# Financing Options

Local sources of transportation funding

- SPLOST-$7 million per year historically
- Tax allocation district-private sector based
- Impact fees-growth funding growth
- Community improvement district-self tax

State and federal funding sources

- National Highway System
- Recreational Trails
- Surface Transportation Program
  - Transportation Enhancements
  - Livable Centers Initiative
- High priority projects
- Congestion Mitigation and Air Quality
- Safe Routes to School
- Transportation Community Service Preservation Program
- Federal Transportation Administration

# Transportation Policies

**General Policies**

- Develop criteria for prioritizing and financing transportation projects for completion in a timely manner
- Maximize innovative financing options to construct needed transportation projects
- Participate in regional transportation planning efforts
- Develop partnerships with neighboring counties and local municipalities to develop multi-jurisdictional projects
- Coordinate bridge replacements with planned roadway improvements as appropriate
- Utilize access management retrofit designs where appropriate when improving existing roadways
- Preserve conservation or environmentally sensitive areas from inappropriate development
- Employ Context Sensitive Solutions in environmentally sensitive areas, on scenic byways, and where feasible
- Coordinate land use and transportation infrastructure development including incorporating ARC's Unified Growth Policies

**Safe Routes to School**

- Actively participate in federal program
- Establish a joint task force to address school related transportation:
  - Douglas County School System
  - Douglas County Department of Transportation
  - City of Douglasville Planning
  - Safe Kids Douglas
  - Douglas County Sheriff's Department
  - City of Douglasville Police Department

**Alternative Transportation and Transportation Demand Management**

- Establish and promote county transit efforts including:
  - Vanpool
  - Commuter bus (Xpress)
  - Park and ride facilities
  - Bicycle/Pedestrian connections
  - Breeze network
  - Commuter rail
- Coordinate with local agencies and organizations to provide transit to seniors
- Add bicycle and pedestrian facilities as appropriate when developing and improving roadways
- Encourage transit oriented development where appropriate

**Intelligent Transportation Systems (ITS)**

- Develop an ITS implementation strategy for the county
- Maximize potential for fiber optic installation or other technology upgrades when developing roadway projects
- Employ technological solutions for improving traffic operations and increasing capacity
- Coordinate local ITS improvements compatible with statewide and regional efforts including the ARC regional architecture
- Include traffic management centers with ITS improvements

**Freight**

- Designate and enhance primary and secondary truck routes
- Develop/implement compatible land uses to complement rail/truck freight transportation

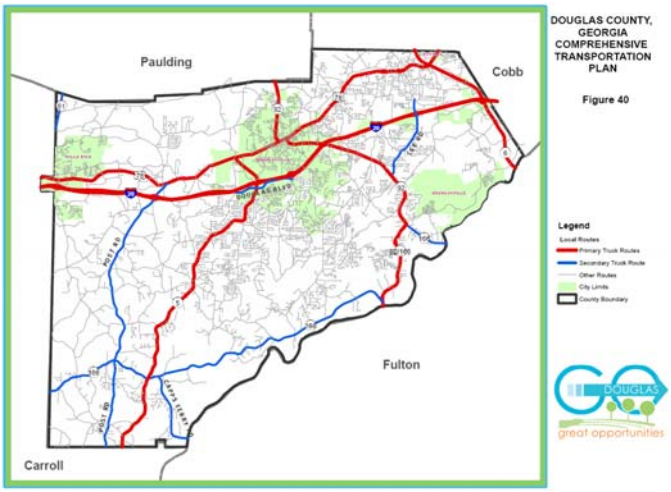
# Project Recommendations
# Roadway Improvements

