

# Gwinnett Place Area

## Mobility And Traffic Study

Gwinnett Place Community Improvement District  
November 2022



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## Executive Summary

The Gwinnett Place Community Improvement District (CID) is located along the I-85 corridor, which is the economic spine of Gwinnett County and the focus of much of the county's employment and economic activity. The CID area currently experiences significant safety and mobility challenges, which will only increase as growth continues, including that resulting from the major planned redevelopment of the Gwinnett Place Mall site.

The CID has embarked on a number of studies, many in partnership with Gwinnett County, to identify needed transportation, land use and community improvements to allow the area to continue to grow in a smart and sustainable manner. Earlier studies, as well as current ones that are underway or reaching completion, were considered as part of this study, as were existing transportation and land use conditions and public and stakeholder input.

While much is known given the above proactive analysis by the CID and Gwinnett County to study specific initiatives, some uncertainty still remains that presents unique challenges around several issues including but not limited to; the future of the Gwinnett Place Mall site, the future of transit in Gwinnett, future funding opportunities at the local, state, federal levels, the future of the I-85 corridor, and the presence of disruptors such as telework (work from home) propensity, connected vehicles technology, and other land development changes.

Given the timing of a potential upcoming Special Purpose Local Option Sales Tax (SPLOST) and the conclusion that vehicular travel, walking and biking will be the predominant modes of transportation for some time to come in the area, projects identified in the study focus on these areas of investment. With a major transit study underway in the County, recommendations on that mode of travel are made so that the CID can continue to pursue an integrated transit system that works in conjunction with the project recommendations moving forward.

Identified projects are combined with strategies for pedestrian safety, an integrated transit system, improved I-85 access, and the implementation of smart cities technology. This approach provides the Gwinnett Place area with the transportation infrastructure to accommodate current conditions, future general growth in the area and significant redevelopment including that of the Gwinnett Place Mall site. Specific projects fall primarily within the Major Roads, Bridges, Intersection Improvements, Road Safety and Alignment, and Sidewalks and Pedestrian Safety categories of the Gwinnett County SPLOST program and meet the stated objectives of the County.

The objectives of equity, stewardship, quality of life and connectivity are well balanced in the study. However, critical work to identify and secure funding for proposed transportation improvements will continue well into the future. The Gwinnett County SPLOST program and partnerships at the state and federal level will be needed to achieve the goals and objectives of the plan.





## Introduction

The Gwinnett Place Community Improvement District (CID) is a self-taxing commercial district that uses its resources to accelerate infrastructure improvements, security enhancements and economic development initiatives. The CID's mission to develop Gwinnett's central business district as a hub for economic and employment activity is accomplished through a number of initiatives including the transportation objectives of improving traffic flow, promoting pedestrian access, providing attractive streetscape design and improving mobility options. The goal of coordinating safety and security is also applied to transportation as well as other needs of the CID community. These objectives work hand in hand with those of creating a distinctive community and increasing the desirability of property for redevelopment.

Centered at the intersection of I-85 and Pleasant Hill Road, one of the largest and most important interchanges in the metro Atlanta region, the Gwinnett Place CID is very well positioned both geographically and in terms of existing infrastructure and commercial resources to achieve its mission. The existing road, sidewalk and transit network all converge in and around the greater Gwinnett Place area, providing significant opportunities for future community, business and infrastructure development. With these opportunities come various challenges in managing the impacts of these potential developments. The CID has embarked on a number of studies, most in partnership with Gwinnett County, to identify needed transportation, land use and community improvements to allow the area to continue to grow in a smart and sustainable manner.

Earlier studies, as well as current ones that are underway or reaching completion, provide a rich background for the development of this Gwinnett Place Area Mobility and Traffic Study, a joint study funded by both the CID and Gwinnett County Government and managed by the CID. Recent developments including the County's purchase of a large portion of Gwinnett Place Mall provide natural areas of focus for this study.

While much is known given the above proactive measures taken by the CID and Gwinnett County to study specific initiatives, some uncertainty still remains that presents unique challenges around the following issues:

- The future of the Gwinnett Place Mall site
- The future of transit in Gwinnett
- Future funding opportunities at the local, state, federal levels
- The future of the I-85 corridor
- The presence of disruptors such as telework propensity, connected vehicles technology and ongoing and proposed land use changes

A successful mobility and traffic study must include competent technical analysis, but it must also take into consideration competing public opinions and desires, as well as several non-transportation objectives such as economic development, financial opportunities and constraints, and implementing transportation improvements that support a more livable, sustainable, and healthy community. This approach allows for a final set of recommendations that are well grounded and provide the flexibility needed to address both identified and potential future needs.



## Study Area

The Mobility and Traffic Study identified a study area that includes the entire Gwinnett Place Community Improvement District as well as areas beyond the CID limits that influence traffic and transportation needs within the CID. The below Figure 1 shows both the CID area and the larger study area as well as major local, cross-county, and regional corridors:

FIGURE 1: STUDY AREA MAP



## Study Goals and Objectives

The Primary Goal of Study has been identified through the following statement:

Improve livability and economic vitality with implementable investments that support mobility, access and safety across all modes and that serve all users of the transportation network.

Study Objectives include:

- Equity – Improvements to mobility and safety for all residents, workers and visitors to the CID area
- Stewardship – Development of implementable solutions through understanding of available resources and project feasibility
- Quality of Life - Support for economic vitality and livability through coordination of proposed land use and transportation investments
- Connectivity – Use of all modes of transportation in a complementary manner



## Engagement and Outreach

It is critical that the study of transportation needs and potential future investments in transportation infrastructure be accomplished with significant opportunities for input from key area stakeholders and the public at large. It has become increasingly important in recent years to connect in a variety of ways, including reaching segments of the community where they live their lives through social media and localized outreach activities. The Gwinnett Place Area Mobility and Traffic Study was completed with numerous stakeholder meetings, public outreach at several events, use of an online survey, social media posts, and presentations to the Gwinnett Place CID Board of Directors at several open meetings. Below is a summary of those stakeholder engagement and public outreach events and their results:

### Stakeholder Engagement

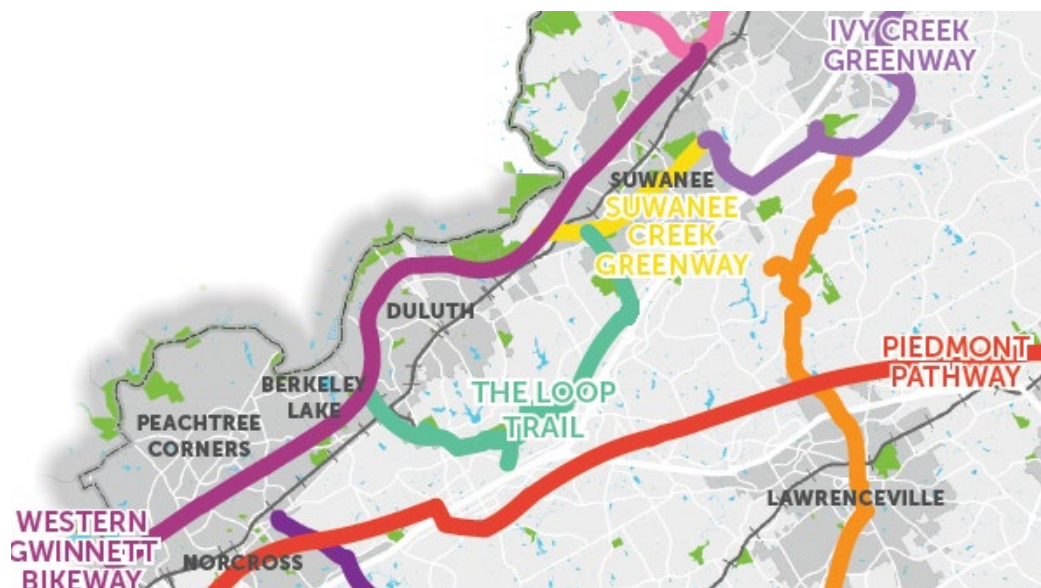
Stakeholder engagement was focused in several areas including the Gwinnett Departments of Transportation and Community Services, two private land developers working toward major projects in the area, and coordination with transportation and land use consultants performing various other studies of the area. Below is a summary of those discussions:

An initial study kickoff meeting was held with the CID and the Gwinnett County Department of Transportation in February of this year and was used to discuss various transportation needs in the area and projects that have been considered in the past. Transportation SPLOST and other funding sources were also generally discussed. Prior and currently underway studies in the area were also considered, and the County offered to coordinate a meeting with the consultant firms representing each of several studies. That follow up meeting was held in March and provided insight into which currently underway studies would be sufficiently complete to provide input to this study and which earlier completed studies may provide valuable information regarding potential area investments. A summary of these studies is contained later in this report in the Existing Conditions section. A later meeting was held with Gwinnett DOT after initial project lists had been developed to discuss need, feasibility, and cost.

A meeting was also held with the Gwinnett County Parks and Recreation group in the Department of Community Services. They and their trails consultant discussed the Countywide Trails Master Plan, and its identified project needs in the Gwinnett Place CID area. The Mobility Study team shared its proposed projects as well. Several projects were common to both plans including the Loop Trail and the Piedmont pathway shown in Figure 2 on the following page.



FIGURE 2: PROPOSED SIGNATURE TRAILS IN GWINNETT PLACE AREA



Source: Gwinnett Countywide Trails Masterplan (2018)

An informal meeting was also held with a representative of the Interstate Corridor Study sponsored by the Georgia DOT and Gwinnett County. This study is developing a needs analysis and potential investment options for the I-85 corridor from I-285 to I-985. A number of options for additional access to the interstate in the Gwinnett Place CID area were discussed, which assisted in the statement of possible improvements to the corridor as a proposed major road project in this study.

Meetings were also held with two area developers to gain an understanding of their proposed developments on the transportation network and to understand improvements specific to their proposed developments. The meetings were held with the proposed Orchid Grove development and with a party interested in the redevelopment of the Santa Fe Mall. Additionally, coordination was held throughout planning of this study with the consultant team on the Gwinnett Place Mall site Revitalization Strategy. This coordination in particular led to the inclusion of several roadway and pedestrian projects in this study.

Lastly, three presentations were made to the CID Board. These public meetings provided study updates to the stakeholders represented by the CID Board and provided a public forum for members of the public to engage with the study team. These meetings were held early in the study development on April 13<sup>th</sup>, as the study was well along on August 4<sup>th</sup> and a final presentation was held on September 14<sup>th</sup>, prior to the final completion of the study.

## Public Outreach

In addition to the stakeholder engagement discussed above, the study reached out to the general public in two ways, through outreach at public events and through the use of an online survey.

Meeting with the public at events:

The project team obtained public input at three outreach events, including booths at two large public festival events and a pop up event at a local park. General discussions regarding transportation needs



in the Gwinnett Place area were conducted and members of the public were asked to complete a short paper survey that was also used for online input. Locations visited included:

- Atlanta International Night Market at Suwanee Town Center
- Gwinnett Multicultural Festival at Gwinnett Place Mall
- Shorty Howell Park Pop Up Event

**FIGURE 3: SHORTY HOWELL PARK OUTREACH EVENT**



## Public Survey

Public input was obtained from both a paper in-person public mobility survey conducted at the above-mentioned outreach events and an online survey for members of the community who may not be able to attend public events or who find the online survey more convenient. The participation for both surveys is shown below as are combined survey results to some key mobility questions:

- Online Survey Respondents – 48 participants
- In-Person Survey Respondents - 34 participants

Figure 3 below shows respondents' primary travel time through the Gwinnett Place area. Results indicate a variety of travel time including weekday rush hours, off-peak times and on the weekend. This data supports the continuation of investments in a responsive/adaptive traffic signal network in which the roadways approaching signals are equipped with monitoring devices that communicate with the signal programming to vary signal timing in response to surges in traffic at signals creating longer vehicle queues. This approach is effective in areas that do not follow a more traditional and predictable AM and PM rush hour only congestion pattern.

FIGURE 4: ONLINE SURVEY TRAVEL TIME PERIOD

When do you primarily travel in the Gwinnett Place area?

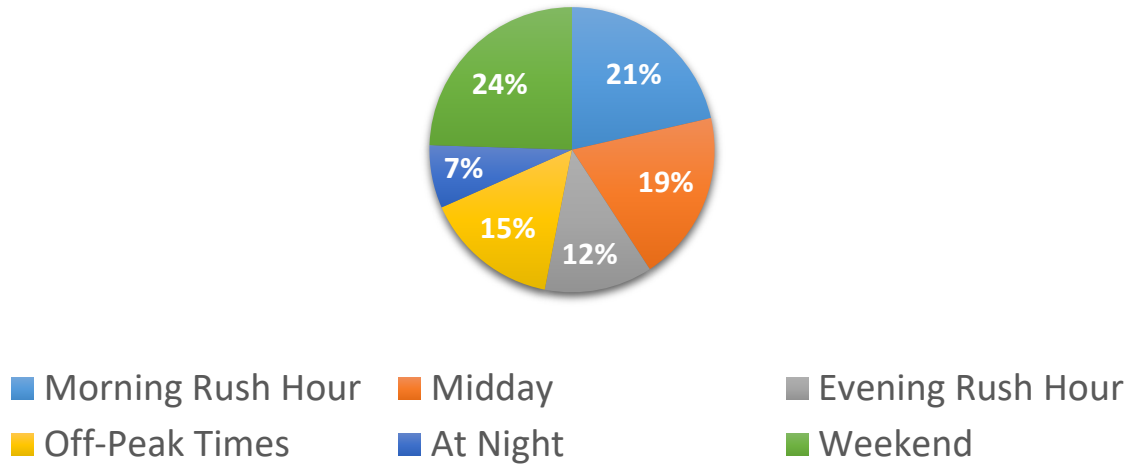


Figure 4 below shows that the top transportation concern by far is traffic congestion followed by signal timing, roadway condition and several vehicular and bike/pedestrian safety concerns. The following Figure 5 provides insight into the types of improvements that respondents would prefer to see in the Gwinnett Place area. These preferences include more trails/improved pedestrian amenities/more transit access as well as I-85 access upgrades and intersection upgrades. These results align well with the projects that have been identified in this plan.

FIGURE 5: ONLINE SURVEY TRANSPORTATION CONCERNS

What are your top transportation concerns for the Gwinnett Place area?

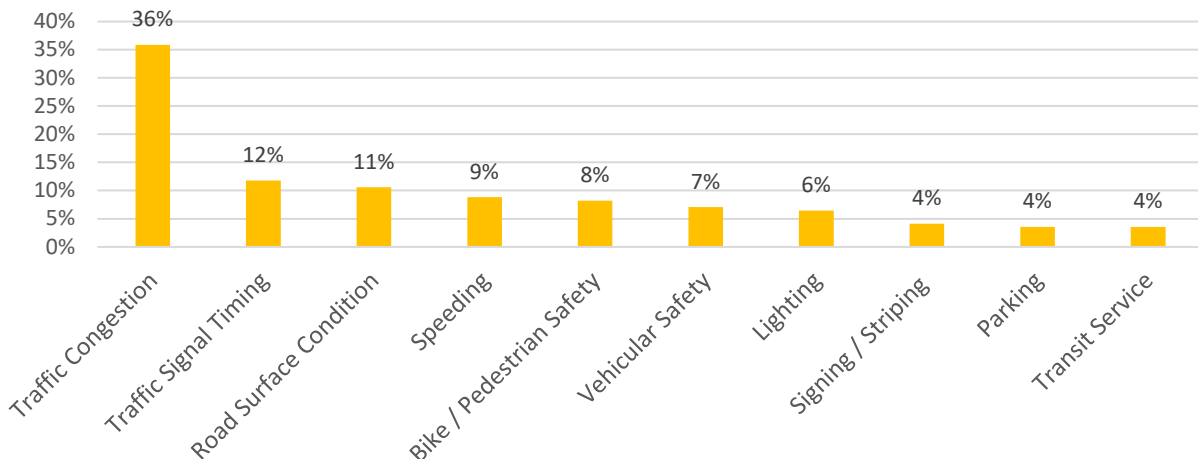
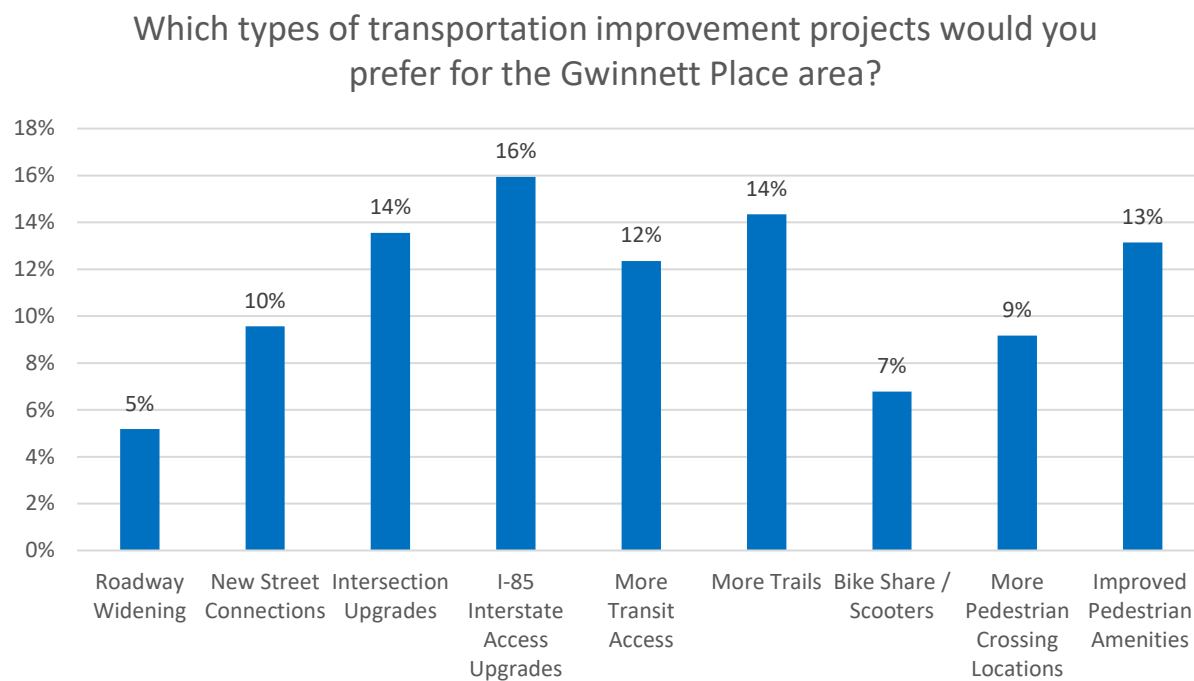




FIGURE 6: ONLINE SURVEY PROJECT TYPE PREFERENCES



While engagement and outreach are critical components of the development of this mobility and traffic study, equally important is the more technical effort that involves the collection and analysis of data related to existing conditions on the ground. Below is a summary of that component of the study.

## Existing Conditions Assessment

An assessment of existing conditions was performed for the study area based on a review of previous and current planning studies, a review of prior Special Purpose Local Option Sales Tax (SPLOST) initiatives, a review of available data regarding traffic volumes and accidents, field inspections of conditions on the ground, as well as land use and development factors.

While quite a few previous studies were reviewed, particular focus was placed on the Destination 2040 Comprehensive Transportation Plan (CTP), Gwinnett Place Mall Reimagined, the ACTivate Gwinnett Place Master Plan, the 2016 Gwinnett Place CID Traffic Study, the Pleasant Hill Road at I-85 Interchange Study, and the Gwinnett Place Mall Revitalization Strategy. Prior Gwinnett County SPLOST programs were also reviewed.

## Background Review of Studies and SPLOST Planning

A wealth of planning studies regarding the Gwinnett Place area have occurred previously and several others are currently underway or are coming to completion. These studies have a direct impact on the future of development and transportation by providing both a vision for the future transportation, land use and community improvements and actionable items that pave the way for that vision.

### Previous Planning Studies

Table 1 lists the previous planning studies that were the greatest focus of review for this study. A brief explanation of the plans follows.

TABLE 1: PREVIOUS PLANNING STUDIES

Previous Planning Studies
ACTivate Gwinnett Place Master Plan
2016 Gwinnett Place CID Traffic Study Update
Pleasant Hill Road Corridor & Interchange Study
Satellite Boulevard to Jimmy Carter Blvd BRT Corridor Study
Gwinnett Place Mall Reimagined
Destination 2040 Comprehensive Transportation Plan (CTP)
Connect Gwinnett Transit Plan
Gwinnett Countywide Trails Master Plan
Loop Trail Study
Gwinnett LCI 15 Year Update

### ACTivate Gwinnett Place (Completed July 2015)

The Multi-Modal Green Corridor Master Plan provides the infrastructure framework needed to achieve the Gwinnett LCI 2012 vision and redevelopment goals. The plan proposes greater connectivity between commercial centers and public green space and offers multi-modal options in the short-term and long-term. The Master Plan is comprised of 5 overall project categories including a regional detention pond, road/pedestrian improvements, Satellite Boulevard bike/pedestrian bridge, transit center improvements, and Pleasant Hill Road and Satellite Boulevard Intersection Improvements.



***2016 Gwinnett Place CID Traffic Study Update (Completed September 2016)***

The CID conducted an update to the traffic study performed in 2013 to assess the Pleasant Hill Road, Steve Reynolds Boulevard, and Satellite Boulevard corridors. The study focused on several key intersections within those three corridors, along with evaluating bicycle and pedestrian needs. Recommendations from the 2013 study were reviewed and were either removed or amended for consistency with current state and needs of the CID. Due to the CID's expansion to the areas around Breckinridge Boulevard, capacity analyses were performed at intersections on Breckinridge Boulevard between Old Norcross Road and Pleasant Hill Road.

***Pleasant Hill Road Corridor & Interchange Study (Completed March 2019)***

The Pleasant Hill Road Diverging Diamond interchange and surrounding intersections were evaluated for short-term and long-term improvement options. The corridor analysis included the following seven intersections on Pleasant Hill Road: Mall Boulevard, Gwinnett Place Drive, Venture Drive/Venture Parkway, I-85 SB Ramps, I-85 NB Ramps, Shackleford Road/Breckinridge Boulevard, and Crestwood Parkway/Kroger Boulevard. The study examined the current operations, areas of congestion, throughput, and travel time along the corridor. The results indicate that the current DDI configuration will reach capacity in the 2025-2030 timeframe. Short-term and long-term improvements were explored for 2025 and 2040, respectively. The study identified two concepts for the Pleasant Hill Road interchange: one is to modify the existing Diverging Diamond Interchange (DDI) while the other is to convert the interchange into a Single Point Urban Interchange (SPUI).

***Satellite Blvd to Jimmy Carter Blvd BRT Corridor Study (Completed March 2021)***

The Bus Rapid Transit (BRT) corridor study focused on the 10-mile stretch from Jimmy Carter Boulevard to Sugarloaf Parkway and across to the Sugarloaf Mills Park-and-Ride. The study was Gwinnett County's first integrated land use and transportation plan for a proposed high-capacity transit corridor. The study assessed locations for major BRT stations and provided recommendations. The goal of the BRT corridor is to provide a high-quality, frequent, and cost-effective transit service. In addition to the construction of BRT stations, the study also discusses the redevelopment of nearby areas to Transit-oriented Developments (TOD). These developments promote the design of residential, business, and public spaces all within walking distance to one another and the transit service.

***Gwinnett Place Mall Reimagined (Completed July 2020)***

Gwinnett Place Mall was once a thriving suburban mall that was the focal point of Gwinnett County. Over the years the mall use has diminished to very low levels. The mall sits on 88 acres that could be redeveloped to become more economically and socially productive than it currently is. The memo identifies strategies for repositioning and redeveloping the Gwinnett Place Mall. At the time of the memo, the mall is comprised of five different owners. To redevelop the mall as a mixed-use center, the current owners must be incentivized to sell, an institutional/sophisticated developer must be attracted to the site, and the right type of development must be ensured. Improvements to the area include creating an adjacent public park, transit access, trail connectivity, bike/ped infrastructure, new proposed projects/additional connectivity.





***Destination 2040 Comprehensive Transportation Plan (CTP) (Completed December 2017)***

Destination 2040 was an update of Gwinnett County's Comprehensive Transportation Plan (CTP). The study documentation was divided into 3 reports: the Existing Conditions, the Needs Assessment, and the Recommendations. The study identified more than 1,300 projects across the county. Destination 2040 was completed in conjunction with the County's Special Purpose Local Option Sales Tax (SPLOST) project selection process. The projects identified in the SPLOST program largely became the CTP's Short-Range Plan. The CTP established five goals: to improve connectivity, leverage the county's transportation system to improve economic vitality and quality of life, improve safety and mobility for all people across all modes of travel, proactively embrace future transportation opportunities, and continue to serve as responsible stewards of transportation resources. The CTP established eight priorities including vehicular travel, connectivity, transit services, transportation safety, maintenance/roadway repair, walking/biking, economic vitality, and access to transportation. Recommendations for Destination 2040 encompassed policy changes for transportation and land use, functional classification, asset management, freight, transit, connected and automated vehicles (CAV), bicycle and pedestrian, transportation demand management (TDM), as well as safety.

***Connect Gwinnett Transit Plan (Completed 2020)***

This document serves as Gwinnett County's first major comprehensive transit development plan. The plan assessed the community's desire for transit services and vetted proposed recommendations. It is a financially constrained 30-year plan that includes short-range (5-year) and mid-range (10-year) recommendations. The plan included elements of heavy rail transit (HRT) extensions, bus rapid transit (BRT) routes, rapid/arterial rapid transit (ART) routes, express commuter bus routes, direct connect routes, local bus routes, flex/micro transit zones, as well as extend evening and add Sunday services to all routes. The majority of projects were proposed to be implemented within the first 20 years of the plan while the remaining 10 years are to be largely focused on debt service.

***Gwinnett Countywide Trails Master Plan (Completed April 2018)***

To provide a high-quality connected network of multi-use paths and greenways, the Countywide Trails Master Plan was created. The plan is a culmination of partnerships among the Board of Commissioners, County Departments, the Cities of Gwinnett County, Community Improvement Districts, other agencies and organizations, and the public. The plan discusses the different types of trails; off-road trails which are not along a roadway, and side paths which run adjacent to the roadway. Both types of trails are typically 12-14 feet in width. The plan also focuses on signature trails to help create an identity and spotlight projects such as the Western Gwinnett Bikeway and the Harbins Greenway. Funding and policy recommendations, along with branding/wayfinding, are discussed to create successful trails.

***Loop Trail Study (Completed March 2021)***

Although several trail segments to parks, community activity centers, or other trails exist, the study seeks to examine the overall area for a continuous trail or alternative alignments. The study identifies the process of defining and evaluating alternatives in coordination with stakeholders and the public. It also documents the activity and results of four phases of work. This study is for a 14-mile section of the larger 17-mile loop to examine the feasibility of a trail connection that roughly follows the Satellite Boulevard corridor between Gwinnett Place Mall and McDaniel Farm Park to the Suwannee Creek



Greenway and Western Gwinnett Pathway. The county must address the most challenging sections and segments to ensure a successfully completed corridor. The Loop Trail is expected to benefit the quality of life for residents and employees of local business.

### ***Gwinnett LCI 15 Year Update (Completed June 2017)***

Prior to the creation of either of the CIDs, an original 2002 Livable Centers Initiative (LCI) focused on the Sugarloaf Parkway and Sugarloaf Mills area. A 2012 update was sponsored by CID. Due to ARC's 5-year increments for updates requirement, the 2017 document serves as the 15-year administrative update. The document includes planning initiatives, regulatory initiatives, development initiatives, and a summary of accomplishments from the 10-year plan update. Some of the implemented projects included the Pleasant Hill Road interchange conversion to a DDI, Pleasant Hill Road streetscaping, and Satellite Boulevard streetscaping. Due to various planning efforts that have occurred since the 10-year update, recommendations from this document are separated into 4 categories: 5-year action plan, other initiatives, mid-term and long-term improvements, as well as other long-term improvements.

### **Current Planning Studies**

There were five planning studies being conducted roughly in parallel with the Mobility Study that were focused partly or fully on the Gwinnett Place area. Table 2 lists the studies, the lead firm conducting the study, and the expected completion date. The Mobility Study coordinated with these studies, when feasible given the degree of completion of each study, to identify recommendations and projects which were beneficial to the Gwinnett Place area.

**TABLE 2: CURRENT PLANNING STUDIES**

<b>Planning Study</b>	<b>Lead Firm</b>	<b>Expected Completion Date</b>
Gwinnett Place Mall Site Revitalization Strategy	VHB	September 2022
Gwinnett Place Mall Transportation Framework Study	Jacobs	Unknown
Reclaim Gwinnett Place Mall - Equitable Redevelopment Plan	HR&A	June 2022
Georgia DOT I-85 Corridor Study	Arcadis	2024
Gwinnett County Comprehensive Transportation Plan	Pond & Company	2023
Gwinnett County Transit Development Plan	Foursquare	2023

The Mall Revitalization Strategy, the Mall Equitable Redevelopment Plan and the I-85 Corridor Study were all either complete or far enough along to be of value to this study. The remaining studies were not sufficiently developed to provide useable information. This was not a serious concern given the wealth of information already available.



### Prior Special Purpose Local Option Sales Tax (SPLOST) Planning

Numerous proposed projects have been either funded, placed in a second tier of potential funding or deferred for future consideration in Gwinnett County's prior planning for SPLOST programs. The most recent two SPLOST programs to be funded by Gwinnett County voters were the 2014 and 2017 programs. Projects in the Gwinnett Place area that have been funded and those identified as "Tier 2" projects that would be funded if SPLOST collections allowed are reviewed below, as are certain project allocations that did not identify specific locations for funding, but specific uses of the funds.

In the 2014 program, examples of non-project specific funding line items included Tier 2 funding for Advanced Traffic Management System (ATMS) improvements, queuing lanes, and improvements at Major Activity Centers in the Intersection category. In Tier 1 Major Roads, the 2014 program recommended funding for traffic pattern changes at Major Activity Centers, as well as reserves for Right of Way acquisitions. Also, in Tier 1 Road Safety and Alignment, the County's program included a line for High Visibility Signing and Striping. Finally, the Tier 1 Sidewalks and Pedestrian Safety category included a set aside for improvements at Signalized Crossings, Mid-Block Crossing Devices, and sidewalk gap installation and rehabilitation.

Similarly, the 2017 program's Bridges, Culverts & Transportation Drainage category includes funds for Planning at Major Crossings and Drainage and Bridge Rehabilitation at various locations. The Tier 1 Intersection category included several non-location specific items such as funding for Adaptive Traffic Response devices, Queue Lane quick fixes, Improvements at Activity Centers, and Right of Way Reserve.

In Tier 2, funding is recommended for ATMS improvements, Traffic Response and Adaptive Technology, and Improvements at Activity Centers. In Major Roads, the 2017 program incorporates Major Activity Center Improvements in both Tier 1 and Tier 2. Major Roads Tier 2 also lists Planning Efforts at Major Crossings and Right of Way Reserve funds. The Road Safety and Alignment category also includes Right of Way Reserve funds in both Tier 1 and Tier 2. Finally, the Tier 1 Sidewalks and Pedestrian Safety Category includes the following non-specified needs: Gap & Rehabilitation; Infinite Loop; Pedestrian Crossings; and Street Lighting for Pedestrians. Projects identified in the Future Trails Master Plan are also funded in both Tier 1 and Tier 2 Sidewalk category. A detailed list of previously identified SPLOST (2014 and 2017) projects is shown in the following table, Table 3.

**TABLE 3: PREVIOUS SPLOST (2014 AND 2017) IDENTIFIED TRANSPORTATION IMPROVEMENT PROJECTS**

Program/Tier	Project Number	Project Name	Type	Status
2014 SPLOST – Tier 1	M-0890	Pleasant Hill Road at Club Drive	Intersections	Complete
2014 SPLOST – Tier 1	M-0890	Pleasant Hill Road at Breckinridge Boulevard	Intersections	Complete
2014 SPLOST – Tier 1	F-0588-22	Steve Reynolds Boulevard from Venture Drive to Shackelford Road	Sidewalk & Ped	Complete
2017 SPLOST – Tier 1	M-1058	Breckinridge Boulevard at Old Norcross Road	Intersections	Complete





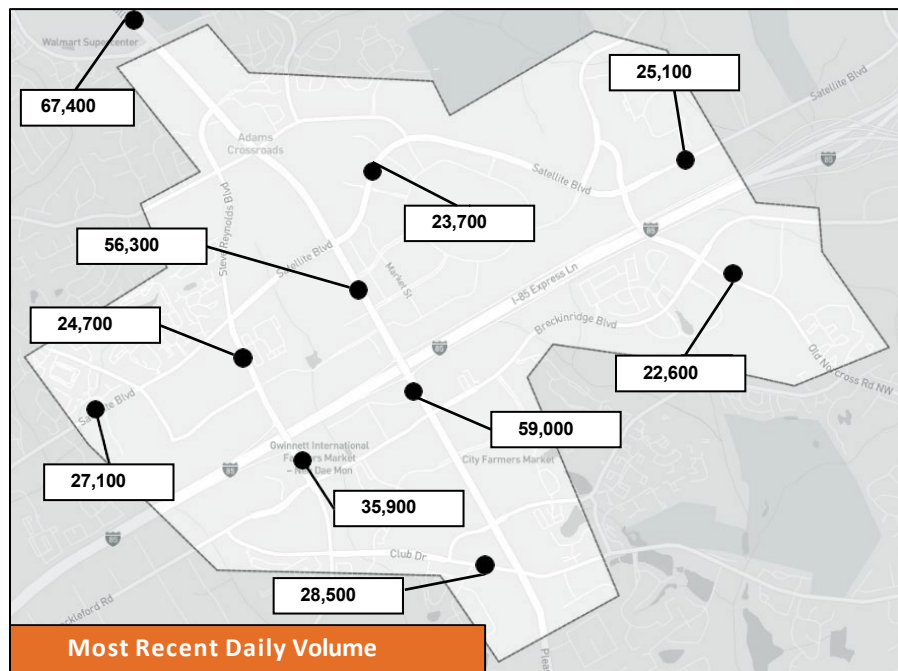
2017 SPLOST – Tier 1	M-1064	Pleasant Hill Road at Satellite Boulevard	Intersections	
2017 SPLOST – Tier 1	F-1266	Venture Drive from Pleasant Hill Road to Steve Reynolds Boulevard	Major Roads	
2017 SPLOST – Tier 1	F-1286	I-85 Widening from county line to SR 316	Major Roads	Planning
2017 SPLOST – Tier 1	F-1258	I-85 CD Lanes from Pleasant Hill Road to SR 316	Major Roads	Complete
2017 SPLOST – Tier 1	F-1294	Sweetwater Club Drive, from Sweetwater Road to Club Drive	Sidewalk & Ped	
2017 SPLOST – Tier 1	F-1286	Infinite Loop	Sidewalk & Ped	Planning
2017 SPLOST – Tier 1	F-1268	Mall Boulevard Complete Street	Sidewalk & Ped	Design
2017 SPLOST – Tier 1	F-1287	McDaniel Farm Park Connector	Sidewalk & Ped	Planning
2017 SPLOST – Tier 2	n/a	Club Drive, from Sweetwater Club Drive to Trent Way	Sidewalk & Ped	

The review of prior and current studies as well as prior SPLOST programs provided a strong assessment of the existing conditions of transportation infrastructure and needs in the Gwinnett Place area. However, to gain a more thorough understanding of these conditions, the study team also conducted an overview of existing infrastructure, reviewed current crash and traffic volume data and conducted field investigations.

### Existing Transportation Network

The Gwinnett Place CID area is located along the I-85 corridor, which is the economic spine of Gwinnett County and the focus of much of the county's employment and economic activity. This has resulted in a "built-out" transportation infrastructure to accommodate the existing development and land uses. The transportation network, including I-85, SR 316, and the major arterials, provides the ability for employees and patrons to reach these businesses. The major streets are predominantly built to move vehicles and have "urban" features including sidewalks, curb, and closed drainage systems. Pleasant Hill Road is the highest volume road carrying almost 60,000 vehicles per day with six travel lanes. Other major streets, including Steve Reynolds Boulevard, Satellite Boulevard, Old Norcross Road, and Club Drive, have either four or six travel lanes. The existing daily traffic volumes for major corridors within the Gwinnett Place study area are shown in the map below.



**FIGURE 7: MOST RECENT DAILY TRAFFIC VOLUMES IN THE GWINNETT PLACE STUDY AREA**

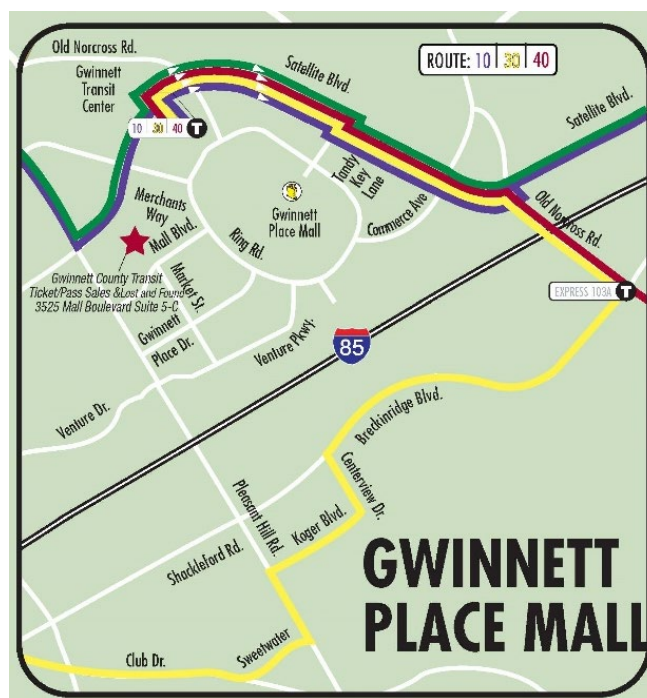
Over the past decades, the Gwinnett Place CID and Gwinnett County DOT have constructed miles of new sidewalks such that there are very few gaps remaining. This is beneficial to the pedestrians navigating the area and for providing 'last mile connectivity' for pedestrians between transit and properties. Field visits confirmed there are increasing numbers of bicyclists traveling on streets and sidewalks to reach destinations in the study area. Currently there are no dedicated bicycle facilities within the network. An example of the need for bicycle facilities within the study area is seen in the photo on the subsequent page.

**FIGURE 8: BICYCLIST USING THE SIDEWALK TO CROSS AT AN INTERSECTION WITHIN THE STUDY AREA**

The public street network provides strong connectivity between destinations within the study area. There are three major bridges over I-85 which provide vehicle and pedestrian connectivity. Within the area there are numerous private streets and inter-parcel connections which allow mobility for different transportation modes. Currently there are no shared use paths or trails located within the network; however, new trails are planned.

Gwinnett County Transit operates several local bus routes which provide service within the Gwinnett Place CID area and allow for transfers between routes at the Gwinnett Transit Center, located on Satellite Boulevard adjacent to Gwinnett Place Mall. See Figure 9 below for specific transit routing.

**FIGURE 9: GWINNETT TRANSIT LOCAL SYSTEMS SERVICE AT GWINNETT PLACE MALL**



This service includes Routes 10A and 10B, which operate on Satellite Boulevard and Buford Highway between Gwinnett Place and the Norcross area. Both routes operate on Buford Highway between Norcross and the Doraville MARTA heavy rail station. These routes also provide service up to the Gas South District and Route 10B also extends to the Lawrenceville area with service to Georgia Gwinnett College and the medical center. Route 30 provides access between the Gwinnett Transit Center and the Lilburn and Jimmy Carter Boulevard areas east of I-85. Route 40 provides service from the Gwinnett Transit Center to Sugarloaf Mills and to the downtown Lawrenceville and south Lawrenceville areas. While this local bus service provides good coverage and frequency of service, route circuitry and length may deter usage in some cases by riders who have the choice to drive their own vehicle. The Gwinnett Place area is located within the Gwinnett Transit Paratransit service area: a shared-ride program providing origin-to-destination (curb-to-curb) service to eligible persons with disabilities.

## Existing Traffic Congestion

Drivers experience congestion on the major streets throughout the day, not just during the typical morning or evening commute times.

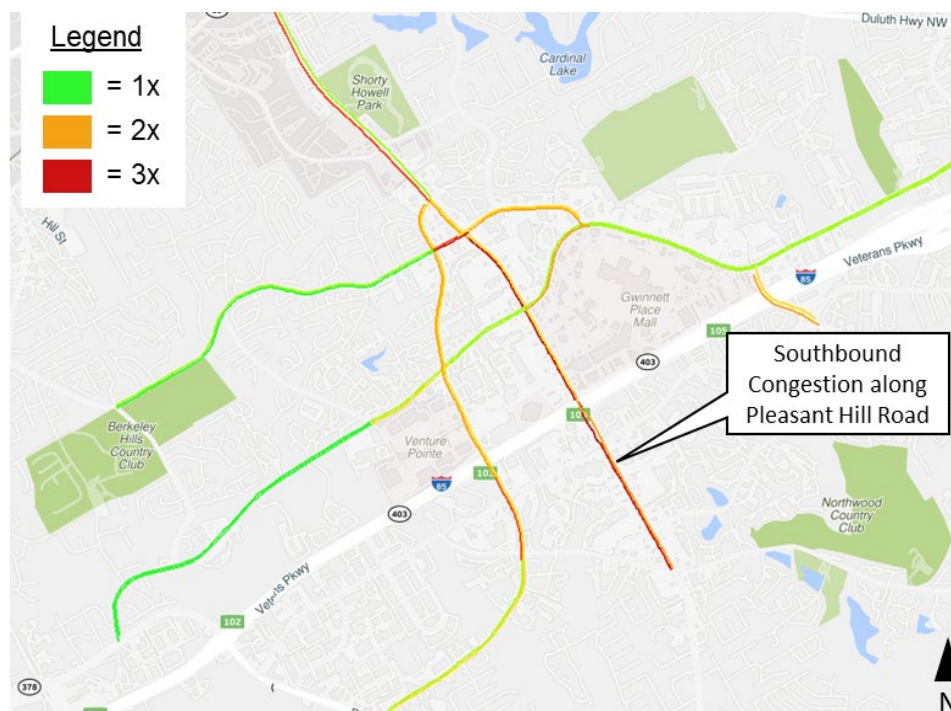
**FIGURE 10: TRAFFIC CONGESTION SOUTHBOUND ON PLEASANT HILL ROAD**



To provide an indication of existing congestion within the study area, an analysis using the Planning Time Index (PTI) measure was conducted along several major roadways. The PTI results are visualized in Figure 11 on the following page. The PTI index measure can be a useful tool because it shows the overall trip time that should be scheduled as it considers both predicted and unforeseen traffic delays. Additionally, the PTI metric compares the near-worst case journey times, for example the morning or evening rush hour, to travel times in light or free-flowing traffic.

