Analysis of Data and Information: Transportation

ANALYSIS OF DATA AND INFORMATION: TRANSPORTATION

166 miles of roads

2 Gwinnett County Transit bus routes

7 miles from nearest MARTA station

30 minutes to Hartsfield-Jackson Atlanta Internation Airport

2 miles to I-285

The following components of the local transportation system have been evaluated in terms of existing conditions and potential improvements throughout the planning process:

- Roads & Bridges
- Railroads, Trucking, Port Facilities, and Airports
- Public Transportation
- Non-Motorized Transportation
- Transportation and Land Use Connections

The City of Peachtree Corners is well served by regional air, rail, and vehicular transportation facilities. I-85 and I-285 are both located close to the City. The Metropolitan Atlanta Rapid Transit Authority's (MARTA) northwest line stops at Doraville, less than 2 miles away from the Peachtree Corners city limits. Hartsfield-Jackson Atlanta International Airport, located 30 miles southeast of Peachtree Corners, provides superior domestic and international access. All of these assets contribute to Peachtree Corners' status as a highly desirable place to live and to locate a business.

INVENTORY OF EXISTING FACILITIES

ROADS

There are approximately 166 miles of roadway in the City limits. The City has strong regional roadway access, with I-285 and I-85 located nearby (about 1 and 2 miles from the City limits, respectively). Two of the major transportation corridors in the northeast Atlanta region, Peachtree Industrial Boulevard and Buford Highway, pass through Peachtree Corners and provide connectivity south through DeKalb County and north through Gwinnett County. Several other key surface roads provide connections through the City and to destinations outside the City limits.

Grids typically provide very good connectivity, but the street network in the central part of Peachtree Corners does not follow a grid network. Like most of suburban metro Atlanta, the local street network is made up mainly of neighborhood streets. These neighborhood streets frequently do not connect to adjacent neighborhoods or other developments and include a significant number of cul-de-sacs. Neighborhoods are accessed via individual entrance points, and neighborhood streets are not integrated with the rest of the street network. This can impede connectivity, especially for local traffic during peak travel times.

Peachtree Industrial Boulevard/SR 141 (southwest of Peachtree Parkway) is a limited access roadway. Limiting access to this roadway allows large amounts of traffic to travel safely at high speeds. However, access limitations also limit the locations where these roadways can be crossed by vehicular traffic as well as by cyclists and pedestrians. The road has little impact on internal connectivity within the City, but the main impact is to connectivity to the area surrounding the City.

The Chattahoochee River forms the northern boundary of the City, which naturally impedes connectivity. However, there are two bridges across the river: one on Medlock Bridge and one on Holcomb Bridge Road.

BRIDGES

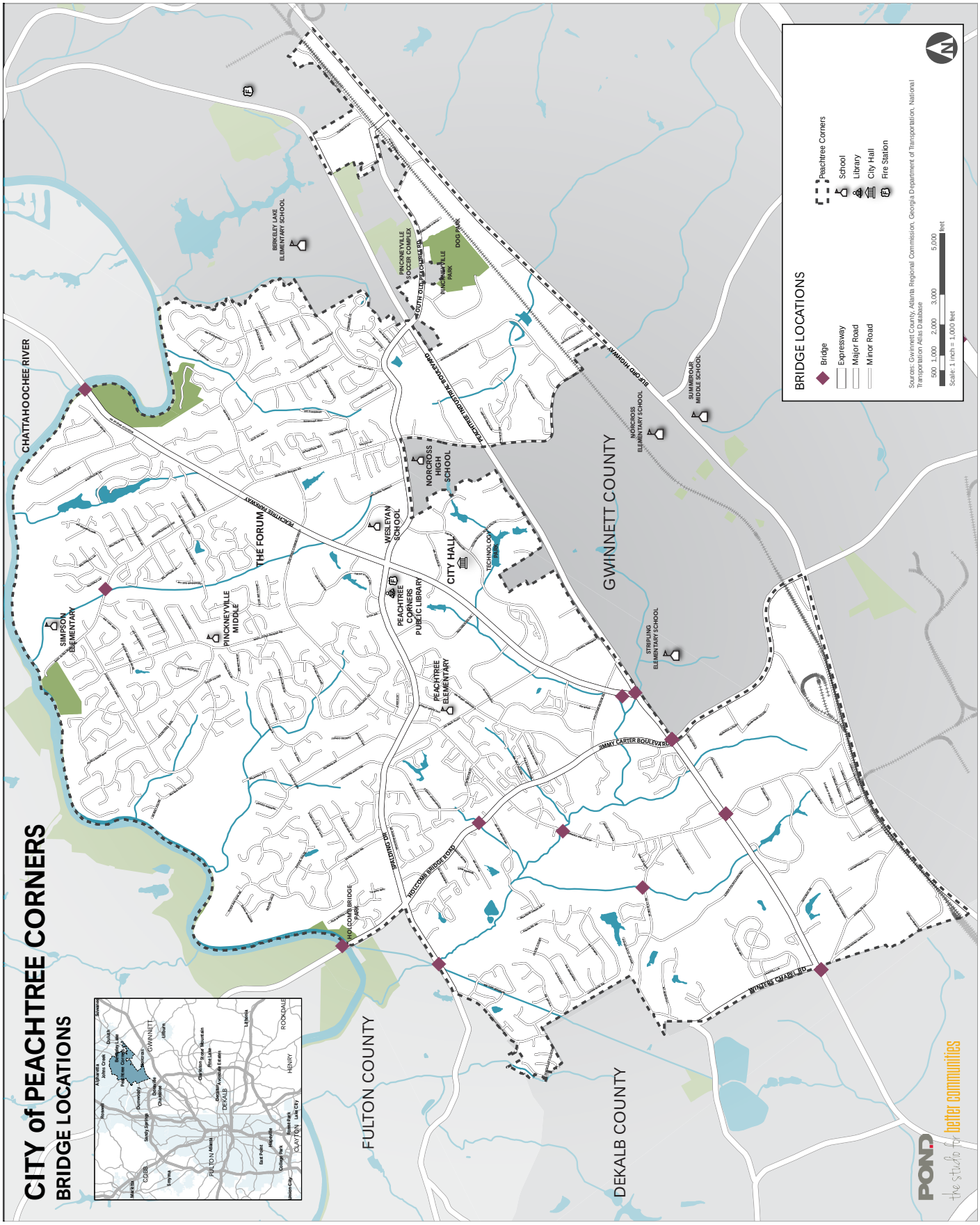
There are 12 bridges in the City of Peachtree Corners. The locations of these bridges are shown in Figure 16. Bridge maintenance is a shared responsibility among the Gwinnett County Department of Transportation, the Department of Water Resources, and the Georgia Department of Transportation. The Federal Highway Administration (FHWA) also sets aside funding for bridge maintenance.

A bridge's condition is evaluated by using a sufficiency rating. The sufficiency is determined in part by the bridge inspector who arrives at a rating based on a number of variables, which is then analyzed by a software system that generates a sufficiency rating for each bridge structure. The sufficiency rating ranges from zero (worst condition) to 100 (great condition). Bridges with a sufficiency rating of 50 or less are in need of replacement, and bridges with a rating greater than 50 are in satisfactory condition.

The Georgia Department of Transportation (GDOT) inspects all bridges and bridge culverts in the state. No bridges in Peachtree Corners received unsatisfactory ratings in the assessment included in the Gwinnett County Unified Plan's Community Assessment Technical Addendum from January 2007.

Jones Bridge, now closed, was built in the early 20th century to link Milton County (now part of Fulton County) with Gwinnett County. The ruins are located in Jones Bridge Park.

Figure 16. Map: Bridge Locations



TRUCK ROUTES

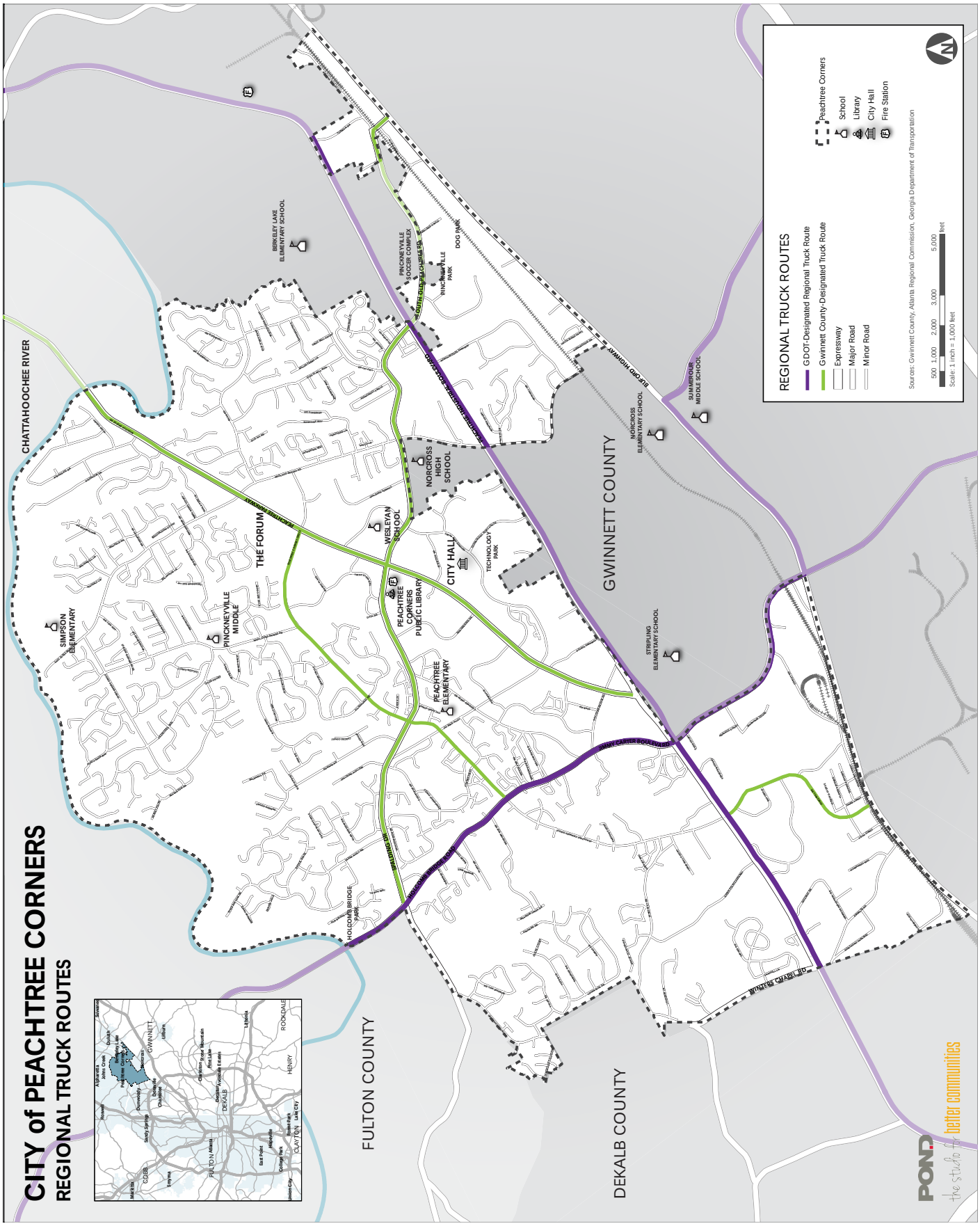
All state routes and interstate highways are available for use to commercial truck traffic. In the City of Peachtree Corners, this includes Peachtree Industrial Boulevard/ Peachtree Parkway/SR 141 and Holcomb Bridge Road/Jimmy Carter Boulevard/SR 140.

