

EXISTING CONDITIONS

DECEMBER 2016

NORTH FULTON
COMPREHENSIVE TRANSPORTATION PLAN



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INTRODUCTION

PLAN OBJECTIVES

The North Fulton Comprehensive Transportation Plan (NFCTP) seeks to address economic prosperity, quality of life, and cross-jurisdictional collaboration through multimodal transportation solutions. An update to the initial CTP completed in 2010, the plan is a joint effort between the Atlanta Regional Commission (ARC) and the six North Fulton cities and provides an opportunity for the municipalities to plan together while informing the regional transportation planning process. The NFCTP ultimately will establish a vision for North Fulton’s transportation future.

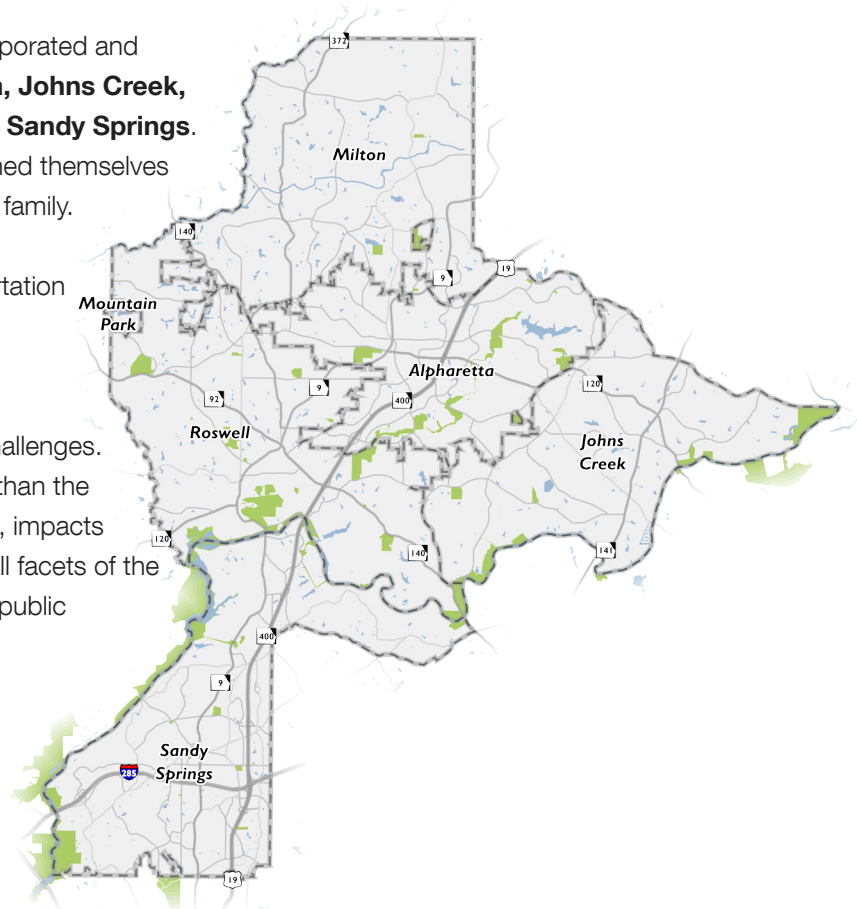
EXISTING CONDITIONS

The NFCTP Existing Conditions report highlights and assesses demographics, economics, current and future land use patterns, environmental features, and transportation elements in North Fulton County. The Report also includes a review of previous plans, policies, and regulations that are related to the future growth of the communities in North Fulton.

STUDY AREA

North Fulton County is completely incorporated and includes the following cities: **Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs.**

The North Fulton Cities quickly established themselves as an attractive place to live and raise a family. Although initially a bedroom community, North Fulton’s access to major transportation thoroughfares (I-285, GA 400) have catalyzed industry influence resulting in attractive employment opportunities. North Fulton, however, is not without challenges. Reporting a higher population increase than the metro Atlanta area between 2000-2015, impacts of population and job growth are felt in all facets of the community, particularly the provision of public services like transportation.



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PEOPLE

Mobility offers community members access to education, jobs, cultural resources, recreational activities, and more. Transportation plays an important role in this relationship since people use the system to connect to places. Making sure population trends are reflected in transportation allows for infrastructure investments to adjust to anticipate and accommodate future demand and different lifestyles.



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POPULATION TRENDS

POPULATION GROWTH

Adding close to 35,000 people from 2010 to 2015, North Fulton is slightly ahead of the curve when compared to the growth experienced in the larger Atlanta region. North Fulton accounts for nearly 40% of the Fulton County population (2015). According to The Atlanta Region's Plan (ARC), Fulton County is expected to grow by 295,000 people. Assuming the population share stays constant, North Fulton should expect to add another 117,000 people by 2040.

Population Growth in North Fulton (2010-2015)



= 50,000 PEOPLE

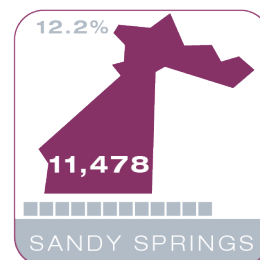
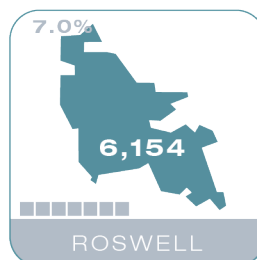
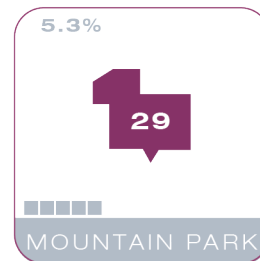
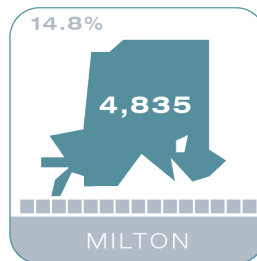
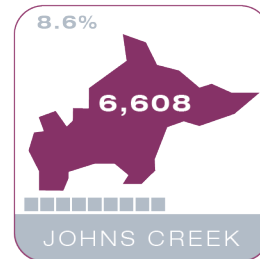
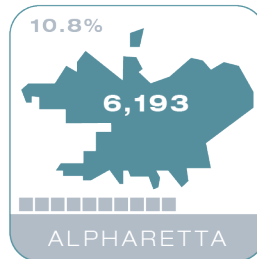


2010 - 2015

NORTH FULTON : Δ 35,297 (10.1%)

ATLANTA MSA : Δ 379,230 (8.9%)

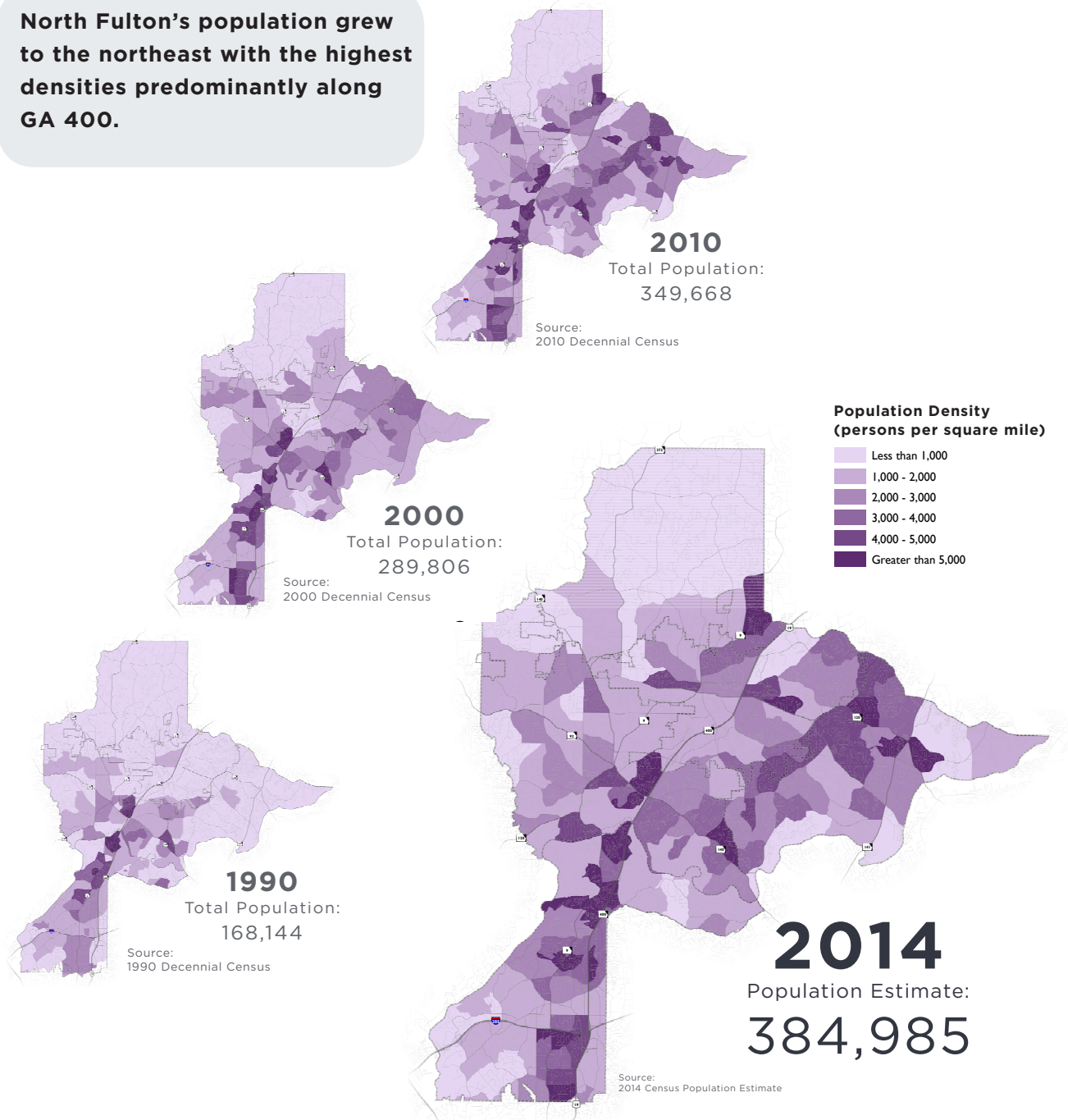
Percent Population Change by City (2010-2015)



POPULATION DENSITY

North Fulton is most densely populated along GA 400 concentrated between south of I-285 to Mansell Road. The northeastern area of North Fulton also exhibits elevated densities around Abbotts Bridge Road in Johns Creek, bounded generally by McGinnis Ferry Road and Holcomb Bridge Road.

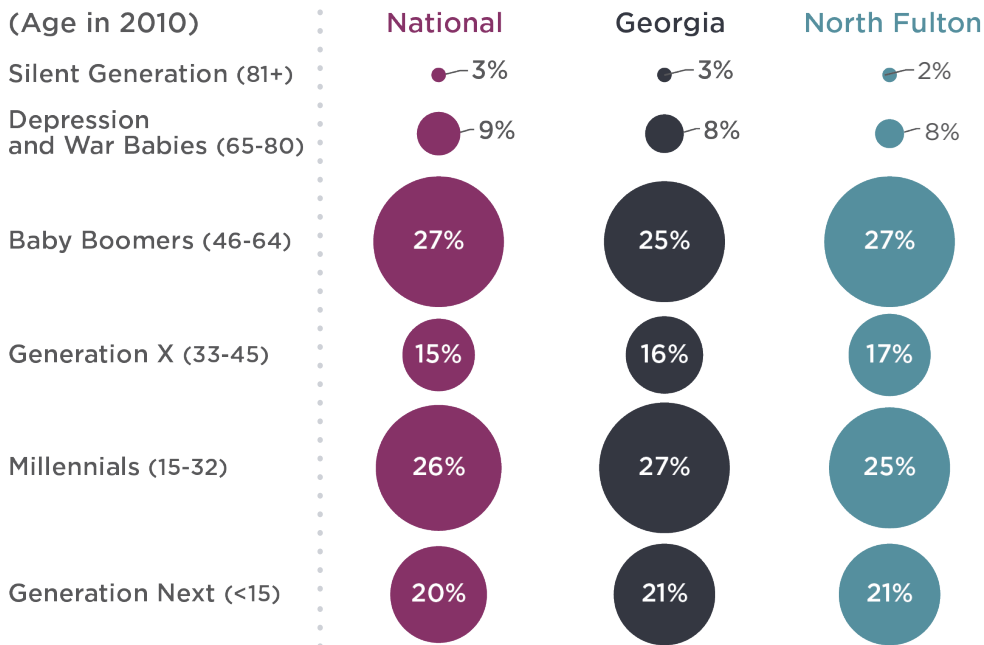
North Fulton's population grew to the northeast with the highest densities predominantly along GA 400.



AGE

Residents of North Fulton are slightly older than those in the Atlanta metropolitan statistical area (MSA) (37.9 and 35.8, respectively). On trend with an increasingly older community, a growing number of North Fulton residents are now at, or approaching retirement age (nearly 40%). This presents a significant mobility challenge. With nearly 75% of older persons across the nation living in areas that require a high-level of vehicular dependency, the transportation system will have to become multimodally responsive to the needs of older system users particularly if residents choose to age in place. The Millennial generation is also a transportation game-changer in North Fulton as this cohort accounts for one-quarter of the population. These residents generally prefer living in urban locations that offer live-work-play opportunities. Maintaining the flexibility and foresight to accommodate a broad spectrum of lifestyles and ensuring viable multimodal options exist for residents will be extremely important moving forward.

Age Cohorts Comparison (North Fulton, Georgia, Nation) (2010)



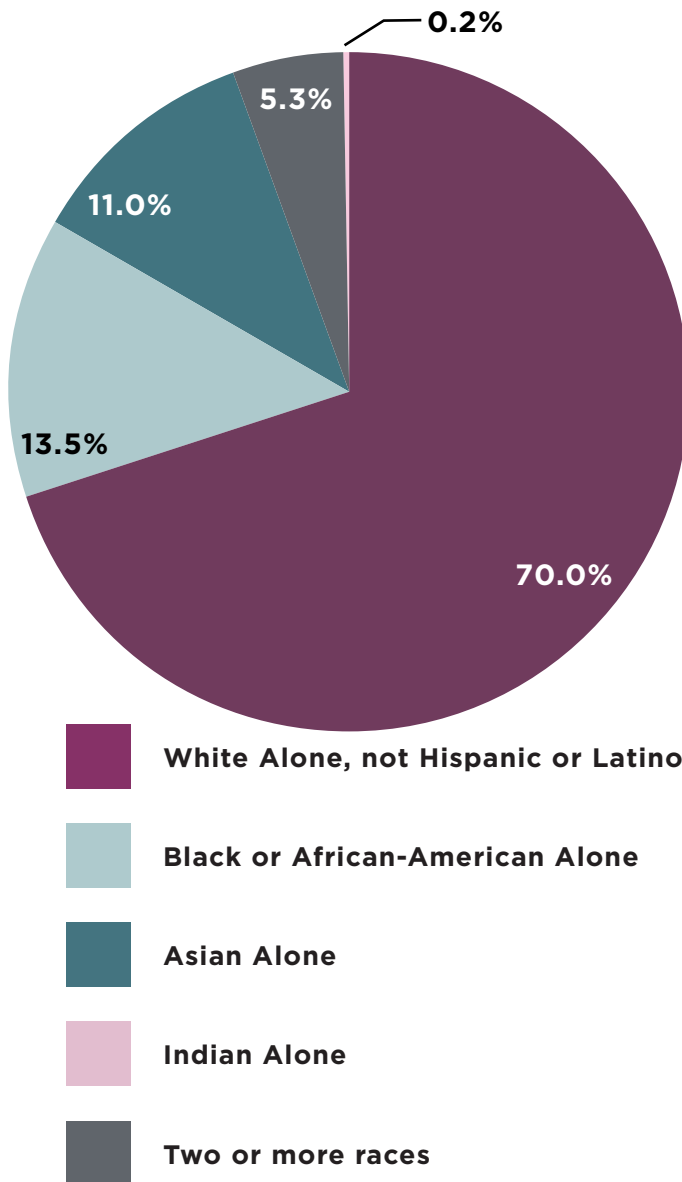
According to ARC population forecasts, 20% of Fulton County residents will be at retirement age (65 years and older) by year 2040.



RACE AND ETHNICITY

Over 70% of North Fulton's population identifies themselves as White, while the share of other races has shown slight increases over time. Diversity measures are not consistent across North Fulton, with some areas demonstrating higher than average shares of minority races. For example, nearly 30% of Johns Creek residents identify as Asian or Pacific Islander, compared to 11% for North Fulton overall. Federal transportation policy requires the consideration of needs of those traditionally underserved by existing transportation systems, such as low income and minority households. Understanding where concentrations of racial populations are located will help to ensure equitable transportation services across diversity lines.

Race Breakdown in North Fulton (2014)



Federal policy defines “Hispanic” not as a race, but as an ethnicity. Approximately 10.5% of North Fulton residents ethnically identify themselves as Hispanic. This percentage is proportionally comparable to the larger metro area.



EDUCATIONAL ATTAINMENT

As a whole, the residents of North Fulton have higher than average levels of educational attainment. Compared to the Atlanta metro (36%) and nationwide (17%) populations, over 60% of the population have achieved a Bachelor's degree or higher. Conversely, very few members of the community, less than 4.5%, have not graduated high school.

Educational Attainment in North Fulton (25 years and older)	Percent of Population
No High School Diploma (Or Equivalent)	4.5%
High School Graduate (Or Equivalent)	12.2%
Some College, No Degree	16.0%
Associate's Degree	5.8%
Bachelor's Degree (Or Higher)	61.5%

Over 60% of North Fulton residents completed their secondary education. This number is almost double the percentage of residents in the Atlanta metro area.

