DORAVILLE CITYWIDE MOBILITY PLAN

FEBRUARY 2021

THE CITY OF Doraville

Diversity, Vitality, Community

Prepared by

Stantec

DORAVILLE CITYWIDE MOBILITY PLAN

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1 INTRODUCTION AND OVERVIEW

The City of Doraville is working to develop a citywide comprehensive mobility plan. The Plan aims to guide the City as it anticipates future growth, manage mobility advancements, and prioritizes the investment of transit, pedestrian, and bicycle facilities.

The Plan outlines the City's existing mobility concerns and needs, while documenting public outreach efforts, project candidates, and implementation strategies. The Plan will guide the City's transportation investments over the next 10-20 years, and create a list of projects that address local and regional mobility issues.

Prioritizing and Planning for Mobility Improvements

Strengthening mobility networks in Doraville and implementing capital projects that make significant improvements to safety and connectivity is of utmost priority for the City. Previous plans such as 2017 Buford Highway Livable Centers Initiative (LCI) and 2017-2037 Comprehensive Plan daylighted the need to prioritize transportation improvements to enhance multimodal accessibility in the City. By aligning with ongoing projects such as the Chamblee-Doraville Community Improvement District (CDCID) Mobility Plan, the Doraville Citywide Mobility Plan can create more easily implementable and financially feasible mobility-focused capital improvements.

PROJECT GOALS

Understand **transportation network gaps for all modes** (pedestrian, bicycle, vehicle, and transit)

Create **multimodal facilities** that better **connect the community** to **regional transportation networks**

Prioritize **mobility options** that **improve accessibility to and between neighborhoods, parks, and community facilities**

Propose **capital projects** that **support future development projects**, such as Assembly Yards and Lotus Grove

Use the **recommendations from the CDCID Mobility Plan to prioritize capital improvements**

WHAT ARE THE GOALS OF THE DORAVILLE MOBILITY PLAN?

Create **multimodal facilities** that better **connect the community** to regional transportation networks

Understand **transportation network gaps for all modes** (pedestrian, bicycle, vehicle, and transit)

Prioritize mobility options that **improve accessibility to and between neighborhoods, parks, and community facilities**

Propose capital projects that **support future development projects**, such as Assembly Yards and Lotus Grove

Use the recommendations from the **CDCID Mobility Plan and other partner jurisdiction plans to prioritize capital improvements**

Mobility Plan Structure & Contents

The Doraville Citywide Mobility Plan is intended to function as a framework for the City to reference mobility needs and opportunities and public concerns and feedback related to multimodal and transportation networks. It also serves as a resource for the City to refer to project candidate details for future advancement, and understand implementation and cost feasibility for the proposed projects. The following section provides an overview of the Plan's structure and chapter contents.

Mobility Conditions & Themes (Section 2)

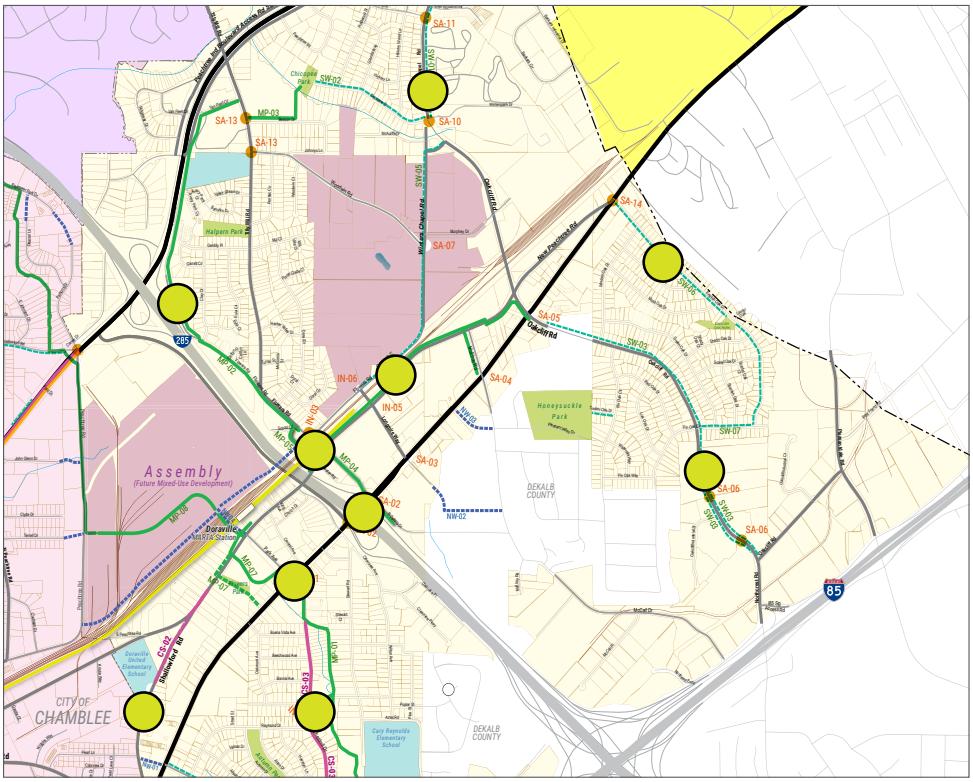
This section documents Doraville's existing transportation concerns and conditions as well as provides demographic and mobility-related community characteristics. It outlines themes specific to vehicle and truck traffic along the City's roadway network, the condition and connectivity of pedestrian and bicycle facilities such as trails and sidewalks, the breadth of transit services across the community, and safety issues related to crash density and reports between 2015 and 2019. The Plan uses the various conducted analyses and maps to highlight areas of concern and opportunities throughout the City.

Public Outreach & Stakeholder Engagement (Section 3)

Throughout the duration of the Plan, the project team engaged the public, key stakeholders, and City departments to collect feedback that provided insight on mobility priorities and issues not identified through the Plan's quantitative analyses. Engagement efforts such as virtual surveys, mapping exercises, and online working sessions gave the Plan an additional perspective into neighborhood needs, future development projects and timelines, commercial corridor goals, and concerns from community from community groups such as the Latin American Association (LAA) and Center for Pan Asian Community Services (CPACS).

Project Candidates and Project Evaluation Results (Section 4)

Section Four presents the 38 recommended project candidates for the Mobility Plan as well as the comprehensive evaluation process and prioritized



The Mobility Plan outlines a series of project recommendations for the City of Doraville to implement over the next 20 years or more. It highlights a series of priority projects representing both citywide and neighborhood-based mobility needs.

list of projects. The City project staff, City Council, and Planning Commission provided input on the project candidates and evaluation process, which helped create a refined list of implementable capital improvements.

This section is organized is organized as follows:

- ***Project Candidates, Cost Estimates, and Conceptual Designs,*** which contains a list and associated map of all project opportunities. The Plan provides conceptual designs for a set of prioritized projects as defined by City staff.
- ***Project Evaluation Process,*** which outlines the holistic evaluation criteria created to develop a prioritized project list. The criteria evaluates projects by funding eligibility, mobility candidates (e.g. modal choice, safety conditions, and roadway efficiency), community and economic characteristics, and public feedback.
- ***Project Evaluation Results,*** which includes the prioritized list of projects based on the evaluation process. It provides an explanation of the justification for high-ranked projects and importance of other, low-ranked projects.

Implementation Strategy and Project Bundles (Section 5)

This section intends to serve as a guide for the City to advance the implementation of the proposed projects, as well as understand application processes to receive internal and external funding for agencies such as the Atlanta Regional Commission (ARC). It highlights how the recommended projects align with City and regional large-scale project timelines, and documents the design and cost feasibility for each project. The implementation strategy outlines project timelines, agency coordination, and cost estimates. As seen in this section, the projects have been categorized into various "bundles" based on location and ease of implementation.

The Plan's major focus is on improving the balance of travel options in Doraville's transportation system. This recognizes recent community change in Doraville (where much of the population lacks access to vehicles when compared to other metro Atlanta communities) as well as major transportation assets like the MARTA station.

2

MOBILITY CONDITIONS AND THEMES

Doraville's Current Mobility Conditions

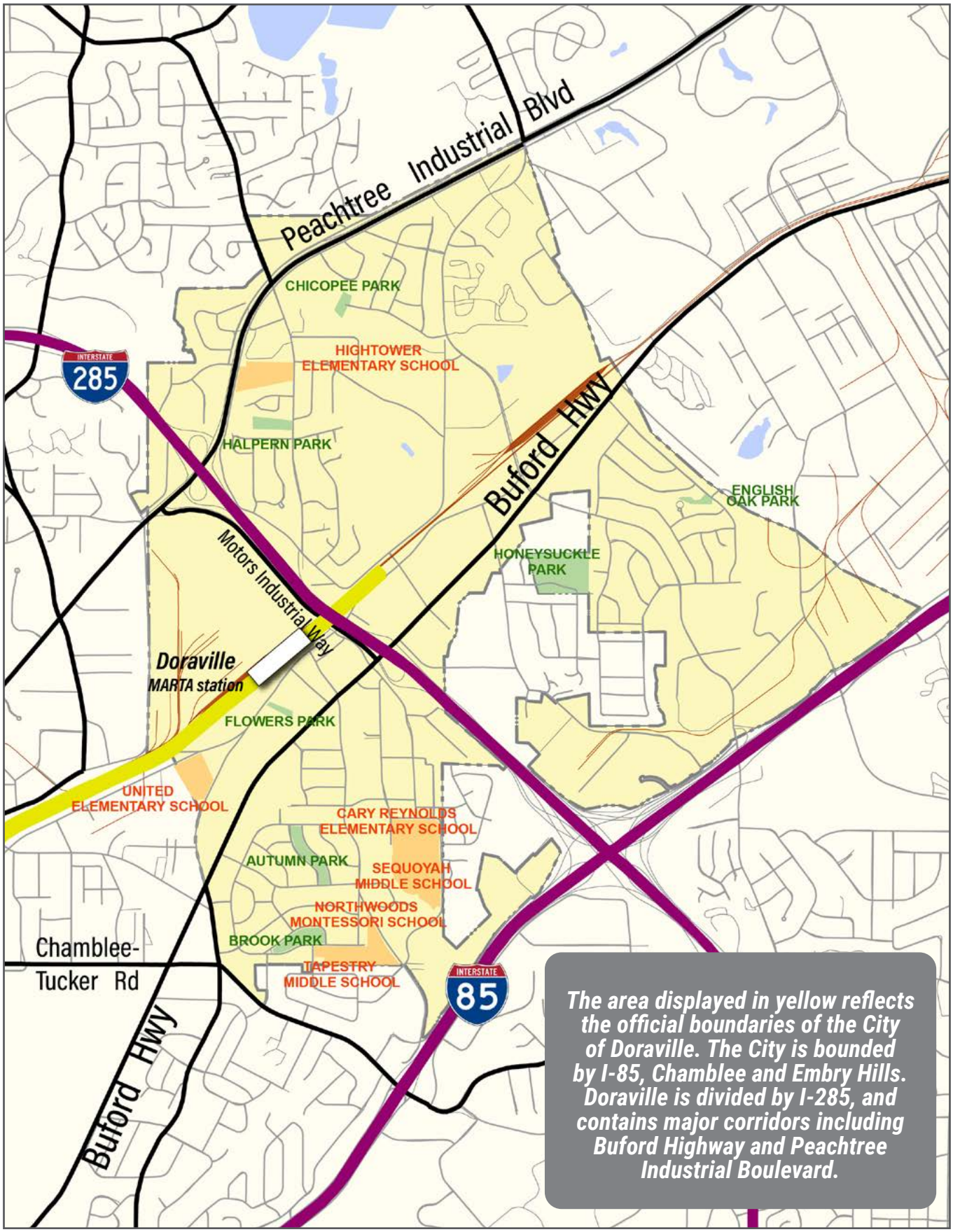
Doraville is a crossroads of major transportation corridors in the Atlanta region, including I-285 and I-85, MARTA's Gold Line, and commercial thoroughfares such as Buford Highway. The City's mix of industrial activity, commercial centers serving both the local community and populations from throughout the region, growing mixed-use development, and access to regional transit networks demonstrate Doraville's need for a robust transportation system. As stated in the introduction, this plan's focus is on understanding how these major corridors interact with the local transportation network of the City, and how to ensure that Doraville's regional reach does not bring undue impact to local neighborhoods.

This section of the plan provides a more detailed look at how this transportation system is working today. The Plan's analysis of existing mobility conditions identifies the ways Doraville can enhance safety for residents, connect neighborhoods to commercial areas and community amenities, and support future development.

It presents key findings specific to all mobility networks in the City, including vehicle and truck roadway volumes, and bicycle, trail, and sidewalk facilities. Among the key findings of this section are walkability concerns throughout neighborhoods and commercial areas and safety concerns (as highlighted by a review of vehicle crash data). This section provides a background for the proposed project candidates as presented in Section Four.

DORAVILLE AT A GLANCE	
10.3K	Estimated Doraville residents in 2019
2	Average car ownership per household
28.6	Minutes as the average commute time
48	Miles of streets in the City (excluding I-285 and I-85)
13	Miles of sidewalk classified as "good" and "fair" condition in the City limits
94	Bus stops in Doraville
14	MARTA and Gwinnett County transit routes that frequent Doraville's bus stops
+20	Official taxi services

FIGURE 2.1: CITY OF DORAVILLE BOUNDARIES AND ROADWAY NETWORK



The area displayed in yellow reflects the official boundaries of the City of Doraville. The City is bounded by I-85, Chamblee and Embry Hills. Doraville is divided by I-285, and contains major corridors including Buford Highway and Peachtree Industrial Boulevard.

Demographic Profile and Household Income in Doraville

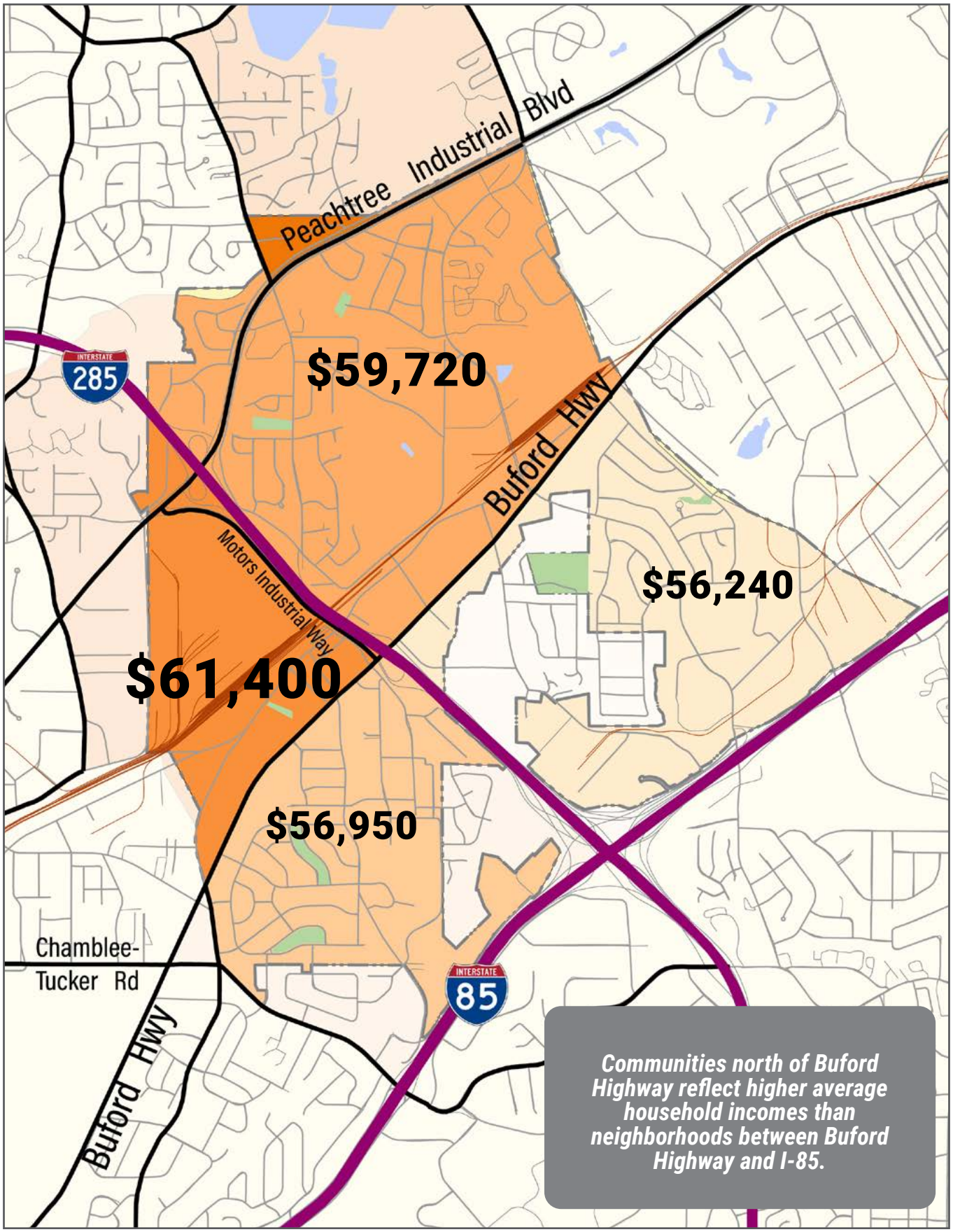
The City of Doraville includes vibrant commercial centers (especially along Buford Highway, the community's primary commercial corridor), multiple public parks, and access to regional networks and destinations. In 2019, Doraville had an estimated population of 10,265 residents, which grew approximately 6% since 2010. According to the United States Census Bureau, Doraville contains a diverse ethnic makeup, as 55.4% of residents identify as being of Hispanic or Latino origin, 15.9% are Asian alone, and 6.2% are Black or African American alone. This is evident in the plethora of restaurants and businesses located on Buford Highway and throughout the community.

Figure 2.2B on the opposite page displays the median household income for census tracts that fall within and slightly outside the City's boundaries. The City does not reflect a wide spread of household income, as each of the tracts fall between $56,000 and $61,500 per household. Household income affects mode choice and vehicle availability, which is described in more detail in the subsequent pages.

The area in Doraville north of Buford Highway and west of Motors Industrial Way (around the Assembly development) reflects the highest range of average household income in the City (approximately $61,400), although it is important to note that this is the least populated part of the City, with most population of this Census tract actually residing in neighboring Chamblee.

This is an important factor to consider because it points to the possibility that much of the City needs transportation options other than driving, especially when households have two earners and presumably need independent access to different jobs. The American Automobile Association estimated that for 2016, the average American's annual cost of owning and operating a car was $8,558—in Doraville's case, around 15 percent of total household income. It is also worth considering how much this is a part of household cost of living. According to the Center for Neighborhood Technology's Housing and Transportation Affordability Index, the Atlanta metropolitan area is one of the nation's least affordable when both of these costs are considered together. Doraville's combined costs are below the Atlanta metropolitan area average (42 percent for the City versus 52 percent for the region), although this in itself may suggest a greater dependency on transit and other lower-cost forms of transportation, and thus a need to have safe and convenient access to them.

FIGURE 2.2B: MEAN HOUSEHOLD INCOME IN DORAVILLE

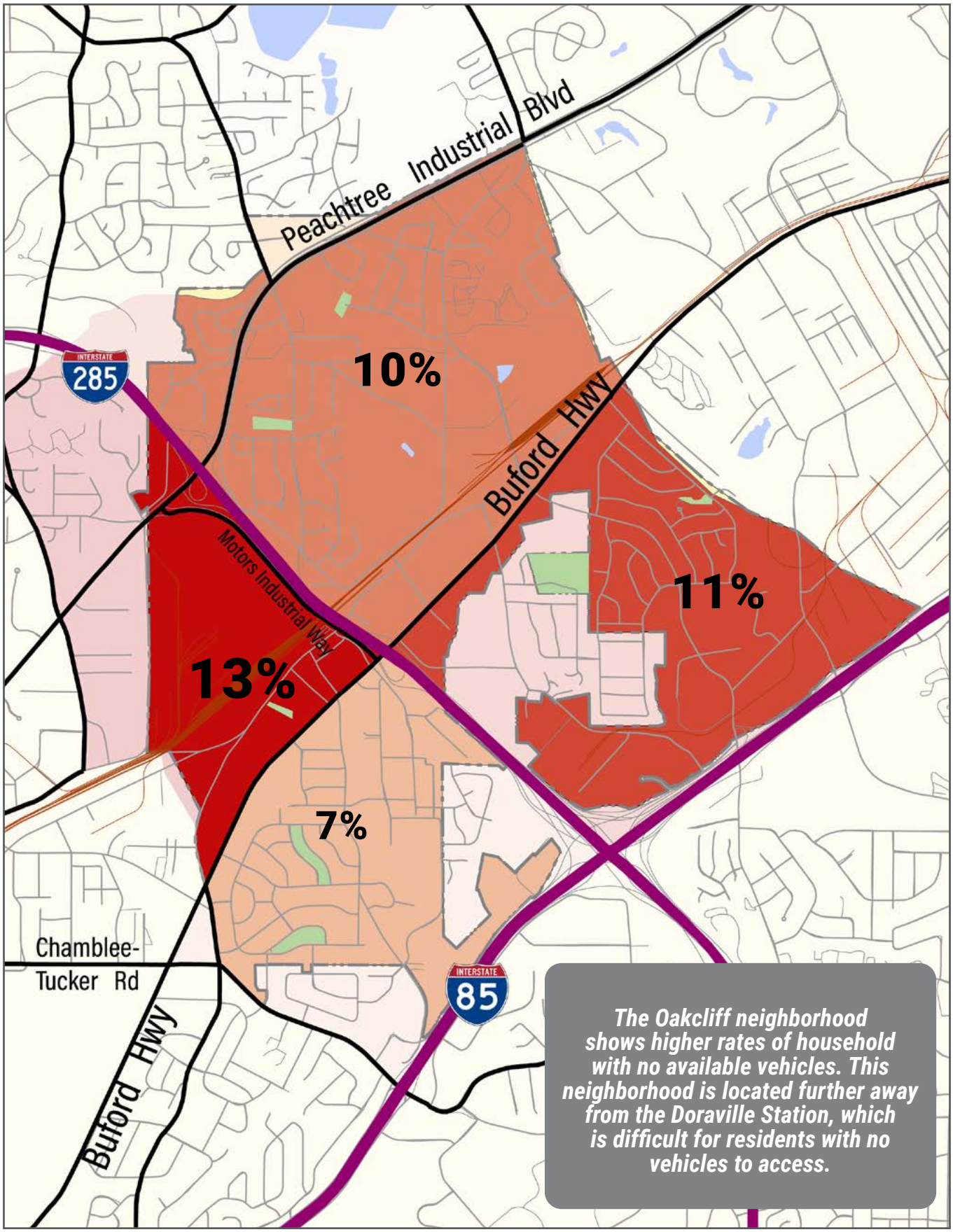


Vehicle Availability in Doraville

And as data on incomes suggest, Doraville has a significant share of its households without access to vehicles. These rates vary throughout the City, with the Northwoods neighborhood having the lowest overall rate of no-car households, though they are all higher than the Atlanta metropolitan area average of 5 percent.

The suggestions from Doraville's overall housing and transportation cost burden for an average household are more clearly borne out when considering the share of households that truly have no choice but to use transportation other than driving. Of the approximately 3,200 households in the City per 2018 Census estimates, this translates to 320 households, or approximately 1,000 residents. To put this in perspective, this is enough people to entirely fill two MARTA trains or around 20 MARTA buses, and the locations of households without vehicles, while not identified precisely, are most likely located throughout the City where access to transit service as well as good walking and bicycling routes is evenly important.

FIGURE 2.3: VEHICLE AVAILABILITY IN DORAVILLE

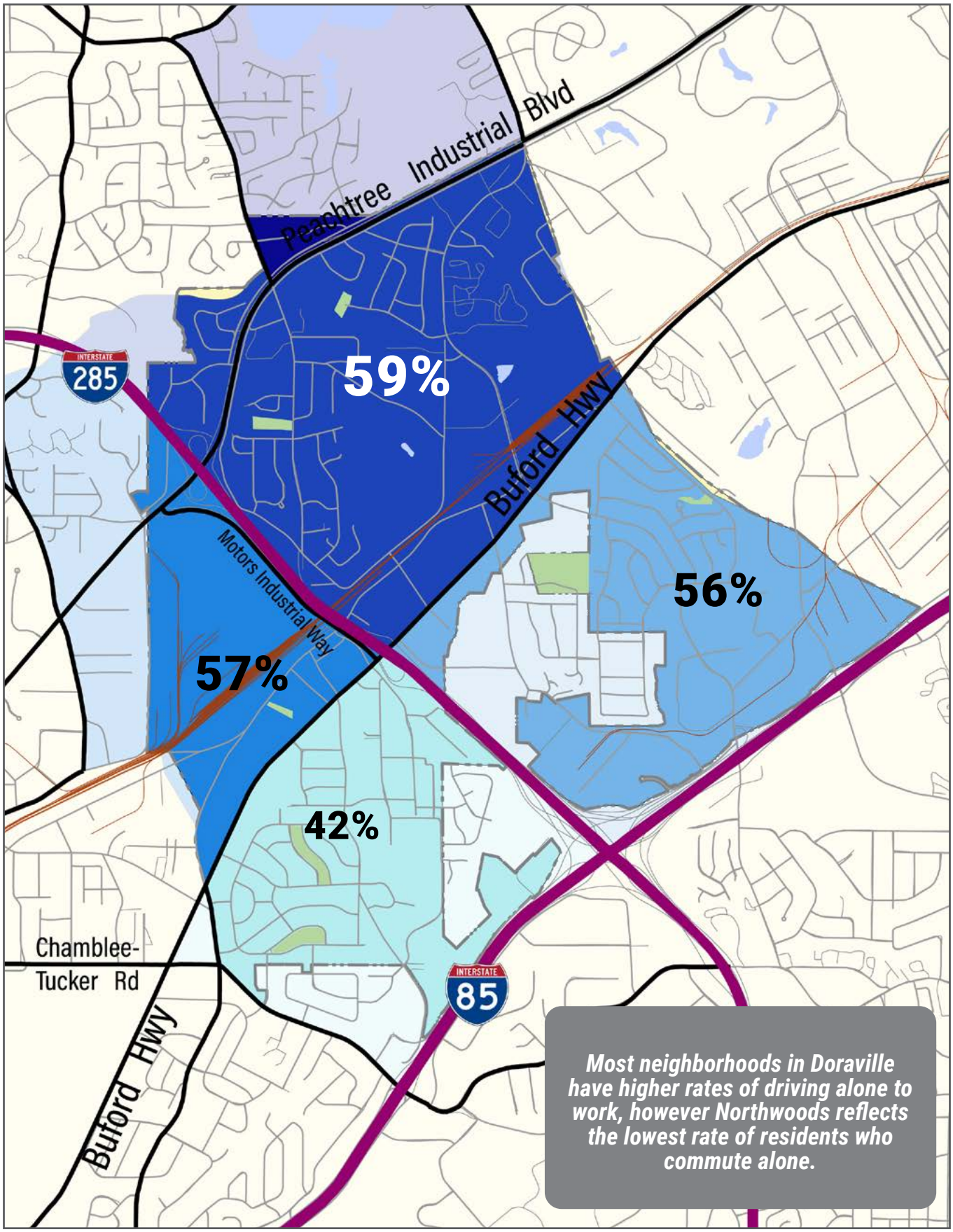


Residents Drive Alone to Work

The drive-alone commuting data as seen in Figure 2.4 illustrates slightly different patterns than that represented in the average household income and vehicle availability data, but still underscores the relative (and apparent) importance of non-driving transportation in Doraville. The Northwoods neighborhood south of Buford Highway showed higher accessibility to a household vehicle, however it reflected the lowest percentage of residents who drive alone to work (42 percent). Residents in the surrounding neighborhoods such as Oakcliff, Tilly Mill, and Winters Chapel reflect higher drive-alone commuting rates, ranging between 56 and 59 percent.

Nonetheless, these rates put Doraville in a distinctly different place when compared to the overall Atlanta metropolitan area, where drive-alone commuting rates to work are much higher (around 77 percent, a figure largely unchanged since the mid-2000s). To be sure, most of the Atlanta metropolitan area does not have the same access to public transit or immediate nearby jobs concentrations as Doraville, but the significantly lower rates in the City suggest that transit, or even walking and biking, are also key to connecting households to jobs.

FIGURE 2.4: DORAVILLE RESIDENTS DRIVING ALONE TO WORK



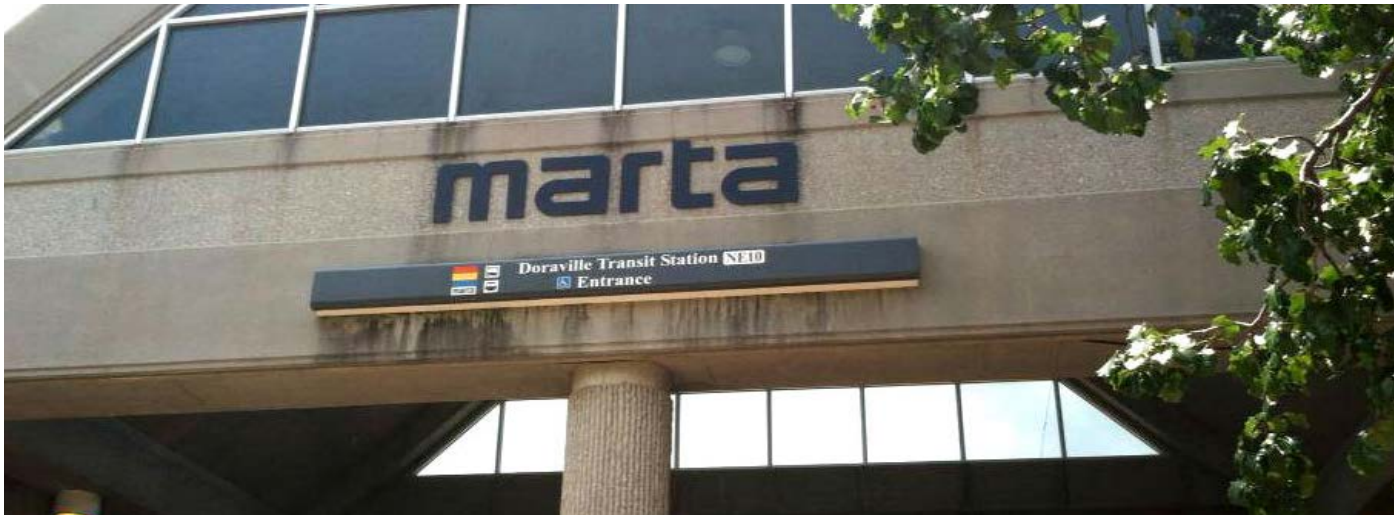
Residents Taking Transit to Work

Following similar trends, households with lower drive-alone commuting rates appear to use transit more readily. This is especially apparent in the Northwoods neighborhood where drive-alone commuting rates are the lowest and transit commuting rates are the highest in the City (12 percent). Neighborhoods outside of I-285 reflected lower rates of using transit to commute to work (4 and 6 percent), likely impacted by the distance from the MARTA Station and limited connecting transit services in these neighborhoods—though, it should be noted, still on par with or higher than the metropolitan Atlanta average of 3.5 percent.

Alternatively, census tracts west of I-285 reflected higher transit commuting rates, as residents in these neighborhoods are closer to the Gold Line via the MARTA Doraville Station and major bus routes such as Route 39. Although average household income in these neighborhoods is higher, transit services are more accessible and convenient for residents to use as a consistent and reliable form of commuting to work.

