlewood Rd.
- The northbound approach of the intersection will be restriped.
- Provide more green time the side streets during off-peak hours.

Idlewood Road

Idlewood Road at Idlewood Elementary School

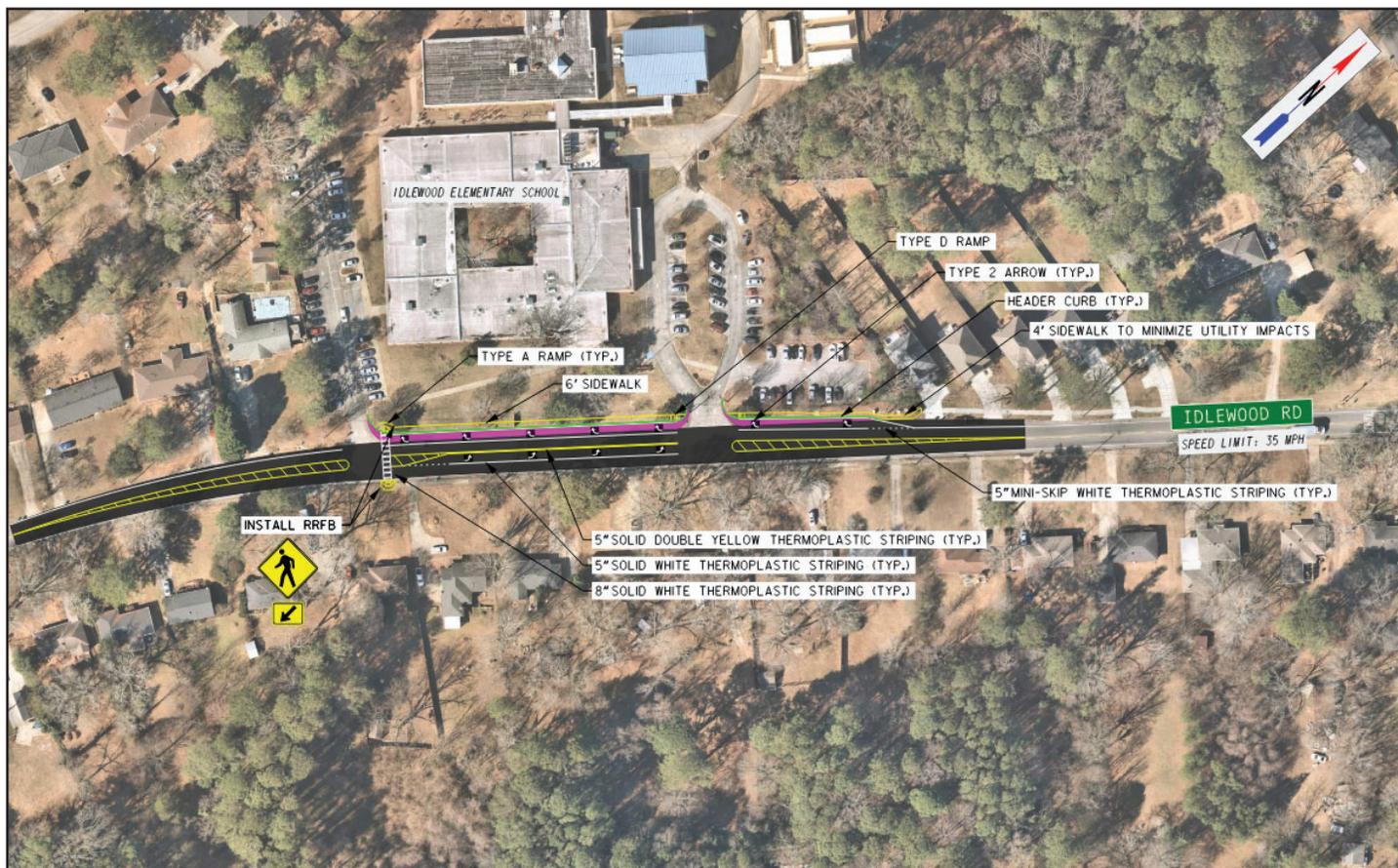


Figure 28: Project ID NS 058-059-060-062: Idlewood Rd at Idlewood Elementary School Concept Drawing

- Enhance the mid-block crossing.
- Reconfigure the intersection to provide a northbound left-turn lane and a southbound right-turn lane, keeping the southbound through lanes aligned.

