The South Fulton Comprehensive Transportation Plan of Fulton County

Recommendations Report

November 2013

ARCADIS
Infrastructure, environment, buildings

In Collaboration With:
City of Chattahoochee Hills
City of College Park
City of East Point
City of Fairburn
City of Hapeville
City of Palmetto
City of Union City

FULTON COUNTY

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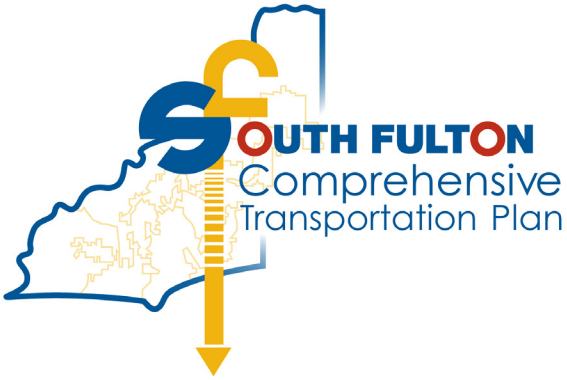

The Recommendations Report represents the third and final phase in the development of the South Fulton Comprehensive Transportation Plan (CTP) of Fulton County. Overall, the CTP process is to develop jurisdiction wide goals and priorities for unincorporated south Fulton and the seven southern municipalities: Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, and Union City. The CTP will identify strategies across the jurisdictions that seek to improve mobility, increase capacity in growing urban and rural areas, mitigate traffic congestion, encourage and improve upon service and choice of alternatives modes of transportation through a comprehensive transportation planning effort. The CTP will serve as the guiding document for the comprehensive transportation planning process that will coordinate with the regional planning process. It will provide a funding framework and a prioritized list of projects as the foundation and means of support in making transportation programming and policy decisions. The Recommendations Report includes a prioritized list of regional project recommendations based on the needs, goals, and objectives identified for the plan as well as a list of policy recommendations, such as access management and land use.

Public involvement is a fundamental part of the process. The primary mission of the public involvement effort is to inform, educate, and involve the public in the development of the CTP. Coordination and public involvement for the CTP are multi-faceted, providing several opportunities for citizens, stakeholders, and policymakers to shape the county's future through an active engagement process. As an integral part of the CTP process, coordination and input received from the public helped determined needs, issues, and priorities for the county through the project management team (PMT), policy committee, stakeholder committee, and two rounds of public meetings held in January and September of 2013. Each committee serves an important role in the process, providing feedback to the project team at key decision points during the development of the CTP.

The policy committee, stakeholder committee and public all provided input into the vision statement, goals, and objectives.

- The policy committee recommended focusing on improving the quality of life for those living in the study area, working with adjacent cities and counties, and thinking strategically about transportation investments rather than a straight-line approach.
- The stakeholder committee recommended focusing on economic development while preserving the unique community character and diverse areas throughout the study area, balancing regional and local needs and priorities, addressing beautification and aesthetic improvements at major gateway intersections, and minimizing the impacts on natural and cultural resources and amenities.
- Public feedback centered on creating an integrated network of transportation facilities that balances mobility, accessibility, and convenience; strengthening south Fulton's character as a dynamic place; and ensuring a high quality of life for all its citizens through strong neighborhoods, growing economies, and better transportation choices.

Based on input from the policy committee, stakeholder committee, and public, the following vision statement was developed. It provides the means of evaluating regional project recommendations against goals and objectives that seek to address the identified issues:

The vision of the South Fulton Comprehensive Transportation Plan of Fulton County is to offer travelers, businesses, and residents a comprehensive and integrated transportation system for the purpose of balancing preservation of community character with economic growth through multi-modal connectivity, mobility, and accessibility.

The goals and objectives address the issues and needs identified through the existing conditions inventory, needs assessment, and stakeholder input. Issues identified centered on the market and land use, roadways, walking and biking, transit, freight, and funding. The goals and objectives were used to develop performance measures for prioritizing projects.

To address the transportation needs of south Fulton, a lengthy aspirational list of transportation projects was created. To develop this list, numerous sources of information were drawn upon including previously completed studies and plans, traffic and crash data, needs assessment analyses, and stakeholder and community input.

The county and cities of south Fulton have completed comprehensive plans, Livable Centers Initiative (LCIs), corridor studies, and other studies. A review of all these plans was completed early on to understand the previously identified transportation needs in the county. The plans and Capital Improvement Programs of the county and cities were reviewed again during the recommendations phase to identify the projects that have already been proposed. The Atlanta Regional Commission's (ARC) current RTP/TIP was also reviewed to establish a list of regionally significant projects. The results of the needs assessment analysis and the travel demand modeling were used to understand mobility deficiencies and to determine needed improvements.

The final source of input into the aspirations list of projects was feedback from the staff, stakeholders, public, and elected officials of south Fulton. Regular coordination with the PMT provided insight into projects that are needed in south Fulton and are likely to be accepted by a majority of residents and commuters. In addition, input from the policy committee shaped the list of recommendations.

The aspirations list of transportation projects included hundreds of projects. The next steps involved a great deal of technical assessment and collaboration to refine the project list into the final prioritized list of regional project recommendations documented in this report.

Regional projects were evaluated and prioritized based on the methodology described in the report. Regional projects are those projects that are multi-jurisdictional and/or important to regional travel. Local and multi-jurisdictional projects are considered local in nature. The highest priority projects are in the short term implementation phase and include the first 5 years of the plan (2014-2019). Regional projects recommended in the short term should be considered first when funding is available. Short term projects were identified as being at least one of the following: top priority for the south Fulton study area, able to be easily implemented, or low cost. Regional short term projects are shown in Table i.

Table i: Regional Short Term Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
R-20	Cascade Road at I-285	Interchange improvement	Provide additional ramp and arterial capacity in the vicinity of the interchange	Unincorporated Fulton County	$16,463,260
R-23c	SR 92 at South Fulton Parkway	Roadway operation	Interchange improvement; CFI	Union City	$17,325,000
R-24a	SR 138 from US 29 to Buffington Road	Roadway operation	Regular signal timing and maintenance program	Fairburn, Union City, Unincorporated Fulton County	$77,000
R-24b	Old National Highway from I-285 to Jonesboro Road	Roadway operation	Regular signal timing and maintenance program	College Park, Unincorporated Fulton County	$99,000
R-24d	Camp Creek Parkway from I-285 to Old Fairburn Road	Roadway operation	Regular signal timing and maintenance program	College Park, East Point, Unincorporated Fulton County	$49,500
R-25	Buffington Road over South Fulton Parkway	Bridge	Widen bridge to include 12' lanes and bike/ped facilities	College Park, Unincorporated Fulton County	$1,626,240
R-30	Camp Creek Parkway Safety Improvements	Safety, geometric improvement	Install safety barriers at high crash locations along Camp Creek Parkway between Fulton Industrial Boulevard and Old Fairburn Road	Unincorporated Fulton County	$1,000,000
R-35	Old National Highway at Flat Shoals Road	Intersection operation	Safety study and improvements	Unincorporated Fulton County	$1,000,000
R-39	Cascade Road at Utoy Springs Road	Intersection operation	Safety study and improvements	Unincorporated Fulton County	$1,000,000
R-41	I-285 at Washington Road	Safety, geometric improvement	Safety study and improvements	East Point	$1,300,000
R-77	Main Street from Connally Drive to Womack Avenue	Streetscape/ enhancement	Raised, landscaped median at currently striped out locations	East Point	$877,250
R-92	US 19/41 from Cleveland Avenue to I-75	Roadway operation	Designate I-75 and Cleveland Avenue as US 19/41 and remove designation through downtown Hapeville	Hapeville	$0
R-105	US 29 at Thornton Avenue	Bike/ped	Pedestrian facilities	Palmetto	$27,500
R-106	US 29 between Thornton Avenue and Jackson Avenue	Bike/ped	Mid-block crossing with flashing pedestrian warning signal	Palmetto	$25,300
R-123	South Fulton Parkway at Cochran Mill Road	Intersection operation	Intersection improvements	Chattahoochee Hills	$1,000,000
R-147	Roosevelt Highway in Downtown Palmetto	Policy	Designate as US 29 Business and prevent truck traffic through downtown (must be linked to R-146)	Palmetto	$4,388,252

R-151	South Fulton Parkway at Cedar Grove Road	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-158	Camp Creek Parkway at I-285	Roadway operation	Diverging diamond interchange	East Point	$2,500,000
R-159	Virginia Avenue at I-85	Roadway operation	Signalize northbound off-ramp	East Point	$1,000,000
B-24	Riverdale Road from Roosevelt Highway to Flat Shoals Road	Bicycle	4' bike lanes striped on street	College Park, Unincorporated Fulton County	$2,225,665
M-6	Cascade Road from Atlanta city limits to intersection with Fulton Industrial Boulevard, New Hope Road from Cascade Road to Campbellton Road	Multi-use trail	8'-10' wide Cascade Road off-road trail	Unincorporated Fulton County	$694,350
M-7	Main Street from downtown East Point to Lakewood MARTA Station	Multi-use trail	Greenway trail to connect to greenway trail proposed in Lakewood/McPherson LCI	East Point	$1,403,000
M-9/P-28	Old National Highway from Flat Shoals to SR 138	Multi-use trail	8'-10' wide Old National Highway off-road trail	Unincorporated Fulton County	$3,406,500
M-14	New Hope Road from Cascade Road to Campbellton Road	Multi-use Trail	8'-10' wide Cascade off road trail	Unincorporated Fulton County	$845,000
P-16	East Point Main Street/SR 14 and White Way intersection	Pedestrian	Crosswalk pedestrian improvements	East Point	$128,000
P-17	East Point Main Street and Dorsey Avenue (just north of the intersection)	Pedestrian	Crosswalk pedestrian improvements	East Point	$121,000
P-24	Old National Highway and I-285 interchange	Pedestrian	Pedestrian crossing on Old National Highway needed in the vicinity of the interchange	College Park	$156,000
P-31	Roosevelt Highway/Broad Street (US 29) from Smith Street to SR 138	Pedestrian	Sidewalks, streetscapes on both sides	Fairburn	$3,260,000

Fulton County is the most populous county in Georgia and has a substantial annual budget. In recent years, the budget has varied with the economy and has ranged between $850 and $900 million. Of these amounts, the general fund makes up approximately two thirds of the budget and has ranged from $570 to $605 million. Out of this annual budget, Fulton County provides a myriad of services to residents. Historically, transportation has been funded through the general fund. As several other services are also funded through the general fund, allocating funding to undertake complex and capital intensive transportation projects is challenging. The CTP establishes a sound transportation framework based on goals and objectives developed by citizens and Fulton County so limited county financial resources can be used to maximize the leverage of state and federal transportation funds.

Currently, Fulton County does not break out transportation expenditures as a separate line item in their publicly available budget documents. However, the county does provide a line item for Facilities and Transportation Services, which has averaged about $34 million annually in recent years. While only a portion of these funds are available for transportation infrastructure projects, the estimated local match for projects recommended in the short-term implementation phase is approximately $50 million. The Fulton County Board of Commissioners has discretion over the budget and can vote to increase or decrease annual transportation expenditures. A

detailed discussion on funding, including MARTA funding and comparison of capital improvement programs between jurisdictions, is included in the report to provide an idea of how much funding other metro Atlanta jurisdictions with large populations are devoting to transportation.

Implementation phases are broad categories that prioritize projects based on future needs and completion time frames. It is expected that projects in the short-term implementation phase are the highest priority and needed immediately; therefore, they are programmed in the first five years of the plan. Mid-term projects are less pressing and are programmed years 5 through 10 of the plan, and long-term projects will be needed to serve future travel needs or would take substantial time to construct. Long term projects are programmed after the first 10 years of the plan.

Introduction

The Recommendations Report represents the third and final phase in the development of the South Fulton Comprehensive Transportation Plan (CTP) of Fulton County. Overall, the CTP process is to develop jurisdiction-wide goals and priorities for unincorporated south Fulton and the seven southern municipalities: Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, and Union City. The CTP will identify strategies across the jurisdictions that seek to improve mobility, increase capacity in growing urban and rural areas, mitigate traffic congestion, encourage and improve upon service and choice of alternatives modes of transportation through a comprehensive transportation planning effort. The CTP will serve as the guiding document for the comprehensive transportation planning process that will coordinate with the regional planning process. It will provide a funding framework and a prioritized list of projects as the foundation and means of support in making transportation programming and policy decisions.

There are three major components to the CTP process: Existing Conditions Inventory, Needs Assessment, and Recommendations. The Needs Assessment and Recommendations build upon the previous component and each component is summarized and documented in a findings report. The Recommendations Report includes a prioritized list of regional project recommendations based on the needs, goals, and objectives identified for the plan as well as a list of policy recommendations, such as access management and land use.

Study Area

The study area encompasses the portion of Fulton County, south of the City of Atlanta, including the municipalities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, and Union City as well as up to a five mile radius outside of the boundary into adjacent counties for coordination of long-range planning efforts. The study area is shown in Figure 1.

Project Background

The current CTP for Fulton County dates back to 2001 and was developed as part of a comprehensive approach to addressing transportation issues and investments in the county. The primary objective of the CTP in 2001 was to develop a transportation plan that reflected the future vision of the county for an integrated and balanced transportation system. In 2001, Fulton County encompassed approximately 535 square miles with 10 incorporated cities within its boundaries. The county has experienced significant changes over the past decade, including several boundary changes. Today, the county looks very different than it did the last time the CTP was developed.

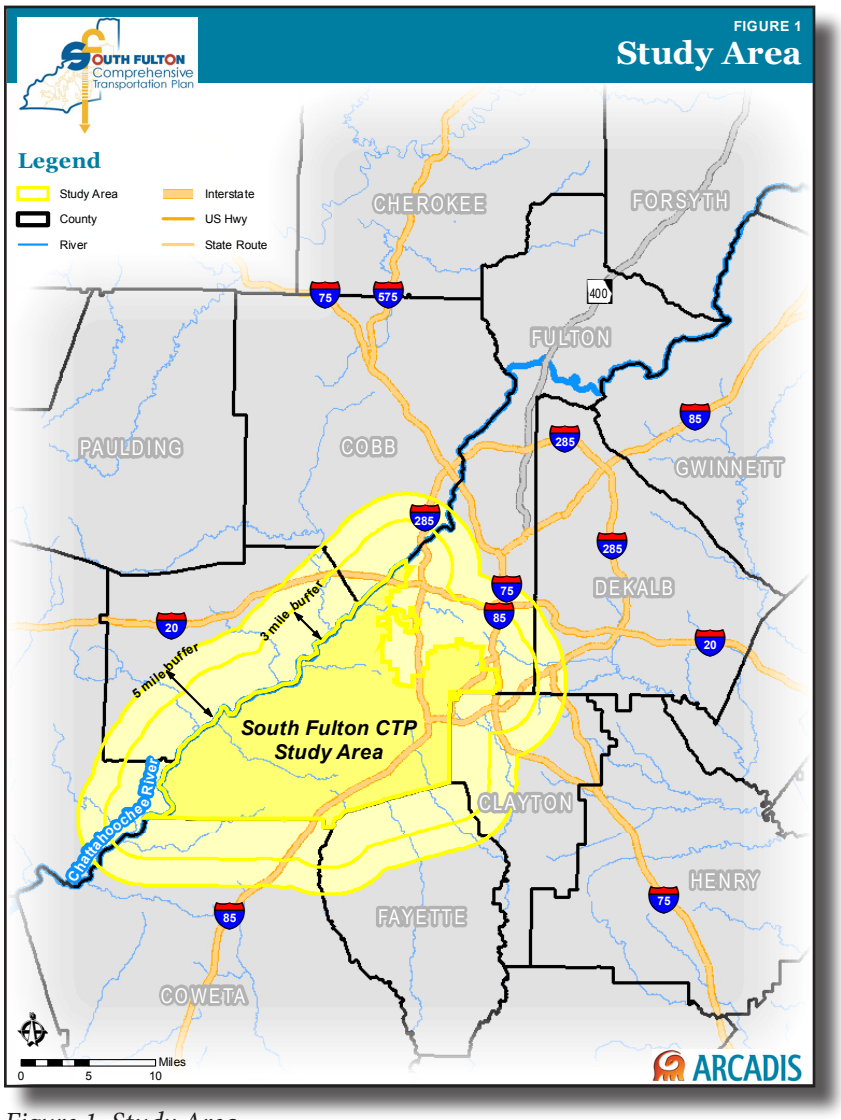

Figure 1: Study Area

Serving as the foundation to understanding the needs across the county and municipalities, the Existing Conditions Report included a comprehensive overview of the transportation network, land use framework, and recent historical trends. The study area has a substantial amount of population and employment although the distribution varies greatly throughout the municipalities. South Fulton is diverse as it is more urban in the northern part of the study area and more suburban/rural in the southern half of the study area. This creates a wide variety of traffic conditions and traveler expectations. Drivers in the northern portion of the study area have some expectation of congestion while drivers in the southern portion have a more rural view of traffic. Bicycling and pedestrian opportunities are limited throughout the study area with most facilities in town centers and around transit stations. As the most freight-intensive county in Georgia, the study area features several truck-intensive corridors, the CSX Fairburn Intermodal Railyard, and borders Hartsfield-Jackson Atlanta International Airport (HJAIA).

The Needs Assessment looked at future population and employment projections, land use and market conditions, and future traffic scenarios to determine the transportation needs of the study area. Public input received from a series of meetings also helped determine the transportation needs of the study area, indicating that there is overwhelmingly support for sidewalk and bicycle facilities, and support for improving safety and travel conditions between vehicles and trucks. Substantial population growth is predicted in the future, presenting needs and opportunities for all transportation modes moving forward. There is a significant variation in population between the cities, illustrating the diversity within the study area and also the differing needs in various parts of the study area. Along with population and employment growth in south Fulton, traffic congestion is also expected to increase. Currently, the majority of congestion occurs in the northern portion of the study area and around the I-85 corridor.

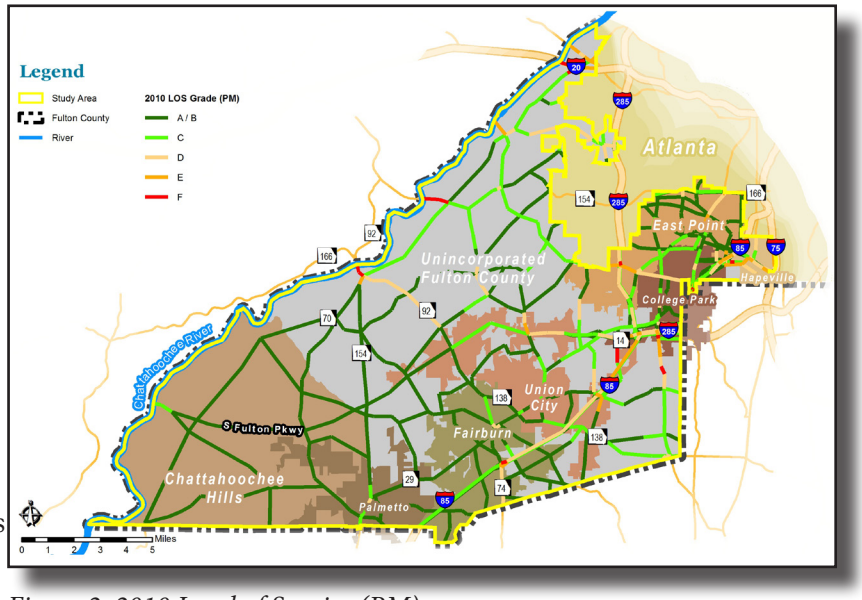

Figure 2: 2010 Level of Service (PM)

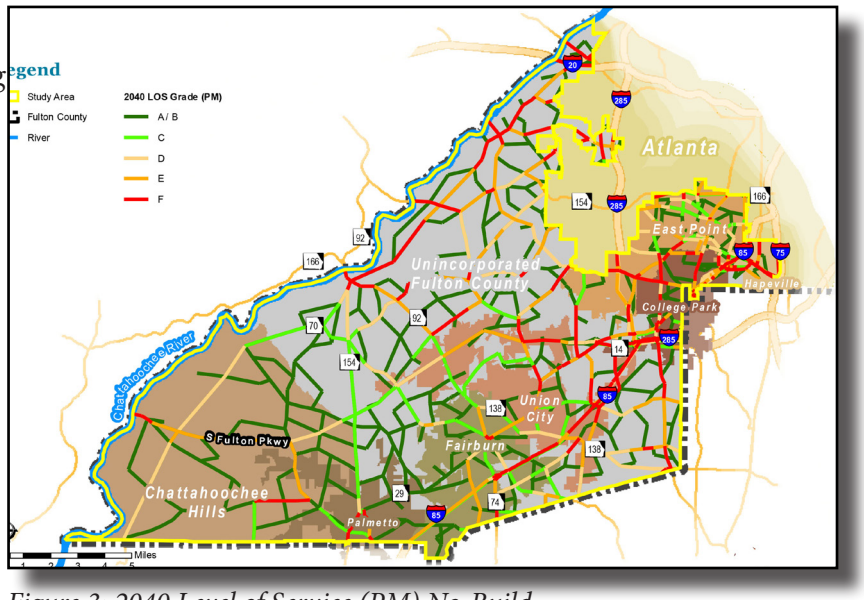

Figure 3: 2040 Level of Service (PM) No-Build

Without future transportation investments, it is expected that existing congestion will intensify and the portion of the roadway network which experiences congestion will increase. With the expected growth in south Fulton, land use becomes a key component in the need for additional investment in the study area. Land use policies established by

the county and cities focus on promoting development and future growth where there is current transportation infrastructure: along major corridors and at major intersections. Dense, appropriately scale mixed use development that is proposed along these corridors and at major intersections include the need for increased connectivity, access management, and infrastructure for bicyclists and pedestrians. Therefore, additional investment in transportation infrastructures is necessary to keep pace with growth and provide an overall adequate transportation network. Congestion currently experienced in the study area will continue to amplify and will spread to adjacent facilities. Capacity improvements will be necessary in the northern portion of the study area while more targeted, operational improvements will be necessary in the southern portion of the study area.

Overview of Data, Tools, and Resources

Many sources and tools were used to survey existing conditions, identify existing and future needs, and create final project, program, and policy recommendations for the study area. The following is a summary of the resources used.

Data

Existing transportation, land use, and economic development plans and studies were reviewed for areas across south Fulton as part of the data collection process. Studies and plans reviewed include local Comprehensive Plans, LCI studies, the Fulton County Capital Improvement Program (CIP), Revitalization, Redevelopment, and master plans, corridor studies, transit oriented development (TOD) studies, access management plans, and various other studies. These studies were used to identify key policies as well as to develop recommendations. Census data and American Community Survey data from the U.S. Census Bureau were obtained for the purposes of understanding population and employment trends. This information was used for identifying area employment centers, areas with greater density, areas with aging populations, and areas with lower incomes and no vehicle households that may have different transportation needs. Crash Data statistics were analyzed to identify safety needs and trends within the transportation system. This data provides information regarding vehicular, bicycle, pedestrian, and commercial vehicle crashes. Geospatial data was obtained from the Georgia Department of Transportation (GDOT) to identify and map locations of these crashes.

Tools

Geographic Information Systems (GIS) is a software tool used to relay spatial information in the form of maps. GIS was used to graphically display existing conditions and future transportation needs, such as economic, census, demographic, land use, community resources, and traffic data. The ARC Travel Demand Model is a computer generated simulation of travel and transit patterns in the Atlanta region. This model takes into account the existing and planned roadway network, travel behaviors, land use patterns, and socioeconomic data to generate travel patterns of people traveling through the area. The travel demand model was used to approximate regional traffic patterns along the primary roadway network for both present and future scenarios for the study area.

Resources

Public involvement activities were one of the main tools used to develop a list of transportation needs, particularly current needs. Residents and stakeholders provided a wealth of information regarding community needs and issues, problems and potential solutions. Many opportunities for input were utilized, including public meetings, surveys, a project website, and stakeholder committee meetings. Coordination with ARC's planning initiatives was necessary to develop the South Fulton CTP in accordance with region-wide goals and plans.

Coordination

Issues and Opportunities

Issues and opportunities were identified in the technical analysis as well as by the policy committee, stakeholder committee, and public. Table 1 identifies the major issues and opportunities identified through the existing conditions inventory and needs assessment.

Table 1: Major Issues and Opportunities

Issues	Opportunities
Land Use and Market	
• Population is expected to continue to grow at a faster rate than the region as a whole. • Increase demand for residential, industrial, retail, and to a lesser extent office • Multi-jurisdictional corridors throughout the study area that are important for mobility and growth	• Hartsfield-Jackson Atlanta International Airport is looking to increase freight movement • Distribution centers will grow in south Fulton • Partnership opportunities for joint corridor planning and projects • Planning and zoning should facilitate desired future land use development
Roadways	
• Level of service and congestion expected to increase in both the AM and PM peak period in the future, resulting in longer trip times • Lack of connectivity and limited access throughout the study area adds to increasing congestion along with expected growth • Better access to I-85 and I-285 is needed • Major corridors serve multiple purposes creating land use and transportation conflicts • Capacity improvements will be needed in the northern portion while targeted operational improvements will be needed in the southern portion • Ongoing maintenance of existing infrastructure	• Link transportation infrastructure improvements with future land use vision and growth • Target improving mobility and safety through operational improvements • Previous studies provide recommendations to build upon • Create regional gateways
Biking and Walking	
• Mismatch between desire of residents to bike/walk and the available facilities for such use • Current land use development pattern can make it difficult for walking and biking (lack of facilities and destinations) • Limited funding at the regional level for bike/pedestrian projects	• Desired future land use pattern promotes walking and biking in activity centers • South Fulton TrailNet provides facility network to be developed • Development of policies to encourage multi-modal planning and projects • Existing network in town center and activity centers to build upon
Transit	
• Current land use development pattern makes it difficult for high capacity transit service • Urban northeast section of the study area have the greatest need for transit based on zero-vehicle households (Hapeville, East Point, College Park) • Aging population, particularly in Chattahoochee Hills and Palmetto	• Desired future land use pattern and redevelopment could lend itself to future transit service • Build upon multiple transit studies to include additional transit service in the study area • Transit trip generators in the study area- Hartsfield-Jackson Airport, Fulton Industrial Boulevard activity center, Camp Creek Marketplace

The issues were then summarized into a list of top identified issues that were used to develop the goals and objectives along with input from the committees and public. The top identified issues are summarized in Table 2 below.

Table 2: Top Identified Issues

Future (traffic) hotspots	• South Fulton will grow • Congestion expected to increase, resulting in longer trip times
Safety (vehicular, pedestrian, bicycle)	• Truck/auto conflict • Lack of adequate pedestrian and bicycle facilities • Intersection geometry
Truck Traffic	• Industry growth and economic development • Conflicts with expanding residential uses • Railroad crossings • Truck routes
Funding	• Limited federal and state dollars • Allocation to MARTA • No transportation budget
Current land use development pattern	• Rural character in the southern portion and more urban character in the northern portion of the study area • Current development pattern limit transit opportunities • Mismatch between desire to walk/bike and available facilities
Multi-jurisdictional corridors throughout the study area that are important to mobility and growth	• Need for connectivity and improved access • Balance unique character of south Fulton with economic growth • Expansion of transit service as growth occurs • Share services

Public Involvement

Public involvement is a fundamental part of the process. The primary mission of the public involvement effort is to inform, educate, and involve the public in the development of the CTP. Coordination and public involvement for the CTP are multi-faceted, providing several opportunities for citizens, stakeholders, and policymakers to shape the county's future through an active engagement process. As an integral part of the CTP process, coordination and input received from the public helped determine needs, issues, and priorities for the county through the PMT, policy committee, stakeholder committee, and two rounds of public meeting in January and September 2013. Each committee serves an important role in the process, providing feedback to the project team at key decision points during the development of the CTP.

The PMT held six meetings to discuss the CTP process, existing conditions and needs assessment, and project recommendations. The PMT consists of staff from the county and seven cities in the study area. The PMT is primarily responsible for directing the project team and recommending the CTP and prioritized project recommendations to the policy committee.

Comprised of two Fulton County Commissioners and seven mayors from each of the participating south Fulton cities, the role of the policy committee is to provide policy direction and clarification to the Project Management Team. At the November 2012 meeting, the Committee provided direction on the overall purpose and development of the CTP. The Committee directed the plan focus on improving quality of life for those living in the study area while acknowledging that freight movement will increase in the future having an impact on the existing infrastructure; funding is limited; therefore, strategic approaches to funding and implementation should be considered including multi-jurisdictional projects for coordination and partnerships. In August 2013 the committee met again to review and provide input into the project recommendations, priorities, and public outreach.

The stakeholder committee consists of 40 members, including city council members, citizen representatives, staff and board members of Community Improvement Districts (CIDs), transit operators, land use planners, chambers of commerce, Georgia DOT, environmental advocates, and business associations. The stakeholder committee is instrumental in the development of the plan through the identification of issues and opportunities, development of plan goals and objectives, and review of feasibility and effectiveness of project recommendations. The stakeholder committee met four times: November 2013, January 2013, June 2013, and August 2013.

In November 2012, the stakeholder committee met to discuss issues and opportunities. Several common themes arose from the meeting:

- Economic development is important to south Fulton. The airport is one of the driving forces for long range economic prosperity
- Beautification and gateway improvements are needed along major corridors and at major intersections
- Seek opportunities and partnerships for cross-jurisdictional project improvements
- Balance economic potential with unique community character found throughout the county
- Minimize impact on the environment and natural resources
- Asset management should play a major role in identifying needs and recommendations

In January 2013, the stakeholder committee convened to review the draft vision, goals, and objectives based on the needs assessment and public input received from the first round of public open house meetings. In June 2013, preliminary project recommendations were presented to and debated by the stakeholder committee. Members helped to identify gaps among the project recommendations and express which projects were most important to them. In August 2013, the committee met again to review and provide input into the projects recommendations, priority, and implementation phases.

In January 2013 three public open house meetings were held throughout the study area to introduce the CTP process to the public, review the findings on existing conditions, receive input and feedback on the assessment of transportation needs, and participate in a visioning process to help determine goals and objectives. Comments received at the public open house meetings overwhelming support a clear desire for sidewalk and bicycle facilities, particularly within the downtown areas of the cities and on major roads that connect residential subdivisions to community commercial areas, recreational areas, and schools. Truck traffic was also seen as a major issue throughout the study area. Comments regarding the designation of truck routes and difficulty of navigating narrow streets and turning movements were common between all three meetings. Safety was another overarching issue heard across all three meetings, including vehicle, pedestrian, and bike safety.

A second round of public meetings was held in September 2013 to allow the public an opportunity to review and comment on the project and policy recommendations and project prioritization before final recommendations and CTP are presented for city and county adoption.

Vision, Goals, and Objectives

The policy committee, stakeholder committee and public all provided input into the vision statement, goals, and objectives. The policy committee recommended focusing on improving the quality of life for those living in the study area, working with adjacent cities and counties, and thinking strategically about transportation investments rather than a straight-line approach. The stakeholder committee recommended focusing on economic development while preserving the unique community character and diverse areas throughout the study area, balancing regional and local needs and priorities, addressing beautification and aesthetic improvements at major gateway intersections, and minimizing the impacts on natural and cultural resources and amenities. Public feedback centered on creating an integrated network of transportation facilities that balances mobility, accessibility, and convenience; strengthening south Fulton's character as a dynamic place; and ensuring a high quality of life for all its citizens through strong neighborhoods, growing economies, and better transportation choices.

Based on input from the policy committee, stakeholder committee, and public, the following vision statement was developed. It provides the means of evaluating project recommendations against goals and objectives that seek to address the identified issues:

> *The vision of the South Fulton Comprehensive Transportation Plan of Fulton County is to offer travelers, businesses, and residents a comprehensive and integrated transportation system for the purpose of balancing preservation of community character with economic growth through multi-modal connectivity, mobility, and accessibility.*

The goals and objectives developed address the top issues and needs identified through the existing conditions inventory, needs assessment, and stakeholder input. Issues identified centered on the market and land use, roadways, walking and biking, transit, freight, and funding. The goals and objectives were used to develop performance measures for prioritizing projects, which is explained later beginning on page 43. Table 3 below includes the goals and objectives for the CTP.

Table 3: Goals and Objectives	
Goals	**Objectives**
Provide for safe and adequate transportation access and increase connectivity for all users	Provide safe transportation facilities for all modes (vehicle, bicycle, pedestrian, transit)
	Design improvements to achieve connectivity for all users
	Improve access to transit, retail, schools, and recreation in appropriate areas as determined by the local municipalities and stakeholders
Improve mobility throughout the county while managing congestion through innovative, yet realistic options	Balance mobility and accessibility through access management principles
	Address existing and future mobility needs on major corridors by improving flow and capacity
	Design transportation improvements in a context-sensitive manner that considers the natural and cultural environments
Provide transportation systems that promote freight movement and economic vitality while supporting growth along key corridors and at transit stations	Link transportation improvements with land use and economic development to realize visions set forth in comprehensive plans and PLAN 2040
	Improve transportation facilities that support economic development and capitalize on access to SR 6, SR 70, US 39, I-285, I-20, and Hartsfield-Jackson Atlanta International Airport, and transit
Invest in sustainable transportation improvements that will promote quality growth and enhance the south Fulton community as well as the Atlanta metropolitan region	Provide transportation improvements that clearly enhance south Fulton
	Aesthetic improvements that are unique to the study area should be incorporated into transportation projects.

Recommendations

Freight Recommendations

Fulton Industrial Boulevard (FIB) Subregion

Add one travel lane in each direction on FIB between Wharton Drive/Mendel Drive and Campbellton Road.

Full intersection redesign at FIB and Camp Creek Parkway including:

- Extend left turn lanes for traffic heading east on Camp Creek Parkway and turning left onto FIB
- Extend left turn lanes for traffic heading south on FIB and turning left onto Camp Creek Parkway
- Redo access to QuikTrip gas station – likely to remove middle access point and retaining the access points further upstream on FIB. Perhaps force all traffic into QT to enter on Bakers Ferry Road
- Re-time signals based on unique time of day characteristics of truck activity at intersection combined with rush hour surges
- Work with Cobb County and Douglas County on methods to eliminate SR-6 cut-through traffic that clogs intersection of FIB and SR-6 (Camp Creek Parkway)

Develop truck-friendly lanes in the far right lanes of FIB between I-20 and Campbellton Road. This concept is similar to improvements recommended for SR-6 in the ARC GA SR-6 Transportation Corridor Study. The

truck-friendly lanes would have an additional 1-2 feet of width. They may need to be matched by a reduction in lane width for the other lanes. The truck-friendly lanes would also be equipped with in-ground sensors to accurately measure truck counts and adjust the signal timing at key intersections (such as Campbellton Road and Camp Creek Parkway) as needed. Cars would be allowed in the truck-friendly lanes.

CSX Fairburn Intermodal Yard Subregion
Redesign of I-85 interchange at Senoia Road needs to consider truck operations as this is the main interstate entrance for trucks from the Fairburn Intermodal Yard and freight facilities on Oakley Industrial Boulevard. There is a complex alignment of roadways where Senoia Road, McLarin Road, Roosevelt Highway and Fairburn Industrial Boulevard come together in an unsignalized set of ramps and intersections. A complete redesign of this interchange is warranted. At a minimum, traffic signals at the ramp from Roosevelt Highway southwestbound to Fairburn Industrial Blvd/Senoia Road southeast-bound is recommended. A signal should also be considered at the intersection of Senoia Road and the ramp to McLarin Rd heading in the southwest direction.

Construction is currently underway for improvements at the intersection of Oakley Industrial Boulevard and Senoia Road. However, further improvements are needed. Traveling east on Oakley Industrial Boulevard approaching Senoia Road, there needs to be three separate lanes – one to turn right, one to turn left, and one to go straight through the intersection. The turning lanes need to be sufficiently long to allow for queuing of several vehicles including multiple trucks. Trucks approaching this intersection from Oakley Industrial Boulevard may be traveling towards the CSX Intermodal Yard in Fairburn or they may be traveling south to I-85. Additionally, the traffic signal needs to be re-timed to allow for more traffic to get through the intersection for each cycle. Similar improvements need to be made on Oakley Industrial Boulevard heading west towards the Senoia Road interchange.

Fulton County should work closely with CSX to understand any plans to increase operations at the Fairburn Intermodal Yard and how that will impact truck traffic operations in the subarea. Similarly, industrial activity is increasing substantially along Oakley Industrial Boulevard and these increases need to be tracked by the county.

HJAIA Subregion
There are no improvements recommended for this subregion within the boundaries of the study area. However, a critical improvement that is needed nearby the unincorporated county boundary is a need to redesign the interchange at I-285 and Camp Creek Parkway. Congestion caused by trucks and autos attempting to enter and exit the interstate causes significant congestion on the mainline of Camp Creek Parkway. This congestion hampers truck traffic carrying air cargo from accessing the airport. Similarly, it hampers trucks traveling from the Fulton Industrial Boulevard area to the airport. Additionally, the south side of Camp Creek Parkway just outside of I-285 is being considered for significant industrial upgrades. If these plans materialize, it will further exacerbate travel conditions along the corridor and further highlight the need for additional capacity on Camp Creek Parkway.

There have been multiple fatal head-on crashes on Camp Creek Parkway in the past few years. A more substantial median barrier is needed on Camp Creek Parkway between FIB and I-285 to prevent vehicles from drifting into the wrong direction of traffic. This is even more important given the high percentage of truck traffic on Camp Creek Parkway and the increased extreme severity associated with head-on crashes involving trucks.

Truck Routes

According to the Atlanta Strategic Truck Route Master Plan (ASTRoMaP), the designated truck routes in South Fulton County are FIB, Camp Creek Parkway, Hwy 166/Campbellton Road, Roosevelt Highway, Cascade-Palmetto Highway, Highway 92, Highway 138 (Beverly Ingram Pkwy), and Senoia Road (Highway 74). The first two of these truck routes: FIB and Camp Creek Parkway along with Senoia Road between the Fairburn Intermodal Yard and Oakley Industrial Boulevard are by far the most critical for truck movements, while the others play more of a supporting role. It is recommended to add Oakley Industrial Boulevard to a list of truck routes in the region as there is an extensive and growing network of freight facilities on this road

Transit Recommendations

The existing MARTA rail and bus services in the study area serve a substantial number of riders. The following short and mid-term transit recommendations aim to meet the transit needs of the study area by leveraging existing MARTA rail facilities to provide study area residents improved access to regional employment and activity centers by enhancing the local bus services that access the stations.

Short and Mid-Term Recommendations

Even though the Airport MARTA Station is the southernmost rail station on the Red and Gold Lines, it does not function as an end of the line station due to physical constraints associated with being located at HJAIA. Instead, the College Park MARTA Station functions as an end of the line transit station for the Red and Gold Lines and serves as an intermodal transfer station for commuters throughout south Fulton. Currently 1,971 automobile parking spaces are available at the College Park MARTA Station and the utilization is 91 percent. This high utilization rate implies that if more parking was available at the College Park MARTA Station, more commuters would be able to access and use the rail service. Adding additional automobile parking at the College Park MARTA Station is recommended. This dovetails with the preferred concept from the College Park TOD Plan and Market Feasibility Study, which recommends two stand alone parking structures to serve long and short term MARTA parking demands at the College Park station.

Currently, because there is no employee parking at the airport for the employees of many of the restaurants, shops, and other services at the airport, many employees are opting to park at the College Park MARTA station and ride to the airport. Working together, these many smaller businesses should join forces to provide parking and shuttle services for employees and/or encourage/provide transit as a means of journey to work for employees. In addition to benefiting employees and providing a more direct route for their commute, this would free up parking at the College Park MARTA Station. It is recommended that the many vendors and businesses organize within HJAIA work together to create a consolidated employee parking program.

With 3,918 weekday riders, MARTA bus route 89 is the route with the most riders in the study area. The route travels from the South Fulton Park and Ride along Flat Shoals Road, SR 279 (Old National Highway), Sullivan Road, Best Road, and West Point Avenue/East Main Street to the College Park MARTA station. Recommendations include installing queue jump lanes and transit signal priority improvements at major intersections on Flat Shoals Road, SR 279 (Old National Highway), Sullivan Road, Best Road, and West Point Avenue/East Main Street.

MARTA bus route 71 is the second ranked route serving the study area in terms of weekday riders with 3,841

riders. Route 71 originates in the study area near the Country Squires Apartments and then follows Cascade Road and SR 139 (Ralph David Abernathy Boulevard) to the West End MARTA station. As the majority of the route falls within the City of Atlanta, no recommendations are made for route 71 as part of this plan.

MARTA bus route 180 runs along US 29 (Roosevelt Highway), Washington Road, SR 6 (Camp Creek Parkway) and connects Palmetto, Fairburn, Union City, East Point, and College Park to the College Park MARTA station. With 3,380 weekday riders, route 180 ranks third in the study area in terms of ridership. To improve service along this important route, queue jump lanes and transit signal priority improvements are recommended at major intersections on US 29 (Roosevelt Highway), Washington Road, and SR 6 (Camp Creek Parkway). Concept 3, the long range transit vision for the Atlanta region, recommends express bus service along US 29 that could also make use of these improvements.

With 3,231 weekday riders, MARTA bus route 78 has the fourth highest ridership in the study area. It originates outside the study area near Browns Mill golf course and follows Cleveland Avenue to Main Street and the East Point MARTA station. Queue jump lanes and transit signal priority improvements are recommended at major intersections on Cleveland Avenue to improve service along this route.

MARTA bus route 189 serves 2,645 weekday riders, and is the fifth ranked bus route in the study area in terms of ridership. Route 189 runs from a park and ride lot at Union Station Mall, along SR 138 (Jonesboro Road), SR 279 (Old National Highway), and US 29 (Roosevelt Highway) to the College Park MARTA station. To improve service along this route, queue jump lanes and transit signal priority improvements are recommended at major intersections on SR 138 (Jonesboro Road), SR 279 (Old National Highway) and US 29 (Roosevelt Highway). Additionally, pedestrians crossing SR 279 (Old National Highway) outside of cross walks to access MARTA bus stops is an existing issue that was identified through public involvement efforts. Installation of HAWK signals or other mid-block crossing treatments at bus stops along SR 279 (Old National Highway) as appropriate to serve pedestrians is recommended.

With 2,577 weekday riders, MARTA bus route 84 is the sixth ranked bus route in the study area in terms of ridership. The route originates at Camp Creek Parkway and Fairburn Road and follows Fairburn Road, Redwine Road, North Desert Drive and Washington Road to the East Point MARTA station. Queue jump lanes and transit signal priority improvements are recommended at major intersections on Washington Road to improve service along this route.

MARTA bus routes 89 and 189 both originate at park and ride lots and end at the College Park MARTA station. As noted in the Needs Assessment Report, parking utilization at the College Park MARTA station is quite high (over 90 percent). It is likely a number of people driving to the park and ride lots and then riding routes 89 and 189 would prefer to drive to the College Park MARTA station and park if spaces were available, as this would reduce their overall trip times. Constructing additional parking at the College Park MARTA station is recommended to serve this need.

Long Term Recommendations

As noted in the Needs Assessment Report, previous studies have identified the need for transit service along South Fulton Parkway to support the planned dense nodal development. Express service is recommended along South Fulton Parkway from Campbellton Redwine Road to HJAIA. As MARTA sponsored the South Fulton Parkway Transit Feasibility Study, it is assumed that they would implement and operate the express service along South Fulton Parkway.

As demand and traffic volumes warrant, the bus routes identified above for queue jump lanes and transit signal

priority should be upgraded to arterial bus rapid transit (BRT).

