CITY OF STONECREST
TRANSPORTATION
MASTER PLAN

DRAFT

City of Stonecrest Transportation Master Plan

August 2020

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Prepared for:

Prepared by:

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I. Project Overview & Existing Conditions

Project Overview

Project Purpose

The City of Stonecrest's Transportation Master Plan (TMP) is a framework to guide the City's transportation investment decisions over a 30-year planning horizon. The TMP includes a comprehensive set of transportation policies and projects to address driving, walking, biking, and transit. Improvements to the transportation system are prioritized as short-term, intermediate or long-term needs. The plan provides solutions to address the City's transportation issues and identify potential funding sources for projects.

Project Goals

Improve Connectivity for Live, Work and Play

Develop multi-modal transportation solutions that provide seamless connectivity for residents and visitors to access jobs and other activities.

Reduce Traffic Congestion

Enhance traffic capacity and travel flow along major roadways.

Enhance Biking and Walking Access

Identify bicycle and pedestrian infrastructure improvements that provide greater access to transit and recreational areas.

Increase Travel Safety

Incorporate design treatments and policy measures to increase mobility and safety.

Project Timeline

September 2019	October 2019 — December 2019	January 2020 — February 2020	March 2020 — April 2020	May 2020	June 2020
Collect and review existing data and plans	Conduct concentrated public and stakeholder involvement to identify project needs	Assess transportation needs	Develop a draft list of recommended projects	Conduct concentrated public and stakeholder involvement to present draft recommendations and obtain feedback on project list and funding priorities	Publish final Transportation Master Plan

Existing Conditions

A thorough analysis of existing conditions in the City of Stonecrest was completed as technical input for the needs assessment. The existing conditions analysis included a detailed review of previous studies, as well as an assessment of existing transportation data.

Review of Previous Studies

Relevant transportation plans and recommendations were collected and reviewed from previous and current studies that impact the City of Stonecrest. The following studies include:

- The City of Stonecrest Comprehensive Plan 2038 (2019)
- The City of Stonecrest 2019 Pavement Management Analysis Report (2019)
- DeKalb County Parks and Recreation Strategic Plan (2000)
- Stonecrest Livable Centers Initiative (LCI) Plan (2013)
- DeKalb County 2035 Comprehensive Plan (2017)
- Stonecrest Area Overlay District (2020)
- DeKalb County 2014 Transportation Plan (2014)
- DeKalb County Transit Master Plan (2019)
- Atlanta Regional Commission's Regional Transportation Plan (2019)
- DeKalb County Industrial Land and Economic Study (2016)
- I-20 East Transit Oriented Development (TOD) Community Plan (2019)

Roadway Conditions

Roadway Laneage

Most of the roadways in the City of Stonecrest are two-lane roads. Four-lane roads are found mainly in northern Stonecrest in areas near Interstate 20 (I-20). These roadways include US 278 (Covington Highway), SR 124 (Turner Hill Road), SR 155 (Snapfinger Road) Lithonia Industrial Boulevard, Mall Parkway, Snapfinger Woods Drive, Panola Industrial Boulevard, and Panola Road. I-20 is the only roadway in Stonecrest with six or more travel lanes.

Functional Classification

The functional classification of roadways within the City consists of interstate highways and arterial roadways including I-20, SR 155 (Snapfinger Road), SR 124 (Turner Hill Road), US 278 (Covington Highway), Evans Mill Road, Panola Road, and SR 121 (Browns Mill Road). Local roads primarily exist in residential subdivisions within the city. Collector roads in the city include Rock Springs Road, Salem Road, Thompson Mill Road, Snapfinger Woods Drive, and Mall Parkway.

Traffic Congestion

An analysis of existing roadway congestion in both the AM and PM peak periods was conducted to determine existing (2017) and projected (2040) congestion patterns. Roadway congestion was measured through Level of Service (LOS). LOS is interpreted from little-to-no congestion up to gridlock congestion in order from A to F. An LOS between A and C designates ideal conditions and D is considered to be acceptable in many urban areas. An LOS of E or F represents failing conditions that are in need of planned improvements. Roadways found to have notable congestion based on LOS for AM and PM peak periods for 2017 and projected for year 2040 are shown in Figures 1-1 through 1-4.