Freight traffic in the City is focused mainly on the roadways identified in Figure 18. GDOT and the Federal Highway Administration designate truck routes on non-interstate facilities, as shown in the figure. Gwinnett County also designates various county roads as truck routes. The Gwinnett County Truck Prohibition Ordinance attempts to ensure that trucks are only operated on roads that have been designed to accommodate heavy vehicles; it is updated as needed.

In 2008, the ARC finished the *Atlanta Regional Freight Mobility Plan*, which was intended to address freight in a comprehensive manner for the Metro Atlanta area. The plan resulted in a recommended Regional Priority Freight Highway Network shown in Figure 17. As the figure shows, interstate highways and state routes throughout Metro Atlanta were designated as part of the freight network. Peachtree Corners is well connected to this network via SR 140, providing good freight connectivity within the City, throughout Metro Atlanta, and to the rest of the region.

Figure 17. Proposed Regional Priority Freight Highway Network, Atlanta Regional Commission

Figure 18. Map: Regional Truck Routes



PUBLIC TRANSPORTATION

Gwinnett County is served by the Gwinnett County Transit System (GCT). GCT was founded in 2000 to provide express, local, and paratransit services for the people of Gwinnett County. Express bus service operates Monday through Friday and includes six routes using the High Occupancy/Toll (HOT) lanes on I-85. Park-and-ride lots at I-985, Sugarloaf Mills (Discover Mills), and Indian Trail have been built or upgraded to provide free and convenient parking for bus riders. Local bus service operates five routes Monday through Friday and Route 10 on Saturday connecting neighborhoods and businesses to Gwinnett County's many cultural, shopping, and educational opportunities. Paratransit service for qualifying persons with disabilities operates in conjunction with the local bus service.

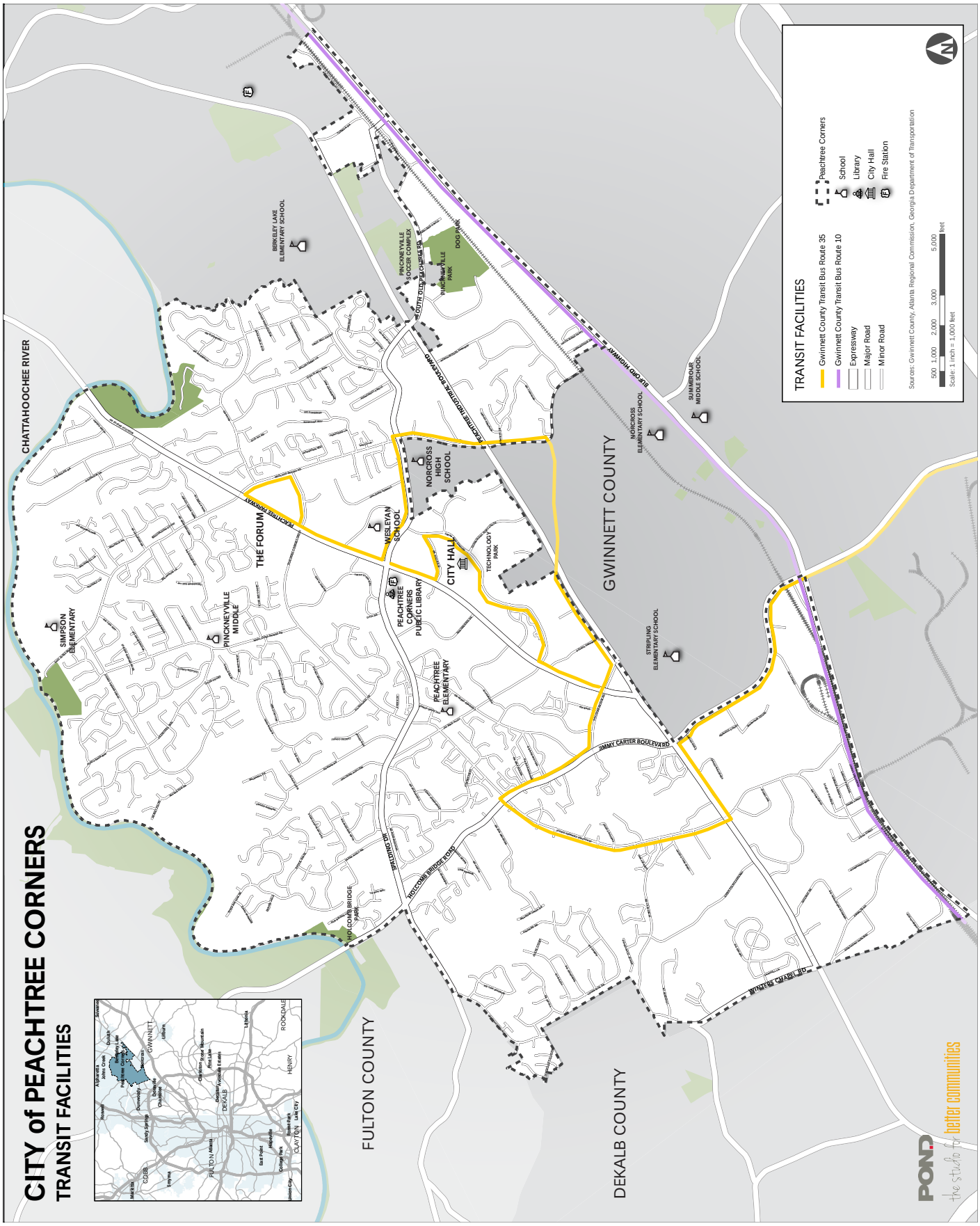
Peachtree Corners is served by two Gwinnett County Transit bus routes, Route 10 and Route 35. Route 35 (Peachtree Corners to Norcross to Doraville Station) provides service to Best Friend Park, Peachtree Corners Library, Norcross High School, and the Forum. Route 10 (Sugarloaf Mills to Gwinnett Place to Doraville Station) stops at destinations including Gwinnett Place Mall, Sugarloaf Mills Mall, locations for Gwinnett County transit ticket and pass sales, Norcross Library, and the GIVE Center West.

The Georgia Regional Transit System (GRTA)'s Xpress bus service also serves Gwinnett County. Route 408 has a park-and-ride location at Christ the King Church in Peachtree Corners and travels between Johns Creek and the Doraville MARTA station. The nearest park-and-ride locations to Peachtree Corners for service into midtown and downtown Atlanta include Sugarloaf Mills, Indian Trails, and Doraville MARTA.

While MARTA does not serve Gwinnett County, the Doraville MARTA station is located about 7 miles from the center of Peachtree Corners and provides service to Buckhead, Midtown, Downtown Atlanta, and Hartsfield-Jackson Atlanta International Airport. In operation since 1972, MARTA provides transportation for approximately 500,000 passenger boardings each weekday. There are 1,070 daily and long-term parking spaces at this station, providing access to commuters who park at the station and ride MARTA to their destination. This station provides an alternative mode of transportation to commuters who may wish to avoid congested interstate highways.

The Transit Planning Board (TPB) was a joint venture between MARTA, the Atlanta Regional Commission (ARC), and the Georgia Regional Transportation Authority (GRTA). It was primarily focused on the creation of a regional transit plan and identifying new regional sources of funds to implement and operate the system. In August 2008 the TPB approved Concept 3 as their Regional Vision for Transit in Atlanta. Concept 3 has since been approved by MARTA, ARC, and GRTA. The Regional Transit Committee (RTC) was established as a policy committee of the Atlanta Regional Commission in January 2010, to focus on issues of regional transit planning, funding and governance. The RTC builds upon the work of its predecessors, the Transit Planning Board (TPB) and the Transit Implementation Board (TIB).

