



Appendix B Transportation Master Plan

The Transportation Master Plan is compliant with state law for comprehensive planning purposes. Components which exceed the minimum comprehensive planning criteria are italicized within the Transportation Master Plan.

In addition, the following material has been added:

- Expanded transportation recommendations to include middle and long term projects and programs.
- Revised Transportation Capital Improvement Projects Map.
- Replaced Johns Creek Interim Multi-Use Trail with a new Sidewalk and Trail Facilities Map to merge the recommended Green Plan improvements.
- Revised Roadway Corridor and Intersection Recommendation Map.
- Added a Bridge Maintenance Map.

EXECUTIVE SUMMARY

The City of Johns Creek Transportation Master Plan identifies transportation needs, and develops a program of projects and strategies aimed at improving the city's transportation system and ensuring that it meets projected demands. This process began with development of a transportation vision and related issues and opportunities. Following the collection and analysis of data and in consideration of stakeholder input, a series of transportation policies and strategies were proposed, which are in turn supported by numerous multi-modal transportation improvement recommendations. To strengthen the connection between land use and transportation planning, development of the Transportation Master Plan is being coordinated with that of the City's Comprehensive Plan. As a result, the land use policies and other recommendations proposed through the Comprehensive Plan process are mutually complementary with the strategies and improvements provided in this document.

Six transportation policies were established to guide the Transportation Master Plan process and recommendations, based on input from Johns Creek stakeholders and citizens. The policies are supported by appropriate transportation strategies and project/program recommendations, which are described in detail later in this document. The six transportation policies are:

- Facilitate safe and efficient movement of traffic along key corridors to minimize congestion.
- Apply innovative approaches and technologies to improve mobility, safety, and environmental quality.
- Enhance capacity along key corridors while preserving the existing character of the two-lane residential roads in Johns Creek.
- Connect the sidewalk and multi-use trail network to allow safe pedestrian and bicycle travel throughout Johns Creek.
- Explore public transportation options for Johns Creek commuter travel to the Atlanta core, Hartsfield-Jackson Airport, and surrounding communities.
- Whenever possible, interconnectivity should be encouraged.

Transportation needs were identified assuming growth patterns and projections as determined through the Comprehensive Plan process. The travel demand model results served as the foundation for roadway improvements, with consideration given to individual congested segments as well as how the entire system operates. Related Fulton County and Atlanta Region plans and programs were also reviewed in regards to project recommendations within or adjacent to Johns Creek. Potential bicycle and pedestrian improvements were developed by reviewing connectivity issues and existing proposals for future facilities. The anticipated locations for future growth in residential and commercial activity nodes were also analyzed to indicate where future transit services might provide mobility alternatives. In addition to technical analyses, recommendations for all travel modes were developed following extensive stakeholder and public input and in consideration of local desires and expectations for Johns Creek's transportation services.

The Transportation Master Plan recommendations respond directly to the established transportation issues, opportunities, policies and strategies. Specific project and program recommendations will be categorized according to the most applicable strategy and policy for each, with details regarding project location, definition and suggested implementation time frame also provided. A phasing plan will be developed to provide decision makers with a starting point to use in prioritizing the recommended improvements for funding and implementation. Improvements are placed into implementation time periods (short, mid and long range) based on level of need, estimated cost, and difficulty of implementation from a planning, design and permitting perspective.

BACKGROUND AND PURPOSE

The economic vitality of any community, as well as the quality of life enjoyed by its residents and visitors, greatly depends on the efficiency of the transportation system. In addition to providing mobility through, within and around a community, the transportation system is important for the efficient movement of goods and services that support everyday activities. In the Atlanta Region, population increases continue to place greater demands on the existing transportation network. Congestion has taken a toll on those living, working and doing business throughout the region. Johns Creek and the surrounding communities have experienced a great amount of growth in recent years, which is forecasted to continue through 2030. To ensure that the transportation network operates efficiently, steps must be taken to address the increased demand.

The Transportation Master Plan is prepared in conjunction with the development of the City of Johns Creek Comprehensive Plan, providing transportation focused policies, programs, and projects. It is based on future land use resulting from the Comprehensive Plan recommendations and builds on policies and guiding principles developed in the comprehensive planning process. The Transportation Master Plan evaluates the existing and future conditions of the transportation network and provides recommendations through year 2030. The plan considers all aspects of a multi-modal transportation system—automobile, pedestrian, bicycle, and transit travel. By analyzing the system as a whole, the plan can better evaluate the needs and issues related to system-wide connectivity, mobility and accessibility. The Transportation Master Plan examines potential transportation improvements in detail and offers a range of improvements to mitigate existing deficiencies and prepare for increased demand.

The integration of land use and transportation is essential to the planning process. Highways provide access to land, sustaining existing land uses and enabling new development. Land uses generate vehicle, pedestrian, bicycle, and transit trips. Therefore, in order to manage traffic along a roadway and maintain accessibility, both land use and transportation strategies are necessary. To strengthen the connection between land use and transportation planning, the development of the Transportation Master Plan was coordinated with that of the City's Comprehensive Plan. As a result, the land use policies and other recommendations proposed through the Comprehensive Plan process are complemented by the strategies and improvements provided in this Transportation Master Plan. This document describes the transportation planning context, presents recommended policies and strategies to address identified needs, and—building upon the five-year Short Term Work Program identified in the Comprehensive Plan—defines a longer term plan of policies, programs, and projects to address transportation within Johns Creek through 2030.

TRANSPORTATION PLANNING CONTEXT

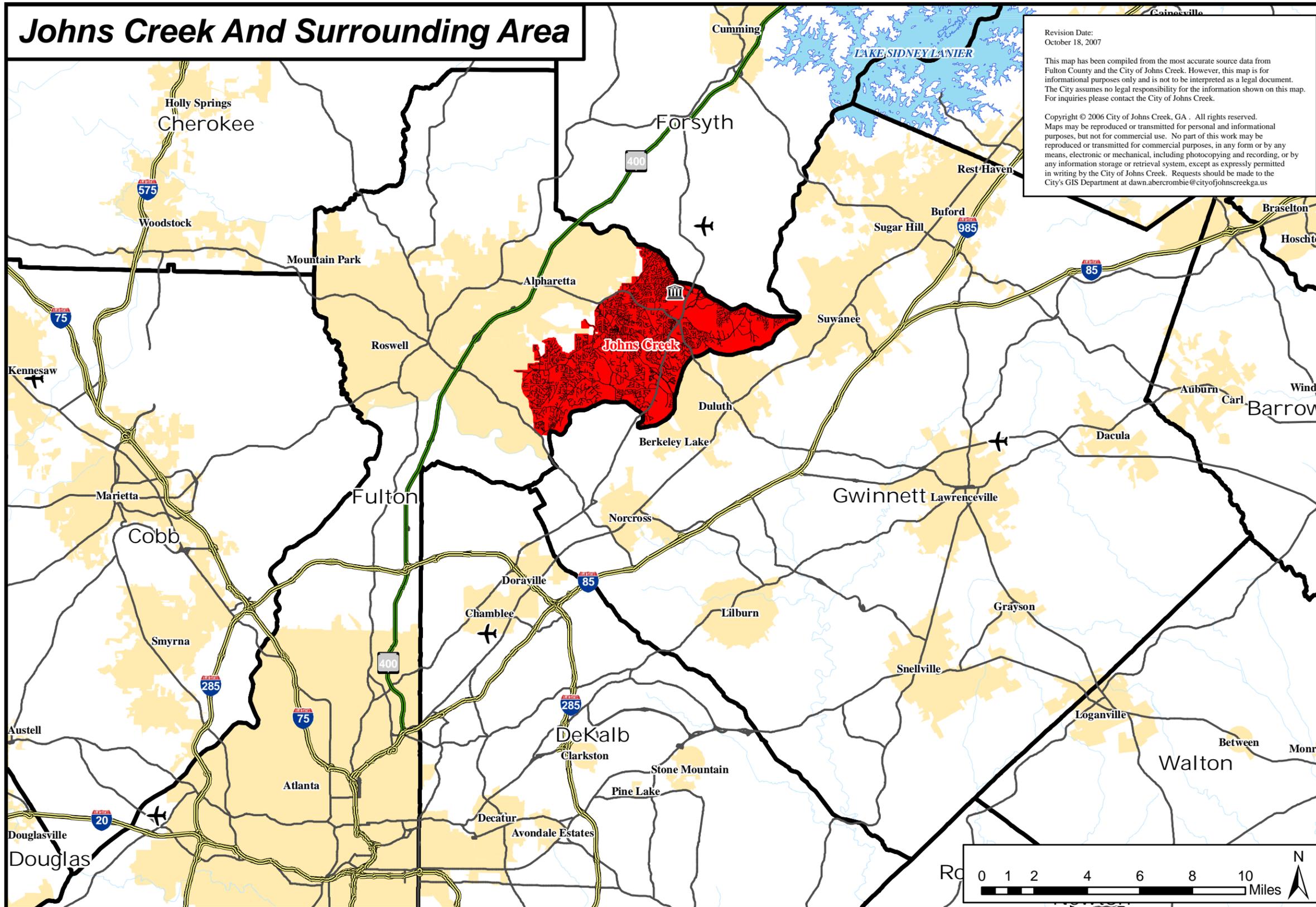
The transportation system cannot be isolated from its environment as it directly influences transportation needs. Some factors may constrain the availability of options to address travel needs, while others provide opportunities. For example, the Chattahoochee River corridor constrains possible connections into neighboring Gwinnett County, focusing east-west traffic along the State Bridge Road, Abbotts Bridge Road and McGinnis Ferry Road corridors. Conversely, developing activity nodes can provide the necessary density and infrastructure required to better support walking and transit use, a transportation system opportunity. The unique characteristics and location of Johns Creek within the Atlanta Region (refer to **Figure T-1**) define the community context. In order to support the travel needs of the community, transportation facilities must be planned that build on and support the community defined context.

The transportation network within Johns Creek is shown in **Figure T-2**. Located in a growing area of the Atlanta Region, Johns Creek must accommodate a variety of travel needs:

- First, residents must be able to travel within the community to satisfy their daily needs. The quality and ease of use for these trips is directly related to perceptions of quality of life. When congestion from longer trips affects local trip making, it is often perceived as a much greater impact than when the same disruption affects a commuter trip.
- Second, people traveling to and from Johns Creek must be able to travel efficiently. Although it is desirable to maximize the interaction between land uses so that many activities can be handled within Johns Creek, it is important to provide efficient travel routes to and from the City for the many residents and businesses that rely on regular travel outside the City.
- Third, traffic traveling around the region must be able to pass through Johns Creek with minimal impact to the community. Three of Johns Creek's major transportation corridors – Medlock Bridge Road/SR 141, State Bridge Road, and McGinnis Ferry Road – are also vital to mobility throughout the Atlanta Region. These major transportation corridors benefit the City by facilitating travel to/from Johns Creek and providing regional access needed to support businesses. However, their proximity also contributes additional traffic that passes through Johns Creek. One type of through traffic results from the need for residents of neighboring communities to travel across Johns Creek to access other regional corridors and the Atlanta downtown area. Some of this through traffic results from trips that divert from other major regional facilities, such as SR 400, to avoid congestion.

In order to be effective, transportation planning for Johns Creek must be grounded in the community's vision for the future. It must also be supportive of local travel needs, minimizing the negative effects resulting from outside pressures on the city's internal transportation infrastructure.

Johns Creek And Surrounding Area



Revision Date:
October 18, 2007

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Regional Inset

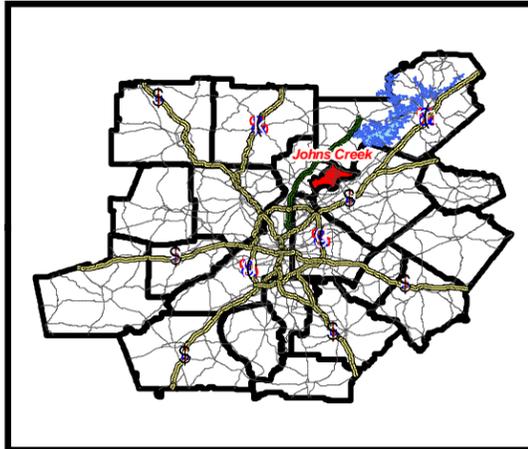


Figure T-1

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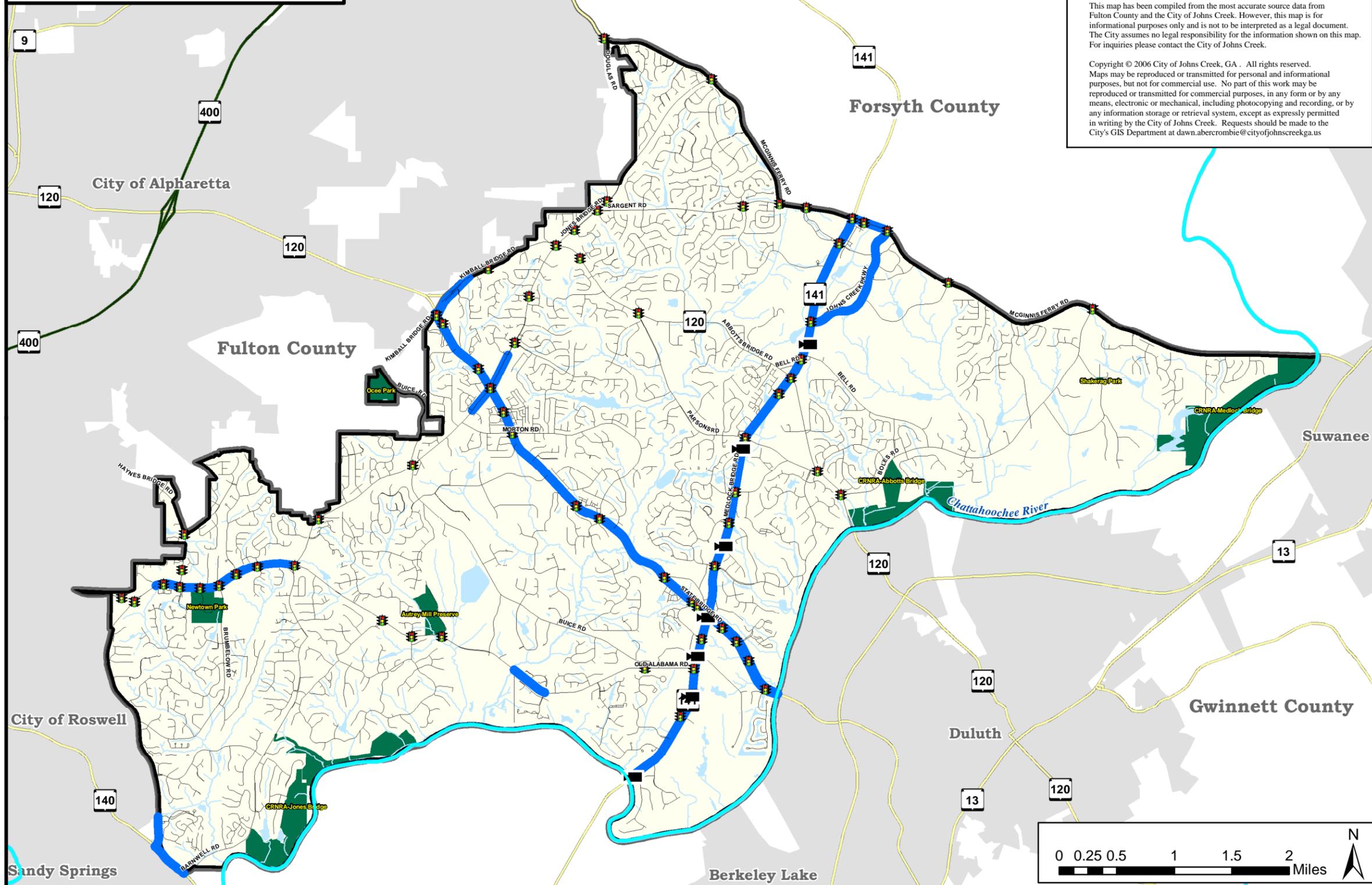
- Johns Creek**
 - Johns Creek City Hall
 - Johns Creek Incorporated Area
- Road Network**
 - Interstate
 - Georgia 400
 - Regional Streets
 - Streets (Within city of Johns Creek)
- Other Features**
 - Airport
 - Perennial Stream/River
 - Other City Boundary
 - County Boundary
 - Lake Sidney Lanier

Source: ARC, City of Johns Creek, Jacobs Carter Burgess

This map is intended for planning purposes only.



Roadway Inventory



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Regional Inset

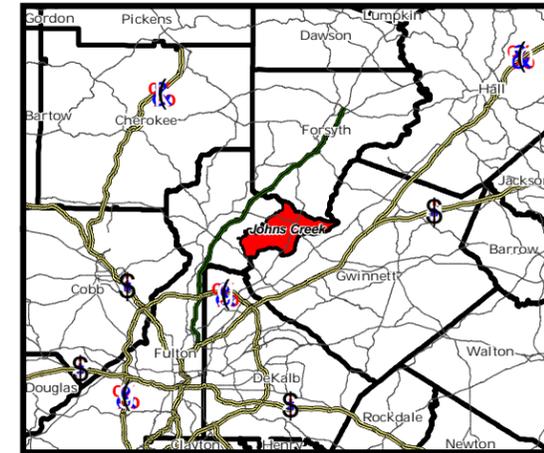


Figure T-2

Legend

- Signals & ITS Facilities**
 - Signalized Intersection
 - Traffic Camera Location
- Number of Lanes**
 - Four-Lane Roadway Feature
 - Two-Lane Roadway Feature
- Other Layers**
 - Other State Highway / U.S. Highway
 - Chattahoochee River
 - Parks
 - Lakes / Ponds / Streams
 - Johns Creek City Limits
 - Other City Limits
 - County Boundary



Source: GDOT, City of Johns Creek, Jacobs Carter Burgess
This map is intended for planning purposes only.

RELATED PLANS AND PROGRAMS

Together with its companion documents, the Johns Creek Comprehensive Plan provides a blueprint to guide the City's growth and infrastructure development based on community needs and opportunities. Implementation of the Johns Creek Comprehensive Plan will occur in conjunction with other plans and programs at the county and regional level, many of which address overlapping or complementary issues. Although these county and regional plans may be relevant and satisfy the needs and desires of a larger area within which Johns Creek is encompassed, some of their strategies or plans may not be applicable or adequate to serve the unique needs of the City of Johns Creek into the future. That said, they do serve as a good starting point for Johns Creek. In addition, the primary purpose of all these plans is to provide policies and projects that guide and manage multi-modal transportation in the context of future growth.

