Mayor & City Council
Work Session Meeting Agenda

Monday, September 25, 2023, 7:00 PM
Tucker City Hall
1975 Lakeside Pkwy, Ste 350B, Tucker, GA 30084

Members:

Frank Auman, Mayor
Roger W. Orlando, Council Member District 1, Post 1
Cara Schroeder, Council Member District 2, Post 1
Alexis Weaver, Council Member District 3, Post 1
Virginia Rece, Council Member District 1, Post 2
Noelle Monferdini, Council Member District 2, Post 2
Anne Lerner, Council Member District 3, Post 2

ZOOM Link: https://us02web.zoom.us/j/89338334026 or Phone: 888 788 0099 (Toll Free) Webinar ID: 893 3833 4026

J. ACTION AFTER EXECUTIVE SESSION - As needed

K. ADJOURNMENT

MEMO

To: **Honorable Mayor and City Council Members**

From: **Beverly Hilton, Finance Director**

CC: **Tami Hanlin, City Manager**

Date: **September 20, 2023**

RE: **Memo for August 2023 Interim Financial Statements**

Description for on the Agenda:
August 2023 Interim Financial Statements

Issue:
Present Financial Statements for the second month of Fiscal Year 2024

Recommendation:
Review interim Financial Statements for month ended August 30, 2023

Background:
August is the second month of the fiscal year. There are no anticipated changes to the statements as presented although there could be reclassifications to move charges as needed to correct expenditures during the ongoing internal audit by staff. The annual external audit is underway during the month of August so there could be audit entries although none are anticipated at this time.

Summary:
August is the first month of the fiscal year for some revenues to be recognized. While we are 16.94% into the year, some revenues may appear to be short when looking at percentages. Keep in mind that some revenue is not received and recorded until the following month (e.g. excise tax and municipal court revenue) so some numbers represent one month of receipts. All revenue is at or above expectations. Two months of building permits revenue is above projected. The first SPLOST receipt for the year is about 20% more than anticipated. We have not yet begun receiving Stormwater revenue or Special Assessment Fees. Those should start showing up in late September.

Expenditures are within or below projected in most accounts. The budget amendment approved at the September 11th meeting will be reflected in the September statements. Corrections to any budget items have been handled with adjustments (net zero effect) and there is no need for a budget amendment at this point.

Financial Impact:
August 2023 Interim Financial Statements are attached for review.

MEMO

To: Honorable Mayor and City Council Members

From: Tami Hanlin, City Manager

Date: September 25, 2023

RE: Memo for Report on Upcoming Agenda Items

Description: DRAFT List of Upcoming Council Meeting Agenda Items:

UPCOMING ITEMS FOR COUNCIL MEETING OCTOBER 10, 2023:

- MSI - Employee Benefits Presentation
- Ordinance - CH 46 TA for comp plan references
- Ordinance - CH 6 Ordinance for Animal Control
- Ordinance - CH TA Ordinance for Traffic Calming
- Ordinance - City Initiated Rezoning - Lawrenceville Highway Parcels
- Resolution - Amend R2020-04-94 Purchasing Policy
- Resolution - Adopt Financial Policies
- Resolution - 2024 Meeting Calendar
- Contract for Flock Safety Cameras
- Contract for Task Order #21 Contract for Lord Park Construction Documents
- Contract for Bleachers for TRC Gym

UPCOMING ITEMS FOR COUNCIL MEETING OCTOBER 23, 2023:

- Monthly Financials
- Upcoming Agenda Items

UPCOMING ITEMS FOR COUNCIL MEETING NOVEMBER 13, 2023:

- Ordinance - City Initiated Rezoning - Lawrenceville Highway Parcels
- Ordinance - CH TA Ordinance for Traffic Calming

MEMO

To: **Honorable Mayor and City Council Members**

From: **Rip Robertson, Director, Parks and Recreation**

CC: **Tami Hanlin, City Manager**

Date: **September 25, 2023**

RE: **Memo for** Downtown Park Engineering and Final Design

Description for on the Agenda:
Downtown Park Engineering and Final Design

Issue:
With the City of Tucker's commitment to quality parks and outdoor activity and the desire to create a downtown activity space, the city acquired the old Cofer storage lot on Railroad Avenue. The park master plan was completed and adopted in February 2023, design workshops to finalize the concept and materials have been completed. In this presentation, Barge Design will present final stage design and engineering before completing the construction documents.

Recommendation:
Barge Design Solutions will present information for final design and features for the development of the downtown park.

Background:
With the acquisition of the old Cofer storage lot, the city has committed to creating a downtown greenspace for multiple uses. This park will be the hub of activity throughout the year. This phase has included several workshops with the Mayor and Council to present the final design and features, materials, and layout of the park.

Summary:
The downtown park will be the center for future events and activities to help create family fun for the community in the downtown area.

Financial Impact:
This phase has been funded through the General Fund CIP, 300-6211-54-12000 (PR2207).

AGENDA OUTLINE

Schematic Design Review
Tucker Town Green Park
City of Tucker, GA
September 25, 2023

I. Status Review and Update

II. Review of Site Plan

1. Railroad Avenue Adjustments Improvements
2. Rest Room Area Site Modifications
3. Water Features
4. NE Plaza Area Site Modifications
5. SW Corner Review

III. Review of Architecture

1. Multi-use Pavilion Updates
2. Restroom Building Updates
3. Trellis Structure Update

IV. Action Items

1. Geotechnical
2. Dumpster / Compactor
3. Powerlines / GA Power

V. Next Steps

MEMO

To: **Honorable Mayor and City Council Members**

From: **Beverly Hilton, Finance Director**

CC: **Tami Hanlin, City Manager**

Date: **September 20, 2023**

RE: **Memo for Financial Policy Updates**

Description for on the Agenda:
Financial Policy Updates

Issue:
Amendment requested for current Purchasing Policy and review of select Financial Policies.

Recommendation:
Review and discuss proposed amendment for approval by Ordinance to the Purchasing Policy.
Review and discuss updates to select procedural Financial Polices last reviewed and approved by Council in October 2020.

Background:
In Section 5.06 of the Charter for the City of Tucker, the City Council prescribes purchasing procedures by Ordinance. The Purchasing Policy was adopted by Ordinance 08/08/2016 so any changes would also be required by Ordinance.

Financial Policies are procedural and are under the administration of the City Manager. Current Financial Policies were brought before the Council at the 10/13/2020 Regular Meeting and were approved without a resolution or ordinance.

Summary:
The draft amendment to the Purchasing Policy includes minor changes to sections in the current edition. A section has been added for Federally Funded Procurements. This addition satisfies the Procurement Standards found in the Code of Federal Regulation. This amendment will put us into compliance in the event of a federal audit. Staff are asking to bring this amendment before the Council for the first read on October 10th.

Financial Policies approved October 13, 2020, during the Regular Meeting included three policies that require minor changes.
Fiscal Policy – Revenue Section updated with Stormwater Utility Fees and Financial Structure Section updated to include Enterprise Fund.
Accounting, Auditing, and Reporting Policy – Amended to correct the name of the Annual Comprehensive Financial Report.
Capital Asset Policy – Amended to add infrastructure (as of July 1 when we took over Public Works and Stormwater). Staff are asking that these updates be included on a consent agenda on October 10th if Council approval is needed.

Financial Impact: None

Fiscal Policy

The Fiscal Policy is intended to assist the City and City staff in preparing the Budget and help communicate to residents and the public how the City Council's goals are being addressed and policies implemented.

OVERVIEW

The City develops and maintains a budget and financial forecast that serves as the plan by which the City Council sets financial policy. Through the annual budget, services are implemented. The budget provides the basis for the control of expenditures. For the City, direction for the budget emanates from many distinct sources. Federal and State legislation provide the basic legal requirements and timelines for the budget process. The City Council's vision, mission, goals, policies, and procedures provide additional direction and respond to the needs of the community.

BUDGET

PRINCIPLES FOR BUDGET PLANNING

The City provides a wide variety of services to the residents of the community. It is the responsibility of the City Council to adopt a budget and manage the available resources to best meet the service needs for the overall good of the community. To aid in planning for the allocation of resources to meet the good of the whole community, the City has set forth the following budget planning principles:

1) The City should maintain adequate reserve levels to ensure minimal loss of service to the community should there be unforeseen reductions in revenues or a catastrophic occurrence.
2) Support services provide the management, guidelines, and operational assistance to carry out the provision of primary and secondary services. Resources should be allocated to support services to support the level and quality of primary and secondary services expected and desired by the community.
3) Any adjustment to the existing budget shall consider the effect that such adjustment would have on future budget resources.
4) By statute, the budget must be balanced. Revenues must equal or exceed expenditures. Current operating revenue needs should be sufficient to support current operating expenditures.
5) Debt or bond financing will not be used to finance current operating expenditures.
6) Every effort will be made to maintain existing levels of services.
7) The City should strive to attain the lowest possible interest rates on debt to minimize the cost to taxpayers and users of City services.
8) Each fund will budget for and pay its proportion of shared costs and services.
9) In addition to its annual operating budget, the City will prepare five-year budget projections and an analysis of past financial trends to obtain a comprehensive picture of the impact of decisions involving the current year's budget or other financial plans.

BUDGET PREPARATION

The City operates under a fiscal year that begins on July 1st and ends June 30th. A proposed budget shall be prepared by the City Manager (or designee) with the participation of all the City's Department Directors. The City will cover current expenditures with current revenues. The City will strive to avoid budgetary procedures that cover current expenditures at the expense of meeting future years' expenditures, such as postponing expenditures or accruing future years' revenues.

1) The budget shall include four basic segments for review and evaluation.
   These segments are:
   a. Revenues
   b. Personnel costs
   c. Operations and maintenance cost
   d. Capital and other (non-capital) project costs
2) Departments develop performance and expenditure requests for the next fiscal year.
3) During the months of March and April, the City Manager (or designee) reviews all departmental operations and budget requests to propose a recommended balanced budget.
4) Not later than the first day of the eleventh month of the fiscal year, the City Manager (or designee) submits to City Council a proposed operating budget for all operating funds. The operating budget includes recommended expenditures and the means for financing them.
5) Public hearings are held before making any final changes to the City Manager's (or designee's) recommended budget.
6) The annual budget is formally adopted by City Council before July 1st.

CHANGES TO ADOPTED BUDGET

Georgia Law, O.C.G.A. §36-81-3 establishes the legal level of budgetary control at the department level. Within the overall budget limitations, authority is delegated to the City Manager. When acting on the authority delegated by the City Manager to the Finance Director, intra-departmental transfers of appropriation and revenue anticipation may be approved as deemed necessary. The expenditures of City operating funds cannot exceed the budgeted appropriations for their respective fund. In certain cases, however, adopted budgets may be increased, decreased, or amounts transferred between funds with approval from the City Council.

LAPSED APPROPRIATIONS

All appropriations not spent or unencumbered at the end of the fiscal year lapse into the fund balance applicable to the specific fund, except for:

a. **Capital Projects** - appropriations for capital projects which do not lapse until the project is completed and closed out; and
b. **Grant Funds** - appropriations for federal or state grants which do not lapse until the expiration of the grant.

BUDGET REPORTING

Monthly financial reports will be prepared or made available by the Finance Director to enable the Department Directors to manage their budgets and to enable the Finance Director to monitor and control the budget as authorized by the City Manager. Summary financial and budgetary reports will be presented to the City Council monthly. Such reports will be in a format appropriate to enable the City Council to understand the overall budget and financial status.

BASIS OF BUDGETING

The City shall adopt budgets in conformity with Generally Accepted Accounting Principles for all budgeted funds. All governmental funds shall use the modified accrual basis of accounting and proprietary or enterprise funds shall use the accrual basis of accounting for budgeting purposes.

REVENUE

The City will try to maintain a diversified and stable revenue system to shelter it from unforeseeable short-run fluctuations in any one revenue source.

1. **Review and Projections**. The City reviews estimated revenue and fee schedules as part of the budget process. Major revenue sources in the general fund are occupational tax certificates, franchise fees, property tax, and building permits. Conservative revenue projections are made for the budget term. The City will project revenues for five years and will update the projections annually. The projections are monitored and updated, as necessary.

2. **Sources**.
    a. Occupational Tax Certificates: A primary revenue source for the City is occupational tax certificates. The City will monitor changes each year during the renewal season as well as any other possible information that would impact this revenue. The changes anticipated will be reflected in the revenue projections.
    b. Franchise Fees: Another large revenue source for the City is franchise fees. Franchise fees will be monitored throughout the fiscal year for any evidence of changes in monthly or quarterly submissions. Any changes that are experienced in the revenue flow will be incorporated into revenue projections.
    c. Property Tax: The City will monitor the property tax by tracking the percentage that comes from real property growth and real property revaluation. Significant changes to these percentages will be reflected in revenue projections as an indicator of future economic activity.
    d. Building Permits: The Finance Director will work with the Department Director over building permits to complete a projection for future permits. This projection will include a review of projects known within the City and estimate possible revenues for each project.
    e. One-Time Revenues: From time to time, the City may realize one-time Revenues as they are presented; however, the use of these funds shall not be used for reoccurring expenses.
    f. Stormwater Utility Fees: Fees assessed to commercial and residential parcels in the City connected to the amount of impervious surface to provide funds for Stormwater maintenance and operation of services. The amount of the fee charged is per Equivalent Residential Units (ERU) and is set by City Council in a resolution.

FINANCIAL STRUCTURE

The financial transactions of the City are budgeted and recorded in individual funds. A fund is an independent financial and accounting entity. It is a set of interrelated accounts used to record revenues and expenditures associated with a specific purpose.

GENERAL FUND
The General Fund is the largest and most diverse of the City's operating funds. It includes all resources not legally restricted to specific uses.

SPECIAL REVENUE FUND
Special Revenue Funds are used to account for the proceeds of revenue sources which are restricted by law or administrative action to expenditures for specified purposes.

CAPITAL PROJECTS FUND
Capital Project Funds are used to account for financial resources for the acquisition, renovation or construction of major capital facilities and improvements.

ENTERPRISE FUND
An Enterprise Fund is a self-supporting government fund that sells or provides goods and services to the public for a fee. It is operated in a manner similar to private business enterprise where the intent is for costs of services provided to be financed or recovered through user fees.

CAPITAL IMPROVEMENTS

The City will prepare a multi-year capital improvement plan which will be updated annually. This plan will assist in the planning, acquisition, and financing of capital projects. A major capital project generally is defined as an expenditure that has an expected useful life of more than three years with an estimated total cost of $50,000 or more, or an improvement/addition to an existing capital asset. Examples include building/infrastructure construction, park improvements, streetscapes, computer systems, land acquisitions, heavy duty trucks. Major capital projects will be budgeted in the Capital Projects Fund consistent with all available resources. With the involvement of the responsible departments, the Finance Department will prepare the capital budget in conjunction with the operating budget.

The City will operate under the following capital improvement operating guidelines:

1. The City will identify estimated costs and funding sources for each capital project requested before it is submitted to the City Council;
2. All City capital improvements projects will be administered in accordance with all state and federal statutes.
3. All City capital improvements will be constructed and expenditures incurred for the purpose as approved by the City Council;
4. The City will use the most prudent funding source available at the time to fund capital projects.
5. Funding for operating and maintenance costs for approved capital projects must be identified at the time projects are approved.

FINANCIAL FORECASTING

Concurrent with its annual budget cycle, the City shall prepare a five-year financial forecast. The forecast will be based on the financial policies/procedures established by the City Council and City officials. The City has an important responsibility to its citizens to carefully account for public funds, to manage its finances wisely, and to plan for the adequate funding of those services desired by the public. Annual budgeting alone can fail to serve the long-term public interest if short-term priorities reduce resources that may be required to meet imminent needs that fall beyond the one-year budget scope. By identifying long-term issues and assessing resources, the five-year financial forecast provides the City Council and City staff with the necessary information to create continuity between annual budget cycles and to meet the long-term needs of the City.

The forecast's purpose is to provide the fullest picture of the City's financial future so that current policies and funding can continue to support high-quality service delivery and opportunities in the future. As such, the City shall strive as within its forecast to:

a. Deliver quality services efficiently in an affordable, economical and cost-effective basis providing full value for each tax dollar.
b. Maintain an adequate financial base to sustain a sufficient level of services, thereby preserving the quality of life for City residents.
c. Have the ability to withstand local, regional, and State economic shocks, adjust to changes in the service requirements of our community, and respond to changes in priorities and funding as they affect the City's residents.

City financial policies and procedures shall provide the framework for financial planning and decision-making by the City Council and City staff. Within this framework, the City shall prepare estimates of revenues, operating and capital expenditures for every year of the five-year forecast. The revenue forecast will only include those revenues that are anticipated to be sustainable over the five-year period. Expenditure projections shall include anticipated operating impacts of the adopted capital improvement program. The forecast shall establish key assumptions underlying the projections and identify those variables which may cause the projections to change.

Accounting, Audits, and Financial Reporting Policy

The City shall maintain a system of financial monitoring, control, and reporting for all operations and funds to provide effective means of ensuring that overall City goals and objectives are met.

Accounting Records and Reporting
The City will maintain its accounting records in accordance with state and federal laws and regulations and in a manner to facilitate an efficient audit process. The City will report its financial condition and results of operations in accordance with state regulations and Generally Accepted Accounting Principles (GAAF) described in Governmental Accounting, Auditing, and Financial Reporting (GAAFR). The City's accounts shall be kept in such a manner as to show fully the financial conditions of the City.

The City will maintain a Chart of Accounts that complies with requirements of the State of Georgia and is in accordance with generally accepted accounting principles.

Auditing
An independent audit firm will annually perform the City's financial audit. The audit firm must hold an active Georgia CPA firm license. The auditor's opinion will be included in the City's Annual Comprehensive Financial Report. A copy of the audit will be sent to the State Auditor who will respond with comments regarding compliance. Results of the annual audit shall be provided to the City Council in a timely manner. Additionally, the completed Comprehensive Annual Financial Report will be filed with the Carl Vinson Institute's TED website for local government Financial Documents by December 31st of each year.

Simplified Fund Structure
The City will attempt to minimize the number of funds. Funds will be categorized in accordance with generally accepted accounting principles (GAAP) for reporting purposes.

Financial Reporting
As a part of the audit, the auditor shall assist with the preparation of the required Annual Comprehensive Financial Report (ACFR). The ACFR shall be prepared in accordance with generally accepted accounting principles. The ACFR will be presented in a way to communicate effectively with citizens about the financial affairs of the City. The ACFR shall be made available to the elected officials, creditors, and citizens.

Internal financial reports will be prepared that are sufficient to plan, monitor, and control the City's financial affairs. Monthly accounting reports are meant to transmit information regarding the financial situation of the City. These regular reports are made available to the City Council, City Manager, Department Heads, and other staff as necessary.

Capital Asset Policy

The primary purpose of the policy is to provide for consistent and uniform accounting of capital asset transactions throughout the City; to establish guidelines for physical control and accountability of capital assets; and to set guidelines for disposal and depreciation of capital assets.

Capital Asset Criteria

A capital asset is defined as a financial resource meeting all the following criteria:

1. It is tangible in nature.
2. It has a useful life of greater than one year.
3. It is not a repair part or supply item.
4. It has a value equal to, or greater than, the capitalization threshold of $5,000 (non-infrastructure).
5. Infrastructure with a value equal to, or greater than, the capitalization threshold of $25,000.

Capital assets may be acquired through donation, purchase, capital lease or self-constructed. Each Department Head is ultimately responsible for ensuring the proper recording, acquisition, transfer, and disposal of all assets within their Department after providing proper documentation to the Finance Director.

Capital assets purchased, including capital outlay costs, are recorded as expenditures in the fund financial statements at the time of purchase. On the City-wide financial statements, all purchased capital assets are valued at cost where historical records are available and at estimated historical cost based on appraisals or deflated current replacement cost where no historical records exist. Costs for self-constructed assets may include legal and title fees, closing costs, fees, land costs, demolition costs, relocation costs, architect and accounting fees, and insurance premiums and interest costs during construction. Donated capital assets are recorded at the estimated acquisition value at the date of donation as determined by the Department Head.

Recording

The City will recognize acquisition costs based on individual unit prices. Assets should not be grouped, if possible, when recording the value of the asset. For equipment purchases, title is considered to pass at the date the equipment is received. Similarly, for donated assets, title is considered to pass when the asset is available for the agency's use and when the agency assumes responsibility for maintaining the asset.

Constructed assets are transferred from the construction in progress account to the related building, improvements other than buildings, equipment, or infrastructure accounts when they become operations. Constructed buildings, for example, are assumed to be operational when an authorization to occupy the building is issued, regardless of whether final payments have been made on all the construction contracts. Infrastructure becomes operational when the project is reported complete by the project manager and final payment is made to determine final cost.

Transfer of Fixed Assets

An asset transfer between departments usually represents the sale of an item by one department to another and may be treated as a new purchase. A transfer between related departments under the same control may, if desired, be treated as a transfer rather than sale. The asset would be recorded under the new Department with original date and funding amount. This information should be sent to the Finance Director no later than the next business day after the transfer occurred.

Depreciation

Capital assets are depreciated using the straight-line method over the following useful lives:

Category	Useful Life
Buildings	15 years
Vehicles	7 years
Equipment	5-10 years
Leasehold Improvements	7-10 years
Infrastructure	20-25 years

Sale of Capital Assets

The sale of a capital asset must be to the highest, responsible bidder and must be conducted by sealed bid or by auction. The sale must be approved and publicized in accordance with State law.

Disposal of Assets

Disposal of assets are deleted at depreciated recorded cost. The cost of normal maintenance and repairs that do not add to the value of assets or materially extend the useful lives of the assets is not capitalized. Depreciation is computed using the straight-line method. Depreciation is calculated based on the month the asset is placed into service or substantially completed. Depreciation expense is used to allocate the actual or estimated historical cost of all capital assets over estimated useful lives.

A disposal action is appropriate when certain conditions occur resulting in an asset no longer being in the possession of the City. Assets no longer in use which remain in the possession of the department are considered surplus property and not a disposal.

Capital assets may be disposed of in any one of six ways:

1. Sale or trade-in;
2. Abandonment/retirement;
3. Lost or stolen;
4. Transfer;
5. Cannibalization (taking parts for other uses); and,
6. Casualty loss

Only when the asset is no longer in possession of the City, due to one of the reasons above, is disposal action appropriate.

Assets are “abandoned” or “retired” when there is no longer any use for them in the Department, they are of no use to any other City department, or they cannot be repaired, transferred, cannibalized, sold or traded in. Stolen items must be reported to the Police Department and a report filed. A copy of this report must accompany the disposal record. Casualty losses must be documented within 24 hours of loss and reported to the City Manager immediately. Departmental management is responsible for reviewing disposal reports, evaluating causes and trends leading to disposals, and effectively managing and controlling disposals in which they are responsible.

Impairment of Assets

GASB Statement 42 establishes accounting and financial reporting standards for a capital asset that has experienced a significant unexpected decline in its service utility. The City shall evaluate annually prominent events or changes in circumstances affecting assets to determine whether an impairment of a capital asset has occurred. To meet the impairment, test a decline in service utility must be both significant and unexpected.

Inventory of Capital Assets

An inventory of capital assets will be conducted under the supervision of the Finance Director annually and reported in the ACFR. Departments will be responsible for accurately reporting their asset information to Finance during the annual process.

MEMO

To: **Honorable Mayor and City Council Members**

From: **Ken Hildebrandt, City Engineer**

CC: **Tami Hanlin, City Manager**

Date: **September 25, 2023**

RE: **Memo for North South Connectivity Study Next Steps**

Description for on the Agenda:
North South Connectivity Study Next Steps

Issue:
Staff will present recommendations for the design and construction of projects recommended in the North South Connectivity Study.

Recommendation:

Recommended Construction

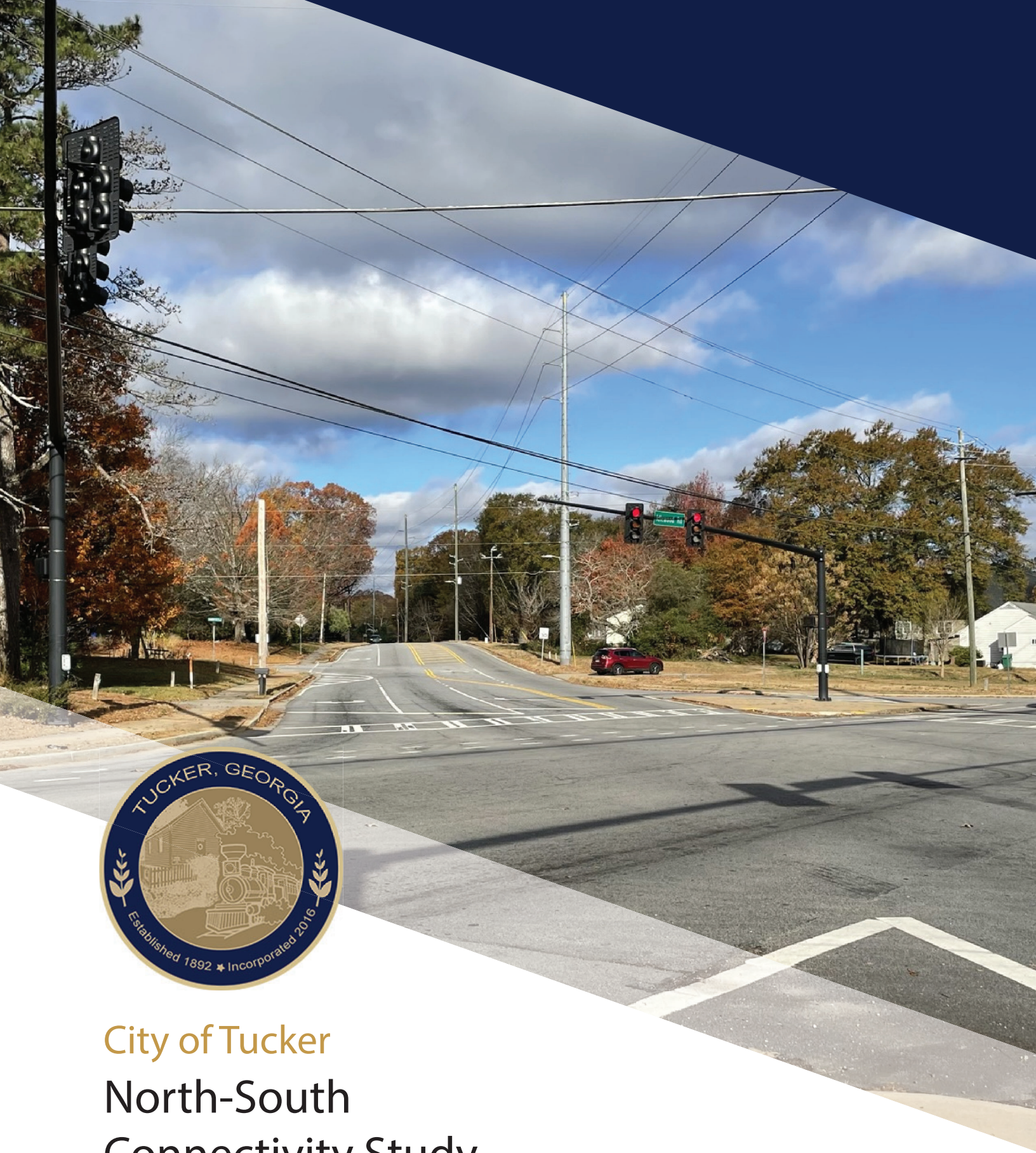
- Brockett Rd Sidewalk
- E Ponce de Leon Ave Sidewalk
- Fellowship Rd Safety Improvements
- Maintenance Needs
- Minor Striping and Pedestrian Improvements

Recommended Engineering Design

- Idlewood Rd @ Fellowship Rd Roundabout
- Cooledge Rd / Northlake Pkwy @ Lawrenceville Hwy Improvements
- Brockett Rd @ Lawrenceville Hwy / Moon St Improvements
- Idlewood Rd @ Sarr Pkwy Roundabout
- Montreal Rd @ Lawrenceville Hwy

Background:
The study documented a total of 115 recommendations resulting in 35 projects. These range in magnitude from minor striping changes to significant intersection improvements.

