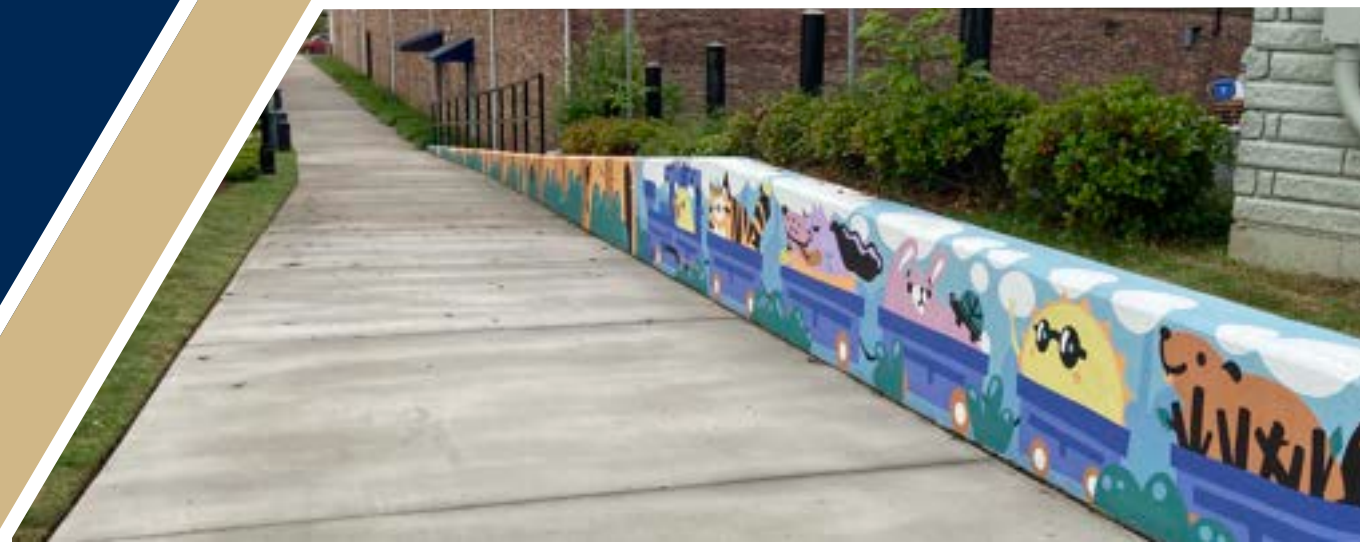
TUCKER CONNECTS

Transportation & Trails Master Plan

Appendix A of the Tucker Tomorrow Comprehensive Plan
Adopted 8/10/2026 by Ordinance O2026-07-26







ACKNOWLEDGMENTS

Thank you to all the community members who shared your insights and experiences throughout this process. Your input has been vital in shaping the Transportation and Trails Master Plan and guiding a more connected future for our community.

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LIST OF ABBREVIATIONS

ACS	American Community Survey
ADA	Americans with Disabilities Act
ARC	Atlanta Regional Commission
DRI	Development of Regional Impact
FHWA	Federal Highway Administration
GDOT	Georgia Department of Transportation
HIN	High Injury Network
KSI	Killed or Seriously Injured
LEHD	Longitudinal Employer-Household Dynamics
LOS	Level of Service
MARTA	Metropolitan Atlanta Rapid Transit Authority
MUTCD	Manual on Uniform Traffic Control Devices
NHFN	National Highway Freight Network
PCI	Pavement Condition Index
PE	Preliminary Engineering
RITIS	Regional Integrated Transportation Information System
ROW	Right-of-Way
SPLOST	Special Purpose Local Option Sales Tax
SRTS	Safe Routes to School
SS4A	Safe Streets and Roads for All
TMC	Traffic Management Center
TDM	Transportation Demand Management
USDOT	United States Department of Transportation
UTL	Utility Coordination



SECTION I.

INTRODUCTION

PLAN OVERVIEW

This plan includes three main objectives that will serve as a guide for future policy and project development in the City of Tucker:

- The Comprehensive Transportation Plan updates and builds upon the recommentations of the 2023 Transportation Master Plan, establishing long-range priorities for roadway, transit, bicycle, and pedestrian improvements to support mobility and growth.
- The Trail Plan updates and expands upon the 2019 Trail Master Plan, identifying opportunities for enhancement and expansion of the existing trail network, strengthening regional connections, and guiding future implementation strategies.
- The plan also meets the requirements of FHWA's Safe Streets for All (SS4A) Safety Action Plans, thus making the City eligible to pursue future SS4A implementation funding.

Together, these three components provide the City of Tucker with a multimodal vision and feasible work plan for implementation.

WHAT'S IN THE PLAN?



Comprehensive Transportation Plan Update



Trail Plan Update



Safety Action Plan

VISION & GOALS

The Tucker Transportation and Trails Master Plan focuses on creating a safer, healthier, and more efficient community by reducing severe crashes, expanding walking and biking options, improving access to key destinations, maximizing the impact of limited funding, and easing traffic congestion at critical intersections. These goals ere developed in collaboration with the Stakeholder Committee.

COMMUNITY GOALS



Improve Safety for All Users

Crashes, particularly crashes with severe outcomes are not acceptable on Tucker's transportation network. Apply safety countermeasures at high-injury locations, and integrate a safety-oriented approach into all transportation projects.



Improve Access to Key Destinations

Prioritize access to key destinations including downtown, employment centers, parks, schools, and neighborhoods.



Minimize Cost Relative to Benefit

Tucker will make the most of limited public funding, investing its capital where it will maximize advancement of other community goals.



Expand the Walking and Biking Network

Tucker residents desire a more extensive walking and biking network, particularly with trails, to encourage all users to live more active, healthy lifestyles while minimizing burden on the roadway network.



Improve Intersection Flow and Reduce Traffic Congestion

Mitigate traffic congestion at key intersections to avoid creating corridor- or district-wide bottlenecks.

SAFE STREETS AND ROADS FOR ALL

SELF-CERTIFICATION ELIGIBILITY WORKSHEET

The Tucker Transportation and Trails Master Plan has been developed in accordance with the criteria for the United States Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) program. The SS4A program supports the National Roadway Safety Strategy and the collective shift toward Vision Zero. The outlined Safety Action Plan will help the City of Tucker develop effective safety solutions and compete for grant funding.

Table 1. Safe Streets and Roads for All Eligibility Self-Assessment

	SS4A REQUIREMENT	COMPLIANT	REFERENCE
1	Are both of the following true? • Did a high-ranking and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries? • Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?	✓	Yes, the City of Tucker commits to Vision Zero with a target year of 2050, including formal leadership commitment as part of plan adoption (see Policy & Program Framework, pages 103–104).
2	To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?	✓	Yes, a Stakeholder Committee met three times during plan development, and the plan recommends re-establishing this group as a Safety Task Force Committee to oversee implementation and monitoring (see Stakeholder Committee, page 62, and Evaluation & Monitoring, pages 107–108).
3	Does the Action Plan include all of the following? • Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region; • Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types; • Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and, • A geospatial identification (geographic or locational data using maps) of higher risk locations.	✓	Yes, a comprehensive safety analysis using GDOT Numetric crash data (2019–2023) was completed, including crash severity, mode, contributing factors, and a mapped High Injury Network (HIN) (see Safety, pages 41–50 and Figures 32–33 and Appendix A: Existing Conditions Memo for more safety analysis).

Note: This Eligibility Criteria is based on the 2025 Federal Grant Cycle. Updates may need to be made based on the 2026 Fedeeral Grant Cycle once a Notice of Funding Opportunity (NOFO) is released.

	SS4A REQUIREMENT	COMPLIANT	REFERENCE
4	Did the Action Plan development include all the following activities? • Engagement with the public and relevant stakeholders, including the private sector and community groups; • Incorporation of information received from the engagement and collaboration into the plan; and • Coordination that included inter- & intra-governmental cooperation & collaboration, as appropriate.	✓	Yes, the plan included three public meetings, stakeholder interviews, surveys, mapping exercises, and coordination with GDOT, MARTA, ARC, and DeKalb County (see Section III: What We Heard, pages 52–63).
5	Did the Action Plan development include all of the following? Considerations of equity using inclusive and representative processes; • The identification of under served communities through data; and • Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies and population characteristics.	✓	Yes, vulnerable and underserved populations were identified through demographic and GIS analysis, including mapping of vulnerable populations to inform safety prioritization (see Demographic Profile and Vulnerable Populations, pages 19–20 and Figure 4).
6	Are both of the following true? • The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and • The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	✓	Yes, prior plans and policies were reviewed to identify safety gaps and recurring concerns, and new policy and program recommendations are included, such as Vision Zero adoption and Safe Routes to School (see Policy & Program Framework, pages 103–109, and Previous Plan Review on page A-54 of EC Memo Appendix).
7	Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?	✓	Yes, the plan identifies safety-driven projects across roadway, operational, sidewalk, trail, transit, and maintenance categories, with defined prioritization criteria and phased implementation through 2040+ (see Recommendations, pages 64–109, and Implementation, pages 110–154).
8	Does the plan include all of the following? • A description of how progress will be measured over time that includes, at a minimum, outcome data. • The plan is posted publicly online.	✓	Yes — The plan establishes performance measures, annual reporting, and monitoring procedures, including outcome-based safety metrics, and states the plan will be publicly available following adoption (see Evaluation & Monitoring, pages 107–108).

Note: This Eligibility Criteria is based on the 2025 Federal Grant Cycle. Updates may need to be made based on the 2026 Fedeeral Grant Cycle once a Notice of Funding Opportunity (NOFO) is released.



SECTION II.

EXISTING CONDITIONS

KEY ISSUES AND OPPORTUNITIES

The existing conditions analysis provides an understanding of important characteristics of Tucker's existing transportation system, highlighting specific challenges and opportunities throughout the City. These opportunities can be used as a baseline for project recommendations.

A full analysis of existing conditions is included in Appendix A: Existing Conditions Memo.

The City of Tucker has made significant progress in implementing transportation projects from previous plans, but there is still work to be done.

Projects completed in the last five years include...

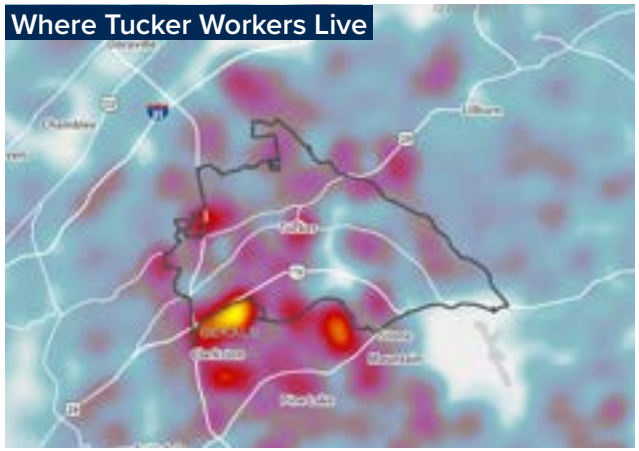
9 miles of ***sidewalk*** *built*

7 ***roadway improvement projects*** *under design*

32 miles of ***trails*** *planned*

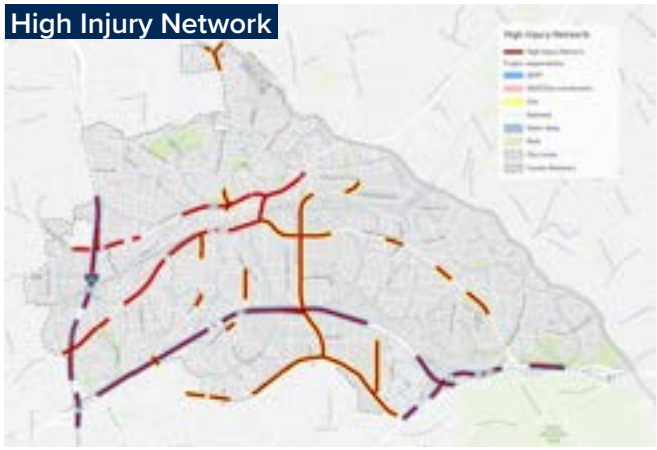
More than 32,000 workers commute into the City of Tucker, many from just south of the City, in Clarkston and unincorporated DeKalb. These represent very short commutes that could potentially be completed on foot or bike with the right infrastructure.

Where Tucker Workers Live



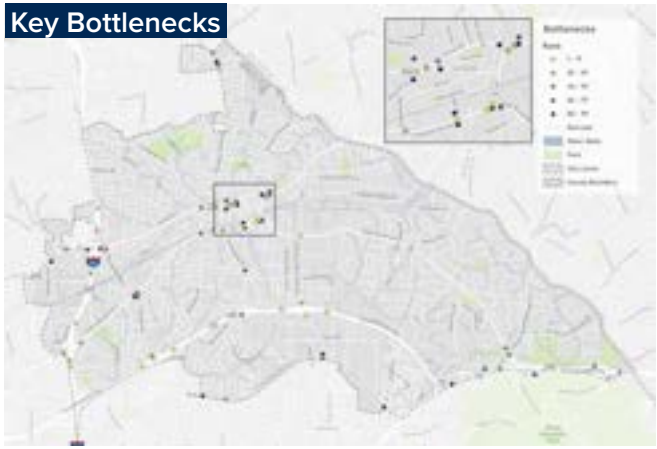
The High Injury Network (HIN) was developed based on all fatalities and serious injuries crashes in the City from 2019-2023. The HIN represents only 11% of the road network, but 77% of the traffic fatalities and serious injuries.

High Injury Network



About half of citywide trips do not start or end within the City limits. There are opportunities to improve congestion at key intersections to mitigate larger corridor-wide congestion issues.

Key Bottlenecks



LAND USE & DEVELOPMENT CHARACTERISTICS

Land use and development patterns strongly influence Tucker's transportation network and infrastructure needs. Considering existing and future land uses in planning helps improve efficiency and accessibility. This section examines these patterns to identify transportation priorities and guide future development.

Land Use

The City's Future Land Use Map was originally developed as part of the 2018 Comprehensive Plan and was updated through the 2023 Comprehensive Plan update. It provides guidelines for future development and growth across the City, highlighting the intended character of each area that will achieve the visions for the City's future. Each determined character type helps to establish guidelines for general land use and density, which influences specific needs for the transportation network. Specific transportation-related considerations include capacity, projected traffic, and accessibility in each area.

Table 2. Land Use Concentrations and Considerations

LAND USE CATEGORY	AREAS OF CONCENTRATION	TRANSPORTATION CONSIDERATIONS
Residential	The eastern portion of the city consists primarily of low-density neighborhoods, while the western portion has higher-density residential development. Mixed-use areas, typically located along major corridors, include multi-family housing. Single-family residential land uses are differentiated by lot size, while medium- and high-density residential areas generally range from four to 24 units per acre, with higher densities permitted through a Special Land Use Permit (SLUP). In Downtown Tucker, residential densities of up to 35 units per acre are permitted by right.	Residential areas create different traffic levels depending on their density. Higher-density neighborhoods usually support more transit use and walking or biking, reducing car dependence. Lower-density areas rely more on driving, which can increase congestion.
Commercial	High-activity commercial areas in Tucker include the Northlake area, anchored by Northlake Mall, and Downtown Tucker. Additional commercial nodes are located along Lawrenceville Highway, Hugh Howell Road, and at the Chamblee Tucker Road intersection near the northern end of the city. Commercial uses are generally concentrated along major arterial corridors, providing convenient access for residents, customers, and businesses.	Commercial areas draw steady traffic for shopping, dining, and services, especially during the day and on weekends. Frequent deliveries add truck activity, and the many short trips people make to these areas contribute to consistently high traffic.
Office	Employment centers and office parks are found along many of the major roads throughout Tucker. The I-285 corridor in particular provides access to a number of large employment centers, office parks, and office locations. This allows for convenient access to these employees.	Office districts generate heavy traffic during morning and evening rush hours as employees commute. This demand increases the importance of transit, carpooling, and safe walking and biking options. Nearby shops and services can add even more activity.
Industrial	Significant industrial land uses are found throughout Central Tucker, along both Mountain Industrial Boulevard and E. Ponce de Leon Avenue. Most of these areas are light industrial, with few heavy industrial uses. A cluster of industrial uses can also be found west of I-285. These areas provide convenient access to the freight network.	Industrial areas create significant truck traffic due to manufacturing and shipping needs. These areas are often near major roads, which can experience congestion and wear from heavy vehicles. Worker commuting also contributes to peak-hour traffic.
Institutional	Institutional uses throughout the City include medical facilities, worship centers, schools, and senior care facilities. Many of these uses are distributed throughout the City, with more regional facilities, such as the Emory University Hospital and other medical facilities, typically located along large roads to allow for convenient access.	Schools, hospitals, and government facilities see concentrated traffic from daily schedules and events. Peak times often involve many pedestrians, vehicles, and emergency trips. These areas benefit from dedicated drop-off zones, safe crossings, and strong transit access.

Figure 1. Existing Zoning Map

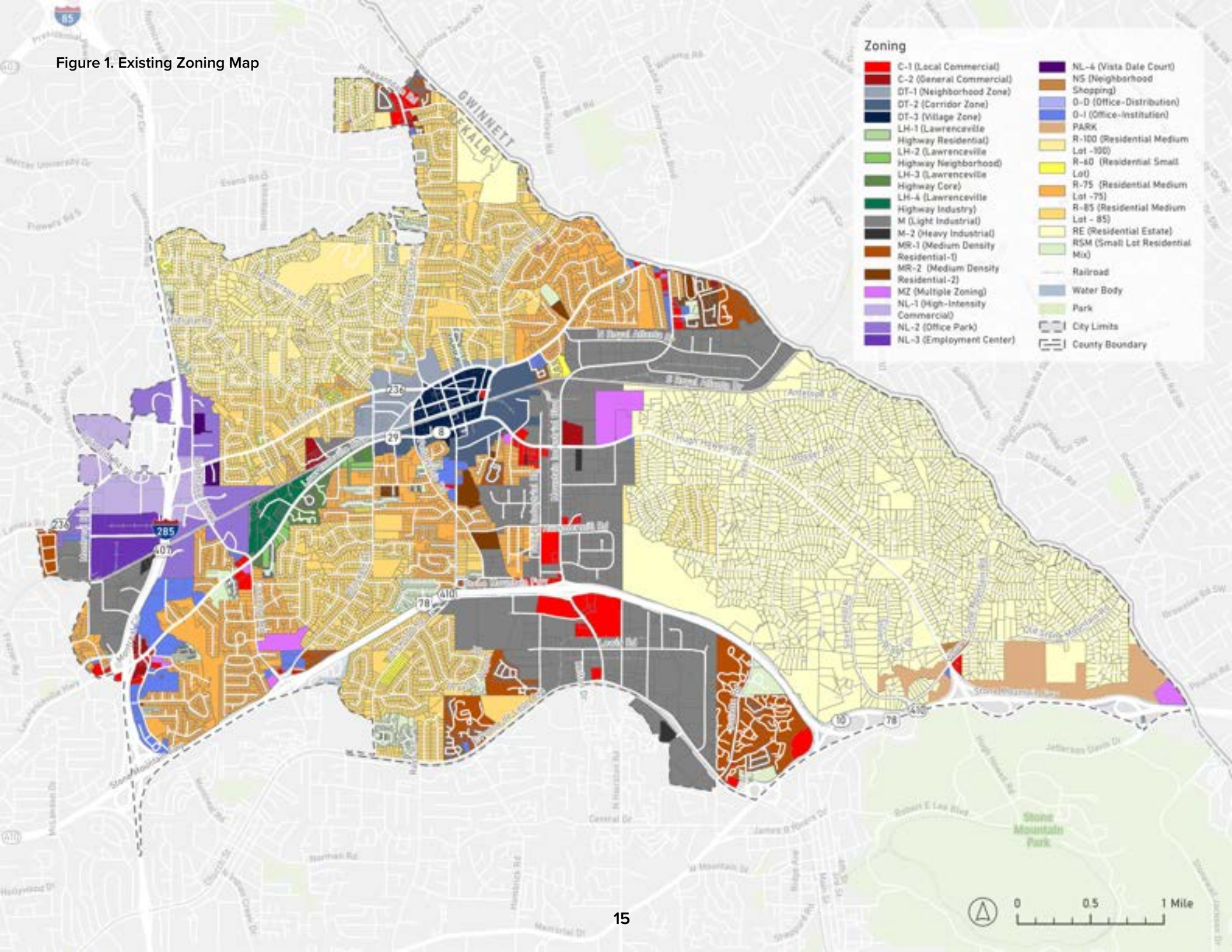
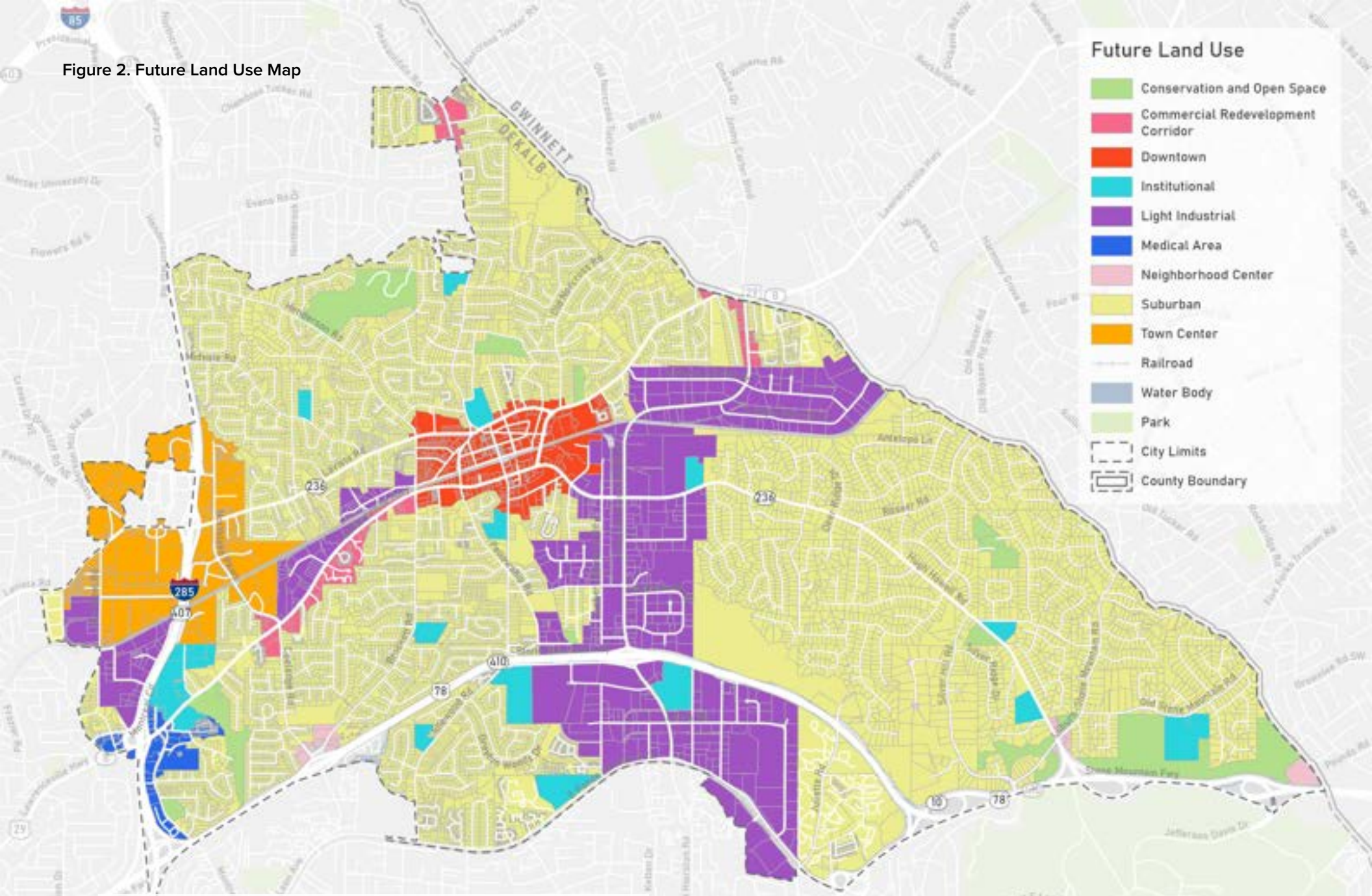


Figure 2. Future Land Use Map



Regional retail clusters (I-285/LaVista Rd), Downtown (Lavista Rd, Lawrenceville Hwy), neighborhood centers, and light industrial corridors (Mountain Industrial Blvd, west of I-285) generate significant freight and commuter traffic.

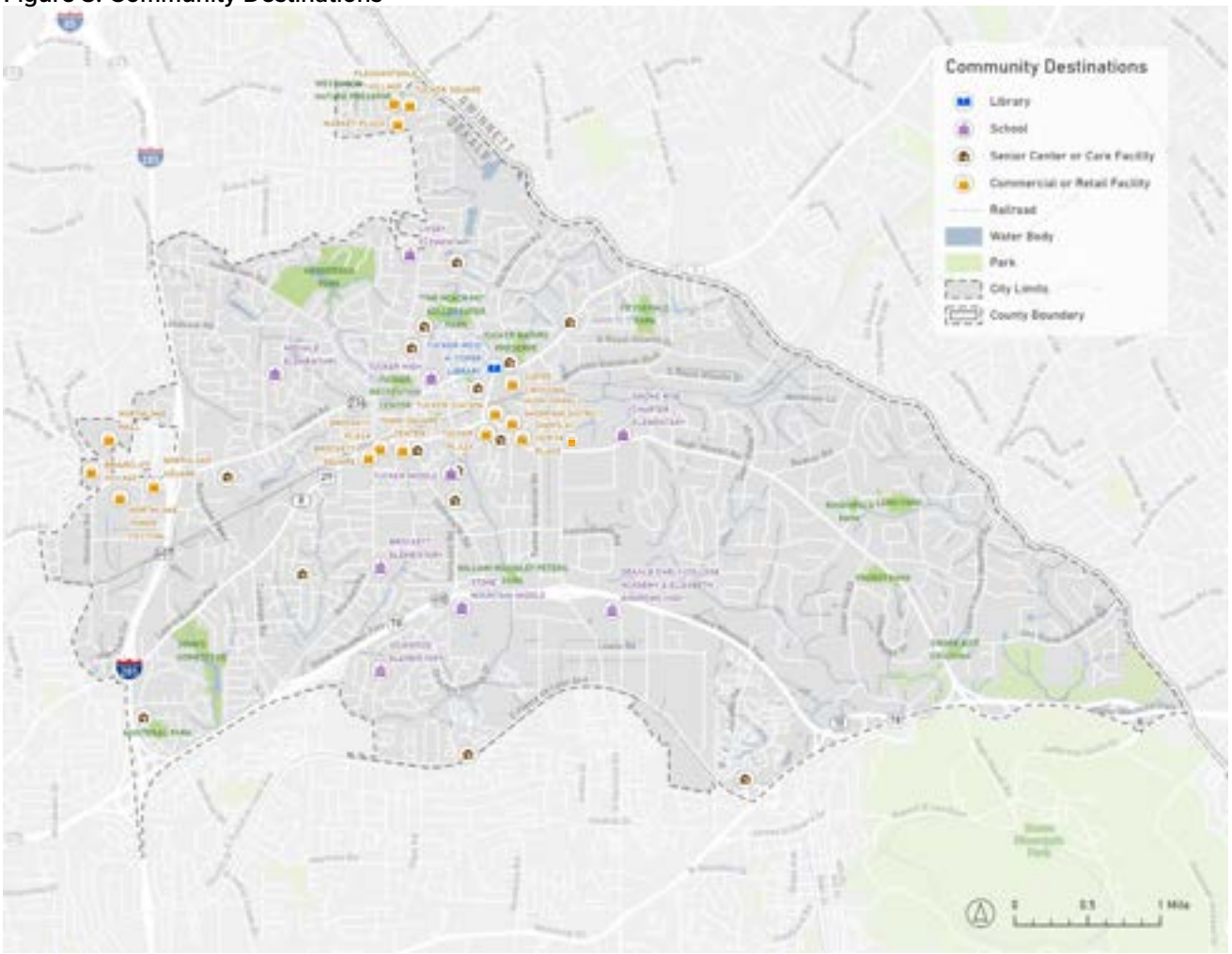
Developments of Regional Impact

Any large-scale development or development likely to impact neighboring jurisdictions in the Atlanta region are considered by the Atlanta Regional Commission (ARC) to be Developments of Regional Impact (DRI). In order to improve coordination between agencies during development, ARC tracks these developments and reviews plans in order to identify and mitigate any potential conflicts that may arise between jurisdictions. There are currently no DRIs in the Tucker area that are moving forward.

Community Destinations

Figure 3 highlights key community destinations in Tucker that residents frequently visit. Most of the destinations are concentrated in Downtown Tucker, with additional shopping destinations near Northlake Mall. Schools and parks are more evenly dispersed throughout the City, including Downtown and its immediate vicinity, and near Hugh Howell Rd. Schools and senior centers are primarily located within residential neighborhoods. These destinations typically generate recurring traffic patterns that contribute to the overall transportation network's peak hours.

Figure 3. Community Destinations



DEMOGRAPHIC PROFILE

Demographics are an important consideration, as the presence or location of certain transportation users may have significant implications of the needs for the City's transportation network. This information helps to identify relative concentrations of people who experience a higher transportation burden.

Areas with high population density may be more favorable locations for walking and biking opportunities. Areas with low-income residents or those with less reliable transportation options are more likely to depend on transit and active transportation. Elderly and disabled populations are more likely to need accessible facilities and transit.

A thorough analysis of socio-economic trends allows the City to assess current conditions and anticipate future needs by identifying opportunities for investment that benefit all types of transportation users in Tucker. The following information reflects demographic data from the US Census American Community Survey (ACS) 5-Year Estimates Subject Tables for the year 2023.

POPULATION

POPULATION GROWTH



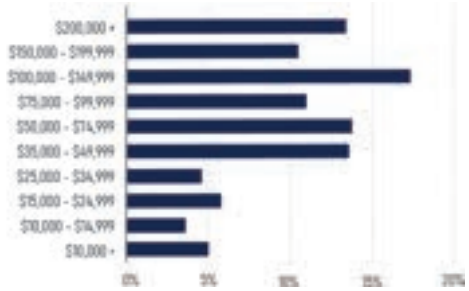
POPULATION DENSITY



DeKalb County: 5.3 People/Acre

INCOME

ANNUAL HOUSEHOLD INCOME



POVERTY STATUS



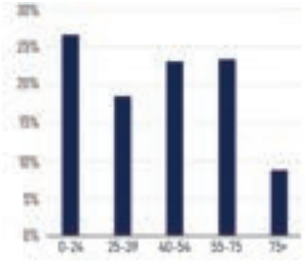
DeKalb County: 11.8% of Residents in Poverty

MEDIAN HOUSEHOLD INCOME

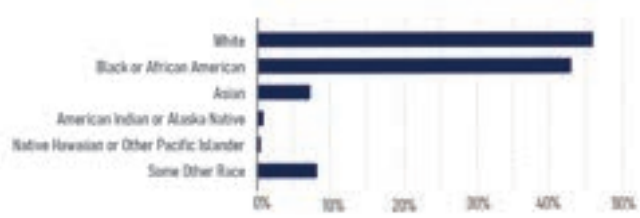
City of Tucker: $81,141 **DeKalb County:** $77,861

AGE & RACE

AGE DISTRIBUTION



RACE DISTRIBUTION



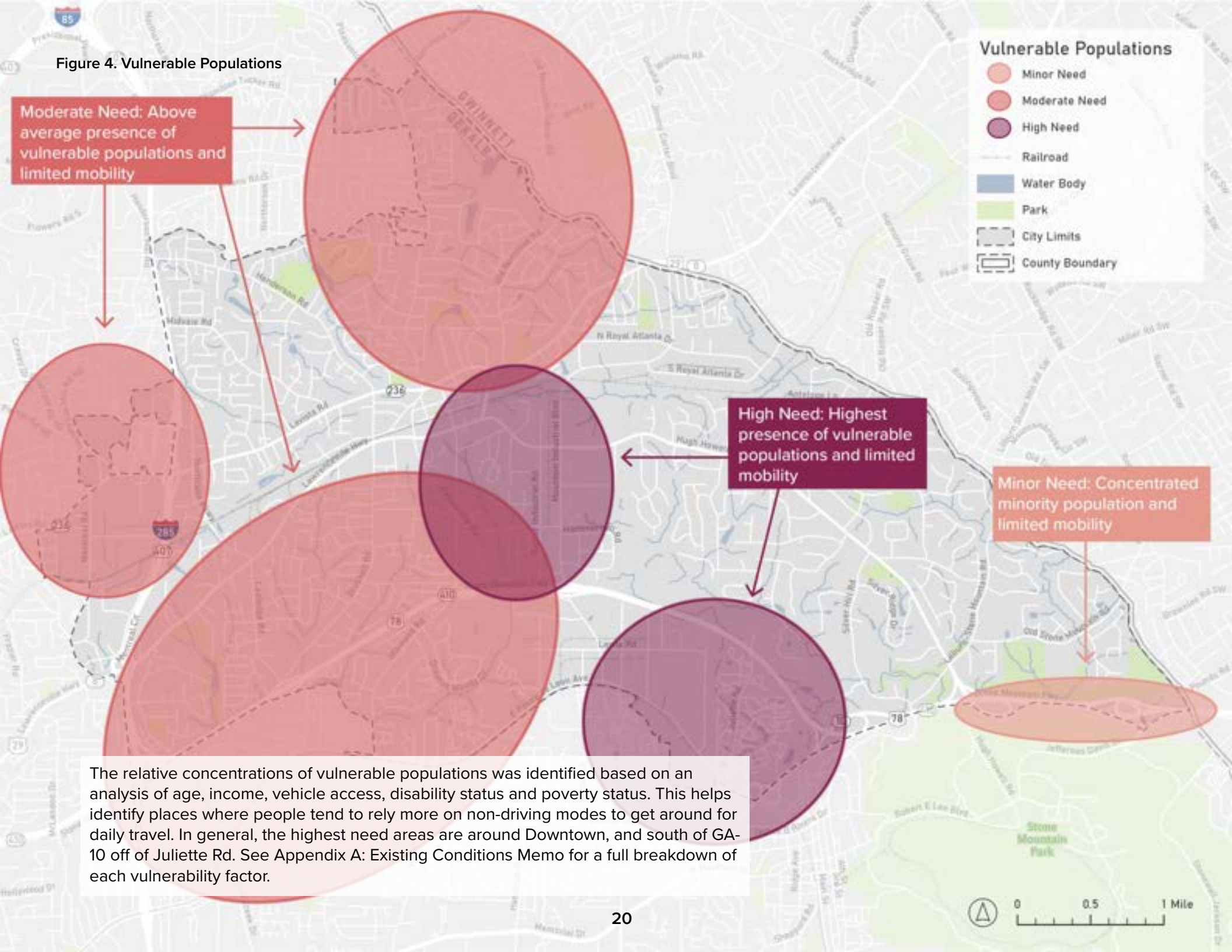
MEDIAN AGE

City of Tucker: 43.3 years old **DeKalb County:** 36.8 years old

NON-WHITE POPULATION

City of Tucker: 59.7% **DeKalb County:** 70.4%

Figure 4. Vulnerable Populations



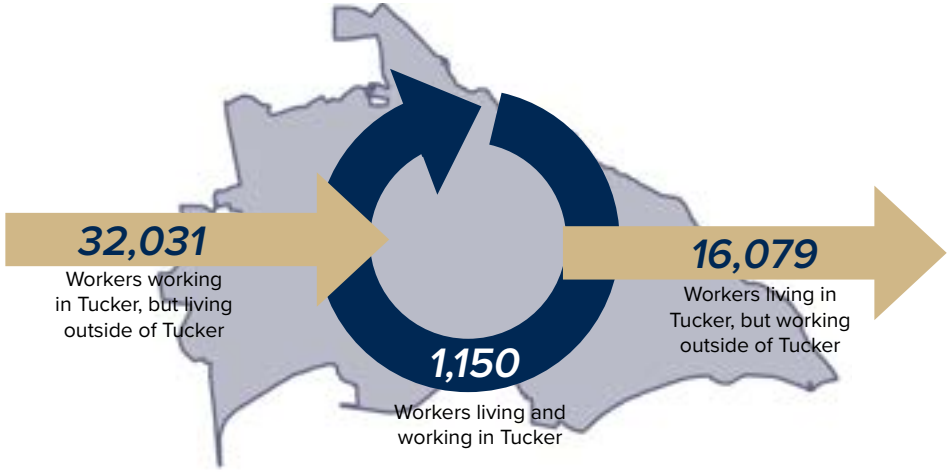
The relative concentrations of vulnerable populations was identified based on an analysis of age, income, vehicle access, disability status and poverty status. This helps identify places where people tend to rely more on non-driving modes to get around for daily travel. In general, the highest need areas are around Downtown, and south of GA-10 off of Juliette Rd. See Appendix A: Existing Conditions Memo for a full breakdown of each vulnerability factor.

EMPLOYMENT

Employment information was analyzed to better understand those regularly using Tucker's transportation network and daily destinations.

Multiple datasets from the United States Census Bureau were utilized in this analysis. Data from the 2023 American Community Survey (ACS) was used to understand employment distribution of residents within Tucker. This provides insight into the types of travel flows that exist in the City, such as traffic patterns during the AM and PM peak.

In addition, data from the Longitudinal Employer-Household Dynamics (LEHD) program for the year 2022 was used to understand patterns specific to individuals that work within the City of Tucker. This information can be used to gain insight into the types of transportation, such as heavy commercial vehicle activity, that may be prevalent in the area.



Jobs are concentrated along I-285, Downtown Tucker, and Mountain Industrial Blvd, reflecting clusters of commercial, industrial, and medical uses. These employment centers generate significant peak-hour traffic and create opportunities to expand transit options. Many Tucker residents commute to major regional job centers, including Downtown/Midtown Atlanta, Buckhead, Emory University, and Sandy Springs' Perimeter Center. Similarly, people employed in Tucker often live nearby, with concentrations in Clarkston, unincorporated DeKalb County, Northlake, and Downtown Tucker. Overall, the distribution of employment underscores the need to support commuter travel, manage freight activity, and improve transit access in high-density job corridors.

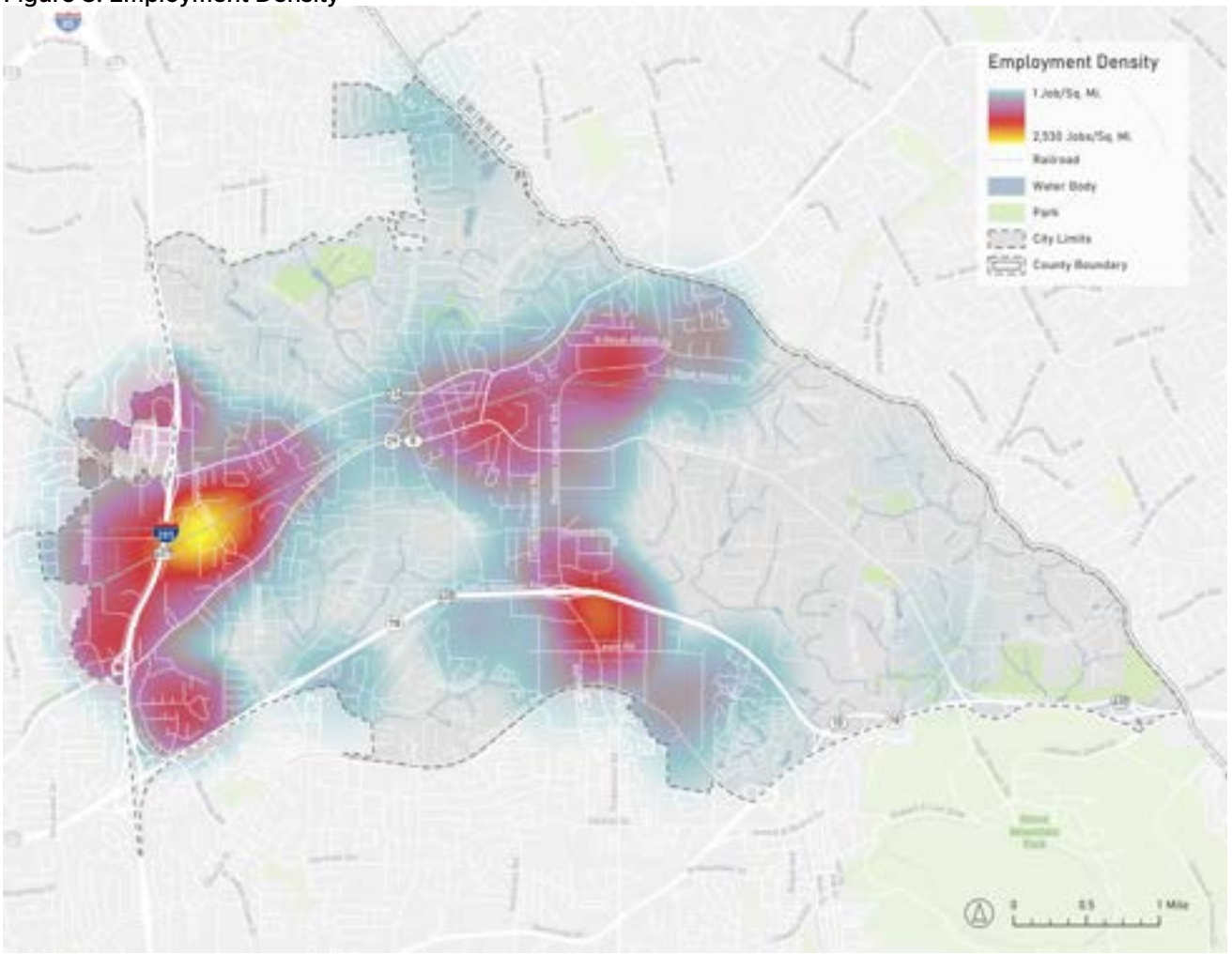
Employment by Industry



Employment Density

This heat map represents the density of jobs within the City of Tucker. The majority of jobs within the City exists along I-285 where commercial, industrial, and medical businesses can be found. Downtown Tucker and Mountain Industrial Blvd also have a high density of jobs, as these areas have a large number of commercial and industrial uses. This indicates areas with higher peak-hour traffic demand which offers destinations with an opportunity to enhance transit availability.

Figure 5. Employment Density



O-D Trip Patterns

Figure 6 and Figure 7 show commute origins and destinations using 2022 LEHD data. The employment heat map (Figure 6) illustrates where Tucker residents commute to, with major regional employment centers such as Downtown/Midtown Atlanta, Buckhead, Emory University and Perimeter Center showing the highest concentrations of jobs. Within Tucker's boundaries, Downtown Tucker and Northlake are also employment hotspots.

The residential heat map (Figure 7) shows where Tucker's workers live, and thus where they are commuting from. Most live in or near the city, with the highest concentrations south of Tucker in Clarkston and unincorporated DeKalb County, and within Tucker near Northlake and Downtown. Because these hotspots are close to or even within Tucker, this means there are lots of shorter commutes that could theoretically be completed via bike, transit, or even walking if the right infrastructure was available.

Key commute destinations:

- Emory University area
- Downtown/Midtown Atlanta
- Buckhead
- Perimeter Center
- Clarkston
- Unincorporated DeKalb County (just south of Tucker)

Figure 6. Where Tucker Residents Work, 2022

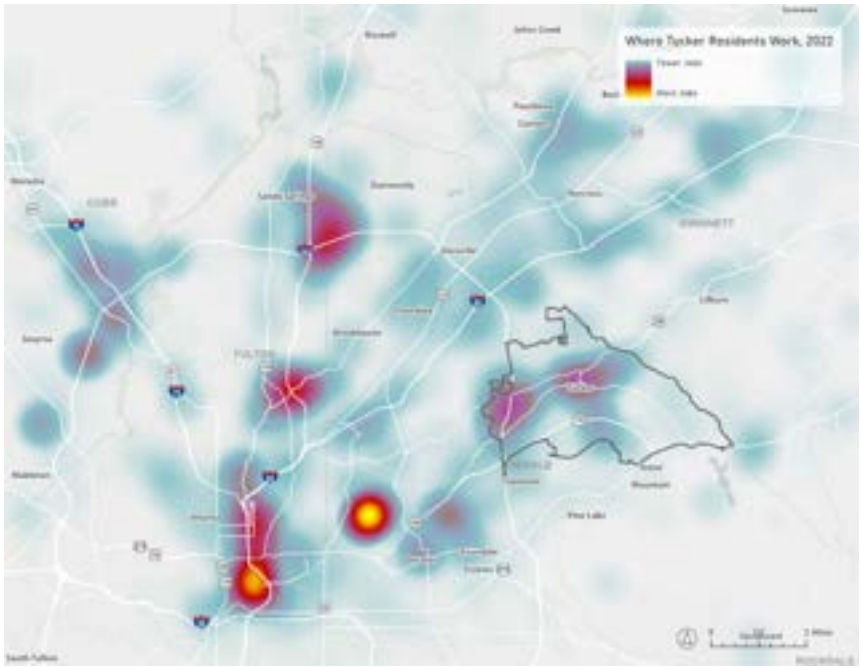
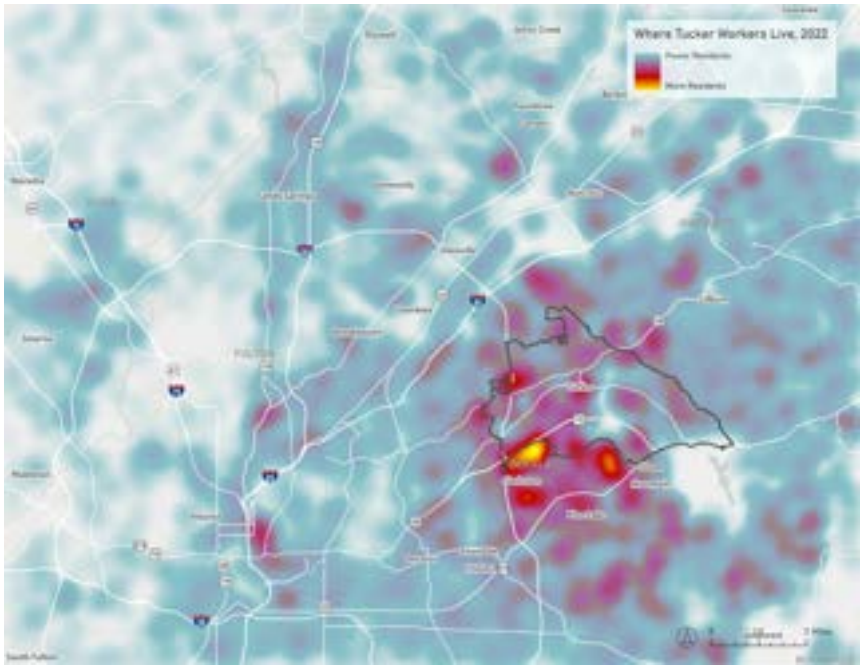


Figure 7. Where Tucker Workers Live, 2022



TRANSPORTATION SYSTEM CHARACTERISTICS

This section provides details on the transportation infrastructure in the City of Tucker, including a comprehensive inventory of the roadway network, bridge conditions, and travel trends. The analysis identifies patterns and trends that impact the functioning of the City and the mobility of residents and visitors.

While the transportation network in Tucker is car-dominant, roads must also support people on foot, bike, and transit, as they are the corridors people use to access daily needs to " the network must support people on foot, bike, and transit, as they are travel modes that can be used to access daily needs.

Major Corridors

As outlined in Table 3, Tucker has several key corridors that accommodate high traffic volumes while also providing multimodal access to major destinations. These are the corridors that have been identified as the major places to concentrate improvements through both technical analysis and community feedback. Many of these corridors have bus routes and multiple lanes. All except for US-78 (Stone Mountain Freeway) have some sidewalk coverage, but most do not have continuous sidewalks on both sides of the street. Most of these corridors also do not have dedicated bikeways such as trail or on-street bike lanes.

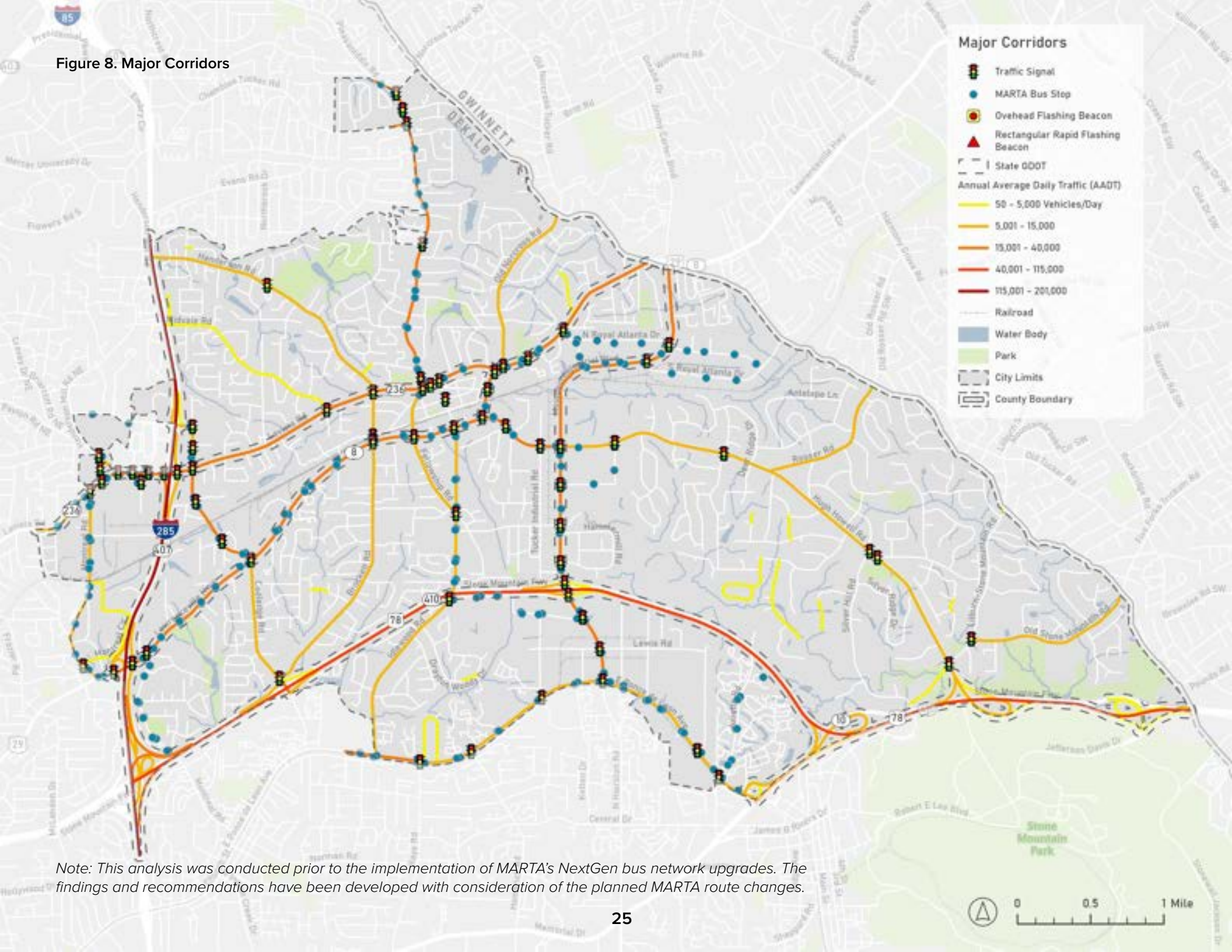
Table 3. Major Corridor Details

ROADWAY	STATE ROUTE	# OF LANES	TRAFFIC VOLUMES	TRANSIT ROUTE(S)	SIDEWALKS	BIKEWAY/ TRAIL	SAFETY SCORE
Lawrenceville Hwy	US-29 / GA-8	4-6	20,600 - 24,800	◐	●	○	4.1
Stone Mountain Freeway	US-78 / GA-410	6-8	85,900 - 114,000	○	N/A	N/A	5
LaVista Rd	GA-236	4-6	25,400	◐	●	○	3.6
Northlake Pkwy	N/A	4	16,400	●	◐	○	2.1
Mountain Industrial Blvd	N/A	4	24,700 - 36,300	◐	◐	○	5
Chamblee-Tucker Rd	N/A	2-4	18,000	●	◐	○	2
Hugh Howell Rd	N/A	4	10,700 - 24,600	◐	◐	◐	3.2
E Ponce de Leon Ave	N/A	2	9,710 - 18,200	●	◐	●	3
Brockett Rd	N/A	2	5,720 - 19,600	○	◐	○	1.2
Montreal Rd	N/A	4	9,820	●	◐	○	1.4
Cooledge Rd	N/A	2-4	12,100	○	◐	○	1.1
Fellowship Rd	N/A	2-4	7,450	○	◐	○	1
Idlewood Rd	N/A	4	8,930	◐	◐	◐	1.7

● Complete coverage ◐ Some coverage ○ No coverage

Note: Safety score represents the score identified in the safety analysis. Higher scores represent roadways with higher crash, injury, and fatality risk.