Recommendations

Idlewood Road at Sarr Parkway

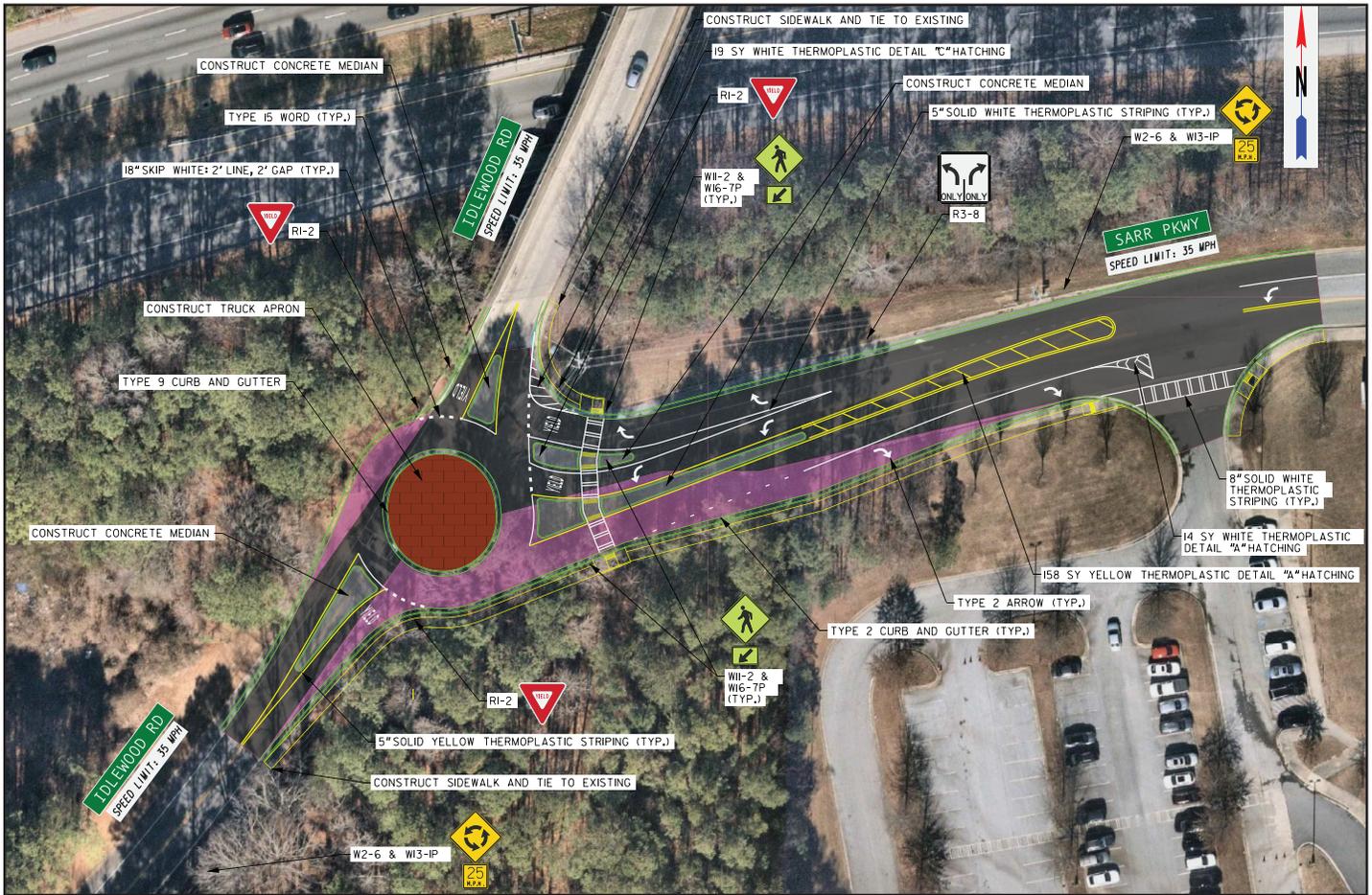


Figure 29. Project ID NS-066: Idlewood Rd at Sarr Pkwy Concept Drawing

- Reconfigures the intersection to into a single-lane roundabout featuring a mountable truck apron, medians at each leg of the intersection and a crosswalk at the east leg.



Idlewood Road

This page has been intentionally left blank.

Recommendations

Fellowship Road has 17 planned projects including 2 access management, 2 pedestrian/bicycle connectivity, 5 intersection improvements, 2 roadway improvements, 4 signal improvements, 2 signing and marking improvements, and 1 transit improvement.

