

Evans Mill Road Sidewalk

SW-14

This project would close critical gaps in the City’s sidewalk network. Evans Mill Road between Davidson Drive and Covington Highway (US 278/SR 12) was the site of multiple crashes involving pedestrians between 2018 and 2022. The project would construct approximately one-third of a mile of sidewalk, filling gaps where needed on both sides of the road, and providing ADA-compliant pedestrian ramps with detectable warning strips where needed. It would improve safety for riders of MARTA Route 116 which has stops on both sides of the road in this area, as well as for residents of the Stonecrest Hill Apartment Homes and the Stone Terrace apartments, which can access Evans Mill Road via Hillandale Drive. Likewise, it would support access and connectivity to a commercial area with several food businesses. The project was previously identified in the Stonecrest Transportation Master Plan and scored highly in the prioritization exercise conducted as part of the Bicycle, Pedestrian, and Trail Plan. As an option, it could be designed to include pedestrian safety improvements at the intersection of Evans Mill Road and Covington Highway (US 278/SR 12).

IMPROVING NETWORK CONNECTIVITY

This project, although small, would provide much-needed sidewalk connectivity through a commercial area serviced by public transportation. Strong “desire” paths can be seen alongside the road today.

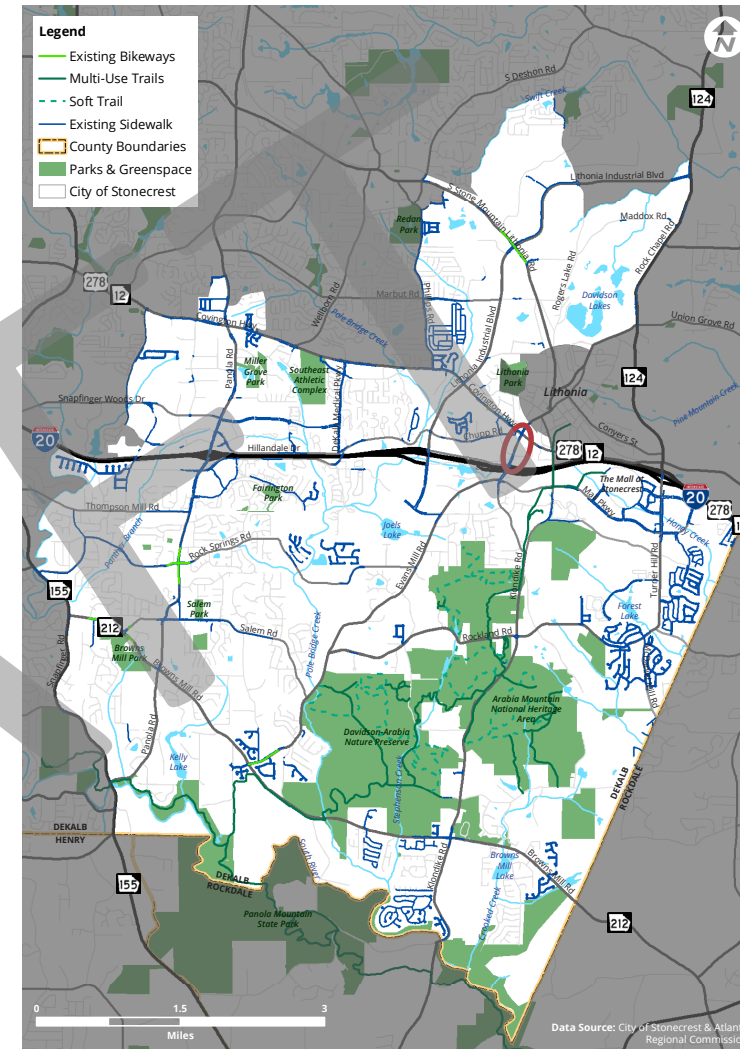
IMPROVING PEDESTRIAN SAFETY

The stretch of Evans Mill Road between Old Hillandale Drive and Covington Highway (US 278/SR 12) was the site of six crashes involving pedestrians from 2018-2022, including multiple crashes with minor injuries and at least one that resulted in serious injuries. Providing sidewalk could help reduce the likelihood of future pedestrian crashes in this area.

ENHANCING ACCESS TO PUBLIC TRANSIT

Bus stops along this part of Evans Mill Road - near Hillandale Drive, Davidson Drive, and Covington Highway - regularly serve nearly 50 people per day according to data provided by MARTA for December 2022 through April 2023. Increasing sidewalk connectivity in this area will make it safer and more comfortable for people taking transit.

CONTEXT MAP



SIDEWALK ABRUPTLY ENDS ON WEST SIDE, BUS STOP WITH NO SIDEWALK OR CONCRETE PAD



MISSING SIDEWALK ON WEST SIDE OF ROAD BETWEEN DRIVEWAYS



MISSING CONNECTION BETWEEN RAMP AND SIDEWALK AT COVINGTON HIGHWAY

PROJECT FEATURES

- Improves safety ✓
- Closes gap in trail/sidewalk network ✓
- Improves access to transit ✓
- Connects to other trails or active transportation facilities ✓
- Improves access to essential services ✓
- Improves access to parks and/or schools ✓
- Available public lands ✓

TIMEFRAME

- Short-Term

LENGTH

- 0.37 MILES

KEY DESTINATIONS

- Stonecrest Hill Apartments
- MARTA Route 116
- CVS

ESTIMATED COST

- \$660,000 - \$800,000

Planning-level cost estimate. Includes design/preliminary engineering, construction, right-of-way, utilities, construction inspection, and contingency. Does not include optional/adjacent proposed projects.

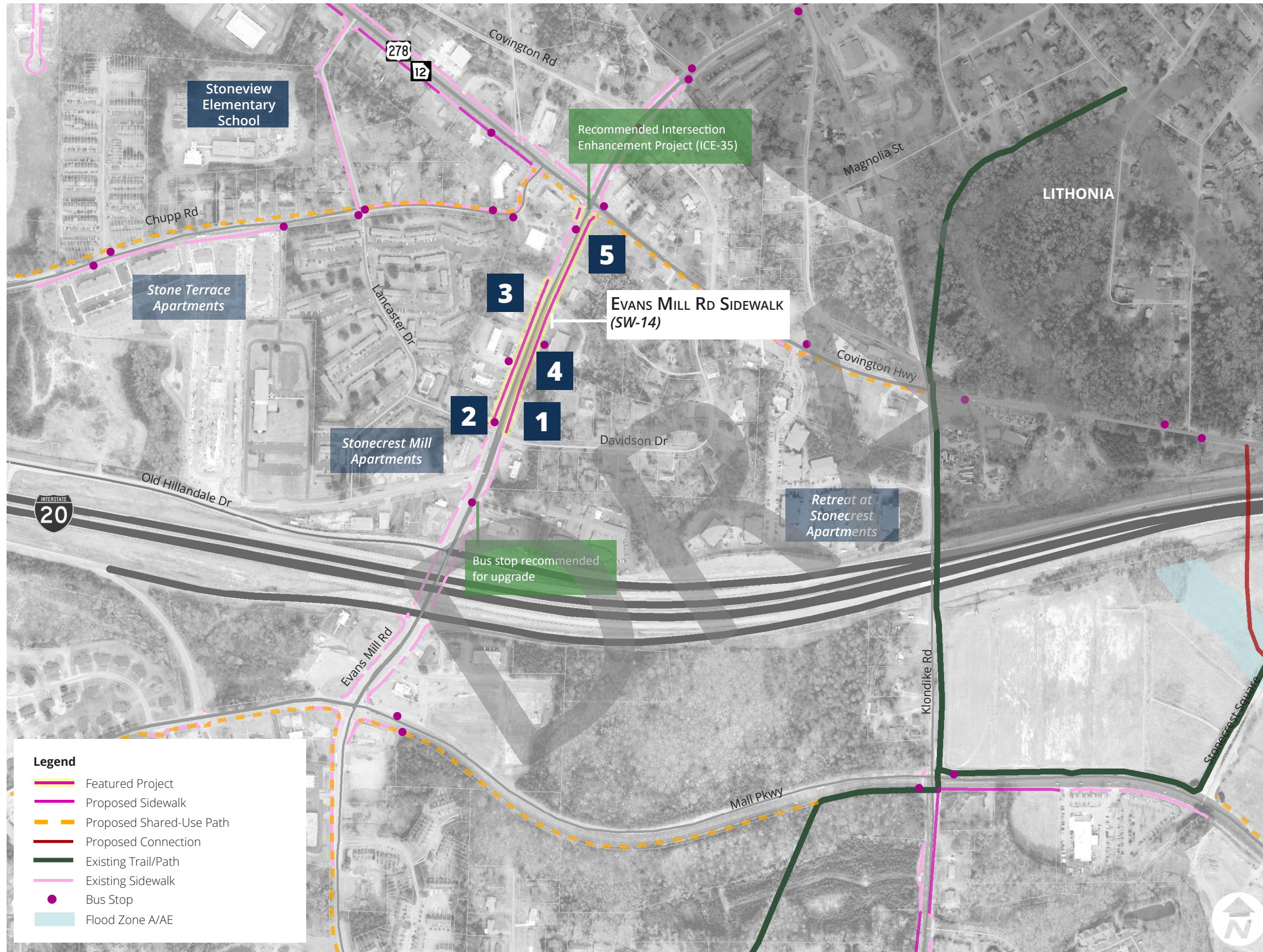
Assumes relocation of a few utility poles, crosswalks, signs, drainage structures, and ramps at driveways.

