

HIGHWAY 92

Livable Centers Initiative Corridor Plan

Douglas County, GA



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This report was prepared in cooperation with the Department of Transportation, State of Georgia, and the Federal Highway Administration.

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The Livable Centers Initiative is a program of the Atlanta Regional Commission.



INTRODUCTION

The Highway 92 Livable Centers Initiative (LCI) study is funded by the Atlanta Regional Commission (ARC) and encourages cities and counties within the region to plan and implement strategies to improve walkability and connectivity.

These strategies help connect residents to key destinations and amenities while reducing dependence on vehicular travel.

The Highway 92 LCI study was commissioned by Douglas County as an update to the 2008 LCI study. This study aims to:

- Develop a vision for growth and development at key nodes along the corridor
- Identify potential transportation improvements
- Support existing and planned public transit service
- Build upon recent planning efforts

The focus of this study is a section of Highway 92 approximately three miles in length and one-half mile wide between Interstate 20 to Lee Road. It includes:

- Several residential neighborhoods
- A mix of strip commercial and retail establishments
- Large lot residential properties
- Recent townhome and multi-family development
- Small heavy commercial businesses
- Parcels of undeveloped land
- A movie studio
- Schools, parks, and public facilities



This study builds upon the County's 2008 LCI study, 2019 Highway 92 and Lee Road Small Area Plan, the 2020 Douglas County Comprehensive Transportation Plan (CTP) and other recent projects or plans, with goal of developing a new vision and new strategies for the Highway 92 area.

Additionally, this plan update will identify project and policy recommendations that are relevant to the goals and objectives of the study and develop an implementation plan with key steps and actions needed to move this plan from vision to reality.



EXISTING CONDITIONS

INTRODUCTION

The following sections document existing conditions in the study area, detailing information about previous plans that impact the study area, existing land use and zoning, and recent developments. The sections also include a review of key destinations, existing transportation facilities and data trends, and public outreach initiatives that have been held to date. The purpose of the existing conditions analysis is to understand the study area as it exists today to determine what improvements are feasible and will best fit the corridor, and to establish nodes on which future development can be focused.



Deer Lick Park, Source: Google Review Images



Mt. Carmel Elementary, Source: Homes.com



Lionsgate Studio, Source: AJC

PROJECTS

An important first step in completing the LCI study is understanding other recent and relevant planning efforts and projects in order to establish a solid foundation for the Highway 92 plan. The Lee Rd Extension project and The Trails development are both projects with significant impact to the corridor. The Lee Rd Extension project is extending the existing Lee Rd road to connect with Bomar Rd. This will coincide with the Lee Rd widening project, which will widen the existing road and add sidewalks. The Trails development is creating additional residential, commercial, hospitality, and office uses near the existing Lionsgate Studio.

PREVIOUS PLANING EFFORTS

The Fairburn Road/Highway 92 corridor has been an area of focus in several recent plans, including the 2023 Douglas County Comprehensive Plan and the 2020 Douglas County Comprehensive Transportation Plan. Public input collected for these plans has established a strong vision for the corridor. As a result, much of the LCI study's focus will be based on the findings and recommendations of these plans. The following section includes key takeaways from each plan that are most relevant to the Highway 92 LCI study.

2023 Comprehensive Plan Update

The 2023 Douglas County Comprehensive Plan update commenced in fall 2022 and addressed Georgia Department of Community Affairs requirements, encompassing various topics such as land use, economic development, parks, transportation, broadband accessibility, and housing. Key elements of the Comprehensive Plan are the Character Area Map and Future Land Use Map, which provide guidance for future development. The Fairburn-Lee Corridor was identified as a distinct character area in the Comprehensive Plan, along with relevant policies and recommendations.



2023 Douglas County Transit Master Plan

Douglas County's Transit Master Plan (TMP) aims to improve public transit and help meet future transportation goals. Developed with public and stakeholder input, the TMP guides Connect Douglas transit service by informing decision-makers on effective transit strategies, identifying transit priorities, and supporting growth and economic development. The TMP emphasizes the benefits of investing in transit infrastructure, including economic returns, reduced congestion and improved access, and better community health. Key recommendations from the TMP include expanding existing transit services, improving quality of life for residents, and supporting the County's growth and evolving transportation needs.



2020 Douglas County Comprehensive Transportation Plan (CTP)

The 2020 Douglas County CTP identifies and prioritizes transportation efforts throughout the County, while also considering interactions between transportation, land use, economic development, and resident well-being. The CTP developed a list of recommended transportation projects designed to improve safety and connectivity for users of all modes of transportation. Within the Fairburn Road/Highway 92 corridor, recommended projects included:

- A widening of Lee Road with enhanced bicycle and pedestrian facilities
- An operational improvements and access management study for the area between Interstate 20 and Pope Road
- An extension of Lee Road to Bomar Road
- Installation of a traffic signal at Lake Monroe Road
- Additional sidewalks and a multiuse path along Highway 92



2019 Highway 92 and Lee Road Small Area Plan

The 2019 Highway 92 and Lee Road Small Area Plan examined future land use, development and infrastructure surrounding the proposed Lee Road extension project. The plan was designed with the goals of improving accessibility and non-motorized transportation mobility, providing a range of housing options, and guiding investment along the corridor. To accomplish these goals, the plan recommended the installation of crosswalks, sidewalks, and multi-use trails along Bomar Road; incorporating green infrastructure to enhance public space design standards; implementing overlay districts for property improvements; reducing curb cuts; and enacting regulations to support transit infrastructure. Furthermore, the plan recommended an update to County Complete Streets policies, which were incorporated in the current Lee Road widening project.



2008 Highway 92 LCI Plan

The 2008 Highway 92 LCI Plan served as the initial LCI study for the Fairburn Road/Highway 92 corridor. It recommended creating walkable, mixed-use commercial areas at key intersections and expanding the local roadway network to improve mobility. Key recommendations from the 2008 LCI included higher-density development around Lee Road and other nodes along the corridor, expanded sidewalk and trail connections, and a focus on walkable, mixed-use development.

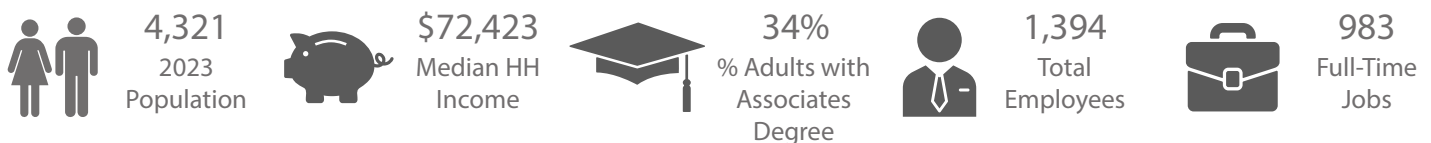
Highway 92 Corridor LCI Study



STUDY AREA DEMOGRAPHICS

The Highway 92 LCI study area extended east from the Fairburn Road/Highway 92 interchange at I-20 to about a quarter mile past the intersection with Lee Rd. Additionally, it extended roughly a quarter mile out from Fairburn Road/Highway 92 in each direction for the length of the corridor.

Figure 1: Fairburn Road/Highway 92 Study Area

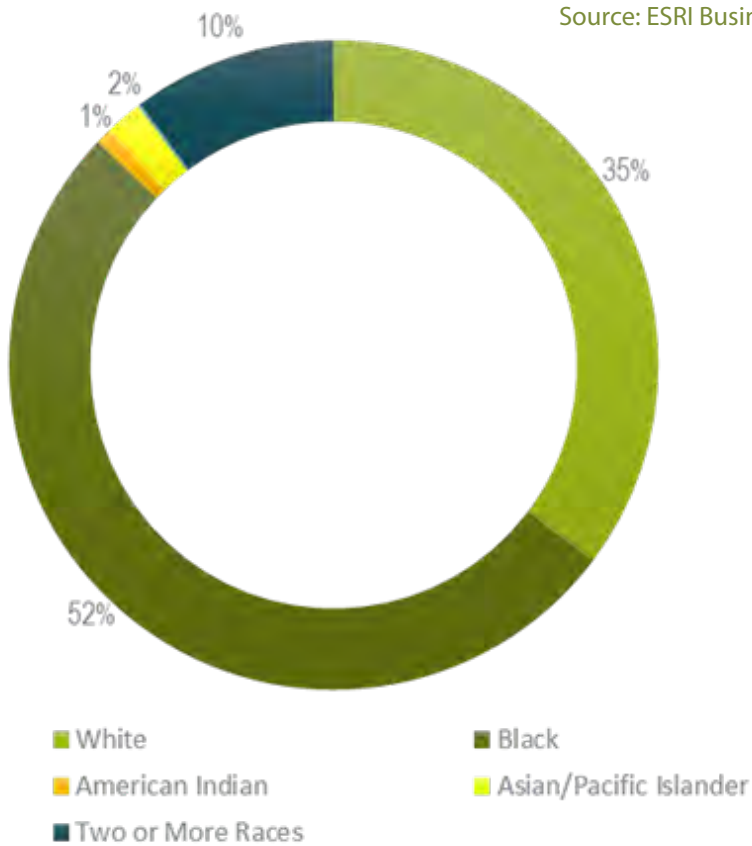


Source: ESRI Business Analyst

According to Census data pulled from ESRI Business Analyst, the corridor had a population of 4,231 in 2023. The median household income of the area was \$72,423 with almost half of all households earning between \$50,000 and \$90,000 per year.

Figure 2: Racial Makeup of Fairburn Road/Highway 92 Corridor

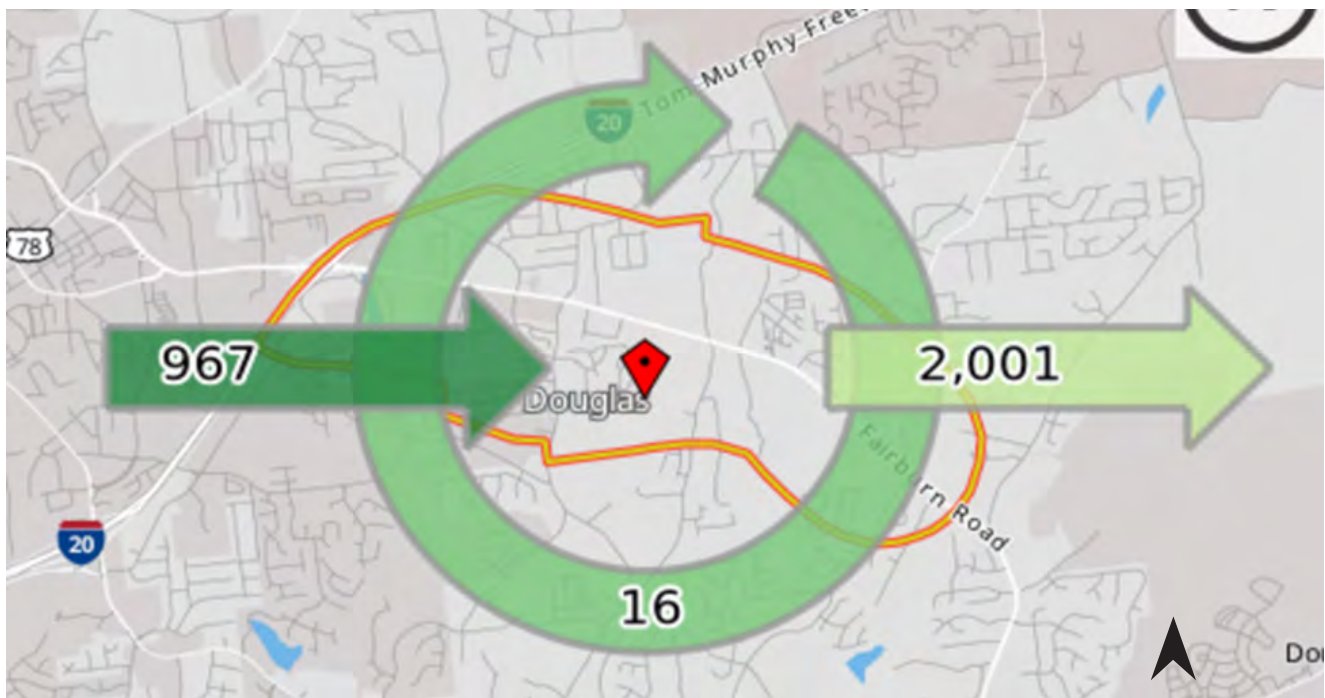
Source: ESRI Business Analyst



Over half of corridor residents were Black, while 35% were White, with the remaining 13% made up of various other racial groups, shown in Figure 2.

In 2023, the Fairburn Road/ Highway 92 corridor had 983 full-time jobs, with most of these filled by people from outside the study area. Two-thirds of the areas roughly 3,000 workers commuted elsewhere to get to work, as shown in Figure 3.

Figure 3: Commuting Patterns- Fairburn Road/Highway 92 Corridor



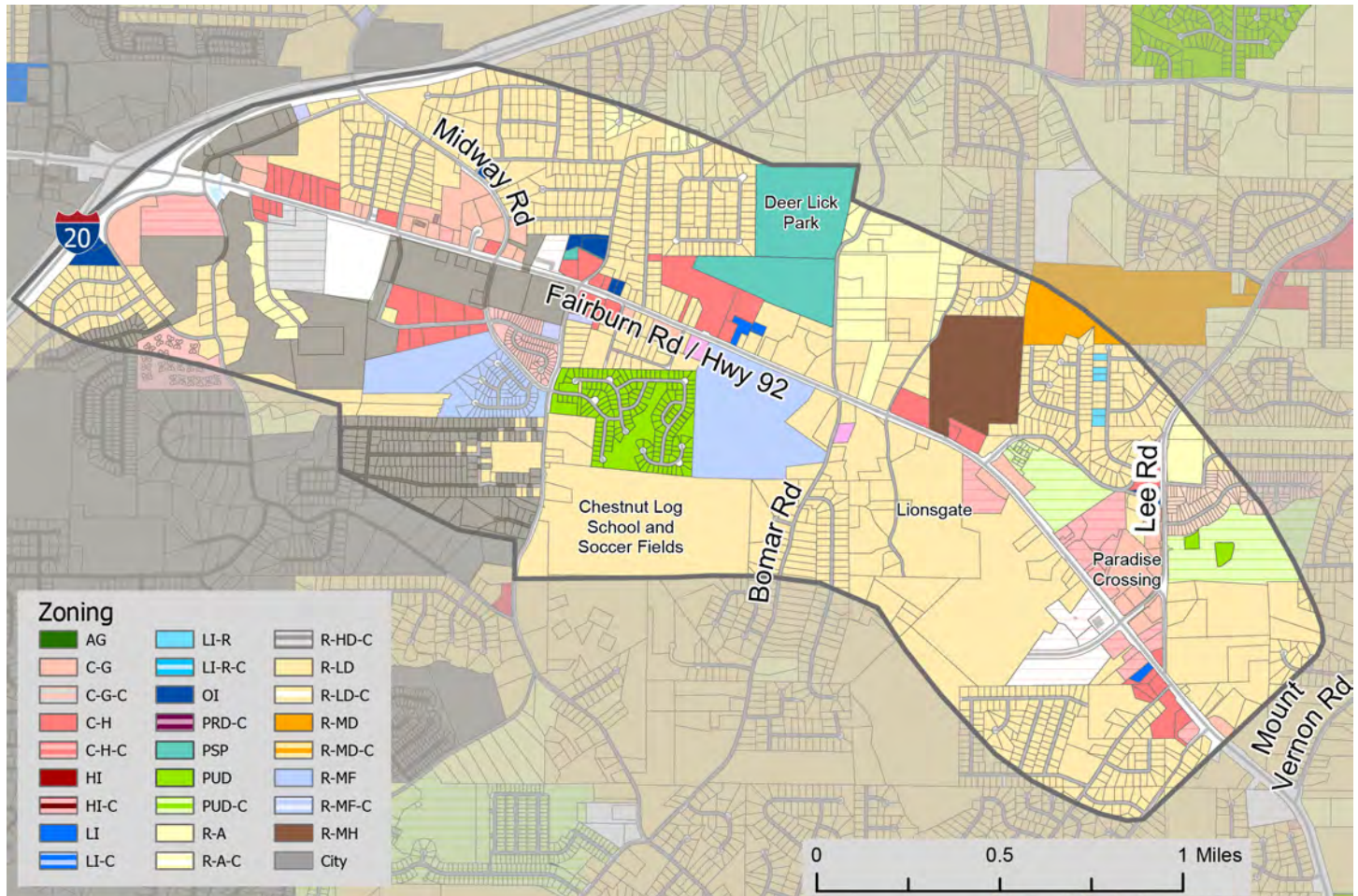
Source: LEHD on the Map

LAND USE AND ZONING

Zoning

Most of the non-residential properties located directly along Fairburn Road/Highway 92 are zoned as either General Commercial (C-G) or Heavy Commercial (C-H), as seen in Figure 4. The entire corridor falls within the Highway Corridor Overlay. The overlay regulates streetscape, site design, and architectural details along the corridor. Residential parcels within the study area are zoned as Low Density Single-Family Residential (R-LD), Manufactured Home Residential (R-MH), Planned Unit Development (PUD), and Residential-High Density (R-HD). Portions of the corridor, shown in dark gray on the map, fall within the jurisdiction of the city of Douglasville.