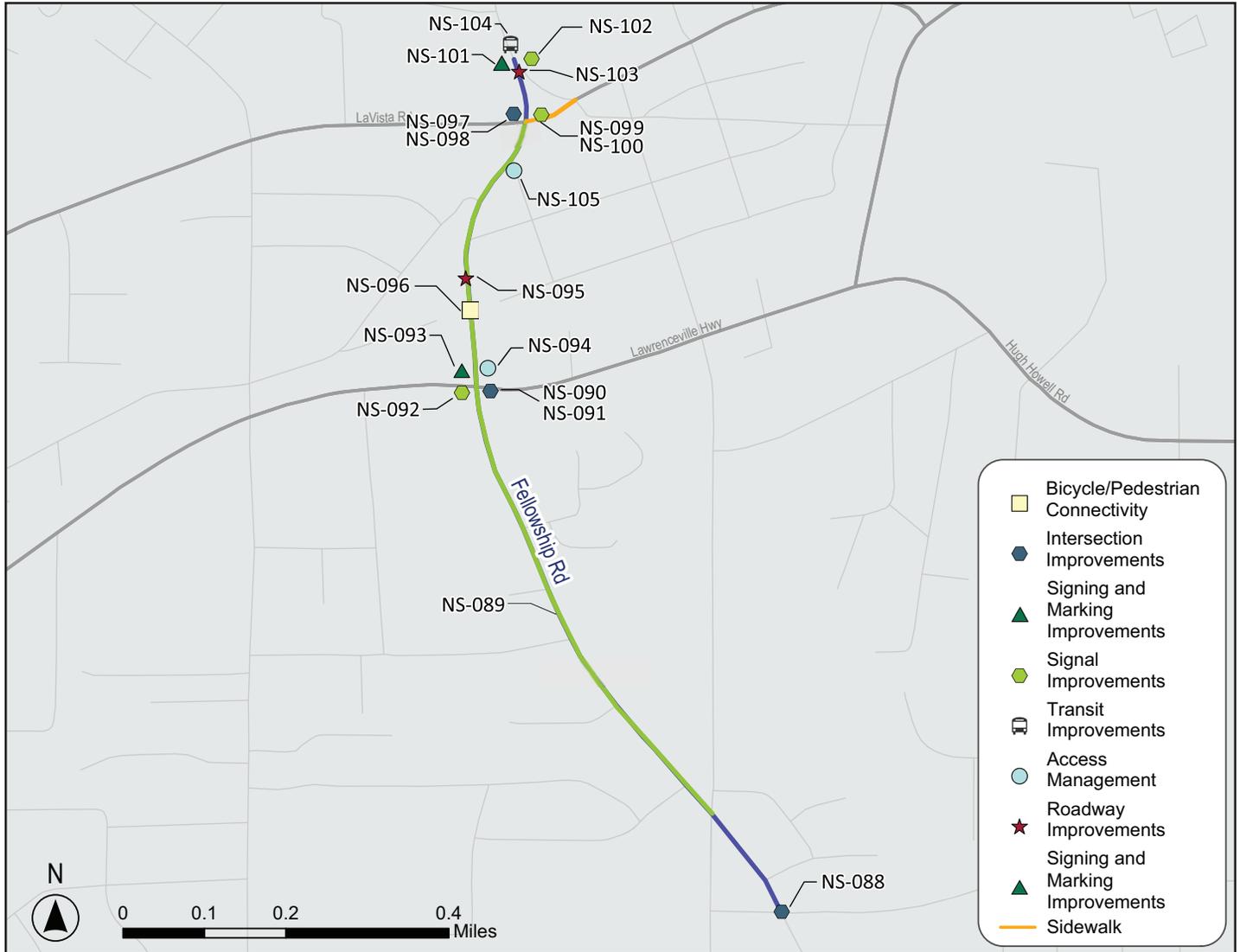


Figure 30: Fellowship Rd Recommendations



Fellowship Road

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-088	1 - Fellowship Rd at Elmdale Dr	Improve the turning radius of the northbound right-turn movement	Intersection Improvements	Tier 3	\$ 50,000.00
NS-089	2 - Fellowship Rd from Idlewood Rd to SR 8 (US 29/Lawrenceville Hwy)	Replace the west sidewalk with a multi-use path	Bicycle/Pedestrian Connectivity	Tier 2	\$ 645,000.00
NS-090	3 - Fellowship Rd at SR 8 (US 29/Lawrenceville Hwy)	Construct a northbound right-turn lane	Intersection Improvements	Tier 2	\$ 260,000.00
NS-091	3 - Fellowship Rd at SR 8 (US 29/Lawrenceville Hwy)	Extend northbound left-turn lane storage	Intersection Improvements	Tier 1	\$ 75,000.00
NS-092	3 - Fellowship Rd at SR 8 (US 29/Lawrenceville Hwy)	Replace broken backplates	Signal Improvements	Maintenance	\$ 5,000.00
NS-093	3 - Fellowship Rd at SR 8 (US 29/Lawrenceville Hwy)	Replace faded overhead street-name signs	Signing and Marking Improvements	Maintenance	\$ 5,000.00
NS-094	3 - Fellowship Rd at SR 8 (US 29/Lawrenceville Hwy)	Consolidate driveways in the northeast and northwest quadrants of the intersection	Access Management	Tier 3	\$ 150,000.00
NS-095	4 - Fellowship Rd from SR 8 (US 29/Lawrenceville Hwy) to SR 236 (Lavista Rd)	Construct a road-diet reconfiguration that includes bike/ped treatments	Roadway Improvements	Tier 1	\$ 75,000.00
NS-096	5 - Fellowship Rd at CSX RR Crossing	Provide a vertical trail connection between the multiuse path proposed as part of Project NS-089 to the proposed PATH trail segment, Downtown to Johns Homestead Park	Bicycle/Pedestrian Connectivity	Tier 3	\$ 150,000.00
NS-097	6 - Fellowship Rd at SR 236 (Lavista Rd)	Convert the inside northbound lane to be an exclusive left-turn lane	Intersection Improvements	Tier 1	\$ 75,000.00

