Tucker Tomorrow

Improving Transportation Connections

Strategic Transportation Master Plan

October 23, 2023

Today. Tomorrow. Together.

Document Revision Note:

This document includes a minor amendment to the adopted Transportation Master Plan, as passed by City Council in 2019. The Transportation Master Plan provides a comprehensive blueprint for the development and improvement of Tucker's infrastructure. This amendment includes adding the Richardson Street Improvement project to the project list. This project aims to address a safety issue by providing better sight distance and intersection spacing away from the US 78 ramp, while also upgrading the street to current standards and adding an adjacent sidewalk. Revisions were made within this document to include this new project, identified as Project ID C-2 in the tables and figures within.

This amendment to the Transportation Master Plan demonstrates the City's commitment to proactively addressing transportation challenges and ensuring a safe commuting experience for its residents and visitors.

The amended Transportation Master Plan was presented to City Council on October 10, 2023 and October 23, 2023 for review and passage.

Contents

List of Figures

List of Tables

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Introduction

Located in DeKalb County, Georgia, the City of Tucker borders Gwinnett County and the cities of Chamblee, Clarkston, Stone Mountain, and Decatur. Originally established as a railroad community in 1892 and incorporated in 2016, this diverse, lifelong community is the 27th most populated city in the state. This citywide Strategic Transportation Master Plan has been developed to address streets, trails, sidewalks, transit and parking as well as connecting Tucker's many neighborhoods, the downtown, schools, shopping, the library and recreation facilities. This plan serves as the Transportation Element of the City's Comprehensive Plan – Tucker Tomorrow.

This Strategic Transportation Master Plan 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. Over the span of six months of planning and analysis, the City of Tucker and its consultant team - VHB, Gresham Smith and Partners, and The Collaborative - collaborated with residents and key stakeholders to create this strategic plan. An extensive public engagement effort involved residents and stakeholders through a stakeholder advisory committee, numerous community meetings, city council meetings and individual briefings. Information about the project and comments received were collected, considered and documented. Draft materials, presentations and comments collected were uploaded to the City's website throughout the process.

Coordination with Previous and Ongoing Plans and Studies

This transportation plan builds on several prior studies and is coordinated with several other ongoing City initiatives. Table 1 highlights previous plans the conducted in the City of Tucker, which were also used in the consultant team's analysis of existing conditions, vision and goal settings, and formulating recommendations to strategically recommend projects and highlight concerns for the citizens of Tucker. The project team and City staff coordinated closely with the other ongoing City initiatives listed in Table 1 – attending community meetings and meeting with other consultants to review details of the various plans.

Table 1: Previous and Ongoing Plans and Studies

Plans and Studies	Year Completed
DeKalb County 2035 Comprehensive Plan	2017
Tucker Tomorrow	2018
Tucker Neighborhood Strategic Plan	2000
Downtown Tucker Area Livable Centers Initiative Study	2005
Tucker-Northlake Community Improvement District Master Plan Study	2015
Student Vision 10 Year Plan City of Tucker	2017
Tucker Trails Master Plan	2018-2019 (ongoing)
Tucker Historic Resource Report	2018-2019 (ongoing)
Tucker Downtown Master Plan	2018-2019 (ongoing)
Tucker Parks Master Plan	2018-2019 (ongoing)
Tucker Sign Ordinance and Overlay Zoning Rewrite	2018-2019 (ongoing)

Existing Transportation Conditions

The City of Tucker is a multimodal community that provides access to roads, transit, pedestrian and bicycle facilities, proximity to other county transportation agencies, access to interstate highways and industrial freight traffic. For this plan, the project team focused on the infrastructure and movement for people who use transit, drive vehicles, walk, and ride bicycles. The project team has taken inventory of existing transportation conditions including, but not limited to, number of lanes, functional class, traffic signals, daily traffic volumes, pedestrian facilities, bicycle facilities, and transit facilities and services.

Roadway Conditions

Some roadway characteristics in Tucker are evidence of the early time in which those roads were originally built, such as streets which radiate from the center of town because railroad access was critical to the early local economy. Many streets have been expanded and updated over time. Today, Tucker is served by a network of freeways, arterials, collectors and local streets. Some major roads (Lawrenceville Highway, Lavista Road, Stone Mountain Freeway, I-285) are maintained by the Georgia Department of Transportation and carry state and/or US highway numbers. The balance are local roads – and, their operation and maintenance are now the responsibility of the City of Tucker.

Figure 1 shows the current functional classification of roads in Tucker – showing the hierarchy from local streets all the way up to major arterials. Functional classification is the system of roadway classification defined by the Federal Highway Administration (FHWA) to denote the role of each roadway in the network. Functional classification is also used to determine which streets must be included in regional air quality modeling, to convey expectations about roadway design, and to determine eligibility for funding under the Federal-aid program. The FHWA classifications and characteristics of each are summarized in Table 2.

Table 2: Roadway Functional Classifications

Functional Classification	**Characteristics**
Major (or Principal) Arterial	Serve major activity centers; highest traffic volume corridors; longest trip demands; serve demand for travel between central business district and outlying residential areas
Minor Arterial	Augment major arterials; serve trips of moderate length; distribute traffic to smaller geographic areas than major arterials; provide more land access than major arterials
Collector	Serve both land access and traffic circulation; connect to residential neighborhoods; distribute trips between local roads and arterials; higher speeds and more signalized intersections than local roads
Local	Provide direct access to adjacent land and uses; connect to collector and arterials roadways; carry little or no through traffic

Source: FHWA Highway Functional Classification Concepts, Criteria and Procedures, 2013 Edition.

Figure 2 shows the number of lanes in addition to the Functional Classifications. The Major Arterials (Lawrenceville Highway and Mountain Industrial Boulevard) are 4 or more lanes, while Minor Arterials may be 2-5 lanes and Collectors are typically only 2-3 lanes. And, Figure 3 displays average daily traffic volumes in addition to the Functional Classifications. Daily traffic volumes displayed in Figure 3 were sourced from the Georgia Department of Transportation's daily count stations from 2016 for major and minor arterials. As expected, the highest daily traffic volumes are generally found on the major and minor arterials roadways, while lower traffic volumes are typically seen on the Collector roadways. Though Mountain Industrial Boulevard is not a state or US route, it is a four-lane road major arterial, having two through lanes in each direction and a traffic volume of 38,000 vehicles per day.

The FHWA's Highway Functional Classification Concepts, Criteria and Procedures describes the considerations for determining the most appropriate classification of a roadway. Proposed changes to classifications are processed through the Metropolitan Planning Organization (the Atlanta Regional Commission for the Atlanta urbanized area) and then reviewed and approved by the state DOT and FHWA. The ARC may consider proposed changes at any time. The project team has carefully reviewed the currently adopted FHWA Functional Classifications and

found no major concerns with the currently adopted classifications. One potential modification is suggested for consideration - changing Northlake Parkway from Collector to Minor Arterial, based on the FHWA guidance summarized above in Table 2. This suggested change does not affect funding eligibility nor air quality modeling, but could be considered during the ARC's next major functional classification updates.

Traffic control is provided through a network of traffic signals and stop-controlled intersections. The City works with the Georgia DOT to manage and maintain its many traffic signals. The City's traffic signals are located on Figure 4. Currently, these traffic signals are not all connected in a manner which allows them to be remotely monitored or managed. A more detailed inventory and assessment of traffic signalization needs is appropriate in order to better manage this important element of the transportation infrastructure.

Figure 1 - Roadway Functional Classifications

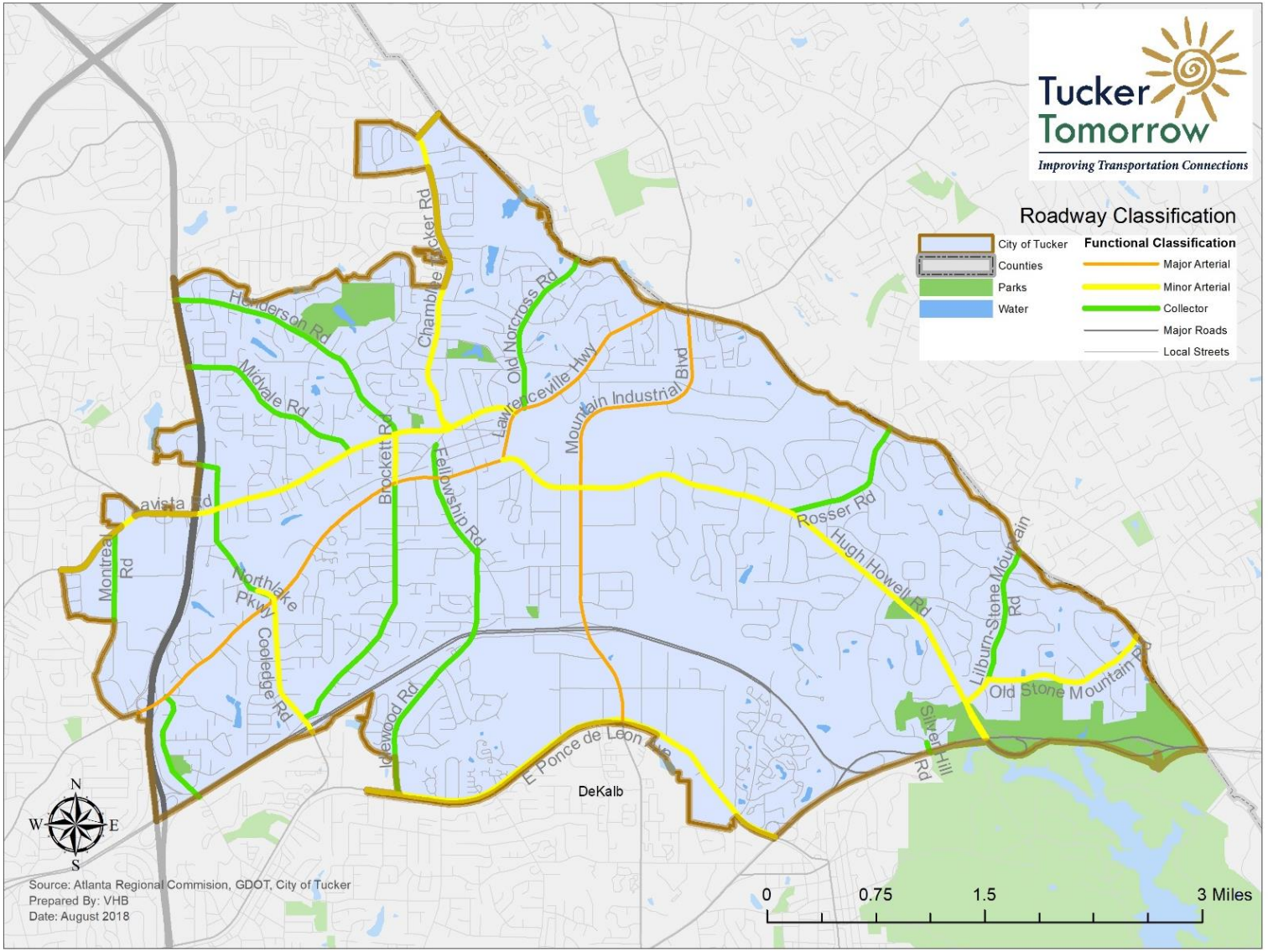
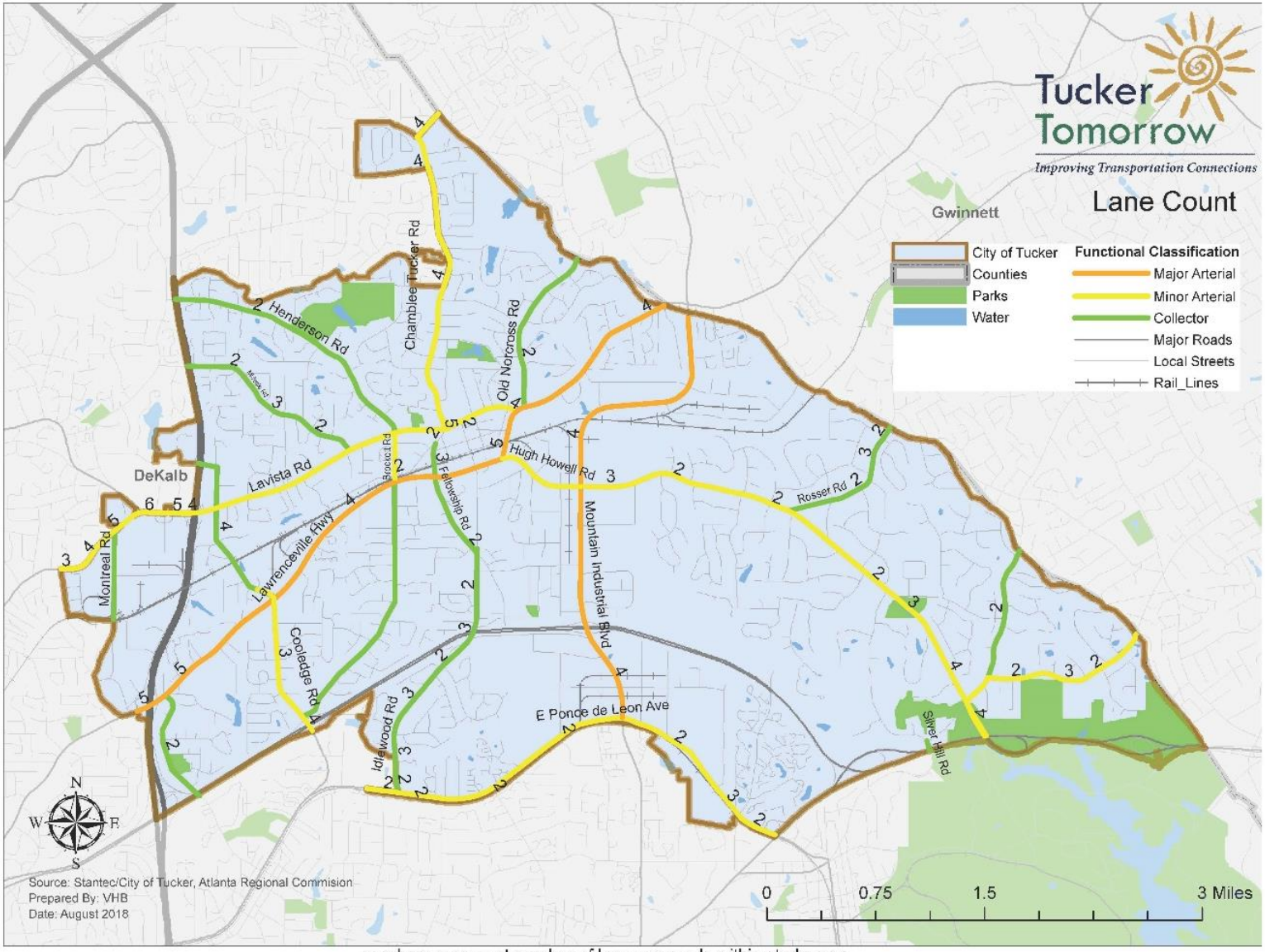


