

6. INTERGOVERNMENTAL COORDINATION

This section describes how Johns Creek local government and Fulton County government agencies coordinate their activities.

Adjacent Local Governments

The City of Johns Creek is the third most populous City in Fulton County. The City of Johns Creek is bounded on the north by Forsyth County, on the east by Gwinnett County, on the south by the Chattahoochee River and on the west by the cities of Roswell and Alpharetta.

Since there is no longer any portion of unincorporated Fulton County adjacent to Johns Creek, any land use issues that arise will likely be with a neighbor, which could include the City of Alpharetta, the City of Roswell, or Forsyth County. The City of Johns Creek has a unique opportunity to establish working relationships with each of these municipalities and should do so prior to any potentially controversial issues arise.

The City of Johns Creek has established interdepartmental communication similar to that used by Fulton County, and was regularly in communication with community groups, the ARC, and the DCA in the creation of the Interim Plan.

Service Delivery

Integrating the comprehensive plans of the municipalities follows the intent of the Local Government Service Delivery Strategy Act (House Bill 489), enacted in 1997 by the Georgia General Assembly.

A principal goal of the Service Delivery Strategy Act adopted by the State Legislature in 1997 is to increase cooperation between local governments in developing compatible land use plans and resolving potential land use disputes. Fulton County has maintained tax and land use records for unincorporated Fulton County; during the transition of Johns Creek into a new City, there will likely be service delivery challenges and opportunities for the City and County to develop new ways to work together so that the service goals of both parties are met.

During the development of the Fulton County Plan, and on an ongoing basis, the staff of Fulton County maintained dialogues with internal, regional, and state representatives. These meetings largely involved interdepartmental communication within the Fulton County government, as well as with regional and state organizations, such as the Atlanta Regional Commission (ARC) and the State Department of Community Affairs (DCA).

The City has intergovernmental agreements with Fulton County for the following Services:

- Water and Wastewater
- Police (24 month)
- Fire and Rescue (24 month)
- Animal Control
- 911 (24 month)

Water and Wastewater

- The existing demand has resulted in near capacity levels for wastewater treatment capacity. The County's existing facilities and services will not be able to accommodate the future needs of the community.

Stormwater Management

- The stormwater infrastructure is beyond capacity in North Fulton. Achieving adequate capacity level is considered feasible if current stormwater activities are increased and if the stormwater utility in Northeast Fulton is implemented.
- Stormwater Utility User Fee in order to collect funds for the construction of stormwater infrastructure and the implementation of a Stormwater Utility in the Northeast Fulton Stormwater Management District will provide the ability to address stormwater management needs.

Water Authorities and districts

The Local Government Service Delivery Strategy Act does not require that the water authority adopt the service delivery strategy. However, the Act bars them from receiving any state funds or permits for projects that are inconsistent with the strategy. Therefore, it is in the best interest of the authorities to work with local governments, become familiar with their adopted strategy, and operate their utilities consistent with the adopted service delivery strategy. Additionally, the Act encourages utility authorities to work with local governments as they develop their service delivery strategies, since they will typically have essential background information necessary to establish rational infrastructure policies and plan future service expansion projects. Though Fulton County Public Works, rather than an authority, provides the bulk of water services for Johns Creek, there are neighboring water authorities in Gwinnett, and Cobb counties that interact and should work together on a regular basis.

In response to significant current and projected water demands, the Metropolitan North Georgia Water Planning District was established on April 5, 2001 (2001 S.B. 130). The general purposes of the District are to establish policy, create plans, and promote intergovernmental coordination for all water issues in the district; to facilitate multi-jurisdictional water related projects; and to enhance access to funding for water related projects among local governments in the district area. The purposes of the District are to develop regional and watershed-specific plans for stormwater management, wastewater treatment, water supply, water conservation, and the general protection of water quality. These plans will be implemented by local governments in a 16-county area.

Fulton County Board of Education

Johns Creek has an ongoing relationship with the Fulton County Board of Education (BoE). The Fulton County BoE oversees Fulton County Public Schools (FCPS), which serves the area of Fulton County outside the city limits of Atlanta, including the city of Johns Creek, a formerly unincorporated portion of Fulton County.

Through this relationship, Fulton County Development staff and FCPS staff regularly worked together to coordinate planning activities. Since Johns Creek now has its own Community Development Department, the city staff will be working directly with the FCPS on planning issues.

One option is to piggy back onto the process already in place between county staff and FPCS, but ultimately, the Johns Creek staff must determine the best methods of communication and coordination. They should meet on a regular basis to discuss common areas of concerns including demographic data, impacts of pending developments and new school locations. FCPS staff might request to be notified and have the opportunity to comment on re-zoning applications. Johns Creek staff may also look to facilitate meetings with developers to discuss joint concerns and on some occasions to facilitate discussions about new school locations within developments.

Capital Improvement Program and the Comprehensive Plan

Johns Creek has established a linkage between the Comprehensive Plan and Capital Improvement Program to coordinate capital improvement expenditures in an appropriately prioritized and justified approach. The Department of Community Development is working closely with the staff from the City Management and Finance team to ensure appropriate work on the Capital Improvement Budget includes consideration for all community development projects and staffing needs.

Atlanta Fulton County Water Resources Commission

The Atlanta Fulton County Water Resources Commission (AFCWRC) was established by the Board of Commissioner at a special call meeting in May 1986. The Commission oversees issues relating to a contract signed between the City of Atlanta and Fulton County for the provision of water to the residents of North Fulton County, including the North Fulton municipalities, and the majority of residents in Sandy Springs.

The Commission consists of seven members; the Mayor of Atlanta, the President of the Atlanta City Council, one Atlanta City Council member as selected by the President of the City Council and approved by the Mayor, the Chair of the BoC, two commissioners from the BoC as selected by the BoC and finally a Chairperson elected by the Commission itself. The Fulton County Department of Public Works is the department with responsibility for coordinating with the AFCWRC, as referenced in the Community Facilities and Services Section of this Appendix.

Sheriff

The Sheriff is by state law, the Chief Law Enforcement Officer of Fulton County. This office is responsible for acting as a protector of the peace and protects the lives, health and property of all citizens of the county. The Sheriff has total administration and operational responsibilities for the Fulton County Jail, the principal detention facility of the county. Security is also provided to all courtrooms and judges as required by law.

The Sheriff's office serves writs, summons and subpoenas. It also places levies on and sells confiscated properties, collects fines imposed by the courts, and is the custodian of large sums of trust fund money assigned from Superior Court. The Sheriff or a designated deputy must approve all appearance bonds and some types of civil bonds.

The Sheriff is responsible for the safe transport of prisoners to penal institutions inside or outside the State of Georgia from the Fulton County jail, and for the transfer of mental patients to the Georgia Regional Hospital and Central State Hospital.

Tax Assessors

The Fulton County Board of Assessors was established by state law to appraise and assess all real and tangible business personal property on an annual basis. The five member Board of Assessors creates and maintains a fair and equitable tax digest. To maintain the accuracy and integrity of this property tax digest, the Board of Assessors conducts annual assessments. Appeals of these assessments are resolved by the Board of Assessors, by further appeal to the Board of Equalization, arbitration, or as the final step, appeal to the Superior Court.

Tax Commissioner

The Tax Commissioner is required by law and contract to collect current year and delinquent taxes on all real and personal property. Taxes to be collected are levied by the cities of Atlanta, Mountain Park, East Point, Fulton County, Atlanta Board of Education, Fulton County Board of Education and the State of Georgia. The Commissioner sells state motor vehicle license tags, collects the ad valorem tax on these vehicles, and processes motor vehicle title registrations and transfers. Motor vehicle taxes are collected for all municipalities in the county.

Coordination with County, Regional, and State Transportation Agencies and departments is discussed in the Transportation section of this Appendix.

7. TRANSPORTATION

The purpose of this section is to provide an inventory of existing transportation conditions and an assessment of transportation needs through the year 2030 for the City of Johns Creek. This Transportation Needs Assessment includes consideration of automobile, transit, pedestrian, and bicycle travel modes. A wide range of planning tools, techniques and methods were employed to gain a thorough understanding of Johns Creek transportation needs. The activities include:

- Engaging the public through coordination with the Transportation Subcommittee
- Reviewing existing planning documents related to Johns Creek
- Using spatial and statistical analysis to analyze various transportation system elements
- Examining existing and future transportation conditions using the Atlanta Regional Commission (ARC) travel demand model for the City of Johns Creek transportation network
- Identifying existing and future transportation needs as well as issues.

The transportation needs assessment presents information on needs identified through both qualitative and quantitative assessments of Johns Creek's transportation system.

Role of Transportation in the Community

Transportation provides a vital role to the community in providing internal and external connections for residents and businesses. The presence or absence of various transportation modes within a community can influence the way citizens interact with each other and access services within the community. Under the right land use conditions and available transportation modes, a congested corridor with sidewalks may become a walkable area, or a community with transit access may leave their car at home for peak hour commuting. Increased land use density is frequently correlated with increased use of transit and other alternative modes. A transportation network that supports moving people from one place to another in minimal time and maximum safety enhances the quality of life for the community. Embracing and integrating all transportation modes, and encouraging them under the right conditions and places, can create a mosaic of multi-modal travel options necessary to accommodate ever-increasing traffic demand and congestion on existing roadways.

FIGURE T-1: JOHNS CREEK AND THE SURROUNDING AREA

Relation of Johns Creek Planning to Atlanta Regional Commission

Johns Creek is a city located within Fulton County. The City is part of the Atlanta Region, which encompasses 18 counties in the metropolitan Atlanta area. These counties are part of the Atlanta Regional Commission (ARC), which serves as the Metropolitan Planning Organization (MPO) for the Atlanta Region. ARC provides demographic and transportation forecasts for a 20 county area that includes those areas in non-attainment for federal air quality standards. Therefore, the ARC travel demand model encompasses this 20 county area. Figure T-1 shows the City of Johns Creek within the surrounding portion of the Atlanta Region.

Transportation and Air Quality

Mobile pollutant emissions from traffic are a major contributor to common air pollutants in north Georgia. These include ozone and particulate matter. The National Environmental Protection Agency (NEPA) has set standards for air quality that have not been met for several years in the Atlanta Region. In order to maintain eligibility for federal transportation funds, the ARC Regional Transportation Plan (RTP) must demonstrate that it will lead to conformity with air quality standards. This is accomplished through pollution modeling based on output from the regional travel demand model. Thus, linkage of transportation needs and improvement recommendations to the ARC travel demand model is critical to maintaining air quality conformity.

Existing Plans Review

To obtain a thorough understanding of previous planning efforts in the City of Johns Creek, a review and analysis of current plans was performed. This in-depth knowledge is crucial to ensuring that the multimodal Transportation Master Plan builds on previous work to the furthest extent possible. This section serves to summarize the other planning efforts affecting Johns Creek. The following studies have been reviewed and are briefly discussed:

- Focus Fulton 2025 Comprehensive Plan
- Fulton County Comprehensive Transportation Plan (CTP)
- ARC's RTP/TIP
- ARC's Congestion Management Process (CMP)
- GRTA Regional Transit Action Plan (RTAP)
- Transportation Planning Board (TPB) Regional Transit Plan
- ARC's Atlanta Regional Freight Mobility Plan
- ARC's Atlanta Region Bicycle Transportation & Pedestrian Walkways Plans (2002 and 2007 Bike/Ped Plans)

Summary

The primary purpose of these various plans is to provide policies and projects that guide and manage multi-modal transportation in the County and Metro Atlanta area in the context of future growth. Although these strategies and/or projects may be adequate and satisfy the needs and desires of Fulton County and/or Metro Atlanta, some of the strategies or plans may not be applicable or adequate to serve the unique needs of Johns Creek. Nevertheless, a good portion of the planned projects and policies outlined for Fulton County and/or Metro Atlanta serve as a good starting point for Johns Creek and its Transportation Master Plan.