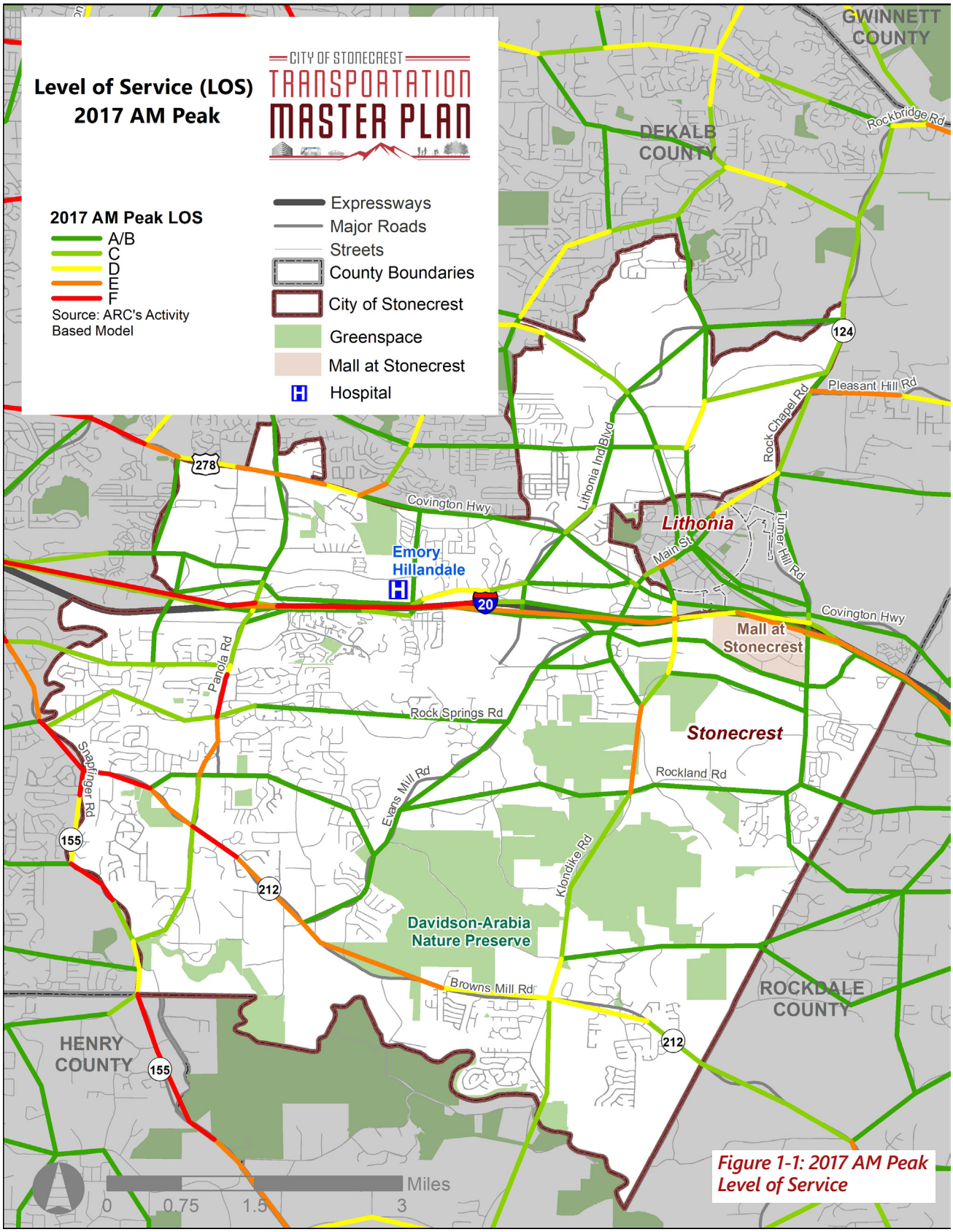

Figure 1-1: 2017 AM Peak Level of Service

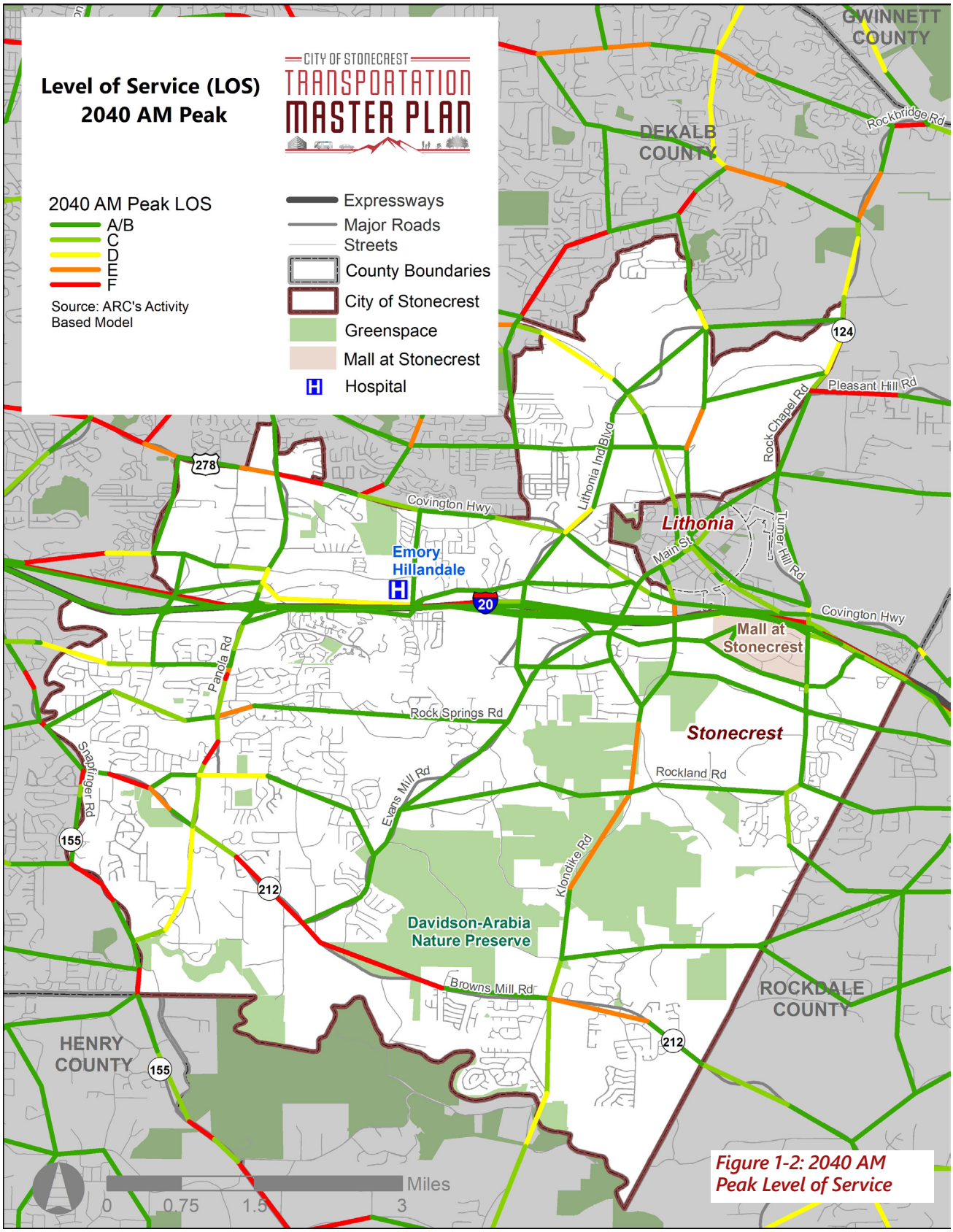

Figure 1-2: 2040 AM Peak Level of Service

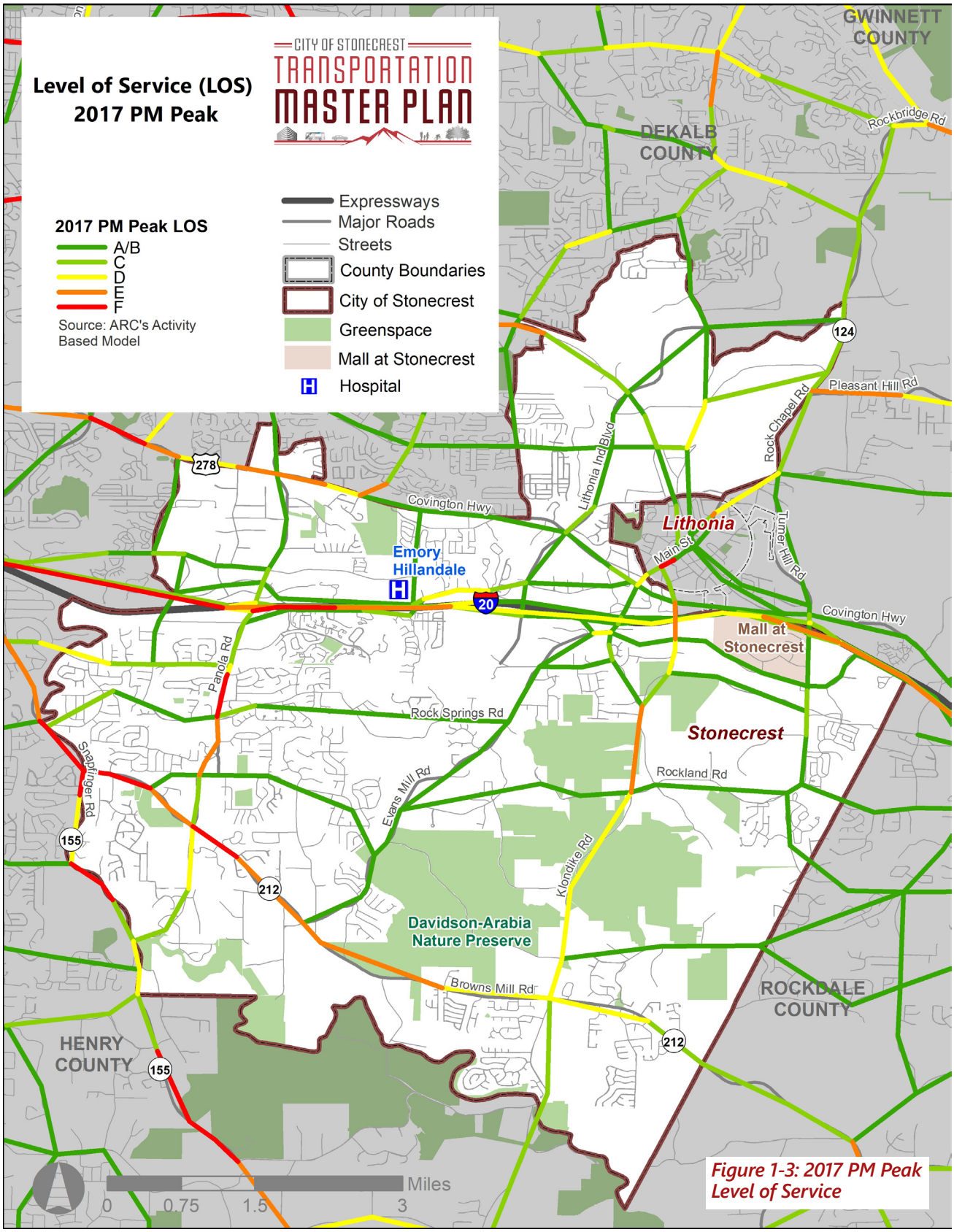

Figure 1-3: 2017 PM Peak Level of Service

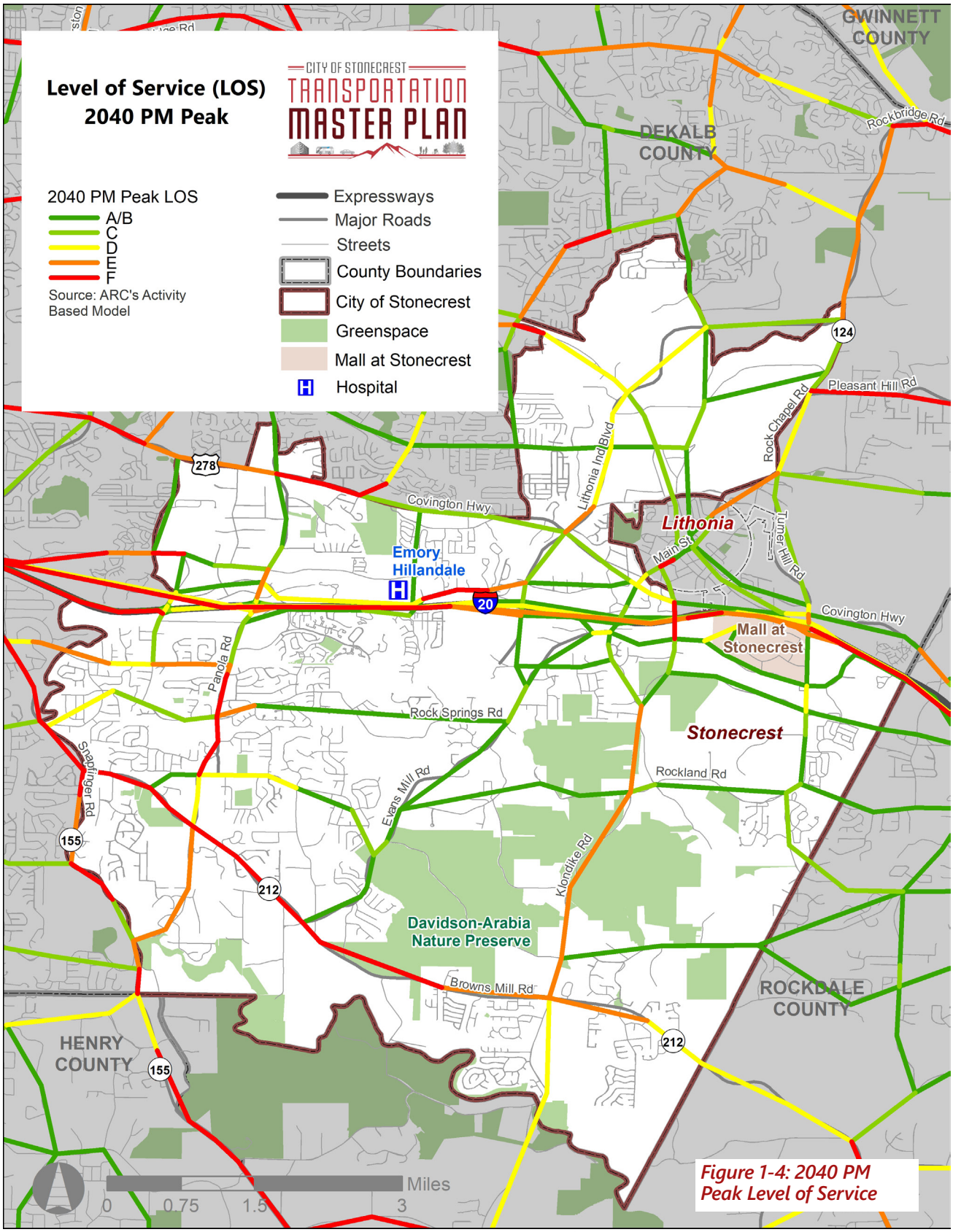

Figure 1-4: 2040 PM Peak Level of Service

Bridge Conditions

Bridges are classified based upon sufficiency ratings and classified into three groups. Bridges with sufficiency ratings of 50 or less are eligible for federal funds for bridge replacement. There are no bridges in the City in this category. The next category of sufficiency ratings between 50 and 80 are also eligible for federal bridge replacement funding. There are nine bridges in this category, detailed in Table 1-1. No bridges in the City are classified as being in poor condition. Bridges with sufficiency ratings above 80 are generally considered to be in good condition and are not identified as potential bridge improvement needs.

Table 1-1: Bridges within the City of Stonecrest (National Bridge Inventory)

Facility Carried	Feature Crossed	Sufficiency Rating	Condition
Evans Mill Road	Pole Bridge Creek	59.4	Fair
Panola Road	I-20 East	68.2	Fair
I-20 East	Pole Bridge Creek	69.5	Fair
Fairington Road	I-20	69.8	Fair
Thompson Mill Road	Snapfinger Mill Road	70.7	Fair
Turner Hill Road	Honey Creek	74.7	Good
I-20 East	Pole Bridge Creek Tributary	75.5	Good
Hillvale Road	Pole Bridge Creek	75.6	Fair
SR 124 (Rock Chapel Road)	Swift Creek	77.1	Good
Covington Highway	Pole Bridge Creek	80.7	Good
Lithonia Industrial Boulevard	I-20 East	81	Good
Miller Road	I-20 East	81.1	Fair
Covington Highway	Swift Creek	81.8	Good
Fairington Drive	Pole Bridge Creek	82.3	Fair
Snapfinger Road	Snapfinger Creek	82.9	Fair
I-20 East	Snapfinger Creek	83	Fair
Turner Hill Road	I-20 East	88.1	Fair
Rock Springs Road	Snapfinger Creek Tributary	92.4	Good
White Circle Road	South River Tributary	92.4	Good
Turner Hill Road	Forest Lake Branch	92.5	Fair
I-20 East Ramp	Pole Bridge Creek	95.2	Good
Rock Springs Road	Pole Bridge Creek	95.4	Fair
Rockland Road	Honey Creek	96.3	Good
Browns Mill Road	Pole Bridge Creek	96.4	Good
Hillandale Drive	Pole Bridge Creek	96.8	Good
Hillandale Road	Pole Bridge Creek Tributary	98.3	Good

Planned and Programmed Improvements

Planned and programmed improvements are divided into three major categories – programmed, planned, and aspirational projects. Programmed projects have secured funding and are anticipated to be delivered in the near-term. Planned projects are listed in the ARC's Regional Transportation Plan (RTP) as long-range but within fiscally constrained future funding limits. Aspirational projects are long-range 'wish-list' projects with no current designated funding. All projects have been detailed in Table 1-2.

Table 1-2: Planned and Programed Improvements (Atlanta Regional Commission RTP)

Project ID	Status	Project Name	Extents	Project Type
DK-AR-242	Programmed	Panola Road: Segment 3 Operations Improvements - Includes I-20 Interchange	From Fairington Road to Snapfinger Woods Drive	Roadway/General Purpose Capacity
AR-ML-510	Programmed	I-20 East Express Lanes	From I-285 East to SR 124 (Turner Hill Road)	Roadway/Express Lanes
DK-330	Programmed	Turner Hill Road Widening	From Mall Parkway to 1500 feet west of McDaniel Mill Road - Design Phase will include access management plan	Roadway/General Purpose Capacity
RO-237	Programmed	Klondike Road Intersection Realignment	At McDaniel Mill Road	Roadway/ Operations & Safety
HE-198	Programmed	Panola Mountain Greenway Trail	From Austin Middle School to Fairview Library	Last Mile Connectivity/ Sidepaths and Trails
ASP-HE-188	Aspirational	SR 155 (McDonough Road) Widening	Panola Road to Kelleytown Road	Roadway/General Purpose Capacity
ASP-RO-138A	Aspirational	SR 138 (Stockbridge Highway)	East Fairview Road to Ebenezer Road/Stanton Road	Roadway/General Purpose Capacity
ASP-DK-395	Aspirational	SR 212 (Browns Mill Road) Widening	SR 155 (Snapfinger Road) to SR 138	Roadway/General Purpose Capacity
DK-065A	Planned	Panola Road: Segment 1 Operation Improvements	From SR 155 (Snapfinger Road) to SR 212 (Browns Mill Road)	Roadway/ Operations & Safety
DK-327A	Planned	Hayden Quarry Road/Sigman Road Extension - New Alignment	From Turner Hill Road in DeKalb County to Rockdale County Line	Roadway/General Purpose Capacity
ASP-RO-235A	Aspirational	Sigman Road Extension/Hayden Quarry Road - New Alignment	From DeKalb County Line to I-20 at Sigman Road	Roadway/General Purpose Capacity
ASP-RO-214	Aspirational	SR 212 (Browns Mill Road) Widening	SR 155 (Snapfinger Road) to SR 138	Roadway/General Purpose Capacity

Project ID	Status	Project Name	Extents	Project Type
ASP-AR-407	Aspirational	I-20 East Heavy Rail - Phase 2	Wesley Chapel Road to Stonecrest Mall	Transit
ASP-DK-380	Aspirational	I-20 East Collector -Distributor Lanes	Evans Mill Road to Columbia Drive	Roadway/General Purpose Capacity
ASP-DK-391	Aspirational	SR 124 (Rock Chapel Road) Widening	Stephenson Road to Rockbridge Road	Roadway/General Purpose Capacity
DK-328B	Planned	Lithonia Industrial Boulevard Extension: Phase IV - New Alignment	From Woodrow Road to Evans Mill Road	Roadway/General Purpose Capacity

Travel Trends

A travel trend analysis was conducted to identify origins and destinations and understand current travel patterns within the City of Stonecrest, as well external trips to and from the Atlanta region. The City's study area was segmented into travel market segments to gain insight into current travel desires and needs. The key travel trends include significant internal and external commuting trips within the City and to/from surrounding communities in the region (downtown/midtown Atlanta, DeKalb County and Rockdale County)

Transit Conditions

Existing transit service in the City of Stonecrest, shown in Tables 1-3 and 1-4, is limited to the northern portion of Stonecrest adjacent to I-20 and northward, including five MARTA routes and three GRTA express routes.

Table 1-3: Existing MARTA Service Routes

MARTA Route #	Route Name	From	To	Major Roadways Served
Rt. 86	Fairington Road	Stonecrest Mall	Kensington Station	Mall Parkway, Hillandale Drive, Fairington Road, Minola Drive, Miller Road
Rt. 111	Snapfinger Woods	Stonecrest Mall	Indian Creek Station	Mall Parkway, Turner Hill Drive, Covington Highway, Chupp Road, Hillandale Drive, Snapfinger Woods Drive
Rt. 115	Covington Highway	Stonecrest Mall	Kensington Station	Mall Parkway, Turner Hill Drive, Covington Highway
Rt. 116	Redan Road	Stonecrest Mall	Indian Creek Station	Mall Parkway, Evans Mill Road, Main Street, Stone Mountain Lithonia Road
Rt. 117	Rockbridge Road/ Panola Road	Fairington Parkway	Avondale Station	Fairington Parkway, Panola Road, Minola Drive, Walmart Drive

Table 1-4: Existing GRTA Xpress Routes

MARTA Route #	Route Name	From	To	Major Roadways Served
Rt. 423	East Conyers/ West Conyers/Panola Road to Midtown	East Conyers Park & Ride	Civic Center & Arts Center MARTA station	I-20 East (stop at Panola Road Park & Ride)
Rt. 426	East Conyers/West Conyers/Panola Road to Downtown	East Conyers Park & Ride	Civic Center MARTA station	I-20 East (stop at Panola Road Park & Ride)
Rt. 428	West Conyers/ Panola to Perimeter Center	West Conyers Park and Ride	Dunwoody & Medical Center MARTA Station	I-20 East (stop at Panola Road Park & Ride)

Bicycle & Pedestrian Conditions

Existing bicycle and pedestrian facilities in the City were inventoried and analyzed to determine the availability and need for additional facilities to connect residents with businesses and recreational activities.

A street network effectivity analysis was conducted and identifies the existing streets that connect to other streets (i.e. those that are not cul-de-sacs or loop roads). Within the City of Stonecrest, approximately 45% of the total street network can be considered "effective". High crash hotspot locations were also identified within the City with pedestrian crashes mainly found adjacent to the on- and off-ramps to I-20.

The City of Stonecrest has a wide array of community facilities, including parks, recreational facilities, libraries and schools. Providing consistent, safe, and comfortable multimodal connections to all community facilities will be critical for the economic and personal health of the community. Stonecrest has a robust trail facilities with the Arabia Mountain PATH and the South River PATH, which are the only bicycle facilities within the City.

Only 20% of the streets within the City of Stonecrest have sidewalks, with a majority of these streets being internal to residential developments. Outside of these areas, there are a limited number of sidewalk facilities. Most sidewalks are clustered around Stonecrest Mall and the intersection of Panola Road and I-20.

Bicycle and pedestrian facilities have evolved from serving as "alternative transportation" facilities to filling a critical need in communities' transportation networks. Bicyclists have varying levels of tolerance for the stress created by the volume, speed and proximity of adjacent traffic. This may vary by time of day or trip purpose, and it may evolve over time with bicycling experience. To quantify bicyclist's comfort in Stonecrest, a Level of Traffic Stress (LTS) analysis was performed as displayed in Table 1-5.

Table 1-5: Level of Traffic Stress

Score	Qualitative Assessment	Quantitative Assessment	City of Stonecrest Street Example
LTS 1	Level of stress tolerable by most children, requiring minimal attention of cyclists	• Low speeds (25 mph or less) on local roads with only one travel lane in each direction • Greenways and trails	• Great Meadows Road • Woodrow Road • Trails within Arabia Mountain
LTS 2	Appropriate riding conditions for the mainstream adult population	• Lower speed (30 mph or less) on local roads with only one travel lane in each direction • Low speeds (25mph or less) on collector or arterial roads with only one travel lane in each direction	• Sandstone Shores Drive • Shire Drive • Chupp Road
LTS 3	Well-suited for the enthusiastic rider that is confident in his/her riding abilities, but still prefers separated facilities	• 35 mph or less on roads with only one travel lane in each direction • 25 mph or less on roads wtih 4-5 lanes	• Panola Road • Fairington Parkway
LTS 4	Only tolerated by riders who may be classified as "strong and fearless"	• 2-3 lanes and speeds between 35-55mph • 4-5 lanes and speeds between 30-55mph	• Rock Springs Road • Salem Road • Klondike Road
LTS 5	Not appropriate conditions for bicycle traffic	• Speeds greater than or equal to 55mph • Roads classified as US interstate or freeways	• I-20 • Browns Mill Road

II. Summary of Key Transportation Needs

Summary of Key Transportation Needs

Community and Stakeholder Outreach

The objective of the Stonecrest TMP public engagement strategy was to seek out a broad audience of residents and stakeholders to engage and extend an opportunity to participate in the planning process and receive up-to-date information regarding the TMP. A Public Involvement Plan (PIP) was developed that outlined a clear strategy, objectives, and a variety of methods of community engagement activities to reach a large and diverse public that ensured input was gathered and information was disseminated. The TMP outreach team engaged community members and stakeholders with an emphasis on soliciting active community participation. The following outreach materials and activities were included in the process:

Outreach Materials

- Fact Sheets/FAQs
- Online Survey
- Project Webpage

Outreach Activities

- Stakeholder Interviews/Focus Groups
- Community Pop-Up Events
- Virtual Transportation Summit

Figure 2-1: Community Engagement at Stonecrest Fest

Figure 2-2: Community Pop-Up at Stonecrest Mall

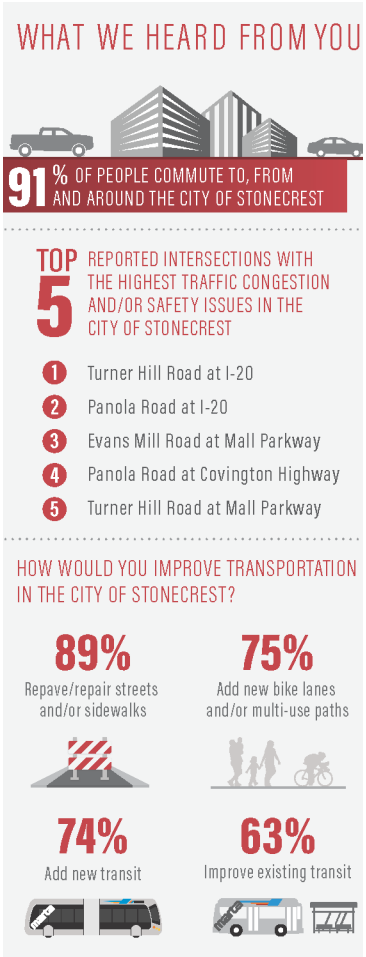

Figure 2-3: Online Survey Results

Common Themes from Community and Stakeholder Input

The following summarizes the common themes from input received regarding transportation needs from the community and stakeholders:

- Address potholes and repaving needs throughout the City of Stonecrest
- Increase biking and walking access to neighborhoods, commercial and recreational areas
- Increased multi-modal connectivity within the City of Stonecrest
- Implement more sidewalks and bike paths
- Address traffic congestion and safety at critical intersections
- Transportation investment to support future land uses and mixed-use development
- Address safety at major intersections and with increased street lighting
- Better accessibility to existing transit for seniors
- Extend existing and add new bus routes
- New high capacity transit connections to downtown Atlanta and the airport
- Increase operational efficiencies with signal timing at major intersections

Key Roadway Needs

Roadway conditions and traffic congestion will continue to worsen along major corridors in the City of Stonecrest. With the primary mode of travel being auto and most commuting patterns occurring within the City and surrounding communities, improvements to the roadway network will be needed. The following presents a summary of roadway needs and opportunities:

- Intersection and operational improvements will increase efficiency and address safety issues
- Roadway improvements should be coordinated with other multi-modal improvements
- Roadway improvements should address more efficient movements of both passenger and freight traffic

Key Transit Needs

Existing transit services are provided by MARTA and Xpress in the City of Stonecrest for local circulation, as well as regional commuting trips. Most of the transit service is east-west oriented and concentrated in the northern section of the City along and adjacent to I-20. The following presents a summary of transit needs and opportunities:

- More frequent transit service is needed with expanded hours
- Areas south of I-20 are currently underserved and/or unserved by transit
- Increased transit infrastructure included shelters and benches are needed at higher ridership bus stops
- Local transit service that connects to future high capacity transit service planned along I-20 will be needed to support first-mile/last-mile connectivity

Key Bicycle and Pedestrian Needs

The bicycle and pedestrian needs for the City of Stonecrest should reflect the values and vision of the community. The pedestrian and bicycle gaps in Stonecrest are vast, given its recent rural history, but manageable. The list below outlines the community's bicycle and pedestrian needs:

- Increase the effective network to improve overall mobility and include dedicated bicycle and pedestrian facilities for all users.
- Provide a systemic approach to identify countermeasures approved by GDOT and ARC that include road diets, medians and pedestrian crossing islands, street lighting, and traffic calming to reduce and ultimately eliminate pedestrian crashes.
- Connect community facilities along key corridors to enhance these streets to improve pedestrian mobility.
- With the lack of sidewalks, topography challenges, and constrained right-of-way primarily due to the area rapidly transitioning from a rural community to a more suburban-style community, new side paths could provide the biggest improvement to mobility.
- Arabia Mountain has a robust trail and bike network, along the South River Trail and future trail systems should connect to these existing systems.

Transportation Program Peer Review and Benchmarking

As part of the existing conditions and needs assessment analysis, a peer review was conducted to gain insight into the Special Purpose Local Option Sales Tax (SPLOST) funding levels, funding sources, organizational structure, and staff size for similar cities. The purpose of this task was to provide the City of Stonecrest with a benchmark for comparison and to identify potential funding and staffing structures for delivering transportation improvements. Six municipalities in Georgia and Tennessee with similar characteristics to Stonecrest were reviewed and interviewed including:

- Gainesville, GA
- Alpharetta, GA
- Tucker, GA
- Hinesville, GA
- Cleveland, TN
- Peachtree Corners, GA

Key Takeaways

The following summarizes the key takeaways after interviewing and speaking with transportation staff at these peer municipalities. Overall, their transportation funding, staffing and program management structures varied across the peer municipalities.

Funding Sources:

- In general, each jurisdiction relies on their general funds to fund transportation programs.
- SPLOST funding is incorporated in most jurisdictions.
- Unique or non-traditional funding sources vary from bonding, to grants to partnering with other entities, such as a Community Improvement District (CID), to fund the transportation program.

Funding Levels:

- The funding levels for transportation programs varied greatly from $1.2 million annually to $18 million annually.
- A minimum of 10% of the general funds should be dedicated to transportation programs.

Staffing Levels:

- Staffing levels varied from 1 employee to 52 employees in the peer cities.
- A larger transportation staff is required for a program that keeps all functions in-house.
- A smaller transportation staff is required to manage the program management agreements.

Program Management Structure:

- This split evenly between the peer cities with dedicated in-house staff to outsourced staff with in-house program management.

III. Universe of Transportation Projects

Overview

The first step in developing a recommended project list and implementation plan involved identifying a universe of potential transportation projects. This reflects all potential projects the City could pursue to address their transportation needs. This is a fiscally unconstrained list of projects that can be viewed as aspirational in nature.

A variety of sources were consulted to identify the universe of transportation projects. These included stakeholder interviews, focus groups, an online public survey, technical analysis and previous planning efforts. A variety of project types were identified, and these can be broadly grouped into roadway, transit, and bicycle and pedestrian projects. A project list, description, and planning level cost estimates for each project type is provided in this section.

Roadway Project Types

Roadway projects have been grouped into five categories listed below. These projects are mapped in Figure 3-1.

- **Intersection Improvements:** This category includes a variety of project types that improve the operation and safety of intersections. This includes adding turn lanes, signalization, diverging diamond interchanges (DDIs) and roundabouts.
- **New Roadways:** This category includes new roadway alignments or extensions of existing roadways. New roadways provide critical missing connections within the City and can help alleviate congestion on existing routes.
- **Roadway Capacity:** This category includes adding additional travel lanes to existing roadways. Roadway widenings are the most cost-prohibitive and high-impact means of addressing congestion issues and should be pursued only when lower impact operational improvements are insufficient. Given the expense of such projects, widenings should be prioritized along the most congested and heavily traveled corridors.
- **Operational Improvements:** This category encompasses a variety of projects that increase the efficiency and safety of the roadway network, without requiring major increases in capacity and the significant costs they require. These improvements include signal retiming and coordination, adding turning or passing lanes, and adding medians and curb and gutter.
- **Corridor Study:** This category includes detailed planning studies to determine the most appropriate transportation improvements. Recommended improvements may include a combination of intersection improvements, additional roadway capacity, and operational improvements.

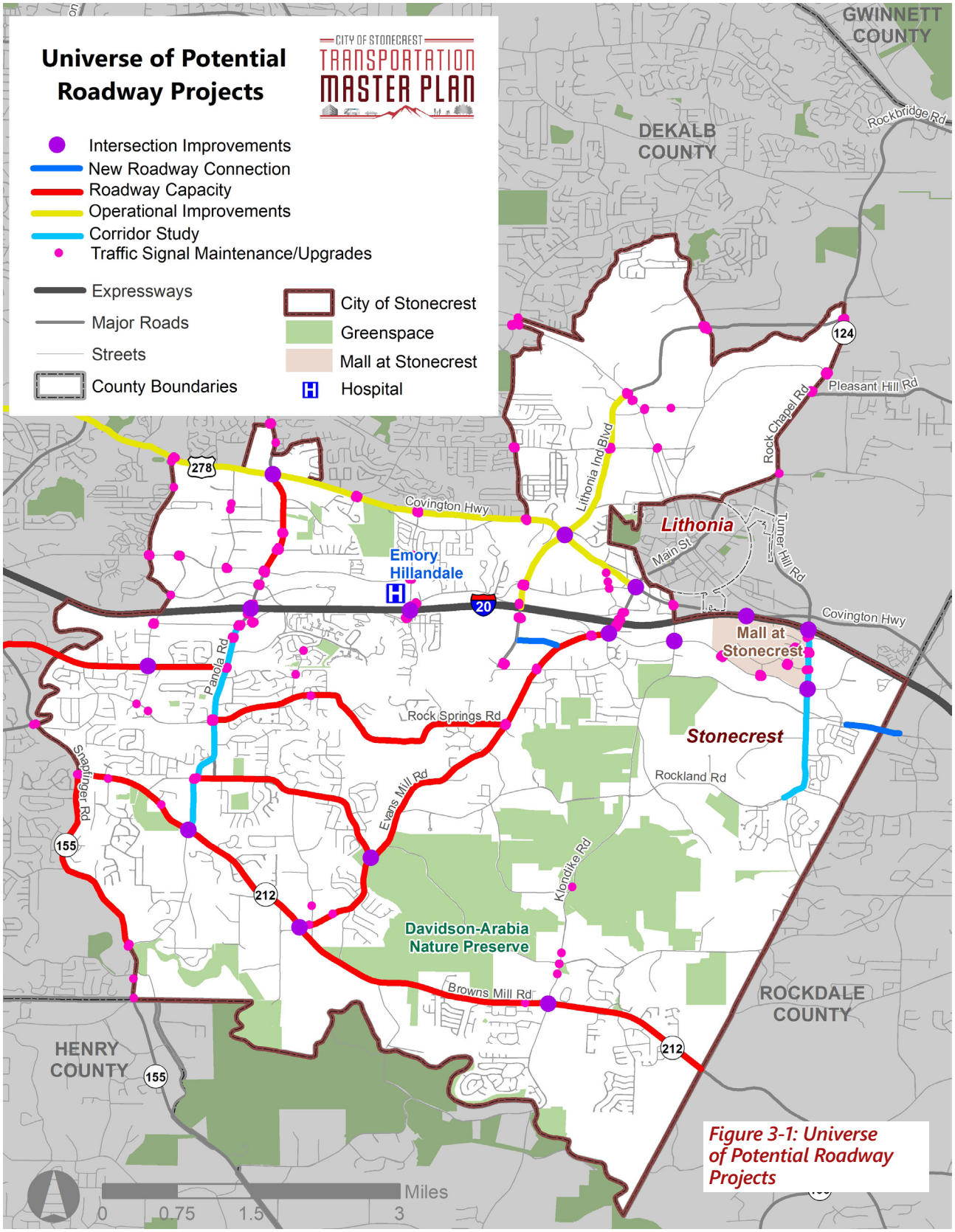

Figure 3-1: Universe of Potential Roadway Projects

Transit Project Types

Transit projects have been grouped into five categories listed below. In the summer of 2019, DeKalb County completed an extensive multi-year planning study focused on transit improvements throughout the county. This study, known as the DeKalb County Transit Master Plan, encompassed significant involvement and input from DeKalb County municipalities, including the City of Stonecrest. The recommendations of the Dekalb County Transit Master Plan have been incorporated into the Stonecrest Transportation Master Plan and serve as the foundation for identified transit improvements in the City.

- **Bus Stop Improvements:** Improvements at bus stops located throughout the City have been identified as important needs. High ridership stops have been designated as priority locations for these improvements. Locations with average weekday boardings of 50 or more have been identified as priority locations for bus shelters and stops with between 25-50 boardings have been identified as priority locations for benches with concrete pads. MARTA is currently pursuing a major initiative to enhance bus stops through implementing additional shelters and benches funded through existing sales tax revenues.
- **Transit Centers:** A transit center is being planned by MARTA in the Mall at Stonecrest area. This center would facilitate bus-to-bus transfers, provide covered shelter, Breeze card kiosks, restrooms, vending, bike racks, and real-time bus arrival information. Multi-modal mobility connections to car-sharing and bike-sharing services would also be provided. In the long-term this center is planned to include a connection to high-capacity transit to downtown Atlanta and other employment centers.
- **Bus Rapid Transit (BRT):** BRT was identified as the most cost effective high-capacity transit solution along I-20 East within the City. In the long-term BRT is envisioned to be retrofitted to support rail transit service. BRT is a bus mode that is designed to operate like a train. To reduce the impacts of congestion, BRT vehicles operate in a designated transit lane or in managed lanes within limited access facilities. BRT vehicles carry fewer people and travel at slower speeds than trains, but BRT infrastructure is much less expensive to build. BRT vehicles are often articulated, allowing

Figure 3-2: Bus Rapid Transit (BRT)

for greater capacity, and more stylized than local buses. Stations offer amenities like ticket vending machines, directional signs, and real-time bus arrival information.

Figure 3-3: Arterial Rapid Transit (ART)

- **Arterial Rapid Transit (ART)**: ART is planned along Covington Highway from the Stonecrest Transit Center to the Kensington MARTA station. ART is a frequent bus service with strategic enhancements to improve its speed and reliability. ART vehicles operate on regular streets in mixed traffic such that they are affected by automobile congestion, but they incorporate short bus-only lanes adjacent to major intersections to reduce delays. ART systems may also employ technology to reduce delay caused by traffic signals. Passengers may pay at select stations, which speeds the boarding process. Passengers board from platforms that are level with the bus's floor which helps people of all abilities to board more easily. Stations are typically spaced about 1/3-mile apart and offer amenities like ticket vending machines, real-time bus arrival information, etc.

- **Expanded Local Bus Service**: The DeKalb Master Transit Plan identified areas in south and east DeKalb County, including the City of Stonecrest, as needing expanded local bus service. This would include extending service in southern Stonecrest along Evans Mill Road, Panola Road, and SR 212 (Browns Mill Road). New fixed-route local bus service would expand the paratransit service area in the City for those with to mobility challenges to areas located within three quarters of a mile around new routes.

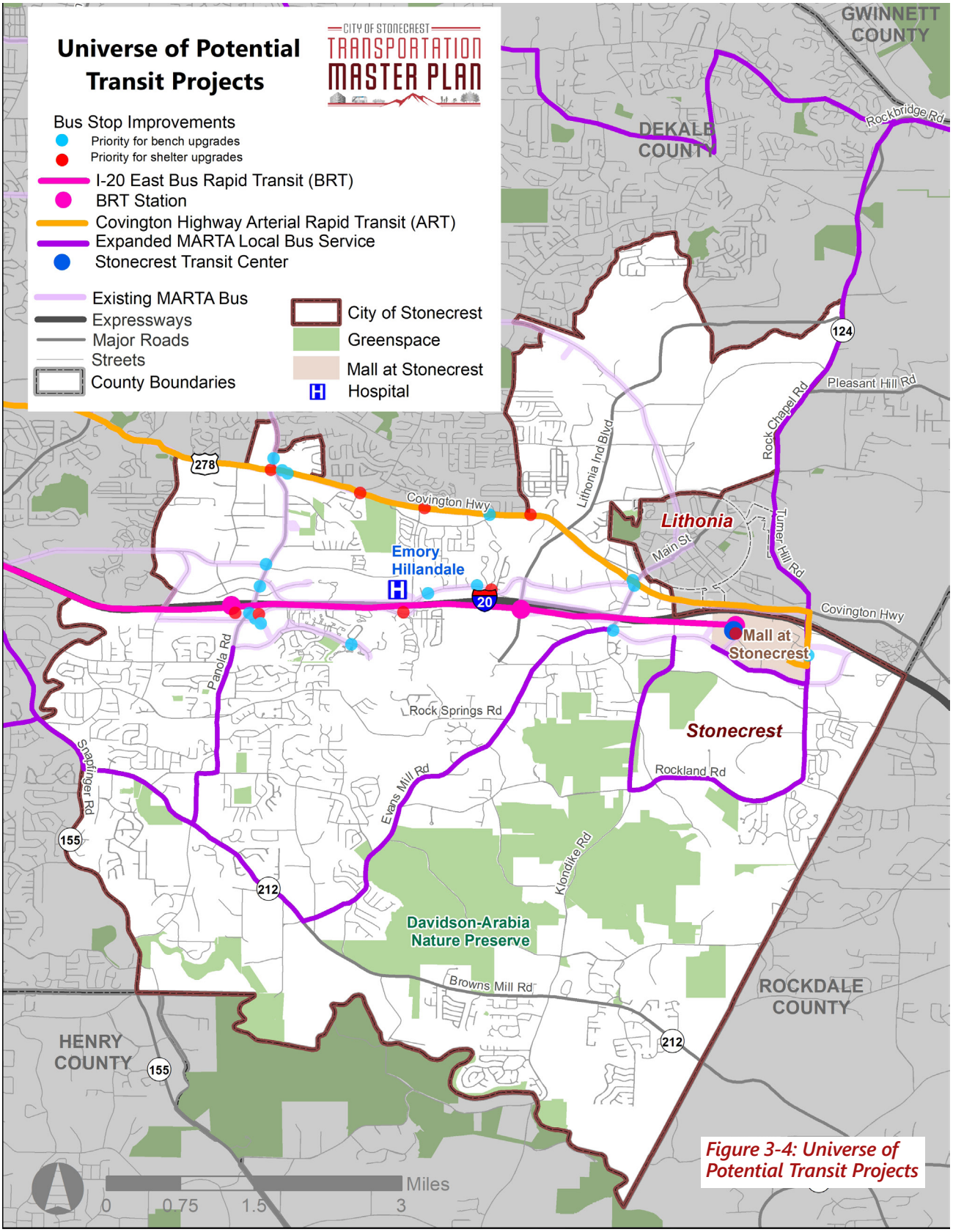

Figure 3-4: Universe of Potential Transit Projects

Bicycle and Pedestrian Projects

Bicycle and pedestrian projects have been grouped into six categories listed below. Estimated costs do not include right-of-way acquisition. Intersection improvements and associated crossings are included in segment cost estimates.