Figure 2 - Roadway Number of Lanes



numbers represent number of lanes on roads within study area

Figure 3 – Average Daily Traffic Volumes (2016)

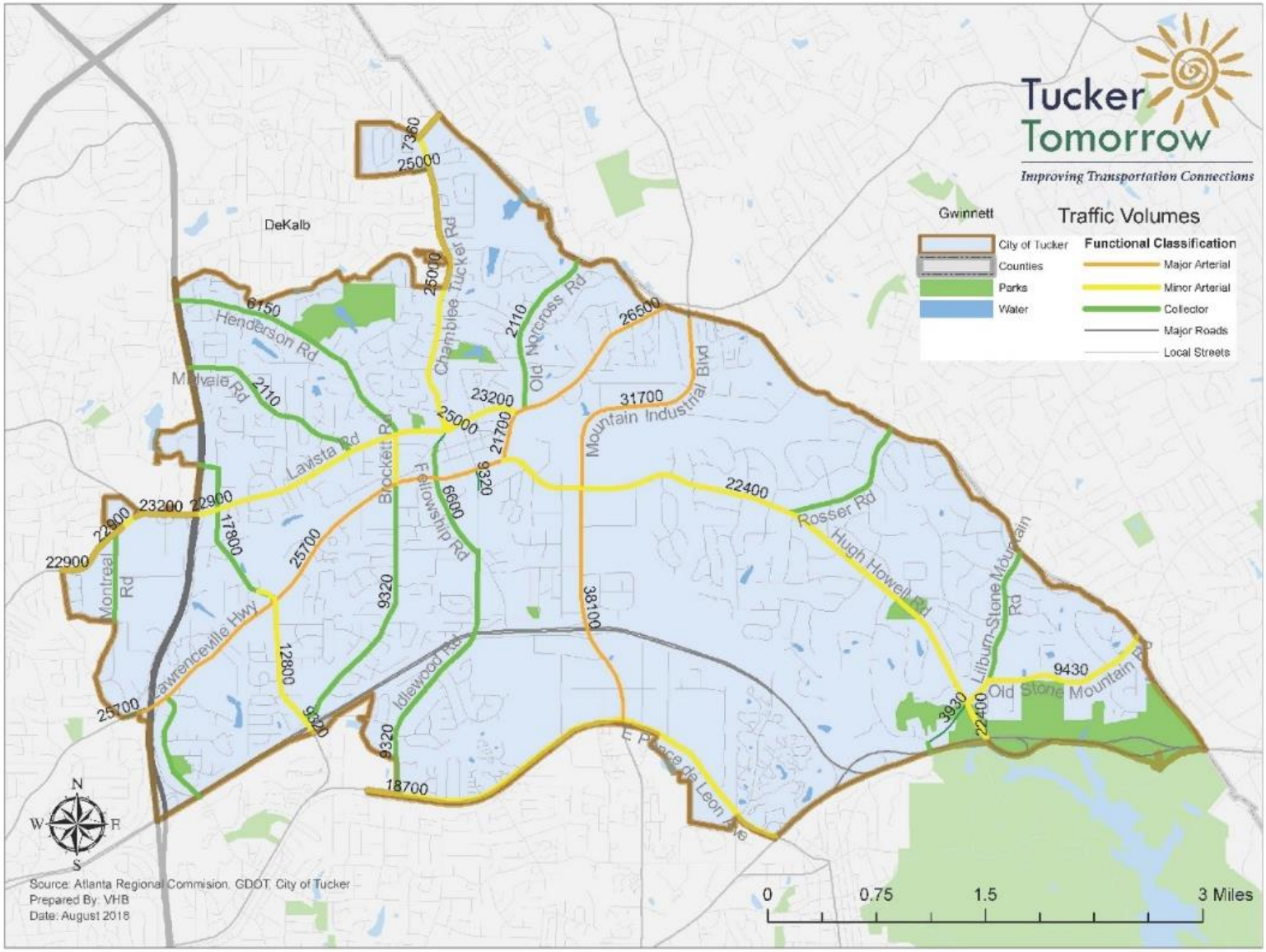


Figure 4 - Traffic Signal Locations

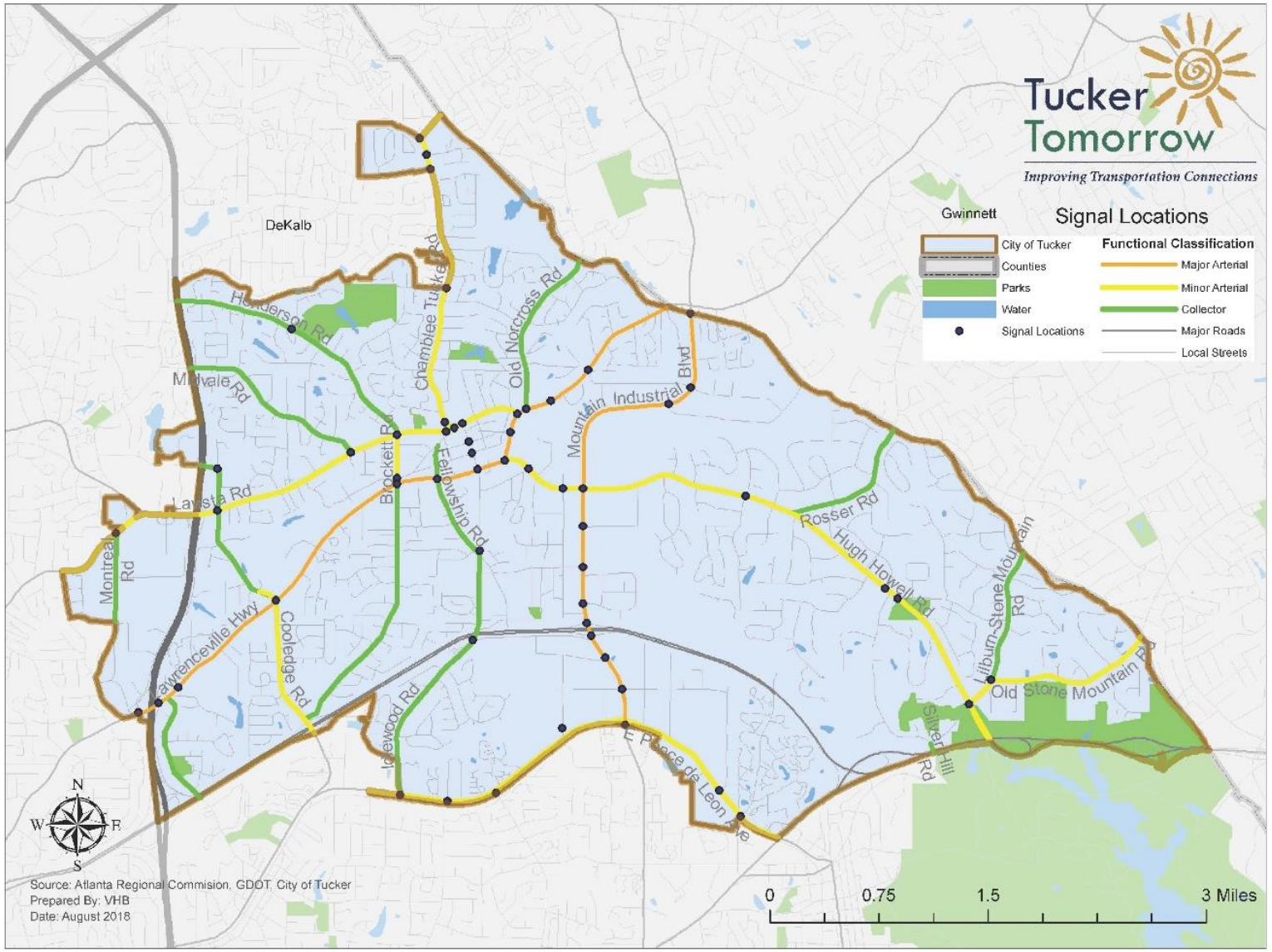
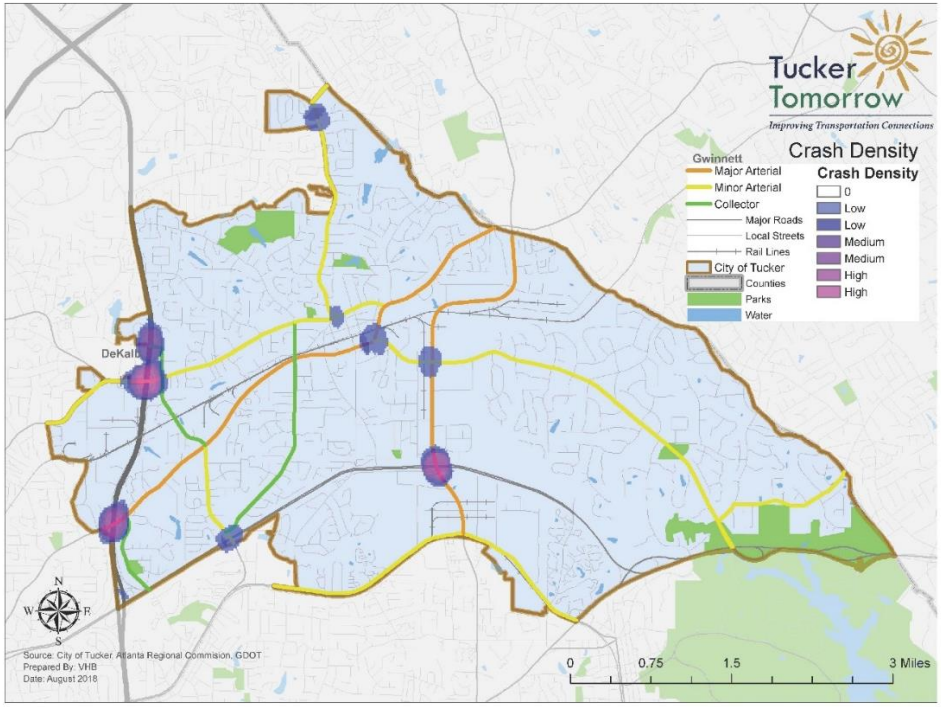


Figure 5 - Vehicular Crashes



The City has recently undertaken an examination of the top 20 high crash intersections in the City. That analysis included very specific recommendations at many of those intersections for modifications intended to reduce the potential and/or severity of crashes. That detailed analysis is documented separately.

As part of the STMP, the project team also mapped the density of crashes throughout the City. Figure 5 displays the citywide crash history as crash density, where locations having a greater frequency of crashes are purple and dark blue. As shown, crash density has been greatest generally at locations such as near I-285 on Lavista Road, on Lawrenceville Highway near I-285 and at two nodes on Mountain Industrial Boulevard. These locations correspond to where traffic volumes are highest and traffic congestion is most noticeable. Intersection and street improvement projects at or near each of these locations are recommended later in this document to address traffic flow, traffic safety and pedestrian safety.

Pedestrian and Cycling Facilities

Sidewalks in Tucker are particularly valued assets as they provide mobility options for people who may not be able to drive or simply choose to walk. Sidewalks provide safe connections for people of all ages and abilities, and especially for people in wheelchairs and minors (under age 16) on bicycles. Sidewalks not only facilitate travel to work and home, they also offer opportunity for social interaction, active living, access to green space, increased health benefits of walking, and reduce the emission of greenhouse gases.

Remnants of the classic American street grid plan, with wide north/south streets, east/west avenues, and alleys subdividing blocks, are present in downtown Tucker. In addition to completing sidewalks missing along existing streets, rights-of-way should be secured to restore and expand the pedestrian and vehicular grid downtown creating a more walkable, accessible, and pedestrian friendly city center. Connecting dead end streets and using alleys for pedestrian access, in conjunction with existing and planned sidewalks, supports the goals of the Tucker LCI Study and the Comprehensive Plan by increasing opportunities to live, work, and gather as a community in a unique downtown.

Pedestrian facilities are paramount for vulnerable populations in Tucker, such as the elderly, people of different abilities, and students. While walking in Tucker, people many have to navigate grass and gravel in their path where formal sidewalks are lacking. In areas where sidewalks are not formally developed, people who rely on mobility tools such as wheelchairs, strollers, and walkers find great difficulty in maintaining their strides along corridors with large volumes of vehicular traffic that are often traveling at intimidating speeds of 35 miles per hour and greater.

Tucker currently has a total of approximately 55 miles of sidewalks. Figure 6 displays Tucker's existing sidewalk network. While some streets have continuous sidewalks, others have gaps or are completing lacking sidewalks. Completing the missing sidewalks would ensure that people can walk safely anywhere in the City. Figure 5 also shows roadways with raised medians and locations of midblock pedestrian crossings. There are 12 median locations and 12 midblock crossings on roadways in Tucker. The raised medians may provide opportunities for pedestrian crossing refuge areas as part of future improvements. Existing midblock pedestrian crossings are located on Lavista Road, Mountain Industrial Boulevard, Lawrenceville Highway, and Northlake Parkway. (The City is currently examining the potential to construct additional midblock crossing where demand exists and physical conditions allow.)

Existing multiuse trails and bicycle facilities are displayed in Figure 7 (in addition to sidewalks). The Stone Mountain Trail (a multiuse trail) is located along E Ponce de Leon Avenue along the City's southern boundary and a bike lane exists along a short section of Idlewood Road. A state-designated bike route exists along Old Stone Mountain Road, although there is no actual bike infrastructure present.

