FULTON COUNTY GOVERNMENT

Johns Creek Greenway Master Plan

FULTON COUNTY

SEPTEMBER 2006

A community-wide pathway connectivity study for northeast Fulton County

Message from Commissioner Lynne Riley

FULTON COUNTY COMMISSION—DISTRICT 3

Former Commissioner Robert Fulton initiated the formation of the Johns Creek Greenway Advisory Committee to assist the Fulton County Department of Public Works in identifying proposed alignments for the Johns Creek Greenway. The Committee determined that a Greenway Master Plan was needed to define and prioritize future greenway projects.

Those early efforts culminate in this document, the Johns Creek Master Plan. This plan establishes a new vision regarding how we will interconnect the Johns Creek community with a network of bike and pedestrian pathways. I want to recognize all of the people who attended public meetings and provided input. I especially want to recognize the Technical Advisory Committee for their dedication and commitment to this project. The Johns Creek Master Plan truly represents a community effort that will enhance the quality of life in Johns Creek for many generations to come.

For questions or comments about this plan, please contact Antonio Valenzuela, Transportation Planning Administrator with Fulton County: *Phone:* (404) 224-0520, *Fax:* (404) 730-6325, *E-mail:* antonio.valenzuela@co.fulton.ga.us

Acknowledgements

TECHNICAL ADVISORY COMMITTEE

The authors of this master plan would like to extend a special thanks to Fulton County, Johns Creek Community residents and business owners, and the following members of the Technical Advisory Committee for their contributions in shaping this master plan and helping to identify pathway routes and preferred destinations within the Johns Creek Community.

Geoff Berlin, Johns Creek Community Association

Bob Wiesenberg, Resident

Hank Shea, Buice Road Coalition

Susan Nusrallah, Resident

Bill Schmidt, Resident

Glenn Railey, Oxford Mill

Siva Kuppusamy, Abbotts Run

Jim Parsons, Historical Perspective

Nancy Rienecke, Resident

Matt Lydic, Linkwood Subdivision

Scott Jones, The Bicycle Wheel

Rajul Patel, Resident

Sybille Hartman, Resident

Sondra Russ, Resident

Scott Graham, Fulton County BOC/ Assistant to Lynne Riley

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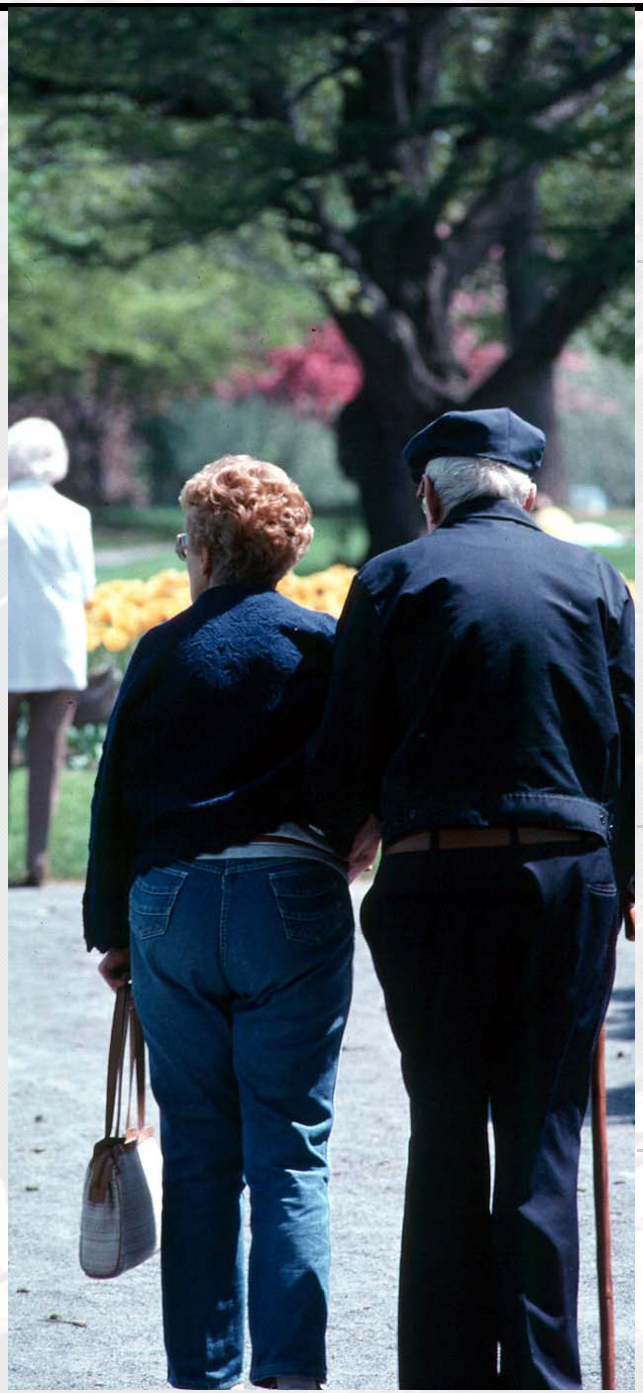

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Section 1: Introduction and Overview

Fulton County, through its Department of Public Works, initiated this master planning effort to develop a greenway master plan for the Johns Creek Community. The purpose of the plan is to develop a network of trails and greenway areas that best supports the vision of the Johns Creek Community. The information and recommendations from this study will aid Fulton County and the Johns Creek Community in making policy and resource allocation decisions with respect to non-motorized transportation improvements in the area.

The study's resultant master plan reflects the community's vision for a network of safe pathways that accommodate pedestrians, cyclists, and runners. It will serve as a guide for the development of projects that address recurring congestion, potential developments and economic growth while providing transportation choices to residents, employees, and shoppers in the community.

WHAT IS A GREENWAY?

A greenway is a pathway that does not permit motorized travel and connects places that people want to go. More often, it is defined as a natural, vegetated linear space providing environmental, recreation, and other benefits. However, for the purpose of this project, "greenways" are pathways that interconnect the Johns Creek Community. Pathways proposed in this master plan will connect existing and planned pathways and area facilities and activities such as schools, parks, libraries, and businesses.

WHY ARE GREENWAYS IMPORTANT?

Greenways improve the quality of life for everyone in the community and provide a means for improving the overall health and fitness of residents. Greenways provide connections to community facilities and businesses. Greenways also provide alternative modes of transportation, reducing air pollution thus benefiting the environment.

PROJECT STUDY AREA

Johns Creek study area for the master plan, as identified by Fulton County's Department of Public Works, is approximately 13 square miles. The area is bounded by McGinnis Ferry Road to the north, Old Alabama Road to the south, the Chattahoochee River to the east and Jones Bridge Road to the west. A map of the project study area is on page 7.

The area is characterized by commercial nodes along busy roadways, subdivisions, golf course communities and institutional uses. Some older homes on large acreage, wooded tracts, horse farms and agricultural uses still remain sprinkled within the study area.

PROJECT HISTORY

Former Commissioner Robert Fulton authorized the formation of the Johns Creek Greenway Advisory Committee which became identified as the Technical Advisory Committee (TAC). The TAC's role was to assist the Fulton County Department of Public Works in identifying proposed alignments for the Johns Creek Greenway. The committee determined a greenway master plan was necessary to guide the County and community in identifying and developing future projects.

Fulton County, through the Department of Public Works, selected a consultant team to work with the TAC in developing a greenway master plan. The TAC consisted of residents and business owners in the Johns Creek Community.

PARTNERS

Partners in this study included the Atlanta Regional Commission (ARC), the Georgia Department of Transportation (GDOT), the Fulton County Environment & Community Development (E&CD) Department, Fulton County Parks and Recreation Department and the Johns Creek Community.

PROJECT SCOPE OF WORK SYNOPSIS

The expected outcome of the study was a conceptual plan that embraces the community's desire for a safe multi-use facility that accommodates pedestrian, cyclist, and helps to address recurring congestion, potential developments, and economic growth; by providing transportation choices to the residents, employees, and shoppers in the community.

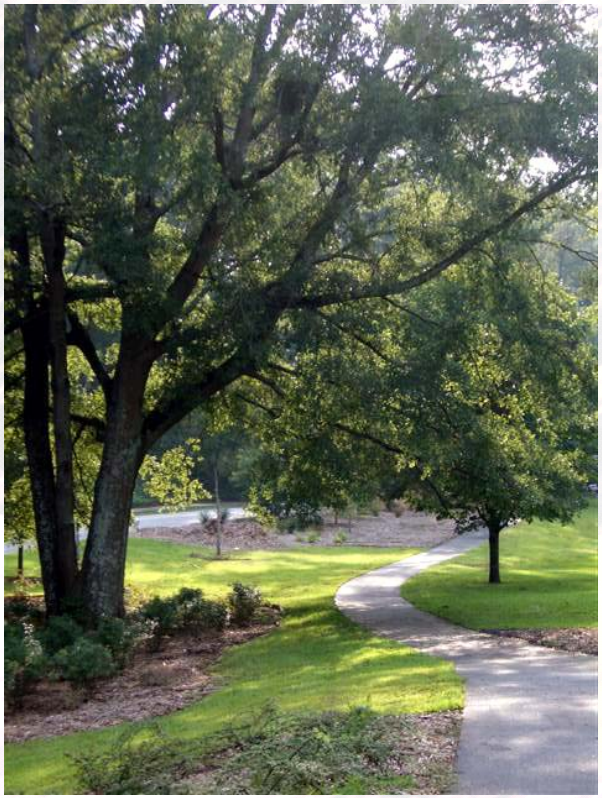
The TAC helped define the vision, goals, and objectives for this project which were used to identify potential pathways for this master plan.

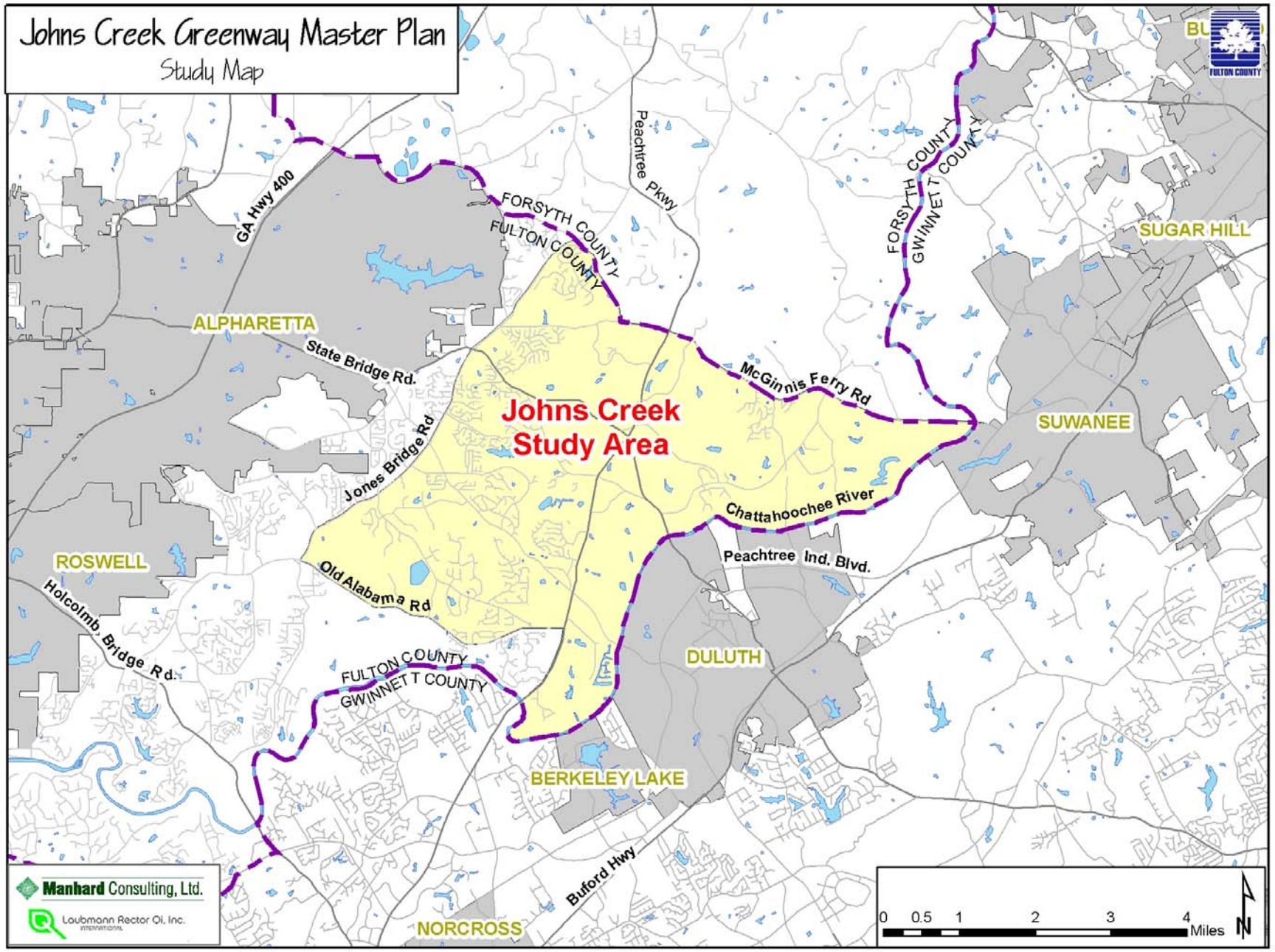
The consultant's scope of work included nine major tasks. The first task was to organize and facilitate a visioning meeting with the TAC. In preparation, the consultant reviewed other greenway and transportation programs within and connecting to the study area. Section 3 of this document identifies these existing roadway networks/ facilities and proposed projects. The consultant identified community resources such as schools, cultural facilities such as art centers and environmental assets such as the Chattahoochee River. Section 4 discusses and depicts through maps these resources. Equipped with this research and custom made maps, the consultant began the process of developing potential routes.

Another major task involved gathering public input through one public meeting and one public workshop. The public meeting's purposes were to inform the community of the project's goals and ask the public to identify preferred greenway destinations and connections. The workshop's purpose was to present and solicit input/ discussions on proposed greenway routes with the community. This workshop occurred after the consultant and the TAC developed proposed routes. Section 2 tabulates and discusses the results of this public meeting and workshop.

The consultant then developed a conceptual master plan that consisted of a summary of the previously described tasks, design guidelines, and proposed routes. The draft incorporated input from the County, TAC, and the public. A diagrammatic depiction of future pathways based on TAC and public preferences can be found in Section 5. This section also identifies design standards that affect safety. Safety was a theme overwhelmingly expressed by both the TAC and the public.

The consultant's final task was the production of this master plan document. The final master plan provides an implementation strategy with funding recommendations, Section 7, and reflects the community's vision.




Johns Creek Greenway Master Plan
Study Map
Johns Creek
Study Area
ALPHARETTA
ROSWELL
SUGAR HILL
SUWANEE
DULUTH
BERKELEY LAKE
NORCROSS
GA Hwy 400
Peachtree Pkwy
FORSYTH COUNTY
FULTON COUNTY
GWINNETT COUNTY
State Bridge Rd.
McGinnis Ferry Rd
Jones Bridge Rd
Chattahoochee River
Peachtree Ind. Blvd.
Old Alabama Rd
Holcomb Bridge Rd.
Buford Hwy
Manhard Consulting, Ltd.
Laubmann Rector Oi, Inc.
0 0.5 1 2 3 4 Miles
N

Section 2: Community Input & Project Coordination

TECHNICAL ADVISORY COMMITTEE

A Technical Advisory Committee (TAC) consisting of individual residents and businesses owners in the Johns Creek Community was formed to help develop the Master Plan. The TAC was responsible for the following main tasks:

- Identifying potential pathway connections
- Evaluating and prioritizing projects
- Serving as liaison to community

This group met initially to define the project vision, goals, and objectives. They continued to meet throughout the duration of the study to provide input on identified routes, priorities, and project deliverables.

A listing of TAC active members for this project are included in the following table.

Project Vision

A Master Plan Team included Fulton County staff, TAC members, and design consultants who met several times during the project period (April 2005 through February 2006) to develop this master plan. The team's first task was to create a vision statement. The vision statement guided the development of this document.

"The Johns Creek community should be interconnected with one or more pedestrian paths, which provide recreation options that allow users to walk, run, or bike as individuals or as a family"

This vision statement, furthermore, defined pathways as sidewalks, multi-purpose paths or trails. These pathways were envisioned to be complimented with landscaping and support facilities such as rest areas and separated from roads as much as feasible possible.

Project Goals

During the visioning process, the Master Plan Team developed the following goals to be achieved through implementation of

Johns Creek Greenway—Technical Advisory Committee

Name	Affiliation	City	Zip
Geoff Berlin	Johns Creek Civic Association	Duluth	30097
Scott Graham	Fulton County BOC Assistant to Karen Handel	Atlanta	30303
Sybille Hartman	Resident	Duluth	30097
Scott Jones	The Bicycle Wheel	Duluth	30097
Siva Kuppusamy	Abbotts Run	Duluth	30097
Matt Lydic	Linkwood	Duluth	30097
Susan Nusrallah	Resident	Alpharetta	30022
Jim Parsons	Resident	Duluth	30097
Rajul Patel	Resident	Duluth	30097
Glenn Railey	Oxford Mill	Alpharetta	30022
Nancy Rienecke	Resident	Alpharetta	30022
Sandra Russ	Resident	Alpharetta	30022
Bill Schmidt	Resident	Alpharetta	30022
Hank Shea	Buice Road Coalition	Alpharetta	30022
Bob Wiesenberg	Resident	Duluth	30097

this master plan.

- Cleaner environment
- Safe and aesthetic pathways connecting neighborhood restaurants, shopping, theatres, and services
- Connections to libraries, churches, cultural centers, and local history
- Enjoyment of local and national parks and natural features
- Opportunities for walking, running, and cycling or just a relaxing outdoors experience
- Access to various support facilities

Project Objectives

While the project goals describe what is desired to be achieved, the project objectives listed below summarize how these goals will be achieved.

- Provide transportation choices for residents and shoppers in Johns Creek Community
- Provide multi-use pathways
- Connect existing network of multi-use trails and sidewalks
- Connect existing facilities
- Provide safe facilities

COMMUNITY INPUT/ DESIRES

This project was community-driven and the TAC, as well as past community groups, have expressed quite strongly the desire to avoid pathway access along backyards of individual residences. This direction was followed for this project. The routes pursued and proposed consist mostly of projects along public rights-of-way or lands directly connecting to the adjacent national park area, Chattahoochee River National Recreation Area. Some connections, however, will require land acquisition.

PUBLIC MEETINGS

In addition to TAC workshops, public input was solicited through a meeting and an open house. At the public meeting held in August 2005, the project team provided an overview of the project, defined greenways and presented project goals. The public was surveyed to determine specific destinations that residents would like to access by path. They were asked to identify preferred destinations such as schools, parks, libraries, and specific destinations, both inside and outside the community. Refer to the bulleted list in the next column for some results to this survey.

Using the community feedback, the County worked with the TAC to identify and prioritize proposed routes for the final master plan.

After working with the TAC to establish proposed project routes, an open house was held in December 2005 to present the proposed routes to the community. Each attendee was asked to complete a project survey to assess their interest in the projects proposed, as well as their approval of the selected routes.

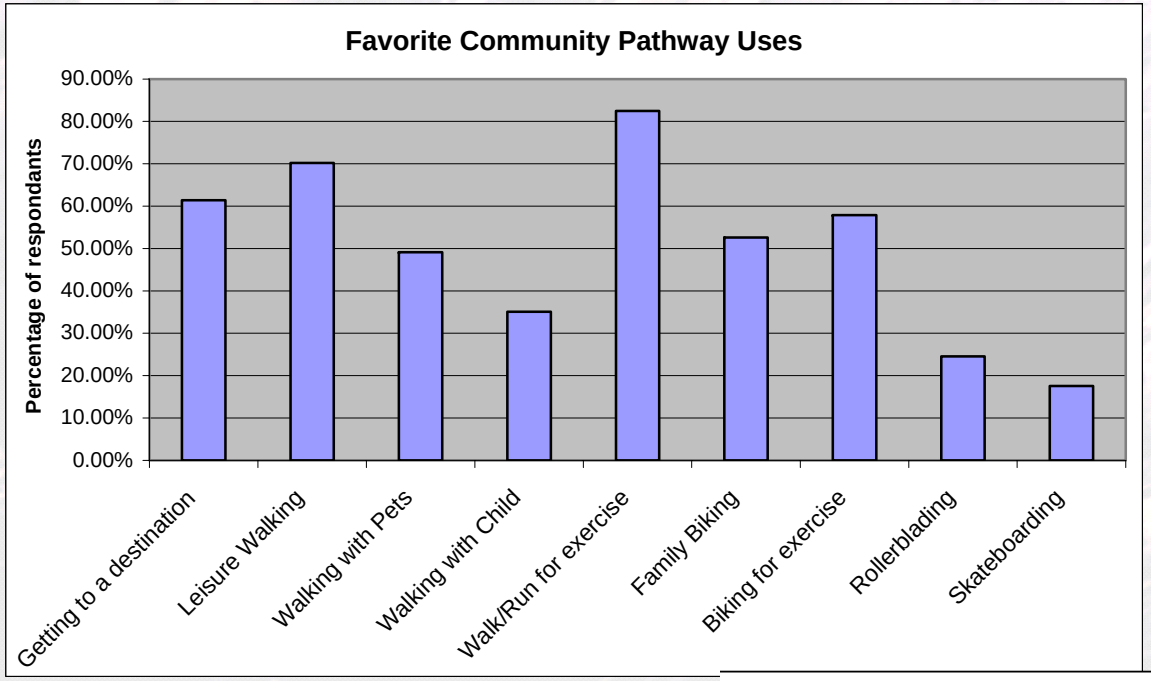
Input gathered from this open house is reflected in the routes shown in Section 6.

Popular Destinations Inside the Community

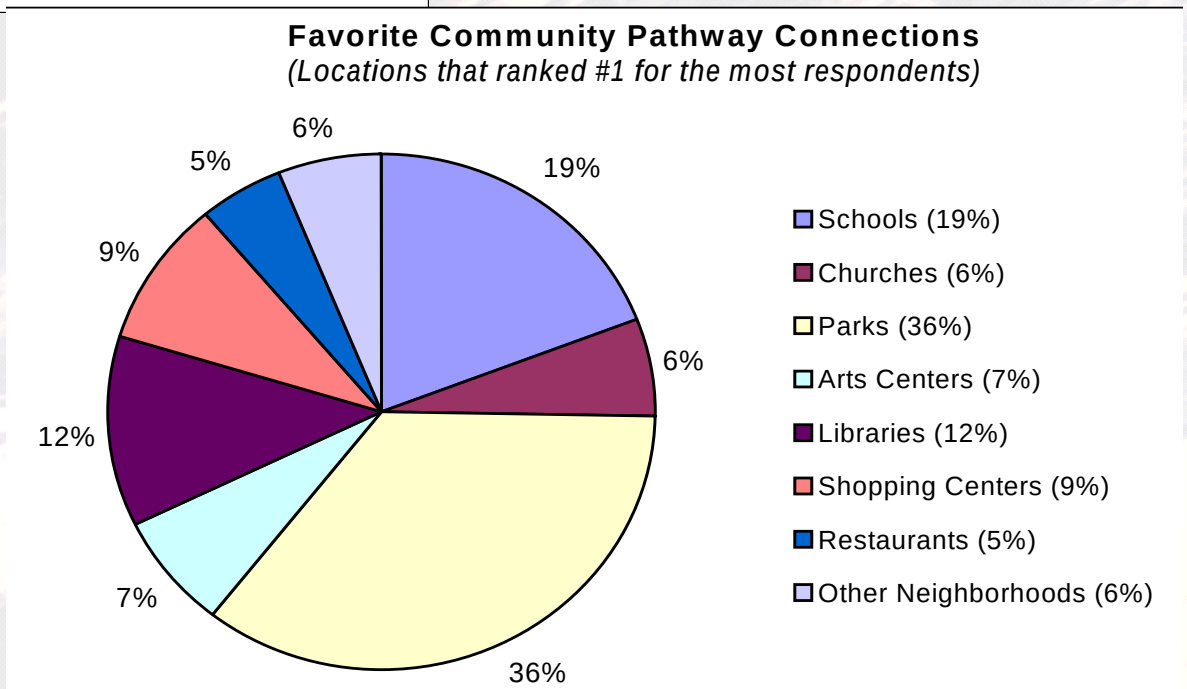
- Libraries
- Schools
- Buice Road
- Parsons Road
- Ocee Park and other Parks
- Medlock Bridge Road

Popular Destinations Outside the Community

- Big Creek Greenway
- Chattahoochee River & Parks
- Roswell
- Duluth
- Forsyth County
- Gwinnett County



Types of usages and potential connections were ranked based on public input. Walking/running for exercise was the highest ranked usage while parks were the number one destination that the community would like to access by pathway.