Financial Impact:
There is no financial impact at this time. $1 M has been budgeted in the FY 2024 capital budget for these projects. Additionally, there are currently funds in the SPLOST Quick Response, SPLOST and Capital Sidewalk, and ARPA accounts.



City of Tucker

North-South Connectivity Study

July 2023


ROAD
WORK
AHEAD

TABLE OF CONTENTS

Introduction

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

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

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

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

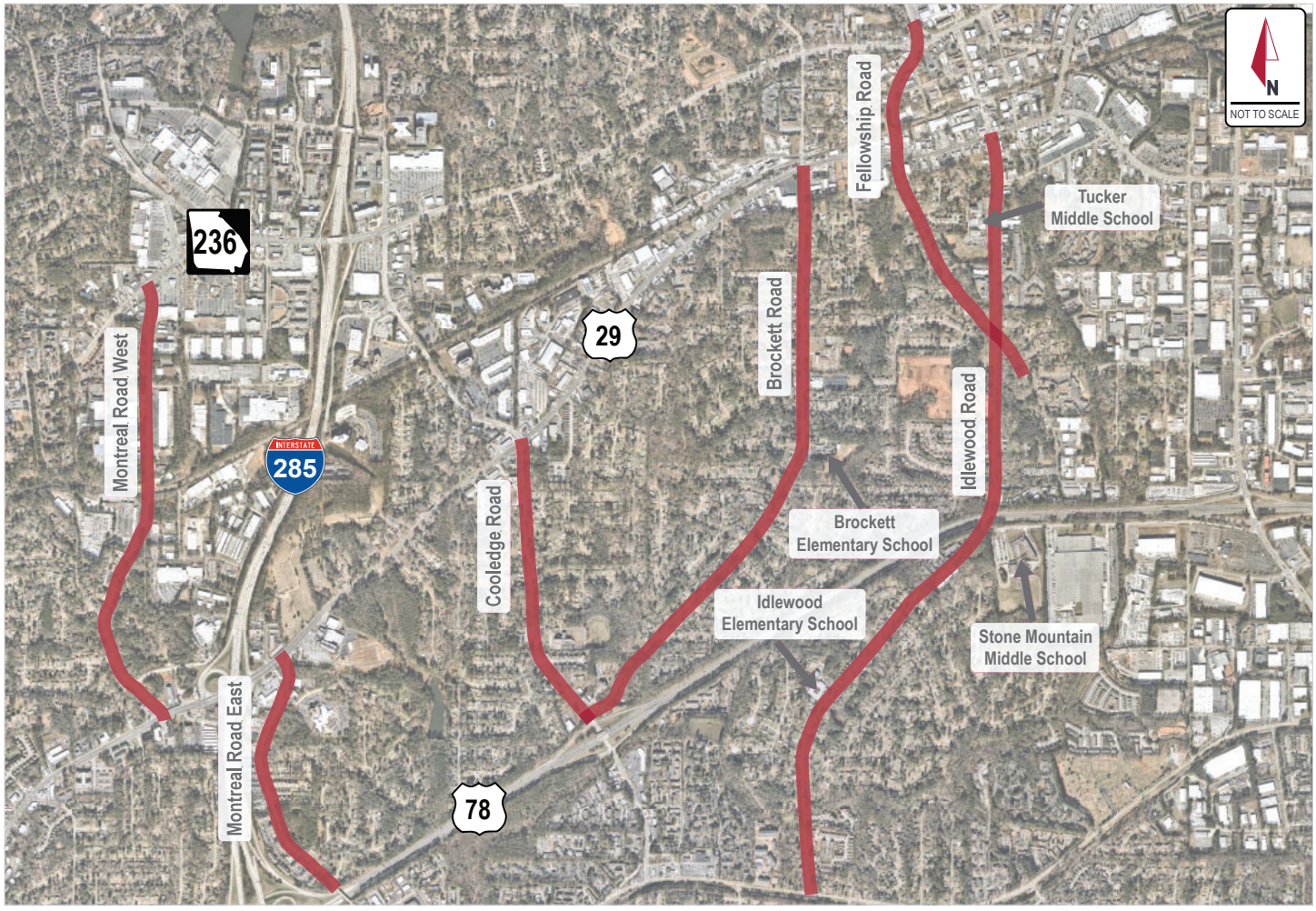


Figure 1: Study Corridors

Study Methodology

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

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

PREVIOUS PLANS AND KEY TAKEAWAYS

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

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

Corridor Overview

CORRIDOR NAME	LIMITS	FACILITY TYPE	CROSS-SECTION	SPEED LIMIT	KEY INTERSECTIONS
Montreal Rd (East)	US 78 (Stone Mountain Fwy) to SR 8 (US 29/ Lawrenceville Hwy)	Major Collector	2 Lanes Predominately undivided with some median and consistent sidewalks	35 MPH	• Montreal Rd (East) at SR 8 (US 29/Lawrenceville Hwy)
Montreal Rd (West)	SR 8 (US 29/Lawrenceville Hwy) to SR 236 (Lavista Rd)	Major Collector	2 Lanes Predominately undivided with some median and inconsistent sidewalks	35 MPH	• Montreal Rd (West) at SR 8 (US 29/Lawrenceville Hwy) • Montreal Rd (West) at Montreal Circle • Montreal Rd (West) at SR 236 (Lavista Rd) • Montreal Rd (West) at Montreal Ind Way
Cooledge Rd	Brockett Rd to SR 8 (US 29/Lawrenceville Highway)	Minor Arterial	2 lanes Undivided with inconsistent sidewalks	40 MPH	• Cooledge Rd at Brockett Rd • Cooledge Rd at SR 8 (US 29/ Lawrenceville Hwy) • Cooledge Rd at Gloucester Rd
Brockett Rd	Cooledge Rd to SR 8 (US 29/Lawrenceville Hwy)	Major Collector	2 lanes Undivided with inconsistent sidewalks	40 MPH	• Brockett Rd at Cooledge Rd • Brockett Rd at SR 8 (US 29/ Lawrenceville Hwy)
Idlewood Rd	E Ponce de Leon Ave to SR 8 (US 29/ Lawrenceville Hwy)	Major Collector/ Local Road	2 lanes Primarily undivided with some TWLTL and inconsistent sidewalk	35 MPH	• Idlewood Rd at E Ponce de Leon Ave • Idlewood Rd at Sarr Pkwy • Idlewood Rd at Fellowship Rd • Idlewood Rd at SR 8 (US 29/ Lawrenceville Hwy) • Idlewood Rd at Cowan Rd • Idlewood Rd at Idlewood Elementary School
Fellowship Rd	Elmdale Dr to Chamblee Tucker Rd	Local Road/Major Collector	2 – 4 lanes Undivided with inconsistent sidewalk	25 – 40 MPH	• Fellowship Rd at Idlewood Rd • Fellowship Rd at SR 8 (US 29/ Lawrenceville Hwy) • Fellowship Rd at SR 236 (Lavista Rd) • Fellowship Rd at Chamblee Tucker Rd

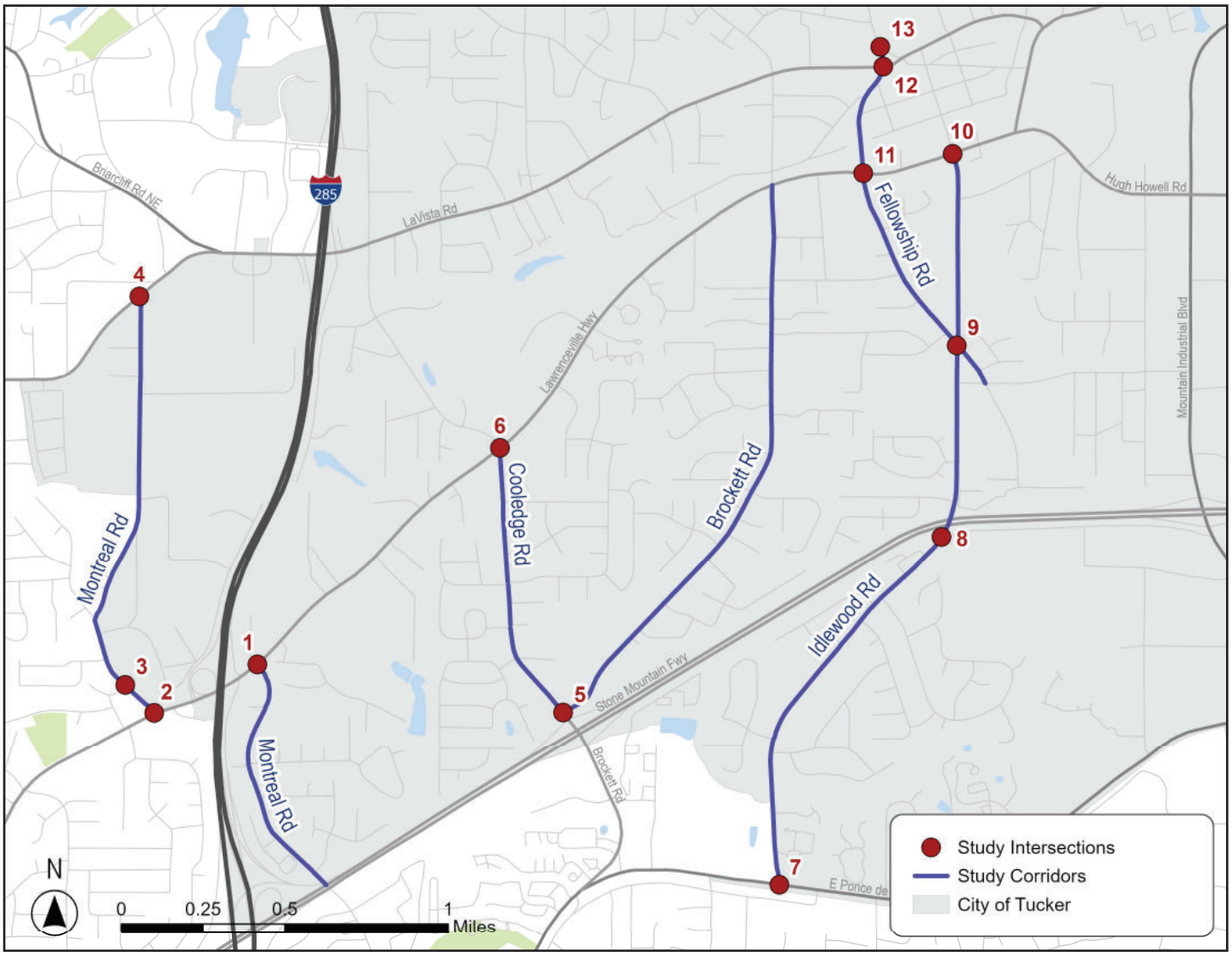


Figure 2: Study Corridors and Major Intersections

13 signalized intersections are located along the study corridors:

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

Existing Conditions and Needs Assessment

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

Figure 3: Montreal Rd (East) Study Area

KEY TAKEAWAYS

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

CRASH TRENDS

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

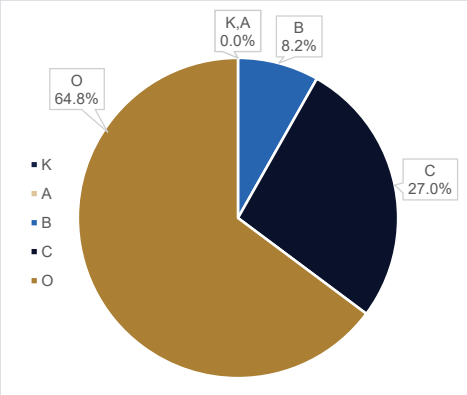
Montreal Road (East)

CRASH ANALYSIS

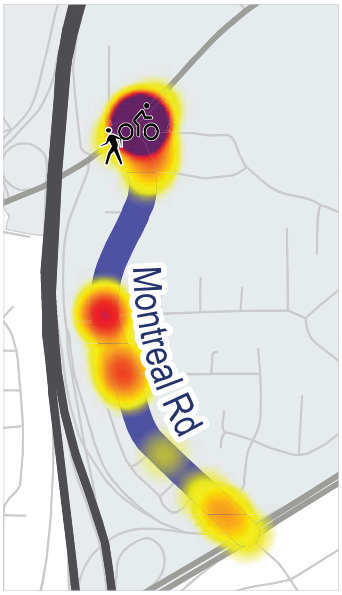
Crash Trends

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

Crashes by Severity



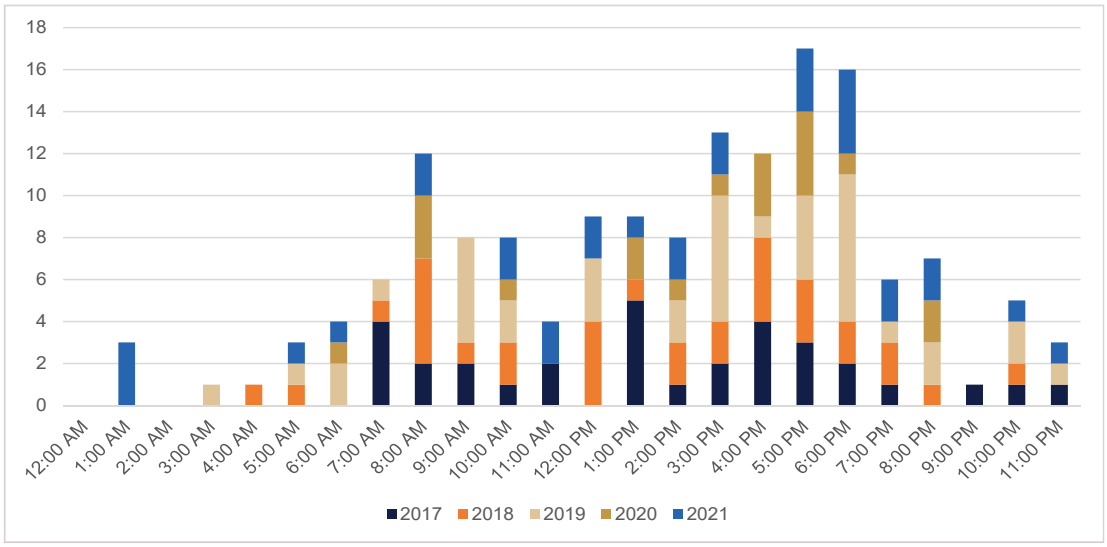
Crash Heat Map



Crashes by Type

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

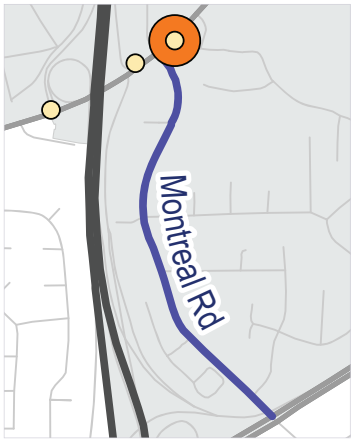
Crashes by Time of Day



Existing Conditions and Needs Assessment

OPERATIONS

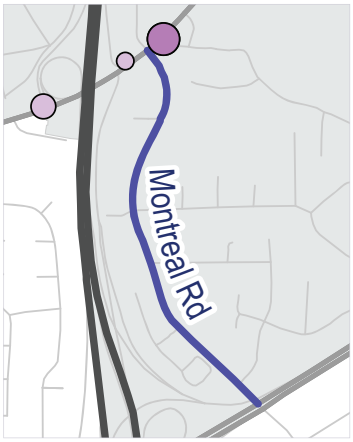
Duration of Bottlenecks



Average Daily Duration of Bottlenecks

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

Queue Lengths of Bottlenecks



Average Bottleneck Queue Length

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

AM Level of Service

Legend

Intersection LOS

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

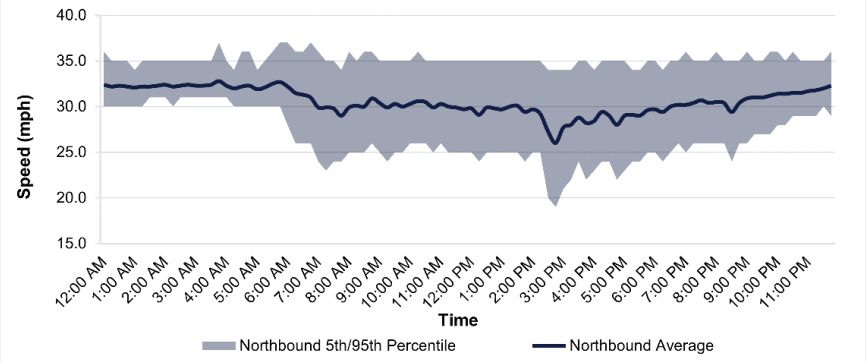
PM Level of Service

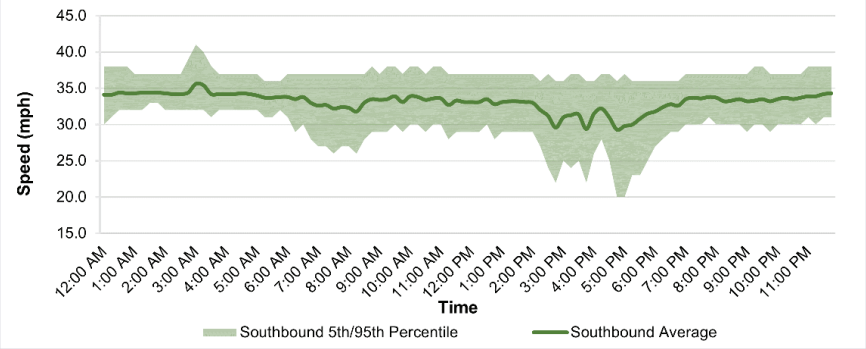
Legend

Movement LOS

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- No LOS

Speed Data





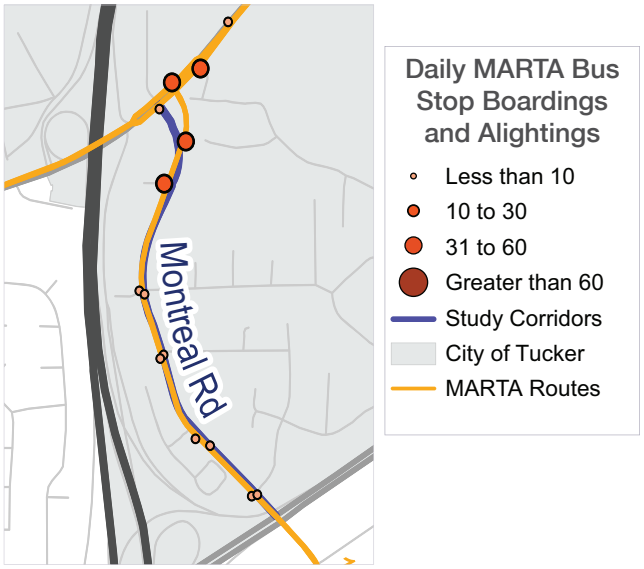
SUMMARY OF OPERATIONS

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

Montreal Road (East)

TRANSIT, BICYCLE, AND PEDESTRIAN

MARTA Ridership



Sidewalk Presence

SUMMARY OF MULTIMODAL ASSESSMENT

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

SITE VISIT AND PUBLIC COMMENTS

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

Existing Conditions and Needs Assessment

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

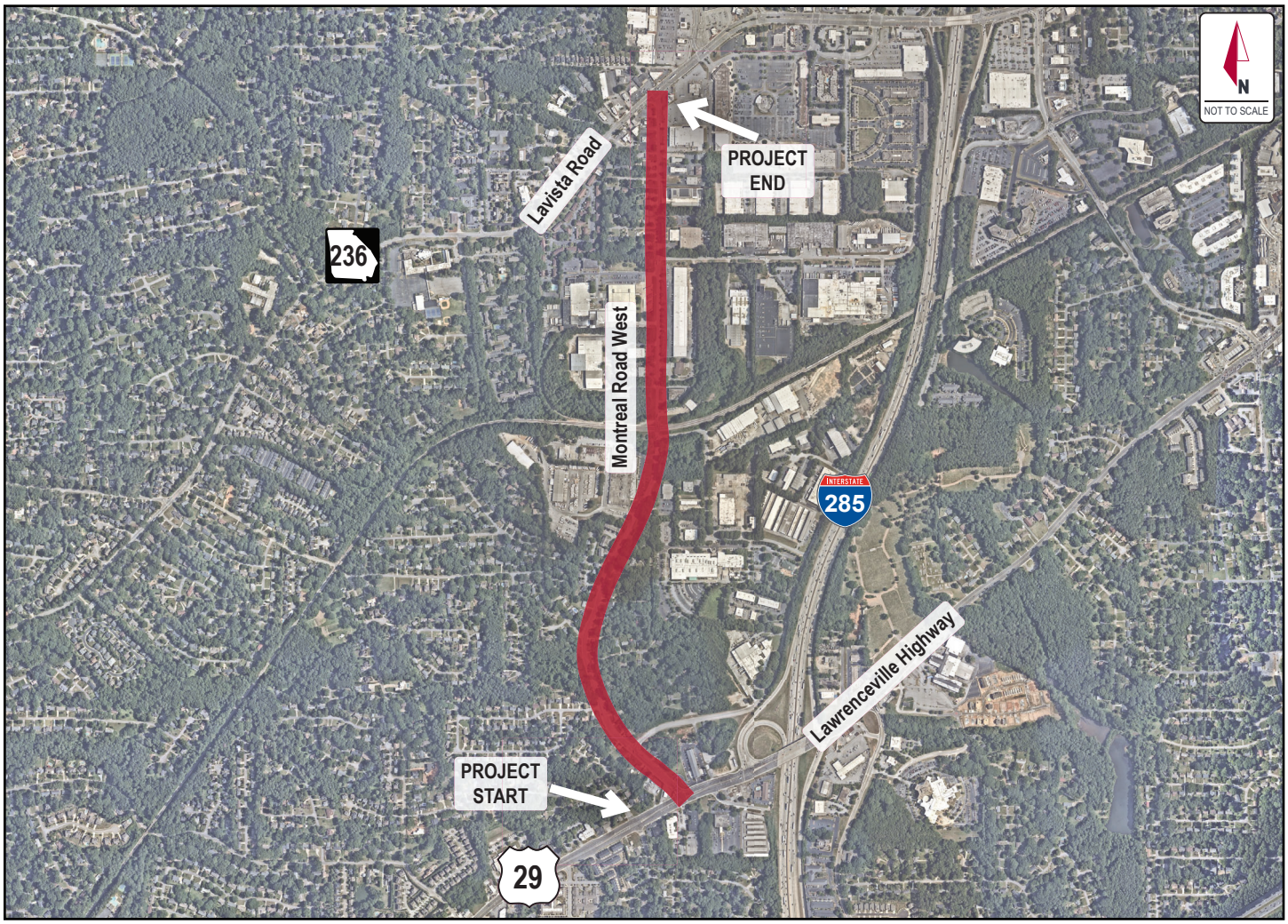


Figure 4: Montreal Rd (West) Study Area

KEY TAKEAWAYS

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

CRASH TRENDS

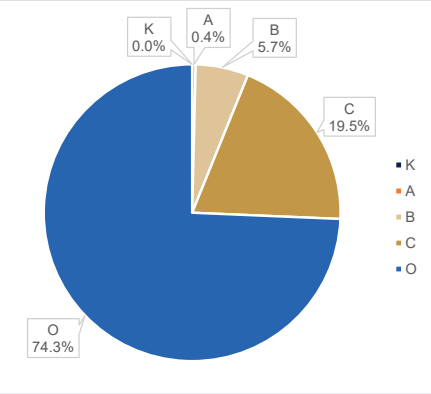
- Over 18 percent of the crashes reported occurred during dark conditions.
- Approximately 17 percent of the crashes occurred on wet, icy, or snowy pavement.
- 104 of the crashes (40 percent) occurred at the intersection of Montreal Road (West) at SR 8, and 78 crashes (30 percent) occurred at Montreal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