The following summarizes related transportation plans and programs that both affect and are shaped by implementation of the Johns Creek Comprehensive Plan. For greater detail on these plans and programs, please refer to the Community Assessment report released earlier in the Comprehensive Plan process.

TRANSPORTATION IMPROVEMENTS IN CITY'S CAPITAL IMPROVEMENT PROGRAM

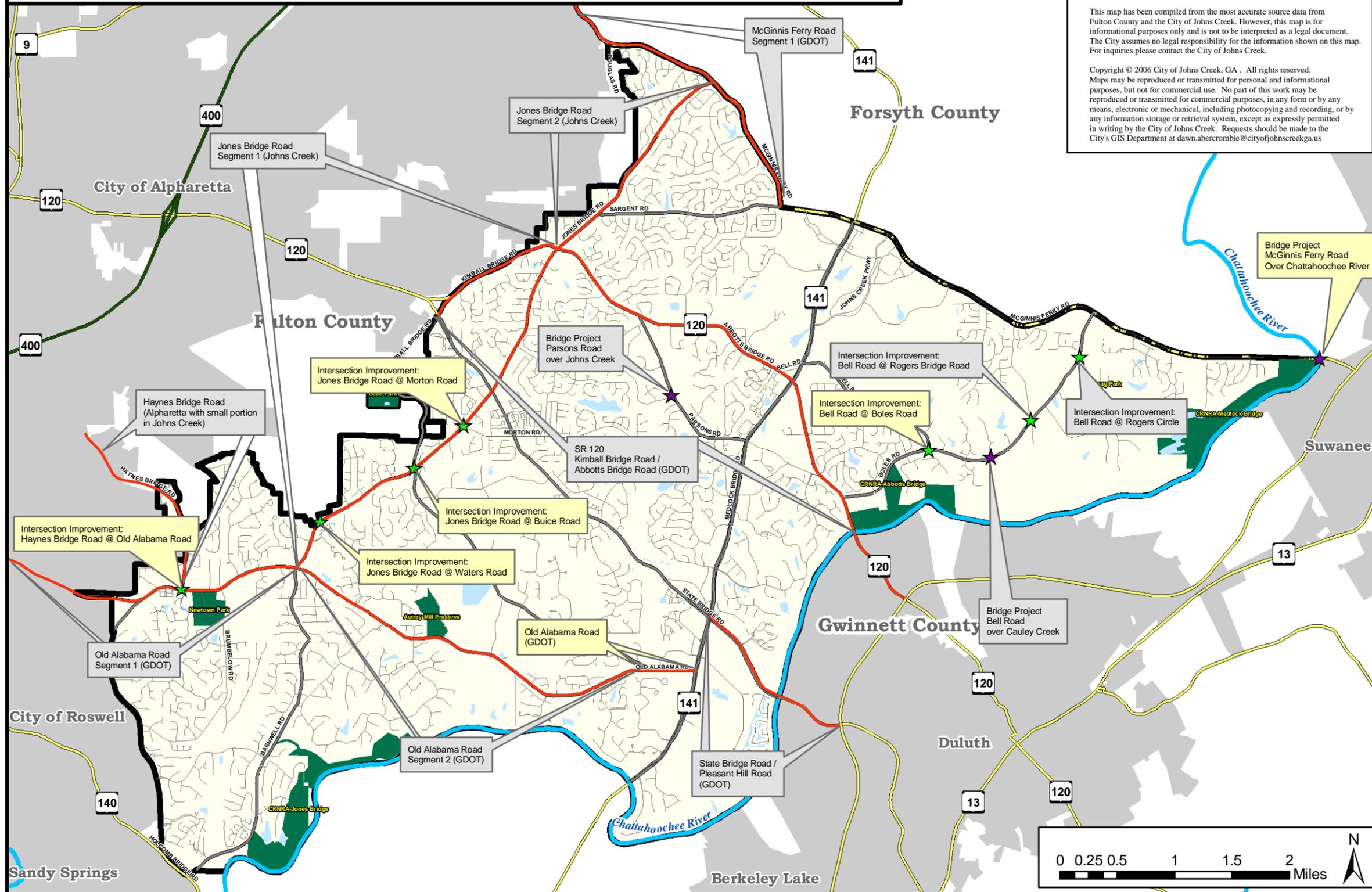
In September 2007, the City of Johns Creek approved the budget for a five-year Capital Improvement Program (CIP). Since that time, the plan has been modified to add and subtract some projects. An annual review and update of the five-year CIP serves two key functions. First and foremost, it allows the City to anticipate future funding requirements throughout the five-year plan horizon. Additionally, by annually reviewing all proposed projects, the City ensures that those included within the plan continue to provide the greatest short term benefits within the funding constraints. **Figure T-3** reflects future transportation capital projects for which City funding has been programmed (short term projects, within next five years), as well as long term projects (up to 20-year horizon) included within Atlanta's Regional Transportation Plan (RTP). Included are seven intersection improvements, three bridge projects and nine roadway widening projects.

FOCUS FULTON COUNTY 2025 COMPREHENSIVE PLAN

The Focus Fulton 2025 Comprehensive Plan, approved by the Fulton County Board of Commissioners on November 2, 2005, is intended to guide the growth of Fulton County between 2005 and 2025 in accordance with public and stakeholder values. The Comprehensive Plan establishes policies, strategies, and a framework to support varying conditions in the county over the next 20 years. Within the Comprehensive Plan are the elements required by the state's Department of Community Affairs (DCA).

The Transportation Element of Focus Fulton outlines five goals with related policies to guide and manage transportation in Fulton County in the context of future growth. Although these goals and strategies may no longer be applicable or desired by the City of Johns Creek, they do serve as a good starting point. Focus Fulton includes a CIP list of short-term (five-year) improvements ranging from roadway widening, intersection operations and bridge projects to sidewalks and multi-use trails. Of those projects located within the limits of Johns Creek, some have been carried forward into the City of Johns Creek CIP and/or Atlanta regional transportation program, while others have only a Fulton County project number.

Transportation Capital Improvement Projects (FY2009)



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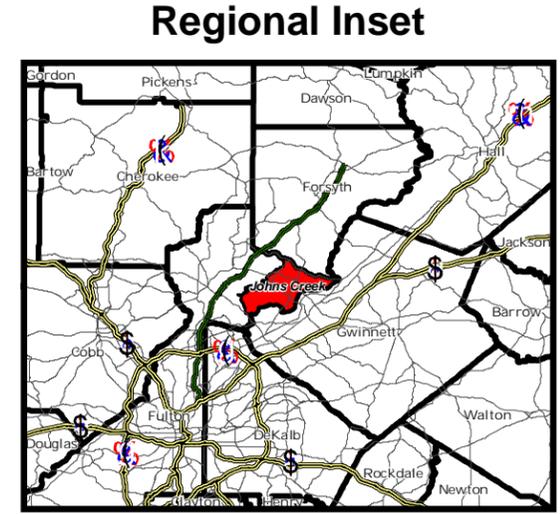


Figure T-3

Legend

Capital Improvement Projects

- ★ Intersection Improvement Project
- ★ Bridge Project
- Road Capacity Project

- Short - Term (0 - 5 Years)
- Long - Term (Greater Than 5 Years)

Road Layers

- Arterial/Collector
- Local Road

Other Layers

- Chattahoochee River
- Other State Highway / U.S. Highway
- Parks
- Johns Creek City Limits
- Other City Limits
- County Boundary
- Lakes / Ponds / Streams

Source: ARC, Fulton County, and Jacobs

This map is intended for planning purposes only.



FULTON COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP)

The Fulton County Comprehensive Transportation Plan (CTP), adopted in January 2001, was designed to manage existing and future transportation demands through policy that reflects the desires and goals of the County and public. The county was divided into four planning areas (Johns Creek was included within the North Fulton planning area), and each planning area was addressed independently to identify their unique needs and objectives, performance measures, and recommended projects. Although this plan preceded Focus Fulton—and its strategies and objectives may no longer be applicable to or desired by the citizens of Johns Creek, it provided a transportation framework that should be considered in moving the plan for Johns Creek forward.

Efforts are underway to initiate a North Fulton CTP, which would encompass the cities of Sandy Springs, Roswell, Alpharetta, Milton and Johns Creek. By focusing on the highly interdependent travel patterns of these North Fulton communities, realistic strategies to address local as well as regional travel demands in this high growth area of the region can be developed. An important component of this effort will be coordination with adjacent jurisdictions, particularly Forsyth County and the cities of Duluth and Suwanee in Gwinnett County with respect to Johns Creek.

REGIONAL TRANSPORTATION PLAN (RTP) AND TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

As the region's federally-designated Metropolitan Planning Organization (MPO), the Atlanta Regional Commission (ARC) develops multi-modal transportation plans and policies for the Atlanta Region. ARC's two primary transportation programming documents are the long range Regional Transportation Plan (RTP) and the short range Transportation Improvement Program (TIP). These documents include a balanced mix of transportation projects related to all modes and system elements, with consideration also given to safety, transportation demand management and air quality.

By federal law, the RTP must cover a minimum planning horizon of 20 years and be updated every 4 years in areas such as Atlanta which do not meet federal air quality standards. The current RTP, *Envision6*, integrates land use, transportation and water planning and will cover the years through 2030. It is through the TIP that federal funds for construction of the region's highest priority projects are allocated. Drawn from the shortest term projects in the RTP, TIP projects must be financially constrained and air quality conforming. Updates are required every three years, although ARC's goal is for annual TIP updates. The current six-year TIP covers fiscal years 2008-2013. In terms of projects within the City of Johns Creek, most short range projects are intersection improvements (e.g., turn lanes, signalization, drainage, sight distance, sidewalks), while the majority of long range projects involve road widening (predominantly from two to four lanes).

TRANSIT PLANNING BOARD (TPB)

Created by a joint resolution of ARC, MARTA and GRTA, the Transit Planning Board (TPB) aims to establish a sustainable and integrated transit network for the Atlanta region. TPB's objectives include developing a regional transit plan with comprehensive financial plan, working to improve regional service coordination, measuring system performance, and advocating for increased federal funding for regional transit.

TPB's Adopted Concept Plan 3 Regional Transit Vision (August 28, 2008) proposes various regional transit initiatives (see **Figure T-10 in the Community Assessment**). Projects within and immediately adjacent to Johns Creek include arterial rapid bus along State Bridge Road as well as regional suburban bus along the SR 141 (Medlock Bridge Road) / SR 120 (Abbotts Bridge Road) and SR 140 (Holcomb Bridge Road) corridors. A variety of other services are proposed in the larger area adjacent to Johns Creek. Transit centers are identified near Norcross and Cumming. New services extending from MARTA's current northern heavy rail terminus near Perimeter include LRT (light rail transit) along SR 400 to Windward Parkway, with continued service by expressway bus up to Cumming. Commuter rail, a section of which connects Doraville and Duluth, is also proposed adjacent to the Buford Highway corridor.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

GDOT produces the State Transportation Improvement Program (STIP) annually as a requirement for receiving federal transportation project funds. A three-year multi-modal program, the STIP includes highway, bridge, bicycle, pedestrian, safety, transportation enhancement and public transportation projects. The STIP contains all highway, public transit, and multi-modal projects proposed for federal funding, as well as non-federally funded regionally significant transportation projects. All projects within the Atlanta Region are developed by ARC (the MPO) as part of its RTP/TIP process, with the approved TIP included in the STIP without modification. The current STIP covers fiscal years 2007-2009.

UNIFIED PLANNING WORK PROGRAM (UPWP)

In all metropolitan regions over 50,000 persons, the MPO is responsible for the development of a Unified Planning Work Program (UPWP), in cooperation with the state and operators of publicly owned transit. The UPWP is an instrument for coordinating transportation and comprehensive planning in the metropolitan region to broaden MPO awareness of activities and plans that impact surface transportation. It also helps ensure that planned improvements are based on a common set of existing conditions and forecasts coordinating all key decisions affecting growth and development among partner agencies. As the MPO for the Atlanta Region, it is the responsibility of ARC to develop and maintain the UPWP for the 18-county planning area. The UPWP is developed annually through a cooperative process with the transportation planning partners in the Atlanta Region, including ARC, the Georgia Department of Transportation (GDOT), the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources (DNR), the Georgia Regional Transportation Authority (GRTA), Metropolitan Atlanta Rapid Transit Authority (MARTA) and ARC's member governments, including local government transit providers.

OTHER REGIONAL AND STATE PLANS AND PROGRAMS

Other regional and state plans and programs related to transportation are undertaken by the various stakeholder agencies as apparent needs arise. These efforts frequently result in proposed policy direction applicable to the Atlanta Region or entire state, or lists of improvement projects recommended for inclusion in one or more of the plans and programs highlighted above. Described in more detail in the Community

Assessment and Transportation Master Plan documents, a representative listing of such recent efforts and supporting agencies (as applicable) includes:

- Congestion Management Process (CMP) – ARC
- Regional Transit Action Plan (RTAP) – GRTA
- Atlanta Regional Freight Mobility Plan – ARC
- Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan – ARC
- Fast Forward Congestion Relief Program – Governor’s Initiative
- Regional Traffic Operations Task Force – Governor’s Initiative
- Congestion Mitigation Task Force – Governor’s Initiative

SUMMARY OF TRANSPORTATION NEEDS ASSESSMENT

Prepared as an initial part of the comprehensive planning process, the needs assessment effort serves to determine the deficiencies within the transportation network for both the current year and future horizon year (2030). The following paragraphs provide a summary of the needs analysis results for various types of transportation, as presented previously in the Community Assessment document.

ROADWAY CAPACITY AND SAFETY

The assessment of roadway capacity and safety identified several areas of transportation need, as categorized below:

- Examination of roadway functional classification and its relationship to service of adjacent land use and alternative travel modes.
- Operational improvements to enhance traffic flow and pedestrian crossing capabilities along congested corridors, including Medlock Bridge Road, Jones Bridge Road, Old Alabama Road, State Bridge Road, Abbotts Bridge Road, McGinnis Ferry Road, Bell Road/Boles Road, and Sargent Road.
- Operational improvements and intersection reconfigurations to prevent bottlenecks at major intersections along congested corridors.
- Capacity enhancement of roadways identified as congested in future years and improvement of parallel facilities, including Medlock Bridge Road, Jones Bridge Road, McGinnis Ferry Road, Kimball Bridge Road/Abbotts Bridge Road, State Bridge Road, Johns Creek Parkway, Sargent Road, and Bell Road/Boles Road.
- Management of access points along arterial corridors to ensure throughput capacity is preserved.
- Identification of appropriate parallel routes and connections to reduce local trip loading on the arterial roadway network.
- Safety improvements along roads with high crash rates, including Medlock Bridge Road, Old Alabama Road, State Bridge Road, Kimball Bridge Road/Abbotts Bridge Road, Sargent Road, and Johns Creek Parkway.

- Focused pedestrian safety improvements around schools, libraries, parks and community facilities.

TRANSIT

Improvement needs indicated through the transit assessment include:

- Travel time strategies for transit service along the State Bridge Road and Medlock Bridge Road corridors to encourage transit riders.
- Incorporation of walkable communities and transit oriented development near mixed-use activity centers.
- Examination of potential local circulation routes between walkable activity centers.
- Transit connection to proposed commuter rail station in Duluth to support commuters to/from Atlanta.
- Examination of the applicability of Bus Rapid Transit (BRT) or other commuter transit service in Johns Creek.
- Identification of park and ride facilities.
- Coordination of existing and planned pedestrian and bicycle facilities with potential future transit service.

PEDESTRIAN, BICYCLE AND MULTI-USE TRAIL

The assessment of pedestrian movement and facilities identified the following needs:

- All pedestrian facilities shall be compliant with the Americans with Disabilities Act (ADA) standards.
- Pedestrian connections needed between neighborhoods and community facilities such as schools, libraries, parks and multi-use trails.
- Sidewalks within activity centers should be of sufficient width and separation from traffic to encourage pedestrian movement.
- Pedestrian connections to transit should ensure safety.

Potential needs related to bicycle travel and destinations include:

- Safe and efficient connection for bicycles between neighborhoods and community facilities such as schools, libraries, parks and multi-use trails.
- Development of an off-road trail system to accommodate recreational transportation use and park access.
- Bike access to employment centers and GRTA Xpress bus stops and activity centers for commuter use.
- Enhancing safety of bicycle travel through development of bike routes/facilities and standardized intersection/trail crossing treatments that will make cycling a viable mode within activity centers.

RAILROADS, TRUCKING, PORT FACILITIES AND AIRPORTS

The assessment of travel needs for access to railroads, port facilities and airports and to accommodate truck traffic identified the following needs:

- Maintain efficient access via arterial roads to surrounding railroads, regional and international airports, state port facilities, transit connections, and MARTA rail stations in neighboring jurisdictions.
- Establish local truck routes and prohibitions to allow service to businesses without impacting local streets, pedestrians and bicyclists.

TRANSPORTATION POLICIES AND STRATEGIES

Identification of key issues and opportunities for improvement – both existing and projected – is an important part of the comprehensive planning process. Ensuring a long range, needs based perspective assists in effective identification and implementation of transportation initiatives to respond to forecasted growth. As such, preliminary transportation issues and opportunities were derived from the transportation needs assessment. In addition to those related to mobility, safety, connectivity and the availability of various travel modes, the preservation of existing infrastructure was identified as a critical challenge to be faced by the City of Johns Creek over the coming years.

Once identified as such, transportation issues and opportunities can be most effectively addressed through the implementation of targeted policies and strategies. The policies are the guidelines upon which more focused strategies build. Specific improvement projects are then designed, with the intended result being progress towards successfully addressing the issues and opportunities.

The following six transportation policies were developed as the focus for future transportation investment in Johns Creek. Each policy is supported by a series of strategies to further facilitate implementation of appropriate improvements.

1. FACILITATE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC ALONG KEY CORRIDORS TO MINIMIZE CONGESTION.

Traffic congestion along key corridors typically begins where two major roads cross, limiting the continued progression of traffic. Reducing congestion at these “hot spots” can improve mobility and lessen overall travel time. Providing more internal connectivity between neighborhoods and commercial areas enables local traffic to avoid high traffic intersections and corridors, thereby facilitating local movement and reducing congestion at critical locations. Additionally, effective management of access points can help to preserve through capacity along arterials, but requires careful planning to avoid indirect property impacts.

