

Lawrenceville Highway Access Management and Beautification Plan

FINAL REPORT

DECEMBER 2025

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SECTION I.**EXECUTIVE SUMMARY**

The Lawrenceville Highway Access Management and Beautification Plan provides a long-term strategy for improving safety, mobility, and visual quality along Lawrenceville Highway (US 29/SR 8), a key regional corridor serving the City of Tucker, central DeKalb County, and adjacent areas of Atlanta Metro. Extending from I-285 to Mountain Industrial Boulevard (approximately 4.9 miles), the corridor functions as both a regional commuter route and a local connector for neighborhoods, businesses, schools, and community destinations. The Georgia Department of Transportation (GDOT) has jurisdiction over the roadway, as it is classified as a state highway.

PROJECT PURPOSE AND VISION

The City of Tucker initiated this plan to respond to safety concerns, high traffic volumes, and unrestricted access patterns that have reduced corridor efficiency and safety. The vision is to create a safer, more connected, and more attractive Lawrenceville Highway—one that supports local business vitality while improving travel for all users, including motorists, pedestrians, cyclists, transit riders, and freight operators.

PLANNING PROCESS

The plan was developed through a data-driven and community-centered process that included:

- Detailed safety and operational analyses using five years of GDOT crash data.

- Stakeholder coordination with GDOT, MARTA, and local businesses.
- Public engagement through three rounds of meetings, online surveys, road audits, site observations and engagement of local property owners, residents and officials.
- Integration with the City of Tucker Transportation and Trails Master Plan (TTMP) to ensure network-wide consistency.

Key Issues Identified

- Excessive driveways and lack of access management, creating unpredictable turning movements and crash conflicts.
- Congestion at major intersections such as Lavista Road, Hugh Howell Road and Cooleage Road, and Brockett Road.
- Limited and challenged access to the pedestrian and bicycle facilities, especially crossing the corridor from one side to the other.
- Inconsistent lighting and corridor aesthetics detracting from community identity.
- High observation speeds from vehicles through residential portions of the corridor.

CORE RECOMMENDATIONS

The Preferred Alternative combines safety, access management, multimodal and beautification improvements, organized around five strategy areas:

1. Access Management and Safety

- Install raised, landscaped medians with strategically located turn and U-turn openings.
- Consolidate and close redundant driveways to reduce conflict points and improve flow.
- Implement R-cuts (Restricted Crossing U-Turns) where appropriate to simplify intersection movements.

2. Pedestrian, Bicycle, and Transit Enhancements

- Fill sidewalk gaps and repair substandard segments.
- Add midblock crossings with refuge islands and lighting in long segments between signals.
- Improve MARTA bus stops with shelters, ADA access, and better placement near crossings.

3. Corridor Beautification and Identity

- Add gateway treatments at Main Street to visually announce entry into Downtown Tucker.
- Incorporate landscaping, public art, and coordinated streetscape elements that reflect Tucker's brand.
- Introduce consistent, pedestrian-scale lighting along commercial and residential segments to improve visibility and comfort at night.

4. Intersection Improvements

- At Hugh Howell Road, add dual westbound right-turn lanes and redirect the south leg to improve operations.
- At Lavista Road, add dual northbound left-turn lanes and dual right-turn lanes southbound, with overlap phasing for efficiency.

5. Bicycle Accommodations

- Enhance bicycle connectivity through well-designed ramps, intersections, and mid-block crossings.
- Coordination with the Tucker TTMP will strengthen a citywide network of off-street paths and trails, providing comfortable and safe facilities for people moving across Tucker by bike.

NEXT STEPS

Moving forward, the City of Tucker will:

- Establish a GDOT–City working group to guide design coordination.
- Advance concept designs to preliminary engineering with updated traffic and environmental data.
- Continue property owner engagement to refine access points and design solutions.
- Position priority projects for federal and partnership with local agencies on funding.

CONCLUSION

The Lawrenceville Highway Access Management and Beautification Plan sets a clear roadmap for transforming one of Tucker's busiest corridors into a safer, more efficient, and visually distinctive gateway to the city.

Through sustained collaboration, strategic investment, and community support, the plan aims to balance mobility with livability — ensuring that Lawrenceville Highway not only moves people efficiently but also reflects the identity, pride, and prosperity of Tucker.

SECTION II.

INTRODUCTION

Lawrenceville Highway (U.S. 29/SR 8) is a vital transportation and commercial corridor serving the City of Tucker, central DeKalb County and the surrounding Gwinnett County and Fulton County. Stretching between the urban core and out to the suburban and rural areas on the outer Atlanta region, the corridor provides direct access to a wide range of businesses, neighborhoods, schools, and community institutions. Over the years, increased commuter traffic volumes, unrestricted driveway access, and parcel redevelopment have contributed to rising safety concerns and congestion.

Recognizing these challenges, the City of Tucker initiated the Lawrenceville Highway Access Management and Beautification Plan—a proactive, corridor study focused on infrastructure solutions that balance traffic flow, safety, and community identity. The plan builds on local and state priorities while applying best practices in access management, infrastructure design, and multimodal planning.

PROJECT LIMITS AND CORRIDOR CHARACTERISTICS

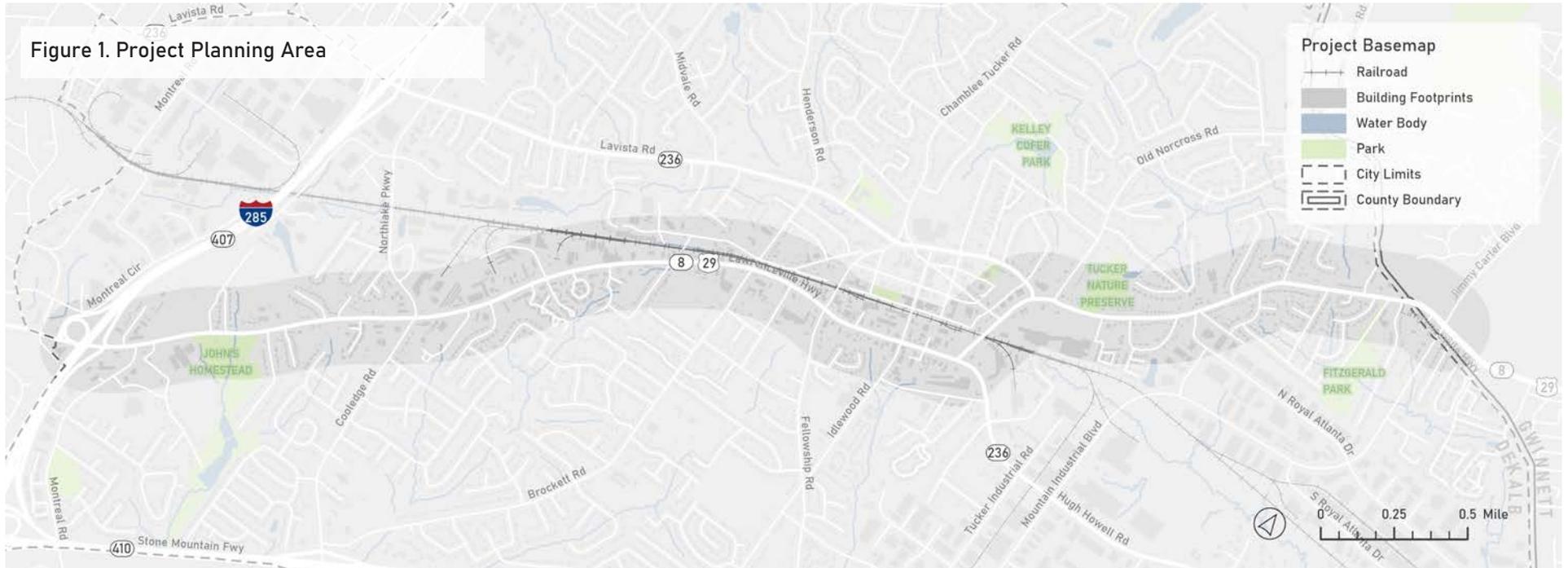
The study area extends from Interstate 285 to Mountain Industrial Boulevard, encompassing approximately 4.9 miles of roadway. The corridor is characterized by:

- Multiple access points and closely spaced driveways
- High crash rates, particularly at major signalized intersections
- A mix of commercial uses and auto-oriented development patterns
- Limited pedestrian and bicyclist infrastructure

Lawrenceville Highway functions as both a regional thoroughfare and a local main street—serving commuters, freight, shoppers, transit riders, and residents. This multi-faceted role presents unique challenges and opportunities for coordinated, context-sensitive design improvements.

PLANNING PROCESS AND STAKEHOLDER INVOLVEMENT

The planning process was shaped by data analysis, field observations, and meaningful input from community members, business owners, and agency partners. Engagement strategies included stakeholder interviews, public workshops, online surveys, and coordination with local and regional staff. These efforts helped identify key issues, refine design priorities, and ensure the plan responds to the needs of those who live, work, and travel along the corridor.



VISION STATEMENT

This plan aims to create a comprehensive blueprint for the future of Lawrenceville Highway to address the realities and challenges along the corridor while aligning with the community's collective vision to build a safer, more connected corridor where community can thrive, and individuals can confidently travel along Lawrenceville Highway.

GOALS AND OBJECTIVES

- Enhance pedestrian and traffic safety through targeted improvements.
- Improve pedestrian safety – evaluating safety improvements, ADA compliance, traffic calming measure.
- Enhance public transit systems for better efficiency and accessibility.
- Optimize MARTA bus stops to ensure efficient and accessible public transit services.
- Ensure safe and efficient pedestrian crossing opportunities at regular intervals.
- Foster community growth and environmental sustainability through targeted development initiatives.
- Promote community well-being and environmental sustainability by creating pocket parks within existing right-of-way spaces.
- Improve the quality and connectedness of transportation infrastructure and streamline access management.
- Implement comprehensive measures to enhance road safety along the corridor.
- Enhance traffic flow by removing impediments and implementing effective measures.
- Enhance bicycle facilities along the corridor to support safer, more comfortable, and connected travel for cyclists.

This plan provides a practical and community-informed blueprint for transforming Lawrenceville Highway into a safer, more inviting, and economically resilient corridor.

SECTION III.

EXISTING CONDITIONS ANALYSIS

The existing conditions analysis establishes a foundational understanding of current operations, safety challenges, and multimodal infrastructure along the Lawrenceville Highway corridor. Drawing from five years of crash data, land use context, traffic volumes, and multimodal facilities, this analysis identifies where improvements are most needed to support a safer, more accessible, and vibrant corridor.

CORRIDOR FUNCTIONAL CLASSIFICATION AND ROLE

Lawrenceville Highway (US 29/SR 8) is functionally classified as a principal arterial, serving as a major regional connector that accommodates long-distance travel and higher traffic volumes. The corridor links major destinations within the City of Tucker and provides direct access to I-285 and other significant routes like Mountain Industrial Boulevard, Lavista Road, and Hugh Howell Road. These characteristics position the highway as a key commercial and commuter route for both local and regional traffic.

CRASH HISTORY AND SAFETY HOT SPOTS

Between 2019 and 2023, the corridor experienced 3,498 crashes, including seven fatalities and 27 serious injuries (KSI). While total crash rates were generally below GDOT's statewide average for urban arterials, injury crash rates exceeded the statewide average in 2022 and 2023, suggesting an uptick in crash severity.

- Rear-end collisions were the most common, comprising 42% of total crashes, often linked to congestion and lack of turn lanes.

- Angle crashes, typically occurring at intersections, accounted for 32% of total crashes but represented the largest share of serious injuries and fatalities.
- Pedestrian-related crashes made up just 1% of total crashes but 29% of KSI crashes, emphasizing the vulnerability of pedestrians in the corridor.

Crash hot spots include:

- The I-285 interchange
- Downtown Tucker
- The eastern segment near Mountain Industrial Boulevard

These locations consistently show high crash density and require targeted safety interventions such as access management, signal modifications, and enhanced pedestrian infrastructure.

TRAFFIC VOLUMES AND DATA COLLECTION SUMMARY

Lawrenceville Highway carries between 15,000 and 40,000 vehicles per day, underscoring its function as a high-capacity principal arterial within the regional transportation network. Traffic volumes are highest at major intersections such as Hugh Howell Road, Northlake Parkway, and Lavista Road, where travel demand is concentrated due to regional connectivity, commercial activity, and employment access.

The corridor also accommodates a significant share of truck traffic, particularly along its western segment, which serves industrial and commercial land uses. This combination of high vehicle volumes and freight movement reinforces the importance of managing traffic flow and intersection performance along the corridor.

To support this planning process, traffic count data from the Tucker Transportation and Trails Master Plan was incorporated due to overlapping study areas. Counts were conducted at key intersections to capture representative traffic conditions, including:

- Lawrenceville Highway / Main Street / Idlewood Road
- Lawrenceville Highway / Lynburn Drive
- Lawrenceville Highway / Lavista Road
- Lawrenceville Highway / Hugh Howell Road

These intersections were selected based on their operational significance and observed congestion patterns. Full traffic count results are provided in Appendix A for reference and analysis.

CONGESTION POINTS

A congestion point refers to a location along a roadway where traffic demand regularly exceeds available capacity, leading to slower speeds, increased delays, and reduced reliability. These points typically occur where there are frequent turning movements, high traffic volumes, or limited access control — such as intersections, interchange ramps, and areas with numerous driveways.

Along Lawrenceville Highway, several intersections serve as critical congestion points, particularly during peak AM and PM travel periods. Notably, the intersections at I-285, Mountain Industrial Boulevard, Brockett Road, and Idlewood Road experience substantial congestion due to their role in regional commute patterns and proximity to schools, commercial nodes, and employment centers.

Key Operational Challenges at Identified Congestion Points

1. Directional Peak-Hour Traffic Volumes

These intersections serve as gateways for westbound commuters in the morning and eastbound traffic in the evening. This directional pressure creates prolonged queuing and reduced intersection performance, especially during school and work commute windows.

2. Closely Spaced Signals and Numerous Driveways

In areas such as Brockett Road and Idlewood Road, signals are closely spaced and often surrounded by multiple unsignalized driveways. This increases the number of conflict points, impedes signal coordination, and contributes to frequent delay and driver unpredictability.

3. Complex Turning Movements and Inefficient Signal Timing

Observations show that many of these intersections accommodate a mix of turning movements—often without dedicated or protected phases. Inconsistent or outdated signal timing further compounds congestion by failing to efficiently manage peak-direction flows.

4. Lack of Access Management

A general absence of raised medians, consolidated driveways, and turn restrictions enables frequent and often abrupt entry and exit maneuvers. This is particularly problematic near interchange areas and commercial corridors, where the lack of access control results in both operational inefficiencies and increased crash risk.

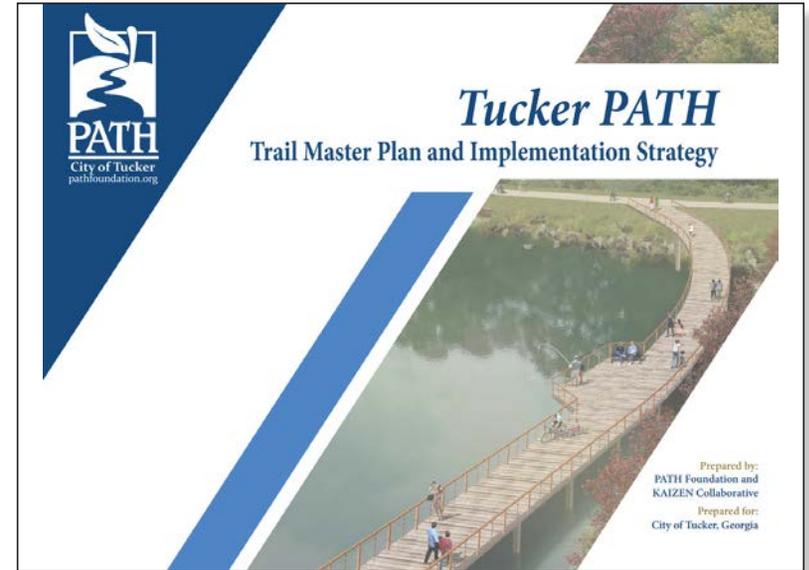
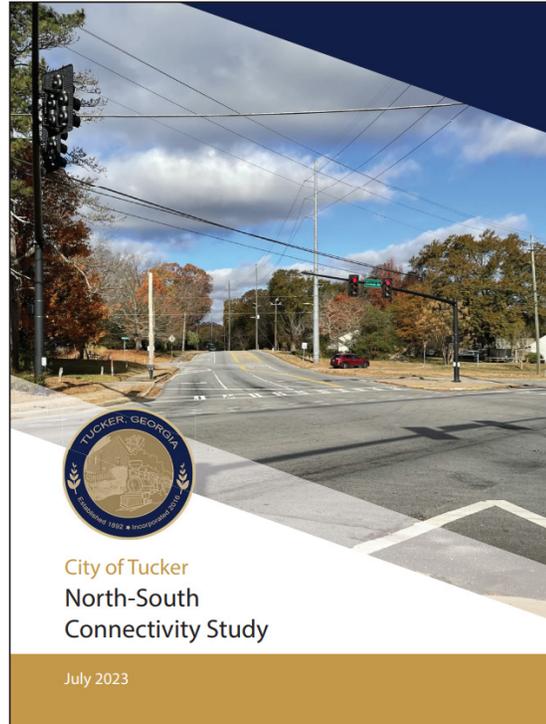
5. Crash Trends Reinforce Operational Deficiencies

Crash data show high frequencies of rear-end and angle crashes at these intersections, which are typically associated with congestion, delay, and turning conflicts. For example, Brockett Road and Mountain Industrial Boulevard rank among the corridor's highest for KSI crashes, underscoring the safety consequences of these operational bottlenecks.

Addressing these congestion points through coordinated signal upgrades, geometric improvements, and access management will be essential to improving safety, travel time reliability, and overall corridor performance.

Previous Plan Review

This report builds upon the existing planning efforts and projects in Tucker, aiming to enhance the movement of people and goods within, through, and around the City of Tucker. Reviewing past plans and projects is essential for improving connectivity within Tucker’s corridors. This section outlines previous visions, goals, initiatives, and project details that the city has utilized to enhance the performance and safety of these corridors. The reviewed plans and projects will inform the recommendations outlined in the Lawrenceville Highway Access Management and Beautification Plan (AMBP) full report.



PLANS AND PROJECT FINDINGS REVIEWED BY THE TEAM INCLUDES:

- North-South Connectivity Study
- Tucker PATH: Trail Master Plan and Implementation Strategy
- GDOT Proposed Projects
- DeKalb Comprehensive Transportation Plan
- Lawrenceville Highway Corridor Scoping Study – Access Management Analysis
- Lawrenceville Highway Corridor – Alternative Analysis
- Tucker Tomorrow – 2023 Comprehensive Plan Update
- Intersection Safety Analysis
- Lavista and Fellowship Traffic Study
- Tucker Park System Master Plan: 5-year update

HIGHLIGHTED FINDINGS

The ongoing design project by the City of Tucker is influenced by several factors. MARTA's current transit planning process, NextGen Bus Network, may impact transit services along the corridor aimed at creating a smarter, faster, and better bus system.

The City of Tucker has recently made policy changes in land use and redevelopment ordinances to encourage new development types featuring housing and multimodal priorities, while pushing some historic land uses to relocate to low density areas. Commuter and freight traffic originate from this corridor, as residents use it to connect suburban housing stock, industrial centers, and employment in the urban core.

Targeted improvements at major intersections present opportunities to lower vehicle speeds, reduce severe crashes, and enhance safety and comfort for vulnerable users such as pedestrians and bicyclists, making the corridor more accommodating for all travel modes.



LAND USE AND ZONING CONTEXT

The Lawrenceville Highway corridor is characterized by a predominantly commercial land use pattern, with extensive retail centers, restaurants, and service-oriented businesses concentrated along the length of the corridor, especially at major intersections. These commercial uses are interspersed with large residential developments, including multifamily housing and established single-family neighborhoods that front or back onto the corridor.

Residential land uses are present throughout, but are especially prominent in the central and eastern portions of the corridor, contributing to consistent local traffic and pedestrian activity. The western segment features some light industrial uses, particularly between Cooledge Road and Brockett Road, but these are less dominant than the corridor's overall commercial and residential character.

Zoning patterns generally align with these land uses, supporting a blend of commercial and residential districts, with pockets of institutional and light industrial zoning. Key community institutions, including Tucker High School and the Tucker-Reid H. Cofer Library, also influence travel patterns—generating school-related traffic and pedestrian volumes during morning and afternoon peak periods.

Multimodal Conditions

Sidewalks and Crossings: While buffered sidewalks are present in most sections, connectivity gaps, faded markings, and insufficient lighting pose safety concerns. Intersections often lack ADA-compliant curb ramps or pedestrian signals, limiting accessibility.

Pedestrian and Bicycle Safety: From 2019–2023, 28 pedestrian-related and 3 bicycle-related crashes were recorded. Over half of pedestrian crashes occurred in dark conditions, reinforcing the need for lighting upgrades and high-visibility crosswalks.

Transit: MARTA Route 75 and Ride Gwinnett Route 30 serve the corridor. However, a gap exists in eastbound transit access between N. Royal Atlanta Drive and Mountain Industrial Boulevard. Transit stops vary in quality, with some lacking shelters or located in unsafe or informal loading zones.

Bike Access: Dedicated bicycle facilities are currently limited. However, the corridor intersects with several existing or planned trails, presenting opportunities for future connections, particularly near Main Street and the Tucker Nature Preserve.