For example, a planning time index of 1.50 suggests that the total amount of time that has to be scheduled for a free flow drive of 30-minutes is 45 minutes in light traffic (30 minutes x 1.50 = 45 minutes). The map on the following page, as previously mentioned, the PTI on several major corridors and indicates congestion is highest in the southbound travel direction along Pleasant Hill Road during the PM peak period.

**FIGURE 11: PEAK (PM) TRAFFIC CONGESTION ALONG MAJOR CORRIDORS**



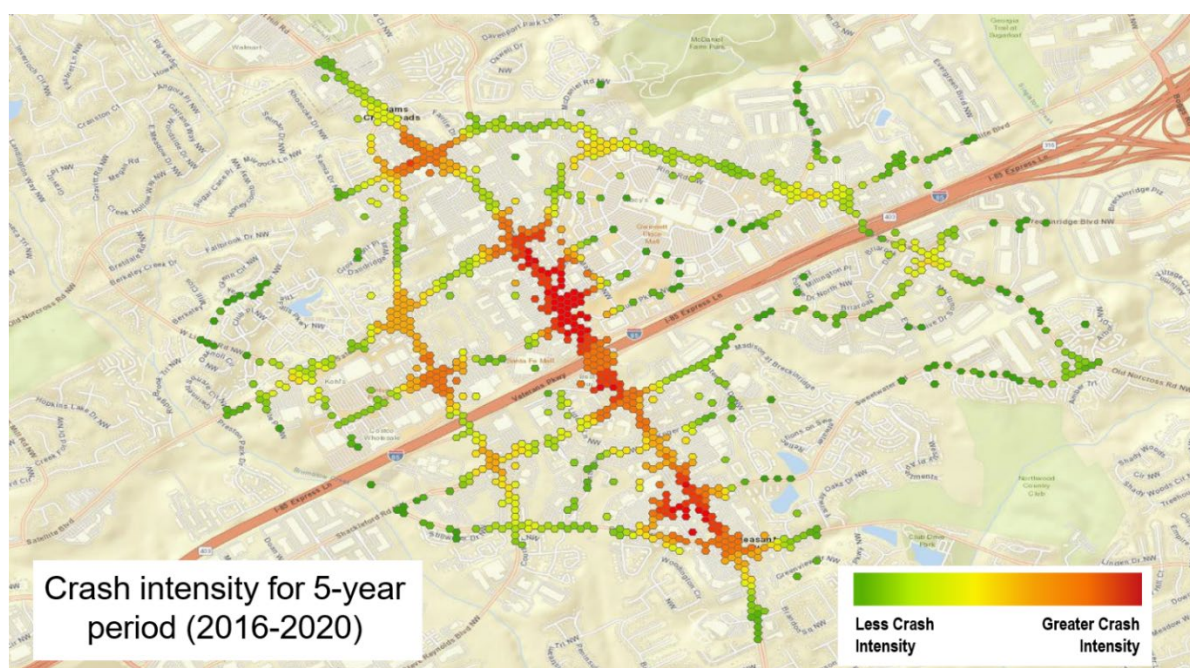


## Safety Analysis and Crash Data Review

Improving transportation safety within the area is critically important. A historical crash review was performed to identify crash trends. Over the five-year period, from year 2016 to 2020, the Georgia DOT crash database indicated over 10,900 total crashes have occurred within the study area. This includes crashes along the surface streets and does not include crashes along I-85.

To aid the identification of safety improvement locations, analysis using GDOT's Numetric database was conducted for the most recent 5-year period (2016-2020). The Numetric database is a robust data source and safety planning tool which provides an efficient method to incorporate vehicle, pedestrian, and bicycle safety statistics into the analysis of future needs of the Gwinnett Place Area. Notable key findings from the historical crash review are identified in the following tables and maps.

**FIGURE 12: STUDY AREA CRASH INTENSITY MAP (2016-2020)**



**TABLE 4: STUDY AREA CRASH SEVERITY (2016-2020)**

Total Crashes By Severity for the 5-year period (2016-2020)	
Total	10,939
K – Fatality	4
A – Suspected Serious Injury	49
B – Suspected Minor/Visible Injury	404
C – Possible Injury/Complaint	2,060
O – No Injury (Property Damage Only)	8,395
Unknown	27
Crash involving bicycles	17
Crash involving pedestrians	88

TABLE 5: CRASH HISTORY SUMMARY OF FINDINGS (2016-2020)

Key Findings	This means
88 total crashes involving pedestrians (over 17 per year)	Relatively high compared to pedestrian volumes
17 total crashes involving bicyclists (over 3 per year)	Bicycle crashes is an issue
453 total injury crashes ('serious' and 'minor/visible injury' rated)	Injury crashes are a very low percentage (4%) of total crashes
Over 76% of crashes are property damage only	Majority of crashes are minor (result in no injury)
'Rear end' type crashes are 43% of total and 'side-swipe' type crashes are 15% of total	Indication of traffic congestion at intersections
Pleasant Hill Road has the highest concentration of crashes	High traffic volume and congestion lead to high concentration of crashes

The crash summary, located in Appendix E, provides additional information on crash type, crashes at intersections, and included maps and tables. This high-level review indicates further safety analysis would be beneficial to improving transportation safety within the Gwinnett Place area.

## Field Visits

Field visits were performed during the study to confirm existing transportation conditions and identify potential improvement areas. The field visits identified traffic congestion occurs not only during the traditional weekday AM and PM commute periods, but also throughout the day primarily along Pleasant Hill Road. Pleasant Hill Road is a major cross-county arterial which serves regional traffic accessing I-85 and through traffic crossing over I-85. The heavy traffic demand throughout the day at the I-85 interchange identifies the need to provide additional capacity. Additionally, the many traffic signals and private driveways along Pleasant Hill Road negatively impact maintaining acceptable traffic flow. With the anticipated redevelopment and growth in the Gwinnett Place CID area, the need to improve the interchange needs to be a priority.

Field visits also providing input to identifying potential short-term projects. Short-term projects could be extending a right-turn lane, left-turn lane, restriping travel lanes, or enhancing pedestrian crossings at intersections experiencing congestion and poor operations. Overall, the traffic signals within the Gwinnett Place CID area were optimized for traffic conditions. This is in part due to both Georgia DOT's Sig Ops program and the Gwinnett Place CID's Signal Timing, Maintenance, and Monitoring program.

Additional site visits to specific locations were conducted, once projects were identified, to verify project scope and to review projects for feasibility and potential cost.

## Land Use and Development

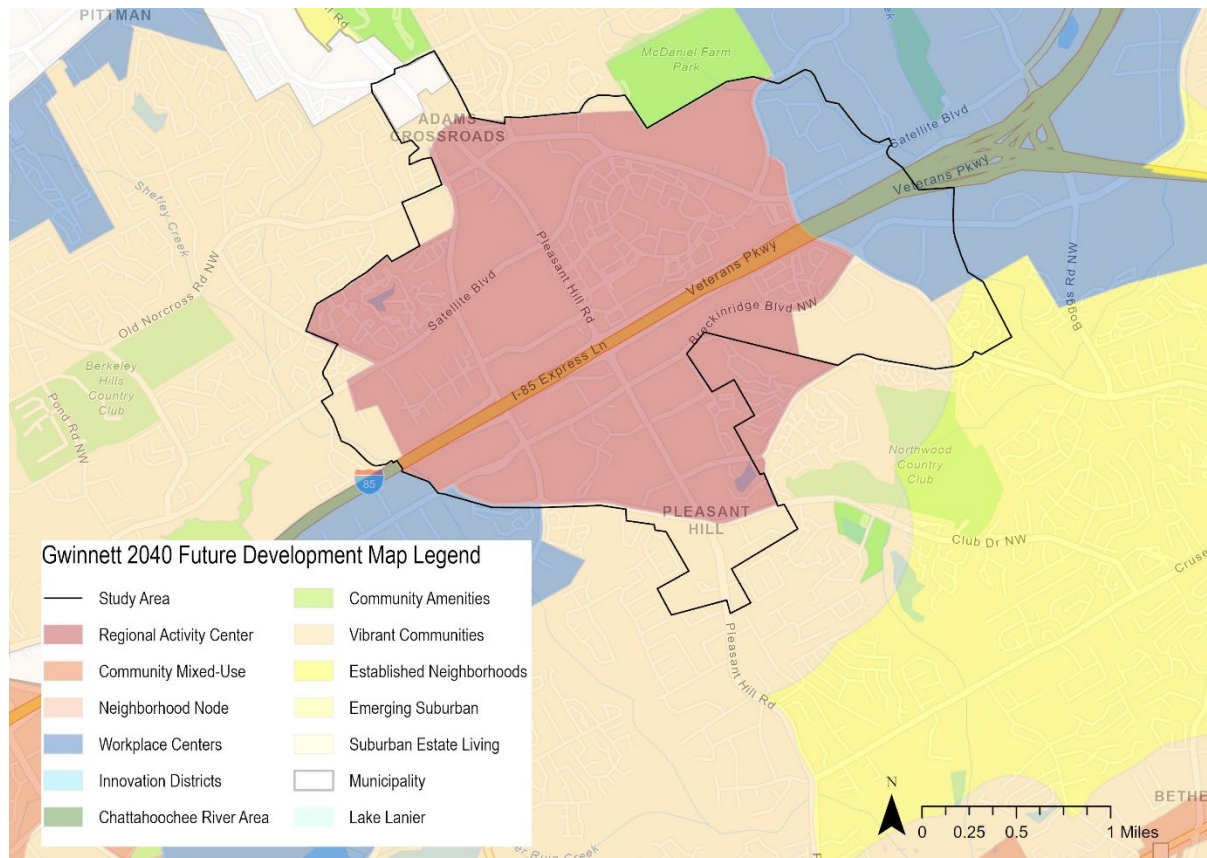
The Gwinnett Place area is a major business hub within Gwinnett County and the metro-Atlanta area. Over 2,800 businesses are located within this area which include major office complexes, retail destinations, hotels, and restaurants. Gwinnett County's top employment sector is retail trade – a



predominant use within the Gwinnett Place area. The office complexes account for 23% of Gwinnett County's class A office space and 10% of the county's total office space.

Currently there is limited residential located within the area, therefore, efficient transportation into the area is critical for employees to reach these businesses. Personal vehicles are the predominant means to travel to the Gwinnett Place area. Local buses travelling through the CID, the location of the Gwinnett Transit Center on Satellite Boulevard within the CID boundary, and Gwinnett Transit Paratransit Service coverage provide transit access within the CID, however its use remains somewhat limited as discussed above. Most of the Gwinnett Place area is located within the Regional Activity Center future land use classification, with some in the Workplace Center classification as designated in the Gwinnett 2040 Future Development Map (Figure 13).

**FIGURE 13: GWINNETT 2040 FUTURE DEVELOPMENT MAP**



There is a strong interest and support for redevelopment from the CID and Gwinnett County. A recently completed high density Class A residential apartment community in the Gwinnett Place area, the Rey on Reynolds, is located on Steve Reynolds Boulevard between Satellite Boulevard and Venture Drive. While only a single development, this opening of a large luxury apartment community with over 280 units combined with detailed redevelopment planning efforts at other locations indicate the potential for additional redevelopment in the Gwinnett Place area. Other notable development projects including the completed Reynolds Place and soon-to-be under construction Greystar Luxury Apartments are discussed in the proceeding sections and shown in Figure 14.



Gwinnett County's recent purchase of the majority of the Gwinnett Place Mall site was followed by the development of the Gwinnett Place Mall Site Redevelopment Strategy undertaken by the Gwinnett Place CID in partnership with Gwinnett County. This detailed study, performed by a consultant team led by VHB, Inc, has led to a Global Villages concept for the redevelopment of the portions of the mall site owned by Gwinnett County and developer Northwood Ravin. The study Implementation Strategy includes the below potential site uses:

- At least 2,400 new multi-family units, with long-term potential of 3,800 units
- 55,000 square feet (SF) of new retail
- 50,000 SF of office (a longer-term potential)
- A 51,000-SF cultural and educational center
- 12.7 acres of new parks
- 750 parking spaces in a new public parking garage

The Implementation Strategy includes a Mobility Strategy that details an approach to access to, from and around the Global Villages. This strategy estimates that the proposed Global Villages concept will generate approximately 29,500 trips per day, over 22,000 of which being external trips using a car. While over the longer term, public transit should become a major transportation mode for the area, it is observed that because the site is over 20 miles from the core of the region, most trips to and from the site are still expected to be largely personal car trips for the next 20 years.

The key roadways for vehicular trips to and from the site are I-85, Pleasant Hill Road and Satellite Boulevard. The Mobility Strategy stresses that the single most important investment for improving access to the Global Villages will be to provide faster, more direct access to and from I-85. A more robust interchange at I-85 and Pleasant Hill Road is considered a preferred solution although other access options are also documented. A major improvement to the intersection of Pleasant Hill Road and Satellite Boulevard is also recommended, while a widening of Pleasant Hill Road is not considered feasible or a solution to congestion on the road. Route improvement options for the roadway network around Pleasant Hill Road is a preferred solution.

An additional mobility recommendation is for the conversion of Mall Boulevard and Gwinnett Place Drive into "Complete Streets", providing for all users of the right of way including pedestrians and cyclists. A conversion of the Ring Road to a complete street is also proposed for circulation around the redevelopment site. Numerous project recommendations in this mobility study are supportive of the Global Villages Strategy.

While efforts related to the possible redevelopment of the Gwinnett Place Mall site are at a much larger scale than any other property in the area, other potential redevelopment sites do exist in the Gwinnett Place area, and others may arise as a result of momentum created by the Mall redevelopment proposal. A recently proposed large mixed use redevelopment project, Orchid Grove, would be located on the site of the Gwinnett Prado, near the intersection of Pleasant Hill Road and Satellite Boulevard with entrances on Pleasant Hill Road, Satellite Boulevard and Old Norcross Road. The site would include a mix of restaurants, retail, office, hotel, and multi-family residential development. Over 850 residential





units and a 120-room hotel are planned for the development. Over 12,000 net new vehicle trips have been estimated for this development.

Another redevelopment project that is currently under consideration is the Santa Fe Mall site, although it is not as far along in the planning process as Orchid Grove. As mentioned earlier, The Rey on Reynolds is an example of a recently completed development project in the area. Another completed project within the CID area is Solis Reynolds Place on the southwest corner of the I-85 at Steve Reynolds Boulevard interchange. Finally, a 350 unit luxury apartment development by Greystar is under consideration along Satellite Boulevard as is depicted in the map below. Figure 14 below shows the locations of the above mentioned existing and proposed redevelopment projects.

FIGURE 14: EXISTING AND PROPOSED REDEVELOPMENT SITES



Planning for the Gwinnett Place Mall site redevelopment and other known potential redevelopment projects is critical to the Mobility Plan. Consideration for other improvements throughout the CID area is also important based on current conditions and the possibility of future redevelopment projects that are currently unknown.

## Project Identification, Evaluation, and Recommendations

Previous and current planning studies, existing transportation conditions, land use considerations and input from both the public and key transportation stakeholders provide the background information necessary to identify potential transportation projects for evaluation and prioritization. While all modes of transportation are important to a balanced and efficient transportation system, this study is focused primarily on the development of roadway, bridge and pedestrian/bike projects. Identified projects, however, are selected with an understanding that they would support transit, traffic management, land use and other considerations that are important to a well-coordinated transportation network.

Identified projects will be combined with strategies for pedestrian safety, an integrated transit system, improved I-85 access, and the implementation of smart cities technology. This approach provides the Gwinnett Place area with the transportation infrastructure to accommodate current conditions, future general growth in the area and significant redevelopment including that of the Gwinnett Place Mall site.

### Project Identification and Evaluation Criteria

Gwinnett County and the Gwinnett Place Community Improvement District rely on the Special Purpose Local Option Sales Tax (SPLOST) as their primary source of funding for transportation capital improvements. As such, an early step in the identification of projects in this study involved targeting transportation SPLOST categories of projects that would be appropriate sources of funds for the needs of the CID. Once those project types were identified, an overarching element of project selection was identifying projects that both meet the needs and objectives of the CID and compete well for funding under the transportation needs and objectives of the County's transportation system.

These projects fall primarily within the Major Roads, Bridges, Intersection Improvements, Road Safety and Alignment, and Sidewalks and Pedestrian Safety categories of the SPLOST. The Major Roads and Bridges categories were combined given uncertainty as to how projects in these areas might be considered by the County and their Citizens Project Selection Committee, as it is possible that some projects could be funded in either category. Some projects that may be considered in the Intersection Improvements category might also be considered in the Road Safety and Alignment category as well. The Transportation Planning funding category was also considered for important focus areas that may require additional assessment.

The five SPLOST categories of improvements discussed above have been described by Gwinnett County in past SPLOST programs as follows:

#### **Major Roads**

This category of funding has been used for a number of large-scale improvements in the past including the construction of new roadways and the widening of existing roadways to increase the capacity of the transportation network. Interchange improvements and new interchanges have also been funded here to improve access and mobility and to reduce conflicting movements along major limited access roadways such as I-85.

#### **Bridges**

The Bridges category of work also includes culvert and transportation drainage. Bridge improvements can include those needed for structural, alignment, width and other safety concerns. They can also



include new bridges and bridge widenings needed to improve connectivity and provide congestion relief. Safety, connectivity and congestion relief can often all be achieved in a single project.

### ***Intersections and Road Safety***

Road Safety and Alignment projects typically involve improvements to roadway alignments, visibility, intersection offsets or skews, and merging and weaving concerns. The Intersection Improvement category has been used for some of the same purposes and also to add or lengthen turn lanes with a focus on moving more vehicles through intersections and eliminating bottleneck locations. Pedestrian and bike improvements at intersections, new or improved traffic signals and traffic management system improvements are also funded in this category of work.

### ***Sidewalks and Pedestrian Safety***

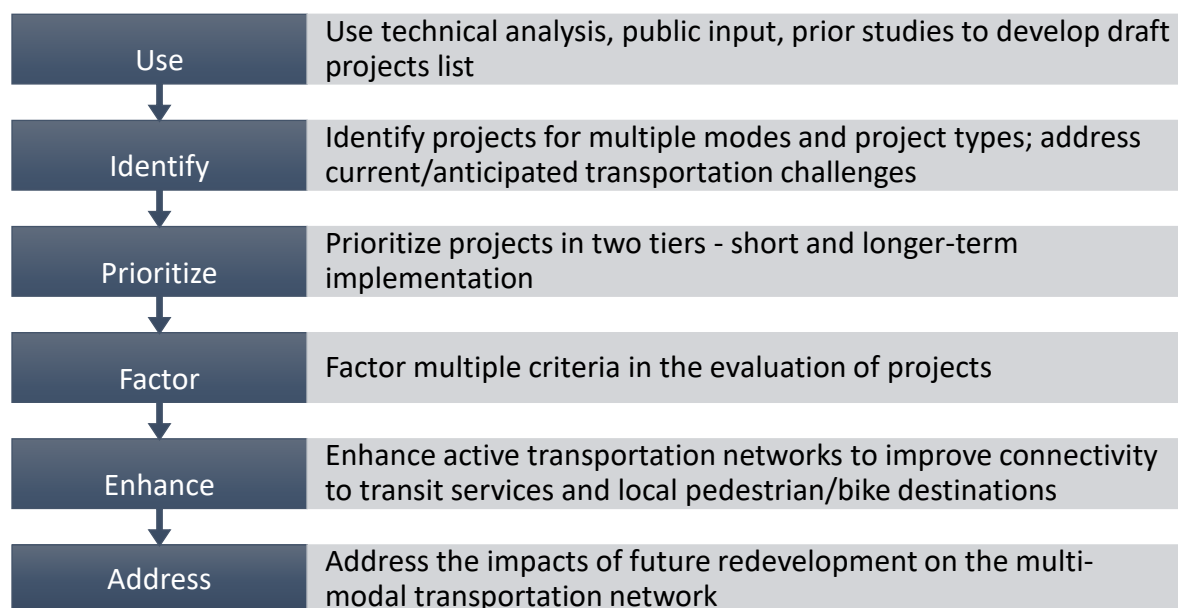
Sidewalk and Pedestrian Safety improvements include the construction of new or rehabilitation of existing sidewalks and multi-use paths. Small gaps in the existing network are also funded, typically through the establishment of a lump sum dollar amount with locations to be identified over the life of the program. Needed pedestrian improvements at intersections (crosswalk striping, pedestrian signals, ADA compliant ramps, and pedestrian refuge islands) have been funded in a similar manner.

### ***Transportation Planning***

Funding in this category has typically been used for developing the County's Comprehensive Transportation Plan updates, to complete project and program feasibility studies and to develop the information necessary to request State and Federal funding grants. Gwinnett's Community Improvement Districts have worked with the County in the past to utilize dollars in this category to determine the feasibility of a variety of safety and mobility needs.

Within the framework of the SPLOST funding categories discussed above, the process and evaluation criteria below was followed:

FIGURE 15: PROJECT IDENTIFICATION AND EVALUATION PROCESS



**Specific criteria for project evaluation include the following:**

- Consistent with public outreach
- Follows studies and SPLOST processes
- Improves mobility and safety
- Supports redevelopment projects
- Serves residents, workers, and visitors
- Feasible given available resources
- Supports economic vitality and livability
- Compatible with other transportation modes

The above criteria were applied to identified projects in each of three categories, Major Roads and Bridges, Intersections, and Sidewalks and Pedestrian Safety with other possible project types being incorporated into these groups as discussed. Generally, all of the projects identified met most of these criteria to some degree. Projects are noted below to meet a specific criterion only if they were considered to strongly meet that measure.

**TABLE 6: MAJOR ROADS AND BRIDGES PROJECT EVALUATION**

Project Name	Consistent with public outreach	Follows studies and SPLOST processes	Improves mobility and safety	Supports redevelopment projects	Serves residents, workers, and visitors	Feasible given available resources	Supports economic vitality and livability	Compatible with other transportation modes
I-85 corridor Gwinnett Place area improvements	✓	✓	✓	✓	✓	✓	✓	
Steve Reynolds Boulevard Lane Restriping Project	✓		✓		✓	✓	✓	
Venture Drive Widening (Day Drive to Steve Reynolds Boulevard)	✓	✓	✓	✓	✓	✓	✓	
West Liddell Road to Club Drive Connector	✓	✓	✓		✓		✓	✓





TABLE 7: INTERSECTIONS PROJECT EVALUATION

Project Name	Consistent with public outreach	Follows studies and SPLOST processes	Improves mobility and safety	Supports redevelopment projects	Serves residents, workers, and visitors	Feasible given available resources	Supports economic vitality and livability	Compatible with other transportation modes
Pleasant Hill Road at Breckinridge Boulevard / Shackleford Road	✓	✓	✓		✓	✓	✓	
Pleasant Hill Road at Gwinnett Place Drive	✓	✓	✓	✓	✓	✓	✓	✓
Pleasant Hill Road at I-85	✓	✓	✓	✓	✓	✓	✓	
Pleasant Hill Road at Mall Boulevard	✓	✓	✓	✓	✓	✓	✓	✓
Pleasant Hill Road at Old Norcross Road	✓		✓	✓	✓	✓	✓	✓
Pleasant Hill Road at Satellite Boulevard	✓	✓	✓	✓	✓	✓	✓	✓
Satellite Boulevard at Commerce Avenue	✓		✓	✓	✓	✓	✓	✓
Satellite Boulevard at Old Norcross Road (East)	✓			✓	✓	✓	✓	
Satellite Boulevard at Old Norcross Road (West)	✓		✓	✓	✓	✓	✓	✓
Steve Reynolds Boulevard at I-85 On-Ramp	✓		✓		✓	✓	✓	
Koger Boulevard / Crestwood Parkway at Pleasant Hill Road	✓	✓	✓		✓	✓	✓	
Pleasant Hill Road at Club Drive	✓		✓		✓	✓	✓	
Pleasant Hill Road at Sweetwater Road	✓	✓	✓		✓	✓	✓	
Shackleford Road at Kaiser Permanente Medical Center	✓		✓		✓	✓	✓	
Steve Reynolds Boulevard at Club Drive	✓		✓		✓	✓	✓	
West Liddell Road at Venture Drive	✓		✓		✓	✓	✓	

TABLE 8: SIDEWALK AND PEDESTRIAN SAFETY PROJECT EVALUATION

Project Name	Consistent with public outreach	Follows studies and SPLOST processes	Improves mobility and safety	Supports redevelopment projects	Serves residents, workers, and visitors	Feasible given available resources	Supports economic vitality and livability	Compatible with other transportation modes
Gwinnett Place Drive Complete Street	✓	✓	✓	✓	✓	✓	✓	✓
Gwinnett Place to McDaniel Farm Park (Commerce Avenue)	✓	✓	✓	✓	✓	✓	✓	
Gwinnett Place to McDaniel Farm Park (Old Norcross Road and McDaniel Road)	✓	✓	✓	✓	✓	✓	✓	
Mall Boulevard Complete Street	✓	✓	✓	✓	✓	✓	✓	✓
Pleasant Hill Road Pedestrian Overpass	✓	✓	✓	✓	✓		✓	✓
Ring Road Greenway	✓	✓	✓	✓	✓	✓	✓	✓
Venture Drive Multi-Use Trail	✓		✓	✓	✓	✓	✓	
McDaniel Farm Park to Satellite Boulevard	✓	✓	✓		✓	✓	✓	
Piedmont Pathway Multi-Use Trail Segment	✓	✓	✓		✓		✓	
Satellite Boulevard Pedestrian Overpass	✓	✓	✓	✓	✓		✓	✓
Shorty Howell Park to McDaniel Road	✓	✓	✓		✓		✓	



## Project Recommendations

After being considered for the criteria discussed above, each of the identified projects was categorized as either a Tier 1 or Tier 2 project. Tier 1 projects were considered to meet more criteria and to a greater degree. They were also considered for urgency given the needs of the CID community and feasibility, at least in terms of initial project phase development, in the short term. Projects, by category, are included in the below tables and on the below location maps. Additional information for each project can be found on individual project fact sheets located in Appendix A.

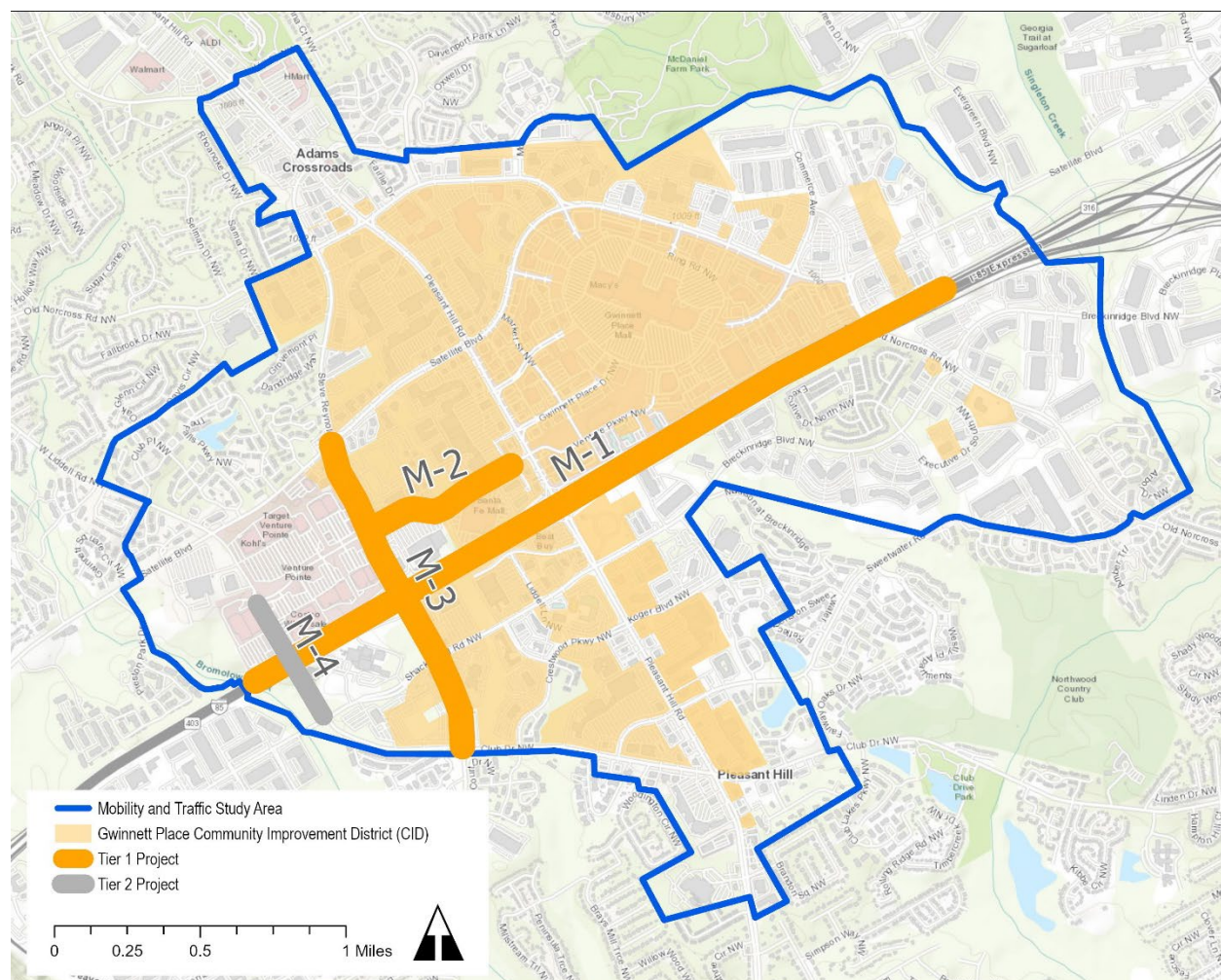
**TABLE 9: MAJOR ROADS AND BRIDGES PROJECT LIST**

Priority	Project ID	Gwinnett DOT Project ID	Project Name/Location	Identified Plan/Study	*Estimated Cost	Potential Funding Sources
Tier 1	M-1	GCbri_505	I-85 corridor Gwinnett Place area improvements	Pleasant Hill Road Corridor & Interchange Study; Ongoing GDOT/Gwinnett County I-85 Corridor Study	\$20 million (matching funds)	CID / SPLOST (matching funds), State HB-170 & STBG
Tier 1	M-2	GPC_150	Venture Drive Widening (Day Drive to Steve Reynolds Boulevard)	2016 GPCID Traffic Study; Destination 2040 CTP (Tier 1 GPC-150); 15 Year LCI Update	\$8.4 million	CID / SPLOST
Tier 1	M-3	NA	Steve Reynolds Boulevard Lane Restriping Project	GPCID Mobility Study	\$1 million	CID / SPLOST
Tier 2	M-4	GCbri_300	West Liddell Road to Club Drive Connector	2016 GPCID Traffic Study	\$10 million (matching funds)	CID / SPLOST (matching funds) / State HB-170 & STBG
<b>Category Total:</b>					<b>\$39.4 million</b>	

\*Some project estimated costs include only matching funds that may be feasible using SPLOST dollars.



FIGURE 16: MAJOR ROADS AND BRIDGES PROJECT MAP



Improving access to and across I-85 is considered critical to the continued success of the Gwinnett Place area, with the reconstruction of the I-85 at Pleasant Hill Road identified as the greatest mobility and safety need within the CID. This is particularly important given the proximity of the Gwinnett Place Mall site to the interstate and the traffic that its redevelopment is anticipated to generate. Connectivity between Pleasant Hill Road and Steve Reynolds Boulevard is also important as it allows for additional options for travel to and around the mall site and other destinations in the Gwinnett Place area west of I-85. The group of four projects identified in the combined Major Roads/Bridges category address these needs.



TABLE 10: INTERSECTION AND ROAD SAFETY PROJECT LIST

Priority	Project ID	Gwinnett DOT Project ID	Project Name/Location	Identified Plan/Study	**Estimated Cost	Potential Funding Sources
Tier 1	I-1	GCGPint_502	Pleasant Hill Road at I-85	GPCID Mobility Study	\$1.5 million	CID / SPLOST / GDOT Quick Response
Tier 1	I-2	GPC_104	Pleasant Hill Road at Satellite Boulevard	2017 SPLOST (Tier 1 M-1064); Pleasant Hill Road Corridor & Interchange Study; Activate Gwinnett Place; Destination 2040 (Tier 1 GPC-104)	\$7.5 million*	CID / SPLOST, GTIB Grant, Federal Aid
Tier 1	I-3	GCGPint_507	Satellite Boulevard at Old Norcross Road (West)	GPCID Mobility Study; Mall Redevelopment; 15 Year LCI Update	\$3 million	CID / SPLOST
Tier 1	I-4	GCGPint_508	Steve Reynolds Boulevard at I-85 On-Ramp	GPCID Mobility Study	\$1.8 million	CID / SPLOST / GDOT Quick Response
Tier 1	I-5	GCGPint_500	Pleasant Hill Road at Breckinridge Boulevard / Shackleford Road	GPCID Mobility Study	\$2.5 million	CID / SPLOST
Tier 1	I-6	GCGPint_505	Satellite Boulevard at Commerce Avenue	GPCID Mobility Study	\$1 million	CID / SPLOST
Tier 1	I-7	GCGPint_503	Pleasant Hill Road at Mall Boulevard	GPCID Mobility Study	\$1.5 million	CID / SPLOST
Tier 1	I-8	GCGPint_501	Pleasant Hill Road at Gwinnett Place Drive	GPCID Mobility Study	\$0.75 million	CID / SPLOST
Tier 1	I-9	GCGPint_504	Pleasant Hill Road at Old Norcross Road	GPCID Mobility Study	\$1.5 million	CID / SPLOST
Tier 1	I-10	GCGPint_506	Satellite Boulevard at Old Norcross Road (East)	GPCID Mobility Study	\$0.75 million	CID / SPLOST
Tier 2	I-11	GCGPint_509	Koger Boulevard / Crestwood Parkway at Pleasant Hill Road	Pleasant Hill Road Corridor & Interchange Study; 2016 GPCID Traffic Study; 15 Year LCU Update; Destination 2040 CTP (GPC_105)	\$2 million	CID / SPLOST

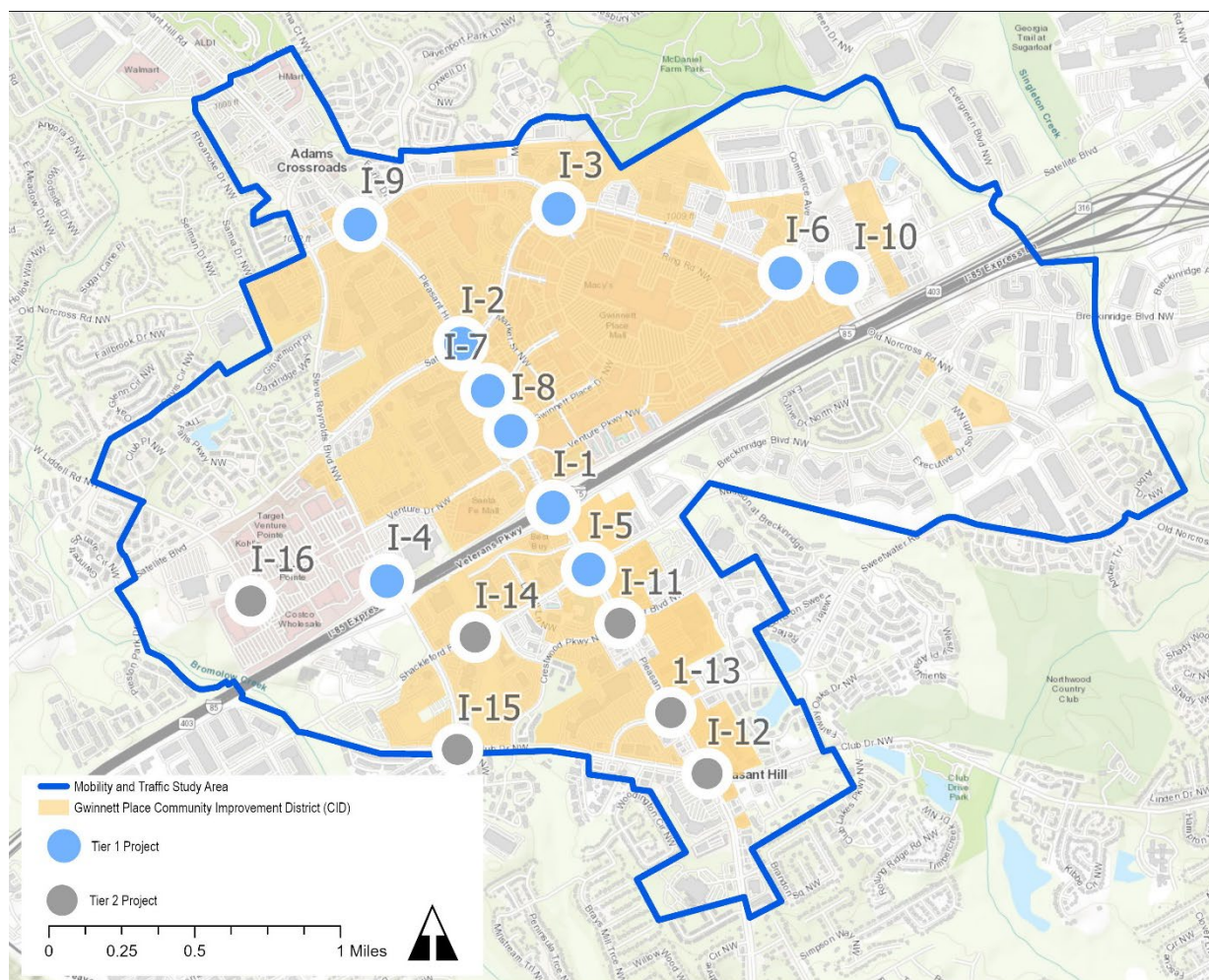


Tier 2	I-12	GCGPint_510	Pleasant Hill Road at Club Drive	GPCID Mobility Study	\$0.75 million	CID / SPLOST
Tier 2	I-13	GCGPint_511	Pleasant Hill Road at Sweetwater Road	2016 GPCID Traffic Study; 15 Year LCI Update	\$0.75 million	CID / SPLOST
Tier 2	I-14	GCGPint_512	Shackleford Road at Kaiser Permanente Medical Center	15 Year LCI Update	\$0.5 million	CID / SPLOST
Tier 2	I-15	GCGPint_513	Steve Reynolds Boulevard at Club Drive	15 Year LCI Update	\$1 million	CID / SPLOST
Tier 2	I-16	GCGPint_514	West Liddell Road at Venture Drive	GPCID Mobility Study	\$1 million	CID / SPLOST
<b>Category Total:</b>					<b>\$27.8 million</b>	
*Partial project funding through SPLOST SPLOST - Special Purpose Local Option Sales Tax GTIB - Georgia Transportation Infrastructure Bank						

\*\*Some project estimated costs include only matching funds that may be feasible using SPLOST dollars.



FIGURE 17: INTERSECTION AND ROAD SAFETY PROJECT MAP



Some intersection improvement projects in the area of the Gwinnett Place Mall site are focused along Pleasant Hill Road to make travel along and across the corridor more efficient. Others are placed on Satellite Boulevard to provide alternate access to the mall area from corridors such as Old Norcross Road and Commerce Avenue. The most critical intersection in this area is the intersection of the Pleasant Hill Road and Satellite Boulevard corridors. A major investment is required to ensure that both corridors do not suffer from this bottleneck location. Other locations in the CID area are also identified for intersection improvements, including Pleasant Hill Road south of I-85, Steve Reynolds Boulevard, Shackelford Road and Venture Drive. This category of work provides projects throughout the CID area.

