



2018

EXECUTIVE SUMMARY



NORTH FULTON

COMPREHENSIVE TRANSPORTATION PLAN



The background features a large, stylized number '3' in a dark purple color. To the left of the '3', there are several overlapping circles in shades of purple and black. The overall design is modern and graphic.

The NFCTP seeks to address economic prosperity, quality of life, and cross-jurisdictional collaboration through a variety of transportation solutions, including roadway, bicycle, pedestrian, and transit. It provides an opportunity for the municipalities to plan together while informing the regional transportation planning process and ultimately establishes a vision for North Fulton's transportation future.



INTRODUCTION

The North Fulton area is experiencing a period of growth and change—in population, jobs, and traffic. Meanwhile, the forces that influence transportation funding have continued to evolve at the regional, statewide, and federal levels. The growth among other factors has led to added pressure on the transportation network and the people who use the system daily. The North Fulton Comprehensive Transportation Plan (NFCTP), an update to the 2010 plan, explores these changes and the strategies needed to address them.

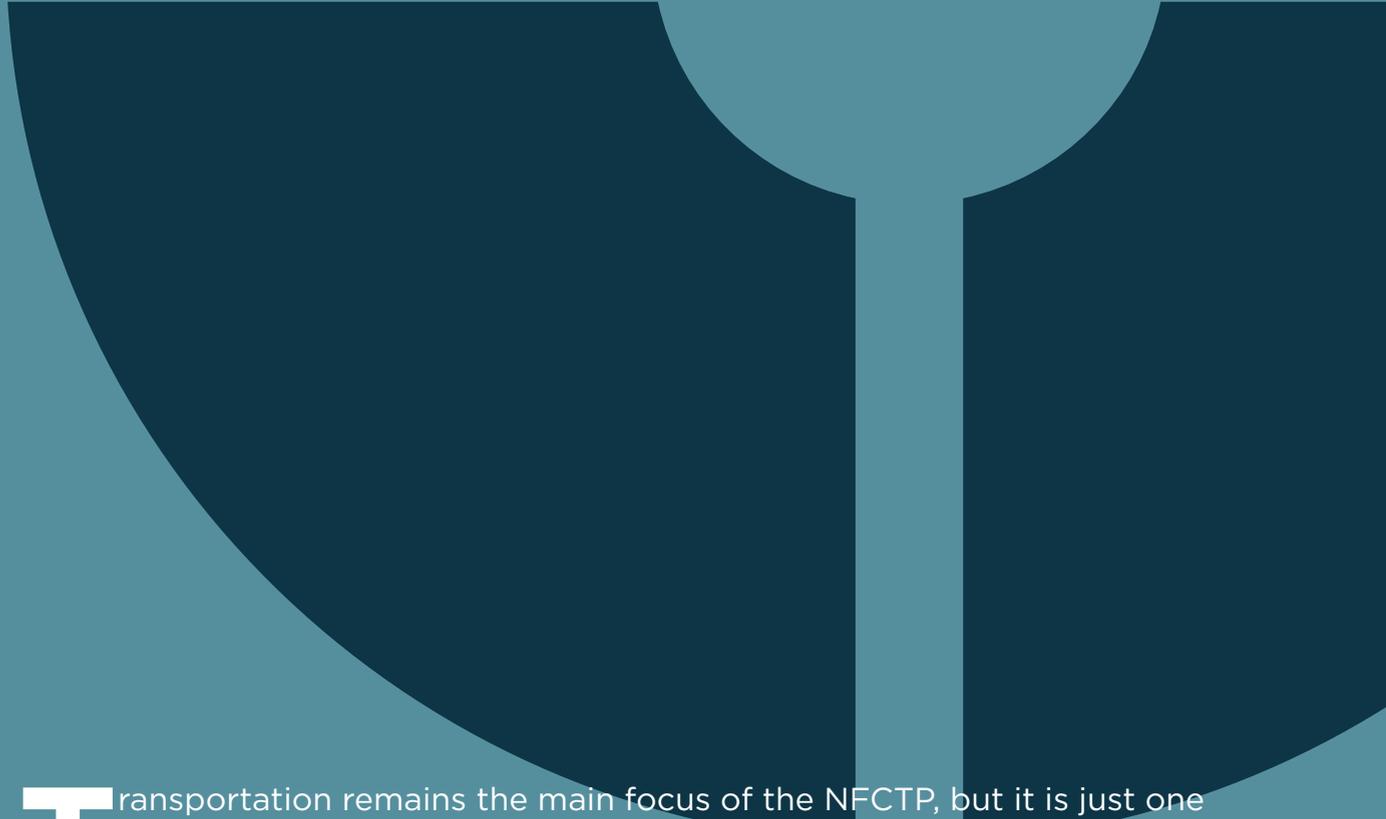
- **Shifting Demographics** | Between 2010 and 2015, the North Fulton population grew by more than 35,000, an increase of over 10%.
- **Growing Economy** | Between 2010 and 2015, North Fulton grew to represent a total of 34% of Fulton County's employment, an increase of 17% in about the same timeframe.
- **Changing Funding Levels** | At a local level, North Fulton residents voted in November 2016 to approve a 0.75-cent Special Purpose Local Options Sales Tax for Transportation Purposes (TSPLOST) that is projected to result in approximately \$380 million (2017-2022). Additionally, the Fixing America's Surface Transportation Act (FAST Act) and state legislation, like the Transportation Funding Act of 2015 (TFA), there is a more refined understanding of future levels of federal and state funding.



CTP PROGRAM

Atlanta Regional Commission's (ARC) Atlanta Region's Plan is informed largely by Comprehensive Transportation Plans (CTPs). CTPs help the region to fulfill federally required plan elements indicated in the Code of Federal Regulations. Participation is not required but it is an accepted practice across metro Atlanta (18 CTPs currently inform the Regional Transportation Plan) that helps to create a platform to better articulate investment priorities when funding is available.

- **Prioritized list of transportation investments that reflect the local community's vision**
- **Five to ten year fiscally constrained action plan which reflects currently available funding sources and relevant city- or county-level policy actions**
- **Vetted recommendations that have gone through public engagement processes and formally adopted by local officials**
- **Recommendations that leverage the region to address local needs and priorities**
- **Recommendations that leverage previous planning efforts**



Transportation remains the main focus of the NFCTP, but it is just one of the elements contributing to a community's well-being. The plan acknowledges that the identification of policies and projects is not a silver bullet to solve the growing demand for travel, but is just one portion of a multi-pronged approach to improving North Fulton's transportation system. Maximizing the mobility of a community can only be achieved when transportation investments align with the land use, economic, and social goals of the community.

PRIORITIES

The transportation priorities for the NFCTP reflect the community's vision for a future transportation system. Combined, the statements outline strategies that aim to guide the NFCTP planning process.