Figure 4: Current Zoning Map

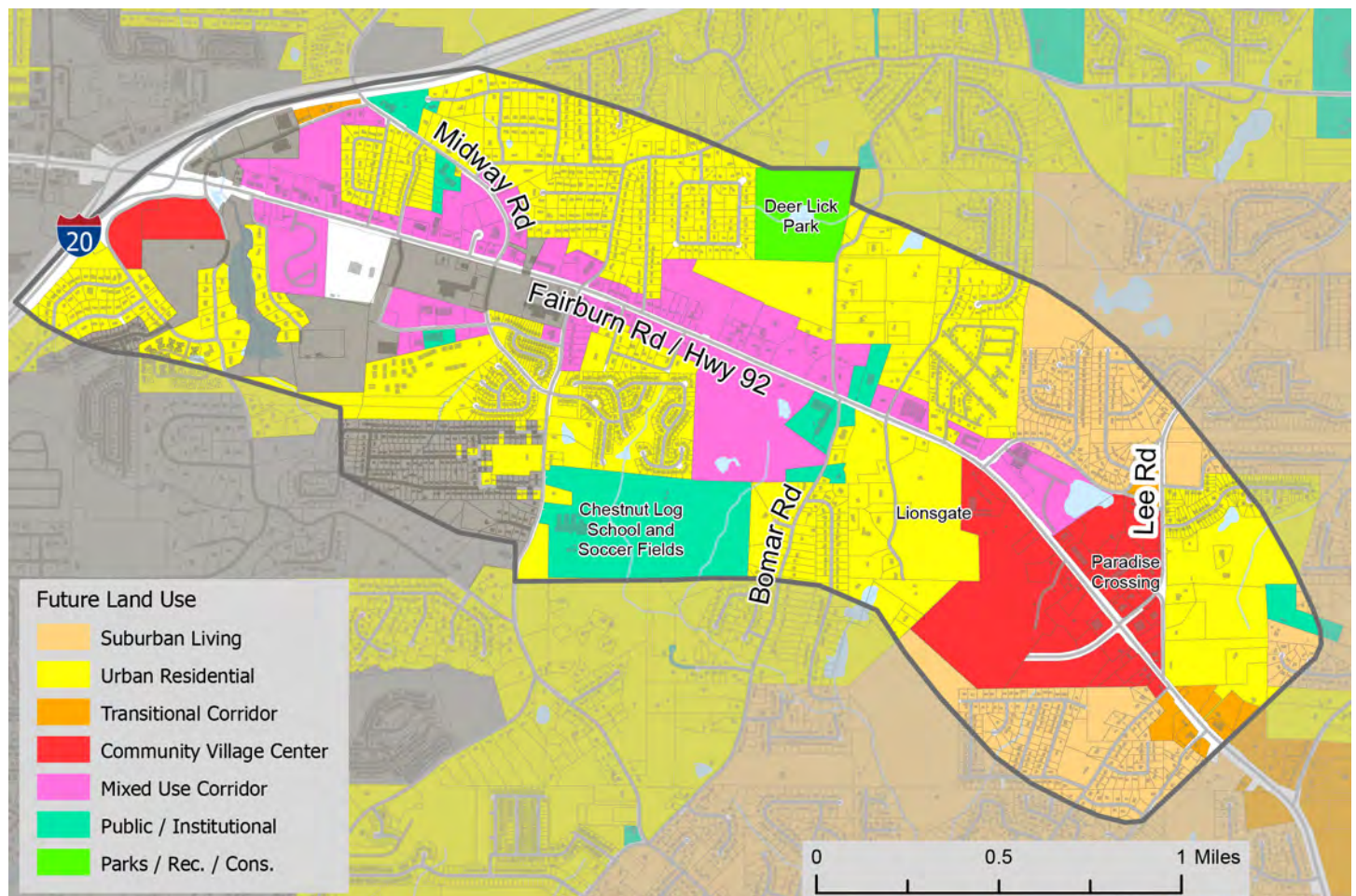


Source: Douglas County

Future Land Use

Future land use designations along the Fairburn Road/Highway 92 corridor include Urban Residential, Public/Institutional, Community Village Center, and Mixed-Use Corridor per the 2023 Comprehensive Plan. These designations incorporate both land use and transportation improvements along the corridor, to create a safer environment for pedestrians and bicyclists, more efficient day-to-day travel, and future development guided to become more walkable and transit oriented. Higher-intensity development and mixed-use environments are shared aspects of the future land use designations found along this corridor.

Figure 5: Future Land Use Map

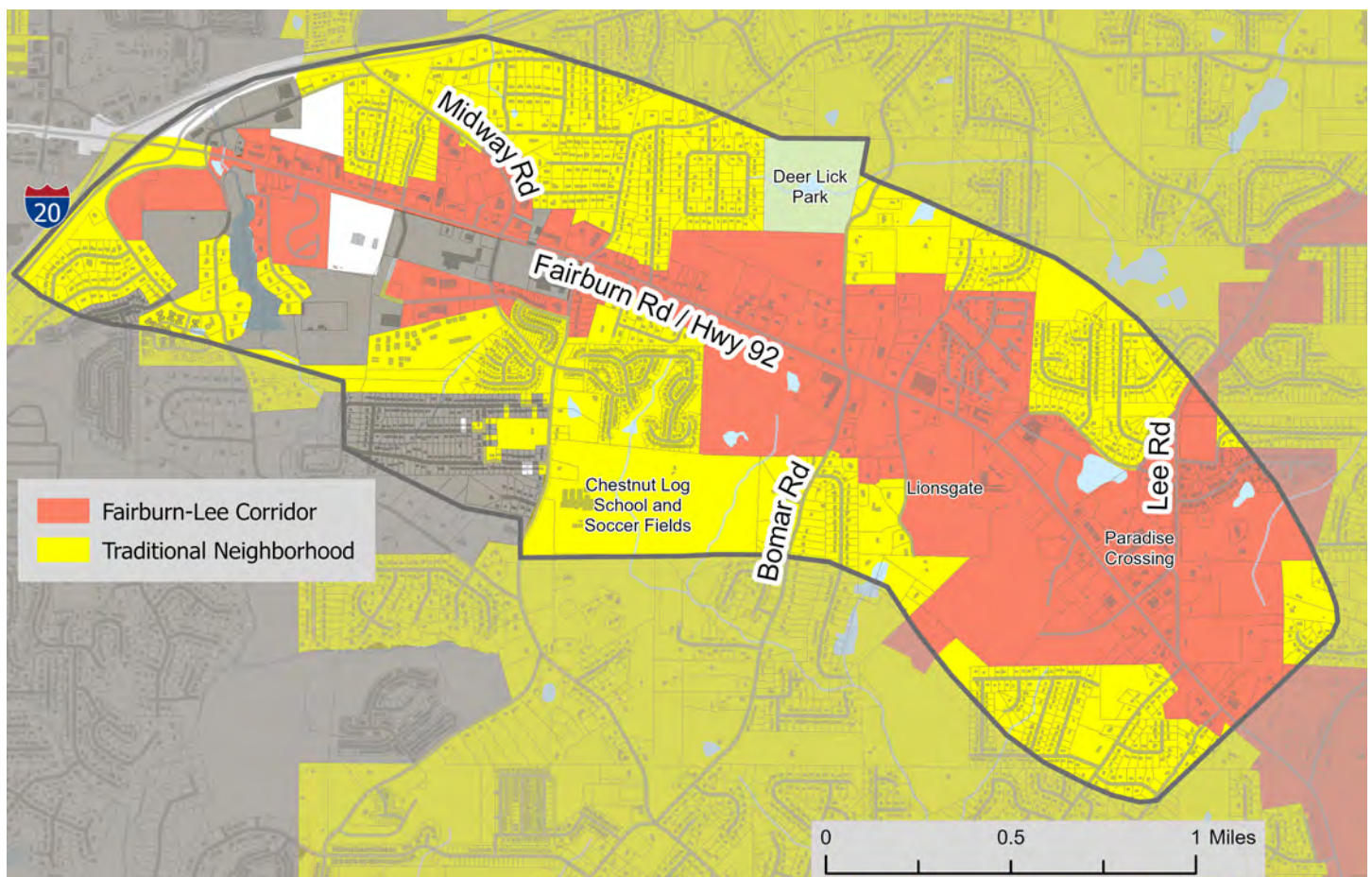


Source: Douglas County

Character Areas

Character Areas have been defined in the 2023 Comprehensive Plan as areas that each have a similar look and feel. The Comprehensive Plan provides guidance on how to maintain or enhance each area's desired character. Character Areas in Douglas County strive to create a balance between industrial development, promotion of housing diversity, protecting rural and residential aesthetics, and setting a path forward for the development of future parks and trails. The Fairburn Road/Highway 92 study area falls within the Fairburn-Lee Corridor Character Area as can be seen in Figure 6. Development within this character area is intended to promote a mix of commercial, residential, and recreational opportunities. The Traditional Neighborhood Character Area, which is made up of predominantly single-family neighborhoods and neighborhood-serving shopping centers, is adjacent to the Fairburn-Lee Corridor Character Area and primarily makes up the outer edges of the study area.

Figure 6: Character Areas Map



Source: Douglas County Comprehensive Plan

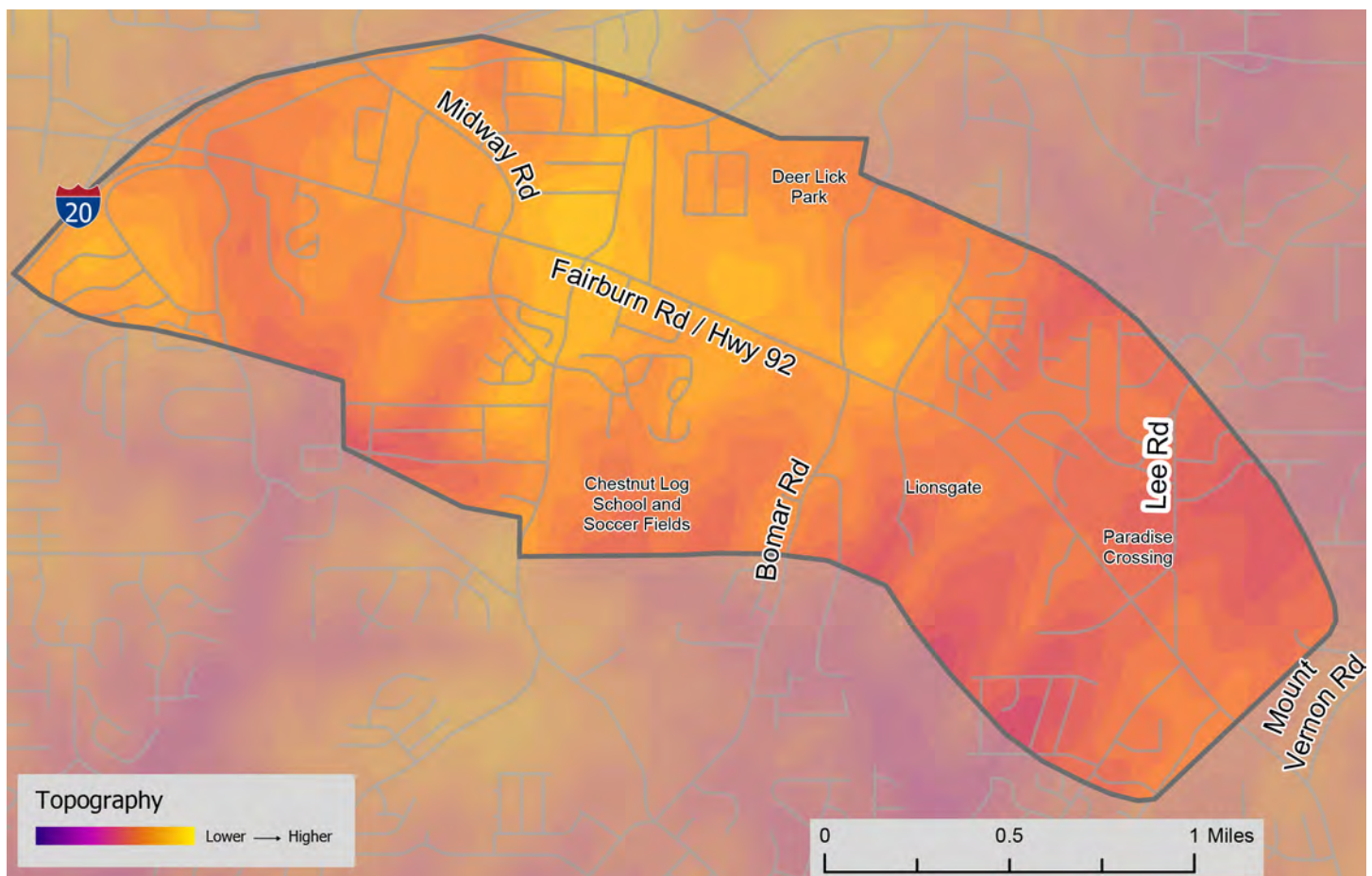
Utilities

Overhead utility lines can be found along the corridor today. Those utility lines cross over the Fairburn Road/Highway 92 right-of-way at certain points within the study area.

Topography

The topography of an area can significantly impact the development of a community, as it may influence the layout, design, and accessibility of infrastructure and buildings. Additionally, steep slopes can affect construction costs and the feasibility of development projects. The study area contains both moderate and steep grades interspersed throughout the corridor. Many of the locations with steeper slopes remain undeveloped, and steep slopes near roadways can limit roadway enhancements or make them cost-prohibitive.

Figure 7: Fairburn Road/Highway 92 Corridor Topography



Source: Douglas County

RECENT DEVELOPMENT AND KEY DESTINATIONS

The Fairburn Road/Highway 92 corridor serves a number of key destinations, including residential developments spread along the corridor, recreational areas and other opportunities for placemaking in the center of the corridor near the Bomar Road intersection, and commercial and retail developments at the eastern end of the corridor centered on Lee Road.

Just to the northwest of Paradise Crossing is Great Point Studios, with lead tenant Lionsgate Studio, which will serve as a key component of Metro Atlanta's burgeoning film production industry. The 500,000 square foot TV and film studio is projected to result in thousands of jobs and will be a major driver of the Douglas County economy in the coming years. The Trails project, just adjacent to the studio, is another catalytic project along the corridor. The development will contain residential, hospitality, and office uses and support the studio's projected growth.