POTENTIAL FUNDING

- SPLOST
- TIP



Evans Mill Road Sidewalk



KEY OBSERVATIONS

- 1** Consider including repair of existing segment of sidewalk and drainage structures just north of Davidson Dr
- 2** May require utility relocation
- 3** Will require coordination with property owners to design to accommodate/reconfigure existing driveways
- 4** Small slope along east side of the road may require retaining wall
- 5** Opportunity to consider Intersection Crossing Enhancements at Covington Highway and Evans Mill Road (project ICE-35)

Fairington Parkway Sidewalk

SW-15

This project would close gaps in the City's sidewalk network by installing nearly 1,500 feet of sidewalk in five segments along the north side of the road from the existing sidewalk opposite Fairington Park and West Fairington Parkway. Desire paths can be seen along this portion of Fairington Parkway, which is an access route between residential areas and a commercial development that includes a Walmart, bank, and restaurants, among other stores. In addition to serving residents of Fontaine West, The Quarry Apartments, Fairington Station, and the Buckingham neighborhood, Fairington Parkway is also served by MARTA Route 117 with stops along the project extent.

This project would help strengthen walkability and improve safety in the area. Fairington Elementary School is located just to the south, along Phillip Bradley Drive, where a neighborhood greenway is also proposed (project NG-3). It was the top-scoring sidewalk project on City streets as part of the prioritization exercise.

INCREASING ACCESS TO ESSENTIAL SERVICES

This project would bridge an existing gap between extant sidewalk east of West Fairington Parkway and a Walmart shopping center along a transit line.

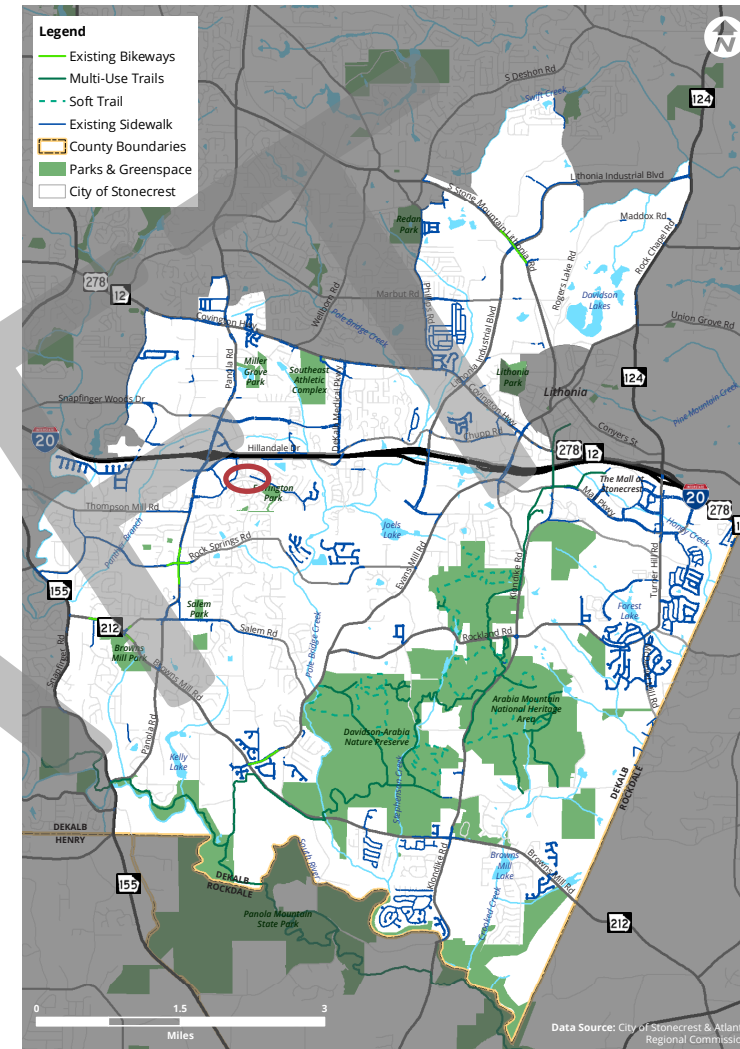
REDUCING OUT OF DIRECTION TRAVEL

The current configuration of the triangle-shaped intersection of Fairington Parkway, where the east-west segment of roadway becomes W. Fairington Parkway, does not create the most direct or intuitive route for people walking. While sidewalk follows the curve of Fairington Parkway northward to Fairington Road, people on foot are unlikely to want to travel out of their way to follow the triangle-shaped intersection. This project presents an opportunity to create a more direct route and mark crossings with crosswalks to improve safety.

IMPROVING SAFETY AND ACCESS FOR TRANSIT RIDERS

Bus stops along this part of Fairington Parkway see an average of between five and 17 riders per day. Providing sidewalk to fill these gaps would improve their comfort and safety. It should be noted that in 2019 there was a crash involving a pedestrian along this stretch of Fairington Parkway.

CONTEXT MAP



PROJECT FEATURES

- Improves safety ✓
- Closes gap in trail/sidewalk network ✓
- Improves access to transit ✓
- Connects to other trails or active transportation facilities ✓
- Improves access to essential services ✓
- Improves access to parks and/or schools ✓
- Available public lands ✓

TIMEFRAME

- Short-Term

LENGTH

- 0.25 MILES

KEY DESTINATIONS

- Walmart
- MARTA Route 117
- Neighborhoods
- Fairington Park

ESTIMATED COST

- \$360,000 - \$440,000

Planning-level cost estimate. Includes design/preliminary engineering, construction, right-of-way, utilities, construction inspection, and contingency. Does not include optional/adjacent proposed projects.

Assumes some tree removal, crosswalks, signs, drainage structures, short retaining walls.

POTENTIAL FUNDING

- SPLOST
- TIP



SIDEWALK ENDS OPPOSITE FAIRINGTON PARK

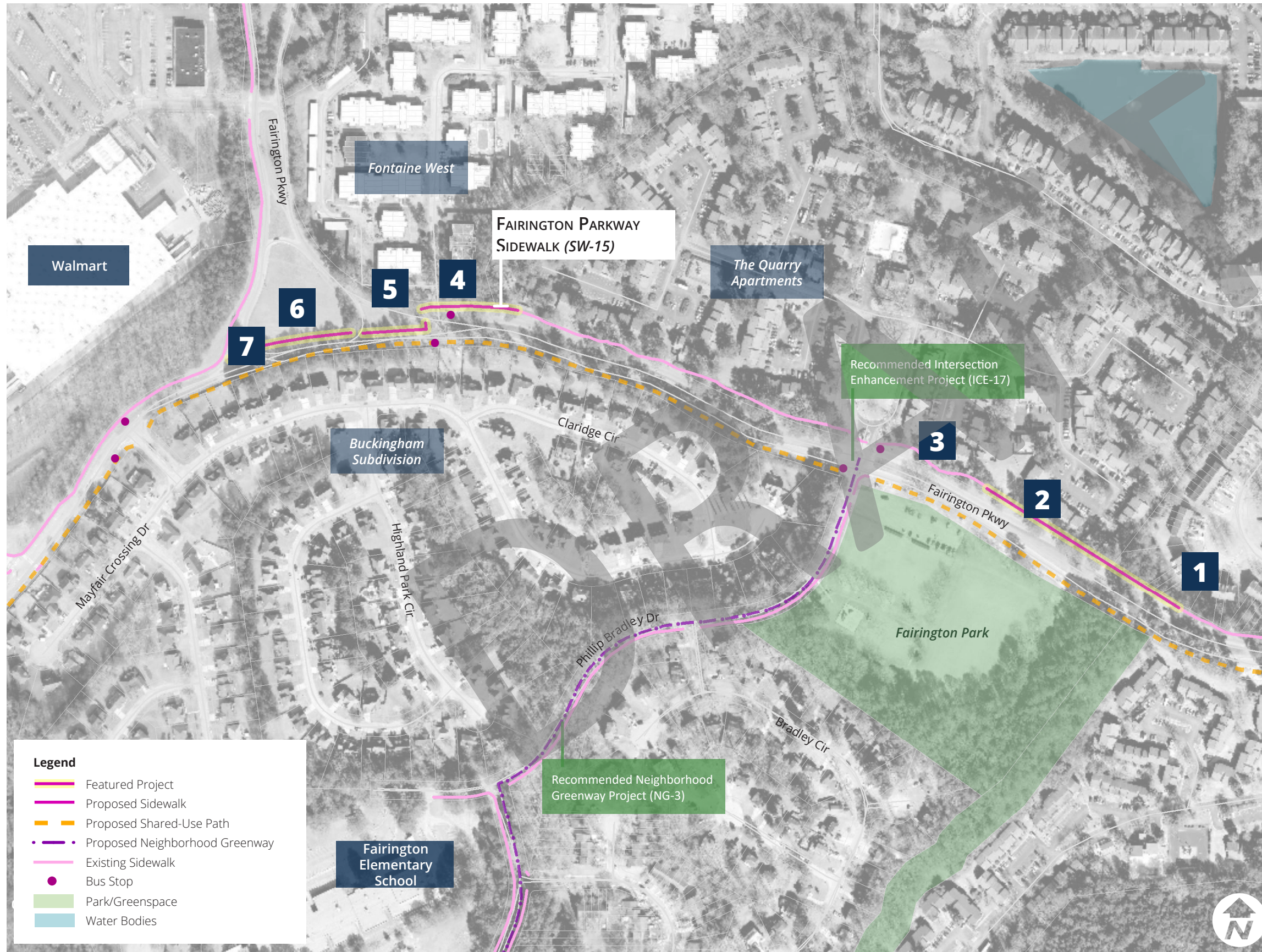


BUS STOP WITH NO SIDEWALK OR WAITING AREA



GAP IN SIDEWALK ACROSS INTERSECTION AT FAIRINGTON PARKWAY AND RUE FONTAINE

Fairington Parkway Sidewalk



KEY OBSERVATIONS

- 1** Slight slope, drainage structure, utility boxes, and low retaining wall may present challenges. Vegetation and debris covers existing curb.
- 2** Several large trees line the fence on the north side of the road in this area; may need to be removed.
- 3** Large shrubs may need to be removed or replaces and school zone signage will need to be relocated.
- 4** Vegetation grows close to the road in this area and may need to be removed. Consider creating more of a concrete pad for bus stop waiting area.
- 5** Consider adding marked crosswalks, pedestrian warning and/or crossing signs to facilitate pedestrian crossing of triangle area.
- 6** Consider adding trees to provide shade for people crossing wide portion of triangular intersection. A street light sits in the middle of the triangle; it will be important to consider designing around the pole to maintain sufficient lighting and not create shadows on/around pedestrians.
- 7** As with the eastern triangle of the intersection, consider adding marked crosswalks, pedestrian warning, and/or crossing signs to facilitate crossing to the existing sidewalk.