Figure 8. Major Corridors



Note: This analysis was conducted prior to the implementation of MARTA's NextGen bus network upgrades. The findings and recommendations have been developed with consideration of the planned MARTA route changes.

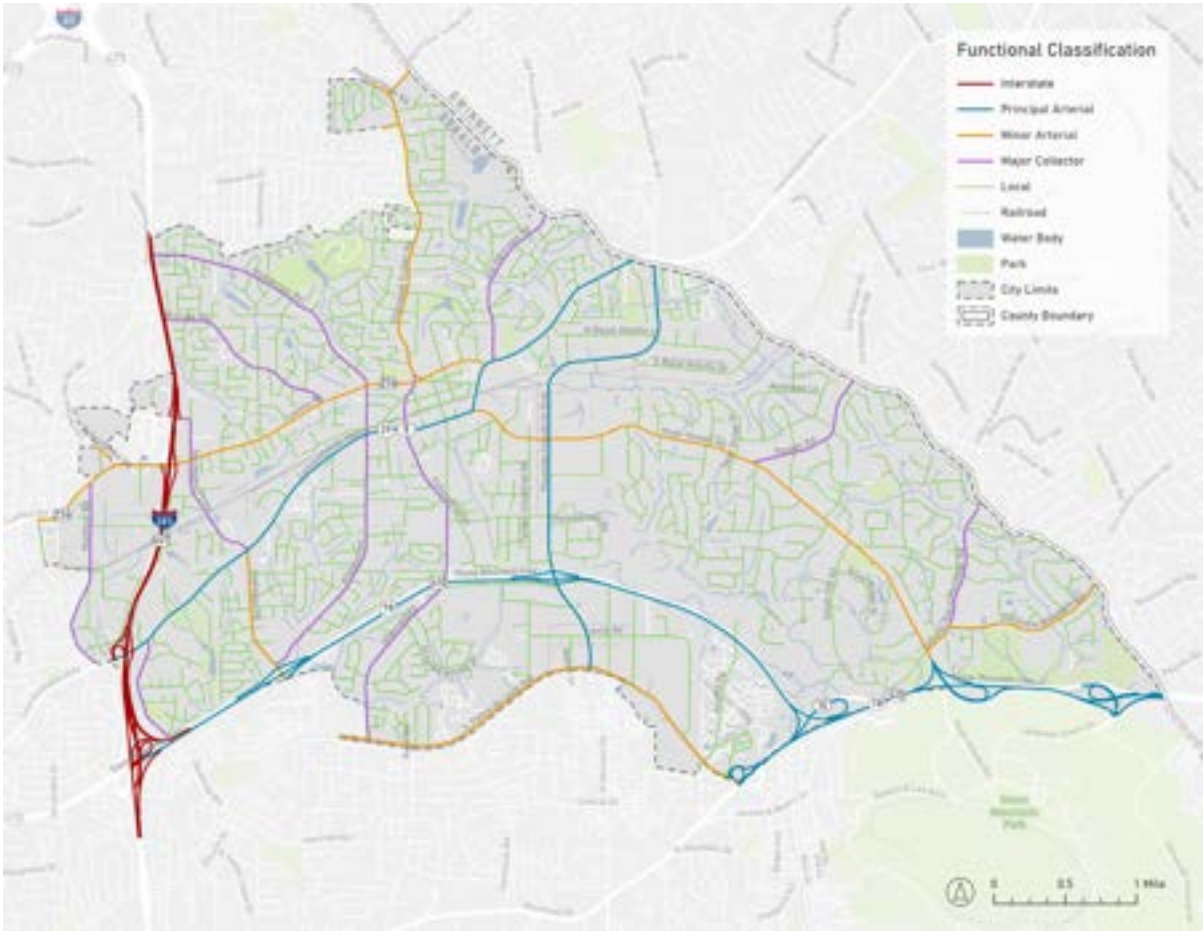
FUNCTIONAL CLASSIFICATION

Tucker's roads each have an assigned functional classification, which reflects the road's role in serving travel demand. Interstate 285 and principal arterials such as US-78, US-29, and Mountain Industrial Blvd provide regional connectivity and support freight and commuter traffic. Minor arterials, including SR 236, Cooledge Rd, Old Stone Mountain Rd, and Chamblee-Tucker Rd, also facilitate regional access and complement the higher-level routes. Major collectors like Henderson Rd and Brockett Rd link local streets to the broader network, while most roads in Tucker are local streets serving neighborhoods and small commercial areas.

Table 4. Non-Local Roads

FUNCTIONAL CLASS	ROADWAYS
Interstate	I-285
Principal Arterial	US-78 US-29 Mountain Industrial Blvd
Minor Arterial	SR 236 E Ponce de Leon Ave Old Stone Mountain Rd Pleasantdale Rd Chamblee-Tucker Rd Briarcliff Rd NE Cooledge Rd Tucker Norcross Rd
Minor Arterial/Major Collector	Lilburn Stone Mountain Rd
Major Collector	Idlewood Rd Fellowship Rd Brockett Rd Rosser Rd Northlake Pkwy Montreal Rd Henderson Rd Midvale Rd Old Norcross Rd

Figure 9. Functional Classification



Speed Limit

Figure 10 maps posted speed limits across Tucker, which are set by state legislation and adjusted by municipalities based on roadway conditions. Most neighborhood streets are posted at 30 MPH, while collector roads range from 35 to 40 MPH. Arterials are generally 40 to 45 MPH, reflecting their larger size and role in moving higher volumes of traffic. The highest speeds are on I-285 and US-78, both posted at 65 MPH. Posted speeds are an important safety factor, as crash severity increases significantly at higher speeds.

Observed Traffic Speed

After analyzing posted speed limits, Replica data was utilized to understand observed speeds or "free-flow speed", which is defined as the 66th percentile annual average speed in miles per hour during off-peak hours. This information provides a picture of the speeds that are observed on the road, highlighting corridors where speeding may be present or where drivers may be regularly traveling below the speed limit.

Table 5. Speed Limit vs Observed Speed

ROADWAY	SPEED LIMIT	OBSERVED SPEED	MPH ABOVE SPEED LIMIT
I-285	65 MPH	63-66 MPH	0-1
US-78	65 MPH	54-70 MPH	0-5
Rosser Rd	35 MPH	36-37 MPH	1-2

The highest free-flow speeds are along I-285 and US-78, between 51 and 70 MPH. Speeds along the southern segment of Hugh Howell Rd are shown to be between 41 to 50 MPH. Many other arterials and collectors roads fall between 31 and 40 MPH.

Based on the Replica data, a significant number of roads in Tucker show free-flow speeds lower than the posted speed limit, such as US-29 and Mountain Industrial Blvd. This may suggest that drivers are experiencing significant congestion along these corridors or that conditions make drivers feel safer operating at slower speeds.

Figure 10. Speed Limit

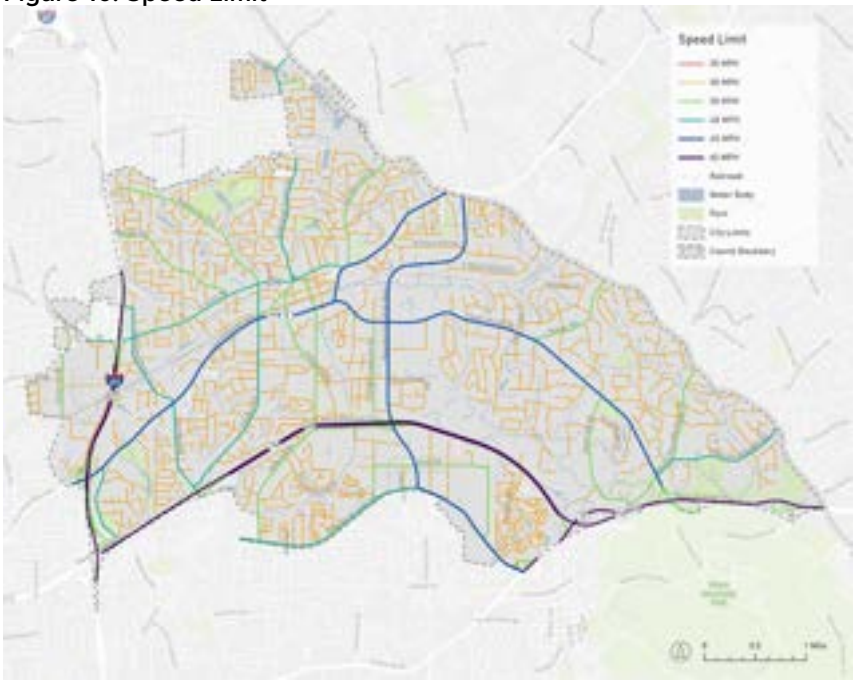
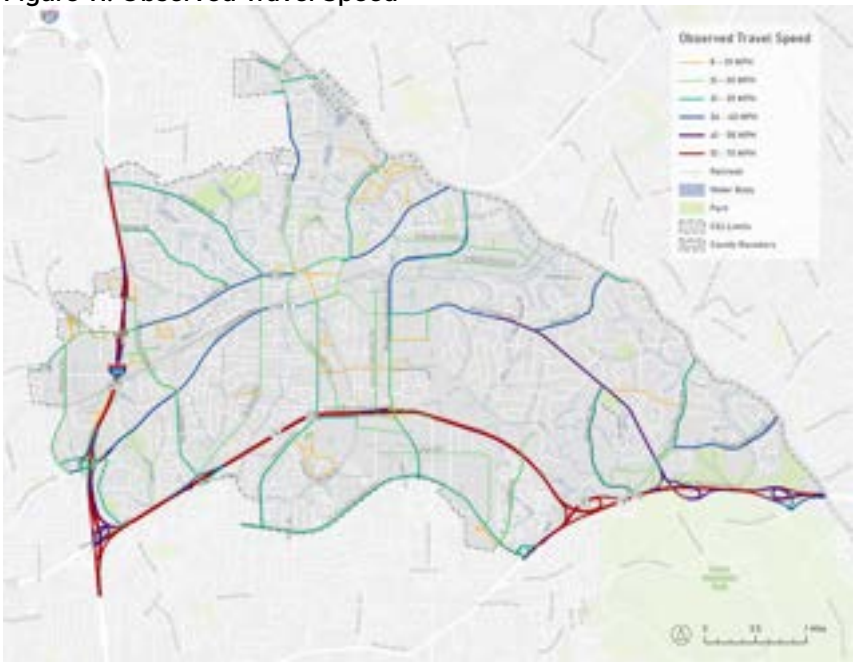


Figure 11. Observed Travel Speed



Pavement Condition

Roadway repaving accounts for a large portion of Tucker's annual budget, roughly $4.5–5 million. The City's Pavement Condition Index (PCI) scores local roads on a 0–100 scale (Figure 13), helping prioritize maintenance needs. Of approximately 170 miles of road evaluated, 68.5 miles are in Excellent condition and require no work, about 50 miles are in Good or Fair condition and could benefit from cost-efficient preventive maintenance, and roughly 50 miles are in Poor condition or worse, requiring significant investment to restore. Using PCI data, maintenance can be coordinated with improvement projects to maximize efficiency.

Figure 13. Pavement Condition

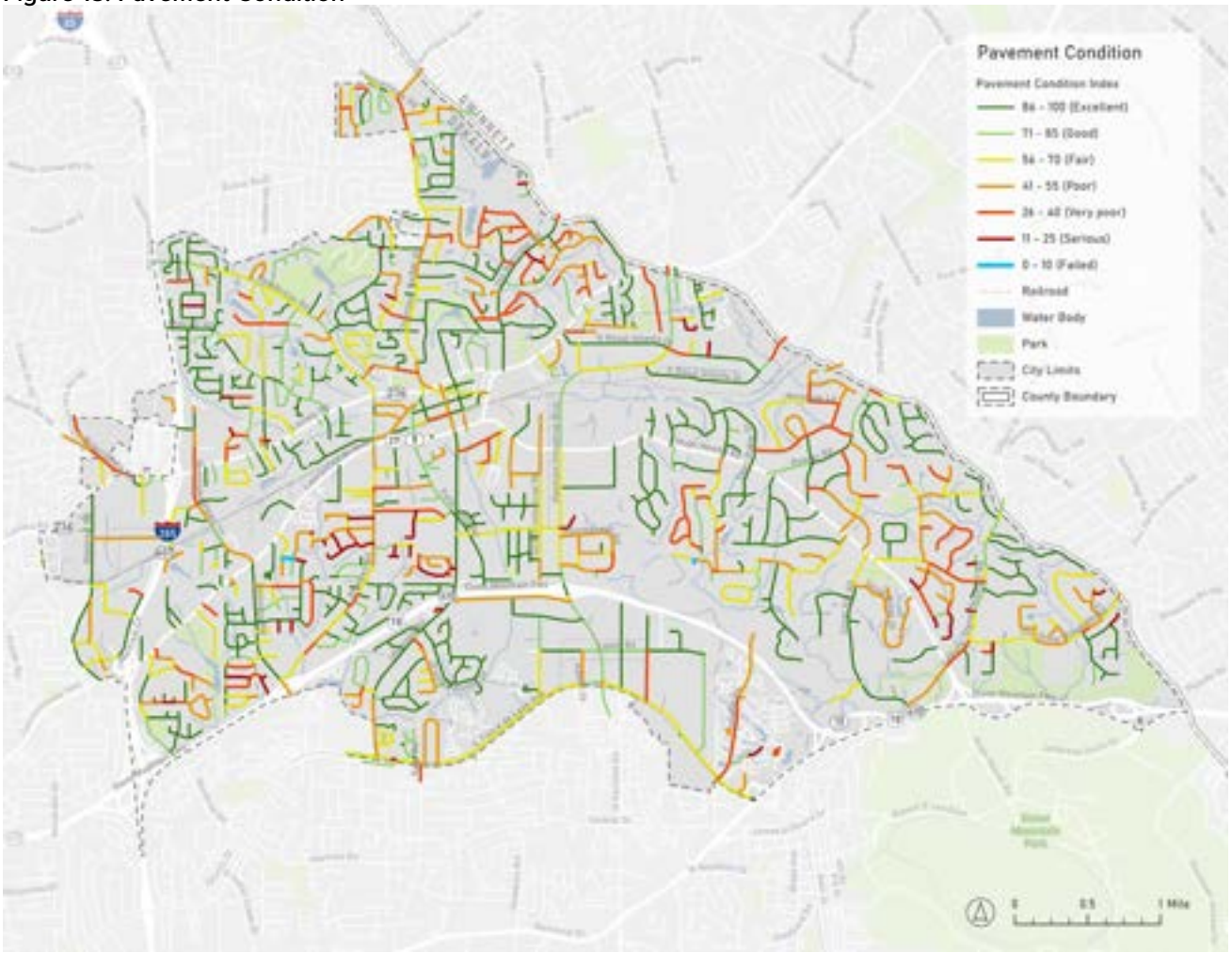


Figure 12. Pavement Condition Index Rating and Mileage

Condition Description	EXCELLENT	GOOD	FAIR	POOR	VERY POOR	SERIOUS	FAILED
PCI Rating	100-86	85-71	70-56	55-41	40-26	25-11	10-0
Mileage within Tucker	68.5 mi	22.6 mi	27.7 mi	28.1 mi	18.0 mi	4.4 mi	0.2 mi

LEVEL OF SERVICE

Volume-to-capacity ratios are used to assess roadway performance, with Level of Service (LOS) grades from A (free flow) to F (unsatisfactory). While LOS A represents optimal conditions, funding constraints make it unrealistic to achieve universally; LOS D or better is generally considered acceptable in urban areas. LOS and delay are calculated at intersections based on control type, with LOS E or F indicating locations needing operational or capacity improvements. Daily LOS is derived by dividing daily traffic by roadway capacity, with thresholds: C or better (<0.7), D (0.7–0.85), E (0.85–1.0), and F (>1.0).

Existing Conditions (2025)

GDOT travel demand modeling shows most Tucker intersections operate at LOS C or better, indicating generally acceptable conditions. Higher-traffic intersections are beginning to experience operational stress during peak periods.

Projected Conditions (2050)

Future projections based on population and employment growth indicate most intersections will remain within acceptable LOS, though Mountain Industrial Blvd at SR 236 is expected to fall below acceptable LOS (E or worse), highlighting a high-priority location for improvements. Seven additional intersections may require minor interventions to maintain efficiency.

Figure 14. Level of Service

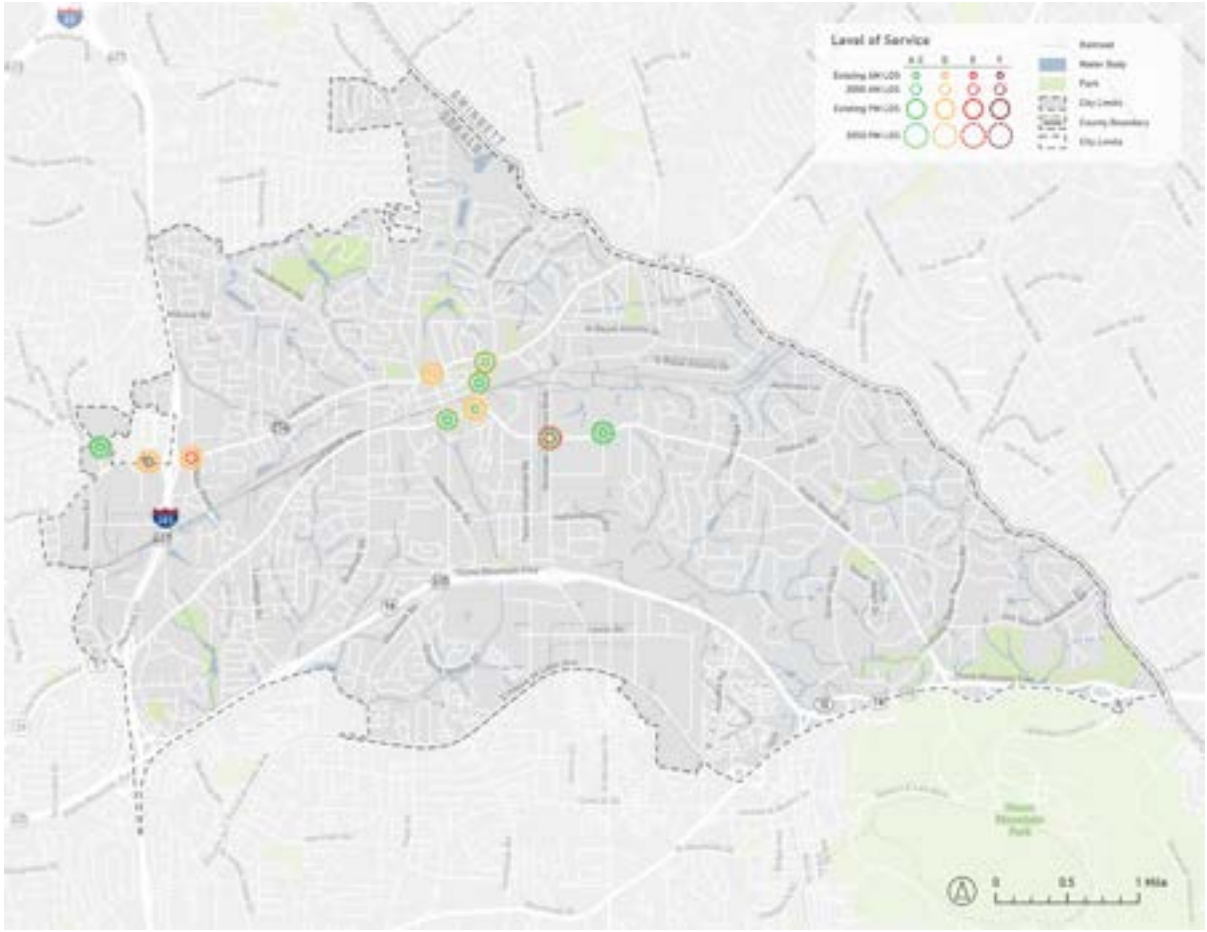


Table 6. Traffic Count Locations

INTERSECTION	
GA-8 Lawrenceville Hwy at Lynburn Dr	Northlake Pkwy at GA-236 LaVista Rd
GA-8 Lawrenceville Hwy at GA-236 LaVista Rd	Main St at GA-236 LaVista Rd
GA-8 Lawrenceville Hwy at GA-236 Hugh Howell Rd	Flintstone Dr at GA-236 Hugh Howell Rd
Mountain Industrial Blvd at GA-236 Hugh Howell Rd	Parklake Dr NE at GA-236 LaVista Rd
Idlewood Rd at Main St US-29	Henderson Mill Rd at Briarcliff Rd NE

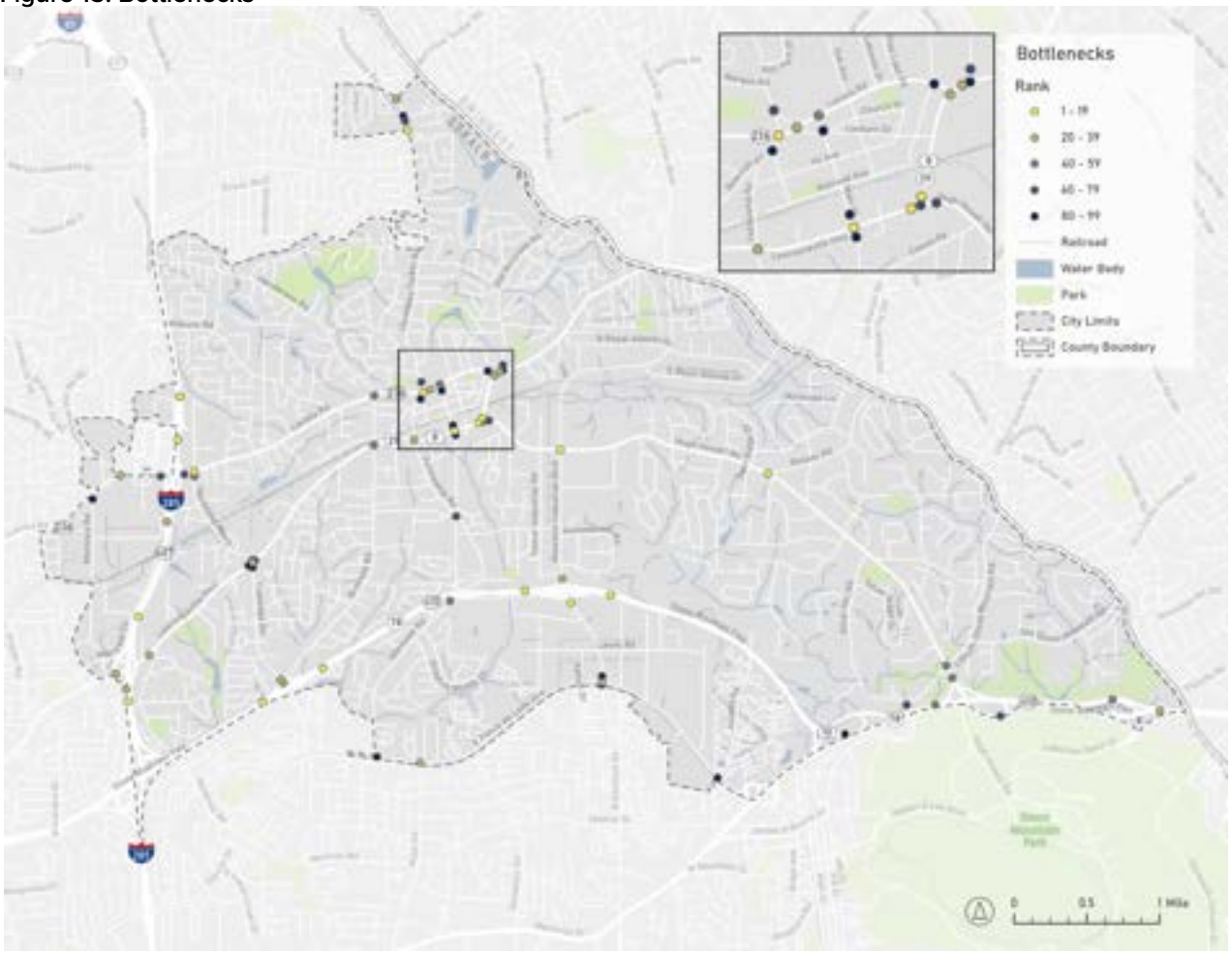
BOTTLENECKS

Data from the 2024 Regional Integrated Transportation Information System (RITIS) identifies recurring bottleneck locations where high traffic reduces speeds and causes delays. Bottlenecks often occur at ramps, merges, and underpasses where roadway capacity is exceeded. In Tucker, the most severe bottlenecks are along I-285, US-78, US-29/Lawrenceville Hwy, SR 236/LaVista/ Hugh Howell Rd, and Chamblee-Tucker Rd. Downtown Tucker also experiences numerous, though generally lower-ranking, bottlenecks.

Table 7. Top 10 Bottleneck Locations

INTERSECTION
I-285 at Northlake Pkwy/Exit 36
I-285 at US-78/Exit 39
I-285 at US-29/Lawrenceville Hwy/Exit 38
GA-236 S at Mountain Industrial Blvd
US-78 W at Cooledge Rd/Brockett Rd
Mountain Industrial Blvd S at US-78/GA-410/Stone Mountain Pkwy
I-285 at US-78/Exit 39
US-78 W at Mountain Industrial Blvd
Mountain Industrial Blvd N at GA-236/Hugh Howell Rd
GA-236 E at Northlake Pkwy

Figure 15. Bottlenecks



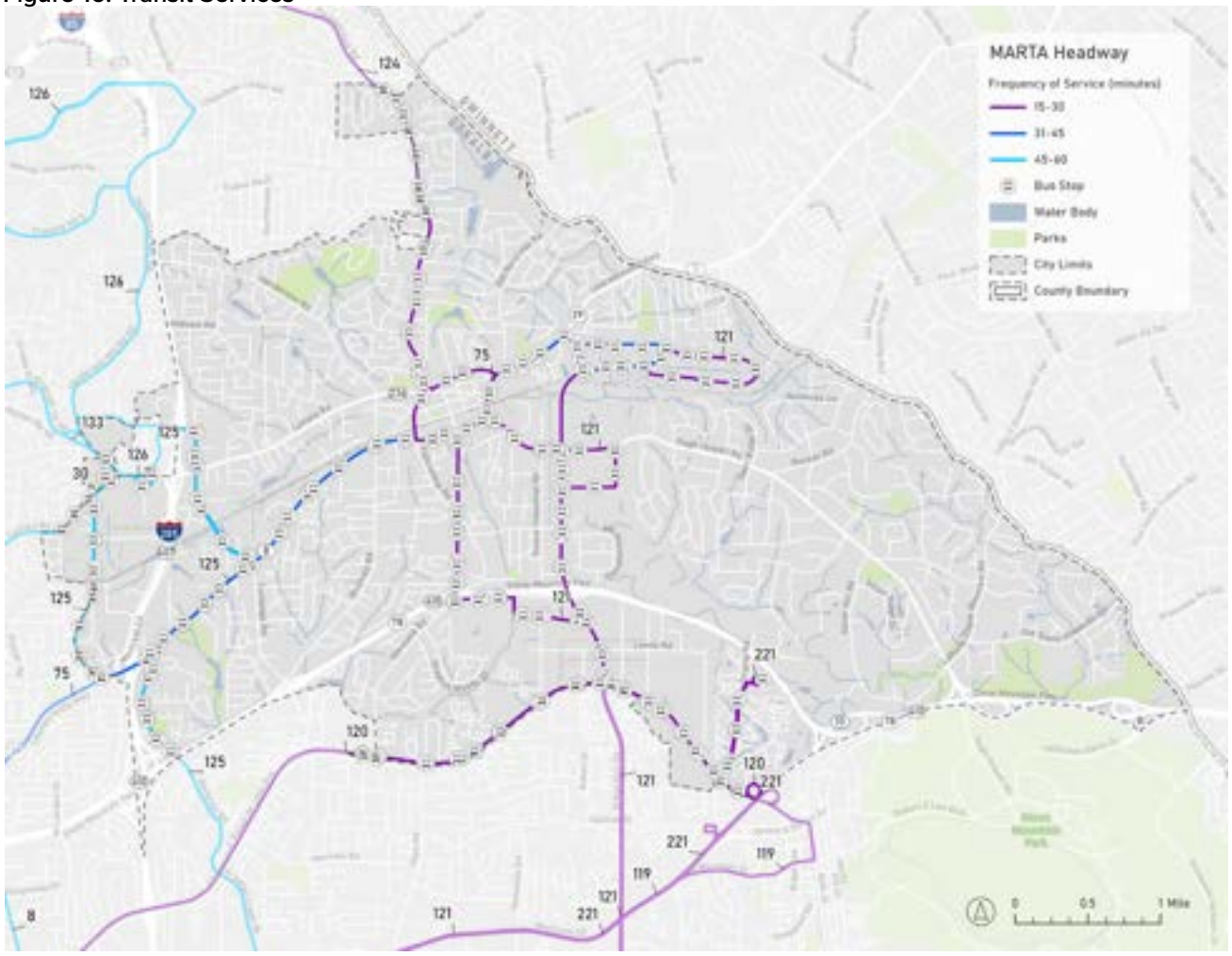
Transit Services

The City of Tucker is served by six MARTA bus routes. Most of these routes are located along major corridors, such as Lawrenceville Hwy, Mountain Industrial Blvd, and Chamblee-Tucker Rd. Current transit routes serve Downtown, industrial areas, and commercial/ employment centers. The low-density residential area in eastern Tucker is not served.

Headways for typical weekday service along each route are shown in Figure 16. The two routes making north-south connections to Downtown through central Tucker have the shortest headways, with buses scheduled between 15 to 30 minutes. The east-west route along Lawrenceville Hwy has a slightly longer headway of 31 to 45 minutes between each bus, depending on the stop. The route accessing the Northlake area in western Tucker has the longest headways, requiring users to wait up to an hour between buses.

It should be noted that DeKalb County is planning to revise the county-wide Transit Master Plan in the next few years. This future plan update will address transit needs in the area through a regional lens.

Figure 16. Transit Services



Note: This analysis was conducted prior to the implementation of MARTA's NextGen bus network upgrades. The findings and recommendations have been developed with consideration of the planned MARTA route changes.

ACTIVE TRANSPORTATION & TRAILS

Active transportation facilities, such as trails and sidewalks, are key to creating a network that is accessible, convenient, and safe for all users. These facilities increase mobility options, providing dedicated spaces for those that rely on walking or biking as their primary transportation mode, as well as those accessing transit services. The following section provides an overview of existing active transportation infrastructure throughout the City of Tucker, highlighting planned facilities and demand for these alternative modes of transportation.

EXISTING FACILITIES

62.2 miles
Sidewalks

3.1 miles
Bike Lanes

4.5 miles
Trails



New multi-use trail in Downtown Tucker

Setting priorities for implementing a future active transportation and trails network in Tucker, GA required a thorough evaluation of:

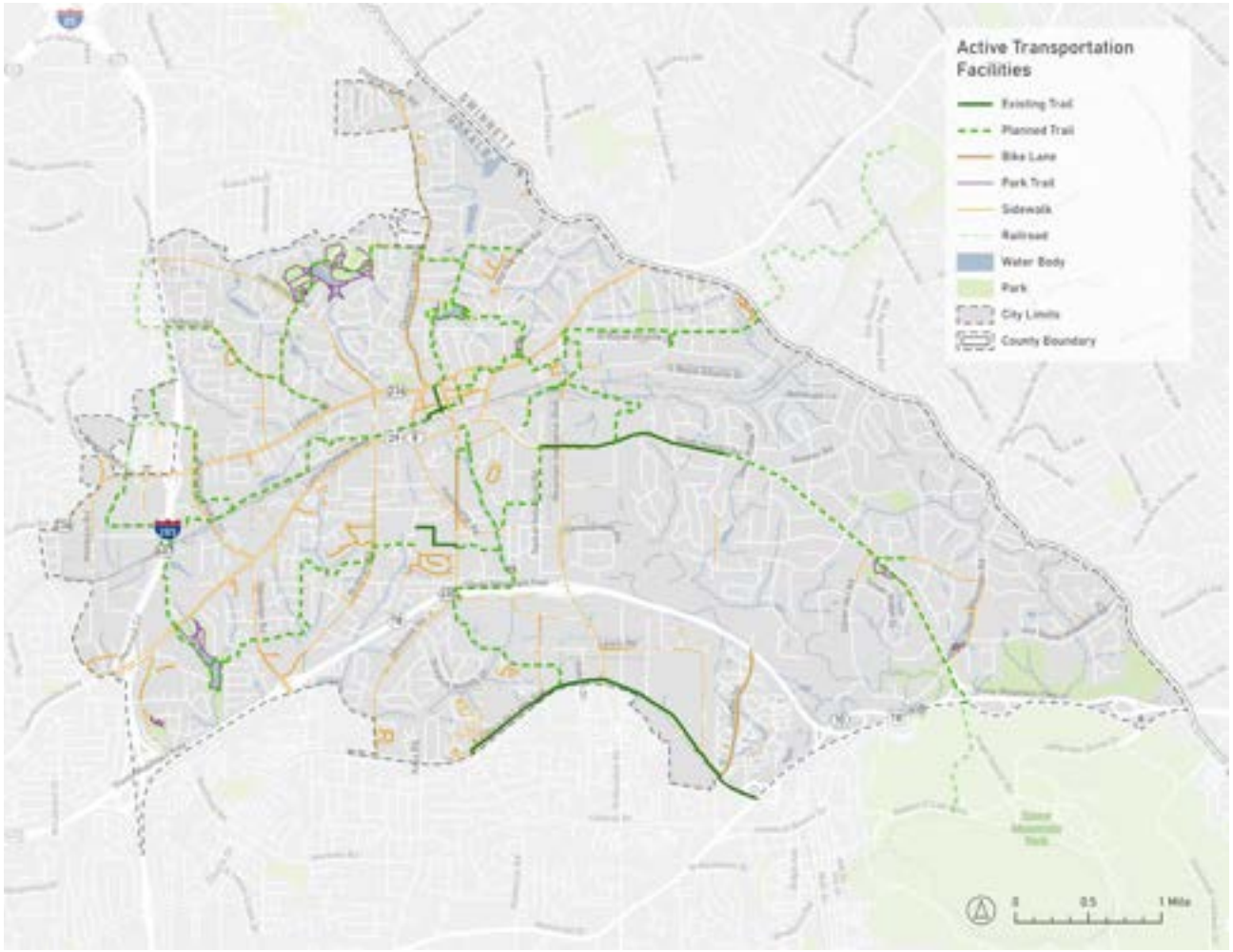
- Prior planning studies;
- Existing bicycle, pedestrian, and trail facilities;
- Where people are currently walking, biking and accessing trails, and;
- The feasibility of priority trails planned for near-term implementation.

This chapter addresses each element: the Previous Plan Review summarizes trail-related recommendations from earlier studies, the Active Trip Demand section analyzes current walking and biking patterns to identify potential demand, and the Planned Trails section highlights opportunities and challenges for implementing proposed trail corridors.

Active Transportation Facilities

Figure 17 shows Tucker's walking, biking, and rolling facilities. Sidewalks (yellow) span 62.2 miles, mainly along arterials and newer neighborhoods, with greater coverage in the west. Bike lanes (blue) total 4.4 miles along Idlewood Road and Chamblee Tucker Road (wide shoulder, not marked), while multi-use trails (dark green) cover 4.5 miles, including Downtown, Hugh Howell Rd, and the Stone Mountain Trail along E. Ponce de Leon Ave. The City aims to better connect these facilities, with near-term trail development focused on Downtown, Hugh Howell Rd, and links to the Stone Mountain Trail.

Figure 17. Active Transportation Facilities

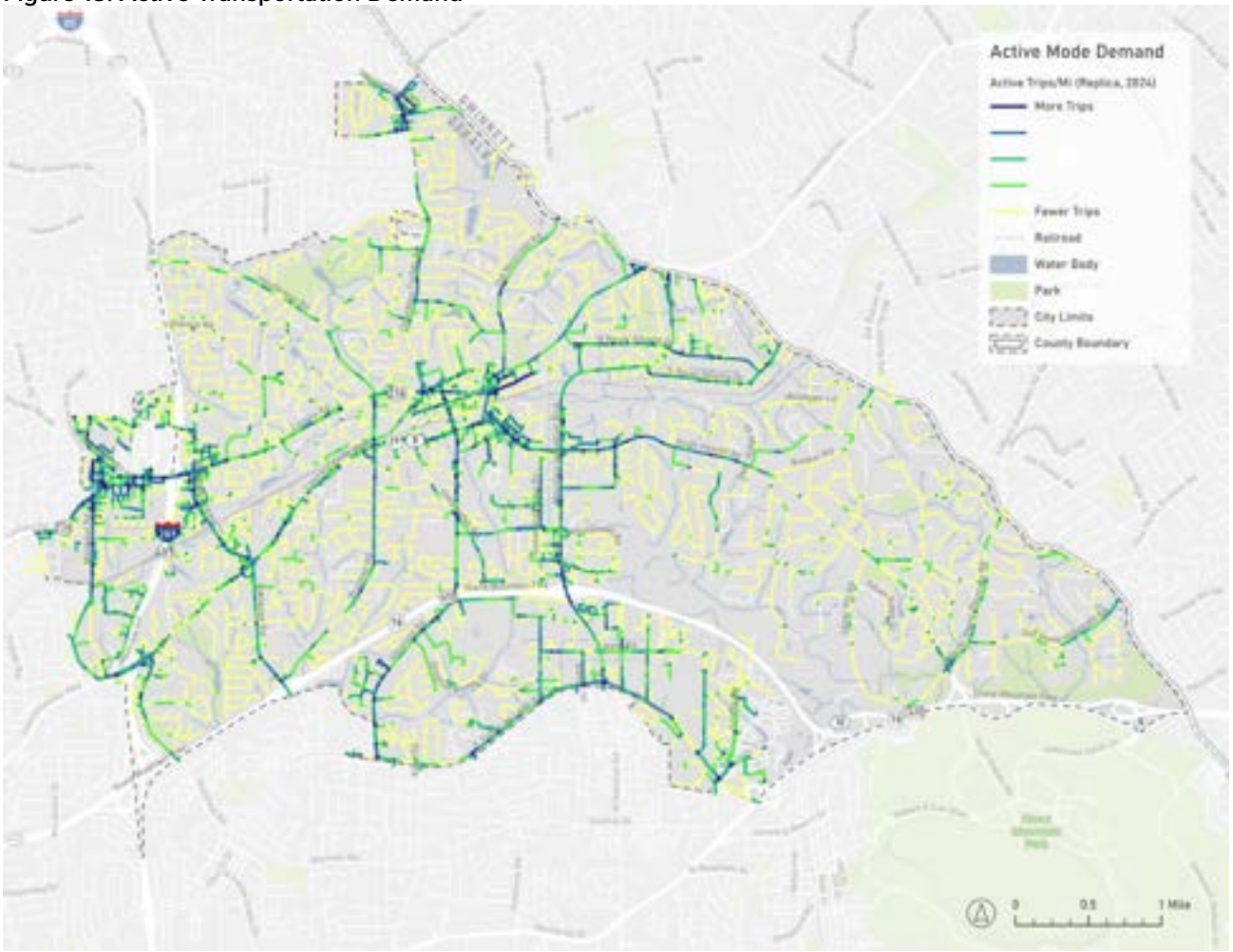


Active Transportation Demand

Replica data for 2024 was used to model average daily bicycle and pedestrian trips in Tucker, highlighting corridors with high active trip demand and opportunities for facility investment. Significant activity occurs in Northlake, Downtown, and along Hugh Howell Road, often near commercial centers like Northlake Mall, Cofer Crossing, and Pleasantdale Village.

Other high-demand corridors include E. Ponce de Leon, Idlewood, and Mountain Industrial Blvd, reflecting connections to transit, residences, and workplaces. While this data shows existing patterns, latent demand may exist in areas lacking safe facilities, indicating potential locations for new active transportation improvements.

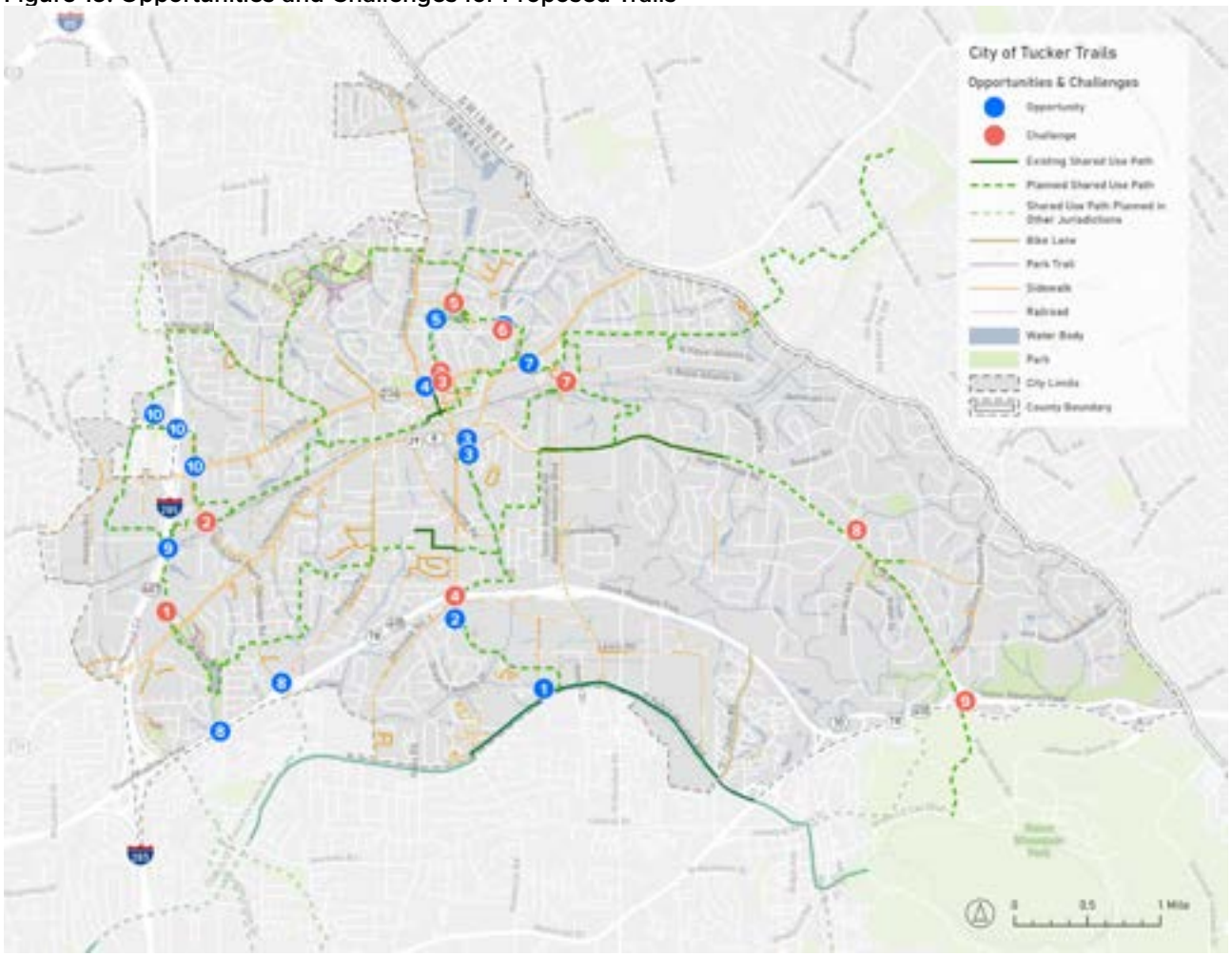
Figure 18. Active Transportation Demand



Opportunities And Challenges For Proposed Trails

As shown in Figure 19 (see Figure 39 in Appendix A for full opportunities and challenges analysis), the proposed trails in Tucker present several opportunities to build on existing trails and sidewalks to support city-wide connectivity. This existing infrastructure supports local and regional connections, while areas with clustered residential and commercial centers provide natural opportunities for expanding walking and biking infrastructure. However, challenges arise where trails must cross major barriers such as I-285, US-78, and active railroad lines, as well as along high-traffic arterial roads with limited right-of-way. These constraints may require more complex engineering solutions, but addressing them will be key to forming a continuous, accessible city-wide trail system.

Figure 19. Opportunities and Challenges for Proposed Trails



FREIGHT

This section outlines the freight network in the City of Tucker, specifically highlighting the major roadways within the National Highway Freight Network (NHFN) and the regional freight routes. The analysis assesses the impacts of freight movement on the City's transportation infrastructure.

Key Takeaways for Freight

- I-285 is part of the National Highway Freight Network (NHFN), carrying the highest freight volumes (13,000+ trips daily).
- US-78 and Mountain Industrial Blvd are designated regional truck routes, carrying 1,000 to 6,000 daily freight trips each.
- Roads such as E. Ponce de Leon Ave, Lawrenceville Hwy, Hugh Howell Rd, LaVista Rd, and Montreal Rd support freight access to industrial and commercial areas across Tucker.
- Freight volumes are highest near I-285, with some non-designated roads (i.e., Lewis Rd) also experiencing significant truck traffic, leading to congestion and maintenance needs.
- Freight-generating land uses are concentrated along US-29, Mountain Industrial Blvd, and I-285, including warehousing, logistics, manufacturing, and large commercial centers like Northlake Mall and Montreal Rd.

FREIGHT NETWORK

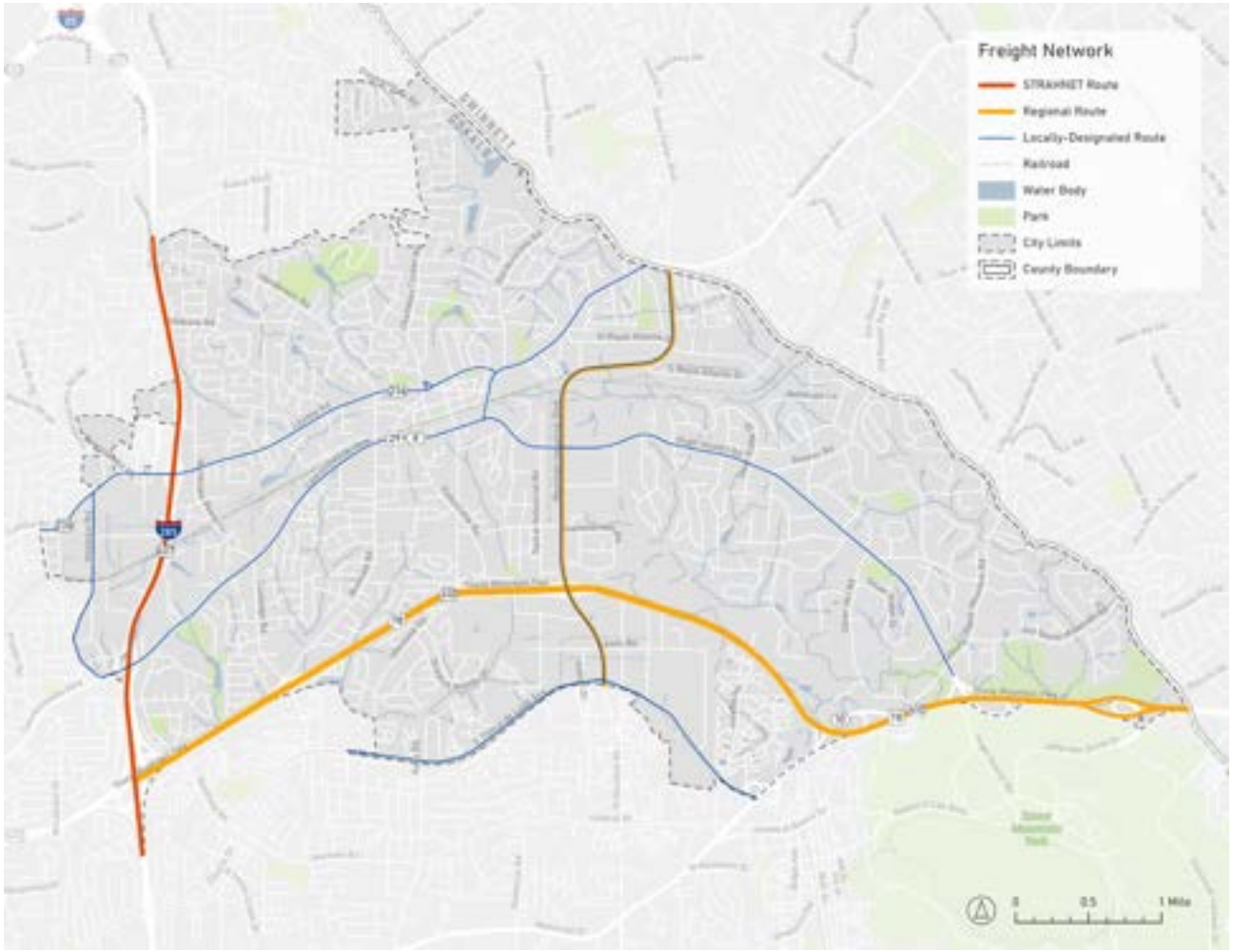
Part of the Atlanta region, Tucker acts as a significant warehousing hub, as well as carrying significant freight traffic traveling across the region. These activities rely on an efficient, city-wide freight network, described below.

The National Highway Freight Network (NHFN) is determined by the FHWA and designates major roadways that are critical to national freight mobility. This designation allows the FHWA to focus federal resources and policies to improvements along these specific corridors that benefit national freight movement. I-285 is the only roadway in Tucker included in the NHFN.

Regional freight routes are those that serve the Atlanta region designated by the Atlanta Strategic Truck Route Master Plan. These routes are identified as freight-friendly corridors that provide direct access to freight hubs throughout the region. Within the City of Tucker this includes US-78 and Mountain Industrial Blvd.

Local freight routes are specifically designated by the DeKalb County Code of Ordinances. This includes E Ponce de Leon Ave, Lawrenceville Hwy, Hugh Howell Road, Mountain Industrial Blvd, LaVista Road, and Montreal Rd. These are relatively large roadways that can support freight traffic and make significant connections to industrial and commercial uses across the City.