Residential developments across the corridor include:

- Shawnee Lake Estates
- Bridlewood
- The Trails (mixed-use)
- Place at Midway
- Midway Station
- Chestnut Hill
- Carlton
- Clocktower Townhomes
- Legacy Park

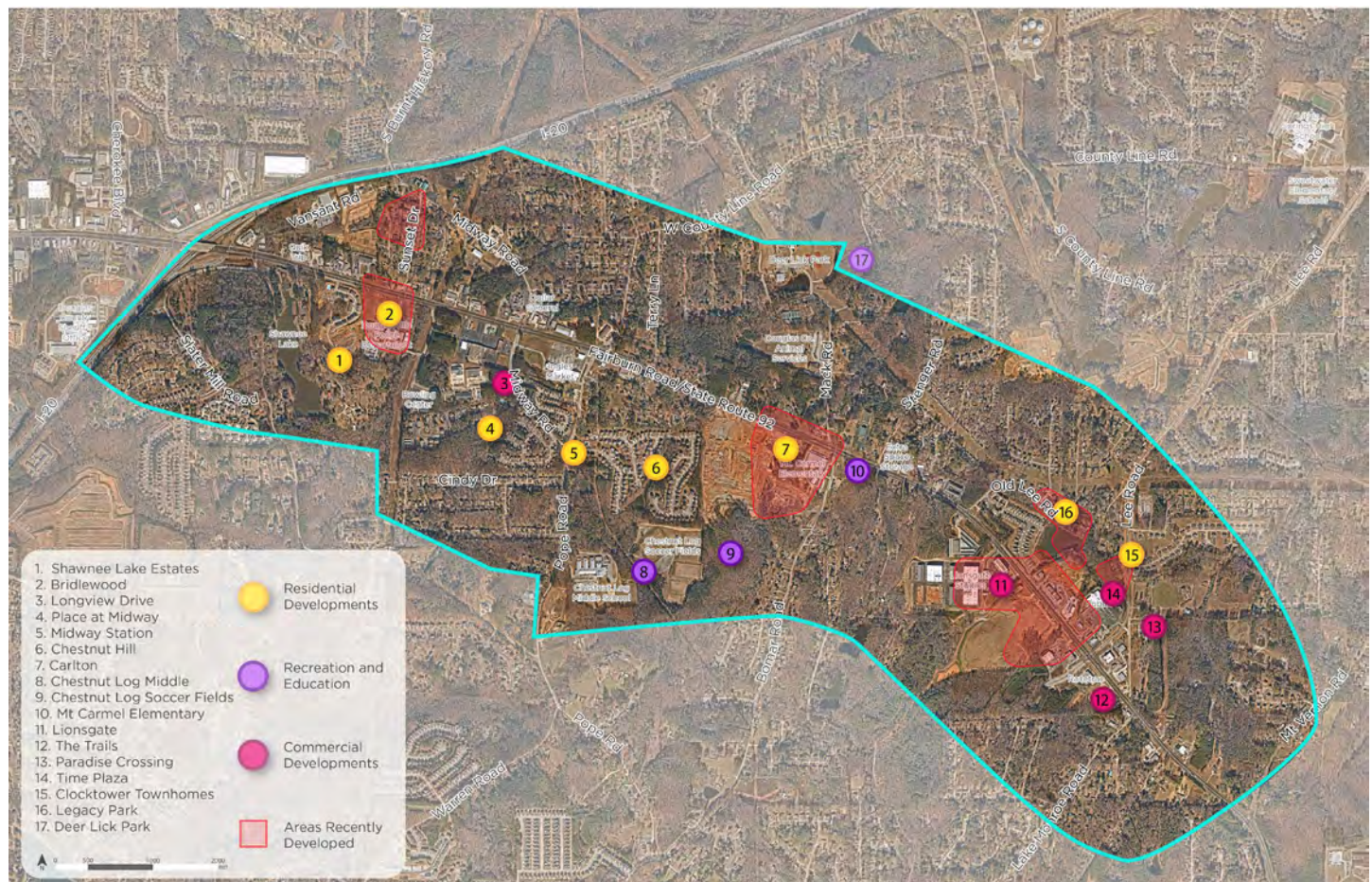
Among these, Bridlewood, Carlton, Clocktower Townhomes, and Legacy Park were recently developed or are under construction, reflecting rapid growth in the area. They are spread throughout the corridor, between Sunset Drive and the Interstate, West of Bomar Road near Mount Carmel Elementary, and northwest of Lee Road and Fairburn Road. Housing along the corridor has historically been single family detached in character. Recently, duplexes, townhomes and apartments provide additional housing opportunities.

Commercial developments are concentrated on the southeastern portion of the corridor and include Lionsgate Studios, The Trails, Paradise Crossing, and Time

Plaza. Paradise Crossing, at the northwest corner of Fairburn Road/Highway 92 and Lee Road, serves as the main commercial hub along the corridor. It is anchored by a Publix and includes multiple restaurants, a bank and other businesses. Various commercial developments sit at the other three legs of the Fairburn Road/Highway 92 and Lee Road intersection.

Chestnut Log Middle School, Mount Carmel Elementary School, Deer Lick Park, and Chestnut Log soccer fields make up the recreation and education hubs of the corridor. The Douglasville Police Department is located closer to I-20 and directly fronts Fairburn Road/Highway 92.

Figure 8: Key Destinations Along Fairburn Road/Highway 92



Source: Douglas County

TRANSPORTATION

Transit Service and Stops

Fairburn Road/Highway 92 today is a four lane road with a center median. The speed limit along the road is 45 mph and there are several major intersections, including I-20, Midway Rd, Bomar Rd, and Lee Rd. Portions of the corridor have large shoulders on the right side and right-turn-only lanes. Public transportation is crucial along the Fairburn Road/Highway 92 corridor, serving as an essential mode of transportation for residents who are unable or prefer not to travel by car. The importance of public transit will only grow as population and employment along the corridor continue to grow into the future. A key goal of the LCI study is to identify ways to maximize the ability of the corridor to support transit service and provide convenient connections to transit for area residents, workers, and visitors.

Douglas County began offering fixed route transit service in 2019 through Connect Douglas, the County's transit agency. The fixed route service is complemented by a door-to-door ADA paratransit service, a mid-day deviated fixed route service or "flex trips", and a voucher program to provide discounted private transportation to seniors and disabled residents. Of Douglas County's five fixed routes, two run along the corridor – Route 40 (Six Flags) and Route 40 (Fulton Industrial Boulevard). These routes and their six stops along the corridor are shown in Figure 9 and Figure 10, respectively. Buses for each route run on one-hour headways from 6:00 AM to 8:00 PM on weekdays and from 7:00 AM to 8:00 PM on weekends.

The two variations of Route 40 have replaced the previous Route 40 as of May 6, 2024. Though coverage of the corridor is unchanged, the new routes provide more direct access to additional destinations and coincide with a shift to more consistent headways. For the initial years of Connect Douglas, the highest ridership stop was Fairburn Road at Lee Road, with approximately 250 riders per year, according to data collected as part of the Douglas County Transit Master Plan.



Existing road conditions

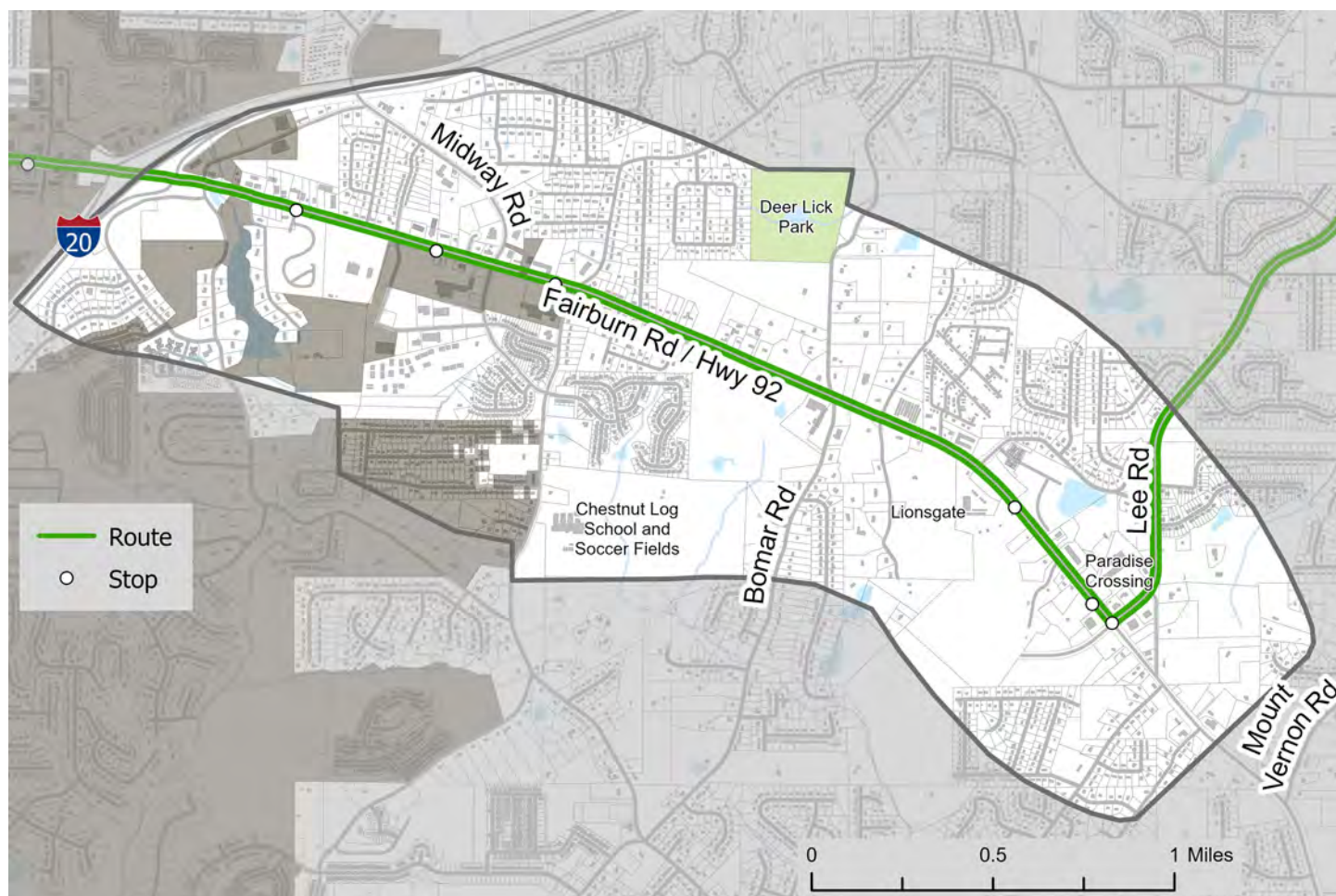


Existing bus stop

Table 1: Transit Stops within the Study Area (all on Fairburn Road)

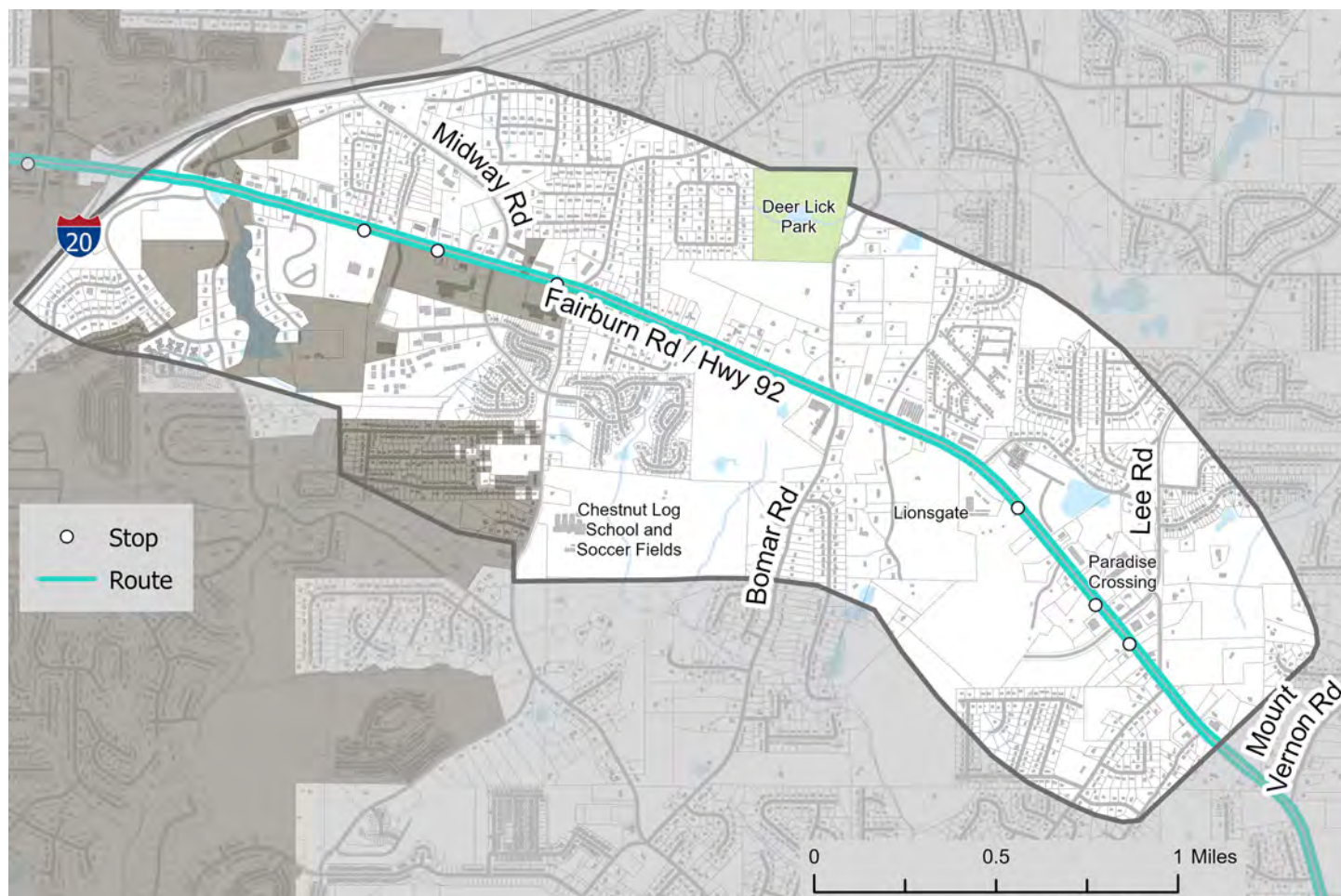
Stop	Route 40 (Six Flags)	Route 40 (Fulton Industrial)
Bridlewood Townhomes	X	X
Douglasville Police Department	X	X
Waffle House	X	X
Ingles	X	X
Lionsgate	X	X
Tractor Supply	X	X
Lee Road	X	
RaceTrac		X

Figure 9: 40 Route (Six Flags)



Source: Douglas County

Figure 10: 40 Route (Fulton Industrial Boulevard)



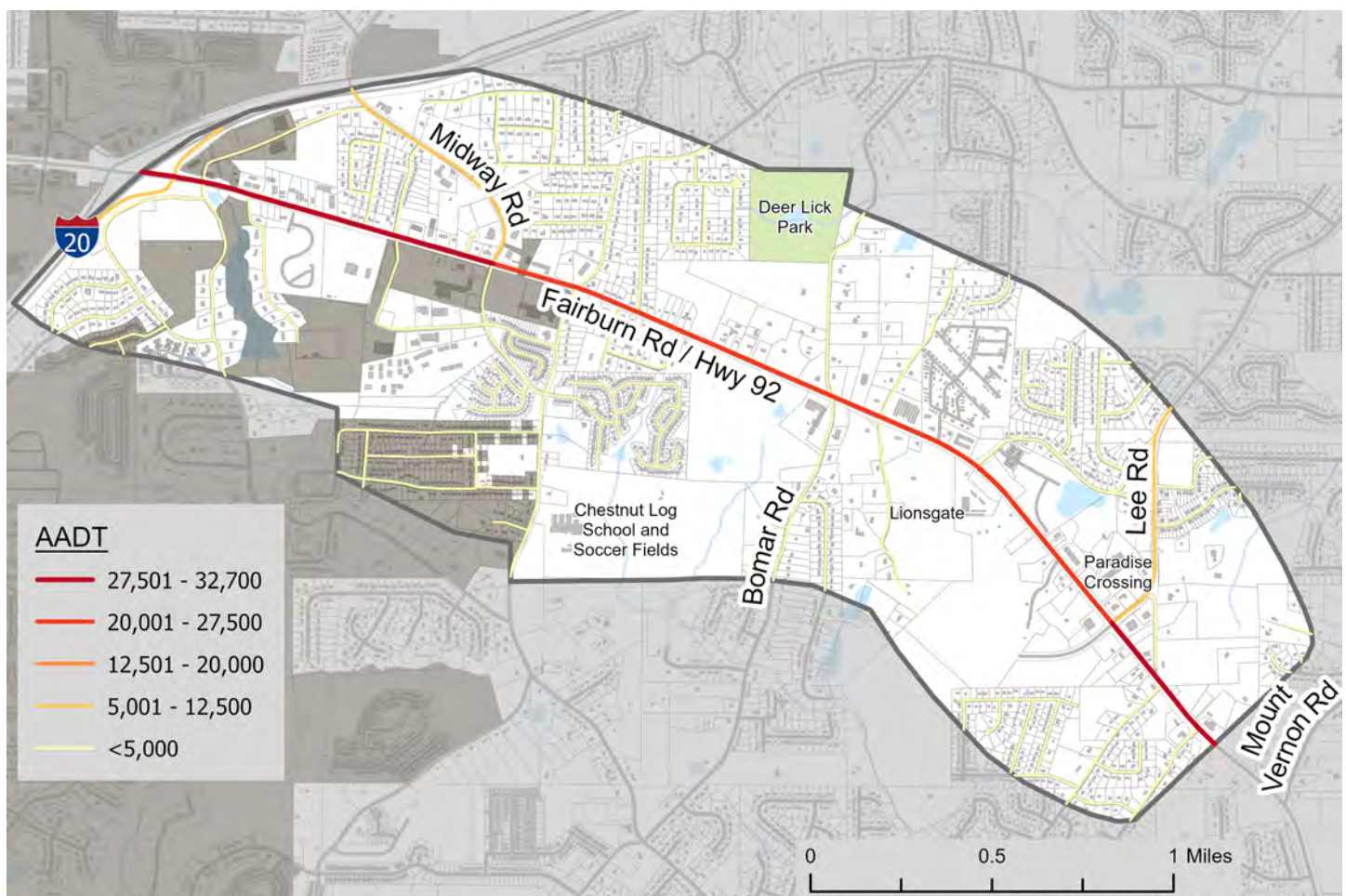
Source: Douglas County

In addition to transit operated by Connect Douglas, the Atlanta-Region Transit Link Authority (ATL) provides Xpress Bus service near the corridor. Xpress route 463 runs from the nearby Multi-Modal Transportation Center (Connect Douglas's mobility hub, approximately 1 mile west of the corridor, across I-20) to downtown Atlanta via Interstate 20, with 30-minute headways during rush hour.