- **Neighborhood Greenways:** These are also known as bicycle boulevards or neighborhood slow streets, and provide priority to bicycles and pedestrians on residential streets with low vehicular volumes. These streets can provide critical connections to neighborhoods, schools, parks, business districts, and major bicycle routes. At a minimum, bicycle boulevards should provide route identification such as shared lane markings or "BICYCLE MAY USE FULL LANE" signs, and wayfinding to navigate. The cost estimates include traffic calming elements, like speed tables, which encourage drivers to slow down and improve comfort and safety for cyclists.
- **Sidewalks:** These are dedicated pedestrian facilities along streets.
- **Side Paths:** These are a type of shared use path designed for and generally used by bicyclists, pedestrians, and other non-motorized users. It combines the sidewalk and bike lane into one shared two-way zone next to a street. Given the limited right-of-way on many of the effective street network these are identified as part of a sidewalk expansion or new facility. Cost estimates are for a 12-foot-wide concrete facility.
- **Trail:** The PATH Foundation has contributed significantly to the off-road trail network within the City of Stonecrest. The greenway trail system identified in this effort take advantage of the natural topography and amenities of the area, while connecting community activity centers and residential developments. Trail facilities are similar to side paths, but they are in natural settings rather than next to a street.
- **On-Street Bikeway:** These provide dedicated on road bicycle facilities. To provide safety and comfort for all users, a protected facility is ideal on roads identified as effective due to the number of vehicles, classification, and speed. A preferable width of a bike lane is at least 6.5 feet, with a minimum 2-foot bicycle buffer.
- **Cul-de-sac Connector**: These connectors, which would be obtained by an easement, would be limited to a bicycle and pedestrian only facility and improve overall connectivity between neighborhoods and the wider greenway system.

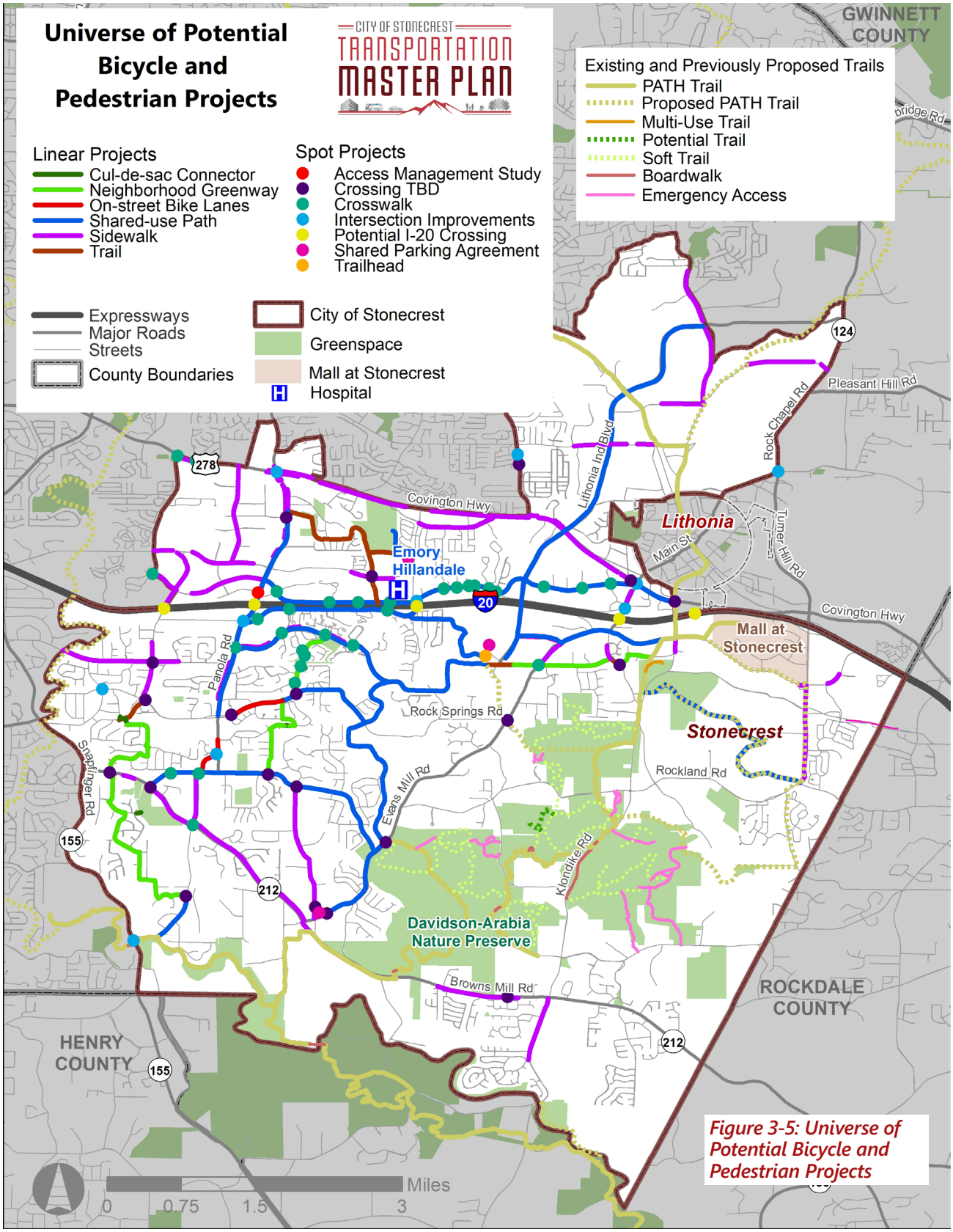

Figure 3-5: Universe of Potential Bicycle and Pedestrian Projects

IV. Funding and Project Prioritization

Funding Sources

This chapter discusses the Stonecrest Transportation Master Plan's general approach to pairing the proposed transportation improvements projects with appropriate funding sources at the federal, state and local levels of government. The chapter concludes with a summary of the anticipated funding levels and list of sources that will be used to implement the recommended projects through the plan horizon year of 2050.

When developing a funding strategy for any given improvement, it is important to consider the eligibility requirements associated with each funding source, as well as the anticipated scale of the benefits that will result from the improvement. Most federal funding programs require a local contribution to the project.

Generally, the local match for a phase of work will be 20% of the project phase. Additionally, any given improvement that seeks to use federal and/or state funding sources must compete with other transportation projects throughout the country and the state seeking to secure a large sum of non-local funding.

Securing discretionary funding from federal and state sources can most definitely assist in delivering high cost transportation improvements that are typically beyond the ability of the City to pay. Local funding can be used to elevate the priority of these regional projects by providing some or all of the match requirement relieving the state of that requirement or by adding funding in excess of the local match requirement making the project less costly in terms of the federal funding share.

Existing Funding Sources

Currently, the City's primary funding source for transportation improvements is the City of Stonecrest Special Purpose Local Option Sales Tax (SPLOST), of which 85% is dedicated to infrastructure. This funding, while substantial, is subject to volatility in the economy as seen recently with the COVID-19 pandemic, making it difficult to exclusively fund a transportation plan. The SPLOST has delivered the following funds to the City of Stonecrest since its passage two years ago:

- 2018 – Total SPLOST Funding for City of Stonecrest - $4,200,000 (partial year)
- 2019 – Total SPLOST Funding for City of Stonecrest - $7,600,000

SPLOST funding alone will not support funding all of the City of Stonecrest transportation needs. Several other sources exist currently that are available to the City, which are outlined in this document.

Table 4-1: Existing Funding Sources

Existing Funding Source	Description
Local Maintenance and Improvement Grant (LMIG)	This program allocates state motor fuel dollars based on the percentage of local centerline roadway miles and the total population of the City compared to the total statewide centerline roadway miles and total state population. Projects eligible for LMIG funding include resurfacing, intersection improvements, bridge repair and replacement, traffic signal improvements, signage and sidewalks. The LMIG program does require a 30% local match.
LMIG Off-System Safety	Subject to funding availability, this program targets state dollars for specific safety issues on local roads. Similar to regular LMIG, it does require a 30% local match. Historically, these funds have been used to address high crash locations that might benefit from the construction of turn lanes or install enhanced signing and pavement markings along a corridor.
GDOT Federal Aid Program	The majority of federal funding for transportation facilities comes through the Highway Trust Fund (HTF) which is supported through motor fuels excise taxes levied at the federal level on gasoline (18.4 cents per gallon) and diesel fuel (24.4 cents) and, when necessary, transfers from the General Fund. The HTF includes an account for highways which is administered by the Federal Highway Administration (FHWA). Through a stewardship agreement, GDOT manages all federal funds for roadways in Georgia.
GDOT Off-System Safety	This program utilizes federal funding to address systemic safety issues on non-state routes with typical improvements including pavement markings or sign upgrades. The program is managed and administered by GDOT with input from local governments. Funding for effort is subject to yearly budget allotments by GDOT. GDOT has placed an emphasis on reducing crashes and fatalities across Georgia which means they will fund safety projects both on and off state routes.
ARC TIP Solicitation	The Atlanta Regional Commission (ARC) is responsible for developing the metro Atlanta region's Transportation Improvement Program (TIP) and Long-Range Regional Transportation Plan (RTP) since they are the designated Metropolitan Planning Organization (MPO) for this area. This document assumes that the majority of funding for large-scale transportation improvements along federal and state highways, as well as projects that would span multiple counties, would be provided through federal and state funding sources via the inclusion of these improvements within ARC's TIP and RTP.
Livable Centers Initiative (LCI) Program	Aside from programming federal and state transportation dollars, the ARC also administers regional transportation funding for the creation of subarea studies through its Livable Centers Initiative (LCI) program. Local governments and nonprofit organizations are eligible to submit grant applications for the planning and implementation of enhancements to existing centers and corridors. Since 2000 ARC's LCI program has been utilized by municipalities to implement improvements such as the installation of pedestrian and bicycle facilities, safety enhancements, and streetscaping.
Congestion Mitigation and Air Quality (CMAQ) Program	The CMAQ program is a flexible funding source that promotes conformity with the requirements of the Clean Air Act of 1990 and compliance with its National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, and particulate matter. CMAQ funding can be applied to any project included within the ARC's TIP that aims to reduce congestion and thereby improve regional air quality.
MARTA Tax	In 1965, the Georgia Legislature approved the MARTA Act to create MARTA. In 1971, Fulton County and DeKalb County approved a referendum for a 1% sales tax to fund MARTA operations. This 1% sales tax was set to reduce to 0.5% in 2032, but the DeKalb County Commission approved a MARTA-led request to extend the 1% sales tax rate to 2047. This is to enable MARTA to secure long-term financing in the form of bonds to pay for future expansions to the MARTA system.

Potential Funding Sources

There are additional local, state, and federal potential funding sources to explore for the Stonecrest TMP recommendations. Funding availability can be challenging due to the COVID-19 pandemic. This plan assumes full recovery in the near future. The available funding options reviewed are detailed in Table 4-2.

Table 4-2: Potential Future Funding Sources

Proposed Funding Source	Description
Federal Infrastructure Funding	It is reasonable to expect that a significant infusion of funding at the federal level will be realized in the near-term even with the COVID-19 Pandemic in place.
State Funding	The Transportation Funding Act of 2015 (TFA) eliminated the sales tax component and instituted a 26 and 29 cent per gallon excise tax on the purchase of gasoline and diesel.
Georgia Transportation Infrastructure Bank (GTIB) Programs	The GTIB is a grant and low-interest loan program administered by the State Road and Tollway Authority (SRTA). GTIB has provided over $125 million in grants and loans to highly competitive transportation projects that have enhanced mobility and driven economic development in local communities. The most recent application window is expected to award up to $25 million in grants and loans.
SPLOST Renewal	The current SPLOST, which is a 1% sales tax levied on the purchase of goods and services, become effective on April 1, 2018 and will expire in six (6) years. Therefore, it will be a recurring funding source until 2024. A renewal of the SPLOST must be passed by a majority of voters in a referendum. It is assumed for this document that the SPLOST will continue to be renewed.
Community Improvement District (CID)	A CID is authorized by Article IX, Section VII of the Georgia Constitution, and is a mechanism for funding governmental services including street/road construction and maintenance, public transportation systems, and other services and facilities. The administrative body of the CID, which can be the city governing authority, may levy taxes, fees and assessments within the CID, not to exceed 2.5 percent of the assessed value of the real property. Such taxes, fees and assessments may only be levied on real property that is used for non-residential purposes and revenues may be used only to provide governmental services and facilities within the CID.
Impact Fees	The Georgia Development Impact Fee Act (DIFA) instituted the tool of impact fees for Georgia local governments. Impact fees are one-time fees charged to land developers to help defray the costs of expanding capital facilities to serve new growth. DIFA enables local governments to charge new development for a proportionate share of infrastructure capacity requirements.
ATL Funding Tax	House Bill (HB) 930, passed in 2018, created the ATL (a unified regional transit system) and enabled counties to levy an additional sales tax of up to one penny for transit service through a referendum for 30 years. Under HB 930, either MARTA or Dekalb County can collect the tax and issue debt against it. the Dekalb County Transit Master Plan, adopted in 2019, includes revenue forecast scenarios of a 1/2 penny sales tax of $1.8-$1.9 billion of a full penny sales tax of $3.6-$3.7 billion.

Proposed Funding Source	Description
Tax Allocation Districts (TAD)	Georgia's Redevelopment Powers Law, adopted in 1985, gives local governments (cities and counties) the authority to sell bonds to finance infrastructure and other redevelopment costs within a specially defined area, a tax allocation district or TAD. The bonds are secured by a "tax allocation increment" which is the increase in the property tax revenues resulting from redevelopment activities occurring. As public improvements and private investment take place in a TAD, the taxable value of property increases. The city/county collects those revenues, putting the increase due to the new investment into special fund to pay off bonds or loans that financed the public improvements in the district.
Bonding	A municipality may borrow funds to meet operating expenses and to finance capital expenditures through tax anticipation notes. These short-term loans must be repaid by December 31 of the year in which they were issued and are generally used to fund maintenance and operation expenditures until property tax receipts are collected later in the year. Other borrowing mechanisms include general obligation bonds, certificates of participation, multi-year installment purchase agreements, and revenue bonds. Bonds, certificates, and installment contracts are repaid from general city funds or from a particular revenue source, such as an enterprise fund. Municipalities are required to hold a referendum prior to issuing general obligation debt. This debt is backed by the full faith and credit of the city and is typically repaid through a dedicated millage rate or from SPLOST funds, if approved in conjunction with the general obligation debt. Revenue bonds are repaid solely from specific revenue generated by public works facilities purchased or constructed with the bonds and, by law, are not debts of the municipality.

Revenue Forecasting

A comprehensive list of needs is the first step in developing a financially constrained program of recommended projects that will adequately address the City's current and future transportation needs. Depending on the nature of the need being addressed, each identified project can be classified into one of these improvement categories.

Known Funding Sources for Transportation

Table 4-3 provides a projection of the two funding sources provided for by legislation – SPLOST and LMIG. The baseline funding was determined by utilizing the SPLOST projected revenue forecast through 2024 minus the actual collections through 2019 multiplied by 85% (rate dedicated to infrastructure improvements from Stonecrest SPLOST Program Update, February 2020). Starting in 2025, the yearly SPLOST and LMIG projections were inflated 2% per year. It is important to note that the MARTA tax collected in DeKalb County is not dedicated exclusively for the City of Stonecrest and is not included in this table.