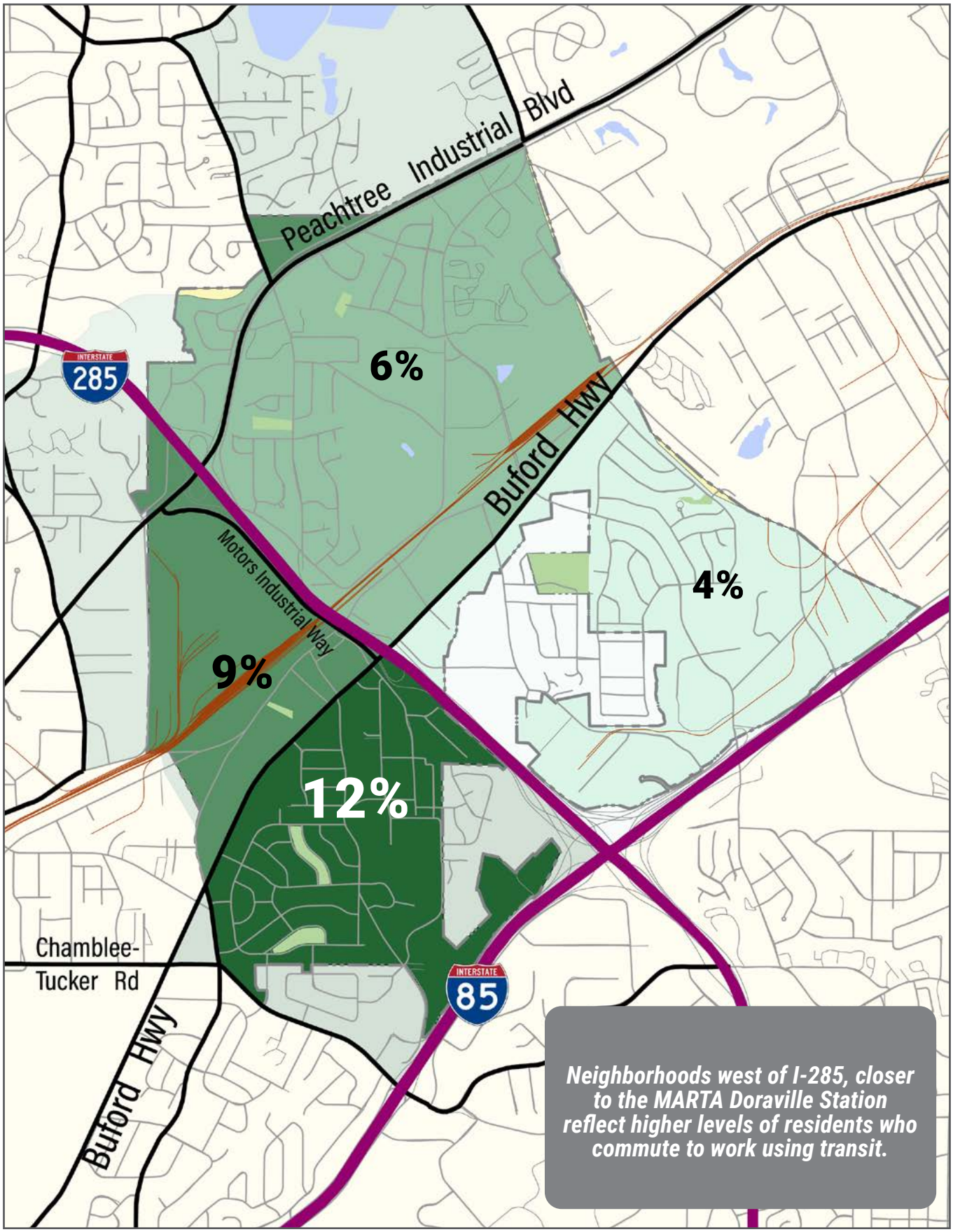
Demographic Summary Key Conclusions

The demographic profile presented on the previous pages sets a context for what kinds of mobility improvements this plan is intended to recommend and guide. Overall, the Doraville community is more diverse—demographically and in terms of mobility needs—than the Atlanta region as a whole, and for this reason the City should consider focusing its transportation investments in ways that continue promoting this diversity and make Doraville affordable and accessible for a broad cross-section of the population.



The Doraville MARTA Station is one of the City's key transportation resources. On a typical weekday in 2019, the Station experienced daily ridership levels of up to 3,140 riders.

FIGURE 2.5: DORAVILLE RESIDENTS TAKING TRANSIT TO WORK



Current Transportation System: Vehicle & Truck Traffic Volumes

In addition to the community baseline of demographic data, it is also important to understand how the current transportation system operates and where its key needs and challenges are. The map to the right shows vehicle and truck traffic volumes collected from the Georgia Department of Transportation (GDOT) as well as direct counts taken in 2020. It displays an annualized (averaged) number of vehicles counted using the roads noted on a typical 24-hour weekday period. The Mobility Plan used traffic volumes from 2016 and 2017 (provided through GDOT) to provide a more realistic picture of traffic prior to the COVID-19 pandemic along Doraville's major and neighborhood streets. However, the Plan also collected additional traffic counts during a weekday in October 2020 to understand COVID-19's impact on traffic volumes on key commercial and neighborhood roadways.

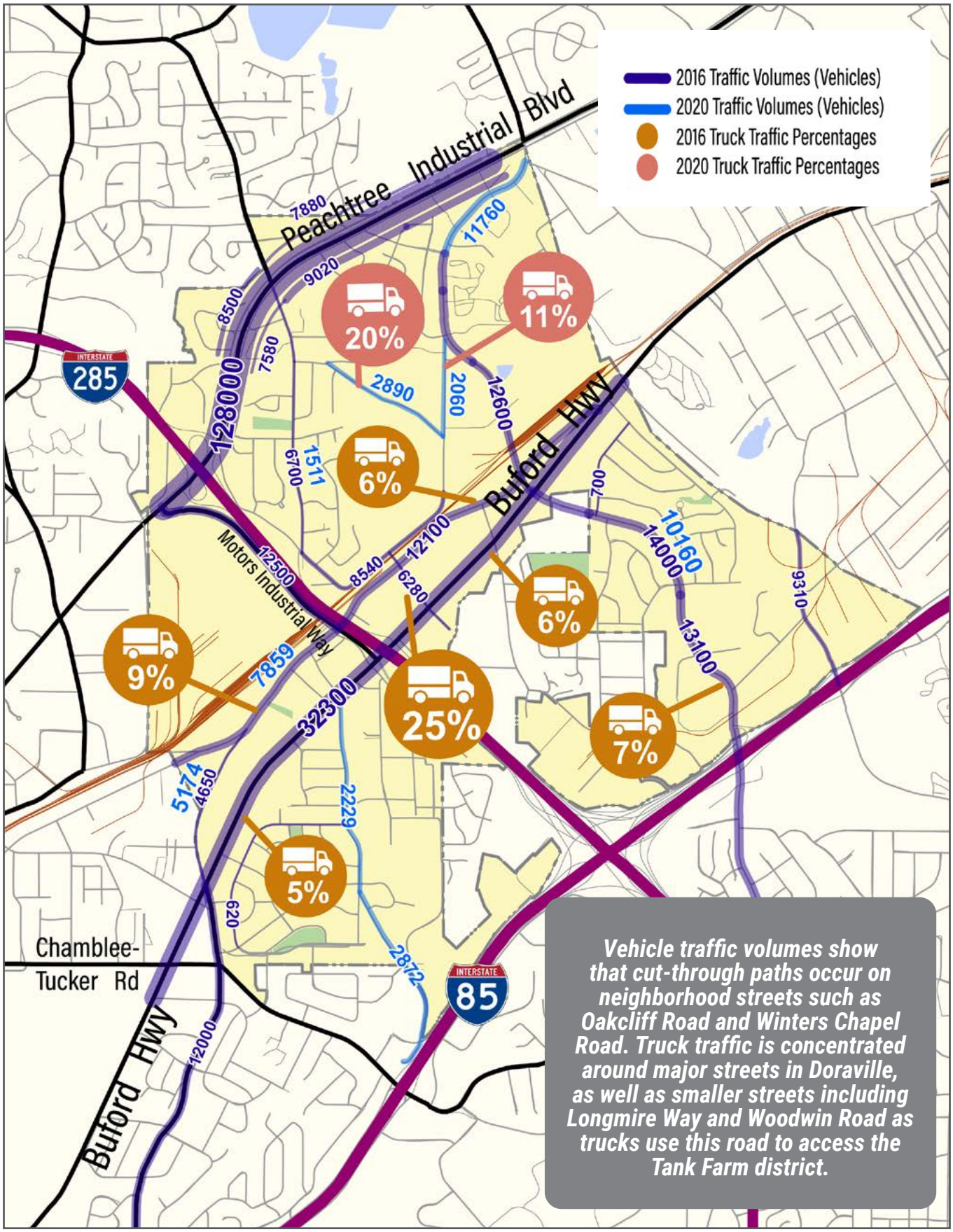
Generally speaking, traffic on surface streets in the City is concentrated on three main corridors: Buford Highway, New Peachtree Road, and the combined Winters Chapel-Oakcliff Road corridor. These are the streets serving the City's main commercial and industrial land uses, but also those offering direct connections to other parts of the Atlanta region (especially freeway access). And while they are where most of the City's surface-street traffic is concentrated, none appears to face the immediate stress of traffic volumes too high for their capacity. Even at its busiest near I-285, Buford Highway's 32,000 daily vehicles on six lanes of general-purpose travel still suggests additional capacity. Similarly, even secondary roads such as Oakcliff Road and New Peachtree Road, with over 12,000 vehicles per day each in certain section, are functioning within their overall capacity.

Although traffic data collected during the conditions of the 2020 pandemic reflected significant decrease in volumes in several locations, it also demonstrates nonetheless that primary streets such as Winters Chapel Road, Tilly Mill Road, and Oakcliff Road act as cut-through routes for motorists accessing Peachtree Industrial Boulevard, Buford Highway, and I-85. In 2020, volumes on New Peachtree Road west of I-285 declined by approximately 35 percent when compared to 2016 volumes, most likely a result of the decreased amount of traffic from the pandemic. However, Shallowford Road between New Peachtree Road and Buford Highway actually experienced a 23 percent increase from 2016 to 2020. This points to the limited connecting network in Doraville, especially in streets that cross major barriers such as Buford Highway and I-285, and how critical they are for community circulation.

Although this mobility plan does not focus on freeway corridors, it is still important to consider these in context of the larger transportation movement through the City. Freeways such as Peachtree Industrial Boulevard carry much higher volumes, with Peachtree Industrial carrying approximately 128,000 vehicles per day. It and I-285 serve as regional connections to other parts of the Atlanta metropolitan area, and not all of this traffic is actually coming to or from Doraville.

Figure 2.6 also shows the percentage of truck volumes on major Doraville roadways in 2016 as well as the total traffic volume (in vehicles per day for all vehicle types). Typically, roadways with percentages equal to or higher than six percent are considered as "high" truck traffic corridors. Truck traffic accessing and leaving the concentration of petroleum storage facilities along Winters Chapel Road and Woodwin Drive (the 'Tank Farm') has an impact on adjacent roadways such as New Peachtree Road and Buford Highway. In particular, Longmire Way (a two lane road connecting Winters Chapel, New Peachtree, and Buford Highway in less than a quarter-mile) experienced drastically high truck traffic volumes of 25 percent, pointing to the Tank Farm area's heavy reliance on truck traffic for distribution and the need to connect to major transportation corridors in the area. 2020 data illustrates that smaller roadways including Woodwin Drive experience high truck traffic (up to 20%), as they directly connect to the Tank Farm district.

FIGURE 2.6: 2016 AND 2020 TRAFFIC VOLUMES AND 2016 TRUCK VOLUMES



Typical Traffic Speeds

Traffic volume and roadway capacity are one indicator of the system's performance, but the behavior of traffic has perhaps more critical implications for a community's quality of life. The map in Figure 2.7 displays the official posted City speed limits on select corridors along with the 85th percentile speeds collected during a typical weekday in fall 2020 (or the actual moving vehicle speed at the 85th percentile of all vehicles observed during that day's traffic count, meaning that 15 percent of all observed vehicles were traveling faster than this speed). Green circles represent 85th-percentile speeds below the speed limit, where red circles signify speeds higher than the posted speed limit. The data collected included the primary corridors of Oakcliff Road, Tilly Mill Road, New Peachtree Road, Shallowford Road, Chestnut Drive, and Buford Highway.

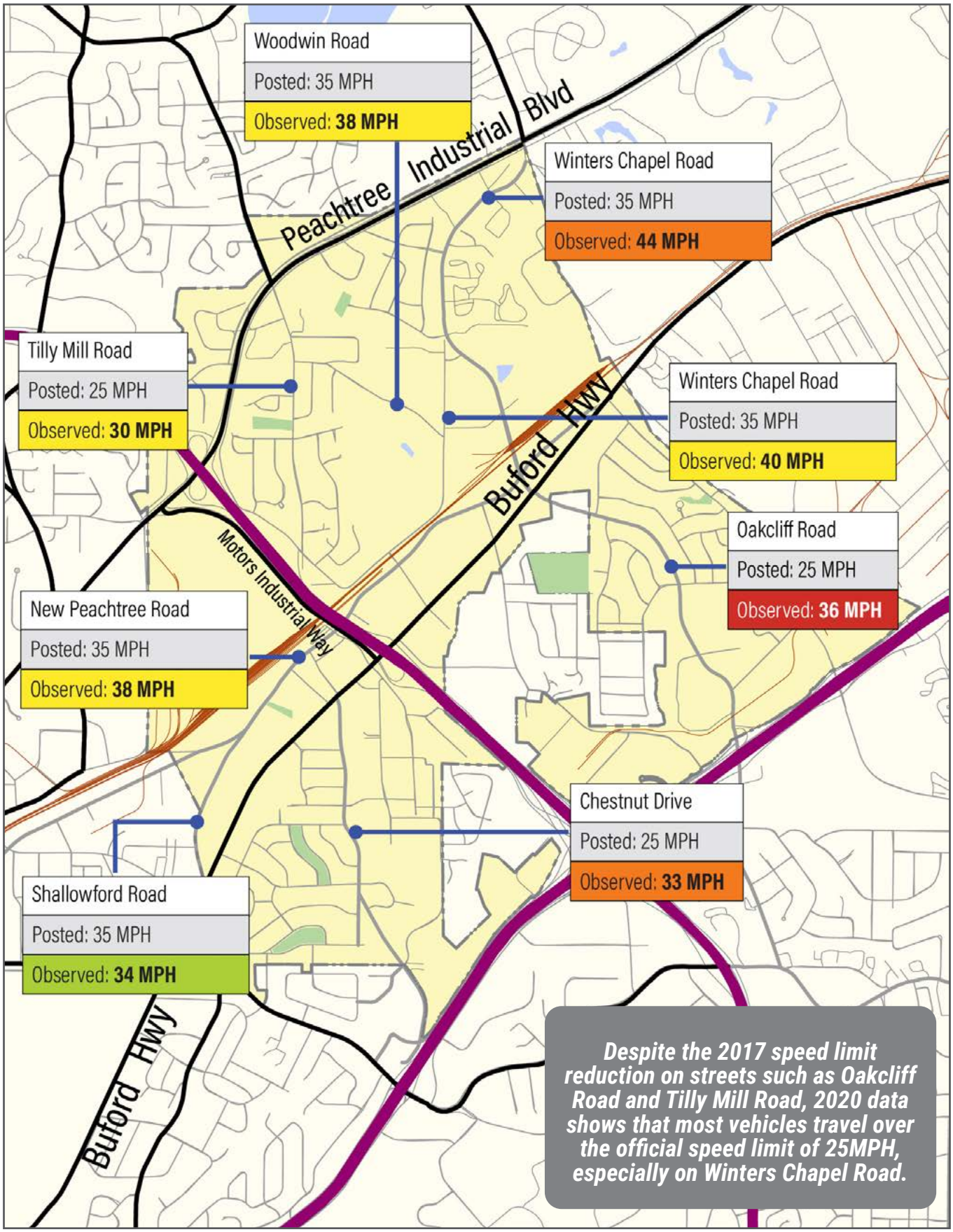
In 2017, the City reduced the speed limit from 35 to 25 miles per hour (mph) on key neighborhood streets including Tilly Mill Road, Oakcliff Road, and Chestnut Drive to improve safety for residents and deter higher vehicle speeds. However, data collected in 2020 illustrated suggest that this may have had limited effect: most vehicles traveling on these neighborhood streets travel up to 13 mph over the posted speed limit. In particular, Oakcliff Road, with a posted speed limit of 25 mph, typically sees volumes of up to 36 mph. Speeds on these local roads underscore and align with feedback received from the public during the Mobility Plan's outreach process as described in Section Three. Other cut-through roads such as Winters Chapel Road experience some of the highest speeds (up to 44MPH), which is almost 10 miles over the 35MPH speed limit on these roads.

What this suggests is consistent with generally accepted principles of street design: motorists are likely to travel at speeds where they feel naturally comfortable based on the design characteristics of a street, and that changing posted speed limits alone may not be sufficient to address this issue.

TABLE 2.1 - OFFICIAL SPEED LIMITS AND 85TH PERCENTILE SPEEDS

Location	85th Percentile Speed (MPH)	Posted Speed Limit (MPH)
New Peachtree Road between Park Avenue & Central Avenue	38	35
Shallowford Road at Pearl Lane	34	35
Chestnut Drive at Pineland Avenue	33	25
Chestnut Drive at Fairlane Drive/Aztec Road	35	25
Tilly Mill Road at Mill Court/Gentilly Place	30	25
Oakcliff Road at Pin Oak Circle	36	25
Woodwin Road at Winters Chapel Road	38	35
Winters Chapel Road at Clark Drive	44	35
Winters Chapel Road at Woodwin Road	40	35

FIGURE 2.7: OFFICIAL SPEED LIMITS AND 85TH PERCENTILE SPEEDS



Sidewalk Network and Bicycle Facilities

As suggested in the demographic profile of the community illustrated previously, walking and bicycling are highly important means to connect to a broader set of transportation options in Doraville. Understanding critical gaps in these networks and existing conditions of infrastructure is important to creating effective and meaningful recommendations.

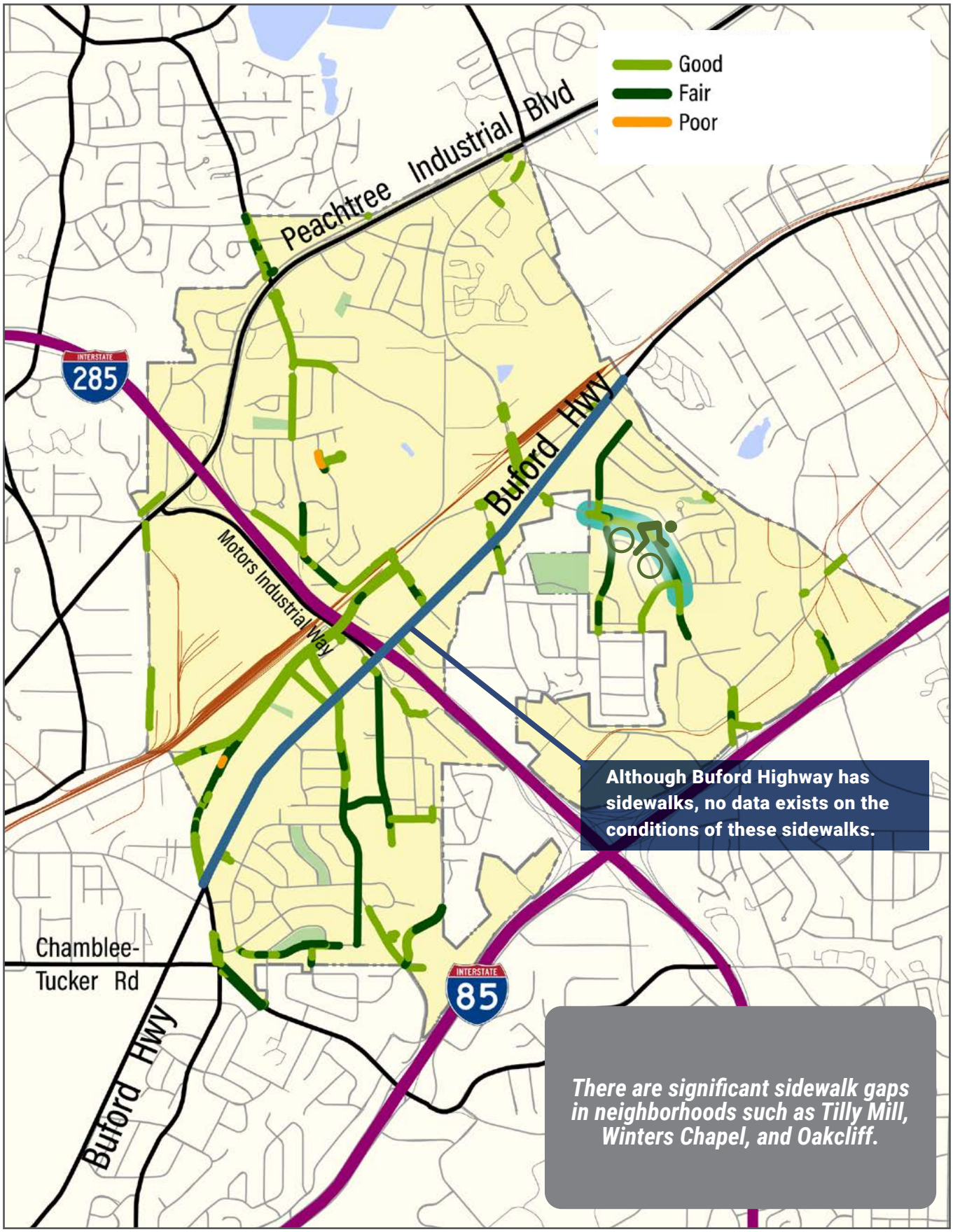
In Doraville, existing sidewalks are classified as either "boulevard walks" (a landscaped median between the curb and sidewalk pavement) or "mono curb and walk" (the sidewalk attached directly to the curb with no separation). Figure 2.8 shows Doraville's existing sidewalk network, as well as infrastructure conditions categorized by the City as "poor", "fair", and "good". The City includes a total of approximately 13.2 miles of sidewalk, with approximately 9 miles classified as "good" condition. Approximately 4.1 miles is categorized in "fair" condition, leaving only 0.1 miles of sidewalk in "poor" condition. However, this is only a fraction of the more than 60 miles of streets in the City. While commercial corridors along Buford Highway and New Peachtree road have sidewalks to accommodate patrons, neighborhood streets lack connected sidewalk networks, especially in communities around Oakcliff, Tilly Mill, and Winters Chapel Roads.

Official street design policy resources, such as the Americans with Disabilities Act (ADA) and GDOT's Design Policy Manual, define minimum sidewalk width as 5 feet, however they emphasize that this may not be suitable for all conditions. Indeed, GDOT's Pedestrian and Streetscape Guide (2019) states that sidewalk widths of streets with high pedestrian activity could vary between 10 to 20 feet. Approximately 90% of existing sidewalks in Doraville only meet the standard minimum width, with much of the remainder being built narrower than this. Narrow sidewalks are located on Tilly Mill Drive at Woodwin Road, Pin Oak Circle near Honeysuckle Drive, and at Pineland Avenue. Although Buford Highway has sidewalks on either side of the road, most of these sidewalks are approximately 5 feet wide.

As seen in Figure 2.8, bicycle accommodations are limited throughout the City. Oakcliff Road contains bicycle shared-lane ('sharrow') markings, which are placed in both directions from Windsor Oak Drive to Pin Oak Circle. However, they do not allow any protected space for the cyclist, and the section of Oakcliff with these markings is the lone such designation in the City and does not connect to a network of other designated bicycle routes. Overall, the high speed volumes on both local and arterial streets in combination with the lack of trail networks creates an unfriendly bicycle network in Doraville.

Park Avenue looking north toward the MARTA station. The street, like many in Doraville, features sidewalk on only one side, and is a combination of sidewalks separated by a planter strip with sidewalks attached directly to curbs.

FIGURE 2.8: SIDEWALK CONDITIONS AND BICYCLE NETWORK



Transit Network & Other Transit/ Taxi Services

MARTA and Gwinnett County Transit Networks

Because Doraville is located along the DeKalb-Gwinnett County line and at the cusp of both counties' transit system service areas, MARTA and Gwinnett County Transit (GCT) operate 14 transit routes through the City limits. Most of these routes operate along Buford Highway and New Peachtree Road, connecting riders to businesses such as the Buford Highway Farmers Market, the MARTA Doraville Station, and light rail MARTA Gold Line. Only limited routes such as Routes 104, 124, and 133 pass through neighborhoods outside of the core commercial corridors. As seen in Figure 2.9, transit gaps are located in the Northwoods and Tilly Mill neighborhoods. Although these neighborhoods are closer to the Doraville Station than other communities, physical barriers such as Buford Highway and I-285 make it difficult for residents to safely and easily access the station.

Riders can use MARTA's official Breeze Card as well as cash as forms of payment for MARTA services (though cash payment is accepted on buses only). This payment method is compatible with GCT routes as well.

The four GCT routes (10A, 10B, 20, and 35) operate along Buford Highway, and provide regional access to neighboring communities in Gwinnett County. All other routes are run by MARTA, and connect Doraville to regional transportation networks and bordering communities. Prior to COVID-19, the majority of routes frequented stops every 30 minutes, with routes including Routes 39 and 124 frequenting stops every 15 minutes. Due to COVID-19, MARTA reduced services, which had an impact to transit routes traveling through Doraville. MARTA removed eight routes including Routes 25, 47, 103, 104, 126, 132, and 133, and maintained Route 29 and 133. This removed transit services for all neighborhoods north of Buford Highway, as well as Northwoods. MARTA will not be restoring these routes until social distance requirements as mandated by State and Federal governments are relaxed.

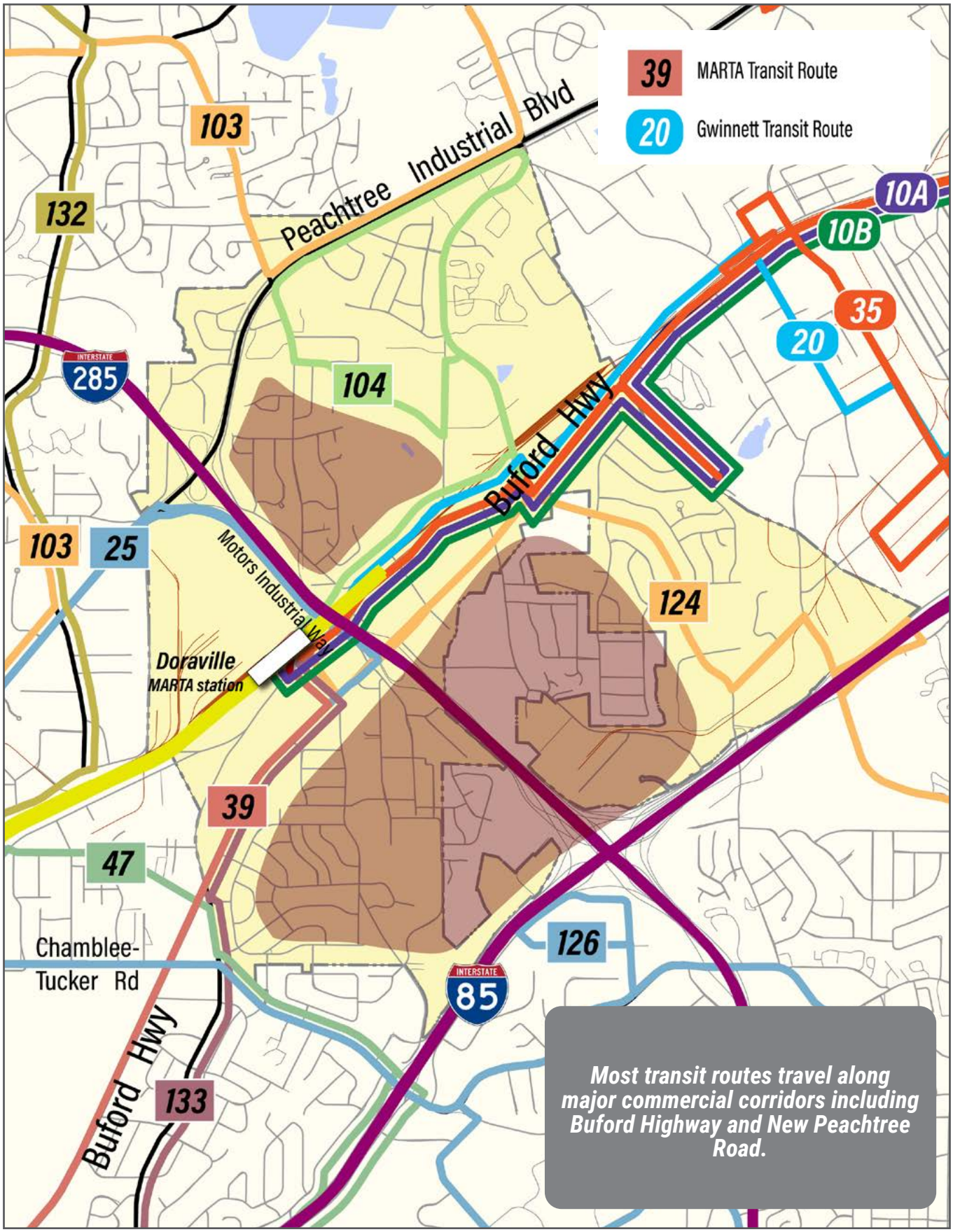
Private Transit and Taxi Services

Additional services such as private transit companies and taxis act as a tool to bring those who live, visit, and work in Doraville to specific destinations in the City. In particular, the Royal Bus Lines or "Ochoa" Bus Route consists of smaller-format vehicles that frequent MARTA transit stops along Buford Highway. Although the service does not officially report data, it is estimated that in 2005, this service transported approximately 60,000 riders monthly, catering largely to Hispanic (and Spanish-speaking) riders.

The rise in transportation network companies (TNCs, such as Uber and Lyft) since the early 2010s has certainly affected Doraville along with the rest of the Atlanta region, however Doraville is also distinct for its large number of independent

As seen in the images above, the Royal Bus Lines (Ochoa) serves those traveling on Buford Highway and other key corridors in Doraville. It charges lower fares than MARTA and is oriented to the Hispanic communities living, working, and shopping along the Buford Highway corridor.

FIGURE 2.9: MARTA AND GCT TRANSIT NETWORK



taxi services, licensed through the City and DeKalb County. In fact, where many larger taxi companies in the Atlanta metropolitan area have reported significant declines in business since the rise of TNCs, small taxi companies in the Doraville community have largely held steady. This is due in part to a relatively simple administrative process for establishing taxi operations: the City of Doraville requires a current valid Georgia's driver's license, a 7-year Motor Vehicle Record (not more than 2 weeks old), a company affiliation letter, a birth certificate or other proof of employment eligibility in the United States, and $100 money order or debit or credit card. Perhaps the main reason for the large number of these services, however, is the relatively large population in Doraville speaking Spanish as a first language and a relatively low amount of persons and households with access to credit cards, smartphones, or other modern payment methods on which new services such as TNCs depend. In Doraville, there are more than 20 official taxi services that frequent neighborhoods and commercial corridors, many operating largely on cash payments from customers.

Transit Ridership

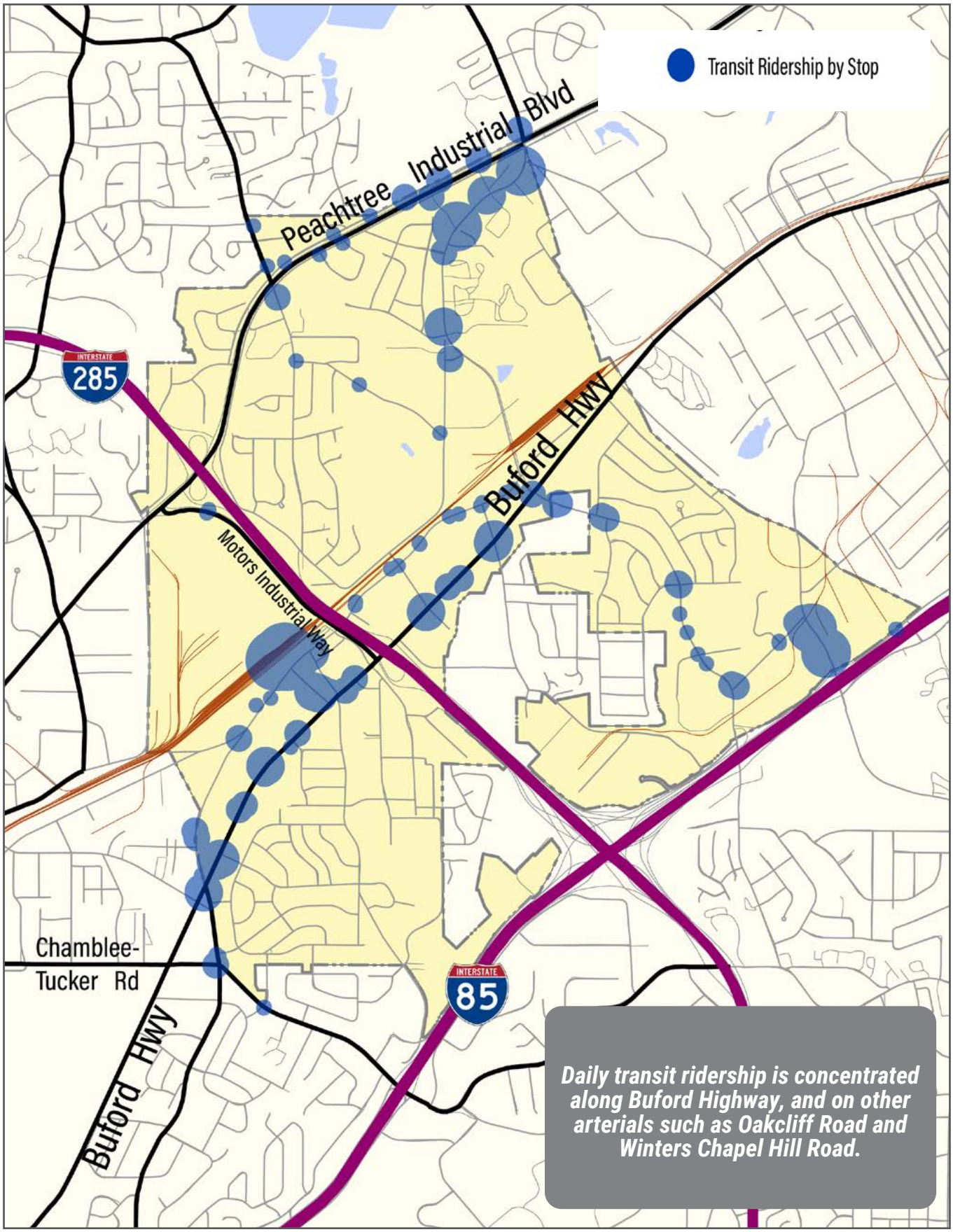
The City of Doraville contains 94 bus stops, concentrated mostly along Buford Highway, New Peachtree Road, and Peachtree Industrial Boulevard. As seen in Figure 2.10, transit stops are located on other cut-through streets including Winters Chapel Road near Peachtree Industrial Boulevard and Oakcliff Road at Buford Highway and adjacent to I-85.