Roadway Volume

Fairburn Road/Highway 92 is one of the highest volume roadways in Douglas County. Serving both local trips and regional/cut-through traffic, it's annual average daily traffic volume (AADT) ranges from 25,000-30,000 vehicles per day. Approximately 11,000 trips run through Lee Road, and a similar number of trips traverse the Interstate 20 ramps. Midway Road carries the next highest volume at around 6,000 vehicles per day. All other roadways in the network carry 3,000 or fewer vehicles. These volumes remained consistent over the five-year period from 2018 to 2022, shown in Figure 11.

Figure 11: 2022 AADT



Source: Georgia Department of Transportation (GDOT)

Roadway Safety

Between 2018 and 2022, 1,425 crashes occurred within the study area, with three causing a fatality and 18 causing serious injuries. Figure 12 highlights the crash distribution across the corridor, indicating most serious injuries are occurring near the on and off ramps of Interstate 20, with hot spots for all crashes are at the high-volume intersections of:

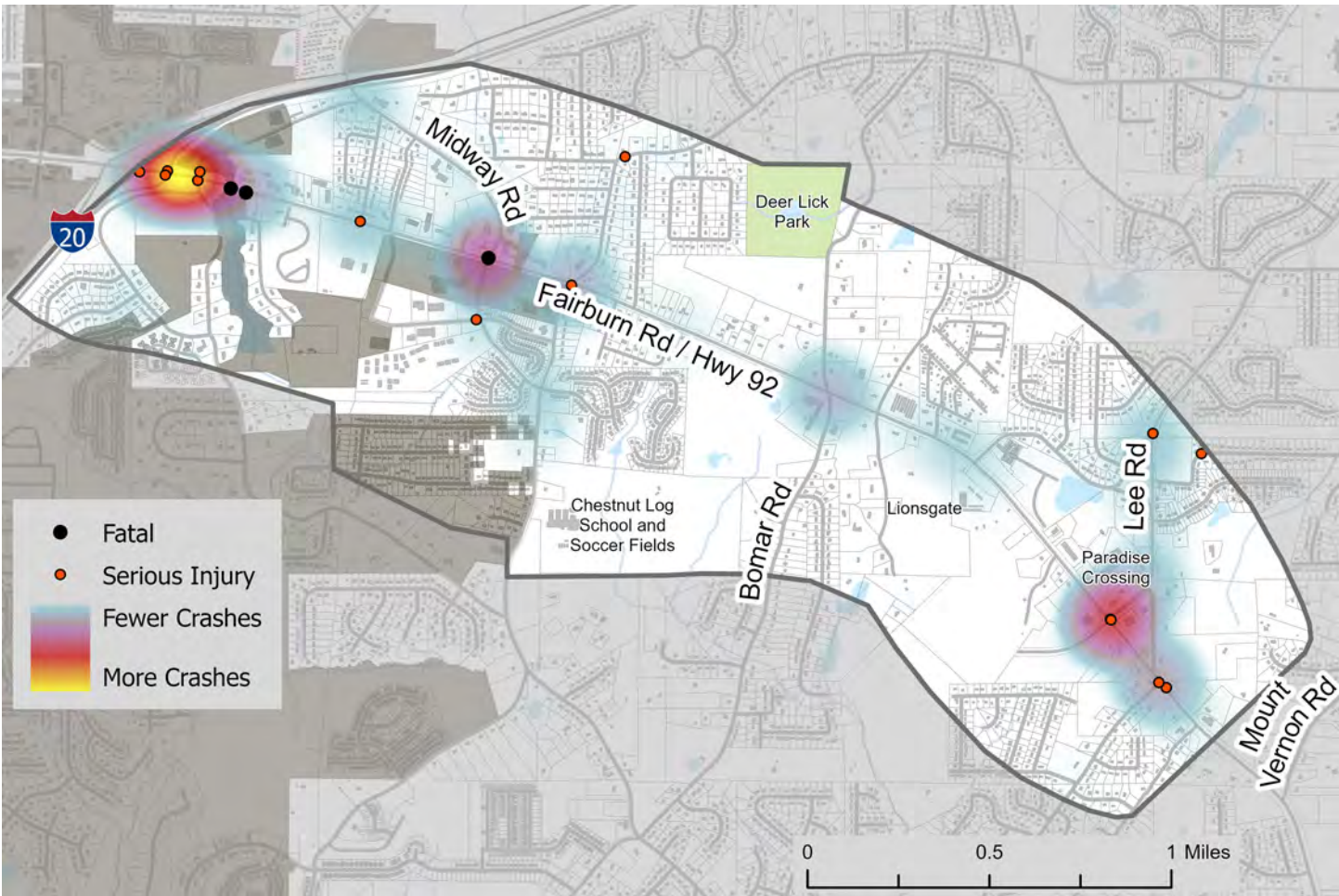
- Interstate 20 on and off ramps
- Midway Road
- Lee Road

This reflects the findings of the 2020 CTP, which highlights both Fairburn Road/Highway 92 at Lee Road and the western end of the study corridor as safety concerns.

There have been comparatively few pedestrian crashes along the corridor, as shown in Figure 14. This most likely reflects a lack of heavy pedestrian activity along Fairburn Road/Highway 92. Most of the pedestrian crashes that occurred were located near the eastern end of the study area around the Lee Road intersection where pedestrian activity tends to be the highest.

Examining these crash trends within the study area gives an indication of what type of safety interventions may be necessary and at which locations they are most needed. From an engineering perspective, roadway design or operational changes can address many causes of crashes along a corridor. These may include intersection realignments, pavement marking or lighting improvements, signal retiming, traffic calming, or various other interventions. Speed feedback devices along the corridor or targeted enforcement at the most dangerous locations are examples of additional approaches to issues more difficult to solve through roadway design and operations. A deeper crash trend analysis will determine which improvements are most appropriate at different locations across the corridor.

Figure 12: Crashes, 2018 - 2022

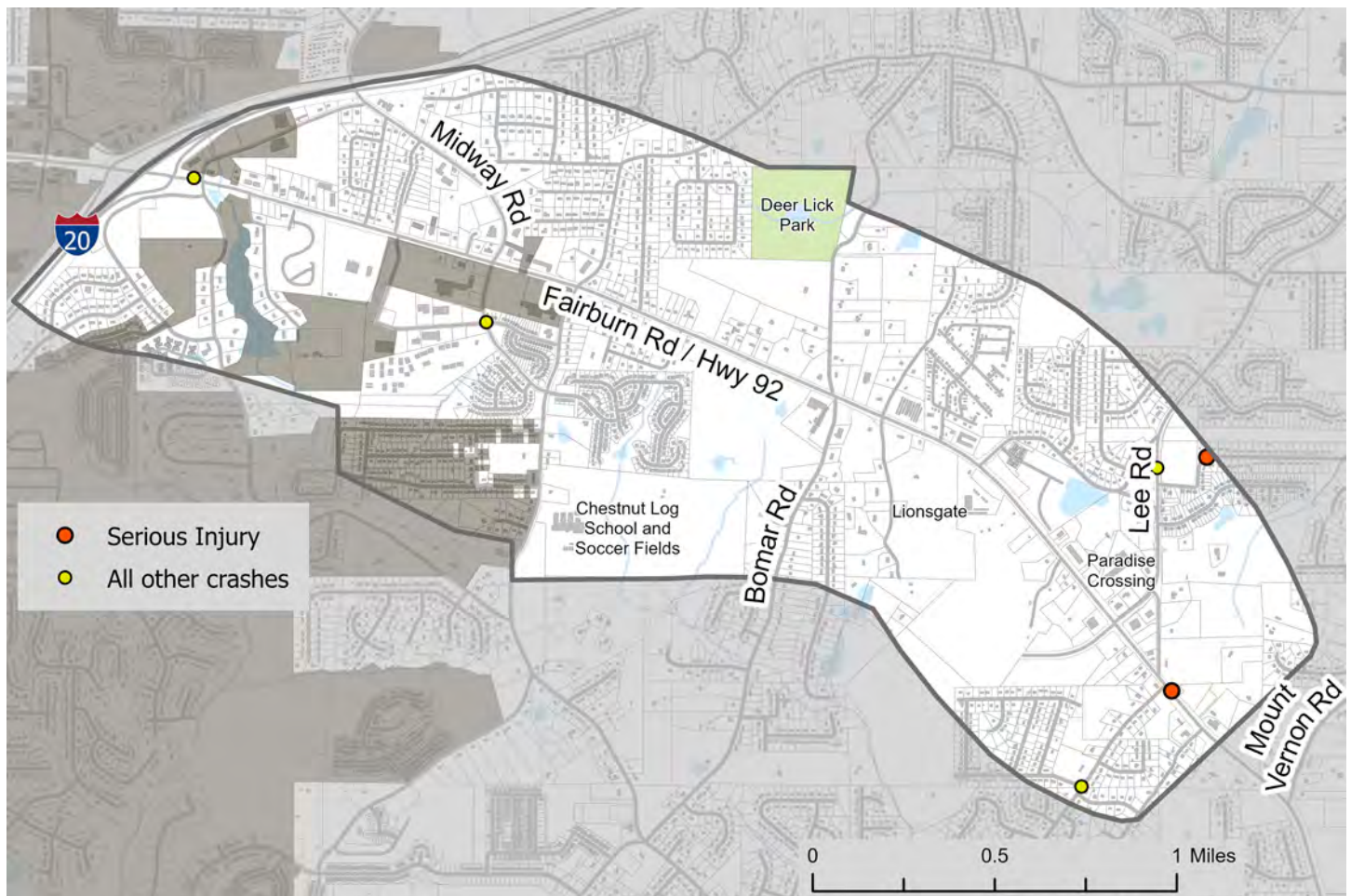


Source: AASHTOWare Safety

Bicycle and Pedestrian Facilities

The Fairburn Road/Highway 92 corridor does not currently have a substantial number of multimodal facilities. There are no bike lanes or shared use paths along the corridor. Pedestrian facilities, such as sidewalks, are present along portions of the corridor, but they are not prevalent and do not currently connect key points of interest. Crosswalks only exist at the existing signalized intersections, shown in Figure 13.

Figure 13: Bicyclist and Pedestrian Crashes, 2018 - 2022

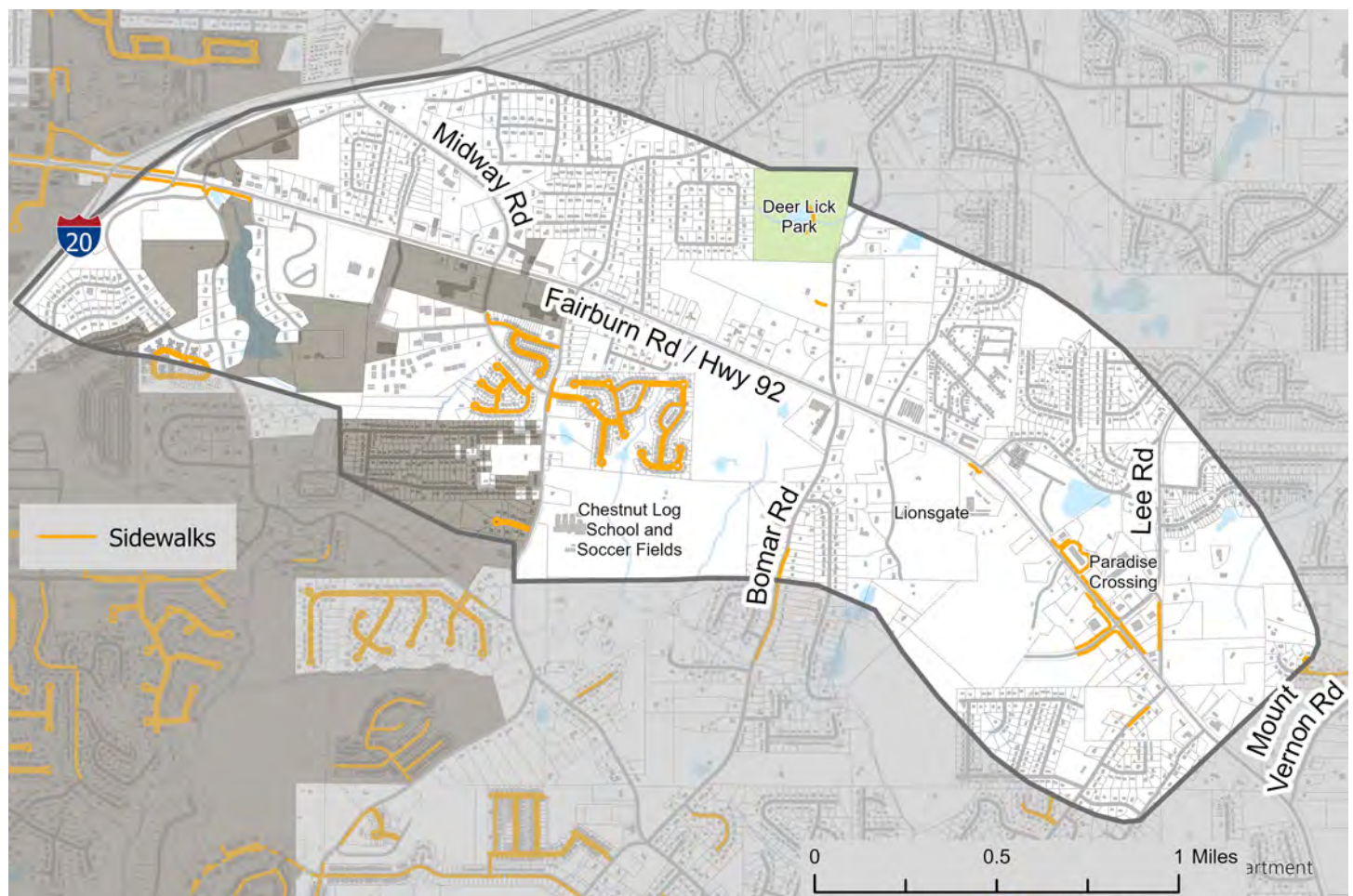


Source: AASHTOWare Safety

As a result of the community's desire for better connectivity, the 2023 Comprehensive Plan proposed a trail along Highway 92 to serve as a connection from Douglasville to the eastern areas of the County. This was echoed in the 2020 CTP, with both Fairburn Road/Highway 92 and Lee Road from Fairburn Road to South Sweetwater

Road identified as priority pedestrian corridors. While inclusion of multimodal facilities may be cost-prohibitive in the short-term due to topographical constraints, sections of the corridor and adjacent roads may warrant further evaluation of the need for multimodal connectivity. Additionally, with several schools, parks, and community facilities located within the corridor, there may be latent demand for additional walking and biking facilities connecting these points of interest. There are currently no multimodal facilities that connect Mt. Carmel Elementary School, Chestnut Log Middle School, the recreation fields adjacent to Chestnut Log Middle School, or Deer