| Project Number | Project | Type | Existing Lanes | Planned Lanes | Length | Goal | Policy | Cost | Spending Category |
|---|---|---|---|---|---|---|---|---|---|
| CTP-1 | Chapel Hill Road Extension (including new Chattahoochee River crossing) from SR 166 to Cedar Grove Road (Fulton) | Roadway Capacity | 0 | 4 | 1.5 | Enhance safety and mobility for all travelers | Employ context sensitive solutions<br>Develop partnerships to implement multi-jurisdictional projects | $$ | Major |
| CTP-2 | Outer Southern Arc (Mount Vernon to SR 92 to Anneewakee to Dorsett Shoals to Pool Road) | Roadway Capacity | 0/2 | 4 | 17 | Enhance safety and mobility for all travelers | Coordinate land use and transportation infrastructure<br>Utilize access management retrofit designs when improving existing roadways<br>Employ context sensitive solutions | $$$ | Major |
| CTP-3 | Inner Southern Arc (North County Line Road to Mack Road to Bomar Road to Central Church Road to Kings Highway) | Roadway Capacity | 0/2 | 4 | 8.3 | Enhance safety and mobility for all travelers | Coordinate land use and transportation infrastructure<br>Utilize access management retrofit designs when improving existing roadways | $$$ | Major |
| CTP-4 | I-20 West (SR 6/Thornton Road) | Signing/Striping | N/A | N/A | N/A | Enhance safety and mobility for all travelers | Employ technological solutions for improving traffic operations | $ | Safety |
| CTP-5 | I-20 West (North County Line Road) | New Interchange | 0 | 4 | 0.2 | Enhance safety and mobility for all travelers | Participate in regional transportation planning efforts | $$ | Major |
| CTP-6A | I-20 West (SR 5) | Modify Interchange | 4 | 4 | N/A | Enhance safety and mobility for all travelers | Participate in regional transportation planning efforts<br>Develop partnerships to implement multi-jurisdictional projects | $$ | Major |
| CTP-6B | I-20 West (Bright Star Road) | New Interchange | 2 | 4 | 0.2 | Enhance safety and mobility for all travelers<br>Promote economic development | Participate in regional transportation planning efforts<br>Develop partnerships to implement multi-jurisdictional projects | $$ | Major |
| CTP-7 | SR 5/Kings Highway/Central Church Road | Modify Intersection | 4 | 4 | 0.2 | Enhance safety and mobility for all travelers | Coordinate land use and transportation infrastructure<br>Utilize access management retrofit designs when improving existing roadways | $$ | Minor/Safety |
| CTP-8 | US 78/Post Road | Modify Intersection | 2 | 2 | 0.2 | Enhance safety and mobility for all travelers | Coordinate land use and transportation infrastructure<br>Utilize access management retrofit designs when improving existing roadways | $$ | Safety |
| CTP-9A | Relocate SR 5 to Post Road | Signing/Striping | N/A | N/A | N/A | Enhance safety and mobility for all travelers | Participate in regional transportation planning efforts<br>Develop partnerships to implement multi-jurisdictional projects | $$ | Minor/Freight |
| CTP-9B | Post Road/Tyree Road | Roadway Upgrade | 2 | 4 | 11 | Enhance safety and mobility for all travelers | Coordinate land use and transportation infrastructure<br>Utilize access management retrofit designs when improving existing roadways<br>Employ Context Sensitive Solutions | $$$ | Minor |
| CTP-10 | Burnt Hickory Road from North County Line Road to McKown Road | Roadway Capacity | 0/2 | 4 | 1.5 | Enhance safety and mobility for all travelers | Participate in regional transportation planning efforts<br>Develop partnerships to implement multi-jurisdictional projects | $$$ | Major/Safety |
| CTP-11 | Mann Road/Friendship Church Road Connector | Roadway Capacity | 0/2 | 4 | 4.4 | Enhance safety and mobility for all travelers | Participate in regional transportation planning efforts<br>Develop partnerships to implement multi-jurisdictional projects | $$$ | Major/Safety |
| CTP-12 | Dorris Road/Bakers Bridge Road Connector | Roadway Capacity | 0/2 | 4 | 2.84 | Enhance safety and mobility for all travelers | Participate in regional transportation planning efforts<br>Develop partnerships to implement multi-jurisdictional projects | $$ | Major/Safety |
| CTP-13 | SR 5 Operational Improvements from US 78 to Central Church Road | Roadway Operations | 2/4 | 2/4 | 3.2 | Enhance safety and mobility for all travelers | Employ technological solutions for improving traffic operations<br>Maximize potential for fiber optic installations | $$ | Safety |
| CTP-14 | SR 92 Operational Improvements from US 78 to Lee Road | Roadway Operations | 4 | 4 | 4.6 | Enhance safety and mobility for all travelers<br>Promote economic development | Employ technological solutions for improving traffic operations<br>Maximize potential for fiber optic installations | $$ | Safety |
| CTP-15 | Adaptive Traffic Signal Pilot Program - Chapel Hill Road corridor (I-20 to SR 166) | Roadway Operations | N/A | N/A | 6.7 | Enhance safety and mobility for all travelers<br>Preserve and protect neighborhood integrity<br>Promote economic development | Employ technological solutions for improving traffic operations<br>Maximize potential for fiber optic installations | $ | Safety |
| CTP-16 | Roundabout at SR 166 and Chapel Hill Road | Intersection Reconstruct | N/A | N/A | N/A | Enhance safety and mobility for all travelers<br>Preserve the environment | Coordinate land use and transportation infrastructure<br>Utilize access management retrofit designs when improving existing roadways<br>Employ Context Sensitive Solutions | $ | Safety |
| CTP-17 | Roundabout at SR 166 and Post Road | Intersection Reconstruct | N/A | N/A | N/A | Enhance safety and mobility for all travelers<br>Preserve the environment | Coordinate land use and transportation infrastructure<br>Utilize access management retrofit designs when improving existing roadways<br>Employ Context Sensitive Solutions | $ | Safety |
| CTP-18 | Continuous Flow/Parallel-Flow Intersection at SR 166 and SR 92 | Intersection Reconstruct | N/A | N/A | N/A | Enhance safety and mobility for all travelers | Coordinate land use and transportation infrastructure<br>Utilize access management retrofit designs when improving existing roadways<br>Employ Context Sensitive Solutions | $$ | Safety |