Figure 2.10 also shows transit ridership collected in 2019 prior to the pandemic for a typical weekday. Displaying transit ridership across Doraville's transit network helps to identify highly utilized stops, as well as areas with low ridership levels. Larger circles on the map in Figure 2.10 represent transit stops with high ridership, and smaller circles reflect stops with low ridership.

High ridership occurs at stops at and around the MARTA Doraville Station. Other ridership hot-spots include Winters Chapel Road around Peachtree Industrial Boulevard, along Buford Highway from Oakcliff Road to Shallowford Road, and on Pleasantdale Road around I-85. Riders frequenting high ridership stops on Winters Chapel Road are accessing residential communities and commercial areas north of Peachtree Industrial Boulevard using MARTA Routes 103 and 104. Stops on Pleasantdale Road frequented by Route 124 also experience high ridership volumes, as this route connects riders to various commercial zones, business parks, and I-85. Stops with low ridership occur in neighborhoods such as Tilly Mill Road and along Oakcliff Road.

Doraville's numerous independent taxi companies provide a key transportation service for the community, reflecting the high amount of households with no vehicle access and the large Hispanic population of the community. Many of these businesses allow cash payment and focus their business on primarily Spanish-speaking patrons.

FIGURE 2.10: MARTA 2019 BUS RIDERSHIP BY STOP



Safety: Crashes with Injuries

Crash data shown in Figures 2.11 - 2.13 illustrate patterns in data from 2015 through 2019 (inclusive) that occurred on all streets excluding I-285 and I-85. Figure 2.11 shows hot-spots over the past five years for crashes with injuries involved, as seen in relation to the existing sidewalk network in the City. Crashes displayed in the warmer colors (bright yellow through red) illustrates crashes that resulted in four to eight injuries. The cooler colors (dark green to light yellow) convey crashes with fewer than four injuries. 53 percent of all crashes with injuries involved a motor vehicle in motion.

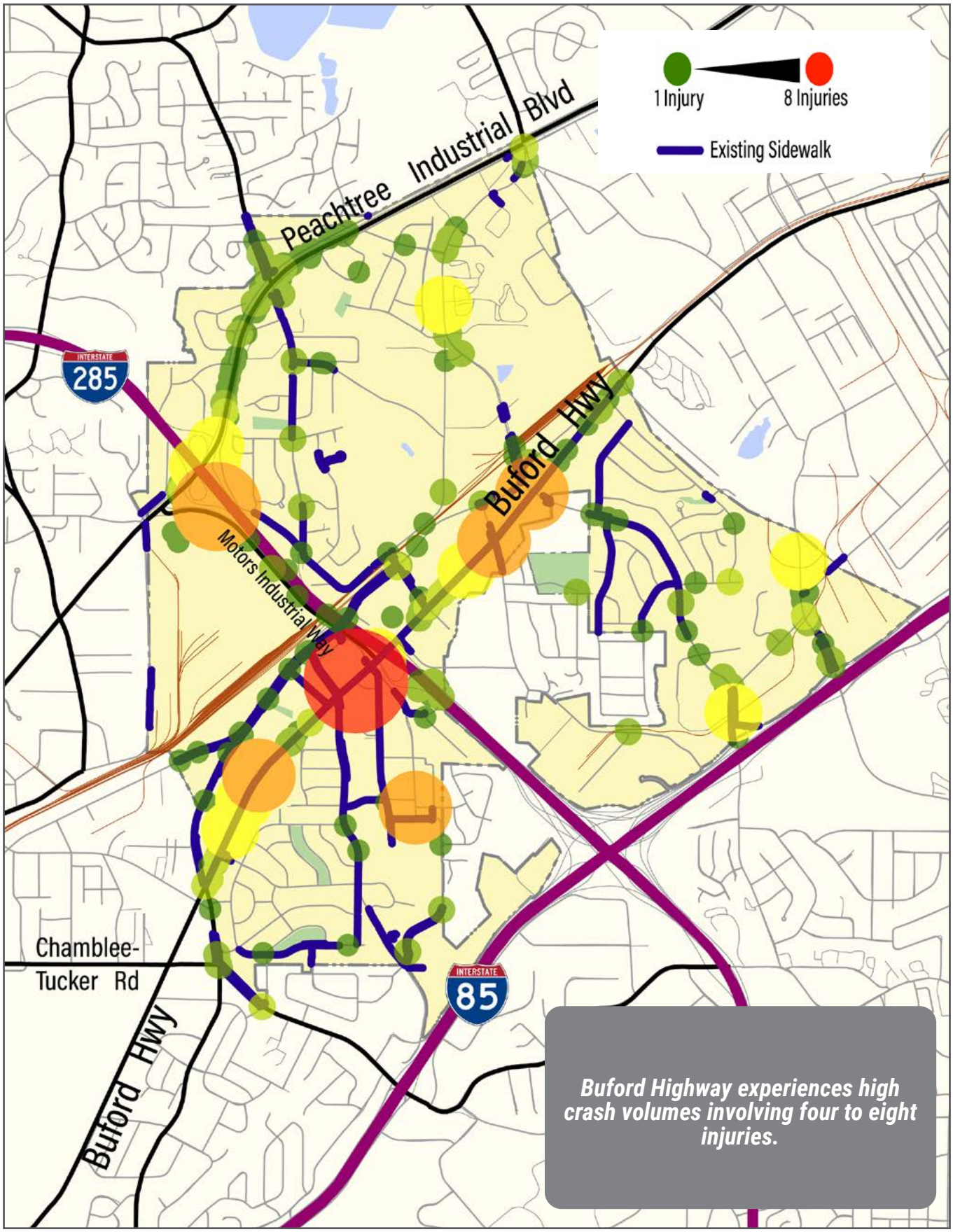
Crashes with injuries are illustrative of the degree of severity involved in individual crash incidents. If one or more persons are injured in a crash, it is typically due to one or more involved vehicles traveling at speeds sufficiently high for bodily injury to occur despite the personal safety features of vehicles (such as seat belts and airbags), or because a person not in a vehicle (a pedestrian or bicyclist) was struck directly. When numerous injury crashes occur, it points to underlying conditions of the streets and roads where they happen and suggests that designs might encourage or enable the kind of driver behavior that causes collisions to result in injury.

Figure 2.11 illustrates that neighborhood streets such as Winters Chapel Road, Tilly Mill Road, and Oakcliff Road south of Buford Highway experienced numerous crashes with a significant concentration of low to mid range injuries. Buford Highway stands out among these, with six particular incidents each involving five or more injuries. However, other corridors, especially the Oakcliff-Pleasantdale Road corridor between Buford Highway and I-85, are also notable for the simple number of crashes where an injury was involved.

Outside of Buford Highway, larger streets with more traffic such as Motors Industrial Way, Peachtree Industrial Boulevard, and Buford Highway experienced the highest amount of crashes involving up to eight injuries, particularly at critical intersections such as Buford Highway at I-285, near Oakmont Avenue, and at Oakcliff Drive.

Crashes with higher volumes of injuries typical involved larger vehicles and vehicles with multiple passengers. In most cases, these crashes involved vehicles in motion (such as crashes of vehicles turning against oncoming traffic), and crashes with stopped vehicles were less common.

FIGURE 2.11: CRASHES BY SEVERITY OF INJURIES AND SIDEWALK NETWORK



Buford Highway experiences high crash volumes involving four to eight injuries.

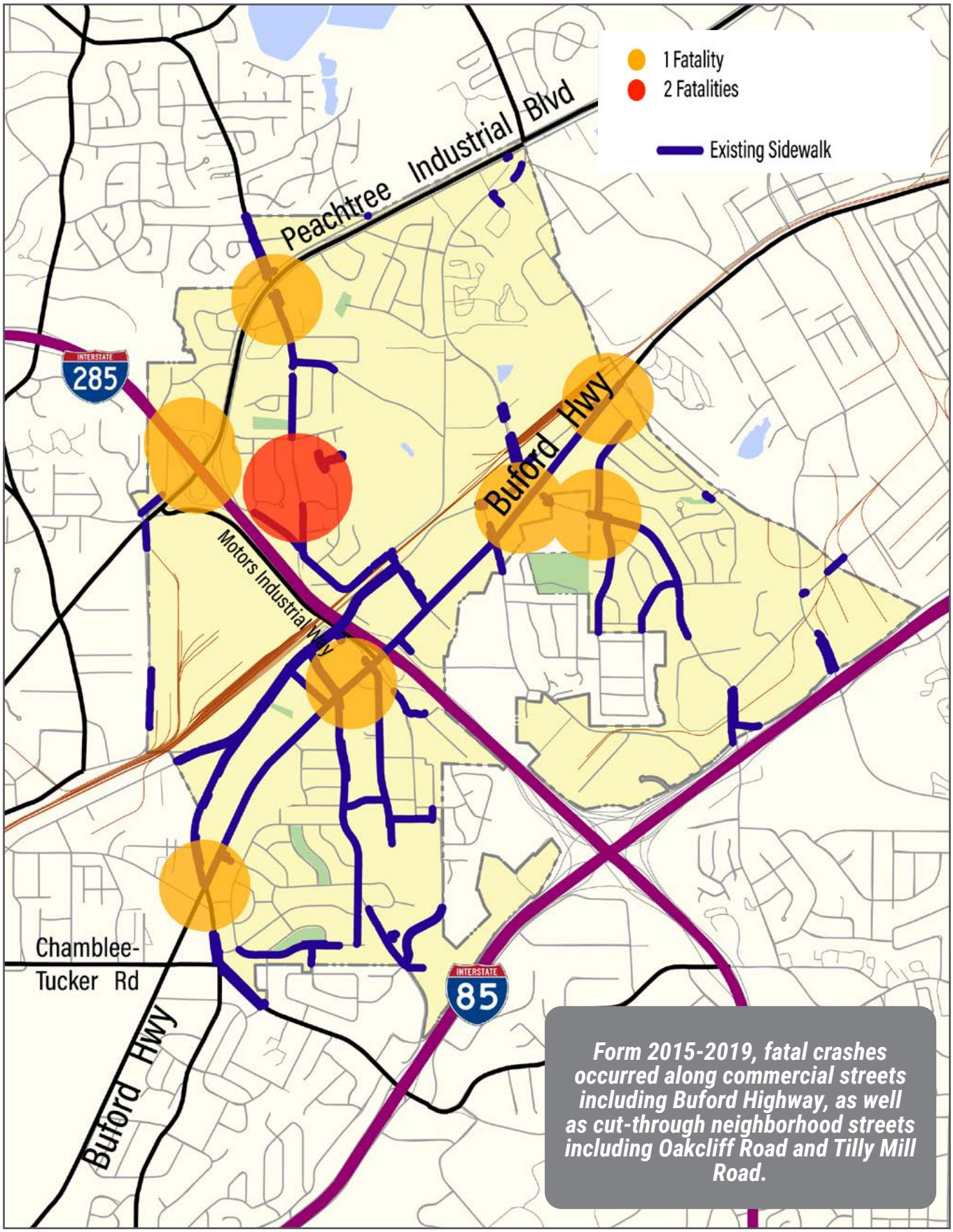
Safety: Crashes with Fatalities

Sometimes the severity of crashes results in bodily injury that is fatally severe. Figure 2.12 shows crash fatalities that occurred in the City limits within the past five years. Orange circles represent crashes with one fatality, and red circles reflect crashes with two fatalities. As seen in the map, most fatalities occurred along streets with a commercial land use context, pointing to a series of contributing factors such as traffic moving in and out of driveways, a potentially greater degree of driver distraction, and a higher number of pedestrians walking and creating opportunities for conflict. However, the remaining fatal crashes took place on busier neighborhood-oriented streets such as Tilly Mill Road and Oakcliff Road.

Most fatal crashes that took place in residential neighborhoods occurred in areas that lack sidewalks, including Oakcliff Road near Pleasant Trail and Tilly Mill Road near Harber Valley Drive. Fatal crashes on Buford Highway took place at major intersections adjacent to community amenities and key businesses.

Most of the fatal crashes in Doraville involved two vehicles. In particular, Buford Highway experienced fatal crashes that involved turning vehicles. Another fatal crash on this major commercial corridor involved a pedestrian crossing the highway. Crashes such as this highlight some of the pedestrian safety concerns as seen in the lack of safe crossings, sufficient crosswalks, and adequate sidewalks.

FIGURE 2.12: CRASHES BY SEVERITY OF FATALITIES AND SIDEWALK NETWORK



Form 2015-2019, fatal crashes occurred along commercial streets including Buford Highway, as well as cut-through neighborhood streets including Oakcliff Road and Tilly Mill Road.

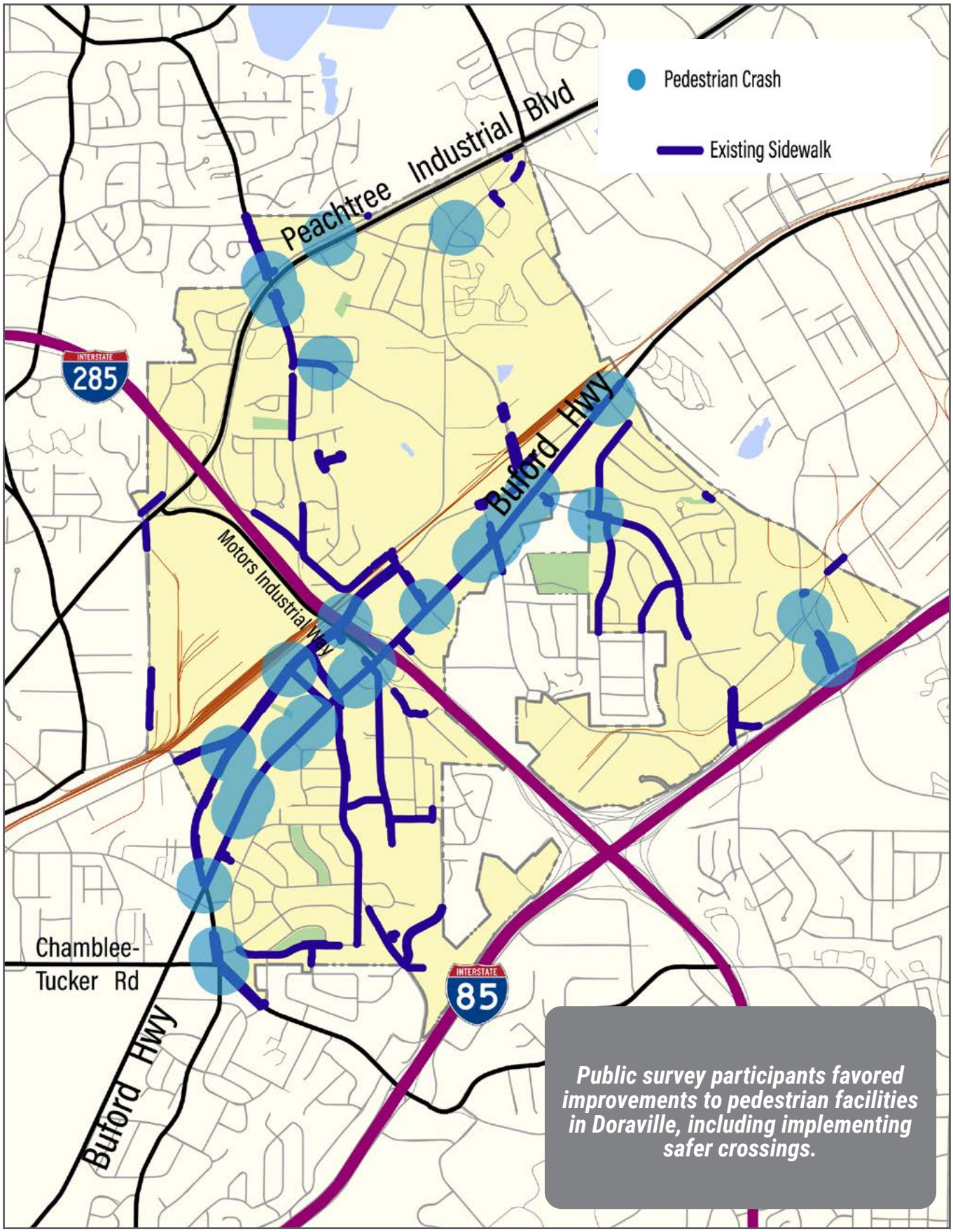
Safety: Pedestrian Crashes

It is important to highlight hot-spots for crashes involving pedestrians to understand why these crashes occur and how to create safer roads and crossings for those who drive and walk. Over the past five years, Doraville experienced 32 crashes that involved pedestrians. As seen in Figure 2.13, most pedestrian-related crashes concentrate at major intersections on busy, commercial corridors including Buford Highway and New Peachtree Road. The high concentration at these intersections illustrate the pedestrian safety concerns for those trying to access community facilities, the MARTA Doraville Station, and businesses such as the Buford Highway Farmers Market.

Other hot-spots for crashes involving pedestrians took place on streets such as Peachtree Industrial Boulevard, Oakcliff Road, Shallowford Road, and Pleasantdale Road. These streets are seen as cut-through roads for vehicles accessing the Interstates and adjacent communities. As seen in Figure 2.7, typical vehicle speeds are up to 11MPH on these streets. This in conjunction with the lack of sidewalks, safe crossings, and low visibility create a dangerous environment for pedestrians, bicyclists, and traveling vehicles.

Streets such as Buford Highway illustrated concentrations of crashes involving pedestrians. As seen in the image above, a frequent lack of crossings and pedestrian accommodations create an unsafe walking environment.

FIGURE 2.13: CRASHES INVOLVING PEDESTRIANS AND SIDEWALK NETWORK



Public survey participants favored improvements to pedestrian facilities in Doraville, including implementing safer crossings.

3

PUBLIC OUTREACH & STAKEHOLDER ENGAGEMENT

In order to truly understand how the mobility system functions in the City today, the Mobility Plan included engagement of the public and key stakeholders using interactive techniques to gather feedback on local and regional mobility issues, accessibility concerns, and ideas for improving mobility networks in Doraville. This is an important part of the plan as it adds perspective to the findings from data presented in Section 2. The following section documents the public outreach process for this Plan, as well as key findings from the various engagement methods.

Public Outreach Process

The Plan undertook efforts to target the public, business and community stakeholders, City staff, and external agencies such as MARTA and GDOT. Due to COVID-19, the Mobility Plan's outreach process used entirely virtual formats, though it strove to reach across all neighborhoods, demographics, and communities in Doraville.

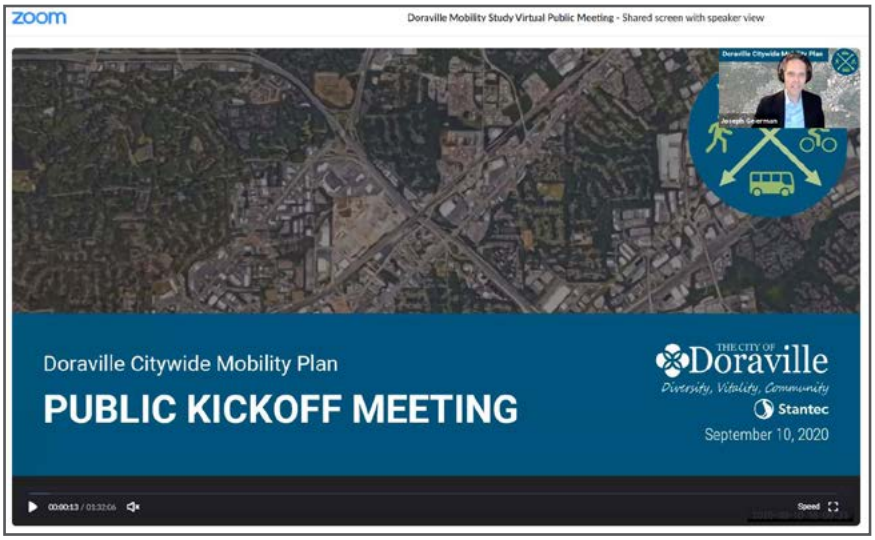
Stakeholder Sessions

The project team targeted key stakeholders to collect feedback on mobility issues and opportunities in the City. The project team worked with the City to develop a list of stakeholders that would provide insight on the status of current and future developments, mobility concerns for Doraville neighborhoods, upcoming projects and impacts to transit networks, and transportation needs for community groups, industrial properties, and schools. The list of all invited stakeholders is noted below in Table 3.1.

TABLE 3.1: INVITED STAKEHOLDER GROUPS

Community Improvement Districts	Assembly CID
Developments/ Developers	Lotus Grove Carver Hills Lumen Doraville (Tilly Mill Shopping Center)
Transit/ Transportation Agencies	MARTA & GRTA GDOT
Community Groups	Center for Asian Community Services (CPACS) Latin American Association (LAA)
Schools and Neighborhood Associations	DeKalb County Schools Northwoods Homeowners Association (HOA) Avery Park HOA
Other	Trucking/Distribution Companies Peachtree Gateway Partnership

The project team hosted the first public meeting for the Plan on September 10th, 2020 using Zoom. Participants had the opportunity to listen in on preliminary key findings and provide input on mobility concerns and opportunities.



Connecting with the Community Improvement Districts and developers provides insight on the status of commercial and residential developments along Buford Highway and within Doraville and neighboring communities. The progress of development at the Assembly site is important for the Plan to understand, as it will increase traffic to and from the site, improve accessibility to the MARTA station, and provide an opportunity to implement more pedestrian-friendly and innovative mobility accommodations.

By conducting focused conversations with community groups and institutional representatives including DeKalb County Schools and the Latin American Association, the Mobility Plan can develop projects that address mobility concerns adjacent to schools and diverse business hubs along Buford Highway. Facilitating discussions with regional transit and transportation agencies gives the Plan perspective on the timeline of major projects in and around the City, and provides information on agency-specific priorities.

Virtual Public Meetings

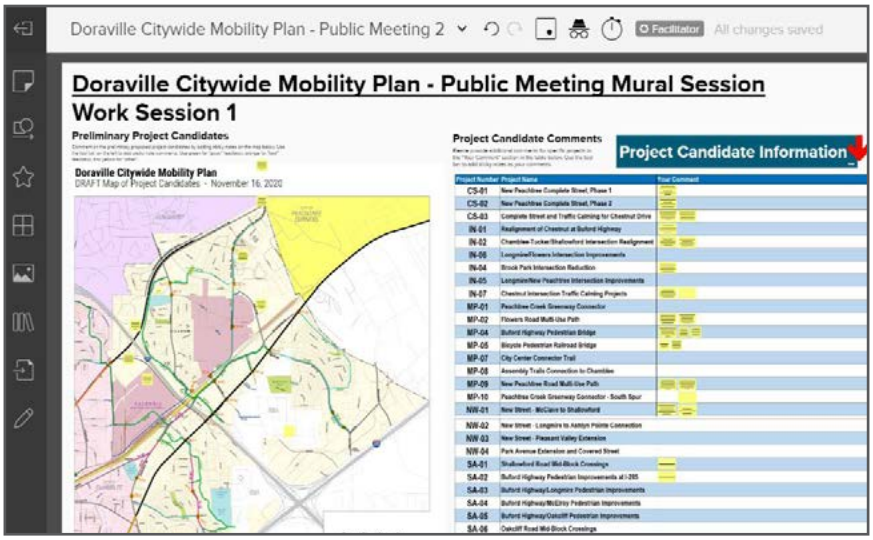
On September 10th and November 19th, 2020, the City hosted two virtual public meetings focused on collecting feedback on mobility issues and opportunities and presenting the preliminary list of project candidates. All attendees had the opportunity to participate using the City's Zoom virtual meeting platform, and although virtual, the meeting focused

PUBLIC MEETING 1: WHAT WE HEARD

Sidewalks need to be improved and increased to better connect the existing sidewalk network. This is particularly important in all neighborhoods.

Bicycle facilities are limited and need to be developed to connect neighborhoods to Buford Highway and commercial areas.

Key corridors such as New Peachtree Road, Buford Highway, and Motors Industrial Way need improvements to enhance pedestrian safety and better connect pedestrians to businesses and community amenities.



The project team hosted the second public meeting for the Plan on November 19th, 2020 using Zoom. Participants could use the "Mural" platform to walk through virtual activities and comment on the preliminary project candidates.

PUBLIC MEETING 2: WHAT WE HEARD

The proposed projects need to allow Doraville residents to more easily and safely use modes other than driving

The Plan should propose more pedestrian-focused improvements on Buford Highway (e.g. median refuges) and neighborhoods streets to improve accessibility (e.g. lighting, more sidewalks).

Participants preferred improvements to redesign high-traffic intersections, implement complete streets, and prioritize sidewalk additions and enhancements

on collecting feedback in an open-house style format. The following sections provide more information on the format, activities, and takeaways from each meeting.

Public Meeting 1

The City hosted the first virtual public meeting via Zoom on September 10th, 2020. This kick-off meeting introduced the Plan to the public by providing an overview of the project goals, details on the schedule, and preliminary takeaways on mobility networks in the City. The majority of the meeting focused on a virtual "work session", where the City staff and consultants proposed a series of questions and annotated comments from the public. The meeting concentrated on understanding mobility concerns specific to those who live, work, and play in the City. The topics presented during the brainstorming sessions focused on collecting input on crossing and safety on major barriers such as I-285 and I-85, accessibility concerns to and between community amenities and commercial areas, and proposing ideas for Doraville's future mobility networks.

Public Meeting 2

The second public meeting hosted on November 19th, 2020 via Zoom focused on collecting feedback on the preliminary list of project candidates. The meeting commenced with a presentation addressing more refined existing conditions findings, and presenting the project candidate list with accompanying conceptual designs for key priority projects.

As seen in the image on page 33, the meeting used the virtual engagement platform called Mural to create an open-house style format, where meeting attendees had the opportunity to participate in two collaborative work sessions. The first work session allowed participants to "visit" stations containing existing conditions maps of various mobility networks, the project candidate list and map, and conceptual designs. Attendees could provide sticky note comments on specific projects or address areas that were not identified in the project list. The second work session, moderated by the project team, focused on highlighting how the project candidates did or did not meet the Plan's goals and the community's needs.

Additional Virtual Engagement Efforts

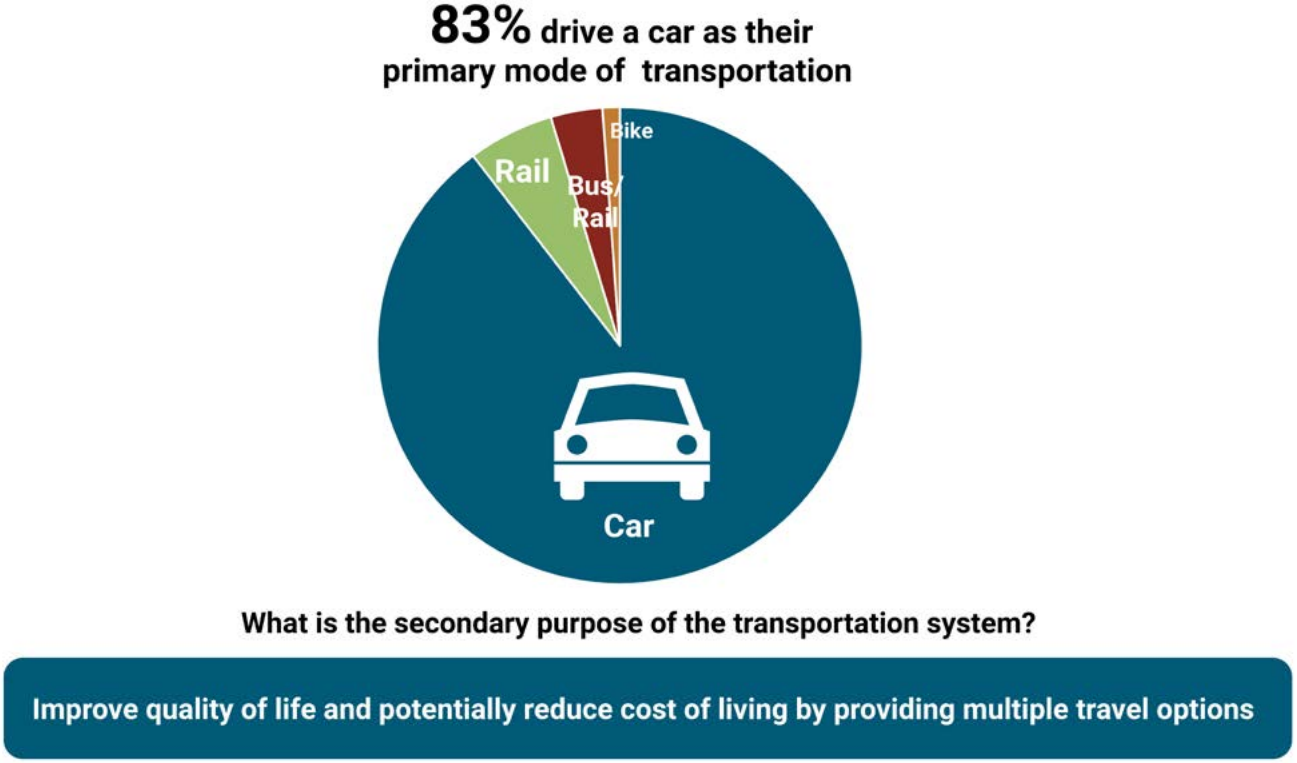
For this Plan, the project team provided alternative public engagement initiatives to reach other communities, residents, employees, and Doraville visitors. Given the COVID-19 pandemic, all of the public engagement efforts were hosted online. However, flyers and posters promoting the project were distributed and posted throughout the City.

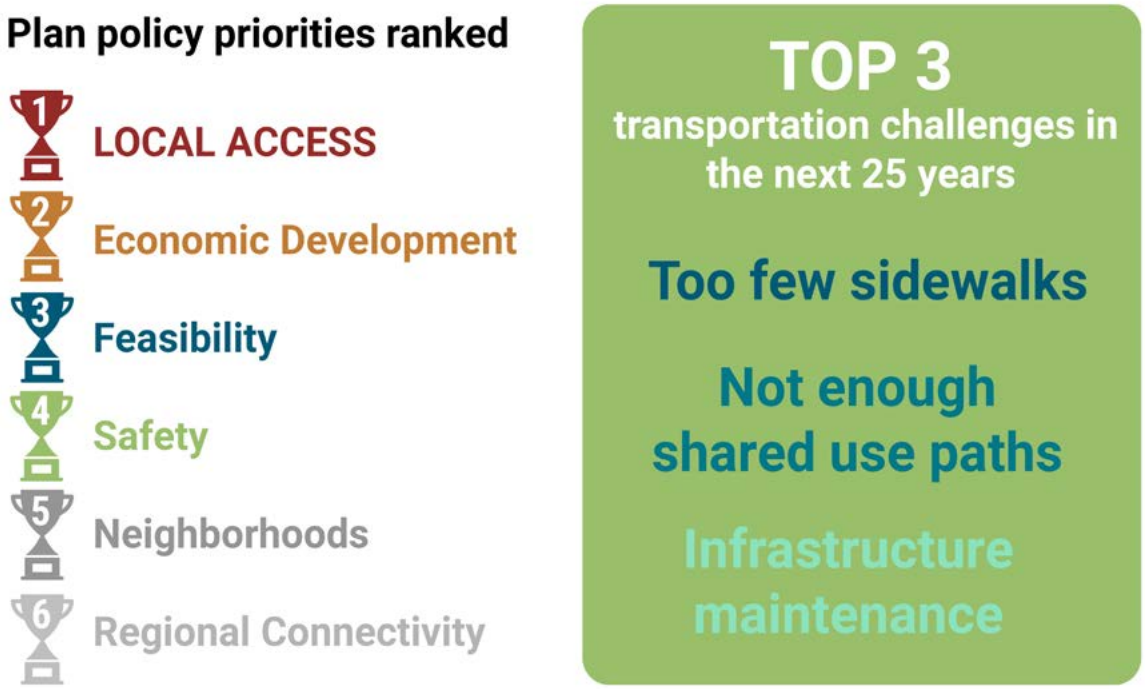
Virtual Engagement Efforts

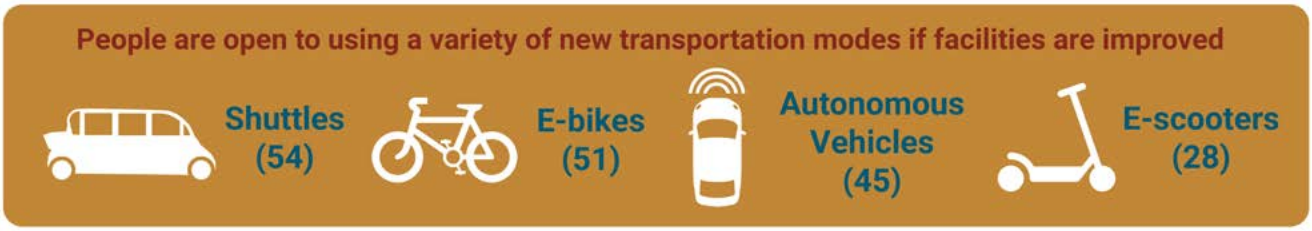
A project website was created and project materials posted to provide an overview of the project scope, goals, schedule, and engagement efforts. All recordings and presentations from the public meetings were also posted to the website for the public to access if they were unable to attend the virtual public meetings. The project website provided a link to the Mural platform containing the work session "activities" from the second public meeting. For approximately two weeks after the second public meeting, the public could access and comment on the project candidates and conceptual designs.

