

6. WHENEVER POSSIBLE, INTERCONNECTIVITY SHOULD BE ENCOURAGED.

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

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

Specific strategies in support of this policy include:

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

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

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

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

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

RECOMMENDED IMPROVEMENT PROJECTS

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

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

ROADWAY IMPROVEMENTS

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

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

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

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

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

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

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

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

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

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

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

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Recommended Johns Creek Transportation Master Plan Improvements**

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

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

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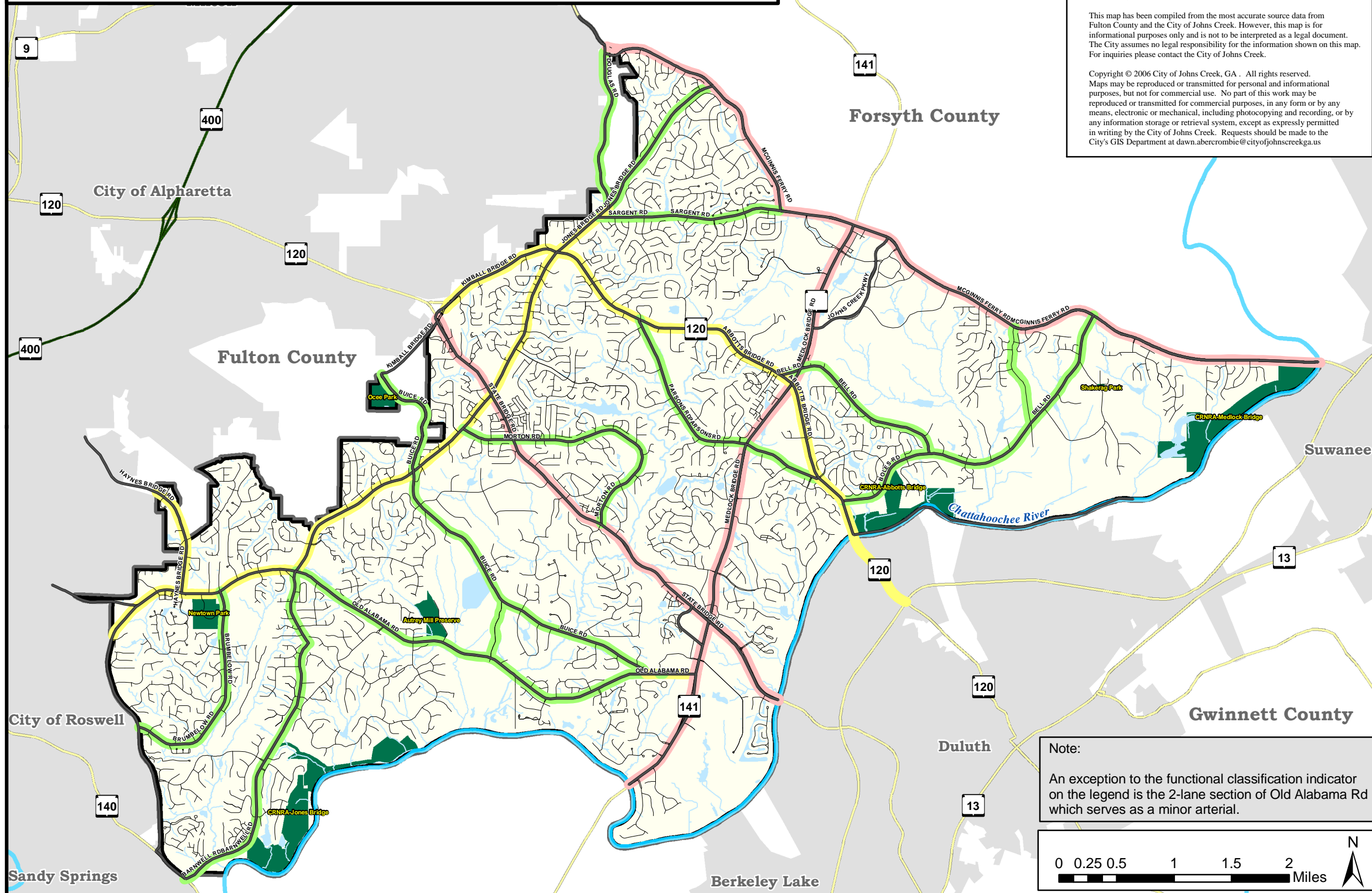
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**Table T-2
Recommended Johns Creek Transportation Master Plan Improvements**

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

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2030 Recommended Functional Classification

