



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 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 Utilize access management retrofit designs when improving existing roadways 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 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 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 Promote economic development	Participate in regional transportation planning efforts 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 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 Utilize access management retrofit designs when improving existing roadways	\$\$	Safety
CTP-8A	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 Develop partnerships to implement multi-jurisdictional projects	\$\$	Minor/Freight
CTP-8B	Post Road/Tyree Road	Roadway Upgrade	2	4	11	Enhance safety and mobility for all travelers	Coordinate land use and transportation infrastructure Utilize access management retrofit designs when improving existing roadways 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 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 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 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 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 Promote economic development	Employ technological solutions for improving traffic operations 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 Preserve and protect neighborhood integrity Promote economic development	Employ technological solutions for improving traffic operations 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 Preserve the environment	Coordinate land use and transportation infrastructure Utilize access management retrofit designs when improving existing roadways 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 Preserve the environment	Coordinate land use and transportation infrastructure Utilize access management retrofit designs when improving existing roadways 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 Utilize access management retrofit designs when improving existing roadways Employ Context Sensitive Solutions	\$\$	Safety

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

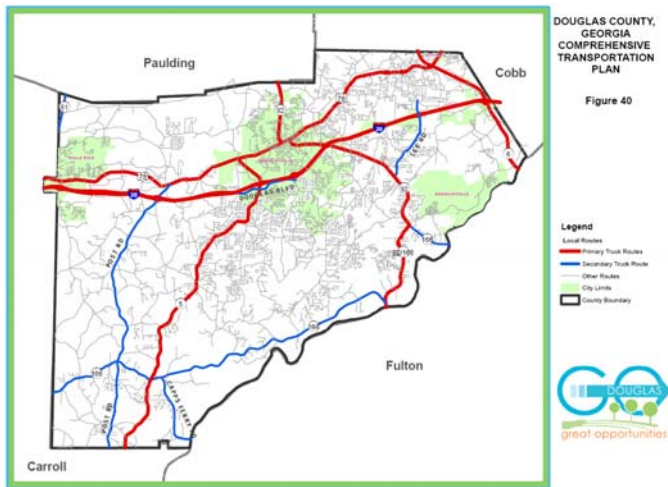


Project Recommendations

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 Preserve and protect neighborhood integrity Preserve the environment	Coordinate land use and transportation infrastructure Add bicycle and pedestrian facilities when improving roadways Employ context sensitive solutions	\$\$	Bicycle/Pedestrian
US 78/Bankhead Highway	Bicycle/Pedestrian	Enhance safety and mobility for all travelers Preserve the environment Promote economic development	Coordinate land use and transportation infrastructure Add bicycle and pedestrian facilities when improving roadways Employ context sensitive solutions	\$\$	Bicycle/Pedestrian
South Hillcrest Drive	Bicycle/Pedestrian	Enhance safety and mobility for all travelers Preserve the environment Preserve and protect neighborhood integrity	Coordinate land use and transportation infrastructure Add bicycle and pedestrian facilities when improving roadways Employ context sensitive solutions	\$	Bicycle/Pedestrian
Lee Road	Bicycle/Pedestrian	Enhance safety and mobility for all travelers Preserve the environment Preserve and protect neighborhood integrity	Coordinate land use and transportation infrastructure Add bicycle and pedestrian facilities when improving roadways Employ context sensitive solutions	\$\$	Bicycle/Pedestrian
SR 92/Riverside Parkway	Bicycle/Pedestrian	Enhance safety and mobility for all travelers Preserve the environment Promote economic development Preserve and protect neighborhood integrity	Coordinate land use and transportation infrastructure Add bicycle and pedestrian facilities when improving roadways Employ context sensitive solutions	\$\$	Bicycle/Pedestrian
Riverside Parkway	Bicycle/Pedestrian	Enhance safety and mobility for all travelers Preserve the environment Preserve and protect neighborhood integrity	Coordinate land use and transportation infrastructure Add bicycle and pedestrian facilities when improving roadways Employ context sensitive solutions	\$	Bicycle/Pedestrian
Thornton Road	Bicycle/Pedestrian	Enhance safety and mobility for all travelers Preserve the environment Promote economic development	Coordinate land use and transportation infrastructure Add bicycle and pedestrian facilities when improving roadways Employ context sensitive solutions	\$\$	Bicycle/Pedestrian
Brookmont Parkway/Bomar Road	Bicycle/Pedestrian	Enhance safety and mobility for all travelers Preserve the environment Preserve and protect neighborhood integrity	Coordinate land use and transportation infrastructure Add bicycle and pedestrian facilities when improving roadways 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