Figure 6- Existing Median and Midblock Crosswalk Locations

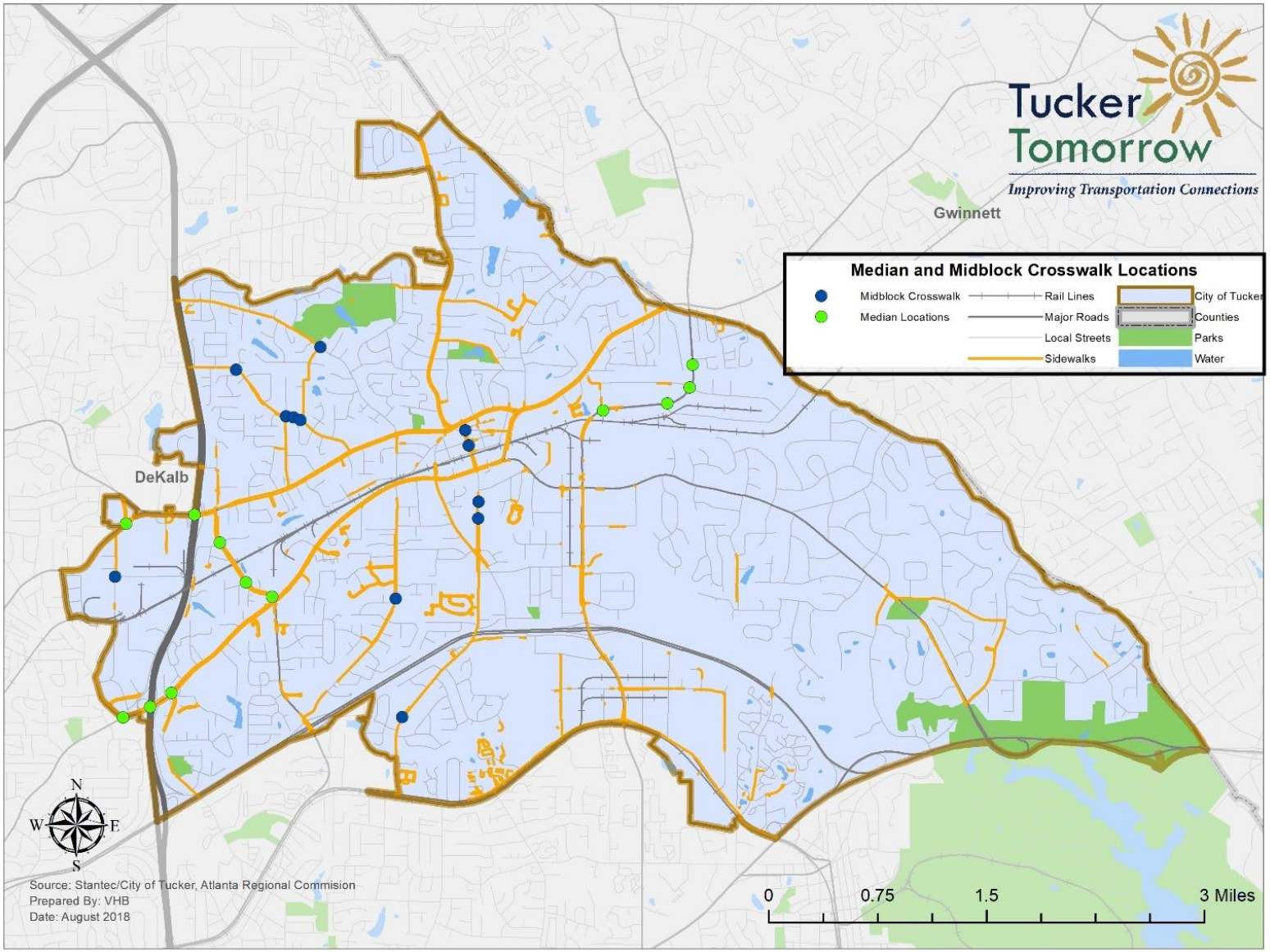
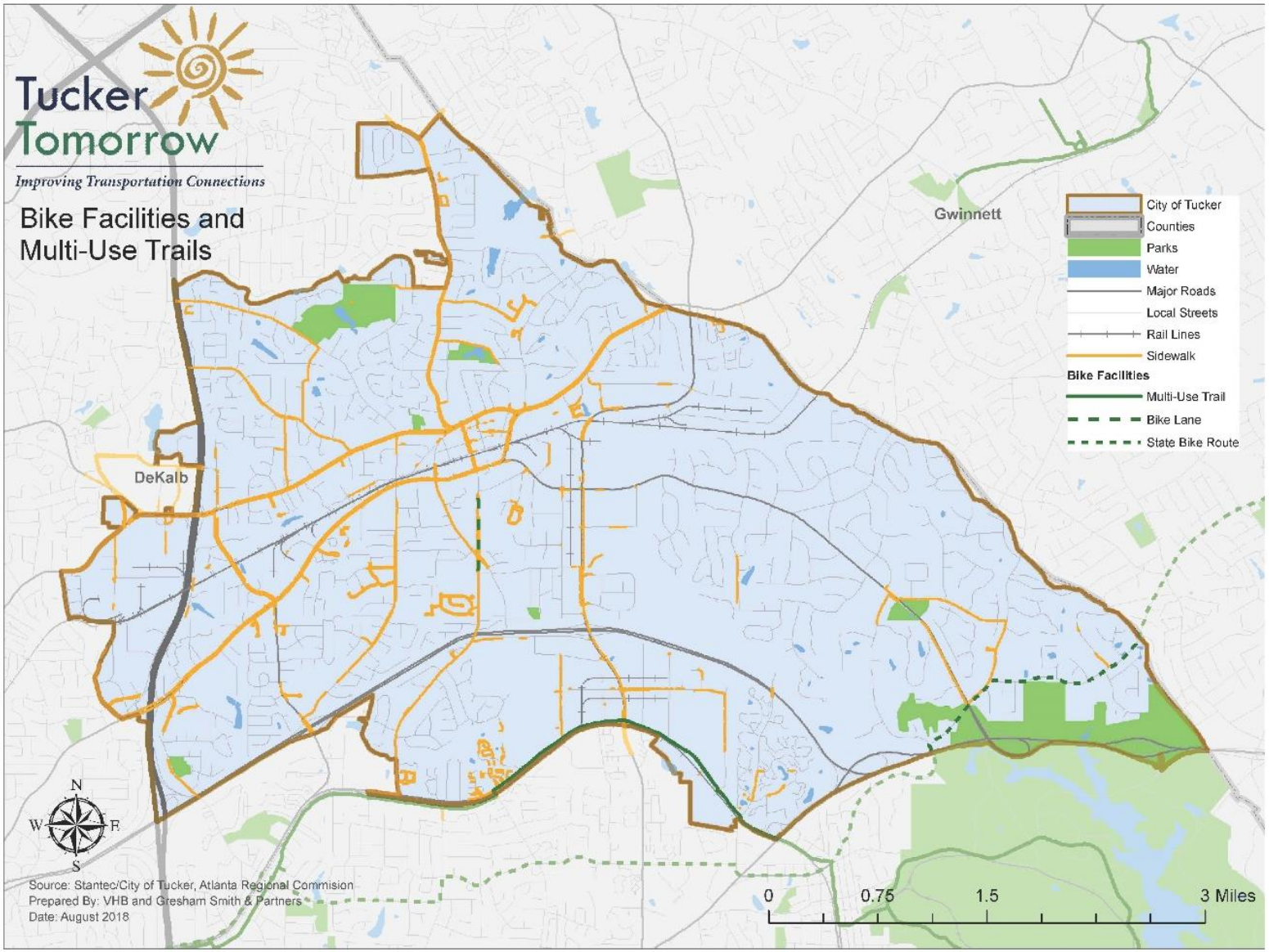


Figure 7 – Existing Bike Facilities and Multi-Use Trails



Transit Service and Ridership

Tucker is currently serviced by seven MARTA routes that serve downtown Tucker, the Lawrenceville Highway corridor, the Mountain Industrial Boulevard corridor, and provide service to the MARTA Rail's Blue and Gold lines with connections to Lindbergh, Avondale, Kensington, Doraville, and Chamblee Stations. Figure 8 displays these routes throughout the community. MARTA Route 120 along East Ponce De Leon Avenue and Route 121 along North Hairston Road have the highest number of daily riders. More detailed information on average daily bus route and station ridership can be found in Table 3 and Table 4.

Adjacent to the Tucker's city limits are Gwinnett County Transit Routes 20 and 30 along Jimmy Carter Boulevard and Lawrenceville Highway with access to Beaver Run and Lilburn, which are not shown. In addition, SRTA Xpress routes 418, 424, and 428 operate nearby. (Gwinnett and SRTA routes are not shown on Figure 8.

In addition to these existing transit services, there are certain ongoing regional transportation projects which will afford the City of Tucker opportunities to see expanded transit services. Firstly, MARTA and DeKalb County are investigating the opportunity to construct several local Mobility Hubs in DeKalb County. A Mobility Hub is a small transit center located where multiple bus routes intersect to better serve passengers at these busier locations. A Mobility Hub may include bus bays, a covered waiting area, passenger information (such as maps, schedules and real-time information about arriving buses), restrooms, vending, etc. MARTA and DeKalb County are currently discussing the feasibility of locating one of these local Mobility Hubs in Tucker, potentially near the intersection of Lawrenceville Highway/Idlewood Road/Main Street, where several routes currently intersect.

Secondly, the Georgia Department of Transportation (GDOT) is currently developing plans to construct Express-Toll Lanes (ETL) along I-285 across the "top end" (I-75 to I-85) and from I-85 to I-20 in DeKalb County. This planned ETL system (also called a Managed Lane system) will use a variable toll as a means to manage demand in the express lanes, thereby managing the volume of traffic and maintain desirable travel speeds. These planned ETL facilities, then, will provide an excellent opportunity to run fast and efficient express bus service. Unlike local bus service which serves local trips and makes frequent stops, express bus service (like the SRTA Xpress routes) serves longer trips and makes fewer stops. Express service is appropriate to connect residential areas to employment centers or to regional transit hubs. The GDOT's planned managed lane system along I-285 will provide an envelope within which to run additional express bus service connecting parts of DeKalb County to Doraville MARTA and to the Perimeter Center employment district. This provides an excellent opportunity to include access or provisions for express bus service from the Northlake area of Tucker to express bus services in I-285. (There is currently no similar plan for US 78; although further study is recommended in the policy recommendations later in this document.)

Figure 8 - Transit Services

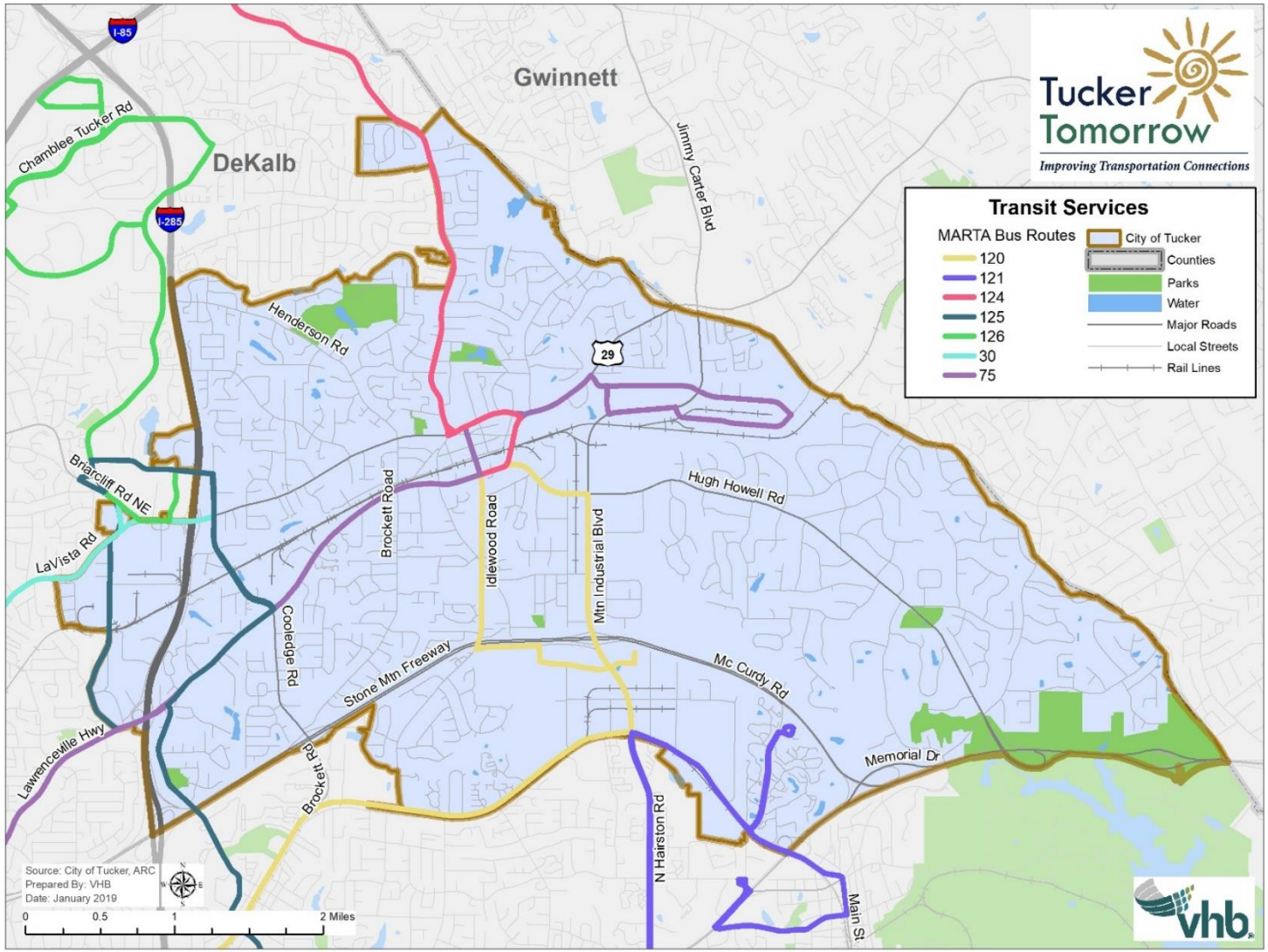


Table 3: MARTA Bus Route Ridership

		Weekday		Saturday		Sunday	
Route #	**Route Name**	**Ons**	**Offs**	**Ons**	**Offs**	**Ons**	**Offs**
30	Lavista Road	521	525	347	356	278	286
75	Lawrenceville Highway	1361	1364	744	749	526	536
120	East Ponce De Leon Avenue	2107	2142	1440	1476	1149	1189
121	Memorial Drive / N Hariston Road	3744	3723	2642	2633	2118	2108
124	Pleasantdale Road	1579	1584	848	850	694	702
125	Clarkston / Northlake	1854	1849	940	945	708	714
126	Chamblee Tucker Road	769	768	404	403	334	335