Figure 19. Map: Transit Facilities

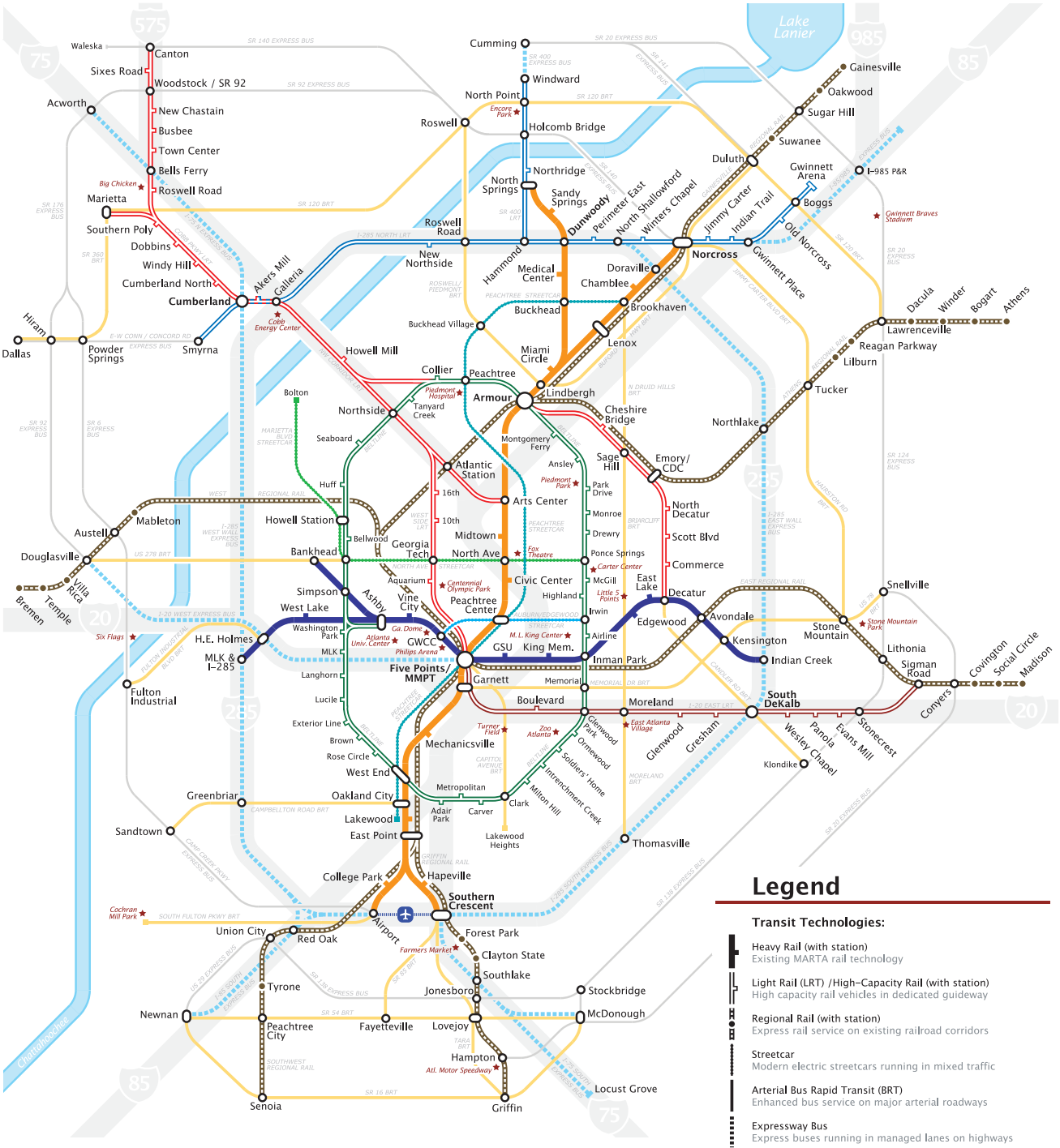


Concept 3, shown in Figure 20, is Metro Atlanta's official long-range transit vision. Although no specific funding has been attached to the plan, it is the basis for future planning, funding, and implementation of transit in the Metro Atlanta area. Many of the projects in the project list for the Transportation Investment Act T-SPLOST, a 1% sales tax to fund regional transportation improvement projects that was rejected in a referendum vote in July 2010, included transit connections included in Concept 3. As the figure shows, Concept 3's vision is for transit to provide connectivity throughout most of Metro Atlanta. Improvements that would affect Peachtree Corners include the proposed I-285 North light rail with stops at Winters Chapel and Jimmy Carter. A transit hub is envisioned in nearby Norcross, with connections to the I-285 North light rail, Gainesville regional rail, bus rapid transit on SR 120 and Jimmy Carter Boulevard, and MARTA heavy rail via an extension of the existing track from Doraville.

Figure 20. Concept 3 Regional Transit Vision

Concept 3

The Atlanta Region's Long-Range Transit Vision



Legend

Transit Technologies:

- **Heavy Rail (with station)**
  Existing MARTA rail technology
- **Light Rail (LRT) /High-Capacity Rail (with station)**
  High capacity rail vehicles in dedicated guideway
- **Regional Rail (with station)**
  Express rail service on existing railroad corridors
- **Streetcar**
  Modern electric streetcars running in mixed traffic
- **Arterial Bus Rapid Transit (BRT)**
  Enhanced bus service on major arterial roadways
- **Expressway Bus**
  Express buses running in managed lanes on highways
- **Arterial Express Bus**
  Cross-regional express bus service on major arterials
- **Transfer Station**

Network depicted as modeled by the Atlanta Regional Commission, August 2008

Map is not to scale

Transit Implementation Board
WORKING TOGETHER – CONNECTING OUR REGION

PEDESTRIAN FACILITIES

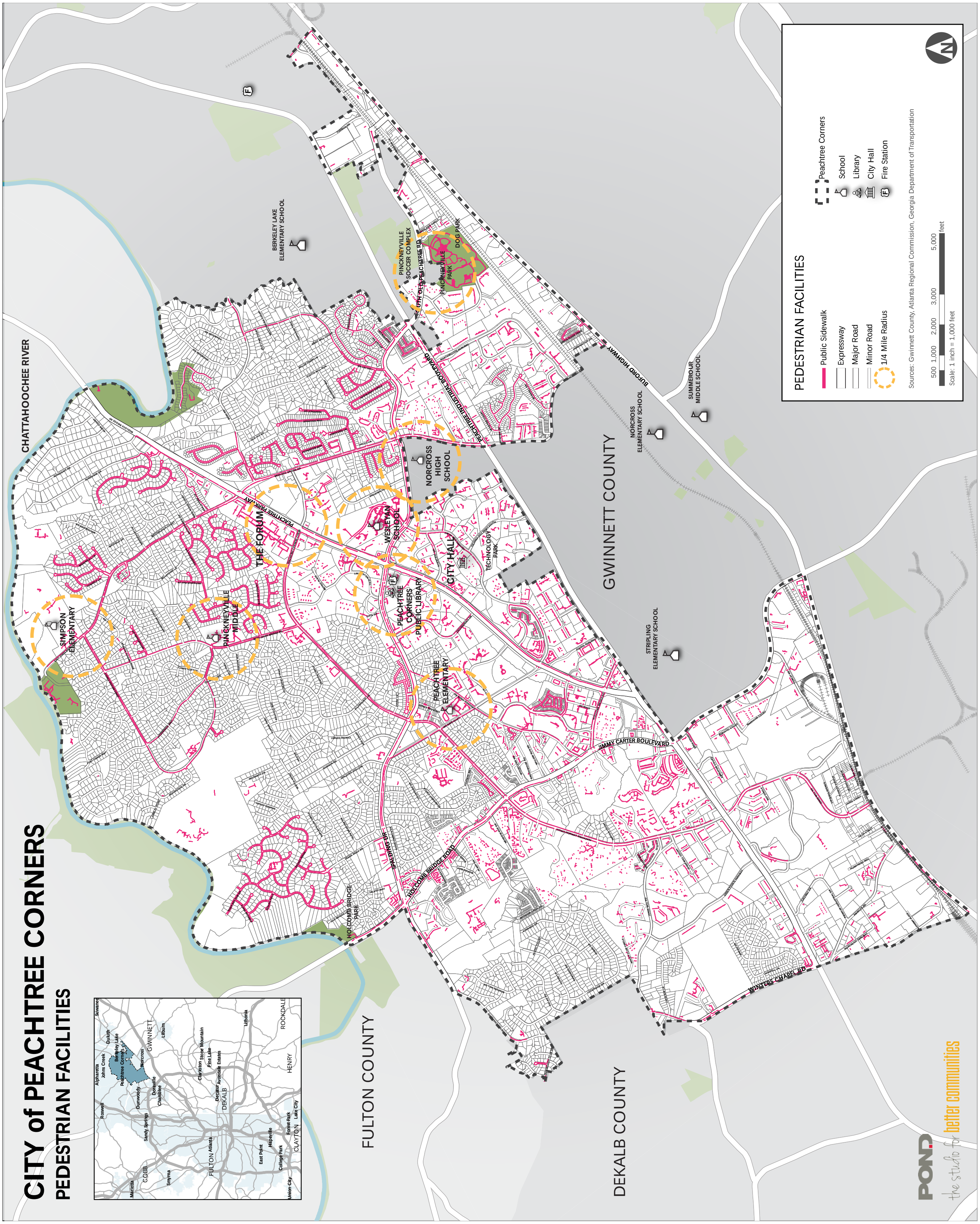
Sidewalk coverage varies throughout the City. As shown in Figure 21, sidewalks exist on at least one side of the road on Spalding Drive, Holcomb Bridge Road, Peachtree Corners Circle, and Peachtree Parkway. Peachtree Industrial Boulevard southwest of Peachtree Parkway moves a large volume of vehicular traffic but does not provide pedestrian facilities. This road also acts as a barrier to pedestrians, restricting pedestrian crossing points to very specific locations. The only pedestrian crossing point from I-285 to Holcomb Bridge Road on SR 141, a distance of 7.4 miles, is at Jones Mill Road.

Sidewalks are lacking in many of the single-family residential neighborhoods that make up a significant portion of Peachtree Corners. Even in neighborhoods close to Simpson Elementary, Pinckneyville Middle School, Peachtree Elementary, and Norcross High School—where children could easily walk to school—there are no sidewalks.