PROJECT COORDINATION

The Johns Creek Community is adjacent to several other communities that have existing or planned pathways and associated recreational facilities. During the input period, the TAC and public voted that connecting to these pathways and facilities is very appealing.

A substantial coordination effort was undertaken as part of this project to gain insight into the existing and proposed projects surrounding the Johns Creek Community. The purpose was to establish potential connections. The following agency contacts were identified as part of this study:

- Regan Hammond - ARC Transportation Division
- Brad Culvert - ARC Land Use Division
- Alice Wakefield - Fulton County Deputy Director - Environment & Community Development
- David Ek - National Park Service Chattahoochee River National Recreation Area
- John Cunard - Forsyth County Director of Engineering
- Marcie Diaz - Gwinnett County Department of Parks and Recreation
- Jason Rogers - City of Duluth - Director of Parks & Recreation
- Eric Graves - City of Alpharetta Engineering Department
- Angela Parham - City of Roswell Deputy Director of Transportation
- Haiwatha Hill - City of Roswell Environmental Department
- Ed McBrayer - The Path Foundation - Executive Director

Additional planned activities for neighboring jurisdictions are discussed in more detail in Section 3.

Section 3: Existing and Proposed Projects

TRANSPORTATION PROJECTS IN JOHNS CREEK COMMUNITY

Fulton County has several transportation projects "programmed" and "planned" for the Johns Creek Community in upcoming years. Programmed projects are those that will be constructed within the next five years. Planned projects are long-term projects scheduled for the next 25 years.

The County has two programmed multi-use trail projects:

- Johns Creek Greenway [T-136] (10-foot multi-use trail)
- Rogers Bridge Multi-use Trail [T-139] (10-foot multi-use trail)

Programmed roadway projects include:

- State Bridge Road Widening and 8-foot Sidewalks [T-067] (Fulton County Side)
- McGinnis Ferry Road Widening and 5-foot Sidewalks [T-013]

Other programmed projects that are part of ARC's Mobility 2030 Regional Transportation Program (RTP) and GDOT's State Transportation Improvement Program (STIP) FY 2006-2011, include roadway widening projects with associated sidewalks, such as:

- Abbots Bridge Road
- Bell Road
- Buice Road
- Jones Bridge Road
- Old Alabama Road
- Sargent Road

Fulton County, whenever possible, will include sidewalks/multi-purpose paths in the design of every roadway widening project.

See the adjacent table of programmed Fulton County projects. Please refer to the Mobility 2030 RTP and STIP chart within the Appendix for information regarding funding and costs for these programmed Fulton County projects.

NEIGHBORING GREENWAYS AND ACTIVITIES

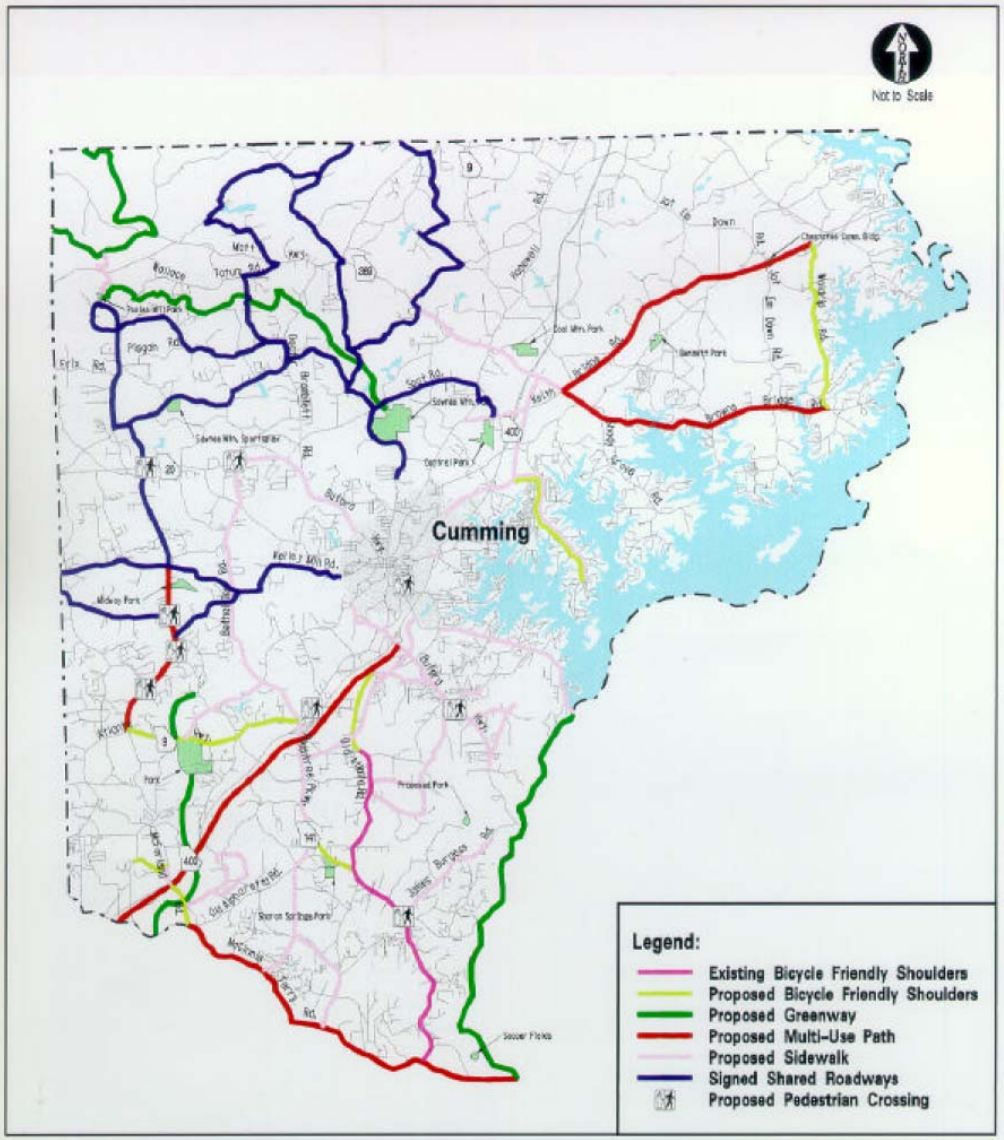
Adjacent communities have facilities that offer Johns Creek an opportunity for coordinated pathway connections.

Forsyth County

Forsyth County has developed a County Bicycle Transportation and Pedestrian Walkway 2025 Plan, which makes recommendations for the following types of facilities; multi-use paths, sidewalks, bicycle-friendly shoulders, signed shared roadway and pedestrian crossings. The Proposed bicycle and pedestrian facilities included in this plan, are shown in a map on page 14.

Forsyth County and Fulton County are teaming with GDOT and GRTA to widen McGinnis Ferry Road and provide a ten-foot sidewalk along the north side.

Programmed Fulton County Transportation Improvement Projects		
Description	Location	Type of Improvement
Johns Creek Greenway	sw corner of Medlock Bridge and McGinnis Gerry Rd, south to Old Alabama Rd, west to Autry Mill Reserve	Multi-use trail
Rogers Bridge	from Rogers Bridge over Chattahoochee River to Bell Road, along eastside of Bell Rd from Rogers Bridge Rd to McGinnis Ferry Rd	Multi-use trail
Chattahoochee River (Project # P199)	along north Fulton County border	Multi-use trail
Old Alabama Road (Project # P007, Aspiration Plan No. TMP-FN-025)	Haynes Bridge Rd to Jones Bridge Rd	Bicycle/ Pedestrian
Rivermont Parkway (Project # P104)	Barnwell Rd to Holcomb Bridge Rd	Bicycle Lane
Sargent Road (Project #106)	Jones Bridge Rd to McGinnis Ferry Rd	Bicycle Lane
Abbotts Bridge Road (Project #P230)	from Alpharetta city limits to Gwinnett County Line	Sidewalks
Bell Road (Project #P232)	from Medlock Bridge Rd to Boles Rd	Sidewalks
Buice Road (Project #P022)	from Jones Bridge Rd to Old Alabama Rd	Sidewalks
Jones Bridge Road (Project #P252)	from Old Alabama Rd to Forsyth County line	Sidewalks
Mcginnis Ferry (Project #G032, ARC #FN-233C, PI #742920)	Chattahoochee River includes approach in Gwinnett County	Road Widening
Abbotts Bridge Road (Project # P290)	from Jones Bridge Road to Gwinnett County line	Road Widening
Haynes Bridge Road (Project # P310, ARC #FN-031B, PI # 00060564)	from Mansell Road to Old Alabama Rd	Road Widening
Jones Bridge Road (Project #P298, ARC #FN-049A, PI #752640)	from Old Alabama Road to Abbotts Bridge Rd/Kimball Bridge Rd	Road Widening
Jones Bridge Road (Project #P298, ARC #FN-049B, PI #0006055)	from Abbotts Bridge Road/Kimball Bridge Rd to Douglas Rd	Road Widening
Mcginnis Ferry (Project #G031, ARC #FN-233A, PI #0004634)	from Union Hill Road to Sargent Road	Road Widening
McGinnis Ferry Road (ARC FN#233B, PI #0004429)	from Sargent Road to Chattahoochee River	Road Widening and multi-use path
Medlock Bridge Road (Project #P299)	from Chattahoochee River to Forsyth County line	Road Widening
Old Alabama Road (Project # P301/FN-123A, PI #751650)	from Holcomb Bridge Rd to Jones Bridge Rd	Road Widening
Old Alabama Road (Project # P302/FN-123B or FN-028A & B, PI #752660, 75Y660)	from Jones Bridge Road to Medlock Bridge Rd	Road Widening
Sargent Road (Project #306)	from Jones Bridge Rd to McGinnis Ferry Rd	Road Widening
State Bridge Road/Pleasant Hill Road (Project # G043, ARC # FN-225)	from Medlock Bridge Rd to Peachtree Industrial Blvd.	Road Widening
State Bridge Road (ARC # FN-048C, PI #730880 & 730883)	from Kimball Bridge Rd to Medlock Bridge Rd	Road Widening and Sidewalk



Gwinnett County

Gwinnett County has existing trail routes and has identified several proposed greenway and bikeway routes. Please refer to the map titled "Gwinnett County Proposed Greenway and Bikeway Routes in Proximity to the Johns Creek Overlay in Fulton County" included on page 15 for an overview of these projects.

City of Duluth

The City of Duluth has several trails and greenways that are adjacent to the Johns Creek Study area that present opportunities for connectivity into Gwinnett County. Please refer to map on page 15. Projects that directly link to the study area are:

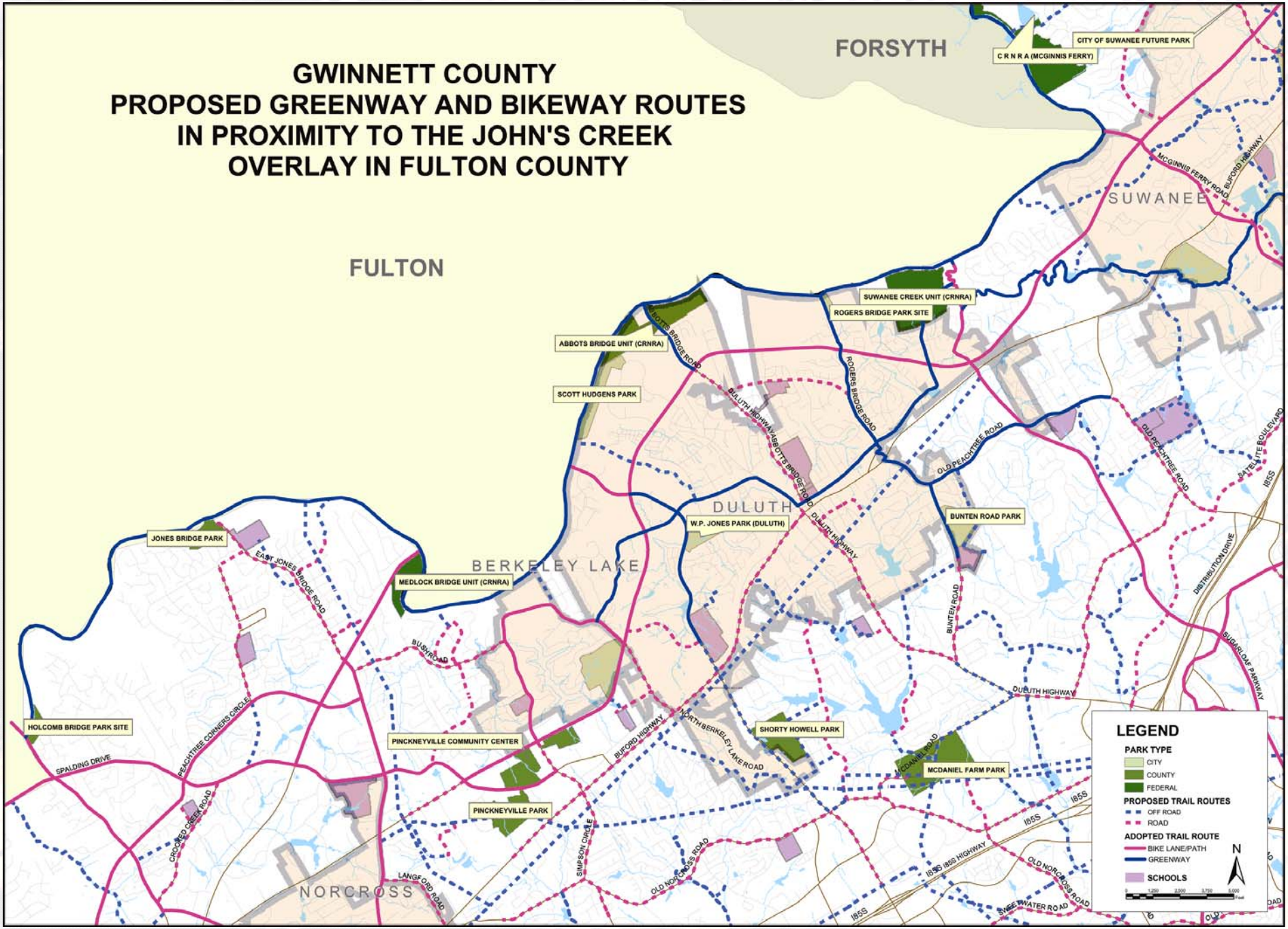
- Rogers Bridge Greenway
- Abbots Bridge Road Greenway
- Bike lanes/paths along State Bridge Road

These projects terminate at the Chattahoochee River and Fulton/Gwinnett County line.

The City of Duluth also has the following planned:

- Greenway to connect Suwanee and Abbots Bridge units with the Chattahoochee River National Recreation Area
- Rogers Bridge Park trailhead
- Off-road trail north of State Bridge Road

Reference: Forsyth County Bicycle Transportation and Pedestrian Walkways 2025 Plan


GWINNETT COUNTY
PROPOSED GREENWAY AND BIKEWAY ROUTES
IN PROXIMITY TO THE JOHN'S CREEK
OVERLAY IN FULTON COUNTY
FORSYTH
FULTON
SUWANEE
DULUTH
BERKELEY LAKE
NORCROSS
CITY OF SUWANEE FUTURE PARK
C R N R A (MCGINNIS FERRY)
SUWANEE CREEK UNIT (CRNRA)
ROGERS BRIDGE PARK SITE
ABBOTS BRIDGE UNIT (CRNRA)
SCOTT HUDGENS PARK
W.P. JONES PARK (DULUTH)
BUNTEN ROAD PARK
JONES BRIDGE PARK
MEDLOCK BRIDGE UNIT (CRNRA)
HOLCOMB BRIDGE PARK SITE
PINCKNEYVILLE COMMUNITY CENTER
PINCKNEYVILLE PARK
SHORTY HOWELL PARK
MCDANIEL FARM PARK
ABBOTTS BRIDGE ROAD
ROGERS BRIDGE ROAD
DULUTH HIGHWAY
OLD PEACHTREE ROAD
OLD PEACHTREE ROAD
SATELLITE BOULEVARD
I85S
BUNTEN ROAD
DISTRIBUTION DRIVE
SUGARLOAF PARKWAY
DULUTH HIGHWAY
EAST JONES BRIDGE ROAD
BUSH ROAD
PEACHTREE CORNERS CIRCLE
SPALDING DRIVE
CROOKED CREEK ROAD
BUFORD HIGHWAY
NORTH BERKELEY LAKE ROAD
MCDANIEL ROAD
I85S
I85S I85S HIGHWAY
OLD NORCROSS ROAD
SIMPSON CIRCLE
LANGFORD ROAD
OLD NORCROSS ROAD
SHEE WATER ROAD
I85S
MCGINNIS FERRY ROAD
BUFORD HIGHWAY
LEGEND
PARK TYPE
CITY
COUNTY
FEDERAL
PROPOSED TRAIL ROUTES
OFF ROAD
ROAD
ADOPTED TRAIL ROUTE
BIKE LANE/PATH
GREENWAY
SCHOOLS
N

City of Alpharetta

Big Creek Greenway

Big Creek Greenway, predominately a 12-foot-wide concrete path, meanders 6.2 miles through the deciduous woods along Big Creek. The greenway parallels North Point Parkway from Webb Bridge Road on the north to Mansell Road on the south. The greenway is used for walking, jogging, inline rollerblading, and biking.

Long-range plans include an extension north of Webb Bridge Road to Windward Parkway along the west side of the creek and from Mansell Road south under Georgia 400 to the Roswell city limit. A map of the Big Creek Greenway, is included below.

City of Roswell

Big Creek Wetlands Enhancement Demonstration Project/Big Creek Park

The City of Roswell's Recreation and Parks Department has developed a master plan for Big Creek Park that includes several recreation amenities. The park is located along Big Creek, approximately two miles north of where Big Creek joins the Chattahoochee River. A portion of the park has been selected for a Wetlands Enhancement Demonstration Project. The project's objectives include constructing a network of trails for public use with the ability to provide public education pertaining to water quality, wetlands, and stormwater management.

The demonstration project can be viewed through the following website: www.ci.roswell.ga.us under the "publications - Big Creek Park Fact Sheet" section.

The project site will also include the following:

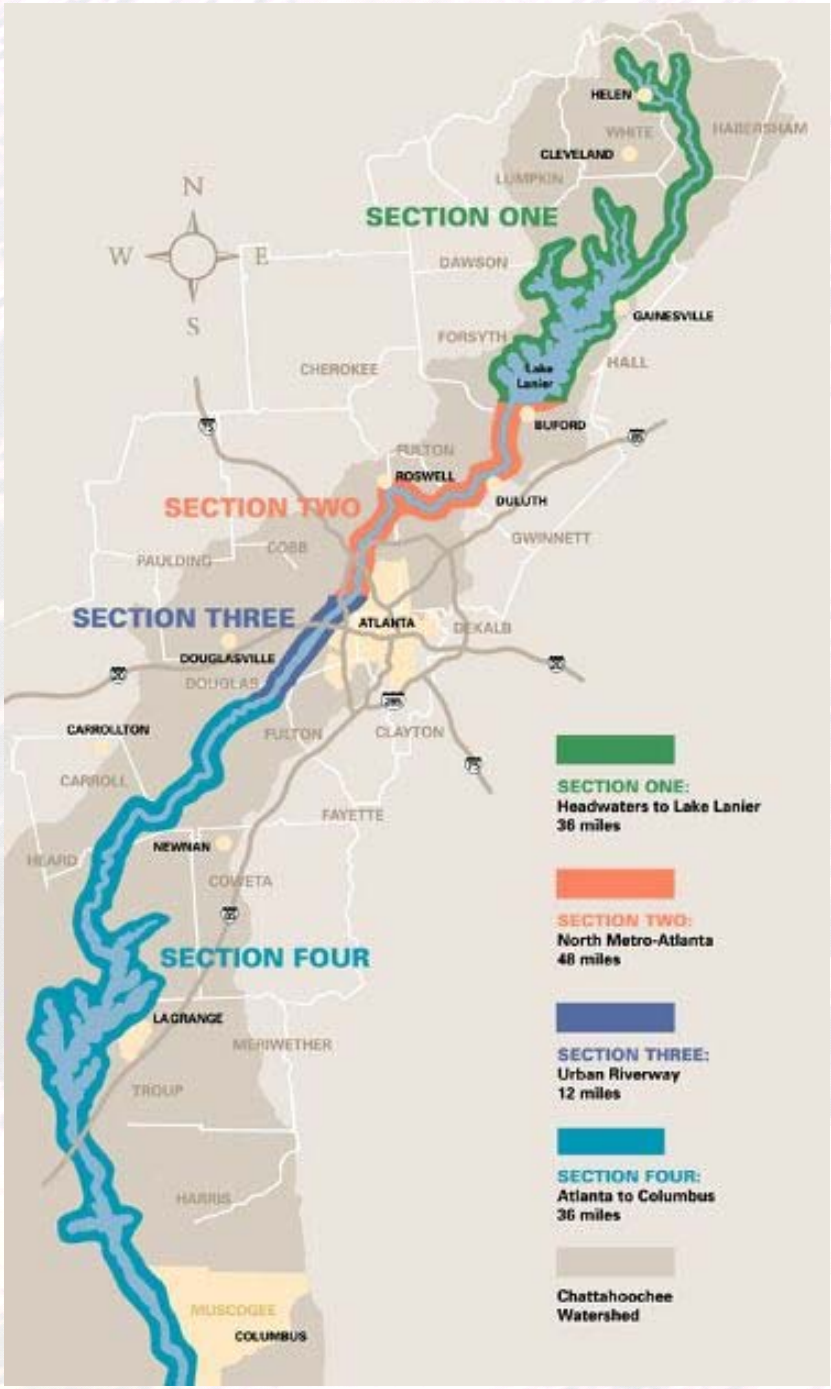
- Greenway trail for future connection to Alpharetta's Big Creek Greenway
- System of boardwalks through wetlands
- Trail connections to Northwood Elementary School and residential areas

National Parks

Chattahoochee River National Recreation Area (CRNRA) General Management Plan and Environmental Impact Statement

This plan defines the strategies to allow for diverse visitor use of the CRNRA while protecting park resources. Four alternatives are proposed to address future visitor use and management. The alternatives include “Centralized Access,” “Focus on Solitude,” “Expanded Use,” and “Continue Current Management or No Action.” The plan is in the draft stage and the next step is public input. The draft document can be viewed through the following website: www.nps.gov/chat.

Ref: Trust for Public Land: Chattahoochee Riverway



Section 4: Site Analysis and Inventory

COMMUNITY RESOURCES WITHIN JOHNS CREEK AREA

The Johns Creek area is rich in community resources, which makes it a very attractive place to live. This 13-square-mile area includes two libraries, six elementary schools, two middle schools, two high schools, and a number of large churches and retail centers. This area also boasts the Warsaw Ocee Community Arts Center along with the Autrey Mill Nature Preserve, which offers nature trails, interpretive displays, educational programs and a preserved natural environment for the community to enjoy.

Shopping and dining needs are met in a number of large retail centers such as Abbots Village. Shakerag Park and Community House provides recreational opportunities and programming opportunities for social activities.

Please refer to the map entitled "Community Resources" found on page 22 in this section to view the location of existing community resources.

SENSITIVE AREAS AND ENVIRONMENTAL CONSTRAINTS

Existing environmental constraints within the Johns Creek Community were mapped to determine potential conflicts to new pathway projects. The most common constraint that new pathways will encounter are associated with stream crossings. These crossings will require an additional bridge structure or a retrofit/expansion of existing vehicular structures to accommodate pedestrians, cyclists, and runners.

The Johns Creek Community is an area also rich in natural resources. There are several state waters within the community, including the Chattahoochee River, Johns Creek, and Cauley Creek.

Types of potential regulatory issues associated with stream crossings include:

- Waters of the state
- Stream buffers
- Floodplains
- Wetlands (based on National Wetland Inventory data)

Given the wealth of existing natural resources within the community when any proposed projects proceed to design

phase, these constraints and the potential need for necessary permits should be further explored and protective measures incorporated into the design. Possible permits that may be required include, but are not limited to:

- State of Georgia Stream Buffer Variance — for any encroachment of stream buffers
- Army Corps of Engineers Section 404 permitting — to mitigate any impacts to existing streams and wetlands
- NPDES Permitting with the State of Georgia
- Land Disturbance permitting with Fulton County

OPPORTUNITIES AND CONSTRAINTS OF NEIGHBORING GREENWAYS AND ACTIVITIES

Opportunities

There are key opportunities available to the Johns Creek Community for connections to adjacent pathway systems. These opportunities are described in detail below and are illustrated in the Greenway Inventory Maps on pages 23—25.

City of Alpharetta/Roswell

Big Creek Greenway

Possible connections to this greenway from the Johns Creek area should be explored. The Big Creek Greenway is the closest off-road, multi-use path to the Johns Creek area. A possible connection is discussed in Section 6 and shown on High Priority Pathways North (Part 2) Map found on page 49.