* December 2017 through April 13, 2018

Table 4: Average Daily MARTA Rail Ridership

		Weekday		Saturday		Sunday	
MARTA Station	**Line**	**Ridership**	**Time**	**Ridership**	**Time**	**Ridership**	**Time**
Avondale	Blue	3,365	4:45 am - 1am	1,870	6 am - 1 am	1,404	6 am - 1 am
Chamblee	Gold	3,721	4:45 am - 1am	1,871	6 am - 1 am	1,425	6 am - 1 am
Doraville	Gold	5,476	4:45 am - 1am	3,154	6 am - 1 am	2,203	6 am - 1 am
Kensington	Blue	5,565	4:45 am - 1am	3,390	6 am - 1 am	2,692	6 am - 1 am
Lindbergh	Red / Gold	7,802	4:45 am - 1am	4,603	6 am - 1 am	3,639	6 am - 1 am

Community Input

During the course of the project, the project team conducted three stakeholder advisory committee meetings, three public meetings, and one city council meeting as follows:

- Stakeholder Meeting 1 Monday, August 27, 2018
- Stakeholder Meeting 2 Tuesday, September 25, 2018
- Stakeholder Meeting 3 Thursday, November 1, 2018
- Community Meeting 1 Thursday, September 13, 2018
- Community Meeting 2: Thursday, November 15, 2018
- Community Meeting 3: Thursday, January 17, 2019
- City Council Presentation: Monday, February 25, 2019

Information distributed and discussed at each meeting is made part of the meeting documentation and was shared on the City's website throughout the project. The stakeholder advisory committee played an important role by contributing their time and input to help formulate the transportation vision statement and objectives, review preliminary findings and recommendations, and serve as a sounding board prior to each community meeting. Community meetings involved a combination of formal presentations, displays, Q&A sessions, time for one-on-one conversation with project team members, and collection of written comments and suggestions.

For more detailed notes about meeting agendas and minutes, please see the appendix or visit: [www.tuckertomorrowplan.com/community-meetings.](www.tuckertomorrowplan.com/community-meetings)

Vision and Objectives

Identifying the City's vision and goals for transportation began with first reviewing input received during preparation of the Tucker Tomorrow plan – the City's Comprehensive Plan. The Strategic Transportation Master Plan examined the transportation conditions and sought additional community input to build on that understanding and refine the vision for transportation. The Tucker Tomorrow plan clearly discusses the importance of connecting all communities within Tucker to one another and to parks, recreational opportunities, and to downtown Tucker. That vision was confirmed by the input heard during the Strategic Transportation Master Plan. With additional input around those ideas, the following vision and goals were defined:

Transportation Vision: To Enhance Tucker by connecting places and people with safe 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 multi-modal system with traffic congestion reduction

Recommendations

Following a thorough review of existing conditions and transportation needs, the project team considered potential strategies which would move the community from the current transportation condition toward accomplishment of the transportation vision and objectives. Through this analysis, several citywide transportation strategies emerged as being most appropriate toward accomplishing the City's transportation objectives. These strategies then provided a direction for development of specific projects, policies and programs. The following section describes those citywide transportation strategies, followed by detailed descriptions of recommended projects for streets and intersections, pedestrian facilities, bicycle facilities and policies. Following these detailed discussions of specific, recommended projects are estimates of project implementation costs, potential funding sources, and suggested timeframes to fund and implement the plan.

Citywide Transportation Strategies

Tucker is a crossroads community. Its location is part of its appeal. As such, there are travelers to Tucker as well as through Tucker. This is a symbiotic relationship where all people enjoy the many benefits of being conveniently located and residents endure some of the traffic which passes through. The citywide transportation strategies reflect this understanding and keep this in context with the community's desire to continue to be a great place to live, to walk, to shop, etc. As the project team, with considerable input from the community and City leadership, began formulating recommendations to accomplish the stated objectives and advance toward the vision statement, several guiding strategies emerged that influenced the specific projects recommended:

- Enhance downtown Tucker by prioritizing walking, beautification and safety improvements in the immediate downtown
- Enhance traffic capacity and flow outside the downtown core
- Prioritize projects and strategies which keep traffic moving, but with increased travel safety for all users
- Enhance walking infrastructure and safety throughout the City
- Maintain the City's transportation infrastructure in good working order

Table 5: Project Types

Project Type	Description
Complete Streets	A roadway that serves the complete range of potential users – autos, pedestrians, bicycles and/or transit riders. This will include continuous sidewalks and either a bike lane or a shared lane. Roadway operational improvements, which include additional turning lanes are also recommended.
Shared Lane	Shared lanes, sometimes called "Sharrows," are marked with a bicycle and chevron symbol to indicate where cyclists should ride in the roadway and to alert drivers to their presence.
Buffered Bike Lane	Buffered bike lanes should provide separation from vehicular traffic with a minimum 1.5-foot buffer. The buffer may include a vertical divider such as a flexible delineator post. Green paint is recommended to distinguish the bike lane from other travel lanes.
Roadway Capacity	This project type involves the addition of vehicular travel lanes, achieved through a roadway widening for the purpose of increasing throughput and/or reducing congestion.
Maintenance and Modernization	Projects include the ongoing maintenance of streets, such as resurfacing and upgrades to meet current design and safety standards. Locations of further examination for potential upgrades include Old Norcross Road, Old Stone Mountain Road, and intersection turning radii near truck destinations.
Interchange Upgrade	Upgrades to improve the safety and/or capacity of a highway interchange (such as the Mountain Industrial interchange with US 78).
Intersection Improvement	Improvements to enhance the safety, operation and/or capacity of a street intersection. This may include adding turn lanes or a complete reconfiguration or realignment.

Recommended Street and Intersection Projects

Decreasing traffic volumes and congestion is a paramount factor to transforming Tucker from a crossroads community to a walkable, extended neighborhood. This also ensures that all vehicles/modes that use the roadway are safe while prioritizing the community's needs of mobility, safety, and time efficiency. Projects recommended for roadways include the reconfiguration of intersections, complete streets, and bike projects that include on street bike lanes, sharrows, and other treatments. Figure 9 highlights these projects.

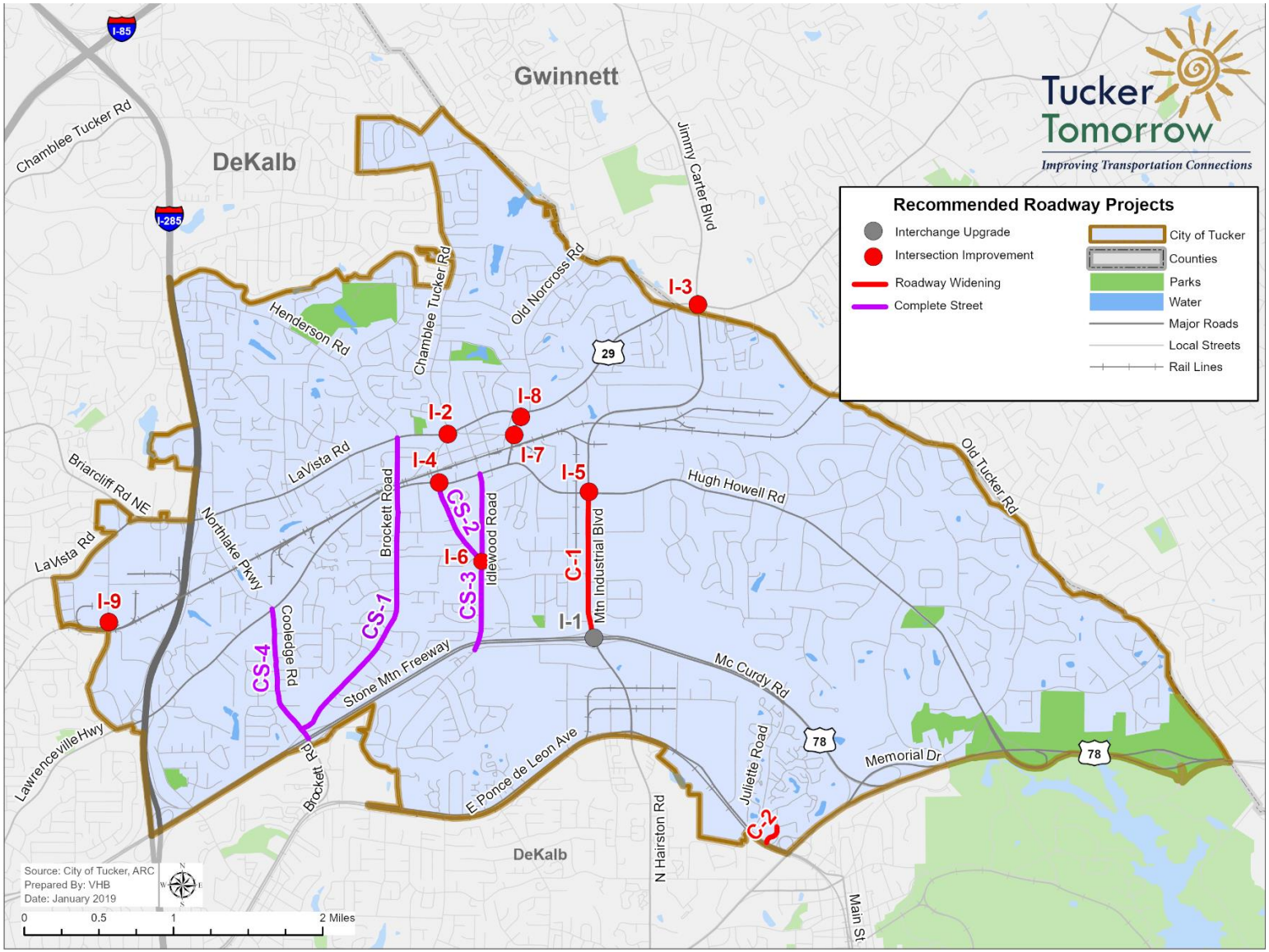
*Table 6: Roadway Project Descriptions**

Map ID	Project	Tier	Description
C-1	MIB Widening	Tier 2	Upgrade Mountain Industrial Boulevard to six lanes with a raised median from Hugh Howell Road to US 78 to better accommodate truck traffic and increase traffic demand, as well as improve travel safety.
C-2	Richardson Street Improvements	Tier 1	Create a connection between E Ponce de Leon Avenue and Stone Mill Way by shifting intersection at E Ponce de Leon Avenue west to provide better sight distance and spacing from the US 78 ramp.
CS-1	Brockett Road Complete Streets	Tier 2	Bi-directional bike lanes, bi-directional sidewalks, 2 right hand turn lanes, and 1 additional traffic signal (location to be determined to facilitate vehicular access and pedestrian crossings).
CS-2	Fellowship Road Complete Streets	Tier 1	Bi-directional bike lanes, bi-directional sidewalks, and 1 right turn lane
CS-3	Idlewood Road Complete Streets	Tier 1	Bi-directional bike lanes, bi-directional sidewalks, and 2 right hand turn lanes.
CS-4	Cooledge Road Complete Streets	Tier 3	2-lane Complete Street. Bi-directional sidewalks, bike lanes and operational improvements.
I-1	MIB at US 78 Interchange Improvement	Tier 1	Coordinate with Georgia DOT and DeKalb County to upgrade and expand interchange at US 78/Mountain Industrial Boulevard to increase capacity and improve safety.
I-2	LaVista Road at Fellowship Road Intersection Improvement	Tier 2	LaVista Rd at Fellowship Road – Reconstruct to conventional 4-leg intersection, eliminating the "triangle"
I-3	Lawrenceville Highway (US 29) at MIB Intersection Improvement	NA	Will benefit from additional turn lanes; intersection is mostly in Gwinnett County; staff has already coordinated with Gwinnett County, who is planning an improvement project.
I-4	Lawrenceville Highway (US 29) at Fellowship Road Intersection Improvement	Tier 1	Reconfigure southbound approach to include Left, Thru and Right lanes; re-stripe northbound approach to allow for more storage for left-turning vehicles; add an eastbound Right turn lane.

Map ID	Project	Tier	Description
I-5	Hugh Howell Road at MIB Intersection Improvement	Tier 1	In short-term, add second Left turn lane to northbound approach and add Right turn lanes to all approaches; long-term, conduct further study of potential innovative design such as a Continuous Flow Intersection (CFI).
I-6	Idlewood Road at Fellowship Road Intersection Improvement	Tier 1	Conduct an Intersection Control Evaluation study at this intersection to determine the most suitable intersection configuration or roundabout. The identified intersection improvement may be implemented independently or become part of project #CS-2 and CS-3.
I-7	Lawrenceville Hwy at Lynburn Drive Intersection Improvement and Traffic Study	Tier 1	Add lane on EB Lynburn approach to provide a L/T lane and a shared thru/right lane; include pedestrian safety improvements as appropriate. Conduct detailed traffic operational and safety study.
I-8	Lawrenceville Hwy at LaVista Road Intersection Improvement	Tier 1	Conduct detailed traffic operational and safety study to identify specific design concept and costs to improve traffic flow and safety.
I-9	Grade Separation of Montreal Road at Railroad Crossing	Tier3	Elevated grade separation of Montreal Road over existing railroad crossing near Montreal Circle.

