



## Evermore CID Comprehensive Transportation Plan

### **EXECUTIVE SUMMARY**

June 27, 2018

The Comprehensive Transportation Plan documents for how a community would like to see their transportation networks develop to serve their current and future needs. The Plan consists of recommendations for transportation improvements to maintain and expand the CID's infrastructure while fostering a healthy, livable community. The recommended improvements include, but are not limited to, intersections, roadway widenings, transit, sidewalks, bike facilities, and trails.

#### PLAN DEVELOPMENT

The Plan development process consists of four primary steps: Reviewing Existing Conditions, Needs Assessment, Developing Recommendations, and Prioritizing Recommendations.

#### EXISTING CONDITIONS

The first step consisted of reviewing existing conditions. The existing conditions are a snapshot of the transportation system as it exists right now. Vehicle, pedestrian, bicycle, and transit infrastructure was reviewed. Below are some key findings:

- The US 78 corridor carries between 55,000 and 65,000 vehicles per day during the weekday. The weekend daily volume is slightly lower. Traffic volumes are expected to continue to increase in the corridor at a rate of 1.0% per year.
- A significant portion of traffic on US 78 is associated with business employees travelling to and from work. To learn more about where these local commuting trips occur, data from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) survey was reviewed. One of the display boards shows the home locations of people who work within one mile of the US 78 corridor. Workers generally live in southern and central Gwinnett County, with the highest concentrations of employees living immediately south of the study area.
- The regional Travel Demand Model provides insight into regional travel patterns. The model indicates approximately 30% of trips both began and ended within the subarea around the study area; a high rate of local trips along US 78.
- Another way to analyze Travel Demand Model outputs is to view the driving paths of all vehicles that cross a specific point along a roadway. An analysis was performed of the peak period routing for vehicles that use US 78 just east of Killian Hill Road/Bethany Church Road. This analysis shows a substantial amount of the vehicles use US 78 to get between locations in Dekalb and Gwinnett Counties. Approximately half of passenger vehicles crossing this point during the morning and afternoon periods have an origin or destination directly on the US 78 corridor within the CID boundary. All other trips travel along US 78 to get to a location beyond the study area, or purely as a through route.

#### NEEDS ASSESSMENT

The needs assessment identifies where there are opportunities for improvements in the various travel modes and specific locations. The intersections projected to operate at an unacceptable Level-of-Service, or overcapacity, were identified. To improve operations along the US 78 corridor,

there are three critical areas which currently experience congestion and where improvements should be prioritized.

- The first area along US 78 is around the E Park Place Blvd intersection, and extending eastward.
- The second area along US 78 is around the Killian Hill Rd/Bethany Church Rd intersection.
- The third area is along US 78, beginning at the SR 124/Scenic Highway intersection and extending to the east.

Additionally, the needs assessment identified opportunities to improve safety, accommodate heavy vehicle movements, improve pedestrian/bicycle mobility, and increase transit service.

### RECOMMENDATIONS

The plan includes transportation recommendations to address the identified needs. The consultant team has developed project recommendations, which are identified on the attached maps (**Figure 1 and 2**) and project list (**Table A**). The 46 projects consist of:

- Intersection Improvements (16 projects)
- Roadways – both new and widenings (15 projects)
- Bridge – (1 project)
- Pedestrian and bicycle facilities (6 projects)
- Transit recommendations (5 projects)
- Other projects (3 projects)

The plan developed project recommendations based on previously identified needs, stakeholder input, and traffic analysis of intersection conditions along US 78. An evaluation of the projects was performed to indicate the potential benefits. Planning level cost estimates were developed for the roadway and intersection projects. The cost estimates are preliminary and not based on concept drawings; additional engineering is recommended to refine the cost estimate. The evaluation results and cost estimates are indicated in **Table B**. Cost estimates were not prepared for the “Transit, Other, Pedestrian/Bicycle” projects. These projects require further vetting and coordination with other agencies. The pedestrian and bicycle projects are primarily long multi-use path segments, which need further study and alignment determination.

### IMPLEMENTATION

The evaluation analysis presented in the CTP is intended to help the Evermore CID and community understand the relative merits of each of the transportation projects when compared to each other. The actual implementation and phasing of improvements must consider many additional factors, including funding, ease of construction, benefit to community, and other projects and initiatives.

The CTP divides the projects three potential implementation tiers (short-term, mid-term, and long-term). Additionally, 15 projects were identified as having a high return on investment, as indicated below. **Table C** lists the 15 projects.

High Return on Investment			
Implementation Tier	Short-term	Mid-term	Long-term
Number of Projects	12	2	1

Implementation of the plan will require coordination and cooperation with adjacent jurisdictions and partner agencies. The CTP has identified projects which the Evermore CID can study further, program, and seek funding based on their priorities.