CRASH ANALYSIS

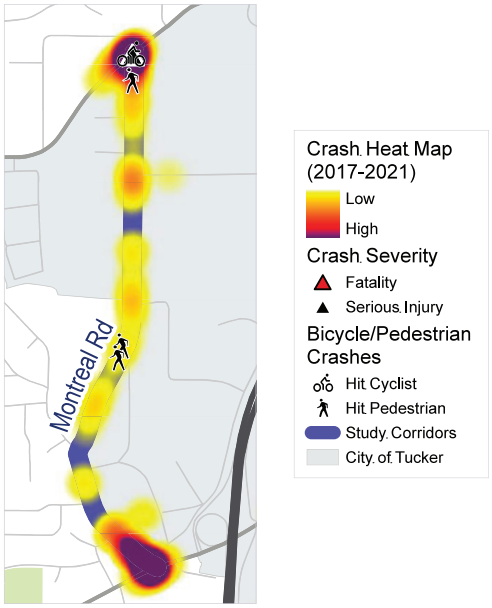
Crash Trends

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

Crashes by Severity



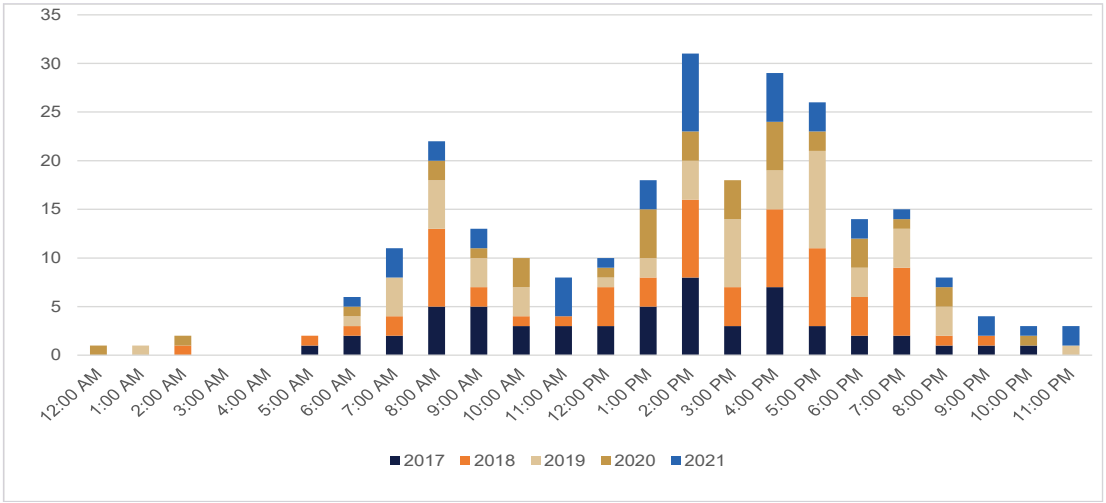
Crash Heat Map



Crashes by Type

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

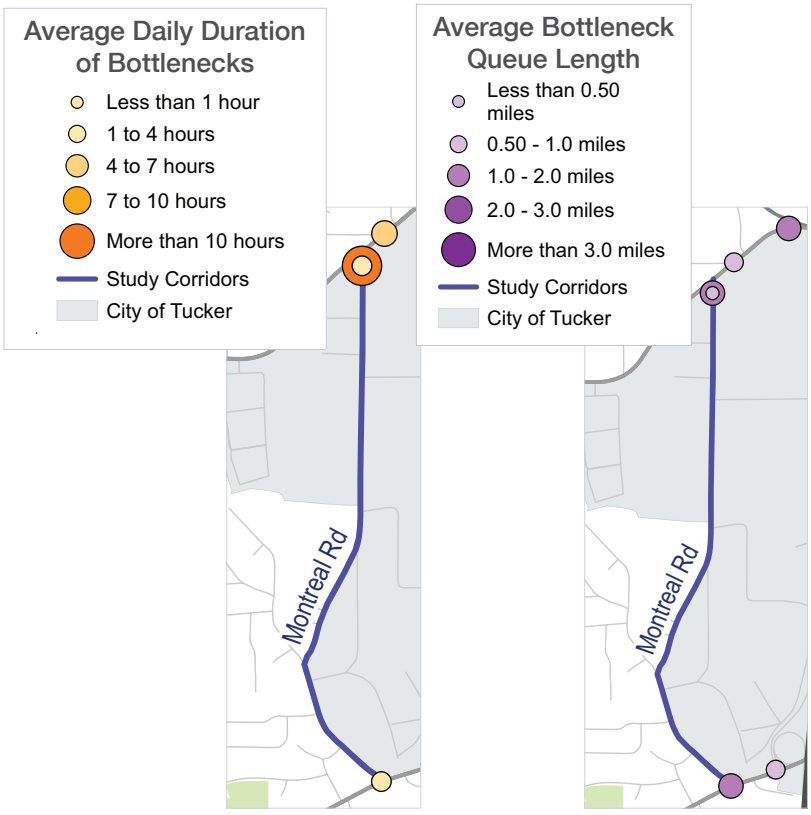
Crashes by Time of Day



Existing Conditions and Needs Assessment

OPERATIONS

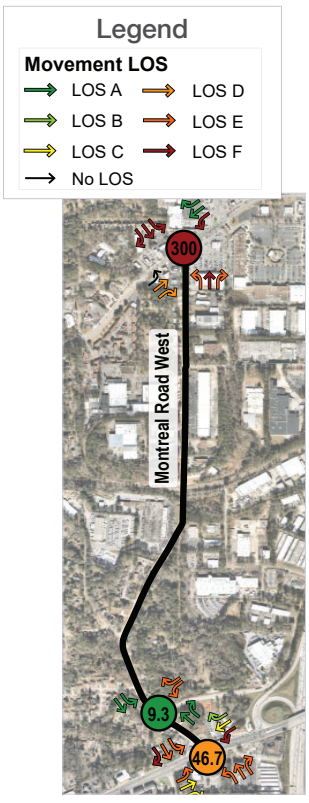
Duration of Bottlenecks



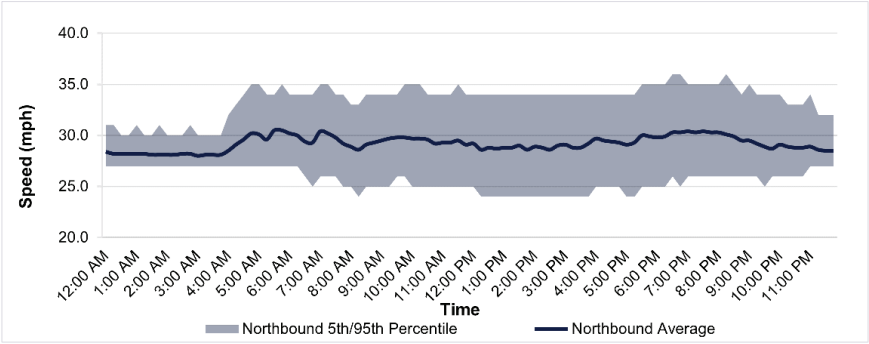
Queue Lengths of Bottlenecks

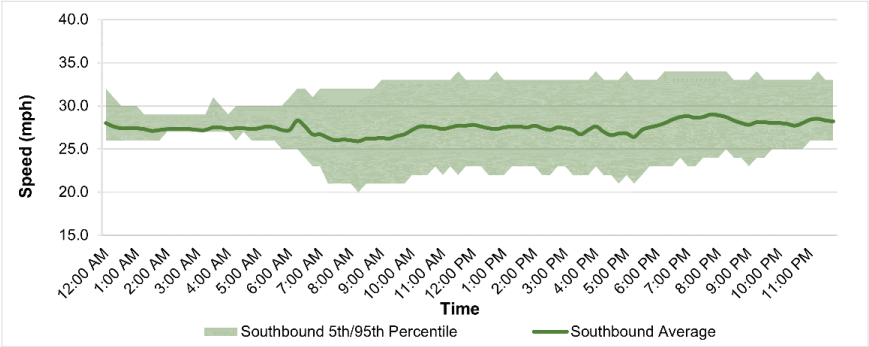
AM Level of Service

PM Level of Service



RITIS Speed Data





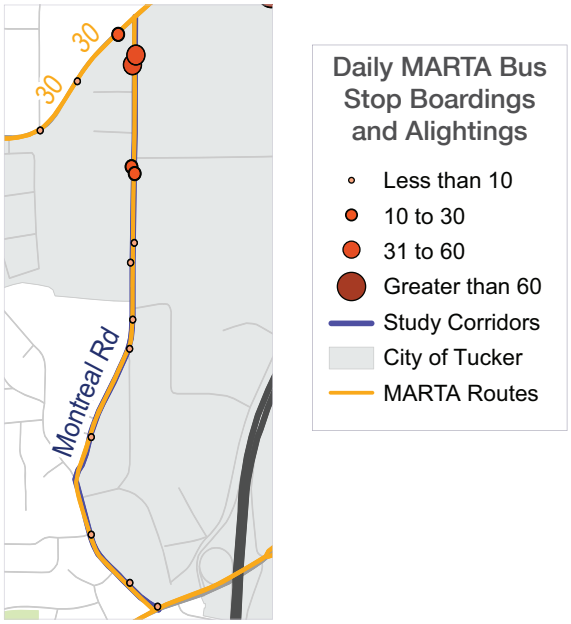
SUMMARY OF OPERATIONS

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

Montreal Road (West)

TRANSIT, BICYCLE, AND PEDESTRIAN

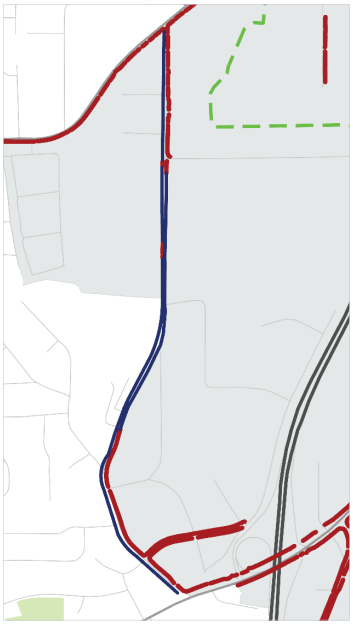
MARTA Ridership



Daily MARTA Bus Stop Boardings and Alightings

- Less than 10
- 10 to 30
- 31 to 60
- Greater than 60
- Study Corridors
- City of Tucker
- MARTA Routes

Sidewalk Presence



Legend

Red: Existing Sidewalk

Blue: Sidewalk Gaps

Green: Trail Master Plan

- Constructed Trail
- Trail Master Plan
- Under Design

SUMMARY OF MULTIMODAL ASSESSMENT

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

SITE VISIT AND PUBLIC COMMENTS

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

Existing Conditions and Needs Assessment

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

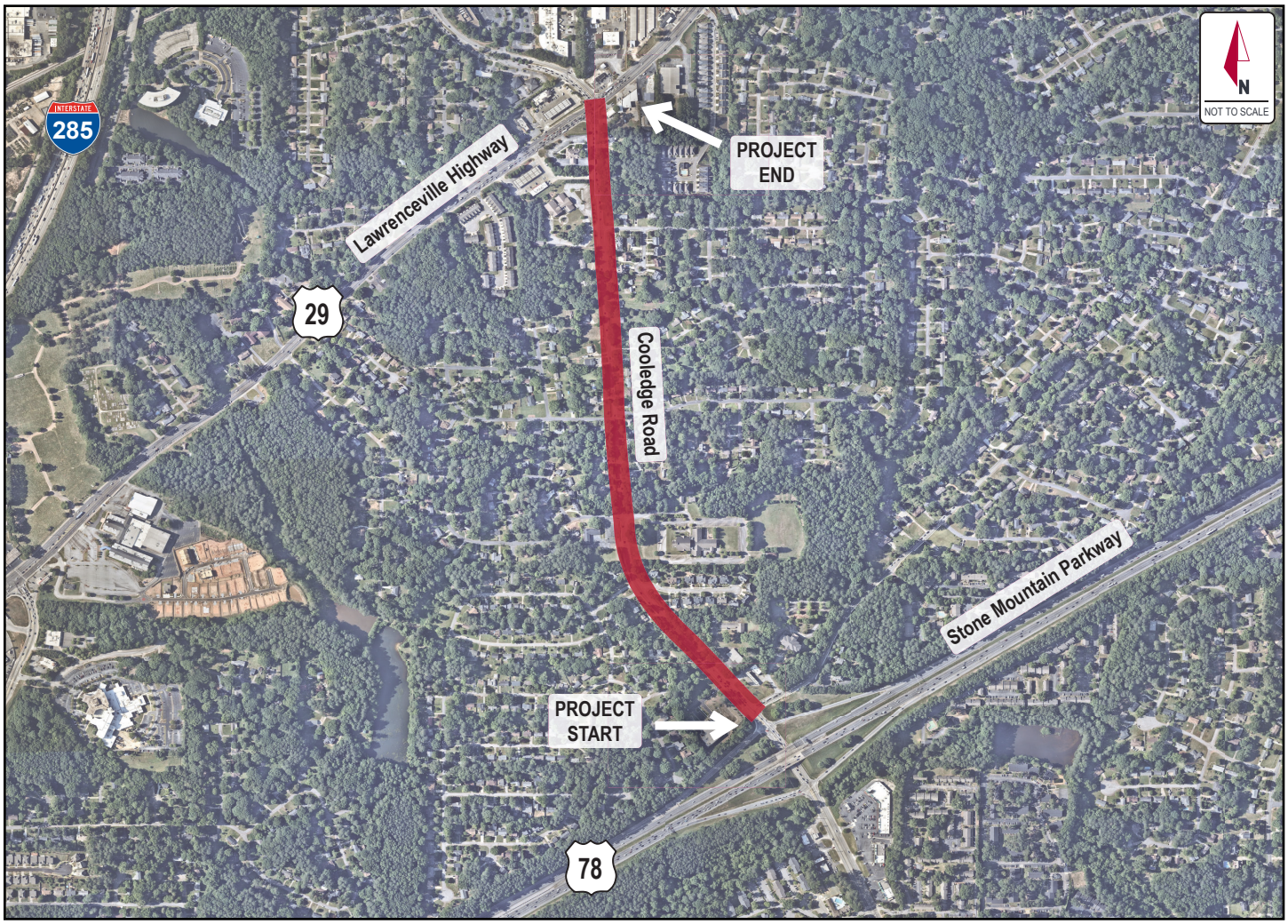


Figure 5: Cooledge Rd Study Area

KEY TAKEAWAYS

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

CRASH TRENDS

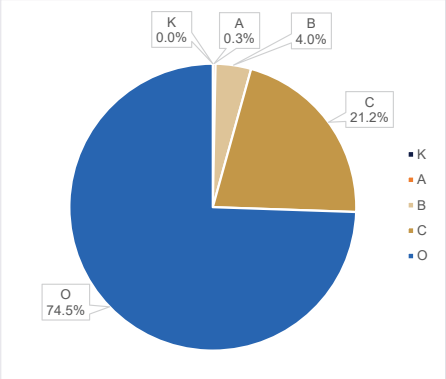
- Nearly 19 percent of the crashes reported occurred during dark conditions.
- Over 20 percent of the crashes occurred on wet, icy, or snowy pavement.
- 219 of the crashes (67 percent) occurred at the intersection of Cooledge Road at SR 8, and 38 crashes (12 percent) occurred at Cooledge Road at Brockett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

CRASH ANALYSIS

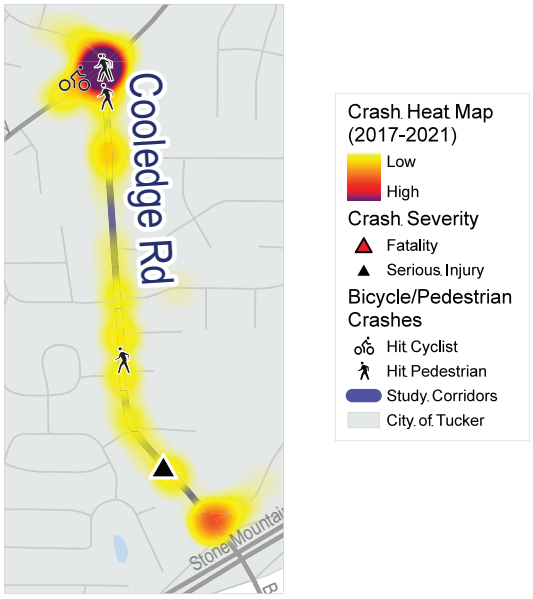
Crash Trends

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

Crashes by Severity



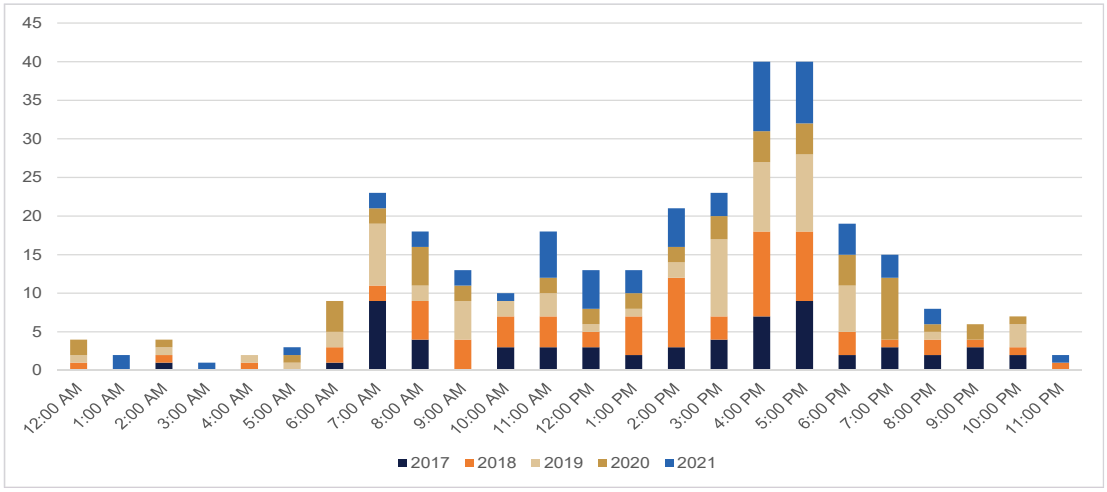
Heat Map



Crashes by Type

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

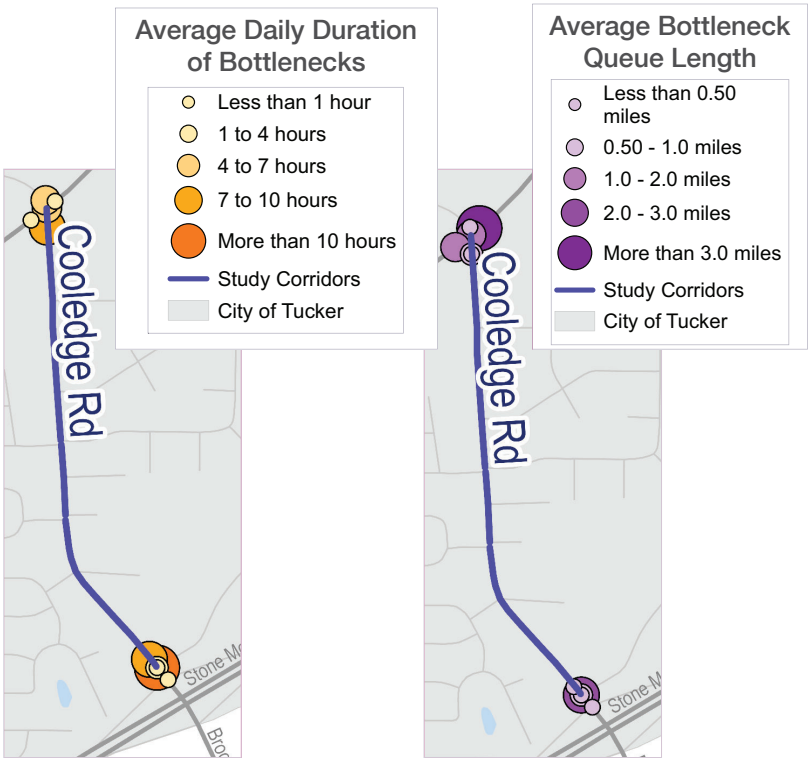
Crashes by Time of Day



Existing Conditions and Needs Assessment

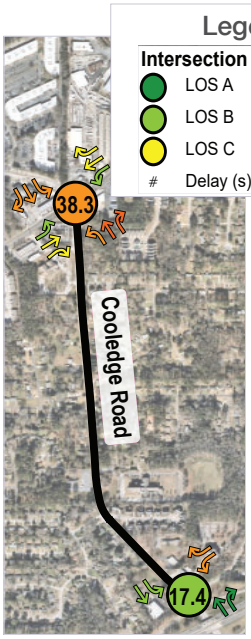
OPERATIONS

Duration of Bottlenecks

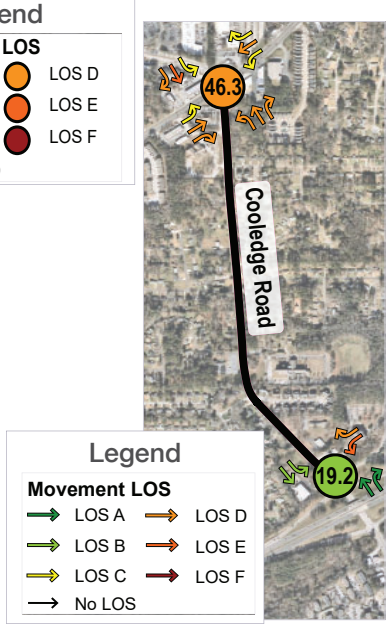


Queue Lengths of Bottlenecks

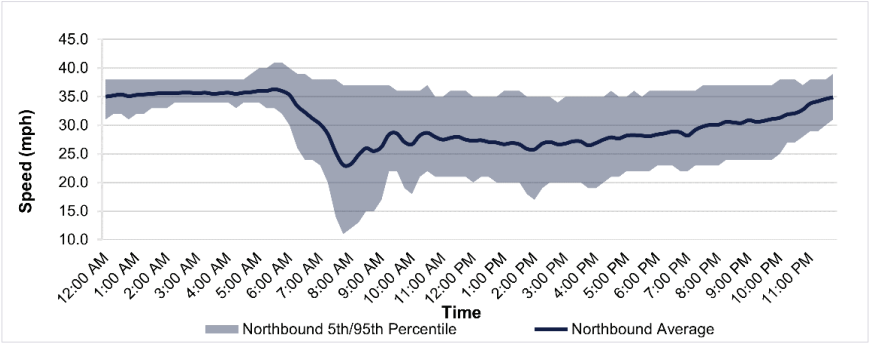
AM Level of Service

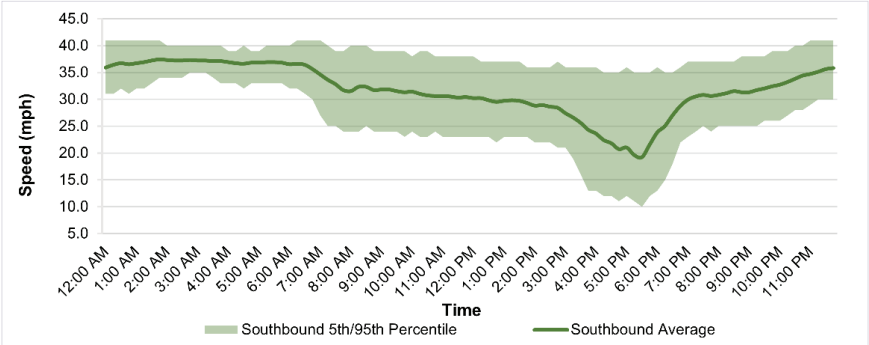


PM Level of Service



RITIS Speed Data



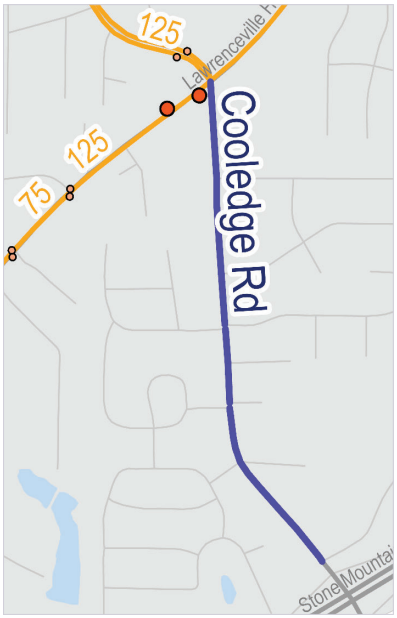


SUMMARY OF OPERATIONS

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

TRANSIT, BICYCLE, AND PEDESTRIAN

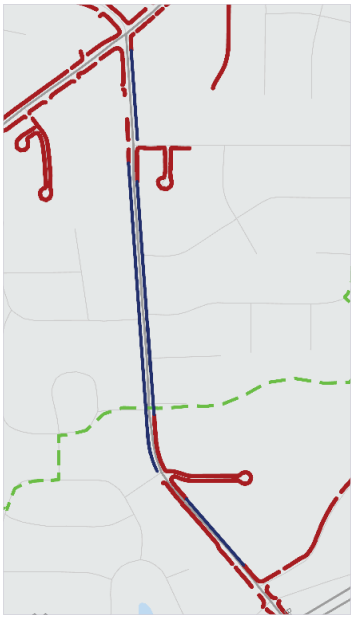
MARTA Ridership



Daily MARTA Bus Stop Boardings and Alightings

- Less than 10
- 10 to 30
- 31 to 60
- Greater than 60
- Study Corridors
- City of Tucker
- MARTA Routes

Sidewalk Presence



Legend

- Red: Existing Sidewalk
- Blue: Sidewalk Gaps
- Green: Trail Master Plan
  - Constructed Trail
  - Trail Master Plan
  - Under Design

SUMMARY OF MULTIMODAL ASSESSMENT

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

SITE VISIT AND PUBLIC COMMENTS

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

Existing Conditions and Needs Assessment

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

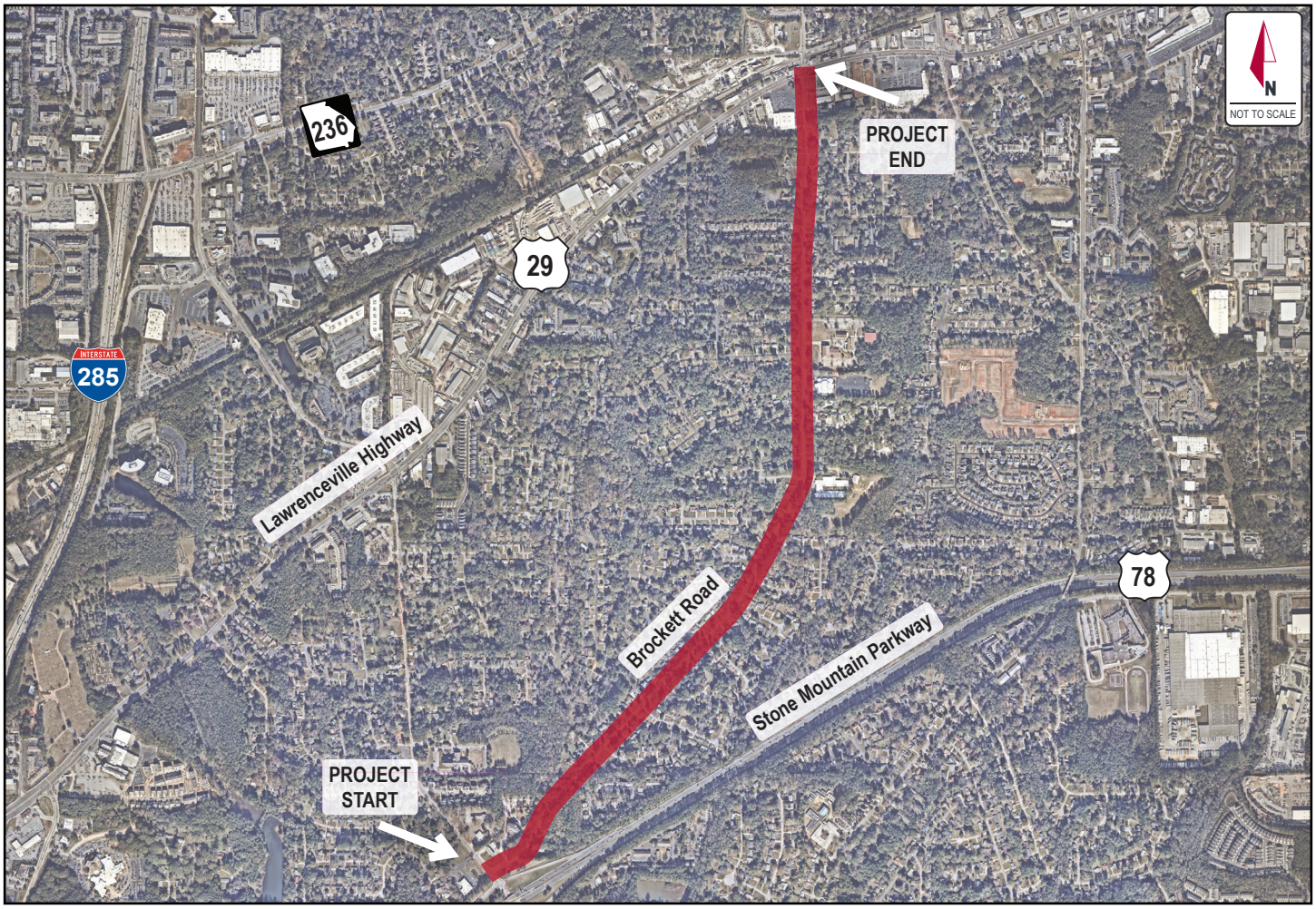


Figure 6: Brockett Rd Study Area

KEY TAKEAWAYS

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

CRASH TRENDS

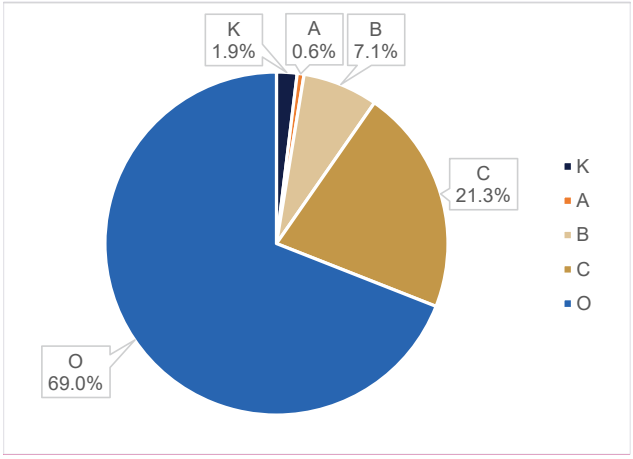
- Over 19 percent of the crashes reported occurred during dark conditions.
- Over 15 percent of the crashes occurred on wet, icy, or snowy pavement.
- 70 of the crashes (45 percent) occurred at the intersection of Brockett Road at SR 8, and 38 crashes (25 percent) occurred at Cooledge Road at Brockett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