Figure 14: Sidewalks Along the Corridor

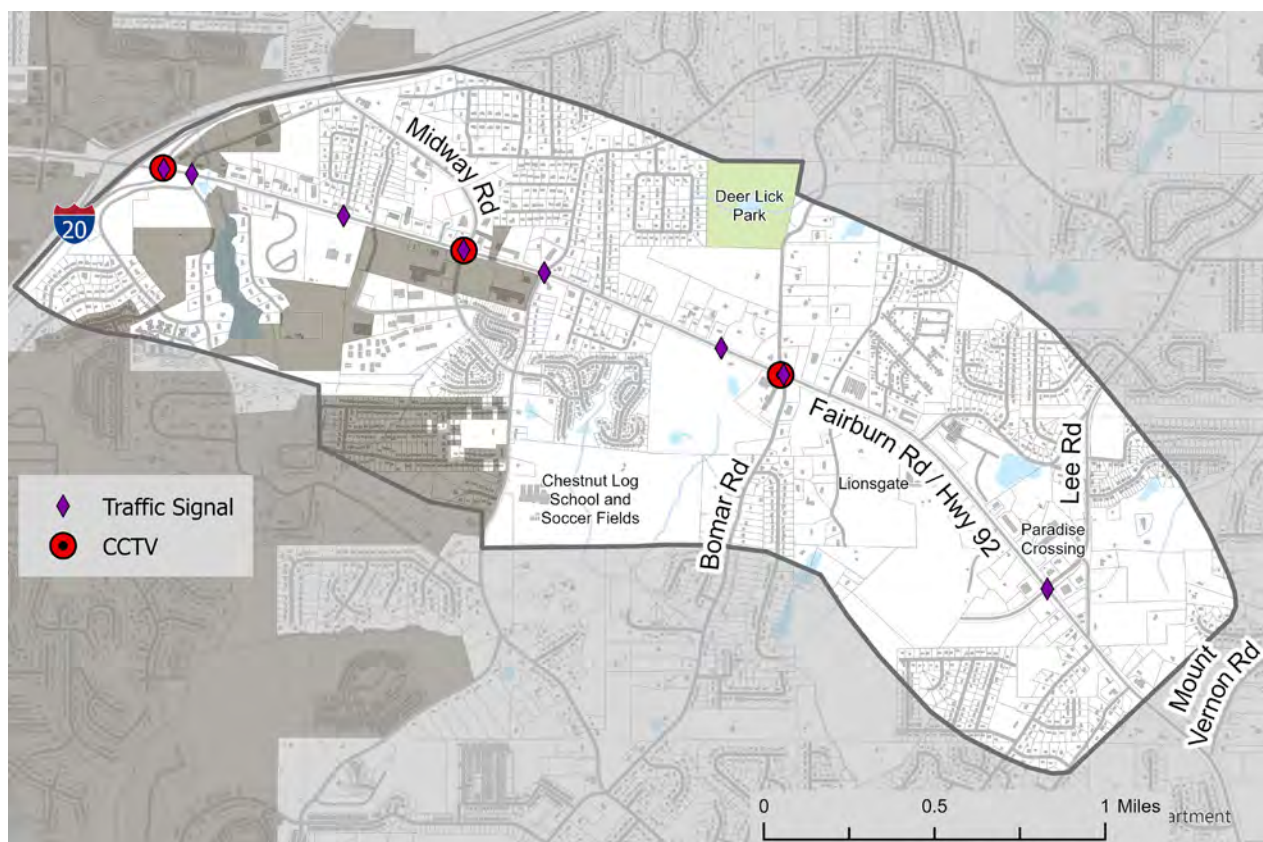


Source: Douglas County

Smart Technology Infrastructure

The benefits of implementing smart technology infrastructure include enhanced traffic management, improved pedestrian and bicyclist safety, and the potential to improve how transit operates along the corridor. Along the corridor, there are eight signalized intersections with wireless communications. Additionally, there are Georgia Department of Transportation (GDOT) Closed Circuit Television (CCTV) cameras along the corridor at the I-20 northbound ramp, Midway Road, and Bomar Road for monitoring and responding to traffic issues. The corridor lacks sensors beyond those involved in signal actuation and there are no fiber optic communication cables along Fairburn Road/Highway 92. The 2020 CTP calls for improvements to Intelligent Transportation System (ITS) infrastructure and planning across the County, including the establishment of a Traffic Management Center, electric vehicle charging, and connected and autonomous vehicle prepared intersections. Each of these recommendations applies to Fairburn Road/Highway 92, shown in Figure 15.

Figure 15: Smart Transportation Infrastructure



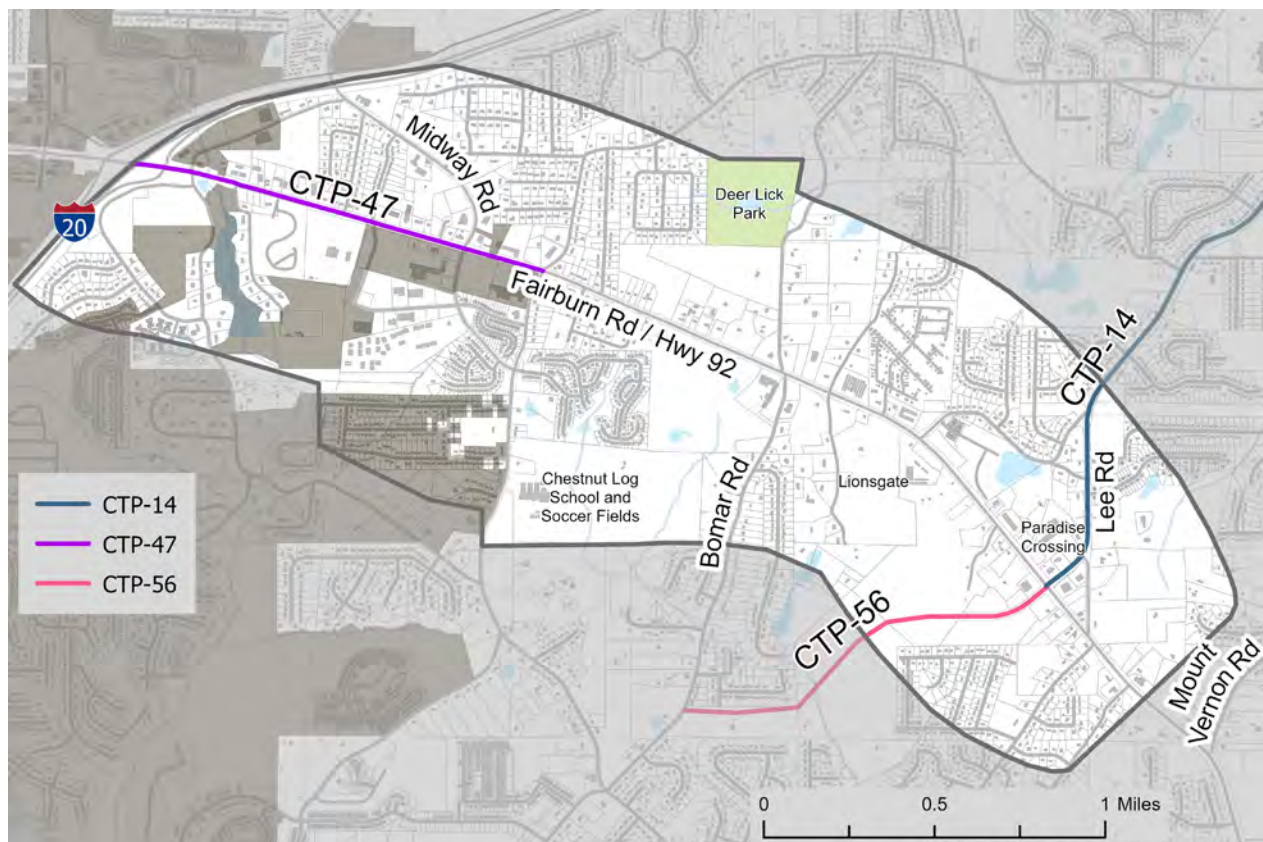
Source: Georgia Department of Transportation (GDOT)

Planned Projects

Three projects intended to address safety, capacity, or access management issues are either under construction or planned within the study area. Each of these projects was identified in the County's 2020 CTP. Figure 16 shows the location and extent of each of these projects along with their ID number from the 2020 CTP.

- CTP-14 is crecently completed and included widening Lee Road north of Highway 92 and the addition of a multiuse path and sidewalks.
- CTP-47 calls for an access management study and operation improvements along Fairburn Road from I-20 to Pope Road. This covers the highest volume stretch of the study area and represents the area with the greatest number of severe crashes.
- CTP-56 is a proposed four-lane extension of Lee Road from Highway 92 to Bomar Road – this project is programmed for construction and is a part of the ARC's Regional Transportation Plan.

Figure 16: Planned Transportation Projects



Source: Georgia Department of Transportation (GDOT)

COMMUNITY ENGAGEMENT

INTRODUCTION

Public engagement serves as a cornerstone of the planning process, as it fosters collaboration among businesses, residents, and stakeholders who share a vested interest in the community's development. By creating an inclusive platform for participation, we can ensure that diverse perspectives are heard, leading to more innovative and well-rounded solutions.

A collaborative approach not only invites a broader spectrum of ideas, but also cultivates a sense of shared responsibility and ownership among all participants. Public involvement helps align the vision and goals of the Douglas County Highway 92 LCI with the needs and aspirations of the community, ensuring that the resulting plans are both practical and impactful.

Public Engagement Goals

The following objectives were determined at the onset of the project:

- Ensure that public involvement is inclusive and accessible to all individuals and organizations
- Collaborate with Douglas County to engage stakeholders, including residents, businesses, property owners
- Provide multiple opportunities for public input
- Educate the public about the project
- Keep stakeholders updated on progress throughout the project duration
- Respond promptly to any comments or questions raised by the public

STAKEHOLDER INTERVIEWS

A diverse array of stakeholders was carefully chosen to participate in interviews aimed at shaping the Douglas County Highway 92 LCI. These conversations offered critical insights into the unique opportunities, challenges, and aspirations for the study area. Feedback from stakeholders helped identify key themes and priorities, which included the following desired outcomes:

Housing – Increased home ownership, medium density housing, smaller lots, senior living, affordable housing

Pedestrian Improvements – Walkability, more parks, green space connectivity, sidewalks, lighting and cameras along trails

Commercial/Retail Development – Restaurants, high end retail, outlet mall, entertainment, rooftop dining

Public Spaces – Beautification of the corridor, more parks, places with multigenerational appeal, landscaping, public art

Transit – Micro transit, bike lanes, scooters/bike share, senior accessibility, sheltered bus stops, bus rapid transit

STEERING COMMITTEE

The Douglas County Highway 92 LCI Steering Committee consisted of Douglas County staff members, local officials, and key community stakeholders who played a vital role in guiding the planning process. This diverse group brought a wide array of perspectives, contributing valuable insights and shaping a comprehensive vision for the development of the Douglas County Highway 92 LCI plan. Throughout the study, the Steering Committee convened four times to provide strategic direction and ensure the initiative aligned with the community's needs and goals.

Steering Committee Meeting 1

Steering Committee Meeting 1 was held on April 11, 2024, from 11:00 a.m. to 12:30 p.m. at the Douglas County Courthouse, located at 8800 Dorris Road, Douglasville, Georgia, 30135. A virtual option was also available for those who could not attend in person.

Steering Committee Members were invited to participate in a variety of engagement activities both in person and virtual. Key feedback revealed that the current study area is viewed as having unbalanced growth, with more development on the south side and much less on the north side, and that the area has a high potential as it is viewed as a great location. Feedback further indicated that there is a desire for attractive landscaping, public art, green space, and transit supportive development.

Additional key takeaway included the following:

- Corridor has great development potential and must be carefully managed
- Strong desire for more greenspace
- Area must be more walkable
- Incorporation of more public art and aesthetically pleasing houses
- Address senior needs



Development identification exercise

Steering Committee Meeting 2

Steering Committee Meeting 2 was held on June 13, 2024, from 11:00 a.m. to 12:30 p.m. at the Douglas County Courthouse.

Steering Committee members participated in a three-part breakout activity with the following focus areas: potential areas for development, transportation improvements, and placemaking. Potential areas of development that were identified included Interstate 20, Lee Road, and the Mid-Corridor node. Transportation improvements included several detailed comments and centering around trail connectivity, sidewalks, streetscaping, gateways, bus shelters, and pedestrian crossings. Placemaking recommendations included gateway signage, public art, maintaining the quality of development, and a theme for the corridor.

Steering Committee Meeting 3

Steering Committee Meeting 3 was held on September 19, 2024, from 11:00 a.m. to 12:30 p.m. at the Douglas County Courthouse.

Steering Committee Members participated in an interactive activity focused on the Highway 92 Corridor, the Lee Road node, and the Interstate 20 node. Feedback revealed that desired improvement for the Highway 92 Corridor include placemaking, streetscape enhancements, bike/pedestrian improvements, increased walkability, and public art. Alternatively, recommendations for the Lee Road site plan include single family detached homes, cottage court housing, duplexes, parking, green space, and sewer infrastructure. Recommendations for the Interstate 20 node site plan were similar to those for the Lee Road node site plan.



Steering Committee Meeting 4

Steering Committee Meeting 4 was held on November 19, 2024, from 11:00 a.m. to 12:30 p.m. virtually via Microsoft Teams.

During the final Steering Committee Meeting, a project recap was provided before the final report was presented. Recommendations for the Interstate 20 node included attached housing, mixed-use housing, and zero lot – line housing. Recommendations for Lee Road Site Plan 1 [p. 50] included commercial space, triplex-style housing, single family housing, passive park, and cottage court housing. Recommendations for Lee Road Site Plan 2 [p. 53] included commercial space, triplex-style housing, and single family housing. Additional overall feedback for the project study area included a desire for public art, a multiuse path, enhanced crossings and intersections, and other general corridor improvements.

In addition, the following items were presented as part of the 100-Day Action Plan, a list of projects that can be started within 100 days of adoption of the plan.

- Reconvene members of the Steering Committee as an implementation committee to complete targeted projects.
- Coordinate with Connect Douglas to plan for new bus shelters within the study area.
- Initiate county-wide arts and culture plan, including a specific emphasis on placemaking opportunities along the Corridor.
- Partner with the Douglasville/ Douglas County Cultural Arts Council to plan for key locations for public art along the Corridor.
- Coordinate with the Douglas County Parks Department on current and future uses of Mt. Carmel Park.
- Update the Unified Development Code to support opportunities for greater diversity of housing types and styles.
- Apply for a Community Development Assistance Program to evaluate the mix of land uses along key corridors, including Highway 92, and include an evaluation of new housing development since the 2017 Housing Study



Five-Year Implementation Plan - Community Development and Placemaking Projects

PUBLIC MEETINGS

During the Douglas County Highway LCI study, three community meetings were conducted to engage residents and stakeholders. These meetings provided updates on the planning process, shared detailed aspects of the plan, and collected valuable feedback on proposed recommendations. Each meeting took place in-person within the Douglas County community to ensure accessibility and foster direct engagement.

Public Meeting 1

Public Meeting 1 for the Douglas County Highway 92 Livable Centers Initiative (LCI) was held on Tuesday, April 16, 2024, from 4:30 p.m. to 6:30 p.m. at Deer Lick Park located at 2105 Mack Road, Douglasville, Georgia, 30135. There were forty-five attendees present for Public Meeting 1.

Participants were invited to participate in a wide range of visual preference activities relative to commercial and retail, residential townhomes, medium-density housing, high-density residential, quality of life, and multimodal facilities. Additionally, attendees were asked to identify locations for potential development and transportation improvements on maps of the study area.

Overall key takeaways from Public Meeting 1 indicated a desire for better traffic management, more pleasing aesthetics, quality restaurants, more green space, and medium density housing.



A flyer for the Douglas County Highway 92 Livable Centers Initiative (LCI) Open House. The top section features a photograph of hands pointing at a map, a circular logo for Douglas County Georgia, and a 'JOIN US!' button. Below this, the 'LIVABLE CENTERS INITIATIVE' logo is shown. The main text reads 'HIGHWAY 92 LIVABLE CENTERS INITIATIVE (LCI) OPEN HOUSE'. To the right, event details are listed: DATE (Tuesday, April 16, 2024), TIME (4:30 P.M. - 6:30 P.M.), and LOCATION (DEER LICK PARK, 2105 MACK ROAD, DOUGLASVILLE, GA 30135). At the bottom, a URL is provided: <https://bit.ly/hwy92lci>.

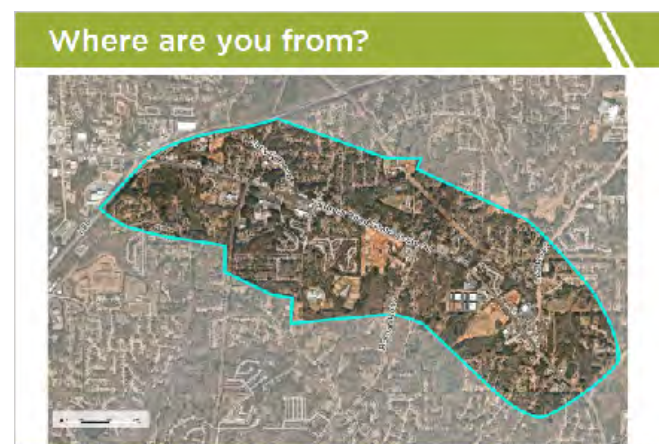
JOIN US!

DATE
Tuesday, April 16, 2024

TIME
4:30 P.M. - 6:30 P.M.

LOCATION
DEER LICK PARK
2105 MACK ROAD
DOUGLASVILLE, GA 30135

For more information, please visit <https://bit.ly/hwy92lci>



Public Meeting 2

Public Meeting 2 for the Douglas County Highway 92 Livable Centers Initiative (LCI) was held on Tuesday, June 25, 2024, from 4:00 p.m. to 6:00 p.m. at Lionsgate Studios Atlanta, located at 2553 Fairburn Road, Douglasville, Georgia, 30135. There were over one hundred attendees present for Public Meeting 2.