Public Survey

The project team developed an online survey to collect feedback on mobility concerns, demographic characteristics of those who work, play, and live in the City, and understand the public perspective on transportation goals and priorities. The public had the opportunity to participate in the survey in both English and Spanish from to the beginning







As shown in the graphics above, survey participants noted their concerns with Doraville's existing mobility networks. Most participants want to see capital improvements that prioritize access to and between Doraville's communities, and that support future development. Participants also stated that the City needs to advance projects that improve pedestrian and multimodal facilities while ensuring that existing and proposed infrastructure is properly maintained.

of September 2020 to the beginning of November, 2020. The City promoted the survey through the project website and flyers that were distributed throughout the City at community public facilities and key commercial locations such as the Buford Highway Farmers Market. The survey generated a total of 88 responses.

The following list documents a key takeaways from the survey. The graphics located on pages 34-36 provide additional findings from the survey results.

- Majority of respondents (80%) live in Doraville. A high amount of respondents also shop/run errands and work in the City.
- Prior to the pandemic, almost 90% of respondents used automobiles as their primary mode of transportation.
- Respondents are open to trying new modes of transportation other than vehicles, such as electric bicycles and shuttles.
- Most respondents want to improvement pedestrian-related infrastructure such as sidewalks and multi-use paths.
- Respondents prioritized goals that focus on improving local access between neighborhoods and creating projects that support economic development
- Due to COVID-19, most participants stated that they drive less than they used to and are walking or biking more than before then pandemic. Respondents believe that they will shift to more remote learning environments.

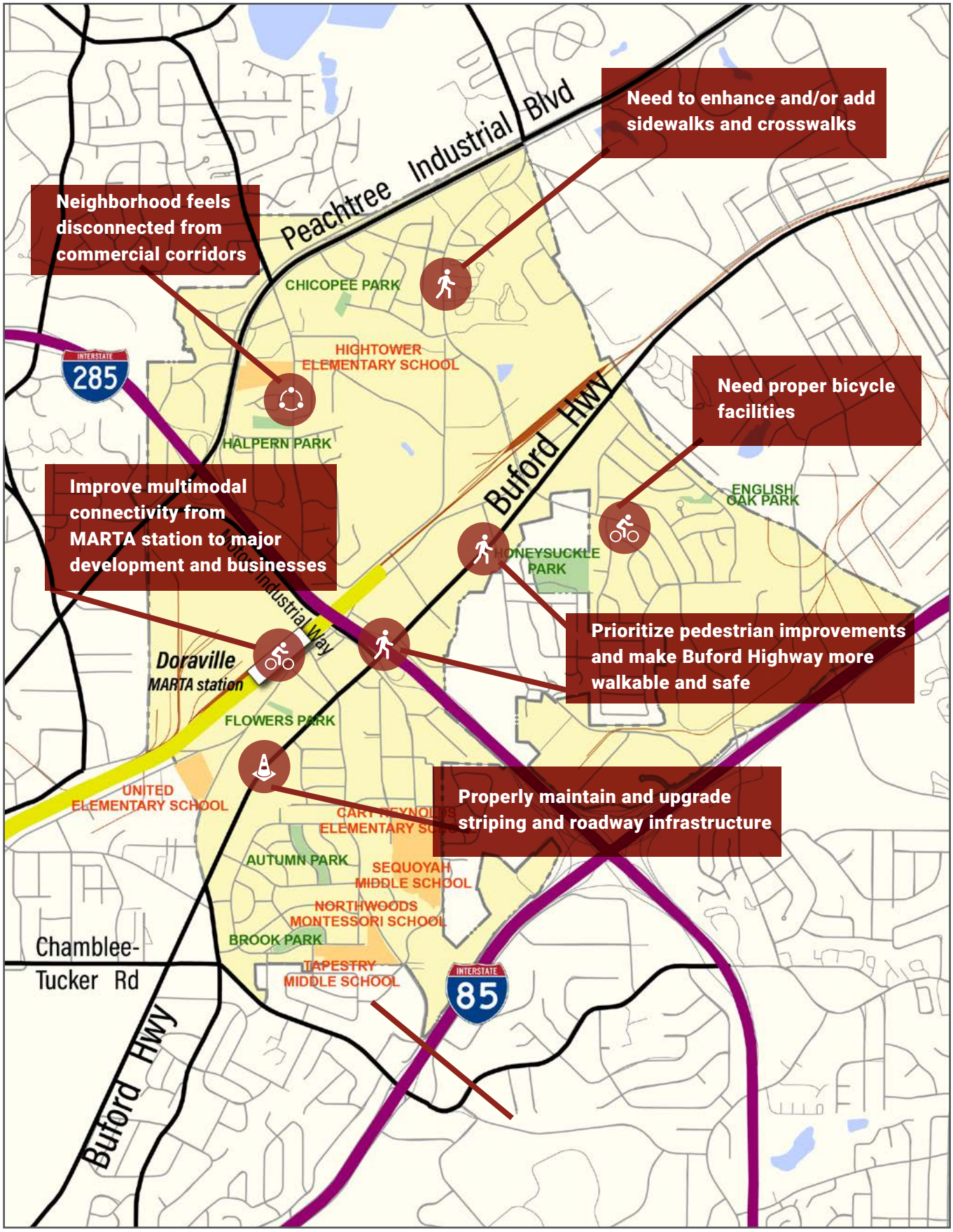
Online Mapping Exercise

In addition to the survey, the project team created an online mapping activity using Google MyMaps. All participants had the opportunity to navigate the map and populate the Study Area with points, lines, and polygons based on their comments. Within the platform, participants could provide concerns and opportunities wherever a pin or line was placed. The project team publicized the activity on the project website, as well as through the survey.

The following list provides an overview of feedback hot-spots and takeaways from the comments. The map on page 37 displays various feedback collected from the Google MyMaps activity. All activities are categorized by mode.

- Comments concentrated on Buford Highway, particularly around and adjacent to I-285.
- Other feedback hot-spots included the MARTA Doraville Station, Winters Chapel Road, New Peachtree Road, Tilly Mill Road, and Oakcliff Road south of Buford Highway
- Most comments highlighted the need for better connected sidewalk networks, as well as enhanced bicycle and pedestrian facilities on major neighborhood streets such as Oakcliff Road.

FIGURE 3.1: PUBLIC MAPPING EXERCISE RESULTS



- Participants commented on safety issues around Buford Highway, particularly related to crosswalks, wayfinding, and pavement markings. Participants also noted the inefficiency of the current roadway layout along Buford Highway.
- Activity participants called out the need for multimodal access and connection to the MARTA Doraville Station, especially in direct connection to the future Assembly development.

Future Public Outreach Initiatives

The City has the opportunity to the leverage the lessons learned and successes from this Plan's initiatives for future public engagement efforts. Due to the pandemic and the resulting need to transition engagement efforts from in-person to virtual, the City had new opportunities to collect strong, qualitative feedback. Hosting virtual meetings allowed those who could not attend to view the meetings on their own time, and the public had the ability to access meeting materials and recordings through the project website. The online survey and mapping activities gave the project team the opportunity to collect feedback from September to December, therefore providing valuable input to the project recommendations and evaluation process. However, virtual engagement efforts still do not reach other communities, such as those who do not speak English as their first language, and low-income communities. It is crucial to continue discussions with groups such as CPACS and LAA to understand how best to hear the voices of different communities in Doraville.

Potential engagement opportunities to collect mobility-related feedback are listed in the call-out box below.

CONTINUED PUBLIC ENGAGEMENT OPPORTUNITIES

Continue to use the Mobility Plan website as a database and news-feed for transportation-related updates, design plans, future and/or on-going plans, and events.

Focus outreach efforts on reaching minority and low-income groups, This could include continued translation services of public surveys and meetings, as well as connecting regularly with community groups.

Post flyers and outreach information and resources in public and busy facilities such as the Buford Highway Farmers Market, MARTA Doraville Station, Buford Highway businesses, schools, and City Hall.

Use social media platforms to connect with different demographics and Doraville groups.

Capitalize on the frequent use of virtual meeting platforms such as Zoom and GoToMeeting to record in-person meetings and provide virtual access for those unable to outreach events.

4

PROJECT CANDIDATES & EVALUATION RESULTS

This section presents the candidate projects recommended to address the Plan's identified needs and challenges. It also provides a framework to help the City implement the proposed project candidates, and understand the prioritizing process for all projects as well the design elements for key projects. This section documents conceptual designs and illustrations, level of complexity, funding sources, cost, and potential cooperation options for advancing priority projects.

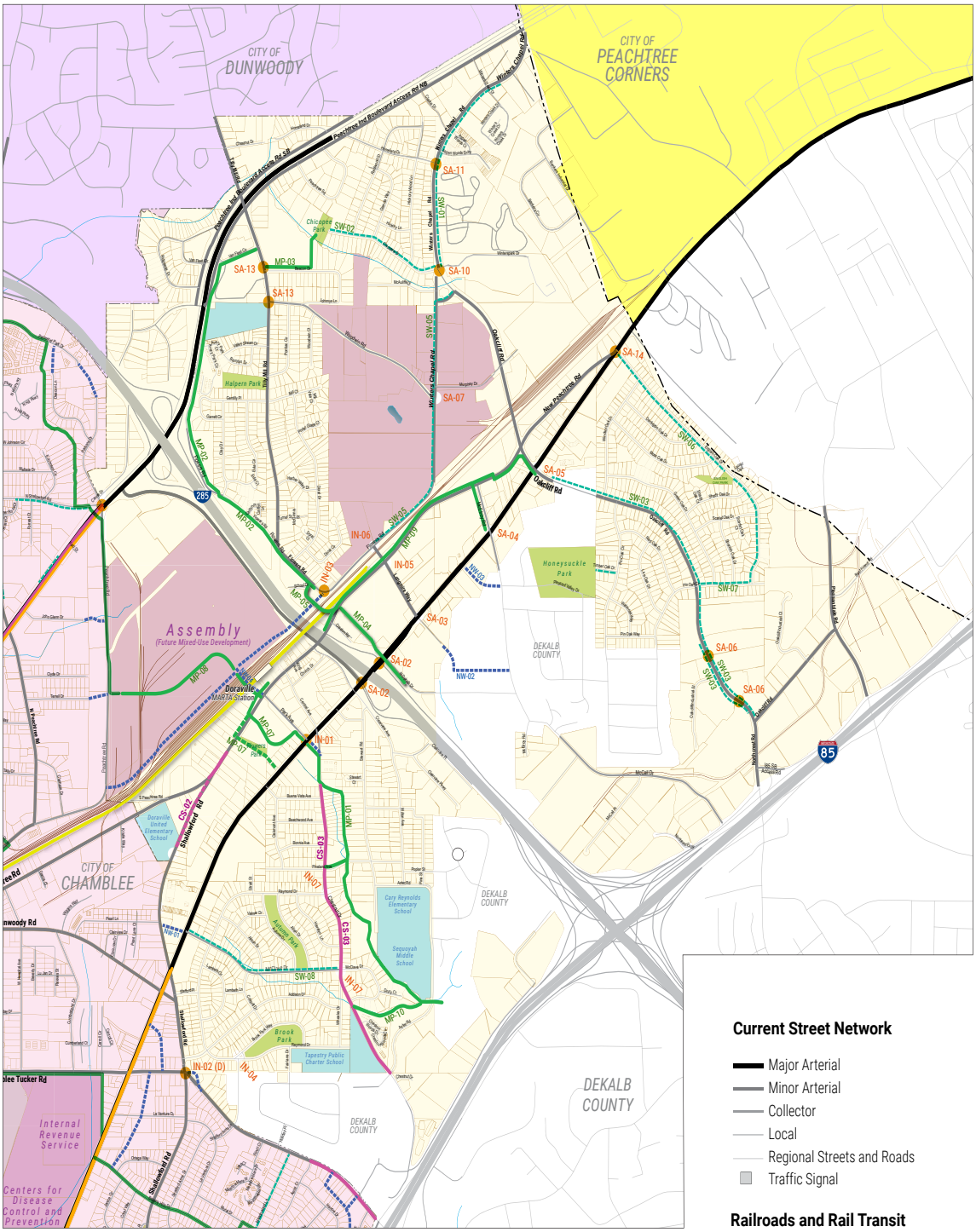
Project Candidates

In response to the needs and community desires identified and discussed in the first part of this plan report, the Mobility Plan considered a series of candidate projects intended to jointly strengthen the City's mobility framework and enhance the safety and comfort of using non-driving travel. These projects represent a mix of enhancements on neighborhood streets, design treatments at larger intersections, and special infrastructure for bicycles and pedestrians to help augment the overall network for safe and convenient travel with those options. In particular, it also sought to emphasize the need to connect across major barriers in the City, recognizing that Doraville's primary residential areas are separated by railroads, freeways, and major highways.

It is typical for transportation plans to develop a long list of possibilities for projects and to apply an evaluation or prioritizing process to fit project recommendations within the bounds of expected available resources for a plan's implementation. This Mobility Plan has taken that approach, but it also started from a more limited perspective and considered projects intended to be most transformative or impactful. For this reason, even the list of candidate projects is relatively short when compared to other community plans. This is designed to allow the City to make progress on implementing projects over the next 10 to 20 years, but to leave it with adequate flexibility to advance other projects, or use the plan to state community desires and engage City partner organizations to help implement these.

Figure 4.1 on the following page provides an overall map of project candidates, with further explanation of these in the table over the following three pages.

FIGURE 4.1: PROJECT CANDIDATES



Major Project Types

- Multi-Use Path/Trail (MP projects)
- Complete Street Conversion (CS projects)
- New Street Network (NW projects)
- Sidewalk Infill (SW projects)
- Intersection and Safety (IN/SA projects)

Refer to the accompanying list of projects for more detail on proposed project candidates

Current Street Network

- Major Arterial
- Minor Arterial
- Collector
- Local
- Regional Streets and Roads
- Traffic Signal

Railroads and Rail Transit

- MARTA Gold Line and Station
- CSX Transportation
- Norfolk Southern Corporation

Community and Natural Features

- Parks and Recreation Areas
- Major Employment or Commercial Districts
- School Properties
- Lakes and Ponds
- Rivers and Streams

CITYWIDE DORAVILLE MOBILITY PLAN PROJECT CANDIDATES LIST (1)

Project ID	Project Name	Explanation of Project Specifics	Overall Mobility Plan Theme	Cost Estimate
CS-02	New Peachtree Complete Street, Phase 2	Convert New Peachtree Road and Shallowford Road to a complete street with bicycle lanes and sidewalk enhancement from Flowers Park to Buford Highway. This project would include changes to the design of the New Peachtree/Shallowford intersection to improve pedestrian and vehicle safety.	Improvements around MARTA and Downtown Doraville	$3,659,626.88
CS-03	Complete Street and Traffic Calming for Chestnut Drive	Add protected bicycle facilities and traffic calming devices along Chestnut from north of Buena Vista Drive to Fairlane Avenue.	Connecting Neighborhoods	$1,245,482.90
IN-01	Realignment of Chestnut at Buford Highway	Realign the intersection of Chestnut Drive and Buford Highway to the south/west, connecting it into the existing Park Avenue intersection.	Safety on Major Streets	$2,680,638.65
IN-02	Chamblee-Tucker/ Shallowford Intersection Realignment	Realign the intersection of Chamblee-Tucker Road and Shallowford Road to bring the eastern 'leg' into a right-angle intersection, improving visibility and reducing safety problems.	Safety on Major Streets	$2,613,790.93
IN-06	Longmire/ Flowers Intersection Improvements	Widen the intersection to include a dedicated westbound right-turn lane and adjust traffic signal timing to allow maximum efficiency of movements from traffic expected to come from the I-285 managed lane access ramp.	Crossing Barriers	$798,780.60
IN-04	Brook Park Intersection Reduction	Restripe pavement to narrow the traveled way around this intersection to reduce vehicle speeds.	Connecting Neighborhoods	$165,087.00
IN-05	Longmire/ New Peachtree Intersection Improvements	Restripe pedestrian crossings and improve connections to proposed project MP-09	Crossing Barriers	$232,560.00
IN-07	Chestnut Intersection Traffic Calming Projects	Install mini-roundabouts at these intersections to add to overall traffic calming through the Chestnut Drive corridor.	Connecting Neighborhoods	$2,232,653.53
MP-01	Peachtree Creek Greenway Connector	Multi-use path along the branch creek generally parallel to Chestnut Drive. Project would begin from Buford Highway as a part of the proposed realignment of this intersection (IN-01) and continue south to the Doraville City Limits, or to Interstate 85 should unincorporated areas be annexed.	Connecting Neighborhoods	$3,680,235.00
MP-02	Flowers Road Multi-Use Path	Multi-use path along the west side of Flowers Road from the Norfolk Southern Railroad to Tilly Mill Road	Connecting Neighborhoods	$1,613,346.88
MP-04	Buford Highway Pedestrian Bridge	Construct a pedestrian bridge over Buford Highway, with a trail connecting North Dekalb Drive to New Peachtree Road	Crossing Barriers	$5,413,041.25

CITYWIDE DORAVILLE MOBILITY PLAN PROJECT CANDIDATES LIST (2)

Project ID	Project Name	Explanation of Project Specifics	Overall Mobility Plan Theme	Cost Estimate
MP-05	Bicycle-Pedestrian Railroad Bridge	Bicycle and pedestrian bridge over MARTA and Norfolk Southern railroad tracks, generally at the south end of Flowers Road at its eastward curve. This project may only be feasible if property impacts from GDOT's Managed Lanes interchange project and extension of Flowers Road across I-285 result in the removal of buildings on these properties.	Connecting Neighborhoods	$3,444,322.50
MP-07	City Center Connector Trail	Multi-use path that continues the Peachtree Creek Greenway connector and/or Chestnut Drive complete street to New Peachtree Road and the MARTA station. This path alignment may use an alignment not directly on Park Avenue to provide an easier grade for cyclists and pedestrians.	Improvements around MARTA and Downtown Doraville	$1,267,462.50
MP-08	Assembly Trails Connection to Chamblee	As part of Assembly development, ensure that a connection is made from Peachtree Road, with Chamblee's planned multi-use path, through Assembly to the Park Avenue covered street project (NW-04)	Crossing Barriers	$3,918,183.75
MP-09	New Peachtree Road Multi-Use Path	Multi-use path on the north side of New Peachtree Road from I-285 to McElroy Road, proposed as an alternative to continuing the same street design as used inside I-285 (Project CS-01 that the City currently has in progress).	Safety on Major Streets	$1,478,965.40
MP-10	Peachtree Creek Greenway Connector - South Spur	Trail connector along branch creek from Chestnut Drive to main trail proposed in MP-01	Connecting Neighborhoods	$642,308.75
NW-01	New Street - McClave to Shallowford	New street extended from Buford Highway/McClave Drive intersection to Shallowford Road. If a street is expected to be a very long-term possibility due to impacts on the commercial property and parking, an enhanced pedestrian connection may be built in the short term.	New Street Connections	$4,173,923.39
NW-02	New Street - Longmire to Ashlyn Pointe Connection	Extend Longmire Way from its current southern end (adjacent to the former Kmart site) south to connect with a stubout at Ashlyn Pointe Drive, currently in unincorporated DeKalb County.	New Street Connections	$1,597,961.45
NW-03	New Street - Pleasant Valley Extension	Create a new street through existing commercial property to connect to McElroy Drive at Pleasant Valley Road	New Street Connections	$2,094,233.70
NW-04	Park Avenue Extension and Covered Street	Connect Park Avenue from New Peachtree Road into Assembly site with a tunnel connection under the MARTA and NS railroad tracks	New Street Connections	$12,188,021.60
SA-02	Buford Highway Pedestrian Improvements at I-285	Pedestrian Improvements at the Buford Highway intersections with I-285's access ramps, including restriping, added sidewalk width in feasible locations to allow pedestrians a safer waiting area before crossing, elevation of sidewalks above curb heights, and improvements to lighting and drainage under the I-285 bridge spans. This project may involve coordination with GDOT traffic operations as it should also add protected crossing time for pedestrians.	Safety on Major Streets	$890,746.00

CITYWIDE DORAVILLE MOBILITY PLAN PROJECT CANDIDATES LIST (3)

Project ID	Project Name	Explanation of Project Specifics	Overall Mobility Plan Theme	Cost Estimate
SA-05	Buford Highway/ Oakcliff Pedestrian Improvements	Improvements to crosswalks, curb ramps, and pedestrian signals at the intersection of Buford Highway and Oakcliff Road	Safety on Major Streets	$276,122.50
SA-06	Oakcliff Road Mid-Block Crossings	Mid-block crossings on Oakcliff Road near Oakcliff Industrial Street, allowing access to MARTA bus stops from opposite sides of the road	Safety on Major Streets	$745,019.75
SA-10	Winters Chapel/ Chicopee Pedestrian Improvements	Improvements to crosswalks, curb ramps, and pedestrian signals at the intersection of Chicopee Drive and Winters Chapel Road	Safety on Major Streets	$268,173.75
SA-11	Winters Chapel/ Homeland Pedestrian Improvements	Improvements to crosswalks, curb ramps, and pedestrian signals at the intersection of Homeland Drive and Winters Chapel Road	Safety on Major Streets	$227,417.50
SA-12	Tilly Mill-Gentilly Protected Crossing	Signal-protected crosswalk on Tilly Mill at Gentilly Drive	Safety on Major Streets	$449,816.25
SA-13	Tilly Mill Mid-Block Crossings	Signal-protected crosswalks on Tilly Mill	Safety on Major Streets	$334,016.00
SA-14	English Oak Signal Improvements	Add new signal on English Oak at Buford Highway. Provide signal-protected crosswalks	Connecting Neighborhoods	$500,000.00
SW-01	Winters Chapel Sidewalk (Chicopee to Winters Creek)	Sidewalk on the east side of Winters Chapel Road from the Chicopee Drive signal to the end of current sidewalks near Winters Creek Drive	Safety on Major Streets	$932,834.15
SW-02	Chicopee Road Sidewalk	Sidewalk on the north side of Chicopee Drive	Connecting Neighborhoods	$537,530.03
SW-03	Oakcliff Road Sidewalk Enhancement	Added sidewalks on the east side of Oakcliff Road (where they are missing) from Buford Highway to Oakcliff/Northcrest intersection, and on both sides of the road in the section with no current sidewalks around Oakcliff Industrial	Connecting Neighborhoods	$1,514,477.48
SW-05	Winters Chapel Sidewalk (Longmire to Oakcliff)	Sidewalk on one side of Winters Chapel/Flowers Road between Oakcliff Road and Longmire Way	Connecting Neighborhoods	$1,085,747.25
SW-06	English Oak Drive Sidewalk	Add a sidewalk on the south/west side of English Oak Drive from Buford Highway to Pin Oak Circle	Connecting Neighborhoods	$950,419.00
SW-07	Pin Oak Drive Sidewalk	Add a sidewalk on the north side of Pin Oak Drive from English Oak to Oakcliff	Connecting Neighborhoods	$479,847.10
SW-08	McClave Drive Sidewalk	Add a sidewalk on the north side of McClave Drive from Buford Highway to Chestnut Drive	Connecting Neighborhoods	$798,932.00

Project Evaluation Metrics & Scoring System

The evaluation process consists of project indicators organized into four categories: Funding Eligibility and Feasibility, Mobility Candidates, Community and Economic Characteristics, and Public Feedback. The evaluation process articulates the basic guidance the City would need to understand cost and construction of each project (including eligibility for outside funding), how projects could support community growth and quality of life, and how projects address public feedback issues and needs. Although the process results in a prioritized list of project candidates created through the Plan, it is not intended to diminish the importance of any particular project. Projects that did not score highly in the process might still have value for the City, might be quickly implementable or could otherwise contribute well to a balanced mobility system for Doraville.

Scoring System

All projects were assigned low, medium, or high scores for each metric based on how well a project responds to a particular indicator. The Plan uses this scale to ensure projects do not receive a negative score, as well as to avoid generating a large range of scores that open the results to more subjective interpretations. More information and details on each of the metrics are provided below and in the accompanying appendices.

First Category: Funding Eligibility & Feasibility (Table 4.1)

This category assesses each project's ability to qualify for federal funding, in particular the Atlanta Regional Commission's Transportation Improvement Program (TIP) through which Federal funding is distributed to projects. It also evaluates each project's need to coordinate with additional agencies outside of the City, including GDOT or MARTA, as well as additionally competing for funding based on its adherence to complete streets design principles and consistency with existing mobility-related local and regional planning documents. A project received a low score in this category if it was not eligible for Federal funding, required coordination between multiple agencies, constituted a significant financial burden on the City, or was not supported in other planning documents. On the other hand, a project received a high score if it could qualify for various levels of funding, only required one or less agency coordination efforts, could be funded relatively quickly and easily, and was supported by other local and regional plans. Table 4.1 provides more detailed information for each of the metrics included in this category.

Second Category: Improvements to Mobility (Table 4.2)

The Mobility Candidates category assesses the impact each project has on infrastructure, community safety, and ability to engage and encourage travel modes other than driving alone. These metrics take safety into consideration (measured by review of crashes on roads, and in turn by travel mode and whether crashes involved injuries and fatalities), and how each project could improve safety and reduce vehicle speeds at major intersections, roadways, and within neighborhoods. This category also assesses how these projects add connections to the existing roadway network, impact freight and movement of goods, and influence future traffic volumes. Most importantly, each project is evaluated on its ability to increase the potential to use alternative modes in the City, such as bicycles, walking, or transit. A project received a low score if it did not improve safety in Doraville, did not reduce traffic, or limited residents' ability to access different modes. A high-scoring project will make roadways safer for all users, allow those living, working, and visiting Doraville to use alternative modes, and improve roadway efficiencies. Table 4.2 provides more information on the mobility candidate metrics.

Third Category: Community/Economic Characteristics (Table 4.3)

The plan's evaluation process is also intended to recognize that the City's investment in transportation should yield a broad community benefit *beyond* mobility-based indicators. The

indicators this category take into consideration the impact each project has on residents' quality of life, development, environmental assets, and social equity. It is important that these projects not only create efficient and strong infrastructure for all modes, but support economic growth, improve access to Doraville's public facilities and commercial areas for all residents, and incorporate elements that positively affect the environment.

For this category, a project scored low if it did not improve quality of life for residents and neighborhoods, was not located in a high-ranking Equitable Target Area (ETA) as created by the Atlanta Regional Commission (ARC), impacted environmental assets or was located in a floodplain zone, and had a negative impact to private sites and future development. A high-ranking project in this category was located in a high-ranking ETA and increased access to work, transit, and commercial areas for those in minority or low-income communities. A high-ranking project was not located in a floodplain zone, could potentially lead to green stormwater infrastructure improvements, enhanced quality of life for all neighborhoods, and increased access for all modes to enter a site or frequent commercial zones. Table 4.3 provides more details for the community/economic characteristic metrics.

TABLE 4.1: FUNDING ELIGIBILITY & FEASIBILITY EVALUATION METRICS

Technical Evaluation Criteria	Evaluation Method	'Low' Score	'Medium' Score	'High' Score
Project is Federal-aid eligible (the project qualifies for inclusion into the TIP)	Assess potential for eligibility based on project sponsorship and the location on the transportation network	Not eligible or requires multiple agency coordination	Eligible, but not aligned with existing local plans or LCIs or requires multiple agency coordination	Eligible and aligned with existing local plans or LCIs or no agency coordination required (Doraville to lead)
Project eligible for funding based on Complete Streets policies	Assess level of accommodation of a complete range of users/modes	Nothing	Behind the curb	In the street
Overall cost and constructibility	Assess how much likely local government funding capacity can meet local match or even 100% of project funds	Scale of project beyond one year annual budget	Scale of project within a typical-year annual budget for capital projects	Scale of project less than 50% of a typical-year annual budget
Support in other existing plans	Project recommended in another plan document (e.g. Buford Highway LCI, Comp. Plan)	Not supported in any other plan or precludes other plan recommendation	Supported in one other plan.	Supported in more than one other plan, or meets multiple plans' objectives

TABLE 4.2: MOBILITY CANDIDATES EVALUATION METRICS

Technical Evaluation Criteria	Evaluation Method	'Low' Score	'Medium' Score	'High' Score
Improves safety conditions	Assess major crash types occurring along corridor/at major intersections and how project addresses them	No design or operational changes that would address safety	Designs or operational changes may affect one significant crash type	Designs/operational changes may affect two or more crash types
Improves routes and roadway efficiency	Assess how many new 'complete' network links and intersections are created & assess potential reduction of traffic volume in key intersections	No new additions: project does not add to network. No apparent efficient improvements for all vehicle types	One complete link between two intersections. Apparent efficient improvements for 1-2 vehicle types	More than one complete link. Apparent efficient improvements for +2 vehicle types
Improves modal choice	Assess potential for additional modes (e.g. bike, ped, transit, new mobility options) to be accommodated with dedicated infrastructure	No new modes or reduced non-vehicle modal accommodation	Project includes improvements for one non-vehicle travel mode	Includes improvements for more than one non-vehicle travel mode

Fourth Category: Public Feedback (Table 4.4)
Throughout the duration of this Plan, the project team engaged the public through stakeholder sessions, virtual public meetings, internal agency working sessions, a public survey, and an online mapping platform. During these engagement efforts, the public and stakeholders had the opportunity to voice their mobility priorities, including making Doraville more attractive for development, improving local access to the community's amenities such as libraries, parks, and the Buford Highway Farmers Market, and strengthening regional connectivity. Other priorities included the ability to create a feasible and pragmatic Plan that is easily funded and implementable, as well as balancing the needs and concerns of Doraville's neighborhoods with its commercial and industrial areas. In this category, a low-ranking project did not meet any of the needs and issues the public emphasized and raised in the survey and during public workshops, as well as did not overlap with the areas of concern and opportunities in the public, virtual mapping platform. High-ranking projects were located adjacent to or at locations noted in the public mapping tool and stakeholder sessions, and aligned with the priorities stated in the public survey. Table 4.4 provides more detailed information for each of the metrics included in this category.

TABLE 4.3: COMMUNITY & ECONOMIC EVALUATION METRICS

Technical Evaluation Criteria	Evaluation Method	'Low' Score	'Medium' Score	'High' Score
Supports commercial, mixed-use, and residential development	Review access, connectivity, and other mobility metrics to main properties	Reduces development potential due to changes to site/property	No significant changes to access, connection, or site layout	Provides new means of access or connectivity
Environmental Quality	Assess project's potential to reduce environmental impacts (such as stormwater runoff)	Potential for increased impact	No significant changes, or moderate improvements	No environmental impact or encourages use of alternative transportation or decreases car trips.
Social Equity	Assess how project serves a minority or low-income community, especially with access to businesses/jobs	Project is not in located in an Equitable Target Areas (ETA as created by Atlanta Regional Commission) or does not provide safe and accessible connections to minority and low-income communities	Project is not in located in an Equitable Target Area (ETA), but focused on providing safe and accessible connections to border of ETA	Project is located in an ETA and provides safe and accessible connections to multiple other ETAs.
Quality of Life	Assess how project improves quality of life for residents in neighborhoods	Makes no change to quality of life	Introduces 1 means of additional travel or ability to connect to 1 community amenity	Introduces +2 means of additional travel or ability to connect to community amenities

TABLE 4.4: PUBLIC FEEDBACK EVALUATION METRICS

Technical Evaluation Criteria	Evaluation Method	'Low' Score	'Medium' Score	'High' Score
Addresses public goals and priorities	Assess how project meets goals and priorities noted in the survey and public meeting 1	Does not meet any goals/ priorities	Meets 1-2 goals/priorities	Meets +2 goals/priorities
Geographic location	Assess if the project area is adjacent, close to, or at a location proposed by the public in the My Google Map (hot-spot)	Not adjacent to any public input/areas of concern/ opportunities	Adjacent to or at 1-2 any public input/areas of concern/ opportunities	Adjacent to +2 to any public input/areas of concern/ opportunities

Project Evaluation Results

As a result of the evaluation process, project candidates focused on improving pedestrian infrastructure and safety along major City corridors received high rankings. This included projects proposing crosswalk improvements, pedestrian signals and curb ramps along busy commercial intersections that connect businesses to neighborhoods and other amenities. Other high-ranking projects propose enhancing multimodal facilities on major corridors and adding new street networks that would better connect developments or businesses to the City core.