The NFCTP embraced a planning process that prioritized community-level input to the regional role and strategy of the plan.

OUTREACH



- Social Media
- Project Website
- Email Blasts
- Phone Survey
- Online Surveys
- Focus Groups
- Public Meetings
- Community Events
- Stakeholder Engagement



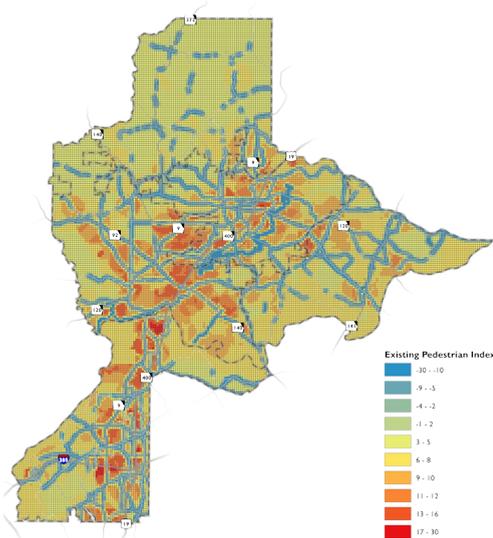
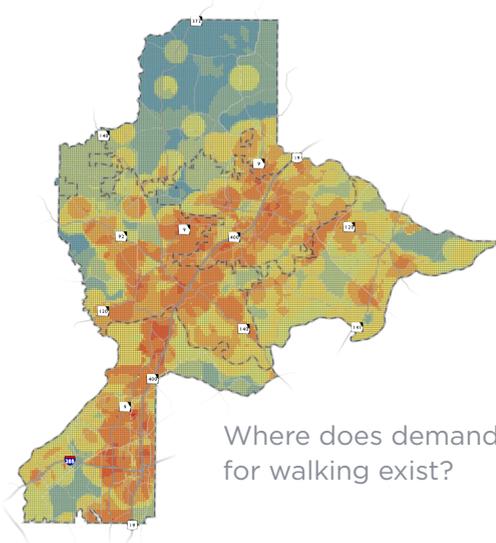
- 5 community events to “meet the people where they are”
- 5 rounds of focus groups to talk about their vision for transportation
- Two rounds of public workshops
- 1,000 surveys completed for a statistically valid phone survey
- 11,365 data points for two rounds of online surveys

PROJECT UNIVERSE

The NFCTP's recommendations were created in a variety of ways including a robust community engagement process, an identification of needs and deficiencies across the transportation system, and a thorough review of previous planning efforts. One of these tools was the Needs Assessment, which used innovative techniques to answer questions about multimodal mobility in North Fulton.

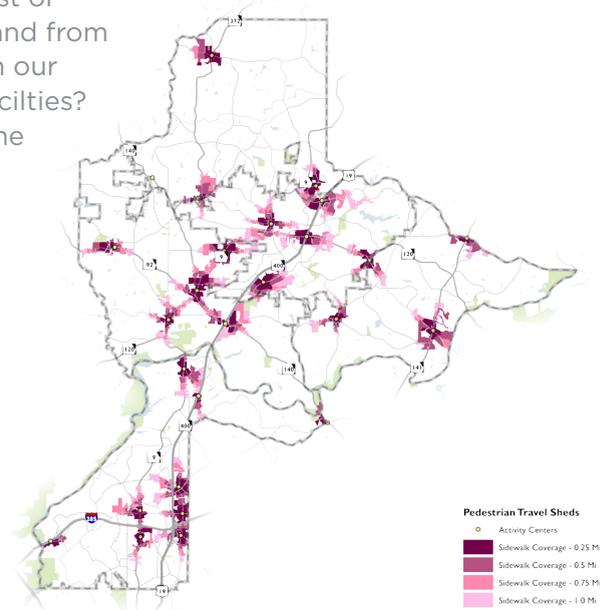
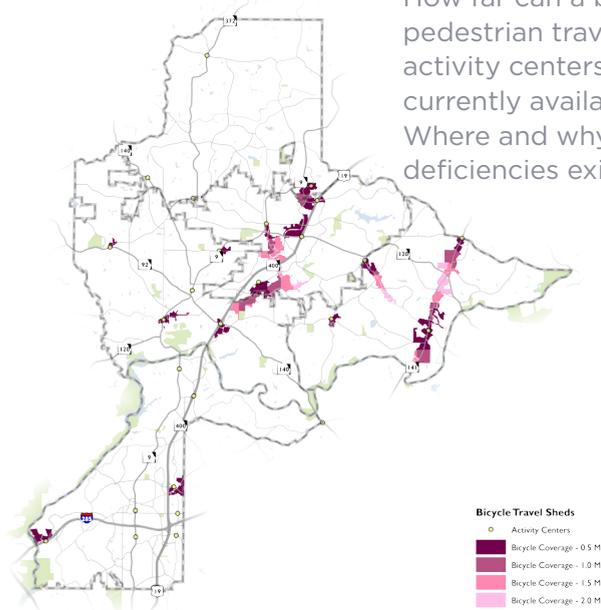
TRANSPORTATION INDEX

7

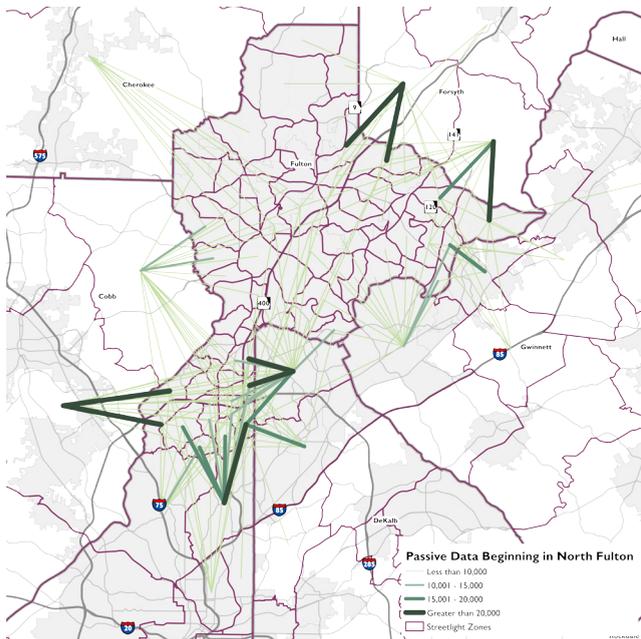


TRAVEL SHEDS

How far can a bicyclist or pedestrian travel to and from activity centers given our currently available facilities? Where and why do the deficiencies exist?



PASSIVE DATA



What are the existing travel patterns in North Fulton? Where are people coming from? Where are people going? (*Streetlight data)

*Streetlight data is passive location data with timestamps that are collected from in-vehicle and mobile phone devices. The data is reported to a third-party company that aggregates and anonymizes the data.