Participants were invited to participate in several visual preference activities for potential development types for the Interstate 20 Interchange, Lee Road, and the Mid-Corridor. In addition, attendees were asked to place comments on maps of each portion of the study area.

A tremendous amount of feedback was also shared on a board that posed the question “Where do you go for shopping, dining, and entertainment?” as well as “What ideas do you have for the Highway 92 Corridor?” Participants provided input on a wide range of restaurants, retail, entertainment, and communities that were attractive to them.

Public Meeting 3

Public Meeting 3 for the Douglas County Highway 92 Livable Centers Initiative (LCI) was held on Thursday, October 10, 2024, from 5:00 p.m. to 7:00 p.m. at the Douglas County Courthouse, located at 8800 Dorris Road, Douglasville, Georgia, 30135. There were approximately twenty attendees present for Public Meeting 3.

Feedback from attendees included a general positivity for the overall plan, with a specific appreciation for walkability and connectivity. A couple of comments were also received relative to the frequency of the Connect Douglas transit buses, as well as a desire to add more bus stops along Lee



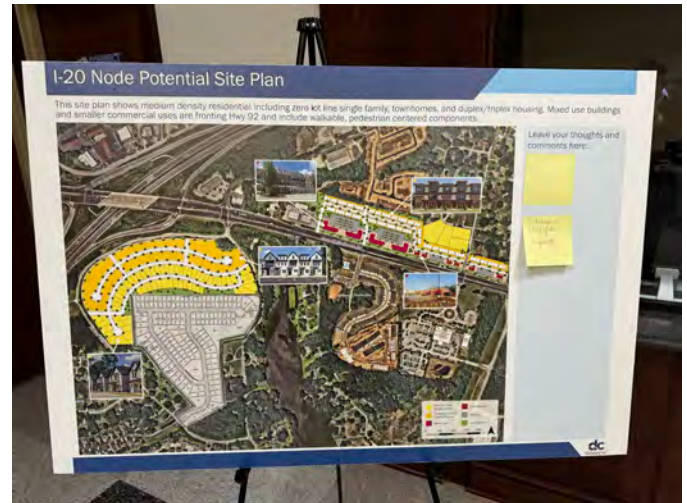
The flyer features a collage of images: a bus, a clock tower, and the Douglas County Courthouse. It includes the Douglas County Georgia logo and the LCI logo. The text provides details about the meeting date, time, and location, and encourages community participation.

Join Us

HIGHWAY 92
LIVABLE CENTERS INITIATIVE
THURSDAY, OCTOBER 10, 2024
5:00 p.m. - 7:00 p.m.
CONNECT DOUGLAS MULTI-MODAL TRANSPORTATION CENTER
8800 DORRIS RD
DOUGLASVILLE, GA 30134

Join us for an interactive session dedicated to planning for improvements and community investments along the Highway 92 corridor. Come share your ideas for its future!

ARC



Interstate 20 Interchange Potential Site Plan



Lee Road Node Potential Site Plan



Lee Road Extension Potential Site Plan

SURVEY

During the project, a public survey was implemented to obtain critical input which was used to shape the Douglas County Highway 92 LCI plan. There were a total of ninety-four total survey participants. While detailed results are included in the appendix, key highlights are shared below.

Demographics

Age – Over half (51%) of survey participants were 55 or older.

Race - Over half (51%) of survey participants were African American or Black.

Gender - Over 75% of survey participants were women.

Responses

One survey question asked participants to use one word to describe how they would like to see the corridor. Key themes were safe, enjoyable, upscale, updated, and lively. Survey participants also liked the idea of having aesthetically appealing spaces, places to shop, and additional parks and greenspace.

When asked what types of housing should be located along the corridor, top responses included traditional single family detached homes 1,800+ sq ft (37%), no additional housing along the corridor (37%), townhome communities (33%), and smaller single family detached homes between 1,000-1,600 sq ft (29%).

Participants primary complaint about the corridor was traffic, with 50% of responses. The next biggest complaint was commercial developments, with 21% of responses. On the other hand, participants were asked to pick their top three priorities for the corridor. Responses included attracting more shops, restaurants, and things to do (27%), investing in parks, trails, and open space (20%), and adding sidewalks and trails around key activity areas (18%).

Overall, responses indicate a need for traffic improvements, aesthetic improvements, and thoughtfully chosen commercial and retail. People favor single family and townhouse style housing, but do not want an overwhelming amount of housing along the corridor. Other priorities should be sidewalks, greenspaces, and trails within and along the corridor.

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PLAN DEVELOPMENT

CASE STUDIES

About

The project team conducted an analysis of several comparable locations and corridors in the Metro Atlanta area to identify effective transportation, placemaking, and site development patterns that could be applied to the Highway 92 corridor. This examination included a review of the zoning code and an assessment of how many of these patterns were implemented and enforced.

By evaluating these tools and procedures, the team determined which elements were most applicable and suitable for the Highway 92 corridor. The insights gained from these case studies serve as foundational support for the project recommendations and inform the proposed initiatives. The following sections detail the case study locations, highlighting specific implementable elements accompanied by corresponding images for clearer illustration.

Key Takeaways

The examination of these case studies identified a series of features that should be applied to the Highway 92 corridor recommendations. Those features include:

- Landscaping and gateway signage at major intersections
- Parks, sidewalks, and plazas to connect different uses
- Denser housing integrated into commercial developments
- Buildings placed closer to public streets
- Parking oriented to the side or rear of buildings and away from public street frontages
- Walkable, pedestrian-focused opportunities
- Traffic calming and vehicular safety improvements
- Trees, shade, and buffer between the sidewalk and street
- Placemaking opportunities at key locations
- Safer pedestrian crossings

I-20 and Thornton Road, Lithia Springs, GA

The interchange between I-20 and Thornton Road east of the Fairburn Road/Highway 92 corridor demonstrates some of the gateway and branding elements that could be incorporated. The interchange features gateway signage and unique landscaping that proudly welcome motorists to the area. Douglas County has existing branded signage at I-20 and Highway 92.



Douglas County Gateway Signage and Landscaping, Source: Douglas County, Google Maps



Source: Google Maps

CASE STUDIES

The Shops at Belmont, Smyrna, GA

This case study centered on the intersection of Windy Hill Road and Atlanta Road in Smyrna. In particular, the Shops at Belmont Development in the southwestern corner of the intersection represents a useful template for site development planning. Notable features include retail establishments that engage the main road, parking oriented to the interior of the development rather than between buildings and public streets, and sidewalks, plazas, and pocket parks that connect residential uses and commercial uses.



Shops and Belmont Development



Shops and Belmont Development



Windy Hill Road and Atlanta Rd Intersection



Source: Google Maps

Chastain Road, Kennesaw, GA

This case study consisted of a section of Chastain Road between I-75 and I-575 in Kennesaw. Notable features of this corridor that could be applied to Fairburn Road/ Highway 92 include well-maintained grass median strips, colored paving to create a sense of place, buffers between sidewalks and the main road, and shade trees along the sidewalks. Buildings are closer to the street and parking is oriented behind.



Sidewalks and signage on Chastain Road



Colored paving on Chastain Road



Chastain Road



Colored paving on Chastain Road



Source: Google Maps

CASE STUDIES

Old Milton Parkway, Milton, GA

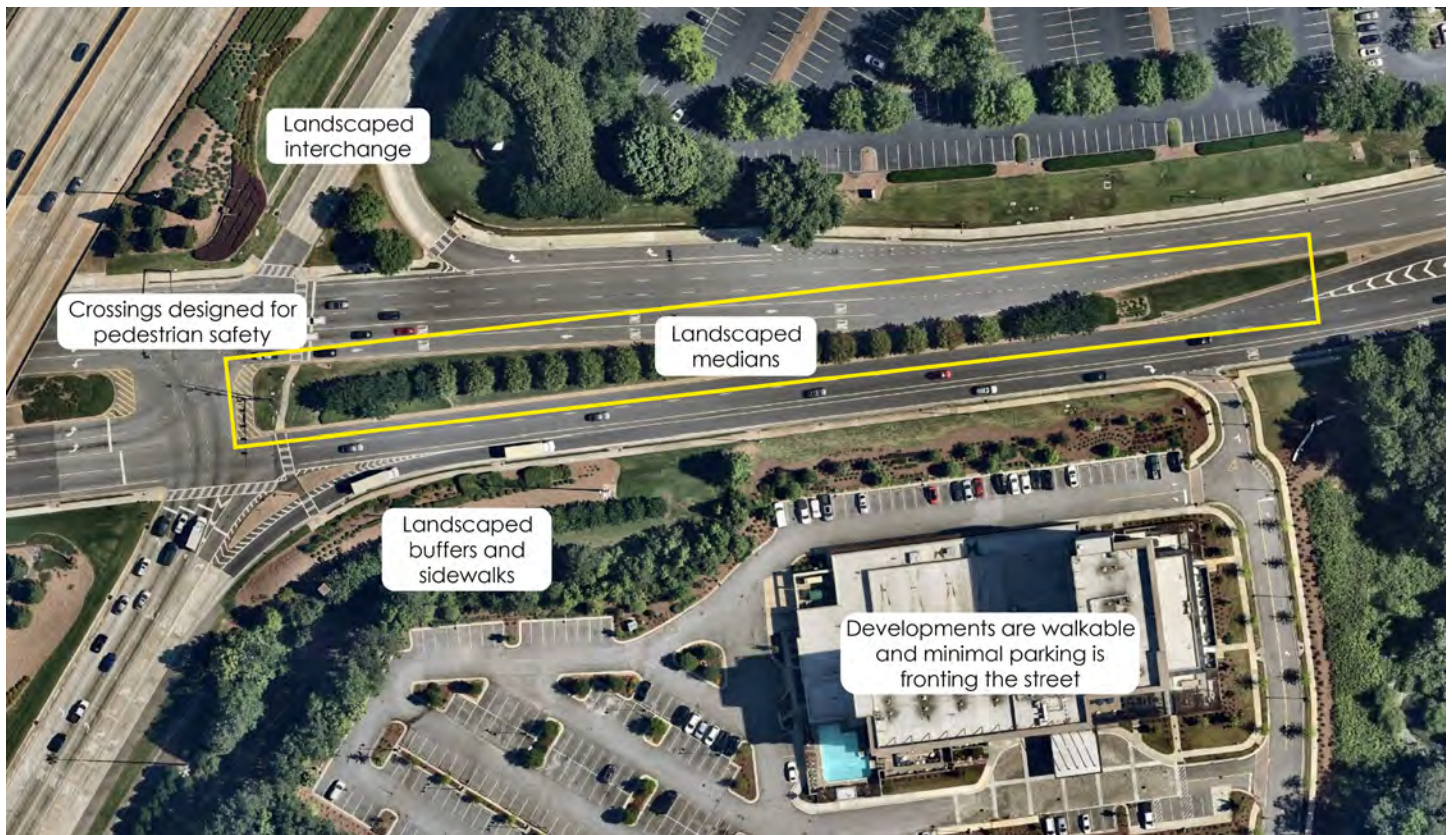
This case study examined a section of Old Milton Parkway between Haynes Bridge Road and Westside Parkway, just to the west of SR 400. This corridor represents some existing elements of the Fairburn Road/Highway 92 corridor, particularly the presence of and lower density development. The Old Milton corridor also contains a mix of townhome and retail development north of the parkway that could be emulated along Fairburn Road/Highway 92.



Source: Google Maps

Windward Parkway, Alpharetta, GA

Also in Alpharetta, a section of Windward Parkway extending east from SR 400 provides examples of landscaped medians and sidewalks, as well as enhanced crosswalks and pedestrian safety features, that could be applied to Fairburn Road/Highway 92.



Source: Google Maps

Zoning Code Review

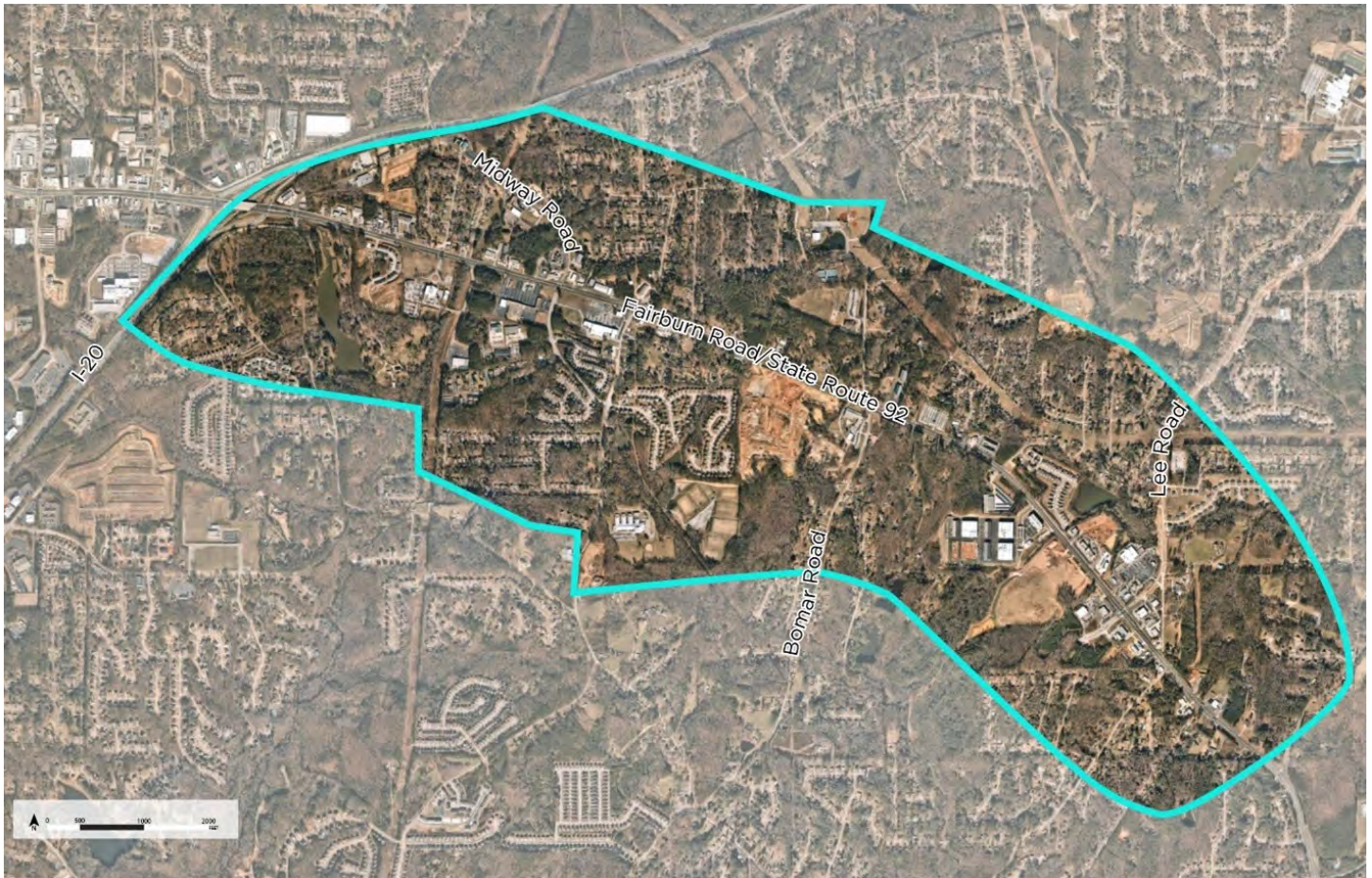
As part of the case study review, the zoning codes governing each corridor were examined to identify processes by which Douglas County can implement desired transportation, placemaking, and site design elements. In each of the case studies provided, municipalities adopted design standards that resulted in the character of the corridor seen today.

Source	Elements
Windy Hill Road, Smyrna, GA	• Overlay District with enhanced regulations for lot sizes, building setbacks, screening, parking • Enhanced architectural and streetscape standards
Chastain Road, Kennesaw, GA	• Enhanced streetscape standards • Landscaping requirements
Old Milton Parkway, Milton, GA	• Downtown District with regulations for building types, materials, placemaking enhancements, and landscaping
Windward Parkway, Alpharetta, GA	• Establishes requirements for landscaping and pedestrian crossings

An overlay district has already been implemented in this corridor, but consideration should be given to incorporating some of the above-mentioned elements. By implementing specific guidelines for streets, site design, and architectural elements, these municipalities have successfully enhanced their built environments and fostered a greater sense of place.

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CORRIDOR OVERVIEW



The Fairburn Road/Highway 92 Corridor is currently characterized by strip-mall style commercial, large lot residential, undeveloped land, new townhome developments, and the Lionsgate Studio. Existing development types are predominately suburban and lack robust pedestrian infrastructure.