** for more more detailed information please see appendix for cost estimates.*

Figure 9: Recommended Roadway Projects



Recommended Pedestrian Facilities

As described previously, there are many streets with gaps in the sidewalks or lacking sidewalks altogether. The goal of the many identified sidewalk projects herein is to complete the City's system of sidewalks such that people can walk literally anywhere in the City. To that end, it is recommended to approach the sidewalk projects in a consistent and incremental manner. Allocating a portion of available funds and building sidewalks each year will result in noticeable and constant progress toward this goal. Figure 10 shows both the existing sidewalks and the recommended sidewalk projects – illustrating how the completed system reaches throughout the City.

27 miles of new sidewalks have been recommended to be developed in a total of 59 sidewalk projects. Projects, costs and funds (discussed later in this report) are summarized into three tiers as follows:

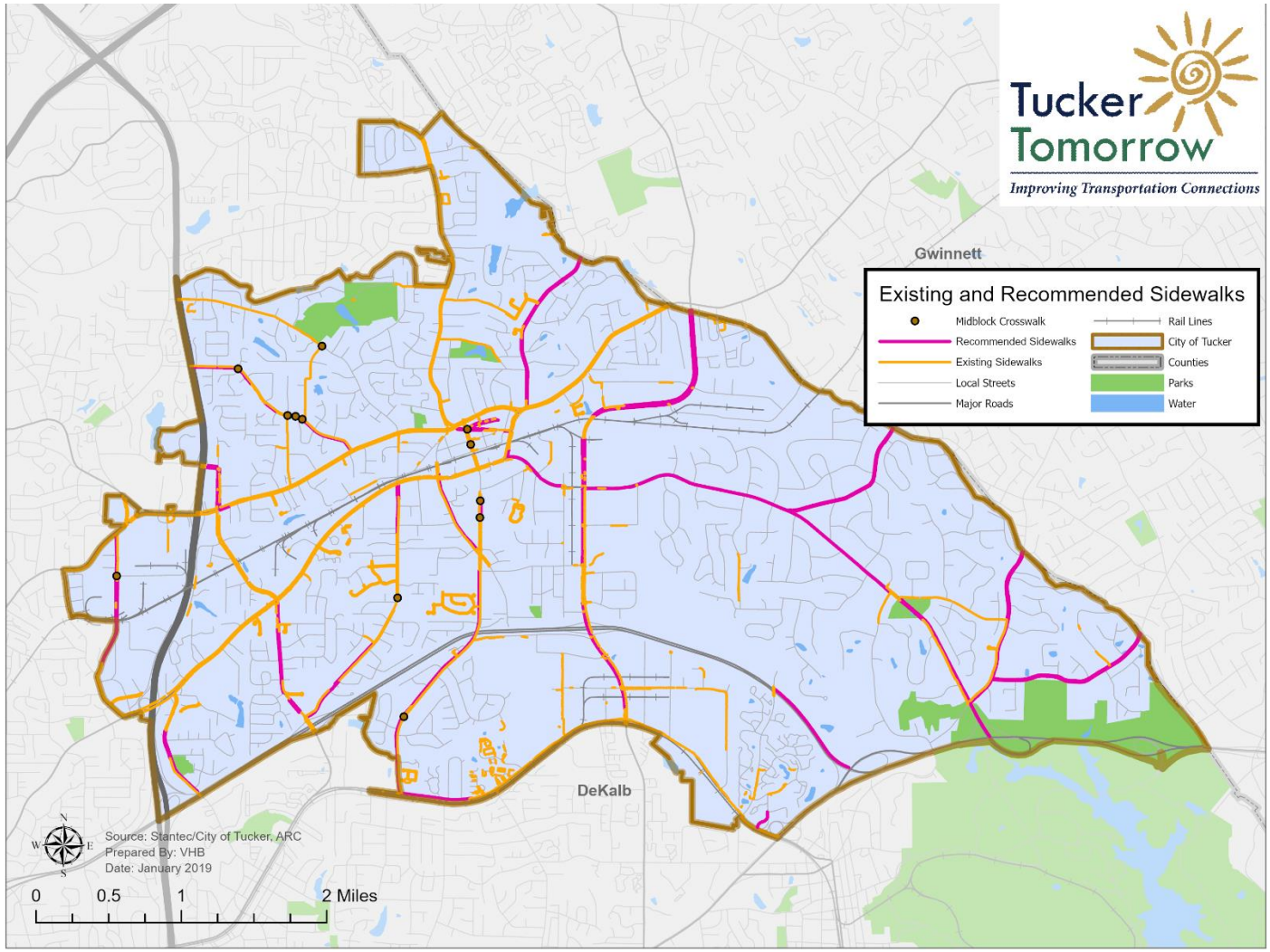
- Tier 1 – years 2019 - 2024 (which corresponds to the sunset of the DeKalb TSPLOST sales tax)
- Tier 2 – years 2025 - 2030
- Tier 3 – years 2031 - 2040

Sidewalk projects have been ranked into three tiers based on an evaluation against prioritization criteria. The prioritization criteria were developed by the project team and with considerable input from the Stakeholder Advisory Committee. These criteria include:

- Safety
    - Speed limit
    - Crash history
    - Lack of sidewalk / fills gap
- Demand
    - Proximity to jobs
    - Proximity to schools
    - Proximity to parks
    - Proximity to transit
    - Proximity to residential density
    - Proximity to activity centers
    - Proximity to equity areas
- Readiness
    - Constructability
    - Community value

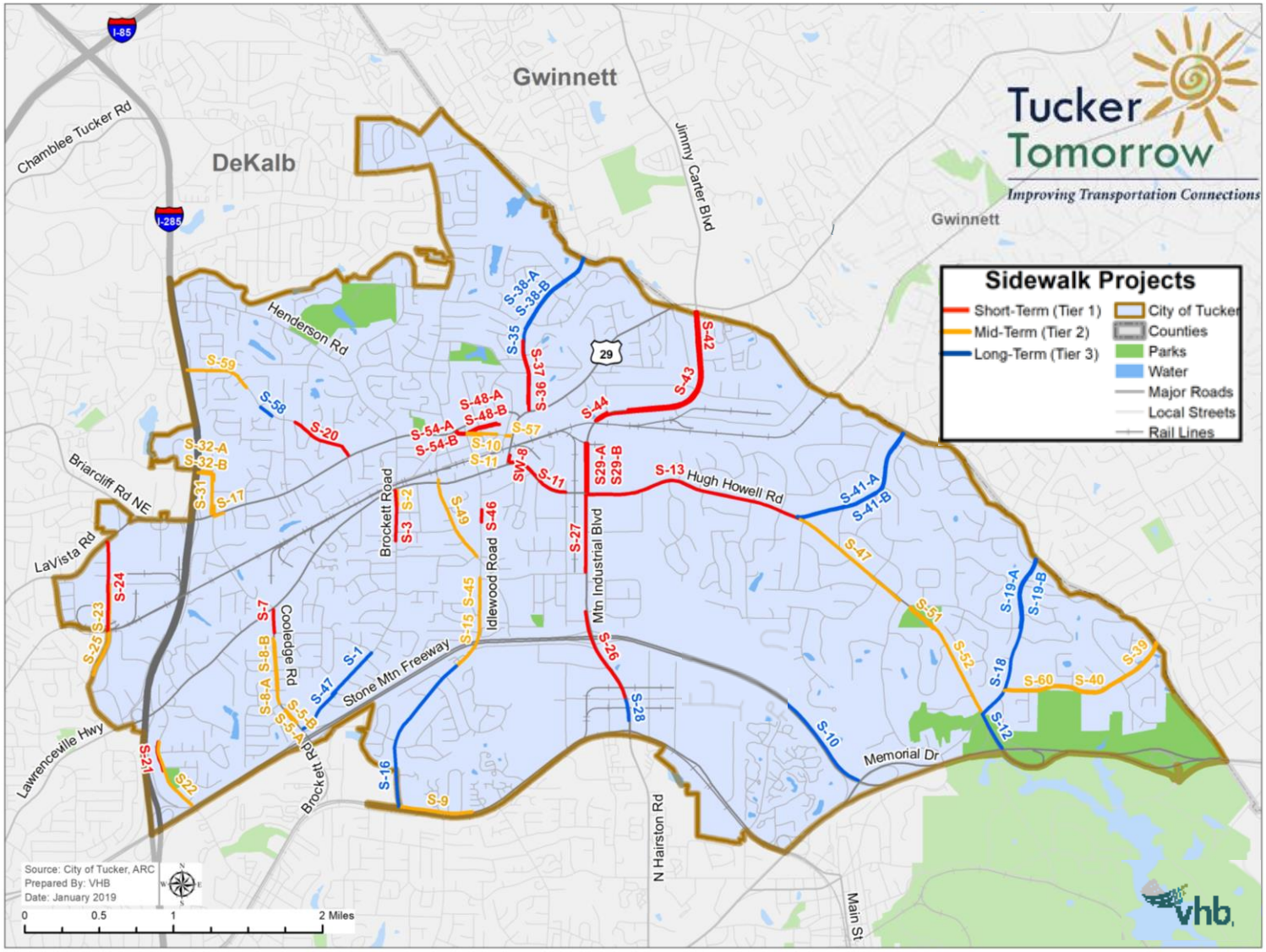
This detailed sidewalk evaluation and detailed list of sidewalk projects and cost estimates can be found in the appendix.

Figure 10: Sidewalk Network - Existing and Recommended



Note: The recommended sidewalks shown are complimentary to the multiuse paths identified in the City's 2019 Trails Master Plan. Sidewalks are generally recommended on both sides of each street. In locations where a multiuse path is also recommended in the City's Trails Master Plan, it is recommended that the street will include the trail on one side of the street and a sidewalk on the opposite side of the street.

Figure 11: Recommended Sidewalk Projects



Recommended Bicycle Facilities

Figure 12 shows on street bicycle projects that are to be implemented in the City of Tucker. Not included are roadway projects, like complete streets which, in their development, include bicycle lanes in each direction. Please see the Tucker Master Trail Plan for recommendations for areas for future multi-use trails that facilitate movement for pedestrians and cyclists.

Figure 12: Recommended Bicycle Projects

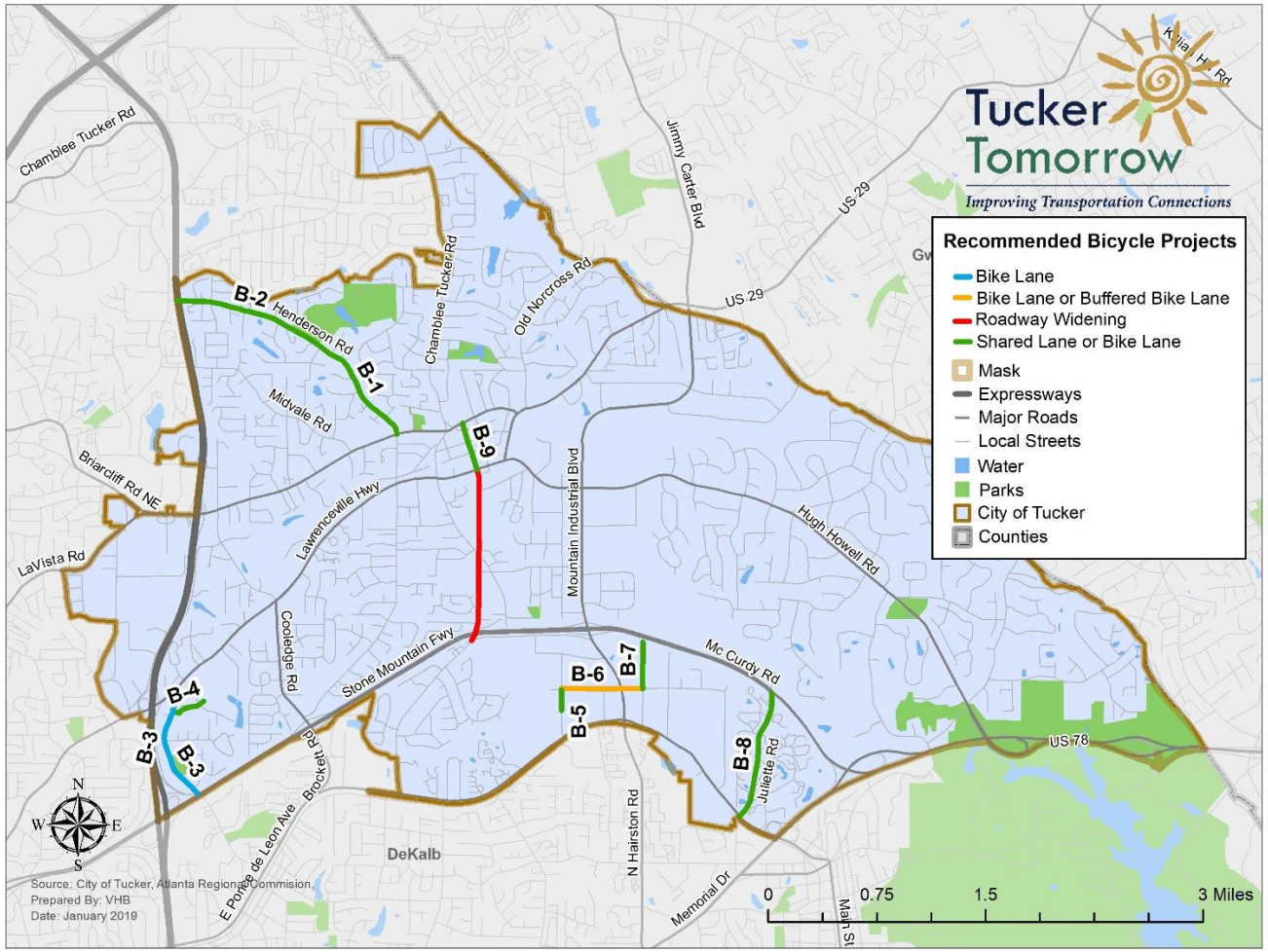
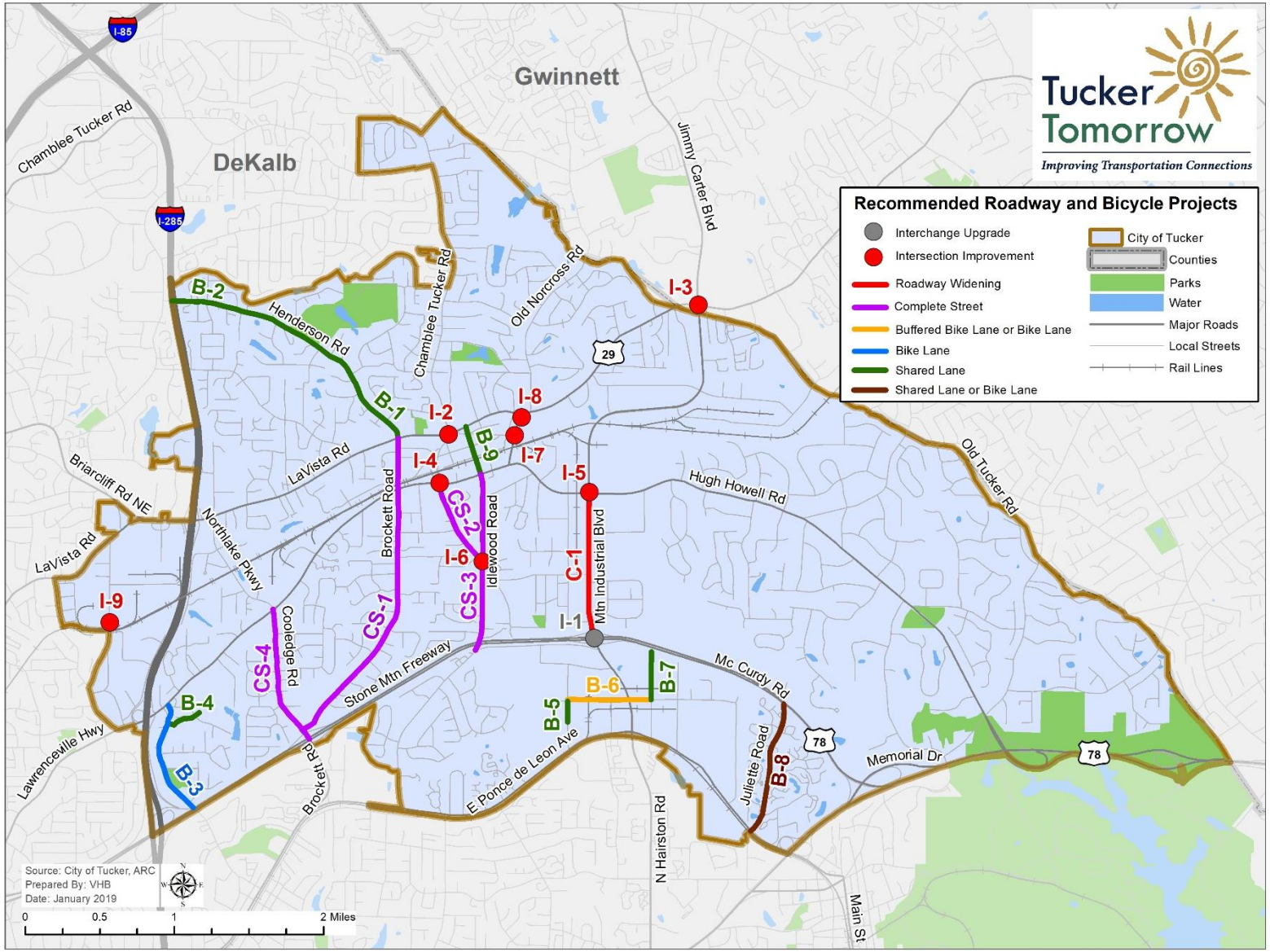