Concept 3 Long Term Recommendations

The Atlanta region has developed an official long range transit vision titled Concept 3. Several Concept 3 recommendations will complement and support the transit improvements proposed above. The Concept 3 recommendations are intended to serve region wide travel demand, in contrast to the proposed projects above that primarily serve the study area. The following list summarizes Concept 3 recommendations in the study area:

- Southwest Regional Rail: proposed commuter rail line connecting the study area with downtown Atlanta to the north and Newnan to the south while running roughly parallel to I-85. Planned stops within the study area include Union City, Red Oak (near the interchange of I-85 and I-285), College Park, and East Point, which will include a transfer connection to MARTA.
- South Fulton Parkway Arterial Bus Rapid Transit: enhanced bus service along South Fulton Parkway from Cochran Mill Park to HJAIA.
- I-85 Express Bus: bus service that will run in managed lanes on I-85 and connects the study area with downtown Atlanta to the north and Newnan to the south.
- US 29 Express Bus: arterial express bus service that will run along US 29 and connects Newnan to the south with a stop at Union City but a terminus at the Red Oak/Old National MARTA station in the study area. A transfer connection to the SR 138 Express Bus is proposed at the Union City station.
- SR 138 Express Bus: arterial express bus service that will run along SR 138 and connects Riverdale to the east with Union City in the study area. The proposed SR 138 Express Bus service continues east from Riverdale to Jonesboro and then turns northeast at Stockbridge.

High Speed Passenger Rail

High speed passenger rail is currently being examined in the Atlanta-to-Birmingham corridor, which would pass through the South Fulton area, potentially along I-20 and Camp Creek Parkway. This collaborative initiative is exploring high speed passenger service which would begin at a centralized terminal at or very near HJAIA. As part of this consideration, this initiative is also re-examining the possible extension of passenger rail service south of College Park, which has been previously studied as a possible commuter rail (i.e. diesel locomotive train) operation, but perhaps has potential to be served through an extension of MARTA rail (electrically powered). Final plans have not yet been determined, and no specific commitment by Fulton County is being recommended at this time as part of this CTP. However, this concept is consistent with the larger regional connectivity goals in this area as well as with the local transportation plan defined in this CTP.

Roadway Functional Classification Recommendations

Roadway functional classification is the method by which the nation's streets and highway are group into classes. These classes result in different funding options for roadway improvements and maintenance. Classifications are based on multiple variables including volume, average trip length, access control, and access to traffic generators. For urbanized areas, of which most of the study area is considered, there are four standard functional classes: principal arterial, minor arterial, collector, and local. Principal arterials typically carry the highest volumes and have the most restrictive access control. These are often the major commuter routes and can be broken into interstate, expressways, and principal arterials. Minor arterials are routes which carry a significant number of vehicles but typically provide access to smaller geographic areas. Collector streets provide access to residential neighborhoods as well as commercial and industrial areas. Collector streets also typically connect neighborhoods and business areas to arterials. Local streets are all roadways which are not collectors or arterials.

Since functional classification has an impact on funding sources, regular reviews are impor-

tant to insure that roadway usage is commensurate with its functional classification. The most recent functional classification revision for Fulton County was completed and approved in December 2009. Recent freight increases and increased development has led to a change in the usage of several roadways. Functional classification changes should be considered for the following facilities:

- Oakley Industrial Boulevard from Spence Road to Fayetteville Road: this segment is currently classified as local while the remainder of Oakley Industrial Boulevard is classified as collector. The segment should be considered for a functional classification change to collector.
- SR 70 (Fulton Industrial Boulevard) from I-20 to SR 6 (Camp Creek Parkway): this segment is currently classified as minor arterial but serves as a major route for commuter and freight facilities. The segment should be considered for a functional classification change to principal arterial.
- SR 154 (Cascade-Palmetto Highway) from South Fulton Parkway to Cedar Grove Road: the majority of South Fulton Parkway is classified as arterial (major or minor). This classification changes at the urbanized boundary which occurs near Cedar Grove Road. Due to the commuter usage and increasing volumes, the segment should be considered for revision to minor arterial between Cedar Grove Road and South Fulton Parkway (major arterial).

Beautification Recommendations

Transportation system beautification and maintenance can improve the quality of life in the study area. Various landscaping and intersection treatments can create a sense of place and identity for the study area. Throughout the public involvement process for the CTP, members of the public expressed a desire to improve the aesthetics within the study area through increased landscaping alongside transportation facilities. This section focuses on signage and wayfinding, landscaping, and roadway enhancements and maintenance.

Signage and Wayfinding

A comprehensive and consistent wayfinding sign program can aid pedestrians, cyclists, and motorists in navigating the study area. Wayfinding signs contribute to the beautification of the study area by reflecting the character of south Fulton and providing a visual identity.

Fulton County should develop a wayfinding sign plan that identifies a coordinated destination and directional signage system for south Fulton, building on the *Good Things are Happening in South Fulton* tag line. There are already signs across south Fulton that provide directions to destinations within the county; however, to take it a step further, a wayfinding sign plan should include locations for additional signage and expansion of the program, enumerate the parties responsible for installing and maintaining the signs, as well as a source of funding for ongoing maintenance. Examples of destinations currently in need of wayfinding signage include Chattahoochee Hills (from I-85 and other major thoroughfares) and Fulton Industrial Boulevard (signs to CSX and truck parking facilities).

Landscaping

Attractive landscaping along transportation facilities contributes to the quality of life for residents and visitors of an area. Additionally, well designed amenities can enhance the pedestrian environment and encourage walking and bicycling.

In addition to safety and access control benefits, medians provide an opportunity for enhancing the study area

through landscaping. Notable examples of areas in the Atlanta region using landscaped medians to improve quality of life and attract businesses and development include Perimeter Center and Cumberland/Galleria.

Landscaped areas adjacent to roadways benefit pedestrians and encourage walking in several ways. First, landscaping provides a buffer separating pedestrians from vehicles that enhances the feeling of safety for walkers. Common elements included in landscaped buffers include street trees and pedestrian scale lighting. On-street parking in combination with landscaping can increase the size and effect of the buffer. Trees planted in the buffer provide shade during the summer months, which makes walking a more pleasant experience for pedestrians. Major thoroughfares to be considered include Old National Highway, Fulton Industrial Boulevard, Camp Creek Parkway, Roosevelt Highway through downtown areas, and Campbellton Fairburn Road, In addition, landscaping and streetscaping should be considered in all improvements projects (roadway, pedestrian, bicycle, and transit, and implemented where it is appropriate.

Recurring sources of funding need to be identified to meet the ongoing maintenance needs associated with landscaping improvements. Depending on the location of the amenities and the willingness and financial capacity of various entities to maintain the landscaping, potential sources of maintenance funding include Fulton County, individual cities, community improvement districts, and homeowners associations.

Where physically possible and financially practical, the design of pedestrian facilities and streets should include landscaping, street trees, and pedestrian scale lighting. Streets designs should include landscaped medians.

Roadways

Roadway enhancements and maintenance can contribute to the identity of the study area and improve quality of life for residents and visitors. Enhancements can take a variety of forms and be completed in concert with intersection and roadway improvements. Maintenance is an on-going effort and ranges from repainting stripes to milling and resurfacing.

A variety of options for enhancing intersections are available. Stamped concrete crosswalks can improve the pedestrian environment and give an area a unique look. Placing traffic signals on mast arms reduces visual clutter and improves the aesthetic appeal of an intersection. Where feasible, roundabouts are an intersection design option that allows for landscaping in the center.

Besides beautification, roundabouts have several other important benefits. Studies have shown that roundabouts are safer than traditional stop sign or signal controlled intersections. Roundabouts reduced injury crashes by 75 percent at intersections where stop signs or signals were previously used for traffic control, according to a study by the Insurance Institute for Highway Safety (IIHS). Studies by the IIHS and Federal Highway Administration (FHWA) have shown that roundabouts typically achieve a 37 percent reduction in overall collisions, a 90 percent reduction in fatality collisions, and a 40 percent reduction in pedestrian collisions. In addition, roundabouts reduce delay and improve traffic flow. They do this by allowing a continuous flow of traffic that is not required to stop, thus the intersection can handle more traffic in the same amount of time. Studies by Kansas State University measured traffic flow at intersections before and after conversion to roundabouts. In each case, installing a roundabout led to a 20 percent reduction in delays. The cost difference between building a roundabout and a traffic signal is comparable. When maintenance costs are considered, roundabouts are less expensive.

Roundabouts eliminate hardware, maintenance and electrical costs associated with traffic signals, and they are also more effective during power outages.

Regular roadway maintenance is important for maintaining safety and quality of life. Maintenance activities include striping and painting lane markers, turn arrows, and crosswalks as well as patching potholes and milling and resurfacing.

Intersection designs should include stamped crosswalks and overhead traffic signals should be placed on mast arms. When intersection improvements are designed, the feasibility of implementing a roundabout should be evaluated by Fulton County or the appropriate city where applicable. Fulton County and the cities should work cooperatively to maintain the existing roadway infrastructure.

Land Use Policy Recommendations

Future economic growth will place additional demands on the transportation network. How well the transportation network functions in the future will largely be determined by the shape of that future growth. According to projections from ARC's PLAN 2040, the population growth in south Fulton is expected to continue growing at a faster rate than the region as a whole. The Atlanta region population in 2010 was 5,473,846. The Atlanta region population is projected to increase by 50.8 percent to 8,256,323 in 2040. The study area population in 2010 was 195,276. The south Fulton population is projected to increase by 97.6 percent to 385,816 in 2040. This growing population will put increasing demands on the transportation system.

Expanding and enhancing the roadway network alone will not allow south Fulton to achieve its vision for transportation and mobility. Innovative and integrated policies and practices are necessary to meet future travel demand. Effective land use planning will support desired quality of life for citizens as well as provide for future travel demand. The adopted Future Land Use Map represents goals and policies adopted through the county's and city's Comprehensive Plans. Represented by the Future Land Use Map, south Fulton's desired pattern of land use effectively clusters intense land uses adjacent to the following major transportation facilities:

- I-85
- I-285
- SR 279 (Old National Highway)
- SR 14 (South Fulton Parkway)
- SR 92 (Campbellton Fairburn Road)
- US 29 (Roosevelt Highway)
- I-20
- SR 70 (Fulton Industrial Boulevard)
- SR 29 (Roosevelt Highway)
- SR 6 (Camp Creek Parkway)
- SR 138 (Jonesboro Road)

Land use patterns affect accessibility. The future land use pattern of the study area is one that can be best be described as concentrating development in centers and corridors to maximize efforts on preservation of existing rural areas and established residential communities. This is seen at the local and regional planning level. Locating residents, services, and activities in central locations typically results in residents that drive 20 percent to 40 percent less and walk, bike, or use public transit two to four times more than they would if located solely in a suburban location. Residents located in a suburban location drive 20 percent to 40 percent less than those in a rural location[1]. However, both suburban and rural areas can incorporate features into their communities that increase accessibility and diversity in transportation and travel mode, such as sidewalks, bike lanes, mix of appro-

1 Litman, Todd (July 2012). Land Use Impacts on Transport: How Land Use Factors Affect Travel Behavior. Victoria Transport Policy Institute.

priate land uses, and connectivity.[2] These features have been incorporated into recommended project improvements.

Corridor improvements are necessary to support continued growth of commercial land use. Focused intense development requires preservation of transportation corridors and encourages traffic to utilize appropriate transportation facilities that access the development. Access management is closely related to land use and is described in greater detail with recommendations in the access management section. More intense land uses along improved corridors, similar to transit oriented development, offers increased opportunities for alternative mode facilities such as bicycle, pedestrian, ride-sharing, and transit.

The communities of south Fulton are very diverse. For example, the quaint downtowns of Union City and Fairburn have different pedestrian demands than Chattahoochee Hills. And, the truck freight demands in Union City and Hapeville are very different than the automobile demands of Palmetto. The communities and cities of south Fulton also have different visions for growth, as defined in their local Comprehensive Plans and as validated through public and stakeholder input. Chattahoochee Hills has identified a vision for hamlet-style communities surrounded by rural and agricultural uses to maintain the rural character. College Park and Hapeville's vision balances a sense of community with the economic drivers associated with the airport and with warehouse and distribution centers.

It is important to ensure that freight and industrial transportation needs are met where appropriate such as along Fulton Industrial Boulevard, and bike and pedestrian needs are met where appropriate such as around transit, development nodes, schools, and urban and suburban neighborhoods. Freight recommendations are very closely related to land use policies and were discussed in a previous section.

Consider the following when updating the comprehensive plan, zoning ordinances, and development regulations.

- Encourage transit-oriented development strategies to be applied near MARTA stations.
- Promote high-density residential and neo-traditional development within commercial districts to encourage the use of public transportation.
- Protect warehouse, distribution, and industrial centers and corridors from encroachment by other uses.
- Implement and install access management treatments such as driveway consolidations, adjoined parking areas, and median and lane separation treatments.
- Develop key nodes.
- Consolidating growth into strategically designed locations can eliminate some vehicular trips by providing the options of walking, biking, or transit that will not be feasible if growth is distributed across the county.

Create conditions which support walkability, cycling, and transit.

- Growth that allows for mode choices will create fewer new vehicular trips. Preserve the mobility and function of main thoroughfares through access management, signal timing, and good connectivity. Improved connectivity will create alternate routes which can facilitate local trips. Higher density in key nodes will better support transit goals.

Enhance neighborhoods

2 Litman, Todd (July 2012). Land Use Impacts on Transport: How Land Use Factors Affect Travel Behavior. Victoria Transport Policy Institute.

- In areas like College Park, more infill development and redevelopment of residential areas is needed. Hapeville is open to higher density to accommodate increased residential growth. Historic districts should be preserved and enhanced.

Access Management Recommendations

Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges and street connections to a roadway. The benefits of quality access management plans and rules include: improve roadway safety, preserve roadway capacity, support land development, prolong roadway life, maintain roadway travel speed, reduce travel delay, and reduce fuel consumption. Ideally, access management policies should be applied in the semi-rural/emergent suburban phase of corridor development. In this phase, right-of-way is still available, access along the corridor is consolidated, and there is the potential to adopt techniques early on that will have a powerful influence on future travel behavior. Many parts of the south Fulton study area fit this description; and are therefore, great candidates for access management plans and policies.

General policies for access management involve those that reduce traffic conflicts by minimizing the number of conflict points, maximizing the distance between conflict points, and/or providing inter-parcel connectivity. A collection of suitable access management solutions can provide consistency along a corridor. These solutions can generally be broken into two groups, transportation infrastructure and land use and zoning. Transportation infrastructure solutions include: driveway alignment, medians, traffic signal coordination, and grade separation. Land use and zoning solutions include: on-site traffic circulation, inter-parcel access, and policy implementation. Each of these access management solutions are described in greater detail below. Corridors where such policies should be considered are listed further down in this section.

Driveway Alignment

Driveway alignment is a means of controlling access and reducing vehicular conflict points along a roadway. Driveways that are offset from each other across another roadway can create driver confusion. They also increase the number of access locations for entering/exiting vehicles. Implementation of aligning driveways directly across from each other and with minimum spacing to adjacent driveways concentrates turning movements to fewer points, allowing drivers to better predict the movements of other vehicles.

Medians

Medians have been proven by studies to improve traffic flow, reduce congestion, and lower crash rates for certain conditions. These benefits are mostly a result of managing the left-turn and u-turn movements along a corridor. Medians that are beneficial for access management are typically raised or depressed and better control vehicle crossings along the arterial. Creating a series of appropriately spaced median breaks creates a hierarchy of decision points which are predictable and allow for more smooth traffic flow for the through traffic. The reduced number of conflict points between vehicles, pedestrians, and bicyclists also reduces the frequency of crashes when compared with intersections that allow left-turns and u-turns.

Traffic Signal Coordination

Traffic signal coordination refers to both the physical spacing and the optimized timing of traffic signals along a corridor. Providing adequate spacing between traffic signals creates similar benefits to driveway and median break spacing. Longer distances between traffic signals are most able to improve travel times and safety via the synchronization of traffic signals along a corridor. The coordination of traffic signals along congested roadways can decrease delay and improve travel time, safety, and emissions. As part of the Governor's Fast Forward Program, GDOT optimizes signal timings along selected state routes throughout the region.

Grade Separation

Converting an overcapacity intersection to a grade-separated interchange can dramatically improve the operations at that location. Unfortunately, this is also a very expensive alternative when attempting to develop a solution at an intersection. It also greatly impacts adjacent properties and can be damaging to natural and rural views. An alternative to the above interchange design is a full diamond interchange.

On-Site Traffic Circulation

On-site traffic circulation can be improved to avoid traffic from within a development backing up onto the public roadway. The throat of a driveway is the section between the roadway and the first internal site intersection. Lengthening the throat of driveways can have two positive results: exiting vehicles are less likely to obstruct another vehicle's movement within the site, and entering vehicles have a longer distance to decide what their next movement within the site will be. Most importantly, both of these result in decreased traffic spillback onto the arterial.

Inter-Parcel Access

Land development regulations should require connections to the local street network instead of the major street as well as connections to adjacent properties; this will decrease the traffic volumes on the thoroughfare corridor, as local trips will have an alternative to using the major road. Many properties are designed as isolated developments with no interconnectivity to adjacent properties. This increases congestion by forcing all trips between the developments onto the major road. Additionally, this typically results in multiple driveways that increase the number of turning movement conflict points along the corridor. Inter-parcel access can alleviate the amount of traffic along the roadway. Providing additional access along secondary roadways also provides an alternative for traffic to access sites. Developments with one access point along a major thoroughfare guarantee that all site-generated traffic will enter and exit at that location. Providing access to collector streets and local roads lowers the vehicular density at the primary access location. This commonly occurs when there is an insufficient grid network of local streets that are parallel and/or perpendicular to the major roadway. Forcing all site traffic onto one major roadway can compromise mobility and increase congestion levels along the roadway.

Policy Implementation

Some locations may have an inadequate local street network. Following this access management strategy may require the local government to construct and/or maintain additional roads. Cul-de-sac and permanent dead ends should be discouraged; instead, stub-outs should be provided within developments. These stub-outs can better accommodate future connections with neighboring parcels and provide a means for the gradual formation of a local street network. In addition to minimizing the number of driveways, having regulations and guidelines for minimum street spacing can also improve vehicular movements and levels of congestion. One way to achieve this is to adopt minimum lot frontage requirements, which restricts the number of driveways that a parcel can have depending on how much frontage it has along a corridor. Access management can benefit from regulations on minimum sight distance, minimum turning radii, minimum driveway widths, and maximum driveway slopes.

Existing Ordinances

There are existing ordinances and policies adopted by Fulton County and GDOT that regulate many of the access management control features discussed above. These policies were studied to determine what access management guidelines are currently in place. GDOT Regulations for Driveway and Encroachment Control sets minimum access management guidelines and requirements that applies to all state routes. Local municipalities may adopt more stringent requirements for state routes and other roadways within their jurisdiction. Fulton County Driveway Manual (May 2005) includes guidelines that are slightly less strict than the GDOT guidelines.

South Fulton Parkway Access Management Study

The South Fulton Parkway Access Management Plan is a planning study that was completed in June 2011 by GDOT. The purpose of the study was to develop a corridor plan for South Fulton Parkway that establishes access management policies and guidelines to address potential transportation issues and accommodate land use issues as the parkway develops. It analyzed current and future year land use patterns and the resulting traffic, corridor level of service, and crash data in order to provide a comprehensive review of transportation projects and development opportunities that will impact the corridor in the future. South Fulton Parkway is approximately 20 miles in length, extending west from the I-85/I-285 interchange in College Park to the Chattahoochee River at the Douglas County line. The parkway serves as a major transportation link between south Fulton, points west, and metro Atlanta. It traverses College Park, Union City, Chattahoochee Hills, and unincorporated Fulton County. This corridor is anticipating substantial growth and increasing traffic volumes over the next several decades. The following Developments of Regional Impact (DRI) have been approved along or adjacent to this corridor: Parkway South One (DRI 2099), Foxhall Village (DRI 1841), Grand Property Mixed Use Village (DRI 1602), Hawks Ridge (DRI 1460), and Gateway Center (DRI 1348). This study could be used as a baseline for an access management guide to corridors in this study area or regionwide.

The following is a list of recommendations for implementing access management principles.

<u>Recommendation:</u> Implement the South Fulton Parkway Access Management Plan.

- A detailed corridor study and access management plan has been created with significant collaboration and stakeholder involvement. This plan should be implemented in the multiple jurisdictions where South Fulton Parkway exists.

<u>Recommendation:</u> Identify priority corridors on which to focus and uniformly protect

- The seven cities and Fulton County should together determine which roadway corridors are in need of a unified set of regulations and guidelines. Priority corridors that have already been identified as regionally significant and serve as the primary non-freeway roadways that facilitate regional trips are:
    - Roosevelt Highway (US 29)
    - Camp Creek Parkway (SR 6)
    - Fulton Industrial Boulevard (SR 70)
    - Senoia Road (SR 74)
    - Jonesboro Road (SR 138)
    - Old National Highway (SR 279)

The cities and county may identify additional corridors as needing access management regulations and guidelines. The ARC's Strategic Regional Thoroughfare Plan should be referenced.

Recommendation: Complete detailed corridor studies for each identified corridor

- Separate corridor studies should be prepared for each of the priority corridors that are identified as needing better access management policies. The purpose of the corridor study is to focus on one specific roadway, and develop steps to achieve good access management. The corridor studies are intended to determine specific steps that can be taken for each corridor to achieve the policies in the overlay ordinances.

Recommendation: Adopt a uniform policy across all jurisdictions

- An Access Management Overlay Ordinance includes minimum standards for suburban style development. The preferred minimum spacing criteria for driveways, median openings, and signals is proposed to reflect the current GDOT minimum criteria. This is included in the overlay ordinance because the seven cities can more directly coordinate shared driveway and inter-parcel access agreements between adjacent landowners. GDOT looks at one property at a time and only considers access along the state highway system. Local municipalities are more involved in zoning processes and have a better opportunity to organize cross-parcel easements and enhance interconnectivity.

Recommendation: Apply access management principles to intersections and roadways.

- Many intersections of road segments can better achieve safety and operational benefits through access management principles rather than traditional road improvements. The following location needs access management principles applied in order to increase safety and operations for all users:
    - Cascade Road and Fairburn Road intersection area

Transportation Demand Management Recommendations

Transportation Demand Management (TDM) is a general term for strategies that result in more efficient use of transportation resources. TDM strategies reduce automobile trips through elimination or shortening trips and spreading demand. Examples include vanpooling, carpooling, biking, walking, transit, teleworking, and alternative work schedules. This section summarizes existing TDM programs in south Fulton, suggests additional TDM strategies to supplement existing programs and strategies in place, and identifies recommendations to implement those strategies.

Population and employment growth in south Fulton will have a profound effect on the region's transportation system and quality of life. Limited funding is available to build additional capacity to address congestion. Even if funding became available for major capacity projects, additional vehicles on the roadways would further contribute to air pollution and greenhouse gas emissions. Given these challenges, it is important to have plans, goals, and strategies in place in order to protect south Fulton's quality of life. Benefits realized from implementing TDM strategies include: lower levels of air pollution, less demand for foreign oil, money saved by residents and businesses, freedom to pursue other activities during the commute, reduced stress, more effective use of the existing roadway system, improved regional access to jobs and services, improved access to a broader and more experienced labor pool, improved physical health, improved health and lifestyle for elderly and disabled population, and fewer parking spaces needed.

Relation of TDM to Other Plan Elements

TDM strategies are especially effective when implemented in concert with land use planning and infrastructure improvements that better accommodate pedestrians, bicyclists, and transit users. Also important are facilities such as high-occupancy vehicle (HOV) and high-occupancy toll (HOT) lanes that accommodate and give priority not only to transit but to HOVs such as carpools and vanpools. TDM does not actually include investments in the physical construction of most types of infrastructure; rather, the TDM strategies focus on increasing the use of such infrastructure by people that otherwise would have traveled alone in a single occupancy

vehicle (SOV).

It should also be noted that, while not specifically classified as a TDM strategy, the existing transit service in south Fulton also reduces auto travel and congestion. Additionally, Fulton County school policies have a huge impact on travel to/from public schools. Fulton County schools provide bus transportation to all students outside a designated walk zone; this service represents over $46 million per year in the Fulton County Schools budget.

TDM Strategies & Recommendations

The density of development, heavy traffic flows, and levels of congestion in the northern part of the study area provide an opportunity to further reduce SOV travel through additional TDM efforts. TDM implementation is inexpensive; however, it does require the commitment of staff resources to engage in outreach, education, and promotion of alternative transportation options. Following is a description of a variety of innovative TDM strategies, followed by a list of recommended TDM strategies that align well with south Fulton.

- Flexible work arrangements –teleworking, compressed, and flexible work schedules reduce trips during the peak hours, which can have a significant effect on reducing congestion and air pollution. Teleworking allows employees to work at home one or more days each week or on occasion as needed, instead of coming to the office. Teleworking is the one alternative to SOV travel that has consistently increased over the past thirty years. Employers that offer telework programs benefit from increased employee productivity. Employees benefit from fewer parking and commuting expenses, better balance of work and personal lives, and less commuting stress. Teleworking is becoming a major recruitment and retention strategy for companies. In a compensation survey by Robert Half International, of 1,400 chief financial officers, 46 percent said telecommuting is second only to salary as the most effective way to attract top talent. Compressed work schedules allow employees to work 40 hours in four days or 80 hours in nine days. This allows employees to reduce the number of days they must commute to work. It also allows more opportunities to avoid peak congestion weekday travel times. Alternative or flexible work schedules allow employees to start and end their work days at non-traditional times, ideally avoiding peak travel times.
- Transit and shuttle services - a partnership between employers and cities could implement a shared shuttle service to improve transit accessibility and reduce SOV travel.
- Biking and walking infrastructure - this CTP recommends additional walking and bicycle infrastructure. Investment in this infrastructure can increase walking and biking in the study area.
- Education and Awareness - events to raise awareness and educate people about using transit, bicycle travel, or other commute alternatives have seen commensurate increases in use.
- Variable road pricing and managed lanes - with current and future managed lanes projects on interstates and highways, variable pricing is used to discourage travel during the traditional peak periods. Managed lanes encourage carpooling and transit ridership.
- Development codes - requirements or limits in each city's development codes have a direct impact on travel. For example, requiring facilities for bicycle parking and showers/changing facilities at all commercial and large office uses, preferential parking for carpools and vanpools, parking maximums, and reevaluated parking minimums can be required to promote TDM.
- School TDM strategies - national data indicates that travel to schools represents between 10-15 percent of morning peak period trips, and school bus costs represent a significant portion of a school system's budget. The Transportation Alternatives Program (TAP) created by MAP-21, includes eligibility for the former Federal Safe Routes to Schools (SRTS) program which encourages communities to improve walking conditions to schools to reduce traffic, improve air quality, and promote healthy life styles through engineering, enforcement, encouragement, and education. The funding structure for TAP requires a 20% match of local

dollars for all programs except SRTS, which can be 100% federally funded. Parking management at high schools should also be considered.

- VMT Fees or Mileage-based User Fees (MBUF) - is based on how much one drives. MBUF provides a real-time indication of the cost to travel unlike the current collect at the pump fuel tax. Policy makers concerned about declining motor fuel tax revenues, are exploring MBUF as an alternative or supplemental fee to the fuel tax.
- Tolling (fixed or variable rate)- toll rates on most of the existing facilities in the U.S. do not vary by time or day of usage, though the number of variable toll rate facilities is growing. Variable toll rates are typically much higher during the most congested times of the day.
- Cordon Pricing- involves charging a fee to motorists to enter or drive within a congested area, typically a city center. This pricing scheme was first introduced in Singapore in the 1970s and to central London in 2003.

Following is a list of recommendations for growing TDM strategies in south Fulton:

Recommendation: Utilize plans and services provided by ARC.

- ARC is currently in the process of developing a Regional Transportation Demand Management Plan that will define a strategic framework for developing and implementing TDM strategies into planning, project development, system operations, and investment decision-making. The Regional TDM Inventory is complete and includes recommendations on a Regional Vanpool Program. While the regional inventory and assessment is not be specific to individual localities, there may be useful information to consider. The county and cities should promote and work to achieve regional goals related to TDM as outlined in ARC's Regional TDM plan.

Recommendation: Expand the role of existing CIDs and encourage formation of new CIDs and Transportation Management Associations (TMAs).

- South Fulton CIDs should expand their role to provide education, awareness, and information regarding TDM options in the local area. New CIDs and/ or TMAs could be valuable in the northern part of the study area to provide services to the many employers in that area including the airport and associated industries. The primary TDM funding received is in the form of Congestion Mitigation Air Quality (CMAQ) dollars allocated by GDOT. Other TMAs in the region use these CMAQ dollars allocated from ARC, in addition to their own funds and other federal grants to run their TDM programs and efforts.

Recommendation: Select which TDM strategies are most appropriate for implementation given the amount of resources available to manage those programs.

- Once a level of investment and commitment has been established, the jurisdictions, employers, schools, and/ or CIDs should implement strategies listed in Table 4.

Recommendation: Implement transit and shuttle services, biking and walking infrastructure, school TDM strategies, development code updates, and study variable road pricing and managed lanes. These TDM strategies can be implemented by the entities listed in Table 4: TDM Plan.

Table 4: TDM Plan

TDM Strategy	Entities Engaged	New or Additional Efforts
Promoting flexible work arrangements	Clean Air Campaign	cities, CIDs/ TMAs
Education and Awareness	Clean Air Campaign	cities, CIDs/ TMAs

Transit and shuttle services	MARTA	employers, cities, CIDs/ TMAs
Biking and walking infrastructure	county, cities	CIDs/TMAs
Variable Road Pricing/ Managed lanes		GDOT
School TDM strategies	ARC, GDOT	public schools, private schools
Development Codes		county, cities

Intelligent Transportation System Recommendations

Intelligent transportation system (ITS) is a term used for technological systems which improve safety and efficiency in transportation infrastructure. In addition to improving safety, ITS devices can increase the efficiency of roadways without requiring the significant investment associated with roadway widening. The following describe ITS deployments which have been recommended through the CTP.

- Regular Signal Timing and Maintenance: Traffic signal timings are a function of traffic volumes, vehicle flows, and intersection geometry. As traffic volumes change, signal timings need to be adjusted to insure the most efficient operation of the intersection. Additionally, signals which have inoperable components such as pedestrian push buttons and vehicle detection systems create safety and operational issues for users. Regular timing and maintenance is a program of active management of the signals along a corridor.
- Fiber Connections: In order to achieve optimum efficiency, traffic signals must be able to communicate with adjacent signals. This communication allows them to transmit timing and traffic data between controllers.
- Signal Coordination: Generally, each intersection is controlled by its own computer or signal controller. Signal coordination allows for major vehicle flows to occur more efficiently and with minimal delay. This results in the overall system performing better and increased throughput.
- Emergency Signal Pre-emption: Traffic signals are designed to call each phase in a particular order. Signal pre-emption gives a preference to certain users such as emergency vehicles or transit vehicles. Emergency signal pre-emption uses a transponder to detect when an approved emergency vehicle is approaching the intersection and extends the green signal or quickly switches the green to that approach. This decreases response times and increases safety for the traveling public.
- Changeable Message Sign (CMS): CMS are signs which can provide timely information to motorists. These signs can give drivers advance warning of crashes, expected travel time to a major facility, or roadway condition information. Fiber or other communication technologies are typically used to connect to CMS which allow the message to be changed from a central location to reflect real-time conditions.
- Closed Circuit Television Cameras (CCTV): CCTV allows operators a central location such as a traffic management center to observe conditions along a roadway facility. Operators can use real-time videos to implement more appropriate signal timings and to detect crashes more efficiently.
- Truck Sensors: Truck sensors provide operators at a central location such as a traffic management center real-time freight data such as number, weight, and speed of vehicles. This data can be used to implement more appropriate signal timings for certain high-freight time periods and to provide warning information back to the truck drivers. This warning information might be in the form of speed warnings for sharp curves and also lane restrictions for truck climbing lanes.

Recommendation: A program of regular signal timing and maintenance should be developed for key corridors within the study area. These corridors should be selected based on their regional impact and the volume of traffic carried. Timings should be coordinated throughout the corridor and not on a jurisdiction by jurisdiction basis.

Recommendation: As roadways are widened or improved, fiber or other forms of communications for traffic signals should be considered for signal coordination and traffic operations.

Recommendation: Truck sensors should be considered for freight routes and other heavy freight facilities.

Maintenance

The existing roadway infrastructure in the study area requires periodic maintenance to extend its useful life and provide a quality product for system users. To determine the amount of funding necessary to keep the system in a state of good repair, a methodology based on average maintenance costs was developed.

Numerous factors including weather, average annual daily traffic, and vehicle weight have an impact on pavement life. As such, the following methodology and cost estimates are an approximation intended to be used as a guideline. Due to limited available data, large size of the study area, and number of variables affecting maintenance needs, low and high cost estimates were produced to provide decision makers with a range of options. The first step in the methodology is to determine the number of lane miles by facility type in the study area. The ARC travel demand model was used to provide this estimate. The second step is to develop a low and high cost per lane mile for each facility type. The final step is to multiply the lane miles by the low and high annual cost per lane mile for each facility type to determine average annual maintenance cost estimates for the study area. Details of the assumptions and data behind the low and high cost estimates are below.

For the low maintenance cost estimate, the following parameters and data were used:

- Crack and surface sealing is performed every 7 years
- A thin asphalt overlay is performed once every 10 years
- Milling and asphalt overlay is preformed once every 15 years
- Cost per lane mile figures for crack and surface sealing, thin asphalt overlay, and milling and asphalt overlay are from the Texas DOT Pavement Management Information System

The following parameters and data were used for the high cost estimate:

- Crack and surface sealing is performed every 3.5 years
- Thin asphalt overlay is performed once every 8 years
- Milling and asphalt overlay is performed once every 14 years
- Cost per lane mile figures for crack and surface sealing, thin asphalt overlay, and milling and asphalt overlay are from Transportation Cost and Benefit Analysis II – Roadway Costs by Victoria Transport Policy Institute (VTPI)

For both the low and high estimates, it was assumed that the lifespan of asphalt pavement is 20 years and asphalt is used for all pavement in the study area. The average annual maintenance cost estimates for the study area are shown in Table 5 below.

Table 5: Study Area Average Annual Maintenance Cost Estimates

		Annual Maintenance Cost	
ARC Travel Demand Model Functional Class	**Lane Miles**	**Low**	**High**
HOV, Interstate/Freeway, and Expressway	305	$3,558,130	$5,232,275
Parkway, Ramp, and Principal Arterial	373	$4,351,418	$5,802,015

Minor Arterial, Major Collector, and Minor Collector/Local	495	$5,081,670	$8,828,325
Total	1,173	$12,991,218	$19,862,615

Sources: ARC Travel Demand Model, Texas DOT, VTPI

The 2013 approved Local Maintenance Improvement Grant (LMIG) funds is shown in Table 6 below.

Table 6: 2013 Approved LMIG Funds

Jurisdiction	Road Milage	Local Match	State Funds	Total (Including 30% Local Match)
Unincorporated Fulton County	590.87	$224,688.86	$748,962.85	$973,651.71
Chattahoochee Hills	104.39	$24,377.09	$81,256.97	$105,634.06
College Park	65.82	$41,428.02	$94,455.68	$135,883.70
East Point	196.62	$79,914.63	$266,382.11	$346,296.74
Fairburn	98.50	$35,454.95	$118,183.16	$153,638.11
Hapeville	30.00	$13,625.67	$45,418.90	$59,044.57
Palmetto	35.93	$16,952.65	$41,011.50	$57,964.15
Union City	85.91	$40,419.20	$134,730.66	$175,149.86
Cities Subtotal	617.17	$252,172.21	$781,438.98	$1,033,611.19
Study Area Total	1,208.04	$476,861.06	$1,530,401.83	$2,007,262.89

Regional Project Recommendations

Regional projects were evaluated and prioritized based on the methodology described later in the report. For comparison purposes only, the local projects and multi-jurisdictional projects that are not considered regional were also evaluated against the goals and objectives of the CTP and those evaluations can be seen at the end of the report. Regional projects are those projects that are multi-jurisdictional and/or important to regional travel. Local and multi-jurisdictional projects are considered local in nature. Below are the regional project recommendations. Complete project information for each project can be found in Appendix A. Project fact sheets for the regional short term projects can be found in Appendix B.

Short Term Regional Projects

The short term implementation phase includes the first five years of the plan (2014-2019). Projects recommended in the short term should be considered first when funding is available. Short term projects were identified as being at least one of the following: top priority for the south Fulton study area, able to be easily implemented, or low cost.

Table 7 includes the regional short term roadway project recommendations. Map 1 depicts the regional short term roadway projects

Table 7: Regional Short Term Roadway Project Recommendations					
Project Number	**Project Location**	**Category**	**Description**	**Jurisdiction**	**Total Cost Estimate**
R-20	Cascade Road at I-285	Interchange improvement	Provide additional ramp and arterial capacity in the vicinity of the interchange	Unincorporated Fulton County	$16,463,260
R-23c	SR 92 at South Fulton Parkway	Roadway operation	Interchange improvement; CFI	Union City	$17,325,000
R-24a	SR 138 from US 29 to Buffington Road	Roadway operation	Regular signal timing and maintenance program	Fairburn, Union City, Unincorporated Fulton County	$77,000
R-24b	Old National Highway from I-285 to Jonesboro Road	Roadway operation	Regular signal timing and maintenance program	College Park, Unincorporated Fulton County	$99,000
R-24d	Camp Creek Parkway from I-285 to Old Fairburn Road	Roadway operation	Regular signal timing and maintenance program	College Park, East Point, Unincorporated Fulton County	$49,500
R-25	Buffington Road over South Fulton Parkway	Bridge	Widen bridge to include 12' lanes and bike/ped facilities	College Park, Unincorporated Fulton County	$1,626,240
R-30	Camp Creek Parkway Safety Improvements	Safety, geometric improvement	Install safety barriers at high crash locations along Camp Creek Parkway between Fulton Industrial Boulevard and Old Fairburn Road	Unincorporated Fulton County	$1,000,000
R-35	Old National Highway at Flat Shoals Road	Intersection operation	Safety study and improvements	Unincorporated Fulton County	$1,000,000
R-39	Cascade Road at Utoy Springs Road	Intersection operation	Safety study and improvements	Unincorporated Fulton County	$1,000,000
R-41	I-285 at Washington Road	Safety, geometic improvement	Safety study and improvements	East Point	$1,300,000
R-77	Main Street from Connally Drive to Womack Avenue	Streetscape/ enhancement	Raised, landscaped median at currently striped out locations	East Point	$877,250
R-92	US 19/41 from Cleveland Avenue to I-75	Roadway operation	Designate I-75 and Cleveland Avenue as US 19/41 and remove designation through downtown Hapeville	Hapeville	$0
R-105	US 29 at Thornton Avenue	Bike/ped	Pedestrian facilities	Palmetto	$27,500
R-106	US 29 between Thornton Avenue and Jackson Avenue	Bike/ped	Mid-block crossing with flashing pedestrian warning signal	Palmetto	$25,300
R-123	South Fulton Parkway at Cochran Mill Road	Intersection operation	Intersection improvements	Chattahoochee Hills	$1,000,000
R-147	Roosevelt Highway in Downtown Palmetto	Policy	Designate as US 29 Business and prevent truck traffic through downtown (must be linked to R-146)	Palmetto	$4,388,252

R-151	South Fulton Parkway at Cedar Grove Road	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-158	Camp Creek Parkway at I-285	Roadway operation	Diverging diamond interchange	East Point	$2,500,000
R-159	Virginia Avenue at I-85	Roadway operation	Signalize northbound off-ramp	East Point	$1,000,000

Table 8 includes regional short term regional bicycle projects, including multi-use trails. Map 2 shows the regional short term bicycle projects.

Table 8: Regional Short Term Bicycle Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
B-24	Riverdale Road from Roosevelt Highway to Flat Shoals Road	Bicycle	4' bike lanes striped on street	College Park, Unincorporated Fulton County,	$2,225,665
M-6	Cascade Road from Atlanta city limits to intersection with Fulton Industrial Boulevard, New Hope Road from Cascade Road to Campbellton Road	Multi-use trail	8'-10' wide Cascade Road off-road trail	Unincorporated Fulton County	$694,350
M-7	Main Street from downtown East Point to Lakewood MARTA Station	Multi-use trail	Greenway trail to connect to greenway trail proposed in Lakewood/McPherson LCI	East Point	$1,403,000
M-9/P-28	Old National Highway from Flat Shoals to SR 138	Multi-use trail	8'-10' wide Old National Highway off-road trail	Unincorporated Fulton County	$3,406,500

The regional short term pedestrian projects are shown in Table 9. Map 3 shows the regional short term pedestrian projects.

Table 9: Regional Short Term Pedestrian Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
P-16	East Point Main Street/ SR 14 and White Way intersection	Pedestrian	Crosswalk pedestrian improvements	East Point	$128,000
P-17	East Point Main Street and Dorsey Avenue (just north of the intersection)	Pedestrian	Crosswalk pedestrian improvements	East Point	$121,000
P-24	Old National Highway and I-285 interchange	Pedestrian	Pedestrian crossing on Old National Highway needed in the vicinity of the interchange	College Park	$156,000
P-31	Roosevelt Highway/ Broad Street (US 29) from Smith Street to SR 138	Pedestrian	Sidewalks, streetscapes on both sides	Fairburn	$3,260,000

There are no regional short term transit projects proposed.

Mid Term Regional Projects

The mid-term implementation phase includes the next five years of the plan. Projects recommended in the mid-term should be considered after the short term projects are funded. Table 10 below shows the regional mid-term roadway projects. The regional mid-term roadway project recommendations are shown in Map 4.

Table 10: Regional Mid Term Roadway Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
ASP-FS-227	Camp Creek Parkway between I-285 and I-85	Roadway widening	Widen from four to six lanes	College Park, East Point	$49,757,840
ASP-FS-228	I-85 at Gullatt Road	Interchange improvement	New interchange to serve inter-modal facility and future freight expansion	Fairburn	$23,900,000
FS-017A	I-285 South at Wash-ington Road	Interchange improvement	Interchange reconstruction and widening of Washington Road to 600' west of the bridge	East Point	$25,000,000
FS-AR-182	SR 74 at I-85	Interchange improvement	Capacity and operational improvements in the vicinity of the interchange	Fairburn	$31,045,000
FS-AR-183	SR 138 at I-85	Interchange improvement	Capacity and operational improvements in the vicinity of the interchange	Union City	$23,449,594
R-6	Buffington Road from Flat Shoals Road to South Fulton Parkway	Roadway widening	Widen from two to four lanes	Union City, College Park, Unincorporated Fulton County	$32,408,134
R-19	Senoia Road from Milam Road to Fayette County	Roadway widening	Widen from four to six lanes	Fairburn	$17,392,562
R-21	Cascade Road between Fairburn Road and I-285	Roadway widen-ing	Widen from four to six lanes	Unincorporated Fulton County	$7,760,170
R-26	Old National Highway at I-285	Interchange improvement	Operational or capacity im-provements (DDI)	College Park	$2,310,000
R-32	SR 14 at Buffington Road	Intersection operation	Add 145' right turn lane	Unincorporated Fulton County	$328,092
R-33	SR 14 at Stonewall Tell Road	Intersection operation	Signalize intersection	Unincorporated Fulton County	$1,000,000
R-37	Old National Highway at Godby Road	Safety, geometric improvement	Safety study and improvements	College Park	$1,000,000
R-61	Camp Creek Parkway at Airport Drive	Roadway operation	Turn lanes and signalization	College Park	$1,815,000
R-78	US 29 from Smith Street to West Camp-bellton Street	Streetscape/ enhancement	Sidewalks, streetscapes, bike lanes, traffic calming, parking conversion, improved signage, RR pedestrian underpass	Fairburn	$2,480,500

R-79	US 29 from West Campbellton Street to Dodd Street	Streetscape/ enhancement	Sidewalks, streetscapes, bike lanes, traffic calming, parking conversion, improved signage	Fairburn	$594,000
R-80	US 29 from Dodd Street to SR 138	Streetscape/ enhancement	Sidewalks, streetscapes, bike lanes, bulbouts on Strickland Street, gateway and wayfinding signage at Estes Drive and SR 138	Fairburn	$379,500
R-81	US 29 from public safety building to Smith Street	Streetscape/ enhancement	Sidewalks, streetscapes, bike lanes, includes landscaped median on the SW leg of the intersection with Senoia Road, gateway signage, wayfinding signage at Senoia Road	Fairburn	$500,500
R-112	South Fulton Parkway at Stonewall Tell Road	Intersection operation	Add 200' left-turn lanes to northbound and southbound approach	Union City	$580,800
R-132	Camp Creek Parkway at Fulton Industrial Boulevard	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-205	Fulton Industrial Boulevard from Campbellton Road to I-20	Intersection improvements	Increase turn radii for freight movements at select locations; repair and/or replace curbs; install signals at three locations (Westgate Drive, Riverside Drive, Westgate Parkway); intersection improvements at six locations (Camp Creek Parkway, Cascade Road, Bakers Ferry Road, Marvin Miller Drive, Fulton Industrial Circle, Shirley Drive); install cameras and fiber	Unincorporated Fulton County	$5,315,300
R-206	I-20 at Fulton Industrial Boulevard	Interchange improvement	Improvements to interchange and arterials in vicinity of interchange; aesthetic improvements	Unincorporated Fulton County	$16,463,260

Regional mid-term bicycle projects are shown in Table 11 below. Map 5 includes the regional mid-term bicycle project recommendations.