POLICIES

While a significant portion of the NFCTP is supported by technical analysis documenting transportation performance, there is understanding that transportation affects a broad range of community objectives. The NFCTP highlights policy recommendations in various topic areas that could prove pivotal for successful collaboration among all stakeholders.

- **Land Use and Transportation**
- **Bicycle and Pedestrian**
- **Transit**
- **Human Services Transportation/Paratransit**
- **Asset Management**
- **Streetscape and Beautification**
- **Resiliency**
- **Connected and Autonomous Vehicles**
- **Intelligent Transportation System (ITS)/
Advanced Traffic Management System (ATMS)**
- **Transportation Safety**
- **Freight**
- **Transportation Demand Management**

Transit remains an integral part of the CTP process. The recommendations included in this plan are complementary to the transit scenarios presented as a part of the Fulton County Transit Master Plan (TMP) effort.

The TMP will ultimately determine short-, mid-, and long-term projects not limited to: transit expansion, existing service, and last mile connectivity improvements. For more information, visit <http://www.fultoncountygga.gov/tmp-home>



The projects included in the NFCTP went through a vigorous, technical and community-based vetting process. They represent a flexible, but prioritized group of projects that indicate the first, second, and third levels of importance.

PRIORITY PROJECTS

LEVEL 1

(First Level of Priority: 2017-2022; Local funds = \$378.4 million)

Level 1 includes all projects that have committed funding in the first five years of the plan, which is consistent with the timeline of the current TSPLOST program (2017-2022). These projects come from different sources including TSPLOST, state- and federally-sponsored projects, multimodal cityspecific bond projects, capital improvement plans, and other city initiatives.

LEVEL 2

(Second Level of Priority; Local funds = \$378.4 million)

Level 2 projects for the NFCTP are the next level of priority after Level 1 is implemented. Flexibility is built into the second tier of projects so that as funding becomes available, the North Fulton Cities have a list of projects that have been vetted by staff, the public, and elected leadership from which to choose.

LEVEL 3

(Third Level of Priority; Local funds = \$378.4 million)

The assumptions for Level 3 are similar to Level 2. Projects in this level are also priority projects but follow Level 2 for funding allocation.



REGIONAL CONNECTIONS

When looking at the cumulative impacts of these projects throughout North Fulton, the effects on multimodal mobility for residents, employees, and visitors of the County become clearer. The projects work together in combination with larger regional ones to begin to create a more cohesive, balanced network that accommodates for all modes.

*Note: a consistent legend is used for the maps on the following pages. Not all project types in the legend are reflected in each map.

REGIONALLY SIGNIFICANT PROJECTS

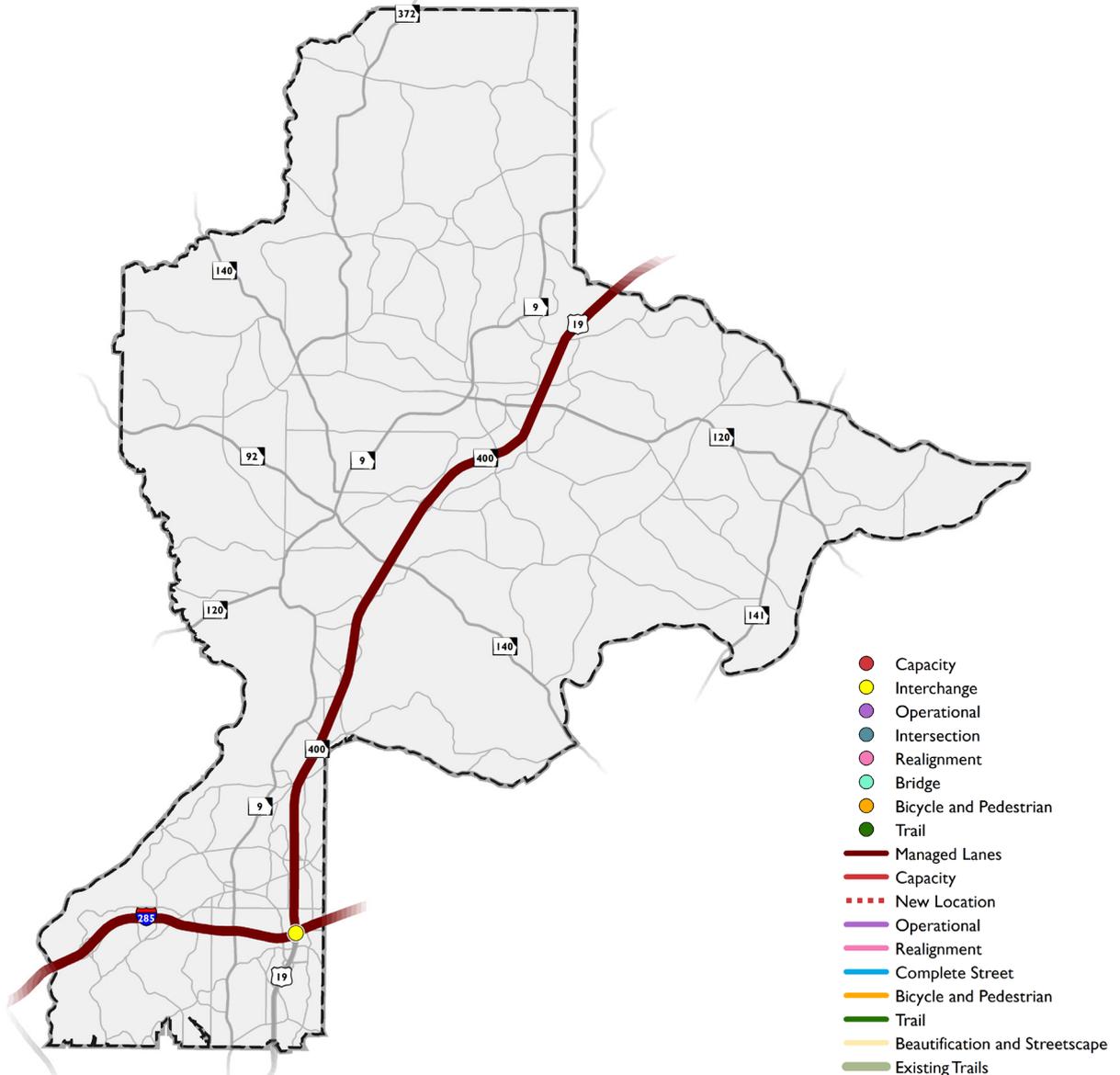


**SR 400
EXPRESS LANES**

**TRANSFORM
285/400**

**REVIVE 285
EXPRESS LANES**

Regional investments include the Transform 285/400 project, a complete reconstruction of one of the most critical interchanges in North Fulton, as well as projects in the Major Mobility Investment Program (MMIP) such as the SR 400 and Revive 285 Express Lanes projects. The managed toll-lanes provide two additional lanes in each direction managed to operate at a minimum of 45 mph. The projects provide a more reliable trip for those who need it and create a transit advantage for buses moving in express lanes.