CRASH ANALYSIS

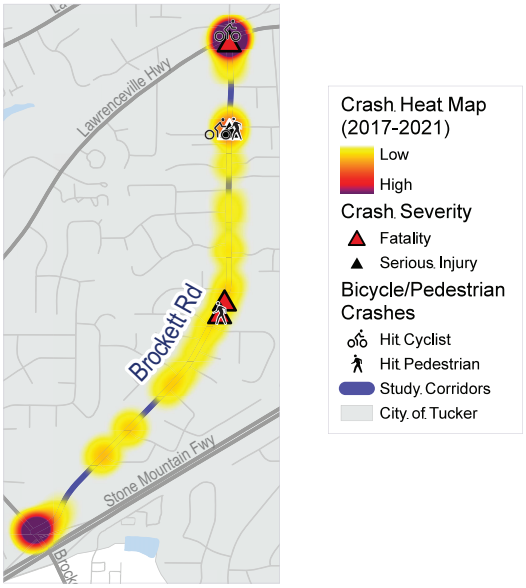
Crash Trends

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

Crashes by Severity



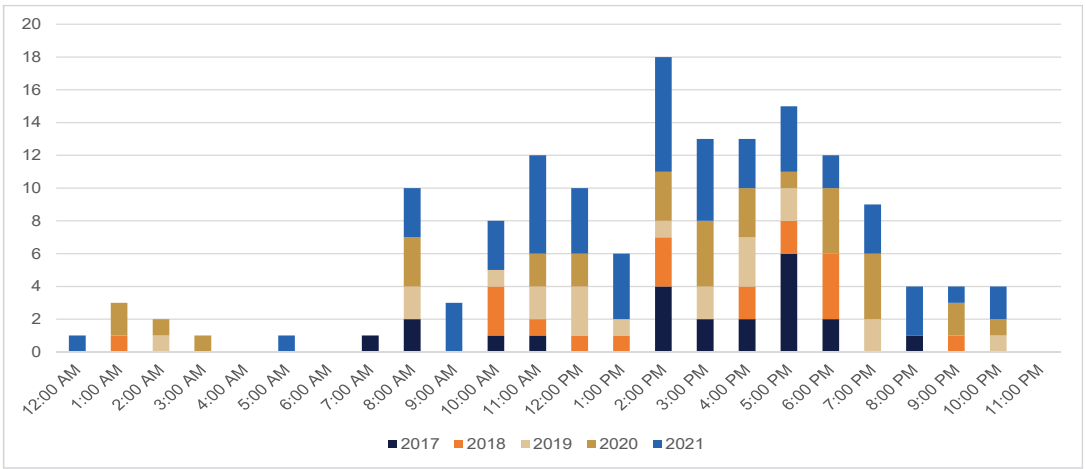
Heat Map



Crashes by Type

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

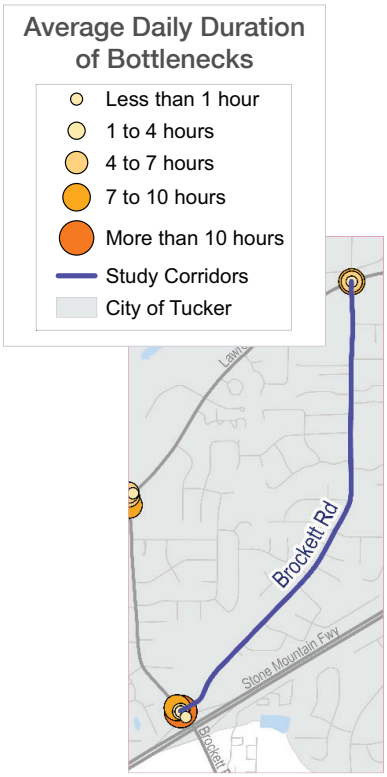
Crashes by Time of Day



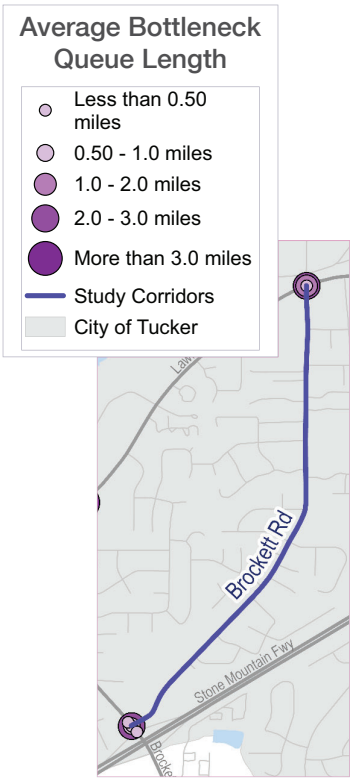
Existing Conditions and Needs Assessment

OPERATIONS

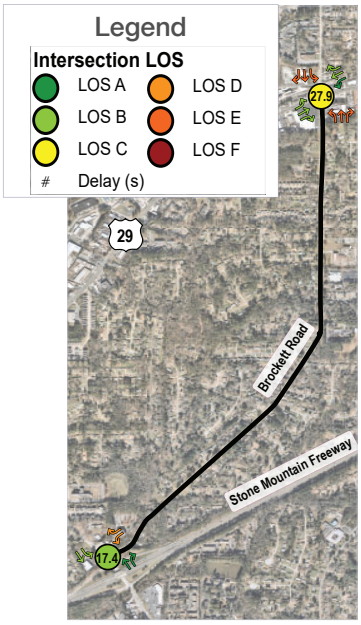
Duration of Bottlenecks



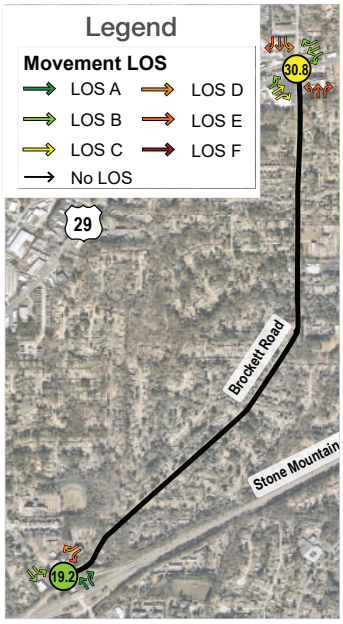
Queue Lengths of Bottlenecks



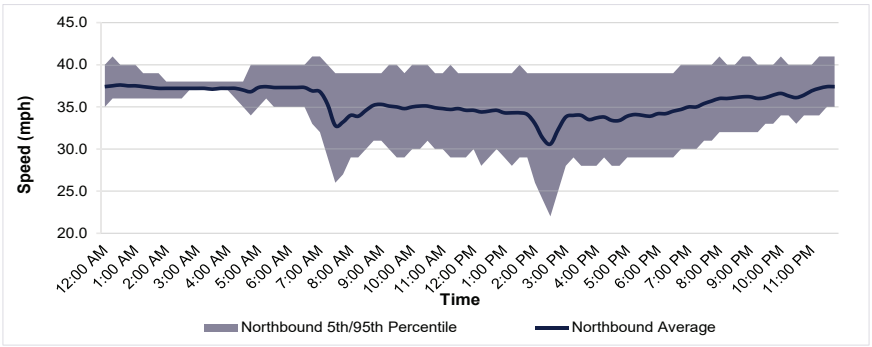
AM Level of Service

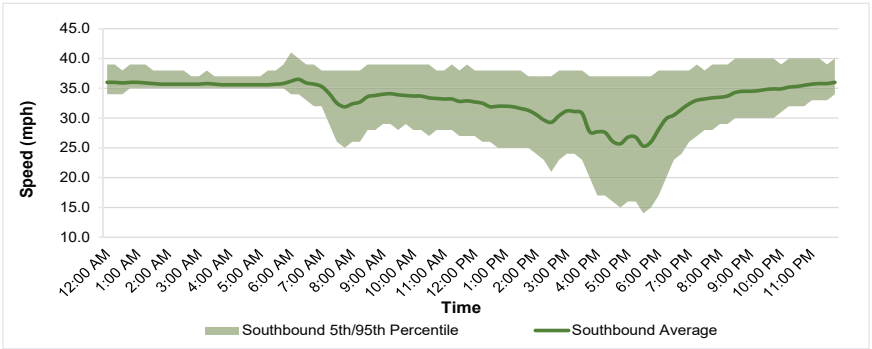


PM Level of Service



RITIS Speed Data



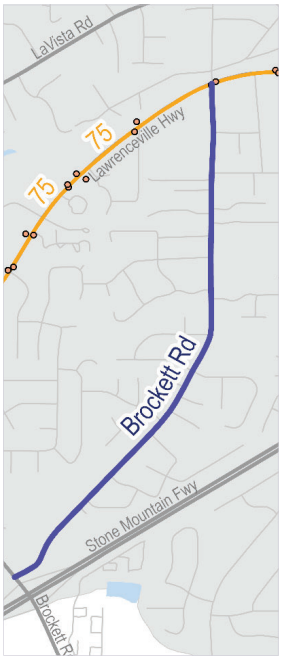


SUMMARY OF OPERATIONS

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

TRANSIT, BICYCLE, AND PEDESTRIAN

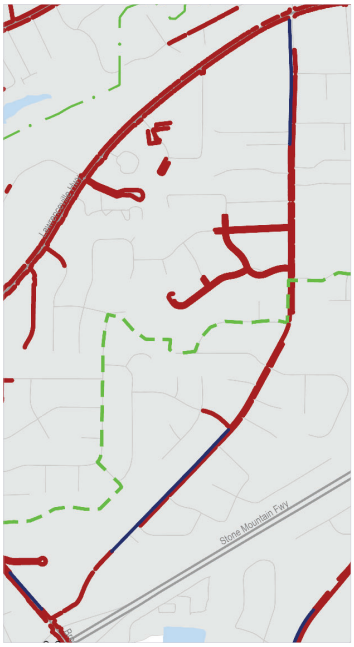
MARTA Ridership



Daily MARTA Bus Stop Boardings and Alightings

- Less than 10
- 10 to 30
- 31 to 60
- Greater than 60
- Study Corridors
- City of Tucker
- MARTA Routes

Sidewalk Presence



Legend

Red: Existing Sidewalk

Blue: Sidewalk Gaps

Green: Trail Master Plan

- Constructed Trail
- Trail Master Plan
- Under Design

SUMMARY OF MULTIMODAL ASSESSMENT

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

SITE VISIT AND PUBLIC COMMENTS

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

Existing Conditions and Needs Assessment

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

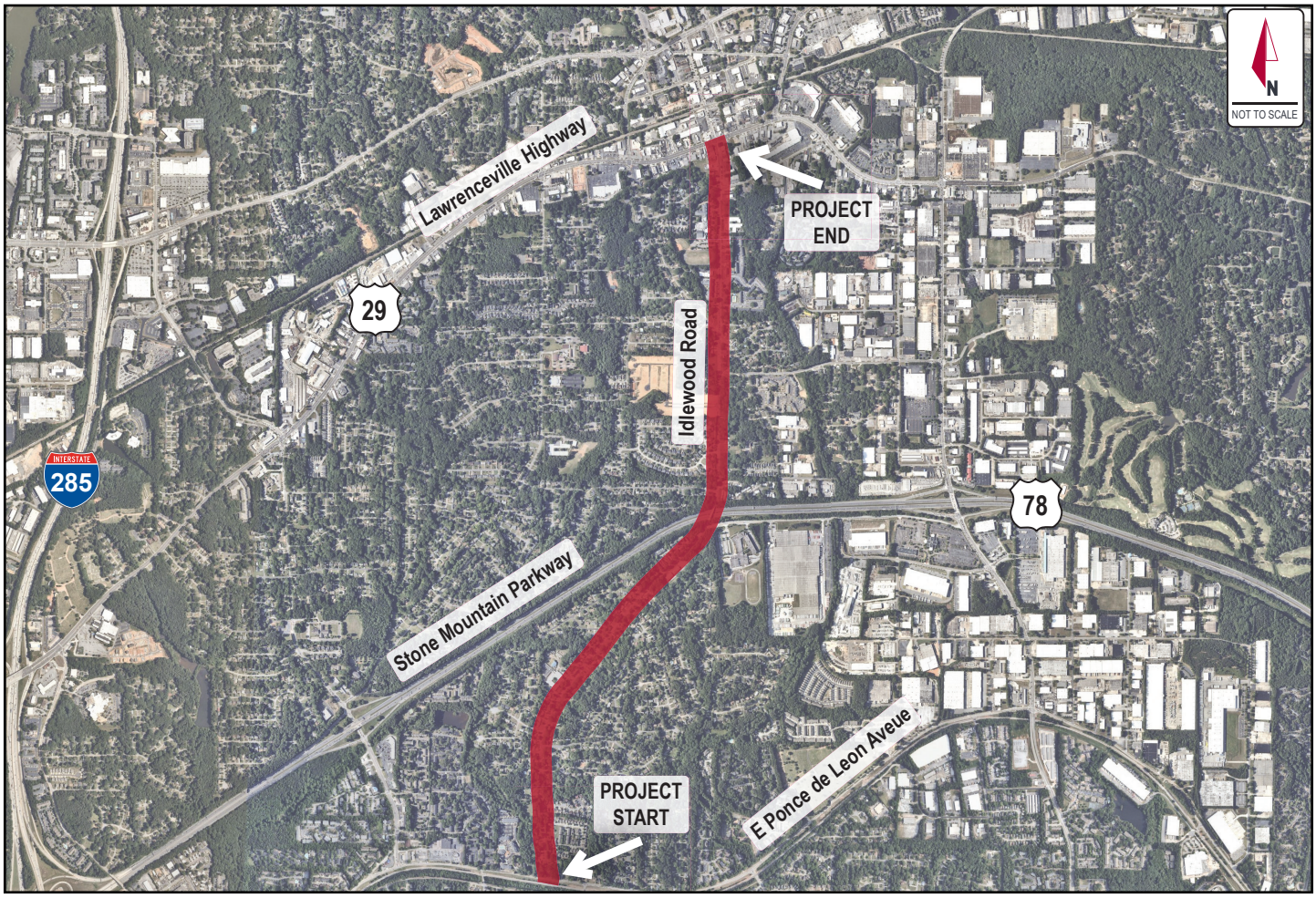


Figure 7: Idlewood Rd Study Area

KEY TAKEAWAYS

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

CRASH TRENDS

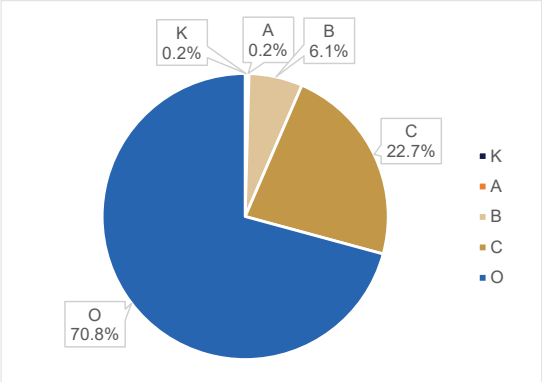
- Over 20 percent of the crashes reported occurred during dark conditions.
- Nearly 19 percent of the crashes occurred on wet, icy, or snowy pavement.
- 120 of the crashes (26 percent) occurred at the intersection of Idlewood Road at SR 8, 106 crashes (23 percent) occurred at Idlewood Road at E Ponce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

CRASH ANALYSIS

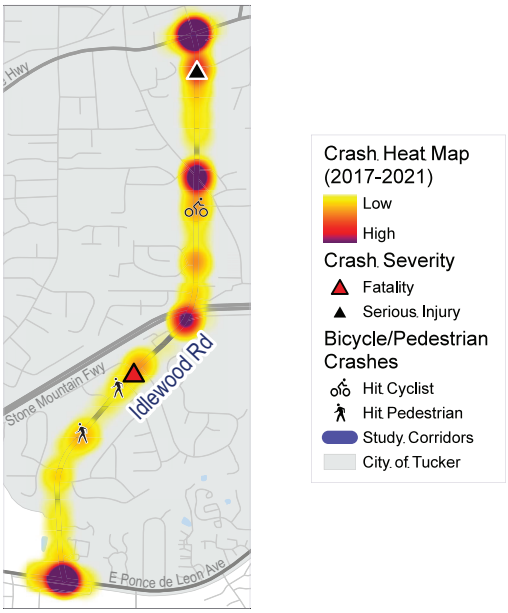
Crash Trends

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

Crashes by Severity



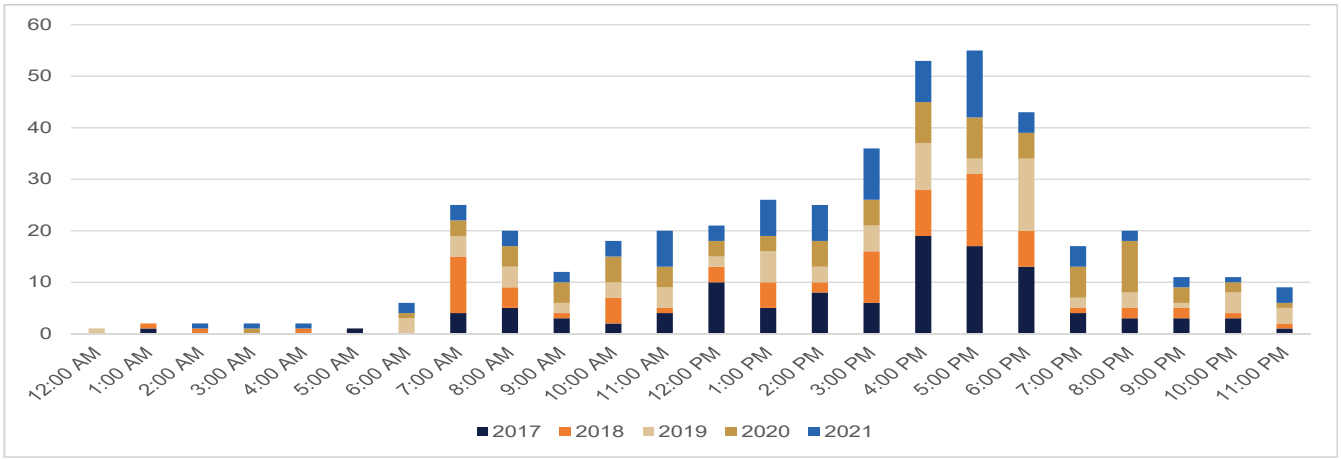
Heat Map



Crashes by Type

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

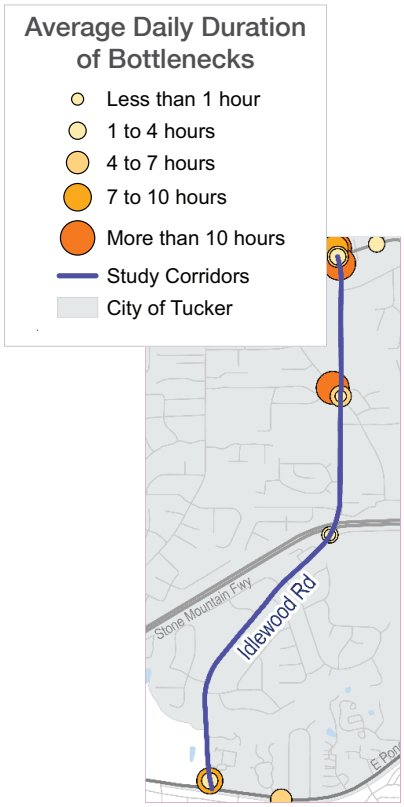
Crashes by Time of Day



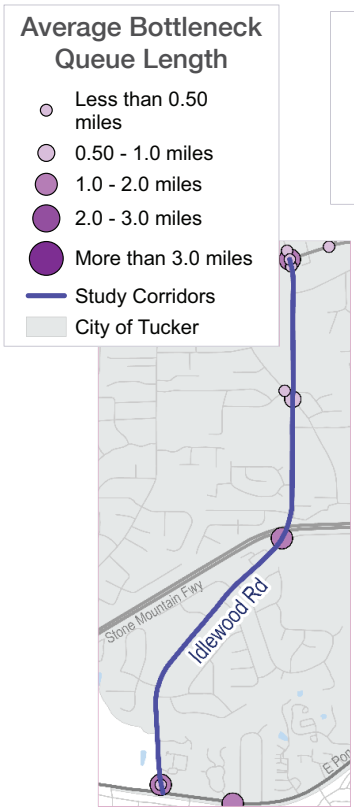
Existing Conditions and Needs Assessment

OPERATIONS

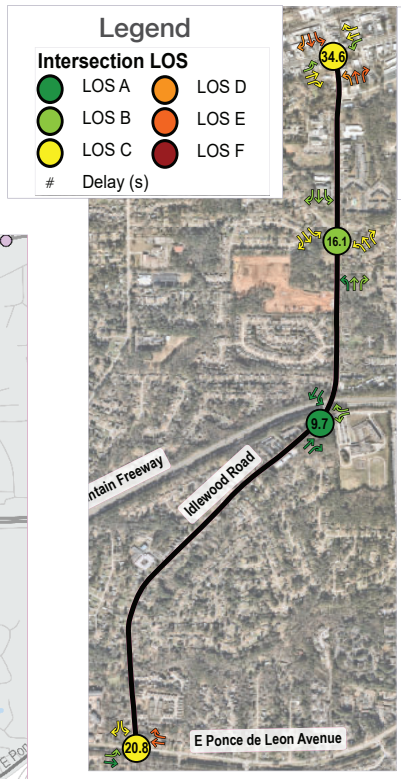
Duration of Bottlenecks



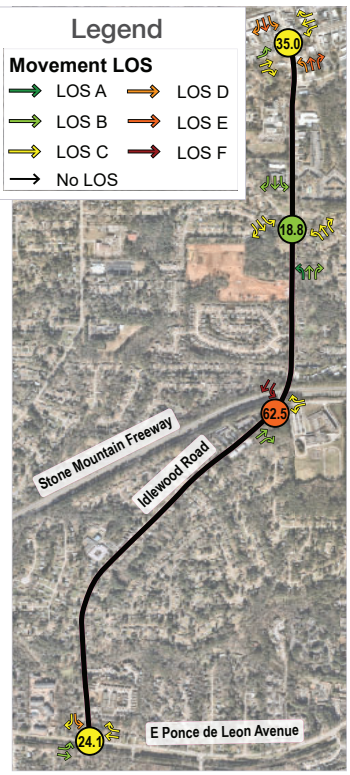
Queue Lengths of Bottlenecks



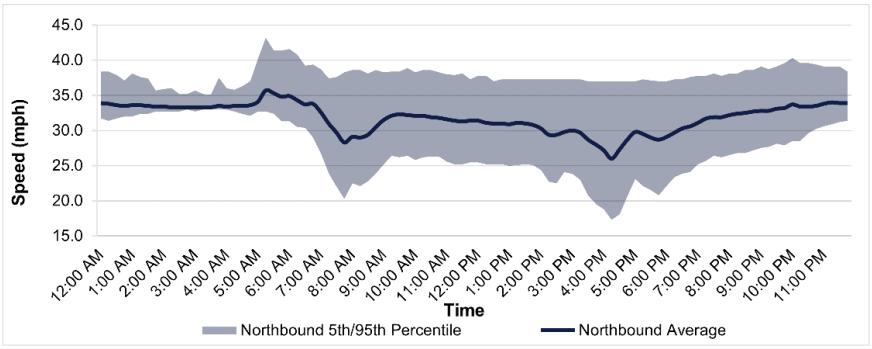
AM Level of Service

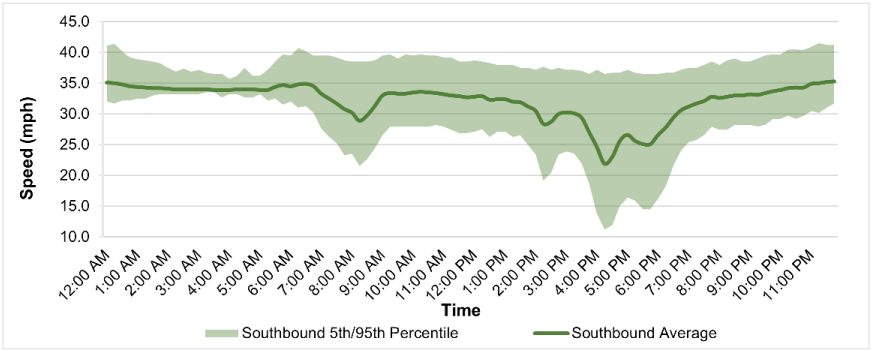


PM Level of Service



RITIS Speed Data





SUMMARY OF OPERATIONS

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

TRANSIT, BICYCLE, AND PEDESTRIAN

MARTA Ridership

Daily MARTA Bus Stop Boardings and Alightings

- Less than 10
- 10 to 30
- 31 to 60
- Greater than 60
- Study Corridors
- City of Tucker
- MARTA Routes

Sidewalk Presence

Legend

Red: Existing Sidewalk

Blue: Sidewalk Gaps

Green: Trail Master Plan

- Constructed Trail
- Trail Master Plan
- Under Design

SUMMARY OF MULTIMODAL ASSESSMENT

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

SITE VISIT AND PUBLIC COMMENTS

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

Existing Conditions and Needs Assessment

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

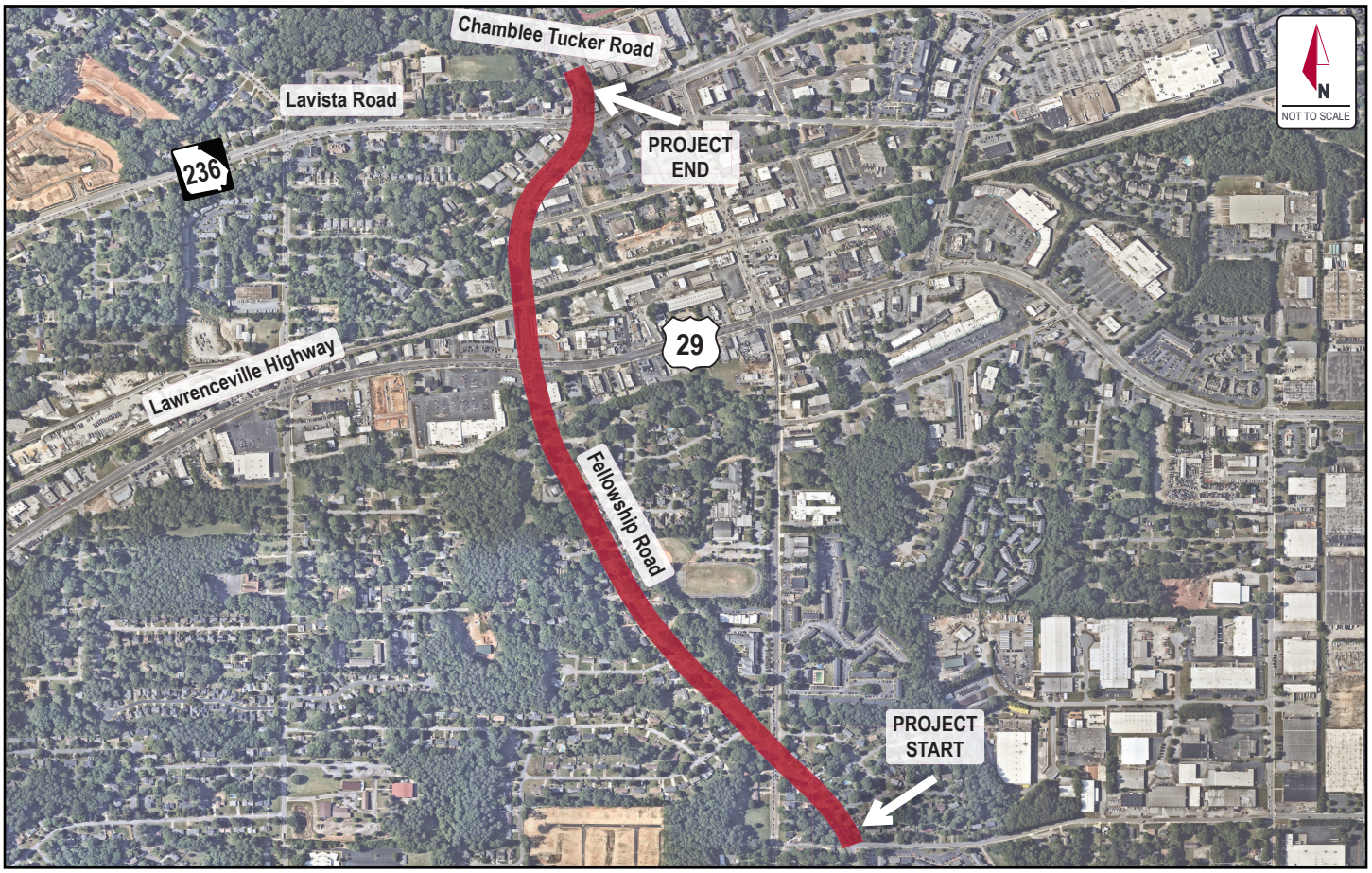


Figure 8: Fellowship Rd Study Area

KEY TAKEAWAYS

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

CRASH TRENDS

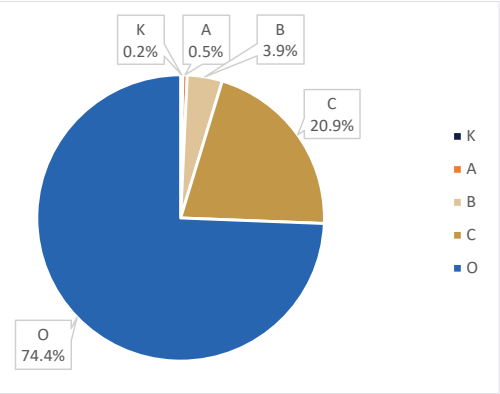
- Over 18 percent of the crashes reported occurred during dark conditions.
- Over 12 percent of the crashes occurred on wet, icy, or snowy pavement.
- 164 of the crashes (40 percent) occurred at the intersection of Fellowship Road at SR 8, 100 crashes (25 percent) occurred at Fellowship Road at SR 236,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