This policy recognizes that in certain circumstances congestion can be mitigated and minimized but not completely eliminated. Fortunately, there are numerous and varied methods available to achieve positive impacts on congestion. Determining appropriate measures for implementation depends on the analysis of factors such as traffic volume, roadway capacity, adjacent land uses and community and environmental impacts.

The following strategies address this policy:

- Strategy A – Improve connectivity to reduce congestion at critical intersections as development/redevelopment occurs.
- Strategy B – Provide necessary operation at key intersections to prevent bottlenecks from limiting overall capacity along roadways, including alternative intersection treatments where needed.
- Strategy C – Develop multi-modal circulation and loading area plans for all schools to reduce school related congestion.

2. APPLY INNOVATIVE APPROACHES AND TECHNOLOGIES TO IMPROVE MOBILITY, SAFETY AND ENVIRONMENTAL QUALITY.

Improvements to reduce conflicts, increase the interconnectivity of less congested/secondary facilities, and enhance driver expectancy can all positively impact mobility and safety. An optimally timed and coordinated signal system can significantly reduce travel delay and stops along a corridor by more efficiently controlling traffic signal operations at intersections, where through movement capacity is most limited. Safety is also an important consideration, as intersections typically have more conflict points and experience more crashes than roadway segments, further worsening congestion.

An ever-increasing number and diversity of innovative approaches and technologies for addressing traffic concerns are currently available. As an added benefit to the many jurisdictions already juggling multitudes of demands within limited funding scenarios, many such techniques are both more cost-efficient and quickly implemented than the traditional solution of adding additional roadway. Ranging from proactive measures that rely on advanced technology to mitigate traffic flow before the congestion threshold is reached to more passive and longer term approaches aimed at changing travel and development behaviors at the very root of traffic demand, these strategies can be used independently or in combination to effect progress towards improving mobility throughout Johns Creek. Examples of such approaches include: application of Intelligent Transportation System (ITS) technologies to monitor travel flow and improve incident management along high demand corridors; promotion of programs to reduce work trips by increasing the use of carpools/vanpools, teleworking, flex-time and other travel demand management (TDM) tools; implementation of access management plans on congested arterial roadways to reduce potential conflicts points and increase internal connectivity between adjacent uses; and encouraging mixed-use development at key activity nodes.

Strategies which build on this policy include:

- Strategy D – Utilize access management techniques to increase mobility, safety and interconnectivity.
- Strategy E – Continue development and application of Intelligent Transportation (ITS) and incident management technology.
- Strategy F – Promote state-of-the-art signal system technology.
- Strategy G – Promote travel demand management (TDM) strategies to reduce trips.

- Strategy H – Encourage increased mixed-use development/redevelopment.
- Strategy I – Facilitate public-private funding partnerships for improvements.
- Strategy J – Coordinate with state, regional, and local agencies responsible for environmental compliance and guidelines.

3. ENHANCE CAPACITY ALONG KEY CORRIDORS WHILE PRESERVING THE EXISTING CHARACTER OF THE TWO-LANE RESIDENTIAL ROADS IN JOHNS CREEK.

People travel along the streets of Johns Creek for a variety of trip purposes. Local trips satisfy residents' needs to travel between neighborhoods and commercial areas within Johns Creek. Trips with either an origin or destination within the city are made by those who, for work, shopping or recreation, travel into or out of Johns Creek. Longer distance trips through Johns Creek are made by residents of neighboring communities who must pass through the city to travel between their home and employment or to major transportation corridors such as I-285 and SR 400.

The goal of this policy is to ease congestion within Johns Creek while also maintaining the sense of community and quality of life for city residents. By accommodating longer trips to the extent feasible along several key regional travel corridors, the existing character of other two-lane residential collector roadways within Johns Creek can be preserved and retained for local travel needs. Increasing capacity by way of additional through lanes may be the necessary approach to addressing travel needs on regional corridors. In contrast, additional capacity can often be effected on residential collector roadways by increasing the efficiency of traffic operations, such as providing turn lanes at intersections. This approach maintains the roadway infrastructure of these residential collectors at a scale compatible with adjacent development while still improving the flow of traffic for local users. Similarly, establishing measures to manage speed on internal local streets preserves the integrity and safety of the neighborhoods without reducing connectivity through road closures. A key component of this policy includes maintaining the transportation system network and infrastructure (roads, bridges, signals and more) so that limited City resources are used wisely and efficiently, and that the safety of all residents remains a priority.

Specific strategies in support of this policy include:

- Strategy K – Enhance roadway capacity along high demand corridors.
- Strategy L – Improve two-lane roads for efficient operations and safety.
- Strategy M – Preserve current transportation investment through effective maintenance of transportation system.
- Strategy N – Manage speed as appropriate to functional classification and adjacent land uses.

4. CONNECT THE SIDEWALK AND MULTI-USE TRAIL NETWORK TO ALLOW SAFE PEDESTRIAN AND BICYCLE TRAVEL THROUGHOUT JOHNS CREEK.

Beyond their obvious recreational and health purposes, pedestrian and bicycle facilities are critical elements in any transportation network. By offering alternatives to automobile travel for shorter trips, sidewalks and bicycle routes effectively connect residential neighborhoods with nearby schools, parks, community facilities

and commercial areas, helping alleviate traffic congestion in their immediate vicinity. It is critical, however, that consideration be given to the safety of pedestrians and bicyclists within the overall transportation network by ensuring facilities are appropriate to the adjacent roadway's characteristics and likely users.

Given transportation funding realities and the extent of pedestrian and bicycle needs, it is important that care be given to determining the most appropriate and beneficial locations and types of facilities for pedestrian, bicycle and multi-use trail improvements within Johns Creek. Their judicious yet steady implementation will result—over time—in an integrated and expansive network of sidewalks, bicycle facilities, and multi-use trails connecting residents with key destinations throughout the city. An integral component of the multi-use trail network will be provision of appropriate parking facilities for users.

Specific strategies in support of this policy include:

- Strategy O – Provide sidewalk and multi-use trail improvements to facilitate pedestrian and bicycle access within ½-mile of all schools, libraries, parks and Chattahoochee River public use areas.
- Strategy P – Connect sidewalk network to provide continuous sidewalk along all arterial and collector roads.
- Strategy Q – Create multi-use trail network based on adopted Multi-Use Trail Plan to include connections to adjacent jurisdictions' facilities and the Chattahoochee River.
- Strategy R – Establish pedestrian and bicycle friendly policies and standards.

5. EXPLORE PUBLIC TRANSPORTATION OPTIONS FOR JOHNS CREEK COMMUTER TRAVEL TO THE ATLANTA CORE, HARTSFIELD-JACKSON AIRPORT, AND SURROUNDING COMMUNITIES.

Transit is a key component to providing travel alternatives to the automobile. Longer distance, commuter focused transit services can offer relief to congested roadways by reducing the need for regional traffic to pass through Johns Creek en route to other destinations. Transit service availability, frequency and travel time advantage are important factors in attracting riders as an alternative to automobile travel. Where transit services are subject to the same traffic delays as automobiles, incorporation of premium transit options that offer travel time savings could be critical to encouraging people to park their cars and utilize transit.

This policy supports the aim of encouraging and facilitating increased transit reliance, particularly for commuters. Given the land uses and densities within Johns Creek and community's vision for the future, the focus has been appropriately placed on longer distance travel to adjacent communities and the Atlanta core instead of local transit service within the city.

The following strategies address this policy:

- Strategy S – Support GRTA, MARTA and GDOT efforts related to express transit service and commuter rail.
- Strategy T – Support regional bus rapid transit (BRT) initiatives to connect Johns Creek to surrounding communities via State Bridge Road.
- Strategy U – Provide adequate, safe, and secure parking to support multi-modal and transit services.

6. WHENEVER POSSIBLE, INTERCONNECTIVITY SHOULD BE ENCOURAGED.

The interconnectivity of a community's transportation network plays a decisive role in efforts to mitigate traffic congestion. A well developed, interconnected roadway network provides multiple paths for travelers to use in accessing destinations, allowing dispersion of traffic over several roads. By providing local trips with alternatives to traveling on major roadways, congestion along arterials and at critical intersections can be reduced while also providing travel time savings for local trips by residents.

The typical suburban residential development style of the past several decades favored autonomous subdivisions composed predominantly of cul-de-sac streets, all branching off one or possibly two main internal roadways that provide access to the primary roadway network. This pattern results in a disjointed roadway network, further exacerbating congestion on major roadways by requiring all trips—even local, short distance ones—to occur on the limited number of major interconnecting facilities. Similar effects are also caused by a lack of interconnectivity for other modes, most especially bicycle and pedestrian. If residents are not able to reach their ultimate destination by bicycling or walking, they have no choice but to drive, putting additional short distance, local trips onto the roadways for lack of a viable alternative. As opportunities for development/redevelopment and targeted neighborhood improvements arise into the future, the City should consider options for enhancing the interconnectivity across the entire transportation system within Johns Creek.

Specific strategies in support of this policy include:

- Strategy V – Promote continuation and extension of the street system and bicycle/pedestrian network.
- Strategy W – Increase network connectivity to accommodate demand between adjacent neighborhoods and developments without accessing the major thoroughfare system.

Table T-1 summarizes which policies support which of the identified issues and opportunities. As the table demonstrates, each of the identified issues and opportunities is addressed by one or more of the established policies. Similarly, all of the policies are applicable to multiple issues and/or opportunities. Because recommended transportation projects and programs were developed with the specific intention of addressing identified issues and opportunities by way of established policies and strategies, the Transportation Master Plan is designed to improve Johns Creek's transportation conditions within the framework of citizen expectations and desires.

Table T-1: Comparison of Policies Against Issues and Opportunities

| Issues & Opportunities | Policies | | | | | |
|--|--|---|---|---|--|--|
| | Facilitate safe and efficient movement of traffic along key corridors to minimize congestion | Apply innovative approaches and technologies to improve mobility, safety, and environmental quality | Enhance capacity along key corridors while preserving the existing character of the two-lane residential roads in Johns Creek | Connect the sidewalk and multi-use trail network to allow safe pedestrian and bicycle travel throughout Johns Creek | Explore public transportation options for Johns Creek commuter travel to the Atlanta core, Hartsfield-Jackson Airport, and surrounding communities | Whenever possible, inter-connectivity should be encouraged |
| Issues | | | | | | |
| Through trips contribute significantly to peak hour congestion | X | X | X | | X | |
| Key intersection operations constrain corridor capacity | X | X | X | | | |
| Limited roadway connectivity requires travel through major intersections | X | X | X | | | X |
| Effective local transit connections could serve emerging activity areas and connect to regional transit in Johns Creek | | | | | X | |
| Transit mixed with vehicular traffic has limited travel time advantage over automobiles | | | | | X | |
| Neighborhoods are not well connected to schools, parks and community facilities with sidewalks and bicycle facilities | | | | X | | X |

| Issues & Opportunities | Policies | | | | | |
|--|--|---|---|---|--|--|
| | Facilitate safe and efficient movement of traffic along key corridors to minimize congestion | Apply innovative approaches and technologies to improve mobility, safety, and environmental quality | Enhance capacity along key corridors while preserving the existing character of the two-lane residential roads in Johns Creek | Connect the sidewalk and multi-use trail network to allow safe pedestrian and bicycle travel throughout Johns Creek | Explore public transportation options for Johns Creek commuter travel to the Atlanta core, Hartsfield-Jackson Airport, and surrounding communities | Whenever possible, inter-connectivity should be encouraged |
| Longer distance bicycle and trail routes are needed to access parks and provide recreational opportunities | | | | X | | X |
| Enhancing transportation safety for all travel modes is a priority | X | X | X | X | X | |
| Opportunities | | | | | | |
| Maximize corridor efficiency through improvement of congested intersections | X | X | X | | | |
| Add road connectivity to increase options beyond use of congested corridors | | | X | | | X |
| Consider use of undeveloped land and/or easements to add pedestrian and bicycle connectivity | | | | X | | X |
| Maximize use of technology to assist in traffic operations improvements | | X | | | X | |
| Plan and build multi-modal connections in potentially high pedestrian areas | | | | X | | X |

RECOMMENDED IMPROVEMENT PROJECTS

A safe and efficient transportation system is key to a vital community that supports established neighborhoods and provides an attractive location for businesses. Traffic congestion and spillover of through traffic to residential areas are characteristics of a strained transportation system and can negatively impact a community's quality of life. Just as the transportation related issues and opportunities identified by the community are addressed by transportation policies (as shown previously in Table T-1), the policies in turn are supported by specific transportation improvement strategies and projects. These strategies and projects address transportation needs through year 2030 within the context of, and in support of, the Johns Creek community vision.

Table T-2 lists the transportation project and program recommendations according to the specific strategy and policy of which they are most supportive. However, it should be noted that many of the projects and programs apply to more than one strategy and/or policy. The transportation recommendations include 119 roadway, intersection, pedestrian and bicycle, and transit improvement projects/programs, which are identified for short, mid or long term implementation. The highest priority recommendations are listed within the five-year Short Term Work Program (STWP), which is included in the Community Agenda.

ROADWAY IMPROVEMENTS

One key element for consideration with regard to transportation network improvements involves roadway functional classifications within Johns Creek. Illustrated in **Figure T-4**, recommendations for the future Johns Creek functional classification system are fully in support of the policy to enhance capacity along key corridors while preserving the existing character of the two-lane residential roads in Johns Creek. The several regional travel corridors through Johns Creek are identified as principal arterials, which potentially involves roadway cross sections greater than four through lanes. In comparison, minor arterials—important for longer distance trips within Johns Creek or for those with an origin or destination within Johns Creek—are identified as future four-lane roadways. In turn, collector roadways providing connectivity between the residential and commercial areas of the city for shorter distance trips are to be preserved as two-lane roadways with a more rural character. Local residential streets within neighborhoods will remain as such.

Figure T-5 identifies roadway corridor and intersection improvements recommended through year 2030. These projects support the established policies and strategies, and are fully complementary to them and to one another. The proposed projects provide for increased mobility and access within Johns Creek while also satisfying the vision for Johns Creek and maintaining its character. Recommendations include widenings along arterials (Medlock Bridge Road, McGinnis Ferry Road, Jones Bridge Road and Abbotts Bridge Road), corridor operational and/or geometric improvements along preserved two-lane collector roadways (Sargent Road, Boles Road, Rogers Bridge Road, and Barnwell Road), and intersection improvements large and small at numerous key intersections in Johns Creek. Although Old Alabama Road is technically a minor arterial, corridor operational and/or geometric improvements only are proposed along the portion between Jones Bridge Road and Buice Road. An additional recommendation seeks opportunities to foster increased local roadway connectivity through new and/or improved connecting roadways, if and when area development and/or redevelopment makes such improvements feasible.

**Table T-2
Recommended Johns Creek Transportation Master Plan Improvements**

| Proj. ID # ¹ | Policies, Strategies and Projects | Recommended Implementation (ST, MT, LT) ² |
|---|---|--|
| Policy 1: Facilitate safe and efficient movement of traffic along key corridors to minimize congestion | | |
| Strategy A: Improve connectivity to reduce congestion at critical intersections as development/redevelopment occurs | | |
| A1 | Develop increased connectivity (inter-parcel and backside access) in vicinity of Medlock Bridge Rd at State Bridge Rd intersection, Jones Bridge Rd at State Bridge Rd intersection, Jones Bridge Rd at Kimball Bridge Rd/ Abbotts Bridge Rd/Sargent Rd intersection, Old Alabama Rd/Haynes Bridge Rd/ Nesbit Ferry Rd intersection, and in undeveloped area between Bell Rd/Boles Rd and McGinnis Ferry Rd | Ongoing |
| A2 | Require new commercial development/redevelopment to provide inter-parcel and backside access to include pedestrian and bicycle connections, and encourage retrofit in existing developments | Ongoing |
| Strategy B: Provide necessary operation at key intersections to prevent bottlenecks from limiting overall capacity along roadways, including alternative intersection treatments where needed | | |
| B1 | Design and construct intersection improvement at Jones Bridge Rd at Waters Rd | ST |
| B2 | Design and construct intersection improvement at Jones Bridge Rd at Buice Rd | ST |
| B3 | Design and construct intersection improvement at Jones Bridge Rd at Morton Rd | ST |
| B4 | Design and construct intersection improvement at Boles Rd at Bell Rd | ST |
| B5 | Design and construct intersection improvement at Bell Rd at Rogers Bridge Rd (including undeveloped portion of Rogers Bridge Rd) | ST |
| B6 | Develop concept design considering innovative intersection configurations at Medlock Bridge Rd at State Bridge Rd intersection and explore new roadway connections to improvement operations and movements between Medlock Bridge Rd, State Bridge Rd and Old Alabama Rd | ST |
| B7 | Final design and construct innovative intersection improvement at Medlock Bridge Rd at State Bridge Rd intersection | MT / LT |
| B8 | ROW and construct intersection improvement at Medlock Bridge Rd at Abbotts Bridge Rd | ST |
| B9 | Develop concept design considering innovative intersection configurations at Medlock Bridge Rd at Abbotts Bridge Rd intersection | ST |
| B10 | Final design and construct innovative intersection improvement at Medlock Bridge Rd at Abbotts Bridge Rd intersection | MT / LT |
| B11 | Develop concept design considering innovative intersection configurations at State Bridge Rd at Kimball Bridge Rd intersection | ST |
| B12 | Final design and construct innovative intersection improvement at State Bridge Rd at Kimball Bridge Rd intersection | MT / LT |
| B13 | Implement intersection operational improvement at Old Alabama Rd at Jones Bridge Rd | ST |
| B14 | Implement intersection operational improvement at Old Alabama Rd at Haynes Bridge Rd | ST |
| B15 | Develop concept design considering innovative intersection configurations at State Bridge Rd at Jones Bridge Rd intersection | ST |
| B16 | Final design and construct innovative intersection improvement at State Bridge Rd at Jones Bridge Rd intersection | MT / LT |
| B17 | Develop concept design for considering innovative intersection configurations at Jones Bridge Rd at Abbotts Bridge Rd intersection | ST |

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2 - ST=short term (2009-2013), MT=mid term (2014-2020), LT=long term (2021-2030).