North Fulton
Bachelor's Degree (Or Higher)

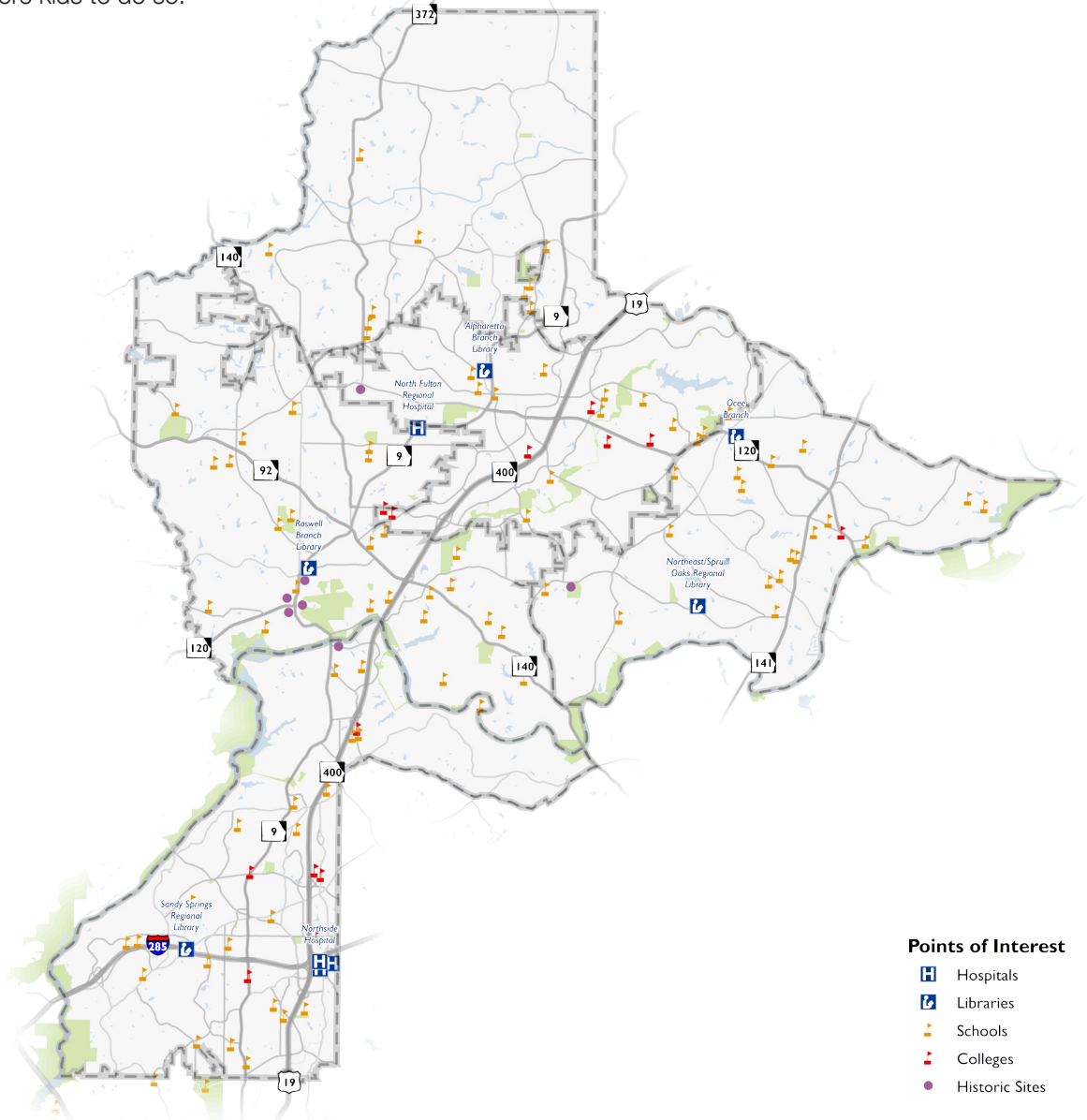


Atlanta MSA
Bachelor's Degree (Or Higher)



COMMUNITY RESOURCES

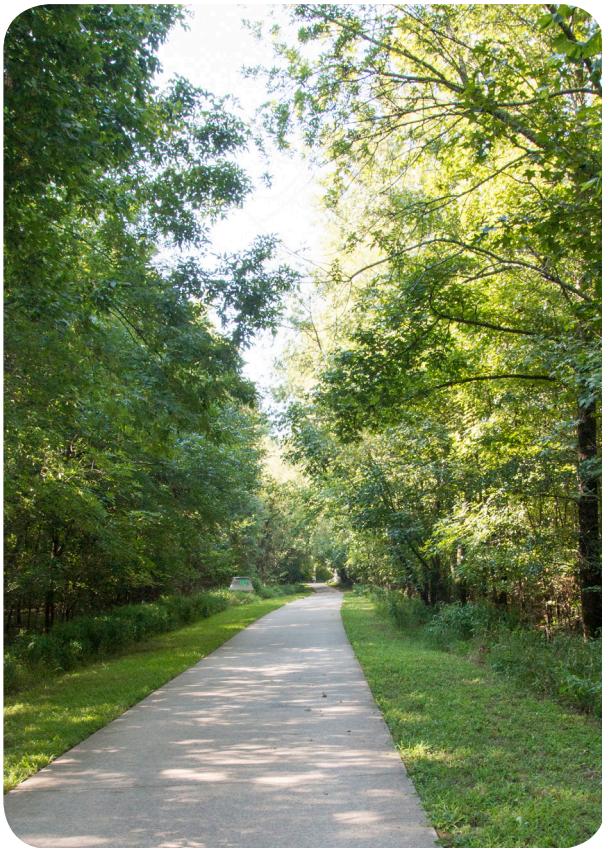
Environmental resources such as parks, greenways, and the Chattahoochee River, are a source of pride for North Fulton. Connections to and from these locations are essential as they serve as loci for recreational activities. Community resources (e.g., hospitals and schools) often serve a different type of trip purpose but also require special attention in terms of transportation. For example, taking a closer look at how students travel to school can offer intimate insight into whether safe routes exist for students to walk or bike. There are eight schools in North Fulton that partner with the Georgia Safe Routes to School (SRTS) program. SRTS programs help to support the goals of making it safer for kids to walk and bike to school; and to encourage more kids to do so.



COMMUNITY RESOURCES SUMMARY

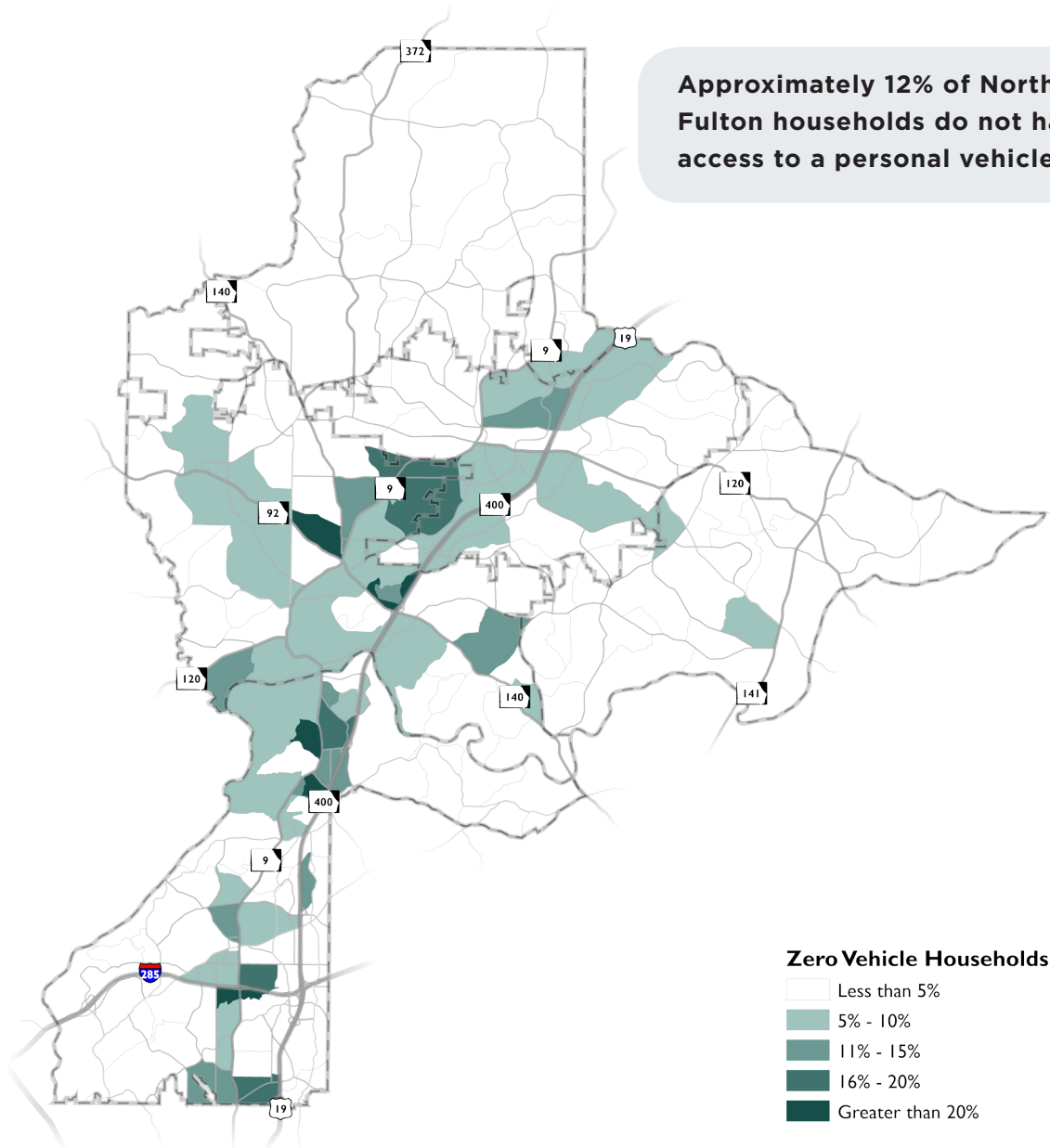
KEY CONNECTIONS

- CHATTAHOOCHEE RIVER
- BIG CREEK GREENWAY
- 74 PARKS
- 259 SCHOOLS (Public, Private, Higher-Ed)
- 32 LIBRARIES
- 12 HOSPITALS
- 201 HISTORIC SITES



ZERO VEHICLE HOUSEHOLDS

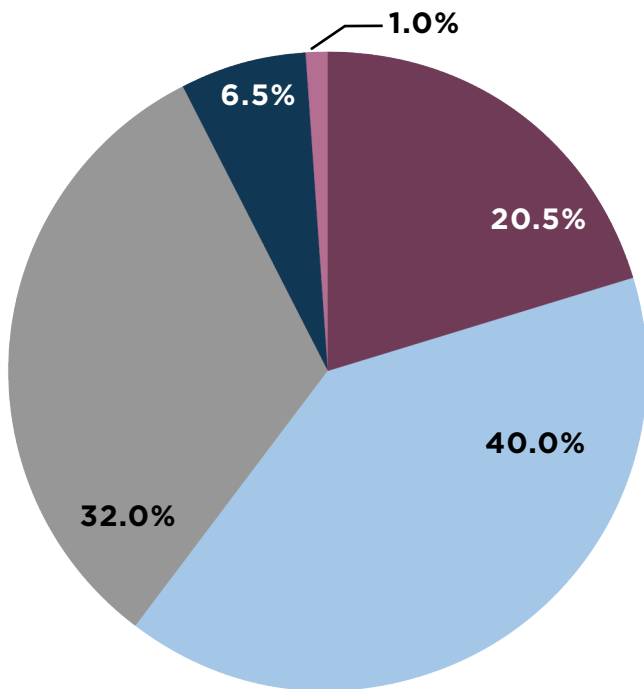
Households without access to personal vehicles depend on biking, walking, taking transit, or sharing rides with others to meet their daily transportation needs. These are the community members who perhaps face the greatest mobility challenges on a daily basis. Transportation alternatives to personal vehicles are essential to ensure that North Fulton residents can travel to work, and reach essential services and amenities.



COMMUTING (TRAVEL TIME TO WORK)

Travel time to work accounts for the number of minutes that it takes a person to get from home to work each day. Higher travel times can indicate an imbalance in the proximity of housing to jobs, reduced mobility, lack of connectivity, and high levels of congestion.

Travel Time to Work for North Fulton Residents (16 years and older, 2014)



- Less than 15 minutes
- 15-30 minutes
- 31-60 minutes
- 61-90 minutes
- More than 90 minutes

Only 7.5% of the North Fulton population has a commute time of greater than 60 minutes.



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PROSPERITY

Transportation provides a foundation for development of communities by providing access to employment—thereby providing a stepping stone for economic growth. Taking a closer look at employment hubs within a community allows for a better understanding of opportunities for multimodal connections.

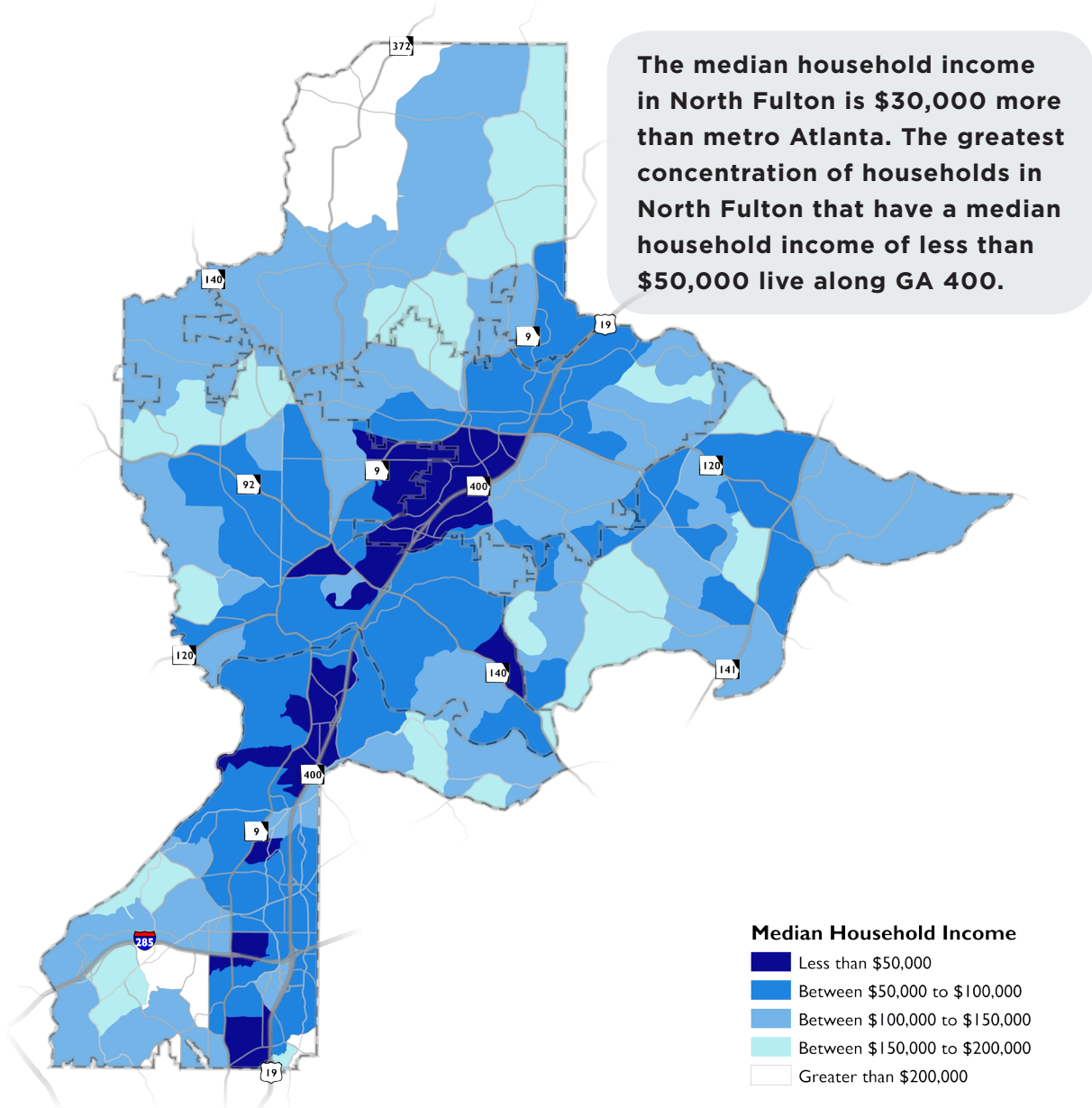


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PROSPERITY TRENDS

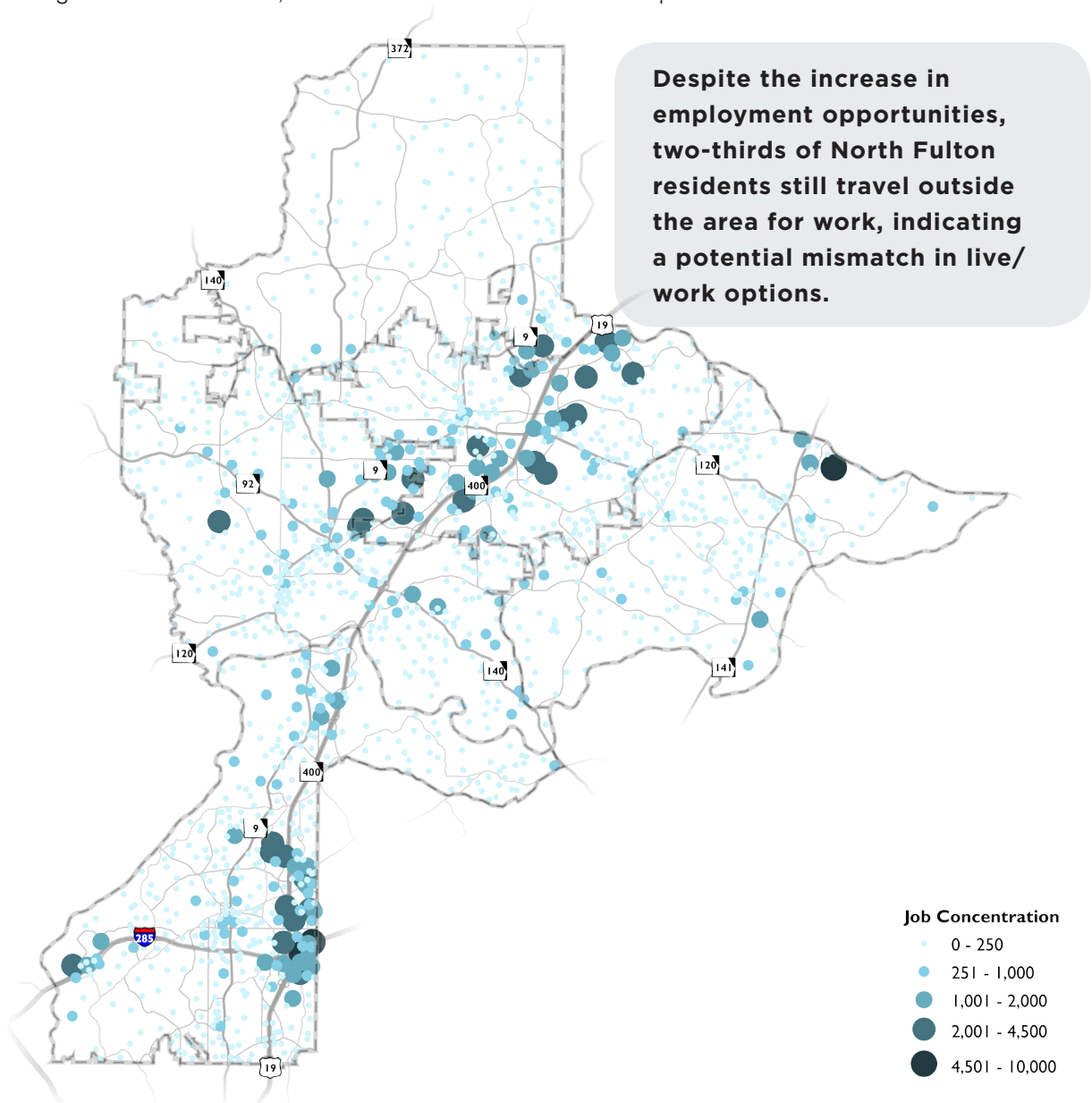
INCOME

Households in North Fulton have relatively higher levels of income when compared with the region and state. The median household income in North Fulton in 2014 was \$94,650, significantly higher than \$56,618 for the larger Atlanta MSA. The area also has significantly fewer families living in poverty (8.7%). The Federal Highway Administration (FHWA) found that households in poverty spend a higher proportion of income on transportation expenses and are often, disproportionately represented by minority populations. As the highest users of multimodal travel modes (carpool, transit, bike, and walk), this segment of the population are most often in need of transportation solutions that can offer easier access to employment opportunities.



JOB GROWTH

Fulton County, as a whole, is the economic hub of the region, making up over one-third of the total employment in the Atlanta MSA. North Fulton had 257,267 jobs in 2014, approximately one-third of the Fulton County total. Rapid job growth in North Fulton has resulted in an increasing capture of county-wide employment. In a ten-year period, North Fulton increased its share of jobs from 27.8% to 33.3%, which further established North Fulton as an important regional employment center. The highest job concentrations are along the GA 400 corridor, in the Perimeter area as well as in Alpharetta.