Figure 13 shows both roadway and bicycle projects on a single map to illustrate how bicycle facilities relate to the identified Complete Street corridors. It is also noted that the sidewalk projects, bicycle projects and complete street projects were all developed to be complimentary to the planned Tucker Path trail network.

Figure 13: Roadway and Bicycle Projects



Summary of Projects

The previous sections describe specific recommended projects addressing street maintenance, roadway capacity, complete streets, interchange upgrades, intersection upgrades, bicycle facilities and sidewalks. Street maintenance is an annual, ongoing activity. The total number of other project types is shown below in Figure 14. Sidewalk projects are by far the largest number of projects by type. Figure 15, on the following page, represents those projects by timeframe – Tier 1, Tier 2 and Tier 3.

Figure 14: Number of Projects by Project Type

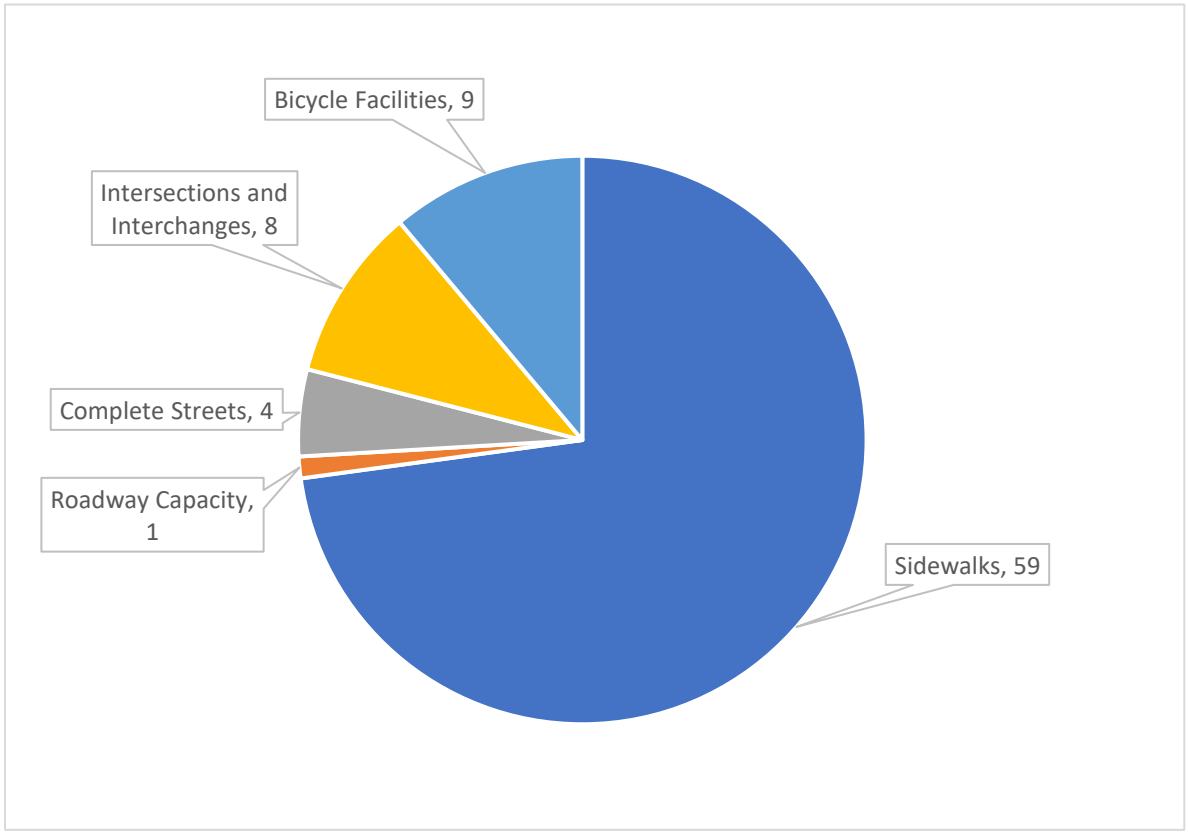
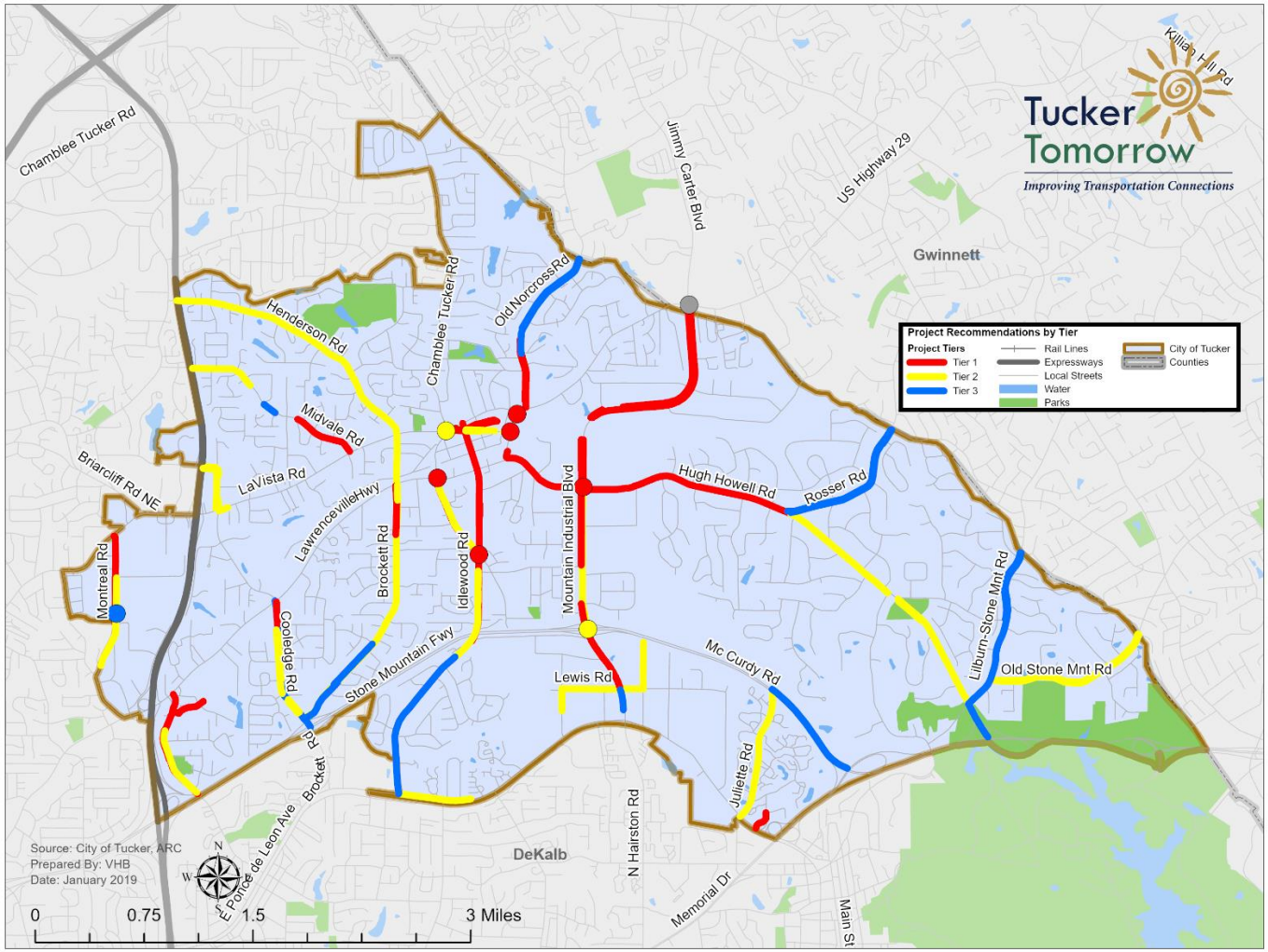


Figure 15: Project Recommendations by Tier



Notes: This map combines sidewalk projects, roadway projects and bicycle projects. The colors denote the recommended funding Tier. Some mapped projects may be overlapping.

Policy Recommendations

In addition to specific recommended projects and programs, this plan also identified specific transportation policies and elements for further study as follows:

Multimodal Recommendations

- Adopt a Complete Streets policy
- Examine potential for a future shuttle between downtown Tucker and Northlake area
- Coordinate with DeKalb County, MARTA and Gwinnett County regarding specific transit needs and opportunities within the Lawrenceville Highway corridor
- Coordinate with DeKalb County and Georgia DOT for future express bus access to the planned I-285 corridor managed lanes, allowing an express transit connection to MARTA Doraville Station and to the Perimeter Center district
- Provide improved bus shelters at key locations – coordinate with MARTA on their initiative to improve bus shelters
- Recommend to DeKalb County and to Georgia DOT the development of a corridor plan for US 78

Beautification Recommendations

- Install gateway monuments at key entrances to the City
- Install and maintain beautification elements at key locations within the public rights of way
- Install aesthetic improvements at I-285 bridges within City limits

Safety Recommendations

- Implement improvements recommended in the 2018 Intersection Safety Analysis
- Continue to add sidewalks throughout the City and connect the existing sidewalks
- Examine potential additional midblock pedestrian crossings where warranted and feasible

Access Management Recommendations

- Review and update functional class map as appropriate when the Atlanta Regional Commission calls for period updates
- Seek opportunities to consolidate access points (driveways and intersections) and install medians on US 29 (Lawrenceville Hwy) and SR 236 (LaVista Road)

Costs and Funding

This section provides an assessment of costs and an analysis of available and anticipated future funding. This analysis is presented in the three Tier timeframe (Tier 1 = 2019 – 2024; Tier 2 = 2025 – 2030; Tier 3 = 2031 – 2040) and includes both ongoing maintenance costs as well as capital improvement costs. Additional details of capital improvement projects and cost calculations are included in the Appendix.

Project Costs

Approximate project costs are presented below. These costs are in current (year 2018) dollars based on planning-level unit costs for similar projects.

Table 7 Approximate Project Costs

Map ID	Project	Road	Cost	Description
C-1	MIB Widening	Mountain Industrial Boulevard	$12,306,000	Upgrade Mountain Industrial Boulevard to six lanes with a raised median from Hugh Howell Road to US 78 to better accommodate truck traffic and increase traffic demand, as well as improve travel safety.
C-2	Richardson Street Improvements	Richardson Street	$1,050,000*	Create a connection between E Ponce de Leon Avenue and Stone Mill Way by shifting intersection at E Ponce de Leon Avenue west to provide better sight distance and spacing from the US 78 ramp.
CS-1	Brockett Road Complete Streets	Brockett Road	$1,307,000	Bi-directional bike lanes, bi-directional sidewalks, 1 additional traffic signal, and 2 right hand turn lanes.
CS-2	Fellowship Road Complete Streets	Fellowship Road	$334,500	Bi-directional bike lanes, bi-directional sidewalks, and 1 right turn lane
CS-3	Idlewood Road Complete Streets	Idlewood Road	$884,600	Bi-directional bike lanes, bi-directional sidewalks, and 2 right hand turn lanes.
CS-4	Cooledge Road Complete Streets	Cooledge Road	$2,010,000	2-lane Complete Street. Bi-directional shared lanes, sidewalks, and operational improvements.
I-1	MIB at US 78 Interchange Improvement	MIB at US 78	$19,854,000	Coordinate with Georgia DOT and DeKalb County to upgrade and expand interchange at US 78/Mountain Industrial Boulevard to increase capacity and improve safety.