Figure T-2 shows the Johns Creek Capital Improvement Projects. As shown in Figure T-2, most of the intersection improvements will occur in the next five years and most of the road capacity projects will occur beyond the next five years. Figure T-3 shows the Johns Creek Multi-use Trail Map, adopted from the Fulton County Greenway Plan.

Focus Fulton County 2025 Comprehensive Plan

The Focus Fulton 2025 Comprehensive Plan was approved by the Fulton County Board of Commissioners on November 2, 2005. Focus Fulton is Fulton County's Comprehensive (2005-2025) Plan intended to guide the growth of Fulton County in accordance with public and stakeholder values.

The Comprehensive Plan establishes policies, strategies, and a framework intended 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).

FIGURE T-2: JOHNS CREEK CIP

FIGURE T-2: JOHNS CREEK MULTI-USE TRAIL MAP

In the Transportation Element of Focus Fulton, there are five goals (5) and policies outlined for Fulton County. The five goals are as follows:

1. Promote bicycling and walking as transportation options in urban, suburban and rural areas of the county
2. Develop an interconnected roadway network and improve the efficiency of the existing transportation network
3. Plan County road improvements in anticipation of future needs as well as for the amelioration of existing deficiencies
4. Promote and encourage transit use
5. Provide for the coordination of transportation plans and programs among the appropriate land use and transportation planning organizations

One of the main purposes of this Transportation Element is to provide policies that guide and manage transportation in the County in the context of future growth. Although these goals and strategies may be adequate and satisfy the needs and desires of Fulton County, some of the goals and strategies may not be applicable or desired by the City of Johns Creek. Nevertheless, the transportation goals outlined for Fulton County serve as a good starting point for Johns Creek.

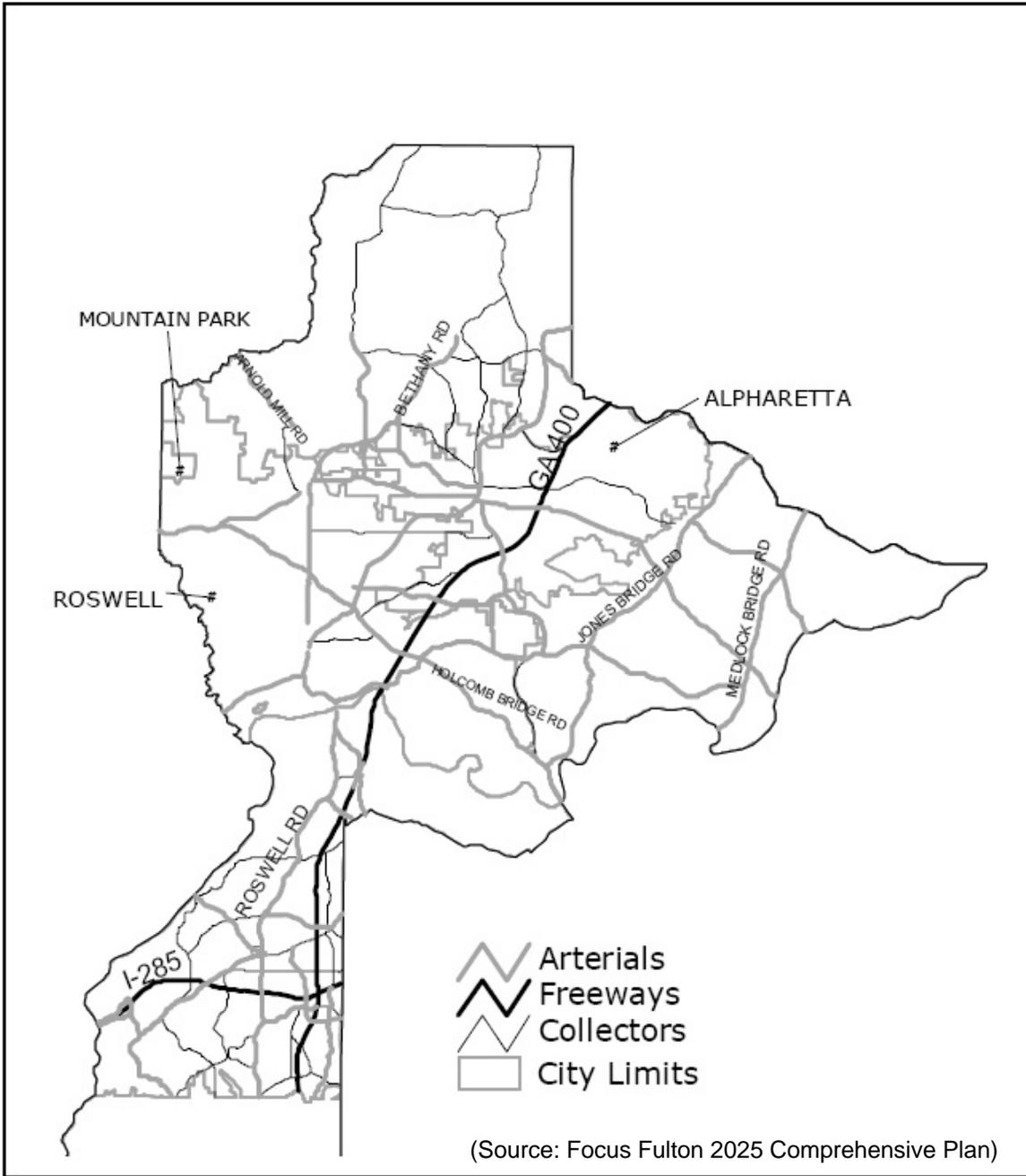
Within the Focus Fulton 2025 Comprehensive Plan, there is a Capital Improvement Plan (CIP) list. Twelve (12) short-range improvement projects included on the list have an ARC number and others have been included in Johns Creek CIP. This leaves approximately twenty-seven (27) capital improvement projects in Johns Creek with a Fulton County project number that have not been carried forward in the ARC RTP or the City of Johns Creek CIP. These projects include a variety of improvements such as ATMS, bike/ped, bridge, intersection, sidewalks and multi-use trails, and road widening. These projects are shown in Table 7.1. There are four (4) ATMS projects designated for Abbott's Bridge Road, Jones Bridge Road, Old Alabama Road, and State Bridge Road. There are three (3) bike projects, one (1) sidewalk project, and one multi-use trail project along the Chattahoochee River. There are eighteen (18) intersection and roadway improvements listed.

Figure T-4 is an excerpt from the Plan that shows the functional classification of roadways within North Fulton County. At the time of this writing, Johns Creek has adopted functional classifications, which are different from GDOT's functional classification shown in Figure T-5. Johns Creek Functional Classification is shown in Figure T-11 in the Roadway Capacity and Safety Needs Assessment Section.

Table 7.1 Focus Fulton County 2025 CIP (without ARC # nor on Johns Creek CIP)

Fulton 2025 Project #	Description	From	To	Type
P040	Abbotts Bridge Rd	Kimball Bridge Rd/Jones Bridge Rd	Gwinnett Co Line	ATMS
P055	Jones Bridge Rd	Old Alabama Rd	McGinnis Ferry Rd	ATMS
P057	Old Alabama Rd	Nesbit Ferry Rd	Medlock Bridge Rd	ATMS
P063	State Bridge Rd	Kimball Bridge Rd	Chattahoochee River	ATMS
P094	Kimball Bridge Rd	Alpharetta City Limits	Jones Bridge Rd	Bike Lane
P104	Rivermont Pkwy	Barnwell Rd	Holcomb Bridge Rd	Bike Lane
P106	Sargent Rd	Jones Bridge Rd	McGinnis Ferry Rd	Bike Lane
P012	Abbotts Bridge Rd at Medlock Bridge Rd	n/a	n/a	Intersection Improvements
P019	Old Alabama Rd at Nesbit Ferry Rd	n/a	n/a	Intersection Improvements
P180	Medlock Bridge Rd at Bell Rd	n/a	n/a	Intersection Improvements
P341	Medlock Bridge Rd at Johns Creek Pkwy	n/a	n/a	Intersection Improvements
P342	Sargent Rd at Findley Rd	n/a	n/a	Intersection Improvements
P343	McGinnis Ferry Rd at Concord Hall Dr	n/a	n/a	Intersection Improvements
P344	Jones Bridge Rd at McGinnis Ferry Rd	n/a	n/a	Intersection Improvements
P345	Findley Rd at Findley Oaks Elem School	n/a	n/a	Intersection Improvements
P346	Medlock Bridge Rd at Findley Rd	n/a	n/a	Intersection Improvements
P350	Parsons Rd at Wilson Rd	n/a	n/a	Intersection Improvements
P352	Buice Rd at Autry Mill Rd	n/a	n/a	Intersection Improvements
P353	Buice Rd at Spruill Rd	n/a	n/a	Intersection Improvements
P354	Old Alabama Rd at Buice Rd	n/a	n/a	Intersection Improvements
P356	Old Alabama Rd at Spruill Rd	n/a	n/a	Intersection Improvements
P358	McGinnis Ferry Rd at Johns Creek Pkwy	n/a	n/a	Intersection Improvements
P360	Medlock Bridge Rd at Old Alabama Rd	n/a	n/a	Intersection Improvements
P199	Chattahoochee River Multi-use Trail along N Fulton Border	n/a	n/a	Multi-use Bike/Ped Facility
P252	Jones Bridge Rd	Old Alabama Rd	Forsyth Co Line	Sidewalks
P299	Medlock Bridge Rd	Chattahoochee River	Forsyth Co Line	Road Capacity
P306	Sargent Rd	Jones Bridge Rd	McGinnis Ferry Rd	Road Capacity