The Mobility 2030 Regional Transportation Plan displays a long-range project along Old Alabama Road, which could eventually extend the trail into the City of Roswell. The city of Roswell has proposed trail connections to the Big Creek Greenway.

City of Duluth

The Duluth State Bridge Road bike lane/path becomes a greenway leading to W.P. Jones Park. It connects to another greenway along Peachtree Industrial Boulevard, which accesses a number of other bike lanes and greenways. Connections to these existing pathways offer many recreation opportunities to the user.

The additional greenways planned to connect Suwanee and Abbots Bridge units with the Chattahoochee River National Recreation Area could provide much needed off-road recreation opportunities. The Rogers Bridge Park trailhead would also provide parking and a restroom, which are facilities needed to support users.

Chattahoochee River National Recreation Area (CRNRA) General Management Plan and Environmental Impact Statement

Two of the four alternatives discussed in Section 2 of the Chattahoochee River National Recreation Area General Management Plan and Environmental Impact Statement offer several connectivity opportunities to the Johns Creek area. The Expanded Use Alternative would not only expand and distribute visitor ac-

cess throughout the park, including newly acquired parcels, but also provide trail linkages to areas outside the park. Connectivity to existing neighborhoods would be optimized and expanded. The draft General Management Plan and Environmental Impact Statement, in fact, states that "the linear park is located adjacent to the most densely developed neighborhoods and business communities of the metropolitan area. Access to the park could be expanded in the future for current and new visitors."

This alternative also proposes creating a developed zone around Medlock Bridge and Abbots Bridge units. Developed zone activities include day hiking, jogging, and off-road and street biking, among others. The plan recommends facilities, such as buildings, roads, parking lots, and paved trails. These activities are conducive to the ones promoted in the Johns Creek area, and the facilities support these activities. Please refer to the map on the following page titled "Expanded Use Alternative" and the red areas identified as "developed zone."

The Centralized Access Alternative would draw visitors to a system of three hubs. The hubs would provide administrative and interpretive facilities which would provide visitor information, rest rooms, parking, trailheads, and access to the Chattahoochee River. The hubs would be placed at strategic locations to optimize visitor's experience and understanding of the park. If a hub is located adjacent to the Johns Creek area, recreation connectivity will be enhanced.

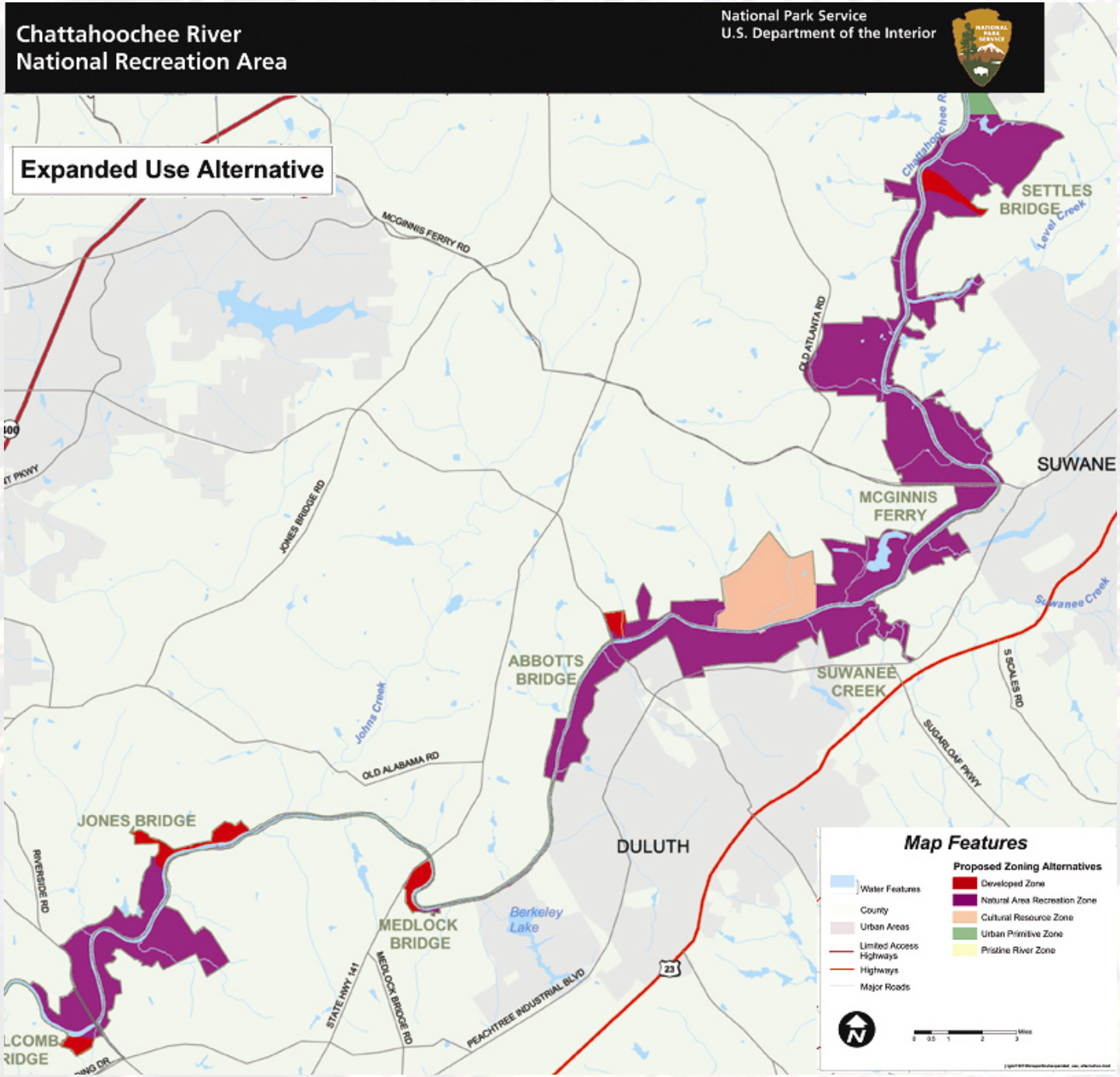
ARC's Mobility 2030 regional transportation plan proposes a long-range project to extend south on Abbots Bridge Road toward the Chattahoochee River. This connection could further be enhanced with a hub located at the terminus of this project or in close proximity.

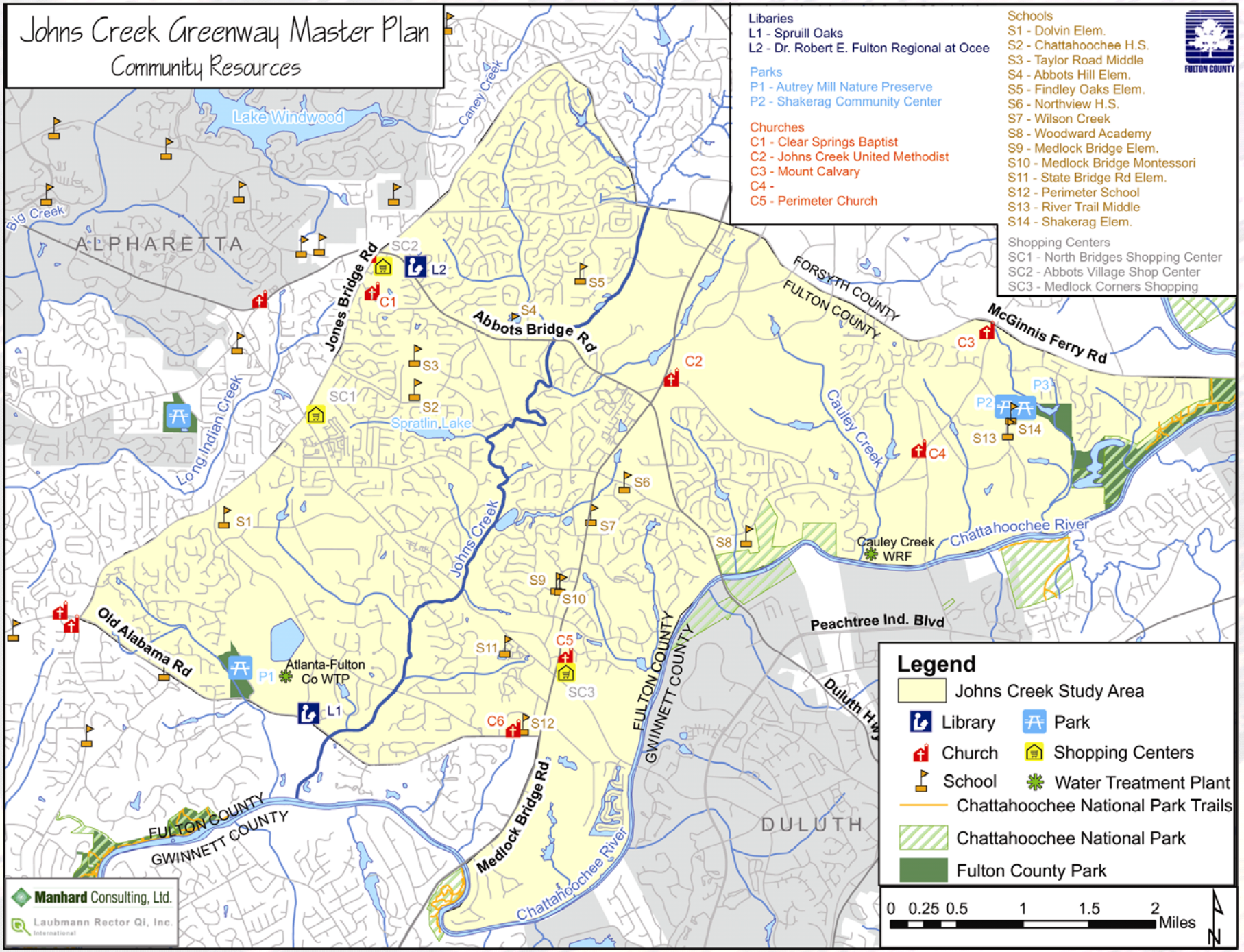
Constraints

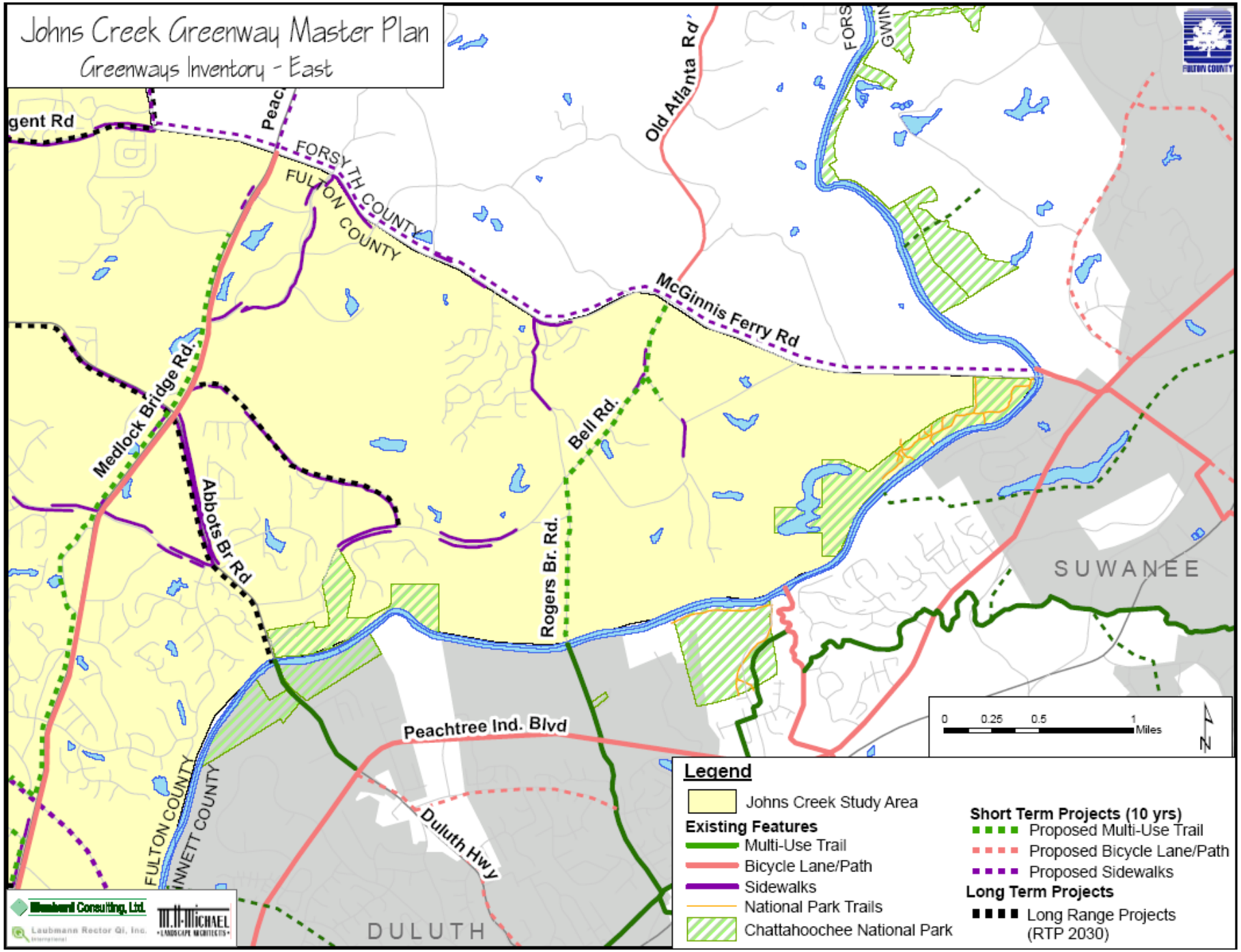
Chattahoochee River National Recreation Area (CRNRA) General Management Plan and Environmental Impact Statement

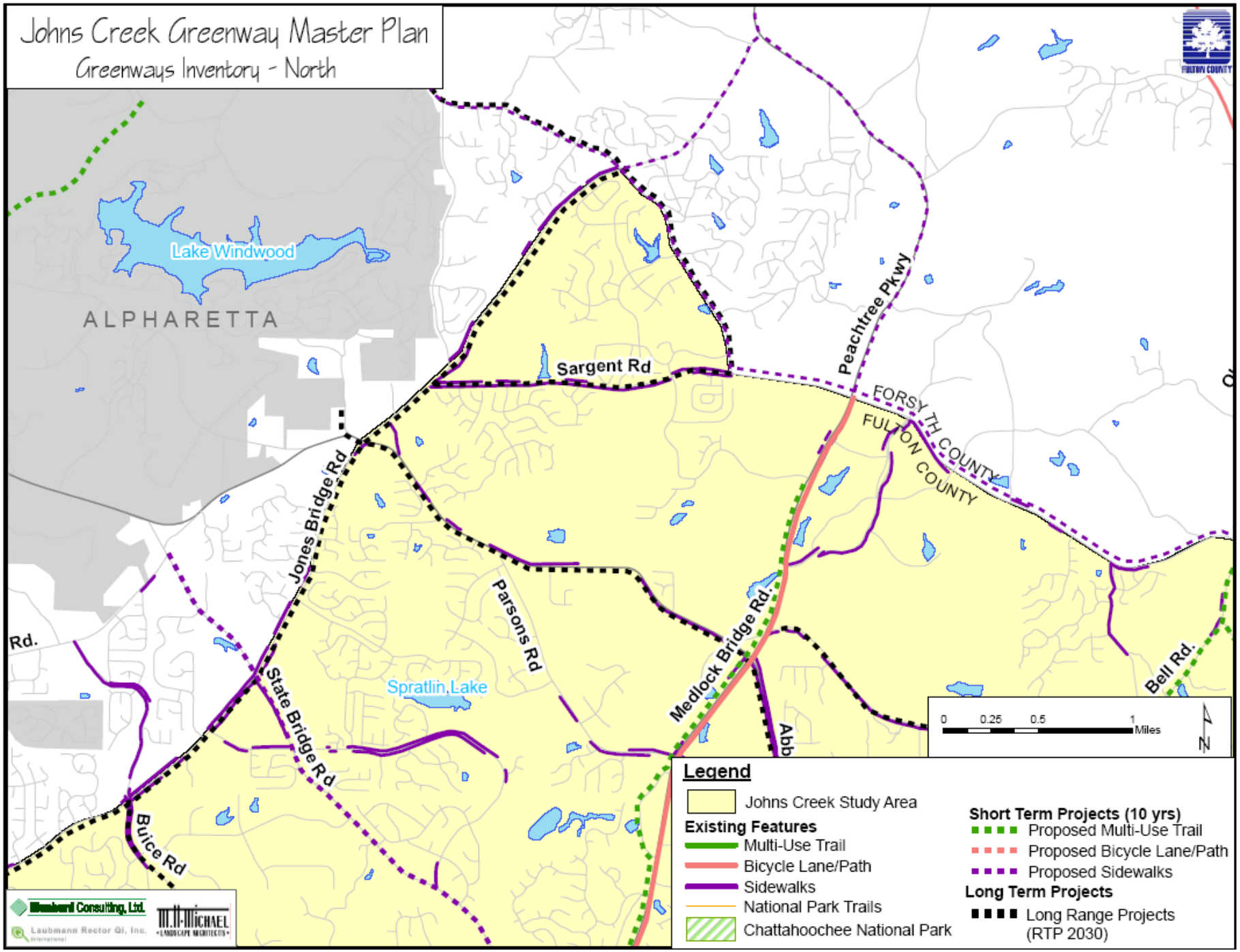
The Centralized Access Alternative identified in the CRNRA General Management Plan and Environmental Impact Statement would discourage new entrances to the park. Access to the park could be limited, especially if a hub is not located adjacent to the Johns Creek area. Due to the large amount of adjoining residential and commercial land uses, a hub could be located adjacent to the Johns Creek area.

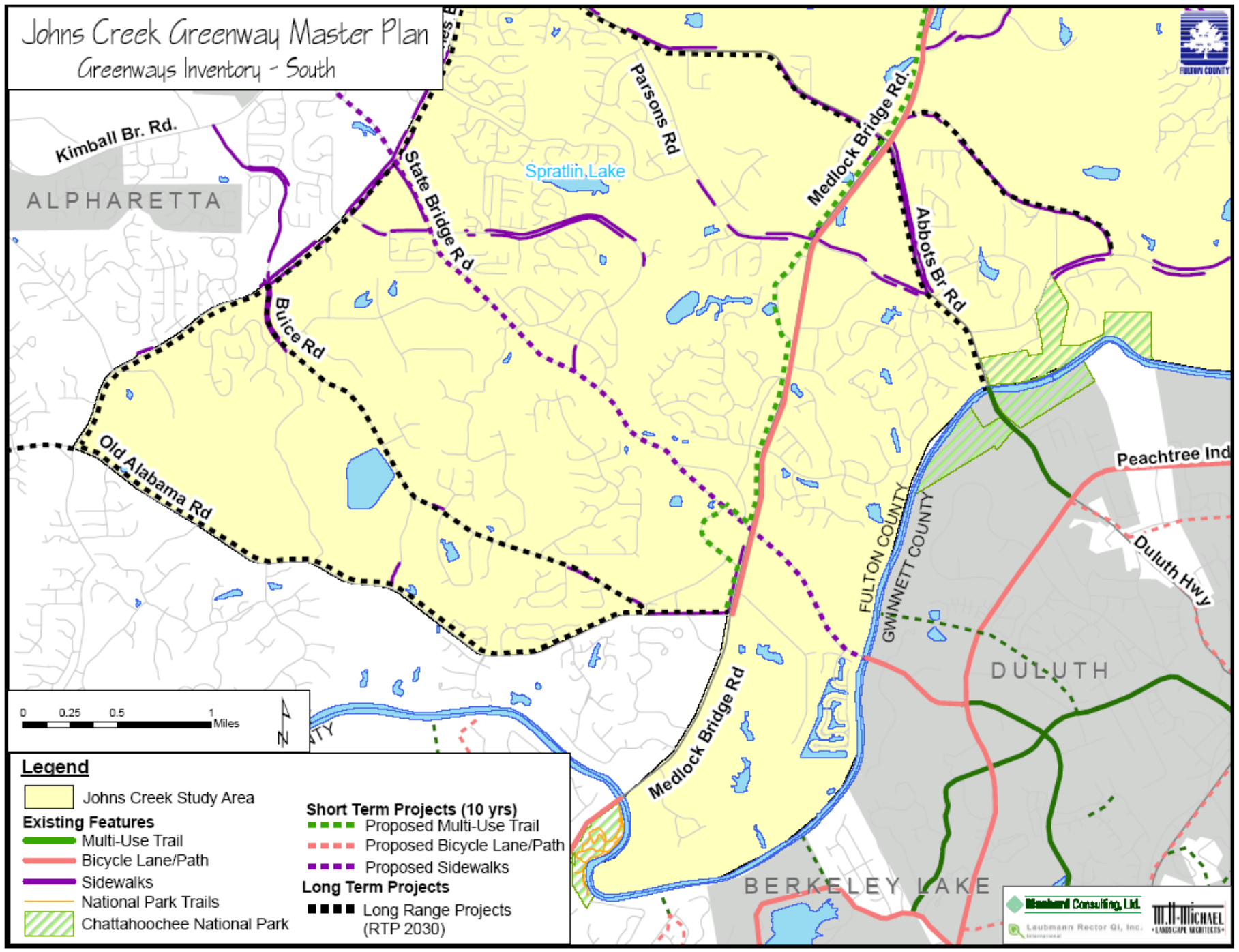
The Centralized Access Alternative displays an urban primitive zone adjacent to the McGinnis Ferry unit. The plan states that "this zone would allow visitors to experience a relatively natural environment and a relatively low probability of encountering many people during a given visit to the park." Connection to the McGinnis Ferry/ Suwanee bicycle lane would be discouraged. Unpaved trails would only be appropriate for this area.


Chattahoochee River
National Recreation Area
National Park Service
U.S. Department of the Interior
Expanded Use Alternative
SETTLES BRIDGE
MCGINNIS FERRY RD
OLD ATLANTA RD
Laval Creek
SUWANE
MCGINNIS FERRY
JONES BRIDGE RD
Suwanee Creek
ABBOTTS BRIDGE
SUWANEE CREEK
S SCALES RD
SUGARLOAF PKWY
Johns Creek
OLD ALABAMA RD
JONES BRIDGE
DULUTH
RIVERSIDE RD
MEDLOCK BRIDGE
Berkeley Lake
STATE HWY 141
MEDLOCK BRIDGE RD
PEACHTREE INDUSTRIAL BLVD
23
Map Features
Proposed Zoning Alternatives
Water Features
County
Urban Areas
Limited Access Highways
Highways
Major Roads
Developed Zone
Natural Area Recreation Zone
Cultural Resource Zone
Urban Primitive Zone
Pristine River Zone
Miles


Johns Creek Greenway Master Plan
Community Resources
Libaries
L1 - Spruill Oaks
L2 - Dr. Robert E. Fulton Regional at Ocee
Parks
P1 - Autrey Mill Nature Preserve
P2 - Shakerag Community Center
Churches
C1 - Clear Springs Baptist
C2 - Johns Creek United Methodist
C3 - Mount Calvary
C4 -
C5 - Perimeter Church
Schools
S1 - Dolvin Elem.
S2 - Chattahoochee H.S.
S3 - Taylor Road Middle
S4 - Abbots Hill Elem.
S5 - Findley Oaks Elem.
S6 - Northview H.S.
S7 - Wilson Creek
S8 - Woodward Academy
S9 - Medlock Bridge Elem.
S10 - Medlock Bridge Montessori
S11 - State Bridge Rd Elem.
S12 - Perimeter School
S13 - River Trail Middle
S14 - Shakerag Elem.
Shopping Centers
SC1 - North Bridges Shopping Center
SC2 - Abbots Village Shop Center
SC3 - Medlock Corners Shopping
FULTON COUNTY
Lake Windwood
Caney Creek
Big Creek
ALPHARETTA
Jones Bridge Rd
Abbots Bridge Rd
McGinnis Ferry Rd
FORSYTH COUNTY
FULTON COUNTY
Long Indian Creek
Spratlin Lake
Johns Creek
Cauley Creek
Chattahoochee River
Cauley Creek WRF
Peachtree Ind. Blvd
Old Alabama Rd
Atlanta-Fulton Co WTP
Duluth Hwy
GWINNETT COUNTY
FULTON COUNTY
GWINNETT COUNTY
Medlock Bridge Rd
Chattahoochee River
DULUTH
Legend
Johns Creek Study Area
Library
Park
Church
Shopping Centers
School
Water Treatment Plant
Chattahoochee National Park Trails
Chattahoochee National Park
Fulton County Park
0 0.25 0.5 1 1.5 2 Miles
N
Manhard Consulting, Ltd.
Laubmann Rector Qi, Inc.


