DEKALB 2050 UNIFIED PLAN

COMPREHENSIVE **TRANSPORTATION PLAN**

DeKalb County
GEORGIA

NOVEMBER 2022

DeKalb County
GEORGIA

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November 14, 2022

To Members of the DeKalb County Community:

Often as planners, we ask ourselves the question: *does transportation investment pave the way for new growth and development, or does new development spur the need for additional transportation infrastructure?* While the connection between land use and transportation is often apparent; in reality, the answer to the question above is that both can come first or second. However, as planners, we must be open to a "balanced" approach. This document seeks to identify the land use growth pattern and align timely transportation improvements along with the identified growth pattern.

Recently, DeKalb County—in partnership with the Atlanta Regional Commission (ARC)—saw an opportunity to better coordinate and align its comprehensive transportation plan (CTP) with its comprehensive land use plan to create a more holistic and coordinated plan for the County's future. I am excited to present to you the **DeKalb County 2050 Unified Plan**, which includes three documents:

- The Unified Plan Executive Summary
- The Comprehensive Land Use Plan
- The Comprehensive Transportation Plan

The ***comprehensive land use plan*** includes the traditional elements such as a revised future land use map with refined character areas (particularly activity centers and residential areas) as well as a Community Work Program. Other policy elements in the plan include:

(1) recommendations on housing and economic development, and
(2) guidance on sustainability, retail, broadband, transit-oriented development, health and wellness, and arts and culture.

The ***transportation element*** of the plan includes the traditional components of ARC's CTP program including a funding and financial strategy for transportation investments. Also included are the following key elements:

(1) a financially feasible list of roadway, bicycle, and pedestrian projects for the first ten years of the plan,
(2) policy recommendations that supplement projects, and
(3) a short-range action plan to assist the County with moving forward to implementation.

Please note that while this plan discusses transportation, it does not go into detail on the preferred alignment and form of "transit". At this time, there are several unknowns that need to be discussed and consensus built before the future of transit (light/heavy) can be adopted. Therefore, this document references the County's Transit Master Plan, which serves as the guide for specific recommendations and open policy questions related to future funding, projects, and timing.

All effective planning processes must include a ***robust stakeholder and community engagement*** effort. This is particularly true for a countywide effort that looks 30 years into the future. Our goal has been to provide a variety of opportunities for engagement:

(1) virtual public meetings throughout the pandemic,
(2) participation at County outdoor festivals or park events to safely meet people where they are,
(3) focus groups with a variety of stakeholders, and gatherings with the County's diverse, multicultural, and English-learning communities.

In total, more than 80 meetings occurred from the start of the plan in Spring 2021 through its conclusion at the end of 2022. We appreciate the time invested by members of the community and our governing bodies to provide guidance and direction to the planning team. We look forward to the coming years and advancing the recommendations contained within the plan toward implementation.

Sincerely,

Andrew Baker, AICP
Director – DeKalb County Planning & Sustainability

DEKALB

2050 UNIFIED PLAN

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ACRONYM LIST

- American Association of State Highway and Transportation Officials (AASHTO)
- Annual Average Daily Traffic (AADT)
- Atlanta Regional Commission (ARC)
- Atlanta Transit Link Authority (ATL)
- ATL's Regional Transit Plan (ARTP)
- Arterial Rapid Transit (ART)
- Asset Management System (AMS)
- Automated Traffic Signal Performance Measures (ATSPM)
- Automated Vehicles (AV)
- Better Utilizing Investments to Leverage Development (BUILD) Grant
- Bipartisan Infrastructure Law (BIL)
- Black, Indigenous, and People of Color (BIPOC)
- Bus Rapid Transit (BRT)
- Capital Improvement Grants (CIGs)
- Central Atlanta Progress (CAP)
- Closed-Circuit Television (CCTV)
- Committee of the Whole (COW)
- Community Improvement District (CID)
- Comprehensive Land Use Plan (CLUP)
- Comprehensive Transportation Plan (CTP)
- Connected Vehicle (CV)
- CSX Transportation (CSXT)
- DeKalb County Transit Master Plan (DTMP)
- DeKalb-Peachtree Airport (PDK)
- Electric Vehicle (EV)
- Existing Conditions and Needs Assessment Report (ECNA)
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)
- Federal Railroad Administration's (FRA)
- Federal Transit Administration (FTA)
- Flashing-Yellow Arrow (FYA)
- Florida Department of Transportation (FDOT)
- Georgia Commute Options (GCO)
- Georgia Department of Transportation (GDOT)
- Geographic Information System (GIS)
- Heavy Rail Transit (HRT)
- Infrastructure For Rebuilding America (INFRA) Grant
- Infrastructure Investment and Jobs Act (IIJA)
- Institute of Transportation Engineers (ITE)
- Intelligent Transportation System (ITS)
- Intersection Control Evaluation (ICE)
- Light Rail Transit (LRT)
- Lithonia Industrial Boulevard (LIB)
- Livable Centers Initiative (LCI)
- Local Maintenance Improvement Grants (LMIG)
- Metro South Community Improvement District (MSCID)
- Mid-America Freight Coalition (MAFC)
- National Complete Streets Coalition (NCSC)
- National Electric Vehicle Infrastructure Formula Program (NEVI)
- National Highway Traffic Safety Administration (NHTSA)
- Norfolk Southern (NS)
- Notice of Funding Opportunities (NOFOs)
- Perimeter CIDs (PCIDs)
- Planning, Economic Development, and Community Services (PECS) Committee
- Public Works and Infrastructure (PWI)
- Regional Transportation Plan (RTP)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Roadside Units (RSUs)
- Safe Routes to School (SRTS)
- Safety, Mobility, Automated, Real-time Traffic Management (SMART)
- Signal Operations Program (SigOps)
- Special Purpose Local Option Sales Tax (SPLOST)
- Statewide Transportation Improvement Plan (STIP)
- State Road and Tollway Authority (SRTA)
- Tax Allocation Districts (TAD)
- Traffic Control Center (TCC)
- Transportation Demand Management (TDM)
- Traffic Responsive (TR)
- Transit Investment Corridors (TIC)
- Transit Oriented Development (TOD)
- Transit Signal Priority (TSP)
- Transportation Improvement Program (TIP)
- Transportation Investment Generating Economic Recovery (TIGER) Grant
- Transportation Management Associations (TMA)
- Transportation System Management and Operations (TSMO)
- Travel Demand Model (TDM)
- Truck Parking Information Management Systems (TPIMS)
- Vehicle Miles Traveled (VMT)

CHAPTER 01
INTRODUCTION

CHAPTER 01: INTRODUCTION

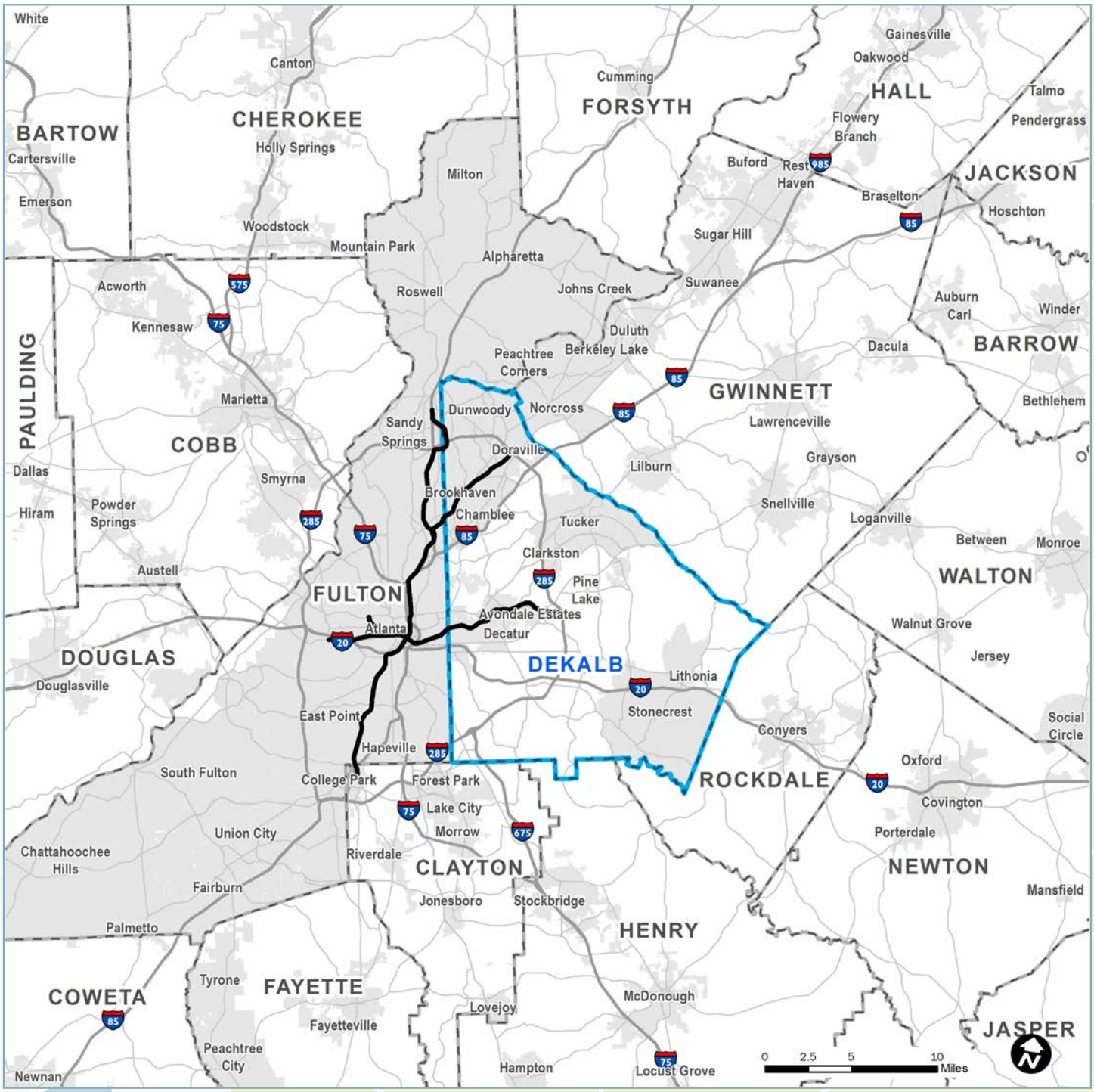
The DeKalb 2050 Unified Plan combines two of the County's long-range strategic documents into one:

- An update to the County's 2014 Comprehensive Transportation Plan (CTP) that identifies priority transportation projects and policy recommendations
- A Comprehensive Land Use Plan (CLUP) that establishes the framework for future growth and development

The DeKalb County CTP analyzes transportation priorities and needs to help facilitate County growth over the next 30 years, identifies key transportation projects in the short-term and long-term, and recommends key transportation policies that can be created to facilitate implementation. In combination with the CLUP, the CTP will help establish the framework for smart growth strategies in DeKalb County across many different contexts. As shown below, the CTP includes many types of roadway, bicycle/pedestrian, and transit elements as well as freight movements, smart corridors, and funding options.

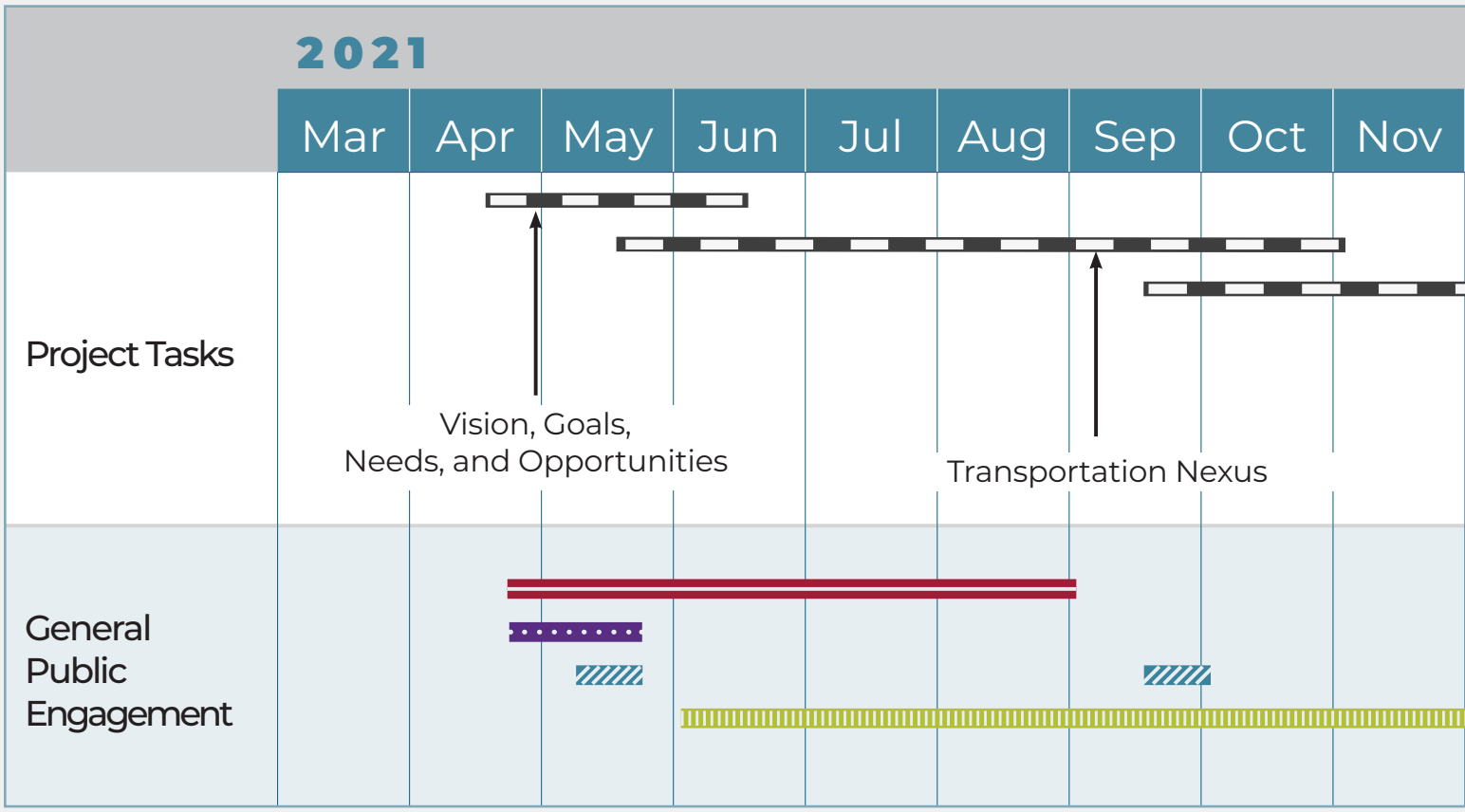
LOCATION AND DESCRIPTION

Located in the center of the Atlanta Region, DeKalb County is the fourth largest county in Georgia and is a dynamic home to more than 764,000 residents and more than 287,000 jobs. It is bordered by Fulton County to the north and west, Gwinnett County to the northeast, Rockdale County to the east, and Clayton and Henry Counties to the south. The City of Atlanta itself is split between Fulton and DeKalb Counties, with approximately ten percent of the city located on the DeKalb side. With this in mind, DeKalb is a long-established population and employment center for the Atlanta Region, home to thirteen incorporated cities alongside fourteen major employment centers, including the areas around Decatur, Emory University, North Druid Hills, Northlake, and Perimeter Center. It includes many high-density areas within and adjacent to the I-285 Perimeter, less dense suburban areas in Central and South DeKalb, and low-density rural and environmental preservation areas dotted mostly along its eastern flank. DeKalb's population has grown steadily by about 1 percent each year, while its jobs have grown by about 1.3 percent each year since 2010. These growth trends are anticipated to continue in the same direction, though at gradually slower rates, over the next thirty years.


White
Canton
CHEROKEE
Holly Springs
BARTOW
Cartersville
Emerson
Woodstock
Mountain Park
Milton
Alpharetta
Roswell
Johns Creek
Cumming
FORSYTH
Gainesville
Oakwood
HALL
Flowery Branch
Buford
Rest Haven
Braselton
Talmo
Pendergrass
JACKSON
Hoschton
Sugar Hill
Suwanee
Acworth
Kennesaw
PAULDING
Marietta
COBB
Smyrna
Dallas
Hiram
Powder Springs
Austell
Duluth
Berkeley Lake
Peachtree Corners
Dunwoody
Norcross
Sandy Springs
Doraville
Brookhaven
Chamblee
Tucker
Clarkston
Pine Lake
Avondale Estates
Decatur
Atlanta
FULTON
DEKALB
GWINNETT
Lawrenceville
Lilburn
Grayson
Snellville
Loganville
Auburn
Carl
Winder
Dacula
BARROW
Bethlehem
Between
Monroe
WALTON
Walnut Grove
Jersey
Lithonia
Stonecrest
Conyers
Social Circle
Oxford
Covington
ROCKDALE
Porterdale
NEWTON
Mansfield
DOUGLAS
Douglasville
East Point
Hapeville
College Park
Forest Park
South Fulton
Lake City
Morrow
Union City
Riverdale
CLAYTON
Chattahoochee Hills
Fairburn
Jonesboro
Stockbridge
Palmetto
HENRY
COWETA
Tyrone
FAYETTE
Fayetteville
Peachtree City
Newnan
Lovejoy
McDonough
Hampton
Locust Grove
JASPER
0 2.5 5 10 Miles

SCHEDULE

The CTP was developed over a period of eighteen months and includes four major phases:

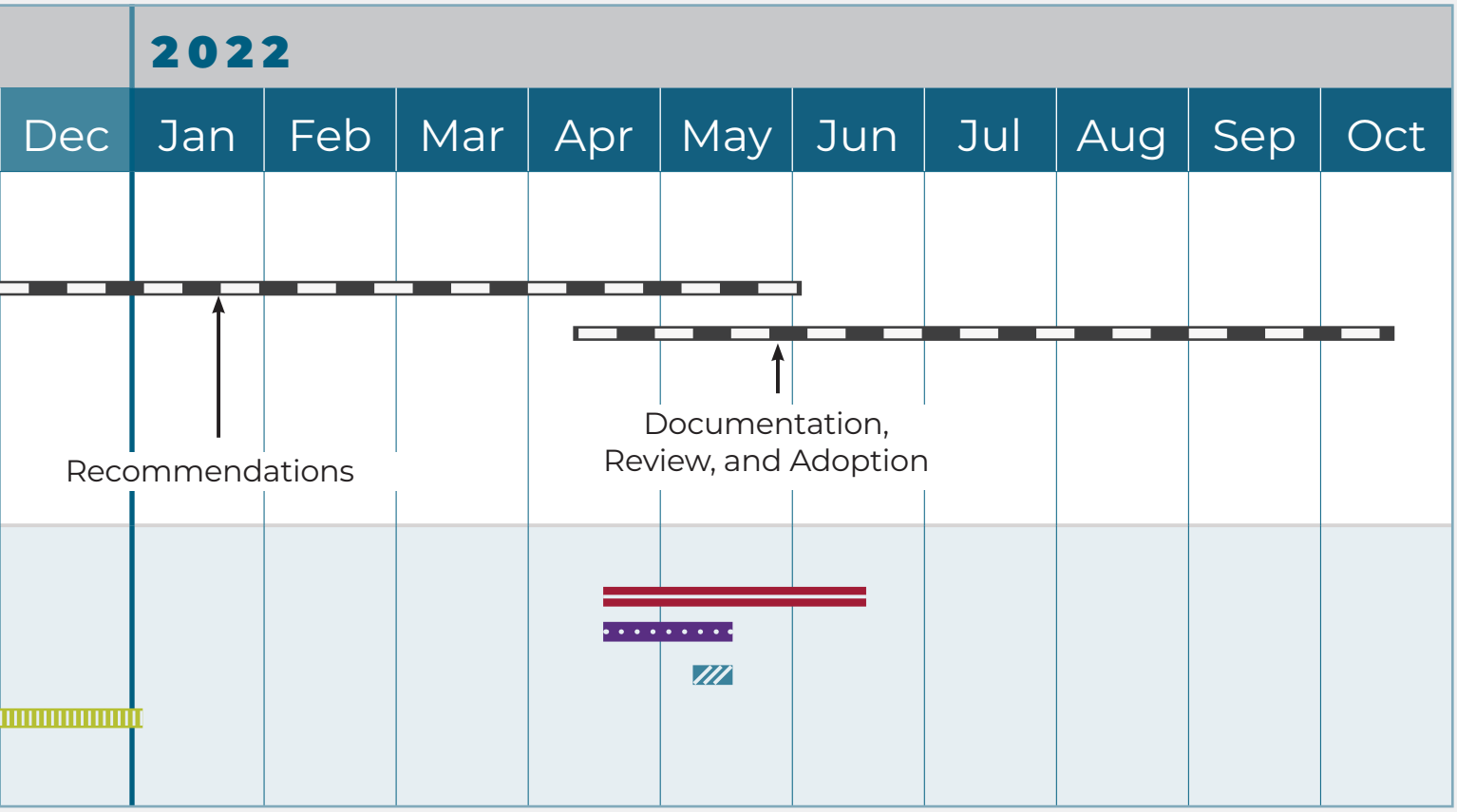


Vision, Goals, Needs, and Opportunities:
This phase established a baseline of understanding where the County's transportation network is today and where it is envisioned to be over the next 30 years.

Transportation Nexus:
The next phase chronicled all of the feedback and findings received in the previous phase to inform a dynamic system of qualitative and quantitative themes. The themes were designed to evaluate how future projects should be prioritized and to discover how they interlink with each other.

Legend:

Online Survey | Community Events | Public Meetings | Focus Groups



Recommendations:
With the Transportation Nexus established, this phase identified, evaluated, and prioritized a wide range of transportation investments, policies, and actions that will help the County achieve its future short-term and long-term transportation vision.

Documentation, Review, and Adoption:
The last phase documented the recommendations, feedback, and findings into the final CTP document for public digest and subsequent County adoption.

In every phase, extensive stakeholder and community engagement played a vital role in the visioning, development, and compilation of the CTP. A range of engagement exercises and venues were involved to ensure that broad and diverse swaths of the County were reached and engaged throughout the process, including dedicated public open houses, community event outreach, online surveys, and focus groups.

PLAN ORGANIZATION

The DeKalb 2050 Unified Plan is structured with ten chapters that document the technical methodology, results, and concurrent engagement efforts that went into the Plan. Below is a summary of what is included in each chapter.

CHAPTER 2: PRIORITIES AND ENGAGEMENT

Chapter 2 describes the eleven transportation priorities that guide the DeKalb 2050 Unified Plan and documents the robust stakeholder and public engagement efforts conducted throughout its development.

CHAPTER 3: EXISTING CONDITIONS AND NEEDS ASSESSMENT SUMMARY

Chapter 3 provides a summary of key themes and takeaways that were uncovered in the March 2022 Existing Conditions and Needs Assessment (ECNA) Report and development of the Transportation Nexus.

CHAPTER 4: PROJECT DEVELOPMENT AND EVALUATION

Chapter 4 discusses how the universe of projects was developed and the evaluation process used to assess each project for prioritization.

CHAPTER 5: TRANSPORTATION FUNDING AND FINANCIAL FRAMEWORK

Chapter 5 recaps the funding mechanisms available at the local, state, and federal level to potentially leverage delivering the prioritized transportation projects.

CHAPTER 6: SURFACE TRANSPORTATION POLICY RECOMMENDATIONS

Chapter 6 documents the proposed strategic policy recommendations of the DeKalb 2050 Unified Plan and explains how targeted policies can help advance DeKalb County's transportation priorities.

CHAPTER 7: TRANSIT RECOMMENDATIONS

Chapter 7 focuses on the 2019 DeKalb County Transit Master Plan recommendations and provides recommended next steps to advance that plan.

CHAPTER 8: PRIORITY PROJECTS FOR UNINCORPORATED DEKALB COUNTY

Chapter 8 lists the County's priority projects within the unincorporated areas (i.e., areas outside of city boundaries) based on project evaluation results and stakeholder and staff input.

CHAPTER 9: PRIORITY PROJECTS FOR DEKALB CITIES

Chapter 9 similarly chronicles priority projects of the 13 DeKalb cities based on project evaluation results and stakeholder and staff input.

CHAPTER 10: FIVE-YEAR ACTION PLAN AND PERFORMANCE MONITORING

Chapter 10 details a short-term action plan and approach to initiate the long-term 30-year Unified Plan.

APPENDIX

The Appendix includes additional information regarding technology recommendations.

CHAPTER 02
PRIORITIES AND ENGAGEMENT

CHAPTER 02: PRIORITIES AND ENGAGEMENT

The 11 transportation priorities (developed from the previous CTP and Transit Master Plan and vetted through key stakeholder input and public engagement efforts) impacted the direction of the Unified Plan at all stages of development. From identifying areas of analysis for the Existing Conditions and Needs Assessment (ECNA) Report to determining metrics for project evaluation and making final decisions regarding policy direction.

TRANSPORTATION PRIORITIES

1) Provide Transportation Options through Connectivity across Modes

Improve travel for all users by increasing connections across roadway, transit, bicycle, and pedestrian modes.

2) Enable Healthy Communities and Improve Quality of Life

Leverage transportation infrastructure to encourage an active lifestyle and overall improved quality of life.

3) Improve Safety

Provide for safe travel by all users across all modes of travel.

4) Improve Maintenance

Ensure the long-term care for existing infrastructure, including paving roads and repairing bridges and signal systems.

5) Promote Equity

Prioritize improvements that increase transportation access to all parts of the County, especially in communities where a lack of transportation options create substantial barriers.

6) Increase Funding for Improvements

Pursue new local revenue sources that will allow the County to implement additional transportation projects.

7) Increase Access to Jobs and Education

Prioritize transportation investments that allow workers and students to have easier access to these key destinations.

8) Encourage Economic Development

Leverage transportation projects that help to encourage revitalization and new development throughout the County.

9) Respect and Improve DeKalb County's Character

Implement transportation projects that improve mobility while taking into consideration local character and context.

10) Practice Fiscal Responsibility in Transportation Investments

Prioritize transportation projects that can be implemented in a reasonable timeframe and provide a strong return on investment.

11) Better Accommodate Movement of Goods

Implement transportation projects that improve freight in the County either by truck or by rail.

STAKEHOLDER ENGAGEMENT

STANDING COMMITTEES/ LEADERSHIP
CEO/Board of Commissioners*
Planning Commission*
Community Councils*
Public Works and Infrastructure Committee*
Planning, Economic Development, and Community Services Committee*
City Leaders

*Includes Board of Commissioners Committees

COMMITTEES	
Transportation Committee	Land Use Committee
Atlanta Regional Commission (ARC) (relevant departments)	ARC (relevant departments)
The ATL /State Road and Tollway Authority (SRTA)/Xpress	CIDs
Commissioner Appointees	Commissioner Appointees
Community Improvement Districts (CIDs)/ Transportation Management Association	Department of Community Affairs
Cities	DeKalb School System
DeKalb School System	Decide DeKalb/ Economic Development
Decide DeKalb/ Economic Development	MARTA
Georgia Department of Transportation (GDOT)	DeKalb County (relevant departments)
MARTA	
DeKalb County (relevant departments)	

Standing Committees/Leadership

DeKalb County Commissioners, various committees of the Commissioners, and city leaders provided the Unified Plan team with valuable insights into the issues and opportunities that are important to their communities. The team conducted multiple rounds of meetings with the Commissioners for input on draft project recommendations as well as policy direction for both transportation and land use topics.

Transportation and Land Use Committees

The DeKalb Unified Plan created two committees of key stakeholders. The Land Use Committee was primarily relevant for the Comprehensive Plan and the Transportation Committee included 82 stakeholders vital to the success of the CTP. In addition to appointees from each of the Commissioners, the Transportation Committee included leaders, planners, and decision-makers from the state, region, County, and cities. The stakeholders in the Transportation Committee helped guide the planning process by actively engaging with the plan at the envisioning and draft recommendation stages. The combined knowledge that this Committee offered helped ensure that the Unified Plan meets DeKalb County's needs and priorities.

STAKEHOLDER GROUPS (2+ MEETINGS)
Advocacy and Environmental
Civic/Business Associations
Higher Education and Medical
Transit (early coordination efforts)

FOCUS GROUPS (1 MEETING)
Housing
Arts and Culture
Public Safety
Multicultural/BIPOC Groups
Bike/Pedestrian/Trails
Resiliency/Sustainability
Retail
Health and Wellness

Stakeholder Groups

To supplement the Committees, smaller groups of stakeholders were organized to advise the plan in key policy areas. Stakeholder groups helped the project team better understand the specific interests of different groups and communities in DeKalb County, including the higher education and medical community and representatives from civic and business associations.

Focus Groups

Focus groups allowed the project team to meet with a small group of community members to talk about a specific topic area in more detail. Each focus group obtained feedback from a unique group representing different interests in the DeKalb County community. Focus groups were held for various policy areas as well as several multicultural and Black, Indigenous, and People of Color (BIPOC) groups in DeKalb County.

Multicultural/BIPOC Focus Groups include:

- NAACP
- Black leaders
- Korean
- Burmese
- Bhutanese
- Hispanic/Latino
- African diaspora (by language)
  - Tigrigna
  - Dinka
  - Amharic
  - Somali
  - Kiswahili

PUBLIC ENGAGEMENT

Public outreach is a key component in developing any successful transportation plan. The DeKalb County Unified Plan conducted two rounds of diverse public outreach efforts that included both online and in-person components. Engagement efforts were developed to be consistent across formats—public meetings and community intercepts asked some of the same questions as the online survey to gather the same types of information from different groups. The goal of these outreach efforts was to gather public input from across the County through direct engagement and the input of community proxies. Providing such a wide array of opportunities for public participation ensures that the Unified Plan reflects the values and priorities of DeKalb County as accurately as possible.

13 community intercepts

to meet residents where they are at community events

2 rounds of online survey

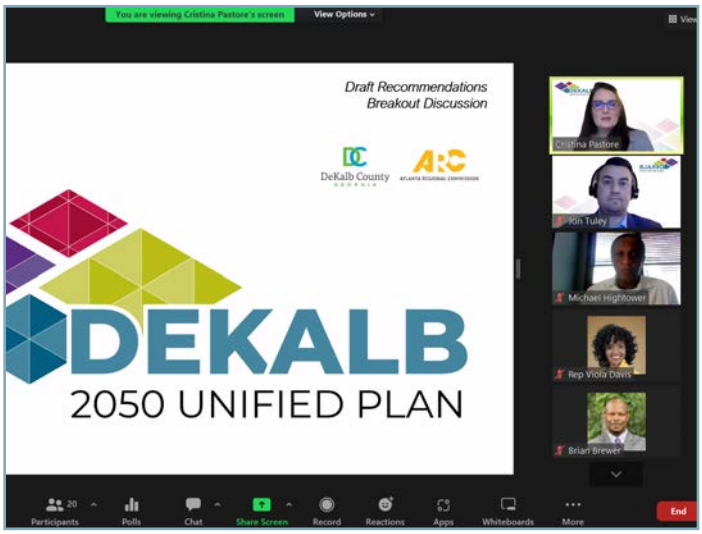
with **1,515** participants

12 public meetings:

6 virtual meetings

5 community charettes by district

1 super district commissioner town hall with over 100 attendees



Stakeholder Group Meetings

Eight virtual meetings were held with the five stakeholder groups between July 2021 and April 2022, as explained in the previous section.

Focus Group Meetings

Nineteen virtual meetings were held with the focus groups between July 2021 and January 2022, as explained in the previous section.

Commissioner Meetings

Twenty-six total meetings were held with DeKalb County Commissioners between April 2021 and April 2022. These meetings included one-on-one meetings with each Commissioner and their staff as well as committee meetings like the Committee of the Whole (COW), Public Works and Infrastructure (PWI) Committee, and Planning, Economic Development, and Community Services (PECS) Committee. The purpose of the first round of Commissioner meetings was to review the existing conditions, needs assessment, round one engagement efforts, and early project considerations. The purpose of the second round of Commissioner meetings was to discuss draft recommendations for projects and some policies.

Community Council Meetings

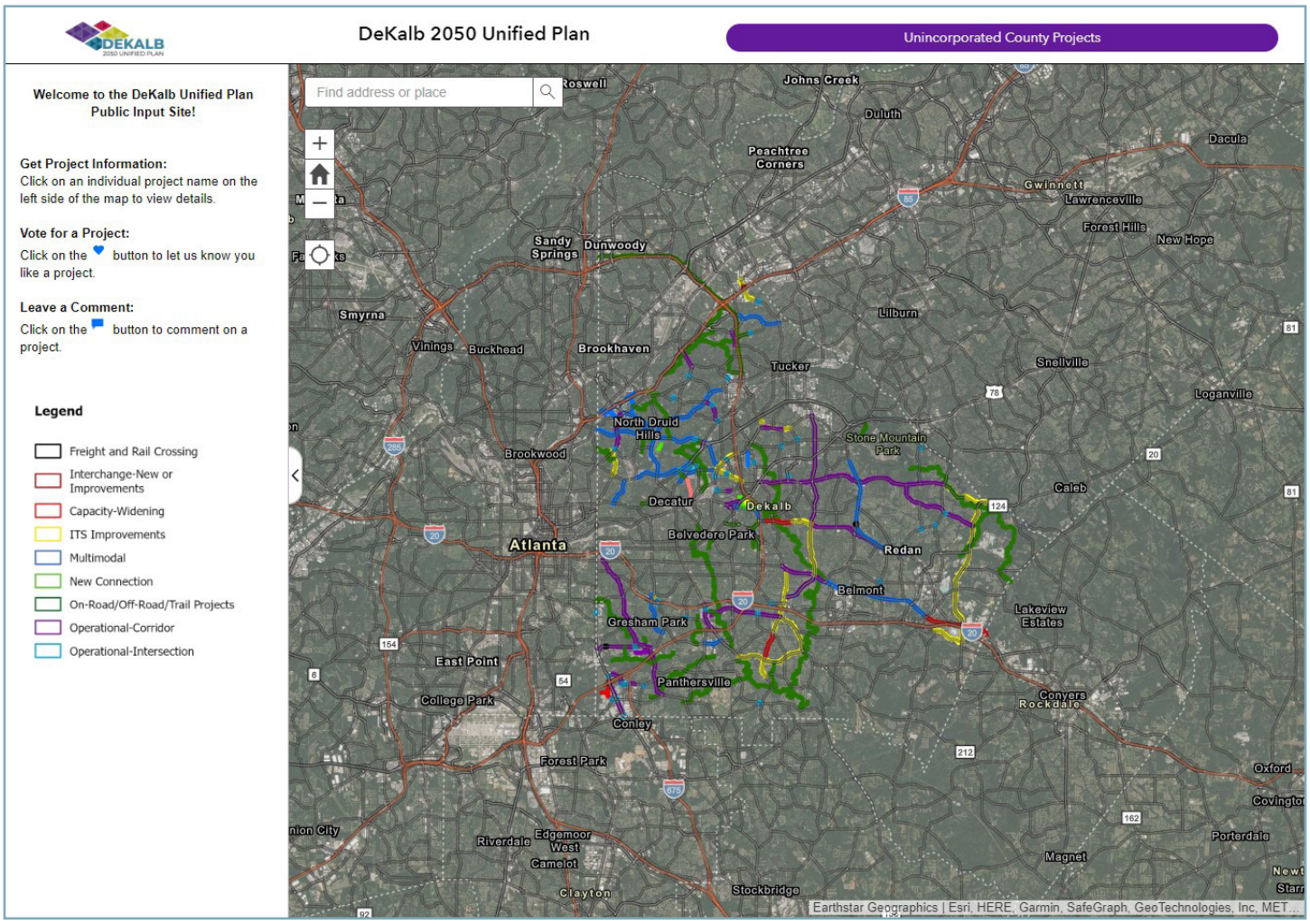
Two community council meetings were held in August 2021 and April 2022. These meetings primarily discussed land use.

Public Meetings

The 12 total public meetings hosted by the project team provided the greatest depth of information regarding the plan and offered the public the opportunity to provide feedback. The first round of public meetings included three virtual public meetings in May 2021 to discuss project overview, schedule, engagement efforts, existing conditions, and needs assessment. Attendees were also given the opportunity to provide input on transportation priorities, needs, and opportunities. Five community charettes (generally divided by district) were also held to discuss existing conditions and allow communities to provide input on issues and opportunities in their area. The second round of public meetings included three virtual public meetings in May 2022 and a Super District Commissioner town hall in June 2022 to discuss draft recommendations for projects and some policies. Every meeting gave DeKalb County residents the chance to meet the project team and provide input throughout the planning process. The feedback from the public meetings helped to guide the project team in identifying vision, priorities, and recommendations.

Community Intercepts

In an effort to meet people where they are, 13 total community intercepts were held across two rounds. The intercepts were pop-up events at festivals, parks, MARTA stations, and other events intended to gather public input on transportation issues, opportunities, and priorities. The first round of intercepts included seven events between May and June 2021 where participants were asked to identify transportation issues, opportunities, and priorities. The second round of intercepts included six events in May 2022 where participants were asked to identify priority policy areas and projects and provide input on some draft plans.



Community Presentations

Whenever possible, the DeKalb 2050 Unified Plan team spoke with the community to spread the word about the plan. These presentations took place between August 2021 and April 2022 at events including police precinct community meetings, pastor leadership meetings, and community groups meetings. Community presentations generally provided an overview of the Plan and informed attendees of opportunities for public engagement.

Online Survey

Two JotForm online surveys were conducted in tandem with both rounds of public engagement. The first round of the survey allowed respondents to provide input on the needs and vision of the project. The second round of the survey allowed respondents to provide input on specific project and policy recommendations. The second round of the survey also included an interactive map that allowed respondents to "like" and leave comments on specific projects. The first and second rounds of the survey and the interactive map generated a total of 1,515 participants. The online survey provided people with an easy way to engage with the Plan from the comfort of their home or office, ensuring that public engagement efforts reached as many users of the DeKalb County transportation system as possible.

Project Website

For the duration of the Plan, the project website (dekalb2050unifiedplan.com) was maintained as a repository of relevant information. The website advertised upcoming engagement opportunities and shared links to the online surveys and interactive maps. It also hosted valuable information, including project documents, schedule, recordings of previous public meetings, and contact information.

Social Media

The DeKalb 2050 Unified Plan leveraged DeKalb County's social media presence on Facebook and Twitter to advertise the plan's major events. Updates were posted on both platforms using the #ItsInDeKalb and #UnifiedDeKalb hashtags.

CHAPTER 03
EXISTING CONDITIONS AND NEEDS ASSESSMENT SUMMARY

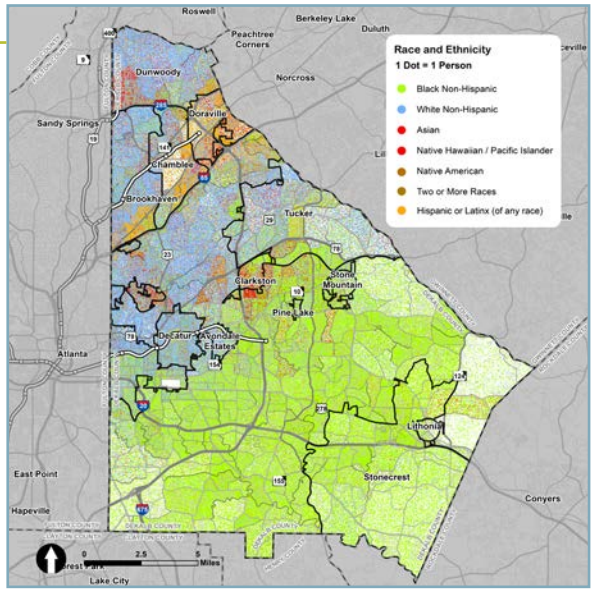
CHAPTER 03: EXISTING CONDITIONS AND NEEDS ASSESSMENT SUMMARY

HIGH LEVEL SUMMARY OF EXISTING CONDITIONS AND NEEDS ASSESSMENT REPORT

The Existing Conditions and Needs Assessment (ECNA) Report analyzes and assesses the many interworking characteristics of DeKalb County, including demographics, economic development, land use patterns, environmental features, and transportation infrastructure to create an in-depth understanding of the County's transportation needs and opportunities. In addition to the review of some 60 previous plans and programs documented in the Report, some key themes uncovered in the Report are highlighted here.

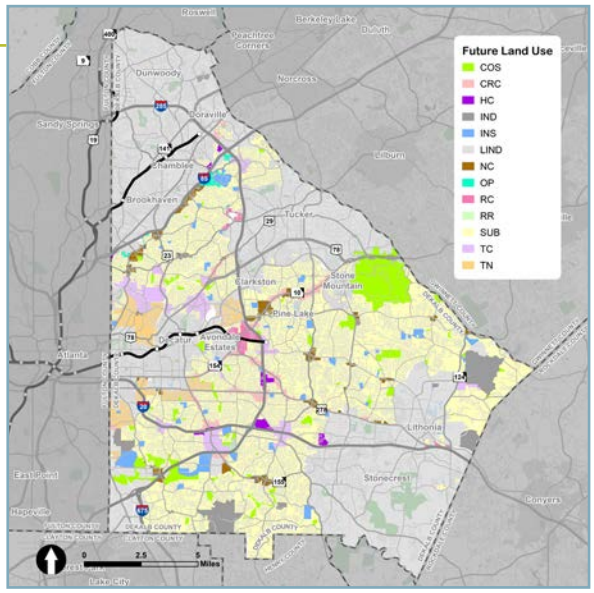
PEOPLE

Understanding the people that make up DeKalb County is integral to a well-rounded CTP and includes both general population and specific demographic measures. Notable demographic measures documented, include Seniors, Race/Ethnicity, Limited English Proficiency, Persons with Disabilities, Zero-Vehicle Households, and Level of Educational Attainment. These measures are especially important in informing equitable transportation decisions as well as guiding targeted community outreach approaches. DeKalb's diverse majority-minority population, robust population growth, and medium- to high-density present unique opportunities and challenges for its transportation future.



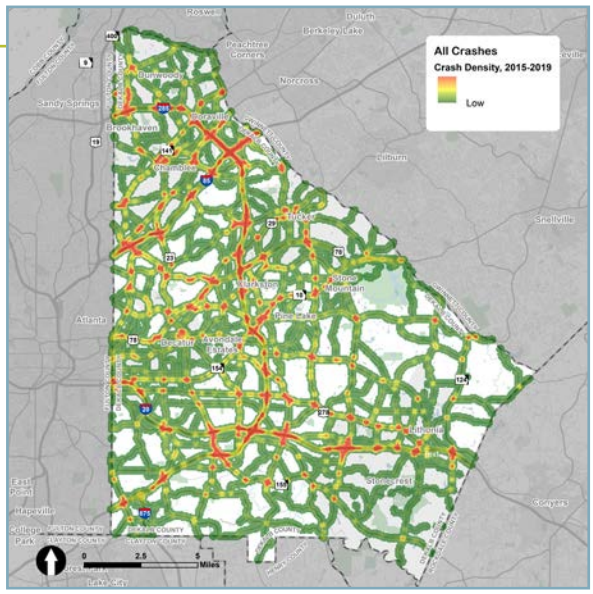
PLACES

A central tenant of the DeKalb 2050 Unified Plan is that existing and future land use patterns across the County directly impact the need for transportation investments, and vice versa. How and when communities in DeKalb County have developed informs a deeper understanding of the overall character of each community and its need for transportation improvements. In addition, proximity to a range of public amenities (e.g., parks, grocery stores, and schools) directly correlates to residents' quality-of-life. While DeKalb is highly developed, certain pockets, particularly in the south and east, have limited access to some of these amenities.



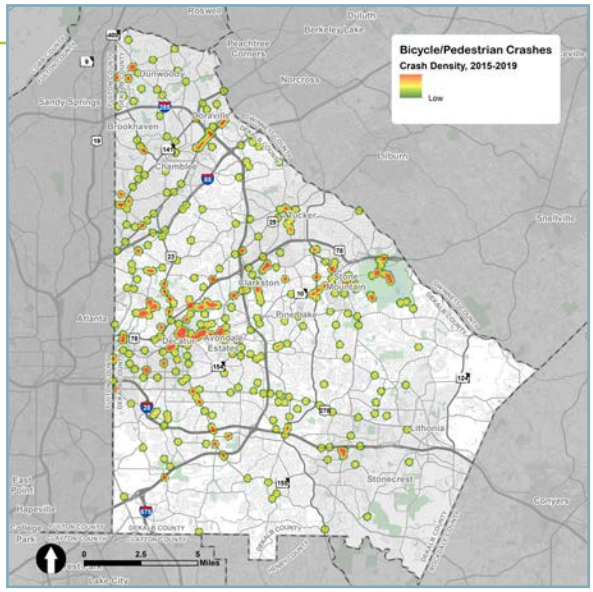
SAFETY

Understanding historical crash data across the County plays a pivotal role in identifying transportation improvements that both mitigate areas with high crash rates and alleviate traffic congestion often caused by those crashes. While the highest crash densities in the county tended to occur on I-285 and other high-volume freeways, many hot spots were common on the County's arterials, including Peachtree Industrial Boulevard, Buford Highway, Covington Highway, and North Druid Hills Road. Intersections with high crash rates were found at Henrico Road at West Side Place in South DeKalb and a heavy concentration of intersections along Peachtree Road and Peachtree Boulevard in the City of Chamblee.



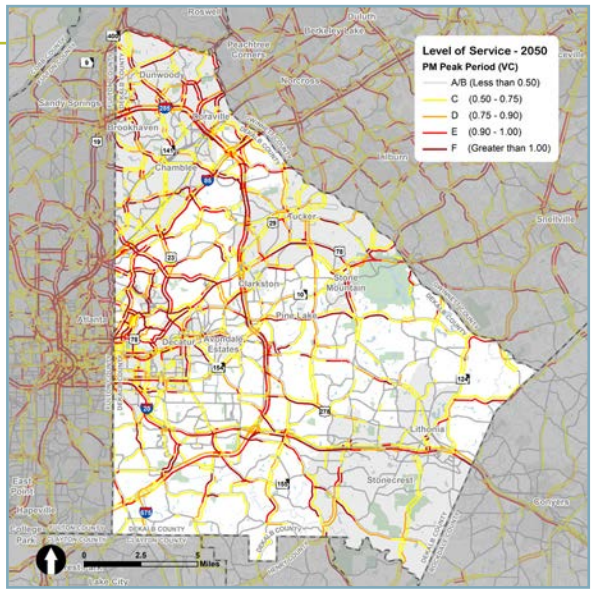
TRANSIT AND ACTIVE TRANSPORTATION

Transit, pedestrian, and bicycle infrastructure incentivize greater use of alternative modes of transportation as opposed to driving, alleviates traffic congestion on the County's roads, and contributes to a greater quality-of-life. The lack of sidewalks within a mile of activity centers and lack of bicycle facilities within two miles of activity centers were found to significantly limit their use as alternatives to driving. Crashes involving bicycles and pedestrians most often occur in higher-density areas of the County, near bus stops, and at MARTA rail stations. Enhanced transportation investments must be leveraged to improve these alternative modes.



CONGESTION

Capacity-based traffic congestion often limits a person's mobility in DeKalb County whether they choose to drive or take transit. The ARC Travel Demand Model and other sources were used to identify corridors and intersections with high rates of congestion and delay. This congestion is almost always expected to increase along DeKalb's roadways as traffic volumes grow over the next 30 years. Making strategic transportation investments is necessary on this front to combat traffic congestion, mitigate bottlenecks, and rethink the movement of people and goods to achieve efficiencies for both.

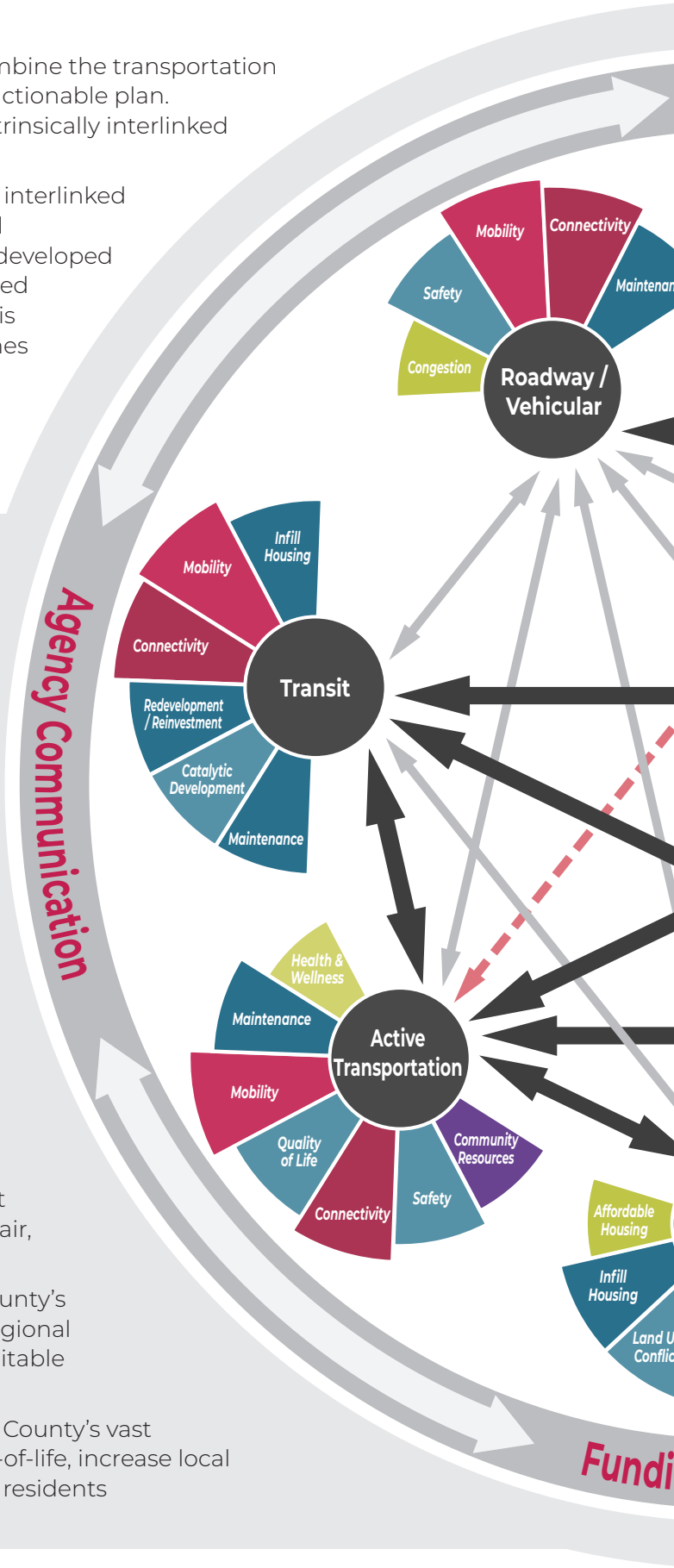


TRANSPORTATION NEXUS

The central goal of the DeKalb 2050 Unified Plan is to combine the transportation and land use visions for the County into a single unified, actionable plan. Transportation and land use elements have direct and intrinsically interlinked relationships with each other.

The Transportation Nexus (center of page) explores those interlinked relationships in detail. A product of substantial public and community engagement, the Transportation Nexus was developed to convey the top line issues that the project team gathered in parallel through the engagement and technical analysis processes, mapping them to better understand the themes and connections between them.

Based on these efforts, the project team uncovered a total of seven top line issues pertinent to DeKalb's transportation and land use future:



Housing: Providing enough quality affordable housing and a variety of housing options to meet demands and needs of DeKalb County resident to slow down rises in housing prices

Activity Centers: Establishing and maintaining dynamic activity centers throughout the County tailored to residents' needs and promoting higher population and/or jobs densities in these areas

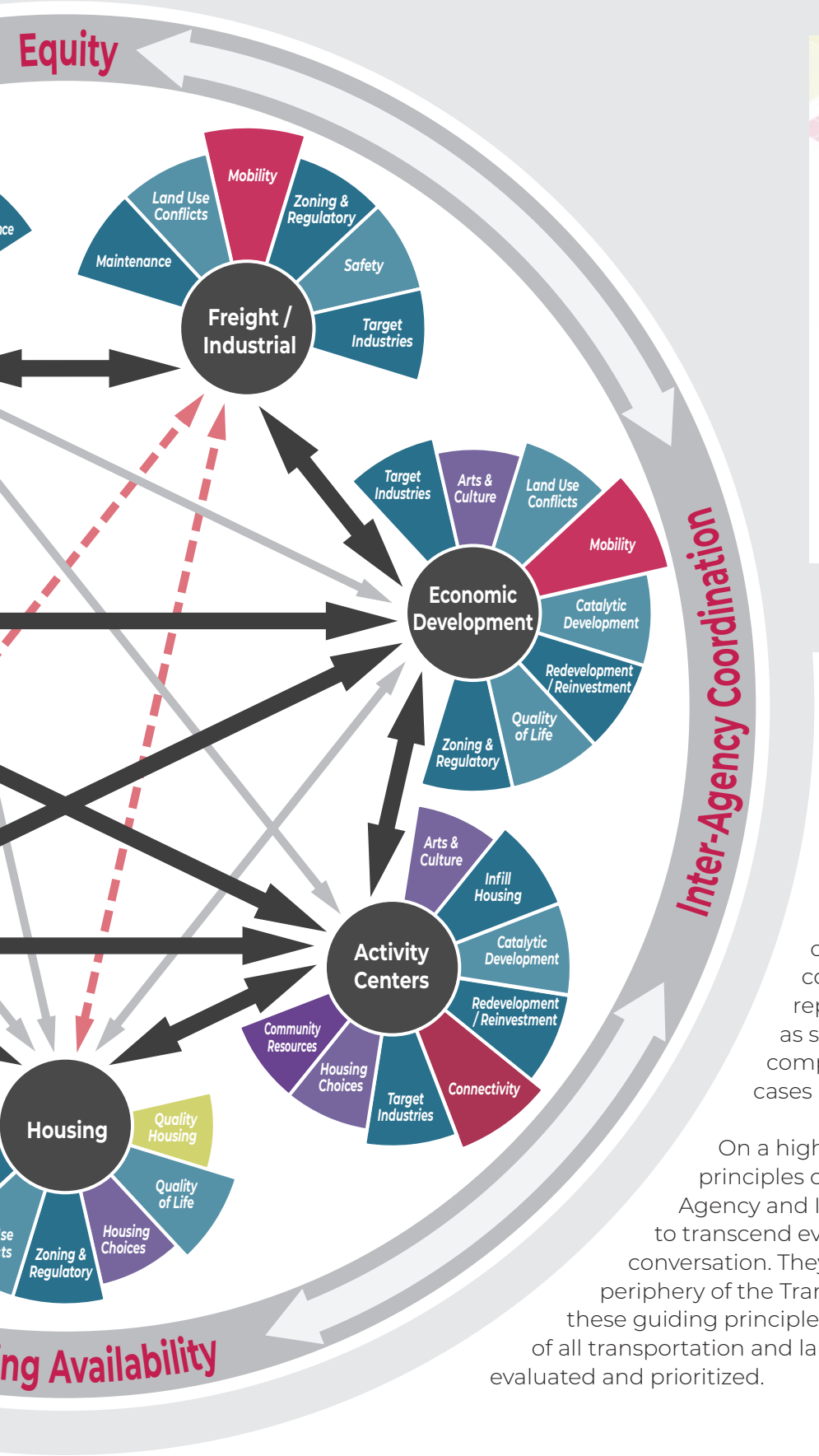
Economic Development: Promoting and incentivizing new population and job opportunities and celebrating the County's diversity as an asset

Freight/Industrial: Focusing on the County's well-established freight and industrial sector and continuing to encourage further development opportunities for jobs and skillsets it can generate

Roadway/Vehicular: Investing in improvements to the County's vast roadway network to mitigate congestion, contribute to efficiencies in the movement of both people and goods, achieve a state-of-good-repair, and enhance safety and mobility

Transit: Leveraging, expanding, and enhancing the County's existing transit network in strategic ways to increase regional mobility, connect residents to jobs, and provide an equitable balance of transportation options

Active Transportation: Enhancing and expanding the County's vast sidewalk and bicycle infrastructure to enhance quality-of-life, increase local connectivity, and promote the well-being of all County residents



Clustered around these top line issues are a series of word clouds that were uncovered as themes around each top line issue. These themes are rarely in isolation; rather, they are almost always shared elements. As illustrated, these themes often transcend multiple top line issues identified, shedding light on the underlying relationships that connect them. These relationships are represented by connecting arrows and as shown in the legend can be either complimentary connections or in some cases potentially conflicting connections.