Table 11: Regional Mid Term Bicycle Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
B-13	Roosevelt Highway- entire length	Bicycle	4' bike lanes striped on street	Palmetto, Union City, College Park, Unincorporated Fulton County	$44,155,500
B-14	Cedar Grove Road from South Fulton Parkway to Rivertown	Bicycle	4' bike lanes striped on street	Unincorporated Fulton County	$4,873,500
B-17	Senoia Road from West Broad Street To SR 74	Bicycle	4' bike lanes striped on street	Fairburn	$3,033,500

B-22	Creel Road from Old National Highway to Bethsaida Road	Bicycle	4' bike lanes striped on street	Unincorporated Fulton County	$4,224,000
M-5	Camp Creek Parkway and Butner Road, Merk Road, Enon Road	Multi-use trail	8'-10' wide Wolf Creek greenway and off-road trails	Unincorporated Fulton County	$1,597,000
M-11	South Fulton Parkway from I-285 to Chattahoochee River	Multi-use trail	10' multi-use trail parallel to road but with large buffer in between	College Park, Union City, Chattahoochee Hills, Unincorporated Fulton County	$7,614,000

Table 12 below show the regional mid-term pedestrian projects. The regional mid-term pedestrian project recommendations are shown in Map 6.

Table 12: Regional Mid Term Pedestrian Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
P-1	Fulton Industrial Boulevard from Frederick Drive to Riverside Drive	Pedestrian	Sidewalks on one side of the road	Unincorporated Fulton County	$4,645,000
P-22	Camp Creek Parkway	Pedestrian	Pedestrian bridge over Camp Creek Parkway to provide GICC pedestrian access	College Park	$3,480,000
P-23	Roosevelt Highway - entire length	Pedestrian	Sidewalks on both sides of the road	Palmetto, Union City, College Park, Unincorporated Fulton County	$32,390,00
P-37	Herndon Road from Hobgood Road to John River Road	Pedestrian	Sidewalks on one side of the road	Fairburn, Unincorporated Fulton County	$1,190,000

Regional transit project recommendations included in the mid-term are shown in Table 13. Regional mid-term transit projects are shown in Map 7.

Table 13: Regional Mid Term Transit Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
PT-1	College Park MARTA Station	Transit	College Park MARTA Station Park and Ride Expansion	College Park	$45,200,000
PT-2	Flat Shoals Road at I-85 to Old National Highway at Godby Road	Transit	South Fulton Park and Ride to College Park MARTA Station queue jumpers (MARTA Route 89)	College Park, Unincorporated Fulton County	$5,420,000
PT-3	Roosevelt Highway at Campbellton Street to Camp Creek Parkway at Herschel Road	Transit	Multi-city connector (MARTA Route 180)	College Park, Union City, Unincorporated Fulton County	$6,261,000

PT-5	Jonesboro Road at I-85 to Old National Highway at Godby Road	Transit	Union Station Mall to College Park MARTA Station (MARTA Route 189)	College Park, Union City, Unincorporated Fulton County	$13,627,000
PT-6	Camp Creek Parkway at Princeton Parkway	Transit	Camp Creek to East Point MARTA Station (MARTA Route 84)	College Park, East Point	$2,648,000

Long Term Regional Projects

The long term implementation phase includes ten years and beyond. Projects recommended in the long term should be considered after the short and mid-term projects are funded. Table 14 below shows the regional long term roadway projects. Map 8 shows the regional long term roadway project recommendations.

Table 14: Regional Long Term Roadway Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
ASP-AR-ML-050	Interchange modifications to support Tier 5 managed lane network	Managed lanes	Interchange modifications	N/A	$437,000,000
ASP-CL-261	I-285 at West Fayetteville Road	Interchange improvement	Interchange improvement	College Park	$36,400,000
ASP-CL-263	SR 314 from Flat Shoals to SR 139	Roadway widening	Roadway widening	College Park	$34,500,000
ASP-CL-265	I-285 South from I-85 South to SR 54	Roadway widening	Frontage roads	College Park, Union City, Unincorporated Fulton County	$184,700,000
ASP-FA-342	Collinsworth Road/ Weldon Road from US 29 to I-85	Roadway widening	Widen two to four lanes	Palmetto	$9,824,320
ASP-FA-343	SR 138 from Stockbridge Road to I-85 South	Roadway widening	Roadway widening	Union City, Unincorporated Fulton County	$141,000,000
ASP-FA-347	SR 92 from Oakley Industrial Boulevard to SR 85	Roadway widening	Roadway widening	Fairburn, Unincorporated Fulton County	$103,000,000
ASP-FS-049	US 29 from SR 279 to SR 6	Roadway widening	Roadway widening	College Park	$15,000,000
ASP-FS-202	Oakley Industrial Boulevard from Gullatt Road to Flat Shoals Road	Roadway widening	Roadway widening and extension; potentially 4 phases: Flat Shoals to SR 138, SR 138 to Fayetteville Road, Fayetteville Road to SR 74, and SR 74 to Gullatt Road	Fairburn, Union City, Unincorporated Fulton County	$55,000,000
ASP-FS-222	SR 154 from SR 166 to US 29	Roadway widening	Roadway widening	Palmetto, Chattahoochee Hills, Unincorporated Fulton County	$98,200,000

ASP-FS-223	SR 138/SR 92 from I-85 south to South Fulton Parkway	Roadway widening	Roadway widening	Fairburn, Union City, Unincorporated Fulton County	$79,000,000
ASP-FS-226	US 29 from SR 279 to South Fulton Parkway	Roadway widening	Roadway widening	College Park, Unincorporated Fulton County	$27,000,000
ASP-FS-229	I-85 southbound from SR 74 to Collinsworth Road	Roadway widening	Collector distributor lanes	Fairburn	$143,000,000
ASP-FS-230	SR 92 from South Fulton Parkway to SR 70	Roadway widening	Roadway widening	Unincorporated Fulton County	$35,000,000
FS-003	SR 70 from SR 6 to I-20	Roadway widening	Add one general purpose lane in each direction	Unincorporated Fulton County	$30,000,000
FS-200A	Washington Road from I-285 to Desert Drive	Roadway widening	Widen existing road to 4 lane undivided road, improve traffic signals on Washington Road, improve Hammarskjold Avenue, Janice Drive, and Carmel Drive intersections, update pedestrian sidewalks, bike paths, and street lighting	East Point	$8,400,000
FS-200B	Washington Road from SR 6 to Delowe Drive	Roadway widening	Add one general purpose lane in each direction	East Point, College Park	$14,500,000
FS-200C	Washington Road from Delowe Drive to US 29	Roadway widening	Add one general purpose lane in each direction	East Point	$5,800,000
FS-225	SR 70 from SR 166 to SR 6	Roadway widening	Widen from four to six lanes	Unincorporated Fulton County	$36,600,000
R-1	Old National Highway from Flat Shoals to I-285	Study/planning	Widen from four to six lanes and add raised median	College Park, Unincorporated Fulton County	$275,000
R-2	South Fulton Parkway from Stonewall Tell Road to I-285	Roadway widening	Widen from 2 to 4 lanes (4.0 miles)	College Park, Union City, Unincorporated Fulton County	$52,262,320
R-3	South Fulton Parkway Grade Separation (2 locations)	Grade separation	Grade separation at Stonewall Tell Road and Mason Road; abandon intersection of South Fulton Parkway at Majestic Place	Union City	$37,692,270
R-8	Flat Shoals Road at I-85	Interchange improvement	Provide an additional ramp and arterial capacity in vicinity of interchange	Union City, Unincorporated Fulton County	$16,463,260
R-10	Gullatt Road between Roosevelt Highway and Collinsworth Road	Roadway operation	Roadway improvements including widening, shoulders, railroad grade separation at two locations to support new interchange	Fairburn, Unincorporated Fulton County	$15,970,185
R-16	Feldwood Road from Roosevelt Highway to Flat Shoals Road	Roadway operation	Left and right turn lanes at select locations	Union City, Unincorporated Fulton County	$9,392,779

R-23a	Camp Creek Parkway at Burner Road	Roadway operation	Intersection improvement	Unincorporated Fulton County	$1,680,704
R-23b	Old National Highway at Bethsaida Road	Roadway operation	Intersection improvement	Unincorporated Fulton County	$1,155,000
R-23d	SR 92 at Dobson Road	Roadway operation	Intersection improvement	Fairburn	$1,155,00
R-31	Old Fairburn Road	Roadway widening	Left and right turn lanes at select locations	Unincorporated Fulton County	$26,660,964
R-34	South Fulton Parkway at Stonewall Tell Road	Intersection operation	Intersection improvements	Union City	$1,000,000
R-45	Oakley Industrial Boulevard Extension	New connection	Extend Oakley Industrial Boulevard south to connect to Gullatt Road at Cleckler Road	Fairburn	$4,663,549
R-93	Collinsworth Road/ Weldon Road from US 29 to I-85	Roadway widening	Widen from two to four lanes	Palmetto	$9,824,320
R-94	Campbellton Road Reliever -Phase I	New connection	New facility connecting Riverside Drive to Campbellton Road north of Sandtown Park	Unincorporated Fulton County	$4,024,647
R-99	Campbellton Road at Wallace Road	Intersection operation	roundabout	Unincorporated Fulton County	$1,514,920
R-102	Fulton Industrial Boulevard at Cascade Road	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-103	Cascade Road at Carlo Woods Drive	Intersection Operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-104	Cascade Road ATMS from Shanter Trail to Fulton Industrial Boulevard	Roadway operation	Install fiber, signal coordination, emergency preemption	Unincorporated Fulton County	$2,420,000
R-111	South Fulton Parkway at Mason Road/Hunter Road	Intersection operation	Intersection improvements	Union City	$1,000,000
R-113	South Fulton Parkway at Koweta/Stonewall Tell Connector	Intersection operation	Intersection improvements	Union City	$1,000,000
R-114	South Fulton Parkway at Derrick Road	Grade separation	Construct a tight diamond interchange	Unincorporated Fulton County	$17,150,760
R-115	South Fulton Parkway at Thompson Park Access	Intersection operation	Intersection improvements	Union City	$1,000,000
R-116	South Fulton Parkway at Rosewood Place	Intersection operation	Intersection improvements	Union City	$1,000,000
R-117	South Fulton Parkway at SR 92	Grade separation	Construct a tight diamond interchange	Union City	$22,307,010
R-118	South Fulton Parkway at Town Center Access	Intersection operation	Intersection improvements	Union City	$1,000,000
R-119	South Fulton Parkway at Cedar Grove Road	Grade separation	Construct a tight diamond interchange	Unincorporated Fulton County	$20,074,010
R-120	South Fulton Parkway at the Lakes Point	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000

R-121	South Fulton Parkway at Harbor Grove Apartments	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-122	South Fulton Parkway at Short Road	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-124	South Fulton Parkway at Old Rico Connector Road	New intersection	Intersection improvements	Chattahoochee Hills	$250,000
R-125	South Fulton Parkway at Rico Road	Intersection operation	Intersection improvements	Chattahoochee Hills	$1,000,000
R-126	South Fulton Parkway at Campbellton Redwine Road	Intersection operation	Intersection improvements	Chattahoochee Hills	$1,000,000
R-129	Stonewall Tell Road from Union Road to Jones Road/Pitmen Road	Roadway widening	Widen from two to four lanes	Union City, Unincorporated Fulton County	$8,950,392
R-131	Camp Creek Parkway from I-285 to Old Fairburn Road	Roadway operation	ITS including CMS, cameras, and truck sensors	East Point, Unincorporated Fulton County	$770,165
R-152	South Fulton Parkway at SR 154	Grade separation	Construct a tight diamond interchange	Unincorporated Fulton County	$17,838,260
R-153	South Fulton Parkway at Cochran Mill Road	Grade separation	Construct a tight diamond interchange	Chattahoochee Hills	$17,150,760
R-209	SR 70 (Fulton Industrial Boulevard) from I-20 to Campbellton Road	Roadway Operation	Widen outside lane to 13' and install ITS truck sensors at 5 locations	Unincorporated Fulton County	$420,000

Table 15 includes the regional long term bicycle project recommendations. The regional long term bicycle projects are shown in Map 9.

Table 15: Regional Long Term Bicycle Projects

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
B-8	Hobgood Road from US 29 to Rivertown Road	Bicycle	4' bike lanes striped on street	Palmetto, Unincorporated Fulton County	$6,841,000

There are no regional long term pedestrian projects proposed. The regional long term transit project recommendations are shown in Table 16. The regional long term transit projects are shown in Map 10.

Table 16: Regional Long Term Transit Projects					
Project Number	**Project Location**	**Category**	**Description**	**Jurisdiction**	**Total Cost Estimate**
ASP-AR-429	MARTA rail extension from East Point MARTA station to Hapeville	Transit	South corridor heavy rail spur	East Point, Hapeville	$345,000,000
ASP-AR-430	MARTA rail extension from Hapeville to Southern Crescent Multimodal Center	Transit	South corridor heavy rail spur	Hapeville	$345,000,000
ASP-AR-433	Commuter rail service from downtown Atlanta to Union City	Transit	Southwestern corridor commuter rail service	East Point, College Park, Union City, Unincorporated Fulton County	$46,000,000
ASP-AR-434	Commuter rail service from Union City to Newnan	Transit	Southwestern corridor commuter rail service	Palmetto, Fairburn, Union City, Unincorporated Fulton County	$46,000,000
ASP-AR-435	Commuter rail service from downtown Atlanta to Lovejoy	Transit	South corridor commuter rail service from Atlanta multimodal center to Lovejoy	East Point, Hapeville	$324,000,000
PT-7	South Fulton Parkway at Campbellton Redwine Road to Hartsfield Jackson Airport	Transit	South Fulton Parkway Express Bus	Chattahoochee Hills, Unincorporated Fulton County	$203,102,800

Project Financing

Fulton County is the most populous county in Georgia and has a substantial annual budget. In recent years, the budget has varied with the economy and has ranged between $850 and $900 million. Of these amounts, the general fund makes up approximately two thirds of the budget and has ranged from $570 to $605 million. Out of this annual budget, Fulton County provides a myriad of services to residents. Historically, transportation has been funded through the general fund. As several other services are also funded through the general fund, allocating funding to undertake complex and capital intensive transportation projects is challenging. The CTP establishes a sound transportation framework based on goals and objectives developed by citizens and Fulton County so limited county financial resources can be used to maximize the leverage of state and federal transportation funds.

Currently, Fulton County does not break out transportation expenditures as a separate line item in their publicly available budget documents. However, the county does provide a line item for Facilities and Transportation Services, which has averaged about $34 million annually in recent years. While only a portion of these funds are available for transportation infrastructure projects, the estimated local match (county and cities) for projects recommended in the short-term implementation phase is approximately $50 million. The Fulton County Board of Commissioners has discretion over the budget and can vote to increase or decrease annual transportation expenditures. Table 17: Spending by Implementation Phase provides total project costs by implementation phase and the estimated local match required.

Table 17: Spending by Implementation Phase			
Implementation Phase	**Total Amount**	**Local Match**	**Federal or State Funding**
Short-term	$250 million	$50 million	$200 million
Mid-term	$550 million	$110 million	$440 million
Long-term	$3.3 billion	$650 million	$2.6 billion
Total	$4.1 billion	$810 million	$3.2 billion

Implementation phases are broad categories that prioritize regional projects based on future needs and completion time frames. It is expected that regional projects in the short-term implementation phase are the highest priority and needed immediately; therefore, they are programmed in the first five years of the plan. Mid-term projects are less pressing and are programmed years 5 through 10 of the plan, and long-term projects will be needed to serve future travel needs or would take substantial time to construct. Long term projects are programmed after the first 10 years of the plan. Within each implementation phase, priority tiers identify projects that are high, medium, and low priority and can be seen in Appendix A.

Transportation Funding

Funding the construction of transportation projects needed to meet existing needs and increasing travel demand in the study area will be challenging as revenues available to state and local departments of transportation have been declining. As a function of reduced funds being available for transportation projects, competition between states and municipalities has increased even as more projects are needed to meet increasing travel demand. Although revenues have recently declined, various sources of transportation funding are available at the local, regional, state, federal, and private levels. The amount of money available generally increases with the size of the jurisdiction. Funding is usually highest at the federal level and decreases with jurisdictional size, with the lowest amount of money available at the local level. In contrast, as the size of the funding entity increases, more restrictions and legal and regulatory requirements are usually included with the money provided. This makes it important to match project sizes and types to appropriate funding sources when prioritizing and programming projects.

With over 150 jurisdictions in the metro Atlanta area, competition for limited transportation funds is intense. Coordination between Fulton County and the seven cities can increase the chances of securing funding at the regional level. As the total estimated cost of the unconstrained project list is approximately $4.1 billion dollars, using a traditional 20 percent match, Fulton County and the seven cities would need to successfully obtain $3.2 billion in federal and state funding to leverage a local match of $810 million, making cooperation critical. Based on this local match amount, Fulton County and the seven cities need to budget, on average, an estimated total of $40.5 million per year to implement the CTP.

After a brief overview of the Atlanta Regional Commission (ARC), the following sections list available and potential transportation funding sources. The ARC serves as the federally designated Metropolitan Planning Organization (MPO) for the Atlanta region and plays a substantial role in transportation funding.

Atlanta Regional Commission

PLAN 2040: The long-term Regional Transportation Plan known as PLAN 2040, and the short-term Transportation Improvement Program (TIP) are regional (i.e. federal, state) sources of funding that are programmed by the ARC. Surface Transportation Program (STP Urban) is one subcategory of STP funds allocated to ARC for programming for a wide variety of highway, transit, bicycle, pedestrian, transportation demand management, and air quality projects, studies and programs. Funds for construction projects can be used on roadways classi-

fied as a minor arterial or above. A local minimum match of 20% is required by project sponsors. The CMAQ Improvement Program provides funding for projects contributing to attainment of national ambient air quality standards. Projects eligible for CMAQ funds include transit improvements, shared-ride services, traffic flow improvements, transportation demand management strategies, pedestrian and bicycle facilities and programs, and alternative fuel programs. LCI Transportation Funding provides STP funds for implementation of transportation projects identified in LCI planning studies.

Federal Funding Sources

Highway Trust Fund: the Highway Trust Fund tracks tax revenues and is comprised of two accounts: Highway Account and Mass Transit Account. The highway account is by far the larger of the two, being comprised of 71 percent of the total Highway Trust Fund value. The Highway Trust Fund has seen a rapidly declining balance over the past several years, having been supplemented by the General Fund three times since 2008 for a total over $50 billion. The declining balance in the Highway Trust Fund will ultimately weaken the federal government's ability to fund transportation improvements, placing pressure on state and local governments to take on a larger role in funding improvements in the future.

Transportation Enhancement (TE): through the U.S. Department of Transportation (DOT) and FHWA, the federal government has made available funding for TE activities, offering opportunities to increase transportation choices and enhance the transportation experience. As a subcomponent of STP, all policy and procedural requirements that apply to STP also apply to TE. For example, laws governing traditional federal-aid projects, such as the National Environmental Policy Act (NEPA), also apply to TE activities. Additionally, a 20 percent local match is required for TE activities. Only certain types of projects qualify for TE activities. Additionally, TE funds are only available for non-motorized uses. These funds are awarded by GDOT through a competitive "Call for Projects" process. The State Transportation Board Member serving the study area's Congressional district makes the final selections and determines the funding level for each selected project.

State Funding Sources

Motor Fuel Excise Tax: established by a fee or tax based on the volumes (i.e. gallons) of fuel purchased. The excise tax is currently 7.5 cents per gallon and has been the same since 1971. The tax is solely based on the volume of gasoline sold; and therefore, revenues from the tax only increase with roadway usage. Improved technologies and higher fuel efficiency in automobiles has offset the effectiveness of this tax.

Prepaid Motor Fuel Sales Tax: four percent sales tax collected on the average retail price of fuel. Three percent is committed to transportation while the other one percent is committed to the State General Fund. The motor fuel tax ranks as one of the lowest in the country despite the overall state's growth and in particular, growth in the Atlanta region. However, increasing project costs and mounting debt service payments on bonds issued from transportation projects place strain on this funding source.

GATEway Program: GDOT offers funding through the GATEway program, which offers an annual maximum of $50,000 in grant allocation for any organization, local government, or state agency for landscape enhancement of state routes. Projects must involve the local community, display the right of way in an attractive fashion and promote pride in Georgia. This funding mechanism is fairly restrictive, and does not allow for application toward highway construction, median enhancement, lighting, or other hardscape items. It is for the sole purpose of landscape plant materials.

Local Maintenance and Improvement Grant (LMIG) Program: GDOT provides funding through the LMIG Program where funds are allocated annually to local governments by a formula based on population and local road mileage. The program can fund a variety of construction projects or street resurfacing. Only road and bridge projects are eligible for the program because the funds for the LMIG program are provided by the motor fuels tax.

Georgia Transportation Infrastructure Bank (GTIB): the Georgia State and Tollway Authority (SRTA) offers low interest loans and grants to finance local transportation projects through GTIB, established by House Bill 1019 in April 2008. The GTIB is a revolving infrastructure investment fund, much like a bank, that provides loans with attractive terms to state, regional and local government entities to fund much needed local transportation projects. Projects eligible for possible funding include highways, roads, bridges, air transport and airport facilities, rail and transit or bicycle facility projects. Eligible costs include all project phases except for ongoing maintenance.

Local Funding Sources

Local Option Sales Tax (LOST): Fulton County currently has a Local Option Sales Tax (LOST) of one percent which is collected through the Georgia Department of Revenue and distributed to the county and each city using a population-based formula.

MARTA Sales Tax: Fulton County also contributes a one percent sales tax directly to MARTA for system expansion and operation of MARTA service. As MARTA provides a substantial amount of service in Fulton County, a more detailed discussion of MARTA funding is provided below.

Bonds: Issuing bonds is another option available to the county and cities to finance infrastructure improvements. A disadvantage to bonds is that the money has to be paid back with interest, which may preclude other needed improvements in the future.

MARTA Funding

As the largest transit operator in metro Atlanta providing approximately half a million daily trips, MARTA is the backbone of transit for the region. MARTA connects to major job centers, school campuses, supports Atlanta's $11 billion hospitality industry, takes sports fans and concert goers to events, and provides direct access to the HJAIA. In FY 2011, over half the customers used MARTA to get to work and 11 percent traveled to school.

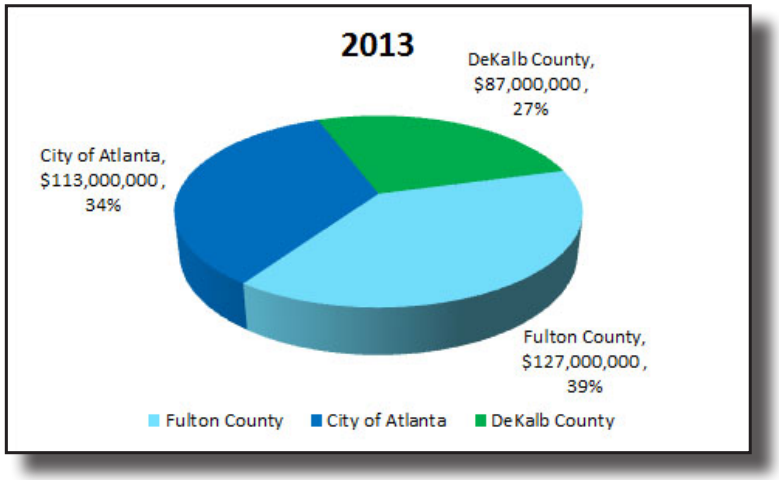

Figure 4: 2013 MARTA Sales Tax Contribution by Jurisdiction

MARTA's two primary revenue sources are sales tax and fare revenue. The two combined make up 82 percent of total revenue. Sales tax provides 60 percent of MARTA's total revenue and fare revenue provides 22 percent. Fare revenue is earned through user fees; as of October 2, 2011, the full fare fee is $2.50. MARTA's sales tax revenue comes from a 1 percent sales tax levied in the City of Atlanta and Fulton and DeKalb counties. Under the law authorizing the levy of the sales and use tax, MARTA is restricted as to its use of the tax proceeds. Figure 4 shows the amount of sales tax each jurisdiction contributed to MARTA in 2013.

Sales tax revenue has trended upward for most of the past decade. There was a dip in 2003 when sales tax revenue saw a major decline after the September 11, 2001 tragedies. In 2007, Georgia and most of the country entered a major economic recession. The impact of this recession can easily be seen in the sales tax revenue numbers. However, fare revenue has remained relatively constant over the past decade. Other sources of revenues include station parking, lease income, federal assistance, station concessions, and advertising. No operating money for MARTA is provided by the State of Georgia. In FY 2012, total operating revenue was $405,976,000 and total operating expenses were $405,847,000. Total capital funding was $372,817,000 and total capital expenditures were $372,012,000. MARTA's assets exceeded liabilities by $1.7 billion at June 2011, a $167 million decrease from June 2010 when assets also exceeded liabilities by $1.8 billion, a $122 million decrease from June 2009.

Like most organizations, MARTA was forced to alter operations and services in reaction to significant downturns in the global, national, and local economies over the last decade. MARTA has taken cost cutting actions over the past several years to become more efficient, reduce costs, and further provide value to customers and stakeholders. MARTA's projected operating expenditures will exceed revenues through 2021 based on the current state of operations. MARTA's projected operating revenue shortfall through FY 2021 is $248 million. MARTA is projected to fall below the MARTA Act 10 percent minimum reserve fund requirement in FY 2016, and is projected to exhaust its reserves by FY 2018. MARTA's current economic model is unsustainable with costs projected to be greater than revenue for each year through 2021. MARTA must make significant and fundamental changes to operations to avoid across the board cuts that will adversely affect operational and customer service. MARTA will need to continue to develop new funding sources and control costs in order to serve the needs of the region, including south Fulton in the future.

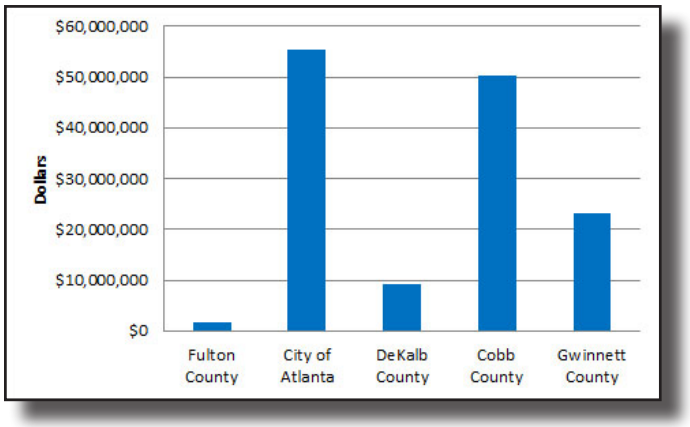

Figure 5: Annual Average CIP Spending

Current Funding

To provide an idea of how much funding other metro Atlanta jurisdictions with large populations are devoting to transportation, the most recent CIP documents were obtained for Fulton County, City of Atlanta, DeKalb County, Cobb County, and Gwinnett County. Funding levels vary considerably between the five jurisdictions. Figure 5 illustrates projected annual average CIP spending for five jurisdictions.

Other Funding Sources

Public/Private Partnerships: One way to fund transportation improvements at the local level is through public/private partnership. For the partnership to be feasible, it needs to be equitable for the public and private entities participating. Both sides need to contribute resources to and receive benefits from the project. These type of partnerships can take many forms. For example, a developer might construct a roadway or other potential improvements as part of redevelopment. Additionally, the county or cities could build improvements, while a developer donates or sells right-of-way below market cost.

Tax Allocation District (TAD): Transportation improvements are infrastructure investments that can be financed through a TAD. Funding comes from bonds issued by the TAD that are repaid from new tax revenues attributing to increases in property values within the TAD as redevelopment occurs. Legislation is in place to

create a TAD through the Georgia Redevelopment Powers Act (OCGA 36-44-1) that authorizes municipalities to sell bonds to finance infrastructure and redevelopment costs and repay them through the incremental increase in property tax revenues resulting from redevelopment within a defined geographic area, which is a TAD. Under the act, TAD must be a specifically defined area that is suffering from blight, economic underperformance, or social distress. Local legislation is required to authorize a city or county to create a TAD.

Fulton County has substantial experience with TADs, with the first one created in 1999 and thirteen currently active throughout the county. Two of the thirteen TADs are in the study area and both are located within the City of East Point. The Camp Creek/I-285 TAD is a public/private partnership that was approved in 2001 to transform 814 acres of underused properties around the interchange of SR 6 (Camp Creek Parkway) and I-285 into a commercial node that would increase property and sales tax revenues. To accomplish this, several transportation projects such as roadway and intersection improvements, bridges, traffic signals, and pedestrian improvements are programmed to be funded by the TAD. The East Point Corridors TAD was approved in 2006 and includes Cleveland Avenue, Main Street, and Washington Road. The TAD orients transportation projects towards improving the livability and connectivity of neighborhoods and revitalization. Recommended transportation projects to be funded by the TAD include pathways and trails, roadway improvements and enhancements, sidewalk and pedestrian friendly streetscapes.

Transportation Investment Act (TIA): In 2010, the Georgia Legislature passed the Transportation Investment ACT, which allowed citizens to vote on assessing a one percent regional transportation sales tax to fund 157 regional projects in the Atlanta region. As a result of the act not passing, project sponsors will be required to put up a 30 percent match for projects funded through GDOT's LMIG program, as opposed to the 10 percent match that would have been required if the act passed.

Model Results

The project team used the ARC's regional travel demand model to predict future travel demands. As discussed with ARC and Fulton County staff, several refinements were made to ensure accuracy of results. This model takes into account predicted population and employment growth in order to assess future travel demands.

Model Coding

The regional travel demand model is a capacity based model. It uses roadway facility type, number of lanes, and area type to develop a capacity for each roadway link. Therefore, only those projects which change the facility type or create additional lanes can be accurately coded into the model. Projects included in the model were:

- ASP-CL-263, SR 314 from Flat Shoals to SR 139
- ASP-FA-342, SR 279 from SR 138 to SR 85
- ASP-FA-343, SR 138 from Stockbridge Road to I-85 South
- ASP-FA-347, SR 92 from Oakley Industrial Boulevard to SR 85
- ASP-FS-049, US 29 from SR 279 to SR 6
- ASP-FS-228, I-85 at Gullatt Road
- ASP-FS-230, SR 92 from South Fulton Parkway to SR 70
- R-1, Old National Highway from Flat Shoals to I-285
- R-2, South Fulton Parkway from Stonewall Tell Road to I-285
- R-6, Buffington Road from Flat Shoals Road to South Fulton Parkway
- R-20, Cascade Road at I-285
- R-21, Cascade Road between Fairburn Road and I-285
- R-45, Oakley Industrial Boulevard Extension
- R-93, Collinsworth Road/Weldon Road from US 29 to I-85
- R-128, Welcome All Road/Scarborough Road

- ASP-FS-202, Oakley Industrial Boulevard from Gullatt to Flat Shoals Road
- ASP-FS-222, SR 154 from SR 166 to US 29
- ASP-FS-223, SR 138/SR 92 from I-85 South to South Fulton Parkway
- ASP-FS-226, US 29 from SR 279 to South Fulton Parkway
- ASP-FS-227, Camp Creek Parkway between I-285 and I-85
- R-8, Flat Shoals Road at I-85
- R-130, Rivertown Road from Cedar Grove Road to Hobgood Road
- R-12, Campbellton Road from Camp Creek Parkway to SR 92 in Douglas County
- R-13, New Hope Road from Boat Rock Road to Cascade Road
- R-19, Senoia Road from Milam Road to Fayette County
- R-129, Stonewall Tell Road from Union Road to Jones Road/Pitman Road
- R-133, Hall Road Extension
- FS-AR-183, SR 138 at I-85

These projects were added to ARC's 2040 regional network which already includes planned and programmed projects in the region.

Model Results

After coding the projects identified by the CTP, a comparison between no-build and build was completed for multiple measures included level of service and congested VMT. Results are provided for both the full study area and by jurisdiction.

The proposed projects would reduce the number of lane miles which operate at a Level of Service (LOS) F during the PM peak period to less than half of that of the No Build. Table 18 shows full results for the study area.

Table 18: Level of Service by Lane-Mile

Peak Period	Level of Service (LOS)	Lane-Miles		Percentage	
		2040 No Build	2040 Build	2040 No Build	2040 Build
AM Peak Hour	A/B	942.1	1136.0	68%	73%
	C	187.9	215.7	14%	14%
	D	122.0	119.6	9%	8%
	E	100.4	61.5	7%	4%
	F	37.5	28.6	3%	2%
PM Peak Hour	A/B	677.2	857.5	49%	55%
	C	216.2	261.2	16%	17%
	D	175.0	187.5	13%	12%
	E	167.0	172.6	12%	11%
	F	154.4	82.6	11%	5%

Additionally, the LOS was examined at the jurisdictional level. As seen in Table 19, the most significant improvement in LOS is expected in Union City where the PM peak hour would only have five percent of their roadway network operating at LOS F.

Table 19: Level of Service by Jurisdiction											
Scenario		AM Peak Hour					PM Peak Hour				
		LOS A/B	LOS C	LOS D	LOS E	LOS F	LOS A/B	LOS C	LOS D	LOS E	LOS F
2040 No-Build	Chattahoochee Hills	84%	9%	5%	2%	0%	81%	4%	8%	6%	2%
	College Park	59%	13%	15%	10%	3%	35%	18%	15%	14%	17%
	East Point	67%	16%	12%	4%	1%	36%	21%	19%	16%	8%
	Fairburn	72%	8%	14%	6%	0%	49%	23%	7%	17%	4%
	Hapeville	50%	14%	10%	8%	17%	23%	16%	10%	13%	38%
	Palmetto	91%	3%	3%	2%	1%	74%	17%	2%	3%	5%
	Unincorporated Fulton County	65%	17%	7%	8%	3%	50%	14%	14%	11%	12%
	Union City	66%	11%	6%	11%	5%	41%	19%	12%	13%	15%
2040 Build	Chattahoochee Hills	86%	12%	1%	1%	0%	80%	9%	8%	2%	1%
	College Park	59%	18%	16%	5%	1%	39%	17%	17%	19%	9%
	East Point	71%	16%	9%	3%	1%	39%	22%	19%	13%	6%
	Fairburn	79%	7%	11%	3%	0%	58%	24%	12%	6%	0%
	Hapeville	51%	9%	15%	13%	12%	26%	18%	4%	14%	38%
	Palmetto	93%	2%	2%	2%	1%	79%	12%	3%	3%	2%
	Unincorporated Fulton County	72%	17%	6%	4%	2%	57%	15%	12%	11%	5%
	Union City	74%	9%	8%	6%	4%	51%	20%	8%	15%	5%

In addition to LOS by lane-mile it is important to examine the portion of the trips within an area which occur in congested conditions. This is typically done by examining the percentage of vehicle miles traveled (VMT) which occur along congested links. In 2040, congested VMT is expected to decrease from 9 percent to 7 percent in the AM peak and 26 percent to 13 percent in the PM peak. Table 20 shows the full results.

Table 20: Study Area Congested VMT						
Analysis Year	AM Peak Hour			PM Peak Hour		
	Congested	Total	Percent Congested	Congested	Total	Percent Congested
2040 No-Build	225,270	2,474,898	9%	869,831	3,372,641	26%
2040 Build	165,573	2,486,373	7%	451,836	3,383,216	13%

When the congested VMT is examined on a jurisdictional basis, significant improvements are expected for many municipalities. Hapeville is expected to see a 14 percent reduction in congestion during the AM peak hour while College Park, Union City, and unincorporated Fulton County are all expected to see double-digit reductions in congestion. Fairburn and Palmetto are expected to see 9 percent and 7 percent respectively. Table 21 shows the congested and total VMT for each jurisdiction.

Table 21: Total VMT							
Scenario		AM Peak Hour			PM Peak Hour		
		Congested	Total	Percent Congested	Congested	Total	Percent Congested
2040 No-Build	Chattahoochee Hills	236	103,188	0%	10,899	137,140	8%
	College Park	18,147	290,266	6%	118,267	404,456	29%
	East Point	12,006	286,896	4%	66,562	420,896	16%
	Fairburn	19	286,583	0%	37,039	365,045	10%
	Hapeville	42,089	116,653	36%	100,402	164,419	61%
	Palmetto	1,749	31,112	6%	6,700	42,746	16%
	Unincorporated Fulton County	95,364	1,019,467	9%	377,895	1,383,001	27%
	Union City	55,659	340,731	16%	152,068	454,939	33%
2040 Build	Chattahoochee Hills	216	100,009	0%	3,373	132,848	3%
	College Park	9,643	291,250	3%	63,553	399,982	16%
	East Point	8,987	285,609	3%	55,152	416,829	13%
	Fairburn	0	283,851	0%	2,228	362,625	1%
	Hapeville	25,106	114,226	22%	95,038	158,810	60%
	Palmetto	1,661	29,642	6%	3,493	39,573	9%
	Unincorporated Fulton County	74,209	1,049,425	7%	175,998	1,434,647	12%
	Union City	45,751	336,234	14%	53,000	443,104	12%

Project Prioritization

Existing plans, the results of the needs assessment analysis, the travel demand model, and input from the staff, the public, and elected officials are all used to create the lengthy list of aspiration project recommendations. However, a great deal of technical assessment and multi-jurisdictional coordination to refine the list of projects into the final list of recommendations is necessary. In order to evaluate, prioritize, and monitor the effectiveness of each project, a number of measures must be used. To determine which measures were optimal for south Fulton, a review of performance indicators and measures from across the nation and abroad from some of the most innovative and cutting-edge transportation planning agencies was taken. This review includes insight from a Public Transportation Plan from Seattle, a Transportation System Plan from Portland, Oregon, and a transportation performance-based plan from Melbourne, Australia. A summary of this review can be found in Appendix C.

To address the transportation needs of south Fulton, a lengthy aspirational list of transportation projects was created. To develop this list, numerous sources of information were drawn upon including previously completed studies, traffic and crash data, needs assessment analyses, and stakeholder and community input.

The county and cities of south Fulton have completed comprehensive plans, LCIs, corridor studies, and other studies. A review of all these plans was completed early on to understand the previously identified needs. The plans were reviewed again during the recommendations process to identify the projects that have already been

proposed. ARC's current RTP/TIP was also reviewed to establish a list of regionally significant projects. The results of the needs assessment analysis and the travel demand modeling were used to understand mobility deficiencies and to determine needed improvements.

The final source of input into the aspirations list of projects was feedback from the staff, stakeholders, public, and elected officials of south Fulton. Regular coordination with the PMT provided insight into projects that are needed by south Fulton and are likely to be acceptable to a majority of residents and commuters. In addition, input from the policy committee shaped the list of recommendations.

The aspirational list of transportation projects included hundreds of projects. The next steps involved a great deal of technical assessment and collaboration to refine the project list into the final list of recommendations documented in this report. The projects were grouped into regional projects (multi-jurisdictional and/or important to regional travel) or local projects. Although all projects were evaluated, only the regional projects were prioritized and placed into an implementation phase. The evaluation of the regional projects can be found in Appendix A. The evaluation for local projects can be found at the end of the report.

Methodology and Investment Strategy

The goals and objectives were used as the rubric to build the evaluation criteria. The methodology involved using the agreed upon four goals and corresponding 10 objectives to rate each of the aspirational transportation projects on the list. In this manner, those projects that best aligned with the stated goals and objectives of the study would be rank the highest. Each objective had one or two performance measurement criteria associated with it; the 10 objectives had a total of 12 performance measures.

Twelve performance measures were used to filter and prioritize the project list. Each measure was evaluated independently of the other measures and no one measure defined a project's priority alone. Each performance measure was graded on a scale of 1, 2, or 3 points; higher points were given for better meeting the objective. The points for each of the 12 performance measures were added to determine each project's total score. This CTP project score was used to rank projects. The performance measures used to evaluate the projects are explained in more detail in the following subsection.

However, it must be clear that just because a project ranks well according to the goals and objectives of the CTP, does not mean it will rank well for every funding opportunity. The next step of the process was implementing the investment strategy. The basis of the investment strategy was created by breaking the CTP project score down based on which federal funding source each project is best suited for. In other words, weighting different criteria was used to match the priorities of potential federal funding sources. These potential federal funding sources include the TAP, the Surface Transportation Program (STP), and National Highway Performance Program (NHPP).

TAP was authorized under Moving Ahead for Progress in the 21st Century Act (MAP-21). The national funding total reserved for the TAP is equal to 2 percent of the total amount authorized from the Highway Account of the Highway Trust Fund for federal-aid highways each fiscal year. The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former interstate system routes or other divided highways.

STP is the most flexible of all the highway programs and historically one of the largest. States and metropolitan regions may use the funds for highway, bridge, transit, and pedestrian and bicycle infrastructure projects.

The new NHPP provides funding for construction and maintenance projects located on the newly expanded NHS. The NHS includes the entire interstate system and all other highways classified as principal arterials. NHPP is now the largest highway program, receiving 58 percent of all highway formula dollars.

Performance Measures
The twelve performance measures relate back to the four stated goals and the ten objectives of the Comprehensive Transportation Plan.

The first goal states: ***Provide safe and adequate transportation access and increase connectivity for all groups.*** The three objectives for this goal are addressed with the following three performance measures:

- Performance measure: improve travel safety, was scored 1= marginal safety improvement, 2= significant safety improvement, and 3= the project was targeted for specific safety improvement.
- Performance measure: fills gap in existing multimodal system, was scored 1= fills no gap, 2= partially fills gap, and 3= fills a gap.
- Performance measure: proximity and support for existing or planned transit, was scored 1= improvement is more than 1 mile from transit, 2= improvement is less than 1 mile, but more than ½ mile from transit, 3= improvement is less than ½ mile from transit.

Transit is defined as park and ride lots, MARTA rail stations, MARTA rail lines, MARTA bus routes, and GRTA bus routes.

The second goal states: ***Improve mobility throughout the county while managing congestion through innovative, yet realistic options.***

- Performance measure: access management plan in place, was scored 1= no access management plan for road or corridor, 3= approved access management plan for road or corridor.
- Performance measure: addresses LOS deficiencies, was scored 1= no LOS deficiency existing or in future, 2= LOS deficiency in future, 3= existing LOS deficiency.
- Performance measure: project is compatible with environmental, historic, and cultural context, was scored 1= not compatible with context, 2= somewhat compatible with context, 3= very compatible with context.