Hayden Quarry Road Sidewalk

SW-17

This Tier 2 project would provide nearly 5,000 linear feet of sidewalk along the north side of Hayden Quarry Road between the existing sidewalk east of Providence Circle on the west and Turner Hill Road on the east. The project would connect to a proposed shared-use path along Turner Hill Road.

While it may require some drainage improvements along with removal of vegetation, there is generally sufficient room along the road, given current property boundaries. In addition to increasing access to the library, the project will benefit residents of the Wesley Providence Apartments, giving them another route option for travel to the Mall at Stonecrest, along a lower-stress road (compared to the parallel Mall Parkway). Currently, sidewalk is only provided for a short segment on either side of the subdivision. The project scored well in the prioritization exercise, placing it in Tier 2 (medium priority) category.

Additionally, several parcels along the north side of Hayden Quarry Road are likely to redevelop in the near future; several located just east of Wesley Providence are zoned R3, in the Stonecrest Overlay district, and owned by Quarry Partners. Another parcel just south of the mall (with frontage on both Hayden Quarry Road and Mall Parkway) is owned by MARTA and may become part of future transit mobility projects associated with BRT and other improvements in the area.

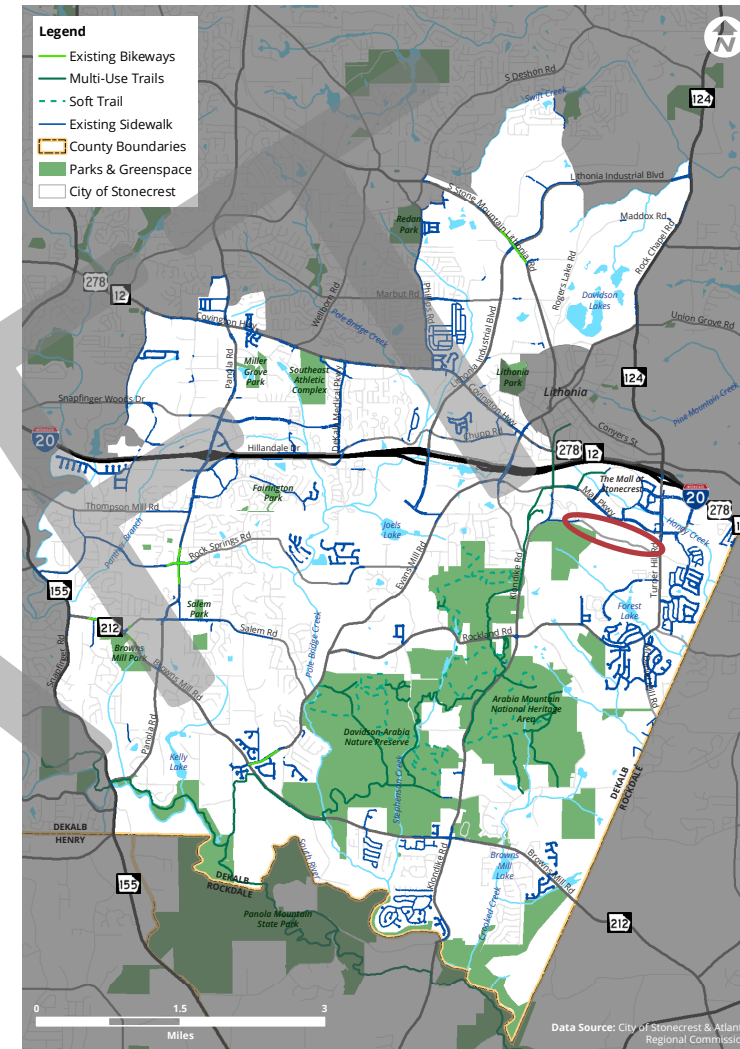
INCREASING ACCESS TO COMMUNITY FACILITIES

This project would improve connections between neighborhoods along Turner Hill Road and the Stonecrest Library, located on Klondike Road, as well as the community greenspace in the southeast corner of Hayden Quarry Road and Klondike Road. There is a large tract of publicly owned land (DeKalb County) on the south side of Hayden Quarry Road, which could become a future community facility.

SETTING THE STAGE FOR THE FUTURE

As noted, several parcels along the north side of Hayden Quarry Road are likely to redevelop in the future. It will be important to provide sidewalk to accommodate future residents and visitors to this area. Depending on the anticipated timing of the development, it may be preferable for the City to build segments of sidewalk and require that developers put in remaining segments.

CONTEXT MAP



SIDEWALK ENDS EAST OF WESLEY PROVIDENCE APARTMENTS



LOOKING WEST ALONG HAYDEN QUARRY ROAD

PROJECT FEATURES

- Improves safety ✓
- Closes gap in trail/sidewalk network ✓
- Improves access to transit
- Connects to other trails or active transportation facilities ✓
- Improves access to essential services
- Improves access to parks and/or schools ✓
- Available public lands ✓

TIMEFRAME

- Short-Term

LENGTH

- 0.95 MILES

KEY DESTINATIONS

- Stonecrest Library

ESTIMATED COST

- \$2.5M - \$3.0M

Planning-level cost estimate. Includes design/preliminary engineering, construction, right-of-way, utilities, construction inspection, and contingency. Does not include optional/adjacent proposed projects.

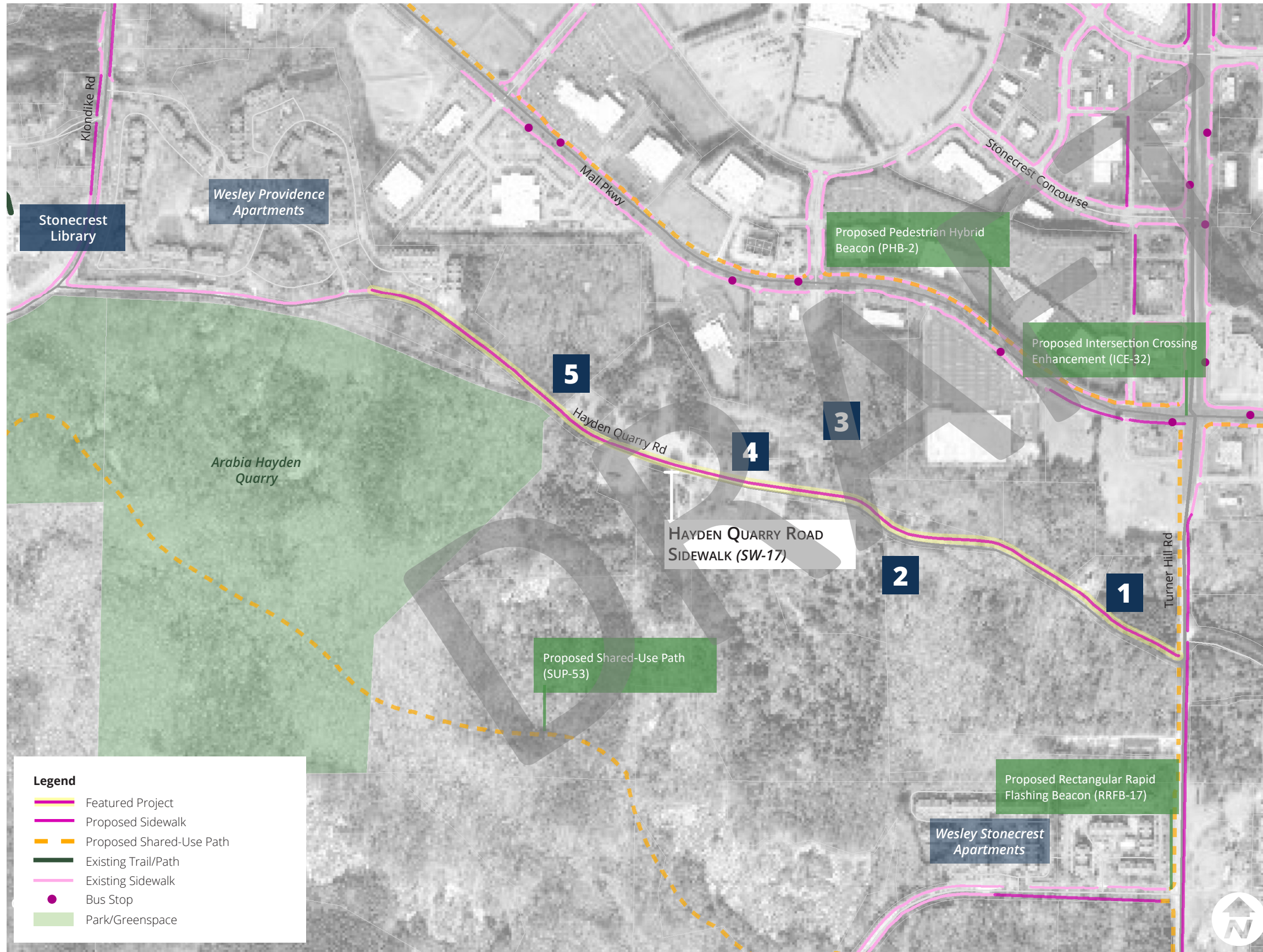
Assumes minor right-of-way acquisition, relocation of a few utility poles, crosswalk markings, signs, clearing of vegetation, drainage structures, and ramps at driveways.

POTENTIAL FUNDING

- SPLOST
- TIP



Hayden Quarry Road Sidewalk



KEY OBSERVATIONS

- 1** Some tree removal may be needed in this area, as some trees are located close to the edge of pavement.
- 2** Substantial tracts of vacant land line the south side of the road in this area.
- 3** Property currently owned by MARTA between Hayden Quarry Road and Mall Parkway.
- 4** Coordination will be needed with a few private residential properties in this area; there are a few driveways that connect to Hayden Quarry Road.
- 5** Some slopes along the north side of the road in this area may require additional grading.