Johns Creek Greenway Master Plan
Greenways Inventory - East
gent Rd
Old Atlanta Rd
FORSYTH COUNTY
FULTON COUNTY
McGinnis Ferry Rd
Medlock Bridge Rd.
Abbots Br Rd
Bell Rd.
Rogers Br. Rd.
SUWANEE
Peachtree Ind. Blvd
Duluth Hwy
DULUTH
FULTON COUNTY
GWINNETT COUNTY
0 0.25 0.5 1 Miles
N
Legend
Johns Creek Study Area
Existing Features
Multi-Use Trail
Bicycle Lane/Path
Sidewalks
National Park Trails
Chattahoochee National Park
Short Term Projects (10 yrs)
Proposed Multi-Use Trail
Proposed Bicycle Lane/Path
Proposed Sidewalks
Long Term Projects
Long Range Projects (RTP 2030)


Johns Creek Greenway Master Plan
Greenways Inventory - North
Lake Windwood
ALPHARETTA
Sargent Rd
Peachtree Pkwy
FORSYTH COUNTY
FULTON COUNTY
Jones Bridge Rd
Parsons Rd
Medlock Bridge Rd.
Bell Rd.
State Bridge Rd
Buice Rd
Spratlin Lake
0 0.25 0.5 1 Miles
N
Legend
Johns Creek Study Area
Existing Features
Multi-Use Trail
Bicycle Lane/Path
Sidewalks
National Park Trails
Chattahoochee National Park
Short Term Projects (10 yrs)
Proposed Multi-Use Trail
Proposed Bicycle Lane/Path
Proposed Sidewalks
Long Term Projects
Long Range Projects (RTP 2030)


Johns Creek Greenway Master Plan
Greenways Inventory - South
Kimball Br. Rd.
ALPHARETTA
State Bridge Rd
Parsons Rd
Spratlin Lake
Medlock Bridge Rd.
Abbots Br Rd
Buice Rd
Old Alabama Rd
Peachtree Ind
Duluth Hwy
FULTON COUNTY
GWINNETT COUNTY
DULUTH
Medlock Bridge Rd
BERKELEY LAKE
0 0.25 0.5 1 Miles
N
Legend
Johns Creek Study Area
Existing Features
Multi-Use Trail
Bicycle Lane/Path
Sidewalks
National Park Trails
Chattahoochee National Park
Short Term Projects (10 yrs)
Proposed Multi-Use Trail
Proposed Bicycle Lane/Path
Proposed Sidewalks
Long Term Projects
Long Range Projects (RTP 2030)
Manhard Consulting, Ltd.
Laubmann Rector Qi, Inc.
M.T. Michael Landscape Architects

Section 5: Design Guidelines

There are many design standards, guidelines, and regulations that must be incorporated into the design of all new greenways. These regulations and standards are constantly being updated and revised to meet conditions that are encountered in the design and implementation of such projects. In addition, certain planning and design factors must be incorporated to qualify for federal, state, and local funding programs, including safety, accessibility, environmental protection, cultural preservation, and economic sustainability.

It is the responsibility of the designer to adhere to the most current set of standards in the design of new projects.

NATIONAL STANDARDS

Americans with Disabilities Act (ADA)

The ADA Standards for Accessible Design are located in Appendix A of the Title III Regulations.

The ADA is a landmark law that protects the civil rights of persons with disabilities. It prohibits discrimination on the basis of disability in employment, state and local government services, transportation, public accommodations, commercial facilities, and telecommunications. To ensure access to the built environment, the ADA requires the establishment of design criteria for construction and alteration of facilities covered by the law. These requirements, which were developed by the Access Board, are known as the ADAAG.1 and can be found at http://www.access-board.gov/gs.htm

U.S. Department of Transportation Federal Highways Administration (FHWA)

The Bicycle & Pedestrian Program of the Federal Highway Administration's Office of Human and Natural Environment promotes bicycle and pedestrian transportation accessibility, use, and safety.

The National Bicycle and Walking Study, as produced by the United States Department of Transportation in 1994, expresses a renewed interest in non-motorized transportation. The study sets two goals including doubling the percentage of trips made by foot and bicycle and reducing the number of crashes involving bicyclists by ten percent.

Believing that planning for these types of facilities provides both transportation and air quality benefits, state transportation plans are required to include a bicycle and pedestrian element. Regionally significant bicycle and pedestrian projects and programs must be included in the State Transportation Improvement Program.

Each state has a Bicycle and Pedestrian Coordinator in its State Department of Transportation to promote and facilitate the increased use of non-motorized transportation, including developing facilities for the

use of pedestrians and bicyclists and public educational, promotional, and safety programs for using such facilities.

The FHWA Bicycle & Pedestrian Program issues guidance and is responsible for overseeing that legislative requirements are understood and met by the states and other implementing agencies.

Pedestrian and Bicycle Information Center (PBIC)

The purpose of the PBIC is to connect communities with information and resources they need to create safe places for walking and bicycling. The PBIC has developed websites, programs, and tools to facilitate this. These programs are sponsored in part by the U.S. Department of Transportation (U.S. DOT), the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), and Centers for Disease Control and Prevention (CDC). www.pedbikeinfo.org

The PBIC has two websites devoted to walking and bicycling information.

- www.bicyclinginfo.org: This site provides links to best practices in engineering and design, signage, and resources for training police on bikes.
- www.walkinginfo.org: This site provides links to exemplary pedestrian planning studies, guidance in collecting statistical data, and design and engineering guidance. This guidance includes the Pedestrian Safety Guide and Countermeasure Selection System, which is intended to provide practitioners with the latest information available for improving the safety and mobility of those who walk. The online tools provide the user with a list of possible engineering, education, or enforcement treatments to improve pedestrian safety and/or mobility based on user input about a specific location.

American Association of State Highway and Transportation Officials (AASHTO)

AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail, and water. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system.

AASHTO publishes standard design details and design guidelines that are required for federally funded projects. This document is available for purchase in hard copy format only. www.transportation.org

STATE REGULATIONS

Georgia Department of Transportation (GDOT)

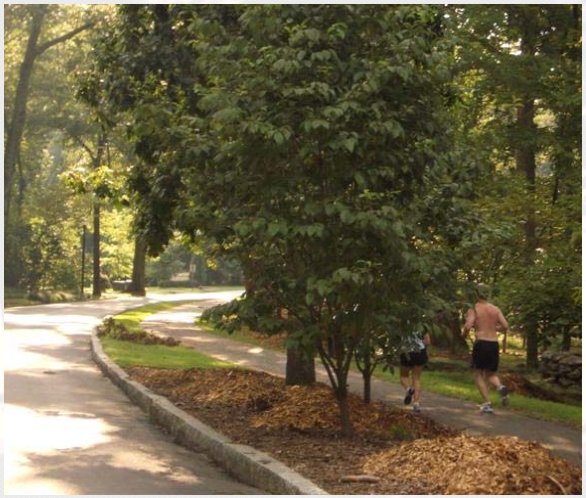
GDOT provides guidance and regulations that assist in the development of transportation projects and administers the approvals required for construction of improvements in the right-of-way of state-owned roads. Where transportation improvements are funded with federal funds on a local road, it is typical for GDOT to take temporary ownership of rights-of-way to administer funding to the standards set forth by GDOT.

The *Georgia Bicycle and Pedestrian Plan: Statewide Route Network* was developed in 1997 and updated in 1998. GDOT continues to prepare a stand-alone statewide pedestrian plan. Georgia's statewide bicycle system includes 14 routes, some which traverse the state while others provide connectivity between routes. The statewide system covers 2,943 miles. GDOT has contracted with the Regional Development Centers (RDCs) to develop bicycle plans for all rural parts (non-MPO) of the state. In general, state roadways have the

lowest percentage of suitable roadways since few state roads are characterized as "local" in nature. On a statewide basis, 0.1 percent of commuters bicycle to work and 1.1 percent walk to work. Residents of Savannah, Decatur, and Atlanta walk to work at higher than the state average.

GDOT has developed several resources concerning state bicycle and pedestrian programs including *Georgia Bike Sense: A Guide for Cyclists and Motorists*, Georgia Guidebook for Pedestrian Planning, and Pedestrian and Streetscape Guide.

The *Georgia Bike Sense: A Guide for Cyclists and Motorists* was completed in March 2005. The guide is intended to teach cyclists and motorists how to safely and legally share the road. It provides guidance on technique, rules of the road, trail etiquette and safety. It also contains a listing of local, state and national bicycle resources.



Georgia Guidebook for Pedestrian Planning can assist local governments with prioritizing pedestrian projects and seeking funding. These can be viewed on GDOT's website, www.dot.state.ga.us. On this page, under "Divisions and Offices", scroll down to "Planning." Next click on the link "Special Projects" and "Statewide Bicycle and Pedestrian Initiative)". Links to these documents can be found on this web page.

The Pedestrian and Streetscape Guide provides direction to design professional, developers, municipalities and others regarding the design, construction, and maintenance of pedestrian facilities.

Pedestrian & Streetscape Guide

The Pedestrian & Streetscape Guide encourages good planning, design, and engineering practices related to pedestrian facilities. This guide also addresses a few important construction, ongoing maintenance, and operational aspects related to pedestrian facilities. This publication is available online: www.dot.state.ga.us/dot/communications/publications/index.shtml

REGIONAL PLANNING

Atlanta Regional Commission

The Atlanta Regional Commission (ARC) is the regional planning and intergovernmental coordination agency for the 18-county area. ARC is dedicated to unifying the region's collective resources to prepare the metropolitan area for a prosperous future. It does so through professional planning initiatives, provision of objective information, and involvement of the community in collaborative partnerships.

This organization focuses on regional issues applicable to this process, such as air quality and transportation planning. This organization does not have regulatory oversight, but offers comprehensive planning and monitors regional data that will aid in transportation planning in the Johns Creek area.

The ARC is responsible for developing the Regional Transportation Plan (RTP) to identify short-range and long-range projects within the 18-county area that the ARC serves. These projects are developed with input from the counties. The current Transportation Improvements Program (TIP) identifies short-range projects for implementation in the years 2005-2010. The ARC publishes data that is useful to planning efforts such as data on population, employment, traffic, air quality, and regional transportation infrastructure. This data is currently available in the *Atlanta Region Transportation Planning Fact Book 2004.* http://www.atlreg.com

The ARC region has been placing greater emphasis on land use and transportation coordination issues with the adoption of new Regional Development Plan policies. Many of these policies encourage the provision of bicycle and pedestrian facilities. The Livable Centers Initiative Program grants funds to jurisdictions that link land uses with transportation. ARC is also providing technical assistance to member ju-

risdictions for the provision of such facilities. ARC has developed several resources concerning bicycle and pedestrian planning including: Walkable Communities Workshops, Inventories of Pedestrian Facilities around Transit, and Bicycle and Pedestrian Suitability Studies.

PATH Foundation

PATH is a non-profit greenway development organization that does not have any regulatory oversight, but offers funding and design assistance in the development of greenways throughout the Atlanta region. www.pathfoundation.org

Pedestrians Educating Drivers for Safety (PEDS)

PEDS is a member-based advocacy organization dedicated to making metro Atlanta safe and accessible for all pedestrians. This organization is a valuable resource in planning a pedestrian-friendly greenway system in Johns Creek. www.peds.org/index.shtml

Trust for Public Land

The Trust for Public Land is a statewide organization that provides resources for greenway projects that are located along green spaces and waterways. www.tpl.org

ENVIRONMENTAL PERMITTING ELEMENTS

As previously discussed, many of the proposed trail routes will cross state waters and could involve stream buffer encroachment, wetland mitigation, and/or floodplain impacts. A complete investigation into these constraints should be incorporated into the detailed design of any pathway project. Types of possible environmental permitting include:

- Waters of the State/Stream Buffers — Stream buffer variances must be obtained from Georgia EPD and Fulton County prior to any buffer encroachment or stream crossing. If the stream itself will be impacted by construction, then a 404 Permit from the U.S. Army Corps of Engineers may be needed. See additional information below, about Fulton County's Stream Buffer Protection Ordinance and the Metropolitan Rivers Protection Act.
- Wetlands — Proposed wetland impacts must be assessed and reported to the U. S. Army Corps of Engineers in a 404 Permit. Compensatory mitigation may be required for any proposed wetland impacts.
- Floodplains — Any impacts from proposed fill in the floodplain must be evaluated through a flood study and reported to FEMA. If fill placed in the floodplain results in a rise of the floodplain or floodway, then a map revision will be needed.

Metropolitan Rivers Protection Act

Since the Chattahoochee defines the limits of the Johns Creek Community, the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.), must be considered as when designing pathway projects around the Chattahoochee River. The Metropolitan River Protection Act was enacted in 1973 to help protect the Chattahoochee River. It established a 2000-foot Corridor the River for the 48 miles between Buford Dam and Peachtree Creek. The area was extended in 1998 to include the entire metro-Atlanta area, adding an additional 36 miles to the downstream limits of Fulton and Douglas Counties. The Act requires the Atlanta Regional Commission to adopt a Plan to protect the Chattahoochee River Corridor and to review development proposals and to monitor land-disturbing activities within this corridor.

Fulton County Stream Buffer Protection Ordinance

This ordinance establishes regulations and procedures that govern all land uses and related development activities adjacent to streams within unincorporated Fulton County. These regulations shall require undisturbed buffers and impervious surface setbacks adjacent to streams. Any future design consultant selected to prepare preliminary and final engineering drawings for the projects listed in Section 6, Route of Greenway and Pedestrian Systems, should familiarize themselves with this ordinance for compliance. www.fultonecd.

org/enviro/ordinances/final-stream-buff-03-06.pdf.

The maps found in Section 6 demarcate pedestrian crossings over both streams and across intersections. The future design consultant must evaluate during preliminary design if the existing roadway has adequate width within the existing infrastructure to accommodate the proposed improvement, sidewalk or multi-use trail, over each stream crossing. If the width is not adequate, then the existing bridge or culvert over the stream might need to be expanded to accommodate the pedestrian or bicyclist.

National Environmental Policy Act

Whenever a federal agency provides any portion of financing for a project, the project is required to meet National Environmental Policy Act (NEPA). NEPA is a United States environmental law that was signed on January 1, 1970 by U.S. President Richard Nixon. Essentially it requires that prior to taking any "major" or "significant" action, the environmental impacts of that action must be considered. An environmental impact statement (EIS) should be written for all major federal actions which may have a significant impact on the environment. If a major federal action will not have a significant impact on the environment, a shorter document called an "Environmental Assessment (EA) should be prepared. Either way, the public should be given notice and allowed to comment on the proposal. The only exception is if the proposal falls within a previously-established "Categorical Exclusion". A Categorical Exclusion is a category of actions that generally are not likely to have significant impacts, in which case neither an EA nor an EIS needs to be prepared.

EISes and EAs are documents written to aid in decision making. They explore feasible alternatives to proposed action, and the likely environmental consequences of those actions. Hydrological/geological, biological/ecological and social are among the consequences considered.

NEPA requires that an EIS include the following:

- Environmental impacts of the proposed action
- Unavoidable adverse environmental impacts
- Alternatives including no action
- Relationship between short term uses of the environment and maintenance of long-term ecological productivity
- Irreversible and irretrievable commitments of resources
- Secondary/cumulative effects of implementing the proposed action

An EA must generally include the same contents, but may be briefer. An EA is allowed only if the agency has issued a "Finding of No Significant Impact" (FONSI).

Section 7, Implementation, discusses funding sources, all of which include financing from federal agencies. Most of the projects listed in Section 6, Route of Greenway and Pedestrian Systems, are multi-use trails or sidewalks that abut already constructed roads. These projects, thus, fall within previously established "Categorical Exclusions". The Bell Road/Chattahoochee River Loop, as discussed on page 44, however, most likely will require an EIS. Part of the Bell Road/Chattahoochee River Loop is off-road and could have hydrological impact, depending on the surface material of the multi-use path. The design consultant selected to prepare preliminary and final engineering drawings for these projects should contact the State Historic Preservation Office. If a previously established Categorical Exclusion has been prepared, this office should have a record. If an EIS needs to be prepared, this office also can assist the consultant by reviewing the document.

DESIGN ELEMENTS

Public Access and Trailheads

Accessibility is measured in different forms, but for this purpose it suggests that trailheads and access points be adjacent to public facilities, such as parks, libraries,

and other public facilities that will not limit user access. These facilities may also provide parking for users who are not within walking distance to the greenway.

Trailheads provide opportunity for groups to gather for activities, offer a place to drop-off and pick up users, and may incorporate notice boards and site furniture, such as benches and trash receptacles. Additional amenities may include drinking fountains, pet fountains, and pet sanitation stations.

Safety Features and Signage

While it is preferred that all trails and sidewalks be separated from the roadway and buffered by landscape materials, it is also preferred that the trails be visible from the roads or public spaces to provide security to the user. Additional attention to visibility is required at crossings and access points. It is recommended that Crime Prevention through Environmental Design (CPTED) principles guide the design of these areas. www.cpted.net.

Trailheads will at minimum feature signage that identifies the greenway and may include the name of the greenway, route information, names of local sponsors, and notices. The use of trailhead signage provides opportunity to issue regulatory notices, such as the requirement for cleaning up after dogs and hours of operation, and may limit activities, such as prohibiting motorized vehicles. Signage is an opportunity to identify Johns Creek pathways with the use of a recognizable logo, colors, and graphic styles.

At intersections with roadways, signage is critical for safety of pedestrians and other trail users. At these locations, it will be required that all signage meet MUTCD standards. http://mutcd.fhwa.dot.gov/

Rest Areas

Rest areas typically provide seating for relaxation and people watching. Depending on amount of available right-of-way, the design of the rest area can be linear or parallel to the pathway or offer a loop type arrangement for easy access.

PEDESTRIAN SAFETY DESIGN IMPROVEMENTS

Pedestrian Safety—Adjacent to Commercial Land Uses

Several road design practices can help increase pedestrian and bicyclists' safety. Traffic calming can be an important addition to achieve safety.

Intersection channels

Mid-block crossings

Corner radii

Staggered crosswalk

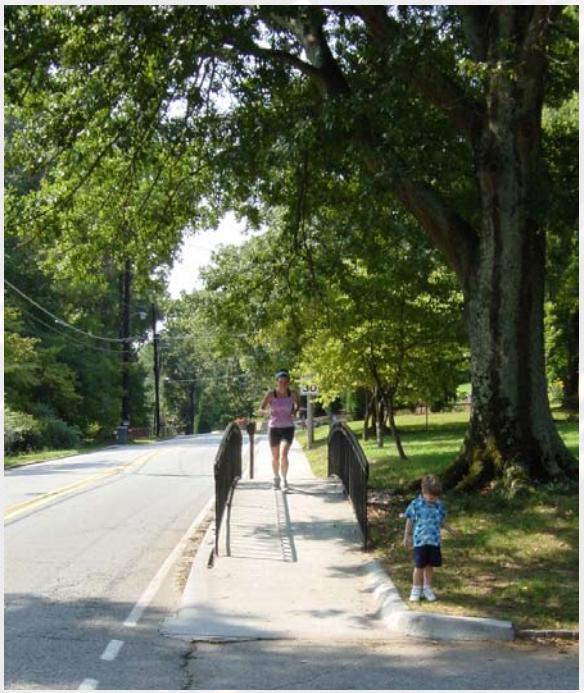
Intersection shortening the exposure

Curb-bulb outs

Nosing down

Slip lane

PEDESTRIAN SAFETY - adjacent to residential land uses



Elevated sidewalk with guardrails

Pedestrian pathway separated by bicycle lane

Crossing Improvements

Consider intersection improvements that rectify congested intersection geometric problems by including pedestrian and bicycle design elements.

Refuge islands

Medians

Speed tables

Specialty Bridges

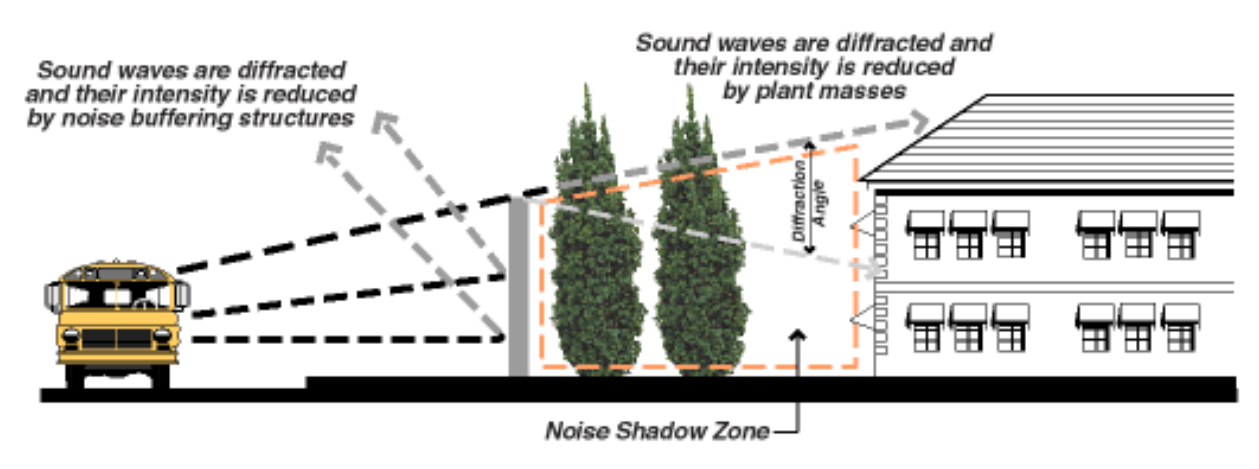
Specialty bridges allow safe crossing at grade over busy roadways, train tracks, and waterways. These structures may be level with the pathway, or elevated to separate the trail users from obstacles.

Pedestrian Signs and Signals

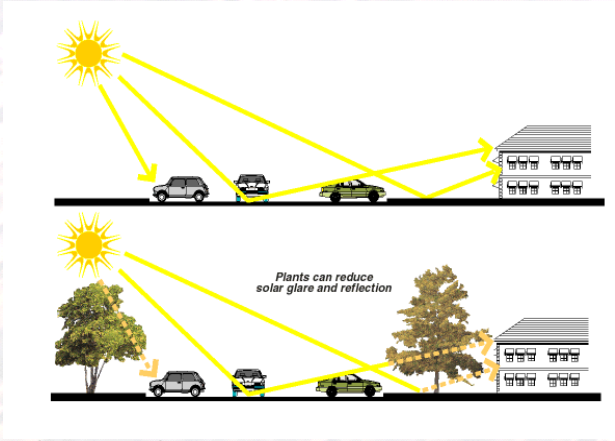
Consider installing pedestrian signs and signals at major intersections as indicated on the maps.

BENEFITS OF LANDSCAPING

Street Trees



Noise deflector



Glare protection

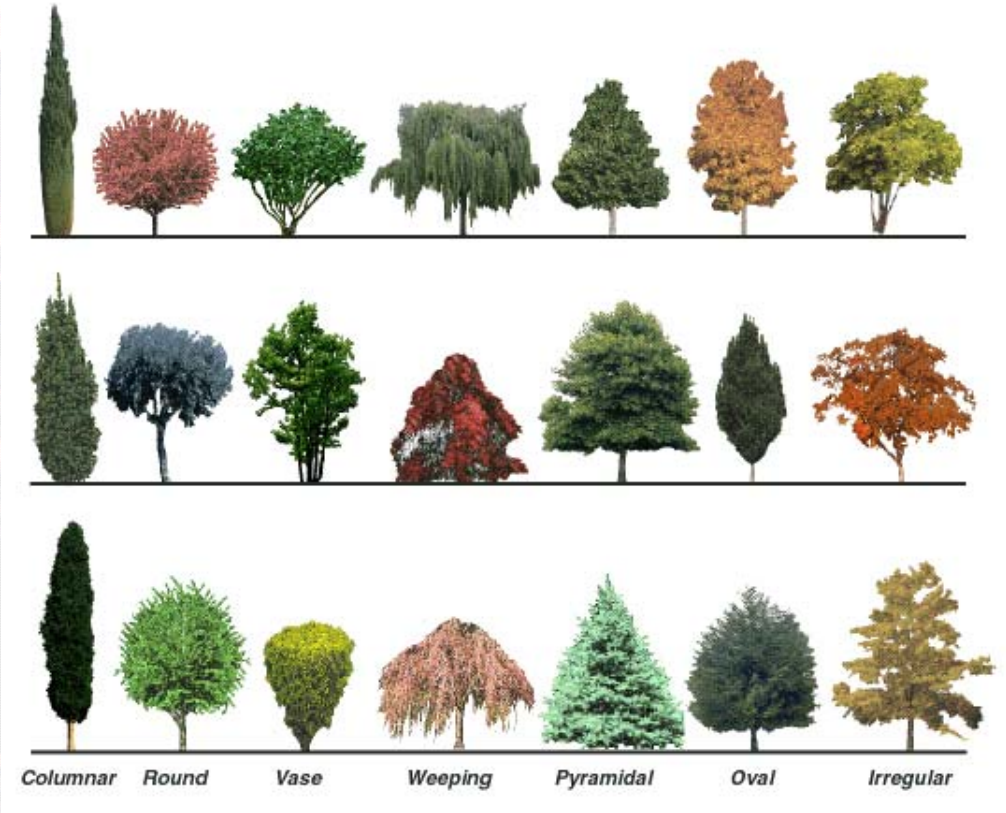
Shade

Visual separation

Shrubs used as a barrier

Tree Shape and Form

Designing safe environments depend on matching the proper plant (species and shape) to the proper place. For instance, how much unobstructed area is needed to be shaded? This will indicate appropriate tree form and whether to install a round, vase, pyramidal, or oval form.