**Table T-2
Recommended Johns Creek Transportation Master Plan Improvements**

| Proj. ID #¹ | Policies, Strategies and Projects | Recommended Implementation (ST, MT, LT)² |
|---|--|--|
| B18 | Final design and construct innovative intersection improvement at Jones Bridge Rd at Abbotts Bridge Rd intersection | MT / LT |
| B19 | Study McGinnis Ferry Rd corridor to determine further operational improvements needed following completion of the current widening project, in coordination with Forsyth County | ST |
| B20 | Develop concept design considering innovative intersection configurations at Medlock Bridge Rd at Old Alabama Rd intersection | MT |
| B21 | Final design and construct innovative intersection improvement at Medlock Bridge Rd at Old Alabama Rd intersection | LT |
| B22 | Design and construct intersection improvement at Jones Bridge Rd at Taylor Rd | MT |
| B23 | Design and construct intersection improvement at Jones Bridge Rd at Sargent Rd/Douglas Rd | MT |
| B24 | Design and construct intersection improvement at Holcomb Bridge Rd at Barnwell Rd | MT |
| B25 | Design and construct intersection improvement at Old Alabama Rd at Nesbit Ferry Rd | MT |
| B26 | Design and construct intersection improvement at Medlock Bridge Rd at Medlock Crossing Pkwy | MT |
| B27 | Design and construct intersection improvement at Medlock Bridge Rd at Parsons Rd | MT |
| B28 | Design and construct intersection improvements at additional locations to be determined through later study | LT |
| Strategy C: Develop multi-modal circulation and loading area plans for all schools to reduce school related congestion | | |
| C1 | Develop Safe Routes to School plan including traffic circulation, pedestrian and bicycle travel modes | ST |
| C2 | Implement Safe Routes to School campaign in coordination with schools and community | ST / MT |
| Policy 2: Apply innovative approaches and technologies to improve mobility, safety and environmental quality | | |
| Strategy D: Utilize access management techniques to increase mobility, safety and interconnectivity | | |
| D1 | Establish access management standards, based on roadway functional classification and surrounding land uses, for future development and retrofit as appropriate (access management standards developed in Transportation Master Plan refined and applied to individual corridors through development of corridor management plans) | ST |
| D2 | Implement access management plans along key arterial corridors and collector roadways (includes staff coordination with developers, enforcement of development regulations, and identification of future projects for City/State participation) | Ongoing |
| Strategy E: Continue development and application of Intelligent Transportation System (ITS) and incident management technology | | |
| E1 | Construct Traffic Control Center (TCC) for monitoring of traffic conditions and signal systems | ST |
| E2 | Prepare traffic monitoring and incident response plan to facilitate mobility and incident management (along with other ITS technologies, as appropriate) | ST |
| E3 | Install camera monitoring and implement incident response procedures along major corridors to facilitate mobility and incident management (along with other ITS technologies, as appropriate) | MT |

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**Table T-2
Recommended Johns Creek Transportation Master Plan Improvements**

| Proj. ID #¹ | Policies, Strategies and Projects | Recommended Implementation (ST, MT, LT)² |
|--|---|--|
| E4 | Prepare comprehensive ATMS (Advanced Traffic Management Systems) Integration Plan | MT |
| Strategy F: Promote state-of-the-art signal system technology | | |
| F1 | Perform regular signal system maintenance and retiming (retiming and major signal maintenance for each signal every 5 years; 65 signals) | Ongoing |
| F2 | Implement traffic responsive/traffic adaptive signal timing along Medlock Bridge Rd, State Bridge Rd, Jones Bridge Rd, and Old Alabama Rd | MT |
| Strategy G: Promote travel demand management (TDM) strategies to reduce trips | | |
| G1 | Establish TDM program to facilitate/ promote carpool/vanpool opportunities, teleworking and mixed use development | ST |
| G2 | Require TDM plans from all developers submitting DRIs for development in Johns Creek | Ongoing |
| Strategy H: Encourage increased mixed-use development/redevelopment | | |
| H1 | Work with developers to promote Comprehensive Plan land use recommendations and encourage mixed use development in compatible character areas | Ongoing |
| Strategy I: Facilitate public-private funding partnerships for improvements | | |
| I1 | Coordinate with neighborhoods and developers to examine private funding opportunities for construction of improvements for mutual benefit | Ongoing |
| I2 | Coordinate with GDOT and surrounding jurisdictions to establish working group to investigate public-private partnerships for improvements along principal arterials | MT |
| Strategy J: Coordinate with state, regional, and local agencies responsible for environmental compliance and guidelines | | |
| J1 | Provide regular coordination with environmental compliance agencies and local environmental groups | Ongoing |
| J2 | Review development regulations related to noise and impervious surface compliance and update to minimize impact of parking and circulation on community | Ongoing |
| Policy 3: Enhance capacity along key corridors while preserving the existing character of the two-lane residential roads in Johns Creek | | |
| Strategy K: Enhance roadway capacity along high demand corridors | | |
| K1 | ROW for Old Alabama Rd widening from Holcomb Bridge Rd to Jones Bridge Rd | ST |
| K2 | Design and construct Old Alabama Rd improvements from Nesbit Ferry Rd to Jones Bridge Rd | ST |
| K3 | ROW and construct Old Alabama Rd widening from Buice Rd to Medlock Bridge Rd | ST |
| K4 | Construct McGinnis Ferry Rd widening at Chattahoochee River | ST |
| K5 | Design and ROW for McGinnis Ferry Rd widening from Union Hill Rd to Sargent Rd | ST |
| K6 | Construct McGinnis Ferry Rd widening from Union Hill Rd to Sargent Rd | MT / LT |
| K7 | Study Medlock Bridge Rd corridor to evaluate capacity options, in coordination with Forsyth and Gwinnett counties | ST |

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**Table T-2
Recommended Johns Creek Transportation Master Plan Improvements**

| Proj. ID #¹ | Policies, Strategies and Projects | Recommended Implementation (ST, MT, LT)² |
|--|--|--|
| K8 | Study Haynes Bridge Rd between Old Alabama Rd and City limit to evaluate potential for additional capacity within existing ROW | ST |
| K9 | Design and construct Haynes Bridge Rd capacity improvements from Old Alabama Rd to City limit | MT |
| K10 | Study Medlock Bridge Rd between Old Alabama Rd and State Bridge Rd to evaluate potential for additional capacity within existing ROW | ST |
| K11 | Design and construct Medlock Bridge Rd capacity improvements from Old Alabama Rd to State Bridge Rd | MT |
| K12 | Develop concept design for capacity and/or operational improvements along Abbotts Bridge Rd | ST |
| K13 | Final design and construct capacity and/or operational improvements along Abbotts Bridge Rd | MT / LT |
| K14 | Widen Kimball Bridge Rd/Abbotts Bridge Rd to 4 lanes from State Bridge Rd to Parsons Rd (west) | MT |
| K15 | Widen Abbotts Bridge Rd to 4 lanes from Parsons Rd (east) to Peachtree Industrial Blvd | MT |
| K16 | Explore opportunities for multi-modal river crossing, in coordination with Gwinnett County and City of Duluth | ST |
| K17 | Prepare design and widen Jones Bridge Rd to 4 lanes from Old Alabama Rd to Douglas Rd | LT |
| K18 | Prepare design and widen Haynes Bridge Rd to 4 lanes from Old Alabama Rd to City limit in coordination with City of Alpharetta | LT |
| K19 | Support regional efforts for future widening of McGinnis Ferry Rd to 6 lanes along entire northern City boundary | LT |
| Strategy L: Improve two-lane roads for efficient operations and safety | | |
| L1 | Study corridors to identify where turn lanes are beneficial along Barnwell Rd, Bell Rd/Boles Rd, Sargent Rd, and Parsons Rd | ST |
| L2 | Design and ROW along Barnwell Rd corridor to provide turn lanes and improve sight distance | ST |
| L3 | Design and ROW along Bell Rd/Boles Rd corridor to provide turn lanes and improve sight distance | ST |
| L4 | Design and ROW along Sargent Rd corridor to provide turn lanes and improve sight distance | ST |
| L5 | ROW for Old Alabama Rd improvements from Jones Bridge Rd to Buice Rd | ST |
| L6 | Construct Old Alabama Rd improvements from Jones Bridge Rd to Buice Rd | MT |
| L7 | Prepare design and improve Rogers Bridge Rd from McGinnis Ferry Rd to Bell Rd | MT |
| Strategy M: Preserve current transportation investment through effective maintenance of transportation system | | |
| M1 | Maintain travel demand model | Ongoing |
| M2 | Perform traffic volume counts on an annual basis | Ongoing |
| M3 | Perform repaving/reconstruction to bring all roadways up to PCI index of above 70 | ST |
| M4 | Create Major Thoroughfare Plan to indicate existing and future ROW recommendations | ST |

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**Table T-2
Recommended Johns Creek Transportation Master Plan Improvements**

| Proj. ID #¹ | Policies, Strategies and Projects | Recommended Implementation (ST, MT, LT)² |
|--|---|--|
| M5 | Identify intersection operations and minor geometric improvement needs not included in work program | ST |
| M6 | Implement intersection operations and minor geometric improvements | ST |
| M7 | Identify bridge conditions and establish maintenance program | ST |
| M8 | Implement bridge maintenance program (assumes replacement of 10 bridges 40 or more years old in first 10 years and major maintenance of 20 bridges over 20 years) | Ongoing |
| M9 | Create median beautification program for Medlock Bridge Rd, State Bridge Rd, and McGinnis Ferry Rd | ST |
| M10 | Implement median beautification program for Medlock Bridge Rd, State Bridge Rd, and McGinnis Ferry Rd (18 miles) | ST |
| M11 | Create storm drain maintenance program | ST |
| M12 | Implement storm drain maintenance program | ST |
| M13 | Maintain sidewalks (assumes major maintenance of all sidewalk every 20 years) | Ongoing |
| Strategy N: Manage speed as appropriate to functional classification and adjacent land uses | | |
| N1 | Establish neighborhood traffic management program and procedures for neighborhoods to request speed control studies and mitigation measures | Ongoing |
| N2 | Establish speed by functional classification with maximum speed limit of 45 mph within city | Ongoing |
| N3 | Require new development to build using design practices to limit speed | Ongoing |
| Policy 4: Connect the sidewalk and multi-use trail network to allow safe pedestrian and bicycle travel throughout Johns Creek | | |
| Strategy O: Provide sidewalk and multi-use trail improvements to facilitate pedestrian and bicycle access within 1/2-mile of all schools, libraries, parks and Chattahoochee River public use areas | | |
| O1 | Complete sidewalk network along all collector and arterial roads within 1/2 mile of schools, libraries and parks, as well as along local streets providing direct access to schools, libraries and parks (emphasis should first be placed on one side of 2-lane roads and both sides of 4-lane roads) | ST |
| O2 | Construct Johns Creek Greenway-Segment 1 | ST |
| O3 | Design and construct Johns Creek Greenway-Segment 2 | ST |
| Strategy P: Connect sidewalk network to provide continuous sidewalk along all arterial and collector roads | | |
| P1 | Develop and maintain prioritization scheme for completing sidewalk network/gaps that considers roadway functional classification, adjacent community facilities, need along only one side or both sides of roadway, degree of existing safety deficiencies, evidence of existing demand, and citizen requests | Ongoing |
| P2 | Complete sidewalks along both sides of McGinnis Ferry Rd from Sargent Rd to Chattahoochee River in conjunction with ongoing roadway widening project | Ongoing |
| P3 | Provide pedestrian and bicycle only connections between adjacent neighborhoods | MT |

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**Table T-2
Recommended Johns Creek Transportation Master Plan Improvements**

| Proj. ID # ¹ | Policies, Strategies and Projects | Recommended Implementation (ST, MT, LT) ² |
|---|--|--|
| P4 | Complete sidewalk network in conjunction with roadway improvements: Jones Bridge Rd, Old Alabama Rd, Medlock Bridge Rd, Parsons Rd, Barnwell Rd, Rogers Bridge Rd, McGinnis Ferry Rd, other roadways as necessary | MT |
| P5 | Complete sidewalk network along roads outside the 1/2-mile vicinity of schools, libraries and parks, and along corridors not planned for roadway improvements | LT |
| Strategy Q: Create multi-use trail network based on adopted Multi-Use Trail Plan to include connections to adjacent jurisdictions' facilities and the Chattahoochee River | | |
| Q1 | Examine roadway access and parking to community parks and trails as developed | Ongoing |
| Q2 | Develop multi-use trail map and program including landscaping and parking/trailheads | ST |
| Q3 | Implement multi-use trail map and program by installing multi-use trails and parking/trailheads based on results | ST / MT |
| Q4 | Create database of remnant pieces from GDOT and Fulton County for potential green space | ST |
| Q5 | Encourage neighborhood connections to greenway along upper Johns Creek and other locations as developed | MT |
| Q6 | Construct grade separated pedestrian crossings between quadrants in activity areas and for key crossings of major roads: State Bridge Rd/Medlock Bridge Rd (elementary school, new high school, large commercial developments); Newtown area (Newtown Park, Mt. Pisgah Christian, Holy Redeemer) | LT |
| Strategy R: Establish pedestrian and bicycle friendly policies and standards | | |
| R1 | Develop neighborhood infrastructure program for signalization, resurfacing, sidewalk, drainage, and pedestrian/bicycle connection to facilities | ST |
| R2 | Implement neighborhood infrastructure program annually for signalization, resurfacing, sidewalk, drainage, and pedestrian/bicycle connection to facilities | ST / MT / LT |
| R3 | Establish pedestrian and bicycle friendly policies, including: require private commercial developments to provide bicycle racks/parking; require public walkways or trails through large private development or redevelopment areas; consider use of pervious surfaces for off-road trail construction; require sidewalks on at least one side of the road in all future developments (including local streets); encourage coordination with bicycle/pedestrian advocacy groups regarding facilities and funding | Ongoing |
| R4 | Coordinate with property owners in activity centers to allow people to park once in these areas: Medlock Bridge/State Bridge area; Autrey Mill/Spruill Library/Autrey Mill MS area; Newtown Park and Old Alabama/Haynes Bridge/Nesbit Ferry area; Webb Bridge Park/Lake Windward ES/Fulton-Ocee Library area; State Bridge/Kimball Bridge and Ocee Park/Ocee ES area | Ongoing |
| Policy 5: Explore public transportation options for Johns Creek commuter travel to the Atlanta core, Hartsfield Jackson Airport, and surrounding communities | | |
| Strategy S: Support GRTA, MARTA and GDOT efforts related to express transit service and commuter rail | | |
| S1 | Study Medlock Bridge Rd corridor to identify location of potential park and ride lots for secure overnight parking | ST |
| S2 | Work with GRTA and MARTA to match service (to/from Johns Creek) and additional stops (within Johns Creek) and destinations (Buckhead, Midtown, etc.) as demand warrants; consider commute needs of both residents and workers (reverse commuters); investigate opportunities for express bus connections to MARTA rail facilities | Ongoing |

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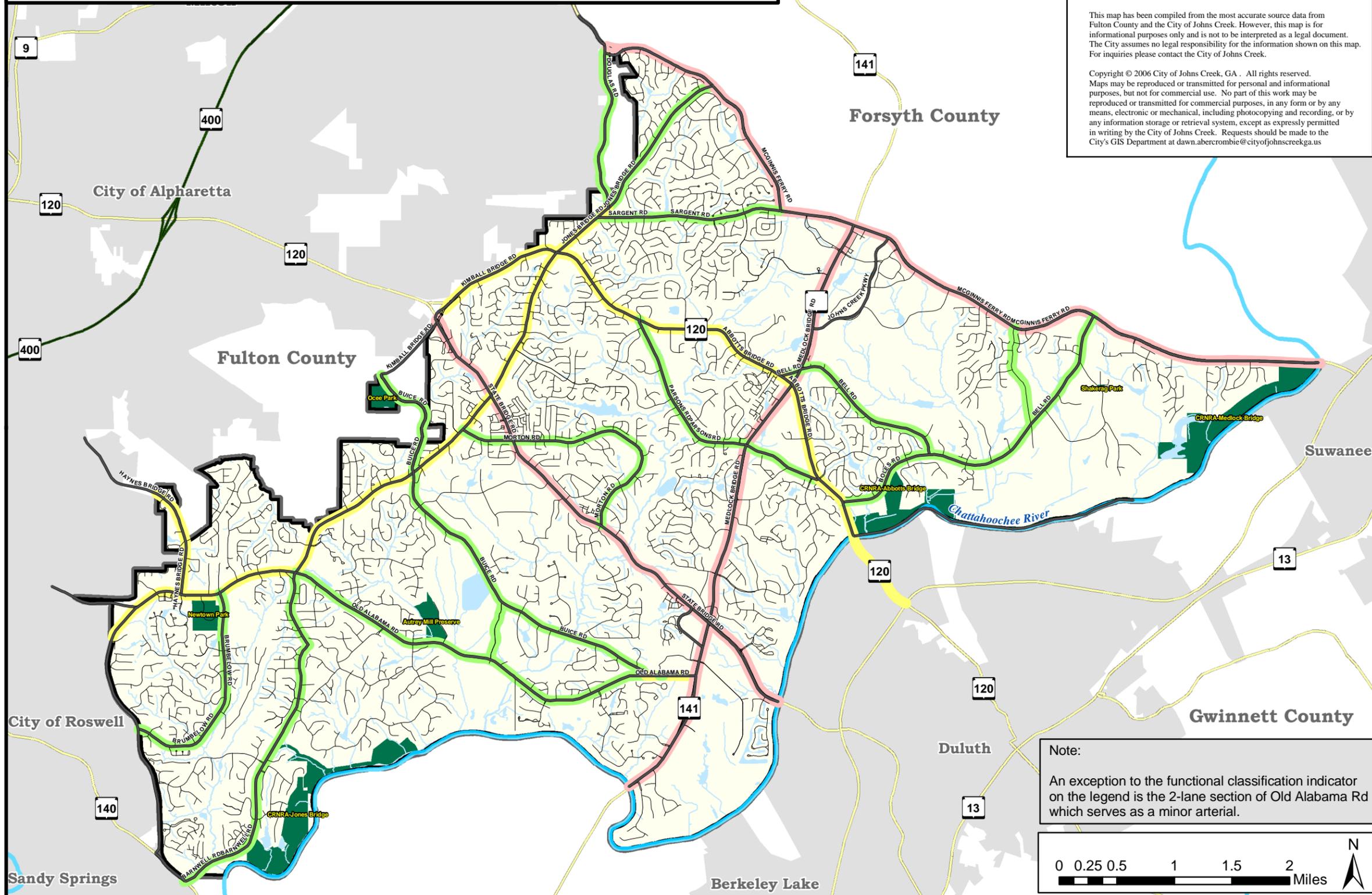
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**Table T-2
Recommended Johns Creek Transportation Master Plan Improvements**

| Proj. ID # ¹ | Policies, Strategies and Projects | Recommended Implementation (ST, MT, LT) ² |
|---|--|--|
| Strategy T: Support regional bus rapid transit (BRT) initiatives to connect Johns Creek to surrounding communities via State Bridge Road | | |
| T1 | Work with GRTA, MARTA and adjacent jurisdictions toward establishing interim express bus service to Alpharetta and Duluth | Ongoing |
| T2 | Support regional efforts for transit enhanced corridor (BRT) along State Bridge Rd from Alpharetta to Duluth | LT |
| Strategy U: Provide adequate, safe and secure parking to support multi-modal and transit services | | |
| U1 | Coordinate for police monitoring of GRTA park and ride lots during bus activity times and throughout day | Ongoing |
| U2 | Identify park and ride lot for secured night parking and coordinate with GRTA to provide enhanced lighting and police or security patrols for secure overnight parking | Ongoing |
| Policy 6: Whenever possible, interconnectivity should be encouraged | | |
| Strategy V: Promote continuation and extension of street system and bicycle/pedestrian network | | |
| V1 | Include the provision to continue streets to edge of property line for future connection to adjacent property ("stubbed" streets) and minimize dead-end streets, cul-de-sacs and gating | Ongoing |
| V2 | Provide connections from cul-de-sacs to abutting roadways for pedestrians and bicycles | Ongoing |
| V3 | Require design of cul-de-sac or right-of-way to terminate at adjacent property line to enable future removal and extension of roadway into adjacent property | Ongoing |
| Strategy W: Increase network connectivity to accommodate demand between adjacent neighborhoods and developments without accessing the major thoroughfare system | | |
| W1 | To preserve connectivity yet discourage residential through traffic, consider use of modified grids, circuitous through streets and curvilinear street designs | Ongoing |
| W2 | Interconnect neighborhoods with dedicated pedestrian and bicycle easements for direct connections to neighborhood stores, schools, community facilities, transit and other neighborhoods | Ongoing |
| W3 | Encourage subdivision design that provides bicycle and pedestrian connections to adjacent neighborhoods, schools, commercial developments and community facilities without requiring access to major thoroughfares | Ongoing |

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2030 Recommended Functional Classification



Revision Date:
October 18, 2007

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Note:
An exception to the functional classification indicator on the legend is the 2-lane section of Old Alabama Rd which serves as a minor arterial.