Map ID	Project	Road	Cost	Description
I-2	LaVista Road at Fellowship Road Intersection Improvement	LaVista Road at Fellowship Road	$9,155,000	LaVista Rd at Fellowship Road – Reconstruct to conventional 4-leg intersection, eliminating the "triangle"
I-3	Lawrenceville Highway (US 29) at MIB Intersection Improvement	Lawrenceville Highway at MIB	NA	Will benefit from additional turn lanes; intersection is mostly in Gwinnett County; staff has already coordinated with Gwinnett County, who is planning an improvement project.
I-4	Lawrenceville Highway (US 29) at Fellowship Road Intersection Improvement	Lawrenceville Highway at Fellowship Road	$6,714,000	Lawrenceville Hwy (US 29) at Fellowship Road – widen along Lawrenceville Hwy to add an eastbound Right turn lane. (A recent modification reconfigured the southbound approach to include Left, Thru and Right lanes and re-striped the northbound approach to allow for more storage for left-turning vehicles).
I-5	Hugh Howell Road at MIB Intersection Improvement	Hugh Howell Road at MIB	$8,015,000	In short-term, add second Left turn lane to northbound approach and add Right turn lanes to all approaches; long-term, conduct further study of potential innovative design such as a Continuous Flow Intersection (CFI).
I-6	Intersection Control Evaluation	Fellowship Road at Idlewood Road	$50,000	Conduct an Intersection Control Evaluation study at this intersection to determine the most suitable intersection configuration or roundabout. The identified intersection improvement may be implemented independently or become part of project #CS-2 and CS-3.
I-7	Lynburn Drive at Lawrenceville Highway (US 29) Intersection Improvement and Traffic Study	Lawrenceville Highway at Lynburn Drive	$1,575,000	Add lane on EB Lynburn approach to provide a L/T lane and a shared thru/right lane; include pedestrian safety improvements as appropriate. Conduct detailed traffic operational and safety study.
I-8	Traffic Operational and Safety Improvement study	Lawrenceville Hwy at LaVista Road	$75,000	Conduct detailed traffic operational and safety study to identify specific design concept and costs to improve traffic flow and safety.

Map ID	Project	Road	Cost	Description
I-9	Grade Separation of Montreal Road at Railroad Crossing	Montreal Road	$6,490,000	Elevated grade separation of Montreal Road over existing railroad crossing near Montreal Circle.
P-1	Innovative Intersection Concepts at Hugh Howell Road at Mountain Industrial Blvd	Hugh Howell Road at MIB	$150,000	Conduct study of potential innovative design such as Continuous Flow Intersections (CFI)
P-2	Hugh Howell Road Operations and Safety Improvement Concepts	Hugh Howell Road	$50,000	Develop and analyze alternate improvement concepts at key intersections to improve safety and control vehicle speeds, including potential for roundabouts.
P-3	Chamblee-Tucker Road Corridor Study	Chamblee-Tucker Road	$100,000	A special corridor or sub-area study is recommended for this area due to anticipated significant increases in traffic flow.
P-4	East-West Connector Feasibility Study	New East-West Connector Road	$250,000	Study a potential new roadway connection between Brockett Road and Idlewood Road near Elmdale Drive
P-5	Mountain Industrial Blvd and Jimmy Carter Boulevard Corridor Study from I-85 to E Ponce de Leon Avenue	MIB and Jimmy Carter Boulevard	$150,000	Comprehensive Corridor Study of the Jimmy Carter Blvd/MIB, which is being discussed with Gwinnett County and Tucker Summit CID.
B-1	Henderson Road Shared Lane - Segment 1	Henderson Rd	$184,000	Shared Lane
B-2	Henderson Road Shared Lane - Segment 2	Henderson Rd	$146,000	Shared Lane
B-3	Montreal Road Bike Lane	Montreal Rd	$3,753,795	Bike Lane (5')
B-4	Woodlawn Circle Shared Lane	Woodlawn Circle	$39,000	Shared Lane
B-5	Roadhaven Drive Shared Lane	Roadhaven Dr	$48,500	Shared Lane
B-6	Lewis Road Buffered Bike Lane or Bike Lane	Lewis Rd	$2,149,000	Bike Lane (5') or Buffered Bike Lane (4')
B-7	Litton Drive Shared Lane	Litton Dr	$18,000	Shared Lane
B-8	Juliette Road Shared Lane or Bike Lane	Juliette Rd	$160,000	Shared Lane or Bike Lane (5')
B-9	Main Street Shared Lane	Main St	$61,000	Shared Lane
SP-1	Short-term Sidewalk Projects	(see detailed list in appendix)	$12,800,000	(see appendix: Tier 1)
SP-2	Mid-term Sidewalk Projects	(see detailed list in appendix)	$12,900,000	(see appendix: Tier 2)
SP-3	Long-term Sidewalk Projects	(see detailed list in appendix)	$8,300,000	(see appendix Tier 3)
RM-1	Roadway Maintenance Tier 1 (2019-2024)	City Wide	$28,000,000	

Map ID	Project	Road	Cost	Description
RM-2	Roadway Maintenance Tier 2 (2025-2030)	City Wide	$24,000,000	
RM-3	Roadway Maintenance Tier 3 (2031-2040)	City Wide	$40,000,000	

* Estimate does not include right of way acquisition or utility relocation costs.

The ongoing roadway maintenance costs listed above include only those elements for which the City of Tucker is currently responsible – primarily resurfacing and minor maintenance. To date, the City has funded resurfacing through a combination of Local Maintenance and Improvement Grants (or LMIG, a state formula grant program), SPLOST revenue and City general funds. Other street and drainage maintenance is currently the responsibility of DeKalb County and funded through a portion of the City's property taxes. The maintenance elements funded through the DeKalb County millage include:

- Traffic signals
- Roadway signs
- Pavement markings
- Stormwater infrastructure (including publicly-owned dams, such as those at City parks)
- Bridges
- Sidewalk maintenance
- Pothole repair / patching
- Emergency road response
- Street sweeping/little control/beautification
- General Right-of-Way maintenance

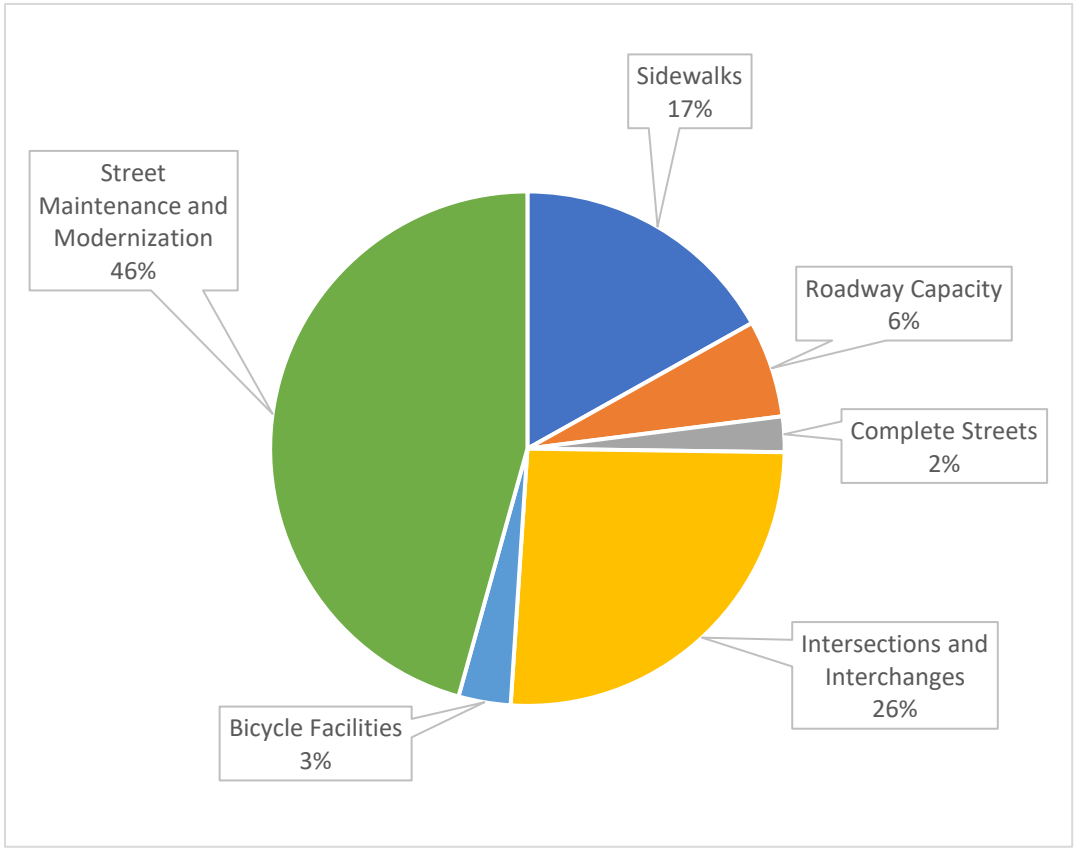
The estimate of total transportation costs approximately $200 million over the 20-year planning period. The largest single component is for Street Maintenance and Modernization. While the many sidewalk projects represent the largest category by number, the total cost of the sidewalk projects is approximately $34 million. Table 7 summarizes both the number and total costs by category. And, Figure 16 presents the percentage of project costs by category.

Table 8: Project Costs by Category

Project Category	# Projects	Total Costs (millions)
Roadway Capacity	1	$12.3
Complete Streets	4	$12.6
Interchange Upgrade	1	$20.0
Intersection Upgrade	8	$32

Studies and Design	5	$0.7
Bicycle Facility	9	$6.6
Sidewalk Facility	59	$34.0
Street Maintenance and Modernization	n/a	$92.0
Total		$200.7

Figure 16: Percentage of Project Costs by Category



Funding

Transportation projects in the City are currently funded by City general funds, DeKalb County SPLOST sales tax revenues, State resurfacing funds (called the LMIG program) and other state and federal funding through the Georgia DOT and/or Atlanta Regional Commission. (This analysis omits MARTA funding of MARTA services operated in the City of Tucker.) These various funding sources are not guaranteed in future years. This analysis is based on a continuation of current funding levels for most revenue sources, and then looks at three scenarios for the potential future of the DeKalb SPLOST sales tax program. The three potential future scenarios represent a low, medium and high funding levels.

Scenario 1 presents a low funding situation, where there are no future SPLOST programs beyond the current program (which sunsets in year 2024) and other existing funding streams remain constant. Scenario 2 presents a medium funding situation, where future 1% SPLOST programs are present during only half of those years within the planning horizon. And, Scenario 3 presents a high funding situation, where a SPLOST program is continually renewed at 1% through the planning horizon of year 2040. Table 8 summarizes the forecast total revenues for each of these three scenarios. For each of these three scenarios, revenues were calculated for each tier (time period) within the planning horizon. Table 9 shows this breakdown for funding Scenario 3.

The cost summary presented in the previous section included a total plan cost of approximately $199 million. Therefore, Scenario 1 (low funding scenario) does not produce enough funding to implement the entire transportation plan. Scenario 3 (high funding level) produces more than enough funding. And, Scenario 2 (medium funding level) produces about 94% of the necessary funding. This scenario analysis looks at different levels of future SPLOST, because it is likely the greatest variable in predicting future available funds. However, it should also be noted that the estimates of available state and federal funds for eligible projects is also variable. This analysis assumed that 50% of eligible projects would secure state and/or federal funds – and, this is also an unknown variable. That said, however, the general conclusion is that the transportation plan is affordable with these funding sources if DeKalb County renews the SPLOST sales tax program for more than half of the years between 2025 and 2040.

Table 9: Revenue Scenarios

Funding Scenario	Approx. Total Revenues
Scenario 1 - No additional SPLOST programs	$125 million
Scenario 2 - Future SPLOST for 50% of timeframe	$188 million
Scenario 3 - Future SPLOST throughout timeframe	$252 million

Table 9 presents a detailed breakdown by Tier and revenue source only for Scenario 3 (high funding scenario). The Local, LMIG and Other State/Federal funding sources were held constant in Scenarios 1 and 2 – only the SPLOST revenues were varied between scenarios.