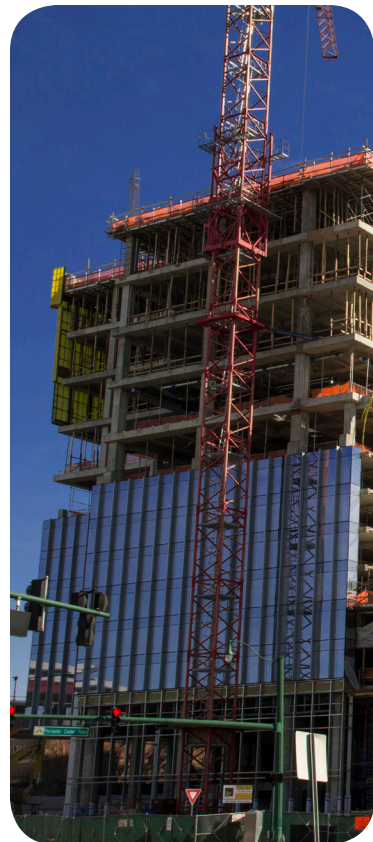


EMPLOYMENT SECTORS

The largest industry sectors in North Fulton as of 2014 included Professional, Health, Administrative Services, as well as Finance and Insurance and Retail Trade. Although North Fulton added over 37,000 jobs in the last decade, growth was not consistent among all sectors. The most significant job losses were experienced in Construction and Manufacturing, consistent with national and regional trends following the 2007-2009 recession.

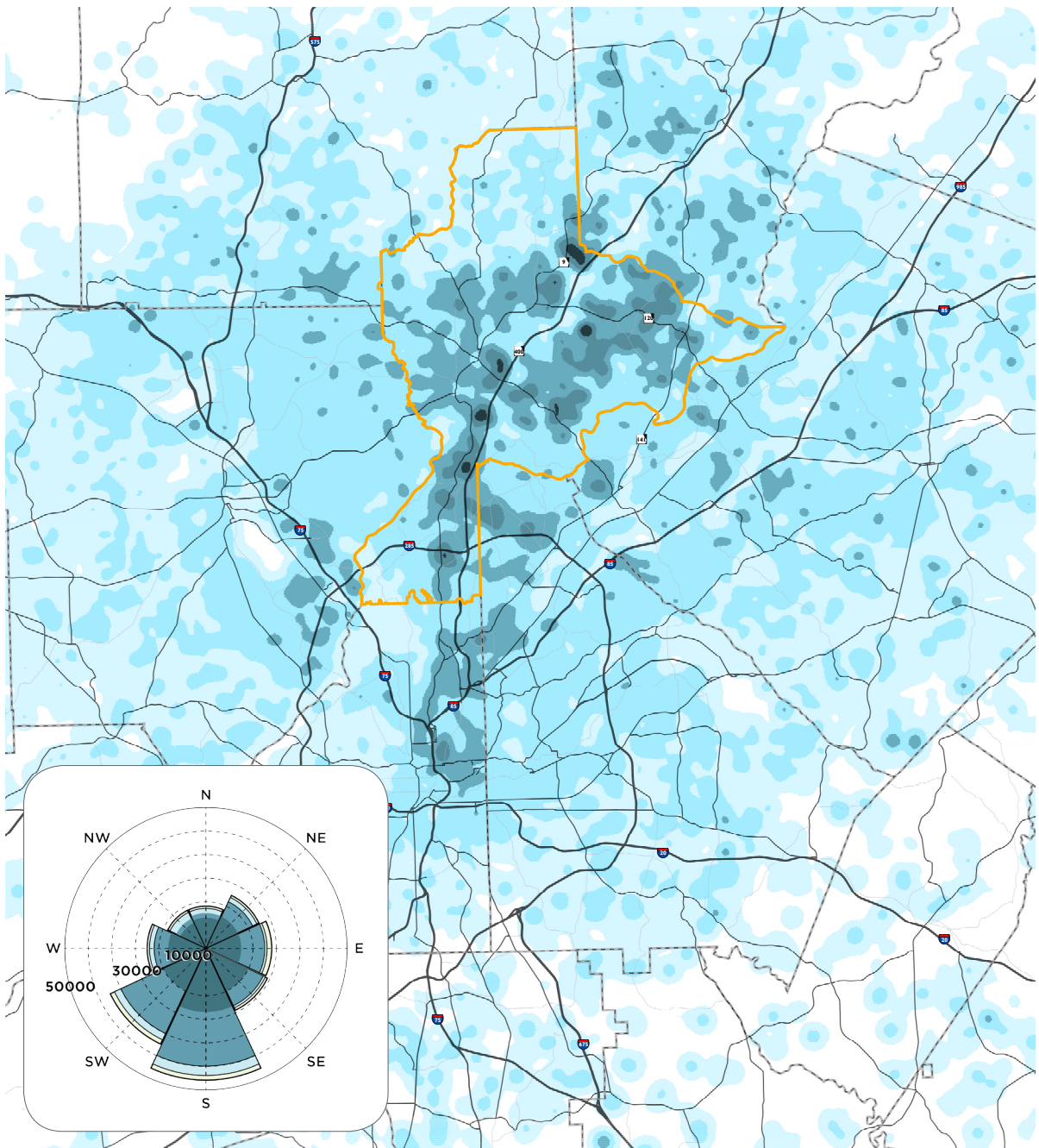
Top 5 Industries in North Fulton (2014)	Number of Employees
Professional Services	39,967
Health Care	31,880
Administrative Services	28,553
Retail Trade	22,944
Education	10,904
Total jobs in North Fulton	257,267

Except for Retail Trade, the largest industries have higher average wages which can drive spending potential at locations near work.



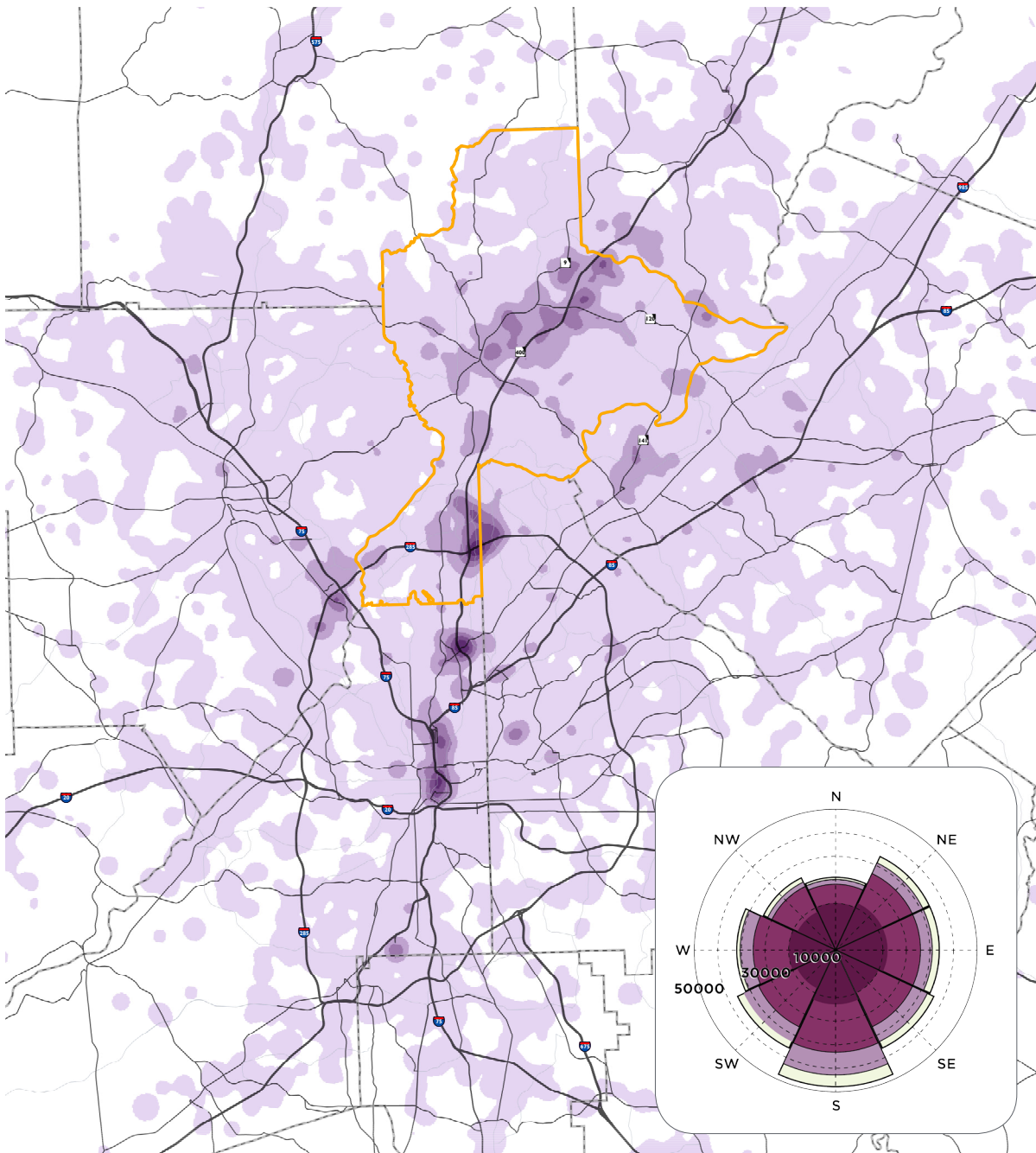
EMPLOYMENT PATTERNS - WHERE NORTH FULTON WORKERS LIVE

People travel from all over the metro Atlanta area to work in North Fulton County. Concentrations of employees who travel to North Fulton County for work live near the GA 400 corridor. As shown in the radial chart, the highest number of people are traveling from south and southwest directions.



EMPLOYMENT PATTERNS - WHERE NORTH FULTON RESIDENTS WORK

North Fulton residents who live and work in the area have the largest concentrations of employment opportunities along GA 400. A large proportion of residents also work in the Perimeter area, Cumberland, Buckhead, Midtown and Downtown. Radially, residents travel for work in all directions with a notable portion traveling south.



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LAND USE

A future land use profile can direct mobility through promoting growth and investment along strategic corridors in a structured, integrated manner. Taking a closer look at how land uses interact with market forces forms a clearer vision for development and opportunity.

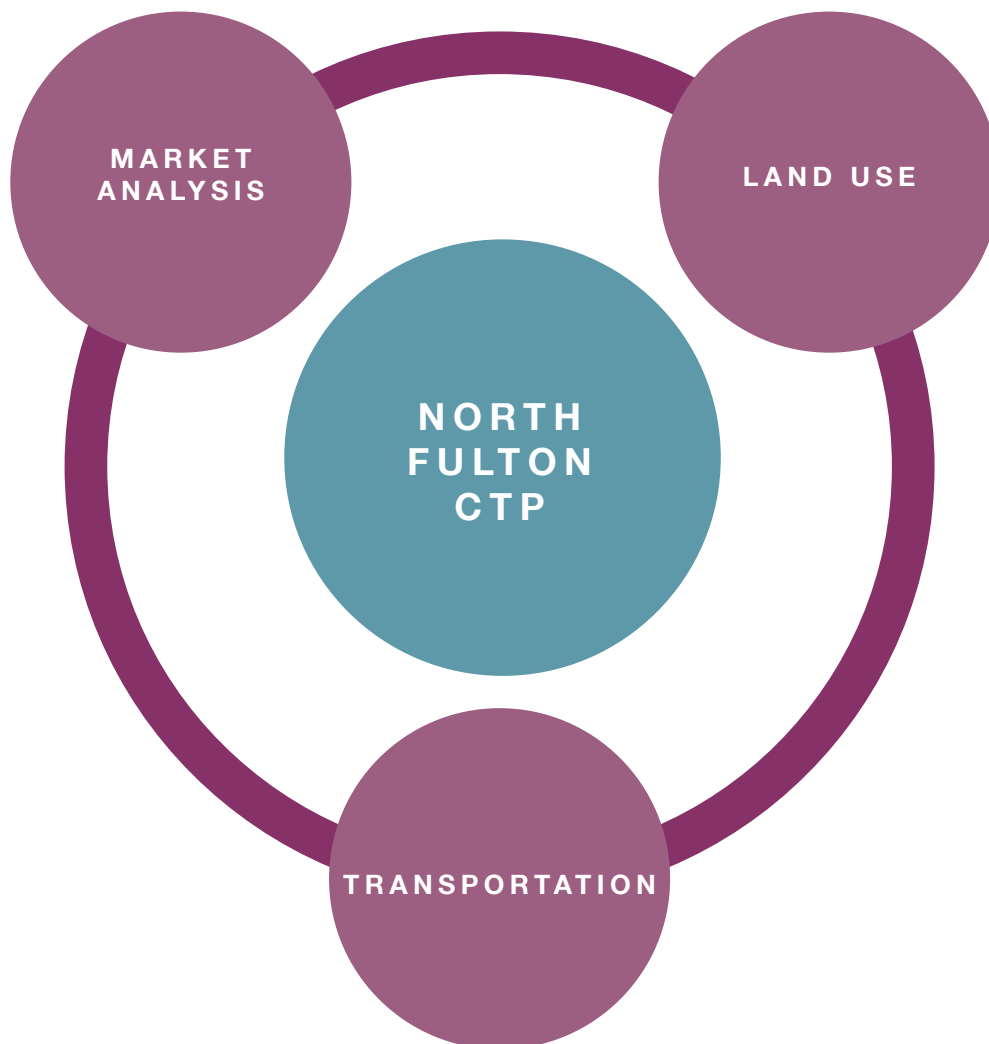


& MARKET

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INTRODUCTION

This chapter reviews the underlying connection between market forces, land use patterns, and transportation. Ultimately, each of these factors plays an important role in defining a long-range vision for the future of North Fulton. Long-range planning requires a solid understanding of the demographic, economic, and land use dynamics of an area. This review helps to build a foundation for creating successful, sustainable places that balance land use and transportation needs, creating a system that can effectively and efficiently move people or goods throughout our community and beyond. By thoroughly understanding the current and future market position and land use visions of the study area, the NFCTP can reconcile demand for product types and development styles with needed public investments.



MARKET SUMMARY

An assessment of demographic, employment, and real estate patterns and trends in North Fulton underlines several dominant themes:

- North Fulton experienced **rapid population growth** over a relatively short period. This has resulted in a shift in land use patterns, incorporating more urban patterns in select locations into a traditionally suburban or rural area.
- The **GA 400 corridor is the economic spine of the area**—most employment and economic activity occurs with proximity to the corridor’s interchanges.
- Following residential growth, **commercial development has gained momentum**, becoming a major component of North Fulton land use patterns. This allows the area to offer enhanced live, work, and play opportunities.





MARKET FORCES

Geographically, North Fulton's development occurred earliest to the south and west, in areas closer to the City of Atlanta. More recently, development has followed along the GA 400 corridor reaching the eastern and northern portions of the study area. Suburban development patterns are dominant, with remaining rural land to the furthest extents of the area to the north and west (largely Milton and Mountain Park).

Single-family residential development remains the most predominant pattern throughout North Fulton. These households, which are comparatively older, wealthier, and more educated, have been paramount in attracting new retail services and employers, most seeking to be close to prospective buyers, tenants, and a trained labor force. As these householders move towards retirement age, offering a variety of housing types for all income levels will allow the population to seamlessly age in place.



Residential development has been heavily focused on for-sale, single-family detached product. When compared to the larger region, housing is on average newer and more expensive, limiting the resident profile to those with higher incomes. Shifting preferences in tenure has resulted in a boost in rental development. Demand for this product has increased in all age groups, offering expanded choices for location, amenities, and mobility. Higher-density housing seeks well-connected areas with easy access to retail goods and services.

North Fulton has been an attractive area for retail development, as commercial businesses follow potential customers. The area achieves some of the highest retail rents in the region. Office uses have historically been attracted to Sandy Springs and Highway 141 Corridor, capitalizing on proximity to Atlanta. However, more recent development patterns have demonstrated expansion of high-income technology, finance, and professional services sectors north along GA 400 in Alpharetta and Milton.





THE CONNECTION BETWEEN LAND USE AND TRANSPORTATION

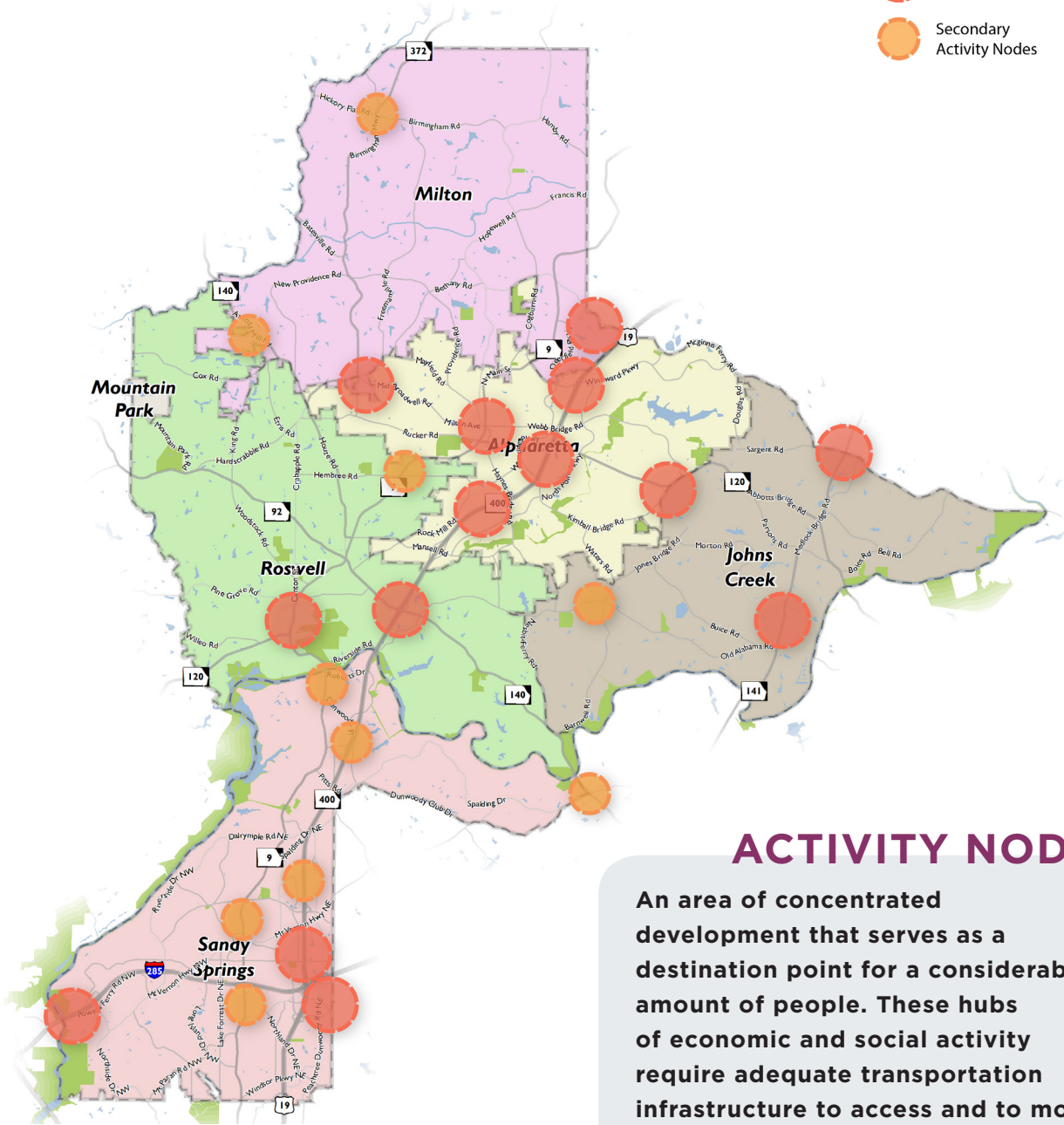
When assessing land use patterns to understand future transportation needs, it is vital to look at not only what currently exists on the ground but also at what is planned to happen in the near- and long-term in the area. The most recent of the North Fulton Cities' planning documents published in the past 5 to 10 years were reviewed to establish a collection of activity nodes in the area.