Demographics

POPULATION GROWTH

According to recent census data, the City of Tucker has an estimated population of 37,005 individuals living in 14, 419 households. Looking ahead, population growth is expected to continue but at a slower pace. As housing and employment grows, the city’s location will continue to be desired location for current and new residents because of its proximity to the urban core which is the richest with opportunities and lifestyle options. By 2038, the City of Tucker’s population is projected to reach 40,459 residents (0.75% annual growth) within 16,311 households (0.61% annual growth), according to ARC forecasts.

The corridor serves as a major thoroughfare for not only Tucker residents but also DeKalb County and the metro Atlanta region both of which are expected to grow significantly in the future. As shown in Figure 2, DeKalb County’s projected population growth of 15% and employment growth of 20%, which is aligned with the forecasts for the metro Atlanta region. Between 2020 and 2050, the metro Atlanta region’s total population and employment is forecast to increase by 30% and 22% respectively, within the same 30-year period, according to ARC forecasts.

Figure 2. Population/Employment Forecasts (DeKalb County)
Source: US Census Data, ARC

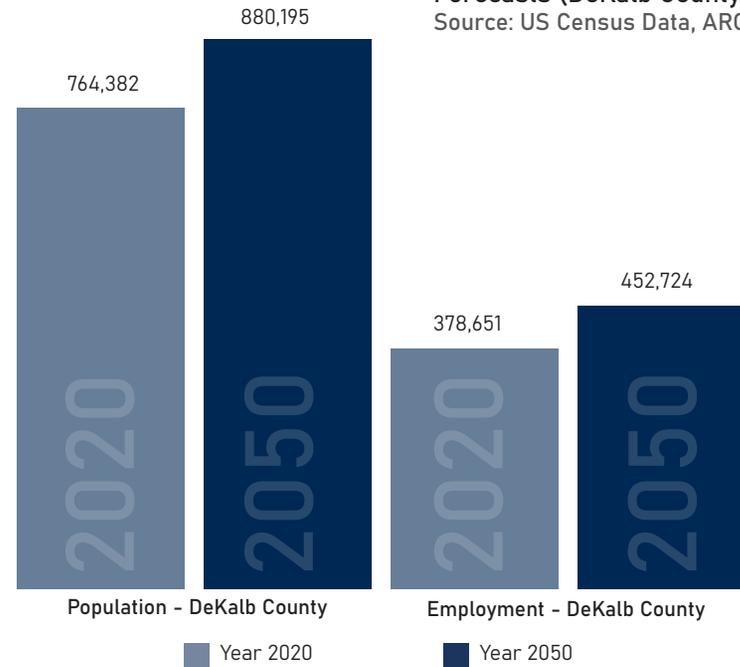
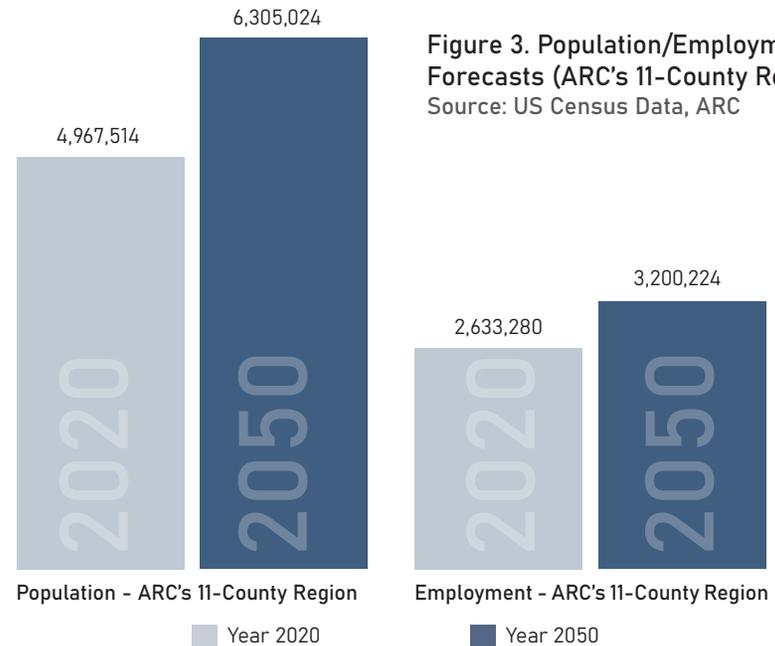


Figure 3. Population/Employment Forecasts (ARC's 11-County Region)
Source: US Census Data, ARC



Crash Analysis

Safety is a key component for effective mobility and transportation along the Lawrenceville Hwy corridor. To analyze safety along the corridor, historic crash data was obtained from GDOT’s Numetric Database for a five-year period from 2019 through 2023. Crash history data was reviewed to understand crash frequency, severity, and contributing factors. This analysis supports the identification of high-risk conditions and informs recommendations to enhance the safety and efficiency of the corridor for all users.

Over the five-year period, a total of 3,498 crashes were recorded along the study corridor, with seven resulting in fatalities and 27 in serious injuries. A comparison of the annual crash rates to the GDOT average rates for similar roadways, urban major arterials, is provided in Table 1 while a corridor crash type summary is provided in Table 2.

Table 1. Lawrenceville Highway Crash Rate Comparison to GDOT Average Rate
 Source: GDOT Crash Data Dashboard 2019-2023

Year	Crashes	Injury Crashes	Average AADT	Length (mi)	Crash Rate	Injury Crash Rate	Functional Class	Statewide Crash Rate	Statewide Injury Crash Rate
2023	46	19	23,040	4.88	112	46	Urban Major Arterial	135	33
2022	50	23	23,660	4.88	119	55		155	39
2021	39	10	22,680	4.88	97	25		161	42
2020	43	14	22,120	4.88	109	36		152	41
2019	28	11	25,540	4.88	62	24		176	44

As shown in Table 1, the crash rates were consistently below the GDOT statewide average in all years, indicating fewer crashes per vehicle mile than the state average for urban arterials. Injury crash rates, however, were above the statewide average in 2022 and 2023, suggesting that while total crashes were moderate, the severity of crashes has increased recently. The highest injury crash rate was in 2022 (55), compared to the statewide average of 39.

Table 2. Crash Type
Source: GDOT Numetric, 2019-2023

Crash Type	K	A	B	C	O	Unknown	Total	% Total Crashes	% KSI Crashes
Angle Crash	1	15	100	277	726	0	1119	32%	47%
Head On	1	3	18	16	37	0	75	2%	12%
Not a Collision with Motor Vehicle	5	6	26	26	137	14	201	6%	32%
Rear End	0	3	381	381	1075	0	1483	42%	9%
Sideswipe-Opposite Direction	0	0	8	8	37	1	49	1%	0%
Sideswipe-Same Direction	0	0	47	47	516	0	570	16%	0%
Other/Unspecified	0	0	1	1	0	0	1	0%	0%
Total	7	27	165	756	2528	15	3498	100%	100%
Percentage of Total Crashes	0.2%	0.8%	4.7%	21.6%	72.3%	0.4%	100%	0%	0%
Bicycle-Related Crash	0	1	1	0	1	0	3	0%	3%
Pedestrian-Related Crash	5	5	6	7	5	0	28	1%	29%
Heavy Vehicle-Related Crash	2	2	18	81	293	0	396	11%	12%

Figure 4. Crash Density - Auto
Source: GDOT Crash Data Dashboard 2019-2023

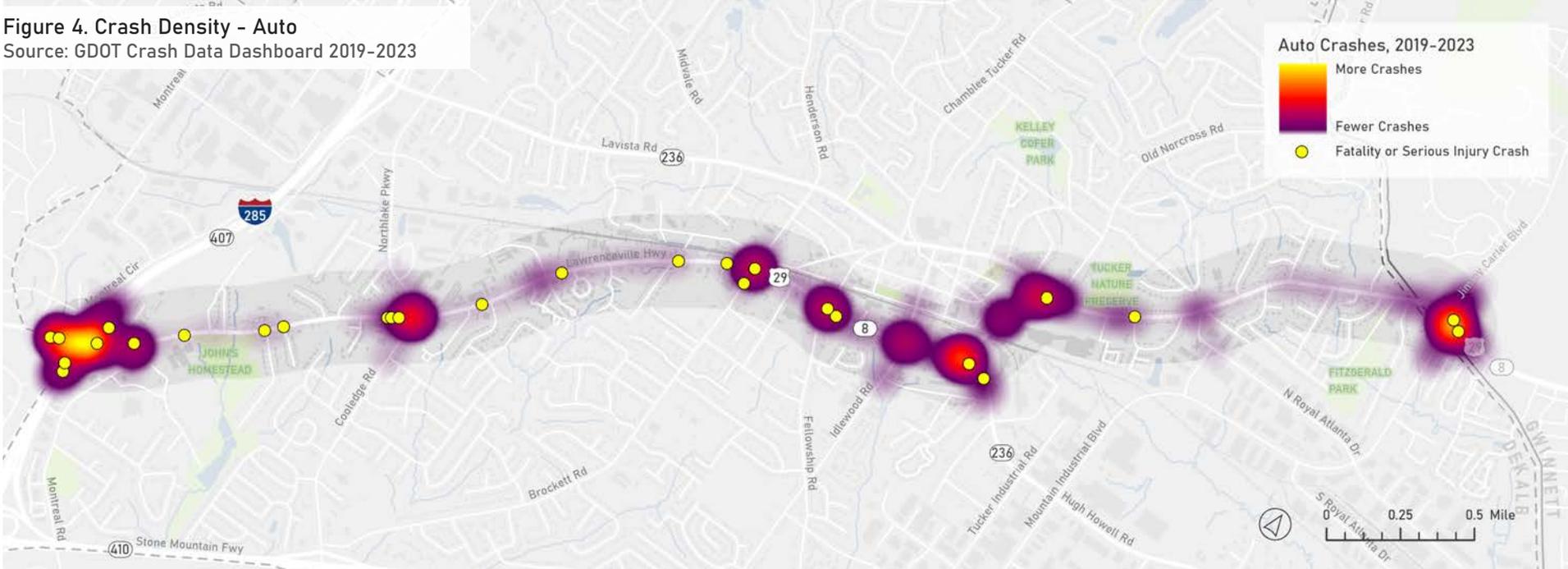


Figure 5. Crash Density - KSI Crashes
Source: GDOT Crash Data Dashboard 2019-2023

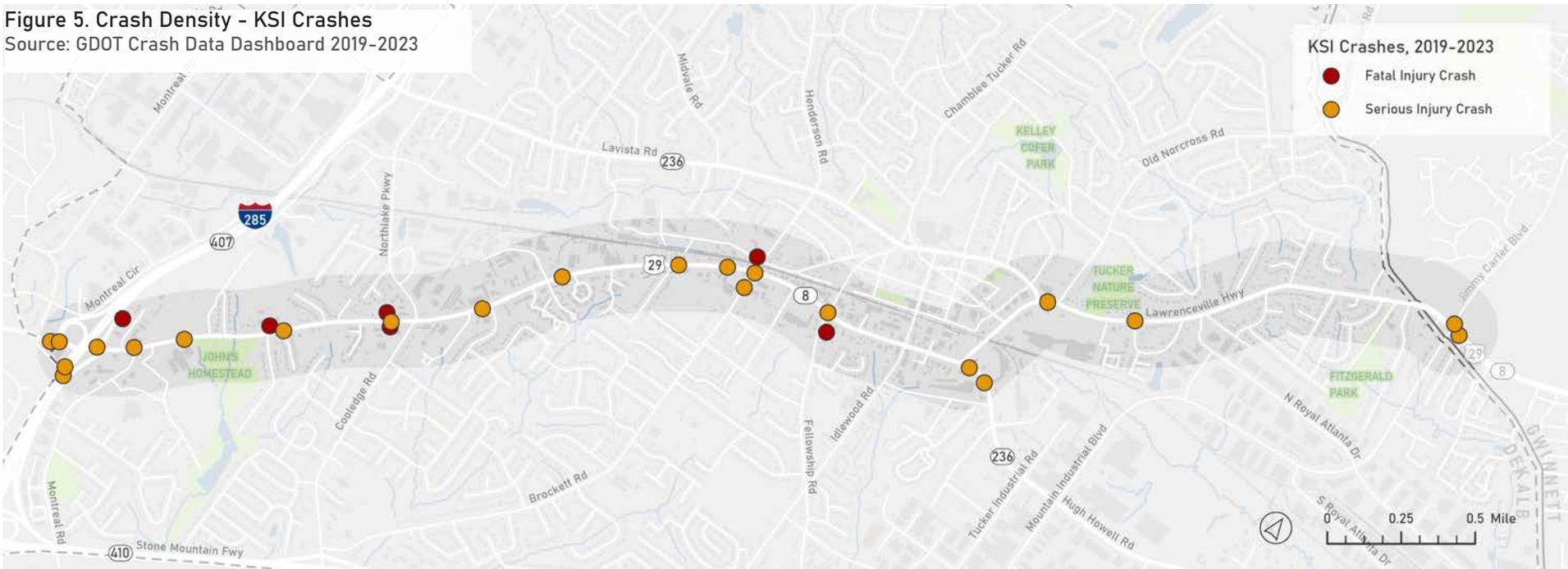


Figure 6. Crash Density - Active Modes
 Source: GDOT Crash Data Dashboard 2019-2023

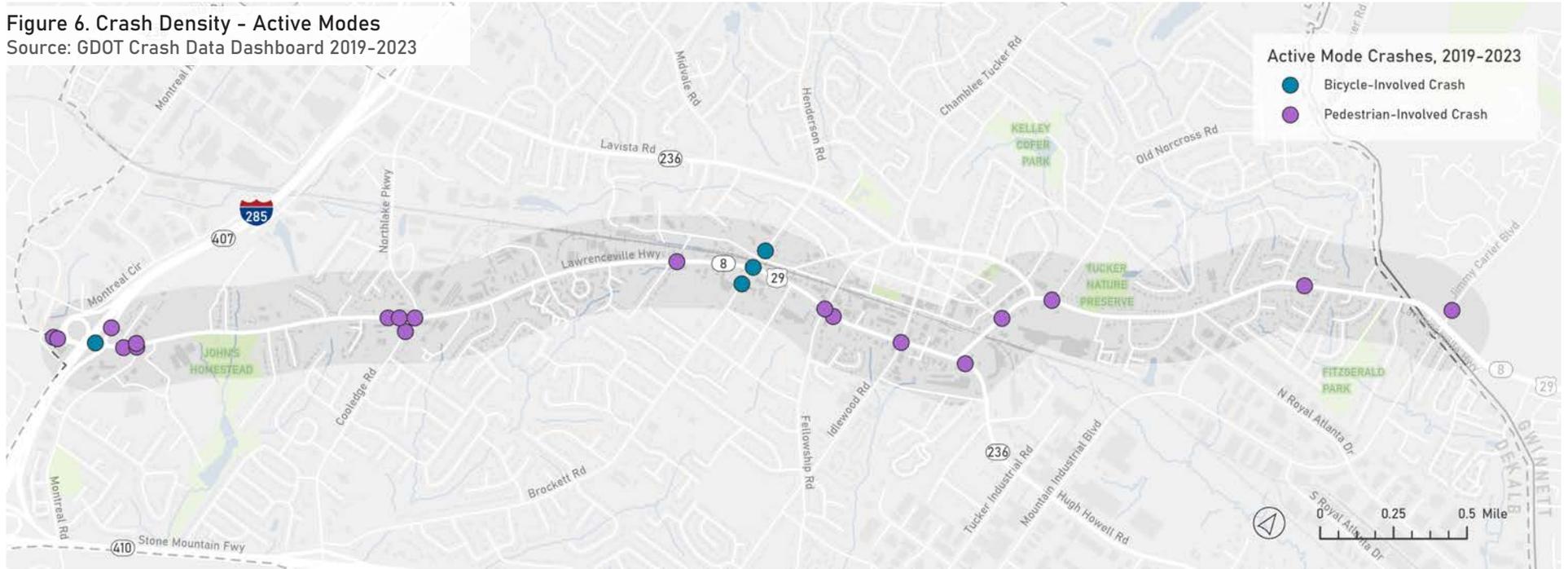
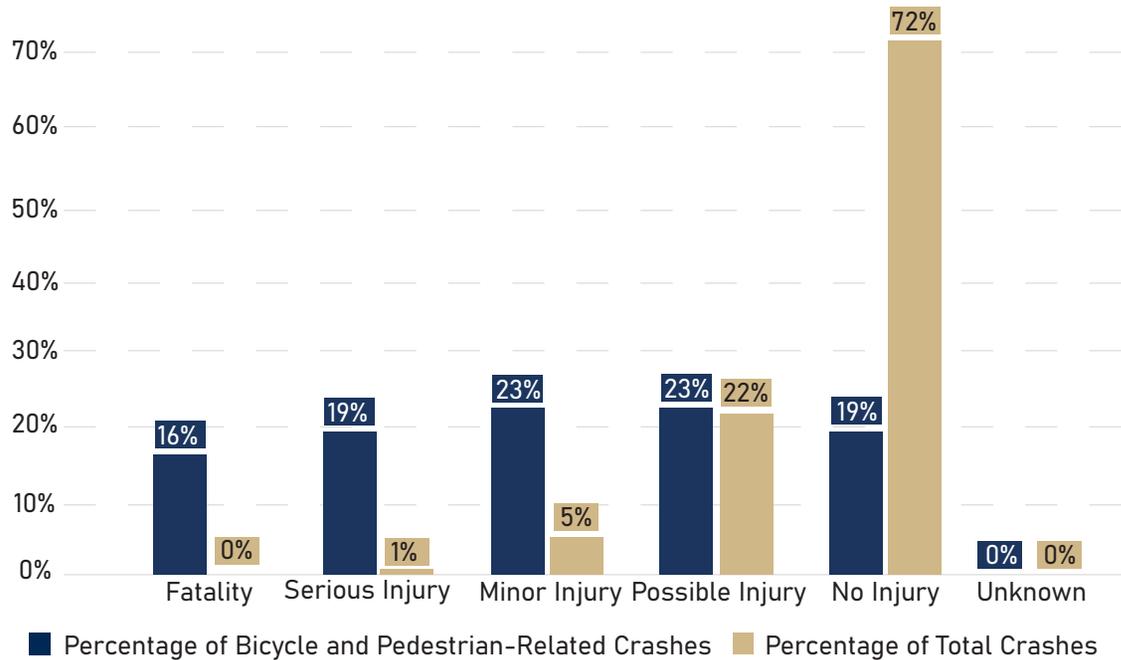


Figure 7. Active Mode Crashes
 Source: GDOT Crash Data Dashboard 2019-2023



SECTION IV.

COMMUNITY AND STAKEHOLDER INPUT

SUMMARY OF ENGAGEMENT STRATEGY

Throughout the planning process, the project team conducted a series of outreach activities to engage key stakeholders, coordinate with agency partners, and gather public input. These efforts helped shape the development of corridor strategies and ensured alignment with community needs and agency priorities. The following summarizes engagement activities, key themes, and issues gathered.

1. **GDOT Coordination #1 (02/25/2025)**

Early coordination meetings were held with the Georgia Department of Transportation (GDOT) to understand the historical context of the corridor, identify past challenges, and learn about upcoming initiatives. These discussions helped surface potential barriers and opportunities that informed the project's direction.

2. **Public Meeting #1 and Online Survey #1 (03/25/2025)**

The first public meeting introduced the project to the community and provided an opportunity for residents to review baseline data—such as crash trends—and offer initial feedback on priorities. An accompanying online survey allowed for broader input on existing conditions and key concerns along the corridor.

3. **City Council Presentation #1 (04/28/2025)**

A presentation was delivered to the Tucker City Council to provide an overview of the existing conditions assessment and summarize early public input. This helped establish transparency and ensure Council members were informed of progress.

4. **Project Partners Meeting (06/17/2025)**

A working session with GDOT and MARTA was held to review and discuss potential recommendation strategies under consideration for the preferred alternative. This meeting allowed agency partners and stakeholders to shape the direction of the plan before additional public review.

5. **Public Meeting #2 and Online Survey #2 (06/25/2025)**

The second public meeting showcased a wide range of potential corridor strategies. These included options related to access management, pedestrian safety, aesthetic enhancements, and transit improvements. Attendees provided feedback on preferences, sensitivities, and potential trade-offs. The corresponding online survey offered a virtual option for input on the same materials.

6. **Public Meeting #3 (10/21/2025)**

The final public meeting presented the refined preferred alternative to the community. Participants had the opportunity to review recommend changes, ask questions, and share final input on the plan's direction.

7. **City Council Presentation #3 (December 2025)**

The project team returned to Council to present the final report and request formal endorsement of the recommend strategies. This marked the culmination of a collaborative process grounded in technical analysis and stakeholder engagement.

SUMMARY OF KEY THEMES AND ISSUES

1. Safety and Crash Reduction

- Major crash hotspots are concentrated near I-285, Mountain Industrial Blvd, and Montreal Road, with rear-end and angle crashes being the most frequent and severe types.
- Pedestrian-involved crashes, while less frequent, are highly severe — especially at poorly lit locations and crossings without proper infrastructure.

2. Driveway and Access Management

- The corridor has excessive, closely spaced driveways, especially near commercial nodes and intersections, leading to frequent conflict points.
- Local business coordination will be critical for implementing these access changes, especially where truck access or legacy configurations are involved.

3. Transit Enhancement and Integration

- MARTA Route 75 and Ride Gwinnett Route 30 serve the corridor, but many bus stops lack shelters, ADA accessibility, and safe crossings.
- Planned improvements by MARTA include enhanced bus stop design, closer integration with pedestrian infrastructure, and coordination with MARTA's upcoming design guidelines (expected Winter 2025).
- Increased bus frequency is anticipated, reinforcing the importance of improving first/last-mile connectivity and stop placement near crosswalks.