On a higher level, four overarching guiding principles of Equity, Funding Availability, and Agency and Inter-Agency Coordination tended to transcend every issue, theme, and stakeholder conversation. They are shown prominently around the periphery of the Transportation Nexus. Balancing all of these guiding principles helps to anchor the decision-making of all transportation and land use investments as projects are evaluated and prioritized.

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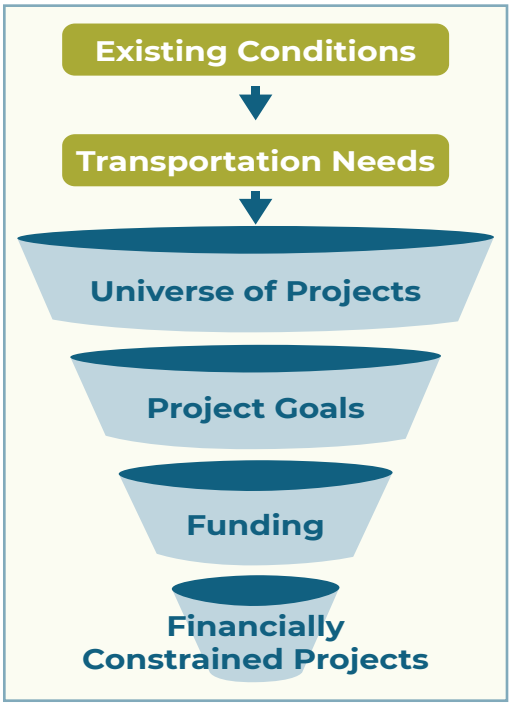
CHAPTER 04
PROJECT DEVELOPMENT AND EVALUATION

CHAPTER 04: PROJECT DEVELOPMENT AND EVALUATION



INTRODUCTION

After hearing from the community and evaluating the County's existing conditions and needs, the DeKalb 2050 Unified Plan team identified a Universe of Projects to assist with the development of a recommended project list. The Universe of Projects contains numerous projects for the County to consider that address transportation needs. If funding were unlimited, the County could theoretically implement the entire Universe of Projects; however, just like in a household budget, there is always a gap between needs and the funding available to implement the projects. Performance-based planning is essential to identifying the most impactful projects.

The Plan included a technical process to identify high-scoring projects based on evaluation metrics that focused on project performance. The project evaluation was not limited to technical analysis, public input also played an important role. The data-driven baseline process allowed for the highest performing projects to rise to the top for conversations with communities and elected leaders.

This chapter describes the creation of the Universe of Projects, the development of evaluation criteria, and the evaluation of the projects.

PROJECT DEVELOPMENT

The Unified Plan team developed the Universe of Projects in a layered approach using four different sources consisting of previous plans done by others, technical analysis, public input, and input from agencies, stakeholders, and elected leaders. Each of these sources played an important role in ensuring the Unified Plan had a comprehensive list of projects before beginning evaluation.

More than 40 planning studies were reviewed to develop the Universe of Projects, including the ARC's Regional Transportation Plan (RTP), DeKalb County 2014 Transportation Plan, city transportation plans, and small area studies (e.g., Livable Centers Initiatives [LCI] and CID plans). Regionally significant projects from these resources were included in the Universe of Projects, shown below:

Universe of Projects

- DeKalb County 2014 Transportation Plan
- ARC RTP and Transportation Improvement Program (TIP)
- City of Atlanta 2022 Infrastructure Program
- City of Atlanta Transportation Plan
- Cycle Atlanta Phase 2.0 Study
- Avondale Estates Downtown Master Plan Update
- Belvedere Master Active Living Plan
- Briarcliff Road-Clairmont Road Small Area Plan

Continued

- Brookhaven 2020 CTP Update
- Buford Highway Corridor LCI
- Buford Highway Master Plan
- Chamblee Doraville CID
- Chamblee Mobility Multimodal Transportation Plan
- Clarkston City Plan
- Covington Highway Corridor Master Active Living Plan
- City of Decatur CTP Update
- Decatur 360 Comprehensive Plan
- DeKalb Greenways Plan (2000)
- DeKalb County Special Purpose Local Option Sales Tax (SPLOST)/Renewal
- DeKalb SPLOST Trails
- Doraville Comprehensive Plan
- Doraville Mobility Plan
- Doraville Peachtree Creek Greenway Study
- Dunwoody CTP Update
- Dunwoody Last Mile Connectivity Study
- Gresham Road Study Area, Master Active Living Plan
- GDOT Statewide TIP (STIP)
- GDOT Strategic Statewide Transportation Plan
- Hammond Drive Corridor Study
- Indian Creek MARTA Master Active Living Plan
- Kensington LCI Transit-Oriented Development (TOD) Plan
- Medline LCI Plan
- Metro South CID Freight Cluster Plan
- North Druid Hills LCI Plan
- One Chamblee Comprehensive Plan Update
- Panola Road-Salem Road Master Active Living Plan
- Stone Mountain LCI Plan
- Stone Mountain Village Forward Master Plan
- Stonecrest Transportation Master Plan
- Tucker-Northlake LCI
- Tucker Strategic Transportation Master Plan
- Tucker Summit CID Freight Cluster Plan
- Tucker PATH Trail Master Plan and Implementation Strategy
- Winters Chapel Road Area Study

The results of various analyses done in the ECNA were used to identify additional surface transportation projects that were not mentioned in previous plans. Results from analyses, including historical traffic volumes, bottleneck congestion data, historical crash rates, and Level-of-Service were used to identify roadway operational and capacity projects. Similarly, results from analyses including gaps in the existing active transportation network and level of traffic stress were used to identify multimodal projects.

After compiling previous projects done by others and supplementing with projects from the technical analysis, the project team reviewed project ideas gathered from public engagement efforts, including the Social Pinpoint web platform, community intercepts, and charrettes. In Social Pinpoint, responders were able to place points throughout the County, specify a desired project type (i.e., Bicycle, Pedestrian, Safety, Traffic, or Transit), and like or dislike previously made comments. In some instances, the results of the public's feedback helped validate an idea that was already present in the Universe of Projects and in other instances the feedback helped identify a new project.

Agency and stakeholder input were essential for developing and refining the Universe of Projects. In previous months, the Unified Plan team conducted the following efforts in coordination with agency staff, elected leaders, and stakeholders:

- Held a technical workshop with DeKalb County staff to vet new projects created from technical analyses and input from the public.
- Gathered additional ideas for projects during individual meetings with each of the five County Commissioners and two County Super District Commissioners.
- Met with the 13 incorporated municipalities and various agencies (e.g., CIDs, ARC, and GDOT) in the County for priority projects.

PROJECT EVALUATION

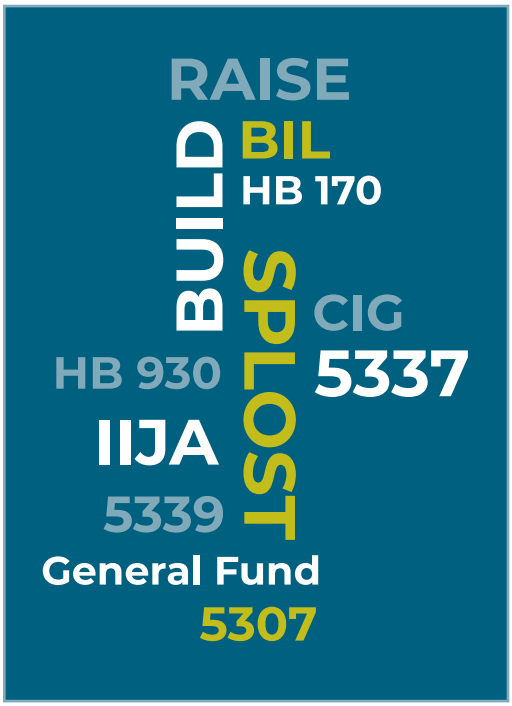
The project evaluation criteria developed for the Universe of Projects builds on the transportation priorities identified at the onset of the Unified Plan to ensure that the project prioritization reflects the goals of the community. Projects were coded in a Geographic Information System (GIS) environment and categorized as multiuse trails, small-scale roadway, or large-scale roadway projects. Note that sidewalk and bridge projects were not evaluated as these are included under set-aside funding mechanisms. Additionally, transit projects were not evaluated as the County is considering transit improvements separately. The evaluation criteria are shown in the table below.

	Evaluation Criterion	Definition	Transportation Priorities
A	Access to Existing/ Planned Transit Facilities	The project proposes improvements near existing and planned transit facilities	Provide Transportation Options through Connectivity across Modes
B	Access to Community Resources	The project improves access to community resources (e.g., parks, libraries, K-12 schools) and improves mobility in areas of no or low vehicle ownership	Enable Healthy Communities and Improve Quality of Life
C	Safety Improvement	Evaluates safety concerns near the project area using historical crash data, crash severity, and ARC Risk Assessment Score data	Improve Safety
D	Equitable Access	The project improves mobility in areas of traditionally underserved communities	Promote Equity
E	Employment and Educational Impact	Measures the project's impact on employment and higher educational opportunities	Increase Access to Jobs and Education
F	Economic Development Impact	Measures the project's impact on economic development based on proximity to CID, Tax Allocation District, Regional/Town Center/ Neighborhood Activity Centers, Federal/State Opportunity Zone	Encourage Economic Development
G	Mobility Improvement	Measures the reduction in travel time and vehicular congestion, proximity to built or funded trails, and project scale	Practice Fiscal Responsibility in Transportation Investments
H	Freight Movement Improvement	Measures the project's impact on freight movement based on proximity to regional truck routes, rail crossings, and if the project is in a freight cluster or industrial area	Better Accommodate Movement of Goods
I	Previous Plan Support	Recognizes if the project is included in a previous plan	N/A
J	Public Support	Recognizes if the project has received public support	N/A

Projects scoring highly in the evaluation process were prioritized for conversations with staff and elected leaders and for possible inclusion in higher tiers.

CHAPTER 05
TRANSPORTATION FUNDING AND FINANCIAL FRAMEWORK

CHAPTER 5: TRANSPORTATION FUNDING AND FINANCIAL FRAMEWORK



FUNDING SOURCES

The Unified Plan considers multiple funding sources, including local, state, and federal levels. The image on the following page depicts the different types of funding sources considered during the planning process.

Local Sources

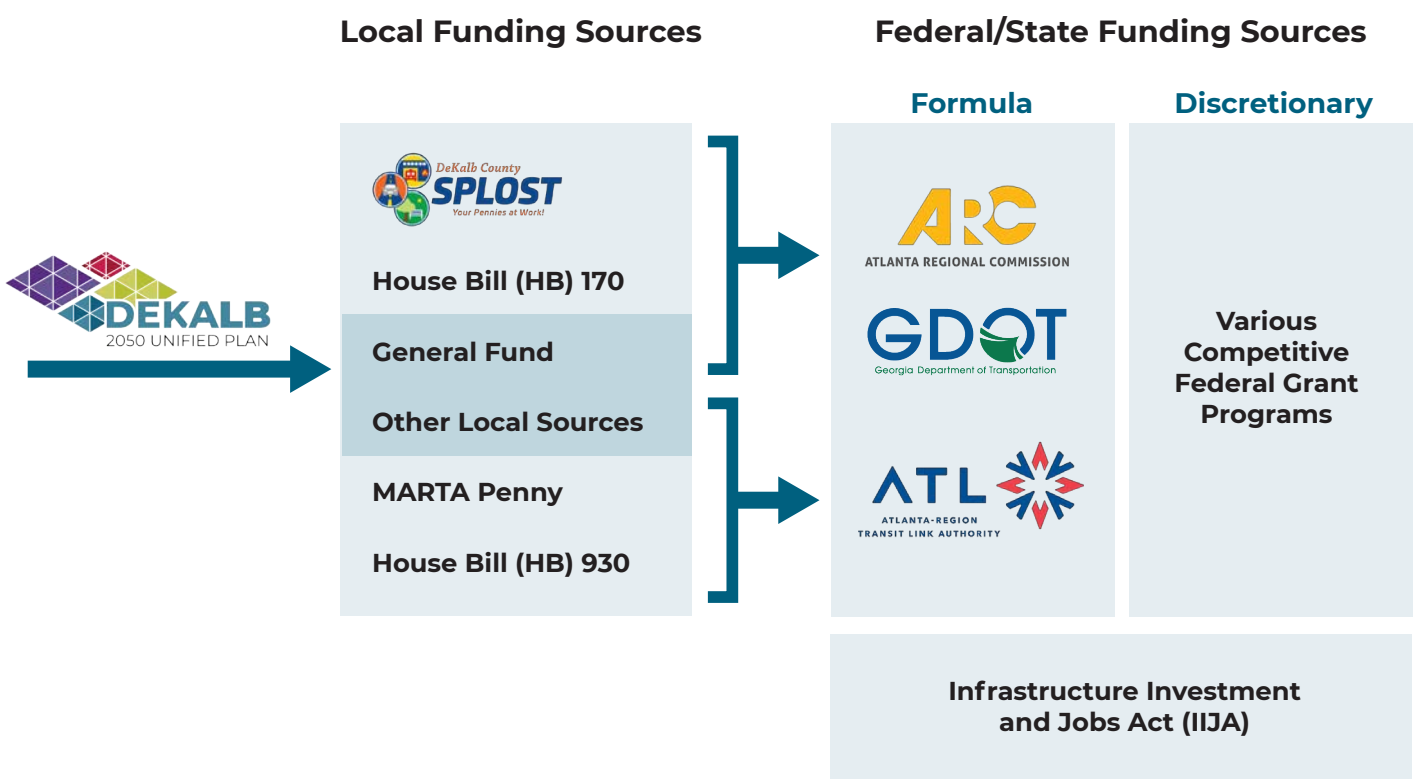
Local sources of funds must be generated within DeKalb County. If marked with an asterisk (*), they are currently in use by the County.

- **Countywide Special Purpose Local Option Sales Tax (SPLOST)*:** The current countywide SPLOST was voted in by residents in November 2017 and began collections in April 2018. The first SPLOST is slated to run for six years and generate nearly $650 million in revenue for transportation, public safety, and other DeKalb departments. The SPLOST also includes city allocations. The current SPLOST projection for transportation in unincorporated DeKalb is approximately $240 million. If the Board of Commissioners call and approve another referendum, DeKalb residents will have an opportunity to vote on a continuation of the current SPLOST in November 2023.
- **General Fund*:** The Board of Commissioners and CEO can use general fund monies for the purposes of transportation. Today, the County uses general funds to pay for routine maintenance, bridge repair, and other related activities.
- **MARTA Tax***: DeKalb County residents currently pay a 1% sales tax to MARTA for the system maintenance of the MARTA rail and bus system. Some of the current penny is going toward new transit hubs, local bus expansion, and paratransit expansion in south and east DeKalb.
- **House Bill (HB) 170/Transportation SPLOST:** A new House bill allows the County to call a referendum to levy a new SPLOST of up to 1% for up to five years (in 0.05% increments) for the purpose of surface transportation improvements and small-scale capital transit investments.
- **House Bill (HB) 930/Transit SPLOST:** A new House bill allows the County to call a referendum to levy a new SPLOST of up to 1% for up to 30 years (in 0.05% increments) for the purpose of long-term capital, operations, and maintenance of transit systems. This longer timeframe allows local governments to be more competitive for federal transit funding due to a sustained, reliable source of income.
- **Other local sources**: DeKalb County could consider other funding opportunities, including tax allocation districts and other value capture mechanisms, property tax increases, bond referenda, etc.

Federal/State Sources (Formula + Discretionary)

Federal and state funds have two basic forms—formula funds and discretionary funds. Formula funds are allocated to the state and region based on population size, whereas discretionary funds are awarded through competitive federal grant applications and are not guaranteed to the state or region. Federal funds for all transportation projects now fall under the new transportation bill, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). Under the IIJA/BIL, funding for transportation infrastructure has increased substantially and can be seen in both formula and discretionary funding programs.

- **Formula funds (administered by ARC and GDOT):** Formula funds for surface transportation projects allocated to the Atlanta region are administered to local governments through the ARC's Regional Transportation Planning process (also includes GDOT). Local funds generated within DeKalb can be used as match funds for federal dollars awarded by ARC or other state funds from GDOT for pavement management, bridges, etc.
- **Formula funds (administered by MARTA and the Atlanta Transit Link Authority [ATL]):** Formula funds for transit are distributed by the FTA to designated recipients. In the Atlanta Region, the designated recipient for Section 5307, 5337, and 5339 funds is the ATL. The ATL is responsible for outlining the program of projects that detail specific projects that funds will be applied towards.
- **Discretionary/competitive grant programs:** Several competitive grant programs exist through both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Examples include the following: USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program (formerly known as the Better Utilizing Investments to Leverage Development [BUILD] and Transportation Investment Generating Economic Recovery [TIGER]), USDOT Infrastructure for Rebuilding America (INFRA) Grant Program, FTA Capital Investment Grant (CIG) Program, FTA Bus and Bus Facilities Grant Program, and FTA Low or No Emissions Bus Grant Program.



FINANCIAL FRAMEWORK ASSUMPTIONS

Planning for transportation and mobility includes more than just building new projects. It also includes having resources to maintain infrastructure (e.g., paving roads, repairing bridges and signal systems, etc.), preparing for future technology, and establishing support systems to oversee the implementation of future capital projects. In order to properly prepare for these financial needs, it is critical to develop a strong financial framework.

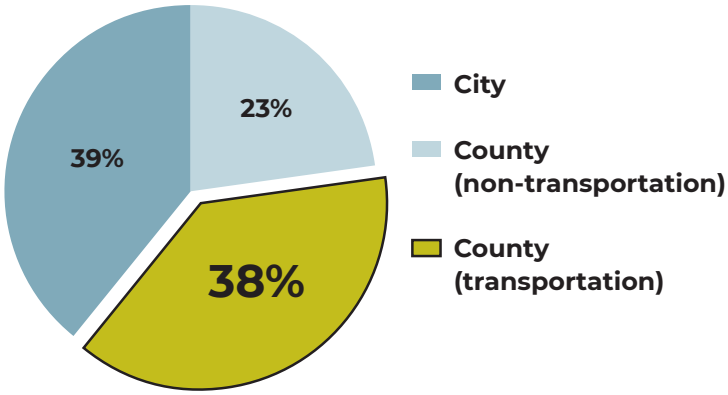
The DeKalb framework is based around the assumption of constraining expenditures based on local funding with a check to help ensure reasonable state and federal funding matches. Additional local funding sources could be considered; however, the primary source assumed in the development of this financial framework is a renewal of the countywide SPLOST program. While recent returns have been coming in above projections, the plan assumes a more conservative baseline of the early projections of approximately $106 million per year with a 1% per year growth in the tax base.

The cities in DeKalb are allocated a percentage of collected SPLOST revenues based on population and can use the funding to support a variety of needs beyond transportation. The City allocations total approximately 39% of the annual revenues under the current SPLOST program. Additionally, the percent of remaining unincorporated DeKalb County funding assumed to fund transportation needs remains the same as the current program, resulting in a total of 38% of total annual revenues.

If actual revenues exceed projections or the allocation to transportation exceeds current proportions, the Unified Plan team recommends the funds be allocated to two specific categories described later in the chapter.

- **Countywide SPLOST continues**
- **Conservative tax revenue assumptions**
- **City allocation of SPLOST remains the same**
- **Transportation allocation of SPLOST remains the same**
- **Existing MARTA penny continues to be used primarily for state of good repair**

SPLOST Fund Allocation



TRANSPORTATION FUNDING OVERVIEW (UNINCORPORATED DEKALB)

The table below displays the overall financial framework for unincorporated DeKalb County. The timeframe is broken into three tiers: Tier 1 represents the first 6 years (short-range), Tier 2 represents the next 6 years (mid-range), and Tier 3 represents the final 15 years (long-range). Rows are broken into two major groups, set-aside funding categories and a project funding category. Total anticipated applicable revenues from the SPLOST are shown in the last row.

Set-aside funding categories include programmatic funds instead of individual projects. These funds provide an allocation of money for a larger program (such as repaving)—the Unified Plan does not recommend specific roads for paving; however, it does allocate the funding needed to conduct the work. There are several key elements to note regarding the funding categories, including:

- The largest category, and the overall greatest need to this day in DeKalb County, is asset management and maintaining a state of good repair. This programmatic fund includes resurfacing, capital bridge investments (beyond maintenance), and a pavement asset management system and pavement management plan. As a percentage of total funding, asset management captures just over half of the total budget in the first tier and decreases over time as road condition improves and state of equilibrium is reached.
- The second largest set-aside category is for pedestrian improvements, including sidewalks and crossings. Specific projects are not being identified as a part of this plan. For example, a sidewalk inventory and condition assessment is planned for DeKalb County, which can better inform the locations of greatest need and priority for pedestrian investments.
- Additional categories in the set-aside categories include project/program management (an assumed 5% of the program for oversight), funding for Commission District identified projects ($1 million per district per 6-year period), technology and smart corridor investments (more information provided in the policy chapter), and a small discretionary fund for directed planning and support efforts.

If revenues from the SPLOST (or the transportation allocation) are higher than estimates below, the Unified Plan team recommends that additional funds are first allocated to asset management and then to pedestrian improvements.

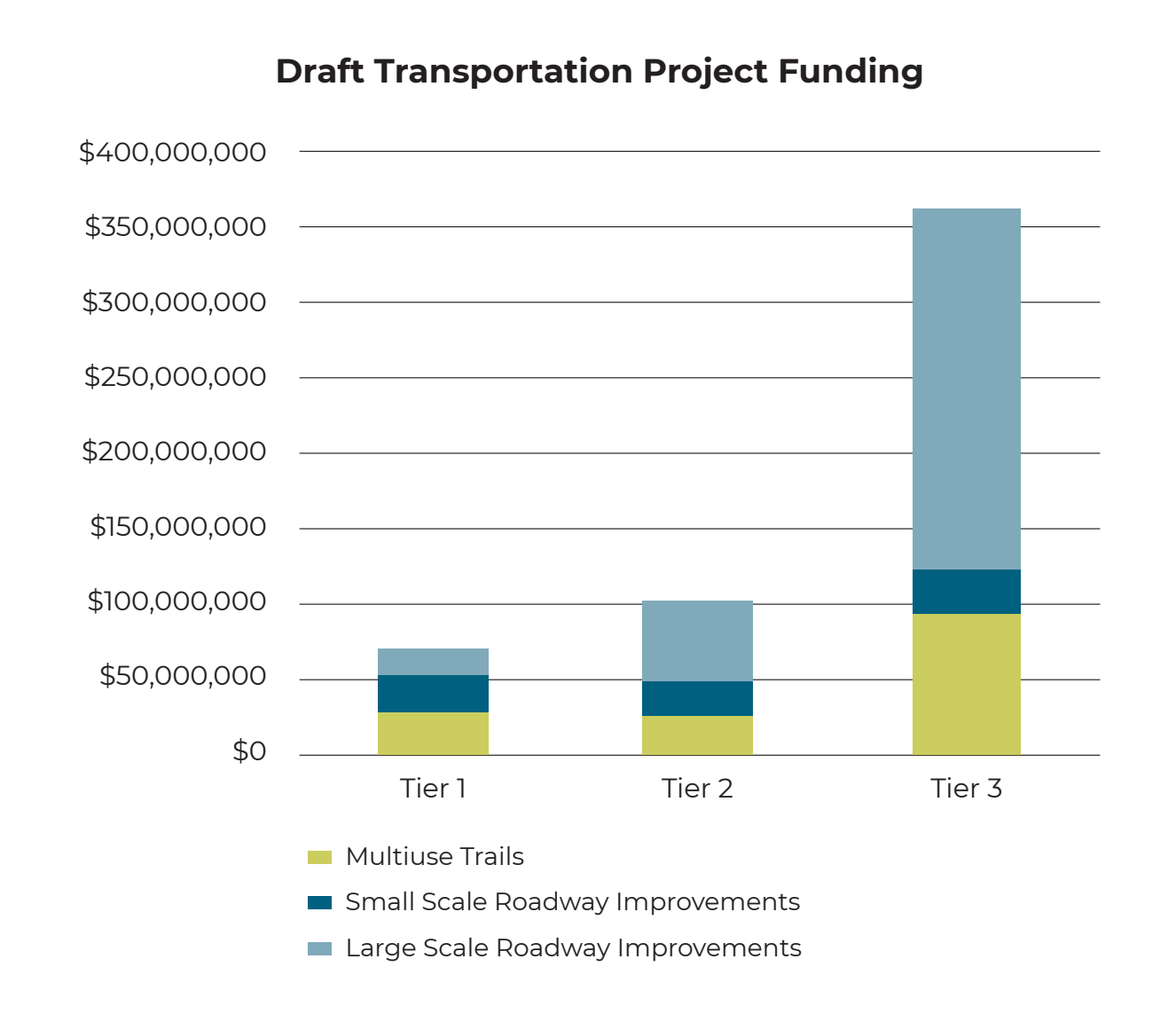
The project category located at the bottom of the table includes funding for specific projects. An overview by project type follows, and more information on the individual projects can be found in Chapter 8.

	Tier 1 6 Years	Tier 2 6 Years	Tier 3 15 Years
Set-aside Funding Categories	**$179,000,000**	**$162,000,000**	**$371,000,000**
Asset Management (Resurfacing*, Bridge)	$127,500,000	$107,000,000	$206,000,000
Transportation Project Management (5% of Program)	$12,500,000	$13,000,000	$37,000,000
Commission District Projects ($1 million/District)	$7,000,000	$7,000,000	$17,000,000
Technology/Smart Corridor Investments	$6,000,000	$9,000,000	$30,000,000
Pedestrian Improvements (Sidewalks, Crossings)	$24,000,000	$24,000,000	$75,000,000
Discretionary (Planning, etc.)	$2,000,000	$2,000,000	$6,000,000
Project Funding	**$71,000,000**	**$103,000,000**	**$363,000,000**
Total Transportation Funding	**$250,000,000**	**$265,000,000**	**$734,000,000**

PROJECT FUNDING BY TYPE

Three overarching categories of projects are included in the list: multiuse trails, small-scale roadway projects, and large-scale roadway projects. Multiuse trail projects may include off-road trails that run along their own right-of-way, streams, or utility easements as well as side paths running along the side of a road. Small scale roadway improvements include intersection projects and safety projects anticipated to cost less than $4 million. Large scale roadway projects may include a combination of several project types, such as capacity or widening projects, operational projects with a series of intersection or access management elements, or multimodal projects that include roadway and trail projects.

The allocation of funds across the different project types and different tiers are shown in the chart below. Tier 3 has a substantially larger funding assumption due to its longer timeframe (15 years compared with 6 years) and smaller allocation to asset management in later years.



CHAPTER 06
SURFACE TRANSPORTATION POLICY RECOMMENDATIONS

CHAPTER 06: SURFACE TRANSPORTATION POLICY RECOMMENDATIONS

ASSET MANAGEMENT

Asset management includes all the activities of an organization that balance the cost, risk, and performance of assets to deliver service to customers. Managing assets is an organizational strategy that focuses on data-driven and fact-based decisions. In asset management, the focus is on the asset life cycle and can include planning and design, operating and maintaining, and rehabilitating.

Asset management is one of the most critical, yet often overlooked parts of a transportation system particularly when not enough funds are available to adequately maintain the system. Relative to transportation infrastructure, assets to manage can include roadways and assets within the right-of-way (e.g., signals, crosswalks, striping, sidewalks, curb and gutter, and curb ramps), bridges, and bike and pedestrian right-of-way or trails. In DeKalb County, with many established assets, the focus can be on maintaining an accurate inventory of assets and rehabilitating these assets in cost-effective ways. This may include repaving and reconstructing roadways, repairing and replacing bridges (including those with structural or functional issues), maintaining trails and paths for bicycles and pedestrians, and keeping signal systems operational and up to date. For a well-developed county like DeKalb County, asset management should be a substantial portion of the financial portfolio in order to properly maintain assets in a safe and functional way for community use. Implementing asset management can be achieved through a stepwise process over time that may add both steps to the management process as well as more assets to the program. The goal is to move from awareness of an asset management need and into competence in executing a program. Ultimately, proactively managing assets will save money in the long-term by applying the right maintenance and rehabilitation at the right time in the asset's life cycle.

Roadways

DeKalb County has nearly 2,300 miles of roadway. Addition and deletion of roads from the DeKalb County system can be managed through tracking inventory data using a database or software tool. The inventory of roads should be inspected on a routine basis to determine the current condition score, which can be used to determine both the timing of and level of resurfacing or reconstruction needed. At the conclusion of the 2014 CTP, DeKalb County had approximately $175 million of paving backlog without a clear funding stream in sight. With the establishment of the SPLOST program in 2017, the County had substantial revenues to reduce this backlog and reach a better overall road condition. The current SPLOST program allocates $151 million over six years specifically for resurfacing.

Continued focus on asset management, and particularly rehabilitation of the road network, will be of critical importance

to DeKalb County moving forward. The Unified Plan includes the following recommended activities for road resurfacing:

- Use a consistent roadway rating system based on the standardized ASTM (formerly known as the American Standardized Testing and Materials) system.
- Implement a software system to comprehensively manage the pavement and overall program.
- Use automated data collection methods in addition to visual inspection to provide more consistent and systematic evaluation.

The County should invest resources (approximately an average of $200,000 per year) to complete a full inventory of the system every three years, including the addition or removal of roadways in the system and updating the network for any construction or maintenance that has been conducted. As a part of developing a proactive pavement management plan, conduct "what-if" budget scenarios that show the impact of spending on the road network condition and the implications of different investment levels and philosophies on management. Ultimately, creating a three-year plan that includes both maintenance and reconstruction work for the County to manage closely until the time when an acceptable overall roadway condition is reached (and beyond) into routine management.

Bridges

Bridge maintenance is critical for ensuring the safety of the traveling public. Routine inspections by GDOT allow organizations to prioritize where and when the investments need to be made. Approximately eight bridges were flagged as fair or worse considering structural components and nine additional non-GDOT bridges have weight limit restrictions. Some of these bridges already have funding identified for repair, while others will need to be upgraded or monitored over the coming years.

Funding within the asset management set-aside is included for bridge repair. However, large and critical bridge failures can come quickly and require more funding than originally allocated and including contingencies for these types of situations can be valuable.

Signal Systems

DeKalb County operates and maintains 47% of traffic signals across both unincorporated DeKalb County roadways and in the cities of Avondale Estates, Clarkston, Decatur, Doraville, Pine Lake, Lithonia, Stonecrest, and Stone Mountain. More than 100 miles of fiber are used to connect DeKalb County traffic signals to GDOT-coordinated relays. DeKalb County's annual expenditure for the operations and maintenance of ITS and traffic signals is approximately $0.75 million to $1 million.

As a part of the overall technology recommendations, it will be important for DeKalb County to first ensure that the basic programs, software systems, and infrastructure are well inventoried and maintained before advanced technology (I.e., Safety, Mobility, Automated, Real-time Traffic Management [SMART] corridors) can be implemented and leveraged to its greatest extent. In Tiers 1 and 2, set asides for technology should be prioritized for upgrading and maintaining software and infrastructure, and then future investments in Tiers 2 and 3 can focus more on advanced technology elements. A more detailed list of project recommendations for technology is included in the appendix.

Funding Assumptions

The Unified Plan recommends the following investment levels for asset management (specifically roadway resurfacing and bridge repair) over the life of the plan:

- Tier 1 (6 years): $127,500,000
- Tier 2 (6 years): $107,000,000
- Tier 3 (15 years): $206,000,000

The amounts noted above are exclusively local funds through the SPLOST program and are in addition to state funding received through GDOT and Local Maintenance Improvement Grants (LMIG). The first tier assumes the largest annual investment due to the need to reach a state of good condition. In future tiers, fewer dollars are allocated to asset management, consistent with more of a maintenance level of investment. These amounts include not only the funds for repaving but also for the purchase and use of an asset management software system and the creation of a pavement

management plan on a rotating three-year cycle. Also included in this amount is funding for capital bridge repair beyond traditional routine bridge maintenance. Funding for signal maintenance is included in the technology budgets discussed later in this chapter.

Recognizing that more funding in Tier 1 would be beneficial to reach a state of good condition sooner, the Unified Plan team recommends that surplus revenues from the SPLOST above and beyond the original projections from this plan should be allocated to asset management first to continue to reduce the County's resurfacing backlog. Beyond that, additional revenues could be reallocated to sidewalks and crossings as well as other areas of focus.

DEKALB COUNTY FUNCTIONAL CLASSIFICATION

Functional classification systems categorize roadways based on character and operational features. While the individual categories can vary between classification systems, they generally include arterials, collectors, and local roads. The key factors that determine a roadway's functional classification are mobility and access. Roads with higher mobility allow traffic to travel quicker over longer distances, while roads with better access offer vehicles with greater ability to enter and exit adjacent land uses through driveways and connecting roadways. Roadways cannot typically offer both high mobility and high access—there is always a trade-off. For example, arterials operate at higher speeds, offering high mobility but poor access to adjacent land uses. Conversely, local roads have low speeds and reduced mobility but offer greater access to adjacent destinations with more driveways and intersections.

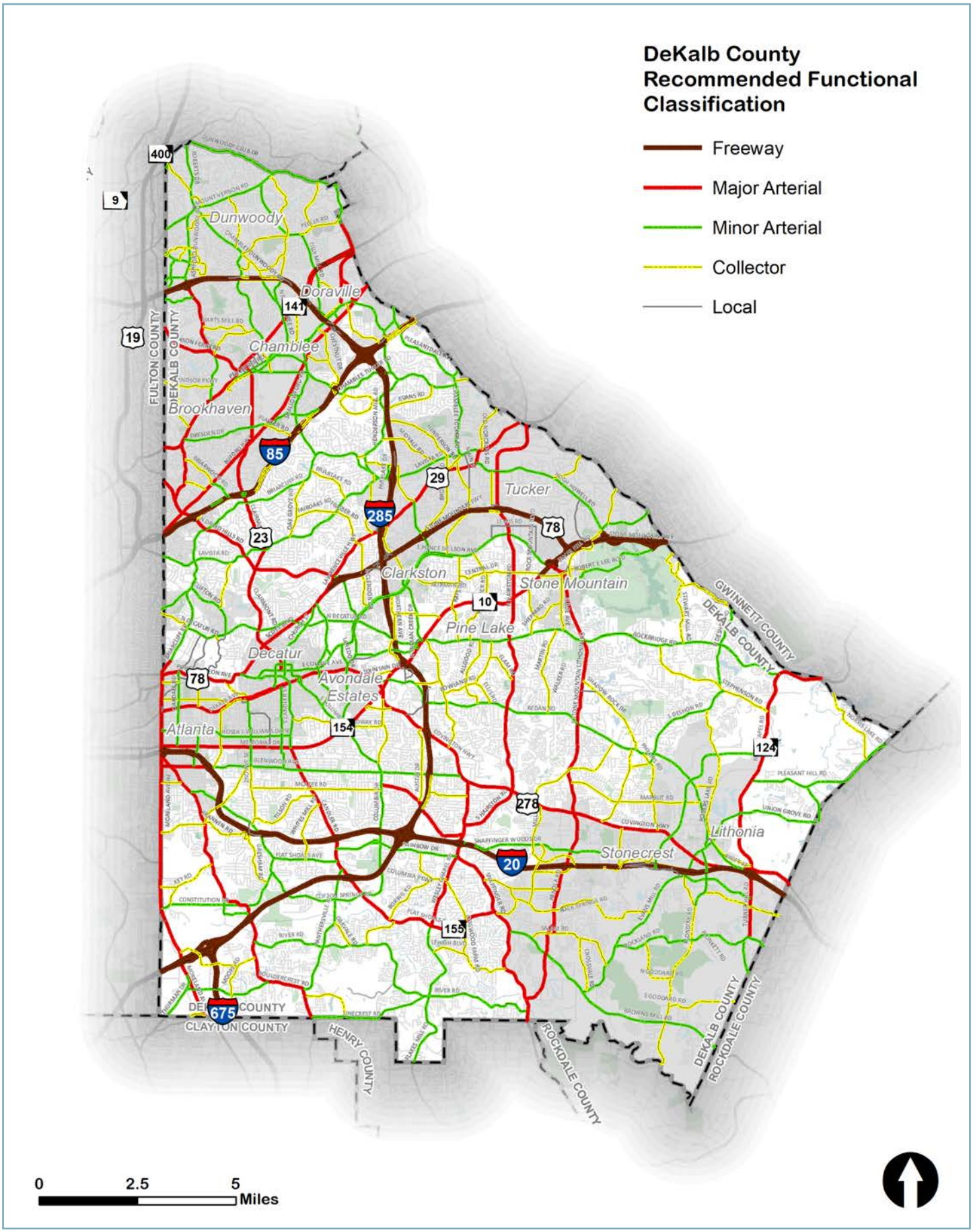
The FHWA states that it is important to develop access standards that achieve a balance between property access and functional integrity of the road system in areas of varied land uses. Designating roadway facility hierarchy through functional classification promotes multimodal access. Proper functional classification designations ensure adequate property access, functional integrity of the roadway system, and non-vehicular travel.

Agencies define roadway classification for roads under their jurisdiction to apply more consistent design standards and policies. DeKalb's roadway functional classification helps determine planning design elements that will influence many elements of access management, including right-of-way dedication, active transportation, number of access points, driveway spacing, emergency vehicle access, deceleration lane specifications, and interparcel access. *DeKalb County Code of Ordinances,* Section 14-200 defines access management specifications based on functional classification and land use characteristics. These access management specifications are applicable unless a more restrictive standard is required by GDOT.

Furthermore, functional classification drives design decisions for DeKalb County's traffic calming program. The traffic calming program leverages the County's functional classifications to determine eligibility. In this case, only local roads can currently participate in the program. DeKalb also determines sidewalk improvement eligibility using functional classification, as the County provides funding for sidewalks on non-local roads.

Because functional classification has such important and varied implications, the Unified Plan team coordinated with DeKalb County's cities and neighboring jurisdictions to confirm functional classifications are consistent across borders. Within DeKalb, this coordination also meant that the recommended functional classifications met the needs of cities.

The CTP includes recommendations that the *DeKalb County Code of Ordinances* be reviewed for any mentions of functional classification and be updated according to the recommended functional classification map. This includes updating land use and development policies that are dependent upon functional classification and roadways to use the same roadway categories that are used in the recommended map. The CTP also includes recommendations that are consistent in functional classification, particularly across municipal boundaries, be assessed on a recurring basis.


DeKalb County
Recommended Functional
Classification
Freeway
Major Arterial
Minor Arterial
Collector
Local
Dunwoody
Doraville
Chamblee
Brookhaven
Tucker
Clarkston
Stone Mountain
Pine Lake
Decatur
Avondale
Estates
Atlanta
Stonecrest
Lithonia
FULTON COUNTY
DEKALB COUNTY
GWINNETT COUNTY
CLAYTON COUNTY
HENRY COUNTY
ROCKDALE COUNTY
400
9
19
141
85
285
29
23
78
10
154
278
20
155
675
124
0
2.5
5
Miles

Traffic Calming

The FHWA states that the primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These goals can be achieved by reducing vehicular speeds or volumes along roadways. Traffic calming measures include non-physical (e.g., enforcement and education for speeding) and physical treatments. Physical treatments calm traffic through horizontal deflection, vertical deflection, street width reduction, and traffic rerouting or restrictions.

DeKalb County developed a Traffic Calming Program (adopted in 1995 and revised in 2001) to address concerns from citizens for speeding along residential street. The full Residential Traffic Calming Code is found in Chapter 17, Article 3, Division 3 of the DeKalb County Code of Ordinances.

The following is a summary of the current criteria, evaluation, and implementation process for traffic calming treatments in DeKalb County.

- A street must be classified as local residential on the County's Thoroughfare Plan and have a posted speed limit of 30 mph or less to be eligible for the Traffic Calming Program.
- The citizen (i.e., the initiator) makes a request to the County.
- The initiator is granted a 45-day initial interest petition period to gather signature representing 20% support from property owners or renters on the street.
- County staff conducts a traffic study to evaluate that the speed and volume of the location. The 85th percentile speed (i.e., the speed at which 85 percent are traveling at or below) must be 11 mph greater than the posted speed limit or the volume of vehicles must be greater than anticipated when compared to the Institute of Transportation Engineer's (ITE) Trip Generation Rates.
- County staff develops conceptual plans and refines recommendations in coordination with the initiator.
- A public hearing is conducted and the County's Board of Commissioners (BOC) votes starting the 90-day final petition process.
- The initiator must obtain signatures from property owners of the parcels within the identified affected area totaling a 65% approval within the 90-day petition process period. This step is done to identify property owners who will pay the special tax district for maintenance of the traffic calming treatments ($25 per parcel per year).
- The County's BOC votes to approve the implementation.
- The traffic calming project is sent to DeKalb's Roads and Drainage for implementation.
- Traffic calming treatments may be removed through a petition procedure outlined in County Code Section 17-129.

The following are some examples of traffic calming treatments considered by DeKalb for the Traffic Calming Program.

Treatment	Treatment Typology
Splitter Island	Horizontal Deflection
Center Island	Horizontal Deflection
Speed Table	Vertical Deflection
Bike Lanes	Street Width Reduction

DeKalb is currently evaluating expanding the Traffic Calming Program to include treatments and measures for roadways with functional classifications other than local residential. The County should continue to collaborate with local emergency services agencies and other stakeholders to ensure that the identified physical treatments are effective and adequate for all vehicle types.

Transportation Safety

The findings of the ECNA analyses indicate that, like nationwide and state trends, crashes involving fatalities and serious injuries in DeKalb increased between 2015 and 2019. Transportation safety should continue to be a central focus for DeKalb through developing policies that support the national movement and GDOT's focus of moving towards zero deaths and serious injuries for all road users. DeKalb County and its neighboring agencies should strive to align regional efforts with the emphasis areas presented in the state's Strategic Highway Safety Plan (2022-2024 SHSP), published by the governor's Office of Highway Safety (GOHS) in 2021. The 2022-2024 SHSP identified the following emphasis areas to be the top contributing factors to fatal and serious injury crashes in Georgia:

- Pedestrian safety
- Motorcycle safety
- Older drivers (55+ years)
- Impaired driving
- Occupant protection (seatbelt)
- Distracted driving
- Young adult drivers
- Bicycle safety
- Intersection safety and roadway departure

While some crashes can be mitigated through roadway and intersection improvements, many crashes result from driver behavior and cannot be solved through engineering. Therefore, the 2022-2024 SHSP highlights the "4 Safety Es": Engineering, Education, Enforcement, and Emergency Medical Services.

The following is a summary of policy recommendations that can help DeKalb County continue to improve safety for all road users:

- Monitor locations after implementing Tier 1 projects (i.e., years 1-6 of the Unified Plan) to assess the impact of improvements on historical crash trends before and after implementation. Please note, projects were identified, developed, and prioritized building upon the findings of the ECNA report which considered 5 years of crash data.
- Establish and regularly monitor transportation safety performance measures and goals for crashes occurring in the County like those summarized in the 2022-2024 SHSP to better understand how progress is being made.
- Collaborate with GDOT's District 7 Safety Office and other agencies to obtain historical crash data and better understand high-risk roadway segment and intersection locations in the County.
- Participate in regional trainings such as GDOT's "See & Be Seen" and "Drive Alert /Arrive Alive."
- Participate in national trainings such as National Walking Summit and the Association of Pedestrian and Bicycle Professionals (APBP).
- Work with the County's police department to focus on enforcement for distracted driving (i.e., texting while driving), failure to yield for pedestrians in crosswalk, speeding, and compliance with School Zones.
- Conduct a Local Road Safety Plan (LRSP) in collaboration with GDOT and ARC.

Engineering Countermeasures (Source: 2022-2024 SHSP)
Intersection geometry improvements
Enhanced signing and pavement marking enhancements
Intersection lighting improvements
Signal backplates
Leading pedestrian intervals (LPI)—a signal timing treatment that improves safety for pedestrians
High visibility crosswalks and upgrade pedestrian signals
Flashing yellow arrows
Protected only left turn

FREIGHT

The efficient movement of goods through the freight network is vital to the economic health of DeKalb County. DeKalb County's local economy includes several industries (i.e., manufacturing, logistics, and distribution) that rely on freight movements to deliver or distribute material goods to and from the County. In addition to industry, the growth in e-commerce catalyzed during the COVID-19 pandemic has increased reliance of everyday families on freight deliveries. It is important for the DeKalb Unified Plan to account for transportation needs derived from freight demands and understand its effects on the larger transportation network.

Source: Atlanta Regional Freight Mobility Plan Update (2016)

Truck Routes

Freight trucking plays a significant role in driving industries that contribute to DeKalb County's economy. The ARC's *Atlanta Regional Freight Mobility Plan Update (2016)* identified the I-85/Peachtree Industrial Boulevard/Jimmy Carter Boulevard area in DeKalb County as one of Metro Atlanta's major freight activity clusters. Since the County is home to a lot of freight activity, it is especially important that its roadway network can accommodate large volumes of heavy vehicle traffic, where appropriate.

Chapter 17 of the *DeKalb County Code of Ordinances* designates truck routes where heavy vehicles can legally operate for the purpose of the general travel throughout the County. GDOT specifies that all state routes must be truck routes. Beyond state routes, the Unified Plan includes other roadways that should be designated as truck routes to effectively facilitate the movement of goods throughout the County. The truck route network also includes sanitation routes used by the DeKalb Sanitation Division. The *DeKalb County Code of Ordinances* also states that trucks may use roadways not designated as truck routes to make specific deliveries, within reason. I-285 is used by trucks traveling through metro Atlanta as truck traffic is not allowed along I-75 and I-85 unless they are making specific deliveries.

Continuous travel across jurisdictional boundaries is an important characteristic for operators to efficiently move goods throughout metro Atlanta. This goes beyond intra-county travel among unincorporated areas and incorporated cities as it includes roadways that cross jurisdictional boundaries between DeKalb County and adjacent communities. The Unified Plan team coordinated with adjacent communities to ensure truck route continuity and prevent costly miscommunications in the future. Many municipalities within DeKalb have adopted the County's truck route network within their own jurisdictions and some municipalities maintain their own lists building upon the County's (i.e., Atlanta, Avondale, Brookhaven, Doraville, Dunwoody, and Stonecrest). Some municipalities restrict truck travel along certain roadways based on specified truck sizes and weight classes. For example, Chamblee specifies truck restrictions along certain roads for trucks larger than 30 feet or 18 tons. **The following figure illustrates** the recommended truck routes network, transfer stations, and the Seminole Landfill. Transfer stations are used by the County's commercial customers to process solid wasted material, and residents may use the Seminole Landfill to dispose of yard trimmings and solid waste.

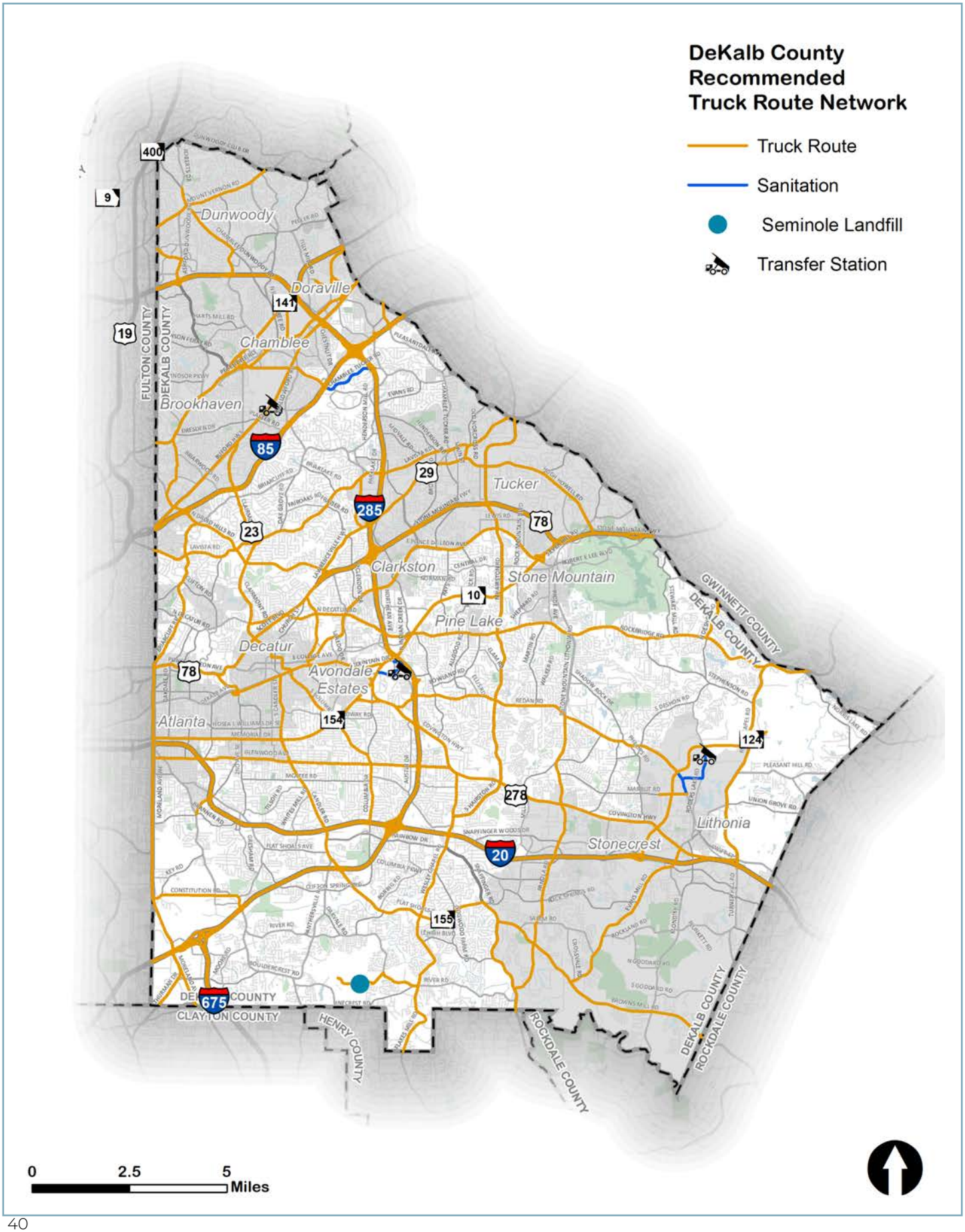
The Unified Plan includes the following proposed modifications be made to the County's code of ordinances for truck route restrictions as identified in coordination with adjacent communities:

- **Pleasantdale Road from I–85 to Gwinnett County line:** Designate as a DeKalb Truck Route to be consistent with Doraville

and Gwinnett County designation

- **Klondike Road from Rockdale County line to Covington Highway:** Remove truck route designation to be consistent with Stonecrest designation

Roadway projects that are along designated truck routes should consider the safe accommodation of heavy vehicles in their designs. The ARC's *Strategic Regional Thoroughfare Plan* identifies important considerations for the design of truck-friendly roadways, including lane and shoulder widths, speed limits, turning radii at intersections, bridge conditions, signal timing, and more. On roadways where heavy vehicles operate alongside bicycle and pedestrian traffic, design considerations must be even more carefully considered. Elements such as on-street parking, designated bicycle lanes, and green space buffer can protect pedestrians by providing auxiliary space in which heavy vehicles can turn with sufficient clearance. The ARC is beginning an update to the regional freight plan that will include further guidance for design standards within different contextual settings. Findings from the new plan can inform future roadway and multimodal designs within DeKalb County.


DeKalb County
Recommended
Truck Route Network
Truck Route
Sanitation
Seminole Landfill
Transfer Station
Dunwoody
Doraville
Chamblee
Brookhaven
Tucker
Clarkston
Stone Mountain
Pine Lake
Decatur
Avondale Estates
Atlanta
Lithonia
Stonecrest
FULTON COUNTY
DEKALB COUNTY
GWINNETT COUNTY
CLAYTON COUNTY
HENRY COUNTY
ROCKDALE COUNTY
400
9
19
141
85
29
285
23
78
10
154
124
278
20
155
675
0
2.5
5
Miles

Truck Parking

The demand for truck freight activity continues to increase nationwide, far outpacing the supply of available public and parking facilities. The FHWA states that commercial truck drivers need access to safe, secure, and accessible truck parking. A lack of adequate truck parking can result in drowsy truck drivers continuing to drive or choosing to park in unsafe locations (e.g., shoulder of the road, exit ramps, or vacant lots). DeKalb County and partner agencies also should ensure that designated parking facilities are located in areas buffered from residential. The Federal Motor Carrier Safety Administration (FMCSA) establishes national hours-of-service regulations for truck activity, including driving limits (i.e., 11 hours of driving are allowed after 10 consecutive hours of rest) and 30-minute breaks after eight cumulative hours of driving. Regulations like these ensure that truck drivers stay alert but require the presence of strategic parking facilities along truck traffic corridors.

The ARC conducted the *Atlanta Regional Truck Parking Assessment Study (2018)* comprising the 20-county Metro Atlanta region and key adjacent counties. The study concluded that there is not enough designated truck parking in DeKalb County despite the County being a hub for freight activity in the region. The study identified 10 truck traffic corridors impacting the region of which five traverse DeKalb County (i.e., I-20, I-85, I-285 North/East, I-285 South, and I-675).

- As of 2018, DeKalb had zero publicly controlled truck parking facilities (out of 189 available spaces in the region) and three privately controlled truck parking facilities comprising of 114 truck parking spaces (out of 3,561 available spaces in the region)
- According to the study, DeKalb will need more than 900 truck parking spaces along the ARC's truck traffic corridors by 2045
- The ARC identified five illegal truck parking locations in DeKalb County in 2017 and illegal truck parking incidents were observed daily
- The ARC identified three candidate truck parking locations in DeKalb, including two vacant lot/building and a Walmart Superstore
- As of 2022, several new truck parking facilities are proposed in DeKalb (specifically in the south/Metro South CID [MSCID] area)

Truck parking facilities in DeKalb should be developed with design considerations that consider parking supply, location and quality of life, safety, and technology. The following is a summary of strategies and policy recommendations based on findings from ARC's *Atlanta Regional Truck Parking Assessment Study (2018)* and industry best practices. DeKalb should consider these strategies and policy recommendations for existing and planned designated truck parking facilities.