Over the last five to ten years, development patterns in North Fulton have shifted from a corridor-based approach to one that focuses on creating centers. Identifying centers of activity can help to focus transportation planning efforts on areas that may see change in the future and generate additional travel demand. The map at right highlights activity nodes in North Fulton County as indicated by plans and community development staff. The following pages take a deeper look at each City's current and planned land use patterns and activity nodes as well as how the North Fulton system of nodes and transportation corridors works to drive market success.



ACTIVITY NODES

-  Primary Activity Nodes
-  Secondary Activity Nodes



ACTIVITY NODE

An area of concentrated development that serves as a destination point for a considerable amount of people. These hubs of economic and social activity require adequate transportation infrastructure to access and to move between nodes and other uses.

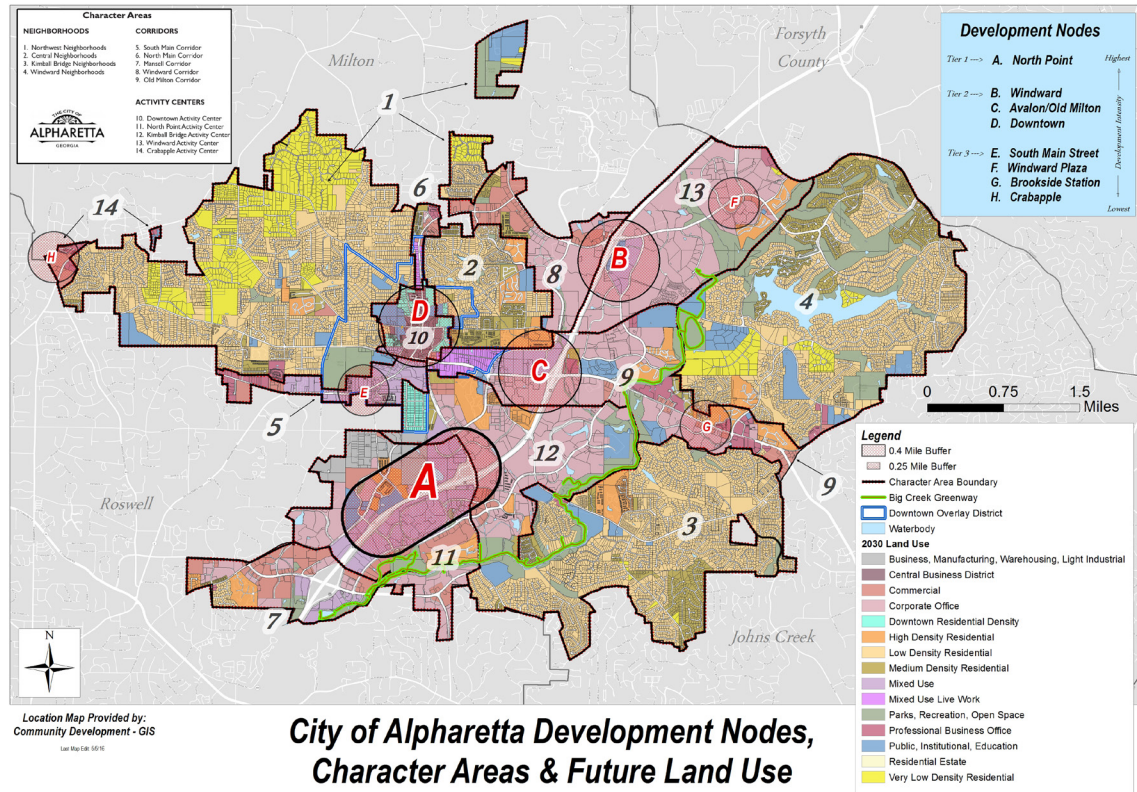
ALPHARETTA

ACTIVITY NODES

The City of Alpharetta has identified four primary activity nodes in its 2035 Comprehensive Plan:

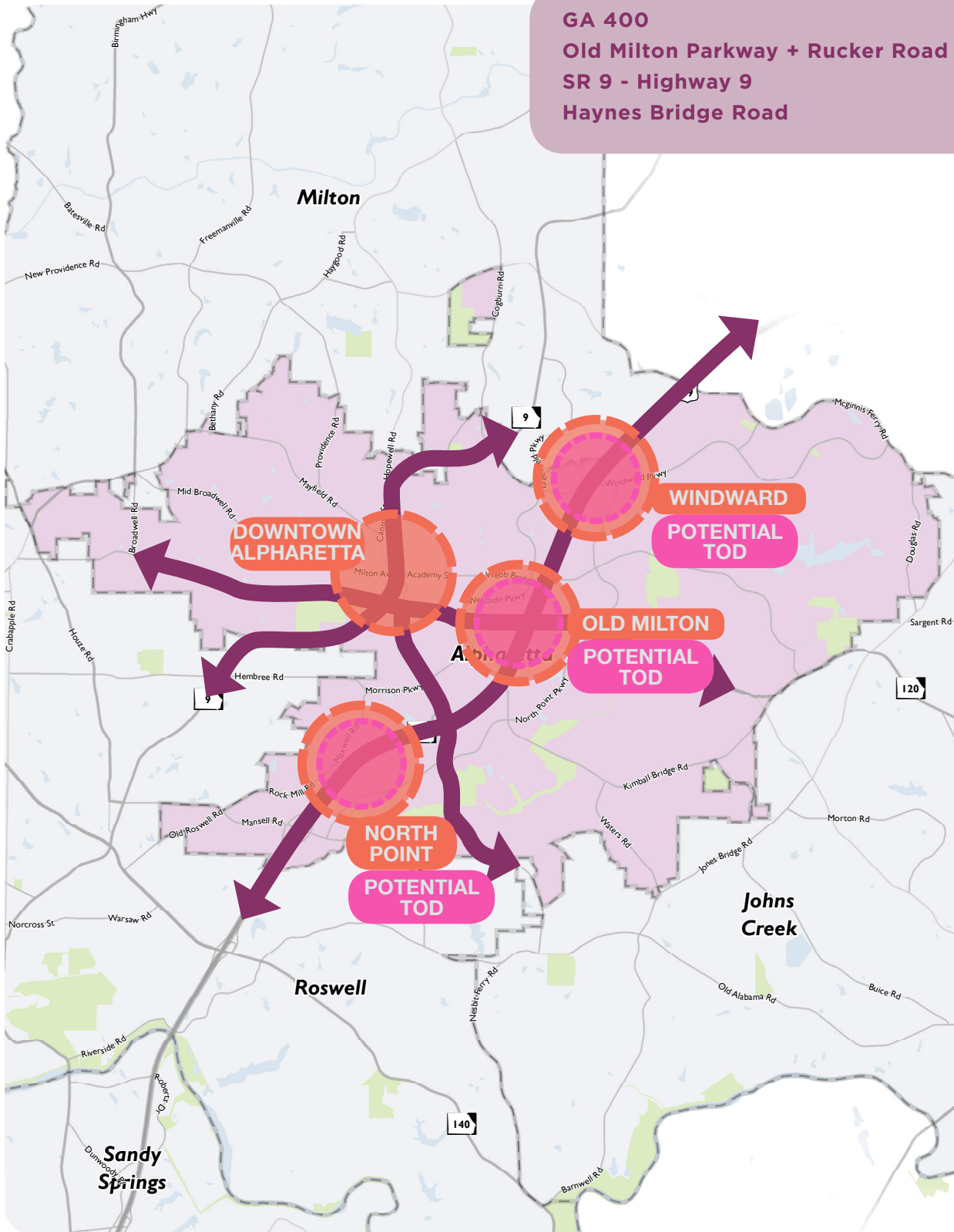
- **Windward:** primarily agricultural with the potential to house concentrated development in the future, if feasible and desired
- **Downtown Alpharetta:** zoned for higher density commercial development goals, smaller scale, walkable, with a "small town" feel
- **Old Milton Parkway:** Avalon, Gwinnett Tech, and surrounding area, higher degree of mixed use, walkability, and bikeability
- **North Point:** highest node density in the City; mix of uses to reinvent commercial area and a higher degree of walkability
- **Potential Transit-Oriented Development (TOD):** mix of denser commercial, residential, and office uses complementary to and in support of the proposed extension of the MARTA line in Alpharetta, which will provide better live/work/play accessibility

FUTURE LAND USE PLANS



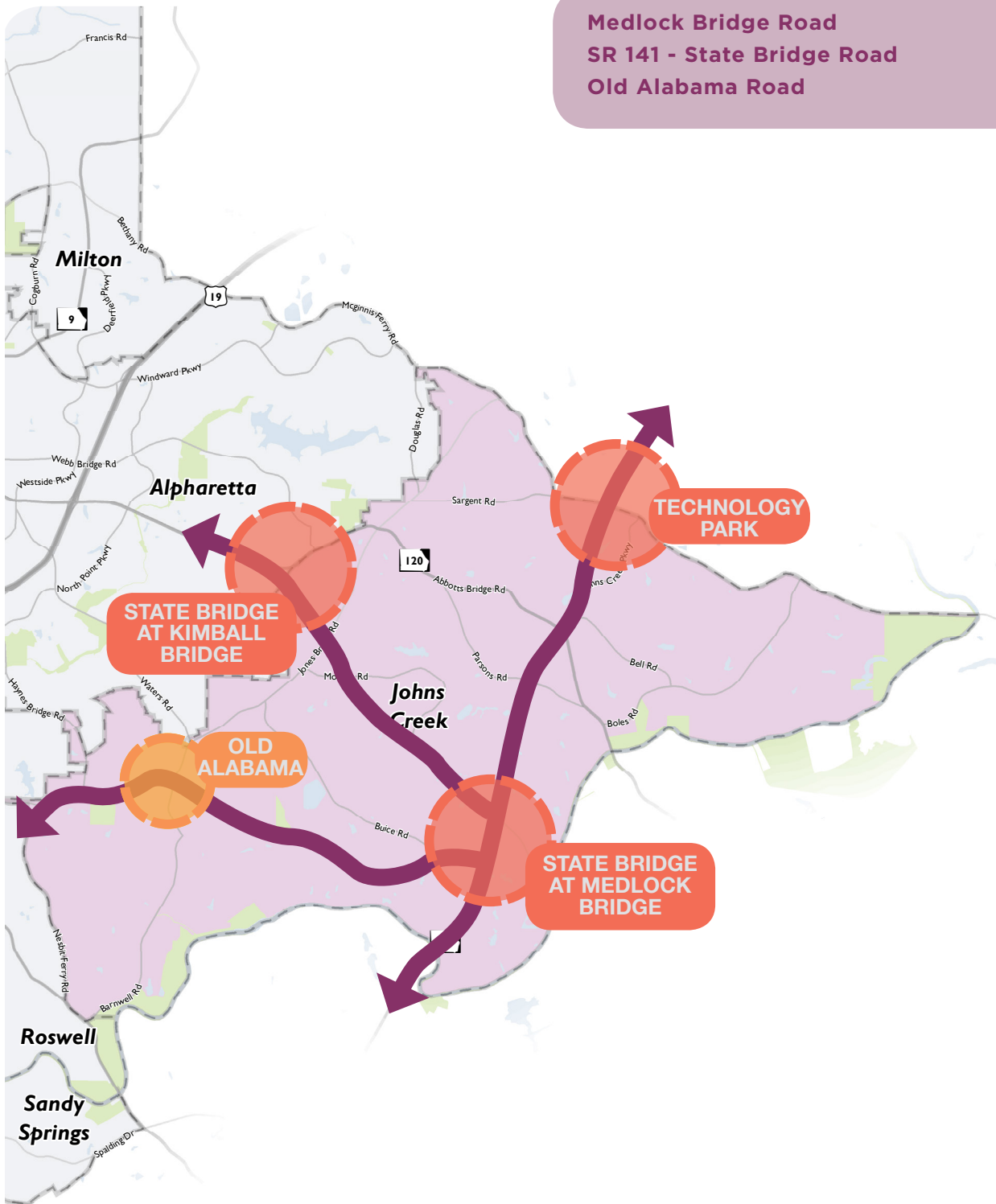
KEY CORRIDORS

- GA 400
- Old Milton Parkway + Rucker Road
- SR 9 - Highway 9
- Haynes Bridge Road



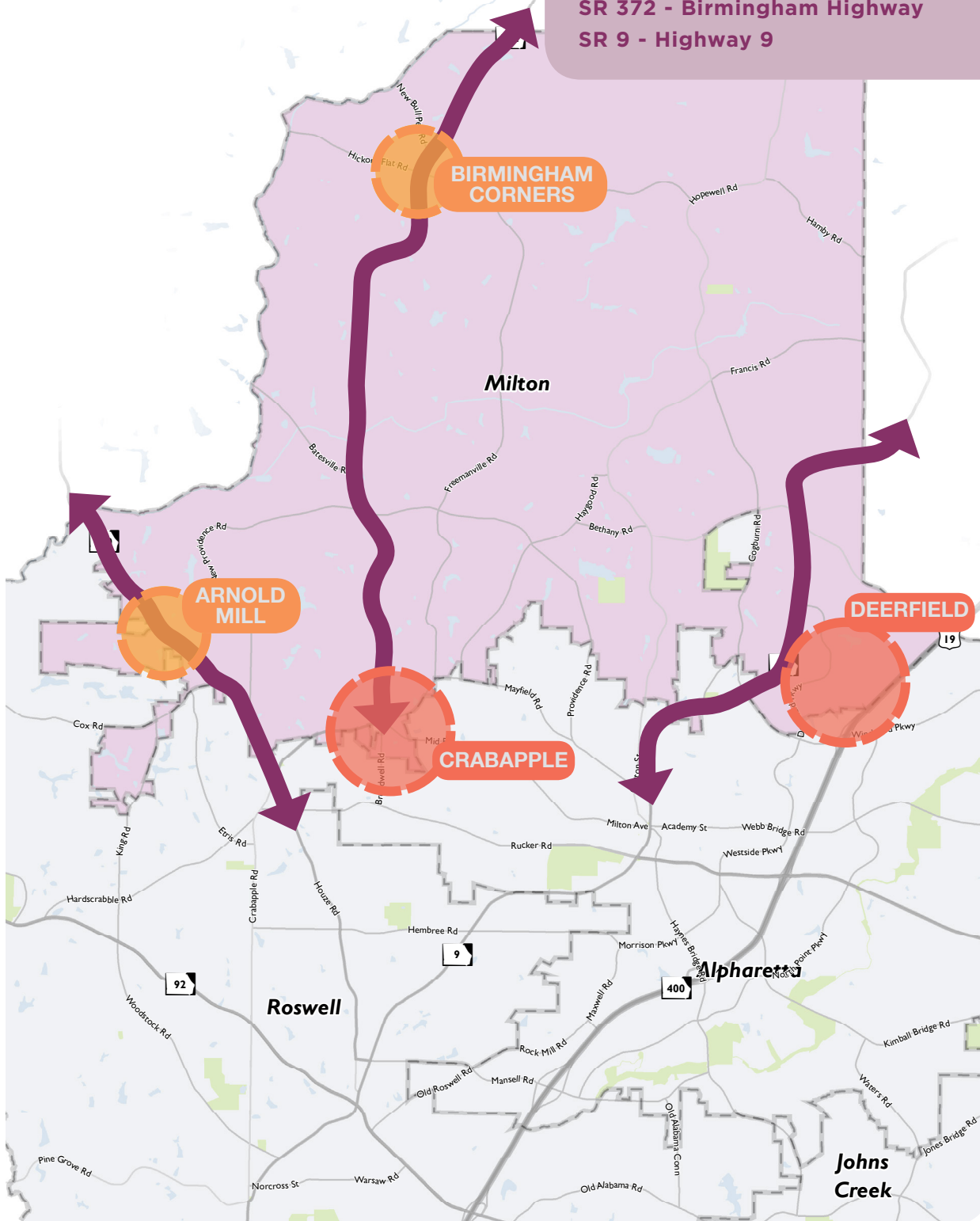
KEY CORRIDORS

Medlock Bridge Road
SR 141 - State Bridge Road
Old Alabama Road



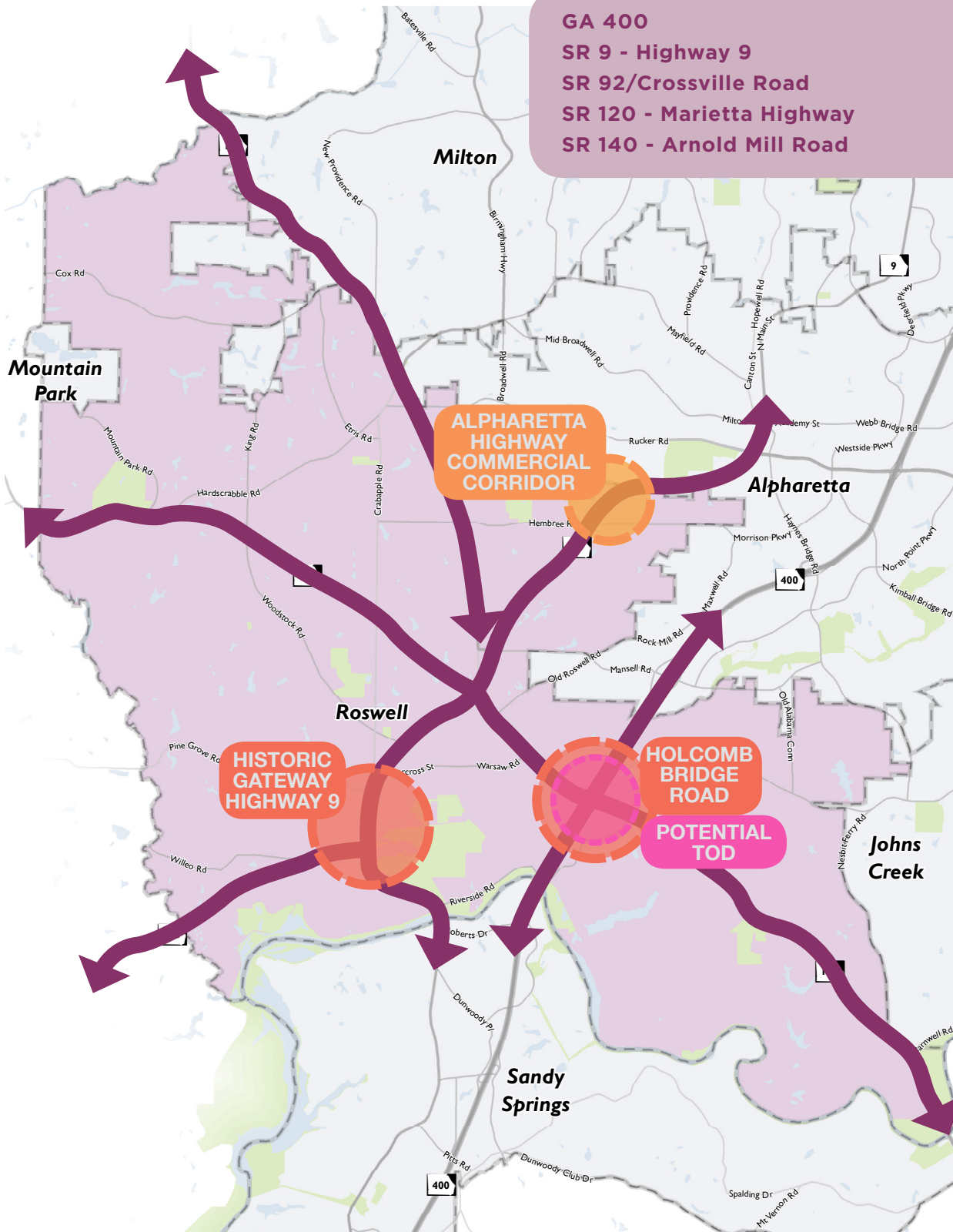
KEY CORRIDORS

- SR 140 - Arnold Mill Road
- SR 372 - Birmingham Highway
- SR 9 - Highway 9



KEY CORRIDORS

- GA 400
- SR 9 - Highway 9
- SR 92/Crossville Road
- SR 120 - Marietta Highway
- SR 140 - Arnold Mill Road