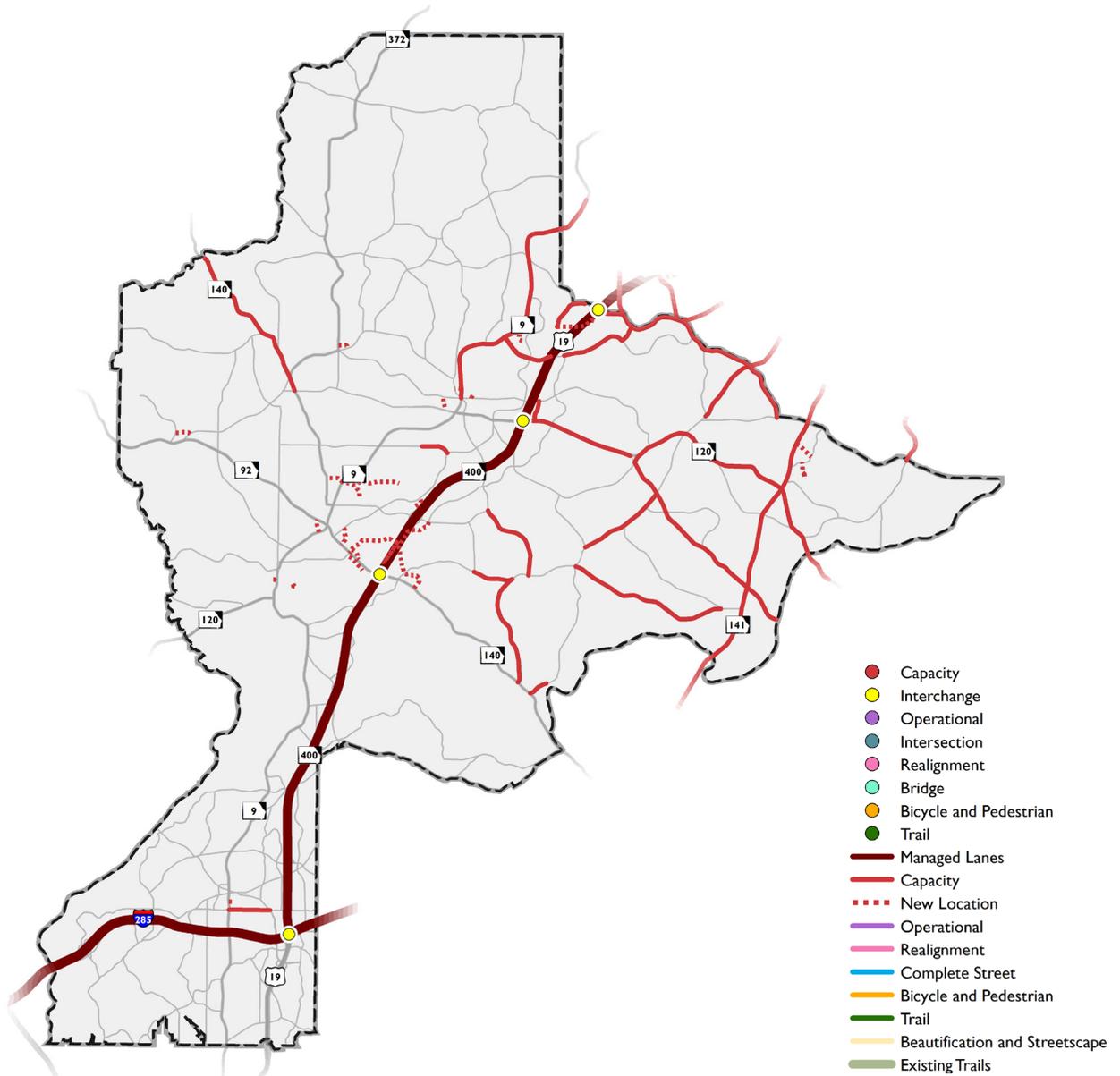
CAPACITY PROJECTS



62 PROJECTS
in Levels 1, 2 & 3

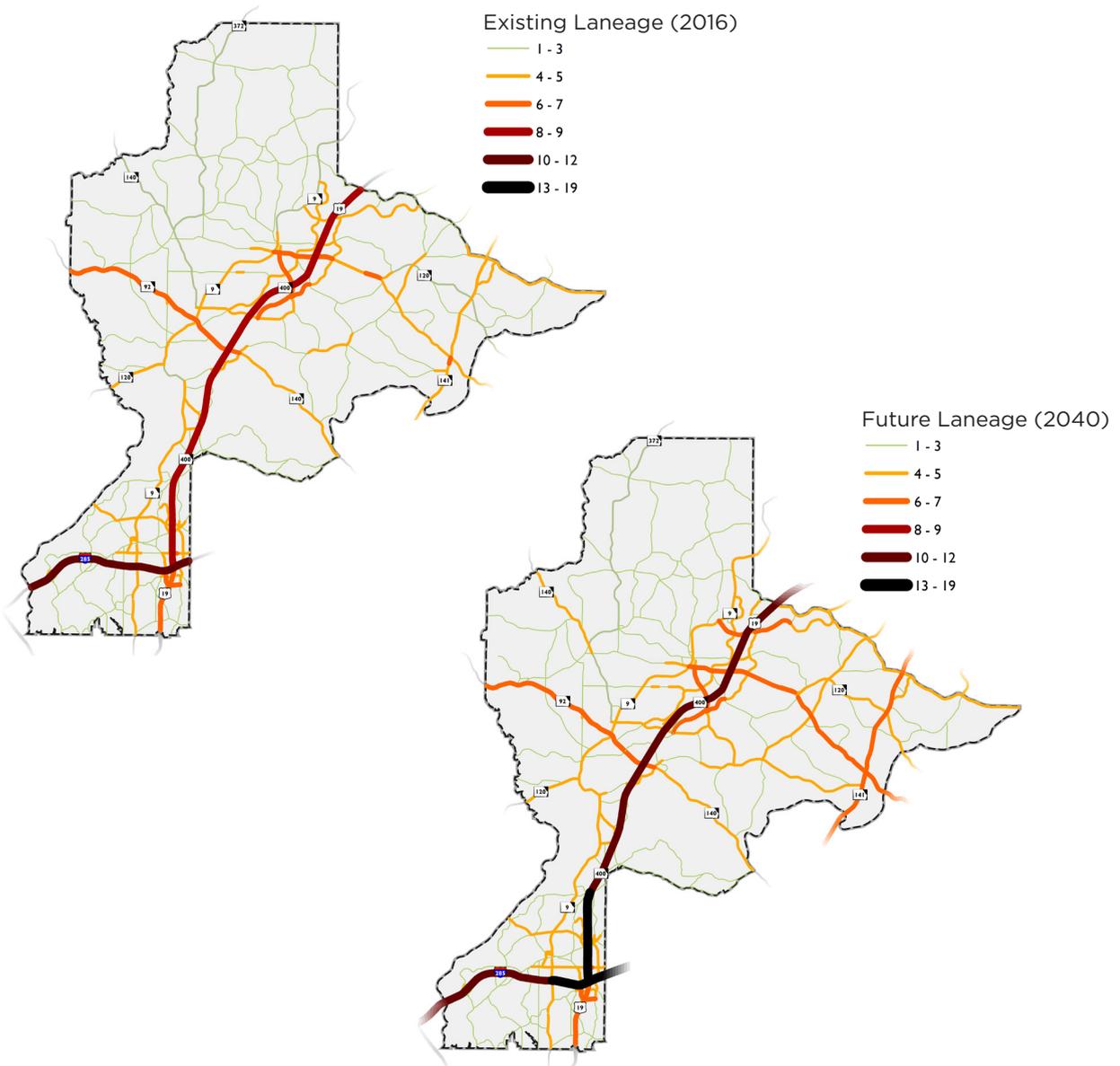
\$336M
in Levels 1, 2 & 3

Capacity projects widen existing roads while New Location projects extend existing roads or construct new roads altogether. These projects support regionally significant projects, while alleviating potential bottlenecks and allowing for local traffic to be diverted onto alternative roadways. Capacity projects will ultimately make laneage consistent along North Fulton roadways (and in some cases, to surrounding counties) to facilitate vehicular movement.



LANEAGE CHANGES

The projects in NFCTP streamline the laneage of many of the major corridors in North Fulton including SR 9 having consistent 4 to 5 lanes throughout North Fulton, SR 141 widening from Gwinnett