$ = $0 - $1 million
$$ = >$1 million to $20 million
$$$ = >$20 million

# Project Recommendations
# Bicycle and Pedestrian Improvements
# Proposed Truck Routes

| Project | Type | Goal | Policy | Cost | Spending Category |
|---|---|---|---|---|---|
| Bright Star Road/Central Church Road | Pedestrian | Enhance safety and mobility for all travelers<br>Preserve and protect neighborhood integrity<br>Preserve the environment | Coordinate land use and transportation infrastructure<br>Add bicycle and pedestrian facilities when improving roadways<br>Employ context sensitive solutions | $$ | Bicycle/Pedestrian |
| US 78/Bankhead Highway | Bicycle/Pedestrian | Enhance safety and mobility for all travelers<br>Preserve the environment<br>Promote economic development | Coordinate land use and transportation infrastructure<br>Add bicycle and pedestrian facilities when improving roadways<br>Employ context sensitive solutions | $$ | Bicycle/Pedestrian |
| South Hillcrest Drive | Bicycle/Pedestrian | Enhance safety and mobility for all travelers<br>Preserve the environment<br>Preserve and protect neighborhood integrity | Coordinate land use and transportation infrastructure<br>Add bicycle and pedestrian facilities when improving roadways<br>Employ context sensitive solutions | $ | Bicycle/Pedestrian |
| Lee Road | Bicycle/Pedestrian | Enhance safety and mobility for all travelers<br>Preserve the environment<br>Preserve and protect neighborhood integrity | Coordinate land use and transportation infrastructure<br>Add bicycle and pedestrian facilities when improving roadways<br>Employ context sensitive solutions | $$ | Bicycle/Pedestrian |
| SR 92/Riverside Parkway | Bicycle/Pedestrian | Enhance safety and mobility for all travelers<br>Preserve the environment<br>Promote economic development<br>Preserve and protect neighborhood integrity | Coordinate land use and transportation infrastructure<br>Add bicycle and pedestrian facilities when improving roadways<br>Employ context sensitive solutions | $$ | Bicycle/Pedestrian |
| Riverside Parkway | Bicycle/Pedestrian | Enhance safety and mobility for all travelers<br>Preserve the environment<br>Preserve and protect neighborhood integrity | Coordinate land use and transportation infrastructure<br>Add bicycle and pedestrian facilities when improving roadways<br>Employ context sensitive solutions | $ | Bicycle/Pedestrian |
| Thornton Road | Bicycle/Pedestrian | Enhance safety and mobility for all travelers<br>Preserve the environment<br>Promote economic development | Coordinate land use and transportation infrastructure<br>Add bicycle and pedestrian facilities when improving roadways<br>Employ context sensitive solutions | $$ | Bicycle/Pedestrian |
| Brookmont Parkway/Bomar Road | Bicycle/Pedestrian | Enhance safety and mobility for all travelers<br>Preserve the environment<br>Preserve and protect neighborhood integrity | Coordinate land use and transportation infrastructure<br>Add bicycle and pedestrian facilities when improving roadways<br>Employ context sensitive solutions | $ | Bicycle/Pedestrian |