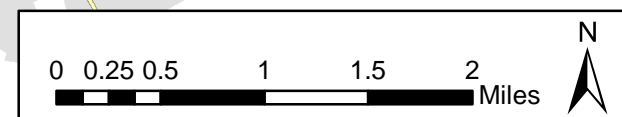


Revision Date:
October 18, 2007

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



Regional Inset

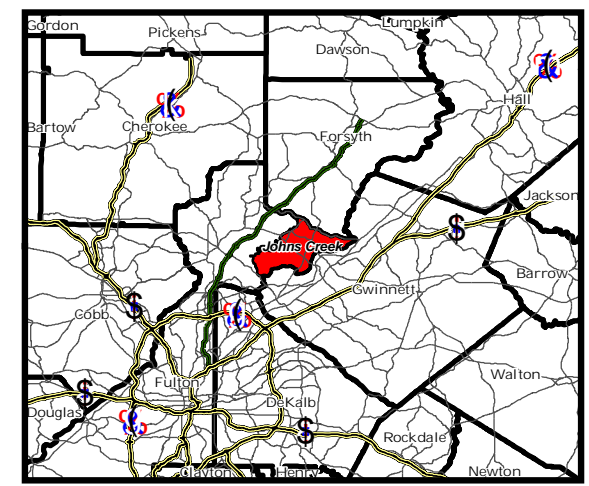


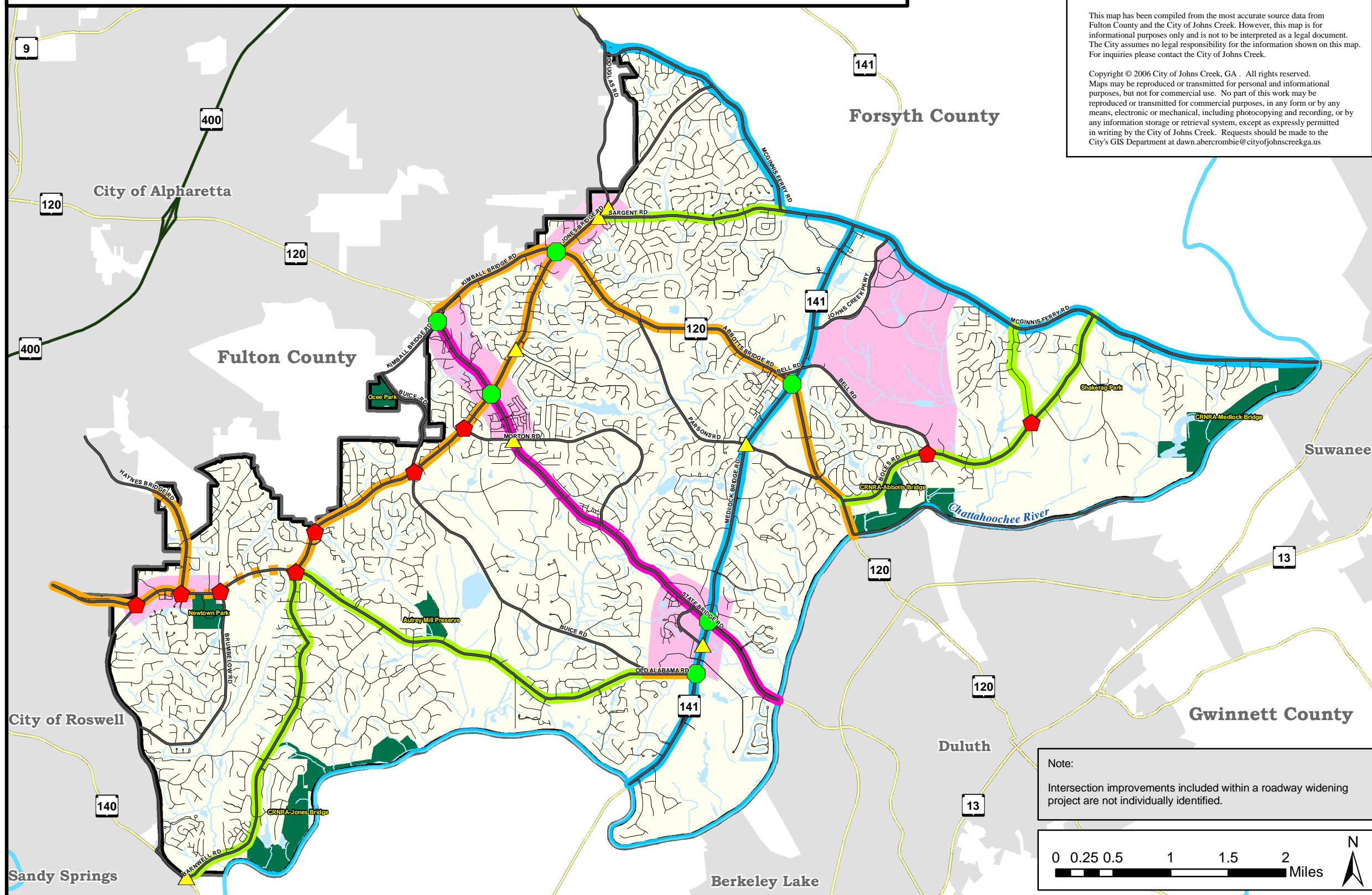
Figure T-4

Legend

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

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

Roadway Corridor and Intersection Recommendations



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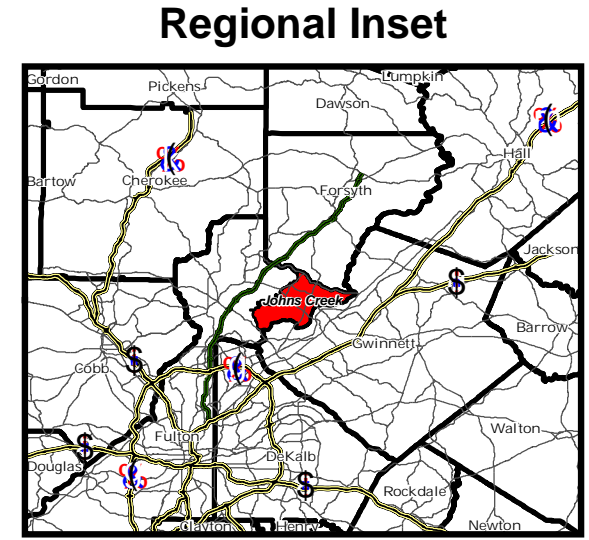
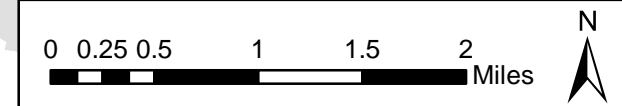


Figure T-5

Legend

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

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



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

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

PEDESTRIAN, BICYCLE AND MULTI-USE TRAIL IMPROVEMENTS

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

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