Prioritization and Implementation

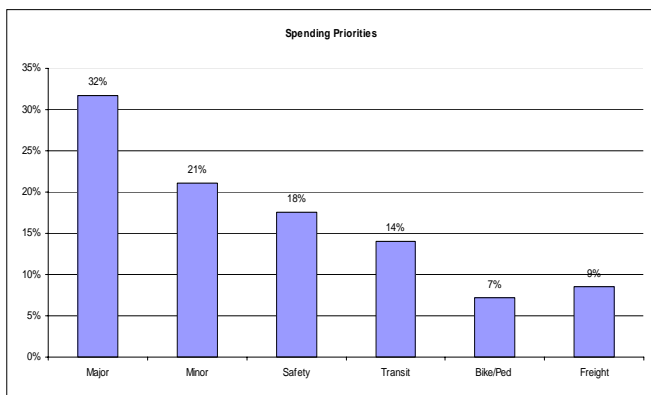
Goals:

- 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

Results from Community Meetings (October 2007)





Transportation Financing Options

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



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

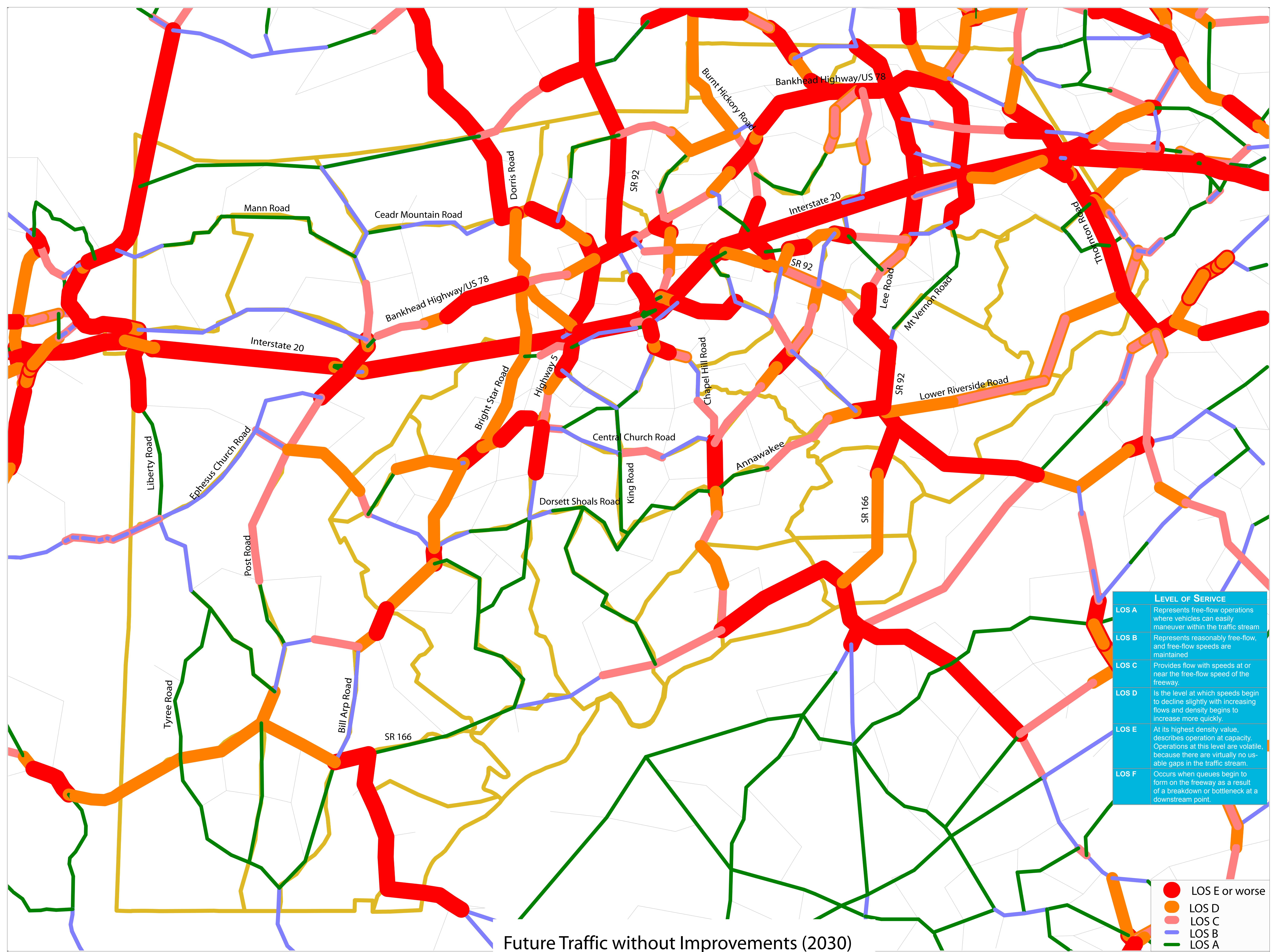
1. Focus new developments in economically depressed areas
2. Locate transportation facilities near economic development activities