The Gwinnett County Unified Plan's Comprehensive Transportation Plan (2007) identifies areas where pedestrian and bicycle facility investment should be considered over the next 20 years, rather than specific projects themselves. These areas include mixed use development and residential sites with densities above certain thresholds, especially those supported by transit infrastructure that allows the use of alternative modes. Additionally, areas served by local bus routes could benefit from improved pedestrian facilities. Major potential transit trip generators in the County include the Buford Highway corridor and apartment complexes; trip attractors include Gwinnett Place Mall, Gwinnett County Government Center in Lawrenceville, the Buford Highway corridor, and industrial areas. Town centers are also key areas where improved sidewalk facilities could be beneficial.

Pinckneyville Park includes a wide multi-use trail.

Figure 21. Map: Pedestrian Facilities



BICYCLE FACILITIES

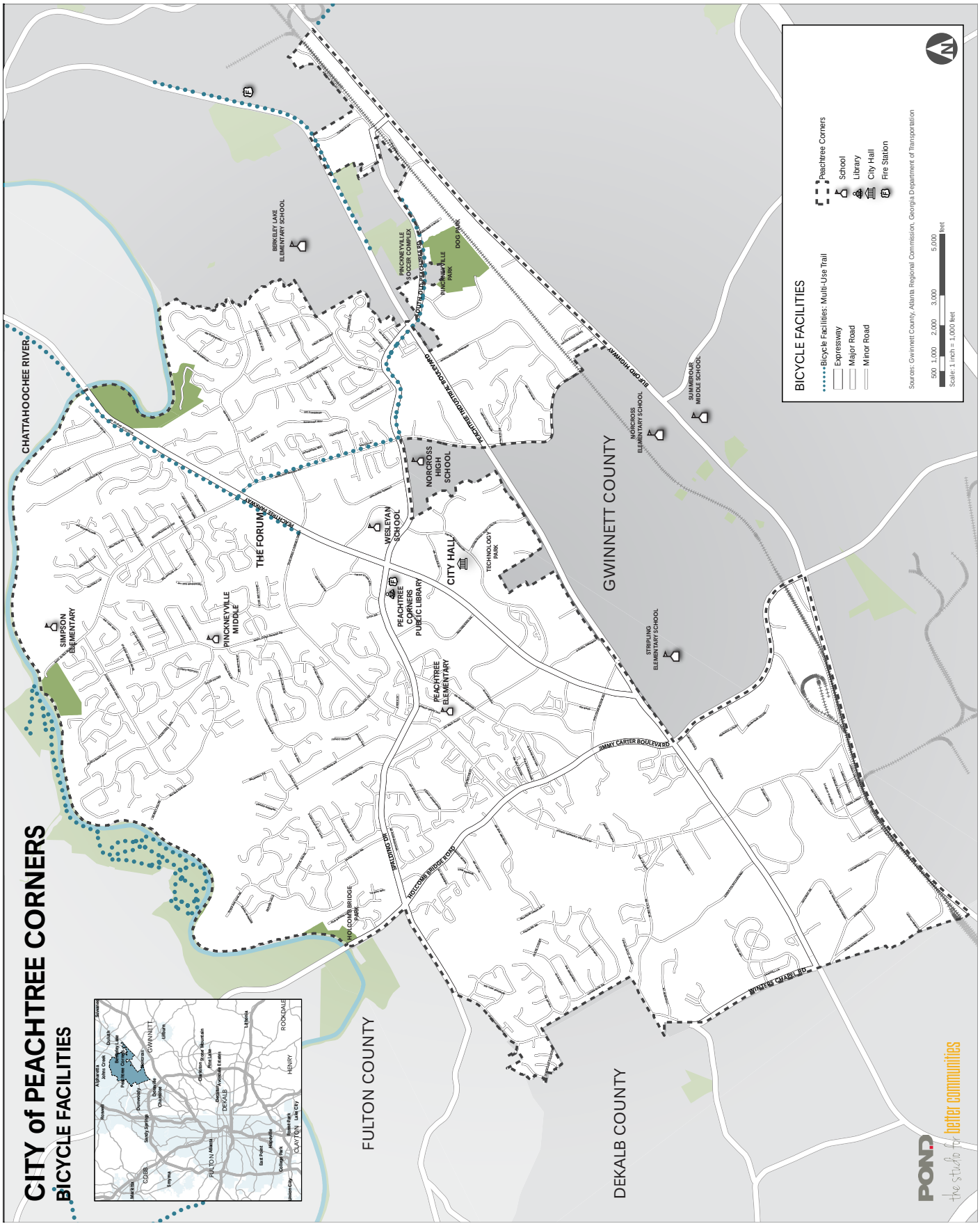
In 2007, the ARC *Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan* was completed. This is an update to a previous plan that was completed in 2002. This study focused on a selected study network of regionally significant routes across the 18-county Atlanta Region and rated them based on their level of service, or LOS, raking them from A to F. Peachtree Industrial Boulevard between Peachtree Parkway and Medlock Bridge Road was rated as LOS A. Jimmy Carter Boulevard/Holcomb Bridge Road from Peachtree Industrial Boulevard to Spalding Drive was rated LOS D. As this was an 18-County regional study, recommendations were limited where existing development, ROW, and other constraints impacted roadways.

Figure 22 shows existing bicycle facilities in the study area. As indicated, the only designated bicycle facilities in Peachtree Corners are multi-use trails on Peachtree Parkway, Medlock Bridge Road, and Spalding Drive/South Old Peachtree Road. These multi-use trails provide bike connectivity to Pinckneyville Park, Norcross High School, the Forum, and the Chattahoochee River Medlock Bridge Road Area. Multi-use trails can be used by cyclists of all skill and confidence levels, as they are separated from the roadway and designated for use by cyclists and pedestrians only.

Gwinnett County is currently in the process of updating its Greenways Master Plan, which will identify high-priority greenway corridors. Greenways usually include multi-use trails, which allow for both transportation and recreation.

The multi-use trail on Peachtree Parkway/SR 141 provides access for pedestrians and cyclists.

Figure 22. Map: Bicycle Facilities



ROADWAY NETWORK

JURISDICTION

Ten miles of roadway in Peachtree Corners are served by the Georgia Department of Transportation (GDOT), consisting of Holcomb Bridge Road/Jimmy Carter Boulevard/ SR 140 and Peachtree Industrial Boulevard/Peachtree Parkway/SR 141. The remaining roadways are serviced by Gwinnett County.

FUNCTIONAL CLASSIFICATION

Roadways in Peachtree Corners are assigned a classification based on the roadway's function, accessibility, and mobility. On one end of the spectrum are expressways or interstates, which provide the greatest mobility but the least accessibility. In other words, they have a high capacity for traffic but only connect major destinations. On the other end are local roads, which provide the greatest accessibility but the least mobility; these roads handle fewer cars at lower speed limits, but they connect people from their homes to the roadway network and other destinations. Characteristics about each roadway by functional class are described below, and the functional classification of the Peachtree Corners roadway system is shown in Figure 24.

- Urban interstate principal arterial/urban freeway and expressways provide the greatest mobility because they permit high-speed movement and access is generally limited to intersections with the network at defined interchanges. There are no urban interstate principal arterials in the City, but I-85 and I-285 both pass close by. Peachtree Industrial Boulevard/SR 141 and Peachtree Parkway south of Holcomb Bridge are classified as urban freeway/ expressway.