Use of berms and plants to screen parking

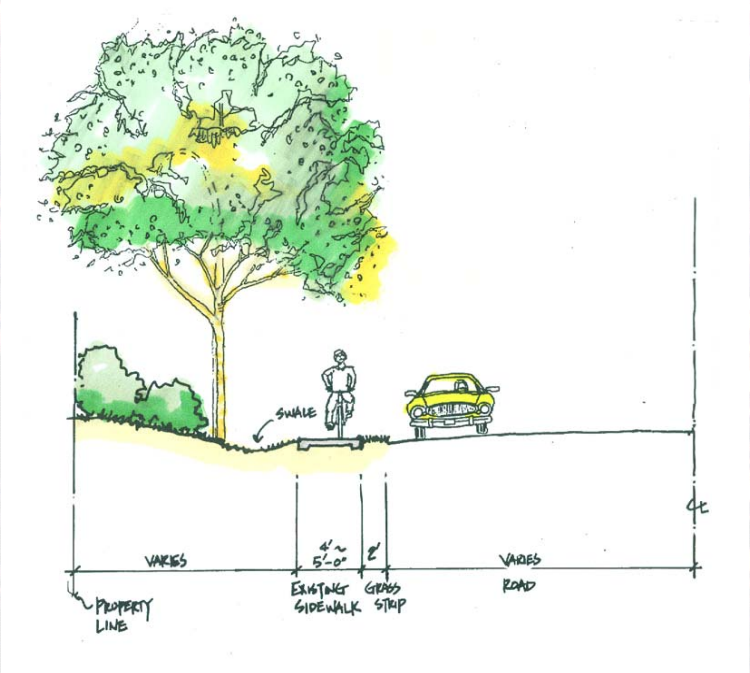
Visual interest

Visual interest

ALIGNMENTS/ROUTES

Typical Cross-Sections

These cross-sections illustrate the relationship of each pathway to the roadway and reflect the recommended application for use in urban-residential, urban-commercial, and parks/environmentally sensitive areas. The applicable location is listed below the illustration. Project limits, maps and descriptions are found in the following section.

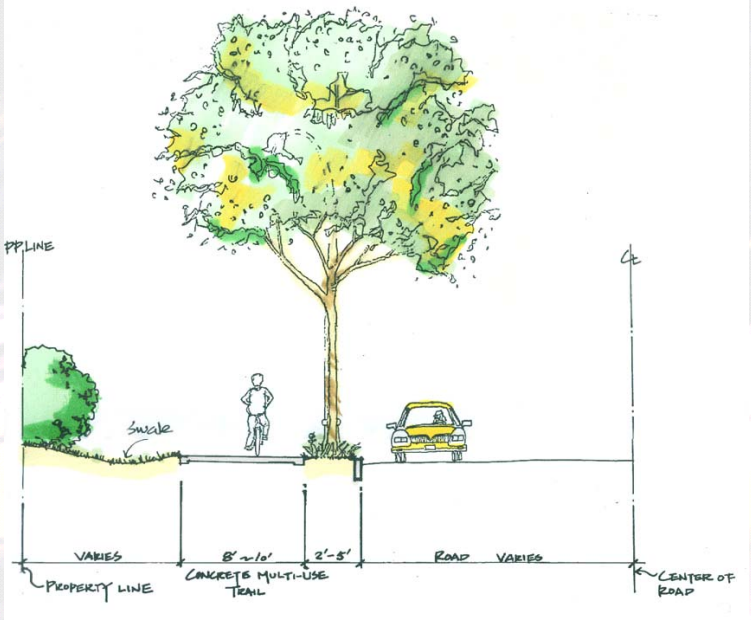


Typical Urban Commercial and Residential Area

Existing Sidewalk Section

- Sargent Road Connection
- Jones Bridge Road Connection
- Taylor Road Connection
- Wilson Road Connection

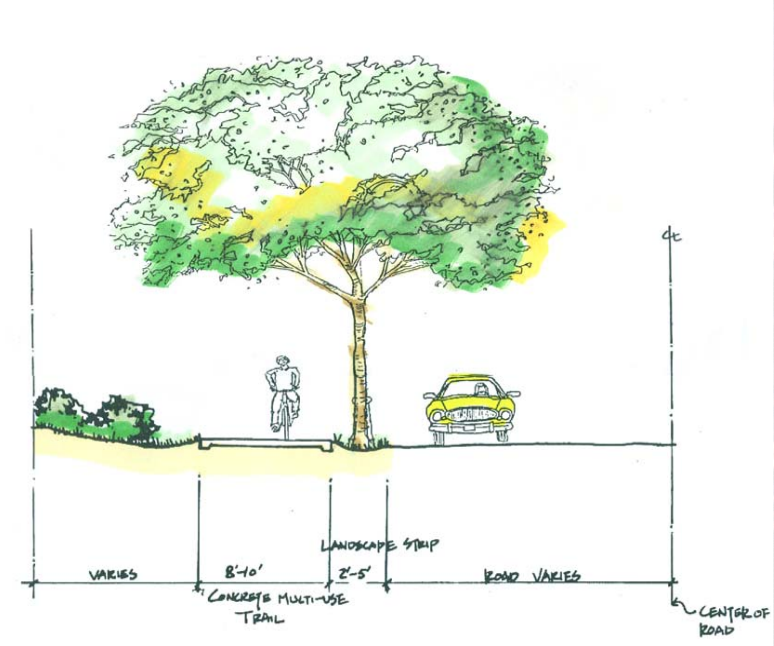
The multi-use trail is a shared-use type of facility for both pedestrians and cyclists. They provide connections from residential neighborhoods to major destinations such as schools and commercial centers. The minimum width to accommodate both pedestrians and cyclists is eight feet. By providing better separation between users and making passing easier, ten feet is the recommended minimum width for multi-use trails.



Typical Urban Commercial Area

Multi-use Trail (Concrete) with Curb

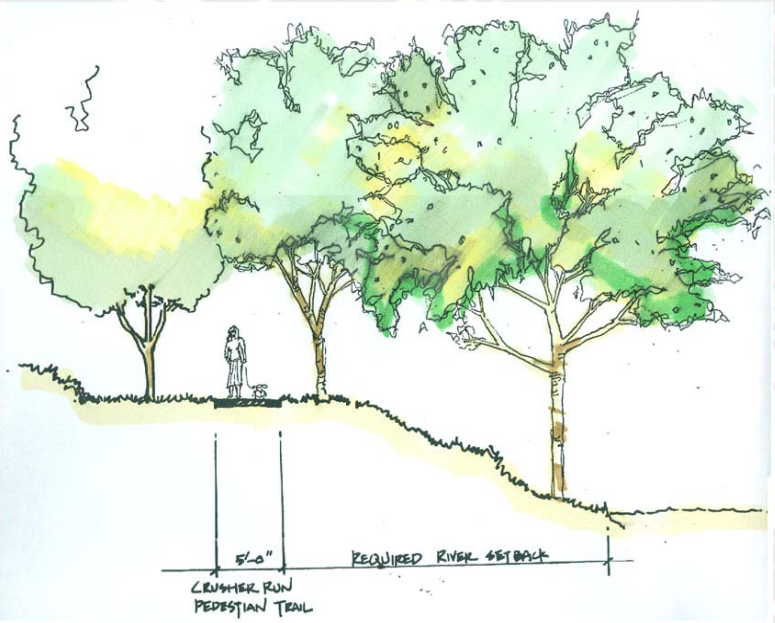
- State Bridge Rd
- McGinnis Ferry Rd
- Medlock Bridge Rd



Typical Urban Residential Area

Multi-use Trail (Concrete) without Curb

- Rogers Bridge Rd
- Buice Rd
- Old Alabama Rd
- Parsons Rd
- Boles Rd
- Rogers Circle Rd



Typical Park/Environmentally Sensitive Area (Especially along the Chattahoochee River)

Chattahoochee Trail - River Loop (Pervious)

While the multi-use trails along the assigned roads are recommended to be paved with concrete, the Chattahoochee Trail should not be paved. The National Park Service no longer allows any kind of impervious pavement in their facilities. The Chattahoochee River National Recreation Area at Powers Ferry is a gravel facility and is well used by the public for recreational purposes.

DESIGN RECOMMENDATIONS FOR JOHNS CREEK

The following design guideline elements are materials and facilities that are appropriate for the Johns Creek Community and are similar to those utilized in adjacent jurisdictions. The review and approval of multi-use pathway elements, if not along a state route, is primarily the purview of the Fulton County government. Setting a standard or matching Fulton County's standard palette of materials will save cost for future maintenance. The future design consultants need to confirm Fulton County's most recent standards prior to design.

TRAILHEADS

Structures *(Restroom Facility/Water Fountain/Litter Receptacles)*

Materials: Concrete Block/Metal Roof

Parking

Materials: Asphalt

Examples:

Silver Comet Trail—Floyd Road Trailhead (Cobb County, GA)

Big Creek Greenway - Mansell Road Trailhead (Alpharetta, GA)

Standards: N/A

SITE AMMENETIES

Bicycle Racks

Materials:

Victor Stanley, Inc., Prairie Site Series ™ Bike Rack, Model BK-3, Black, In-ground mount

Litter Receptacle

Materials:

Victor Stanley, Inc., Steelsites ™ RB Series Litter Receptacle, Model RB-36 (36 gallon), Black

Examples: Roswell Road/Fulton County

Standards: Sandy Springs Revitalization Streetscape Projects

SITE AMMENETIES

Bench

Materials: Victor Stanley, Inc., Steelsites ™ RB Series Bench with intermediate arm rests, Model RBF-28, Black

Examples: Roswell Road/Fulton County

Standards: Sandy Springs Revitalization Streetscape Projects

SITE AMMENETIES

Signage

Materials: Refer to Standards

Examples: Path signage - See example photograph on page 31 of master plan document

Standards: Manual on Uniform Traffic Control Devices for Streets and Highways (MUTC) (Federal Highway Administration 1988)

MULTI-USE PATHWAYS (LOOPS AND CONNECTIONS)

Pavement Markings

Materials: Thermoplastic, Should be provided on all pathways which allow bicycles, and contain word symbols and messages as appropriate and consistent with MUTC

Road Crossings

Materials: Thermoplastic. Entrance to multi-use pathway shall contain a physical barrier to prevent unauthorized motor vehicles. A removable post is provided to allow entrance of authorized emergency and maintenance vehicles

Examples: Silver Comet Trail (Cobb County, GA), Big Creek Greenway (Alpharetta, GA)

Standards: MUTC

MULTI-USE PATHWAYS (LOOPS AND CONNECTIONS)

Signage

Materials: Refer to Standards

Examples: See example photographs on page 34 of master plan document

Standards: MUTC

Pedestrian Bridges

Materials: Reinforced Concrete & Steel

Examples: Silver Comet Trail crossing over East West Connector and Pedestiran Crossing over Spring Road (Smyrna, GA) - See photographs on page 34

Standards: N/A

LANDSCAPING

Street Trees - Partial Sun to Full Sun

Materials: *Quercus phellos* (Willow Oak), *Ulmus parvifolia* 'Dynasty' (Dynasty Lacebark Elm)

Examples: N/A

Standards: N/A

Trees Under Utilities - Partial Sun to Full Sun

Materials: *Chionanthus retusus* (Chinese Fringetree), *Lagerstroemia* 'Sioux' (Sioux Crapemyrtle - Standard)

Examples: N/A

Standards: N/A

LANDSCAPING

Trees Under Utilities - Partial Shade

Materials: *Cercis canadenis* 'Forest Pansy' (Forest Pansy Redbud), *Cornus florida* 'Cherokee Princess' (Cherokee Princess Dogwood)

Examples: N/A

Standards: N/A

Evergreen Trees for Screening

Materials: *Cryptomeria japonica* 'Radicans' (Radicans Cryptomeria)

Examples: N/A

Standards: N/A

Section 6: Route of Greenway and Pedestrian Systems

Based on input received from the public meeting, open house, and through workshops with the TAC, two types of routes were recommended as part of this master plan: Connecting existing sidewalk segments across the community and creating new loops or connections to points of interest.

PROJECT EVALUATION CRITERIA

All routes recommended in this plan were selected through an evaluation and ranking process. Members of the TAC, project team, and County staff selected three factors deemed to be most important when evaluating potential pathway routes:

- Recreation and Connection to Retail and Commercial Areas
- Safety of Proposed System
- Connectivity of existing Sidewalks

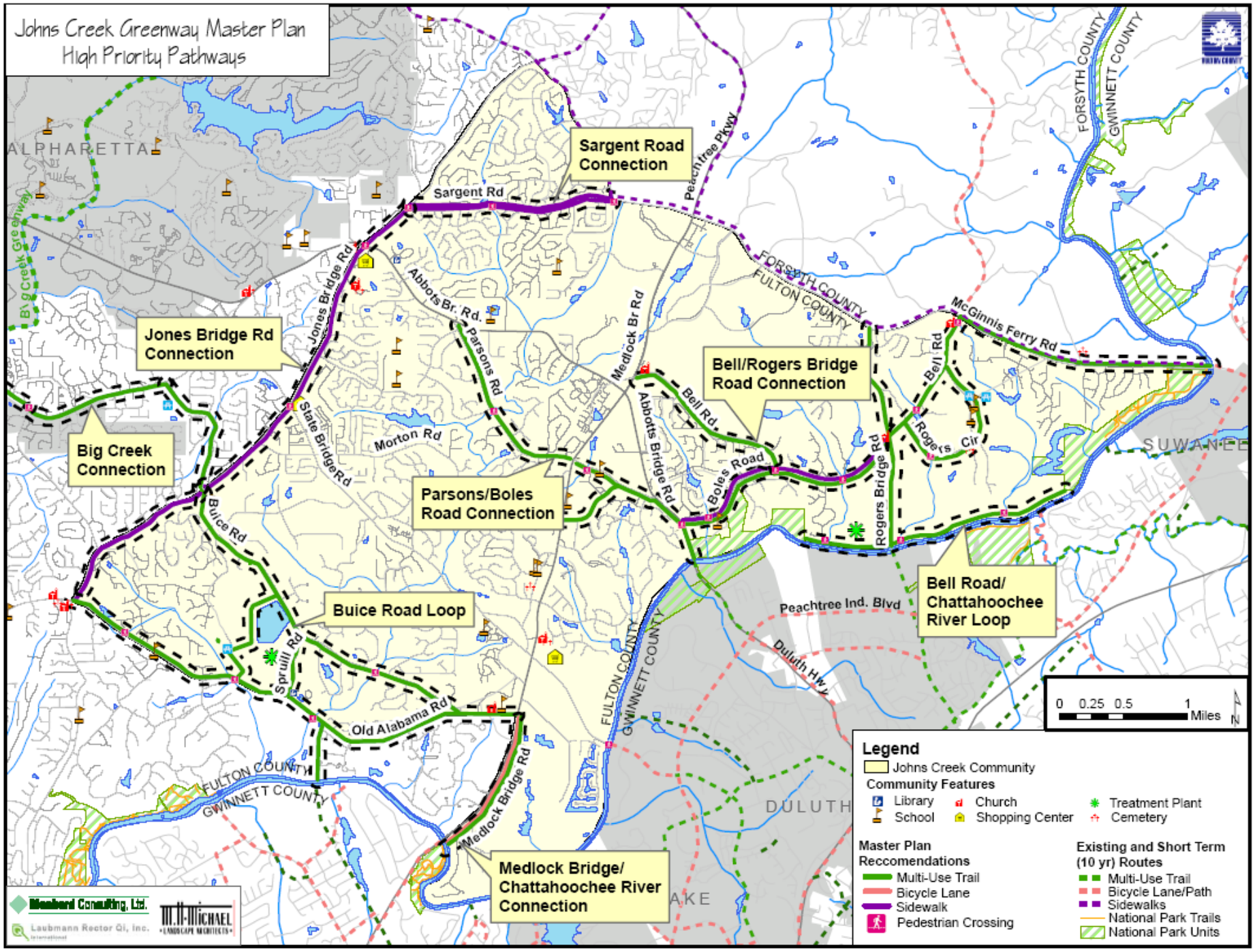
A strong preference to provide additional pathways for recreation as well as more connections to facilities like parks and commercial areas was identified in a public meeting survey. Safety issues were also identified as a critical concern, and thus, pathway location along major/minor roadways, pathway width, and separation from the roadway were considered when comparing various proposed systems. Finally, connecting already existing pathways was identified as being desirable and practical since there are many existing sidewalk sections installed throughout the community that do not currently connect to other sidewalks.

The three evaluation criteria were compared between all proposed projects, and each criterion was scored 1 – High, 2 – Medium, or 3 – Low. The projects with the lowest total score were considered the highest ranked and all routes were grouped as either “First Tier” or “Second Tier” routes. The average score was used to identify Priority A (high), Priority B (medium), or Priority C (low) projects in the “First Tier” group.

RANKED PROPOSED PATHWAYS

The following Proposed Pathways Map is an overall map of all recommended “First Tier” and “Second Tier” routes. “First Tier” routes are divided into four sections and shown on enlarged maps. Proposed pathway descriptions can be found on pages 44 - 51. A overview map of the project area showing all proposed pathways overlaid with existing natural features such as topography can be found in the back pocket of this report.

The proposed projects with ranking by the TAC are presented on the following pages.


Johns Creek Greenway Master Plan
High Priority Pathways
Sargent Road Connection
Jones Bridge Rd Connection
Big Creek Connection
Parsons/Boles Road Connection
Bell/Rogers Bridge Road Connection
Buice Road Loop
Bell Road/ Chattahoochee River Loop
Medlock Bridge/ Chattahoochee River Connection
ALPHARETTA
DULUTH
SUWANEE
Sargent Rd
Peachtree Pkwy
Jones Bridge Rd
Abbotts Br. Rd.
Parsons Rd
Medlock Br Rd
Bell Rd
McGinnis Ferry Rd
Rogers Cir
Rogers Bridge Rd
Boles Road
State Bridge Rd
Morton Rd
Buice Rd
Sprull Rd
Old Alabama Rd
Medlock Bridge Rd
Peachtree Ind. Blvd
Duluth Hwy
FORSYTH COUNTY
GWINNETT COUNTY
FULTON COUNTY
0 0.25 0.5 1 Miles
N
Legend
Johns Creek Community
Community Features
Library
School
Church
Shopping Center
Treatment Plant
Cemetery
Master Plan Reccomendations
Multi-Use Trail
Bicycle Lane
Sidewalk
Pedestrian Crossing
Existing and Short Term (10 yr) Routes
Multi-Use Trail
Bicycle Lane/Path
Sidewalks
National Park Trails
National Park Units
Manhard Consulting, Ltd.
Laubmann Rector Qi, Inc.
M.T. Michael Landscape Architects

ALIGNMENTS/ROUTES - FIRST TIER PATHWAYS EAST

Priority A: Bell Road/Chattahoochee River Loop

Roadway	Project Limits	R/w Width	Length	Project Type	Comments
Rogers Bridge Trails	NPS Abbotts Bridge Rd Unit to NPS McGinnis Ferry Rd Unit along Chatta-choochee	N/A	11,250	Multi-Use Trail	requires NPS to develop walking trail connections through their property; develop financing strategies for NPS properties as well
McGinnis Ferry Road	Bell Road to County line		5,000	Multi-Use Trail	connect to new sidewalks built with road project
Rogers Circle	As shown on map	60’	7500	Multi-Use Trail	
Bell Road	Rogers Bridge Rd-McGinnis Ferry	60’	6000	Multi-Use Trail	

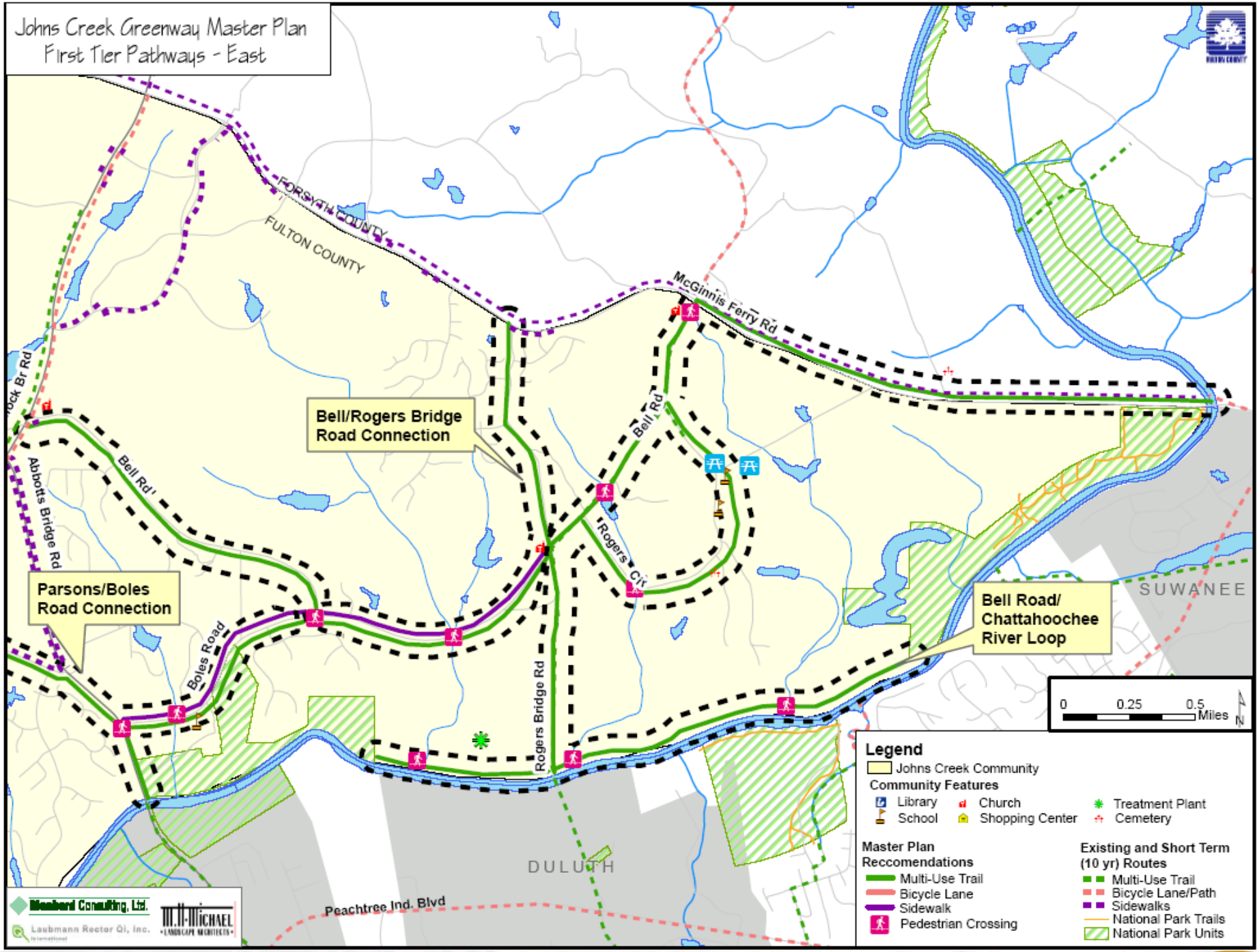
This loop offers a recreational pathway network along the Chattahoochee River via Rogers Bridge Road. Gwinnett County is currently leading an effort to re-pair/replace the pedestrian bridge of this location. This pathway could truly be a greenway, i.e. an off-road, multi-use trail. This alignment is contingent upon the following two factors: (1) Fulton County authoring approval to utilize this easement for a multi-use trail and (2) National Park Service’s review and ap-proval. Rogers Circle pathway will connect users to two schools, a park and community center. Rogers Bridge Road, south of Bell Road, is currently unpaved with farmland on either side. The County has plans to develop a 10-foot wide multi-use trail along Rogers Bridge Road and the east side of Bell Road to McGinnis Ferry Road. Refer to the Greenways Inventory East Map. Building the Rogers Bridge Road multi-use path will help to jump start the path along Bell Road.

Priority B: No “Priority B” Projects in this quadrant

Priority C: Bell/Rogers Bridge Road Connection

Roadway	Project Limits	R/w	Length	Project Type	Comments
Bell Road	Medlock Bridge to Rogers Bridge Rd	60’	13,000	Multi-Use Trail Sidewalk	South side of Bell Road along extent of Route. Side-walks North of Bell Road between Boles Rd and Rogers Bridge Road
Rogers Bridge Road	Bell to McGinnis Ferry Road	30’	5,000	Multi-Use Trail	both sides

This pathway network services a large area with predominately residential land uses. Bell Road, north of Boles Road, has low shoulders, steep topography and site distance issues, which are slight constraints.