The 2023 Comprehensive Plan Corridor Vision calls for pedestrian-centered development in the area and diverse housing options, accommodating for a diversity of housing needs. The plan identifies the need for increased density near nodes to ultimately create safe, walkable neighborhoods.

The updated vision for the Highway 92/Fairburn Road corridor include establishment of the Lee Road area as a primary node and community center, the identification of the I-20 interchange area as a secondary node and gateway to the area, the addition of new and different types of housing, the introduction of new multiuse paths and greenspace, and opportunities for placemaking and public art. The plan recommendations are organized into three sections focused on the I-20 Node, the Lee Road Node, and Overall Corridor Recommendations.

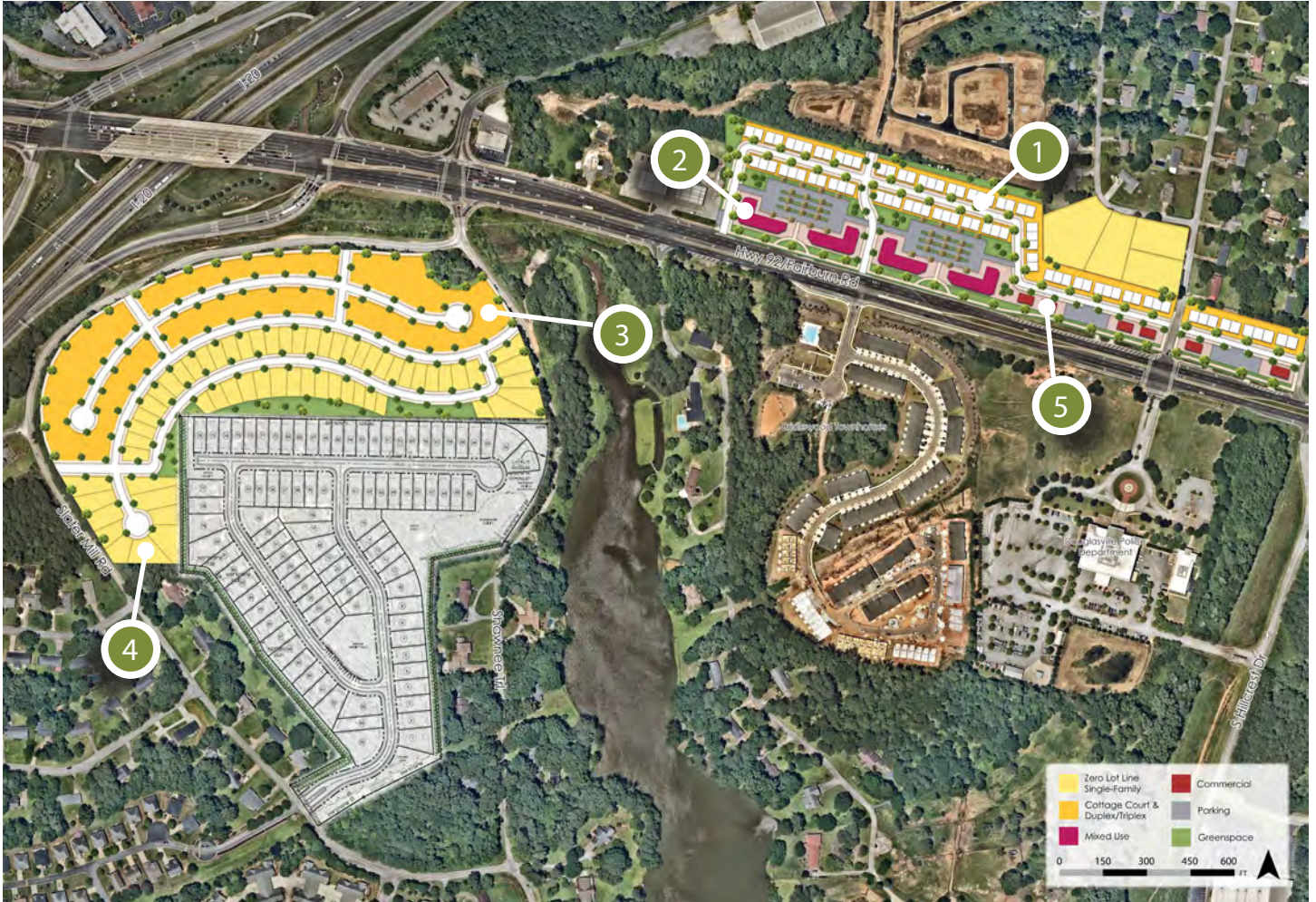
The two nodes of focus were the nodes chosen through a series of public feedback, stakeholder discussion, and existing conditions analysis. These nodes, situated at major road intersections, offer the potential for a range of uses and activities in the immediate surrounding area. These nodes were identified due to their development characteristics and growth potential, as well as the presence of recent residential developments, commercial developments, and nearby placemaking opportunities.

The I-20 node is located at the western end of the study area. This location is closest to I-20 and is a major entry point onto the corridor. The Lee Road node is at the eastern end of the study area. This node is undergoing significant development and is a major connector to the local high school and Sweetwater State Park.

NODE RECOMMENDATIONS

I-20 Node

Figure 17: I-20 Node Site Plan



The I-20 node creates a first impression of the Fairburn Road/Highway 92 corridor for travelers entering from downtown Douglasville and I-20. Currently, this section features a mix of undeveloped land, strip commercial establishments, auto-centric businesses, a townhome development, and the Douglasville Police Department. The proposed site plans, shown in Figure 17 to the left, provide welcoming retail space immediately off of I-20 and create housing opportunities for Douglas County residents by revitalizing existing spaces. The plan includes developing the vacant parcels directly south of the Interstate, introducing denser housing types that serve as a transition between the existing residential areas and new commercial spaces. Suitable housing types for this area include mixed-use apartments, townhomes,

1 Attached housing



2 Mixed-use housing



3 Duplex-style housing



4 Zero lot-line housing



5 Commercial building



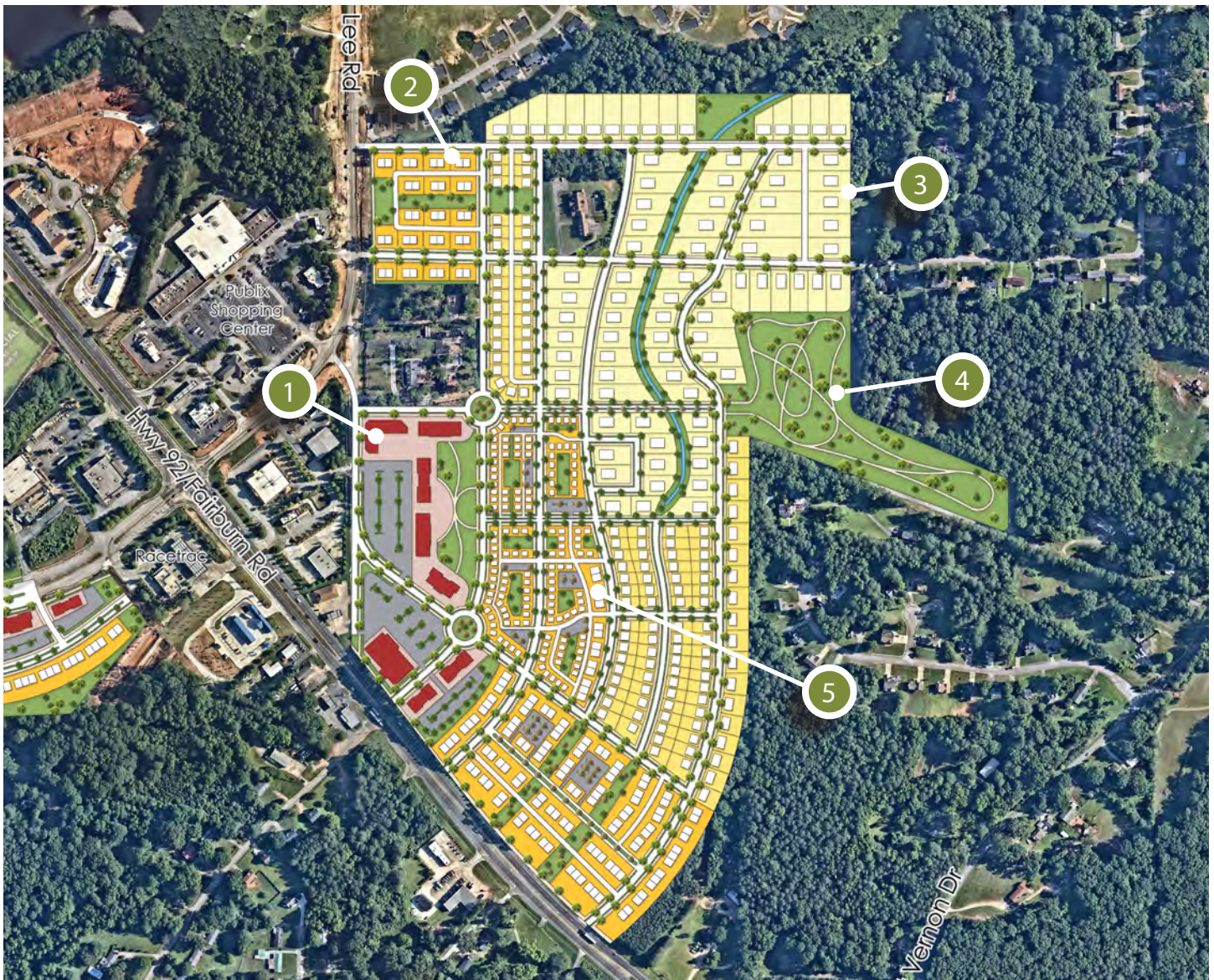
duplexes and triplexes, as well as zero-lot-line single-family homes. This will complement a townhome development that was recently approved by the City of Douglasville that is expected to be built immediately to the south.

Additionally, the plan proposes a possible redevelopment of commercial properties along Fairburn Road/Highway 92 starting next to the existing QuikTrip and ending near Hillcrest Drive. This site could potentially feature mixed-use buildings that offer retail or commercial space on the ground floor with residential units above. Residential development surrounding the commercial properties would incorporate denser options, such as duplexes/triplexes, which will help bridge the gap between existing larger-lot single-family homes and the proposed new development.

To improve walkability and connectivity in the area, the proposed development should include a sidewalk and green buffer placed along Fairburn Road/Highway 92, to provide some separation between the roadway and the commercial buildings. Sidewalk improvements and street trees should be added throughout the node to provide added safety and protection for pedestrians. This will not only improve the corridor aesthetics, it will enhance the area's walkability and increase transit and connectivity possibilities. With these enhancements, the I-20 node has the potential to serve as an inviting entry point to the Fairburn Road/Highway 92 corridor, reflecting the character and vision that the city seeks to promote.

Lee Road Node

Figure 18: Lee Road Node North



The Lee Road Node represents the most substantial proposed development along the Fairburn Road/Highway 92 corridor. This area has a large amount of undeveloped land and currently features smaller, older commercial buildings, utility uses, and large-lot single-family homes outside of the immediate vicinity of the Lee Road intersection. The node currently features a Publix shopping center and various shops, as well as the Lionsgate Studio. This site serves as the corridor entry from the south and east of Douglas County and should be enhanced to more effectively reflect the city's vision and respond to development pressures.

1 Commercial space



2 Triplex-style housing



3 Single-family housing



4 Passive park



5 Cottage court housing



The Lee Road intersection is the centerpiece of the node and is currently its main focus of activity. Lee Road is undergoing a large-scale widening project which will enhance traffic flow and increase motorist visibility. Two development plans have been proposed for this node, one along the eastern side of the corridor on a large area of undeveloped land (Figure 18), and one along the proposed extension of Lee Road (Figure 19). To improve livability, walkability, and overall experience, the potential development plans propose a range of housing types, commercial uses, and greenspace.

The proposed concept east of the Lee Road intersection, shown in Figure 18, proposes a mix of commercial, residential, and outdoor uses. Commercial spaces would be located along the western and southern ends of the development, along Old Lee Road and Fairburn Road/Highway 92. Old Lee Road would be rerouted to terminate within the parking lot of the commercial space and serve as a secondary entrance to the property.

Parking for the commercial uses has been integrated into the design as much as possible, incorporating greenery and shade coverage. These proposed commercial spaces feature paved areas that offer opportunities for outdoor gatherings and can serve public needs. Adjacent to the commercial space is a proposed park, which will

provide a vital greenspace and enhance the community experience for those who live and work nearby. This greenspace, illustrated in Image 4 serves as a central point within the development, with higher-density uses being closest to this space.

To the east of the park is cottage court-style housing, shown in Image 5, which offers denser, smaller units and integrated pockets of greenspace within residential areas. Other housing options include duplexes and triplexes, like those in Image 2, strategically placed to maintain sight lines and greenspace throughout the development. Zero-lot-line single-family homes are also included, providing a denser alternative to traditional single-family housing while retaining many of the same benefits.

On the outskirts of the development, less dense larger-lot single-family homes will serve as a transition to the existing housing, like those shown in Image 3. These homes should blend seamlessly into their environment, capitalizing on natural features such as the existing stream. The largest single-family homes on the site should be preserved and integrated into the proposed development, creating a unique feature that adds character to the area. Mount Carmel Recreation Park is situated along a main road leading into the development. Despite its current underutilization, the park's prime location and extensive open space offer significant potential for transformation into a valuable passive park. This change could enhance the site's appeal, provide amenities for the surrounding neighborhoods, and become a more prominent community asset. Throughout the development, trees and sidewalks should be integrated serve as connective features, which enhances the livability and overall experience of the area.

A second area of potential development around the Lee Road intersection is located southwest of the intersection along a proposed extension of Lee Road. Lee Road is set to be extended to Bomar Road, creating a significant connective route through this area. Development along this roadway is designed to complement the approved Trails development in the immediately adjacent lot, which will feature a mix of office, retail, and residential uses.

A limited amount of commercial space will front the extension of Lee Road close to the main corridor. These retail spaces will feature a small amount of tree-covered public space that fronts the Lee Road Extension, with a small section of parking located at the rear, visualized in Image 1. This commercial area transitions into a residential area consisting of duplexes, triplexes, and townhomes that incorporates greenspace throughout.

Further along the Lee Road extension, housing options will transition into larger-lot single-family homes. This includes zero-lot-line single-family homes and eventually leads to larger-lot single-family residences near the existing neighborhood, shown in Image 3. The design emphasizes connections to existing features, such as the Trails development and nearby neighborhoods, enhancing accessibility throughout the area.

New streets include enhanced streetscapes with sidewalks, street trees, and pedestrian lighting to foster a walkable and livable environment. Along the Lee Road Extension, a multi-use path is included, featuring a vegetative buffer between the main road and the path. This path is shaded to ensure a pleasant experience for pedestrians and bicyclists and provides an alternative to driving within this area. Additionally, a county-owned parcel near the Trails development, located across from the proposed development, offers potential for future public or institutional uses.