Snapfinger Woods Drive Sidewalk Segment 2

SW-71

This project would provide roughly 6,700 linear feet of sidewalk in six segments on both sides of Snapfinger Woods Drive between Panola Road and Miller Road. This road is served by MARTA Route 111, with nine bus stops along the project extent serving approximately 26 daily riders on average weekdays. The area is characterized by light industrial and industrial uses and serves as a small hub for jobs and workers. The project scored highly in the prioritization effort for the Plan, placing it in the top tier of recommended sidewalk projects.

In addition to supporting bus riders and workers in this area, sidewalks along this stretch of road would help improve pedestrian safety. The speed limit along Snapfinger Woods Drive is 45 mph, and in 2021 a pedestrian was struck on this stretch of Snapfinger Woods Drive - fortunately the incident did not result in injuries.

IMPROVING SAFETY

With transit service on both sides of the road and a posted speed limit of 45 mph, the lack of sidewalk presents safety risks to people walking or riding the bus. Sidewalk would provide a dedicated place for people to walk to and from bus service and even to wait for buses along the side of the road.

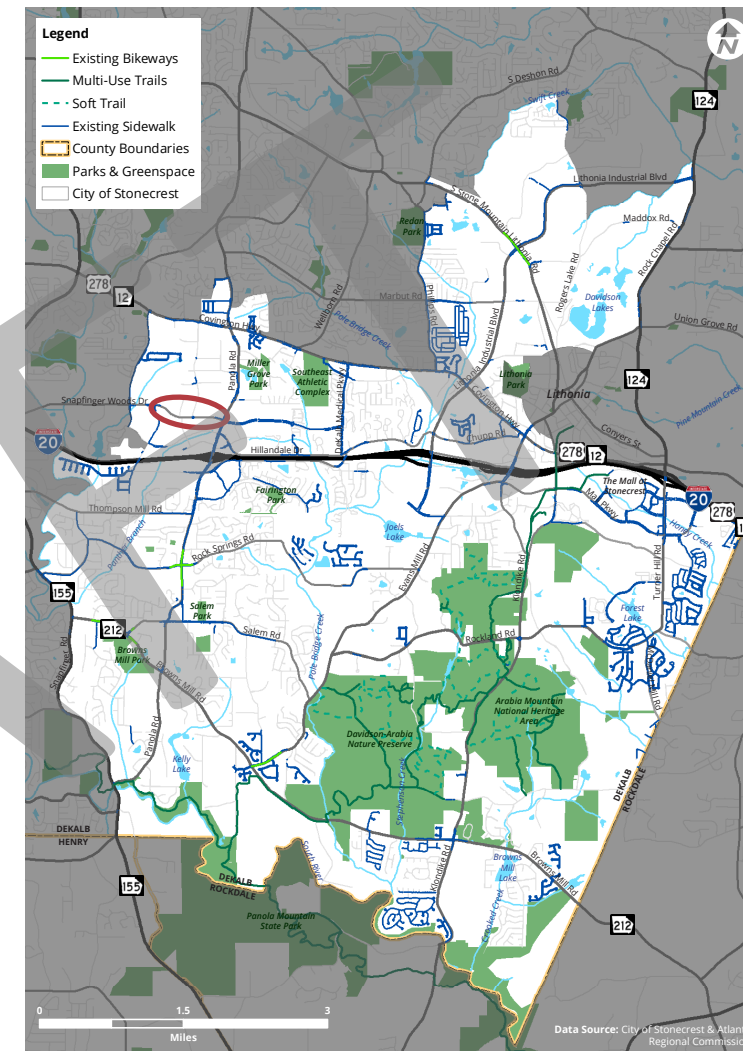
IMPROVING ACCESS TO JOBS

Numerous businesses line this stretch of Snapfinger Woods Drive, including a variety of light industrial, medical, and other office facilities. Providing sidewalk would make it easier for workers to use public transportation to get to and from work.

IMPROVING ACCESS TO PUBLIC TRANSIT

This portion of Snapfinger Woods Drive is served by MARTA Route 111, with several stops along the project extent. Several of these stops are not connected to any sidewalk, making it less safe and less comfortable for people taking public transportation to get to and from the doors of their origin or destination. Desire paths and worn areas can be seen adjacent to bus stops along this segment.

CONTEXT MAP



PROJECT FEATURES

- Improves safety ✓
- Closes gap in trail/sidewalk network ✓
- Improves access to transit ✓
- Connects to other trails or active transportation facilities ✓
- Improves access to essential services ✓
- Improves access to parks and/or schools ✓
- Available public lands ✓

TIMEFRAME

- Short-Term

LENGTH

- 1.28 MILES

KEY DESTINATIONS

- Industrial Area / Job Sites
- MARTA Route 111

ESTIMATED COST

- \$4.5M - \$5.4M

Planning-level cost estimate. Includes design/preliminary engineering, construction, right-of-way, utilities, construction inspection, and contingency. Does not include optional/adjacent proposed projects.

Assumes relocation of multiple utility poles, retaining walls, replacement of trees, crosswalk markings, signs, drainage structures, and ramps at driveways.

POTENTIAL FUNDING

- SPLOST
- TIP



MISSING SIDEWALK AND DESIRE PATHS, WEST OF PANOLA ROAD ON SOUTH SIDE

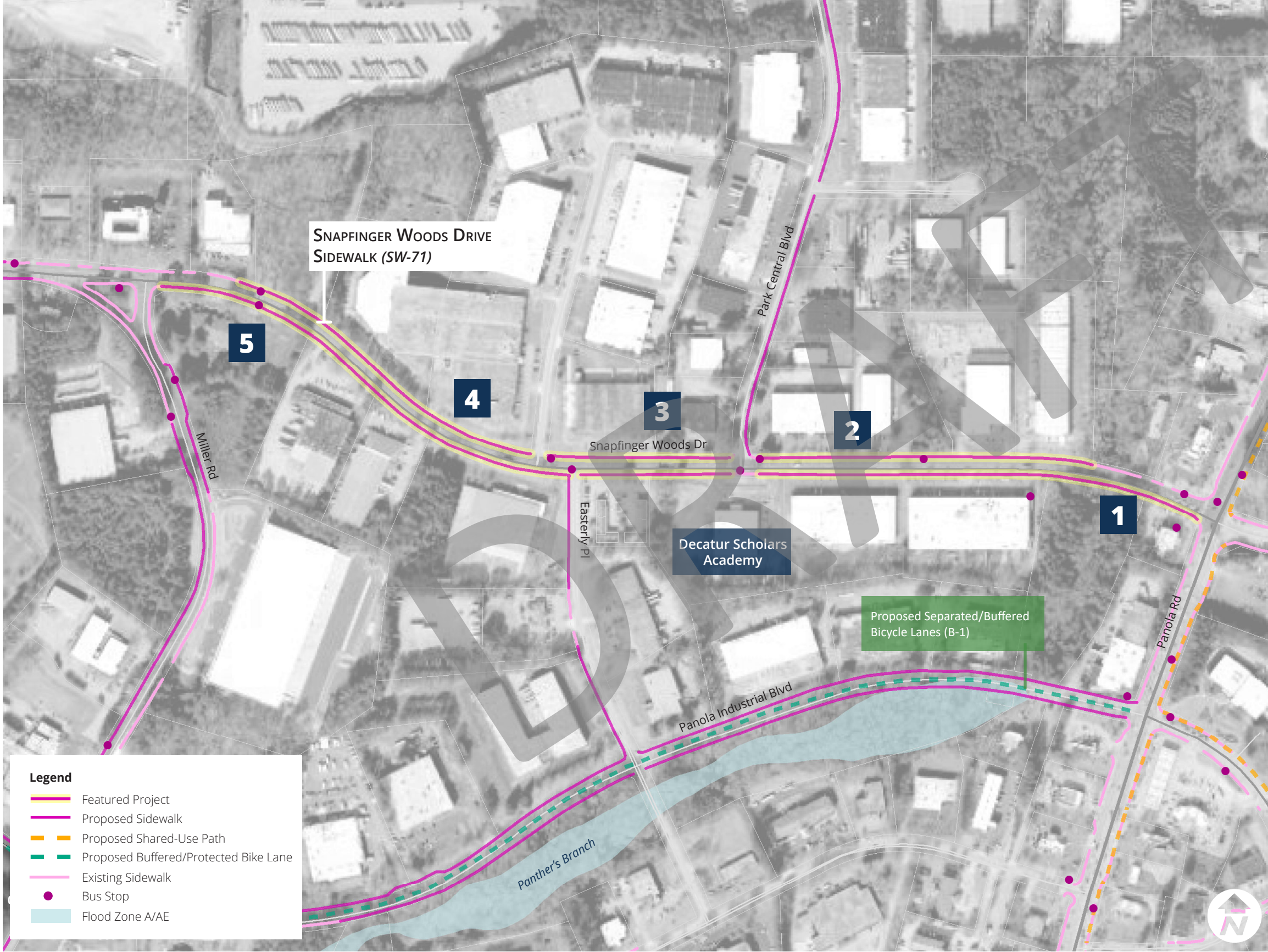


SIDEWALK ENDS JUST WEST OF PANOLA ROAD



BUS STOP WITH NO CONNECTING SIDEWALK OR WAITING AREA

Snapfinger Woods Drive Sidewalk



KEY OBSERVATIONS

- 1** Clear desire paths visible along this stretch of Snapfinger Woods Drive. Some drainage structures may need to be repaired or rebuilt.
- 2** Multiple driveways, trees, and shrubs present in this area. Minor grading may be needed. Some utility poles are placed close to the curb along the north side of the road in this area and may need to be relocated.
- 3** Small clusters of trees line both sides of the road in this area and may need to be replaced to provide shade for pedestrians.
- 4** Minor upward slope and trees lining the north side of the road may require more extensive grading or walls and replacement of trees for shade and screening of businesses.
- 5** Although trees line the south side of the road in this area, sidewalk may be able to be constructed with minimal tree removal given available space between curb and trees.