The third goal states: ***Provide transportation systems that promote freight movement and economic vitality while supporting growth along key corridors and at transit stations.***

- Performance measure: consistency with Comp Plan(s) and ARC's PLAN 2040, was scored 1= not consistent with plans, 3= consistent with plans.
- Performance measure: truck vehicle hours of delay, was scored 1= not a truck route, 2= some truck freight on the route, 3= key truck routes.
- Performance measure: bridge condition, was scored 1= no bridge deficiency, 2= addressed bridge upgrade need, 3= addresses bridge safety or capacity (weight) need.

The fourth goal states: ***Invest in sustainable transportation improvements that will promote quality growth and enhance the south Fulton community as well as the Atlanta metro region.***

- The performance measure: VMT reduction, was scored 1= road projects, 2= bicycle, pedestrian, and multi-use trail projects, 3= transit projects.
- Performance measure: provides multi-modal connections to community resources, was scored 1= does not

connect to resources, 2= connects 1-2 resources, 3= connects to 3 or more resources. Community resources are defined as including: LCI areas, parks/golf courses, city halls, hospitals, libraries, primary schools, high schools, private schools, and colleges.

- Performance measure: includes aesthetic improvement, was scored 1= intersection improvements, 2= roadway widening, 3= streetscape enhancement.

Evaluation Matrix

The content within the matrix is consistent with goals and objectives of the CTP along with ARC's PLAN 2040 and the GDOT project prioritization process.

Each transportation project was assigned a value of 1, 2, or 3 for each performance measure as discussed above; higher point totals indicate that a project meets more of the goals and objectives of the CTP. There is a possible total score of 36 points. The projects were then compared to the other projects. Project scores ranged from 14 on the low end to 28 on the high end. On average, bicycle, pedestrian, and multi-use trail projects tended to score higher than vehicular and transit improvements. The evaluation matrix is shown in Table 22 below.

Table 22: Evaluation Matrix

Goal	Objective	Performance Measure	TAP	STP	NHHP
I. Provide safe and adequate transportation access and increase connectivity for all users					
	Provide safe and adequate transportation facilities for all modes (vehicle, bicycle, pedestrian, and transit)				
		Improve travel safety 1= marginal safety improvement, 2= significant safety improvement, 3= targeted for specific safety improvement	High	High	High
	Design improvements to achieve connectivity for all users				
		Fills gap in existing multimodal system 1= fills no gap, 2= partially fills gap, 3= fills a gap	High	Medium	High
	Improve access to transit in appropriate areas as determined by the local municipalities and stakeholders				
		Proximity and support for existing or planned transit* 1= improvement is > 1 mile from transit, 2= improvement is < 1 mile, but > 1/2 mile from transit, 3= improvement is < 1/2 mile from transit	High	Medium	Medium
II. Improve mobility throughout the county while managing congestion through innovative yet realistic options					
	Balance mobility and accessibility through access management principles				
		Access Management (AM) Plan in place 1= no AM Plan, 2= N/A, 3= approved AM Plan	Low	Low	High
	Address existing and future mobility needs on major corridors by improving capacity and flow				
		Addresses LOS deficiencies 1= no LOS deficiency now or in future, 2= future LOS deficiency, 3= existing LOS deficiency	Low	Medium	High
	Design transportation improvements in a context sensitive manner that considers natural and cultural environments				
		Project is compatible with environmental, historic, or cultural context 1= not compatible with context, 2= somewhat compatible with context, 3= very compatible with context	High	Medium	Medium
III. Provide transportation systems that promote freight movement and economic vitality while supporting growth along key corridors and at transit stations					

	Link transportation improvements with land use and economic development to realize visions in comprehensive plan(s) and PLAN 2040			
	Consistency with comprehensive plan(s) and ARC's PLAN 2040 1=not consistent with plans, 2= N/A, 3= consistent plans	Medium	Medium	Medium
	Improve transportation facilities that support economic development and capitalize on access to SR 6, SR 70, US 29, I-85, I-20, and transit			
	Vehicle Hours of Delay- Truck 1= not a truck route, 2= some truck freight on route, 3= a key truck route	Low	Medium	High
	Bridge Condition 1= no bridge deficiency, 2= addresses bridge upgrade need, 3= addresses bridge safety or capacity (weight) need	Medium	Medium	High
IV. Invest in sustainable transportation improvements that will promote quality growth and enhance the south Fulton community as well as the Atlanta metro region				
	Provide transportation improvements that clearly enhance south Fulton			
	VMT reduction 1= road projects, 2= bike/ped projects, 3= transit projects	High	Medium	Low
	Provides multi-modal connections to community resources** 1= does not connect to resources, 2= connections to 1-2 resources, 3= connections to 3+ resources	High	High	Low
	Aesthetic improvements that are unique to the study area should be incorporated into transportation projects			
	Includes aesthetic improvement 1= intersection improvements, 2= roadway widening, 3= streetscape enhancement	High	Medium	Low

** Transit includes park and ride lots, MARTA rail stations, MARTA rail lines, MARTA bus routes, and GRTA bus routes (*

*** Community resources include LCI areas, parks/golf courses, city halls, hospitals, libraries, primary schools, high schools, private schools, and colleges.*

Cost Benefit Analysis

To evaluate the potential benefits of proposed widening projects, a benefit cost analysis was completed using ARC methodology. The methodology includes monetizing and annualizing project benefits including fuel and delay savings. Project costs were also annualized and cover construction, maintenance, and operations costs.

Fuel savings for autos and trucks were calculated separately based on congested flow speed and compared between no-build and build scenarios. It also includes VMT for both autos and trucks. Delay cost savings were determined using the anticipated difference in delay between the build and no-build scenario for each project, along with a value of time which varied for trucks and automobiles. Annual benefit was the total of fuel saving and delay cost saving.

Annualized cost is implemented by GDOT in its project prioritization efforts as well as ARC's RTP. It is calculated as

$$A = P \times \frac{i}{1-(1+i)^{-n}}$$

A is annualized project cost
P is total cost of project (engineering, right of way, and construction)
n is design life (set as 25 years by GDOT)
i is interest rate (set as 7% by GDOT)

Fuel cost was developed using the equations below. Since fuel use is correlated with traffic speeds, these costs use a series of equations that take into consideration the difference in project speeds between the build and no-build scenarios. The equations were based on models developed by FHWA for use in Highway Economic Requirements System (HERS) software. It is possible to calculate a negative fuel cost saving, signifying a net increase in fuel consumed along the corridor after a project is constructed.

Autos with congested flow speed (CFS) ≤ 40 MPH:

$$C_A = 89.72 - 3.336 \times CFS + 0.053 \times CFS^2$$

Autos with congested flow speed > 40 MPH:

$$C_A = 87 - 2.211 \times CFS + 0.029 \times CFS^2$$

Trucks with congested flow speed ≤ 20 MPH:

$$C_T = 262.18 - 1.021 \times CFS - 0.062 \times CFS^2 + 0.001 \times CFS^3$$

Trucks with congested flow speed > 20 MPH:

$$C_T = 1262.7 - 586.87 \times \ln(CFS) + 80.96 \times \ln(CFS)^2$$

CFS is congested flow speed (MPH)
C_A and C_T are fuel consumption rates for auto and truck (gallons per 1,000 miles)

Once fuel consumption was estimated for each project in both the build and no-build scenario, fuel cost savings were calculated using the equations below:

$$FC = FC_{NB} - FC_B$$

$$FC_{NB} = \left[\frac{VMT_{NBA}}{1000} \times C_{ANB} \times Fuel\ Price + \frac{VMT_{NBT}}{1000} \times C_{TNB} \times Fuel\ Price \right]$$

$$FC_B = \left[\frac{VMT_{BA}}{1000} \times C_{AB} \times Fuel\ Price + \frac{VMT_{BT}}{1000} \times C_{TB} \times Fuel\ Price \right]$$

Where:

FC is total fuel cost savings
FC_{NB} and FC_B are fuel costs for no-build and build scenarios
VMT_{NBA} and VMT_{NBT} are automobile and truck vehicle miles traveled in no-build
C_{ANB} and C_{TNB} are fuel consumption rate for autos and trucks in no-build (as calculated above)
Fuel Price is assumed as $3.22 per gallon
VMT_{BA} and VMT_{BT} are automobile and truck vehicle miles traveled in build
C_{AB} and C_{TB} are fuel consumption rate for autos and trucks in build (as calculated above)

Delay cost savings were determined using the anticipated difference in delay between the build and no-build scenario for each project, along with a value of time. The value of time was determined separately for trucks and automobiles.

$$DC = (VHT_{NB} - VHT_{B}) \times [Value_{A} \times (1-T) + (Value_{T} \times T)]$$

Where:

DC is delay costs savings
VHT_{NB} and VHT_{B} are vehicle hours traveled for no-build and build
$Value_{A}$ is value of time for automobiles ($13.75 per hour)
$Value_{T}$ is value of time for trucks ($72.65 per hour)
T is medium and heavy truck percent

Finally the annualized project benefits were calculated as below. GDOT assumes that an annual benefit is 250 times the daily benefits.

B= (FC+ DC) x 250

Finally benefit/cost ratios for each project were calculated. If the resulting ratio was greater than 1, a project has a net positive impact, from an economic perspective. If the ratio was less than 1, a project's cost outweighs the expected monetized benefits. Due to the mix variables used to assess benefits and costs, a negative value was also possible. In that case the project was assumed to have negative benefits. Table 1 illustrates the calculated benefit/cost ratios for widening projects.

$$\frac{B}{C} = \frac{Benefits}{Annualized\ Cost}$$

Table 23 below is a summary of benefit cost analysis for selected projects.

Table 23: Summary of Benefit Cost Analysis for Selected Projects

Project	Build		No Build		Fuel Cost Savings ($)	Truck Percent	Delay Cost Savings ($)	Daily Benefit ($)	Annual Benefit ($)	Total Cost ($)	Annual Cost ($)	B/C Ratio
	VHT (hr)	FC ($)	VHT (hr)	FC ($)								
R-2	6233	$(35,451)	9562	$(8,738)	$26,714	21	$87,149	$113,862	$28,465,590	$52,262,320	$4,484,657	6.35
R-6	10345	$24,548	14079	$35,914	$11,366	10	$72,296	$83,662	$20,915,487	$32,408,134	$2,780,959	7.52
R-8	1028	$248	2040	$6,408	$6,160	16	$23,346	$29,505	$7,376,347	$16,463,260	$1,412,721	5.22
R-13	919	$(191)	1350	$2,899	$3,090	21	$11,273	$14,363	$3,590,709	$11,360,943	$974,888	3.68
R-19	2466	$(5,458)	3700	$3,851	$9,309	18	$30,424	$39,733	$9,933,214	$17,392,562	$1,492,465	6.66
R-20	257	$(471)	317	$(26)	$445	19	$1,482	$1,927	$481,713	$16,463,260	$1,412,721	0.34
R-21	485	$(1,623)	732	$103	$1,726	20	$6,249	$7,975	$1,993,873	$7,760,170	$665,904	2.99
R-93	448	$(618)	502	$667	$1,285	26	$1,550	$2,835	$708,731	$9,824,320	$843,030	0.84
R-128	812	$(504)	1452	$6,124	$6,629	18	$15,589	$22,218	$5,554,542	$14,157,275	$1,214,843	4.57
R-129	865	$(5,305)	632	$3,091	$2,214	26	$(6,761)	$(4,547)	$(1,136,654)	$8,950,392	$768,038	-1.48
R-130	206	$(562)	209	$12	12	24	$70	$83	$20,680	$7,444,283	$638,798	0.03

R-22: South Fulton Parkway from Stonewall Tell Road to I-285
R-6: Buffington Road from Flat Shoals Road to South Fulton Parkway
R-8: Flat Shoals Road at I-85
R-13: New Hope Road from Boat Rock Road to Cascade Road
R-19: Senoia Road from Milam Road to Fayette County
R-20: Cascade Road at I-285
R-21: Cascade Road between Fairburn Road and I-285
R-93: Collinsworth Road/Weldon Road from US 29 to I-85
R-128: Welcome All Road/Scarborough Road
R-129: Stonewall Tell Road from Union Road to Jones Road/Pitman Rd
R-130: Rivertown Road from Cedar Grove Road to Hobgood Road

Constructability

Each of the proposed projects has been evaluated for its ability to be implemented or constructed. This evaluation was completed at a planning level and included public opposition, major environmental flaws, and significant right of way issues. As the project progresses through engineering and design, additional studies will be need to be completed including full environmental and project cost studies. Environmental impacts such as historical resources, wetlands, or endangered species could result in a project becoming cost prohibitive or construction being delayed. Based on the findings of these studies, other alternatives might prove to be more or equally effective.

An excellent example of constructability impacting a project is the widening of Old National Highway. Future demand along Old National Highway indicates that widening will be necessary; however, due to the lack of right of way and close proximity of businesses, the further widening of the entire Old National Highway corridor is highly unlikely.

TIP/RTP Status:

The ARC maintains a list of all programmed or planned projects within the 20-county region. This is list broken down into short range projects, which are included in the TIP, and long range projects, which are included in the RTP. Projects contained in the TIP have at least one phase (preliminary engineering, right of way, or construction) which have assigned funding within the next five years. Projects identified in the TIP which have construction money assigned within the next five years were not included in the CTP project list.

For projects which have an ARC project number assigned, those numbers were retained in the CTP project list.

Project Selection

A major deliverable for many CTPs is a project list containing roadway, bicycle, pedestrian, and transit projects. The projects are typically designed to meet deficiencies identified in the Existing Conditions and Needs Assessment reports. The following sections describe the methodology for identifying the appropriate treatment for each deficiency.

Additionally, projects identified through city master plans, LCIs, and other studies were evaluated and added to the list.

Roadway Needs

Roadway projects can address many different needs. Capacity constraints can be resolved through widening or operational improvements. Operational improvements are typically completed when the link is only slightly over capacity or where small areas of capacity (such as turning lanes) are needed. When data indicated a need for widening, the team considered the area type prior to determining whether through lanes or center turn lanes should be added. Operational improvements needed due to freight movements were identified through public comments and discussions with city and county staff.

Safety improvements were identified to address areas of frequent crashes or areas where the public identified safety deficiencies. If a specific improvement wasn't identified, the project was described as a safety study.

Bicycle and Pedestrian Needs

Due to the low demand, bicycle and pedestrian projects focused more on connectivity than relieving congestion. Projects were designed to provide additional connectivity for pedestrians and bicyclists. For pedestrians, sidewalks were typically located only in areas where users could reasonably be expected to walk to services or employment areas. Multi-use paths and bicycle lanes were located both in urban and rural areas.

Transit Needs
Due to the low population density and rural nature of south Fulton, the majority of the transit projects sought to improve operations of existing lines. Operational improvements included the construction of queue jumper lanes and transit signal priority. Additionally, projects to increase parking at MARTA stations and a new commuter bus line were evaluated.

Project Implementation Monitoring

Implementing projects on time will increase mobility in the study area and contribute to improvements in quality of life as well as economic competitiveness. However, transportation projects often require several years of work between the initial idea and opening to the public and projects often become delayed. Common reasons for projects delays include a lack of anticipated funding, cost overruns, unexpected environmental issues, and right of way acquisition difficulties. To decrease opportunities for project delays, a system to monitor project progress towards implementation is required. An implementation monitoring system allows intervention to get the project back on track instead of leaving it incomplete.

After the CTP is adopted by Fulton County and each of the seven cities, it is recommended that a memorandum of agreement (MOA) incorporating the following strategies be developed by Fulton County, the seven cities, and ARC to provide a framework to monitor CTP implementation. The MOA should spell out specific responsibilities of the proposed coordination monitoring committee as well as what staff members from each participating jurisdiction will be assigned to the committee. An initial coordination monitoring committee meeting schedule should also be included in the MOA.

Strategies for Monitoring Implementation of CTP Projects
The first step in project implementation monitoring is developing realistic project cost estimates and schedules during the project design phase. Accurate cost estimates advance project implementation by significantly reducing or eliminating insufficient funding as a cause for project delays or abandonment. Because transportation funding is tied to specific years in the TIP and RTP, realistic project schedules prevent project delays due to a mismatch between the project progress and funding availability.

Project implementation monitoring is an on-going task that will require cooperation between multiple jurisdictions and agencies. To track the implementation of projects in the CTP, a coordination monitoring committee made up of key staff from Fulton County and the seven cities should meet on a regular basis, possibly quarterly, to review the progress of projects. The coordination monitoring committee should also produce an annual report of project progress to be distributed to elected officials and key decision makers.

In addition to tracking progress of projects, the coordination monitoring committee should take an active role in moving CTP projects forward both at the implementing agency and grass roots levels. Staff members will need to attend regional meetings at ARC and GDOT to keep abreast of the implementation of CTP projects in the TIP and RTP and identify any issues. In addition to attending meetings, staff should work cooperatively with ARC and GDOT as well as appropriate cities to implement CTP projects. The coordination monitoring committee staff should take the lead in teaming between Fulton County, the seven cities, GDOT, GRTA, MARTA, the CIDs, and other agencies as appropriate to advance projects. As part of the teaming initiative, co-

ordination monitoring committee staff should initiate transit conversations with MARTA and GRTA to begin implementation of CTP transit projects. At the grass roots level, the coordination monitoring committee staff should encourage citizen involvement and identify champions for projects to aid in implementation. To build public support for the remaining projects, the coordination monitoring committee should conduct before and after studies along key corridors to assess results of implemented projects and make the results known through outreach efforts. Besides tracking project progress, working to implement projects with partner agencies, and building public support, the coordination monitoring committee should coordinate land use decisions along key corridors with appropriate jurisdictions and also coordinate implementation of TDM strategies with appropriate partners.

Finally, the coordination monitoring committee should oversee the design and implementation of a project information system to provide up to date information on demand to elected officials and other key decision makers. The project information system should provide a high level overview of project status, indicating whether a project is advancing, delayed, or dropped along with a reason for an adverse status. At a more detailed level, the project information system should show the progress by phase (i.e. preliminary engineering, right-of-way acquisition, utility relocation, construction) and indicate whether each phase is advancing or delayed along with a specific reason for any delays.

Modifying the CTP

As the implementation monitoring process is followed, it is likely that over time projects will be dropped and new needs will be identified. Therefore, a formal process for modifying the adopted CTP should be developed by Fulton County, the seven cities, and ARC and incorporated in the above mentioned MOA. This plan is not the end, it must be updated every five years or upon availability of funds, to address growth, land use and development changes, and travel changes.