4. Pedestrian and Bicycle Infrastructure Gaps

- The corridor lacks consistent, comfortable sidewalks and bikeways; many existing sidewalks are narrow, substandard, or interrupted by driveways.
- Midblock crossings, wider sidewalks that could be used to multimodal facilities were frequently requested during public engagement.

- These gaps not only reduce comfort but also discourage walking and biking in an area with growing active transportation demand.

5. Corridor Aesthetics and Identity

- Stakeholders and the public expressed strong support for landscaped medians, gateway features, public art, and streetscape improvements, especially in the Main Street area.
- Beautification efforts are seen as a way to elevate corridor image, support redevelopment, and make the corridor more welcoming for both residents and visitors.

6. Redevelopment and Coordination Opportunities

- Segments near Idlewood Road, Main Street, and Brockett Road offer long-term potential for redevelopment, which can support shared access, consolidated driveways, and multimodal design integration.
- Close coordination with GDOT, MARTA, and ongoing intersection improvement efforts are essential to align near-term improvements with long-term vision.



Site Observations along Lawrenceville Highway

The following is a summary of the site observations at four locations along the Lawrenceville Highway corridor. Observations were held on Thursday, March 20th, 2025 during the AM and PM peak time periods.

Lawrenceville Highway/Northlake Parkway (7:00 AM - 7:30 AM)

- Traffic & Activity: Heavy traffic moving west and north. Two large gas stations were busy
- Pedestrians: A runner heading eastbound
- Safety Concerns: High-speed vehicle crossing the intersection, cars speeding through late yellow lights, and a noticeable police presence
- Lighting: Intersection lacks proper lighting.
- Other Observations: Kids walking in the area

Lawrenceville Highway/Northlake Parkway (7:30 AM - 8:00 AM)

- Traffic & Activity: Light traffic flow, high speeds, consistent northbound traffic, and school buses on Brockett Road
- Pedestrians: Less pedestrians and business activity
- Lighting: Noticeable lack of lighting

Lawrenceville Highway/Idlewood (8:00 AM - 8:30 AM)

- Traffic & Activity: Diverse traffic flow, heavy trucks on Lawrenceville Highway, and a busy gas station
- Pedestrians: Pedestrians heading west and southbound
- Other Observations: Tight travel lanes on Main Street and noticeable MARTA presence

Lawrenceville Highway/Lavista Road (8:30 AM - 9:00 AM)

- Traffic & Activity: Heavy traffic volume westbound, consistent volume turning eastbound onto Lawrenceville Highway, and northbound onto Lavista Road
- Pedestrians: Pedestrian crossing to the shopping center.
- Other Observations: Slip lane north onto Lavista Road heavily used and debris in the street from a truck

Northlake Parkway/Lawrenceville Highway (3:30 PM - 4:00 PM)

- Traffic & Activity: Heavy traffic flow south of Northlake Parkway, regular traffic flow from all directions, and school bus present
- Pedestrians: Pedestrians and cyclists present
- Other Observations: Challenging egress from RaceTrac on Northlake Parkway, slower overall speeds compared to the morning

Brockett/Lawrenceville Highway (4:00 PM - 4:30 PM)

- Traffic & Activity: Significant traffic crossing the tracks, heavy eastbound traffic in the turn pocket heading to North Brockett Road
- Pedestrians: Cyclist seen crossing the tracks
- Other Observations: Not much activity at nearby businesses except for Value Village

Idlewood/Lawrenceville Highway (4:30 PM - 5:00 PM)

- Traffic & Activity: Traffic even, gas station slower than in the morning, and school bus present
- Pedestrians: Kids moving southbound on Idlewood Road and near Dairy Queen
- Safety Concerns: Near-miss crash involving a pickup truck and a car
- Other Observations: Vehicles crossing the median to enter Dairy Queen, tight bus turning movements from Lawrenceville Highway to southbound Idlewood Road

Lavista/Lawrenceville Highway (5:00 PM - 5:30 PM)

- Traffic & Activity: Significant traffic volume southbound on Lavista Road and westbound on Lawrenceville Highway, moderate use of the northbound slip lane
- Pedestrians: School bus present
- Other Observations: Higher speeds observed eastbound on Lawrenceville Highway, short delays at the Old Norcross Road intersection, decent activity at nearby businesses

Site Walk along Lawrenceville Highway

The Lawrenceville Highway site walk took place on March 11th, 2025, starting at the Tucker-Reid H. Cofer Library. Event attendees included representatives from MARTA, City of Tucker, GDOT, and Pond and Company. The agenda included an introduction and project background, a site walk, and a post-walk recap.

OBSERVATIONS AND FINDINGS:

Pedestrian Safety Concerns:

- High vehicle speeds and large turn radii at several intersections create unsafe conditions for pedestrians.
- Lack of continuous sidewalks, inadequate curb ramps, and missing crosswalks limit pedestrian connectivity and accessibility.
- Leading Pedestrian Intervals (LPIs) are recommended at multiple intersections to enhance pedestrian crossing safety.

Traffic Operations and Safety:

- High vehicle speeds, especially west of Old Norcross Road toward SR 236, increase crash risk.
- Split-phase operations at key intersections reflect the need to manage complex vehicle movements, but opportunities exist to improve efficiency.
- Channelized right turns experience high speeds, and in some cases, encourage illegal movements.

Infrastructure Conditions:

- Pavement striping, crosswalk markings, and curb ramps are generally faded or substandard, needing upgrades to meet current safety and accessibility standards.
- Bus stops and shelters are inconsistently located or in informal loading zones, reducing safety and convenience for transit users.
- Presence of buffered sidewalks on both sides of the roadway throughout most of the project area, there is a need for improved lighting, and challenges posed by a constrained right-of-way (ROW).

Potential Improvements and Opportunities:

- Geometric redesigns, including reduced turn radii and the addition of exclusive turn lanes, can significantly improve both pedestrian and vehicular safety.
- Proposed developments and trail connections present opportunities to enhance multimodal facilities along the corridor.
- Several intersections could benefit from upgraded signal hardware (e.g., Flashing Yellow Arrow Heads) and revised phasing to improve traffic flow and pedestrian compliance.
- Consider implementing a raised landscaped median, access management strategies, RCUTs (Restricted Crossing U-Turns), high-visibility and enhanced crosswalks, and midblock pedestrian crossings to improve safety, traffic flow, and corridor aesthetics.

Overarching Themes:

- A corridor-wide approach to pedestrian safety improvements is needed, focusing on connectivity, accessibility, and reducing conflict points.
- Upgrading traffic control infrastructure and pavement markings will improve safety and clarity for all users.
- Redevelopment opportunities should be leveraged to incorporate safer, more complete street designs that serve all modes of transportation.



DEVELOPING THE PREFERRED ALTERNATIVE

The Preferred Alternative for the Lawrenceville Highway corridor is being shaped by a comprehensive foundation of crash data analysis, on-the-ground observations, stakeholder input, and community feedback. This information is guiding a clear and strategic direction for corridor improvements that respond to both technical needs and community priorities.

At its core, the plan will focus on enhancing safety—particularly at high-crash intersections—through a combination of signal upgrades, improved lighting, raised medians, and safer turning movements. Access management will be a major component of the strategy, with a focus on consolidating driveways, introducing right-in/right-out (RIRO) treatments, and reducing the number of conflict points that currently create congestion and crash risk.

Improving walkability and transit access is another key goal. The plan will address sidewalk gaps, add strategically placed pedestrian crossings (including midblock options), and upgrade MARTA bus stops with safer, more accessible amenities. These improvements will support multimodal travel and make the corridor more accessible for people who walk, bike, or ride transit.

In parallel with functional improvements, the Preferred Alternative will include elements that strengthen the visual quality and identity of the corridor. Landscaped medians, gateway signage, and coordinated streetscape enhancements—particularly near Main Street—will help establish a more welcoming and cohesive character.

The plan will be implemented in phases, beginning with near-term safety and transit upgrades, and advancing toward long-term improvements that align with redevelopment and funding opportunities. Collectively, these strategies will guide the transformation of Lawrenceville Highway into a corridor that is safer, more efficient, and more visually appealing for all users.



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SECTION V.**ACCESS MANAGEMENT + SAFETY STRATEGY****WHY ACCESS MANAGEMENT MATTERS****Safety:**

- Reducing the number and complexity of conflict points lowers the likelihood and severity of crashes. Along Lawrenceville Highway angle crashes (potentially tied to driveways and intersections) were among the most severe, accounting for 47% of fatal and serious injury crashes on Lawrenceville Highway.

Efficiency:

- Fewer driveways and better signal spacing help reduce congestion and delays. This is especially important on arterials like Lawrenceville Highway, which serve both local traffic and regional commuter traffic.

Predictability and Visibility:

- Cleaner, more organized access improves visibility and driver expectations — critical for high-volume areas with mixed users.

Aesthetics and Placemaking:

- Access management supports wider buffers, landscaping, and pedestrian zones — essential components of aesthetics.

BEST PRACTICES RELATED TO ACCESS MANAGEMENT

The project team identified a range of industry best practices that support the corridor's access management goals. While not an exhaustive list, these examples illustrate proven strategies that can help achieve the community's vision for a safer, more efficient, and more attractive corridor. They are intended to help readers understand the types of solutions available and how they might be applied locally.

Driveway Spacing and Consolidation: Aims to minimize conflict points and provide predictable traffic flow.

Industry Best Practices:

- Space driveways are far enough apart to allow safe turning movements.
- Consolidate driveways when properties redevelop or during roadway improvements.
- Encourage shared access between adjacent properties.

Rationale for Driveway Consolidation or Closures: Lawrenceville Highway currently features a high number of closely spaced driveways, particularly in commercial areas. This creates frequent turning movements, unpredictable driver behavior, and numerous conflict points—especially at unsignalized and signalized access points. These conditions contribute to higher crash risks and reduced roadway efficiency.

Consolidating or closing select driveways is a proven industry strategy for access management that can:

- Reduce crash risk by minimizing conflict points, particularly angle and rear-end collisions common near intersections and driveways;
- Improve traffic flow by limiting interruptions to through movement and reducing delay;
- Enhance pedestrian safety by reducing the number of vehicle crossings along sidewalks, especially near high-crash signalized intersections.

This approach supports broader corridor goals of improving safety, operational efficiency, and multimodal accessibility along Lawrenceville Highway.

Raised Medians and Median Openings: Limit left-turn conflicts and organize turning movements.

Industry Best Practices:

- Install raised, landscaped medians on multi-lane corridors to manage access.
- Provide median breaks only at strategic locations based on traffic demand and spacing guidelines.
- Use RCUTs (Restricted Crossing U-Turns) in lieu of full median breaks at lower-volume side streets.

Pedestrian and Multimodal Integration: Support safe pedestrian and bicycle travel along and across the corridor.

Industry Best Practices:

- Align crosswalks with pedestrian desire lines and transit stops.
- Incorporate mid-block crossings with medians where blocks are long.
- Ensure ADA-compliant curb ramps and pedestrian refuge islands.

Signal Spacing and Coordination: Improve progression and reduce stop-and-go conditions.

Industry Best Practices:

- Maintain minimum signal spacing (typically ½ mile or more on arterials).
- Coordinate signal timing to reduce rear-end crashes and delay.
- Use traffic signal warrants and access spacing policies to resist pressure for unwarranted signals.

SETTING EXPECTATIONS FOR IMPLEMENTATION

The recommendations outlined in this plan are rooted in addressing long-standing safety concerns that pose a risk to the traveling public. By identifying and prioritizing proven strategies, the goal is to equip the City of Tucker and GDOT with a clear, data-driven framework for targeted improvements. These strategies not only respond to current challenges but also position the corridor for long-term success as redevelopment and reinvestment continue to shape its future.

Short-Term Outcomes:

- Reduced crashes at high-risk locations
- Smoother traffic flow
- Better pedestrian crossings and visibility
- Clearer delineation of travel space and turn movements

Long-Term Outcomes:

- Improved corridor identity and appearance
- Greater investment and redevelopment opportunities
- Safer and more predictable access for all users

Challenges to Prepare For:

- Business concerns about visibility or perceived access loss
- Need for case-by-case accommodations (e.g., shared access, signage)
- Coordination complexity with GDOT and private property owners

HOW ACCESS MANAGEMENT IMPROVES SAFETY

Fewer Conflict Points = Fewer Serious Crashes

Every driveway and intersection are potential conflict points. When vehicles turn across traffic — especially at unprotected or closely spaced driveways — the risk of angle crashes goes up. These crashes are among the most severe because they often involve side impacts at higher speeds.

On Lawrenceville Highway, angle crashes accounted for 47% of KSI crashes.

Raised Medians and Turn Controls Save Lives

Installing raised medians or using designs like RCUTs limits risky left turns and forces drivers to make safer, more predictable movements — such as turning right at signalized intersection and then making a U-turn to re-enter the corridor going in the desired direction.

This reduces the risk of head-on and side-impact collisions. It also separates pedestrians from turning vehicles, improving safety for people walking or biking.

Better Access = Better Visibility and Driver Behavior

Too many driveways, especially with poor spacing or poor lighting, can create confusion and sudden braking — a recipe for rear-end crashes. While less severe on average, they add to overall crash rates and risk for chain reactions.

Access Management and Pedestrian Safety

Pedestrian-related crashes are often severe because pedestrians have no physical protection. Along Lawrenceville Highway:

- Twenty-eight pedestrian crashes were reported from 2019–2023.
- Nearly half occurred in dark conditions, and many were at or near uncontrolled Lawrenceville Highway locations.

POSITIVE IMPACTS ON COMMERCIAL VEHICLE OPERATIONS

Improved Traffic Flow

- Fewer driveways and better signal coordination reduce stop-and-go conditions — improving travel time and fuel efficiency for delivery vehicles and freight.
- Raised medians reduce random turning movements, making the corridor more predictable and easier to navigate.

Reduced Crash Risk

- Commercial vehicles are more likely to be involved in severe crashes due to their size and stopping distances.
- By organizing turning movements and reducing conflict points, access management lowers the risk of angle and rear-end crashes — which often involve trucks on high-volume arterials. For example, Lawrenceville Highway saw 11% of crashes involve heavy vehicles, often near high-activity zones like I-285 and Jimmy Carter Boulevard. Targeted access improvements help manage these risks Lawrenceville Highway.

Better Staging and Delivery Options (with Planning)

- Thoughtful median breaks and shared access routes can support truck staging and delivery needs without compromising safety.
- Rear or side access points, if coordinated through redevelopment, can allow for more efficient truck operations.

Potential Challenges for Commercial Vehicles

- Restricted left turns and u-turns
- Raised medians or RCUTs may require trucks to travel further to make a turn, which can:
 - Increase route length or cause confusion for new drivers
 - Lead to improper movements (e.g., trucks making U-turns at unsignalized locations if not properly guided)

Access Limitations for Large Sites

- Businesses with multiple driveways may be consolidated to a single point of access — which can limit maneuverability, especially for large trucks or fuel tankers.
- If driveway designs aren't updated with sufficient turn radii, trucks may struggle to enter/exit efficiently.

Curbside Delivery Restrictions

- Medians and access controls can limit the ability to perform quick curbside drop-offs unless alternative loading areas are planned.



SECTION VI.

PROJECT LIST + IMPLEMENTATION STRATEGY

The Lawrenceville Highway AMBP outlines a coordinated approach for implementing safety, mobility, and aesthetic improvements in a way that maximizes impact, aligns with funding opportunities, and minimizes disruption. This strategy divides projects into short-, mid-, and long-term phases based on readiness, funding opportunities, and anticipated complexity.

EVALUATION MATRIX

A critical step in advancing the plan from concept to implementation is ensuring that all proposed improvements are evaluated through a consistent and transparent process. The evaluation matrix is the framework we will use to compare, prioritize, and recommend projects based on objective criteria.

The matrix serves three key purposes:

1. **Consistency Across Project Types** – The corridor includes a diverse set of potential improvements. Without a uniform evaluation method, each project could be assessed using different assumptions or metrics, leading to inconsistent recommendations.
2. **Transparent Decision-Making** – A clearly defined set of evaluation criteria allows stakeholders, elected officials, and the public to understand why certain projects are recommended over others. This transparency builds trust and helps ensure that investment decisions are grounded in data and aligned with community priorities.

3. **Balancing Multiple Goals** – The evaluation criteria is designed to reflect the plan's four primary objectives: improving transportation efficiency, enhancing safety, supporting multimodal access, and elevating visual quality. Projects are scored not only on their traffic or safety benefits, but also on their potential to improve the pedestrian environment, support economic vitality, and reflect the community's identity.

Evaluation factors include:

- **Safety Impact** – Anticipated reduction in crash frequency and severity, with priority given to conflict point reduction and enhanced protection for vulnerable road users.
- **Crash History & Risk Exposure** – Responsiveness to locations or corridors with documented high crash rates or demonstrated safety concerns.
- **Multimodal Accommodation** – Degree to which the project improves access, comfort, and safety for pedestrians, bicyclists, and transit users.
- **Operational Efficiency** – Potential to improve traffic flow, reduce delay, and manage access for all modes.
- **Cost Effectiveness** – Benefits relative to anticipated construction, right-of-way, and implementation costs.
- **Community & Stakeholder Support** – Alignment with feedback from the public, business owners, partner agencies, and elected officials.

- **Project Readiness** – Feasibility of implementation based on right-of-way availability, utility conflicts, permitting requirements, and current design status.
- **Maintenance Burden** – Anticipated long-term upkeep requirements for local agencies, including landscaping, lighting, and specialized materials.

All identified projects were put through this evaluation process to gain a clear, data-driven understanding of their potential impacts on the plan’s goals and to identify any unforeseen challenges that could affect implementation. This step ensured that each project was reviewed not only for its intended benefits but also for potential constraints. A detailed set of scoring sheets documenting the evaluation results for each project is included in the Appendices for reference.

By applying the same scoring system to each project, the evaluation matrix ensures that tradeoffs are explicit, resources are directed according to the City’s priorities, and the final recommendations are representative of the planning process. This approach helps avoid piecemeal decision-making and supports the long-term vision of Lawrenceville Highway as a safe, connected, and vibrant corridor.

Table 3. Transportation Corridor Safety Improvement Evaluation Criteria Matrix

Evaluation Criteria	Scoring Scale	Weight
Safety Impact	1 = Minimal improvement 5 = Major safety benefit	30%
Crash History/Risk Exposure	1 = Low-risk area 5 = Crash hotspot	10%
Multimodal Accommodation	1 = No benefit 5 = Major enhancement	10%
Operational Efficiency	1 = No impact 5 = Major improvement	10%
Cost Effectiveness	1 = Poor return 5 = Excellent return	10%
Community & Stakeholder Support	1 = Low or mixed support 5 = Strong support	10%
Project Readiness	1 = >5 years or major barriers 5 = Shovel-ready or <2 years	10%
Maintenance Burden	1 = High burden 5 = Minimal/typical O&M	10%
		100%

PROJECT LIST

The complete list of projects that emerged from the evaluation process is described in this section. Each project was assigned a unique Project ID for easy reference and tracking throughout design and implementation. The list includes a concise description of the proposed improvement, its specific location along the corridor, and the total weighted score it received during the evaluation process.

The total weighted score reflects the project's performance against the plan's established evaluation criteria. This score is not only a measure of each project's anticipated impact, but also a tool for prioritizing investments to ensure the most significant benefits are realized first.

Projects are presented in descending order of total weighted score, allowing decision-makers and stakeholders to clearly see which improvements ranked highest in terms of potential benefit. The detailed scoring sheets for each project are provided in the Appendices, ensuring full transparency in how these rankings were determined.

The project list accounts for previously planned improvements along the corridor to prevent conflicts. Several projects were omitted from the prioritized list to remove duplication and create more logical, connected improvements.

COST ESTIMATE

Project quantities were developed based on the planning-level layouts and detailed project descriptions. Unit prices were derived from the Georgia Department of Transportation (GDOT) Item Mean Summary to ensure consistency with current statewide construction cost trends. For projects M1 through M5 and I1 through I2, costs include milling and inlaying of new asphalt surfacing, as well as pavement striping and related restoration activities.

Cost estimates include construction cost plus 10% Pre-Engineering cost and 5% contingency cost. The cost estimates are presented in 2025 dollars. Future projections should account for inflation to reflect anticipated cost increases over time.

The cost of the G1 (Gateway) and B (Beautification) projects will depend on the specific design elements such as aesthetic features can vary significantly based on their complexity and material choices.