Figure 19: Lee Road Node Site South



1 Commercial space



2 Triplex-style housing



3 Single-family housing



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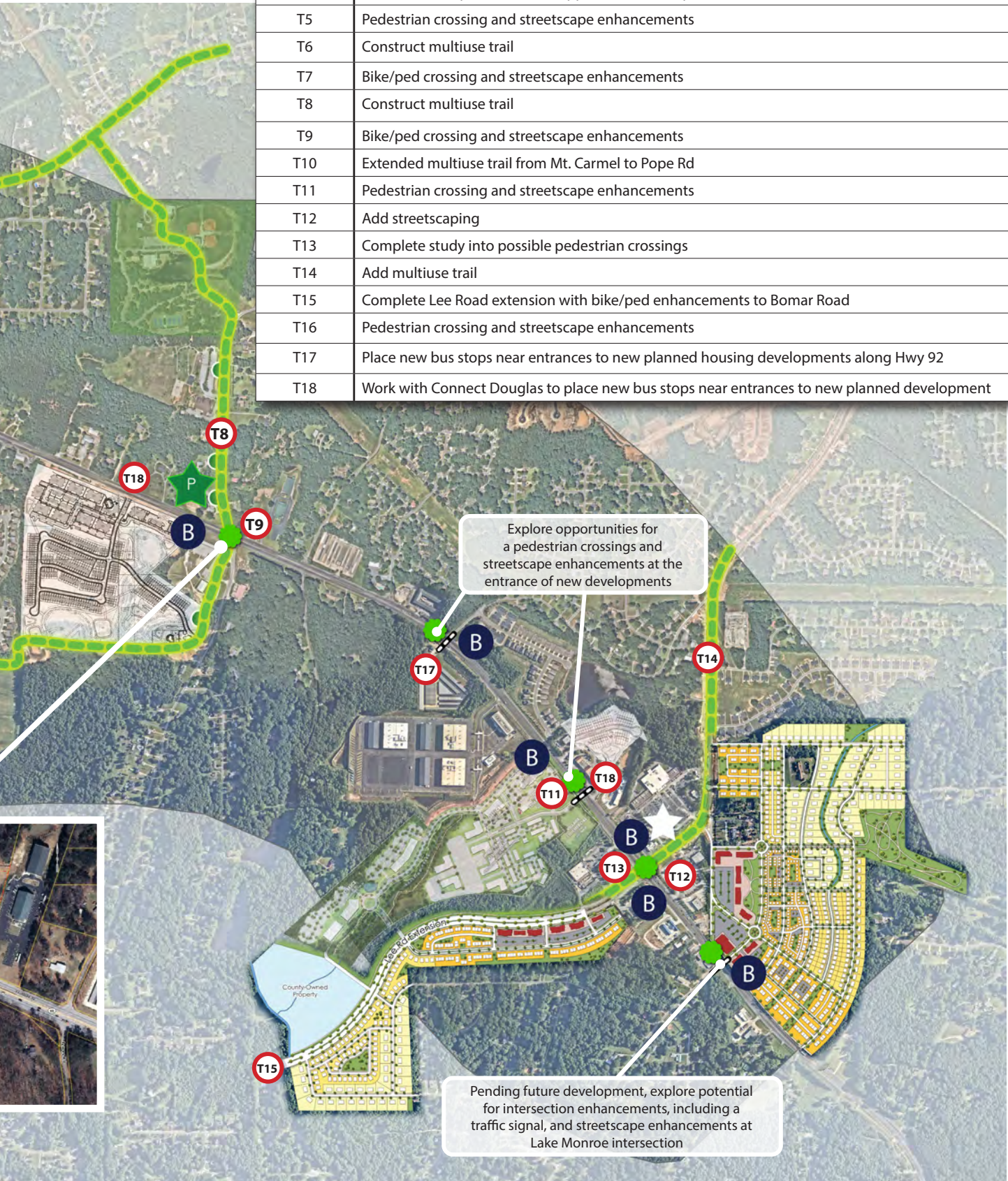
OVERALL CORRIDOR RECOMMENDATIONS

Figure 20: Fairburn Road/Highway 92



Implementation Plan Projects

Project ID	Project Name
T2	Add streetscaping along Hwy 92 east of I-20
T3	Complete intersection improvement study
T4	Intersection improvement to support new development
T5	Pedestrian crossing and streetscape enhancements
T6	Construct multiuse trail
T7	Bike/ped crossing and streetscape enhancements
T8	Construct multiuse trail
T9	Bike/ped crossing and streetscape enhancements
T10	Extended multiuse trail from Mt. Carmel to Pope Rd
T11	Pedestrian crossing and streetscape enhancements
T12	Add streetscaping
T13	Complete study into possible pedestrian crossings
T14	Add multiuse trail
T15	Complete Lee Road extension with bike/ped enhancements to Bomar Road
T16	Pedestrian crossing and streetscape enhancements
T17	Place new bus stops near entrances to new planned housing developments along Hwy 92
T18	Work with Connect Douglas to place new bus stops near entrances to new planned development



OVERALL CORRIDOR RECOMMENDATIONS

Fairburn Road/Highway 92

The corridor features several recommended projects aimed at enhancing its overall functionality and livability. Smaller improvements focus on enhancing transit stops, particularly near new developments or in areas where access barriers create significant gaps. These bus stops present excellent opportunities for public art, showcasing creativity and adding vibrancy to the corridor.

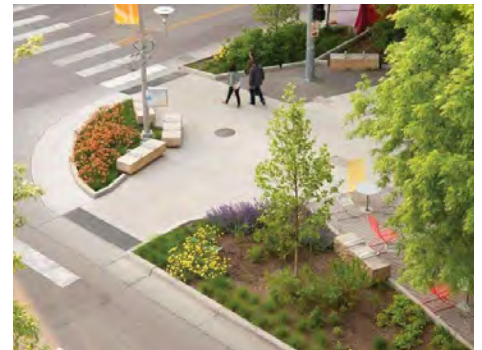
The corridor should incorporate plants and greenery wherever possible, with particular emphasis on main nodes and intersections. Enhancements to pedestrian crossings are also essential, with a focus on increasing pedestrian safety throughout the entire corridor.

In addition to these overall improvements, there are several targeted projects along the corridor. These include:

- Corridor signage and placemaking enhancements at main nodes, particularly I-20 and Lee Road
- Plantings and streetscape enhancements where possible, particularly at main nodes and in high-traffic pedestrian areas such as I-20 and Lee Road
- Trail connections between Deer Lick Park and Mt. Carmel Elementary, which creates a public amenity and connects important features of the corridor
- Bike and pedestrian improvements along the Lee Road extension, including the multi-use trail along the road
- Complete future corridor studies
- Add bus shelters or stops and location indicated on corridor recommendation map
- Implement intersection improvements near new development in the study area



Bus stop with public art



Enhanced intersection



Multiuse path

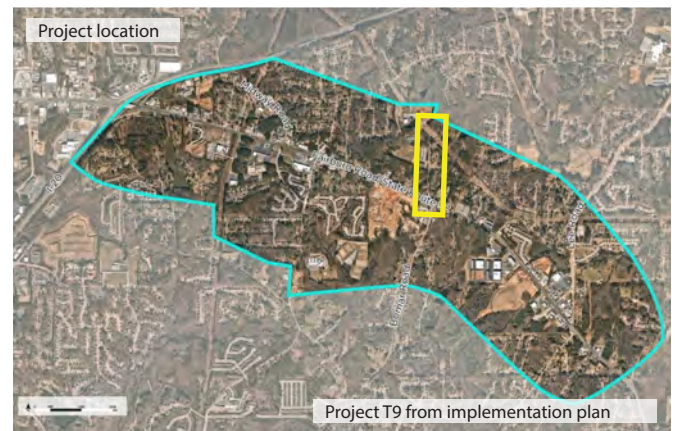


Enhanced intersection

Mack Road Improvement Rendering



One of the main improvement recommendations is to construct a multiuse path connection between Mt. Carmel Elementary and Deer Lick Park. This project would add a much needed connection between two frequently-visited sites. The vision for this connection is shown above. This section of the corridor is on Mack Road. This section of the street currently only has the street, a ditch, and vegetation.



The proposed street section includes a sidewalk and multiuse path with a landscaped buffer, street trees, lighting, and pocket parks. These pocket parks offer opportunities for seating and should be shaded and have amenities like lighting and trash cans. These improvements can enhance the accessibility between Deer Lick Park and Mt. Carmel Elementary and become a community amenity as well.

Lee Road Node Improvement Rendering



Another proposed improvement for the corridor focuses on landscaping and placemaking at key intersections, particularly at the Lee Road and Fairburn Road/Highway 92 intersection, as shown above. While this area currently has sidewalks, it often feels uninviting for pedestrians. Given that it serves as an entry point to the corridor, enhancements are essential.

The proposed improvements include the installation of streetlights, street trees, landscaping, monument signage, local art, and an additional bus stop. These features not only beautify the intersection but also create a safer, more welcoming atmosphere, signaling that you are entering a distinct area rather than simply driving along a nondescript highway.

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IMPLEMENTATION PLAN

Implementation

About

The Implementation Plan provides a roadmap for realizing the vision established in the Highway 92 LCI plan. It is divided into two sections: the 100-Day Action Plan, which outlines initial steps for the County and stakeholders to begin within the first 100 days of plan adoption, and the Five-Year Implementation Plan, which focuses on short and longer-term transportation and community development projects.

These projects support the implementation of the overall vision and include a mix of public and private partners and funding. Some will need to be completed by the County to attract development, but many will take shape as new development is proposed. As new development occurs, several action items will become increasingly important, including conducting an access and management study, as well as making pedestrian crossing and intersection improvements.

100 DAY ACTION PLAN

Description
1. Reconvene members of the Steering Committee as an implementation committee to complete targeted projects.
2. Coordinate with Connect Douglas to plan for new bus shelters within the study area.
3. Initiate county-wide arts and culture plan, including a specific emphasis on placemaking opportunities along the Highway 92 corridor.
4. Partner with the Douglasville/ Douglas County Cultural Arts Council to plan for key locations for public art along the Corridor.
5. Meet with with the Douglas County Parks Department to discuss current and future uses of Mt. Carmel Park.
6. Begin to update the Unified Development Code to support opportunities for greater diversity of housing types and styles.
7. Apply for a Community Development Assistance Program to evaluate the mix of land uses along key corridors, including Highway 92, and include an evaluation of new housing development since the 2017 Housing Study.

PRIORITY PROJECTS

Project ID	Description
T1	Coordinate with Connect Douglas to add bus shelters along the study corridor
T2	Add streetscaping along Highway 92 immediately east of the I-20 interchange
T8/T9/T10*	*Potential to combine into one project for funding purposes Construct a multiuse trail connecting Deer Lick Park to Mt Carmel Elementary School Add enhanced bicycle and pedestrian crossings, as well as streetscape enhancements, at intersection with Bomar Road and Mack Road in conjunction with trail construction Extend multiuse trail from Mt Carmel Elementary School to southern terminus of trail along Pope Road near Chestnut Log Middle School
T12	Add streetscaping to Lee Road intersection
T15	Complete extension of Lee Road that is currently under construction to connect the Lee Road/ Highway 92 intersection with Bomar Road, complete with bicycle and pedestrian enhancements and a side path trail
CD1	Create corridor branding derived from Douglas County's branding.
CD7	Initiate small examples of public art and tactical urbanism around the bus shelters to support local artists and creative placemaking
CD8	Complete the update to the UDO

FIVE-YEAR IMPLEMENTATION PLAN

TRANSPORTATION PROJECTS

Project ID	Description	Type of Improvement	PE Year	PE Cost	ROW Year	ROW Cost
T1	Coordinate with Connect Douglas to add bus shelters along the study corridor	Transit	2025	\$40,000	--	--
T2	Add streetscaping along Highway 92 immediately east of the I-20 interchange	Roadway	2025	\$10,000	2025	\$10,000
T3	Intersection improvements at Shawnee Trail and Slater Mill Road as part of new development in the adjacent area	Roadway	--	\$100-250K	--	\$50,000
T4	Intersection improvements at Canter Lane, Sunset Drive, and Hillcrest Drive to support new development along Highway 92	Roadway	--	\$200,000	--	\$50,000
T5	Add enhanced pedestrian crossing and streetscaping elements to intersection with Midway Road	Bike/Ped	2025	\$40,000	--	--
T6	Construct a multiuse trail along County Line Road and Pope Road, terminating at Chestnut Log Middle School in the south and Deer Lick Park in the north, as proposed in the County-wide Trails Plan	Bike/Ped	2028	\$320,000	2029	\$100,000
T7	Add enhanced bicycle and pedestrian crossings, as well as streetscape enhancements, at Pope Road and County Line Road intersection, in conjunction with trail construction	Bike/Ped	2025	\$10-50K	--	--
T8	Construct a multiuse trail connecting Deer Lick Park to Mt Carmel Elementary School	Bike/Ped	2027	\$150,000	2028	\$50,000
T9	Add enhanced bicycle and pedestrian crossings, as well as streetscape enhancements, at intersection with Bomar Road and Mack Road in conjunction with trail construction	Bike/Ped	2025	\$10-50K	--	--

OW Cost	CST Year	CST Cost	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount
	2025	\$10,000	\$50,000	Connect Douglas	Operating Budget	Connect Douglas	\$0
000	2025	\$40,000	\$60,000	Douglas County	Douglas County	--	--
000	--	\$350K-\$2.7M	\$500K-3M	Douglas County/ Developer	Douglas County/ Developer	--	--
000	--	\$1.75M	\$2M	Douglas County/ Developer	Douglas County/ Developer	--	--
	2025	\$80,000	\$120,000	Douglas County	Douglas County	--	--
000	2030	\$1.4M	\$1.82M	Douglas County	Federal/State Grants	Douglas County	--
	2025	\$40-\$200K	\$120,000	Douglas County	Douglas County	--	--
000	2029	\$600,000	\$800,000	Douglas County	Federal/State Grants	Douglas County	\$90,000
	2025	\$40-\$200K	\$120,000	Douglas County	Douglas County	--	--

FIVE-YEAR IMPLEMENTATION PLAN

TRANSPORTATION PROJECTS CONTINUED

Project ID	Description	Type of Improvement	PE Year	PE Cost	ROW Year	ROW Cost
T10	Extend multiuse trail from Mt Carmel Elementary School to southern terminus of trail along Pope Road near Chestnut Log Middle School	Bike/Ped	2029	--	2030	--
T11	Add enhanced pedestrian crossing and streetscaping elements at entrance to the Trails development	Bike/Ped	2025	\$40,000	--	--
T12	Add streetscaping to Lee Road intersection	Bike/Ped	2025	\$10,000	2025	\$10,000
T13	Complete a study into possible pedestrian crossing enhancements at Lee Road intersection as development activity increases	Bike/Ped	2025	\$40,000	--	--
T14	Add multiuse trail alongside Lee Road north of the Highway 92 intersection	Bike/Ped	2025	\$100,000	2018	\$200,000
T15	Complete extension of Lee Road that is currently under construction to connect the Lee Road/Highway 92 intersection with Bomar Road, complete with bicycle and pedestrian enhancements and a side path trail	Roadway	2026	\$20,000	2017	\$200,000
T16	Commission an Access Management and Safety study for the corridor to plan for proposed new developments	Roadway	--	--	--	--
T17	Work with Connect Douglas to discuss placing new bus stops near entrances to new planned housing developments along Highway 92 (The Trails, Reserve at Douglasville)	Transit	2026	\$40,000	--	--

OW Cost	CST Year	CST Cost	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount
	2031	--	--	Douglas County	Douglas County	--	--
	2025	\$80,000	\$120,000	Douglas County	Douglas County	--	--
000	2025	\$40,000	\$60,000	Douglas County	Douglas County	--	--
	2025	\$80,000	\$120,000	Douglas County	Douglas County	--	--
000	2020	\$1,000,000	\$1,300,000	Douglas County	Federal/State Grants	Douglas County	\$260,000
000	2019	\$750,000	\$970,000	Douglas County	Federal/State Grants	Douglas County	\$194,000
	--	--	--	Douglas County	Douglas County	--	--
	2026	\$10,000	\$50,000	Douglas County	Douglas County	--	--

FIVE-YEAR IMPLEMENTATION PLAN

TRANSPORTATION PROJECTS CONTINUED

Project ID	Description	Type of Improvement	PE Year	PE Cost	ROW Year	ROW Cost
T18	Promote the installation of automatic fare collection boxes on Connect Douglas buses	Transit	2025	--	--	--
T20	Identify funding to implement last mile connectivity projects to support access from bus shelters into established neighborhoods and to key destinations	Transit	2026	--	--	--
T21	Coordinate with Connect Douglas to update the Passio Go app with existing and new bus stop locations	Transit	2026	--	--	--
T22	Explore options for implementing traffic signal preemption on Connect Douglas buses traveling along the corridor (smart technology)	Transit	--	--	--	--
Totals				\$1,010,000		\$670,000

OW Cost	CST Year	CST Cost	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount
	2025	--	--	Douglas County	Douglas County	--	--
	2025	--	--	Douglas County	Douglas County	--	--
	2025	--	--	Douglas County	Douglas County	--	--
	--	--	--	--	--	--	--
000		\$2,690,000	\$3,890,000				\$544,000

FIVE-YEAR IMPLEMENTATION PLAN

COMMUNITY DEVELOPMENT AND PLACEMAKING

Project ID	Description
CD1	Create corridor branding derived from Douglas County's branding.
CD2	Install corridor branding signage at I-20 off ramp
CD3	Work with the county's economic development partners to implement a plan to recruit key businesses along the corridor
CD4	Develop an environmental graphics plan for signage on the corridor, including signage at bus stops, and implement needed revisions to the county's Unified Development Code
CD5	Initiate a 1% for arts program to support the installation of public art on this corridor as a part of a county-wide master plan
CD6	Identify opportunities to initiate demonstration projects as a pilot for the type of development that will be encouraged through the Unified Development Code Amendments
CD7	Initiate small examples of public art and tactical urbanism around the bus shelters to support local artists and creative placemaking
CD8	Complete the update to the UDO

	Cost	Year	Responsible Party	Funding Source
	\$50,000	2025	Douglas County	Douglas County
	\$50,000	2025	Douglas County	Douglas County
	\$40,000	2025	Douglas County	Douglas County
	\$50,000	2025	Douglas County (hire consultant)	Douglas County
	\$0	2025	Douglas County	N/A
	\$0	2025	Douglas County	N/A
	\$20,000	2025	Douglas County	Douglas County
	\$100,000	2025	Douglas County (hire consultant)	Douglas County