High-Ranking Projects

Most, if not all, of the high-ranking projects qualify for Federal funding and are competitive with multiple factors that ARC uses for selecting projects for inclusion in the TIP. Most of these could be funded using less than a typical-year's capital improvement allocation from an average annual City budget. These projects are also supported through mobility-related recommendations in local plans such as the 2017 Buford Highway Livable Centers Initiative (LCI) and 2017-2037 Doraville Comprehensive Plan.

The Importance of Other Projects

Although the evaluation process creates a ranking of all 36 project candidates, it is important to understand that some medium- to low-ranked projects could be prioritized as near-term capital projects for reasons other than this initial scoring approach. The appendices contain a detailed breakdown of each project's scoring results by category and metrics. Some projects, such as continuing the New Peachtree Complete Street project into a second phase along Shallowford Road (CS-02), sidewalks and mid-block crossings on Oakcliff Road (SW-03 and SA-06) and the realignment of Chestnut Drive's intersection at Buford Highway (IN-01) address critical mobility needs or tap into notable opportunities. Of the five projects identified in Tables 4.5 and 4.6, four qualify for Federal funding and all align with Complete Streets policies. Moreover, these projects greatly improve pedestrian safety at peripheral intersections with high pedestrian activity, can introduce measures to reduce speeds along major neighborhood connections with potential for cut-through traffic, and promote connectivity and access to transit stations and community amenities. It is also important to highlight low-scoring projects that require higher costs, as they could be linked with other smaller projects to address a larger mobility goal or be prioritized through a more policy-focused approach.

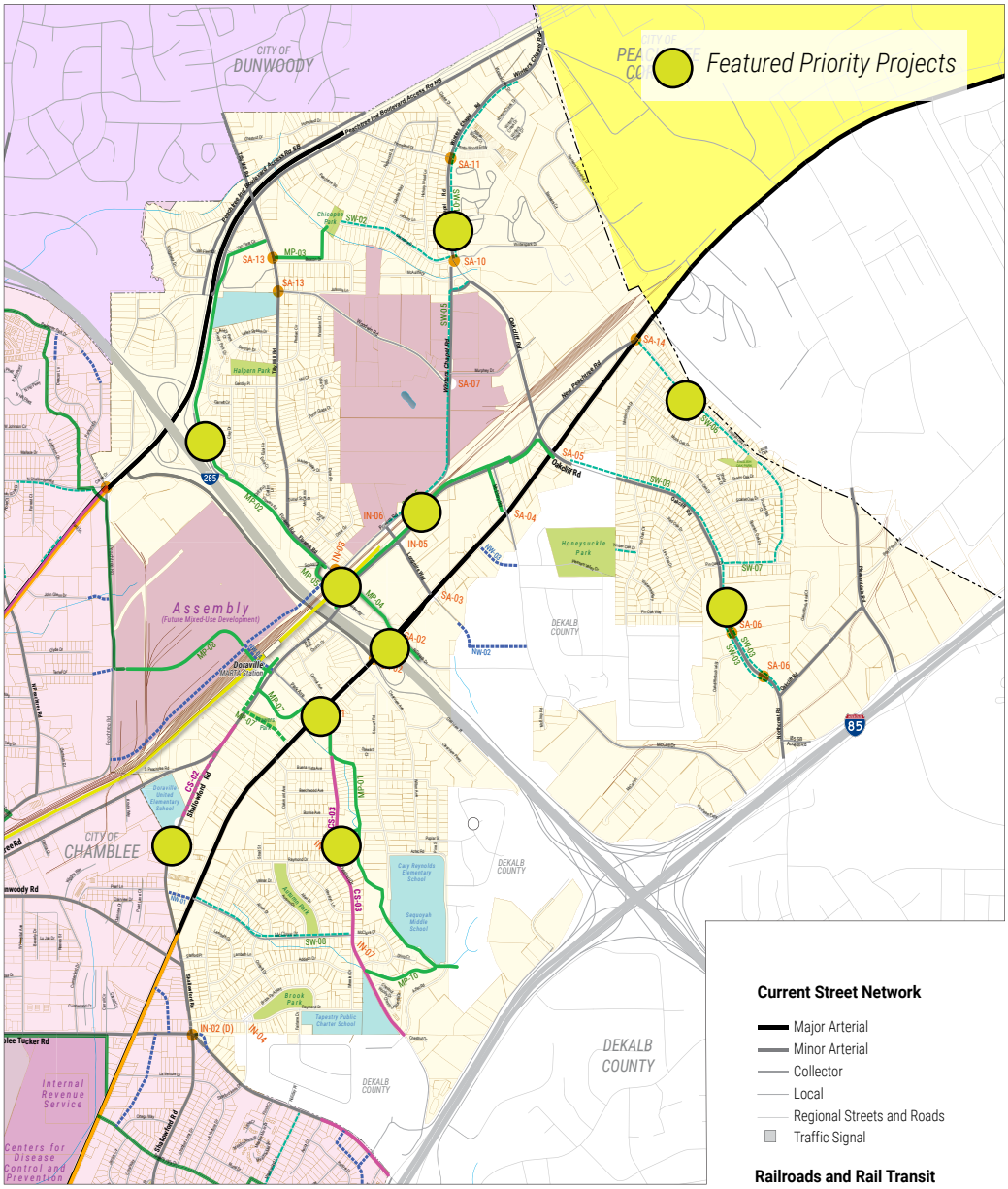
From Scores to Priorities

Although the scoring system is a useful way of quickly assessing how different project candidates respond to a series of diverse evaluation metrics, the score in itself is not the only way to consider project priority. Some lower-scoring projects still have significant potential value for their neighborhoods, and some high-scoring projects may be difficult to achieve in the near term due to high cost, complex political coordination, or other needs to have long-term strategies in place. The candidates all bring value, but some have a more universal benefit to the City where others focus more on enhancing the mobility options of specific neighborhoods or districts.

To address this, the Plan assigned projects generally by their scores in the evaluation process into three primary categories:

- **Highest-Value Projects** represent high scores due to generally high performance across a broad set of metrics. If any of these projects had a low score for a metric or small set of metrics, this was outweighed by strong scores for other metrics, suggesting that the project generally meets the intent of numerous transportation and community criteria and thus represents a good investment for the City as a whole. They are based on the highest scores, though not exclusively, as some high-scoring projects were moved to other categories because they represent a better fit there.

FIGURE 4.3: PROJECT CANDIDATES PRIORITIZED PROJECTS



This map shows all proposed project candidates for the Doraville Citywide Mobility Plan. Each project is categorized by project type, which includes multi-use path/trail, complete street conversion, new street network, sidewalk infill, or intersection & safety. The "Project List" Appendix also contains more detailed descriptions of each project. The top five projects that received the highest rating are called out on the map.

TABLE 4.7: PROJECT PRIORITY CATEGORIES

Evaluation Category	Project ID	Project Name
Highest-Value Projects Projects in this category have a Citywide benefit and purpose in that they cross major barriers, address high-profile safety deficiencies, or position the City for other long-term regional opportunities.	SA-02	Buford Highway Pedestrian Improvements at I-285
	SA-03	Buford Highway/Longmire Pedestrian Improvements
	SA-04	Buford Highway/McElroy Pedestrian Improvements
	SA-05	Buford Highway/Oakcliff Pedestrian Improvements
	CS-02	New Peachtree-Shallowford Complete Street, Phase 2
	SW-01	Winters Chapel Sidewalk - Chicopee to Winters Creek
	CS-03	Complete Street and Traffic Calming for Chestnut Drive
	MP-07	City Center Connector Trail
	MP-04	Buford Highway Pedestrian Bridge
	MP-05	Bicycle-Pedestrian Railroad Bridge
	MP-09	New Peachtree Road Multi-Use Path
	SA-12	Tilly Mill-Gentilly Protected Crossing
Neighborhood-Value Projects Projects in this category respond more closely to neighborhood-specific needs and concerns, although they are no less important in strengthening connectivity and providing options for mobility in Doraville.	SA-10	Winters Chapel/Chicopee Pedestrian Improvements
	SA-11	Winters Chapel/Homeland Pedestrian Improvements
	SW-05	Winters Chapel Sidewalk - Longmire to Oakcliff
	IN-05	Longmire/New Peachtree Intersection Improvements
	SW-02	Chicopee Road Sidewalk
	SW-06	English Oak Drive Sidewalk
	SW-03	Oakcliff Road Sidewalk Enhancement
	SA-06	Oakcliff Road Mid-Block Crossings
	MP-02	Flowers Road Multi-Use Path
	IN-01	Realignment of Chestnut at Buford Highway
	IN-02	Chamblee-Tucker/Shallowford Intersection Realignment
	SW-07	Pin Oak Drive Sidewalk
	MP-08	Assembly Trails Connection to Chamblee
	SW-08	McClave Drive Sidewalk
	SA-13	Tilly Mill Mid-Block Crossings
	IN-07	Chestnut Intersection Traffic Calming Projects
Aspirational-Value Projects Projects in this category bring benefit to the City but may represent a longer-term focus or may be combined with special opportunities like land development projects.	NW-04	Park Avenue Extension and Covered Street
	MP-01	Peachtree Creek Greenway Connector
	MP-10	Peachtree Creek Greenway Connector - South Spur
	IN-06	Longmire/Flowers Intersection Improvements
	NW-02	New Street - Longmire to Ashlyn Pointe Connection
	NW-03	New Street - Pleasant Valley Extension
	NW-01	New Street - McClave to Shallowford
	IN-04	Brook Park Intersection Reduction

Denotes a Focus Project, with detailed descriptions on the following pages

- **Neighborhood-Value Projects** tend to have benefits or an immediate purpose more closely tied to their immediate neighborhood, although in some cases these projects do allow larger connections between neighborhoods and benefit the entire City. They are generally drawn from medium-scoring projects, though some higher and lower scoring projects were also transferred to this category to reflect a neighborhood-specific focus.

- **Aspirational-Value Projects** are important transportation investments for the City, but are generally tied to other opportunities or actions not entirely in the City's control. Examples of this include the Park Avenue Extension and Covered Street that is envisioned as part of the Assembly mixed-use development but that currently has neither identified funding nor a lead agency prepared to take it on as a capital project. Similarly, the two Peachtree Creek Greenway Connector trail projects through the Northwoods neighborhood do not serve the same purpose or capture the same potential for the City's mobility options without the larger Peachtree Creek Greenway corridor being completed as far north as Doraville, something still in early planning phases with the Peachtree Creek Greenway advocacy group. If either of these larger efforts happens, the City should reconsider the priority it places on these projects and, as appropriate, identify ways to fund and move them forward.

Section 5 on Plan Implementation addresses this breakdown of projects in more detail. It is important to note that highest-value projects do not have to be the City's first (and exclusively) first priority, and to this end the Plan has selected ten Focus Projects that are most transformative or set an example for how the City can continue investing in its mobility future in different ways. These ten projects are drawn from both the Highest-Value and Neighborhood-Value Projects and are illustrated in project profiles with more specific detail on their benefits, their cost, and ways that the City may consider moving them forward (especially the beneficial partnerships with other agencies that may be able to help with this).

The following pages present these ten Focus Projects in more detail.

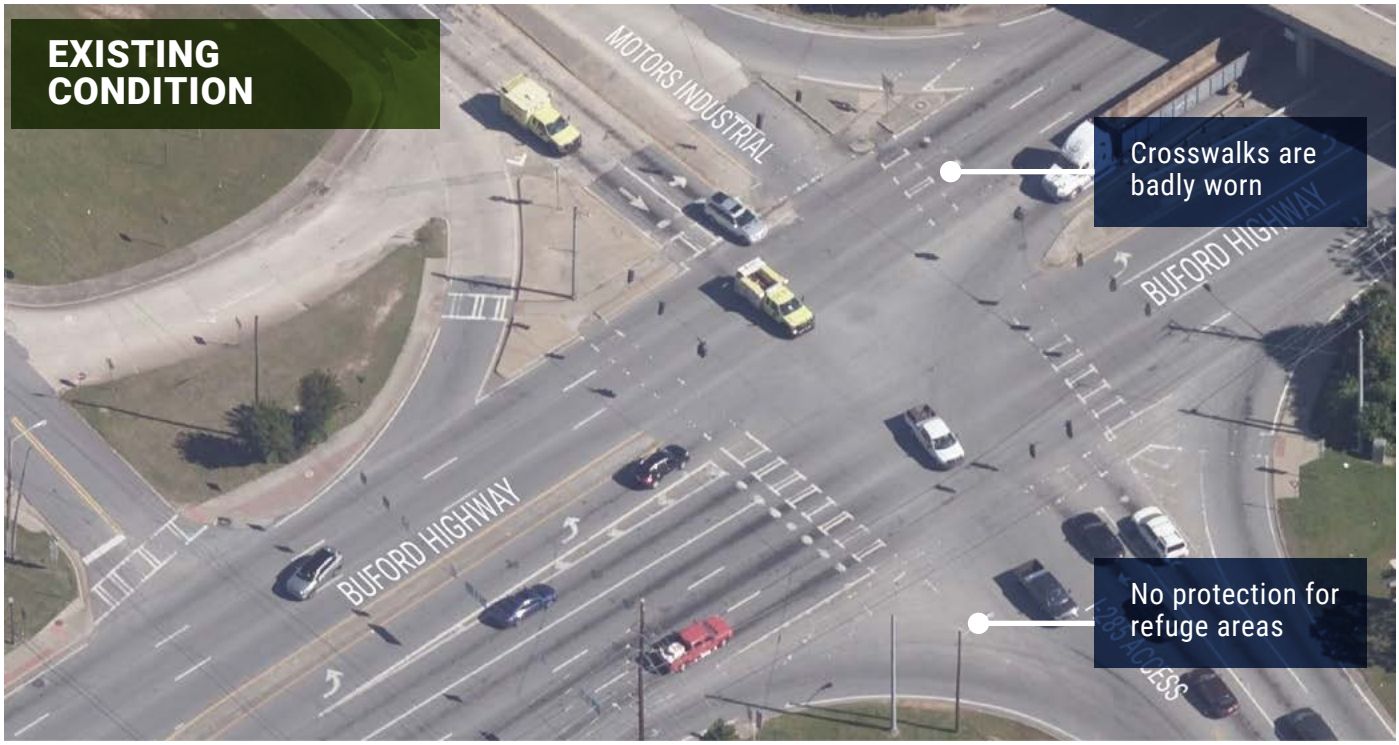
Through the projects generated from this Plan, intersections, major corridor such as Buford Highway at Motors Industrial Way and neighborhood streets will be improved to better accommodate and reduce vehicle traffic, prioritize those who walk, bike, and roll, and connect neighborhoods to key commercial zones and community amenities.

SA-02
BUFORD HIGHWAY/I-285 PEDESTRIAN SAFETY IMPROVEMENTS

This project is intended to make fundamental improvements to pedestrian infrastructure at the interchange of Buford Highway and I-285, which is also where Motors Industrial Way ends at Buford Highway. This intersection is a key link for pedestrians in the city and is currently one of only two surface streets that crosses I-285 in Doraville (the other is New Peachtree Road). Because of a high degree of pedestrian activity along the corridor and the more limited transit service north of Park Avenue, as MARTA's frequent Route 39 bus service leaves Buford Highway at that street, the two access ramp intersections that make up this intersection are highly important crossings for pedestrians. However, in their current state they are dangerous and unappealing, with crosswalk markings badly worn, limited lighting under the I-285 bridges, and pedestrian paths crossing through the wide paths of turning vehicles.

In the Mobility Plan's evaluation process, this plan was a top-scoring project, reflecting its broad benefit among different evaluation criteria and as a centerpiece project to reflect the plan's bigger themes of connecting across barriers and promoting pedestrian safety. It is not a project for the City to lead independently, however, since Buford Highway is a Georgia Department of Transportation (GDOT) state system route. The City will need to coordinate with GDOT on advancing this project, though may have a chance to do this as part of ongoing work on the Top End Managed Lanes currently in planning.

PROJECT DETAILS	
Alignment with Project Goals	Project helps to fill key gaps in a major corridor for pedestrian travel and address many of the safety and comfort problems associated with crossing this interchange today.
Implementation Feasibility	Complex project to implement due to agency coordination and the need to align with other GDOT projects, although the overall project cost is not estimated to be prohibitive.
Potential Partnerships	City will need to coordinate with GDOT for advancing this project. Potential treatments are based on keeping the existing configuration of lanes, although changes to the intersections expected from GDOT's I-285 Top End managed lanes (from the Major Mobility Investment Program) should be better understood.
Cost Estimate	$891,000 (refer to appendix on cost estimates for additional detail)
Potential Internal (City) and External Funding Sources	The project is eligible for LCI project implementation funds, as well as other Federal sources to be programmed through the TIP. It may also be achievable as part of GDOT's MMIP program, where the managed lane overpasses are expected to pass over Buford Highway on either side of the I-285 bridge.


EXISTING CONDITION
MOTORS INDUSTRIAL
BUFORD HIGHWAY
BUFORD HIGHWAY
Crosswalks are badly worn
No protection for refuge areas


PROPOSED DESIGN
MOTORS INDUSTRIAL
BUFORD HIGHWAY
BUFORD HIGHWAY
I-285 ACCESS
Add concrete raised islands to provide pedestrian refuge during multi-phase crossings
Add new crossing markings and detectable warning surfaces

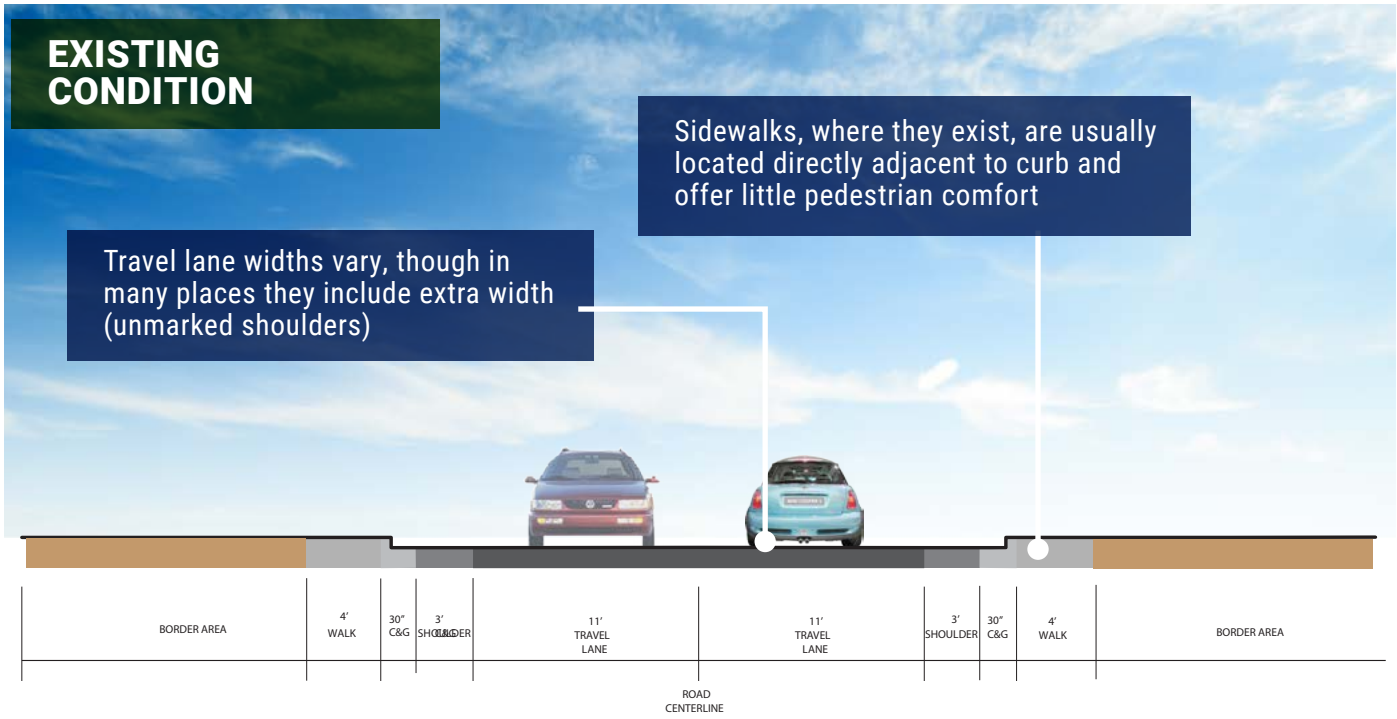
CS-02
NEW PEACHTREE ROAD-SHALLOWFORD ROAD COMPLETE STREET PHASE 2

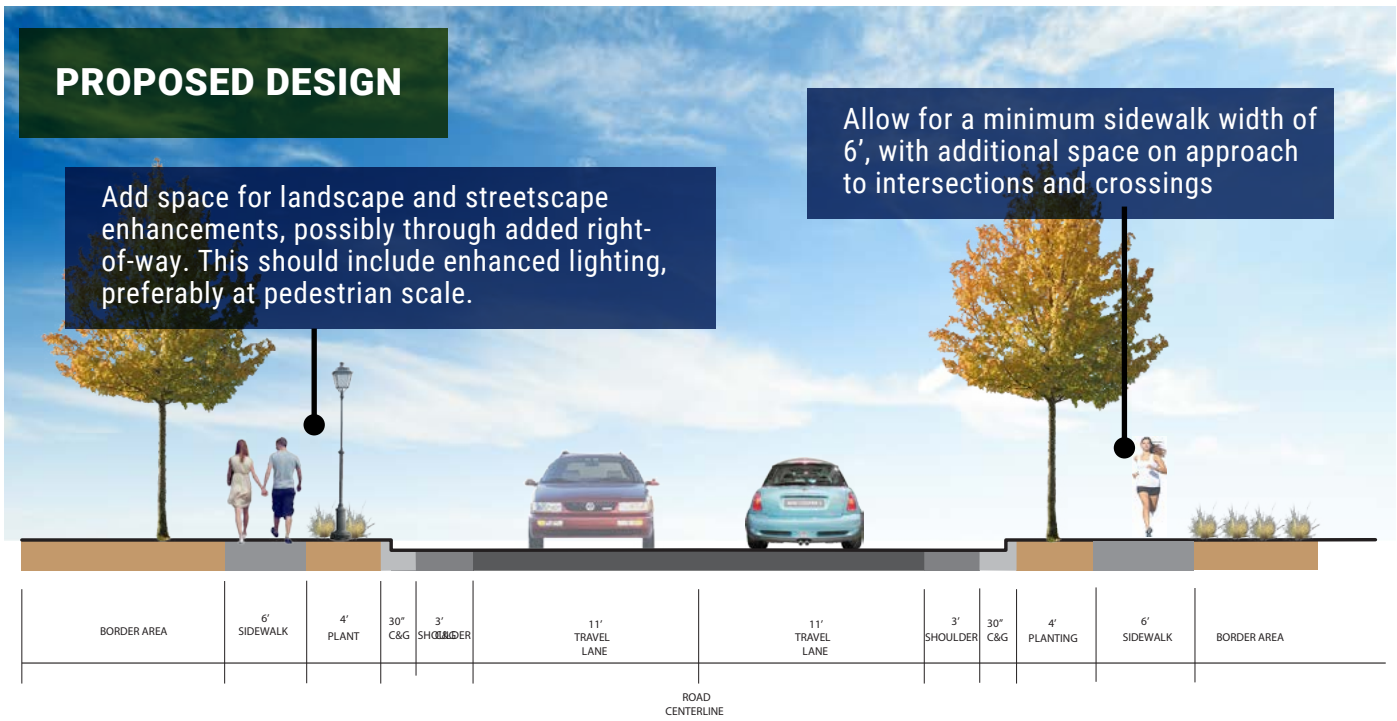
Where the City was leading a complete street project to add bicycle lanes and enhanced streetscape to New Peachtree Road at the time of this plan's development, it only extends as far west and south as the entrance to Flowers Park, leaving the remainder of the New Peachtree corridor west to the Chamblee city limits in its current condition.

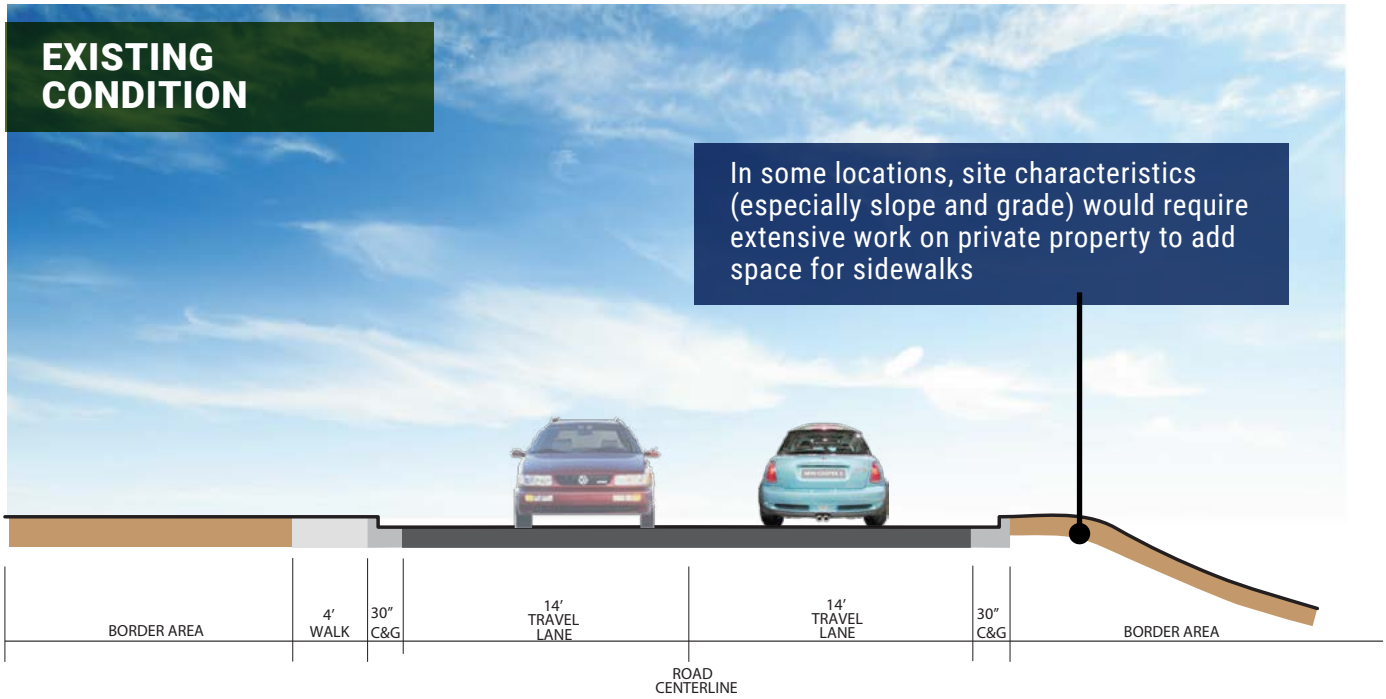
Although New Peachtree would benefit from additional pedestrian enhancements, the Shallowford corridor (beginning at the Shallowford/New Peachtree intersection) has more critical need: it is the principal entry to the new Doraville United Elementary School, and features a significant amount of multi-family housing (mostly in Chamblee) as well as the back entrances to several Buford Highway commercial properties (located in Doraville). One significant destination on this corridor is the Center for Pan-Asian Community Services, a provider of extensive transportation services and thus a 'transit hub' of sorts where safe pedestrian access is critical. Between New Peachtree and Buford Highway, this corridor has inconsistent sidewalks and no protected mid-block crossings.

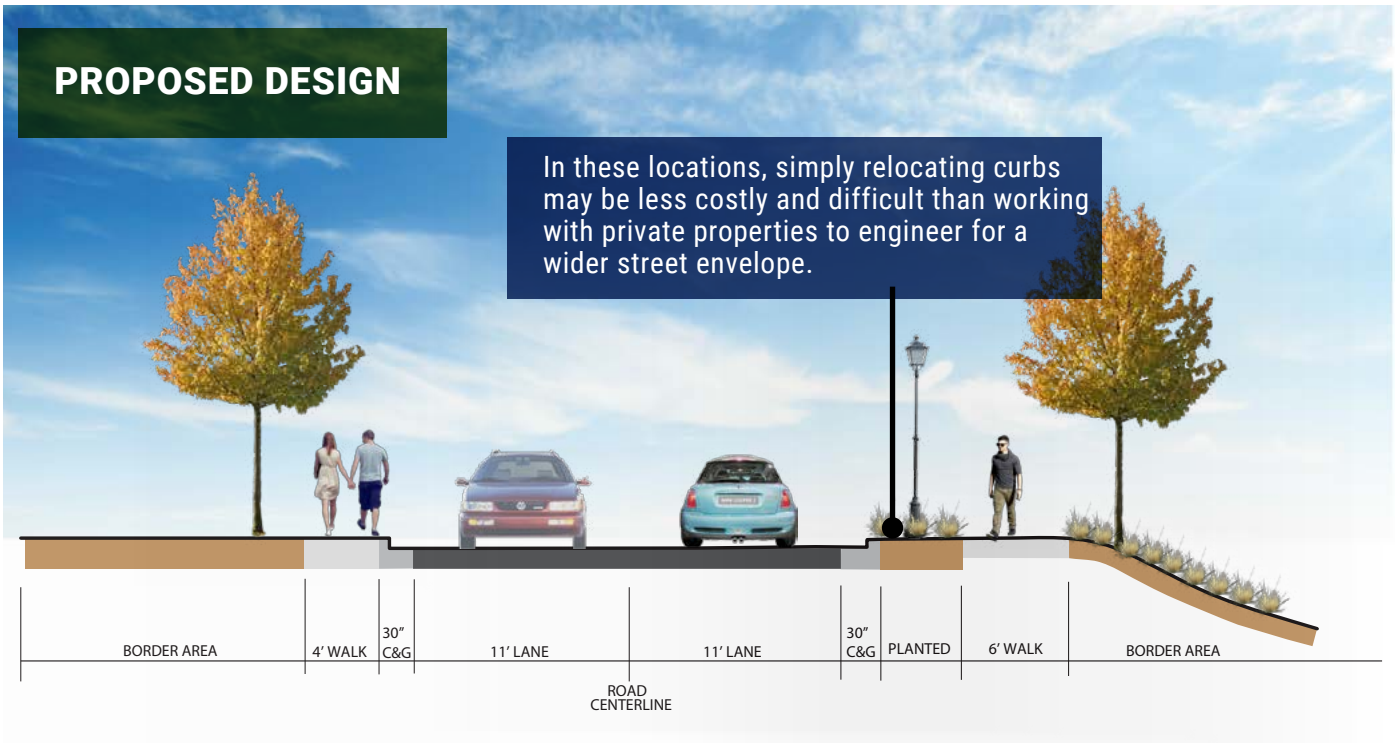
This project aligns with a scoping study that has been funded through an ARC program, and should be defined through that study to better understand particular design needs, opportunities for introducing mid-block crossing locations, and potential ways to improve safety at the New Peachtree/Shallowford and Shallowford/Buford Highway intersections.

PROJECT DETAILS	
Alignment with Project Goals	Project provides modal choices and improves pedestrian safety along a key connecting corridor to Buford Highway. In particular, it serves parts of the City (and of neighboring Chamblee) where dependency on transit and other non-driving travel is relatively high, and connects to the commercial and community service land uses along Buford Highway.
Implementation Feasibility	Moderately complex, although high cost is due to needed right-of-way and engineering to support full sidewalks and crossings at key locations.
Potential Partnerships	City will need to coordinate with GDOT for advancing this project due to its connections to Buford Highway. City should also seek partnership with Chamblee due to the boundary between the two cities.
Cost Estimate	$3,660,000 (refer to appendix on cost estimates for additional detail)
Potential Internal (City) and External Funding Sources	The project is eligible for LCI project implementation funds, as well as other Federal sources to be programmed through the TIP.