Goal - Involve the public

Objectives

1. Provide regular updates
2. Make information accessible
3. Provide multiple opportunities for involvement

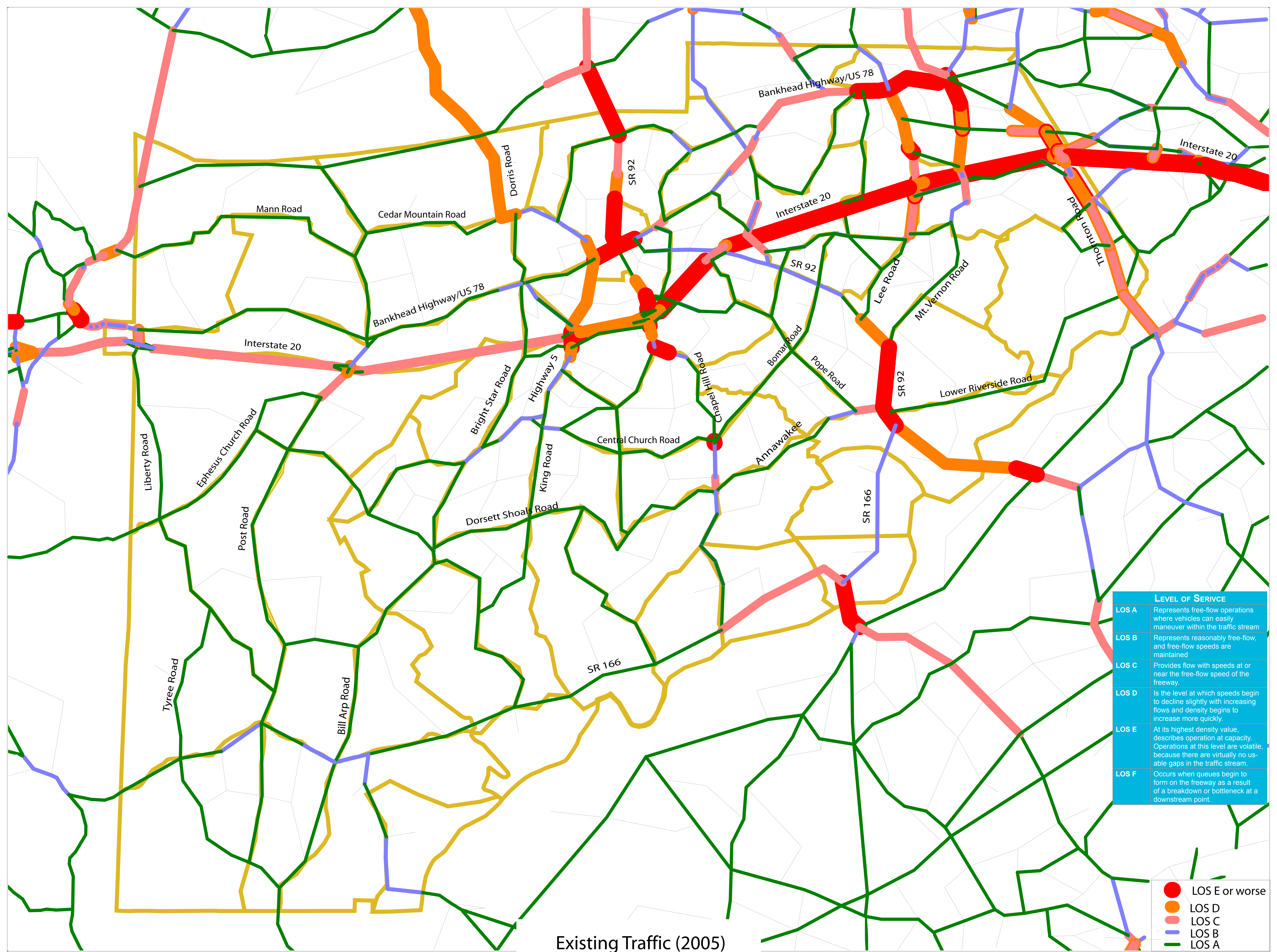




LEVEL OF SERVICE	
LOS A	Represents free-flow operations where vehicles can easily maneuver within the traffic stream
LOS B	Represents reasonably free-flow, and free-flow speeds are maintained
LOS C	Provides flow with speeds at or near the free-flow speed of the freeway.
LOS D	Is the level at which speeds 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