Turner Hill Road Sidewalk *Segment 2*

SW-77

This project near the City limits would provide roughly 1,800 linear feet of sidewalk on both sides of Turner Hill Road between Stonecrest Parkway and the bridge over I-20. The bridge has sidewalk and while it may seem an uncommon place to walk, people have been observed walking north along Turner Hill Road in this area; a clear desire line can be seen on the west side of Turner Hill Road. MARTA Routes 111 and 115 operate along this stretch of Turner Hill Road, although there are no bus stops within the proposed project extent. The project scored highly in the prioritization exercise, landing it in the top tier of sidewalk projects on non-state routes.

The grade of the slopes on the east side of the road and presence of guardrail may present challenges to constructing sidewalk in this segment, although it appears there is sufficient room. In addition to providing sidewalk along this stretch, consideration will need to be given to providing a signalized pedestrian crossing and marked crosswalk to facilitate access across the I-20 ramps. Coordination with GDOT will be important.

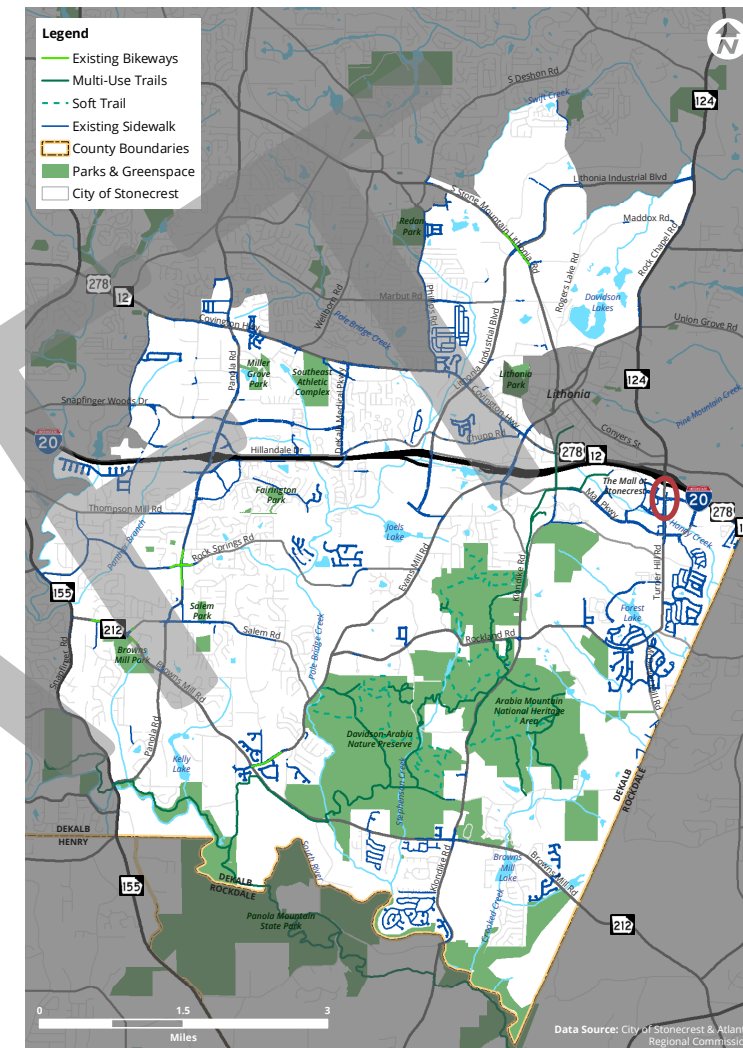
FILLING GAPS IN THE NETWORK

This project would fill a gap in the existing sidewalk between the bridge over I-20 (at the City limit) and extant sidewalk on Stonecrest Parkway.

MEETING DEMAND

This project scored well in the prioritization exercise due to its proximity to transit service, filling gaps in the network, likelihood to improve safety and connecting to key destinations, like the Mall at Stonecrest. Desire lines can be seen along both sides of the road in this area, affirming the need for sidewalk in this location.

CONTEXT MAP



DRAFT



DESIRE PATHS ALONG EAST SIDE OF ROAD



AERIAL VIEW SHOWS DESIRE LINES ON BOTH SIDES OF THE ROAD, ESPECIALLY THE WEST SIDE

PROJECT FEATURES

- Improves safety ✓
- Closes gap in trail/sidewalk network ✓
- Improves access to transit ✓
- Connects to other trails or active transportation facilities ✓
- Improves access to essential services ✓
- Improves access to parks and/or schools ✓
- Available public lands ✓

TIMEFRAME

- Short-Term

LENGTH

- 0.33 MILES

KEY DESTINATIONS

- Mall at Stonecrest
- Walmart
- MARTA Routes 111, 115

ESTIMATED COST

- \$2.3M - \$2.8M

Planning-level cost estimate. Includes design/preliminary engineering, construction, right-of-way, utilities, construction inspection, and contingency. Does not include optional/adjacent proposed projects.

Assumes walls along much of the length of the project, crosswalk markings and signs, plus new pedestrian signals and corresponding phases.

POTENTIAL FUNDING

- SPLOST
- TIP
- GDOT



Turner Hill Road Sidewalk



KEY OBSERVATIONS

- 1** Desire lines can be seen along this portion of the corridor
- 2** Slopes along the east side of the road may present challenges.
- 3** Coordination will be needed with GDOT to enhance and improve crossings of the interstate ramps on both sides of the road.
- 4** Coordination will also be needed with GDOT to tie new sidewalks into existing sidewalks on bridge over I-20.

W. Fairington Parkway Sidewalk

SW-79

This project would fill a roughly 1,200-foot gap in the sidewalk network along the north side of West Fairington Parkway and MARTA Route 117. This project builds upon another sidewalk project located east of here (SW-15), improving connectivity between residential and commercial areas along an important bus route.

The project would help improve access to the Walmart shopping center and other retail shops, banks, and restaurants located along Panola Road. It could also help improve connectivity to any future out-parcels that may be developed in the future along W. Fairington Parkway in front of the Lowe's. There is a MARTA bus stop on the north side of W. Fairington Parkway opposite the eastern entrance to Creekside Corners Apartment Homes at Turnberry Place, which has on average, approximately ten people getting on and off the bus - currently, they have no sidewalk or platform on which to wait. This project scored among the top five sidewalk projects on City streets during the prioritization efforts for the Plan.

There could be opportunities to pair this sidewalk project with enhancements to pedestrian crossings at the unsignalized intersection of W. Fairington Parkway at Panola Road (project ICE-13), which currently has no crosswalk, despite having sidewalks along Panola Road both north and south of W. Fairington Parkway.

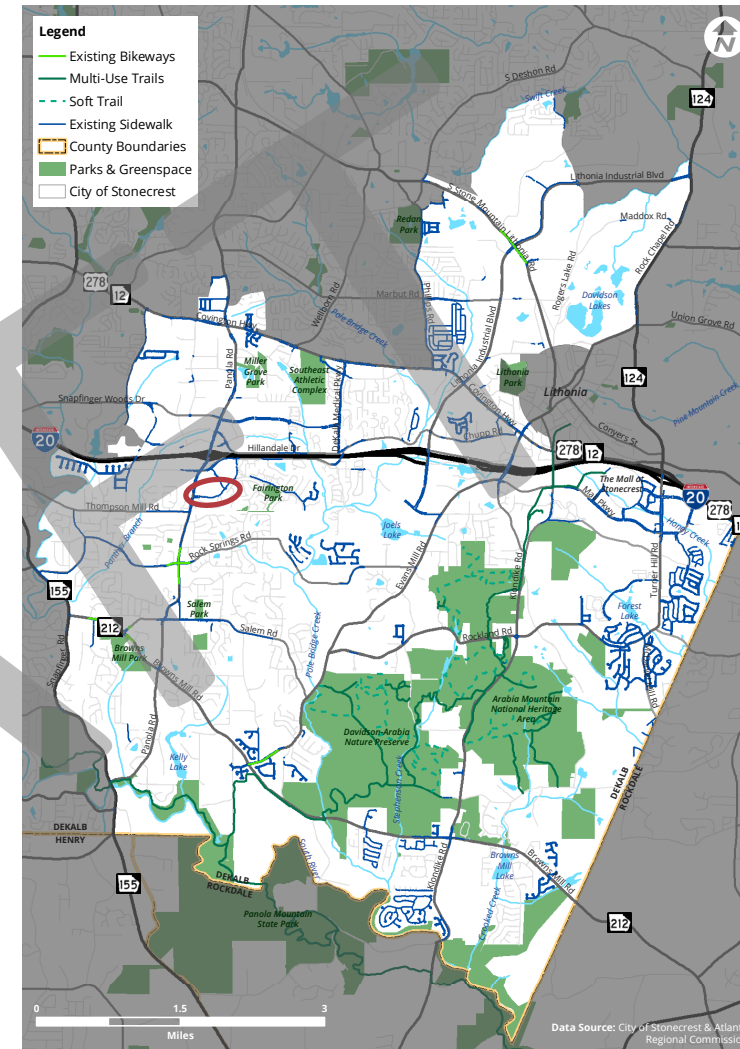
FILLING GAPS IN EXISTING NETWORK

This project would fill a gap in the existing sidewalk network and build upon other priority projects further east. Although the nearest residential property is on the south side of the road, there are houses and transit service along the north side of W. Fairington Parkway and existing segments of sidewalk further east. This project would provide a connection to Panola Road on the same side of the road without forcing pedestrians to walk in the dirt, in the street, or cross the road.

PLANNING FOR THE FUTURE

Although not developed at the time of this plan, there is the possibility that the parcels along the north side of the road between Lowe's and W. Fairington Parkway will develop in the future. Alternatively, if this project is not advanced in the short-term, there could be an opportunity to require the sidewalk be installed as part of future development on this site.