Table 4-3: Known Funding Sources for Transportation

Funding Source	2020 - 2024	2025 - 2029	2030 - 2039	2040 - 2050	Total
SPLOST*	$28,000,000	$30,000,000	$70,500,000	$95,400,000	$223,900,000
LMIG	$3,100,000	$3,600,000	$8,300,000	$11,200,000	$26,200,000
TOTAL	**$31,100,000**	**$33,600,000**	**$78,800,000**	**$106,600,000**	**$250,100,000**

**Assumes the SPLOST program will continue to be renewed beyond 2024 with the passage of future referendums.*

Potential Future Funding Amounts

Table 4-4 provides a projection of all future funding vehicles. It is reasonable to assume that the City of Stonecrest would be successful in identifying additional funding on an on-going recurrence. The baseline funding of $2,000,000 was projected to commence in 2022 and was inflated at 2% per year. The assumption of $2,000,000 is based on an achievable rate of success in securing funds based on success observed in peer cities.

Table 4-4: Potential Future Funding Amounts

Funding Source	2022 - 2024	2025 - 2029	2030 - 2039	2040 - 2050	Total
Future Funding**	$6,200,000	$11,500,000	$26,700,000	$36,100,000	**$80,500,000**

***Includes potential funding sources explored in Table 4-2.*

Maintenance
- Resurfacing
- Routine Maintenance
- Landscaping

Capacity
- Widen Roads
- Construct New Roads

Operations
- Intersection Improvements
- Traffic Signals
- Safety Improvements

Bike-Ped
- New Pedestrian Facilities
- New Bicycle Facilities

Transit Improvements
- Bus Shelter Improvements
- Expanded Routes

Program Management, Engineering, & Planning Studies

Proposed Distribution of Funds 2020 – 2024

The City of Stonecrest is still addressing the backlog of deferred maintenance on many city streets. As such, the focus of spending is primarily on maintenance resurfacing. As deferred maintenance is addressed, the percentage of maintenance resurfacing funding can be reduced and re-prioritized into other work categories. Table 4-5 provides achievable goals, but fully recognizes that maintenance resurfacing will be the primary focus for the upcoming years.

Table 4-5: Funding Recommendations 2020 - 2024

Improvement Category	Share of Available Funding Through 2024					Total Available Funding through 2024
	2020	2021	2022	2023	2024	
Capacity	0%	5%	10%	10%	20%	$3,357,000
Operations/Safety	0%	0%	15%	15%	15%	$3,357,000
Maintenance	95%	90%	60%	60%	50%	$26,483,000
Transit	0%	0%	5%	5%	5%	$1,119,000
Bike-Ped	0%	0%	5%	5%	5%	$1,119,000
Program Mgmt, Engineering, & Planning	5%	5%	5%	5%	5%	$1,865,000
TOTAL						**$37,300,000**

Proposed Distribution of Funds 2025-2050

Once the backlog of deferred maintenance is addressed, it is recommended that the focus of the City's program shift to implementing the proposed new transportation improvements from the Transportation Master Plan. Table 4-6 presents a breakdown of funding by improvement category that is achievable.

Table 4-6: Funding Recommendations 2025 - 2050

Improvement Category	Share Available Funding by Funding Band			Total Available Funding through 2050
	2025 - 2029	2030 - 2039	2040 - 2050	
Capacity	20%	25%	25%	$71,070,000
Operations/Safety	15%	20%	20%	$56,405,000
Maintenance	40%	30%	30%	$92,500,000
Transit	10%	10%	10%	$29,330,000
Bike-Ped	10%	10%	10%	$29,330,000
Program Management, Engineering, & Planning	5%	5%	5%	$14,665,000
TOTAL				**$293,300,000**

Project Prioritization

A project prioritization process was developed to balance the need for implementing the universe of projects identified over the next 30 years with the availability of potential funding that best addresses the project goals of the TMP.

In implementing a program of projects, the City should first prioritize the individual improvements and then develop potential funding scenarios based on the project's total cost, scale of benefits, and desired time for implementation. To plan most effectively for non-local, discretionary funding at the federal state and regional levels, the City should first identify high-priority projects that stand to realize significant benefits on a statewide or regional scale and set aside a level of local funding sufficient to exceed or, at a minimum, meet the match requirements. Local funding should be used to implement local projects based on their identified priority.

Improve Connectivity for Live, Work and Play

Develop multi-modal transportation solutions that provide seamless connectivity for residents and visitors to access jobs and other activities.

Reduce Traffic Congestion

Enhance traffic capacity and travel flow along major roadways.

Enhance Biking and Walking Access

Identify bicycle and pedestrian infrastructure improvements that provide greater access to transit and recreational areas.

Increase Travel Safety

Incorporate design treatments and policy measures to increase mobility and safety.

Based on input received, transportation needs identified, and funding availability, projects were grouped into project plan phases ranging from a near-term constrained program and longer-term unconstrained program with aspirational projects through a plan horizon year of 2050. The following presents the plan periods for the TMP and emphasizes the priorities for each period:

Short Term (2020-2024)

- Constrained list of lower-cost higher priority projects that can be implemented within projected available funding
- Prioritize maintenance of existing roadways and transportation infrastructure
- Pedestrian and smaller-scale improvements that address immediate safety and connectivity needs
- Planning and engineering studies for capacity, operations and safety improvements
- Program management and transportation staffing expansion

Mid Term (2025-2029)

- Constrained list of projects that can be implemented within projected available funding
- Capacity and operations project development and implementation
- Bicycle and pedestrian network expansion
- Local transit service expansion and infrastructure improvements
- Planning and engineering studies for larger-scale capacity and operations improvements

Long Term (2030-2050)

- Unconstrained “aspirational” list of projects with some that can be implemented within projected available funding
- Larger-scale capacity, operations, transit and bicycle and pedestrian improvements
- Project list will be reassessed and prioritized in future TMP updates

V. Plan Recommendations and Action Plan

Plan Recommendations

The universe of transportation projects were prioritized into the short, mid and long term plan periods. Each plan period is presented in this section with the associated transportation projects by type.

Short Term Recommendations (2020-2024)

Table 5-1: Short Term Recommended Projects (2020-2024)

Project ID	Project Name	Description	Project Type	Total Project Costs
O-6	Quick Response Improvements	As-needed transportation improvements that will address immediate operational and safety issues.	Operational Improvements	$300,000
M-1	Resurfacing/ Bridge Maintenance Program*	Maintenance and resurfacing of existing bridges and roadways in the City of Stonecrest.	Maintenance	$26,500,000
I-18	Traffic Signal Maintenance/ Upgrades	Maintenance and/or upgrades to approximately 60 traffic signals, caution lights, beacons, and flashers situated throughout the City.	Intersection Improvement	$675,000
T-7	Bus Stop Enhancements	Coordination with MARTA operations and facility planning to identify priority locations for bus shelters and benches within the city.	Transit	Variable (approx.. $25,000 per shelter, $12,500 per bench)
PS-1	Gateway Bridges Study	Study to identify potential gateway features and bridge design at rebuilt and existing bridges along I-20 East as a component of GDOT's managed lane project (Panola Road, Fairington Road and Turner Hill Road).	Planning Studies	$75,000
PS-2	Stonecrest Streetscape Design	Study to develop guidelines for cohesive streetscape design throughout the City of Stonecrest.	Planning Studies	$75,000
PS-3	Freight Traffic Ordinance	Develop an ordinance to prohibit truck traffic (non-local deliveries) on roadways not designated as truck routes.	Planning Studies	$50,000
PS-4	Panola Road Study	Conduct a corridor study of Panola Road to determine the most suitable improvements from Fairington Road to SR 212 (Browns Mill Road)	Planning Studies	$100,000
BP-3	Browns Mill ES Sidewalks	Install missing sidewalk segment in front of Browns Mill Elementary School from 4863 Browns Mill Road to 4863 Browns Mill Road	Bike-Ped – Pedestrian	$120,500

**A map and list of projects can be found in Appendix B.*

Project ID	Project Name	Description	Project Type	Total Project Costs
BP-4	Browns Mill Rd Sidewalks (Segment 1)	Install missing sidewalk segment on south side of Browns Mill Rd from Evans Mill Road to Arabia Mountain Path	Bike-Ped – Pedestrian	$93,300
BP-17	Covington Hwy Sidewalk - Miller Rd	Install missing sidewalk segment on Covington Hwy from Miller Rd to Thicket Way	Bike-Ped – Pedestrian	$230,300
BP-32	Evans Mill Rd Sidewalks (Segment 1)	Install missing sidewalk segments on west side of Evans Mill Rd from 2717 Evans Mill Road to Davidson Drive	Bike-Ped – Pedestrian	$119,700
BP-33	Evans Mill Rd Sidewalks (Segment 2)	Install missing sidewalk segments on west side of Evans Mill Rd from Covington Highway to 2701 Evans Mill Road	Bike-Ped – Pedestrian	$15,700
BP-81	Ottawa Trl Sidewalk	Install missing sidewalk segment on west side of Ottawa Trail from Winslow Xing to Rock Springs Rd from Winslow Crossing to Rock Springs Road	Bike-Ped – Pedestrian	$186,600
BP-88	Panola Rd Sidewalks – North Segment 1	Install missing sidewalk segments on the east side of Panola Rd from Covington Hwy to Snapfniger Woods Dr (2637 Panola Road to 2661 Panola Road)	Bike-Ped – Pedestrian	$66,900
BP-91	Panola Rd Sidewalk – Segment 1	Install missing sidewalk segment on Panola Rd from 3069 Panola Road to 3101 Panola Road	Bike-Ped – Pedestrian	$43,800

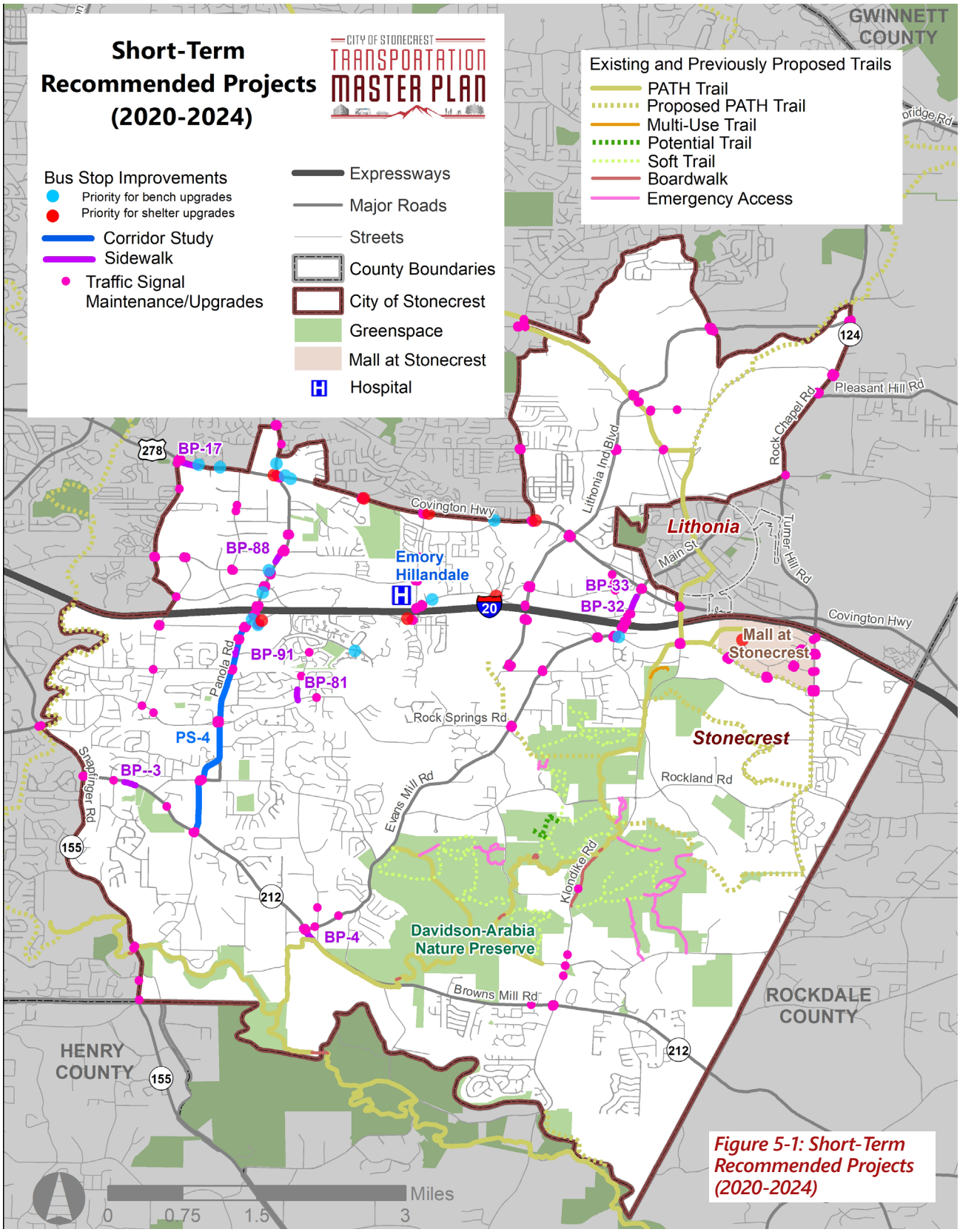

Figure 5-1: Short-Term Recommended Projects (2020-2024)

Mid Term Recommendations (2025-2029)

Table 5-2: Mid Term Recommended Projects (2025-2029)

Project ID	Project Name	Description	Project Type	Total Project Costs
RC-1	Panola Road Widening	Widening from 4 to 6 lanes from US 278 (Covington Highway) to Snapfinger Woods Drive (1.4 mi). Long Range 2026-2030 in RTP (network year 2030).	Roadway Capacity	$22,000,000
RC-2	Thompson Mill Road Widening	Widening from 2 to 4 lanes from Snapfinger Road to Panola Road. (1.94 Mi.) Long Range in RTP (network year 2030).	Roadway Capacity	$35,000,000
NR-1	Hayden Quarry Road/Sigman Road Extension	New roadway connection between Hayden Quarry Road and Abbott Lake Road in Rockdale County. Project would provide another access point to I-20 East from eastern Stonecrest at the Sigman Road interchange. (0.25 miles)	New Roadway	$3,300,000
NR-2	East Glen Road Upgrade and Extension	Upgrade of existing East Glen Road to a two-lane roadway with curb and gutter from Evans Mill Road extending to Lithonia Industrial Boulevard. (0.4 miles)	New Roadway	$3,300,000
O-4	Lithonia Industrial Boulevard (LIB) Operational Improvements (Segment 1)	LIB operational improvements from I-20 East to US 278 (Covington Highway). Center turn lane, sidewalks and new curb line. (0.8 mile)	Operational Improvements	$8,000,000
O-5	Lithonia Industrial Boulevard (LIB) Operational Improvements (Segment 2)	LIB operational improvements from US 178 (Covington Highway) to Stone Mountian-Lithonia Road. Center turn lane, sidewalks and new curb line. (1.6 miles)	Operational Improvements	$15,000,000
I-2	Panola Road at US 278 (Covington Highway)	Intersection improvement TBD - Potential signal upgrade and additional turn lanes to provide dual lefts where appropriate.	Intersection Improvement	$4,100,000
I-3	US 278 (Covington Highway) at Lithonia Industrial Boulevard	Intersection improvement TBD - Potential signal upgrade and additional turn lanes to provide dual lefts and right turn lanes where appropriate.	Intersection Improvement	$3,300,000