CRASH ANALYSIS

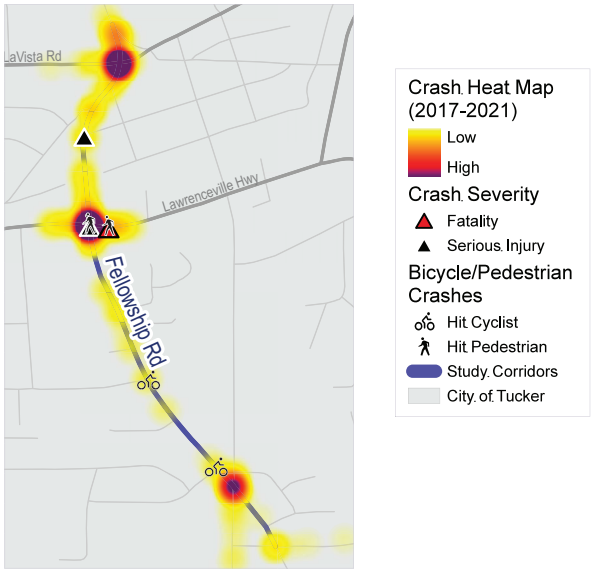
Crash Trends

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

Crashes by Severity



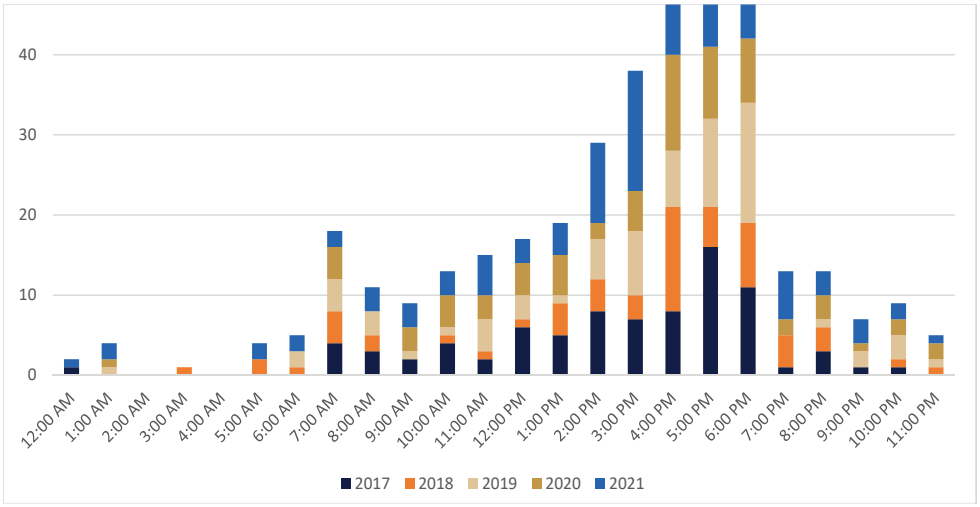
Heat Map



Crashes by Type

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

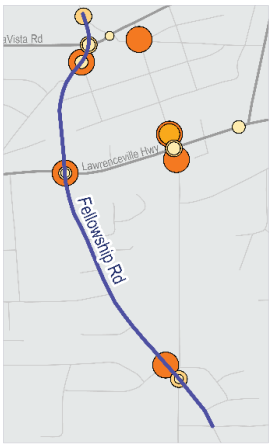
Crashes by Time of Day



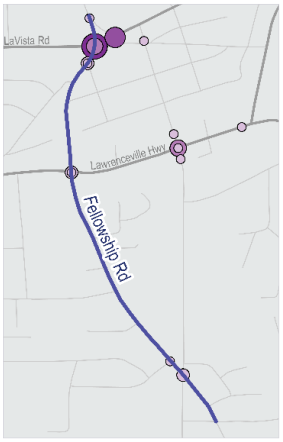
Existing Conditions and Needs Assessment

OPERATIONS

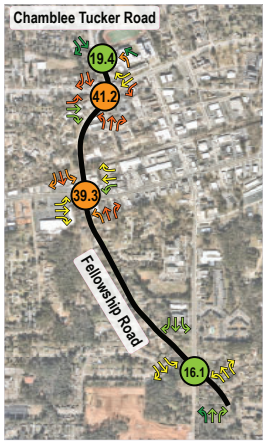
Duration of Bottlenecks



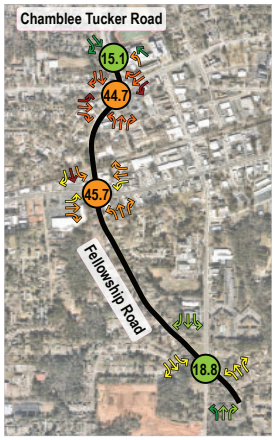
Queue Lengths of Bottlenecks



AM Level of Service



PM Level of Service



Average Daily Duration of Bottlenecks

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

Average Bottleneck Queue Length

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

Legend

Intersection LOS

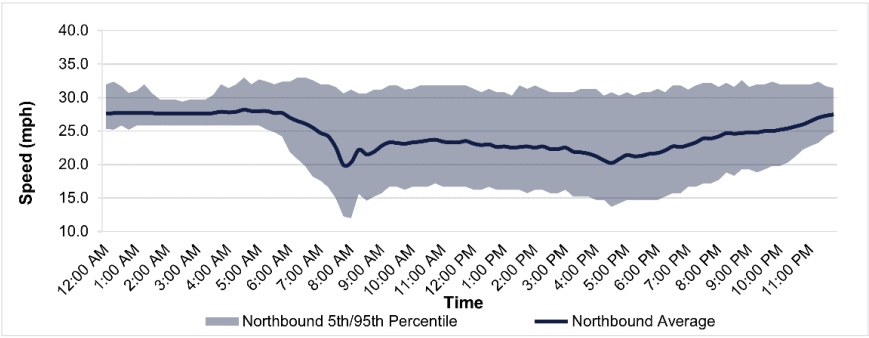
LOS A	LOS D
LOS B	LOS E
LOS C	LOS F
# Delay (s)	

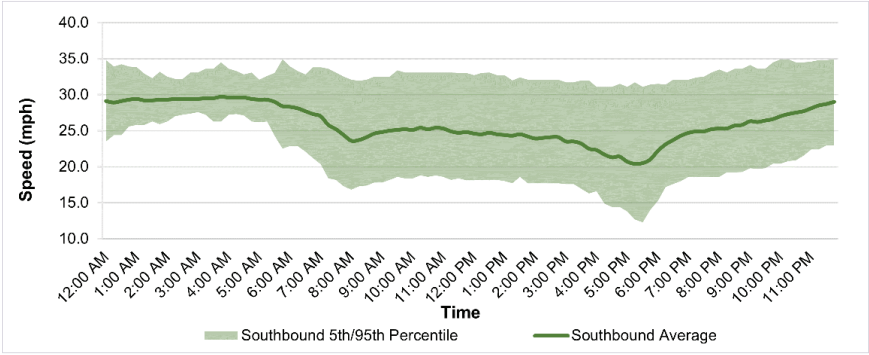
Legend

Movement LOS

LOS A	LOS D
LOS B	LOS E
LOS C	LOS F
No LOS	

RITIS Speed Data



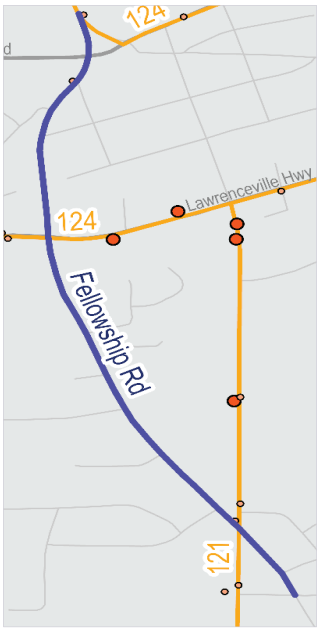


SUMMARY OF OPERATIONS

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

TRANSIT, BICYCLE, AND PEDESTRIAN

MARTA Ridership



Daily MARTA Bus Stop Boardings and Alightings

- Less than 10
- 10 to 30
- 31 to 60
- Greater than 60
- Study Corridors
- City of Tucker
- MARTA Routes

Sidewalk Presence

Legend

Red: Existing Sidewalk

Blue: Sidewalk Gaps

Green: Trail Master Plan

- Constructed Trail
- Trail Master Plan
- Under Design

SUMMARY OF MULTIMODAL ASSESSMENT

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

SITE VISIT AND PUBLIC COMMENTS

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

Recommendations

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

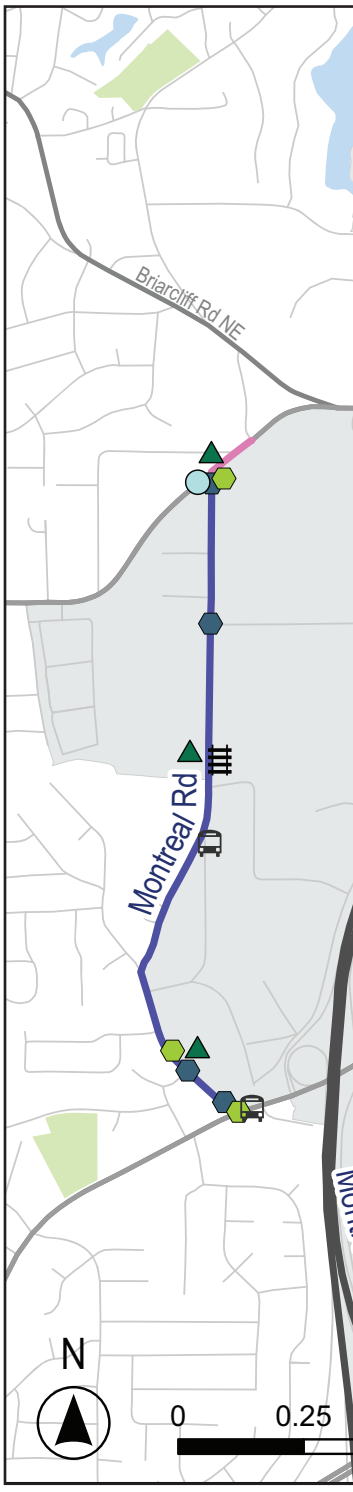
Four priority tiers of recommendations were developed:

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

Recommendation Categories

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

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



Mobility:

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

Multimodal:

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

Operations:

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

Safety:

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

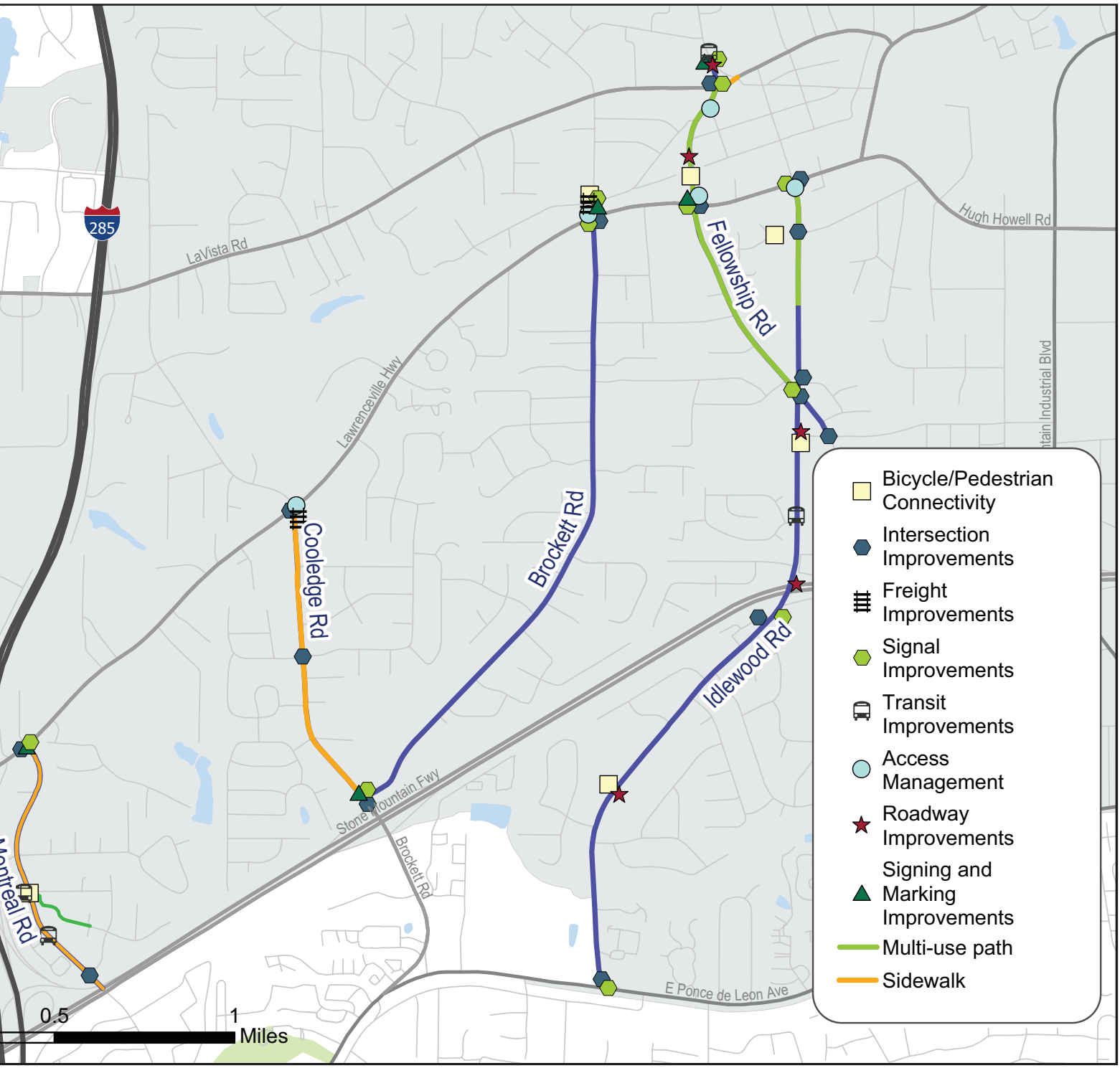


Figure 9: Recommendations Map

Recommendations

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

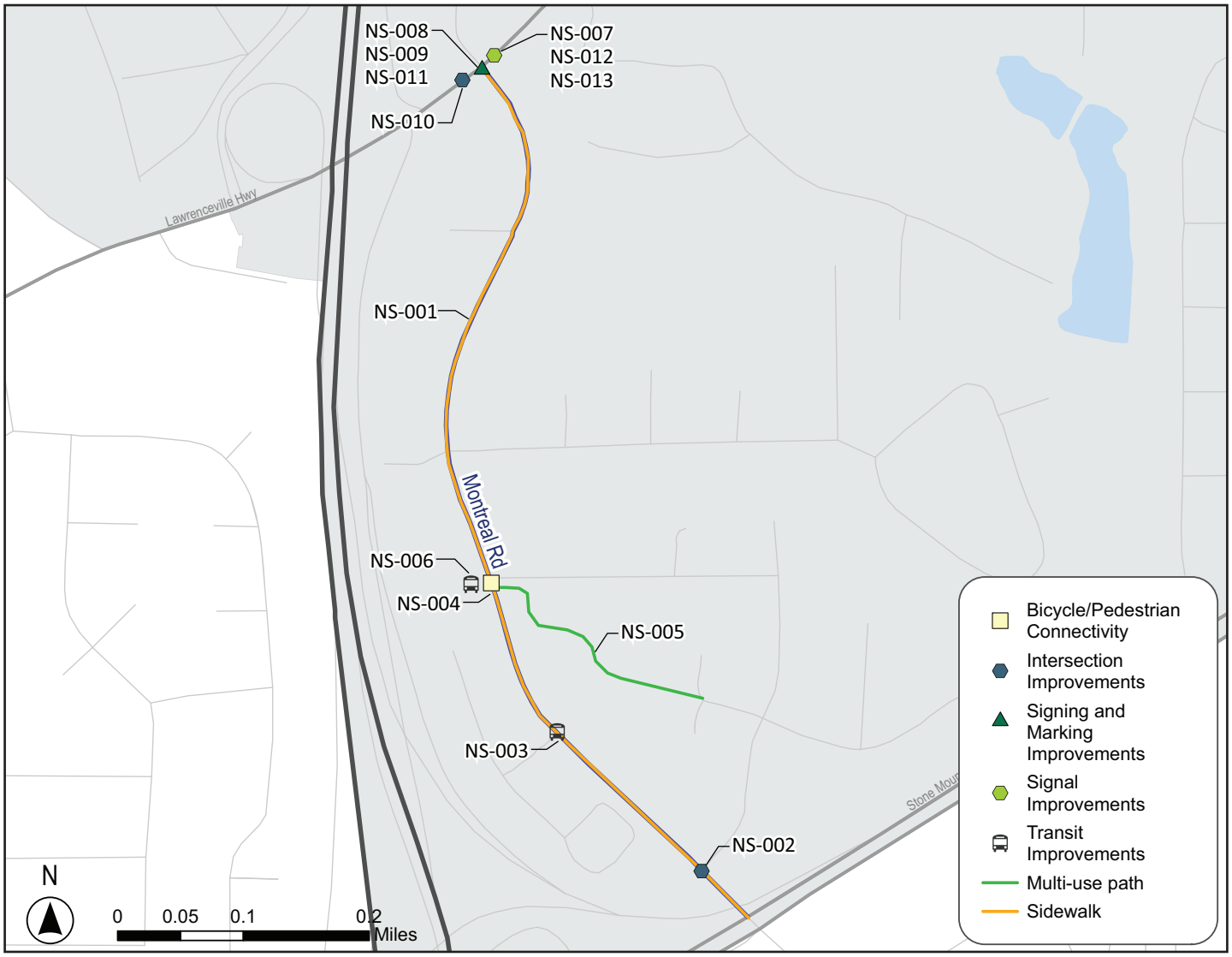


Figure 10: Montreal Rd (East) Recommendations

Montreal Road (East)