Figure 23. Roadway Functional Classification Diagram

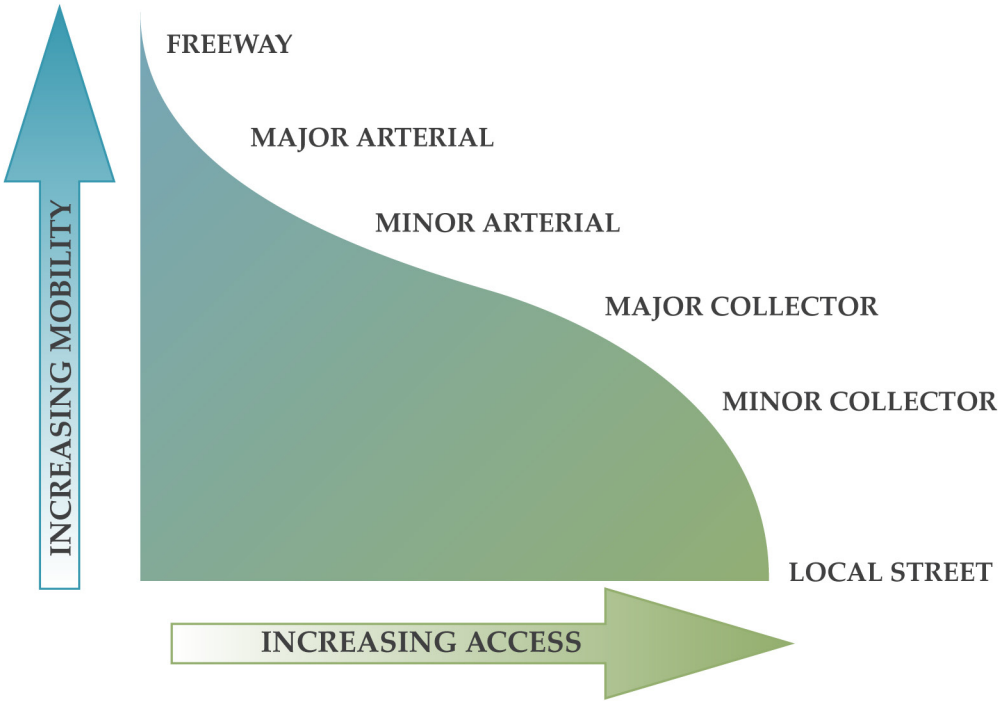
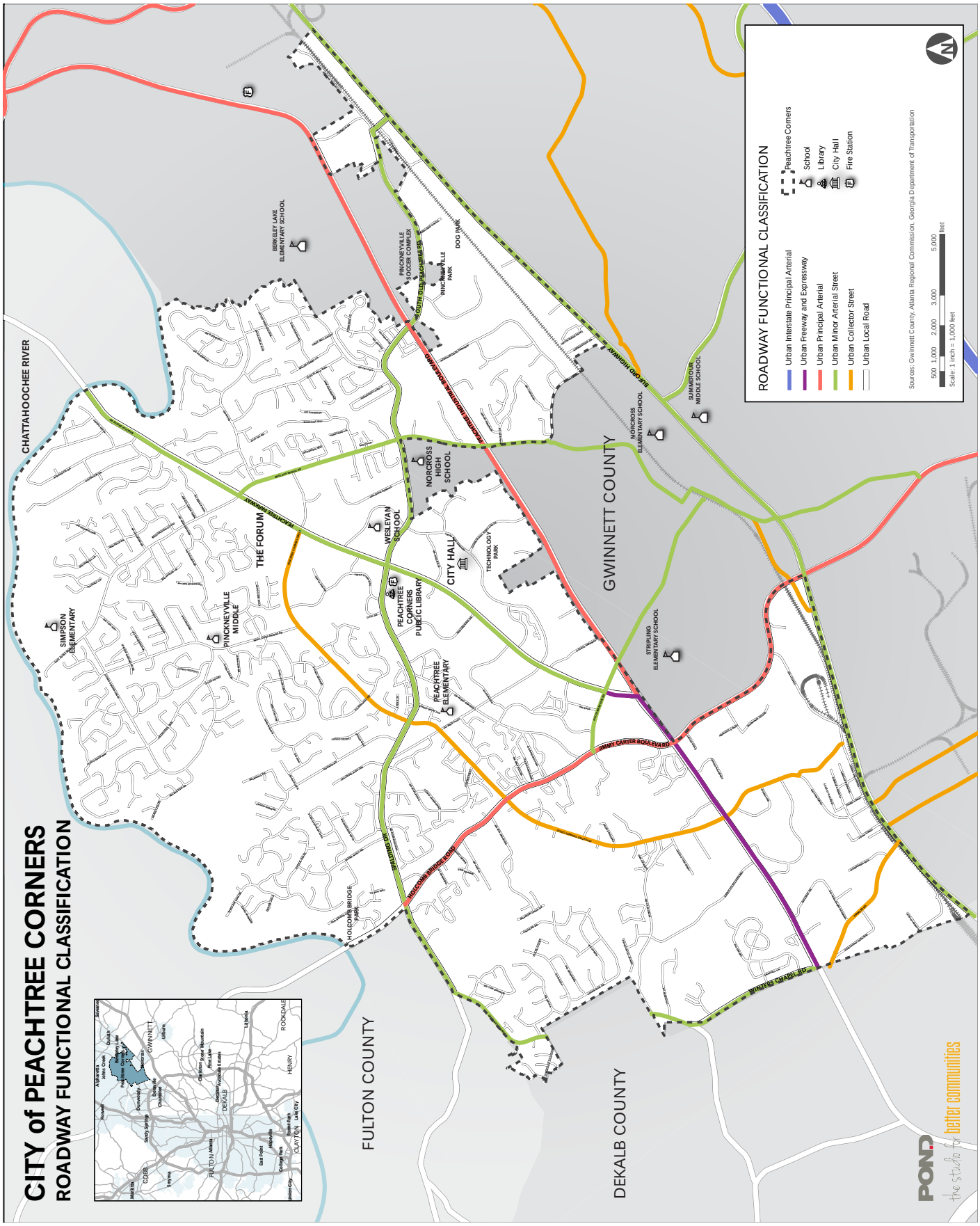


Figure 24. Map: Roadway Functional Classification



- Urban principal arterial and urban minor arterial streets serve as the backbone of the surface roadway network and typically connect major activity centers. Arterials carry large volumes of traffic at moderate speeds. One principal arterial, Holcomb Bridge Road/Jimmy Carter Boulevard, is oriented roughly north-south at the western part of the City. This roadway connects Peachtree Corners with Fulton County to the north and I-85 to the south. Another principal arterial is Peachtree Industrial Boulevard, which travels roughly east-west and connects Peachtree Corners to Berkeley Lake and Duluth.

- Urban minor arterials within the City provide more local access than principal arterials while still connecting major activity centers. Peachtree Parkway/SR 141 is an urban minor arterial that traverses the heart of the city northeast to southwest. It passes the Forum and Technology Park. Other urban minor arterials include the following roadways:

    - Holcomb Bridge Road east of Jimmy Carter Boulevard
    - Spalding Drive
    - Medlock Bridge Road
    - Winters Chapel Road
    - Buford Highway
    - South Old Peachtree Road

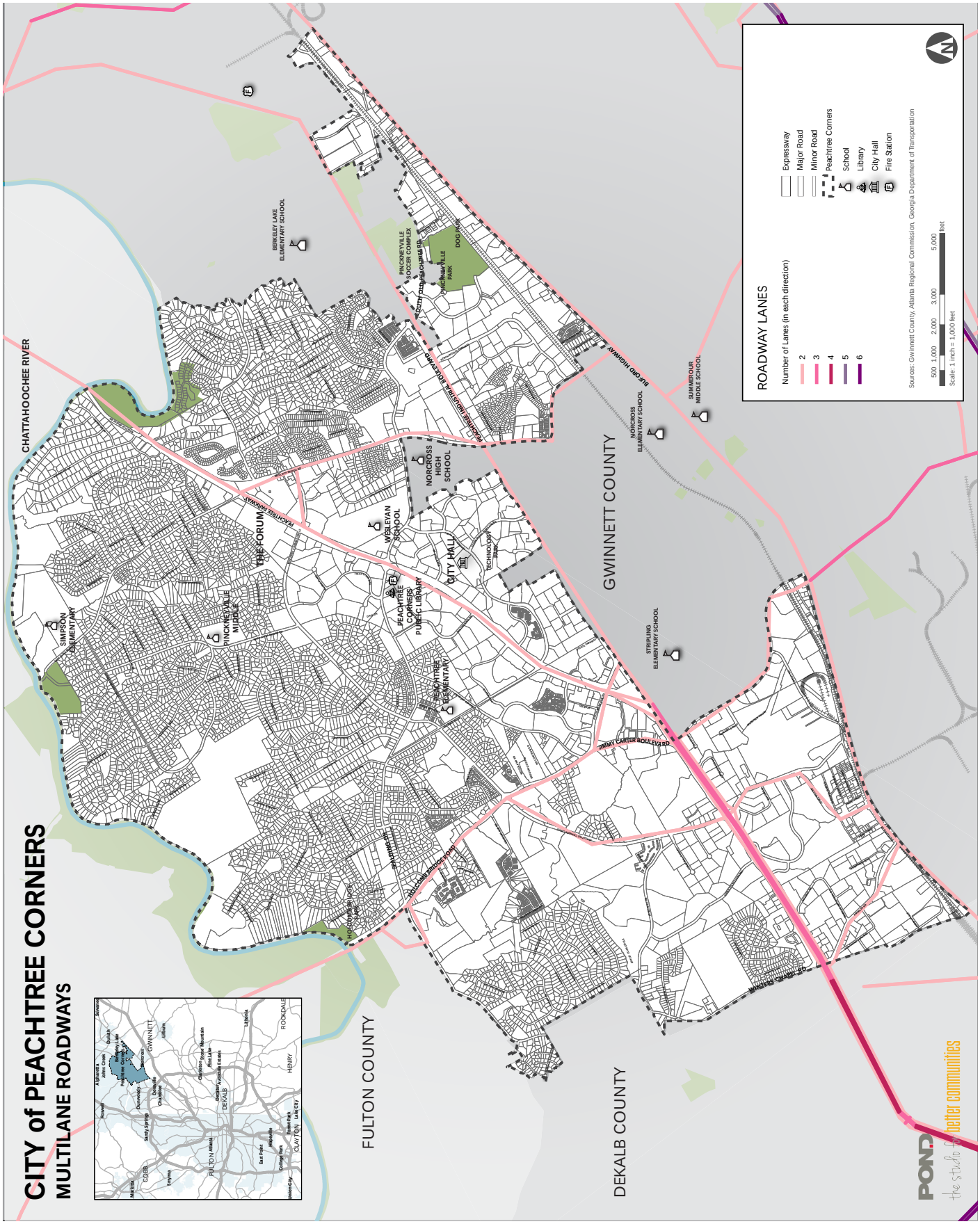
- Urban collector streets connect activity centers and residential areas. Their purpose is to collect traffic from streets in residential and commercial areas and distribute it to the arterial system. Collector streets carry traffic at low to moderate speeds. The urban collector roadways in Peachtree Corners (Amwiler Road, Peachtree Corners Circle, and South Peachtree Street) pass though the City, providing connectivity within the City, to the surrounding area, and to arterials in and near the City.

- Urban local streets offer the greatest access but the least mobility. Local streets feed the collector system from low volume residential and commercial areas at low speeds. Local streets are often found in subdivisions. All roadways in the City that are not freeways, arterials, or collectors are local streets.

NUMBER OF LANES

The "Multilane Roadways" map (Figure 25) shows the number of lanes of the roadways in the City. The roadways with more than two lanes include freeways, arterials, and collectors. Most of these roadways pass along the edges of the City. The only roadway with more than two lanes in either direction is Peachtree Industrial Boulevard/SR 141 southwest of Peachtree Parkway. The limited number of multilane roadways in the City prevents significant amounts of external commuter traffic from passing through

Figure 25. Map: Multilane Roadways



the heart of the City while providing connectivity to regional destinations and the regional transportation network. The two-lane, local roadway network then provides good connectivity throughout most of the City.

LEVEL OF SERVICE

The level of the roadway system's performance is based on each facility's type, location, time of day, and other characteristics. Each roadway in the Peachtree Corners network has a theoretical capacity, which depends on its functional classification and other characteristics. When traffic is flowing freely, capacity constraints are not apparent. However, as traffic volume increases, capacity is restricted, which results in congestion.

Roadway level of service is calculated based on daily roadway traffic volumes divided by roadway capacity. The volume to capacity ratio (V/C) indicates the level of service (LOS) that can be expected on each roadway. Volume to capacity ratios of less than 1 indicate that a road is operating at less than capacity and can handle additional traffic volume. A ratio of 1 means that the road has reached its capacity. When the volume to capacity ratio is greater than 1, the roadway is over capacity, resulting in an unacceptable LOS.