Project ID	Project Name	Description	Project Type	Total Project Costs
I-4	Klondike Road at SR 212 (Browns Mill Road)	Intersection improvement TBD - Potential signal upgrade and turn lane additions/enhancements.	Intersection Improvement	$2,600,000
I-5	Evans Mill Road at SR 212 (Browns Mill Road)	Intersection improvement TBD - Potential signal upgrade.	Intersection Improvement	$1,100,000
I-6	Miller Road at Thompson Mill Road	Intersection improvement TBD - Potential roundabout.	Intersection Improvement	$2,400,000
I-8	Panola Road at US 212 (Browns Mill Road)	Intersection improvement TBD - Potential multi-lane roundabout	Intersection Improvement	$5,500,000
I-9	Evans Mill Road at US 278 (Covington Highway)	Intersection improvement TBD - Potential signal upgrade and turn lane additions/enhancements	Intersection Improvement	$3,500,000
I-10	Mall Parkway at Turner Hill Road	Intersection improvement TBD - Potential signal upgrade and turn lane additions/enhancements	Intersection Improvement	$4,000,000
I-11	Klondike Road at Mall Parkway	Intersection improvement TBD - Potential signal upgrade and turn lane additions/enhancements	Intersection Improvement	$2,600,000
I-15	Mall Parkway at Evans Mill Road	Intersection improvement TBD - Potential signal upgrade and turn lane additions/enhancements	Intersection Improvement	$2,600,000
I-17	Salem Road at Evans Mill Road	Intersection improvement TBD - Potential roundabout	Intersection Improvement	$1,700,000
PS-5	Turner Hill Road Study	Conduct a corridor study of Turner Hill Road to determine the most suitable improvements between I-20 and McDaniel Mill Road	Planning Studies	$100,000
T-1	Expanded Local Bus Service along Evans Mill Road	Expanded local bus on Evans Mill Road from Woodrow Drive to SR 212 (Browns Mill Road)	Transit	MARTA
T-2	Expanded Local Bus Service along SR 212 (Browns Mill Road) and SR 155 (Snapfinger Road)	Expanded local bus service on SR 212 (Browns Mill Road) and SR 155 (Snapfinger Road) from Evans Mill Road to Flat Shoals Parkway	Transit	MARTA

Project ID	Project Name	Description	Project Type	Total Project Costs
T-3	Expanded Local Bus Service along Panola Road	Expanded local bus on Panola Road from Fairington Parkway to SR 212 (Browns Mill Road)	Transit	MARTA
T-6	Stonecrest Mobility Hub	Mobility center and bus transfer facility at Stonecrest Mall.	Transit	$10,000,000
T-8	Expanded Local Bus Service along Rockland Road and Klondike Road	New expanded MARTA local bus service on Turner Hill Drive, Rockland Road, Klondike Road and Mall Parkway	Transit	MARTA
BP-1	Arabian Woods Dr/Arabian Ter Neighborhood Greenway	Install markings, signage, and traffic calming for neighborhood greenway from Woodrow Drive to PATH entrance.	Bike-Ped – Neighborhood Greenway	$268,700
BP-2	Brisbane Way Neighborhood Greenway	Install markings, signage, and traffic calming for neighborhood greenway from Rock Springs Road to La Fleur Trail	Bike-Ped – Neighborhood Greenway	$267,100
BP-5	Browns Mill Rd Sidewalk - East	Install missing sidewalk segment from Carriage Park Dr to Garden City Dr from Carriage Park Drive to Garden City Drive	Bike-Ped – Pedestrian	$743,400
BP-6	Browns Mill Rd Sidewalks - North	Install new sidewalk on north side of Browns Mill Rd from Panola Road to Evans Mill Road	Bike-Ped – Pedestrian	$1,374,800
BP-8	Klondike Rd Sidewalk - South	Install missing sidewalk segment from Ariaal Dr to Browns Mill Rd from Ariaal Drive to Browns Mill Road	Bike-Ped – Pedestrian	$789,900
BP-9	Browns Mill Rd Path	Install shared-use path on Browns Mill Rd to connect to Browns Mill ES and neighborhood greenways from Framingham Drive to Burlingham Drive	Bike-Ped – Trail	$175,100
BP-14	Covington Rd Sidewalks (South Side)	Install missing sidewalk segment near the intersection of Covington Hwy and Panola Rd from 6099 Covington Highway to Panola Road	Bike-Ped – Pedestrian	$63,600
BP-15	Covington Hwy Sidewalks (North Side)	Install missing sidewalk segment near the intersection of Covington Hwy and Panola Rd from 6102 Covington Highway to Panola Road	Bike-Ped – Pedestrian	$41,300
BP-16	Covington Hwy Sidewalks - West (South Side)	Install missing sidewalk segments on the south side of Covington Hwy near the intersection of Panola Rd	Bike-Ped – Pedestrian	$140,300
BP-18	Covington Hwy Sidewalks – Central (Segment 1)	Install missing sidewalk segment on south side of Covington Hwy from 6303 Covington Highway to Hillvale Road	Bike-Ped – Pedestrian	$626,300

Project ID	Project Name	Description	Project Type	Total Project Costs
BP-19	Covington Hwy Sidewalks – Central (Segment 2)	Install missing sidewalk segment on south side of Covington Hwy from Hillvale Road to Thicket Way	Bike-Ped – Pedestrian	$104,800
BP-20	Covington Hwy Sidewalks - West (North Side)	Install missing sidewalk segment on the north side of Covington Hwy near the intersection of Panola Rd from Panola Road to 2265 Glen Briar Way	Bike-Ped – Pedestrian	$254,100
BP-21	Covington Hwy Sidewalks – Central (Segment 3)	Install new sidewalk on south side of Covington Highway	Bike-Ped – Pedestrian	$684,000
BP-22	Covington Hwy Sidewalks – Central (Segment 4)	Install missing sidewalk segment on south side of Covington Hwy from 7101 Covington Highway to Lithonia Industrial Boulevard	Bike-Ped – Pedestrian	$226,900
BP-23	Covington Hwy Sidewalks – East (Segment 1)	Install new sidewalk segment on southside of Covington Hwy from Lithonia Industrial Boulevard to Huber Street	Bike-Ped – Pedestrian	$434,800
BP-24	Covington Hwy Sidewalks – East (Segment 2)	Install new sidewalk on south side of Covington Hwy from Huber Street to 7467 Covington Hwy	Bike-Ped – Pedestrian	$66,900
BP-25	Covington Hwy Sidewalks – East (Segment 3)	Install new sidewalk on south side of Covington Hwy from 7483 Covington Hwy to Chupp Road	Bike-Ped – Pedestrian	$85,000
BP-26	Covington Hwy Sidewalks - Central (North Side – Segment 1)	Install missing sidewalk segment on north side of Covington Hwy from Phillips Road to Camden Oak Way	Bike-Ped – Pedestrian	$60,300
BP-36	Evans Mill Rd Path (Segment 1)	Install shared-use path on Evans Mill Rd from Salem Rd to Pole Bridge Creek Path	Bike-Ped – Trail	$331,400
BP-41	Fairington Pkwy Path (Segment 1)	Install shared-use path on south side of Fairington Pkwy from Panola Road to Joel's Lake Path	Bike-Ped – Trail	$2,749,100
BP-45	Fannin Dr/ Rock Pine Dr Neighborhood Greenway	Install markings, signage, and traffic calming for neighborhood greenway	Bike-Ped – Neighborhood Greenway	$477,100
BP-46	Herrenbut Rd/ Framington Dr Neighborhood Greenway (Segment 1)	Install markings, signage, and traffic calming for neighborhood greenway from Browns Mill Road to Great Meadows Road	Bike-Ped – Neighborhood Greenway	$442,300

Project ID	Project Name	Description	Project Type	Total Project Costs
BP-47	Herrenbut Rd/ Framingham Dr Neighborhood Greenway (Segment 2)	Install markings, signage, and traffic calming for neighborhood greenway from Great Meadows Road to Cul-de-sac	Bike-Ped – Neighborhood Greenway	$313,100
BP-53	Brisbane Way Neighborhood Greenway	Install markings, signage, and traffic calming for neighborhood greenway from Timor Trail to Cul-de-sac	Bike-Ped – Neighborhood Greenway	$35,700
BP-67	Joels Lake Path	Install shared-use path through wooded areas to connect Fairington Pkwy to Woodrow Rd from Fairington Parkway to Woodrow Road Path	Bike-Ped – Trail	$2,737,900
BP-68	Pole Bridge Creek Path	Install shared-use path along Pole Bridge Creek from Joel's Lake Path to Evans Mill Road	Bike-Ped – Trail	$4,103,100
BP-73	Aberdeen Way/ Ottawa Trl Cul-de-sac Connector	Create pedestrian/bicycle connection between Aberdeen Way cul-de-sac and Ottawa Trail	Bike-Ped – Cul-de-Sac Connector	$91,300
BP-74	Highland Park Cir/ Ottawa Trl Cul-de-sac Connector	Create pedestrian/bicycle connection between Highland Park Circle cul-de-sac and Ottawa Trail	Bike-Ped – Cul-de-Sac Connector	$121,100
BP-75	Rocky Pine Dr/La Fleur Trl Cul-de-sac Connector	Create pedestrian/bicycle connection between La Fleur Trail and Rocky Pine Dr	Bike-Ped – Cul-de-Sac Connector	$89,400
BP-76	Wolverton Dr Cul-de-sac Connector	Install cul-de-sac connection to Browns Mill Park from Wolverton Drive to Browns Mill Park	Bike-Ped – Cul-de-Sac Connector	$74,500
BP-77	Rondelay Dr Cul-de-sac Connector	Install cul-de-sac connection to new trail from Rondelay Drive to trail	Bike-Ped – Cul-de-Sac Connector	$54,100
BP-78	Herrenbut Rd Cul-de-sac Connector	Install cul-de-sac connection to new trail from Herrenbut Road to trail	Bike-Ped – Cul-de-Sac Connector	$134,100
BP-80	Ottawa Trl Neighborhood Greenway	Install markings, signage, and traffic calming for neighborhood greenway from Fairington Parkway to Rock Springs Road	Bike-Ped – Neighborhood Greenway	$626,100
BP-84	Panola Rd Bike Lanes	Extend on-street bike lanes on Panola Rd from Cedar Rock Dr to Salem Rd	Bike-Ped – Bike	$1,092,500
BP-85	Panola Road Sidewalks - North (West Side)	Install missing sidewalk segments on the west side of Panola Rd from Covington Hwy to Snapfniger Woods Dr	Bike-Ped – Pedestrian	$71,800

Project ID	Project Name	Description	Project Type	Total Project Costs
BP-86	Panola Rd Sidewalks (West Side)	Install missing sidewalk segment near the intersection of Covington Hwy and Panola Rd from 2255 Panola Road to Covington Highway	Bike-Ped – Pedestrian	$35,500
BP-87	Panola Rd Sidewalks - North (East Side)	Install missing sidewalk segments on the east side of Panola Rd near the intersection of Covington Hwy (Covington Hwy to 2308 Panola Road)	Bike-Ped – Pedestrian	$59,400
BP-89	Panola Rd Sidewalks – North Segment 2	Install missing sidewalk segments on the east side of Panola Rd from Covington Hwy to Snapfinger Woods Dr (2329 Panola Road to Dividend Drive)	Bike-Ped – Pedestrian	$70,200
BP-90	Panola Rd Sidewalks – East Segment 1	Install missing sidewalk segments on the east side of Panola Rd from Covington Hwy to Snapfinger Woods Dr (2329 Panola Road to 3101 Panola Road)	Bike-Ped – Pedestrian	$306,800
BP-96	Panola Rd Shared-use Path - Central	Install shared-use path on Panola Rd from Fairington Pkwy to Rock Springs Rd from Fairington Parkway to Rock Springs Road	Bike-Ped – Trail	$1,329,900
BP-97	Panola Rd Path Crossing	Install shared-use path on Panola Rd from Hillandale Dr to Fairington Pkwy as part of the Panola Rd bridge project from Hillandale Drive to Fairington Parkway	Bike-Ped – Trail	$549,500
BP-106	Salem Rd Path - East	Install shared-use path on Salem Road from Fannin Drive to Evans Mill Road	Bike-Ped – Trail	$2,546,500
BP-107	Salem Rd Path - West	Install shared-use path on Salem Road from Browns Mill Road to Panola Road	Bike-Ped – Trail	$1,077,200
BP-108	Salem Rd Path - Central	Install shared-use path on Salem Road from Panola Road to Fannin Drive	Bike-Ped – Trail	$1,061,700
BP-109	Snapfinger Woods Dr Sidewalk (Segment 1)	Install missing sidewalk gap on Snapfinger Woods Drive from Keystone Gates Drive to 5850 Hillandale Drive	Bike-Ped – Pedestrian	$301,200
BP-114	Woodrow Rd Path (Segment 1)	Install shared-use path connector for Woodrow Road neighborhood greenway from Woodrow Road to Arabian Woods Drive	Bike-Ped – Trail	$255,100
BP-115	Woodrow Rd Neighborhood Greenway	Install markings, signage, and traffic calming for neighborhood greenway from Woodrow Road Path to Woodrow Road	Bike-Ped – Neighborhood Greenway	$672,900
BP-116	Woodrow Rd Path (Segment 2)	Install shared-use path connecting greenway to Woodrow Rd from Proposed PATH to Woodrow Road	Bike-Ped – Trail	$437,700
BP-117	Sheffield Woods Neighborhood Greenway	Install markings, signage, and traffic calming for neighborhood greenway from Browns Mill Road to Panola Road	Bike-Ped – Neighborhood Greenway	$1,597,600

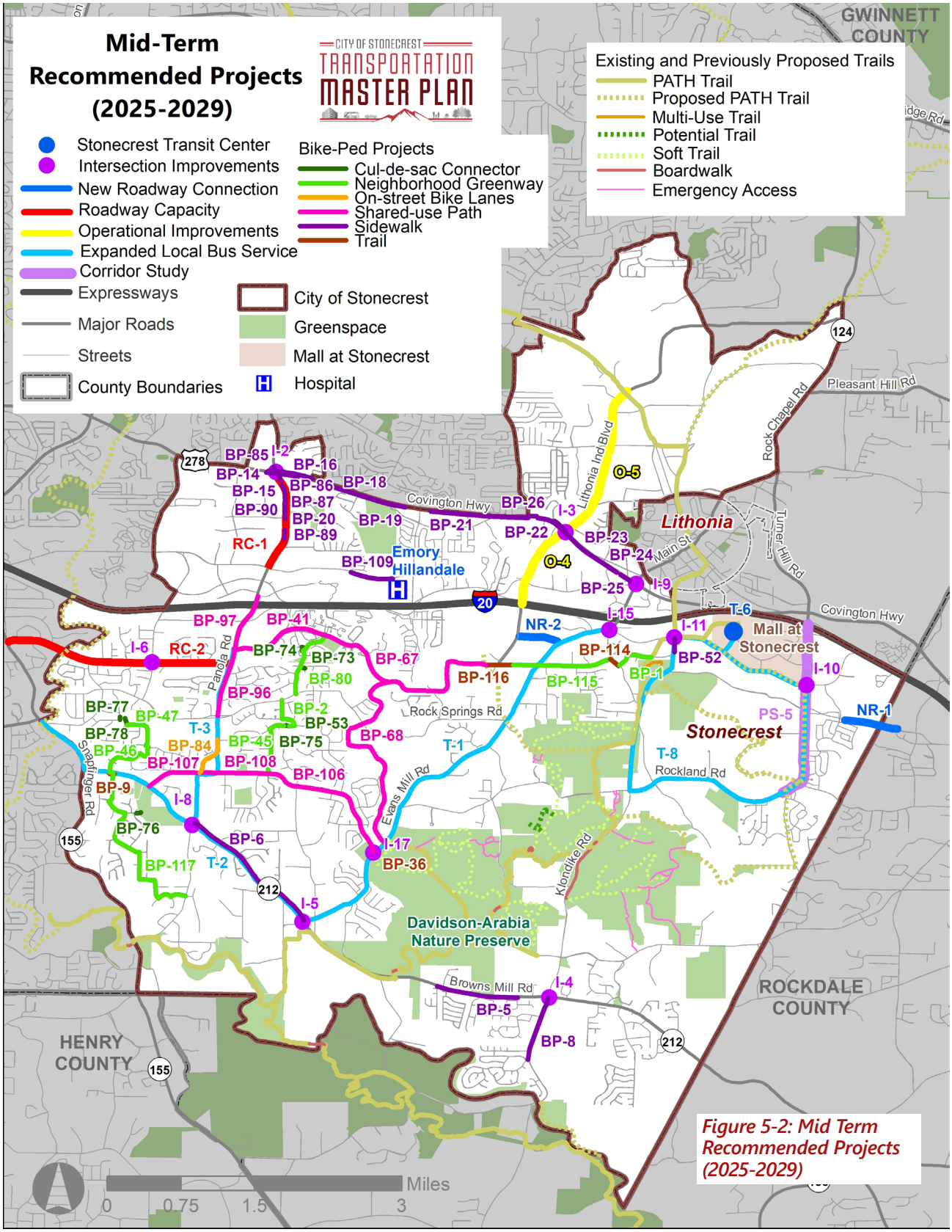

Figure 5-2: Mid Term Recommended Projects (2025-2029)