CONTEXT MAP



PROJECT FEATURES

- Improves safety ✓
- Closes gap in trail/sidewalk network ✓
- Improves access to transit ✓
- Connects to other trails or active transportation facilities ✓
- Improves access to essential services ✓
- Improves access to parks and/or schools ✓
- Available public lands ✓

TIMEFRAME

- Short-Term

LENGTH

- 0.23 MILES

KEY DESTINATIONS

- Lowe's / Commercial Shopping
- MARTA Route 116

ESTIMATED COST

- \$320,000 - \$390,000

Planning-level cost estimate. Includes design/preliminary engineering, construction, right-of-way, utilities, construction inspection, and contingency. Does not include optional/adjacent proposed projects.

Assumes some right-of-way acquisition, removal of existing sidewalk, relocation of some utility poles, several driveways, crosswalk markings, signs.

POTENTIAL FUNDING

- SPLOST
- TIP



DESIRE PATHS AND OVERGROWN VEGETATION ALONG NORTH SIDE OF ROAD



W. FAIRINGTON PARKWAY LOOKING WEST, SIDEWALK ENDS ON NORTH SIDE

W. Fairington Parkway Sidewalk



KEY OBSERVATIONS

- 1** Sidewalk on the north side of the road ends and picks up on the south side of the road with no marked crosswalk. Drainage structures may need to be replaced as sidewalk is extended.
- 2** Desire paths can be seen along the road in this area. Overgrown vegetation will likely need to be removed.
- 3** The western portion of the project area generally appears to have sufficient right-of-way

Phillips Road Shared-Use Path

SUP-34

This project would convert existing sidewalk and fill sidewalk gaps with a roughly 1.5-mile shared use path on the east side of Phillips Road, between Covington Highway and the city limits, replacing some existing segments of sidewalk. The project scored very highly during project prioritization exercises due to its connections to public transportation, schools, parks and recreation facilities, as well as its likelihood to improve safety and public support expressed during engagement activities.

While there are some potential minor topographical challenges, there is generally sufficient right-of-way along most of the proposed project length. There may be a need to narrow the shared-use path in some areas due to property constraints and the presence of a sewer line along the east side of the road. The project should likely be paired with intersection improvements at Lithonia High School and Marbut Road. It would connect to a proposed Intersection Crossing Enhancement (ICE-30) and a proposed midblock crossing (RRFB-10), which could be included as part of this project, or designed and constructed separately.

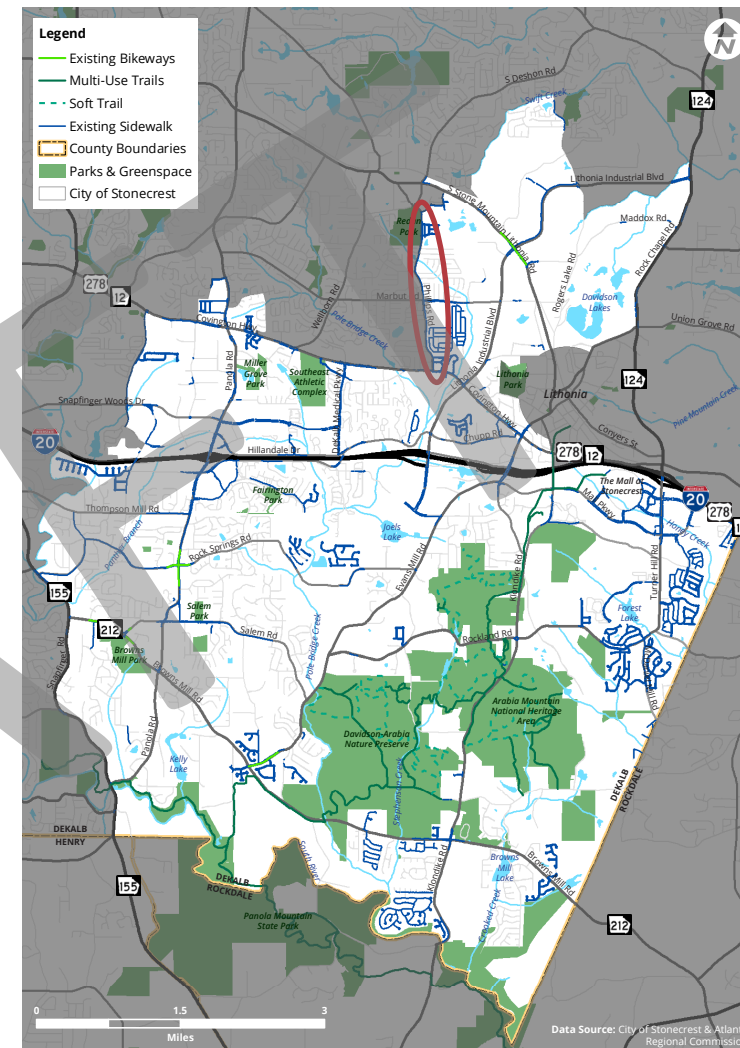
INCREASING ACCESS TO SCHOOLS

A shared-use path along Phillips Road would improve direct access to Lithonia High School, making it easier for students and staff to potentially walk or ride a bike to school, thereby reducing car traffic and improving health.

IMPROVING ACCESS TO RECREATIONAL FACILITIES

In addition to providing improved direct access to the Redan Recreation Center and Park, a shared-use path along Phillips Road would also help neighborhood residents north of Covington Highway better access the Southeast Athletic Complex, by improving north-south connectivity.

CONTEXT MAP



PROJECT FEATURES

- Improves safety ✓
- Closes gap in trail/sidewalk network ✓
- Improves access to transit
- Connects to other trails or active transportation facilities ✓
- Improves access to essential services ✓
- Improves access to parks and/or schools ✓
- Available public lands ✓

TIMEFRAME

- Short-Term

LENGTH

- 1.6 MILES

KEY DESTINATIONS

- Redan Park & Recreation Center
- Lithonia High School

ESTIMATED COST

- \$6.7M - \$8.1M

Planning-level cost estimate. Includes design/preliminary engineering, construction, right-of-way, utilities, construction inspection, and contingency. Does not include optional/adjacent proposed projects.

Assumes some right-of-way acquisition, removal of existing sidewalk, relocation of some utility poles, several driveways, crosswalk markings, signs.

POTENTIAL FUNDING

- SPLOST
- TIP
- GOSP



UTILITY POLES CLOSE TO CURB NEAR STONEBRIDGE CREEK LANE MAY NEED TO BE RELOCATED



OPPORTUNITY TO EXPAND SIDEWALK TO SHARED-USE PATH IN FRONT OF HIGH SCHOOL



OPPORTUNITY TO FILL GAP IN EXISTING NETWORK NEAR PRINCETON RIDGE

Phillips Road Shared-Use Path



KEY OBSERVATIONS

- 1 As the project is built, consider improvements that can be made to the signalized intersection to increase safety and comfort.
- 2 Can help improve connectivity to Covington Highway and access to the Southeast Athletic Complex located to the west, along Covington Highway (just off the map).
- 3 May require utility pole relocation. Houses set far enough back from the curb to accommodate a shared-use path. Consider warning signs and pavement markings to alert turning drivers to potential pedestrians and cyclists.
- 4 Consider including recommended midblock crossing at Lithonia High School (RRFB-10) at the time shared-use path is designed, if it has not already been implemented.
- 5 Consider enhanced intersection crossing treatments at Marbut Rd.
- 6 Slope along east side of the road near creek may require handrail or other barrier.
- 7 Utility poles and boxes along east side of the road may require narrowing the shared-use path or relocation.
- 8 Project ends at City limit, provides access to Redan Park and Redan Recreation Center.

Salem Rd Shared-Use Path (Segment 2)

SUP-42

This project would convert a roughly 0.5-mile segment of sidewalk to a shared-use path on the north side of Salem Road, between Panola Road and Fannin Drive. It is anticipated that this project could be done behind the existing curb and gutter with minimal tree and/or utility relocation. The project would enhance access to Salem Park and Salem Middle School, connecting other existing and proposed segments of sidewalk and multi-use trail. It would set the stage for a larger project along Salem Road that would eventually connect to Browns Mill Recreation Center to the west.

The project scored highly in the project prioritization exercise, placing it in Tier 1 (higher priority) for implementation. Expanding the existing sidewalk to a shared-use path would increase bicycle connectivity and give students options for biking more safely and comfortably to school, thereby improving health and reducing traffic/congestion.

The project would connect to a proposed Intersection Crossing Enhancement (ICE-9), two proposed midblock crossings (RRFB-6 and RRFB-9), and would also eventually connect to another segment of proposed shared-use path along Salem Road (SUP-43). The proposed crossing enhancements could be included as part of this shared-use path project or designed and constructed separately.

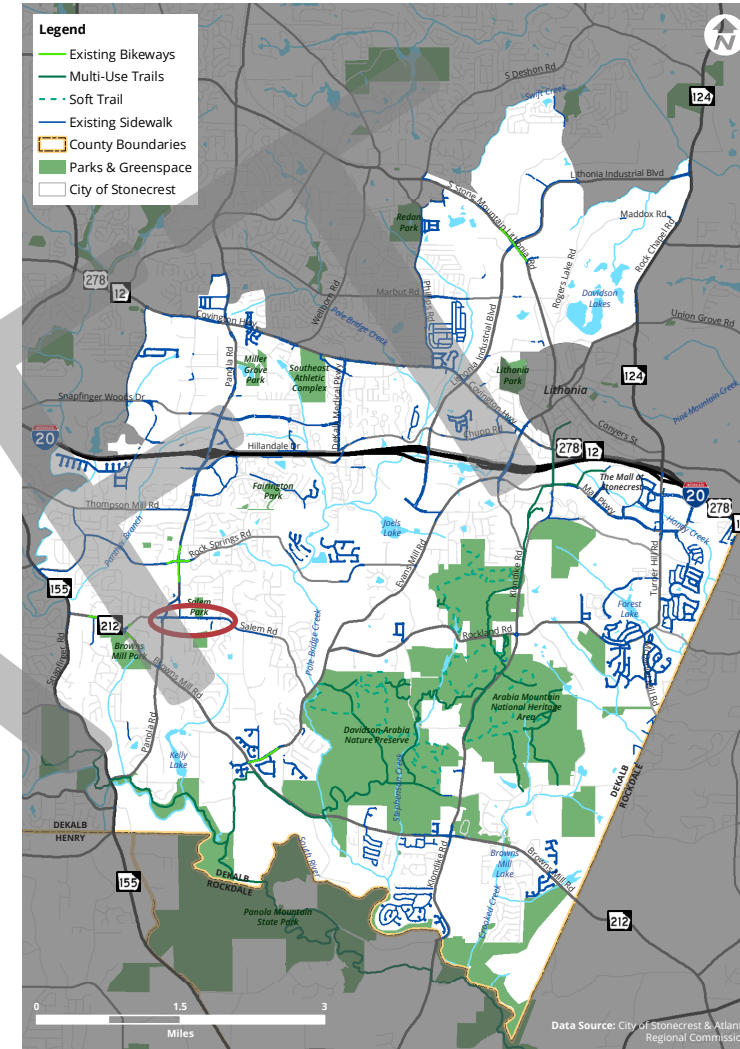
IMPROVING ACCESS TO SCHOOLS

A shared-use path along this portion of Salem Road would provide safer and more comfortable options for residents of neighborhoods both north and south of Salem Road to get to the middle school, especially when paired with an enhanced intersection improvement.