Figure T-4: Excerpt from Focus Fulton County 2025 Functional Classification

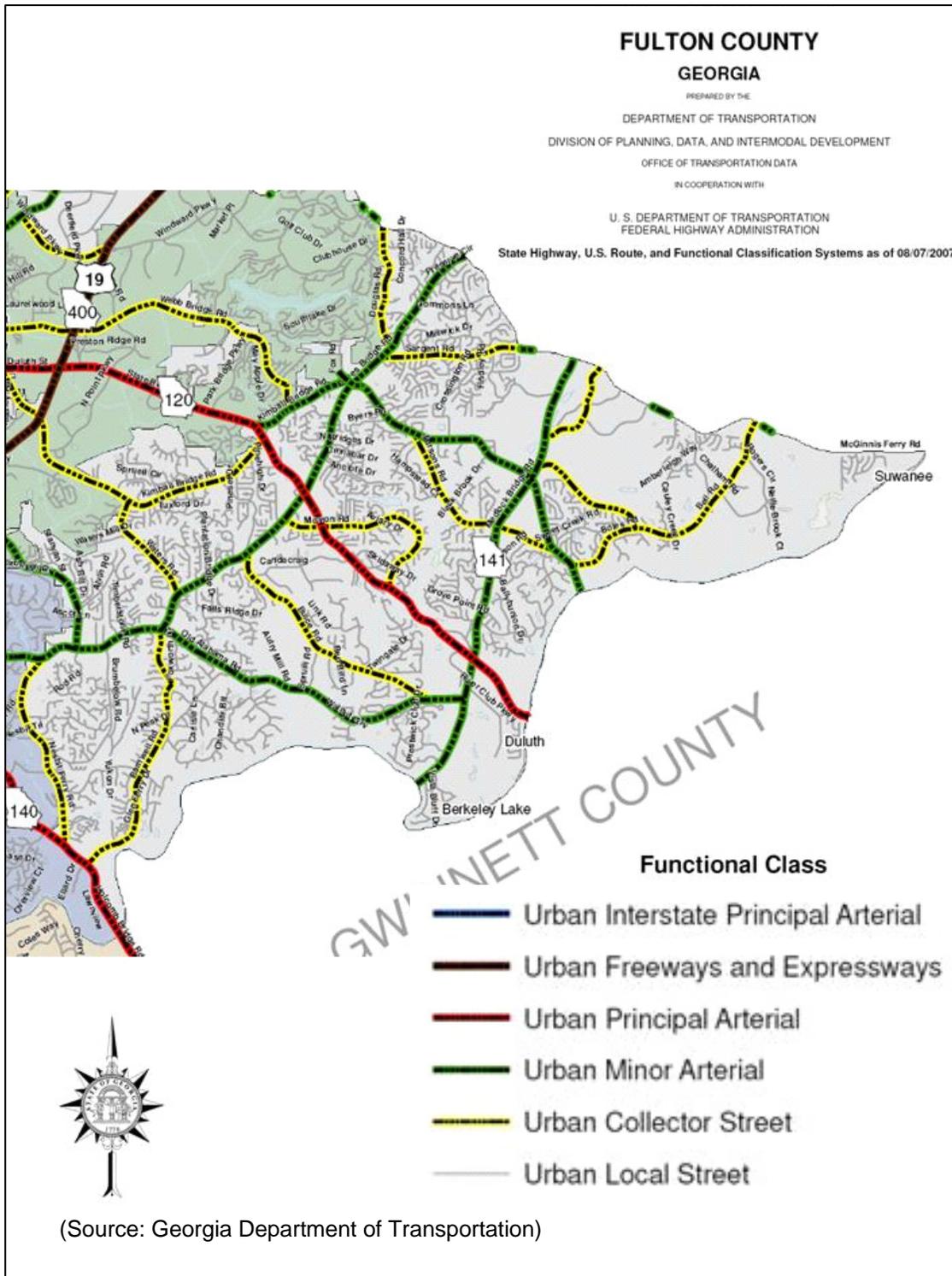


Road Classifications
North Fulton & Sandy Springs

1 0 1 2 Miles

Prepared by the Fulton County Department of Technology and Community Development
 Data as of Service Date on Geographic Information System
 www.fultoncountyga.gov

Figure T-5: Excerpt from GDOT's Functional Classification



As shown in Figure T-4, the following roadways in Johns Creek are classified as an arterial under the Fulton County road classification system: Medlock Bridge Road (SR 141); Jones Bridge Road; Abbotts Bridge Road; State Bridge Road; and Old Alabama Road.

As shown in Figure T-5, the following roadways in Johns Creek are classified as such under the GDOT road classification system:

- Urban Minor Collector – Bell Road, Johns Creek Parkway, Boles Road, Parsons Road, Sargent Road, Buice Road, Morton Road, and Barnwell Road.
- Urban Minor Arterial – Medlock Bridge Road (SR 141), Jones Bridge Road, portions of McGinnis Ferry Road, Abbotts Bridge Road/Kimball Bridge Road, Old Alabama Road, and Haynes Bridge Road.
- Urban Principal Arterial – State Bridge Road.

The Johns Creek local functional classification system is similar to the GDOT classifications. However it does not distinguish between principal and minor arterial classification and includes Morton Road or the section of Parsons Road between Medlock Bridge Road and Abbotts Bridge Road as local roads rather than collector roads. See Figure T-11 in the Roadway Capacity and Safety Needs Assessment Section.

Fulton County Comprehensive Transportation Plan

The Fulton County Comprehensive Transportation Plan (CTP) was adopted by the Fulton County Board of Commissioners on January 3, 2001. Although this plan preceded the Focus Fulton 2025 Plan, it provided a transportation framework that should be considered in moving the Plan for Johns Creek forward. The CTP is designed to manage the existing and future transportation demands on County roads through policy, reflecting the desires and goals of the County and public.

There are four planning areas in the CTP: South Fulton, Southwest Fulton, North Fulton, and Sandy Springs. Johns Creek was a part of the North Fulton planning area. The CTP addresses each planning area independently to identify their unique needs and objectives, performance measures, and recommended projects.

The framework for developing the Plan was as follows:

- Accommodate current and future mobility and accessibility needs for goods and people through the development of a balanced, safe and efficient multimodal transportation system.
- Ensure coordination and consistency with economic development policies, land use plans, regional plans, and local plans.
- Provide a system that is reflective of citizen needs, concerns and quality of life issues and is sensitive to environmental, historical, and cultural resources.
- Address needs of individual planning areas while developing a comprehensive and integrated transportation system.

Although this framework is intended for Fulton County and planning areas (such as North Fulton which encompass Johns Creek), the strategies and objectives detailed to satisfy the framework and identified in this 2001 CTP may not be applicable or desired in 2007 the citizens of Johns Creek

ARC's RTP and TIP

The Regional Transportation Plan (RTP) is a long-range plan which includes projects such as bridges, bicycle paths, sidewalks, transit services, new and upgraded roadways, safety improvements, transportation demand management initiatives and emission reduction strategies. The RTP covers a minimum planning horizon of 20 years and should be updated every four years in areas which do not meet federal air quality standards in accordance with federal requirements.

The Transportation Improvement Program (TIP) allocates federal funds for the highest priority transportation projects in the near term of the Regional Transportation Plan (RTP). The TIP must be consistent with the long-range objectives of the RTP and must be financially constrained.

There are twelve (12) short-range projects and eight (8) long range projects in the City of Johns Creek. These projects are shown in Figure T-6 and are summarized in Table 7.2.

Of the short-range projects, nine are intersection improvements, ranging from one, or the combination, of the following types of improvements: adding turn lanes, signalization, drainage improvements, sight distance improvements, and the addition of sidewalks. The other short-range improvements include a four mile multi-use path greenway along Medlock Bridge Road (SR 141), a road widening and bridge widening on McGinnis Ferry Road.

FIGURE T-6 ARC RTP TIP

Table 7.2 ARC's RTP/TIP (2008-2013) in Johns Creek

ARC Number	Description	From	To	Status	Type	Open Year	Cost
FN-AR-BP076A	Phase 1 of Johns Creek Greenway (along Medlock Bridge Road)	Findley Rd	Old Alabama Rd	Programmed	Multi-use Bike/Ped Facility	2009	\$6,400,000
FN-AR-BP076B	Phase 2 of Johns Creek Greenway	TBD	TBD	Programmed	Multi-use Bike/Ped Facility	2010	\$2,500,000
FN-003A	SR 120 (Kimball Bridge Road / Abbotts Bridge Road)	State Bridge Rd/Old Milton Pkwy	Peachtree Industrial Boulevard	Long Range	Road Capacity	2020	\$54,800,000
FN-031B	Haynes Bridge Rd	Mansell Rd	Old Alabama Rd	Long Range	Road Capacity	2020	\$12,900,000
FN-049A	Jones Bridge Road (Segment 1)	Old Alabama Rd	SR 120 (Abbotts Bridge Rd/Kimball Bridge Rd)	Long Range	Road Capacity	2030	\$23,500,000
FN-049B	Jones Bridge Road (Segment 2)	SR 120 (Abbotts Bridge Rd/Kimball Bridge Rd)	McGinnis Ferry Rd	Long Range	Road Capacity	2030	\$7,500,000
FN-123A	Old Alabama Rd (Segment 1)	SR 140 (Holcomb Bridge Rd)	Jones Bridge Rd	Long Range	Road Capacity	2020	\$38,900,000
FN-123B	Old Alabama Rd (Segment 2)	Jones Bridge Rd	Buice Rd*	Long Range	Road Capacity	2020	\$42,000,000
FN-195	Bell Rd at Rogers Bridge Rd	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2011	\$2,400,000
FN-196	Jones Bridge Rd at Morton Rd	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2012	\$1,000,000
FN-197	Jones Bridge Rd at Waters Rd	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2012	\$1,200,000
FN-207	Bell Rd at Rogers Circle Rd (northern intersection)	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2011	\$1,600,000
FN-223	Jones Bridge Rd at Buice Rd	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2012	\$1,200,000
FN-225	State Bridge Rd/Pleasant Hill Rd	SR 141 (Medlock Bridge Rd)	Peachtree Industrial Boulevard	Long Range	Road Capacity	2030	\$9,900,000
FN-233A	McGinnis Ferry Rd (Segment 1)	Union Hill Rd	Sargent Rd	Programmed	Road Capacity	2020	\$48,600,000
FN-233C	McGinnis Ferry Rd at Chattahoochee River	n/a	n/a	Programmed	Bridge Capacity	2009	\$5,700,000
FN-236	SR 120 (Abbotts Bridge Rd) at Boles Rd	n/a	n/a	Programmed	Intersection Upgrade - Signals and turn lanes	2011	\$1,000,000
FN-238	Bell Rd at Boles Rd	n/a	n/a	Programmed	Intersection Upgrade - Signals and turn lanes	2011	\$1,000,000

The seven (7) long range projects all involve road widening. These roadways include State Bridge Road, Haynes Bridge Road, Jones Bridge Road (two segments), Old Alabama Road (two segments), and Kimball Bridge Road / Abbotts Bridge Road (SR 120). With the exception of State Bridge Road which is planned to be widened to six lanes, all other roadways are planned to be widened to four lanes.

ARC's Congestion Management Process

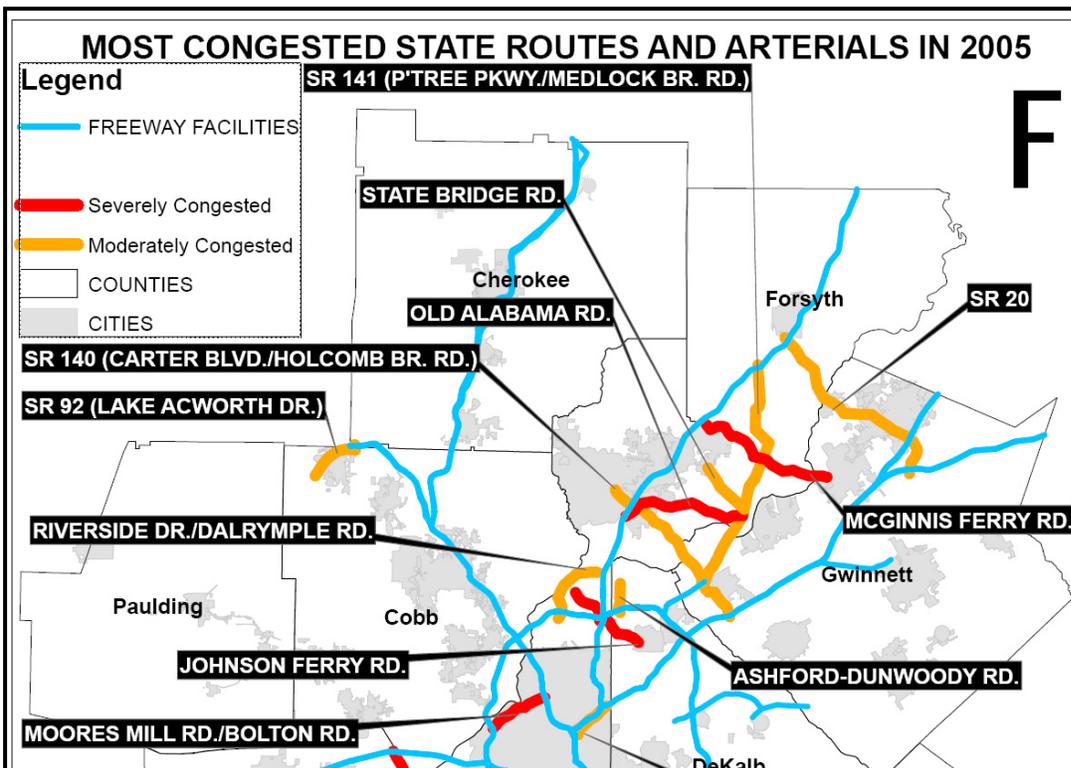
The Congestion Management Process (CMP) identifies existing congested facilities within the metropolitan area and makes recommendations to mitigate the congestion in conjunction with a monitoring schedule to oversee progress in accordance with federal requirements.