Figure 20. Freight Network



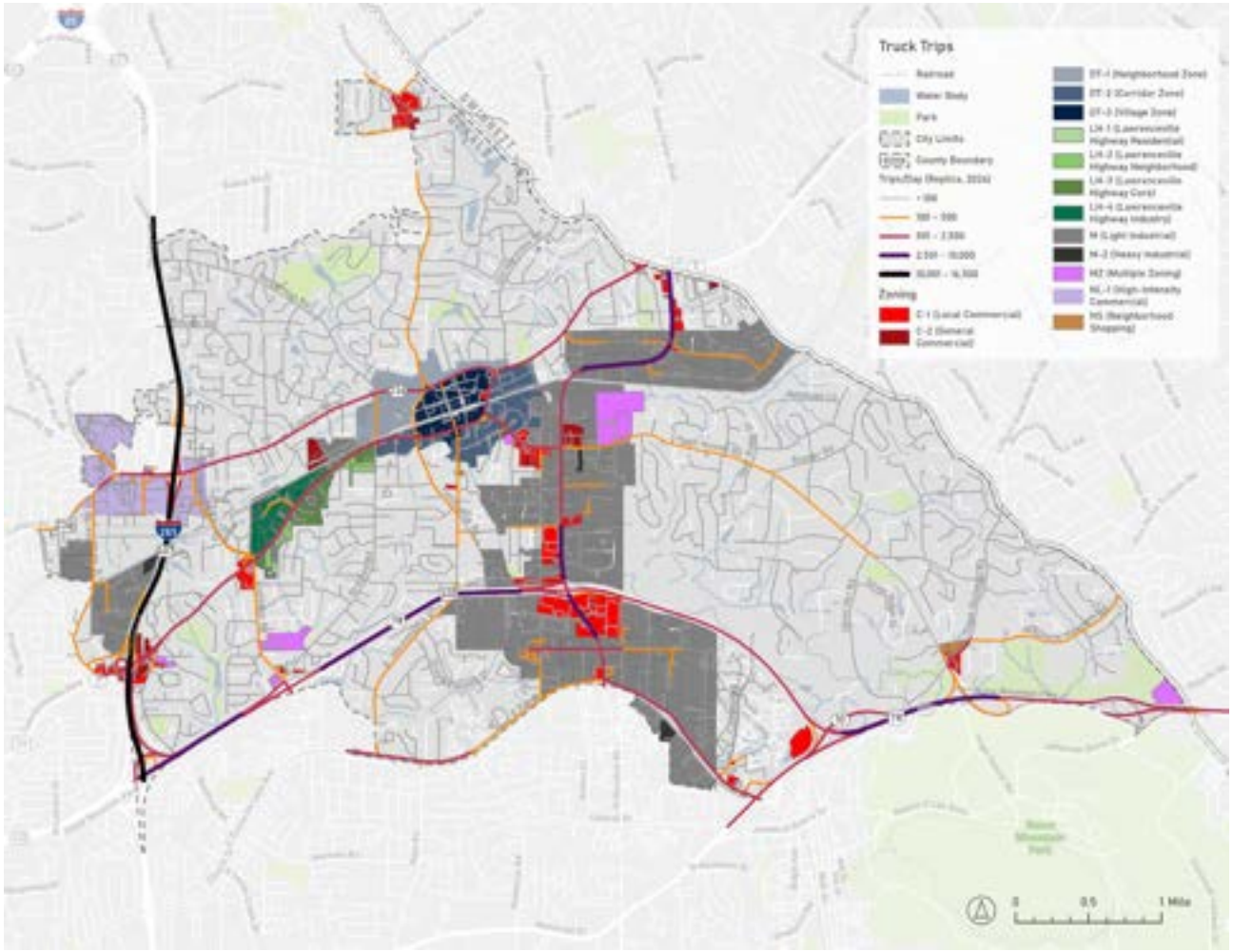
Truck Trips

Replica data was used to model daily freight traffic in Tucker for 2024. The highest volumes occur on I-285, exceeding 13,000 trips per day, while US-78 and Mountain Industrial Blvd carry between 1,000 to 6,000 trips as key regional routes. Local roads near I-285 also see over 1,000 freight trips per day, with volumes decreasing farther from the interstate. Some non-designated routes, such as Lewis Rd, experience notable freight activity, which may cause delays, bottlenecks, or increased maintenance needs. Eastern Hugh Howell Rd, though a local freight route, carries only 100–200 trips per day due to its residential character and terminus at Stone Mountain State Park.

Table 8. Top 10 Freight Routes

ROADWAY	VOLUME (TRUCK TRIPS/DAY)
I-285	13,950 - 16,207
US-78	1,902 - 5,819
Mountain Industrial Blvd	1,687- 3,190
SR 10/Memorial Dr	1,620 - 2,237
Lewis Rd	967 - 1,628
SR 236/LaVista Rd	890 - 1,382
N Hairston Rd	1,290
US-29/Lawrenceville Hwy	858 - 1,270
E Ponce de Leon	414 - 1,266
Roadhaven Dr at Lewis Rd	71 - 1,038

Figure 21. Truck Trips



Freight generating land uses refers to land uses that are primary generators of freight. Some additional activity may occur in other land uses such as NL-2, NL-3, OI, and OIT.

PLANNED AND PROGRAMMED PROJECTS

The City of Tucker has made significant progress on transportation projects since the last Transportation Master Plan in 2019, including 80 miles of roadway repaving and nine miles of new sidewalk. Other recently completed projects include:

- Chamblee-Tucker Rd Lane Diet
- Brockett Road Traffic Calming
- I-285 Beautification
- Fellowship Rd Safety Improvements
- 80 miles of roadway repaving
- Hugh Howell Trail

In addition to completed projects, the City is actively working on multiple projects that will improve safety, speeding, and connectivity at key locations across the City.

RECENT & PROGRAMMED PROJECT HIGHLIGHTS



Chamblee-Tucker Lane Diet (Source: City of Tucker)



Brockett Rd Traffic Calming (Source: City of Tucker)



Mountain Industrial Blvd at US-78 Recommended Alternative (Source: Stone Mountain Community Improvement District Traffic Engineering Investigation)



Tucker Northlake Trail Rendering (Source: City of Tucker)

RECENT CORRIDOR STUDIES

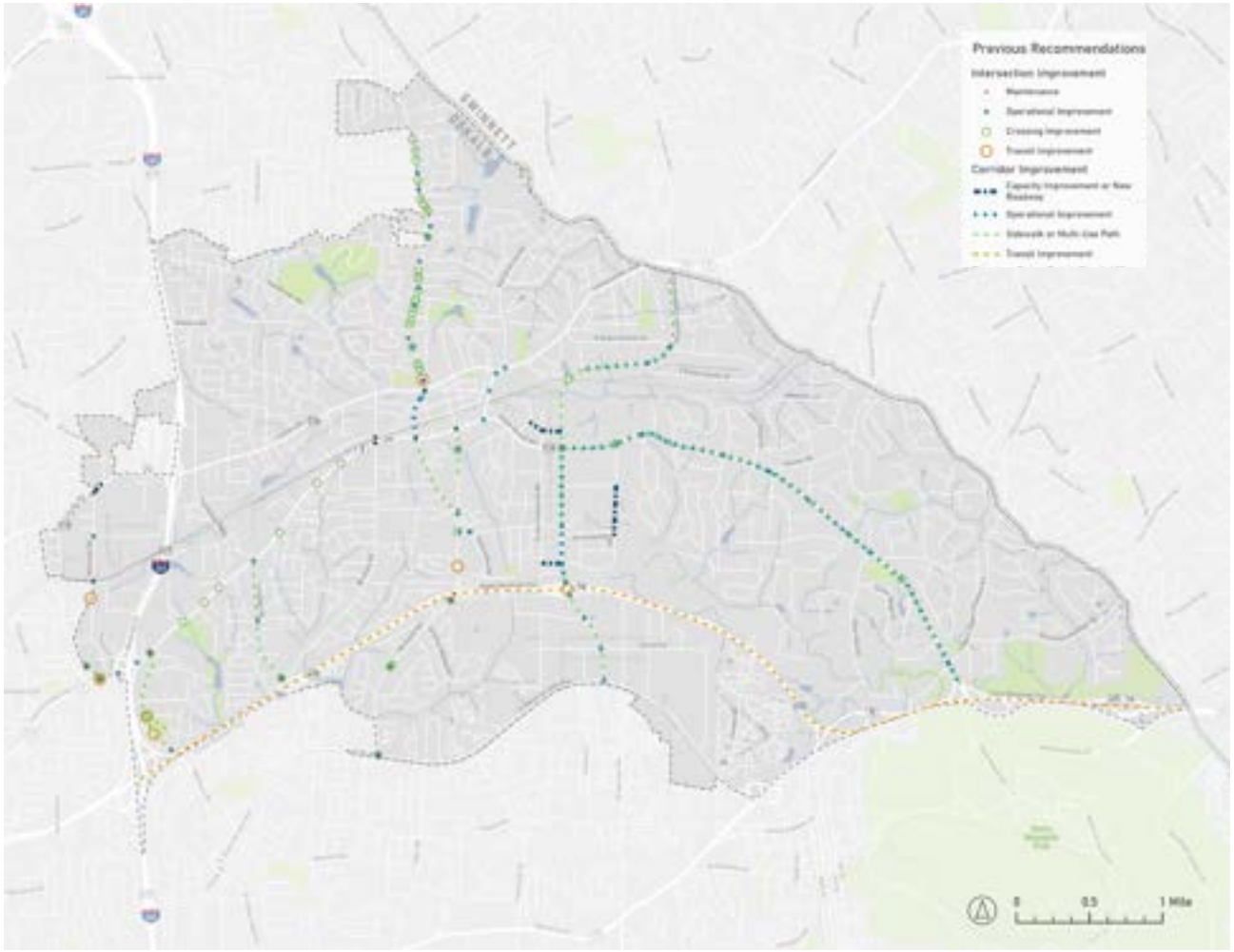
Many of the recently completed, ongoing, and programmed projects have been derived from the corridor studies Tucker has completed since the last Master Plan:

- North South Connectivity Study
- Hugh Howell Corridor Study
- Lawrenceville Highway Access Management and Beautification Study

These more detailed corridor studies typically include traffic analysis and some level of conceptual design. These studies have offered Tucker an opportunity to look closely at some of the major corridors and offer granular solutions. These recommendations have been incorporated into the recommendations and phasing strategy presented in sections four and five of this plan.

Additionally, a project planned for I-285 will add express lanes along the interstate. As specific locations have not yet been determined, this project is not identified on the map at right.

Figure 22. Corridor Study Recommendations



SAFETY

TUCKER CRASHES BY THE NUMBERS

16,372

Total Crashes

2019-2023

BY MODE

16,222
Vehicle Crashes

1,596
Heavy Vehicle Crashes

108
Pedestrian-Involved Crashes

42
Bicyclist-Involved Crashes

BY SEVERITY

46
Fatalities

Fatality Rate:
Tucker: 0.28%
GA: 0.4%

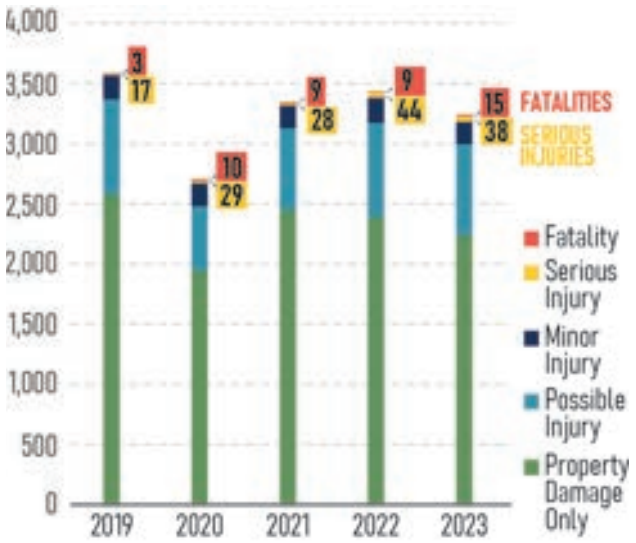
156
Serious Injuries

Serious Injury Rate:
Tucker: 0.95%
GA: 1.6%

This section includes a thorough analysis of historical crash locations and trends throughout the City. Crash data for the years 2019-2023 was obtained from the Numetric database, a source maintained by GDOT. This data records crash locations as well as a number of characteristics, such as severity, time, contributing factors, and mode of collision.

In alignment with the Safe Streets for All approach, this plan focused on crashes with severe outcomes: fatalities and severe injuries. As part of the national efforts to reduce traffic deaths, FHWA encourages communities to adopt Vision Zero: a commitment to achieving zero traffic fatalities and zero injuries.

Figure 24. Total Crashes by Year



KEY TAKEAWAYS FOR SAFETY

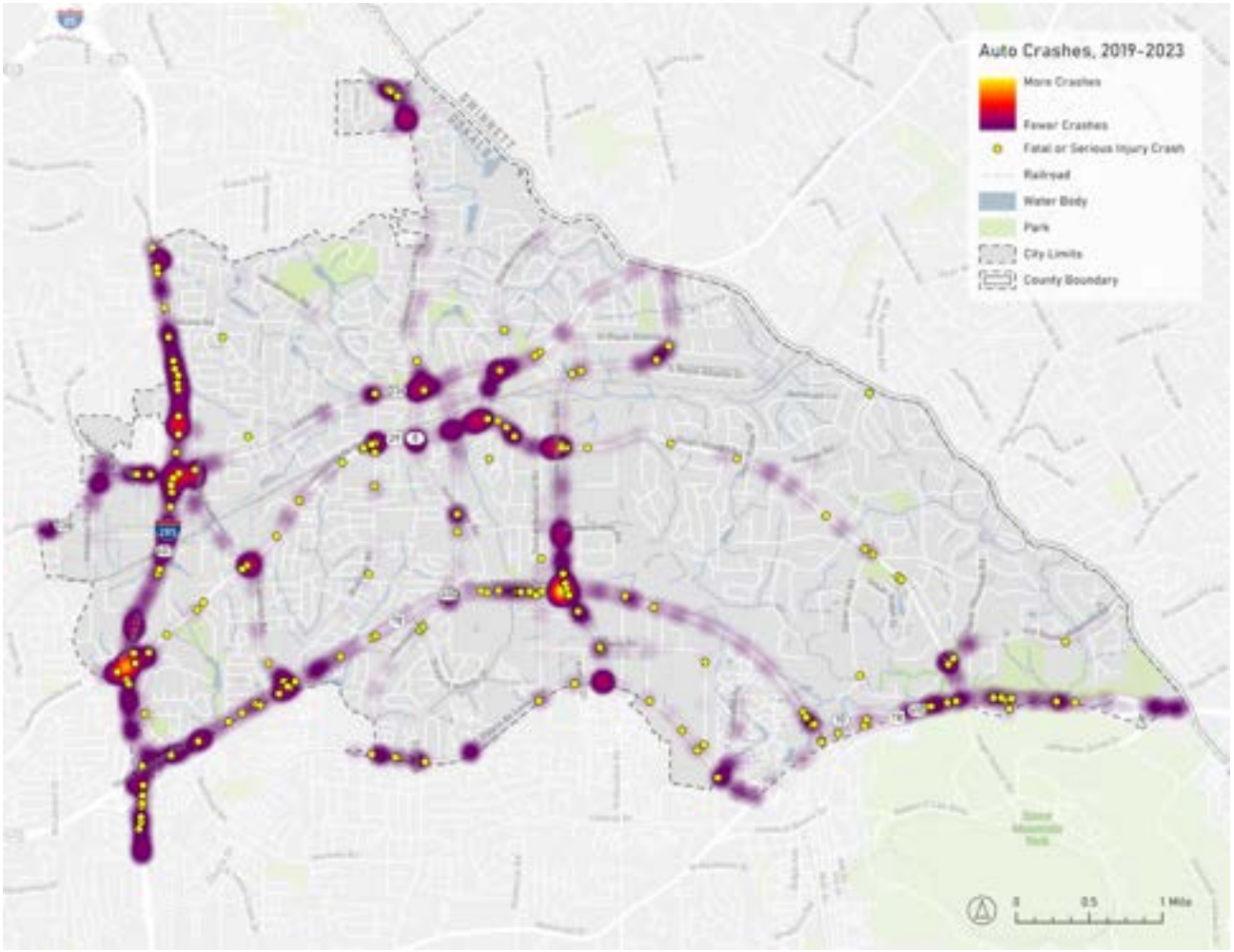
- Notable crash hotspots include US-78/Mountain Industrial Blvd, I-285/US-29, I-285/SR 236, I-285/LaVista Rd, LaVista Rd/Lawrenceville Hwy, and Lawrenceville Hwy/Hugh Howell Rd.
- Severe crashes involving people walking or biking are concentrated along E Ponce de Leon Ave (Stone Mountain Trail), Mountain Industrial Blvd, and Juliette Rd at Stone Mill Way/Wood Bend Rd. Inconsistent pedestrian infrastructure and high commercial activity contribute to risks.
- I-285 experiences the highest number of commercial vehicle crashes, with additional concentrations along US-78, Lawrenceville Hwy, Mountain Industrial Blvd, and LaVista Rd.
- The High Injury Network (HIN) represents 10.8% of Tucker's roadway mileage but accounts for 61.9% of all crashes and 72.7% of fatal or serious injury crashes. The HIN spans 23.2 miles, primarily along I-285, US-78, US-29, and SR 236, marking priority corridors for safety investment.

VEHICLE CRASHES

Crash activity in Tucker is concentrated along major corridors and intersections, particularly I-285, US-78, and US-29, which typically carry higher traffic volumes and speeds. There was also high crash activity along secondary corridors such as SR 236 and Mountain Industrial Blvd. Corridors with higher crash volumes contribute to traffic congestion and safety concerns. High crash locations include:

- US-78 at Mountain Industrial Blvd
- I-285 at US-29
- I-285 at SR 236
- Intersections along US-78, US-29, and SR 236

Figure 25. Auto Crashes



VEHICLE CRASHES ON LOCAL ROADS

Non-Interstate crash activity in Tucker is concentrated along major U.S. Highways and State Routes, with the highest densities occurring along US-29 and SR 236. The crash activity along these corridors show elevated crash density near major intersections and access points. Their higher traffic volumes, multiple driveways, and frequent turning movements likely contribute to the clustering of crashes.

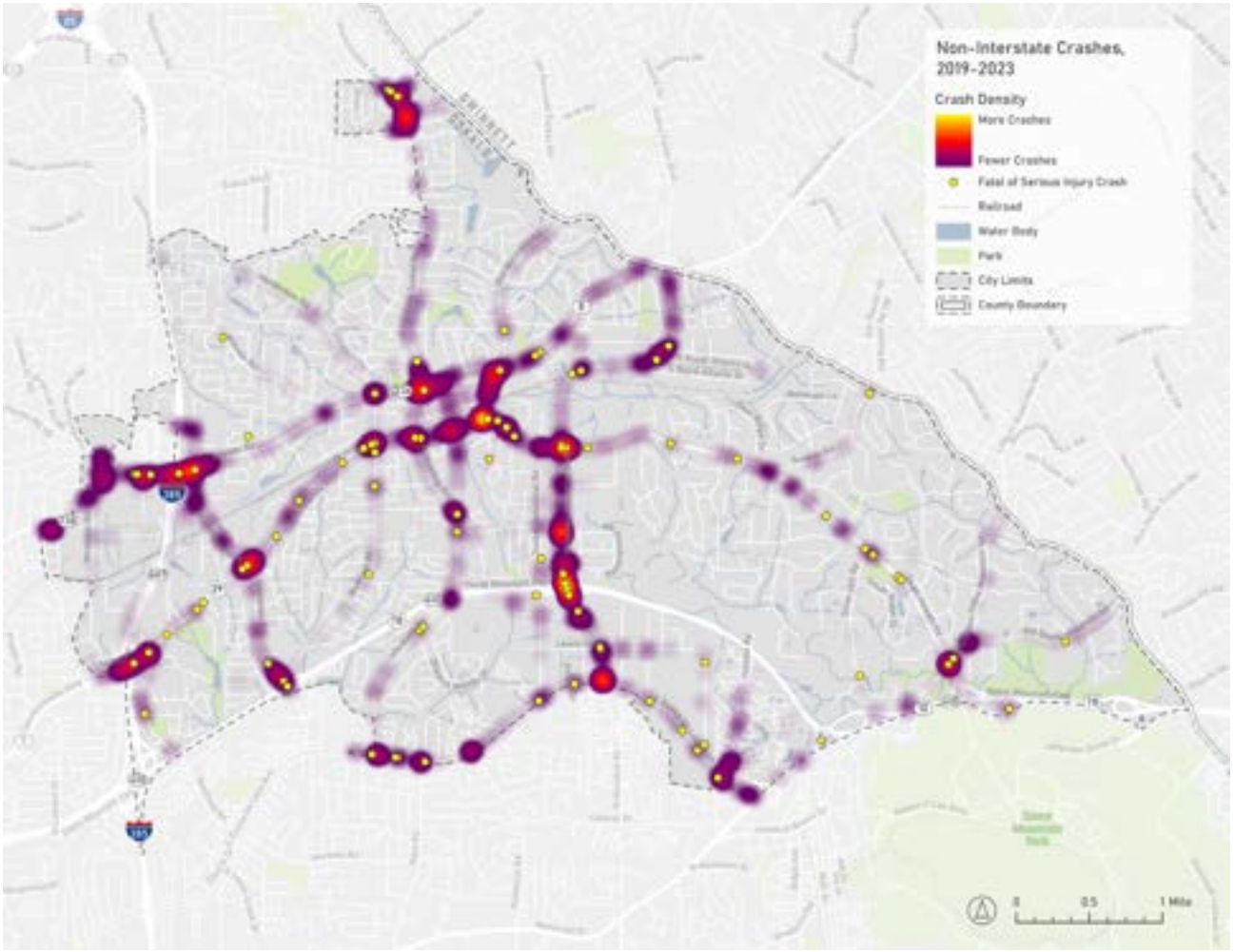
Significant crash activity is also present along SR 236 (Hugh Howell Road) and Mountain Industrial Boulevard, both of which function as key east-west and north-south connectors within the city. Intersections where these routes intersect with US-78 and US-29 show especially strong crash concentrations.

Beyond the primary corridors, several local collector roads feeding into US-29 and SR 236 show moderate crash clustering, particularly near signalized intersections and commercial areas.

Notable high-crash locations include:

- US-29 at Mountain Industrial Boulevard
- SR 236 at US-29
- Multiple signalized intersections along US-29 and SR 236

Figure 26. Local Road Auto Crashes



Fatal and Serious Injury Crashes

Fatal or serious injury crashes, often referred to as KSI crashes, in Tucker are concentrated along the high-volume corridors. The corridors with the greatest number of KSI crashes are I-285, US-78, and US-29. Intersection hotspots at I-285/SR 236, I-285/US-29, US-78/Mountain Industrial Blvd, US-78/SR 10, and US-78/ Cooledge Road. These crash locations indicate an elevated safety risk for all road users.

Figure 27. KSI Crashes by Mode

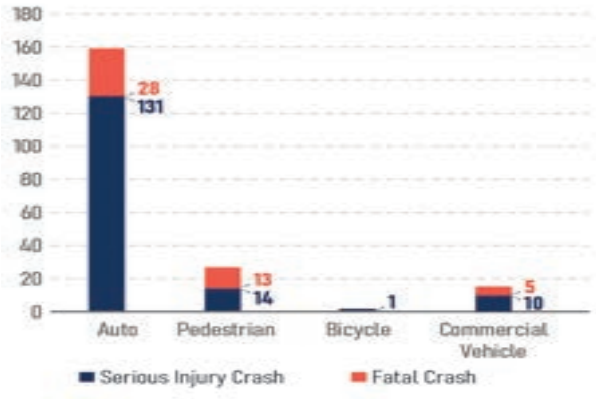


Figure 28. Proportion of Crashes that Result in a KSI Crash by Mode

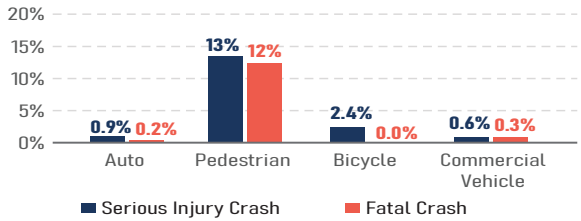
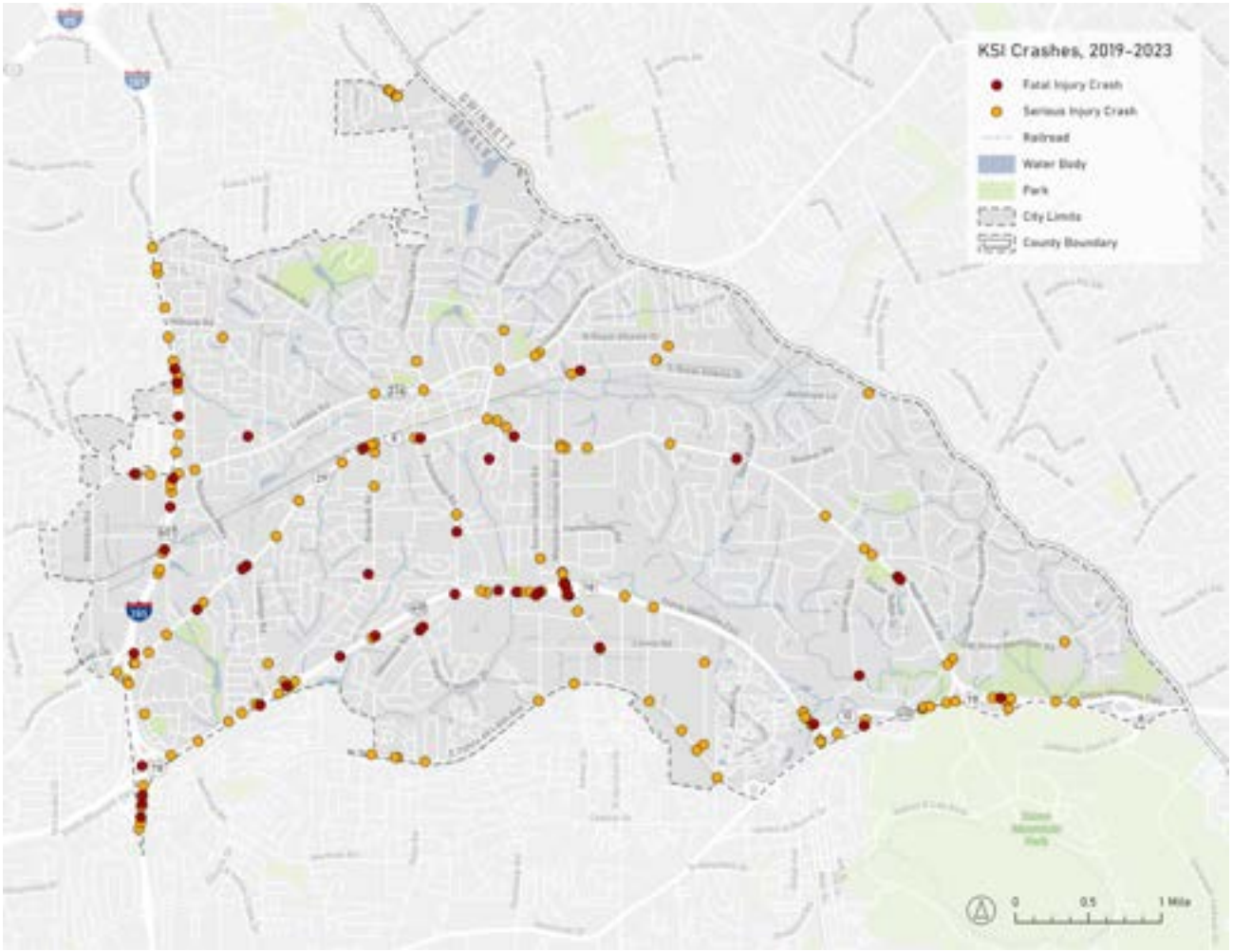


Figure 29. KSI Crashes



Active Mode Crashes

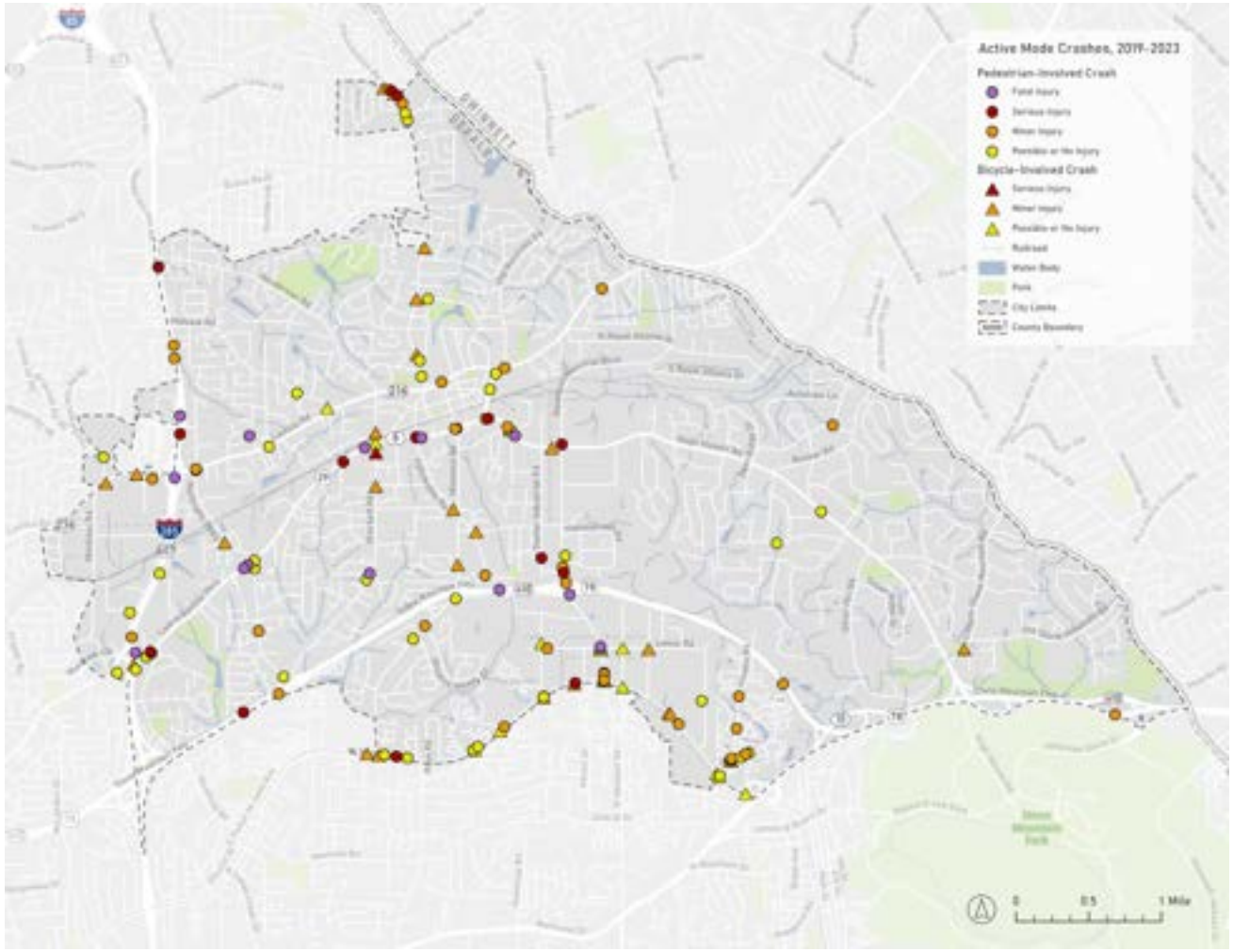
Safety is a key consideration in this plan, especially for people walking and biking. These users tend to be more at-risk of severe outcomes as a result of traffic crashes. Walking and biking crashes are concentrated along major roadways in central and western Tucker.

Certain roadways have relatively significant active transportation facilities, such as E Ponce de Leon Ave with the Stone Mountain Trail running along it. However, active mode crashes are still significant along this roadway. This may be due to limited crossing facilities to get the large number of trail users across the busy street. The intersection of Mountain Industrial Blvd experiences a large number of active mode crashes.

In some areas, such as Chamblee-Tucker Rd/ Pleasantdale Rd in the northernmost point of the City, auto and active mode traffic may be increased due to the commercial land uses, as well as transit stops, leading to increased interactions between auto and active modes.

While this plan does not analyze bicycle and pedestrian conflict points, this should be addressed in future plans related to Active Mode safety and implementation.

Figure 30. Active Mode Crashes



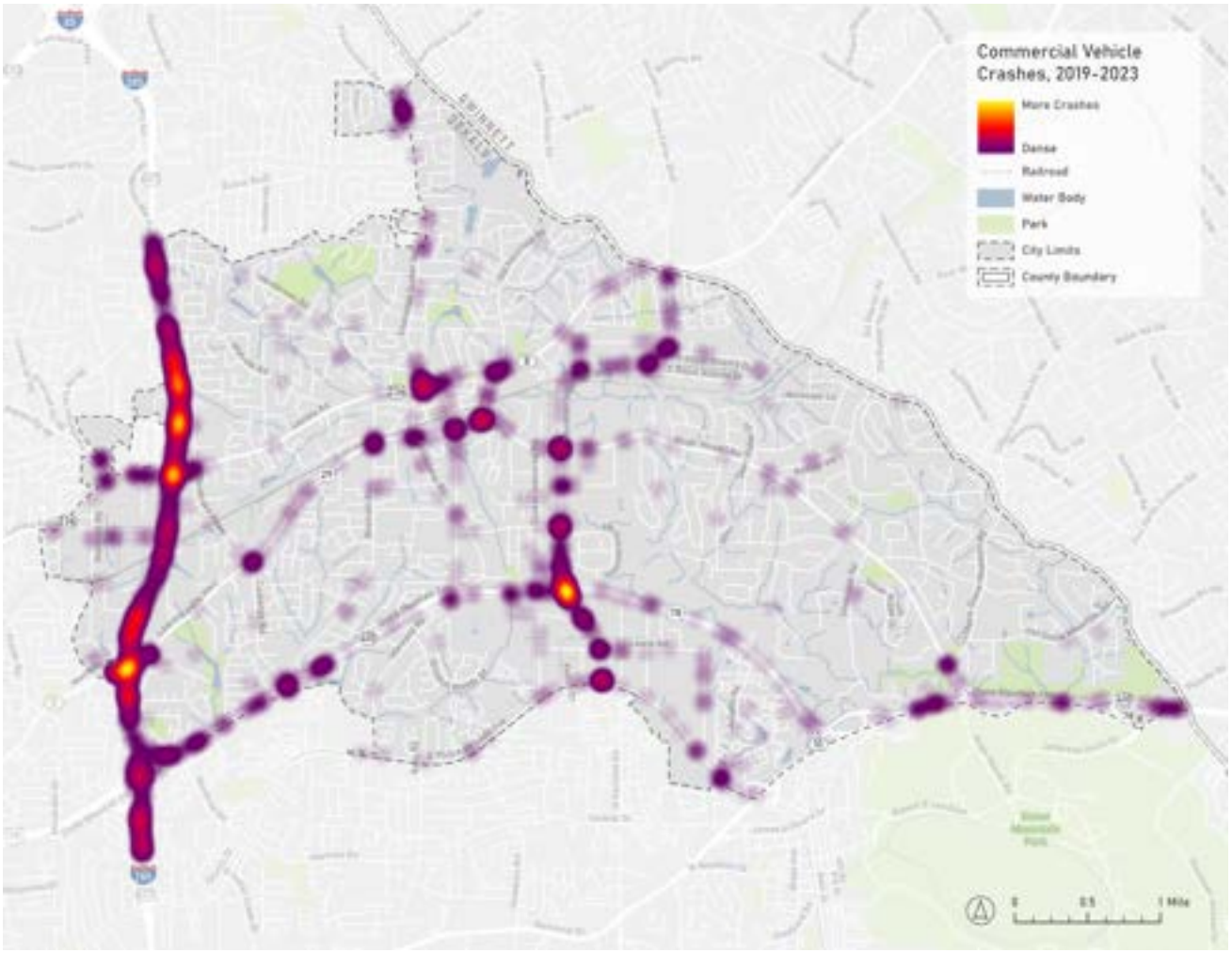
COMMERCIAL VEHICLE CRASHES

Commercial and freight traffic traveling through and serving businesses within the City contribute to local safety, particularly on major roads that carry the majority of this traffic. Crashes involving a commercial vehicle are shown in the following map, which highlights those roads that see high densities of crashes involving freight vehicles. While I-285 show the greatest number of crashes as freight travels through Tucker, other roadways with a significant amount of crashes include US-78, Lawrenceville Hwy/US-29/SR-8, Mountain Industrial Blvd, and LaVista Rd/SR-236.

Additionally, intersections between major roadways are highlighted as hotspots for a significant number of crashes. Specific locations include:

- I-285 at LaVista Rd
- I-285 at Lawrenceville Hwy
- US-78 at Mountain Industrial Blvd
- LaVista Rd at Lawrenceville Hwy and Chamblee-Tucker Rd
- Lawrenceville Hwy at Hugh Howell Rd

Figure 31. Commercial Vehicle Crashes



High Injury Network

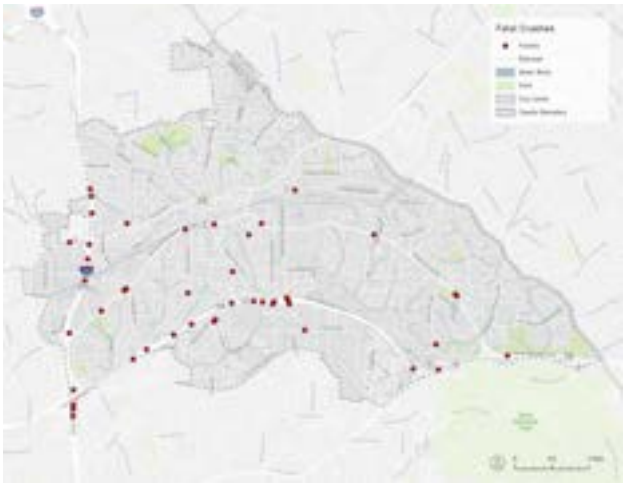
In addition to reviewing crash locations throughout the city, the safety analysis went further to determine roadway segments across the city that can be considered the most dangerous, making up the High Injury Network (HIN).

Certain safety data was utilized in this analysis to understand safety along each roadway. Crash history for the years 2019-2023 from the GDOT Numetric database was included in this analysis, specifically fatal, serious injury, and minor injury crashes. Risk factor data provided by the Atlanta Regional Commission (ARC) was also utilized to understand risk factors along each roadway related to pedestrians, bicyclists, roadway departures, and intersections.

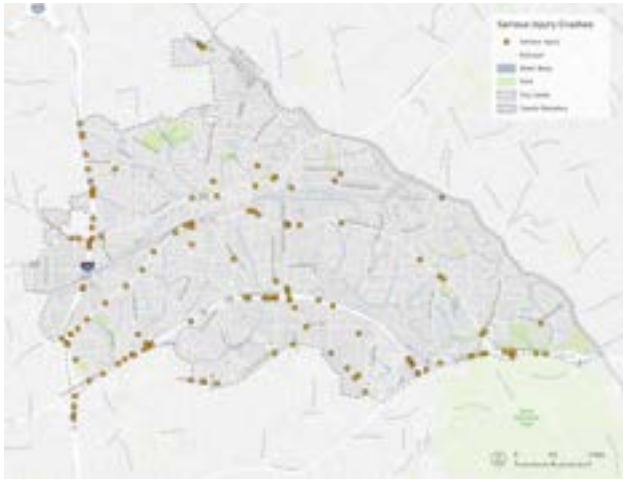
After determining a score for each factor along each roadway segment, scores were summed to create a Total Score, shown in Figure 32. Total scores of four or five points were included in the final HIN, shown in Figure 33. The road segments highlighted in the network represent those that can be considered the most dangerous and can present the greatest benefit through safety improvements.

HIGH INJURY NETWORK SCORING FACTORS

Fatal Crashes



Serious Injury Crashes



Minor Injury Crashes

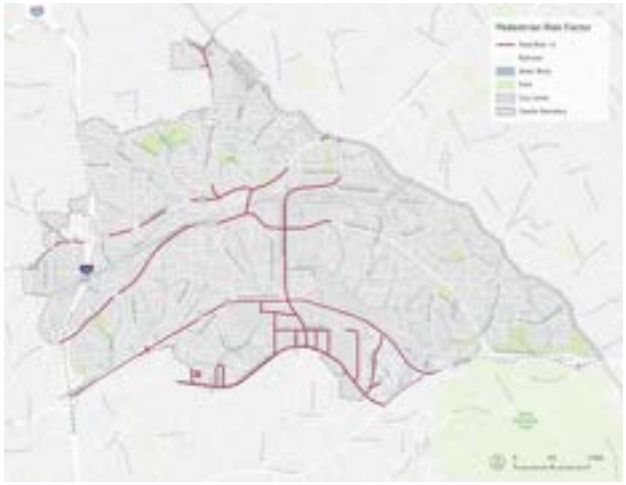


Table 9. HIN Scoring Factors

FACTOR	DESCRIPTION	PTS
Fatal Crash	1 or more crashes along roadway	3
Serious Injury Crash	1 or more crashes along roadway	2
Minor Injury Crash	1 or more crashes along roadway	1
Pedestrian Risk Factor	Total Risk score > 6	1
Bicycle Risk Factor	Total Risk score > 5	1
Roadway Departure Risk Factor	Total Risk score > 4	1
Intersection Risk Factor	Total Risk score > 2	1

HIGH INJURY NETWORK SCORING FACTORS

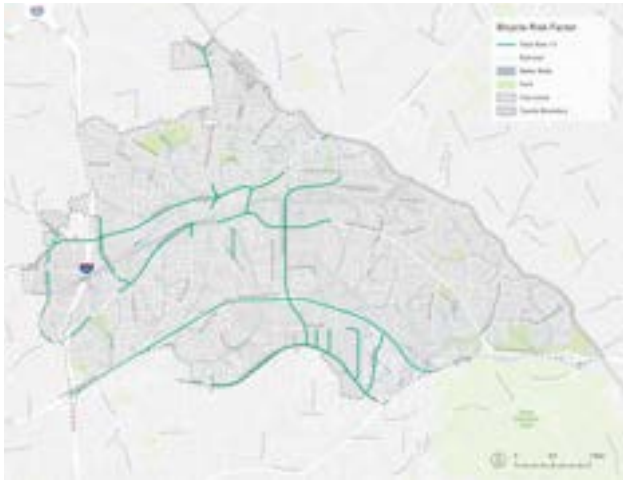
Pedestrian Risk



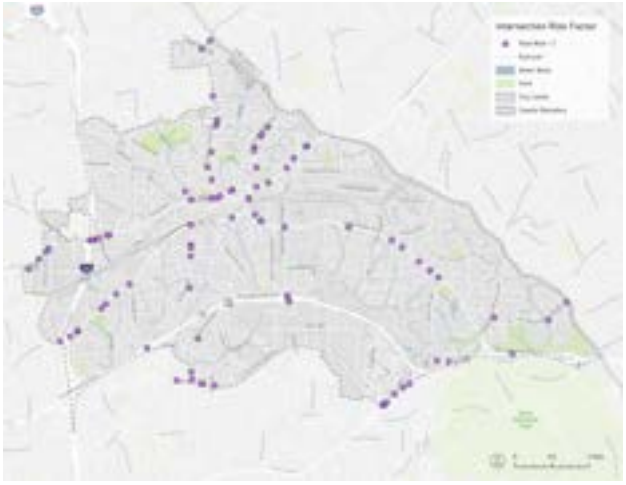
Roadway Departure Risk



Bicycle Risk



Intersection Risk



Note: The risk assessment scores shown here were derived from analysis done by the ARC at the regional scale.

HIGH INJURY NETWORK HIGHLIGHTS

- The HIN represents 10.8% of the roadway network, but 61.9% of the City's crashes, and 72.7% of the City's KSI crashes.
- The HIN covers 23.2 miles of roadway.
- The HIN includes segments along most major roadways, such as I-285, US-78, US-29, and SR 236.

Figure 32. High Injury Network Scoring

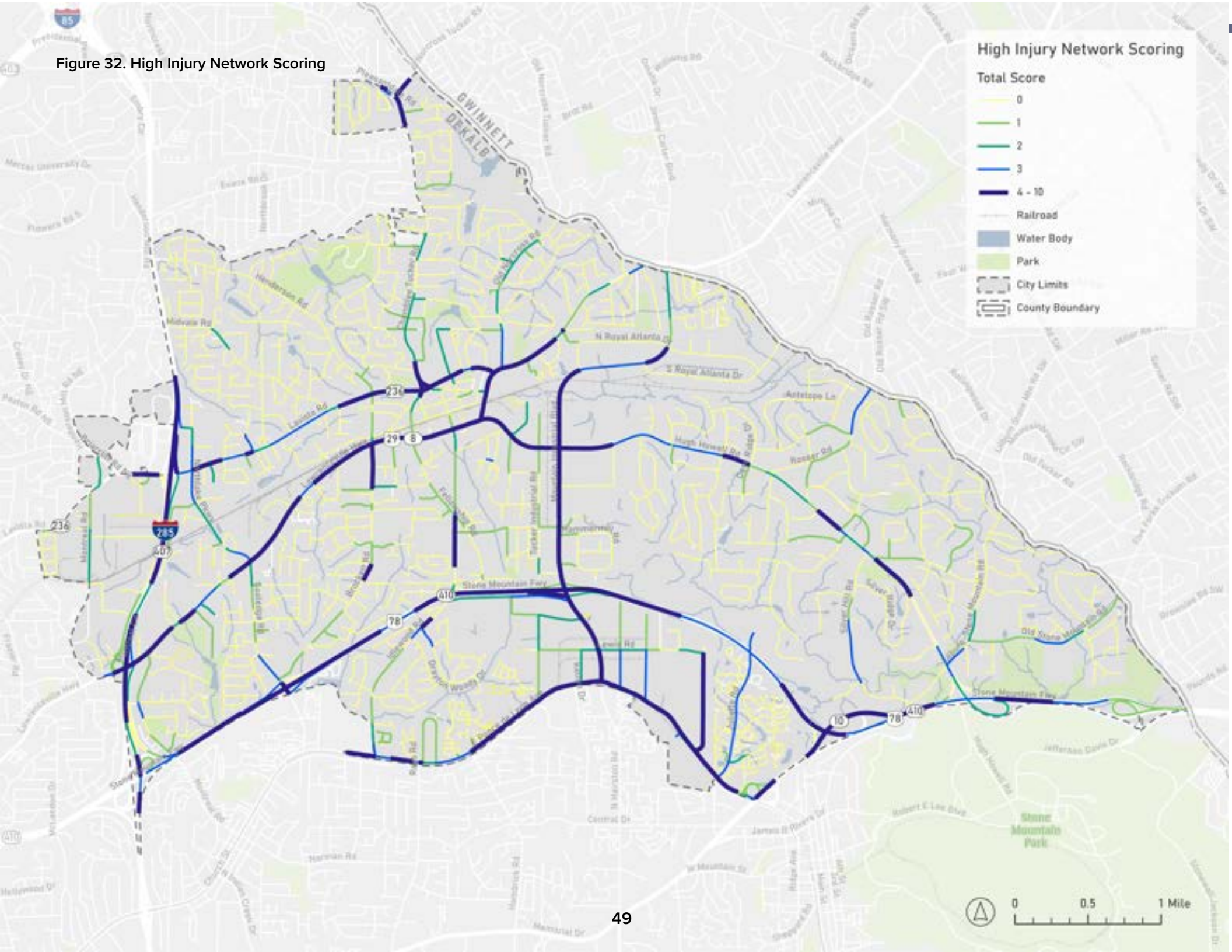
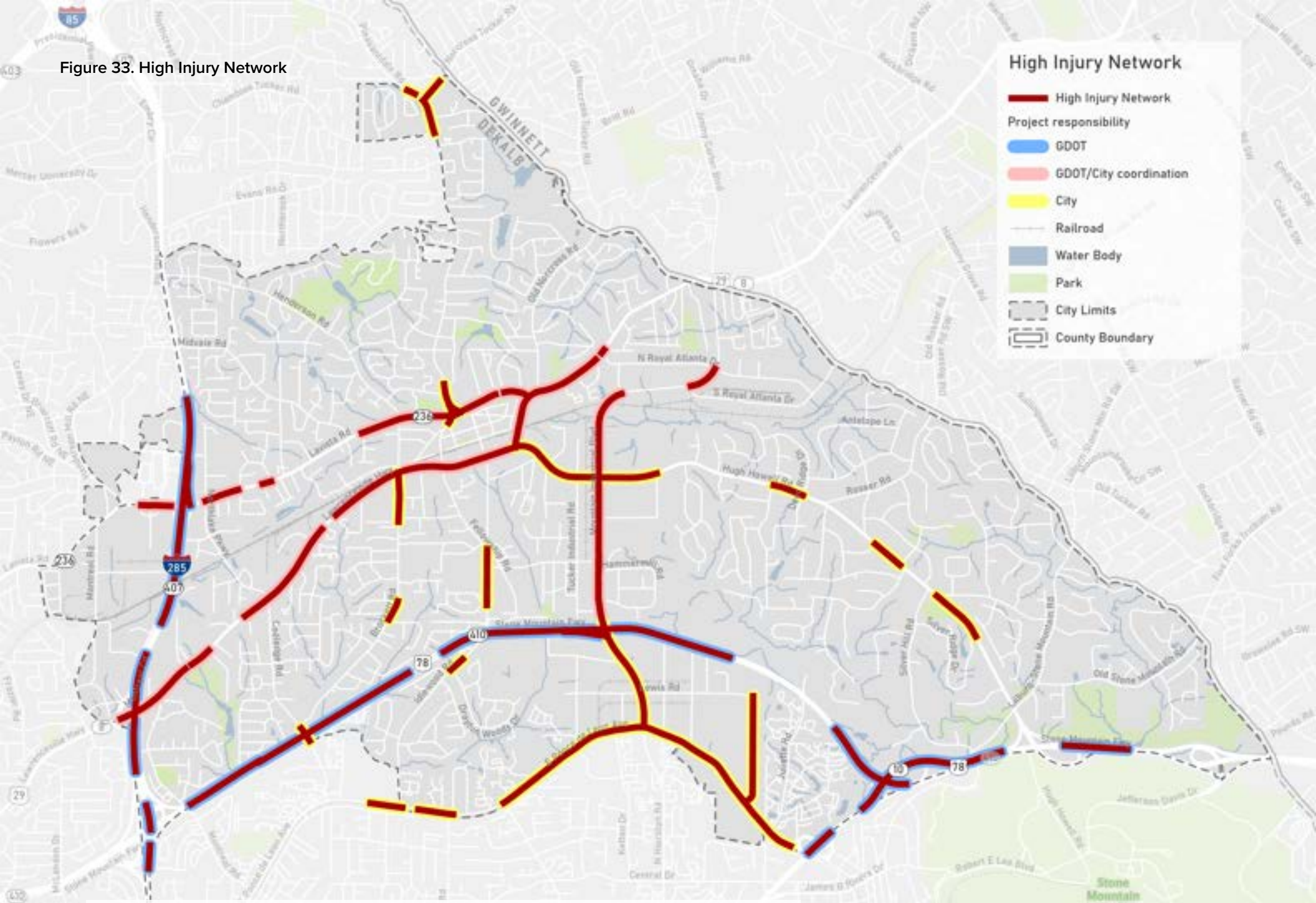


Figure 33. High Injury Network



The final High Injury Network includes corridors with a score of 4 or 5 based on the scoring criteria established by the risk factors.