Lawrenceville Highway Access Management and Beautification Plan - Project List

Project ID	Project Elements	Project Description	Project Extents	Project Length (miles)	Cost Estimate
M1	Landscape raised center median, driveway apron, turn lane (u-turn permissible), R-cut, curb extension, curb cut closure	This project includes a landscape center median to improve safety and aesthetics, improvements to driveway aprons and the closure of curb cuts to manage property access, a turn lane with permissible U-turn facilitation to improve traffic flow and connectivity, and construction of R-cuts intersections, and curb extensions at strategic locations.	Montreal Rd - Cooledge Rd	0.95	\$2,300,000
M2	Landscape raised center median, driveway aprons, right turn channelization, R-cut, eyebrows, raised center median, curb cut closure	This project incorporates a landscape and raised center median to improve safety and aesthetics, improvements to driveway aprons and the closure of curb cuts to management property access, construction of R-cut intersections, curb bumpouts to accommodate U-turns, to improve connectivity and roadway channelization improvements.	Cooledge Rd - Brockett Rd	1.18	\$2,760,000
M3	Landscape raised center median, driveway aprons, curb cut closure	This project includes a landscape raised center median, R-cut intersections, improvements to driveway aprons and the closure of curb cuts to manage property access.	Brockett Rd - Hugh Howell Rd	0.78	\$1,840,000
M4	Landscape raised center median, extend left turn lane, left turn channelization, pedestrian islands, curb cut closure	This project includes a landscape raised center median, the closure of curb cuts to manage property access, an extension to turn lane pockets with permissible U-turns facilitation to improve traffic flow and connectivity, construct R-cut intersections, construction of pedestrian refuge islands and roadway channelization improvements.	Hugh Howell Rd - N Royal Atlanta Dr	0.88	\$2,070,000
M5	Landscape raised center median, create dedicated left turn (u-turn permissible), curb cut closure	This project includes a landscape raised center median, the closure of curb cuts to management property access, construct R-cut intersections, and a turn lane with permissible U-turns facilitation to improve traffic flow and connectivity.	N Royal Atlanta Dr - Mountain Industrial Blvd	0.90	\$2,185,000
C1	Midblock crossing, traffic control devices, re-striping	This project constructs a midblock crossing to improve pedestrian access, installs a traffic control device to enhance safety and operations, and includes re-striping to optimize lane organization and visibility for vehicles.	Lawrenceville Hwy @ Cemetery Ave	-	\$306,250
C2	Midblock crossing, traffic control devices, re-striping	This project constructs a midblock crossing to improve pedestrian access, installs a traffic control device to enhance safety and operations, and includes re-striping to optimize lane organization and visibility for vehicles.	Lawrenceville Hwy @ Zemory Dr	-	\$306,250
C3	Midblock crossing, traffic control devices, re-striping	This project constructs a midblock crossing to improve pedestrian access, installs a traffic control device to enhance safety and operations, and includes re-striping to optimize lane organization and visibility for vehicles.	Lawrenceville Hwy @ Hebron Hills Dr	-	\$306,250
C4	Midblock crossing, traffic control devices, re-striping	This project constructs a midblock crossing to improve pedestrian access, installs a traffic control device to enhance safety and operations, and includes re-striping to optimize lane organization and visibility for vehicles.	Lawrenceville Hwy @ Woodbriar Cir	-	\$306,250
C5	Midblock crossing, traffic control devices, re-striping	This project constructs a midblock crossing to improve pedestrian access, installs a traffic control device to enhance safety and operations, and includes re-striping to optimize lane organization and visibility for vehicles.	Lawrenceville Hwy @ Indian Trail Dr	-	\$306,250
S1	Sidewalk repair & improvements	This repairs the northside of the roadway only. Along this section of sidewalk, the proposed improvements include filling cracks and leveling the surface, trimming back overgrown vegetation, and replacing the grass strip between the curb and sidewalk with concrete. The existing curb and gutter system will remain in place.	Henderson Dr - Cooledge Rd	0.27	\$115,000
S2	Sidewalk repair & improvements	This repairs to the southside of the roadway only. Along this section of sidewalk, the proposed improvements include ADA ramps, filling cracks and leveling the surface, and replacing the grass strip between the curb and sidewalk with concrete. The existing curb and gutter system will remain in place. The overall condition of this section is better than the previous one so some repairs probably won't be as intense.	Hebron Hills Dr - Steel Dr	0.21	\$126,500
S3	Sidewalk repair & improvements	This repair includes both sides of the roadway. Along this section of sidewalk, proposed improvements include installing ADA-compliant ramps, filling cracks, and leveling the surface. The existing curb and gutter system will remain in place. Overall, this segment is in relatively good condition but experiences the highest level of pedestrian activity along the corridor. As a result, the repair needs here are expected to be lighter compared to other sections.	Brockett Rd - Idlewood Rd	0.57	\$431,250
S4	Sidewalk repair & improvements	This repairs the northside of the roadway only. Along this section of sidewalk, proposed improvements include installing ADA-compliant ramps and filling the grass strip with concrete. The existing curb and gutter system will remain in place.	Fourth St - Lyburn Dr	0.31	\$57,500
S5	Sidewalk repair & improvements	This repair includes both sides of the roadway. Along this section of sidewalk, proposed improvements include installing ADA-compliant ramps and filling the grass strip with concrete. The existing curb and gutter system will remain in place.	Old Norcross Rd - N Royal Atlanta Dr	0.5	\$379,500
S6	Sidewalk repair & improvements	This repair includes both sides of the roadway. Along this section of sidewalk, proposed improvements include installing ADA-compliant ramps and filling the grass strip with concrete. The existing curb and gutter system will remain in place.	N Royal Atlanta Dr - Mountain Industrial Blvd	0.9	\$362,250

Lawrenceville Highway Access Management and Beautification Plan - Project List (cont.)

Project ID	Project Elements	Project Description	Project Extents	Project Length (miles)	Cost Estimate
G1	Gateway Treatment, wayfinding, branding elements, landscaping, lightings, pavement	This project provides gateway treatments at a Main Street to create a strong community identity, improve aesthetics, and enhance driver awareness to engage Downtown Tucker. Treatments may include signage, landscaping, lighting, and pavement features that signal transitions into the Downtown Tucker district.	Lawrenceville Hwy @ Main St	-	\$57,500 - \$172,500
L1	Turning Study	This project involves a left-turn study to evaluate traffic operations, safety, and access at key intersections. The study will analyze turning movement volumes, crash history, and signal timing to identify improvements such as dedicated turn lanes, channelization, or U-turn accommodations that enhance efficiency and reduce conflicts.	Lawrenceville Hwy @ Ivey Crest Circle	-	\$86,250
I1 (TTMP C-7)	Intersection Safety Improvements	This project includes adding dual westbound right-turn lanes on Hugh Howell Road, closing the south leg of the intersection and redirecting traffic to nearby access points, and adding a signal phase to support the southbound right-turn movement.	Lawrenceville Hwy @ Hugh Howell Rd	-	\$271,250
I2 (TTMP C-6)	Intersection Safety Improvements	This project includes adding dual westbound right-turn lanes on to Lavista Road and associated PED signal crossing.	Lawrenceville Hwy @ Lavista Rd	-	\$402,900
I3 (TTMP C-6)	Intersection Safety Improvements	This project adds dual left-turn lanes from Lawrenceville Highway to Lavista Road and removes the northbound signal phase and westbound left-turn movement. The design replaces the existing free-flow right turn with a slower, safer, and more pedestrian-friendly configuration, improving access near Downtown Tucker and Tucker High School.	Lawrenceville Hwy @ Lavista Rd	-	\$390,000
B1	Beautification Improvements	This project creates a pocket plaza with seating, sculptural art, and landscaping inspired by the nearby Memory Gardens. It offers an inviting rest area that enhances corridor identity and strengthens pedestrian activity along Lawrenceville Highway.	Lawrenceville Hwy @ Floral Hills Memory Gardens	-	\$14,000
B2	Beautification Improvements	This project adds shaded seating, lighting, and landscaping at key MARTA stops to enhance comfort, safety, and the overall transit experience while improving the corridor's visual identity.	Lawrenceville Hwy @ Cooledge Rd	-	\$150,000
B3	Beautification Improvements	This project transforms a vacant gas station into a small public park with seating, shade, and public art or signage marking the gateway to Downtown Tucker, enhancing walkability and corridor aesthetics.	Lawrenceville Hwy @ Main St	-	\$14,000
B4	Beautification Improvements	This project creates a small plaza with seating, landscaping, and a signature sculpture that enhances the corridor's character and provides a safe, welcoming space for pedestrians.	Lawrenceville Hwy @ Hugh Howell Rd	-	\$40,000
B5	Beautification Improvements	This project creates a landscaped plaza with seating, sculpture, and a planting border that buffers traffic and enhances the corridor's walkability and visual appeal.	Lawrenceville Hwy @ Lavista Rd	-	\$150,000

The following projects from the Tucker Transportation and Trails Master Plan (TTMP) are located along Lawrenceville Highway. These include newly developed projects identified through the TTMP planning process as well as previously established projects carried forward from past studies.

Project ID	Project Elements	Project Description	Project Extents	Cost Estimate
TTMP-C-5	Intersection Improvements	Install a dedicated southbound right-turn lane along Lawrenceville Highway to increase capacity, reduce delay, and improve safety for turning vehicles.	Lawrenceville Hwy @ Lynburn Dr	\$113,750
TTMP-O-64	Channelization	Add a dedicated eastbound left-turn lane and westbound right-turn lane, and channelize the westbound right-turn movement to separate left and through traffic, improving intersection capacity, safety, and overall traffic flow.	Lawrenceville Hwy @ Lynburn Dr	\$673,750
TTMP-O-57	Operation Improvements	Implement intersection improvements including reduced curb radii, upgraded ADA curb ramps, and prohibition of right turns on red to enhance pedestrian safety. Reconfigure the northbound approach of Brockett Road to improve alignment, consolidate driveways along SR 8, and upgrade all signal heads to four-section flashing yellow arrow operations. Review signal timing coordination with adjacent intersections, and consider a midblock crossing between Lawrenceville Highway at Northlake Parkway/ Cooledge Road to strengthen pedestrian connectivity.	Lawrenceville Hwy @ Brockett Rd	\$570,624

Lawrenceville Highway Access Management and Beautification Plan - Project List (cont.)

Project ID	Project Elements	Project Description	Project Extents	Cost Estimate
TTMP-0-63	Operational Improvements	Reconfigure the intersection to improve safety, access, and overall operations by converting or fully removing the south leg and realigning Lawrenceville Highway to form a continuous north-south through movement, with Hugh Howell Road as a 'T' intersection. Implement access management by restricting left turns into nearby driveways and separating westbound right turns to the shopping center using a raised island. Extend eastbound and southbound left-turn storage, reduce turning radii, and install a "State Law Stop for Pedestrians" sign. Upgrade pedestrian facilities with a midblock crossing west of the intersection to connect nearby senior housing to the library, review pedestrian signal timing, and adjust overhead lane control signage for clarity. Cut into the triangular island to improve truck turning radii and replace the existing southbound slip lane with a non-channelized right-turn lane for safer, more predictable movements.	Lawrenceville Hwy @ Hugh Howell Rd	\$662,055
TTMP-0-65	Operational Improvements	Improve intersection safety and operations by reducing the southbound right-turn radius to Lavista Road and adding additional turn bay storage. Construct a second northbound left-turn lane to increase capacity and install a raised barrier to restrict southbound left turns into the adjacent shopping center, reducing conflict points and improving traffic flow.	Lawrenceville Hwy @ Lavista Rd	\$434,194
TTMP-0-61	Operational Improvements	Construct a dedicated northbound right-turn lane and prohibit eastbound right turns on red to enhance intersection safety and efficiency. Implement access management by consolidating driveways near the intersection and prohibit parking within the right-of-way along the west side of Idlewood Road in the southwest quadrant to improve visibility and traffic operations.	Lawrenceville Hwy @ Idlewood Rd	\$376,250
TTMP-0-68	Operational Improvements	Encourage the Cofer Crossing property to improve sidewalk access and connectivity along the corridor. Evaluate the potential for direct driveway access from the police station to Lawrenceville Highway to enhance site circulation, and install a signal head at the private driveway on the north leg to improve safety and visibility for entering and exiting vehicles.	Lawrenceville Hwy @ Cofer Crossing	\$36,050
TTMP-0-66	Operational Improvements	Improve intersection operations and safety by increasing the visibility of the supplemental signal on the northbound approach, extending the eastbound left-turn lane for additional storage, and adding a dedicated westbound right-turn lane to enhance traffic flow and reduce delay.	Lawrenceville Hwy @ Old Norcross Rd	\$358,750
TTMP-0-31	Crossing Improvements	Install a pedestrian hybrid beacon to provide a safer midblock crossing, improve driver yielding compliance, and enhance connectivity for pedestrians along the corridor.	Lawrenceville Hwy @ Lovely Ln	\$306,250
TTMP-0-32	Crossing Improvements	Install a pedestrian hybrid beacon to provide a safer midblock crossing, improve driver yielding compliance, and enhance connectivity for pedestrians along the corridor.	Lawrenceville Hwy @ St. Lawrence Cove	\$306,250
TTMP-0-33	Crossing Improvements	Install a pedestrian hybrid beacon to provide a safer midblock crossing, improve driver yielding compliance, and enhance connectivity for pedestrians along the corridor.	Lawrenceville Hwy @ Terri Lynn Ct	\$306,250
TTMP-0-36	Crossing Improvements	Install a pedestrian hybrid beacon to provide a safer midblock crossing, improve driver yielding compliance, and enhance connectivity for pedestrians along the corridor.	Lawrenceville Hwy @ Shady Ln	\$306,250
TTMP-0-27, 0-30	Operation Improvements	Implement comprehensive intersection upgrades including removal of the channelized right turn, installation of a leading pedestrian interval, new crosswalks and countdown pedestrian signals, and added eastbound right-turn lane. Upgrade all signal heads to include flashing yellow arrows and dedicated turn indications, review left-turn phasing for safety, and conduct a lighting study to identify needed illumination improvements.	Lawrenceville Hwy @ Montreal Rd	\$267,710
TTMP-0-34	Operation Improvements	Implement intersection improvements including access management strategies, installation of leading pedestrian intervals, and prohibition of northbound and southbound right turns on red. Construct a dedicated northbound right-turn lane and reconfigure both northbound and southbound approaches to provide one left-turn lane, two through lanes, and one right-turn lane. Widen the southbound approach, improve the westbound right-turn radius for heavy vehicles, and coordinate access modifications at the southeast quadrant if Project NS-049 is not implemented.	Lawrenceville Hwy @ Cooledge Rd	\$85,000
TTMP-0-60	Operation Improvements	Implement intersection improvements including access management measures, leading pedestrian intervals, and prohibition of northbound and southbound right turns on red to enhance safety and operations. Construct a dedicated northbound right-turn lane, extend the northbound left-turn lane storage, add an eastbound right-turn lane, and consolidate driveways in the northeast and northwest quadrants to reduce conflict points and improve traffic flow.	Lawrenceville Hwy @ Fellowship Rd	\$770,000
TTMP-S-2	Sidewalk Improvements	Construct new sidewalk to enhance pedestrian connectivity, improve safety, and support multimodal access along the corridor.	North of Lawrenceville Hwy @ Hugh Howell	\$80,380

PHASING RECOMMENDATIONS

SHORT-TERM (0-2 YEARS) PROJECT LIST

The short-term project list outlines improvements that can be delivered within the next two years to provide visible benefits quickly and address the highest-priority needs along Lawrenceville Highway. These are “quick win” projects—low-cost, high-impact actions that improve safety, mobility, and aesthetics without lengthy design phases or major right-of-way acquisition. Some may also serve as early phases of larger initiatives that require further study or more comprehensive engineering and design.

MEDIUM-TERM (2-5 YEARS) PROJECT LIST

The mid-term project list includes improvements that require more extensive planning, design, and coordination but will deliver transformative changes to Lawrenceville Highway once implemented. Mid-term projects often involve greater design complexity than short-term “quick wins,” and may require close collaboration with the partners to align with GDOT roadway standards and available funding opportunities.

LONG-TERM (5+ YEARS) PROJECT LIST

The long-term project list identifies larger-scale improvements that require extensive planning, design, and funding, or are currently considered lower priority in the full transformation of Lawrenceville Highway. While these projects will take longer to implement, they represent the most ambitious elements of the plan—shaping the corridor’s character, functionality, and identity for decades to come.

PROJECT LIST COST BREAKDOWN PER PHASE

Short Term - Project List	\$2,675,834
Medium Term - Project List	\$7,801,829
Long Term - Project List	\$10,195,250
Grand Total Cost	\$20,672,913

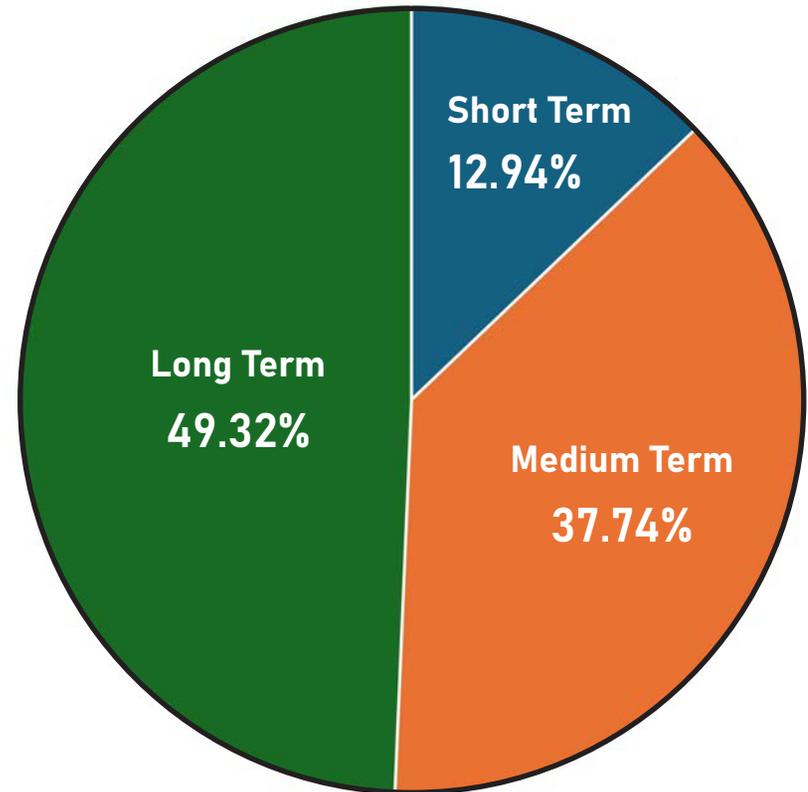


Figure 8. Project List Cost

Short Term - Recommended Project List

Project ID	Project Elements / Extents	Cost Estimate	Project Score
C3	Crossing Improvements Lawrenceville Hwy @ Woodbriar Cir	\$306,250	40
C1	Crossing Improvements Lawrenceville Hwy @ Zemory Dr	\$306,250	40
TTMP-O-57	Operational Improvements Lawrenceville Hwy @ Brockett Rd	\$570,624	40
C2	Crossing Improvements Lawrenceville Hwy @ Hebron Hills Dr	\$306,250	39
TTMP-O-27, O-30	Operational Improvements Lawrenceville Hwy @ Montreal Rd	\$267,710	39
TTMP-O-33	Crossing Improvements Lawrenceville Hwy @ Terri Lynn Ct	\$306,250	38
C4	Crossing Improvements Lawrenceville Hwy @ Imperial Hills Dr	\$306,250	38
C5	Crossing Improvements Lawrenceville Hwy @ Indian Trail Dr	\$306,250	38

Medium Term - Recommended Project List

Project ID	Project Elements / Extents	Cost Estimate	Project Score
TTMP-S-2	Sidewalk Improvements North of Lawrenceville Hwy @ Hugh Howell Rd	\$80,380	37
TTMP-O-34	Operational Improvements Lawrenceville Hwy @ Cooledge Rd	\$85,000	37
TTMP-O-63	Operational Improvements Lawrenceville Hwy @ Hugh Howell Rd	\$662,055	37
TTMP-O-60	Operational Improvements Lawrenceville Hwy @ Fellowship Rd	\$770,000	35
G1	Gateway Treatment Lawrenceville Hwy @ Main St	\$57,500 - \$172,500	34
I2 (TTMP C-6)	Intersection Safety Improvements Lawrenceville Hwy @ Lavista Rd	\$402,900	34
TTMP-O-64	Channelization Fourth St - Lynburn Dr	\$673,750	34
M1	Roadway Project Lawrenceville Hwy (Montreal Rd - Cooledge Rd)	\$2,300,000	33
TTMP-O-68	Operational Improvements Lawrenceville Hwy @ Cofer Crossing	\$36,050	32
TTMP-O-65	Operational Improvements Lawrenceville Hwy @ Lavista Rd	\$434,194	32
M5	Roadway Project Lawrenceville Hwy (N Royal Atlanta Dr - Mountain Industrial Blvd)	\$2,185,000	31

Long Term - Recommended Project List

Project ID	Project Elements / Extents	Cost Estimate	Project Score
I1 (TTMP C-7)	Intersection Safety Improvements Lawrenceville Hwy @ Hugh Howell Rd	\$271,250	31
I3 (TTMP C-6)	Intersection Safety Improvements Lawrenceville Hwy @ Lavista Rd	\$390,000	31
TTMP-C-5	Intersection Improvements Lawrenceville Hwy @ Lynburn Dr	\$113,750	31
TTMP-O-66	Operational Improvements Lawrenceville Hwy @ Old Norcross Rd	\$358,750	30
TTMP-O-61	Operational Improvements Lawrenceville Hwy @ Idlewood Rd	\$376,250	30
B2	Beautification Improvements Lawrenceville Hwy @ Cooledge Rd	\$150,000	30
B4	Beautification Improvements Lawrenceville Hwy @ Hugh Howell Rd	\$14,000	30
S1	Sidewalk Improvements Lawrenceville Hwy (Henderson Dr - Cooledge Rd)	\$115,000	29
S6	Sidewalk Improvements Lawrenceville Hwy (N Royal Atlanta Dr - Mountain Industrial Blvd)	\$362,250	29
M4	Roadway Project Lawrenceville Hwy (Hugh Howell Rd - N Royal Atlanta Dr)	\$2,185,000	29
S2	Sidewalk Improvements Lawrenceville Hwy (Montreal Rd - Cooledge Rd)	\$126,500	29
M2	Roadway Project Lawrenceville Hwy (Cooledge Rd - Brockett Rd)	\$2,760,000	29
S3	Sidewalk Improvements Lawrenceville Hwy (Brockett Rd - Idlewood Rd)	\$431,250	29
S4	Sidewalk Improvements Lawrenceville Hwy (Fourth St - Lynburn Dr)	\$57,500	29
S5	Sidewalk Improvements Lawrenceville Hwy (Old Norcross Rd - N Royal Atlanta Dr)	\$379,500	29
M3	Roadway Project Lawrenceville Hwy (Brockett Rd - Hugh Howell Rd)	\$1,840,000	29
B5	Beautification Improvements Lawrenceville Hwy @ Lavista Rd	\$150,000	25
B1	Beautification Improvements Lawrenceville Hwy @ Floral Hills Memory Gradens	\$14,000	25
L1	Turning Study Lawrenceville Hwy @ Ivey Crest Circle	\$86,250	25
B3	Beautification Improvements Lawrenceville Hwy @ Main St	\$14,000	25

CORRIDOR STREETLIGHTING IMPLEMENTATION

Lighting along the Lawrenceville Highway corridor plays a critical role in supporting both safety and community activity. As redevelopment creeps in and increased multimodal activity occurs, adequate and well-designed lighting will be essential to improving visibility, enhancing personal security, and reinforcing the corridor's sense of place.