The following roadways in Johns Creek were monitored in the 2005 CMP: McGinnis Ferry Road, Kimball Bridge Road/Abbotts Bridge Road, State Bridge Road, Old Alabama Road, Medlock Bridge Road, and Jones Bridge Road. An excerpt from the CMP is shown in Figure T-7.

Four (4) of the Atlanta region's most congested corridors in the Year 2005 are within the City of Johns Creek:

- Old Alabama Road (Severely Congested)
- McGinnis Ferry Road (Severely Congested)
- State Bridge Road (Moderately Congested)
- Medlock Bridge Road (Moderately Congested)

Figure T-7: Excerpt from ARC's CMP in Johns Creek



These congested corridors were identified using evaluation criteria that addressed the intensity, duration, and the extent of congestion. Measures to determine such parameters of congestion included travel time indexes, total daily congested hours, and total vehicle delay percentage.

GRTA Regional Transit Action Plan

The Regional Transit Action Plan (RTAP) is a framework for the metro Atlanta region to help create more transportation choices. RTAP is a two year study that recommends an integrated and seamless public transportation network for the Atlanta region. The RTAP study began in November, 2001, and was adopted on June 30, 2003. RTAP has developed a long-range transit action plan for the 13-county non-attainment area.

Potential improvements identified in RTAP have positive implications on the multi-modal transportation network in Johns Creek. An arterial Bus Rapid Transit (BRT) project is planned for State Bridge Road within Johns Creek, that is intended to be part of a BRT corridor linking Marietta and Lawrenceville. An expanded local bus system is proposed along McGinnis Ferry Road, Kimball Bridge Road/Abbotts Bridge Road, State Bridge Road, Old Alabama Road, Jones Bridge Road, and Medlock Bridge Road. The local bus routes would serve to connect local residents and workers in Johns Creek to Duluth, Norcross, Roswell, and Alpharetta. An excerpt from RTAP is shown in Figures T-8 and T-9 to provide a graphical overview of these projects.

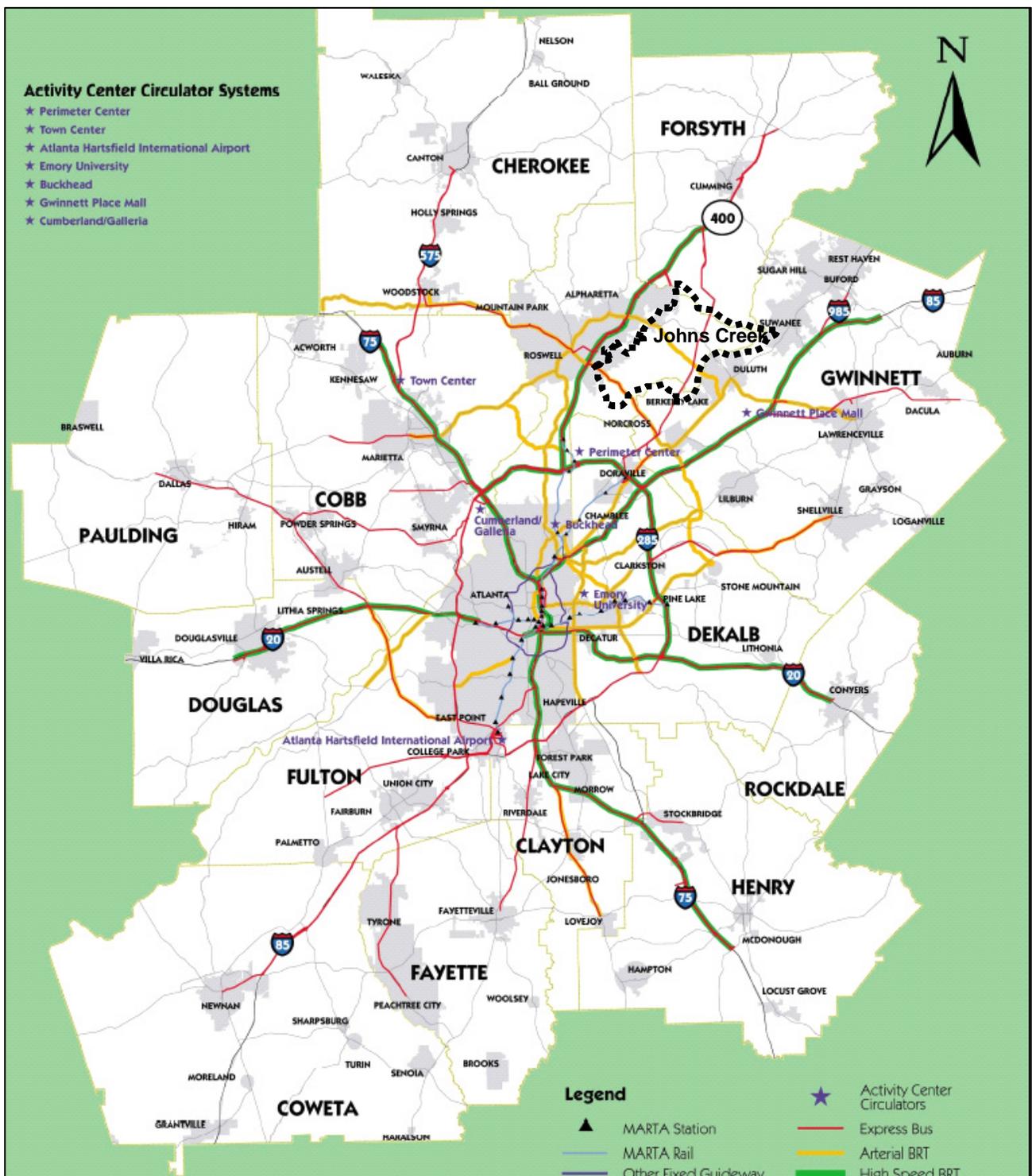
GRTA Express Bus 408 exists today and serves the eastern area of Johns Creek along Medlock Bridge Road (SR 141). The route extends between Doraville MARTA Station on the south to Johns Creek Hospital on the north.

Transportation Planning Board (TPB)

The Transit Planning Board (TPB) aims to establish a sustainable and integrated transit network for the Atlanta region. TPB was created by a joint resolution of the Atlanta Regional Commission (ARC), Metropolitan Atlanta Rapid Transit Authority (MARTA) and the Georgia Regional Transportation Authority (GRTA). The objectives of TPB are as follows:

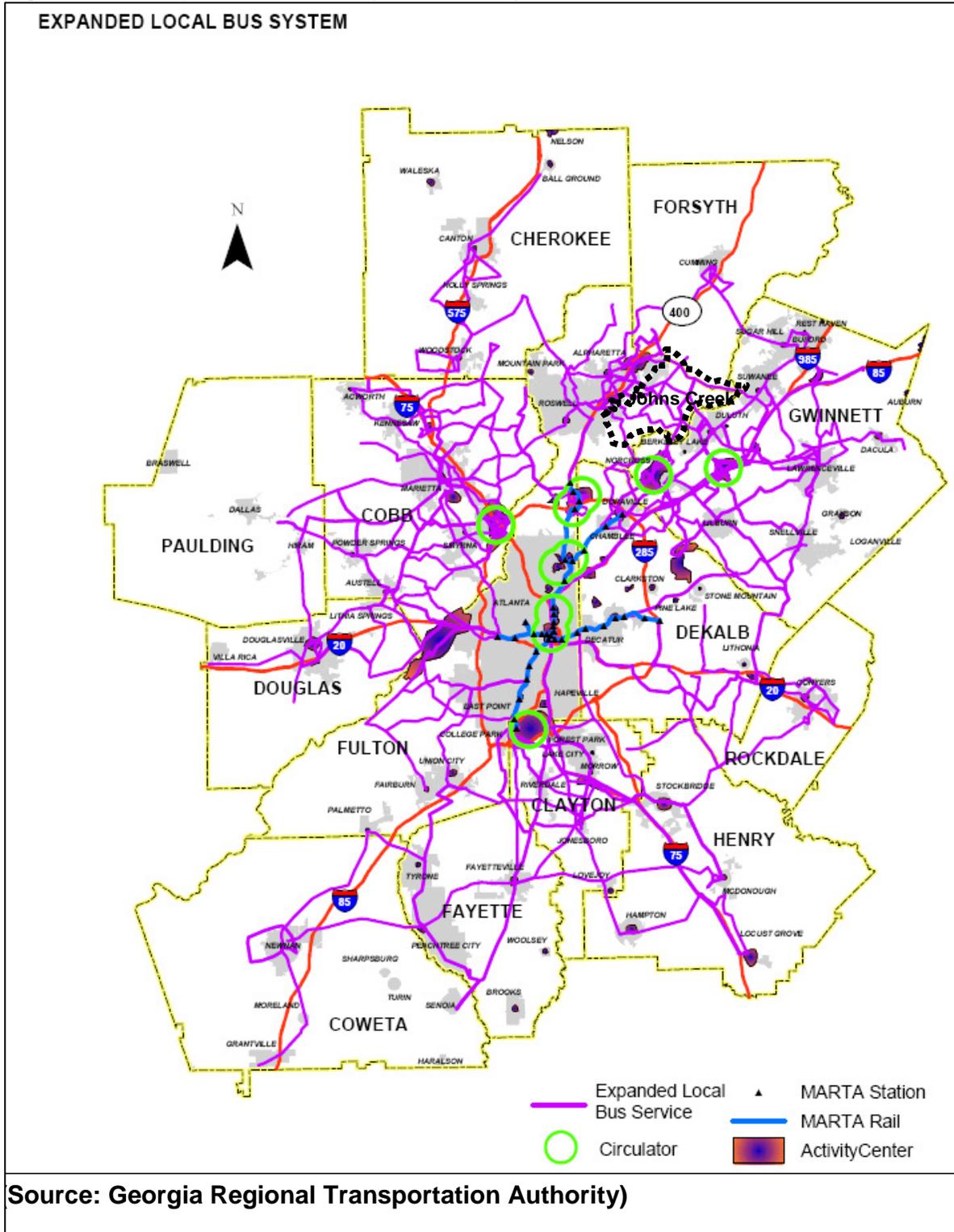
- Conduct an initial planning phase of at least two years during which it will develop a regional transit plan including a comprehensive financial plan;
- Work to improve regional service coordination, including integrating fares, marketing and customer information;
- Measure system performance; and,
- Advocate for increased federal funding for regional transit.