SECTION III.

WHAT WE HEARD

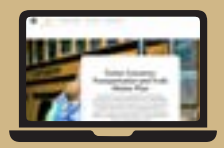
COMMUNITY ENGAGEMENT SUMMARY

The public engagement program included a series of meetings, presentations, and online activities designed to maximize feedback that could drive the plan development.

3 PUBLIC MEETINGS

3 STAKEHOLDER GROUP MEETINGS

PROJECT WEBSITE & ONLINE SURVEY



COUNCIL BRIEFINGS & PRESENTATIONS



Feedback Themes

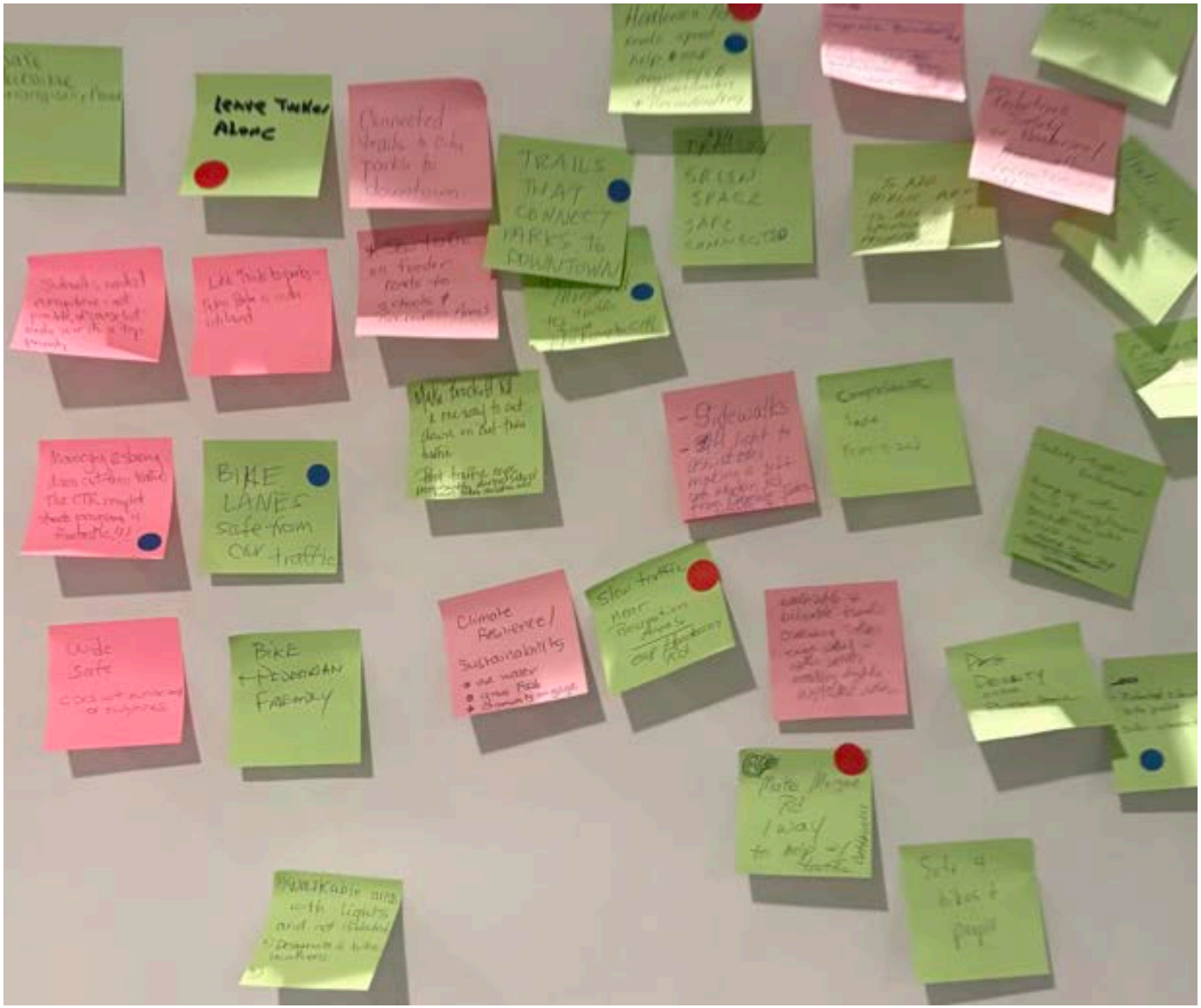
- **Safety is the dominant concern across all modes**, with strong emphasis on traffic calming, safer intersections, improved crossings, speed management, and pedestrian safety—particularly near schools, parks, and along major corridors such as Brockett Rd, Lavista Rd, Lawrenceville Hwy, and Hugh Howell Rd.
- **Strong support for expanding walking and biking networks,** including more and better bike lanes, safe and continuous sidewalks, grade-separated facilities, and neighborhood greenways using low-impact treatments rather than property acquisition.
- **High demand for an expanded and better-connected trail network,** especially in high-traffic areas and to key destinations such as parks, Downtown Tucker, schools, neighborhoods, and Tucker Nature Preserve, with Downtown identified as the top priority for trail investment.
- **Connectivity between neighborhoods, parks, businesses, and Downtown is a priority**, with participants seeking routes that reduce barriers created by high-volume roadways and improve everyday access rather than serving only regional through-travel.
- **Concerns about cut-through traffic and congestion on neighborhood streets**, with calls for coordinated traffic management, redirecting through-traffic to arterials, and balancing traffic flow with community livability.
- **Broad support for targeted corridor improvements,** building on prior studies, with Mountain Industrial Blvd, Cooledge Rd, Henderson Rd, and Hugh Howell Rd consistently identified as high-priority locations.
- **Interest in improved transit access and first-/last-mile connections**, including support for park-and-ride facilities, enhanced bus stop amenities, and exploration of local transit solutions such as shuttles or trolleys to reduce congestion and expand mobility options.
- **Equity, accessibility, and Safe Routes to School are recurring themes**, with requests for ADA-compliant facilities, better lighting, signage, and safety audits at all schools to support families and vulnerable users.
- **Recognition of cost, feasibility, and right-of-way constraints**, with stakeholders acknowledging tradeoffs and expressing support for prioritization, phased implementation, and investments that maximize benefit relative to cost.
- **Growing attention to personal security and enforcement**, particularly on trails and at crossings, with calls for education, signage, enforcement strategies, and long-term consideration of local policing capacity to support safety goals.

TUCKER CONNECTS PUBLIC MEETING #1

A public open house was hosted at Tucker City Hall on March 25th, 2025 from 5:30 PM to 7:30 PM. The meeting offered insight to over 40 participants about the existing conditions analysis of the City. Attendees were engaged in a series of feedback activities and had the opportunity to pose questions about the project.

Participants were asked to share their vision for the future of transportation and trails in the City. Key takeaways from this activity included:

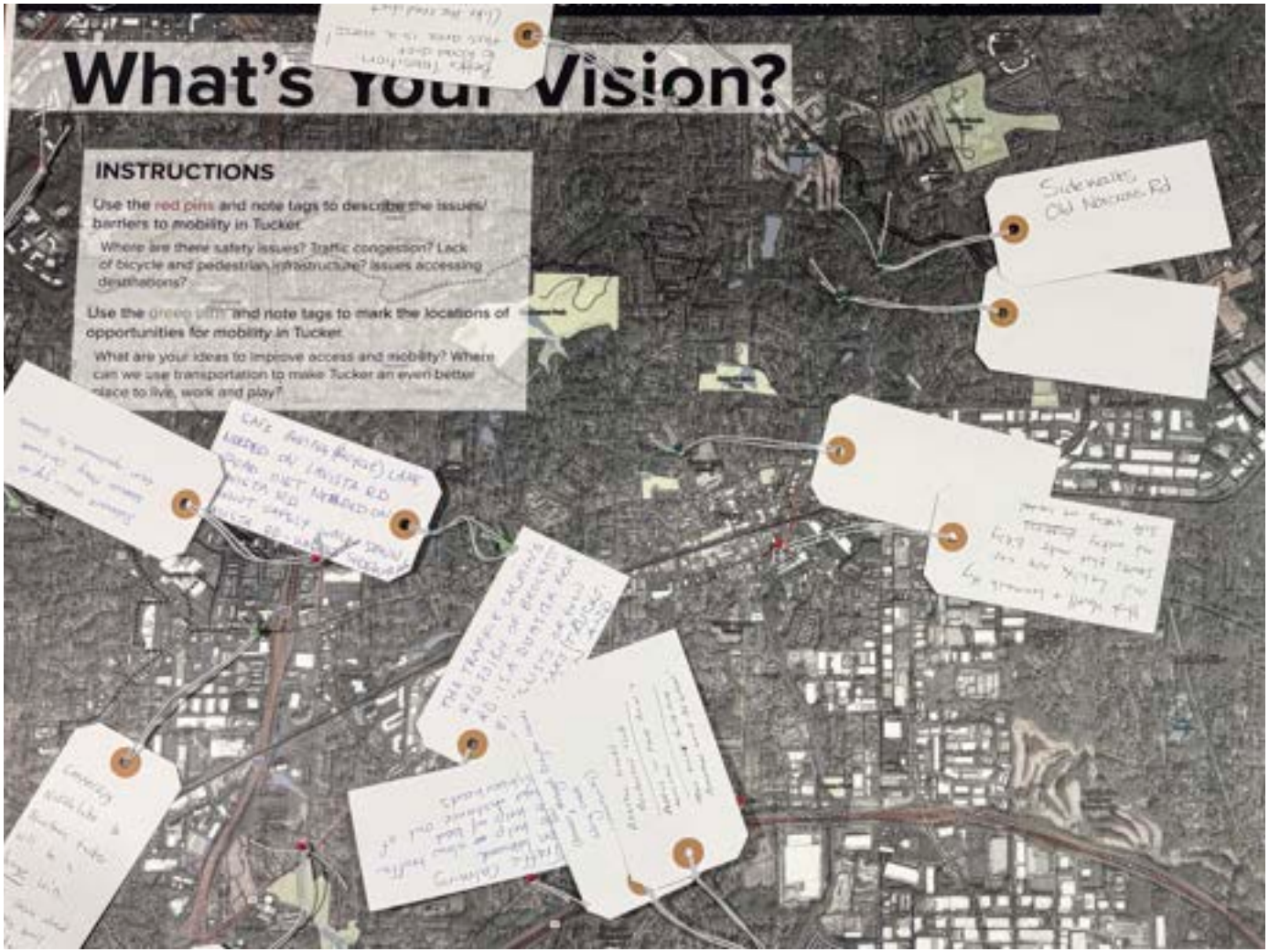
- Increased walking and biking connectivity
- Safety improvements for parks and Downtown Tucker
- Traffic calming along Brockett Road could be modified to also include bike facilities
- Grade-separated walking and biking facilities



Mapping Exercise

Community members participated in a map exercise, identifying mobility issues and opportunities within Tucker.

Many responses noted the need for safety enhancements at intersections, such as including roundabouts and traffic calming at intersections with Old Norcross Rd, enhanced pedestrian crossings at intersections and midblock crossings along Lawrenceville Hwy, and rethinking traffic calming along Brockett Rd to utilize the space for pedestrian and bicycle facilities.



> "There is an opportunity for a safe bike lane and road diet on Lavista Rd. The street is currently unsafe to walk with the current sidewalk width."

> "Hugh Howell Rd and Lawrenceville Hwy are car sewers that make biking and walking dangerous. Safe crossings are needed."

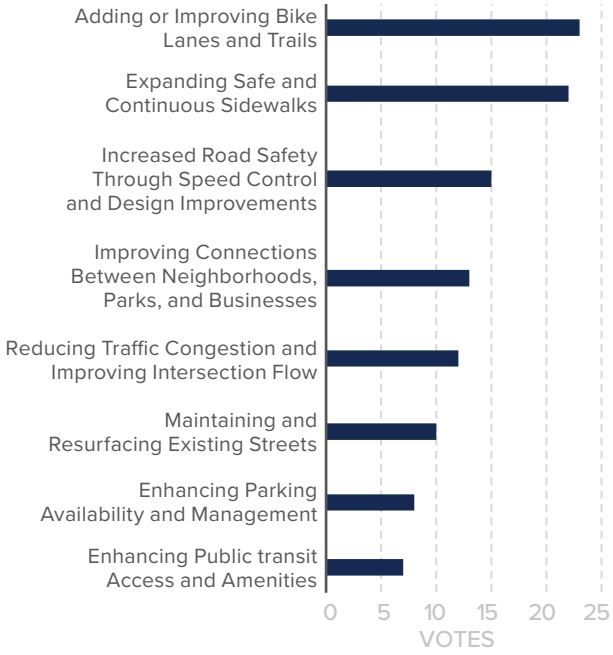
PRIORITY VOTING RESULTS

What are your top priorities for mobility in Tucker?

The first question asked participants to vote on overall mobility priorities. The priorities focused on active transportation received the most votes. The top items were:

1. Adding or improving bike lanes
2. Expanding safe and continuous sidewalks

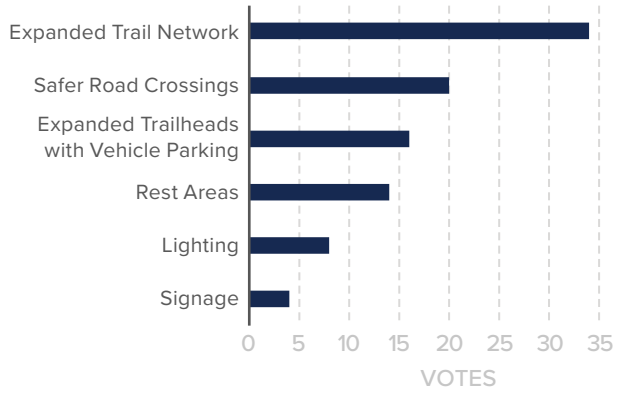
Figure 34. Voting Results: What are your top priorities for mobility in Tucker?



What types of improvements would make you more likely to use the trail network, or to use it more often?

Participants overwhelmingly voted for "Expanded Trail Network" as the top item that would make them use the trail network more often. Other priority improvements are safer road crossings and expanded trailheads.

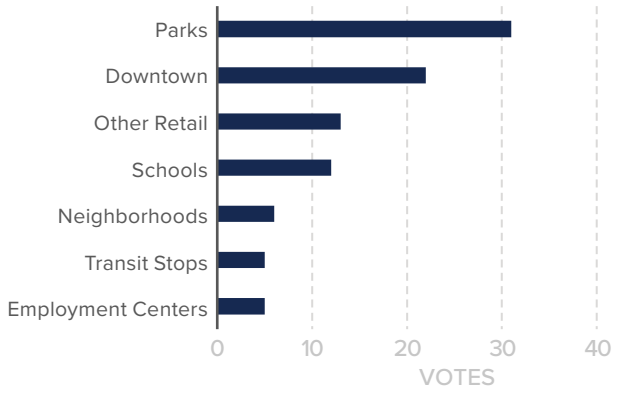
Figure 35. Voting Results: What types of improvements would make you more likely to use the trail network, or to use it more often?



What types of destination are most important to access with the future trail network?

Participants indicated that parks and Downtown should be prioritized destinations along the future trail network. Other important destinations are other retail and schools.

Figure 36. Voting Results: What types of destination are most important to access with the future trail network?

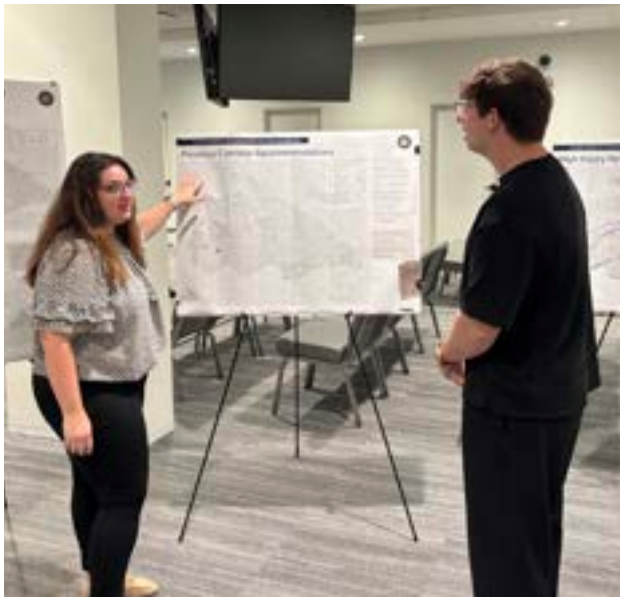


TUCKER CONNECTS PUBLIC MEETING #2

The project team hosted the second public meeting at Tucker City Hall on June 25th, 2025, from 5:00 PM to 7:00 PM. Approximately 60 participants reviewed preliminary ideas and opportunities, and provided feedback.

Several information and activity stations were set up at the open house:

1. What We've Heard—Attendees learned about key takeaways from the initial round of public engagement.
2. Safety—Attendees learned about the high injury network and voted on their priority locations for safety improvements.
3. Corridors and Traffic—Attendees learned about recommendations from previously-adopted corridor studies and voted on which are their highest priority from a citywide perspective.
4. Future Trail Network—Attendees learned about the previously proposed trail network and current implementation efforts. They then shared which segments they would build next, and any additional segments or destinations that should be incorporated into the network.







Previous Corridor Recommendations

Community members reviewed a citywide map of recommendations that were carried over from the recent corridor studies Tucker has done. These included a wide range of recommendation types such as safety countermeasures, access management, crossings, and trails.

Community members placed a dot near corridor improvements that were the highest priority.

Top priority locations include:

- Mountain Industrial Blvd
- Cooledge Rd
- Henderson Rd
- Hugh Howell Rd

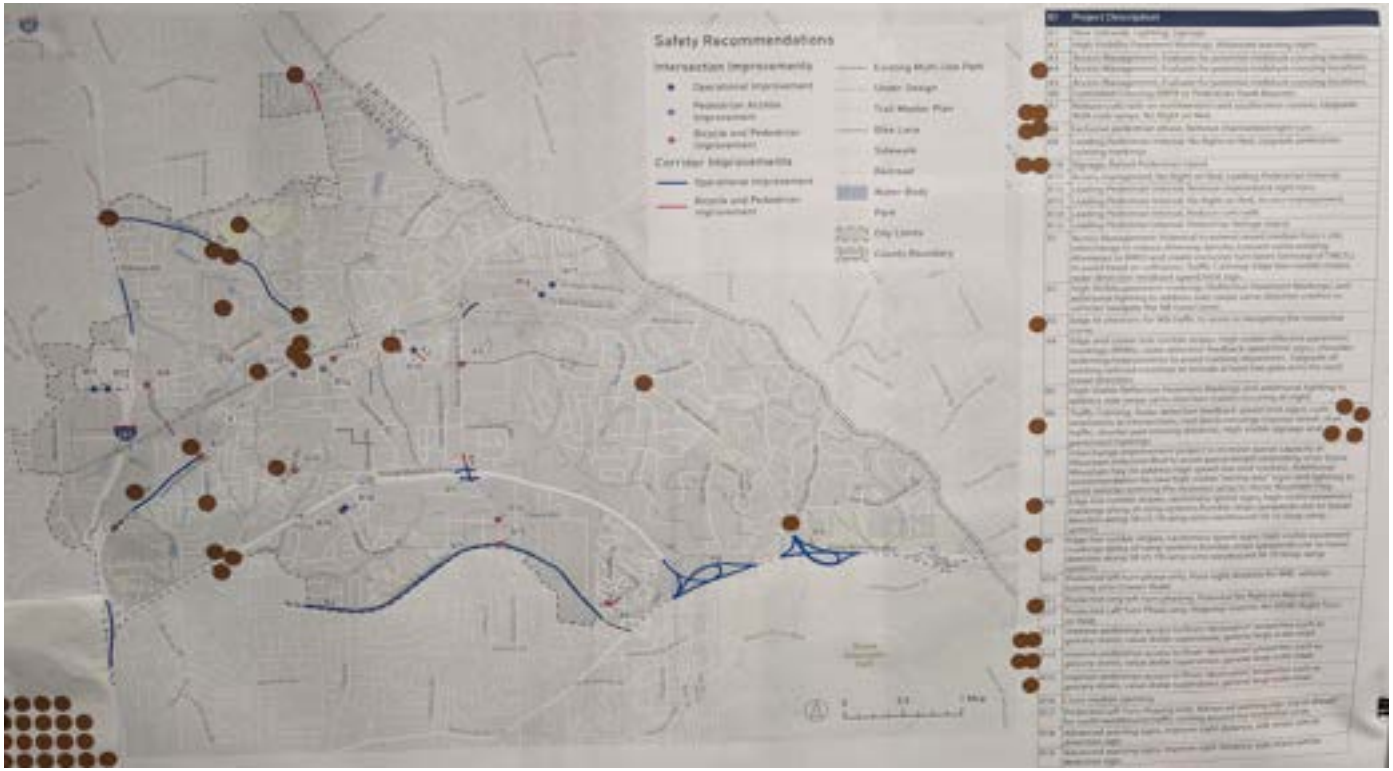


Safety Recommendations

Attendees reviewed the preliminary safety recommendations and placed a dot next to their highest priority safety improvements.

Top-voted safety recommendations included:

- Traffic calming through radar speed signs, curb extensions, mid-block crossings, and high-visibility signs and pavement markings.
- Improving pedestrian access to key destinations.
- Improving pedestrian experience through raised pedestrian islands, signage, ADA curb ramps, and no right on red signs.



Trail Mapping Exercise

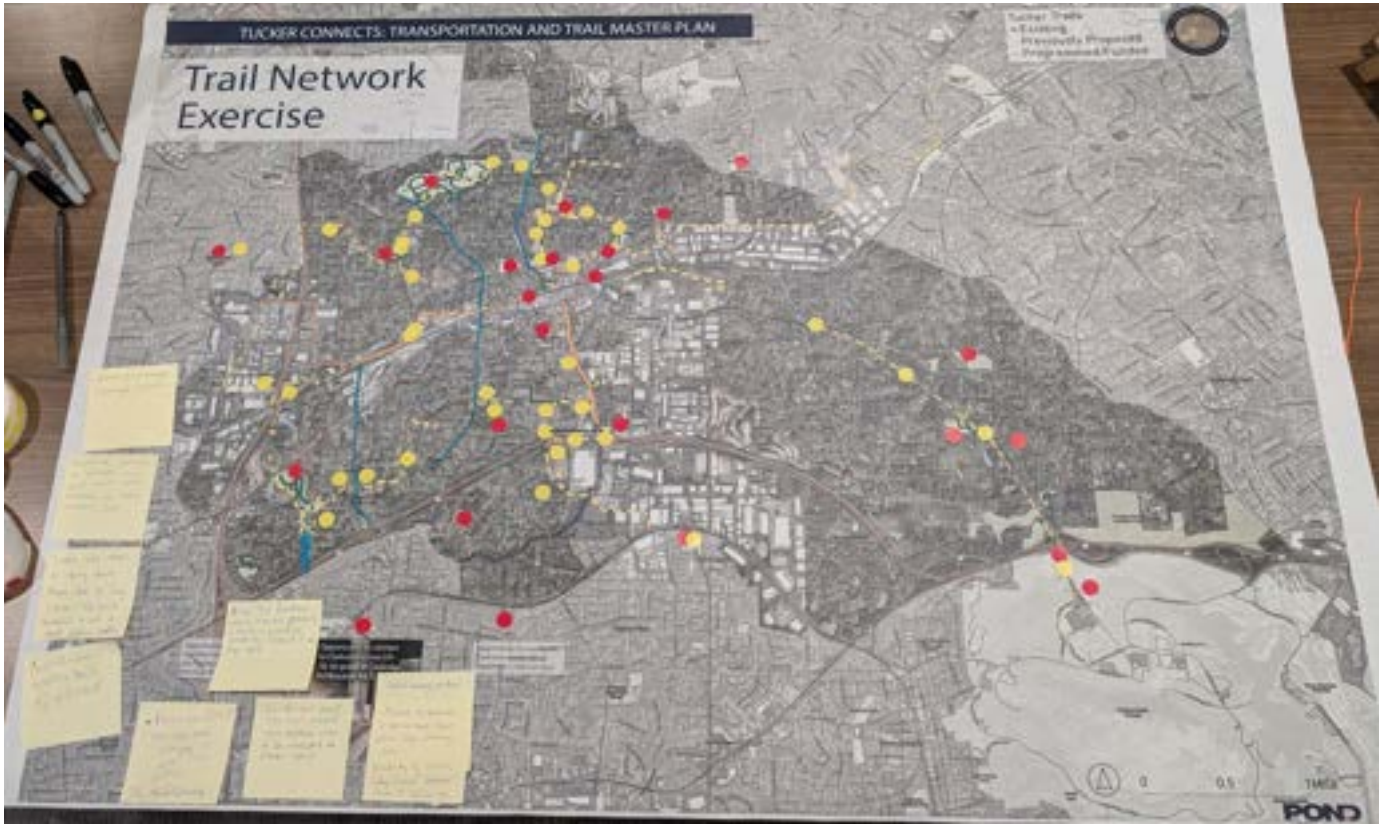
Community members participated in a map exercise, responding to the following questions:

1. What segments of the previously proposed trail network would you build next? (yellow dots)

2. What destinations do you think are underserved in the previously proposed network? (red dots)

3. What new segments would you add? (blue lines)

Many responses noted a need for trail segments in high traffic areas and for trail access to Tucker Nature Preserve.



TUCKER CONNECTS PUBLIC MEETING #3

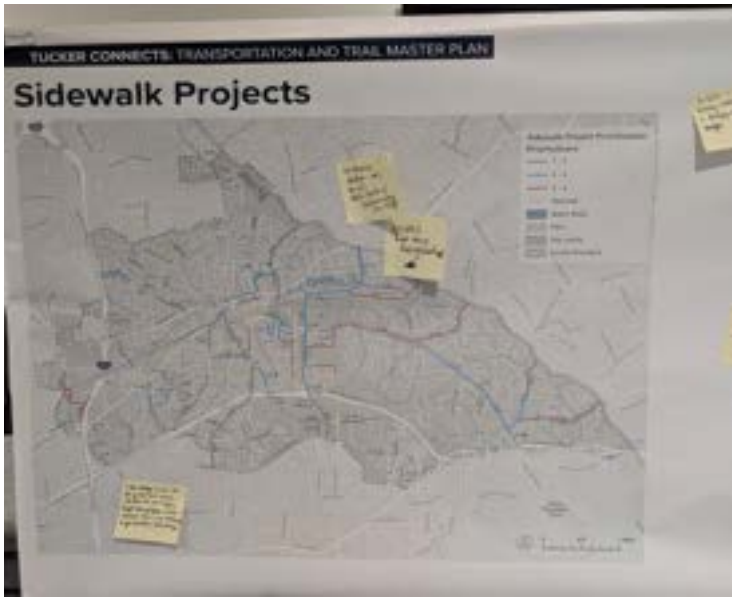
The project team hosted the third and final public meeting at Tucker City Hall on October 21, 2025, from 5:30 PM to 7:30 PM. Approximately 30 participants reviewed the final goals for the plan and project recommendations in the following categories: operational, capacity, sidewalks, and trails.

The final project goals are:

1. Improve Safety Access for All Users
2. Improve Access to Key Destinations
3. Minimize Cost Relative to Benefit
4. Expand the Walking and Biking Network
5. Improve Intersection Flow and Reduce Traffic Congestion

Each project list was developed with these goals in mind and categorized based on project type. Each project received a priority score based on defined criteria. These findings were presented to the public.







Project Feedback

Below is a summary of what we heard, and an explanation for how the comment is addressed in the technical analysis.

Roadway Projects

- Project O-71 – Pleasantdale Rd – Can we integrate more placemaking/gateway improvements here?
- Can we look at a roundabout at Lavista Rd & Lawrenceville Hwy?
  - » This was considered in the traffic alternatives, but it results in low level of service and impacts on adjacent intersections

Sidewalk and Trail Projects

- Why aren't there bike facilities proposed on every arterial/collector?
  - » The trail/bikeway recommendations have incorporated cost and feasibility as a key consideration. Many of Tucker's collector and arterials are highly constrained, with limited available ROW and many utility conflicts. There are also relatively high volumes and/or narrow streets, so there are limited opportunities for road diets to accommodate an on-street bike lane.
  - » Example: Sidewalk on Henderson Rd
  - » How it will be addressed in the report: High-level feasibility assessment documenting major constraints for each of the key arterials/collectors that DO NOT have a bikeway recommendation.
- What is a neighborhood greenway? Are you taking people's front yards to build a trail on local streets?
  - » No, neighborhood greenways are local roads that are formalized as part of the trail/bike network through low-impact treatments like signage and pavement markings.
  - » Example: Local streets between Johns Homestead Park and Brockett Elementary School
  - » How it will be addressed in the plan: Clear definitions and image examples for Shared Use Path vs Neighborhood Greenway
- Kelly Cofer Park Loop – mixed feedback
  - » Some are supportive, want a paved exercise loop somewhere in north half of Tucker
  - » Others are concerned about change to the park
  - » It is already designed
- Foxglove Rd – lots of activity there with school pick-up/drop-off, and concern about introducing more people walking and biking to the mix
- Peachtree Creek Greenway – nice, but not accessible to our neighborhoods to the north
- Would prioritize Idlewood Rd and Brockett Rd

Transit Projects

- Concern over the removal of the Juliette Rd loop
  - » MARTA has been notified, but they are not planning to make any further changes to the NextGen Network before launch in April 2026
- Support for park & ride hub at Mountain Industrial Blvd and US-78
- What can we do as a City to pursue transit enhancements without relying on MARTA?
  - » Coordination with DeKalb County Transit Plan (expected to begin 2026)
  - » Continue to monitor bus stop operations and suggest improvements to MARTA
  - » Support first-last mile connectivity and create transit-supportive land uses

General Comments

- Need Safe Routes to School and/or Safety Audits at all schools
  - » Evaluate pick-up/drop-off operations for potential safety or traffic improvements
- Support for roughly 20-25% of the overall funding plan to be dedicated to trails (roughly $2M per year)`
- What can we do to make the best experience for people who live in Tucker, not just the people cutting through?
- Should we consider a Transportation Bond program to fund additional improvements?

COMMUNITY PARTNERS STAKEHOLDER MEETINGS

Stakeholder Committee Members

MICHAEL HUERKAMP
JACK SMITH
PATRECE KETER
THOMAS LUPO
BARRY SCHRENK
CARL DECKERS
KIMBERLY NESBITT
MARIA DAMIAN
MALISA ANDERSON-STRAIT
NEAL STUBBLEFIELD
EVE SPENCER
AUGUSTINA DAMIAN
CHUCK ABBOTT
JACQUELINE GARCIA
LOIS SHINGLER

The stakeholder committee met three times throughout the project's duration to discuss public engagement, share input, comment on alternatives, and confirm final recommendations and phasing.

Meeting 1 (March 6th, 2025)

The first stakeholder meeting was held on March 6th, 2025. Stakeholders attended to kickoff the project, offer their viewpoints, and ask key questions.

A brief stakeholder survey revealed that many respondents were families, with safety emerging as the primary concern. While few participants identified as cyclists or public transit users, a significant portion reported walking as their primary mode of transportation. Key priorities identified included: enhancing public transit and trail facilities, expanding safe and continuous sidewalk networks, reducing traffic congestion, and improving overall connectivity. Stakeholders ranked parks, neighborhoods, and Downtown as the highest-priority access destinations. Other desired improvements included safer roadway crossings, additional lighting, and expansion of the trail network.

There were conflicting perspectives regarding past traffic calming efforts along Brockett Rd. The importance of incorporating a Safe Routes to School (SRTS) program was emphasized. These concerns were affirmed by explaining that the planning process will be data-driven, with safety as the primary consideration.

Meeting 2 (June 26th, 2025)

The second stakeholder meeting was held on June 26, 2025, which included seven key discussion topics: engagement updates; safety and cut-through traffic; coordinated traffic management; trails, connectivity, and neighborhood reconnection; speed and traffic calming; traffic control technologies; and enforcement and education.

Majority of the discussion focused on concerns pertaining to safety and cut-through traffic. One primary concern was the potential safety impacts of motorists using neighborhood streets as cut-through routes, and more specifically how that affects pedestrian safety. Some proposed solutions involved an integrated trail loop to enhance connectivity and redirecting through traffic to arterials.

The discussion surrounding traffic management emphasized the desire for comprehensive transportation network improvements to reduce congestion and community needs comprehensively. Other community needs focused on improving trail loop connectivity and enhancing access to public transit.

Several locations, including Midvale Rd, were identified as key segments for additional signage as a countermeasure for speeding to improve pedestrian safety.

Meeting 3 (September 17, 2025)

The third stakeholder meeting was held on September 17, 2025. There were 13 members in attendance to discuss street network recommendations and trail projects prioritization.

Stakeholders were given a presentation on recommendations for sidewalks, transit, streets, and intersections before participating in a prioritization activity while engaging in a discussion. This discussion revealed both transit and trail priorities regarding funding, safety, and community feasibility. For transit solutions, committee members expressed interest in establishing a shuttle service or trolley system to increase availability and accessibility. The group identified the need for significant local funding for projects along State Routes and the possibility of state support. Transit access was identified as a key element for reducing traffic congestion through Transportation Demand Management (TDM) and mode shift strategies which would be used in addition to enforcement measures like a Safety Task Force and education campaigns and programs. The committee was able to identify 12 priority transit projects.

Trail project discussions concentrated on identifying connections to the Clarkston Greenway. Currently there are limited feasible routes because of culvert and right-of-way challenges. The City is considering bridges or sidepaths as alternate routes. Cooledge Rd was also identified as a formerly constrained area due to small front yards, high cost, and prior community opposition. Group members did express that they consider sidepaths to be a safer and more acceptable option for alternative solutions. The committee identified Downtown Tucker as the top destination for trail investment.

Safety and security also emerged as key concerns, especially regarding pedestrian safety. A major area of concern is focused on the student crossings on Lavista Rd and reports of crime near Juliette Rd. This highlighted a need to integrate personal security into existing and future trail design. This can be accomplished through safety-oriented trail signage, education campaigns, and expanded law enforcement strategies. One challenge identified at this meeting was the community's desire for increased law enforcement presence and public safety resources. The City of Tucker is one of six metro Atlanta cities without a local police department. During stakeholder discussions, the potential establishment of a police department was identified as one option for providing a more direct approach to addressing public safety and security concerns and improving operational efficiency. This plan does not endorse the creation of a police department but documents stakeholder input received during the planning process.



SECTION IV.

RECOMMENDATIONS

PROJECT IDENTIFICATION

PROJECT SOURCES

Previous Studies

The project identification process started with a review and analysis of previous studies completed in Tucker. This included city-wide plans, corridor studies, and more localized intersection analyses. As this study focuses on roadway, sidewalk, and trail projects, recommendations related to these types of improvements were gathered, assessed, and carried over into the plan recommendations. Project types gathered from previous studies include:

- Capacity (Roadway): Widening and new roadway projects previously identified to improve roadway capacity
- Operational (Roadway): A wide range of safety and operational improvements ranging from lighting enhancements, to new crossings, to access management.
- Sidewalk: New sidewalk facilities, as well as repair projects
- Trail: Planned trail network
- Transit: Bus stop reconfigurations and potential new service
- Maintenance: Identification of deficiencies such as pavement condition and signage needs

New Analysis

Following the review of previous studies, new analysis was performed to understand network functioning, remaining gaps in the recommended improvements, and opportunities to implement Complete Street elements.

Sidewalk Network

A gap analysis was performed to identify additional deficiencies in the existing sidewalk network and recommendations. Safety analysis was also performed during this stage to highlight areas that may pose a particular safety risk to active mode users.

Table 10. Project Types by Identification Method

	PREVIOUS PLANS & STUDIES	SAFETY ANALYSIS	TRAFFIC CAPACITY ANALYSIS	ACTIVE TRANSPORTATION ANALYSIS
Roadway	●	●	●	
Sidewalk	●	●		●
Trail	●	●		●
Transit	●			
Maintenance	●			

Trail Network

In conjunction with the additional sidewalk analysis, a gap analysis was performed to understand potential improvements to the previously proposed trail network. Safety analysis related to trail users was also performed to identify particular locations where trail infrastructure can improve safety.

Traffic Capacity Analysis

The analysis of roadway functionality included traffic counts at selected locations, traffic forecasting, alternatives analysis, and preferred alternative recommendations. The forecasting process consisted of estimating year 2050 AM and PM peak hour volumes by applying a series of growth rates to collected TMC data. Recommended improvements at study intersections were developed after a review of the alternatives analysis results as well as consideration of other factors such as crash risk, project cost, right-of-way impacts, and constructibility. More details on this traffic analysis are available in Appendix B: Traffic Alternatives Analysis Memo.

WHAT ARE COMPLETE STREETS?

Complete Streets policy is the principle that all roadways should accommodate all anticipated users. This means that all roads where walking and biking is anticipated should have safe, comfortable accommodations for those users by incorporating proven safety measures into roadway design.

WHY ARE COMPLETE STREETS IMPORTANT?

By requiring streets to be planned, designed, and operated to accommodate pedestrians, bicyclists, transit riders, motorists, and people of all ages and abilities, Complete Streets shift the focus of transportation design from moving vehicles quickly to prioritizing safety and human life.



Example of Complete Street improvement. (Source: Smart Growth America)

HOW DOES THIS PLAN PROVIDE COMPLETE STREETS?

The plan recognizes that while Tucker's roadway network has historically been designed primarily for vehicles, these corridors are also the pathways residents rely on for transportation. However, many key corridors still lack continuous pedestrian facilities, dedicated bicycle infrastructure, and safe multimodal crossings.

Sidewalk and trail recommendations were identified in this plan as a way to implement Complete Street improvements on key roadways throughout the City. These recommendations prioritize streets that show a high active transportation demand, high vehicle volumes and speeds, and significant crash history, helping to safely accommodate all roadway users.

The graphic below highlights the facilities recommended in this plan that will create Complete Streets in Tucker through the development of sidewalks, on-street bike facilities (bike lanes and neighborhood greenways), and trails.



DESIGN GUIDANCE

There are a number of facility types that can be implemented as part of a complete street, as each design is dependent on the local context and needs of users. Possible facility types include sidewalks, bike lanes, bus lanes, accessible transit stops, median islands, pedestrian signals, roundabouts, as well as others. Feasibility studies should be completed for each recommended complete street corridor to determine specific needs for implementation.

Figure 37. Elements of a Complete Street

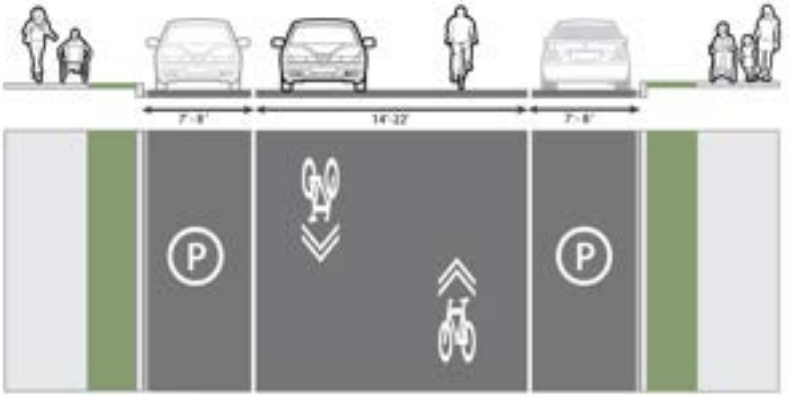


** FHWA Proven Safety Countermeasure*
Source: ARC Complete Streets Workbook

RECOMMENDED CROSS-SECTIONS

As a part of this plan, recommended cross-sections for Neighborhood Greenway and Shared use path facilities were developed to provide a reference for implementation. More information on the recommended design of the facilities can be found starting on page 93.

NEIGHBORHOOD GREENWAY



SHARED USE PATH

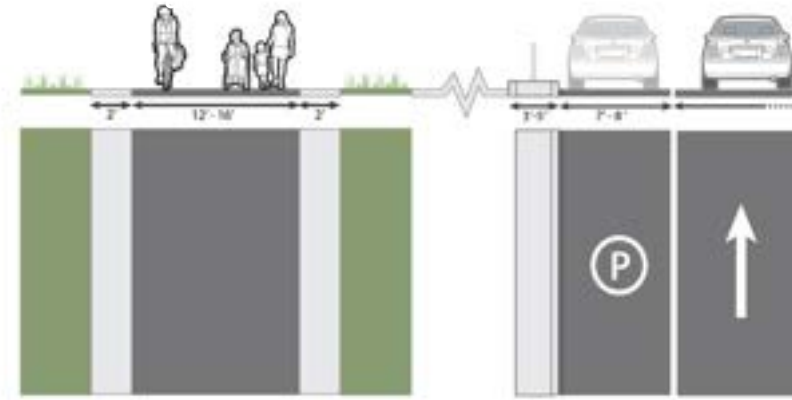


Table 11. Project Types by Category

PROJECT CATEGORY	PROJECT TYPE	DESCRIPTION	COMPLETE STREETS ELEMENT
Capacity	New Roadway	Construction of new roadway segment.	
	Widening	Addition of one lane in each direction along a roadway segment.	
Operational	Access Management	Improvements to the design and control of entry and exit points along a roadway corridor.	
	Intersection Geometry	Changes to intersection radii or alignment.	
	Lane Improvement	Changes to roadway lanes without widening the roadway.	
	Signal Improvement	Changes to signal equipment or timing.	
	Signing and Marking Improvement	Improvement to signage or roadway markings to improve operations or visibility.	
	Railroad Crossing Improvement	Upgrades to infrastructure for roadway or pedestrian traffic at public, at-grade railroad crossings.	
	Roadside Improvement	Improvements or implementation of roadside features, such as guard rails, edgeline rumble strips, and striping.	
	Pedestrian Crossing Improvement	New crossing location or improvement to existing crossing infrastructure, such as curb ramps or crosswalks.	●
	Lighting Improvement	Improved lighting infrastructure, either road or pedestrian scale.	
	Freight Improvement	Improvements to a roadway or intersection to better serve functioning for large commercial vehicles, such as turning movements.	
	Speed Management	Changes to infrastructure to reduce speed of vehicles in areas where speeding is common.	
	Safety and Security	Changes to infrastructure to ensure safety and security in locations where specific dangerous behavior has been observed in vehicles.	
	Further Study	Additional study recommended to analyze specific aspects of a roadway or intersection that may require future improvement.	
Sidewalk	New Sidewalk	Construction of new sidewalk segment, typically 4-6 feet wide.	●
	Sidewalk Repair	Fixing damaged sidewalk section, such as cracks, trip hazards, and crumbling.	●
Maintenance	Paving	Repaving of and spot improvements to road surfaces.	
	Striping	Restriping and updates to existing roadway striping.	
	Utilities	Changes to existing utility infrastructure.	
	Signal	Changes to signal equipment or timing.	
	Signing and Marking	Improvement to signage or roadway markings.	
	Vegetation	Maintenance on areas of overgrowth.	
	Pedestrian Crossing	Changes to existing pedestrian crossing infrastructure, such as ADA ramps.	●
	Lighting	Changes to existing lighting.	
	Roadside	Changes to existing roadside features, such as guard rails, drainage, and railings.	

PROJECT CATEGORY	PROJECT TYPE	DESCRIPTION	COMPLETE STREETS ELEMENT
Trail	Shared-Use Path	A paved path wide enough to accommodate pedestrians and bicyclists, typically 8-10 feet wide.	●
	Neighborhood Greenway	A treatment of various biking infrastructure, such as pavement markings and signage, that is implemented within public right-of-way on low traffic roadways.	●
	Shared Street	Streets that accommodate pedestrian, bicyclist, and car traffic; foster pedestrian activities like outdoor dining; and are a destination of the trail system.	●

NOTE ON SAFETY-DRIVEN PROJECTS

There is no standalone "safety" category for projects, because safety countermeasures and specific safety-driven projects are integrated throughout all categories. Projects that were identified as safety-driven projects are those that provide one or more proven safety countermeasures, as identified by FHWA. Examples include corridor access management, dedicated turn lanes, walkways, and crosswalk visibility enhancements, among others.

In order to achieve Tucker's vision zero goals, safety should be woven into implementation of all capital and maintenance projects. New operational safety projects were added based on the crash history and crash risk analysis, but safety countermeasures are also integrated to the other project categories. Projects that include specific safety countermeasures are identified as "Safety Driven" in Table 12, Table 13, Table 14, and Table 17.

PROJECT RECOMMENDATIONS

Capacity Improvements

The following map and table highlight capacity improvements identified across the City. Intersection capacity improvements include changes to intersection design. Corridor-wide projects include widening and new roadway connections.

Figure 38. Capacity Recommendations

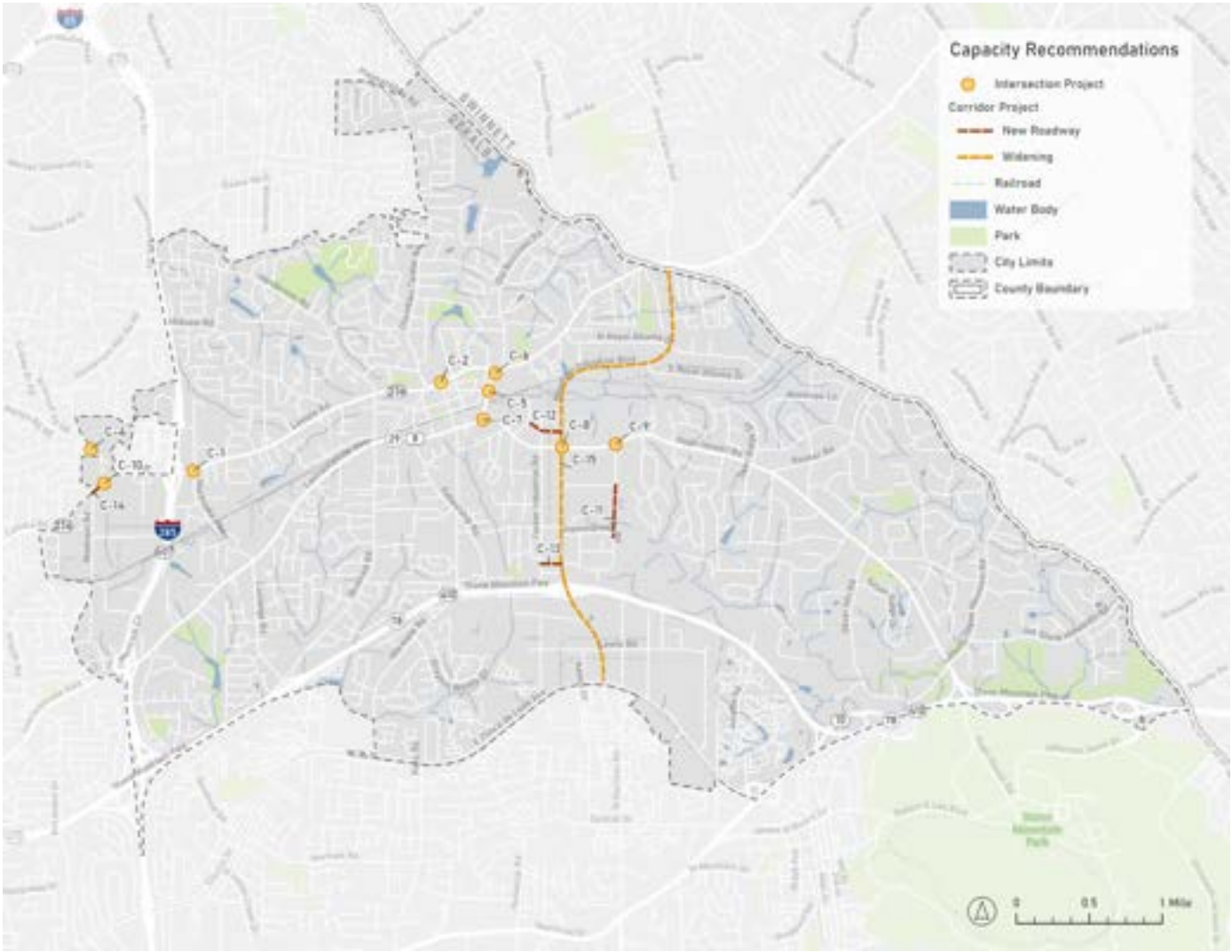


Table 12. Capacity Projects

ID	ROAD OR INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE	PROJECT DESCRIPTION	SAFETY DRIVEN
C-1	Northlake Pkwy at GA-236 LaVista Rd	-	-	Intersection Capacity Improvement	Install Additional Westbound Through Lane along LaVista Rd; Leading Pedestrian Intervals, Remove channelized right turn.	●
C-2	Main St at GA-236 LaVista Rd	-	-	Intersection Capacity Improvement	Install Southbound Right Turn Lane along Tucker High School Driveway; Perform a Detailed Study of School Traffic and Consider Shifting Traffic Flow to the Access Point on Chamblee-Tucker Road with a Potential Signalized Intersection	●
C-4	Henderson Mill Rd at Briarcliff Rd NE	-	-	Intersection Capacity Improvement	Install Eastbound Right Turn Lane along Briarcliff Rd	●
C-5	GA-8 Lawrenceville Hwy at Lynburn Dr	-	-	Intersection Capacity Improvement	Install Southbound Right Turn Lane along Lawrenceville Highway	●
C-6	GA-8 Lawrenceville Hwy at GA-236 LaVista Rd	-	-	Intersection Capacity Improvement	Install Northbound Dual Left Turn Lanes along Lawrenceville Hwy; Convert Southbound Right Turn to Signal Controlled Dual Right Turn Lanes with Overlap Phase	●
C-7	GA-8 Lawrenceville Hwy at Hugh Howell Rd	-	-	Intersection Capacity Improvement	Install Dual Westbound Right Turn Lanes along Hugh Howell Rd; Close South Intersection Leg (with the Exception of the Eastbound Right Turn Movement), Redirect Traffic to Other Access Points; Provide Overlap Phase for Southbound Right Movement	
C-8	Mountain Industrial Blvd at GA-236 Hugh Howell Rd	-	-	Intersection Capacity Improvement	"[Install Eastbound Right Turn Lane along Hugh Howell Rd; Install Dual Northbound and Southbound Dual Left Turn Lanes along Mountain Industrial Blvd (PI 0015216)] Install Southbound Right Turn Lane along Mountain Industrial Blvd; Install Leading Pedestrian Interval; No Right on Red; Provide pm+Overlap Phasing for Eastbound Right Turn Movement along Hugh Howell Rd Upgrade pedestrian crossing markings."	●
C-9	Flintstone Dr at Hugh Howell Rd	-	-	Intersection Capacity Improvement	Convert Eastbound Right Turn Lane along Hugh Howell Rd to a Shared Through-Right Lane, Taper Down to Two Lanes East of Flintstone Dr	

ID	ROAD OR INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE	PROJECT DESCRIPTION	SAFETY DRIVEN
C-10	GA-236 LaVista Rd at Henderson Mill Rd	-	-	Intersection Capacity Improvement	Extend Median along Henderson Mill Road an additional 75 feet to the North and Convert the Development Driveways on the East and West Sides of the Road to RIRO only.	●
C-11	New Roadway	Hammermill Rd	Flintstone Dr	New Roadway	New connection between Hammermill Road and Flintstone Drive at Granite Drive	
C-12	New Roadway	Mountain Industrial Blvd	Tucker Industrial Rd	New Roadway	New Roadway Connection between MIB and Tucker Industrial	
C-13	New Roadway	Mountain Industrial Blvd	Tucker Industrial Rd	New Roadway	New Roadway Connection between MIB and Tucker Industrial	
C-14	Montreal Rd (west)	LaVista Rd	Henderson Mill Rd	New Roadway	Construct a new roadway that connects Montreal Rd W, via a route around development in southeast quadrant of the intersection, to Henderson Mill Rd; Reconstruct the signalized intersection of SR236 at Henderson Mill Rd. Convert Montreal Rd @ SR236 to RIRO	
C-15	Mountain Industrial Blvd	Tucker City Limit	Tucker City Limit	Widening	Widen MIB to 6 lanes	

Operational Improvements

Operational improvements were recommended at a number of intersection and corridor-wide locations throughout the City. Each project includes a specific combination of project types, aimed at improving specific operational issues that are present at each location. Table 13 details the types of projects that are recommended at each project location. More detailed project descriptions can be found in Appendix C.