Lighting improvements should be prioritized in segments according to the City of Tucker's Standards Guidebook that include residential and commercial uses, where pedestrian, transit, and business activity are highest. In these areas, lighting should be designed to provide consistent illumination of sidewalks, crosswalks, and driveway areas, improving sightlines for both drivers and pedestrians. In contrast, industrial segments of the corridor generally exhibit lower nighttime activity and can be served by lower-intensity lighting focused on intersections and access points rather than continuous illumination.

Implementation should include additional analysis to determine appropriate lighting density, pole spacing, and lumen output based on adjacent land uses and GDOT standards for state highways.

In addition to supporting roadway safety, enhanced corridor lighting will contribute to perceptions of personal safety by improving visibility near transit stops, sidewalks, and business frontages. As redevelopment intensifies and evening activity increases, these lighting improvements will serve as a foundational investment in creating a safer, more inviting environment for all users.

INTERSECTION IMPROVEMENTS AND IMPLEMENTATION

Intersections along Lawrenceville Highway are among the highest crash locations in the corridor, accounting for a significant share of both total and severe crashes. Implementation of intersection improvements will require continued coordination with GDOT, given that Lawrenceville Highway (US 29/SR 8) is a state route under GDOT jurisdiction. The intersections at Hugh Howell Road and Lavista Road are currently under GDOT design review, and proposed modifications should be advanced in alignment with these ongoing efforts. Coordination with GDOT should include review of preliminary layouts, traffic operations analysis, and signal design to ensure consistency with GDOT standards and to leverage potential funding and design synergies.

The additional modifications include the following:

- **Lawrenceville Highway at Hugh Howell Road**
 - This project includes adding dual westbound right-turn lanes on Hugh Howell Road, closing the south leg of the intersection and redirecting traffic to nearby access points, and adding a signal phase to support the southbound right-turn movement.
- **Lawrenceville Highway at Lavista Road**
 - This project includes adding dual westbound right-turn lanes on to Lavista Road.
 - This project adds dual left-turn lanes from Lawrenceville Highway to Lavista Road and removes the northbound signal phase and westbound left-turn movement. The design replaces the existing free-flow right turn with a slower, safer, and more pedestrian-friendly configuration, improving access near Downtown Tucker and Tucker High School.

Local advocacy and support from elected officials will be essential to advance these improvements through GDOT's project development process. Political and community endorsement can strengthen project justification for safety funding, operational enhancements, and signal upgrades under programs such as the Highway Safety Improvement Program (HSIP).

CURB CUT CLOSURE IMPLEMENTATION

Along Lawrenceville Highway, the dense and irregular pattern of curb cuts—many of which are noncompliant with ADA standards—creates safety and accessibility issues. Steep or misaligned ramps and frequent driveway crossings force pedestrians into conflict with vehicles and limit mobility for people with disabilities. Upgrading and consolidating curb cuts to meet ADA standards is essential to reduce crash risk, improve predictability, and ensure the corridor functions safely and comfortably for all users.

Implementation Approach

Curb cut consolidation and closure efforts should be guided by site-specific coordination with property owners to ensure that access needs are preserved while unnecessary or redundant driveways are eliminated. Properties with multiple curb cuts along the same frontage present the greatest opportunity for improvement, as one or more access points can often be closed or combined without affecting site functionality.

Expected Outcomes

Strategic closure and consolidation of curb cuts will:

- Reduce the number of conflict points and improve overall traffic flow.
- Enhance safety for vehicles and pedestrians, especially near intersections and crossings.
- Support the corridor’s visual and functional goals by improving sidewalk continuity and creating space for landscaping and multimodal facilities.

By combining access management with targeted intersection and median improvements, Lawrenceville Highway can achieve meaningful reductions in crash risk while maintaining the accessibility that is vital to corridor businesses.

GATEWAY TREATMENT IMPLEMENTATION

The intersection of Lawrenceville Highway and Main Street serves as the entrance into downtown Tucker and represents a key opportunity to create a visual and functional gateway that signals a transition from a commuter corridor to a pedestrian-oriented environment. This location anchors community identity and connects two distinct roadway contexts—the regional arterial function of Lawrenceville Highway and the pedestrian-scale, mixed-use environment of Downtown Tucker.

Purpose and Intent

The gateway treatment should establish a pedestrian-scale environment that clearly communicates to drivers that they are entering a slower, more active, and community-focused area. While complying with the City of Tucker’s Standards Guidebook, intentional variations in roadway design—including changes in pavement texture, lane width, lighting type, and streetscape elements—can cue drivers to adjust behavior and speeds accordingly. These design cues, combined with enhanced pedestrian crossings, landscaping, and branding elements, reinforce the identity of Downtown Tucker while maintaining operational efficiency along the route.

Design Concept and Implementation Elements

Gateway implementation should incorporate a combination of visual, geometric, and streetscape treatments that work together to achieve both safety and placemaking objectives:

- **Visibly Narrowed Travel Lanes and Enhanced Crossings:** Visibly narrow the approach to the intersection using contrasting pavement materials or lane markings to break up the perceived width of the roadway—without physically reducing travel lanes. Incorporate high-visibility crosswalks with decorative pavers or colored concrete to highlight pedestrian priority and enhance corridor aesthetics.
- **Pedestrian-Scale Lighting and Street Trees:** Extend downtown-style lighting, banners, and street trees eastward onto Lawrenceville Highway to visually expand the downtown core and improve nighttime visibility.

- **Landscaped Median or Curb Extensions:** Introduce landscaped medians or curb extensions to calm traffic and create a physical gateway presence without impeding turning movements.
- **Branding and Identity Elements:** Integrate City of Tucker branding through monument signage, wayfinding markers, or public art. These features should align with the city's downtown design standards to maintain visual continuity.
- **Transit and Streetscape Coordination:** Coordinate improvements with MARTA bus stop upgrades and sidewalk enhancements to ensure the gateway supports multimodal access.

Implementation Strategy

The gateway treatment should be advanced as a joint effort between the City of Tucker and GDOT, recognizing the corridor's state route designation. Early coordination with GDOT will be essential to confirm allowable design modifications within the state right-of-way.

To maximize community benefit, the City should seek community support emphasizing the gateway's role in connecting the downtown core with the broader corridor improvement strategy. Implementation can be phased, beginning with crosswalk, lighting, and landscape enhancements, followed by full branding and geometric treatments as redevelopment occurs.

ALIGNMENT WITH THE CITY OF TUCKER TRANSPORTATION AND TRAILS MASTER PLAN

Implementation of the Lawrenceville Highway AMBP should be closely coordinated with the City of Tucker Transportation and Trails Master Plan (TTMP) to ensure consistency, efficiency, and connectivity across citywide initiatives. Both plans share the overarching goal of improving safety, mobility, and access for all users while reinforcing Tucker's long-term vision for a well-connected and vibrant community.

Due diligence has been undertaken to align the recommendations of this corridor plan with the multimodal priorities identified in the TTMP. This coordination ensures that improvements proposed along Lawrenceville Highway complement the city's broader network of roadway, trail, and transit investments.

The two project teams met to review recommendations, including project descriptions and cost estimates, and exchanged project lists so each could be evaluated through the other plan's prioritization matrix to understand how projects align and compete across both efforts.

LAWRENCEVILLE HIGHWAY ACQUISITION AND SHARED-USE PATH CONSIDERATIONS

The City of Tucker is interested exploring the long-term potential to assume jurisdictional control of Lawrenceville Highway from GDOT to better align corridor design, maintenance, and redevelopment with local priorities. One concept of interest is the implementation of a shared-use path (SUP) to expand multimodal connectivity and improve safety for pedestrians and cyclists. However, the feasibility of this vision depends on detailed engineering analysis to assess right-of-way availability, physical constraints, and cost implications.

Key Considerations

Physical Constraints: Lawrenceville Highway functions as a high-volume arterial with a posted limit of 45 mph and a significant share of truck traffic for the subarea. These conditions make on-street bicycle lanes unsafe and impractical. Implementing an SUP on one side of the corridor would require roughly 8 additional feet beyond the existing sidewalk zone (10-foot path with a 5-foot buffer), triggering potential right-of-way acquisition, grading challenges, and impacts to adjacent properties and utilities. Frequent driveways and commercial access points would introduce recurring conflict zones between vehicles and path users. Additionally, industrial and auto-oriented land uses along portions of the corridor limit direct bicycle demand, reducing the near-term benefit-cost ratio of a full SUP buildout.

Jurisdictional and Cost Implications: Transitioning the corridor from GDOT to City ownership would be a complex, multi-year process involving reclassification of the state route system. Following transfer, the City would assume full financial responsibility for operations, maintenance, and capital upgrades. This would include ensuring compliance with GDOT geometric and pavement design standards—an undertaking that could require substantial upfront and ongoing investment.

Implementation Strategy: Given these challenges, the shared-use path should be considered a long-term vision rather than an immediate project. Strategic next steps include:

- Conducting a corridor transformation and feasibility assessment evaluating SUP alignment options, potential lane reductions, and jurisdictional implications.
- Performing detailed right-of-way and cost analyses using GIS mapping and parcel data.
- Advancing conceptual design through a professional services contract that includes community engagement, cost estimating, and coordination with GDOT and MARTA.
- Establishing a long-range maintenance and operations plan.
- Coordinating SUP planning with the Tucker Transportation and Trails Master Plan to ensure regional connectivity.

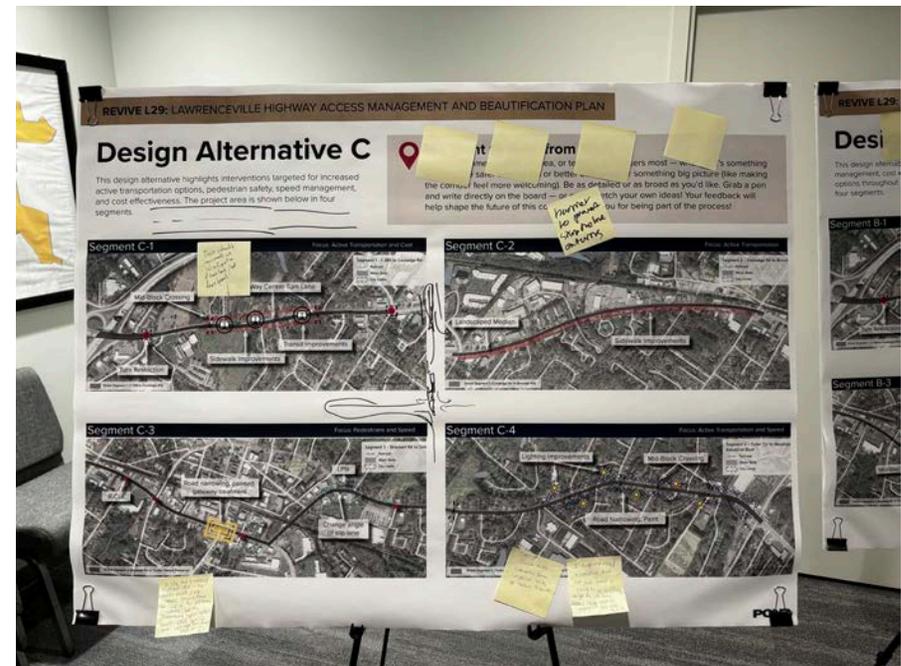
This approach positions the City to make data-driven decisions about ownership, investment, and the long-term evolution of Lawrenceville Highway into a safer, more multimodal corridor.

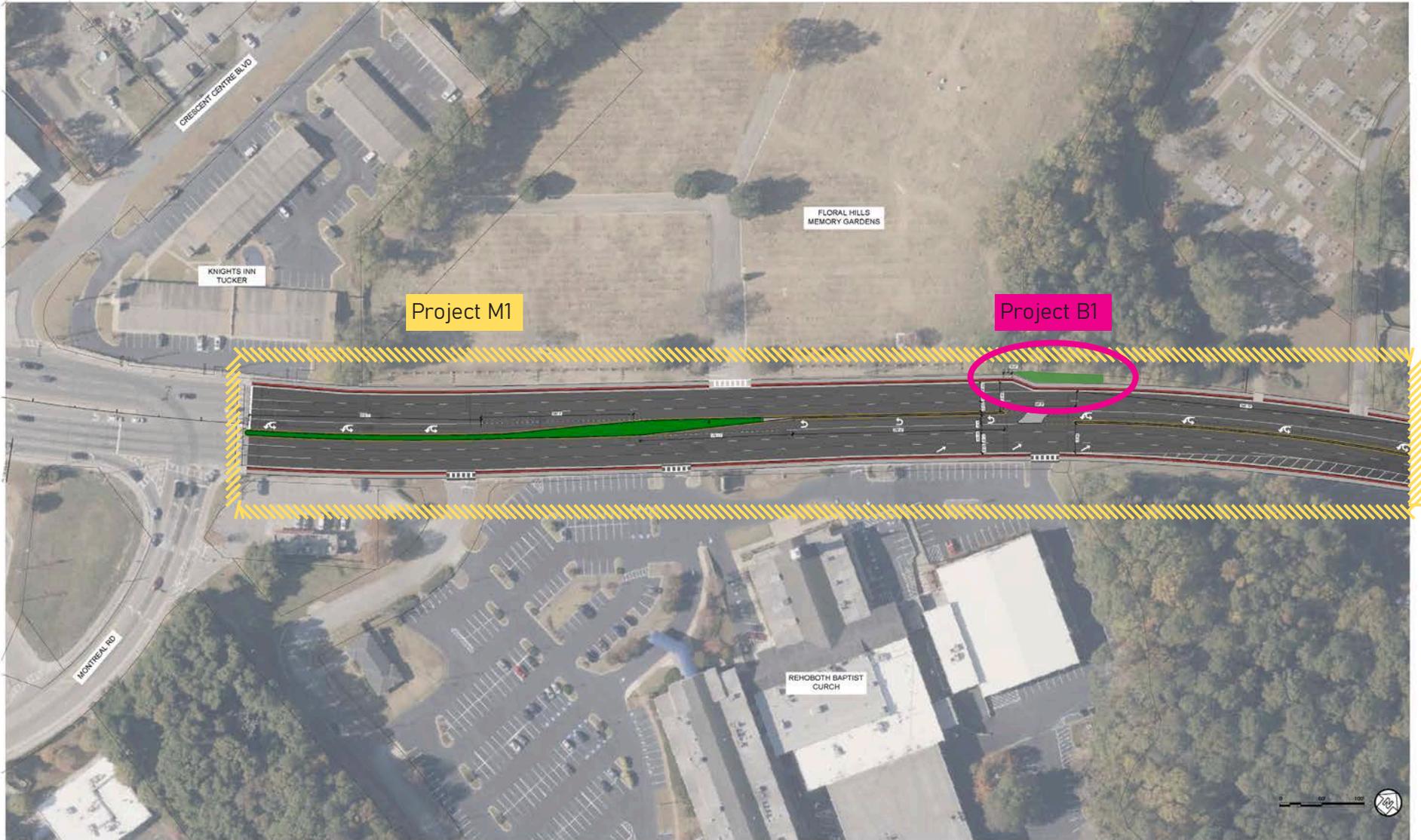
SECTION VII.

PREFERRED ALTERNATIVE DESIGN

The project team has consolidated the data, analysis, and stakeholder input collected to date to develop a recommended design concept for the corridor. This concept seeks to balance the need for improved safety and operational performance with the importance of maintaining functional access to adjacent businesses and properties. The proposed design enhances traffic flow, reduces conflict points, and supports multimodal mobility while minimizing adverse impacts on existing access patterns. The following drawings present the recommended corridor design, divided into logical segments for reporting and review purposes.

The preferred alternative accounts for previously completed and currently planned projects along the corridor. It was developed to complement these efforts—avoiding conflicts while adding value through supportive and additive improvements.





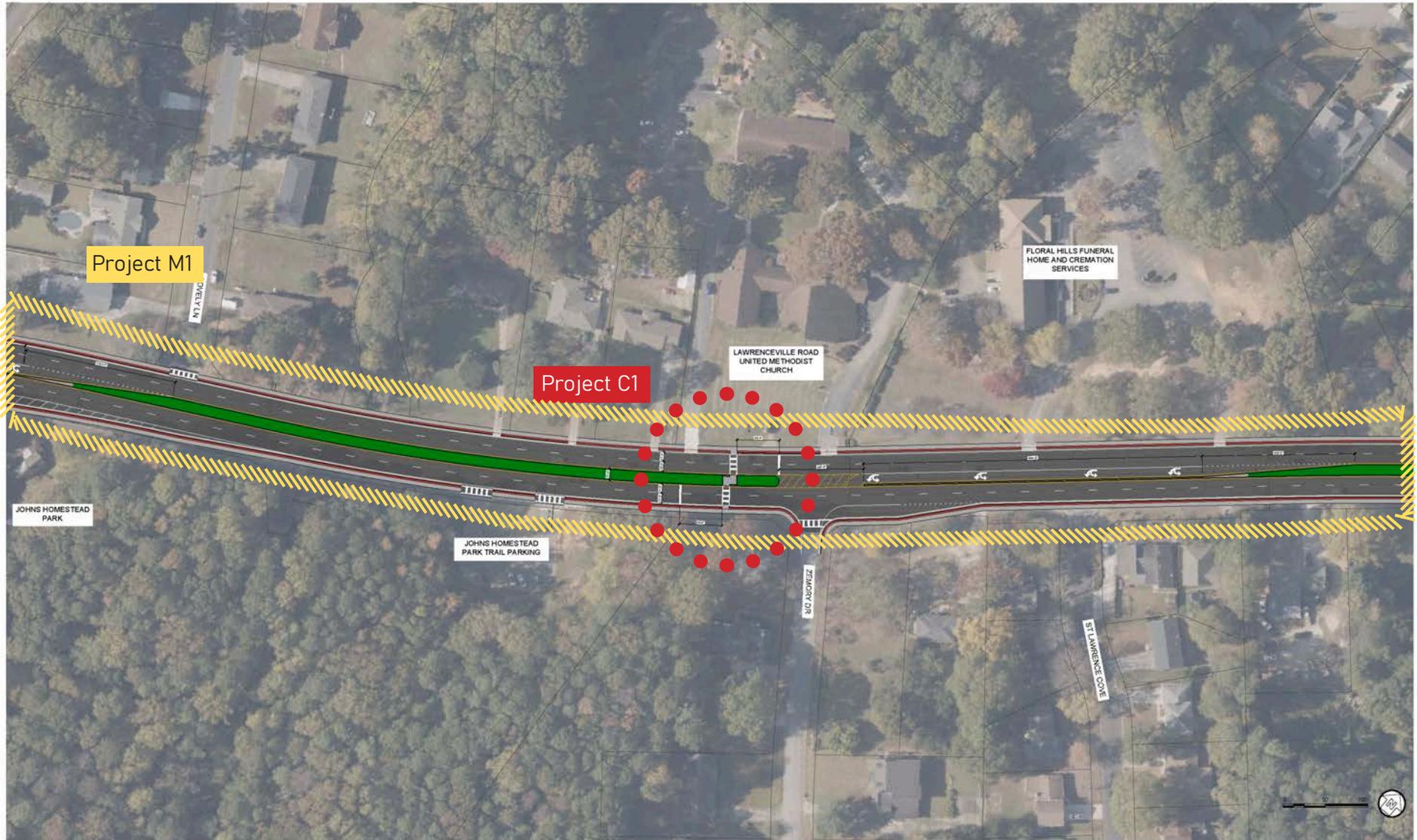
LAWRENCEVILLE HIGHWAY - SHEET 1



Project M1 - Roadway Project - Landscape raised center median, driveway apron, turn lane, R-cut, curb extension, curb cut closure

Project B1 - Beautification Project - Pocket plaza with pedestrian seating, public art and landscaping