County through Forsyth County, Arnold Mill Road improvements from Cherokee County to Rucker Road, and SR 120 widening from State Bridge Road through Gwinnett County. State Bridge Road is also improving lane consistency from SR 9 in Alpharetta to Gwinnett County.

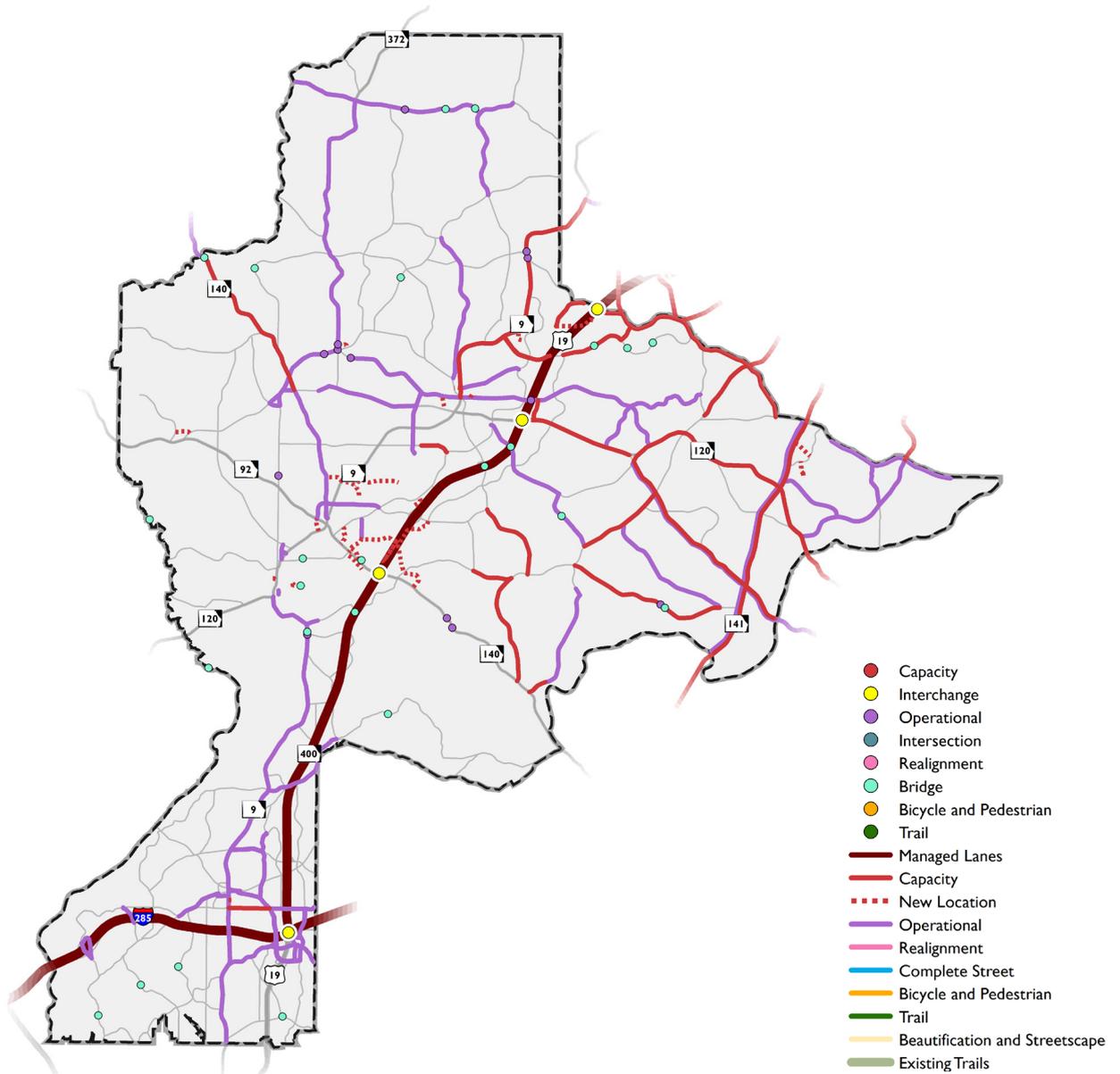


OPERATIONAL PROJECTS

89 PROJECTS
in Levels 1, 2 & 3

\$182M
in Levels 1, 2 & 3

Operational projects are those that largely work within the existing right-of-way to optimize the performance of the roadway. These projects include improvements such as signal timing, roadway restriping, addition of turn lanes, and geometric realignments. These types of projects help to better the performance of a given roadway to show how the operational projects work in tandem with capacity projects to increase system efficiency.