Table 10: Revenue Forecast, Funding Scenario 3

Revenue Summary by Tier, Scenario 3						
Tier 1 - 2019 - 2024						
SPLOST Multi-modal	SPLOST Roads	SPLOST Subtotal	Local	LMIG	Other State/Fed	Total
$5,325,000	$23,253,750	$28,578,750	$4,980,000	$2,220,000	$11,181,816	$75,539,316
Tier 2 - 2025 - 2030						
SPLOST Multi-modal	SPLOST Roads	SPLOST Subtotal	Local	LMIG	Other State/Fed	Total
$3,180,000	$20,670,000	$23,850,000	$4,980,000	$2,220,000	$11,181,816	$66,081,816
Tier 3 - 2031 - 2040						
SPLOST Multi-modal	SPLOST Roads	SPLOST Subtotal	Local	LMIG	Other State/Fed	Total
$5,300,000	$34,450,000	$39,750,000	$8,300,000	$3,700,000	$18,636,360	$110,136,360
SPLOST Multi-modal	**SPLOST Roads**	**SPLOST Subtotal**	**Local**	**LMIG**	**Other State/Fed**	**Grand Total**
$13,805,000	$78,373,750	$92,178,750	$18,260,000	$8,140,000	$40,999,992	**$251,757,492**

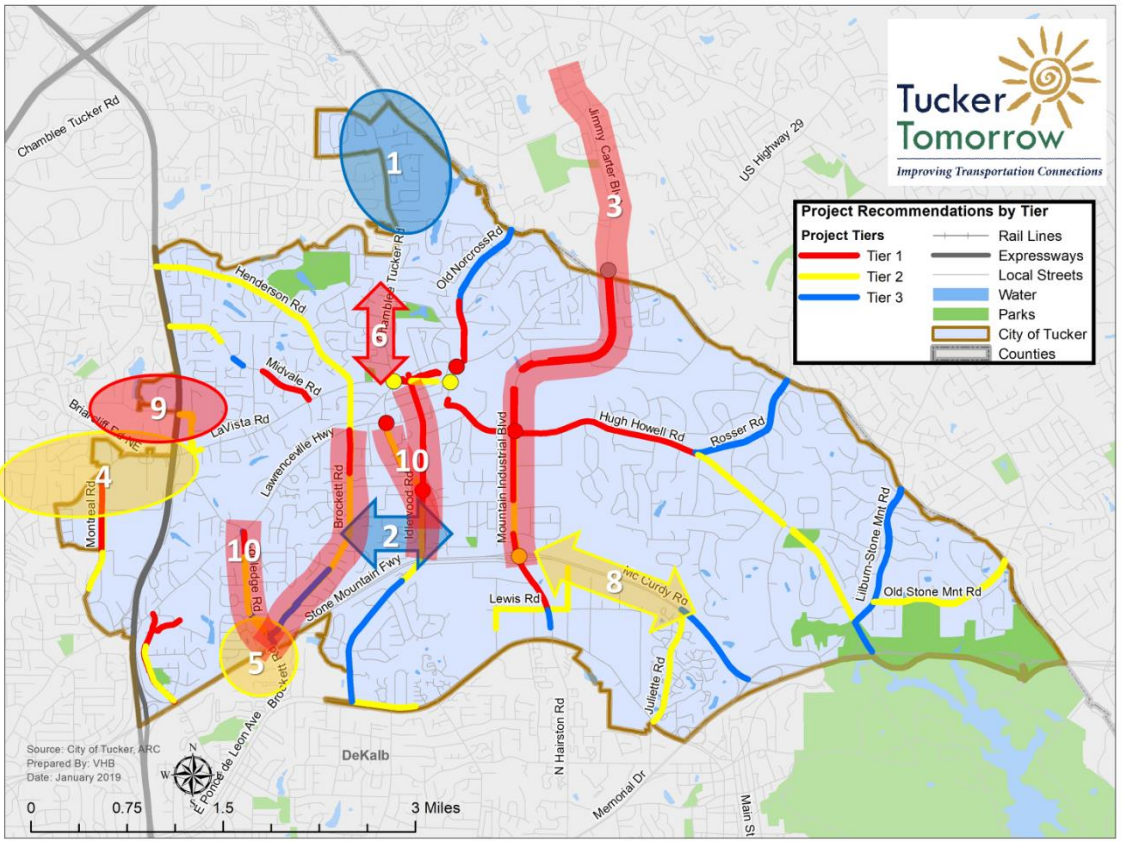
Future Areas of Study

As mentioned previously, there are several specific locations or transportation issues discovered which warrant or require more detailed study. Figure 17 locates these areas with Table 9 describing the specific issue or opportunity to be studied.

Table 11: Future Areas of Study

1	Forecasts and traffic models suggest this area near Chamblee Tucker Rd, Pleasantdale Rd and Britt Road will see significant increases in traffic flow in the future. It is recommended to conduct a special corridor study or sub-area study of this area to better explore issues and opportunities. **Tier 3 (10+ years)**
2	It is desirable to have better east-west connectivity between some of the City's north-south streets. One potential opportunity is a connection between Brockett Road and Idlewood Road for a 2-lane, local (i.e. No Trucks) street. It is recommended to further study potential new east-west streets such as this. **Tier 3 (10+ years)**
3	A comprehensive Corridor Study of the Jimmy Carter Blvd/ Mountain Industrial Blvd, which is being discussed already with Gwinnett County and Tucker Summit CID. **Tier 1 (1-5 years)**
4	A Traffic Operations and Safety Study of the LaVista Rd corridor from east of Northlake Pkwy to west of Montreal Rd. **Tier 2 (5-10 Years)**
5	A Traffic Operations and Safety Study of The US 78 interchange with Cooledge Rd, including the potential relocation of the intersection with Brockett Rd. **Tier 2 (5-10)**
6	Conduct vehicular speed study along Chamblee Tucker Rd. **Tier 1 (1-5 years)**
7	Conduct citywide signal inventory and produce an ITS Plan. **Tier 3 (10+ years)**
8	A managed lane project on US 78 that includes a managed lane exit to the I-285 Eastside Express Lane Project. **Tier 2 (5-10 years)**
9	Examine opportunities for access to GDOT's planned I-285 Managed Lanes in the Northlake area, including access for express buses. **Tier 1 (1-5 years)**
10	Traffic study on Cooledge Rd, Brockett Rd, Fellowship Rd, and Idlewood Rd. **Tier 1 (1-5 years)**

Figure 17: Future Areas for Study



Implementation

This Plan has undergone a considerable level of public input and is scheduled to be adopted by the City of Tucker as an addendum to the City's Comprehensive Plan – Tucker Tomorrow – in early 2019. City staff and officials are already identifying funding and beginning implementation actions on some of the Tier 1 recommended projects. To continue implementation of the Plan, it is recommended that this plan be reviewed and projects selected from the Plan for funding, design and implementation particularly at these opportunities:

- Each time there is opportunity for input and request through the City's budgeting process
- Each time there is a funding or grant opportunity through the Atlanta Regional Commission or Georgia DOT
- Each time there is a larger planning study underway which encompasses the City of Tucker (currently, this includes studies underway by DeKalb County and soon by The Atlanta Transit Link Authority)

It is recommended that an annual update be prepared for the Mayor and City Council to report on progress and next steps. Lastly, it is recommended that this plan be updated as necessary depending on changing development and transportation conditions in the City – likely once every 4-6 years.

Tucker's Strategic Transportation Master Plan – Improving Transportation Connections. Today. Tomorrow. Together.

Appendix A – Detailed Sidewalk Project List

Tier 1 Sidewalk Projects

Project ID	Corridor	From	To	Length (ft)	Side	Cost Estimate - Low	Cost Estimate - High
S29-A and S29-B	Mountain Industrial Blvd	Northern Edge of 2301 Mountain Ind Blvd (Sears Outlet)	Hugh Howell Rd	3,680	Both	$791,200	$1,034,080
S-42	Mountain Industrial Blvd	Northern City Limit	Bridge over railroad tracks	6,607	East	$1,420,505	$1,856,567
S-11	Hugh Howell Rd	Lawrenceville Hwy	Tucker Industrial Boulevard	2,138	North	$459,670	$600,778
S-43	Mountain Industrial Blvd	Northern City Limit	2530 Mountain Industrial Blvd	6,953	West	$1,494,895	$1,953,793
S-26	Mountain Industrial Blvd	Hammermill Rd	Lewis Rd	3,364	West	$723,260	$945,284
S-20	Midvale Rd	Midvale Cir	Lavista Rd	2,300	South	$494,500	$646,300
S-13	Hugh Howell Rd	Mountain Industrial Blvd	Rosser Rd	7,062	South	$1,518,330	$1,984,422
S-36	Old Norcross Rd	Lawrenceville Hwy	Cain Circle	1,987	East	$427,205	$558,347

S-46	Idlewood Rd	2165 Idlewood Rd	2151 Idlewood Rd	388	East	$83,420	$109,028
S-48-A and S-48-B	Church St	Lynburn Dr	Entrance to Hearthside Complex	2,322	Both	$499,230	$652,482
S-54-A and S-54-B	Lynburn Dr	Lavista Road	Main St	643	Both	$138,245	$180,683
S-27	Mountain Industrial Blvd	Hugh Howell Road	Elmdale Dr	2,789	West	$599,635	$783,709
S-21	Montreal Rd	1414 Montreal Rd (Georgia MLS)	125 ft south of Alcan Way	1,070	West	$230,050	$300,670
S-3	Brockett Rd	Lawrenceville Hwy	Grantland Dr	1,782	West	$383,130	$500,742
S-37	Old Norcross Rd	Tucker-Reid H. Cofer Library Driveway	2642 Old Norcross Road	2,365	West	$508,475	$664,565
S-44	Mountain Industrial Blvd	Tuckerstone Pkwy	Bridge over railroad tracks	544	West	$116,960	$152,864
S-53	Lawrenceville Hwy	Hugh Howell Road	Driveway into shopping plaza adjacent to Chick-fil-A	256	East	$55,040	$71,936
S-24	Montreal Rd	Lavista Road	Montreal Circle	4,730	West	$1,016,950	$1,329,130

S-7	Cooledge Rd	Lawrenceville Hwy	Sarahs Lane	735	East	$158,025	$206,535

Tier 2 Sidewalk Projects

Project ID	Corridor	From	To	Length (ft)	Side	Cost Estimate - Low	Cost Estimate - High
S-15	Idlewood Rd	Browning Chase Dr	Wiscasset Pl	2,255	West	$84,825	$633,655
S-2	Brockett Rd	Lawrenceville Hwy	2169 Brockett Rd	541	East	$116,315	$152,021
S-22	Montreal Rd	1414 Montreal Rd (Georgia MLS)	Bridge over US 78/Stone Mountain Freeway	2,706	East	$581,790	$760,386
S-55	Lynburn Dr	Main St	Hearthside	1,040	North	$223,600	$292,240
S-56	Lynburn Dr	Main St	4th St	500	South	$107,500	$140,500
S-49	Fellowship Road	Idlewood Rd	Lawrenceville Highway	2,970	East	$638,550	$834,570

S-23	Montreal Rd	1901 Montreal Rd	Montreal Circle	1,295	East	$278,425	$363,895
S-40	Old Stone Mountain Rd	Lilburn-Stone Mountain Rd	Eastern City Limit	6,102	South	$1,311,930	$1,714,662
S-25	Montreal Rd	Montreal Circle (north)	1681 Montreal Rd/Kennersly Clos	1,576	East	$338,840	$442,856
S8-A and S8-B	Cooledge Rd	177 Cooledge Rd	Cousins Way	4,076	Both	$876,340	$1,145,356
S-57	Lynburn Dr	Burns Ave	Lawrenceville Highway	216	South	$46,440	$60,696
S-17	Lavista Rd	Lavista Exec Park Dr	Northlake Pkwy	430	South	$92,450	$120,830
S-45	Idlewood Rd	Elmdale Rd	Browning Chase	1,250	West	$268,750	$351,250
S-31	Northlake Pkwy	Northlake Center Dr	Lavista Rd	1,502	North	$322,930	$422,062

S-47	Hugh Howell Rd	Rosser Rd	Smoke Rise Park/Silver Hill Rd	4,613	South	$991,795	$1,296,253
S-60	Old Stone Mountain Rd	Lilburn-Stone Mountain Rd	E. Gate Dr	4,554	North	$979,110	$1,279,674
S5-A and S5-B	Cooledge Rd	1565 Cooledge Rd	1531 Cooledge Rd (north of Brockett Rd)	2,206	Both	$474,290	$619,886
S-50	Fellowship Road	Lawrenceville Hwy	The Milk Jug Driveway	100	East	$21,500	$28,100
S-30	Northlake Pkwy	Northlake Center Dr	Rear entrance to Dick's shopping center	300	East	$64,500	$84,300
S-33	Northlake Pkwy	Waffle House Driveway	Lavista Rd	176	East	$ 37,840	$49,456
S-9	E Ponce de Leon Ave	Idlewood Rd	4245 Courtside Dr.	2,490	North	$535,350	$699,690
S-51	Hugh Howell Rd	5613 Hugh Howell Rd	5707 Hugh Howell Rd	1055	South	$226,825	$296,455

S-59	Midvale Rd	I-285/western city limit	2525 Oakvale Pl	2,439	South	$524,385	$685,359
S-32-A and S-32-B	Northlake Pkwy	Ramp to NB I-285	Northlake Center Dr	1034	Both	$222,310	$290,554
S-52	Hugh Howell Rd	Silver Hill Rd	Lilburn-Stone Mountain Rd	4,590	North	$986,850	$1,289,790
S-39	Old Stone Mountain Rd	E. Gate Dr	Eastern City Limit	1,508	North	$324,220	$423,748
S-6	Cooledge Rd	Cousins Way	Edinburgh Way	440	West	$94,600	$123,640

Tier 3 Sidewalk Projects

Project ID	Corridor	From	To	Length (ft)	Side	Cost Estimate - Low	Cost Estimate - High
S-12	Hugh Howell Rd	Lilburn-Stone Mountain Rd	Southern City Limits	1,340	North	$288,100	$376,540

S-28	Mountain Industrial Blvd	Lewis Rd	1600 Mountain Industrial Blvd	750	West	$161,250	$210,750
S-16	Idlewood Rd	Wiscasset Pl	Southern City Limits	4,425	West	$951,375	$1,243,425
S-58	Midvale Rd	3649 Reevley Lane	Norwich Way	538	South	$115,670	$151,178
S-47	Brockett Rd	Cooledge Rd	Marvin Lee Drive	1,787	East	$384,205	$502,147

S-10	E Ponce de Leon Ave	Juliette Rd	Eastern City Limit	905	North	$194,575	$254,305
S-35	Old Norcross Rd	Cain Cir	Spring Glen Drive	1,963	East	$422,045	$551,603
S-18	Lilburn-Stone Mountain Rd	Hugh Howell Road	Silver Hill Road	3,477	East	$747,555	$977,037
S-1	Brockett Rd	Cedar Cir	Jericho Road	2,358	West	$506,970	$662,598

S-34	Old Norcross Rd	2692 Old Norcross Road (northern edge of Brookes Walk)	Spring Glen Drive	958	West	$205,970	$269,198
S-38-A and S-38-B	Old Norcross Rd	Spring Glen Dr	Northern City Limit	4,480	Both	$963,200	$1,258,880
S-41-A and S-41-B	Rosser Rd	Hugh Howell Road	Old Rosser Rd/Northern City Limit	5,302	Both	$1,139,930	$1,489,862
S-19-A and S-19-B	Lilburn-Stone Mountain Rd	Silver Hill Road	City Limit	5,134	Both	$1,103,810	$1,442,654

*Based on est. &1.1 million per mile/ 215 per linear ft – low and 281 per linear ft $281

Appendix B – Community Involvement Summary