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

Recommendations

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

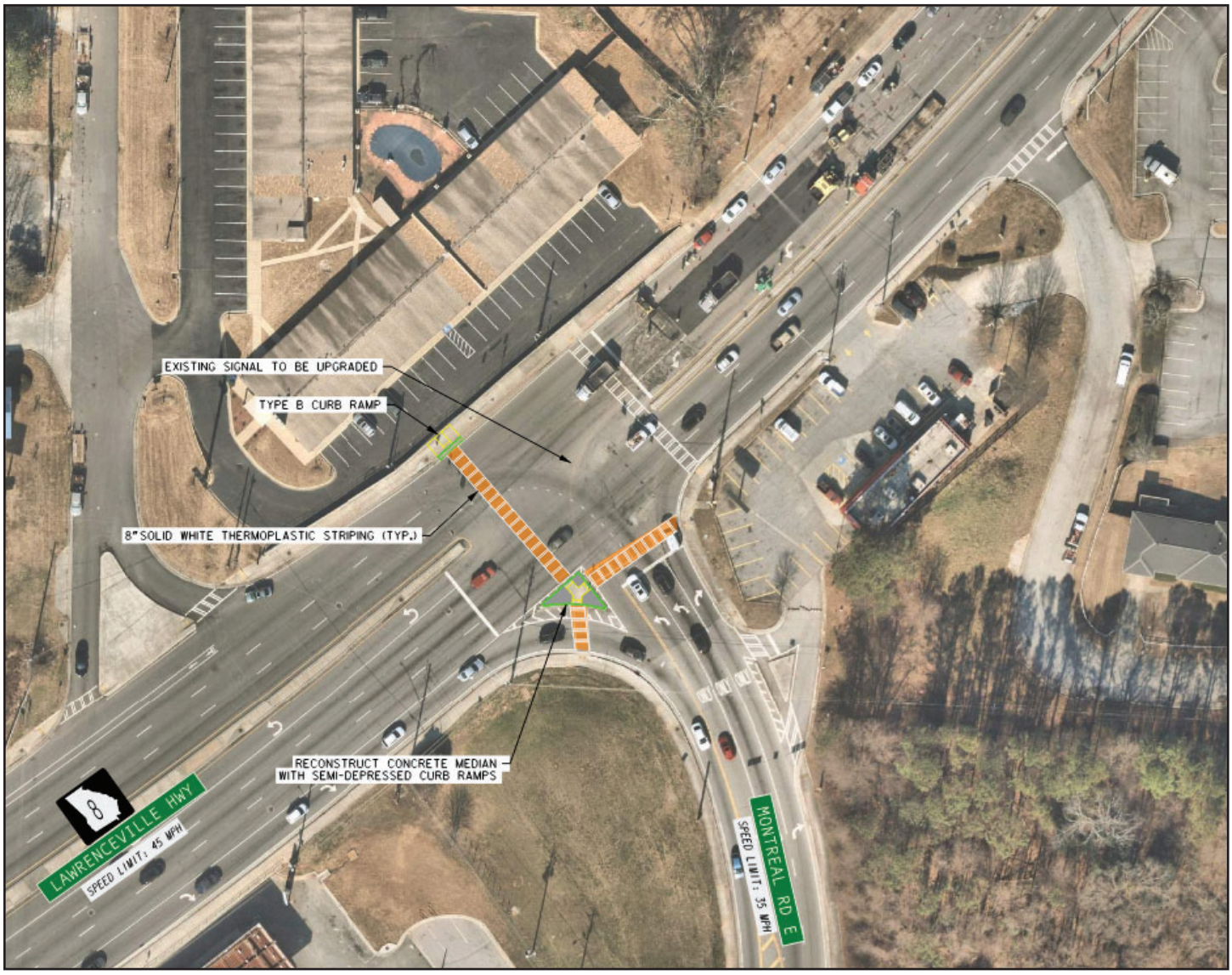


Figure 11. Project ID NS-013: Montreal Rd E at SR 8 Concept Drawing

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

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Recommendations

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

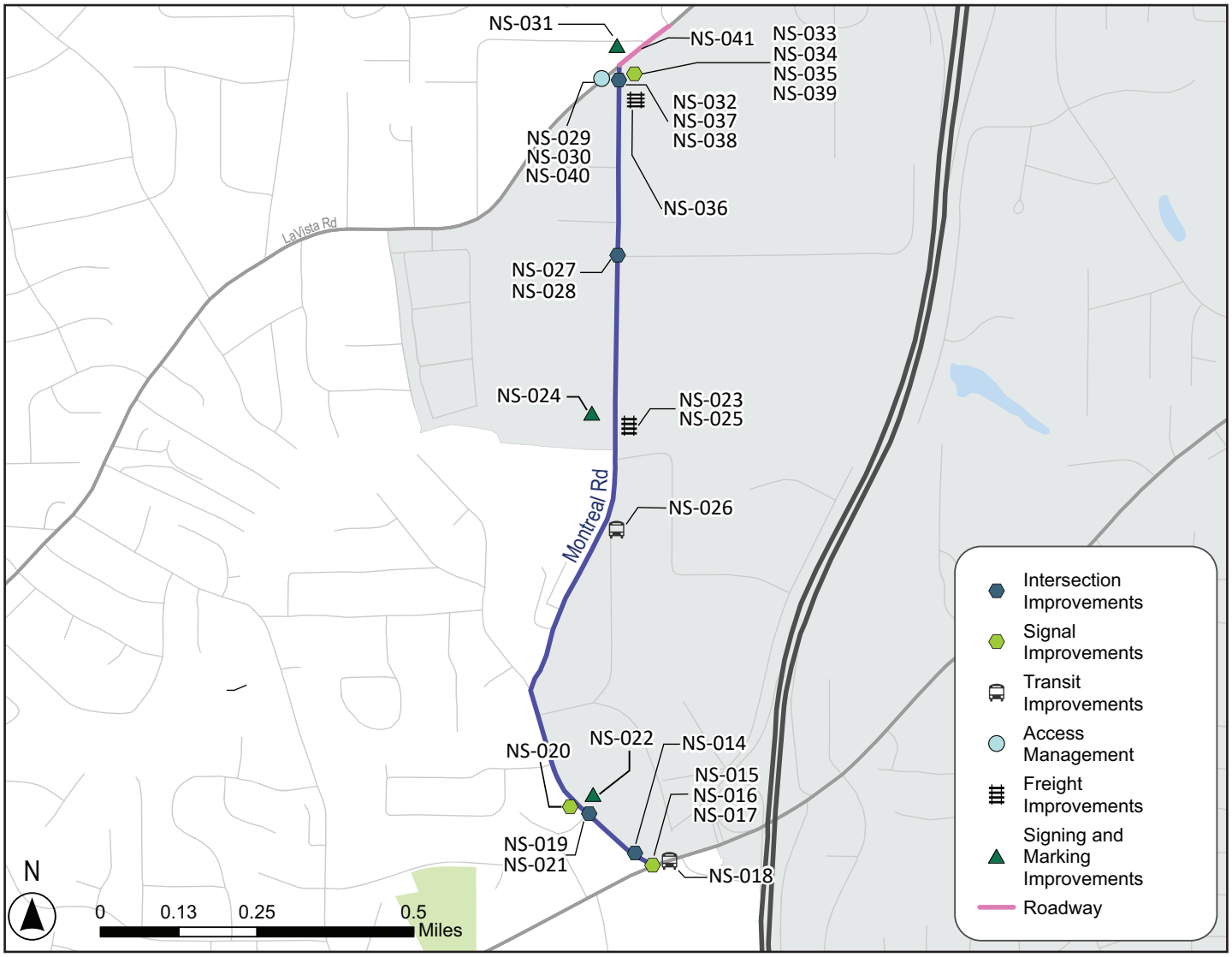

Figure 12: Montreal Rd (West) Recommendations

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

Recommendations

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

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Recommendations

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

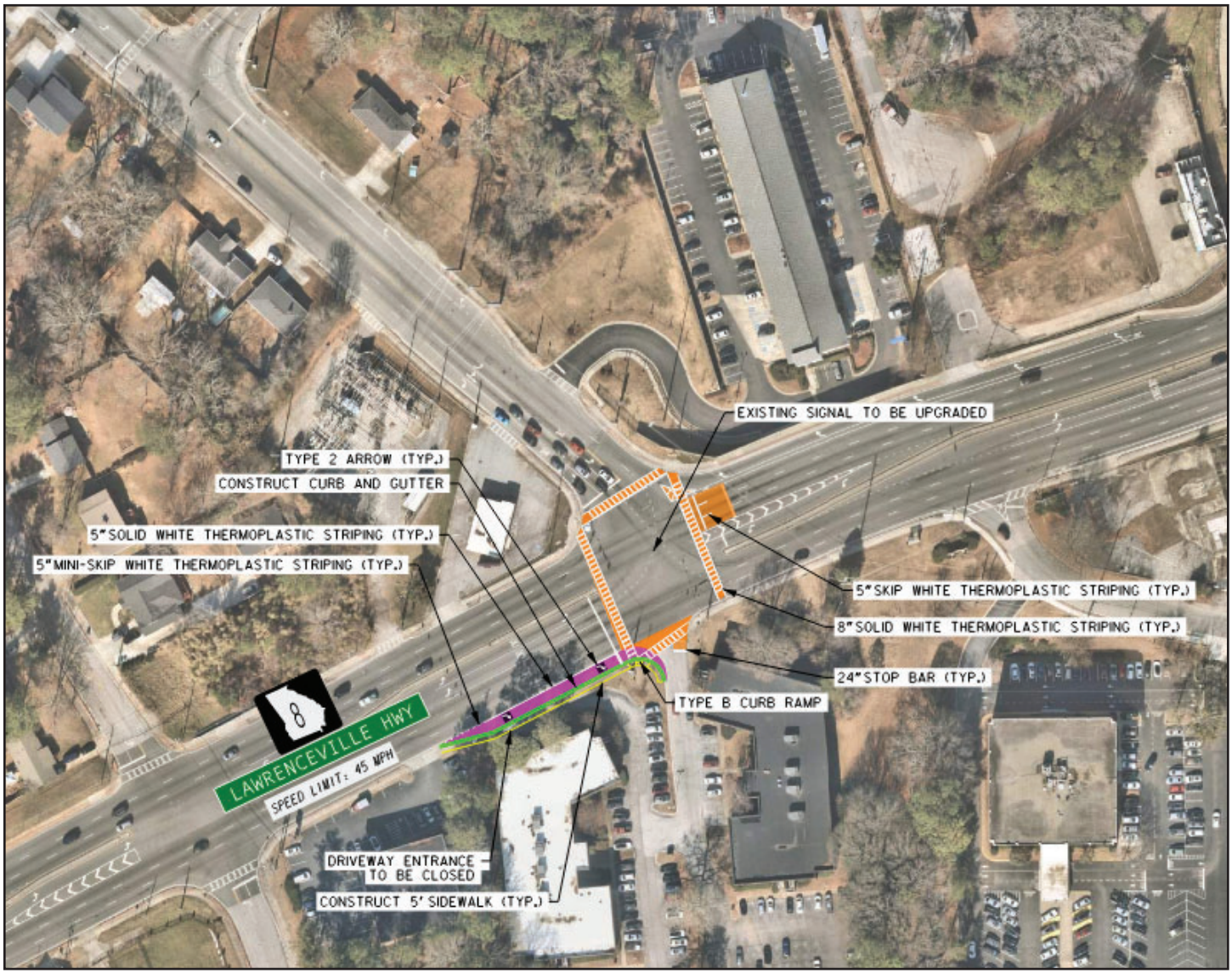

Figure 13. Project ID NS-014: Montreal Rd W at SR 8 Concept Drawing

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

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

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

Recommendations

Montreal Road at Montreal Circle

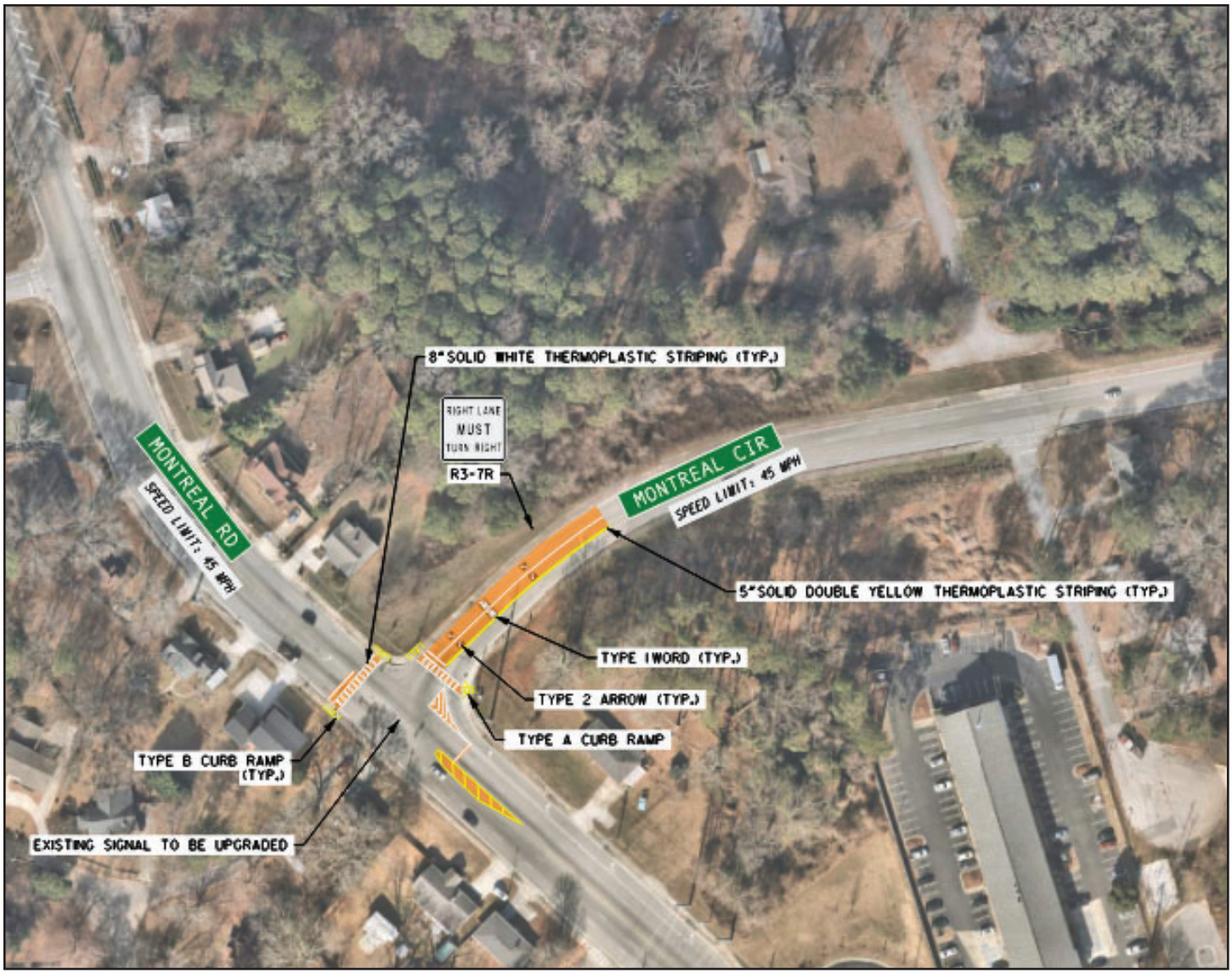

Figure 15. Project ID-019-020-022: Montreal Rd W at Montreal Cir Concept Drawing

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

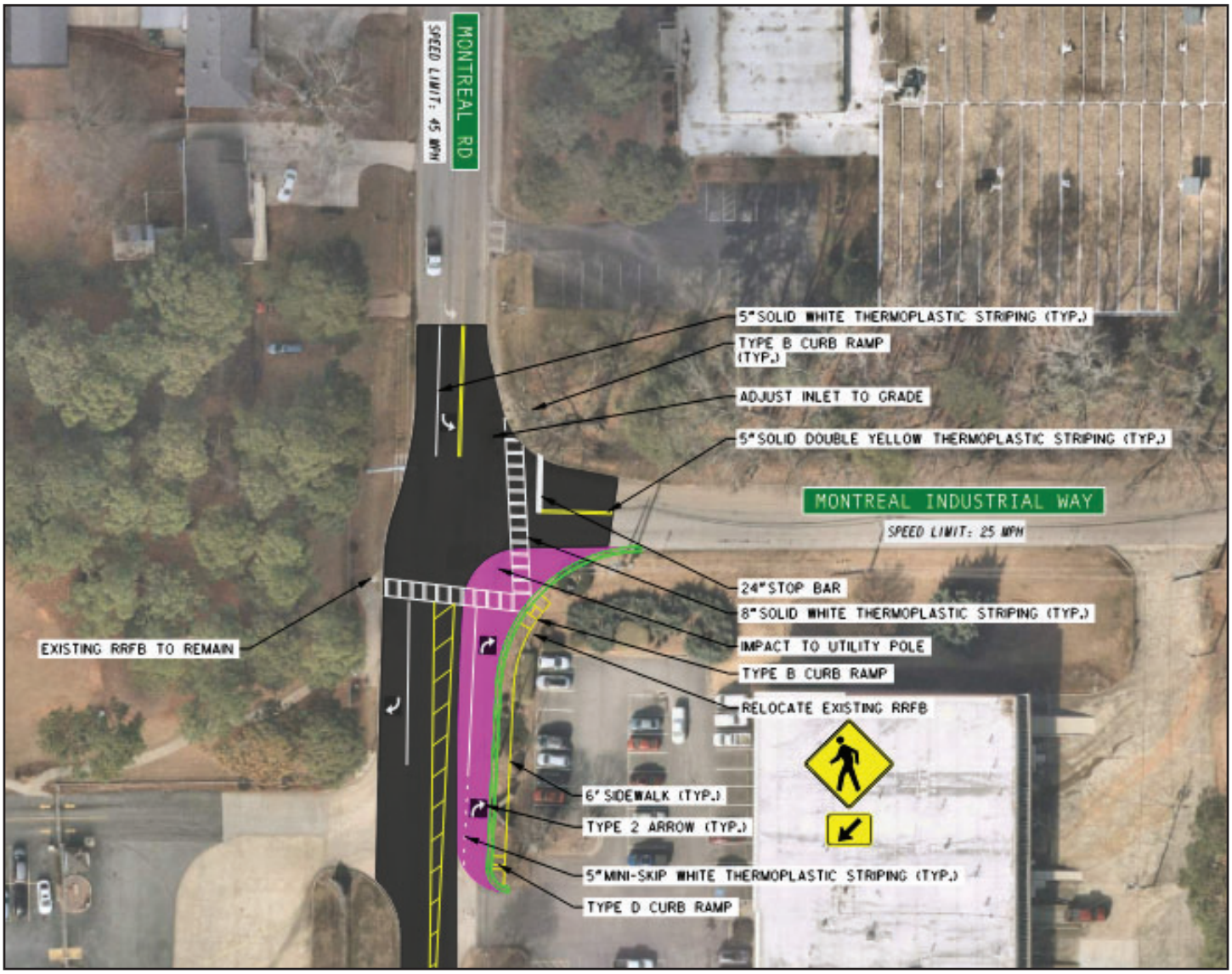

Figure 16. Project ID-027-028: Montreal Rd W at Montreal Ind Way Concept Drawing

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

Recommendations

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

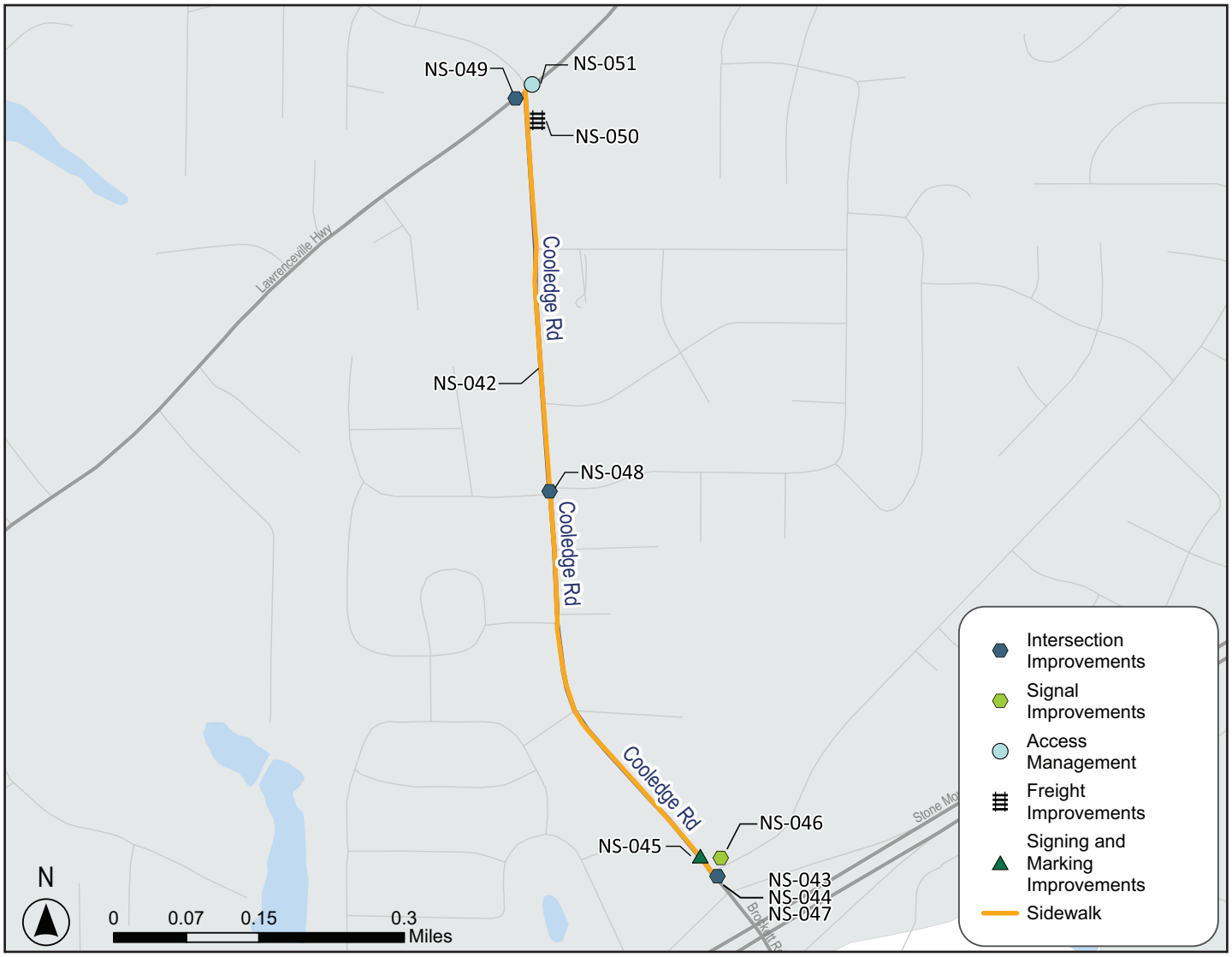

Figure 17: Cooledge Rd Recommendations

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

Recommendations

Cooledge Road at Brockett Road

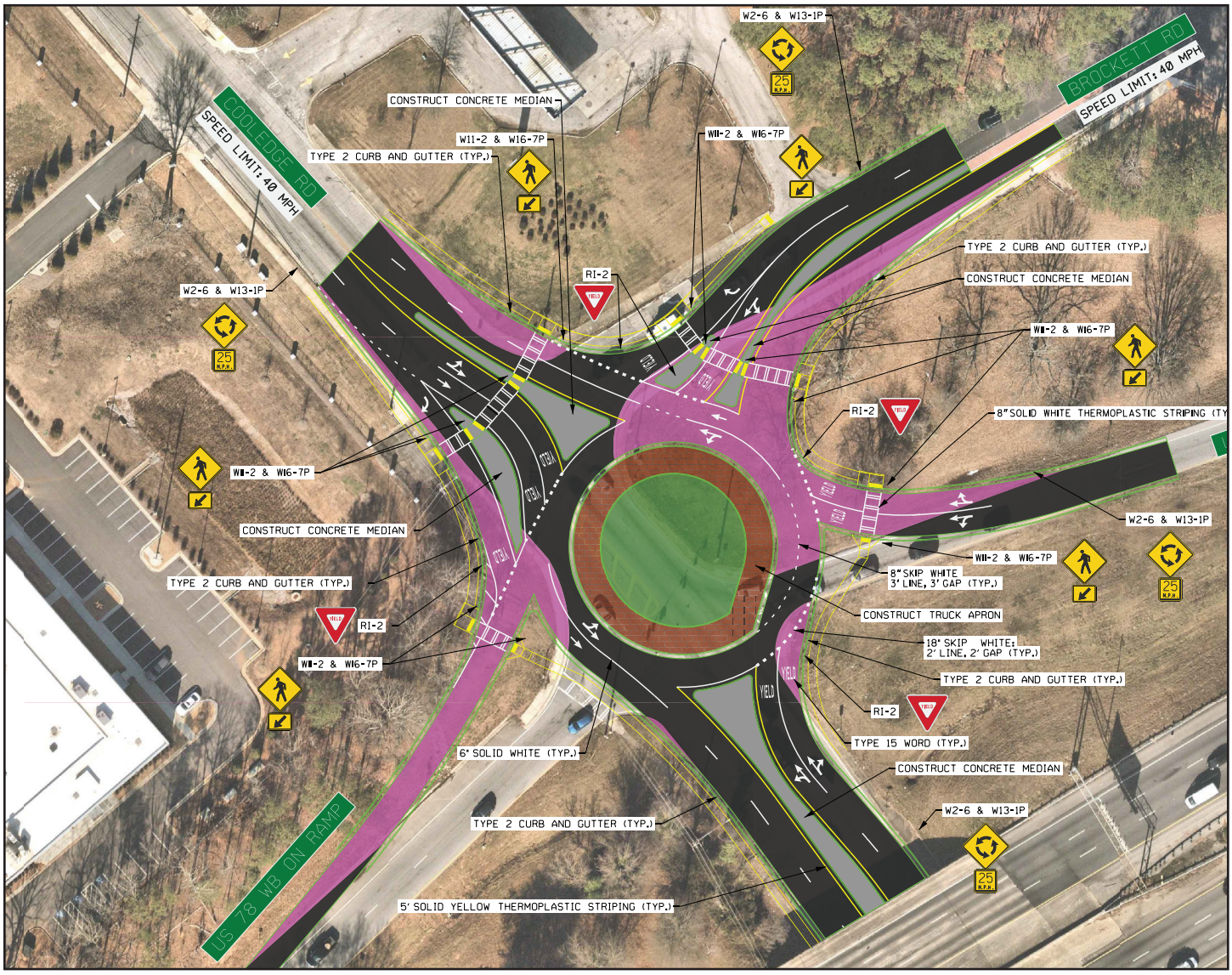

Figure 18. Project ID NS-043: Cooledge Rd at Brockett Rd Concept Drawing

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

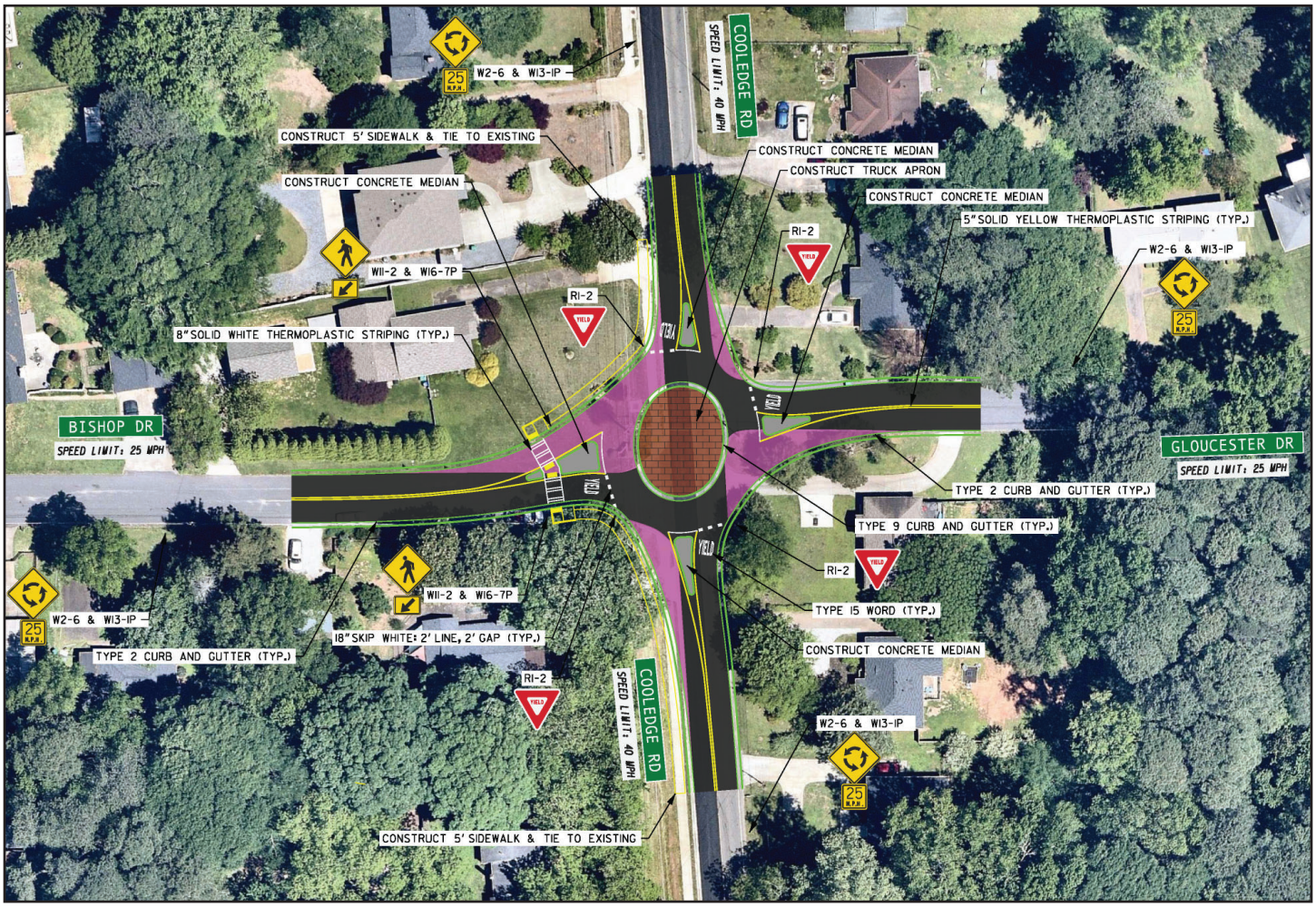

Figure 19. Project ID NS-048: Cooledge Rd at Bishop Dr/Gloucester Dr Concept Drawing