FIGURE 1

Regional Short Term Roadway Projects

SOUTH FULTON Comprehensive Transportation Plan

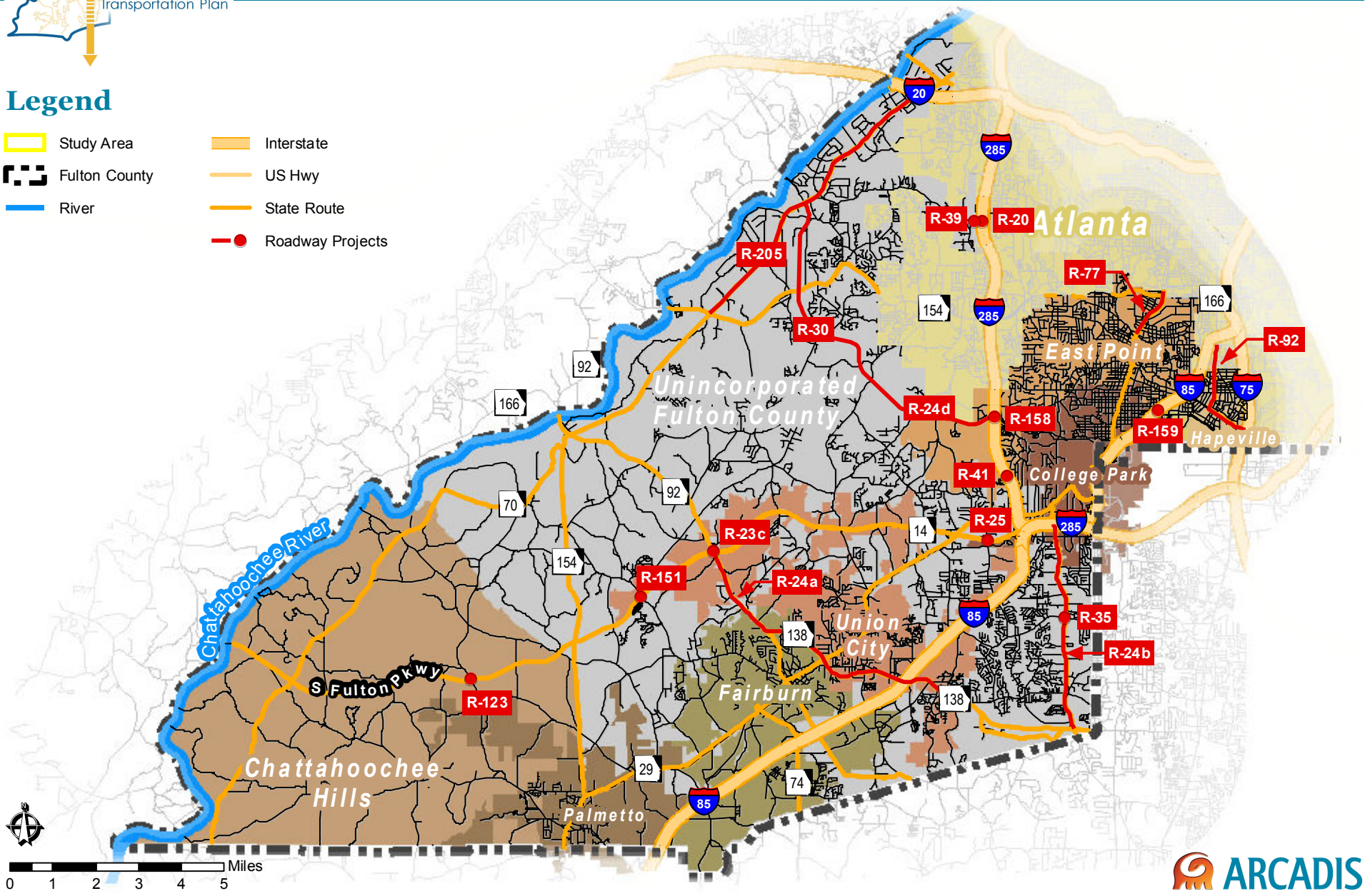

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FIGURE 2

Regional Short Term Bicycle Projects

SOUTH FULTON Comprehensive Transportation Plan

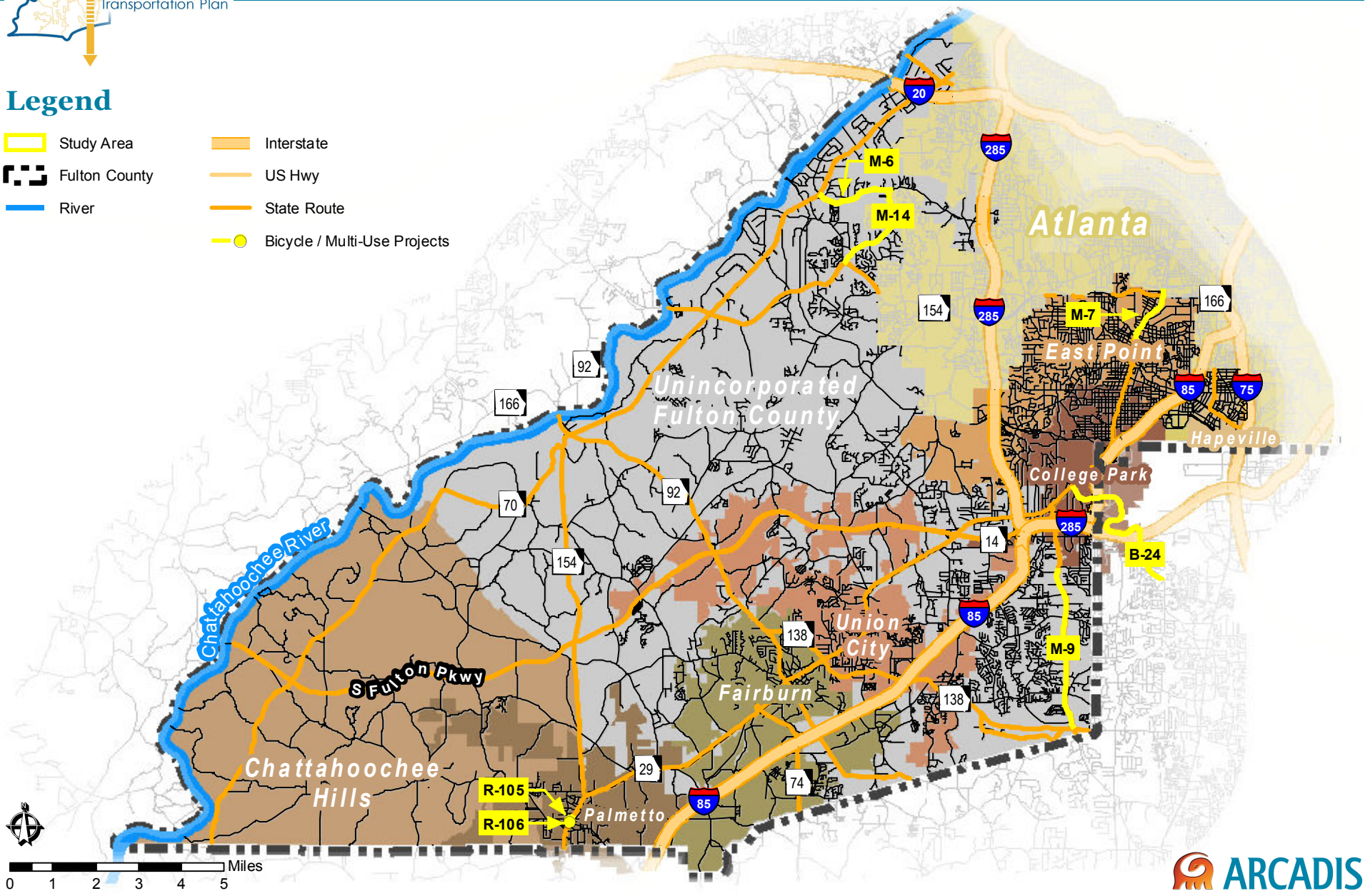

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FIGURE 3

Regional Short Term Pedestrian Projects

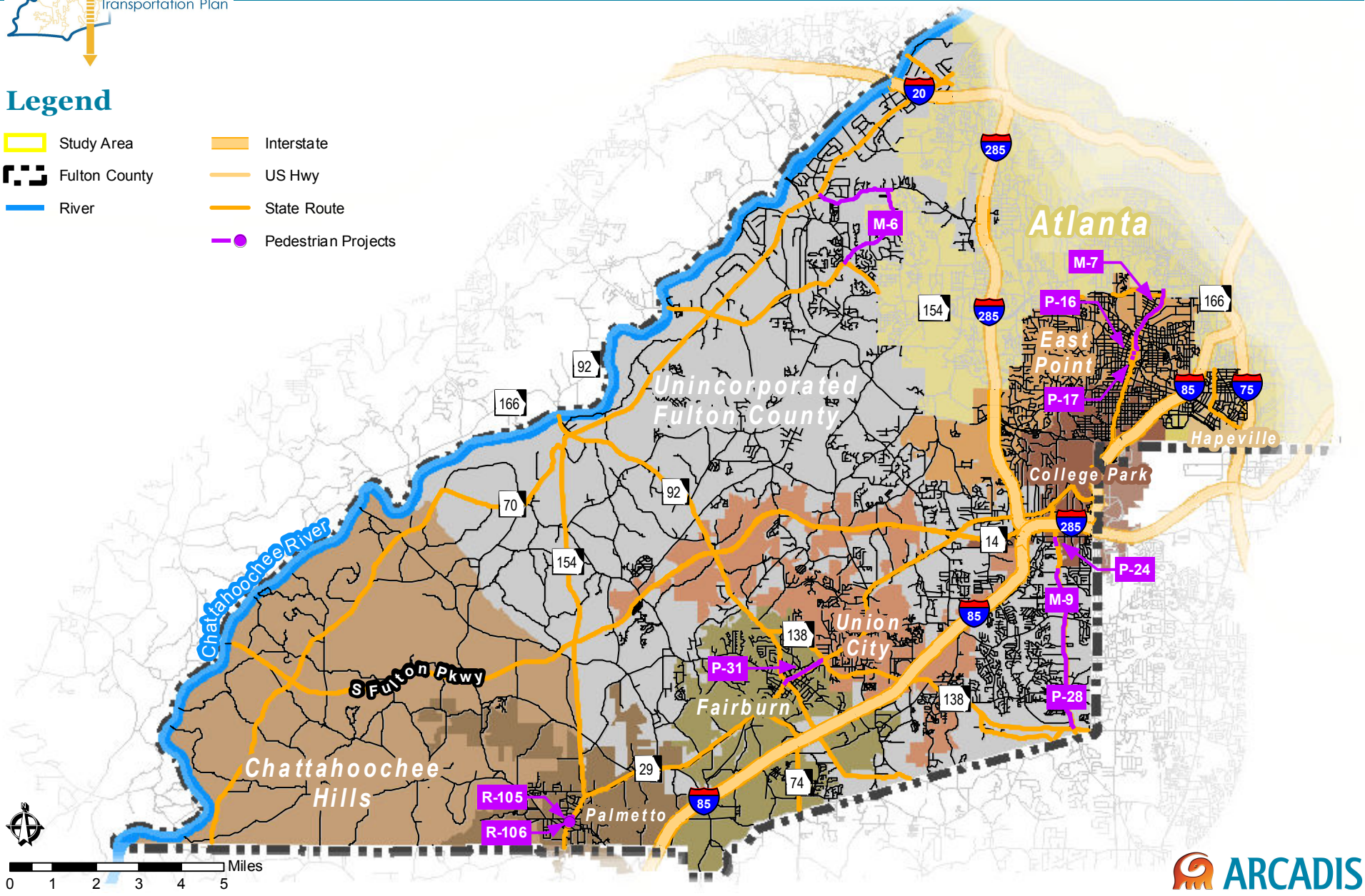

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FIGURE 4

Regional Mid Term Roadway Projects

SOUTH FULTON Comprehensive Transportation Plan

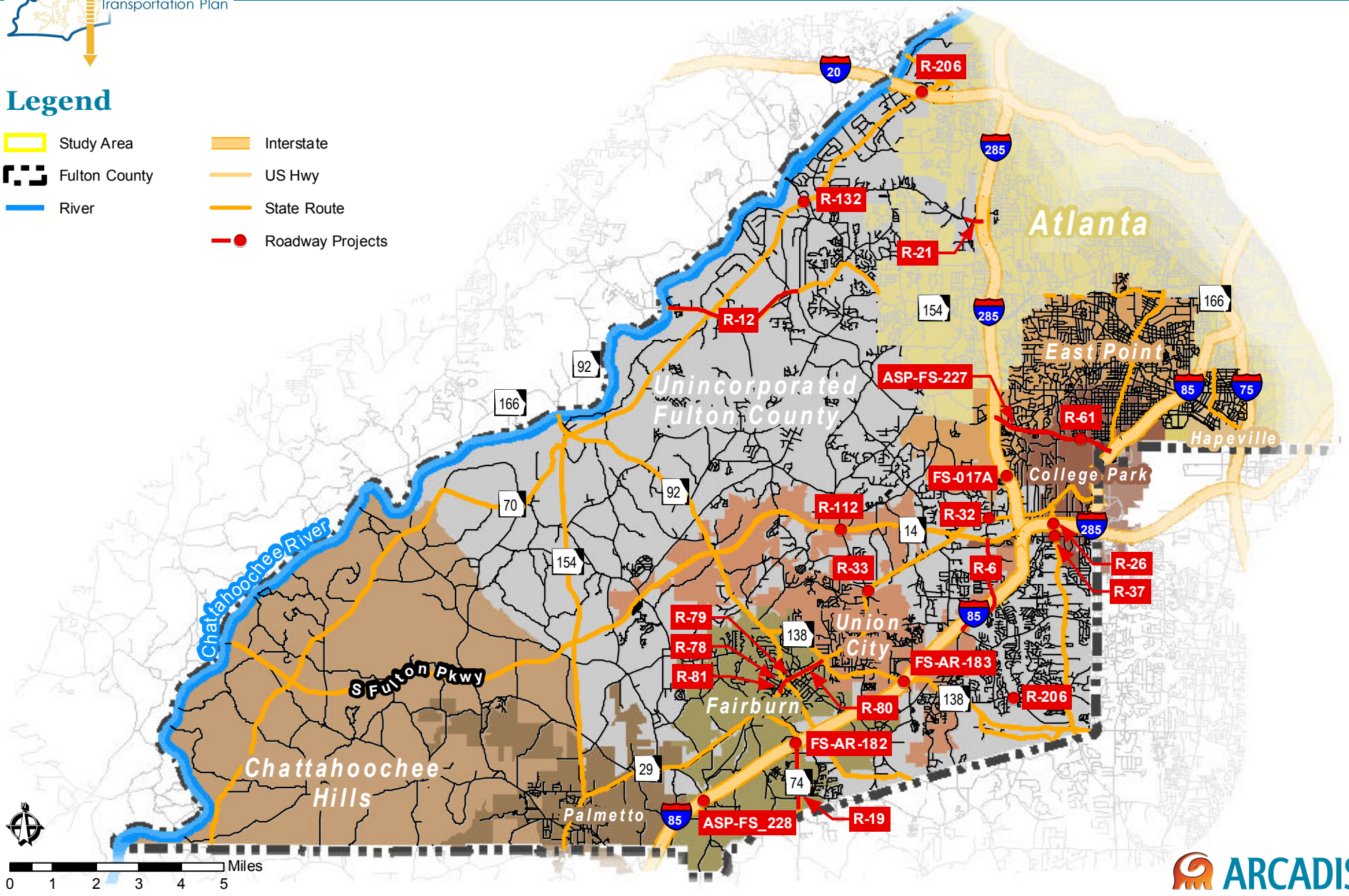

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FIGURE 5

Regional Mid Term Bicycle Projects

SOUTH FULTON Comprehensive Transportation Plan

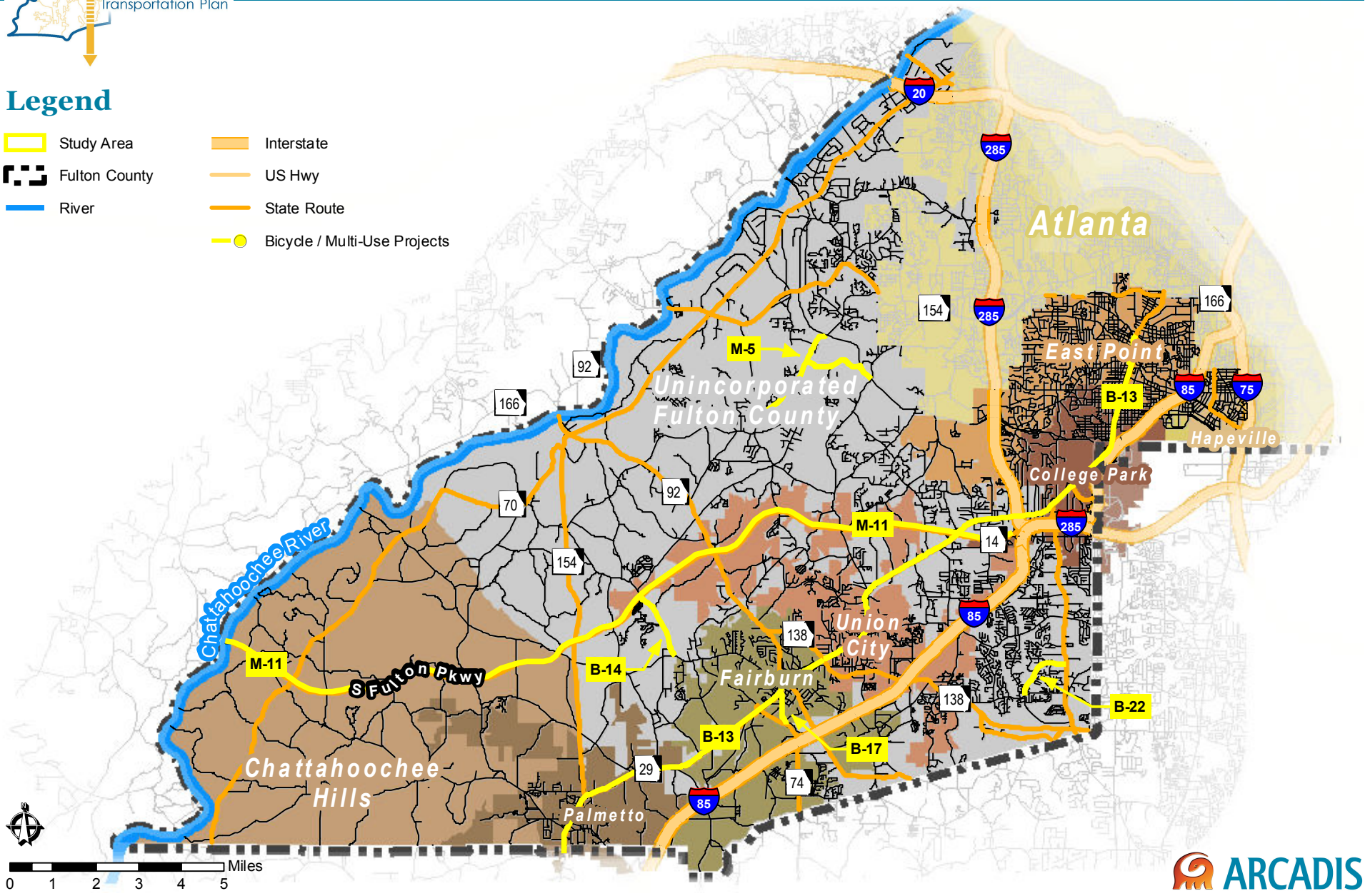

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FIGURE 6

Regional Mid Term Pedestrian Projects

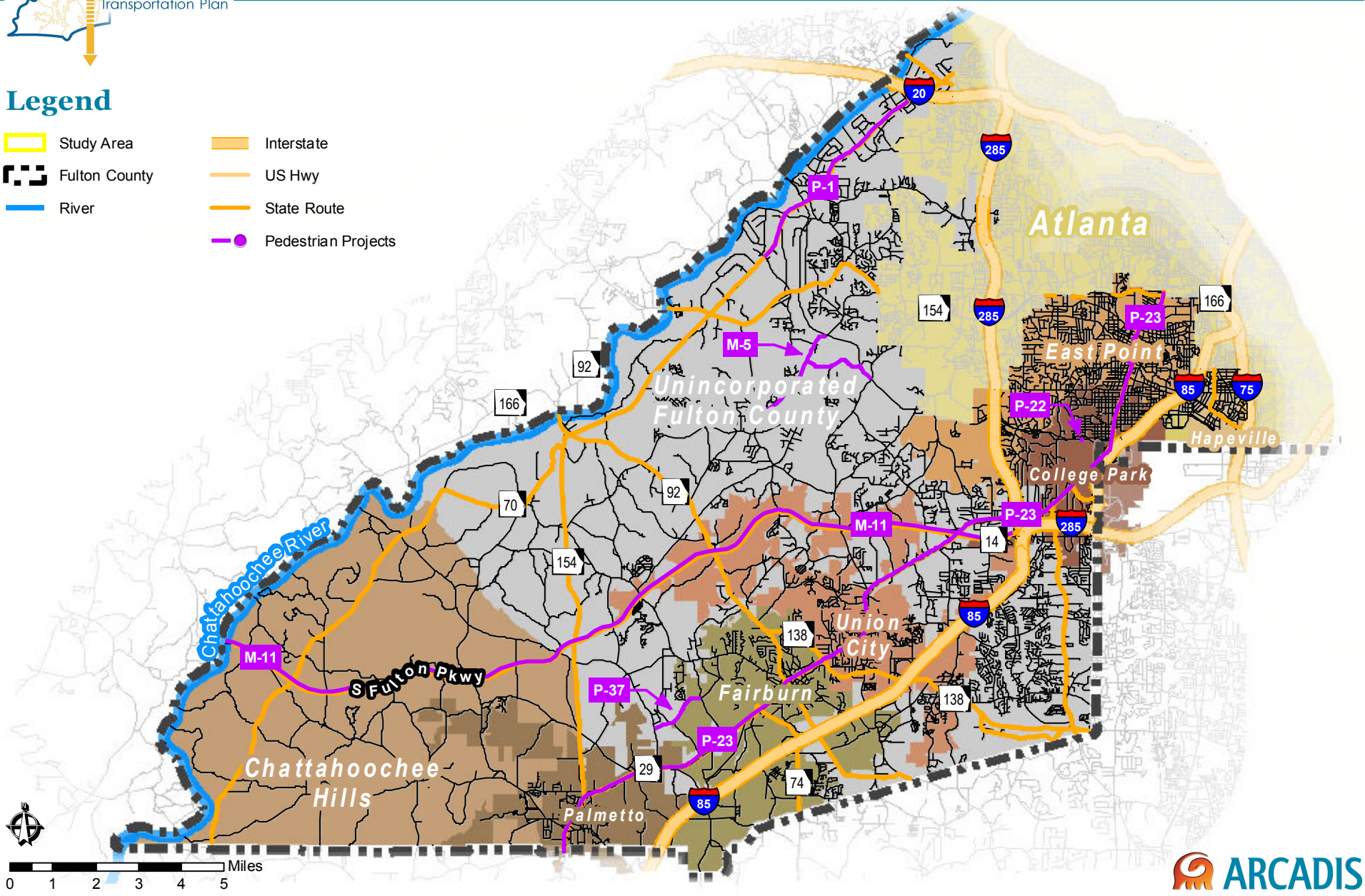

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FIGURE 7

Regional Mid Term Transit Projects

SOUTH FULTON Comprehensive Transportation Plan

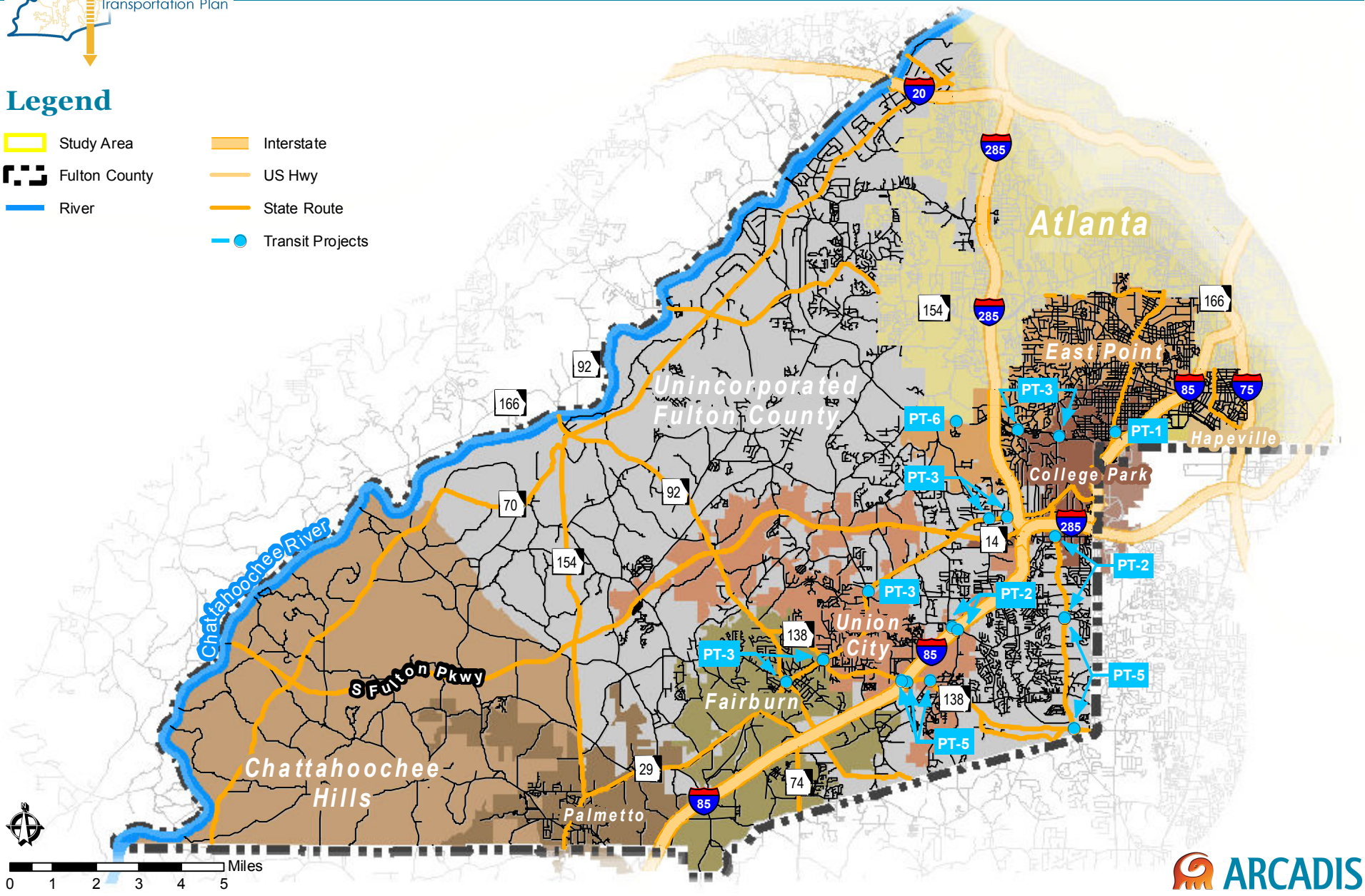

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FIGURE 8

Regional Long Term Roadway Projects

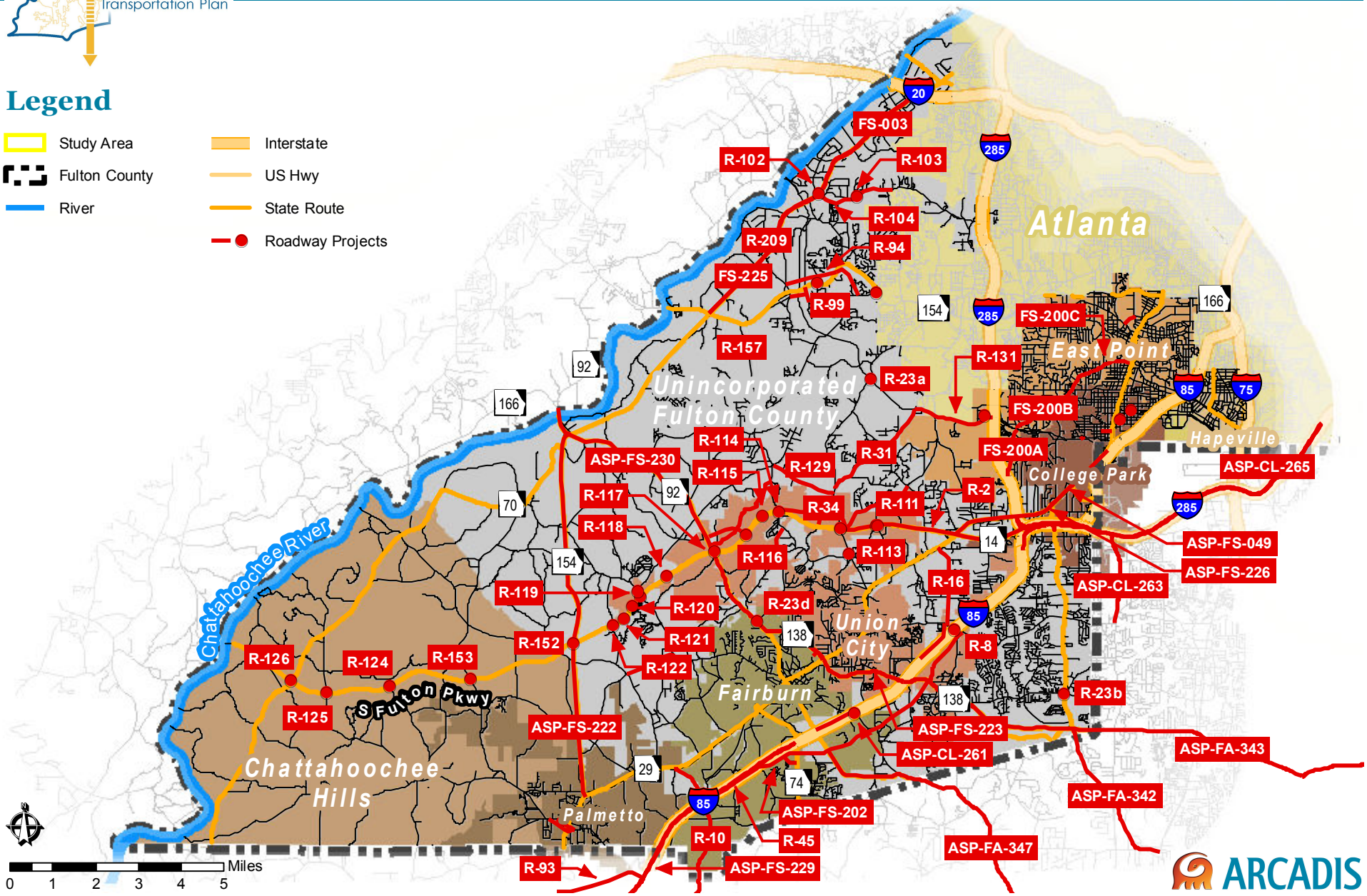

FIGURE 9

Regional Long Term Bicycle Projects

SOUTH FULTON Comprehensive Transportation Plan

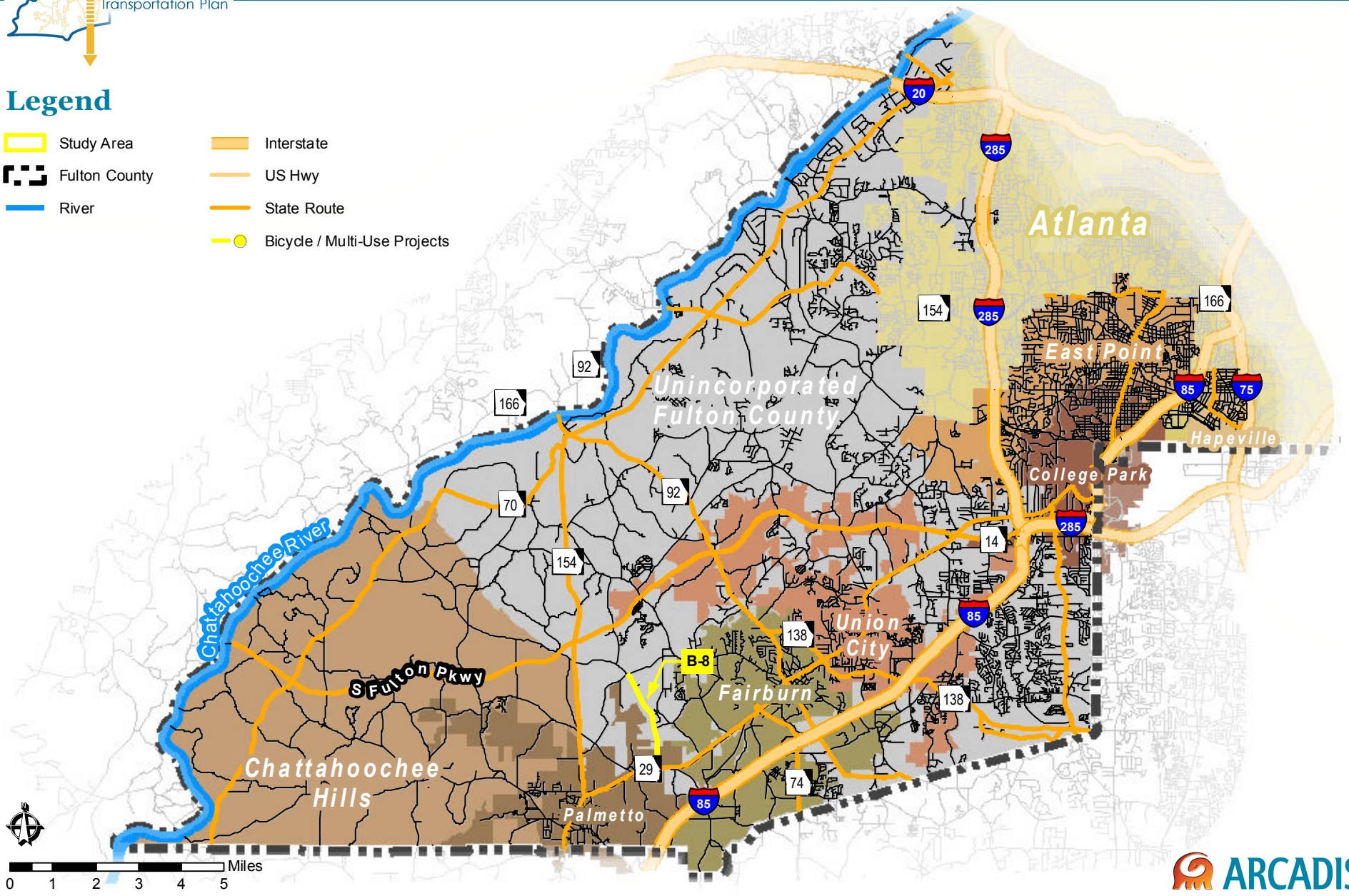

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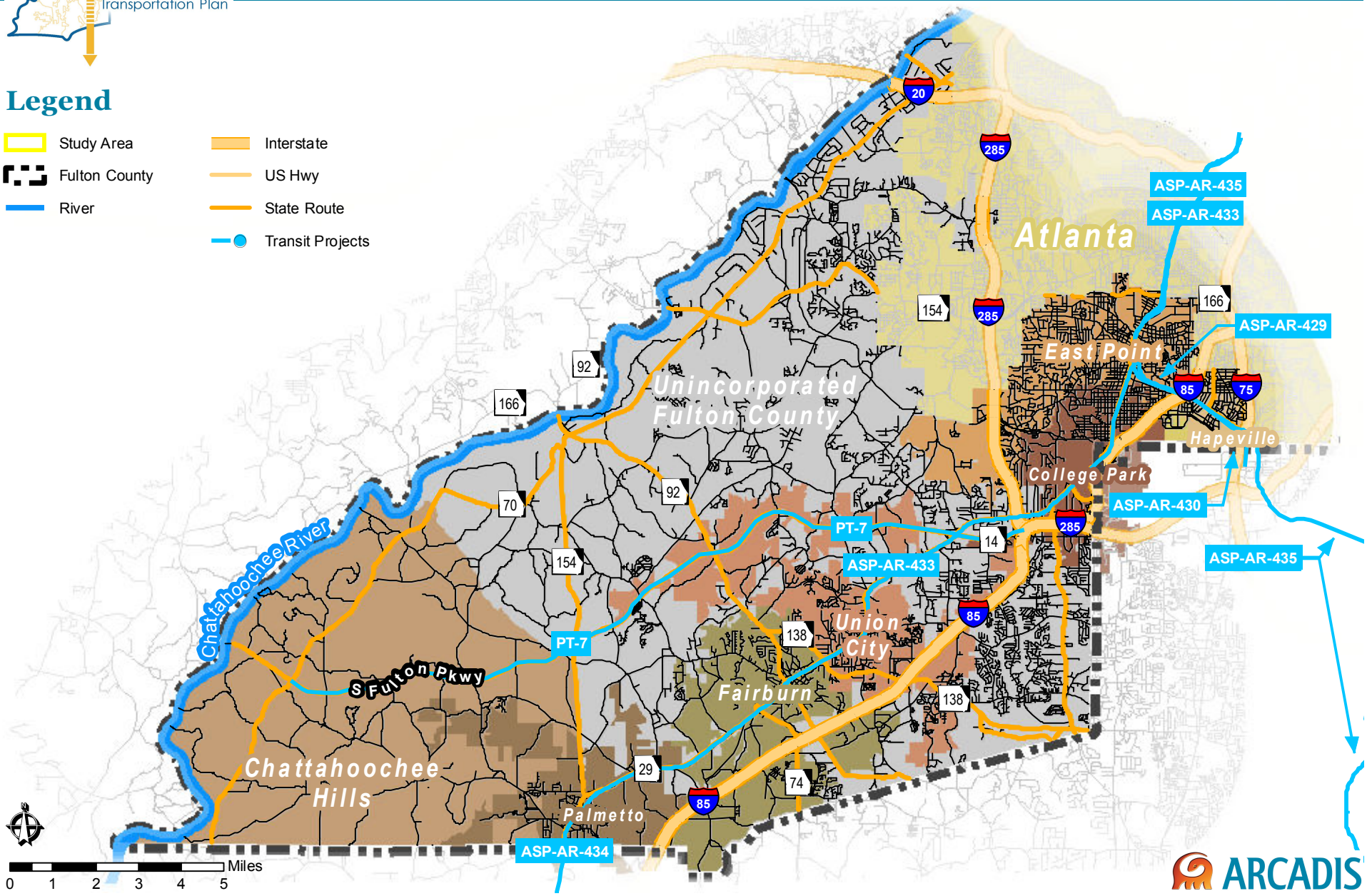
FIGURE 10

Regional Long Term Transit Projects



Chattahoochee Hills Project Recommendations

Policy Recommendations

While Chattahoochee Hills has created a vision for their future community (as described in the Comprehensive Plan), the area is in its infancy in terms of that new development pattern. As a result, certain aspects of that vision are understood generally, but don't yet have specific locations. For example, additional hamlets or villages (perhaps similar to Serenbe) are envisioned, separated by decidedly rural areas – however, the specific locations of these villages are not yet known. And, an interconnected system of trails is envisioned to connect these hamlets – but, these can't be physically located until the location of the villages begins to take form. Therefore, several transportation policies are recommended to guide future actions as Chattahoochee Hills' form takes shape.

Future Village Street Networks – As additional villages/hamlets begin to take form, these should be served by existing collector and arterial roadways, but not be developed along these critical roadways. The hamlets/villages should instead be developed off the major roads, with a grid of new local streets developed within each village.

Local Street Design Standards – Design standards for future village streets should be developed which follow complete street principles, encourage low speeds within the villages, accommodate shared use by all users, and create a consistent design with building and other infrastructure standards.

Trail Plan – As additional villages/hamlets begin to take form, the city should update its Trail Plan to connect each village throughout the city. Connectivity to nearby parks and other community facilities should also be considered.

City of Chattahoochee Hills Pedestrian, Bicycle, Trail, and Roadway Project Recommendations

Project ID	Project Location	Category	Description	Distance (Miles)	Need and Purpose	Location	Notes	Planning-level Cost Estimate					Costing Comments	Goals and Objectives													Ranking (Based on SFCTP Score)	Priority (Based on Ranking, Community, Stakeholder and PMT Input)	Recommended Implementation Phase (Based on Priority, Community, Stakeholder and PMT Input)	Regional
														I. Safe and Adequate Transportation Access			II. Improve Mobility while Managing Congestion			III. Promote Freight Movement and Economic Vitality			IV. Sustainable Transportation Improvements							
																					B. Improves Transportation Facilites		A. Improvements that Enhance							
								Preliminary Engineering	ROW	Construction	Contingency	Total		A. Safety	B. Fills Gaps	C. Proximity to Transit	A. Access Management Plan	B. Congestion Needs	C. Context Sensitivity	A. Consistent with Current Plan	1. Freight Route with Congestion Needs	2. Bridge Condition	1. Reduce VMT	2. Multi-modal Connection to Community Resources	B. Aesthetic Improvements				
R-18S	Rico Road at Atlanta Newnan Road	Intersection Operation	Roundabout	N/A	Safety	Chattahoochee Hills	From TIA List	$92,700	$50,000	$927,000	$92,700	$1,162,400		2	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Mid-Term	No

Project ID:
R- Roadway Projects
B-Bicycle Projects
P- Pedestrian Projects
PT- Transit Projects

City of College Park Pedestrian, Bicycle, Trail, and Roadway Project Recommendations

Project ID	Project Location	Category	Description	Distance (Miles)	Need and Purpose	Location	Notes	Planning-level Cost Estimate					Costing Comments	Goals and Objectives											Ranking (Based on SFCTP Score)	Priority (Based on Ranking, Community, Stakeholder and PMT Input)	Recommended Implementation Phase (Based on Priority, Community, Stakeholder and	Regional
														I. Safe and Adequate			II. Improve Mobility while Managing			III. Promote Freight Movement and Economic Vitality			IV. Sustainable Transportation Improvements						
																					B. Improves Transportation Facilites		A. Improvements that Enhance						
								Preliminary Engineering	ROW	Construction	Contingency	Total		A. Safety	B. Fills Gaps	C. Proximity to Transit	A. Access Management Plan	B. Congestion Needs	C. Context Sensitivity	A. Consistent with Current Plan	1. Freight Route with Congestion Needs	2. Bridge Condition	1. Reduce VMT	2. Multi-modal Connection to Community Resources	B. Aesthetic Improvements				
B-25	Dodson Dr Connector from Hogan Rd to Washington Rd, Washington Rd from Dodson Dr Connector to Fairway Dr, Fairway Dr from Washington Rd to Harvard Ave, Harvard Ave from Fairway Dr to Atlanta St, Atlanta St from Harvard Ave to Princeton Ave	Bicycle	4' bike lanes striped on street; with connections to College Park Municipal Golf Course and Brenningham Park and schools	2.44	multimodal connectivity, safety	College Park	connects to B-26, B-28, and Brady Trail	$538,000	$422,000	$5,830,000	$578,000	$7,368,000		2	3	3	1	1	3	3	1	1	2	3	3	High	High Priority	Short-Term	No
B-26	Rugby Ave from Main St to Washington Rd, and Washington Rd from Rugby Ave to Fairway Dr	Bicycle	4' bike lanes striped on street	1.52	multimodal connectivity, safety	College Park	connects to B-25	$325,000	$1,443,000	$3,512,000	$347,000	$5,627,000		2	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
B-27	Virginia Ave from Harrison Rd to Atlanta St, and Atlanta St from Virginia Ave to Rugby Ave	Bicycle	4' bike lanes striped on street	1.40	multimodal connectivity, safety	College Park	connects to B-26, B-28, B-29, B-30	$300,000	$1,306,000	$3,246,000	$321,000	$5,173,000		2	3	3	1	1	3	3	1	1	2	3	3	High	High Priority	Short-Term	No
B-28	Harvard Ave from Atlanta St to Jefferson St, Jefferson St from Harvard Ave to Columbia Ave, Columbia Ave from Jefferson St to Myrtle St, Myrtle St from Columbia Ave to Harvard Ave, Harvard Ave from Myrtle St to Madison St, Madison St from Harvard Ave to Virginia Ave (note jog in Madison St between Temple Ave and Hawthorne Ave)	Bicycle	4' bike lanes striped on street	1.60	multimodal connectivity, safety	College Park	connects to B-25, B-27, and the Brady Trail	$343,000	$1,331,000	$3,716,000	$368,000	$5,758,000		2	3	3	1	1	3	3	1	1	2	3	3	High	High Priority	Short-Term	No
CP-1	Lakeshore Dr at Herschel Rd to Lakeshore Dr and Janice Dr, and Janice Dr to East Point City Limits	Multi-use Trail	10' multi-use trail	1.00	multimodal connectivity, safety, beautification ammenity	College Park	This is the Parkway Trail Phase IV that is already designed but has no funding. Added at request of City of College Park.	$26,000	$51,000	$270,000	$27,000	$374,000		2	2	2	1	1	3	3	1	1	2	3	3	High	High Priority	Short-Term	No
P-18	Virginia Ave from Lee St to Atlanta St	Pedestrian	Sidewalks and streetscapes on both sides of the road	0.60	pedestrian connectivity, safety, fill gaps in system, beautification	College Park	connect to existing streetscape sidewalks on Virginia Ave	$65,000	$458,000	$702,000	$63,000	$1,288,000		2	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-19	Harvard Ave from Main St to College Park Golf Course entrance	Pedestrian	Sidewalks & streetscaping on both sides of the road	0.96	pedestrian connectivity, safety, fill gaps in system, beautification	College Park		$104,000	$343,000	$1,124,000	$110,000	$1,681,000		2	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-20	College St from Harvard Ave to Oxford Ave	Pedestrian	Sidewalks on both sides of the road	0.31	pedestrian connectivity, safety, fill gaps in system	College Park		$34,000	$476,000	$362,000	$36,000	$908,000		2	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-21	John Wesley/ Harvard Ave	Pedestrian	pedestrian facilities to continue across the rail line to extend to both sides of the tracts (on one side of the street); ADA ramps on east side of John Wesley Avenue; Northside addition with handicap ramp at Harvard Avenue	0.24	pedestrian connectivity, safety, fills gaps in system	College Park		$14,000	$196,000	$145,000	$14,000	$369,000		3	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
R-46	Herschel Road Bridge over Camp Creek (South Fork)	Bridge	Bridge Replacement	N/A	Safety	College Park		$45,000	$0	$450,000	$49,500	$544,500		2	1	3	1	1	2	2	1	3	1	1	2	Medium	Medium Priority	Mid-Term	No
R-50	Virginia Avenue between Madison Street and Harrison Road	Roadway Operation	Access management (0.3 miles)	0.3	Safety; Congestion Relief	College Park		$0	$0	$0	$0	$0		1	1	3	1	1	3	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-53	Columbia Avenue at Main Street	Roadway Operation	Pedestrian signalization (countdown signals)	N/A	Connectivity; Safety	College Park		$40,000	$0	$120,000	$16,000	$176,000		2	1	3	1	1	3	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-54	Harvard Avenue at Main Street	Roadway Operation	Pedestrian signalization (countdown signals)	N/A	Connectivity; Safety	College Park		$40,000	$0	$120,000	$16,000	$176,000		2	1	3	1	1	3	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-55	College Street at Virginia Avenue	Roadway Operation	Pedestrian signalization (countdown signals)	N/A	Connectivity; Safety	College Park		$40,000	$0	$120,000	$16,000	$176,000		2	1	3	1	1	3	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-56	College Street at Harvard Avenue	Roadway Operation	Pedestrian signalization (countdown signals)	N/A	Connectivity; Safety	College Park		$40,000	$0	$120,000	$16,000	$176,000		2	1	3	1	1	3	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-57	College Street at Columbia Avenue	Roadway Operation	Pedestrian signalization (countdown signals)	N/A	Connectivity; Safety	College Park		$40,000	$0	$120,000	$16,000	$176,000		2	1	3	1	1	3	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-58	Adams Street at Virginia Avenue	Roadway Operation	Pedestrian signalization (countdown signals)	N/A	Connectivity; Safety	College Park	Coordinate with R-60	$40,000	$0	$120,000	$16,000	$176,000		2	1	3	1	1	3	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-59	Madison Street at Virginia Avenue	Roadway Operation	Pedestrian signalization (countdown signals)	N/A	Connectivity; Safety	College Park		$40,000	$0	$120,000	$16,000	$176,000		2	1	3	1	1	3	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-60	Adams Street at Virginia Avenue	Roadway Operation	Turn lanes and signalization	N/A	Congestion Relief	College Park	Coordinate with R-58	$120,000	$100,000	$700,000	$92,000	$1,012,000		2	1	3	1	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	No
R-63	Jefferson Street at Temple Avenue	Roadway Operation	Intersection and signalization	N/A	Congestion Relief	College Park		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	2	1	3	1	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	No
R-64	Conley Street at Columbia Avenue	Roadway Operation	Pedestrian signalization (countdown signals)	N/A	Connectivity; Safety	College Park		$40,000	$0	$120,000	$16,000	$176,000		2	1	3	1	1	3	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-65	Rhodes Street at Columbia Avenue	Roadway Operation	Pedestrian signalization (countdown signals)	N/A	Connectivity; Safety	College Park		$40,000	$0	$120,000	$16,000	$176,000		2	1	3	1	1	3	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-66	Columbia Avenue from Conley Street to Main Street	Streetscape/Enhancement	Sidewalk enhancement, pedestrian lighting, and landscaping	0.3	Visual Enhancement	College Park		$75,000	$10,000	$550,000	$63,500	$698,500		1	1	3	1	1	3	3	1	1	2	3	3	Medium	Medium Priority	Mid-Term	No
R-67	Columbia Avenue from Conley Street to Main Street	Roadway Operation	Turn lanes	0.3	Congestion Relief	College Park		$75,000	$90,000	$1,000,000	$116,500	$1,281,500		1	1	3	1	1	1	2	1	1	1	1	1	Low	Low Priority	Long-Term	No
R-68	Rhodes Street Extension	New Connection	Extend Rhodes Street 900' to Camp Creek Parkway; Realign Rhodes Street with Airport Drive	0.1	Connectivity	College Park		$200,000	$200,000	$1,100,000	$150,000	$1,650,000		1	2	3	1	1	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-208	Camp Creek Parkway Frontage Road	Bridge	Bridge Replacement	N/A	Bridge	College Park	Sufficiency = 57.5	$29,700	$0	$297,000	$29,700	$356,400		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No

Project ID:
R- Roadway Projects
B- Bicycle Projects
P- Pedestrian Projects
PT- Transit Projects

City of East Point Pedestrian, Bicycle, Trail, and Roadway Project Recommendations

Project ID	Project Location	Category	Description	Distance (Miles)	Need and Purpose	Location	Notes	Planning-level Cost Estimate					Costing Comments	I. Safe and Adequate			II. Improve Mobility while Managing			III. Promote Freight Movement and Economic Vitality	IV. Sustainable Transportation Improvements				Ranking (Based on SFCTP Score)	Priority (Based on Ranking, Community, Stakeholder and PMT Input)	Recommended Implementation Phase (Based on Priority, Community, Stakeholder and	Regional
																					B. Improves Transportation Facilites		A. Improvements that Enhance						
								Preliminary Engineering	ROW	Construction	Contingency	Total		A. Safety	B. Fills Gaps	C. Proximity to Transit	A. Access Management Plan	B. Congestion Needs	C. Context Sensitivity	A. Consistent with Current Plan	1. Freight Route with Congestion Needs	2. Bridge Condition	1. Reduce VMT	2. Multi-modal Connection to Community Resources	B. Aesthetic Improvements				
R-43	N Desert Drive Extension	New Connection	Extend N Desert Drive from current termini to cross Ale Circle and connecting to Washington Road approximately 200' south of Victoria Drive	0.4	Connectivity	East Point		$129,162	$1,200,000	$1,291,620	$262,078	$2,882,860		1	2	3	1	3	1	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-44	Stone Hogan Connector Extension	New Connection	Extend Stone Hogan Connector south to connect with N Desert Drive	0.5	Connectivity	East Point		$215,270	$375,000	$2,152,700	$274,297	$3,017,267		1	2	3	1	3	1	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-69	St. Joseph Avenue Extension	New Connection	Extend St Joseph Avenue to connect with Connally Drive at Maple Street (0.3 miles)	0.3	Connectivity	East Point		$117,420	$435,000	$1,174,200	$172,662	$1,899,282		1	2	3	1	1	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-70	Main Street at Washington Road	Streetscape/Enhancement	Decorative mast arms, internally illuminated street name signs, enhanced crossings, and bulbouts	N/A	Visual Enhancement	East Point		$20,000	$0	$200,000	$22,000	$242,000		1	1	3	1	1	3	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	No
R-71	Main Street at Legion Way	Streetscape/Enhancement	Decorative mast arms, internally illuminated street name signs, enhanced crossings, and bulbouts	N/A	Visual Enhancement	East Point		$20,000	$0	$200,000	$22,000	$242,000		1	1	3	1	1	3	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	No
R-72	Main Street at West Forrest Avenue	Intersection Improvements	Enhanced pedestrian crossings	N/A	Connectivity; Safety	East Point		$20,000	$0	$200,000	$22,000	$242,000		2	1	3	1	2	3	3	2	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-73	Main Street at West Ware Avenue	Intersection Improvements	Enhanced pedestrian crossings	N/A	Connectivity; Safety	East Point		$20,000	$0	$200,000	$22,000	$242,000		2	1	3	1	2	3	3	2	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-74	Main Street at Dorsey Avenue	Intersection Improvements	Enhanced pedestrian crossings	N/A	Connectivity; Safety	East Point		$20,000	$0	$200,000	$22,000	$242,000		2	1	3	1	1	3	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-75	Thompson Avenue at Main Street	Intersection Improvements	Enhanced pedestrian crossings	N/A	Connectivity; Safety	East Point		$20,000	$0	$200,000	$22,000	$242,000		2	1	3	1	1	3	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-76	Norman Berry Avenue at Cheney Street	New Connection	Extend Cheney Street to connect with Connally Drive; Includes intersection with Norman Berry Avenue	0.2	Connectivity	East Point		$86,538	$570,000	$200,665	$85,720	$942,924		1	2	3	1	3	1	2	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-155	Shelby Lane at Market Place Boulevard	Intersection Operation	Intersection improvements	N/A	Congestion Relief	East Point		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONTI(10%)	1	1	3	1	3	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	No
R-189	Washington Road from I-285 to Desert Drive	Roadway Operation	Lane widening and improved shoulders; improvements at select intersections	1	Safety	East Point		$501,585	$715,000	$5,015,850	$623,244	$6,855,679		2	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Short-Term	No
R-191	Washington Road from Delowe Drive to US 29	Roadway Operation	Lane widening and improved shoulders; improvements at select intersections	0.9	Safety	East Point		$451,427	$643,500	$4,514,265	$560,919	$6,170,111		2	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Short-Term	No

Project ID:
R- Roadway Projects
B- Bicycle Projects
P- Pedestrian Projects
PT- Transit Projects

City of Fairburn Pedestrian, Bicycle, Trail, and Roadway Project Recommendations

Project ID	Project Location	Category	Description	Distance (Miles)	Need and Purpose	Location	Notes	Planning-level Cost Estimate					Costing Comments	Goals and Objectives													Ranking (Based on SFCTP Score)	Priority (Based on Ranking, Community, Stakeholder and PMT Input)	Recommended Implementation Phase (Based on Priority, Community, Stakeholder and	Regional
														I. Safe and Adequate			II. Improve Mobility while Managing			III. Promote Freight Movement and Economic Vitality			IV. Sustainable Transportation Improvements							
																				B. Improves Transportation Facilites		A. Improvements that Enhance								
								Preliminary Engineering	ROW	Construction	Contingency	Total		A. Safety	B. Fills Gaps	C. Proximity to Transit	A. Access Management Plan	B. Congestion Needs	C. Context Sensitivity	A. Consistent with Current Plan	1. Freight Route with Congestion Needs	2. Bridge Condition	1. Reduce VMT	2. Multi-modal Connection to Community Resources	B. Aesthetic Improvements				
B-15	Rivertown Rd from US-29 to Bishop Rd, and Bisthop Rd from Rivertown Rd to M-1 trail crossing	Bicycle	4' bike lanes striped on street	4.40	multimodal connectivity, safety	Fairburn	connects to B-13, B-18, and M-1	$942,000	$1,124,000	$10,197,000	$1,011,000	$13,274,000		2	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
B-16	W Campbellton St from Rivertown Rd to SR 138	Bicycle	4' bike lanes striped on street	1.13	multimodal connectivity, safety	Fairburn		$241,500	$276,000	$2,614,500	$259,500	$3,391,500		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
B-18	E Campbellton St/Spence Rd/SR 92 from E Broad St to City Limits	Bicycle	4' bike lanes striped on street	0.97	multimodal connectivity, safety	Fairburn		$207,500	$192,000	$2,244,500	$222,500	$2,866,500		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
B-19	Fayetteville Rd from E Broad St to I-85 bridge	Bicycle	4' bike lanes striped on street	1.67	multimodal connectivity, safety	Fairburn		$357,500	$425,000	$3,864,000	$383,000	$5,029,500		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-32	Smith St at CSX freight line underpass	Pedestrian	improve pedestrian underpass	0.04	pedestrian connectivity, safety, beautification	Fairburn		$4,000	$64,000	$46,000	$4,000	$118,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-33	Fayetteville Rd from E Broad St to I-85 bridge	Pedestrian	Sidewalks on both sides of the road	1.67	pedestrian connectivity, safety	Fairburn		$180,000	$492,000	$1,954,000	$192,000	$2,818,000		2	2	3	1	1	2	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	No
P-34	E Campbellton St/Spence Rd/SR 92 from E Broad St to City Limits	Pedestrian	Sidewalks on both sides of the road	0.97	pedestrian connectivity, safety, fill gaps in system, beautification	Fairburn		$104,000	$286,000	$1,134,000	$112,000	$1,636,000		2	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-35	W Campbellton St from Rivertown Rd to SR 138	Pedestrian	Sidewalks on both sides of the road	1.13	pedestrian connectivity, safety	Fairburn		$122,000	$286,000	$1,322,000	$130,000	$1,860,000		2	2	3	1	1	2	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	No
P-36	Rivertown Rd between Hobgood and Campbellton St	Pedestrian	Connect sidewalks on both sides of the road	3.90	pedestrian connectivity, safety, fill gaps in system	Fairburn		$422,000	$958,000	$4,562,000	$450,000	$6,392,000		2	2	3	1	1	2	3	1	1	2	3	3	High	High Priority	Short-Term	No
P-49	Spence Road from OIB to Roosevelt Hwy	Pedestrian	Sidewalks on both sides of the road	1.90	pedestrian connectivity, safety, fill gaps in system, beautification	Fairburn	Project added at request of the County	$211,000	$513,000	$2,270,000	$223,000	$3,217,000		2	2	3	1	1	2	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	No
P-50	Plantation Rd from Milam to Harris	Pedestrian	Sidewalks on both sides of the road	0.80	pedestrian connectivity, safety, fill gaps in system, beautification	Fairburn	Project added at request of the County	$88,000	$214,000	$946,000	$93,000	$1,341,000		2	2	1	1	1	2	3	1	1	2	1	3	Medium	Medium Priority	Mid-Term	No
P-51	Milam Rd from SR-74 to County Line	Pedestrian	Sidewalks on both sides of the road	0.80	pedestrian connectivity, safety, fill gaps in system, beautification	Fairburn	Project added at request of the County	$88,000	$214,000	$946,000	$93,000	$1,341,000		2	2	1	1	1	2	3	1	1	2	1	3	Medium	Medium Priority	Mid-Term	No
R-82	West Campbellton Street at Rivertown Road	Safety, Geometric Improvement	Realign intersection so that roadways meet at a 90 degree angle; includes median and gateway signage on West Campbellton Street and bulbouts on all approaches	N/A	Safety	Fairburn		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	3	1	3	1	2	3	3	2	1	1	1	1	Medium	Medium Priority	Mid-Term	No
R-83	Senoia Road at Bay Street	Safety, Geometric Improvement	Realign intersection so that roadways meet at a 90 degree angle, includes gateway signage on Senoia Road and bulbouts on Bay Street	N/A	Safety	Fairburn		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	3	1	3	1	1	3	3	1	1	1	1	1	Medium	Medium Priority	Mid-Term	No
R-84	Brooks Drive Extension	New Connection	Extend Brooks Drive from current terminus to connect to Virlyn B Smith Road at Durham Lake Road (0.4 miles)	0.4	Connectivity	Fairburn		$165,000	$235,000	$1,500,000	$190,000	$2,090,000		1	2	3	1	1	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-85	Shaw Drive Extension	New Connection	Extend Shaw Drive from current terminus to connect to SR 138 (0.2 miles)	0.1	Connectivity	Fairburn		$110,000	$130,000	$900,000	$114,000	$1,254,000		1	2	3	1	1	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-166	Johnson Road over Shoal Creek	Bridge	Bridge Replacement	N/A	Bridge	Fairburn	Sufficiency = 14.0	$108,000	$0	$1,080,000	$108,000	$1,296,000		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No
R-168	Mann Road over Line Creek	Bridge	Bridge Replacement	N/A	Bridge	Fairburn	Sufficiency = 2	$81,000	$0	$810,000	$81,000	$972,000		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No
R-181	SR 74 at Milam Road	Intersection Operation	Intersection improvements	N/A	Safety	Fairburn		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	2	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Mid-Term	No
R-182	East Campbellton Road at Bay Street	Intersection Operation	Intersection improvements	N/A	Safety	Fairburn		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	2	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Mid-Term	No
R-183	SR 14 at Campbellton Street	Intersection Operation	Intersection improvements	N/A	Safety	Fairburn		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	2	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Mid-Term	No
R-192	Senoia Road from I-85 to Fayette County	Roadway Operation	Fiber and signal coordination	1.6	Mobility	Fairburn		$73,000	$0	$730,000	$80,300	$883,300		1	1	1	1	1	1	1	1	1		1	1	Low	Low Priority	Mid-Term	No
R-196	Harris Road at Plantation	Intersection Improvements	Roundabout	N/A	Congestion	Fairburn		$278,100	$0	$2,781,000	$305,910	$3,365,010		1	1	1	1	1	1	1	1	1	1	1	2	Low	Low Priority	Mid-Term	No
R-197	Harris Road West Extension from Senioa Road to Oakley Industrial Boulevard	New Connection	New 2-lane facility	0.4	Congestion Relief	Fairburn		$131,000	$675,000	$1,314,000	$212,000	$2,332,000		1	1	1	1	1	1	1	1	1	3	1	1	Low	Low Priority	Long-Term	No
R-198	Milam Road from Senioa Road to County Line	Roadway Operation	Upgrade 2-12' lanes, curb and gutter	0.4	Safety	Fairburn		$150,476	$214,500	$1,504,755	$186,973	$2,056,704		2	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Mid-Term	No
R-200	Fairburn Industrial Boulevard at McLarin Road	Intersection Improvements	Intersection upgrade to facilitate freight movement	N/A	Safety; Freight Movement	Fairburn		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	1	1	1	1	3	1	1	1	1	Low	Low Priority	Mid-Term	No
R-201	Fairburn Industrial Boulevard at Senoia Road	Intersection Improvements	Roundabout	N/A	Congestion Relief	Fairburn		$278,100	$0	$2,781,000	$305,910	$3,365,010		1	1	1	1	1	1	1	1	1	1	1	2	Low	Low Priority	Mid-Term	No
R-202	Bohannon Dr at Oakley Industrial Boulevard	Intersection Improvements	Roundabout or signalization	N/A	Congestion; Freight Movement	Fairburn		$278,100	$0	$2,781,000	$305,910	$3,365,010		1	1	1	1	1	1	1	3	1	1	1	2	Low	Low Priority	Mid-Term	No
R-203	Roosevelt Highway at Harbor Lakes Parkway	Intersection Improvements	Multi-lane roundabout or signal	N/A	Congestion Relief	Fairburn		$417,150	$0	$4,171,500	$458,865	$5,047,515		1	1	1	1	1	1	1	1	1	1	1	2	Low	Low Priority	Mid-Term	No
R-204	Roosevelt Highway at Johns River Road	Intersection Improvements	Multi-lane roundabout or signal	N/A	Congestion Relief	Fairburn		$139,050	$0	$1,390,500	$152,955	$1,682,505		1	1	1	1	1	1	1	1	1	1	1	2	Low	Low Priority	Mid-Term	No

Project ID:
R- Roadway Projects
B- Bicycle Projects
P- Pedestrian Projects
PT- Transit Projects

City of Hapeville Pedestrian, Bicycle, Trail, and Roadway Project Recommendations

Project ID	Project Location	Category	Description	Distance (Miles)	Need and Purpose	Location	Notes	Planning-level Cost Estimate					Costing Comments	Goals and Objectives												Ranking (Based on SFCTP Score)	Priority (Based on Ranking, Community, Stakeholder and PMT Input)	Recommended Implementation Phase (Based on Priority, Community, Stakeholder and	Regional
														I. Safe and Adequate			II. Improve Mobility while Managing			III. Promote Freight Movement and Economic Vitality			IV. Sustainable Transportation Improvements						
																					B. Improves Transportation Facilites		A. Improvements that Enhance						
								Preliminary Engineering	ROW	Construction	Contingency	Total		A. Safety	B. Fills Gaps	C. Proximity to Transit	A. Access Management Plan	B. Congestion Needs	C. Context Sensitivity	A. Consistent with Current Plan	1. Freight Route with Congestion Needs	2. Bridge Condition	1. Reduce VMT	2. Multi-modal Connection to Community Resources	B. Aesthetic Improvements				
B-30	Dogwood Dr from Mt Zion Rd to S Central Ave	Bicycle	4' bike lanes striped on street	0.96	multimodal connectivity, safety	Hapeville	Part of current study in Hapeville with funds to re-do Dogwood Drive. Hopefully break ground by end of 2013.	$19,200	$0	$95,800	$9,600	$124,600	Used unit rate of $100,000 per mile for overlay, PE(20%) and CONT(10%). ROW and additional pavement were assumed to not be needed based on observation and input from the City.	2	3	3	1	3	3	3	1	1	2	2	3	High	High Priority	Short-Term	No

Project ID:
R- Roadway Projects
B-Bicycle Projects
P- Pedestrian Projects
PT- Transit Projects