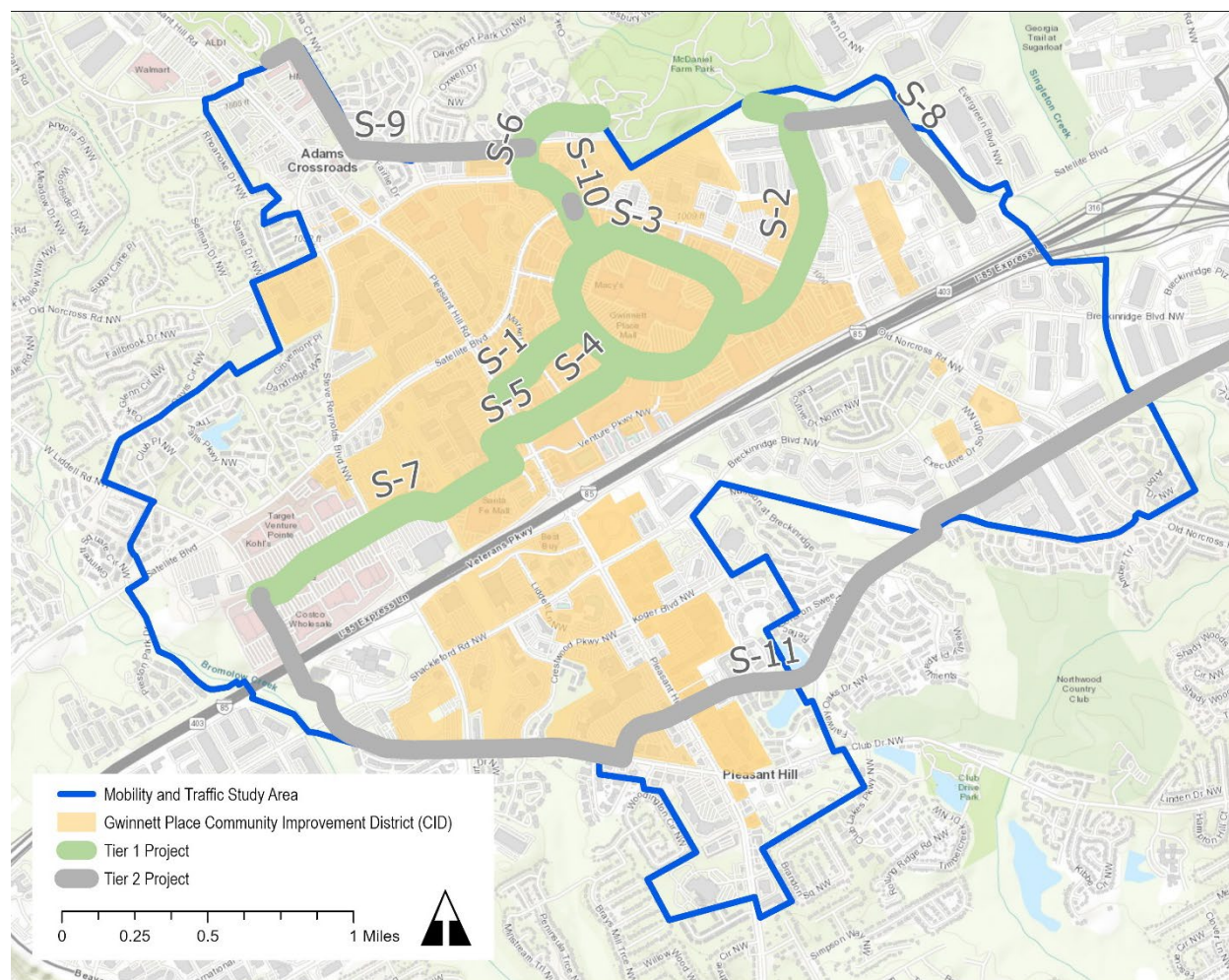
TABLE 11: SIDEWALK AND PEDESTRIAN SAFETY MAP

Priority	Project ID	Gwinnett DOT Project ID	Project Name/Location	Identified Plan/Study	Estimated Cost	Potential Funding Sources
Tier 1	S-1	GCGPsid_503	Mall Boulevard Complete Street	2017 SPLOST (Tier 1 F-1268); Activate Gwinnett Place; 15 Year LCI Update	\$3.1 million	CID / SPLOST
Tier 1	S-2	GCGPsid_501	Gwinnett Place to McDaniel Farm Park (Commerce Avenue)	2017 SPLOST (Tier 1 F-1287); Countywide Trails Masterplan; Gwinnett Place Connected (C1); 2016 GPCID Traffic Update; 15 Year LCI Update	\$3.6 million	CID / SPLOST
Tier 1	S-3	GCGPsid_504	Ring Road Greenway	Gwinnett Place Mall Site Revitalization Strategy	\$5.3 million	TBD
Tier 1	S-4	GCGPsid_500	Gwinnett Place Drive Complete Street	Activate Gwinnett Place; 15 Year LCI Update	\$3.3 million	CID / SPLOST
Tier 1	S-5	NA	Pleasant Hill Road Pedestrian Overpass	GPCID Mobility Study	\$2.7 million	CID / SPLOST / LCI / TAP
Tier 1	S-6	GCGPsid_502	Gwinnett Place to McDaniel Farm Park (Old Norcross Road and McDaniel Road)	Countywide Trails Masterplan; Gwinnett Place Connected (Trails A, B, B2); Gwinnett Trails Loop Trail Study; Destination 2040 (Tier 1 GPC-158)	\$2.6 million	CID / SPLOST
Tier 2	S-7	GCGPsid_505	Venture Drive Multi-Use Trail	GPCID Mobility Study; 2016 GPCID Traffic Study	\$4.1 million	CID / SPLOST
Tier 2	S-8	GCGPsid_506	McDaniel Farm Park to Satellite Boulevard	Gwinnett Trails Loop Trail Study	\$2.8 million	CID / SPLOST
Tier 2	S-9	GCGPsid_508	Shorty Howell Park to McDaniel Road	Countywide Trails Masterplan; Gwinnett Place Connected (Trails A, B, B2); Gwinnett Trails Loop Trail Study; Destination 2040 (Tier 1 GPC-158)	\$3.9 million	CID / SPLOST / LCI / TAP
Tier 2	S-10	NA	Satellite Boulevard Pedestrian Overpass	GPCID Mobility Study	\$2.7 million	CID / SPLOST / LCI / TAP
Tier 2	S-11	GCGPsid_507	Piedmont Pathway Multi-Use Trail Segment	Countywide Trails Masterplan	\$15.5 million	CID / SPLOST / LCI / TAP
<b>Category Total:</b>					<b>\$49.6 million</b>	
SPLOST - Special Purpose Local Option Sales Tax LCI - Livable Communities Initiative TAP - Transportation Alternatives Program						





FIGURE 18: SIDEWALK AND PEDESTRIAN SAFETY PROJECT MAP



The Sidewalk and Pedestrian Safety group of projects focuses on multi-use paths projects in part because the CID and County have worked to install a significant sidewalk network in prior SPLOST programs. The above trail network provides a strong set of projects to connect a ring road trail in the proposed mall area redevelopment to surrounding areas both south of Pleasant Hill Road and west of Satellite Boulevard. A Tier 2 project connects across I-85 at the proposed West Liddell Road crossing as part of the County's identified Piedmont Pathway trail. This trail would also traverse the CID area south of I-85.

TABLE 12: TRANSPORTATION PLANNING PROJECT LIST

Priority	Project ID	Project Name/Location	Identified Plan/Study	Estimated Cost	Potential Funding Sources
Tier 1	P-1	Gwinnett Place CID Area Last Mile Connectivity Assessment	Gwinnett Place Area Mobility And Traffic Study	\$250,000	CID / SPLOST
Tier 1	P-2	Gwinnett Place CID Area Safety Assessment	Gwinnett Place Area Mobility And Traffic Study	\$150,000	CID / SPLOST
<b>Category Total:</b>				<b>\$400,000</b>	
SPLOST - Special Purpose Local Option Sales Tax					

The Transportation Planning category includes two projects focused on specific needs in the CID area. Gwinnett DOT typically allocates a lump sum for studies in Transportation Planning and some of that funding could be used for more general planning document updates in addition to these two stated needs.

For project P-1, a safety assessment is recommended to build upon the initial findings of the historical crash review performed for the Gwinnett Place Area Mobility and Traffic Study. The crash trends related to serious injury crashes, and pedestrian and bicycle crashes, can be reviewed to identify potential safety enhancements and projects. Safety projects could be funded as part of Gwinnett County's SPLOST program. The safety assessment can also identify partners, such as Georgia DOT, with available funding programs to assist with implementing off-system safety improvements.

Under project P-2, a last mile connectivity assessment is recommended to build upon the identification of numerous multi-use trails and the pedestrian safety strategy and policy recommendations in the Gwinnett Place Area Mobility And Traffic Study. As the Gwinnett Place Mall site and other locations within the CID area redevelop and as Gwinnett County completes its new Transit Development Plan, it is imperative to plan and implement safe last-mile connectivity options for pedestrians and cyclists.



## Project Implementation Delivery Options and Funding Sources

Once a set of transportation investments has been identified, the obvious next step is to establish an understanding of the best approach to deliver each project and the most feasible funding opportunities available to do so. In many cases, the method of project delivery is contingent on the source of funds and the requirements of any particular funding program. Below are discussions of both project delivery options, including the potential roles and responsibilities of several organizations, and project funding sources.

### Project Delivery Options

The projects identified in this study can be delivered in a number of ways by several different project partners. The CID, County, Georgia DOT, and State Road and Tollway Authority (SRTA) have all contributed in different ways in the development of the existing infrastructure in the CID area and may all contribute to its further development moving forward. Private parties have had a limited role in the past, including the installation of turn lanes and other site-specific improvements associated with land development projects. This role has the potential to grow in the future. Each of these potential project partners and their potential contributions are discussed below:

#### Gwinnett Place Community Improvement District

The CID has traditionally provided not only a vision and a voice for the local community in the area, but it has also led several studies, has provided the impetus for the innovative Diverging Diamond interchange project, and has initiated numerous sidewalk, complete street, intersection improvement and other projects. In many cases, the CID has taken on the concept development and sometimes the engineering of projects that are ultimately constructed by the County. The CID has also provided enhancements that improve the use of the road right of way for all users. The CID has taken the lead with major land use studies as well, including the critically important recent Gwinnett Place Mall Site Revitalization Strategy.

The CID's record of success in partnering with the County on studies and project delivery is expected to continue in a similar manner moving forward. The group of projects identified in the study provide numerous opportunities for the CID to both engage in requests for funding and to carefully deploy limited CID funds to begin concept and even design development in targeted cases to accelerate project implementation. Below are just a few examples of projects for which the CID could choose to pursue a management role in coordination with the County:

***Gwinnett Place Drive and Mall Boulevard Complete Streets*** – As the project manager for the design of these two projects and of the Gwinnett Place Mall Site Revitalization Strategy, it is advantageous for the CID to continue any work on the planning and design of these projects, which may require some modifications to line up fully with the Global Villages concept for the mall site.

***Gwinnett Place Drive and Mall Boulevard Intersection Improvements at Pleasant Hill Road*** – In coordination with the two complete street projects discussed above, the CID may wish to complete a traffic analysis and develop preliminary concepts for these proposed intersection improvement projects. Given the earlier work on the complete streets and the Revitalization Strategy, this work would be a logical extension.



**Ring Road Pedestrian and Bike Boulevard** – Again, as the project manager for the Mall Site Revitalization Strategy, the CID and the site would benefit from further development of the initial concept identified in the study for a pedestrian and bike boulevard that would form a loop around the Mall Site along the Ring Road. The CID would be able to coordinate transportation, green infrastructure and Global Villages concepts to create a both welcoming and accessible vision for this important feature of the site.

**I-85 Ramp Improvements at Pleasant Hill Road and at Steve Reynolds Boulevard** – These interim improvements could move forward in the short term as longer-term projects are considered and established through the current I-85 planning study that GDOT and Gwinnett County are performing. The finalization of concepts, some of which have already been scoped as part of the Pleasant Hill Road Corridor and Interchange Study, would allow for discussions with Gwinnett DOT and GDOT regarding funding and implementation.

**Steve Reynolds Boulevard Restriping** – This project is intended to be constructed primarily within the curb lines by utilizing existing pavement and by considering where to eliminate add and drop lanes. The CID could perform a limited traffic and concept development study on the corridor to present to the County as a way to jump start this project, with some improvements that might be considered as quick fix projects by County maintenance forces.

**Pleasant Hill Road at Koger Boulevard/Crestwood Parkway and at Sweetwater Drive** – While these projects were not considered Tier 1 improvements, they are relatively inexpensive, and the CID could work to develop concepts that may be considered for quick fix improvements by the County. A field review of these locations with Gwinnett DOT Operations and Maintenance may be worthwhile prior to moving forward with any planning work.

Regarding projects where the CID may not participate actively in project management, it still provides an important public outreach role and acts as an extension of the business community in coordination of project impacts on the area. It will also further coordinate land use at the mall and needed corresponding transportation improvements.

### **Gwinnett County Department of Transportation (DOT)**

As the organization that is ultimately responsible to Gwinnett County citizens for the implementation of the SPLOST program, Gwinnett County, through its Transportation Department, maintains primary responsibility for the development of the majority of transportation projects in the CID area. Its authority regarding the acquisition of land and its ability to contract and manage large construction projects also provides it with the resources needed to move projects forward.

The County delivers projects in several ways. On very small-scale projects that can be completed without land acquisition, major utility relocations or significant grading and drainage, the County can use maintenance forces to construct “quick fix” projects. The County has recently developed a process for slightly larger projects that are referred to as “rapid response” jobs. However, the majority of County projects are still constructed as design, bid build jobs using all SPLOST funding and avoiding the Georgia DOT Plan Development Process. The County does at times on major projects receive federal or state funding (discussed further below) that requires close coordination with GDOT and other agencies





and can follow a much longer timeline than locally funded projects. The County often manages all phases of federally and state funded projects, but at times GDOT steps in to manage construction.

### **Georgia Department of Transportation (GDOT)**

The Georgia DOT typically takes on a project management role only on projects located on GDOT right of way. In the Gwinnett Place area, I-85 would be the only corridor that falls under GDOT authority. GDOT can also assist local governments with off system funding in limited cases with programs such as their Off System Safety Improvements. Gwinnett County has had a variety of funding and project management arrangements with GDOT on projects on the I-85 corridor. On very large projects such as the I-85 at SR 316 interchange reconstruction, the County provided the engineering, land acquisition and permitting and GDOT managed construction.

A good example of a somewhat smaller project is the Pleasant Hill Road Diverging Diamond Interchange in which not only the County, but the CID played an important role. In this case, the CID performed the concept and engineering work, the County bought the right of way and constructed the project, and GDOT and the Federal Highway Administration provided oversight of the work. The CID, the County and the State Road and Tollway Authority (SRTA) provided the funding. Partnership arrangements for both the funding and management of future improvements to the I-85 corridor in the CID area will be critical to their success and are yet to be determines.

### **State Road and Tollway Authority (SRTA)**

As mentioned in the Diverging Diamond Interchange project example above, SRTA has an important role in the development and funding of projects in Gwinnett. They have provided grant funds and loans through the Georgia Transportation Infrastructure Bank (GTIB), which is discussed further below. They have also served as the funding arm of the state for public private innovative project delivery efforts with GDOT. Public Private Partnerships are also discussed below. GTIB funding has been used in the CID area in the past and there is potential for this to continue in the future.

### **Private Project Partners**

While public private partnerships have been limited in Gwinnett in the past, the Gwinnett Place Mall Site Revitalization Strategy is likely to result in such an arrangement in the future, and it may have a transportation component related to the road and pedestrian network on and around the site. The I-85 Corridor Study may also result in managed lane recommendations that could lend themselves to possible design, build, and finance options that would be arranged through a public private partnership.

## **Potential Funding Sources**

### **Local**

#### ***CID Funding***

As was mentioned in the introduction to this report, the Gwinnett Place CID is a self-taxing commercial district that uses its resources to accelerate infrastructure improvements, security enhancements and economic development initiatives. The CID's 2021 Annual report indicated total revenues for the year in the amount of approximately \$1.4 million and a year end fund balance of approximately \$2.15 million. The CID's programs, projects and supplies line item expense for the year was approximately \$720,000. While the CID budget is limited in transportation infrastructure terms, it has historically been used



strategically to provide momentum through planning and matching funds for important projects and for improvements that other transportation dollars may not typically fund. As redevelopment opportunities continue to arise, the tax base of the CID may allow for greater participation in funding of transportation improvements. A number of job and redevelopment opportunities have been created that support both jobs and redevelopment, adding to the potential for growth in the CID tax base.

The State of Georgia has assisted in job creation in this area through the creation of the Gwinnett Place Opportunity Zone. In December 2012, the Department of Community Affairs approved an Opportunity Zone for the area in and around the Gwinnett Place Community Improvement District. Under this State of Georgia job tax credit, new or existing businesses that create two or more jobs can receive a tax credit of up to \$3,500 per job.

In 2016, the Gwinnett County Board of Commissioners created the Venture Drive Redevelopment Overlay District in the Gwinnett Place CID to promote a mix of high-end, dense, residential housing; commercial businesses and office buildings in an urban setting while offering the residents opportunities for recreation and alternative modes of transportation.

Gwinnett County provides incentives for newly arriving businesses to Gwinnett Place CID properties including reduced costs for certain applications and permits, reduced business occupation taxes, reduced water/sewer charges, acceleration of development reviews, acceleration of public hearings and tax increment financing through the Gwinnett Place Tax Allocation District (TAD). Georgia's Redevelopment Powers Law gives local governments the authority to sell bonds to finance infrastructure and other redevelopment costs within a specifically defined area. The Gwinnett Place TAD is one of five county-sponsored TADs and is a prime location for redevelopment projects.

### **SPLOST**

Since 1988, SPLOST dollars have contributed more than \$1.5 billion for transportation construction projects in Gwinnett, paying for building new roads, widening existing ones, and making hundreds of improvements to reduce bottlenecks and upgrade traffic flow and safety. Improvements include intersection upgrades, new turn lanes, traffic lights, alignment and safety improvements, bridge replacements, sidewalks, drainage, safety improvements at schools, and roadway resurfacing.

The Board of Commissioners in 2017 approved multiple roads projects totaling \$437.7 million in anticipated 2017 SPLOST revenue through 2023. This amount includes \$30.8 million allocated to joint County/city projects. The Transportation projects were divided into Tier 1 and Tier 2 lists. The Tier 1 project list assumes the County DOT's portion will be \$406.9 million over six years. An additional \$48.6 million was identified in DOT Tier 2 projects that would be funded if the County collects more than expected.

SPLOST dollars fully fund many projects, providing a quicker turnaround than when federal dollars are used. They are also utilized to provide matching funds to State and Federal dollars for larger projects and projects that may already require state and federal permitting approvals.



## State

### ***State Road and Tollway Authority (SRTA) - Georgia Transportation Infrastructure Bank (GTIB) Program***

As is mentioned above, SRTA administers the Georgia Transportation Infrastructure Bank (GTIB) grant and loan program. Given Gwinnett's availability of SPLOST funds, the loan program has not been utilized. In recent years, selection of projects for GTIB grants has been focused on moving the needle for mobility and economic development. Innovation has also been a factor in project selection. This funding allows local governments to largely follow their local project development processes as long as all state and federal regulations are met. For this reason, this funding source is appropriate for supplementing CID and SPLOST funds, but not for use on projects that will involve the GDOT Plan Development Process. GTIB grants can cover up to \$2 million or one-third of the project value.

### ***GDOT Local Maintenance, and Improvement Grant (LMIG)***

LMIG dollars, like GTIB funding, do not require a local government to follow the Plan Development Process, making this source of funds appropriate for supplementing CID and SPLOST dollars on smaller projects. Gwinnett County typically uses its formula LMIG funds for road resurfacing. However, there is a discretionary use of this funding referred to as LMIG Economic Funding. This funding has rarely been obtained in Gwinnett County. Any proposal for an award of this funding must show a strong economic development return.

The Gwinnett Place area may be well positioned to consider working with Gwinnett County at the appropriate time to identify a project that would compete for this funding as a catalyst for the Gwinnett Place Mall Site Redevelopment.

### ***GDOT Quick Response***

GDOT quick response funding is sometimes used in conjunction with Gwinnett County SPLOST quick fix funding for small project construction on State Routes. The GDOT funding limit per location is \$200,000 limiting uses of this funding source. The Only identified projects that may benefit from these funds in the Gwinnett Place area may be the proposed I-85 ramp improvements at Pleasant Hill Road and at Steve Reynolds Boulevard. As mentioned earlier, the CID may wish to work with Gwinnett County to finalize concepts for this work and consider whether it may be appropriate for this funding source.

### ***GDOT Off System Safety Funding***

GDOT has an off-system safety funding category of work that allows local governments to have new striping, signage raised pavement markers and shoulder paving installed on high accident roadways. Counties typically identify the highest accident corridors with aged signage and markings so this source of funds may not be appropriate for a smaller geographic area.

### ***Georgia Transportation Funding Act of 2015 (HB-170)***

In 2015, the Georgia Legislature passed a sweeping reform of the Motor Vehicle Fuel Tax (MVFT) system under House Bill (HB) 170. The previous method of a 7.5 cents/gallon plus a 4 percent excise tax rate was replaced with a single motor fuel excise tax. It was initially established at 26 cents per gallon for gasoline plus 29 cents per gallon for diesel, with provisions to increase in relation to inflation.



As of January 1, 2021, the State Excise Tax was established as 28.7 cents per gallon for gasoline and 32.2 cents per gallon for diesel.

While this bill provided for other funding mechanisms such as the single county TSPLOST, for purposes of this study, it is important to consider that GDOT funding has increased significantly, possibly providing one source of funds for a project with a regional impact. It may be possible in the future for improvements to the I-85 corridor to include a number of funding sources with HB 170 dollars serving as part of the matching funds. It is important, however, to note that several Major Mobility projects that are already underway have consumed a significant portion of this funding for years to come.

## Federal

### ***Livable Centers Initiative (LCI)***

LCI funding was created as a way to reduce vehicle miles traveled and improve air quality. This Atlanta Regional Commission (ARC) grant program incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services.

Since 2000, the LCI program has invested \$312 million in more than 120 communities throughout the Atlanta region, helping pay for planning studies and the construction of transportation projects such as sidewalks, trails and intersection improvements, to bring those visions to life. The ARC board has allocated \$600 million through 2050 for transportation projects resulting from completed LCI studies.

The LCI program is funded with federal transportation dollars. The grants cover 80% of the cost of each study or transportation project, with the recipient making a 20% match. Projects identified in the Gwinnett LCI update would be eligible for funding. The below LCI program goals should mesh well with those of the Global Villages Concept for the Gwinnett Place Mall Site Revitalization Strategy, providing a strong case for a future grant award:

- Encourage a diversity of housing, employment, commercial, shopping and recreation land uses at the transit station, local and regional center level accessible by people of all ages, abilities and income levels,
- Provide access to a range of travel modes including transit, roadways, walking and biking and increase roadway connectivity to provide optimal access to all uses within the study area,
- Foster public-private partnerships and sustained community support through an outreach process that promotes the involvement of all stakeholders, including those historically underserved or underrepresented,
- Encourage mixed-income residential neighborhoods, employment, shopping, and recreation options.

### ***Transportation Alternatives Program (TAP)***

The Georgia Department of Transportation (GDOT) partners with the Federal Highway Administration (FHWA) in facilitating and providing an opportunity for local governments to pursue non-traditional transportation-related activities such as pedestrian facilities, bicycle facilities, and pedestrian





streetscaping projects. TAP improves the quality of life for citizens in communities across the state by providing local governments the means to pursue projects that might not otherwise be possible.

The Infrastructure Investment and Jobs Act (IIJA) continues the TAP set-aside in the Surface Transportation Block Grant (STPG) program and significantly increases its funding level.

### ***Surface Transportation Block Grant Program (STBG)***

The Infrastructure Investment and Jobs Act (IIJA) continues the Surface Transportation Block Grant Program (STBG) and significantly increases its funding level. In the Atlanta region, the STBG program is a major source of federal funds for large roadway projects including State Route widenings Interstate projects.

### ***New Funding Sources through IIJA***

In addition to increasing funding for traditional federal road, bridge and transit improvement grants, the IIJA also created several new categories of funding such as the Safe Streets for All and Reconnecting Communities programs. Some new merit criteria for grant awards under this program have been established with a focus on improvements that support sustainability and resiliency, equity, climate and other factors in addition to mobility and safety. The CID and County can position themselves for some of these grant programs with carefully selected projects for consideration for each program.



## Strategies and Policies

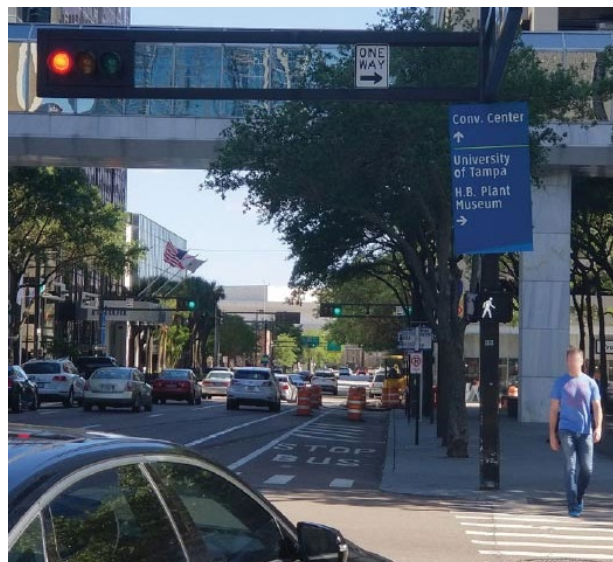
### Pedestrian Safety

The safety of pedestrians and cyclists is critically important to all transportation facilities due to their vulnerability to even slow moving vehicles. As mixed-use development continues to increase in the Gwinnett Place area, conflicts between vehicular traffic and active transportation users (pedestrians and cyclists) will only increase. Numerous trail projects are proposed earlier in this report as is planning study for last mile connectivity. These improvements can do a great deal to provide separated space in which active transportation users can travel. However, additional measures should be considered related to traffic signal operation, continued physical improvements at intersections, and pedestrian bike signage. These options are discussed below.

#### Traffic Signal Leading Pedestrian Interval

One recommended strategy for implementation at the signalized intersections throughout the Gwinnett Place CID area is a Leading Pedestrian Interval. A Leading Pedestrian Interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3 seconds before vehicles are given a green indication. The benefit is pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left. The Federal Highway Administration (FHWA) recommends the LPI as a proven safety countermeasure with an estimated 13% reduction in pedestrian-vehicle crashes at intersections. The LPIs provide the following benefits: Increased visibility of crossing pedestrians; reduced conflicts between pedestrians and vehicles; and increased likelihood of motorists yielding to pedestrians. Implementation of LPI is primarily a signal controller programming effort and typically does not require new equipment. This low-cost improvement is anticipated to help reduce the number of pedestrian-vehicle crashes within the Gwinnett Place area. LPIs have been successfully implemented in the Midtown area of the City of Atlanta – both a high pedestrian volume and vehicular volume area. T

FIGURE 19: EXAMPLE OF LPI – PEDESTRIAN WALK INDICATION PRIOR TO VEHICLE GREEN SIGNAL



### Pedestrian Infrastructure Improvements at Intersections

The CID and Gwinnett DOT have made significant strides to improve pedestrian safety at intersections along Pleasant Hill Road and at other locations. The Diverging Diamond Interchange was designed to accommodate pedestrian through its length and at its intersections. Several additional intersections received cross walk and other upgrades on Pleasant Hill Road, and quite a few intersections in the CID area have received full pedestrian Signal upgrades including separate pedestrian poles with push button activation and countdown signals. A continuation of this work is needed as the CID area continues to redevelop. Additional pedestrian upgrades should be considered at all intersection improvement locations proposed in this study and at other locations as well. In addition to the upgrades mentioned above, providing separation from sidewalks and vehicular travel lanes is beneficial wherever possible and should be considered with redevelopment projects. Refuge islands, where feasible is also an advantageous way to provide protection for pedestrians.

### Pedestrian Signage and Amenities

Pedestrian and cyclist signage in high active transportation areas is helpful to remind drivers to watch for those other mode users. Wayfinding signage is helpful to cyclists and pedestrians to allow them to easily know where to go without being distracted. While an effort such as this to provide signage would be primarily focused on improving safety, it would also provide an opportunity for the CID to work with the County to co-brand signage on all of the trails proposed in this study, particularly those connected to the Gwinnett Place Mall Site Revitalization Strategy. Branding features already identified in the County Wide Trails Master Plan could be supplemented by those developed by the CID, reinforcing a distinct feel for the area.

FIGURE 20: BIKE AND PEDESTRIAN SIGNAGE EXAMPLES



### Integrated Transit System

Transit is a very important mode of travel to both the CID area and the larger County as a whole. As was mentioned earlier in this report, the primary focus of project identification in this study is on vehicular, pedestrian and bike modes. However, several factors related to transit should be considered here and moving forward.

As was mentioned in the existing conditions section of the report, Gwinnett County Transit operates several local bus routes which provide service within the Gwinnett Place CID area and allow for transfers between routes at the Gwinnett Transit Center, located on Satellite Boulevard adjacent to Gwinnett Place Mall. While this local bus service provides good coverage and frequency of service, route circuitry and length may deter usage in some cases by riders who have the choice to drive their own vehicle. The Gwinnett Place area is located within the Gwinnett Transit Paratransit service area: a shared-ride program providing origin-to-destination (curb-to-curb) service to eligible persons with disabilities.

As was mentioned in the Gwinnett Place Mall Site Redevelopment Strategy, vehicular travel will continue to be the predominant mode of travel in the Gwinnett Place area for the foreseeable future. However, as redevelopment occurs in the Gwinnett Place area and as Gwinnett County identifies additional resources to improve transit, this mode will become more feasible and useful to both riders of need and riders of choice.

Several planning studies have been completed or are underway related to transit in Gwinnett County including the County's initial transit development plan, a new transit development plan that is currently underway, the transit corridor study that considers Satellite Boulevard and Brook Hollow Parkway as a Bus Rapid Transit (BRT) corridor from Jimmy Carter Boulevard in the Norcross area to the Gas South District in the Duluth area, and a plan for improvements to the Gwinnett Transit Center on Satellite Boulevard. Transit routes and improvements that have been considered and would provide expanded transit in the Gwinnett Place area include the above-mentioned Satellite Boulevard BRT route, which is considered a primary, high-capacity premium transit need for the County. Other contemplated improvements include an additional BRT route from Lawrenceville to the Gas South District, to the Gwinnett Place area and southward to the Jimmy Carter Boulevard area. An arterial Rapid Transit Route, like BRT but with fewer dedicated bus lanes and other amenities, has been considered from Snellville to Gwinnett Place and further west. Additional commuter and local service has been considered as well, as has an expanded on-demand service area.

As planning for a future transit service expansion is ongoing, the Gwinnett Transit Center in the Gwinnett Place Mall Site area is certain to be a central hub for rider destinations and transfers. It will be critical for the CID and County to consider the accommodation of future transit services in the design and construction of projects identified in this plan. The completion of a last mile connectivity study for the Gwinnett Place CID area may be advisable as it could track the final recommendations of ongoing transit planning work and the redevelopment efforts that are currently underway as well. Transit service will need to serve both regional and local trips to fully accommodate the CID area. Regional trips would be served by the BRT routes discussed above and by direct managed lane access into the area from I-85, allowing commuter service seamless access to the area. A combination of local and on-demand service can provide a second layer of access to and within the CID area. Without a comprehensive plan for implementation of additional transit service for the area over time, the level of growth considered in the Gwinnett Place Mall Site Redevelopment Strategy and other expected growth would be choked by limiting transportation options to vehicular and bike/pedestrian travel alone.





## Interstate 85 Access

When the Gwinnett Place CID partnered with Gwinnett County roughly a decade ago to implement the Diverging Diamond Interchange Improvement at the I-85 interchange with Pleasant Hill Road, the project was the most economical proposal to gain safety and mobility improvements at this location. The expected life of the project at the time was approximately 10 or more years. The project has been very successful in achieving its goals.

Given traffic growth since the completion of the Diverging Diamond Interchange, combined with the expected redevelopment of the Gwinnett Place Mall Site, it is apparent that the project is reaching the end of its useful life. Further, given the timeframe for development of a major roadway project, it is imperative that planning continue for improvements to access to and from I-85 in the CID area.

Several potential projects have been studied and discussed including a full replace of the Diverging Diamond Interchange with a reconstruction of the interchange that can handle current and projected traffic in a safe and efficient manner. This is a preferred alternative for the CID as it is a very direct access point to the mall site and the greatest bottleneck to traffic flow on Pleasant Hill Road.

Other options include a direct access to a future managed lane system. This access could be directly into the mall site or at another location such as Old Norcross Road or West Liddell Road, although the West Liddell Road access is somewhat remote from the Mall site. An extension of the collector Distributor Lanes to the south as part of a Pleasant Hill Road interchange reconstruction has also been discussed, as has the installation of north facing ramps at the Steve Reynolds Boulevard interchange. Less major improvements include access from the southbound Collector Distributor lanes to either Old Norcross Road or directly to Rind Road at the mall site. Lastly, interim improvements to several ramps at the Pleasant Hill Road and Steve Reynolds Boulevard interchanges have been identified.

As the future of the I-85 corridor as a whole within the County is currently uncertain and under study, and given that the potential 2023 SPLSOT program may be budgeted over the next few months, a first step in securing improvements over the longer term in the CID area would be to identify matching funds for future access improvements along the CID area with their exact scope to be determined through additional study and feasibility analysis as the larger study is completed. One area of this analysis would involve more detailed work required for the federal permitting of the replacement of the Pleasant Hill Road interchange, up to and including the development of interchange modification/justifications documents.

## Smart City Technologies

Gwinnett County and the Gwinnett Place CID area have an opportunity to apply 'smart city' technologies to positively improve the transportation experience for travelers. The technologies can address many areas including vehicle drivers, transit service, emergency response vehicles, electric vehicles usage, autonomous vehicles, pedestrians, as well as public agency system management.

Gwinnett County has historically implemented a Transportation System Management and Operations (TSMO) approach to building out the transportation network. TSMO is a set of strategies that focus on operational improvements that can maintain and enhance the performance of the existing transportation system. TSMO looks at performance from a systems perspective, not just one strategy, project, or



corridor. This means that these strategies are coordinated with others across multiple jurisdictions, agencies, and modes. TSMO not only provides public agencies with a toolbox of individual solutions but encourages combining them to achieve greater performance on the entire system.

The existing advanced technologies within the county include: MAXTIME Signal Management Software, Automated Traffic Signal Performance Measures (ATSPMs), Vehicle Probe Data, Signal Phase and Timing (SPaT) capable controllers, Flashing Yellow Arrow (FYA) left-turn signals, over 240 miles of Fiber Communication network, and over 350 CCTVs.

Gwinnett County is well situated to build upon this base of technology, as indicated in the county's 2019 document *Connected Vehicle Technology Master Plan*. Additionally, there is a current partnership between the CID and Gwinnett County to fund 35 intersections within the area for the Regional Connected Vehicle Project. Some potential areas which are deemed most appropriate for a continuation of this work in the CID area over the next decade are listed below. Many of these technologies create an enhanced traffic management system that detects, monitors, controls, and communicates traffic data. This in-turn enables more efficient street network and system management.

- Transit Signal Priority (TSP)
- Emergency Vehicle Pre-emption (EVP)
- Electric Vehicle (EV) Charging Stations
- Pedestrian Presence Alert (PPA) for approaching vehicles
- Publicly accessible Wi-fi along streets (within public right-of-way)
- Connected Autonomous Vehicles (CAV)
- Autonomous (Driverless) Shuttles
- Adaptive traffic control system (ATCS)

A brief explanation of the 'smart city'/ advanced technology and potential benefits follows. Overall benefits of these advanced technologies include improved transportation safety, reducing the need for additional roadway capacity, more reliable travel time, improved mobility for elderly and disabled, improved energy efficiency, and enhance the performance of the transportation network.

### ***Transit Signal Priority (TSP)***

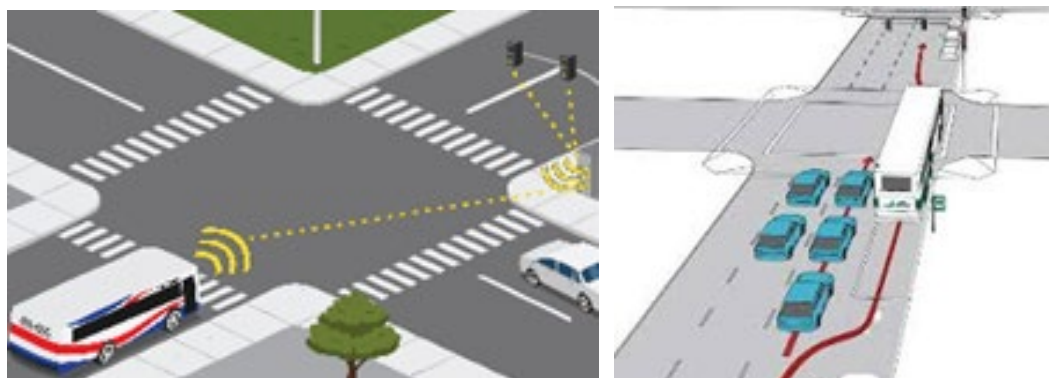
Transit signal priority is an integrated operational strategy to reduce the delay to transit vehicles at signalized intersections. This is accomplished through V2I (vehicle-to-infrastructure) communication between the transit vehicles and the traffic signal system when certain criteria are met to deliver extended or early greens in favor of the transit operations.

Reliability of the Transit system is the key performance metric for most fixed route systems. Two conditions arise that significantly impact the reliability fixed route transit service. First is accuracy of arrival time at a stop, and second is the accuracy of the arrival time at the destination. An additional feature to be considered as part of TSP implementation is a Transit Queue Jump. A queue jump lane is a short stretch of bus lane combined with traffic signal priority. The idea is to enable buses to by-pass waiting queues of traffic and to cut out in front by getting an early green signal.



Gwinnett County intends to implement TSP strategies on the planned Bus Rapid Transit corridor along Satellite Boulevard as well as other key corridors throughout the county.

FIGURE 21: TRANSIT SIGNAL PRIORITY



### ***Emergency Vehicle Pre-emption (EVP)***

Emergency Vehicle Pre-emption is a system that allows the normal operation of traffic signals to be deterred for emergency vehicles. In other words, all vehicle approaches can be stopped for the emergency vehicle to get through the intersection. Gwinnett County is in the process of installing this system on fire engines at locations within the county.

FIGURE 22: EMERGENCY VEHICLE PRE-EMPTION (EVP)

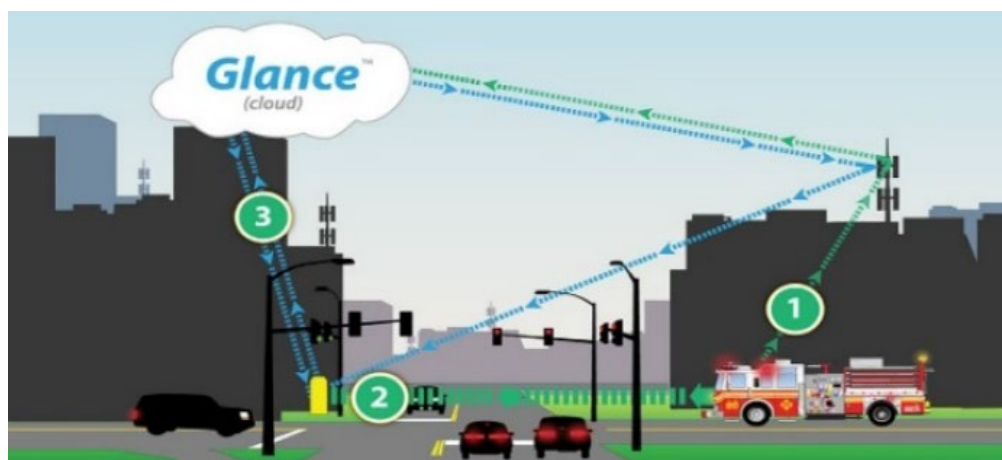


Image source: Applied Information (AI) Blog

### ***Electric Vehicle (EV) Charging Stations***

Electric vehicle (EV) charging stations provide the infrastructure for charging the battery of electric vehicles while drivers are away from their residences or traveling long distances. The IIJA federal funding provides an opportunity for Georgia to invest and 'fill in' gaps in the network of EV charging stations. Based on current information, over \$100million is expected to be invested throughout the state

in the next few years. For the Gwinnett Place area, there is an opportunity for both public and private developments to install the infrastructure.

FIGURE 23: ELECTRIC VEHICLE (EV) CHARGING STATIONS



Image source: West Michigan Strategic Alliance (WMSA)

#### ***Pedestrian Presence Alert (PPA) for approaching vehicles***

This I2V (infrastructure-to-vehicle) technology would provide a warning of a pedestrian in a signalized crosswalk to a connected vehicle, alerting the driver to a potential conflict. This application could improve safety for both pedestrians and drivers.

#### ***Publicly accessible Wi-Fi along streets (within public right-of-way)***

Cities across the world are contemplating how to provide reliable public Wi-Fi to meet consumer and urban demands. The idea, or request, is to make the urban experience more enjoyable for both tourists and residents when walking or traveling along public streets and away from Wi-Fi networks. As future redevelopment occurs in the Gwinnett Place area, the desire to provide accessible Wi-Fi within the public spaces may be critical. The publicly accessible wireless network will need to be both flexible and scaled enough with respect to the different services and their respective needs.

FIGURE 24: PUBLICLY ACCESSIBLE WI-FI ALONG STREETS (WITHIN PUBLIC RIGHT-OF-WAY)



Image source: WECT



### Connected Autonomous Vehicles (CAV)

Connected Autonomous Vehicles (CAV) are vehicles that leverage both autonomous and connected vehicle capabilities to replace the driver for some or all of the driving tasks. Full connectivity or automation in the transportation network environment is still years away. There are currently systems that agencies should consider in delivering opportunities for scalable integration of infrastructure to facilitate CAV. Technologies such as Signal Phasing and Timing (SPaT) is one such technology. Various software applications accompany hardware implementation to provide enhanced V2X capabilities. Gwinnett County can support CAV by providing the roadside and communication infrastructure.

FIGURE 25: CONNECTED AUTONOMOUS VEHICLES (CAV)

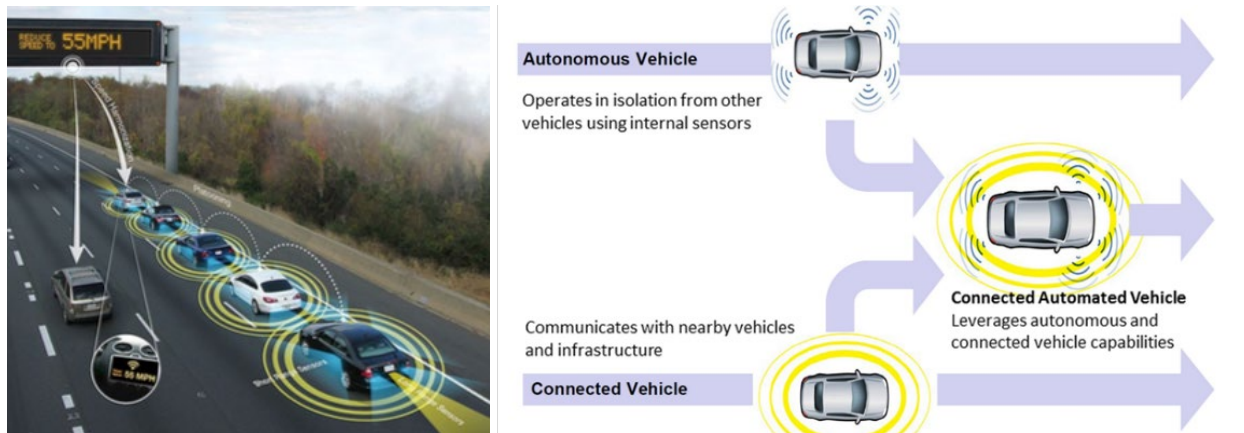


Image sources: FHWA & Nevada DOT

Related to CAV is vehicle-to-everything, or V2X, which is an all-encompassing term for a vehicle's connected communications. Today, there are pieces of V2X in various vehicle and roadway devices, but the full force of the technology has yet to be seen. The overall idea is that a vehicle is able, or will be able to, use its on-board communication tools to deliver real-time traffic information, preemptively react to changing road conditions, recognize road signs and warnings, and more. The four "vehicle-to" points of interest are V2V (-vehicle), V2I (-infrastructure), V2P (pedestrian), and V2N (-network).