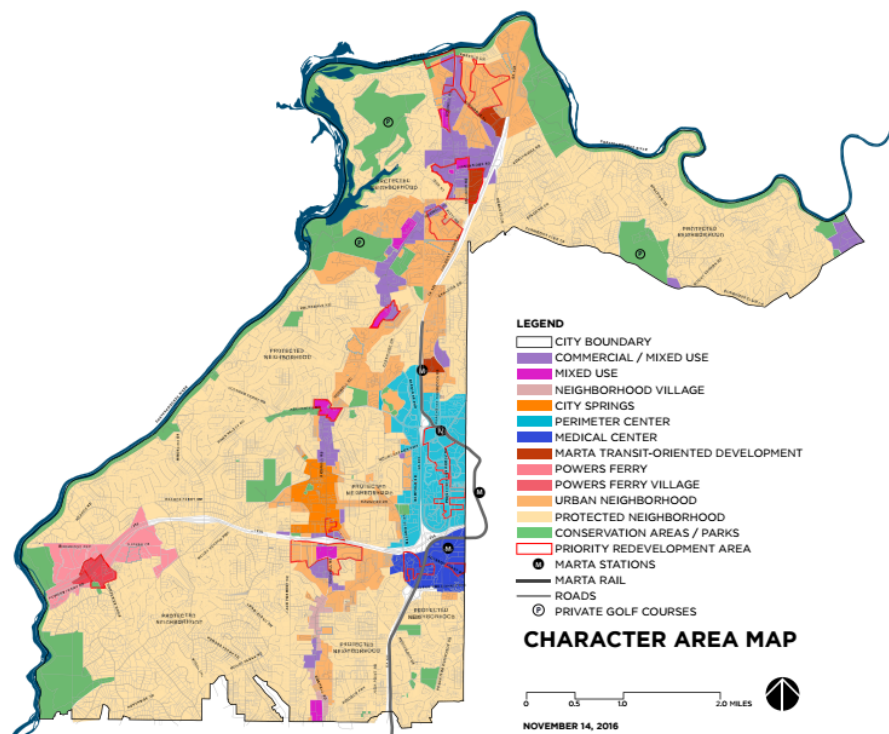
SANDY SPRINGS

ACTIVITY NODES

The City of Sandy Springs has identified five activity nodes:

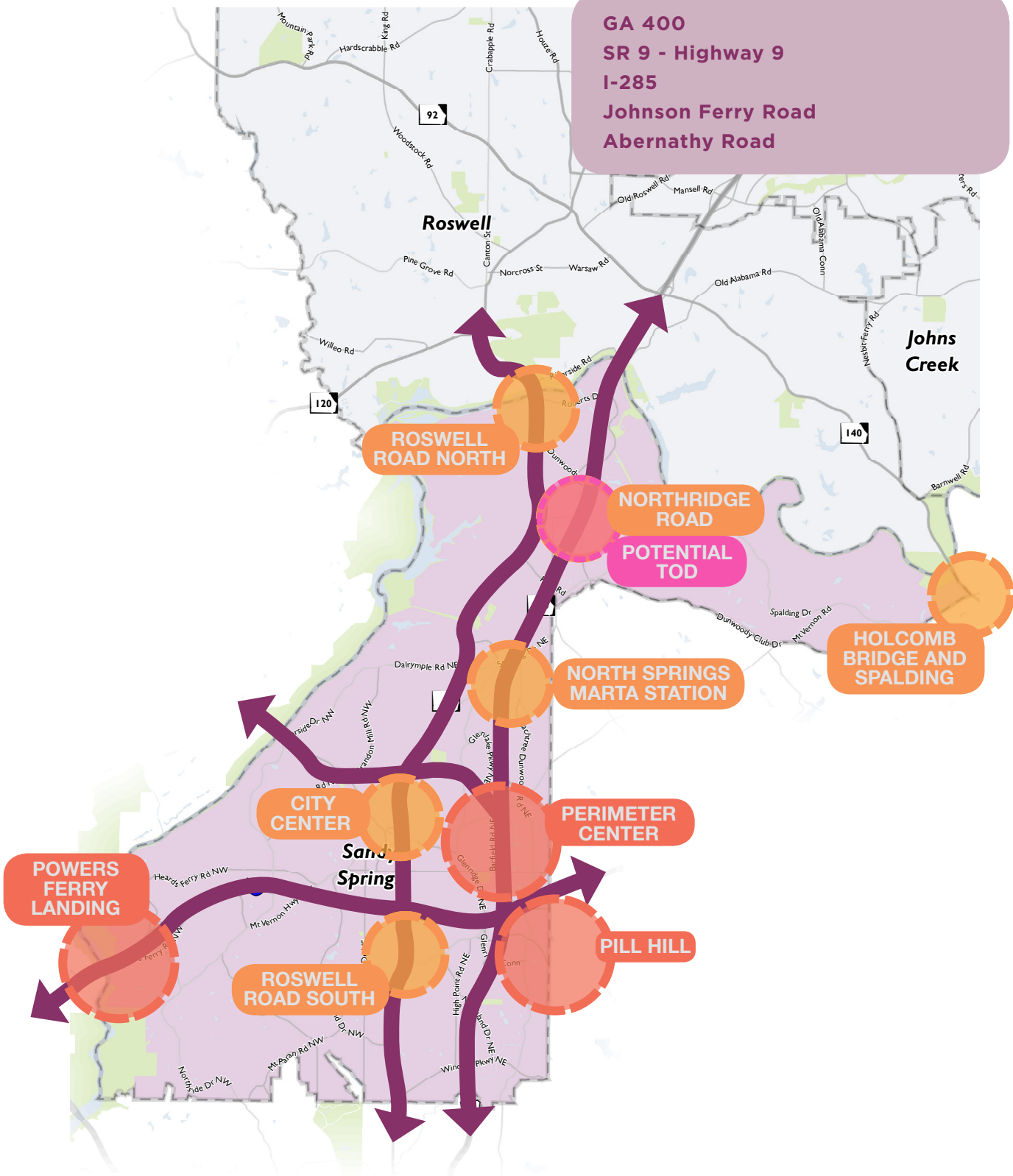
- **Roswell Road North:** provide a mix of low and high density residential that connect to mixed-use, bikeable/walkable environment
- **Potential Transit-Oriented Development (TOD):** mix of denser commercial, residential, and office uses complementary to and in support of the proposed extension of the MARTA line in Sandy Springs, which will provide better live/work/play accessibility
- **Holcomb Bridge and Spalding:** though much falls within Peachtree Corners, this intersection serves as a primary gateway into Sandy Springs
- **Perimeter Center:** primary activity node and "center" of Sandy Springs
- **Medical Center/"Pill Hill":** redevelop the existing medical park into a more walkable/bikeable environment with access to amenities and public spaces
- **Roswell Road South:** provide multi-use paths, bikeable/walkable environment with high density live/work development
- **Powers Ferry Landing:** create a gateway into the Sandy Springs Corridor along Powers Ferry
- **City Center:** complete with its own Livable Centers Initiative Plan (LCI), this area has been identified in past planning efforts and remains a key development node in City

FUTURE LAND USE PLANS



KEY CORRIDORS

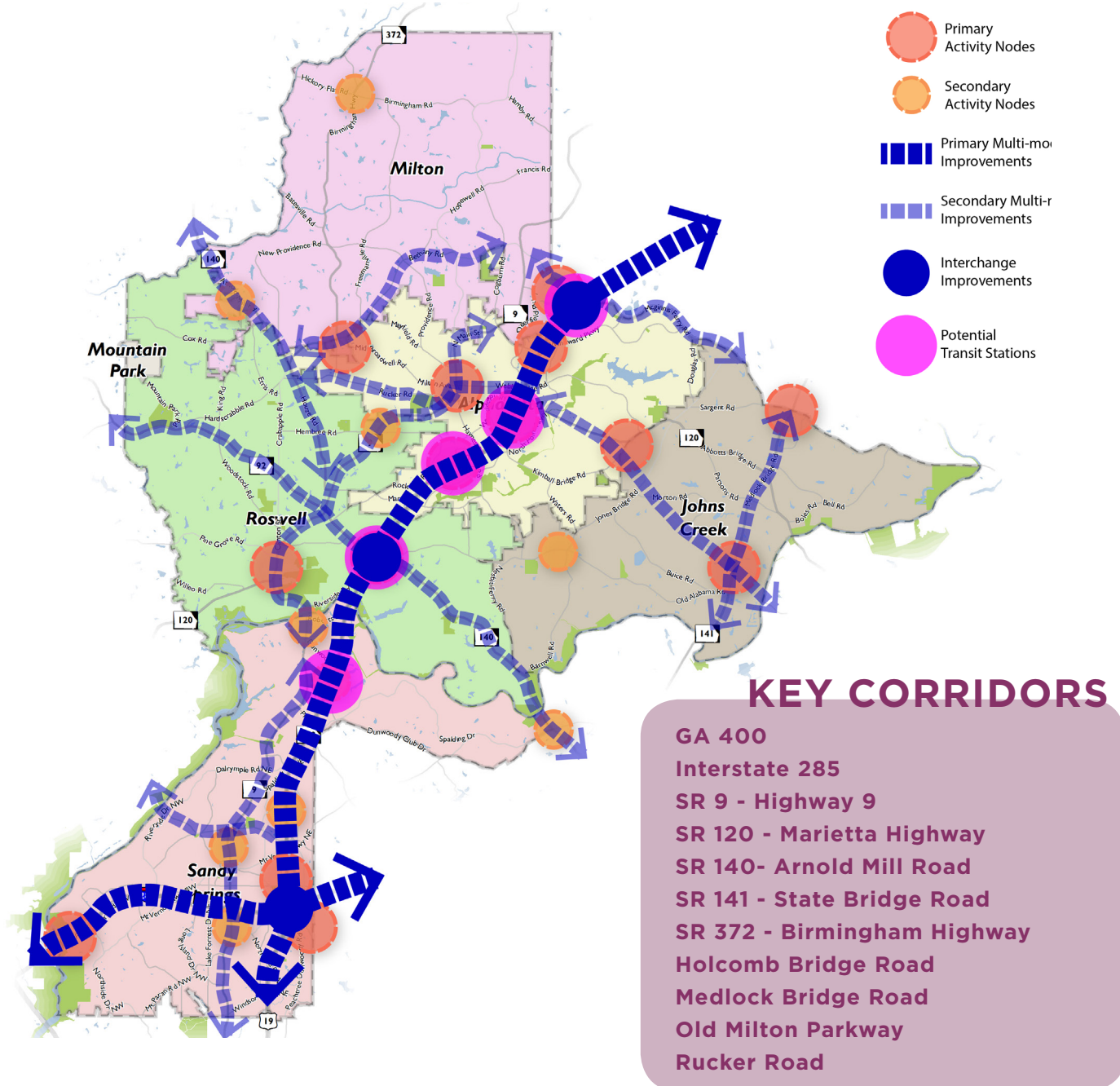
- GA 400
- SR 9 - Highway 9
- I-285
- Johnson Ferry Road
- Abernathy Road



LAND USE AND TRANSPORTATION

TRANSPORTATION NEEDS

Based on the identified nodes for each city, the map below highlights the corridors, existing and future, that connect North Fulton's activity nodes. These needs include a solid spine along the GA 400 corridor and across the top-end of the Perimeter, with east-west connections across Roswell and across Milton, Alpharetta, and Johns Creek as well as north-south connections spanning Milton, Alpharetta, Roswell, and Sandy Springs, running parallel to GA 400, and across Johns Creek.





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MOBILITY

North Fulton transportation must strike a balance between serving the needs of existing residents, a workforce that arrives and leaves each day, and the many people who visit. North Fulton needs to offer viable accessibility and connections to regional infrastructure. Taking a closer look at existing infrastructure allows for better planning and the ability to be better stewards of resources.



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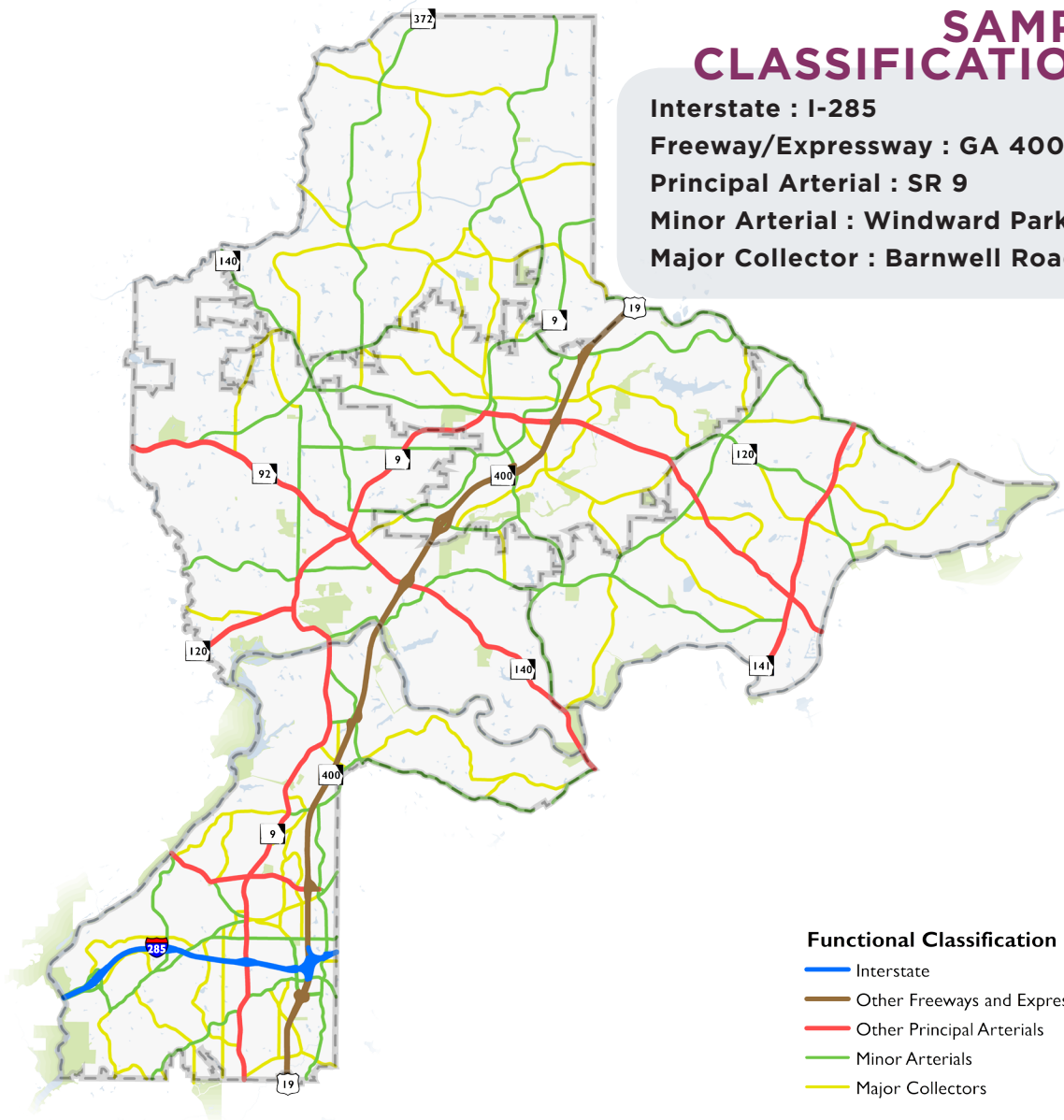
ROADWAY

FUNCTIONAL CLASSIFICATION (GDOT)

Functional classification categorizes streets along a general hierarchy that accounts for the relationship between access and mobility. They are defined by the Federal Highway Administration (FHWA) and used by policy makers, planners, engineers and citizens to designate the purposes of the roadways in a system. Cities can also have their own functional classifications. The study network in NFCTP considers roadways that are higher order streets, or ones that provide higher levels of mobility than the local roadway network. The study network for NFCTP is a subset of the entire North Fulton roadway network.

SAMPLE CLASSIFICATIONS

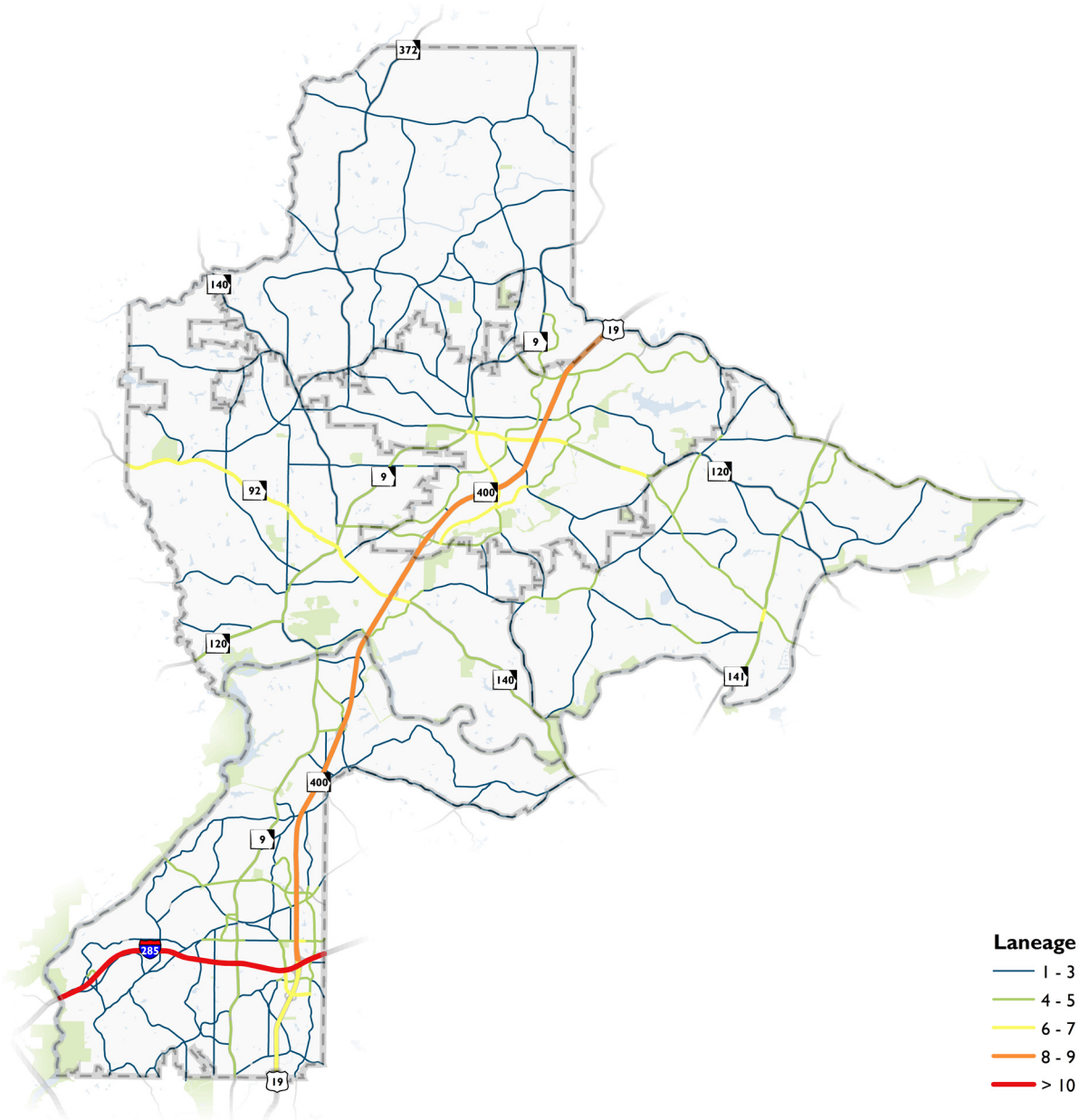
- Interstate : I-285**
- Freeway/Expressway : GA 400**
- Principal Arterial : SR 9**
- Minor Arterial : Windward Parkway**
- Major Collector : Barnwell Road**