Figure 39. Operational Recommendations

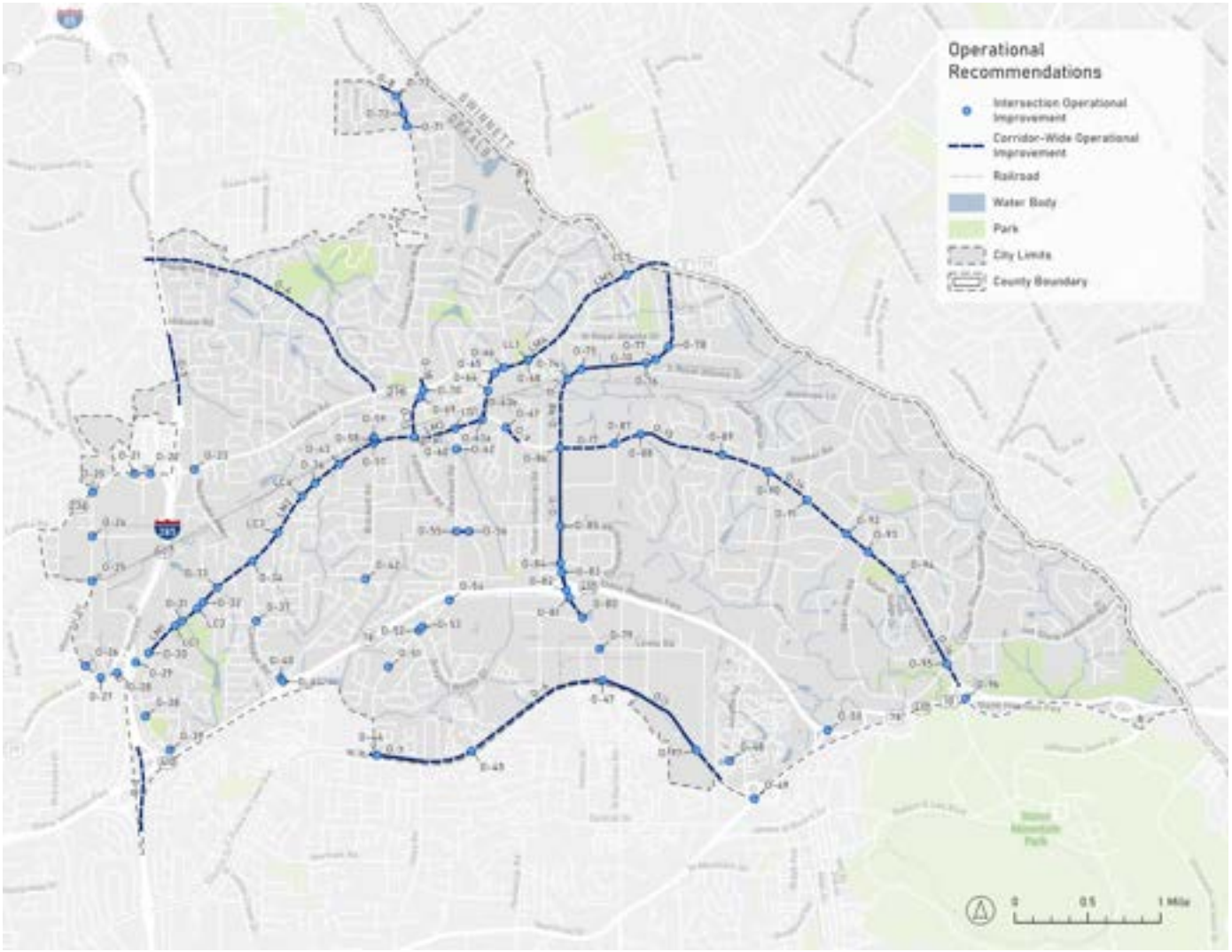


Table 13. Operational Projects

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													SAFETY DRIVEN
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-1	E Ponce de Leon Ave	Mountain Industrial Blvd	Rock Mountain Blvd							X							
O-2	I-285 NB	US-78 to I-285 NB Ramp	US-78 to I-285 SB Ramp					X				X					●
O-3	Mountain Industrial Blvd	Tuckerstone Pkwy	End of bridge					X									●
O-4	E Ponce de Leon Ave	Idlewood Rd	Juliette Dr					X	X	X							●
O-5	I-285	Midvale Rd	Northlake Pkwy Exit Ramp					X				X					●
O-6	Henderson Rd	City Limit	LaVista Rd		X			X			X						●
O-7	E Ponce de Leon Ave	Idlewood Rd	Rays Rd					X									●
O-8	Pleasantdale Rd	Shadow Walk Ln	Chamblee-Tucker Rd	X							X						●
O-9	Hugh Howell Rd	Cowan Rd	Wendy's Driveway	X													●
O-10	Mountain Industrial Blvd	N Royal Atlanta Dr	Tuckerstone Pkwy			X											●
O-11	Mountain Industrial Blvd	US-78 Ramps	Hugh Howell Rd	X	X												●
O-12	Elmdale Dr	Idlewood Rd	Fellowship Rd	X													
O-13	Fellowship Rd	Lawrenceville Hwy	LaVista Rd														●
O-14	Hugh Howell Rd	Mountain Industrial Blvd	US-78 Ramp		X			X						X		X	●
O-15	Hugh Howell Rd	West of Mountain Creek Dr	Marthasville Ct					X									●

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													SAFETY DRIVEN
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-16	Hugh Howell Rd	Stone Creek Dr	Lilburn Stone Mountain Rd			X											●
O-17	Hugh Howell Rd	Mountain Industrial Blvd	Flintstone Dr	X													●
O-18	Fellowship Rd	LaVista Rd	Chamblee-Tucker Rd			X											
O-20	SR 236 at Montreal Rd W	-	-	X	X		X	X			X		X				●
O-21	SR 236/LaVista Rd at Ranchwood Dr	-	-					X									●
O-22	SR 236/LaVista Rd at Parklake Dr	-	-					X									●
O-23	SR 236/LaVista Rd at Northlake Pkwy	-	-								X						●
O-24	Montreal Rd W at Montreal Industrial Way	-	-			X											●
O-25	Montreal Rd W at RR Crossing	-	-						X								●
O-26	Montreal Rd W at Montreal Cir S	-	-			X					X						●
O-27	Lawrenceville Rd at Montreal Rd W	-	-			X					X						●
O-28	Lawrenceville Hwy at I-285 SR Ramp	-	-				X										
O-29	Lawrenceville Hwy at I-285 NB Ramp	-	-		X												
O-30	Lawrenceville Hwy at Montreal Rd E	-	-		X		X				X	X					●
O-31	Lawrenceville Hwy at Lovely Ln	-	-								X						●

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													SAFETY DRIVEN
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-32	Lawrenceville Hwy at St Lawrence Cove	-	-								X						●
O-33	Lawrenceville Hwy at Terri Lynn Ct	-	-								X						●
O-34	Lawrenceville Hwy at Cooledge Rd	-	-	X	X	X							X				●
O-36	Lawrenceville Hwy at Shady Ln W	-	-								X						●
O-37	Cooledge Rd at Bishop Dr/ Gloucester Dr	-	-		X												●
O-38	Montreal Rd E at Alcan Way	-	-								X						●
O-39	Montreal Rd E at Juneau Ct	-	-			X											●
O-40	Cooledge Rd at Brockett Rd	-	-		X	X	X				X						●
O-41	SR 410 at Brockett Rd	-	-				X	X			X	X				X	●
O-42	Brockett Rd at Oak Crest Dr/Roman Ct	-	-								X						●
O-43	Lawrenceville Hwy at Shady Ln E	-	-								X						●
O-44	Idlewood Rd at E Ponce de Leon Ave	-	-		X						X						●
O-45	East Ponce de Leon Ave at Hambrick Rd	-	-	X			X	X			X	X				X	●

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													SAFETY DRIVEN
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-47	E Ponce de Leon Ave at Mountain Industrial Blvd/N Hairston Rd	-	-	X		X	X				X	X					●
O-48	Juliette Rd at Stone Mill Way/Wood Bend Dr	-	-	X				X			X	X					●
O-49	SR 10 at E Ponce de Leon Ave	-	-		X	X	X					X					●
O-50	SR 410 at SR 10	-	-			X		X		X		X					●
O-51	Idlewood Rd at idlewood Elementary School	-	-		X						X						●
O-52	Idlewood at Cedar Knoll Dr	-	-					X									●
O-53	Idlewood at Drayton Woods	-	-					X									●
O-54	Idlewood Rd at Sarr Pkwy	-	-		X		X				X						●
O-55	Idlewood Rd at Elmdale Dr	-	-								X						●
O-56	Fellowship Rd at Elmdale Dr	-	-		X												
O-57	Lawrenceville Hwy at Brockett Rd	-	-	X	X		X	X			X						●
O-58	Brockett Rd at RR Crossing	-	-						X								●
O-59	Brockett Rd at Moon St/Railroad Ave	-	-		X		X		X	X							●

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													SAFETY DRIVEN
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-60	Lawrenceville Hwy at Fellowship Rd	-	-	X	X	X					X						●
O-61	Lawrenceville Hwy at Idlewood Rd	-	-	X		X		X									●
O-62	Idlewood Rd at Cowan Rd	-	-		X												●
O-63	Lawrenceville Hwy at Hugh Howell Rd	-	-	X	X	X	X	X			X						●
O-64	Lawrenceville Hwy at Lynburn Dr	-	-			X											●
O-65	Lawrenceville Hwy at LaVista Rd	-	-	X		X											●
O-66	Lawrenceville Hwy at Old Norcross Rd	-	-			X	X										
O-67	Hugh Howell Rd at Cowan Rd	-	-					X									●
O-68	Lawrenceville Hwy at Cofer Crossing	-	-	X			X									X	
O-69	Fellowship Rd at 2nd Street	-	-	X													●
O-70	Fellowship Rd at LaVista Rd	-	-		X	X		X									●
O-71	Chamblee-Tucker Rd at Tucker Norcross Rd	-	-	X		X	X			X	X	X					●
O-72	Tucker Norcross Rd at Britt Rd	-	-	X			X					X	X			X	●
O-73	Pleasantdale Rd at Tucker Norcross Rd	-	-	X	X		X	X				X				X	●

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													SAFETY DRIVEN
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-74	Mountain Industrial Blvd at RR Crossing	-	-								X						●
O-75	Mountain Industrial Blvd at Tuckerstone Pkwy	-	-					X									●
O-76	Mountain Industrial Blvd at S Royal Industrial Dr	-	-			X											●
O-77	Mountain Industrial Blvd east of S Royal Atlanta Dr	-	-	X													●
O-78	Mountain Industrial Blvd at N Royal Atlanta Dr	-	-			X											●
O-79	Mountain Industrial Blvd at Lewis Rd	-	-			X											●
O-80	Mountain Industrial Blvd at Greer Cir/ DeKalb County Schools Parking Lot	-	-			X											●
O-81	SR 410 southern Exit Ramp at Mountain Industrial Blvd	-	-	X			X					X				X	●
O-82	SR 410 at Mountain Industrial Blvd	-	-		X			X			X						●
O-83	Mountain Industrial Blvd at Hirsch Drive	-	-	X				X					X			X	●

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													SAFETY DRIVEN
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-84	Mountain Industrial Blvd at Hammermill Rd (south)	-	-	X		X	X	X								X	●
O-85	Mountain Industrial Blvd at Elmdale Dr/ Roger Marten Way	-	-			X	X					X				X	●
O-86	Hugh Howell Rd at Mountain Industrial Blvd	-	-	X	X		X				X					X	●
O-87	Hugh Howell Rd at Flintstone Dr	-	-		X			X			X						●
O-88	Hugh Howell Rd at Mountain Creek Dr	-	-	X													●
O-89	Hugh Howell Rd at McCrudy/Stratmor Dr	-	-				X										●
O-90	Hugh Howell Rd at Rosser Rd north	-	-		X												●
O-91	Hugh Howell Rd at Rosser Pl	-	-		X												●
O-92	Hugh Howell Rd at Kanawha Dr	-	-		X	X	X										●
O-93	Hugh Howell Rd at Silver Hill Rd	-	-		X						X						●
O-94	Hugh Howell Rd at Smoke Rise Park	-	-								X						●
O-95	Hugh Howell Rd at Lilburn Stone Mountain Rd	-	-	X				X							X		●
O-96	SR 10 at SR 236	-	-	X	X	X		X		X							●

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													SAFETY DRIVEN
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-97	E Ponce de Leon Ave at Rock Mountain Blvd	-	-				X	X			X		X				●
O-98	Mountain Industrial Blvd	Greer Cir	City Limit		X												
LC1	Lawrenceville Hwy at Cemetery Ave	-	-					X			X						●
LC2	Lawrenceville Hwy at Zemory Dr	-	-					X			X						●
LC3	Lawrenceville Hwy at Hebron Hills Dr	-	-								X						●
LC4	Lawrenceville Hwy at Woodbriar Cir	-	-					X			X						●
LC5	Lawrenceville Hwy at Indian Trail Dr	-	-					X			X						●
LG1	Lawrenceville Hwy at Main St	-	-		X												
LL1	Lawrenceville Hwy at Ivey Crest Cir	-	-													X	
LM1	Lawrenceville Hwy	Montreal Rd	Cooledge Rd	X		X				X			X				●
LM2	Lawrenceville Hwy	Cooledge Rd	Brockett Rd	X									X				●
LM3	Lawrenceville Hwy	Brockett Rd	Hugh Howell Rd	X									X				●
LM4	Lawrenceville Hwy	Hugh Howell Rd	N Royal Atlanta Dr	X									X				●
LM5	Lawrenceville Hwy	N Royal Atlanta Dr	Mountain Industrial Blvd	X									X				●

SIDEWALK PROJECTS

Sidewalk projects are recommended to expand the sidewalk network, filling gaps and creating critical connections for pedestrians throughout Tucker. While the City has made significant progress in implementing new sidewalk infrastructure, the following map highlights remaining gaps in the network, focusing on areas with safety concerns and high active trip demand.

Figure 40. Sidewalk Recommendations

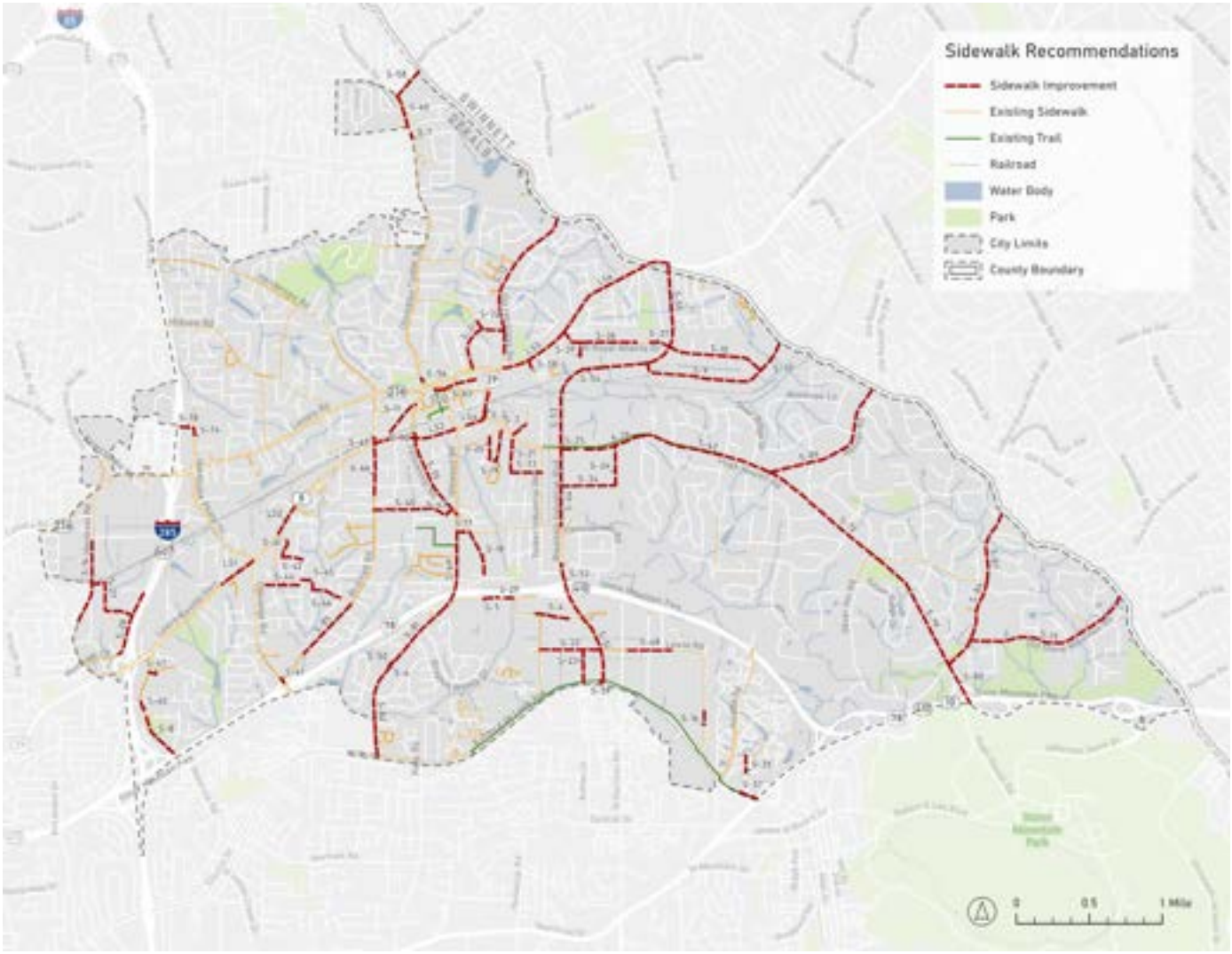


Table 14. Sidewalk Projects

ID	ROAD NAME	FROM STREET	TO STREET	PROJECT DESCRIPTION	SAFETY DRIVEN
S-2	Lawrenceville Hwy (east)	Hugh Howell Rd	Tucker Station entrance	Construct new sidewalk	●
S-3	Fuller Way	Hugh Howell Rd	Existing sidewalk	Construct new sidewalk	●
S-4	Greer Cir (north)	Existing sidewalk at 4611 Greer Cir	Existing sidewalk west of Roadhaven Dr	Construct new sidewalk	●
S-5	Sarr Pkwy (south)	Existing sidewalk at MARTA stop	Existing sidewalk west of Macys Warehouse	Construct new sidewalk	●
S-6	Idlewood Rd (west)	Existing sidewalk north of school	Idlewood Elementary driveway	Construct new sidewalk	●
S-7	Chamblee-Tucker Rd (east)	Tuckersham Ln	Existing sidewalk	Construct new sidewalk	●
S-8	Montreal Rd (east)	North of US-78 overpass	Alcan Way	Construct new sidewalk on east side of road.	●
S-9	S Royal Atlanta Dr	Mountain Industrial Blvd	N Royal Atlanta Dr	Construct new sidewalk	●
S-10	N Royal Atlanta Dr	S Royal Atlanta Dr	Mountain Industrial Blvd	Construct new sidewalk	●
S-11	Bancroft Cit	Fellowship Rd	Brockett Rd	Construct new sidewalk	●
S-12	Lynburn Dr	Existing trail	Main St	Construct new sidewalk	●
S-13	Old Norcross Rd	Existing Sidewalk	County Line	Construct new sidewalk on west side of road	●
S-14	Montreal Rd (east)	Existing sidewalk south of Montreal Industrial Way	Kennersly Close	Construct new sidewalk on west side of road	●
S-15	Old Stone Mountain Rd	Lilburn Stone Mountain Rd	County line	Construct new sidewalk on both sides of road.	●
S-16	Rock Mountain Blvd (west)	CMP Stone Mountain driveway	Existing sidewalk south of CMP Stone Mountain	Construct new sidewalk	●
S-17	Elmdale Dr	Idlewood Rd	Fellowship Rd	Construct new sidewalk	●
S-18	Fellowship Rd	Elmdale Dr	Sentry Dr	Construct new sidewalk	●
S-19	Dillard St	Cowan Rd	Hanfred Ln	Construct new sidewalk	●
S-20	Hanfred Ln	Cowan Rd	Dillard St	Construct new sidewalk	●

ID	ROAD NAME	FROM STREET	TO STREET	PROJECT DESCRIPTION	SAFETY DRIVEN
S-21	Rosser Ter	Florence St	Hugh Howell Rd	Construct new sidewalk	●
S-22	Lewis Rd	Mountain Industrial Blvd	Roadhaven Dr	Construct new sidewalk	●
S-23	McCurdy Dr	Lewis Rd	Ponce de Leon Ave	Construct new sidewalk	●
S-24	Flintstone Dr	Granite Dr	Hugh Howell Rd	Construct new sidewalk	●
S-25	Hugh Howell Rd (south)	Mountain Industrial Blvd	Existing sidewalk at ITW Pro Brands	Construct new sidewalk on south side of road.	●
S-26	Hugh Howell Rd (south)	Existing sidewalk at 4679 Hugh Howell	Mountain Creek Dr	Construct new sidewalk on south side of road.	●
S-27	Montreal Cir	Montreal Rd	Montreal Ct	Construct new sidewalk	●
S-28	Montreal Ct	Montreal Sta	Talton Dr	Construct new sidewalk	●
S-29	Sarr Pkwy (south)	Greer Cir	Macys Warehouse driveway	Construct new sidewalk	●
S-30	Royal Woods Pkwy	N Royal Atlanta Dr	County line	Construct new sidewalk	●
S-31	Pine Lake Rd	LaVista Rd	Old Norcross Rd	Construct new sidewalk	●
S-32	N Park Dr (south)	Existing sidewalk at Kelley Cofer Park	Pine Lake Rd	Construct new sidewalk	●
S-33	Florence St	Mountain Industrial Blvd	Rosser Ter	Construct new sidewalk	●
S-34	Granite Dr	Flintstone Dr	Mountain Industrial Blvd	Construct new sidewalk	●
S-35	E Ponce de Leon Ave/ Richardson St	Stone Mill Way	Springview Ave	Construct new sidewalk	●
S-36	N Royal Atlanta Dr	Existing sidewalk	Lawrenceville Hwy	Construct new sidewalk	●
S-37	N Royal Atlanta Dr	Mountain Industrial Blvd	Existing sidewalk at Bishops Storehouse	Construct new sidewalk	●
S-38	Cofer Crossing Driveway	Lawrenceville Hwy	Ivey Crest Cir	Construct new sidewalk on west side of road.	●
S-39	Tuckerstone Pkwy	N Royal Atlanta Dr	Existing sidewalk	Construct new sidewalk on east side of road.	●
S-40	Brownlee Dr	Brockett Rd	Smithfield Dr	Construct new sidewalk	●
S-41	Hebron Hills Dr	Lawrenceville Hwy	Ramah Ln	Construct new sidewalk	●

ID	ROAD NAME	FROM STREET	TO STREET	PROJECT DESCRIPTION	SAFETY DRIVEN
S-42	Ramah Ln	Hebron Hills Dr	Gloucester Dr	Construct new sidewalk	●
S-43	Smithfield Dr	Brownlee Rd	Fellowship Rd	Construct new sidewalk	●
S-44	Sarahs Ln	Existing Sidewalk	Gloucester Dr	Construct new sidewalk	●
S-45	Samaria Trl	Gloucester Dr	Jericho Rd	Construct new sidewalk	●
S-46	Jericho Rd	Samaria Trl	Existing sidewalk	Construct new sidewalk	●
S-47	Woodlawn Cir	Montreal Rd	Existing sidewalk	Construct new sidewalk	●
S-48	Lewis Rd (south)	Existing sidewalk east of Litton Dr	Mud Pie driveway	Construct new sidewalk	●
S-49	Brockett Rd	Lawrenceville Hwy	Moon St/Railroad Ave	Construct new sidewalk on both sides of road.	●
S-50	Idlewood Rd	Idlewood Elementary School	-	Construct new sidewalk on west side of road.	●
S-51	Mountain Industrial Blvd	E Ponce de Leon Ave	US-78	Construct new sidewalk on west side of road.	●
S-52	Mountain Industrial Blvd	US-78	Hammermill Rd South	Construct new sidewalk on west side of road.	●
S-53	Mountain Industrial Blvd	Hugh Howell Rd	Tuckerstone Pkwy	Construct new sidewalks on both sides of road.	●
S-54	Mountain Industrial Blvd	Tuckerstone Pkwy	2457 Mountain Industrial Blvd	Construct new sidewalk on south/east side of road.	●
S-55	Mountain Industrial Blvd	2457 Mountain Industrial Blvd	Lawrenceville Hwy	Construct new sidewalk on both sides of road.	●
S-56	Fellowship Rd	Chamblee-Tucker Rd	-	Replace damaged sidewalk in the southeast quadrant of the intersection.	●
S-57	E Ponce de Leon Ave	City Limit	Richardson St	Construct new sidewalk on north side of road.	●
S-58	Tucker Norcross Rd	Pleasantdale Rd	Gwinnett County Line	Construct new sidewalk along the south side of road.	●
S-59	E Ponce de Leon Ave	Mountain Industrial Blvd	MARTA Stop	Repair broken sidewalk along the south side of the west leg. Extend this sidewalk to the MARTA bus stop west of where this sidewalk terminates.	●
S-60	Tucker Norcross Rd	Pleasantdale Rd	Chamblee-Tucker Rd	Repair broken sidewalk along both sides of Tucker Norcross Road.	●
S-61	Brockett Rd	Cooledge Rd	SR 410	Repair and replace broken sidewalks.	●

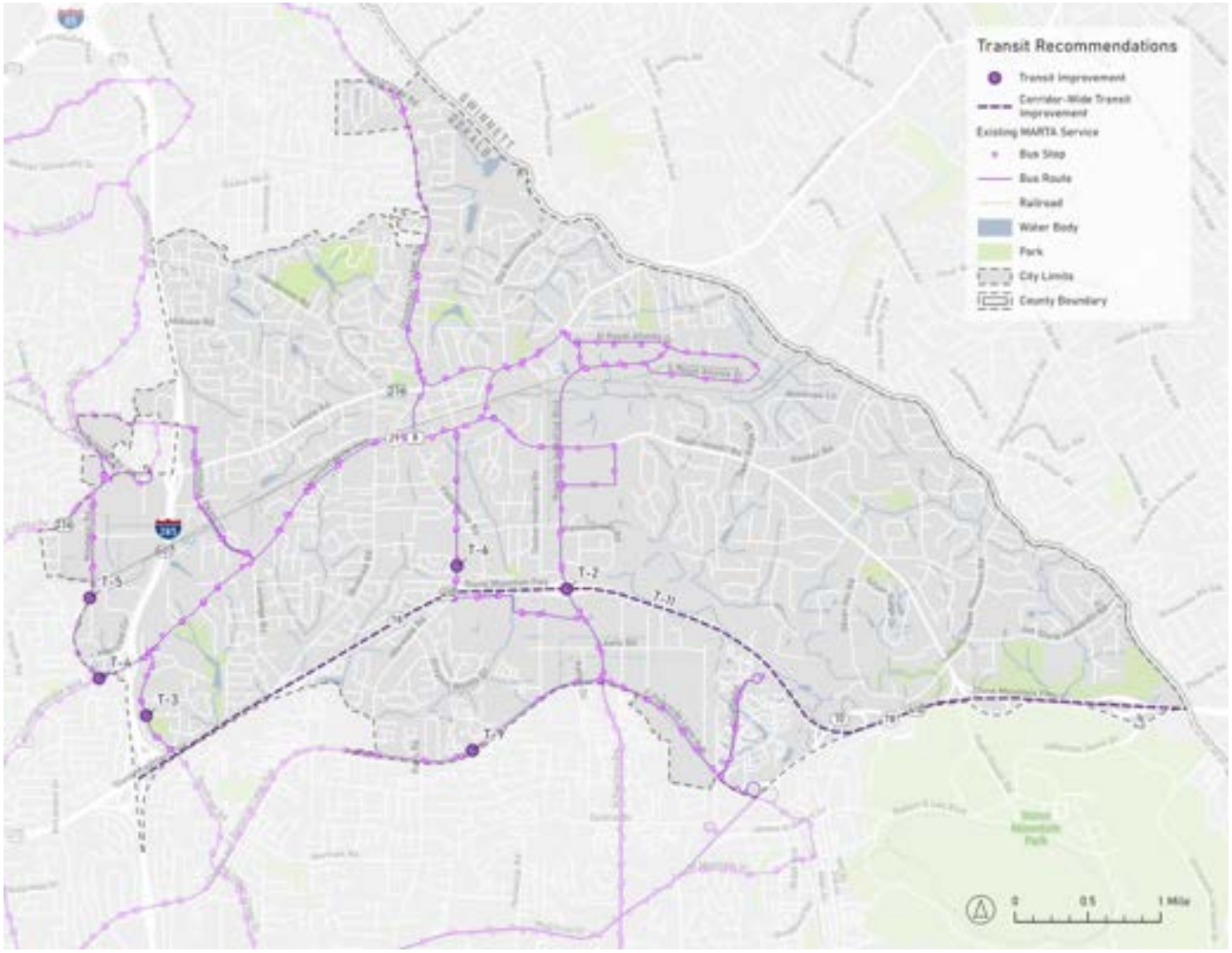
ID	ROAD NAME	FROM STREET	TO STREET	PROJECT DESCRIPTION	SAFETY DRIVEN
S-62	Hugh Howell Rd	Mountain Creek Dr	Rosser Rd	Construct new sidewalk on south side of road.	●
S-63	Church St	Lynburn Dr	Hearthside Complex	Fill gaps on both sides of street	●
S-64	Mountain Industrial Blvd	Hugh Howell Rd	Elmdale Dr	Construct new sidewalk on west side of road.	●
S-65	Montreal Rd	Canadian Way	Kelowna Ct	Construct new sidewalk on east side of road.	●
S-66	Brockett Rd	Lawrenceville Hwy	Grantland Dr	Construct new sidewalk on west side of road.	●
S-69	Idlewood Rd	Elmdale Dr	Wiscasset Pl	Construct new sidewalk on west side of road	●
S-70	Fellowship Rd	Idlewood Rd	Lawrenceville Hwy	Construct new sidewalk on east side of road.	●
S-72	Hugh Howell Rd	Silver Hill Rd	Rosser Rd	Construct new sidewalk on south side of road.	●
S-73	Fellowship Rd	Lawrenceville Hwy	Milk Jug Driveway	Construct new sidewalk on east side of road.	●
S-74	Northlake Pkwy	Northlake Center Dr	Existing sidewalk south of Northlake Center Dr	Construct new sidewalk opposite recommended trail.	●
S-78	Northlake Pkwy	Northlake Center Dr	I-285 Ramp	Construct new sidewalk opposite recommended trail.	●
S-79	Hugh Howell Rd	Silver Hill Rd	Lilburn-Stone Mountain Rd	Construct new sidewalk on north side of road.	●
S-80	Hugh Howell Rd	Lilburn-Stone Mountain Rd	City Limit	Construct new sidewalk on north side of road.	●
S-81	Idlewood Rd	Wiscasset Pl	Idlewood Elementary	Construct new sidewalk on west side of road.	●
S-82	Idlewood Rd	Idlewood Elementary	City Limit	Construct new sidewalk on west side of road.	●
S-84	Lilburn-Stone Mountain Rd	Hugh Howell Rd	Silver Hill Rd	Construct new sidewalk on east side of road.	●
S-85	Brockett Rd	Jericho Rd	Cedar Cir	Construct new sidewalk on west side of road.	●
S-86	Rosser Rd	Hugh Howell Rd	City Limit	Construct new sidewalk on both sides of road.	●
S-87	Lilburn-Stone Mountain Rd	Silver Hill Rd	City Limit	Construct new sidewalk on both sides of road.	●

ID	ROAD NAME	FROM STREET	TO STREET	PROJECT DESCRIPTION	SAFETY DRIVEN
LS1	Lawrenceville Hwy	Henderson Dr	Cooledge Dr	Repair to 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. This existing curb and gutter system will remain in place.	●
LS2	Lawrenceville Hwy	Hebron Hills Dr	Steel Dr	Repair 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 some repairs probably won't be as intense.	●
LS3	Lawrenceville Hwy	Brockett Rd	Idlewood Rd	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.	●
LS4	Lawrenceville Hwy	Fourth St	Lynburn Dr	Repair to 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.	●
LS5	Lawrenceville Hwy	Old Norcross Rd	N Royal Atlanta Dr	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.	●
LS6	Lawrenceville Hwy	N Royal Atlanta Dr	Mountain Industrial Blvd	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.	●

TRANSIT PROJECTS

Transit improvements were compiled from previous plans and studies, aligning with the regional goals of updating MARTA transit services.

Figure 41. Transit Recommendations



Note: This analysis was conducted prior to the implementation of MARTA's NextGen bus network upgrades. The findings and recommendations have been developed with consideration of the planned MARTA route changes.

Table 15. Transit Projects

ID	ROAD NAME	TO STREET	FROM STREET	PROJECT DESCRIPTION
T-1	Montreal Rd (east)	Five Oaks Way	-	Move bus stop closer to Five Oaks Way
T-2	US-78	Mountain Industrial Blvd	-	Potential Multimodal Hub
T-3	Montreal Rd (east	Alcan Way	-	Move Bus Stop 901531 (Montreal Rd & Alcan Way) to the north side of the intersection
T-4	Montreal Rd (west)	Lawrenceville Hwy	-	Consolidate bus stops at the intersection: Remove Bus Stop 212941 and Bus Stop 901643 (Montreal Rd & Montreal Cir S) and re-designate to Bus Stop 902192 and Bus Stop 902197 (Lawrenceville Hwy & Montreal Rd W); Remove Bus Stop 211132 (Lawrenceville Hwy)
T-5	Montreal Rd (west)	Simpson Dr	-	Remove Bus Stop 902537 and Bus Stop 902503 (Montreal Rd & Simpson Dr)
T-6	Idlewood Rd	Browning Chase Dr	-	Move Bus Stop 213188 and Bus Stop 902433 (Idlewood Rd & Browning Chase Dr) further south, closer to Browning Chase Dr
T-7	Fellowship Rd	Chamblee-Tucker Rd	-	Move Bus Stop 900330 (Chamblee-Tucker Rd & LaVista Rd) south of SR 236
T-8	East Ponce de Leon Avenue	Hambrick Rd	-	Provide a bus pad for riders using the bus stop located along the eastbound travel lane of East Ponce de Leon at Orchard Park Drive
T-9	East Ponce de Leon Avenue	Hambrick Rd	-	Coordinate with MARTA to consolidate and aggregate appropriate bus stop locations within the vicinity of the study intersection.
T-10	Lawrenceville Hwy	Lynburn Dr	-	Relocate MARTA stop in NB right turn bay
T-11	US-78	Indian Creek MARTA Station	Snellville	Premium Transit Service

MAINTENANCE PROJECTS

Maintenance needs were compiled from previous plans and studies to provide a comprehensive list of improvements that City staff can complete. The following map and table outline locations of maintenance projects, and a more detailed project table can be found in the appendix.

Figure 42. Maintenance Recommendations

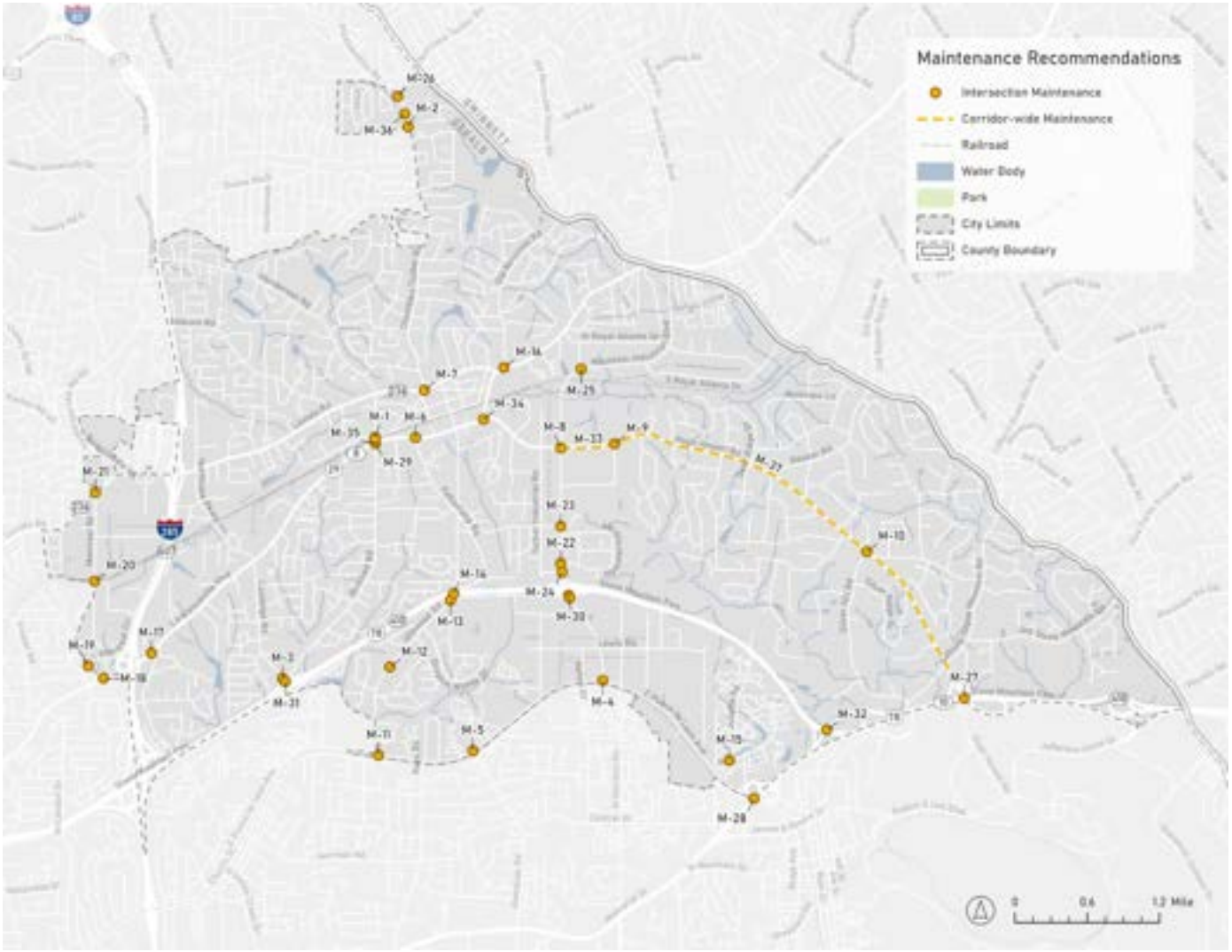


Table 16. Maintenance Projects

ID	ROAD NAME	INTERSECTING ROAD / FROM STREET	TO STREET	IMPROVEMENT TYPE								
				PAVING	STRIPING	UTILITIES	SIGNAL	SIGNING & MARKING	VEGETATION	PEDESTRIAN CROSSING	LIGHTING	ROADSIDE
M-1	Brockett Rd	Moon Rd/Railroad Ave	-	X	X							
M-2	Chamblee-Tucker Rd	Tucker Norcross Rd	-	X	X		X	X				X
M-3	Cooledge Rd	Brockett Rd	-					X				
M-4	E Ponce de Leon Ave	Mountain Industrial Blvd/N Hairston Rd	-	X	X		X		X	X		
M-5	East Ponce de Leon Avenue	Hambrick Rd	-				X	X		X		
M-6	Fellowship Rd	Lawrenceville Hwy	-				X	X				
M-7	Fellowship Rd	LaVista Rd	-				X					
M-8	Hugh Howell Rd	Mountain Industrial Blvd	-		X	X						
M-9	Hugh Howell Rd	Flintstone Dr	-				X					
M-10	Hugh Howell Rd	Silver Hill Rd	-					X				
M-11	Idlewood Rd	E Ponce de Leon Ave	-				X		X			
M-12	Idlewood Rd	Idlewood Elementary School	-									X
M-13	Idlewood Rd	Sarr Pkwy	-									X
M-14	Idlewood Rd	US 78 / SR 410	-						X			
M-15	Juliette Road	Stone Mill Way/Wood Bend Dr	-	X	X				X			
M-16	Lawrenceville Hwy	Old Norcross Rd	-						X			
M-17	Lawrenceville Hwy	Montreal Rd (east)	-	X	X			X				X
M-18	Montreal Rd (west)	Lawrenceville Hwy	-							X		
M-19	Montreal Rd (west)	Montreal Cir	-		X					X		
M-20	Montreal Rd (west)	Railroad	-		X							
M-21	LaVista Rd	Montreal Rd (west)	-		X		X	X		X		X
M-22	Mountain Industrial Blvd	Hammermill Rd	-	X	X	X	X			X		
M-23	Mountain Industrial Blvd	Elmdale Dr/Roger Marten Way	-	X	X		X					

ID	ROAD NAME	INTERSECTING ROAD / FROM STREET	TO STREET	IMPROVEMENT TYPE								
				PAVING	STRIPING	UTILITIES	SIGNAL	SIGNING & MARKING	VEGETATION	PEDESTRIAN CROSSING	LIGHTING	ROADSIDE
M-24	Mountain Industrial Blvd	Hirsch Drive	-	X	X							
M-25	Mountain Industrial Blvd	Tuckerstone Pkwy	-	X	X			X	X			
M-26	Pleasantdale Rd	Tucker Norcross Rd	-	X	X		X	X		X		
M-27	US 78 / SR 10	Hugh Howell Rd	-		X			X			X	
M-28	SR 10	E Ponce de Leon Ave	-	X	X	X		X	X			
M-29	Lawrenceville Hwy	Brockett Rd	-		X							
M-30	US 78 / SR 410	Mountain Industrial Blvd	-	X	X		X	X				
M-31	US 78/ SR 410	Brockett Rd	-	X	X		X	X	X			
M-32	US 78/ SR 410	US 78 / SR 10	-									X
M-33	Hugh Howell Rd	Mountain Industrial Blvd	Flintstone Dr						X			
M-34	Lawrenceville Hwy	LaVista Rd	-						X			
M-35	Lawrenceville Hwy	Brockett Rd	-				X	X	X			
M-36	Tucker Norcross Rd	Britt Rd	-	X	X		X	X	X		X	
M-37	Hugh Howell Rd	Mountain Industrial Blvd	US 78 Ramp					X				

Trail Projects

The trail recommendations serve as an update to the Tucker PATH: Trail Master Plan adopted in 2019. The City has made notable progress on building out the network recommended in the 2019 plan, including:

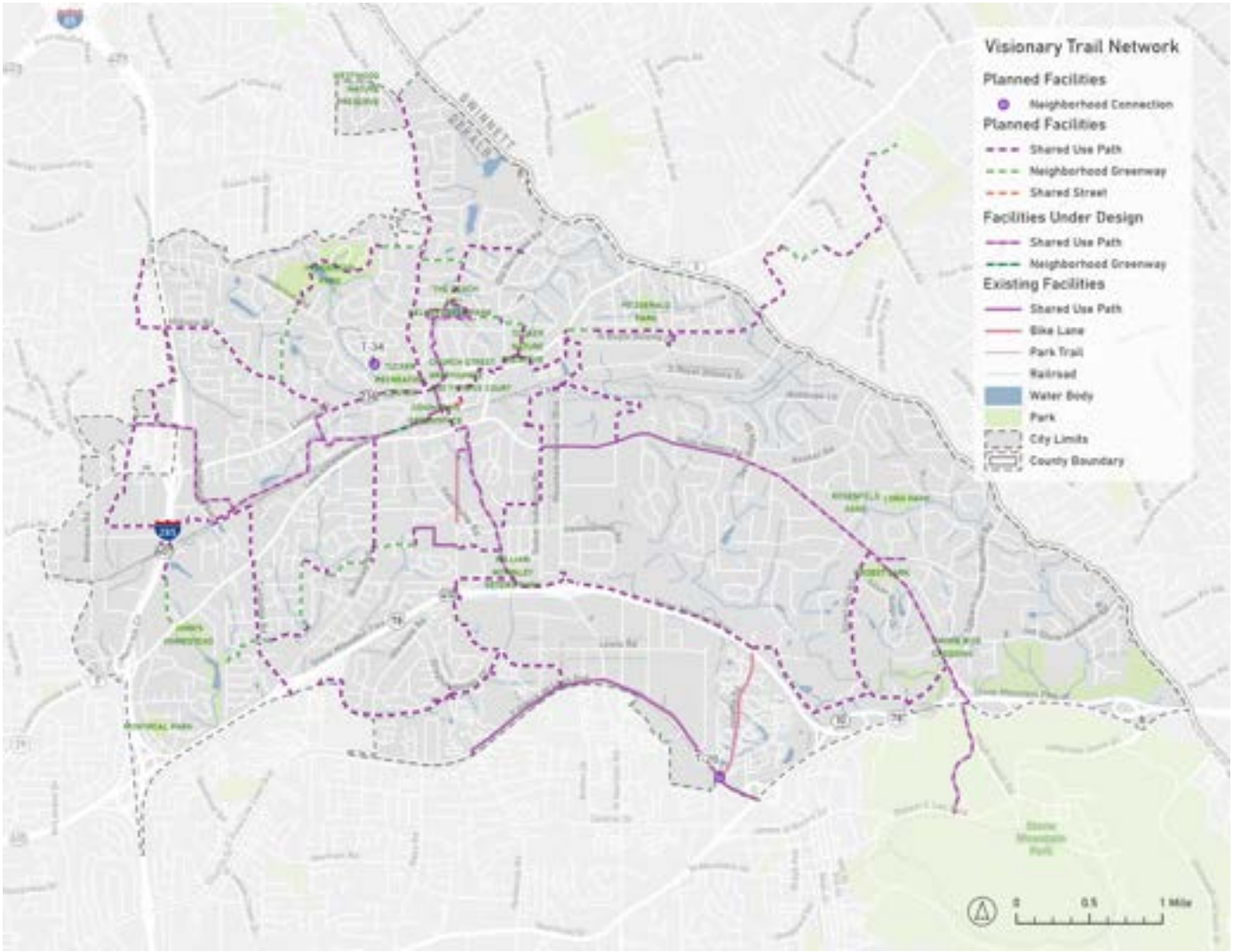
- 2.1 miles of new shared use paths, and
- 5 miles of trail network in design phases.

This plan carries over the recommendations from the 2019 PATH plan, and makes recommendations for additional new shared use path segments. These were identified by examining:

- Demographic considerations that might result in greater path use;
- Opportunities to capitalize on existing right-of-way;
- New stakeholder and public input;
- Safety and VRU assessments; and
- Geographic and land use contexts that might impact trail usage.

The result is a 41-mile citywide network primarily consisting of off-road facilities and providing multiple connections to destinations across the city. Table 17 lists all trail projects and indicates which projects are under design.

Figure 43. Trail Recommendations



Additional detail on the trail recommendations and project identification is available in Appendix D. Projects with limits outside the City of Tucker to be coordinated with adjacent jurisdictions. The trail specifications shown in this document are conceptual. Specific trail widths and materials shall be determined by the master plan or engineering design for each park.

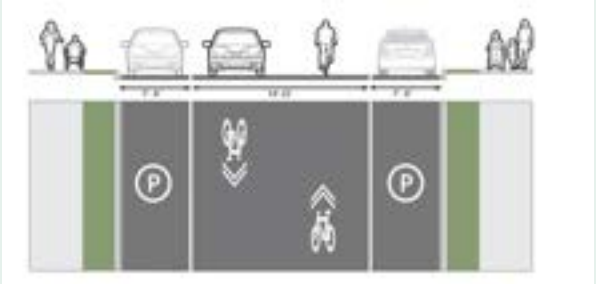
Trail Project Types

Tucker's trail network is recommended to primarily consist of two facility types:

- **Neighborhood greenways** are a facility type where bicyclists and vehicles are designated to safely share the roadway. These roadways have low vehicle volumes and speeds, preferably with no centerline. Roadways have shared lane markings to notify users that lanes will be shared by both bicyclists and automobiles. Depending on the roadway context, a range of additional design treatments, all occurring within the public right-of-way, can be applied to neighborhood greenway facilities to improve safety.
- **Shared use paths** are pathways for the exclusive use by people walking, biking, and using other active modes. Shared use paths are physically separated from vehicular travel lanes, sometimes adjacent to roadways and buffered by vegetation, other times through roadless terrains like parks.

Shared use paths are often the preferred facility type for a trail network segment because of their safety and comfort benefits. However, there are some instances where shared use paths are not feasible due to factors like right-of-way constraints. Neighborhood greenways can offer a highly-effective network connection between shared use path segments, so long as they are implemented appropriately on low-stress roadways. This page describes these two facility types and their contexts.

Neighborhood Greenway



Appropriate Roadway Characteristics

- **Traffic volumes:** 0-2,000 vehicles
- **Speed limit:** 25 MPH
- **Traffic Lanes:** 2 or fewer
- **Right-of-way width:** 80 feet
- **Recommended Network:** Local residential roadways, typically parallel to major thoroughfares to provide a safe alternative route for cyclists

Roadway Features

- 40 foot roadway widths
- Shared lane markings *("sharrows")*
- 'Bike Route' and 'Share the Road' signage *(MUTCD D11-1 and MUTCD R4-11)*
- Confirmation, turn, and other wayfinding
- Sometimes includes traffic calming to increase visibility and discourage speeding *(such as speed humps, bulb outs, chicanes, hardened medians, and traffic circles)*

Shared Use Path



Appropriate Roadway Characteristics

- **Traffic volumes:** 10,000 or more vehicles*
- **Speed limit:** 35+ MPH*
- **Traffic lanes:** 3 or more*
- **Road right-of-way width:** 100-150 feet
- **Recommended Network:** Along roadways, waterway corridors, rail corridors *(Rail-to-Trail and Rail-with-Trail)*, parks, and utility corridors

** As volumes, speeds, and the number of lanes increase, greater protection and separation should be included with shared use paths, or otherwise identify alternative routes.*

Roadway Features

- 10-foot path widths minimum *(12-14 foot recommended)*
- At roadway crossings, include protected corners and signage
- Centerline markings on paths with high volumes of bidirectional traffic or at tight and blind corners
- Minimum 2 feet or greater shoulder for lateral clearance

Neighborhood Greenways

There are currently no neighborhood greenways in Tucker. However, this plan carries forward the projects adopted in the 2019 PATH plan and recommends neighborhood greenways within the public right-of-way on low-stress, low-speed residential streets, such as on Livsey Rd and Gloucester Dr.

The images below show examples of neighborhood greenways with and without additional safety features to show the flexibility available for these facilities.



A neighborhood greenway in Atlanta is indicated with shared lane markings and speed bumps.



Some neighborhood greenways are complemented with traffic calming features.

Shared Use Paths

Several shared use paths have been built since the adoption of the 2019 PATH plan. Two examples include the alleyway Downtown just west of Main Street and a new path along the north side of Hugh Howell Rd, shown in the green box below.