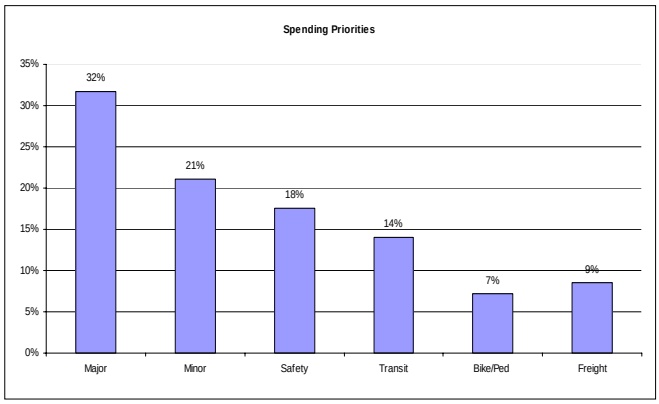



## Designated Truck Route Recommendations

Goals:
Enhance safety and mobility for all travelers
Promote economic development
Preserve and protect neighborhood integrity

Policies:
Designate and enhance primary and secondary truck routes
Participate in regional transportation planning efforts
Coordinate land use and transportation infrastructure

Results from Community Meetings (October 2007)




## Prioritization and Implementation

Goals:
Enhance safety and mobility for all travelers
Preserve and protect neighborhood integrity
Preserve the environment
Promote economic development
Involve the public

Policies:
Develop criteria for prioritizing and financing transportation projects
Maximize innovative financing options
Promote multi-modal and technological transportation solutions

# Transportation Financing Options

| Option | Yes | No | Comments |
|---|---|---|---|
| **Special Purpose Local Option Sales Tax** for transportation (approximately $7 million per year historically) | | | |
| **Tax allocation district** which allows private sector business to be taxed for a specific purpose such as transportation | | | |
| **Impact fees** which allow fees to be collected on developments to fund infrastructure | | | |
| **Community improvement districts** created by group of private sector business to install infrastructure onsite | | | |
| **Public-private partnerships** which use public and private sector funding for transportation projects | | | |
| **Toll financing** which collects user fees to finance transportation infrastructure | | | |
| **Regional Sales Tax** is a potential source of dedicated funds for transportation collected region wide | | | |

# Context Sensitive Solutions

## Goals

- Preserve and protect neighborhood integrity
- Preserve the environment

## Policy

- Employ Context Sensitive Solutions in environmentally sensitive areas, on scenic byways, and where feasible

# Public Involvement

- **Public Participation Plan**
- **Agency and Local Coordination**
  - Project Advisory Team
- **Public Participation Activities**
  - Website
  - Stakeholder outreach
  - Public meetings
- **Targeted Populations**
  - Seniors
  - Low income
  - Physically challenged
- **Public Participation Products**
  - Meeting summaries
  - Two newsletters
  - Outreach report