Recommendations

Project ID	Location	Recommendation	Category	Project Tier	Cost Estimate
NS-098	6 - Fellowship Rd at SR 236 (Lavista Rd)	Reconfigure the intersection of SR 236 at Chamblee Tucker Rd including: closure of Lynburn Dr between SR 236 and Main St to through traffic; conversion of Chamblee Tucker Rd to be a one-way, right-turn slip lane; reconfiguration of the southbound approach to provide a left-turn lane; installation a new southbound right-turn lane; and prohibition of westbound right-turn movements	Intersection Improvements	Tier 1	\$ 1,500,000.00
NS-099	6 - Fellowship Rd at SR 236 (Lavista Rd)	Install missing retroreflective borders to signal head backplates, if not implementing NS-098	Signal Improvements	Maintenance	\$ 5,000.00
NS-100	6 - Fellowship Rd at SR 236 (Lavista Rd)	Prohibit southbound right-turn movements on red, if not implementing NS-098	Signal Improvements	Tier 3	\$ 2,000.00
NS-101	7 - Fellowship Rd at Chamblee Tucker Rd	Provide skip striping along Fellowship Rd through the intersection	Signing and Marking Improvements	Maintenance	\$ 5,000.00
NS-102	7 - Fellowship Rd at Chamblee Tucker Rd	Add retroreflective border to all signal backplates	Signal Improvements	Maintenance	\$ 5,000.00
NS-103	7 - Fellowship Rd at Chamblee Tucker Rd	Replace damaged sidewalk in the southeast quadrant of the intersection	Roadway Improvements	Maintenance	\$ 12,000.00
NS-104	7 - Fellowship Rd at Chamblee Tucker Rd	Move Bus Stop 900330 (Chamblee Tucker Rd & Lavista Rd) south of SR 236	Transit Improvements	Tier 1	\$ 15,000.00
NS-105	8 - Fellowship Rd at 2nd Street	Reconfigure the intersection to to right-in/right-out operations	Access Management	Tier 2	\$ 50,000.00



Fellowship Road

This page has been intentionally left blank.

Recommendations

Fellowship Road at SR 8 (US 29/Lawrenceville Highway)