Johns Creek Greenway Master Plan
First Tier Pathways - East
FORSYTH COUNTY
FULTON COUNTY
McGinnis Ferry Rd
Bell/Rogers Bridge Road Connection
Bell Rd
Abbotts Bridge Rd
Parsons/Boles Road Connection
Boles Road
Rogers Bridge Rd
Rogers Cir
Bell Road/ Chattahoochee River Loop
SUWANEE
DULUTH
Peachtree Ind. Blvd
0 0.25 0.5 Miles
N
Legend
Johns Creek Community
Community Features
Library
Church
Treatment Plant
School
Shopping Center
Cemetery
Master Plan Reccomendations
Multi-Use Trail
Bicycle Lane
Sidewalk
Pedestrian Crossing
Existing and Short Term (10 yr) Routes
Multi-Use Trail
Bicycle Lane/Path
Sidewalks
National Park Trails
National Park Units
Manhard Consulting, Ltd.
Laubmann Rector Qi, Inc.
M.T. Michael Landscape Architects

ALIGNMENTS/ROUTES - FIRST TIER PATHWAYS NORTH (PART1)

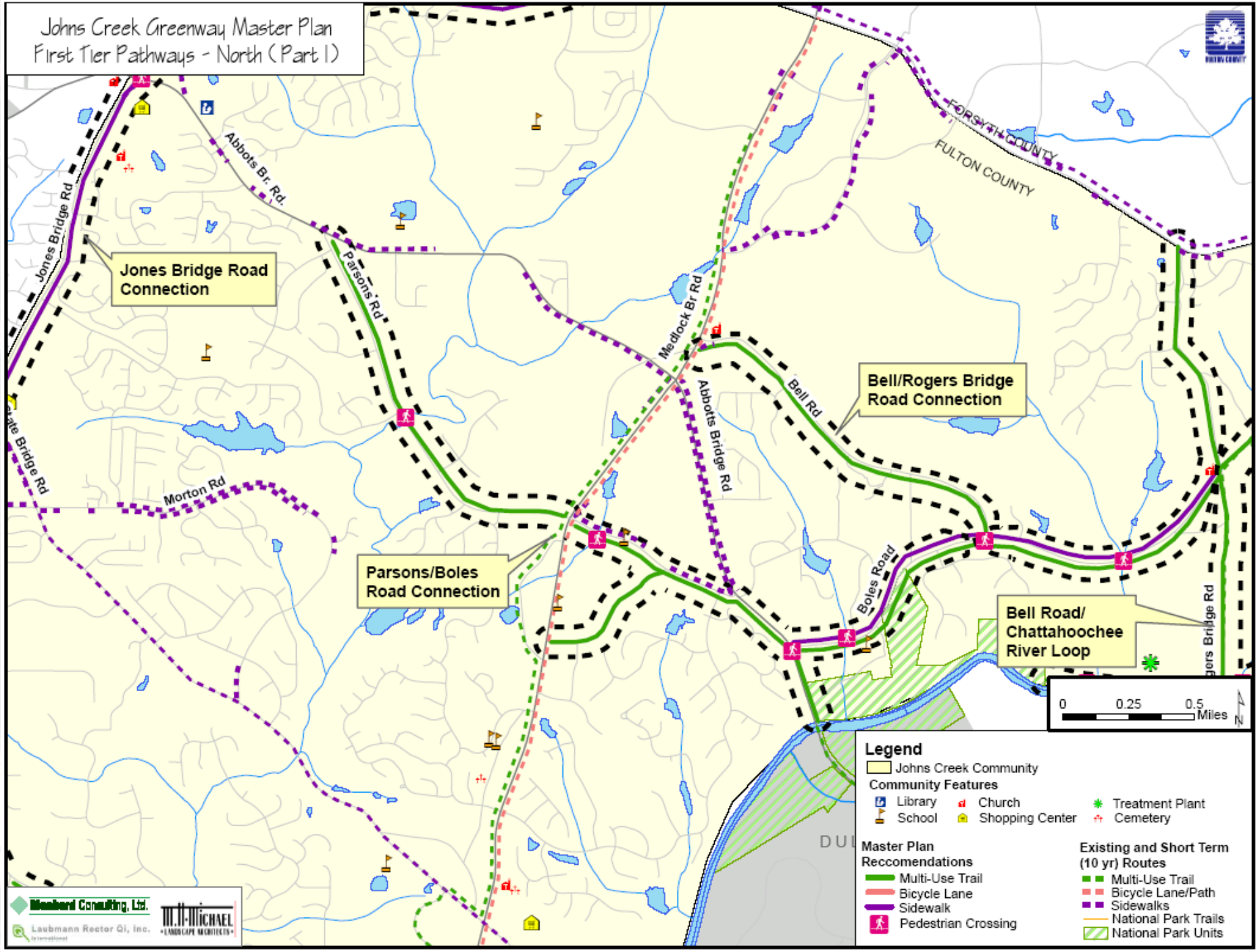
Priority A: Parsons/Boles Road Connection

Roadway	Project Limits	R/w Width	Length	Project Type	Comments
Parsons Road	Abbotts Bridge to Medlock Bridge Road and Medlock Bridge Road to Abbotts Bridge Road	60’	15,000	Multi-Use Trail	North side between Abbots Bridge and Medlock Bridge Road, South side between Medlock Bridge Road to Boles Road
Boles Road	Abbotts Bridge to Bell Road	60’	5,000	Sidewalk and Multi-Use Trail	North side: sidewalk, south side: multi-use trail
Wilson Road	Parsons Rd. to Medlock Bridge Road	60	3,000	Multi-Use Trail	South Side

This pathway connects a large amount of residences to the commercial centers along Medlock Bridge Road, three schools, and the Abbotts Bridge Unit of the Chattahoochee National Recreation Area. Boles Road offers mature trees adjacent to the right-of-way which could enhance the pathway by providing shade.

Priority B: No “Priority B” Projects in this quadrant

Priority C: No “Priority C” Projects in this quadrant


Johns Creek Greenway Master Plan
First Tier Pathways - North (Part 1)
Jones Bridge Road Connection
Parsons/Boles Road Connection
Bell/Rogers Bridge Road Connection
Bell Road/ Chattahoochee River Loop
Jones Bridge Rd
Abbotts Br. Rd.
Parsons Rd
Medlock Br Rd
Abbotts Bridge Rd
Bell Rd
Boles Road
Morton Rd
FORSYTH COUNTY
FULTON COUNTY
0 0.25 0.5 Miles
Legend
Johns Creek Community
Community Features
Library
Church
Treatment Plant
School
Shopping Center
Cemetery
Master Plan Reccomendations
Multi-Use Trail
Bicycle Lane
Sidewalk
Pedestrian Crossing
Existing and Short Term (10 yr) Routes
Multi-Use Trail
Bicycle Lane/Path
Sidewalks
National Park Trails
National Park Units
Manhard Consulting, Ltd.
Laubmann Rector Oi, Inc.
M.T. Michael Landscape Architects

ALIGNMENTS/ROUTES - FIRST TIER PATHWAYS NORTH (PART 2)

Priority A: No "Priority A" Projects in this quadrant

Priority B: Sargent Road Connection

Roadway	Project Limits	R/w Width	Length	Project Type	Comments
Sargent Road	Jones Bridge to McGinnis Ferry Road	80'	5,000	Sidewalk	Connect existing sidewalks

Fulton County has on-road bicycle facilities planned for Sargent Road (PI#106). Sidewalks along Sargent Road are recommended due to the following: (1) A large segment of this roadway currently has sidewalks and (2) the pathway width is limited due to the close proximity of residential subdivision ornamental walls along Sargent Road and the north side of Sargent Road has steep topography in certain areas.

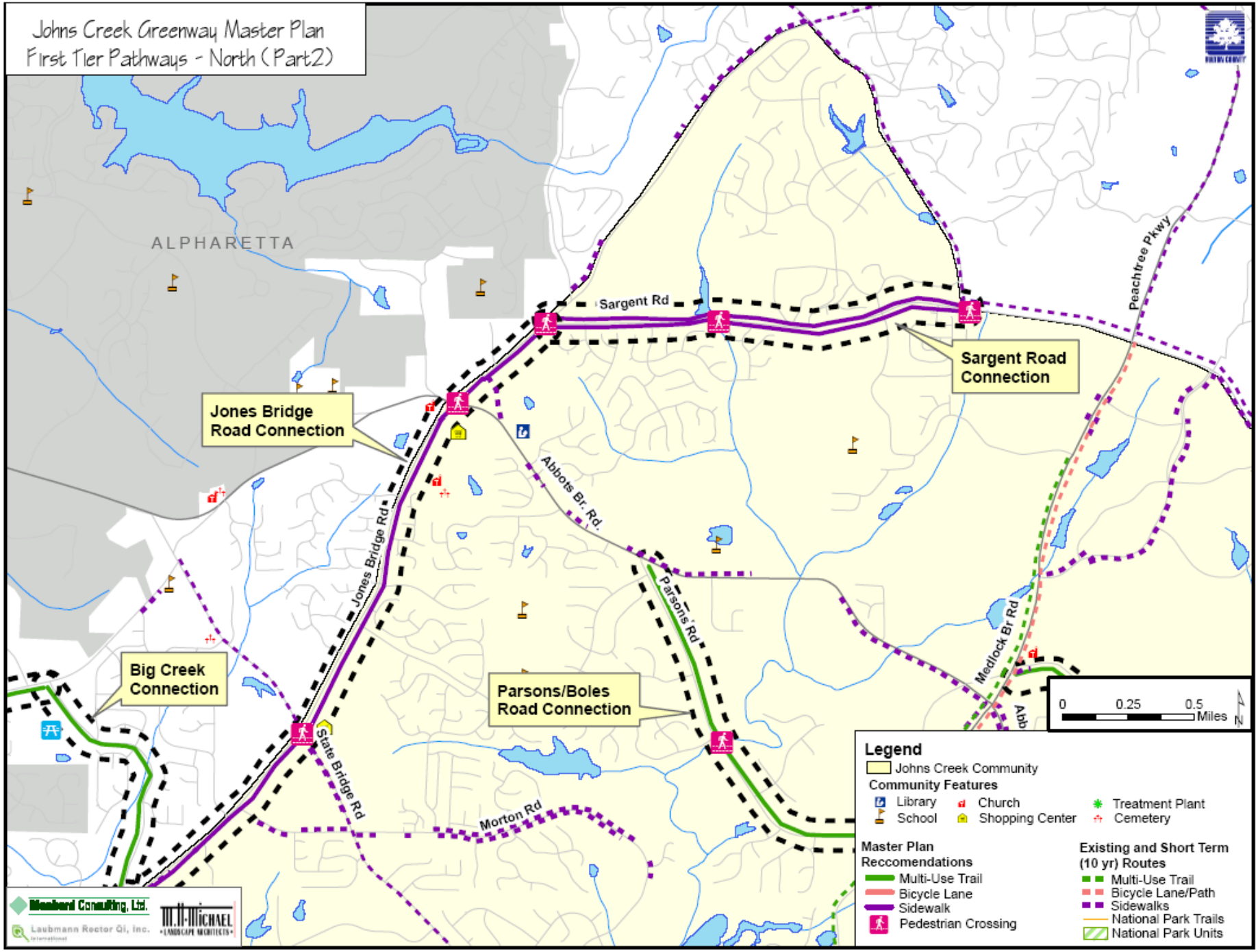
Priority C: Jones Bridge Road Connection

Roadway	Project Limits	R/w Width	Length	Project Type	Comments
Jones Bridge Rd.	Old Alabama to Abbotts Bridge to Sargent Rd.	60'	15,650	Sidewalk	East side only, connect existing sidewalks

Sidewalks along the east side of the road are included in the long term widening project for Jones Bridge Rd. This pathway should be built sooner due to the large amount of residences that could be connected to commercial centers and schools.

Big Creek Greenway Connection

Big Creek Greenway, although outside the study area, presents an excellent recreation opportunity. Possible connection from Jones Bridge Road could occur though this route: south side of Kimball Bridge Road to Waters Road. Pedestrian crossing light/signal at this intersection. North side of Kimball Bridge Road from Waters Road to Big Creek Greenway entrance. Right-of-way limits along this route should be explored for feasibility.


Johns Creek Greenway Master Plan
First Tier Pathways - North (Part2)
ALPHARETTA
Sargent Rd
Peachtree Pkwy
Sargent Road Connection
Jones Bridge Road Connection
Abbots Br. Rd.
Jones Bridge Rd
Parsons Rd
Medlock Br Rd
Big Creek Connection
Parsons/Boles Road Connection
State Bridge Rd
Morton Rd
0 0.25 0.5 Miles
N
Legend
Johns Creek Community
Community Features
Library
School
Church
Shopping Center
Treatment Plant
Cemetery
Master Plan Reccomendations
Multi-Use Trail
Bicycle Lane
Sidewalk
Pedestrian Crossing
Existing and Short Term (10 yr) Routes
Multi-Use Trail
Bicycle Lane/Path
Sidewalks
National Park Trails
National Park Units
Manhard Consulting, Ltd.
Laubmann Rector Oi, Inc.
M.T. Michael Landscape Architects

ALIGNMENTS/ROUTES - FIRST TIER PATHWAYS SOUTH

Priority A: Buice Road Loop

Roadway	Project Limits	R/w Width	Length	Project Type	Comments
Buice Road	Jones Bridge to Old Alabama Road	50’	15,100	Multi-Use Trail	South side only, coordinate with WTP security
Spruill Road	Buice to Old Alabama Road, library	60’	2,750	Multi-Use Trail	
Buice Rd Extension	Buice Road to river through WTP	N/a	5,150	Multi-Use Trail	Coordinate with WTP/Fulton Co., security considera-tions, follows Buice Road
Old Alabama Ext.	Old Alabama Rd to Chattahoochee	N/a	4,000	Multi-Use Trail	

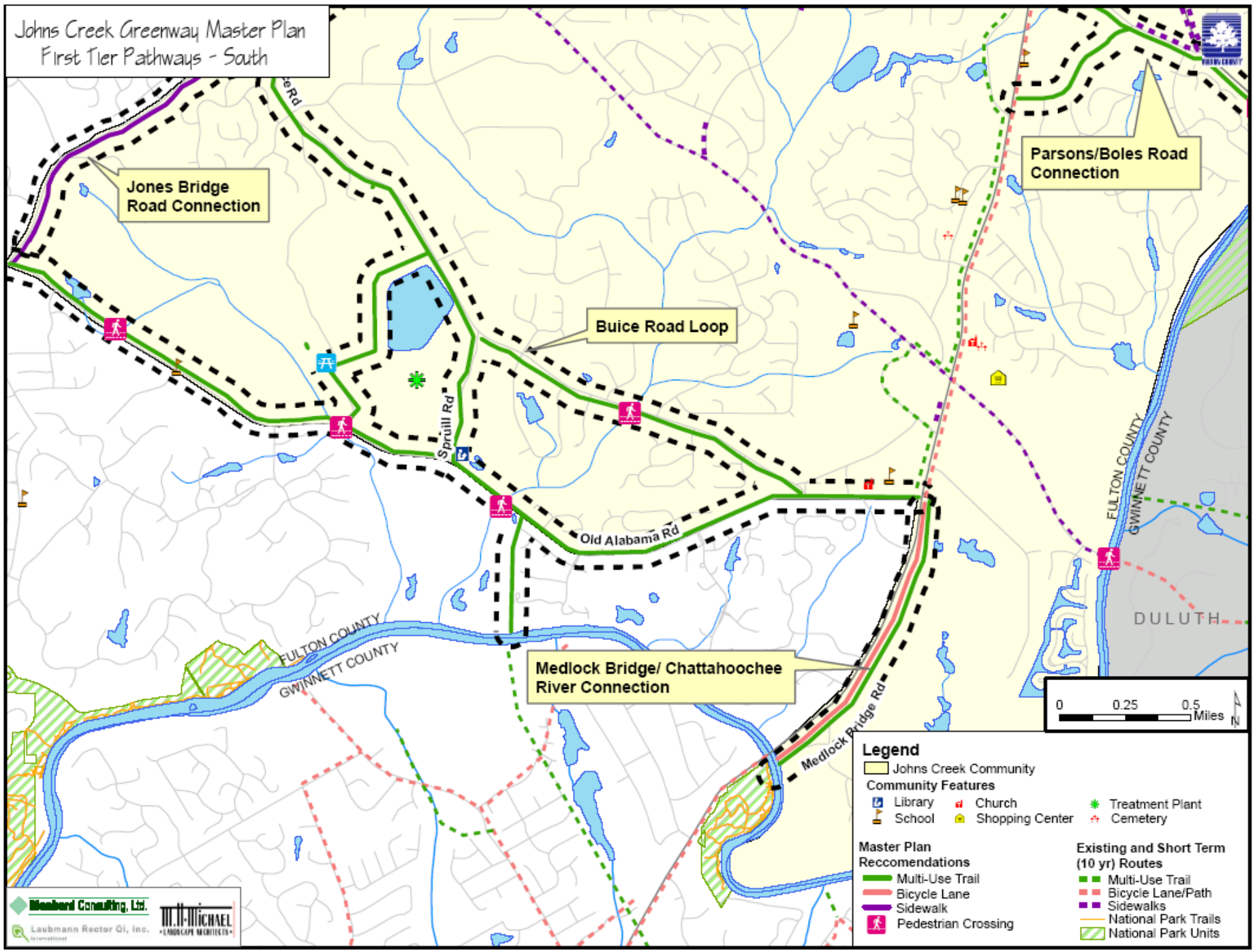
Buice Road Loop is the TAC and community’s top priority because constructing these pathways will solve pedestrian unsafe conditions. A re-cent pedestrian fatality occurred along Buice Road. Buice Road has steep topography and site distance issues such as at the intersection of Spruill Road and Buice Road. Security standards must be met when designing the pathway in detail around the Atlanta– Fulton County Water Treatment Center.

Priority B: Medlock Bridge/Chattahoochee River Connection

Roadway	Project Limits	R/w Width	Length	Project Type	Comments
Medlock Bridge Rd	Old Alabama to Chattahoochee bridge	130’	6,200	Multi-Use Trail	Coordinate with Johns Creek Greenway project - may require bridge to cross river, coordinate with NPS to access CNRA

This pathway continues the soon to be constructed Johns Creek Greenway project with a four-foot wide share-the-road bicycle land, a new curb and gutter, a grass swale for drainage, two-foot wide beauty strip and a ten-foot wide multi-use trail. This pathway serves as a vital con-nection to the Chattahoochee River. The National Park Service generally does not allow bicycles into the CNRA. Connections to the CNRA must be review by the NPS in terms of environmental compliance and assessments.

Priority C: No “Priority C” Projects in this quadrant


Johns Creek Greenway Master Plan
First Tier Pathways - South
Jones Bridge Road Connection
Buice Road Loop
Parsons/Boles Road Connection
Medlock Bridge/ Chattahoochee River Connection
Old Alabama Rd
Spruill Rd
Medlock Bridge Rd
FULTON COUNTY
GWINNETT COUNTY
DULUTH
0 0.25 0.5 Miles
Legend
Johns Creek Community
Community Features
Library
School
Church
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Treatment Plant
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Master Plan Reccomendations
Multi-Use Trail
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National Park Trails
National Park Units
Manhard Consulting, Ltd.
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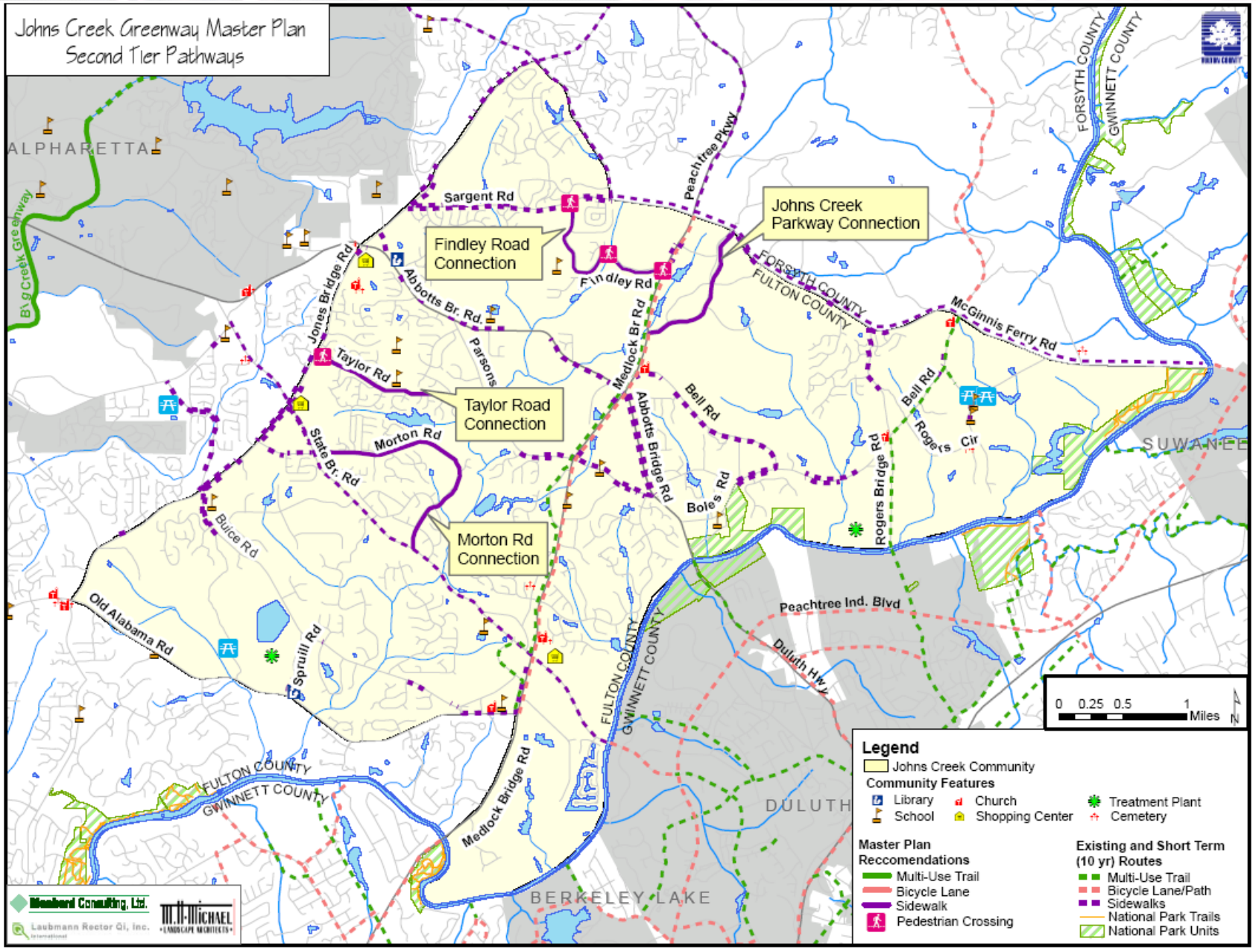
SECOND TIER PATHWAYS The Second Tier Pathways Map is a map of all recommended second tier routes. These connection pathways are all sidewalk projects.



Section 7: Implementation

PLAN RECOMMENDATIONS FOR FULTON COUNTY

Land Use Policies and Processes to Encourage Non-Motorized Forms of Travel

Sidewalks are required to be built by developers as a condition of zoning. The County also includes sidewalks in the design of roads when they are funded for widening. The County applies for federal funds for sidewalk projects and oversees construction using the sidewalk fund primarily to match federal and state funds as required.

North Fulton Year 2015 Comprehensive Plan Update

The Comprehensive Plan is a policy document based on the Georgia Planning Act of 1989 for decision making in the areas of zoning, land development and capital improvements programming. The Comprehensive Plan consists of goals and policies with a map to illustrate and guide decision makers.

The North Fulton Year 2015 Comprehensive Plan was prepared by the Fulton County Department of Environment and Community Development, Comprehensive Planning Division. The plan update was adopted August 4, 1999 by the Fulton County Board of Commissioners.

The Comprehensive Plan affords everyone an awareness of future plans and the opportunity to participate in the decision making process through public participation. Community meetings were held both in northwest Fulton and east of Georgia 400.

This update assisted the County staff and aided elected officials in making decisions on the timing and location of new community facilities in North Fulton County.