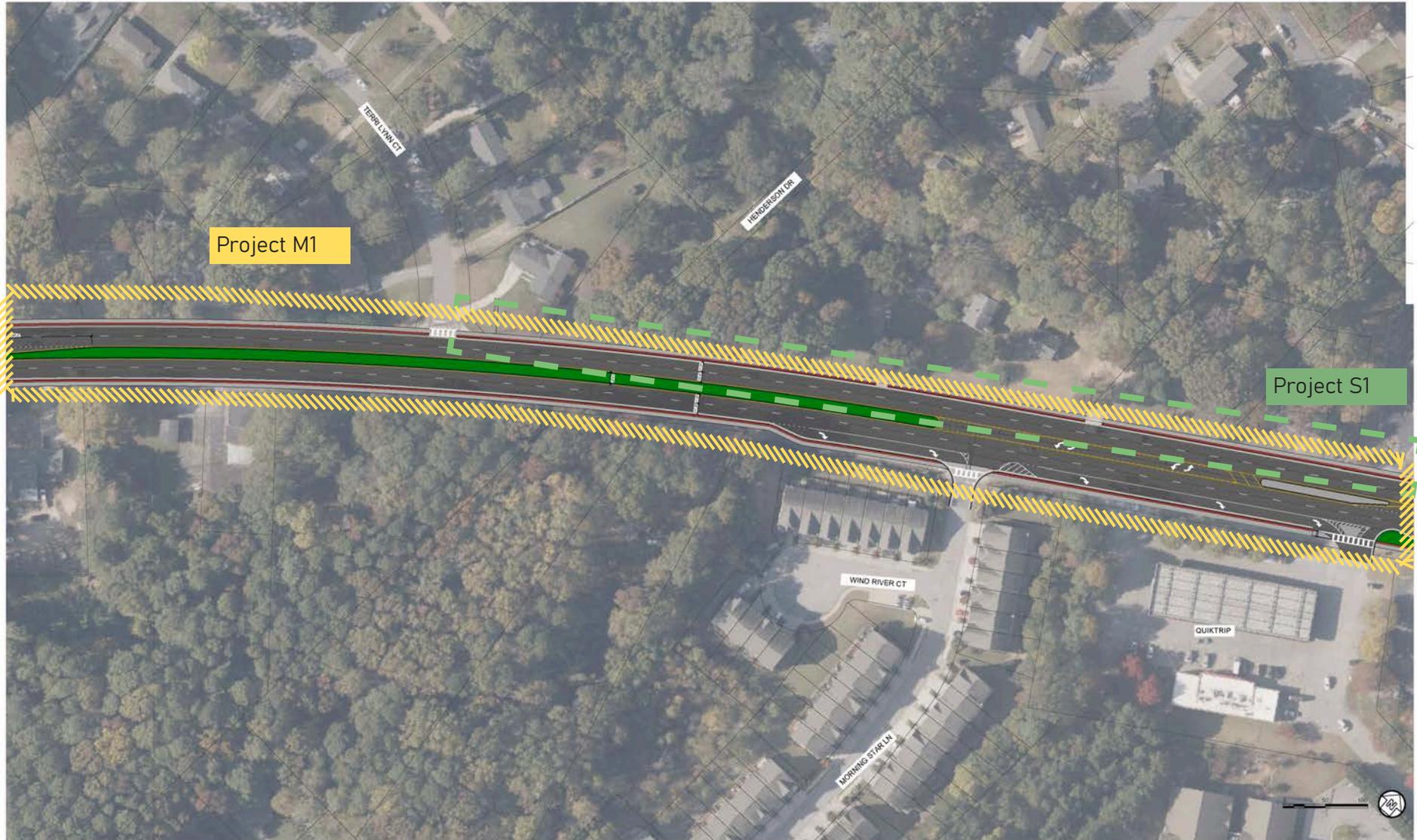
*Prices include PE and construction



LAWRENCEVILLE HIGHWAY - SHEET 2



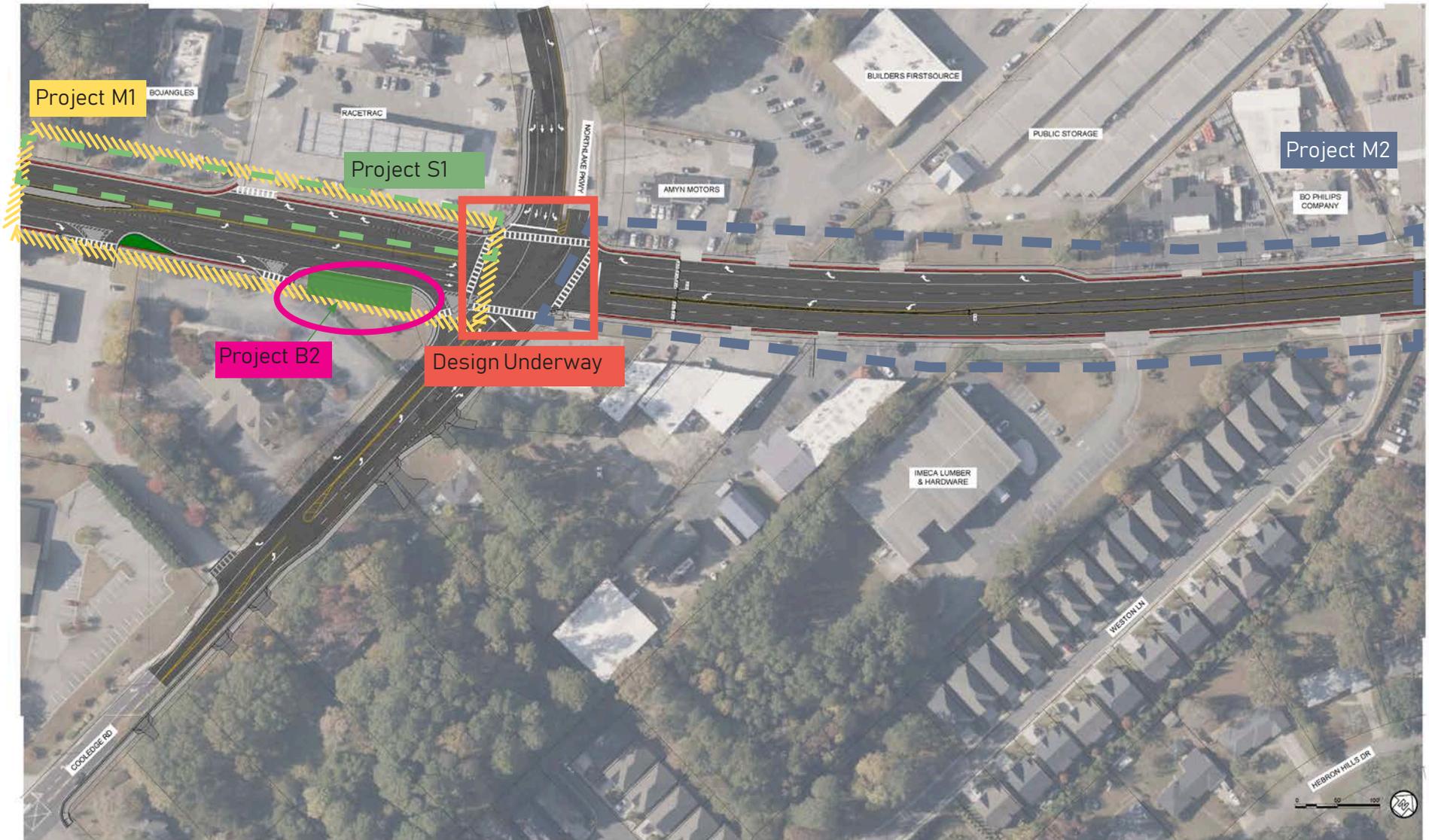
Project M1 - Roadway Project - Landscape raised center median, driveway apron, turn lane, R-cut, curb extension, curb cut closure
Project C1 - Crossing Project - Midblock crossing, traffic control devices, re-striping



LAWRENCEVILLE HIGHWAY - SHEET 3



Project M1 - Roadway Project - Landscape raised center median, driveway apron, turn lane, R-cut, curb extension, curb cut closure
Project S1 - Sidewalk Project - Sidewalk repair and improvements



LAWRENCEVILLE HIGHWAY - SHEET 4



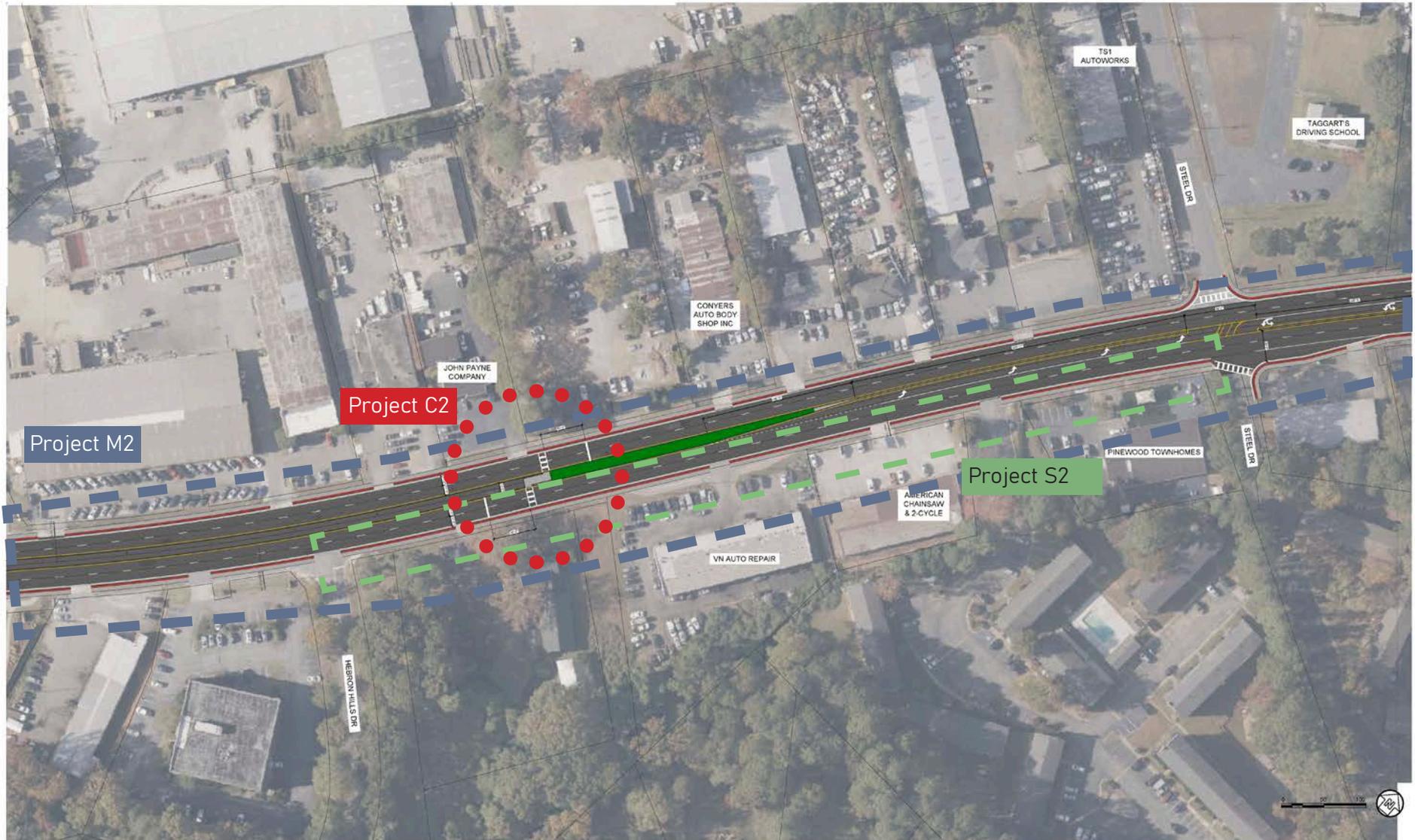
Project M1 - Roadway Project - Landscape raised center median, driveway apron, turn lane, R-cut, curb extension, curb cut closure

Project S1 - Sidewalk Project - Sidewalk repair and improvements

Project M2 - Roadway Project - Raised median, driveway aprons, right turn channelization, R-cut, eyebrows, curb cut closure

Project B2 - Beautification Project - Pedestrian seating, lighting, upgrades to transit stop

*Prices include PE and construction



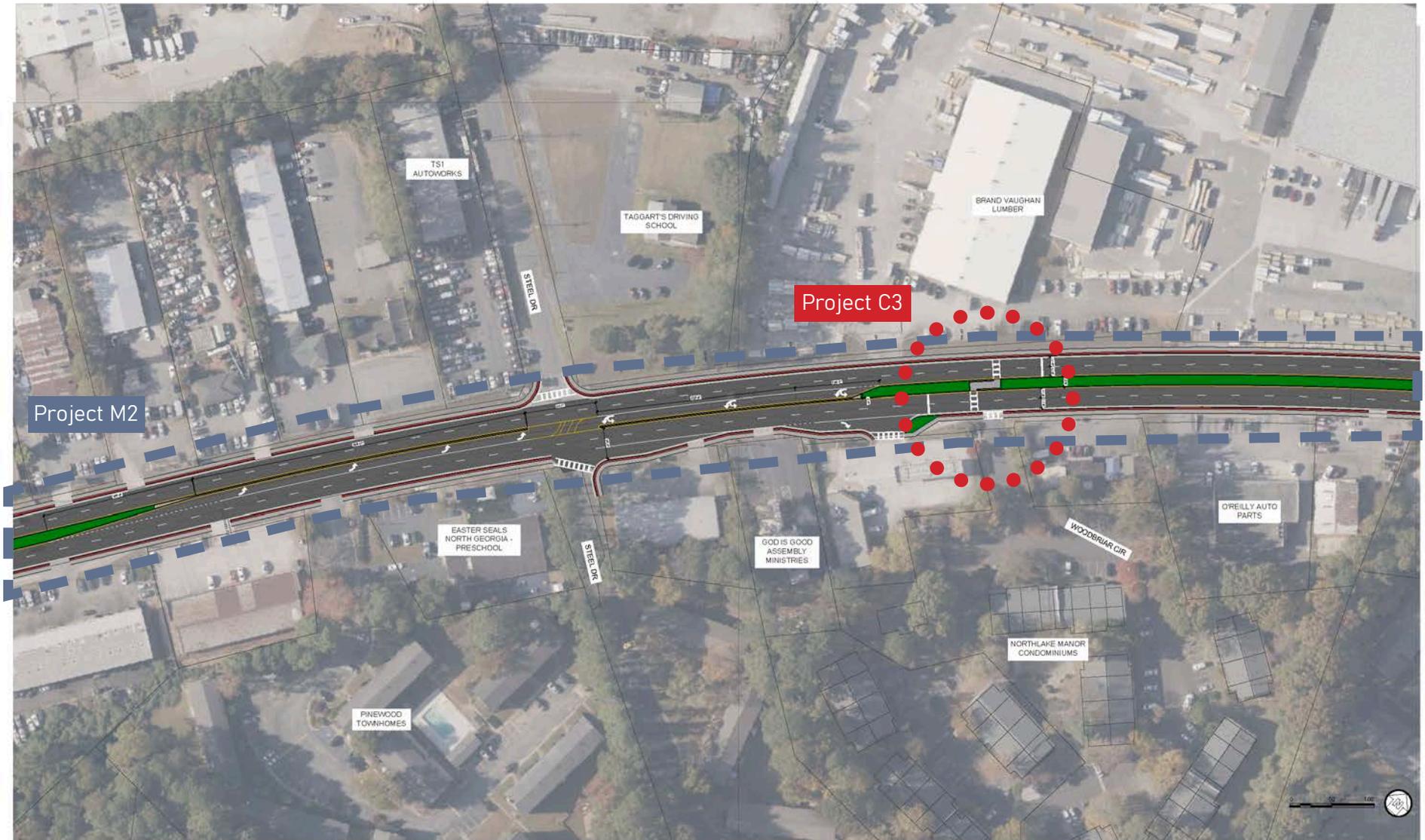
LAWRENCEVILLE HIGHWAY - SHEET 5



Project M2 - Roadway Project - Landscape raised center median, driveway aprons, right turn channelization, R-cut, eyebrows, raised center median, curb cut closure

Project C2 - Crossing Project - Midblock crossing, traffic control devices, re-striping

Project S2 - Sidewalk Project - Sidewalk repair and improvements

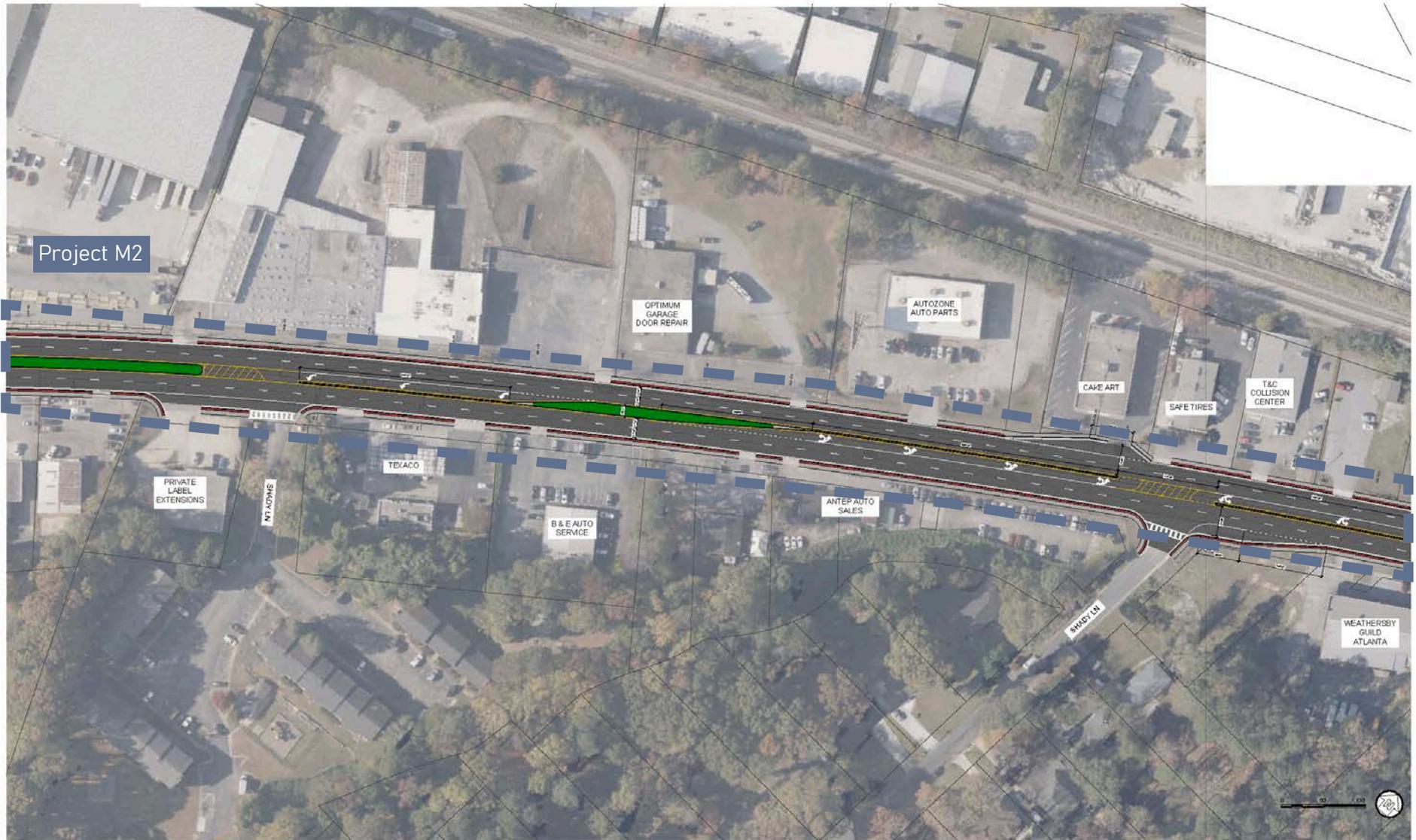


LAWRENCEVILLE HIGHWAY - SHEET 6



Project M2 - Roadway Project - Landscape raised center median, driveway aprons, right turn channelization, R-cut, eyebrows, raised center median, curb cut closure

Project C3 - Crossing Project - Midblock crossing, traffic control devices, re-striping



LAWRENCEVILLE HIGHWAY - SHEET 7



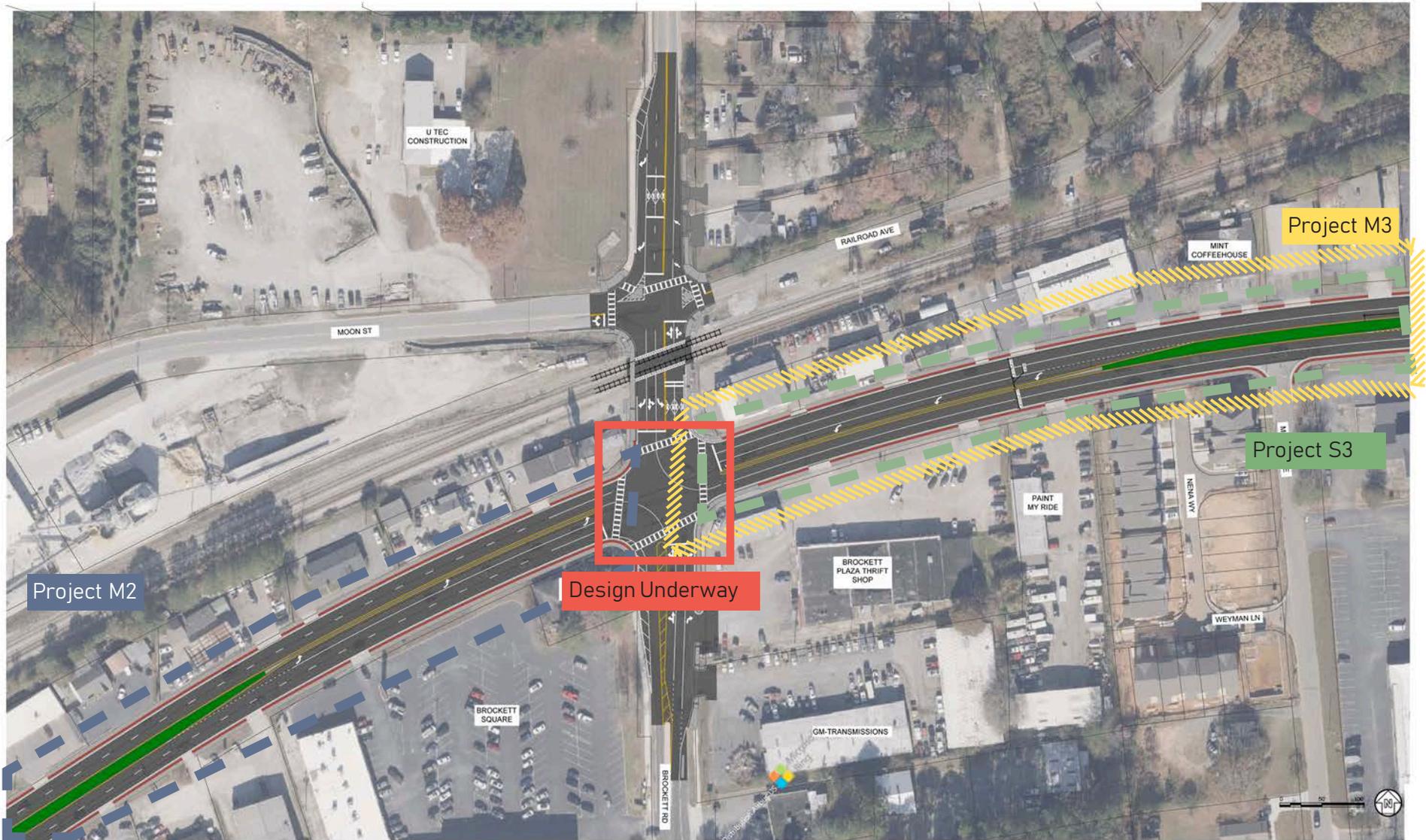
Project M2 - Roadway Project - Landscape raised center median, driveway aprons, right turn channelization, R-cut, eyebrows, raised center median, curb cut closure