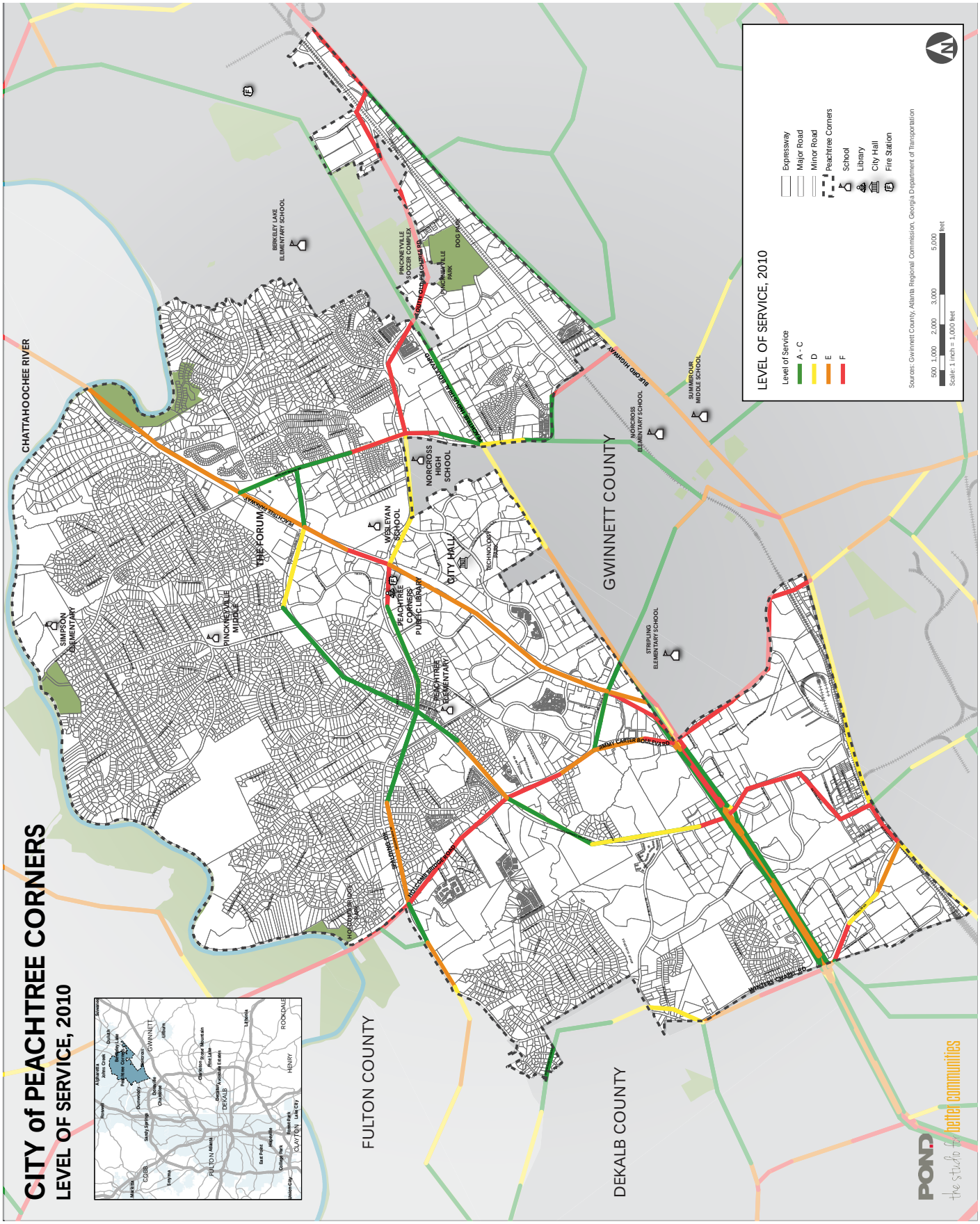
The 2000 Highway Capacity Manual provides the following LOS guidelines:

- LOS A, B, and C indicate conditions where traffic can move relatively freely (V/C is less than or equal to 0.7).
- LOS D describes vehicle speed beginning to decline slightly due to increasing flows. Speed and freedom of movement are severely restricted (V/C is between 0.701 and 0.85).
- LOS E describes conditions where traffic volumes are at or close to capacity, resulting in serious delays (V/C is between 0.851 and 1.00).
- LOS F describes breakdown in vehicular flow. This condition exists when the flow rate exceeds roadway capacity. LOS F describes traffic downstream from a bottleneck or breakdown (V/C is greater than 1.00).

Surprisingly, LOS A is not typically the goal for roadway design. If all roadways operated at LOS A all the time, they would have to be designed for free-flowing traffic even at the highest volume times. Roadways would have to be huge, with dozens of lanes, to handle rush hour traffic and only a few cars at non-peak hours. Some level of congestion is expected in order to provide a balance between roadway width (and the associated infrastructure and land costs) and capacity management. LOS C is a target for urban or some suburban roadways. LOS D and E are targets for urbanized areas, where some congestion is to be expected and accepted and where roadway widths are limited.

Figure 26 shows the 2010 LOS in Peachtree Corners. The main routes through the City— Peachtree Industrial Boulevard/Peachtree Parkway/SR 141 and Holcomb Bridge Road/Jimmy Carter Boulevard/SR 140 —operate at LOS E or F. This means that there is often very restricted traffic flow at peak hours, with bottleneck situations or stopped

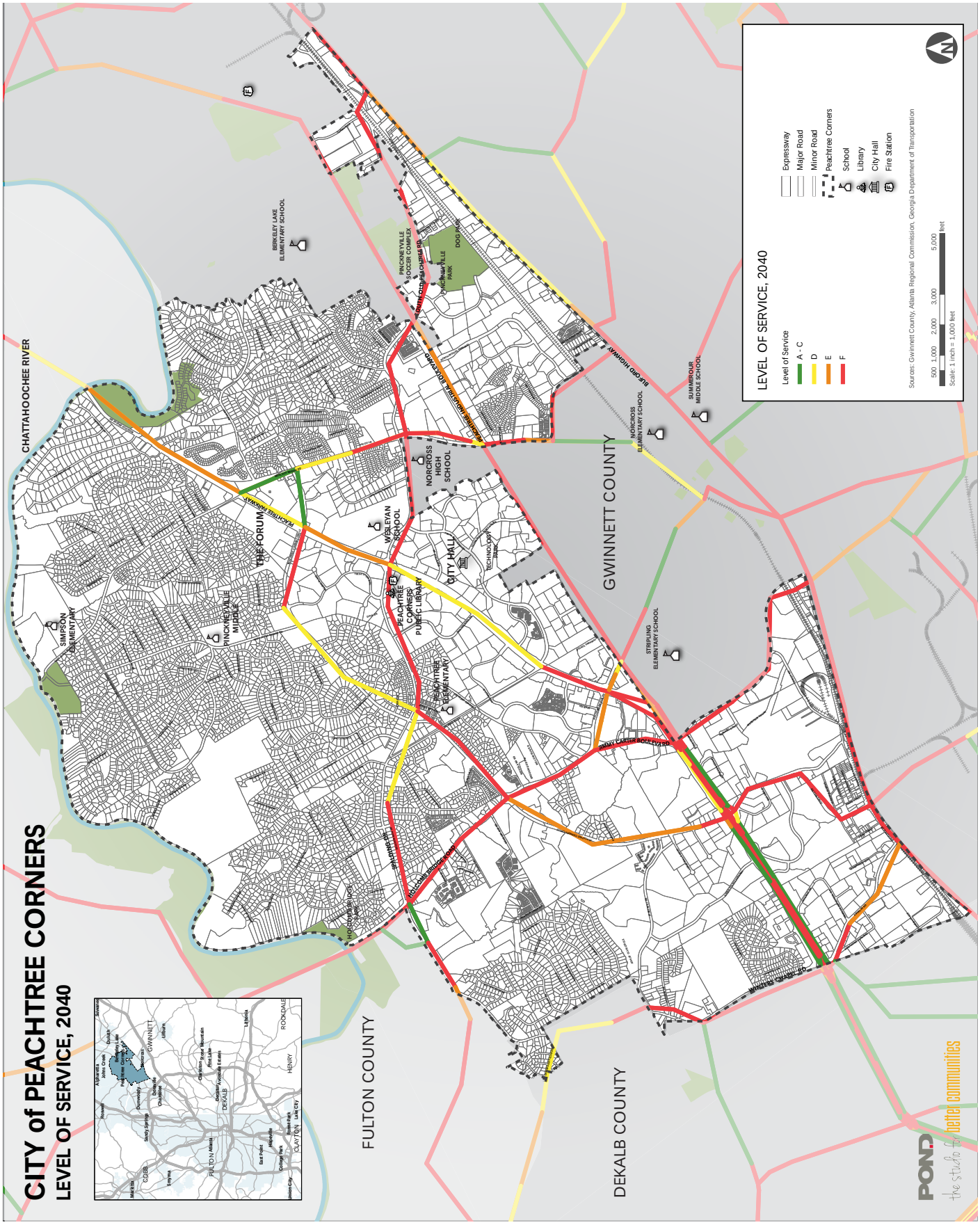
Figure 26. Map: Roadway Level of Service, 2010



traffic. However, some of the major collectors, including Spalding Drive and Peachtree Corners Circle, operate at LOS A-C or LOS D in areas. Congestion is worst in the areas surrounding and connecting to Technology Park.

Another map, Figure 27, shows the year 2040 projected daily vehicular LOS from the ARC Regional Transportation Plan (RTP) PLAN 2040's travel demand model for roadways in Peachtree Corners. As shown, more roadways in 2040 are projected to suffer from worsening traffic congestion. Only very small portions of collector roadways are still operating at LOS A-C. Key points of access into and out of the City, such as Peachtree Industrial Boulevard/Peachtree Parkway/SR 141 and Holcomb Bridge Road/Jimmy Carter Boulevard/SR 140 will be choke points of congested traffic.