EXISTING CONDITION
Sidewalks, where they exist, are usually located directly adjacent to curb and offer little pedestrian comfort
Travel lane widths vary, though in many places they include extra width (unmarked shoulders)
BORDER AREA
4' WALK
30" C&G
3' SHOULDER
11' TRAVEL LANE
11' TRAVEL LANE
3' SHOULDER
30" C&G
4' WALK
BORDER AREA
ROAD CENTERLINE


PROPOSED DESIGN
Allow for a minimum sidewalk width of 6', with additional space on approach to intersections and crossings
Add space for landscape and streetscape enhancements, possibly through added right-of-way. This should include enhanced lighting, preferably at pedestrian scale.
BORDER AREA
6' SIDEWALK
4' PLANT
30" C&G
3' SHOULDER
11' TRAVEL LANE
11' TRAVEL LANE
3' SHOULDER
30" C&G
4' PLANTING
6' SIDEWALK
BORDER AREA
ROAD CENTERLINE


EXISTING CONDITION
In some locations, site characteristics (especially slope and grade) would require extensive work on private property to add space for sidewalks
BORDER AREA
4′ WALK
30″ C&G
14′ TRAVEL LANE
14′ TRAVEL LANE
30″ C&G
BORDER AREA
ROAD CENTERLINE


PROPOSED DESIGN
In these locations, simply relocating curbs may be less costly and difficult than working with private properties to engineer for a wider street envelope.
BORDER AREA
4′ WALK
30″ C&G
11′ LANE
11′ LANE
30″ C&G
PLANTED
6′ WALK
BORDER AREA
ROAD CENTERLINE

SW-01
WINTERS CHAPEL ROAD SIDEWALK (CHICOPEE TO WINTERS CREEK)

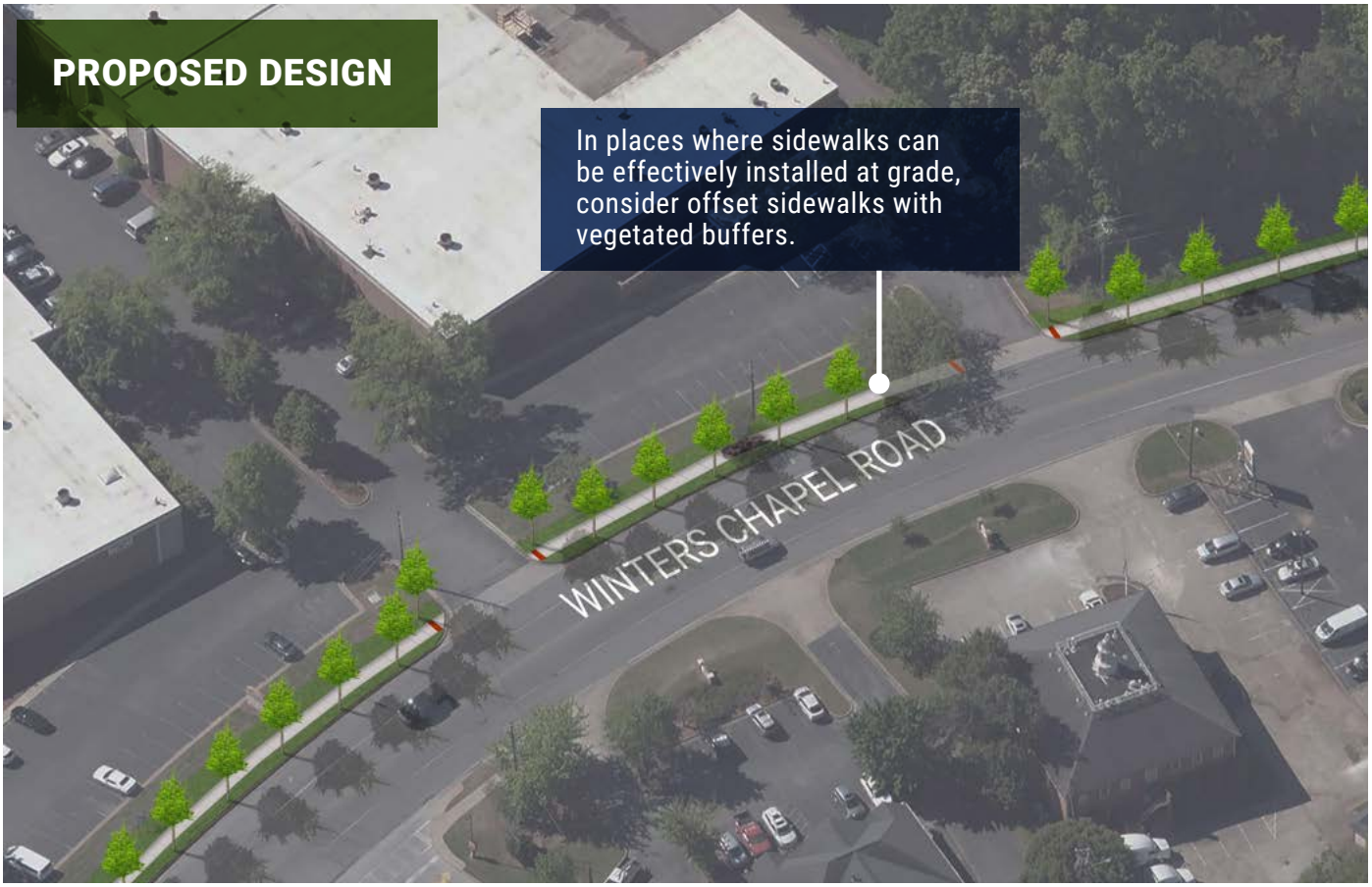
The importance of the Winters Chapel corridor extends beyond its connection outside of the north end of the Doraville city limits—it is also one of the only neighborhood-serving transit routes in the City, and at its northern end serves a high number of transit riders presumed actually to live outside of Doraville City limits but who walk to MARTA bus stops inside the City, taking advantage of its being inside the MARTA service area.

From the Oakcliff-Winters Chapel connector north, the corridor has no sidewalk until arriving into the commercial district at the north end of the City limits. This project would add sidewalk on the east side of Winters Chapel for the entire length from this commercial district south to Chicopee Drive, eventually connecting to the Oakcliff Road connector. In some portions of the current cross-section of Winters Chapel, a wide roadway has already been restriped to a narrower width, potentially allowing sidewalk to be constructed without significant engineering and side modification. In other portions, a wide right-of-way allows sidewalks to be added without significant land acquisition.

Although not necessarily a part of this project, two related intersection pedestrian improvement projects recognize that neighborhoods located west of Winters Chapel Road would need to access this east-side sidewalk safely. The City may explore additional crossing locations at other places on the corridor based on pedestrian demand.

PROJECT DETAILS	
Alignment with Project Goals	Project helps to fill key gaps in a major corridor for pedestrian travel and can help neighborhoods along the Winters Chapel Road corridor have better and safer access to transit service.
Implementation Feasibility	Parts of the corridor may be relatively simple to implement due to wide roadway and right-of-way, although some portions of the corridor (especially in its north) have challenges.
Potential Partnerships	Project is expected to be led by the City, although is likely eligible for outside funding sources.
Cost Estimate	$933,000 (refer to appendix on cost estimates for additional detail)
Potential Internal (City) and External Funding Sources	The project is eligible for LCI project implementation funds, as well as other Federal sources to be programmed through the TIP.


EXISTING CONDITION
WINTERS CHAPEL ROAD
Adding a sidewalk on the northbound side does not need additional right-of-way for much of the project; it can use existing roadside or paved areas.


PROPOSED DESIGN
In places where sidewalks can be effectively installed at grade, consider offset sidewalks with vegetated buffers.
WINTERS CHAPEL ROAD

CS-03
COMPLETE STREET DESIGN FOR CHESTNUT DRIVE

Chestnut Drive offers a distinct opportunity to the Northwoods neighborhood as well as to the entire City in that it connects Buford Highway with another key corridor (Chamblee-Tucker Road, by way of DeKalb Technical Parkway). However, this opportunity also brings the potential impact of added through traffic in the Northwoods neighborhood, and the Chestnut connection in its present form offers travel mostly for vehicles.

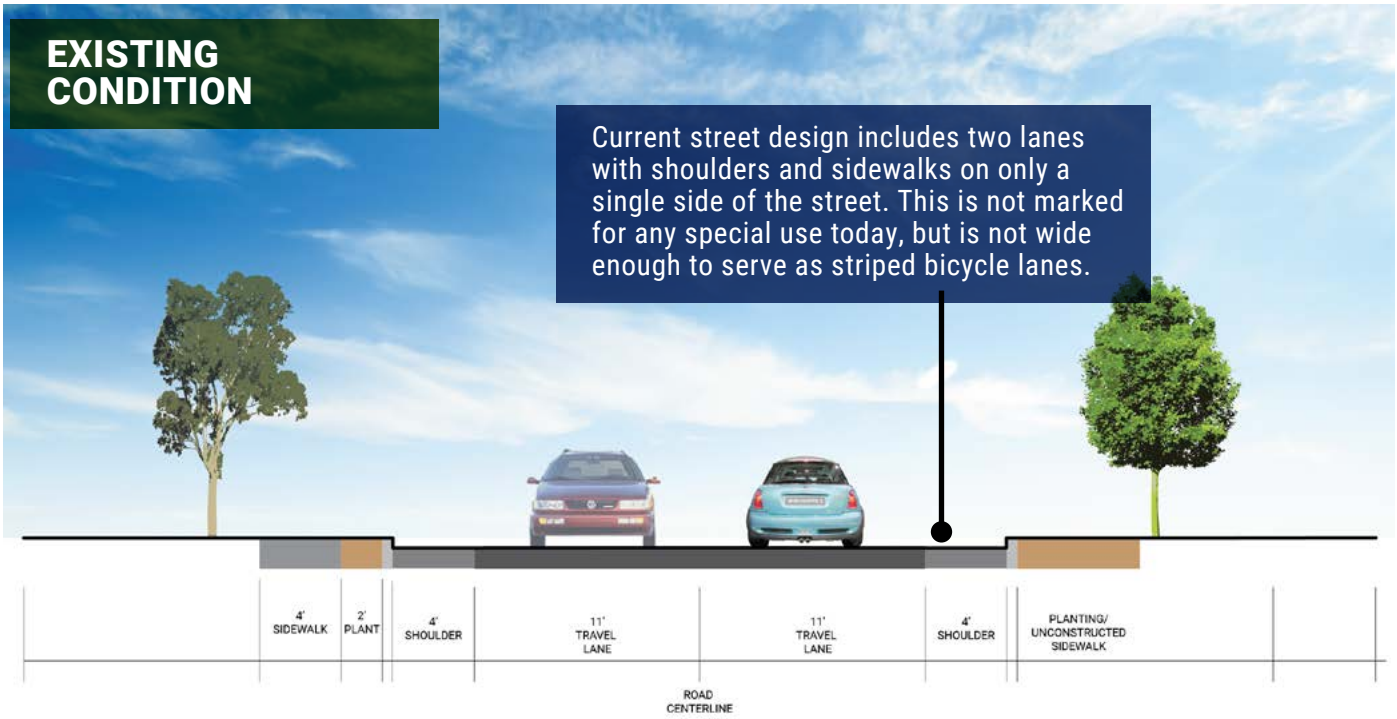
This project envisions addressing both of these issues at once with a design concept that repurposes existing space to serve bicyclists with a two-way protected cycle track; doing this would also narrow the travel lanes of the street to promote slower travel speeds for vehicles, and could be combined with other conventional traffic calming measures such as speed tables, raised crosswalks, or chicanes (similar to those already installed on Oakcliff Road south of Buford Highway).

Although design details should be explored in more advanced stages of the project, the current configuration of this project's bicycle facility is expected on the west side of Chestnut Drive due to its more limited interruption with driveways. However, this could change throughout the length of the project, although it would mean providing protected crossings so cyclists using the cycle track could cross over travel lanes.

PROJECT DETAILS	
Alignment with Project Goals	Project helps to fill key gaps in a major corridor for pedestrian travel and address many of the safety and comfort problems associated with crossing this interchange today.
Implementation Feasibility	Complex project to implement due to agency coordination and the need to align with other GDOT projects, although the overall project cost is not estimated to be prohibitive.
Potential Partnerships	City will need to coordinate with GDOT for advancing this project. Potential treatments are based on keeping the existing configuration of lanes, although changes to the intersections expected from GDOT's I-285 Top End managed lanes (from the Major Mobility Investment Program) should be better understood.
Cost Estimate	$1,246,000 (refer to appendix on cost estimates for additional detail)
Potential Internal (City) and External Funding Sources	Chestnut Drive is classified as a local street and therefore the project is not immediately eligible for LCI or other Federal funding sources, though it may be eligible for grants or other forms of funding assistance. The Mobility Plan envisions it as a locally-led and locally-funded project.

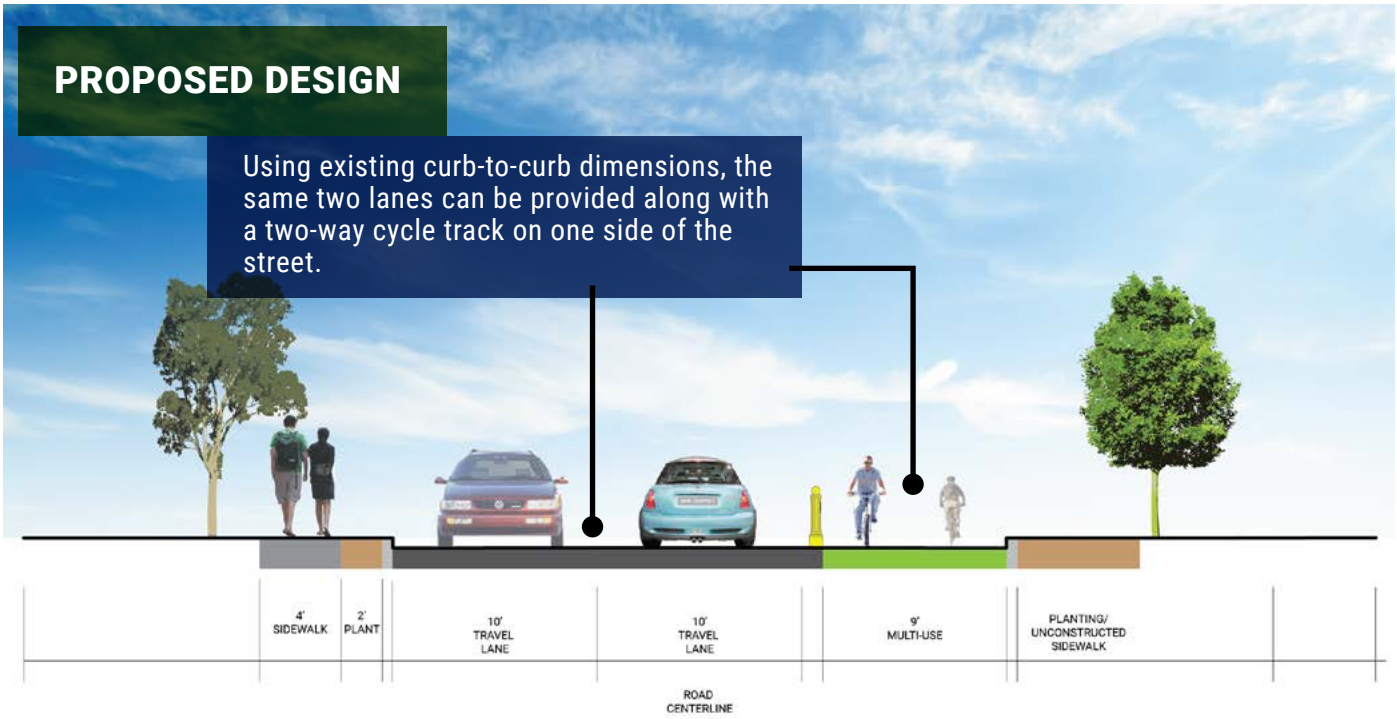
EXISTING CONDITION

Current street design includes two lanes with shoulders and sidewalks on only a single side of the street. This is not marked for any special use today, but is not wide enough to serve as striped bicycle lanes.



PROPOSED DESIGN

Using existing curb-to-curb dimensions, the same two lanes can be provided along with a two-way cycle track on one side of the street.



MP-05
BICYCLE-PEDESTRIAN BRIDGE OVER MARTA AND NORFOLK-SOUTHERN RAILROADS

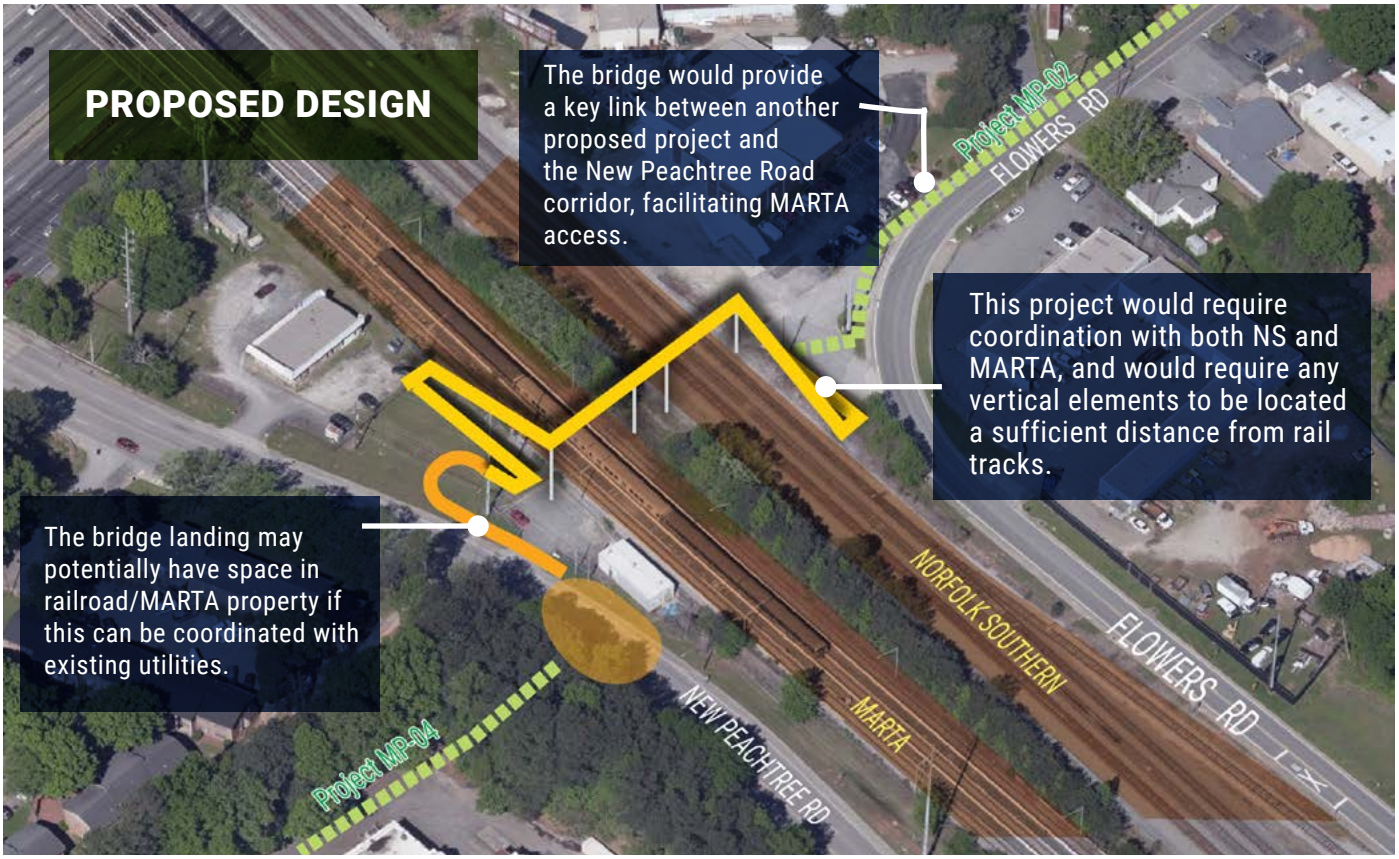
Overall, project recommendations in this Mobility Plan have tended to focus on practical solutions that address key mobility needs without great expense or need for advanced engineering or design. The City has many gaps in its basic non-driving travel network, and significant barriers to cross, and simply filling in these gaps will help the City to realize a more multimodal future. However, in some cases, these barriers are insurmountable without low-cost approaches that are not inconvenient to users, encouraging those travelers who can drive to continue doing so and forcing those who cannot to endure longer and less comfortable trips.

This project is one such example, in that the only connection from the Tilly Mill neighborhoods to the Buford Highway commercial corridor and the MARTA station is through the Longmire Way railroad underpass or traveling even further east to Oakcliff Road, where some areas even lack basic sidewalks.

This project is a bicycle and pedestrian bridge over the railroad corridor, which also includes MARTA's end-of-line tail track. Because of its crossing over rail, it involves reaching a higher span elevation than a project over a roadway would (25 feet from the rail track elevation to the bottom of the bridge span, as opposed to generally around 17 feet for a bridge over a road). However, it provides a more direct connection from the neighborhoods of north Doraville than any other potential crossing, and would likely be less costly than other options (such as expansion of the rail bridge over Longmire Way to allow more pedestrian space under that bridge.

PROJECT DETAILS	
Alignment with Project Goals	Project helps to fill key gaps in a major corridor for pedestrian travel and address many of the safety and comfort problems associated with crossing this interchange today.
Implementation Feasibility	Complex project to implement due to agency coordination and the need to align with other GDOT projects, although the overall project cost is not estimated to be prohibitive.
Potential Partnerships	City will need to coordinate with GDOT for advancing this project. Potential treatments are based on keeping the existing configuration of lanes, although changes to the intersections expected from GDOT's I-285 Top End managed lanes (from the Major Mobility Investment Program) should be better understood.
Cost Estimate	$3,445,000 (refer to appendix on cost estimates for additional detail)
Potential Internal (City) and External Funding Sources	The project may be eligible for LCI project implementation funds, as well as other Federal sources to be programmed through the TIP.


EXISTING CONDITION
Flowers Road is a key connection to northern neighborhoods, although its only link south of the Norfolk Southern rail corridor is through Longmire Way.


PROPOSED DESIGN
The bridge would provide a key link between another proposed project and the New Peachtree Road corridor, facilitating MARTA access.
This project would require coordination with both NS and MARTA, and would require any vertical elements to be located a sufficient distance from rail tracks.
The bridge landing may potentially have space in railroad/MARTA property if this can be coordinated with existing utilities.
Project MP-02
FLOWERS RD
NORFOLK SOUTHERN
MARTA
NEW PEACHTREE RD
Project MP-04
FLOWERS RD

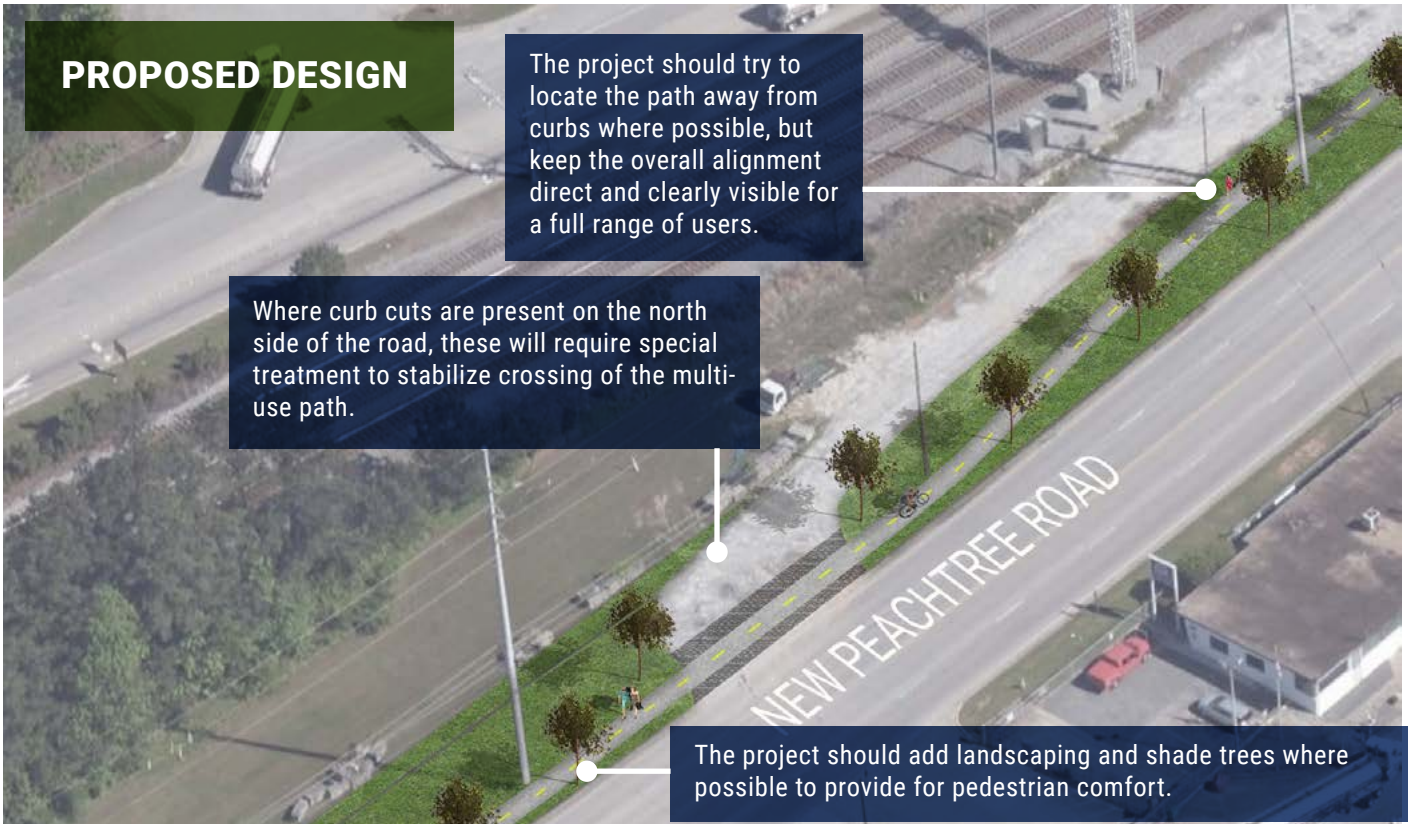
MP-09
NEW PEACHTREE ROAD MULTI-USE PATH

Project CS-02 continues the City's in-progress transformation of New Peachtree Road to the west, and this project continues it to the east. The Mobility Plan recommends a different design east of the I-285 bridge, however, through adding a multi-use path to the north side of New Peachtree Road. The first reason for this is a long extent of relatively unencumbered space, without buildings near the road or driveways connecting to it, where a multi-use path may be achievable at lower cost and with greater safety to bicyclists and pedestrians. The second reason is because of the greater degree of truck traffic in the eastern part of this corridor, especially east of Longmire Way, and the importance of keeping bicycles and pedestrians separated from them.

The project envisions three primary components: a protected crossing for pedestrians and cyclists at the Stewart Road intersection that would allow two one-way bicycle lanes to transfer to the north side of the street, an extension of the northern sidewalk across the I-285 bridge to allow two-way shared bicycle and pedestrian travel separated from the roadway, and the multi-use path itself, continuing to the east to Oakcliff Road. The path will cross the Oakcliff intersection at two points (crossing New Peachtree on the west leg and Oakcliff on the south leg), to continue for the short distance to Buford Highway, where it connects with Oakcliff Road and the bicycle corridor designated with pavement markings.

PROJECT DETAILS	
Alignment with Project Goals	Project provides an important multimodal link as an alternative to Buford Highway, where driveway frequency and traffic speeds and volumes make bicycle and pedestrian travel less safe. It also connects directly to the New Peachtree complete street project in front of the Doraville MARTA station.
Implementation Feasibility	Moderately complex—there are few buildings and driveways to create conflicts, although a limited number of industrial properties where right-of-way may be needed (or alterations to the street).
Potential Partnerships	City will need to coordinate with GDOT for advancing this project. Potential treatments are based on keeping the existing configuration of lanes, although changes to the intersections expected from GDOT's I-285 Top End managed lanes (from the Major Mobility Investment Program) should be better understood.
Cost Estimate	$1,480,000 (refer to appendix on cost estimates for additional detail)
Potential Internal (City) and External Funding Sources	The project is eligible for LCI project implementation funds, as well as other Federal sources to be programmed through the TIP. ARC's implementation of trail and path funding has tended to support projects like this that offer connections to transit and other regional connections.


EXISTING CONDITION
More frequent driveway spacing on the south side of New Peachtree points to the north side as a preferable location for the multi-use path.
Although use of railroad property will require extensive coordination, it does present an opportunity to keep this part of New Peachtree Road reserved for the trucks that make up a significant portion of its daily traffic.
NEW PEACHTREE ROAD


PROPOSED DESIGN
The project should try to locate the path away from curbs where possible, but keep the overall alignment direct and clearly visible for a full range of users.
Where curb cuts are present on the north side of the road, these will require special treatment to stabilize crossing of the multi-use path.
NEW PEACHTREE ROAD
The project should add landscaping and shade trees where possible to provide for pedestrian comfort.

SW-06
ENGLISH OAK DRIVE SIDEWALK INFILL

The Mobility Plan has focused on sidewalk infill on major connecting streets where vehicle speeds are likely to be higher (especially as they enter the neighborhoods from much higher-speed roads such s Buford Highway). Although it is an ideal condition to have sidewalks on all streets, the high cost of doing this and the need for other mobility investments has limited what the plan recommends over the next 10 to 20 years.

English Oak is an example of a street providing neighborhood access but that connects directly to Buford Highway, posing a risk of traffic traveling through the neighborhood at speeds not compatible with a residential district. The lack of sidewalks on all but a small portion of the street adds to the challenges for pedestrians. This project adds sidewalk from Buford Highway to Pin Oak Drive, and recommends using the south/west side of the street to connect to the existing sidewalk already constructed along the frontage of English Oak Park.

This project is an example of the complexity (and high cost) of sidewalk infill, even where right-of-way is largely present. The street features single-family homes with driveways, each of which must be accommodated to add a sidewalk that meets accessibility standards.

Another notable feature of this project is its link to project SA-14, which envisions a signal-protected intersection at English Oak and Buford Highway that would also control New Peachtree Road and allow protected Buford Highway crossings between the two.

PROJECT DETAILS	
Alignment with Project Goals	Project helps to fill key gaps for pedestrian travel, and prioritizes connections for the English Oak neighborhood to its local park and other parts of the sidewalk network.
Implementation Feasibility	Moderate engineering and design complexity, but will require coordination with properties along the project route and possible relocation or removal of landscaping, mailboxes, and other installations.
Potential Partnerships	This is a City-led project and not eligible for most Federal funds..
Cost Estimate	$951,000 (refer to appendix on cost estimates for additional detail)
Potential Internal (City) and External Funding Sources	Project expected to be funded through City funds.

EXISTING CONDITION

Implement sidewalk pathways offset from roadway to provide pedestrian comfort

PROPOSED DESIGN

Existing grades can create challenging for ADA accessibility and require small walls or cubs.

PROPOSED DESIGN

Addition of sidewalk network connects communities and provides access to larger networks. The sidewalk system provides a separation of pedestrian and vehicles.

SA-06
OAKCLIFF ROAD MID-BLOCK CROSSINGS

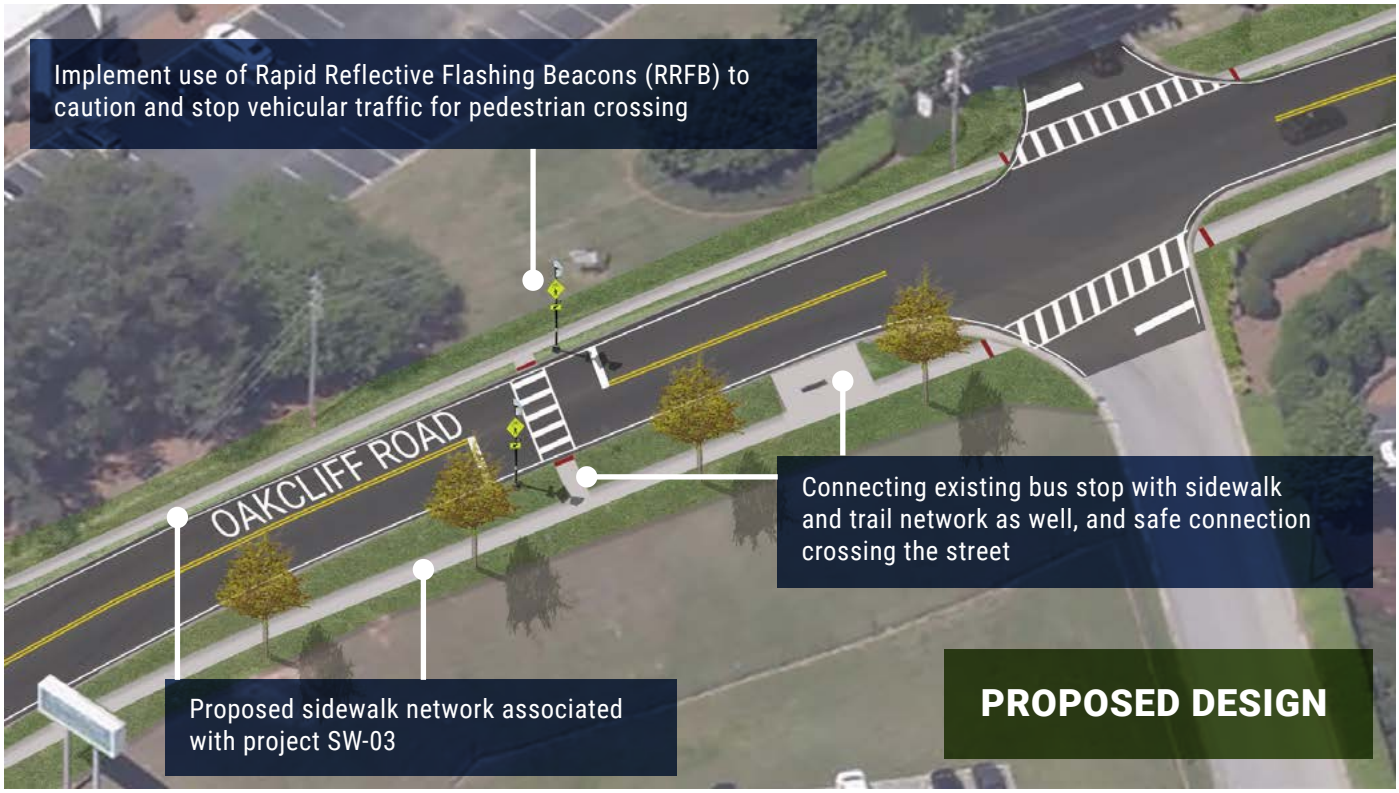
In the southern end of the Oakcliff corridor (south of Pin Oak), land uses change from residential to commercial and light industrial, and the City's past focus on traffic calming ends and Oakcliff Road becomes a more commercial-oriented street. However, this corridor carries high traffic volumes relative to other City streets (10,000 to 14,000 vehicles per day) as well as MARTA transit service that attracts significant ridership at bus stops along the way.