Parking Supply

- Conduct an inventory to validate the truck parking supply identified in the ARC's *Atlanta Regional Truck Parking Assessment Study (2018)*
- Increase truck parking supply by considering the following:
  - Evaluate existing truck stops, public facilities, and private lots for opportunities to redesign and expand available truck parking spaces
  - Evaluate vacant industrial spaces and brownfield sites for new truck parking facilities. The Mid-America Freight Coalition (MAFC) provides screening guidelines in *An Evaluation of Vacant Urban Land for Truck Parking (2017)*
- Coordinate with shippers and receivers to allow onsite parking
- Use park-and-ride lots during non-peak and overnight periods
- Establish partnership agreements with commercial shopping centers
- Coordinate with existing manufacturing, logistics, and distribution centers in DeKalb to identify where additional truck parking locations within the County may be needed

Location and Quality of Life

- Locate truck parking facilities away from residential areas and consider residential buffers of at least 500 feet
- Locate truck parking facilities near commercial/retail opportunities where truck drivers have access to food and other needs
- Ensure truck parking facilities are equipped with vending machines, restrooms, and showers
- Ensure that truck parking facilities are equipped with electric hookups to allow trucks to use the facilities without idling. This measure will improve air quality and reduce noise generated

by parked trucks. Previous studies suggest the use of electric hookups at all spaces decreases noise by up to 30% compared to a site where trucks idle

- Ensure adequate noise abatement amenities. Concrete barrier walls are the most effective sight and noise abatement measure. An 8-foot concrete wall can reduce noise from a site by up to 10 decibels
- Ensure there is adequate water retention for site runoff

Safety

- Identify locations where trucks are parking illegally and work with partner agencies to enforce policies
- Consider features that address safety for truck patrons and neighboring properties such as adequate lighting, fencing, gated entry, and security cameras
- Ensure truck parking facilities have space for fire department access

Technology

- Partner with other agencies and parking facility property owners to implement and use mobile applications for truck drivers to find available parking (e.g., Trucker Path, myPilot, and Truck Smart)
- Promote the implementation of Truck Parking Information Management Systems (TPIMS) which convey real-time information to truck drivers about available parking
- Provide Wi-Fi for truck parking patrons
- Ensure that future electric vehicle (EV) charging infrastructure in DeKalb considers designated truck parking facilities as part of stakeholder activities related to regional efforts and the National Electric Vehicle Infrastructure Formula Program (NEVI)

Rail Freight

Rail freight is equally influential to DeKalb's transportation system. Two Class I (i.e., defined by an operating revenue of $250 million or more) railroads operate in Metro Atlanta and traverse DeKalb County—CSX Transportation (CSXT) and Norfolk Southern (NS). The ARC's *Atlanta Regional Freight Mobility Plan Update (2016)* states that more than 25% of the freight tonnage in Metro Atlanta occurs by rail. Furthermore, global market trends such as the Panama Canal expansion will result in increased freight flows from the port of Savannah to Metro Atlanta on truck and rail.

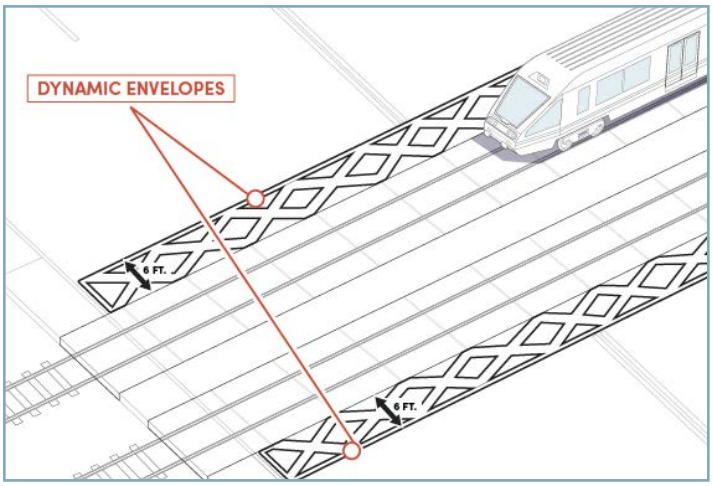
DeKalb County has over 120 at-grade railroad crossings which can add to roadway delay and introduce conflict points between rail vehicles and other roadway users. The County should periodically (e.g., annually) evaluate rail crossings to identify locations that may pose a high risk and would benefit from capital improvements. A comprehensive safety evaluation of rail crossings should include the following information:

- **Historical Train Incidents Data:** Incident data summarizing crashes between train vehicles and motorists or pedestrians is available from the Federal Railroad Administration's (FRA) Office of Safety Analysis webpage.
- **Crossing Inventory Characteristics:** Inventory information summarizing average daily train crossings, maximum timetable train speed, and type of existing warning devices is available from the FRA's Office of Safety Analysis webpage.
- **Existing Traffic Characteristics:** Annual average daily traffic (AADT), posted speed limit, and other existing conditions information is available from County and GDOT resources.

The FRA and the FHWA developed the *Rail Crossing Handbook, Third Edition (2019)* which provides guidance and best practices for engineering treatments to improve rail crossing safety and mobility. The following is a summary of engineering treatments DeKalb may consider for future improvements at and near rail crossings:

Passive Crossing Treatments include warning and regulatory traffic control devices such as pavement markings and signage. Implementing clear signage and pavement markings at rail crossing locations can have a positive impact (i.e., reduction) in the number of vehicles stopping on the tracks or their influence area.

Special emphasis pavement markings and signage that go beyond the typical installations can be further effective for congested areas where queuing on the tracks is of concern due to limited available storage downstream of the crossing. Dynamic envelope zone pavement marking is an example of special emphasis passive crossing treatment. White connecting Xs visually highlight to motorists the influence area they should avoid. The Florida DOT (FDOT) observed that vehicles stopping on or too close to rail crossings was reduced by 15% with the installation of dynamic envelope pavement markings based on a study conducted from 2014 to 2017.



Source: FDOT, Operation STRIDE (2020)

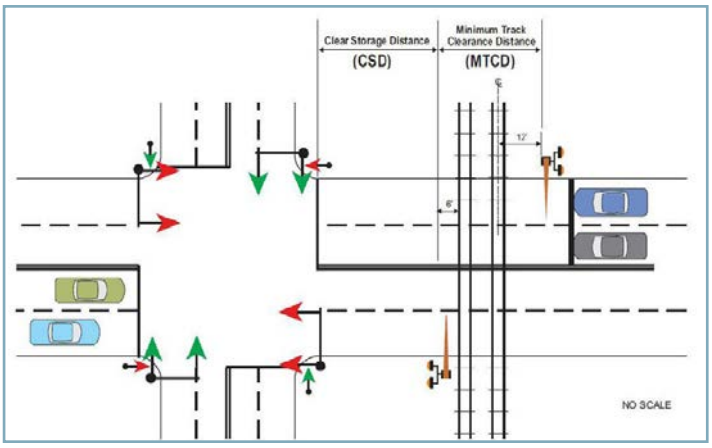
Active Crossing Treatments inform users of the approach or presence of rail traffic. These include flashing lights (i.e., both mast-mounted or cantilevered), bells, and automated gates. Four-quadrant gate systems consist of flashing lights and gates which extend across all lanes of travel of the roadway. Four-quadrant gates further inhibit drivers from crossing after the gates have lowered.

Rail Preemption should be enabled for traffic signals near rail crossings (i.e., within 200 feet). Rail preemption consists of a sequence in the traffic signal phasing and timing to allow traffic to clear from the track area prior to the arrival of a train.

The County should investigate using a tool like Texas DOT's (TxDOT) Guide for Determining Time Requirements for Traffic Signal Pre-Emption at Highway Rail Grade Crossings (Form 2304). Tools such as this can aid traffic signal maintaining agencies to optimize and refine rail preemption parameters.

Queue Management Strategies include traffic signal equipment and systems beyond rail preemption to help keep vehicle queues from extending over the tracks. Chapter 2 of the *Rail Crossing Handbook, Third Edition (2019)* provides guidance for evaluating which queue management strategies are most applicable for rail crossing locations.

Clear Storage Distance and Minimum Track Clearance Distance are measurements for rail crossings that are used to evaluate suitable queue management strategies.



Source: FRA

Pre-Signals are used where the clear storage distance is not enough to store one or more vehicles. They control traffic approaching a grade crossing concurrently with the traffic signal beyond the tracks. Pre-Signals should be considered where the Clear Storage Distance is 50-75 feet to 200-250 feet.

Queue-Cutter Signals operate independent of nearby traffic signals. They prevent vehicles queuing across tracks at crossings and are activated by the detection of a queue getting too close to the crossing. These signals are located just upstream of a rail crossing where traffic often queues across the crossing due to a downstream condition. Queue-Cutter Signals should be considered where the Clear Storage Distance is 450-500 feet.

Source: FRA

Crossing Closure should be considered where a rail crossing is redundant with nearby locations. Rail crossing locations may be eligible for elimination grant opportunities.

Grade Separation should be considered where posted highway speeds exceed 55 mph, traffic levels exceed 30,000 AADT, or where train activity is significantly great (i.e., 30 or more trains per day, high train speeds).

DeKalb should investigate if crossing or grade separation are suitable strategies for key rail crossing locations in the County using FRA's GradeDec.net rail crossing investment online application.

Airport

DeKalb-Peachtree Airport (PDK) is in the City of Chamblee and is generally bounded by Chamblee Tucker Road to the north, Dresden Drive to the south, US 23/Buford Highway NE to the east, and Clairmont Road to the west. PDK is classified as a general aviation reliever airport for Metro Atlanta. On average, PDK services 230,000 operations-takeoffs and landings per year and is considered the second-busiest airport in Georgia, second to Hartsfield-Jackson International Airport. The airport supports over 760 aviation-related jobs and is home to four aviation service companies, seven flight schools, and two helicopter operations.

DeKalb should continue to coordinate with PDK and partner agencies (i.e., Chamblee) on transportation projects that improve multimodal access to the airport as identified in previous plans, such as One Chamblee Comprehensive Plan, Chamblee Mobility Plan, and DeKalb Peachtree Airport's Airport Master Plan Update.

- Buford Highway Multimodal Improvements
- Chamblee-Tucker Multiuse Path
- Dresden Drive Streetscape
- Hardee Avenue Multimodal Improvements
- Peachtree Boulevard Access Management

DeKalb County can improve freight operations by focusing on the following key aspects of freight travel in coordination with partner agencies and organizations (e.g., adjacent jurisdictions and CIDs):

- Continue to refine designated truck routes within the County coordinating across jurisdictional boundaries
- Facilitate the creation of truck parking in appropriate locations within DeKalb County
- Implement small-scale operational projects that improve safety and mobility for freight travel
- Improve at-grade crossings with freight rail to increase safety and vehicular operations

ACCESS MANAGEMENT

As discussed earlier, a tension exists between providing mobility and providing access along a roadway. A traditional approach to dealing with issues of congestion is often to widen the roadway to increase its capacity. While this may add incremental value by reducing congestion, it also results in other negatives such as property impacts, more challenging environments for walking, cycling, and transit service, and more impervious surfaces and aesthetic impacts. In more developed communities, like much of DeKalb County, widening may not even be feasible.

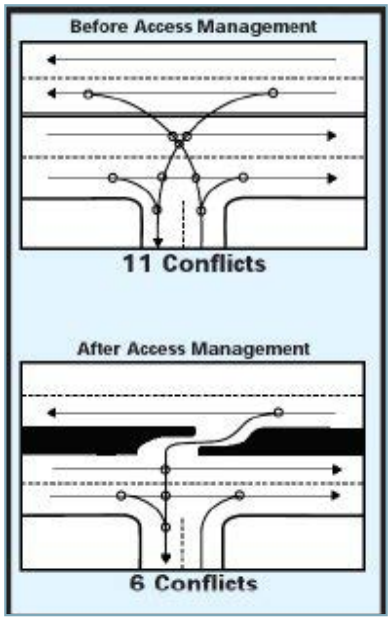
An alternative approach to reducing congestion is access management. Access management preserves existing roadway corridors while improving access to nearby destinations, allowing corridors to maintain mobility without physically expanding. When done successfully, access management can improve safety and efficiency while decreasing commute times, fuel consumption and emissions, and cut-through traffic in residential areas.

There are three main strategies for successful access management:

- Minimizing the number of conflict points where vehicles are likely to be making opposing movements
- Maximizing the distance between conflict points
- Providing inter-parcel connectivity

Various techniques can be employed to accomplish these strategies. This section of the CTP will provide a brief overview of those techniques as well as final recommendations for access management in the *DeKalb County Code of Ordinances*.

The strategic placement and design of driveways along roadways can help to control access, reduce vehicular conflict points, and avoid traffic spillback onto the roadway. When driveways are placed close together or located across from each other, they can create driver confusion and cause potential turning movements to overlap. Concentrating turning movements to a few well-spaced, defined driveways reduce conflict points and allow drivers to better predict the movements of other vehicles. Additionally, designing driveways to have longer transition sections between the roadway and



Source: FHWA

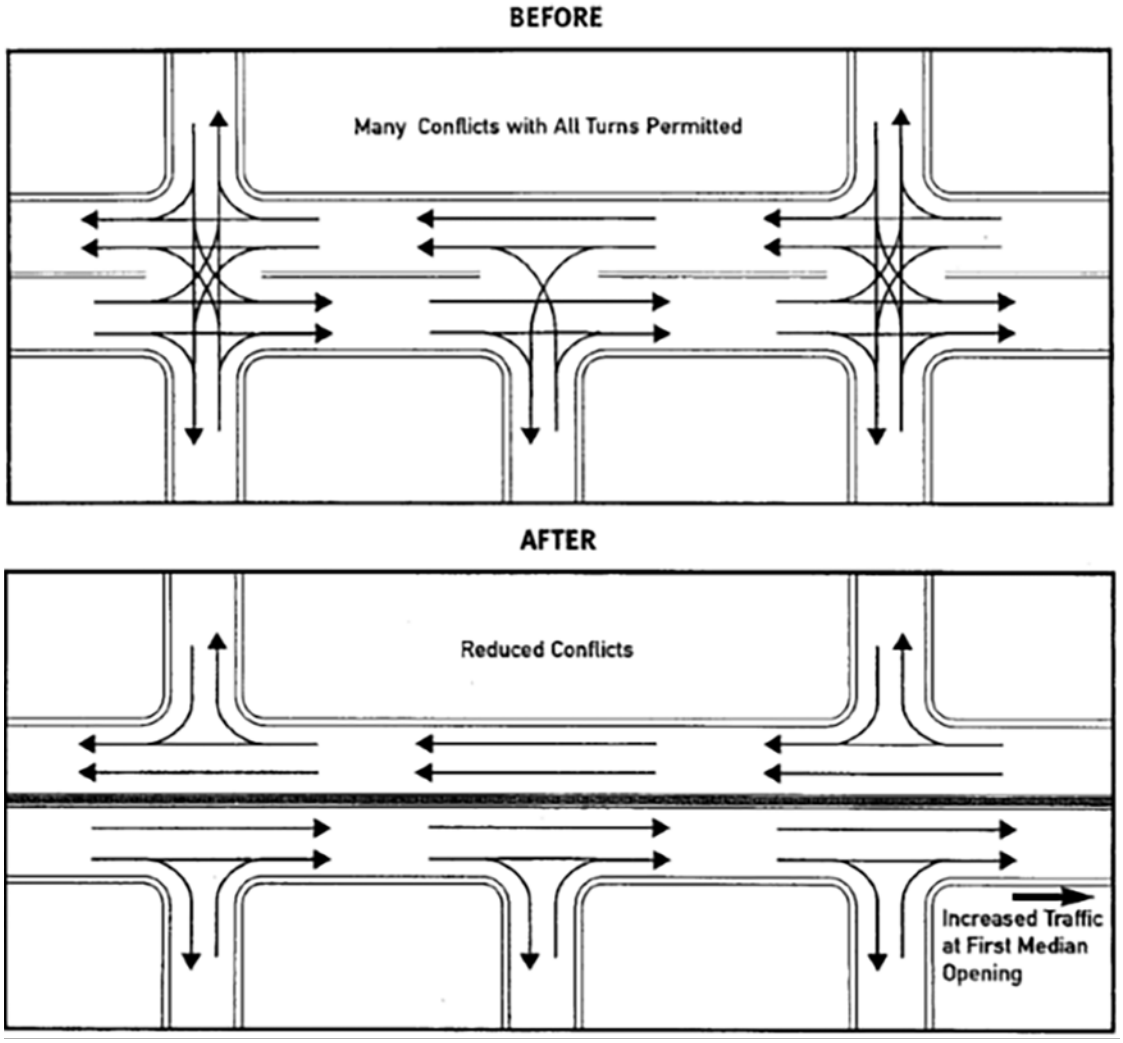
onsite intersections improves mobility and gives drivers more time to make decisions, reducing the likelihood that the driveway will cause traffic to spill out onto the roadway. Reducing the number of driveways also creates predictability for pedestrians so they can be alert to the locations of potential conflict.

Implementing medians and improving traffic signal coordination can improve traffic flow, reduce congestion, and lower crash rates. Medians, especially raised or depressed medians, primarily yield benefits through the management of left-turn and U-turn movements along a corridor. Depending on the volume of turning movements, median openings can allow left turns along both the major and minor streets as well as U-turns from the major street, or they can only allow turning movements from the major street. Creating a series of appropriately spaced medians creates a hierarchy of decision points that allows for smoother traffic flow and makes it easier for drivers to predict traffic movements. Improving traffic signal coordination can yield similar benefits to medians. Providing adequate spacing between traffic signals and optimizing their timing can improve travel times and safety via the synchronization of signals along a corridor.

Some land use policies can also aid in successful access management. Land development regulations and zoning policies along a corridor have an impact on the mobility and safety of the roadway,

so they should be designed to encourage or require the interconnectivity of parcels and local roadways. Numerous roadways within DeKalb County are designated as major arterials while also having many closely spaced driveways to commercial properties: North Druid Hills Road, Clairmont Road, and Scott Boulevard, to name a few. Promoting inter-parcel access and local road connectivity (at a minimum for new developments) relieves pressure on major roadways also tasked with facilitating cross-county travel.

The CTP recommends that the *DeKalb County Code of Ordinances* be reviewed for existing access management requirements. Moving these requirements into one access management ordinance will consolidate access management requirements, reducing overlapping and confusing requirements. If any specific areas (i.e., overlay areas) have specific access management requirements, their relevant zoning section should have a standard access management subsection. Existing access management policies should be reviewed and updated based on the strategies and techniques laid out in this section as well as GDOT access management standards and FHWA access management guidance. Additionally, existing access management requirements that are informed by functional classifications should be updated to match the functional classification map provided in this plan.



Source: FHWA

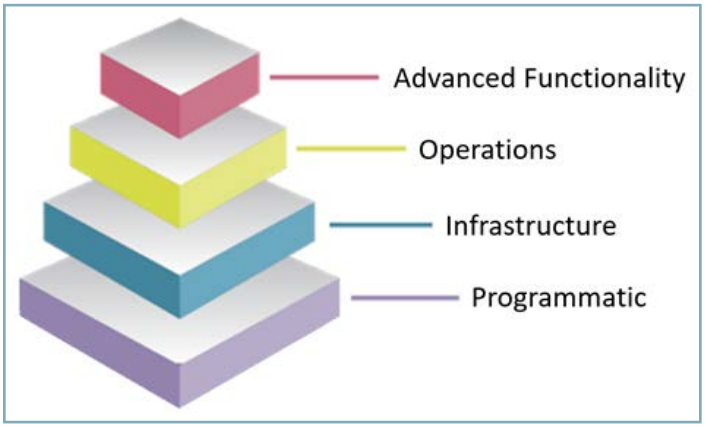
TECHNOLOGY

ITS leverage advanced technology and communications to monitor and manage the movement of people and goods across a transportation system. ITS infrastructure provides real-time data and information related to system performance to enable an agency to quickly respond to issues. Deployment of ITS technologies is one of many strategies that should be part of a successful Transportation System Management and Operations (TSMO) program. When compared with traditional roadway infrastructure projects, ITS can be an extremely cost-effective solution to enhance safety and mobility. Implementing ITS technologies and strategies could provide DeKalb County with a range of benefits, including enhanced traffic flow, reduced congestion, and more efficient and sustainable use of County resources.

The majority of the County's existing ITS capabilities are located on state routes managed by GDOT as part of their statewide traffic signal operations (SigOps) program. Signalized intersections along state routes fall within GDOT District 7 and management is split between the SigOps Central Metro and SigOps Eastern Metro regions. GDOT traffic signals typically run time-of-day operational plans with traffic responsive (TR) plans implemented along Memorial Drive and several other corridors currently under consideration. TR operations are designed to implement preprogrammed traffic signal timing plans based on real-time traffic conditions. Many of the state routes maintained by GDOT are equipped with fiber optic communications and have closed-circuit television (CCTV) camera coverage.

DeKalb County manages almost 400 traffic signals located in incorporated and unincorporated areas of the County. These traffic signals are located outside of the jurisdiction of the cities of Atlanta, Brookhaven, Chamblee, and Dunwoody. All County managed traffic signals run time-of-day operations. DeKalb County has a small fiber optic communications network that connects several corridors to the County's Traffic Control Center (TCC) and the GDOT communications network. The TCC performs some limited active traffic management activities for connected traffic signals, but a majority of the County's traffic signals do not have the required technology or network communications needed to support remote management using GDOT's MaxView software.

There are a limited number of connected vehicle (CV) deployments in the County. GDOT has deployed roadside units (RSUs) at several traffic signals within the County and has a multi-year plan to deploy RSUs at all GDOT managed signals. Additionally, GDOT and the County have deployed transit signal priority (TSP) along several corridors, including Memorial Drive and Candler Road. Many of the DeKalb County managed traffic signals do not currently have the infrastructure (technology or communications) required to support more advanced technologies. Upgrading County traffic signal controllers and installing a robust communications network will allow the County to take advantage of more advanced transportation technologies to improve operations throughout the transportation system.



To better manage the County's transportation network and leverage the benefits of ITS technologies, the CTP includes a number of project recommendations, each of which has been assigned to one of four project categories: Programmatic, Infrastructure, Operations, and Advanced Functionality. Programmatic projects are those projects that are more institutional in nature and should be implemented first as they will provide the County with the framework on which all future CTP projects will be implemented. Once Programmatic project elements are implemented, the County will need to build out the transportation system through a series of infrastructure projects focused on traffic signal technology, ITS, and communications. Once the required technology and communications are in place, the County can begin to implement Operational projects designed to improve safety and mobility across the transportation system. The last project category, Advanced Functionality, should be implemented only after the other projects are successfully implemented. The following sections

provide a brief overview of each project category and outline some of the projects included in each. The appendix has a full list of all transportation technology project recommendations included in the CTP.

Programmatic

Programmatic projects are those projects that are focused on the development of strategies, processes, and procedures to be implemented by the County prior to beginning any large scale ITS or technology deployment projects. These projects will provide the foundation on which a robust transportation system and traffic management program will be built and will be integral to the success of future infrastructure, operations, and advanced functionality projects. With a strong Programmatic framework in place, the County could implement future projects in a strategic and consistent manner and is able to maximize the benefits obtained from each project.

Near-term Programmatic projects identified in the CTP include the development of active asset management plans for all ITS and traffic signal equipment, a transportation data management plan, and an operations and maintenance plan. Master plans for the deployment of traffic signal infrastructure, ITS assets, and a communications network were also included as near-term projects as they could be vital to the successful deployment of these assets. In the mid-term, the County can work to implement each of the various plans developed and could consider procurement, deployment, and integration of asset management system (AMS) software to effectively manage County assets. Long-term Programmatic projects will focus on reviewing and updating each of the plans developed and the automation of AMS processes and procedures.

Infrastructure

Infrastructure projects are those projects focused on buildout of the transportation system, specifically from a technology and communications standpoint. Deployment of advanced traffic signal controller and ITS assets will be a significant component of these projects. When fully deployed, the Infrastructure projects will provide the foundational and technological capabilities required to better manage the transportation system, including the ability to remotely monitor and manage field assets, and operational strategies required for effective traffic management. Infrastructure projects should also allow the County to implement the Operational and Advanced Functionality projects outlined in the CTP.

Near-term Infrastructure projects include upgrades to and/or replacement of existing end-of-life, malfunctioning, or non-functioning traffic signal and ITS infrastructure, including traffic signal cabinets, controllers, and vehicle detection. Buildout of a fiber-optic communications network and deployment of ITS technology could be part of both near-and mid-term projects. The County could focus on buildout of critical, high-volume corridors first and gradually expand to less critical, lower volume corridors. Where fiber-optic communications to remote traffic signals is not practical or cost effective, cellular communications can be utilized. Long-term infrastructure projects consist of reevaluating existing traffic signal, ITS technology, and communications network infrastructure to determine its suitability for future use, identification of upgrades and/or additional improvement projects, and an evaluation of potential impacts of more advanced technologies including CV, automated vehicles (AV), and SMART corridors.

Operations

Operations projects are those projects that are primarily focused on implementing operational improvements designed to improve safety and mobility throughout the County transportation system. These projects should focus on implementing strategies that are possible because of the technology and communications infrastructure deployed as part of the Infrastructure projects identified in the CTP. Operational projects also could include the deployment of or upgrades to central software systems that could allow the County to remotely manage ITS assets deployed in the field.

Near-term Operations projects included in the CTP (to be completed by the County) include modifications to existing traffic signal timing plans to improve safety, including implementing flashing-yellow arrow (FYA) and protected left turn phasing, where none is currently present. Operational projects also include corridor retiming to improve vehicle progression. Another near-term project that could extend to mid-term projects is further integration of traffic signals into GDOT's MaxView ATMS software and open-source Automated Traffic Signal Performance Measures (ATSPM) and SigOps

Metrics software. Integration of traffic signals into these software applications will allow the County to remotely manage traffic signals and analyze operations at the individual intersection, corridor, and systemwide level. TR operational plans could also be implemented on higher volume corridors as part of mid-term projects. Long-term Operational projects could focus on improvements in response to changing traffic patterns that occur over the near- and mid-term.

Advanced Functionality

Advanced Functionality projects included in the CTP are those projects that either cannot or should not be initiated until other foundational elements of the transportation system have been implemented. Advanced Functionality projects include projects that incorporate complex operational strategies that may require additional software or technology as well as significant inter-agency coordination to implement. The benefits that can be achieved through these projects can be significant, but they are often difficult to realize without proper planning and coordination.

The CTP does not identify any near-term Advanced Functionality projects as these projects could require buildout of traffic signal and ITS infrastructure and the County communications network before they can be implemented. Mid-term and long-term projects include deployment of more advanced traffic management strategies, including adaptive traffic signal operations, vehicle preemption (i.e., emergency vehicles and rail), TSP, and enhanced work zone management. Advanced Functionality projects also include County deployment of CV and AV projects as these technologies rapidly progresses and are deployed more broadly in the coming years.

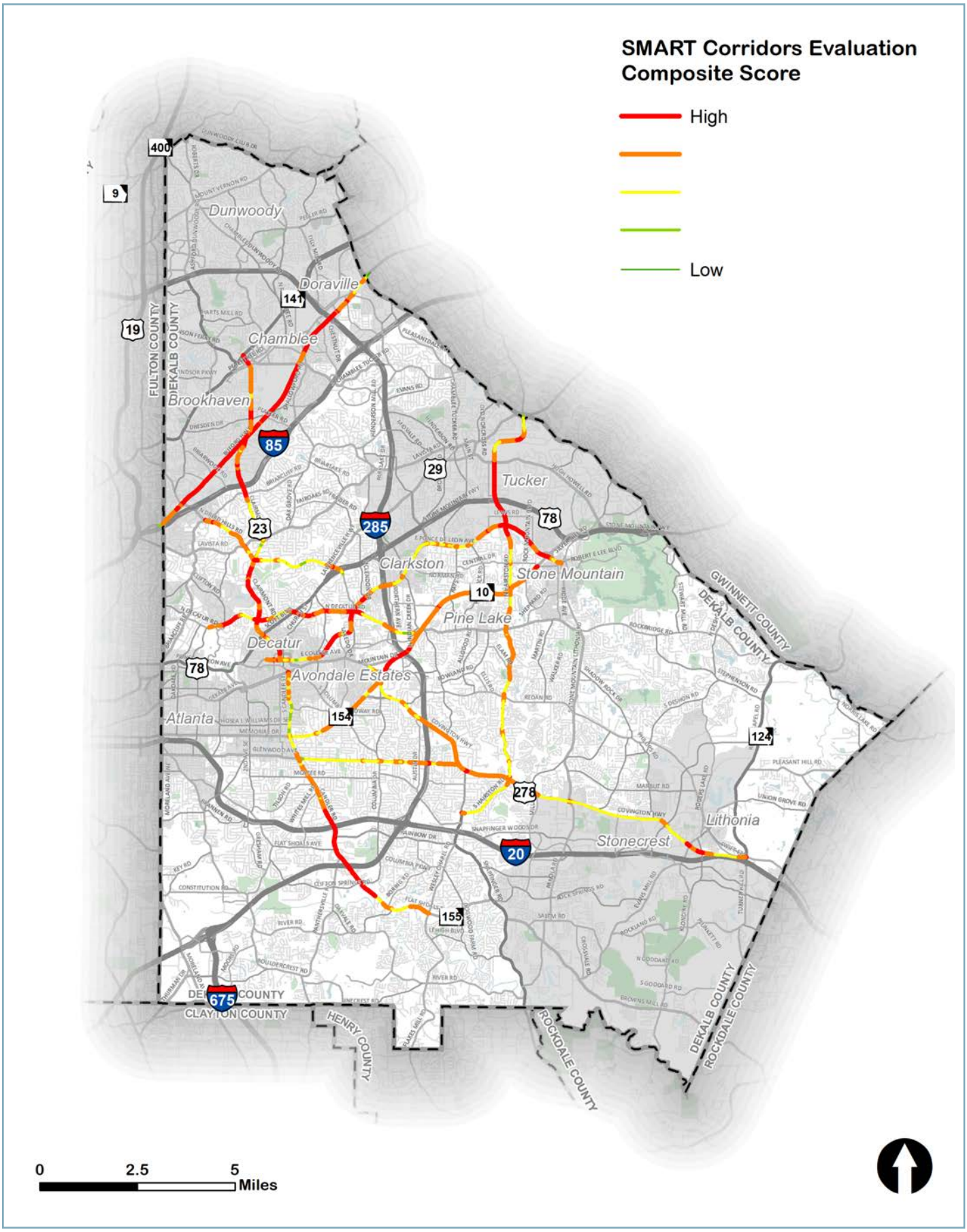
A major component of the mid-term and long-term advanced functionality projects could be developing and implementing SMART corridors in the County. While there is no single definition for a SMART corridor, the term generally refers to a corridor that leverages technology and communications to integrate multiple systems and real-time data to enhance safety and improve mobility along the corridor. SMART corridors generally have higher traffic volumes, significant multimodal activity, are located near activity centers or major businesses, and provide opportunities to address equity in the community.

The CTP project team performed a technical analysis of DeKalb County's roadway network to determine which roadway corridors would be good candidates for future SMART corridor projects. The base unit for the technical analysis was the ARC's travel demand model line segments. Segments were assigned scores based on seven equally weighted criteria:

1. **Volume:** Daily bi-directional traffic volumes were calculated for all travel demand model line segments.
2. **Safety:** Segment crash rates calculated in the ECNA report were spatially related to each travel demand model line segment.
3. **Transit:** The transit score was comprised of two components. The first component was determined by using existing bus ridership, and the second component depended on a segment's proximity to future transit stops based on the MARTA full-penny scenario.
4. **Multimodality:** The multimodality score was comprised of two components. The first component was determined based on a segment's proximity to existing multiuse paths/trails, and the second component was based on the existing bike lane network.
5. **Employment/Activity Centers:** The ECNA report identified areas in DeKalb County considered to be either employment centers or activity centers.
6. **Equity:** Segments were evaluated for equity based on total population, minority population, low-income population, and zero-vehicle population.
7. **Existing infrastructure:** Segments were evaluated for existing infrastructure based on signal density and the presence of an existing fiber network and CCTVs.

The technical analysis identified ten corridors with the highest composite scores as potential candidates for a SMART corridor. The project team worked with County staff and analyzed other ongoing or planned future projects within the County to identify two final SMART corridor project candidates. The actual limits of each SMART corridor project can be determined as part of future discussions with the County staff and a more detailed analysis of existing corridor conditions.

- **SMART Corridor #1 – Memorial Drive**
- **SMART Corridor #2 – Candler Road**


SMART Corridors Evaluation Composite Score
High
Low
Dunwoody
Doraville
Chamblee
Brookhaven
Tucker
Clarkston
Stone Mountain
Pine Lake
Decatur
Avondale Estates
Atlanta
Lithonia
Stonecrest
FULTON COUNTY
DEKALB COUNTY
GWINNETT COUNTY
CLAYTON COUNTY
HENRY COUNTY
ROCKDALE COUNTY
400
9
19
141
85
29
23
285
78
10
154
124
278
20
155
675
0
2.5
5
Miles

COMPLETE STREETS

Complete Streets are streets designed to be and feel safe for all users of the transportation system, regardless of mode, age, or ability. Design solutions are expected to be collaborative and take into consideration the access of all users, the context of local built and natural environments, and the appearance of the roadway corridor. While DeKalb County has been pursuing the expansion of its bicycle, pedestrian, and transit networks over the past several years, the CTP has included an updated Complete Streets Policy to formalize these efforts.

The CTP recommends that DeKalb County to continue using the most current complete streets guidelines and design best practices. Existing design manuals, guidance, and publications from organizations such as the FHWA, American Association of State Highway and Transportation Officials (AASHTO), GDOT, ARC, and ITE should be used whenever possible. It is the continued intent of DeKalb County to pursue a complete streets policy that is aligned with USDOT and GDOT complete streets policies. The following bullets are the polices:

- **USDOT Policy Statement:** "The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide—including health, safety, environmental, transportation, and quality of life—transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes."
- **GDOT Policy Statement:** "It is the policy of GDOT to routinely incorporate bicycle, pedestrian, and transit (user and transit vehicle) accommodations into transportation infrastructure projects as a means for improving mobility, access, and safety for the traveling public. Accordingly, GDOT coordinates with local governments and regional planning agencies to ensure that bicycle, pedestrian, and transit needs are addressed beginning with system planning and continuing through design, construction, and maintenance and operations."

DeKalb County should also consider guidance published by the National Complete Streets Coalition (NCSC). The components established by the NCSC include:

- **Establishes commitment and vision:** How and why does the community want to complete its streets? This specifies a clear statement of intent to create a complete, connected network and consider the needs of all users.
- **Prioritizes diverse users:** It prioritizes serving the most vulnerable users and the most underinvested and underserved communities, improving equity.
- **Applies to all projects and phases:** Instead of a limited set of projects, it applies to all new, retrofit/reconstruction, maintenance, and ongoing projects.
- **Allows only clear exceptions:** Any exceptions must be specific, with a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
- **Mandates coordination:** Requires private developers to comply and interagency coordination between government departments and partner agencies.
- **Adopts excellent design guidance:** Directs agencies to use the latest and best design criteria and guidelines and sets a time frame for implementing this guidance.
- **Requires proactive land use planning:** Considers every project's greater context as well as the surrounding community's current and expected land use and transportation needs.
- **Measures progress:** Establishes specific performance measures that match the goals of the broader vision, measurably improve disparities, and are regularly reported to the public.
- **Sets criteria for choosing projects:** Creates or updates the criteria for choosing transportation projects so that Complete Streets projects are prioritized.
- **Creates a plan for implementation:** A formal commitment to the Complete Streets approach is only the beginning. It must include specific steps for implementing the policy in ways that will make a measurable impact on what gets built and where.

While the County should consider the safety and mobility of all road users across all modes on every County-maintained roadway, certain types of urban

thoroughfares should be given especially intense consideration. The ITE/CNU manual, *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach,* defines different types of urban thoroughfares and their relation to functional classifications. Of the identified thoroughfare types, boulevards, avenues, and streets should receive the highest level of context sensitive considerations for complete street design.

The DeKalb County CTP team recommends that County incorporate Complete Streets principles into appropriate plans, projects, and programs and specify how the County can continue to support complete streets application on streets owned by DeKalb County. The County, at a minimum, should recommend that all roadway projects, including new construction and renovation, consider and document decisions regarding installation of facilities that safely accommodate for bicycle, pedestrian, and transit users. For roadways that are not directly owned by the County, DeKalb County should coordinate with partner agencies and departments. DeKalb County should also work to develop a community engagement plan in the project selection, design, and implementation process that includes and prioritizes vulnerable communities. There are certain roadway corridors that can serve as exceptions from the complete streets policy. Where exceptions might exist, the County should work to document the decision-making processes regarding the corridors. Exceptions may exist for:

- Corridors that legally prohibit specific users (such as freeways that prohibit bicyclists and pedestrians).
- Corridors that have a documented absence of current and future need for multimodal facilities
- Corridors that have a cost of providing bicycle and pedestrian facilities that is excessively disproportionate to the need or probable use.
- Roadways not owned or operated by DeKalb County. On these roadways, the County should encourage the appropriate agencies to design and construct projects in accordance with the Complete Streets policy.

To further the value of the CTP's Complete Streets recommendation, the County should consider revising the Code of Ordinances to include improved design guidance and proactive land use planning that is context sensitive.

Throughfare Type	Description	Associated Functional Classes
Boulevard	Walkable, medium-speed divided urban thoroughfare Through and local traffic, pedestrians, and bicyclists Primary goods movement and emergency response route Serves longer trips and provides pedestrian access to land Typically a longer corridor with four or more lanes	Major Arterial, Minor Arterial
Avenue	Walkable, low-to-medium speed urban thoroughfare Primary pedestrian and bicycle route Shorter than boulevards and no larger than four lanes Goods movement limited to local routes and deliveries Access to land is a primary function May serve commercial or mixed-use sectors	Major Arterial, Minor Arterial, Collector
Street	Walkable, low-speed urban throughfare Primarily serves adjacent property Connects neighborhoods with each other and commercial/other districts Connects local roads with arterials Often the main street of a commercial or mixed-use sector Goods movement restricted to local deliveries only	Major Arterial, Minor Arterial, Collector, Local

Adapted from tables 4.2 and 4.3 of *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

The ability of individuals to travel the County includes more than just those driving their vehicles. It also includes users of the transit system as well as those walking and riding bicycles. In a county as developed and diverse as DeKalb, providing meaningful connection for all user groups is tremendously important, however also challenging. The plan includes two different types of bicycle and pedestrian recommendations in this policy chapter. The first references a policy priority network for on-road facilities; the second includes a shortlist of possible recommended steps the County can take to make incremental progress in advancing safety and mobility for those walking and biking.

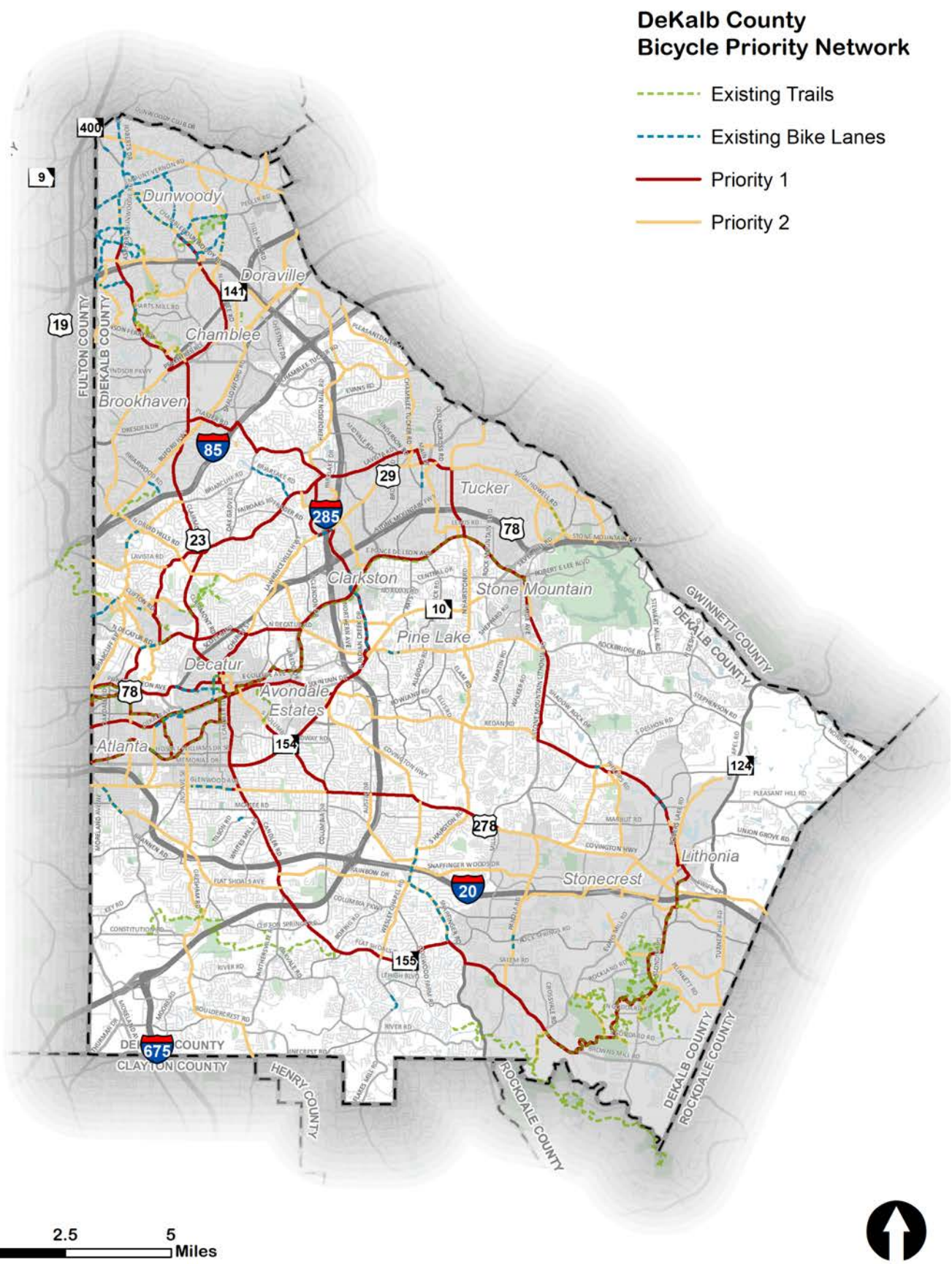
Bicycle and Pedestrian Priority Roadway Network

The Bicycle and Pedestrian Priority Roadway Network is meant to identify facilities that are good candidates for bicycle and pedestrian travel within the unincorporated part of DeKalb County – particularly focused on roadway facilities and areas within the adjacent public right-of-way. Not included on this map are completely off-road trail projects that run along stream buffers, utility easements, within parks, etc. Because DeKalb County is preparing a countywide trail master plan, decisions around the priority trail policy network will be determined through that planning process.

The creation of the Bicycle and Pedestrian Priority Network included consideration for the following items:

- The 2014 Priority Bicycle Network (Priority 1 and Priority 2 levels)
- Existing on-road and side paths traveling along DeKalb County roadways
- The location of proposed projects that will advance bicycle infrastructure including multimodal roadway projects and new on-road or side path recommendations
- Connectivity to existing and proposed off-road trail projects (though not directly included in the priority network itself)

As future transportation projects are proposed along the corridors and new developments/redevelopments having a front along the corridors are built, the priority map should be considered a tool for facilitation of bicycle and pedestrian infrastructure investment.

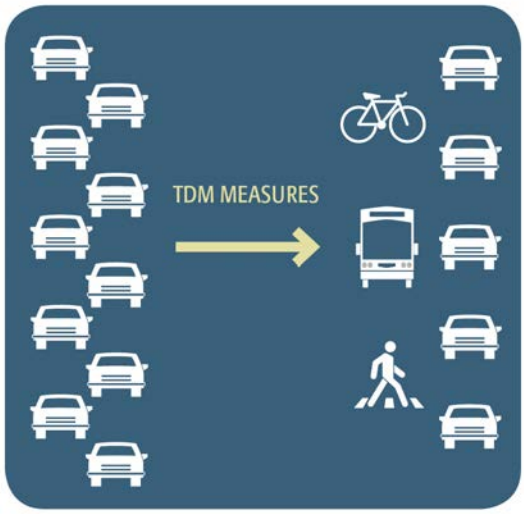

DeKalb County
Bicycle Priority Network
Existing Trails
Existing Bike Lanes
Priority 1
Priority 2
Dunwoody
Doraville
Chamblee
Brookhaven
Tucker
Clarkston
Stone Mountain
Pine Lake
Decatur
Avondale Estates
Atlanta
Lithonia
Stonecrest
FULTON COUNTY
DEKALB COUNTY
GWINNETT COUNTY
CLAYTON COUNTY
HENRY COUNTY
ROCKDALE COUNTY
400
9
141
19
85
29
285
23
78
10
154
124
278
20
155
675
0
2.5
5
Miles

Strategy	Action
Identify which DeKalb County department should lead trail planning efforts and identify an individual to lead trail planning within the County.	Currently, DeKalb County trail planning and implementation takes place in three different departments: Recreation, Parks, and Cultural Affairs; Public Works, Transportation Division; and Planning and Sustainability. Having a clearly identified lead within the County could allow for a more cohesive and targeted investment in trails moving forward. In addition to identifying a county department lead, an individual should be appointed to lead trail planning. They can engage other liaisons from partner departments to ensure coordination.
Update the DeKalb County Trails Master Plan.	DeKalb County is currently procuring for the DeKalb County Trails Master Plan. This action is underway.
Conduct a sidewalk inventory and condition assessment for sidewalks in unincorporated DeKalb County.	In order to best prioritize sidewalk investments, it is first important to have a clear understanding of current assets and where gaps exist. The inventory and assessment can help to identify where sidewalk currently exists today as well as the condition of the existing facilities. Following the completion of the sidewalk plan, the funding set aside in the Unified Plan can be prioritized for high-priority investments.
Consider an update of DeKalb County's Complete Streets Policy.	DeKalb County's current complete streets policy was last formalized through the 2014 DeKalb County Transportation Plan. This policy recommended that all roadway projects include bicycle, pedestrian, and transit facilities. National best practices were updated since the 2014 update. The National Complete Streets Coalition publishes a set of essential elements that should be included in complete streets policies to ensure they are effective, implementable, and equitable. This document and other guiding documents listed in the Complete Streets section of this chapter should be referenced.
Review bicycle and pedestrian-related collisions, collision rates, and frequencies annually, and identify and implement safety strategies.	DeKalb County should analyze bicycle and pedestrian-involved collisions per facility type to identify trends, behaviors, and engineering solutions. DeKalb County should also work to develop a list of spot improvement projects–which can be included in annual capital improvement programs, SPLOST programs, or for the next CTP update.
Coordinate with law enforcement to locate hot spots of where cycling and pedestrian collisions are occurring.	As a part of the annual review of collisions that include cyclists and pedestrians, DeKalb County should regularly coordinate with law enforcement if there are patterns regarding specific vehicular movements or locations in the County. The National Highway Traffic Safety Administration (NHTSA) has guidelines which encourage training of law enforcement on bicycle safety and developed training materials for this purpose.
Coordinate the development of more robust parking and amenities for bicycling.	The DeKalb County Code contains regulations requiring new development to provide bicycle parking. However, the requirements are limited to specifying the number of parking spaces and where the parking should be placed. DeKalb County should work on tracking the locations of bicycle parking within the County to understand if amenities align with where current facilities exist and future facilities are planned.

Strategy	Action
Consider varying funding approaches to implement bicycling and pedestrian projects.	DeKalb County should continue to research and pursue grants that are available to make the most out of current SPLOST dollars. One such example is leveraging FTA funding opportunities to improve pedestrian facilities that increase and improve access to bus stops and shelters.
Consider e-mobility policy adoption for activity centers.	DeKalb County should consider the increase in demand for e-mobility devices in metro Atlanta, particularly regarding first- and last-mile connections. Although e-mobility devices will not likely affect the entire County, DeKalb should work with cities, agencies (e.g. MARTA), and local businesses to understand where e-mobility is occurring today and consider adopting a countywide policy in the future. The focus for DeKalb County should be given to regulation regarding how the devices can be operated and parked.
Support economic development through bicycle-related activities.	DeKalb County should consider promoting at least one bicycle-friendly event or campaign per year to encourage biking as a form of transportation. This can be conducted in a variety of ways, such as through partnering with local businesses or organizations to identify "bicycle friendly business districts" that offer discounts or incentives for those who visit via bicycle. Another more local example for metro Atlanta is "Atlanta Streets Alive" where a roadway is temporarily closed to automobile traffic and community members encouraged to walk, bike, and roll for a day while visiting local businesses and attractions.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) (sometimes referred to as Travel Demand Management) is a transportation industry term referring to a body of actions that seek to manage the demand for travel by drive-alone private car, rather than catering for that demand or managing the road system. In simple terms, TDM provides people with a variety of mobility options (other than driving alone) to reduce vehicle miles traveled (VMT) and gain environmental, conservation, and sustainability benefits—generally without large infrastructure investments. Measures are directed at increasing vehicle occupancy, shifting travel mode or time of travel, or reducing the need for travel. Much of the time, the focus is to reduce vehicular demand during peak morning and afternoon commute periods, but TDM measures have benefits that extend to off-peak and special event travel times as well.



Source: FHWA

Benefits of Transportation Demand Management

The benefits of reducing travel demand and dependence on the automobile are extensive, not only to an organization but also for the larger community. The benefits of TDM fall into five major categories: Transportation System Benefits, Social Benefits, Environmental Benefits, Health and Safety Benefits, and Economic and Financial Benefits. These categories are better defined below:

Transportation System Benefits
- Reduced traffic congestion resulting in time savings
- Enhanced overall access, convenience, and mobility equity

Social Benefits
- Improved quality of life in communities with transportation options (walkable and bikeable)
- Allows for social interactions and community connectedness
- Reduced fragmentation and safety issues caused by wide, high-speed roads
- Enables aging population to retain independence in the community

Environmental Benefits
- Reduced dependence on fossil fuels and greenhouse gas emissions
- Reduced congestion and energy consumption
- Improved air and water quality (reduced emissions and fluid leaks)
- Reduced heat dome effect (reduced need for paved surfaces)

Health and Safety Benefits
- Improved health through active transportation (biking and walking)
- Improved air quality
- Reduced stress levels

Economic and Financial Benefits
- Reduced car ownership, maintenance, and parking costs
- Reduced need for expensive regional vehicular infrastructure yielding lower return on investment than transit
- Reduced cost of healthcare (over the long-term)
- Attracts individuals that value a multimodal environment (representing much of today's work force)

Existing Transportation Demand Management Programs

Georgia Commute Options

The largest TDM program in the metro Atlanta region is Georgia Commute Options (GCO). Managed by the ARC, GCO helps commuters and employers find better ways to get around, reducing traffic congestion and improving air quality.
GCO helps employer partners develop and implement commuter programs and worksites around metro-Atlanta and surrounding areas. It's Telework and Flexwork Programs help employers reduce costs, provide better planning options, and identify tax savings—all while improving air quality and helping employees save time and money. GCO provides the following services for employers:

- **Program Consultation:** working one-on-one to develop a commute options plan that meets the needs of the organization and its employees
- **Reporting Program Results:** capturing and reporting information specific to the company, including direct financial savings to employees, vehicle miles of travel reduced, and tons of air pollution reduced
- **Onsite Events:** presentation and/or tabling events about commute options, assistance, and resources available to employees
- **Telework/Flexwork Consulting:** expert consulting to start or expand telework, compressed work week, or flexible work hours program
- **Pre-tax Benefits to Lower Commute Expenses:** a program through the IRS that reduces employee commute costs up to 1/3 for vanpool, transit, and bicycling as well as saves employers on payroll taxes
- **Employee Commute Survey:** a 2-minute survey, customized to the workforce, used to determine how employees are getting to work today and their level of interest in alternatives and services offered
- **Employer Recognition:** public relations exposure in local media and annual awards program spotlighting the organization's positive impact on commute options
- **Employer Education Series:** webinars featuring subject matter experts with guidance on specific commute options topics
- **Case Studies:** summaries showing how similar employers have implemented successful commute options programs and the results achieved
- **Relocation Commute Planning:** special assistance when an employer moves, providing employees with information about the best commute options available to get them to their new worksite

GCO provides the following services for commuters:

- **Employee Financial Incentives:** monetary incentives to motivate commuters to switch from driving alone to carpool, vanpool, telework, transit, bike/walk options
- **Telework/Flexwork Consulting:** expert consulting to start or expand telework, compressed work week, or flexible work hours program
- **Commuter Ridematching and Guaranteed Ride Home:** assistance finding carpool or vanpool partners who live and work near each other as well as up to five free rides home each year for registered employees to use when unexpected events cause them to leave work earlier or later

Existing Transportation Management Associations

Transportation Management Associations (TMA) are organizations that provide TDM programming and help to manage transportation within a specific geographic area. TMA's typically are organized through CIDs. Existing Transportation Management Associations in the metro Atlanta region include Perimeter Connects, Midtown Transportation, Central Atlanta Progress (CAP), Clifton Corridor Transportation Management Association, and Livable Buckhead. Information regarding the TMAs in DeKalb County include:

- **Perimeter Connects** is a program of the Perimeter CIDs (PCIDs) that supports the vitality of the Central Perimeter area by offering free consulting services to employers and commercial properties to implement transportation solutions for improving access and mobility and reducing congestion. Perimeter Connects provides information and resources for commuters and employers in the Central Perimeter area, including a guide

to navigating projects and construction in Perimeter for a better commute. www.perimeterconnects.com

- The **Clifton Corridor Transportation Management Association** engages GCO and enables employers within the Clifton Corridor to work cooperatively among themselves and with other governmental agencies, transportation providers, and other interested persons and entities to address common transportation concerns and provide and share transportation services in order to reduce traffic congestion in and improve accessibility to and within the Clifton Corridor. www.cctma.org

Recommended TDM Strategies

Traditional TDM strategies include programs and subsidies that seek to manage the demand for travel by drive-alone private car and provide greater mobility options with environmental, conservation, and sustainability benefits. Oftentimes, TDM strategies are facilitated through a local community organization or CID in partnership with GCO.

Organizations in DeKalb County with the opportunity to implement TDM strategies include, but are not limited to, the following local municipalities: DeKalb County Government, Cities of Decatur, Doraville, Chamblee, and Brookhaven, and the CIDs. Each organization should look at various TDM strategies and identify the ones that would best meet the goals of a TDM program. Many of these strategies may be implemented by leveraging a partnership with GCO or by learning about best practices from existing TMAs. The goal of the DeKalb Unified Plan is to highlight potential County-led program/policies.

TDM Strategies for DeKalb County

As a developed, central County that is well served by transit and multimodal networks, DeKalb County has the opportunity to leverage TDM. This is not true for the entire expanse of the County, therefore, many of these recommendations are for DeKalb County to consider as internal policy and/or for the DeKalb Unified Plan defined activity centers, specifically the regional centers and town centers.

POSITIONS

- **Transportation Coordinator:** Create a position for an onsite professional transportation coordinator to provide personalized trip planning and commuter assistance. This new position at the County would serve as the liaison between TMAs, municipalities, and large employers as well as the internal advocate for DeKalb County policies and external expert on TDM policies.

PROGRAMS

- **Rideshare Matching with Carpool:** Work with major employers to start carpooling programs and grow them based on interest. Start with providing information about carpooling and expand to providing incentives (e.g., better parking spots, rewards, etc.).
- **E-bike Fleet:** Consider adding E-bikes to service/County vehicle fleet to encourage short mid-day trips to be taken via a more sustainable mode. E-bikes can also reduce operational and capital costs.
- **Events (Gaming Theory):** Incentivize participation through rewards programs that promote alternative transportation including competitive events such as step challenges and bike month.

POLICIES

- **New TMAs:** Create new TMAs within the DeKalb Unified Plan regional centers.
- **Site Design/Multimodal Supportive Zoning:** Encourage large commercial developments, both new and existing, to encourage internal trips through methods other than driving alone, for example:
  - Onsite services/amenities: Services and/or amenities are provided onsite or within convenient walking distance (e.g., childcare, gym facilities, dining/food service, grocery, post office, etc.).
  - Alternative Mode Options Visibility: Site design that focuses on visibility and convenience of active travel modes by showcasing options in easily accessible and high-volume areas.

- **Passenger Loading Areas:** Site design that focuses on visibility and convenience of on-demand ride hail services (i.e., Lyft or Uber).
- **Bicycle Storage, Lockers, Changing Facilities, and Showers**: Conveniently located, covered, and secured facilities.

- **Parking Study:** Complete a parking study for the DeKalb County Government facilities to identify opportunities to improve parking strategies and encourage a reduction of driving alone, such as consideration of a County employee shuttle from Kensington Station. Consider parking studies for DeKalb Unified Plan activity centers, starting with regional centers.
- **E-bike Rebates:** Consider providing E-bike rebates to encourage bike trips to replace shorter length single occupancy vehicle trips.
- **Living Allowances:** Provide housing vouchers for those who choose to live within transit accessible/walking/biking distance.
- **First-mile/Last-mile Connectivity:** Partner with MARTA to create a micromobility policy to encourage bike share and scooter share companies to operate within a buffer around existing MARTA rail stations and regional centers.