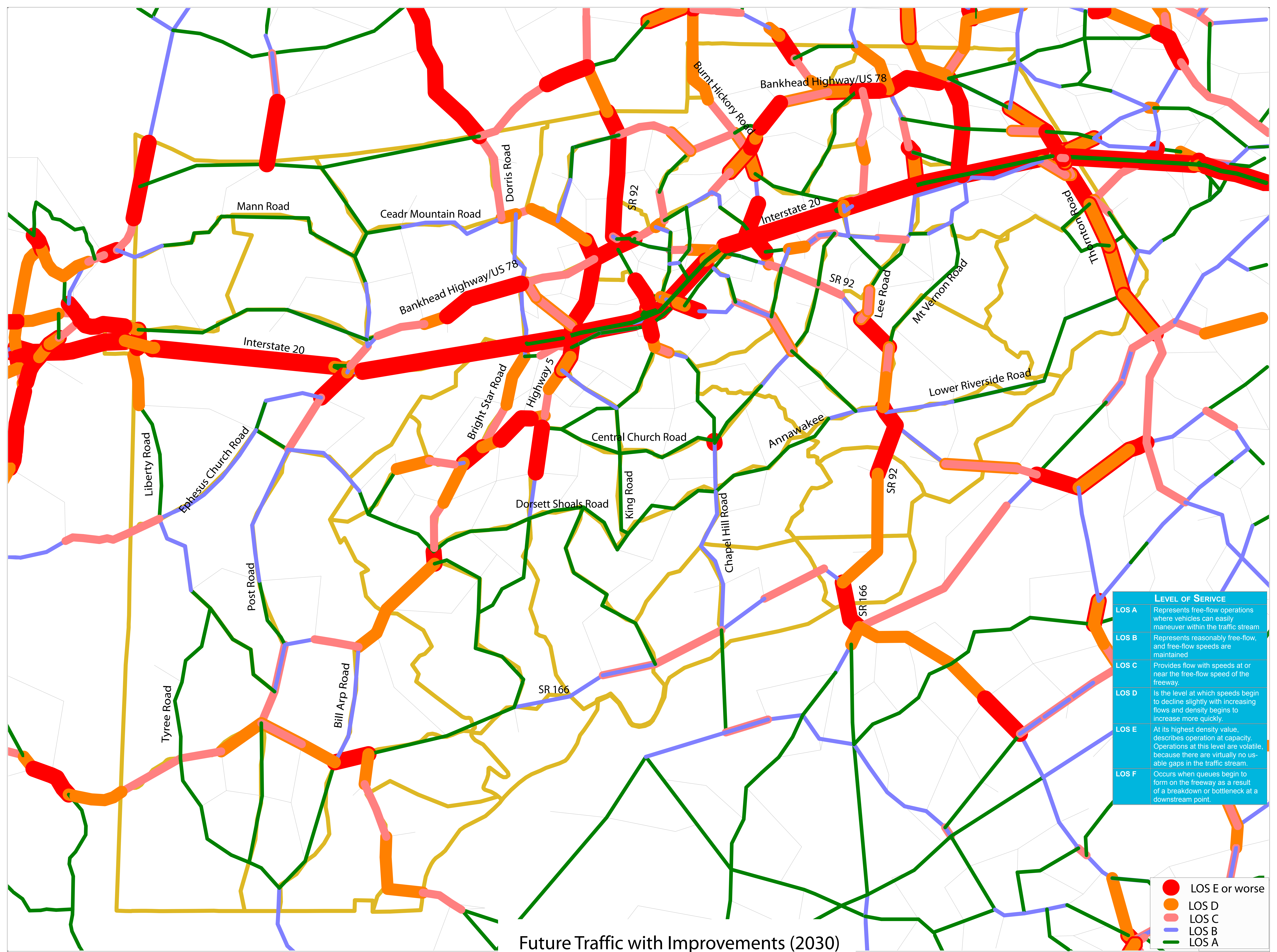
Future Traffic without Improvements (2030)



Existing Traffic (2005)

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- LOS D
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- LOS B
- LOS A



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Future Traffic with Improvements (2030)