- Functional Classification**
- Interstate
 - Other Freeways and Expressways
 - Other Principal Arterials
 - Minor Arterials
 - Major Collectors

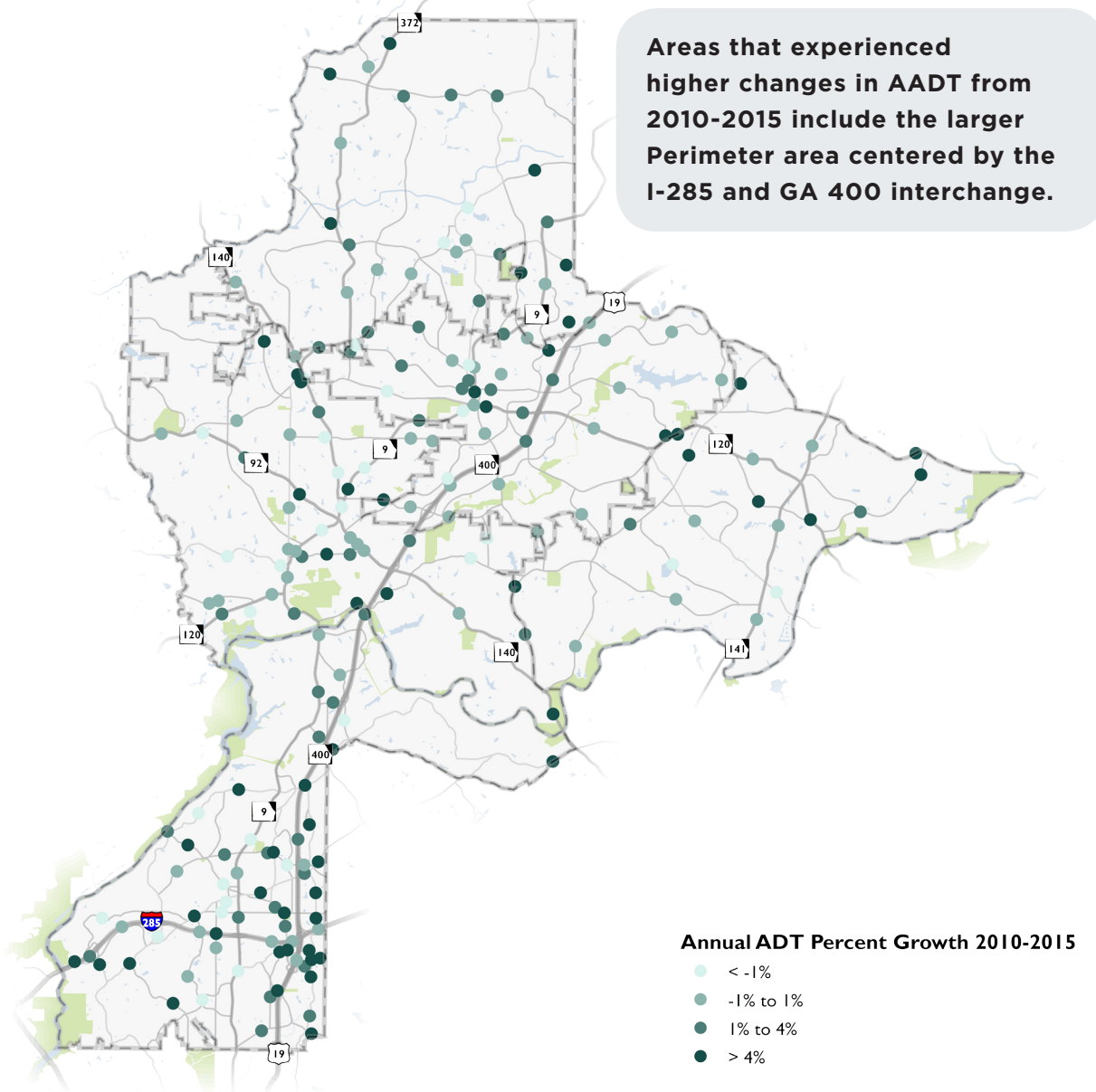
LANEAGE

Laneage is a primary characteristic to determine a roadway's vehicular capacity. The majority of roadways in North Fulton are two-lane roadways. Notable higher capacity roadways in the study area include GA 400, and I-285. The laneage for roadways highlighted here are the ones included in the NFCTP study network.



ANNUAL AVERAGE DAILY TRAFFIC (AADT)

Traffic volumes typically correlates with the purpose and function of each roadway's design and location. Annual average daily traffic (AADT) indicates the traffic average for the year at specific locations and is provided by the Georgia Department of Transportation (GDOT). The percent change in AADT between 2010 and 2015 is expressed by the symbol colors below. AADT stations where the change in AADT was less than -1% is indicated in the lighter blue color while changes in AADT greater than 4% are in dark blue.



LEVEL OF SERVICE (LOS)

ARC's travel demand model (TDM) was used to determine the baseline conditions of roadway operations throughout North Fulton County. One of the outputs of the model is a computerized forecast of typical traffic conditions within the County. LOS is an indication of delay and is measured from "A" (best conditions) to "F" (worst conditions). The TDM is an estimation and does not fully represent the delay that drivers typically experience at intersections or congestion due to crashes.

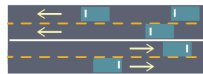
A Free flow, low traffic density



B Minimum delay, stable traffic flow



C Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists



D Movements more restricted, travel speeds begin to decline



E Traffic fills capacity of the roadway, vehicles are closely spaced, incidents can cause serious breakdown



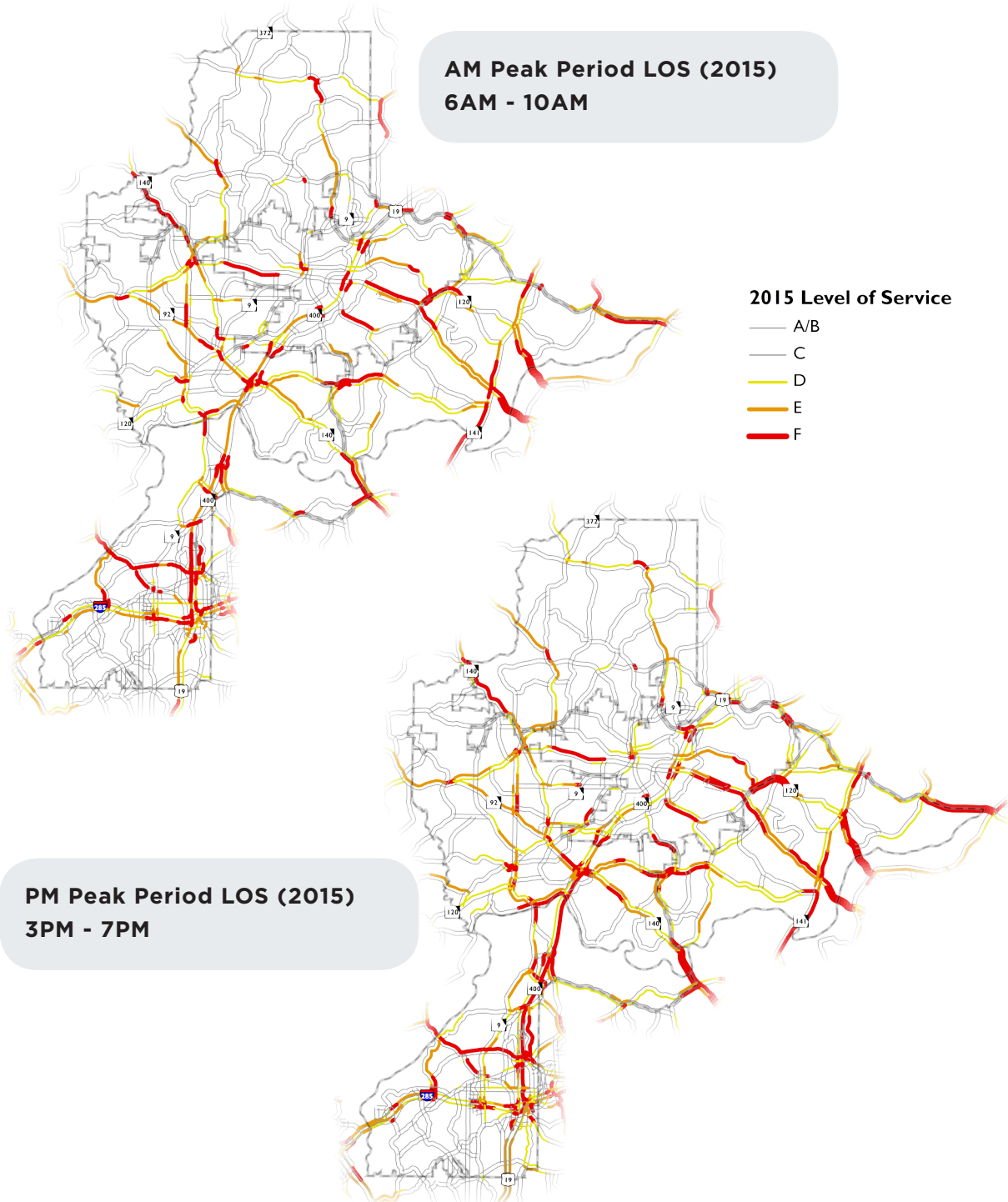
F Forced flow with demand volumes greater than capacity resulting in breakdown in traffic flow



LOS outputs are created for both the AM Peak Period as well as the PM Peak Period.

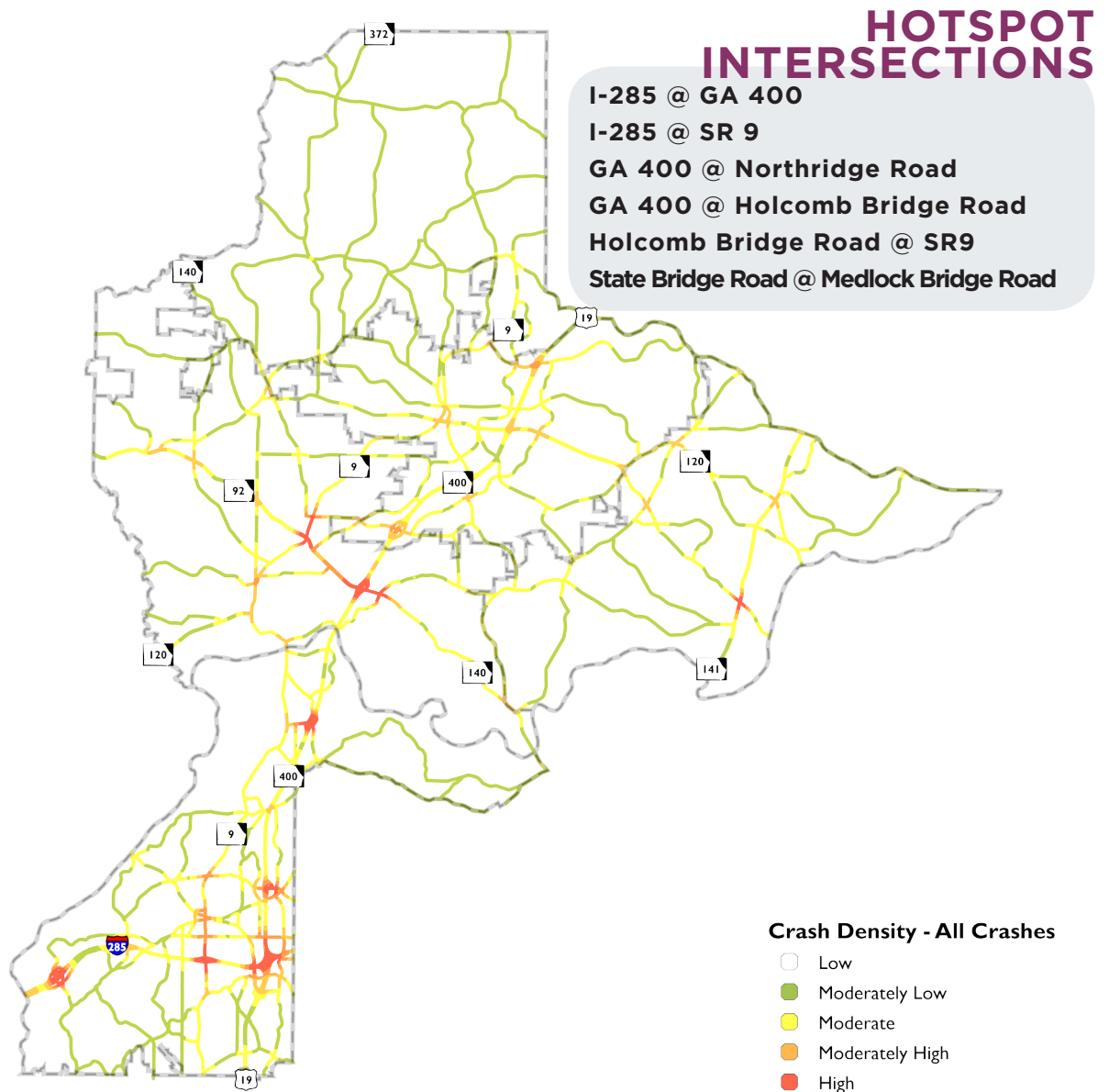


LEVEL OF SERVICE (LOS) continued..



CRASHES (ALL CRASHES)

Traffic safety is a key component to any successful transportation plan and a critical consideration for community-wide mobility. A traditional approach to determining locations for safety countermeasures involves studying the number and type of crashes in a location. The crash data (2013-2015) was pulled using the Georgia Electronic Accident Reporting System (GEARS) which serves as a portal into Georgia's repository for traffic accident reports completed by Georgia law enforcement agencies. The proximity and higher densities of these crashes resulted in higher concentration therefore showing a deep red in target areas.

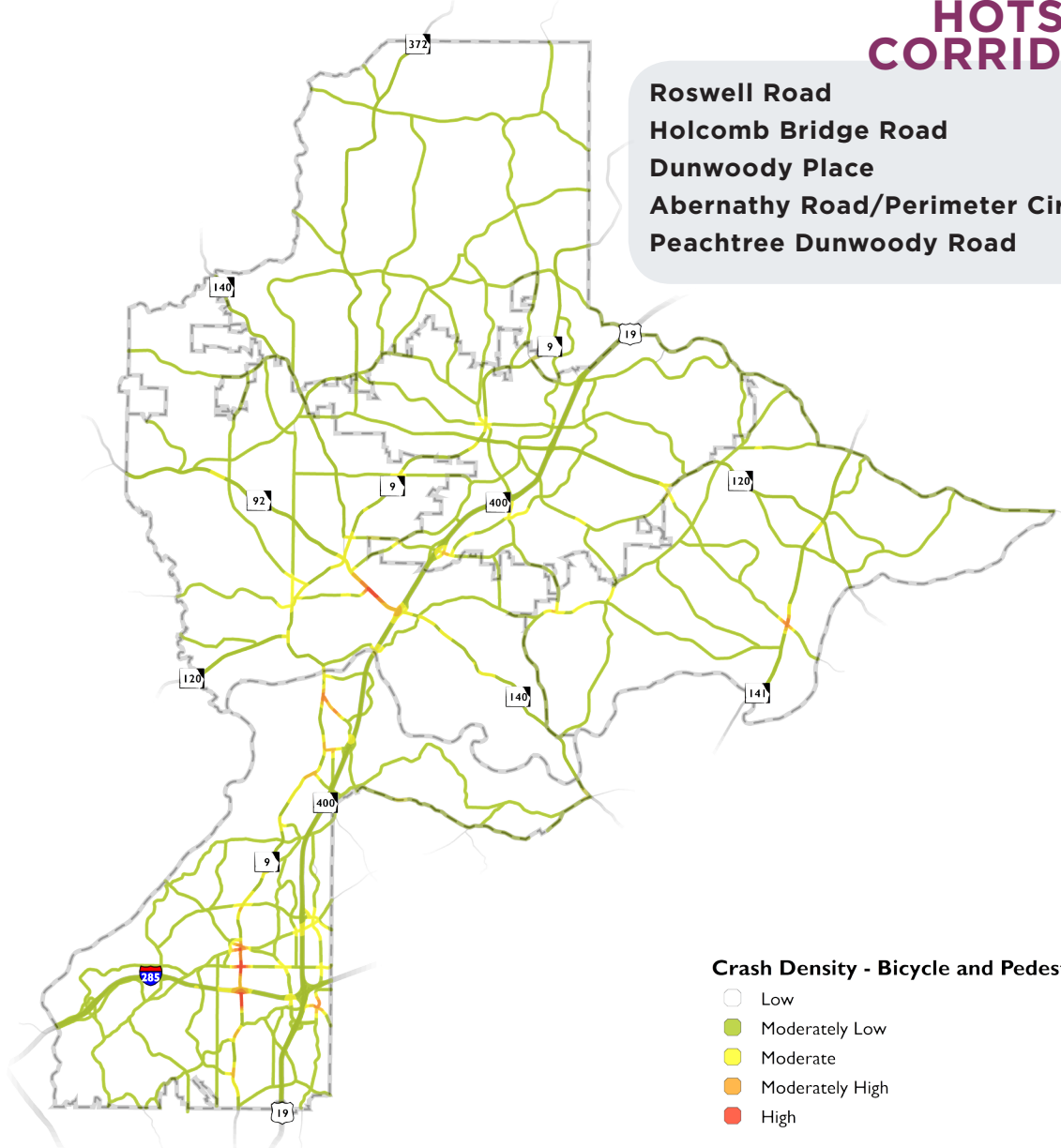


CRASHES (BICYCLE AND PEDESTRIAN CRASHES)

An examination of crash history and traffic patterns usually can predict locations where improvements in traffic safety will benefit both transportation system users and the community as a whole. Crash history involving bicyclists and pedestrians were looked at to see if specific locations existed where safety measures needed to be amplified. The subset of the dataset was created by querying crash data (2013-2015) from GEARS (GDOT) that included a bicyclist or a pedestrian. Similar areas highlighted for high-density vehicular crashes were identified in the crash density analysis for bike/pedestrian crashes.