SETTING THE STAGE FOR FUTURE CONNECTIVITY

As one of several segments of shared-use path proposed along Salem Road, this project would help set the stage for east-west connections between Browns Mill Road and the Recreation Center and Evans Mill Road and the Evans Mill Ruins Walking Trail.

CONTEXT MAP



THERE IS GENERALLY SUFFICIENT ROOM TO UPGRADE SIDEWALK TO SHARED-USE PATH



SOME CONSTRAINTS EXIST NEAR PANOLA ROAD

PROJECT FEATURES

- Improves safety ✓
- Closes gap in trail/sidewalk network ✓
- Improves access to transit
- Connects to other trails or active transportation facilities
- Improves access to essential services ✓
- Improves access to parks and/or schools ✓
- Available public lands ✓

TIMEFRAME

- Short-Term

LENGTH

- 0.55 MILES

KEY DESTINATIONS

- Salem Middle School
- Salem Park

ESTIMATED COST

- \$2.7M - \$3.3M

Planning-level cost estimate. Includes design/preliminary engineering, construction, right-of-way, utilities, construction inspection, and contingency. Does not include optional/adjacent proposed projects.

Assumes removal of existing sidewalk, relocation of a few utility poles, new fencing/walls in some areas.

POTENTIAL FUNDING

- SPLOST
- TIP
- GOSP



Salem Road Shared-Use Path



KEY OBSERVATIONS

- 1** A proposed Intersection Crossing Enhancement and Neighborhood Greenway recommended by the Transportation Master Plan could improve connectivity and access between Rock Springs Road and Salem Park/Salem Middle School.
- 2** There appears to be sufficient right-of-way along the north side of Salem Road in this area; some small decorative elements and utility poles may need to be relocated.
- 3** Trees are present close to the road in this area and may need to be designed around or relocated.
- 4** Location of proposed Rectangular Rapid Flashing Beacon (RRFB-6). Consider upgrading the midblock crossing connecting Salem Park to Salem Middle School - either as part of this project or separately.
- 5** Utility work recently completed in the northeast corner of this intersection. Large utility poles supporting overhead wires are present.
- 6** This area has slight slope upward away from road behind curb. A fence and utility poles are also close to the road and may require construction of retaining wall, change in path design, or acquisition of right-of-way.
- 7** A proposed Intersection Crossing Enhancement and future segments of the proposed shared-use path could improve access to Browns Mill Recreation Center and nearby neighborhoods.

Klondike Road Shared-Use Path (Segment 4)

SUP-63

This project would design and construct a 1.5-mile shared-use path along the west side of Klondike Road between South Goddard Road and the South River, at the Rockdale County line. It would provide bicycle access and improve connectivity to the South River Trails from Arabia Mountain High School and Murphey Candler Elementary School, as well as to and between Arabia Mountain Trail and Everett Park. The project scored highly in the project prioritization, in large part because of its ability to improve multimodal safety, connectivity to schools, and community support.

The area is highly residential, but there is generally sufficient right-of-way along the west side of the road. Some utility poles and slight slopes may present challenges. Several complementary projects are recommended that would connect to and support development of this shared-use path and enhance connectivity to nearby schools and recreational facilities. These include SUP-54, SUP-67, and SUP-51, as well as ICE-33, and two sidewalk projects, SW-21 and SW-67.

INCREASING ACCESS TO SCHOOLS

A shared-use path along this portion of Klondike Road would greatly improve access and connectivity to two schools, providing a direct connection from nearby neighborhoods. It would also allow students to more safely access nearby recreation opportunities along the South River.

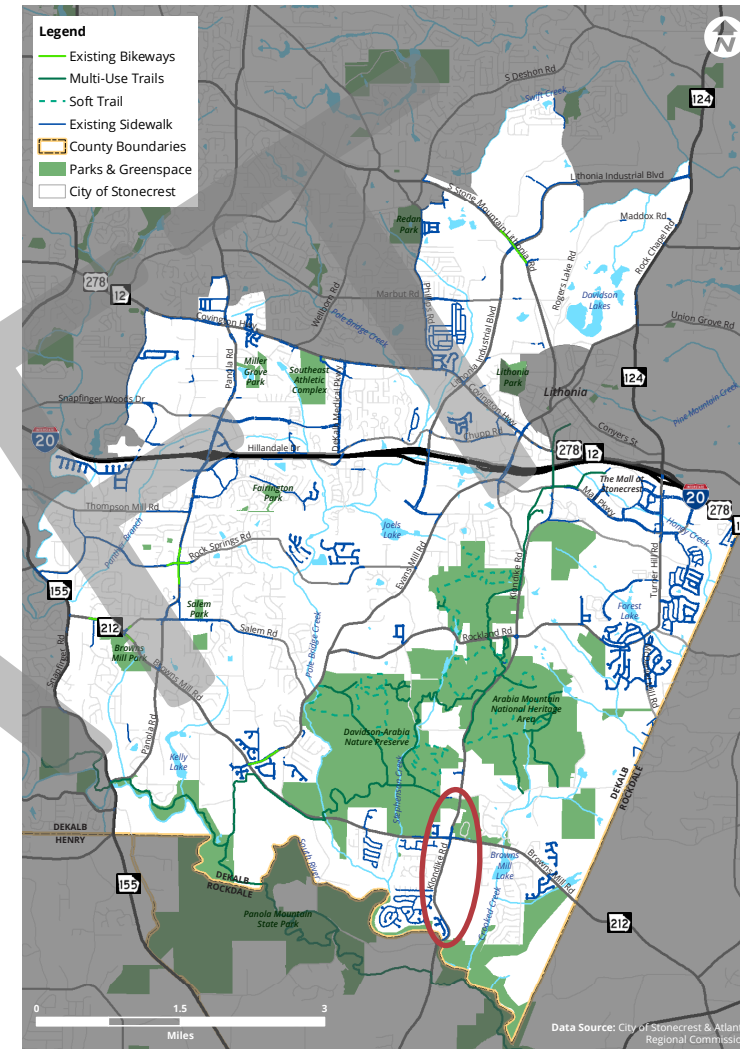
ENHANCING RECREATIONAL OPPORTUNITIES

In addition to improving access to schools, this project would expand access to parks and recreational facilities, such as Davidson Arabia Mountain Nature Preserve, Everett Park and the South River Trails. It would also expand regional connections, providing a link between Rockdale County and the City of Stonecrest.

SETTING THE STAGE

While there are other recreational and transportation trails in the area, there is currently no multimodal north-south connection between the Arabia Mountain National Heritage Area and the South River east of Stephenson Creek. This project could be the first to link these areas, setting the stage for future proposed improvements and an extension of the Arabia Mountain PATH Trail along Klondike Road.

CONTEXT MAP



KLONDIKE ROAD NEAR S GODDARD ROAD



MISSING CONNECTION BETWEEN RAMP AND SIDEWALK AT COVINGTON HIGHWAY

PROJECT FEATURES

- Improves safety ✓
- Closes gap in trail/sidewalk network ✓
- Improves access to transit
- Connects to other trails or active transportation facilities ✓
- Improves access to essential services
- Improves access to parks and/or schools ✓
- Available public lands ✓

TIMEFRAME

- Short-Term

LENGTH

- 1.55 MILES

KEY DESTINATIONS

- Arabia Mountain H.S.
- Murphey Candler E.S.
- South River Trails
- Everett Park

ESTIMATED COST

- \$5.9M - \$7.1M

Planning-level cost estimate. Includes design/preliminary engineering, construction, right-of-way, utilities, construction inspection, and contingency. Does not include optional/adjacent proposed projects.

Some segments without curb and gutter, assumes will require relocation of a few utility poles, crosswalk markings, signs, drainage structures, and ramps at driveways.

POTENTIAL FUNDING

- SPLOST
- TIP
- Recreational Trails Program
- GOSP



Klondike Road Shared-Use Path



KEY OBSERVATIONS

- 1** Project will improve connectivity and access to existing parks and greenspace, with a direct connection to two schools and the Arabia Mountain Path via South Goddard Road. There is an opportunity to pair this project with Intersection Crossing Enhancements at South Goddard Road as well.
- 2** Opportunity to implement proposed Intersection Crossing Enhancement at Browns Mill Road intersection, either as part of this project or in the future. Although the intersection was recently updated, there is evidence of broken curb ramps in the southwest corner.
- 3** It appears there is sufficient right of way along the west side of the road, although a few utility poles may need to be relocated.
- 4** Some slopes alongside the road and more limited right-of-way in this area.
- 5** Slight upward slope through overhead utility line easement may require retaining walls.
- 6** Large metal utility pole just south of Ariaal Drive, may present challenges, however, the right-turn acceleration lane from the subdivision entrance may be able to be re-purposed for the shared-use path to avoid having to relocate the pole.
- 7** Gentle slope and tree line may require additional grading, retaining walls, and re-vegetation to provide sufficient screening from homes along the west side of Klondike Road in this area.
- 8** Opportunity to improve access to Everett Park in this area. Consider an additional midblock road crossing

Ottawa Trail Neighborhood Greenway

NG-3

This project would design and construct a neighborhood greenway along a roughly three-quarters-mile segment of low-volume, low-speed residential streets between Rock Springs Road and Fairington Parkway. It would follow Ottawa Trail and Phillip Bradley Drive, connecting Fairington Park, proposed shared-use paths, and several neighborhoods. This relatively low-cost project could be accomplished through primarily striping (pavement markings) and signage.