Conclusion

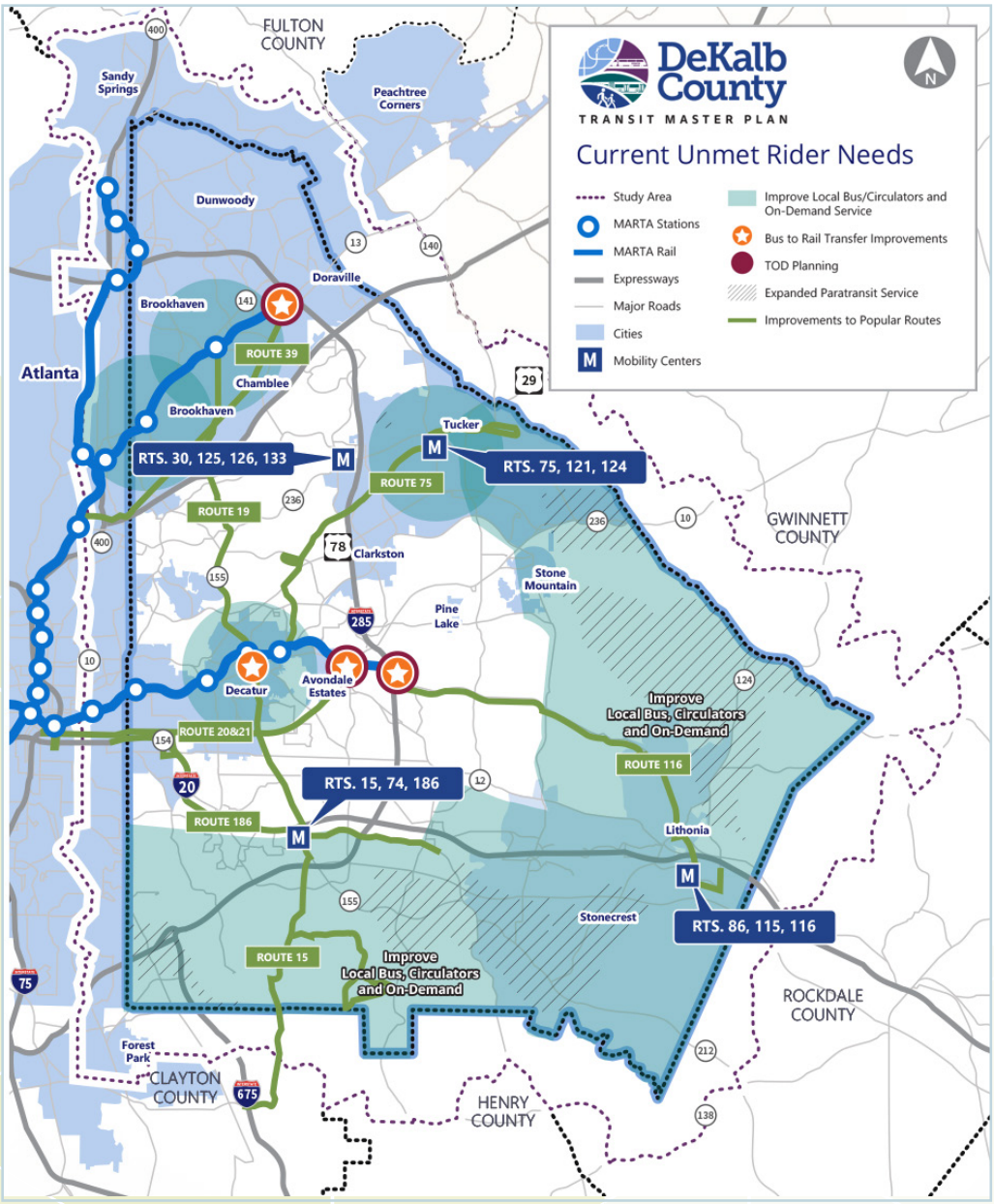
Policy recommendations are an important element of any transportation planning document because they provide an opportunity to improve transportation systems beyond the sole construction of infrastructure projects. Policy changes, in combination with the infrastructure projects, provide an opportunity to shape the way the County grows and serves its traveling public.

To implement the policy recommendations included in this chapter, it will require additional attention and work beyond this document to further refine the specifics of some of the topic areas. While not every policy may be advanced by County leadership and staff, the advancement of even some of the policies can help to change and advance the mobility for all users of the DeKalb County transportation system.

CHAPTER 07
TRANSIT RECOMMENDATIONS

CHAPTER 07: TRANSIT RECOMMENDATIONS

In 2019, DeKalb County completed and adopted a comprehensive long-range transit plan, known as the DeKalb County Transit Master Plan (DTMP). The DTMP provides a 30-year vision for future transit investments within DeKalb County and its municipalities. The plan's recommendations include major new transit investments, as well as enhancements to existing transit services. The DTMP's goals were to enhance countywide mobility and access, promote economic development, and improve residents' overall quality-of-life.



The DTMP was developed through a transparent and collaborative partnership between the ARC, MARTA, DeKalb County Government, the 12 municipalities within the County, and agency partners (GDOT and the ATL). The DTMP was developed through a 13-month planning process, beginning in July 2018 and concluding in August 2019. Since the County has recently completed and adopted a comprehensive long-range transit master plan, the approach of the 2050 Unified Plan was to incorporate the recommendations of the DTMP and serve as a vehicle to further the goals of the plan.

OVERVIEW OF THE TRANSIT MASTER PLAN

The DTMP featured a comprehensive technical planning process and robust community engagement process. At key project milestones, public and stakeholder feedback was solicited to help ensure the plan was guided by the community's input and vision. Early plan milestones included developing a future transit vision and goals, conducting an inventory of existing transit service, and identifying unmet rider needs as well as economic development visioning and concentrated public and stakeholder meetings. Later milestones included planning charrettes and interactive public workshops as well as defining transit investment scenarios and identifying financial constraints. The final phase of the plan was spent refining four potential transit scenarios for consideration and their financial constraints.

The transit scenarios primarily focused on major new transit expansion projects. Recommended improvements to the existing transit system were identified in a separate process, which was focused on the unmet needs of riders. These needs were mapped in an accompanying figure entitled 'Current Unmet Rider Needs' and include areas where local bus, paratransit, and on-demand service expansion is desired. Improvements to high-ridership local bus routes, bus-to-rail transfers, and first-mile/last-mile connections were also identified. The need for mobility hub facilities that would accommodate bus-to-bus transfers and additional multimodal connections also were included. Improvements to existing services are largely assumed to be funded through DeKalb County's current MARTA sales tax and several projects have already advanced since the plan's adoption.

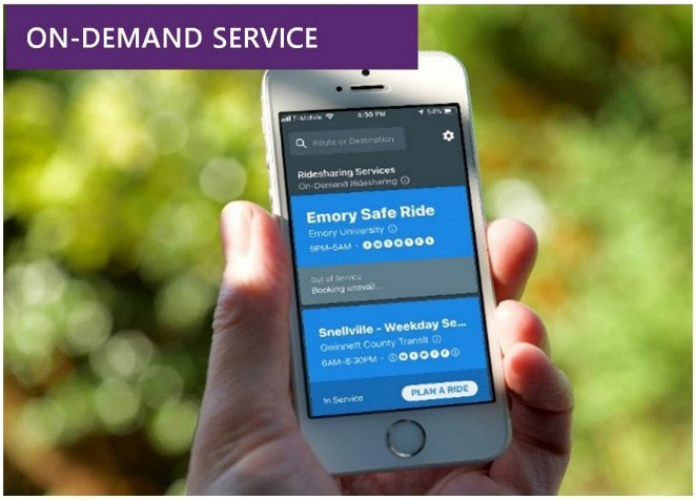
KEY RECOMMENDATIONS OF THE TRANSIT MASTER PLAN

The DTMP concluded by advancing five major recommendations for the County's consideration moving forward. These recommendations are summarized below:

- **Recommendation 1: Advance Four Transit Scenarios for Further Consideration and Additional Public Input and Education.** It is recommended that four potential transit scenarios are advanced forward for additional public and stakeholder input and education. These scenarios include the Existing MARTA Penny Scenario, Half-Penny Scenario, Full-Penny Scenario, and Previously Adopted Scenario. The public and stakeholder education and input process should be designed to increase the public's understanding of the travel benefits and the costs and impacts of the scenarios. The four scenarios are described in detail in the following section.

- **Recommendation 2: More Public/ Stakeholder and Input on Project Delivery and Innovative Financing Opportunities.** Additional public and stakeholder education is recommended on funding opportunities outside of the HB 930 sales tax option. This includes public-private-partnerships, value capture financing, and federal CIGs for transit.

- **Recommendation 3: Collaborate with MARTA on Current Unmet Needs.** Increased coordination between DeKalb County and MARTA is recommended to help ensure that transit investments address current unmet needs and are delivered using funds from the existing MARTA sales tax. These needs include paratransit expansion in south and east DeKalb, mobility hubs, bus-to-rail transfer improvements, last-mile/first-mile connectivity projects, expanded local bus coverage, community circulators, and mobility on-demand services.



- **Recommendation 4: Collaborate with MARTA and Agency Partners on the Advancement of Expansion Projects Consistent with DTMP.** DeKalb County should continue to coordinate with agency partners like MARTA, GDOT, and the ATL as well as other agencies to advance the definition (i.e., planning and design concept) of key projects included in the DTMP scenarios. This includes coordination with GDOT on the I-285 managed lanes project to accommodate bus rapid transit (BRT) design solutions. Coordination with GDOT is also recommended to re-evaluate I-20 East high-capacity transit to Stonecrest and the I-285 Top End Express Lanes. Finally, coordination with MARTA is recommended on high-capacity transit projects along Clifton Corridor, Buford Highway, and Candler Road as well as an arterial rapid transit (ART) network.

- **Recommendation 5: Align Land Use, Development Codes, and Transit Efforts.** In order to be more competitive in receiving FTA grants for major transit investments, it is recommended that DeKalb County and the 13 cities within the County undertake efforts to better align land use and development policies to support transit investments. This includes encouraging transit supportive land use which promotes transit usage, walkability, and compact development forms at station areas and transit corridors. It is recommended that land use plans in the County direct growth into the high-capacity transit corridors identified in the DTMP.

FOUR TRANSIT SCENARIOS

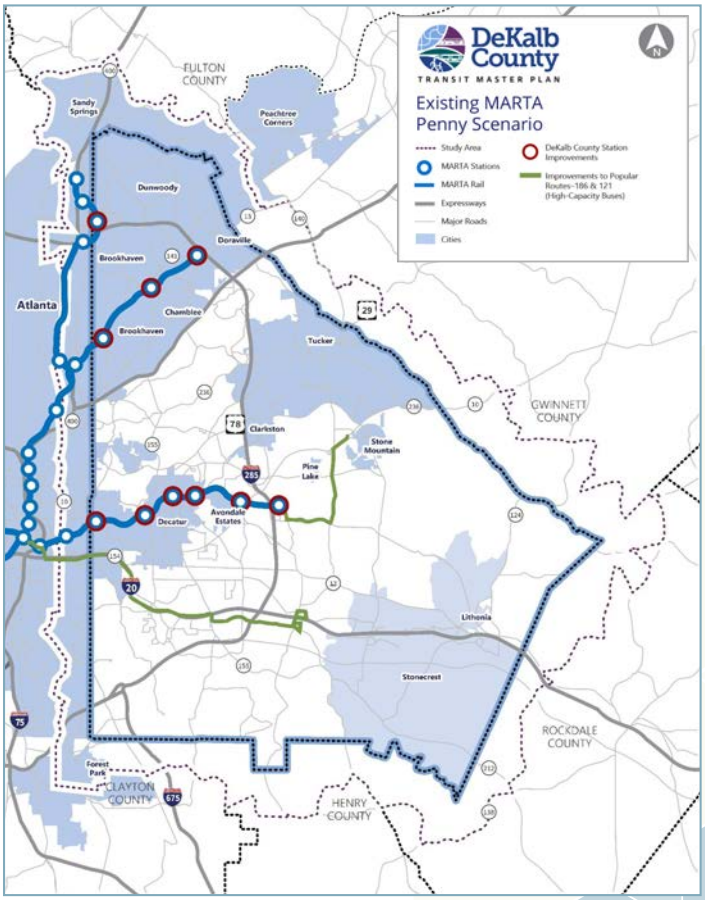
The four transit scenarios advanced in DTMP were developed based upon different funding assumptions. These include the Existing MARTA Penny Scenario, Half-Penny Scenario, Full-Penny Scenario, and Previously Adopted Scenario, described below.

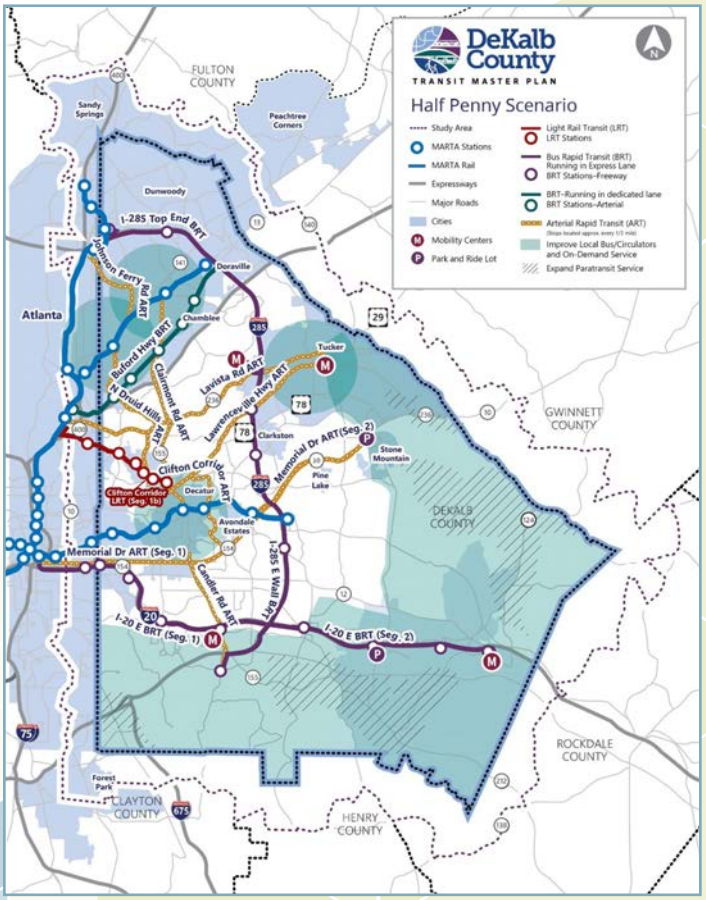
Existing MARTA Penny Scenario

The Existing MARTA Penny Scenario assumes a continuation of the one-penny MARTA sales tax with no additional funding. The revenue in this scenario will support the maintenance and sustaining capital and operations of the existing system without new transit services. This scenario assumes existing revenues will be available to fund current unmet rider needs. Examples of this include MARTA station upgrades and the South DeKalb and Stonecrest Mobility Hubs.

Half-Penny Scenario

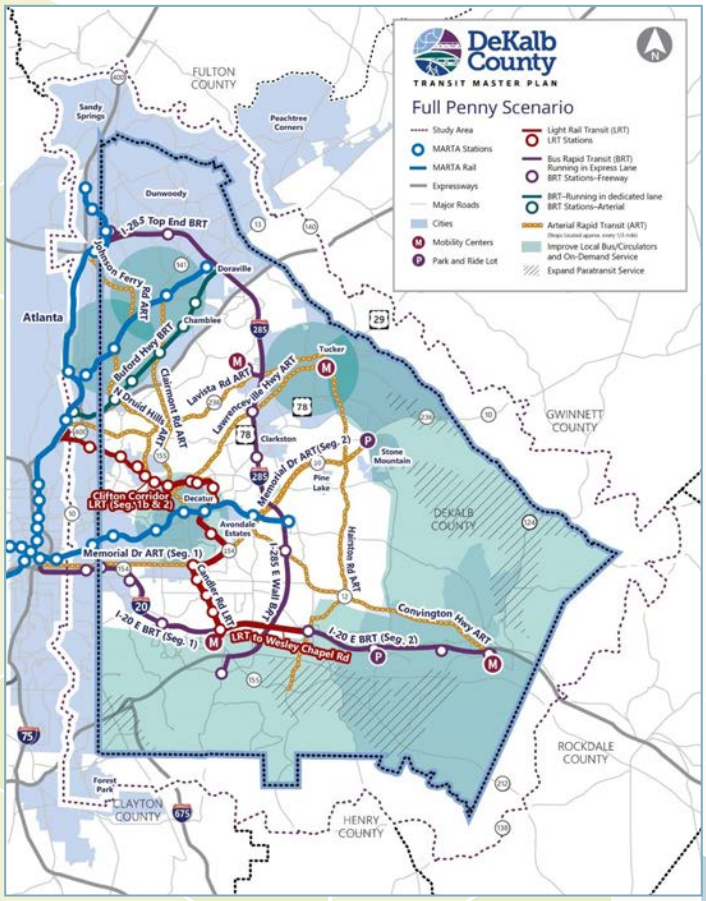
The Half-Penny Scenario presumes the extension of the one-penny MARTA tax and includes an additional half-penny sales tax under the provisions of HB 930. Funding assumes the maintenance and operations of the existing system and a transit system expansion of 15 projects. The projects include 1 light rail transit (LRT), 5 BRT, and 9 ART projects for a total of 139 project miles. This scenario leverages investments in managed lanes for BRT on I-285 and I-20 East.





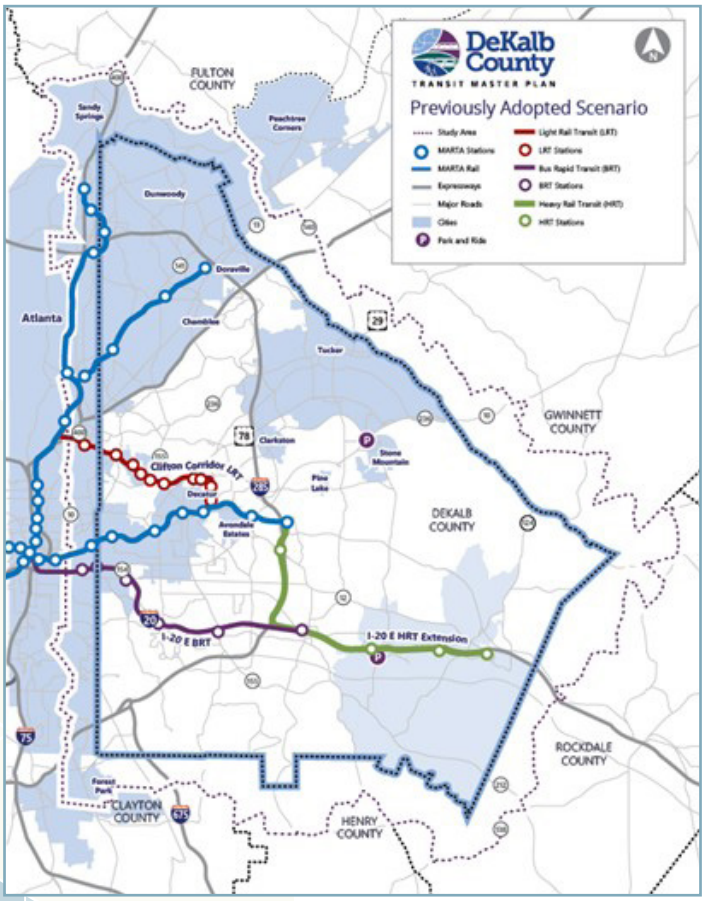
Full-Penny Scenario

The Full-Penny Scenario presumes the extension of the one-penny MARTA tax and an additional one-penny sales tax under the provisions of HB 930. Funding assumes the maintenance and operations of the existing system and a transit system expansion of 16 projects. The projects include 4 LRT, 4 BRT, and 8 ART projects for a total of 180 project miles. This scenario also leverages investments in managed lanes for BRT on I-285 and I-20 East.



The Previously Adopted Scenario

The previously adopted scenario assumes the continuation of the existing one-penny MARTA sales tax to support maintenance and sustaining capital and operations of the existing system. It also assumes an unidentified funding source that can generate more revenue than an additional one-penny sales tax under HB 930 to fund a transit system of three projects. This includes 1 heavy rail transit (HRT), 1 LRT, and 1 BRT project and 37 project miles. This scenario features the MARTA Board plans for the I-20 East and Clifton Corridors adopted in 2012.



THE UNIFIED PLAN'S APPROACH TO TRANSIT

The Unified Plan's approach to transit planning has been to advance the recommendations of the DTMP and to continue facilitating important conversations related to transit needs and potential investments within the County. This Unified Plan's transit planning activities can be summarized in the following key areas:

Update baseline transit data from the DTMP.
The recommendations of the DTMP were based upon an inventory of existing transit conditions in 2017 and 2018. The Unified Plan updated the DTMP's baseline transit data with more recent data available from 2019. Given the significant and temporary impacts of the COVID-19 pandemic on transit usage, 2019 data was selected to establish a new baseline (as opposed to 2020 data). Data has been updated related to bus and rail ridership, on-time-performance, transit safety, and demographic transit propensity. An updated baseline is provided in the Unified Plan's ECNA Report. This report also includes an inventory of recent developments to transit planning efforts since 2019.

Continue public and stakeholder engagement.
The Unified Plan featured a robust community engagement process, which provided numerous opportunities to facilitate a dialog on transit and collect public and stakeholder input on transit needs. This included a multitude of public meetings, targeted stakeholder meetings, focus groups, community events, online surveys, and in-person intercept surveys. These engagement activities involved educating the community on the recommendations of the DTMP and provided an opportunity to solicit feedback. Public and stakeholder meetings included facilitated break-out group discussions on transit and interactive polling exercises. The feedback collected generally confirmed the continued need for projects identified in the DTMP and indicated a general willingness to support additional funding streams for transit.

Provide additional stakeholder and community education.
Another important activity of the Unified Plan was to provide additional education to stakeholders, community leaders, and the public on potential transit options and solutions. Educational efforts focused on providing information on transit mode options and potential funding mechanisms the County may choose to pursue. Education was provided to the DeKalb County PWI Committee related to the differences between transit modes recommended in the DTMP, both in terms of costs and operating characteristics. Education was also provided to DeKalb County leadership related to the process of pursuing a transit TSPLOST to fund major transit investments, should the County decide to pursue this option.

Align the DTMP's recommendations with the Unified Plan's Future Land Use Plan.
A key recommendation of the DTMP was to better align land use and development policies to support transit investments. This included the recommendation for land use plans to direct growth into high-capacity transit corridors identified within the DTMP and promote transit-oriented development (TOD). The Unified Plan's Comprehensive Land Use Plan has proactively coordinated the recommendations of both plans in the following ways:

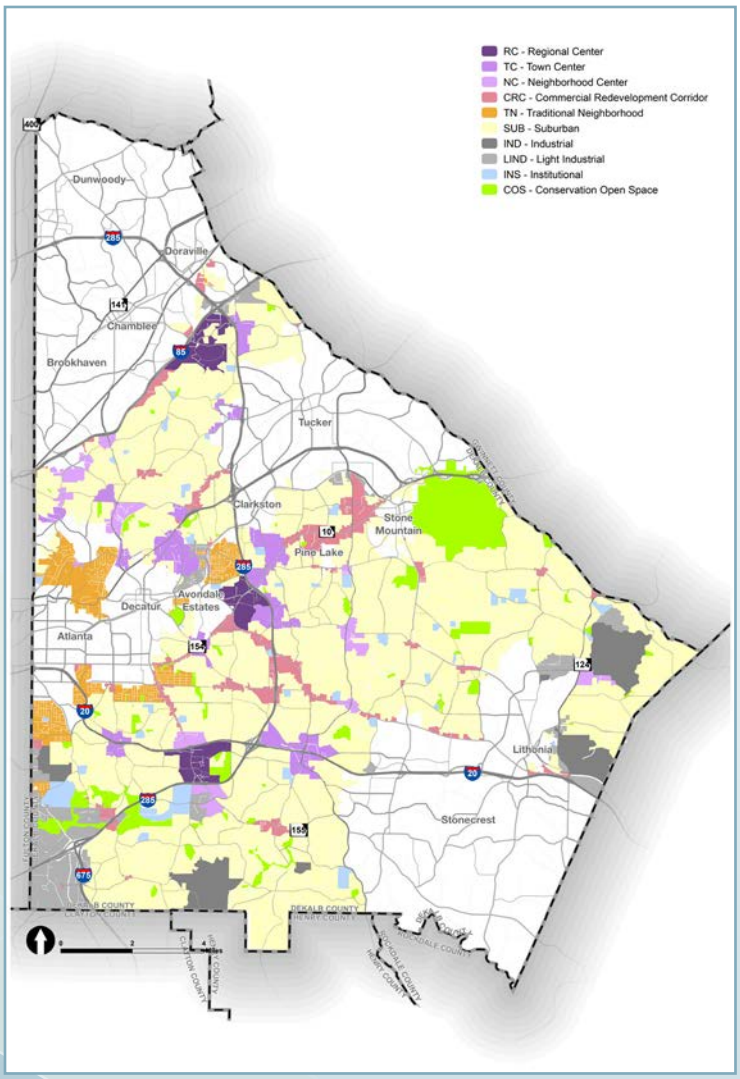
- The Future Land Use Plan has established a set of Guiding Principles, which are overarching themes to provide guidance and direction for development. Several of these principles align directly with the DTMP recommendations and include:
  - TOD: Promote and provide incentives for TOD near existing rail stations. Identify locations for additional development near planned premium transit stations.
  - Activity Centers, Nodes, and Corridors: In order to support continued growth and development within the County while protecting existing single-family areas, new and more intense development will be focused within activity centers, nodes, and corridors.

- **Multimodal Development**: Reduce vehicle miles traveled by promoting new development and redevelopment at or near activity centers, developing quality bicycle and pedestrian facilities, and providing better transit access.
- **Development Intensity:** Focus new and higher density development in existing developed areas, particularly in locations with existing services, facilities, and infrastructure with capacity to support additional development.

- The Character Area Map, which serves as a future land use guide, takes the approach of directing higher-density and transit-supportive development into areas with an Activity Center designation. Activity Center locations are consistent with the planned high-capacity transit corridors and station areas identified in the DTMP.

- The Character Area Map also includes a Commercial Redevelopment Corridor designation, which coincides with several planned high-capacity transit corridors in the DTMP (Candler Road and Covington Highway are two examples). Within these corridors there is the potential for transit investments to catalyze the redevelopment of declining or underutilized commercial areas with transit-supportive multi-family and mixed-use development. The economic development goals of both plans dovetail and support each other in these corridors.

- A special Policy Spotlight is included in the land use plan promoting TOD at potential high-capacity transit stations in the DTMP. This Policy Spotlight includes maps of proposed transit corridors and station areas for each of the four transit scenarios. Recommendations include developing station-area plans and implementing strategies to promote TOD at potential station locations.

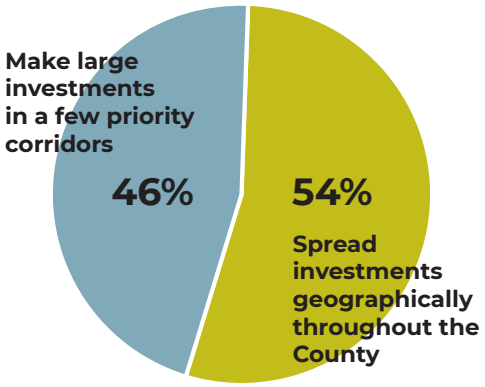


Character Area Map

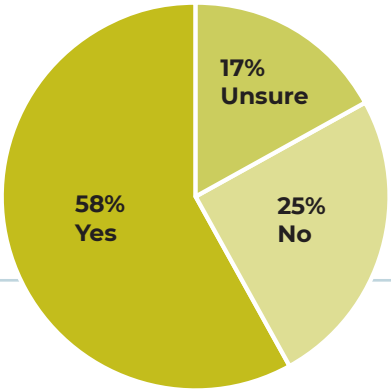
PUBLIC INPUT ON TRANSIT

Through the Unified Plan's community engagement efforts, the public was polled on their support and priorities for transit. Input was collected via an online survey and through community intercept surveys. Polling included the public's support for an additional transit sales tax and desired funding level. Feedback was also collected on transit investment strategies and priority corridors for improved transit service. The polling results are shown below and indicate that more than half of respondents were supportive of an additional sales tax for transit with diversity seen in the desired level of tax increment. A slight preference was seen for a geographically dispersed investment strategy over a targeted corridor approach. All potential transit corridors received some support as priorities with Buford Highway standing out as the top priority and LaVista Road as the lowest amongst the group.

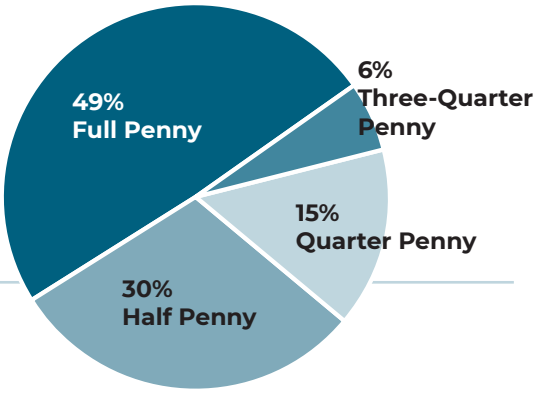
Transit Investments



Transit Sales Tax



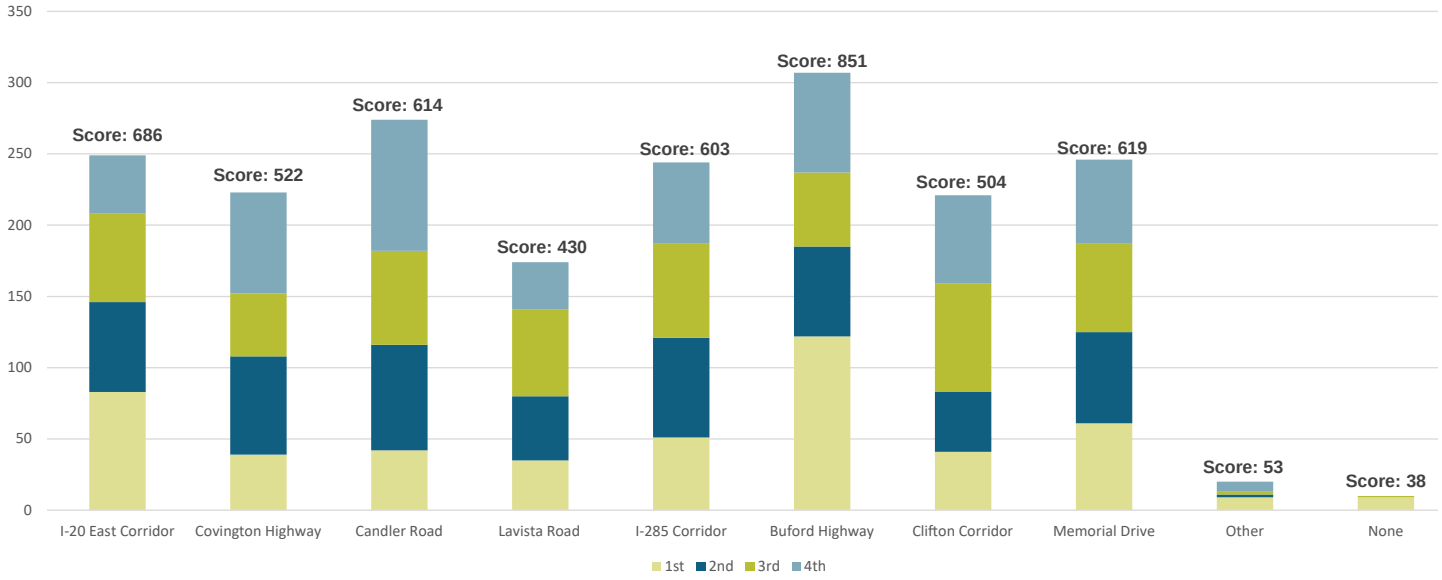
Would you support a transit sales tax?



What is the maximum tax you would consider for funding transit projects?

Transit Investment Corridors

Which transportation corridors should be prioritized for major transit investments?



RECOMMENDED NEXT STEPS

To advance the DTMP's efforts after the Unified Plan has concluded, a series of recommended next steps have been identified and are summarized below.

Update the DTMP current with project definitions.
The planning environment is never static and significant changes have occurred to transit planning efforts since the DTMP was adopted in 2019. Several projects identified in the DTMP have been advancing through the planning process, these include the Top-End BRT, South DeKalb Transit Hub, Stonecrest Transit Hub, and Candler Road ART. The preferred transit mode for projects along Buford Highway, the Clifton Corridor, and I-20 East have changed or have the potential to change. The DTMP should be updated to reflect the current status of project definitions, modes, and costs. Updated project information will be required should the County decide to move forward with implementation.

Continue education on transit funding options.
There is the need for additional education involving the public, stakeholders, and decision-makers to explore all transit financing options available. This includes federal, state, local, and private sources. A special focus should be placed on value capture strategies that include, but are not limited to, tax allocation districts (TAD), ground lease revenue from TOD and joint development opportunities, CID contributions, Special Service Districts, millage rates, and other strategies that optimize the benefits for both the public and private sectors.

Reach consensus on a transit infrastructure and service investment strategy.
County leaders should consider reaching a consensus on a funding approach and level to invest in additional transit infrastructure. This may include a full-penny or half-penny sales tax revenue under authorities provided to DeKalb County in HB 930 (Ga. Code § 50-39-1 through § 50-39-61) in combination with value-capture strategies. Consensus should also be reached on a community outreach and education program and a strategy to develop a project list, costs, benefits, performance, priorities, and funding plan.

Consider and prepare for a successful TSPLOST referendum.
Should the County decide to pursue a transit TSPLOST (HB 930), it is important to consider the necessary steps and approximate timeline of 15 months to help ensure a successful referendum.

The recommended key steps with timelines include:

- **Update project definitions, costs, and tax revenue estimates in the DTMP to reflect recent changes.**
  4 months
- **Confirm the updated projects are included within the ATL's Regional Transit Plan (ARTP).**
  2 months
- **Convene public outreach and community conversations for input on project list, priorities, and funding. Issue notice of meeting with cities and hold meeting 60 days before issuance of the call for referendum.**
  3 months
- **Board of Commissioners adopt Resolution of Intent to Call Referendum.**
  1 month
- **Submit referendum project list to the ATL.**
  1 month
- **Receive the ATL approval of referendum project list.**
  2 months
- **Board of Commissioners adopt Resolution to place Transit SPLOST on Ballot (formalize project list, anticipated costs, and intent for referendum) and public advertising of referendum (continue public and stakeholder education on overall benefits of transit and project list).**
  2 months
- **Election day (include referendum on ballot in the next countywide election and receive majority 'yes' vote).**

CHAPTER 08
PRIORITY PROJECTS FOR UNINCORPORATED DEKALB COUNTY

CHAPTER 08: PRIORITY PROJECTS FOR UNINCORPORATED DEKALB COUNTY

Chapter 4 outlined the development and evaluation of a Universe of Projects for consideration throughout the County. Chapter 5 outlined the financial framework encompassing revenue streams and assumptions for transportation funding through the year 2050. Chapter 8 includes the final list of prioritized projects over the three tiers of the plan.

Three categories of project types are included—each consists of different subtypes that are reflected in the map legends on the following pages:

- **Multiuse Trails** include any off-road trail projects running in their own right-of-way or along utility easements. They also include sidepaths running alongside of a roadway.
- **Small Scale Roadway Improvements** include all roadway projects with a cost of less than $4 million. They include intersection operational or safety improvements, signal technology projects, or small scale freight projects.
- **Large Scale Roadway Improvements** include all roadway projects costing greater than $4 million. These may include large intersection improvements as well as multimodal projects, corridor operational improvements, capacity/widening projects, new connections, or interchange improvements.

TIER 1: SHORT-RANGE (YEARS 1-6)

The CTP considers short-range projects as projects that are planned to be implemented in the first six years following the adoption of the plan and the beginning of a new SPLOST program. Projects in Tier 1 were included from the results of CTP analyses, DeKalb SPLOST Planning, Covington Highway Corridor Master Active Living Plan, Metro South CID, PATH Foundation, ARC RTP, and DeKalb County 2014 Transportation Plan. The project team also identified projects through conversations with stakeholders, elected officials, and members of the public.

A total of $71 million is assumed for DeKalb County's contribution toward implementation of these projects, with additional funds for new sidewalk and crossing investments ($24 million) and technology investments ($6 million). Project funding per year is lowest in Tier 1 due to the substantial investment in asset management (specifically resurfacing) needed to continue the work of the current SPLOST and improve the overall road conditions in the County.

Levels of investment across project types are similar with Multiuse Trails having the largest funding amount and Large Scale Roadway Improvements having the smallest. Many of the larger roadway projects include early concept and preliminary engineering work as a part of Tier 1 with funding for right-of-way and construction phases happening in later tiers.

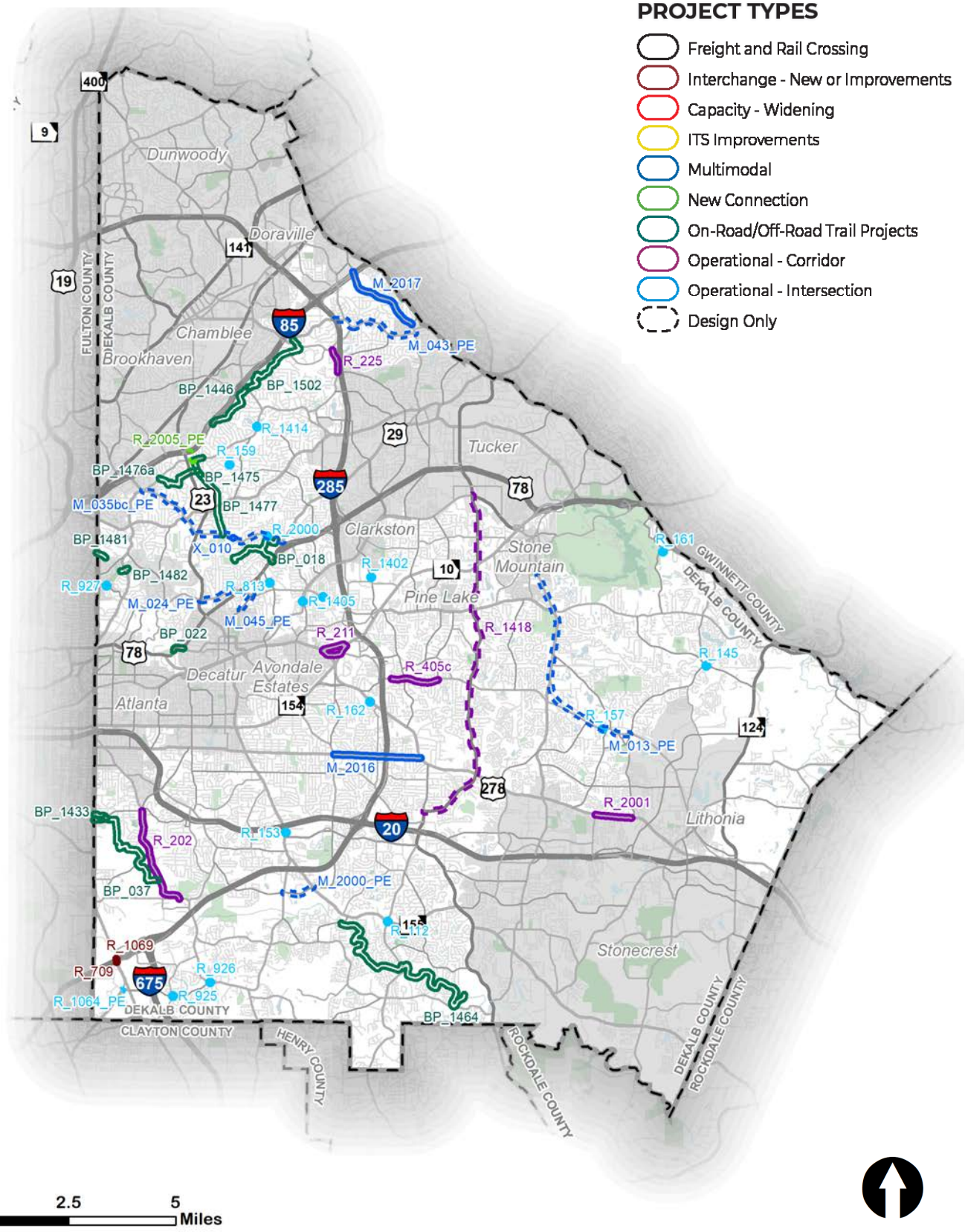
Tier 1				
Project ID	**Project Name**	**Extent From**	**Extent To**	**2022 Total Cost**
Interchange—New or Improvements				
R_1069	I-285 EB ramp at Moreland Avenue Interchange Improvement	Moreland Avenue		$712,000
R_709	I-285 WB ramp at Moreland Avenue Interchange Improvement	Moreland Avenue		$315,000
Multimodal				
M_043_PE	Chamblee Tucker Road Multimodal Improvement (Design Only)	I-285	Tucker Norcross Road	$1,032,000

Tier 1 Continued				
Project ID	**Project Name**	**Extent From**	**Extent To**	**2022 Total Cost**
M_045_PE	Church Street Multimodal Improvement (Design Only)	N Decatur Road	Medlock Road	$552,000
M_2000_PE	Clifton Springs Road Road Diet (Design Only)	Panthersville Road	Flat Shoals Parkway	$500,000
M_2016	Glenwood Road Multimodal Improvement	Columbia Drive	Covington Highway	$4,329,000
M_013_PE	Heritage Corridor Study (Design Only)	Stone Mountain	Lithonia	$300,000
M_024_PE	N Decatur Road Multimodal Improvement (Design Only)	Clairmont Road	Church Street	$343,000
X_010	N Druid Hills Road at Spring Creek Road Bridge Improvement (Bridge ID: 089-0175-0)	Approximately 1,400 feet east of Spring Creek Road		$12,500,000
M_035bc_PE	N Druid Hills Road Multimodal Improvement (Design Only)	Briarcliff Road	Lawrenceville Highway	$2,290,000
M_2017	Pleasantdale Road Multimodal Improvement	Tucker/Norcross	I-85	$3,000,000
New Connection				
R_2005_PE	Clairmont Road Reliever Connection (Scoping Study)	I-85 Frontage Road	Briarcliff Road NE	$200,000
Off-Road				
BP_022	Deepdene Park Path Scoping Study (Design Only)	N Ponce De Leon Avenue	Parkwood Road	$750,000
BP_1433	Donzi Road Beltline Connector	Donzi Road	Southside BeltLine Trail (Fulton County)	$3,577,000
BP_1446	North Fork Peachtree Creek Trail Connector, Phase 1	Fisher Trail Park	Peachwood Circle NE	$1,777,000
BP_1502	North Fork Peachtree Creek Trail Connector, Phase 2	Shallowford Road	Chamblee Tucker Road	$6,376,000
BP_1475	Sagamore Trail	Alderbrook Road	Audobon Drive	$199,000
BP_1476a	Sagamore Trail	Briarcliff Road NE	Peachtree Creek Greenway	$2,550,000
BP_1477	Sagamore Trail	S Peachtree Creek Trail/ N Druid Hills Road	Alderbook Road	$3,707,000
BP_1481	South Peachtree Creek Trail, PATH, Phase 2 (Section 1)	Fulton County Line	Atlanta City Limits	$431,000
BP_1482	South Peachtree Creek Trail, PATH, Phase 2 (Section 2)	Briarcliff Road	Atlanta City Limits	$379,000
BP_018	South Peachtree Creek Trail, Phase 3	Medlock Park	Farmers Market Trail and Zonolite Park	$1,951,000
BP_037	South River Multi-Use Trail Extension	Boulder Walk Drive	Crestdale Circle	$5,787,000
BP_1464	South River Trail Multiuse Trail Extension (Eastern End)	Waldrop Place	MLK High School	$7,090,000

Tier 1 Continued				
Project ID	**Project Name**	**Extent From**	**Extent To**	**2022 Total Cost**
Operational-Corridor				
R_202	Bouldercrest Road Operational Improvement	Constitution Road	Eastland Road	$3,490,000
R_225	Henderson Mill Road Operational Improvement	Henderson Road	Mercer University Drive	$2,300,000
R_211	Kensington MARTA Station Trail and Road Diets, Phase 1	Covington Highway	Memorial Drive	$5,949,000
R_1418	North/South Hairston Drive Safety Study (Design Only)	Welsey Chapel Road	Ponce De Leon Avenue	$500,000
R_405c	Redan Road Operational Improvement	Elder Lane	Allgood Road	$10,000,000
R_2001	SR 12/US 278 Operational Improvement	DeKalb Medical Parkway	Cragstone Court	$5,328,000
Operational-Intersection				
R_161	Bermuda Road at Stewart Mill Road Roundabout	Stewart Mill Road		$1,829,000
R_1414	Briarcliff Road at Briarlake Road Intersection Turn Lane Improvement	Briarlake Road		$666,000
R_153	Candler Road at H F Shepherd Drive Intersection Improvement	H F Shepherd Drive		$2,800,000
R_926	Cedar Grove Road at Bouldercrest Road Intersection Improvement and Roundabout	Bouldercrest Road		$1,000,000
R_925	Cedar Grove Road at E Conley Road Intersection Improvement and Roundabout	E Conley Road		$1,000,000
R_1064_PE	Cedar Grove Road/Thurman Road (SR 160)/Old McDonough Road Roundabout (Design Only)	Thurman Road		$438,000
R_159	Crestline Drive at Chrysler Drive Intersection Improvement	Chrysler Drive		$1,300,000
R_813	DeKalb Industrial Way at Milscott Drive Traffic Signal Improvement	Milscott Drive		$332,000
R_927	E Rock Springs Road NE at Cumberland Road NE/Beech Valley Way NE Intersection Improvement and Roundabout	Beech Valley Way NE		$1,400,000
R_1402	Indian Creek Elementary Signal Installation	Lakes at Indian Creek Apartments Driveway		$292,000
R_1405	North Clarendon Road Signal and RR Crossing Improvement	Ponce de Leon Avenue		$520,000

Tier 1 Continued				
Project ID	**Project Name**	**Extent From**	**Extent To**	**2022 Total Cost**
R_1406	North Decatur Road at Parkdale Road Intersection Improvement	Parkdale Road		$588,000
R_2000	North DeKalb Mall Intersection Improvement	Birch Road		$1,000,000
R_157	Redan Road at Lithonia Road Intersection Safety Evaluation	S Stone Mountain-Lithonia Road		$560,000
R_162	Redwing Circle at Covington Highway or Nearby New Traffic Signal	Covington Highway		$328,000
R_145	Stephenson Road at South Deshon Road Intersection Improvement	South Deshon Road		$2,800,000
R_112	Wesley Chapel Road at Flat Shoals Parkway Intersection Improvement	Flat Shoals Parkway		$922,000

TIER 1: SHORT-RANGE (YEARS 1-6)



TIER 2: MID-RANGE (YEARS 7-12)

The CTP considers mid-range projects as those that are planned to be implemented in the second six years of the plan (consistent with a second iteration of a countywide SPLOST). Projects in Tier 2 were included from the results of CTP analyses, DeKalb SPLOST Planning, Belvedere Master Active Living Plan, Covington Highway Corridor Master Active Living Plan, Metro South CID, PATH Foundation, and DeKalb County 2014 Transportation Plan. The project team also identified projects through conversations with stakeholders, elected officials, and members of the public.

A total of $103 million is assumed for DeKalb County's contribution toward implementation of these projects, with additional funds for new sidewalk and crossing investments ($24 million) and technology investments ($9 million). Project funding per year increases over Tier 1 due to a small assumption in growth of the sales tax base as well as a reduced need to fund asset management. This allows more funding to go to the development of new projects.

In Tier 2, Large Scale Roadway Improvements have substantially more funding than in Tier 1, this is a result of Tier 1 designs advancing to construction in Tier 2 for multiple projects. Some of the Large Scale Roadway projects also include trails (specifically multimodal projects), helping to advance the larger bicycle/pedestrian network while also making vehicular improvements.

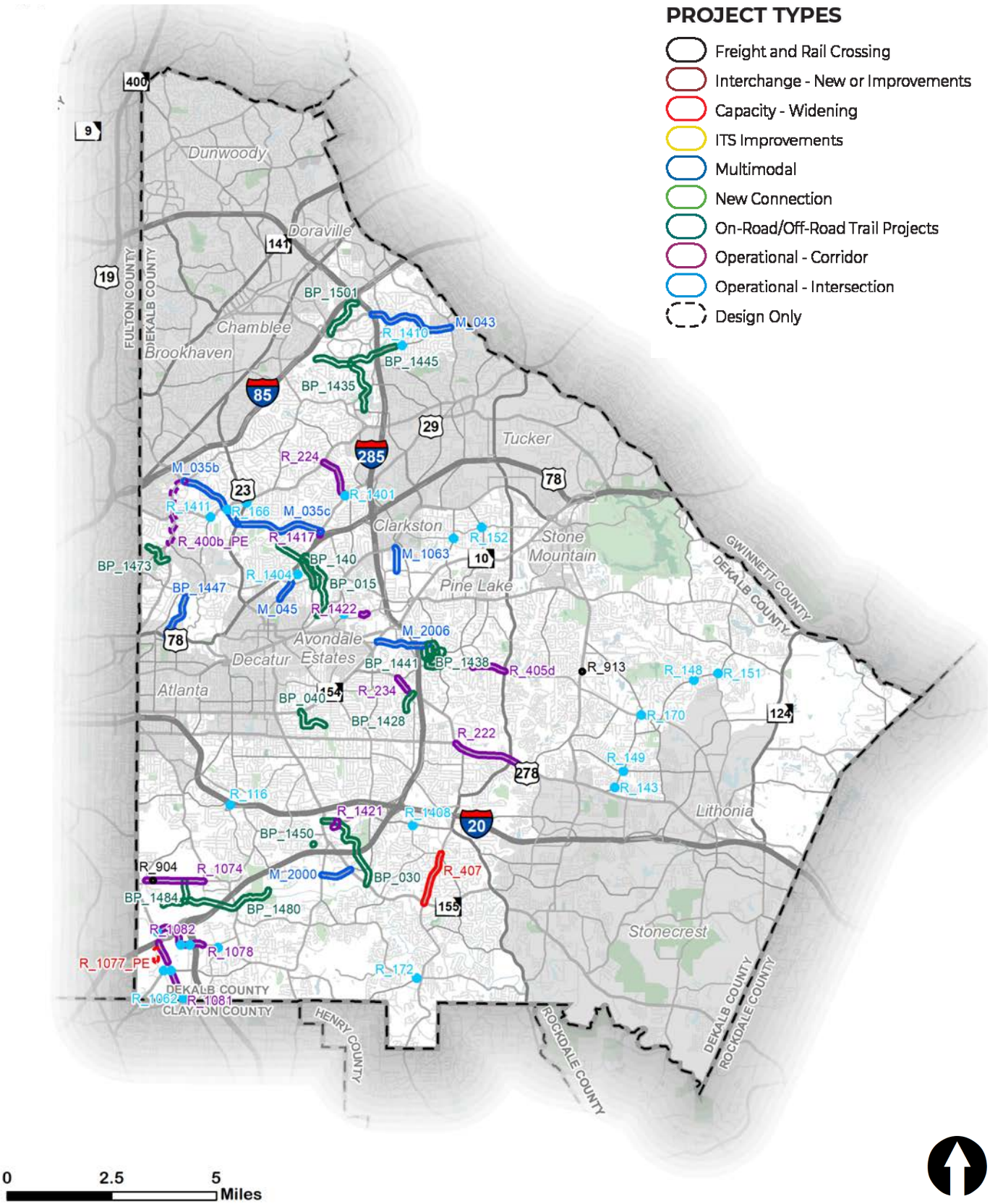
Tier 2				
Project ID	**Project Name**	**Extent From**	**Extent To**	**2022 Total Cost**
Capacity-Widening				
R_1077_PE	Old McDonough Road Capacity Improvement (Design Only)	Lancaster Road	Mason Dixon Road	$86,000
R_407	Wesley Chapel Road Capacity Improvement	Boring Road	Flat Shoals Parkway	$20,141,000
Freight and Rail Crossing				
R_904	Constitution Drive SE at Old Constitution Road SE Rail Crossing Improvement (Norfolk Southern)	Old Constitution Road SE		$130,000
R_913	Panola Road at Stone Mountain Lithonia Road Rail Crossing Improvement	Stone Mountain Lithonia Road		$1,000,000
Multimodal				
M_043	Chamblee Tucker Road Multimodal Improvement	I-285	Tucker Norcross Road	$6,907,000
M_045	Church Street Multimodal Improvement	N Decatur Road	Medlock Road	$3,692,000
M_2000	Clifton Springs Road from Panthersville Road to Flat Shoals Parkway Road Diet	Panthersville Road	Flat Shoals Parkway	$2,300,000
M_2006	Covington Trails and Kensington MARTA Station Road Diets, Phase 2	Memorial Drive	MARTA Indian Creek Station	$5,579,000
M_1063	Jolly Avenue Multimodal Improvement	Rowland Street	Indian Creek Way	$1,700,000

Tier 2 Continued				
Project ID	**Project Name**	**Extent From**	**Extent To**	**2022 Total Cost**
BP_1447	Lullwater Road NE Multimodal Improvement	Ponce De Leon Avenue NE	N Decatur Rd	$1,000,000
M_035b	N Druid Hills Road Multimodal Improvement	Briarcliff Road	Clairmont Road	$19,461,000
M_035c	N Druid Hills Road Multimodal Improvement	Clairmont Road	Lawrenceville Highway	$24,036,000
Off-Road				
BP_1428	Covington Trails, Phase 2 (South)	Covington Highway	Towers High School	$823,000
BP_140	DeKalb Industrial Way Greenway	Lawrenceville Highway	Jefferson Square Court	$2,000,000
BP_015	Farmers Market Trail	South Peachtree Creek Trail	Stone Mountain Trail in Avondale Estates	$3,851,000
BP_1435	Henderson Mill Creek Trail	Northlake Parkway	North Fork Peachtree Creek Trail	$2,484,000
BP_1438	Indian Creek MARTA Station Trails	Chemawa Drive	Elder Lane	$114,000
BP_1439	Indian Creek MARTA Station Trails	S Indian Creek Drive	Snapfiner Trail PATH	$2,696,000
BP_1440	Indian Creek MARTA Station Trails	S Indian Creek Drive	Rowland Road	$486,000
BP_1441	Indian Creek MARTA Station Trails	Elder Lane	Indian Creek MARTA	$468,000
BP_040	Multiuse Trail Connecting Delano-Line Park, White Oak Park, and Shoal Creek	White Oak Park	Shoal Creek I	$60,000
BP_1445	North Fork Peachtree Creek Trail Connector, Phase 2 Spur	Cravey Lane NE	Townley Circle	$3,679,000
BP_1501	North Fork Peachtree Creek Trail Connector, Phase 3	Chamblee Tucker Road	Presidential Parkway	$2,627,000
BP_1450	Shoal Creek PATH Trail Connection 2	Aspen Woods Apartments	Shoal Creek Crossing	$32,000
BP_030	Shoal Creek Trail	Candler Road	Flat Shoals Parkway	$3,534,000
BP_1473	South Fork Peachtree Trail Connection to Emory University	Emory University	Zonolite Park	$299,000
BP_1480	South River Trail-PATH, Phase 2	Gresham Park	Sugar Creek Park	$4,931,000
BP_1484	South River Trail-PATH, Phase 2	Constitution Lakes Park	Sugar Creek Park	$884,000
Operational-Corridor				
R_400b_PE	Briarcliff Road Arterial Managed Lanes (Design Only)	Clifton Road	N Druid Hills Road	$4,500,000

Tier 2 Continued				
Project ID	**Project Name**	**Extent From**	**Extent To**	**2022 Total Cost**
R_1074	Constitution Road Widening (within GTIB Grant), Phase 2	Fayetteville Road	International Park Drive	$9,327,000
R_222	Covington Highway Operational Improvement	Glenwood Road	Young Road	$15,500,000
R_224	Frazier Road Operational Improvement	Lawrenceville Highway	LaVista Road	$676,000
R_1078	Henrico Road Operational Improvement	Moreland Avenue	Koppers Road	$7,984,000
R_1417	Lawrenceville Highway at North Druid Hills Road Operational Improvement	North Druid Hills Road		$338,000
R_1081	Moreland Avenue Operational Improvement	Cedar Grove	Conley Road	$2,430,000
R_1082	Moreland Avenue Operational Improvement	Thurman Road	I-285	$486,000
R_234	Raise Median along Covington Highway	Redan Road	Redwing Circle	$688,000
R_405d	Redan Road Operational Improvement	Allgood Road	S Hairston Road	$10,000,000
R_1422	Rockbridge Road Traffic Engineering Study	Cobblestone Trail	Glen Cove Drive	$167,000
R_1421	South Rainbow Drive Corridor Safety Improvement Study	Fairlake Drive	Rainbow Drive	$146,000
Operational-Intersection				
R_1068	Cedar Grove at Moreland Intersection Improvement	Moreland Avenue		$1,880,000
R_1064	Cedar Grove Road/ Thurman Road (SR 160)/ Old McDonough Road Roundabout	Thurman Road		$5,475,000
R_152	Central Drive at Hambrick Road Intersection Improvement	Hambrick Road		$1,700,000
R_1410	Evans Road at Evans Wood Drive Intersection Improvement Study	Evans Wood Drive		$63,000
R_1401	Frazier Road at SR 8 Intersection Improvement	SR 8		$676,000
R_116	Gresham Road at Brannen Road Intersection Improvement	Brannen Road		$2,535,000
R_1067	Henrico Road at Bonsal Road Intersection Improvement	Bonsal Road		$1,620,000
R_1071	Henrico Road at CSX Crossing Cul-de-Sac	500 feet before CSX crossing		$1,620,000

Tier 2 Continued				
Project ID	**Project Name**	**Extent From**	**Extent To**	**2022 Total Cost**
R_1070	Henrico Road at Moreland Avenue Intersection Improvement	Moreland Avenue		$5,719,000
R_138	Henrico Road/Westside Place at Moore Road Intersection Improvement	Moore Road		$720,000
R_1411	Houston Mill Road at Lavista Road Intersection Improvement	Lavista Road		$406,000
R_1403	Lavista Road at Clairmont Road Intersection Improvement	Clairmont Road		$229,000
R_1404	Milscott Drive at Church Drive Intersection Improvement	Church Drive		$406,000
R_1062	Moreland Avenue at Conley Road Intersection Improvement	Conley Road		$2,912,000
R_100	N Clarendon Avenue at Rockbridge Road Intersection Improvement	Rockbridge Road		$497,000
R_160	Rays Road at Norman Road Intersection Improvement Study	Norman Road		$52,000
R_166	North Druid Hills Road at Lavista Road Intersection Improvement	Lavista Road		$958,000
R_1408	Rainbow Drive at Cocklebur Road Intersection Improvement	Cocklebur Road		$510,000
R_172	River Road at Lincrest Road Intersection Improvement	Lincrest Road		$100,000
R_148	S Deshon Road at Alford Road Intersection Improvement	Alford Road		$800,000
R_151	S Deshon Road at Rogers Lake Road Intersection Improvement	Rogers Lake Road		$2,000,000
R_170	S Stone Mountain Lithonia Road at Shadow Rock Drive Intersection Improvement	Shadow Rock Drive		$340,000
R_143	Wellborn Road at Dekalb Medical Parkway Intersection Improvement	DeKalb Medical Parkway		$1,450,000
R_149	Wellborn Road at Marbut Road Intersection Improvement	Marbut Road		$800,000

TIER 2: MID-RANGE (YEARS 7-12)



TIER 3: LONG-RANGE (YEARS 13-27)

The CTP considers projects as long-range as those that are planned to be implemented in the final 15 years of the plan. Projects in Tier 3 were included from the results of CTP analyses, DeKalb SPLOST Planning, Belvedere Master Active Living Plan, Kensington LCI TOD, Medline LCI, Metro South CID, North Druid Hills LCI, and DeKalb County 2014 Transportation Plan. The project team also identified projects through conversations with stakeholders, elected officials, and members of the public.