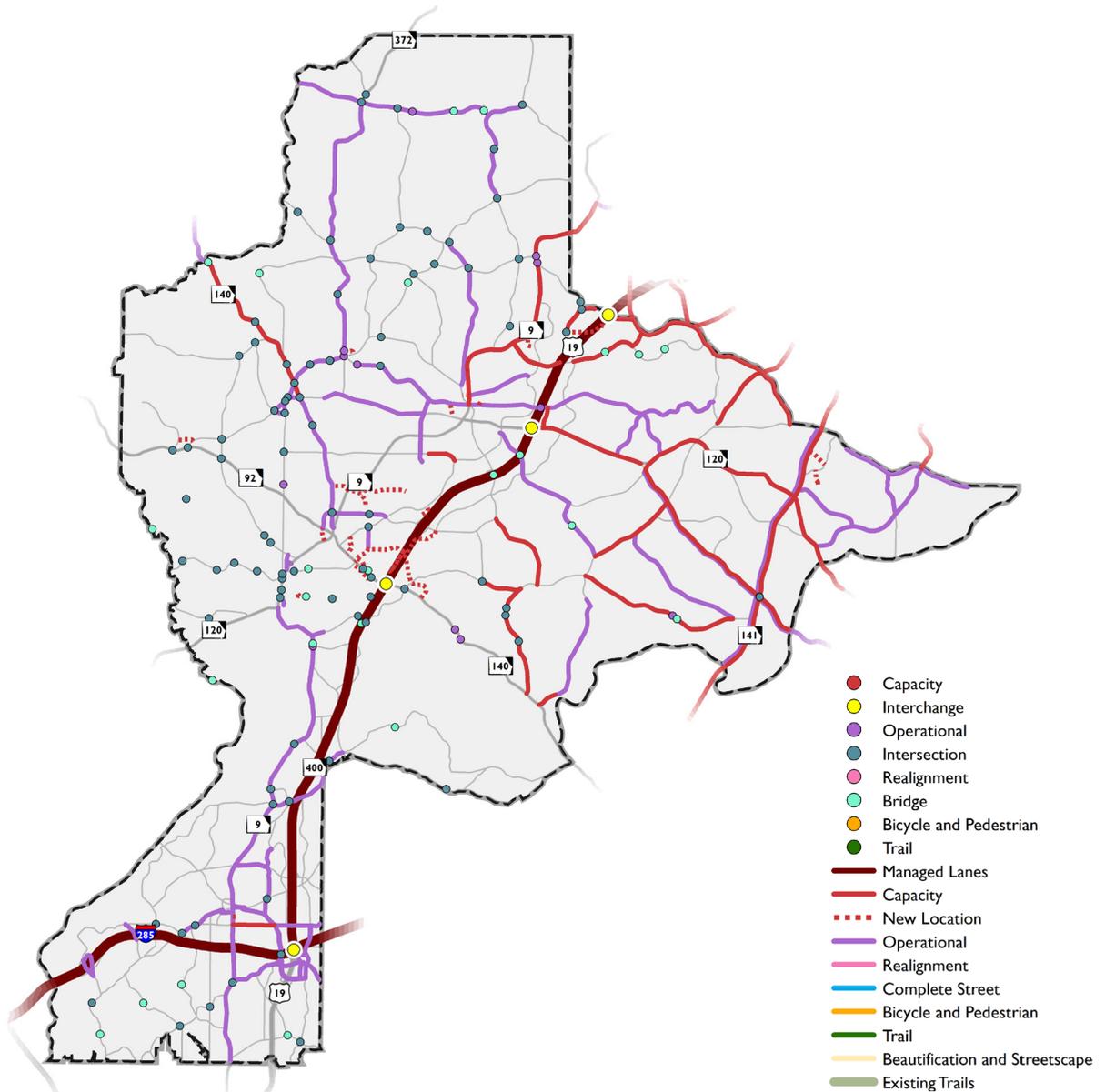


INTERSECTION PROJECTS

Intersection projects address a variety of modes including roadway, bicycle, and pedestrian. These true intersection projects work to increase safety and improve operational issues of specific locations instead of along an entire roadway.