FIGURE 26: V2X COMMUNICATIONS

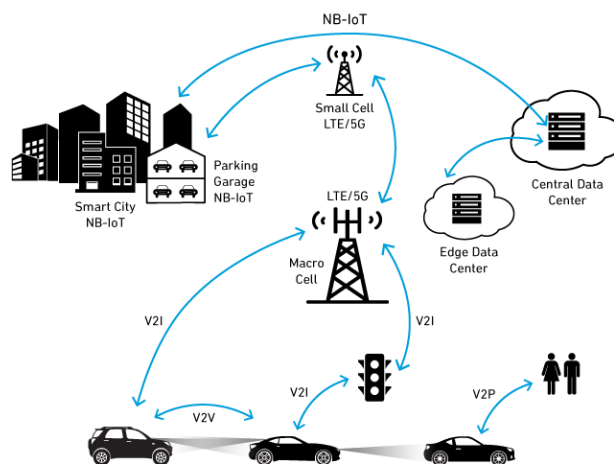


Image source: Qorvo

### ***Autonomous (Driverless) Shuttles***

Autonomous shuttles are vehicles that move small numbers of passengers (6-15) approximately 1 mile on a set route, without a driver. Autonomous shuttles use detection systems based on a combination of sensors and deep learning programs to secure safety. The City of Peachtree Corners has been piloting a driverless shuttle on a 3-mile loop route to showcase this technology. Within the Gwinnett Place area, a driverless shuttle could be implemented to serve short distance trips within the Gwinnett Place Mall redevelopment area and provide 'last mile connectivity' on low speed streets.

FIGURE 27: AUTONOMOUS (DRIVERLESS) SHUTTLES



Image source: The AJC

### ***Adaptive traffic control system (ATCS)***

There are several methodologies available for use in traffic signal control strategies. The current MAXTIME system is a centralized control application which provides Traffic Adjusted Control as well as an advanced strategy called Traffic Responsive. Another advanced strategy is Adaptive Traffic Signal Control. Adaptive Traffic Signal Control requires an additional software application that generates algorithms in real-time based on the last cycle at an intersection then defines the timing operating parameters for the next cycle. Applications such as SCATS and SCOOT are the better-known applications capable of performing these analytics which rely on detection of vehicle volume demands and fluctuations within the network. There are advantages and disadvantages to adaptive traffic signal control strategies. Typically, ATSC is beneficial for street networks managing special events, sporting events, or routine incident management.

**FIGURE 28: ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS)**



Image source: Herbert, Rowland & Grubic, Inc.

## Conclusions

The Gwinnett Place CID area is a major employment and economic activity center for Gwinnett County. Continuing to make transportation infrastructure investments is both important and urgent given current conditions, public opinion of transportation needs in the area, and imminent plans for the redevelopment of the Gwinnett Place Mall Site, which will serve as a catalyst for redevelopment throughout the area.

The CID's location along I-85 provides important regional access for businesses, employees, and patrons to the area. An assessment of the current and future transportation infrastructure conditions of this area reveals the following:

- Continued growth in vehicular volumes requires additional capacity and operational improvements.
- Additional development, including new residents, will require multiple modal options to reach their destination; building new multi-modal facilities will be needed.
- Traffic congestion will require continued optimizing traffic signals and implementing new technology.
- Identifying transportation safety improvements to address historical trends will reduce crashes for all modes.
- 'Smart city' technological advances should be part of the strategy.
- The transportation infrastructure will need to adapt to the changing workforce and population diversity within the area.

After a thorough review of prior work, outreach to the public and stakeholders, and a technical assessment of existing conditions, this study has made a set of recommendations including infrastructure projects, additional condition assessments and policies. These recommendations provide significant solutions to improve livability and economic vitality with implementable investments that support mobility, access and safety across all modes and that serve all users of the transportation network.

The study objectives of equity, stewardship, quality of life and connectivity are well balanced in the study. However, critical work to identify and secure funding for these improvements will continue well into the future. The Gwinnett County SPLOST program and partnerships at the state and federal level will be needed to achieve the goals and objectives of the plan.





# Appendix A - Project Fact Sheets





### I-85 Corridor Gwinnett Place Area Improvements

Project ID: M-1  
(GCbri\_505)

#### Location

I-85 Corridor including interchanges within the Gwinnett Place CID area

#### Description

Replacement of existing Diverging Diamond Interchange (DDI) is proposed to handle traffic for the foreseeable future including accommodation of redevelopment of Gwinnett Place Mall. Additional improvements may include I-85 Collector-Distributor (CD) lane extensions southward, north facing ramps at Steve Reynolds Boulevard, a southbound slip ramp from the Collector-Distributor (CD) to Gwinnett Place Mall Ring Road, southbound access at Old Norcross Road and direct managed lane access north of Pleasant Hill Road.

#### Details

PROJECT SOURCE	Pleasant Hill Road Corridor & Interchange Study; Ongoing GDOT/ Gwinnett County I-85 Corridor Study		
LENGTH	2.45 mi.	TIER	1

#### Cost Estimate

PLANNING/ENGINEERING	TBD
RIGHT-OF-WAY (ROW)	TBD
CONSTRUCTION	TBD
CONTINGENCY	TBD
MATCHING FUNDS	\$20 million*
TOTAL ESTIMATED COST	TBD

\*Represents SPLOST matching funds for engineering and ROW.

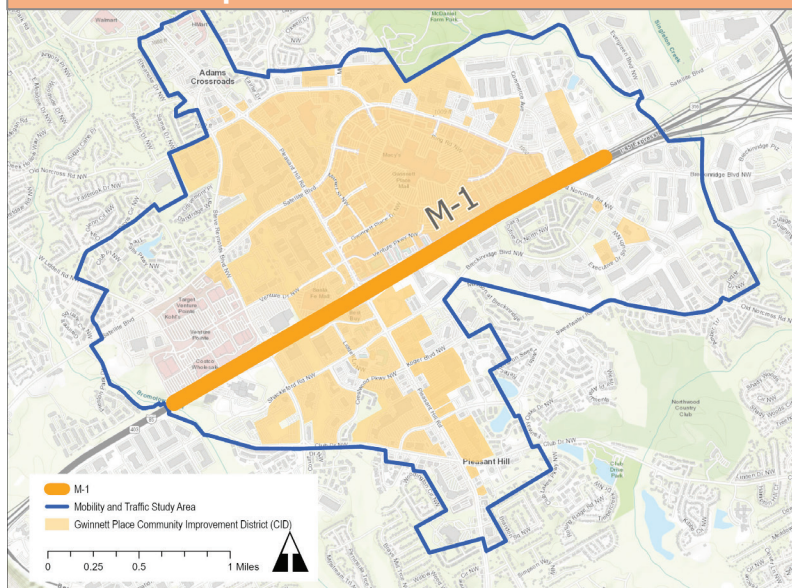
#### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Georgia DOT
CONSTRUCTION	Georgia DOT

#### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	✓
QUICK RESPONSE (GDOT)		HB-170	✓

#### Location Map



#### Objective

Improvements to the I-85 interchange with Pleasant Hill Road and the construction of additional access points to I-85 will relieve the congested Pleasant Hill Road interchange, the Pleasant Hill Road corridor in the vicinity of the interstate, and the corridor along the proposed Gwinnett Place Mall site redevelopment. Distributing some additional traffic accessing I-85 to the Steve Reynolds Boulevard interchange or to a direct managed lane access point will allow for a smoother, safer flow of traffic on arterial and collector roads in the Gwinnett Place area. The direct managed lane access would also provide more seamless transit vehicle access into the managed lane system. Improvements to the mainline of the interstate in this area also benefit southbound I-85 traffic flow.



Venture Drive Widening

Project ID: M-2  
(GPC\_150)

Location

Venture Drive from Day Drive to Steve Reynolds Boulevard

Description

Widen Venture Drive to five lanes from the Day Drive Roundabout to Steve Reynolds Boulevard.

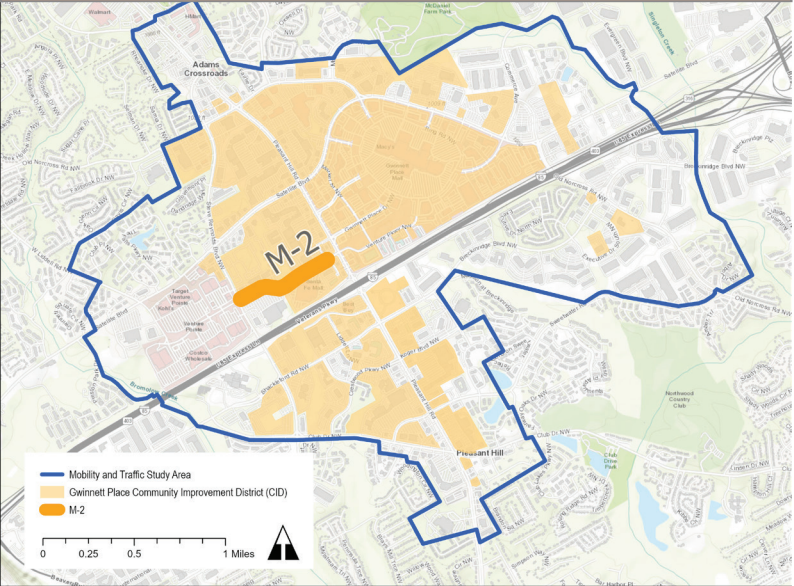
Details

PROJECT SOURCE	2016 GPCID Traffic Study; Destination 2040 CTP (Tier 1 GPC-150); 15 Year LCI Update		
LENGTH	0.6 mi.	TIER	1

Cost Estimate

PLANNING/ENGINEERING	\$840k
RIGHT-OF-WAY (ROW)	\$2.1 million
CONSTRUCTION	\$4.62 million
CONTINGENCY	\$840k
TOTAL ESTIMATED COST	<b>\$8.4 million</b>

Location Map



Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

Objective

The widening of Venture Drive from two to four lanes with a center turn lane provides a major collector road connection between Pleasant Hill Road at the proposed Gwinnett Place Mall redevelopment site and Steve Reynolds Boulevard. This additional major road connection provides an alternative to the I-85 and Satellite Boulevard connections between Pleasant Hill Road and Steve Reynolds Boulevard. Improving the access to the Steve Reynolds Boulevard interchange will improve the performance of the congested Pleasant Hill Road interchange. The use of this road will also provide relief for the Satellite Boulevard corridor.



## Steve Reynolds Boulevard Lane Re-striping Project

Project ID: **M-3**  
NA

### Location

Steve Reynolds Boulevard between Club Drive and Satellite Boulevard

### Description

Restripe Steve Reynolds Boulevard from Club Drive to Satellite Boulevard. Project would limit lane drops from one intersection to the next.

### Details

PROJECT SOURCE	GPCID Mobility Study		
LENGTH	0.95 mi.	TIER	1

### Cost Estimate

PLANNING/ENGINEERING	\$150k
RIGHT-OF-WAY (ROW)	NA
CONSTRUCTION	\$750k
CONTINGENCY	\$100k
TOTAL ESTIMATED COST	<b>\$1 million</b>

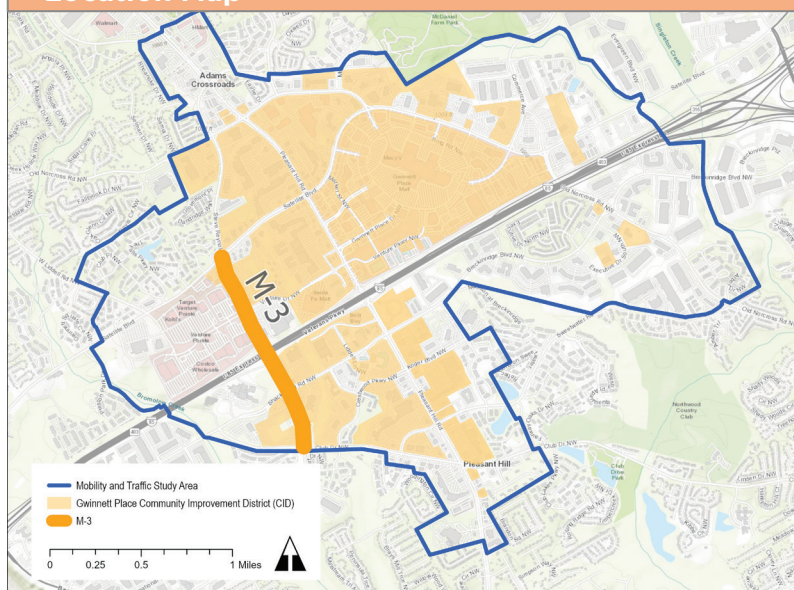
### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Location Map



### Objective

Traffic along the Steve Reynolds Boulevard corridor continues to increase as it has become a major alternative to Pleasant Hill Road. It has significant turn lanes and striped out areas that may be useful in restriping the corridor to maximize its ability to convey traffic efficiently. The elimination of lane drops and additions at intersections and over the interstate may allow for greater traffic throughput at a moderate cost. Driver expectations may also be better met, resulting in fewer crashes. Weaving movements may be reduced with these improvements.





## West Liddell Road to Club Drive Connector

Project ID: **M-4**  
(GCbri\_300)

### Location

From Venture Drive to Shackelford Road

### Description

Construct a four-lane roadway connecting West Liddell Road, over I-85, to Club Drive at Shackelford Road. The new roadway would also provide bike and pedestrian connectivity through the addition of a 10' multi-use path. The crossing over I-85 is a key segment of the Piedmont Pathway. The roadway is also a potential I-85 managed lane access point.

### Details

PROJECT SOURCE	Pleasant Hill Road Corridor & Interchange Study; Ongoing GDOT/ Gwinnett County I-85 Corridor Study		
LENGTH	0.37 mi.	TIER	2

### Cost Estimate

PLANNING/ENGINEERING	TBD
RIGHT-OF-WAY (ROW)	TBD
CONSTRUCTION	TBD
CONTINGENCY	TBD
MATCHING FUNDS	<b>\$10 million*</b>
TOTAL ESTIMATED COST	TBD

\*Represents SPLOST matching funds for engineering and ROW.

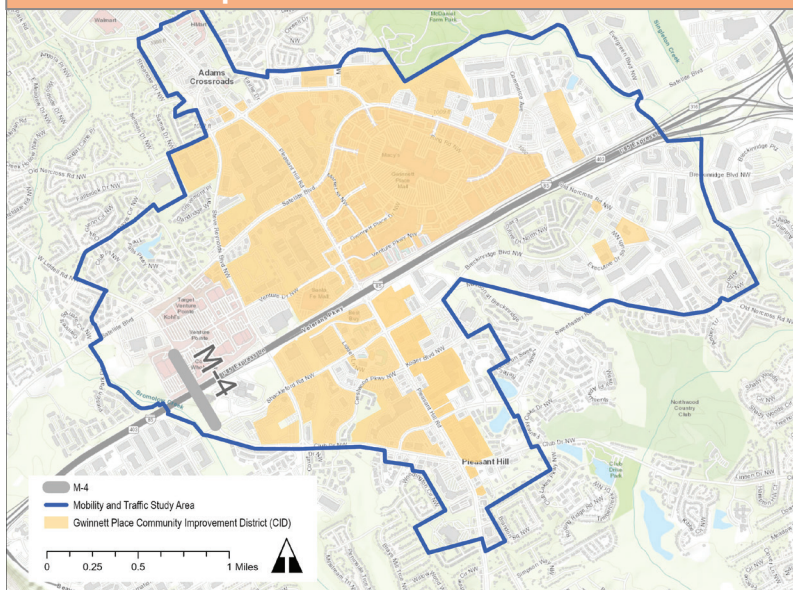
### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Georgia DOT
CONSTRUCTION	Georgia DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	✓
QUICK RESPONSE (GDOT)		HB-170	✓

### Location Map



### Objective

The construction of a new road connecting Club Drive and Venture Drive including an overpass of I-85 allows local traffic crossing from one side of I-85 to the other an alternative to crossing at a congested interchange with heavy turning movements. This additional interstate crossing not only relieves traffic congestion at the Steve Reynolds Boulevard and Beaver Run Road interchanges, it also improves safety for the traffic crossing the interstate by eliminating any turning movements for the crossing. This crossing of I-85 also allows the proposed Piedmont Pathway to cross at a more pedestrian and bike friendly location.



### Pleasant Hill Road at I-85

Project ID: I-1  
(GCGPint\_502)

#### Location

Pleasant Hill Road at I-85

#### Description

Add a third lane on the northbound on-ramp to allow for a free flow right-turn lane from Pleasant Hill Road and add a third right-turn lane on the southbound off-ramp to Pleasant Hill Road.

#### Details

PROJECT SOURCE	GPCID Mobility Study		
LENGTH	NA	TIER	1

#### Cost Estimate

PLANNING/ENGINEERING	\$150k
RIGHT-OF-WAY (ROW)	NA
CONSTRUCTION	\$1.2 million
CONTINGENCY	\$150k
TOTAL ESTIMATED COST	<b>\$1.5 million</b>

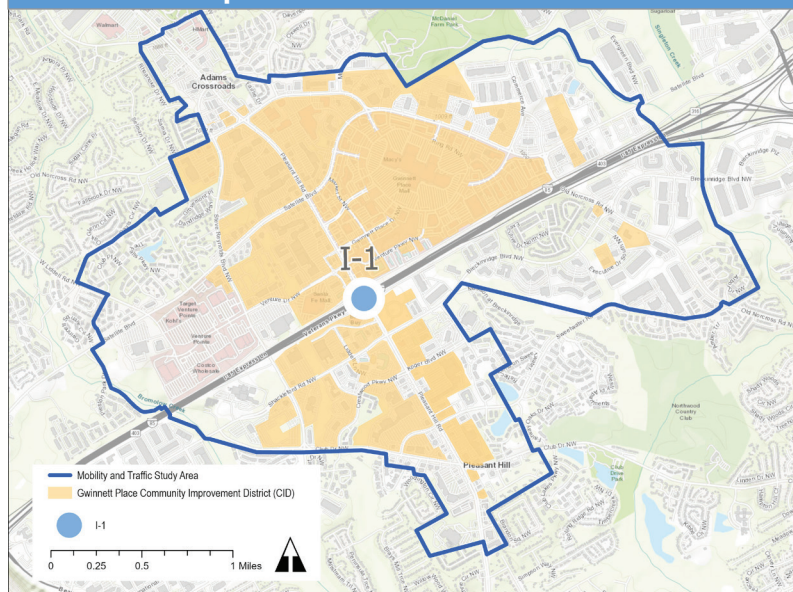
#### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Georgia DOT
CONSTRUCTION	Georgia DOT

#### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)	✓	HB-170	

#### Location Map



#### Objective

Providing a free flow receiving lane for right turners from Pleasant Hill Road onto to the northbound on ramp will improve the movement of westbound traffic on Pleasant Hill Road at the interchange. The addition of a third right turn from the southbound off ramp to westbound Pleasant Hill Road will help clear ramp traffic and allow it to move more efficiently onto Pleasant Hill Road. These interim improvements will reduce congestion in the interchange as longer-term solutions are considered and programmed.



### Pleasant Hill Road at Satellite Boulevard

Project ID: I-2  
(GPC\_104)

#### Location

Pleasant Hill Road at Satellite Boulevard

#### Description

Provide intersection capacity and safety improvements. Any improvements will require coordination with the proposed Bus Rapid Transit (BRT) line so that the BRT dedicated lanes are not precluded by roadway improvements.

#### Details

PROJECT SOURCE	2017 SPLOST (Tier 1 M-1064); Pleasant Hill Road Corridor & Interchange Study; Activate Gwinnett Place; Destination 2040 (Tier 1 GPC-104)		
LENGTH	NA	TIER	1

#### Cost Estimate

PLANNING/ENGINEERING	TBD
RIGHT-OF-WAY (ROW)	TBD
CONSTRUCTION	TBD
CONTINGENCY	TBD
MATCHING FUNDS	<b>\$7.5 million*</b>
TOTAL ESTIMATED COST	TBD

\*Represents SPLOST matching funds for engineering and ROW.

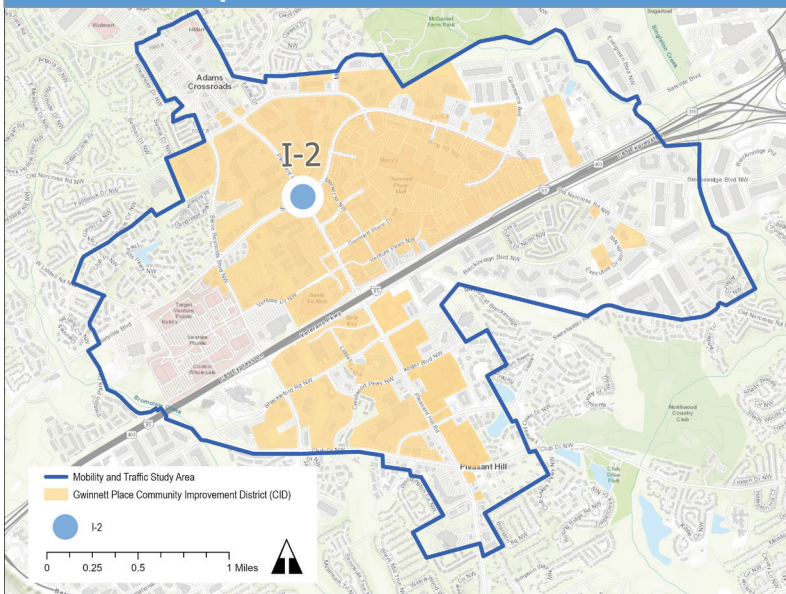
#### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

#### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB	✓	STBG	✓
QUICK RESPONSE (GDOT)		HB-170	

#### Location Map



#### Objective

This project improves the crossing of two critical arterial roads in Gwinnett County: Pleasant Hill Road, which provides cross-county connectivity from US 29 (between Lilburn and Lawrenceville) to the Fulton County line at the Chattahoochee River, and: Satellite Boulevard, which provides an alternative access to I-85 from Beaver Run Road north of Norcross to State Route 20 in Buford. Both corridors are six lane divided roadways at their intersection with Pleasant Hill Road carrying approximately 60,000 vehicles per day and Satellite Boulevard carrying over 25,000 vehicles per day. The intersection creates significant traffic congestion and conflict points to potential safety concerns. Continued growth in the area including the proposed redevelopment of the Gwinnett Place Mall site creates an even greater need for improvements to the intersection which may include displaced left turns or grade separated left turns. These improvements would provide for increased throughput on both roads by eliminating significant signal time dedicated to heavy left turns. It would also improve safety by eliminating conflicts currently created by those left turn movements. Dedicated bus only lanes are also needed to accommodate the proposed Satellite Boulevard Bus Rapid Transit (BRT) route. These lanes would create a more efficient and reliable trip time for BRT passengers.





## Satellite Boulevard at Old Norcross Road (West)

Project ID: I-3  
(GCGPint\_507)

### Location

Satellite Boulevard at Old Norcross Road (West)

### Description

Add third left-turn lane on the Old Norcross Road eastbound approach and extend southbound right-turn lane on Satellite Blvd. Install additional lanes on the Old Norcross Road approach exiting the Gwinnett Place Mall area. Any improvements will require coordination with the proposed Bus Rapid Transit (BRT) line so that the BRT dedicated lanes are not in conflict with the proposed intersection improvements.

### Details

PROJECT SOURCE	GPCID Mobility Study; Mall Redevelopment; 15 Year LCI Update		
LENGTH	NA	TIER	1

### Cost Estimate

PLANNING/ENGINEERING	\$300k
RIGHT-OF-WAY (ROW)	\$450k
CONSTRUCTION	\$1.95 million
CONTINGENCY	\$300k
TOTAL ESTIMATED COST	<b>\$3 million</b>

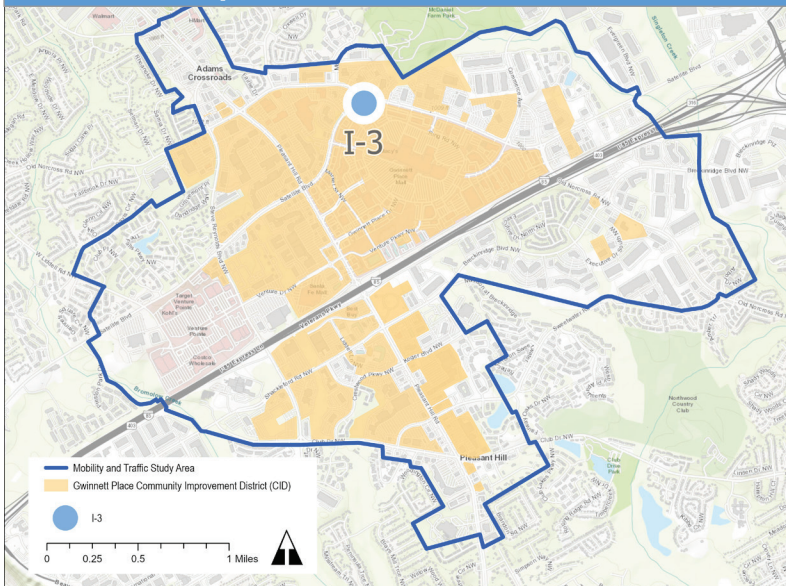
### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Location Map



### Objective

Old Norcross Road provides a four-lane connection between Satellite Boulevard and Pleasant Hill Road. This intersection currently experiences heavy traffic and significant accidents, particularly the eastbound Old Norcross approach that has a very heavy left turn. The addition of a third left turn for this movement will reduce queuing on Old Norcross Road. Improvements to the traffic exiting the Gwinnett Place Mall site will also improve the operation of the intersection. This project will be important to the proposed mall site redevelopment as well.





## Steve Reynolds Boulevard at I-85 On-Ramp

Project ID: I-4  
(GCGPint\_508)

### Location

Steve Reynolds Boulevard at I-85 On-Ramp

### Description

Add third receiving lane to on ramp to southbound I-85 to allow for free flow right turn from Steve Reynolds Boulevard.

### Details

PROJECT SOURCE	GPCID Mobility Study		
LENGTH	NA	TIER	1

### Cost Estimate

PLANNING/ENGINEERING	\$180k
RIGHT-OF-WAY (ROW)	NA
CONSTRUCTION	\$1.44 million
CONTINGENCY	\$180k
TOTAL ESTIMATED COST	<b>\$1.8 million</b>

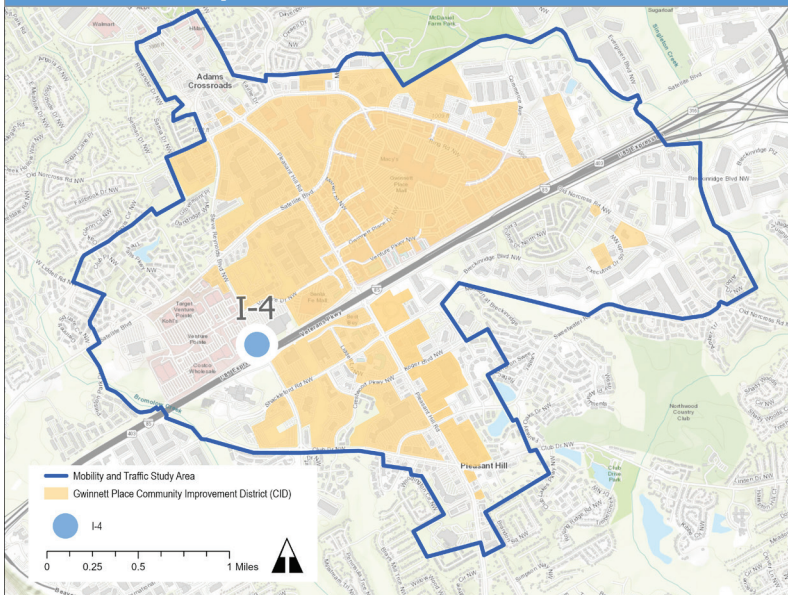
### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Georgia DOT
CONSTRUCTION	Georgia DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)	✓	HB-170	

### Location Map



### Objective

The right turn from Steve Reynolds Boulevard to the southbound on ramp to I-85 has experienced significant congestion for many years. Some right turners have been observed to turn onto the ramp from the outside through lane to bypass the right turn queue, creating an unsafe condition. The addition of a dedicated receiving lane on the on ramp for this movement will allow for a more efficient and orderly merging of traffic on the ramp with the dual left turns and the right turns merging as part of the ramp metering near the base of the ramp.



Pleasant Hill Road at Breckinridge Boulevard / Shackleford Road

Project ID: I-5  
(GCGPint\_500)

Location

Pleasant Hill Road at Breckinridge Boulevard / Shackleford Road (south of the I-85 mainline)

Description

Extend southbound left-turn lanes on Breckinridge Boulevard. Add signage on eastbound Pleasant Hill Road directing traffic to East Liddell Road and Liddell Lane to access Shackleford Road. Construct new eastbound right-turn lane on Pleasant Hill Road to Shackleford Road.

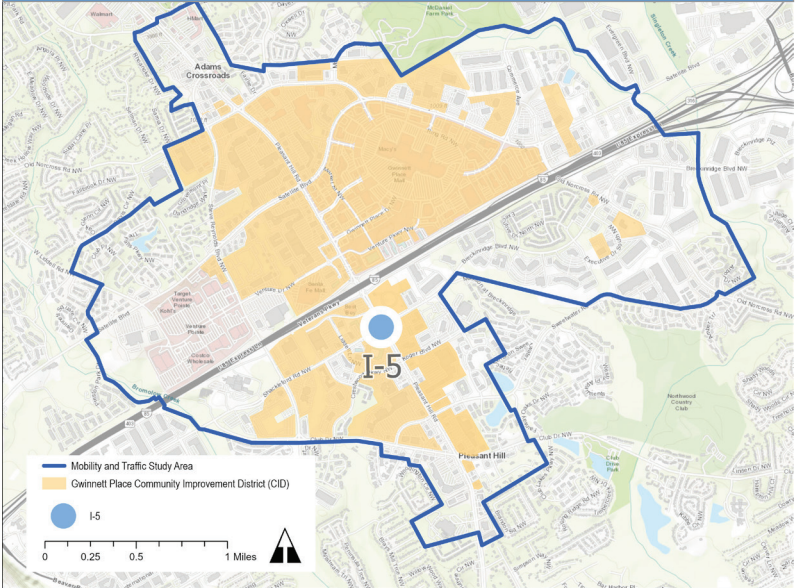
Details

PROJECT SOURCE	GPCID Mobility Study		
LENGTH	NA	TIER	1

Cost Estimate

PLANNING/ENGINEERING	\$250k
RIGHT-OF-WAY (ROW)	\$625k
CONSTRUCTION	\$1.375 million
CONTINGENCY	\$250k
TOTAL ESTIMATED COST	\$2.5 million

Location Map



Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

Objective

Pleasant Hill Road is very congested at this location due to very traffic volumes as it approaches I-85. While longer term measures are needed to relieve this congestion, several interim improvements can be made. The extension of the dual left turn lanes on southbound Breckinridge Boulevard will improve this movement and may allow additional signal time to be dedicated to other phases of the intersection. The right turn from eastbound Pleasant Hill Road to Shackleford Road is heavy and there is no right turn lane for this movement. The right turn lane addition would allow for better traffic flow on the Pleasant Hill Road through movement and would allow for safer right turns onto Shackleford Road. The addition of signage at the intersection of Pleasant Hill Road and East Liddell Road directing traffic to use East Liddell as an alternative route to Shackleford Road may also provide some relief to the Pleasant Hill at Shackleford Road intersection.



## Satellite Boulevard at Commerce Avenue

Project ID: I-6  
(GCGPint\_505)

### Location

Satellite Boulevard at Commerce Avenue

### Description

Widen Commerce Avenue approach exiting the Gwinnett Place Mall site to provide longer left-turn storage, dual through lanes, and a dedicated right-turn lane. Add right-turn lanes on other approaches as needed.

### Details

PROJECT SOURCE	GPCID Mobility Study		
LENGTH	NA	TIER	1

### Cost Estimate

PLANNING/ENGINEERING	\$150k
RIGHT-OF-WAY (ROW)	\$200k
CONSTRUCTION	\$550k
CONTINGENCY	\$100k
TOTAL ESTIMATED COST	<b>\$1 million</b>

### Implementation Lead

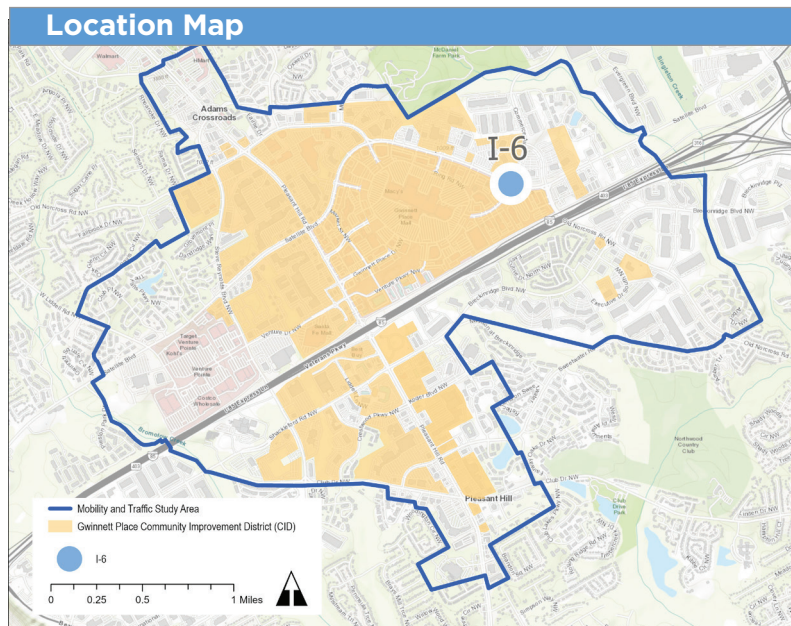
PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Objective

Commerce Avenue provides a major four lane road connection from Satellite Boulevard to State Route 120 and the Duluth area. Improvements to the Commerce Avenue exit from the Gwinnett Place Mall site will provide efficient exiting across Satellite Boulevard for future traffic. Additional right turns will further enhance traffic movement and safety at the intersection.







### Pleasant Hill Road at Mall Boulevard

Project ID: I-7  
(GCGPint\_503)

#### Location

Pleasant Hill Road at Mall Boulevard

#### Description

Improve south side approach to Pleasant Hill Road to allow for an additional lane. Align lanes with northside approach to Pleasant Hill Road (based on complete street layout).

#### Details

PROJECT SOURCE	GPCID Mobility Study		
LENGTH	NA	TIER	1

#### Cost Estimate

PLANNING/ENGINEERING	\$150k
RIGHT-OF-WAY (ROW)	\$375k
CONSTRUCTION	\$825k
CONTINGENCY	\$150k
TOTAL ESTIMATED COST	<b>\$1.5 million</b>

#### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

#### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

#### Objective

Improving the southern approach to Pleasant Hill Road at its intersection with Mall Boulevard enhances connectivity across Pleasant Hill Road from the proposed Gwinnett Place Mall site redevelopment to Venture Drive and the Steve Reynolds Boulevard corridor. Mall Boulevard is a proposed main entrance into the redevelopment project. This work also allows for complete street improvements proposed for the north side of the intersection to line up correctly across the intersection. Creating better side street approaches to the Pleasant Hill Road corridor also allows additional signal time to be allocated to the Pleasant Hill Road through traffic.





## Pleasant Hill Road at Gwinnett Place Drive

Project ID: I-8  
(GCGPint\_501)

### Location

Pleasant Hill Road at Gwinnett Place Drive

### Description

Improve south side approach to Pleasant Hill Road to allow for a third approach lane. Align lanes with northside approach to Pleasant Hill Road (based on complete street layout).

### Details

PROJECT SOURCE	GPCID Mobility Study		
LENGTH	NA	TIER	1

### Cost Estimate

PLANNING/ENGINEERING	\$112.5k
RIGHT-OF-WAY (ROW)	\$150k
CONSTRUCTION	\$412.5k
CONTINGENCY	\$75k
TOTAL ESTIMATED COST	<b>\$0.75 million</b>

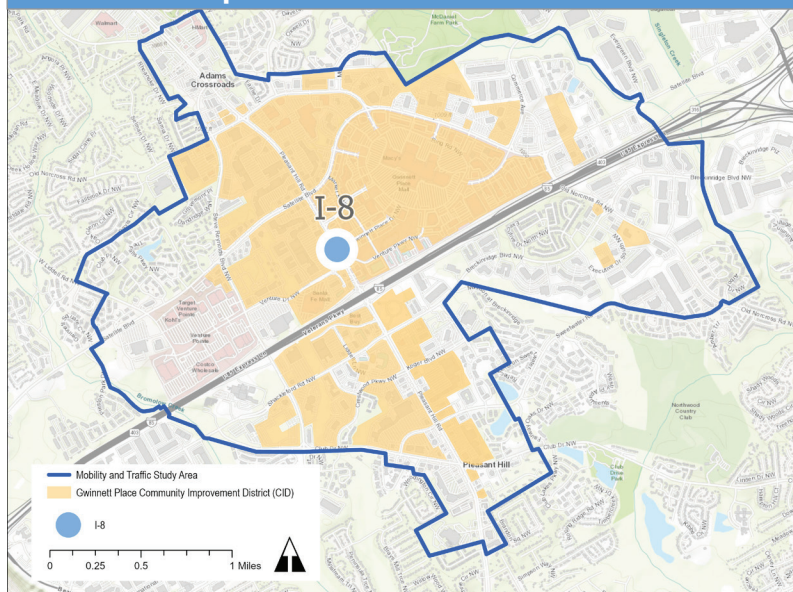
### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Georgia DOT
CONSTRUCTION	Georgia DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Location Map



### Objective

Improving the southern approach to Pleasant Hill Road at its intersection with Gwinnett Place Drive enhances connectivity across Pleasant Hill Road from the proposed Gwinnett Place Mall site redevelopment to Venture Drive and the Steve Reynolds Boulevard corridor. This work also allows for complete street improvements proposed for the north side of the intersection to line up correctly across the intersection. Creating better side street approaches to the Pleasant Hill Road corridor also allows additional signal time to be allocated to the Pleasant Hill Road through traffic.



## Pleasant Hill Road at Old Norcross Road

Project ID: I-9  
(GCGPint\_504)

### Location

Pleasant Hill Road at Old Norcross Road

### Description

Extend southbound right-turn lane on Old Norcross Road with minor widening to north of Davenport Road. Provide right-turn overlap for the southbound right-turn movement.

### Details

PROJECT SOURCE	GPCID Mobility Study		
LENGTH	NA	TIER	1

### Cost Estimate

PLANNING/ENGINEERING	\$150k
RIGHT-OF-WAY (ROW)	\$225k
CONSTRUCTION	\$975k
CONTINGENCY	\$150k
TOTAL ESTIMATED COST	<b>\$1.5 million</b>

### Implementation Lead

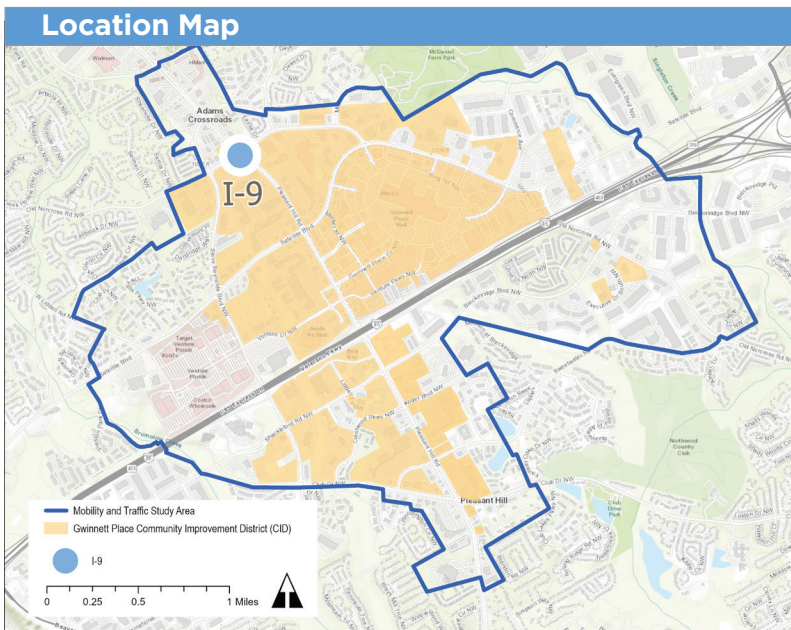
PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Objective

The right turn movement from southbound Old Norcross Road to westbound Pleasant Hill Road is very heavy, particularly during the morning rush hour. The extension of the right turn lane for this movement to the Davenport Road area would improve both the right turn movement by allowing it to queue up at the intersection and the through movement by eliminating the backup of right turners into one of the through lanes. Several right turn lanes can be utilized with minimal widening to extend the right turn by several hundred feet.





## Satellite Boulevard at Old Norcross Road (East)

Project ID: I-10  
(GCGPint\_506)

### Location

Satellite Boulevard at Old Norcross Road (East)

### Description

Restripe Old Norcross Road from west of I-85 to Satellite Boulevard to direct two lanes into the westbound left-turning movement. Restripe westbound receiving lanes on Old Norcross Road with a solid stripe to better separate westbound through from Old Norcross Road and southbound right-turn from Satellite Boulevard. On the Satellite Boulevard southbound approach, extend the third through lane northward to existing driveway (Merritt at Sugarloaf).