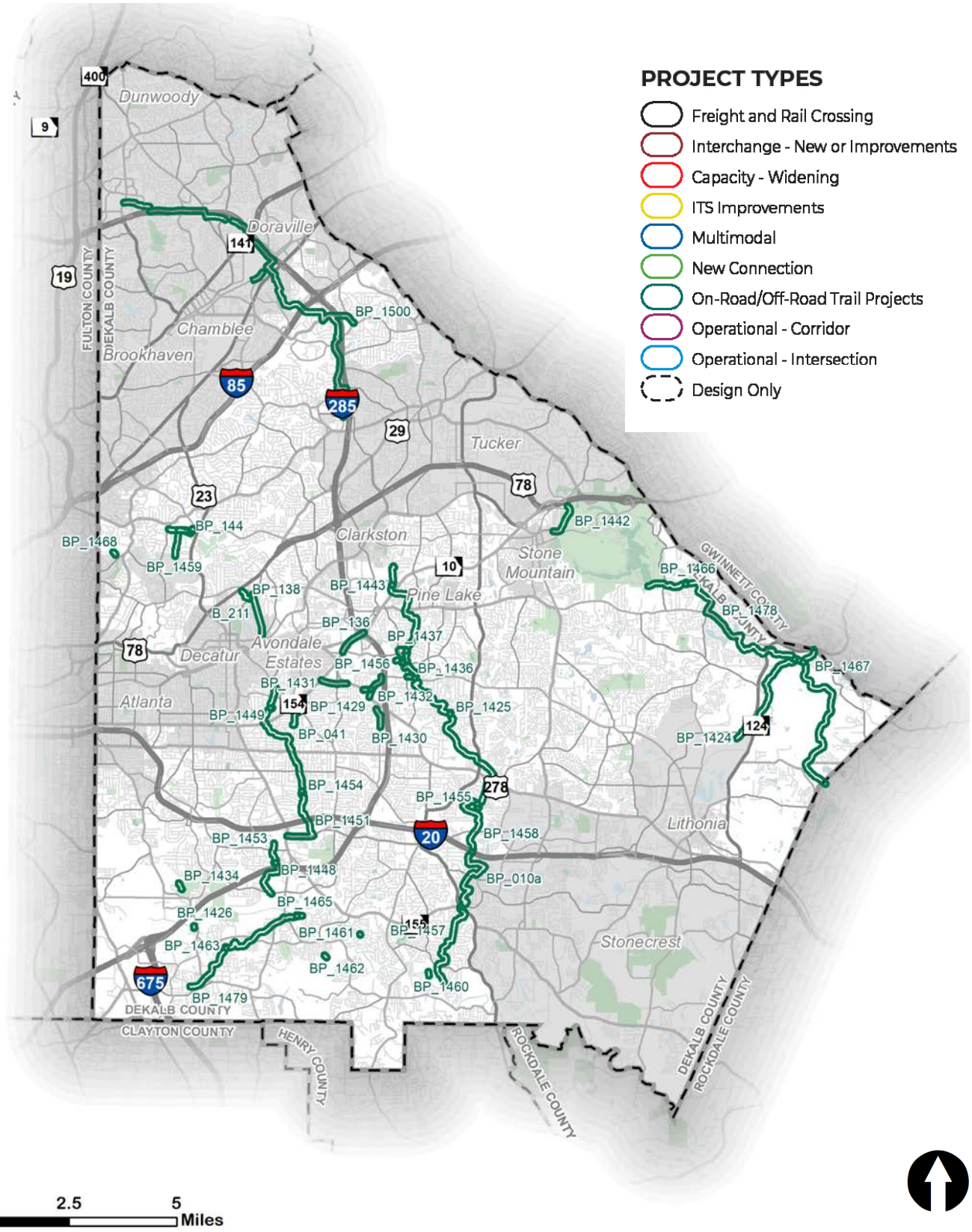
A total of $366 million is assumed for DeKalb County's contribution toward implementation of these projects, with additional funds for new sidewalk and crossing investments ($75 million) and technology investments ($30 million). Since this tier is much larger than the previous two, it includes far more funding in most categories, specifically Large Scale Roadway Improvements and Multiuse Trails.

The focus of investment in the last tier is on larger scale investments in operational improvements and alternative modes (whether through multimodal roadway projects or independent trail projects). Many of the vehicular-focused projects improve mobility east-to-west, particularly in the central and eastern parts of the County.

Tier 3 Active Transportation				
Project ID	**Project Name**	**Extent From**	**Extent To**	**2022 Total Cost**
Off-Road				
BP_1424	Arabia Mountain-Stone Mountain Connector Trail 2	Stonecrest City Limits	Stone Mountain Park	$4,643,000
BP_1426	Bouldercrest Court Connection to S River Trail	Bouldercrest Court	S River Trail	$60,000
BP_1431	Covington Trails, Phase 2 (South)	Memorial Drive	Covington Highway	$1,048,000
BP_1430	Covington Trails, Phase 2 (South)	Covington Highway	Holcombe Road	$1,004,000
BP_1429	Covington Trails, Phase 2 (South)	W Austin Road	Towers Way	$798,000
BP_1432	Covington Trails, Phase 2 (South)	Covington Highway	Redan Road	$328,000
BP_1434	Gresham Park Connection to S River Trail	South River Trail	Gresham Park	$288,000
BP_1500	I-285 Top End Trail	Hammond Drive	Northlake Mall	$38,000,000
BP_1437	Indian Creek MARTA Station Trails	Tie-in to Snapfinger Trail PATH		$443,000
BP_1436	Indian Creek MARTA Station Trails	S Indian Creek Drive	Snapfinger Trail PATH	$331,000
BP_1442	James B Rivers Memorial Drive Trail	Stone Mountain City Limits	Silver Hill Road	$1,439,000
BP_1443	James R Hallford Stadium to Snapfinger PATH Trail Connection	James R Hallford Stadium Parking Lot	Snapfinger Trail PATH	$30,000
BP_144	McConnell Drive Three Parks Connector-Multiuse Trail	South of Intown Community School	Toco Hills Shopping Center	$4,229,000
BP_136	Memorial Drive Trail	Kensington Road	I-285	$1,251,000

Tier 3 Active Transportation Continued				
Project ID	**Project Name**	**Extent From**	**Extent To**	**2022 Total Cost**
BP_041	Multiuse Trail from Monterey Drive to Shoal Creek I Parallel to Capastrana Place	Monterey Drive	Shoal Creek I	$79,000
BP_1448	Shoal Creek PATH Trail, Connection 1	Elkhorn Drive	Shoal Creek PATH Trail	$66,000
BP_1449	Shoal Creek PATH Trail, Phase 2 Connection 2	Thomas Road	Shoal Creek PATH Trail	$81,000
BP_1454	Shoal Creek PATH, Phase 2 Connection Trail	Shoal Creek PATH Trail	Glendale Court	$91,000
BP_1451	Shoal Creek Trail PATH, Phase 1 (Section 1)	S River Trail	S Columbia Drive/ Thomas Road	$8,873,000
BP_1453	Shoal Creek Trail PATH, Phase 2	Candler Road	Flat Shoals Parkway	$4,064,000
BP_1425	Snapfinger Creek PATH Trail Connection	Red Cedar Trail	Snapfinger Creek Trail	$55,000
BP_1455	Snapfinger PATH Trail Connection 1	Ramblewood Circle	Snapfinger Trail	$191,000
BP_1456	Snapfinger Trail PATH	Indian Creek Trail	Indian Creek MARTA	$357,000
BP_010a	Snapfinger Trail PATH	Snapfinger Road	I-20	$4,948,000
BP_1457	Snapfinger Trail PATH, Section 1	S River Trail	Snapfinger Road	$4,133,000
BP_1458	Snapfinger Trail PATH, Section 2	Stonecrest City Limits	Stoneview Park	$17,552,000
BP_1459	South Peachtree Creek Trail PATH, Phase 1	Atlanta City Limits	Toco Hills Shopping Center	$1,739,000
BP_1479	South River Connector Trail	Panthersville Road	Smithfield Avenue	$6,052,000
BP_1462	South River Trail Extension	River Run Trail	South River Trail Extension	$91,000
BP_1463	South River Trail Extension, Connection 3	Sage Place	South River Trail Extension	$53,000
BP_1465	South River Trail, Connection 2	Waldrop Trail Cul-de-sac	South River Trail	$198,000
BP_1460	South River Trail, Connection 4	English Valley Drive	South River Trail	$157,000
BP_1461	South River Trail, Connection 5	River Edge Court	South River Trail	$35,000
BP_1478	Stone Mountain Creek Trail	Stone Mountain Park Lake	Yellow River at SE DeKalb County Line	$16,238,000
BP_1466	Stone Mountain Creek Trail Connection	Deer Trail Lane	Stone Mountain Creek Trail	$68,000
BP_1467	Stone Mountain Creek Trail Connection to Rockbridge Road	Stone Mountain Creek/ Yellow River	SE DeKalb County Line	$718,000
BP_138	Wellness Multiuse Path	Medlock Road	Church Street	$384,000
BP_1468	Zonolite Park Trail Extension	Zonolite Park	Dalon Road NE	$149,000
B_211	Sycamore Drive Resurfacing and Bike Lanes	Church Street	Grove Street	$206,000

TIER 3: LONG-RANGE (YEARS 13-27)
ACTIVE TRANSPORTATION



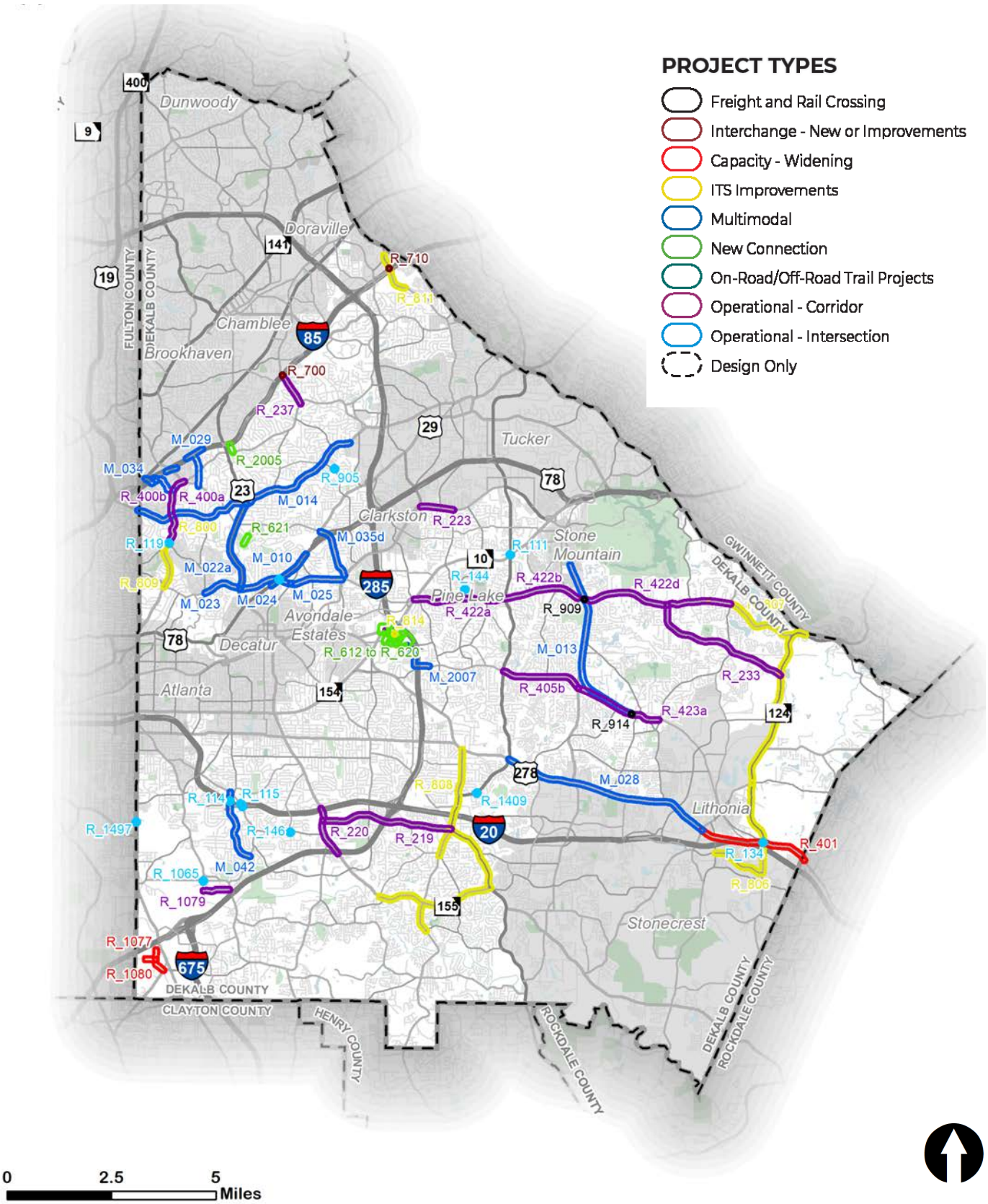
Tier 3 Roadway				
Project ID	**Project Name**	**Extent From**	**Extent To**	**2022 Total Cost**
Capacity-Widening				
R_401	Covington Highway Capacity Improvement	Evans Mill Road	SR 124 (Turner Hill Road)	$12,168,000
R_1080	Old McDonough Road Capacity Improvement	Thurman Road	Lancaster Road	$1,754,000
R_1077	Old McDonough Road Capacity Improvement	Lancaster Road	Mason Dixon Road	$1,067,000
Freight and Rail Crossing				
R_909	Rockbridge Road SW at Stone Mountain Lithonia Road Rail Crossing Improvement	Stone Mountain Lithonia Road		$470,000
R_914	Stone Mountain Lithonia Road at Redan Road Rail Crossing Improvement	Redan Road		$340,000
Interchange-New or Improvements				
R_710	I-85 SB Ramp at Pleasantdale Road Interchange Improvement	Pleasantdale Road		$50,000,000
R_700	Shallowford Road at I-85 Rail Interchange Improvement	I-85		$2,216,000
Intelligent Transportation System (ITS) Improvements				
R_809	Briarcliff Road ITS Improvement	Johnson Road	N Decatur Road	$44,000
R_800	Briarcliff Road ITS Improvement	Johnson Road	Sheridan Road	$77,000
R_808	Flat Shoals Parkway/Flakes Mill Road/ Snapfinger Road/Wesley Chapel Road ITS Improvement	Boring Road at Flat Shoals	Covington Highway at Wesley Chapel Road	$278,000
R_814	New DeKalb County Traffic Control Center			$2,053,000
R_811	Pleasantdale Road ITS Improvement	Best Friend Road	Pleasantdale Crossing	$370,000
R_807	Rock Chapel Road/Rockbridge Road ITS Improvement	S Rockbridge Road/ Pembleton Court	Union Grove Road	$215,000
R_806	Turner Hill Road/Mall Parkway ITS Improvement	Klondike Road	Rock Chapel Road/ Union Grove Road	$146,000
Multimodal				
M_022a	Clairmont Road Multimodal Improvement	Lavista Road	N Decatur Road	$2,000,000
M_028	Covington Highway Multimodal Improvement	S Hairston Road	Klondike Road	$46,067,000
M_2007	Covington Trails and Kensington MARTA Station Road Diets, Phase 3	Durham Park Road	Sagehill Drive	$920,000

Tier 3 Roadway Continued				
Project ID	**Project Name**	**Extent From**	**Extent To**	**2022 Total Cost**
M_034	Executive Park Ring Road New Alignment	Buford Highway	Briarcliff Road	$24,785,000
M_042	Gresham Road/Clifton Church Road Multimodal Improvement	Flat Shoals Road	Clifton Church Road	$10,538,000
M_013	Heritage Corridor Multimodal Improvement (Multiuse Path and Operational Improvements)	Stone Mountain	Lithonia	$25,400,000
M_014	Lavista Road Multimodal Improvement	N Druid Hills Road	Harobi Drive	$43,110,000
M_025	N Decatur Road Multimodal Improvement	Church Street	E Ponce De Leon Avenue	$21,295,000
M_024	N Decatur Road Multimodal Improvement	Clairmont Road	Church Street	$16,560,000
M_023	N Decatur Road Multimodal Improvement	Clifton Road	Clairmont Road	$14,849,000
M_029	N Druid Hills Road/I-85 Access Road Multimodal Improvement	I-85 Frontage Road underpass at Cliff Valley Way/ Executive Park S	Mount Mariah Road/ Briarwood Road	$10,777,000
M_010	Scott Boulevard Multimodal Improvement and Grade Separation	Eastland Drive	Hollywood Drive	$56,000,000
M_035d	Valley Brook Road Multimodal Improvement	Lawrenceville Highway	Ponce De Leon Avenue	$15,310,000
New Connection				
R_2005	Clairmont Road Reliever Connection	I-85 Frontage Road	Briarcliff Road NE	$10,000,000
R_621	McConnell Drive Extension	Clairmont Road	North Jamestown Road	$6,159,000
R_612	New Street A	Camp Circle	New Road	$712,000
R_613	New Street B	Camp Way	Camp Circle	$521,000
R_614	New Street C	Camp Street	New Street A	$664,000
R_615	New Street D	New Street A	Kensington Road	$432,000
R_616	New Street E	Camp Circle	Kensington Road	$267,000
R_617	New Street F	New Street C	Kensington Road	$904,000
R_619	New Street H	Northern Avenue	Mountain Drive	$1,307,000
R_620	New Street I	Kensington Road	Durham Park Road	$1,109,000
Operational-Corridor				
R_400b	Briarcliff Road Arterial Managed Lanes	Clifton Road	N Druid Hills Road	$40,500,000
R_400a	Briarcliff Road Operational Improvement	Clifton Road	N Druid Hills Road	$29,040,000

Tier 3 Roadway Continued				
Project ID	**Project Name**	**Extent From**	**Extent To**	**2022 Total Cost**
R_220	Candler/Flat Shoals Road Operational Improvement	I-20 Ramps	I-285 Ramps	$8,000,000
R_1079	Continental Way Operational Improvement	Bouldercrest Road	International Park Drive	$3,100,000
R_235	County Jail Driveway Operational Improvement	Camp Road	Memorial Drive	$740,000
R_223	Ponce De Leon Avenue Operational Improvement	Brockett Road	Rays Road	$3,500,000
R_219	Rainbow Drive Operational Improvement	Candler Road	Wesley Chapel Road	$4,200,000
R_405b	Redan Road Operational Improvement	S Hairston Road	Panola Road	$12,900,000
R_423a	Redan Road Operational Improvement	Panola Road	S Deshon Road	$16,000,000
R_422d	Rockbridge Road Operational Improvement	S Stone Mountain-Lithonia Road	Deshon Road	$27,200,000
R_422a	Rockbridge Road Operational Improvement	Memorial Drive	Allgood Road	$12,000,000
R_422b	Rockbridge Road Operational Improvement	Rowland Road	Orchard Drive	$17,600,000
R_237	Shallowford Road Operational Improvement	I-85	Briarcliff Road	$6,400,000
R_233	Stephenson Road Operational Improvement	Rockbridge Road	SR 124	$6,600,000
Operational-Intersection				
R_119	Briarcliff Road at Clifton Road Intersection Improvement	Clifton Road		$11,005,000
R_117	Flat Shoals Road at Brannen Road Intersection Improvement	Brannen Road		$2,535,000
R_115	Flat Shoals Road at Cook Road Intersection Improvement	Cook Road		$2,535,000
R_905	Frazier Road at Wilson Road Rail Intersection Improvement	Wilson Road		$3,600,000
R_114	Gresham Road at Cook Road Intersection Improvement	Cook Road		$2,535,000
R_146	Lloyd Road at Flat Shoals Road Intersection Improvement	Flat Shoals Road		$2,350,000
R_111	Memorial Drive at N Hairston Road Intersection Improvement	N Hairston Road		$452,000
R_1497	Moreland Avenue/Moreland Industrial Boulevard Intersection Improvement	Moreland Industrial Boulevard		$3,176,000

Tier 3 Roadway Continued				
Project ID	**Project Name**	**Extent From**	**Extent To**	**2022 Total Cost**
R_158	Scott Boulevard at Decatur Road Intersection Safety Evaluation	N Decatur Road		$6,500,000
R_1409	South Hairston Drive at Statler Drive Intersection Improvement	Statler Drive		$281,000
R_134	Turner Hill Road at Covington Highway Intersection Improvement	Covington Highway		$3,500,000
R_144	Village Square Lane at Hambrick Road Intersection Improvement	Hambrick Road		$850,000
R_1065	Westside Place-Constitution Road-International Park Drive Roundabout	Constitution Road		$3,694,000

TIER 3: LONG-RANGE (YEARS 13-27) ROADWAY



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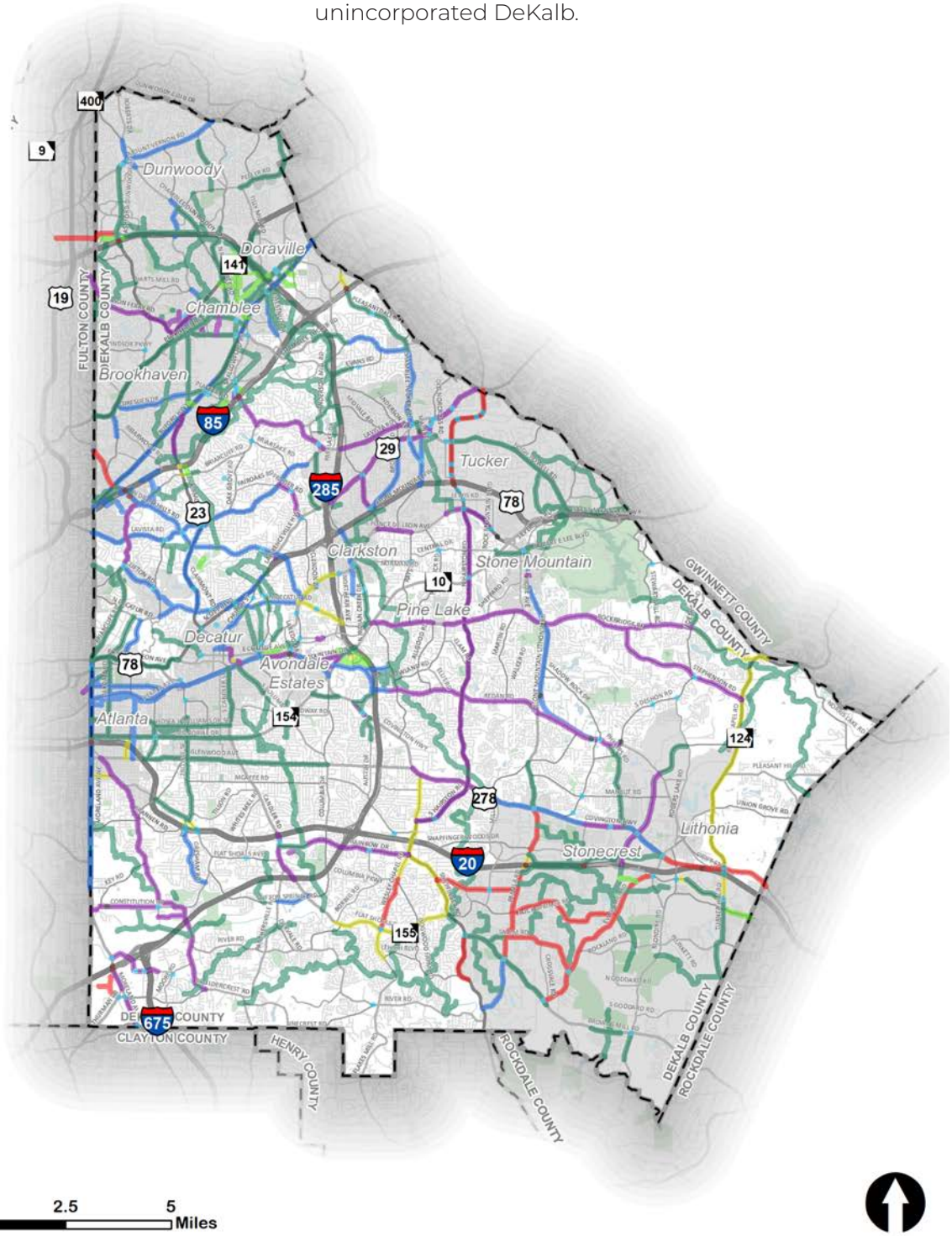
CHAPTER 09
PRIORITY PROJECTS FOR DEKALB CITIES

CHAPTER 09: PRIORITY PROJECTS FOR DEKALB CITIES

The CTP team reviewed major projects located within DeKalb's cities. Projects identified in this section were identified as priorities by one or more of DeKalb's municipalities, either through conversations with city staff and elected officials or through previous transportation plans.

It is important to note that a number of projects are priorities for multiple cities and for unincorporated DeKalb County. Because of this, some projects in this section are included in multiple cities and/or are also included in the list of projects for unincorporated DeKalb.

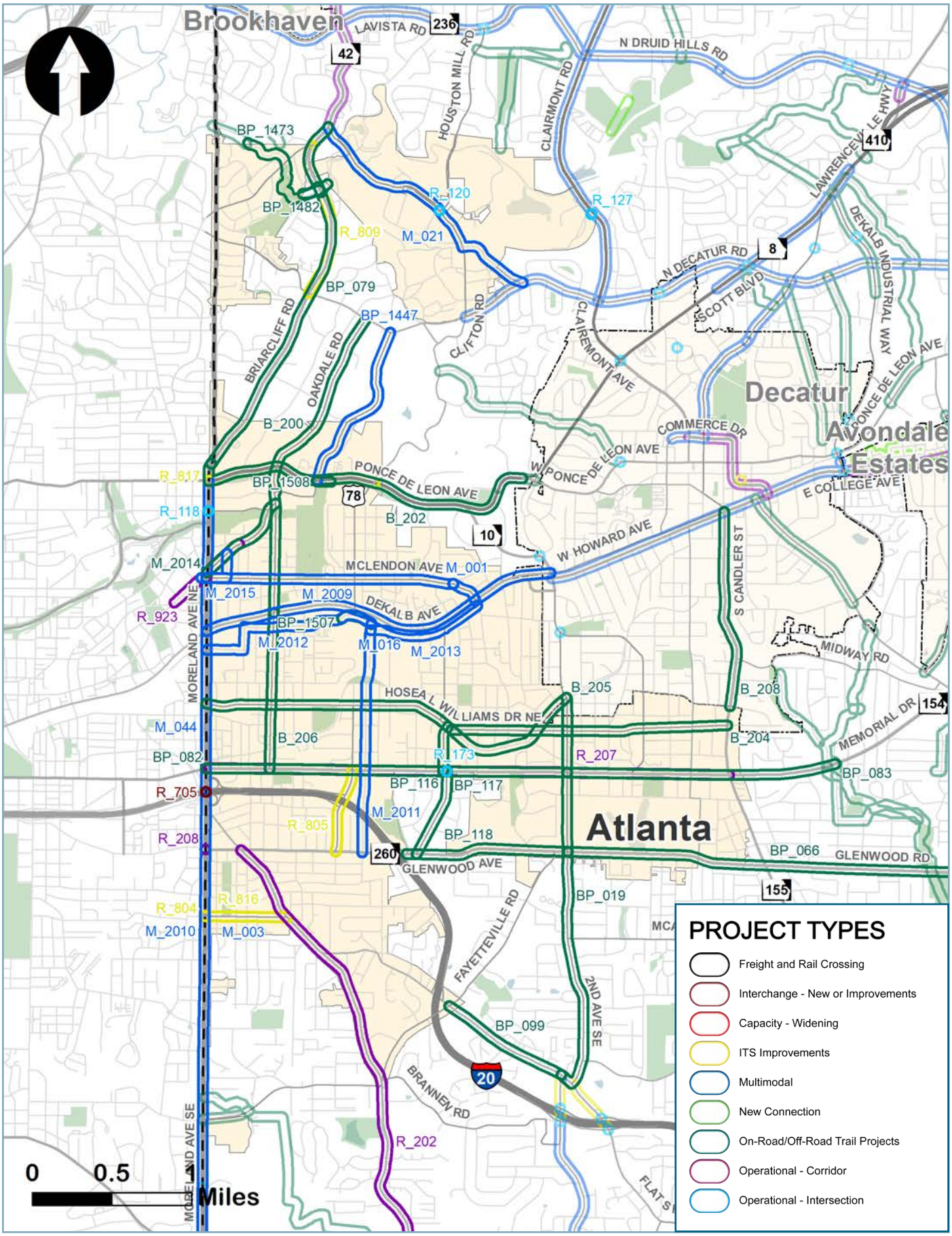


ATLANTA

Projects in the City of Atlanta were included from the Atlanta Transportation Plan, Cycle Atlanta Phase 2.0 Study, ARC Regional Transportation Plan, DeKalb County 2014 Transportation Plan, and DeKalb SPLOST Planning. The project team also identified projects through conversations with stakeholders, elected officials, and members of the public.

Project ID	Project Category	Project Name	Cost
Tier 1			
M_2011	Multimodal	Arizona Avenue/Clifton Street Multimodal Improvements	N/A
M_2012	Multimodal	Caroline Street/La France Street Multimodal Improvements	N/A
M_016	Multimodal	DeKalb Avenue Multimodal Improvements and Protected Bike Lane	$15,000,000
M_2015	Multimodal	McLendon Avenue/Euclid Terrace Multimodal Improvements (Enhanced Shared Roadway)	N/A
BP_1507	Off-Road	La France Street Bike and Pedestrian Improvements	$200,000
M_2014	On-Road	Euclid Avenue Uphill Bike Lanes-Downhill Shared Lane Markings	N/A
B_204	On-Road	Hosea L Williams Drive Bicycle Lanes	$746,000
B_200	On-Road	Oakdale Road Bicycle Lanes	$4,311,000
B_205	On-Road	Oakview Drive Bicycle Lanes	$42,000
B_206	On-Road	Whitefoord Avenue Bicycle Lanes	$2,129,000
R_923	Operational-Corridor	Euclid Avenue Safe Street and Little 5 Points Streetscape	$3,000,000
Tier 2			
M_2009	Multimodal	McLendon Avenue Multimodal Improvements	N/A
M_2010	Multimodal	Moreland Avenue Streetscape Improvements	N/A
Tier 3			
R_705	Interchange New or Improvements	I-20 East at US 23 (Moreland Avenue) Interchange Improvement	$9,084,000
R_819	ITS Improvements	Areawide Signal Upgrades on Briarcliff Road/ Clairmont Road/Church Street	$6,859,000
R_809	ITS Improvements	Briarcliff Road ITS Improvement	$44,000
R_805	ITS Improvements	Maynard Terrace ITS Improvement	$63,000
R_816	ITS Improvements	N Druid Hills Road ITS Improvement	$102,000
R_804	ITS Improvements	Panola Road/Redan Road ITS Improvement	$39,000
R_817	ITS Improvements	Ponce De Leon Avenue ITS Improvement	$2,026,000

Project ID	Project Category	Project Name	Cost
M_021	Multimodal	Clifton Road/Haygood Road Multimodal Improvement	$6,843,000
M_001	Multimodal	Howard Circle/DeKalb Place Multimodal Improvement	$69,000
BP_1447	Multimodal	Lullwater Road NE Multimodal Improvement	$1,000,000
M_044	Multimodal	Moreland Avenue Multimodal Improvement	$10,730,000
M_003	Multimodal	New Peachtree Road Multimodal Improvement	$6,179,000
M_2013	Multimodal	Rogers Street/College Avenue Multimodal Improvements	N/A
BP_019	Off-Road	2nd Avenue Trail	$5,317,000
BP_079	Off-Road	Briarcliff Road NE Multiuse Path	$4,815,000
BP_099	Off-Road	Flat Shoals Road Multiuse Path	$2,079,000
BP_118	Off-Road	Glenwood Avenue SE Multiuse Path	$3,075,000
BP_066	Off-Road	Glenwood Road Multiuse Path	$9,987,000
BP_083	Off-Road	Memorial Drive Multiuse Path	$4,242,000
BP_082	Off-Road	Memorial Drive SE Multiuse Path	$6,817,000
BP_117	Off-Road	S Howard Street SE Multiuse Path	$1,702,000
BP_116	Off-Road	S Howard Street SE Neighborhood Greenway	$288,000
BP_1473	Off-Road	South Fork Peachtree Trail Connection to Emory University	$299,000
BP_1482	Off-Road	South Peachtree Creek Trail-PATH, Phase 2 (Section 2)	$379,000
BP_1508	Off-Road	Stone Mountain Trail-Ponce Spur and Bicycle/Pedestrian Bridge	N/A
B_202	On-Road	Ponce De Leon Avenue Bicycle Lanes	$1,301,000
B_208	On-Road	S Candler Street Bicycle Lanes	$2,738,000
R_202	Operational-Corridor	Bouldercrest Road Operational Improvements	$3,490,000
R_207	Operational-Corridor	SR 154 (Memorial Drive) Operational Improvements	$2,772,000
R_208	Operational-Corridor	SR 260 (Glenwood Avenue) at US 23 (Moreland Avenue) Operational Improvements	$3,582,000
R_120	Operational-Intersection	Clifton Road at Houston Mill Road Intersection Improvement	$1,416,000
R_127	Operational-Intersection	DeKalb County Signal Upgrades	$9,366,000
R_118	Operational-Intersection	Moreland Avenue at North Avenue Intersection Improvement	$2,000
R_173	Operational-Intersection	S Howard Street at Memorial Drive Intersection Improvement	$30,000
R_302	Operational-Realignment	Realign Skyhaven Road with Moreland Avenue	$3,291,000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Avondale Estates
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N DRUID HILLS RD
HOUSTON MILL RD
CLAIRMONT RD
LAWRENCEVILLE HWY
410
DEKALB INDUSTRIAL WAY
N DECATUR RD
8
SCOTT BLVD
CLIFTON RD
CLAIREMONT AVE
BRIARCLIFF RD
OAKDALE RD
PONCE DE LEON AVE
COMMERCE DR
W PONCE DE LEON AVE
E COLLEGE AVE
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W HOWARD AVE
S CANDLER ST
MCLENDON AVE
DEKALB AVE
MIDWAY RD
MORELAND AVE NE
HOSEA L WILLIAMS DR NE
MEMORIAL DR
154
GLENWOOD AVE
GLENWOOD RD
155
260
FAYETTEVILLE RD
2ND AVE SE
20
BRANNEN RD
MORELAND AVE SE
FLAT S
BP_1473
BP_1482
R_809
M_021
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R_127
BP_079
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B_202
M_2014
M_001
M_2015
M_2009
R_923
BP_1507
M_2012
M_1016
M_2013
B_205
B_208
M_044
B_206
B_204
BP_082
R_173
R_207
BP_083
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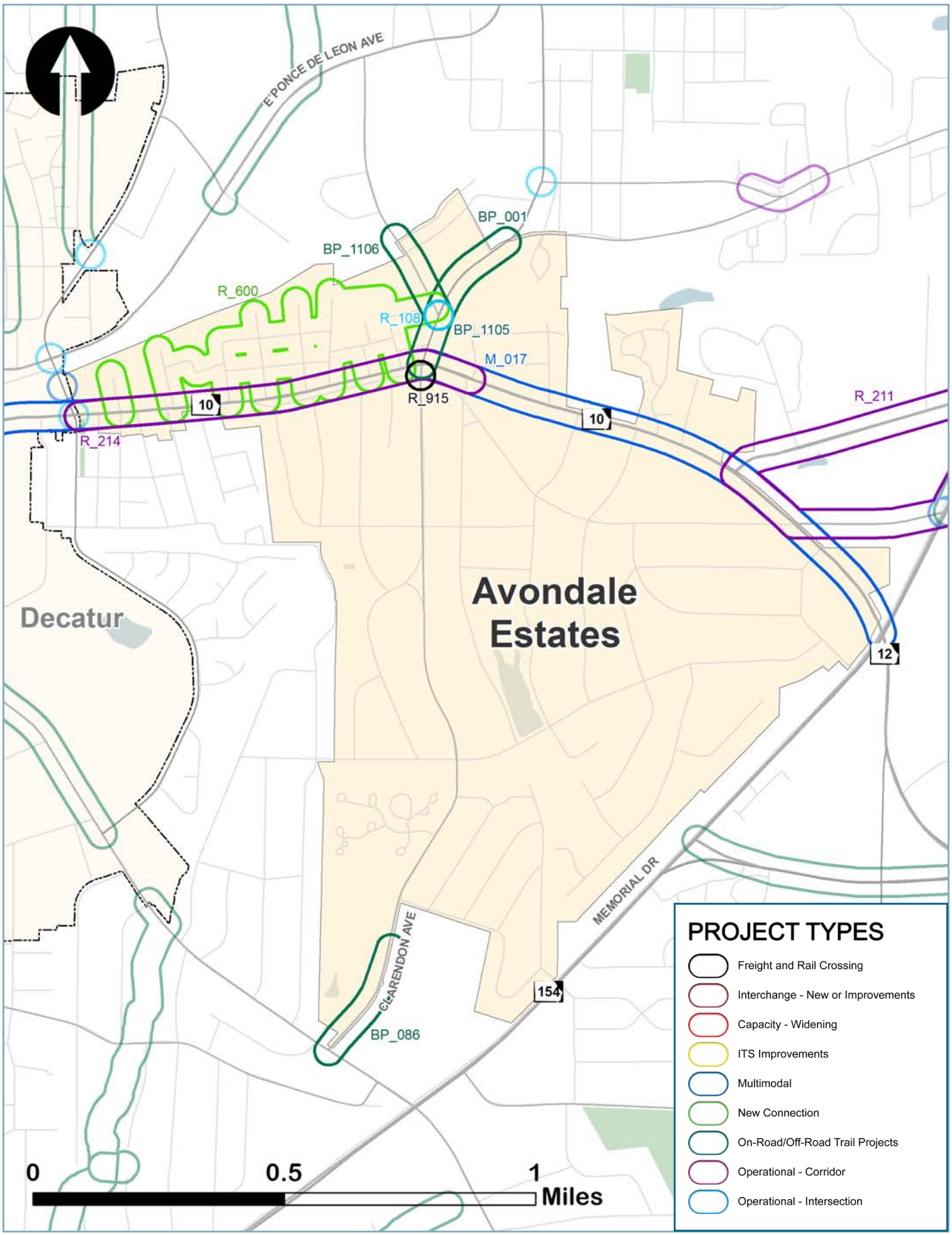
Miles
PROJECT TYPES
Freight and Rail Crossing
Interchange - New or Improvements
Capacity - Widening
ITS Improvements
Multimodal
New Connection
On-Road/Off-Road Trail Projects
Operational - Corridor
Operational - Intersection

AVONDALE ESTATES

Projects in the City of Avondale Estates were included from the Avondale Estates Downtown Master Plan, ARC Regional Transportation Plan, and DeKalb County 2014 Transportation Plan. The project team also identified projects through conversations with stakeholders, elected officials, and members of the public.

Project ID	Project Category	Project Name	Cost
Tier 1			
R_108	Operational-Intersection	Intersection Improvement at Laredo Drive and N Clarendon Avenue	$1,396,000
R_600	New Connection	Downtown Avondale Street Grid	$5,165,000
R_214	Operational-Corridor	US 278 Improvements	$5,949,000
BP_1106	On-Road	Laredo Drive Bicycle Lanes	$971,000
M_017	Multimodal	W College Avenue/E College Avenue/ N Avondale Road/Covington Road Multimodal Improvement	$35,474,000
Tier 2			
BP_001	Off-Road	N Clarendon Avenue Trail	$83,000
R_211	Operational-Corridor	Kensington MARTA Station Trail and Road Diets, Phase 1	$5,949,000
BP_1105	On-Road	N Clarendon Avenue Bicycle Lanes	$878,000
BP_086	Off-Road	Clarendon Avenue Multiuse Path	$604,000
Tier 3			
R_915	Freight and Rail Crossing	Avondale Plaza at Clarendon Avenue Rail Crossing Improvement	$150,000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BP_001
BP_1106
R_600
R_108
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Avondale Estates
Decatur
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BP_086
PROJECT TYPES
Freight and Rail Crossing
Interchange - New or Improvements
Capacity - Widening
ITS Improvements
Multimodal
New Connection
On-Road/Off-Road Trail Projects
Operational - Corridor
Operational - Intersection
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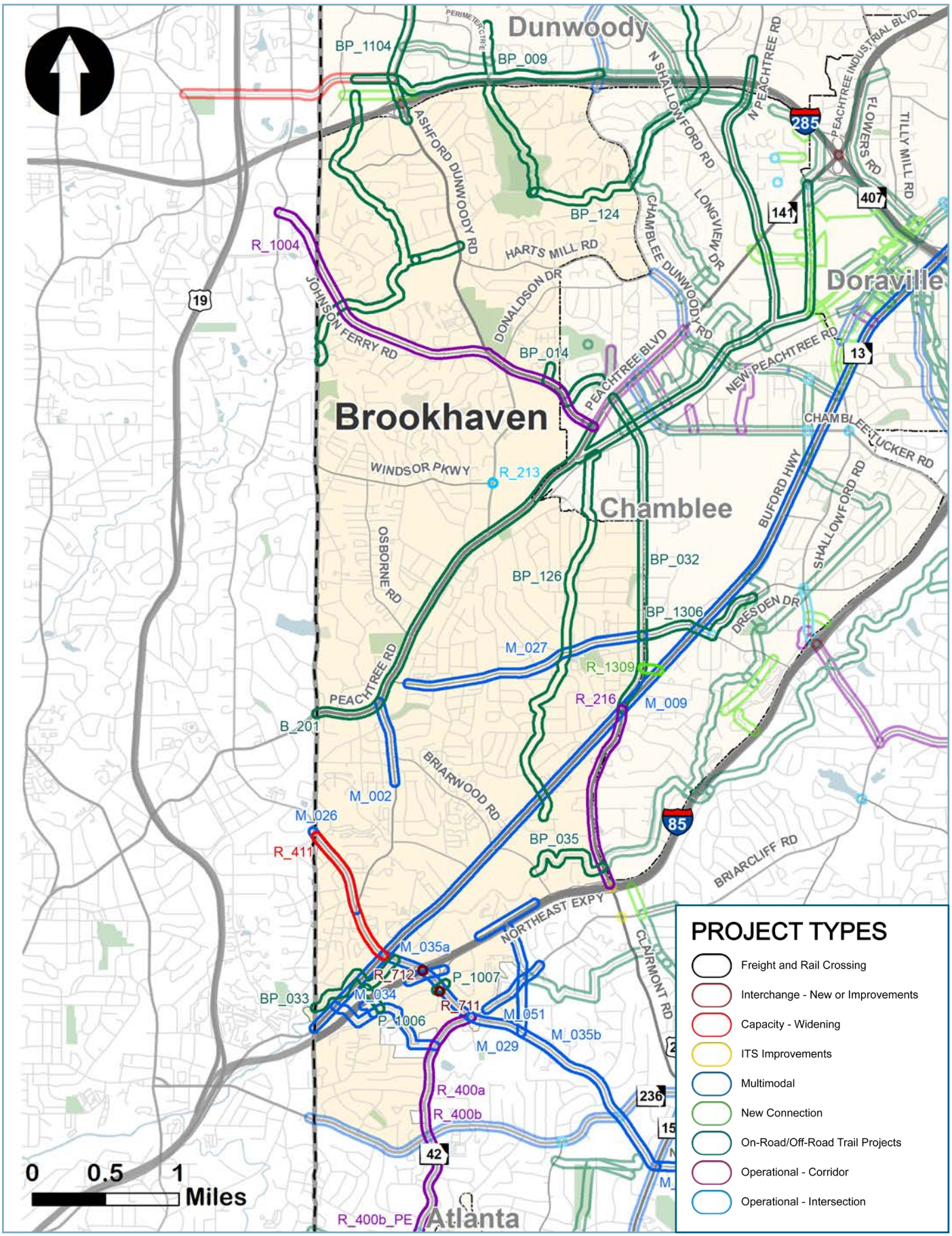
BROOKHAVEN

Projects in the City of Brookhaven were included from the Brookhaven 2020 CTP Update, Chamblee Mobility Multimodal Transportation Plan, Dunwoody CTP Update, North Druid Hills LCI, One Chamblee Comprehensive Plan Update, ARC Regional Transportation Plan, DeKalb County 2014 Transportation Plan, and DeKalb Greenways Plan. The project team also created projects through conversations with stakeholders, elected officials, and members of the public.

Project ID	Project Category	Project Name	Cost
Tier 1			
M_027	Multimodal	Dresden Drive Multimodal Improvement	$8,308,000
BP_033	Off-Road	Peachtree Creek Greenway Trail, Phase II	$7,864,000
BP_035	Off-Road	Peachtree Creek Greenway Trail, Phase III	$26,760,000
BP_014	Off-Road	Perimeter Trail	$1,346,000
R_1004	Operational-Corridor	Johnson Ferry Road Corridor Study	$163,000
R_213	Operational-Intersection	Ashford Dunwoody Road at Windsor Parkway Intersection Improvement	$2,488,000
Tier 2			
R_712	Interchange-New or Improvements	I-85 Interchange Improvement	$9,580,000
P_1006	Off-Road	Pedestrian Flyover Bridge Over I-85 into Executive Park	N/A
P_1007	Off-Road	Pedestrian Flyover Bridge Over N Druid Hills Road	N/A
BP_124	Off-Road	Perimeter Trail	$17,479,000
B_201	On-Road	Peachtree Road/North Peachtree Road Bicycle Lanes	$13,371,000
Tier 3			
R_411	Capacity-Widening	North Druid Hills Road Widening	$16,224,000
R_711	Interchange-New or Improvements	Executive Park Interchange Access	$1,506,000
M_051	Multimodal	Briarcliff Bicycle Lanes and Sidewalks	$8,622,000
M_009	Multimodal	Buford Highway Multimodal Improvement	$29,206,000
M_026	Multimodal	E Roxboro Road Multimodal Improvement	$5,666,000
M_034	Multimodal	Executive Park Ring Road New Alignment	$24,785,000
M_035a	Multimodal	N Druid Hills Road from Buford Highway to Briarcliff Road Multimodal Improvement	$19,461,000
M_035b	Multimodal	N Druid Hills Road from Briarcliff Road to Clairmont Road Multimodal Improvement	$2,290,000
M_035bc_PE	Multimodal	N Druid Hills Road from Briarcliff Road to Lawrenceville Highway Multimodal Improvement (Design Only)	$8,997,000
M_002	Multimodal	N Druid Hills Road from Peachtree Road to Colonial Drive Multimodal Improvement	$3,597,000

Project ID	Project Category	Project Name	Cost
M_029	Multimodal	N Druid Hills Road/I-85 Access Road Multimodal Improvement	$10,777,000
R_1309	New Connection	Buford Highway to Clairmont Road Connector	$788,000
BP_032	Off-Road	Clairmont Road Trail	$4,773,000
BP_1306	Off-Road	Dresden Drive Multiuse Trail	$5,962,000
BP_009	Off-Road	Perimeter Trail	$12,167,000
BP_126	Off-Road	Skyland Trail	$4,968,000
BP_1104	On-Road	Ashford Dunwoody Road Path	$16,805,000
R_400b	Operational-Corridor	Briarcliff Road Arterial Managed Lanes	$40,500,000
R_400b_PE	Operational-Corridor	Briarcliff Road Arterial Managed Lanes (Design Only)	$4,500,000
R_400a	Operational-Corridor	Briarcliff Road Operational Improvement	$29,040,000
R_216	Operational-Corridor	Clairmont Road South Corridor Enhancements	$2,813,000


Dunwoody
Doraville
Brookhaven
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Atlanta
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PERIMETER CTR
ASHFORD DUNWOODY RD
N SHALLOWFORD RD
N PEACHTREE RD
PEACHTREE INDUSTRIAL BLVD
FLOWERS RD
TILLY MILL RD
HARTS MILL RD
CHAMBLEE DUNWOODY RD
LONGVIEW DR
DONALDSON DR
JOHNSON FERRY RD
PEACHTREE BLVD
NEW PEACHTREE RD
CHAMBLEE-TUCKER RD
WINDSOR PKWY
OSBORNE RD
PEACHTREE RD
BUFORD HWY
SHALLOWFORD RD
DRESDEN DR
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BRIARCLIFF RD
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PROJECT TYPES
Freight and Rail Crossing
Interchange - New or Improvements
Capacity - Widening
ITS Improvements
Multimodal
New Connection
On-Road/Off-Road Trail Projects
Operational - Corridor
Operational - Intersection

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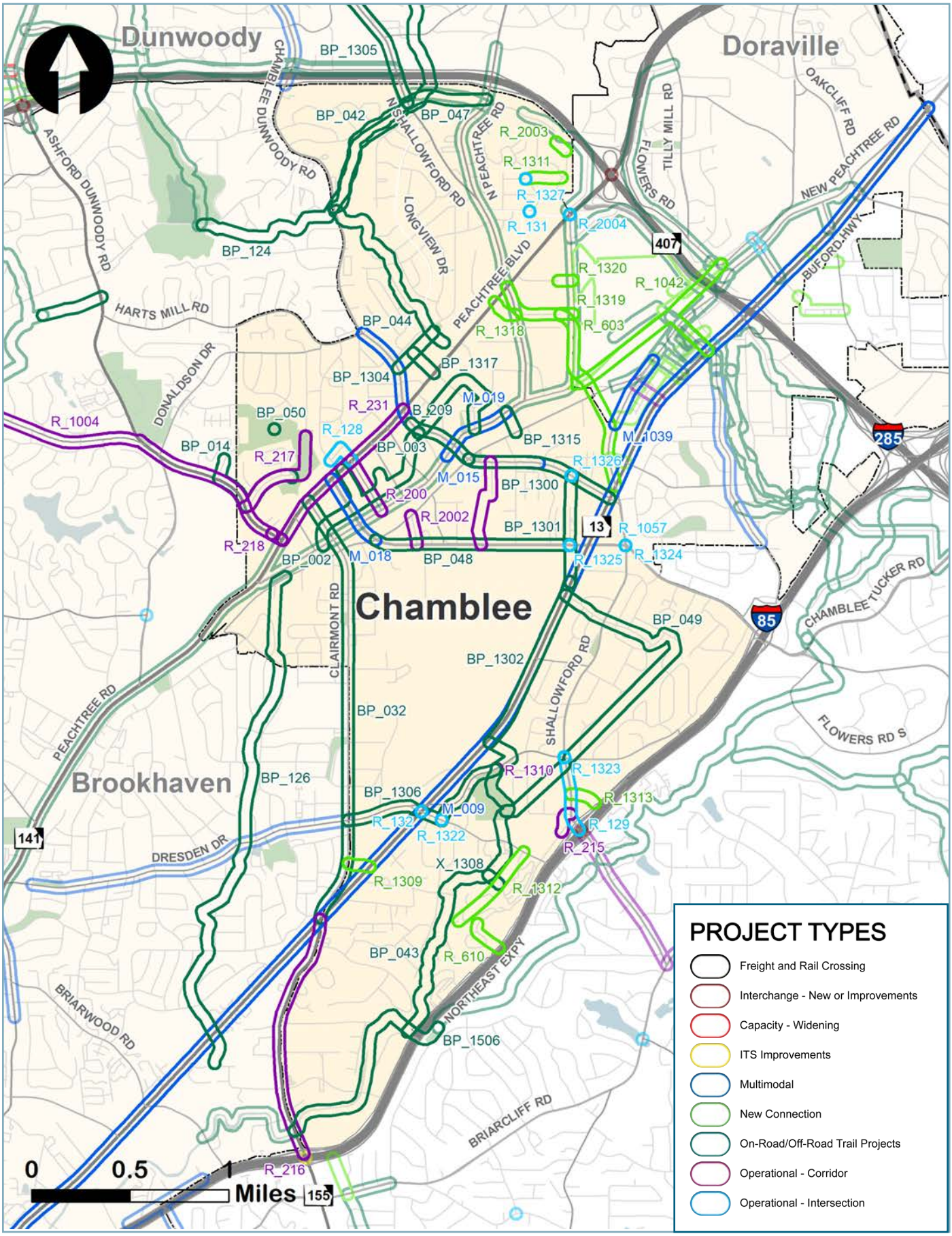
CHAMBLEE

Projects in the City of Chamblee were included from the One Chamblee Comprehensive Plan Update, Chamblee Mobility Multimodal Transportation Plan, North Fork Peachtree Creek Greenway Comprehensive Study, ARC Regional Transportation Plan, and DeKalb County 2014 Transportation Plan. The project team also created projects through conversations with stakeholders, elected officials, and members of the public.