# Douglas County Transportation Plan

## GOALS & OBJECTIVES

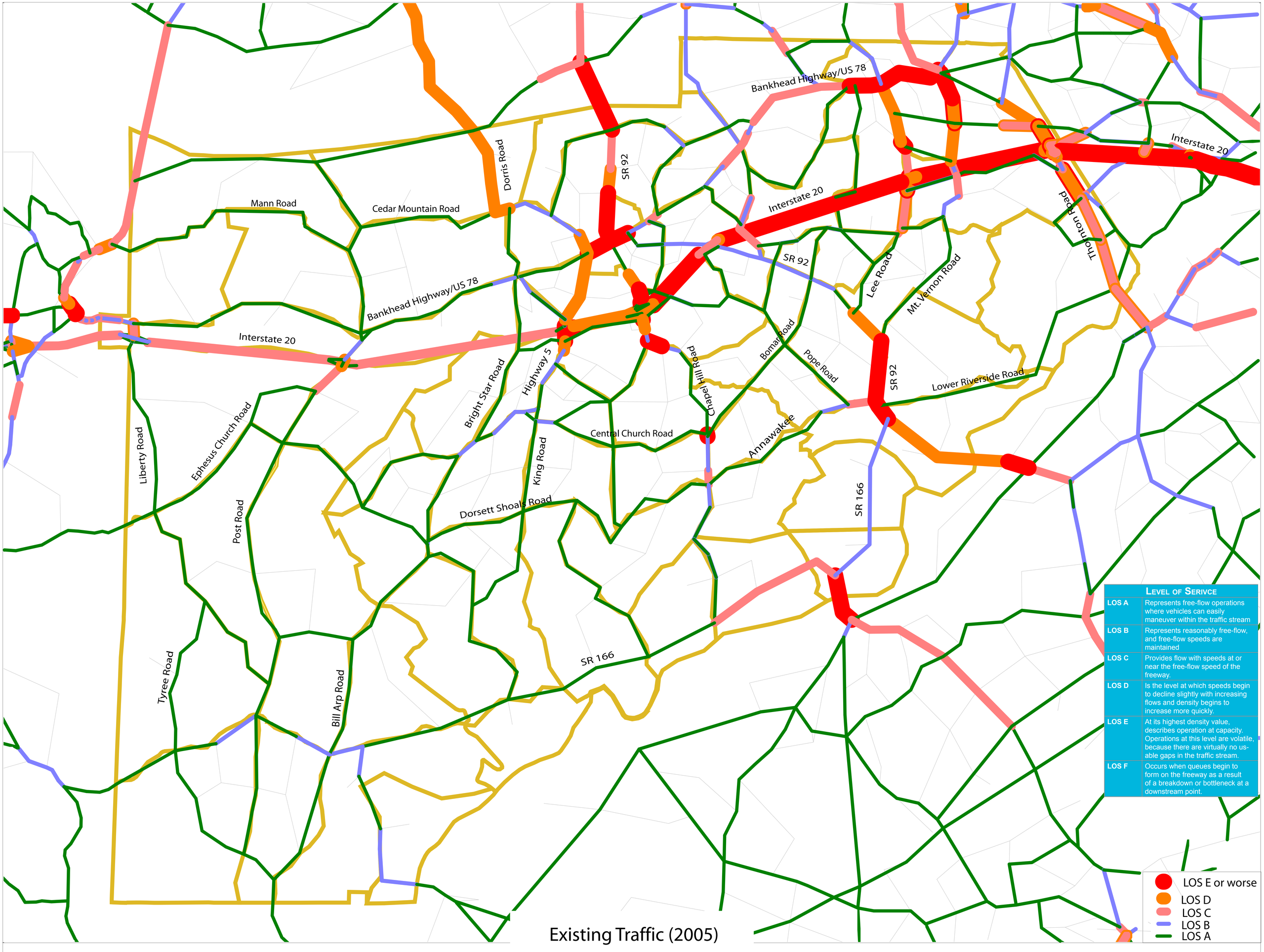
| |
|---|
| **Goal - Enhance safety and mobility for all travelers** |
| **Objectives** |
| 1. Promote multi-modal facilities |
| 2. Provide safe and efficient transportation facilities |
| 3. Prioritize and balance transportation projects with political and public support |
| **Goal - Preserve and protect neighborhood integrity** |
| **Objectives** |
| 1. Preserve existing neighborhood characteristics and aesthetics |
| 2. Maintain consistency with comprehensive land use plans |
| **Goal - Preserve the Environment** |
| **Objectives** |
| 1. Connect to greenways and multiuse trails |
| 2. Identify priority environmental resources |
| 3. Sustain water quality |
| 4. Support alternative modes that reduce negative air quality impacts |
| **Goal - Promote economic development** |
| **Objectives** |
| 1. Focus new developments in economically depressed areas |
| 2. Locate transportation facilities near economic development activities |
| **Goal - Involve the public** |
| **Objectives** |
| 1. Provide regular updates |
| 2. Make information accessible |
| 3. Provide multiple opportunities for involvement |