90 PROJECTS
in Levels 1, 2 & 3

\$95M
in Levels 1, 2 & 3



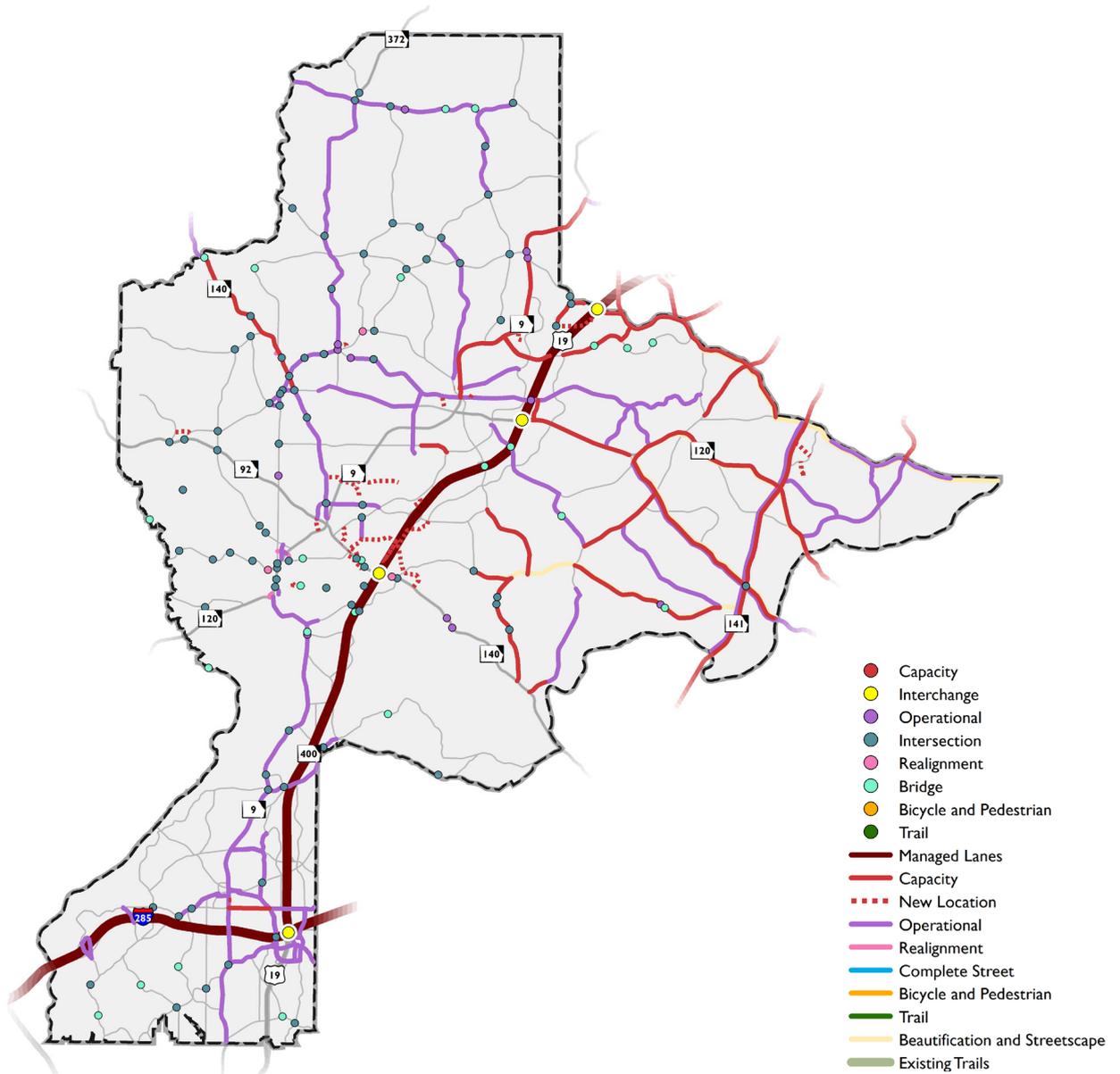
OTHER ROADWAY

PROJECTS



13 PROJECTS
in Levels 1, 2 & 3
\$15M
in Levels 1, 2 & 3

The map below layers the remaining roadway projects such as beautification and streetscape projects. These projects may not directly contribute to the avoidance of bottlenecks or travel flow but are crucial in placemaking and creating vibrant communities.

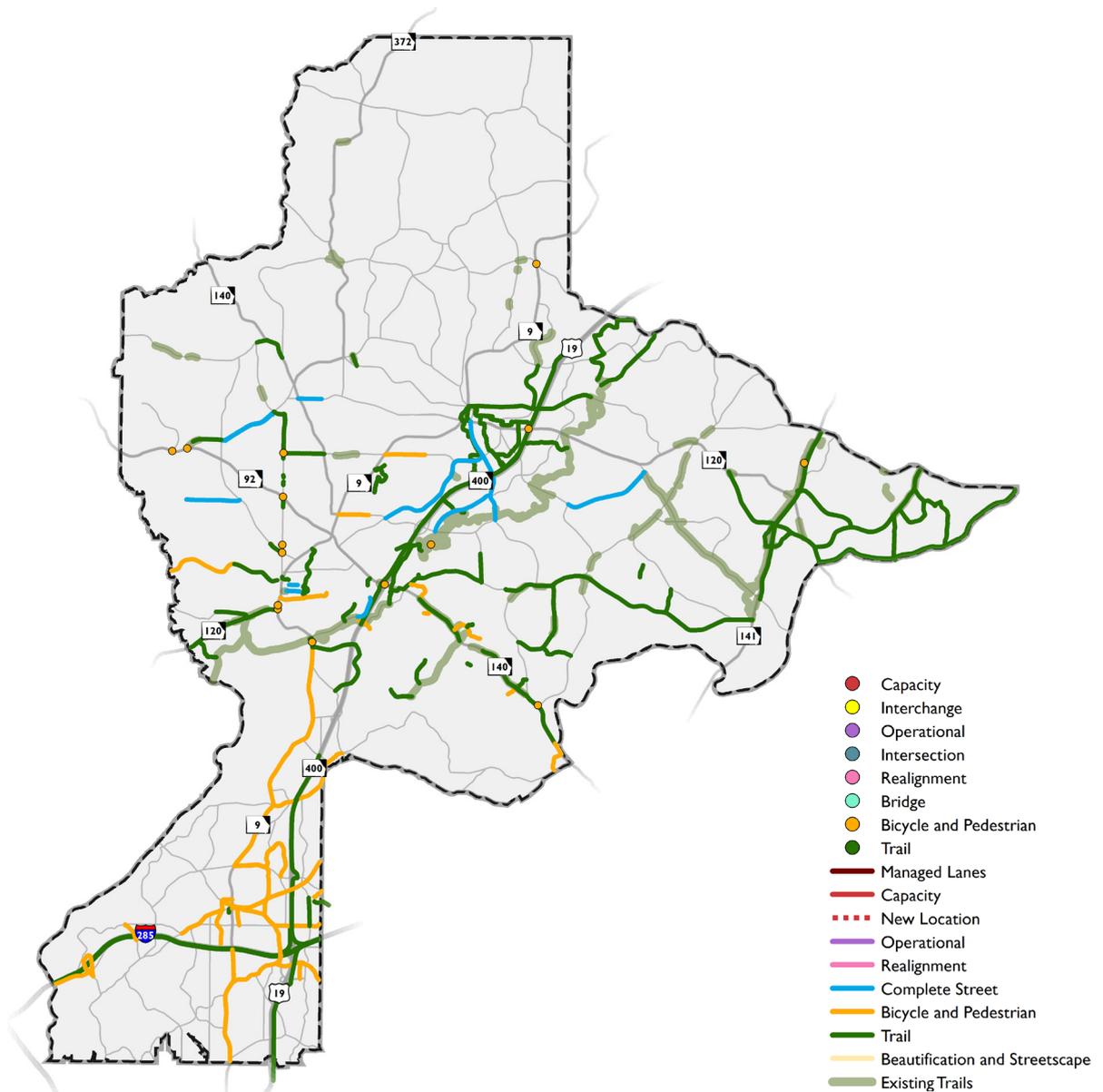


BIKE, PED, TRAIL PROJECTS

138 PROJECTS
in Levels 1, 2 & 3

\$303M
in Levels 1, 2 & 3

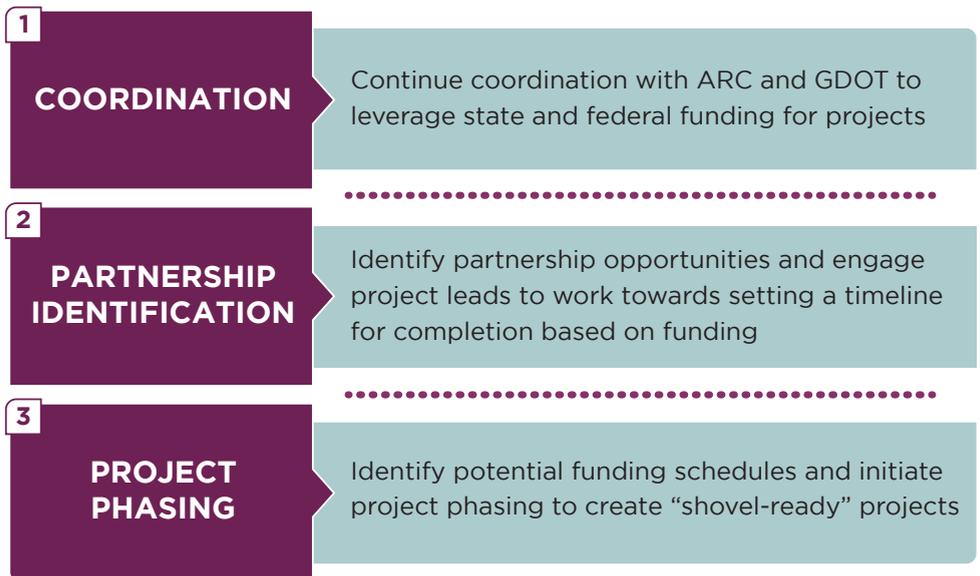
Bicycle, Pedestrian, and Trail projects are active transportation improvements that enhance access for those who choose to walk or bike. These projects are critical to creating a balanced transportation system. These strive to improve connectivity of these facilities and at times, include coordinated roadway improvements.