Project ID	Project Category	Project Name	Cost
Tier 1			
R_2003	New Connection	Parsons Drive/Deacon Lane New Connection	N/A
BP_003	Off-Road	Chamblee Rail Trail Multiuse Greenway Phase 3	$4,554,000
BP_048	Off-Road	Chamblee Tucker Multiuse Path	$3,915,000
BP_044	Off-Road	Huntley Hills Park Trail Connector	$2,700,000
BP_042	Off-Road	Nancy Creek Trail	$799,000
BP_047	Off-Road	Savoy Park Trail	$642,000
R_215	Operational-Corridor	Johnson Road realignment	$8,977,000
R_231	Operational-Corridor	Peachtree Boulevard Operational Improvements	$7,600,000
R_132	Operational-Intersection	Buford/Dresden/Plaster Intersection Improvements	$1,800,000
R_128	Operational-Intersection	Sexton Woods-Malone Drive Intersection Alignment	$2,790,000
R_129	Operational-Intersection	Shallowford Operations at I-85 Interchange	$8,977,000
R_2002	Operational-Realignment	Chamblee International Logistics Center Catalina Drive Realignment	N/A
R_1310	Operational-Realignment	Dresden Drive/Buford Highway/Plaster Road Safety and Operational Improvement	$1,125,000
Tier 2			
R_1309	New Connection	Buford Highway to Clairmont Road Connector	$788,000
R_1319	New Connection	Clyde Drive Extension	$394,000
R_1318	New Connection	Green Industrial Way to Clyde Drive Connection	$822,000
R_1320	New Connection	John Glenn Drive Extension	$3,120,000
R_1311	New Connection	Johnson Circle-Deacon Lane/ Parsons Drive Connector	$1,688,000
R_610	New Connection	Johnson Road South Extension	N/A
R_1312	New Connection	Shallowford Road at I-85 New Street, Connection 1	$1,463,000
R_1313	New Connection	Shallowford Road at I-85 New Street, Connection 2	$2,025,000
BP_1317	Off-Road	Broad Street Extension and Bicycle Facility	$563,000
BP_1305	Off-Road	BRT Station Connector Trail	$4,000,000
BP_1302	Off-Road	Buford Highway Multiuse Trail	$5,737,000

Project ID	Project Category	Project Name	Cost
BP_1301	Off-Road	Carroll Circle Multiuse Trail	$563,000
BP_1300	Off-Road	Chamblee Dunwoody Road Multiuse Trail	$2,925,000
BP_1304	Off-Road	Chamblee Plaza Redevelopment Multiuse Trail South	$1,125,000
B_209	Off-Road	Chamblee Dunwoody Road Protected Facility	N/A
BP_1306	Off-Road	Dresden Drive Multiuse Trail	$5,962,000
BP_049	Off-Road	Dresden East Utility Corridor Trail and Beverly Hills-Dresden East Connector	$1,452,000
BP_050	Off-Road	Keswick Park Trails	N/A
X_1308	Off-Road	Peachtree Creek Greenway Connector Bridge South	N/A
BP_043	Off-Road	Peachtree Creek Greenway Dresden East Connector	$4,500,000
BP_1315	Off-Road	Pedestrian Rail Crossing-West Chamblee	$383,000
R_218	Operational-Corridor	Johnson Ferry Road Median	N/A
R_217	Operational-Corridor	Keswick Drive Improvements	$68,000
R_1326	Operational-Intersection	Chamblee Dunwoody Road/ Carroll Circle Roundabout	N/A
R_1325	Operational-Intersection	Chamblee Tucker Road/Carroll Circle Roundabout	N/A
R_1324	Operational-Intersection	Chamblee Tucker Road/Shallowford Road Roundabout	N/A
R_1327	Operational-Intersection	Johnson Circle Roundabout	N/A
R_131	Operational-Intersection	N Shallowford Road/E Johnson Circle Roundabout	N/A
R_2004	Operational-Intersection	Peachtree Road/Peachtree Boulevard Intersection Realignment	$3,744,000
R_1322	Operational-Intersection	Plaster Road/Woodacres Road/ Dresden Roundabout	N/A
R_1323	Operational-Intersection	Shallowford Road/Dresden Drive Roundabout	N/A
Tier 3			
M_009	Multimodal	Buford Highway Multimodal Improvement	$29,206,000
M_015	Multimodal	Chamblee Dunwoody Road from Harts Mill Road to Cumberland Drive Multimodal Improvement	$3,373,000
M_018	Multimodal	Chamblee Tucker Road from Peachtree Boulevard to New Peachtree Road Multimodal Improvement	$3,189,000
M_1039	Multimodal	New Peachtree-Shallowford Road Complete Street, Phase 2	$3,959,000

Project ID	Project Category	Project Name	Cost
M_019	Multimodal	Peachtree Road Multimodal Improvement	$5,063,000
R_603	New Connection	New Connection from Peachtree Boulevard to Buford Highway	$74,664,000
R_1042	New Connection	Park Avenue Extension and Covered Street	$13,183,000
BP_002	Off-Road	Chamblee Rail Trail Multiuse Greenway, Phase 2	$1,756,000
BP_032	Off-Road	Clairmont Road Trail	$4,773,000
BP_1506	Off-Road	North Fork Peachtree Creek Trail Clairmont Road to Fisher Trail Park, Segment 1	$5,917,000
BP_014	Off-Road	Perimeter Trail	$1,346,000
BP_124	Off-Road	Perimeter Trail	$17,479,000
BP_126	Off-Road	Skyland Trail	$4,968,000
B_201	On-Road	Peachtree Road/North Peachtree Road Bicycle Lanes	$13,371,000
R_1004	Operational-Corridor	Johnson Ferry Road Corridor Study	$163,000
R_200	Operational-Corridor	Malone Drive Operational Improvements	$1,041,000
R_1057	Operational-Intersection	Chamblee Tucker Road/Shallowford Road NE Intersection Realignment	$2,828,000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NEW PEACHTREE RD
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SHALLOWFORD RD
CHAMBLEE TUCKER RD
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PEACHTREE RD
DRESDEN DR
BRIARWOOD RD
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R_2004
BP_124
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BP_044
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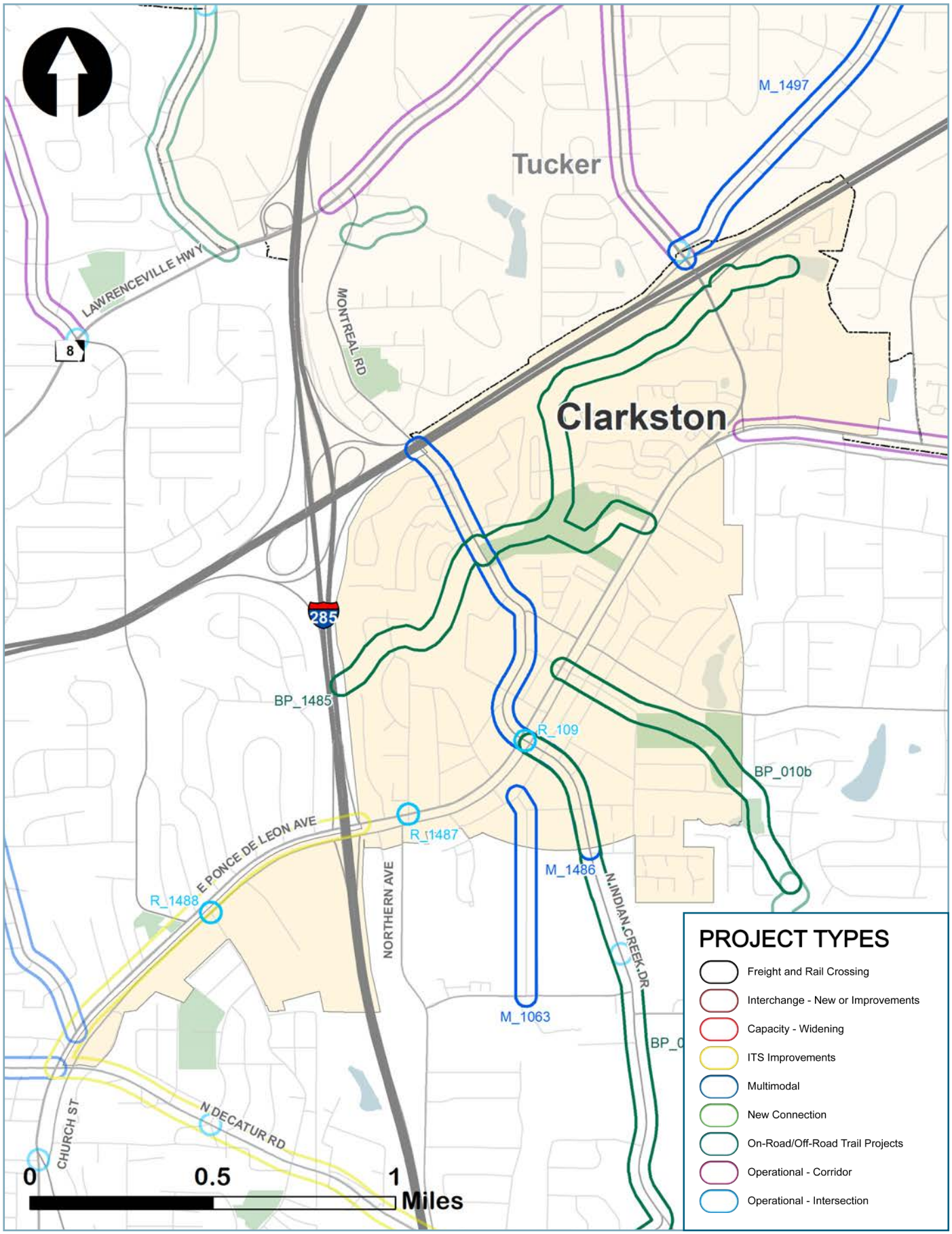
PROJECT TYPES
Freight and Rail Crossing
Interchange - New or Improvements
Capacity - Widening
ITS Improvements
Multimodal
New Connection
On-Road/Off-Road Trail Projects
Operational - Corridor
Operational - Intersection

CLARKSTON

Projects in the City of Clarkston were included from the Tucker-Northlake LCI Study, Clarkston City Plan, and DeKalb County 2014 Transportation Plan. The project team also identified projects through conversations with stakeholders, elected officials, and members of the public.

Project ID	Project Category	Project Name	Cost
Tier 1			
M_1486	Multimodal	North Indian Creek/Montreal Road Diet	$9,200,000
BP_1485	Off-Road	Clarkston Greenway	$9,100,000
R_1488	Operational-Intersection	Glendale at Church Street Operational Improvements	$5,000,000
R_1487	Operational-Intersection	Mell Avenue Multi-Leg Crossing Intersection Safety and Operational Improvements	$2,200,000
Tier 2			
M_1063	Multimodal	Jolly Avenue Multimodal Improvement	$1,700,000
Tier 3			
M_1497	Multimodal	Brockett Road Complete Streets	$1,414,000
BP_060	Off-Road	N Indian Creek Drive Multiuse Path	$3,941,000
BP_010b	Off-Road	Snapfinger Trail-PATH	$1,979,000
R_109	Operational-Intersection	Church Street/Ponce de Leon at N Indian Creek Road Underpass Intersection Improvement	$1,765,000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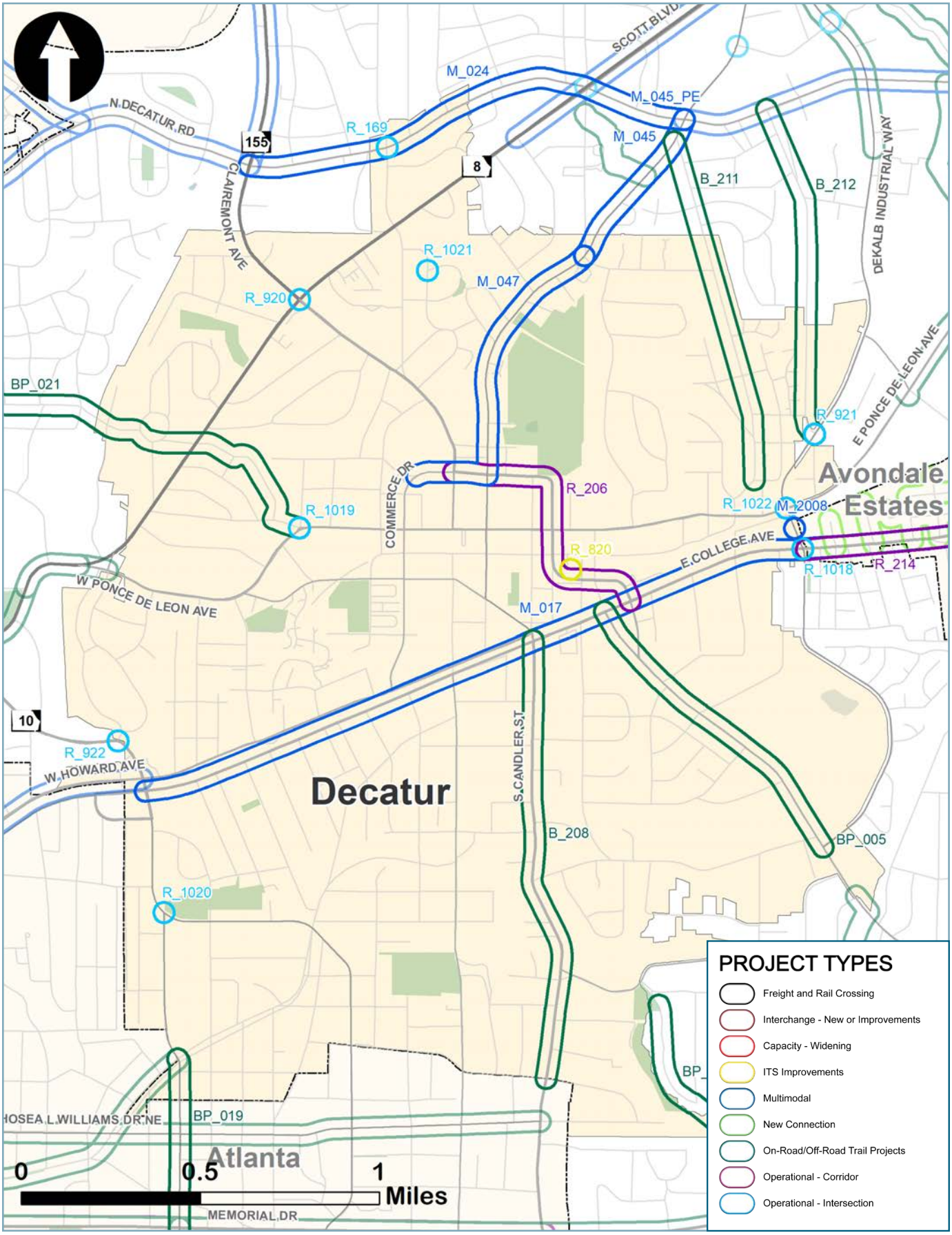
PROJECT TYPES
Freight and Rail Crossing
Interchange - New or Improvements
Capacity - Widening
ITS Improvements
Multimodal
New Connection
On-Road/Off-Road Trail Projects
Operational - Corridor
Operational - Intersection

DECATUR

Projects in the City of Decatur were included from the City of Decatur Community Transportation Plan Update, Medline LCI, Belvedere Master Active Living Plan, ARC Regional Transportation Plan, and DeKalb County 2014 Transportation Plan. The project team also identified projects through conversations with stakeholders, elected officials, and members of the public.

Project ID	Project Category	Project Name	Cost
Tier 1			
R_820	ITS Improvements	Signal Upgrades in/around Downtown Decatur	$9,228,000
M_047	Multimodal	Clairemont Avenue, Commerce Drive, and Church Street Bicycle/ Pedestrian Improvements	$6,338,000
M_024	Multimodal	N Decatur Road from Clairmont Road to Church Street Multimodal Improvement	$16,902,000
M_2008	Multimodal	Sams Crossing Bridge Multimodal Improvements	$3,034,000
M_017	Multimodal	W College Avenue/E College Avenue/ N Avondale Road/Covington Road Multimodal Improvement	$35,474,000
BP_005	Off-Road	S Columbia Drive Trail	$2,738,000
R_1018	Operational-Intersection	E College Avenue at Sams Crossing Intersection Improvement	$1,404,000
R_922	Operational-Intersection	E Lake Road NE at Parkwood Road Operational Improvements	$385,000
R_1022	Operational-Intersection	E Ponce de Leon Avenue at N Acadia Avenue Intersection Improvements	$1,638,000
R_169	Operational-Intersection	N Decatur Road at Superior Avenue	$1,638,000
R_920	Operational-Intersection	Scott Boulevard at Clairmont Avenue Operational Improvements	$1,693,000
R_921	Operational-Intersection	Winn Way at N Arcadia Avenue Signal and Operational Improvements	N/A
Tier 2			
R_1020	Operational-Intersection	East Lake Drive at 2nd Avenue Intersection Improvements	$1,287,000
R_1021	Operational-Intersection	Huron Street at Champlain Street Intersection Improvements	$468,000
R_1019	Operational-Intersection	W Ponce de Leon Avenue at Northern Avenue Intersection Improvements	$1,989,000
Tier 3			
M_045	Multimodal	Church Street Multimodal Improvement	$3,692,000
M_045_PE	Multimodal	Church Street Multimodal Improvement (Design Only)	$552,000

Project ID	Project Category	Project Name	Cost
BP_019	Off-Road	2nd Avenue Trail	$5,317,000
BP_021	Off-Road	Coventry Road Trail	$3,155,000
BP_039	Off-Road	Multiuse Trail North of Memorial Drive to Dearborn Park	$35,000
B_208	On-Road	S Candler Street Bicycle Lanes	$2,738,000
B_211	On-Road	Sycamore Drive Resurfacing and Bike Lanes	$206,000
B_212	On-Road	Winn Way Resurfacing and Bike Lanes	$411,000
R_206	Operational-Corridor	Commerce Drive (East) Operational Improvements	$5,475,000
R_214	Operational-Corridor	US 278 Improvements	$5,949,000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Avondale Estates
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Miles
PROJECT TYPES
Freight and Rail Crossing
Interchange - New or Improvements
Capacity - Widening
ITS Improvements
Multimodal
New Connection
On-Road/Off-Road Trail Projects
Operational - Corridor
Operational - Intersection

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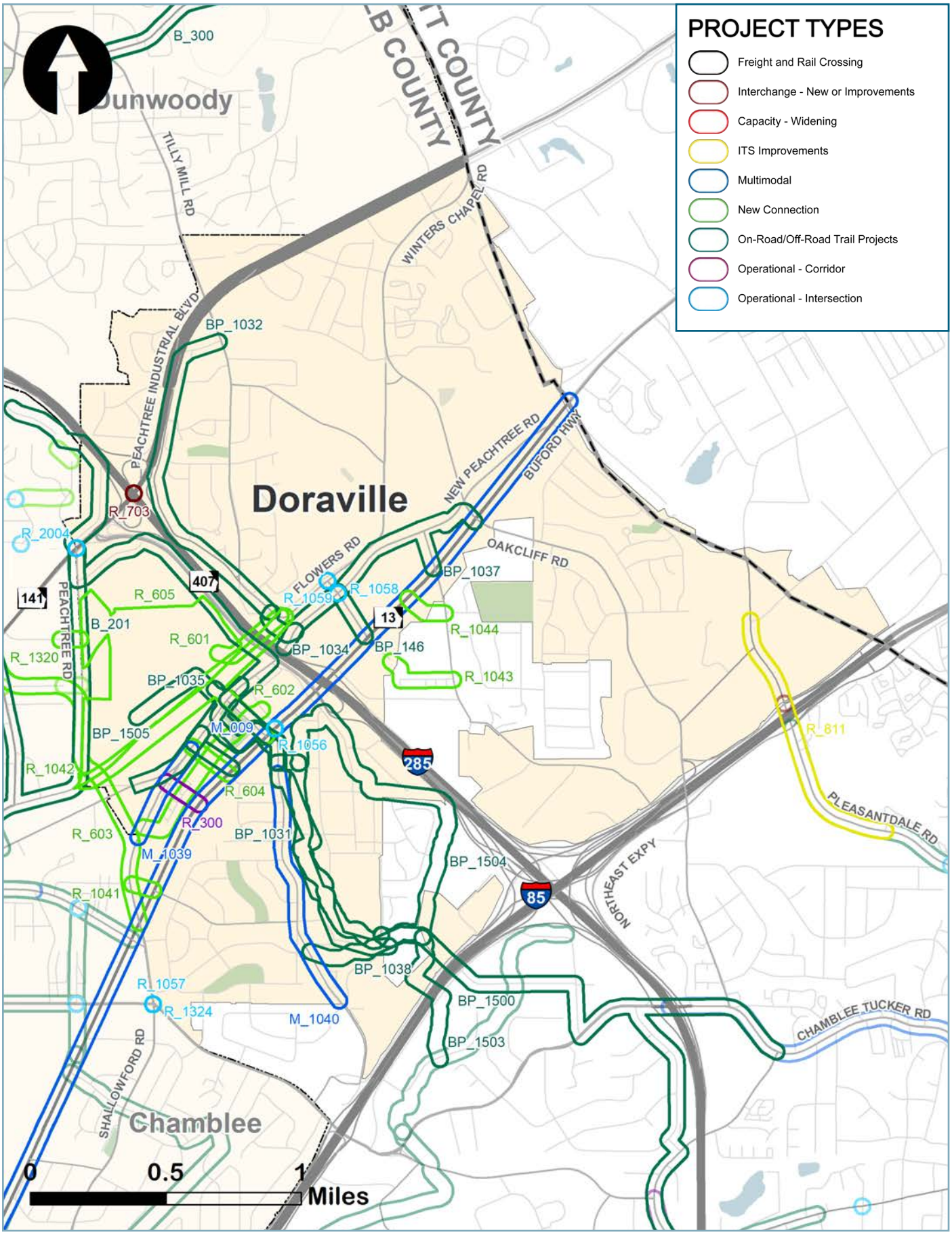
DORAVILLE

Projects in the City of Doraville were included from the Doraville Mobility Plan, Doraville Peachtree Creek Greenway Study, Buford Highway Master Plan, One Chamblee Comprehensive Plan Update, Chamblee Doraville CID, and DeKalb County 2014 Transportation Plan. The project team also identified projects through conversations with stakeholders, elected officials, and members of the public.

Project ID	Project Category	Project Name	Cost
Tier 1			
M_009	Multimodal	Buford Highway Multimodal Improvement	$29,206,000
M_1039	Multimodal	New Peachtree-Shallowford Road Complete Street, Phase 2	$3,959,000
R_605	New Connection	Assembly Redevelopment Street Grid	N/A
R_603	New Connection	New Connection from Peachtree Boulevard to Buford Highway	$74,664,000
R_1042	New Connection	Park Avenue Extension and Covered Street	$13,183,000
BP_1035	Off-Road	City Center Connector Trail	$1,371,000
BP_1032	Off-Road	Flowers Road Multiuse Path	$1,745,000
BP_146	Off-Road	Longmire Way Bike-Pedestrian Project	$1,947,000
BP_1037	Off-Road	New Peachtree Road Multiuse Path	$1,600,000
BP_1038	Off-Road	Peachtree Creek Greenway Connector, South Spur	$695,000
BP_1503	Off-Road	Peachtree Creek Greenway, Segment 1	$3,762,000
BP_1031	Off-Road	Peachtree Creek Greenway, Segment 2, Western Loop	$3,681,000
BP_1504	Off-Road	Peachtree Creek Greenway, Segment 3, Eastern Loop	$8,113,000
BP_1505	Off-Road	Peachtree Creek Greenway, Segment 4	$2,716,000
R_1058	Operational-Intersection	Longmire/New Peachtree Intersection Improvements	$252,000
R_2004	Operational-Intersection	Peachtree Road/Peachtree Boulevard Intersection Realignment	$3,744,000
R_1056	Operational-Intersection	Realignment of Chestnut at Buford Highway	$2,900,000
Tier 2			
M_1040	Multimodal	Chestnut Drive Complete Street and Traffic Calming	$1,348,000
R_1041	New Connection	New Street-McClave to Shallowford	$4,515,000
R_1044	New Connection	New Street-Pleasant Valley Extension	$2,266,000
BP_1034	Off-Road	Bicycle-Pedestrian Railroad Bridge	$3,726,000
B_201	On-Road	Peachtree Road/North Peachtree Road Bicycle Lanes	$13,371,000
R_1059	Operational-Intersection	Longmire/Flowers Intersection Improvements	$864,000

Project ID	Project Category	Project Name	Cost
Tier 3			
R_703	Interchange-New or Improvements	Peachtree Industrial Boulevard at I-285 Interchange Improvement	$4,517,000
R_811	ITS Improvements	Pleasantdale Road ITS Improvement	$370,000
R_601	New Connection	Flowers Road New Connection	$16,040,000
R_1320	New Connection	John Glenn Drive Extension	$3,120,000
R_1043	New Connection	New Street-Longmire to Ashlyn Pointe Connection	$1,729,000
R_604	New Connection	Oakmont Avenue Extension	$5,012,000
R_602	New Connection	Shallowford Road New Connection	$36,332,000
BP_1500	Off-Road	I-285 Top End Trail	$38,000,000
B_300	On-Road	Dunwoody Area Trailway	$2,000,000
R_1324	Operational-Intersection	Chamblee Tucker Road/Shallowford Road Roundabout	N/A
R_1057	Operational-Intersection	Chamblee Tucker Road/Shallowford Road NE Intersection Realignment	$2,828,000
R_300	Operational-Realignment	Pinetree Plaza Realignment	$6,400,000


PROJECT TYPES
Freight and Rail Crossing
Interchange - New or Improvements
Capacity - Widening
ITS Improvements
Multimodal
New Connection
On-Road/Off-Road Trail Projects
Operational - Corridor
Operational - Intersection
Dunwoody
Doraville
Chamblee
TILLY MILL RD
WINTERS CHAPEL RD
PEACHTREE INDUSTRIAL BLVD
NEW PEACHTREE RD
BUFORD HWY
OAKCLIFF RD
FLOWERS RD
PEACHTREE RD
PLEASANTDALE RD
NORTHEAST EXPY
CHAMBLEE TUCKER RD
SHALLOWFORD RD
B_300
BP_1032
R_703
R_2004
R_605
B_201
R_601
R_1320
BP_1035
BP_1505
R_1042
R_603
R_1041
R_1057
R_1324
R_1059
R_1058
BP_1037
R_1044
BP_1034
BP_146
R_1043
R_602
M_009
R_1056
R_604
R_300
BP_1031
M_1039
BP_1504
BP_1038
M_1040
BP_1500
BP_1503
R_611
141
407
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285
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Miles

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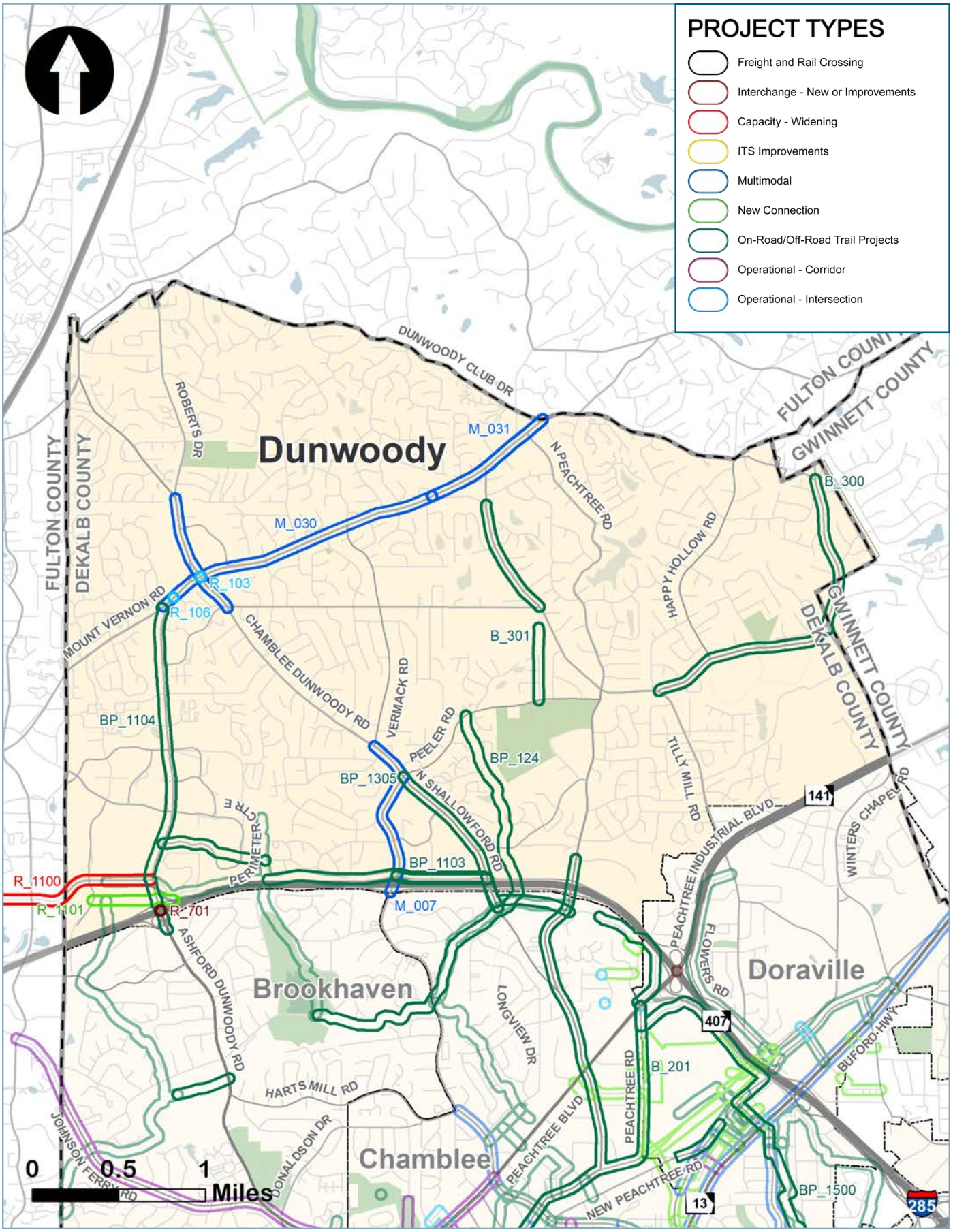
DUNWOODY

Projects in the City of Dunwoody were included from the Dunwoody CTP Update and DeKalb County 2014 Transportation Plan. The project team also identified projects through conversations with stakeholders, elected officials, and members of the public.

Project ID	Project Category	Project Name	Cost
Tier 1			
R_1100	Capacity-Widening	Hammond Drive Corridor Study	$34,644,000
M_030	Multimodal	Mount Vernon Road from Ashford Dunwoody Road to Mount Vernon Place Multimodal Improvement	$18,473,000
B_301	Off-Road	Georgia State University Multiuse Greenway	N/A
BP_1104	On-Road	Ashford Dunwoody Road Path	$16,805,000
B_300	On-Road	Dunwoody Area Trailway	$2,000,000
Tier 2			
R_701	Interchange New or Improvements	I-285 North at Ashford Dunwoody Road Interchange Improvement	$43,105,000
M_007	Multimodal	Chamblee Dunwoody Road from Roberts Drive to Ashford Center Parkway Multimodal Improvement	$22,582,000
R_1101	New Connection	Westside Connector	$27,311,000
BP_1305	Off-Road	BRT Station Connector Trail	$4,000,000
BP_1500	Off-Road	I-285 Top End Trail	$38,000,000
BP_1103	On-Road	Cotillion Multimodal Improvements	$1,623,000
R_103	Operational-Intersection	Mount Vernon Road at Chamblee Dunwoody Road Intersection Improvement	$3,696,000
Tier 3			
M_031	Multimodal	Mount Vernon Road from Mount Vernon Place to Dunwoody Club Drive Multimodal Improvement	$11,085,000
BP_124	Off-Road	Perimeter Trail	$17,479,000
B_201	On-Road	Peachtree Road/North Peachtree Road Bicycle Lanes	$13,371,000
R_106	Operational-Intersection	Mount Vernon Road at Ashford Dunwoody Road Intersection Improvement	$1,416,000


PROJECT TYPES
Freight and Rail Crossing
Interchange - New or Improvements
Capacity - Widening
ITS Improvements
Multimodal
New Connection
On-Road/Off-Road Trail Projects
Operational - Corridor
Operational - Intersection
Dunwoody
Brookhaven
Doraville
Chamblee
FULTON COUNTY
DEKALB COUNTY
GWINNETT COUNTY
DUNWOODY CLUB DR
ROBERTS DR
N PEACHTREE RD
HAPPY HOLLOW RD
MOUNT VERNON RD
CHAMBLEE DUNWOODY RD
VERMACK RD
PEELER RD
N SHALLOWFORD RD
TILLY MILL RD
PEACHTREE INDUSTRIAL BLVD
WINTERS CHAPEL RD
PERIMETER CTR E
ASHFORD DUNWOODY RD
LONGVIEW DR
FLOWERS RD
PEACHTREE RD
PEACHTREE BLVD
NEW PEACHTREE RD
HARTS MILL RD
DONALDSON DR
JOHNSON FERRY RD
BUFORD HWY
M_031
M_030
R_103
R_106
B_300
B_301
BP_1104
BP_124
BP_1305
BP_1103
M_007
R_1100
R_1101
R_701
B_201
BP_1500
141
407
13
285
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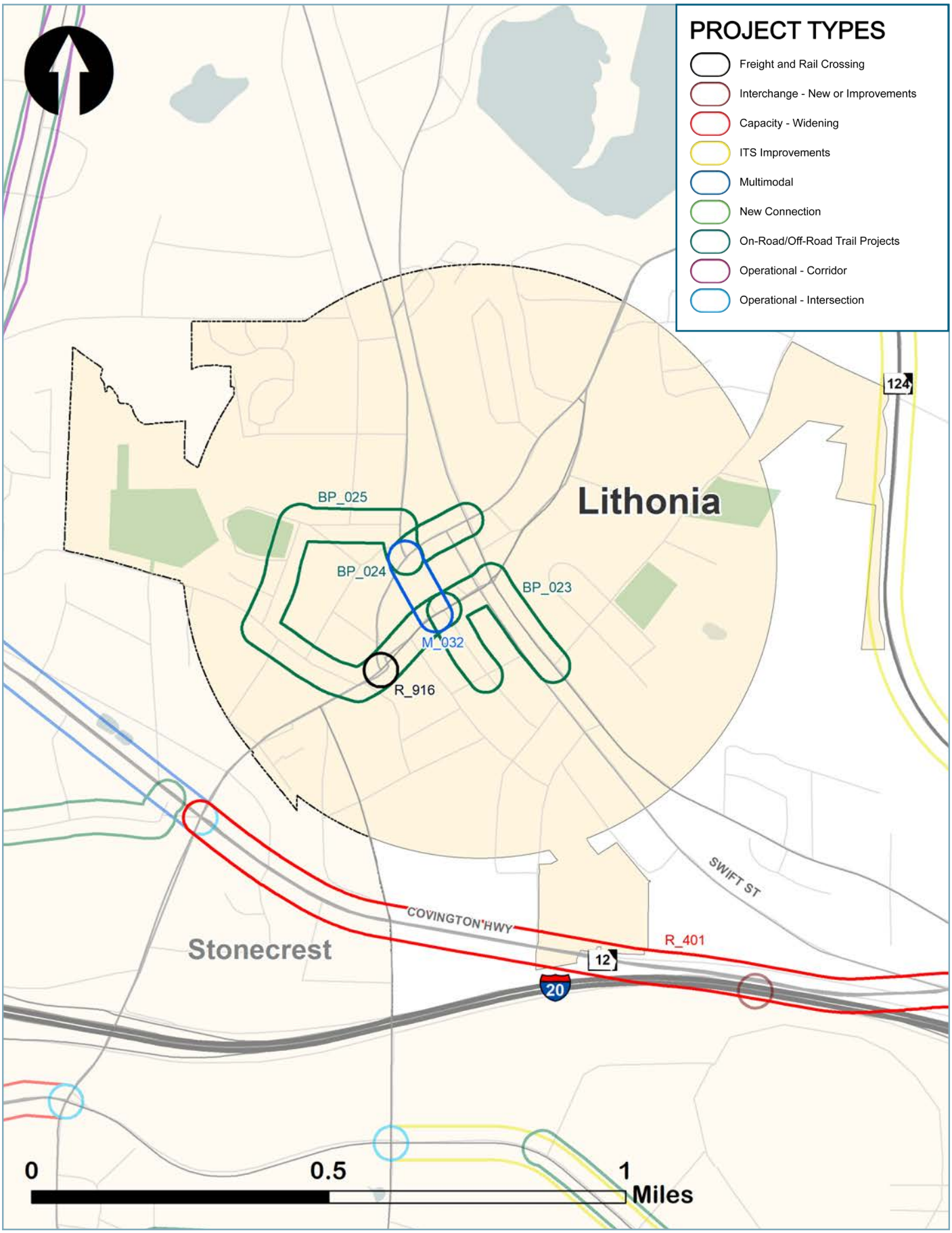
1
Miles

LITHONIA

Projects in the City of Lithonia were included from the DeKalb County 2014 Transportation. The project team also identified projects through conversations with stakeholders, elected officials, and members of the public.

Project ID	Project Category	Project Name	Cost
R_401	Capacity-Widening	Covington Highway Capacity Improvement	$12,168,000
R_916	Freight and Rail Crossing	Main Street at Max Cleland Boulevard Rail Crossing Improvement	$50,000
M_032	Multimodal	Stone Mountain Street Multimodal Improvement	$1,212,000
BP_023	Off-Road	Loop A Trail	$1,095,000
BP_025	Off-Road	Loop B Trail	$2,050,000
BP_024	Off-Road	Loop C Trail	$685,000


PROJECT TYPES
Freight and Rail Crossing
Interchange - New or Improvements
Capacity - Widening
ITS Improvements
Multimodal
New Connection
On-Road/Off-Road Trail Projects
Operational - Corridor
Operational - Intersection
Lithonia
Stonecrest
BP_025
BP_024
BP_023
M_032
R_916
R_401
COVINGTON HWY
SWIFT ST
124
12
20
0
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1
Miles

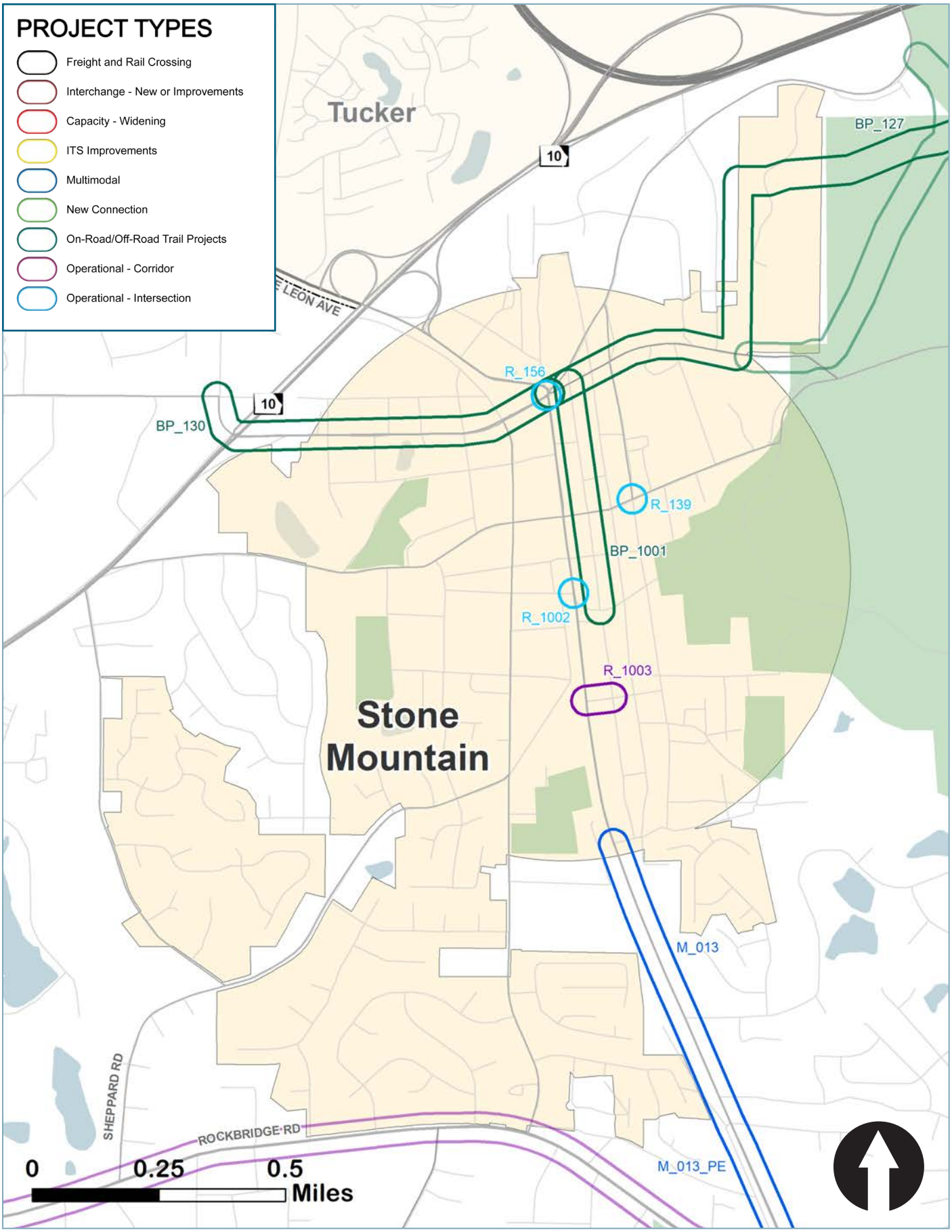
PINE LAKE

A projects list was not identified for the City of Pine Lake since nearby projects do not traverse into the City. The operational-corridor projects (R_422a and R_422b) are proposed along Rockbridge Road.

STONE MOUNTAIN

Projects in the City of Stone Mountain were included from the Stone Mountain Village Forward Master Plan and DeKalb Greenways Plan. The project team also identified projects through conversations with stakeholders, elected officials, and members of the public.

Project ID	Project Category	Project Name	Cost
Tier 1			
BP_1001	Off-Road	2nd Street Side Path	$1,082,000
BP_130	Off-Road	James B Rivers Memorial Drive Multiuse Path	$1,823,000
R_1002	Operational-Intersection	Mimosa Drive at Poole Street Intersection Improvements	$541,000
Tier 2			
R_139	Operational-Intersection	E Mountain Road at 4th Street Intersection Improvement	$20,000
R_156	Operational-Intersection	Ponce De Leon/Main Street at James B Rivers Memorial Drive	$1,082,000
Tier 3			
M_013	Multimodal	Heritage Corridor Multimodal Improvement	$25,400,000
M_013_PE	Multimodal	Heritage Corridor Study (Design Only)	$300,000
BP_127	Off-Road	Smoke Rise Trail	$14,131,000
R_1003	Operational-Corridor	Reestablish Mackin Street between S Main Street and 2nd Street	$541,000


PROJECT TYPES
Freight and Rail Crossing
Interchange - New or Improvements
Capacity - Widening
ITS Improvements
Multimodal
New Connection
On-Road/Off-Road Trail Projects
Operational - Corridor
Operational - Intersection
Tucker
10
E LEON AVE
BP_127
R_156
BP_130
R_139
BP_1001
R_1002
R_1003
Stone Mountain
M_013
SHEPPARD RD
ROCKBRIDGE RD
M_013_PE
0
0.25
0.5
Miles

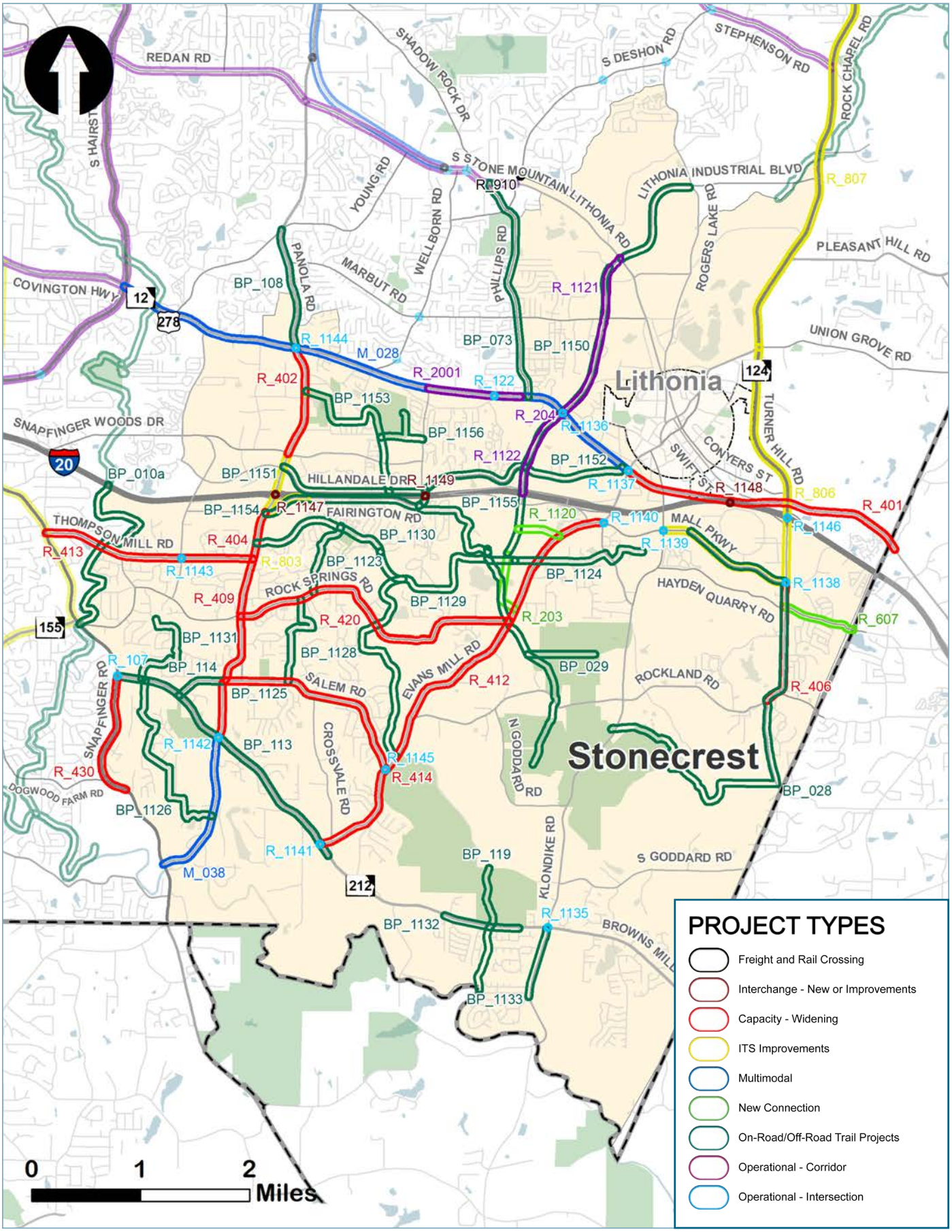
STONECREST

Projects in the City of Stonecrest were included from the Stonecrest Transportation Master Plan, ARC Regional Transportation Plan, DeKalb County 2014 Transportation Plan, and DeKalb Greenways Plan. The project team also identified projects through conversations with stakeholders, elected officials, and members of the public.

Project ID	Project Category	Project Name	Cost
Tier 1			
R_402	Capacity-Widening	Panola Road Widening	$22,835,000
R_413	Capacity-Widening	Thompson Mill Road Widening	$30,285,000
R_1120	New Connection	East Glen Road Upgrade and Extension	$3,570,000
R_607	New Connection	Hayden Quarry Road/Sigman Road Extension	$15,346,000
BP_113	Off-Road	Browns Mill Road Multiuse Path	$6,623,000
BP_1130	Off-Road	Farrington Parkway Path	$2,974,000
BP_1129	Off-Road	Joels Lake Path	$3,435,000
BP_1155	Off-Road	Joels Lake Path, Segment 2	$2,196,000
BP_108	Off-Road	Panola Road Multiuse Path	$2,791,000
BP_1128	Off-Road	Pole Bridge Creek Path	$4,438,000
BP_114	Off-Road	Salem Road Multiuse Path	$5,068,000
BP_1125	On-Road	Brisbane Way/Fannin Drive Neighborhood Greenway	$941,000
BP_1123	On-Road	Ottawa Trail Neighborhood Greenway	$678,000
BP_1126	On-Road	Sheffield Woods Neighborhood Greenway	$1,728,000
BP_1124	On-Road	Woodrow Road Neighborhood Greenway	$1,295,000
R_204	Operational-Corridor	Covington Road at Lithonia Industrial Boulevard (LIB) Operational Improvements	$797,000
R_1122	Operational-Corridor	LIB Operational Improvements, Segment 1	$8,653,000
R_1121	Operational-Corridor	LIB Operational Improvements, Segment 2	$16,224,000
R_1141	Operational-Intersection	Evans Mill Road at Browns Mill Road Intersection Improvement	$1,190,000
R_1137	Operational-Intersection	Evans Mill Road at Covington Highway	$3,786,000
R_1139	Operational-Intersection	Klondike Road at Mall Parkway	$2,813,000
R_1135	Operational-Intersection	Klondike Road at SR 212-Browns Mill Road	$2,813,000
R_1140	Operational-Intersection	Mall Parkway at Evans Mill Road	$2,813,000
R_1138	Operational-Intersection	Mall Parkway at Tuner Hill Road	$4,327,000
R_1143	Operational-Intersection	Miller Road at Thompson Mill Road	$2,596,000
R_1142	Operational-Intersection	Panola Road at Browns Mill Road	$5,949,000
R_1144	Operational-Intersection	Panola Road at Covington Highway	$4,435,000
R_1145	Operational-Intersection	Salem Road at Evans Mill Road	$1,839,000

Project ID	Project Category	Project Name	Cost
Tier 2/3			
R_401	Capacity-Widening	Covington Highway Capacity Improvement	$12,168,000
R_412	Capacity-Widening	Evans Mill Road Widening	$69,223,000
R_409	Capacity-Widening	Panola Road from Browns Mill Road to Thompson Mill Road Capacity Improvement, Phase II	$26,522,000
R_404	Capacity-Widening	Panola Road from Thompson Mill Road to Fairington Road Capacity Improvement	$22,971,000
R_420	Capacity-Widening	Rock Springs Road Widening	$46,509,000
R_414	Capacity-Widening	Salem Road Widening	$30,285,000
R_430	Capacity-Widening	Snapfinger Road (SR 155) Capacity Improvement	$20,900,000
R_406	Capacity-Widening	Turner Hill Road Widening	$18,011,000
R_910	Freight and Rail Crossing	Deshon Road at Holt Road Rail Crossing Improvement	$470,000
R_1149	Interchange-New or Improvements	New I-20 East Express Lanes Access Point at Fairington Road	$16,765,000
R_1148	Interchange-New or Improvements	New I-20 East Express Lanes Access Point at Stonecrest Mall	$10,816,000
R_1147	Interchange-New or Improvements	Panola Road, Segment 3 Operations Improvements	$73,008,000
R_803	ITS Improvements	Panola Road/Fairington Road ITS Improvement	$44,000
R_807	ITS Improvements	Rock Chapel Road/Rockbridge Road ITS Improvement	$215,000
R_806	ITS Improvements	Turner Hill Road/Mall Parkway ITS Improvement	$146,000
M_028	Multimodal	Covington Highway from Hairston Road to Klondike Road Multimodal Improvement	$46,067,000
M_038	Multimodal	Panola Road Multimodal Improvement	$28,894,000
R_203	New Connection	LIB Extension, Phase IV	$6,843,000
BP_1132	Off-Road	Arabia Mountain High School/Murphey Candler Elementary School Safe Routes to School (SRTS)	$805,000
BP_1133	Off-Road	Arabia Mountain High School/ Murphey Candler Elementary SRTS	$855,000
BP_028	Off-Road	Arabia Mountain Trail	$9,060,000
BP_029	Off-Road	Arabia Mountain Trail	$3,651,000
BP_119	Off-Road	Arabia Mountain Trail	$11,258,000
BP_1153	Off-Road	Miller Grove High School Path	$3,627,000
BP_1156	Off-Road	Miller Grove Path, Phases 2 and 3	$1,262,000

Project ID	Project Category	Project Name	Cost
BP_073	Off-Road	Phillips Road Multiuse Path	$5,258,000
BP_010a	Off-Road	Snapfinger Trail-PATH	$4,948,000
BP_1131	On-Road	Bouie Theme Neighborhood Greenway	$818,000
BP_1152	On-Road	Chupp Road Path, Segments 1 and 2	$2,288,000
BP_1154	On-Road	Fairington Parkway Path	$489,000
BP_1151	On-Road	Hillandale Drive Path-Segments 1, 2, and 3	$6,085,000
BP_1150	On-Road	LIB Path, Segments 1, 2 and 3	$6,286,000
R_2001	Operational-Corridor	SR 12/US 278 Operational Improvement	$5,328,000
R_122	Operational-Intersection	Covington Highway at Hillvale Road/ Wellington Circle Intersection Improvement	$2,172,000
R_107	Operational-Intersection	Snapfinger Road (SR 155) at Browns Mill Road Intersection Improvement	$359,000
R_1146	Operational-Intersection	Turner Hill Road at I-20 East	$7,788,000
R_1136	Operational-Intersection	US 278-Covington Highway at LIB	$3,570,000


REDAN RD
S HAIRST
SHADOW ROCK DR
S DESHON RD
STEPHENSON RD
ROCK CHAPEL RD
S STONE MOUNTAIN LITHONIA RD
R_910
LITHONIA INDUSTRIAL BLVD
R_807
YOUNG RD
WELLBORN RD
PHILLIPS RD
ROGERS LAKE RD
PLEASANT HILL RD
PANOLA RD
MARBUT RD
COVINGTON HWY
12
278
BP_108
R_1121
R_1144
M_028
BP_073
BP_1150
UNION GROVE RD
R_402
R_2001
R_122
124
Lithonia
BP_1153
R_204
R_1136
SNAPFINGER WOODS DR
BP_1156
TURNER HILL RD
R_1122
BP_1152
CONYERS ST
SWIFT ST
20
BP_010a
BP_1151
HILLANDALE DR
R_1149
R_1137
R_1148
R_806
R_401
BP_1154
R_1147
FAIRINGTON RD
BP_1155
R_1120
R_1140
MALL PKWY
R_1146
THOMPSON MILL RD
R_404
BP_1130
R_1139
R_413
R_803
BP_1123
R_1143
BP_1124
R_1138
ROCK SPRINGS RD
HAYDEN QUARRY RD
R_409
BP_1129
R_607
155
R_420
R_203
BP_1131
BP_1128
R_107
BP_114
EVANS MILL RD
BP_029
ROCKLAND RD
R_412
R_406
SNAPFINGER RD
SALEM RD
BP_1125
R_1142
BP_113
CROSSVALE RD
N GODDARD RD
Stonecrest
R_1145
R_414
R_430
DOGWOOD FARM RD
BP_1126
BP_028
R_1141
BP_119
S GODDARD RD
M_038
212
KLONDIKE RD
R_1135
BP_1132
BROWNS MILL
BP_1133
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Miles
PROJECT TYPES
Freight and Rail Crossing
Interchange - New or Improvements
Capacity - Widening
ITS Improvements
Multimodal
New Connection
On-Road/Off-Road Trail Projects
Operational - Corridor
Operational - Intersection

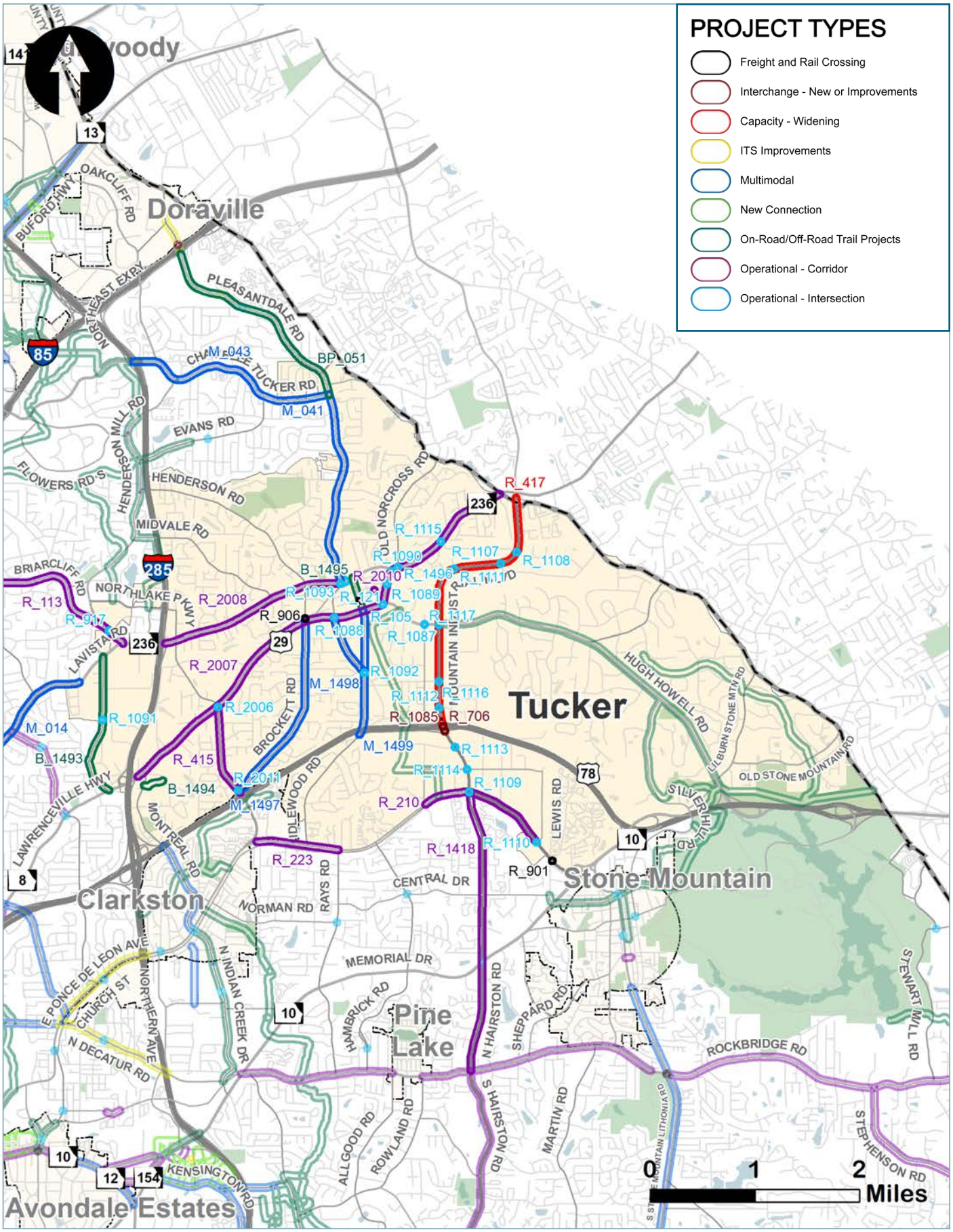
TUCKER

Projects in the City of Tucker were included from the Tucker Strategic Transportation Master Plan, 2020 Tucker-Northlake LCI, Tucker Summit CID-Freight Cluster Plan, ARC Regional Transportation Plan, and DeKalb County 2014 Transportation Plan. The project team also identified projects in coordination with City staff, stakeholders, elected officials, and members of the public.