The document can be viewed at the following address: http:/www.fultonecd.org/planning/2015nfplan.pdf

Following is a brief summary of public comments and the planning staff's response as applicable to this master plan:

Land Use Plan Comments

- Add pedestrian friendly requirements to the Activity Node classifications - Planning staff added this project to the year 2000 work program.
- Change land north of Wilson road, east of Medlock Bridge and south of Parsons Road from a residential designation to commercial.
- Supports retention of residential one unit or less per acre along Bell Road between Boles and McGinnis Ferry Roads and within the Shakerag community.
- Supports residential, not commercial, at McGinnis Ferry Road and Jones Bridge Road. All other corners are developed for residential uses. A court ruled against commercial zoning on January 31, 1996, and it is not designated for commercial uses.
- Please do not show any more commercial or other non-residential. It adds tremendous traffic to already over burdened roads
- Keep Shakerag residential in the density of 0 to 1 units per acre
- Prohibit commercial development east of Johns Creek along McGinnis Ferry Road.
- Stop commercial development along Medlock Bridge Road.

Community Facility Comments

- Build sidewalks and bicycle paths - Sidewalks and bike paths are included in the design and construction of all Fulton County road projects as Fulton County receives funding for these improvements.
- Wants more flexibility with off-site tree replanting options. Currently if a developer cannot meet their required tree density on-site, they can replant the remainder on school property. The community would like to see those options extended to other community facilities (parks, fire stations, medians, etc) - The Fulton County arborist coordinates off-site tree planting with the Fulton County Public Buildings and Grounds Department.

- Add turn lanes on Morton Road at Jones Bridge to accommodate increased traffic from newly built apartments - The apartments located on Morton Road do not have direct access to Jones Bridge Road and were not conditioned to make improvements to that road. There is one entrance/exit allowed on Morton Road and one entrance/exit allowed on State Bridge Road. A 200 foot deceleration lane is required for any entrance on State Bridge Road. The developer must improve 26 feet from the center line of State Bridge Road and 14 1/2 feet from the center line of Morton Road.
- Need left turn lane at Allstate Insurance exit on McGinnis Ferry Road - Additional turning lanes are included in the design of planned improvements to McGinnis Ferry Road which is a joint project between Forsyth and Fulton Counties.
- Include bike lanes and sidewalks on McGinnis Ferry Road when it is widened - Bike lanes and sidewalks are included in the design of the project.
- Build sidewalks along entire stretch of McGinnis Ferry Road and on Jones Bridge Road - Sidewalks are included in the McGinnis Ferry Road design.
- Build sidewalks to encourage walking. Add crosswalks at intersections. Consider pedestrian over passes also - To request crosswalks, contact Fulton County, Public Works at (404) 730-7400.
- Add bike trails to transportation networks - Bicycle paths are included in the County's transportation network as funds are available. The County adopted a Bicycle and Pedestrian Plan in 1995.
- Improve intersections with traffic lights and turn lanes - The County recently completed the following intersection improvements: Jones Bridge Road at State Bridge and McGinnis Ferry Roads. Old Alabama at Jones Bridge and Buice Roads. Additional intersection improvements, which are expected to be complete by September 2000, include McGinnis Ferry at Bell Road and McGinnis Ferry at Sargent Road. These intersection improvements include traffic signalization, turn lanes and other safety improvements, as needed.
- Turn floodplain areas along the Chattahoochee River in the Shakerag area into a park as soon as possible - FC purchased 37 acres for park land between Shakerag Elementary and Middle School. FC received $1 million to plan and design a path along Rogers Circle from McGinnis Ferry Road across the Chattahoochee River to connect to Gwinnett County's trail system.
- Support MARTA service in North Fulton - A new bus route, #143, began service the week of July 5, 1999. This route begins at the Medical Center MARTA Station with stops at the Mansell Park and Ride lot, North Point Mall, Windward Parkway and Deerfield Parkway.
- Consider light rail study along State Bridge Road and its impact on land use - There is no selected route at this time. The northern boundary of the study area is one mile north of Georgia Highway 120 (State Bridge Road). I-285 is the southern boundary. The first six months of the 18 month study will be spent identifying possible routes which will generate the greatest number of potential riders. The most feasible route, to be selected by an advisory committee, will be subject to further analysis during the remaining 12 months of the study. The study began sometime during the fall of 1999.

2015 North Fulton Comprehensive Plan Amendment "Maintaining Rural Character in Northwest Fulton County, Georgia"

The Fulton County Board of Commissioners adopted a resolution on September 6, 2000 directing the Department of Environment and Community Development to study and prepare recommendations regarding possible revisions to the Comprehensive Plan and Land Use Map, to the Fulton County Zoning Resolution and other County regulations. This resolution will ensure that development is compatible with rural areas of Fulton County. A Rural Residential Steering Committee developed a vision, goals and strategies to maintain the rural character of Northwest Fulton County. The result is the "Maintaining Rural Character in Northwest Fulton County, Georgia" document, which serves as an amendment to the North Fulton - Year 2015 Comprehensive Plan Update.

In order to maintain this area's rural character, a number of strategies, each addressing a particular issue is outlined in this document. Specific issues and strategies which relates to this master plan are as follows:

Issue 1: Preservation of Rural Character

Northwest Fulton County's existing road system play a large role in defining the area's rural character. Most roads have a rural design, meaning that they have two lanes and shoulders. The roads have relatively low traffic volumes, which can lead to high vehicular speeds. The high travel speeds, in turn, make walking on roadside sidewalks uncomfortable and do not give pedestrians a sense of safety.

The Federal Highway Administration is promoting context sensitive design for transportation improvements. Transportation projects following context sensitive design are compatible with their setting without compromising safety. The Georgia Department of Transportation is beginning to embrace this concept as well.

Depending on their design, road modification projects can either enhance or degrade Northwest Fulton's scenic and picturesque qualities. Current transportation policies and practices change these roads rural character to a suburban one. Some of the current practices include:

- Limited street connectivity requiring the installation of turn lanes and deceleration lanes
- Curb, gutter and sidewalks are installed along the parcel frontage when a parcel is developed, resulting in small sidewalk sections throughout the area with limited connectivity and usability
- Difficulty in obtaining administrative variances for sidewalks, curbs and gutter
- Limited or lack of landscaping at intersections
- New bridges designed out of scale and proportion with its setting. Streams can no longer be seen from automobiles passing on bridges
- Metal guardrails, often installed on bridge approaches, are not in keeping with the rural setting
- Street lights unnecessarily light up roadways and night sky
- Limited traffic calming program
- Minimal integration between land use planning and transportation planning
- Limited coordination of transportation planning between adjacent counties and municipalities.

Issue 1, preserving the rural appearance can be achieved through the following strategies:

Strategy 1: Maintain the Rural Setting Along Roads

Adopt an ordinance with development standards for parcels developed for residential subdivisions in order to maintain the rural setting along roads exterior to residential subdivisions. This can be accomplished by:

- Maintaining existing vegetation
- Limiting sign size
- Limiting wall size and height
- Having informal landscaping

Strategy 2: Adopt Rural Standards for Roads

Adopt policies and standards to maintain the rural design of the road and to ensure that transportation projects are designed in context with their setting and balance the needs of all users while still meeting AASHTO standards for safety. Instead of solely relying on traffic signs and police enforcement, these roads manage traffic by their design. The proposed policies and standards, as applicable to this master plan, are:

- Narrow street widths and lanes as well as curve radii at intersections (such as 125 foot centerline radii) to slow down traffic, on local roads. Narrower street widths can also be beneficial in commercial nodes and on collector and arterial roads
- Encourage ditches and swales rather than curb and gutter for stormwater management
- Develop a trail/greenway and walking path plan for Northwest Fulton County. The plan should address development strategies, maintenance and management of a trail/greenway system.
- Streetscapes in commercial nodes should be pedestrian-oriented and in context with its setting
- Increase street connectivity between and within subdivisions by requiring better street connections.

- Adopt a traffic calming program and measure where necessary. Incorporate traffic calming measures at intersections and at all roads, not just those below 35 mph.
- Install and maintain landscape medians to reduce speeds and to protect turning movements.
- Use lighting and street furniture compatible with rural setting.
- Find alternatives to minimize the need for turning lanes.
- Adopt rural standards for bridge design, such as the Kansas Corral barriers, weathering steel, timber guardrails with steel backing or rock walls with concrete core for guardrails
- Install sidewalks/paths at commercial nodes, schools and institutional uses.
- Develop alternative designs for walking paths
- Support and encourage the administrative variance process to waive the existing sidewalk curb and gutter requirements.

Strategy 3: Use Flexibility in Current Standards

Use the flexibility that currently exists in standards adopted by the Georgia Department of Transportation. When necessary, apply for design exceptions and design variances from the Georgia Department of Transportation when using Federal and State funds for Northwest Fulton transportation projects.

Maintenance

Fulton County vs. adjacent property owners -

It is Fulton County's policy to maintain all sidewalks and trails within the County's right of way. This policy will continue so that local homeowners associations incur no additional maintenance costs with the construction of pathways proposed in this master plan.

Programs for Citizens

The following two organizations are active in keeping tabs on development in the area and providing a voice for the community:

- Johns Creek Business Association - a nonprofit organization of business from Duluth and Suwanee, GA area known as unincorporated Johns Creek. Monthly meeting are held the third Tuesday of every month. www.johnscreekba.com
- Johns Creek Community Association www.jcca-fulton.com
- Johns Creek Chamber of Commerce www.JohnsCreekChamber.com

CONSTRUCTION COST ESTIMATES

Refer to the Action Plan Chart at the end of this section.

FUNDING AND MANAGEMENT

Transportation agencies in Georgia generally fund and implement bicycle and pedestrian projects in one of three ways:

- Stand-alone projects in a local or regional transportation plan;
- Projects within the State's Transportation Enhancements (TE) program; or
- Integral elements of a roadway construction or maintenance project.

The Statewide Transportation Plan Update (SWTP) addresses bicycle and pedestrian projects as documented within local and regional transportation plans and through the State's TE program. The needs assessment focuses on bicycle and pedestrian projects that are primarily transportation in nature, and largely excludes recreation-oriented needs. Projects include bicycle lanes and paths, sidewalks, and multi-use paths.

In lieu of dedicating funds exclusively for physical improvements to accommodate bicyclists and pedestrians, the Georgia Department of Transportation (GDOT) has adopted procedures for designers to incorporate bicycle and pedestrian friendly elements into programmed roadway improvement projects. The goal of this approach is an entire state bicycle network being designed to standards that allow for safe and efficient movement of bicyclists.

Georgia has fifteen Metropolitan Planning Organizations (MPOs) and ARC is At-

lanta's MPO. Each MPO develops its own Transportation Improvement Program (TIP). The MPOs in Savannah, Rome, Macon, Chattanooga, Augusta, and Atlanta provide a specific list of bicycle and pedestrian projects in their Regional Transportation Plans (RTPs).

The TIP allocates federal funds for use in construction of the highest priority transportation projects in the near term of the Regional Transportation Plan (RTP). The TIP must be consistent with the long-range objectives of the RTP and must be financially balanced. The FY 2006-2011 TIP is the second TIP to be drawn from the Mobility 2030 Regional Transportation Plan. The TIP was adopted by the ARC Board on February 22, 2006 and was approved by US DOT on March 30, 2006. In May 2006, the ARC Board approved minor amendments to the FY 2006-2011 TIP. The FY 2006-2011 TIP Project Listing can be found visiting ARC's Mobility 2030 Documentation Page through ARC's website: www.atlantaregional.com . This web page has links to project listings alphabetical, by ARC number and project type.

Management of Bicycle and Pedestrian Programs

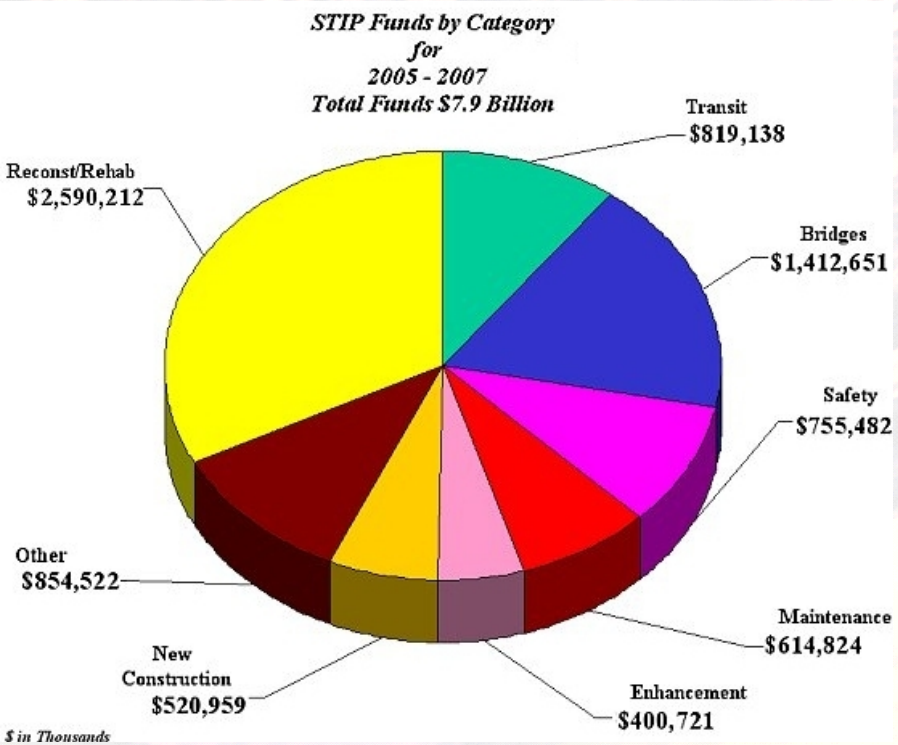
GDOT'S Office of Planning

GDOT's Office of Planning is responsible for managing the state's transportation planning program including coordinating with urban areas such as the Johns Creek Study Area. This office develops the Statewide Transportation Plan and the State Transportation Improvement Program. This office also manages planning programs such as the State Transportation Improvement Program (STIP). The STIP is a three-year capital improvement program which contains information on all projects including receiving federal funds in the state of Georgia. The most recent STIP for Georgia is for fiscal year 2005-2007. The STIP includes highway, bridge, bicycle, pedestrian, transportation enhancement activities and public transportation (transit) projects. Projects in the STIP emphasize the maintenance, safety, and improvement of existing transportation facilities and public transportation systems.

The STIP was developed under guidelines provided by the Transportation Equity Act for the 21st Century (TEA-21), passed by Congress in 1998. TEA-21 continues the initiatives started under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The STIP Financial Plan (SFP) was developed for Fiscal 2005-2007. The SEP allocates transportation funding to the state and local projects for a three year time period.

The STIP is fiscally balanced and includes projects with funding available or those which have a reasonable expectation of obtaining funds. Federal funds for Fiscal 2005-2007 are program estimates. The Fiscal 2005-2007 SFT was developed on the basis of current state and federal fund balances and projected 2004, 2006, and 2007 Federal-aid and state funding for each of the three years of the STIP. Also the TIP and their related funding, developed by Georgia's fifteen Metropolitan Planning Organizations (MPO), are incorporated into the STIP by reference.

The Fiscal 2005-2007 SFT totals $7.87 billion with a fiscal year (FY) 2005 annual program of $2.60 billion. Funding for this three-year program includes



Ref: Georgia DOT FY 2005-2007 STIP

$4.29 billion in federal funds, $2.11 billion in state funds, $1.25 billion in state bonds, and $0.23 billion in local funds. This level of infrastructure investment supports nearly 330,834 jobs in the construction industry as well as a well-maintained transportation system that fosters a healthy economy. This investment, also, provides the infrastructure for efficient movement of goods and people.

Project related costs, such as Preliminary Engineering (PE), Right of Way (ROW) and Construction (CST) are given for highways, and capital and operating costs for public transit. The projects are organized in alphabetical order by county with the same information categories listed for each of them. Projects that extend into multiple counties are shown in the STIP under each county the project enters. The project related cost and mileage for multi-county projects are given for the entire project and not per county.

Cost estimates for individual projects are based on the best available engineering estimates. These costs may change as a project progresses from PE to ROW to CST. If these increased costs are the result of a change in the original scope of the project, the STIP will be amended, including the necessary public involvement. If the increased costs are based on updated engineering improvements and not a change in the actual work, no amendment to the STIP is necessary.

The Surface Transportation Program (STP) is funded by the continuation Title 1 of TEA-21. STP funds may be used for a range of projects from new construction to resurfacing, and may be extended to transit. STP funds are distributed according to federal guidelines and in compliance with state legislation. Fifty percent of STP funds are for urban and rural areas of the state based on populations. Thirty percent can be used in any area of the state at the direction of the State Transportation Board. Of the remaining twenty percent, ten percent is for highway safety projects and ten percent is used for Transportation Enhancement Projects.

A portion of the STIP funding is set aside for eight groups of projects that do not affect the capacity of the roadway. Funds are set up in lump sum categories to undertake projects that are developed after the STIP is approved. These lump sums are listed in a number of funding types for each year for the department's convenience in managing and accounting the funding. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these eight groups. Except for groups for preliminary engineering and rights of way protective buying, the total available funds are shown as construction for easy accounting but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

Group: Maintenance

Criteria: existing system maintenance only

This group has six funding/work types: two are for bridge painting/maintenance and the other four are for roadway maintenance. Many types of work undertaken are: resurfacing, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for construction.

Group: Safety

Criteria: work qualifying for the High Hazard Safety Program and other safety projects

This group includes the following work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, railroad crossing hazard elimination, roadway hazard elimination and special safety studies and programs.

Group: Preliminary Engineering

Criteria: planning, management systems and consultant design services

This group has two funding/work types: planning/management systems and consultant design services

Group: Wetland Mitigation

Criteria: site restoration for projects already under construction/complete and wetland banks.

This group is a single item.

Group: Roadway/Interchange Lighting

Criteria: lighting

This group is a single item.

Group: Rights of Way – Protective Buying and Hardship Acquisitions

Criteria: purchase of parcel(s) of rights of way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in the STIP. For counties that are non conformance for air quality the only qualifying projects are those that have a RW phase in the STIP.

This group is a single item.

Group: Transportation Enhancement

Criteria: projects qualifying for the Transportation Enhancement (TE) program

TE projects shown in the STIP will be funded on a first come first served basis. When a project is funded it is drawn down from the lump sum. When all funds are gone, no other projects can be funded until the new fiscal year, which begins on July 1.

This group is a single item.

Group: Livable Centers Initiative (LCI)

Criteria: projects qualifying for the LCI program and selected by the Atlanta Regional Commission (ARC)

LCI implementation projects are selected on a competitive basis and lump sum funding amounts are programmed according to reasonable schedules for engineering, right of way acquisitions and construction for projects comprising the overall program. Funding for individual phases of a project may be shifted between fiscal years as necessary if such shifts do not affect the implementation schedule of other projects or exceed the overall lump sum funding amount.

This group is a single item.

The STIP for FY 2005-2007 can be found by visiting Georgia Department of Transportation's website: www.dot.state.ga.us. On this page, under "Divisions and Offices", scroll down to "Planning." Next click on the link "Planning Programs" and "2005-2007 State Transportation Improvement Program (STIP)". Click on the link "Searchable Version of the FY 2005-2007 STIP".

GDOT's Air Quality Branch

GDOT's Office of Planning Air Quality Branch serves the state in transportation planning for those areas violating national air quality standards. This branch offers transportation planning assistance and coordination of the state's Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding. The goal of planning for air quality improvement is to meet national transportation conformity requirements.

In 1990, Congress amended the Clean Air Act (CAA) to bolster America's efforts to attain the National Ambient Air Quality Standards (NAAQS). The amendments required further reductions in the amount of permissible tailpipe emissions, initiated more stringent control measures in areas that still filed to attain the NAAQS (non-attainment areas), and provided a stronger, more rigorous linkage between transportation and air quality planning. In 1991, Congress adopted the Intermodal Surface Transportation Efficiency Act (ISTEA). This law authorized the CMAQ program, and provided $6 billion in funding for surface transportation and other related projects that contribute to air quality improvements and reduce congestion. The CAA amendments, ISTEA and the CMAQ program together were intended to realign the focus of transportation planning toward a more inclusive, environmentally-sensitive, and multimodal approach to addressing transportation problems.

The CMAQ program, jointly administered by the FHWA and the Federal Transit Administration (FTA), was reauthorized in 1998 under the Transportation Equity Act for the 21st Century (TEA-21). The TEA -21 CMAQ program provides over $8.1 billion dollars in funds to State DOTS, MPOs, and transit agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources over a period of six years (1998-2003). The TEA-21 CMAQ program is similar to its ISTEA predecessor, but it features greater program flexibility, several new program options, and expansion of eligible activities available for funding. The statutory formula for apportioning funds was redesigned to provide a more equitable distribution.

GDOT's Special Project Branch

GDOT's Office of Planning Special Project Branch is committed to improving bicycle

and pedestrian safety and access. The Special Project Branch recognizes non-motorized transportation is a necessary component of the transportation system. Transportation Enhancement (TE) activities are federally funded, community based projects. These projects expand travel choices and enhance the transportation experience by improving the cultural, historic, scenic and environmental aspects of the transportation infrastructure. The Intermodal Surface Transportation Efficiency Act of 1991 ISTEA) established the TE program. The Transportation Equity Act for the 21st Century (TEA-21) of 1998 further refined the TE program. SAFETEA-LU states that each project should meet one of the eligible categories and be related to surface transportation

GDOT'S Statewide Transportation Plan Update

GDOT'S Office of Planning Statewide Transportation Plan Update (SWTP) assessed the current and future performance of all major transportation modes in the state including highway, transit, air, water, rail, bicycle and pedestrian. The SWTP also examined the linkages among modes. The SWTP provides technical and programmatic guidance needed to meet the transportation demands of the 21st Century.

Planning

The flow-chart on page 61 shows how a transportation improvement request ultimately becomes a completed project. The chart details the process of first presenting a project, a review of the project by planning agencies, the inclusion of the project in the Regional Transportation Plan (RTP) and the State Transportation Program (STIP), the public input process, funding and finally, construction of a project.

Federal Transportation Resources

Since the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), transportation funding for multi-use trails has increased and been made available from a wide range of set aside categories such as Congestion Mitigation-Air Quality (CMAQ), Surface Transportation Program (STP), a regionally available set aside from STP the Livable Centers Initiative (LCI), and Transportation Enhancement (TE) [previously Transportation Enhancement Activity].

CMAQ and STP until recently have been very good sources of federal funds for multi-use trails. In the Atlanta metro area, these are applied for through the Atlanta Regional Commission. However in 2003 after the creation of the Air Quality Partners (ARC/GDOT/GRTA) which is a cross agency review committee for the CMAQ category of project virtually no new CMAQ funding has been made available for pedestrian type projects. Instead CMAQ has been refocused to mitigate traffic congestion in the region.

The recently completed Congestion Mitigation Task Force study, commissioned by Governor Purdue, may make it virtually impossible to receive future STP funds if the new formula for prioritizing transportation projects with much added value to reduction of time delay.