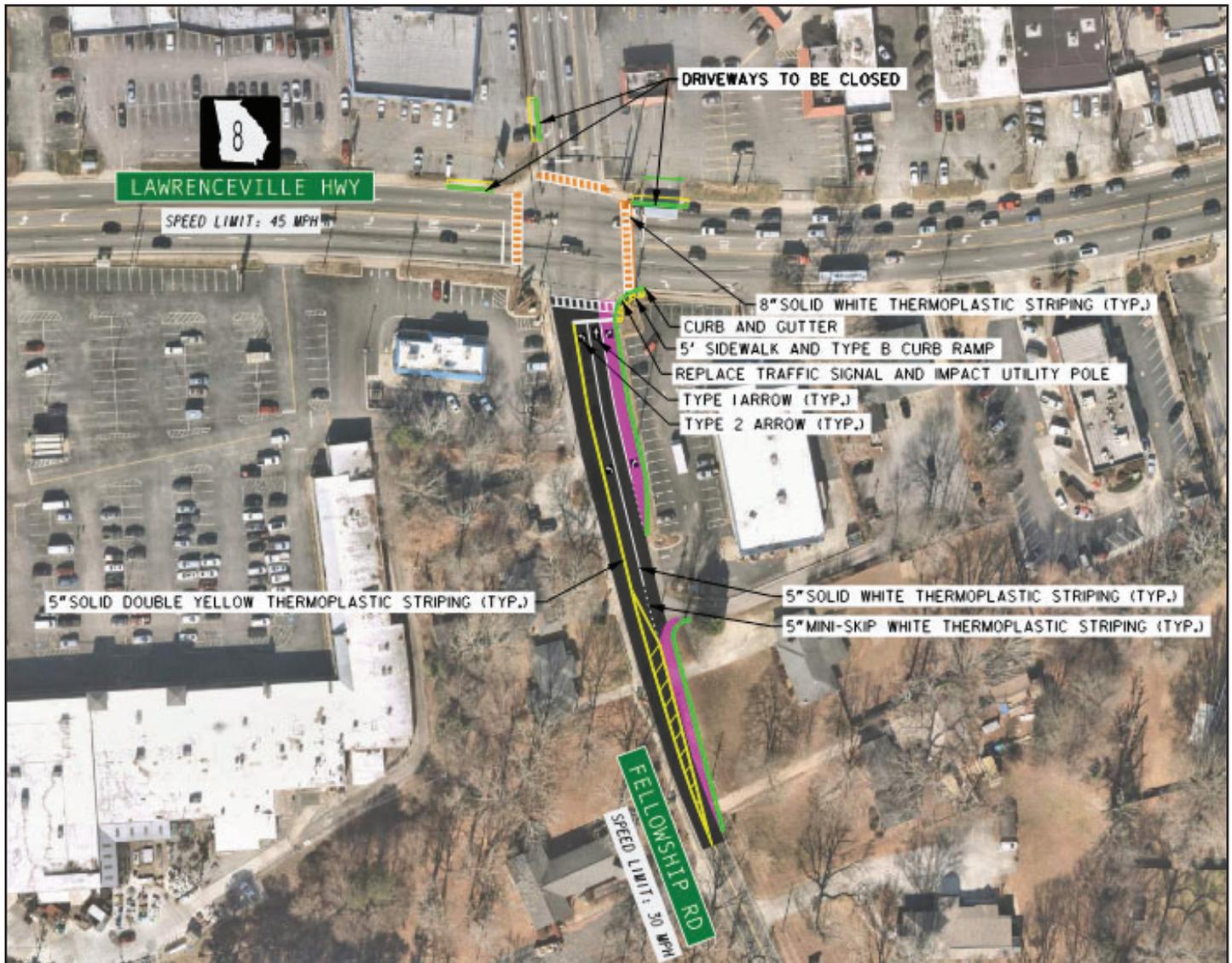


Figure 31. Project ID NS-090-091: Fellowship Rd at SR 8 Concept Drawing

- Consolidate driveways in the northeast and northwest quadrants of the intersection.
- Extend northbound left-turn lane storage.
- Construct a northbound right-turn lane.
- Would require replacement of traffic signal, utility pole, and sidewalk in the southeast quadrant.

Fellowship Road

Fellowship Road at SR 236 (Lavista Road)



Figure 32. Project ID NS-095-97-098: Fellowship Rd at SR 236/Chamblee Tucker Concept Drawing

- Reconfigure the intersection of SR 236 at Chamblee Tucker Rd.
- Closure of Lynburn Dr between SR 236 and Main St to through traffic
- Conversion of Chamblee Tucker Rd to be a one-way, right-turn slip lane.
- Reconfiguration of the southbound approach to provide a left-turn lane.
- Installation a new southbound right-turn lane.
- Prohibition of westbound right-turn movements.
- Reconfigure ingress/egress for Tucker Animal Hospital.
- Convert 2nd St. intersection to right-in/right-out.
- Traffic signal replacement.

Funding Recommendations

FUNDING SOURCES IDENTIFIED

A review of available funding sources was completed for the all planned projects. Below is an overview of both Federal and State/ARC funding opportunities.

FEDERAL FUNDING

- INFRA
- RAISE
- Railroad Crossing Elimination (RCE)
- Consolidation Rail Infrastructure and Safety Improvements (CRISI)

NOTE: There are additional funding opportunities available under IJA, however no projects listed currently appear to qualify.