LAWRENCEVILLE HIGHWAY - SHEET 8



Project M2 - Roadway Project - Landscape raised center median, driveway aprons, right turn channelization, R-cut, eyebrows, raised center median, curb cut closure



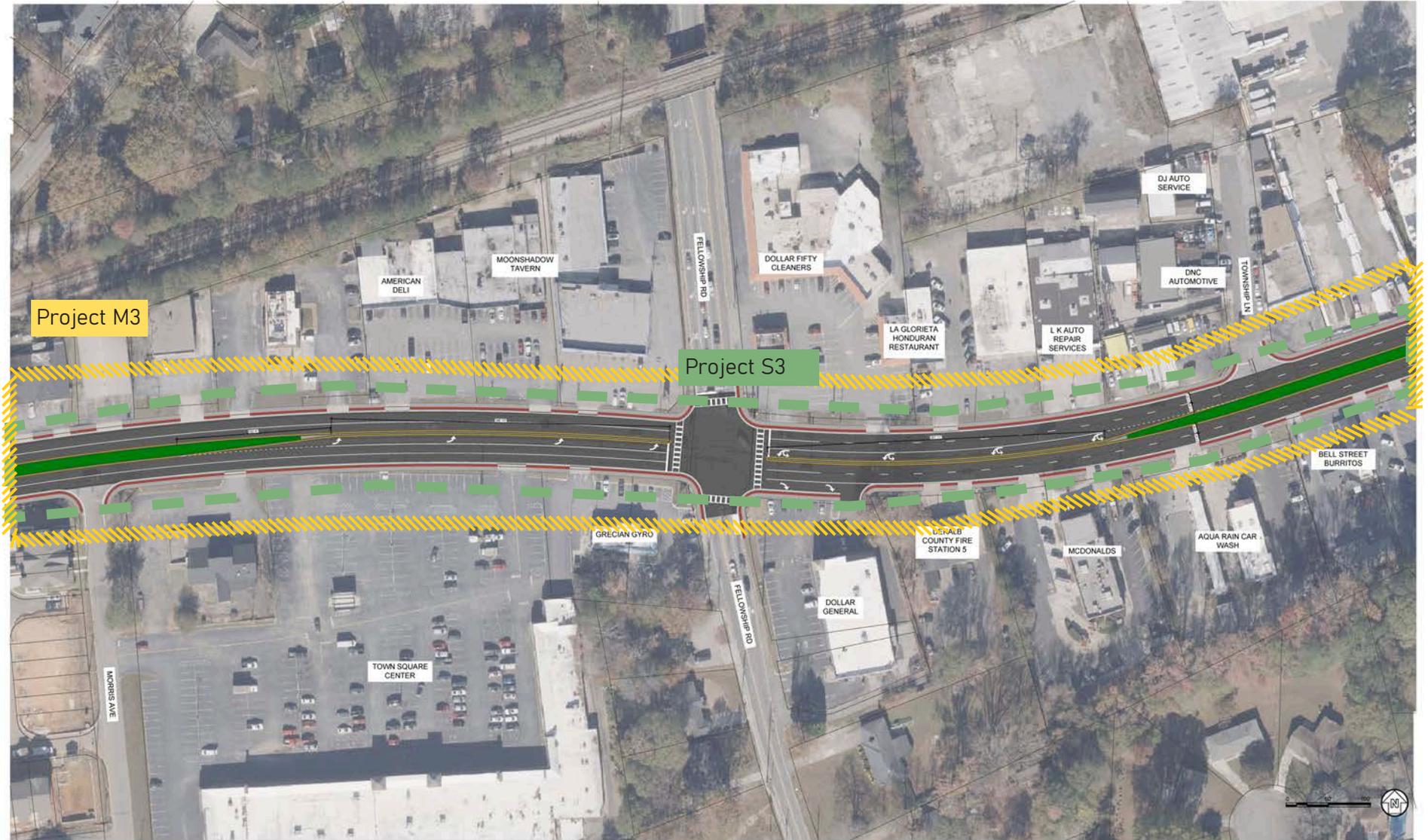
LAWRENCEVILLE HIGHWAY - SHEET 9



Project M2 - Roadway Project - Landscape raised center median, driveway aprons, right turn channelization, R-cut, eyebrows, raised center median, curb cut closure

Project M3 - Roadway Project - Landscape raised center median, driveway aprons, curb cut closure

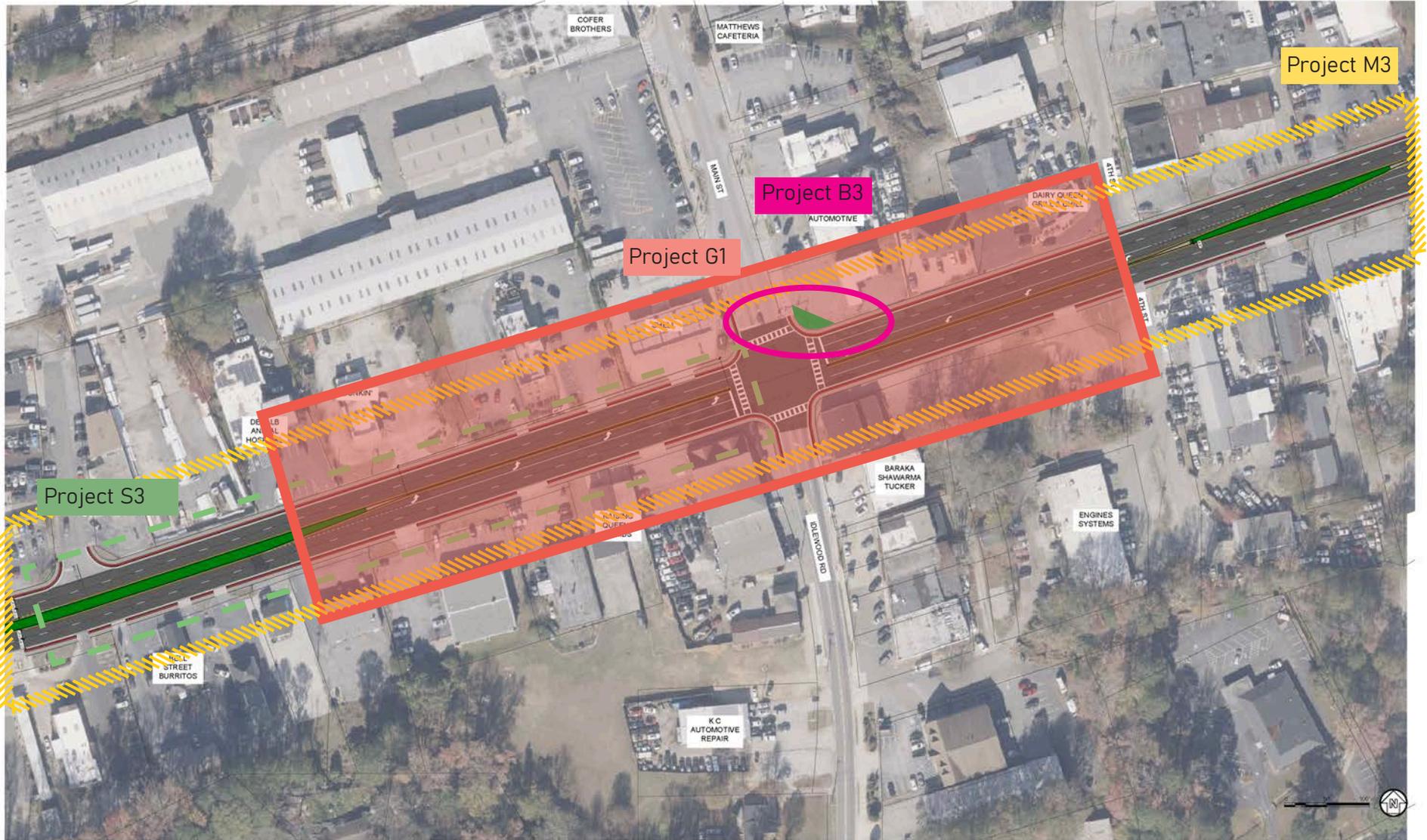
Project S3 - Sidewalk Project - Sidewalk repairs and improvements



LAWRENCEVILLE HIGHWAY - SHEET 10



Project M3 - Roadway Project - Landscape raised center median, driveway aprons, curb cut closure
Project S3 - Sidewalk Project - Sidewalk repair and improvements



LAWRENCEVILLE HIGHWAY - SHEET 11

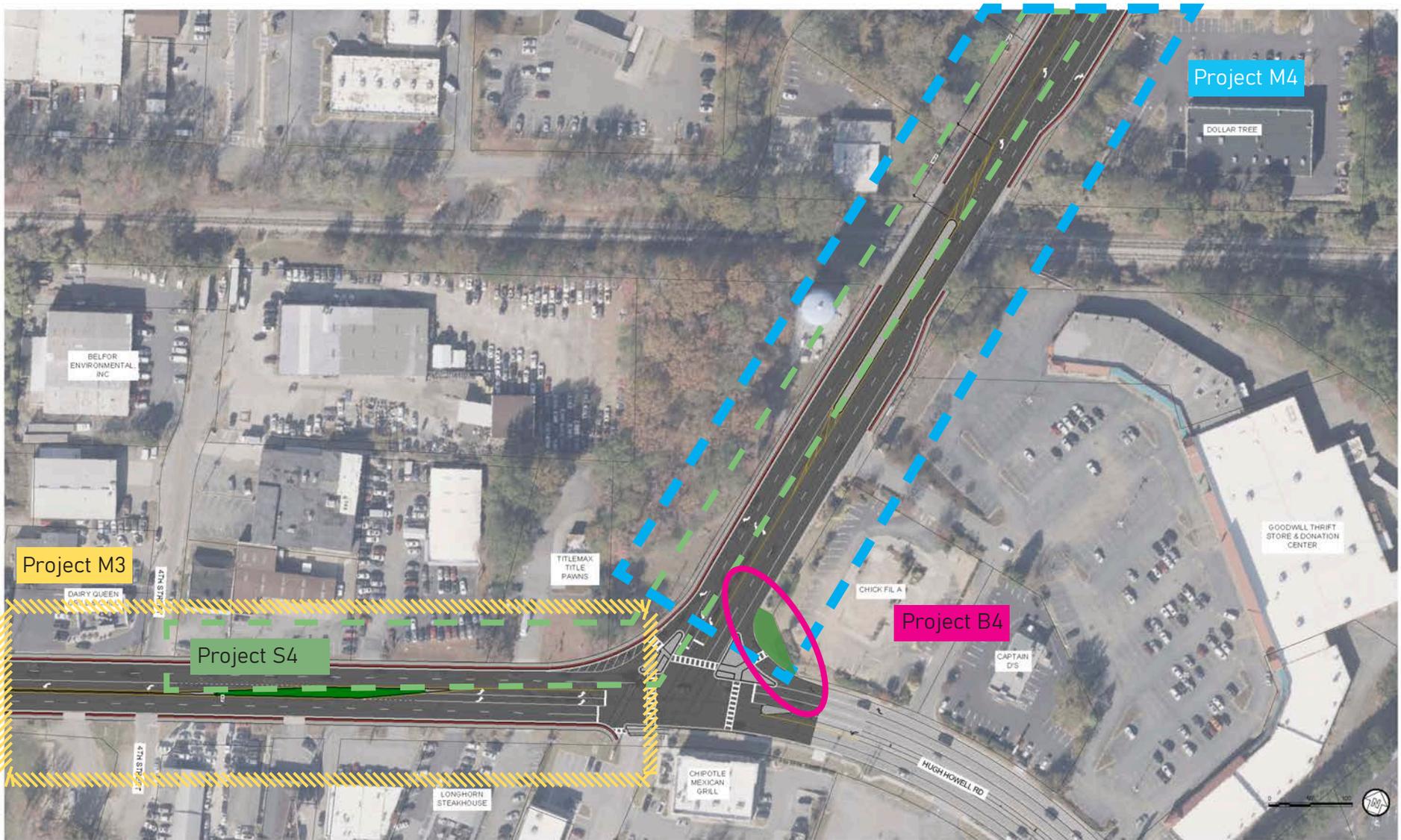


Project M3 - Roadway Project - Landscape raised center median, driveway aprons, curb cut closure

Project S3 - Sidewalk Project - Sidewalk repair and improvements

Project G1 - Gateway Project - Gateway treatments to create community identity, improve aesthetics, and enhance driver awareness.

Project B3 - Beautification Project - Pocket park with public art and Downtown Tucker related signage.



LAWRENCEVILLE HIGHWAY - SHEET 12



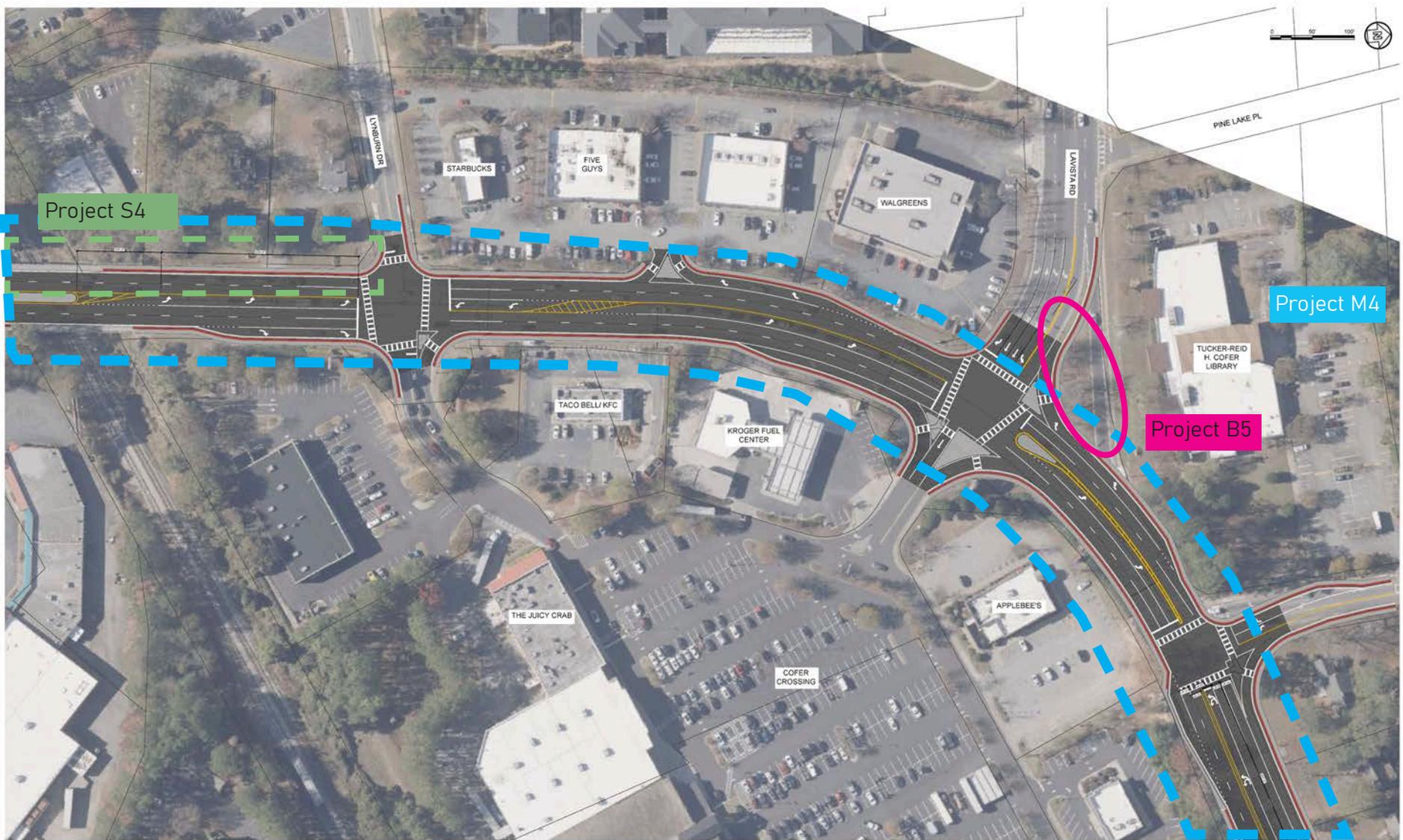
Project M3 - Roadway Project - Landscape raised center median, driveway aprons, curb cut closure

Project S4 - Sidewalk Project - Sidewalk repair and improvements

Project M4 - Roadway Project - Landscape raised median, extend left turn lane, left turn channelization, pedestrian islands, curb cut closure

Project B4 - Beautification Project - Landscaped plaza with public seating, art and planted buffer from traffic

*Prices include PE and construction



LAWRENCEVILLE HIGHWAY - SHEET 13



Project S4 - Sidewalk Project - Sidewalk repair and improvements

Project M4 - Roadway Project - Landscape raised median, extend left turn lane, left turn channelization, pedestrian islands, curb cut closure

Project B5 - Beautification Project - Landscaped plaza with public seating, art and planted buffer from traffic



LAWRENCEVILLE HIGHWAY - SHEET 14



Project S5 - Sidewalk Project - Sidewalk repair and improvements

Project M4 - Roadway Project - Landscape raised center median, extend left turn lane, left turn channelization, pedestrian islands, curb cut closure

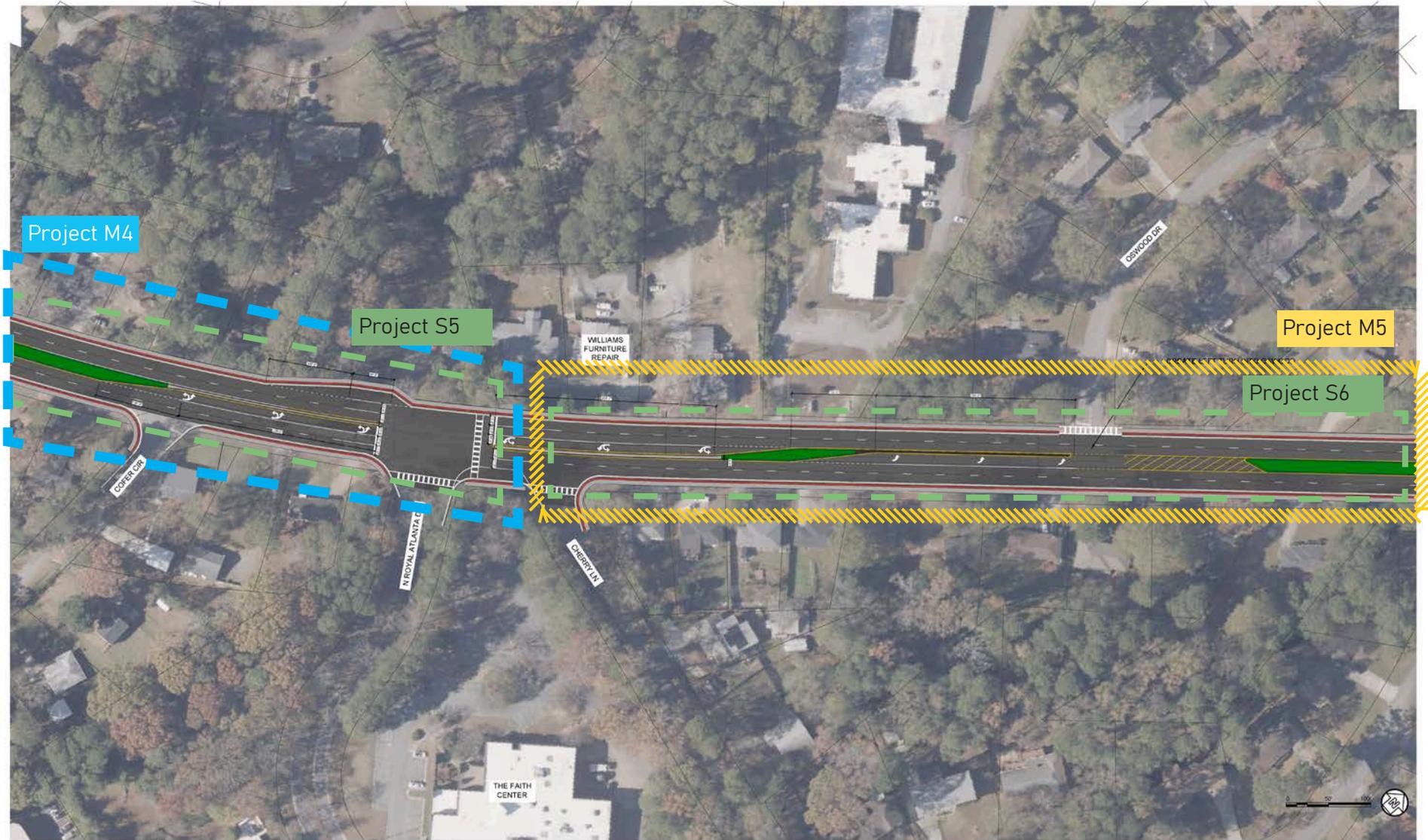


LAWRENCEVILLE HIGHWAY - SHEET 15



Project S5 - Sidewalk Project - Sidewalk repair and improvements

Project M4 - Roadway Project - Landscape raised center median, extend left turn lane, left turn channelization, pedestrian islands, curb cut closure