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

Recommendations

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

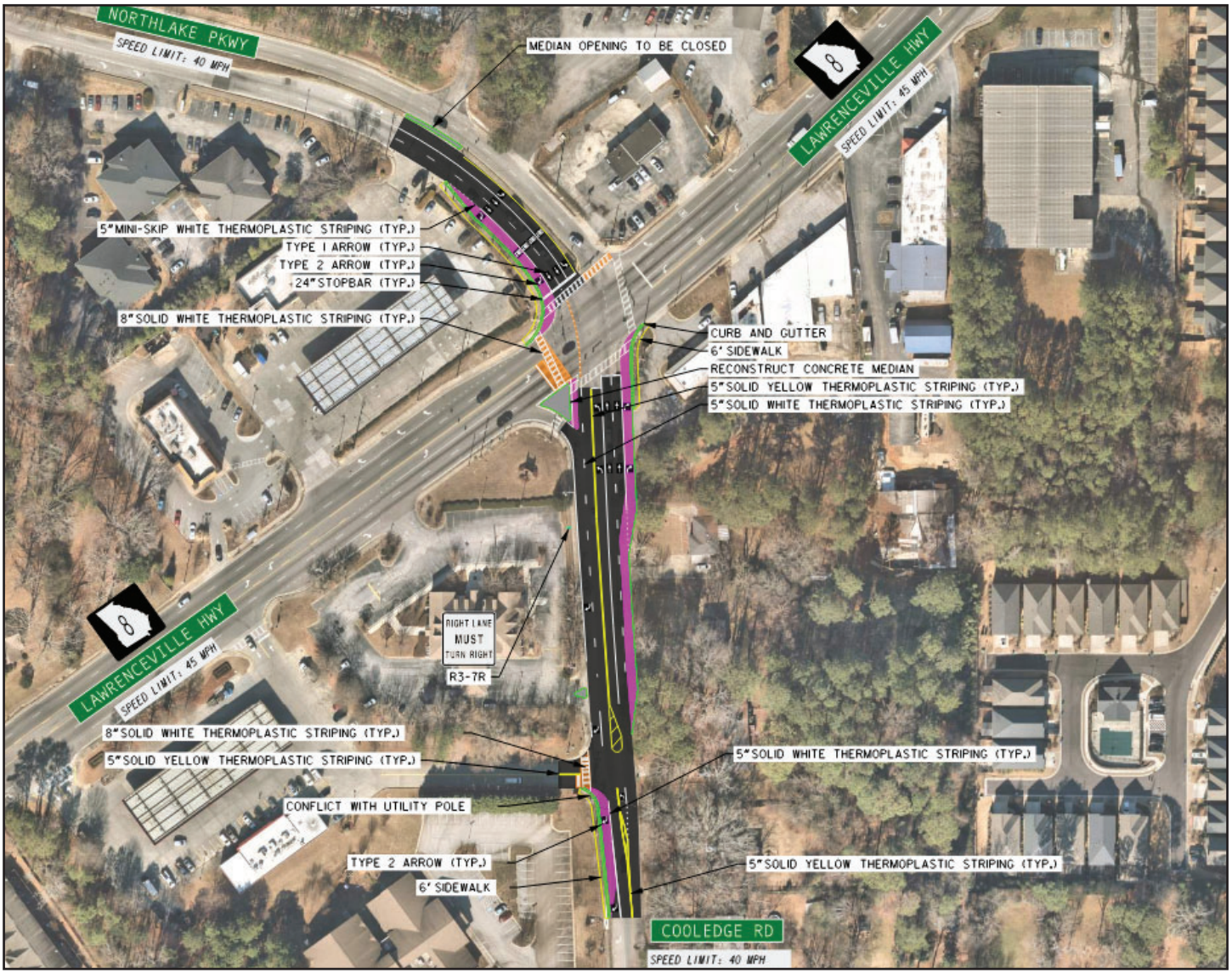

Figure 20. Project ID NS-049: Cooledge Rd at SR 8 Concept Drawing

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

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Recommendations

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

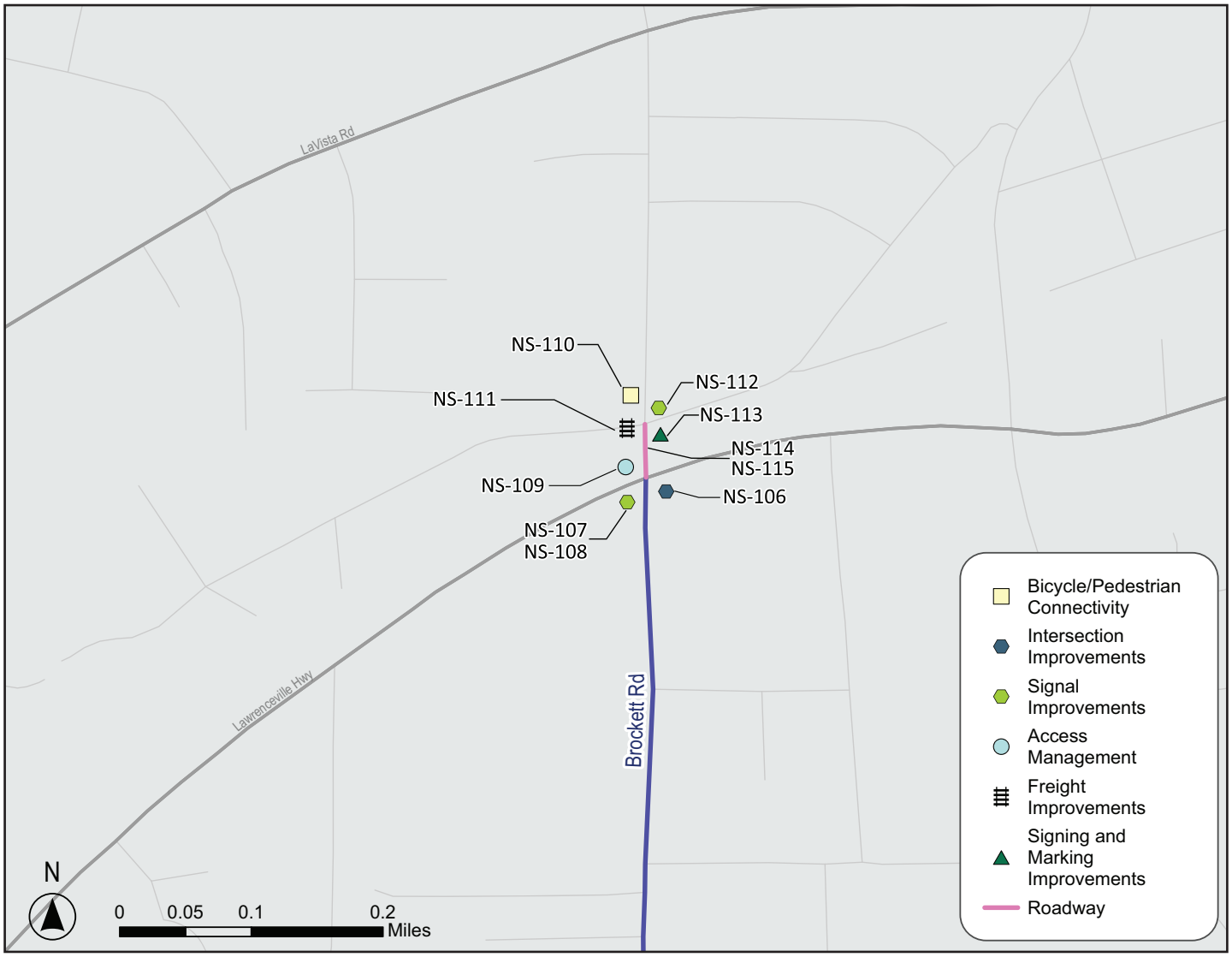

Figure 21: Brockett Rd Recommendations

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

Recommendations

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

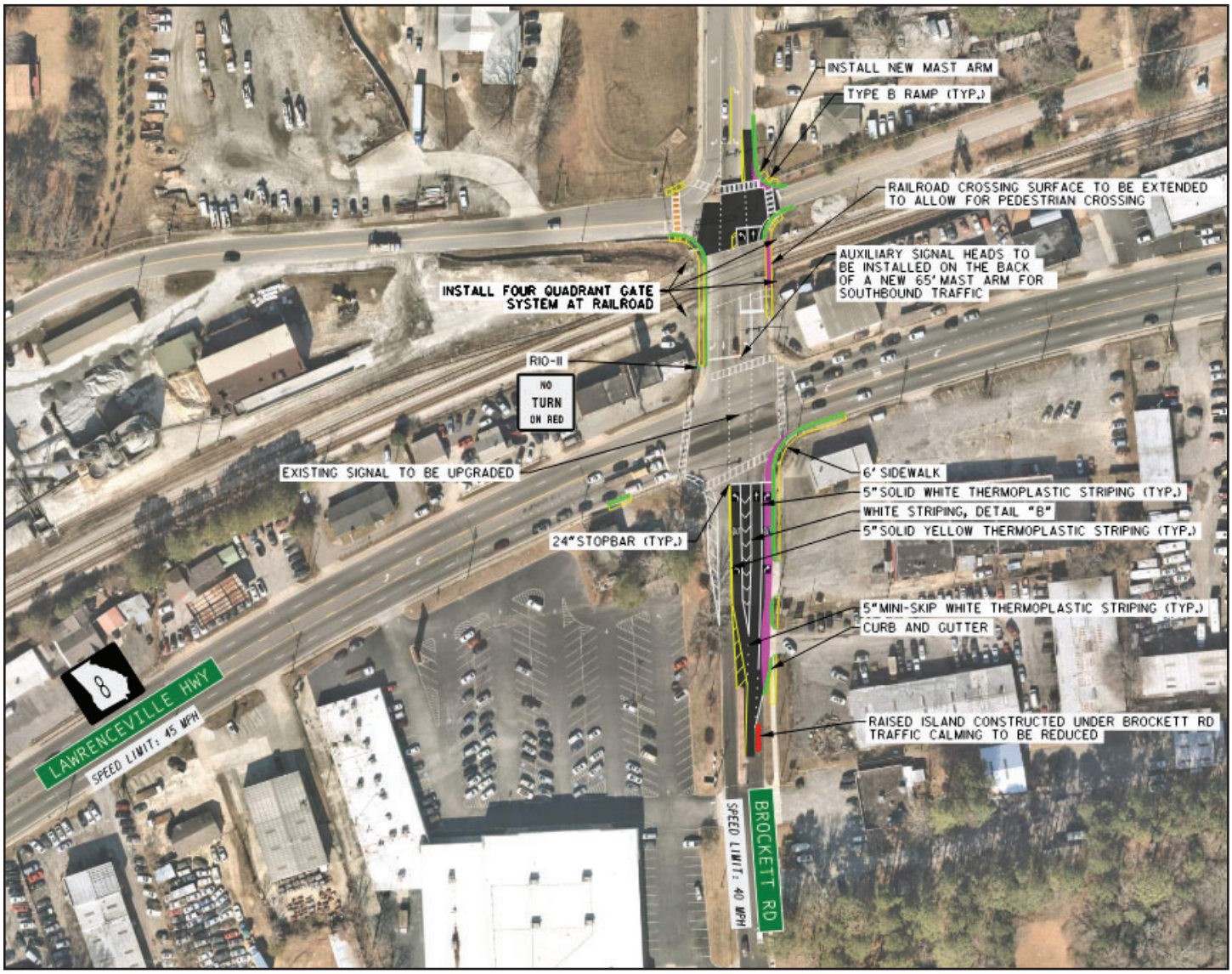

Figure 22. Project ID NS-106-108-110-111-112: Brockett Rd at SR 8 Concept Drawing

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

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Recommendations

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

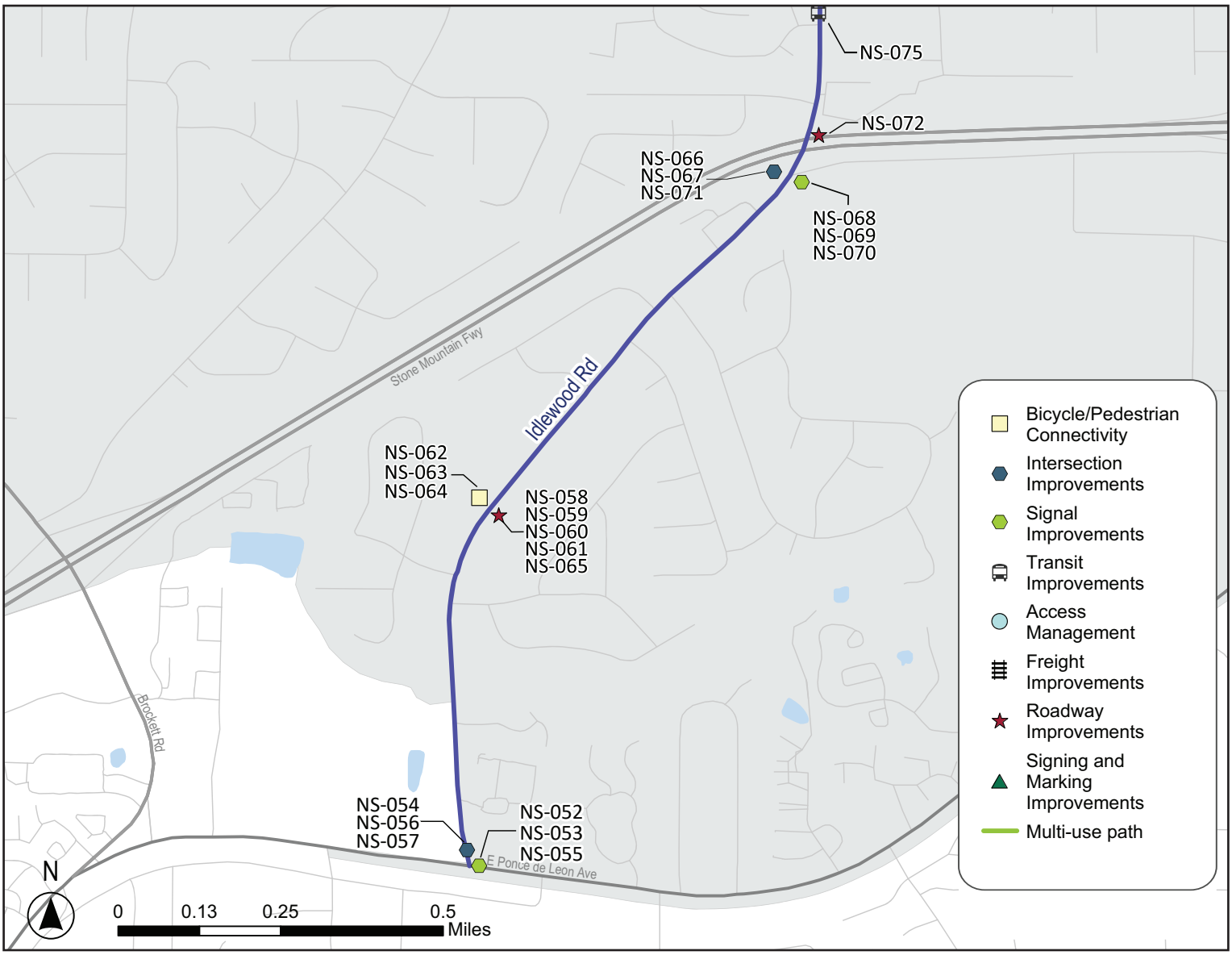

Figure 23: Idlewood Rd Recommendations

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

Recommendations

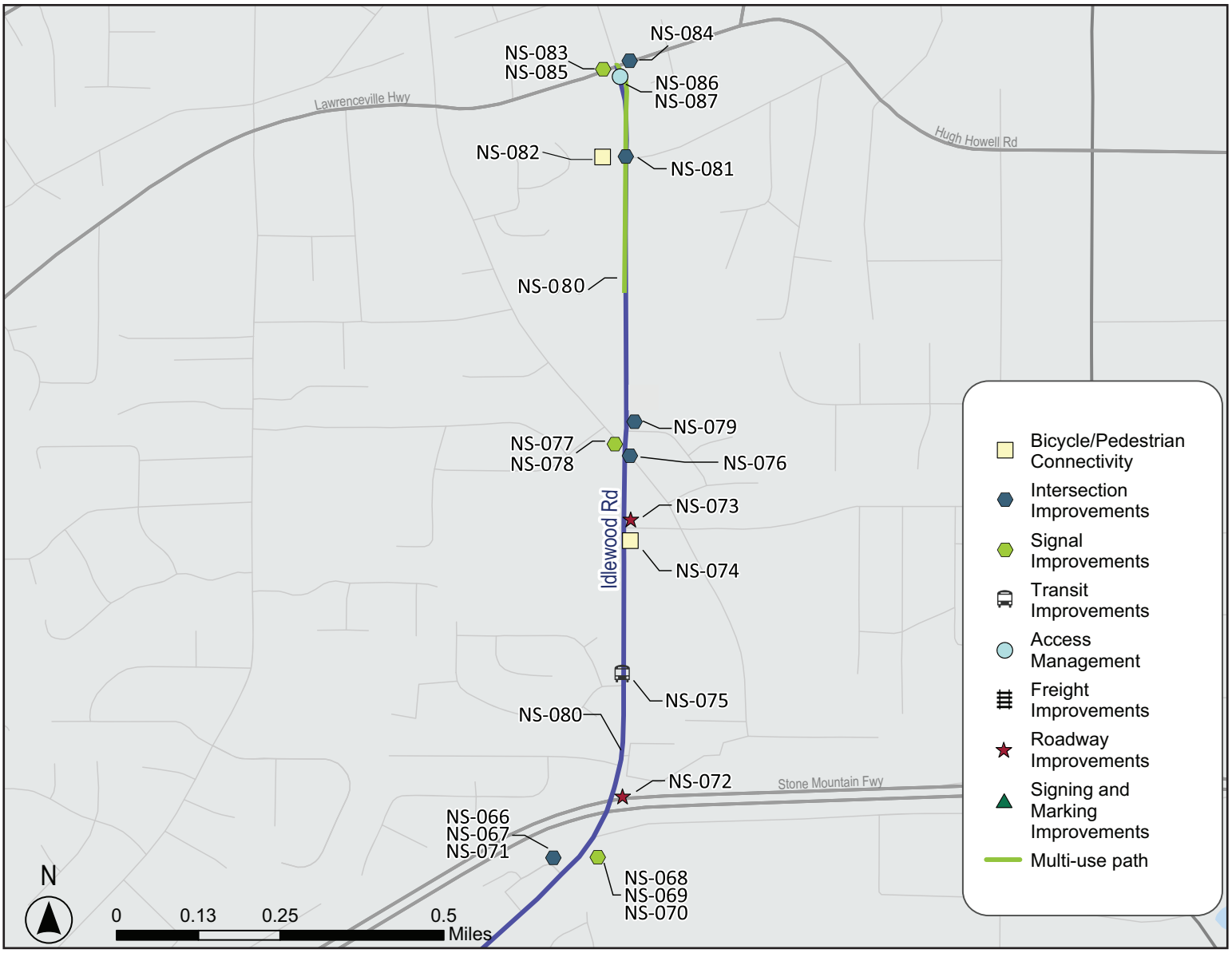

Figure 24: Idlewood Rd Recommendations

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

Recommendations

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

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Recommendations

Idlewood Road at Fellowship Road

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

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

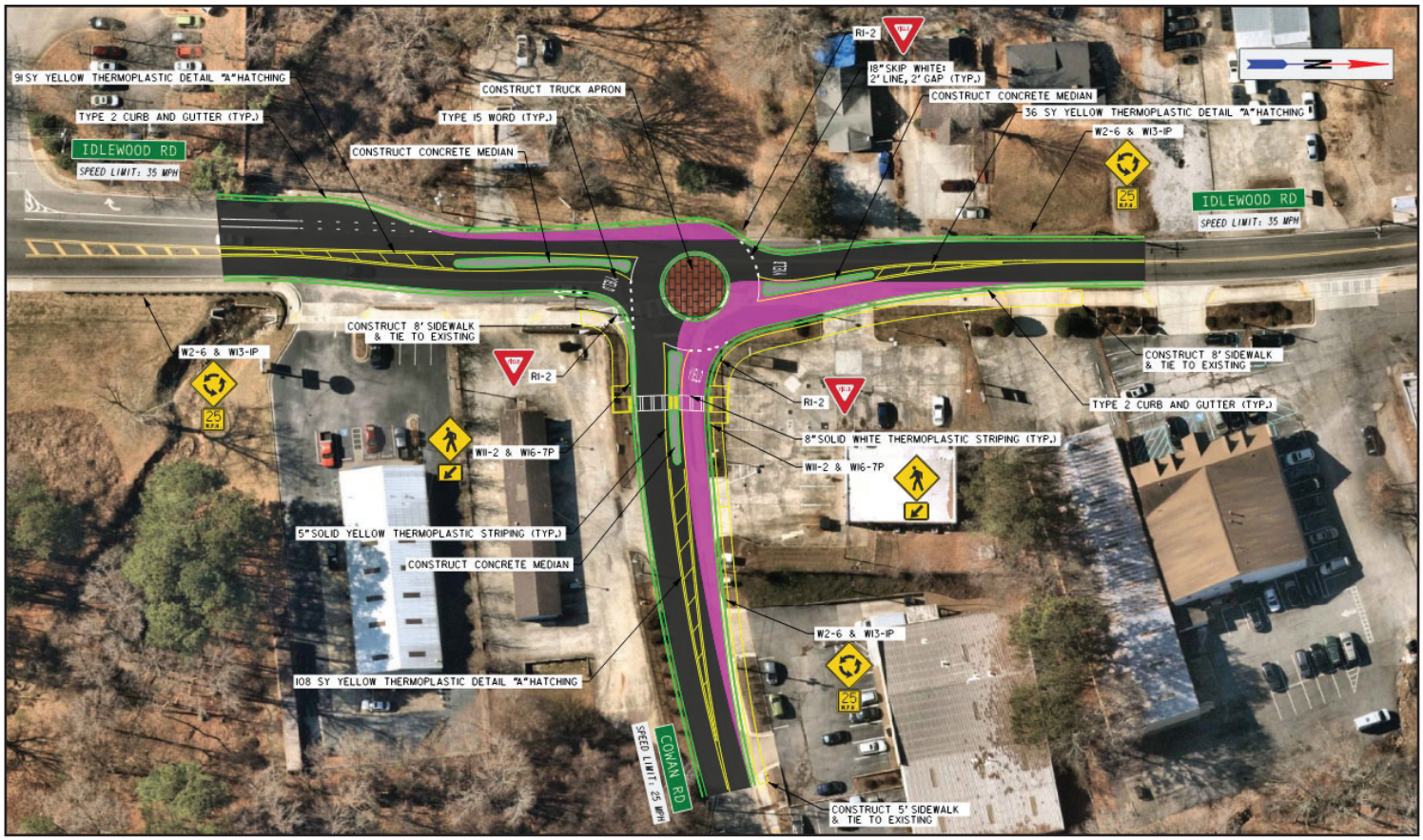

Figure 26. Project ID NS-081: Idlewood Rd at Cowan Rd Concept Drawing

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

Recommendations

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

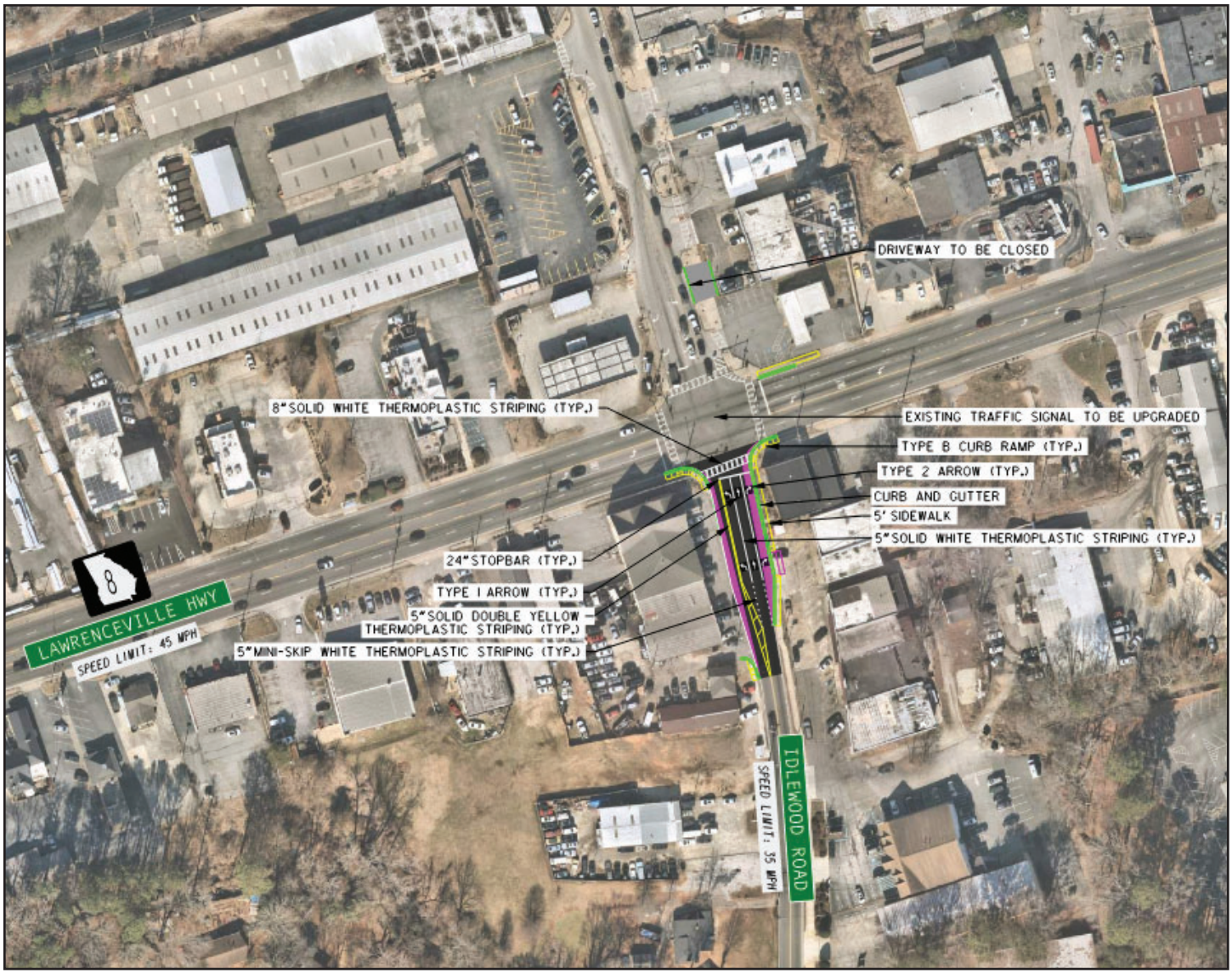

Figure 27. Project ID NS-084: Idlewood Rd at SR 8 Concept Drawing

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

Idlewood Road at Idlewood Elementary School

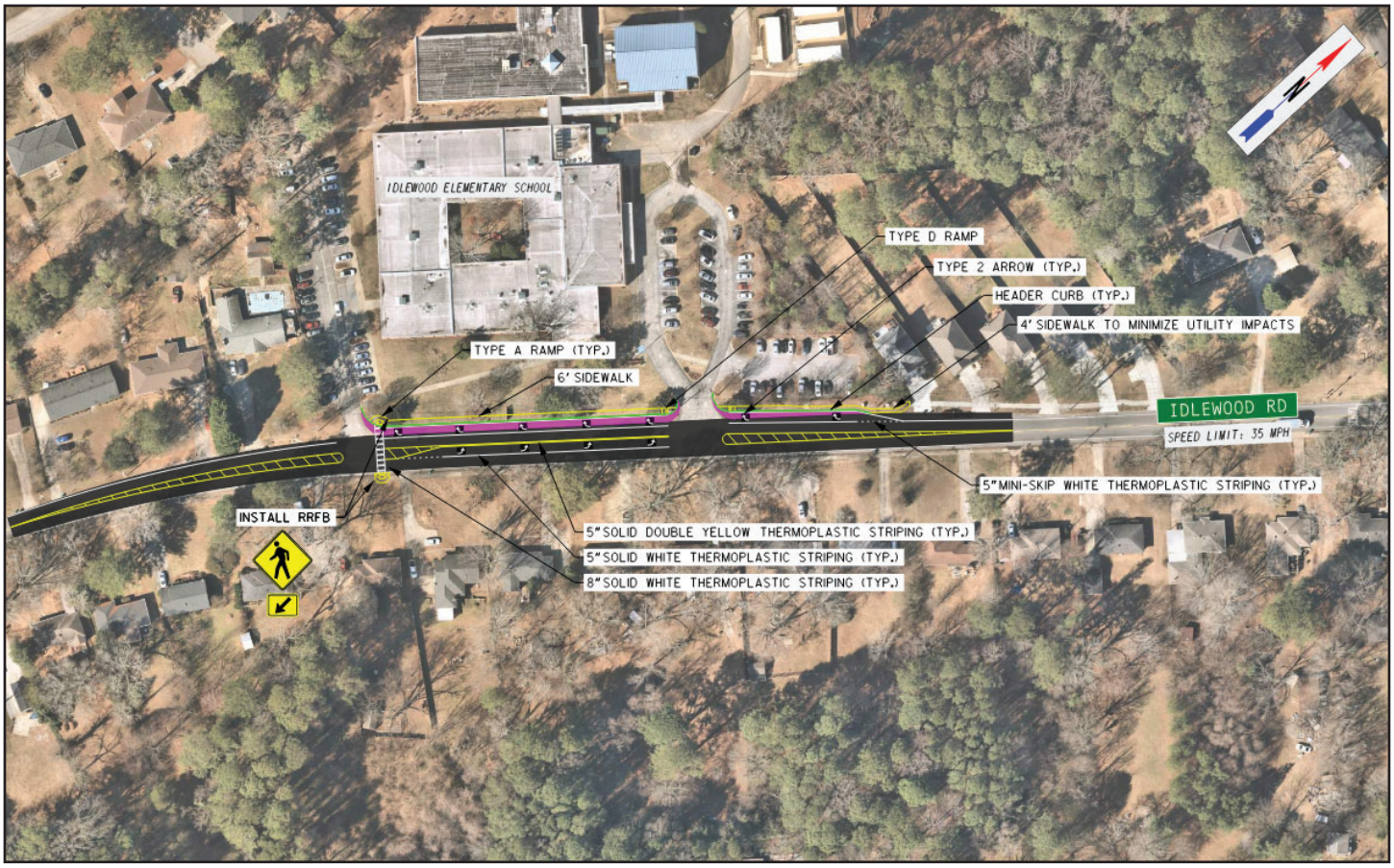

Figure 28: Project ID NS 058-059-060-062: Idlewood Rd at Idlewood Elementary School Concept Drawing