Regional Inset

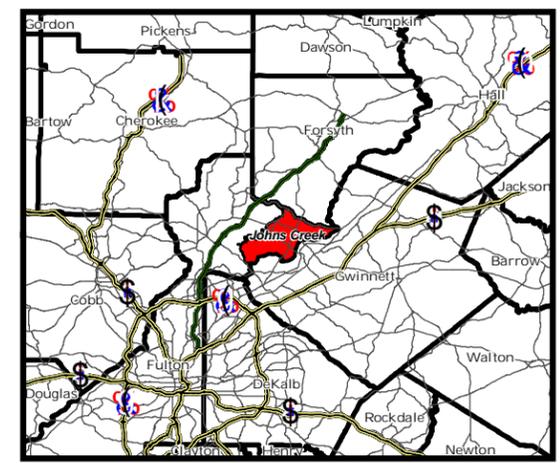


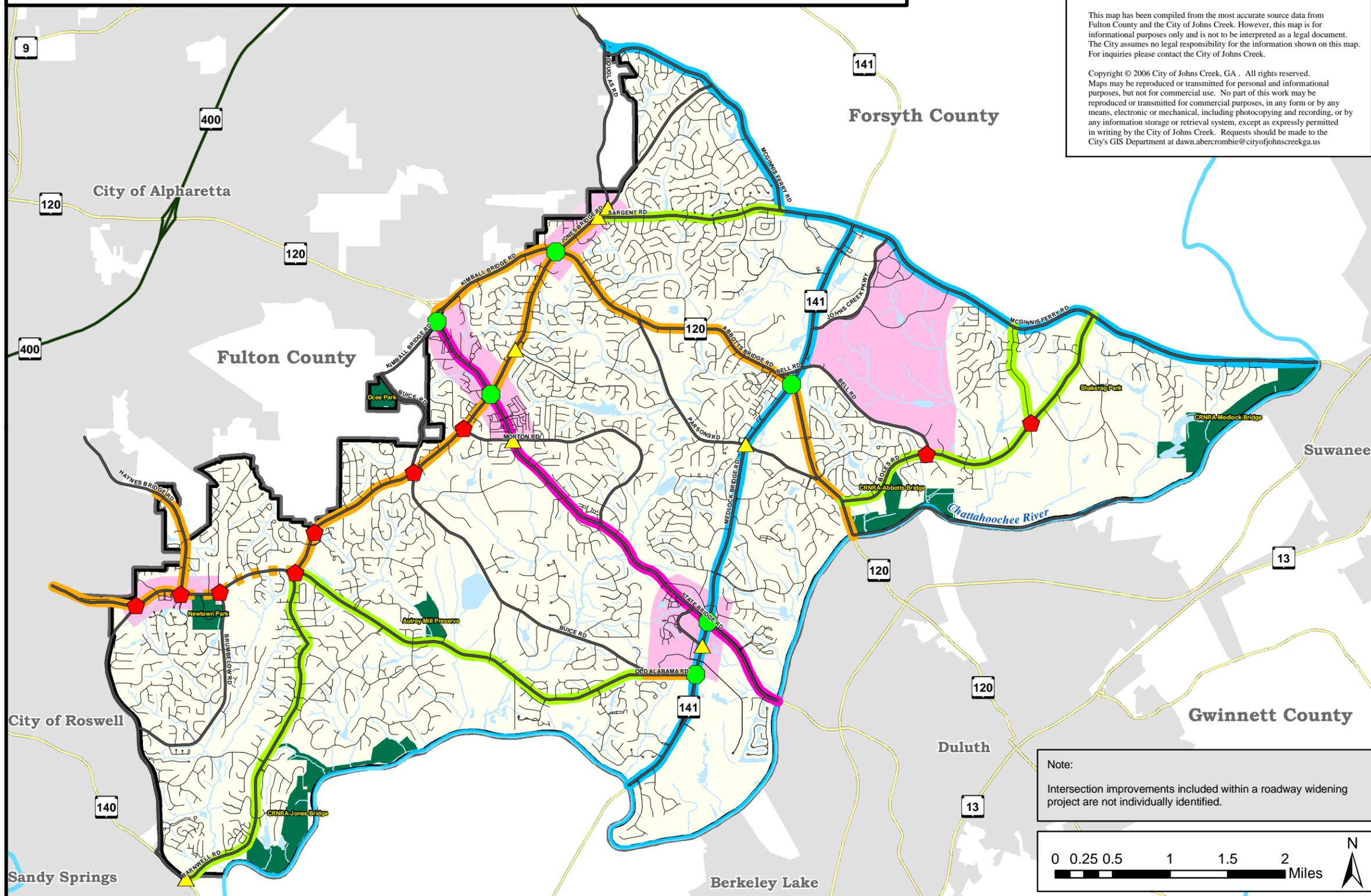
Figure T-4

Legend

- 2030 Recommended Functional Classification and Roadway Network**
- Principal Arterial - 4 or More Through Lanes
 - Minor Arterial - 4 Through Lanes With Turn Lanes
 - Collector - Preserve 2 Through Lanes With Turn Lanes
- Johns Creek Road Network**
- Major Road
 - Local Road
- Other Layers**
- Other State Highway / U.S. Highway
 - Chattahoochee River
 - Parks
 - Lakes / Ponds / Streams
 - Johns Creek City Limits
 - Other City Limits
 - County Boundary

Source: City of Johns Creek, Fulton Co., Jacobs
This map is intended for planning purposes only.

Roadway Corridor and Intersection Recommendations



Revision Date:
October 18, 2007

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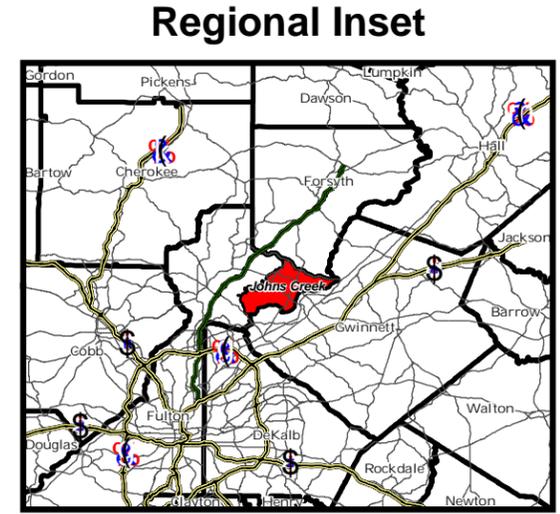
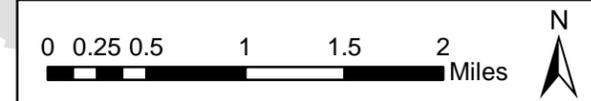


Figure T-5

Legend

- 2030 Intersection Improvement Projects***
 - Non-Traditional Intersection Improvement (Including Consideration of Grade Separation)
 - ◆ Intersection Improvement (Short Term Work Program)
 - ▲ Intersection Improvement (Mid and Long Term)
- 2030 Recommended Roadway Improvements**
 - Support Regional Efforts for Future Widening - 6 Lanes
 - Transit Enhanced Corridor to Support Regional Bus Rapid Transit (BRT)
 - Widening to 4 Through Lanes
 - Improve 4 Lane Road
 - Corridor Operational Improvements - Maintain 2 Through Lanes
 - Foster Increased Local Roadway Connectivity
- Johns Creek Road Network**
 - Major Road
 - Local Road
- Other Layers**
 - Other State Highway / U.S. Highway
 - Chattahoochee River
 - Parks
 - Johns Creek City Limits
 - Other City Limits

Note:
Intersection improvements included within a roadway widening project are not individually identified.



Larger scale, non-traditional intersection improvements are proposed for six key locations in Johns Creek: Medlock Bridge Road at Old Alabama Road, State Bridge Road and Abbots Bridge Road; Jones Bridge Road at State Bridge Road and Abbots Bridge Road; and State Bridge Road at Kimball Bridge Road. These intersections currently experience high levels of congestion, particularly during the morning and afternoon peak periods, due to the significant traffic volumes they service. At the intersections formed when two major arterials cross, poor traffic operations result in long intersection delays, which then extend along the roadway corridors and spread traffic congestion. In view of the large volumes of traffic traveling through these intersections now and into the future, consideration should be given to various non-traditional intersection improvements geared towards improving efficiency for serving heavy conflicting traffic flows. Although specific studies would be required to determine the most appropriate concept for a particular intersection given factors such as traffic volumes and adjacent land uses, alternatives which might be considered could include various forms of grade separated intersection design.

Some corridors within Johns Creek currently have sections with nearly continuous acceleration and deceleration lanes. Addition of capacity along these corridors may be facilitated by linking these sections to provide a continuous travel lane, reducing some costs for roadway widening. However, when such improvements occur along the ARC-defined “regionally significant” roadway network of arterials and major collectors carrying longer distance trips, they must first be part of the RTP and analyzed along with other capacity improvements for air quality conformity.

PEDESTRIAN, BICYCLE AND MULTI-USE TRAIL IMPROVEMENTS

The residents of Johns Creek have expressed overwhelming interest in the inclusion of pedestrian and bicycle facilities in the overall transportation network. Today, sidewalks can be found in numerous locations scattered throughout the city. However, as they are mainly localized and do not connect together to form a continuous city-wide network, increased pedestrian use is not facilitated. Bicycle lanes currently exist along Medlock Bridge Road and the portion of Jones Bridge Road between Weathervane Drive and Douglas Road. In addition, multi-use trail suitable for pedestrians, bicyclists, skaters and other non-motorized modes is in place along State Bridge Road and portions of Rogers Bridge Road and Bell Road.

From a transportation perspective, future efforts should encourage network connectivity between roadways and pedestrian/bicycle facilities. To encourage walking or cycling as opposed to driving for shorter trips, pedestrian and bicycle facilities need to be in good condition, accessible, aesthetically pleasing and safe. In addition, continued development and expansion of the pedestrian and bicycle system to provide better connectivity to activity nodes will encourage use of these facilities for functional trips. It is important that the emerging greenway system also be connected to the roadway and pedestrian/bicycle network, with provision of both access and adjacent parking facilities also considered. Although the implementation process can take many years, the ultimate goal is to achieve a complete and interconnected pedestrian and bicycle network throughout Johns Creek.

Figure T-6 illustrates the recommended future pedestrian, bicycle and multi-use trail network, along with related recommendations from the Green Plan portion of the Community Agenda. For pedestrian facilities, priority would be placed first on filling short gaps in existing sidewalk along key corridors, as well as providing sidewalk along collector and arterial roadways within a half-mile of schools, parks and libraries. In the longer term, sidewalks would exist along all roadways classified as collectors or arterials, with emphasis first placed on one side of two-lane roads and both sides of four-lane roads. Similarly, pedestrian/bicycle only connections enabling direct access between residential neighborhoods and nearby schools are recommended, with longer term connections to other neighborhoods, community facilities and activity/commercial nodes.

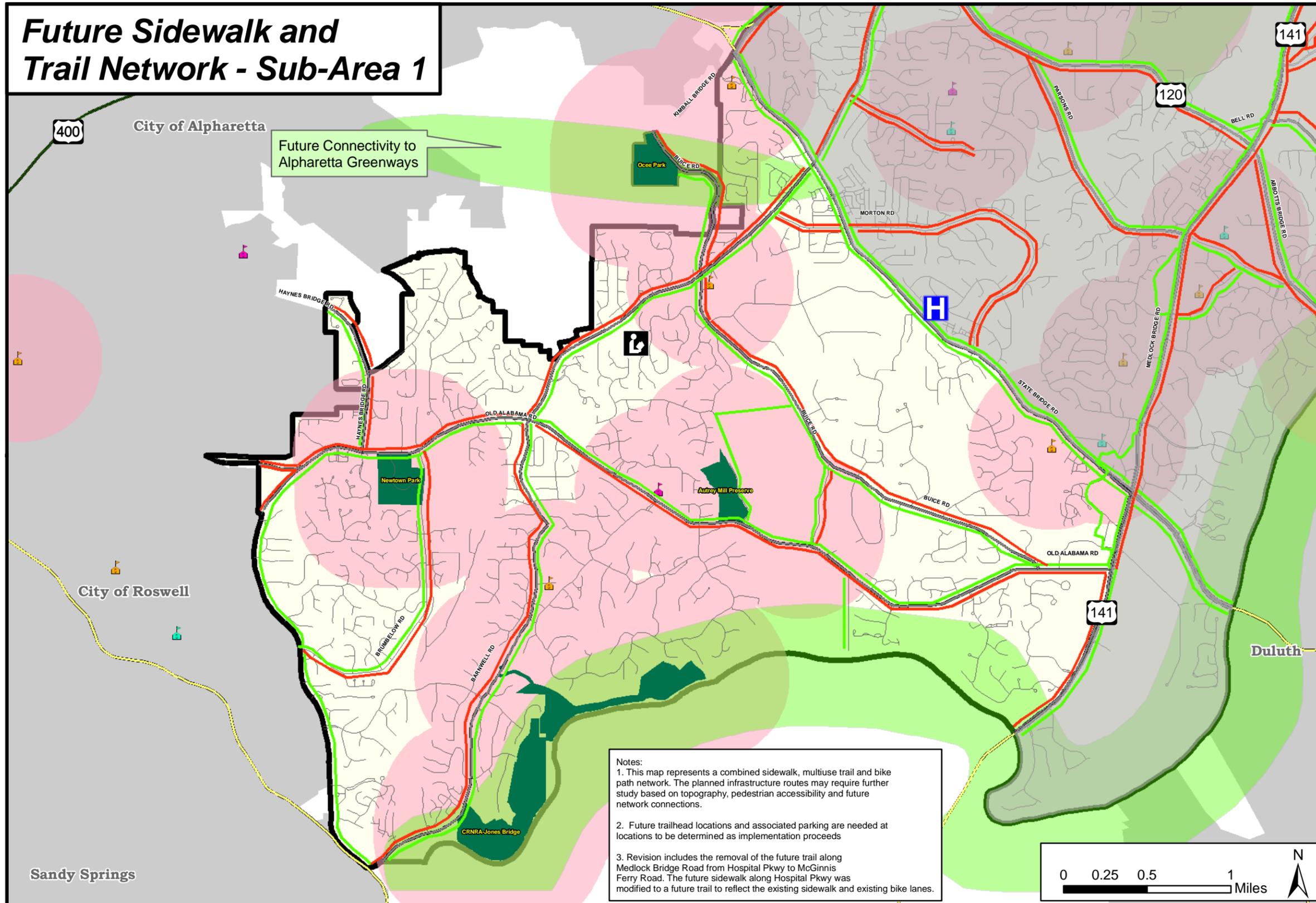
The community facilities used to define priority areas for sidewalk and/or trails include schools, libraries and parks. These facilities were selected because they typically generate pedestrian/bicycle traffic to and from residential areas, potentially reducing traffic on nearby roads. In addition, activity nodes that may provide significant pedestrian/bicycle traffic between other uses were also identified. While other community facilities such as places of worship, smaller commercial areas and government offices also draw pedestrian and bicycle traffic, they tend to do so to a lesser degree and were therefore prioritized lower. Nevertheless, the Transportation Master Plan ultimately recommends an extensive, interconnected network facilitating pedestrian and bicycle travel to destinations throughout the city.

Given the level of financial investment required, prioritization of pedestrian and bicycle improvements and a phased implementation approach are essential. Sidewalks to be completed as part of either a short term or longer term roadway project should be identified as such in the implementation program. Additionally, in locations where sidewalk coverage is limited yet both pedestrian and bicycle facilities are desired, a multi-use trail facility should be considered preferable due to its applicability to pedestrians, bicyclists and skaters alike. Furthermore, some neighborhoods may desire to financially support the retrofit of sidewalks into existing subdivisions through public-private partnerships with the City.