### Details

PROJECT SOURCE	GPCID Mobility Study		
LENGTH	NA	TIER	1

### Cost Estimate

PLANNING/ENGINEERING	\$75k
RIGHT-OF-WAY (ROW)	\$75k
CONSTRUCTION	\$525k
CONTINGENCY	\$75k
TOTAL ESTIMATED COST	<b>\$0.75 million</b>

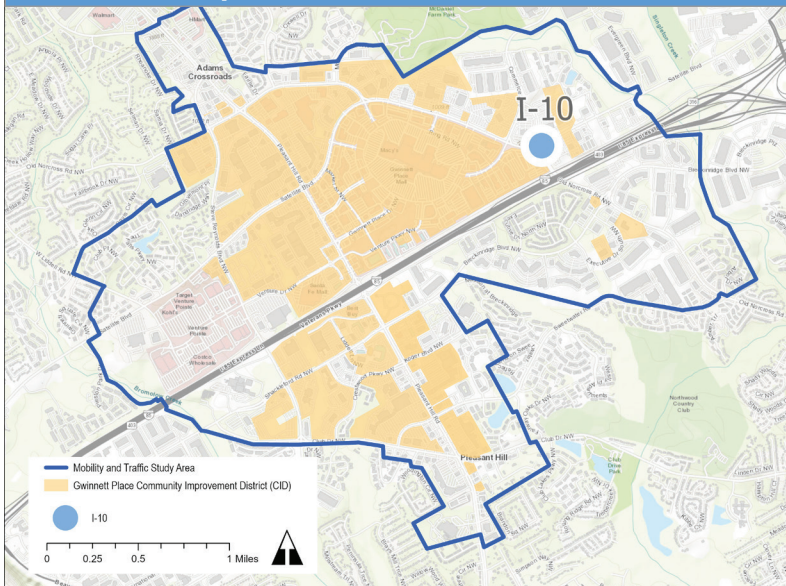
### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Location Map



### Objective

Restriping of the lane lines on Old Norcross Road approaching Satellite Boulevard from the east will direct the predominant movement correctly into the dual left turn lanes, reducing weaving and improving flow of traffic onto Satellite Boulevard. Additional striping on Old Norcross Road west of the intersection will help eliminate conflicting through and right turn movements exiting the intersection. The minor widening to the southbound approach north of the intersection will allow additional traffic to queue up and flow through the intersection in a single signal cycle.





### Koger Boulevard / Crestwood Parkway at Pleasant Hill Road

Project ID: I-11  
(GCGPint\_509)

#### Location

Koger Boulevard / Crestwood Parkway  
at Pleasant Hill Road

#### Description

Construct an additional left-turn lane for the northbound Crestwood Parkway and southbound Koger Boulevard approaches to create dual left-turn lanes. Construct eastbound right-turn lane from Pleasant Hill Road to Crestwood Parkway.

#### Details

PROJECT SOURCE	Pleasant Hill Road Corridor & Interchange Study; 2016 GPCID Traffic Study; 15 Year LCU Update; Destination 2040 CTP (GPC_105)		
LENGTH	NA	TIER	2

#### Cost Estimate

PLANNING/ENGINEERING	\$200k
RIGHT-OF-WAY (ROW)	\$200k
CONSTRUCTION	\$1.4 million
CONTINGENCY	\$200k
TOTAL ESTIMATED COST	\$2 million

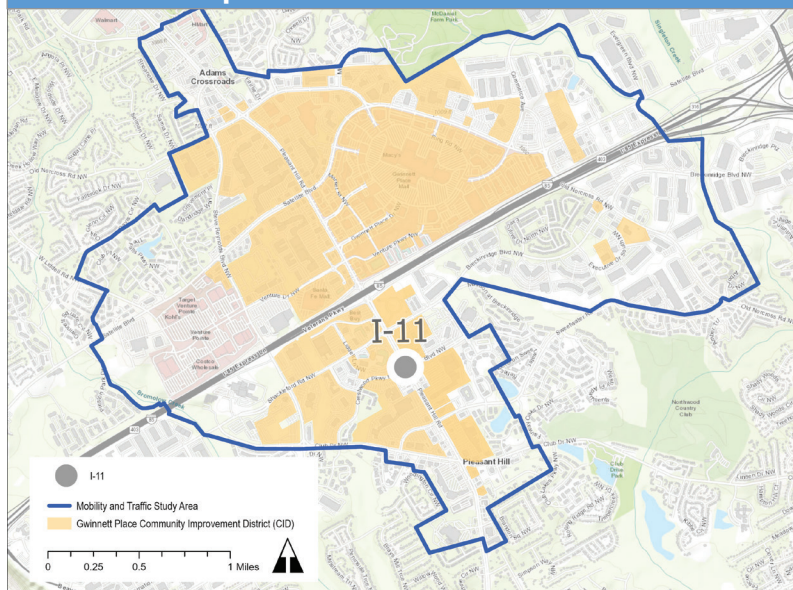
#### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

#### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

#### Location Map



#### Objective

Providing dual left turn lanes on both the Koger Boulevard and Crestwood Parkway approaches to Pleasant Hill Road will allow left turning movements from both approaches to clear in a single signal cycle. This work may also allow for shortening the signal cycle on the side streets and allocating additional time to the heavy Pleasant Hill Road through movements. The addition of a right turn lane on eastbound Pleasant Hill Road will reduce backups in the outside through lane on Pleasant Hill Road and will reduce rear end collisions for right turners.





### Pleasant Hill Road at Club Drive

Project ID: I-12  
(GCGPint\_510)

#### Location

Pleasant Hill Road at Club Drive

#### Description

Provide a third through lane on the southbound Club Drive approach.

#### Details

PROJECT SOURCE	GPCID Mobility Study		
LENGTH	NA	TIER	2

#### Cost Estimate

PLANNING/ENGINEERING	\$75k
RIGHT-OF-WAY (ROW)	NA
CONSTRUCTION	\$600k
CONTINGENCY	\$75k
TOTAL ESTIMATED COST	<b>\$0.75 million</b>

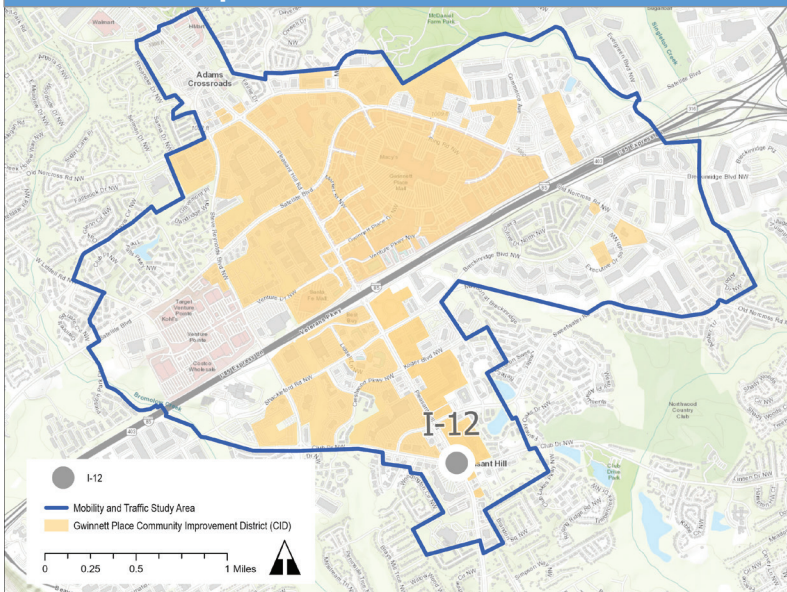
#### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

#### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

#### Location Map



#### Objective

The southbound Club Drive approach to its intersection with Pleasant Hill Road experiences significant congestion, particularly during AM peak hour traffic. The addition of a third southbound lane approaching the intersection would reduce this backup and could be accomplished without any widening on the south side of the intersection since three receiving lanes already exist.



## Pleasant Hill Road at Sweetwater Road

Project ID: **I-13**  
(GCGPint\_511)

### Location

Pleasant Hill Road at Sweetwater Road

### Description

Remove center medians on both of the Sweetwater Road approaches and restripe to provide an additional lane.

### Details

PROJECT SOURCE	GPCID Mobility Study; 15 Year LCI Update		
LENGTH	NA	TIER	2

### Cost Estimate

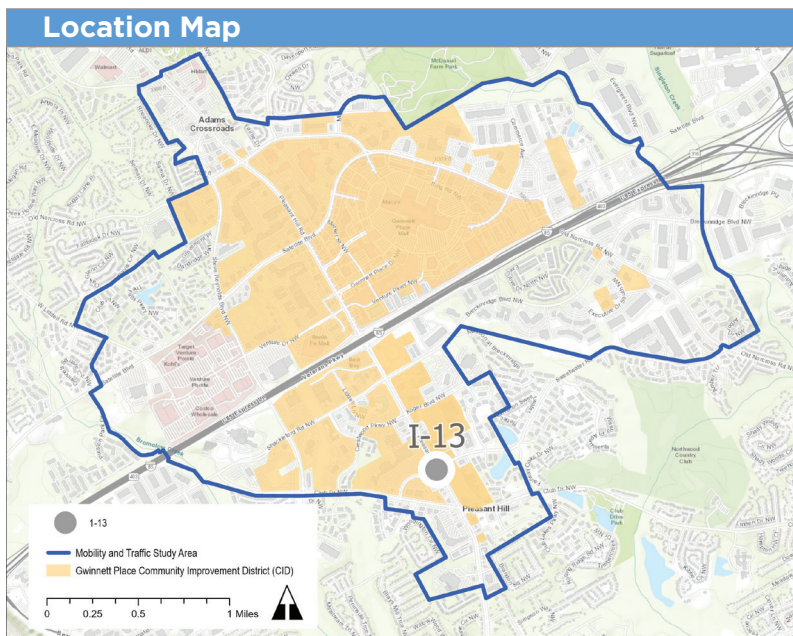
PLANNING/ENGINEERING	\$75k
RIGHT-OF-WAY (ROW)	NA
CONSTRUCTION	\$600k
CONTINGENCY	\$75k
TOTAL ESTIMATED COST	<b>\$0.75 million</b>

### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	



### Objective

Providing dual left turn lanes on both of the Sweetwater Road approaches to Pleasant Hill Road will allow left turning movements from both approaches to clear in a single signal cycle. This improvement may also allow for shortening the signal cycle on the side street and allocating additional time to the heavy Pleasant Hill Road through movements.



## Shackleford Road at Kaiser Permanente Medical Center

Project ID: I-14  
(GCGPint\_512)

### Location

Shackleford Road at Kaiser Permanente Medical Center

### Description

Improve intersection operations, consider adding a traffic signal.

### Details

PROJECT SOURCE	15 Year LCI Update		
LENGTH	NA	TIER	2

### Cost Estimate

PLANNING/ENGINEERING	\$75k
RIGHT-OF-WAY (ROW)	\$50k
CONSTRUCTION	\$325k
CONTINGENCY	\$50k
TOTAL ESTIMATED COST	<b>\$0.5 million</b>

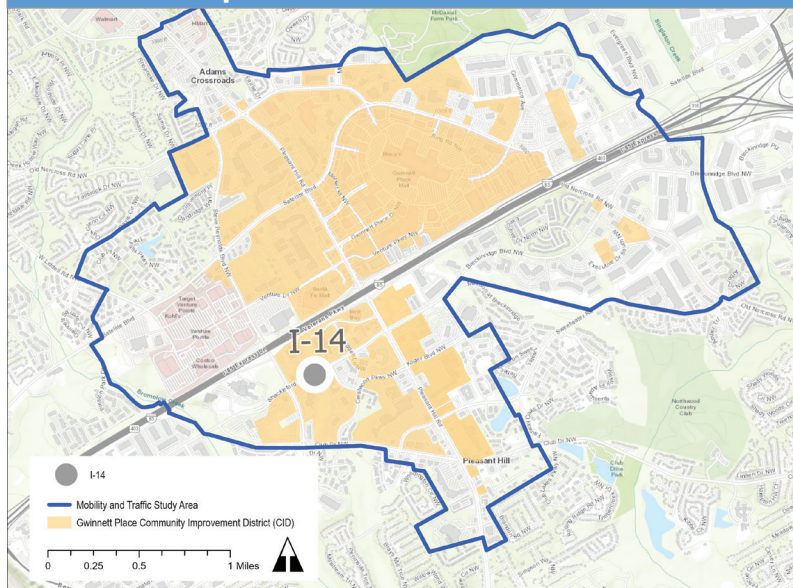
### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Location Map



### Objective

The Kaiser Permanente Medical Center located at the corner of Shackleford Road and Steve Reynolds Boulevard generates significant traffic. The entrance on Steve Reynolds Boulevard has only right in right out access, resulting in greater traffic using the Shackleford Road entrance. The Shackleford Road entrance also lines up across from a farmers market that also generates significant traffic. A traffic signal or other improvements such as clearing to improve sight distance and possible driveway enhancements would improve access at this location.





## Steve Reynolds Boulevard at Club Drive

Project ID: I-15  
(GCGPint\_513)

### Location

Steve Reynolds Boulevard at Club Drive.

### Description

Add a third left-turn lane on eastbound Steve Reynolds Boulevard or add a third through lane to westbound Steve Reynolds Boulevard.

### Details

PROJECT SOURCE	GPCID Mobility Study		
LENGTH	NA	TIER	2

### Cost Estimate

PLANNING/ENGINEERING	\$150k
RIGHT-OF-WAY (ROW)	NA
CONSTRUCTION	\$750k
CONTINGENCY	\$100k
TOTAL ESTIMATED COST	<b>\$1 million</b>

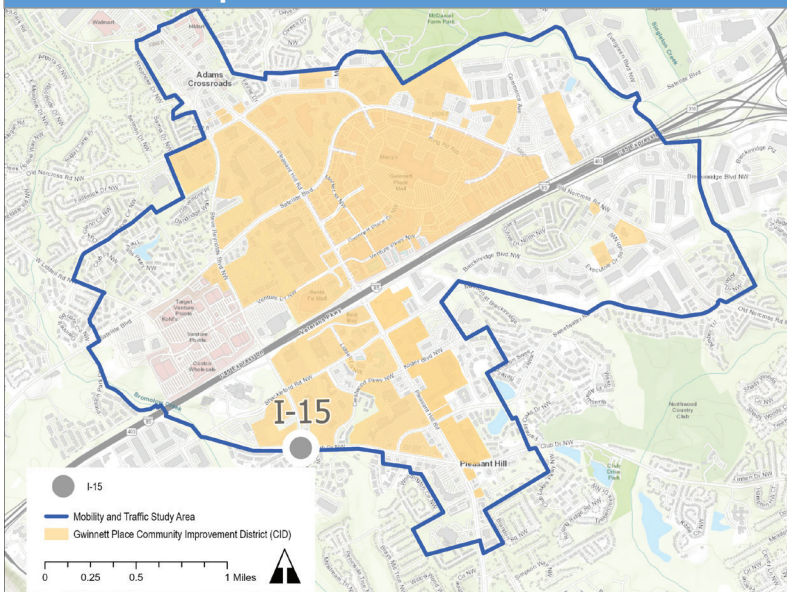
### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Location Map



### Objective

The intersection of Steve Reynolds Boulevard and Club Drive has several heavily used movements including the Steve Reynolds eastbound left turns to Club Drive and the westbound through movement on Steve Reynolds Boulevard. Sufficient pavement exists within the curb lines on Steve Reynolds Boulevard to provide for either three eastbound left turn lanes or three westbound through lanes on Steve Reynolds. Either improvement would significantly reduce traffic backups and allow signal timing to be adjusted to assist other movements.





## West Liddell Road at Venture Drive

Project ID: I-16  
(GCGPint\_514)

### Location

West Liddell Road at Venture Drive.

### Description

Construct a roundabout using the available pavement area large enough to accommodate truck traffic.

### Details

PROJECT SOURCE	GPCID Mobility Study		
LENGTH	NA	TIER	2

### Cost Estimate

PLANNING/ENGINEERING	\$150k
RIGHT-OF-WAY (ROW)	\$100k
CONSTRUCTION	\$650k
CONTINGENCY	\$100k
TOTAL ESTIMATED COST	<b>\$1 million</b>

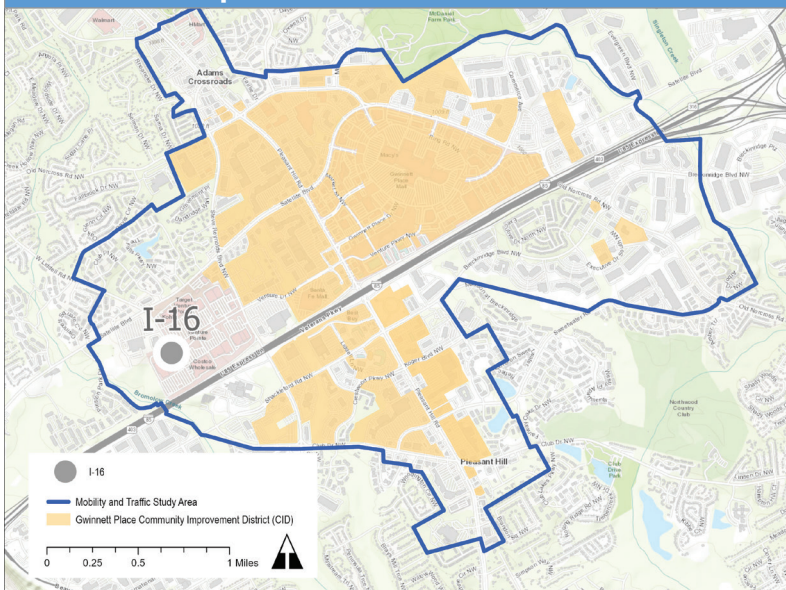
### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Location Map



### Objective

The intersection of West Liddell Road at Venture Drive serves a Costco facility and a new Amazon distribution center. It also serves significant traffic traveling between Steve Reynolds Boulevard and Satellite Boulevard. The intersection includes a large paved area that would allow a roundabout to be installed with minimal disturbance of existing properties. The roundabout would provide for improved traffic flow through the intersection and would eliminate conflicting traffic movements.



### Mall Boulevard Complete Street

Project ID: **S-1**  
(GCGPsd\_503)

#### Location

From Pleasant Hill Road to Ring Road.

#### Description

Add pedestrian and bicycle enhancements and restripe travel lanes to create a complete street from Pleasant Hill Road to Ring Road. Project includes enhancing the multi-modal crossing of Pleasant Hill Road.

#### Details

PROJECT SOURCE	2017 SPLOST (Tier 1 F-1268); Activate Gwinnett Place; 15 Year LCI Update		
LENGTH	0.3 mi.	TIER	1

#### Cost Estimate

PLANNING/ENGINEERING	NA
RIGHT-OF-WAY (ROW)	\$775k
CONSTRUCTION	\$2.015 million
CONTINGENCY	\$310k
TOTAL ESTIMATED COST	<b>\$3.1 million</b>

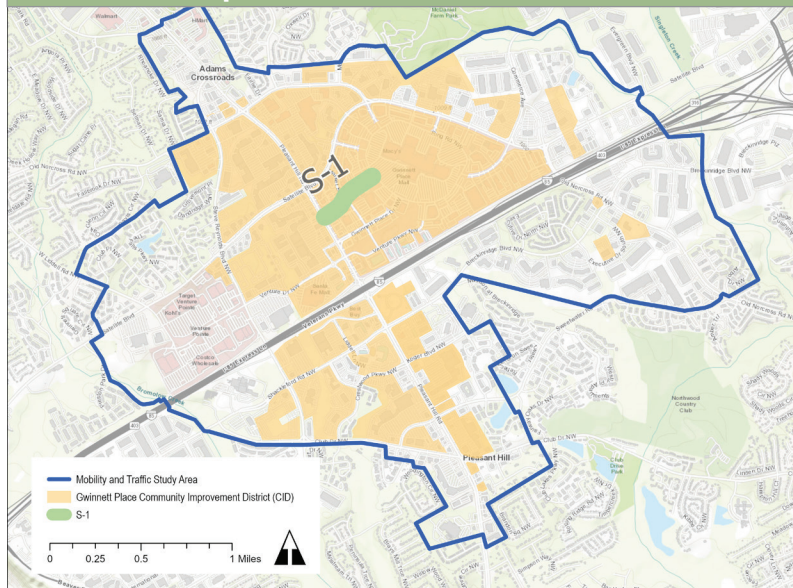
#### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

#### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

#### Location Map



#### Objective

A critical aspect of the proposed Gwinnett Place Mall site redevelopment is creating a more walkable and bike friendly environment in which a mixed-use community can thrive. This project utilizes the existing Mall Boulevard roadway, roadside shoulders and adjacent space to add sidewalks/roadside trails, landscaping and lighting to improve the safety of both pedestrians and cyclists, while replacing some future local vehicular trips with bike/pedestrian trips, all while still maintaining the required connection to Pleasant Hill Road for vehicular traffic. The project ties the proposed redevelopment site within the ring road to the successful restaurant area between the ring road and Pleasant Hill Road. The project will also tie to other pedestrian and bike destinations south of Pleasant Hill Road. This improvement forms one of several proposed spokes of a connected trail network extending from the ring road out in several directions and connected by a pedestrian boulevard proposed to be constructed along the ring road itself.



## Gwinnett Place to McDaniel Farm Park (Commerce Avenue)

Project ID: **S-2**  
(GCGPsid\_501)

### Location

Gwinnett Place to McDaniel Farm Park  
(Commerce Avenue).

### Description

Construct a multi-use trail from the Gwinnett Place Mall Ring Road to McDaniel Farm Park via Commerce Avenue.

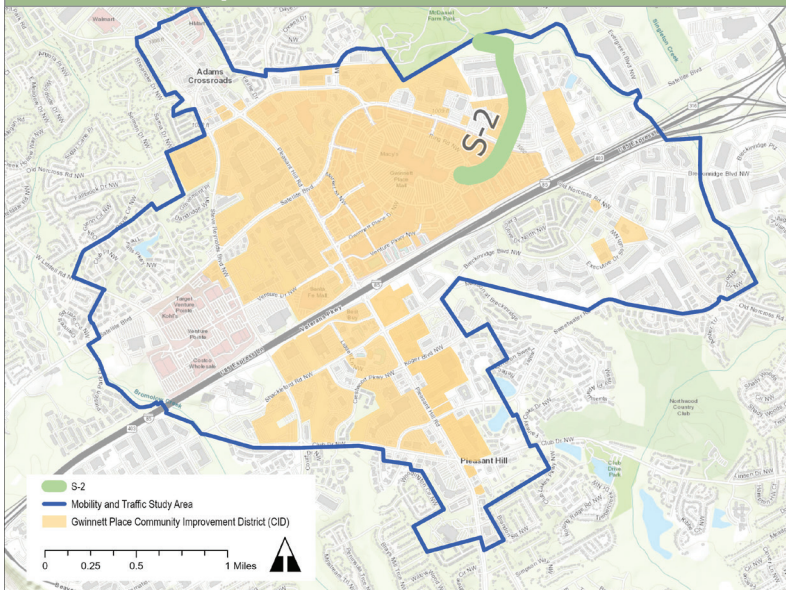
### Details

PROJECT SOURCE	2017 SPLOST (Tier 1 F-1287); Countywide Trails Masterplan; Gwinnett Place Connected (C1); 2016 GPCID Traffic Update; 15 Year LCI Update		
LENGTH	0.85 mi.	TIER	1

### Cost Estimate

PLANNING/ENGINEERING	\$360k
RIGHT-OF-WAY (ROW)	\$900k
CONSTRUCTION	\$1.98 million
CONTINGENCY	\$360k
TOTAL ESTIMATED COST	<b>\$3.6 million</b>

### Location Map



### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Objective

The construction of a multi-use path along Commerce Avenue from the Gwinnett Place Ring Road across Satellite Boulevard and continuing on Commerce Avenue to McDaniel Farm Park provides a pedestrian and cycling connection from the Gwinnett Place Mall redevelopment site to a major Gwinnett County park. This connection will improve quality of life and livability for current and future residents and workers in the area, allowing them to walk or bike to a park without the need to drive a vehicle. This project also provides a connection between the redevelopment site and a proposed Commerce Avenue station along the planned Satellite Boulevard Bus Rapid Transit (BRT) line. This improvement also ties to the Loop Trail, a proposed Signature Trail in the Gwinnett County Countywide Trails Master Plan. This connection will ultimately provide access to the Gas South District, Shorty Howell Park, Peachtree Ridge Park and numerous other pedestrian and bike destinations in Western Gwinnett County. This improvement also forms one of several proposed spokes of a connected trail network extending from the ring road out in several directions and connected by a pedestrian boulevard proposed to be constructed along the ring road itself.





## Ring Road Greenway

Project ID: **S-3**  
(GCGPsid\_504)

### Location

Existing Ring Road loop.

### Description

Construct a 1.25 mile multi-use path as part of a larger pedestrian and bicycle corridor loop that follows the existing Ring Road alignment. This project will provide multi-modal connectivity to various destinations within the proposed Gwinnett Place Mall redevelopment site. The project will connect the following sidewalk and pedestrian safety projects: S-1, S-2, S-3, and S-4 (shown above).

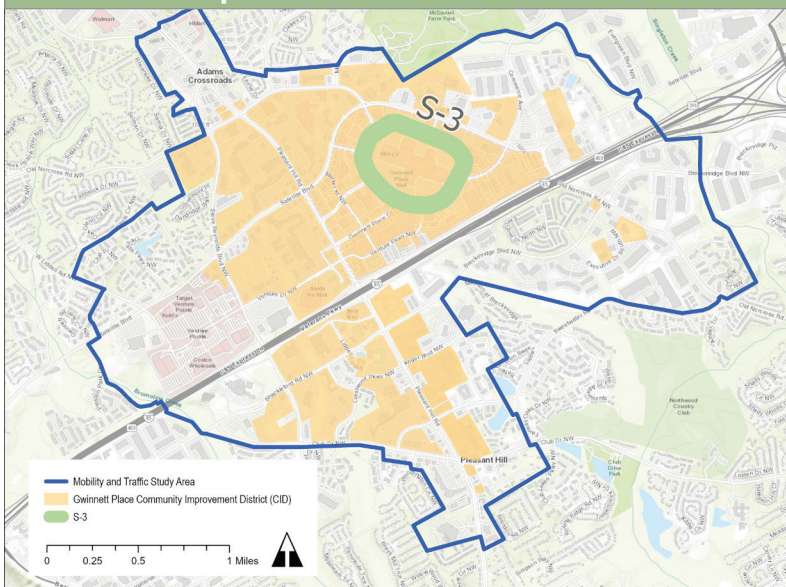
### Details

PROJECT SOURCE	Gwinnett Place Mall Site Revitalization Strategy		
LENGTH	1.25 mi.	TIER	1

### Cost Estimate

PLANNING/ENGINEERING	\$530k
RIGHT-OF-WAY (ROW)	\$1.325 million
CONSTRUCTION	\$2.915 million
CONTINGENCY	\$530k
TOTAL ESTIMATED COST	<b>\$5.3 million</b>

### Location Map



### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	✓
SPLOST	✓	TAP	
SRTA/GTIB	✓	STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Objective

This project will serve the important purpose of making the Gwinnett Place Mall redevelopment site's proposed Global Villages more walkable and bikeable. It will also connect several other trails extending from the redevelopment site area to locations to the south across Pleasant Hill Road and to the west across Satellite Boulevard. These connections, in combination, will open up park, retail, entertainment, employment and residential areas to pedestrians and cyclists. They will also tie to transit routes that extend to the greater Gwinnett Place area and beyond.





## Gwinnett Place Drive Complete Street

Project ID: **S-4**  
(GCGPsd\_500)

### Location

From Pleasant Hill Road to Ring Road.

### Description

Add pedestrian and bicycle enhancements and restripe travel lanes to create a complete street from Pleasant Hill Road to Ring Road. Project includes enhancing the multi-modal crossing of Pleasant Hill Road.

### Details

PROJECT SOURCE	Activate Gwinnett Place; 15 Year LCI Update		
LENGTH	.35 mi.	TIER	1

### Cost Estimate

PLANNING/ENGINEERING	NA
RIGHT-OF-WAY (ROW)	\$825k
CONSTRUCTION	\$2.145 million
CONTINGENCY	\$330k
TOTAL ESTIMATED COST	<b>\$3.3 million</b>

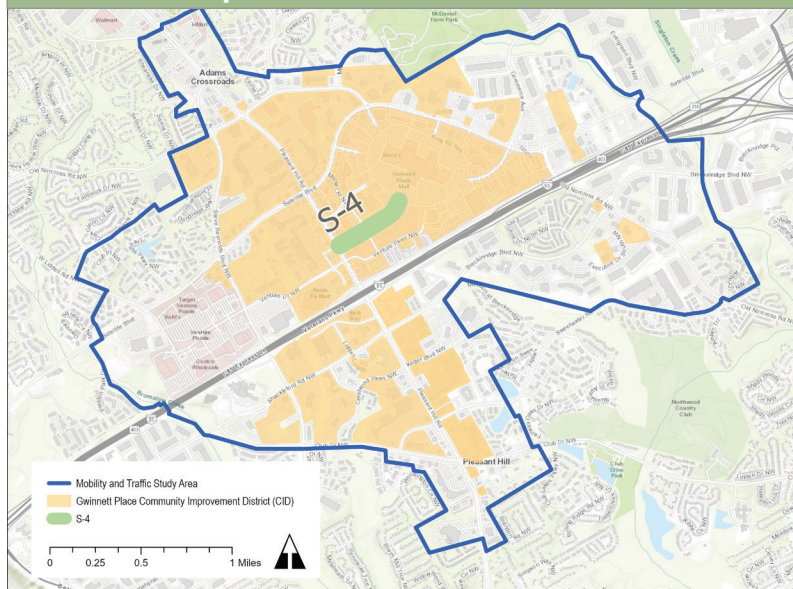
### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Location Map



### Objective

A critical aspect of the proposed Gwinnett Place Mall site redevelopment is creating a more walkable and bike friendly environment in which a mixed-use community can thrive. This project utilizes the existing Gwinnett Place Drive roadway, roadside shoulders and adjacent space to add sidewalks/roadside trails, landscaping and lighting to improve the safety of both pedestrians and cyclists, while replacing some future local vehicular trips with bike/pedestrian trips, all while still maintaining the required connection to Pleasant Hill Road for vehicular traffic. The project ties the proposed redevelopment site within the ring road to the successful restaurant area between the ring road and Pleasant Hill Road. The project will also tie to other pedestrian and bike destinations south of Pleasant Hill Road. This improvement forms one of several proposed spokes of a connected trail network extending from the ring road out in several directions and connected by a pedestrian boulevard proposed to be constructed along the ring road itself.



# Pleasant Hill Road Pedestrian Overpass

Project ID: S-5  
(NA)

## Location

Between Venture Drive and Satellite Boulevard near the Gwinnett Place Drive at Pleasant Hill Road intersection.

## Description

Construct a pedestrian overpass over Pleasant Hill Road.

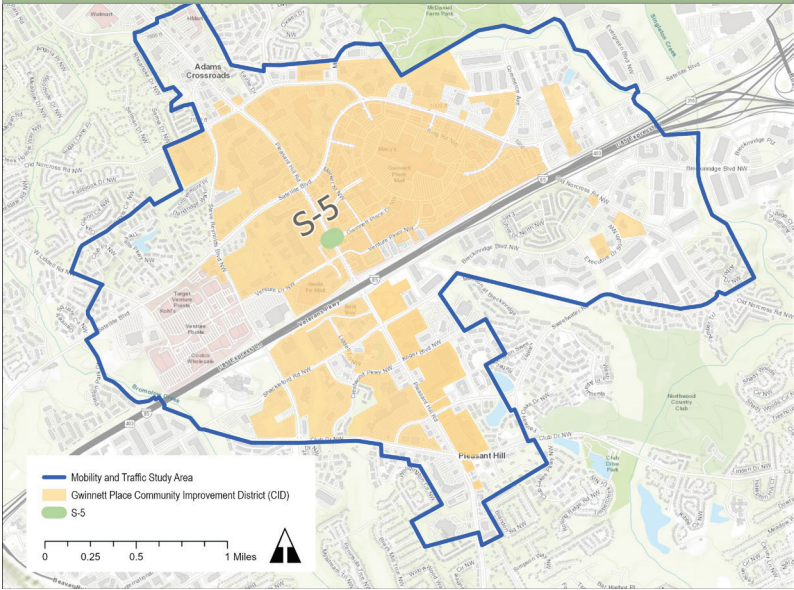
## Details

PROJECT SOURCE	GPCID Mobility Study		
LENGTH	300 ft.	TIER	2

## Cost Estimate

PLANNING/ENGINEERING	\$270k
RIGHT-OF-WAY (ROW)	\$405k
CONSTRUCTION	\$1.755 million
CONTINGENCY	\$270k
TOTAL ESTIMATED COST	\$2.7 million

## Location Map



## Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

## Potential Funding Sources

CID	✓	LCI	✓
SPLOST	✓	TAP	✓
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

## Objective

The construction of a pedestrian overpass over Pleasant Hill Road would provide a safe and efficient connection between the proposed Gwinnett Place Mall redevelopment site and retail and residential destinations south of Pleasant Hill Road. Currently, Pleasant Hill Road is a high volume road which carries almost 60,000 vehicles per day with six travel lanes, thus a grade separated pedestrian overpass would be the safest option to move pedestrians and cyclists across the roadway.



## Gwinnett Place Area Mobility And Traffic Study

November 2022

## Sidewalk and Pedestrian Safety Projects

Gwinnett Place to McDaniel Farm Park (Old Norcross Road and McDaniel Road)

Project ID: **S-6**  
(GCGPsid\_502)

### Location

Gwinnett Place Ring Road to McDaniel Farm Park via Old Norcross Road and McDaniel Road.

### Description

Construct a multi-use path from Gwinnett Place Ring Road to McDaniel Farm Park via Old Norcross Road and McDaniel Road.

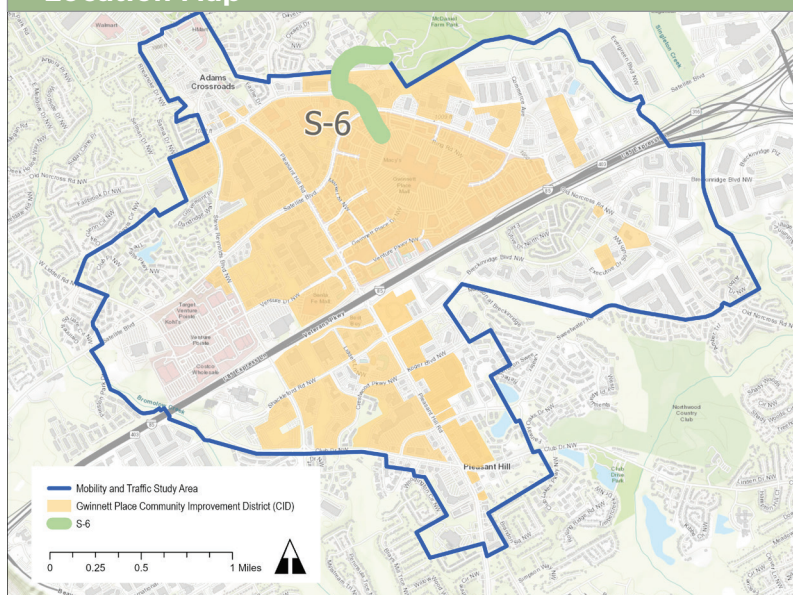
### Details

PROJECT SOURCE	Countywide Trails Masterplan; Gwinnett Place Connected (Trails A, B, B2); Gwinnett Trails Loop Trail Study; Destination 2040 (Tier 1 GPC-158)		
LENGTH	0.6 mi.	TIER	1

### Cost Estimate

PLANNING/ENGINEERING	\$260k
RIGHT-OF-WAY (ROW)	\$650k
CONSTRUCTION	\$1.430 million
CONTINGENCY	\$260k
TOTAL ESTIMATED COST	<b>\$2.6 million</b>

### Location Map



### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Objective

The construction of a multi-use path on Old Norcross Road from the Gwinnett Place Ring Road across Satellite Boulevard and continuing on Old Norcross Road and then McDaniel Road to McDaniel Farm Park provides a pedestrian and cycling connection from the Gwinnett Place Mall redevelopment site to a major Gwinnett County park. This connection will improve quality of life and livability for current and future residents and workers in the area, allowing them to walk or bike to a park without the need to drive a vehicle. This project route is also in close proximity to the Gwinnett County Transit transfer station that is planned to become a major transit hub for various routes including the Satellite Boulevard Bus Rapid Transit (BRT) route. This improvement also ties to the Loop Trail, a proposed Signature Trail in the Gwinnett County Countywide Trails Master Plan. This connection will ultimately provide access to the Gas South District, Shorty Howell Park, Peachtree Ridge Park and numerous other pedestrian and bike destinations in Western Gwinnett County. This improvement also forms one of several proposed spokes of a connected trail network extending from the ring road out in several directions and connected by a pedestrian boulevard proposed to be constructed along the ring road itself.





## Venture Drive Multi-Use Trail

Project ID: **S-7**  
(GCGPsid\_505)

### Location

West Liddell Road to Pleasant Hill Road.

### Description

Construct a multi-use trail along Venture Drive connecting the Gwinnett Place Mall area to the future Piedmont Pathway on West Liddell Road. The trail could cross Pleasant Hill Road and connect to either Mall Blvd or Gwinnett Place Drive.

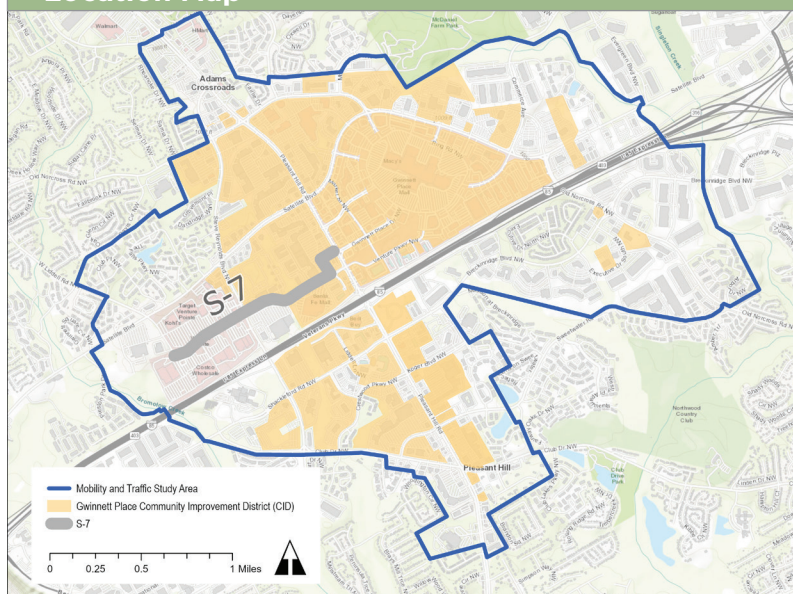
### Details

PROJECT SOURCE	GPCID Mobility Study; 2016 GPCID Traffic Study		
LENGTH	1 mi.	TIER	1

### Cost Estimate

PLANNING/ENGINEERING	\$410k
RIGHT-OF-WAY (ROW)	\$1.025 million
CONSTRUCTION	\$2.255 million
CONTINGENCY	\$410k
TOTAL ESTIMATED COST	<b>\$4.1 million</b>

### Location Map



### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Objective

The construction of a multi-use path along Venture Parkway from the Gwinnett Place Ring Road across Pleasant Hill Road and down Venture Drive to south of Steve Reynolds Boulevard ties the southern Gwinnett Place Mall redevelopment site to retail and residential destinations on venture Drive and Steve Reynolds Boulevard. Pedestrian and Bike destinations along and near this improvement include Mall Corners, Santa Fe Mall and the new The Rey on Reynolds mixed use development, among several others. This project would also tie to the proposed Piedmont Pathway, a Signature trail identified in the Gwinnett County Countywide Trails Master Plan.





## McDaniel Farm Park to Satellite Boulevard

Project ID: S-8  
(GCGPsid\_506)

### Location

From McDaniel Farm Park to Satellite Boulevard via utility easement.

### Description

Multi-Use path from McDaniel Farm Park to Satellite Boulevard via utility easement.

### Details

PROJECT SOURCE	Gwinnett Trails Loop Trail Study		
LENGTH	0.65 mi.	TIER	2

### Cost Estimate

PLANNING/ENGINEERING	\$280k
RIGHT-OF-WAY (ROW)	\$700k
CONSTRUCTION	\$1.54 million
CONTINGENCY	\$280k
TOTAL ESTIMATED COST	<b>\$2.8 million</b>

### Implementation Lead

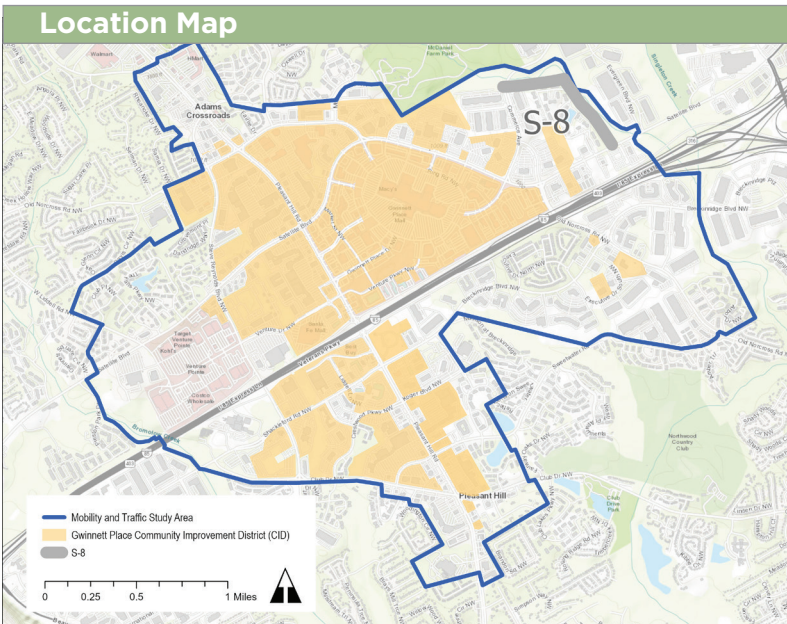
PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Objective

The construction of a multi-use path from McDaniel Farm Park to Satellite Boulevard following an existing utility easement provides a pedestrian and cycling connection for a portion of the Loop Trail between the park and the Gas South District. The Loop Trail is a proposed Signature Trail in the Gwinnett County Countywide Trails Master Plan. This connection will ultimately provide access to the Gas South District, Shorty Howell Park, Peachtree Ridge Park and numerous other pedestrian and bike destinations in Western Gwinnett County.