Project ID	Project Category	Project Name	Cost
Tier 1			
M_1497	Multimodal	Brockett Road Complete Streets	$1,414,000
M_043_PE	Multimodal	Chamblee Tucker Road from I-285 to Tucker Norcross Road Multimodal Improvement (Design Only)	$1,032,000
M_041	Multimodal	Chamblee Tucker Road from Tucker Norcross Road to Lavista Road Multimodal Improvement	$4,079,000
M_1498	Multimodal	Fellowship Road Complete Streets	$377,000
M_1499	Multimodal	Idlewood Road Complete Streets	$996,000
R_415	Operational-Corridor	Cooledge Road Operational Improvement	$2,500,000
R_121	Operational-Intersection	Chamblee Tucker Road/Lavista Road/ Fellowship Road Intersection Redesign	$1,681,000
R_1110	Operational-Intersection	E. Ponce de Leon Avenue at Rock Mountain Boulevard Intersection Improvement	$364,000
R_1092	Operational-Intersection	Fellowship Road at Idlewood Road Intersection Control Evaluation (ICE)	$57,000
R_1087	Operational-Intersection	Hugh Howell Road at Mountain Industrial Boulevard Intersection Improvement	$9,016,000
R_1496	Operational-Intersection	Lawrenceville Highway at Old Norcross Road Intersection Improvements	$1,442,000
R_1089	Operational-Intersection	Lynburn Drive at Lawrenceville Highway Intersection Improvement and Traffic Study	$1,772,000
R_1116	Operational-Intersection	Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way Intersection Improvement	$552,000
R_1113	Operational-Intersection	Mountain Industrial Boulevard at Greer Circle Intersection Improvements	$396,000
R_1112	Operational-Intersection	Mountain Industrial Boulevard at Hammermill Road (South) Intersection Improvements	$292,000
R_1114	Operational-Intersection	Mountain Industrial Boulevard at Lewis Road Intersection Improvements	$416,000
R_1108	Operational-Intersection	Mountain Industrial Boulevard at N Royal Atlanta Drive Intersection Improvement	$749,000
R_1107	Operational-Intersection	Mountain Industrial Boulevard at S Royal Atlanta Drive Intersection Improvement	$208,000

Project ID	Project Category	Project Name	Cost
R_1111	Operational-Intersection	Mountain Industrial Boulevard at Tuckerstone Parkway Intersection Improvements	$224,000
R_2006	Operational-Intersection	Northlake Parkway at Lawrenceville Highway Intersection Improvements	$2,500,000
Tier 2			
R_906	Freight and Rail Crossing	Brockett Road at Moon Street Rail Crossing Improvement	$470,000
R_907	Freight and Rail Crossing	Main Street at Railroad Avenue Rail Crossing Improvement	$400,000
R_706	Interchange New or Improvements	Mountain Industrial Boulevard at Stone Mountain Parkway Interchange Improvement	$377,000
M_043	Multimodal	Chamblee Tucker Road from I-285 to Tucker Norcross Road Multimodal Improvement	$6,907,000
B_1495	On-Road	Main Street Bicycle Improvements, Shared Lane	$23,000
B_1493	On-Road	Montreal Road Bicycle Improvements, Bike Lane	$4,223,000
B_1494	On-Road	Woodlawn Circle Bicycle Improvements, Shared Lane	$44,000
R_2010	Operational-Corridor	Downtown Alley Improvements	$1,500,000
R_2008	Operational-Corridor	Lavista Road Access Management and Safety Improvements	$3,000,000
R_2007	Operational-Corridor	Lawrenceville Highway Access Management and Safety Improvements	$6,500,000
R_1418	Operational-Corridor	North Hairston Drive Safety Study	$47,000
R_917	Operational-Intersection	Briarcliff Road at Henderson Mill Road Intersection Improvement	$50,000
R_2011	Operational-Intersection	Brockett Road at Cooledge Road Intersection Improvement	$3,800,000
R_105	Operational-Intersection	Hugh Howell Road at Lawrenceville Highway Intersection Improvement	$5,475,000
R_1093	Operational-Intersection	Lavista Road at Fellowship Road Intersection Improvements	$10,299,000
R_1088	Operational-Intersection	Lawrenceville Highway (US 29) at Fellowship Road Intersection Improvement	$7,553,000
R_1115	Operational-Intersection	Lawrenceville Highway (US 29/SR 8) at N Royal Atlanta Drive Improvements	$479,000
R_1090	Operational-Intersection	Lawrenceville Highway at Lavista Road Intersection Improvement	$3,720,000
R_1109	Operational-Intersection	Mountain Industrial and E Ponce De Leon Avenue Intersection Improvements	$1,363,000

Project ID	Project Category	Project Name	Cost
R_1117	Operational-Intersection	Tucker Industrial Road at Hugh Howell Road Improvements	$416,000
Tier 3			
R_417	Capacity-Widening	Mountain Industrial Road Widening	$43,264,000
R_901	Freight and Rail Crossing	Goldsmith Road at E Ponce De Leon Avenue Rail Crossing Improvement	$166,000
R_1085	Interchange New or Improvements	Mountain Industrial Boulevard at US-78 Interchange Improvement	$22,334,000
M_014	Multimodal	Lavista Road Multimodal Improvement	$43,110,000
BP_051	Off-Road	Pleasantdale Road Multiuse Path	$5,277,000
R_113	Operational-Corridor	Briarcliff Road Operational Improvement	$58,080,000
R_210	Operational-Corridor	E Ponce De Leon Avenue Operational Improvements	$8,937,000
R_223	Operational-Corridor	Ponce De Leon Avenue Operational Improvements	$3,500,000
R_1091	Operational-Intersection	Grade Separation of Montreal Road at Railroad Crossing	$7,301,000


PROJECT TYPES
Freight and Rail Crossing
Interchange - New or Improvements
Capacity - Widening
ITS Improvements
Multimodal
New Connection
On-Road/Off-Road Trail Projects
Operational - Corridor
Operational - Intersection
Doraville
Tucker
Clarkston
Stone Mountain
Pine Lake
Avondale Estates
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1
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Miles

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CHAPTER 10
FIVE-YEAR ACTION PLAN AND PERFORMANCE MONITORING

FIVE-YEAR ACTION PLAN AND PERFORMANCE MONITORING

INTRODUCTION

The overall CTP includes a multitude of recommendations over the nearly 30-year horizon. While all of the recommendations are important, it is most critical to think about the near-term action items that need to be undertaken to move the plan forward. The Five-Year Action Plan provides a framework for establishing metrics the County may use to track progress against implementation of projects and policy items. It focuses on general topic areas, surface transportation projects (particularly those in Tier 1), transit next steps, and multiple policy-level recommendations.

FIVE-YEAR ACTION PLAN

General Recommendations			
Category	**Action Item**	**Local Champion**	**Coordinate With**
Plan Adoption	Adopt the DeKalb 2050 Unified Plan, including transportation and land use plans.	DeKalb County	
Regional and Statewide Transportation Planning	Work with ARC and GDOT to advance projects for evaluation and possible inclusion in the RTP, TIP, and STIP.	DeKalb County, DeKalb cities	ARC, GDOT
Code of Ordinances	Amend the existing Code of Ordinances to reflect transportation policy recommendations from the DeKalb 2050 Unified Plan.	DeKalb County	
Performance Monitoring	Develop a project monitoring program to track progress with funding and implementation.	DeKalb County	

Surface Transportation Project Recommendations			
Category	**Action Item**	**Local Champion**	**Coordinate With**
Unincorporated DeKalb County Tier 1 Project List	Advance select Tier 1 projects with current SPLOST funding, where possible, to begin engineering with current program revenues. Advance remaining Tier 1 projects from engineering through construction, as applicable, if successful adoption of a SPLOST renewal takes place.	DeKalb County	ARC, GDOT
Unincorporated DeKalb Tier 2 and 3 Project List	If select Tier 1 projects are advanced during the current SPLOST, identify priority projects within Tier 2 to be pulled forward for Tier 1 funding. As new SPLOST funding and state/federal match funding becomes available, consider advancing relevant Tier 2 project design work.	DeKalb County	ARC, GDOT
Grant Opportunities	Consider new federal discretionary grant programs and determine if any projects might qualify and be competitive. Prepare relevant information and monitor for Notice of Funding Opportunities (NOFOs).	DeKalb County	ARC, GDOT, Cities (as relevant)
DeKalb Cities Project List	Facilitate periodic meetings with city staff to review progress of the high priority city projects and ensure coordination and collaboration between the County and its cities.	DeKalb County	Cities

Transit Recommendations			
Category	**Action Item**	**Local Champion**	**Coordinate With**
Staffing	Identify a transit lead within the County for internal planning efforts, public education and input, and coordination with MARTA.	DeKalb County	MARTA, Cities
Plan Update	Update the DTMP with updated project definitions, costs, tax revenue estimates, and federal match opportunities, etc. to ensure a well developed baseline for renewed conversations.	DeKalb County	
Public Education	Continue education on transit funding options, both local and federal.	DeKalb County	Cities, ATL
Investment Strategy	Reach consensus on a transit infrastructure and service investment strategy, including local funding options like sales tax and value capture.	DeKalb County	Cities
Referendum Opportunity	Consider and prepare for a successful Transit SPLOST referendum.	DeKalb County	Cities, ATL

Policy Recommendations			
Category	**Action Item**	**Local Champion**	**Coordinate With**
Asset Management: Pavement	Adopt a consistent roadway rating system based on the standardized ASTM, implement a software system to manage the pavement and overall program, and use automated data collection methods in addition to visual inspection. Conduct pavement inventory on a rotating three-year cycle. Develop a proactive pavement management plan.	DeKalb County	GDOT, Cities
Asset Management: Bridges	Set aside sufficient funding for unanticipated larger scale bridge projects. Repair/rehabilitate and monitor bridges of concern.	DeKalb County	GDOT, Cities
Asset Management: Signal Systems	Formalize a signal maintenance program that establishes standards and best practices for traffic signal equipment, communications, and central software.	DeKalb County	GDOT, Cities
Functional Classification	Adopt the recommended functional classifications (accomplished with the adoption of the DeKalb 2050 Unified Plan). Review the County Code of Ordinances to ensure that any sections of the code that are reliant upon functional classification are consistent with the 2050 Unified Plan.	DeKalb County	
Freight	Adopt the recommended truck route network into the Code of Ordinances. Coordinate with ARC and adjacent counties and cities to ensure that any updates made to their truck route networks are consistent with DeKalb County's. Identify criteria for truck parking facilities. Perform recurring evaluation of rail crossing locations and identify high-risk locations.	DeKalb County	ARC, GDOT, Adjacent Communities
Access Management	Reviews and consolidates access management requirements in the DeKalb County Code of Ordinances. Update the code based on recommendations from the DeKalb 2050 Unified Plan, GDOT standards, and FHWA guidance. Additionally, update the access management requirements according to updated functional classifications.	DeKalb County	

Policy Recommendations Continued			
Category	**Action Item**	**Local Champion**	**Coordinate With**
Technology	Begin implementing programmatic and infrastructure technology projects. Coordinate with local, regional, and state agencies to identify possible opportunities for collaboration. Coordinate with GDOT on implementing the identified pilot SMART Corridors: Memorial Drive and Candler Road.	DeKalb County	GDOT, ARC, Cities
Complete Streets	Adopt a Complete Streets policy and revise the Code of Ordinances to include improved design guidance/requirements. Establish official performance metrics to evaluate the effectiveness of the Complete Streets policy. Encourage local, regional, and state agencies to incorporate the Complete Streets policy on roadway projects not led by the County.	DeKalb County	GDOT, ARC, Cities
Bicycle and Pedestrian Recommendations	Adopt the recommended bicycle priority network (accomplished with the adoption of the DeKalb 2050 Unified Plan). Identify a lead department for trail planning and implementation, update the DeKalb County Trails Master Plan, and conduct a sidewalk inventory and condition assessment. Prioritize sidewalk investments following the completion of the inventory/condition assessment.	DeKalb County	ARC, Cities
Transportation Demand Management	Create a position for Transportation Coordinator within the County who can work to establish programs such as rideshare matching for carpool, plan events to incentivize participation, etc. Consider the creation of new TMAs within regional centers and zoning revisions to support improved site design for multimodal accommodation.	DeKalb County	Georgia Commute Options (ARC), Cities

PERFORMANCE MONITORING PLAN

Along with the Five-Year Action Plan, DeKalb County should work to monitor progress of the plan over time. This will allow the County to identify places where additional focus should be placed and will provide a baseline status for the beginning of the next CTP update.

Coordination

- Coordination among County departments will be key. This includes Planning and Sustainability, Public Works—Transportation, Public Works—Roads and Drainage, and Recreation, Parks, and Cultural Affairs. Additional groups include the DeKalb SPLOST team and Decide DeKalb. This coordination will allow for both project and policy implementation to proceed while including key department leadership in regular communication. A standing meeting of representatives from these departments is recommended.
- Regular coordination with outside agencies is also beneficial, includes MARTA, ARC, the ATL, and GDOT as well as the cities and CIDs. Coordination among these groups and the County can allow for better projects, more meaningful public education and input, and clear communication to constituents.
- Timely updates to the Board of Commissioners and CEO's office can ensure that elected leadership (as well as the public) can remain knowledgeable of the transportation planning and implementation work taking place throughout the County.

Implementation

- The Five-Year Action Plan will need a point person for monitoring to ensure that pieces are moving forward over the coming years. It is recommended that a schedule be developed for key aspects of the Action Plan with milestone check-ins.
- Ideally, the Tier 1 and Tier 2 projects from the CTP will represent a majority of the projects in an upcoming SPLOST renewal. Tracking of those projects associated with a local funding mechanism should take place (likely through the SPLOST program).
- The County should identify leads for policy project implementation and set up milestones working toward implementation.
- A new opportunity of value to the County is to identify possible funding matches through the IIJA/BIL federal discretionary grant programs. Identify mechanisms to deliver grant applications, including staff leads, consultant support (if needed), approval processes through elected leadership, and local match dollars.

Monitoring (implementation and performance)

- DeKalb County has an opportunity to show the impact of project implementation to County leadership, members of the public, and regional/state/federal agencies. In order to do that, the County should develop performance metrics for project evaluation (e.g., operational, safety, multimodal, etc.).
- For each capital investment, the County should conduct studies before and after project implementation to further understand the impacts of the project and compare against early projected improvements.

APPENDIX

UNINCORPORATED DEKALB COUNTY TIERED PROJECTS - DETAILED INFORMATION

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_1069	Interchange-New or Improvements	Metro South CID	District 3, District 6	I-285 EB ramp at Moreland Avenue Interchange Improvement	Moreland Avenue		Widen the channelized right turn and the left turn lanes (2) on SB Moreland Avenue to accommodate truck movement. Restripe the channelized right turn and the pavement markings on bridge to enhance driver awareness and maintain safety. Install pedestrian crosswalks across ramp terminals to connect with existing sidewalks on bridge and determine warrants for signalized crossings	Unincorporated
R_709	Interchange-New or Improvements	Metro South CID	District 3, District 6	I-285 WB ramp at Moreland Avenue Interchange Improvement	Moreland Avenue		Widen the channelized right turn onto ramp from SB Moreland Avenue. Restripe the channelized right turn and the pavement markings on bridge to enhance driver awareness and maintain safety. Install pedestrian crosswalks and signals across ramp terminals to connect with existing sidewalks on bridge	Unincorporated
M_043_PE	Multimodal	2014 Transportation Plan	District 1, District 7	Chamblee Tucker Road Multimodal Improvement (Design Only)	I-285	Tucker Norcross Road	Road diet to include two through lanes and a center left-turn lane and bike lanes. Operational and pedestrian improvements will also be made at key locations along the corridor	Tucker, Unincorporated
M_045_PE	Multimodal	2014 Transportation Plan	District 2, District 6	Church Street Multimodal Improvement (Design Only)	N Decatur Road	Medlock Road	Add center turn lane and on-street parking along with bicycle lanes	Decatur, Unincorporated
M_2000_PE	Multimodal	Consultant Team	District 3, District 6	Clifton Springs Road Road Diet (Design Only)	Panthersville Road	Flat Shoals Parkway	Multimodal improvements. Add and infill sidewalks	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
		Tier 1	YES	$53,000	$66,000	$439,000	$154,000	$712,000	$712,000	$-
		Tier 1	YES	$24,000	$30,000	$194,000	$68,000	$315,000	$315,000	$-
Tier 1	2.10	Tier 1	NO	$1,032,000	$-	$-	$-	$1,032,000	$825,600	$206,400
Tier 3	0.48	Tier 1	NO	$552,000	$-	$-	$-	$552,000	$441,600	$110,400
	0.72	Tier 1	NO	$500,000	$-	$-	$-	$500,000	$-	$500,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
M_2016	Multimodal	Consultant Team	District 3, District 5, District 7	Glenwood Road Multimodal Improvement	Columbia Drive	Covington Highway	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 2.0 miles of moderate grading	Unincorporated
M_013_PE	Multimodal	Consultant Team	District 4, District 5, District 7	Heritage Corridor Study (Design Only)	Stone Mountain	Lithonia	Multimodal improvements connecting Stone Mountain and Lithonia downtowns. Sidewalk improvements and pedestrian crossings	Stone Mountain, Unincorporated
M_024_PE	Multimodal	2014 Transportation Plan	District 2, District 6	N Decatur Road Multimodal Improvement (Design Only)	Clairmont Road	Church Street	Four lane section will include a combination of bicycle and pedestrian improvements and will be consistent with Clifton Corridor transit design	Decatur, Unincorporated
X_010	Multimodal	2014 Transportation Plan	District 2, District 6	N Druid Hills Road at Spring Creek Road Bridge Improvement (Bridge ID: 089-0175-0)	Approx. 1400 ft east of Spring Creek Road		In County's TIP for design; 2020 Evaluation is Fair; Bridge sufficiency rating is 50 or less and therefore meets the threshold for qualifying for bridge replacement funding. Bridge considerations should include the potential for future transit lines running below	Unincorporated
M_035bc_PE	Multimodal	Consultant Team	District 2, District 6	N Druid Hills Road Multimodal Improvement (Design Only)	Briarcliff Road	Lawrenceville Highway	Multimodal improvements. Add and infill sidewalks; GDOT projects GOASIS ID 21-7050, GOASIS ID 22-7092 and, GOASIS ID 20-7083/PI 0018284	Brookhaven, Unincorporated
M_2017	Multimodal	Consultant Team	District 1, District 7	Pleasantdale Road Multimodal Improvement	Tucker/ Norcross	I-85	Improve pedestrian crossings along this corridor; Currently under review by County staff	Unincorporated
R_2005_PE	New Connection	Consultant Team	District 2, District 6	Clairmont Road Reliever Connection (Scoping Study)	I-85 Frontage Road	Briarcliff Road NE	New connection from I-85 Frontage Road to Briarcliff Road NE east of Clairmont Road	Unincorporated
BP_022	Off-Road	2014 Transportation Plan	District 2, District 6	Deepdene Park Path Scoping Study (Design Only)	N Ponce De Leon Avenue	Parkwood Road	Complete linear park path connection from Deepdene Park to existing bicycle lanes starting at Parkwood Road	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
	2.03	Tier 1	NO	$-	$-	$4,329,000	$-	$4,329,000	$-	$4,329,000
Tier 3	11.69	Tier 1	NO	$-	$-	$-	$-	$300,000	$162,963	$137,037
Tier 1	1.29	Tier 1	NO	$343,000	$-	$-	$-	$343,000	$161,210	$181,790
		Tier 1	NO	$900,000	$2,000,000	$9,300,000	$300,000	$12,500,000	$8,000,000	$4,500,000
Tier 3	3.82	Tier 1	NO	$2,290,000	$-	$-	$-	$2,290,000	$1,832,000	$458,000
	1.98	Tier 1	NO	$-	$-	$-	$-	$3,000,000	$600,000	$2,400,000
	0.20	Tier 1	NO	$-	$-	$-	$-	$200,000	$-	$200,000
	0.26	Tier 1	YES	$750,000	$-	$-	$-	$750,000	$-	$750,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
BP_1433	Off-Road	DeKalb SPLOST Trails	District 3, District 6	Donzi Road Beltline Connector	Donzi Road	Southside BeltLine Trail (Fulton County)	DeKalb County connection to Atlanta's Southside BeltLine rail via Custer Avenue westward to the City of Atlanta in Fulton County, through to Boulevard SE and northward to the BeltLine	Unincorporated
BP_1446	Off-Road	DeKalb SPLOST Trails	District 1, District 2, District 6, District 7	North Fork Peachtree Creek Trail Connector, Phase 1	Fisher Trail Park	Peachwood Circle NE	Connects trail to neighborhood	Unincorporated
BP_1502	Off-Road	PATH Foundation	District 1, District 7	North Fork Peachtree Creek Trail Connector, Phase 2	Shallowford Road	Chamblee Tucker Road	Connects trail to multiple residential and retail areas	Unincorporated
BP_1475	Off-Road	DeKalb SPLOST Trails	District 2, District 6	Sagamore Trail	Alderbrook Road	Audobon Drive	New trail facility to improve connectivity	Unincorporated
BP_1476a	Off-Road	DeKalb SPLOST Trails	District 2, District 6	Sagamore Trail	Briarcliff Road NE	Peachtree Creek Greenway	New trail facility to improve connectivity	Unincorporated
BP_1477	Off-Road	DeKalb SPLOST Trails	District 2, District 6	Sagamore Trail	S Peachtree Creek Trail/ N Druid Hills Road	Alderbook Road	New trail facility to improve connectivity	Unincorporated
BP_1481	Off-Road	DeKalb SPLOST Trails	District 2, District 6	South Peachtree Creek Trail - PATH, Phase 2 (Section 1)	Fulton County Line	Atlanta City Limits	New trail facility to improve connectivity	Unincorporated
BP_1482	Off-Road	DeKalb SPLOST Trails	District 2, District 6	South Peachtree Creek Trail - PATH, Phase 2 (Section 2)	Briarcliff Road	Atlanta City Limits	New trail facility to improve connectivity	Atlanta, Unincorporated
BP_018	Off-Road	2014 Transportation Plan	District 2, District 4, District 6	South Peachtree Creek Trail - Phase 3	Medlock Park	Farmers Market Trail and Zonolite Park	Expansion of the PATH Foundation trail system (South Peachtree Creek Trail). Multiuse path was assumed for the third phase (1.3 miles) of this three-phase 6.3-mile project, but a detailed corridor study is needed to determine recommended improvements	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
	2.05	Tier 1	NO	$312,000	$156,000	$3,111,000	$-	$3,577,000	$-	$3,577,000
	1.02	Tier 1	NO	$155,000	$78,000	$1,545,000	$-	$1,777,000	$-	$1,777,000
		Tier 1	NO	$555,000	$278,000	$5,545,000	$-	$6,376,000	$3,825,600	$2,550,400
	0.12	Tier 1	NO	$18,000	$9,000	$174,000	$-	$199,000	$-	$199,000
	1.70	Tier 1	NO	$-	$-	$-	$-	$2,550,000	$-	$2,550,000
	1.59	Tier 1	NO	$323,000	$162,000	$3,224,000	$-	$3,707,000	$-	$3,707,000
	0.25	Tier 1	NO	$38,000	$19,000	$375,000	$-	$431,000	$40,247	$390,753
Tier 3	0.22	Tier 1	YES	$33,000	$17,000	$329,000	$-	$379,000	$-	$379,000
	1.30	Tier 1	NO	$98,000	$683,000	$1,171,000	$-	$1,951,000	$-	$1,951,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
BP_037	Off-Road	ARC RTP	District 3, District 6	South River Multiuse Trail Extension	Boulder Walk Drive	Crestdale Circle	Offers pedestrian and bicyclist accessibility along Intrenchment Creek from Boulder Walk Drive to Crestdale Circle. It is intended to provide safe connectivity between the Atlanta BeltLine Trail and the Arabia Mountain Trail through ADA compliant infrastructure including a wide shared use path, ramp connection, and high visibility crosswalks	Unincorporated
BP_1464	Off-Road	DeKalb SPLOST Trails	District 3, District 5, District 7	South River Trail Multiuse Trail Extension (Eastern End)	Waldrop Place	MLK High School	New connection trail to neighborhood.	Unincorporated
R_202	Operational-Corridor	2014 Transportation Plan	District 3, District 6	Bouldercrest Road Operational Improvement	Constitution Road	Eastland Road	Operational improvements along with pedestrian and bicycle accommodations	Atlanta, Unincorporated
R_225	Operational-Corridor	Consultant Team	District 1, District 7	Henderson Mill Road Operational Improvement	Henderson Road	Mercer University Drive	Operational improvements to address failing LOS and bottlenecks along Henderson Mill Road; Extension of left turn lanes at Henderson, Evans and Mercer intersections	Unincorporated
R_211	Operational-Corridor	ARC RTP	District 3, District 4, District 5, District 6, District 7	Kensington MARTA Station Trail and Road Diets, Phase 1	Covington Highway	Memorial Drive	Phase 1 will occur along SR 10/Mountain Drive, Kensington Road, SR 154/ Memorial Drive and US 278/Covington highway and will implement a road diets, a 12-foot multi-use trail, and improved pedestrian and bicycle facilities; GDOT PI Number 0018335 - Road Diet	Avondale Estates, Unincorporated
R_1418	Operational-Corridor	DeKalb SPLOST	District 3, District 4, District 5, District 6, District 7	North/South Hairston Drive Safety Study (Design Only)	Welsey Chapel Road	Ponce De Leon Avenue	Corridor Safety High Level Audit; High-level character transformation and safety review	Tucker, Unincorporated
R_405c	Operational-Corridor	Consultant Team	District 4, District 5, District 7	Redan Road Operational Improvement	Elder Lane	Allgood Road	Operational improvements to address capacity needs	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
	1.49	Tier 1	NO	$-	$-	$-	$-	$5,787,000	$-	$5,787,000
	5.80	Tier 1	NO	$617,000	$309,000	$6,165,000	$-	$7,090,000	$4,254,000	$2,836,000
Tier 3	2.49	Tier 1	NO	$175,000	$1,222,000	$2,094,000	$-	$3,490,000	$-	$3,490,000
	0.54	Tier 1	NO	$400,000	$200,000	$1,500,000	$200,000	$2,300,000	$-	$2,300,000
Tier 2	1.27	Tier 1	YES	$536,000	$217,000	$5,198,000	$-	$5,949,000	$4,759,200	$1,189,800
Tier 2	8.27	Tier 1	NO	$500,000	$-	$-	$-	$500,000	$-	$500,000
	1.10	Tier 1	NO	$869,000	$2,276,000	$5,420,000	$1,438,000	$10,000,000	$5,000,000	$5,000,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_2001	Operational-Corridor	GDOT	District 5, District 7	SR 12/US 278 Operational Improvement	DeKalb Medical Parkway	Cragstone Court	Operational improvements to address capacity needs; Sidewalk infill improvements; GDOT PI Number 0008288	Stonecrest, Unincorporated
R_161	Operational-Intersection	Consultant Team	District 4, District 7	Bermuda Road at Stewart Mill Road Roundabout	Stewart Mill Road		Install a roundabout at intersection	Unincorporated
R_1414	Operational-Intersection	DeKalb SPLOST	District 2, District 6	Briarcliff Road at Briarlake Road Intersection Turn Lane Improvement	Briarlake Road		Traffic study to develop turn-lane and operational improvements	Unincorporated
R_153	Operational-Intersection	Consultant Team	District 3, District 6	Candler Road at H F Shepherd Drive Intersection Improvement	H F Shepherd Drive		Part of RSA conducted in 2021; Recommend operational and pedestrian improvements to address safety and capacity needs; GDOT PI Number M006292	Unincorporated
R_926	Operational-Intersection	Consultant Team	District 3, District 6	Cedar Grove Road at Bouldercrest Road Intersection Improvement and Roundabout	Bouldercrest Road		Intersection improvements and new roundabout	Unincorporated
R_925	Operational-Intersection	Consultant Team	District 3, District 6	Cedar Grove Road at E Conley Road Intersection Improvement and Roundabout	E Conley Road		Intersection improvements and new roundabout	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
Tier 2	0.85	Tier 1	YES	$603,000	$1,258,000	$3,467,000	$-	$5,328,000	$5,328,000	$-
		Tier 1	NO	$217,000	$52,000	$1,560,000	$-	$1,829,000	$-	$1,829,000
		Tier 1	NO	$42,000	$208,000	$416,000	$-	$666,000	$-	$666,000
		Tier 1	YES	$500,000	$400,000	$1,500,000	$400,000	$2,800,000	$1,960,000	$840,000
		Tier 1	NO	$-	$-	$-	$-	$1,000,000	$-	$1,000,000
		Tier 1	NO	$-	$-	$-	$-	$1,000,000	$-	$1,000,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_1064_PE	Operational-Intersection	Metro South CID	District 3, District 6	Cedar Grove Road/ Thurman Road (SR 160)/Old McDonough Road Roundabout (Design Only)	Thurman Road		A truck roundabout for this intersection with 13' lanes and adequate turning radii. Reconstruct pavement and restripe Old McDonough Road and Cedar Grove Road to accommodate truck traffic and enhance delineation for driver awareness and safety. Improve roadway drainage infrastructure, including a maintenance schedule to ensure efficacy. Install a storage lane on Old McDonough to relieve truck queuing from truck wash facility. Resurface Cedar Grove Road and Thurman Road as part of roadway and drainage maintenance. Improve roadway drainage infrastructure	Unincorporated
R_159	Operational-Intersection	Consultant Team	District 2, District 6	Crestline Drive at Chrysler Drive Intersection Improvement	Chrysler Drive		Intersection pedestrian safety improvements	Unincorporated
R_813	Operational-Intersection	2014 Transportation Plan	District 4, District 6	DeKalb Industrial Way at Milscott Drive Traffic Signal Improvement	Milscott Drive		New signal and pedestrian safety improvements	Unincorporated
R_927	Operational-Intersection	Consultant Team	District 2, District 6	E Rock Springs Road NE at Cumberland Road NE/ Beech Valley Way NE Intersection Improvement and Roundabout	Beech Valley Way NE		Intersection improvements and new roundabout	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
		Tier 1	YES	$438,000	$-	$-	$-	$438,000	$359,160	$78,840
		Tier 1	NO	$-	$-	$-	$-	$1,300,000	$-	$1,300,000
		Tier 1	NO	$31,000	$-	$302,000	$-	$332,000	$-	$332,000
		Tier 1	NO	$-	$-	$-	$-	$1,400,000	$392,000	$1,008,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_1402	Operational-Intersection	DeKalb SPLOST	District 4, District 6	Indian Creek Elementary Signal Installation	Lakes at Indian Creek Apts Driveway		Signal warrant study and potential signal installation; May require school coordination at the new school driveway; Signal mast arms if possible (preferred option for DeKalb County where applicable).	Unincorporated
R_1405	Operational-Intersection	DeKalb SPLOST	District 4, District 6	North Clarendon Road Signal and RR Crossing Improvements	Ponce de Leon Avenue		Railroad crossing assessment and improvements; Does not currently have railroad preemption (priority project)	Unincorporated
R_1406	Operational-Intersection	DeKalb SPLOST	District 4, District 6	North Decatur Road at Parkdale Road Intersection Improvement	Parkdale Road		Priority project for TE Study. Signal installation and pedestrian enhancements; Study to evaluate converting Gifford Dr into an RCUT to funnel left turn traffic to Parkdale	Unincorporated
R_2000	Operational-Intersection	Consultant Team	District 2, District 6	North DeKalb Mall Intersection Improvement	Birch Road		Mall redevelopment set asides for transportation improvements including a left turn lane at the intersection of N Druid Hills Road at Birch Road	Unincorporated
R_157	Operational-Intersection	Consultant Team	District 5, District 7	Redan Road at Lithonia Road Intersection Safety Evaluation	S Stone Mountain-Lithonia Road		Improvements to improve intersection geometry, install traffic signal, signal coordination w/ Young Road and Wellborn Road	Unincorporated
R_162	Operational-Intersection	Covington Highway Corridor Master Active Living Plan	District 3, District 7	Redwing Circle at Covington Highway or Nearby New Traffic Signal	Covington Highway		New traffic signal; Safety Project High Level Crash Screening, Project ID: 22-7126	Unincorporated
R_145	Operational-Intersection	Consultant Team	District 4, District 7	Stephenson Road at South Deshon Road Intersection Improvement	South Deshon Road		Operational improvements to address capacity and safety needs; Potentially new roundabout and auxiliary lanes	Unincorporated
R_112	Operational-Intersection	2014 Transportation Plan	District 3, District 7	Wesley Chapel Road at Flat Shoals Parkway Intersection Improvement	Flat Shoals Parkway		Operational improvements to address capacity and safety needs; GDOT GOASIS Project ID: 22-7078 - TE Report/RSA	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
		Tier 1	NO	$32,000	$-	$260,000	$-	$292,000	$-	$292,000
		Tier 1	NO	$52,000	$-	$468,000	$-	$520,000	$-	$520,000
		Tier 1	NO	$42,000	$26,000	$520,000	$-	$588,000	$-	$588,000
		Tier 1	NO	$-	$-	$-	$-	$1,000,000	$-	$1,000,000
		Tier 1	NO	$20,000	$20,000	$500,000	$20,000	$560,000	$-	$560,000
		Tier 1	YES	$43,000	$-	$285,000	$-	$328,000	$229,600	$98,400
		Tier 1	NO	$400,000	$300,000	$1,800,000	$300,000	$2,800,000	$-	$2,800,000
		Tier 1	YES	$80,000	$55,000	$787,000	$-	$922,000	$645,400	$276,600

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_1077_ PE	Capacity-Widening	Metro South CID	District 3, District 6	Old McDonough Road Capacity Improvement (Design Only)	Lancaster Road	Mason Dixon Road	Pave and widen existing dirt road to 12 ft. lanes with 3-5 ft. shoulders to accommodate truck traffic	Unincorporated
R_407	Capacity-Widening	2014 Transportation Plan	District 3, District 7	Wesley Chapel Road Capacity Improvement	Boring Road	Flat Shoals Parkway	Widening from 2 to 4 lanes, including bike and pedestrian improvements; GDOT GOASIS Project ID: 21-7008 - TE Report	Unincorporated
R_904	Freight and Rail Crossing	Consultant Team	District 3, District 6	Constitution Drive SE at Old Constitution Road SE Rail Crossing Improvement (Norfolk Southern)	Old Constitution Road SE		At-grade crossing safety and operational improvements; Recent request for quiet zone; County evaluating closure of Old Constitution	Unincorporated
R_913	Freight and Rail Crossing	Consultant Team	District 5, District 7	Panola Road at Stone Mountain Lithonia Road Rail Crossing Improvement	Stone Mountain Lithonia Road		At-grade crossing safety and operational improvements; Improve signage and pavement markings including reflectors; Evaluate Florida-T signalized intersection	Unincorporated
M_043	Multimodal	2014 Transportation Plan	District 1, District 7	Chamblee Tucker Road Multimodal Improvement	I-285	Tucker Norcross Road	Road diet to include two through lanes and a center left-turn lane and bike lanes. Operational and pedestrian improvements at key locations along the corridor	Tucker, Unincorporated
M_045	Multimodal	2014 Transportation Plan	District 2, District 6	Church Street Multimodal Improvement	N Decatur Road	Medlock Road	Add center turn lane, on-street parking, and bicycle lanes	Decatur, Unincorporated
M_2000	Multimodal	Consultant Team	District 3, District 6	Clifton Springs Road from Panthersville Road to Flat Shoals Parkway Road Diet	Panthersville Road	Flat Shoals Parkway	Currently 4 lanes with no room for SW; Consider a road diet	Unincorporated
M_2006	Multimodal	Consultant Team	District 3, District 4, District 5, District 6, District 7	Covington Trails and Kensington MARTA Station Road Diets, Phase 2	Memorial Drive	MARTA Indian Creek Station	New trail facility to improve connectivity; GDOT Safety Project PI Number 0018335 - Road Diet	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
		Tier 2	YES	$86,000	$-	$-	$-	$86,000	$7,740	$78,260
	1.27	Tier 2	NO	$1,008,000	$7,050,000	$12,085,000	$-	$20,141,000	$7,854,990	$12,286,010
		Tier 2	NO	$-	$-	$-	$-	$130,000	$-	$130,000
		Tier 2	NO	$-	$-	$-	$-	$1,000,000	$-	$1,000,000
Tier 2	2.10	Tier 2	NO	$-	$2,350,000	$4,557,000	$-	$6,907,000	$5,525,600	$1,381,400
Tier 3	0.48	Tier 2	NO	$-	$1,256,000	$2,436,000	$-	$3,692,000	$2,953,600	$738,400
	0.72	Tier 2	NO	$-	$100,000	$2,100,000	$100,000	$2,300,000	$-	$2,300,000
	1.26	Tier 2	NO	$-	$-	$-	$-	$5,579,000	$4,463,200	$1,115,800

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
M_1063	Multimodal	Consultant Team	District 4, District 6	Jolly Avenue Multimodal Improvement	Rowland Street	Indian Creek Way	Explore making Jolly Avenue a one-way neighborhood street with the potential for sidewalk, multimodal, and road diet improvements	Clarkston, Unincorporated
BP_1447	Multimodal	Consultant Team	District 2, District 6	Lullwater Road NE Multimodal Improvement	Ponce De Leon Avenue NE	N Decatur Rd	Multimodal and operational improvements. Add and infill sidewalks	Atlanta, Unincorporated
M_035b	Multimodal	Consultant Team	District 2, District 6	N Druid Hills Road Multimodal Improvement	Briarcliff Road	Clairmont Road	Multimodal and operational improvements. Add and infill sidewalks	Brookhaven, Unincorporated
M_035c	Multimodal	Consultant Team	District 2, District 6	N Druid Hills Road Multimodal Improvement	Clairmont Road	Lawrenceville Highway	Multimodal and operational improvements. Add and infill sidewalks	Unincorporated
BP_1428	Off-Road	DeKalb SPLOST Trails	District 3, District 7	Covington Trails, Phase 2 (South)	Covington Highway	Towers High School	New trail facility to improve connectivity	Unincorporated
BP_140	Off-Road	Medline LCI	District 4, District 6	DeKalb Industrial Way Greenway	Lawrenceville Highway	Jefferson Square Court	New Greenway facility	Unincorporated
BP_015	Off-Road	2014 Transportation Plan	District 2, District 4, District 6	Farmers Market Trail	South Peachtree Creek Trail	Stone Mountain Trail in Avondale Estates	Expansion of the PATH Foundation trail system (Farmers' Market Trail). Multiuse path was assumed for the entire 2.6-mile corridor, but a detailed corridor study is needed to determine recommended improvements	Unincorporated
BP_1435	Off-Road	DeKalb SPLOST Trails	District 1, District 7	Henderson Mill Creek Trail	Northlake Parkway	North Fork Peachtree Creek Trail	Trail connection between North Fork Peachtree Creek Trail and Tucker-Northlake Activity Center. Closely follows the Northlake Trail.	Unincorporated
BP_1438	Off-Road	DeKalb SPLOST Trails	District 5, District 7	Indian Creek MARTA Station Trails	Chemawa Drive	Elder Lane	New trail facility to improve connectivity	Unincorporated
BP_1439	Off-Road	DeKalb SPLOST Trails	District 5, District 7	Indian Creek MARTA Station Trails	S Indian Creek Drive	Snapfinger Trail PATH	Loop from Redan Road to Elder Lane to Durham Park Rd to S Indian Creek Drive	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
Tier 3	0.55	Tier 2	NO	$300,000	$100,000	$1,200,000	$100,000	$1,700,000	$440,471	$1,259,529
Tier 3	1.30	Tier 2	NO	$-	$-	$-	$-	$1,000,000	$-	$1,000,000
Tier 3	1.71	Tier 2	NO	$-	$7,170,000	$12,291,000	$-	$19,461,000	$7,979,010	$11,481,990
	2.11	Tier 2	NO	$-	$8,856,000	$15,181,000	$-	$24,036,000	$7,931,880	$16,104,120
	0.47	Tier 2	NO	$72,000	$36,000	$715,000	$-	$823,000	$-	$823,000
	0.71	Tier 2	NO	$-	$-	$-	$-	$2,000,000	$-	$2,000,000
	2.55	Tier 2	NO	$193,000	$1,348,000	$2,311,000	$-	$3,851,000	$-	$3,851,000
	1.43	Tier 2	NO	$216,000	$108,000	$2,160,000	$-	$2,484,000	$-	$2,484,000
	0.07	Tier 2	NO	$10,000	$5,000	$99,000	$-	$114,000	$-	$114,000
	1.55	Tier 2	NO	$235,000	$118,000	$2,345,000	$-	$2,696,000	$-	$2,696,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
BP_1440	Off-Road	DeKalb SPLOST Trails	District 4, District 5, District 7	Indian Creek MARTA Station Trails	S Indian Creek Drive	Rowland Road	New trail facility to improve connectivity	Unincorporated
BP_1441	Off-Road	DeKalb SPLOST Trails	District 5, District 7	Indian Creek MARTA Station Trails	Elder Lane	Indian Creek MARTA	New trail facility to improve connectivity	Unincorporated
BP_040	Off-Road	Belvedere Master Active Living Plan	District 3, District 7	Multiuse Trail Connecting Delano-Line Park, White Oak Park, and Shoal Creek	White Oak Park	Shoal Creek I	Multiuse Trail connecting Delano-Line Park, White Oak Park, and Shoal Creek I from west to east	Unincorporated
BP_1445	Off-Road	DeKalb SPLOST Trails	District 1, District 7	North Fork Peachtree Creek Trail Connector, Phase 2 Spur	Cravey Lane NE	Townley Circle	New trail facility to improve connectivity	Unincorporated
BP_1501	Off-Road	PATH Foundation	District 1, District 7	North Fork Peachtree Creek Trail Connector, Phase 3	Chamblee Tucker Road	Presidential Parkway	New trail facility to improve connectivity	Unincorporated
BP_1450	Off-Road	DeKalb SPLOST Trails	District 3, District 6	Shoal Creek PATH Trail Connection 2	Aspen Woods Apartments	Shoal Creek Crossing	New trail facility to improve connectivity	Unincorporated
BP_030	Off-Road	2014 Transportation Plan	District 3, District 6, District 7	Shoal Creek Trail	Candler Road	Flat Shoals Parkway	Shoal Creek Trail from Rainbow Drive to SR 155/ Flat Shoals Parkway at Warriors Path/county-owned "Hudson Park" (2 miles)	Unincorporated
BP_1473	Off-Road	DeKalb SPLOST Trails	District 2, District 6	South Fork Peachtree Trail Connection to Emory University	Emory University	Zonolite Park	New trail facility to improve connectivity to Emory University	Atlanta, Unincorporated
BP_1480	Off-Road	DeKalb SPLOST Trails	District 3, District 6	South River Trail - PATH, Phase 2	Gresham Park	Sugar Creek Park	New trail facility to improve connectivity	Unincorporated
BP_1484	Off-Road	DeKalb SPLOST Trails	District 3, District 6	South River Trail - PATH, Phase 2	Constitution Lakes Park	Sugar Creek Park	New trail facility to improve connectivity	Unincorporated
R_400b_PE	Operational-Corridor	Consultant Team	District 2, District 6	Briarcliff Road Arterial Managed Lanes (Design Only)	Clifton Road	N Druid Hills Road	Study and design of arterial managed lanes; GDOT PI Number M005990	Brookhaven, Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
	0.28	Tier 2	NO	$43,000	$22,000	$422,000	$-	$486,000	$-	$486,000
	0.27	Tier 2	NO	$41,000	$21,000	$407,000	$-	$468,000	$-	$468,000
	0.95	Tier 2	NO	$10,000	$-	$50,000	$-	$60,000	$-	$60,000
	2.11	Tier 2	NO	$-	$-	$-	$-	$3,679,000	$2,207,400	$1,471,600
	1.51	Tier 2	NO	$229,000	$115,000	$2,284,000	$-	$2,627,000	$1,576,200	$1,050,800
	0.02	Tier 2	NO	$3,000	$2,000	$28,000	$-	$32,000	$-	$32,000
	2.34	Tier 2	NO	$177,000	$1,237,000	$2,121,000	$-	$3,534,000	$-	$3,534,000
Tier 3	0.76	Tier 2	NO	$26,000	$13,000	$260,000	$-	$299,000	$244,985	$54,015
	2.83	Tier 2	NO	$429,000	$215,000	$4,288,000	$-	$4,931,000	$-	$4,931,000
	0.50	Tier 2	NO	$77,000	$39,000	$768,000	$-	$884,000	$-	$884,000
Tier 3	1.67	Tier 2	YES	$-	$-	$-	$-	$4,500,000	$3,600,000	$900,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_1074	Operational-Corridor	Metro South CID	District 3, District 6	Constitution Road Widening (within GTIB Grant), Phase 2	Fayetteville Road	International Park Drive	Constitution Road widening (within GTIB Grant) - Phase 2	Unincorporated
R_222	Operational-Corridor	Consultant Team	District 3, District 5, District 7	Covington Highway Operational Improvement	Glenwood Road	Young Road	Access management improvements to address capacity and safety needs including 11'-lanes with 20-ft raised median, RCUTS and U-turns, other intersection improvements exclusive of S Hairston Road and Young Road; GDOT Project ID: 22-7126	Unincorporated
R_224	Operational-Corridor	Consultant Team	District 2, District 6, District 7	Frazier Road Operational Improvement	Lawrenceville Highway	Lavista Road	Intersection improvements including widening from Tolbert Dr to Camden Walk to provide better storage for approaches to Lawrenceville Hwy and left turn lanes at Pangborn Rd and Tolbert Dr; Sidewalk improvements for both sides	Unincorporated
R_1078	Operational-Corridor	Metro South CID	District 3, District 6	Henrico Road Operational Improvement	Moreland Avenue	Koppers Road	Significant pavement drop-off on roadway shoulders. History of truck rollovers due to low shoulders. Shoulder and pavement widening and road re-construction to accommodate truck traffic	Unincorporated
R_1417	Operational-Corridor	DeKalb SPLOST	District 2, District 4, District 6	Lawrenceville Highway at North Druid Hills Road Operational Improvement	North Druid Hills Road		Extend the northbound left-turn lane on Lawrenceville Hwy (SR-8/US-78) for left-turning vehicles onto North Druid Hills Rd. May require the median to close to extend left-turn lane. Possibly a Quick Response project with GDOT	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
	1.77	Tier 2	NO	$967,000	$325,000	$7,106,000	$930,000	$9,327,000	$7,554,870	$1,772,130
	1.91	Tier 2	YES	$2,500,000	$2,500,000	$9,000,000	$1,500,000	$15,500,000	$15,500,000	$-
	1.04	Tier 2	NO	$52,000	$104,000	$520,000	$-	$676,000	$-	$676,000
	1.38	Tier 2	NO	$559,000	$740,000	$6,686,000	$-	$7,984,000	$6,387,200	$1,596,800
	0.08	Tier 2	YES	$26,000	$-	$312,000	$-	$338,000	$338,000	$-

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_1081	Operational-Corridor	Metro South CID	District 3, District 6	Moreland Avenue Operational Improvement	Cedar Grove	Conley Road	Widen Moreland Avenue to include 1) a deceleration lane and travel lanes that are 12-ft wide southbound and 2) a deceleration lane, left turn lane, acceleration lane/U-turn loon that are 12-ft wide northbound. Modify opposing left-turn lanes on Moreland Avenue to be offset to provide better sight distance. Install advanced warning traffic signs and signals as appropriate, including 1) flashing sign for SB traffic to signal left turns from driveway and 2) signs along Moreland Avenue to signal an upcoming driveway with incoming/ turning traffic	Unincorporated
R_1082	Operational-Corridor	Metro South CID	District 3, District 6	Moreland Avenue Operational Improvement	Thurman Road	I-285	Reconstruct the right turn from SB Moreland Avenue into the driveway to enlarge the turning radius to accommodate truck movements. Modify opposing left-turn lanes on Moreland Avenue to be offset to provide better intersection sight distance. Modify median end-treatments into a "bullet-nose" type to improve left turn movements for trucks.	Unincorporated
R_234	Operational-Corridor	Covington Highway Corridor Master Active Living Plan	District 3, District 7	Raise Median along Covington Highway	Redan Road	Redwing Circle	Raised median and operational improvements; GDOT Project ID: 22-7126	Unincorporated
R_405d	Operational-Corridor	Consultant Team	District 4, District 5, District 7	Redan Road Operational Improvement	Allgood Road	S Hairston Road	Raised median, access management, and intersection capacity and operational improvements	Unincorporated
R_1422	Operational-Corridor	DeKalb SPLOST	District 4, District 6	Rockbridge Road Traffic Engineering Study	Cobblestone Trail	Glen Cove Drive	Traffic Engineering study to identify safety improvements for curved portion	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
	0.69	Tier 2	YES	$180,000	$225,000	$1,500,000	$525,000	$2,430,000	$2,041,200	$388,800
	0.51	Tier 2	YES	$36,000	$45,000	$300,000	$105,000	$486,000	$408,240	$77,760
	0.46	Tier 2	YES	$90,000	$-	$598,000	$-	$688,000	$688,000	$-
	1.20	Tier 2	NO	$869,000	$2,276,000	$5,420,000	$1,438,000	$10,000,000	$5,000,000	$5,000,000
	0.14	Tier 2	NO	$11,000	$-	$156,000	$-	$167,000	$-	$167,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_1421	Operational-Corridor	DeKalb SPLOST	District 3, District 7	South Rainbow Drive Corridor Safety Improvement Study	Fairlake Drive	Rainbow Drive	Traffic Engineering study to identify safety improvements for curved portion	Unincorporated
R_1068	Operational-Intersection	Metro South CID	District 3, District 6	Cedar Grove at Moreland Intersection Improvement	Moreland Avenue		Widen right-turn lane from Cedar Grove Road onto Moreland Avenue. Reconstruct pavement of Cedar Grove Road to accommodate truck traffic and minimize load-related pavement deterioration. Install sidewalks to accompany the existing crosswalks and existing signals to improve pedestrian safety. Improve radius (east side)	Unincorporated
R_1064	Operational-Intersection	Metro South CID	District 3, District 6	Cedar Grove Road/ Thurman Road (SR 160)/Old McDonough Road Roundabout	Thurman Road		A truck roundabout for this intersection with 13' lanes and adequate turning radii. Reconstruct pavement and restripe Old McDonough Road and Cedar Grove Road to accommodate truck traffic and enhance delineation for driver awareness and safety. Improve roadway drainage infrastructure, including a maintenance schedule to ensure efficacy. Install a storage lane on Old McDonough to relieve truck queuing from truck wash facility. Resurface Cedar Grove Road and Thurman Road as part of roadway and drainage maintenance. Improve roadway drainage infrastructure	Unincorporated
R_152	Operational-Intersection	Consultant Team	District 4, District 6	Central Drive at Hambrick Road Intersection Improvement	Hambrick Road		Turn lane capacity and operational improvements	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
	0.21	Tier 2	NO	$11,000	$-	$136,000	$-	$146,000	$-	$146,000
		Tier 2	YES	$140,000	$174,000	$1,160,000	$406,000	$1,880,000	$1,598,000	$282,000
		Tier 2	YES	$-	$548,000	$3,650,000	$1,278,000	$5,475,000	$4,489,500	$985,500
		Tier 2	NO	$300,000	$200,000	$1,000,000	$200,000	$1,700,000	$-	$1,700,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_1410	Operational-Intersection	DeKalb SPLOST	District 1, District 7	Evans Road at Evans Wood Drive Intersection Improvement Study	Evans Wood Drive		Traffic Engineering study to identify safety improvements	Unincorporated
R_1401	Operational-Intersection	DeKalb SPLOST	District 4, District 6	Frazier Road at SR 8 Intersection Improvement	SR-8		New eastbound right-turn lane from Frazier Road onto Lawrenceville Hwy (SR-8)	Unincorporated
R_116	Operational-Intersection	2014 Transportation Plan	District 3, District 6	Gresham Road at Brannen Road Intersection Improvement	Brannen Road		Feasibility study is needed to examine the appropriateness of a roundabout	Unincorporated
R_1067	Operational-Intersection	Metro South CID	District 3, District 6	Henrico Road at Bonsal Road Intersection Improvement	Bonsal Road		Widen Henrico Road and Bonsal Road to include 12-ft travel lanes and dedicated turn lanes. Reconstruct pavement and restripe Henrico Road and Bonsal Road to accommodate the increased truck traffic due to Cedar Grove Road closures. Include paved shoulders on both roads and improvements to drainage infrastructure. Reconstruct intersection to include adequate turning radii from and onto Henrico Road. Perform operational analysis investigating possible improvements	Unincorporated
R_1071	Operational-Intersection	Metro South CID	District 3, District 6	Henrico Road at CSX Crossing Cul-de-Sac	500 feet before CSX crossing		Resiliency project to reduce impacts from NS train crossing blockage. Allow cars and trucks opportunity to bypass long waits at train crossing and find alternate routes to their destination. Construct on westside of crossing an eyebrow cul-de-sac that will accommodate truck turning movements. Law enforcement to enforce illegal truck parking	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
		Tier 2	NO	$63,000	$-	$-	$-	$63,000	$-	$63,000
		Tier 2	YES	$52,000	$104,000	$520,000	$-	$676,000	$473,200	$202,800
		Tier 2	YES	$230,000	$-	$2,305,000	$-	$2,535,000	$1,774,500	$760,500
		Tier 2	NO	$120,000	$150,000	$1,000,000	$350,000	$1,620,000	$97,200	$1,522,800
		Tier 2	NO	$120,000	$150,000	$1,000,000	$350,000	$1,620,000	$1,393,200	$226,800