This project is envisioned as a way to improve pedestrian safety for these bus stops, especially allowing transit riders a safe crossing when their destination (or bus stop) is on the opposite side of the street. The project recommends installation of two rectangular rapid flashing beacons (RRFBs), pedestrian-activated traffic control devices already in use in other parts of the Oakcliff corridor. These should be located near bus stops, with coordination with MARTA to ensure that stops are not moved or discontinued for the foreseeable future after the installation of the RRFBs.

PROJECT DETAILS	
Alignment with Project Goals	Project is an example of how the City can set expectations for travel speeds, even in non-neighborhood areas, by introducing more traffic control measures to improve safety for access to transit and street crossings.
Implementation Feasibility	Low complexity.
Potential Partnerships	Project expected to be City-led, though may be combined with any investments MARTA or other agencies wish to make in transit stops.
Cost Estimate	$745,000 (refer to appendix on cost estimates for additional detail)
Potential Internal (City) and External Funding Sources	The project is eligible for LCI project implementation funds, as well as other Federal sources to be programmed through the TIP. In the overall scale of projects customarily programmed in the TIP, it is a small project on its own, and the City may consider combining it with related projects.


EXISTING CONDITION
SPEED LIMIT 25
Corridor lacks pedestrian network and connections. Existing bus stop needs accessibility to pedestrian facilities. Safe crossing between two sides is required.


PROPOSED CONDITION
SPEED LIMIT 25
RRFB system implementation creates safe and accessible condition for pedestrian movement between the corridors.
Implementation also serves as traffic calming strategy and reduces vehicular speeds


Implement use of Rapid Reflective Flashing Beacons (RRFB) to caution and stop vehicular traffic for pedestrian crossing
OAKCLIFF ROAD
Connecting existing bus stop with sidewalk and trail network as well, and safe connection crossing the street
Proposed sidewalk network associated with project SW-03
PROPOSED DESIGN

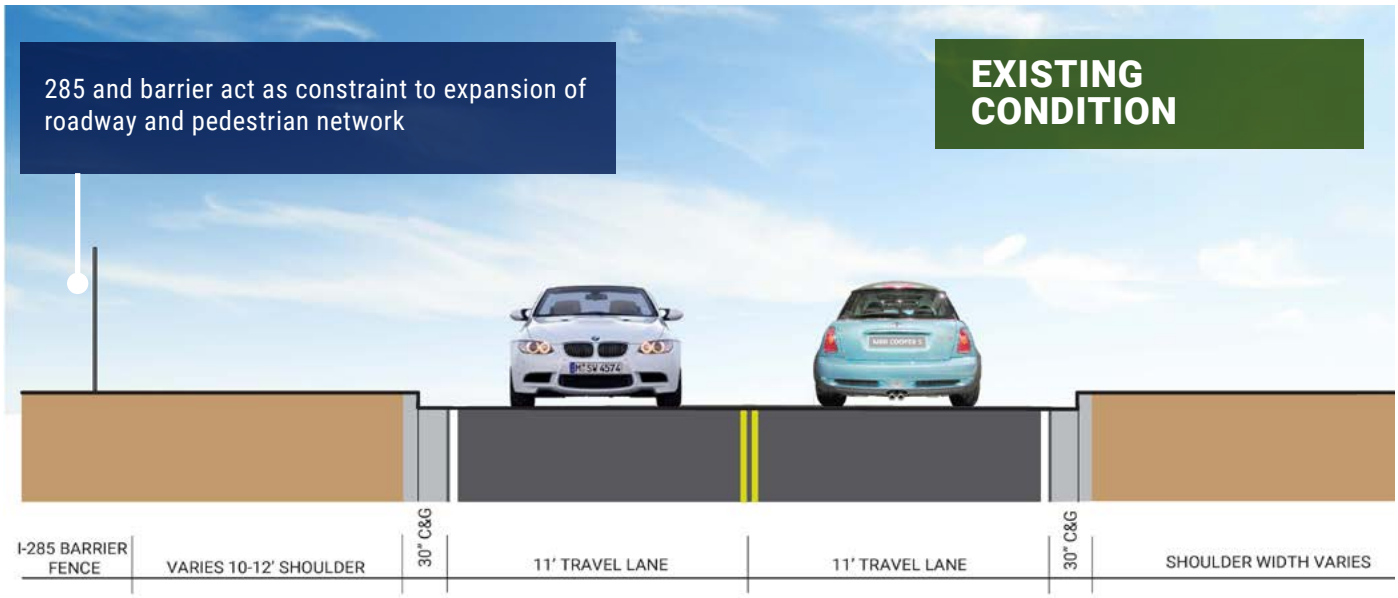
MP-02
FLOWERS ROAD MULTI-USE PATH

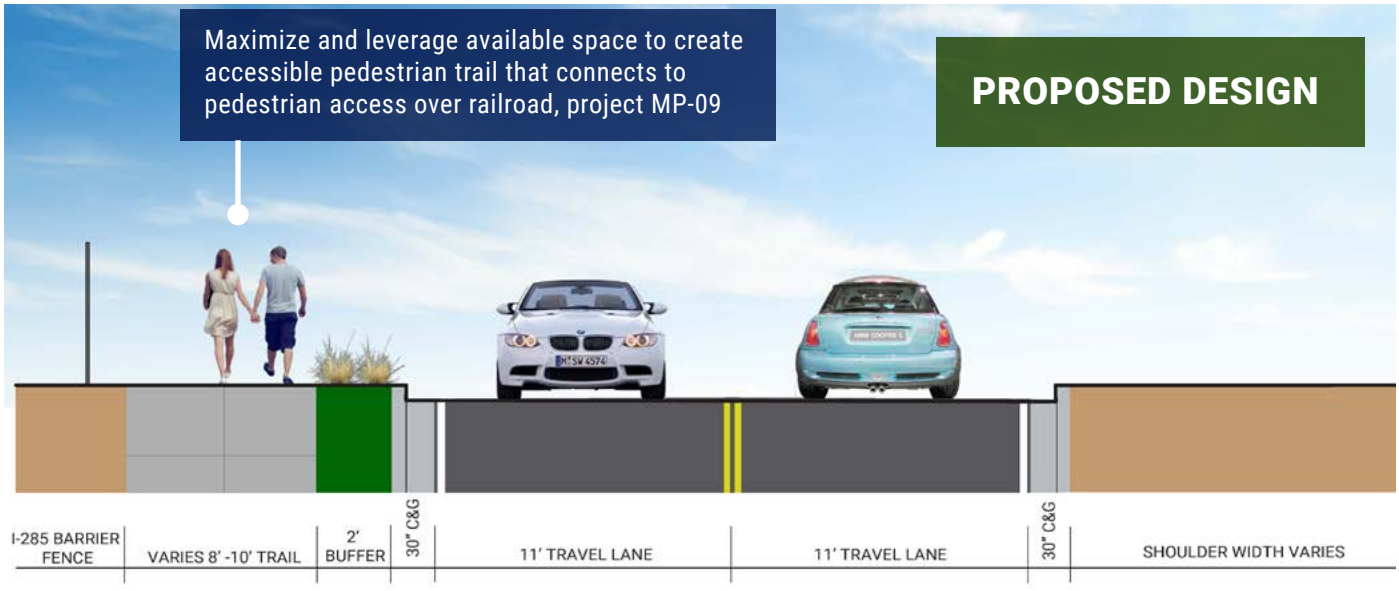
With the extension of Flowers Road across I-285 and into the Assembly development that is planned as part of the GDOT Major Mobility Investment Program along I-285, the City has an opportunity to better connect the Tilly Mill Road neighborhoods into this new planned center of employment and commercial activity. Flowers Road offers a chance to do this through a multi-use path within existing right-of-way.

The project recommends aligning this path on the west side of Flowers Road, adjacent to commercial properties or directly adjacent to GDOT right-of-way. Its intended southern terminus is the curve of Flowers Road directly north of the Norfolk Southern railroad tracks, although if project MP-05 can be constructed (a bicycle-pedestrian bridge over the railroad), this project would be able to continue south along that connection and link to the New Peachtree Road Multi-Use Path (Project MP-09), providing non-driving access to the Doraville MARTA station.

This project also explored aligning a path directly along the Interstate in GDOT right-of-way, envisioned to be located underneath the elevated managed lanes on I-285 that GDOT is currently planning. The slopes along the existing edge of I-285 pointed to highly challenging engineering to achieve that connection, and with no detailed design currently available for the GDOT managed lanes project, this Mobility Plan recommends a more prudent and risk-averse approach of using the Flowers Road right-of-way.

PROJECT DETAILS	
Alignment with Project Goals	Project helps to fill key gaps in a major corridor for pedestrian travel and makes the entire Tilly Mill neighborhood better connected to MARTA and downtown Doraville.
Implementation Feasibility	Moderately complex to implement, although much of the needed right-of-way exists.
Potential Partnerships	City will need to coordinate with GDOT for the northern termini of the project, especially if any crossings of the Peachtree Industrial Boulevard access roads are needed.
Cost Estimate	$1,614,000 (refer to appendix on cost estimates for additional detail)
Potential Internal (City) and External Funding Sources	The project is eligible for LCI project implementation funds, as well as other Federal sources to be programmed through the TIP. It may also be achievable as part of GDOT's MMIP program, where the managed lane overpasses are expected to pass alongside Flowers Road on the east side of I-285..


285 and barrier act as constraint to expansion of roadway and pedestrian network
EXISTING CONDITION
I-285 BARRIER FENCE
VARIES 10-12' SHOULDER
30" C&G
11' TRAVEL LANE
11' TRAVEL LANE
30" C&G
SHOULDER WIDTH VARIES


Maximize and leverage available space to create accessible pedestrian trail that connects to pedestrian access over railroad, project MP-09
PROPOSED DESIGN
I-285 BARRIER FENCE
VARIES 8' -10' TRAIL
2' BUFFER
30" C&G
11' TRAVEL LANE
11' TRAVEL LANE
30" C&G
SHOULDER WIDTH VARIES

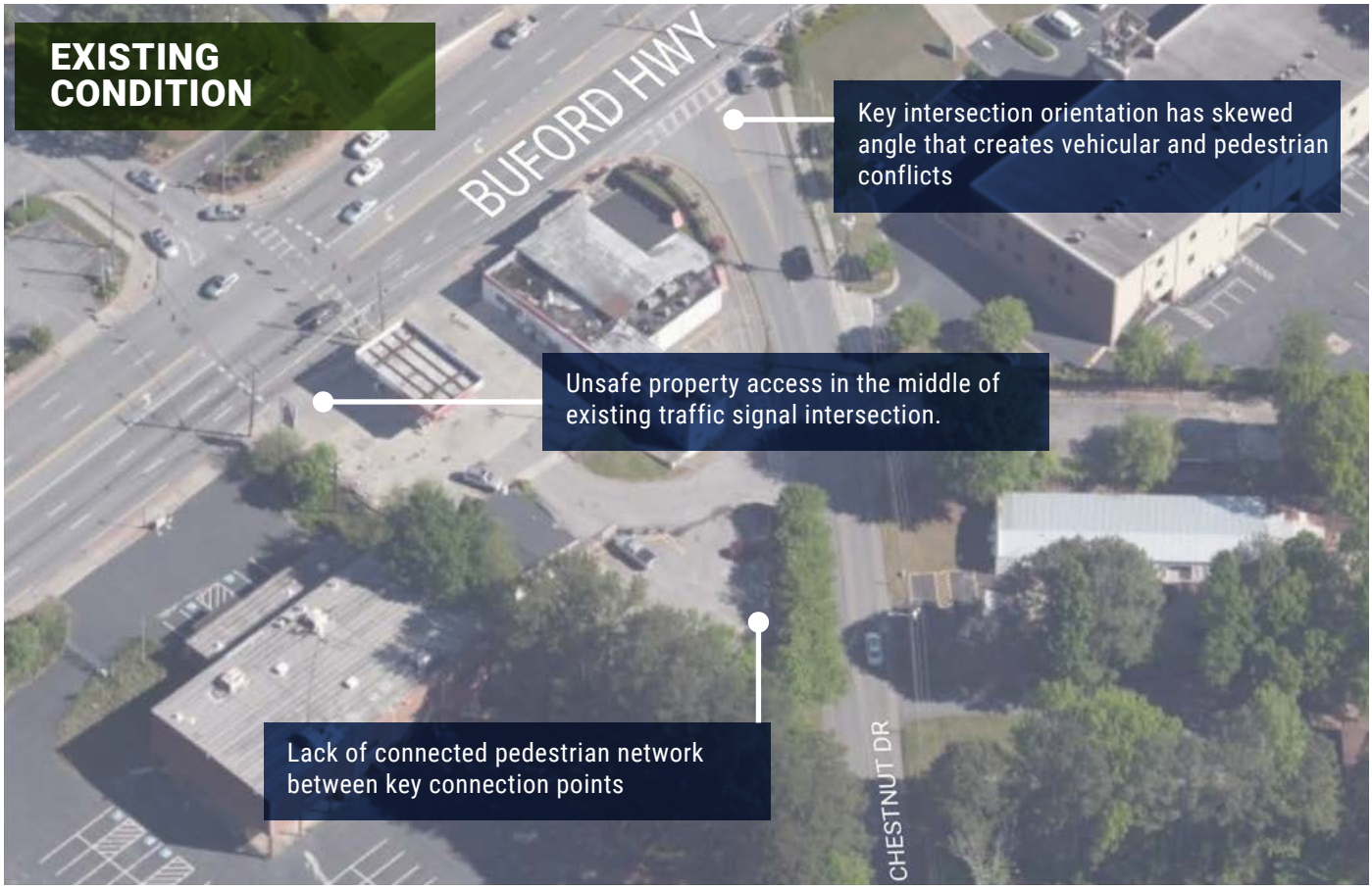
IN-01
REALIGNMENT OF CHESTNUT DRIVE AT BUFORD HIGHWAY

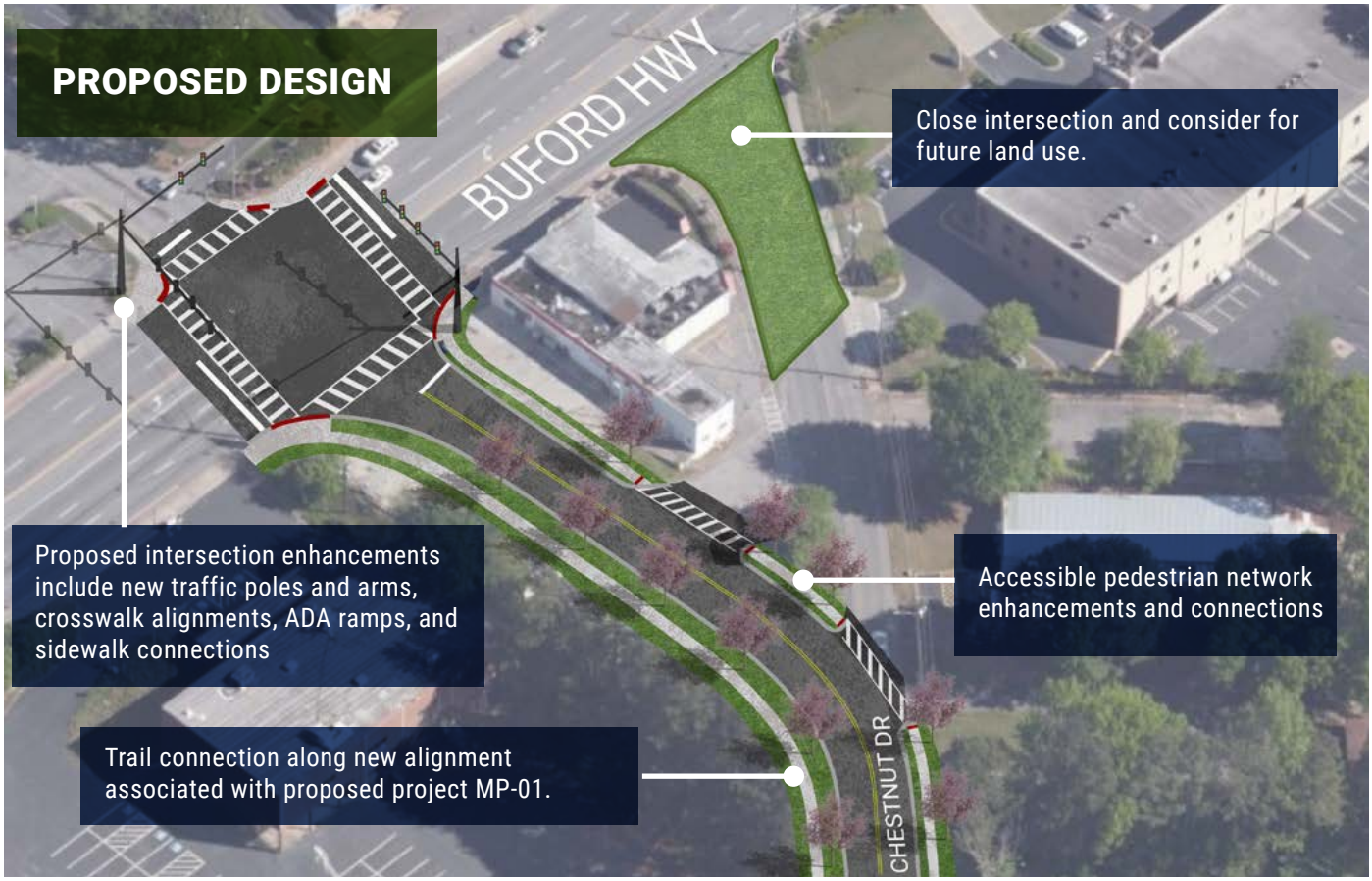
Today, Chestnut Drive ends at Buford Highway in an unsignalized intersection, less than 200 feet from the signalized intersection of Buford Highway and Park Avenue. This project proposes realigning the northern end of Chestnut Drive to connect to that existing signal and provide not only a direct connection from the Northwoods neighborhood to Doraville's planned downtown redevelopment, but also to allow pedestrians another protected crossing in this important extent of Buford Highway where many community-serving businesses and other establishments are within walking distance of the neighborhoods.

The project also considered moving the Park Avenue signal to Central Avenue and connecting Chestnut Drive to that, but it is important to note that the steep grade of Central Avenue may be even more challenging for bicyclists, pedestrians, and other users than the rising slope of Park Avenue from Buford Highway to New Peachtree Road. It is also envisioned that redevelopment of Doraville's civic campus will focus more closely on Park Avenue than on Central, placing continued importance on its connection to Buford Highway.

The major costs envisioned with this project involve the acquisition of right-of-way, which would substantially divide an existing commercial property, and the construction of realigning the road itself, where a generally rising grade from the south to north would increase on the road's approach to Buford Highway.

PROJECT DETAILS	
Alignment with Project Goals	The direct connection to the MARTA station offers potential for greater modal choices, such as even potential transit service directly in the Northwoods neighborhood.
Implementation Feasibility	High cost due to commercial property acquisition, though benefits may be borne in greater safety of managing today's closely-spaced intersections.
Potential Partnerships	City will need to coordinate with GDOT for advancing this project due to its connection with a state facility (Buford Highway), although GDOT's general support is expected based on the removal of conflicts from existing driveways and unsignalized intersections.
Cost Estimate	$2,681,000 (refer to appendix on cost estimates for additional detail)
Potential Internal (City) and External Funding Sources	The project may be eligible for LCI project implementation funds, especially if it is positioned as part (or all) of a Buford Highway safety improvement project.


EXISTING CONDITION
BUFORD HWY
Key intersection orientation has skewed angle that creates vehicular and pedestrian conflicts
Unsafe property access in the middle of existing traffic signal intersection.
Lack of connected pedestrian network between key connection points
CHESTNUT DR


PROPOSED DESIGN
BUFORD HWY
Close intersection and consider for future land use.
Proposed intersection enhancements include new traffic poles and arms, crosswalk alignments, ADA ramps, and sidewalk connections
Accessible pedestrian network enhancements and connections
Trail connection along new alignment associated with proposed project MP-01.
CHESTNUT DR

5 IMPLEMENTATION STRATEGY

Implementation Strategy Overview

Section Five contains an overview of existing and potential local and regional funding sources, as well as grant application processes and project "bundles". Each project bundle contains projects located in similar areas, and could be grouped together in applications and future capital projects. This section also contains detailed cost estimate information for each of the projects highlighted in the project bundles.

Federal Funding Sources

Community Development Block Grant Program (CDBG)
This is a Federal program generally available to metropolitan cities and urban counties and used for a variety of planning purposes. Communities in the Atlanta metropolitan area have applied these to transportation and planning programs in the past, including local matches for LCI studies and related projects. As a competitive grant program, funds are limited, and eligibility criteria emphasize improvements and programs in medium- to low-income areas. For this reason, only certain projects in the plan have been identified as potentially eligible for these funds.

Congestion Management and Air Quality Program (CMAQ)
The Federal FAST Act transportation authorization provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean
Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter.

Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and that is included in ARC's current transportation plan and transportation improvement program (TIP). Projects generally eligible for CMAQ funding assistance would need to be included in the TIP, which may occur through periodic ARC-led administrative revisions to the program or through including the project for consideration in an update to the ARC long-range transportation plan, which occurs every four years.

Surface Transportation Block Grant program (STBG)
This program provides flexible funding that may be used by states and local governments for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. As with CMAQ-funded projects, any project receiving these funds will first need to be added to the ARC long-range transportation plan and TIP.

Transportation Alternatives Program (TAP)
The current-day successor to previous funding programs promoting walking and bicycling infrastructure, including the Safe Routes to School program, the TAP program is focused on providing safe routes for non-motorized travel, including on- and off-street bicycle facilities and trails, access to public transportation and schools, and other planning and design efforts associated with these projects.

Within the Atlanta area, the TAP program is administered through a competitive selection process by ARC. Funding amounts have varied, though have generally been in the range of $10 million to $15 million per year since the program's creation under the 2012 MAP-21 Federal transportation authorization. The TAP program will award a small number of regionally significant projects and does not have a minimum or maximum amount for project proposals.

Given the limited funding and schedule for implementation of Federal funds, projects in the Atlanta region will be prioritized based on several criteria to establish regional impact, including established need and demonstrated collaboration between multiple agencies.

State Funding Sources

GDOT Bridge Programs
GDOT administers two programs to provide funding support to local governments for bridge maintenance and replacement. The Low Impact Bridge Program (LIBP) was introduced in 2014 and focuses on minor repairs and changes, wherein projects must have no geometry or grade changes, low environmental impacts, and off-site detours. LIBP projects are usually completed with expedited delivery by means of prefabricated bridge components. Local participation requires agreeing to an off-site detour up to 12 months in duration (typical closure being about 6 months and maintaining local roads as needed during construction. GDOT's other program, the Local Bridge Replacement Program, includes more extensive changes and follows a more traditional federal replacement schedule, with local fiscal participation agreed to and distributed before the project begins.

Local Maintenance Improvement Grants program (LMIG)
This GDOT-funded program provides assistance to local governments for maintenance and repair of streets off of the state system. It is typically used for resurfacing projects, although several projects recommended in the Plan may be able to combine changes to street sections and operations with conventional resurfacing projects. LMIG funds are distributed on a formula basis.

Georgia Transportation Infrastructure Bank (GTIB)
This is a grant and low-interest loan program administered by the State Road and Tollway Authority (SRTA). Since inception, GTIB has provided over $124 million in grants and loans to highly competitive transportation projects that have enhanced mobility in local communities throughout Georgia. Although widely known for its loans, GTIB offers grants as well, with increasing use throughout the state. Community Improvement Districts (CIDs) in particular have begun to make greater use of the program.

Georgia Highway Safety Improvement Program (HSIP)
This program identifies and reviews specific traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the

implementation of engineering solutions.

GDOT sets aside an amount of state funds each year for the program, with generally around $100 million available annually in the years prior to the Plan's completion. The state has focused on addressing increasing fatality rates on the state's roads and highways, and these trends are closely monitored by all highway safety professionals in Georgia and remain the focus of the state's Strategic Highway Safety Plan (SHSP). HSIP funds can be applied to state highways and possibly select local streets to address high-crash locations.

Local Funding Sources and Project Costs

As discussed in Section 4, specifically in the Candidate Projects table on pages 49-51, many of these candidate projects have total costs of $1 million or greater, representing major investments for the City and a scale of capital project that the City cannot easily absorb in its budget. For this reason, it is important to understand how project costs and funding sources should be leveraged to allow the City to make progress on implementing the plan.

Doraville will most likely use its own funding sources, at least to some degree, in every project it implements. Even projects that attract outside funding sources, such as Federal funds made available through ARC, typically require at least some local match for a portion of the project costs. However, these sources may not be applied to all projects, and for this reason Doraville is also facing a reality of self-funding many of the projects in this plan.

The following are key sources that the City may consider beyond general fund, bonds, and other sources, and include adaptation of current funding programs to allow greater flexibility.

Community Improvement Districts (CIDs)
CIDs are self-taxing districts on commercial and industrial properties, and they have broadly been used in the Atlanta metropolitan area to catalyze and lead infrastructure enhancements, capital projects, and special programs to encourage investment and economic development. Many of the region's CIDs have focused their capital programs on transportation projects, leveraging their funds as a source of local match funding and attracting state and federal funds that constitute the bulk of a project's resources. However, they have also accounted for greater portions of a project's cost, especially for smaller-scale projects such as sidewalk completion, streetscape enhancement, and improved access to transit and multimodal facilities.

Doraville has a newly created CID, the Chamblee Doraville CID, that has developed its own strategic mobility plan at the same time as this Mobility Plan for the City, and several projects in this plan overlap with that one.

While the CID can serve as a potential partner with the City in funding projects, it is also a new organization working with limited budgets, and as such it faces its own cost challenges and the ability to advance projects quickly. For these reasons, the following should be considered as general policies for forming strategies with the CID to jointly fund projects:

- **Local match partnerships** to allow greater-cost and greater-scale projects to be pursued. Several of the CID's projects are at least partly in the City of Doraville, and Doraville's use of its own funding to support a local match might be able to extend a smaller project footprint into a larger area to provide benefit for the City as well as the CID.

- **Use the CID's knowledge resources** for project understanding and scoping, especially along the commercial corridors where its chief properties are. The CID's access to businesses and commercial establishments, commercial property ownership, and the larger business community of Doraville's main commercial corridors may provide invaluable in-kind contribution through public outreach, stakeholder engagement, and other

information gathering that can help to strengthen projects.

- CID project leadership with Doraville support. The CID may have opportunities to take on leading projects, which may help expedite project delivery and lower overall cost and effort since the CID is not a full local government agency and is joined on a voluntary basis.

Future TSPLOST Funds

The current DeKalb TSPLOST is active through 2022, and subsequent tax levies would require voter approval. The plan has generally assumed that TSPLOST renewals will occur, whether in five-year periods as with the current tax or through a more structured, long-term program that would replace the Local Option Sales Tax (limited by state statute to shorter time periods) with a longer-term tax program enabled by special state legislation, similar to the 40-year sales tax collected in the City of Atlanta for transit expansion and operations.

How the Plan's Priority Groups Should be Advanced

The table below shows the three main project categories as discussed in Section 5 and what the combined total of estimated project costs is for each of these. The total costs for Highest-Value Projects and Neighborhood-Value projects are approximately the same, and this suggests that the City can balance implementing its projects and provide a degree of equity in how the City advances this plan's recommendations. Although the City will need to continue seeking funding sources to cover project costs, this breakdown suggests that it can spend equally among projects fitting in the Highest-Value class and projects in the Neighborhood-Value class, allowing investments from throughout the entire City in a given period to be focused both on citywide and neighborhood benefit.

Evaluation Category	Total Project Cost Estimate	Policy Approach for Advancement
Highest-Value Projects Projects in this category have a Citywide benefit and purpose in that they cross major barriers, address high-profile safety deficiencies, or position the City for other long-term regional opportunities.	**$19.7 million**	• For every capital improvement plan update, future local funding program outside of the City's general fund (such as a TSPLOST), or application for federal funds, prioritize at least one project among the highest-value list. • Identify City (or partnership-based) local matches as needed in each year's budget preparation.
Neighborhood-Value Projects Projects in this category respond more closely to neighborhood-specific needs and concerns, although they are no less important in strengthening connectivity and providing options for mobility in Doraville.	**$20.8 million**	• For every capital improvement plan update, future local funding program outside of the City's general fund (such as a TSPLOST), or application for federal funds, prioritize at least one project among the neighborhood-value list. • Identify City (or partnership-based) local matches as needed in each year's budget preparation.
Aspirational-Value Projects Projects in this category bring benefit to the City but may represent a longer-term focus or may be combined with special opportunities like land development projects.	**$25.4 million**	• Review any development proposal for concurrence with an aspirational project. • Coordinate on at least a semi-annual basis with the City of Chamblee, DeKalb County, Gwinnett County, and GDOT for opportunities to advance aspirational projects through partner efforts.