The increase in fuel prices has sparked interest throughout the US in alternatively fueled vehicles. One such vehicle, the golf cart, is locally prevalent and typically electrically powered. Although they can be operated in a fuel efficient manner, golf carts have different operating characteristics than either automobiles or pedestrians/bicycles. Prior to allowing golf cart usage, the following comments should be considered:

- Although they have similar operating characteristics to cars, golf carts are not crash tested or outfitted with safety features. Operation on roads with automobiles could potentially result in crashes with far more severe injuries than would be experienced if both vehicles were automobiles.
- Golf carts require more width than bicycles and travel faster than pedestrians, making their operation on multi-use paths more likely to result in conflicts between golf carts and other travel modes.
- Peachtree City is an example of a community with a successful golf cart program. It should be noted that, from inception, the multi-use paths in Peachtree City were specifically built to accommodate golf carts. Additionally, many of the internal trails have minimal intersecting driveways.
- One reason for providing multi-use trails is to promote walking and bicycling for exercise and health benefits. Inclusion of golf carts will reduce the number of active users along multi-use trails.

Future Sidewalk and Trail Network - Sub-Area 1



Regional Inset

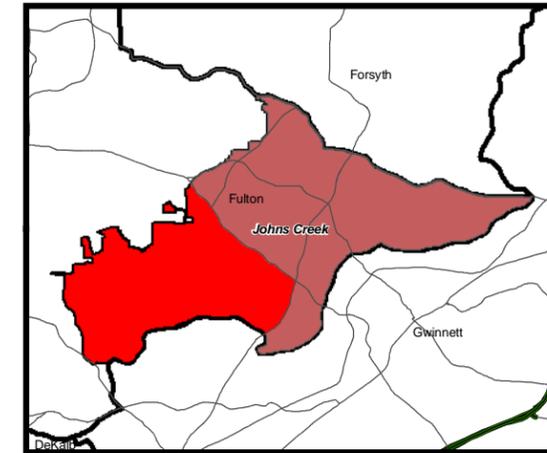


Figure 6A

Legend

- Pedestrian Trip Generators**
- Elementary School
 - Middle School
 - High School
 - 1/2 Mile Buffer (Radius) Of Pedestrian Trip Generators
 - Green Plan Recommendations
- Sidewalk / Multiuse Trail**
- Future Sidewalk
 - Future Multiuse Trail
- Road Layers**
- Arterial/Collector
 - Local Road
- Other Layers**
- Other State Highway / U.S. Highway
 - Parks
 - Johns Creek City Limits
 - County Boundary
 - Public Library
 - Hospital

Notes:

1. This map represents a combined sidewalk, multiuse trail and bike path network. The planned infrastructure routes may require further study based on topography, pedestrian accessibility and future network connections.
2. Future trailhead locations and associated parking are needed at locations to be determined as implementation proceeds
3. Revision includes the removal of the future trail along Medlock Bridge Road from Hospital Pkwy to McGinnis Ferry Road. The future sidewalk along Hospital Pkwy was modified to a future trail to reflect the existing sidewalk and existing bike lanes.

Source: ARC, Fulton County, and Jacobs

This map is intended for planning purposes only.

Future Sidewalk and Trail Network - Sub-Area 2

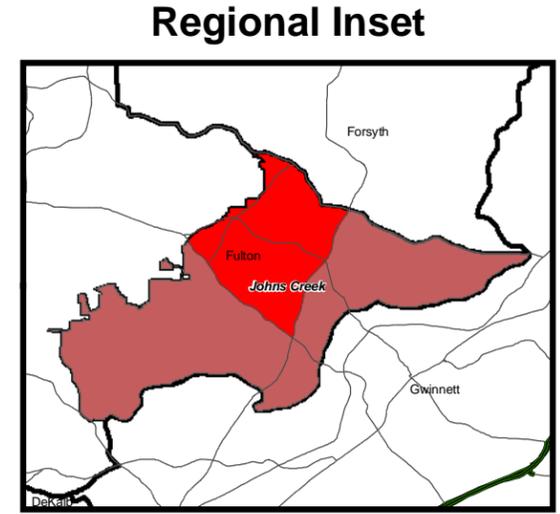
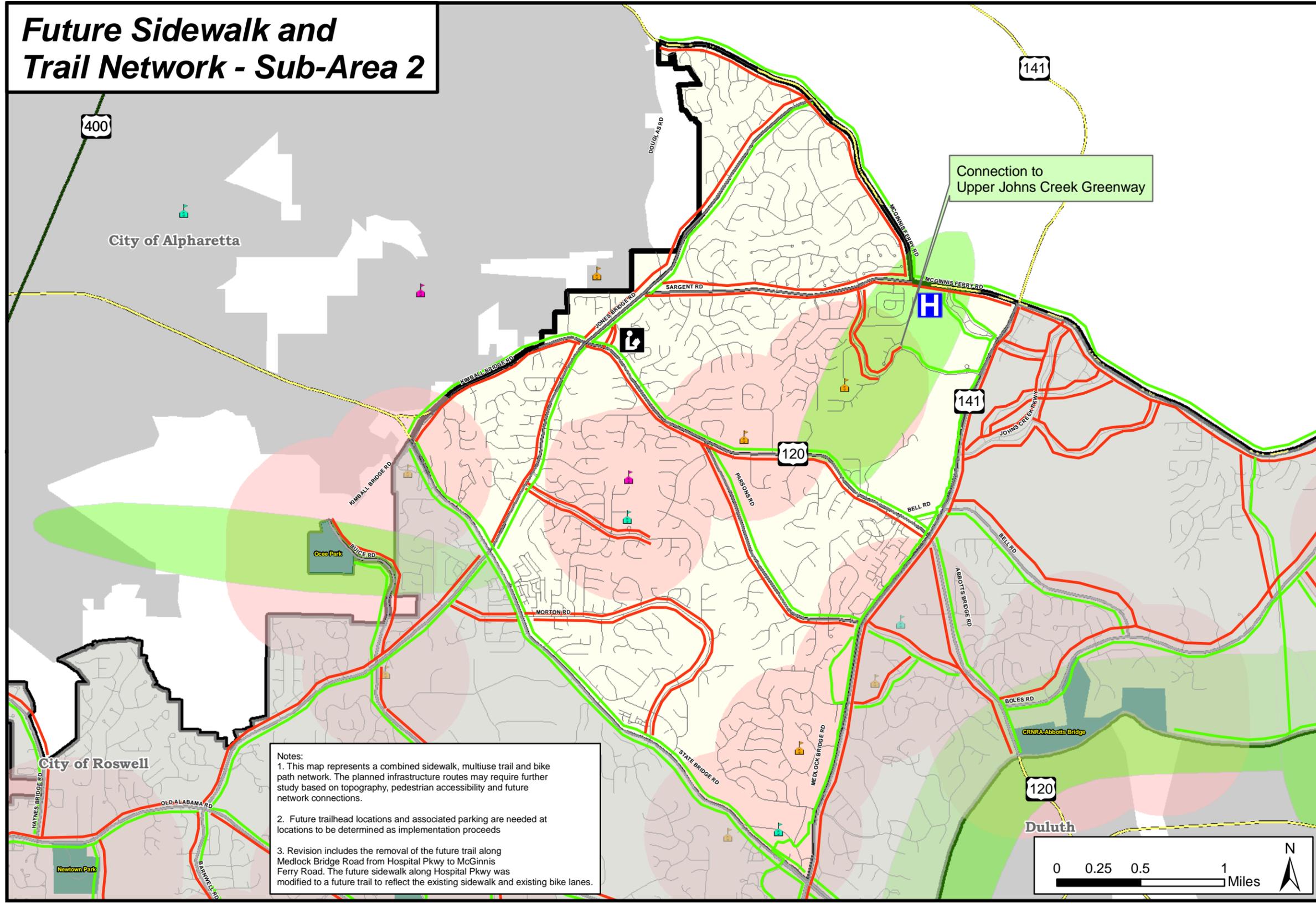


Figure 6B

Legend

Pedestrian Trip Generators

- Elementary School
- Middle School
- High School
- 1/2 Mile Buffer (Radius) Of Pedestrian Trip Generators
- Green Plan Recommendations

Sidewalk / Multiuse Trail

- Future Sidewalk
- Future Multiuse Trail

Road Layers

- Arterial/Collector
- Local Road

Other Layers

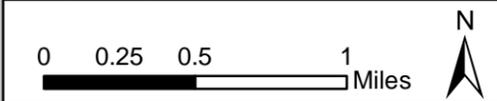
- Other State Highway / U.S. Highway
- Parks
- Johns Creek City Limits
- County Boundary
- Public Library
- Hospital

Source: ARC, Fulton County, and Jacobs

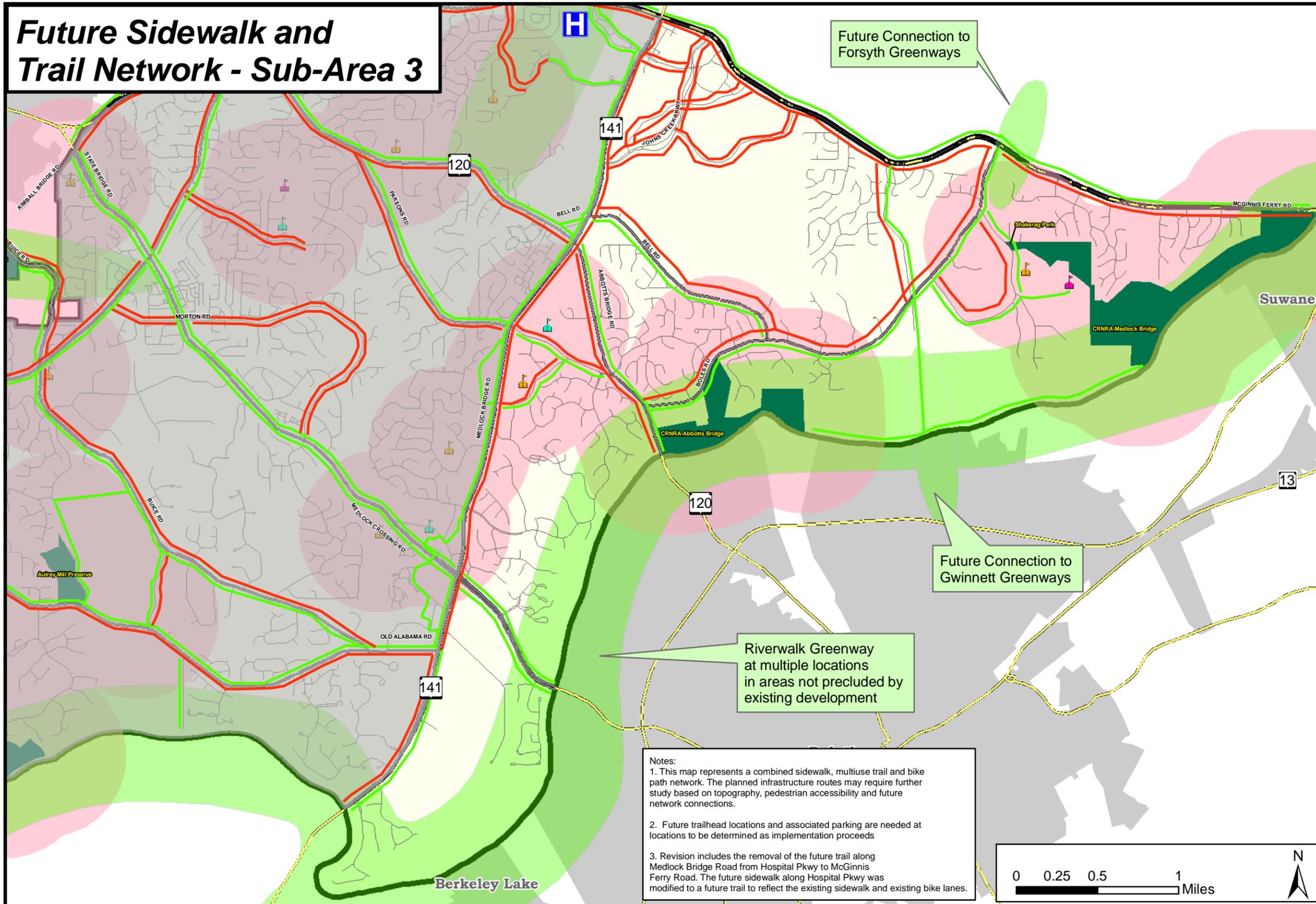
This map is intended for planning purposes only.

Notes:

1. This map represents a combined sidewalk, multiuse trail and bike path network. The planned infrastructure routes may require further study based on topography, pedestrian accessibility and future network connections.
2. Future trailhead locations and associated parking are needed at locations to be determined as implementation proceeds
3. Revision includes the removal of the future trail along Medlock Bridge Road from Hospital Pkwy to McGinnis Ferry Road. The future sidewalk along Hospital Pkwy was modified to a future trail to reflect the existing sidewalk and existing bike lanes.



Future Sidewalk and Trail Network - Sub-Area 3

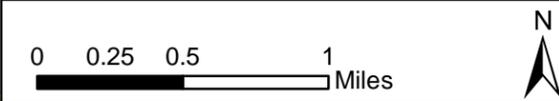


Future Connection to Forsyth Greenways

Future Connection to Gwinnett Greenways

Riverwalk Greenway at multiple locations in areas not precluded by existing development

Notes:
 1. This map represents a combined sidewalk, multiuse trail and bike path network. The planned infrastructure routes may require further study based on topography, pedestrian accessibility and future network connections.
 2. Future trailhead locations and associated parking are needed at locations to be determined as implementation proceeds
 3. Revision includes the removal of the future trail along Medlock Bridge Road from Hospital Pkwy to McGinnis Ferry Road. The future sidewalk along Hospital Pkwy was modified to a future trail to reflect the existing sidewalk and existing bike lanes.



Regional Inset

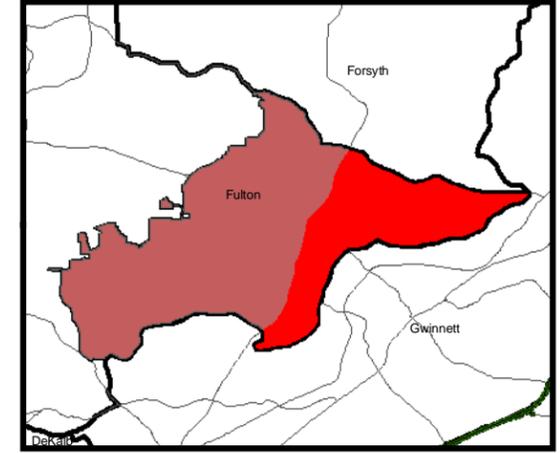


Figure 6C

Legend

Pedestrian Trip Generators

- Elementary School
- Middle School
- High School
- 1/2 Mile Buffer (Radius) Of Pedestrian Trip Generators
- Green Plan Recommendations

Sidewalk / Multiuse Trail

- Future Sidewalk
- Future Multiuse Trail

Road Layers

- Arterial/Collector
- Local Road

Other Layers

- Other State Highway / U.S. Highway
- Parks
- Johns Creek City Limits
- Other City Limits
- County Boundary
- Hospital

Source: ARC, Fulton County, and Jacobs

This map is intended for planning purposes only.

TRANSIT IMPROVEMENTS

Throughout the Transportation Master Plan development process, a wide array of comments were received related to transit and the potential for its expansion within Johns Creek. Currently, the Transportation Master Plan provides recommendations to support regional efforts related to express transit services (including bus rapid transit) and commuter rail initiatives. In addition to supporting regional efforts for an enhanced transit corridor along State Bridge Road, Johns Creek will work with GRTA and MARTA to match services to/from Johns Creek with additional stops within Johns Creek and/or additional destinations such as Buckhead and Midtown as demand warrants. The provision of additional park and ride facilities offering secure overnight parking to support express bus services along the Medlock Bridge Road corridor is also included.

Several other transit services that offer a particularly local focus were mentioned during public workshops and open houses, and include activity center shuttles, “borrow cars” and personal rapid transit. Activity center shuttles, like traditional local transit services, require a high population and/or employment density, as well as funding sources capable of supporting the significant capital and operating costs associated with the service. Similarly high population and employment densities are also typical of successful “borrow car” programs. Current socioeconomic projections through year 2030 do not indicate the likelihood of Johns Creek attaining density levels to make such services feasible. There may, however, be pockets of higher density, likely resulting from increased mixed-use redevelopment in the Medlock Bridge Road at State Bridge Road, State Bridge Road at Jones Bridge Road, and Johns Creek Technology Park activity areas. The concentrations of population and destinations at these locations may make study such services feasible in the future, by the City and/or another entity such as a future Community Improvement District (CID) or Transportation Management Association (TMA). Although the extremely high price tag of constructing a personal rapid transit system in an already developed area similar to Johns Creek or the Atlanta Region makes its implementation unlikely over the coming few decades, opportunities to participate in a pilot study or program should continue to be investigated should sufficient interest exist.

PROGRAM RECOMMENDATIONS

In addition to specific one-time project recommendations, improvements to the transportation system can be successfully effected over time through the establishment and implementation of ongoing programs. While some programs are continual, hands-on efforts undertaken by City engineering staff and technicians, others require initial staff efforts to establish standards, procedures and guidelines which are then implemented appropriately as associated needs and issues arise. Transportation programs recommended for continual implementation by the City include:

- *Signal installation and timing*
- *Intersection improvement*
- *Intelligent Transportation Systems (ITS)*
- *Access management*
- *Bridge maintenance*

- Safe Routes to School (SRTS)
- Travel Demand Management (TDM)
- Road resurfacing
- Neighborhood traffic management

Signal Installation and Timing

Traffic signal coordination and timing plays a significant role in congestion mitigation. Well timed and coordinated signals distribute traffic through key intersections at optimal intervals to reduce congestion and gridlock. Due to rapidly changing travel patterns, particularly in high growth areas, it is important that traffic signal timings be actively monitored and updated regularly to reflect traffic conditions. Additionally, optimized timings can result in the effective increase of capacity along a corridor, thereby providing a low cost, short term alternative to costly, long term roadway widening projects.

GDOT is currently performing signal timing throughout the Atlanta area as a part of its Metro Atlanta Signal Timing project. This effort has upgraded vehicle detection and implemented revised signal timing along Medlock Bridge Road, improving operations and reducing delay along those corridors. The City is working in coordination with Gwinnett County to implement the same program along State Bridge Road.

Proposed program recommendations call for signal system retiming and major maintenance for each signal every five years. In addition, a traffic responsive/traffic adaptive signal timing system is proposed along the key arterial corridors crossing the city, including Medlock Bridge Road, State Bridge Road and McGinnis Ferry Road. This system uses inputs from a series of vehicle detectors to dynamically adjust signal timing parameters based on actual traffic conditions. The result is reduced delay and fewer stops compared to traditional coordinated signal systems.