Figure 27. Map: Roadway Level of Service, 2040



CURRENT AND ANTICIPATED IMPROVEMENT PROJECTS

County and regional transportation plans include one pedestrian improvement project (to be completed within the next five years) and three roadway widening projects that will be completed in the long range future (2030-2040).

Projected level-of-service models like the one discussed in the previous section are important regional transportation planning tools. By anticipating what traffic volumes will be in the future, transportation planners can make improvements to the transportation network in advance to prevent or delay level of service failures. Improvements to the transportation network may include roadway capacity improvements, like widening, but also measures to encourage drivers to take alternate routes or use alternate modes of transportation. The ARC's Regional Transportation Plan includes a variety of these project types.

ATLANTA REGIONAL COMMISSION RTP / PLAN 2040

The ARC's Regional Transportation Plan (RTP) is a long-range plan that includes a mix of projects including roadways, bridges, bicycle/pedestrian infrastructure, transit services, and more. By federal law, the RTP is required to cover a minimum planning horizon of 20 years and must be updated every four years in areas that do not meet federal air quality standards. The PLAN 2040 is the currently adopted plan for the Metro Atlanta area.

The ARC's RTP is used to create a short-term work program with programmed funding sources known as the Transportation Improvement Program (TIP). The TIP is developed using the highest priority transportation projects from the RTP and must be financially balanced. The current TIP is for FY 2012-2017 and includes a total of $7.6 billion of projects. Programmed projects from the current TIP and planned projects from the current RTP are shown in Figure 28. Details about each project are listed in Tables 36 and 37.

The tables show that one project in the City of Peachtree Corners is included in the current TIP: pedestrian mobility improvements on Buford Highway from Simpson Circle to North Berkeley Lake Road. Four other short-term projects are located close to Peachtree Corners. These include pedestrian improvements on Kimball Bridge Road (ARC ID# FN-AR-BP076B); an auxiliary lane on I-85 northbound (GW-381); medians on Buford Highway from Jimmy Carter Boulevard to Beaver Ruin Road (GW-357); Pleasant Hill Road Advanced Traffic Management Systems (GW-326); and bicycle and pedestrian improvements on Beaver Ruin Road near Norcross High School (GW-382). These projects are all marked on Figure 28.

The ARC RTP includes a number of long-range projects in the City. Longer-range projects are included in the financially-constrained 30-year transportation plan, meaning project costs and revenue streams are balanced. Three long-range transportation projects fall in Peachtree Corners, including widening projects on Peachtree Parkway/ Medlock Bridge Road and Jimmy Carter and right-of-way acquisition for high capacity rail service. Details about these projects are included in Table 37. Another long-range transportation project located near the City is GW-271B, which will address roadway capacity on Pleasant Hill Road. These projects are also shown on Figure 28.

Figure 28. Map: Previously Planned Transportation Projects

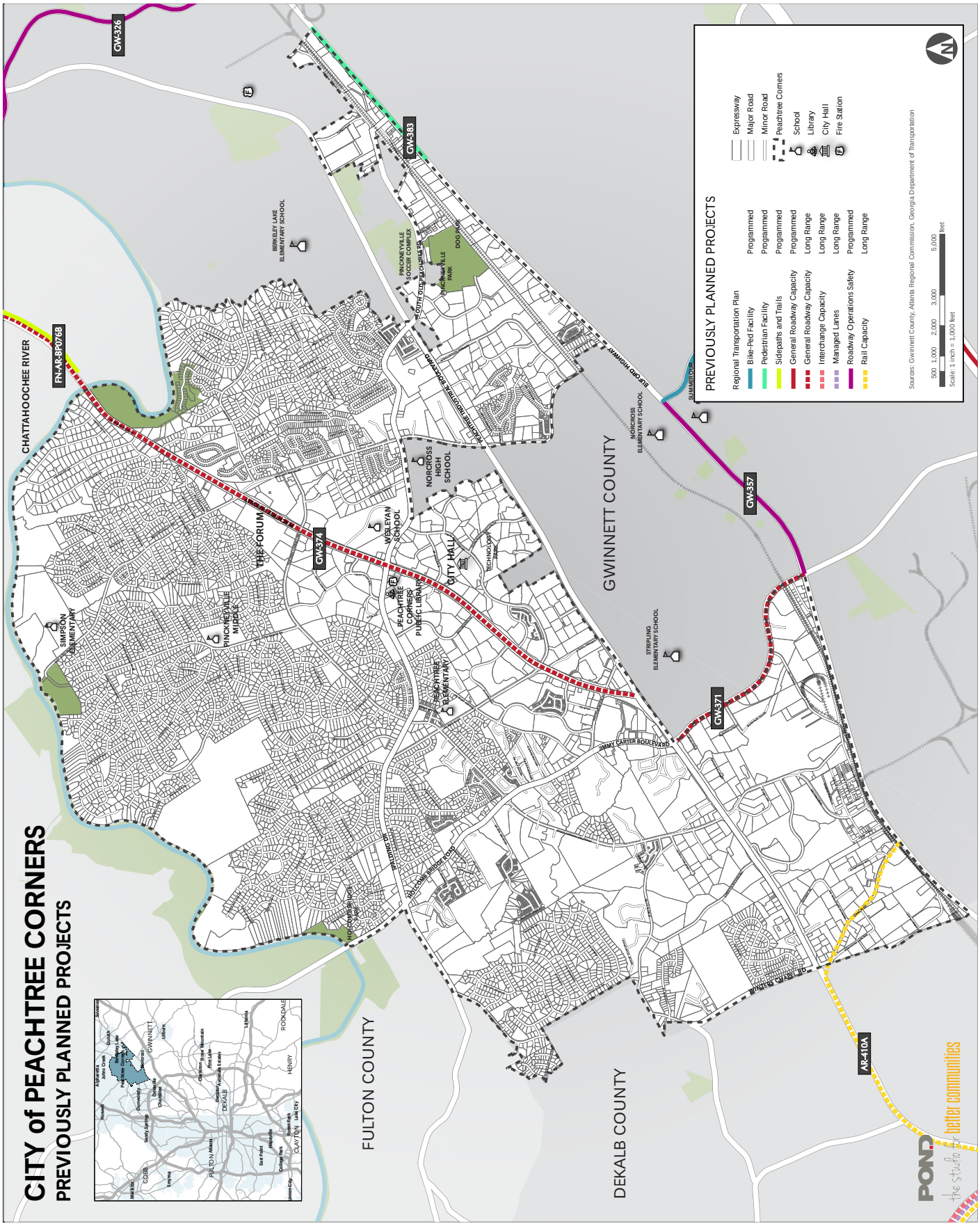


Table 36. Programmed Short-Range Transportation Projects in Peachtree Corners

ARC ID	Date Complete	Project Type	Project Description	From	To
GW-383	2020	Last Mile Connectivity / Pedestrian Facility	US 23 / SR 13 (Buford Highway) Pedestrian Mobility Improvements	Simpson Cir.	N. Berkeley Lake Rd.

Source: ARC PLAN 2040 2012-2017 Transportation Improvement Program (TIP)

Table 37. Programmed Long-Range Transportation Projects in Peachtree Corners

ARC ID	Date Complete	Project Type	Project Description	From	To
GW-374	2040	Roadway / General Purpose Capacity	SR 141 (Peachtree Parkway/ Medlock Bridge Road) Widening	Peachtree Industrial Blvd.	State Bridge Rd.
GW-371	2030	Roadway / General Purpose Capacity	SR 140 (Jimmy Carter Boulevard) Widening	SR 13 (Buford Highway)	SR 141 (Peachtree Industrial Blvd.)
AR-410A	2030	Transit / Rail Capital	I-285 North Corridor High Capacity Rail Service: Protective Right-of-Way Acquisition	Perimeter Center	Norcross

Source: ARC PLAN 2040 Regional Transportation Plan

OPPORTUNITIES FOR TRANSPORTATION AND LAND USE CONNECTIONS

Land use, including its scale and development patterns, can influence the transportation network with how much demand it places on facilities with limited capacity.

AREAS WITH SIGNIFICANT TRAFFIC CONGESTION

Traffic congestion is a significant problem in the Metro Atlanta area. Congestion is a result of both the existing transportation infrastructure and the existing land use in an area. Existing development generates trips which travel on the area's transportation network, primarily on roadways. As development intensifies, more trips are made, increasing the demand on the transportation network.

Mobile pollutant emissions from traffic are a major contributor to common air pollutants in north Georgia. These include ozone and particulate matter. The National Environmental Protection Agency (NEPA) has set standards for air quality that have not been met for several years in the Atlanta Region. In order to maintain eligibility for federal transportation funds, the ARC, as the Metropolitan Planning Organization (MPO) for the Metro Atlanta area, must create a Regional Transportation Plan (RTP) and demonstrate that it will lead to conformity with air quality standards. This is accomplished through pollution modeling based on output from the regional travel demand model. Thus, linkage of transportation needs and improvement recommendations to the ARC travel demand model is critical to maintaining air quality conformity.

As noted in a prior section, the main routes through the City— Peachtree Industrial Boulevard/Peachtree Parkway/SR 141 and Holcomb Bridge Road/Jimmy Carter Boulevard/SR 140—operate at inadequate levels of service. Figure 30 shows average annual daily traffic counts (AADT) collected from traffic collection devices. Level of service is worst in the areas surrounding and connecting to the office areas in Technology Park, where over 72,000 vehicles pass every day. Poor level of service also exists on Peachtree Parkway surrounding the commercial land use areas in the Forum.