Several complementary projects are recommended that would connect to and support development of this neighborhood greenway. These include sidewalk projects (SW-38), Cul-de-Sac connectors (CONN-1 and CONN-2), as well as Intersection Crossing Enhancements (ICE-17), a Rectangular Rapid Flashing Beacon (RRFB-12), and shared-use path projects along Rock Springs Road (SUP-36 and SUP-37).

INCREASING ACCESS TO ESSENTIAL SERVICES

This project would provide enhanced access to Walmart and other stores along Fairington Parkway, as well as make it easier and quicker for neighborhood residents to access bus service along Fairington Parkway.

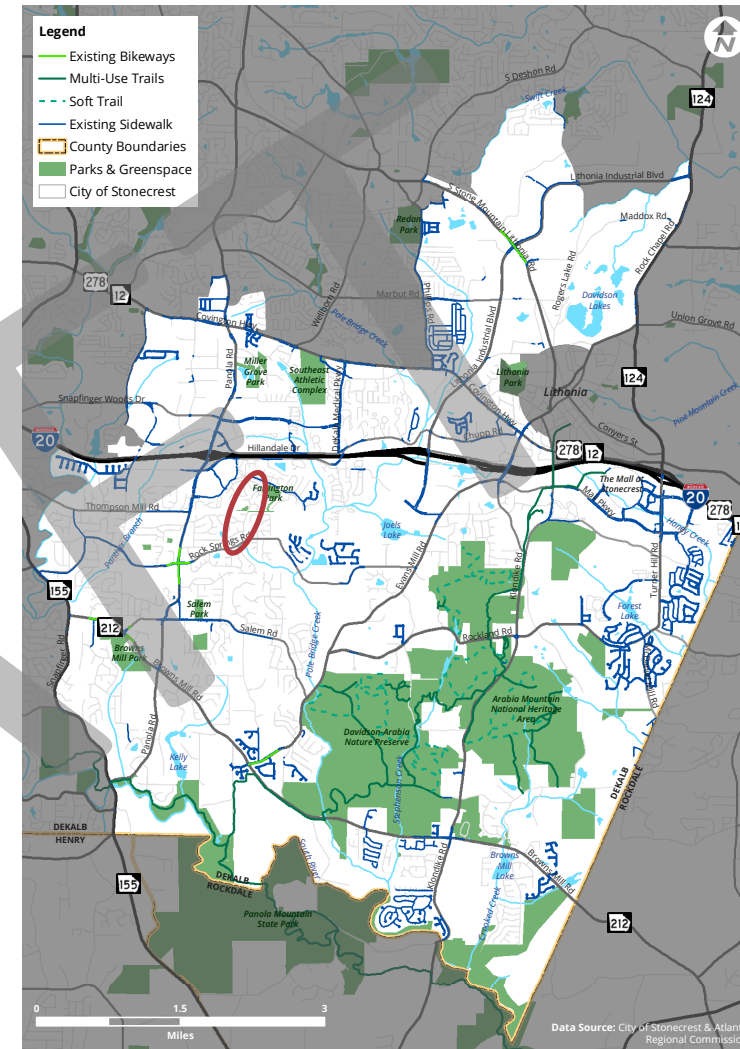
IMPROVING NEIGHBORHOOD CONNECTIVITY

Along with other proposed projects in the area, such as cul-de-sac connectors (to Highland Park Circle and Aberdeen Way) and shared-use paths, this neighborhood greenway would make it easier, safer, and more convenient for people to bike and walk to neighborhood destinations, reducing the likelihood of driving short distances. In turn, this could have positive impacts on environmental and community health.

IMPROVING TRAVEL OPTIONS TO SCHOOL

This project would also give students in the surrounding neighborhood a safer and more comfortable option for getting to Fairington Elementary School. Likewise, paired with the proposed shared-use path on Rock Springs Road and another Neighborhood Greenway along Brisbane Way and Fannin Drive, it would provide a safer and more comfortable option for students to bike to Salem Middle School in lower stress conditions.

CONTEXT MAP



A LOW SPEED, LOW VOLUME STREET IS SUITABLE FOR A NEIGHBORHOOD GREENWAY



OPPORTUNITY TO IMPROVE ACCESS TO FAIRINGTON PARK

PROJECT FEATURES

- Improves safety ✓
- Closes gap in trail/sidewalk network
- Improves access to transit ✓
- Connects to other trails or active transportation facilities ✓
- Improves access to essential services
- Improves access to parks and/or schools ✓
- Available public lands ✓

TIMEFRAME

- Short-Term

LENGTH

- 0.73 MILES

KEY DESTINATIONS

- Fairington Park
- Fairington Elementary School

ESTIMATED COST

- \$50,000 - \$60,000

Planning-level cost estimate. Includes design/preliminary engineering, construction, right-of-way, utilities, construction inspection, and contingency. Does not include optional/adjacent proposed projects.

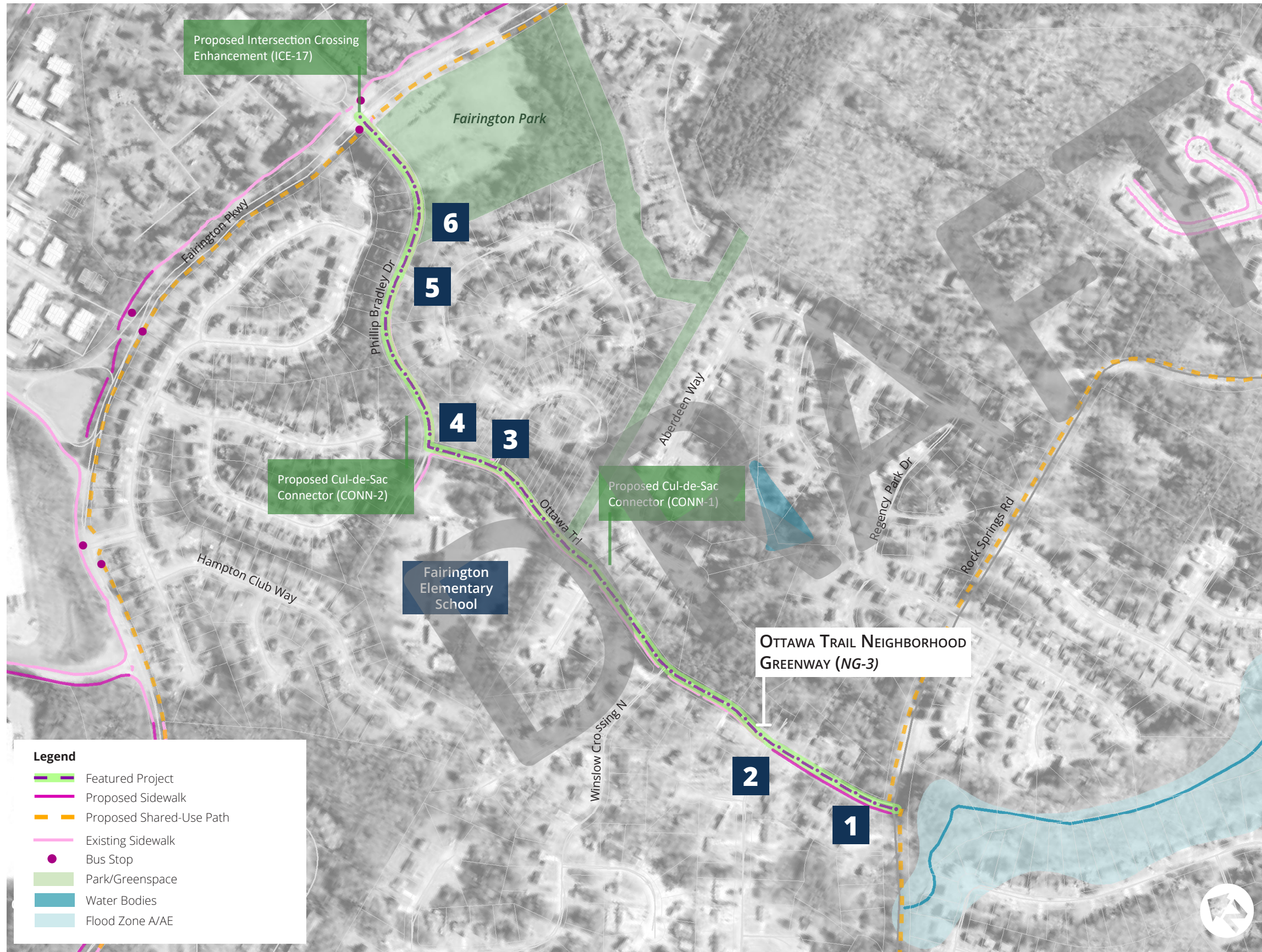
Assumes relocation of a few utility poles, crosswalk markings, signs, drainage structures, and ramps at driveways.

POTENTIAL FUNDING

- SPLOST
- TIP
-



Ottawa Trail Neighborhood Greenway



KEY OBSERVATIONS

- 1** Low-volume, low-speed residential street lends itself to shared-lane markings.
- 2** Consider pavement markings and signage through stop-controlled intersection at Winslow Crossing.
- 3** Consider pavement markings and signage through stop controlled intersection at Fair Creek Way.
- 4** Consider restriping existing crosswalk when implementing intersection treatments at Phillip Bradley Drive
- 5** Opportunity to improve existing crosswalk and curb ramps at Phillips Way.
- 6** Improves bicycle access to Fairington Park via pathway to Phillip Bradley Drive.