HOTSPOT CORRIDORS

- Roswell Road**
- Holcomb Bridge Road**
- Dunwoody Place**
- Abernathy Road/Perimeter Circle**
- Peachtree Dunwoody Road**

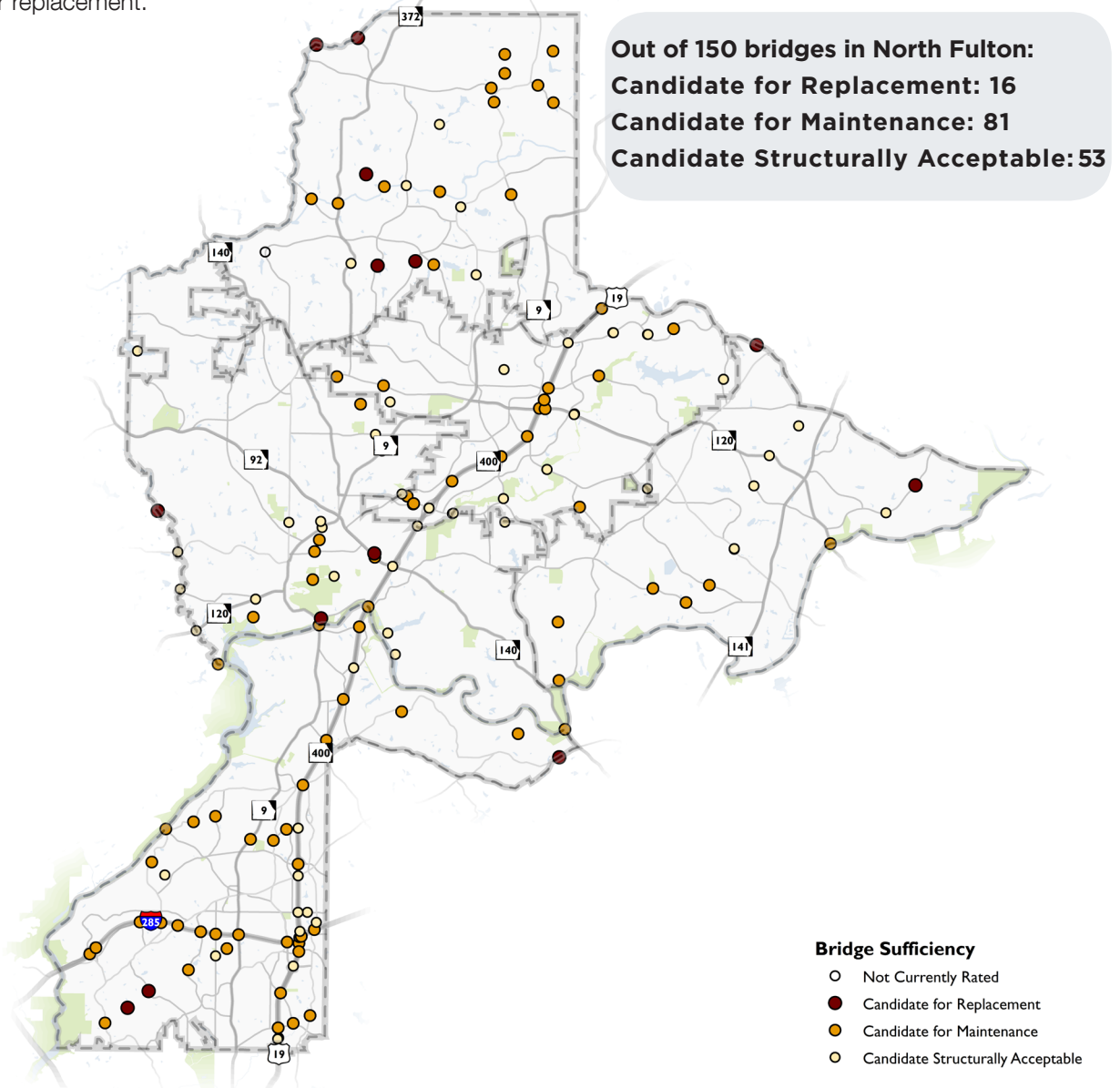


Crash Density - Bicycle and Pedestrian

- Low
- Moderately Low
- Moderate
- Moderately High
- High

BRIDGES

Bridges represent critical components of a safe and efficient transportation system. As a result, deficient bridges can introduce safety and congestion concerns along an otherwise properly operating corridor. Best practices for roadway design include the construction of a bridge at the same (or higher) design standard as the corridor it serves. GDOT inspects bridges every two years as required by the Federal Highway Administration (FHWA) and updates bridge sufficiency ratings. The GDOT sufficiency rating highlighted below (2015) was determined by evaluating factors that indicate a bridge's ability to maintain and remain in service. The ratings go from 0 to 100, where a score of 0 represents a bridge entirely deficient while a score of 100 represents a structurally acceptable bridge. A bridge with a score of under 50 is considered as a candidate for replacement.

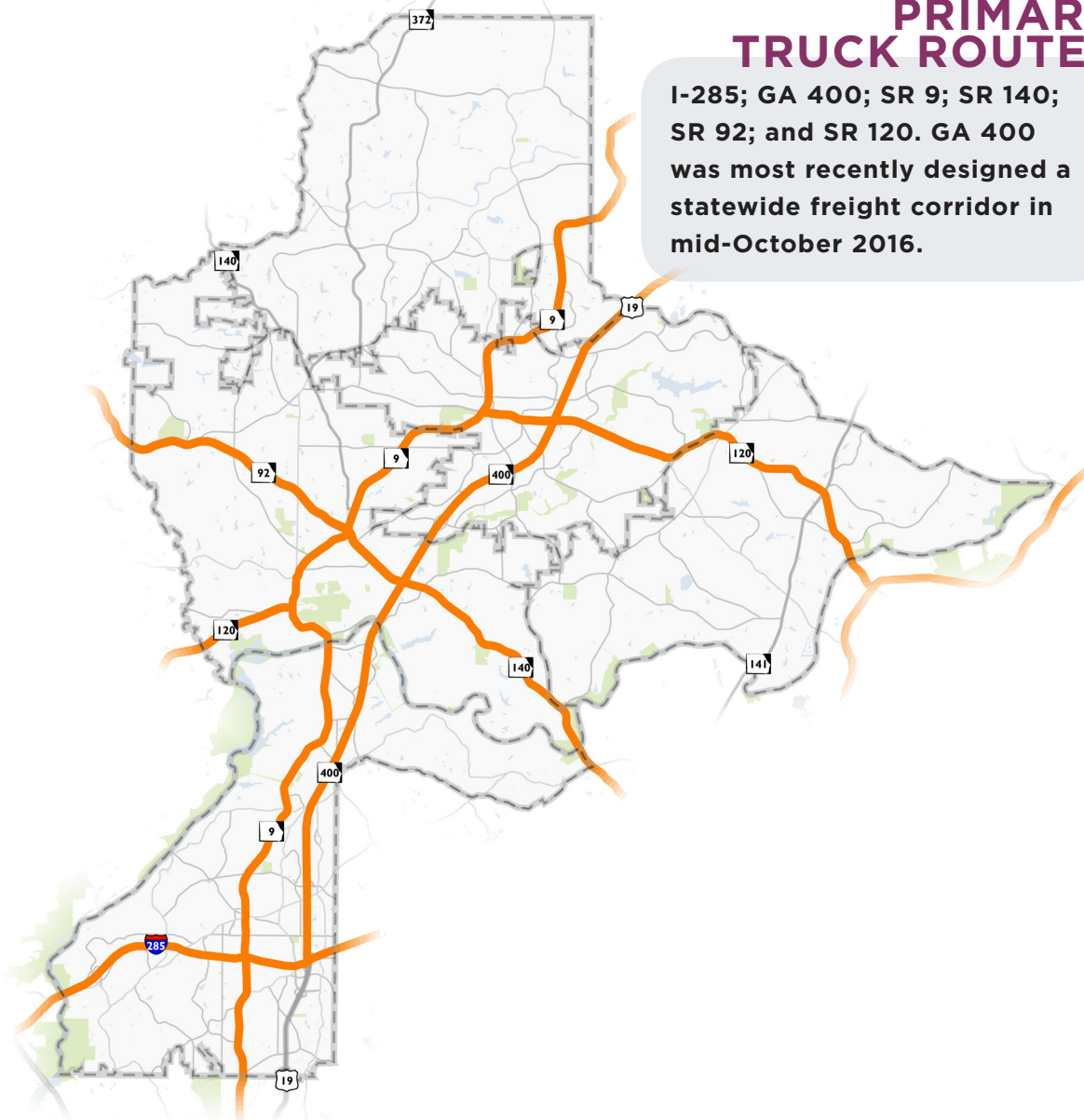


FREIGHT

The efficient movement of goods along highways is one of the keys to effective competition in a global economy. Regions that provide efficient systems for moving goods will have a competitive advantage at the local, regional, and state level. As the number of trucks on local roadways increases, it becomes more important to guide trucks to appropriate routes. It is also important to consider the efficiency offered by transporting freight is balanced with the potential safety and mobility obstacles.

PRIMARY TRUCK ROUTES

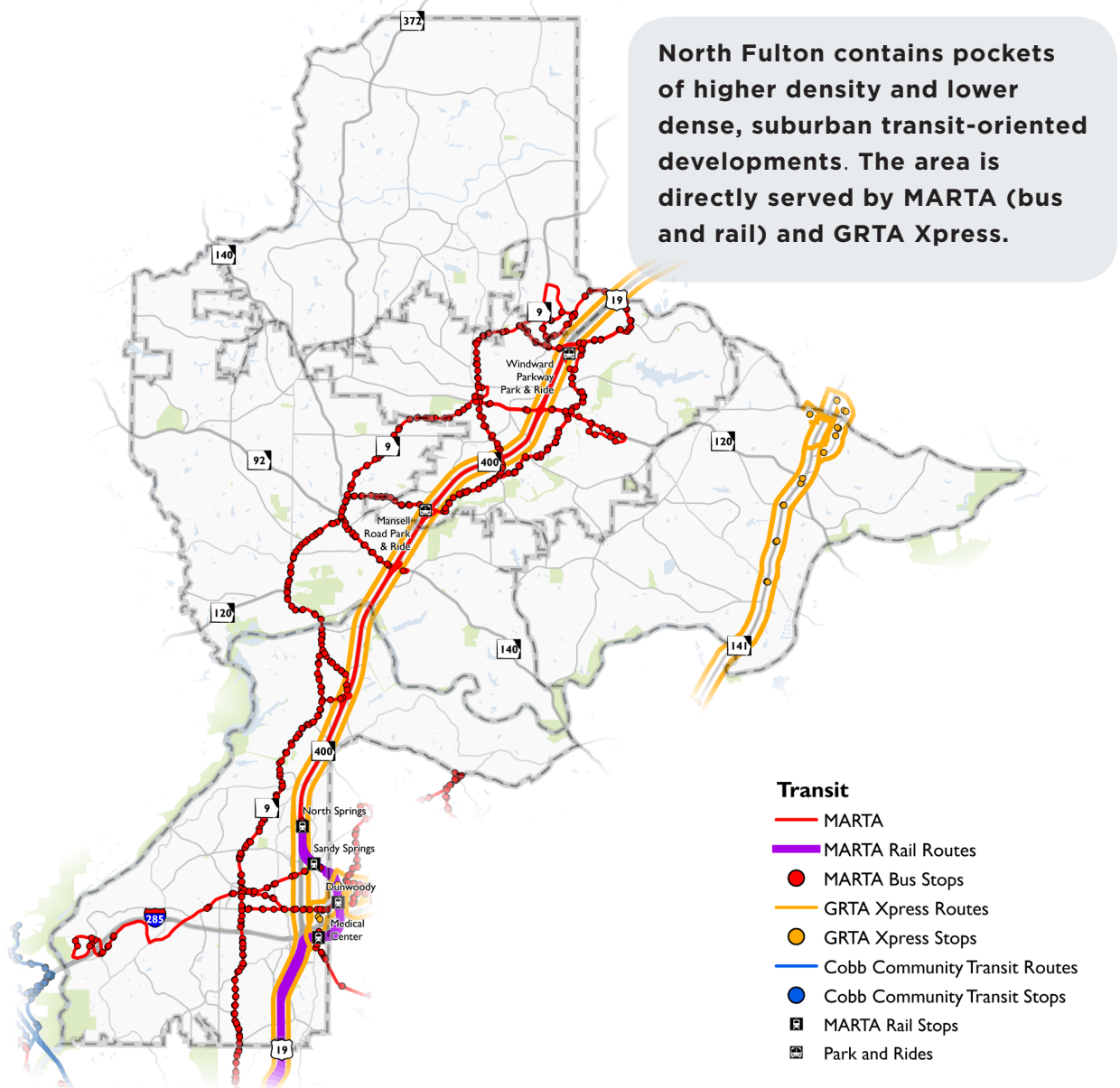
I-285; GA 400; SR 9; SR 140; SR 92; and SR 120. GA 400 was most recently designed a statewide freight corridor in mid-October 2016.



TRANSIT

TRANSIT OVERVIEW

As a critical component of a complete transportation system, transit is closely tied to land use and economic development decisions. At its best, transit provides an efficient and inexpensive transportation mode for persons making the traditional suburban-to-urban commute and those traveling between activity centers. It is important that public transit service remain a viable, efficient mobility option for those who need it most — senior citizens, the physically or economically disadvantaged, and other patrons who choose to ride.



TRANSIT SERVICE (MARTA BUS AND RAIL)

The North Fulton area is served by both MARTA Bus (2016 data) and Rail routes (2015 data). The following tables display the top stops by bus and rail routes that marked over 100 weekly average boardings. While many commuters within the study area rely on automobiles as their primary transportation mode, significant transit activity still exists at key locations and activity centers. It is important to note that the Dunwoody Station was included in the analysis due to its proximity and role as a critical connection point.

Stop Name (Direction, Route) <i>*indicates a bus stop</i>	Average Boardings Per Week
North Springs (Rail)	5,292
Dunwoody Station (Rail)	3,180
Sandy Springs (Rail)	1,889
Medical Center (Rail)	1,286
North Springs Station (S, 143)*	551
Dunwoody Station (S, 87)*	550
North Springs Station (N, 87)*	547
Dunwoody Station (N, 5)*	513
North Springs Station (S, 140)*	478
North Springs Station (S, 185)*	449
North Springs Station (S, 141)*	447
Windward Park & Ride (N, 143)*	370
North Springs Station (S, 85)*	320
Dunwoody Station (W, 150)*	226
Roswell Rd/Lake Placid Dr (S, 5)*	139
Mansell Park & Ride (N, 140)*	116

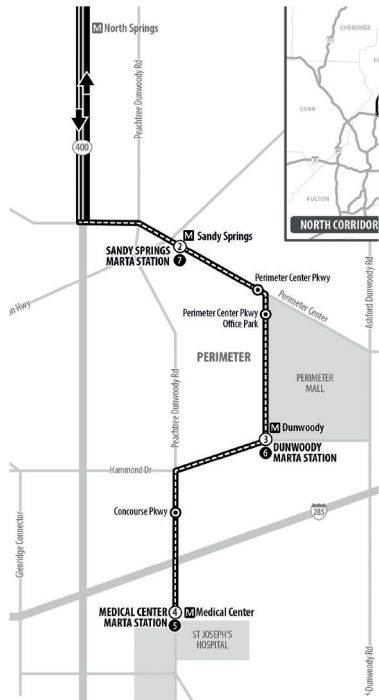


In comparison with MARTA services across the region, ridership on the routes that serve North Fulton County is not exceptionally high. Comparatively, MARTA's most heavily used bus stops see upwards of 1,000 boardings a day in places such as Decatur Station and Midtown Station. Nonetheless, the data indicates that a substantial number of North Fulton patrons do use MARTA buses to transfer to regional rail services and to make last mile connections.

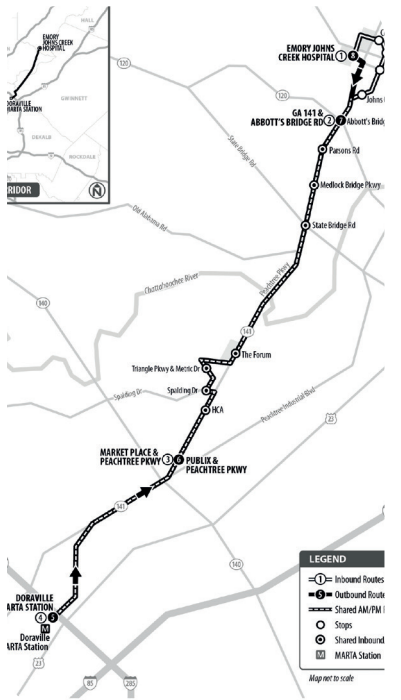
TRANSIT SERVICE (GRTA XPRESS)

Three main GRTA Xpress routes serve the North Fulton study area, Routes 401, 408, and 428. Route 401 travels between Cumming and Perimeter Center with stops at the Sandy Springs, Dunwoody, and Medical Center MARTA Stations. Route 408 travels between Doraville Station and Johns Creek Town Center with multiple stops in North Fulton County between State Bridge Road and McGinnis Ferry Road. According to GRTA, Route 408 is one of the least utilized routes in their network, averaging about 120 daily boardings. The third route, Route 428, travels from West Conyers/Panola Road to Perimeter Center. Park & Rides are available both at West Conyers as well as Panola Road.