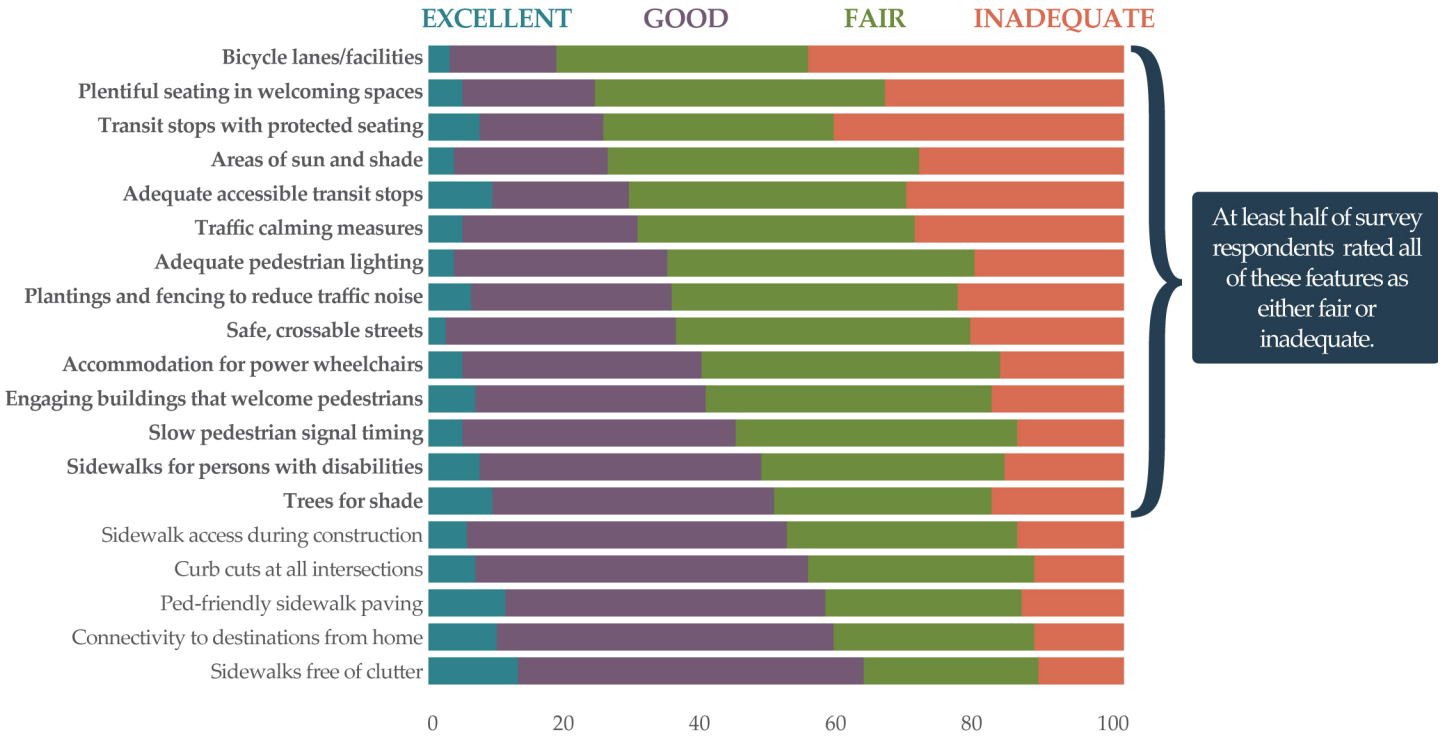
Since Peachtree Corners is largely built out, few large new developments are projected to take place in the future. However, mixed use development planned for the large vacant parcel across from the Forum on Peachtree Parkway will impact the transportation network. Additional bicycle and pedestrian connections can provide alternatives to automobile travel in this already congested area. In addition, mixed use development can reduce the number of automobile trips by locating various types of land uses in one development.

TRANSPORTATION AND LIFELONG COMMUNITIES

Lifelong Communities are places where individuals can live throughout their lifetimes; they provide a full range of options to residents, insuring a high quality of life for all. Lifelong Communities provide ways for people to travel safely and conveniently. Mobility and accessibility mean that it is easy to get around, regardless of age or ability. Peachtree Corners residents were asked to rate their community's assets that contribute to lifelong livability, and the results are shown in Figure 29.

None of the elements were ranked as "excellent" by most survey respondents. Sidewalks, and the features that make them accessible to pedestrians of all ages and abilities, were usually rated as "good." However, opportunities for safe cycling and all-weather transit stops are seen as "inadequate."

Figure 29. Lifelong Community Survey Results: Transportation

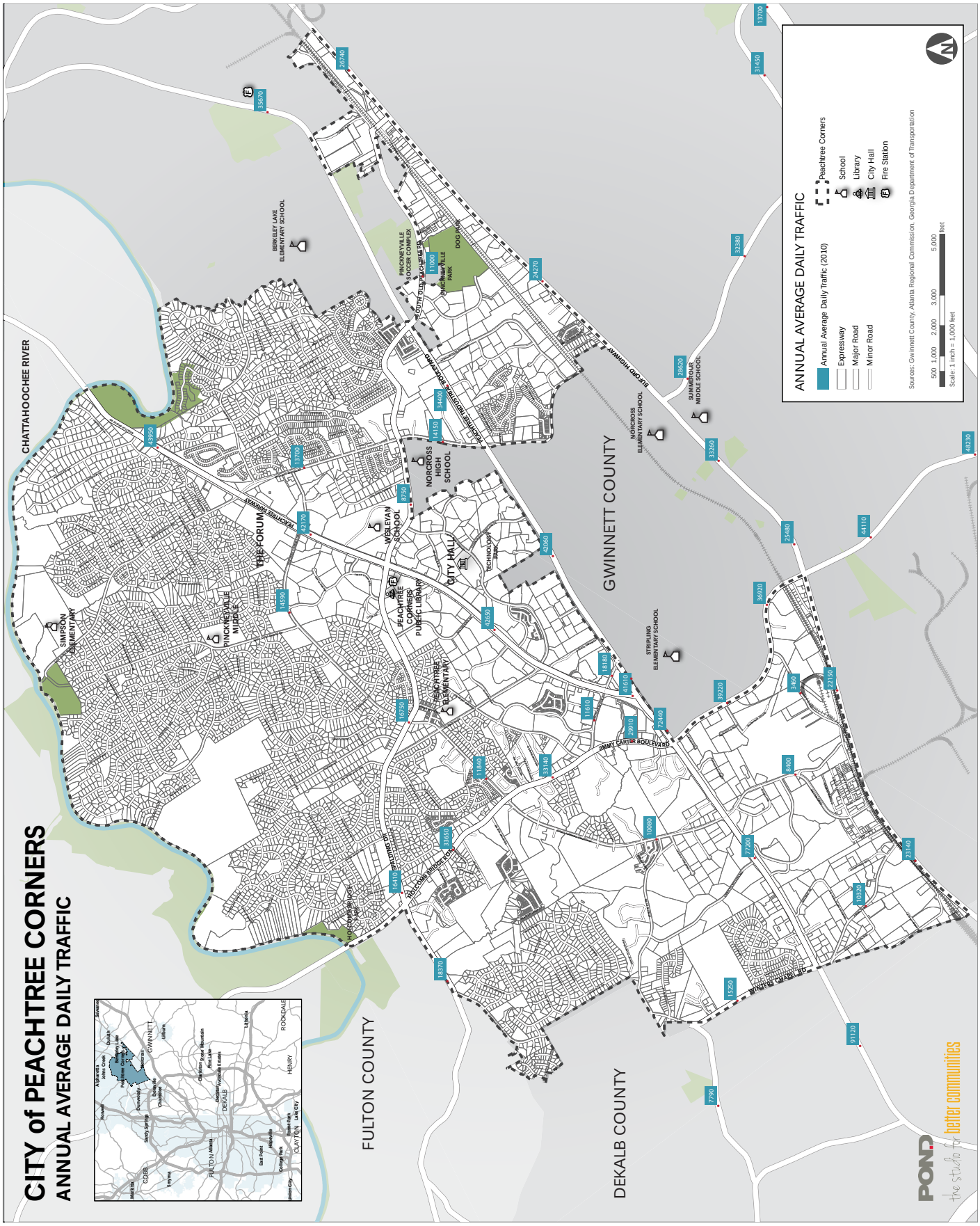


SUMMARY OF TRANSPORTATION EXISTING CONDITIONS

NEEDS

- Address mobility for **all types of users**, including pedestrians. There are areas of the City where pedestrian facilities are limited, including from the south to the north parts of the City and in many single-family residential neighborhoods, and transportation improvement plans may focus on these areas.
- Minimize **congestion and traffic**. Major corridors through the City suffer from congestion, including Peachtree Parkway and Peachtree Industrial Boulevard, due to heavy peak period traffic volumes.
- A **lack of wayfinding or gateway signage** contributes to the lack of identity in the City and increases the difficulty of navigating.
- Some parts of the City have **few alternatives** to using a car for travel.

Figure 30. Map: Annual Average Daily Traffic



- Both regionally and locally, traffic congestion is a significant concern. Many major roadways in the City already operate at **failing levels of service**, and more are projected to reach failing levels over the next 20 years. As the Atlanta region continues to grow, traffic will also continue to increase.
- There are **no bicycle facilities** in the City aside from the multi-use trails.

OPPORTUNITIES

- There are opportunities to implement a **walkable network** so people can get around in certain areas without a car.
- Certain areas of the City could benefit from street connections that follow a **grid pattern**.
- New development may be designed with **access management policies**, bicycle and pedestrian facilities, and mixed uses, which all serve to reduce vehicular travel demand.
- Peachtree Corners has **two bridges** that cross the Chattahoochee River, allowing for easy access to areas to the north and creating opportunities to link to job centers and attract pass-through traffic to local businesses.
- The City can expand on the **existing multi-use trails** in the City, providing opportunities for recreation and transportation.
- The City can adopt uniform **streetscape standards** on major roadways to improve the aesthetics along major transportation corridors as well as create a sense of identity. Peachtree Parkway, in particular, would benefit from design enhancements.
- Promoting good access management and interparcel connectivity can keep vehicles off of major arterials for short, local trips, which will help reduce traffic volume.
- Implementing facilities for **alternate modes of transportation** would help decrease traffic congestion.
- Considering the **land use and transportation connection** can also help reduce traffic congestion. Locating complementary land uses near each other, like residences and neighborhood commercial centers, can help reduce trips.