Long Term Recommendations (2030-2050)

Table 5-3: Long Term Recommended Projects (2030-2050)

Project ID	Project Name	Description	Project Type	Total Project Costs
RC-3	Rock Springs Road Widening	Widening from 2 to 4 lanes from Panola Road to Evans Mill Road. (2.9 Mi.) Long Range in RTP (network year 2030).	Roadway Capacity	$49,000,000
RC-4	Salem Road Widening	Widening from 2 to 4 lanes from Panola Road to Evans Mill Road. (1.9 Mi.) Long Range in RTP (network year 2030).	Roadway Capacity	$33,500,000
RC-5	Evans Mill Road Widening	Widening from 2 to 4 lanes from Woodrow Drive to SR 212 (Browns Mill Road) (4.9 mi.) Long Range in RTP (network year 2030).	Roadway Capacity	$77,000,000
RC-6	Turner Hill Road Widening	Widening from Mall Parkway to 1500 West of McDaniel Mill Road - Design Phase will include access management plan. Widening from 2 to 4 lanes (1.5 miles). Long Range in RTP (network year 2030).	Roadway Capacity	$22,000,000
RC-7	SR 212 (Browns Mill Road) Widening	Aspirational in RTP. Widening from 2 to 4 lanes from SR 155 (Snapfinger Road) to SR 138 (6.5 miles within Stonecrest city limits)	Roadway Capacity	$100,000,000
RC-8	SR 155 (Snapfinger Road) Widening	Aspirational in RTP. Widening from SR 212 (Browns Mill Road) to Panola Road. (2.6 miles)	Roadway Capacity	$40,000,000
O-2	US 278 (Covington Highway) RTOP Corridor	Regional Traffic Operations Program (RTOP) signal timing program to improve traffic flow and reduce vehicle emissions. RTOP corridor extents from Evans Mill Road to SR 154 (Memorial Drive). RTOP assists local jurisdictions to quickly find and repair problems. RTOP will be able to remotely monitor all corridors which will allow quicker response times to repair signal problems.	Operational Improvements	$50,000/Year
O-3	SE DeKalb Traffic Operations Center	Develop a Traffic operations center focused on improving traffic flow in southeast DeKalb County.	Operational Improvements	$5,000,000 - $10,000,000
I-1	Panola Road: Segment 3 Operations Improvements - Includes I-20 Interchange	Diverging Diamond Interchange (DDI) - Project extents from Fairington Road to Snapfinger Woods Drive (0.6 mi)	Intersection Improvement	$67,500,000

Project ID	Project Name	Description	Project Type	Total Project Costs
I-7	Turner Hill Road at I-20 East	Intersection improvement TBD - Potential widening of Turner Hill Road bridge to accommodate dual left turn lanes onto I-20 entrance ramps, along with turn lane improvements/addition on eastbound exit ramp	Intersection Improvement	$7,200,000
I-13	New I-20 East Express Lanes Access Point (Stonecrest Mall)	New access point to future Express Lanes on I-20 west of Stonecrest Mall and east of Klondike Road to provide access for BRT and general purpose vehicles.	Intersection Improvement	$15,500,000
I-14	New I-20 East Express Lanes Access Point (Fairington Road)	New access point to future Express Lanes on I-20 at Fairington Road for BRT and general purpose vehicles. Potential BRT station location.	Intersection Improvement	$10,000,000
T-4	US 278 (Covington Hwy) ART	Arterial Rapid Transit (ART) along US 278 (Covington Hwy) from Stonecrest Mobility Hub to Kensington MARTA Station	Transit	$29,500,000 - Capital Costs. $2,700,000 – Annual O&M Costs.
T-5	BRT (Bus Rapid Transit) to Downtown Atlanta	BRT Service from Stonecrest Transit Center to downtown Atlanta.	Transit	BRT from Stonecrest to Wesley Chapel ($205 M – Capital, $2.7M O&M) BRT from Wesley Chapel to downtown ($84.4M -Capital, $4.4M- O&M)
BP-7	Browns Mill Rd Sidewalks - South	Install new sidewalk on south side of Browns Mill Rd from Salem Road to Panola Road	Bike-Ped – Pedestrian	$511,700
BP-10	Chapman Rd Sidewalks	Install new sidewalk on north side of Chapman Rd from 6808 Chapman Road to Rogers Lake Road	Bike-Ped – Pedestrian	$297,900
BP-11	Chupp Rd Path (Segment 1)	Install shared-use path on north side of Chupp Rd from Lithonia Industrial Boulevard to Huber Street	Bike-Ped – Trail	$1,685,600
BP-12	Chupp Rd Path (Segment 2)	Install shared-use path on north side of Chupp Rd from Huber Street to Covington Highway	Bike-Ped – Trail	$428,900

Project ID	Project Name	Description	Project Type	Total Project Costs
BP-13	Chupp Way Path	Install shared-use path along Chupp Way and Pole Bridge Creek connecting to new trailhead from Fairington Road to New Trailhead	Bike-Ped – Trail	$2,030,000
BP-27	Covington Hwy Sidewalks - Central (North Side – Segment 2)	Install missing sidewalk segment on north side of Covington Hwy from Wellington Chase Ct to Lithonia Industrial Boulevard	Bike-Ped – Pedestrian	$108,100
BP-28	Covington Hwy Path (Segment 1)	Install shared-use bike-ped facility along Covington Hwy from Chupp Road to Evans Mill Road	Bike-Ped - Trail	$248,700
BP-29	Covington Hwy Path (Segment 2)	Install shared-use bike-ped facility along Covington Hwy from Evans Mill Road to Davidson Drive	Bike-Ped - Trail	$264,500
BP-30	Covington Hwy Path (Segment 3)	Install shared-use bike-ped facility along Covington Hwy from Davidson Drive to Klondike Road	Bike-Ped - Trail	$615,300
BP-31	Crossvale Rd Sidewalks	Install new sidewalk on west side of Crossvale Rd from Marble Drive to Evans Mill Road	Bike-Ped – Pedestrian	$1,416,900
BP-34	Evans Mill Rd Sidewalks – North (Segment 1)	Install new sidewalk on south side of Evans Mill Rd from Woodrow Road to East Glen Drive	Bike-Ped – Pedestrian	$310,600
BP-37	Evans Mill Rd Path (Segment 2)	Install shared-use path on Evans Mill Rd from Salem Rd to Flat Rock ES	Bike-Ped – Trail	$1,632,400
BP-38	Fairington Pkwy Sidewalks (Segment 1)	Install missing sidewalk segment on north side of Fairington Pkwy from Meadowood Circle to 2801 Fairington Road	Bike-Ped – Pedestrian	$119,700
BP-39	Fairington Pkwy Sidewalks (Segment 2)	Install missing sidewalk segment on north side of Fairington Pkwy	Bike-Ped – Pedestrian	$216,800
BP-40	Fairington Pkwy Sidewalks (Segment 3)	Install missing sidewalk segment on the north side of Fairington Pkwy near the intersection of Panola Rd from Panola Road to Turnberry Road	Bike-Ped – Pedestrian	$350,000
BP-41	Fairington Pkwy Path (Segment 1)	Install shared-use path on south side of Fairington Pkwy from Panola Road to Joel's Lake Path	Bike-Ped – Trail	$2,749,100

Project ID	Project Name	Description	Project Type	Total Project Costs
BP-42	Fairington Pkwy Path (Segment 2)	Install a shared-use path on the south side of Fairington Rd from Panola Road to Chupp Way	Bike-Ped – Trail	$3,012,400
BP-43	Fairington Rd Bridge Path	Install shared-use path as part of Fairington Rd bridge project and road realignment from Hillandale Drive to Fairington Road	Bike-Ped – Trail	$451,400
BP-48	Hillandale Dr Path (Segment 1)	Install shared-use path on north side of Hillandale Dr from stream to DeKalb Medical Parkway	Bike-Ped – Trail	$679,900
BP-49	Hillandale Dr Path (Segment 2)	Install shared-use path on north side of Hillandale Dr from DeKalb Medical Parkway to Lithonia Industrial Parkway	Bike-Ped – Trail	$2,680,300
BP-50	Hilllandale Dr Path (Segment 3)	Install shared-use path on north side of Hillandale Dr from Panola Road to stream	Bike-Ped – Trail	$2,264,900
BP-51	Hillvale Rd Sidewalks	Install new sidewalk on south side of Hillvale Rd from DeKalb Medical Parkway to Covington Highway	Bike-Ped – Pedestrian	$565,200
BP-52	Klondike Rd Sidewalks	Install missing sidewalk segment on east side of Klondike Rd from Mall Parkway to Wesley Providence Parkway	Bike-Ped – Pedestrian	$113,900
BP-57	Maddox Rd Sidewalks (Segment 1)	Install new sidewalk on north side of Maddox Rd from 1801 Rock Chapel Road to Rock Chapel Road	Bike-Ped – Pedestrian	$65,200
BP-58	Maddox Rd Sidewalks (Segment 2)	Install new sidewalk on north side of Maddox Rd from 7138 Maddox Road to 7226 Maddox Road	Bike-Ped – Pedestrian	$469,500
BP-60	Mall Pkwy Sidewalks (Segment 2)	Install missing sidewalk on north side of Mall Pkwy from 8200 Mall Parkway to 8424 Mall Parkway	Bike-Ped – Pedestrian	$120,500
BP-61	Mall Pkwy Sidewalks (Segment 3)	Install missing sidewalk segment on Mall Pkwy near the intersection of Turner Hill Rd from 3111 Turner Hill Road to Turner Hill Road	Bike-Ped – Pedestrian	$47,100
BP-62	Marbut Rd Sidewalks (Segment 1)	Install missing sidewalk segments on the north side of Marbut Rd from 6792 Marbut Road to Stone Mountain Lithonia Road	Bike-Ped – Pedestrian	$120,500
BP-63	Marbut Rd Sidewalks (Segment 2)	Install missing sidewalk segments on the north side of Marbut Rd from Lithonia Industrial Boulevard to 6720 Marbut Road	Bike-Ped – Pedestrian	$99,000

Project ID	Project Name	Description	Project Type	Total Project Costs
BP-64	Marbut Rd Sidewalks (Segment 3)	Install missing sidewalk segments on the north side of Marbut Rd from Jabco Boulevard to Lithonia Industrial Boulevard	Bike-Ped – Pedestrian	$254,100
BP-65	Miller Rd Sidewalks	Install new sidewalk on one side of Miller Rd from Snapfinger Woods Drive to I-20 East	Bike-Ped – Pedestrian	$611,500
BP-66	Miller Rd Sidewalks - South	Install missing sidewalk segment from Lacy Ln to Rock Springs Rd	Bike-Ped – Pedestrian	$573,500
BP-69	Miller Grove Path - North	Install a shared-use path through Miller Grove Park and along the creek from Panola Road to Snapfinger Woods Drive	Bike-Ped – Trail	$2,629,800
BP-70	Miller Grove HS Path	Install shared-use path to connect Miller Grove HS to greenway and provide parking access from DeKalb Medical Parkway to Miller Grove Path	Bike-Ped – Trail	$722,700
BP-71	Southeast Athletic Complex/ Miller Grive HS Connector	Install a shared-use path between SAC and MGHS to facilitate shared parking and greenway access from DeKalb Southeast Athletic Complex to Miller Grove High School	Bike-Ped – Trail	$443,300
BP-72	Miller Grove Path - South	Install a shared-use path along the creek from Snapfinger Woods Drive to Hillandale Drive	Bike-Ped – Trail	$523,400
BP-79	Bouie Theme ES Trail	Install trail along stream to connect neighborhoods to Bouie Theme ES from Rondelay Drive to Rock Springs Road	Bike-Ped – Trail	$646,200
BP-82	Panola Industrial Blvd Sidewalks (Segment 1)	Install missing sidewalk segments between Miller Rd and Panola Rd from 5180 Panola Industrial Boulevard to Panola Road	Bike-Ped – Pedestrian	$529,700
BP-83	Panola Industrial Blvd Sidewalks (Segment 2)	Install missing sidewalk segment on one side of Panola Industrial Blvd from Acuity Way to Miller Road	Bike-Ped – Pedestrian	$293,600
BP-92	Panola Rd Sidewalks – East Segment 2	Install missing sidewalk segments on the east side of Panola Rd from Covington Hwy to Snapfinger Woods Dr (2358 Panola Road to 2458 Panola Road)	Bike-Ped – Pedestrian	$186,500
BP-93	Panola Rd Sidewalks - West	Install missing sidewalk segment on west side of Panola Rd from Thompson Mill Road to Black Foot Drive	Bike-Ped – Pedestrian	$318,500
BP-94	Panola Rd Sidewalks - South	Install new sidewalk on west side of Panola Rd from Salem Road to Browns Mill Road	Bike-Ped – Pedestrian	$344,100

Project ID	Project Name	Description	Project Type	Total Project Costs
BP-98	Panola Rd Path - South	Install shared-use path on Panola Rd from Panola Valley Dr to South River Trail	Bike-Ped – Trail	$918,300
BP-99	Panola Rd Path - North	Install a shared-use path on the east side of Panola Rd from Miller Grove Park to J W Williams St	Bike-Ped – Trail	$1,691,200
BP-100	Park Central Blvd Sidewalks	Install new sidewalk on one side of Park Central Blvd from Covington Highway to Snapfinger Woods Drive	Bike-Ped – Pedestrian	$831,600
BP-101	Rock Springs Rd Path (Segment 1)	Install shared-use path on Rock Springs Rd	Bike-Ped – Trail	$258,900
BP-102	Rock Springs Rd Path (Segment 2)	Install shared-use path on Rock Springs Rd from Tasman Trail to Brisbane Way	Bike-Ped – Trail	$887,000
BP-103	Rock Springs Path - North	Install shared-use path on the north side of Rock Springs Road from Ottawa Trail to Pole Bridge Creek	Bike-Ped – Trail	$1,449,100
BP-104	Rogers Lake Rd Sidewalks (Segment 1)	Install new sidewalk on west side of Rogers Lake Road from Rogers Crossing Drive to Lithonia Industrial Boulevard	Bike-Ped – Trail	$440,600
BP-105	Rogers Lake Rd Sidewalks (Segment 2)	Install new sidewalk on west side of Rogers Lake Road from Lithonia Industrial Boulevard to Chapman Road	Bike-Ped – Pedestrian	$659,200
BP-110	Snapfinger Woods Dr Sidewalks (Segment 2)	Install missing sidewalk segment from Acuity Way to Miller Road	Bike-Ped – Pedestrian	$134,500
BP-111	Snapfinger Woods Dr Sidewalks (Segment 3)	Install missing sidewalk segment on one side of Snapfinger Woods Drive from 5096 Snapfinger Woods Drive to 5360 Snapfinger Woods Drive	Bike-Ped – Pedestrian	$457,100
BP-112	Thompson Mill Rd Sidewalk	Install new sidewalk on north side of Thompson Mill Rd from Winding Grove Dr to city limits	Bike-Ped – Pedestrian	$825,000
BP-113	Woodrow Dr Sidewalks	Install missing sidewalk segment from 2975 Woodrow Drive to Woodrow Drive	Bike-Ped – Pedestrian	$114,700
BP-118	Stonecrest Path (Segment 1)	Shared-use path from the Klondike Road PATH trail to Forest Lake Parkway.	Bike-Ped Trail	$2,396,000
BP-119	Stonecrest Path (Segment 2)	Shared-use path from Forest Lake Parkway to Rockland Road.	Bike-Ped Trail	$1,882,400
BP-120	PATH to LIB Connection Path	Shared-use path from LIB to Mall Parkway PATH Trail.	Bike-Ped Trail	$1,937,000