LAWRENCEVILLE HIGHWAY - SHEET 16

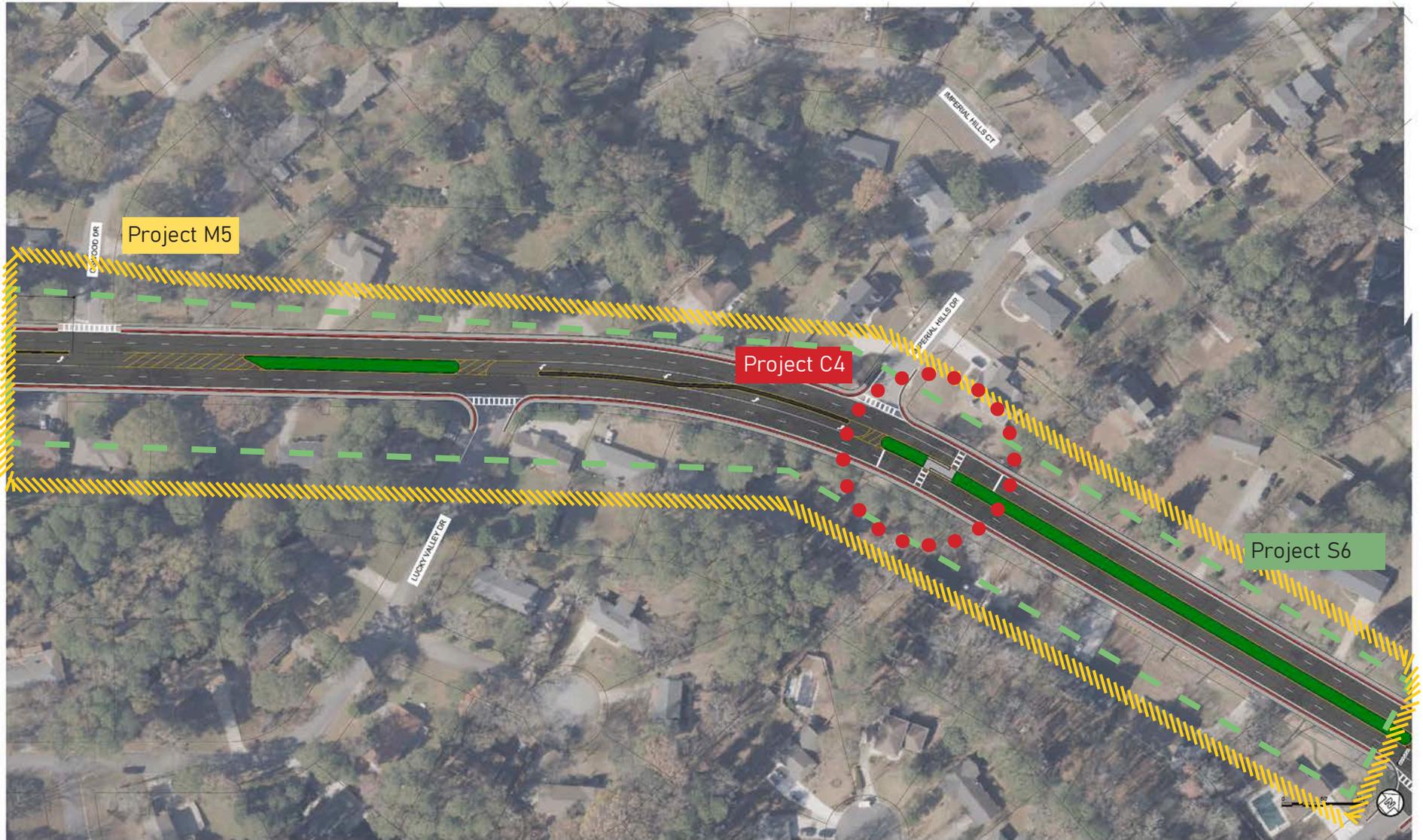


Project S5 - Sidewalk Project - Sidewalk repair and improvements

Project S6 - Sidewalk Project - Sidewalk repair and improvements

Project M4 - Roadway Project - Landscape raised center median, left turn lane, left turn channelization, pedestrian islands, curb cut closure

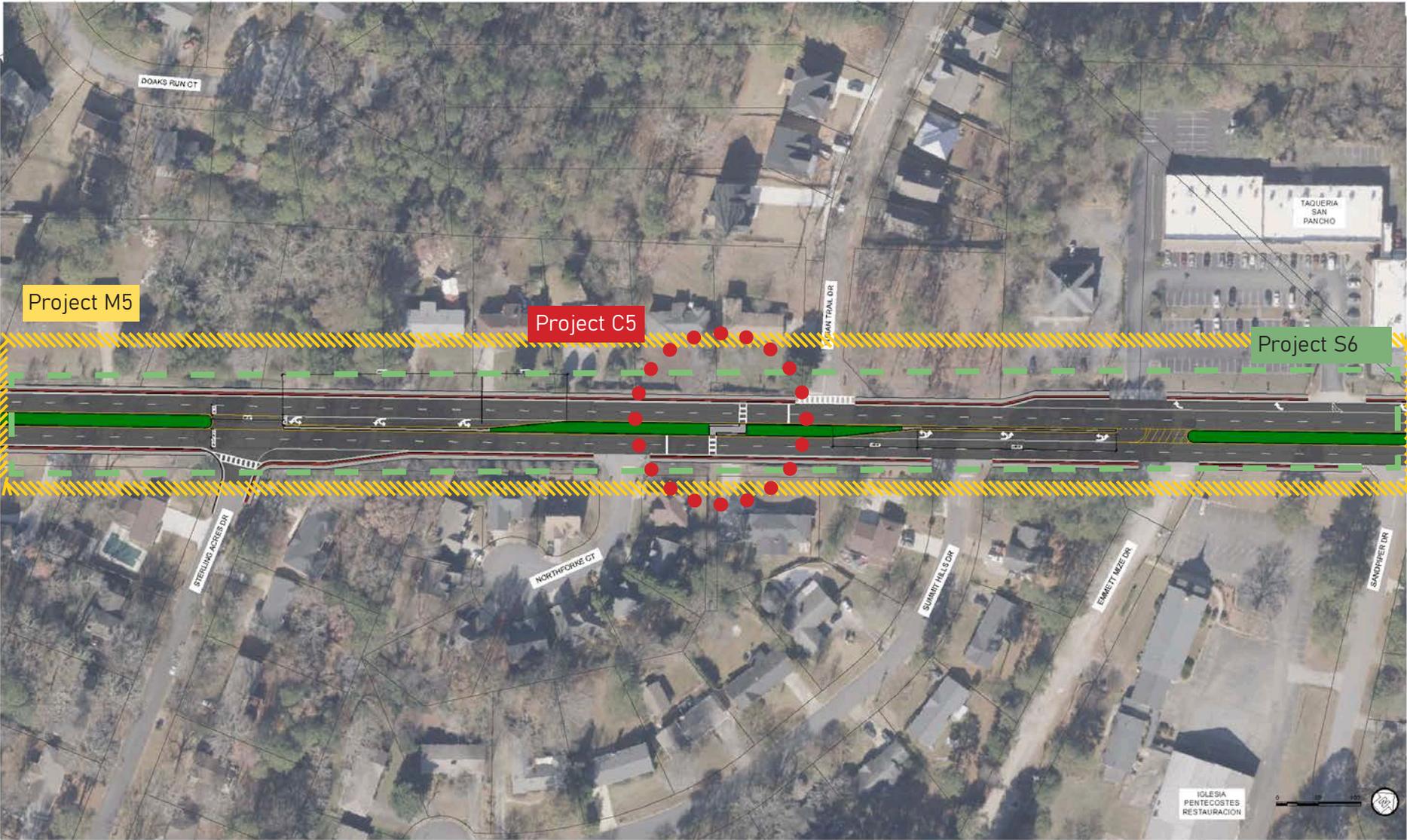
Project M5 - Roadway Project - Landscape raised center median, create dedicated left turn, curb cut closure



LAWRENCEVILLE HIGHWAY - SHEET 17



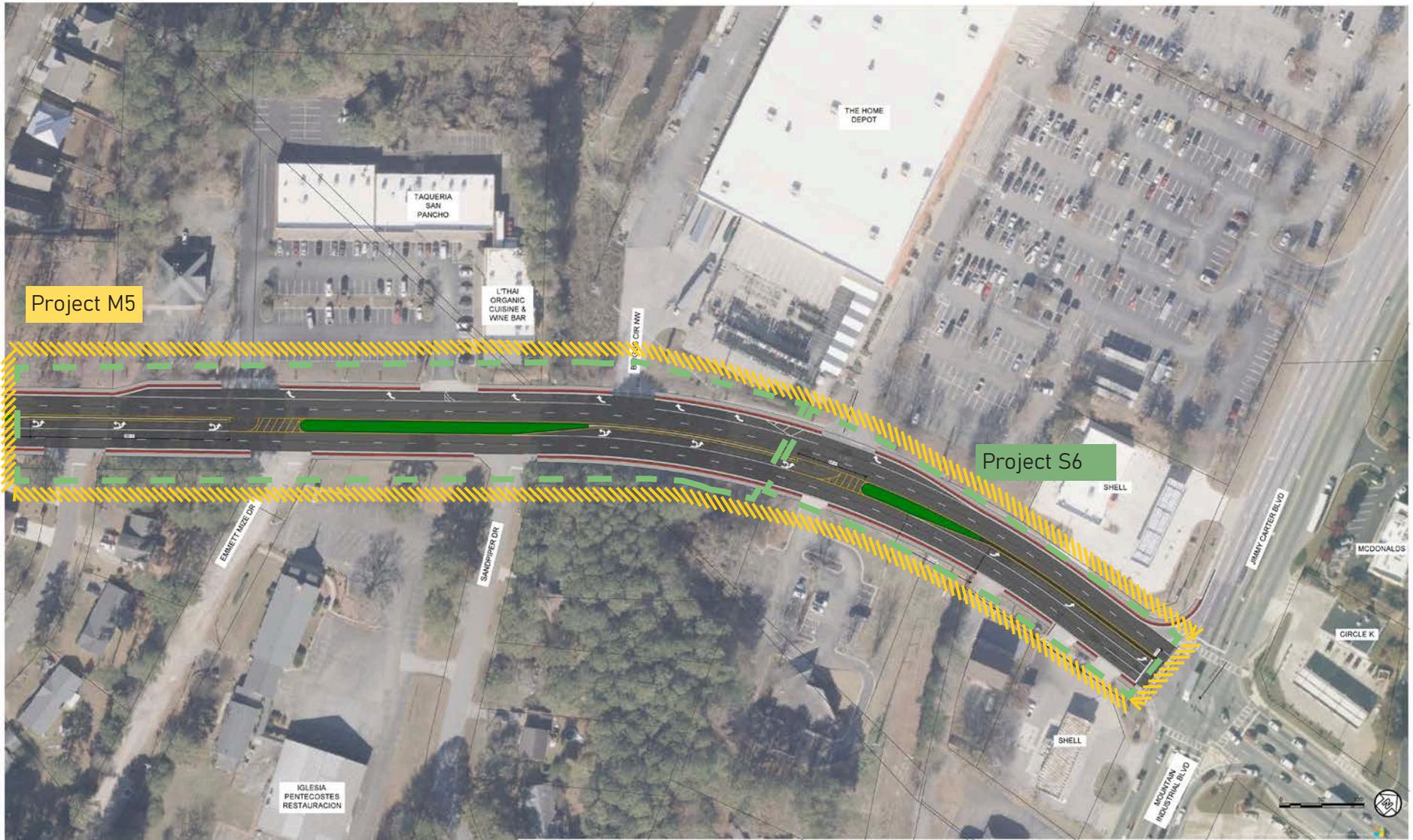
- Project S6 - Sidewalk Project - Sidewalk repair and improvements
- Project M5 - Roadway Project - Landscape raised center median, create dedicated left turn, curb cut closure
- Project C4 - Crossing Project - Midblock crossing, traffic control devices, re-striping



LAWRENCEVILLE HIGHWAY - SHEET 18



- Project S6 - Sidewalk Project - Sidewalk repair and improvements
- Project M5 - Roadway Project - Landscape raised center median, create dedicated left turn, curb cut closure
- Project C5 - Crossing Project - Midblock crossing, traffic control devices, re-striping



LAWRENCEVILLE HIGHWAY - SHEET 19



Project S6 - Sidewalk Project - Sidewalk repair and improvements

Project M5 - Roadway Project - Landscape raised center median, create dedicated left turn, curb cut closure

GDOT COORDINATION AND IMPLEMENTATION

1. Strengthen Coordination with GDOT

- **Formalize Partnership:** Establish a project working group with GDOT, including design, maintenance, and traffic operations staff. This group should ensure ongoing alignment, remove barriers to implementation, and identify collaboration and funding opportunities.
 - Define clear roles and responsibilities between GDOT and the City of Tucker, including the lead agency for design, right-of-way coordination, and construction. Establish an agreed-upon approval and review process to prevent delays or confusion.
- **Leverage GDOT Programs:** Evaluate the project's eligibility under existing GDOT initiatives such as the Quick Response, Highway Safety, and Complete Streets programs to advance near-term safety and access improvements.
 - Coordinate with GDOT to understand program-specific standards, design criteria, and funding cycles. Consider separating project elements into smaller, stand-alone improvements that can move forward independently as redevelopment or GDOT-led projects occur along the corridor.
- **Understand GDOT Permitting:** Engage early in the GDOT permitting process to identify requirements, constraints, and potential impacts on project design or implementation schedules. Early coordination will help avoid delays and ensure design consistency with state standards.

2. Advance Concept Designs into Preliminary Engineering

- **Collect Survey and Environmental Data:** Begin early field survey and preliminary environmental screening based on the National Environmental Policy Act (NEPA) to accelerate design readiness once funding is secured.
- **Update Traffic Data:** Collect supplemental traffic counts as needed to support signal warrants, turning movement analyses, and access management decisions.

- **Engage Property Owners:** Continue one-on-one engagement with property and business owners to confirm preferred access configurations and minimize operational impacts.
- **Bundle Projects Strategically:** Group related projects into logical construction packages to improve cost efficiency, attract competitive grant funding, and streamline coordination with GDOT.
- **Monitor Drainage and Stormwater Impacts:** With the introduction of a center median, drainage and stormwater retention concerns may become more pronounced. Ongoing assessment and coordination with GDOT drainage engineers will be essential to mitigate risks and identify opportunities—such as pedestrian safety waivers—to streamline approvals and avoid costly redesigns or construction delays.
- **Coordinate with Railroad Owner:** Maintain engagement with the railroad owner to monitor and evaluate potential impacts from rail crossing operations, including queuing and safety considerations. This coordination will help ensure improvements along the corridor complement rail activity and minimize disruptions to traffic flow.

3. Position the Corridor for Funding

- **Coordinate with GDOT:** Work with GDOT to program eligible corridor projects in the Statewide Transportation Improvement Program (STIP) and Atlanta Regional Commission (ARC) Transportation Improvement Program (TIP). Prioritize applications for Highway Safety Improvement Program (HSIP) and Surface Transportation Block Grant Program (STBG) funding opportunities.
- **Align with ARC's Long-Range Planning Cycle:** Engage ARC staff as they begin the next Metropolitan Transportation Plan (MTP) update in 2026 to ensure corridor priorities are reflected and positioned for future federal funding.
 - Continue follow-up coordination through the TIP amendment process to maintain visibility and readiness for project programming.

4. Maintain Public and Stakeholder Engagement

- **Keep the Public Informed:** Continue using the project website, social media, and local newsletters to share updates on design progress, funding milestones, and construction schedules.
- **Engage Business Owners:** Maintain ongoing coordination with corridor businesses to address driveway access, signage, parking, and construction staging concerns, ensuring improvements support long-term economic vitality.
- **Coordinate with MARTA:** Continue coordination with MARTA to integrate transit-related improvements into the design process. This includes potential bus stop relocations, upgraded shelters, streetscape enhancements, and bulb-out locations that improve passenger comfort and visibility. These enhancements should align with future MARTA service changes to strengthen multimodal access and safety along the corridor.

SECTION VIII.**FUNDING AND PARTNERSHIP OPPORTUNITIES**

Successful implementation of the Lawrenceville Highway AMBP will require leveraging a diverse mix of local, state, federal, and private development resources to fully deliver the recommended improvements and achieve the plan's vision. Some funding opportunities will be secured through competitive grant applications, while others will depend on strategic partnerships and close coordination with regional and state agencies. By aligning priorities, pooling resources, and streamlining design and project delivery, these collaborations can accelerate implementation and maximize the corridor's long-term benefits.

1. LOCAL FUNDING SOURCES

- **City of Tucker Capital Improvement Program (CIP):** Direct allocation of municipal funds for design, engineering, and construction of high-priority projects. While this approach can secure some funding, relying solely on CIP dollars can be time-intensive and limit the City's ability to address needs in other parts of Tucker.
- **Tax Allocation Districts (TADs):** Designating the corridor as a TAD could generate financing for streetscape and safety improvements, funded through increased property values as redevelopment occurs. While promising, this approach may face resistance from prospective businesses concerned about potential costs.
- **General Fund & Maintenance Budgets:** Suitable for "quick wins" such as re-striping, sign replacement, and small-scale landscaping. However, limited funding capacity makes it difficult to deliver large-scale, transformative improvements through this source alone.

- **City of Tucker Voter Referendum:** A voter-approved referendum could establish a dedicated, long-term funding stream for the Lawrenceville Highway AMBP. This would ensure consistent resources for implementing priority safety, mobility, and streetscape enhancements—creating a safer, more attractive, and better-connected corridor for residents, businesses, and visitors.

2. STATE FUNDING SOURCES

- **Georgia Department of Transportation (GDOT) Safety Programs:** The Highway Safety Improvement Program (HSIP) provides funding for proven safety countermeasures—such as intersection upgrades, raised medians, and pedestrian enhancements—where crash data demonstrates a clear safety need.
- **GDOT Quick Response Program:** A fast-track funding source for small-scale safety and operational improvements on Georgia's state routes. Projects are typically low-cost, require minimal right-of-way acquisition, and can be delivered in weeks or months rather than years, making it ideal for addressing urgent needs.

3. FEDERAL FUNDING SOURCES

- **State Transportation Improvement Program (STIP):** For projects seeking federal funding, inclusion in the STIP is mandatory. The STIP typically funds complex, high-cost projects. To be considered, projects must also be included in the Atlanta Regional Commission's (ARC) Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

- **Surface Transportation Block Grant (STBG):** Provides flexible funding for roadway, bicycle, pedestrian, and transit projects, as well as transportation studies. In the Atlanta Metro region, STBG funds are programmed through ARC. The next RTP update process is anticipated to begin in early 2026, creating an opportunity to position priority projects for inclusion.
- **Transportation Alternatives Program (TAP):** Funds bicycle and pedestrian facilities, streetscape improvements, and Safe Routes to School projects. TAP funds are distributed by GDOT and can support active transportation and community enhancement goals.
- **Congestion Mitigation and Air Quality (CMAQ) Program:** Supports projects that reduce congestion and improve air quality, such as transit stop enhancements, bicycle infrastructure, and signal timing upgrades. In the Atlanta region, CMAQ funds are allocated through ARC via a competitive process, often without a local match requirement.
- **Safe Streets and Roads for All (SS4A):** Provides competitive grants for safety-focused projects aligned with Vision Zero principles. Eligibility requires an adopted SS4A Safety Action Plan, making it important for jurisdictions to have this plan in place before applying.
- **RAISE (Rebuilding American Infrastructure with Sustainability and Equity) Grants:** A highly competitive federal program that funds transformative, multimodal projects with clear community benefits, including active transportation and access management improvements. Formerly known as TIGER and BUILD grants.

4. PRIVATE AND NON-PROFIT PARTNERSHIPS

- **Developer Contributions:** As redevelopment occurs, update zoning conditions and development agreements to require investments in sidewalks, street lighting, utility upgrades, and streetscape enhancements. Leveraging private development in this way will help accelerate plan implementation and ensure new projects contribute directly to corridor improvements.
- **Community Improvement Districts (CIDs):** Collaborate with local businesses to form a BID that funds and maintains beautification features such as landscaping, signage, and decorative lighting. This shared investment model—particularly through Downtown

Tucker—can spur creative enhancements while easing the financial burden on the City.

- **Corporate Sponsorships:** Engage local and regional businesses to sponsor branded amenities, such as bus shelters, benches, and planters, creating a visible link between community improvements and corporate support.
- **Non-Profit Grants:** Pursue funding from foundations and organizations focused on public health, sustainability, active transportation, and the arts. These grants can support pedestrian and bicycle connections, wayfinding systems, public art, and other placemaking features that enhance the user experience.