City of Palmetto Pedestrian, Bicycle, Trail, and Roadway Project Recommendations

Project ID	Project Location	Category	Description	Distance (Miles)	Need and Purpose	Location	Notes	Planning-level Cost Estimate					Costing Comments	Goals and Objectives													Ranking (Based on SFCTP Score)	Priority (Based on Ranking, Community, Stakeholder and PMT Input)	Recommended Implementation Phase (Based on Priority, Community,	Regional
														I. Safe and Adequate			II. Improve Mobility while Managing			III. Promote Freight Movement and Economic Vitality			IV. Sustainable Transportation Improvements							
																					B. Improves Transportation Facilites		A. Improvements that Enhance							
								Preliminary Engineering	ROW	Construction	Contingency	Total		A. Safety	B. Fills Gaps	C. Proximity to Transit	A. Access Management Plan	B. Congestion Needs	C. Context Sensitivity	A. Consistent with Current Plan	1. Freight Route with Congestion Needs	2. Bridge Condition	1. Reduce VMT	2. Multi-modal Connection to Community	B. Aesthetic Improvements				
B-9	Hutcheson Ferry Rd from Toombs St to Phillips Rd	Bicycle	4' bike lanes striped on street	1.01	multimodal connectivity, safety	Palmetto		$216,000	$132,000	$2,337,000	$232,000	$2,917,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
B-10	Turner Ave from Locke St to Roosevelt Hwy	Bicycle	4' bike lanes striped on street	0.31	multimodal connectivity, safety	Palmetto		$66,500	$92,000	$717,500	$71,000	$947,000		2	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
B-11	Cobb St from Phipps Rd to Church St	Bicycle	4' bike lanes striped on street	0.89	multimodal connectivity, safety	Palmetto		$190,500	$262,000	$2,059,500	$204,000	$2,716,000		2	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
B-12	Fayetteville Rd from Cobb St to Phipps Rd	Bicycle	4' bike lanes striped on street	0.79	multimodal connectivity, safety	Palmetto		$169,000	$235,000	$1,828,000	$181,000	$2,413,000		2	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-38	Carlton Rd from Hutchesons Ferry Rd to Palmetto Cascade Hwy	Pedestrian	Sidewalks on both sides of the road	1.35	pedestrian connectivity, safety	Palmetto		$146,000	$400,000	$1,580,000	$156,000	$2,282,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-39	Locke St from Carlton Rd to Menefee St	Pedestrian	Sidewalks & streetscaping on both sides of the road	0.70	pedestrian connectivity, safety, fill gaps in system, beautification	Palmetto		$76,000	$103,000	$816,000	$80,000	$1,075,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-40	Turner Ave from Locke St to Roosevelt Hwy	Pedestrian	Sidewalks on both sides of the road	0.31	pedestrian connectivity, safety, fill gaps in system, beautification	Palmetto		$34,000	$92,000	$362,000	$36,000	$524,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-41	Rhae St from Fayetteville Rd to Spring St, Spring St from Rhae St to Hill St, Hill St from Spring to Sims St, Sims St from Hill St to Main St	Pedestrian	Sidewalk Improvements on both sides of the road	0.65	pedestrian connectivity, safety, fill gaps in system, beautification	Palmetto		$70,000	$190,000	$760,000	$76,000	$1,096,000		2	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-42	Fayetteville Rd from Cobb St to Phipps Rd	Pedestrian	Sidewalk Improvements on one side of the road	0.79	pedestrian connectivity, safety, fill gaps in system	Palmetto		$86,000	$232,000	$924,000	$92,000	$1,334,000		2	2	3	1	1	2	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	No
P-43	Toombs St from Cobb St to Menefee St	Pedestrian	Sidewalks on both sides of the road	0.32	pedestrian connectivity, safety, fill gaps in system, beautification	Palmetto		$34,000	$298,000	$374,000	$36,000	$742,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-44	Menefee St from Main St to Toombs St	Pedestrian	Sidewalks & streetscaping on both sides of the road	0.30	pedestrian connectivity, safety, fill gaps in system, beautification	Palmetto		$32,000	$105,000	$350,000	$34,000	$521,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
R-22e	Roosevelt Highway at Phipps Road	Study/Planning	Intersection Signal Study	N/A	Congestion Relief	Palmetto		$20,000	$0	$200,000	$22,000	$242,000		2	1	3	1	2	1	2	2	1	1	1	1	Low	Low Priority	Short-Term	No
R-52	Palmetto Downtown One-Way Pairs	Roadway Operation	Convert Church Street and Fayetteville Road to one-way pairs in Downtown Palmetto; includes replacement of railroad underpasses	1.2	Congestion Relief	Palmetto		$75,000	$0	$750,000	$82,500	$907,500		1	1	3	1	1	3	1	1	1	1	1	1	Low	Low Priority	Long-Term	No
R-146	Phipps Road Extension	New Connection	Extend Phipps Road from current terminus at Fayetteville Road to Roosevelt Highway near Vine Street; Designate as US 29 (0.8 miles)	0.8	Connectivity	Palmetto		$313,120	$545,000	$3,131,200	$398,932	$4,388,252		1	2	3	1	1	3	3	1	1	1	1	2	Medium	Medium	Mid-Term	No
R-148	Phipps Road from Fayetteville Road to US 29	Safety, Geometric Improvement	Widen to full 12' lanes with improved shoulders	1	Safety	Palmetto		$501,585	$715,000	$5,015,850	$623,244	$6,855,679		3	1	3	1	2	1	3	1	1	1	1	1	Medium	Medium Priority	Mid-Term	No
R-186	Hutcheson Ferry Road/Church Street Realignment	Roadway Operation	Realign Hutcheson Ferry Road and Church Street to cross Toombs Street at single point	0.3	Safety	Palmetto		$197,100	$375,000	$1,971,000	$591,300	$3,134,400		2	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Mid-Term	No

Project ID:
R- Roadway Projects
B-Bicycle Projects
P- Pedestrian Projects
PT- Transit Projects

City of Union City Pedestrian, Bicycle, Trail, and Roadway Project Recommendations

Project ID	Project Location	Category	Description	Distance (Miles)	Need and Purpose	Location	Notes	Planning-level Cost Estimate					Costing Comments	Goals and Objectives														
														I. Safe and Adequate			II. Improve Mobility while Managing			III. Promote Freight Movement and Economic Vitality			IV. Sustainable Transportation Improvements			Ranking (Based on SFCTP Score)	Priority (Based on Ranking, Community, Stakeholder and PMT Input)	Recommended Implementation Phase (Based on Priority, Community, Stakeholder and	Regional
								Preliminary Engineering	ROW	Construction	Contingency	Total		A. Safety	B. Fills Gaps	C. Proximity to Transit	A. Access Management Plan	B. Congestion Needs	C. Context Sensitivity	A. Consistent with Current Plan	B. Improves Transportation Facilites		A. Improvements that Enhance		B. Aesthetic Improvements				
																				1. Freight Route with Congestion Needs	2. Bridge Condition	1. Reduce VMT	2. Multi-modal Connection to Community Resources					
M-10	Windham Creek Greenway Trail	Multi-use Trail	multi-purpose trail	1.31	multimodal connectivity, safety, beautification ammenity	Union City		$32,000	$1,082,000	$348,000	$34,000	$1,496,000		2	2	3	1	1	3	3	1	1	2	3	3	High	High Priority	Short-Term	No
R-29	Cedar Grove Road at Jones Road Intersection Realignment	Safety, Geometric Improvement	Realign Jones Road to intersect Cedar Grove Road	N/A	Safety	Union City		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONTI(10%)	3	1	1	1	1	1	2	1	1	1	1	1	Low	Low Priority	Long-Term	No
R-100	Union Street Extension	New Connection	Extend Union Street to Shannon Parkway just South of Shannon Boulevard (0.5 miles)	0.5	Connectivity	Union City		$225,000	$500,000	$1,500,000	$222,500	$2,447,500		1	2	3	1	1	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-138	Scarborough Road Extension	New Connection	Extend Scarborough Road from current terminus to Stonewall Tell Road at N Wexford Road (0.6 miles)	0.6	Connectivity	Union City		$197,100	$1,295,000	$1,971,000	$346,310	$3,809,410		1	2	1	1	2	1	3	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-171	Peter Road over Broadanax Creek	Bridge	Bridge Replacement	N/A	Bridge	Union City	Sufficiency = 26.5	$270,000	$0	$2,700,000	$270,000	$3,240,000		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No
R-172	Buffington Road over Shannon Creek	Bridge	Bridge Replacement	N/A	Bridge	Union City	Sufficiency = 16.3	$216,000	$0	$2,160,000	$216,000	$2,592,000		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No
R-173	Lake Side Drive over Dixie Lake Tributary	Bridge	Bridge Replacement	N/A	Bridge	Union City	Sufficiency = 14.4	$99,000	$0	$990,000	$99,000	$1,188,000		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No
R-175	Red Mill Road over Banks Creek	Bridge	Bridge Replacement	N/A	Bridge	Union City	Sufficiency = 2	$108,000	$0	$1,080,000	$108,000	$1,296,000		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No

Project ID:
R- Roadway Projects
B-Bicycle Projects
P- Pedestrian Projects
PT- Transit Projects

Unincorporated Fulton County Pedestrian, Bicycle, Trail, and Roadway Project Recommendations

Project ID	Project Location	Category	Description	Distance (Miles)	Need and Purpose	Location	Notes	Planning-level Cost Estimate					Costing Comments	Goals and Objectives													Ranking (Based on SFCTP Score)	Priority (Based on Ranking, Community, Stakeholder and PMT Input)	Recommended Implementation Phase (Based on Priority, Community, Stakeholder and	Regional
														I. Safe and Adequate			II. Improve Mobility while Managing			III. Promote Freight Movement and Economic Vitality			IV. Sustainable Transportation Improvements							
																				B. Improves Transportation Facilites		A. Improvements that Enhance								
								Preliminary Engineering	ROW	Construction	Contingency	Total		A. Safety	B. Fills Gaps	C. Proximity to Transit	A. Access Management Plan	B. Congestion Needs	C. Context Sensitivity	A. Consistent with Current Plan	1. Freight Route with Congestion Needs	2. Bridge Condition	1. Reduce VMT	2. Multi-modal Connection to Community Resources	B. Aesthetic Improvements				
B-2	Reynolds Rd from Boat Rock Rd to Campbellton Rd	Bicycle	4' bike lanes striped on street	1.64	multimodal connectivity, safety	Unincorporated Fulton County	Exact configuration to be determined in design phase	$351,000	$435,000	$3,794,500	$376,000	$4,956,500		2	3	3	1	2	2	3	1	1	2	2	3	High	High Priority	Short-Term	No
B-3	Campbellton Rd from Reynolds Road to Fulton County line	Bicycle	4' bike lanes striped on street	3.60	multimodal connectivity, safety	Unincorporated Fulton County	Coordinate with Fulton County CIP T-249	$767,870	$864,900	$8,306,140	$823,670	$10,762,580		2	3	2	1	1	2	3	1	1	2	3	3	High	High Priority	Short-Term	No
B-5	Wallace Rd from Campbellton Rd to Enon Rd	Bicycle	4' bike lanes striped on street	1.02	multimodal connectivity, safety	Unincorporated Fulton County	Exact configuration to be determined in design phase	$218,000	$249,000	$2,360,000	$234,000	$3,061,000		2	3	1	1	1	2	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	No
B-21	Flat Shoals Rd from I-85 to Old National Hwy	Bicycle	4' bike lanes striped on street	2.87	multimodal connectivity, safety	Unincorporated Fulton County	Exact configuration to be determined in design phase	$614,000	$1,155,000	$6,640,500	$658,000	$9,067,500		2	2	3	1	1	2	3	1	1	2	2	3	Medium	Medium Priority	Short-Term	No
M-1	Pea Creek from intersection w/ Chattahoochee River and continues through future Friendship Village development. Starts at Bear Creek between Creekside H.S. and Bear Creek M.S. and continues to intersection w/ Hobgood Rd	Multi-use Trail	8'-10' wide Cedar Grove greenway and off-road trail 26.9mi long	20.00	multimodal connectivity, safety, beautification ammenity	Unincorporated Fulton County		$493,000	$977,000	$5,330,000	$527,000	$7,327,000		2	2	1	1	1	3	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	No
M-2	Existing sewer easements along Deep Creek and Line Creek. Starts at Camp Creek intersection w/ Chattahoochee River to intersection w/ Stonewall Tell Rd. Starts at Deep Creek at intersection of Chattahoochee River and ends at intersection w/ Jones Rd. Starts at Line Creek at intersection w/ Deep Creek south of Butner Rd and ends at intersection w/ South Fulton Pkwy	Multi-use Trail	8'-10' wide Cliftondale greenway and off-road trail 25.1mi long	18.00	multimodal connectivity, safety, beautification ammenity	Unincorporated Fulton County		$447,000	$891,000	$4,838,000	$478,000	$6,654,000		2	2	1	1	1	3	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	No
M-3	Boat Rock Rd from Fulton Industrial Blvd to Chattahoochee River	Multi-use Trail	Multi-use trail	0.38	multimodal connectivity, safety, beautification ammenity	Unincorporated Fulton County		$10,000	$22,000	$107,000	$11,000	$150,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
M-8	Welcome All Rd from Roosevelt Hwy to Jailette Rd, Thaxton Rd, Old Fairburn Rd, Camp Creek Pkwy to end at Butner Rd	Multi-use Trail	8'-10' wide Welcome All off-road trail	9.60	multimodal connectivity, safety, beautification ammenity	Unincorporated Fulton County	Connects with M-5	$236,000	$470,000	$2,556,000	$252,000	$3,514,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
M-12	Burdette Rd from Burdett Way to Old National Hwy	Multi-use Trail	8'-10' wide trail	1.10	multimodal connectivity, safety, beautification ammenity	Unincorporated Fulton County	Originally a portion of M-9. Separated into it's own section at the request of Fulton County	$28,000	$55,000	$299,000	$30,000	$412,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
M-13	Pleasant Hill Rd from Old National Hwy to Fulton County line	Multi-use Trail	8'-10' wide trail	0.80	multimodal connectivity, safety, beautification ammenity	Unincorporated Fulton County	Originally a portion of M-9. Separated into it's own section at the request of Fulton County	$21,000	$41,000	$224,000	$22,000	$308,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-3	Reynolds Rd from Boat Rock Rd to Campbellton Rd	Pedestrian	8' sidewalk on one side	1.64	pedestrian connectivity, safety, fill gaps in system	Unincorporated Fulton County		$89,000	$241,000	$959,000	$95,000	$1,384,000		2	2	3	1	1	2	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	No
P-6	Danforth Rd from Reunion Place to Cascade Rd	Pedestrian	Sidewalks on both sides of the road	0.50	pedestrian connectivity, safety, fill gaps in system	Unincorporated Fulton County	Project added by Fulton County, project not shown on mpas	$150,000	$150,000	$1,100,000	N/A	$1,400,000	Project costs provided by Fulton County	2	3	3	1	1	3	3	1	1	2	2	3	High Priority	Short-Term	Short-Term	No
P-7	Wallace Rd from Campbellton Rd to Enon Rd	Pedestrian	8' sidewalks on both sides of street	1.02	pedestrian connectivity, safety	Unincorporated Fulton County		$110,000	$260,000	$1,194,000	$118,000	$1,682,000		2	2	1	1	1	2	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	No
P-10	Stonewall Tell Rd from Forest Downs Ln to Campbellton Rd	Pedestrian	Sidewalks on one side of the road	6.82	pedestrian connectivity, safety, fills gaps in system	Unincorporated Fulton County		$369,000	$873,000	$3,989,000	$394,000	$5,625,000		2	2	2	1	1	2	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	No
P-12	Butner Rd from Camp Creek Pkwy to Stonewall Tell Rd	Pedestrian	Sidewalks on one side of road	3.40	pedestrian connectivity, safety	Unincorporated Fulton County		$18,000	$425,000	$1,990,000	$196,000	$2,629,000		2	2	1	1	1	2	3	1	1	2	1	3	Medium	Medium Priority	Mid-Term	No
P-13	Pittman Rd from Stonewall Tell Rd to Butner Rd	Pedestrian	Sidewalks on one side of road	1.26	pedestrian connectivity, safety	Unincorporated Fulton County		$68,000	$184,000	$737,000	$73,000	$1,062,000		2	2	1	1	1	2	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	No
P-14	Scarborough Rd from Creekside Rd to Jailette Rd	Pedestrian	Sidewalks on both sides of the road	0.56	pedestrian connectivity, safety, fill gaps in system	Unincorporated Fulton County	Coordinate with Fulton County CIP T-249	$60,000	$152,000	$656,000	$64,000	$932,000		2	2	3	1	1	2	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	No
P-27	Flat Shoals Rd from Old National Hwy to Creel Dr	Pedestrian	Sidewalks on both sides of the road	0.62	pedestrian connectivity, safety, fill gaps in system	Unincorporated Fulton County	Sidewalks exist on all other portions of Flat Shoals Rd; Cost from Old National to County line	$68,000	$184,000	$726,000	$72,000	$1,050,000		2	3	3	1	1	2	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-29	Creel Rd from Old National Hwy to Rocky Springs Ct	Pedestrian	Sidewalks on both sides of the road	0.36	pedestrian connectivity, safety, fills gaps in system, beautification	Unincorporated Fulton County	to connect to existing sidewalk on Creel Rd	$38,000	$108,000	$422,000	$42,000	$610,000		2	3	3	1	3	3	3	1	1	2	1	3	High	High Priority	Short-Term	No
P-45	Ridge Rd from Cascade Palmetto Hwy to Campbellton Fairburn Rd	Pedestrian	Sidewalks on one side of the road	2.50	pedestrian connectivity, safety, fill gaps in system, beautification	Unincorporated Fulton County	Project added at request of the County	$135,000	$368,000	$1,462,000	$144,000	$2,109,000		2	2	1	1	1	2	3	1	1	2	1	3	Medium	Medium Priority	Mid-Term	No
P-46	Bethsaida Rd from SR 138 to Clayton County Line	Pedestrian	Sidewalks on both sides of the road	2.90	pedestrian connectivity, safety, fill gaps in system, beautification	Unincorporated Fulton County	Project added at request of the County	$314,000	$852,000	$3,393,000	$335,000	$4,894,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-47	Bruce Rd from Boat Rock Rd to New Hope Rd	Pedestrian	Sidewalks on one side of the road	0.30	pedestrian connectivity, safety, fill gaps in system, beautification	Unincorporated Fulton County	Project added at request of the County	$16,000	$43,000	$175,000	$17,000	$251,000		2	2	1	1	1	3	3	1	1	2	1	3	Medium	Medium Priority	Mid-Term	No
P-52	Union Road, Westlake High School to Campbellton Road	Pedestrian	5- foot wide sidewalks	0.60	pedestrian connectivity, safety, fill gaps in system, beautification	Unincorporated Fulton County	Project added by Fulton County, project not shown on mpas	$150,000	$150,000	$1,250,000	N/A	$1,550,000	projects costs provided by Fulton County	2	3	3	1	1	3	3	1	1	2	2	3	High Priority	Short-Term	Short-Term	No
R-13	New Hope Road from Boat Rock Road to Cascade Road	Roadway Widening	Widen from 2 to 3 lanes (2.3 miles)	2.3	Congestion Relief	Unincorporated Fulton County		$867,330	$787,500	$8,673,300	$1,032,813	$11,360,943		1	1	3	1	2	2	2	2	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-22a	Campbellton Road at Union Road	Study/Planning	Intersection Signal Study	N/A	Congestion Relief	Unincorporated Fulton County		$20,000	$0	$200,000	$22,000	$242,000		2	1	1	1	2	1	2	2	1	1	1	1	Low	Low Priority	Short-Term	No
R-22d	SR 92 at Jones Road	Study/Planning	Intersection Signal Study	N/A	Congestion Relief	Unincorporated Fulton County		$20,000	$0	$200,000	$22,000	$242,000		2	1	1	1	2	1	2	2	1	1	1	1	Low	Low Priority	Short-Term	No
R-95	Campbellton Road Reliever - Phase II	New Connection	New facility connecting Campbellton Road north of Sandtown Park to Enon Road east of Enon Mill Drive (0.8 miles)	0.8	Connectivity	Unincorporated Fulton County		$189,600	$250,000	$1,580,000	$201,960	$2,221,560		1	2	2	1	2	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-96	Reynolds Road Extension	New Connection	Extend Reynolds Road from intersection with Campbellton Road to existing terminus of Reynolds Road SW (0.4 miles)	0.4	Connectivity	Unincorporated Fulton County		$30,000	$0	$299,000	$32,900	$361,900		1	2	1	1	1	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-97	Owl Rock Road Extension	New Connection	Extend Owl Rock Road from current intersection with Union Road to new Reynolds Road Connector (0.4 miles); includes roundabout at intersection with Reynolds Road Connector	0.4	Connectivity	Unincorporated Fulton County		$131,000	$675,000	$1,314,000	$212,000	$2,332,000		1	2	1	1	1	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-130	Rivertown Road from Cedar Grove Road to Hobgood Road	Roadway Widening	Widen from 2 to 3 lanes (1.3 miles)	1.3		Unincorporated Fulton County		$490,230	$1,375,000	$4,902,300	$676,753	$7,444,283		1	1	1	1	1	2	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-134	Jones Road from Hall Road to Campbellton Fairburn Road	General Maintenance	Paving and shoulder improvements	0.6	Safety	Unincorporated Fulton County		$226,260	$1,295,000	$2,262,600	$378,386	$4,162,246		1	1	1	1	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	No
R-156	Campbellton Road at Enon Road	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Unincorporated Fulton County		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONTI(10%)	1	1	2	1	2	1	3	2	1	1	1	1	Low	Low Priority	Long-Term	No
R-160	Camp Creek Parkway at Welcome All Road	Roadway Operation	Operational improvements	N/A	Congestion Relief	Unincorporated Fulton County		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONTI(10%)	1	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Short-Term	No
R-161	Buffington Road at South Fulton Parkway Westbound Off-Ramp	Roadway Operation	Improve right-turn radius for westbound traffic	N/A	Freight Movement	Unincorporated Fulton County		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONTI(10%)	1	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Short-Term	No
R-163	Porter Terry Road over Little Pea Creek	Bridge	Bridge Replacement	N/A	Bridge	Unincorporated Fulton County	Same as Fulton County CIP T-253; Sufficiency = 7	$81,000	$0	$810,000	$81,000	$972,000		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No
R-165	Ono Road over Bear Creek	Bridge	Bridge Replacement	N/A	Bridge	Unincorporated Fulton County	Sufficiency = 61.0	$270,000	$0	$2,700,000	$270,000	$3,240,000		3	1	1	1	1	1	1	1	3	1	1	1	High	Medium Priority	Mid-Term	No
R-169	Harris Road over White Woverer Creek Tributary	Bridge	Bridge Replacement	N/A	Bridge	Unincorporated Fulton County	Sufficiency = 45.2	$108,000	$0	$1,080,000	$108,000	$1,296,000		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No
R-170	Oakley Road over Broadanax Creek	Bridge	Bridge Replacement	N/A	Bridge	Unincorporated Fulton County	Sufficiency = 46.0	$108,000	$0	$1,080,000	$108,000	$1,296,000		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No
R-174	Koweta Road over Deep Creek	Bridge	Bridge Replacement	N/A	Bridge	Unincorporated Fulton County	Sufficiency = 46.3	$405,000	$0	$4,050,000	$405,000	$4,860,000		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No
R-176	Jones Road over Line Creek	Bridge	Bridge Replacement	N/A	Bridge	Unincorporated Fulton County	Sufficiency = 39.7	$121,500	$0	$1,215,000	$121,500	$1,458,000		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No
R-177	Cochran Road over Camp Creek	Bridge	Bridge Replacement	N/A	Bridge	Unincorporated Fulton County	Same as Fulton County CIP T-255; Sufficiency = 39.7	$270,600	$0	$2,706,000	$270,600	$3,247,200		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No
R-178	Cochran Road over Deep Creek	Bridge	Bridge Replacement	N/A	Bridge	Unincorporated Fulton County	Same as Fulton County CIP T-254; Sufficiency = 12.9	$93,600	$0	$936,000	$93,600	$1,123,200		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No
R-179	Demooney Road over Deep Creek	Bridge	Bridge Replacement	N/A	Bridge	Unincorporated Fulton County	Sufficiency = 17.3	$336,000	$0	$3,360,000	$336,000	$4,032,000		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No
R-180	Butner Road over Camp Creek	Bridge	Bridge Replacement	N/A	Bridge	Unincorporated Fulton County	Sufficiency = 16.7	$242,954	$50,000	$1,500,000	$100,000	$1,892,954		3	1	1	1	1	1	1	1	3	1	1	1	High	High Priority	Short-Term	No
R-188	Ben Hill Road from Will Lee Road to US 29	Roadway Operation	Widen to 12' lanes with shoulder	0.8	Safety, Freight Movement	Unincorporated Fulton County		$301,680	$282,500	$3,016,800	$905,040	$4,506,020		2	1	1	1	1	1	1	3	1	1	1	1	Low	Low Priority	Mid-Term	No
R-193	Harris Road from Plantation Road to Spence Road	Road Paving	Pave existing gravel road	0.5	Safety, Maintenance	Unincorporated Fulton County		$5,000	$0	$50,000	$5,500	$60,500		2	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Mid-Term	No
R-194	Plantation Road from Harris Road to Oakley Industrial Boulevard	Roadway Operation	Lane widening and improved shoulders	0.3	Safety	Unincorporated Fulton County		$150,476	$214,500	$1,504,755	$186,973	$2,056,704		2	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Short-Term	No
R-210	Butner Road at Union Road	Intersection Improvements	Intersection improvements	N/A	Safety	Unincorporated Fulton County	Project added by Fulton County, project not shown on mpas	$125,000	$100,000	$1,100,000	N/A	$1,325,000	projects costs provided by Fulton County	1	1	1	1	2	1	3	2	1	1	1	1	Low	High Priority	Short-Term	No
R-211	Bunter Road at Ridge Road	Intersection Improvements	Intersection improvements	N/A	Safety	Unincorporated Fulton County	Project added by Fulton County, project not shown on mpas	$125,000	$100,000	$1,100,000	N/A	$1,325,000	projects costs provided by Fulton County	1	1	1	1	2	1	3	2	1	1	1	1	Low	High Priority	Short-Term	No

Project ID:
R- Roadway Projects
B- Bicycle Projects
P- Pedestrian Projects
PT- Transit Projects

Multi-jurisdictional Pedestrian, Bicycle, Trail, and Roadway Project Recommendations

Project ID	Project Location	Category	Description	Distance (Miles)	Need and Purpose	Location	Notes	Planning-level Cost Estimate					Costing Comments	Goals and Objectives														
														I. Safe and Adequate			II. Improve Mobility while Managing			III. Promote Freight Movement and Economic Vitality			IV. Sustainable Transportation Improvements			Ranking (Based on SFCTP Score)	Priority (Based on Ranking, Community, Stakeholder and PMT Input)	Recommended Implementation Phase (Based on Priority, Community, Stakeholder and	Regional
																					B. Improves Transportation Facilites		A. Improvements that Enhance						
								Preliminary Engineering	ROW	Construction	Contingency	Total		A. Safety	B. Fills Gaps	C. Proximity to Transit	A. Access Management Plan	B. Congestion Needs	C. Context Sensitivity	A. Consistent with Current Plan	1. Freight Route with Congestion Needs	2. Bridge Condition	1. Reduce VMT	2. Multi-modal Connection to Community Resources	B. Aesthetic Improvements				
B-29	Virginia Ave from Harrison Rd to N Central Ave	Bicycle	4' bike lanes striped on street	1.28	multimodal connectivity, safety	Hapeville, East Point, Unincorporated Fulton County		$25,600	$0	$128,200	$12,800	$166,600	Used unit rate of $100,000 per mile for overlay. PE(20%) and CONT(10%). ROW and additional pavement were assumed to not be needed based on observation and input from the City.	2	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	No
P-48	Harris Rd from Senoia Rd (SR 74) to Spence Rd (Hwy 92)	Pedestrian	Sidewalks on both sides of the road	0.90	pedestrian connectivity, safety, fill gaps in system, beautification	Fairburn, Unincorporated Fulton County	Project added at request of the County	$98,000	$238,000	$1,052,000	$104,000	$1,492,000		2	2	1	1	1	3	3	1	1	2	1	3	Medium	Medium Priority	Mid-Term	No
R-87	Irwin Road Extension	New Connection	Extend Irwin Road from current terminus to connect with Fayetteville Road at Godby Road (1.0 mile)	1	Connectivity	Fairburn, Unincorporated Fulton County		$320,000	$665,000	$2,950,000	$393,500	$4,328,500		1	2	3	1	2	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-88	Railway from SR 74 to SR 138	Rail Crossing Improvement	Railroad quiet zone application/implementation	2.8	Aesthetic Enhancement	Fairburn, Union City, Unincorporated Fulton County		$50,000	$0	$35,000	$8,500	$93,500		1	1	3	1	1	3	3	1	1	1	1	2	Medium	Medium Priority	Mid-Term	No
R-101	Mall Boulevard Extension	New Connection	Extend Mall Boulevard from current terminus to Flat Shoals Road just west of Feldwood Road (1.1 miles)	1.1	Connectivity	Union City, Unincorporated Fulton County		$861,080	$3,200,000	$8,610,800	$1,267,188	$13,939,068		1	2	3	1	2	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-128	Welcome All Road/Scarborough Road from existing 4-lane section to Scarborough Road termnus	Roadway Widening	Widen from 2 to 3 lanes (2.5 miles)	2.5	Congestion Relief	Union City, Unincorporated Fulton County		$942,750	$2,500,000	$9,427,500	$1,287,025	$14,157,275		1	1	3	1	1	2	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-133	Hall Road Extension	New Connection	Extend Hall Road from Cambellton Fairburn Road to South Fulton Parkway at Rose Wood (0.9 miles); overpass at South Fulton Parkway	0.9	Connectivity	Union City, Unincorporated Fulton County	High cost due to overpass at South Fulton Pkwy	$356,850	$2,110,000	$3,568,500	$948,150	$6,983,500		1	2	1	1	1	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-135	Thompson Road from SR 92 to proposed Hall Road Extension	Roadway Widening	Widen from 2 to 4 lanes (0.6 miles)	0.6	Congestion Relief	Union City, Unincorporated Fulton County		$226,260	$1,295,000	$2,262,600	$378,386	$4,162,246		1	1	1	1	2	2	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-136	Thompson Road Extension	New Connection	Extend Thompson Road from current terminus to Thompson Road near Derrick Road (1.1 miles)	1.1	Connectivity	Union City, Unincorporated Fulton County		$361,350	$2,375,000	$3,613,500	$634,985	$6,984,835		1	2	1	1	2	1	3	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-137	Southern Road Extension	New Connection	Extend Southern Road from current terminus to Derrick Road at Thompson Road (1.3 miles)	1.3	Connectivity	Union City, Unincorporated Fulton County		$427,050	$887,500	$4,270,500	$558,505	$6,143,555		1	2	1	1	2	1	3	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-139	Southern Road Improvements	Safety, Geometric Improvement	Widen to full 12' lanes with improved shoulders	0.2	Safety	Union City, Unincorporated Fulton County		$105,588	$350,000	$1,055,880	$151,147	$1,662,615		3	1	1	1	2	2	2	1	1	1	1	1	Low	Low Priority	Long-Term	No
R-140	North Wexford Road Improvements	Safety, Geometric Improvement	Widen to full 12' lanes with improved shoulders from Stonewall Tell Road to the end of North Wexford Road	0.5	Safety	Union City, Unincorporated Fulton County		$214,947	$712,500	$2,149,470	$307,692	$3,384,609		3	1	1	1	2	2	2	1	1	1	1	1	Low	Low Priority	Long-Term	No
R-141	Dodson Road Extension	New Connection	Extend Dodson Road from current intersection with Koweta Road to Derrick Road (0.8 miles)	0.8	Connectivity	Union City, Unincorporated Fulton County		$262,800	$725,000	$2,628,000	$361,580	$3,977,380		1	2	1	1	1	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	No
R-143	Lester Road from Buffington Road to SR 92	General Maintenance	Drainage improvements	2.1	Maintenance	Union City, Unincorporated Fulton County		$549,355	$2,717,500	$5,493,550	$876,041	$9,636,446		1	1	3	1	1	1	2	1	1	1	1	1	Low	Low Priority	Long-Term	No
R-187	Ben Hill Road from Will Lee Road to existing 4-lane section	Roadway Widening	Widen to 12' lanes with shoulder	1	Safety, Freight Movement	East Point, Unincorporated Fulton County		$377,100	$337,500	$3,771,000	$1,131,300	$5,616,900		2	1	1	1	1	1	1	3	1	1	1	1	Low	Low Priority	Mid-Term	No
R-190	Washington Road from SR 6 to Delowe Drive	Roadway Operation	Lane widening and improved shoulders; improvements at select intersections	2.3	Safety	East Point, College Park		$1,153,600	$1,644,500	$11,536,455	$1,433,456	$15,768,011		2	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Short-Term	No

Project ID:
R- Roadway Projects
B-Bicycle Projects
P- Pedestrian Projects
PT- Transit Projects

FIGURE 11a

Multi-Jurisdictional Projects

SOUTH FULTON Comprehensive Transportation Plan

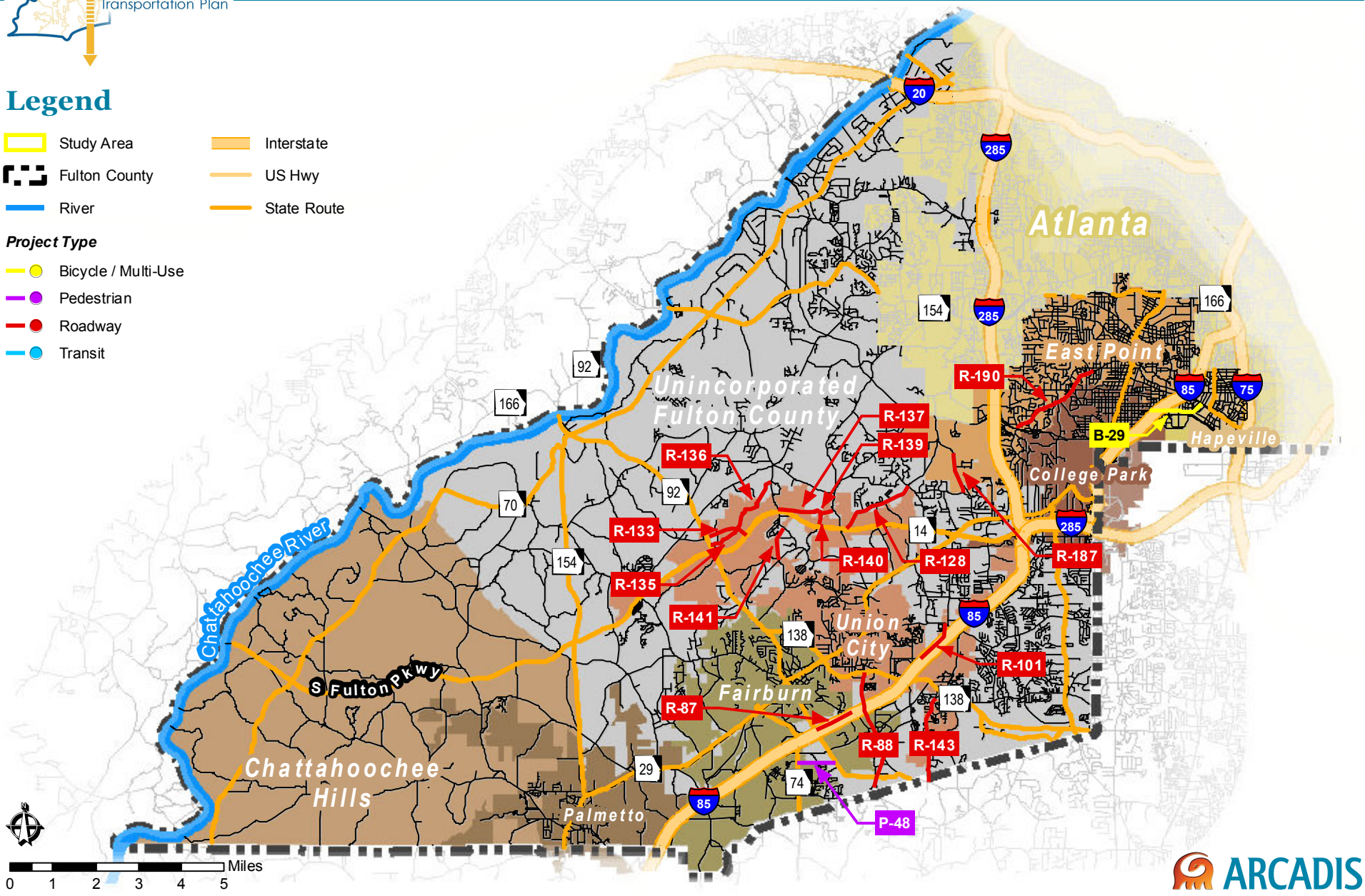


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FIGURE 11b

Chattahoochee Hills Projects

SOUTH FULTON Comprehensive Transportation Plan

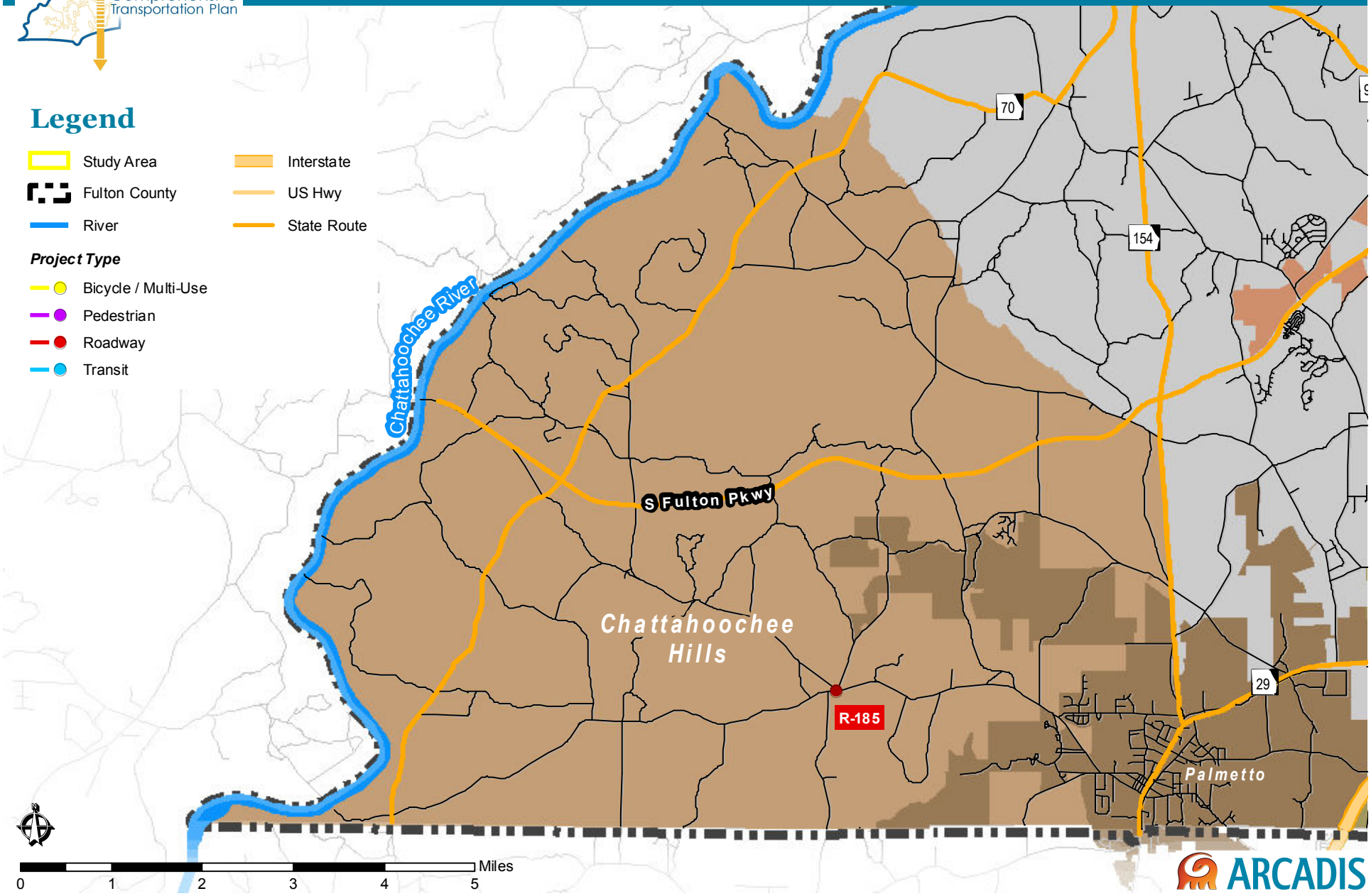

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FIGURE 11c

College Park Projects

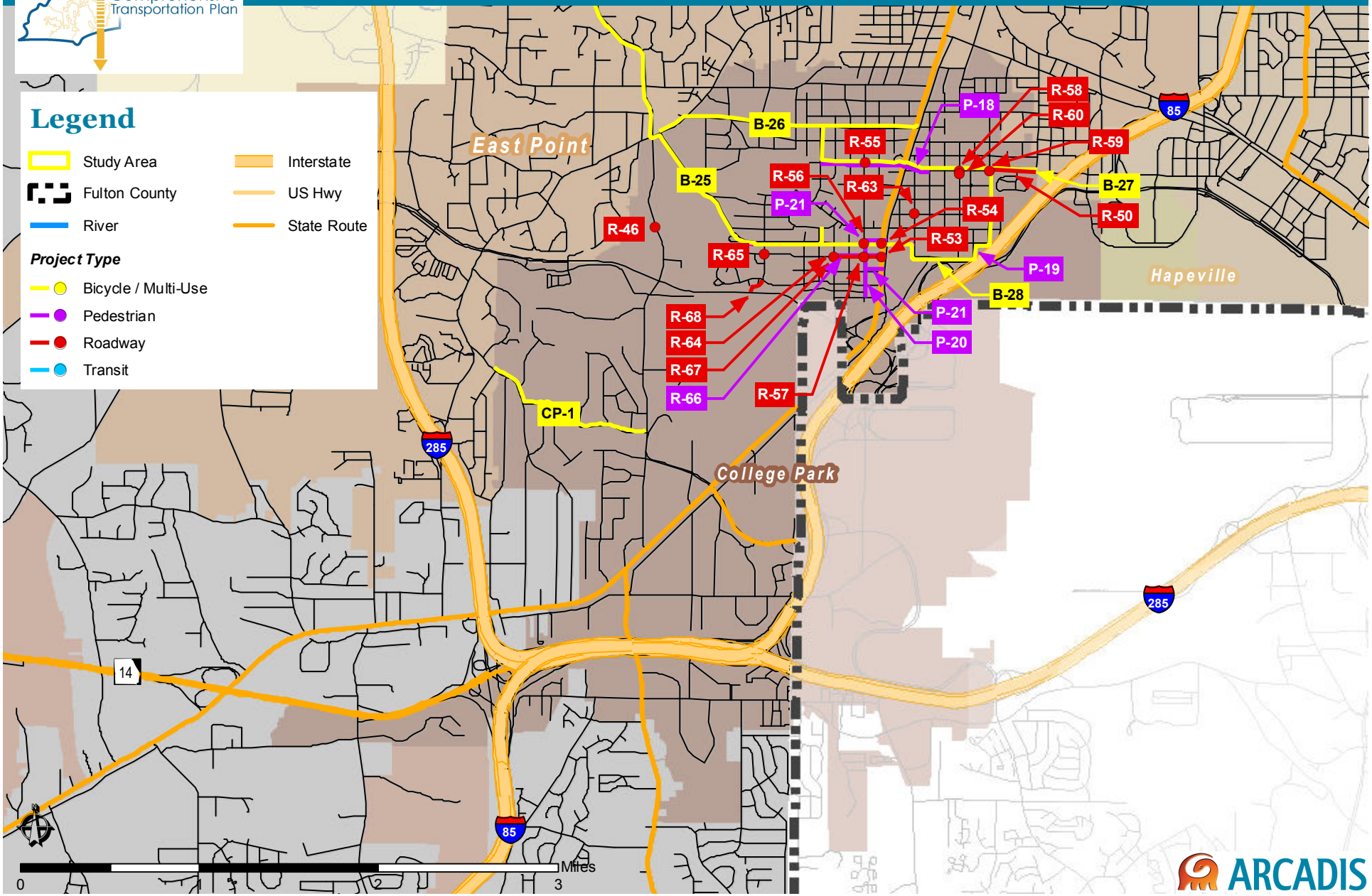

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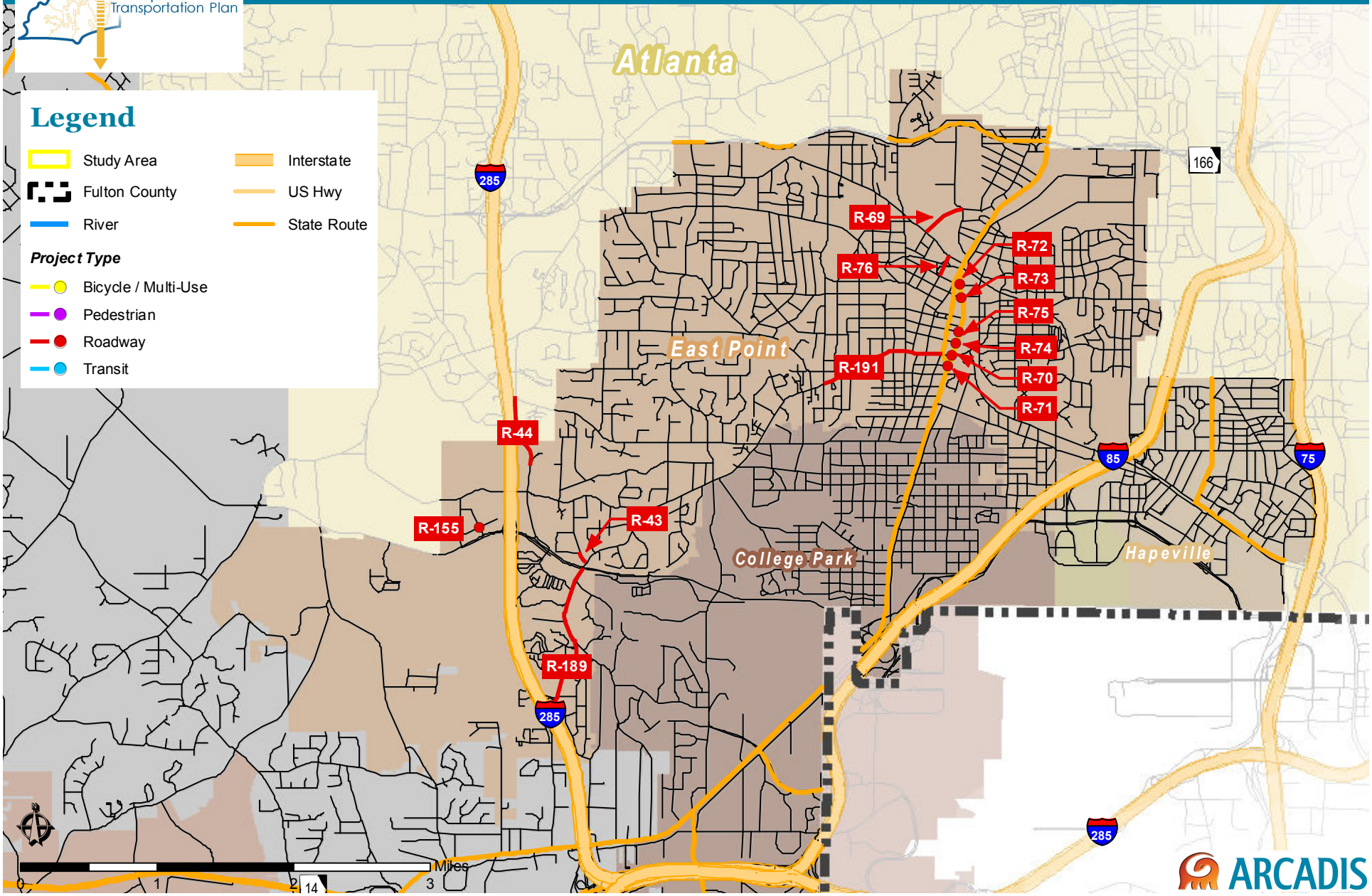
FIGURE 11d