Burnt Hickory Road
Bankhead Highway/US 78
Dorris Road
SR 92
Interstate 20
Mann Road
Ceadr Mountain Road
Thornton Road
Bankhead Highway/US 78
SR 92
Lee Road
Mt Vernon Road
Interstate 20
Bright Star Road
Highway 5
Chapel Hill Road
SR 92
Lower Riverside Road
Liberty Road
Ephesus Church Road
Central Church Road
Annawakee
King Road
Dorsett Shoals Road
SR 166
Post Road
Tyree Road
Bill Arp Road
SR 166

| Level of Serivce | |
|---|---|
| LOS A | Represents free-flow operations where vehicles can easily maneuver within the traffic stream |
| LOS B | Represents reasonably free-flow, and free-flow speeds are maintained |
| LOS C | Provides flow with speeds at or near the free-flow speed of the freeway. |
| LOS D | Is the level at which speeds begin to decline slightly with increasing flows and density begins to increase more quickly. |
| LOS E | At its highest density value, describes operation at capacity. Operations at this level are volatile, because there are virtually no usable gaps in the traffic stream. |
| LOS F | Occurs when queues begin to form on the freeway as a result of a breakdown or bottleneck at a downstream point. |

LOS E or worse
LOS D
LOS C
LOS B
LOS A

# Future Traffic without Improvements (2030)




| Level of Serivce | |
|---|---|
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| LOS F | Occurs when queues begin to form on the freeway as a result of a breakdown or bottleneck at a downstream point. |

# Existing Traffic (2005)

Burnt Hickory Road
Bankhead Highway/US 78
Dorris Road
Mann Road
Ceadr Mountain Road
SR 92
Interstate 20
Thornton Road
SR 92
Lee Road
Mt Vernon Road
Bankhead Highway/US 78
Interstate 20
Lower Riverside Road
Bright Star Road
Highway 5
Central Church Road
Annawakee
Liberty Road
Ephesus Church Road
Dorsett Shoals Road
King Road
Chapel Hill Road
SR 92
SR 166
Post Road
Tyree Road
Bill Arp Road
SR 166