### Shorty Howell Park to McDaniel Road

Project ID: **S-9**  
(GCGPsid\_508)

#### Location

From Shorty Howell Park to McDaniel Road.

#### Description

Construct off-road multi-use path from Shorty Howell Park to McDaniel Road.

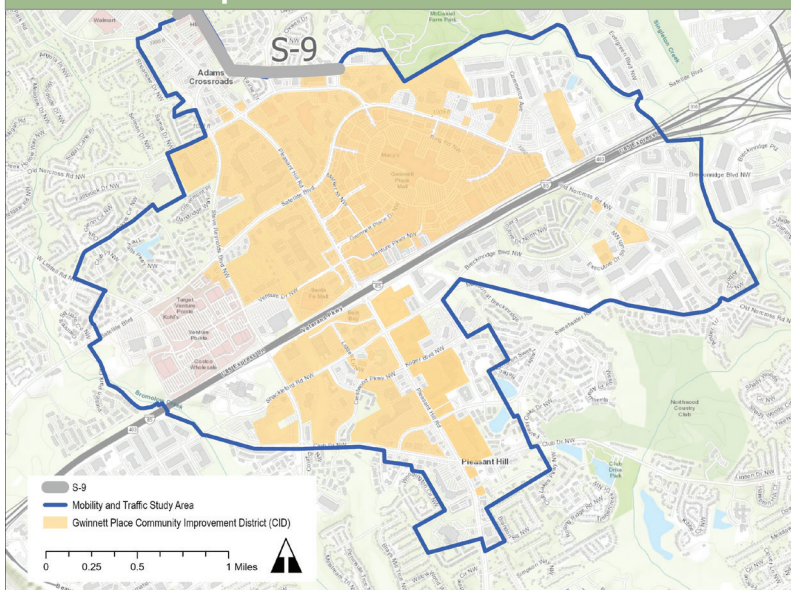
#### Details

PROJECT SOURCE	Countywide Trails Masterplan; Gwinnett Place Connected (Trails A, B, B2); Gwinnett Trails Loop Trail Study; Destination 2040 (Tier 1 GPC-158)		
LENGTH	0.9 mi.	TIER	2

#### Cost Estimate

PLANNING/ENGINEERING	\$390k
RIGHT-OF-WAY (ROW)	\$975k
CONSTRUCTION	\$2.145 million
CONTINGENCY	\$390k
TOTAL ESTIMATED COST	<b>\$3.9 million</b>

#### Location Map



#### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

#### Potential Funding Sources

CID	✓	LCI	✓
SPLOST	✓	TAP	✓
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

#### Objective

The construction of a multi-use trail from McDaniel Road to Shorty Howell Park would create a pedestrian and bike connection between Shorty Howell Park and McDaniel Farm Park. This trail would also provide a connection between Shorty Howell and the Gwinnett Place Mall redevelopment site. This connection will improve quality of life and livability for current and future residents and workers in the area, allowing them to walk or bike to a park without the need to drive a vehicle. This improvement is also a portion of the Loop Trail, a proposed Signature Trail in the Gwinnett County Countywide Trails Master Plan. This connection will ultimately provide access to numerous pedestrian and bike destinations in Western Gwinnett County.



## Satellite Boulevard Pedestrian Overpass

Project ID: **S-10**  
(NA)

### Location

Near the intersection of Satellite Boulevard and Old Norcross Road.

### Description

Construct a pedestrian overpass over Satellite Boulevard.

### Details

PROJECT SOURCE	GPCID Mobility Study		
LENGTH	300 ft.	TIER	2

### Cost Estimate

PLANNING/ENGINEERING	\$270k
RIGHT-OF-WAY (ROW)	\$405k
CONSTRUCTION	\$1.755 million
CONTINGENCY	\$270k
TOTAL ESTIMATED COST	<b>\$2.7 million</b>

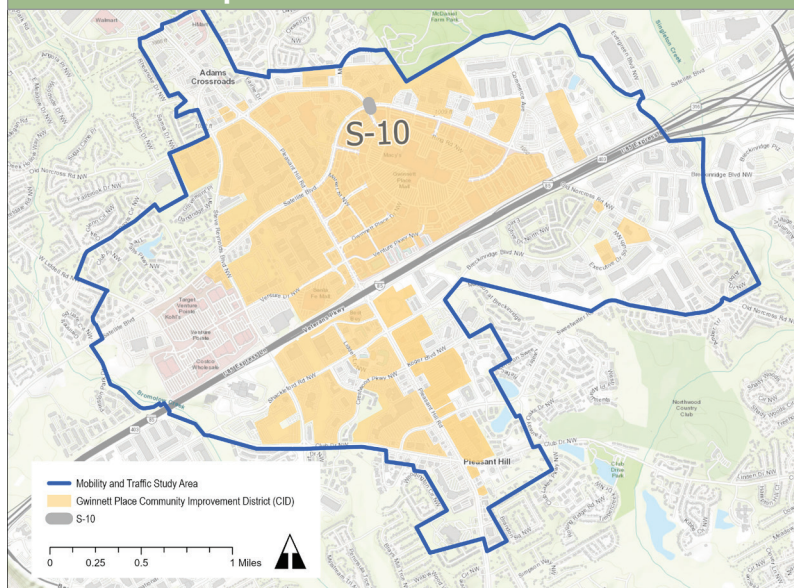
### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	✓
SPLOST	✓	TAP	✓
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Location Map



### Objective

The construction of a pedestrian overpass over Satellite Boulevard would provide a safe and efficient connection between the proposed Gwinnett Place Mall redevelopment site and both office and park space to the north, including McDaniel Farm Park. Satellite Boulevard, in the vicinity of the proposed project, is a six lane roadway with daily traffic volumes of almost 24,000 vehicles per day. A pedestrian overpass over this six lane roadway would provide a safe alternative to move pedestrians and cyclists across the roadway, compared with the traditional at grade pedestrian crosswalk.





## Piedmont Pathway Multi-Use Trail Segment

Project ID: **S-11**  
(GCGPsid\_507)

### Location

From West Liddell Road and Venture Drive to Boggs Road (east of Breckinridge Boulevard).

### Description

Multi-Use path from the intersection of West Liddell Road and Venture Drive to Boggs Road (east of Breckinridge Boulevard) via West Liddell / Club Drive Connector, Club Drive, Sweetwater Road, and utility easement.

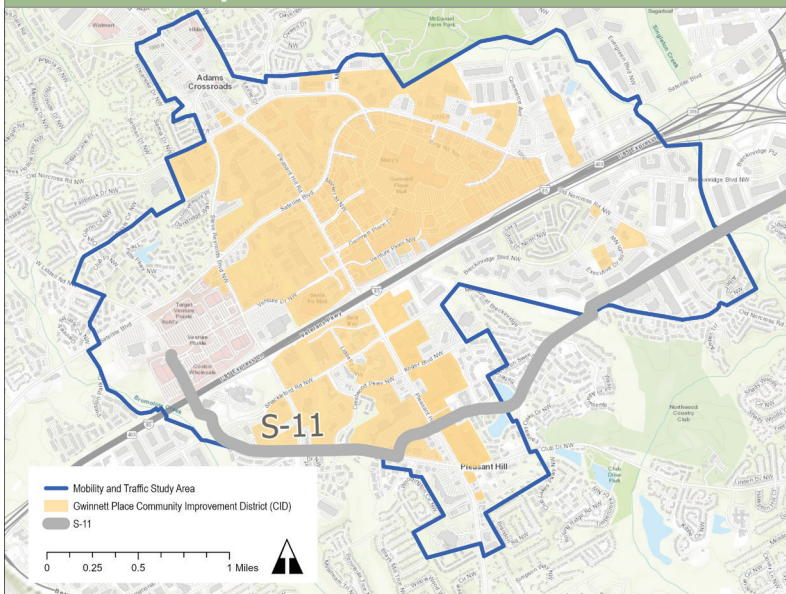
### Details

PROJECT SOURCE	Countywide Trails Masterplan		
LENGTH	3.7 mi.	TIER	2

### Cost Estimate

PLANNING/ENGINEERING	\$1.55 million
RIGHT-OF-WAY (ROW)	\$3.875 million
CONSTRUCTION	\$8.525 million
CONTINGENCY	\$1.55 million
TOTAL ESTIMATED COST	<b>\$15.5 million</b>

### Location Map



### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID	✓	LCI	✓
SPLOST	✓	TAP	✓
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Objective

The Piedmont Pathway is a Signature Trail in the Gwinnett County Countywide Trails Master Plan which would extend from the Norcross area in western Gwinnett County to the Dacula area in Eastern Gwinnett. A portion of this proposed trail crosses the Gwinnett Place area from Venture Drive at West Liddell Road west of I-85 and southwest of the CID to Boggs Road near Breckinridge Boulevard east of I-85 and northeast of the CID. The trail would provide an important pedestrian and cycling crossing of I-85 in conjunction with the proposed West Liddell Road Club Drive Connector. It would also tie residential areas north of Pleasant Hill Road to commercial and retail areas along and south of Pleasant Hill.



# Appendix B - Stakeholder Presentations



*April 13, 2022*

# GWINNETT PLACE AREA MOBILITY AND TRAFFIC STUDY

Gwinnett Place Community Improvement District / Gwinnett County DOT

## STATUS UPDATE





## CURRENT PHASE

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- Data Collection and Review
  - Key planning studies
  - Coordinating with other consultants and Gwinnett County DOT
- Existing Condition Assessment
  - Transportation Conditions
- Identifying key projects from previous studies

## PREVIOUS PLANNING STUDIES

- ACTivate Gwinnett Place Master Plan
- 2016 Gwinnett Place CID Traffic Study Update
- Pleasant Hill Road Corridor & Interchange Study
- Satellite Boulevard to Jimmy Carter Blvd BRT Corridor Study
- Gwinnett Place Mall Reimagined
- Destination 2040 CTP
- Connect Gwinnett Transit Plan
- Countywide Trails Master Plan
- The Loop Trail - Feasibility Study



## ACTIVE PLANNING STUDIES

- Reclaim Gwinnett Place Mall - Equitable Redevelopment Plan
- Gwinnett Place Mall Revitalization Strategy
- Gwinnett Place Mall Transportation Framework Study
- Gwinnett County Comprehensive Transportation Plan
- GDOT I-85 Corridor Study

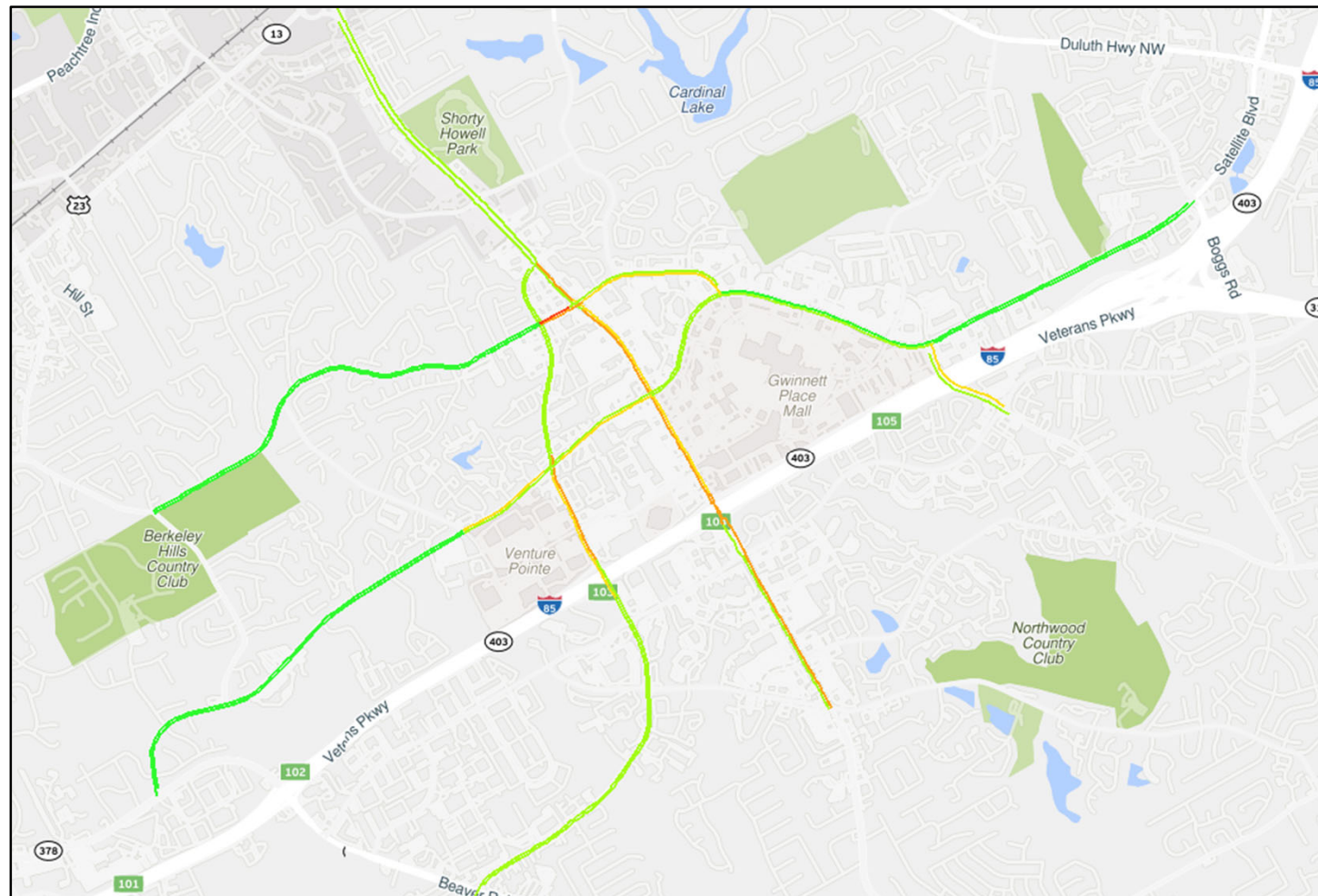


# TRAVEL CONDITIONS

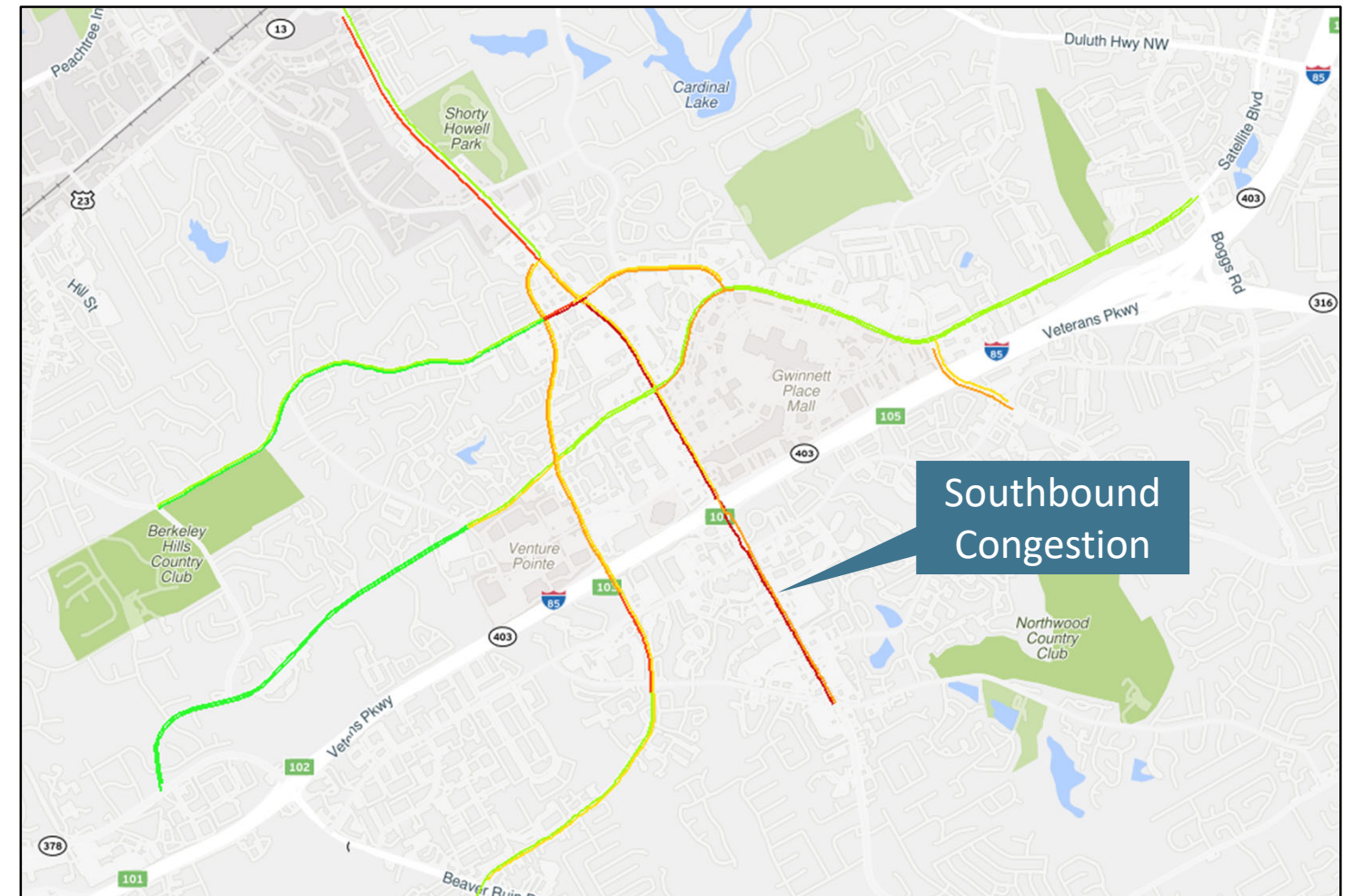
Planning Time Index (travel time compared to free-flow)

## Legend

- = 1x
- = 2x
- = 3x



Weekday Noon



Weekday 5pm



## EXISTING CONDITIONS



Pleasant Hill Rd



Old Norcross Rd



## EXISTING CONDITIONS



Satellite Blvd

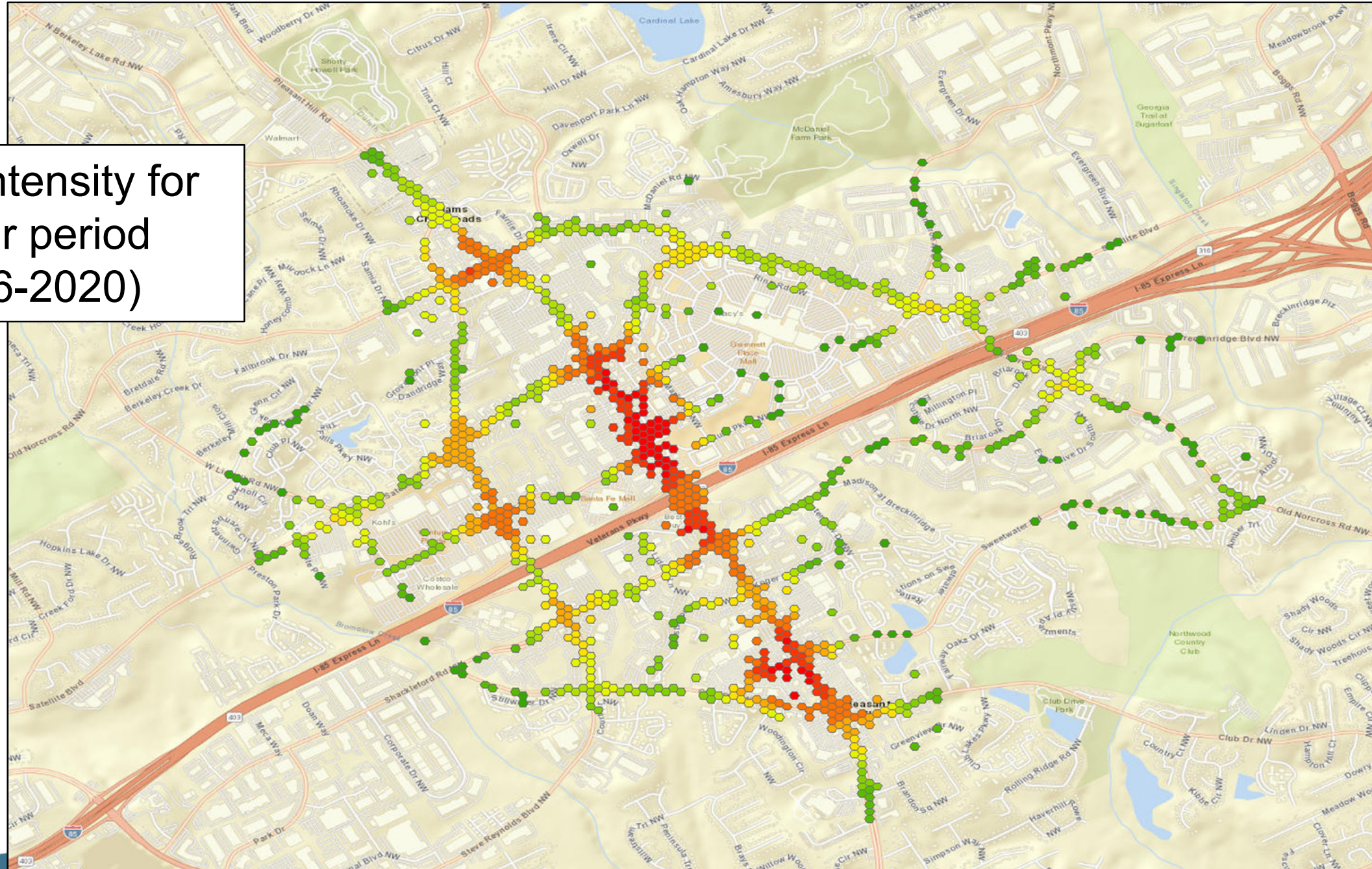


Satellite Blvd



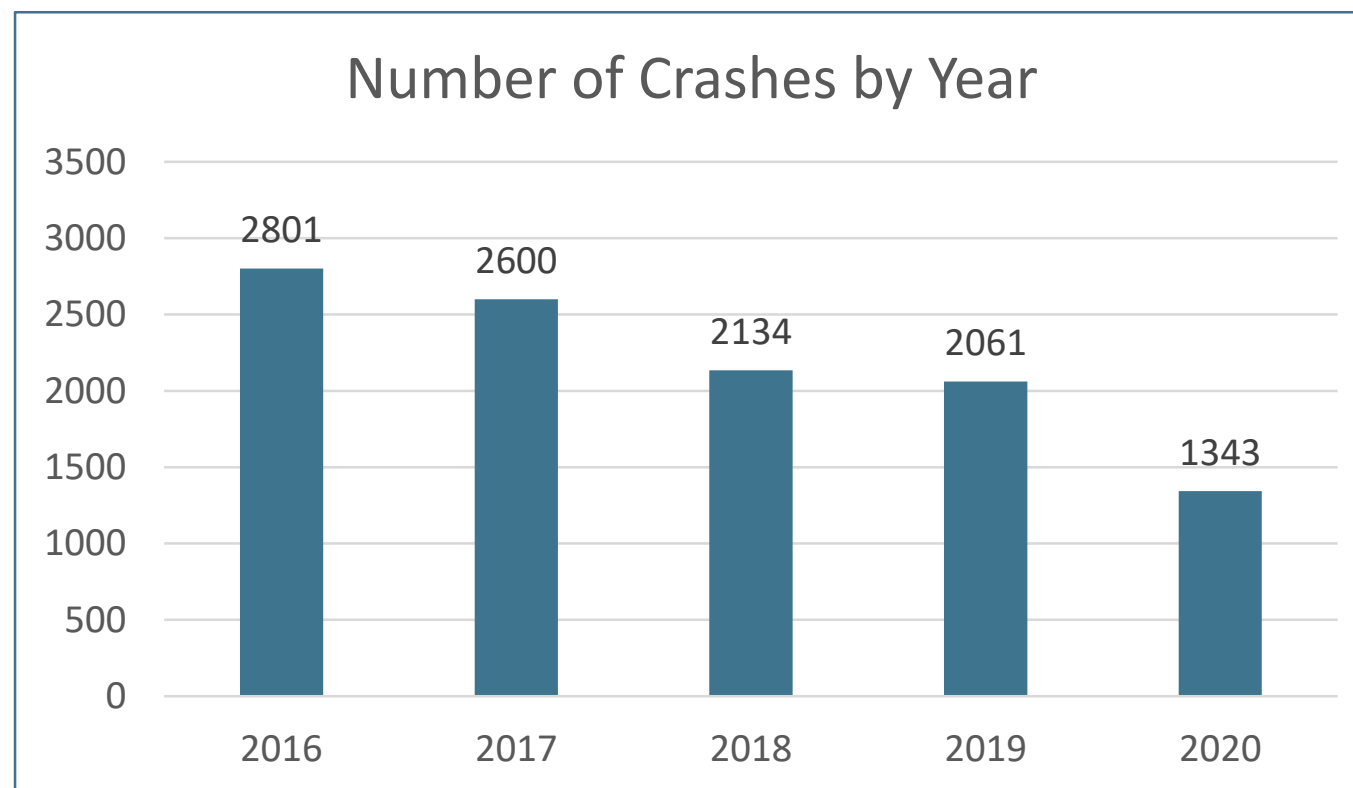
# CRASH TRENDS

Crash intensity for  
5-year period  
(2016-2020)





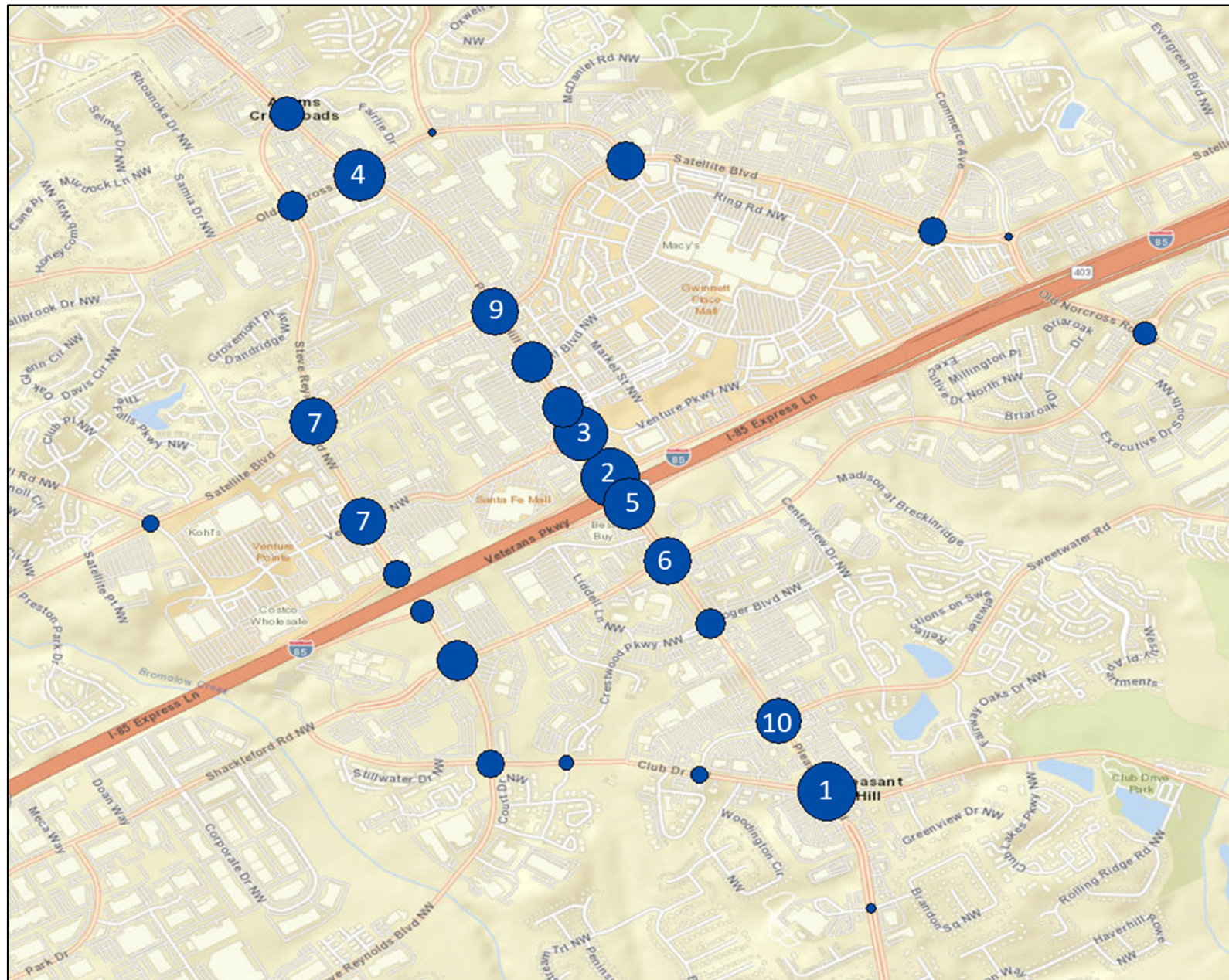
# CRASH TRENDS



Total Crashes in 5-year period	
Total	10,939
K – Fatality	4
A – Suspected Serious Injury	49
B – Suspected Minor/Visible Injury	404
C – Possible Injury/Complaint	2,060
O – No Injury (Property Damage Only)	8,395
Unknown	27
Crash involving bicycles	17
Crash involving pedestrians	88

## CRASH TRENDS

5-year period (2016-2020)



Rank	Intersection	No. of Crashes
1	Pleasant Hill Road and Club Drive	623
2	I-85 Southbound Ramps and Pleasant Hill Road	594
3	Pleasant Hill Road and Venture Drive	441
4	Pleasant Hill Road and Old Norcross Road	435
5	I-85 Northbound Ramps and Pleasant Hill Road	376
6	Pleasant Hill Road and Breckinridge Boulevard/Shackleford Road	364
7	Satellite Boulevard and Steve Reynolds Blvd	353
7	Steve Reynolds Boulevard and Venture Drive	353
9	Pleasant Hill Road and Satellite Boulevard	351
10	Pleasant Hill Road and Sweetwater Road	317



## KEY PROJECTS FROM PREVIOUS STUDIES

### Interchanges & I-85

- Pleasant Hill Road at I-85 Interchange
- New I-85 Southbound Off-Ramp
- Steve Reynolds Blvd at I-85 North facing ramps (Braided Ramps)

### Streets

- West Liddell Road to Club Drive Connector over I-85
- Venture Drive Widening

### Intersections

- I-85 NB On-Ramp at Pleasant Hill Road
- I-85 SB Off-Ramp at Pleasant Hill Road
- Pleasant Hill Road at Satellite Boulevard
- Steve Reynolds Boulevard at Shackleford Road
- Pleasant Hill Road at Crestwood Parkway/Koger Boulevard

### Trails

- McDaniel Farm Park Connection to the Gwinnett Place Mall
- Loop Trail: Segment from McDaniel Farm Park to Shorty Howell Park



## NEXT STEPS

---

- Conduct public outreach
- Develop draft list of potential projects for all modes
- Continue coordination with active planning studies



An aerial photograph of a complex highway interchange with multiple lanes and a bridge. A Best Buy store is visible on the left side of the road. The image is overlaid with a semi-transparent blue filter.

# QUESTIONS

ATLAS



*August 4, 2022*

# GWINNETT PLACE AREA MOBILITY AND TRAFFIC STUDY

Gwinnett Place Community Improvement District / Gwinnett County DOT

## STATUS UPDATE





## STUDY PROGRESS

- Continued Public Engagement
- Continued Stakeholder Meetings
- Finished Inventory of Existing Conditions
- Completed Draft Priority Project Lists & Maps
- Initiated Final Report Development



Draft intersection projects along Pleasant Hill Road.



## PUBLIC ENGAGEMENT

- Atlanta International Night Market (Suwanee) – April 22, 2022
- Gwinnett Multi-Cultural Festival – May 14, 2022
- Shorty Howell Park Popup Event – June 25, 2022



Gwinnett Multi-Cultural Festival

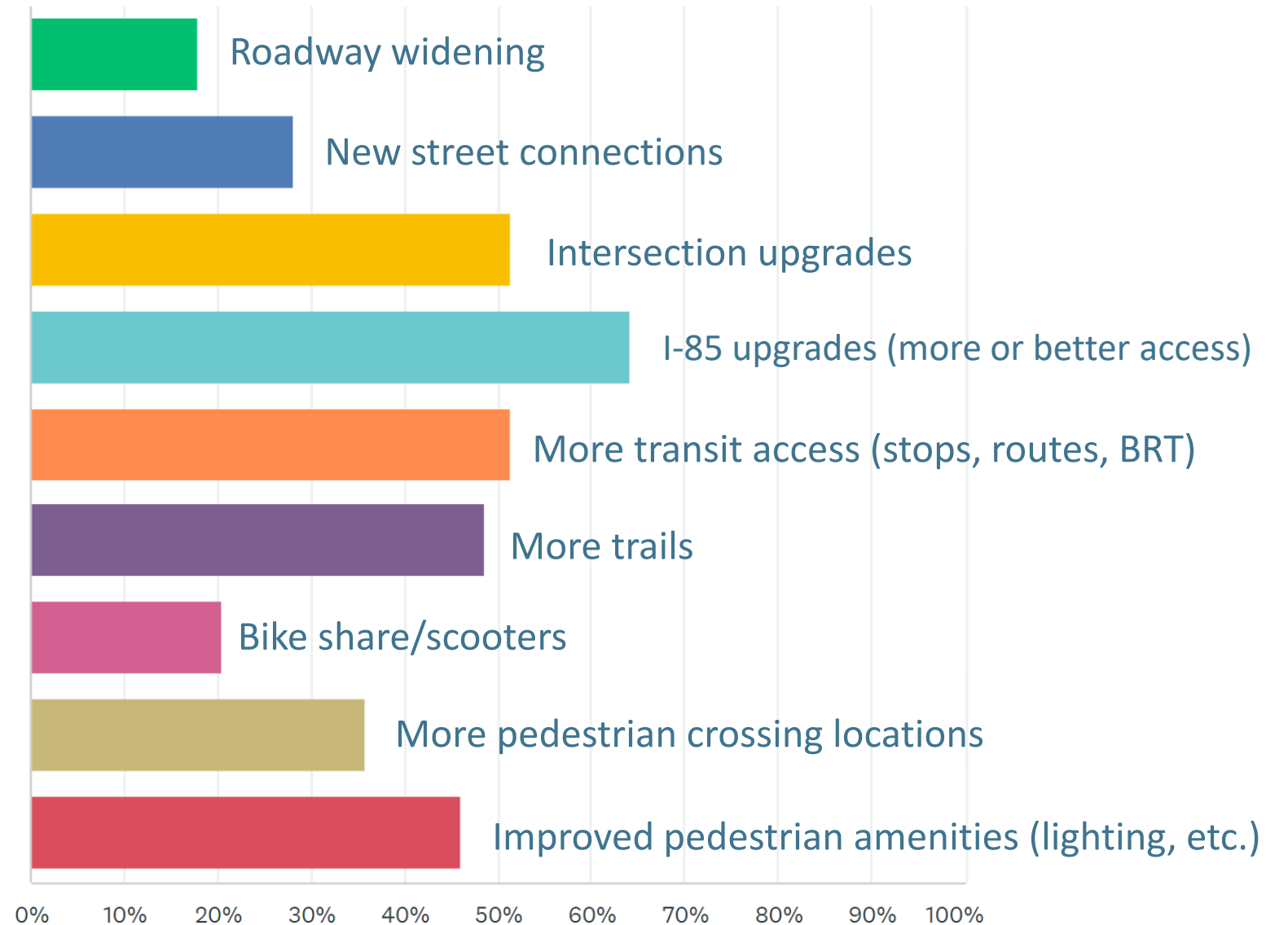


Shorty Howell Park Popup Event

## PUBLIC ENGAGEMENT

- Implemented an online mobility survey placed on GPCID website
- Organized and gathered paper survey responses during the public outreach events
- In total over 80 survey participants

Which types of transportation improvement projects would you prefer for the Gwinnett Place area? (Check all that apply)



Results from the online mobility survey



## STAKEHOLDER ENGAGEMENT

- Meeting with agencies & consultants regarding transportation and land use studies underway in the area
- Discussions with developers of two proposed mixed use sites in the area
- Meetings with Gwinnett DOT regarding potential projects in the area
- Meeting with Gwinnett Community Services Department (Parks and Recreation) regarding potential trail projects in the area





# DRAFT PROJECT LIST

- Aligned with SPLOST categories
- 29 Total Projects

	Tier 1 Projects	Tier 2 – Projects
Major Roads & Bridges	3	1
Intersections	10	6
Sidewalk & Pedestrian Safety	6	3

## Projects Include:

- Key projects from previous plans
- Support for Gwinnett Place Mall redevelopment
- Expanded transportation network and connections throughout the CID
- Compatibility with GDOT I-85 Corridor Study

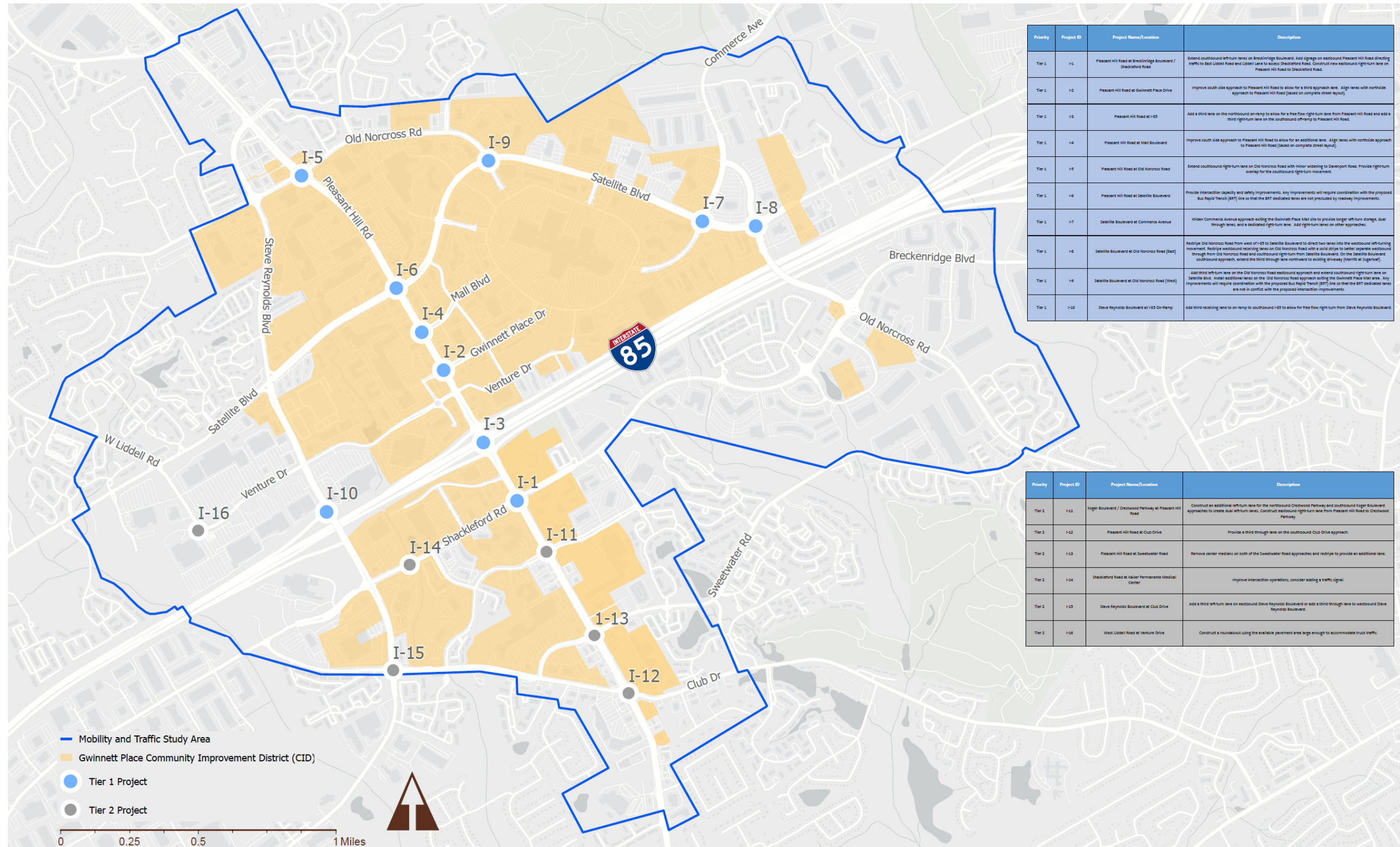


## MAJOR ROAD & BRIDGE PROJECTS





# INTERSECTION PROJECTS





# SIDEWALK & PEDESTRIAN SAFETY PROJECTS





## NEXT STEPS

---

- Incorporate additional strategies into recommendations
- Complete final report
- Share study results with active planning studies and Gwinnett County





An aerial photograph of a complex highway interchange with multiple lanes and a bridge. A Best Buy store is visible on the left side of the image. The scene is overlaid with a semi-transparent blue filter.