Shared use paths separate active mode users from motor vehicles. For this reason, they are much safer than neighborhood greenways and are recommended for the majority of Tucker's trail network, particularly where roadways have especially high vehicular speeds and volumes.

Shared use paths have some limitations, including high levels of traffic stress for people walking and biking when constructed on roadways with especially high vehicular speeds and volumes.

Further, shared use paths can be costly. They are a worthwhile investment because of their safety benefits, but the City will be limited in the number of paths it can build every few years. These facilities can require significant funding for many reasons, including limited publicly-owned right-of-way and challenges with terrain. These shared use path challenges are shown in the red box below.

Thus, this plan's trail network development strategy intentionally did not include shared use paths on major arterials and collectors, such as Idlewood Road and Mountain Industrial Boulevard. Instead, the City sought to capitalize on off-road assets, such as the South Fork Creek and Tucker parks, whenever possible.

Hugh Howell Road

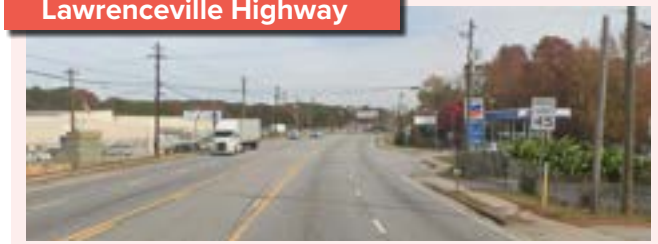


Roadway Characteristics

- **Traffic volumes:** 5,000 - 15,000 vehicles
- **Speed limit:** 45 MPH
- **Traffic Lanes:** 5
- **Right-of-way width:** Approx. 100 feet
- **Roadway type:** Minor arterial, locally-owned

Despite high speeds and several travel lanes, lower traffic volumes and sufficient ROW enable safe shared use paths.

Lawrenceville Highway



Roadway Characteristics

- **Traffic volumes:** 15,000 - 40,000 vehicles
- **Speed limit:** 45 MPH
- **Traffic Lanes:** 5
- **Right-of-way width:** Approx. 80 feet
- **Roadway type:** Principal arterial, state-owned

Speeds and traffic volumes are too high, and ROW is too limited for a 10-foot recommended shared use path.

ECONOMIC BENEFITS OF TRAILS

Addition of trails to the Tucker transportation system is expected to have significant economic impacts, as well as improving transportation mode choice. The potential benefits include:

- **Increased foot/bike traffic that supports local businesses** – Potential increase in spending of $200,000 to $500,000.
- **Increased nearby residential property values** – Using a 5% value premium and median value of $380,000, a project with 100 homes in proximity to a one mile trail could add $1.9 million in added value.
- **Increased physical activity** – Estimated annual health system cost savings from 200 additional active users could be $60,000 to $120,000.
- **Reduced car trips** – Vehicle operating cost savings from 100 residents replacing short car trips with walking/biking could save household $50,000 to $70,000 annually.

The development of a city-wide trail network could result in a total benefit of up to $370,000 per mile section, plus the increased value of residential properties. For 20 additional miles, an estimated $43 million investment in trails could provide $148 million of benefits over 20 years (B/C ratio of 3.4).

Crossings

As pedestrian and bicycle facilities cross at roadways, crossing design is critical for ensuring safety in location where there is a potential conflict with other roadway users.

Crossing treatments should be determined on a case-by-case basis at each crossing location based on context, such as crossing visibility, roadway and traffic characteristics, and trail characteristics. Potential crossing treatments, based on proven safety countermeasures include:

- Leading Pedestrian Intervals
- Pedestrian Refuge Islands
- Raised Crosswalk
- Rectangular Rapid Flashing Beacon (RRFB)
- Pedestrian Hybrid Beacon

Additional Considerations

Lighting & Security

Important design considerations for trail implementation include lighting and security features to ensure safety for trail users at all times of day. Adequate trail lighting can improve visibility, increase trail access and convenience, and provide a sense of security at night. Possible types of lighting include wired, battery powered, solar, and LED. Proper placement and design can be determined through national guidance, such as AASHTO's Guide for the Development of Bicycle Facilities, or consulting a licensed lighting professional.

Further, trail design can provide a sense of security to users by implementing features such as visibility, safety barriers, emergency location signs, and emergency call boxes.

Maintenance

After implementation, active transportation facilities should continue to be monitored for safety and maintenance issues. Traffic safety and security monitoring can ensure that facilities are providing the proper safety features for users. Facilities, specifically those within the roadway such as bicycle lanes, may require periodic maintenance and cleaning to remove debris from the lanes. Off-road trail facilities may require maintenance as natural debris from vegetation, such as branches or roots, may impede traffic along the facility.

Coordination

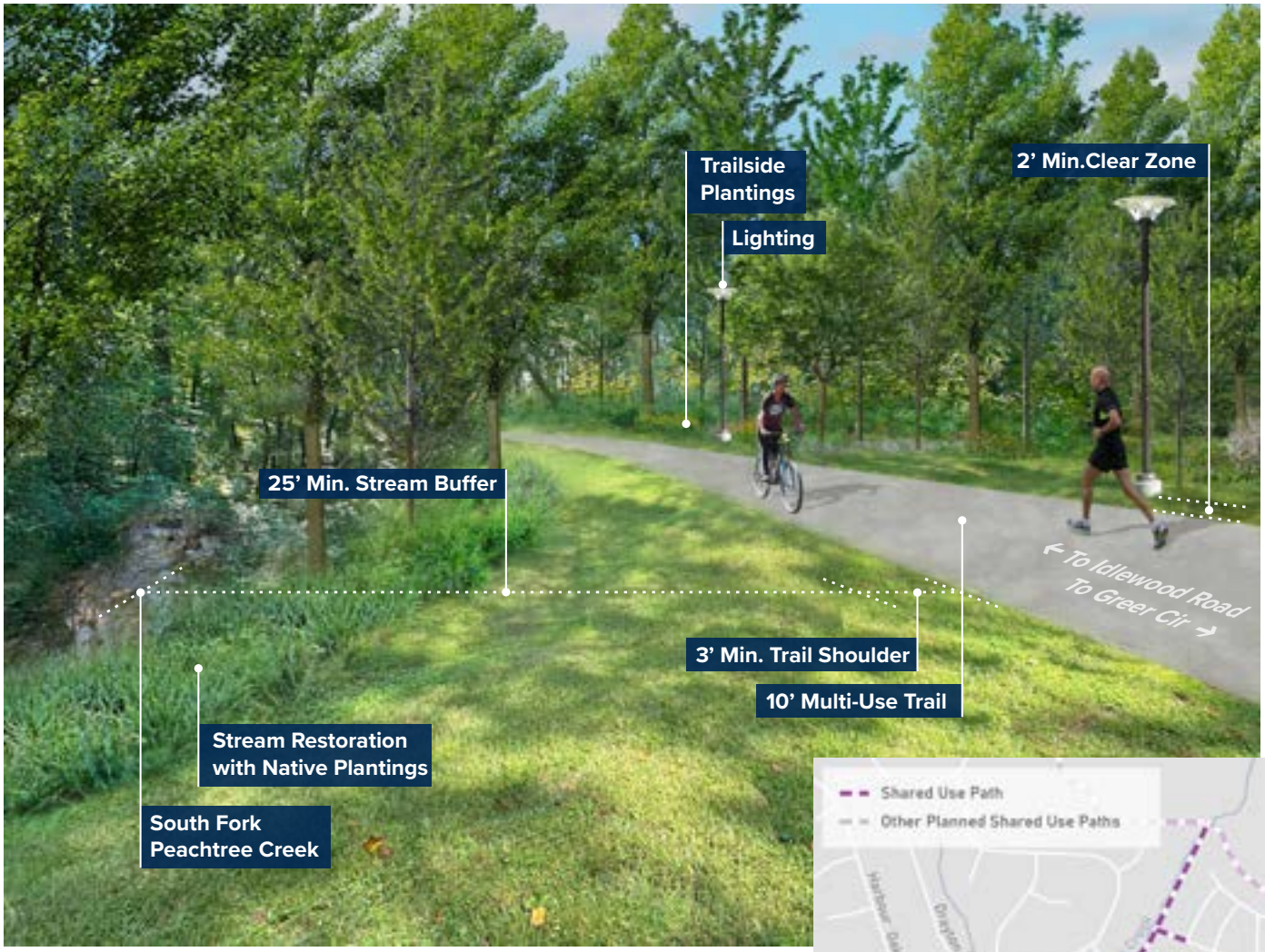
Municipal, regional, and state coordination will be a key component of many trail projects, especially where the network extends beyond the City's boundaries. Several projects will likely require interagency coordination to support implementation. Project T-16, particularly the identified crossing over the US-78 ramp, will require significant coordination with GDOT to determine the most appropriate trail facility type for this location.

Trail Project Overview

One of the new trail projects identified in this plan is the Drayton Woods, South Fork Peachtree Creek Path. This project is one of many trail segments that will follow the South Fork of Peachtree Creek to create a pathway that is both for recreation and transportation.

The map in the bottom-right shows the extents of this project. The image to the right shows what this path might look like within the Drayton Woods Recreation Club. The photo below was taken during a site visit of the creek segment.





Trail Project T-30: Drayton Woods, South Fork Peachtree Creek Path



The table below and on the following pages list and describe all trail projects. The table also indicates projects that are currently in design phases. The project IDs can be cross-referenced with the trail network map shown on page 93.

Table 17. Trail Projects

ID	TRAIL SEGMENT NAME	FROM STREET	TO STREET	PROJECT TYPE	PROJECT DESCRIPTION	SAFETY DRIVEN
T-1 *	Railroad Avenue, LaVista Road	2nd Street	Midvale Road	Shared Use Path and Neighborhood Greenway	Begin with an at-grade crossing at 2nd Street and transition to a shared use path on county-owned greenspace heading west. Transition to trail bridge over Fellowship Road, then run along Railroad Avenue to Bancroft Circle as a neighborhood greenway. The path will cross Bancroft Circle and transition to a shared use path before ending at Midvale Road.	●
T-2 *	Along railroad, E Exchange Place	Stephens Court	Northlake Parkway	Shared Use Path	Follow parallel the north side of the CSX active railroad right-of-way from Stephens Court industrial area to Northlake Parkway.	●
T-3	Along railroad, I-285, Cemetery Avenue	Northlake Parkway	Lawrenceville Highway	Shared Use Path and Neighborhood Greenway	Primarily serve as a shared use path along Crescent Centre Boulevard until meeting Cemetery Avenue where the path will transition to a neighborhood greenway.	●
T-4	Along railroad	Crescent Centre Boulevard	Northlake Tower Festival	Shared Use Path	Shared use path splits and goes under Crescent Centre Boulevard and I-285, crossing Montreal Industrial Way, and connecting into Northlake Tower Festival.	●
T-5 *	Kelley Cofer Park	Tucker High School	North Park Drive	Shared Use Path	Shared use path extends along Tucker High School Campus between Oak Avenue and Ball Park Drive to Kelley Cofer Park.	
T-6	Downtown and LaVista Road	Main Street	Tucker Nature Preserve	Shared Street	Begin at Main Street and 4th Street, go through Downtown to LaVista Road and continue through the Tucker Nature Preserve.	●
T-7 **	Tucker Nature Preserve, Angie Drive	Tucker Nature Preserve	Kelley Cofer Park	Shared Use Path and Neighborhood Greenway	Primarily serve as a neighborhood greenway connection from Tucker Nature Preserve to Kelley Cofer Park, transitioning to a shared use path through the nature preserve and a brief segment along Old Norcross Road.	●

** Projects under design*

ID	TRAIL SEGMENT NAME	FROM STREET	TO STREET	PROJECT TYPE	PROJECT DESCRIPTION	SAFETY DRIVEN
T-8 *	South Fork Peachtree Creek	Lawrenceville Highway	Near Bibb Boulevard	Shared Use Path	Begins at Main Street and Lawrenceville Highway, runs along 4th Street, continue south towards the South Fork of Peachtree Creek and along Idlewood Road.	●
T-9 *	South Fork Peachtree Creek	Near Bibb Boulevard	Peters Park	Shared Use Path	Shared use path along South Fork Peachtree Creek to Peters Park.	●
T-10	South Fork to Idlewood Connection	Peters Park	Sarr Parkway	Shared Use Path	Trail parallels the GDOT right-of-way of Stone Mountain Freeway to Idlewood Road.	●
T-11	Stone Mountain Middle School	Highway 78	Stone Mountain Trail	Shared Use Path	Passes Stone Mountain Middle School, bridges over the Peachtree Creek, and connects into the Stone Mountain PATH along Ponce de Leon Avenue.	●
T-12	Tucker Industrial Road, Hugh Howell Road	South Fork Peachtree Creek	Marthasville Court	Shared Use Path	Begins at South Fork Peachtree Creek, continues east and crosses Mountain Industrial Boulevard at Hugh Howell Road.	●
T-13	Camp Creek	Flint Stone Drive	Fuller Way & Hugh Howell	Shared Use Path	Trail connection along Camp Creek near Smoke Rise Elementary School, under Mountain Industrial Boulevard bridge, then tunnel under railroad to connect into the residential and commercial area.	●
T-14 *	Hugh Howell Road	Marthasville Court	Silver Hill Road	Shared Use Path	Run on north side of Hugh Howell Road from Stratmor Drive to the intersection of Silver Hill Road.	●
T-15 *	Hugh Howell Road	Smoke Rise Elementary	Stone Mountain Freeway WB on-ramp	Shared Use Path	At Silver Hill Road, cross Hugh Howell Road and run along the Smoke Rise Park, and transition through the west bound access ramp to US-78.	●
T-16 **	Stone Mountain Park	Stone Mountain Freeway WB on-ramp	Robert E Lee Boulevard	Shared Use Path	Utilize west-bound, US-78 exit lane, transition under US-78 and into Stone Mountain Park to PATH loop.**	●

** Projects under design*
***Additional study and design may be necessary to determine feasibility*

ID	TRAIL SEGMENT NAME	FROM STREET	TO STREET	PROJECT TYPE	PROJECT DESCRIPTION	SAFETY DRIVEN
T-17 **	Avon Avenue, Gloucester Drive	Brockett Road	Johns Homestead Park	Shared Use Path and Neighborhood Greenway	Start as a neighborhood greenway along Edinburgh Drive near Johns Homestead Park. Include an at-grade crossing at Cooledge Road and transition to a shared use path at the end of Cousins Way. Transition back to a neighborhood greenway at Samaria Road, then continue on Gloucester Drive north to Ramah Lane. Switch back to shared use path to head east and cross the creek to connect to Roman Court, then continue as a neighborhood greenway and end at Brockett Road.	●
T-18	Brockett Creek Drive	Brockett Road	South Fork Peachtree Creek	Shared Use Path and Neighborhood Greenway	Primarily serve as a shared use path, including as a short segment along Brockett Road between Foxglove Road and Brockett Creek Drive. Transition to a neighborhood greenway along Brockett Creek Drive until connecting to segment T-29. Pick back up as a shared use path on Elmdale Drive east of Idlewood Road until connecting with segment T-9.	●
T-19 *	Northlake Parkway	E Exchange Place	Weems Road	Shared Use Path	A shared use path along Northlake Parkway, including a shared use path bridge crossing over I-285. Once the path reaches the eastern edge of the Northlake Mall property line, it follows the property line until reach and crossing LaVista Road, and then continues through the commercial shopping center.	●
T-20	Midvale Road	I-285	LaVista Road/Trail Segment T-1	Shared Use Path	Shared use path on Midvale Road from I-285 to LaVista Road. Includes crossing under I-285.	●
T-21	I-285 ROW, Henderson Mill Road NE	Northlake Parkway	Henderson Road	Shared Use Path	Runs along Parklake Drive NE, follows the western edge of the I-285 right-of-way and heads northbound until Midvale Road. Spurs off as a shared use path along Midvale heading westbound, then follows Henderson Mill Road to the north.	●

** Projects under design*
***Additional study and design may be necessary to determine feasibility*

ID	TRAIL SEGMENT NAME	FROM STREET	TO STREET	PROJECT TYPE	PROJECT DESCRIPTION	SAFETY DRIVEN
T-22 **	Gleneagles Drive, Henderson Park	Midvale Road	Ridge Park Drive	Shared Use Path and Neighborhood Greenway	Start at the intersection of Midvale Road and Gleneagles Drive as a neighborhood greenway. Transition to a shared use path at Henderson Park and continue through the park.	●
T-23 **	Livsey Road, Lucky Shoals Creek	Ridge Park Drive	Old Norcross Road/ Kelley Cofer Park	Shared Use Path and Neighborhood Greenway	Start at the eastern entrance of Henderson Park as a neighborhood greenway, head east to cross Chamblee-Tucker Road, transition to a shared use path until Smithsonia Drive where the path will serve as a neighborhood greenway. Then transition back to a shared use path along Lucky Shoals Creek. Close coordination with the community and Friends of Henderson Park are needed to utilize soft surface trail construction and context sensitive trail placement to preserve the natural context of sensitive areas within the park, particularly adjacent to the lake.	●
T-24	South of Fitzgerald Fields neighborhood	Tucker Nature Preserve	Lilburn Lions Club Park	Shared Use Path and Neighborhood Greenway	Start in Tucker Nature Preserve as a shared use path, cross Lawrenceville Highway, head east between N. Royal Atlanta Drive, transition to a neighborhood greenway on Cherry Lane, switch back to a shared use path at the end of he roadway and continue until at city limits.	●
T-25	Tuckerstone Parkway, Mountain Industrial Boulevard	Cofer Circle	Camp Creek/Trail Segment T-13	Shared Use Path	Start at N. Royal Atlanta Drive, head east and follow Tuckerstone Parkway southbound to Camp Creek.	●
T-26	Juliette Crossing	Juliette Road	Stone Mountain PATH	Shared Use Path	Create safe crossing for pedestrians and cyclists from the bike lanes on Juliette Road to the Stone Mountain PATH	●
T-27	Cooledge Shared Use Path	Northlake Parkway/ Segment T-3	Avon Avenue	Shared Use Path	Shared use path along Cooledge Road, providing connections to city hall and creating loops in trail network.	●
T-28 **	Highway 78 Shared Use Path	Peters Park	Juliette Road	Shared Use Path	Shared use path along Highway 78, providing additional east-west connections for Tucker neighborhoods.	●

** Projects under design*
***Additional study and design may be necessary to determine feasibility*

ID	TRAIL SEGMENT NAME	FROM STREET	TO STREET	PROJECT TYPE	PROJECT DESCRIPTION	SAFETY DRIVEN
T-29	Segment 5 Connection	Boxcar Way	Brockett Creek Drive	Shared Use Path	Close gap between existing shared use path on Boxcar Way and connect to proposed neighborhood greenway on Brockett Creek Drive (project T-18).	●
T-30	Drayton Woods, South Fork Peachtree Creek Path	Segment T-11	Peachtree Creek Fork near Drayton Woods Recreation Club	Shared Use Path	Shared use path along the South Fork of Peachtree Creek, providing connections to nearby cul-de-sac streets.	●
T-31	LaVista Shared Use Path	Midvale Road	Lynburn Drive	Shared Use Path	Shared use path along LaVista to connect neighborhoods and proposed trail segments to Downtown Tucker.	●
T-32	Smoke Rise Utility Easement Pathway	Juliette Road	Silver Hill Road	Shared Use Path	Use utility easement to construct bicycle and pedestrian trail connection.	●
T-33	Lilburn Shared Use Path	Silver Hill Road	Hugh Howell Road	Shared Use Path	Shared use path to connect trail segment in design and proposed trail that would provide future connectivity across Highway 78 to Stone Mountain Park.	●
T-34	Neighborhood Connection	Morgan Road	-	Shared Use Path	Provide active transportation connection between nearby cul-de-sac roadways.	●
T-35	Main Street Connection	Main Street Alleyway	Idlewood Road	Shared Use Path	Shared use path on the west side of Main Street to connect existing and designed trails.	●
T-36	Silver Hill Shared Use Path	Hugh Howell Road	Stone Mountain Freeway	Shared Use Path	Shared use path along Silver Hill Road to connect Hugh Howell path to the existing roadway bridge over Highway 78.	●
T-37	South Fork Peachtree Creek Connection to Clarkston	Peachtree Creek Fork/ Trail Segment T-30	Tucker City Limits/ Clarkston Greenway near Post Oak Drive	Shared Use Path	Connect Drayton Woods shared use path to Clarkston Greenway for regional connectivity.	●
T-38	Brockett Underpass Connection	Tucker City Limits/ Highway 78 EB on-ramp	Avon Avenue	Shared Use Path	Shared use path along Brockett Road and under Highway 78.	●
T-39	Brockett Road Shared Use Path	Lawrenceville Highway	Brockett Creek Drive	Shared Use Path	Shared use path connecting to recommended neighborhood greenway facilities and providing a connection to downtown.	●
T-40	Chamblee Tucker Road Shared Use Path	Tucker-Norcross Road	LaVista Road	Shared Use Path	Shared use path connecting from downtown north to commercial area in northern Tucker.	●

POLICY & PROGRAM FRAMEWORK

To achieve the transportation and mobility goals outlined in this plan, the City will need to supplement the infrastructure efforts with policy and program initiatives. Key policy and program recommendations include:

- Adopt a Vision Zero Ordinance
- Adopt a Complete Streets Policy
- Establish an Evaluation and Monitoring System
- Establish a Safe Routes to School (SRTS) Program

Adopt a Vision Zero Ordinance

Obtaining support and commitment from leadership and decision makers is an integral component of the safety action planning process. Leadership can provide the resources, political support, and the mandate to implement that is critical to the success of any safety action plan.

The Tucker City Council will, as part of this plan adoption, formally adopt a goal of achieving zero traffic deaths by 2050 under the SS4A leadership commitment. This commitment is an acknowledgment that no traffic deaths are acceptable. It represents the high-level support, resources necessary to implement the City's Safety Action Plan and to promote broader countywide policies and programs, in alignment with Vision Zero Network principles emphasizing clear timelines and sustained leadership.

The City of Tucker commits to achieving

VISION ZERO

with a target year of

2050

What is Vision Zero?

The Vision Zero initiative is a global movement that aims to eliminate all traffic-related fatalities and serious injuries by 2040. The focus of this initiative is to create a transportation system that prioritizes the safety of pedestrians, bicyclists, and vehicle operators.

Vision Zero recognizes that people make mistakes, and the transportation system should be designed to forgive those mistakes and provide an interdisciplinary approach that engages a broad cross section of stakeholders in order to address all of the factors that contribute to road safety.

VISION ZERO

Is not a slogan...

Not a tagline...

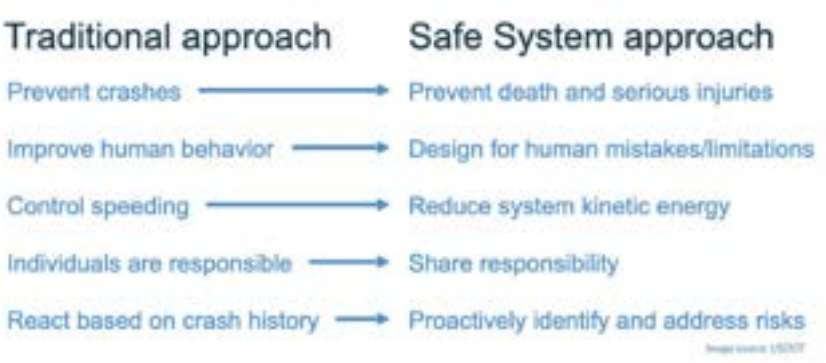
Not even a Program.

Vision Zero is fundamentally different.

It is a paradigm shift.

Source: Vision Zero Network

Traditional Safety Approach vs Safe System Approach



Traditionally, traffic safety initiatives have focused on driver behavior and enforcement. This perspective has placed an emphasis on traffic laws and penalties, individual responsibility, and crash prevention as the main solutions for crash occurrence. The Safe System Approach focuses on traffic safety from a holistic perspective by adopting a system that is human centered. This approach acknowledges the margin for human error and asserts that the road system should be designed to reduce the risk of fatal and serious injuries. There is a shared responsibility between roadway users and governments to facilitate traffic safety within communities. A system-wide focus is utilized to identify safety measures for the entire road system.

Vision Zero & The Safe System Pyramid



Source: Edenor, et al

The Safe System Pyramid organizes safety strategies by their effectiveness and scale of impact, recognizing that some measures influence individuals while others benefit the entire community. Education and active measures help raise awareness and reduce unsafe behavior, but their reach is limited to those directly engaged. In contrast, improvements to the built environment and attention to socioeconomic factors address root causes of crashes and provide broader, more lasting safety benefits for all users.

Translating the Pyramid to Vision Zero



To support Vision Zero, the Safe System Pyramid is applied through a top-down approach that emphasizes the government's role in road safety. This framework prioritizes policy, legislative, and organizational changes first, followed by collaboration and provider education, and then community and individual education. Together, this approach reinforces the Vision Zero focus on improving the overall transportation system rather than placing blame on individual road users.

VISION ZERO & COMPLETE STREETS

A Complete Streets policy is a foundational tool for advancing Vision Zero. By requiring streets to be planned, designed, and operated to accommodate all roadway users and people of all ages and abilities, Complete Streets shift the focus of transportation design from moving vehicles quickly to **prioritizing safety and human life.**

Together, these design strategies reduce crash risk, protect vulnerable road users, and create a transportation network that aligns with Vision Zero's core principle that **traffic deaths are preventable and no loss of life on our streets is acceptable.**

ADOPT A COMPLETE STREETS POLICY

The City of Tucker should adopt a Complete Streets Policy requiring streets to safely accommodate all users, regardless of age, ability, or travel mode. Adoption of this policy alongside the Transportation and Trails Master Plan would formalize the City's commitment to a connected, multimodal transportation system. A Complete Streets policy should accomplish the following:

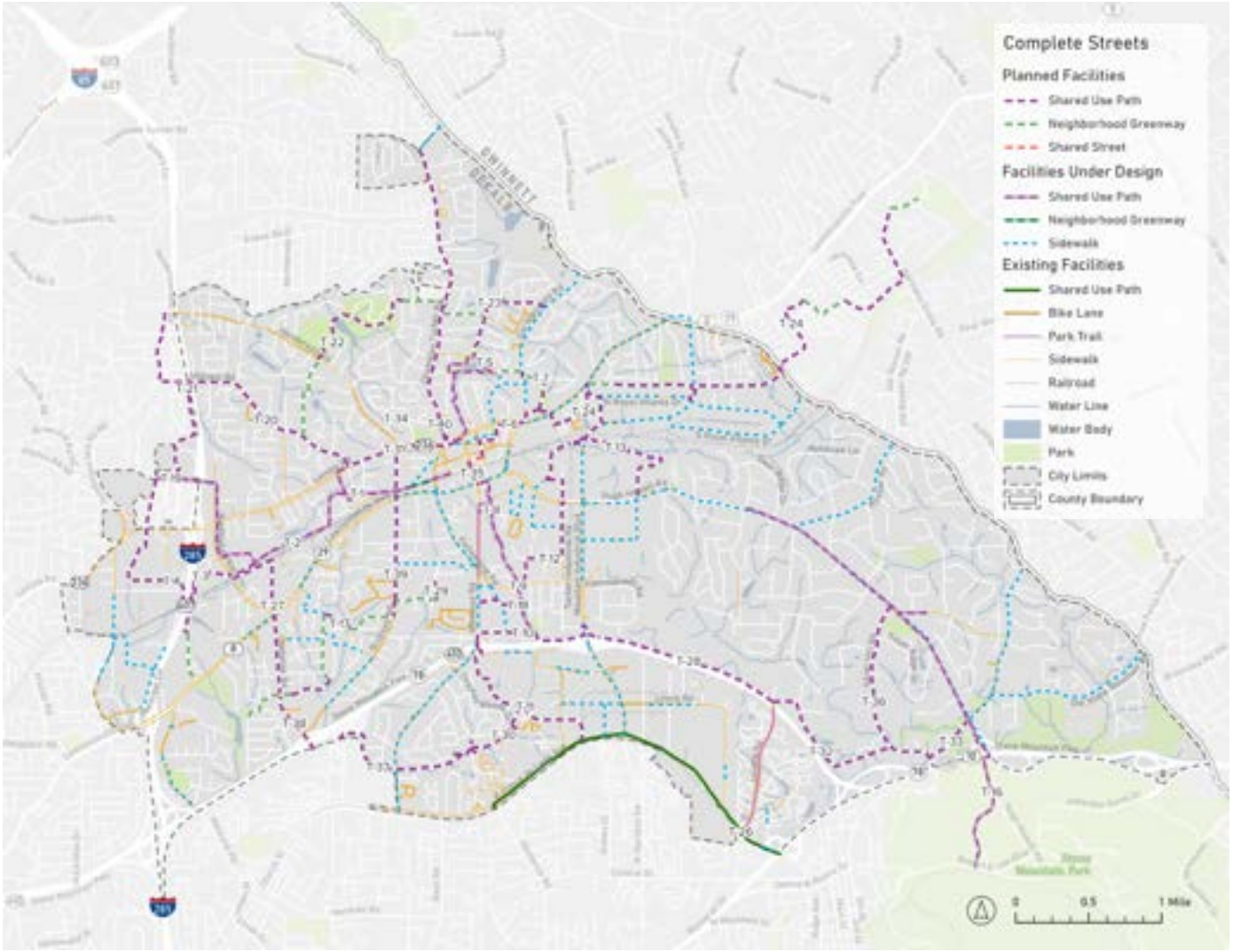
- Establish commitment and vision
- Prioritize underinvested and underserved communities
- Apply to all projects and phases
- Allow only clear exceptions
- Mandate coordination
- Adopt excellent design guidance
- Require proactive land-use planning
- Measure progress
- Set criteria for choosing projects
- Establish a plan for implementation

A complete streets policy could include guidance on bicycle and pedestrian facilities, design standards for multimodal travel by functional class and area type. This could also include guidance on the location a frequency of midblock crossings, as well as speed management thorough technology such as dynamic speed warning signs or physical features. A recommended Complete Streets policy for the City of Tucker is outlined in Appendix G, which can serve as a baseline for the final policy to be adopted. The following additional resources can also be used to guide policy development to ensure consistency with regional and state priorities for Complete Streets planning and implementation.

- **Georgia Department of Transportation (GDOT),** Complete Streets Policy
- **AARP,** Complete Streets in the Southeast: A Tool Kit
- **ARC,** Complete Streets Workbook

Adoption and implementation of a Complete Streets Policy and its strategies works to achieve the multimodal vision of the Tucker Transportation & Trails Master Plan, which prioritizes safety, access to key destinations, expansion of walking and biking networks, and improved traffic operations. The full network of Complete Streets facilities established by recommendations from this plan can be seen in the map at right.

Figure 44. Complete Streets Network



ESTABLISH AN EVALUATION AND MONITORING SYSTEM

To monitor Safety Action Plan implementation and reinforce accountability, the Stakeholder Committee should be re-established as a Safety Task Force Committee and would need to meet regularly.

Severe-Outcome Crash Review

For every crash that results in a severe injury or fatality, the Safety Task Force Committee would review the details of the crash and perform an audit to determine whether any safety countermeasures would be relevant to preventing similar crashes at that location. If safety countermeasures are identified, the projects would be added to a project list and considered for future funding.

Annual Evaluation Report

Each year, the City of Tucker would produce a publicly facing annual report highlighting safety trends and report progress on Action Plan Implementation. At a minimum, the report should include updates on the following areas, as detailed throughout this section of the report:

- System Performance: City-wide fatal/severe injury Crash Trends and Statistics
- Priority Project Progress: Infrastructure project progress and effectiveness
- Priority Program Progress: Policy and program progress and effectiveness

System Performance

These reporting metrics would track the safety performance of the citywide transportation system annually. They are used to capture long-term trends, measure the high-level impact of traffic safety efforts, and communicate how, when, and where fatal/severe crashes are occurring to the public. Much of this data can be accessed easily online via GDOT's Crash Data Dashboard.

SAFETY TASK FORCE COMMITTEE

The Safety Task Force Committee should be composed of the stakeholder committee from this plan's process, plus any additional stakeholders who will be pivotal to implementing the safety recommendations. This should include representatives from the health and emergency services communities. This committee should meet quarterly. Consider having at least one representative join the Atlanta Regional Commission's Regional Safety Task Force to learn about what other regional agencies are doing to advance safety.[1]

1 https://atlantaregional.org/what-we-do/transportation-planning/regional-safety-strategy/regional-safety-task-force/

Table 18. System Performance Evaluation Criteria

MEASURE	DESCRIPTION	METRICS	SOURCE	RESPONSIBLE AGENCY
Total Fatal/ Severe Injury Crashes	Total number of citywide fatal/ severe injury crashes during the reporting year	Number of crashes	GDOT Crash Data Dashboard	City of Tucker/ GDOT
Bicycle and Pedestrian Fatal/Severe Injury Crashes	Total number of citywide fatal/ severe injury crashes involving bicyclists and pedestrians during the reporting year	Number of crashes	GDOT Crash Data Dashboard	City of Tucker/ GDOT
Fatal/Severe Injuries by Manner of Collision	A break-down of the total number of citywide fatal/ severe injury crashes during the reporting year by manner of collision	Number of crashes	GDOT Crash Data Dashboard	City of Tucker/ GDOT
Fatal/Severe Crashes vs Previous Year	Comparison of the total number of citywide fatal/severe injury crashes in the reporting year based to the previous year	Percent increase/ decrease in crashes vs previous year	GDOT Numetric Comparison Report	City of Tucker/ GDOT
Fatal/Severe Injury Crashes on HIN	Total number of fatal/severe injury crashes occurring on the High-Injury Network during the reporting year	Number of Crashes	GDOT Crash Data Dashboard/ GIS Analysis	City of Tucker/ GDOT

Priority Project Progress

These reporting metrics track progress towards the implementation of traffic safety infrastructure projects. They are used to reinforce accountability in project implementation, communicate ongoing efforts and upcoming projects to the public, and to measure the safety impact of projects following construction. Much of this data can be collected via partner agency CIP/work programs, and through regular Stakeholder Meeting updates.

Priority Programs Progress

These reporting metrics track progress towards non-infrastructure related Safety Action Plan recommendations and summarize ongoing educational and enforcement activities. They are used to reinforce accountability in policy implementation and report ongoing efforts to the public. Much of this data can be collected via regular Stakeholder Meeting updates.

Table 19. Priority Project Progress Evaluation Criteria

MEASURE	DESCRIPTION	METRICS	SOURCE	RESPONSIBLE AGENCY
Priority Projects Implementation	Progress towards the implementation of the priority projects outlined in Section VIII	Projects programmed, projects added to priority lists, grants applied for, project development activities completed, projects completed	City of Tucker/Local Partners/ GDOT	City of Tucker/ Local Partners/ GDOT
Other Safety Project Implementation	Progress towards the implementation of safety projects that incorporate the strategies outlined in the Safety Action Plan, but were not identified as priority projects	Projects programmed, projects added to priority lists, grants applied for, project development activities completed, projects completed	City of Tucker/Local Partners/ GDOT	City of Tucker/ Local Partners/ GDOT
Priority Project Performance	Evaluation of the safety performance of priority projects after they have been implemented	Post construction change in fatal/severe injury crashes	City of Tucker/ GDOT	City of Tucker/ GDOT

Table 20. Priority Programs Progress Evaluation Criteria

MEASURE	DESCRIPTION	METRICS	SOURCE	RESPONSIBLE AGENCY
Priority Policy Implementation Progress	Progress towards the implementation of the priority policy actions outlined in Section VII	Progress on implementing identified priority policy recommendations	Updates from City of Tucker/ Local Partners	City of Tucker/ Local Partners
Educational Activities Completed	Summary of all traffic safety educational activities, particularly those focused on the strategies outlined in the Safety Action Plan	Educational campaigns launched, materials developed, events held, people reached	Updates from City of Tucker/ Local Partners/ GDOT	City of Tucker/ Local Partners/ GDOT
Enforcement Activities Completed	Summary of all traffic safety focused enforcement activities, particularly those focused on the strategies outlined in the Safety Action Plan	Tickets/citations issued, special enforcement details held, grants awarded	Updates from Law Enforcement Partners	City of Tucker Sheriff's Office/ Local Police Departments

Establish A Safe Routes to School (SRTS) Program

Many schools within Tucker have issues with access. This includes both walking and biking access to schools, as well as pick-up and drop-off operations. The City of Tucker should establish a formal Safe Routes to School (SRTS) program, beginning with a data-driven understanding of how students travel to and from school and where safety risks exist. This includes evaluating walking and biking conditions around school campuses, reviewing crash history, and assessing pick-up and drop-off operations. A key early step is designating a Safe Routes to School representative at each school to serve as a point of contact for the City, families, and administrators, helping to identify concerns, coordinate outreach, and support program implementation.

The program should combine education, encouragement, engineering, enforcement, and evaluation to create lasting safety improvements. The City should also actively engage with Georgia's Safe Routes to School resources, including technical assistance, funding opportunities, and guidance provided through the Georgia Department of Transportation. Targeted infrastructure upgrades—such as enhanced crossings, sidewalks, signage, and traffic calming—should be paired with safety education and ongoing monitoring. By integrating Safe Routes to School into broader transportation and safety initiatives, Tucker can improve student safety, reduce congestion near schools, and support healthier, more equitable travel options for families.

SAFE ROUTES TO SCHOOL (SRTS) TYPICAL ACTIVITIES AND PROGRAMS

- **Walk and Bike to School Events**—Organized events that encourage students and families to walk or bike to school, helping build awareness, normalize active travel, and identify real-world safety challenges.
- **Safety Education Programs**—Classroom and community-based education focused on pedestrian, bicycle, and traffic safety for students, caregivers, and school staff.
- **Infrastructure and Crossing Improvements**—Targeted upgrades near schools such as sidewalks, crosswalks, signage, lighting, and traffic calming to improve safety along key student routes.
- **School Travel Planning**—Collaborative planning efforts that document how students travel to school, identify barriers, and prioritize improvements through input from schools, families, and local agencies.
- **Crossing Guard and Enforcement Coordination**—Deployment of crossing guards and coordination with enforcement agencies to improve safety during arrival and dismissal periods.
- **Encouragement and Incentive Programs**—Activities such as walking challenges, punch cards, or recognition programs that motivate ongoing participation in walking and biking.
- **Evaluation and Ongoing Monitoring**—Collection of data on travel behavior, safety conditions, and program outcomes to track progress and inform future improvements.



SECTION V.

IMPLEMENTATION

PROJECT PRIORITIZATION

A key component of the Transportation and Trails Master Plan is the cost-constrained work program. This gives the City of Tucker a realistic understanding of what can be accomplished with projected funding and a practical work plan to follow for the short, near, and long-term.

The prioritization process is the foundation of the cost-constrained workplan. It uses performance measures based on plan goals to determine a score that represents the relative benefit of each project. Scoring criteria and performance measures were determined based on the projects goals, aligning priority scoring with both local and regional priorities.

Projects were given a score related to each criteria, shown in Table 21. Scores were then summed for each project to determine an overall priority. Priority scores can be compared between projects to identify a general order for implementation, as higher scores represent a greater benefit to the City. While higher scoring project should generally be implemented first, other factors, such as funding availability, should be considered before implementation.

Table 21. Prioritization Criteria

CRITERIA	DESCRIPTION	MAX SCORE
Safety	Points given to projects that improve safety for all users.	3
Access	Points given to projects that Improve access to key destinations.	3
Connectivity	Points given to projects that expand the preferred walking and biking network.	3
Mobility	Points given to projects that improve intersections flow and reduce congestion.	3
Cost Effectiveness	Points given to projects that minimize cost relative to benefit.	3
Community Support	Points given to projects that received positive feedback from participants during the engagement process.	3

ROADWAY PROJECT PRIORITIZATION

Capacity Prioritization

The following map and table depict capacity prioritization. The highest scoring projects are intersection capacity improvements along major state routes. Projects at smaller intersections, widening, and new roadway projects are lower scoring.

Figure 45. Capacity Project Prioritization Scores

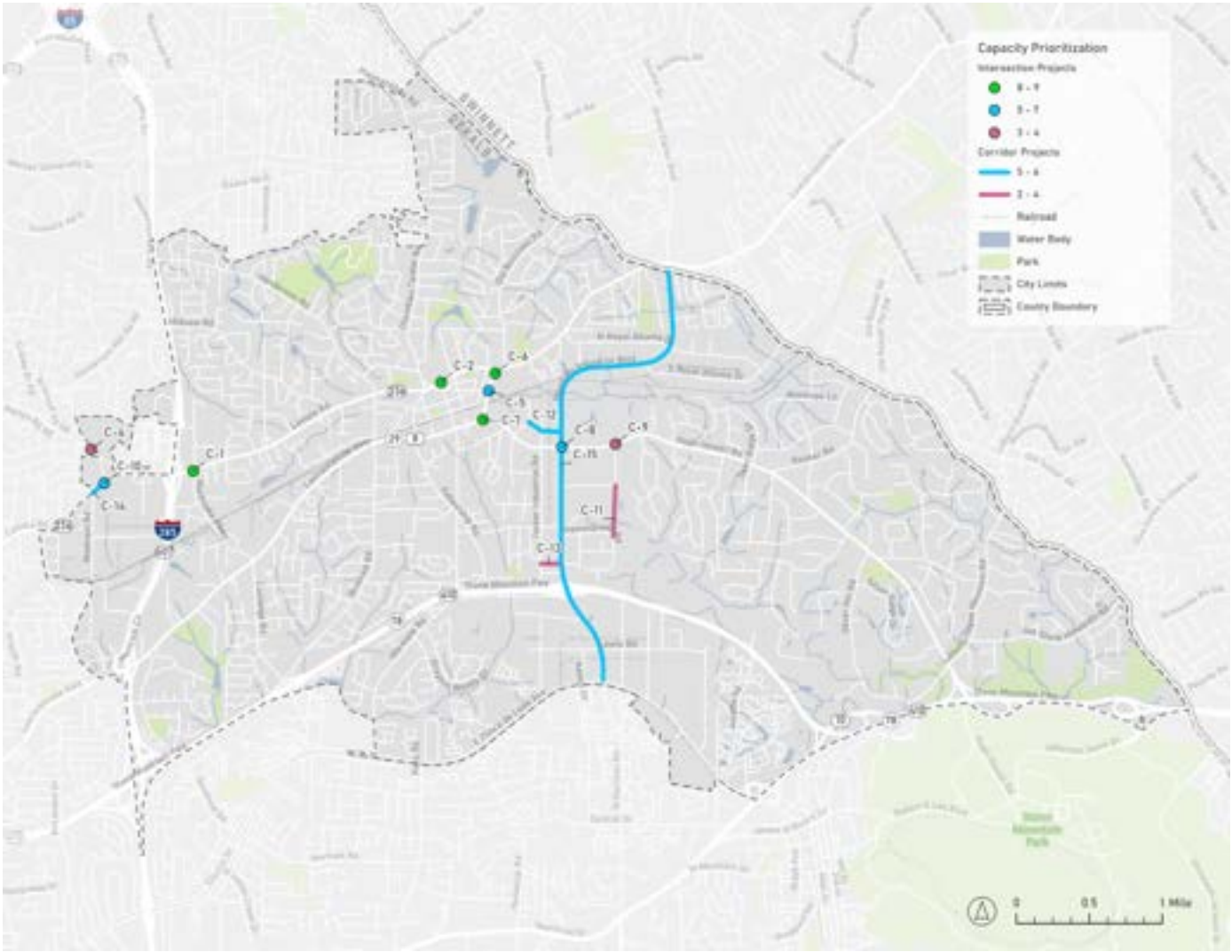


Table 22. Capacity Project Prioritization

ID	ROAD OR INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE	PRIORITY SCORE
C-1	Northlake Pkwy at GA-236 LaVista Rd	-	-	Intersection Capacity Improvement	9
C-6	GA-8 Lawrenceville Hwy at GA-236 LaVista Rd	-	-	Intersection Capacity Improvement	9
C-2	Main St at GA-236 LaVista Rd	-	-	Intersection Capacity Improvement	8
C-7	GA-8 Lawrenceville Hwy at Hugh Howell Rd	-	-	Intersection Capacity Improvement	8
C-8	Mountain Industrial Blvd at GA-236 Hugh Howell Rd	-	-	Intersection Capacity Improvement	7
C-14	Montreal Rd (west)	LaVista Rd	Henderson Mill Rd	New Roadway	6
C-15	Mountain Industrial Blvd	Tucker City Limit	Tucker City Limit	Widening	6
C-5	GA-8 Lawrenceville Hwy at Lynburn Dr	-	-	Intersection Capacity Improvement	5
C-10	GA-236 LaVista Rd at Henderson Mill Rd	-	-	Intersection Capacity Improvement	5
C-12	New Roadway	Mountain Industrial Blvd	Tucker Industrial Rd	New Roadway	5
C-9	Flintstone Dr at Hugh Howell Rd	-	-	Intersection Capacity Improvement	4
C-13	New Roadway	Mountain Industrial Blvd	Tucker Industrial Rd	New Roadway	4
C-4	Henderson Mill Rd at Briarcliff Rd NE	-	-	Intersection Capacity Improvement	3
C-11	New Roadway	Hammermill Rd	Flintstone Dr	New Roadway	2

Operational Prioritization

The following map and table highlight priority scores for all intersection and corridor operational projects. The highest priority scores can be seen in Downtown Tucker and on many of the major roadways that serve high volumes of traffic, provide connections to important destinations, or experience high numbers of crashes. Lower priority projects are located at more minor intersections and roadways that are further from destinations.