East Point Projects



SOUTH FULTON Comprehensive Transportation Plan

FIGURE 11e

Fairburn Projects

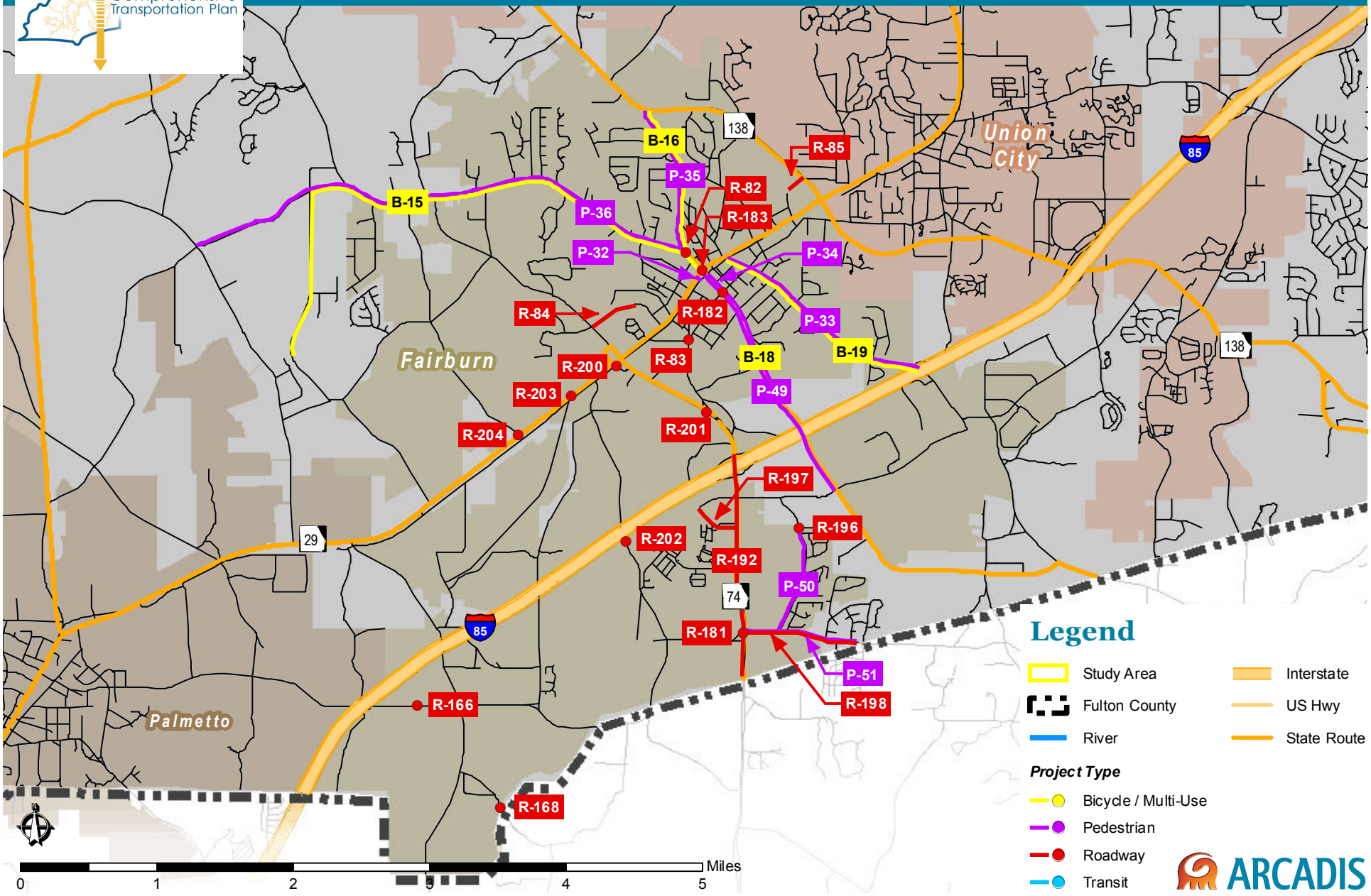


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FIGURE 11f

Hapeville Projects

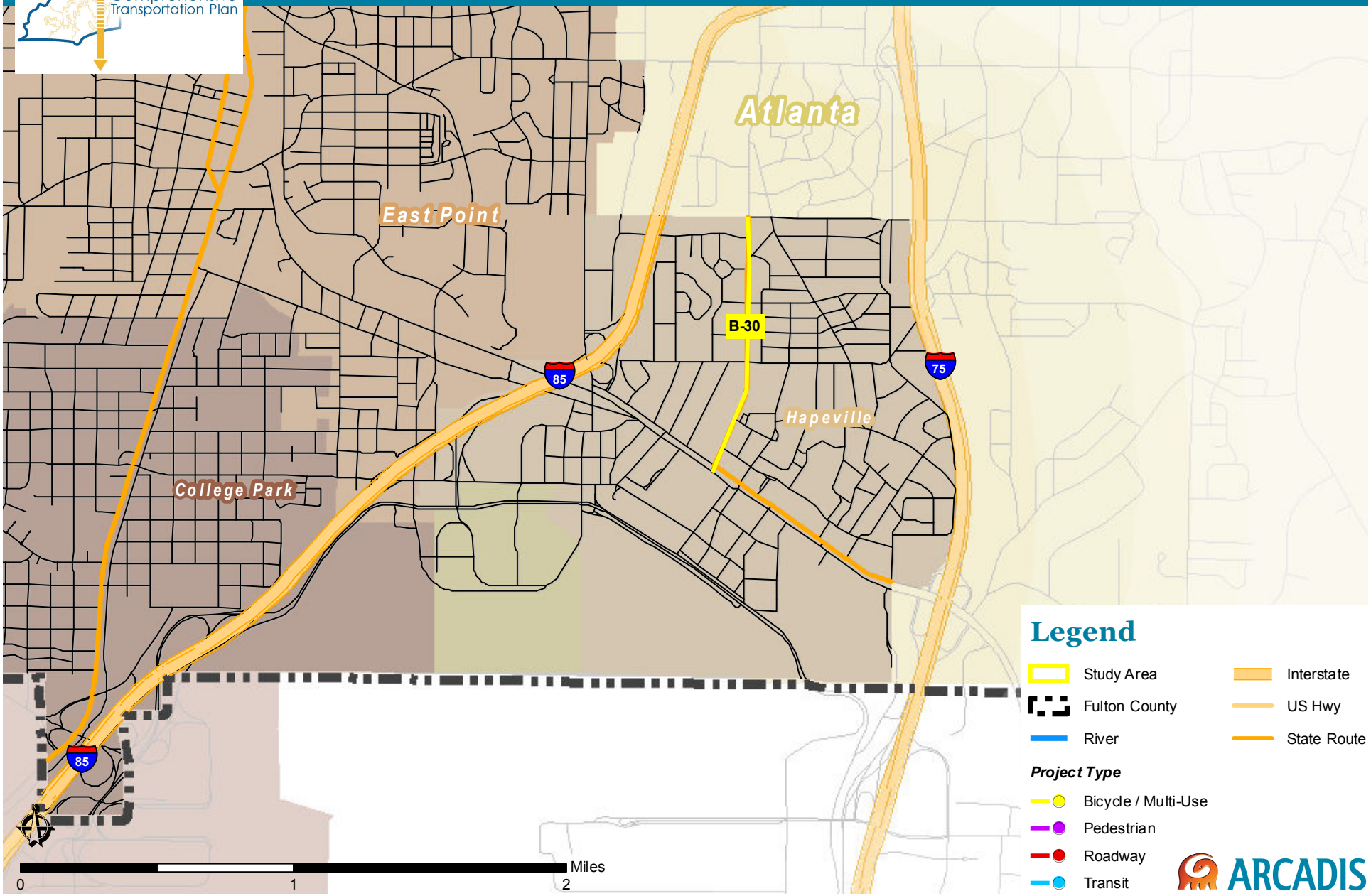

FIGURE 11g

Palmetto Projects

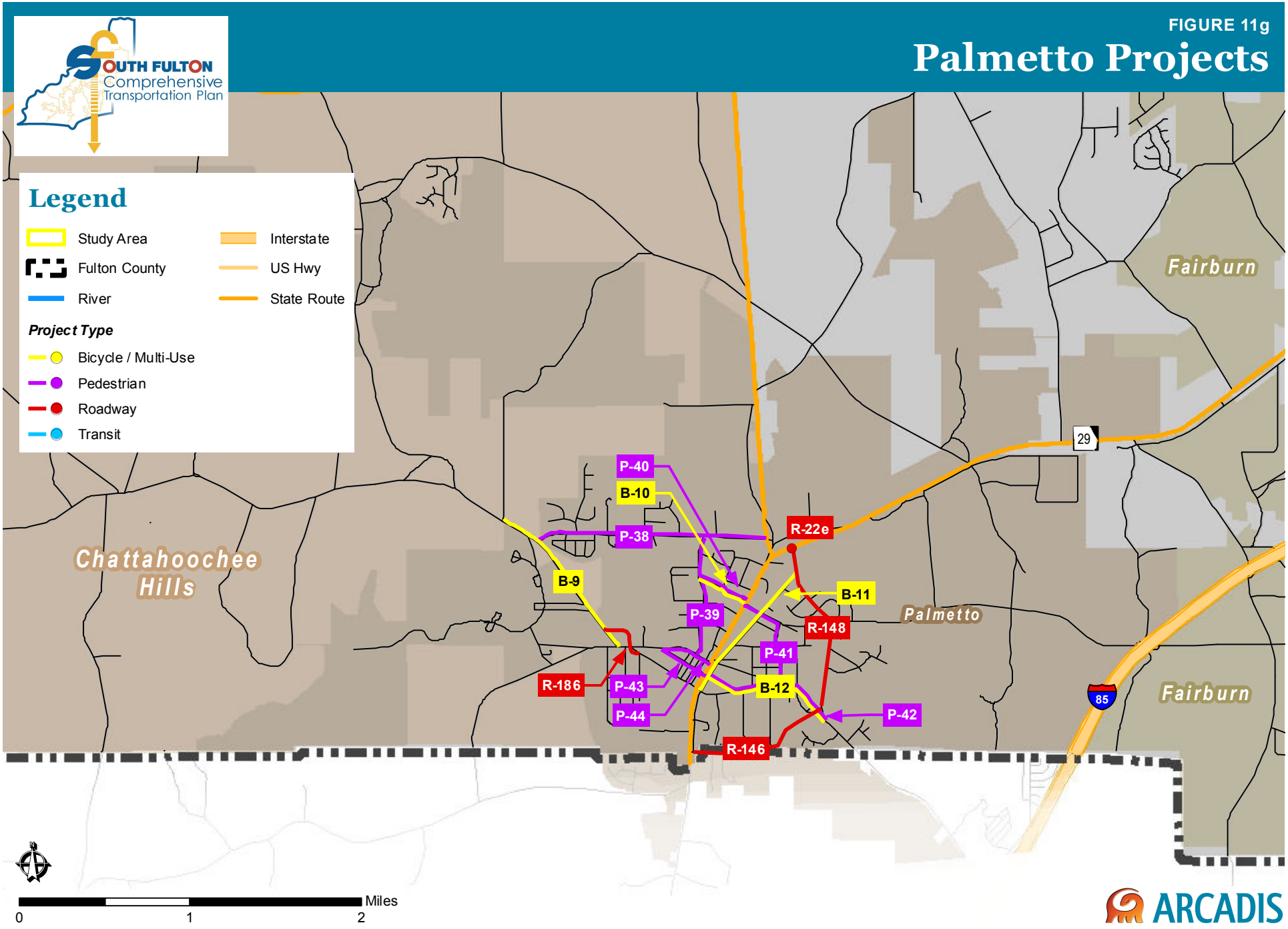

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FIGURE 11h

Union City Projects

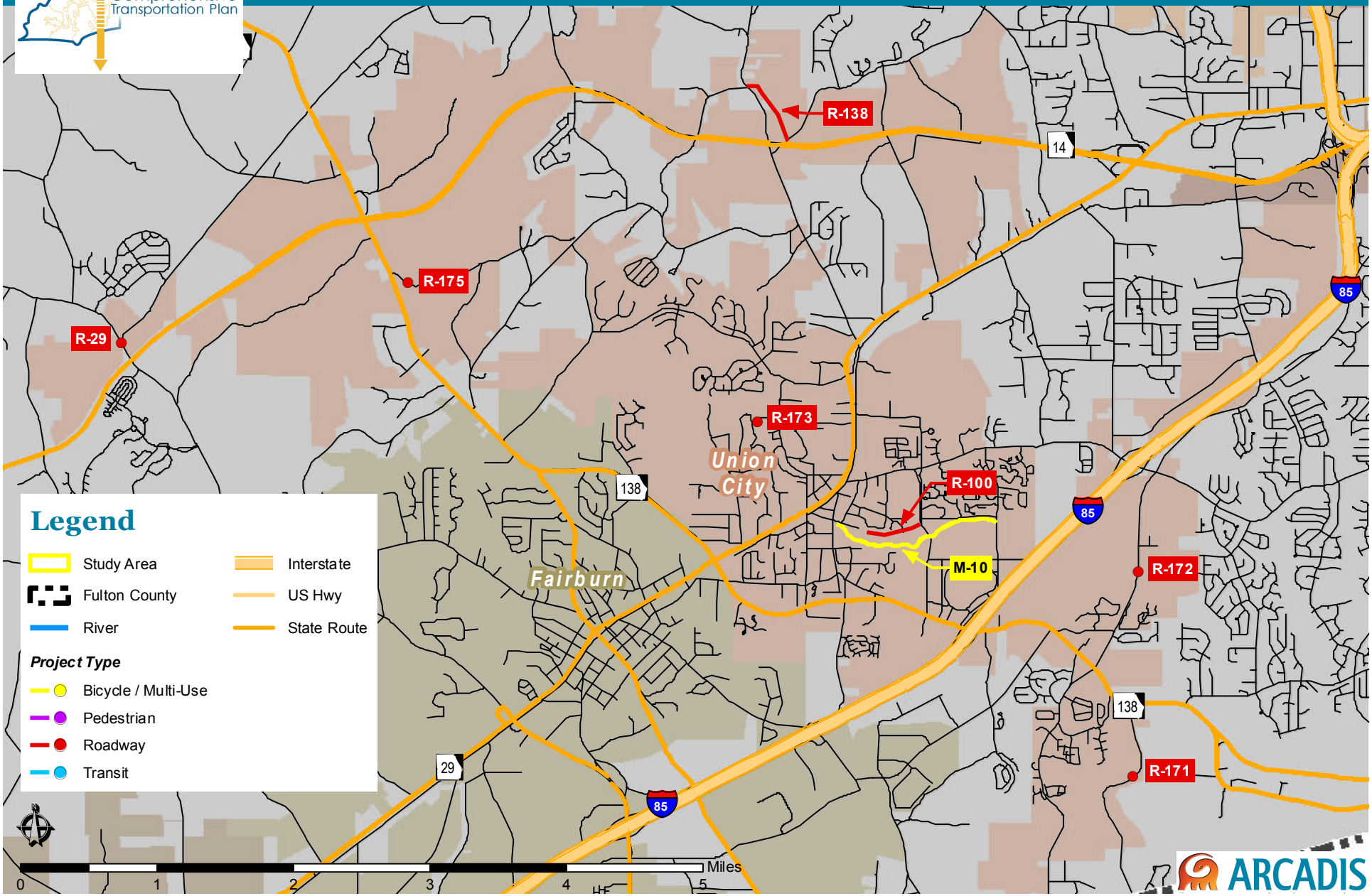
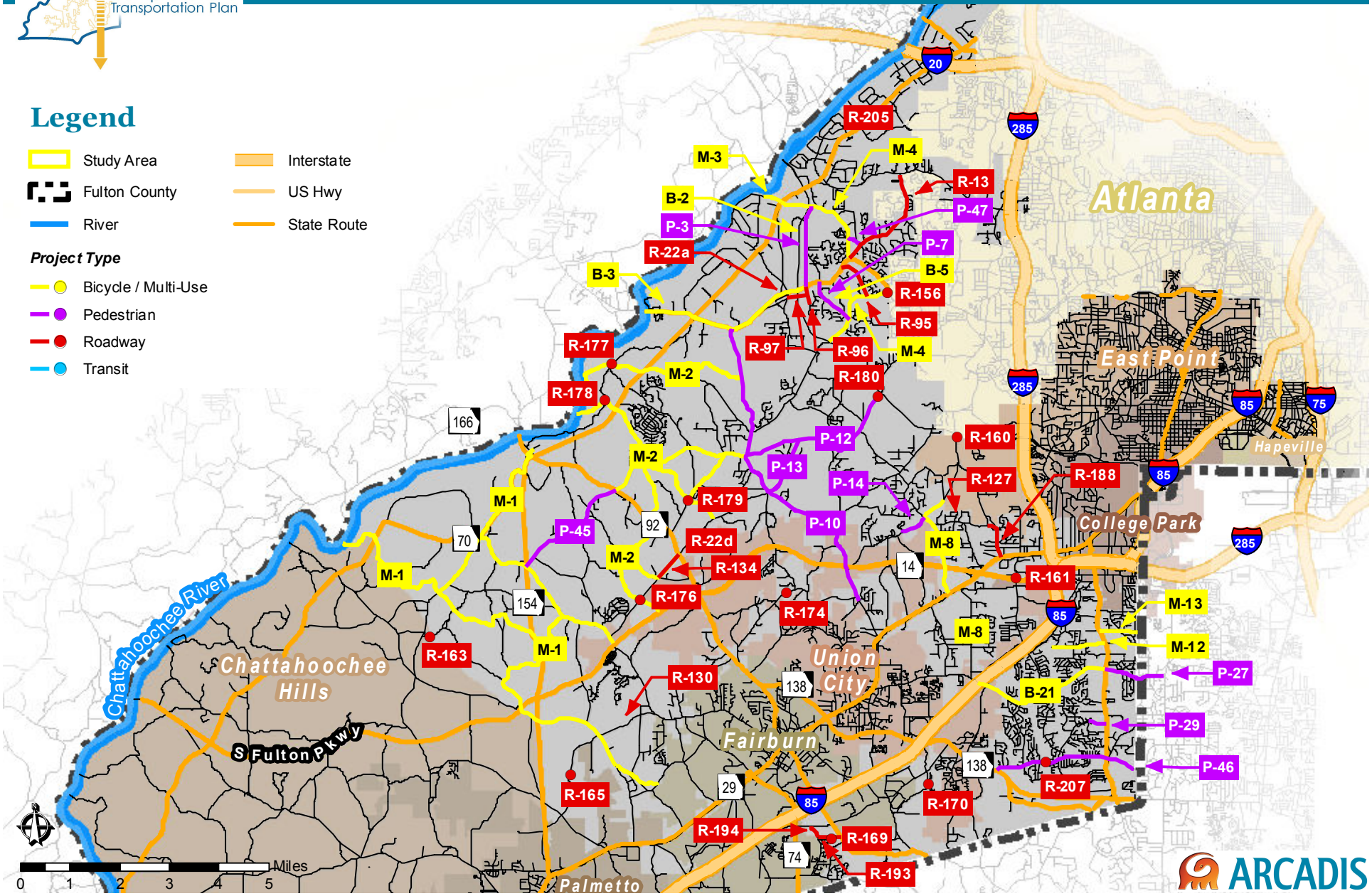


FIGURE 11i

Unincorporated Fulton County Projects

SOUTH FULTON Comprehensive Transportation Plan



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Appendix A: Regional Project Recommendations with Scoring

Regional Pedestrian, Bicycle, Trail, and Roadway Project Recommendations

Project ID	Project Location	Category	Description	Distance (Miles)	Need and Purpose	Location	Notes	Planning-level Cost Estimate					Costing Comments	Goals and Objectives												Ranking (Based on SFCTP Score)	Priority (Based on Ranking, Community, Stakeholder and PMT Input)	Recommended Implementation Phase (Based on Priority, Community, Stakeholder and PMT Input)	Regional
														I. Safe and Adequate Transportation Access			II. Improve Mobility while Managing Congestion			III. Promote Freight Movement and Economic Vitality			IV. Sustainable Transportation Improvements							
																					B. Improves Transportation Facilites		A. Improvements that Enhance							
								Preliminary Engineering	ROW	Construction	Contingency	Total		A. Safety	B. Fills Gaps	C. Proximity to Transit	A. Access Management Plan	B. Congestion Needs	C. Context Sensitivity	A. Consistent with Current Plan	1. Freight Route with Congestion Needs	2. Bridge Condition	1. Reduce VMT	2. Multi-modal Connection to Community Resources	B. Aesthetic Improvements				
ASP-AR-429	MARTA rail extension from East Point MARTA Station to Hapeville	Transit	South corridor heavy rail spur	TBD	Mobility, travel choice	East Point, Hapeville		$34,500,000	$103,500,000	$172,500,000	$34,500,000	$345,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	1	3	3	1	1	3	3	1	Medium	Medium Priority	Long-Term	Yes
ASP-AR-430	MARTA rail extension from Hapeville to Southern Crescent Multimodal Center	Transit	South corridor heavy rail spur	TBD	Mobility, travel choice	Hapeville		$34,500,000	$103,500,000	$172,500,000	$34,500,000	$345,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	2	3	3	1	1	3	3	1	Medium	Medium Priority	Long-Term	Yes
ASP-AR-433	Commuter rail service from Downtown Atlanta to Union City	Transit	Southwestern corridor commuter rail service	TBD	Mobility, travel choice	East Point, College Park, Union City, Unincorporated Fulton County	unfunded; shared RR use not approved	$4,700,000	$14,100,000	$23,500,000	$4,700,000	$47,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	2	3	3	1	1	3	3	1	Medium	Medium Priority	Long-Term	Yes
ASP-AR-434	Commuter rail service from Union City to Newnan	Transit	Southwestern corridor commuter rail service extension	TBD	Mobility, travel choice	Palmetto, Fairburn, Union City, Unincorporated Fulton County	unfunded; shared RR use not approved	$4,600,000	$13,800,000	$23,000,000	$4,600,000	$46,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	1	3	3	1	1	3	3	1	Medium	Medium Priority	Long-Term	Yes
ASP-AR-435	Commuter rail service from Downtown Atlanta to Lovejoy	Transit	South corridor commuter rail service from Atlanta multimodal center to Lovejoy	TBD	Mobility, travel choice	East Point, Hapeville	unfunded; shared RR use not approved	$32,400,000	$97,200,000	$162,000,000	$32,400,000	$324,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	1	3	3	1	1	3	3	1	Medium	Medium Priority	Long-Term	Yes
ASP-AR-ML-050	Interchange Modifications to support Tier S managed lane network	Managed Lanes	Interchange modifications	N/A	Congestion Relief			$43,700,000	$131,100,000	$218,500,000	$43,700,000	$437,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	2	1	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
ASP-CL-261	I-285 at West Fayetteville Road	Interchange Improvement	Interchange improvement	N/A	Congestion Relief	College Park		$3,640,000	$10,920,000	$18,200,000	$3,640,000	$36,400,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	2	1	2	1	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
ASP-CL-263	SR 314 from Flat Shoals Road to SR 139	Roadway Widening	Roadway widening	1.9	Congestion Relief	College Park		$3,450,000	$10,350,000	$17,250,000	$3,450,000	$34,500,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	2	1	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
ASP-CL-265	I-285 South from I-85 South to SR 54	Roadway Widening	Frontage Roads	17.7	mobility, connectivity, congestion relief	College Park, Union City, Unincorporated Fulton County		$18,470,000	$55,410,000	$92,350,000	$18,470,000	$184,700,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	1	1	3	1	1	1	2	1	Low	Low Priority	Long-Term	Yes
ASP-FA-342	SR 279 from SR 138 to SR 85	Roadway Widening	Roadway widening	4	Congestion Relief	Unincorporated Fulton County		$3,500,000	$10,500,000	$17,500,000	$3,500,000	$35,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
ASP-FA-343	SR 138 from Stockbridge Road to I-85 South	Roadway Widening	Roadway widening	13.4	Congestion Relief	Union City, Unincorporated Fulton County		$14,100,000	$42,300,000	$70,500,000	$14,100,000	$141,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
ASP-FA-347	SR 92 from Oakley Industrial Boulevard to SR 85	Roadway Widening	Roadway widening	9.7	Congestion Relief	Fairburn, Unincorporated Fulton County		$10,300,000	$30,900,000	$51,500,000	$10,300,000	$103,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	2	1	1	1	3	1	1	1	1	1	Low	Medium Priority	Long-Term	Yes
ASP-FS-049	US 29 from SR 279 to SR 6	Roadway Widening	Roadway widening	1.3	Congestion Relief	College Park		$1,500,000	$4,500,000	$7,500,000	$1,500,000	$15,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	2	1	3	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
ASP-FS-202	Oakley Industrial Bouleveard from Gullatt to Flat Shoals Road	Roadway Widening	Roadway widening and extension; Potentially 4 phases: Flat Shoals to SR 138, SR 138 to Fayetteville Road, Fayetteville Road to SR 74, SR 74 to Gullatt Road	7.5	Congestion Relief	Fairburn, Union City, Unincorporated Fulton County	Potential developer funding	$5,500,000	$16,500,000	$27,500,000	$5,500,000	$55,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	2	3	1	2	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
ASP-FS-222	SR 154 from SR 166 to US 29	Roadway Widening	Roadway widening	9.3	Congestion Relief	Palmetto, Chattahoochee Hills, Unincorporated Fulton County		$9,820,000	$29,460,000	$49,100,000	$9,820,000	$98,200,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	2	1	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
ASP-FS-223	SR 138/SR 92 from I-85 South to South Fulton Parkway	Roadway Widening	Roadway widening	7.5	Congestion Relief	Fairburn, Union City, Unincorporated Fulton County		$7,900,000	$23,700,000	$39,500,000	$7,900,000	$79,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
ASP-FS-226	US 29 from SR 279 to South Fulton Parkway	Roadway Widening	Roadway widening	2.6	Congestion Relief	College Park, Unincorporated Fulton County		$2,700,000	$8,100,000	$13,500,000	$2,700,000	$27,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	2	1	3	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
ASP-FS-227	Camp Creek Parkway between I-285 and I-85	Roadway Widening	Widen from 4 to 6 lanes (3.0 miles)	3	Congestion Relief	College Park, East Point	See R-131, R-24d	$3,740,400	$4,090,000	$37,404,000	$4,523,440	$49,757,840		1	1	3	1	3	2	2	3	1	1	1	2	Medium	Medium Priority	Mid-Term	Yes
ASP-FS-228	I-85 at Gullatt Road	Interchange Improvement	New Interchange to serve intermodal facility and future freight expansion	5.8	Freight Movement; Congestion Relief	Fairburn		$2,390,000	$7,170,000	$11,950,000	$2,390,000	$23,900,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	2	1	3	1	3	1	3	3	1	1	1	1	Medium	Medium Priority	Mid-Term	Yes
ASP-FS-229	I-85 Southbound from SR 74 to Collinsworth Road	Roadway Widening	Collector distributor lanes	5.4	Congestion Relief	Fairburn		$14,300,000	$42,900,000	$71,500,000	$14,300,000	$143,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	2	1	3	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
ASP-FS-230	SR 92 from South Fulton Parkway to SR 70	Roadway Widening	Roadway widening	4.6	Congestion Relief	Unincorporated Fulton County		$3,500,000	$10,500,000	$17,500,000	$3,500,000	$35,000,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	1	1	2	1	3	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
B-8	Hobgood Rd from US-29 to Rivertown Rd	Bicycle	4' bike lanes striped on street	2.40	multimodal connectivity, safety	Palmetto, Unincorporated Fulton County	connects to B-15, B-13, M-1	$514,000	$220,000	$5,556,000	$551,000	$6,841,000		2	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Long-Term	Yes
B-13	Roosevelt Highway entire length	Bicycle	4' bike lanes striped on street	12.62	multimodal connectivity, safety	Palmetto, Union City, College Park, Unincorportated Fulton County	Coordinate with P-23	$2,700,000	$9,367,000	$29,200,500	$2,888,000	$44,155,500		2	3	3	1	3	2	3	1	1	2	3	3	High	High Priority	Mid-Term	Yes
B-14	Cedar Grove Rd from South Fulton Pkwy to Rivertown Rd	Bicycle	4' bike lanes striped on street	1.65	multimodal connectivity, safety	Unincorporated Fulon County		$353,000	$324,000	$3,818,000	$378,500	$4,873,500		2	3	1	1	1	3	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	Yes
B-17	Senoia Rd from W Broad St to SR 74	Bicycle	4' bike lanes striped on street	0.82	multimodal connectivity, safety	Fairburn		$175,500	$773,000	$1,897,500	$187,500	$3,033,500		2	2	3	1	3	3	3	1	1	2	2	3	High	Medium Priority	Mid-Term	Yes
B-22	Creel Rd from Old National Hwy to Bethsaida Rd	Bicycle	4' bike lanes striped on street	1.43	multimodal connectivity, safety	Unincorporated Fulton County	Coordinate with Fulton County CIP T-249; Exact configuration to be determined in design phase	$306,000	$281,000	$3,309,000	$328,000	$4,224,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Mid-Term	Yes
B-24	Riverdale Rd from Roosevelt Hwy to Flat Shoals Rd	Bicycle	4' bike lanes striped on street	0.62	multimodal connectivity, safety	College Park	Project is costed from Roosevelt Hwy to Fulton County line. Project extends down Riverdale Road through Clayton County	$132,518	$517,762	$1,433,637	$141,749	$2,225,665		2	3	3	1	3	3	3	1	1	2	1	3	High	High Priority	Short-Term	Yes
FS-003	SR 70 from SR 6 to I-20	Roadway Widening	Add one general purpose lane in each direction	3.9	Congestion Relief	Unincorporated Fulton County		$3,000,000	$9,000,000	$15,000,000	$3,000,000	$30,000,000	Total based on ARC project total. Phases broken down by PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	3	1	2	1	3	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
FS-017A	I-285 South at Washington Road	Interchange Improvement	Interchange reconstruction and widening of Washington Rd. to 600 ft. west of the bridge	N/A	Congestion Relief	East Point		$2,500,000	$7,500,000	$12,500,000	$2,500,000	$25,000,000	Total based on ARC project total. Phases broken down by PE(10%), ROW(30%), CONST(50%), and CONT(10%).	2	1	3	1	3	1	3	3	1	1	1	1	Medium	Mid Term	Mid-Term	Yes
FS-AR-183	SR 138 at I-85	Interchange Improvement	Capacity and operational improvements in vacinity of interchange	N/A	Congestion Relief	Union City		$849,594	$11,600,000	$10,000,000	$1,000,000	$23,449,594		1	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Mid-Term	Yes
FS-AR-182	SR 74 at I-85	Interchange Improvement	Capacity and operational improvements in vacinity of interchange	N/A	Congestion Relief; Freight Movement	Fairburn		$1,080,000	$11,160,000	$15,700,500	$3,104,500	$31,045,000		1	1	1	1	1	1	3	1	1	1	1	1	Low	High Priority	Mid-Term	Yes
FS-200A	Washington Road from I-285 to Desert Drive	Roadway Widening	Widen existing road to 4 lane undivided road, improve traffic signals on Washington Road, improve Hammarskjold Ave, Janice Dr, and Carmel Dr intersections, update pedestrian sidewalks, bike paths, and street lighting	1	Congestion Relief, multimodal connectivity	East Point		$840,000	$2,520,000	$4,200,000	$840,000	$8,400,000	Total based on ARC project total. Phases broken down by PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	3	1	2	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
FS-200B	Washington Road from SR 6 to Delowe Drive	Roadway Widening	Add one general purpose land in each direction	2.3	Congestion Relief	East Point, College Park		$1,450,000	$4,350,000	$7,250,000	$1,450,000	$14,500,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	2	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
FS-200C	Washington Road from Delowe Drive to US 29	Roadway Widening	Add one general purpose land in each direction	0.9	Congestion Relief	East Point		$580,000	$1,740,000	$2,900,000	$580,000	$5,800,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	1	1	3	1	1	1	2	1	Low	Low Priority	Long-Term	Yes
FS-225	SR 70 from SR 166 to SR 6	Roadway Widening	Widen from 4 to 6 lanes	3.5	Congestion Relief	Unincorporated Fulton County		$3,660,000	$10,980,000	$18,300,000	$3,660,000	$36,600,000	ARC Project phases assumed to be PE(10%), ROW(30%), CONST(50%), and CONT(10%)	1	1	3	1	2	1	3	2	1	1	2	1	Medium	Medium Priority	Long-Term	Yes
M-5	Camp Creek Pkwy and Butner Rd, Merk Rd and Enon Rd	Multi-use Trail	8'-10' wide Wolf Creek greenway and off-road trails 14.0mi long	4.30	multimodal connectivity, safety, beautification ammenity	Unincorporated Fulton County	edit portion that is duplicative with Fulton CIP T-257	$107,000	$214,000	$1,161,000	$115,000	$1,597,000		2	2	2	1	1	3	3	1	1	2	2	3	Medium	Medium Priority	Mid-Term	Yes
M-6	Cascade Rd from Atlanta city limits to intersection w/ FIB	Multi-use Trail	8' -10' wide Cascade off-road trail	1.90	multimodal connectivity, safety, beautification ammenity	Unincorporated Fulton County	Connects with M-3, Connects with M-14	$46,800	$93,600	$504,000	$49,950	$694,350		2	2	3	1	1	3	3	1	1	2	3	3	High	High Priority	Short-Term	Yes
M-7	Main St from downtown to Lakewood MARTA station	Multi-use Trail	Greenway trail to connect to greenway trail proposed in Lakewood/McPherson LCI	1.20	multimodal connectivity, safety, beautification ammenity	East Point		$31,000	$1,012,000	$328,000	$32,000	$1,403,000		2	2	3	1	1	3	3	1	1	2	3	3	High	High Priority	Short-Term	Yes
M-9/P-28	Old National Hwy from Flat Shoals to SR 138	Multi-use Trail/Sidewalk	8'-10' wide Old National off-road trail on one side of the road and standard sidewalk on the other	2.70	multimodal connectivity, safety, beautification ammenity, pedestrian connectivity, fill gaps in system	Unincorporated Fulton County	Connects with Fulton Count CIP T-209; See R-1, B-23, R-35.	$195,000	$894,500	$2,109,000	$208,000	$3,406,500		2	2	3	1	1	3	3	1	1	2	3	3	High	High Priority	Short-Term	Yes
M-11	South Fulton Pkwy from I-285 to Chattahoochee River	Multi-use Trail	10' multi-use trail parallel to road but with large buffer in between	18.99	multimodal connectivity, safety, beautification ammenity	College Park, Union City, Chattahoochee Hills, Unincorporated Fulton County		$470,000	$1,555,000	$5,087,000	$502,000	$7,614,000		2	3	3	3	1	3	3	1	1	2	2	3	High	High Priority	Mid-Term	Yes
M-14	New Hope Rd from Cascade Rd to Campbellton Rd	Multi-use Trail	8' -10' wide Cascade off-road trail	2.30	multimodal connectivity, safety, beautification ammenity	Unincorporated Fulton County	Connects with M-3, Connects with M-6	$57,000	$113,900	$613,300	$60,800	$845,000		2	2	3	1	1	3	3	1	1	2	3	3	High	High Priority	Short-Term	Yes
P-1	Fulton Industrial Blvd from Frederick Dr to Riverside Dr	Pedestrian	Sidewalks on one side of road	5.20	pedestrian connectivity	Unincorporated Fulton County		$281,000	$1,022,000	$3,042,000	$300,000	$4,645,000		2	2	3	1	1	1	2	1	1	2	2	3	Medium	Medium Priority	Mid-Term	Yes
P-16	Main St/ SR 14 and White Way intersection	Pedestrian	crosswalk pedestrian improvements	0.09	pedestrian connectivity, safety, fills gaps in system	East Point	unsignalized intersection and unsafe because difficult to find gap to cross	$5,000	$65,000	$53,000	$5,000	$128,000		3	3	3	1	3	3	3	1	1	2	2	3	High	High Priority	Short-Term	Yes
P-17	Main St/ SR 14 and Dorsey Ave (just north of the intersection)	Pedestrian	crosswalk pedestrian improvements	0.08	pedestrian connectivity, safety, fills gaps in system	East Point	unsignalized intersection and unsafe because difficult to find gap to cross	$4,000	$65,000	$47,000	$5,000	$121,000		3	3	3	1	3	3	3	1	1	2	2	3	High	High Priority	Short-Term	Yes
P-22	Camp Creek Pkwy	Pedestrian	pedestrian bridge over Camp Creek Pkwy to provide GICC pedestrian access	0.08	pedestrian connectivity, safety	College Park	project has been submitted for TAP funding	$250,000	$130,000	$2,900,000	$200,000	$3,480,000		3	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Mid-Term	Yes
P-23	Roosevelt Highway entire length	Pedestrian	Sidewalks on both sides of the road	12.62	pedestrian connectivity, safety, fill gaps in system, beautification	Palmetto, Union City, College Park, Unincorportated Fulton County	Coordinate with B-13	$1,364,000	$14,818,000	$14,764,000	$1,444,000	$32,390,000		2	3	3	1	1	2	3	1	1	2	3	3	High	High Priority	Mid-Term	Yes
P-24	Old National Hwy and I-285 interchange	Pedestrian	Pedestrian crossing on Old National Hwy needed in the vicinity	0.30	pedestrian access	College Park		$6,000	$86,000	$58,000	$6,000	$156,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	Yes
P-31	Roosevelt Hwy/ Broad Street (US 29) from Smith St to SR 138	Pedestrian	Sidewalks, streetscapes on both sides	1.10	pedestrian connectivity, safety, fill gaps in system, beautification	Fairburn	This project is within the entire Roosevelt Hwy project, P-13	$118,000	$1,730,000	$1,286,000	$126,000	$3,260,000		2	3	3	1	1	3	3	1	1	2	2	3	High	High Priority	Short-Term	Yes
P-37	Herndon Rd from Hobgood Rd to John River Rd	Pedestrian	Sidewalks on one side of the road	1.41	pedestrian connectivity, safety, fills gaps in system	City of Fairburn, Unincorporated Fulton County		$76,000	$208,000	$825,000	$81,000	$1,190,000		2	2	2	1	1	2	3	1	1	2	3	3	Medium	Medium Priority	Mid-Term	Yes
PT-1	College Park MARTA Station	Transit	College Park MARTA Station Park & Ride Expansion	N/A	mobility and travel choice/alternative	College Park		$3,200,000	$0	$40,000,000	$2,000,000	$45,200,000		1	2	3	1	1	1	1	1	1	2	3	1	Low	Low Priority	Mid-Term	Yes
PT-2	Flat Shoals Road at I-85 to Old National Highway at Godby Road	Transit	South Fulton Park and Ride to College Park MARTA Station Queue Jumpers (MARTA 89)	TBD	mobility and travel choice/alternative	Unincorporated Fulton County, College Park		$439,000	$184,000	$4,569,000	$228,000	$5,420,000		1	1	3	1	2	2	1	1	1	2	3	1	Medium	Medium Priority	Mid-Term	Yes
PT-3	Roosevelt Highway at Campbellton Street to Camp Creek Parkway at Herschel Road	Transit	Multi-city Connector (MARTA 180)	TBD	mobility and travel choice/alternative	Unincorporated Fulton County, College Park, Fairburn, Union City		$439,000	$1,025,000	$4,569,000	$228,000	$6,261,000		1	1	3	1	2	2	1	1	1	2	3	1	Medium	Medium Priority	Mid-Term	Yes
PT-5	Jonesboro Road at I-85 to Old National Highway at Godby Road	Transit	Union Station Mall to College Park MARTA Station (MARTA 189)	TBD	mobility and travel choice/alternative	Unincorporated Fulton County, College Park, Union City		$1,098,000	$822,000	$11,422,000	$285,000	$13,627,000		1	1	3	1	2	2	1	1	1	2	3	1	Medium	Medium Priority	Mid-Term	Yes
PT-6	Camp Creek Parkway at Princeton Parkway	Transit	Camp Creek to East Point MARTA Station (MARTA 84)	TBD	mobility and travel choice/alternative	College Park, East Point		$220,000	$87,000	$2,284,000	$57,000	$2,648,000		1	1	3	1	2	2	1	1	1	2	3	1	Medium	Medium Priority	Mid-Term	Yes

Project ID:
R- Roadway Projects
B-Bicycle Projects
P- Pedestrian Projects
PT- Transit Projects