Intersection Improvement

In addition to the specific intersection improvement projects proposed within the recommendations, changing traffic and development conditions often result in intersection operations and/or minor geometric improvement needs at additional locations. These could include the need for additional turning lanes and/or left turn signals. This program will enable the City to set aside funds in advance to address minor needs as they arise.

Intelligent Transportation Systems (ITS)

The movement of people, goods, and vehicles is dependent on how effectively the roadway system is managed and operated. One way to use existing infrastructure more efficiently is to implement Intelligent Transportation Systems (ITS). ITS provides a wide range of strategies and technologies to make transportation systems safer and more efficient, thus reducing the need to build additional facilities. GDOT and Fulton County had a variety of ITS technologies in place within the City of Johns Creek, including:

- *Communications fiber along Medlock Bridge Road, State Bridge Road, and a limited portion of Jones Bridge Road*
- *Radio locations along a portion of Old Alabama Road*
- *Non-operational CCTV (closed circuit television) cameras along Medlock Bridge Road*
- *Signal communications planned along McGinnis Ferry Road, Abbotts Bridge Road and Jones Bridge Road*

A variety of ITS improvements are recommended in the Transportation Master Plan to complete the ITS infrastructure. These recommendations include:

- *Construction of a Traffic Control Center (TCC) for monitoring traffic conditions and signal systems*
- *Preparation of a traffic monitoring and incident response plan*
- *Preparation of a comprehensive ATMS (Advanced Traffic Management System) Integration Plan to account for all existing and planned technologies*

Access Management

Access management focuses on the process of balancing access to property with the desire to preserve efficient through-movement. It can both combine and reduce access points along major roadways, while at the same time encouraging complete circulation systems. The result is a more efficient and safer thoroughfare system that is both more attractive and a more pleasant traveling experience. Though especially important for roadways classified as arterials, access management techniques can be applied throughout the roadway network.

As development increases along a roadway, effective systems should manage street access to increase public safety, extend the life of the roadway, reduce congestion, support alternative modes of transportation, and improve roadway character. With the absence of access management, roadways can deteriorate functionally and aesthetically, as well as affect social, economic, physical, and environmental characteristics. Some benefits offered by implementation of effective access management along major arterial corridors are:

- *Reduced vehicular accidents*
- *Fewer pedestrian and cyclist collisions*
- *Increased roadway efficiency*
- *More attractive commercial development*
- *Minimized dispersion of higher traffic volumes on adjacent lower class streets*
- *Decreased commute times, fuel consumption, emissions, and paved surfaces*

To maintain mobility and safety, establishing standards and design policies to govern speed and access management are encouraged. It is crucial that speed limits be established in accordance with a roadway's functional classification, physical conditions and traffic congestion levels. A maximum speed limit of 45 miles per hour (mph) is recommended along arterials within Johns Creek. Local streets and many collector

roadways would be lower still. Access management policies provide guidance on functional classification designation, sight distance requirements, turning radii, driveway location and spacing, median openings, and authority for further restrictions. In combination with this effort, access management plans should be implemented along all key arterial corridors and collector roadways within Johns Creek, particularly Medlock Bridge Road, State Bridge Road, Old Alabama Road, Abbotts Bridge Road, Jones Bridge Road and McGinnis Ferry Road. As the level of traffic intensifies in the future, access management will be an increasingly important tool to preserve citywide mobility.

Bridge Maintenance

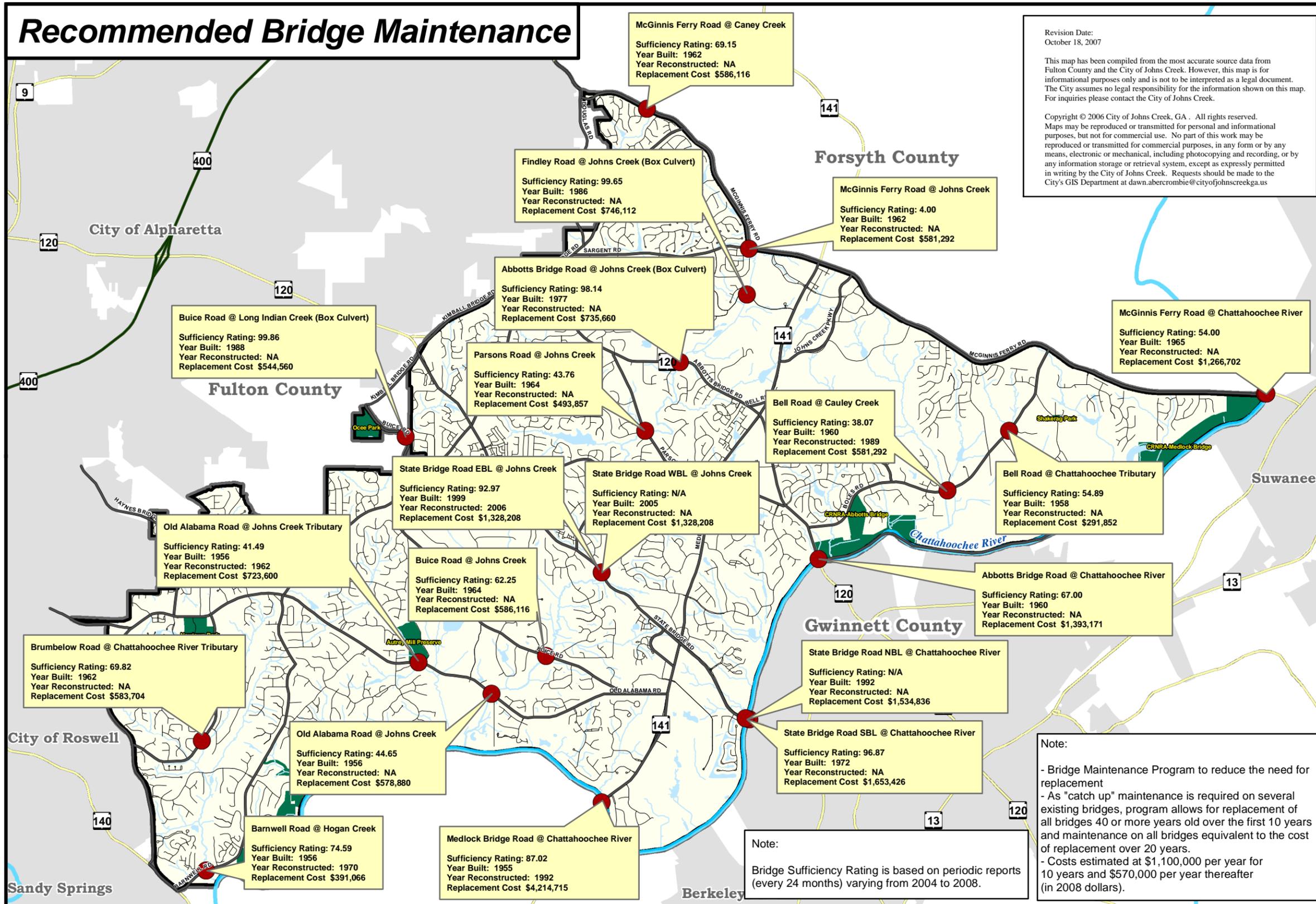
The City of Johns Creek contains 20 bridges within and along its borders, including 12 within the City limits, 3 on state routes, and 5 bridges along jurisdictional boundaries. **Figure T-7** identifies the 20 bridges within and along the boundaries of Johns Creek, along with the sufficiency rating, date built, year last reconstructed (if applicable), and estimated replacement cost. Many of the City owned bridges have load limits due to structural insufficiency.

The most efficient way to preserve the current transportation investment is through effective maintenance of the system. Particularly with respect to bridges, maintenance reduces the need for costly and disruptive replacement. A key recommendation of the Transportation Master Plan is to identify bridge conditions and establish a bridge maintenance program that would perform major maintenance or replacement of each bridge. The City of Johns Creek has begun steps to replace older bridges, with replacement programmed for the Bell Road at Cauley Creek and Parsons Road at Johns Creek bridges. In addition, the bridges along Old Alabama Road at Johns Creek and Johns Creek Tributary are scheduled for replacement as a part of the Old Alabama Road improvement project, and the bridge near McGinnis Ferry Road and Sargent Road is being replaced as part of the widening project underway. As catch-up maintenance is required on several existing bridges, the recommended bridge maintenance program would allow replacement of all bridges 40 or more years old over the first 10 years, at an estimated total cost of \$5,700,000, and maintenance on all bridges equivalent to the cost of replacement over 20 years. The need for bridge replacement versus major refurbishment would be based on sufficiency ratings and costs for various improvement concepts.

Safe Routes to School (SRTS)

The goal of the Safe Routes to School (SRTS) program is to promote safe walking and bicycling to and from school for elementary and middle school children. Not only does it encourage healthier and more active lifestyles in children, but it also provides a means of combating traffic congestion, fuel consumption and air pollution near schools. Georgia's SRTS program incorporates "the 5 E's"—education, encouragement, enforcement, engineering and evaluation—and is divided into two components, infrastructure and non-infrastructure. Infrastructure projects could include sidewalk and crossing improvements, traffic calming or bicycle facilities, while non-infrastructure programs include those to encourage walking/biking, educate the community and enforce traffic laws. The Georgia DOT expects approximately \$16.8 million in federal funding between 2005 and 2009 for SRTS programs. Other funding sources towards SRTS improvements could include philanthropic, health and safety, and other nontraditional organizations/programs.

Recommended Bridge Maintenance



Revision Date:
October 18, 2007

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Regional Inset

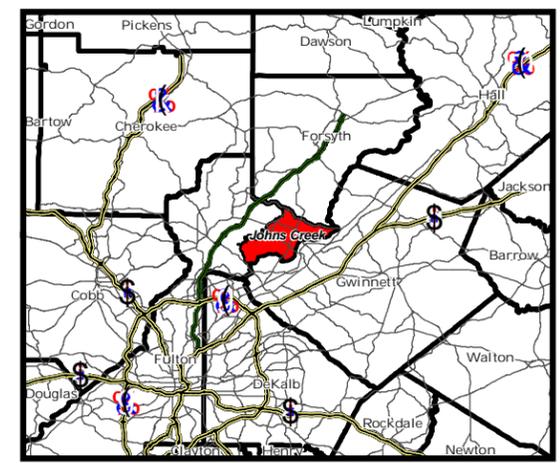


Figure T-7

Legend

- Bridge Location
- Johns Creek Road Network
 - Collector and Above Roadways
 - Local Streets
- Other Layers
 - Other State Highway / U.S. Highway
 - Chattahoochee River
 - Parks
 - Lakes / Ponds / Streams
 - Johns Creek City Limits
 - Other City Limits
 - County Boundary



Source: ARC, Fulton County and Jacobs

This map is intended for planning purposes only.

It is important to note that the most critical element required for the success of any SRTS program is coordination with, and ongoing commitment by, parents and schools. Initial efforts must be undertaken to ensure the active and continued support and participation of parents and school administrators in the development and long-term nurturing of the SRTS program. Once this solid foundation has been laid, the next step is to create a Safe Routes to School Plan based on the 5 E's. In addition to guiding implementation of the SRTS program into the future, the plan is required by Georgia's SRTS program for funding eligibility. Once a plan is in place, efforts can get underway to fund and implement the improvements identified in the plan. Plan elements include:

- *Establish an SRTS coalition to include school representatives and parents*
- *Gather data, develop goals to guide the program, and identify issues related to walking/biking to school*
- *Create potential solutions to issues, such as:*
 - *Participation in "Walk/Bike to School Days" with parents, teachers and law enforcement*
 - *Development of school specific route maps for walking/biking*
 - *Creation of "Frequent Walker/Biker" programs*
 - *Installation of bike racks at schools*
 - *Physical improvements such as sidewalk/trail projects*
- *Prioritize preferred solutions into an action plan*

The SRTS program complements several key transportation goals of Johns Creek. First, it assists in reducing traffic congestion, particularly during the morning peak period, by removing short, home-to-school vehicle trips from the major thoroughfares. Because Johns Creek has limited connectivity on the local street network, many short trips to school from nearby neighborhoods have no choice but to access the congested major roadways. Additionally, pedestrian and bicycle improvements incorporated into each school's SRTS plan will serve to further the pedestrian and bicycle network expansion efforts proposed in the Transportation Master Plan.

Implementation of the SRTS program in Johns Creek should focus initially on middle schools, followed by elementary schools. Due to their age—old enough to travel to school and around the vicinity of their neighborhood alone yet not old enough to drive—middle school students would be likely to take full advantage of and benefit from such improvements.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) refers to a series of strategies that increase transportation system efficiency by lessening the number of vehicles using the transportation network, particularly roadways that are already strained beyond their capacity. TDM tactics include programs to increase usage of travel modes other than single occupant vehicles, employer-based programs such as flex-time or telecommuting, carpools, vanpools, and economic incentives. TDM strategies are often successfully implemented in activity centers with a high density of employment or commercial land uses.

Future traffic conditions and the impossibility of adding enough roadway capacity to fully accommodate vehicle demand during peak periods indicate the need for TDM strategies within areas of Johns Creek. Employer-based TDM programs, implemented in coordination with the Clean Air Commission and similar organizations, will be increasingly important, as will individual conservation measures. Currently operating regional car and vanpool ridematching programs are especially appropriate for people living in lower-density areas where regular transit service is not viable.

Successful TDM programs across the region could serve as an important resource for Johns Creek. Future considerations pertaining to TDM could include exploring the feasibility of forming a new Transportation Management Association (TMA) to encompass the Johns Creek Technology Park area, among others. Additionally, the City should consider requiring future large land development projects to complete TDM type plans intended to reduce travel demand generated by the new development and identify strategies beyond infrastructure improvements. Mixed-use development patterns should also be encouraged within appropriate locations, such as activity nodes along Medlock Bridge Road, State Bridge Road and the Johns Creek Technology Park area, to reduce automobile travel trip demand as well as vehicle miles traveled by improving the balance between employment, housing, recreational, commercial, and other activities.

Road Resurfacing

The City currently has an overall Pavement Condition Index (PCI) rating of 58. It is recommended the City establish a road resurfacing program to expedite roadway repaving and/or reconstruction in order to attain an overall PCI rating greater than 70. Although the City has shown its commitment to maintaining roadway conditions through recent budget allocations of \$1-2 million, funding demands have not enabled the City to provide the estimated \$3 million per year required to reach the citywide PCI goal of 70. As funding falls short of needs, roadway conditions will continue to degrade. The result is that it takes longer and costs more for the City to reach the PCI goal of 70.

Neighborhood Traffic Management

To ensure the safety of transportation system users and Johns Creek residents, it is important that traffic be managed as appropriate to the roadway's functional classification and adjacent land uses. To date, Johns Creek's development pattern has resulted in a minimal number of residential streets that provide for connections between major thoroughfares. However, those connecting roadways that do exist can experience a significant amount of cut-through travel, often at speeds in excess of the limit.

Establishment of a neighborhood traffic management program is recommended to address a variety of neighborhood traffic concerns, including traffic volumes, excessive speeds, stop sign compliance, cut-through traffic and neighborhood congestion. The program would provide procedures for neighborhoods to request specialized traffic studies and mitigation measures. Additionally, new developments should be required to build using design practices that limit speed, cut-through traffic and other associated neighborhood traffic concerns. Another recommendation involves coordination between the City, neighborhoods and developers to examine private funding opportunities and public-private partnerships for construction of improvements for mutual benefit.

LEVEL OF SERVICE (LOS) STANDARD

Roadway level of service (LOS) is typically defined in terms of the ratio of volume demand to available capacity (v/c), with LOS A being the best possible and LOS F representing failure. In urbanized areas, LOS D is a typical goal for the upper limit of acceptable LOS. However, in growing suburban areas of major metropolitan regions such as Atlanta, it is often not possible to achieve LOS D with 20-year future traffic forecasts. Over the coming two decades, Johns Creek is forecast to absorb significant growth, including 24,250 in additional population and 24,600 in additional employment. This growth drives traffic demand.

In the case of Johns Creek, regional traffic movements passing through the city account for a large portion of the volume on several key corridors. Unlike some cities in the region, Johns Creek does not have major freeway and transit facilities to handle longer trips. Additionally, Johns Creek has very limited connectivity along long roads to provide relief by enabling short, local trips to avoid use of major thoroughfares. Trends indicate that as capacity is expanded on key regional facilities, they will in turn draw more regional traffic flow. Thus, if Johns Creek provides significantly greater traffic infrastructure than surrounding areas, it will accommodate an increasing percentage of regional through traffic. Solutions to accommodate regional traffic flows require strategies beyond those that can be implemented in Johns Creek alone, such as regional transit strategies or major regional roadway capacity projects.

Due to these reasons, the capacity standard established for Johns Creek is recommended to be the overall LOS experienced citywide today. The ARC travel demand model indicates Johns Creek currently experiences a system-wide v/c of 1.05, which is slightly greater than the LOS F threshold (capacity equal to demand) of 1.0. Accounting for anticipated future growth in the city and surrounding areas, this overall v/c will increase to 1.29 in year 2030 without improvements. However, the model indicates that implementation of the improvements identified in the recommended long range program of projects results in a system-wide v/c of 1.01, just over the LOS F threshold system-wide. In addition to allowing Johns Creek to achieve its roadway capacity standard, this v/c is slightly improved over today's level and represents a 40 percent reduction as compared to overall v/c without improvements.

INNOVATIVE CONCEPTS

A variety of concepts that enhance roadway efficiency and promote use of alternative travel modes were incorporated into the Transportation Master Plan recommendations. Such initiatives often afford the transportation system with increased efficiency and effectiveness without the substantial capital costs associated with many traditional congestion improvements. Examples include:

- *Non-traditional intersection improvements (including grade separation)*
- *Improved traffic signal timing*
- *ITS and ATMS for traffic monitoring, management and incident response*
- *Access management techniques along congested corridors*
- *Increased promotion of carpools/vanpools, teleworking, flex-time and other travel demand management (TDM) tools*

- *Mixed use development/redevelopment at key activity nodes*
- *Public-private funding partnerships for improvements*

IMPLEMENTATION PLAN

The successful implementation of the transportation recommendations developed for the City of Johns Creek depends on numerous factors, some internal to Johns Creek and others outside the City's direct control. First, any projects receiving state or regional funding must be included in the regional TIP and RTP plans prepared by ARC. Another consideration for any transportation project within the Atlanta Region relates to air quality conformity. Due to the region's nonattainment status, any capacity-adding projects occurring on the "regionally significant" roadway network must be included in the RTP and modeled in ARC's travel demand model runs indicating conformity to air quality standards. The "regionally significant" network is defined by ARC and includes arterials and major collectors which carry longer distance trips. Since these trips have a larger impact on air quality, they are included in the regional travel demand model.