| Level of Serivce | |
|---|---|
| LOS A | Represents free-flow operations where vehicles can easily maneuver within the traffic stream |
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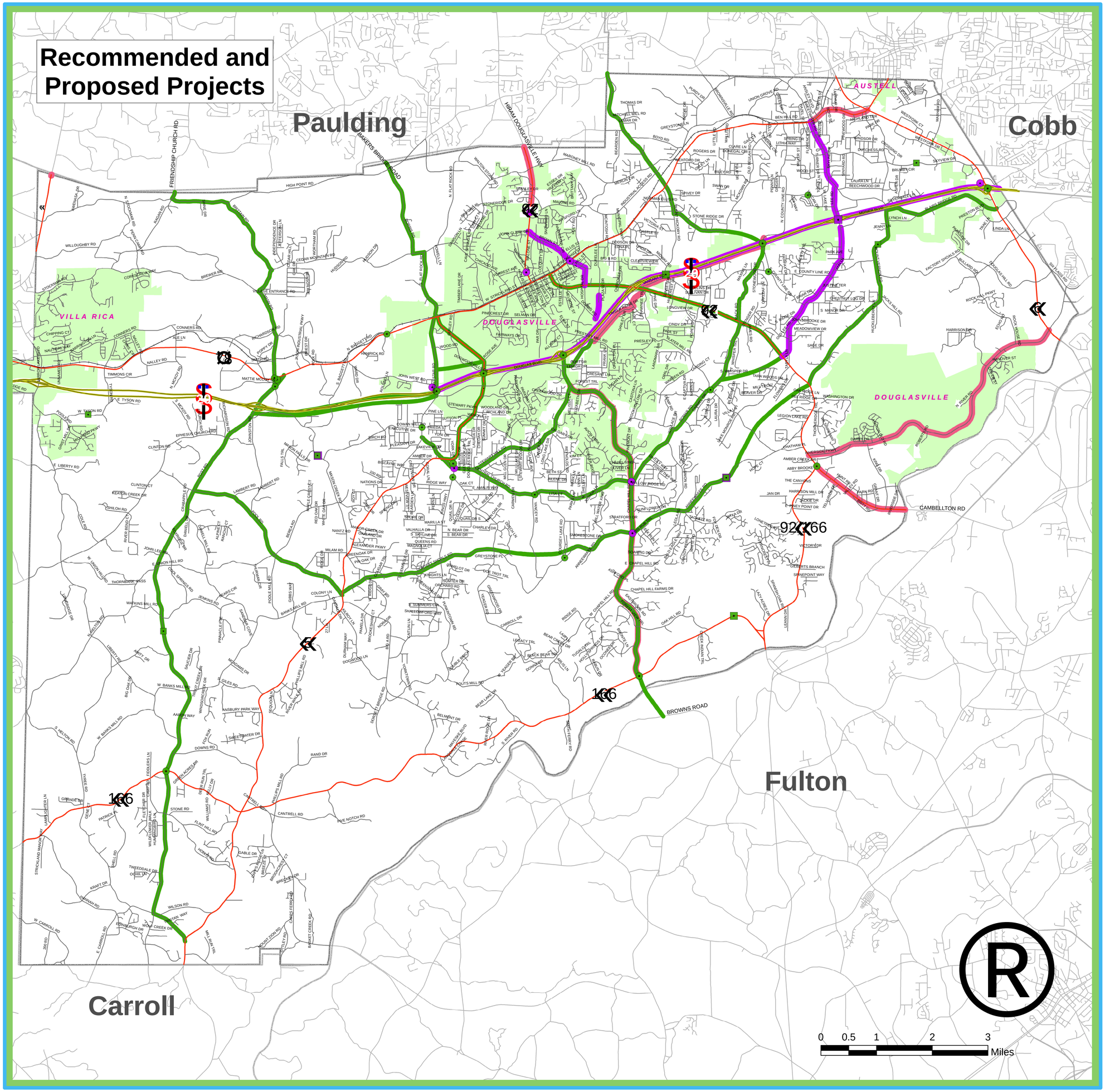
| LOS F | Occurs when queues begin to form on the freeway as a result of a breakdown or bottleneck at a downstream point. |

LOS E or worse
LOS D
LOS C
LOS B
LOS A

# Future Traffic with Improvements (2030)

# DOUGLAS COUNTY, GEORGIA COMPREHENSIVE TRANSPORTATION PLAN

## Recommended and Proposed Projects




## Legend

**Recommended CTP Projects**

- Bridge
- Intersection
- Roadway Project

**Projects in 2008-2013 TIP**

- Bridge
- Intersection
- Roadway Project

**Projects in Envision6 RTP**

- Roadway Project
- Interstate
- State
- US Hwy
- Other
- Railroad
- City Limits

GO DOUGLAS great opportunities