Regional Pedestrian, Bicycle, Trail, and Roadway Project Recommendations

PT-7	South Fulton Parkway at Campbellton Redwine Road to Hartsfield Jackson Airport	Transit	South Fulton Parkway Express Bus	TBD	mobility and travel choice/alternative	Unincorporated Fulton County, Chattahoochee Hills, Union City		$12,740,200	$24,700,000	$128,202,000	$37,460,600	$203,102,800		1	2	3	3	2	2	3	1	1	2	3	1	High	High Priority	Long-Term	Yes
R-1	Old National Highway from Flat Shoals to I-285	Study/Planning	Widen from 4 to 6 lanes (2.3 miles) and add raised median	2.3	Congestion Relief	College Park, Unincorporated Fulton County	See P-28, B-23, R-35	$250,000	$0	$0	$25,000	$275,000		2	1	3	1	3	2	1	3	1	1	1	2	Medium	Medium Priority	Long-Term	Yes
R-2	South Fulton Parkway from Stonewall Tell Road to I-285	Roadway Widening	Widen from 4 to 6 lanes (4.0 miles)	4.4	Congestion Relief	College Park, Union City, Unincorporated Fulton County		$4,319,200	$0	$43,192,000	$4,751,120	$52,262,320		1	1	3	3	2	2	2	2	1	1	1	2	Medium	Medium Priority	Long-Term	Yes
R-3	South Fulton Parkway Grade Separation (2 Locations)	Grade Separation	Grade Separation at Stonewall Tell Road and Mason Road; Abandon intersection of South Fulton Parkway at Majestic Place	N/A	Congestion Relief	Union City		$2,721,200	$4,332,500	$27,212,000	$3,426,570	$37,692,270		1	1	1	3	2	1	2	2	1	1	1	2	Low	Low Priority	Long-Term	Yes
R-6	Buffington Road from Flat Shoals Road to South Fulton Parkway	Roadway Widening	Widen from 2 to 4 lanes (2.6 miles)	2.6	Congestion Relief	Union City, College Park, Unincorporated Fulton County		$2,484,040	$2,137,500	$24,840,400	$2,946,194	$32,408,134		1	1	3	1	3	2	2	1	1	1	1	2	Medium	Medium Priority	Mid-Term	Yes
R-8	Flat Shoals Road at I-85	Interchange Improvement	Provide additional ramp and arterial capacity in vicinity of interchange	N/A	Congestion Relief	Union City, Unincorporated Fulton County		$1,360,600	$0	$13,606,000	$1,496,660	$16,463,260		1	1	3	1	2	1	3	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-10	Gullatt Road between Roosevelt Highway and Collinsworth Road	Roadway Operation	Roadway improvements including widening, shoulders, and railroad grade separation at two locations to support new interchange (3.5 miles)	3.5	Safety	Fairburn, Unincorporated Fulton County		$1,319,850	$0	$13,198,500	$1,451,835	$15,970,185		2	1	3	1	1	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	Yes
R-16	Feldwood Road from Roosevelt Highway to Flat Shoals Road	Roadway Operation	Left/right turn lanes at select locations	1.9	Congestion Relief	Union City, Unincorporated Fulton County		$716,490	$657,500	$7,164,900	$853,889	$9,392,779		1	1	3	1	2	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-19	Senoia Road from Milam Road to Fayette County	Roadway Widening	Widen from 4 to 6 lanes (1.6 miles)	1.6	Congestion Relief	Fairburn		$1,206,720	$2,537,500	$12,067,200	$1,581,142	$17,392,562		1	1	3	1	2	2	2	2	1	1	1	2	Medium	High Priority	Mid-Term	Yes
R-20	Cascade Road at I-285	Interchange Improvement	Provide additional ramp and arterial capacity in vicinity of interchange	N/A	Congestion Relief	Unincorporated Fulton County		$1,360,600	$0	$13,606,000	$1,496,660	$16,463,260		1	1	3	1	2	1	3	2	1	1	1	1	Low	High Priority	Short-Term	Yes
R-21	Cascade Road between Fairburn Road and I-285	Roadway Widening	Widen from 4 to 6 lanes (0.5 miles)	0.5	Congestion Relief	Unincorporated Fulton County		$477,700	$1,800,000	$4,777,000	$705,470	$7,760,170		1	1	3	1	2	2	3	2	1	1	1	2	Medium	Medium Priority	Mid-Term	Yes
R-23a	Camp Creek Parkway at Butner Road	Roadway Operation	Intersection Improvement	N/A	Congestion Relief	Unincorporated Fulton County	Same as County CIP T250 which is under design	$0	$160,000	$1,367,913	$152,791	$1,680,704		1	1	2	1	2	1	3	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-23b	Old National Highway at Bethseda Road	Roadway Operation	Intersection Improvement	N/A	Congestion Relief	Unincorporated Fulton County		$25,000	$25,000	$1,000,000	$105,000	$1,155,000		1	1	3	1	2	1	3	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-23c	SR 92 at South Fulton Parkway	Roadway Operation	Intersection Improvement; CFI	N/A	Congestion Relief	Union City		$250,000	$500,000	$15,000,000	$1,575,000	$17,325,000		1	1	1	1	2	1	3	2	1	1	1	1	Low	High Priority	Short-Term	Yes
R-23d	SR 92 at Dodson Road	Roadway Operation	Intersection Improvement	N/A	Congestion Relief	Fairburn		$25,000	$25,000	$1,000,000	$105,000	$1,155,000		1	1	1	1	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-24a	SR 138 from US 29 to Buffington Road	Roadway Operation	Regular signal timing and maintenance program	7	Mobility	Fairburn, Union City, Unincorporated Fulton County	9 Signals	$70,000	$0	$0	$7,000	$77,000		1	1	3	1	2	1	2	2	1	1	1	1	Low	Low Priority	Short-Term	Yes
R-24b	Old National Highway from I-285 to Jonesboro Road	Roadway Operation	Regular signal timing and maintenance program	4.9	Mobility	College Park, Unincorporated Fulton County	12 Signals	$90,000	$0	$0	$9,000	$99,000		1	1	3	1	3	1	2	3	1	1	1	1	Medium	Medium Priority	Short-Term	Yes
R-24d	Camp Creek Parkway from I-285 to Old Fairburn Road	Roadway Operation	Regular signal timing and maintenance program	1.9	Mobility	College Park, East Point, Unincorporated Fulton County	6 Signals, See R-131, ASP-FS-227	$45,000	$0	$0	$4,500	$49,500		1	1	3	1	3	1	2	3	1	1	1	1	Medium	Medium Priority	Short-Term	Yes
R-25	Buffington Road over South Fulton Parkway	Bridge	Widen bridge to include 12' lanes and bike/ped facilities	N/A	Connectivity	College Park, Unincorporated Fulton County		$134,400	$0	$1,344,000	$147,840	$1,626,240		2	1	3	1	3	3	3	1	3	1	1	2	High	High Priority	Short-Term	Yes
R-26	Old National Highway at I-285	Interchange Improvement	Operational or capacity improvements (DDI)	N/A	Congestion Relief	College Park		$100,000	$0	$2,000,000	$210,000	$2,310,000		1	1	3	1	3	3	3	3	1	1	1	2	Medium	Medium Priority	Mid-Term	Yes
R-30	Camp Creek Parkway Safety Improvements	Safety, Geometric Improvement	Safety improvements along Camp Creek Parkway	6.4	Safety	Unincorporated Fulton County		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	3	1	3	1	2	2	2	2	3	1	1	1	Medium	Medium Priority	Short-Term	Yes
R-31	Old Fairburn Road	Roadway Widening	Left/right turn lanes at select locations	2.7	Congestion Relief	Unincorporated Fulton County, East Point		$2,036,340	$1,837,500	$20,363,400	$2,423,724	$26,660,964		2	1	3	1	2	3	2	1	1	1	1	1	Medium	Medium Priority	Long-Term	Yes
R-32	SR 14 at Buffington Road	Intersection Operation	Add 145' right turn lane	N/A	Congestion Relief	Unincorporated Fulton County		$27,115	$0	$271,150	$29,827	$328,092		1	1	3	1	2	1	3	2	1	1	1	1	Low	Low Priority	Mid-Term	Yes
R-33	SR 14 at Stonewall Tell Road	Intersection Operation	Signalize Intersection	N/A	Congestion Relief	Unincorporated Fulton County		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	2	1	3	1	2	1	3	2	1	1	1	1	Medium	Medium Priority	Mid-Term	Yes
R-34	South Fulton Parkway at Stonewall Tell Road	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Union City		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	3	3	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-35	Old National Highway at Flat Shoals Road	Intersection Operation	Safety Study and Improvements	N/A	Safety	Unincorporated Fulton County	See R-1, P-28, B-23	$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	3	1	3	1	2	1	2	2	1	1	1	1	Medium	Medium Priority	Short-Term	Yes
R-37	Old National Highway at Godby Road	Safety, Geometric Improvement	Safety Study and Improvements	N/A	Safety	College Park		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	3	1	3	1	3	1	2	3	1	1	1	1	Medium	Medium Priority	Mid-Term	Yes
R-39	Cascade Road at Utoy Springs Road	Intersection Operation	Safety Study and Improvements	N/A	Safety	Unincorporated Fulton County		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	3	1	3	1	2	1	2	2	1	1	1	1	Medium	Medium Priority	Short-Term	Yes
R-41	I-285 at Washington Road	Safety, Geometric Improvement	Safety Study and Improvements	N/A	Safety; Freight Movement	East Point		$130,000	$390,000	$650,000	$130,000	$1,300,000	Additional cost added per comments received on 7/10. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	3	1	3	1	2	1	2	1	1	1	1	1	Low	Low Priority	Short-Term	Yes
R-45	Oakley Industrial Boulevard Extension	New Connection	Extend Oakley Industrial Boulevard south to connect with Gullatt Road at Cleckler Road	0.8	Connectivity	Fairburn		$332,690	$580,000	$3,326,900	$423,959	$4,663,549		1	2	3	1	1	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	Yes
R-61	Camp Creek Parkway at Airport Drive	Roadway Operation	Turn lanes and signalization	N/A	Congestion Relief	College Park		$150,000	$0	$1,500,000	$165,000	$1,815,000		2	1	3	1	2	1	3	2	1	1	1	1	Medium	Medium Priority	Mid-Term	Yes
R-77	Main Street from Connally Drive to Womack Avenue	Streetscape/Enhancement	Raised, landscaped median at currently striped out locations	1.2	Visual Enhancement	East Point		$72,500	$0	$725,000	$79,750	$877,250		2	1	3	1	1	3	3	1	1	2	3	3	High	High Priority	Short-Term	Yes
R-78	US 29 from Smith Street to West Campbellton Street	Streetscape/Enhancement	Sidewalks, streetscapes, bike lanes, traffic calming, parking conversion, improved signage, RR pedestrian underpass	0.1	Connectivity; Safety	Fairburn		$280,000	$0	$1,975,000	$225,500	$2,480,500		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Mid-Term	Yes
R-79	US 29 from West Campbellton Street to Dodd Street	Streetscape/Enhancement	Sidewalks, streetscapes, bike lanes, traffic calming, parking conversion, improved signage	0.1	Connectivity; Safety	Fairburn		$80,000	$0	$460,000	$54,000	$594,000		2	2	3	1	1	3	3	1	1	2	2	3	High	High Priority	Mid-Term	Yes
R-80	US 29 from Dodd Street to SR 138	Streetscape/Enhancement	Sidewalks, streetscapes, bike lanes, includes bulbouts on Strickland Street and Gateway Signage and wayfinding Signage at Estes Drive and SR 138	0.9	Connectivity; Safety	Fairburn		$60,000	$45,000	$240,000	$34,500	$379,500		2	2	3	1	1	3	3	1	1	2	3	3	High	High Priority	Mid-Term	Yes
R-81	US 29 from Public Safety Building to Smith Street	Streetscape/Enhancement	Sidewalks, streetscapes, bike lanes, includes landscaped median on SW leg of intersection with Senoia Road, Gateway Signage and Wayfinding Signage at Senoia Road	0.2	Connectivity	Fairburn		$80,000	$50,000	$325,000	$45,500	$500,500		2	2	3	1	1	3	3	1	2	2	3	3	High	High Priority	Mid-Term	Yes
R-92	US 19/41 from Cleveland Avenue to I-75	Roadway Operation	Designate I-75 and Cleveland Avenue as US 19/41 and remove designation through Downtown Hapeville	2.5	Aesthetic Enhancement	Hapeville		$0	$0	$0	$0	$0		1	1	3	1	1	3	2	1	1	1	1	1	Low	Low Priority	Short-Term	Yes
R-93	Collinsworth Road/Weldon Road from US 29 to I-85	Roadway Widening	Widen from 2 to 4 lanes (2.0 miles)	2	Congestion Relief	Palmetto		$754,200	$635,000	$7,542,000	$893,120	$9,824,320		1	1	3	1	1	2	2	1	1	1	1	2	Low	Low Priority	Long-Term	Yes
R-94	Campbellton Road Reliever - Phase I	New Connection	New facility connecting Riverside Drive to Campbellton Road north of Sandtown Park (1.5 miles)	1.5	Connectivity	Unincorporated Fulton County		$227,520	$468,750	$2,962,500	$365,877	$4,024,647		1	2	2	1	1	1	2	1	1	1	1	2	Low	Low Priority	Long-Term	Yes
R-99	Campbellton Road at Wallace Road	Intersection Operation	Roundabout	N/A	Aesthetic Enhancement	Unincorporated Fulton County		$125,200	$325,000	$927,000	$137,720	$1,514,920		1	1	1	1	1	2	3	1	1	1	1	2	Low	Low Priority	Long-Term	Yes
R-102	Fulton Industrial Boulevard at Cascade Road	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Unincorporated Fulton County		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	3	1	2	1	3	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-103	Cascade Road at Carlo Woods Drive	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Unincorporated Fulton County		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	2	1	2	1	3	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-104	Cascade Road ATMS from Shanter Trail to Fulton Industrial Boulevard	Roadway Operation	Install fiber, signal coordination, emergency preemption	4.4	Mobility	Unincorporated Fulton County		$200,000	$0	$2,000,000	$220,000	$2,420,000		1	1	3	1	2	1	2	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-105	US 29 at Thornton Avenue	Bike/Ped	Pedestrian facilities	N/A	Connectivity; Safety	Palmetto		$5,000	$0	$20,000	$2,500	$27,500		2	3	3	1	1	3	3	1	1	2	2	2	High	High Priority	Short-Term	Yes
R-106	US 29 between Thornton Avenue and Jackson Avenue	Bike/Ped	Mid-block crosswalk with flashing pedestrian warning signal	0.2	Connectivity	Palmetto		$3,000	$0	$20,000	$2,300	$25,300		3	2	3	1	1	3	3	1	1	2	3	2	High	High	Short-Term	Yes
R-111	South Fulton Parkway at Mason Road/Hunter Road	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Union City		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	3	2	1	3	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-112	South Fulton Parkway at Stonewall Tell Road	Intersection Operation	Add 200' left-turn lanes to northbound and southbound approach	N/A	Congestion Relief	Union City		$48,000	$0	$480,000	$52,800	$580,800		1	1	1	1	3	1	2	3	1	1	1	1	Low	Low Priority	Mid-Term	Yes
R-113	South Fulton Parkway at Koweta/Stonewall Tell Connector	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Union City		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	2	3	2	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-114	South Fulton Parkway at Derrick Road	Grade Separation	Construct a tight diamond interchange	N/A	Congestion Relief	Unincorporated Fulton County		$1,360,600	$625,000	$13,606,000	$1,559,160	$17,150,760		2	1	1	3	2	1	2	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-115	South Fulton Parkway at Thompson Park Access	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Union City		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	3	2	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-116	South Fulton Parkway at Rosewood Place	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Union City		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	3	2	1	3	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-117	South Fulton Parkway at SR 92	Grade Separation	Construct a tight diamond interchange	N/A	Congestion Relief	Union City		$1,360,600	$5,312,500	$13,606,000	$2,027,910	$22,307,010		2	1	1	3	2	1	2	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-118	South Fulton Parkway at Town Center Access	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Union City		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	3	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-119	South Fulton Parkway at Cedar Grove Road	Grade Separation	Construct a tight diamond interchange	N/A	Congestion Relief	Unincorporated Fulton County		$1,360,600	$3,282,500	$13,606,000	$1,824,910	$20,074,010		2	1	1	3	1	1	2	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-120	South Fulton Parkway at The Lakes Point	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Union City	Convert to directional median opening	$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	3	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-121	South Fulton Parkway at Harbor Grove Apartments	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Union City	Convert to directional median opening	$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	3	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-122	South Fulton Parkway at Short Road	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Unincorporated Fulton County		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	3	1	1	3	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-123	South Fulton Parkway at Cochran Mill Road	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Chattahoochee Hills		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	3	2	1	2	2	1	1	1	1	Low	Low Priority	Short-Term	Yes
R-124	South Fulton Parkway at Old Rico Connector Road	New Intersection	Intersection improvements	N/A	Congestion Relief	Chattahoochee Hills		$25,000	$75,000	$125,000	$25,000	$250,000	Based on average signalization cost. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	3	1	1	2	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-125	South Fulton Parkway at Rico Road	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Chattahoochee Hills		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	3	1	1	2	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-126	South Fulton Parkway at Campbellton Redwine Road	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Chattahoochee Hills		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	3	2	1	2	2	1	1	1	1	Low	Low Priority	Long-Term	Yes

Project ID:
R- Roadway Projects
B-Bicycle Projects
P- Pedestrian Projects
PT- Transit Projects

Regional Pedestrian, Bicycle, Trail, and Roadway Project Recommendations

R-129	Stonewall Tell Road from Union Road to Jones Road/Pitman Road	Roadway Widening	Widen from 2 to 4 lanes (1.6 miles)	1.6	Congestion Relief	Union City, Unincorporated Fulton County		$603,360	$1,500,000	$6,033,360	$813,672	$8,950,392		1	1	1	1	1	2	2	1	1	1	1	2	Low	Low Priority	Long-Term	Yes
R-131	Camp Creek Parkway from I-285 to Old Fairburn Road	Roadway Operation	ITS including CMS, cameras, and truck sensors	1.9	Congestion Relief; Safety	East Point, Unincorporated Fulton County	See R-24d and ASP-FS-227	$63,650	$0	$636,500	$70,015	$770,165		1	1	3	1	2	1	3	2	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-132	Camp Creek Parkway at Fulton Industrial Boulevard	Intersection Operation	Intersections improvements	N/A	Congestion Relief	Unincorporated Fulton County		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	3	1	3	1	3	3	1	1	1	1	Medium	Medium Priority	Mid-Term	Yes
R-147	Roosevelt Highway in Downtown Palmetto	Policy	Designate as US 29 Business and prevent truck traffic through downtown (Must be linked to project 146)	N/A	Freight Movement	Palmetto		$313,120	$545,000	$3,131,200	$398,932	$4,388,252		1	1	2	1	1	3	3	1	1	1	1	2	Low	Low Priority	Short-Term	Yes
R-151	South Fulton Parkway at Cedar Grove Road	Intersection Operation	Intersection improvements	N/A	Congestion Relief	Unincorporated Fulton County		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	3	1	1	3	1	1	1	1	1	Low	Low Priority	Short-Term	Yes
R-152	South Fulton Parkway at SR 154	Grade Separation	Construct a tight diamond interchange	N/A	Congestion Relief	Unincorporated Fulton County		$1,360,600	$1,250,000	$13,606,000	$1,621,660	$17,838,260		2	1	1	3	1	1	2	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-153	South Fulton Parkway at Cochran Mill Road	Grade Separation	Construct a tight diamond interchange	N/A	Congestion Relief	Chattahoochee Hills		$1,360,600	$625,000	$13,606,000	$1,559,160	$17,150,760		2	1	1	3	1	1	2	1	1	1	1	1	Low	Low Priority	Long-Term	Yes
R-158	Camp Creek Parkway at I-285	Roadway Operation	Diverging Diamond Interchange	N/A	Congestion Relief	East Point		$250,000	$750,000	$1,250,000	$250,000	$2,500,000	Based on estimates for other Diverging Diamond Interchange projects in the region. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	1	1	1	1	1	1	1	1	1	Low	High Priority	Short-Term	Yes
R-159	Virginia Avenue at I-85	Roadway Operation	Signalize northbound off-ramp	N/A	Congestion Relief	East Point		$100,000	$300,000	$500,000	$100,000	$1,000,000	Changed to be $1M per recent experience by the County. PE(10%), ROW(30%), CONST(50%), and CONT(10%).	1	1	1	1	1	1	1	1	1	1	1	1	Low	Low Priority	Short-Term	Yes
R-205	Fulton Industrial Boulevard from Campbellton Road to I-20	Intersection Improvements	Increase turn radii for freight movements at select locations; Repair and/or replace curbs; Install signals at three locations (Westgate Drive, Riverside Drive, Westgate Parkway); Intersection improvements at six locations (Camp Creek Pkwy, Cascade Road, Bakers Ferry Road, Marvin Miller Drive, Fulton Industrial Circle, and Shirley Drive); Install cameras and fiber	7.3	Freight Movement	Unincorporated Fulton County	See The Boulevard CID Master Plan	$425,300	$401,600	$4,144,400	$344,000	$5,315,300	Based on cost estimates prepared by The Boulevard CID's Master Plan	1	1	1	1	1	1	1	3	1	1	1	1	Low	Low Priority	Mid-Term	Yes
R-206	I-20 at Fulton Industrial Boulevard	Interchange Improvement	Improvements to interchange and arterials in vicinity of interchange; asethetic improvements	N/A	Congestion Reflief; Asethetic Improvements	Unincorporated Fulton County		$1,360,600	$0	$13,606,000	$1,496,660	$16,463,260		1	1	1	1	1	3	1	1	1	1	1	3	Low	High Priority	Mid-Term	Yes
R-209	SR 70 (Fulton Industrial Boulevard) from I-20 to Campbellton Road	Roadway Operation	Widen outside lane to 13' and install ITS truck sensors at 5 locations	34.9	Freight Movement	Unincorporated Fulton County	Project added at request of Fulton County Community Development	$42,000	$0	$336,000	$42,000	$420,000		3	1	1	1	1	1	3	3	1	1	1	1	Low	Low Priority	Long-Term	Yes

Project ID:
R- Roadway Projects
B-Bicycle Projects
P- Pedestrian Projects
PT- Transit Projects

Appendix B: Project Fact Sheets

Appendix C: Project Prioritization Review

Moving Ahead for Progress in the 21st Century Act (MAP-21)

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over $105 billion for fiscal years 2013 and 2014, MAP-21 is the first long term highway authorization enacted since 2005. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991. MAP-21:

- Strengthens America's highways.

MAP-21 expands the National Highway System (NHS) to incorporate principal arterials not previously included. Investment targets the enhanced NHS, with more than half of highway funding going to the new program devoted to preserving and improving the most important highways- the National Highway Performance Program.

- Establishes a performance-based program.

Under MAP-21, performance management will transform Federal highway programs and provide a means to more efficient investment of funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs, and improving transportation investment decision-making through performance-based planning and programming.

- Creates jobs and supports economic growth.

MAP-21 authorizes $82 billion in Federal funding for FYs 2013 and 2014 for road, bridge, bicycling, and walking improvements. In addition, MAP-21enhances innovative financing and encourages private sector investment through a substantial increase in funding for the TIFIA program. It also includes a number of provisions designed to improve freight movement.

- Supports the Department of Transportation's (DOT) aggressive safety agenda.

MAP-21 continues the successful Highway Safety Improvement Program, doubling funding for infrastructure safety, strengthening the linkage among modal safety programs, and creating a positive agenda to make significant progress in reducing highway fatalities.

- Streamlines Federal highway transportation programs.

The complex array of existing programs is simplified, substantially consolidating the structure into a smaller number of broader core programs. Many smaller programs are eliminated, including most discretionary programs, with the eligibilities generally continuing under core programs.

- Accelerates project delivery and promotes innovation.

MAP-21 incorporates changes aimed at ensuring the timely delivery of transportation projects.

Changes to Programs

Among other changes, MAP-21 significantly expanded definitions and eligibility for federal funding to take a more system-level, multimodal approach to transportation planning; active transportation, demand management, traveler information services, and parking management are now all eligible for federal funding. Additionally, the definition of carpool has been amended to include real-time and dynamic ridesharing projects, which recognizes the increasing innovation in the field.

MAP-21 created two new formula programs including the Construction of Ferry Boats and Ferry Terminal Facilities which replaces a similarly purposed discretionary program, and the Transportation Alternatives program with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs, encompasses most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School

programs under SAFETEA-LU. CMAQ improvement projects still require a 20 percent match of local funds, although there are some exceptions. The legislation has redefined CMAQ eligibility to include telecommuting, ridesharing, car-sharing, alternative work hours, and pricing projects while maintaining the prohibition against using CMAQ funds for general capacity expansion (except for managed lanes projects). CMAQ funds may also be eligible for areas that are not or have never been designated for non-attainment if they are eligible under the Surface Transportation Program. MAP-21 also eliminates most current discretionary programs, but many of the eligibilities are covered in other programs. The eliminated programs include: Delta Region Transportation Development, Ferry Boats Discretionary, Highways for LIFE Demonstration Program, Innovative Bridge Research and Deployment, Interstate Maintenance Discretionary, National Historic Covered Bridge Preservation, National Scenic Byways, Public Lands Highway Discretionary, Railway-Highway Crossing Hazard Elimination in High Speed Rail Corridors, Transportation, Community, and System Preservation, Truck Parking Pilot Program, and Value Pricing Pilot Program (no additional funding, but authority remains).

Transportation Funding

In MAP-21, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process. The long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. The TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements. The Federal Planning Factors issued by Congress were designed to emphasize planning factors from a national perspective. The eight planning factors, for both metro and statewide planning, are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Performance Management

The cornerstone of MAP-21's highway program transformation is the transition to a performance and outcome-based program. The Secretary of Transportation will identify specific performance measures in safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Within three to four years, states (working with MPOs) will be required to adopt performance targets for each measure and report their progress toward achieving the targets to the federal government. The increased transparency and accountability associated with performance-based transportation planning are likely to support policies that focus resources toward investments in cost-effective transportation strategies.

Other Provisions of Interest: Freight

MAP-21includes a number of provisions designed to enhance freight movement. MAP-21 firmly establishes

national leadership in improving the condition and performance of a National Freight Network by identifying the components of the network, which will be designated by the Secretary. It includes incentives to prioritize projects that advance freight performance targets. DOT, in consultation with partners and stakeholders, will develop a national freight strategic plan. States are encouraged to develop individual freight plans and establish freight advisory committees.

Peer Review of Performance Measures (from outside the region)

Existing plans, the results of the Needs Assessment analysis, the travel demand model, and input from the staff, the public, and elected officials are all used to create the lengthy list of aspirations. However, a great deal of technical assessment and multijurisdictional coordination to refine the list of projects into the final list of recommendations is necessary. In order to evaluate, prioritize, and monitor the effectiveness of each project a number of measures must be used. To determine which measures were optimal for south Fulton, a review of performance indicators and measures from across the nation and abroad from some of the most innovative and cutting-edge transportation planning agencies was taken. This review includes insight from a Public Transportation Plan from Seattle, a Transportation System Plan from Portland, Oregon, and a transportation performance-based plan from Melbourne, Australia.

Seattle, King County Washington

King County's Strategic Plan for Public Transportation 2011-2021 describes a vision for the future of King County's public transportation system and sets objectives, goals, and strategies for getting there. It focuses on the results Metro intends to achieve: outstanding performance, financial sustainability, transparency and accountability to the public and excellent service. Below are the performance indicators used to measure progress and success for each listed goal:

Goal 1: Safety	• Preventable accidents • Operator and passenger incidents and assaults • Effectiveness of emergency responses
Goal 2: Provide equitable opportunities for people from all areas to access public t ransportation.	• Population with ¼ mile walk access to a transit stop or a 2 mile drive to a park-and-ride • % low-income population within ¼ mile walk access to transit • % minority population within ¼ mile walk access to transit • Accessible bus stops • Transit mode share by market • Student and reduced-fare permits and usage • Access applicants who undertake fixed-route travel training • Access boardings • Access registrants • Required access trips compared to those provided • Number of trips provided by the Jobs Access and Reverse Commute and Community Access Transportation Programs • Title VI compliance • % population at 15 dwelling units per acre within ¼ mile walk access of frequent service

Goal 3: Economic Growth and Built Environment	• Transit rides per capita • Effectiveness of partnerships • Park-and-ride utilization • Peak mode share at Commute Trip Reduction sites • Employer sponsored passes and usage • % population at 15 dwelling units per acre within ¼ mile walk access of frequent service • All public transportation ridership in King County (rail, bus, paratransit, rideshare) • Centers ridership • Bike rack use
Goal 4: Safeguard and enhance King County's natural resources and environment.	• Per capita vehicle miles traveled (VMT) • Transit mode share • Public transportation energy use per passenger mile • Average miles per gallon of the Metro bus fleet • Energy use at Metro facilities
Goal 5: Excellence in customer service	• Conformance with policy on communications accessibility and translation to other languages • Customer satisfaction • Customer complaints • On-time performance by time of day • Load factor • Utilization of Metro web tools • One regional Card for All (ORCA) usage
Goal 6: Financial Stewardship	• Boardings per platform hour • Passenger miles per platform mile • Access boardings • Commuter van boardings • Cost per boarding • Cost per hour • Service hours operated • Asset condition assessment • Base capacity level of service • Fare revenues • Fare box recovery • Fare parity with other providers in the region • Fully allocated costs • Operational and cost efficiency indicators • Service hours and service hour change per route • Ridership and ridership change per route
Goal 7: Public Engagement and Transparency	• Public participation rates • Customer satisfaction regarding their role in Metro's planning process • Customer satisfaction regarding Metro's communications and reporting

Goal 8: Develop and empower Metro's most valuable asset, its employees.	• Demographics of Metro employees • Employee job satisfaction • Promotion rate • Probationary pass rate • Training opportunities provided • Trainings completed • Employee performance

Strategic plan reporting will compare Metro with transit agency peers in three key areas of performance: effectiveness, efficiency and cost effectiveness. The specific indicators for each will be calculated using the Federal Transit Administration's annual National Transit Database reports, as follows:

Peer comparison in key areas of performance: Effectiveness, Efficiency, and Cost Effectiveness
- Percent change in boardings per capita
- Percent change in cost per vehicle hour
- Percent change in cost per boarding
- Percent change in boardings per vehicle hour
- Percent change in cost per vehicle mile
- Percent change in cost per passenger mile
- Percent change in passenger miles per vehicle mile

City of Portland, Oregon
Transportation planning is essential to preserving the City's user-friendly character. Constructing significant amounts of new automobile capacity to accommodate growth is not the answer because of the enormous costs and impacts. Adding more streets and parking lots divides neighborhoods, uses valuable land, encourages urban sprawl, and has negative environmental impacts. Alternative approaches must be used to ensure integrated, comprehensive solutions. Portland has spent the last several years working with Metro and other agencies, citizens, and community and business groups to develop the City's first Transportation System Plan (TSP). The TSP is a comprehensive 20-year plan for transportation improvements in Portland. The TSP provides a balanced transportation system to support neighborhood livability and economic development.

The monitoring of system performance has long been a part of operational management of the transportation system. A more recent trend is to apply performance monitoring to the evaluation of transportation policy and planning objectives. The benefits of performance monitoring in transportation planning include: measurement of and feedback on existing policies and plans, informed decision making, and increased accountability through periodic reporting.

The TSP incorporates a set of performance indicators and measures to monitor the results of the plan over its 20-year span. These serve as the dynamic link between TSP policies and plan implementation by providing a periodic feedback and update process to ensure the TSP satisfies the City's transportation and land use goals. Performance monitoring satisfies mandated benchmarks specified by the State. It also provides criteria for advancing major capital improvements into the capital improvement program.

The State supports the use of performance monitoring by requiring TSPs to adopt interim benchmarks. The State specifically identifies the following three objectives that require measurable interim benchmarks:
- In MPO areas of more than 1 million persons, reduce vehicle miles traveled per capita by 10 percent within 20 years of adoption of a plan.

- Increase the modal share of non-automobile vehicle trips (transit, bicycle, pedestrian).
- Increase average automobile occupancy (persons per vehicle).

The TSP refers to the process of plan evaluation over time as performance monitoring. Within this framework, the TSP uses performance indicators, performance measures, and benchmarks to label the distinct elements of performance monitoring.

- An indicator is term for a particular feature of the transportation system. No single indicator provides a comprehensive evaluation of the transportation system. Instead, each indicator contributes a piece of information that, when considered with all other indicators, provides a complete picture of the transportation system's status.
- A performance measure is a quantitative method of analysis used to evaluate the condition or status of an indicator. Quantified results from performance measures can be compared to baseline data over time. This is very important for measuring improvement or maintenance of existing conditions.
- A benchmark is the expressed goal of the indicator.

By applying the research findings to the key policy areas, an initial set of 20 performance indicators and measures was identified. The pool of candidate indicators and measures was narrowed using the following four criteria:

1. A manageable number of indicators should be created.
2. Data should be relatively easy to collect and maintain.
3. PDOT should control or have major influence on the ability to achieve the benchmarks.
4. There should be an overall balance among indicators.

The narrowing process resulted in the selection of 13 indicators. The three first tier indicators are required by the State and RTP: Vehicle miles traveled per capita, Non-single-occupancy vehicle (SOV) mode split, and Auto occupancy per capita. Below are the 13 indicators and their associated performance measures:

1. Vehicle Miles Traveled per Capita Indicator	• Average vehicle miles traveled/capita/day for residential production trips • Average vehicle miles traveled/capita/day for employment production trips • Average vehicle miles traveled/capita/day for employment attraction trips
2. Non-Single-Occupancy Vehicle (SOV) Mode Split Indicator	• Citywide non-SOV mode split • Non-SOV mode split by 2040 regional center, town center, and station community
3. Auto Occupancy per Capita Indicator	• Average persons per vehicle
4. Bikeway Network Indicator	• Percent of City bikeway network completed
5. Condition of Street System Indicator	• Five-year average of unmet pavement need
Efficient Use of Resources Indicator	• Percent of capital budget from non-general transportation revenues (GTR) • Ratio of GTR dollars to non-GTR dollars
6. Freight Movement Indicator	• Number of hours of truck delay caused by congestion in the pm peak • Number of hours of truck delay caused by congestion in the mid-day

7. ITS Corridor Indicator	• Average am peak hour travel time by ITS corridor • Average pm peak hour travel time by ITS corridor • Average off peak travel time by ITS corridor
8. Pedestrian Network Indicator	• Percent streets designated City Walkways or in Pedestrian District with complete sidewalks
9. Stream Habitat Restoration Indicator	• Percent of culverts reconstructed
10. Street Connectivity Indicator	• Percent of city blocks with longest block face less than 570 feet
11. System Safety Indicator	• Number of intersections identified as Level A – Critical Condition for safety. • Traffic fatalities per 1000 capita (includes vehicles, bicycles, and pedestrians) • Traffic injuries per 1000 capita (includes vehicles, bicycles, and pedestrians)
12. Transportation Demand Management Indicator	• Number of employees participating in local transportation management associations (TMAs)

Melbourne, Victoria, Australia

Victoria is a relatively small state geographically, representing just three percent of Australia's landmass, but it is Australia's second most populous state, with 4.8 million people. Just over 70 percent of these 4.8 million live in the Melbourne metropolitan area. Victoria has more than 3.3 million licensed drivers driving 4.1 million vehicles. Victoria has a long history of being at the cutting edge of transportation policy and planning, including the use of performance measures.

Two agencies in particular are important actors in transportation planning and decision-making in Victoria. VicRoads, the state road and traffic management authority and the Department of Infrastructure (DOI) which is responsible for essential infrastructure in Victoria, including transport, major development, information and communication technology, energy and security. The government has adopted a performance-based approach to government delivery of services. Government policy is intended to drive strategic planning, which, in turn, drives the business or shorter-term output planning.

DOI transportation-related performance indicators include the following:

Public Safety and Security	• Road deaths and serious injuries • Public transport passenger deaths, incidents near railway station, and customer satisfaction • Marine deaths and serious injuries • Adequacy of security risk management of cities' infrastructure
Infrastructure Delivery and Management	• Percent of projects delivered within plus or minus 10 percent of budget, time, and scope • Completion of key projects by specified completion dates • Rail track condition (network temporary speed restrictions) • Rail signal condition (signal equipment failures) • Rail traction power condition (traction power equipment failures) • Road travel undertaken on smooth roads

Access and Mobility	• Percent of motorized trips in Melbourne • Compliance with law requiring access to the public transport system for disabled persons • Response times for taxis for the disabled • Reliability of service provision and customer services (level of fully operating ticketing machines) • Customer satisfaction • Network average speed for trams and buses • Road congestion delays on urban arterial roads
Rural and Regional Development	• Proportion of specified roads developed for minimum safe travel time • Reliability of public transport service provision • Customer satisfaction • Compliance with law requiring access to the public transport system for disabled persons
Seamless Freight and Logistics System	• Freight productivity • Share of freight tonnage transported to and from Victoria's commercial ports by rail • Freight rates for containers by road and rail • Freight rates for specified commodities • Container movements to and from freight terminals (percent empty vehicles and percent empty container slots on vehicles) • Freight Infrastructure • Percentage of travel undertaken on smooth roads • Rail track condition (network temporary speed restrictions) • Percent of arterial road network accessible to legal freight vehicles • Traffic delays because of congestion on urban arterial roads
Organizational Capability Building	• Completion of a work force management framework • Staff profiles that match desired profiles • Percent of staff managing projects $50 million+ who have contract management accreditation • Participation rates by women in senior executive professional development programs • Number of government agencies contracting with DOI for corporate service

Performance planning and management represents the feedback loop for the decision-making process. These performance measures include the following:

Road system	• Safety • Travel times/congestion • Road smoothness • Lane/vehicle occupancy • Environment • User costs • User satisfaction

Programmed project delivery	• Achievement index • Expenditure versus budget • Project scope and cost control
Program effectiveness	• Road maintenance effectiveness • Smooth travel exposure • Return of construction expenditure • Return on non-construction related initiatives
Customer service	• User satisfaction • Customer waiting times • Responding to priority correspondence • Calls lost and time taken to answer telephone

Freight

An interesting set of performance indicators is seen in the category for freight and logistics. Although other places have freight related measures, DOI had a much higher level of detailed indicators. The concern about freight reflected both the issue of economic competitiveness and the environmental consequences associated with freight movement. With an expected 70 percent increase in freight movement over the next 20 years, Victoria will face significant bottlenecks in its rail and road logistics network unless this network is optimized. Such optimization includes managing congestion, facilitating freight in the existing transportation system, giving priority to freight and public transport on transportation networks, and adopting a full societal cost recovery pricing scheme.

Congestion

Congestion performance indicators include urban and rural average travel time and road use for people (person-kilometers) and freight (ton-kilometers). These indicators are determined for seven road categories: freeways; divided and undivided arterials and undivided arterials with trams for an inner area; and freeways, divided arterials, and undivided arterials in the outer areas of Melbourne. For each road category, a representative sample of at least 15 percent is used for data collection. Data are collected twice a year in each direction for three time periods and for each weekday. Four indicators are calculated from this data—actual travel time, nominal travel time, congestion, and variability of travel time. VicRoads operates a traffic management center that serves as a major source of data for performance indicators. Freeways have loops every 500 meters that collect data on vehicle speeds, volumes, and lane occupancy. Speed cameras are used throughout the region to enforce speed limits. VicRoads is developing an approach to track trucks on Victoria roads and to equip all buses and taxis with global positioning system units that, in essence, would turn them into probe vehicles. These ITS applications provide a strong data collection capability to support performance measurement efforts.

Multimodal Transportation

Melbourne is one of the most multimodal cities in the world. With an extensive tram system (third largest in the world) and a large bus network, public transport plays an important role in providing mobility. The government has established a target of 20 percent public mode split by 2020. Operations measures used to monitor service delivery include tram and bus travel time. The government's transportation policy also includes a commitment to enhance the bicycle network. Bicycle projects will be provided as part of major road projects, with a target value of one kilometer of off-road bike lanes per 1,000 people. The types of performance indicators developed for this program include level of program expenditure, number of kilometers in place, bicycle as a mode for work travel, bicycle as a mode for recreational and sport activities, crashes, and hospital admissions.

Lessons Learned in Victoria

VicRoads officials stated that the key barriers to a performance oriented decision-making process are that 1) many indicators are not understood by those outside of VicRoads, and 2) supporting data are difficult and expensive to collect for some indicators. Inherent conflicts also exist between several performance categories. For example, reducing speeds for safety purposes could conflict with desired higher speeds for improved regional accessibility, or enhancing freight access could conflict with community preservation desires. Key lessons for others engaged in performance measurement include assuring that performance indicators can be readily and cost effectively obtained, are closely tied to program and investment decisions, and are outcome-oriented. Victoria's approach to performance-based management is probably the most advanced such effort to date. Great thought has been given to what measures are most important, as well as to realizing that many politically defined targets could be difficult to attain. A performance measurement mindset is integrated into planning and decision-making at VicRoads and DOI.

The targets established for key performance indicators appear ambitious, but VicRoads officials stated that these targets, although defined politically, did benefit from technical analysis before they were established. This was in contrast to other locations, where target values appeared to represent the desires of politicians. To the extent that targets are useful in a performance measurement scheme, the way Victoria has established its targets is worthy of imitation.

Appendix D: Model Documentation

Model Background

Atlanta Regional Commission (ARC) maintains a regional travel demand model for the 20-county, ARC region. The model, which is based in Cube, contains socioeconomic data and roadway geometries for all roads classified as collector or above. The base model (2010) reflects roadway geometries and locations in 2010 and future year (2020, 2030, and 2040) reflect existing facilities plus projects planned by ARC.

Roadway links use attributes such as number of lanes, area type, facility type, existence of medians, and existence of shoulders to develop a theoretical capacity for the link. The ARC model does not provide intersection capacities so only link capacities are used.

The model works by using population and employment data to generate trip productions and attractions for small areas called traffic analysis zones (TAZs). Information such as household size, household income, and number of vehicles per household is used to determine the number of trips produced in a zone while information such as the number of jobs by industry is used to determine the number of trips attracted to a zone. Additionally, the trips are split into different modes (single occupancy vehicle, high occupancy vehicle, walk, and transit) by a factor which represents access to alternative modes.

The trips are then assigned to the roadway network by searching for the shortest and fastest path. While roadway segments, or links, are allowed to exceed capacity, a factor is used to reduce the speed on links as they become more congested. This results in alternative paths becoming more attractive as demand increases on the network. The network is loaded in a iterative method so that trips are balanced throughout the network.
The regional model is revised regularly to reflect the current transportation improvement plan (TIP) and to improve the accuracy of results. The August 2012 version of the model was used for the South Fulton CTP.

Model Validation Steps

To validate the model for the South Fulton area, an analysis of the size of the traffic analysis zones was completed. The analysis compared the size, population, employment, and households of the TAZs located in southern Fulton county with those located in similar areas and the region.

The average size (in square miles) of the TAZs in the South Fulton study area is slightly larger than the average size of a North Fulton TAZ but smaller than neighboring counties which have similar makeup. The average area is significantly smaller than Douglas County which is directly to the west of the study area. Additionally, the average population, employment, and households per TAZ are less in the South Fulton study area than in neighboring areas. Table 1 shows the results of the TAZ comparison.

Table 1: TAZ Characteristics

Area	Area (Square Miles)	2040		
		Population	Employment	Households
South Fulton Study Area	1.8	2,181	1,049	859
Fayette County	3.6	3,021	1,327	1,119
Clayton County	2.3	5,055	2,549	1,895
Douglas County	7.4	9,370	2,793	3,553

North Fulton (outside I-285)	1.1	2,152	1,909	897
Fulton County	1.1	2,548	2,099	1,113
20-County Region	3.2	3,970	1,804	1,553

This comparison is important because TAZ size has an impact on the number of trips in an area. A larger TAZ can capture internal trips which will never be loaded onto the network.

Additionally, a visual analysis was completed to insure that TAZs are made up of homogeneous land uses. TAZs which have multiple land-use types can capture more internal trips and result in lower volumes along roadways within the network. This is especially applicable to collector roads which often carry the shorter distance trips.

Model Refinements

A separate visual analysis was completed to verify that all applicable roadways in the study area are included in the model. The analysis revealed that five roads were missing from the study area including Janice Drive, Thaxton Road, West Stubbs Road, Gullatt Road, and Rico Road. These roads were added and adjacent centroid connectors were revised to more accurately reflect the connections of local streets. Additionally, centroid connectors were revised to more accurately reflect local street connections for three TAZs: 351, 371, and 430.