Figure T-8: Excerpt from GRTA's Draft Concept Plan



(Source: Georgia Regional Transportation Authority)

Figure T-9: Excerpt from GRTA's Expanded Bus System Plan



TPB's Adopted Concept Plan 3 Regional Transit Vision (August 28, 2008) proposes various regional transit initiatives (see **Figure T-10**). 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 to expressway bus up to Cumming. Commuter rail, a section of which connects Doraville and Duluth, is also proposed adjacent to the Buford Highway corridor.

Atlanta Regional Freight Mobility Plan

The Regional Freight Mobility Plan is a data-driven, policy-based plan that identifies and prioritizes improvements that accommodate mobility of both people and goods while mitigating congestion and safety issues. An in-depth assessment of the region's freight system performance was conducted and key freight mobility needs were identified in the 20-county Atlanta region.

No regional truck routes were identified within Johns Creek through this effort. The State Route system serves the truck movements throughout and within Johns Creek.

ARC's Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan

The Atlanta Regional Commission (ARC) produced the Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan in 2002. The Plan is a policy and project oriented plan that encourages regional coordination of non-motorized planning efforts and builds on the strategies of previous plans with the intention of creating both a regional scale bicycle network that includes on-road facilities and shared use pathways and a pedestrian network focused around major activity centers.

The *ARC 2007 Atlanta Region Bicycle Transportation and Pedestrian Walkways Report*, by Sprinkle Consulting, Inc., provides an update to the previous 2002 plan. The 2007 plan's intention is "creating a regional scale bicycle network that includes both on-road facilities and shared use pathways and a pedestrian network focused around major activity centers".

The Plan has recommended paved shoulders for most of McGinnis Ferry Road in Johns Creek and detailed further study on McGinnis Ferry Road just west of Jones Bridge Road. Other roads in Johns Creek were not addressed in the plan update.

Figure T-10: Excerpt from TPB's Adopted Concept Plan 3 Regional Transit Vision



<p>Transit Planning Board</p> <p>ADOPTED CONCEPT PLAN 3 REGIONAL TRANSIT VISION</p> <p><i>(August 28, 2008)</i></p>	<ul style="list-style-type: none"> — Existing Heavy Rail - - - New Heavy Rail - - - Streetcar/LRT — Commuter Rail — Expressway Bus 	<ul style="list-style-type: none"> — Arterial Rapid Bus — Reg'l Suburban Bus - - - Overlapping Alignments: Arterial Rapid Bus & Reg'l Suburban Bus Transit Way 	<ul style="list-style-type: none"> ● Major Activity Center ★ Atlanta MMPT ★ TPB Transit Center ● MARTA Station City County 	<div style="text-align: center;">  <p>0 2 4 8 Miles</p>  <p>Transit Planning Board <small>WORKING TOGETHER - CONSTRUCTING OUR REGION</small></p>  </div>
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Roadway Capacity and Safety Needs Assessment

The differential between traffic demand and the available road capacity in a community generally dictates the adequacy or inadequacy of a transportation system. The overall safety of that transportation system also plays a key role in defining the quality of the network. This section aims to detail the existing road capacity and safety characteristics of the road system serving the City of Johns Creek.

Roadway Jurisdiction and Functional Classification

Johns Creek has approximately 355 miles of roadways and 27 bridges. Roadway can be described by the local functional classification system, which defines a roadway based on its accessibility and mobility. On one end of the spectrum are expressways/interstates, which provide the greatest mobility with controlled access. On the other end are local roads, which provide the greatest accessibility and feed traffic into higher capacity roads. A description of the system's major functional classifications is presented below and is shown in Figure T-11 for the local roadway classification system. In addition to the local functional classification system, originally established by Fulton County, GDOT monitors its own functional classification system. GDOT's functional classifications of roadways in Johns Creek are shown in Figure T-12.

- **Highways and Freeways** – Interstates and freeways provide the greatest level of mobility, with access limited to interchanges. The nearest freeways to Johns Creek are SR 400 (Georgia 400) on the west, I-85 on the east, and I-285 on the south.
- **Arterials** – An arterial is a street or road whose primary function is to carry through traffic over relatively long distances between major activity areas. Specific arterial facilities include Medlock Bridge Road, Jones Bridge Road, Abbotts Bridge Road, State Bridge Road, Old Alabama Road, and Holcomb Bridge Road.
- **Collectors** – A collector is a street or road whose primary function is to carry through traffic over minor distances from local streets and subdivisions to an activity center or higher classification street.
- **Local Streets** – Local streets feed the collector system from low volume residential and commercial areas.

FIGURE T-11 LOCAL FC

FIGURE T-12 GDOT FC

Under the GDOT functional classification, Johns Creek roadways are classified as follows:

- Principal Arterial – State Bridge Road.
- Minor Arterial – Medlock Bridge Road (SR 141), Jones Bridge Road, portions of McGinnis Ferry Road, Abbotts Bridge Road/Kimball Bridge Road, Old Alabama Road, and Haynes Bridge Road.
- Minor Collector – Bell Road, Johns Creek Parkway, Boles Road, Parsons Road, Sargent Road, Buice Road, Morton Road, Barnwell Road, and Nesbitt Ferry Road.

The City of Johns Creek is considering modifications to the functional classification system to reflect local roadway use and community road use.

Roadway Analysis Criteria

The level of system performance varies by type of transportation facility, geographic location, time of day, and other characteristics. Each roadway in the network has a theoretical capacity based on its functional classification and characteristics. When roadways are operating in free-flow conditions, capacity constraints are not apparent. However, as traffic volumes increase, available capacity is restricted and roadway congestion results. Federal regulations define traffic congestion as the level at which transportation system performance is no longer acceptable.

Capacity needs are identified using measures such as daily volume to capacity (v/c). The v/c ratio of a specific roadway is an indicator of the level of service (LOS) that can be expected on that roadway. A v/c ratio of less than 1.0 indicates that a road can handle additional volume and remain within capacity. A v/c ratio of 1.0 indicates that a road has reached its capacity, and additional traffic volume will result in a less than acceptable LOS. A v/c ratio of more than 1.0 indicates that a road's traffic volume exceeds its capacity to handle that traffic, resulting in an unacceptable LOS. The computation and analysis of roadway v/c allows system-wide analysis of the transportation network, providing an approximation of the LOS of roadways or corridors, based on information such as lane configuration, observed roadway speed, and traffic volumes.

V/C ratios are linked to LOS to provide an easier way to communicate roadway operations. LOS is a user-based assessment of conditions. Roadways are given a letter designation, with "A" representing the best operating conditions and "F" representing the worst. The 2000 *Highway Capacity Manual* provides the following LOS guidelines:

- LOS A, B and C indicate conditions where traffic can move relatively freely.
- LOS D describes vehicle speed beginning to decline slightly due to increasing flows. Speed and freedom of movement are severely restricted.
- LOS E describes conditions where traffic volumes are at or close to capacity, resulting in serious delays.
- LOS F describes breakdown in vehicular flow. This condition exists when the flow rate exceeds roadway capacity. LOS F describes traffic downstream from the bottleneck or breakdown.

The following LOS criteria are used to determine congestion levels on roadway segments within the ARC travel demand model.

- LOS A through C is equivalent to a v/c of 0.7 or less.
- LOS D is equivalent to a v/c of 0.701 to 0.85.
- LOS E is equivalent to a v/c of 0.851 to 1.00.
- LOS F is equivalent to a v/c greater than 1.00.

Roadway Characteristics

Roadway capacity is primarily determined by its number of lanes, signal density and operations, signal and intersection spacing and functional classification. The number of lanes and traffic signal locations within the City of Johns Creek are shown in Figure T-13. The intersection spacing's along key roadways in Johns Creek are shown in Figure T-14.

As shown in Figure T-14, the access density of key roadways in Johns Creek have been identified. This map was developed by counting the driveways/intersections and spacing's along these roadways. The higher the access density (lower intersection spacing), the lower the capacity of the road. Segments of Abbotts Bridge Road, Old Alabama Road, and Jones Bridge Road appear to have relatively higher number of intersections and lower intersection spacing, limiting the capacity of roadways.

Existing Travel Patterns

Travel within Johns Creek is predominantly made with the automobile. Understanding the travel characteristics of the traffic found in Johns Creek is essential to identifying the appropriate solutions. For example, if a roadway is congested due to a high percentage of traffic merely traveling through the city, solutions may need to be geared towards access management and through capacity enhancements. Conversely, if the congested roadway consists of a high proportion of local traffic, new local connectivity may be the appropriate solution for locals destined for businesses situated along that roadway.

FIGURE T-13: EXISTING ROAD CHARACTERISTICS

FIGURE T-14: EXISTING ACCESS DENSITY ON KEY ROADWAYS

Vehicular traffic in Johns Creek can be categorized as follows: (a) Trips within Johns Creek (b) Trips either starting or ending in Johns Creek (c) Trips going through Johns Creek. Figure T-15 shows the existing proportion of these trips at twelve locations within Johns Creek. They are detailed in Table 7.3. The origin-destination data was obtained using ARC's travel demand model for the Year 2005.

Table 7.3: Existing Travel Characteristics in Johns Creek

Location	Description	2005 Trips		
		Within JC	To/From JC	Through JC
1	McGinnis Ferry Road , West of Old Atlanta Road	1%	70%	29%
2	McGinnis Ferry Road , East of Jones Bridge Road	1%	49%	50%
3	Abbotts Bridge Road, East of Parsons Road	16%	53%	31%
4	State Bridge Road, West of Morton Road	14%	43%	44%
5	Old Alabama Road, West of Spruill Road	13%	53%	34%
6	Old Alabama Road, West of Jones Bridge Road	13%	60%	27%
7	Jones Bridge Road, North of Sargent Road	12%	60%	28%
8	Jones Bridge Road, North of State Bridge Road	37%	59%	4%
9	Jones Bridge Road, North of Buice Road	40%	56%	4%
10	Medlock Bridge Road, North of Abbotts Bridge Road	8%	35%	57%
11	Medlock Bridge Road, North of State Bridge Road	7%	42%	51%
12	Medlock Bridge Road, South of Old Alabama Road	2%	58%	40%

As shown in Figure T-15 and detailed in Table 7.3, the following observations are noted:

- Medlock Bridge Road experiences a relatively higher proportion of traffic traveling through Johns Creek (i.e. no origin or destination within Johns Creek).
- Traffic along Jones Bridge Road near State Bridge Road and Buice Road have a relatively higher proportion of local traffic compared to other locations in Johns Creek.
- Trips either starting or ending in Johns Creek are evident at all locations.

Existing Roadway Operational Needs

In order to determine which facilities in Johns Creek are currently congested, the Atlanta Regional Commission's (ARC's) regional transportation plan and travel demand model was used. Model results for the 2005 and 2030 networks were evaluated. It is important to note that the model network reflects the regionally significant roads. Therefore, some local roads are not included on the network.