6

APPENDICES

Project Candidate Map and List

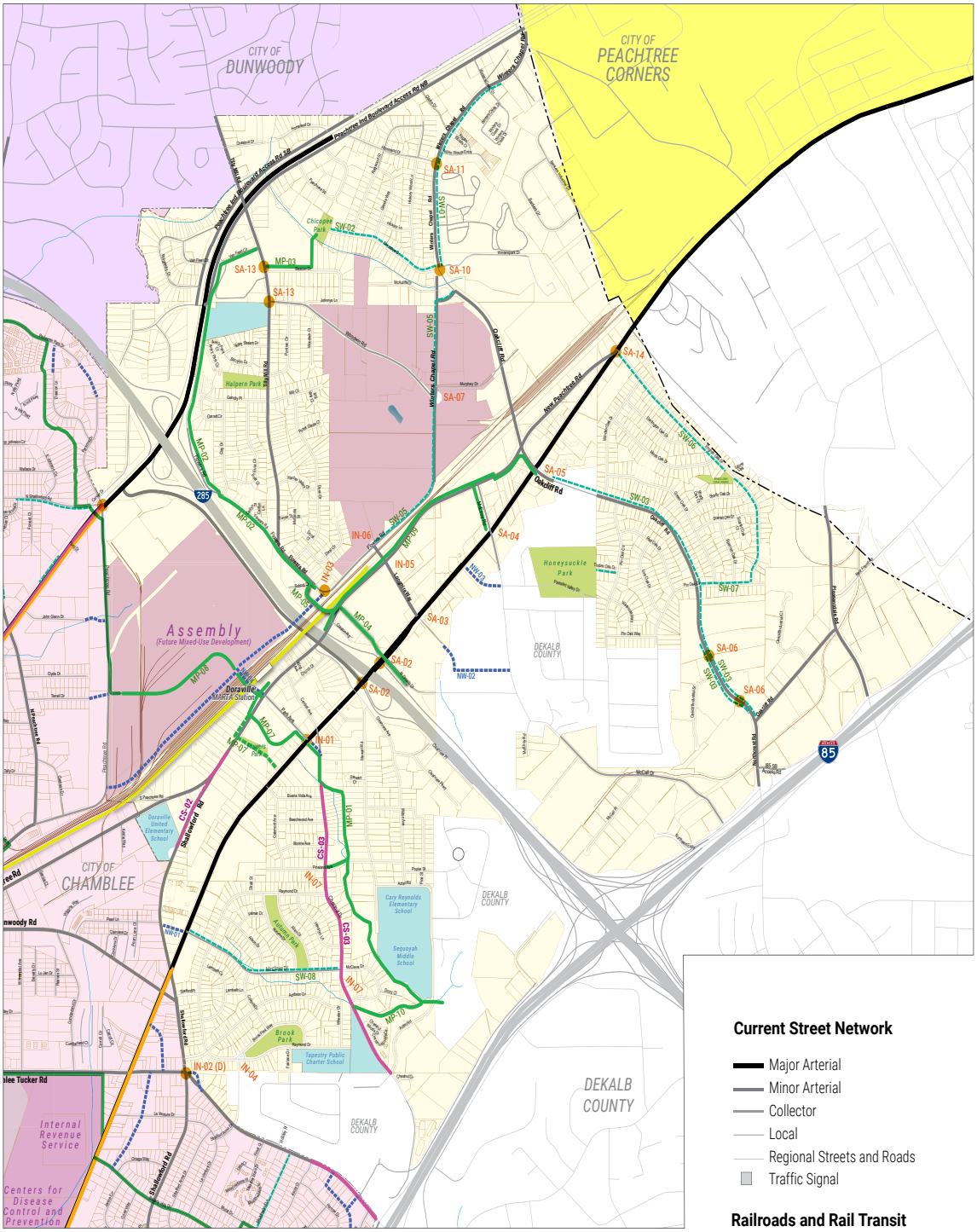
Explanation of Project Evaluation Metrics

Project Evaluation Matrix & Rating Results

Project Cost Estimates

Project Implementation Strategy

CITYWIDE DORAVILLE MOBILITY PLAN PROJECT CANDIDATES MAP



Major Project Types

- Multi-Use Path/Trail (MP projects)
- Complete Street Conversion (CS projects)
- New Street Network (NW projects)
- Sidewalk Infill (SW projects)
- Intersection and Safety (IN/SA projects)

Refer to the accompanying list of projects for more detail on proposed project candidates

Current Street Network

- Major Arterial
- Minor Arterial
- Collector
- Local
- Regional Streets and Roads
- Traffic Signal

Railroads and Rail Transit

- MARTA Gold Line and Station
- CSX Transportation
- Norfolk Southern Corporation

Community and Natural Features

- Parks and Recreation Areas
- Major Employment or Commercial Districts
- School Properties
- Lakes and Ponds
- Rivers and Streams

CITYWIDE DORAVILLE MOBILITY PLAN PROJECT CANDIDATES LIST (1)

Project ID	Project Name	Explanation of Project Specifics	Overall Mobility Plan Theme	Cost Estimate
CS-02	New Peachtree Complete Street, Phase 2	Convert New Peachtree Road to a 3-lane street section with bicycle lanes and sidewalk enhancement from Flowers Park to City limits. This project would include changes to the design of the New Peachtree/Shallowford intersection to improve pedestrian and vehicle safety.	Improvements around MARTA and Downtown Doraville	$3,659,626.88
CS-03	Complete Street and Traffic Calming for Chestnut Drive	Add protected bicycle facilities and traffic calming devices along Chestnut from north of Buena Vista Drive to Fairlane Avenue.	Connecting Neighborhoods	$1,245,482.90
IN-01	Realignment of Chestnut at Buford Highway	Realign the intersection of Chestnut Drive and Buford Highway to the south/west, connecting it into the existing Park Avenue intersection.	Safety on Major Streets	$2,680,638.65
IN-02	Chamblee-Tucker/ Shallowford Intersection Realignment	Realign the intersection of Chamblee-Tucker Road and Shallowford Road to bring the eastern 'leg' into a right-angle intersection, improving visibility and reducing safety problems.	Safety on Major Streets	$2,613,790.93
IN-06	Longmire/ Flowers Intersection Improvements	Widen the intersection to include a dedicated westbound right-turn lane and adjust traffic signal timing to allow maximum efficiency of movements from traffic expected to come from the I-285 managed lane access ramp.	Crossing Barriers	$798,780.60
IN-04	Brook Park Intersection Reduction	Restripe pavement to narrow the traveled way around this intersection to reduce vehicle speeds.	Connecting Neighborhoods	$165,087.00
IN-05	Longmire/ New Peachtree Intersection Improvements	Restripe pedestrian crossings and improve connections to proposed project MP-09	Crossing Barriers	$232,560.00
IN-07	Chestnut Intersection Traffic Calming Projects	Install mini-roundabouts at these intersections to add to overall traffic calming through the Chestnut Drive corridor.	Connecting Neighborhoods	$2,232,653.53
MP-01	Peachtree Creek Greenway Connector	Multi-use path along the branch creek generally parallel to Chestnut Drive. Project would begin from Buford Highway as a part of the proposed realignment of this intersection (IN-01) and continue south to the Doraville City Limits, or to Interstate 85 should unincorporated areas be annexed.	Connecting Neighborhoods	$3,680,235.00
MP-02	Flowers Road Multi-Use Path	Multi-use path along the west side of Flowers Road from the Norfolk Southern Railroad to Tilly Mill Road	Connecting Neighborhoods	$1,613,346.88
MP-04	Buford Highway Pedestrian Bridge	Construct a pedestrian bridge over Buford Highway, with a trail connecting North Dekalb Drive to New Peachtree Road	Crossing Barriers	$5,413,041.25
MP-05	Bicycle-Pedestrian Railroad Bridge	Bicycle and pedestrian bridge over MARTA and Norfolk Southern railroad tracks, generally at the south end of Flowers Road at its eastward curve. This project may only be feasible if property impacts from GDOT's Managed Lanes interchange project and extension of Flowers Road across I-285 result in the removal of buildings on these properties.	Connecting Neighborhoods	$3,444,322.50

CITYWIDE DORAVILLE MOBILITY PLAN PROJECT CANDIDATES LIST (2)

Project ID	Project Name	Explanation of Project Specifics	Overall Mobility Plan Theme	Cost Estimate
MP-07	City Center Connector Trail	Multi-use path that continues the Peachtree Creek Greenway connector and/or Chestnut Drive complete street to New Peachtree Road and the MARTA station. This path alignment may use an alignment not directly on Park Avenue to provide an easier grade for cyclists and pedestrians.	Improvements around MARTA and Downtown Doraville	$1,267,462.50
MP-08	Assembly Trails Connection to Chamblee	As part of Assembly development, ensure that a connection is made from Peachtree Road, with Chamblee's planned multi-use path, through Assembly to the Park Avenue covered street project (NW-04)	Crossing Barriers	$3,918,183.75
MP-09	New Peachtree Road Multi-Use Path	Multi-use path on the north side of New Peachtree Road from I-285 to McElroy Road, proposed as an alternative to continuing the same street design as used inside I-285 (Project CS-01 that the City currently has in progress).	Safety on Major Streets	$1,478,965.40
MP-10	Peachtree Creek Greenway Connector - South Spur	Trail connector along branch creek from Chestnut Drive to main trail proposed in MP-01	Connecting Neighborhoods	$642,308.75
NW-01	New Street - McClave to Shallowford	New street extended from Buford Highway/McClave Drive intersection to Shallowford Road. If a street is expected to be a very long-term possibility due to impacts on the commercial property and parking, an enhanced pedestrian connection may be built in the short term.	New Street Connections	$4,173,923.39
NW-02	New Street - Longmire to Ashlyn Pointe Connection	Extend Longmire Way from its current southern end (adjacent to the former Kmart site) south to connect with a stubout at Ashlyn Pointe Drive, currently in unincorporated DeKalb County.	New Street Connections	$1,597,961.45
NW-03	New Street - Pleasant Valley Extension	Create a new street through existing commercial property to connect to McElroy Drive at Pleasant Valley Road	New Street Connections	$2,094,233.70
NW-04	Park Avenue Extension and Covered Street	Connect Park Avenue from New Peachtree Road into Assembly site with a tunnel connection under the MARTA and NS railroad tracks	New Street Connections	$12,188,021.60
SA-02	Buford Highway Pedestrian Improvements at I-285	Pedestrian Improvements at the Buford Highway intersections with I-285's access ramps, including restriping, added sidewalk width in feasible locations to allow pedestrians a safer waiting area before crossing, elevation of sidewalks above curb heights, and improvements to lighting and drainage under the I-285 bridge spans. This project may involve coordination with GDOT traffic operations as it should also add protected crossing time for pedestrians.	Safety on Major Streets	$890,746.00
SA-03	Buford Highway/ Longmire Pedestrian Improvements	Improvements to crosswalks, curb ramps, and pedestrian signals at the intersection of Buford Highway and Longmire Way	Safety on Major Streets	$274,334.00
SA-04	Buford Highway/ McElroy Pedestrian Improvements	Improvements to crosswalks, curb ramps, and pedestrian signals at the intersection of Buford Highway and McElroy Road	Safety on Major Streets	$276,122.50

CITYWIDE DORAVILLE MOBILITY PLAN PROJECT CANDIDATES LIST (3)

Project ID	Project Name	Explanation of Project Specifics	Overall Mobility Plan Theme	Cost Estimate
SA-05	Buford Highway/ Oakcliff Pedestrian Improvements	Improvements to crosswalks, curb ramps, and pedestrian signals at the intersection of Buford Highway and Oakcliff Road	Safety on Major Streets	$276,122.50
SA-06	Oakcliff Road Mid-Block Crossings	Mid-block crossings on Oakcliff Road near Oakcliff Industrial Street, allowing access to MARTA bus stops from opposite sides of the road	Safety on Major Streets	$745,019.75
SA-10	Winters Chapel/ Chicopee Pedestrian Improvements	Improvements to crosswalks, curb ramps, and pedestrian signals at the intersection of Chicopee Drive and Winters Chapel Road	Safety on Major Streets	$268,173.75
SA-11	Winters Chapel/ Homeland Pedestrian Improvements	Improvements to crosswalks, curb ramps, and pedestrian signals at the intersection of Homeland Drive and Winters Chapel Road	Safety on Major Streets	$227,417.50
SA-12	Tilly Mill-Gentilly Protected Crossing	Signal-protected crosswalk on Tilly Mill at Gentilly Drive	Safety on Major Streets	$449,816.25
SA-13	Tilly Mill Mid-Block Crossings	Signal-protected crosswalks on Tilly Mill	Safety on Major Streets	$334,016.00
SA-14	English Oak Signal Improvements	Add new signal on English Oak at Buford Highway. Provide signal-protected crosswalks	Connecting Neighborhoods	$500,000.00
SW-01	Winters Chapel Sidewalk (Chicopee to Winters Creek)	Sidewalk on the east side of Winters Chapel Road from the Chicopee Drive signal to the end of current sidewalks near Winters Creek Drive	Safety on Major Streets	$932,834.15
SW-02	Chicopee Road Sidewalk	Sidewalk on the north side of Chicopee Drive	Connecting Neighborhoods	$537,530.03
SW-03	Oakcliff Road Sidewalk Enhancement	Added sidewalks on the east side of Oakcliff Road (where they are missing) from Buford Highway to Oakcliff/Northcrest intersection, and on both sides of the road in the section with no current sidewalks around Oakcliff Industrial	Connecting Neighborhoods	$1,514,477.48
SW-05	Winters Chapel Sidewalk (Longmire to Oakcliff)	Sidewalk on one side of Winters Chapel/Flowers Road between Oakcliff Road and Longmire Way	Connecting Neighborhoods	$1,085,747.25
SW-06	English Oak Drive Sidewalk	Add a sidewalk on the south/west side of English Oak Drive from Buford Highway to Pin Oak Circle	Connecting Neighborhoods	$950,419.00
SW-07	Pin Oak Drive Sidewalk	Add a sidewalk on the north side of Pin Oak Drive from English Oak to Oakcliff	Connecting Neighborhoods	$479,847.10
SW-08	McClave Drive Sidewalk	Add a sidewalk on the north side of McClave Drive from Buford Highway to Chestnut Drive	Connecting Neighborhoods	$798,932.00

EXPLANATION OF PROJECT EVALUATION METRICS (1)

FUNDING ELIGIBILITY AND FEASIBILITY METRICS				
Technical Evaluation Criteria	**Evaluation Method**	**'Low' Score**	**'Medium' Score**	**'High' Score**
Project is Federal-aid eligible (the project qualifies for inclusion into the TIP)	Assess potential for eligibility based on project sponsorship and the location on the transportation network	Not eligible or requires multiple agency coordination	Eligible, but not aligned with existing local plans or LCIs or requires multiple agency coordination	Eligible and aligned with existing local plans or LCIs or no agency coordination required (Doraville to lead)
Project eligible for funding based on Complete Streets policies	Assess level of accommodation of a complete range of users/ modes	Nothing	Behind the curb	In the street
Overall cost and constructibility	Assess how much likely local government funding capacity can meet local match or even 100% of project funds	Scale of project beyond one year annual budget	Scale of project within a typical-year annual budget for capital projects	Scale of project less than 50% of a typical-year annual budget
Support in other existing plans	Project recommended in another plan document (e.g. LCI, Comp. Plan)	Not supported in any other plan or precludes other plan recommendation	Supported in one other plan.	Supported in more than one other plan, or meets multiple plans' objectives

MOBILITY CANDIDATES METRICS				
Technical Evaluation Criteria	**Evaluation Method**	**'Low' Score**	**'Medium' Score**	**'High' Score**
Improves safety conditions	Assess major crash types occurring along corridor/ at major intersections and how project addresses them	No design or operational changes that would address safety	Designs or operational changes may affect one significant crash type	Designs/operational changes may affect two or more crash types
Improves routes and roadway efficiency	Assess how many new 'complete' network links and intersections are created & assess potential reduction of traffic volume in key intersections	No new additions: project does not add to network. No apparent efficient improvements for all vehicle types	One complete link between two intersections. Apparent efficient improvements for 1-2 vehicle types	More than one complete link. Apparent efficient improvements for +2 vehicle types
Improves modal choice	Assess potential for additional modes (e.g. bike, ped, transit, new mobility options) to be accommodated with dedicated infrastructure	No new modes or reduced non-vehicle modal accommodation	Project includes improvements for one non-vehicle travel mode	Includes improvements for more than one non-vehicle travel mode

EXPLANATION OF PROJECT EVALUATION METRICS (2)

COMMUNITY AND ECONOMIC METRICS

Technical Evaluation Criteria	Evaluation Method	'Low' Score	'Medium' Score	'High' Score
Supports commercial, mixed-use, and residential development	Review access, connectivity, and other mobility metrics to main properties	Reduces development potential due to changes to site/ property	No significant changes to access, connection, or site layout	Provides new means of access or connectivity
Environmental Quality	Assess project's potential to reduce environmental impacts (such as stormwater runoff)	Potential for increased impact	No significant changes, or moderate improvements	No environmental impact or encourages use of alternative transportation or decreases car trips.
Social Equity	Assess how project serves a minority or low-income community, especially with access to businesses/jobs	Project is not in located in an Equitable Target Areas (ETA as created by Atlanta Regional Commission) or does not provide safe and accessible connections to minority and low-income communities	Project is not in located in an Equitable Target Area (ETA), but focused on providing safe and accessible connections to border of ETA	Project is located in an ETA and provides safe and accessible connections to multiple other ETAs.
Quality of Life	Assess how project improves quality of life for residents in neighborhoods	Makes no change to quality of life	Introduces 1 means of additional travel or ability to connect to 1 community amenity	Introduces +2 means of additional travel or ability to connect to community amenities

PUBLIC FEEDBACK METRICS

Technical Evaluation Criteria	Evaluation Method	'Low' Score	'Medium' Score	'High' Score
Addresses public goals and priorities	Assess how project meets goals and priorities noted in the survey and public meeting 1	Does not meet any goals/ priorities	Meets 1-2 goals/priorities	Meets +2 goals/priorities
Geographic location	Assess if the project area is adjacent, close to, or at a location proposed by the public in the My Google Map (hot-spot)	Not adjacent to any public input/areas of concern/ opportunities	Adjacent to or at 1-2 any public input/areas of concern/ opportunities	Adjacent to +2 to any public input/areas of concern/ opportunities

PROJECT EVALUATION METRIC RESULTS (1)

		FUNDING ELIGIBILITY				
Project ID	Project Name	Federal-aid eligible	Completes Streets policies	Cost and Constructibility	Existing Plans	TOTAL
SA-02	Buford Highway Pedestrian Improvements at I-285	2	2	2	2	8
NW-04	Park Avenue Extension and Covered Street	2	2	0	0	4
SA-03	Buford Highway/Longmire Pedestrian Improvements	2	2	2	2	8
SA-04	Buford Highway/McElroy Pedestrian Improvements	2	2	2	2	8
SA-05	Buford Highway/Oakcliff Pedestrian Improvements	2	2	2	2	8
CS-02	New Peachtree-Shallowford Rd Complete Street, Phase 2	2	2	0	2	6
SA-10	Winters Chapel/Chicopee Pedestrian Improvements	2	2	2	1	7
SA-11	Winters Chapel/Homeland Pedestrian Improvements	2	2	2	1	7
SW-01	Winters Chapel Sidewalk - Chicopee to Winters Creek	2	1	2	2	7
CS-03	Complete Street and Traffic Calming for Chestnut Drive	0	2	1	1	4
MP-07	City Center Connector Trail	1	2	0	1	4
MP-04	Buford Highway Pedestrian Bridge	1	2	0	1	4
MP-05	Bicycle-Pedestrian Railroad Bridge	1	2	0	1	4
MP-09	New Peachtree Road Multi-Use Path	2	2	0	1	5
SA-12	Tilly Mill-Gentilly Protected Crossing	1	2	1	1	5
SW-05	Winters Chapel Sidewalk - Longmire to Oakcliff	2	1	2	2	7
IN-05	Longmire/New Peachtree Intersection Improvements	2	2	2	1	7
SA-06	Oakcliff Road Mid-Block Crossings	1	2	1	1	5
SW-02	Chicopee Road Sidewalk	0	1	2	2	5
SW-03	Oakcliff Road Sidewalk Enhancement	0	1	2	2	5
SW-06	English Oak Drive Sidewalk	0	1	2	2	5
SW-14	English Oak Drive at Buford Highway Signal Improvements	1	2	0	1	4
IN-01	Realignment of Chestnut at Buford Highway	2	2	0	1	5
IN-02	Chamblee-Tucker/Shallowford Intersection Realignment	2	1	0	2	5
MP-02	Flowers Road Multi-Use Path	2	2	0	1	5
MP-01	Peachtree Creek Greenway Connector	1	2	0	0	3
MP-08	Assembly Trails Connection to Chamblee	1	1	0	0	2

PROJECT EVALUATION METRIC RESULTS (2)

	MOBILITY CANDIDATES				COMMUNITY/ECONOMIC					PUBLIC FEEDBACK			
Project ID	Improve safety conditions	Improves routes and roadway efficiency	Improves modal choice	TOTAL	Supports development	Environmental Quality	Social Equity	Quality of Life	TOTAL	Address public goals and priorities	Geographic locations	TOTAL	EVALUATION TOTAL SCORE
SA-02	2	1	2	5	2	1	1	2	6	2	2	4	23
NW-04	2	2	2	6	2	1	1	2	6	2	2	4	20
SA-03	1	1	2	4	2	1	1	1	5	1	2	3	20
SA-04	1	1	2	4	2	1	1	1	5	1	2	3	20
SA-05	1	1	2	4	2	1	1	1	5	1	2	3	20
CS-02	1	1	2	4	2	1	1	2	6	2	1	3	19
SA-10	1	1	2	4	1	1	1	2	5	1	2	3	19
SA-11	1	1	2	4	1	1	1	2	5	1	2	3	19
SW-01	1	1	2	4	1	1	1	1	4	2	2	4	19
CS-03	2	1	2	5	1	2	1	2	6	2	1	3	18
MP-07	0	1	2	3	2	2	1	2	7	2	2	4	18
MP-04	1	0	2	3	2	1	1	2	6	2	2	4	17
MP-05	2	0	2	4	2	0	1	2	5	2	2	4	17
MP-09	0	0	2	2	2	1	1	2	6	2	2	4	17
SA-12	1	1	2	4	1	2	1	2	6	1	1	2	17
SW-05	1	1	2	4	1	1	1	1	4	1	1	2	17
IN-05	2	2	0	4	0	1	1	0	2	1	2	3	16
SA-06	1	0	1	2	1	2	1	2	6	2	1	3	16
SW-02	1	0	2	3	1	2	1	2	6	1	1	2	16
SW-03	1	0	2	3	1	1	1	2	5	1	2	3	16
SW-06	1	0	2	3	1	2	1	2	6	1	1	2	16
SW-14	2	1	2	5	2	1	1	1	5	1	1	2	16
IN-01	2	2	1	5	0	1	1	0	2	1	2	3	15
IN-02	2	2	0	4	2	1	1	1	5	1	0	1	15
MP-02	0	0	2	2	1	1	1	2	5	2	1	3	15
MP-01	0	0	2	2	1	2	1	2	6	2	1	3	14
MP-08	0	0	2	2	2	1	1	2	6	2	2	4	14

PROJECT EVALUATION METRIC RESULTS (3)

		FUNDING ELIGIBILITY				
Project ID	Project Name	Federal-aid eligible	Completes Streets policies	Cost and Constructibility	Existing Plans	TOTAL
SW-07	Pin Oak Drive Sidewalk	0	1	2	1	4
SW-08	McClave Drive Sidewalk	0	1	2	1	4
IN-07	Chestnut Intersection Traffic Calming Projects	0	2	1	1	4
MP-10	Peachtree Creek Greenway Connector - South Spur	1	2	0	0	3
IN-06	Longmire/Flowers Intersection Improvements	2	0	0	1	3
NW-02	New Street - Longmire to Ashlyn Pointe Connection	0	2	0	0	2
NW-03	New Street - Pleasant Valley Extension	0	2	0	0	2
SA-13	Tilly Mill Mid-Block Crossings	1	1	1	1	4
NW-01	New Street - McClave to Shallowford	0	2	0	0	2
IN-04	Brook Park Intersection Reduction	0	2	1	1	4

PROJECT EVALUATION METRIC RESULTS (4)

	MOBILITY CANDIDATES				COMMUNITY/ECONOMIC					PUBLIC FEEDBACK			
Project ID	Improve safety conditions	Improves routes and roadway efficiency	Improves modal choice	TOTAL	Supports development	Environmental Quality	Social Equity	Quality of Life	TOTAL	Address public goals and priorities	Geographic locations	TOTAL	EVALUATION TOTAL SCORE
SW-07	1	0	2	3	1	2	1	1	5	1	1	2	14
SW-08	1	0	2	3	1	2	1	2	6	1	0	1	14
IN-07	2	0	1	3	1	2	1	0	4	1	1	2	13
MP-10	0	0	2	2	2	2	1	2	7	1	0	1	13
IN-06	2	2	0	4	0	1	1	0	2	1	2	3	12
NW-02	0	2	1	3	2	1	1	1	5	2	0	2	12
NW-03	0	2	1	3	2	1	1	1	5	1	1	2	12
SA-13	1	0	1	2	1	1	1	1	4	1	1	2	12
NW-01	0	2	1	3	2	1	1	1	5	1	0	1	11
IN-04	2	1	0	3	0	1	1	1	3	0	0	0	10

PROJECT CANDIDATE COST ESTIMATES (1)

		Project Engineering/ Construction Engineering & Inspection Costs	Right of Way Costs	
Project ID	**Project Name**	**16% Construction**	**20% Commercial**	**10% Residential**
CS-02	New Peachtree Complete Street, Phase 2	**$320,844.00**	**$401,055.00**	**N/A**
CS-03	Complete Street and Traffic Calming for Chestnut Drive	**$117,221.92**	**N/A**	**$73,263.70**
IN-01	Realignment of Chestnut at Buford Highway	**$145,334.72**	**$1,000,000.00**	**N/A**
IN-02	Chamblee-Tucker/Shallowford Intersection Realignment	**$138,543.84**	**$1,000,000.00**	**N/A**
IN-06	Longmire/Flowers Intersection Improvements	**$70,030.08**	**$87,537.60**	**N/A**
IN-04	Brook Park Intersection Reduction	**$13,545.60**	**$16,932.00**	**$8,466.00**
IN-05	Longmire/New Peachtree Intersection Improvements	**$21,888.00**	**N/A**	**$13,680.00**
IN-07	Chestnut Intersection Traffic Calming Projects	**$99,825.12**	**N/A**	**$1,000,000.00**
MP-01	Peachtree Creek Greenway Connector	**$301,968.00**	**$377,460.00**	**$188,730.00**
MP-02	Flowers Road Multi-Use Path	**$157,640.00**	**N/A**	**$49,262.50**
MP-04	Buford Highway Pedestrian Bridge	**$474,568.00**	**$593,210.00**	**N/A**
MP-05	Bicycle-Pedestrian Railroad Bridge	**$301,968.00**	**$377,460.00**	**N/A**
MP-07	City Center Connector Trail	**$111,120.00**	**$138,900.00**	**N/A**
MP-08	Assembly Trails Connection to Chamblee	**$343,512.00**	**$429,390.00**	**N/A**
MP-09	New Peachtree Road Multi-Use Path	**$129,662.72**	**$162,078.40**	**N/A**
MP-10	Peachtree Creek Greenway Connector - South Spur	**$56,312.00**	**$70,390.00**	**N/A**
NW-01	New Street - McClave to Shallowford	**$170,049.36**	**$2,000,000.00**	**N/A**
NW-02	New Street - Longmire to Ashlyn Pointe Connection	**$130,586.56**	**$250,000.00**	**N/A**
NW-03	New Street - Pleasant Valley Extension	**$171,834.56**	**$214,793.20**	**$107,396.60**
NW-04	Park Avenue Extension and Covered Street	**$1,068,538.88**	**$1,335,673.60**	**N/A**

PROJECT CANDIDATE COST ESTIMATES (2)

	Utility Costs	Construction Costs	Contingency Costs	Project Total
Project ID	10% Construction	Total	25% Total	Construction + Right of Way + Utility + Contingency
CS-02	$200,527.50	$2,005,275.00	$731,925.38	$3,659,626.88
CS-03	$73,263.70	$732,637.00	$249,096.58	$1,245,482.90
IN-01	$90,834.20	$908,342.00	$536,127.73	$2,680,638.65
IN-02	$86,589.90	$865,899.00	$522,758.19	$2,613,790.93
IN-06	$43,768.80	$437,688.00	$159,756.12	$798,780.60
IN-04	$8,466.00	$84,660.00	$33,017.40	$165,087.00
IN-05	$13,680.00	$136,800.00	$46,512.00	$232,560.00
IN-07	$62,390.70	$623,907.00	$446,530.71	$2,232,653.53
MP-01	$188,730.00	$1,887,300.00	$736,047.00	$3,680,235.00
MP-02	$98,525.00	$985,250.00	$322,669.38	$1,613,346.88
MP-04	$296,605.00	$2,966,050.00	$1,082,608.25	$5,413,041.25
MP-05	$188,730.00	$1,887,300.00	$688,864.50	$3,444,322.50
MP-07	$69,450.00	$694,500.00	$253,492.50	$1,267,462.50
MP-08	$214,695.00	$2,146,950.00	$783,636.75	$3,918,183.75
MP-09	$81,039.20	$810,392.00	$295,793.08	$1,478,965.40
MP-10	$35,195.00	$351,950.00	$128,461.75	$642,308.75
NW-01	$106,280.85	$1,062,808.50	$834,784.68	$4,173,923.39
NW-02	$81,616.60	$816,166.00	$319,592.29	$1,597,961.45
NW-03	$107,396.60	$1,073,966.00	$418,846.74	$2,094,233.70
NW-04	$667,836.80	$6,678,368.00	$2,437,604.32	$12,188,021.60

PROJECT CANDIDATE COST ESTIMATES (3)

		Project Engineering/ Construction Engineering & Inspection Costs	Right of Way Costs	
Project ID	**Project Name**	**16% Construction**	**20% Commercial**	**10% Residential**
SA-02	Buford Highway Pedestrian Improvements at I-285	**$78,092.80**	**$97,616.00**	**N/A**
SA-03	Buford Highway/Longmire Pedestrian Improvements	**$24,051.20**	**$30,064.00**	**N/A**
SA-04	Buford Highway/McElroy Pedestrian Improvements	**$24,208.00**	**$30,260.00**	**N/A**
SA-05	Buford Highway/Oakcliff Pedestrian Improvements	**$24,208.00**	**$30,260.00**	**N/A**
SA-06	Oakcliff Road Mid-Block Crossings	**$65,316.80**	**$81,646.00**	**N/A**
SA-10	Winters Chapel/Chicopee Pedestrian Improvements	**$22,004.00**	**$27,505.00**	**$13,752.50**
SA-11	Winters Chapel/Homeland Pedestrian Improvements	**$21,404.00**	**N/A**	**$13,377.50**
SA-12	Tilly Mill-Gentilly Protected Crossing	**$36,908.00**	**$46,135.00**	**$23,067.50**
SA-13	Tilly Mill Mid-Block Crossings	**$31,436.80**	**N/A**	**$19,648.00**
SA-14	English Oak Drive at Buford Highway Signal Improvements			**N/A**
SW-01	Winters Chapel Sidewalk - Chicopee to Winters Creek	**$81,782.72**	**$102,228.40**	**N/A**
SW-02	Chicopee Road Sidewalk	**$47,125.92**	**$58,907.40**	**N/A**
SW-03	Oakcliff Road Sidewalk Enhancement	**$137,484.48**	**$85,927.80**	**$42,963.90**
SW-05	Winters Chapel Sidewalk - Longmire to Oakcliff	**$95,188.80**	**$118,986.00**	
SW-06	English Oak Drive Sidewalk	**$89,451.20**	**N/A**	**$55,907.00**
SW-07	Pin Oak Drive Sidewalk	**$45,162.08**	**N/A**	**$28,226.30**
SW-08	McClave Drive Sidewalk	**$75,193.60**	**N/A**	**$46,996.00**

PROJECT CANDIDATE COST ESTIMATES (4)

	Utility Costs	Construction Costs	Contingency Costs	Project Total
Project ID	10% Construction	Total	25% Total	Construction + Right of Way + Utility + Contingency
SA-02	$48,808.00	$488,080.00	$178,149.20	$890,746.00
SA-03	$15,032.00	$150,320.00	$54,866.80	$274,334.00
SA-04	$15,130.00	$151,300.00	$55,224.50	$276,122.50
SA-05	$15,130.00	$151,300.00	$55,224.50	$276,122.50
SA-06	$40,823.00	$408,230.00	$149,003.95	$745,019.75
SA-10	$13,752.50	$137,525.00	$53,634.75	$268,173.75
SA-11	$13,377.50	$133,775.00	$45,483.50	$227,417.50
SA-12	$23,067.50	$230,675.00	$89,963.25	$449,816.25
SA-13	$19,648.00	$196,480.00	$66,803.20	$334,016.00
SA-14				$500,000.00
SW-01	$51,114.20	$511,142.00	$186,566.83	$932,834.15
SW-02	$29,453.70	$294,537.00	$107,506.01	$537,530.03
SW-03	$85,927.80	$859,278.00	$302,895.50	$1,514,477.48
SW-05	$59,493.00	$594,930.00	$217,149.45	$1,085,747.25
SW-06	$55,907.00	$559,070.00	$190,083.80	$950,419.00
SW-07	$28,226.30	$282,263.00	$95,969.42	$479,847.10
SW-08	$46,996.00	$469,960.00	$159,786.40	$798,932.00

Evaluation Category	Project ID	Project Name
Highest-Value Projects Projects in this category have a Citywide benefit and purpose in that they cross major barriers, address high-profile safety deficiencies, or position the City for other long-term regional opportunities.	**SA-02**	Buford Highway Pedestrian Improvements at I-285
	SA-03	Buford Highway/Longmire Pedestrian Improvements
	SA-04	Buford Highway/McElroy Pedestrian Improvements
	SA-05	Buford Highway/Oakcliff Pedestrian Improvements
	CS-02	New Peachtree-Shallowford Complete Street, Phase 2
	SW-01	Winters Chapel Sidewalk - Chicopee to Winters Creek
	CS-03	Complete Street and Traffic Calming for Chestnut Drive
	MP-07	City Center Connector Trail
	MP-04	Buford Highway Pedestrian Bridge
	MP-05	Bicycle-Pedestrian Railroad Bridge
	MP-09	New Peachtree Road Multi-Use Path
	SA-12	Tilly Mill-Gentilly Protected Crossing

Denotes a Focus Project, with detailed descriptions on the following pages

Evaluation Category	Project ID	Project Name
Neighborhood-Value Projects Projects in this category respond more closely to neighborhood-specific needs and concerns, although they are no less important in strengthening connectivity and providing options for mobility in Doraville.	**SA-10**	Winters Chapel/Chicopee Pedestrian Improvements
	SA-11	Winters Chapel/Homeland Pedestrian Improvements
	SW-05	Winters Chapel Sidewalk - Longmire to Oakcliff
	IN-05	Longmire/New Peachtree Intersection Improvements
	SW-02	Chicopee Road Sidewalk
	SW-06	English Oak Drive Sidewalk
	SW-03	Oakcliff Road Sidewalk Enhancement
	SA-06	Oakcliff Road Mid-Block Crossings
	MP-02	Flowers Road Multi-Use Path
	IN-01	Realignment of Chestnut at Buford Highway
	IN-02	Chamblee-Tucker/Shallowford Intersection Realignment
	SW-07	Pin Oak Drive Sidewalk
	MP-08	Assembly Trails Connection to Chamblee
	SW-08	McClave Drive Sidewalk
	SA-13	Tilly Mill Mid-Block Crossings
	IN-07	Chestnut Intersection Traffic Calming Projects

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Evaluation Category	Project ID	Project Name
Aspirational-Value Projects Projects in this category bring benefit to the City but may represent a longer-term focus or may be combined with special opportunities like land development projects.	**NW-04**	Park Avenue Extension and Covered Street
	MP-01	Peachtree Creek Greenway Connector
	MP-10	Peachtree Creek Greenway Connector - South Spur
	IN-06	Longmire/Flowers Intersection Improvements
	NW-02	New Street - Longmire to Ashlyn Pointe Connection
	NW-03	New Street - Pleasant Valley Extension
	NW-01	New Street - McClave to Shallowford
	IN-04	Brook Park Intersection Reduction

Denotes a Focus Project, with detailed descriptions on the following pages

Doraville Citywide Mobility Plan