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

Recommendations

Idlewood Road at Sarr Parkway

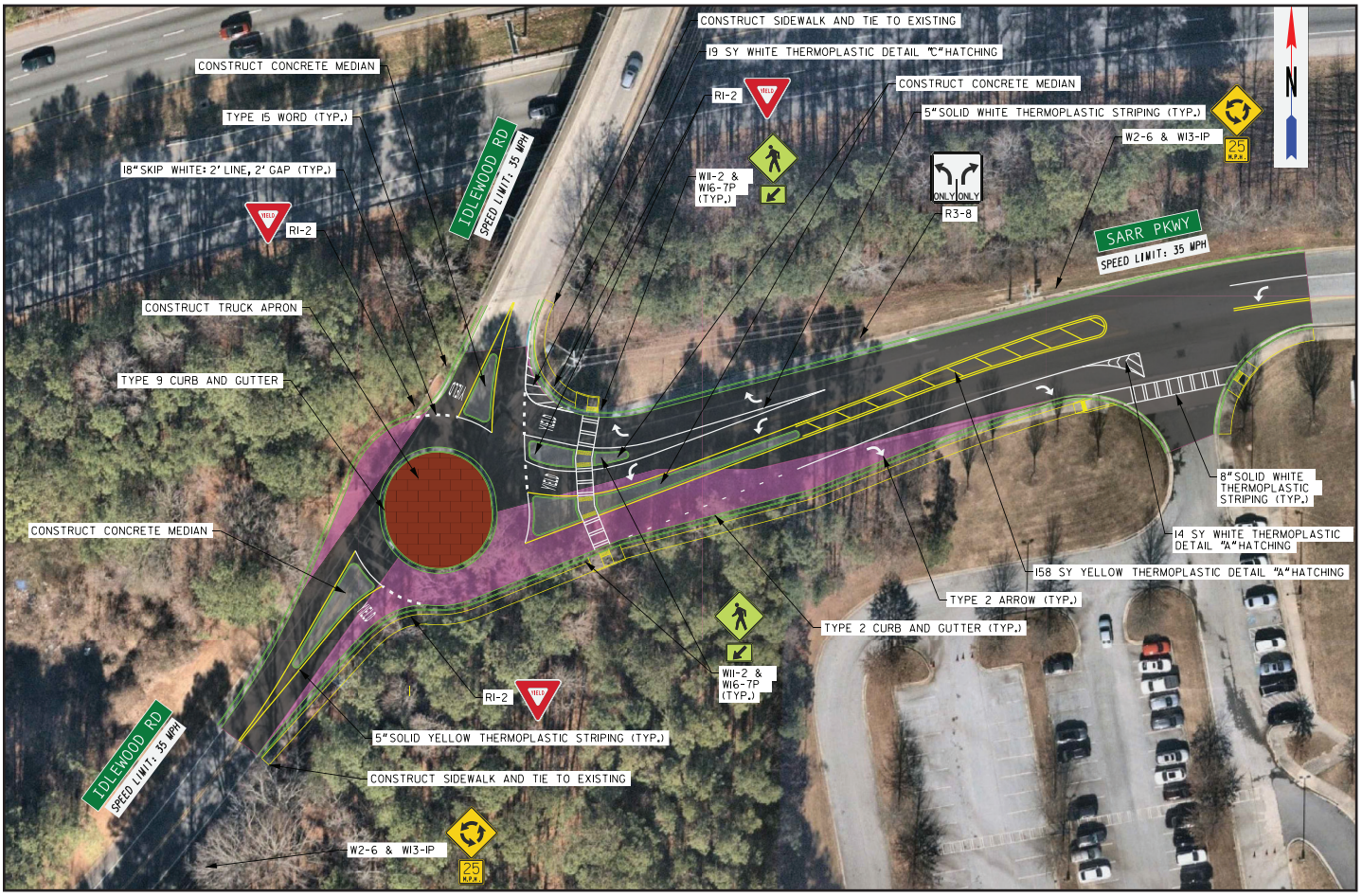

Figure 29. Project ID NS-066: Idlewood Rd at Sarr Pkwy Concept Drawing

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

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Recommendations

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

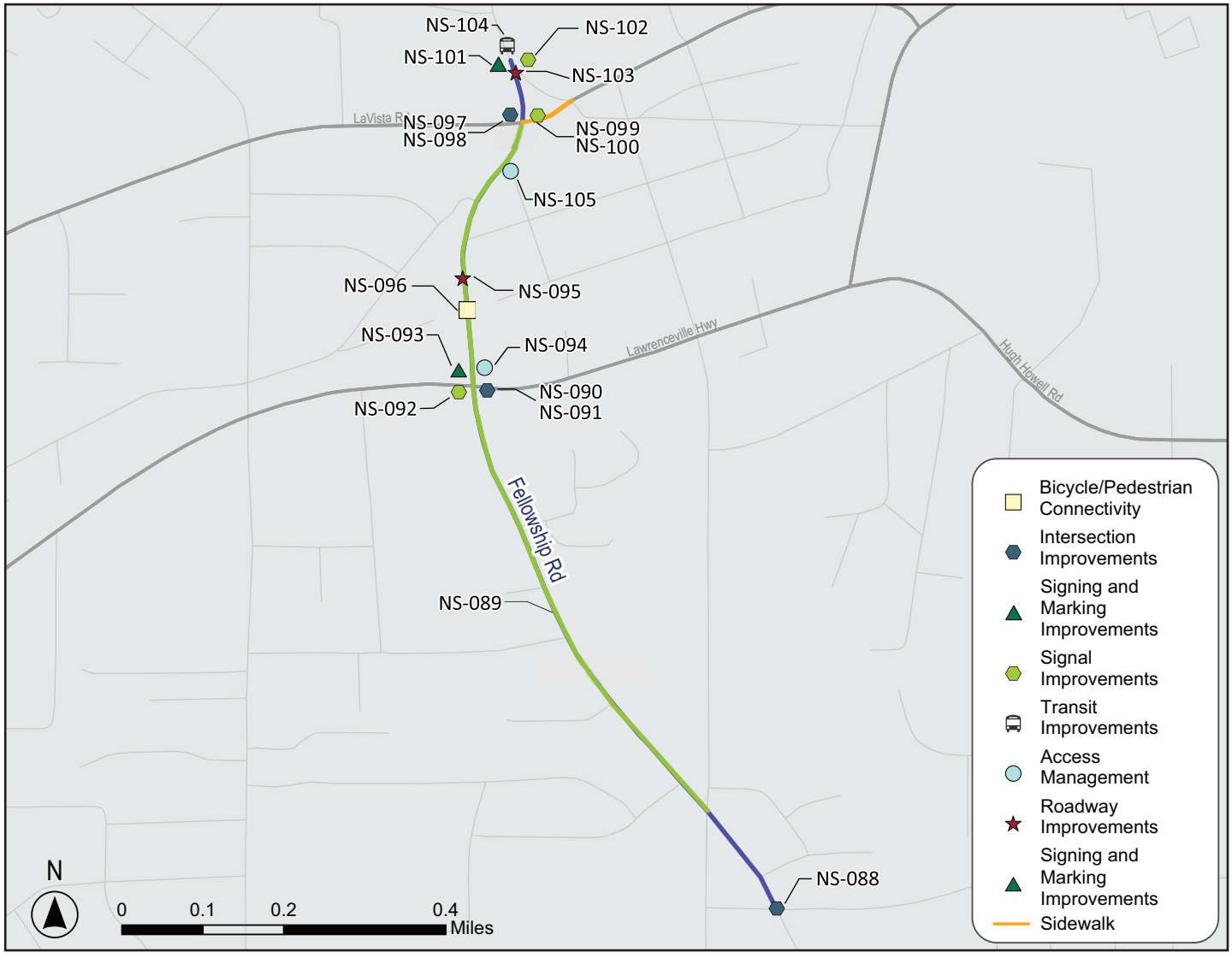

Figure 30: Fellowship Rd Recommendations

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

Recommendations

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

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Recommendations

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

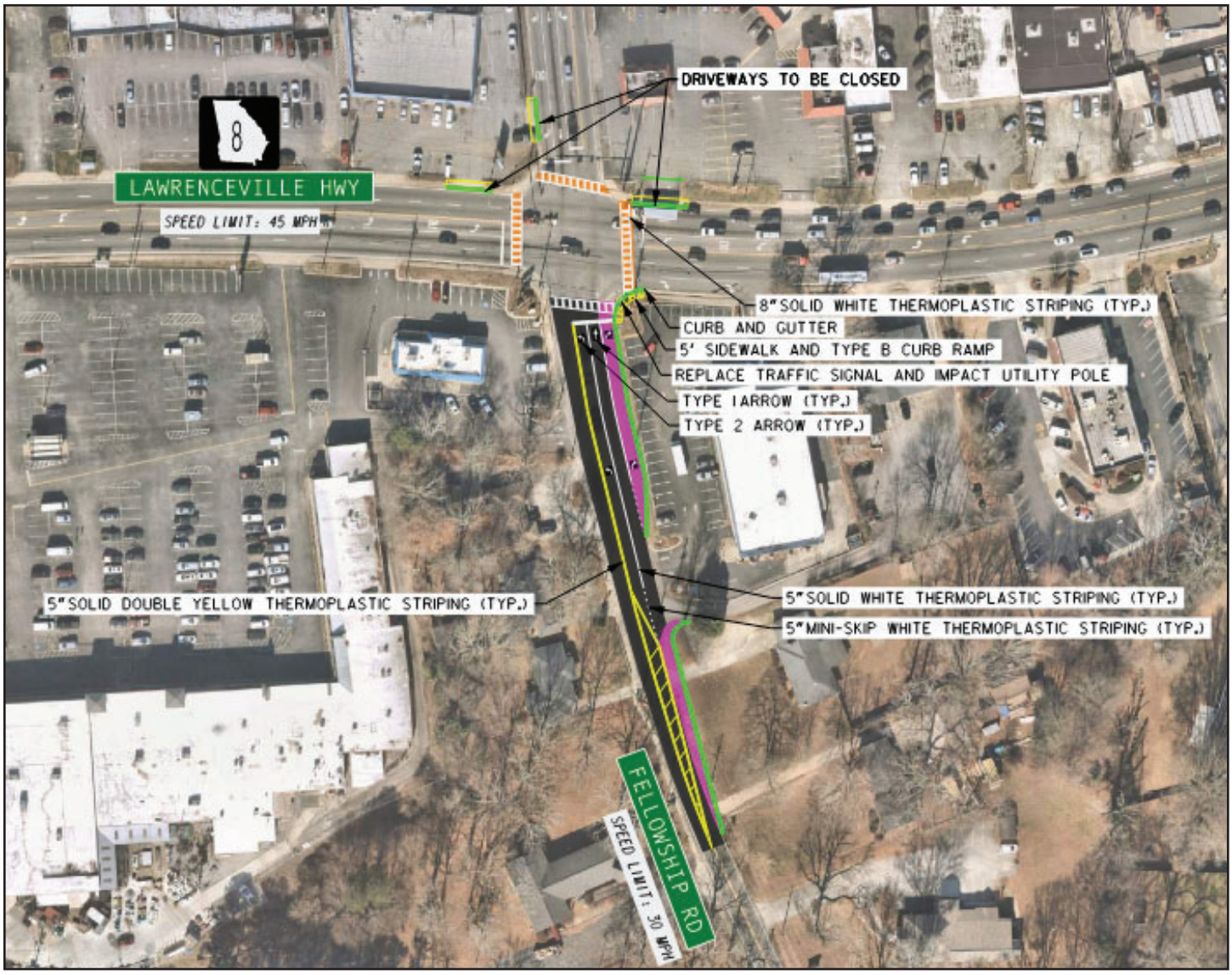


Figure 31. Project ID NS-090-091: Fellowship Rd at SR 8 Concept Drawing

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

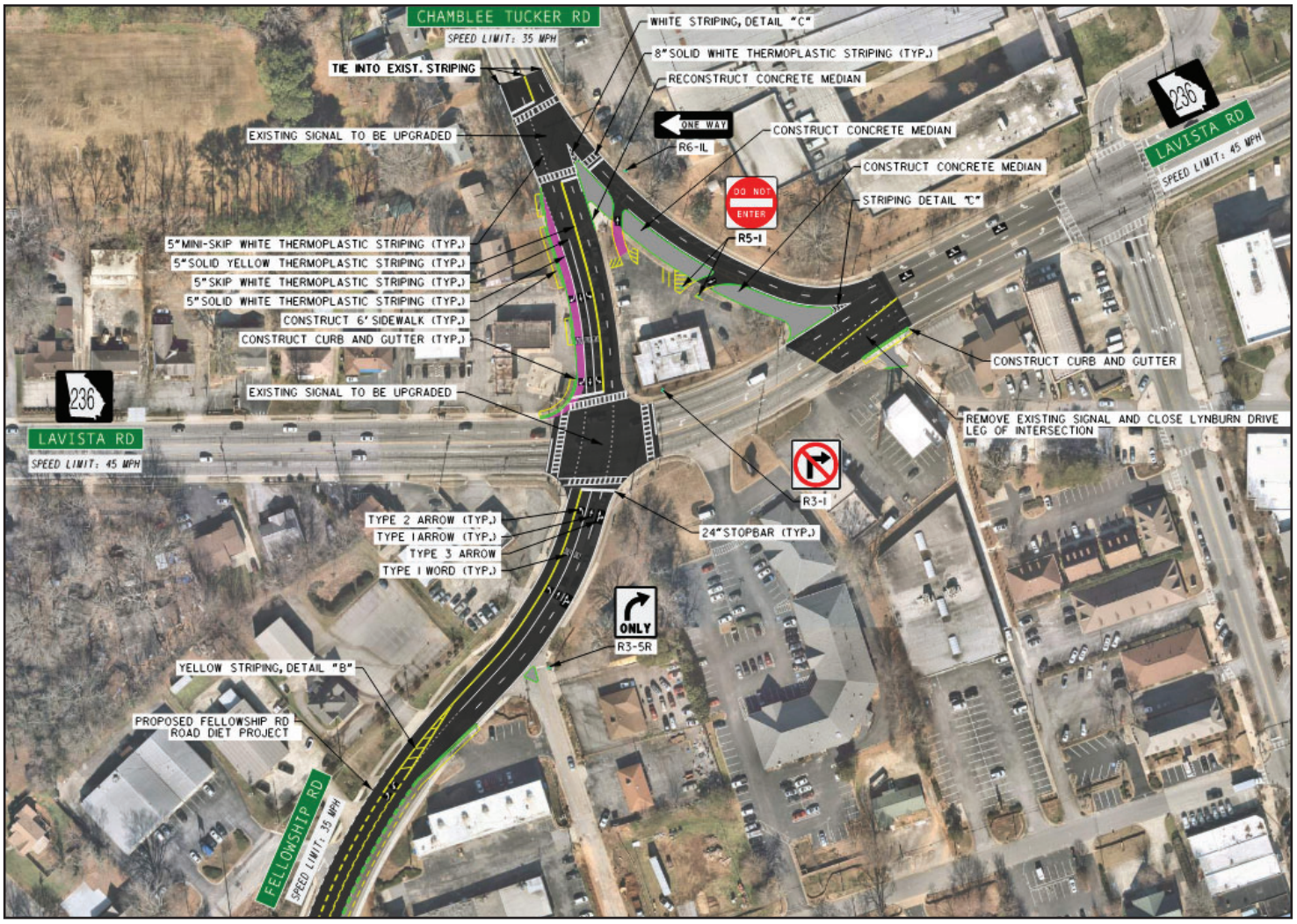


Figure 32. Project ID NS-095-97-098: Fellowship Rd at SR 236/Chamblee Tucker Concept Drawing

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

Funding Recommendations

FUNDING SOURCES IDENTIFIED

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

FEDERAL FUNDING

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

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

STATE/ARC FUNDING

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

USDOT TRANSPORTATION - DISADVANTAGED CENSUS TRACTS

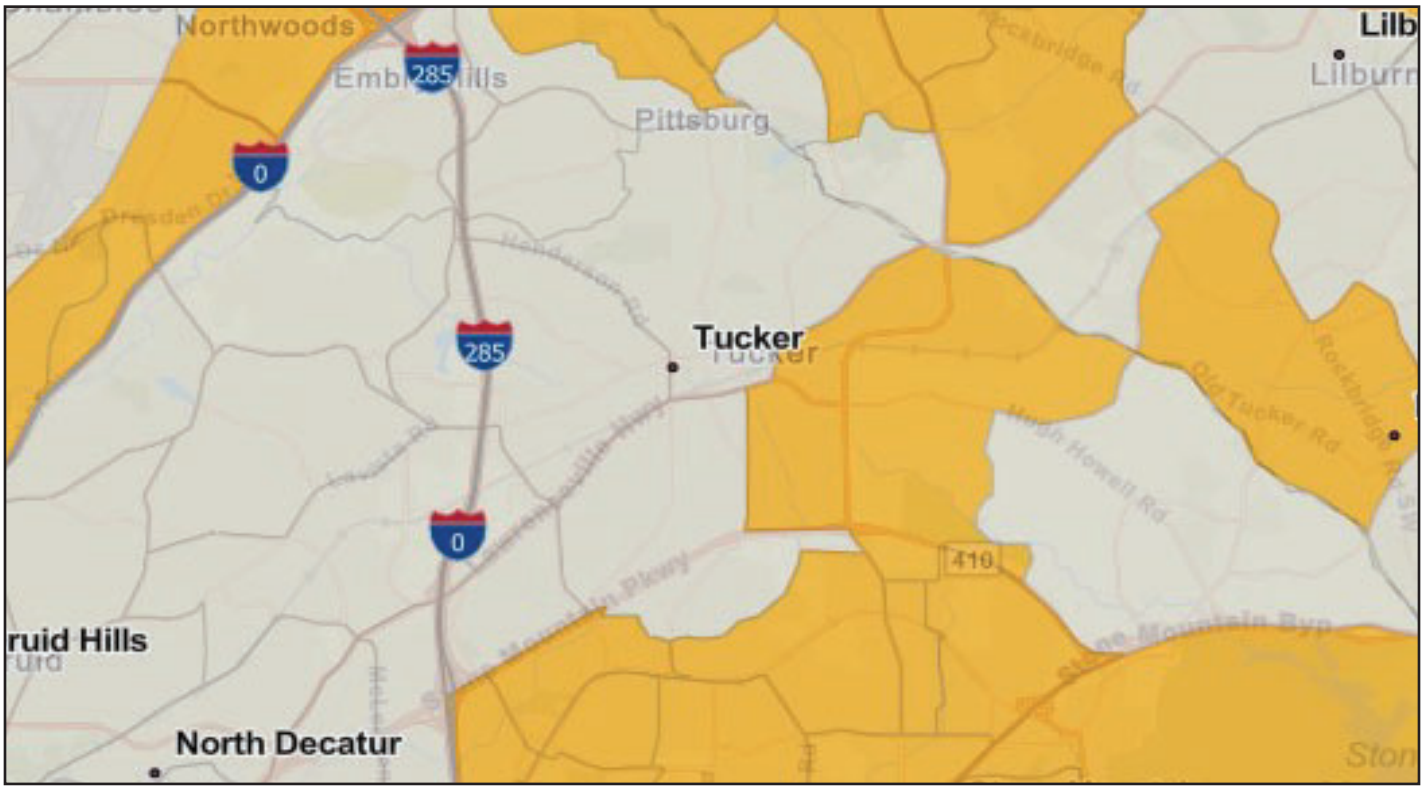


Figure 33: Disadvantaged Census Tract Map

LOCAL FUNDING REVIEW

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

Three packing options:

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

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

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

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

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

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

COOLEDGE AT SR 8 (US 29/LAWRENCEVILLE HWY)

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

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

IDLEWOOD RD AT FELLOWSHIP RD

Two packing options:

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

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

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

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

MONTREAL RD WEST AT CSX RR CROSSING

Three packing options:

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

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

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

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

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

Summary

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

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

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

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

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

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

Transportation Vision:

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

Transportation Objectives:

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

Source: Tucker Tomorrow: Improving Transportation Connections (2019)

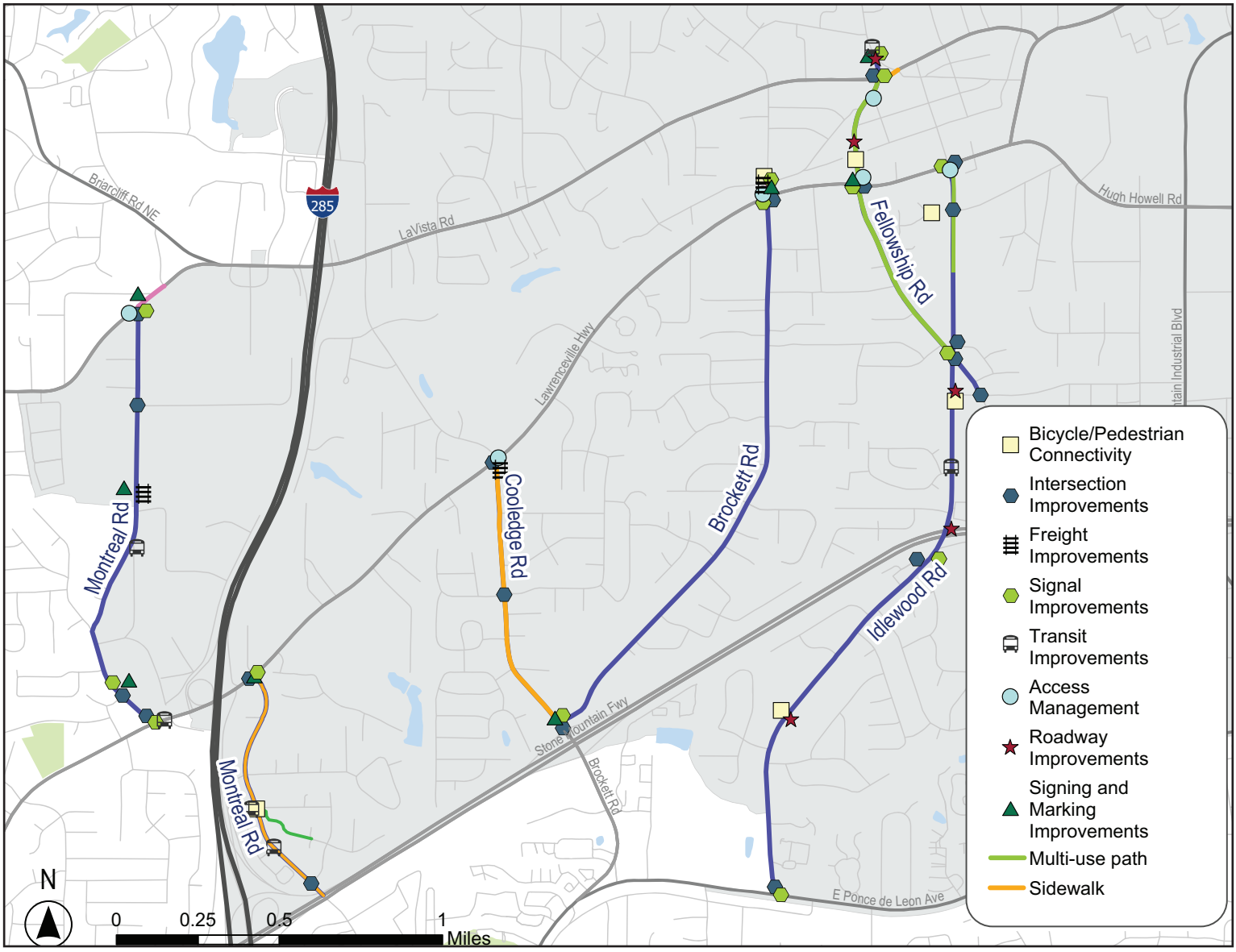
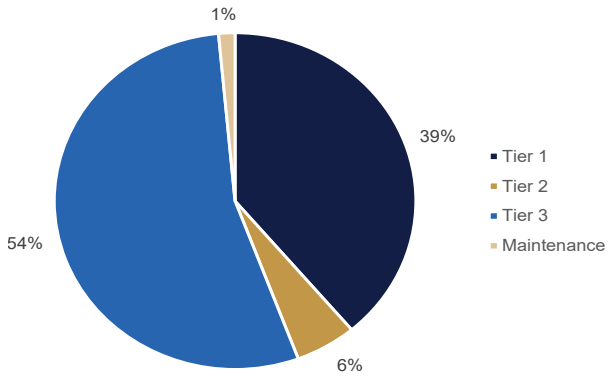


Figure 34: Recommendations Map

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



MEMO

To: **Honorable Mayor and City Council Members**

From: **Micah Seibel, Capital Projects Coordinator**

CC: **Tami Hanlin, City Manager**

Date: **9/25/2023**

RE: **Memo for FLOCK Security Cameras**

Description for on the Agenda:
Flock Camera License Plate Reader Installation & Software

Issue: The City of Tucker is continuing to invest in public safety in coordination with the DeKalb County Police Department (DeKalb PD) and other partner organizations by investing in technology and hardware.

Recommendation:
Staff recommends the continuation and expansion of FLOCK license plate reader cameras throughout the City of Tucker. This includes renewing subscriptions for five cameras and installing ten new cameras. Locations for these cameras were selected in coordination with our DeKalb PD liaison and each location covers an important gateway or corridor. New camera locations will be along Lawrenceville Highway, Main Street, Idlewood Rd, and Hugh Howell Rd.

Background: As technology has improved significantly in the last several years, there are new opportunities for law enforcement agencies to be more efficient, gather more data, and ultimately provide more value. These improvements include camera technologies that focus on human interactions and vehicle data. DeKalb PD have been implementing two new technologies that significantly improve information sharing both with other jurisdictions as well as with the residents of Tucker.

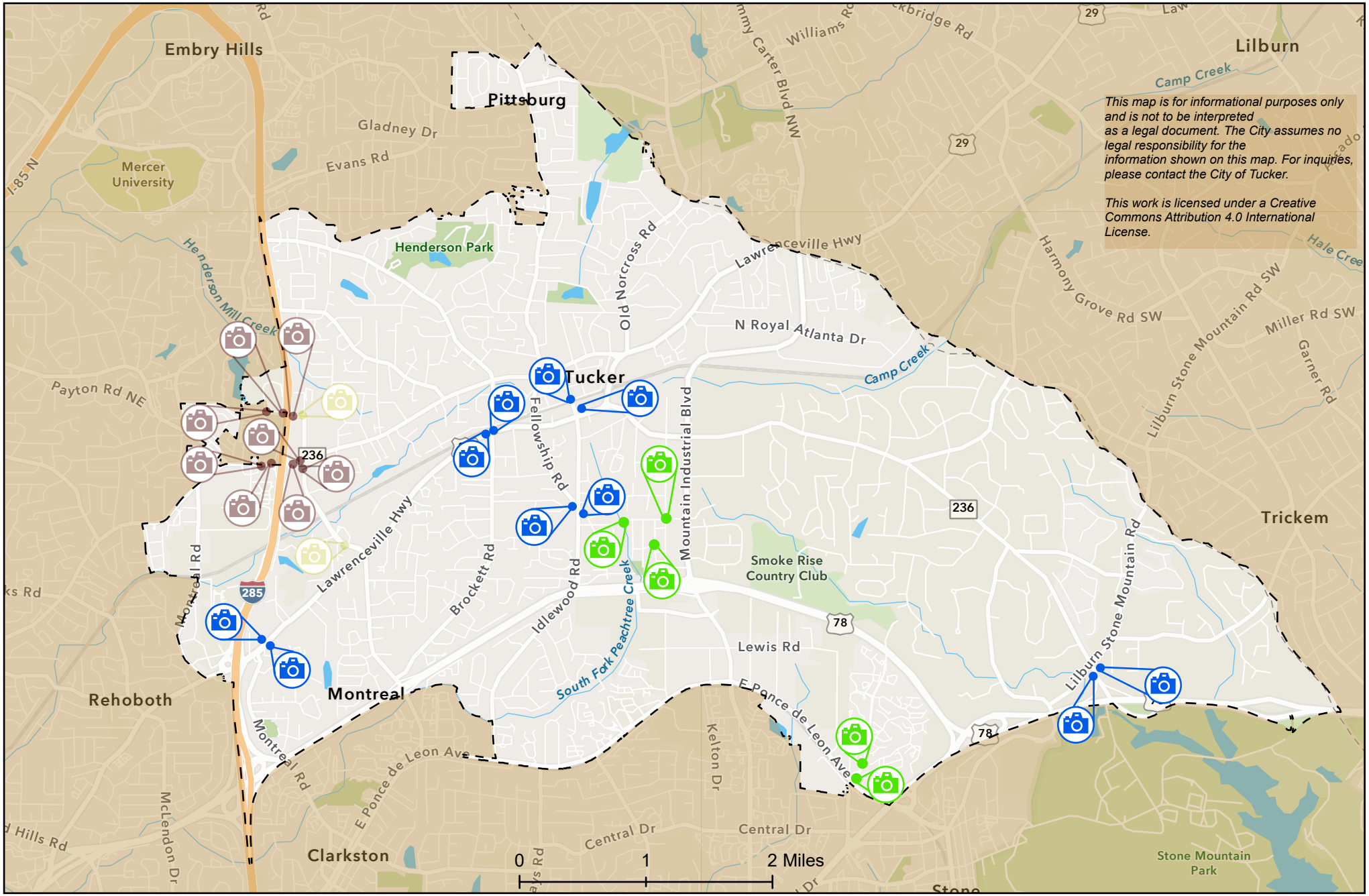
The FLOCK brand of cameras have spread throughout the United States, with particularly strong presence in the southeast. There are thousands of cameras with available data. Within minutes DeKalb PD can request and receive access to license plate reader data from any FLOCK customer. These include other police departments, sheriffs, marshals, and other public safety organizations, as well as community groups like CIDs, homeowners' associations, business owners, and more. This data allows for analysis of movements of specific vehicles, which can significantly assist in real time and investigative information gathering. It is common for a vehicle associated with a crime to be identified on a FLOCK camera in neighboring counties and neighboring states which allows for cross jurisdictional coordination.

This technology is complemented by the new FUSUS technology put in place by DeKalb PD in their Community Camera Registry program. This software allows organizations to connect their camera systems through the cloud to DeKalb PD so that officers in the monitoring center may receive an emergency phone call and immediately have video evidence confirming

the activity.

Summary: As new technologies develop, the City of Tucker has a unique opportunity to provide valuable data directly to the Tucker Precinct without having to hire staff or take on costly overhead. We can work with the community to improve information sharing and ultimately improve public safety. Investments in the FLOCK technology as well as community engagement with the FUSUS technology allow us to contribute to the solutions we want to see.

Financial Impact: This contract will lock in the price for 15 FLOCK license plate reader cameras for up to 5 years. In FY '24 costs could be up to $44,000 including installation. In 'FY 25-'28 costs will be fixed at $37,500



This map is for informational purposes only and is not to be interpreted as a legal document. The City assumes no legal responsibility for the information shown on this map. For inquiries, please contact the City of Tucker.

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- TNL CID - Flock Cameras Phase 1
- City of Tucker - Flock Cameras Phase 1
- TNL CID - Flock Cameras Phase 2
- City of Tucker - Flock Cameras Phase 2

Flock Safety Camera Placement Map

N W E S

City of Tucker

Default Folder: S:\GIS\GIS\Projects\2023\Flock_Map_7_19_23\Flock Map Date Exported: 9/19/2023 Source: City of Tucker, Tucker Northlake CID, Flock Safety