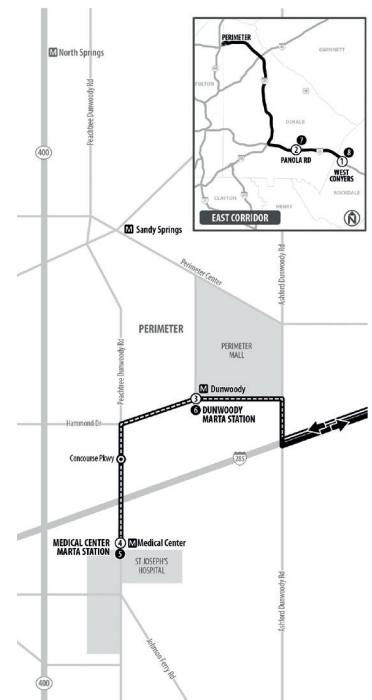
ROUTE 401



ROUTE 408



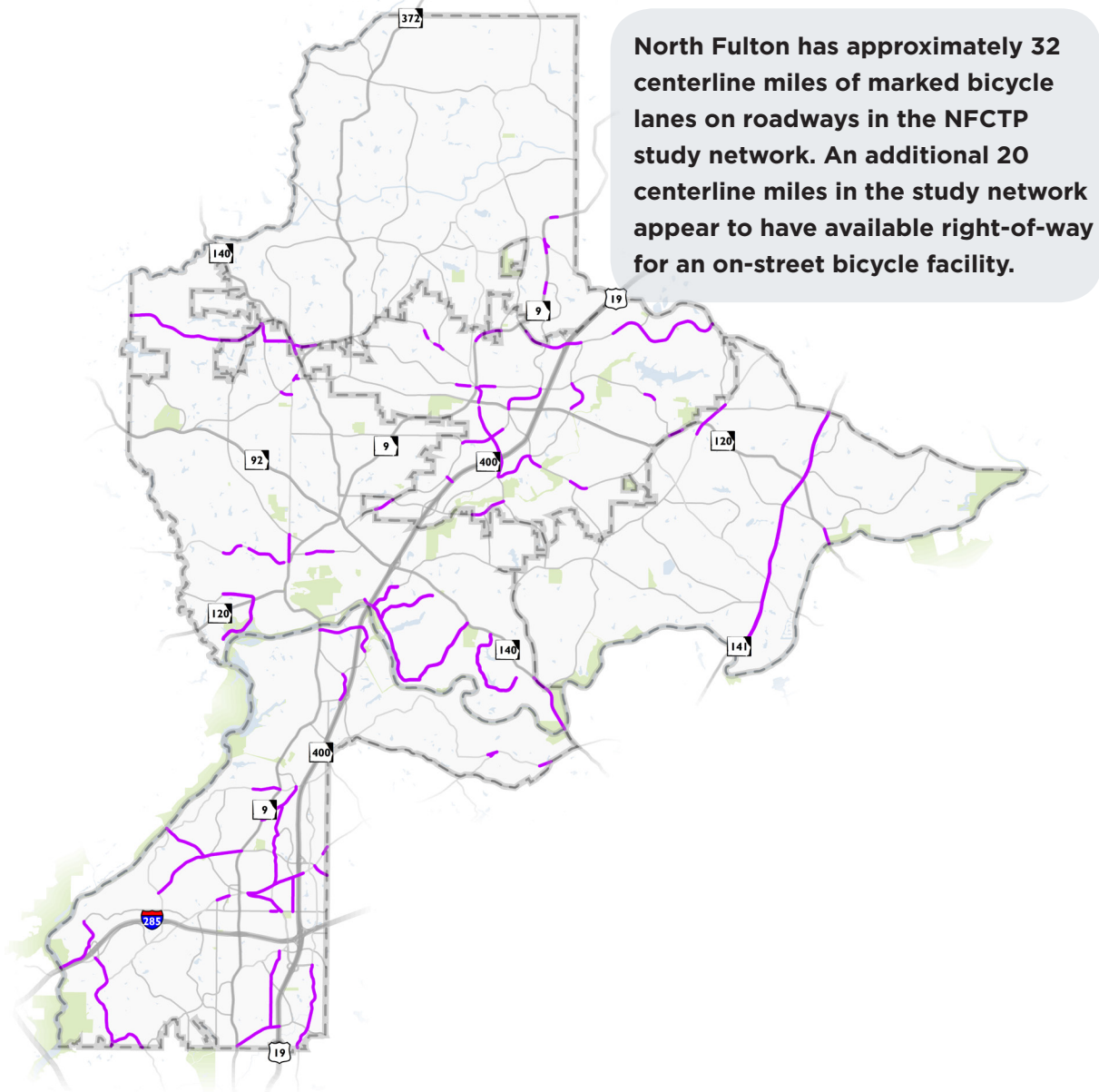
ROUTE 428



ACTIVE TRANSPORTATION

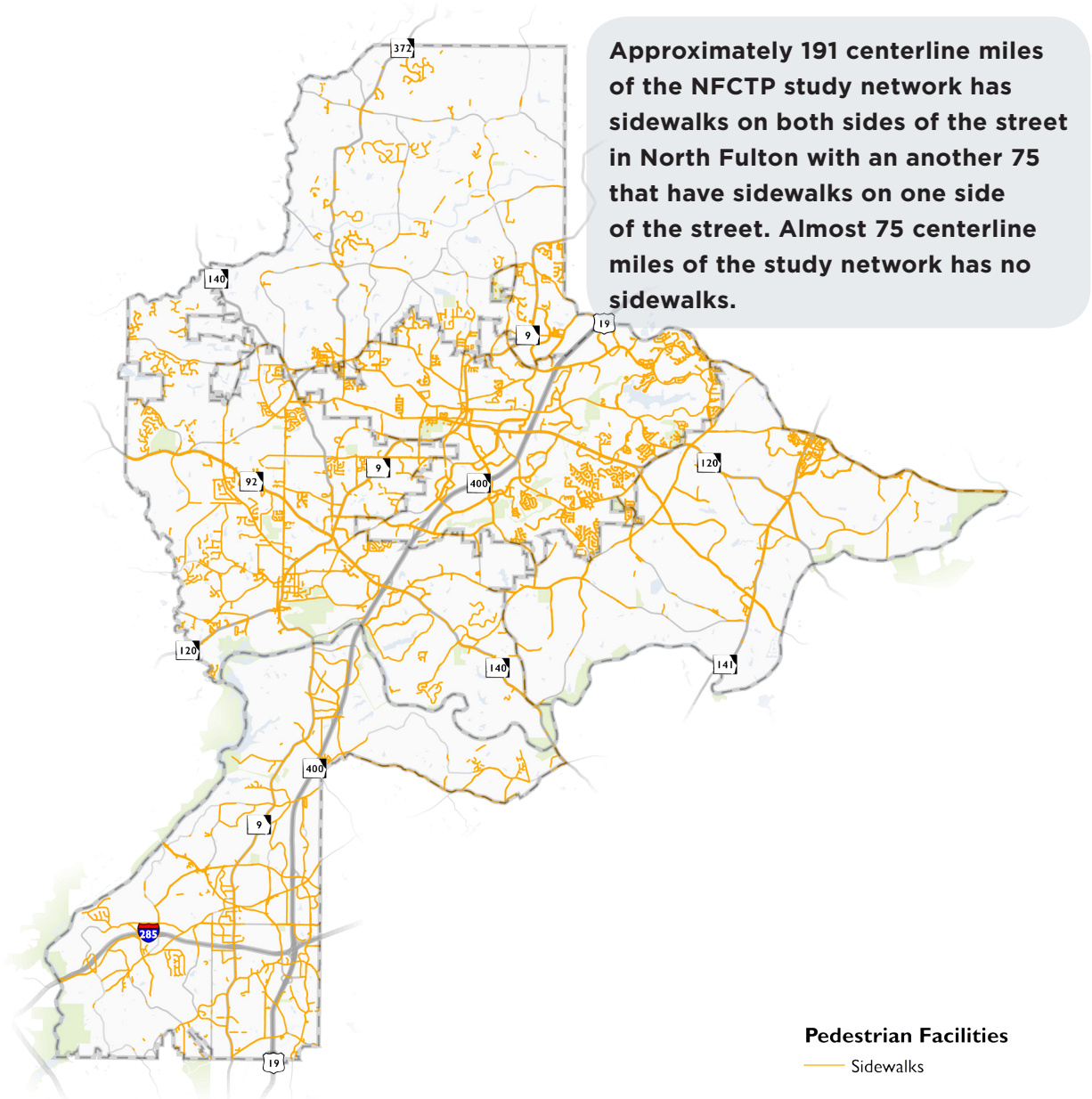
BICYCLISTS

Whether for transportation or recreation, many people choose to travel by bicycle in North Fulton. In some cases, cycling may be the option for daily commuting trips. On-street bicycle facilities are designated by striping, signing, and pavement markings on the public right-of-way for the preferential or exclusive use of bicyclists. Several types of facilities can be blended to create a connected, community-wide bicycle network. In North Fulton, there is a clear need for a more unified bicycle network. The plan focuses in on bicycle facilities on the study network, which ultimately helps to better overall bicycle connectivity and facility utility.



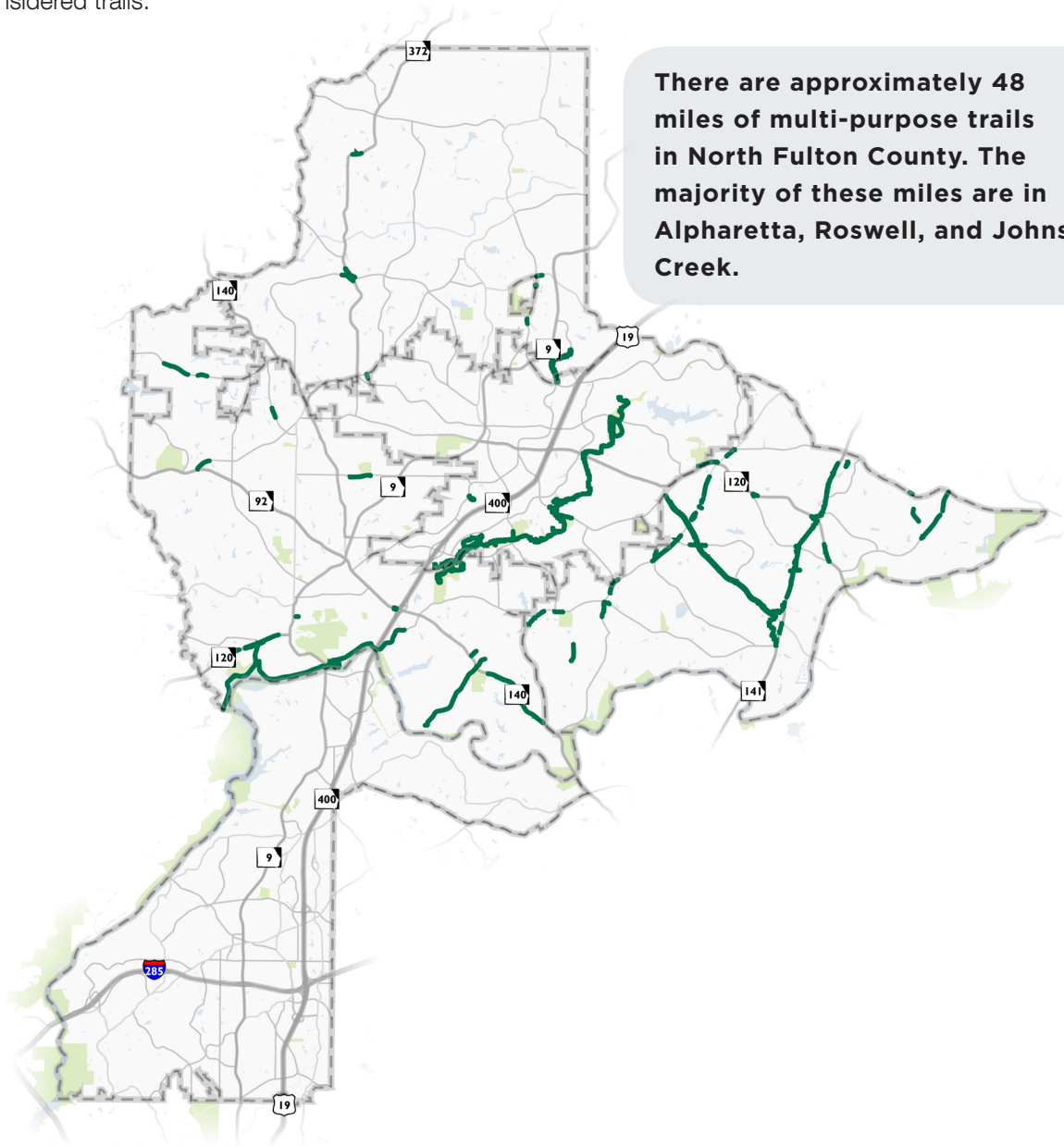
PEDESTRIANS

Walking is a key element to a healthy community's transportation system. Every trip begins and ends as a walking trip; yet walking is often a forgotten mode of transportation during the planning process. When a proper pedestrian environment is provided, walking offers a practical transportation choice that provides benefits for both individuals and their communities. The availability of pedestrian facilities and amenities plays an important role in encouraging the use of alternative modes of travel.



GREENWAYS/TRAILS

Greenways are trails found in both urban and rural settings that are typically set aside for recreational use or environmental protection. These facilities are comfortable for both bicyclists and pedestrians to travel on. Greenways provide a high level of comfort for users and sometimes are used as commuting options if alignments are strategically placed. In certain cities in North Fulton, sidewalks wider than 8 feet are considered trails.



There are approximately 48 miles of multi-purpose trails in North Fulton County. The majority of these miles are in Alpharetta, Roswell, and Johns Creek.

ACTIVE TRANSPORTATION SUMMARY

Taking trips by bike or on foot improves the environment, promotes good health, saves money, eases the burden on roadways, and enhances the livability of a community.



48 Miles of Multi-Purpose Trails

266 Miles of Sidewalks

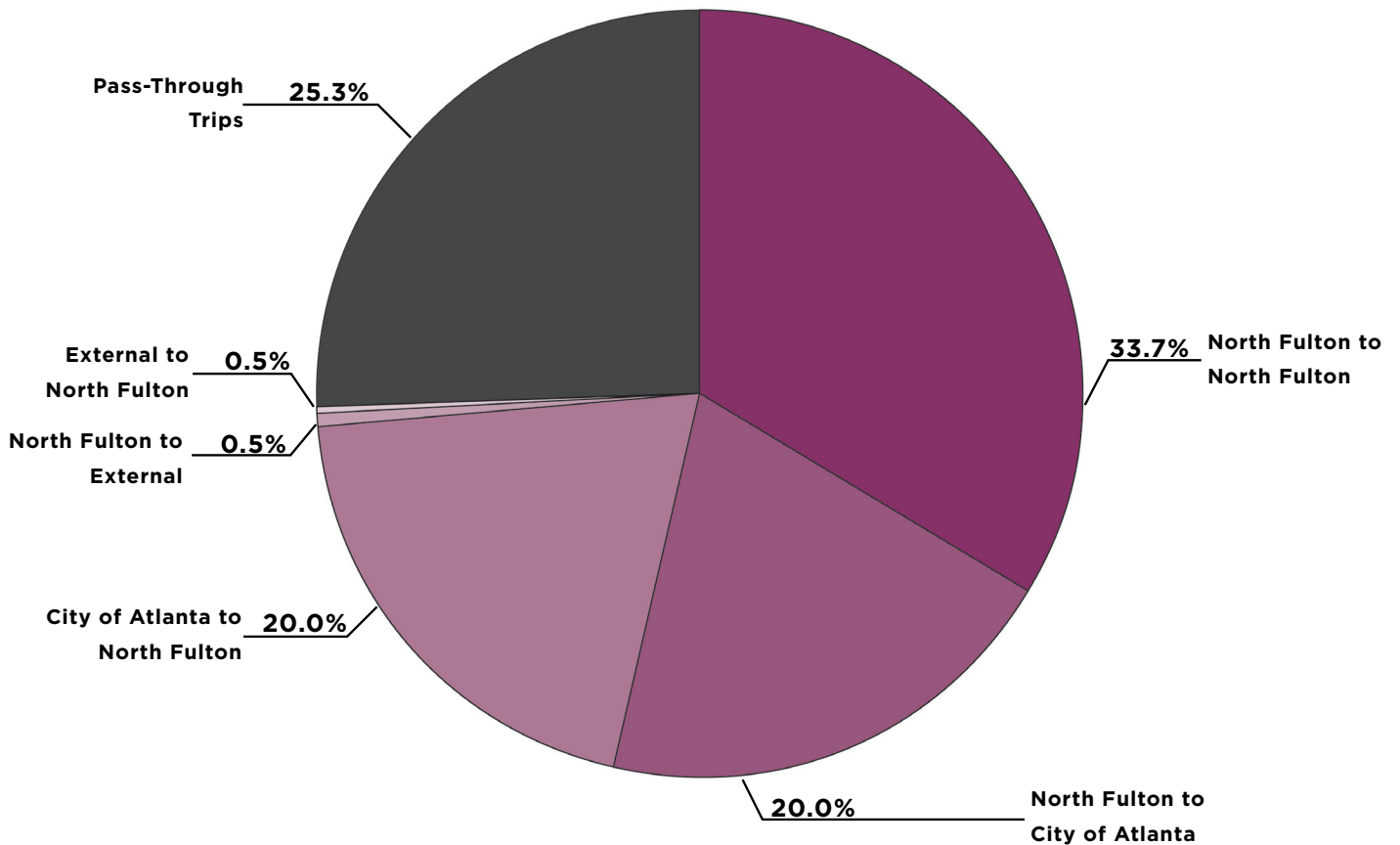
32 Miles of Bike Lanes



PASSIVE DATA

ANALYTICS

For the NFCTP, the project team purchased Streetlight GPS data to understand travel patterns into, out of, and through North Fulton. This dataset is created by GPS-linked devices that identify movement of the device users. This information allows the ability to look at a sample of vehicular trips being taken in the larger North Fulton area. Approximately 75% of the trips identified through the Streetlight Data either started or ended in North Fulton. The last 25% of trips were "pass-through" trips or trips that do not start or end in North Fulton. Out of the three-quarters of trips that started or ended in North Fulton, 71% are considered Personal trips while the remaining 29% are Commercial trips. Commercial trips are considered ones taken for business purposes (such as someone delivering packages on behalf of a delivery company). Personal trips capture the rest of trips that are not business-related and are taken for personal reasons whether for commuting, recreating, or running errands.



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PREVIOUS

The NFCTP builds upon the recommendations from previous North Fulton plans. This section highlights the plans that were reviewed in detail. The recommendations from these plans will ultimately inform the development of the NFCTP.

PLANS

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REVIEW OF PREVIOUS PLANS

TRANSPORTATION PLANS

Name	Date	Plan Type
North Fulton County Comprehensive Transportation Plan	2010	Transportation - County CTP
State Transportation Improvement Program (STIP 2015-2018)	2015	Transportation - State
Statewide Strategic Transportation Plan (SSTP)	2015	Transportation - State
Fixing America's Surface Transportation Act (FAST)	2015	Transportation - National
The Atlanta Region's Plan	2016	Transportation - Region
SHRP-2 Implementation Program	In Progress	Transportation - Region/State
Roswell Transportation Master Plan	2014	Transportation - City
Milton Comprehensive Transportation Plan	2016	Transportation - City
Sandy Springs Transportation Master Plan	2008	Transportation - City
Johns Creek Transportation Master Plan	2008	Transportation - City
DeKalb County Comprehensive Transportation Plan	2014	Transportation - County CTP
Forsyth County Comprehensive Transportation Plan	2011	Transportation - County CTP
Gwinnett County Comprehensive Transportation Plan	2008, In Progress	Transportation - County CTP
Cherokee County Comprehensive Transportation Plan	2015	Transportation - County CTP
Cobb County Comprehensive Transportation Plan	2015	Transportation - County CTP
Connect Atlanta Comprehensive Transportation Plan	2008	Transportation - City CTP
Atlanta Regional Freight Plan Update	In Progress	Transportation - Regional Freight
GDOT Statewide Freight & Logistics Plan	2010	Transportation - State Freight
Atlanta Regional Travel Demand Management Plan	2013	Transportation - Regional TDM
Fulton County TSPLOST	In Progress	Transportation - County

BICYCLE/PEDESTRIAN/TRAIL/TRANSIT PLANS

Name	Date	Plan Type
City of Sandy Springs Bike/Ped/Trail Implementation Plan	2014	Bike/Ped/Trail
City of Sandy Springs Sidewalk Master Plan Network	2016	Bike/Ped/Trail
Perimeter CIDs Commuter Trail System Master Plan	2012	Bike/Ped/Trail
Bike the Hooch : Developing Bicycle Connectivity to the Chattahoochee River National Recreation Area	2015	Bike/Ped/Trail
City of Milton Trail Plan	2007, 2012	Bike/Ped/Trail
ARC Regional Bicycle and Pedestrian Plan	2016	Bike/Ped/Trail
Perimeter CIDs Bicycle Implementation Strategy	2016	Bike/Ped/Trail
Sidewalk Prioritization Tools (Roswell, Johns Creek)	2014, 2015	Bike/Ped/Trail
Big Creek Greenway Extension	2013	Bike/Ped/Trail
CONNECT 400 - MARTA Red Line Extension	2015	Transit
ARC Concept 3 Transit Plan	2008	Transit
ARC Transit Vision Update	In Progress	Transit
GRTA Comprehensive Operational Analysis	2015	Transit
MARTA Comprehensive operational Analysis	2016	Transit
Perimeter Circular Implementation Plan	2012	Transit

LAND USE AND MARKET PLANS

Name	Date	Plan Type
City of Sandy Springs The Next Ten Comprehensive Plan	In Progress	Comprehensive Plan
City of Sandy Springs Economic Development Plan	2012	Economic Development
City of Johns Creek Strategic Economic Development Plan	2016	Economic Development
City of Johns Creek Comprehensive Plan	2008	Comprehensive Plan
City of Johns Creek The District Plan	2015	Land Use
City of Alpharetta Economic Development Plan	2011	Economic Development
City of Alpharetta Comprehensive Plan	2016	Comprehensive Plan
City of Roswell Economic Development Plan	2012	Economic Development
City of Roswell Comprehensive Plan	2015	Comprehensive Plan
City of Milton Strategic Plan	2012	City Vision
City of Milton Comprehensive Plan	2016	Comprehensive Plan
Downtown Milton/Crabapple Placemaking Plan	In Progress	Land Use
Perimeter @ the Center - Future Focus	2011	Livable Centers Initiative (LCI)
Livable Sandy Springs	2010	Livable Centers Initiative (LCI)
City Center Master Plan	2013	Livable Centers Initiative (LCI)
Roswell Road Corridor LCI Study	2013	Livable Centers Initiative (LCI)
Midtown Roswell LCI 5-Year Update	2013	Livable Centers Initiative (LCI)
Downtown Alpharetta Master Plan	2016	Livable Centers Initiative (LCI)
Crabapple LCI Study	2012	Livable Centers Initiative (LCI)
North Point LCI	2008	Livable Centers Initiative (LCI)
Highway 9/GA 400 Area Master Plan LCI	2012	Livable Centers Initiative (LCI)
Holcomb Bridge Road Corridor Study	2012	Livable Centers Initiative (LCI)
Roswell Town Center/Atlanta Street LCI	2008	Livable Centers Initiative (LCI)