Project ID	Project Name	Description	Project Type	Total Project Costs
BP-121	LIB Path (Segment 1)	Shared-use path from E Glen Road extension (NR-2) to US 278 (Covington Highway), potential coordination with O-4 in MId-Term.	Bike-Ped Trail	$1,788,000
BP-122	LIB Path (Segment 2)	Shared-use path from US 278 (Covington Highway) to Stone Mountain Lithonia Road, potential coordination with O-5 in Mid-Term.	Bike-Ped Trail	$2,384,000
BP-123	LIB Path (Segment 3)	Shared-use path from Stone Mountain Lithonia Road to Rogers Lake Road.	Bike-Ped Trail	$1,639,000
BP-124	Turner Hill Sidewalks	Sidewalks along Turner Hill Road from Mall Parkway to Rockland Road, potential coordination with RC-6	Bike-Ped Trail	$660,000

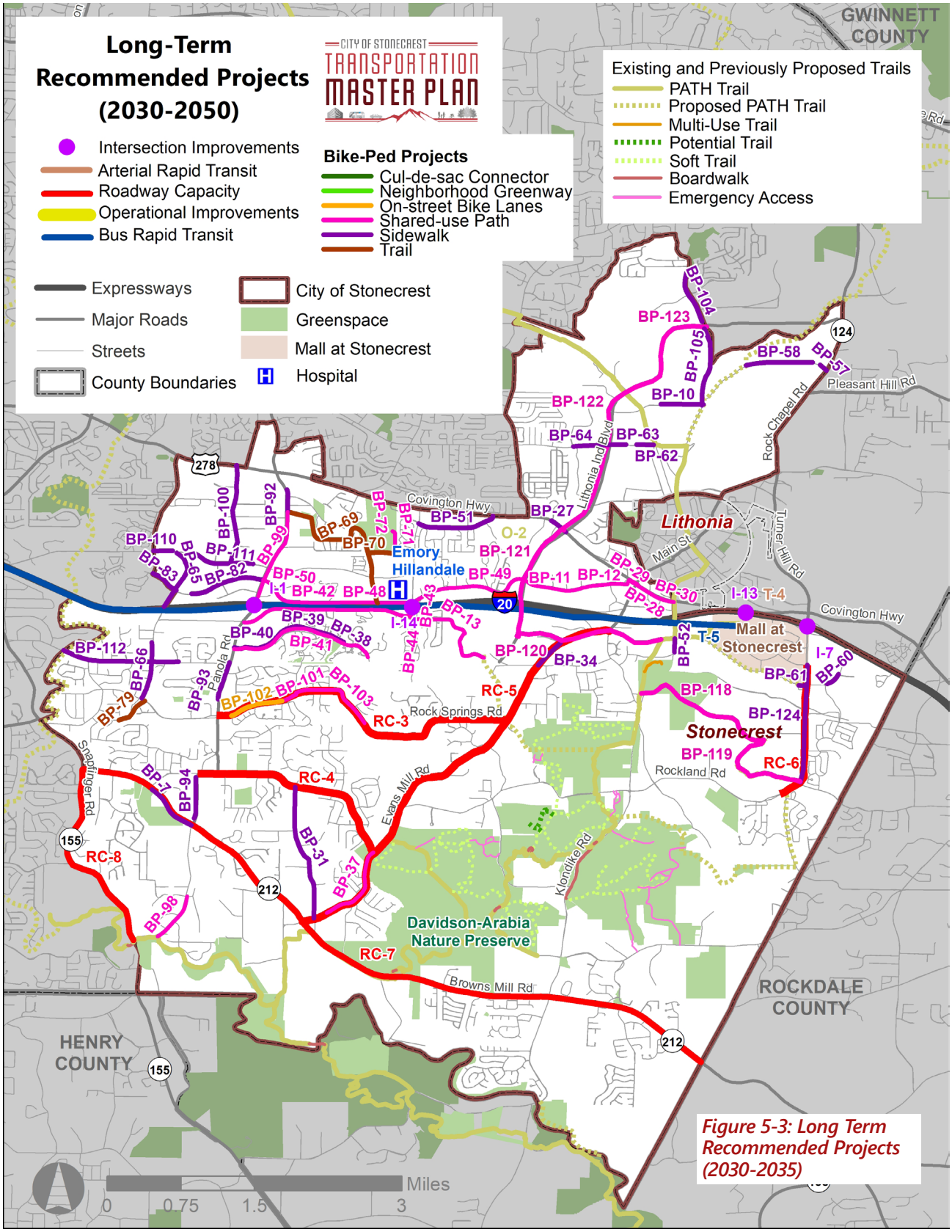

Figure 5-3: Long Term Recommended Projects (2030-2035)

City-Wide Programs and Policies

Based on input received from community stakeholders and coordination with City of Stonecrest staff, a series of transportation improvement programs and policies were identified to encourage future enhancements, efficiencies and safety throughout the City of Stonecrest. These improvements require additional input, coordination, studies, and potential cost assessments prior to proceeding with implementation. Proposed city-wide programs and policies include:

- **Streetscape and Beautification Program:** With new transportation improvements there is an opportunity to incorporate design elements that provide a specific identity for Stonecrest. A Stonecrest Streetscape Design study should be developed with guidelines for cohesive streetscape design throughout the City of Stonecrest. Beautification measures should be initially focused along key transportation corridors entering the City of Stonecrest including major commercial areas in the Stonecrest Mall area and surrounding developments adjacent to I-20. Specific Stonecrest design elements could include new decorative streetlights and mastarms, pedestrian light poles, signage, landscaping and banners. These improvements would encourage citywide placemaking, wayfinding, and safety.

- **Gateway Bridges Study:** With the reconstruction of I-20 under GDOT's managed lane project comes an opportunity to conduct a study that identifies potential gateway features and bridge design elements for planned rebuild bridges along I-20. Potential bridge locations would include Panola Road, Fairington Road and Turner Hill Road.

- **Local Truck Traffic Ordinance:** As traffic congestion and industries continue to grow, there has been a growing concern with pass-through freight truck traffic on local residential streets in Stonecrest. In this era of electronic wayfinding devices where drivers are typically directed towards the quickest route, regardless of roadway classification, it is extremely important for the City to identify and establish local truck routes. This will provide the local road network that is structurally able to accommodate heavy vehicles while restricting them from utilizing routes that are not designed for that level of traffic. This is typically

Figure 5-4: Cumberland Boulevard area Right-of-Way Signage and Beautification

Figure 5-5: Peachtree Street Gateway Bridge over I-85

Figure 5-6: Example of Trucks Prohibited Signage

accomplished through an ordinance adopted by the City Council that clearly identifies the roadways available for use establishes the acceptable weight restrictions, any exemptions or applicable special conditions; and the fine schedule for any violations. The ordinance would establish specific criteria for truck restrictions (i.e. weight, size, number of wheels, etc.) and enforceable violations, including fines.

- **Traffic Operations Program**: The City should create a program that coordinates traffic operations within the City and the surrounding areas in DeKalb County. GDOT has established the Regional Traffic Operations Program (RTOP) as a multi-jurisdictional program to improve traffic flow and reducing vehicle emissions through improved signal timing. RTOP assists local jurisdictions to quickly find and repair problems and the ability to remotely monitor all corridors which will allow quicker response times to repair signal problems. The US 278 (Covington Highway) corridor is included in RTOP. Beyond the RTOP corridors, continued coordination on operations and maintenance of traffic is needed in southeast DeKalb County with a new Traffic Operations Center to focus on improving traffic flow. A study to determine the feasibility of implementing a Traffic Operations Center should be conducted.

- **Travel Demand Management:** Due to the impacts of the recent COVID-19 pandemic, the demand for transit service in the Atlanta region has decreased by 50% with traffic on the highways system reducing nearly 70%. As the economy begins to open back up, these numbers are subject to increase however we may not see them as high as they were before. The Atlanta region, similar across the US, will likely experience a "new normal" with more people and industries encouraging working remotely, which could reduce traffic congestion growth long-term. Other measures to reduce traffic and encourage multi-model travel include Travel Demand Management (TDM). TDM strategies can increase overall efficiency of a transportation network by encouraging a mode shift from single-occupant vehicles (SOV) to other types of travel modes. TDM programs focus on peak period travel periods with greater commuting patterns for work trips and include incentives and information to encourage travelers and employer-based companies to modify traditional travel behavior. Specific TDM strategies include telecommuting, carpooling/vanpooling, flexible work schedules, transit pass subsidies and mixed-use developments. The City can partner with agencies such as the Georgia Commute Options and local businesses to encourage implementing more TDM strategies.

- **Smart Cities:** As the City of Stonecrest advances into the future, integrating new innovative technologies that support greater efficiency of the transportation network will be key. Communities are becoming more technology driven through partnerships and implementation of infrastructure, such as high data capacity fiber-optic and wireless networks to integrate communication with evolving technologies. The City's transportation network and infrastructure can take advantage of operation and energy efficiency solutions such as alternative fuel vehicles, LED street lighting and connected and autonomous vehicles. The City should explore research in new technologies, new policies, and infrastructure that supports future technology enhancements.

Implementation Action Plan

This is a historic moment in time for the City of Stonecrest as this initial TMP will set the foundation for the City's growth and development. The recommendations for transportation improvements identified in this plan will serve as the vision and a valuable tool for the Stonecrest to guide investments in the years to come. The TMP will ensure that the transportation goals and priorities of the City to prepare for and respond to traffic, safety, future land use and new developments overtime. As funding levels for transportation improvements can be limited and competitive, City staff and decision-makers must be strategic advancing cost-effective projects that enhance existing transportation network, reduce congestion, encourage more transit and active transportation use.

Coordination with regional agencies, including GDOT, MARTA, ATL, ARC, and DeKalb County, is vital to securing potential funding and supporting efficient implementation of improvements across all transportation modes. Continued public, stakeholder, and elected official outreach on the TMP is also important to maintain support of programs and future SPLOST measures. Transportation and land use plan coordination is needed to support better connectivity between existing and planned developments and encourage preservation of multi-modal transportation corridors. As projects are further defined, more detailed cost estimates will be needed. Over the 30-year TMP timeframe, as needs and funding sources evolve, it will be critical for the City to continue to utilize this document as a framework to advance transportation efforts. The TMP should be utilized by City staff to guide the implementation of plan recommendations over time, but a process to monitor and update the program should include future updates to the TMP every 5-10 years. The following are recommended actionable steps for the City to best utilize and implement the TMP moving forward:

Adopt the Transportation Master Plan (TMP)

This Transportation Master Plan is the result of a rigorous evaluation of the existing conditions and a forecast of future conditions. Goals and objectives were developed and the public was engaged through many different opportunities and techniques. The final document is designed to provide a financially feasible and constructible vision of the future of transportation that has the support of Stonecrest's residents and policy makers. It will provide the policy basis for investments and what projects and programs the City wishes to fund to provide transportation services.

Develop a Staffing Plan for Delivery of TMP

Upon adoption of the TMP, it becomes incumbent on the City of Stonecrest to identify the methodology, or staffing plan, for implementing the recommendations. Simply put, a staffing plan must support the TMP. To successfully own, operate and maintain a transportation network, the City must decide if the path to success will be through the creation of a Public Works Department or will these functions be out-sourced to a private firm with a small City staff to manage the contract.

Coordinate on TMP Implementation

Upon formal adoption of the TMP, the City should begin preparations for plan implementation. Before project implementation can occur, the City should to continue coordination by setting up meetings with regional partners and agencies to present and discuss the TMP and its recommended

projects. It is beneficial for regional partners and transit agencies, such as ARC, GDOT, the ATL, and MARTA, to be aware of and familiar with recommended transportation projects. The City should then prepare a schedule for entering in the regional "Call for Projects" process with both ARC and the ATL issuing their call for projects to program and prioritize regional transportation (ARC) and transit (the ATL) projects seeking federal funding. With ARC serving as the federally designated Metropolitan Planning Organization (MPO) for the 20-county Atlanta region, projects can be selected every four years to be included in the long-term vision of the Regional Transportation Plan (RTP), with the Transportation Improvement Program (TIP) covering the first six years of the RTP consisting of high-priority projects with committed funds. The ATL has its own call for projects cycle every year for the Atlanta Regional Transportation Plan (ARTP), which serves as the primary source of transit projects to be included in ARC's TIP and RTP.

The City of Stonecrest benefits from the transit services provided by MARTA and GRTA Xpress. Funding for planned bus stop amenities improvements in DeKalb County and the new transit hub in Stonecrest is already committed and programmed by MARTA. Continued coordination and more detailed identification of future transit needs that support both regional connectivity and local circulation in Stonecrest from residential areas to key commercial districts, new developments and recreational areas, such as Arabia Mountain trailheads should be explored.

Create a TMP Dashboard to Ensure Accountability & Monitor Success

In order to ensure the success with implementation of the TMP, the City of Stonecrest should consider creating a TMP analytics dashboard to monitor and track the delivery of projects. The TMP dashboard would have the capability to link a map of the recommended TMP with project descriptions, costs and programming information. The dashboard would also ensure quality and consistency of project information, phasing, total system costs and funding allocations. The functionality of the dashboard should incorporate real time information on the transportation program and have the capability to compare current with historic trends and performance measures for projects. The outputs of the dashboard would include automated reporting to help the City's transportation staff present key data points regarding the progress of project delivery, financial information, schedules of key milestones and other project details of the program.

Develop a Robust and Achievable Resurfacing Program

The focus of the City from its founding has been resurfacing deteriorating roadways. A study was conducted by the City in 2019 to assess and rate pavement conditions for existing roadways. The result of the study recommended the establishment of a roadway maintenance program with pavement conditions assessed every three years. A list and map of the proposed 5-year rehabilitation program can be found in Appendix B.

A 12-year resurfacing cycle is a reasonable goal for the City. This equates to approximately 17 miles per year, based on the current City street inventory of 205 miles. Long term, a policy and program goal should be to establish a data-driven resurfacing program designed to preserve and lengthen pavement lifespan. The goal, as it relates to the TMP, would be for this model to be implemented in five to eight years. This would allow for many of the existing roadways that are in disrepair to be resurfaced and a pavement preservation strategy to be implemented in the long-term.

Program Management, Special Engineering and Planning Studies

Whichever staffing model is selected, appropriate funding levels to effectively manage the transportation program must be accounted for. Program management should include salary, benefits, and any overhead expenses for all staff and any costs for supplemental consulting services.

In an effort to remain flexible and responsive to ever changing conditions in the City of Stonecrest or the immediate surrounding area, it is prudent to anticipate that unique or unexpected situations might arise that will require the City to perform evaluations quickly. It is prudent to dedicate a percentage of funding so a quick response can be accommodated.

Another task that demands attention is funding engineering work to have projects "shovel ready" for any potential or unique funding opportunities that may arise. An example would be the distinct possibility that the federal government may pass an infrastructure funding bill in response to the on-going COVID-19 pandemic. Projects that have completed design, environmental and right-of-way acquisition activities would be highly competitive for these funds.

Develop a Capital Construction Plan, including Bicycle/Pedestrian Improvements

This activity is, by far, the most expensive endeavor to fund. However, the City of Stonecrest can identify ways to leverage the City's funding with state or federal partners to implement these projects. The existing transportation system plays a key role in establishing corridors and where future growth may occur. The availability of transportation capacity can influence where growth occurs within the City. At the same time, the transportation system must be responsive to both growth and the needs and demands of the larger region.

Develop an Operational Plan (Routine Maintenance, Traffic Signal Maintenance/Operations, Landscaping)

Maintaining right-of-way and operating traffic signals are often forgotten activities. By making appropriate investment in these activities, the City will likely experience a reduced burden of funding significant reconstruction of roadway infrastructure and a reduced number of resident complaints.

- **White line to white line:** Tasks associated include restriping the roadways on a regular interval, pavement preservation activities, such as crack sealing and patching and traffic signal maintenance. Transportation infrastructure is subject to harsh environmental conditions and as such, require regular maintenance to remain in peak operating status.
- **White line to back of right-of-way:** These are considered traditional routine maintenance activities. These include ditch maintenance, mowing, litter removal, vegetation management, sign maintenance and even removal of dead animals. Keeping the shoulders well maintained, and enhanced with well-designed landscaping, can become a source of community pride. It is well documented that mowing and litter removal are highly desired by the public, so having a strong routine maintenance program should be considered.

CITY OF STONECREST
TRANSPORTATION
MASTER PLAN

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