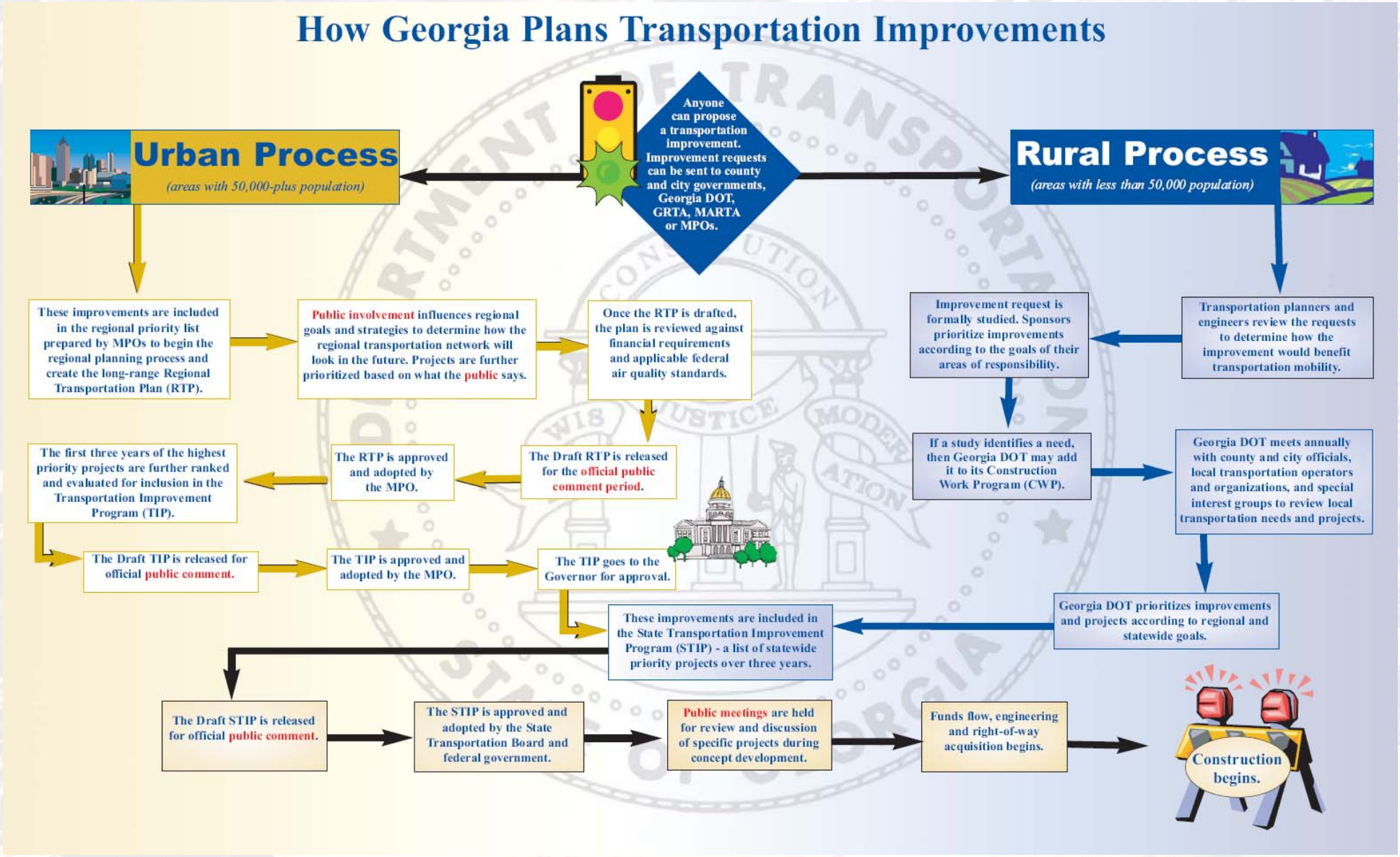
Congress just recently passed a five-year federal transportation spending bill called SAFE-TEA-LU. SAFE-TEA-LU increased funding to the Recreational Trails program which uses off-road vehicle fuel taxes to build trails, to $370 million over five years, $100 million more than the original allocation in the last bill, TEA-21. The bill also added two new set aside funding categories, "safety projects" and "safe routes to schools". While these two programs are available for non-motorized projects, the overall effect is that the federal transportation budget is divided into a greater number of smaller pots of funds. On a positive note for parkways and trails is that the TE program has not lost any ground and is an increasingly popular source of trail funds.

Federal Earmarks

Due to the popularity of trails nationally, numerous Annual Appropriations and Federal Transportation Bill earmarks have been designated for trails. Federal Transportation Bill, may have earmarks written in to the bill by state representatives approximately every five years. The SAFE-TEA-LU bill was passed with a number of multi-use trail line item earmarks.

Other Federal Resources

The National Transportation Enhancements Clearinghouse has prepared a useful Technical Brief: *Financing and Funding for Trails* that sites more than 30 federal and national funding sources that could be used to help fund bicycling and walking facilities and/or programs, especially trails. www.enhancements.org.



Ref: Georgia DOT—Transportation Plans, Programs & Projects

The challenge in funding pathway projects for the Johns Creek area is that transportation funds are reserved only for transportation projects and not recreational facilities.

Regional Resources

Fulton County recently submitted short-term recommendations for inclusion in the Atlanta Regional Commission FY 2005-2010 Transportation Improvement Program. Four projects are listed in the implementation cost estimate chart found at the end of this section.

Local Resources

Community Improvement District (CID)

Definition of a CID

A CID is a self-taxing district that uses additional property tax dollars to improve its district such as accelerating transportation and infrastructure improvement projects. CIDs are comprised of private commercial properties zoned as Office/Industrial and Retail properties. Residential and multi-family properties are not taxable by a CID. "

How a CID is Established

A CID is created through state enabling legislation and a vote by the majority of the corporate property owners in the defined district. It takes the agreement of a simple majority of the commercial property owners within the district to create a CID. In addition, it is required that this simple majority of owners must represent at least 75% of the taxable value of the commercial property located within the proposed CID.

How Money is Raised to Fund a CID

CIDs are funded by a self-imposed and self-regulated ad valorem real estate tax on commercial properties within the district. The tax will consist of additional mills being paid by the commercial property owners. A mill is equal to $1/10^{th}$ of 1% of the assessed value of the property. For instance, if a property was valued at $100/sf, then one mill is roughly equal to $.04 per square foot. Because CIDs are controlled by private property owners and not their respective counties, the property owners decide how to spend the money raised via a board of directors.

How a CID Works

Private property owners agree to assess themselves additional ad-valorem real estate taxes in order to address critical issues such as traffic and safety. That money is collected by the Tax Commissioner of the local government and returned to the district by its respective county, and a board of directs then seeks to leverage that money and garner infrastructure improvements for the area. Some examples of how this money might be spent include environmental and engineering feasibility studies, funding new construction projects, upgrades to already funded projects, maintaining existing transportation features, and direct spending, (traffic control officers).

ACTION PLAN

Cost Assumptions

As with any macro-level planning process, it is impossible to accurately assign costs to future projects. It is possible, however, to estimate based on standard cost assumptions. The following assumptions are used in the below Action Plan Matrices. All cost include installation and are in 2005 dollars.

The priorities are those agreed upon by both the TAC and the participants at the public workshops. A = top priority, B = mid priority, and C = low priority

Priority/Project Name	Roadway	Project Limits	Length in LF	Project Type	Design Cost*	Construction Cost**	Total Cost
Priority A: Bell Road/ Chattahoochee	Rogers Bridge Trails	NPS Abbotts Bridge Rd Unit to NPS McGinnis Ferry Rd Unit along Chattachoo-chee River	11,250	Multi-Use Trail	$30,000	$371,901	$401,901
	McGinnis Ferry Road	Bell Rd to County line	5,000	Multi-Use Trail	$15,000	$195,712	$210,712
	Rogers Circle	As shown on map	7500	Multi-Use Trail	$15,000	$289,425	$304,425
	Bell Road	Rogers Bridge Road to McGinnis Ferry Rd	6,000	Multi-Use Trail	$15,000	$291,373	$306,373
Priority A: Buice Road Loop	Buice Road	Jones Bridge to Old Ala-bama Rd	15,100	Multi-Use Trail	$36,000	$542,321	$578,321
	Spruill Road	Buice to Old Alabama	2,750	Multi-Use Trail	$11,000	$143,420	$154,420
	Buice Rd Exten-	Buice Road to river through	5,150	Multi-Use Trail	$15,000	$121,642	$136,642
	Old Alabama Ext.	Old Alabama Rd to Chatta-hoochee River	4,000	Multi-Use Trail	$15,000	$171,967	$186,967

Priority/Project Name	Roadway	Project Limits	Length in LF	Project Type	Design Cost*	Construction Cost**	Total Cost
Priority A: Parsons/Boles Rd Connection	Parsons Rd	NPS Abbotts Bridge Rd Unit to NPS McGinnis Ferry Rd Unit along Chattachoochee River	15,000	Multi-Use Trail	$36,000	$649,653	$685,653
	Boles Rd	Abbotts Bridge to Bell Road	5,000	Sidewalk and Multi-Use Trail	$15,000	$324,399	$339,399
	Wilson Rd	Parsons to Medlock Bridge Road	3000	Multi-Use Trail	$11,000	$72,789	$83,789
Priority B: Sargent Rd Connection	Sargent Rd	Jones Bridge to McGinnis Ferry Road	5,000	Sidewalk	$11,000	$406,336	$417,336
Priority B: Medlock Bridge Chattahoochee River Connection	Medlock Bridge Rd	Old Alabama to Chattahoochee bridge	6,200	Multi-Use Trail	$15,000	$222,971	$237,971
Priority C: Bell/Rogers Bridge Road Connection	Bell Rd	Medlock Bridge to Rogers Bridge Rd	18,500	Multi-Use Trail	$36,000	$616,643	$652,643
	Rogers Bridge Rd	Bell to McGinnis Ferry Rd	5,000	Multi-Use Trail	$15,000	$195,407	$210,407
Priority C: Jones Bridge Road Connection	Jones Bridge Rd	Old Alabama to Abbotts Bridge to Sargent Rd.	15,650	Sidewalk	$36,000	$824,840	$860,840

*Design cost includes field design/inspection with contractor, limited drawings & details, 2-4 cross-sections, 1 crossing with no environmental concerns. Does not include extensive plans, survey, permitting, ROW acquisition, coordination with agencies, public meetings, etc. typically required for projects receiving state and/or federal funds, which could increase design cost substantially.

**Construction cost does not include landscaping, mobilization, hauling/disposal, contingency. Cost does include estimated prefabricated pedestrian bridge span but does not include cost of foundation design and preparation.

Appendix: STATE TRANSPORTATION IMPROVEMENT PROGRAM FY 2005-2007

Mobility 2030 Regional Transportation Plan and FY 2006-2011 Transportation Improvement Program

The following projects are programmed and either are directly within or adjacent to the Johns Creek Greenway Study Area.

Project: 0000103
TIP #: AR-384ABCD
Type of Work: Bicycle/Ped Facility
Description: Rogers Bridge Road Multi-Use Trail Project
Length: 0
Lump Sum Project

Phase:	*Fund:*	*Year:*	*Fed:*	*State:*	*Other:*	*Bonds:*	*Total:*
PE	STP	Underway	$ -	$ -	$ -		$ -
ROW	Local	Locl	$ -	$ -	$ -		$ -
CST	STP	Lump	$ 840,000	$ -	$ 210,000		$ 1,050,000

Project: 0000260
TIP #: FN-191M
Type of Work: Intersection Improvement
Description: CR 65/Jones Bridge Road @ Sargent Road
Length: 0.2
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
Sponsor: Fulton County

Phase:	*Fund:*	*Year:*	*Fed:*	*State:*	*Local:*	*Bonds:*	*Total:*
PE	*HPP	Underway	$ -	$ -	$ -		$ -
ROW	HPP	Underway	$ -	$ -	$ -		$ -
CST	HPP	2006	$ 440,000	$ 110,000	$ -		$ 550,000

Project: 000016907
TIP #: FN-196
Type of Work: Roadway Operational Upgrade
Description: Jones Bridge Road at Morton Road
Length: N/a
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
Sponsor: Fulton County

Phase:	*Fund:*	*Year:*	*Fed:*	*State:*	*Local:*	*Bonds:*	*Total:*
PE	Local	2007	$ -	$ -	$ 200,000	$ -	$ 200,000
ROW	Local	2008	$ -	$ -	$ 200,000	$ -	$ 200,000
CST	STP	2010	$ 520,000	$ -	$ 130,000	$ -	$ 650,000

Project: 000016908
TIP #: FN-197
Type of Work: Roadway Operational Upgrade
Description: Jones Bridge Road at Waters Road
Length: N/a
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
Sponsor: Fulton County

Phase:	*Fund:*	*Year:*	*Fed:*	*State:*	*Local:*	*Bonds:*	*Total:*
PE	Local	2008	$ -	$ -	$ 100,000	$ -	$ 100,000
ROW	Local	2009	$ -	$ -	$ 200,000	$ -	$ 200,000
CST	STP	2010	$ 696,000	$ -	$ 174,000	$ -	$ 870,000

Project: 00006910
TIP #: FN-223
Type of Work: Roadway Operational Upgrade
Description: Jones Bridge Road at Buice Road
Length: N/a
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
Sponsor: Fulton County

Phase:	*Fund:*	*Year:*	*Fed:*	*State:*	*Local:*	*Bonds:*	*Total:*
PE	Local	2007	$ -	$ -	$ 200,000	$ -	$ 200,000
ROW	Local	2008	$ -	$ -	$ 150,000	$ -	$ 150,000
CST	STP	2010	$ 680,000	$ -	$ 170,000	$ -	$ 850,000

Project: 00036906
TIP #: FN-195
Type of Work: Roadway Operational Upgrade
Description: Bell Road @ Rogers Bridge Road
Length: N/a
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
Sponsor: Fulton County

Phase:	*Fund:*	*Year:*	*Fed:*	*State:*	*Local:*	*Bonds:*	*Total:*
PE	Local	2007	$ -	$ -	$ 150,000.00	$ -	$ 150,000.00
ROW	Local	2008	$ -	$ -	$ 200,000.00	$ -	$ 200,000.00
CST	STP	2009	$ 1,615,000	$ -	$ 404,000	$ -	$ 2,020,000

Project: 0003765
TIP #: FN-207
Type of Work: Intersection Improvement
Description: Bell Road @ Rogers Circle Road (Northern Intersection)
Length: 0.2
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
Sponsor: Fulton County

Phase:	Fund:	Year:	Fed:	State:	Local:	Bonds:	Total:
PE	HPP	Underway	$ -	$ -	$ -	$ -	$ -
ROW	HPP	2006	$ 440,000	$ -	$ 110,000.00	$ -	$ 550,000.00
CST	HPP	2007	$ 1,200,000	$ -	$ 300,000	$ -	$ 1,500,000

Project: N/a
TIP #: FN-107
Type of Work: Roadway Capacity
Description: Kimball Bridge Road from North Point Parkway to State Bridge Road/Old Milton Parkway
Length: 3
Analysis: In the Region's Air Quality Conformity Analysis
Sponsor: City of Alpharetta

Phase:	Fund:	Year:	Fed:	State:	Local:	Bonds:	Total:
CST	Local	2010	$ -	$ -	$ 8,680,000.00	$ -	$ 8,680,000.00

Project: 0003769
TIP #: FN-215
Type of Work: Intersection Improvement
Description: Kimball Bridge Road @ Waters Road
Length: 0.2
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
Sponsor: Fulton County

Phase:	Fund:	Year:	Fed:	State:	Local:	Bonds:	Total:
PE	HPP	Underway	$ -	$ -	$ -	$ -	$ -
ROW	HPP	2006	$ 200,000	$ -	$ 50,000	$ -	$ 250,000
CST	HPP	2007	$ 560,000	$ -	$ 140,000	$ -	$ 700,000

Project: 0003775
TIP #: FN-217
Type of Work: Intersection Improvement
Description: SR 120/Abbotts Bridge Road @ CR 79/Parsons Road
Length: 0.2
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
Sponsor: Fulton County

Phase:	Fund:	Year:	Fed:	State:	Local:	Bonds:	Total:
PE	HPP	Underway	$ -	$ -	$ -	$ -	$ -
ROW	HPP	Underway	$ -	$ -	$ -	$ -	$ -
CST	HPP	2007	$ 560,000	$ 140,000	$ -	$ -	$ 700,000

Project: 0004634
TIP #: FN-233A
Type of Work: Widening; Lanes Exist.-2, Prop.-4
Description: McGinnis Ferry Road FM Sargent Road to McFarland Road
Length: 7.8

Phase:	Fund:	Year:	Fed:	State:	Local:	Bonds:	Total:
PE	Local	LOCL	$ -	$ -	$ 2,500,000	$ -	$ 2,500,000
ROW	Local	2006	$ -	$ -	$ 5,000,000	$ -	$ 5,000,000
CST	STP	After 2008	$ 20,177,600	$ 5,044,400	$ -	$ -	$ 25,222,000

Project: 0004429
TIP #: FN-233B
Type of Work: Widening; Lanes, Exist-2, Prop.-4
Description: McGinnis Ferry Road FM Sargent Road to Chattahoochee River (Gwinnett County Line)
Length: 0.2
Analysis: In the Region's Air Quality Conformity Analysis
Sponsor: GRTA

Phase:	Fund:	Year:	Fed:	State:	Local:	Bonds:	Total:
PE	Local	LOCL	$ -	$ -	$ 630,000	$ -	$ 630,000
ROW	Bond	2006	$ -	$ 15,000,000.00	$ -	$ 29,000,000	$ 15,000,000.00
CST	Bond	2007	$ -	$ 5,600,000	$ 14,075,000	$ 29,000,000	$ 19,675,000

Project: 742920
TIP #: FN-233C
Type of Work: Bridges, Lanes (Exist -2, Prop-4)
Description: CR 1319/McGinnis Ferry Road @ Chattahoochee RVR/Forsyth/Gwinnett
Length: 0.6
Analysis: In the Region's Air Quality Conformity Analysis
Sponsor: Forsyth/Fulton Counties

Phase:	Fund:	Year:	Fed:	State:	Local:	Bonds:	Total:
PE	Local	LOCL	$ -	$ -	$ 200,000	$ -	$ 200,000
ROW	Local	LOCL	$ -	$ -	$ -	$ -	$ -
CST	STP	2006	$ 1,600,000	$ 400,000	$ -	$ -	$ 2,000,000

Project: 0006582
TIP #: LUMP
Type of Work: Multi-use Trail
Description: Big Creek Greenway Extension
Length: 0
Lump Sum Project

Phase:	Fund:	Year:	Fed:	State:	Local:	Bonds:	Total:
			$ -	$ -	$ -	$ -	$ -
CST	STP	Lump	$ 300,000	$ -	$ 75,000	$ -	$ 375,000

Project: 0007061
TIP #: Lump
Type of Work: Operational Improvement
Description: SR 141/Medlock Bridge Road @ SR 120/Abbotts Bridge Road
Length: 0.19
Lump Sum Project

Phase:	Fund:	Year:	Fed:	State:	Local:	Bonds:	Total:
PE	STP	Underway	$ -	$ -	$ -	$ -	$ -
ROW	STP	Lump	$ 80,000	$ 20,000	$ -	$ -	$ 100,000
CST	STP	Lump	$ 184,000	$ 46,000	$ -	$ -	$ 230,000

Project: 0007133
TIP #: FN-235
Type of Work: Miscellaneous Improvements
Description: SR 120/Abbotts Bridge Road @ CR 73/Boles Road
Length: 0.4
Analysis: In Region's Air Quality Conformity Analysis
Sponsor: Fulton County

Phase:	Fund:	Year:	Fed:	State:	Local:	Bonds:	Total:
PE	HPP	2006	$ 120,000	$ -	$ 30,000	$ -	$ 150,000
ROW	HPP	2007	$ 160,000	$ -	$ 40,000	$ -	$ 200,000
CST	HPP	2008	$ 520,000	$ -	$ 130,000	$ -	$ 650,000

Project: 0002649
TIP #: FN-AR-BP076A
Type of Work: Multi-use Trail
Description: Johns Creek Greenway: Segment I FM Finely Road (off of SR 141) TO Old Alabama Road (off of SR 141)
Length: 4
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
Sponsor: Fulton County

Phase:	Fund:	Year:	Fed:	State:	Local:	Bonds:	Total:
PE	HPP	Underway	$ -	$ -	$ -	$ -	$ -
ROW	HPP	2005	$ -	$ -	$ -	$ -	$ -
CST	HPP	2007	$ 5,120,000	$ -	$ 128,000	$ -	$ 6,400,000

Project: 0007130
TIP #: FN-AR-BP076B
Type of Work: Multi-use Trail
Description: Johns Creek Greenway: Study for Segment Two
Length: 0
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
Sponsor: Fulton County

Phase:	Fund:	Year:	Fed:	State:	Local:	Bonds:	Total:
PE	HPP	2006	$ 160,000	$ -	$ 40,000	$ -	$ 200,000
ROW	HPP	2008	$ 400,000	$ -	$ 100,000	$ -	$ 500,000
CST	HPP	2009	$ 1,440,000	$ -	$ 360,000	$ -	$ 1,800,000

Project: 0007311	***Phase:***	***Fund:***	***Year:***	***Fed:***	***State:***	***Local:***	***Bonds:***	***Total:***
TIP #: FN-238								
Type of Work: Intersection Improvement	PE	HPP	2006	$ -	$ -	$ -	$ -	$ -
Description: CR 3266/Bell Road @ CR 72/Boles Road	ROW	Local	LOCL	$ 160,000	$ -	$ 40,000	$ -	$ 200,000
Length: 0.2	CST	HPP	2008	$ 520,000	$ -	$ 130,000	$ -	$ 650,000
Analysis: Exempt from Air Quality Analysis (40 CFR 93)								
Sponsor: Fulton County								

Project: 0007334	***Phase:***	***Fund:***	***Year:***	***Fed:***	***State:***	***Other:***		***Total:***
TIP #: AR 445B								
Type of Work: Signals	PE	STP	2006	$ 8,000	$ 2,000	$ -		$ 10,000
Description: SR 141/Medlock Bridge Road - Upgrade Traffic Signal Equipment	CST	STP	2008	$ 360,000	$ 90,000	$ -		$ 450,000
Length: 0								

Project: 751650	***Phase:***	***Fund:***	***Year:***	***Fed:***	***State:***	***Local:***	***Bonds:***	***Total:***
TIP #: FN-123A								
Type of Work: Widening; Lanes, Exist.-2, Prop.-4	PE	STP	2006	$ 1,496,000	$ 374,000	$ -	$ -	$ 1,870,000
Description: SR 961/Old Alabama Rd (Segment 1) FM Holcomb Bridge RD to Jones Bridge RD	ROW	STP	After 2008	$ 4,000,000	$ 100,000	$ -	$ -	$ 5,000,000
Length: 4.02	CST	STP	After 2008	$ 14,960,000	$ 3,740,000	$ -	$ -	$ 18,700,000
Analysis: In the Region's Air Quality Conformity Analysis								
Sponsor: GDOT								

Project: 752660	***Phase:***	***Fund:***	***Year:***	***Fed:***	***State:***	***Local:***	***Bonds:***	***Total:***
TIP #: FN-123B								
Type of Work: Widening; Lanes, Exist.-2, Prop.-4	PE	STP	Underway	$ -	$ -	$ -	$ -	$ -
Description: Old Alabama RD FM Jones Bridge RD to SR 141/Medlock Bridge Road	ROW	STP	2007	$ 17,551,200	$ 4,387,800	$ -	$ -	$ 21,939,000
Length: 2.37	CST	STP	After 2008	$ 10,080,000	$ 2,327,800	$ 2,520,000	$ -	$ 14,927,800
Analysis: In the Region's Air Quality Conformity Analysis								
Sponsor: GDOT								

Project: 0005428	***Phase:***	***Fund:***	***Year:***	***Fed:***	***State:***	***Local:***	***Bonds:***	***Total:***
TIP #: FN-216								
Type of Work: Roadway Operational Upgrade	PE	HPP	Underway	$ -	$ -	$ -	$ -	$ -
Description: Old Alabama RD at Old Alabama Road Connector	ROW	HPP	2007	$ 120,000	$ -	$ 30,000	$ -	$ 150,000
Length: 0.2	CST	HPP	2008	$ 536,000	$ -	$ 134,000	$ -	$ 670,000
Analysis: Exempt from Air Quality Analysis (40 CFR 93)								
Sponsor: City of Roswell								

Project: 752650	***Phase:***	***Fund:***	***Year:***	***Fed:***	***State:***	***Local:***	***Bonds:***	***Total:***
TIP #: FN-031A								
Type of Work: Widening; Lanes, Exist.-2, Prop.-4	PE	STP	Underway	$ -	$ -	$ -	$ -	-
Description: Haynes Bridge RD FM Old Alabama RD to Big Creek	ROW	STP	After 2008	$ -	$ 2,000,000	$ -	$ -	$ 2,000,000
Length: 2.37	CST	STP	After 2008	$ -	$ 2,300,000	$ -	$ -	$ 2,300,000

Project: 771228	***Phase:***	***Fund:***	***Year:***	***Fed:***	***State:***	***Local:***	***Bonds:***	***Total:***
TIP #: AR-384ABCD								
Type of Work: Bicycle/Ped. Facility	PE	Local	LOCL	$ -	$ -	$ -	$ -	$ -
Description: CR 126/Mansell Road FM Big Creek to Marta parking lot	ROW	Local	LOCL	$ -	$ -	$ -	$ -	$ -
Length: 2.91	CST	STP	Lump	$ 784,800	o	$ 196,200	$ -	$ 981,000
Lump Sum Project								

Project: 771270
TIP #: FN-165A&B
Type of Work: Bridge Upgrade
Description: CR 85/Kimball Bridge RD @ Big Creek 2 MI SE of Alpharetta
Length: 0.2
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
Sponsor: GDOT

Phase:	*Fund:*	*Year:*	*Fed:*	*State:*	*Local:*	*Bonds:*	*Total:*
PE	Bridge	Underway	$ -	$ -	$ -	$ -	
ROW	Local	LOCL	$ -	$ -	$ 513,000	$ -	$ 513,000
CST	STP	2008	$ 544,000	$ 136,000	$ -	$ -	$ 680,000
CST	STP	2008	$ 288,000	$ 72,000	$ -	$ -	$ 360,000

The State Transportation Improvement Program for FY 2005-2007 can be found by visiting Georgia Department of Transportation's website: www.dot.state.ga.us. On this page, under "Divisions and Offices", scroll down to "Planning." Next click on the link "Planning Programs" and "2005-2007 State Transportation Improvement Program (STIP)". Click on the link "Searchable Version of the FY 2005-2007 STIP".

The FY 2006-2011 TIP Project Listing can be found visiting ARC's Mobility 2030 Documentation Page through ARC's website: www.atlantaregional.com . This web page has links to project listings alphabetical, by ARC number and project type. The listings were last updated on 6/6/06.

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