STATE/ARC FUNDING

- Community Development Block Grant (CDBG)
- Congestion Management and Air Quality (CMAQ)
- Surface Transportation Block Grant (STBG)
- Livable Centers Initiative (LCI)
- Transportation Alternatives Program (TAP)
- Local Maintenance Improvement Grants Program (LMIG)
- Georgia Transportation Infrastructure Bank (GTIB)
- Georgia Highway Safety Improvement Program (HSIP)

USDOT TRANSPORTATION - DISADVANTAGED CENSUS TRACTS

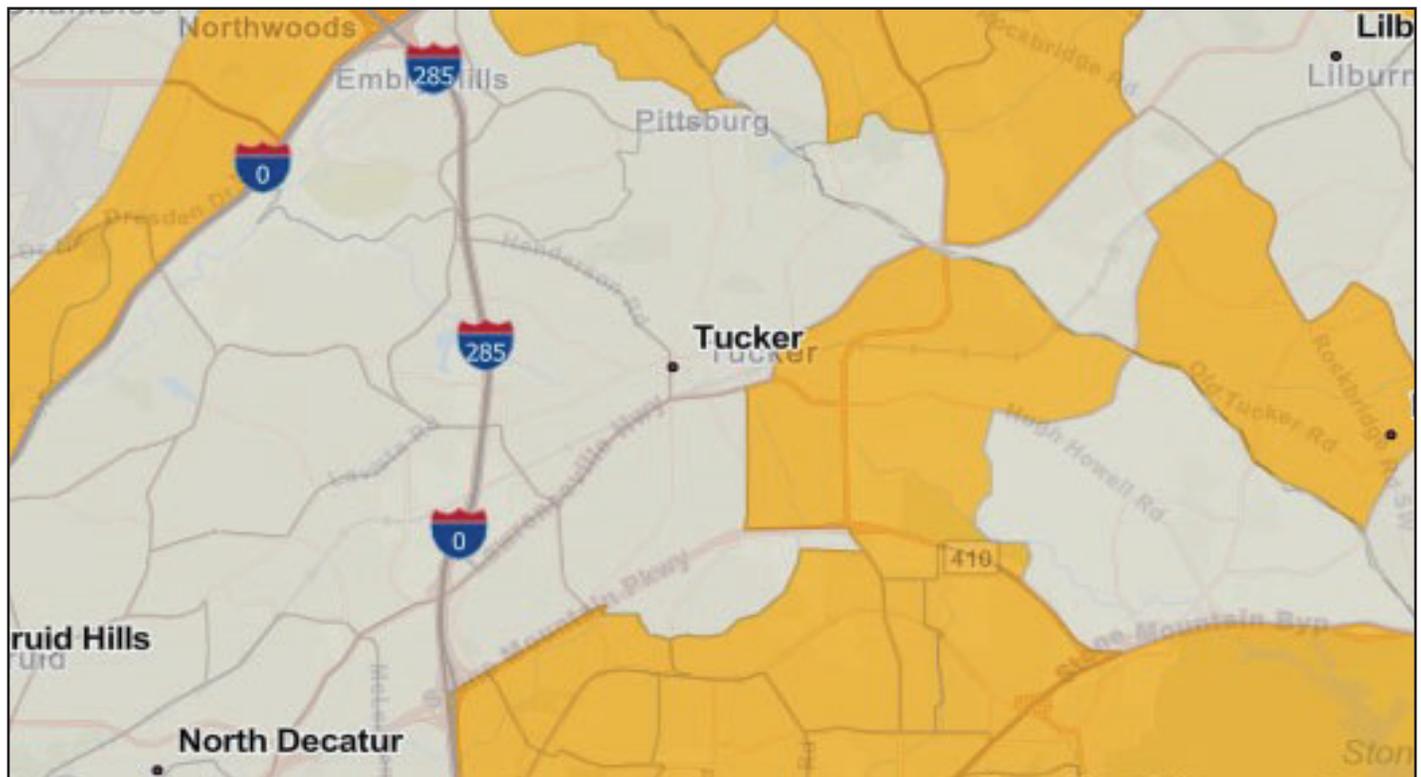


Figure 33: Disadvantaged Census Tract Map



LOCAL FUNDING REVIEW

BROCKETT RD AT SR 8 (US 29/LAWRENCEVILLE HWY)

Three packing options:

1.) Option 1: Combine NS-106 through NS-115 - \$4.4M (combined) estimated cost.

- Well-positioned for INFRA and RAISE funding.
- STBG, LCI, GTIB, and HSIP good State opportunities.
- Not in an area of need or transportation disadvantaged community, but it supports economic development, mobility, and safety improvements.
- Partnership opportunity with GDOT.
- Strongest option due to project competitiveness combined with volume of improvements for a moderate cost.

2.) Option 2: Combine NS-106 through NS-109 - \$737K (combined) estimated cost.

- Eligible for INFRA or RAISE funding, but price tag likely not worth the cost and effort to pursue Federal funding.
- Excellent candidate for STBG, GTIB, or HSIP funding, and potentially for CDBG funding.
- Not in an area of need or transportation disadvantaged community, but it supports economic development, mobility, and safety improvements.