FIGURE T-15: YEAR 2005 O-D TRIPS

Figure T-16 shows the levels of congestion in Johns Creek for the Year 2005 based on ARC travel demand model results. As shown in the map, many key roadways in Johns Creek operate over capacity. The following corridors within Johns Creek are over capacity for either its entire length or for major portions of the corridor:

- Medlock Bridge Road (SR 141)
- Jones Bridge Road (between Old Alabama and past Sargent Road)
- McGinnis Ferry Road (west of Medlock Bridge Road and east of Bell/Boles Road)
- Kimball Bridge Road/Abbotts Bridge Road
- State Bridge Road
- Old Alabama Road

In addition to ARC's travel demand model data, Year 2006 daily traffic volume data was obtained from the GDOT traffic count stations. In addition, Year 2007 data was procured in December 2007 at 25 locations in Johns Creek. Figure T-17 shows these daily traffic volumes and the corresponding section of roadway likely to be represented by the traffic volume counts indicated. Figure T-17 also shows Level of Service (LOS) ratings for areas in the vicinity of the traffic counts. These LOS values were calculated using GRTA Development of Regional Impact (DRI) LOS Service Volume tables.

It is important to note, the 2005 ARC travel demand model results do not reflect the widening of State Bridge Road which provides additional capacity, reducing pressure on Abbotts Bridge Road and Buice Road. The GDOT count station volumes and additional Year 2007 counts shown in Figure T-17 were compared to capacity with the assumed widening of State Bridge Road to 4-lanes divided (completed in Year 2006).

Year 2030 Roadway Operational Needs

In the Year 2030 Vehicular traffic in Johns Creek can be categorized as follows: (a) Trips within Johns Creek (b) Trips either starting or ending in Johns Creek (c) Trips going through Johns Creek. Figure T-18 shows the existing proportion of these trips at twelve different locations within Johns Creek. They are detailed in Table 7.4. The origin-destination data analysis was performed using ARC's travel demand model for the Year 2030.

FIGURE T-16: 2005 V/C

FIGURE T-17: 2006 AND 2007 DAILY TRAFFIC VOLUMES AND LOS

FIGURE T-18: 2030 ORIGINS & DESTINATIONS MAP

Table 7.4 Year 2030 Travel Characteristics in Johns Creek

Location	Description	2030 Trips		
		Within JC	To/From JC	Through JC
1	McGinnis Ferry Road , West of Old Atlanta Road	3%	63%	34%
2	McGinnis Ferry Road , East of Jones Bridge Road	2%	57%	41%
3	Abbotts Bridge Road, East of Parsons Road	16%	48%	36%
4	State Bridge Road, West of Morton Road	18%	45%	37%
5	Old Alabama Road, West of Spruill Road	11%	42%	47%
6	Old Alabama Road, West of Jones Bridge Road	9%	50%	40%
7	Jones Bridge Road, North of Sargent Road	8%	55%	37%
8	Jones Bridge Road, North of State Bridge Road	34%	59%	7%
9	Jones Bridge Road, North of Buice Road	35%	60%	6%
10	Medlock Bridge Road, North of Abbotts Bridge Road	10%	32%	57%
11	Medlock Bridge Road, North of State Bridge Road	8%	39%	52%
12	Medlock Bridge Road, South of Old Alabama Road	3%	57%	40%

As shown in Figure T-18 and detailed in Table 7.4, the following observations are noted:

- Medlock Bridge Road, Old Alabama Road, State Bridge Road, Abbotts Bridge Rd/Kimball Bridge Road, and McGinnis Ferry Road will experience a relatively higher proportion of traffic traveling through Johns Creek (i.e. no origin or destination within Johns Creek).
- Traffic along Jones Bridge Road near State Bridge Road and Buice Road have a relatively higher proportion of local traffic compared to other locations in Johns Creek.
- Trips either starting or ending in Johns Creek are equally evident at all locations.
- These Year 2030 travel patterns are very similar to those indicated for Year 2005 (as seen in Table 7.3).

2030 Conditions with Existing Network plus Committed Projects

A network of existing roadways and those projects that have funding already committed to them was used to determine future volume to capacity ratios. This is typically termed the E+C Network. Figure T-19 shows the Year 2030 E+C Daily V/C's. These V/C's were calculated from ARC's Travel Demand Model. As shown in the map, many key roadways in Johns Creek are anticipated to operate over capacity in Year 2030.

FIGURE T-19 2030 E+C DAILY V/C RATIOS

The following Johns Creek corridors are over capacity for either their entire length or major portions:

- Medlock Bridge Road (SR 141)
- Jones Bridge Road and Barnwell Road
- McGinnis Ferry Road
- Kimball Bridge Road/Abbotts Bridge Road
- State Bridge Road
- Old Alabama Road
- Haynes Bridge Road
- Sargent Road
- Boles/Bell Road
- Johns Creek Parkway

Figure T-20 illustrates the capacity deficiencies for key roadways in Johns Creek. The ARC travel demand model volumes and capacities were used in this assessment of the severity of capacity deficiencies. As this Figure shows, most deficiencies are less than 9,000 vehicles per day, an amount that represents half the capacity of an additional travel lane in each direction.

2030 Conditions with ARC's RTP Projects

A network of existing roadways and projects that have or may not have programmed funding (the RTP Build network) was used to determine future volume to capacity ratios. Figure T-21 shows the Year 2030 RTP Build Daily V/C's. This map shows the V/C ratios for 2030 on key roadways in Johns Creek assuming all the projects included in the RTP are constructed (see Figure T-6 for RTP projects).

As shown in Figure T-21, even with the RTP projects included in the model, some key roadways in Johns Creek will continue to operate over capacity. The following Johns Creek corridors are over capacity for either their entire length or major portions:

- Medlock Bridge Road (SR 141)
- Old Alabama, near SR 141 and west of Jones Bridge Road
- Jones Bridge Road and Barnwell Road
- McGinnis Ferry Road west of SR 141 and east of Bell/Boles Road
- Kimball Bridge Road/Abbotts Bridge Road
- State Bridge Road
- Johns Creek Parkway
- Sargent Road near McGinnis Ferry Road
- Bell/Boles Road

FIGURE T-20: 2030 E+C NEEDS

FIGURE T-21: 2030 RTP BUILD V/C

Intersections of Major Roads

It is important to note that intersections generally constrain or limit the capacity of a roadway corridor. Intersections along corridors, especially with major roads, can create bottlenecks that constrain the capacity and flow of a corridor. Intersections with minor cross roads frequently constrain the main roads green time for through traffic to 60-70% of the green cycle. Major arterials intersecting another major road can constrain the main roads green time for through traffic to 40% of the green cycle. In order to identify locations with the potential to become bottleneck intersections, intersecting roads both having $v/c=0.7$ or greater (LOS D) were identified using the ARC travel demand model data for Year 2030.

Based on Year 2030 travel demand model results, those intersections include:

- Medlock Bridge Road at Old Alabama Road;
- Medlock Bridge Road at State Bridge Road;
- Medlock Bridge Road at Abbotts Bridge Road;
- Medlock Bridge Road at Johns Creek Parkway;
- Medlock Bridge Road at McGinnis Ferry Road;
- Jones Bridge Road at Old Alabama Road;
- Jones Bridge Road at Waters Road;
- Jones Bridge Road at Buice Road;
- Jones Bridge Road at State Bridge Road;
- Jones Bridge Road at Abbotts Bridge Road;
- Jones Bridge Road at Sargent Road;
- Jones Bridge Road at McGinnis Ferry Road;
- Old Alabama Road at Nesbitt Ferry Road;
- Old Alabama Road at Buice Road;
- Abbotts Bridge Road at Boles Road;
- Sargent Road at McGinnis Ferry Road;
- Johns Creek Parkway at McGinnis Ferry Road; and,
- McGinnis Ferry Road at Bell/Boles Road.

Sample bottleneck intersections will be investigated further in the community agenda through case studies of severely congested and moderately congested locations.

Roadway Safety

In order to evaluate roadway safety, vehicle crashes, including those between vehicles and pedestrians or bicyclists, were examined for the period of 2003 through 2006 using the GDOT crash database for roadway facilities within Johns Creek.

Figure T-22 shows the crash rates exceeding the Year 2006 state wide average rates, according to each road's functional classification. As shown in the Figure T-22, the crash rates calculated for the following roadways exceed statewide averages according to their functional classification:

- Medlock Bridge Road
- Old Alabama Road west of Jones Bridge Road
- State Bridge Road
- Kimball Bridge Road/Abbotts Bridge Road
- Sargent Road
- Johns Creek Parkway

Summary of Identified Roadway Capacity and Safety Needs

The assessment of roadway capacity and safety has examined several areas of transportation needs in categories as indicated 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/Bole Roads, and Sargent Road.
- Operational improvements and intersection reconfigurations to prevent bottlenecks at major intersections, located along congested corridors, indicated above.
- Capacity enhancement of roadways identified as congested in future years and improvement of parallel facilities.
- 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.
- Focused pedestrian safety improvements around schools, libraries, parks, and community facilities.

FIGURE T-22: CORRIDORS WITH 2006 CRASH RATES ABOVE STATEWIDE AVERAGE

Transit Needs Assessment

Transit in Johns Creek is presently limited, with GRTA Express Bus 408 operating as the lone transit route in Johns Creek. It serves the eastern area of the City along Medlock Bridge Road (SR 141). The route extends between Doraville MARTA station on the south to Johns Creek Hospital on the north. This route is shown in Figure T-23.

GRTA's Regional Transit Action Plan (RTAP) is a framework for the metro Atlanta region to help create more transportation choices. Potential improvements identified in RTAP have positive implications on the multi-modal transportation network in Johns Creek. An arterial Bus Rapid Transit (BRT) project is planned for State Bridge Road within Johns Creek, that is intended to be part of a BRT corridor linking Marietta and Lawrenceville. An expanded local bus system is proposed along McGinnis Ferry Road, Kimball Bridge Road/Abbotts Bridge Road, State Bridge Road, Old Alabama Road, Jones Bridge Road, and Medlock Bridge Road. The local bus routes would serve to connect local residents and workers in Johns Creek to Duluth, Norcross, Roswell, and Alpharetta. These planned transit additions are shown in Figure T-23.

The Transit Planning Board (TPB) has compiled a list of proposed regional transit projects in the area in North Fulton County. According to a map dated February 5, 2007, the map identifies State Bridge Road as having an arterial BRT system. It also identifies the following roads in Johns Creek for potential implementation of a local bus system: Kimball Bridge Road/Abbotts Bridge Road, Old Alabama Road, Medlock Bridge Road, and Jones Bridge Road. The map also identifies a proposed commuter rail station in Duluth near Abbotts Bridge Road and Buford Highway. These projects are shown in Figure T-23.

Summary of Identified Transit Needs

The assessment of transit has identified several improvement needs, as indicated below.

- 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.
- A transit connection to the proposed commuter rail station in Duluth, supporting those commuting to/from Atlanta.
- Examining the applicability of BRT or other commuter transit service in Johns Creek.
- Identify park and ride facilities.
- Coordinate existing and planned pedestrian and bicycle facilities with potential future transit service.

FIGURE T-23: EXISTING & FUTURE TRANSIT FACILITIES

Pedestrian Needs Assessment

Providing for safe and convenient pedestrian travel is an essential part of creating a liveable community. It can enhance the image and quality of life of City, and help to combat local traffic congestion. The connectivity and quality of pedestrian facilities are vital to encouraging pedestrian trips as a viable mode of travel.

Existing pedestrian facilities in Johns Creek were identified based on a field assessment performed by the City of Johns Creek in 2007 and are shown in Figure T-24.

Pedestrian Needs for Linking Neighborhoods to Schools and Libraries

An analysis of existing pedestrian facilities in the vicinity of Schools and Libraries was conducted. Half mile buffers were analyzed and the results of the analysis are shown in Figure T-25. As shown in Figure T-25, over 80% of the roadways within the ½ mile buffer of schools and libraries in Johns Creek do not have existing sidewalks. This lack of sidewalks in the vicinity of these community facilities provides a barrier to children who may otherwise walk to schools and libraries.

