



Transportation Master Plan

Supplemental information to support the Transportation Master Plan has been developed since the July 14th Public Hearing. This new information enables preparatin of a long range Transportation Master Plan that exceeds the requirements of the Department of Community Affairs and Atlanta Regional Commission, and includes the following:

- **Two new strategies supporting the transportation policy on interconnectivity added by City Council on July 14th**
- **Expanded transportation recommendations to include middle and long term projects and programs**
- **Sidewalk and multi-use trail map**
- **Revised Transportation Capital Improvement Projects map**

The proposed project and program recommendations attached are listed under the strategy and policy of which they are most supportive. However, it is important to note that many of the projects and programs apply to more than one strategy and/or policy.

Following the Open House, these materials will be available for review on the City's website at: <http://JohnsCreekGA.gov/meetings.html>.

SAVE THE DATE!

The final Comprehensive Plan Public Hearing is scheduled for November 10, 2008.

City of Johns Creek
DRAFT Recommended 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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|--|--|--|
| 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 | 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 Road | MT |
| B28 | Design and construct intersection improvements at 10 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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|--|--|--|
| 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 capacity 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 |
| 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 |

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| 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 Abbots Bridge Rd | ST |
| K13 | Final design and construct capacity and/or operational improvements along Abbots Bridge Rd | MT / LT |
| K14 | Widen Kimball Bridge Rd/Abbots Bridge Rd to 4 lanes from State Bridge Rd to Parsons Road (w) | MT |
| K15 | Widen Abbots Bridge Rd to 4 lanes from Parsons Road (e) 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 | MT |
| 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 Roberts Bridge Rd from McGinnis Ferry Rd to Bell Rd | LT |
| 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 |
| M5 | Identify intersection operations and minor geometric improvement needs not included in work program | ST |
| M6 | Implement intersection operations and minor geometric improvements (assumes 10 locations) | ST |
| M7 | Identify bridge conditions and establish maintenance program | ST |

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| M8 | Implement bridge maintenance program (assumes replacement or major maintenance of 26 bridges every 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 and along local streets providing direct access to schools, libraries, and parks (sidewalk along 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 (11 locations) | MT |
| P4 | Complete sidewalk network along one side of collectors and two sides of arterials in conjunction with roadway improvements: Jones Bridge Rd, Old Alabama Rd, Medlock Bridge Rd, Parsons Rd, Barnwell Rd, new connector roadways | MT |
| P5 | Complete sidewalk network along one side of collectors and two sides of arterials in conjunction with roadway improvements: portions of McGinnis Ferry Rd and Rogers Bridge Rd | LT |

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| P6 | Complete sidewalk network along one side of collectors and two sides of arterials along roads not included in vicinity of community facilities or along corridors planned for roadway improvements: Medlock Bridge Rd south of Old Alabama Rd and north of Abbotts Bridge Rd, Buice Rd, Holcomb Bridge Rd, Nesbit Ferry Rd, portions of Morton Rd, Jones Bridge Rd south of McGinnis Ferry Rd, Bell Rd near Rogers Bridge Rd, and Findley Rd west of Medlock Bridge Rd | 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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| 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 safe and secure parking for public transit | | |
| 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 for "stubbed" streets and limit dead-end streets, cul-de-sacs and gating | Ongoing |
| V2 | Provide cut-through 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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