3.) Option 3: Combine NS-110 through NS-1115 - \$3.67M (combined) estimated cost.

- Well-positioned for RAISE funding, as well as STBG, GTIB, or HSIP funding.
- CRISI is a potential opportunity due to the installation of new crossing gates and relocation of the intersection.
- Not in an area of need or transportation disadvantaged community, but it supports economic development, mobility, and safety improvements.

COOLEdge AT SR 8 (US 29/LAWRENCEVILLE HWY)

1.) NS-049, NS-050, and NS-051 - \$1.4M (combined) estimated cost.

- Eligible for INFRA or RAISE funding, but price tag likely not worth the cost and effort to pursue Federal funding.
- Excellent candidate for STBG, LCI, GTIB, or HSIP funding.
- Not in an area of need or transportation disadvantaged community, but it supports economic development, mobility, and safety improvements.

IDLEWOOD RD AT FELLOWSHIP RD

Two packing options:

1.) Option 1: NS-075, NS-076, and NS-078 - \$4.27M (combined) estimated cost.

- Well-positioned for RAISE funding, especially with the inclusion of bike/ped components.
- CMAQ, STBG, LCI, TAP, GTIB, or HSIP funding are good state opportunities.
- Project location is in a transportation-disadvantaged and historically-disadvantaged Census tract.

2.) Option 2: NS-078 - \$4.25M estimated cost.

- Eligible for RAISE funding, although less competitive without bike/ped components.
- CMAQ, STBG, GTIB, or HSIP funding are good state opportunities.
- Project location is in a transportation-disadvantaged and historically-disadvantaged Census tract.

MONTREAL RD WEST AT CSX RR CROSSING

Three packing options:

1.) Option 1: Montreal Rd West at CSX RR Crossing (NS-025) - \$13.4M estimated cost.

- Excellent candidate for RCE funding, as well as CRISI funding.
- STBG, LMIG, GTIB, or HSIP funding are good state opportunities.
- Not in an area of need or transportation disadvantaged community, but it supports mobility, and safety improvements.

2.) Option 2: Montreal Rd West at CSX RR Crossing (NS-023 and NS-024) - \$250,000 estimated cost.

- Not worth pursuing Federal funding. May be eligible for STBG, LMIG, GTIB, or HSIP funding are good state opportunities.
- Not in an area of need or transportation disadvantaged community, but it supports mobility, and safety improvements.

3.) Option 3: NS-104 should be combined with Brockett Rd at SR 8 improvements.

Summary

The City of Tucker has had growing concerns over speeding and safety on its roadways, particularly on collector and arterial roadways located in more residential areas. The City completed the North-South Connectivity Study to address these concerns, and identified 115 projects across six corridors that provide vital north-south connections through the city:

- Montreal Road (East)
- Montreal Road (West)
- Cooledge Road
- Brockett Road
- Idlewood Road
- Fellowship Road

Recommendations identified as part of the North-South Connectivity Study were coordinated with other, ongoing City transportation initiatives and were developed to build upon the City's previous planning efforts—particularly those of Tucker Tomorrow, the City's Strategic Transportation Master Plan, and the Tucker PATH Trail Master Plan.

The recommendations span 4 priority tiers, 4 project categories, and 8 project subcategories. Recommendations were evaluated for different funding sources and were incorporated in Tucker Tomorrow, the City's Comprehensive Plan.

The estimate of total costs for the project recommendations is approximately \$51.6 million—\$20 million across Tier 1, \$2.8 million across Tier 2, \$28 million across Tier 3, and nearly \$800,000 across Maintenance activities.

Project Category	# of Projects	Total Cost
Mobility	14	\$31,025,000
Intersection Improvements	8	\$21,025,000
Roadway Improvements	3	\$9,800,000
Signing and Marking Improvements	3	\$200,000
Multimodal	42	\$16,033,000
Bicycle/Pedestrian Connectivity	13	\$2,050,000
Freight Improvements	3	\$13,505,000
Intersection Improvements	5	\$70,000
Roadway Improvements	6	\$182,000
Signal Improvements	9	\$121,000
Transit Improvements	6	\$105,000
Operations	13	\$1,580,000
Intersection Improvements	9	\$1,055,000
Roadway Improvements	1	\$400,000
Signal Improvements	3	\$125,000
Safety	46	\$2,950,500
Access Management	9	\$1,105,000
Freight Improvements	2	\$100,000
Intersection Improvements	9	\$827,000
Roadway Improvements	2	\$502,000
Signal Improvements	17	\$138,000
Signing and Marking Improvements	7	\$278,500
Total	115	\$51,588,500

Transportation Vision:

"To enhance Tucker by connecting places and people with save travel options, today, tomorrow, together."