Pedestrian Needs in Parks

An analysis of existing pedestrian facilities in the vicinity of Parks was conducted. Half mile buffers were analyzed and the results of the analysis are shown in Figure T-26. As shown in Figure T-26, over 60% of the roadways within the ½ mile buffer of parks in Johns Creek do not have existing sidewalks. The lack of sidewalks in the vicinity of parks and recreational areas prevents regular access to community resources without the automobile.

Summary of Identified Pedestrian Needs

The assessment of pedestrian movement and facilities has identified several needs, as indicated below.

- All pedestrian facilities shall be compliant with ADA standards.
- Pedestrian connections between neighborhoods and community facilities, such as schools, libraries, parks, and multi-use trails.
- Sidewalks within activity centers of sufficient width and separation from traffic to encourage pedestrian movement.
- Safe and pedestrian connections to transit.

FIGURE T-24: EXISTING SIDEWALKS

FIGURE T-25: PEDESTRIAN NEEDS –SCHOOLS AND LIBRARIES

FIGURE T-26: PEDESTRIAN NEEDS – PARKS

Bicycle Needs Assessment

As the City of Johns Creek continues to grow, additional bicycle facilities and networks will be essential to accommodate the increased demand created by general population growth and the need for alternative modes of travel beyond the automobile. Given an adequate bicycle network, it can serve local employment, shopping trips, local schools, community facilities, and parks.

The American Association of State Highway and Transportation Officials (AASHTO) recognizes three classes of bicycle facilities that can be included in a bicycle network:

- **Bicycle Paths (Class I):** A bicycle facility separate from motorized vehicular traffic. A bicycle path may be located within a highway right-of-way or on an independent right-of-way. A bicycle path is not a sidewalk but may be designed to permit shared use with pedestrians.
- **Bicycle Lanes (Class II):** A lane designated for exclusive or preferential bicycle use through the application of pavement striping or markings and signage.
- **Bicycle Routes (Class III):** Roadways designated for bicycle use through the installation of directional and informational signage.

AASHTO recognizes three classes of cyclists based on their abilities and general acceptance for travel in mixed traffic.

- **Class A cyclists** - experienced riders who do not mind traveling with traffic. These riders can travel at the mid to top range of cycling speed and often prefer on-street travel to multi-use paths
- **Class B cyclists** - occasional riders who are less secure about travel in mixed traffic. These riders typically travel near the middle range of cycling speed and typically prefer to travel along off-road trails or designated bike lanes.
- **Class C cyclists** - novice riders who are not likely to ride in mixed traffic. These riders operate at speeds closer to that of pedestrians and typically prefer travel along facilities that are completely separated from traffic.

Providing facilities that can accommodate for these three classes of cyclists is a challenge necessary to develop a viable bike network in Johns Creek.

Bicycle Suitability and Operations

An analysis of Johns Creeks roadways was performed using the ARC Bicycle suitability evaluation system. ARC's system assesses the suitability of each roadway for accommodating bicycle travel based on information contained in GDOT's Roadway Characteristics (RC) file. The suitability rating is based on five factors; traffic volume, travel speeds, functional class, outside lane and shoulder width, and percent truck traffic. Table 7.5 shows the numeric value for each of the factors.

Table 7.5: Numeric Values for Suitability Factors

Traffic Volume	Less than 2,500 vehicles per day per lane	4
	Between 2,500 and 5,000 vehicles per day per lane	2
	More than 5,000 vehicles per day per lane	0
Travel Speeds	Less than or equal to 30 mph	4
	Between 30 and 40 mph	2
	Greater than 40 mph	0
Functional Class	Local Streets/Collectors	4
	Minor Arterials	2
	Other(major arterials and highways)	0
Outside Lane and Shoulder Width	Greater than 17 feet	4
	13 to 17 feet	2
	Less than 13 feet	0
Percent Truck Traffic	Less than or equal to 3%	4
	3 to 8 %	2
	Greater than 8%	0

Once a determination has been made about which score to give a section of road from each factor, the sum of the five scores is divided by five. The section then receives a descriptive rating based on Table 7.6 below.

Table 7.6: Descriptive Category Based On Numeric Value

3-4.0	Best conditions for bicycling
2-2.9	Medium conditions for bicycling
1-1.9	Difficult conditions for bicycling
<1	Very difficult conditions for bicycling

The above procedure provides a standard, system wide review of conditions related to potential on-street bicycle use.

Citywide Bike Suitability Analysis

The results of the ARC 2003 bike suitability analysis for Johns Creek are shown in Figure T-27. As shown in Figure T-27, the following roadways in its entirety (or partially) are classified as Difficult Conditions for bicycling.

- Medlock Bridge Road (SR 141)
- Abbotts Bridge Road/Kimball Bridge Road (SR 120)
- State Bridge Road
- Jones Bridge Road
- Haynes Bridge Road

Spruill Road and portions of Buice Road and Findley Road have been identified as best conditions for bicycling.

ARC's Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan

ARC's Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan (2007) is a policy and project oriented plan that encourages regional coordination of non-motorized planning efforts and builds on the strategies of previous plans with the intention of creating both a regional scale bicycle network that includes on-road facilities and shared use pathways and a pedestrian network focused around major activity centers.

The Plan identified McGinnis Ferry Road as operating with LOS E for bicycle conditions. The Plan had set an LOS C as an acceptable standard for McGinnis Ferry Road. A latent demand analysis indicated that there is a potential demand for bicycling on McGinnis Ferry Road based on trip generators and attractors in the vicinity. The Plan recommended paved shoulders for most of McGinnis Ferry Road in Johns Creek and detailed further study on McGinnis Ferry Road just west of Jones Bridge Road. No other Johns Creek roads were identified in the regionally focused study.

FIGURE T-27: ARC BICYCLE SUITABILITY RATING

Summary of Identified Bicycle Needs

The assessment of potential bicycle travel and destinations has identified several needs, as indicated below.

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

Railroads, Trucking, Port Facilities, and Airports Needs Assessment

Freight movement in communities can have a significant impact on local traffic and businesses. In Johns Creek, the primary freight movements are related to movement of trucks serving local business and/or traveling through the City. Railroad and Port access for freight movements don't directly impact truck traffic within the City.

In Atlanta Regional Commission's *Regional Freight Mobility Plan*, no regional truck routes were identified within Johns Creek. The arterial roadway network and state route system serves the truck movements through and within Johns Creek. The following corridors serve as local truck routes in Johns Creek:

- Medlock Bridge Road (State Route 141)
- Jones Bridge Road
- Haynes Bridge Road
- McGinnis Ferry Road
- Abbotts Bridge Road
- State Bridge Road
- Old Alabama Road

Improving congested intersections along freight routes can facilitate more efficient trucking and reduced delays to automobile traffic. Improving access management along key corridors can also contribute to more efficient truck movement and improve vehicular safety. Acceleration and deceleration lanes into and from key access driveways serving commerce should be considered.

Buice Road, Autry Mill Road and Spruill Road prohibit truck movement. Prohibiting trucks from specific routes can improve quality of life by reducing noise and air pollution while encouraging pedestrian and bicycle travel.

Access to Regional Airports

The following major and local airports can be accessed by the main arterials in Johns Creek.

- Hartsfield Jackson International Airport – Atlanta (approximately 35 miles away)
- Peachtree-DeKalb Airport – Chamblee (approximately 15 miles away)
- Mathis Airport – Suwanee (approximately 7 miles away)
- Downing Airport – Cumming (approximately 10 miles away)

In addition, the Hartsfield Jackson International Airport and Peachtree-DeKalb Airport can be accessed via MARTA Rail from stations located to the west in Sandy Springs and south in Doraville.

Summary of Identified Railroad, Trucking, Port Facility, and Airport Needs

The assessment of travel needs for access to railroads, port facilities, and airports, as well as to accommodate truck traffic has identified several needs, as indicated below.

- 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.

Summary of Identified Parking Needs

The assessment of parking has indicated that no areas with insufficient/inadequate parking. The Johns Creek development regulations require developers to provide for parking needs. Centralized parking areas occur within mixed use developments. However, large areas of underutilized surface parking needing redevelopment were not observed. The individual developments provide adequate parking to meet demand.

Transportation Issues & Opportunities

An important part of the Community Assessment is the identification of issues to be addressed and opportunities for key transportation improvements within Johns Creek. Johns Creek is forecasted to grow steadily in the future from roughly 70,000 today to over 94,000 by the Year 2030. Identifying the needs and issues, either existing or projected, for the City of Johns Creek, ensures a long range, needs-based perspective that will assist in effectively identifying and implementing transportation initiatives that respond to the city's forecasted growth. The federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) emphasizes transportation infrastructure investment be driven by the need for improvement. Preliminary transportation issues and opportunities were derived from the transportation needs assessment. In addition, input from the Transportation Subcommittee was instrumental in refining these issues and opportunities.

Input from the Transportation Subcommittee

The Transportation Subcommittee provided input regarding transportation issues and opportunities through two meetings. The following are the dates and topics of each meeting:

- November 14, 2007
 - What are the primary transportation trouble spots today?
 - What are future transportation challenges ten year from now? 20 years from now?
 - What is the role of transit in the future of Johns Creek?
 - How much is too much congestion?
 - What will make this study a success?
 - Overview of information from previous studies - How far do these go in addressing needs in Johns Creek?
 - What would you envision Johns Creek to be in thirty years?

- December 11, 2007
 - Transportation needs and issues
 - Potential opportunities and solutions
 - Existing and potential pedestrian activity areas

Vision for Transportation in Johns Creek

A future vision for transportation in Johns Creek was identified with input from the Transportation Subcommittee in the November 14, 2007 meeting. The following six (6) elements comprise a vision for transportation in Johns Creek reflect comments from the Subcommittee:

- Provide a unique transportation identity for Johns Creek.
- Roads should be kept in character with the community with a maximum of four through lanes.
- Develop a safer travel environment for all transportation modes.
- Provide an environment where children walk or bike to school and friends houses to build a sense of community.
- Higher density development should be focused in Villages, not city centers, with walkable, bike friendly connections between village nodes.
- Connections within (walkable) and between (transit) activity centers will be needed in the future.

Transportation Issues

Existing and future transportation needs in Johns Creek were identified by the Transportation Subcommittee in meetings that were held in November and December of 2007. The following transportation issues for Johns Creek reflect comments and input from the Subcommittee:

Through Trips Contribute Significantly to Peak Hour Congestion

People travel along the streets of Johns Creek for a variety of trip purposes. Vehicular traffic in Johns Creek can be categorized as follows: (a) Trips within Johns Creek (b) Trips either starting or ending in Johns Creek (c) Trips going through Johns Creek. An examination of trip patterns using the ARC travel demand model shows Medlock Bridge, State Bridge Road, and McGinnis Ferry Road have a high proportion of through trips (greater than 40% of daily volume). Other arterials serve a higher proportion of trips to/from or within Johns Creek. The transportation system should effectively accommodate for the mobility for each of the three (3) trips types. Specific issues to be addressed include:

- The priority given to projects that benefit the community, versus projects that primarily benefit regional travel.
- The degree to which peak hour travel demands dictate the roadway improvements.