Figure 46. Operational Project Prioritization Scores

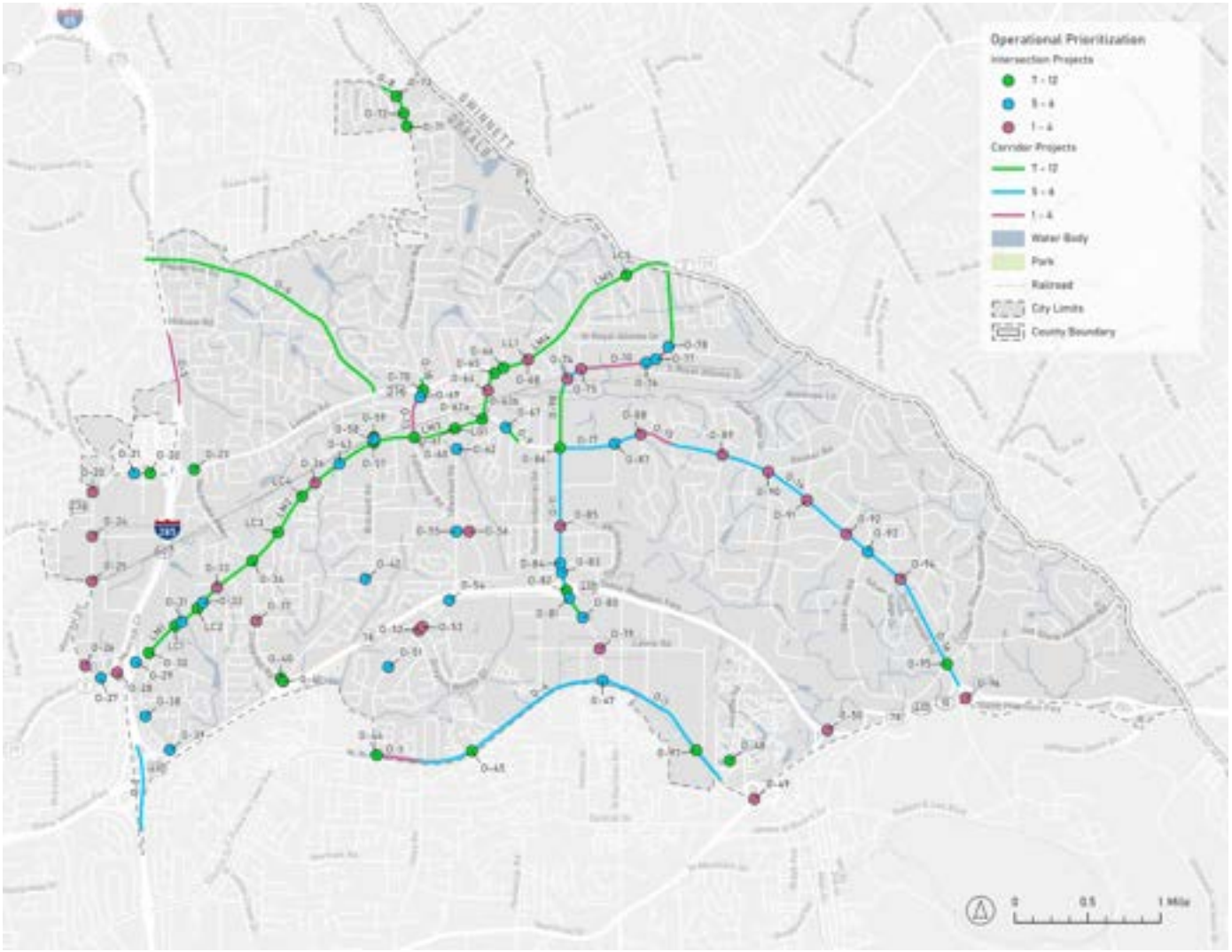


Table 23. Operational Project Prioritization

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													PRIORITY SCORE
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-63	Lawrenceville Hwy at Hugh Howell Rd	-	-	X	X	X	X	X			X						12
O-71	Chamblee-Tucker Rd at Tucker Norcross Rd	-	-	X		X	X			X	X	X					12
O-57	Lawrenceville Hwy at Brockett Rd	-	-	X	X		X	X			X						10
O-59	Brockett Rd at Moon St/Railroad Ave	-	-		X		X		X	X							10
O-60	Lawrenceville Hwy at Fellowship Rd	-	-	X	X	X					X						10
O-73	Pleasantdale Rd at Tucker Norcross Rd	-	-	X	X		X	X				X				X	10
LC2	Lawrenceville Hwy at Zemory Dr	-	-					X			X						10
LC4	Lawrenceville Hwy at Woodbriar Cir	-	-					X			X						10
LC1	Lawrenceville Hwy at Cemetery Ave	-	-					X			X						10
LC5	Lawrenceville Hwy at Indian Trail Dr	-	-					X			X						10
LC3	Lawrenceville Hwy at Hebron Hills Dr	-	-								X						10
O-8	Pleasantdale Rd	Shadow Walk Ln	Chamblee-Tucker Rd	X							X						10
O-30	Lawrenceville Hwy at Montreal Rd E	-	-		X		X				X	X					9
O-34	Lawrenceville Hwy at Cooledge Rd	-	-	X	X	X							X				9

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													PRIORITY SCORE
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-65	Lawrenceville Hwy at LaVista Rd	-	-	X		X											9
O-18	Fellowship Rd	LaVista Rd	Chamblee-Tucker Rd			X											9
O-45	East Ponce de Leon Ave at Hambrick Rd	-	-	X			X	X			X	X				X	8
O-48	Juliette Rd at Stone Mill Way/Wood Bend Dr	-	-	X				X			X	X					8
O-61	Lawrenceville Hwy at Idlewood Rd	-	-	X		X		X									8
O-70	Fellowship Rd at LaVista Rd	-	-		X	X		X									8
O-72	Tucker Norcross Rd at Britt Rd	-	-	X			X					X	X			X	8
O-82	SR 410 at Mountain Industrial Blvd	-	-		X			X			X						8
O-86	Hugh Howell Rd at Mountain Industrial Blvd	-	-	X	X		X				X					X	8
O-95	Hugh Howell Rd at Lilburn Stone Mountain Rd	-	-	X				X							X		8
O-97	E Ponce de Leon Ave at Rock Mountain Blvd	-	-		X												8
O-6	Henderson Rd	City Limit	LaVista Rd		X			X			X						8
LM2	Lawrenceville Hwy	Cooledge Rd	Brockett Rd	X									X				8
LM3	Lawrenceville Hwy	Brockett Rd	Hugh Howell Rd	X									X				8
LM4	Lawrenceville Hwy	Hugh Howell Rd	N Royal Atlanta Dr	X									X				8

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													PRIORITY SCORE
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
LM5	Lawrenceville Hwy	N Royal Atlanta Dr	Mountain Industrial Blvd	X									X				8
LM1	Lawrenceville Hwy	Montreal Rd	Cooledge Rd	X		X				X			X				8
O-98	Mountain Industrial Blvd	Greer Cir	City Limit		X												8
O-22	SR 236/LaVista Rd at Parklake Dr	-	-					X									7
O-23	SR 236/LaVista Rd at Northlake Pkwy	-	-								X						7
O-40	Cooledge Rd at Brockett Rd	-	-		X	X	X				X						7
O-41	SR 410 at Brockett Rd	-	-				X	X			X	X				X	7
O-44	Idlewood Rd at E Ponce de Leon Ave	-	-		X						X						7
O-66	Lawrenceville Hwy at Old Norcross Rd	-	-			X	X										7
O-68	Lawrenceville Hwy at Cofer Crossing	-	-	X			X									X	7
LG1	Lawrenceville Hwy at Main St	-	-		X												7
O-9	Hugh Howell Rd	Cowan Rd	Wendy's DWY	X													7
O-21	SR 236/LaVista Rd at Ranchwood Dr	-	-					X									6
O-31	Lawrenceville Hwy at Lovely Ln	-	-								X						6
O-38	Montreal Rd E at Alcan Way	-	-								X						6
O-42	Brockett Rd at Oak Crest Dr/Roman Ct	-	-								X						6

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													PRIORITY SCORE
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-47	E Ponce de Leon Ave at Mountain Industrial Blvd/N Hairston Rd	-	-	X		X	X				X	X					6
O-54	Idlewood Rd at Sarr Pkwy	-	-		X		X				X						6
O-58	Brockett Rd at RR Crossing	-	-						X								6
O-62	Idlewood Rd at Cowan Rd	-	-		X												6
O-67	Hugh Howell Rd at Cowan Rd	-	-					X									6
O-69	Fellowship Rd at 2nd Street	-	-	X													6
O-78	Mountain Industrial Blvd at N Royal Atlanta Dr	-	-			X											6
O-80	Mountain Industrial Blvd at Greer Cir/ DeKalb County Schools Parking Lot	-	-			X											6
O-81	SR 410 southern Exit Ramp at Mountain Industrial Blvd	-	-	X			X					X				X	6
O-83	Mountain Industrial Blvd at Hirsch Dr	-	-	X				X					X			X	6
O-93	Hugh Howell Rd at Silver Hill Rd	-	-		X						X						6
O-14	Hugh Howell Rd	Mountain Industrial Blvd	US-78 Ramp		X			X						X		X	6

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													PRIORITY SCORE
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-16	Hugh Howell Rd	Stone Creek Dr	Lilburn Stone Mountain Rd			X											6
O-27	Lawrenceville Rd at Montreal Rd W	-	-			X					X						5
O-29	Lawrenceville Hwy at I-285 NB Ramp	-	-		X												5
O-32	Lawrenceville Hwy at St Lawrence Cove	-	-								X						5
O-39	Montreal Rd E at Juneau Ct	-	-			X											5
O-43	Lawrenceville Hwy at Shady Ln E	-	-								X						5
O-51	Idlewood Rd at idlewood Elementary School	-	-		X						X						5
O-55	Idlewood Rd at Elmdale Dr	-	-								X						5
O-76	Mountain Industrial Blvd at S Royal Industrial Dr	-	-			X											5
O-77	Mountain Industrial Blvd east of S Royal Atlanta Dr	-	-	X													5
O-84	Mountain Industrial Blvd at Hammermill Rd (south)	-	-	X		X	X	X								X	5
O-87	Hugh Howell Rd at Flintstone Dr	-	-		X			X			X						5
O-2	I-285 NB	US-78 to I-285 NB Ramp	US-78 to I-285 SB Ramp					X				X					5

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													PRIORITY SCORE
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-3	Mountain Industrial Blvd	Tuckerstone Pkwy	End of bridge					X									5
O-4	E Ponce de Leon Ave	Idlewood Rd	Juliette Dr					X	X	X							5
O-1	E Ponce de Leon Ave	Mountain Industrial Blvd	Rock Mountain Blvd							X							5
O-11	Mountain Industrial Blvd	US-78 Ramps	Hugh Howell Rd	X	X												5
O-17	Hugh Howell Rd	Mountain Industrial Blvd	Flintstone Dr	X													5
O-20	SR 236 at Montreal Rd W	-	-	X	X		X	X			X		X				4
O-28	Lawrenceville Hwy at I-285 SR Ramp	-	-				X										4
O-49	SR 10 at E Ponce de Leon Ave	-	-		X	X	X					X					4
O-56	Fellowship Rd at Elmdale Dr	-	-		X												4
O-64	Lawrenceville Hwy at Lynburn Dr	-	-			X											4
O-85	Mountain Industrial Blvd at Elmdale Dr/ Roger Marten Way	-	-			X	X					X				X	4
O-91	Hugh Howell Rd at Rosser Pl	-	-		X												4
O-94	Hugh Howell Rd at Smoke Rise Park	-	-								X						4
O-96	SR 10 at SR 236	-	-	X	X	X		X		X							4
LL1	Lawrenceville Hwy at Ivey Crest Cir	-	-													X	4

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													PRIORITY SCORE
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-5	I-285	Midvale Rd	Northlake Pkwy Exit Ramp					X				X					4
O-7	E Ponce de Leon Ave	Idlewood Rd	Rays Rd					X									4
O-10	Mountain Industrial Blvd	N Royal Atlanta Dr	Tuckerstone Pkwy			X											4
O-13	Fellowship Rd	Lawrenceville Hwy	LaVista Rd														4
O-24	Montreal Rd W at Montreal Industrial Way	-	-			X											3
O-26	Montreal Rd W at Montreal Cir S	-	-			X					X						3
O-33	Lawrenceville Hwy at Terri Lynn Ct	-	-								X						3
O-36	Lawrenceville Hwy at Shady Ln W	-	-								X						3
O-52	Idlewood at Cedar Knoll Dr	-	-					X									3
O-53	Idlewood at Drayton Woods	-	-					X									3
O-74	Mountain Industrial Blvd at RR Crossing	-	-								X						3
O-75	Mountain Industrial Blvd at Tuckerstone Pkwy	-	-					X									3
O-79	Mountain Industrial Blvd at Lewis Rd	-	-			X											3
O-88	Hugh Howell Rd at Mountain Creek Dr	-	-	X													3

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE													PRIORITY SCORE
				ACCESS MANAGEMENT	INTERSECTION GEOMETRY	LANE	SIGNAL	SIGNING & MARKING	RAILROAD CROSSING	ROADSIDE	PEDESTRIAN CROSSING	LIGHTING	FREIGHT	SPEED MANAGEMENT	SAFETY & SECURITY	FURTHER STUDY	
O-90	Hugh Howell Rd at Rosser Rd north	-	-		X												3
O-92	Hugh Howell Rd at Kanawha Dr	-	-		X	X	X										3
O-15	Hugh Howell Rd	West of Mountain Creek Dr	Marthasville Ct					X									3
O-37	Cooledge Rd at Bishop Dr/ Gloucester Dr	-	-		X												2
O-50	SR 410 at SR 10	-	-			X		X		X		X					2
O-25	Montreal Rd W at RR Crossing	-	-						X								1
O-89	Hugh Howell Rd at McCrudy/Stratmor Dr	-	-				X										1
O-12	Elmdale Dr	Idlewood Rd	Fellowship Rd	X													1

Sidewalk Prioritization

The following map and table outline priority scores for sidewalk projects. Projects with higher scores generally provide a greater benefit and should be considered first for implementation. The highest priority sidewalk projects are seen along many of the major roadways where traffic may be impacting pedestrian safety and where sidewalks connect to key destinations. Lower priority sidewalk projects can be found in shorter segments and on smaller streets in central Tucker, as well as along the east side of the City, where land uses are largely residential.

Figure 47. Sidewalk Project Prioritization Scores

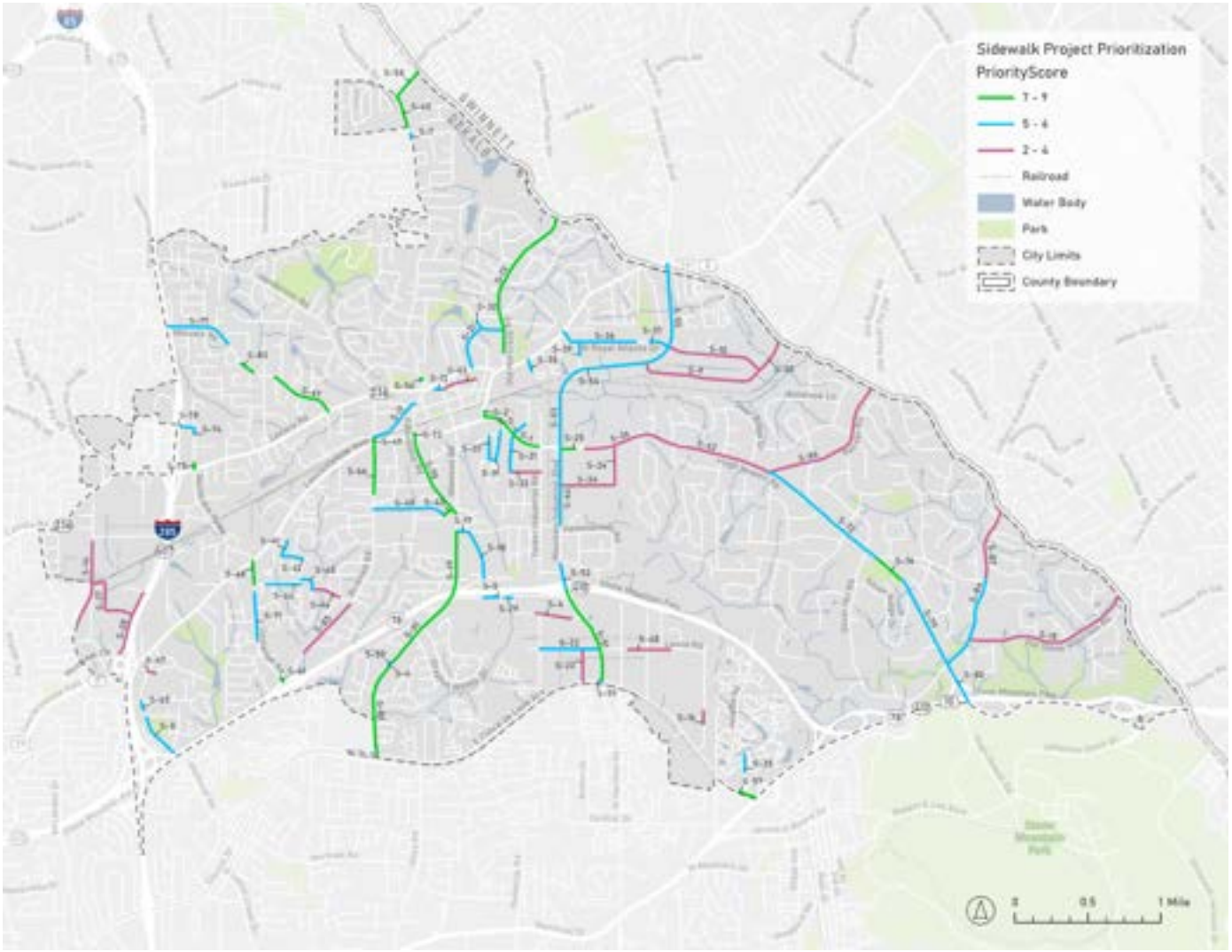


Table 24. Sidewalk Project Prioritization

ID	ROAD NAME	FROM STREET	TO STREET	PROJECT TYPE	PRIORITY SCORE
S-49	Brockett Rd	Lawrenceville Hwy	Moon St/Railroad Ave	New Sidewalk	9
S-73	Fellowship Rd	Lawrenceville Hwy	Milk Jug DWY	New Sidewalk	9
LS1	Lawrenceville Hwy	Henderson Dr	Cooledge Dr	Sidewalk Repair	9
LS2	Lawrenceville Hwy	Hebron Hills Dr	Steel Dr	Sidewalk Repair	9
LS3	Lawrenceville Hwy	Brockett Rd	Idlewood Rd	Sidewalk Repair	9
LS4	Lawrenceville Hwy	Fourth St	Lynburn Dr	Sidewalk Repair	9
LS5	Lawrenceville Hwy	Old Norcross Rd	N Royal Atlanta Dr	Sidewalk Repair	9
LS6	Lawrenceville Hwy	N Royal Atlanta Dr	Mountain Industrial Blvd	Sidewalk Repair	9
S-2	Lawrenceville Hwy (east)	Hugh Howell Rd	Tucker Station entrance	New Sidewalk	8
S-13	Old Norcross Rd	Existing Sidewalk	County Line	New Sidewalk	8
S-58	Tucker Norcross Rd	Pleasantdale Rd	Gwinnett County Line	New Sidewalk	8
S-69	Idlewood Rd	Elmdale Dr	Wiscasset Pl	New Sidewalk	8
S-25	Hugh Howell Rd (south)	Mountain Industrial Blvd	Existing sidewalk at ITW Pro Brands	New Sidewalk	7
S-43	Smithfield Dr	Brownlee Rd	Fellowship Rd	New Sidewalk	7
S-51	Mountain Industrial Blvd	E Ponce de Leon Ave	US-78	New Sidewalk	7
S-56	Fellowship Rd	Chamblee-Tucker Rd	-	Sidewalk Repair	7
S-57	E Ponce de Leon Ave	City Limit	Richardson St	New Sidewalk	7
S-60	Tucker Norcross Rd	Pleasantdale Rd	Chamblee-Tucker Rd	Sidewalk Repair	7
S-61	Brockett Rd	Cooledge Rd	SR 410	Sidewalk Repair	7
S-66	Brockett Rd	Lawrenceville Hwy	Grantland Dr	New Sidewalk	7
S-70	Fellowship Rd	Idlewood Rd	Lawrenceville Hwy	New Sidewalk	7
S-81	Idlewood Rd	Wiscasset Pl	Idlewood Elementary	New Sidewalk	7
S-82	Idlewood Rd	Idlewood Elementary	City Limit	New Sidewalk	7
S-3	Fuller Way	Hugh Howell Rd	Existing sidewalk	New Sidewalk	6
S-6	Idlewood Rd (west)	Existing sidewalk north of school	Idlewood Elementary DWY	New Sidewalk	6

ID	ROAD NAME	FROM STREET	TO STREET	PROJECT TYPE	PRIORITY SCORE
S-12	Lynburn Dr	Existing trail	Main St	New Sidewalk	6
S-20	Hanfred Ln	Cowan Rd	Dillard St	New Sidewalk	6
S-32	N Park Dr (south)	Existing sidewalk at Kelley Cofer Park	Pine Lake Rd	New Sidewalk	6
S-35	E Ponce de Leon Ave/ Richardson St	Stone Mill Way	Springview Ave	New Sidewalk	6
S-36	N Royal Atlanta Dr	Existing sidewalk	Lawrenceville Hwy	New Sidewalk	6
S-37	N Royal Atlanta Dr	Mountain Industrial Blvd	Existing sidewalk at Bishops Storehouse	New Sidewalk	6
S-38	Cofer Crossing DWY	Lawrenceville Hwy	Ivey Crest Cir	New Sidewalk	6
S-42	Ramah Ln	Hebron Hills Dr	Gloucester Dr	New Sidewalk	6
S-45	Samaria Trl	Gloucester Dr	Jericho Rd	New Sidewalk	6
S-52	Mountain Industrial Blvd	US-78	Hammermill Rd South	New Sidewalk	6
S-55	Mountain Industrial Blvd	2457 Mountain Industrial Blvd	Lawrenceville Hwy	New Sidewalk	6
S-65	Montreal Rd	Canadian Way	Kelowna Ct	New Sidewalk	6
S-72	Hugh Howell Rd	Silver Hill Rd	Rosser Rd	New Sidewalk	6
S-80	Hugh Howell Rd	Lilburn-Stone Mountain Rd	City Limit	New Sidewalk	6
S-84	Lilburn-Stone Mountain Rd	Hugh Howell Rd	Silver Hill Rd	New Sidewalk	6
S-18	Fellowship Rd	Elmdale Dr	Sentry Dr	New Sidewalk	6
S-11	Bancroft Cit	Fellowship Rd	Brockett Rd	New Sidewalk	5
S-17	Elmdale Dr	Idlewood Rd	Fellowship Rd	New Sidewalk	5
S-19	Dillard St	Cowan Rd	Hanfred Ln	New Sidewalk	5
S-21	Rosser Ter	Florence St	Hugh Howell Rd	New Sidewalk	5
S-22	Lewis Rd	Mountain Industrial Blvd	Roadhaven Dr	New Sidewalk	5
S-29	Sarr Pkwy (south)	Greer Cir	Macy's Warehouse DWY	New Sidewalk	5
S-31	Pine Lake Rd	LaVista Rd	Old Norcross Rd	New Sidewalk	5
S-40	Brownlee Dr	Brockett Rd	Smithfield Dr	New Sidewalk	5
S-41	Hebron Hills Dr	Lawrenceville Hwy	Ramah Ln	New Sidewalk	5
S-53	Mountain Industrial Blvd	Hugh Howell Rd	Tuckerstone Pkwy	New Sidewalk	5
S-5	Sarr Pkwy (south)	Existing sidewalk at MARTA stop	Existing sidewalk west of Macy's Warehouse	New Sidewalk	5

ID	ROAD NAME	FROM STREET	TO STREET	PROJECT TYPE	PRIORITY SCORE
S-7	Chamblee-Tucker Rd (east)	Tuckersham Ln	Existing sidewalk	New Sidewalk	5
S-8	Montreal Rd (east)	North of US-78 overpass	Alcan Way	New Sidewalk	5
S-39	Tuckerstone Pkwy	N Royal Atlanta Dr	Existing sidewalk	New Sidewalk	5
S-44	Sarahs Ln	Existing Sidewalk	Gloucester Dr	New Sidewalk	5
S-50	Idlewood Rd	Idlewood Elementary School	-	New Sidewalk	5
S-54	Mountain Industrial Blvd	Tuckerstone Pkwy	2457 Mountain Industrial Blvd	New Sidewalk	5
S-59	E Ponce de Leon Ave	Mountain Industrial Blvd	MARTA Stop	Sidewalk Repair	5
S-64	Mountain Industrial Blvd	Hugh Howell Rd	Elmdale Dr	New Sidewalk	5
S-74	Northlake Pkwy	Northlake Center Dr	Existing sidewalk south of Northlake Center Dr	New Sidewalk	5
S-78	Northlake Pkwy	Northlake Center Dr	I-285 Ramp	New Sidewalk	5
S-79	Hugh Howell Rd	Silver Hill Rd	Lilburn-Stone Mountain Rd	New Sidewalk	5
S-15	Old Stone Mountain Rd	Lilburn Stone Mountain Rd	County line	New Sidewalk	4
S-16	Rock Mountain Blvd (west)	CMP Stone Mountain DWY	Existing sidewalk south of CMP Stone Mountain	New Sidewalk	4
S-26	Hugh Howell Rd (south)	Existing sidewalk at 4679 Hugh Howell	Mountain Creek Dr	New Sidewalk	4
S-28	Montreal Ct	Montreal Sta	Talton Dr	New Sidewalk	4
S-33	Florence St	Mountain Industrial Blvd	Rosser Ter	New Sidewalk	4
S-46	Jericho Rd	Samaria Trl	Existing sidewalk	New Sidewalk	4
S-47	Woodlawn Cir	Montreal Rd	Existing sidewalk	New Sidewalk	4
S-48	Lewis Rd (south)	Existing sidewalk east of Litton Dr	Mud Pie DWY	New Sidewalk	4
S-63	Church St	Lynburn Dr	Hearthside Complex	New Sidewalk	4
S-85	Brockett Rd	Jericho Rd	Cedar Cir	New Sidewalk	4
S-86	Rosser Rd	Hugh Howell Rd	City Limit	New Sidewalk	4
S-4	Greer Cir (north)	Existing sidewalk at 4611 Greer Cir	Existing sidewalk west of Roadhaven Dr	New Sidewalk	3
S-9	S Royal Atlanta Dr	Mountain Industrial Blvd	N Royal Atlanta Dr	New Sidewalk	3
S-10	N Royal Atlanta Dr	S Royal Atlanta Dr	Mountain Industrial Blvd	New Sidewalk	3
S-14	Montreal Rd (east)	Existing sidewalk south of Montreal Industrial Way	Kennersly Close	New Sidewalk	3
S-23	McCurdy Dr	Lewis Rd	Ponce de Leon Ave	New Sidewalk	3

ID	ROAD NAME	FROM STREET	TO STREET	PROJECT TYPE	PRIORITY SCORE
S-24	Flintstone Dr	Granite Dr	Hugh Howell Rd	New Sidewalk	3
S-30	Royal Woods Pkwy	N Royal Atlanta Dr	County line	New Sidewalk	3
S-27	Montreal Cir	Montreal Rd	Montreal Ct	New Sidewalk	2
S-34	Granite Dr	Flintstone Dr	Mountain Industrial Blvd	New Sidewalk	2
S-62	Hugh Howell Rd	Mountain Creek Dr	Rosser Rd	New Sidewalk	2
S-87	Lilburn-Stone Mountain Rd	Silver Hill Rd	City Limit	New Sidewalk	2

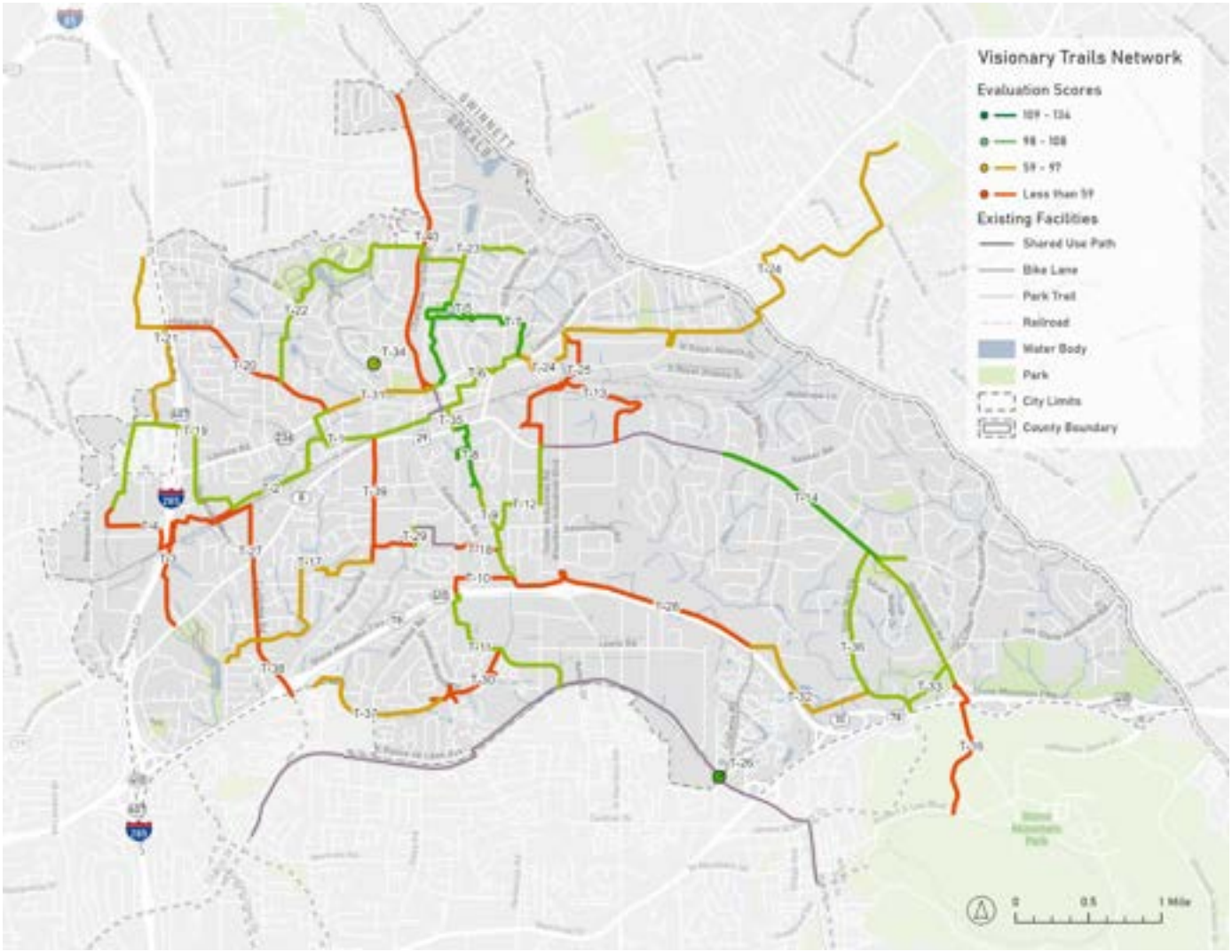
Trail Prioritization

Because trail projects build off of the 2019 PATH plan, the recommended trail projects were evaluated and scored independently of the other project types in this plan.

Trail projects were phased according to their access, safety, as well as feasibility and environmental impacts. These metrics build upon the prioritization criteria established in the 2019 PATH plan, while remaining consistent with this transportation plan's prioritization metrics. Prioritization criteria include:

- **Feasibility:** Projects with fewer barriers to implementation and that could become shovel-ready sooner.
- **Safety:** Projects that address a critical safety need for people who walk, bike, and roll.
- **Access:** Projects that improve access to key destinations, most notably, Downtown Tucker.
- **Connectivity:** Projects that connect to existing, planned, and under-design trail segments.
- **Community Support:** Projects that received positive feedback from stakeholders and community members.

Figure 48. Trail Project Prioritization Scores



Trail Prioritization Methodology

Trail project scores were determined by summing scores attributed to projects based on factors within each prioritization criteria category. These factors and their maximum possible scores are shown in the table at right.

Weights were provided to factors based on stakeholder and community priorities heard during the planning process. These priorities were feasibility and access to Downtown.

The community cared about project feasibility to ensure that trail segments presented in this plan could realistically be constructed and not just serve as a wish list for the City that "sits on the shelf." Projects that require a lot of right-of-way acquisition or have engineering complexities have higher costs and will take longer to build.

Access to Downtown was a priority to build upon shared use paths already built in Downtown Tucker and because there is a lot of commercial and community activity Downtown that may draw people to use the trails built in this area.

All other factors were included to indicate projects that would have the greatest benefit. Detailed project scores can be found in Appendix C.

Table 25. Trail Project Prioritization Criteria and Factors

CRITERIA	FACTOR	FACTOR DESCRIPTION
Feasibility	Right-of-way impacts	The number of privately-owned parcels that would need to be purchased or have an easement for the project to be built.
	Major structures	Whether projects required bridges or tunnels in order to be built, which will significantly increase the project costs.
	Creek structures	Whether the project needs bridges to cross creeks.
	Local permitting	Whether the roadways that the project is on are entirely locally-owned, therefore reducing barriers to implementation.
	In design	Whether any part of the project is under-design at the time of this plan's development, indicating it is further along in its implementation process.
	Wetlands and floodplains	Whether the project overlaps with flood zones as indicated by NEPA, which would delay the project implementation timeline.
Community Support		Scored higher if favored by stakeholders and community members. Scored lower if deemed not a priority by stakeholders and community members. All other projects neutral.
Safety	Separation from traffic	Whether the project is completely (full points) or partially (partial points) a shared use path and therefore separated from motor vehicles.
	Conflict points	The number of intersections and DWYs that the project crosses.
	Eyes on the trail	Whether projects were along major roadways or in front of commercial buildings, therefore having a greater sense of personal security.
	Crashes	The number of bicycle and pedestrian crashes from 2019-2023 that the project could have prevented if it was present.
Access	Public facilities	Whether the project provides direct access to public places like parks.
	Commercial centers	Whether the project serves prominent commercial centers, such as Downtown and Northlake Mall.
	High density housing	Whether the project serves parcels that are zoned R-75 or R-85 and therefore serves more densely populated areas.
Connectivity	Existing trails	Whether the project connects to existing, planned or under design trails, thereby building out network connections over time.
	Bus stops	Whether the project connects to MARTA bus stops, thereby providing multimodal connectivity.

Table 26. Trail Project Prioritization

ID	PROJECT NAME	FROM STREET	TO STREET	PROJECT TYPE	PRIORITY SCORE
T-14 *	Hugh Howell Road	Marthasville Court	Silver Hill Road	Shared Use Path	134
T-26	Juliette Crossing	Juliette Road	Stone Mountain PATH	Shared Use Path	129
T-7	Tucker Nature Preserve, Angie Drive	Tucker Nature Preserve	Kelley Cofer Park	Shared Use Path and Neighborhood Greenway	129
T-5 *	Kelley Cofer Park	Tucker High School	North Park Drive	Shared Use Path	126
T-8 *	South Fork Peachtree Creek	Lawrenceville Highway	Near Bibb Boulevard	Shared Use Path	125
T-12	Tucker Industrial Road, Hugh Howell Road	South Fork Peachtree Creek	Marthasville Court	Shared Use Path	108
T-34	Neighborhood Connection	Morgan Road	Morgan Road	Shared Use Path	108
T-2 *	Along railroad, E Exchange Place	Stephens Court	Northlake Parkway	Shared Use Path	107
T-23	Livsey Road, Lucky Shoals Creek	N Park Drive/Kelley Cofer Park	Old Norcross Road	Shared Use Path and Neighborhood Greenway	107
T-9 *	South Fork Peachtree Creek	Near Bibb Boulevard	Peters Park	Shared Use Path	107
T-22	Gleneagles Drive, Henderson Park	Midvale Road	Ridge Park Drive	Shared Use Path and Neighborhood Greenway	106
T-29	Segment 5 Connection	Boxcar Way	Brockett Creek Drive	Shared Use Path	106
T-35	Main Street Connection	Main Street Alleyway	Idlewood Road	Shared Use Path	104
T-11	Stone Mountain Middle School	Highway 78	Stone Mountain Trail	Shared Use Path	103
T-33	Lilburn Stone Mountain Road Shared Use Path	Silver Hill Road	Hugh Howell Road	Shared Use Path	103
T-36	Silver Hill Shared Use Path	Hugh Howell Road	Stone Mountain Freeway	Shared Use Path	101
T-6	Downtown and LaVista Road	Main Street	Tucker Nature Preserve	Shared Street	101
T-1 *	Railroad Avenue, Lavista Road	2nd Street	Midvale Road	Shared Use Path and Neighborhood Greenway	99
T-19 *	Northlake Parkway	E Exchange Place	Weems Road	Shared Use Path	99
T-15 *	Hugh Howell Road	Smoke Rise Elementary	Stone Mountain Freeway WB on-ramp	Shared Use Path	98
T-31	LaVista Shared Use Path	Midvale Road	Lynburn Drive	Shared Use Path	97
T-17	Avon Avenue, Gloucester Drive	Brockett Road	Johns Homestead Park	Shared Use Path and Neighborhood Greenway	96
T-21	I-285 ROW, Henderson Mill Road NE	Northlake Parkway	Henderson Road	Shared Use Path	96

** Projects under design*

ID	PROJECT NAME	FROM STREET	TO STREET	PROJECT TYPE	PRIORITY SCORE
T-32	Smoke Rise Utility Easement Pathway	Juliette Road	Silver Hill Road	Shared Use Path	93
T-24	South of Fitzgerald Fields neighborhood	Tucker Nature Preserve	Lilburn Lions Club Park	Shared Use Path and Neighborhood Greenway	92
T-37	South Fork Peachtree Creek Connection to Clarkston	Peachtree Creek Fork/Trail Segment T-30	Tucker City Limits/Clarkston Greenway near Post Oak Drive	Shared Use Path	92
T-18	Brockett Creek Drive	Brockett Road	South Fork Peachtree Creek	Shared Use Path and Neighborhood Greenway	89
T-25	Tuckerstone Parkway, Mountain Industrial Boulevard	Cofer Circle	Camp Creek/Trail Segment T-13	Shared Use Path	89
T-28	Highway 78 Shared Use Path	Peters Park	Juliette Road	Shared Use Path	88
T-3	Along railroad, I-285, Cemetery Avenue	Northlake Parkway	Lawrenceville Highway	Shared Use Path and Neighborhood Greenway	87
T-30	Drayton Woods, South Fork Peachtree Creek Path	Segment T-11	Peachtree Creek Fork near Drayton Woods Recreation Club	Shared Use Path	85
T-13	Camp Creek	Flint Stone Drive	Fuller Way & Hugh Howell	Shared Use Path	73
T-16 *	Stone Mountain Park	Stone Mountain Freeway WB on-ramp	Robert E Lee Boulevard	Shared Use Path	58
T-10	South Fork to Idlewood Connection	Peters Park	Sarr Parkway	Shared Use Path	49
T-20	Midvale Road	I-285	LaVista Road/Segment T-1	Shared Use Path	49
T-4	Along railroad	Crescent Centre Boulevard	Northlake Tower Festival	Shared Use Path	48
T-38	Brockett Underpass Connection	Tucker City Limits/Highway 78 EB on-ramp	Avon Avenue	Shared Use Path	43
T-27	Cooledge Shared Use Path	Northlake Parkway/Segment T-3	Avon Avenue	Shared Use Path	36
T-39 **	Brockett Road Shared Use Path	Brockett Creek Drive/Trail Segments T-17 and T-18	Just north of Lawrenceville Highway/Trail Segment T-1	Shared Use Path	*Not scored*
T-40 **	Chamblee Tucker Road Shared Use Path	LaVista Road/Trail Segments T-5 and T-31	Tucker Norcross Road	Shared Use Path	*Not scored*

** Projects under design*
*** Projects added later in the plan's development were not prioritized*

PROJECT PHASING STRATEGY

The following section outlines a phased implementation strategy until 2040, anticipating local and federal grant funding within short-, mid-, and long-terms. This strategy provides general guidance for the project list, although additional factors may be considered for implementation of a specific project, such as new sources of funding.

With anticipated funding within each phase and estimated project costs in mind, each project was assigned to a phase based on its priority score. This method allows higher priority projects to be implemented first, providing a greater benefit to the transportation system. Projects with dedicated project specific funding in the next five years were assigned to the short-term phase to preserve allocated funding and continuity in project development and delivery.

Projects exceeding anticipated funds were assigned to the Aspirational category, which can be drawn upon as additional funding becomes available.

PROJECT PHASING STRATEGY



FUNDING ALLOCATION

To understand the potential funding available in each term, the following tables depict the anticipated local and federal funding within each time frame. Local funding for capital improvements is estimated based on SPLOST funding. Federal and state funding was assumed for the future as a match of 80% of projects located along state roadways. This allocation is based on an assumed extrapolation of current funding levels and does not reflect detailed economic forecasting.

Table 27. Anticipated Funding Allocation (in millions of dollars)

	PROJECT TYPE	LOCAL FUNDING	STATE/FEDERAL FUNDING	TOTAL FUNDING
SHORT-TERM 2026 - 2030	Roadway	$33M	$7.5M	$40.5M
	Sidewalk	$2M	$0	$2M
	Trail	$10M	$10.5M	$20.5M
	Maintenance	$25M	$2.5M	$27.5M
	Total	$70M	$20.5M	$90.5M
MID-TERM 2031 - 2035	Roadway	$12.1M	$4.5M	$16.6M
	Sidewalk	$22.9	$0	$22.9M
	Trail	$10M	$1.5M	$11.5M
	Maintenance	$25M	$3M	$28M
	Total	$70M	$9M	$79M
LONG-TERM 2036 - 2040	Roadway	$28.2M	$4.5M	$32.7M
	Sidewalk	$6.8M	$0	$6.8M
	Trail	$10M	$1.5M	$11.5M
	Maintenance	$25M	$3M	$28M
	Total	$70M	$9M	$79M
2026 - 2040 Total Funding		**$210M**	**$38.5M**	**$248.5M**

Cost Estimation

Planning-level cost estimates were calculated for each identified project. Baseline estimates were developed from the characteristics of proposed improvements and determined unit costs, which can be found in Appendix D. These estimates were generally derived by escalating unit costs from the Atlanta Regional Commission Estimation Tool.

Based on the overall construction costs, the following percentages were applied to derive planning-level cost estimates for other phases:

- Preliminary Engineering (PE): 15% of Construction Costs
- Right-of-Way Acquisition (ROW): 25% of Construction Costs
- Utility Coordination (UTL): 20% of Construction Costs

In addition, a 25% contingency was applied to cost estimates (25% of construction costs). While these project cost estimates were derived in 2025 dollars, costs may need to be adjusted to account for inflation in the year of expenditure for programming of future costs. An estimated annual escalation of 3% is recommended.

Featured Projects

Based on prioritization scores, projects with the highest overall scores were identified for short-term implementation. The map at right highlights short-term recommendations as featured projects to show the impact they will have on the overall network. Each type of short term project provides specific benefits to the network, which are described below.

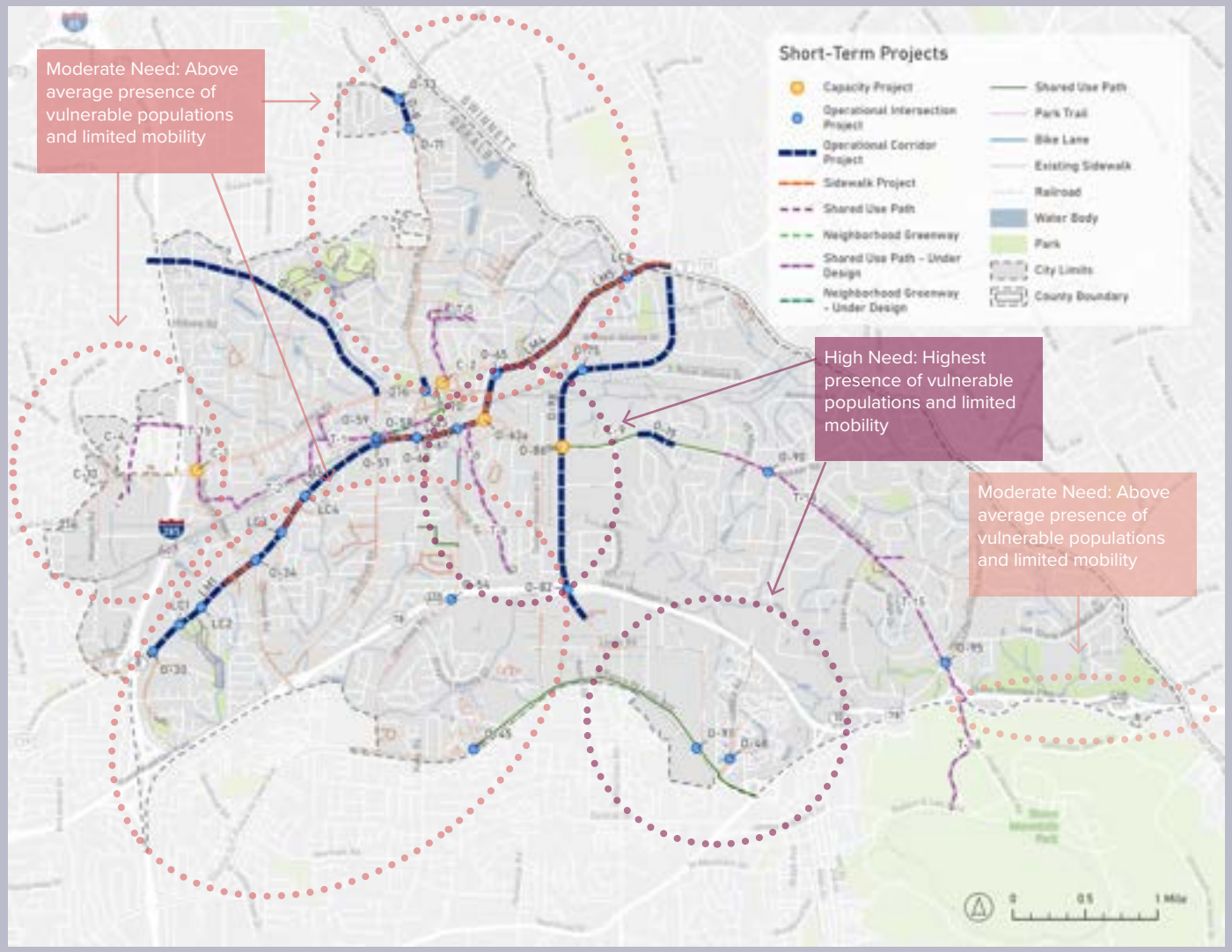
Trails and Sidewalks – Strengthen connection to downtown, particularly key projects, such as:

- Tucker-Northlake Trail
- Downtown to Kelley Cofer Park Trail
- South Fork Peachtree Greenway
- Hugh Howell Road to Stone Mountain Park Sidepath

Operational Projects – Address needs along key corridors including Lawrenceville Highway, Mountain Industrial Boulevard, and Henderson Road.

Roadway – Intersection Capacity Projects, address bottleneck intersections including Lawrenceville Highway at Hugh Howell and LaVista Road to Northlake Parkway.

Figure 49. Short-Term Projects



Note: The short term projects indicated above provide access to community facilities identified in Figure 3, as well as Downtown Tucker, and increase multimodal travel options in vulnerable communities, as identified in Figure 4.

ROADWAY PROJECT PHASING

Capacity Phasing

Each capacity project was assigned to a phasing term, shown in the following maps and table, based on the priority score and funding available within each phase. Capacity projects located along major state routes, such as LaVista Rd and Lawrenceville Hwy, were assigned to the short-term phase. Many of the projects assigned to the long-term and aspirational phases are high cost projects which, combined with their priority score, reduce their cost effectiveness.

Figure 50. Capacity Project Phasing

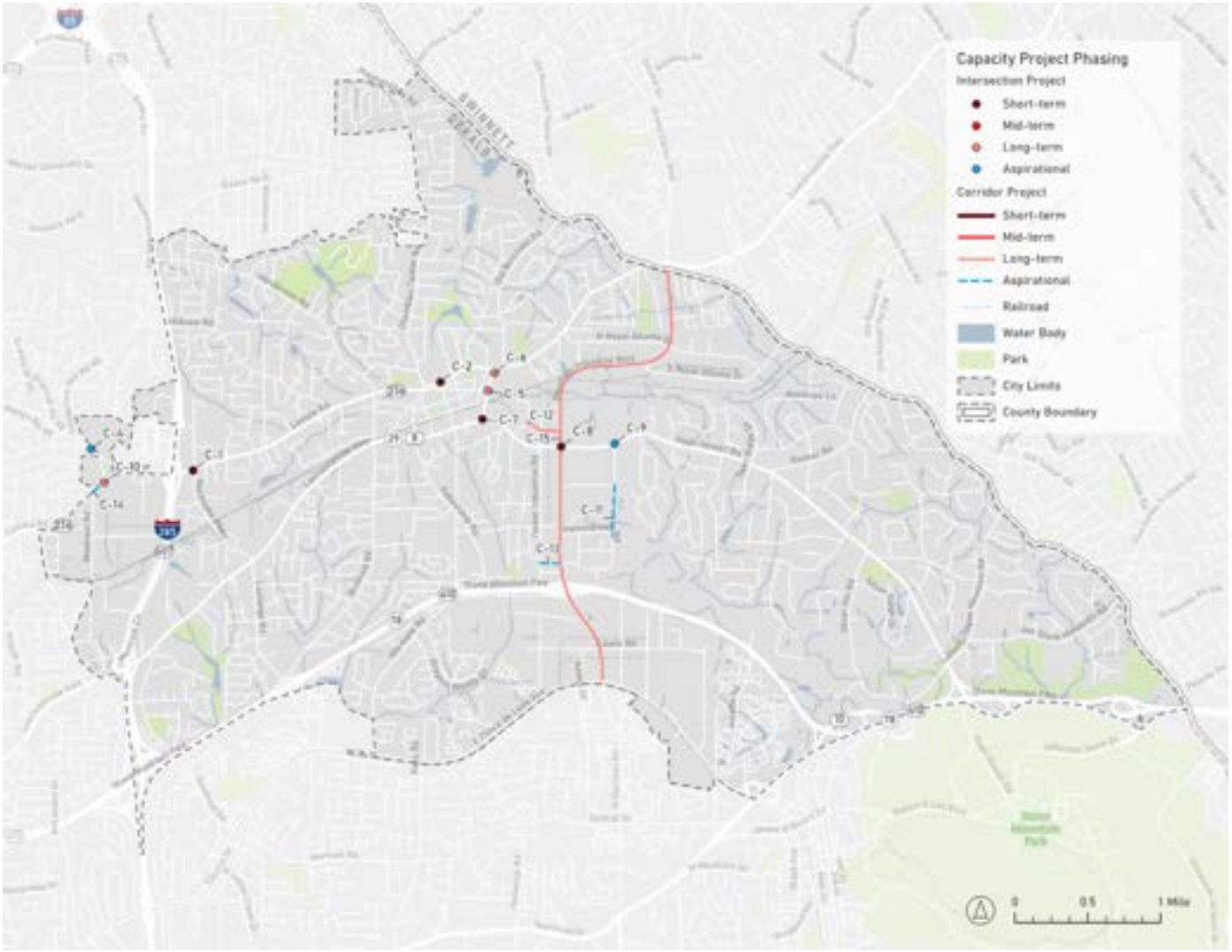


Table 28. Capacity Project Phasing

ID	ROAD OR INTERSECTION NAME	TO STREET	FROM STREET	IMPROVEMENT TYPE	COST ESTIMATE	PHASE
C-1	Northlake Pkwy at GA-236 LaVista Rd	-	-	Intersection Capacity Improvement	$1,229,191.88	Short
C-2	Main St at GA-236 LaVista Rd	-	-	Intersection Capacity Improvement	$132,275	Short
C-7	GA-8 Lawrenceville Hwy at Hugh Howell Rd	-	-	Intersection Capacity Improvement	$315,425	Short
C-8	Mountain Industrial Blvd at GA-236 Hugh Howell Rd	-	-	Intersection Capacity Improvement	$1,352,350	Short
C-15	Mountain Industrial Blvd	Tucker City Limit	Tucker City Limit	Widening	$19,068,113.68	Long
C-5	GA-8 Lawrenceville Hwy at Lynburn Dr	-	-	Intersection Capacity Improvement	$132,275	Long
C-6	GA-8 Lawrenceville Hwy at GA-236 LaVista Rd	-	-	Intersection Capacity Improvement	$2,065,525	Long
C-10	GA-236 LaVista Rd at Henderson Mill Rd	-	-	Intersection Capacity Improvement	$50,875	Long
C-12	New Roadway	Mountain Industrial Blvd	Tucker Industrial Rd	New Roadway	$2,237,408.50	Long
C-9	Flintstone Dr at Hugh Howell Rd	-	-	Intersection Capacity Improvement	$46,250	Aspirational
C-13	New Roadway	Mountain Industrial Blvd	Tucker Industrial Rd	New Roadway	$1,288,025.50	Aspirational
C-4	Henderson Mill Rd at Briarcliff Rd NE	-	-	Intersection Capacity Improvement	$120,250	Aspirational
C-11	New Roadway	Hammermill Rd	Flintstone Dr	New Roadway	$3,262,965.25	Aspirational
C-14	Montreal Rd (west)	LaVista Rd	Henderson Mill Rd	New Roadway	$1,077,044.10	Aspirational

Operational Phasing

The following map shows the determined phasing for operational projects, assigning the highest priority projects into the short-term phase based on funding availability. Short-term projects provide the greatest benefit to safety, mobility, and access at a relatively low cost. These can be found along many of the high traffic roadways. Mid- and long-term projects can be found across the City, and aspirational projects are located at more minor intersections.