# QUESTIONS

ATLAS



*September 14, 2022*

# GWINNETT PLACE AREA MOBILITY AND TRAFFIC STUDY

Gwinnett Place Community Improvement District / Gwinnett County DOT

## STATUS UPDATE





## AGENDA

- Engagement and Outreach
- Existing Conditions Assessment
- Project Identification and Prioritization
- Project Implementation / Funding Sources
- Strategies and Policies





# OUTREACH SUMMARY



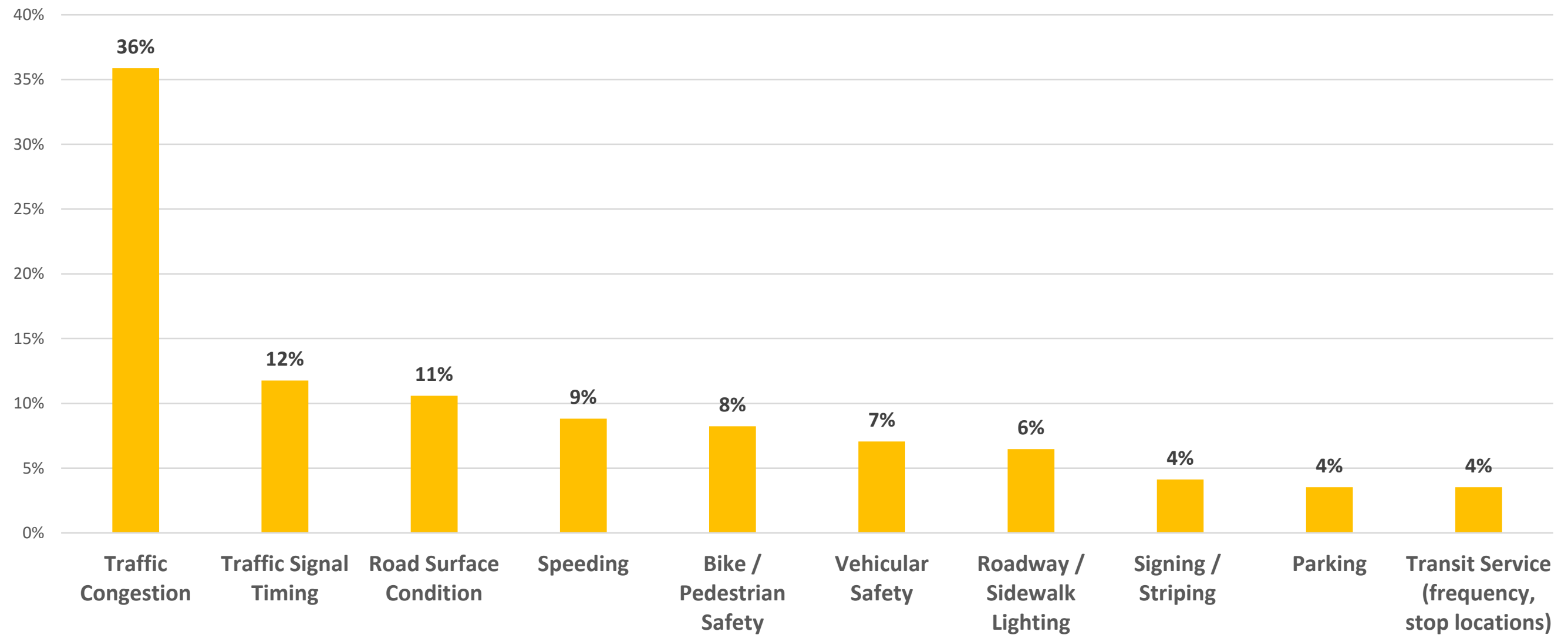
Online Survey



Outreach Events

# ONLINE / PAPER SURVEY RESULTS

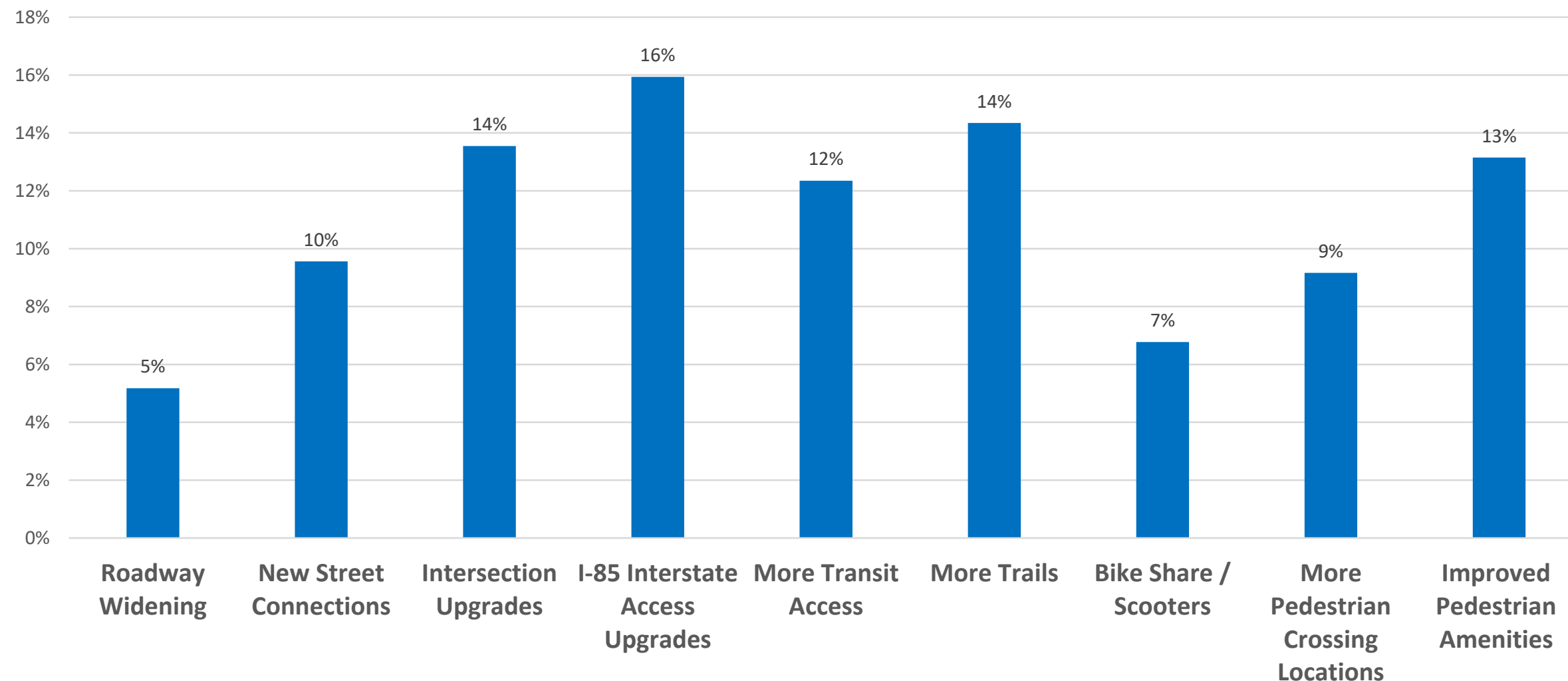
What are your top transportation concerns for the Gwinnett Place area?





# ONLINE / PAPER SURVEY RESULTS

Which types of transportation improvement projects would you prefer for the Gwinnett Place area?

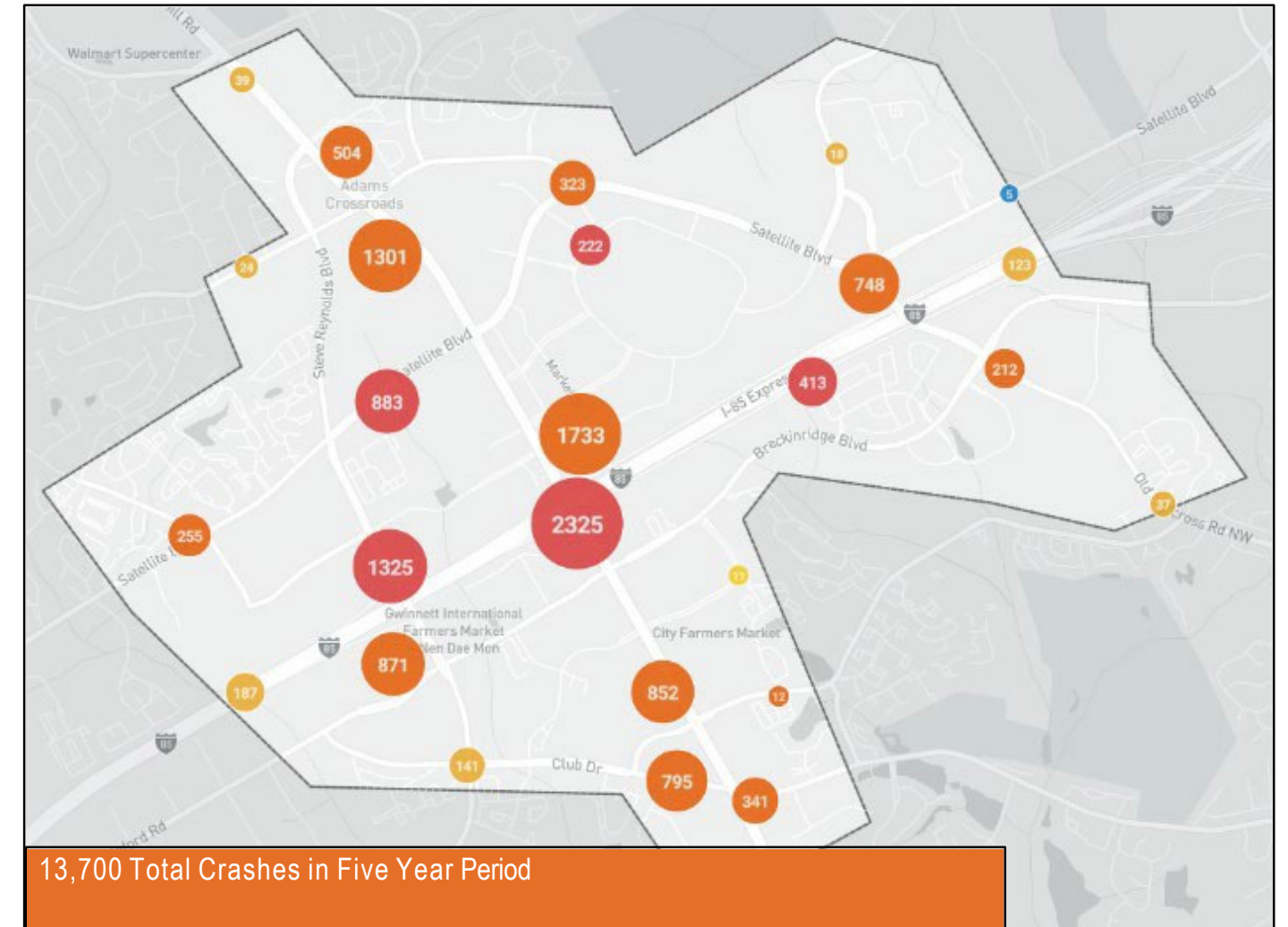
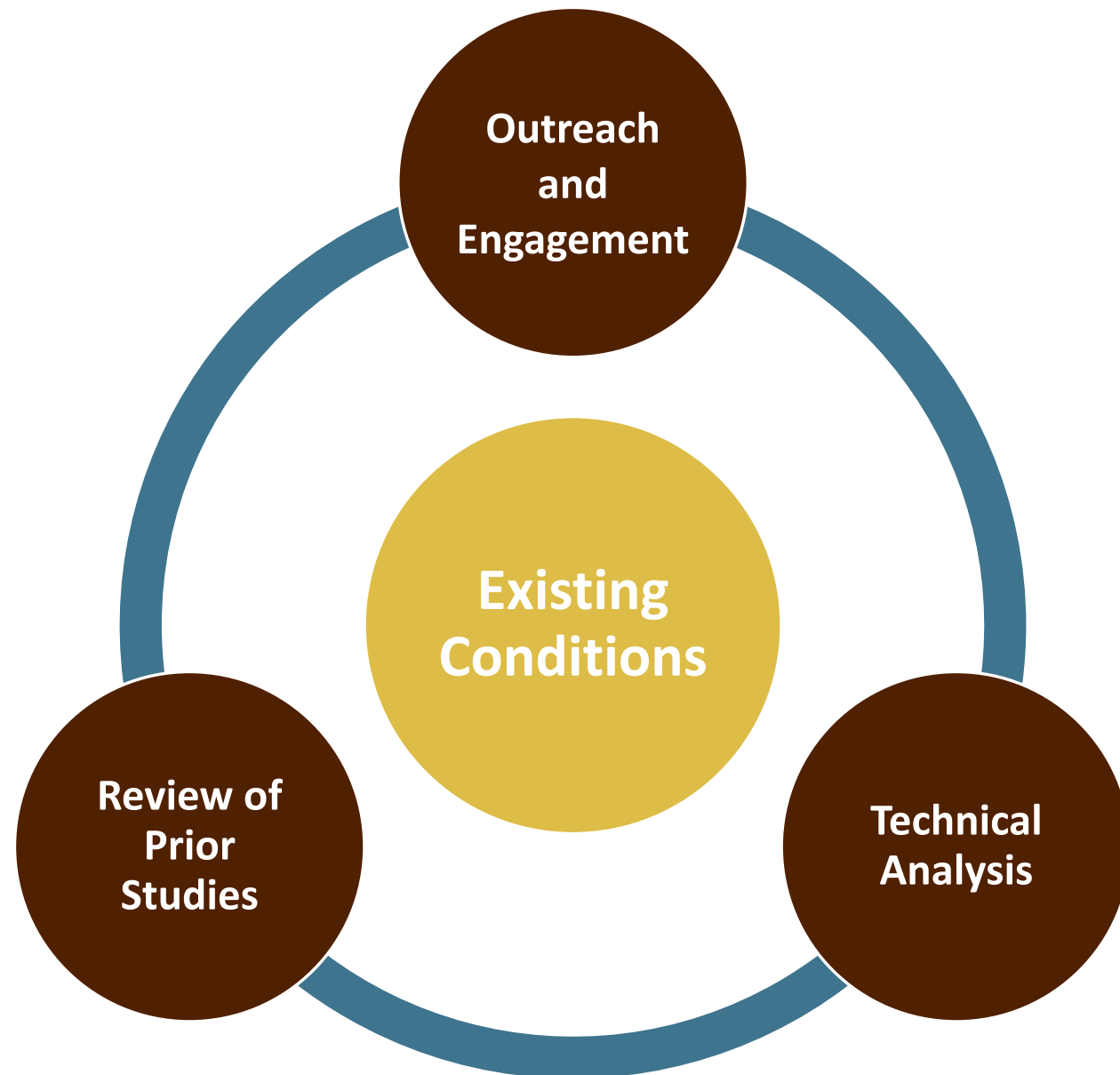


## STAKEHOLDER ENGAGEMENT

- Meeting with agencies & consultants regarding transportation and land use studies underway in the area
- Discussions with developers of two proposed mixed-use sites in the area
- Meetings with Gwinnett DOT regarding potential projects in the area
- Meeting with Gwinnett Community Services Department (Parks and Recreation) regarding potential trail projects in the area



# EXISTING CONDITIONS ASSESSMENT



Five Year Crash Data





# EXISTING CONDITIONS ASSESSMENT

## Review of Prior Studies

- ACTivate Gwinnett Place
- 2016 Gwinnett Place CID Traffic Study
- Pleasant Hill Road Corridor & Interchange Study
- Satellite Boulevard Bus Rapid Transit Corridor Study
- Gwinnett Place Mall Reimagined
- Destination 2040 Comprehensive Transportation Plan (CTP)
- Connect Gwinnett Transit Plan
- Countywide Trails Master Plan
- The Loop Trail - Feasibility Study
- Gwinnett LCI 15 Year Update

## Review of Recent / Current

Planning Study	Expected Completion Date
Gwinnett Place Mall Revitalization Strategy	August 2022
Gwinnett Place Mall Transportation Framework Study	TBD
Reclaim Gwinnett Place Mall - Equitable Redevelopment Plan	July 2022
Georgia DOT I-85 Corridor Study	End of 2023
Gwinnett County Comprehensive Transportation Plan	2023
GPCID Mobility and Traffic Study	September 2022



# PROJECT IDENTIFICATION AND PRIORITIZATION

- Aligned with SPLOST categories
- 29 Total Projects

	Tier 1 Projects	Tier 2 – Projects
Major Roads & Bridges	3	1
Intersections	10	6
Sidewalk & Pedestrian Safety	6	3

## Projects Include:

- Key projects from previous plans
- Support for Gwinnett Place Mall and other potential redevelopment sites
- Expanded transportation network and connections throughout the CID
- Compatibility with GDOT I-85 Corridor Study
- Variety of project scales and types



# MAJOR ROADS AND BRIDGES PROJECT EXAMPLE

## I-85 Corridor Gwinnett Place Area Improvements

Project ID: M-1

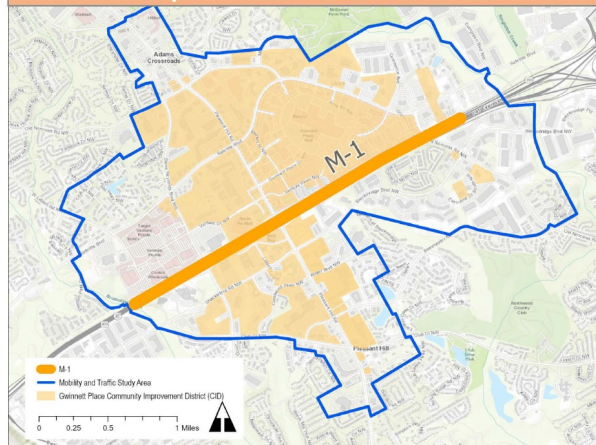
### Location

I-85 Corridor including interchanges within the Gwinnett Place CID area.

### Description

Replacement of existing Diverging Diamond Interchange (DDI) is proposed to handle traffic for the foreseeable future including accommodation of redevelopment of Gwinnett Place Mall. Additional improvements may include I-85 Collector-Distributor (CD) lane extensions southward, north facing ramps at Steve Reynolds Boulevard, a southbound slip ramp from the Collector-Distributor (CD) to Gwinnett Place Mall Ring Road, southbound access at Old Norcross Road and direct managed lane access north of Pleasant Hill Road.

### Location Map



### Objective

Improvements to the I-85 interchange with Pleasant Hill Road and the construction of additional access points to I-85 will relieve the congested Pleasant Hill Road interchange, the Pleasant Hill Road corridor in the vicinity of the interstate, and the corridor along the proposed Gwinnett Place Mall site redevelopment. Distributing some additional traffic accessing I-85 to the Steve Reynolds Boulevard interchange or to a direct managed lane access point will allow for a smoother, safer flow of traffic on arterial and collector roads in the Gwinnett Place area. The direct managed lane access would also provide more seamless transit vehicle access into the managed lane system. Improvements to the mainline of the interstate in this area also benefits southbound I-85 traffic flow.

### Details

PROJECT SOURCE	Pleasant Hill Road Corridor & Interchange Study; Ongoing GDOT/ Gwinnett County I-85 Corridor Study		
LENGTH	2.45 mi.	TIER	1

### Cost Estimate

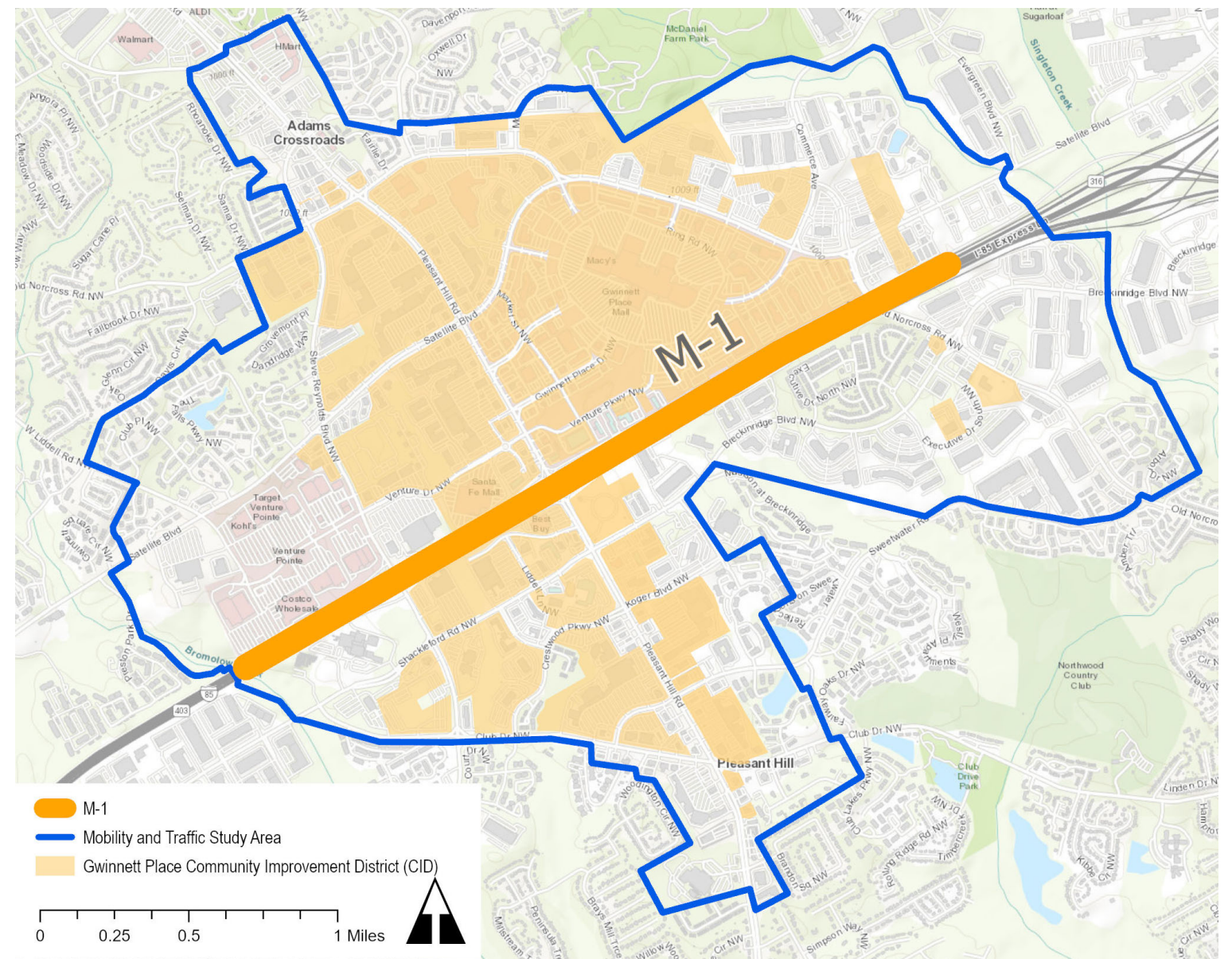
PLANNING/ENGINEERING	TBD
RIGHT-OF-WAY (ROW)	TBD
CONSTRUCTION	TBD
CONTINGENCY	TBD
TOTAL ESTIMATED COST	\$10 million (matching funds)

### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Georgia DOT
CONSTRUCTION	Georgia DOT

### Potential Funding Sources

CID		LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	✓
QUICK RESPONSE (GDOT)		HB-170	✓





# INTERSECTIONS PROJECT EXAMPLE

## Satellite Boulevard at Old Norcross Road (West)

Project ID: I-9

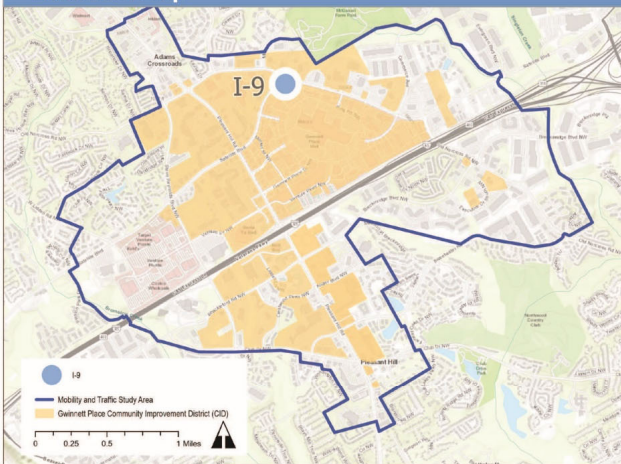
### Location

Satellite Boulevard at Old Norcross Road (West).

### Description

Add third left-turn lane on the Old Norcross Road eastbound approach and extend southbound right-turn lane on Satellite Blvd. Install additional lanes on the Old Norcross Road approach exiting the Gwinnett Place Mall area. Any improvements will require coordination with the proposed Bus Rapid Transit (BRT) line so that the BRT dedicated lanes are not in conflict with the proposed intersection improvements.

### Location Map



### Objective

Old Norcross Road provides a four-lane connection between Satellite Boulevard and Pleasant Hill Road. This intersection currently experiences heavy traffic and significant accidents, particularly the eastbound Old Norcross approach that has a very heavy left turn. The addition of a third left turn for this movement will reduce queuing on Old Norcross Road. Improvements the traffic exiting the Gwinnett Place Mall site will also improve the operation of the intersection. This project will be important to the proposed mall site redevelopment as well.

### Details

PROJECT SOURCE	GPCID Mobility Study; Mall Redevelopment; 15 Year LCI Update		
LENGTH	NA	TIER	1

### Cost Estimate

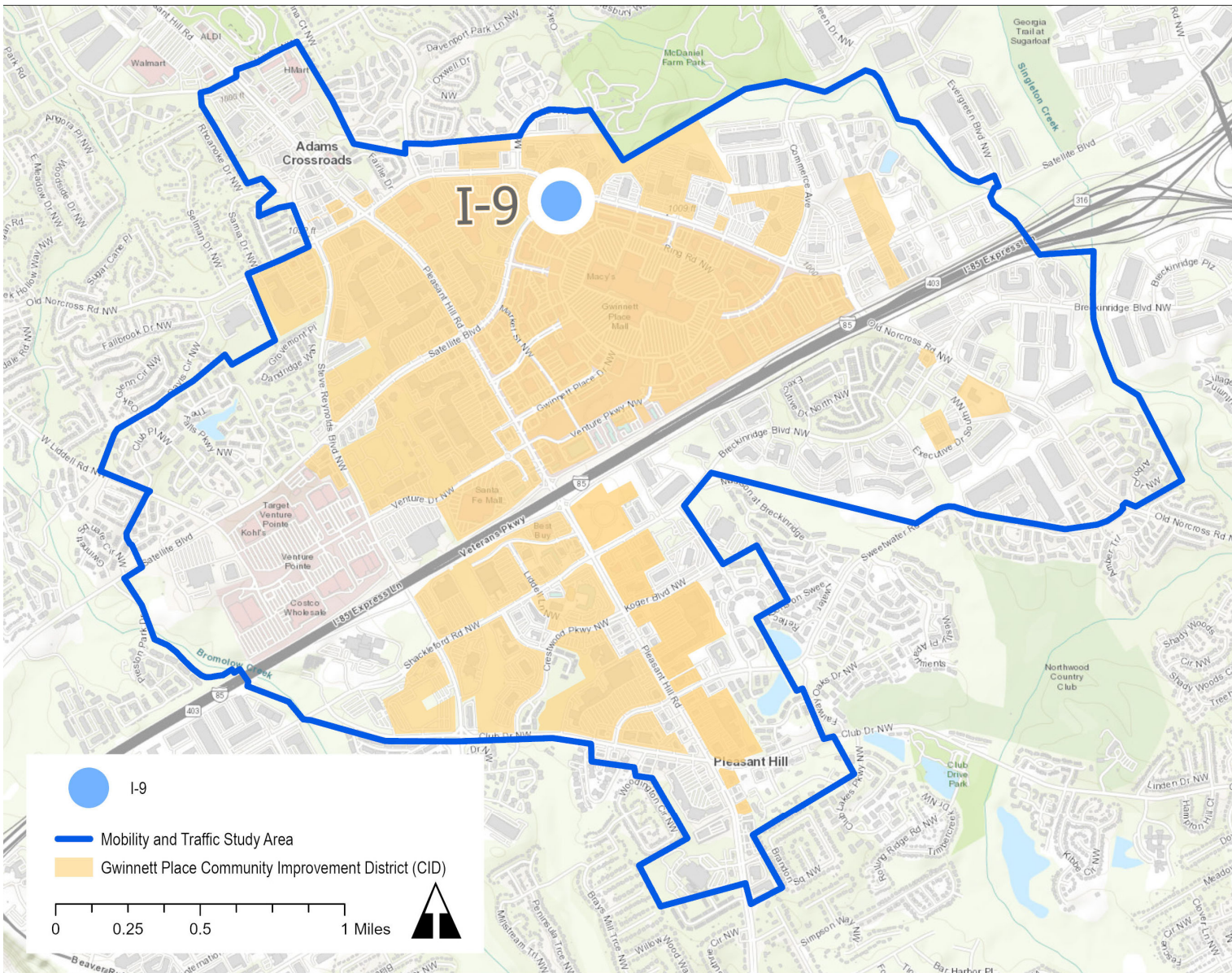
PLANNING/ENGINEERING	\$300k
RIGHT-OF-WAY (ROW)	\$450k
CONSTRUCTION	\$1.95 million
CONTINGENCY	\$300k
TOTAL ESTIMATED COST	<b>\$3 million</b>

### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

CID		LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	





# SIDEWALK AND PEDESTRIAN SAFETY PROJECT EXAMPLE

## Venture Drive Multi-Use Trail

Project ID: S-6

### Location

West Liddell Road to Pleasant Hill Road.

### Description

Construct a multi-use trail along Venture Drive connecting the Gwinnett Place Mall area to the future Piedmont Pathway on West Liddell Road. The trail could cross Pleasant Hill Road and connect to either Mall Blvd or Gwinnett Place Drive.

### Details

PROJECT SOURCE	GPCID Mobility Study; 2016 GPCID Traffic Study		
LENGTH	1 mi.	TIER	1

### Cost Estimate

PLANNING/ENGINEERING	\$410k
RIGHT-OF-WAY (ROW)	\$1.025 million
CONSTRUCTION	\$2.255 million
CONTINGENCY	\$410k
TOTAL ESTIMATED COST	<b>\$4.1 million</b>

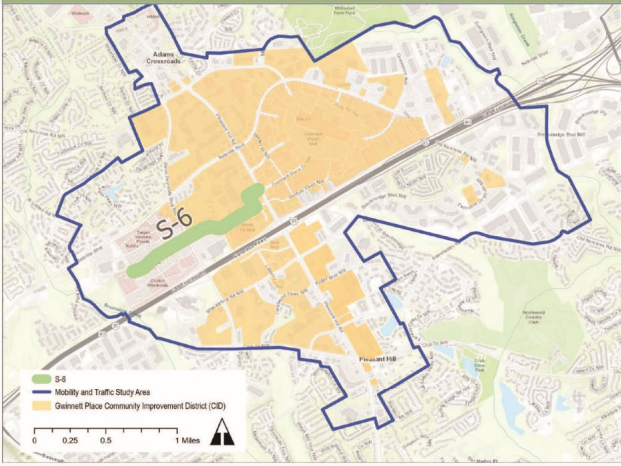
### Implementation Lead

PLANNING/ENGINEERING	Gwinnett DOT
RIGHT-OF-WAY (ROW)	Gwinnett DOT
CONSTRUCTION	Gwinnett DOT

### Potential Funding Sources

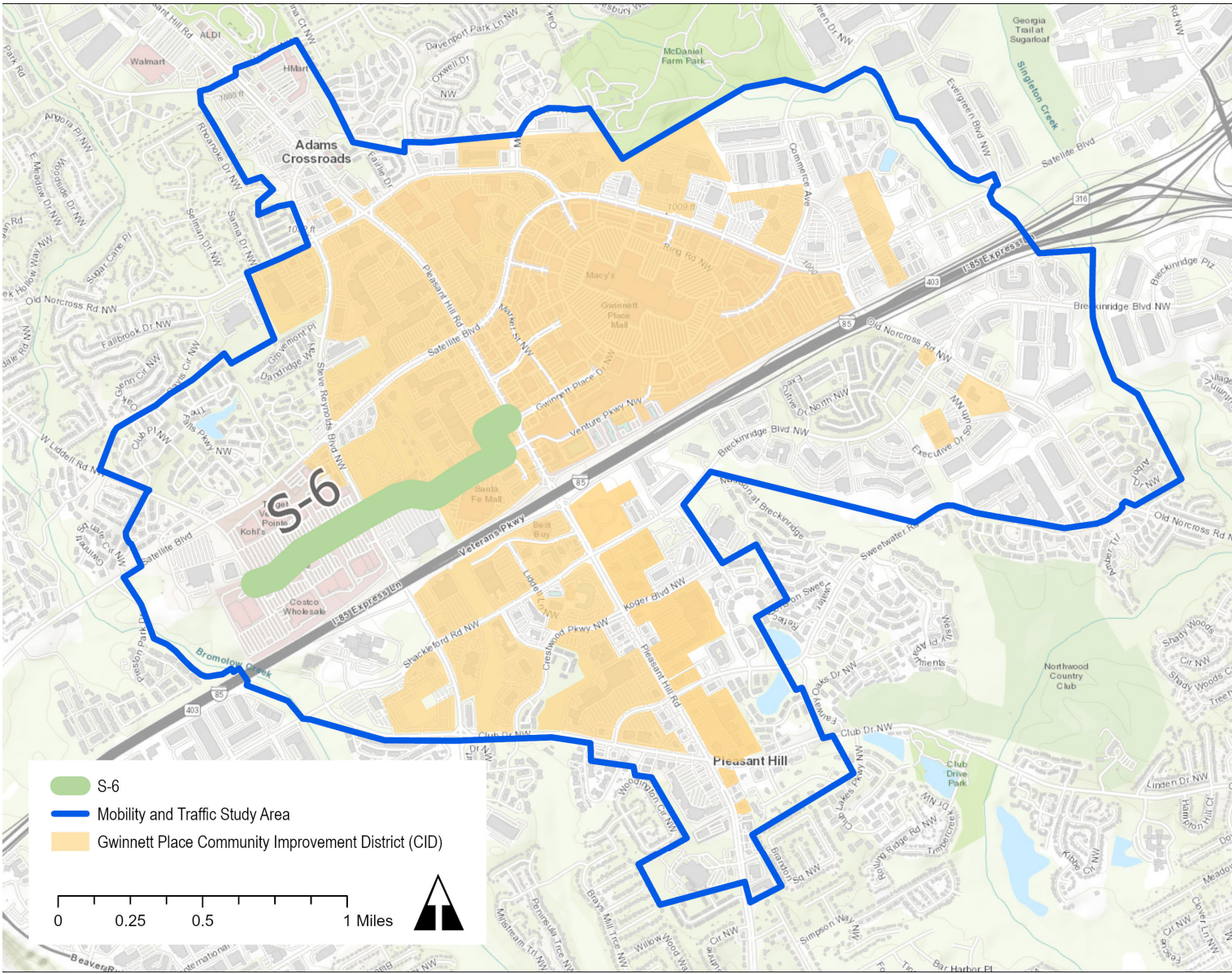
CID		LCI	
SPLOST	✓	TAP	
SRTA/GTIB		STBG	
QUICK RESPONSE (GDOT)		HB-170	

### Location Map



### Objective

The construction of a multi-use path along Venture Parkway from the Gwinnett Place Ring Road across Pleasant Hill Road and down Venture Drive to south of Steve Reynolds Boulevard ties the southern Gwinnett Place Mall redevelopment site to retail and residential destinations on venture Drive and Steve Reynolds Boulevard. Pedestrian and Bike destinations along and near this improvement include Mall Corners, Santa Fe Mall and the new The Rey on Reynolds mixed use development, among several others. This project would also tie to the proposed Piedmont Pathway, a Signature trail identified in the Gwinnett County Countywide Trails Master Plan.







# PROJECT IMPLEMENTATION ESTIMATED FUNDING

## Estimated Project Category Costs:

Project Type	Total Costs (millions)
Major Roads & Bridges	\$27 million*
Intersections	\$27.8 million*
Sidewalk & Pedestrian Safety	\$44.2 million
<b>Total Costs:</b>	<b>\$99 million</b>

\* Total estimated cost includes matching funds only for certain projects.



## PROJECT IMPLEMENTATION / FUNDING SOURCES

### Federal Funding

- Surface Transportation Block Grant
- Transportation Alternatives Program
- Congestion Mitigation and Air Quality
- Other (INFRA, BUILD, IIJA)

### State Funding

- Local Maintenance and Improvement Grant
- Transportation Funding Act of 2015
- Georgia Transportation Infrastructure

Bank

### Local Funding

- Proposed 2023 Special Purpose Local Option Sales Tax (SPLOST)
- Remaining funds in 2017 SPLOST
- Quick fix and other SPLOST projects with funds for later project identification
- Projects funded through General Fund dollars

## STRATEGIES AND POLICIES

- Pedestrian Safety
  - Leading Pedestrian Intervals
  - Pedestrian Measures in Intersections
- Transit Focus in GPCID Area
  - New Gwinnett Transit Plan
  - Coordination with Road Projects and Commercial Development
- Direct Access to Managed Lane System
- Continued Traffic Signal System Investments



## NEXT STEPS

---

- Complete final report
- Share study results with active planning studies and Gwinnett County
- Coordinate with Gwinnett County and SPLOST Committee as appropriate regarding area needs





An aerial photograph of a complex highway interchange with multiple lanes and a bridge. A Best Buy store is visible on the left side of the image. The scene is overlaid with a semi-transparent blue filter.

# QUESTIONS

ATLAS

# Appendix C - Public Outreach Summary





# Gwinnett Place Area Transportation Improvement Survey 2022

QUESTION SUMMARIES

DATA TRENDS

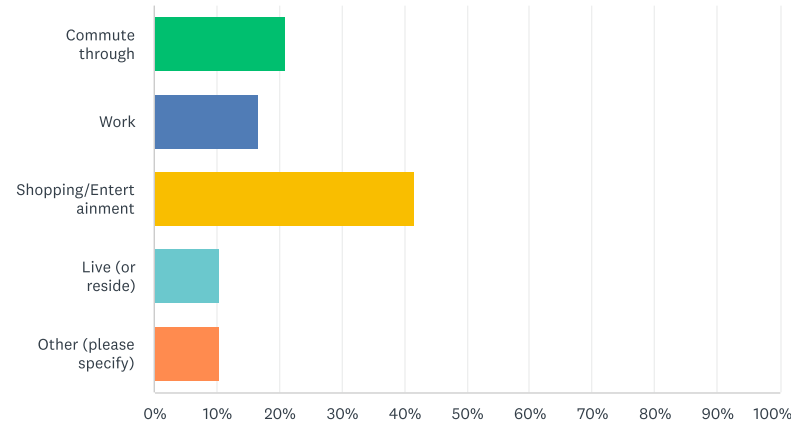
INDIVIDUAL RESPONSES

All Pages ▼

Q1

What is your primary reason to travel within the Gwinnett Place area?

Answered: 48   Skipped: 0

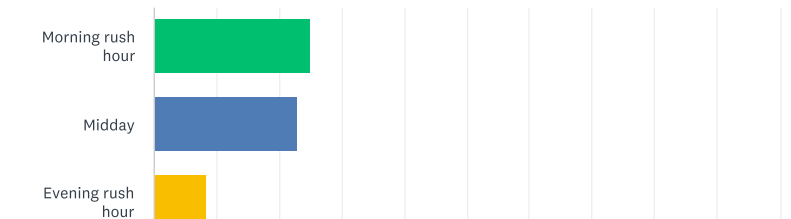


ANSWER CHOICES	RESPONSES	
Commute through	20.83%	10
Work	16.67%	8
Shopping/Entertainment	41.67%	20
Live (or reside)	10.42%	5
Other (please specify)	Responses 10.42%	5
TOTAL		48

Q2

When do you primarily travel in the Gwinnett Place area?

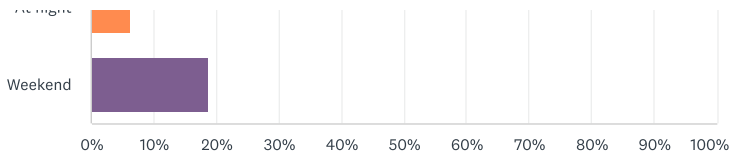
Answered: 48   Skipped: 0







SIGN UP FREE



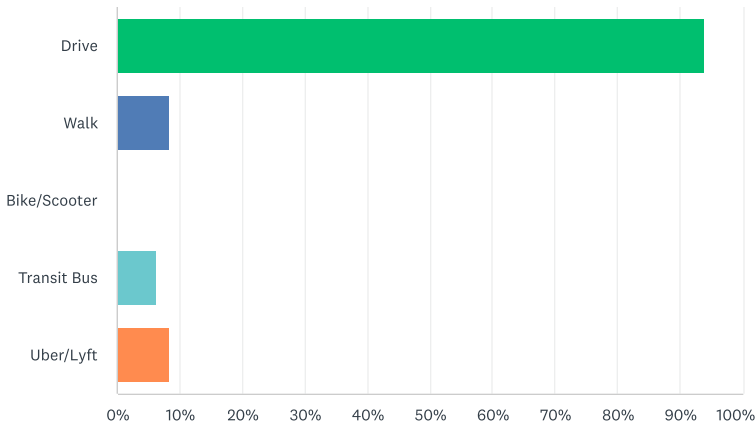
ANSWER CHOICES	RESPONSES	
Morning rush hour	25.00%	12
Midday	22.92%	11
Evening rush hour	8.33%	4
Off peak times	18.75%	9
At night	6.25%	3
Weekend	18.75%	9
TOTAL		48

Q3



What travel modes do you use within the Gwinnett Place area (check all that apply)?

Answered: 48   Skipped: 0



ANSWER CHOICES	RESPONSES	
Drive	93.75%	45
Walk	8.33%	4
Bike/Scooter	0.00%	0
Transit Bus	6.25%	3
Uber/Lyft	8.33%	4
Total Respondents: 48		

Q4



What are your top transportation concerns for the Gwinnett Place area (check top two)?