Key Intersection Operations Constrain Corridor Capacity

Traffic congestion at key intersections typically occurs where two major roads cross, limiting the available green time for each road. The needs assessment identified 18 intersections (primarily along Medlock Bridge Road, Jones Bridge Road, and McGinnis Ferry Road) where crossing volumes are likely to result in significantly reduced throughput on each road. An example is the intersection of State Bridge Road and Medlock Bridge Road, where traffic backs up along both roads in the peak hours, reducing the overall capacity of the corridor. Reducing congestion at these “hot spots” can reduce overall travel time for the network. Specific issues to be addressed include:

- Intersection improvements at key locations and more adequate turn bay lengths.

- There is a need for local roadway connections to reduce pressure on critical intersections by removing some local trips from the intersection.

Limited Roadway Connectivity Requires Travel Through Major Intersections

Connectivity of the roadway network can provide additional options for travel in congested areas. A well developed transportation network allows dispersion of traffic over several roads. Additional roadway connections can provide multiple paths for travelers to use in accessing the main roadway, reducing congestion at critical intersections. It can also provide an alternative to travel on congested arterials for those making local trips to destinations along a busy arterial corridor. Furthermore, increased connectivity can help counter the effects of non-recurring congestion due to incidents. Specific issues to be addressed include:

- Connecting adjacent travel corridors, such as State Bridge Road with Old Alabama Road to reduce pressure on critical intersections by removing some local trips from the intersection.
- Providing local connectivity to mixed use activity areas so that local trips can access these areas without traveling on the arterial road network.
- Connecting adjacent parcels to local roads via interparcel access.

Effective Local Transit Connections Could Serve Emerging Activity Areas and Connect to Regional Transit in Johns Creek

Appropriately applied transit can provide effective travel alternatives to the automobile. Frequent local transit service can provide an extension to the walking environment for within significantly sized mixed use activity areas. Other local trips can feed activity areas so that users can avoid activity center parking and congestion. Commuter transit trips can provide higher speed access to nearby and distant activity areas. Transit availability and frequency of service are two important factors in attracting riders as an alternative to automobile travel. However, transit options need to be matched to appropriate density of development in mixed use activity centers in order to be effective. For example, the commercial areas near the State Bridge Road at Medlock Bridge Road intersection are not dense or large enough at this time to support a transit circulator. Specific issues to be addressed include:

- Defining areas where various transit solutions will be effective now or in the future (based on future development map prepared in community agenda).
- Determining how to most effectively serve existing GRTA express bus route and planned BRT corridor along State Bridge Road.
- Determining where future connectivity is needed from Johns Creek activity centers to surrounding regional activity centers and to commuter transit corridors.

Transit Mixed with Vehicular Traffic has Limited Travel Time Advantage Over Automobiles

Transit along local streets is subject to the same traffic delays as automobiles, limiting its potential effectiveness in saving time for travelers. These travel time savings are critical to encouraging people to park their cars and utilize transit. Incorporation of Bus Rapid Transit (BRT) or other commuter transit options in Johns Creek can provide travel time advantages along key routes, but are expensive to implement. Specific issues to be addressed include:

- Determining how to provide cost effective travel strategies to transit.

- Defining future transit to maximize the use of multifaceted system (express bus, local transit, BRT and/or other commuter transit).

Neighborhoods are Not well Connected to Schools, Parks and Community facilities with Sidewalks and Bicycle Facilities

Sidewalks and bicycle lanes are critical transportation infrastructure elements necessary for providing alternative travel options other than the automobile. Providing connectivity to existing community facilities (such as schools, libraries, and parks) is an important use of the pedestrian and bicycle network. This can also help alleviate traffic congestion caused by the dropping off/picking up of students at schools. In addition, connection to these locations is likely to reduce automobile trips on the roadway, in comparison to other pedestrian and bicycle facilities that are used primarily for recreation. An examination of the existing sidewalk and bicycle network indicates limited connectivity of neighborhoods to these potential pedestrian destinations. Specific issues to be addressed include:

- Defining the type of bicycle and pedestrian connections needed to link various community facilities.
- Determining the criteria and prioritization of bicycle and pedestrian connections and improvements to meet needs.
- Defining locations and processes for connection of sidewalks and bike paths where no roadway connections are present (for example, connecting the back of a residential community to an adjacent school).
- Coordination with safe routes to school initiatives and Green Plan.

Longer Distance Bicycle and Trail Routes are Needed to Access Parks and Provide Recreational Opportunities

Trail systems and bicycle facilities can provide an effective means for transportation to parks. Since parks are used for recreation, people may be willing to walk or bike further to reach a Park than they would a community facility, as traveling to/from the park is part of their overall recreation. In addition, multiuse trails often serve as linear parks, attracting recreational users. Therefore, providing pedestrian and bicycle connections to these trails can reduce vehicular trips that would be made to access the multiuse trail or another park. This portion of the transportation plan will be closely coordinated with the Green Plan and geared towards providing pedestrian and bicycle access to/from multiuse trails and Parks. Specific issues to be addressed include:

- Determining how to best connect neighborhoods to parks and multiuse trails.
- Coordination of transportation related pedestrian and bicycle facilities to be compatible with and supportive of the Green Plan.

Enhancing Transportation Safety for All Travel Modes is a Priority

Intersection and roadway safety is a key component to the functionality of a transportation network and affects the quality of life of a community. Intersections typically have more conflict points and experience more crashes than roadway segments. Roadways that exhibit sharp curves may have sight distance issues that are conducive to crashes. Efforts to reduce conflicts, enhance driver expectancy, and improve intersection sight distance can reduce crash frequency and severity and limit the amount of non-recurring congestion in the community. Access management is an effective technique to reducing conflict points along

major travel routes. However, these techniques can be difficult to retrofit where existing land use limits the ability to modify the roadside environment in a cost effective manner. In addition, traffic calming has been used effectively in many areas of the Johns Creek area to enhance safety along residential streets.

Providing safety for pedestrians and bicycles is another key component to overall safety of the transportation system. Pedestrian related crashes are most likely at intersections, making intersection design for pedestrians an important element for consideration. Bicycle crashes are likely at intersections and along road segments. In order to address these safety elements, implementation of facilities appropriate to the adjacent roadway characteristics and likely users is critical. Specific issues to be addressed include:

- Identifying safety enhancements and standards for pedestrian crossings.
- Safety improvement at critical intersections.
- Access management, where appropriate, to reduce conflict points.
- Defining routes and standards for pedestrian use by children for access to schools.

Transportation Opportunities

Existing and future transportation opportunities in Johns Creek were identified by the Transportation Subcommittee from meetings in November and December of 2007. Potential improvements and solutions to address the identified issues will be considered in the Community Agenda portion of the comprehensive plan.

Maximize Corridor Efficiency Through Improvement of Congested Intersections

Several intersections in Johns Creek are severely congested during peak hours of traffic, with more expected to become congested by 2030. Traditional intersection improvements can provide significant benefits. However, once additional turning lanes are added, the theoretical limit of overall intersection capacity can be reached. In order to explore the potential for expanding intersection capacity beyond traditional limits, new intersection configurations should be examined including continuous flow intersections, superstreets, and grade separation. Additionally, the City's vision of the corridor needs to be included to ensure that local values are shared for consideration with traffic needs. Specific opportunities to be considered include:

- Guidelines on where the corridors are located versus local roads in Johns Creek.
- Consideration of alternative treatments at heavy volume intersections, such as Medlock Bridge Road and State Bridge Road.
- Assess additional roadway connections and interparcel access to reduce pressure on critical intersections.

Add Road Connectivity to Increase Options Beyond Use of Congested Corridors

A framework for a grid network has been identified and an investigation for additional connectivity supporting the framework should be pursued to alleviate congested areas. Multiple roadway connections can provide alternative paths for travelers to use in accessing the main roadway, reducing congestion at key intersections. Specific opportunities to be considered include:

- Consider connecting local roads to each other and/or the arterial road network in order to develop a secondary grid system on top of the existing framework of Medlock Bridge, Jones Bridge, Bell/Boles, McGinnis Ferry, Abbotts Bridge, State Bridge, and Old Alabama roads.
- Provide roadway connections to allow key movements to bypass critical intersections (for example, a local street connection through a developing mixed use activity area may provide signaled access to allow some trips to bypass a congested intersection).

Consider Use of Undeveloped Land and/or Easements to Add Pedestrian and Bike Connectivity

One component of increasing pedestrian and bike connectivity is identifying available land in areas that could benefit from additional connectivity. Unused land in Johns Creek is becoming more scarce and opportunities to use undeveloped areas or easements should be pursued for use in developing key Pedestrian and Bicycle Connections. Specific opportunities to be considered include:

- Construction of pedestrian bridges over the Chattahoochee river to access parks
- Use of undeveloped areas and easements to build pedestrian and bike connectivity (particularly connections between neighborhoods and schools).

Maximize Use of Technology to Assist in Traffic Operations Improvements

Maintaining traffic flow to reduce overall delay and number of stops is critical to providing efficient movement for automobiles, trucks, and transit vehicles. The improvements that reduce stops for automobiles also benefit truck traffic and reduce the effective impact of trucks on the community, as they create less noise and exhaust with fewer stops. In addition, technology can be used to provide preferential treatment for transit vehicles traveling along a corridor. Investment in current and emerging traffic operations and ITS technology can improve the effectiveness of traffic operation in the City of Johns Creek. Specific opportunities to be considered include:

- Camera surveillance along key corridors for incident management.
- Implementation of special timing plans and use protocols to be applied for incidents or special events.
- Technology to minimize maintenance work on traffic signal systems for vehicle detectors and light bulbs.
- Consideration of traffic responsive or traffic adaptive signal control within the City.

Increase Emphasis on Transit Through Application and Expansion of Planned Transit Improvements

The City of Johns Creek currently contains a GRTA bus route providing access to the Marta Rail. In addition, the Regional Transit Action Plan (RTAP) indicates the planned expansion of local GRTA bus routes and a BRT connection along State Bridge Road from Duluth to Alpharetta. The planned expansion of service within the City provides an opportunity to define local efforts in a manner compatible with likely future land use. Specific opportunities to be considered include:

- Connect pedestrian oriented activity areas via transit.
- Potential for the addition of local transit connections to key activity areas, as well as, gathering points for BRT or express bus routes.

Plan and Build Multi-Modal Connections in Potentially High Pedestrian Activity Areas

Identifying potential high pedestrian activity centers in Johns Creek can help direct efforts to add multimodal connections that serve pedestrians, bicyclists, and transit. These efforts would be based on direction from the Comprehensive Plan Land Use Recommendations, as they are developed. Additional multimodal connections within mixed use activity areas increases the ability of people using those areas to park once and circulate via pedestrian and/or transit travel modes.

The potential pedestrian activity areas identified as a starting point by the Transportation Subcommittee are as follows:

- Location A – The area near Newton Park
- Location B – The area near Jones Bridge and State Bridge
- Location C – The area near Jones Bridge and Abbotts Bridge
- Location D – The area near Medlock Bridge and McGinnis Ferry
- Location E – The area near Shakerag Park and River
- Location F – The area near State Bridge, Old Alabama, Medlock Bridge Road.
- Location G – The area near Jones Bridge Road and Parsons Road
- Location H – The area near Medlock Bridge Road at Parsons Road
- Location I – The area near Medlock Bridge Road at Wilson Road

These locations are identified in Figure T-28. Specific opportunities to be considered include:

- Identify existing and potential villages and plan multimodal transportation around them.
- Identify the types of transportation solutions that could be effective with various land use types and intensities within mixed use activity centers.

FIGURE T-28. POTENTIAL PEDESTRIAN ACTIVITY CENTERS