Roadway widening is one way to provide capacity along major roads. However, the intersection of major roads frequently limits the overall capacity of both roads. An example of this is the intersection of Medlock Bridge Road and State Bridge Road. Improvements to address high intersection volumes can include major intersection improvements and/or grade separation. In addition, strategies to move people around activity nodes and to adjacent neighborhoods without travel along main arterials positively impacts local trips.

Another consideration relates to functional classification. GDOT maintains a statewide functional classification system, which is also used by the Atlanta Region in programming projects. Similarly, Fulton County has a functional classification system, which differs slightly from GDOT's. General information on functional classification can be found in the Community Assessment documentation prepared earlier in the planning process. As part of the Transportation Master Plan effort, functional classification was examined to determine a system for the City of Johns Creek that would be compatible with the Comprehensive Plan community vision.

The proposed future functional classification system for the City of Johns Creek, shown previously in Figure T-4, identifies categories that focus on linking roadway classification to the number of lanes appropriate for a given roadway cross section. By using such a linkage, the functional classification system better responds to the community's desire to preserve the existing character of two-lane residential (collector) roadways. In contrast, some arterial corridors may be compatible to widening to four lanes to support larger traffic movements. For major regional corridors (identified as principal arterials), the number of lanes and/or usage for automobile or transit purposes should be most appropriately matched to regional traffic service needs. It should be noted that ARC is currently considering establishment of a regional functional classification system that would be used to allocate federal funds for projects within the Atlanta Region.

PRIORITIZATION AND PHASING

Two key factors among the various implementation considerations are project prioritization and identification of funding sources. A five-year (2009-2013) Short Term Work Program consisting of 57 projects/programs was developed as a part of the Community Agenda, and includes those projects considered to be of highest priority. The remaining projects/programs are recommended for mid-term (2014-2020) or long-term (2021-2030) implementation. Some recommendations are also considered to be ongoing efforts, conducted throughout the entire planning period to the horizon year of 2030.

Providing for safe movement of traffic to, through and within Johns Creek is of paramount importance. In addition, reducing traffic congestion to increase roadway efficiency and reduce air pollution is another key factor to be considered in the project selection process. City staff is continuing to examine the prioritization process and factors to more fully develop the final project phasing. Furthermore, ARC and GDOT have initiated discussions on establishing a common prioritization process, which would have implications for the City of Johns Creek when finalized. To meet budget constraints, the revised GDOT prioritization and funding process is expected to reduce the overall number of projects performed. In addition, the required local match is expected to increase significantly, making local project prioritization even more important.

In order to utilize City funds most effectively, focusing local funding on projects which primarily benefit traffic within Johns Creek is recommended, along with projects to increase efficiency along the primary arterials, such as signal timing and intersection improvements. Capacity projects along state routes, such as further widening of Medlock Bridge Road or McGinnis Ferry Road, will require regional coordination and funding.

POTENTIAL FUNDING STRATEGIES

Identifying and effectively utilizing available transportation funding is a crucial element in planning for and successfully implementing a transportation plan. A variety of funding sources are available; however, each has restrictions and implications. This is especially relevant since transportation funding from City sources is limited. Generally, funding is provided at the federal, state, and local levels. From these, the primary source for relatively more costly roadway, transit, bicycle and pedestrian projects is federal funding authorized by SAFETEA-LU (Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users). State funds are also an important component of transportation funding, particularly for capital projects. Lastly, a local "match" is usually required for transportation projects that are not on major state or federal routes. The percent contribution required varies by funding category, and matching funds for projects on the state system can be provided by GDOT. To implement proposed transportation improvements, Johns Creek will receive funds from many different sources and be required to pursue all available funding opportunities. Detailed descriptions of potential funding sources are provided in Supplement 1.

SUPPLEMENT 1 – POTENTIAL FUNDING SOURCES

FEDERAL FUNDS PROGRAMMED BY GDOT

National Highway System (NHS)

NHS provides funding for roads on the National Highway System, which includes roads deemed most important to interstate travel and national defense, roads connecting to other modes of transportation, or roads essential for inter-state and global commerce. These include the Interstate highway system and selected principal arterials. NHS funds can also be used, within NHS corridors, for activities such as transit, park and ride lots, and bicycle and pedestrian facilities. Up to 10 percent of a state's NHS apportionment may be dedicated to safety and traffic operations projects and financed 100 percent federally; the remaining NHS funds require a minimum 20 percent match.

Surface Transportation Program (STP)

STP provides funding for a wide variety of projects including highways, transit, and other modes such as bicycle and pedestrian facilities. STP funds can be used on any roadway classified above a local road or a rural minor collector. The STP funds require a minimum 20 percent match. Johns Creek is eligible for the following STP funds:

- STP Rural (<200K) – Funds for areas with a population under 200,000.
- STP Enhancement – A set-aside for transportation enhancement activities such as providing facilities for bicyclists and pedestrians, landscaping and historic preservation. A minimum of 10 percent of each state's overall STP allocation must be used for such projects. GDOT programs these funds on a statewide basis using a competitive submittal and evaluation process.
- STP Statewide – The primary STP category, these funds do not have any specific geographic or use restrictions beyond those applicable to the overall program.

Safe Routes to School (SRTS)

The Safe Routes to School program makes available federal funds for pedestrian and bicycle projects within two miles of a school. These funds are distributed through GDOT and are available for grades kindergarten through eight. Funding can be assigned to each individual school by following the program's two steps. First, the school must develop a plan which includes a program for promoting bicycling and walking and any proposed infrastructure projects. Funding is available for up to \$10,000 per school (up to \$100,000 per system) to develop these plans. The second step is to implement the plan. Safe Routes to School funding is also available for this step. Infrastructure projects, which can be sidewalks, bicycle lanes or crosswalks, have a funding limit of \$500,000 while non-infrastructure projects, which can include publicity programs, activities and indirect costs, have a funding limit of \$10,000. GDOT is developing specific guidelines for the program through a special Safe Routes to School Office, which will then issue a call for applications. The funding is limited to \$16 million through 2009; therefore, the application process will be highly competitive.

Highway Bridge Replacement and Rehabilitation Program

This category provides funding for any public bridge replacement or rehabilitation. Included in this category are funds for both on- and off-Federal-aid system bridges.

FEDERAL FUNDS PROGRAMMED BY ARC

Surface Transportation Program (STP Urban)

This is the one subcategory of STP funds not allocated directly to GDOT for programming. As an MPO with a population over 200,000, ARC is entitled to program these funds to implement a wide variety of highway, transit, bicycle, pedestrian, transportation demand management and air quality projects, studies and programs. Funds for construction projects can be used on any roadway classified as a minor arterial or above. A minimum match of 20 percent is required.

Livable Centers Initiative (LCI)

Another program offered by ARC is the Livable Centers Initiative (LCI). The program, initiated in 2000, provides grants to local governments and non-profit organizations to prepare plans that link transportation improvements with land use strategies. Upon the program's extension in 2004, an total of \$5 million was approved for planning studies during the five-year period ending in 2009. In addition to the funding of planning studies, ARC set aside \$150 million for priority funding of transportation projects resulting from LCI studies. LCI grants are awarded on a competitive basis through ARC.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The CMAQ program provides funding for projects contributing to attainment of national ambient air quality standards. Types of projects eligible for CMAQ funds include transit improvements, shared-ride services, traffic flow improvements, transportation demand management strategies, pedestrian and bicycle facilities and programs, and alternative fuel programs. Up to 10 percent of a state's CMAQ apportionment may be dedicated to safety and traffic operations projects and financed 100 percent federally; the remaining CMAQ funds require a minimum 20 percent match. CMAQ funds are programmed through a collaborative process which also involves the state CMAQ partners (GDOT, GRTA and Georgia EPD).

FEDERAL TRANSIT ADMINISTRATION (FTA) FUNDING OPTIONS

Urbanized Area Formula Program: FTA Section 5307

Section 5307 provides funding for capital investment, operating and planning assistance within the urbanized area. MARTA is the designated recipient for the entire Atlanta region; funds are then sub-allocated to other transit service providers based on a process which reflects population by area and the amount of service being provided. Funds are programmed by the individual transit agencies. A match of 10 percent is required

for expenditures related to Clean Air Act (CAA) and ADA compliance, or 20 percent for all other expenditures in this funding category.

Clean Fuels Formula Grant Program: FTA Section 5308

Section 5308 provides funding for the purchase of alternative fuel transit vehicles, the conversion of existing vehicles to alternative fuels, and the development of facilities to service clean fuel vehicles. Funds are allocated by FTA on a formula basis and programmed by the recipient transit agency. A minimum of 20 percent match is required.

New Starts Program: FTA Section 5309

Section 5309 provides funding for any new fixed guideway system which utilizes and occupies a separate right-of-way or rail line for the exclusive use of mass transportation and other high occupancy vehicles, or which uses a fixed centenary system and a right of way usable by other forms of transportation. This includes, but is not limited to, rapid rail, light rail, commuter rail, automated guideway transit, people movers, and exclusive facilities for buses (such as bus rapid transit) and other high occupancy vehicles. Funds are awarded by FTA through a competitive process to eligible transit agencies, and programmed by the recipient transit agency. According to a new federal regulation, the match required for transit New Starts funds will be 50 percent of the project cost.

Grants for Transportation for Elderly Persons and Persons with Disabilities: FTA Section 5310

These grants are discretionary funds to provide transit services for these population groups. Funds are awarded by FTA and programmed by the Georgia Department of Human Resources (DHR). A match of 10 percent is required for expenditures related to CAA and ADA compliance, or 20 percent for all other expenditures in this funding category.

Jobs Access and Reverse Commute: FTA Section 5316

Continued under SAFETEA-LU, JARC's purpose is to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services. Grants may finance capital projects and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs; promote use of transit by workers with nontraditional work schedules; promote use by appropriate agencies of transit vouchers for welfare recipients and eligible low income individuals; and promote use of employer-provided transportation including the transit pass benefit program.

New Freedom Program: FTA Section 5317

A new program of formula-based transit grants under SAFETEA-LU, the New Freedom Program is part of a larger, government-wide "New Freedom Initiative" that President Bush has been promoting since his first

presidential campaign. Formally established in 2001 through Presidential Executive Order, the New Freedom Initiative is a means to integrate persons with disabilities into the workforce, and into daily community life, through a variety of strategies carried out by the federal departments of Labor, Health and Human Services, Housing and Urban Development, Education, Justice, Veterans Affairs, and now Transportation. Grantees are selected competitively by the designated recipient, the states. FTA reserves 20 percent of the New Freedom Program funds to areas with populations of less than 50,000.

Growing States and High Density States: FTA Section 5340

Another new program of formula-based transit grants established by SAFETEA-LU, these funds are distributed into a single apportionment with the 5307 funds. Separate formulas are used to apportion Section 5307 and Section 5340 funds to urbanized areas. Under the 5340 formula, half of the funds are made available under the Growing States factors and are apportioned based on state population forecasts for 15 years beyond the most recent Census. Amounts apportioned for each state are then allocated to urbanized and rural areas based on the state's urban/rural population ratio. The High Density States factors distribute the other half of the funds to states with population densities greater than 370 people per square mile, with the funds apportioned only to urbanized areas within those states. The SAFETEA-LU Conference Report instructs FTA to merge the urbanized area amounts for the 5307 and 5340 formulas into a single apportionment when it publishes program apportionments. The distribution or sub-allocation of Sections 5307 and 5340 funds within an urbanized area is a local responsibility.

STATE OF GEORGIA FUNDS

Georgia Community Streetcar Development and Revitalization Act (SB 150)

This act provides for the creation of a program within the State Road and Tollway Authority (SRTA) to receive and distribute available federal grant funds for new streetcar projects.

Fast Forward Bond Program

A \$15.5 billion state transportation program announced by Governor Sonny Perdue in 2005, the core of the program is designed to relieve traffic congestion and consists of about \$4.5 billion of projects which will have their construction dates accelerated through the sale of bonds. The remainder is comprised of the regular work of GDOT. Potential projects in the Atlanta region were identified from ARC's 2030 Aspirations Plan and GDOT's regular Work Program. Those projects likely to have the greatest congestion relief benefit were selected for inclusion in a \$3 billion GARVEE (Grant Anticipation Revenue Vehicle) bond program, to be supplemented by up to an additional \$1.5 billion of GO (General Obligation) and GRB (Guaranteed Revenue Bond) bonds in the future. Projects for the GARVEE program were selected by consensus of GDOT, GRTA, ARC and SRTA, then forwarded to the Governor's office for approval. It is important to note that these bonds are not a new source of funding. The bonds act as new cash flow mechanisms allowing the state to borrow money to fund projects in the short term. These funds will be paid back over the long term from the same fund sources traditionally used to pay for transportation infrastructure.

Motor Fuel Funds

Georgia has only one dedicated source of funding for transportation improvements, the motor fuel tax. Further, by state Constitution, this funding source can only be used to build, improve and maintain roads and bridges. Georgia's motor fuel excise tax (7.5 cents per gallon and a 4 percent sales tax) ranks as one of the lowest in the United States.

Recreational Trails Program

Provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trail users. Funds are programmed by the Georgia DNR.

LOCAL FUNDING OPTIONS

In addition to federal funding, requiring coordination with GDOT and ARC, local funding sources exist which allow cities to accomplish projects which are not eligible for federal or state funding or which must be accomplished before federal or state funding is available. Locally collected revenue sources used to fund transportation projects include those summarized below.

General Fund

This fund is based on the City's general tax revenue and is divided among all City services.

Impact Fees

A one-time fee charged in association with a new development designed to cover part of the cost of providing public facilities to support the development. The impact fee amount charged to a particular development must be directly tied to the amount of new infrastructure the development will require. The fee is applied via a fee schedule uses the number of daily trips for each land use type, based on information from *Trip Generation*, 7th Edition, by the Institute of Transportation Engineers (ITE). This document is the industry standard and authoritative source for trip generation information by land use. If an existing active land use is being removed to construct the new development, the fee amount that would be associated with the existing land use is subtracted from the fee amount for the new development. Thus, the fee represents the net increase in trips generated by the new development. If a developer has a large mixed-use development, they may wish to provide a traffic study supporting a reduced level of daily trip generation based on the combination of uses. Such a study would need to be consistent with mixed-use trip capture rates and methods indicated in *Trip Generation* and approved by City staff. Transportation impact fees cover system improvement needs. Developers would still be responsible for project related impacts, such as the need for turn lanes and traffic signals at site access points or other needs as defined by the City.

Community Improvement District (CID)

A strategy for funding infrastructure projects in a limited area at the discretion of existing property interests, CIDs are essentially self-taxing areas whose property owners organized to raise funds to improve property

values in the area. CIDs may organize to market an area, work to increase safety in that area, and collect and use funds for all types of transportation projects. CIDs are an innovative source of funding for transportation projects, but the scope of their activities is limited by property owner interests and a defined geographic area.

Tax Allocation Districts (TAD)

A TAD is a strategy for funding infrastructure projects in a limited area targeted for accelerated growth. Infrastructure projects are financed from the growth of property taxes based on new development and increased property values. Establishing a TAD and creating a plan for the district can spark redevelopment in the TAD area, which in turn serves to finance TAD bond funds. Funds can be spent on a number of projects in the TAD area, including transportation projects. Therefore, TAD planning promotes redevelopment while also helping to create a dedicated source of infrastructure funding for that area. New pedestrian and bicycle facilities and streetscapes are typical TAD projects, though TAD funds are often used for non-transportation infrastructure as well. TADs are an appropriate tool for financing some types of transportation projects, especially in connection with the denser redevelopment of a particular area such as an activity center.

Special Local Option Sales Tax (SPLOST)

A one-cent sales tax approved by voters, the money can be used for infrastructure development and maintenance but not operating costs. SPLOST referendums must have an associated time table. Fulton County is currently operating at the maximum level of local sales tax permitted. However, if future plans for regional transit funding replace the sales tax for MARTA service, this may provide the option for use of this funding source for transportation needs.

SUPPLEMENT 2 – LIST OF ACRONYMS

| | |
|--|---|
| ADA – Americans with Disabilities Act | MARTA – Metropolitan Atlanta Rapid Transit Authority |
| ARC – Atlanta Regional Commission | MPO – Metropolitan Planning Organization |
| BRT – Bus Rapid Transit | NHS – National Highway System |
| CAA – Clean Air Act | PCI – Pavement Condition Index |
| CCTV – Closed Circuit Television | PE – Preliminary Engineering |
| CID – Community Improvement District | ROW – Right-of-way |
| CIP – Capital Improvement Program | RTAP – Regional Transit Action Plan |
| CMAQ – Congestion Mitigation and Air Quality | RTP – Regional Transportation Plan |
| CMP – Congestion Management Process | SAFETEA-LU – Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users |
| CST – Construction | SPLOST – Special Purpose Local Option Sales Tax |
| CTP – Comprehensive Transportation Plan | SRTA – State Road and Tollway Authority |
| DCA – Department of Community Affairs | SRTS – Safe Routes to School |
| DHR – Department of Human Resources | STIP – State Transportation Improvement Program |
| DNR – Department of Natural Resources | STP – Surface Transportation Program |
| EPD – Environmental Protection Division | STWP – Short Term Work Program |
| FHWA – Federal Highway Administration | TAD – Tax Allocation District |
| FTA – Federal Transit Administration | TAZ – Traffic Analysis Zone |
| GARVEE – Grant Anticipation Revenue Vehicle | TCC – Traffic Control Center |
| GDOT – Georgia Department of Transportation | TDM – Travel Demand Management |
| GO – General Obligation bonds | TIP – Transportation Improvement Program |
| GRB – Guaranteed Revenue Bonds | TMA – Transportation Management Association |
| GRTA – Georgia Regional Transportation Authority | TPB – Transit Planning Board |
| ITE – Institute of Transportation Engineers | UPWP – Unified Planning Work Program |
| ITS – Intelligent Transportation Systems | V/C – Volume to capacity ratio |
| JARC – Job Access and Reverse Commute | |
| LCI – Livable Centers Initiative | |
| LOS – Level of service | |
| LRT – Light Rail Transit | |