Transportation Objectives:

- Provide connectivity to green spaces, businesses and public spaces
- Improve walking and biking conditions
- Enhance travel safety
- Manage an efficient multimodal system with traffic congestion reduction

Source: Tucker Tomorrow: Improving Transportation Connections (2019)

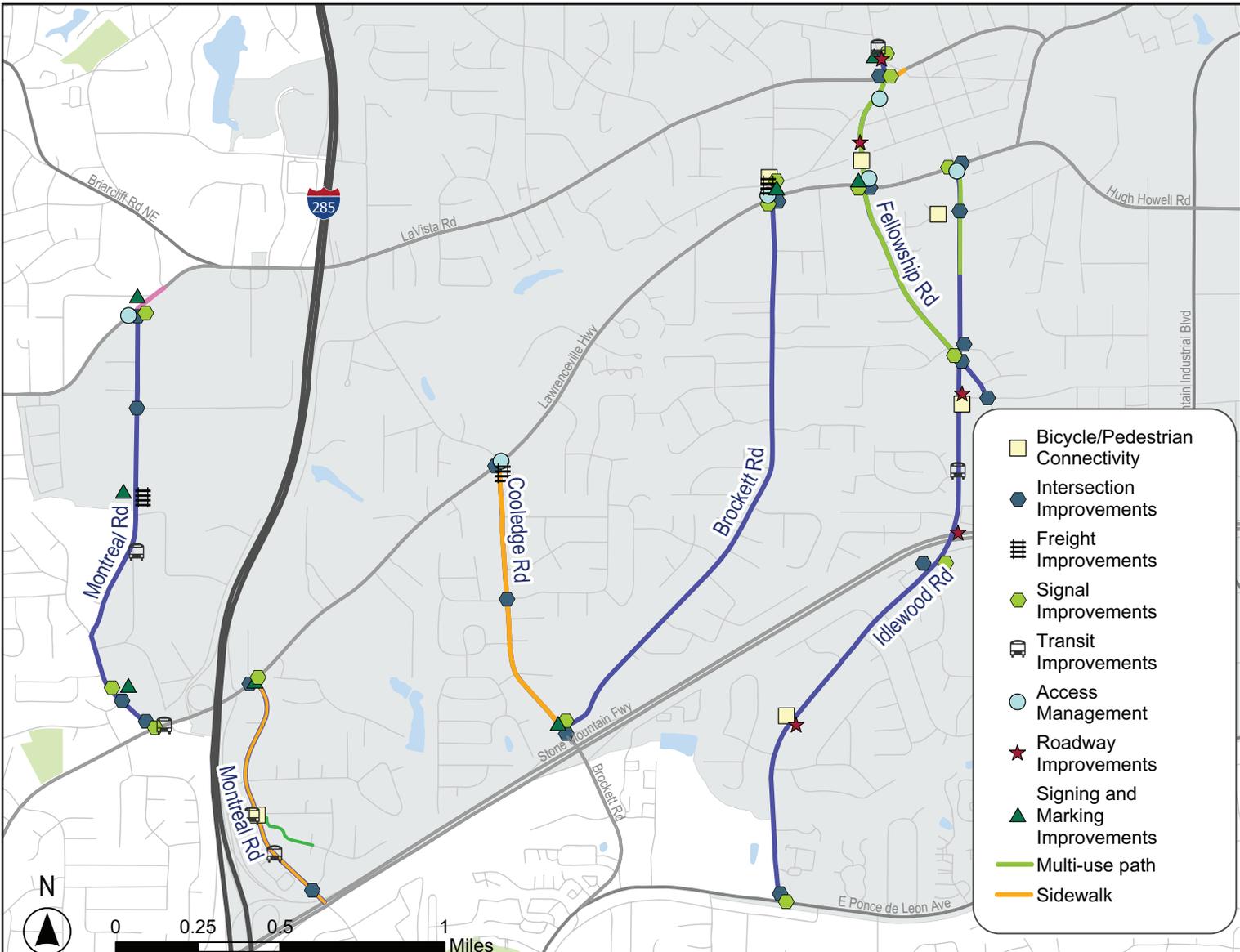


Figure 34: Recommendations Map

Tier	Total Cost
Tier 1	\$ 20,040,000.00
Tier 2	\$ 2,824,000.00
Tier 3	\$ 27,969,000.00
Maintenance	\$ 755,500.00
Total	\$ 51,588,500.00

