



Forsyth County Comprehensive Transportation Plan

May 12, 2011



Presented to:
Georgia Planning Association

Presented by:
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AGENDA

- ARC CTP Program
- Plan process
- Vision and Goals
- Technical Analysis
- Results

ARC CTP Program

- Since 2005-to encourage long – range comprehensive transportation planning at local level with regional perspective
- All counties in ARC MPO planning area eligible
- Support Comprehensive Plans
- Relationships between local and regional expectations



ARC CTP Program

- Eligible for update every five years
- Seventeen counties have been funded to date
- Emphasizes
 - Alignment with regional goals
 - Update travel demand model
 - Performance measurement
 - Prioritization of projects



Major Tasks

- Vision, Goals, Objectives, and Investment Strategies
- Existing Conditions Inventory
- Assessment of Current and Future Conditions
- Recommendations
- Final Documentation



Vision

To offer travelers and residents a comprehensive and integrated transportation system designed to complement the county's character and enhance livability while providing connectivity, mobility, and access appropriate to attract and retain development anticipated by the county's Comprehensive Plan.



Goals

- *Develop project and policy strategies to complement and implement the county's **Comprehensive Plan** vision*
- *Preserve and enhance existing and future transportation system through appropriate strategies including **transportation demand and access management techniques***
- *Enhance **safety and security** for motorized and non-motorized travel*
- *Ensure **financial viability** of transportation system*
- *Manage congestion*
- *Conserve natural and built resources*
- *Promote appropriate **economic development** relevant to desired land use*



Goals

- Provide *alternative solutions* for transportation consistent with local, regional, and statewide jurisdictions
- Develop mobility and connectivity within and between transportation modes
- Encourage *sustainable development*
- Accommodate *growth* within and immediately adjacent to county
- Facilitate the movement of *goods*
- Promote *complete street* concept by ensuring balance for all users
- Support reduction of greenhouse gases consistent with pending federal policies
- Position infrastructure recommendations to take advantage of multiple funding sources, including the priority funding provisions proposed as part of the *Surface Transportation Authorization Act*



Unique Characteristics

- Before recession-#6 in nation during 2000s
- Growth continued during recession
 - Over 41.5 miles of paved roadway accepted by County over past three years
 - Over 22,000 workers commute to Forsyth
 - 49% of its residents work in the county



Unique Characteristics

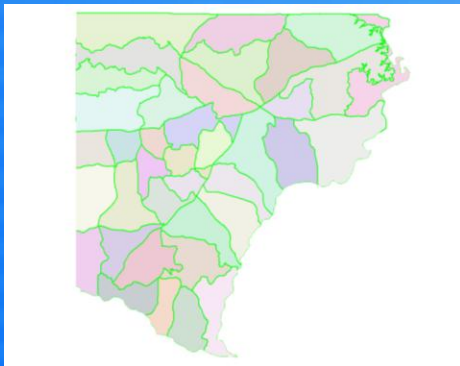
- 5.5% poverty level versus statewide 13%
- Growth since 1970=123%; greater than Gwinnett (66%) and Cherokee (57%)
- Lake Lanier residential and seasonal impact
- Arterial grid



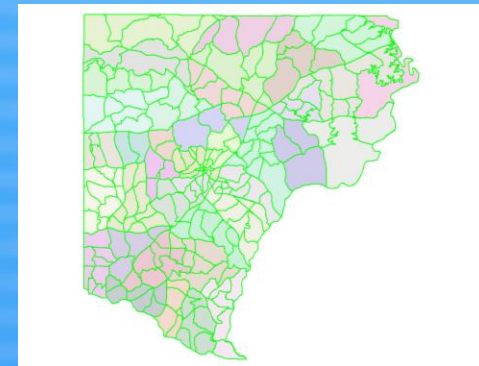
Technical Analysis

- Travel demand model refinements
 - Demographic – DRIs, Population, Employment, Historic trends analysis
 - Geographic – Traffic analysis zones (TAZ)

ARC – 38 TAZs



Refined model – 221 TAZs



Demographics

- Estimated 2008
 - Population – over 168,000
 - Employment – almost 80,000
- Population growth 930% since 1970 (16,928); ARC-177%; State-114%
- Employment growth 5.5% (4,830)
- Future growth-population 454,000 by 2040 (4%/yr); employment to 239,000 (5%/yr)



Technical Analysis

- Travel demand model scenarios applied
 - Existing
 - 2040 E+C
 - 2040 Build
- Crash analysis
- Bridge inventory
- Freight planning



Public Transportation

GRTA Route	Annual Ridership (Increase monthly ridership of 210%)					
	2004- 2005*	2005- 2006	2006- 2007	2007- 2008	2008- 2009	2009- 2010**
Route 400 Cumming to Capitol Square	15,871	26,423	27,533	33,376	49,261	24,435

*Service beginning July 2004

**Service through December 2009



E+C Network Performance

- Percentage of network congested
 - 2010 – 18% of network has unacceptable congestion
 - 2040 – 44% of network has unacceptable congestion
- Average speed
 - 2010 – 35.3 avg mph
 - 2040 – 16.7 avg mph



Recommendations

- Policy
 - Complete Streets
 - Intelligent Transportation Systems
 - Land use
- Projects

Term	Number of Projects	Total Estimated Cost
Short-term	49	\$405,773,000
Mid-range	58	\$293,330,000
Long-term	59	\$1,902,458,000
Total	166	\$2,601,561,000



Complete Streets

- Balanced for all users
- Gap Closure – Seamless among modes
- Transit Ready
- Context Sensitive
- Contributes to Healthy Community
 - ✓ Personal health
 - ✓ Economic health
 - ✓ Ecological health



2040 Build Network Performance

- Percentage of network congested
 - 30% is unacceptably congested (LOS E and F)
 - Approximately 35% improvement
- Average speed
 - 20.3 mph
 - Approximately 18% improvement



Questions and Contact Information

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