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_1070	Operational-Intersection	Metro South CID	District 3, District 6	Henrico Road at Moreland Avenue Intersection Improvement	Moreland Avenue		Widening Moreland Avenue to include a dedicated right turn lane from NB Moreland Avenue onto Henrico Road. Reconstruct the channelized right turn on Henrico Road to NB Moreland Avenue to include a larger radius for turning trucks. Reconstruct pavement on Henrico Road and re-stripe to accommodate the increased truck traffic. Consider closing driveways that are close to the intersection, including 1) the Circle K entrance on Moreland Avenue, and 2) the Chevron entrance on Henrico Road	Unincorporated
R_138	Operational-Intersection	Consultant Team	District 3, District 6	Henrico Road/ Westside Place at Moore Road Intersection Improvement	Moore Road		Geometric improvements to address skew	Unincorporated
R_1411	Operational-Intersection	DeKalb SPLOST	District 2, District 6	Houston Mill Road at Lavista Road Intersection Improvement	Lavista Road		Northbound right-turn lane from Houston Mill Road onto Lavista Road. Currently it is a shared right-thru lane	Unincorporated
R_1403	Operational-Intersection	DeKalb SPLOST	District 2, District 6	Lavista Road at Clairmont Road Intersection Improvement	Clairmont Road		GDOT proposes right-turn lane improvements within the existing ROW; GDOT PI 0015680	Unincorporated
R_1404	Operational-Intersection	DeKalb SPLOST	District 4, District 6	Milscott Drive at Church Drive Intersection Improvement	Church Drive		Traffic signal and pedestrian improvements	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
		Tier 2	YES	$424,000	$530,000	$3,530,000	$1,236,000	$5,719,000	$4,689,580	$1,029,420
		Tier 2	NO	$150,000	$20,000	$500,000	$50,000	$720,000	$-	$720,000
		Tier 2	YES	$42,000	$52,000	$312,000	$-	$406,000	$284,200	$121,800
		Tier 2	YES	$21,000	$-	$208,000	$-	$229,000	$229,000	$-
		Tier 2	NO	$42,000	$52,000	$312,000	$-	$406,000	$-	$406,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_1062	Operational-Intersection	Metro South CID	District 3, District 6	Moreland Avenue at Conley Road Intersection Improvement	Conley Road		Install a new actuated uncoordinated signal with a 100 second cycle length for both AM and PM peak hours, as suggested in Greater Conley CID Master Plan. Widening of Moreland Avenue to include: 1) Increase width of left turn lane on SB Moreland Avenue to 12-ft; 2) Dedicated right turn lane onto Bailey Street from NB Moreland Avenue; and Acceleration/Deceleration lane for the driveway on the East side with large turning radius. Install pedestrian crosswalk and determine warrant for pedestrian signal to cross Moreland Avenue at Bailey Street. Improve/rehabilitate/reconstruct pavement along Moreland Avenue and Bailey Street	Unincorporated
R_100	Operational-Intersection	2014 Transportation Plan	District 4, District 6	N Clarendon Avenue at Rockbridge Road Intersection Improvements	Rockbridge Road		Intersection operational improvements as well as bicycle and pedestrian access improvements	Unincorporated
R_160	Operational-Intersection	DeKalb SPLOST	District 4, District 6	Rays Road at Norman Road Intersection Improvement Study	Norman Road		Study to identify intersection improvements	Unincorporated
R_166	Operational-Intersection	North Druid Hills LCI	District 2, District 6	North Druid Hills Road at Lavista Road Intersection Improvement	Lavista Road		Safety and operational intersection improvement including median along Lavista Road across from Toco Hill shopping center	Unincorporated
R_1408	Operational-Intersection	DeKalb SPLOST	District 3, District 7	Rainbow Drive at Cocklebur Road Intersection Improvement	Cocklebur Road		Intersection capacity and operational improvements including dedicated left-turn lanes	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
		Tier 2	NO	$216,000	$270,000	$1,797,000	$629,000	$2,912,000	$2,416,960	$495,040
		Tier 2	NO	$46,000	$-	$452,000	$-	$497,000	$-	$497,000
		Tier 2	NO	$52,000	$-	$-	$-	$52,000	$-	$52,000
		Tier 2	YES	$-	$-	$-	$-	$958,000	$670,600	$287,400
		Tier 2	NO	$42,000	$52,000	$416,000	$-	$510,000	$-	$510,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_172	Operational-Intersection	Public Engagement	District 3, District 7	River Road at Lincrest Road Intersection Improvement	Lincrest Road		Add channelized island and pavement for existing right-turn lane on Linecrest Rd	Unincorporated
R_148	Operational-Intersection	Consultant Team	District 5, District 7	S Deshon Road at Alford Road Intersection Improvement	Alford Road		Intersection capacity and operational improvements including potential mini-roundabout	Unincorporated
R_151	Operational-Intersection	Consultant Team	District 5, District 7	S Deshon Road at Rogers Lake Road Intersection Improvement	Rogers Lake Road		Intersection capacity and operational improvements including potential mini-roundabout	Unincorporated
R_170	Operational-Intersection	Public Engagement	District 5, District 7	S Stone Mountain Lithonia Road at Shadow Rock Drive Intersection Improvement	Shadow Rock Drive		New traffic signal (if warranted), add turn lane on Shadow Rock, improve at-grade RR crossing and Shadow Rock profile	Unincorporated
R_143	Operational-Intersection	Consultant Team	District 5, District 7	Wellborn Road at DeKalb Medical Parkway Intersection Improvement	DeKalb Medical Parkway		Intersection operational improvements including channelization and signal upgrades	Unincorporated
R_149	Operational-Intersection	Consultant Team	District 5, District 7	Wellborn Road at Marbut Road Intersection Improvement	Marbut Road		Intersection capacity and operational improvements including potential mini-roundabout	Unincorporated
R_401	Capacity-Widening	2014 Transportation Plan	District 5, District 7	Covington Highway Capacity Improvement	Evans Mill Road	SR 124 (Turner Hill Road)	Widen roadway from 2 to 4 lanes including a center turn lane from Evans Mill Road to SR 124 (Turner Hill Road) as well as a median treatment with bicycle and pedestrian improvements	Lithonia, Stonecrest, Unincorporated
R_1080	Capacity-Widening	Metro South CID	District 3, District 6	Old McDonough Road Capacity Improvement	Thurman Road	Lancaster Road	Operational Improvements along Old McDonough Road from Thurman Road to Lancaster Road	Unincorporated
R_1077	Capacity-Widening	Metro South CID	District 3, District 6	Old McDonough Road Capacity Improvement	Lancaster Road	Mason Dixon Road	Pave and widen existing dirt road to 12 ft. lanes with 3-5 ft. shoulders. Pavement section to be designed for trucks	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
		Tier 2	NO	$20,000	$-	$80,000	$-	$100,000	$-	$100,000
		Tier 2	NO	$100,000	$100,000	$500,000	$100,000	$800,000	$-	$800,000
		Tier 2	NO	$300,000	$300,000	$1,200,000	$200,000	$2,000,000	$-	$2,000,000
		Tier 2	NO	$40,000	$-	$300,000	$-	$340,000	$-	$340,000
		Tier 2	NO	$250,000	$100,000	$1,000,000	$100,000	$1,450,000	$-	$1,450,000
		Tier 2	NO	$100,000	$100,000	$500,000	$100,000	$800,000	$-	$800,000
Tier 2	2.65	Tier 3	YES	$154,000	$5,743,000	$6,273,000	$-	$12,168,000	$2,372,399	$9,795,601
	0.92	Tier 3	YES	$130,000	$163,000	$1,083,000	$379,000	$1,754,000	$105,240	$1,648,760
	0.23	Tier 3	YES	$-	$107,000	$711,000	$249,000	$1,067,000	$96,030	$970,970

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_909	Freight and Rail Crossing	Consultant Team	District 4, District 7	Rockbridge Road SW at Stone Mountain Lithonia Road Rail Crossing Improvement	Stone Mountain Lithonia Road		At-grade crossing safety and operational improvements; Evaluate queue management strategies such as a a pre-signal	Unincorporated
R_914	Freight and Rail Crossing	Consultant Team	District 5, District 7	Stone Mountain Lithonia Road at Redan Road Rail Crossing Improvement	Redan Road		At-grade crossing safety and operational improvements; Evaluate rail crossing operational, safety, and queue management strategies	Unincorporated
R_710	Interchange-New or Improvements	Consultant Team	District 1, District 7	I-85 SB Ramp at Pleasantdale Road Interchange Improvement	Pleasantdale Road		Interchange improvements; GDOT PI Number 0008582	Unincorporated
R_700	Interchange-New or Improvements	2014 Transportation Plan	District 1, District 7	Shallowford Road at I-85 Rail Interchange Improvement	I-85		Interchange upgrade to include ITS/ operational improvements as well as accommodations for bicycles and pedestrians	Unincorporated
R_809	ITS Improvements	2014 Transportation Plan	District 2, District 6	Briarcliff Road ITS Improvement	Johnson Road	N Decatur Road	Install fiber optic interconnect and convert signals to ethernet	Atlanta, Unincorporated
R_800	ITS Improvements	2014 Transportation Plan	District 2, District 6	Briarcliff Road ITS Improvement	Johnson Road	Sheridan Road	Install switches and cameras to upgrade traffic operations	Unincorporated
R_808	ITS Improvements	2014 Transportation Plan	District 3, District 5, District 7	Flat Shoals Parkway/ Flakes Mill Road/ Snapfinger Road/Wesley Chapel Road ITS Improvement	Boring Road at Flat Shoals	Covington Highway at Wesley Chapel Road	Convert from dial-up to ethernet-connect Wesley Chapel to Panola via fiber on I-20 (DeKalb 24 cable); Must be done concurrently or after completion of Panola Road/Fairington Road improvements; GDOT GOASIS Project ID: 22-7078 - Resurfacing striping plans	Unincorporated
R_814	ITS Improvements	2014 Transportation Plan	District 5, District 7	New DeKalb County Traffic Control Center			New DeKalb County Traffic Control Center (TCC) facility	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
		Tier 3	NO	$-	$-	$-	$-	$470,000	$-	$470,000
		Tier 3	NO	$40,000	$-	$300,000	$-	$340,000	$-	$340,000
		Tier 3	YES	$8,000,000	$4,000,000	$34,000,000	$4,000,000	$50,000,000	$50,000,000	$-
		Tier 3	YES	$162,000	$440,000	$1,615,000	$-	$2,216,000	$2,216,000	$-
Tier 3	0.99	Tier 3	YES	$14,000	$-	$31,000	$-	$44,000	$-	$44,000
	1.49	Tier 3	YES	$17,000	$-	$60,000	$-	$77,000	$61,600	$15,400
	8.08	Tier 3	YES	$35,000	$-	$243,000	$-	$278,000	$222,400	$55,600
		Tier 3	NO	$-	$-	$2,053,000	$-	$2,053,000	$-	$2,053,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_811	ITS Improvements	2014 Transportation Plan	District 1, District 7	Pleasantdale Road ITS Improvement	Best Friend Road	Pleasantdale Crossing	Install fiber optic interconnect and convert signals to ethernet; This portion requires fiber along the interstate from Pleasantdale Road to Shallowford Road in order to tie into the TCC (not shown in project geometry)	Doraville, Unincorporated
R_807	ITS Improvements	2014 Transportation Plan	District 4, District 5, District 7	Rock Chapel Road/ Rockbridge Road ITS Improvement	S Rockbridge Road/ Pembleton Court	Union Grove Road	Install fiber optic interconnect (no current connection to TCC or path to TCC); add Rockbridge at S Deshon, Registry Bluff, Wynbrook Parkway to connect with Five Station	Stonecrest, Unincorporated
R_806	ITS Improvements	2014 Transportation Plan	District 5, District 7	Turner Hill Road/Mall Parkway ITS Improvement	Klondike Road	Rock Chapel Road/ Union Grove Road	Install fiber optic interconnect, convert signals to ethernet and install fiber optic link to library	Stonecrest, Unincorporated
M_022a	Multimodal	Consultant Team	District 2, District 6	Clairmont Road Multimodal Improvement	Lavista Road	N Decatur Road	Corridor improvements to include a median (center turn lane or landscaped) as well as bike and pedestrian facilities and operational improvements at key intersections	Unincorporated
M_028	Multimodal	2014 Transportation Plan	District 5, District 7	Covington Highway Multimodal Improvement	S Hairston Road	Klondike Road	Addition of a landscaped median to include pedestrian (sidewalk and crossing) and bicycle accommodations and operational improvements at key locations along the corridor; GDOT Safety Project High Level Crash Screening: Project ID: 22-7126	Stonecrest, Unincorporated
M_2007	Multimodal	Consultant Team	District 5, District 7	Covington Trails and Kensington MARTA Station Road Diets, Phase 3	Durham Park Road	Sagehill Drive	New trail facility to improve connectivity	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
Tier 3	1.00	Tier 3	NO	$42,000	$-	$329,000	$-	$370,000	$121,891	$248,109
Tier 2	6.39	Tier 3	YES	$31,000	$-	$185,000	$-	$215,000	$193,500	$21,500
Tier 2	3.55	Tier 3	YES	$28,000	$-	$118,000	$-	$146,000	$131,400	$14,600
	2.23	Tier 3	YES	$-	$-	$-	$-	$2,000,000	$1,600,000	$400,000
Tier 2	5.08	Tier 3	YES	$2,573,000	$10,087,000	$33,407,000	$-	$46,067,000	$41,460,300	$4,606,700
	0.76	Tier 3	NO	$-	$-	$-	$-	$920,000	$-	$920,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
M_034	Multimodal	2014 Transportation Plan	District 2, District 6	Executive Park Ring Road New Alignment	Buford Highway	Briarcliff Road	New roadway connection across I-85 connecting Buford Highway with Sheridan Road and Briarcliff Road. New connection will include multimodal and transit accommodations	Brookhaven, Unincorporated
M_042	Multimodal	2014 Transportation Plan	District 3, District 6	Gresham Road/Clifton Church Road Multimodal Improvement	Flat Shoals Road	Clifton Church Road	Roadway operational improvements and inclusion of bicycle lanes and sidewalks to connect with PATH trail connection at Clifton Church Road and Gresham Road	Unincorporated
M_013	Multimodal	Consultant Team	District 4, District 5, District 7	Heritage Corridor Multimodal Improvement	Stone Mountain	Lithonia	A multimodal corridor study will consider roadway, bike, and pedestrian improvements throughout and connecting Stone Mountain and Lithonia downtowns. Pedestrian improvements will be considered to improve pedestrian crossings along this corridor	Stone Mountain, Unincorporated
M_014	Multimodal	2014 Transportation Plan	District 2, District 4, District 6, District 7	Lavista Road Multimodal Improvement	N Druid Hills Road	Harobi Drive	Corridor operational and bike improvements to include a center turn lane/ bike lanes; pedestrian improvements at key intersections especially between Cheshire Bridge Road/ N Druid Hills Road, and passive pedestrian ATMS between Sheffield Dr/Houston Mill Road	Tucker, Unincorporated
M_025	Multimodal	2014 Transportation Plan	District 2, District 4, District 6	N Decatur Road Multimodal Improvement	Church Street	E Ponce De Leon Avenue	Four lane section will include a combination of bicycle and pedestrian improvements and will be consistent with corridor transit design	Unincorporated
M_024	Multimodal	2014 Transportation Plan	District 2, District 6	N Decatur Road Multimodal Improvement	Clairmont Road	Church Street	Four lane section will include a combination of bicycle and pedestrian improvements and will be consistent with corridor transit design	Decatur, Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
Tier 3	0.93	Tier 3	NO	$2,309,000	$11,085,000	$11,392,000	$-	$24,785,000	$17,195,784	$7,589,216
	1.78	Tier 3	NO	$527,000	$3,689,000	$6,323,000	$-	$10,538,000	$-	$10,538,000
Tier 3	11.69	Tier 3	NO	$-	$-	$-	$-	$25,400,000	$13,797,555	$11,602,445
Tier 3	5.92	Tier 3	YES	$1,958,000	$15,862,000	$25,292,000	$-	$43,110,000	$38,799,000	$4,311,000
	1.25	Tier 3	NO	$1,065,000	$7,454,000	$12,777,000	$-	$21,295,000	$-	$21,295,000
Tier 1	1.29	Tier 3	NO	$-	$6,624,000	$9,936,000	$-	$16,560,000	$7,783,200	$8,776,800

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
M_023	Multimodal	2014 Transportation Plan	District 2, District 6	N Decatur Road Multimodal Improvement	Clifton Road	Clairmont Road	Four lane section will include bicycle and pedestrian improvements (particularly pedestrian crossings), and will be consistent with corridor transit design. N Decatur Road/Haygood Drive intersection to include improved striping, lighting and signage	Unincorporated
M_029	Multimodal	2014 Transportation Plan	District 2, District 6	N Druid Hills Road/I-85 Access Road Multimodal Improvement	I-85 Frontage Road underpass at Cliff Valley Way/ Executive Park S	Mount Mariah Road/ Briarwood Road	I-85 North Druid Hills Connector and North Druid Hills/ I-85 - Access road modifications along corridor	Brookhaven, Unincorporated
M_010	Multimodal	2014 Transportation Plan	District 2, District 6	Scott Boulevard Multimodal Improvement and Grade Separation	Eastland Drive	Hollywood Drive	Recommendations for the Scott Boulevard corridor throughout the Medline LCI area are anticipated but not yet known. This is a set-aside for future recommendations	Unincorporated
M_035d	Multimodal	Consultant Team	District 2, District 4, District 6	Valley Brook Road Multimodal Improvements	Lawrenceville Highway	Ponce De Leon Avenue	Multimodal improvements including capacity and operational improvements at key intersections, access management measures, and sidewalk infill	Unincorporated
R_2005	New Connection	Consultant Team	District 2, District 6	Clairmont Road Reliever Connection	I-85 Frontage Road	Briarcliff Road NE	New connection from I-85 Frontage Road to Briarcliff Road NE east of Clairmont Road	Unincorporated
R_621	New Connection	North Druid Hills LCI	District 2, District 6	McConnell Drive Extension	Clairmont Road	North Jamestown Road	New connection	Unincorporated
R_612	New Connection	Kensington LCI TOD	District 5, District 7	New Street A	Camp Circle	New Road	New grid network for Kensington LCI	Unincorporated
R_613	New Connection	Kensington LCI TOD	District 5, District 7	New Street B	Camp Way	Camp Circle	New grid network for Kensington LCI	Unincorporated
R_614	New Connection	Kensington LCI TOD	District 5, District 7	New Street C	Camp Street	New Street A	New grid network for Kensington LCI	Unincorporated
R_615	New Connection	Kensington LCI TOD	District 3, District 5, District 6, District 7	New Street D	New Street A	Kensington Road	New grid network for Kensington LCI	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
	0.93	Tier 3	NO	$743,000	$5,198,000	$8,910,000	$-	$14,849,000	$-	$14,849,000
Tier 3	1.54	Tier 3	YES	$1,078,000	$5,081,000	$4,619,000	$-	$10,777,000	$3,931,702	$6,845,298
	1.13	Tier 3	YES	$2,800,000	$19,600,000	$33,600,000	$-	$56,000,000	$56,000,000	$-
	1.28	Tier 3	NO	$766,000	$5,359,000	$9,186,000	$-	$15,310,000	$7,961,200	$7,348,800
	0.20	Tier 3	NO	$-	$-	$-	$-	$10,000,000	$-	$10,000,000
	0.22	Tier 3	NO	$-	$-	$-	$-	$6,159,000	$-	$6,159,000
	0.42	Tier 3	NO	$-	$-	$-	$-	$712,000	$-	$712,000
	0.27	Tier 3	NO	$-	$-	$-	$-	$521,000	$-	$521,000
	0.34	Tier 3	NO	$-	$-	$-	$-	$664,000	$-	$664,000
	0.20	Tier 3	NO	$-	$-	$-	$-	$432,000	$-	$432,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_616	New Connection	Kensington LCI TOD	District 5, District 7	New Street E	Camp Circle	Kensington Road	New grid network for Kensington LCI	Unincorporated
R_617	New Connection	Kensington LCI TOD	District 5, District 7	New Street F	New Street C	Kensington Road	New grid network for Kensington LCI	Unincorporated
R_619	New Connection	Kensington LCI TOD	District 4, District 6	New Street H	Northern Avenue	Mountain Drive	New grid network for Kensington LCI	Unincorporated
R_620	New Connection	Kensington LCI TOD	District 5, District 7	New Street I	Kensington Road	Durham Park Road	New grid network for Kensington LCI	Unincorporated
BP_1424	Off-Road	DeKalb SPLOST Trails	District 5, District 7	Arabia Mountain - Stone Mountain Connector Trail 2	Stonecrest City Limits	Stone Mountain Park	Trail/Path alignment alternative to connect Stone Mountain Park to Arabia Mountain Park within DeKalb County's jurisdiction	Unincorporated
BP_1426	Off-Road	DeKalb SPLOST Trails	District 3, District 6	Bouldercrest Court Connection to S River Trail	Bouldercrest Court	S River Trail	Connection from South River Trail to local neighborhood via Bouldercrest Court	Unincorporated
BP_1431	Off-Road	DeKalb SPLOST Trails	District 3, District 7	Covington Trails, Phase 2 (South)	Memorial Drive	Covington Highway	New trail facility to improve connectivity	Unincorporated
BP_1430	Off-Road	DeKalb SPLOST Trails	District 3, District 7	Covington Trails, Phase 2 (South)	Covington Highway	Holcombe Road	New trail facility to improve connectivity	Unincorporated
BP_1429	Off-Road	DeKalb SPLOST Trails	District 3, District 5, District 7	Covington Trails, Phase 2 (South)	W Austin Road	Towers Way	New trail facility to improve connectivity	Unincorporated
BP_1432	Off-Road	DeKalb SPLOST Trails	District 3, District 5, District 7	Covington Trails, Phase 2 (South)	Covington Highway	Redan Road	New trail facility to improve connectivity	Unincorporated
BP_1434	Off-Road	DeKalb SPLOST Trails	District 3, District 6	Gresham Park Connection to S River Trail	South River Trail	Gresham Park	Trail connection between South River Trail and Gresham Recreation Center Park	Unincorporated
BP_1500	Off-Road	Consultant Team	District 1, District 6, District 7	I-285 Top End Trail	Hammond Drive	Northlake Mall	Regional trail facility	Chamblee, Doraville, Dunwoody, Tucker, Unincorporated
BP_1437	Off-Road	DeKalb SPLOST Trails	District 4, District 5, District 6, District 7	Indian Creek MARTA Station Trails	Tie-in to Snapfinger Trail PATH		Indian Creek Station area walkability improvements	Unincorporated
BP_1436	Off-Road	DeKalb SPLOST Trails	District 4, District 5, District 7	Indian Creek MARTA Station Trails	S Indian Creek Drive	Snapfinger Trail PATH	Indian Creek Station area walkability improvements	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
	0.12	Tier 3	NO	$-	$-	$-	$-	$267,000	$-	$267,000
	0.36	Tier 3	NO	$-	$-	$-	$-	$904,000	$-	$904,000
	0.47	Tier 3	NO	$-	$-	$-	$-	$1,307,000	$-	$1,307,000
	0.59	Tier 3	NO	$-	$-	$-	$-	$1,109,000	$-	$1,109,000
	2.67	Tier 3	NO	$404,000	$202,000	$4,037,000	$-	$4,643,000	$-	$4,643,000
	0.05	Tier 3	NO	$6,000	$3,000	$52,000	$-	$60,000	$-	$60,000
	0.61	Tier 3	YES	$92,000	$46,000	$911,000	$-	$1,048,000	$-	$1,048,000
	0.45	Tier 3	NO	$88,000	$44,000	$873,000	$-	$1,004,000	$-	$1,004,000
	0.19	Tier 3	NO	$70,000	$35,000	$694,000	$-	$798,000	$-	$798,000
	0.58	Tier 3	NO	$29,000	$15,000	$285,000	$-	$328,000	$-	$328,000
	0.17	Tier 3	NO	$26,000	$13,000	$251,000	$-	$288,000	$-	$288,000
Tier 2	9.00	Tier 3	NO	$8,000,000	$-	$30,000,000	$-	$38,000,000	$23,180,000	$14,820,000
	0.25	Tier 3	NO	$39,000	$20,000	$385,000	$-	$443,000	$-	$443,000
	0.19	Tier 3	NO	$29,000	$15,000	$288,000	$-	$331,000	$-	$331,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
BP_1442	Off-Road	DeKalb SPLOST Trails	District 4, District 7	James B Rivers Memorial Drive Trail	Stone Mountain City Limits	Silver Hill Road	New trail facility to improve connectivity	Unincorporated
BP_1443	Off-Road	DeKalb SPLOST Trails	District 4, District 6	James R Hallford Stadium to Snapfinger PATH Trail Connection	James R Hallford Stadium Parking Lot	Snapfinger Trail PATH	New trail facility to improve connectivity with Snapfinger Trail.	Unincorporated
BP_144	Off-Road	North Druid Hills LCI	District 2, District 6	McConnell Drive Three Parks Connector-Multiuse Trail	South of Intown Community School	Toco Hills Shopping Center	New trail facility to improve connectivity	Unincorporated
BP_136	Off-Road	Kensington LCI TOD	District 3, District 4, District 5, District 6, District 7	Memorial Drive Trail	Kensington Road	I-285	New trail facility to improve connectivity	Unincorporated
BP_041	Off-Road	Belvedere Master Active Living Plan	District 3, District 7	Multiuse Trail from Monterey Drive to Shoal Creek I Parallel to Capastrana Place	Monterey Drive	Shoal Creek I	Multiuse trail connecting east from Columbia Drive to Midway Park and Recreation Center throughout park and Memorial Dr	Unincorporated
BP_1448	Off-Road	DeKalb SPLOST Trails	District 3, District 6	Shoal Creek PATH Trail, Connection 1	Elkhorn Drive	Shoal Creek PATH Trail	New trail facility to improve connectivity	Unincorporated
BP_1449	Off-Road	DeKalb SPLOST Trails	District 4, District 6	Shoal Creek PATH Trail, Phase 2 Connection 2	Thomas Road	Shoal Creek PATH Trail	New trail facility to improve connectivity	Unincorporated
BP_1454	Off-Road	DeKalb SPLOST Trails	District 3, District 7	Shoal Creek PATH, Phase 2 Connection Trail	Shoal Creek PATH Trail	Gelndale Court	New trail facility to improve connectivity	Unincorporated
BP_1451	Off-Road	DeKalb SPLOST Trails	District 2, District 3, District 4, District 6, District 7	Shoal Creek Trail-PATH, Phase 1 (Section 1)	S River Trail	S Columbia Drive/Thomas Road	New trail facility to improve connectivity	Unincorporated
BP_1453	Off-Road	DeKalb SPLOST Trails	District 3, District 6	Shoal Creek Trail-PATH, Phase 2	Candler Road	Flat Shoals Parkway	New trail facility to improve connectivity	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
	0.83	Tier 3	NO	$126,000	$63,000	$1,252,000	$-	$1,439,000	$-	$1,439,000
	0.02	Tier 3	NO	$3,000	$2,000	$26,000	$-	$30,000	$-	$30,000
	0.53	Tier 3	NO	$-	$-	$-	$-	$4,229,000	$-	$4,229,000
	0.68	Tier 3	YES	$-	$-	$-	$-	$1,251,000	$-	$1,251,000
	0.42	Tier 3	NO	$10,000	$-	$70,000	$-	$79,000	$-	$79,000
	0.04	Tier 3	NO	$6,000	$3,000	$58,000	$-	$66,000	$-	$66,000
	0.05	Tier 3	NO	$8,000	$4,000	$71,000	$-	$81,000	$-	$81,000
	0.05	Tier 3	NO	$8,000	$4,000	$79,000	$-	$91,000	$-	$91,000
	5.09	Tier 3	NO	$772,000	$386,000	$7,715,000	$-	$8,873,000	$-	$8,873,000
	1.56	Tier 3	NO	$354,000	$177,000	$3,534,000	$-	$4,064,000	$-	$4,064,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
BP_1425	Off-Road	DeKalb SPLOST Trails	District 5, District 7	Snapfinger Creek PATH Trail Connection	Red Cedar Trail	Snapfinger Creek Trail	New trail facility to improve connectivity	Unincorporated
BP_1455	Off-Road	DeKalb SPLOST Trails	District 5, District 7	Snapfinger PATH Trail Connection 1	Ramblewood Circle	Snapfinger Trail	New trail facility to improve connectivity	Unincorporated
BP_1456	Off-Road	DeKalb SPLOST Trails	District 5, District 7	Snapfinger Trail - PATH	Indian Creek Trail	Indian Creek MARTA	New trail facility to improve connectivity	Unincorporated
BP_010a	Off-Road	Consultant Team	District 5, District 7	Snapfinger Trail - PATH	Snapfinger Road	I-20	New trail facility to improve connectivity	Stonecrest
BP_1457	Off-Road	DeKalb SPLOST Trails	District 5, District 7	Snapfinger Trail - PATH, Section 1	S River Trail	Snapfinger Road	New trail facility to improve connectivity	Unincorporated
BP_1458	Off-Road	DeKalb SPLOST Trails	District 4, District 5, District 6, District 7	Snapfinger Trail - PATH, Section 2	Stonecrest City Limits	Stoneview Park	New trail facility to improve connectivity	Unincorporated
BP_1459	Off-Road	DeKalb SPLOST Trails	District 2, District 6	South Peachtree Creek Trail - PATH, Phase 1	Atlanta City Limits	Toco Hills Shopping Center	New trail facility to improve connectivity	Unincorporated
BP_1479	Off-Road	DeKalb SPLOST Trails	District 3, District 6	South River Connector Trail	Panthersville Road	Smithfield Avenue	New trail facility to improve connectivity	Unincorporated
BP_1462	Off-Road	DeKalb SPLOST Trails	District 3, District 7	South River Trail Extension	River Run Trail	South River Trail Extension	New trail facility to improve connectivity	Unincorporated
BP_1463	Off-Road	DeKalb SPLOST Trails	District 3, District 6	South River Trail Extension, Connection 3	Sage Place	South River Trail Extension	New trail facility to improve connectivity	Unincorporated
BP_1465	Off-Road	DeKalb SPLOST Trails	District 3, District 6	South River Trail, Connection 2	Waldrop Trail Cul-de-sac	South River Trail	New trail facility to improve connectivity	Unincorporated
BP_1460	Off-Road	DeKalb SPLOST Trails	District 3, District 5, District 7	South River Trail, Connection 4	English Valley Drive	South River Trail	New trail facility to improve connectivity	Unincorporated
BP_1461	Off-Road	DeKalb SPLOST Trails	District 3, District 7	South River Trail, Connection 5	River Edge Court	South River Trail	New trail facility to improve connectivity	Unincorporated
BP_1478	Off-Road	DeKalb SPLOST Trails	District 4, District 5, District 7	Stone Mountain Creek Trail	Stone Mountain Park Lake	Yellow River at SE DeKalb County Line	New trail facility to improve connectivity	Unincorporated
BP_1466	Off-Road	DeKalb SPLOST Trails	District 4, District 7	Stone Mountain Creek Trail Connection	Deer Trail Lane	Stone Mountain Creek Trail	New trail facility to improve connectivity	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
	0.03	Tier 3	NO	$5,000	$3,000	$48,000	$-	$55,000	$-	$55,000
	0.12	Tier 3	NO	$17,000	$9,000	$166,000	$-	$191,000	$-	$191,000
	0.20	Tier 3	NO	$32,000	$16,000	$311,000	$-	$357,000	$-	$357,000
Tier 2	2.31	Tier 3	NO	$-	$-	$-	$-	$4,948,000	$2,474,000	$2,474,000
	2.37	Tier 3	NO	$360,000	$180,000	$3,594,000	$-	$4,133,000	$-	$4,133,000
	10.14	Tier 3	NO	$1,527,000	$764,000	$15,263,000	$-	$17,552,000	$-	$17,552,000
	1.00	Tier 3	NO	$152,000	$76,000	$1,512,000	$-	$1,739,000	$-	$1,739,000
	3.49	Tier 3	NO	$527,000	$264,000	$5,263,000	$-	$6,052,000	$-	$6,052,000
	0.07	Tier 3	NO	$8,000	$4,000	$79,000	$-	$91,000	$-	$91,000
	0.03	Tier 3	NO	$5,000	$3,000	$46,000	$-	$53,000	$-	$53,000
	0.12	Tier 3	NO	$18,000	$9,000	$172,000	$-	$198,000	$-	$198,000
	0.09	Tier 3	NO	$14,000	$7,000	$136,000	$-	$157,000	$-	$157,000
	0.02	Tier 3	NO	$4,000	$2,000	$31,000	$-	$35,000	$-	$35,000
	9.35	Tier 3	NO	$1,412,000	$706,000	$14,120,000	$-	$16,238,000	$-	$16,238,000
	0.04	Tier 3	NO	$6,000	$3,000	$59,000	$-	$68,000	$-	$68,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
BP_1467	Off-Road	DeKalb SPLOST Trails	District 4, District 5, District 7	Stone Mountain Creek Trail Connection to Rockbridge Road	Stone Mountain Creek/Yellow River	SE DeKalb County Line	New trail facility to improve connectivity	Unincorporated
BP_138	Off-Road	Medline LCI	District 2, District 6	Wellness Multiuse Path	Medlock Road	Church Street	Wellness Multiuse Path	Unincorporated
BP_1468	Off-Road	DeKalb SPLOST Trails	District 2, District 6	Zonolite Park Trail Extension	Zonolite Park	Dalon Road NE	New trail facility to improve connectivity	Unincorporated
B_211	On-Road	Medline LCI	District 2, District 4, District 6	Sycamore Drive Resurfacing and Bike Lanes	Church Street	Grove Street	Pavement resurfacing and bike lanes	Decatur, Unincorporated
R_400b	Operational-Corridor	Consultant Team	District 2, District 6	Briarcliff Road Arterial Managed Lanes	Clifton Road	N Druid Hills Road	Arterial managed lanes and operational improvements; GDOT PI Number M005990	Brookhaven, Unincorporated
R_400a	Operational-Corridor	Consultant Team	District 2, District 6	Briarcliff Road Operational Improvement	Clifton Road	N Druid Hills Road	Operational improvements to address capacity and safety needs; GDOT GOASIS Project ID: 21-7008 - TE Report	Brookhaven, Unincorporated
R_220	Operational-Corridor	Consultant Team	District 3, District 6, District 7	Candler/Flat Shoals Road Operational Improvements	I-20 Ramps	I-285 Ramps	Widening at key locations to add raised median with left-turn bays; Pedestrian hybrid signal crossings at 2 locations; GDOT GOASIS Project ID: 22-7078 - Resurfacing striping plans	Unincorporated
R_1079	Operational-Corridor	Metro South CID	District 3, District 6	Continental Way Operational Improvements	Bouldercrest Road	International Park Drive	Reconstruct and widen to 13 ft. lanes – curb and gutter urban section. Re-align West Fayetteville Road 90 degrees at Constitution Road. Correct deficient drainage at West Fayetteville/Constitution intersection and correct geometrics. Install roadway lighting and sidewalks	Unincorporated
R_235	Operational-Corridor	Kensington LCI TOD	District 5, District 7	County Jail Driveway Operational Improvements	Camp Road	Memorial Drive	Convert County Jail driveway into a public street	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
	0.41	Tier 3	NO	$63,000	$32,000	$624,000	$-	$718,000	$-	$718,000
	0.28	Tier 3	NO	$42,000	$-	$343,000	$-	$384,000	$-	$384,000
	0.09	Tier 3	NO	$13,000	$7,000	$129,000	$-	$149,000	$-	$149,000
Tier 3	0.98	Tier 3	NO	$42,000	$-	$165,000	$-	$206,000	$148,467	$57,533
Tier 3	1.67	Tier 3	YES	$-	$-	$-	$-	$40,500,000	$32,400,000	$8,100,000
Tier 3	1.67	Tier 3	YES	$-	$-	$-	$-	$29,040,000	$23,232,000	$5,808,000
	1.22	Tier 3	YES	$1,000,000	$1,000,000	$4,500,000	$1,500,000	$8,000,000	$8,000,000	$-
	0.63	Tier 3	NO	$500,000	$300,000	$2,000,000	$300,000	$3,100,000	$217,000	$2,883,000
	0.25	Tier 3	NO	$-	$-	$-	$-	$740,000	$-	$740,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_223	Operational-Corridor	Consultant Team	District 4, District 6, District 7	Ponce De Leon Avenue Operational Improvements	Brockett Road	Rays Road	Access management and operational improvements to address capacity and safety needs including a raised median and turn lane extensions	Tucker, Unincorporated
R_219	Operational-Corridor	Consultant Team	District 3, District 6, District 7	Rainbow Drive Operational Improvements	Candler Road	Wesley Chapel Road	Access management and operational improvements to address capacity and safety needs including center turn lane treatments and pedestrian crossings	Unincorporated
R_405b	Operational-Corridor	Consultant Team	District 5, District 7	Redan Road Operational Improvements	S Hairston Road	Panola Road	Access management improvements to address capacity and safety needs	Unincorporated
R_423a	Operational-Corridor	Consultant Team	District 5, District 7	Redan Road Operational Improvements	Panola Road	S Deshon Road	Widening at key intersections to address capacity needs	Unincorporated
R_422d	Operational-Corridor	Consultant Team	District 4, District 7	Rockbridge Road Operational Improvement	S Stone Mountain-Lithonia Road	Deshon Road	Operational and safety improvements to address capacity and safety needs including widening at key locations, access management, and pedestrian improvements	Unincorporated
R_422a	Operational-Corridor	Consultant Team	District 4, District 6, District 7	Rockbridge Road Operational Improvements	Memorial Drive	Allgood Road	Operational and safety improvements to address capacity and safety needs including widening at key locations, access management, and pedestrian improvements	Unincorporated
R_422b	Operational-Corridor	Consultant Team	District 4, District 7	Rockbridge Road Operational Improvements	Rowland Road	Orchard Drive	Operational and safety improvements to address capacity and safety needs including widening at key locations, access management, and pedestrian improvements	Unincorporated
R_237	Operational-Corridor	Public Engagement	District 1, District 2, District 6, District 7	Shallowford Road Operational Improvements	I-85	Briarcliff Road	Operational and safety improvements to address capacity and safety needs including widening at key locations, access management, and pedestrian improvements; Some retaining walls are required	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
Tier 3	0.79	Tier 3	NO	$500,000	$400,000	$2,000,000	$600,000	$3,500,000	$2,297,423	$1,202,577
	3.17	Tier 3	NO	$700,000	$300,000	$3,000,000	$200,000	$4,200,000	$-	$4,200,000
	1.94	Tier 3	NO	$1,800,000	$3,100,000	$6,800,000	$1,200,000	$12,900,000	$-	$12,900,000
	2.11	Tier 3	NO	$1,900,000	$4,200,000	$8,400,000	$1,500,000	$16,000,000	$-	$16,000,000
	3.62	Tier 3	NO	$3,300,000	$6,900,000	$14,500,000	$2,500,000	$27,200,000	$-	$27,200,000
	1.47	Tier 3	NO	$1,400,000	$3,100,000	$6,300,000	$1,200,000	$12,000,000	$-	$12,000,000
	2.29	Tier 3	NO	$2,100,000	$4,600,000	$9,200,000	$1,700,000	$17,600,000	$7,920,000	$9,680,000
	0.81	Tier 3	NO	$900,000	$1,000,000	$3,500,000	$1,000,000	$6,400,000	$-	$6,400,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_233	Operational-Corridor	Consultant Team	District 4, District 5, District 7	Stephenson Road Operational Improvements	Rockbridge Road	SR 124	Operational and safety improvements to address capacity and safety needs including widening at key locations, access management, and pedestrian improvements; Evaluate roundabout at intersection S Deshon Road	Unincorporated
R_119	Operational-Intersection	2014 Transportation Plan	District 2, District 6	Briarcliff Road at Clifton Road Intersection Improvement	Clifton Road		Intersection improvements including turn lanes and signal timing to reduce vehicular delay (and possibly a realignment of the intersection from Briarcliff Road to Clifton Road) and pedestrian improvements as needed	Unincorporated
R_117	Operational-Intersection	2014 Transportation Plan	District 3, District 6	Flat Shoals Road at Brannen Road Intersection Improvement	Brannen Road		Feasibility study needed to examine the appropriateness of a roundabout	Unincorporated
R_115	Operational-Intersection	2014 Transportation Plan	District 3, District 6	Flat Shoals Road at Cook Road Intersection Improvement	Cook Road		Feasibility study needed to examine the appropriateness of a roundabout	Unincorporated
R_905	Operational-Intersection	Consultant Team	District 2, District 6	Frazier Road at Wilson Road Rail Intersection Improvement	Wilson Road		At-grade crossing safety and operational improvements; Existing quiet zone; Sidewalk improvements	Unincorporated
R_114	Operational-Intersection	2014 Transportation Plan	District 3, District 6	Gresham Road at Cook Road Intersection Improvement	Cook Road		Feasibility study needed to examine the appropriateness of a roundabout	Unincorporated
R_146	Operational-Intersection	Consultant Team	District 3, District 6	Lloyd Road at Flat Shoals Road Intersection Improvement	Flat Shoals Road		Feasibility study needed to examine the appropriateness of a roundabout	Unincorporated
R_111	Operational-Intersection	2014 Transportation Plan	District 4, District 6	Memorial Drive at N Hairston Road Intersection Improvement	N Hairston Road		Safety and operational intersection improvements	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
	3.50	Tier 3	NO	$1,000,000	$800,000	$4,000,000	$800,000	$6,600,000	$-	$6,600,000
		Tier 3	YES	$923,000	$867,000	$9,218,000	$-	$11,005,000	$7,703,500	$3,301,500
		Tier 3	YES	$230,000	$-	$2,305,000	$-	$2,535,000	$1,774,500	$760,500
		Tier 3	YES	$230,000	$-	$2,305,000	$-	$2,535,000	$1,774,500	$760,500
		Tier 3	NO	$500,000	$700,000	$2,200,000	$200,000	$3,600,000	$-	$3,600,000
		Tier 3	YES	$230,000	$-	$2,305,000	$-	$2,535,000	$1,774,500	$760,500
		Tier 3	NO	$350,000	$300,000	$1,500,000	$200,000	$2,350,000	$-	$2,350,000
		Tier 3	YES	$42,000	$-	$411,000	$-	$452,000	$316,400	$135,600

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_1497	Operational-Intersection	Metro South CID	District 3, District 6	Moreland Avenue/ Moreland Industrial Boulevard Intersection Improvements	Moreland Industrial Boulevard		Widening Moreland Avenue to include a 12-ft center turn lane and dedicated turn lanes on NB Moreland Avenue for Moreland Industrial Boulevard traffic. Install right turn lane with large turning radii on Moreland Industrial Boulevard to accommodate truck turning movements onto Moreland Avenue. Increase lateral offset on Moreland Industrial Boulevard. Determine warrants for pedestrian signals along Moreland Avenue at the intersecting roads. Install traffic signs and signals as appropriate, including flashing sign for SB traffic to signal left turns from Moreland Industrial Boulevard and advanced signage to signal an upcoming intersection with crossing traffic (along Moreland Avenue).	Unincorporated
R_158	Operational-Intersection	Consultant Team	District 2, District 6	Scott Boulevard at Decatur Road Intersection Safety Evaluation	N Decatur Road		Access management and pedestrian crossing improvements to address safety needs; GDOT GOASIS Project ID: 21-7063 - Crash Screening Performed	Unincorporated
R_1409	Operational-Intersection	DeKalb SPLOST	District 5, District 7	South Hairston Drive at Statler Drive Intersection Improvement	Statler Drive		Within limits of South Hairston study. R-Cut or other alternative options	Unincorporated
R_134	Operational-Intersection	Consultant Team	District 5, District 7	Turner Hill Road at Covington Highway Intersection Improvement	Covington Highway		Traffic signal upgrade, extend turn lanes for queueing for RR crossing	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
		Tier 3	YES	$236,000	$294,000	$1,960,000	$686,000	$3,176,000	$2,636,080	$539,920
		Tier 3	YES	$1,200,000	$800,000	$4,000,000	$500,000	$6,500,000	$4,550,000	$1,950,000
		Tier 3	NO	$21,000	$-	$260,000	$-	$281,000	$-	$281,000
		Tier 3	YES	$600,000	$400,000	$2,000,000	$500,000	$3,500,000	$2,450,000	$1,050,000

Draft ID	Project Category	Project Source	County Districts	Project Name	Extent From	Extent To	Project Description	Municipality
R_144	Operational-Intersection	Consultant Team	District 4, District 6	Village Square Lane at Hambrick Road Intersection Improvement	Hambrick Road		Potential RCUT at a few locations with some vegetation clearing for sight distance along 0.7 mile corridor	Unincorporated
R_1065	Operational-Intersection	Metro South CID	District 3, District 6	Westside Place-Constitution Road-International Park Drive Roundabout	Constiution Road		A truck roundabout to correct side street offsets and improve truck flow	Unincorporated

Tier Assigned by City	Total Length (mi)	Tier Assigned by County	On GDOT Road-way	2022 Eng. Cost	2022 ROW Cost	2022 Const. Cost	2022 Other Cost	2022 Total Cost	"Preliminary 2022 Cost by Others"	"Preliminary 2022 County Cost"
		Tier 3	NO	$150,000	$50,000	$600,000	$50,000	$850,000	$-	$850,000
		Tier 3	NO	$274,000	$342,000	$2,280,000	$798,000	$3,694,000	$3,066,020	$627,980

DETAILED TECHNOLOGY RECOMMENDATIONS

Category	Time Period	Category
Programmatic Projects	"Year 1-6 (Short Term)"	Develop an Asset Management Program that includes all traffic signal and transportation technology assets
		Inventory all existing traffic signal and transportation technology assets
		Develop a technology focused Lifecycle Replacement Plan
		Develop a Communications Master Plan
		Develop a transportation focused Data Management Plan
		Develop and implement a Configuration and Change Management Plan
		Begin implementing elements of the Asset Management Program
		Planning and development of procurement documents for a transportation focused Asset Management System (AMS)
		Total:
	"Year 7-12 (Tier 2 Considerations)"	Complete implementing elements of the Asset Management Program
		Advertise, procure, deploy, and integrate a transportation focused AMS solution
		Implement the transportation focused Data Management Plan
		Update Configuration and Change Management Plan to incorporate new technologies and change management requirements
	"Year 13+ (Tier 3 Considerations)"	Review/update individual elements of the Asset Management Program to account for current priorities and the evolution of technology
		Identify areas for collaboration and develop partnerships with agencies to streamline traffic operations across the transportation network
		Identify areas for process improvement and implement automation where possible to streamline program operations

Budget	Year 1 & 2	Year 3 & 4	Year 5 & 6
$100,000	$100,000	$-	$-
$100,000	$-	$100,000	$-
$50,000	$-	$50,000	$-
$100,000	$100,000	$-	$-
$50,000	$-	$50,000	$-
$50,000		$50,000	
$50,000	$-	$50,000	
$100,000	$-	$-	$100,000
$600,000	**$200,000**	**$300,000**	**$100,000**
Year 7-12			
Year 13+			

Category	Time Period	Category
Infrastructure Projects	"Year 1-6 (Short Term)"	Traffic signal technology upgrades (e.g., cabinets, controllers, and vehicle detection)
		Pedestrian traffic signal equipment upgrades
		Communications network buildout (fiber and cellular)
		Deployment of CCTV cameras at critical locations and intersections
		Total:
	"Year 7-12 (Mid Term Considerations)"	Traffic signal technology upgrades and life cycle replacements (e.g., cabinets, controllers, vehicle detection, pedestrian signals, and CCTV cameras)
		Communications network equipment upgrades and life cycle replacements
		Planning for buildout of a new/upgraded Traffic Management Center (TMC)
		Conduct a network bandwidth analysis to assess future needs associated with new technologies included connected and automated vehicles (CAV)
		Assess maintenance needs associated with CAV infrastructure
	"Year 13+ (Long Term Considerations)"	Traffic signal technology upgrades and life cycle replacements (e.g., cabinets, controllers, vehicle detection, pedestrian signals, and CCTV cameras)
		Communications network equipment upgrades and lifecycle replacements
		Buildout of a new/upgraded TMC
		Assess the impact of CAV technologies on traffic signal design standards and specifications and update as necessary
		Assess network design requirements and updates to network standards based on changes in communications technologies

Budget	Year 1 & 2	Year 3 & 4	Year 5 & 6
$500,000	$100,000	$200,000	$200,000
$200,000		$100,000	$100,000
$400,000		$200,000	$200,000
$100,000		$50,000	$50,000
$1,200,000	**$100,000**	**$550,000**	**$550,000**
Year 7-12			
Year 13+			

Category	Time Period	Category
Operations Projects	"Year 1-6 (Short Term)"	Develop/update traffic signal timing plans along critical corridors
		Integrate traffic signals into GDOT arterial ATMS software
		Integrate traffic signals into GDOT ATSPM and SigOps Metrics software
		Develop and implement an arterial Performance Management Program to support data driven traffic operations
		Identify and implement technology focused safety project(s)
		Total:
	"Year 7-12 (Mid Term Considerations)"	Continue to develop/update traffic signal timing plans on critical corridors
		Continue to Integrate traffic signals into GDOT arterial ATMS software
		Continue to integrate traffic signals into GDOT ATSPM/SigOps Metrics software
		Integrate CV technologies associated with smart sidewalks (i.e. complete streets, pedestrian/bicycle detection)
		Consider the use and integration of CV data to provide performance data that can be used in the development of updated traffic signal timing plans
		Assess the impacts of technology on traffic signal operations
	"Year 13+ (Long Term Considerations)"	Develop complete street guidelines for "smart" streets with connected pedestrian/bicycle detection
		Develop guidelines for the inclusion of exclusive bike lanes with the design of dedicated AV lanes and facilities
		Assess the opportunity for dedicated AV lanes on major arterials
		Conduct an assessment on the impacts of CAV technologies on transit infrastructure such as stops and park-and-ride locations
		Revise design requirements to accommodate more AV transit vehicles

Budget	Year 1 & 2	Year 3 & 4	Year 5 & 6
$250,000	$50,000	$100,000	$100,000
$150,000	$50,000	$50,000	$50,000
$150,000	$50,000	$50,000	$50,000
$100,000		$100,000	
$150,000	$-	$50,000	$100,000
$800,000	**$150,000**	**$350,000**	**$300,000**
Year 7-12			
Year 13+			

Category	Time Period	Category
Advanced Functionality Projects	"Year 1-6 (Short Term)"	Identify and implement traffic responsive (TR) or adaptive traffic signal operations at critical intersections or along high-volume traffic corridors
		Identify and implement transit signal priority (TSP) along critical transportation corridors
		Develop a CAV Market and Opportunity Plan (evaluate current state of CAV, identify potential CAV project patterns, develop CAV deployment strategy)
		Identify and implement CAV pilot deployment project (pedestrian safety, RR and EVP safety, or freight progression)
		Planning for deployment for one or more Smart Corridor projects
		Total:
	"Year 7-12 (Mid Term Considerations)"	Consider additional projects to implement advanced operational strategies including TR, adaptive, and TSP along critical corridors
		Implement Smart Corridor Project(s)
		Plan for dynamic transit routing and stops in response to real time or near-real time ridership needs
		Consider opportunities with unconventional intersections and impacts to access management with mixed fleet of legacy, CV, and AV.
	"Year 13+ (Long Term Considerations)"	Consider additional projects to implement advanced operational strategies including TR, adaptive, and TSP along critical corridors
		Implement additional Smart Corridor Project(s)
		Consider impacts to roadway design as freight delivery shifts to leverage more AV technologies (long-haul or local distribution)
		Consider impacts to parking demand based on the conversation of private transportation fleet to more AV

Budget	Year 1 & 2	Year 3 & 4	Year 5 & 6
$200,000	$-	$100,000	$100,000
$200,000		$100,000	$100,000
$100,000	$-	$100,000	
$150,000	$-	$50,000	$100,000
$150,000	$-	$50,000	$100,000
$800,000	**$-**	**$400,000**	**$400,000**
Year 7-12			
Year 13+			

ACKNOWLEDGEMENTS

DeKalb County Elected Leadership

Michael Thurmond, CEO
Robert Patrick, District 1 Commissioner
Jeff Rader, District 2 Commissioner
Larry Johnson, District 3 Commissioner
Steve Bradshaw, District 4 Commissioner
Mereda Davis Johnson, District 5 Commissioner
Edward "Ted" Terry, Super District 6 Commissioner
Lorraine Cochran-Johnson, Super District 7 Commissioner

Project Management Team

DeKalb County Department of Planning and Sustainability
DeKalb County Department of Public Works, Transportation Division
Atlanta Regional Commission

Transportation and Land Use Stakeholder Committee/Partners

City of Atlanta; City of Avondale Estates; City of Brookhaven; City of Chamblee; City of Clarkston; City of Decatur; City of Doraville; City of Dunwoody; City of Lithonia; City of Pine Lake; City of Stone Mountain; City of Stonecrest; City of Tucker; Decide DeKalb; DeKalb Chamber of Commerce; DeKalb Chief Operating Officer's Office; DeKalb County Department of Community Development; DeKalb County Department of Parks, Recreation, and Cultural Affairs; DeKalb County Department of Roads and Drainage; DeKalb County Department of Watershed Management; DeKalb County Department of Finance; DeKalb County Department of Geographic Information System; DeKalb Peachtree Airport; DeKalb County School District; Chamblee-Doraville Community Improvement District; East Metro Community Improvement District; Metro South Community Improvement District; Perimeter Community Improvement Districts; Tucker Northlake Community Improvement District; Tucker Summit Community Improvement District; Georgia Department of Transportation (GDOT); Atlanta-Region Transit Link Authority (ATL); Metropolitan Atlanta Rapid Transit Authority (MARTA)

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