Figure 51. Operational Project Phasing

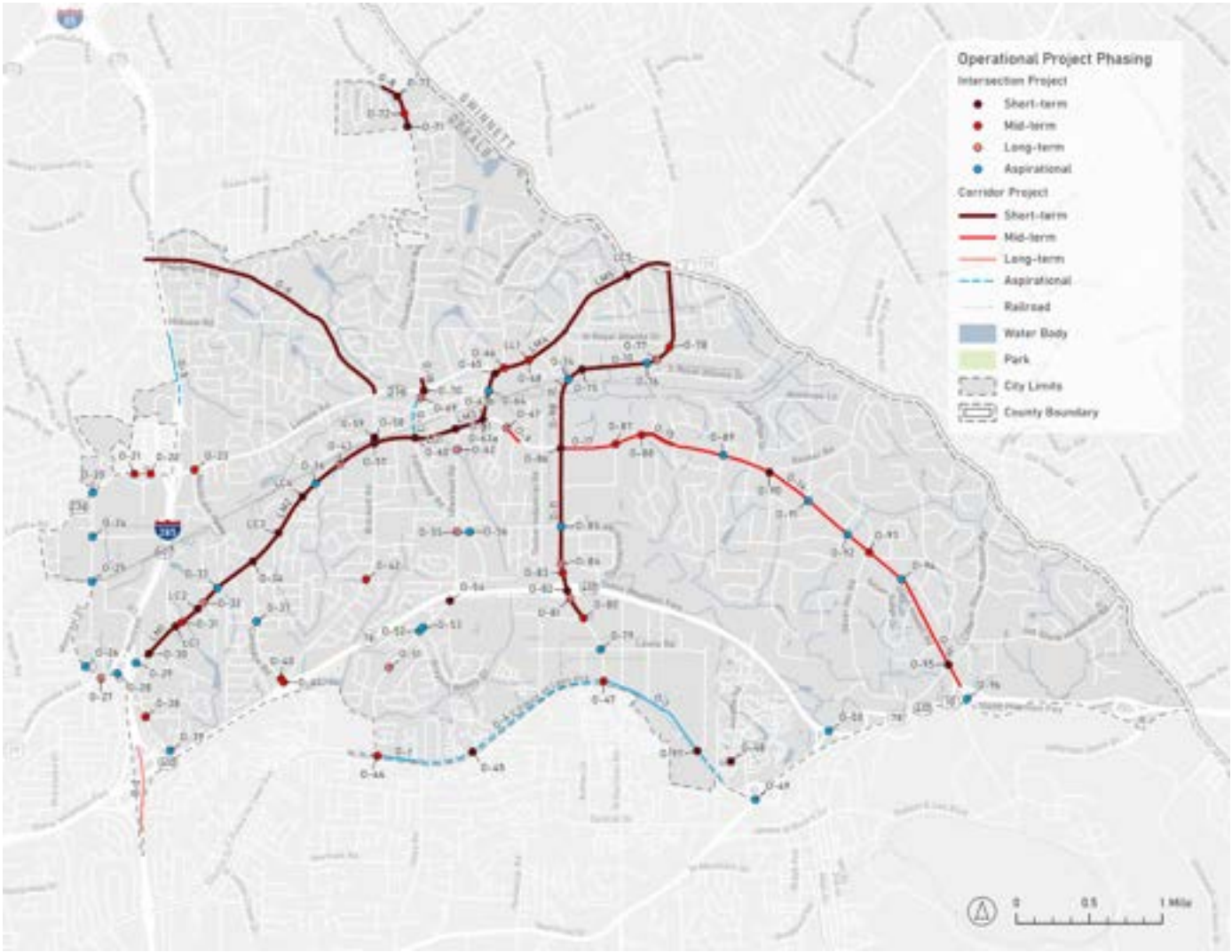


Table 29. Operational Project Phasing

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	COST ESTIMATE	PHASE
O-63a	Lawrenceville Hwy at Hugh Howell Rd	-	-	$850,517.28	Short
O-71	Chamblee-Tucker Rd at Tucker Norcross Rd	-	-	$676,680.25	Short
O-57	Lawrenceville Hwy at Brockett Rd	-	-	$663,554.71	Short
O-59	Brockett Rd at Moon St/Railroad Ave	-	-	$1,893,512	Short
O-60	Lawrenceville Hwy at Fellowship Rd	-	-	$895,400	Short
O-73	Pleasantdale Rd at Tucker Norcross Rd	-	-	$317,737.50	Short
LC2	Lawrenceville Hwy at Zemory Dr	-	-	$189,750	Short
LC4	Lawrenceville Hwy at Woodbriar Cir	-	-	$189,750	Short
LC1	Lawrenceville Hwy at Cemetery Ave	-	-	$189,750	Short
LC5	Lawrenceville Hwy at Indian Trail Dr	-	-	$189,750	Short
LC3	Lawrenceville Hwy at Hebron Hills Dr	-	-	$189,750	Short
O-8	Pleasantdale Rd	Shadow Walk Ln	Chamblee-Tucker Rd	$1,047,035.35	Short
O-30	Lawrenceville Hwy at Montreal Rd E	-	-	$138,334.21	Short
O-34	Lawrenceville Hwy at Cooledge Rd	-	-	$95,700	Short
O-65	Lawrenceville Hwy at LaVista Rd	-	-	$ 504,906.11	Short
O-18	Fellowship Rd	LaVista Rd	Chamblee-Tucker Rd	$63,342.43	Short
O-45	East Ponce de Leon Ave at Hambrick Rd	-	-	$456,348.75	Short
O-48	Juliette Rd at Stone Mill Way/Wood Bend Dr	-	-	$435,675	Short
O-61	Lawrenceville Hwy at Idlewood Rd	-	-	$478,225	Short
O-70	Fellowship Rd at LaVista Rd	-	-	$2,136,750	Short
O-82	SR 410 at Mountain Industrial Blvd	-	-	$2,035,000	Short
O-86	Hugh Howell Rd at Mountain Industrial Blvd	-	-	$1,063,750	Short
O-95	Hugh Howell Rd at Lilburn Stone Mountain Rd	-	-	$230,216.05	Short
O-97	E Ponce de Leon Ave at Rock Mountain Blvd	-	-	$200,000	Short
O-6	Henderson Rd	City Limit	LaVista Rd	$70,409.07	Short
LM2	Lawrenceville Hwy	Cooledge Rd	Brockett Rd	$2,760,000	Short
LM3	Lawrenceville Hwy	Brockett Rd	Hugh Howell Rd	$1,840,000	Short
LM4	Lawrenceville Hwy	Hugh Howell Rd	N Royal Atlanta Dr	$2,070,000	Short

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	COST ESTIMATE	PHASE
LM5	Lawrenceville Hwy	N Royal Atlanta Dr	Mountain Industrial Blvd	$2,185,000	Short
LM1	Lawrenceville Hwy	Montreal Rd	Cooledge Rd	$2,300,000	Short
O-98	Mountain Industrial Blvd	Greer Cir	City Limit	$5,000,000	Short
O-58	Brockett Rd at RR Crossing	-	-	$30,562	Short
O-15	Hugh Howell Rd	West of Mountain Creek Dr	Marthasville Ct	$85,100	Short
O-54	Idlewood Rd at Sarr Pkwy	-	-	$3,700,000	Short
O-75	Mountain Industrial Blvd at Tuckerstone Pkwy	-	-	$227,550	Short
O-90	Hugh Howell Rd at Rosser Rd north	-	-	$925,000	Short
O-72	Tucker Norcross Rd at Britt Rd	-	-	$532,800	Medium
O-22	SR 236/LaVista Rd at Parklake Dr	-	-	$40,700	Medium
O-23	SR 236/LaVista Rd at Northlake Pkwy	-	-	$40,700	Medium
O-40	Cooledge Rd at Brockett Rd	-	-	$3,834,125	Medium
O-41	SR 410 at Brockett Rd	-	-	$164,021	Medium
O-44	Idlewood Rd at E Ponce de Leon Ave	-	-	$319,976	Medium
O-66	Lawrenceville Hwy at Old Norcross Rd	-	-	$417,175	Medium
O-68	Lawrenceville Hwy at Cofer Crossing	-	-	$41,297	Medium
LG1	Lawrenceville Hwy at Main St	-	-	$172,500	Medium
O-9	Hugh Howell Rd	Cowan Rd	Wendy's DWY	$392,075.13	Medium
O-21	SR 236/LaVista Rd at Ranchwood Dr	-	-	$40,700	Medium
O-31	Lawrenceville Hwy at Lovely Ln	-	-	$356,125	Medium
O-38	Montreal Rd E at Alcan Way	-	-	$128,038.5	Medium
O-42	Brockett Rd at Oak Crest Dr/Roman Ct	-	-	$25,345	Medium
O-47	E Ponce de Leon Ave at Mountain Industrial Blvd/N Hairston Rd	-	-	$962,925	Medium
O-78	Mountain Industrial Blvd at N Royal Atlanta Dr	-	-	$662,300	Medium
O-80	Mountain Industrial Blvd at Greer Cir/DeKalb County Schools Parking Lot	-	-	$157,250	Medium
O-83	Mountain Industrial Blvd at Hirsch Dr	-	-	$365,375	Medium
O-93	Hugh Howell Rd at Silver Hill Rd	-	-	$6,586,000	Medium
O-14	Hugh Howell Rd	Mountain Industrial Blvd	US-78 Ramp	$314,500	Medium
O-16	Hugh Howell Rd	Stone Creek Dr	Lilburn Stone Mountain Rd	$11,635.50	Medium

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	COST ESTIMATE	PHASE
O-69	Fellowship Rd at 2nd Street	-	-	$11,562.5	Medium
O-87	Hugh Howell Rd at Flintstone Dr	-	-	$95,480.55	Medium
O-88	Hugh Howell Rd at Mountain Creek Dr	-	-	$48,562.50	Medium
O-62	Idlewood Rd at Cowan Rd	-	-	$3,825,726	Long
O-67	Hugh Howell Rd at Cowan Rd	-	-	$37,000	Long
O-81	SR 410 southern Exit Ramp at Mountain Industrial Blvd	-	-	$859,482.25	Long
O-27	Lawrenceville Rd at Montreal Rd W	-	-	$172,975	Long
O-32	Lawrenceville Hwy at St Lawrence Cove	-	-	$356,125	Long
O-43	Lawrenceville Hwy at Shady Ln E	-	-	$356,125	Long
O-51	Idlewood Rd at idlewood Elementary School	-	-	$681,577	Long
O-55	Idlewood Rd at Elmdale Dr	-	-	$66,526	Long
O-77	Mountain Industrial Blvd east of S Royal Atlanta Dr	-	-	$46,250	Long
O-84	Mountain Industrial Blvd at Hammermill Rd (south)	-	-	$2,125,095	Long
O-2	I-285 NB	US-78 to I-285 NB Ramp	US-78 to I-285 SB Ramp	$44,303.5	Long
O-63b	Lawrenceville Hwy at Hugh Howell Rd	-	-	$547,980.61	Long
O-3	Mountain Industrial Blvd	Tuckerstone Pkwy	End of bridge	$74,000	Aspirational
O-4	E Ponce de Leon Ave	Idlewood Rd	Juliette Dr	$1,109,997.14	Aspirational
O-1	E Ponce de Leon Ave	Mountain Industrial Blvd	Rock Mountain Blvd	$840,035.83	Aspirational
O-11	Mountain Industrial Blvd	US-78 Ramps	Hugh Howell Rd	$4,625,000	Aspirational
O-29	Lawrenceville Hwy at I-285 NB Ramp	-	-	$40,700	Aspirational
O-39	Montreal Rd E at Juneau Ct	-	-	$120,250	Aspirational
O-76	Mountain Industrial Blvd at S Royal Industrial Dr	-	-	$379,250	Aspirational
O-17	Hugh Howell Rd	Mountain Industrial Blvd	Flintstone Dr	$1,387,500	Aspirational
O-20	SR 236 at Montreal Rd W	-	-	$975,398.11	Aspirational
O-28	Lawrenceville Hwy at I-285 SR Ramp	-	-	$40,700	Aspirational
O-49	SR 10 at E Ponce de Leon Ave	-	-	$ 2,968,047.5	Aspirational
O-56	Fellowship Rd at Elmdale Dr	-	-	$5,755.55	Aspirational
O-64	Lawrenceville Hwy at Lynburn Dr	-	-	$783,475	Aspirational
O-85	Mountain Industrial Blvd at Elmdale Dr/Roger Marten Way	-	-	$1,046,175	Aspirational

ID	ROAD / INTERSECTION NAME	TO STREET	FROM STREET	COST ESTIMATE	PHASE
O-91	Hugh Howell Rd at Rosser Pl	-	-	$11,562.5	Aspirational
O-94	Hugh Howell Rd at Smoke Rise Park	-	-	$55,500	Aspirational
O-96	SR 10 at SR 236	-	-	$510,052.4	Aspirational
LL1	Lawrenceville Hwy at Ivey Crest Cir	-	-	$86,250	Aspirational
O-5	I-285	Midvale Rd	Northlake Pkwy Exit Ramp	$42,169	Aspirational
O-7	E Ponce de Leon Ave	Idlewood Rd	Rays Rd	$16,610.71	Aspirational
O-10	Mountain Industrial Blvd	N Royal Atlanta Dr	Tuckerstone Pkwy	$897,250	Aspirational
O-13	Fellowship Rd	Lawrenceville Hwy	LaVista Rd	$6,475	Aspirational
O-24	Montreal Rd W at Montreal Industrial Way	-	-	$120,250	Aspirational
O-26	Montreal Rd W at Montreal Cir S	-	-	$380,619	Aspirational
O-33	Lawrenceville Hwy at Terri Lynn Ct	-	-	$356,125	Aspirational
O-36	Lawrenceville Hwy at Shady Ln W	-	-	$356,125	Aspirational
O-52	Idlewood at Cedar Knoll Dr	-	-	$26,825	Aspirational
O-53	Idlewood at Drayton Woods	-	-	$26,825	Aspirational
O-74	Mountain Industrial Blvd at RR Crossing	-	-	$5,550,000	Aspirational
O-79	Mountain Industrial Blvd at Lewis Rd	-	-	$915,750	Aspirational
O-92	Hugh Howell Rd at Kanawha Dr	-	-	$607,005.55	Aspirational
O-37	Cooledge Rd at Bishop Dr/Gloucester Dr	-	-	$3,700,000	Aspirational
O-50	SR 410 at SR 10	-	-	$1,294,734.16	Aspirational
O-25	Montreal Rd W at RR Crossing	-	-	$6,151,250	Aspirational
O-89	Hugh Howell Rd at McCrudy/Stratmor Dr	-	-	$1,037,000	Aspirational
O-12	Elmdale Dr	Idlewood Rd	Fellowship Rd	$46,250	Aspirational

Sidewalk Phasing

Sidewalk projects were assigned to phases, shown in the following map and table, based on project cost estimates and anticipated funding allocation. Projects included in the short-term implementation phase can be seen along Lawrenceville Hwy. Mid- and long-term projects are seen throughout the City on arterial and collector streets, as well as in close proximity to key destinations. Aspirational projects that should be implemented last can be seen in short segments, often on small local streets or far from destinations.

Figure 52. Sidewalk Project Phasing

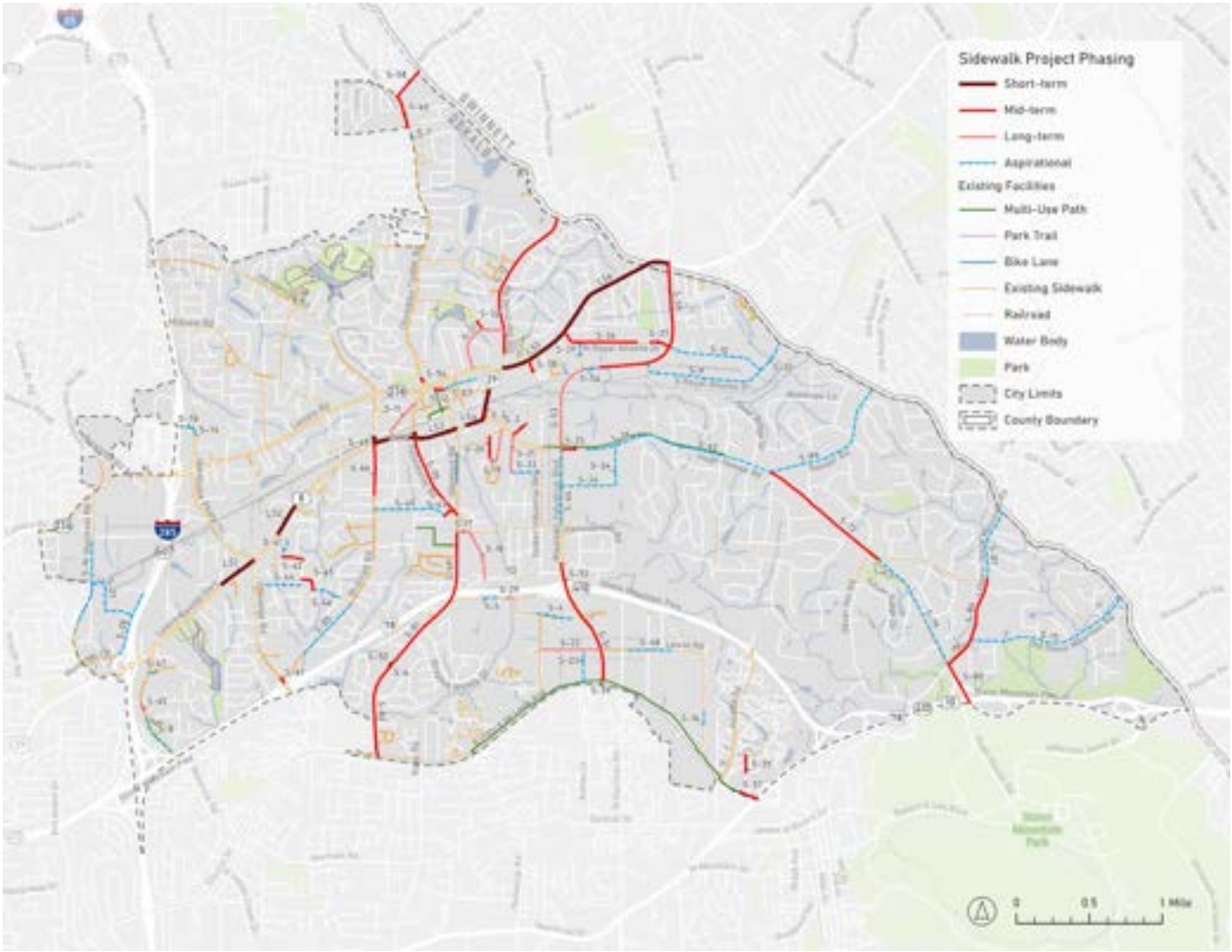


Table 30. Sidewalk Project Phasing

ID	ROAD NAME	FROM STREET	TO STREET	PROJECT TYPE	COST ESTIMATE	PHASE
S-49	Brockett Rd	Lawrenceville Hwy	Moon St/Railroad Ave	New Sidewalk	$166,970.27	Short
S-73	Fellowship Rd	Lawrenceville Hwy	Milk Jug DWY	New Sidewalk	$59,902.92	Short
LS1	Lawrenceville Hwy	Henderson Dr	Cooledge Dr	Sidewalk Repair	$115,000	Short
LS2	Lawrenceville Hwy	Hebron Hills Dr	Steel Dr	Sidewalk Repair	$126,500	Short
LS3	Lawrenceville Hwy	Brockett Rd	Idlewood Rd	Sidewalk Repair	$431,250	Short
LS4	Lawrenceville Hwy	Fourth St	Lynburn Dr	Sidewalk Repair	$57,500	Short
LS5	Lawrenceville Hwy	Old Norcross Rd	N Royal Atlanta Dr	Sidewalk Repair	$379,500	Short
LS6	Lawrenceville Hwy	N Royal Atlanta Dr	Mountain Industrial Blvd	Sidewalk Repair	$362,250	Short
S-2	Lawrenceville Hwy (east)	Hugh Howell Rd	Tucker Station entrance	New Sidewalk	$84,973.74	Medium
S-13	Old Norcross Rd	Existing Sidewalk	County Line	New Sidewalk	$2,186,225.90	Medium
S-58	Tucker Norcross Rd	Pleasantdale Rd	Gwinnett County Line	New Sidewalk	$454,973.90	Medium
S-69	Idlewood Rd	Elmdale Dr	Wiscasset Pl	New Sidewalk	$1,132,226.95	Medium
S-25	Hugh Howell Rd (south)	Mountain Industrial Blvd	Existing sidewalk at ITW Pro Brands	New Sidewalk	$176,478.02	Medium
S-43	Smithfield Dr	Brownlee Rd	Fellowship Rd	New Sidewalk	$138,587.54	Medium
S-51	Mountain Industrial Blvd	E Ponce de Leon Ave	US-78	New Sidewalk	$1,386,507.87	Medium
S-56	Fellowship Rd	Chamblee-Tucker Rd	-	Sidewalk Repair	$39,855.01	Medium
S-57	E Ponce de Leon Ave	City Limit	Richardson St	New Sidewalk	$245,600.39	Medium
S-60	Tucker Norcross Rd	Pleasantdale Rd	Chamblee-Tucker Rd	Sidewalk Repair	$909,735.85	Medium
S-61	Brockett Rd	Cooledge Rd	SR 410	Sidewalk Repair	$63,384.9	Medium
S-66	Brockett Rd	Lawrenceville Hwy	Grantland Dr	New Sidewalk	$702,807.11	Medium
S-70	Fellowship Rd	Idlewood Rd	Lawrenceville Hwy	New Sidewalk	$1,238,933.11	Medium
S-81	Idlewood Rd	Wiscasset Pl	Idlewood Elementary	New Sidewalk	$1,018,518.84	Medium
S-82	Idlewood Rd	Idlewood Elementary	City Limit	New Sidewalk	$1,293,458.03	Medium
S-3	Fuller Way	Hugh Howell Rd	Existing sidewalk	New Sidewalk	$216,372.73	Medium
S-6	Idlewood Rd (west)	Existing sidewalk north of school	Idlewood Elementary DWY	New Sidewalk	$75,844.97	Medium

ID	ROAD NAME	FROM STREET	TO STREET	PROJECT TYPE	COST ESTIMATE	PHASE
S-12	Lynburn Dr	Existing trail	Main St	New Sidewalk	$108,986.44	Medium
S-20	Hanfred Ln	Cowan Rd	Dillard St	New Sidewalk	$310,422.76	Medium
S-32	N Park Dr (south)	Existing sidewalk at Kelley Cofer Park	Pine Lake Rd	New Sidewalk	$130,896.57	Medium
S-35	E Ponce de Leon Ave/ Richardson St	Stone Mill Way	Springview Ave	New Sidewalk	$236,277.68	Medium
S-36	N Royal Atlanta Dr	Existing sidewalk	Lawrenceville Hwy	New Sidewalk	$1,082,582.22	Medium
S-37	N Royal Atlanta Dr	Mountain Industrial Blvd	Existing sidewalk at Bishops Storehouse	New Sidewalk	$276,999.68	Medium
S-38	Cofer Crossing DWY	Lawrenceville Hwy	Ivey Crest Cir	Coordination with property owner	-	Medium
S-42	Ramah Ln	Hebron Hills Dr	Gloucester Dr	New Sidewalk	$293,651.66	Medium
S-45	Samaria Trl	Gloucester Dr	Jericho Rd	New Sidewalk	$ 270,265.42	Medium
S-52	Mountain Industrial Blvd	US-78	Hammermill Rd South	New Sidewalk	$384,904.88	Medium
S-55	Mountain Industrial Blvd	2457 Mountain Industrial Blvd	Lawrenceville Hwy	New Sidewalk	$4,442,282.97	Medium
S-72	Hugh Howell Rd	Silver Hill Rd	Rosser Rd	New Sidewalk	$1,926,741.14	Medium
S-80	Hugh Howell Rd	Lilburn-Stone Mountain Rd	City Limit	New Sidewalk	$598,552.56	Medium
S-84	Lilburn-Stone Mountain Rd	Hugh Howell Rd	Silver Hill Rd	New Sidewalk	$1,339,948.13	Medium
S-65	Montreal Rd	Canadian Way	Kelowna Ct	New Sidewalk	$131,632.78	Medium
S-18	Fellowship Rd	Elmdale Dr	Sentry Dr	New Sidewalk	$690,553.05	Long
S-11	Bancroft Cit	Fellowship Rd	Brockett Rd	New Sidewalk	$527,548.61	Long
S-17	Elmdale Dr	Idlewood Rd	Fellowship Rd	New Sidewalk	$176,675.54	Long
S-19	Dillard St	Cowan Rd	Hanfred Ln	New Sidewalk	$523,717.92	Long
S-21	Rosser Ter	Florence St	Hugh Howell Rd	New Sidewalk	$495,880.91	Long
S-22	Lewis Rd	Mountain Industrial Blvd	Roadhaven Dr	New Sidewalk	$824,915.82	Long
S-29	Sarr Pkwy (south)	Greer Cir	Macy's Warehouse DWY	New Sidewalk	$108,913.13	Long
S-31	Pine Lake Rd	LaVista Rd	Old Norcross Rd	New Sidewalk	$945,181.07	Long
S-53	Mountain Industrial Blvd	Hugh Howell Rd	Tuckerstone Pkwy	New Sidewalk	$2,444,578.44	Long
S-40	Brownlee Dr	Brockett Rd	Smithfield Dr	New Sidewalk	$1,014,692.72	Aspirational
S-41	Hebron Hills Dr	Lawrenceville Hwy	Ramah Ln	New Sidewalk	$244,890.29	Aspirational

ID	ROAD NAME	FROM STREET	TO STREET	PROJECT TYPE	COST ESTIMATE	PHASE
S-5	Sarr Pkwy (south)	Existing sidewalk at MARTA stop	Existing sidewalk west of Macy's Warehouse	New Sidewalk	$200,713.64	Aspirational
S-7	Chamblee-Tucker Rd (east)	Tuckersham Ln	Existing sidewalk	New Sidewalk	$55,575.65	Aspirational
S-8	Montreal Rd (east)	North of US-78 overpass	Alcan Way	New Sidewalk	$642,576.99	Aspirational
S-39	Tuckerstone Pkwy	N Royal Atlanta Dr	Existing sidewalk	New Sidewalk	$183,130.04	Aspirational
S-44	Sarahs Ln	Existing Sidewalk	Gloucester Dr	New Sidewalk	$488,370.19	Aspirational
S-50	Idlewood Rd	Idlewood Elementary School	-	New Sidewalk	$84,644.85	Aspirational
S-54	Mountain Industrial Blvd	Tuckerstone Pkwy	2457 Mountain Industrial Blvd	New Sidewalk	$247,412.66	Aspirational
S-59	E Ponce de Leon Ave	Mountain Industrial Blvd	MARTA Stop	Sidewalk Repair	$52,665.03	Aspirational
S-64	Mountain Industrial Blvd	Hugh Howell Rd	Elmdale Dr	New Sidewalk	$1,082,026.48	Aspirational
S-74	Northlake Pkwy	Northlake Center Dr	Existing sidewalk south of Northlake Center Dr	New Sidewalk	$88,658.21	Aspirational
S-78	Northlake Pkwy	Northlake Center Dr	I-285 Ramp	New Sidewalk	$180,253.96	Aspirational
S-79	Hugh Howell Rd	Silver Hill Rd	Lilburn-Stone Mountain Rd	New Sidewalk	$1,804,348.52	Aspirational
S-15	Old Stone Mountain Rd	Lilburn Stone Mountain Rd	County line	New Sidewalk	$4,726,293	Aspirational
S-16	Rock Mountain Blvd (west)	CMP Stone Mountain DWY	Existing sidewalk south of CMP Stone Mountain	New Sidewalk	$179,574.48	Aspirational
S-26	Hugh Howell Rd (south)	Existing sidewalk at 4679 Hugh Howell	Mountain Creek Dr	New Sidewalk	$827,958	Aspirational
S-28	Montreal Ct	Montreal Sta	Talton Dr	New Sidewalk	$927,017.98	Aspirational
S-33	Florence St	Mountain Industrial Blvd	Rosser Ter	New Sidewalk	$421,403.59	Aspirational
S-46	Jericho Rd	Samaria Trl	Existing sidewalk	New Sidewalk	$400,012.87	Aspirational
S-47	Woodlawn Cir	Montreal Rd	Existing sidewalk	New Sidewalk	$100,493.18	Aspirational
S-48	Lewis Rd (south)	Existing sidewalk east of Litton Dr	Mud Pie DWY	New Sidewalk	$593,148.9	Aspirational
S-63	Church St	Lynburn Dr	Hearthside Complex	New Sidewalk	$936,527.08	Aspirational
S-85	Brockett Rd	Jericho Rd	Cedar Cir	New Sidewalk	$933,648.99	Aspirational
S-86	Rosser Rd	Hugh Howell Rd	City Limit	New Sidewalk	$4,074,939.22	Aspirational
S-4	Greer Cir (north)	Existing sidewalk at 4611 Greer Cir	Existing sidewalk west of Roadhaven Dr	New Sidewalk	$503,130.37	Aspirational
S-9	S Royal Atlanta Dr	Mountain Industrial Blvd	N Royal Atlanta Dr	New Sidewalk	$1,740,600.16	Aspirational
S-10	N Royal Atlanta Dr	S Royal Atlanta Dr	Mountain Industrial Blvd	New Sidewalk	$1,348,527.46	Aspirational

ID	ROAD NAME	FROM STREET	TO STREET	PROJECT TYPE	COST ESTIMATE	PHASE
S-14	Montreal Rd (east)	Existing sidewalk south of Montreal Industrial Way	Kennersly Close	New Sidewalk	$1,193,363.02	Aspirational
S-23	McCurdy Dr	Lewis Rd	Ponce de Leon Ave	New Sidewalk	$452,253.90	Aspirational
S-24	Flintstone Dr	Granite Dr	Hugh Howell Rd	New Sidewalk	$556,637.58	Aspirational
S-30	Royal Woods Pkwy	N Royal Atlanta Dr	County line	New Sidewalk	$479,001.14	Aspirational
S-27	Montreal Cir	Montreal Rd	Montreal Ct	New Sidewalk	$959,796.95	Aspirational
S-34	Granite Dr	Flintstone Dr	Mountain Industrial Blvd	New Sidewalk	$755,871.09	Aspirational
S-62	Hugh Howell Rd	Mountain Creek Dr	Rosser Rd	New Sidewalk	$1,761,922.95	Aspirational
S-87	Lilburn-Stone Mountain Rd	Silver Hill Rd	City Limit	New Sidewalk	$2,012,580.67	Aspirational

Trail Phasing

Short-Term Trails Phasing

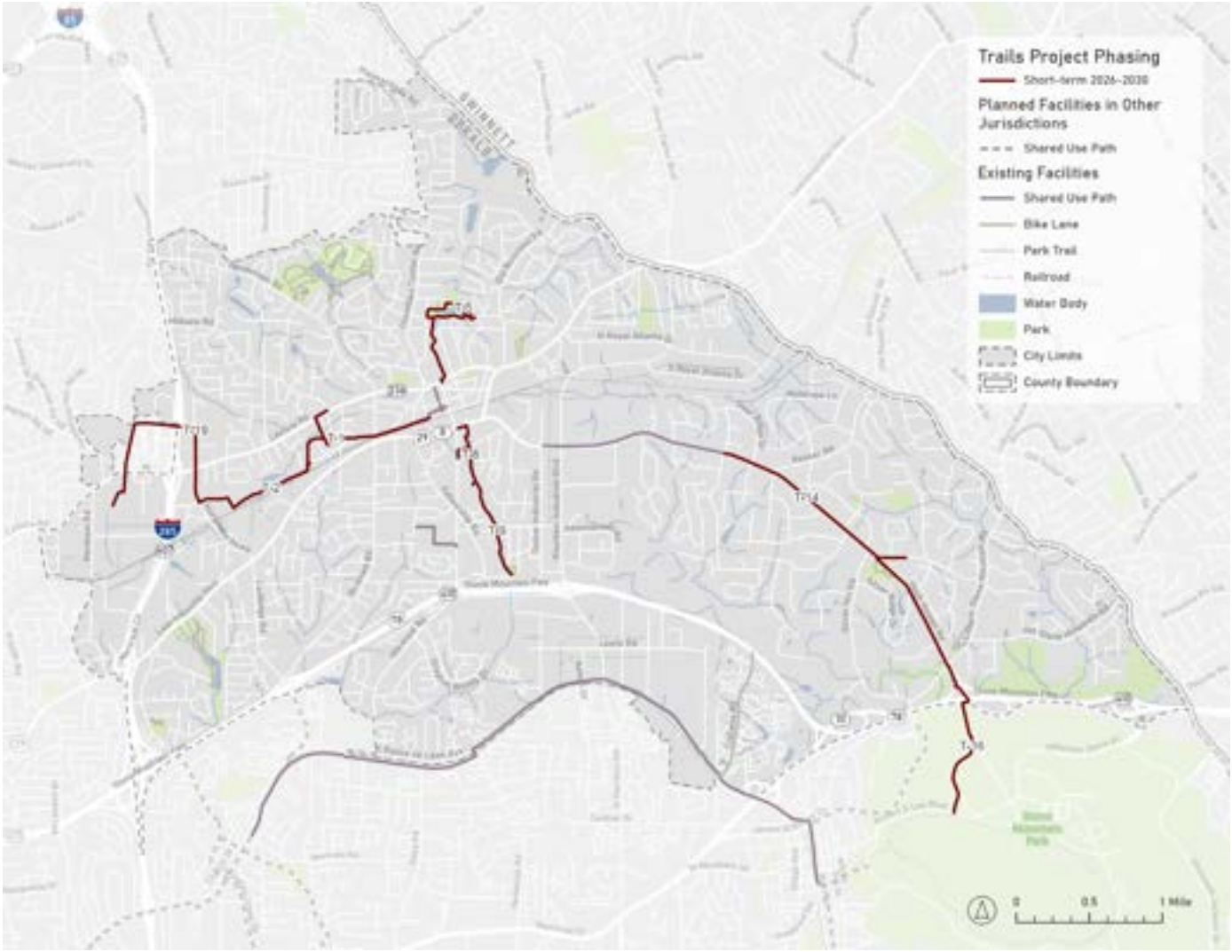
The design, construction, and right-of-way (where applicable) phases of trail projects were assigned to timeframes based on project cost estimates, anticipated funding allocation, and project prioritization scores. Trail projects recommended for short-term implementation, shown in the map to the right, are currently in design or have dedicated funding. All other trail project timeframes are shown on the following pages to show the progress in the trail network's build out over time.

Trail projects in the short-term implementation phase include the Tucker-Northlake Trail (T-1, T-2, T-19), a project connecting Downtown Tucker to Northlake Mall. Other short-term projects include a project connecting Downtown to Kelley Cofer Park (T-5), the South Fork Peachtree Greenway (T-8, T-9), and a shared use path along Hugh Howell Road to Stone Mountain Park (T-14, T-15, T-16).

When the short-term phase is complete, Tucker's trail network will total:

- 12.1 miles of shared use paths
- 3.1 miles of bike lane
- 0.1 miles of neighborhood greenway

Figure 53. Short-Term Trail Projects (2026-2030)



Mid-Term Trails Phasing

Trail projects in the mid-term implementation phase expand the network beyond the facilities built the during the short-term implementation phase and include design and construction of key trail segments.

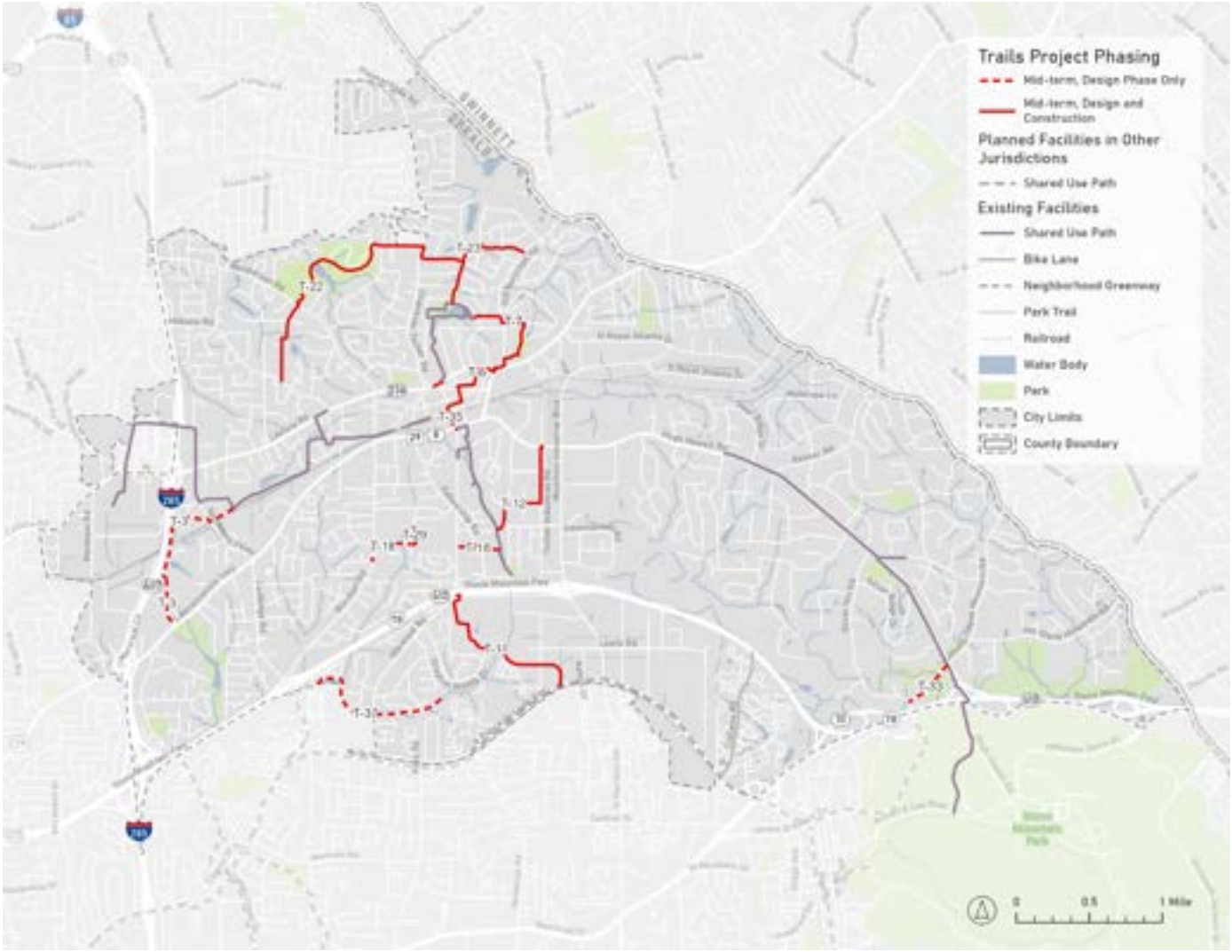
Trail projects phased for mid-term implementation include facilities connecting Downtown Tucker to the Tucker Nature Preserve (T-6, T-7) and Henderson Park (T-22, T-23), as well as facilities that connect the South Fork Peachtree Greenway to existing shared use paths (T-12, T-18).

This phase also includes the design of facilities connecting the planned Tucker-Northlake Trail to Johns Homestead Park (T-3) and segments along the South Fork Peachtree Creek (T-11, T-37).

When the mid-term phase is complete, Tucker's trail network will total:

- 17.2 miles of shared use paths
- 3.1 miles of bike lane
- 0.1 mile of shared street
- 1.6 miles of neighborhood greenway

Figure 54. Mid-Term Trail Projects (2031-2035)



Long-Term Trails Phasing

Trail projects included in the long-term implementation phase include the construction of trail segments that fill trail network gaps in Downtown Tucker, create connections in neighborhoods southwest of Downtown, and segments that are key for future trail connections.

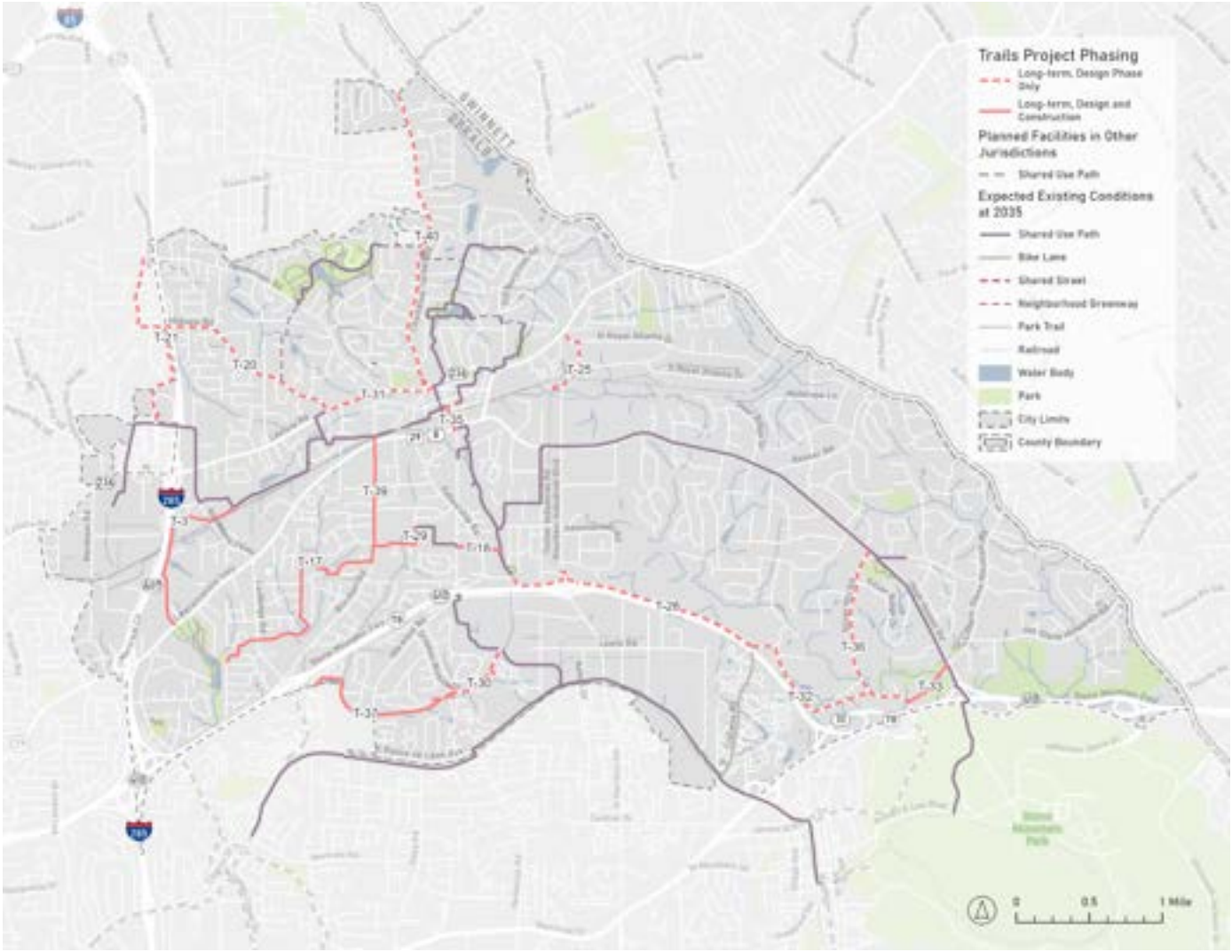
These new facilities include the construction of the facilities designed during the mid-term phase (T-3 and T-37), as well as the design and construction of a shared use path on Lilburn-Stone Mountain Boulevard (T-33), a shared use path that connects the South Fork Peachtree Greenway to trail network segments in Downtown (T-35), and a low-stress network connecting the South Fork to Johns Homestead Park (T-17, T-18, T-29).

This phase also includes the design of several projects that create loops and east-west connections in many residential neighborhoods.

When the long-term phase is complete, Tucker's trail network will total:

- 21.6 miles of shared use paths
- 3.1 miles of bike lane
- 0.1 mile of shared street
- 3.4 miles of neighborhood greenway

Figure 55. Long-Term Trail Projects (2036-2040)



Aspirational Trails Phasing

All other projects were included in the aspirational phase. This primarily includes long trail segments and projects with significant constraints, such as significant right-of-way coordination, bridge construction, or terrain challenges. These projects can be implemented when additional funding or opportunities for partnership with key partners arises.

When this trail network is fully built out, Tucker's trail network will total:

- 39.5 miles of shared use paths
- 3.1 miles of bike lane
- 0.1 mile of shared street
- 3.4 miles of neighborhood greenway

Projects included in the aspirational phase, as well as further details on the phasing of all trail projects, are listed in the table on the following page.

Figure 56. Aspirational Projects (2041+)

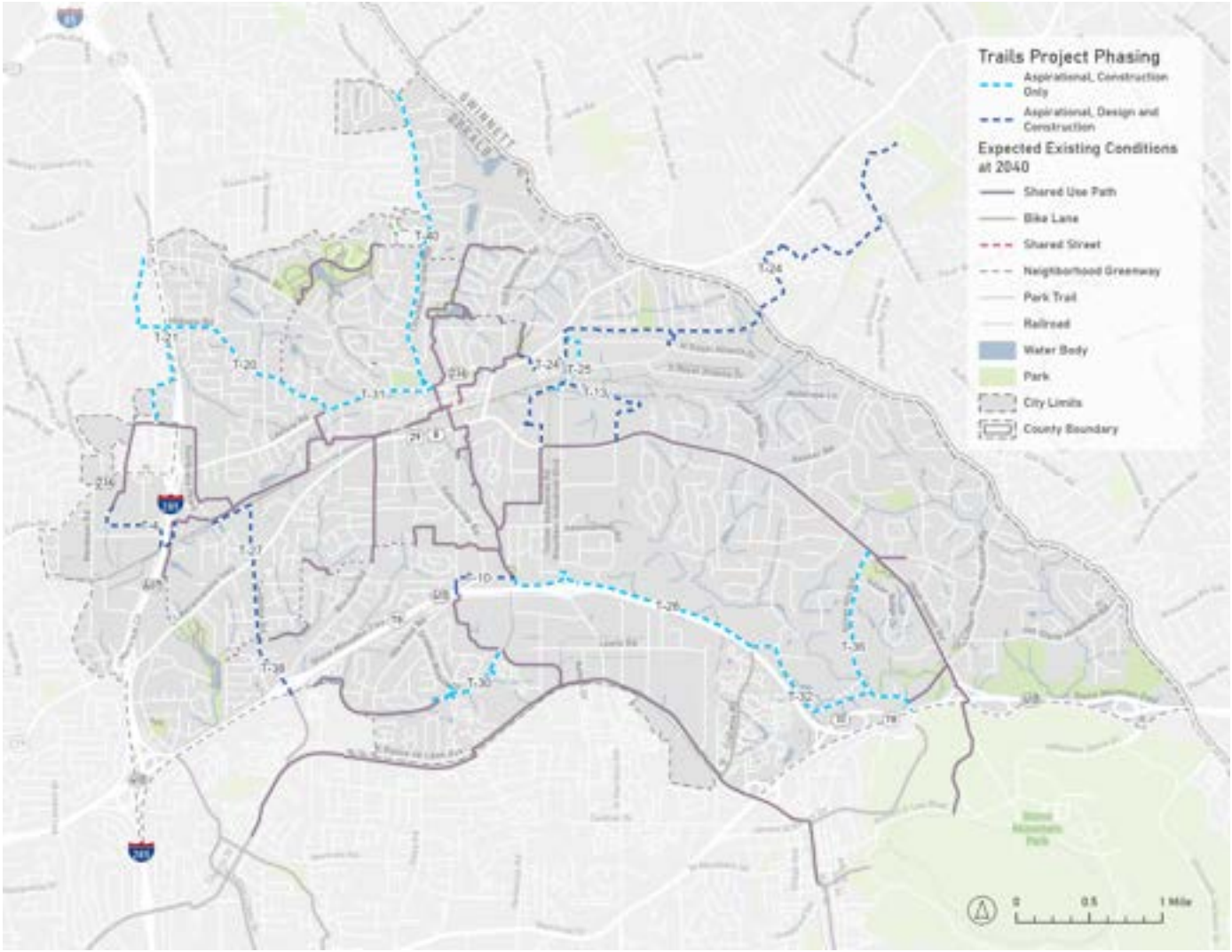


Table 31. Trails Project Phasing

ID	PROJECT NAME	PROJECT TYPE	PROJECT PHASE	COST ESTIMATE *	PHASE
T-1	Railroad Avenue, LaVista Road	Shared Use Path and Neighborhood Greenway	Design, ROW, and Construction	*Included with T-19*	Short
T-2	Along railroad, E Exchange Place	Shared Use Path	Design, ROW, and Construction	*Included with T-19*	Short
T-5	Kelley Cofer Park Loop	Shared Use Path	Construction	$259,910.01	Short
T-8	South Fork Peachtree Greenway Segment 3A	Shared Use Path	Construction	$8,400,000.00	Short
T-9	South Fork Peachtree Greenway Segment 3B	Shared Use Path	Construction	*Included with T-8*	Short
T-14	Hugh Howell Road	Shared Use Path	Construction	$8,000,000.00**	Short
T-15	Hugh Howell Road	Shared Use Path	Construction	*Included with T-14*	Short
T-16	Stone Mountain Park	Shared Use Path	Construction	*Included with T-14*	Short
T-19	Tucker-Northlake Trail	Shared Use Path	Design, ROW, and Construction	$21,000,000.00	Short
T-3	Along railroad, I-285, Cemetery Avenue	Shared Use Path and Neighborhood Greenway	Design	$209,394.18	Medium
T-6	Downtown and LaVista Road	Shared Use Path	Design and Construction	$1,714,253.62	Medium
T-7	Tucker Nature Preserve, Angie Drive	Shared Use Path and Neighborhood Greenway	Design and Construction	$678,100.94	Medium
T-11	Stone Mountain Middle School Trail	Shared Use Path	Design and Construction	$3,104,249.09	Medium
T-12	Tucker Industrial Road, Hugh Howell Road	Shared Use Path	Design and Construction	$1,889,139.79	Medium
T-18	Brockett Creek Drive	Shared Use Path and Neighborhood Greenway	Design	$112,152.22	Medium
T-22	Gleneagles Drive, Henderson Park	Shared Use Path and Neighborhood Greenway	Design and Construction	$2,512,877.91	Medium
T-23	Livsey Road, Lucky Shoals Creek	Shared Use Path and Neighborhood Greenway	Design and Construction	$296,440.51	Medium
T-26	Juliette Crossing	Shared Use Path	Design and Construction	$404,600.00	Medium
T-29	Segment 5 Connection	Shared Use Path	Design	$31,032.71	Medium
T-33	Lilburn Stone Mountain Road Shared Use Path	Shared Use Path	Design	$81,300.30	Medium
T-34	Morgan Road Neighborhood Connection	Shared Use Path	Design and Construction	$30,310.56	Medium
T-35	Main Street Connection	Shared Use Path	Design	$76,962.46	Medium
T-37	South Fork Peachtree Creek Connection to Clarkston	Shared Use Path	Design	$262,760.06	Medium

** Some projects in the short-term implementation phase are grouped together and therefore their costs are included in the larger project's total costs.*
*** Project costs may vary based on design needs related to T-16.*

ID	PROJECT NAME	PROJECT TYPE	PROJECT PHASE	COST ESTIMATE *	PHASE
T-3	Along railroad, I-285, Cemetery Avenue	Shared Use Path and Neighborhood Greenway	Construction	$1,954,345.66	Long
T-17	Avon Avenue, Gloucester Drive	Shared Use Path and Neighborhood Greenway	Design and Construction	$1,411,943.12	Long
T-18	Brockett Creek Drive	Shared Use Path and Neighborhood Greenway	Design and Construction	$1,158,906.26	Long
T-20	Midvale Road	Shared Use Path	Design	$1,045,686.06	Long
T-21	I-285 ROW, Henderson Mill Road NE	Shared Use Path	Design	$310,994.09	Long
T-25	Tuckerstone Parkway, Mountain Industrial Boulevard	Shared Use Path	Design	$138,702.27	Long
T-28	Highway 78 Shared Use Path	Shared Use Path	Design	$405,212.39	Long
T-29	Segment 5 Connection	Shared Use Path	Construction	$289,638.59	Long
T-30	Drayton Woods, South Fork Peachtree Creek Path	Shared Use Path	Design	$202,471.46	Long
T-31	LaVista Shared Use Path	Shared Use Path	Design	$162,718.95	Long
T-32	Smoke Rise Utility Easement Pathway	Shared Use Path	Design	$267,592.02	Long
T-33	Lilburn Shared Use Path	Shared Use Path	Construction	$758,802.80	Long
T-35	Main Street Connection	Shared Use Path	Construction	$718,316.26	Long
T-36	Silver Hill Shared Use Path	Shared Use Path	Design	$291,084.57	Long
T-37	South Fork Peachtree Creek Connection to Clarkston	Shared Use Path	Construction	$2,452,427.26	Long
T-39	Brockett Road Shared Use Path	Shared Use Path	Design and Construction	$2,267,834.45	Long
T-40	Chamblee Tucker Road Shared Use Path	Shared Use Path	Design	$460,800.90	Long
T-4	Along Railroad	Shared Use Path	Design and Construction	$28,231,564.69	Aspirational
T-10	South Fork to Idlewood Connection	Shared Use Path	Design and Construction	$132,965,639.83	Aspirational
T-13	Camp Creek	Shared Use Path	Design and Construction	$44,998,343.45	Aspirational
T-20	Midvale Road	Shared Use Path	Construction	$9,759,736.58	Aspirational
T-21	I-285 ROW, Henderson Mill Road NE	Shared Use Path	Construction	$2,902,611.49	Aspirational
T-24	Lilburn Park Connection	Shared Use Path and Neighborhood Greenway	Design and Construction	$8,790,092.96	Aspirational
T-25	Tuckerstone Parkway, Mountain Industrial Boulevard	Shared Use Path	Construction	$1,294,554.48	Aspirational
T-27	Cooledge Shared Use Path	Shared Use Path	Design and Construction	$3,609,507.69	Aspirational

ID	PROJECT NAME	PROJECT TYPE	PROJECT PHASE	COST ESTIMATE *	PHASE
T-28	Highway 78 Shared Use Path	Shared Use Path	Construction	$3,781,982.35	Aspirational
T-30	Drayton Woods, South Fork Peachtree Creek Path	Shared Use Path	Construction	$1,889,733.63	Aspirational
T-31	LaVista Shared Use Path	Shared Use Path	Construction	$1,518,710.24	Aspirational
T-32	Smoke Rise Utility Easement Pathway	Shared Use Path	Construction	$2,497,525.47	Aspirational
T-36	Silver Hill Shared Use Path	Shared Use Path	Construction	$2,716,789.32	Aspirational
T-38	Brockett Underpass Connection	Shared Use Path	Design and Construction	$5,122,493.01	Aspirational
T-40	Chamblee Tucker Road Shared Use Path	Shared Use Path	Construction	$4,300,808.40	Aspirational