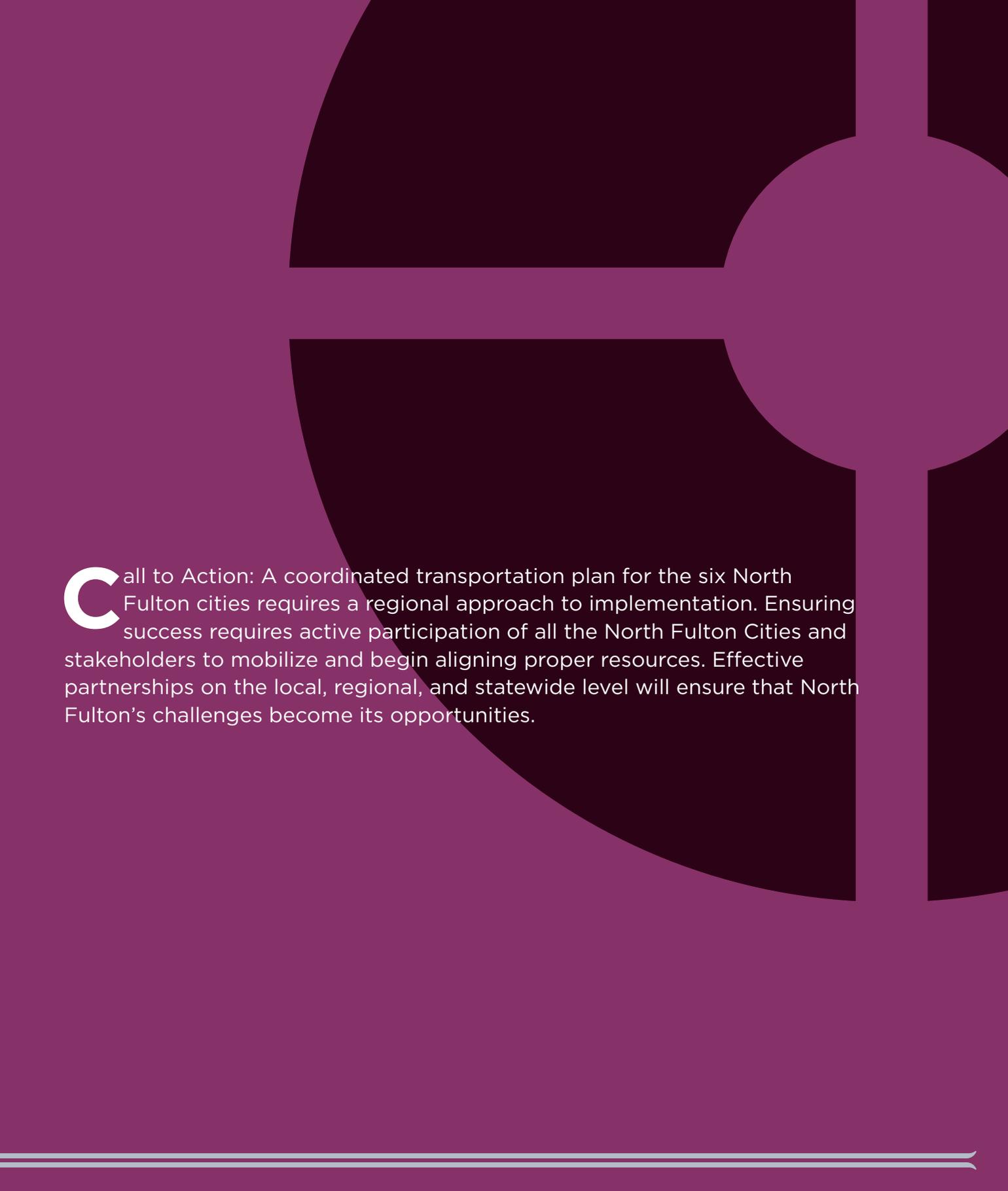




ACTION PLAN

The NFCTP includes projects and programs through the 2040 horizon year. To jumpstart these efforts, the NFCTP includes a Five-Year Action Plan that details the steps necessary to move implementation forward for projects across the levels.





Call to Action: A coordinated transportation plan for the six North Fulton cities requires a regional approach to implementation. Ensuring success requires active participation of all the North Fulton Cities and stakeholders to mobilize and begin aligning proper resources. Effective partnerships on the local, regional, and statewide level will ensure that North Fulton's challenges become its opportunities.

ACKNOWLEDGMENTS

PROJECT MANAGEMENT TEAM

ALPHARETTA | Eric Graves
JOHNS CREEK | Chris Haggard and Nick Stahl
MILTON | Sara Leaders
ROSWELL | Dave Cox, Mark Dana, and Meagan Winchester
SANDY SPRINGS | Kristen Wescott and Ruben Hovanesian
ATLANTA REGIONAL COMMISSION (ARC) | David Haynes and Patrick Bradshaw

STAKEHOLDER COMMITTEE

CITY-APPOINTED REPRESENTATIVES

ALPHARETTA | Joe McGorrey; John McIlwanes; Frank Wingate
JOHNS CREEK | Joe Englert; Daryl Fleming; Chip Floyd; Maureen Giannone; Sameer Patharkar
MILTON | Peyton Jamison; Rich Johnson
ROSWELL | Don Conaughty; Chris Foley; Tom LaDow; Jason Sabatino; Steve Stroud
SANDY SPRINGS | Sherwin Clemons; Dr. Sandra Jewell; Graham McDonald;
Al Pond; Van Westmoreland

AT-LARGE REPRESENTATIVE AGENCIES

Atlanta-Fulton County Emergency Management Agency (AFCEMA) | Bicycle
Alpharetta | Bicycle Roswell | Chattahoochee River National Recreational
Area | Fulton County Division of Aging Services | Fulton County Schools | Georgia
Commute Options | Georgia Department of Transportation (GDOT) - District 7 |
GDOT - Office of Planning | Georgia State University, Perimeter College | Georgia
Regional Transportation Authority (GRTA) | Gwinnett Technical College, Alpharetta-North
Fulton Campus | Metropolitan Atlanta Rapid Transit Authority (MARTA) Office of
Planning | North Fulton Community Improvement District (CID) | Perimeter CIDs |
Roswell, Inc. | Sandy Springs/Perimeter Chamber of Commerce | North Fulton
Chamber of Commerce

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