Share Link

<https://www.surveymonkey.com/re:> [COPY](#)

Share

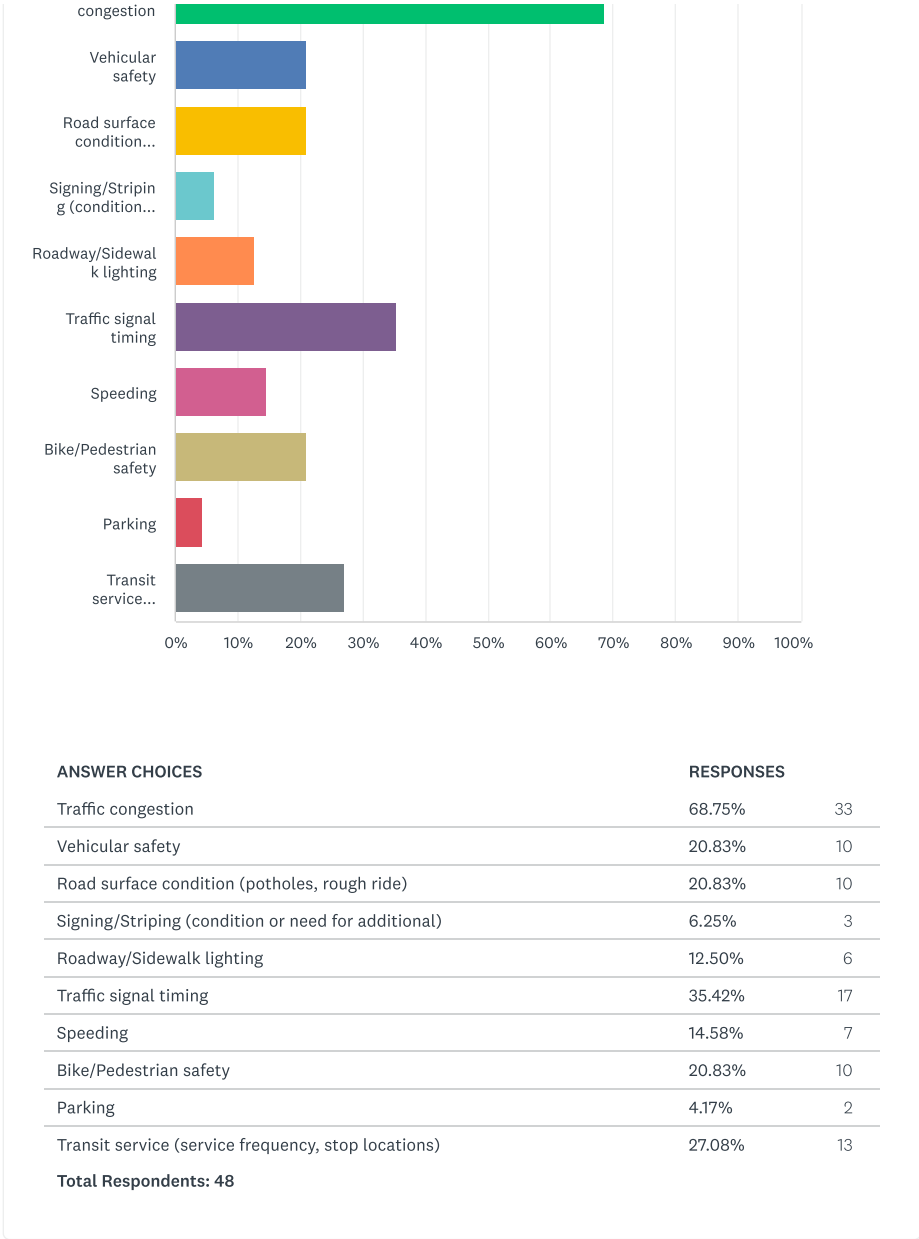
Tweet

Share

48 responses



SIGN UP FREE



Q5

What is the most congested intersection you travel through in the Gwinnett Place area?

Answered: 39 Skipped: 9

Steve Reynolds Blvd @ Venture Drive

7/13/2022 03:05 PM

Satellite Blvd and Pleasant Hill Rd

6/17/2022 11:56 PM

I-85 interchange

6/14/2022 02:03 PM



SIGN UP FREE



I-85 intersections



Q6



What destinations in and around the Gwinnett Place area would you like the ability to safely walk or bike to and from?

Answered: 39   Skipped: 9

The Rey on Reynolds

7/13/2022 03:05 PM

Duluth Town Green, Sugarloaf Mills, Duluth residential areas/local neighborhoods and apartments, Suwanee Town Center, Berkeley Lake, Chattahoochee Dog Park

6/17/2022 11:56 PM

N/a

6/14/2022 02:03 PM

mcdaniel farm park

6/14/2022 12:59 PM

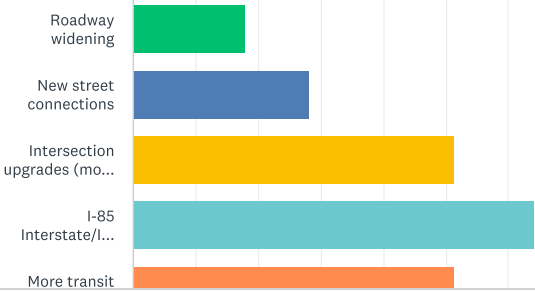


Q7



Which types of transportation improvement projects would you prefer for the Gwinnett Place area? (Check all that apply)

Answered: 39   Skipped: 9



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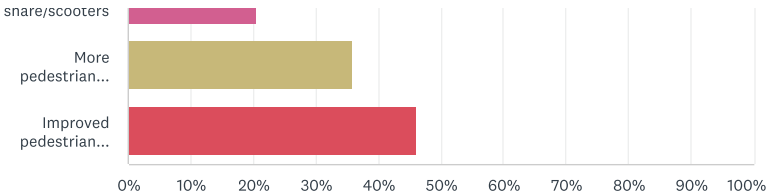
Share

48 responses





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ANSWER CHOICES	RESPONSES	
Roadway widening	17.95%	7
New street connections	28.21%	11
Intersection upgrades (more turn lanes, roundabouts, etc.)	51.28%	20
I-85 Interstate/Interchange upgrades (more or better access)	64.10%	25
More transit access (new stops/routes, BRT, on-demand service)	51.28%	20
More trails	48.72%	19
Bike share/scooters	20.51%	8
More pedestrian crossing locations	35.90%	14
Improved pedestrian amenities (lighting, benches, trees)	46.15%	18
Total Respondents: 39		

Q8



Using the map (scroll down), please provide feedback on any specific locations of concern or improvements to the Gwinnett Place area transportation system you would like to see improved.

Answered: 38   Skipped: 10

Steve Reynolds @ Venture recently rebuilt. High number of left turns. High number of vehicles turning towards Costco. Pleasant Hill seems in general to be over capacity. DDI doesnt seem to operate as efficiently as it could.

7/13/2022 03:07 PM

Additional Bike/Pedestrian improvements all along Pleasant Hill Rd and Satellite Blvd; more local street connections along Pleasant Hill Rd, Club Drive, Old Norcross Road, and Steve Reynolds Blvd; dedicated rights of way for public transit; ample protected bike lanes with 2-pool noodle wide lanes with bollards and curb protection and adequately lowered speed limits; on street parking along all streets as well as ample public seating, shrubbery/plants, and ample lighting, especially near public transit stops, crosswalks, and curb cuts; provision of mixed use areas including housing along all roadways and streets; getting rid of parking lots in favor of public transit, pedestrian infrastructure, and actual people in the form of local small businesses, a new library, a school, a rec center, a grocery store, community gardens, and housing (luxury or affordable, preferably the latter). TL;DR: prioritization of people, not cars along all streets and deprioritization of cars instead of people

Q9



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48 responses



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None at this time

7/13/2022 03:07 PM

please build a space for a MARTA stop, light rail, and other public transit improvements for the future as well as wide sidewalks with benches sans hostile architecture and ample street lighting. get rid of parking and build spaces for people to walk to; walkability is highly desirable in today's real estate market and is excellent for local economic growth and a nicer standard of living and is equally excellent for the environment. for inspiration, see: Bethesda, MD and Alexandria, VA

6/18/2022 12:10 AM

n/a

6/14/2022 02:04 PM

I would like to see more education opportunities

Q10



Name/contact/zip code (optional)

Answered: 21 Skipped: 27

Jackson Hurst 30144

6/14/2022 02:04 PM

John/30096

6/14/2022 01:04 PM

Michelle Kang, 678 951 3167, 30096

6/14/2022 12:57 PM

30078

6/10/2022 04:52 AM

30096

Q11



Please provide your email address to receive notifications

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joshiomi99a@gmail.com	▲
6/18/2022 12:10 AM	
ghostlightmater@yahoo.com	
6/14/2022 02:04 PM	
michellekang2018@gmail.com	
6/14/2022 12:57 PM	
mgardner99999@yahoo.com	
6/9/2022 07:21 AM	
twarner@snellville.org	▼

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48 responses

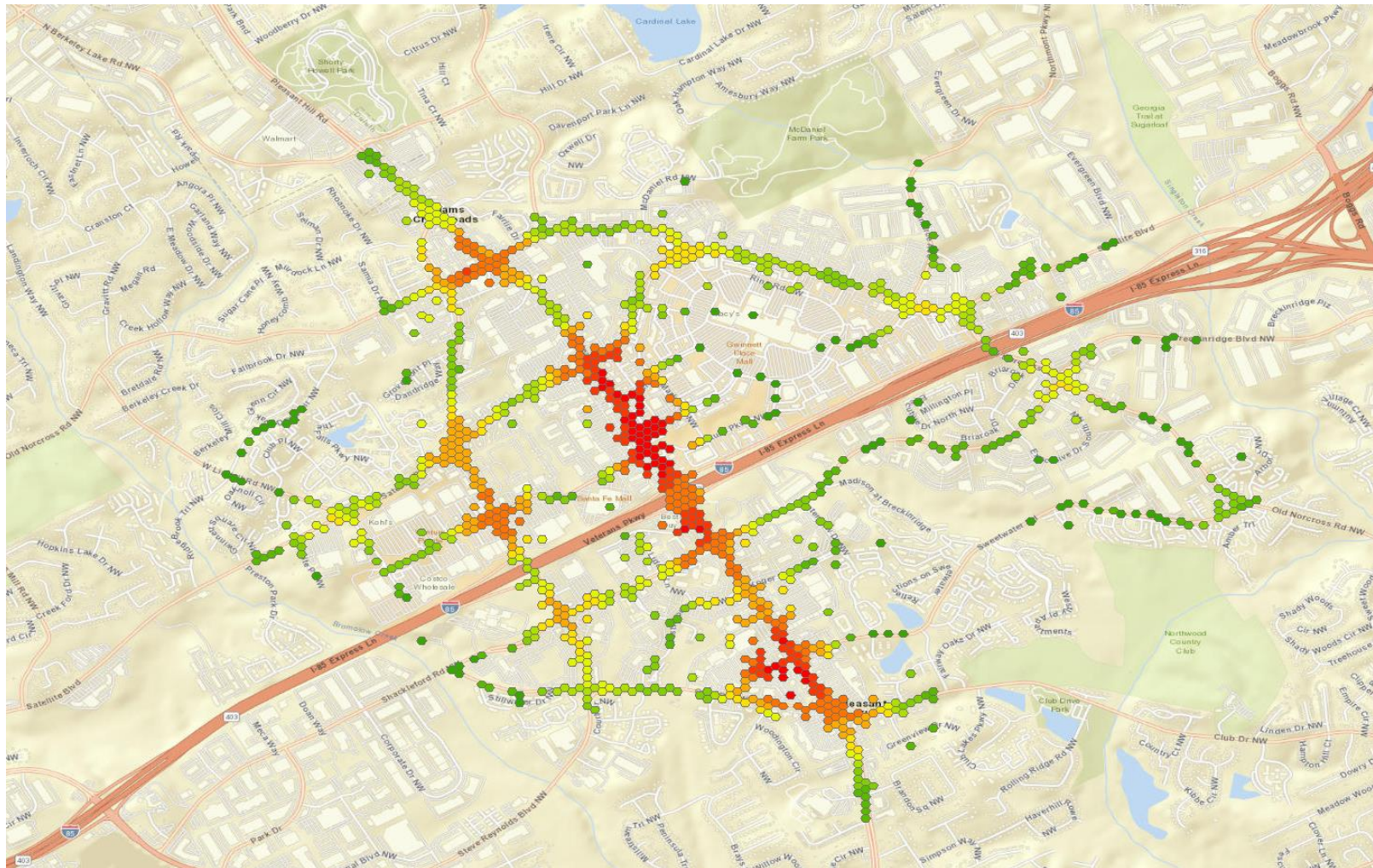


## Appendix D - Crash Analysis Summary



# Gwinnett Place CID

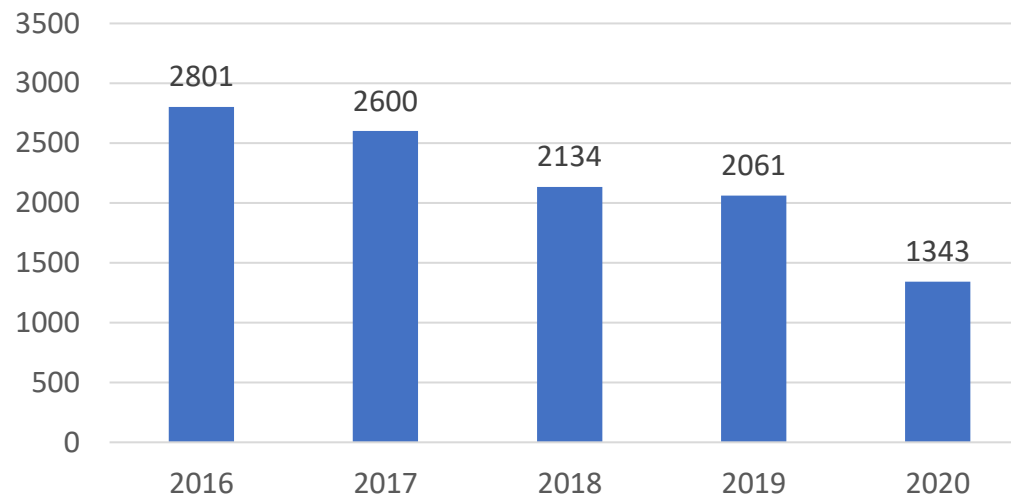
2016 – 2020  
10,939 total crashes  
(not including crashes along I-85)



Heatmap Showing Areas with High Number of Crashes

Total Crashes in GPCID from 2016 – 2020  
10,939

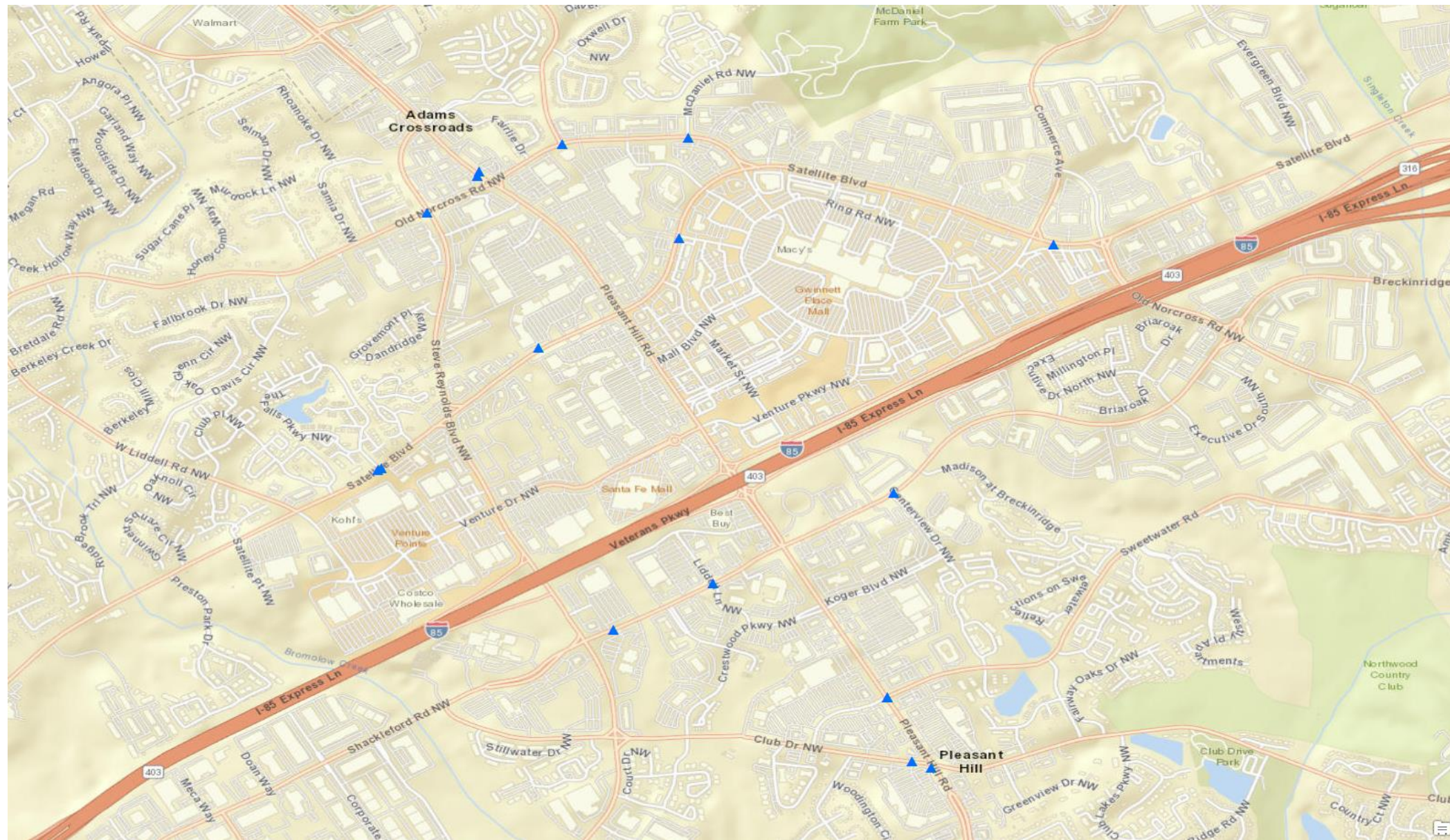
### Number of Crashes by Year



	Total	2016	2017	2018	2019	2020
Total	10,939	2,801	2,600	2,134	2,061	1,343
K – Fatal	4	0	2	1	1	0
A – Suspected Serious	49	8	7	9	18	7
B – Suspected Minor/Visible Injury	404	79	67	98	92	68
C – Possible Injury/Complaint	2,060	442	483	461	395	279
O – No Injury	8,395	2,270	2,040	1,562	1,542	981
Unknown	27	2	1	3	13	8
Bike	17	2	3	4	3	5
Ped	88	25	24	20	11	8

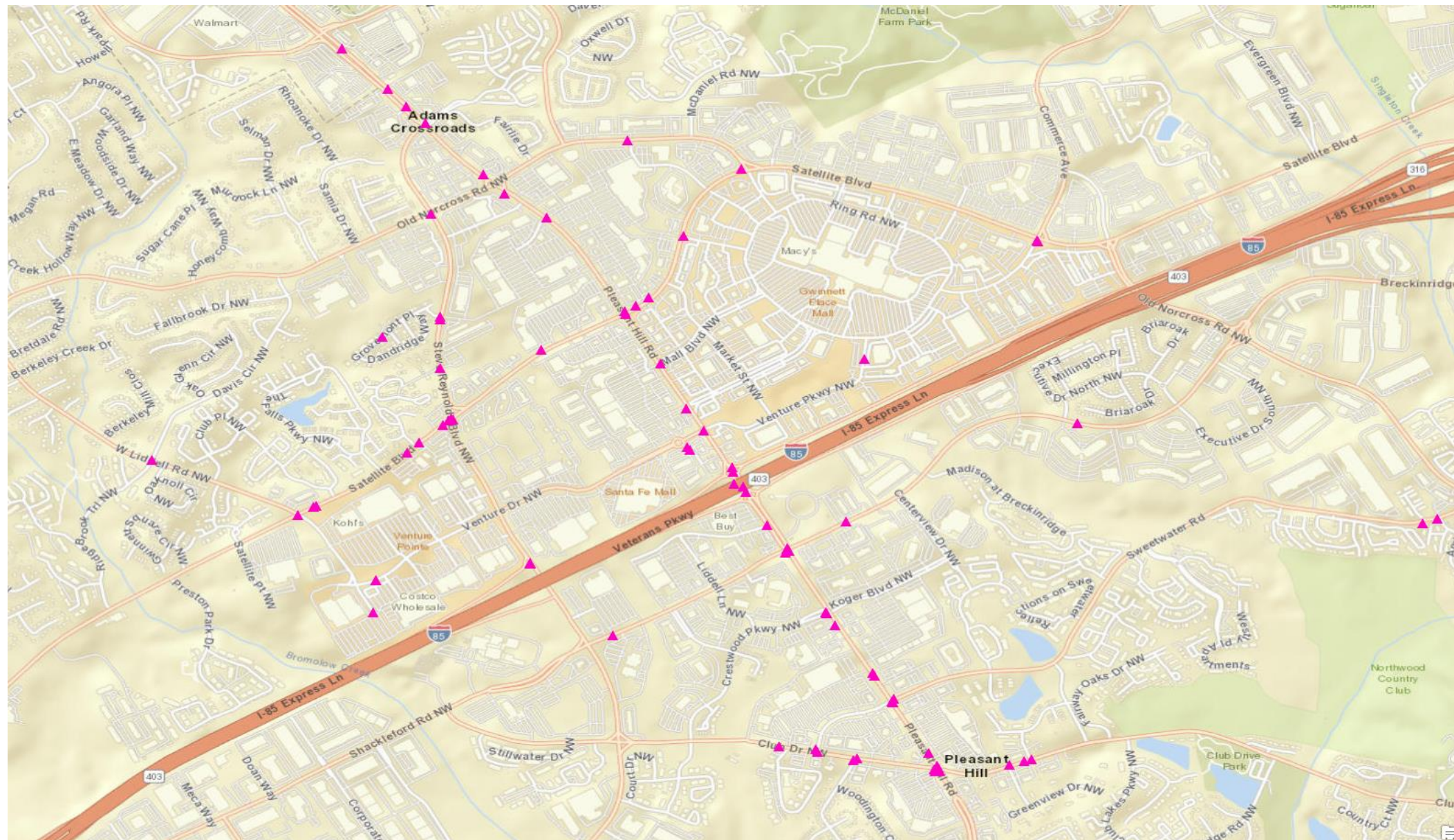


# Bicycle Crashes (17)



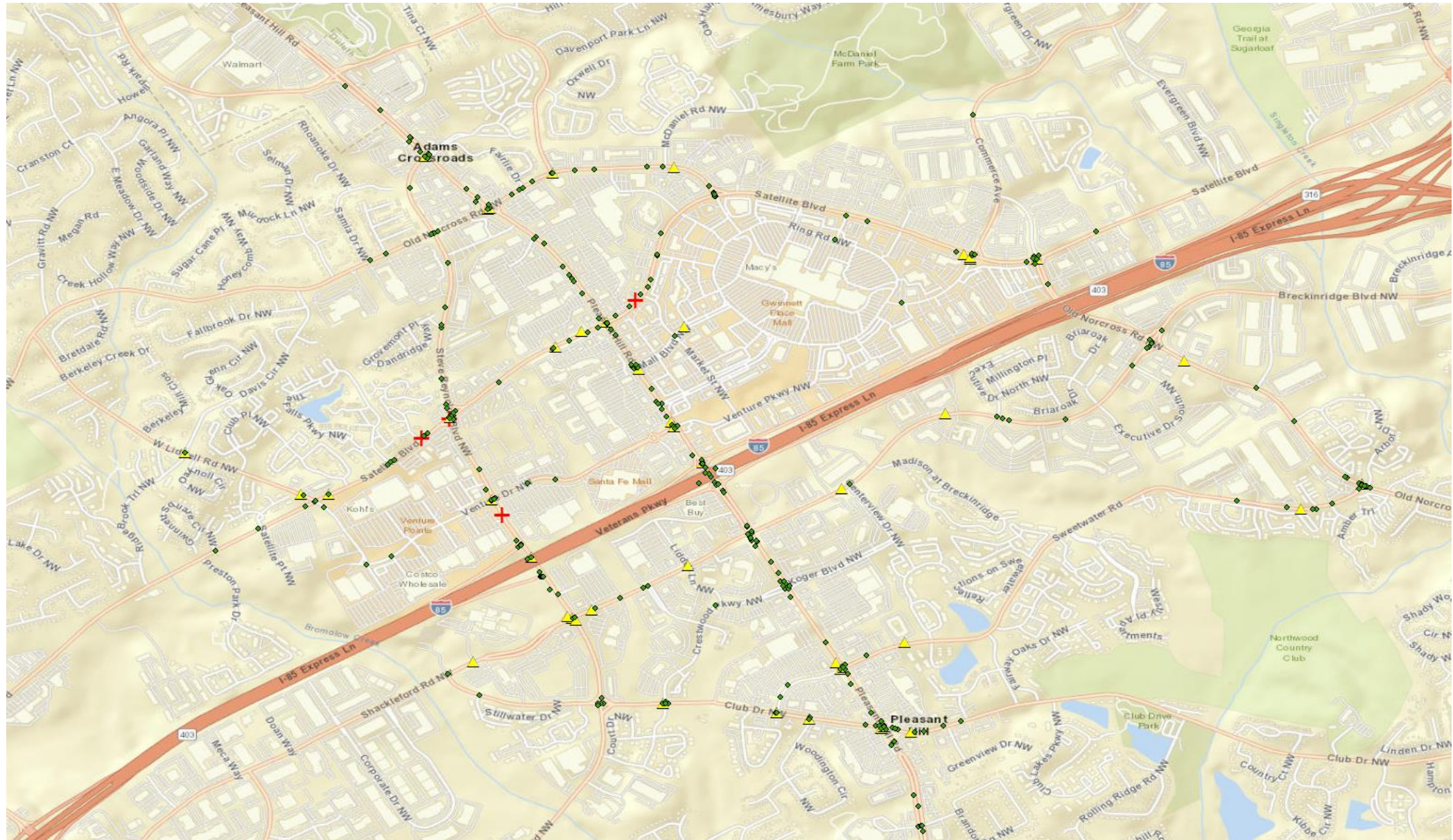


# Pedestrian Crashes (88)





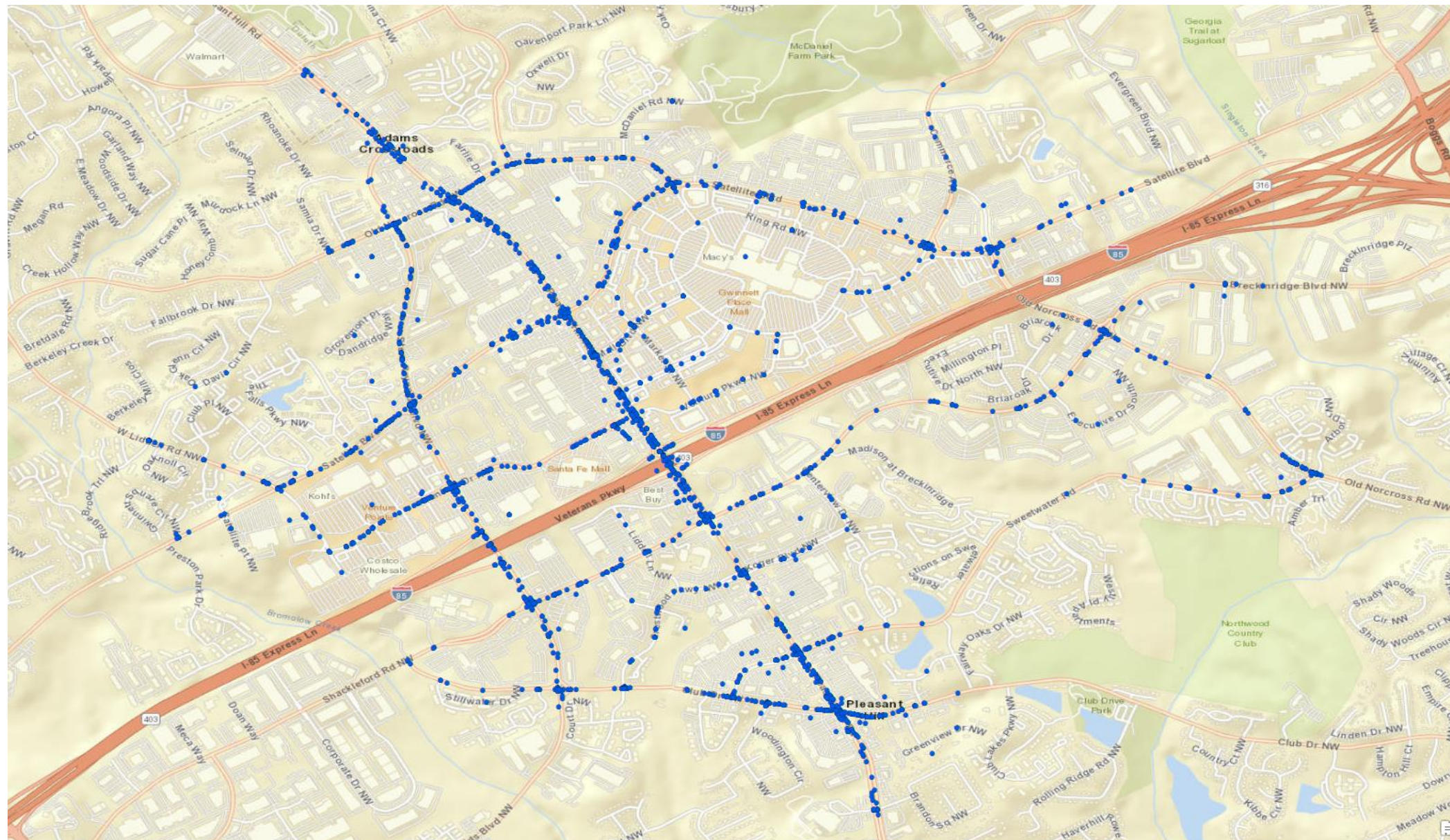
# KAB Crashes (457)



K – Fatal Injury A – Suspected Serious Injury B – Suspected Minor/Visible Injury

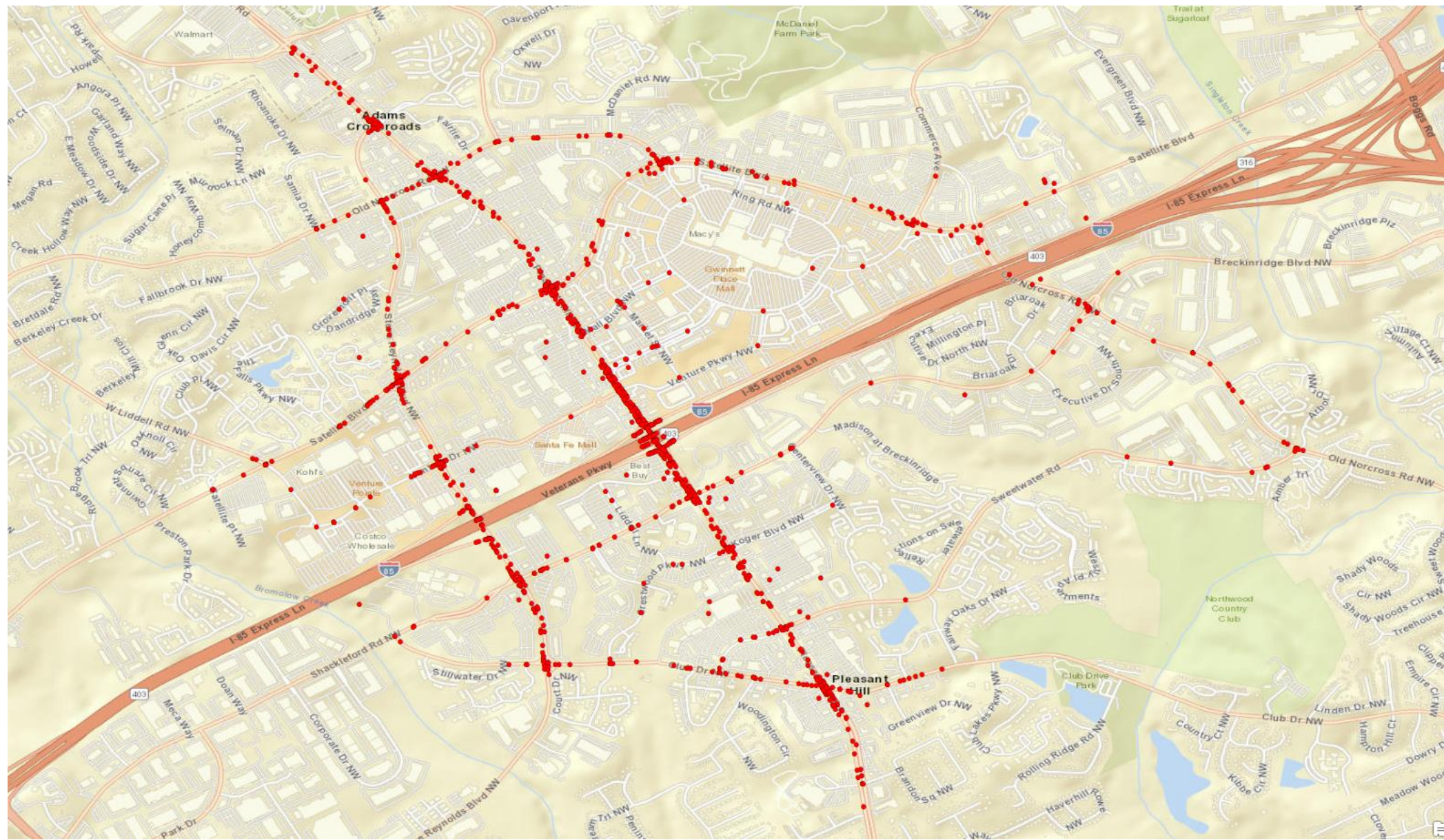


# Angle Crashes (3,681)

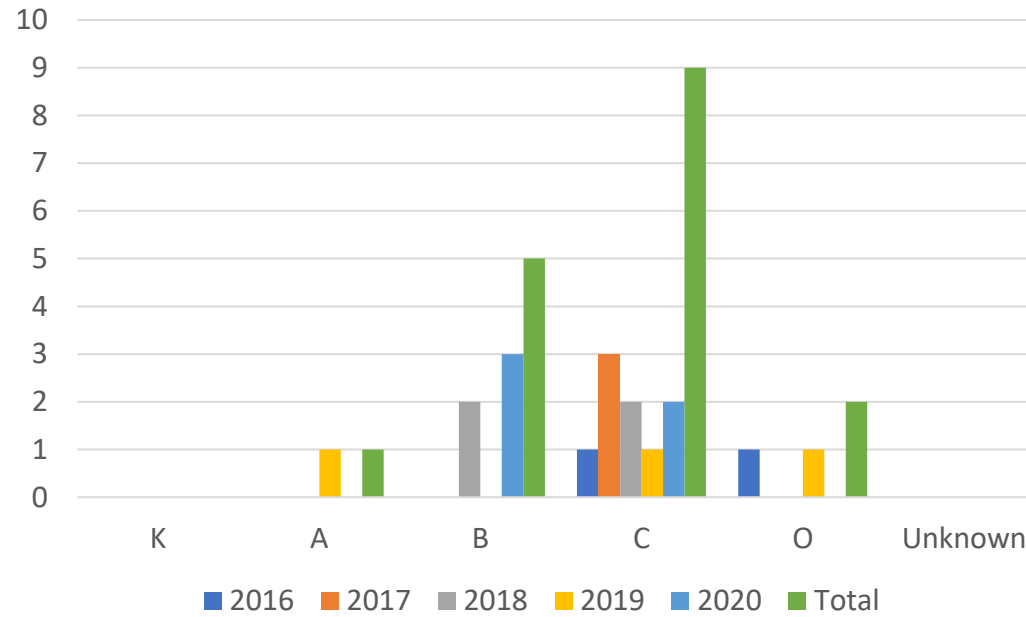




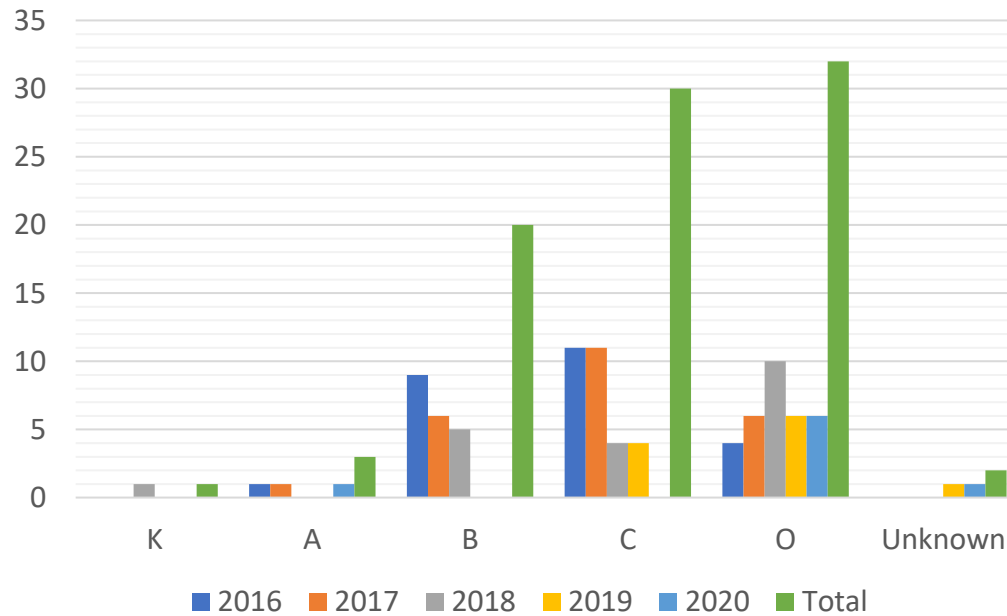
# Sideswipe-Same Direction Crashes (1,659)



### Bicycle Related Crashes by Severity



### Pedestrian Related Crashes by Severity



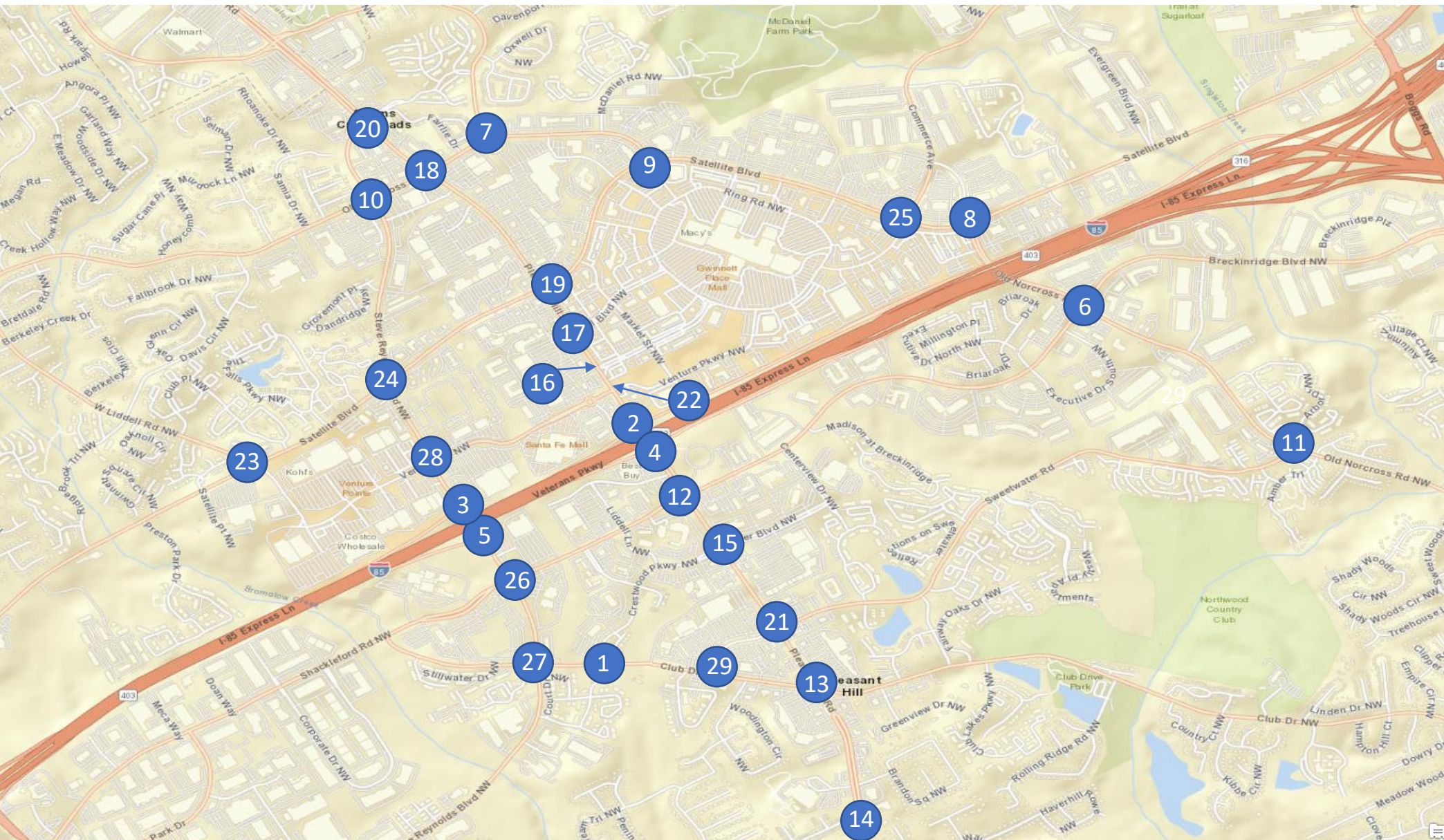


Of the 10,939 total crashes, 7,744 **(71%)** crashes occur at the following 29 intersections.

Int. No.	Roadway	Intersecting Roadway	No. of Crashes	Int. No.	Roadway	Intersecting Roadway	No. of Crashes
1	Club Drive	Court Drive	120	16	Pleasant Hill Road	Gwinnett Place Drive	288
2	I-85 North Ramps	Pleasant Hill Road	594	17	Pleasant Hill Road	Mall Boulevard	280
3	I-85 North Ramps	Steve Reynolds Boulevard	180	18	Pleasant Hill Road	Old Norcross Road	435
4	I-85 South Ramps	Pleasant Hill Road	450	19	Pleasant Hill Road	Satellite Boulevard	351
5	I-85 South Ramps	Steve Reynolds Boulevard	169	20	Pleasant Hill Road	Steve Reynolds Boulevard	246
6	Old Norcross Road	Breckinridge Boulevard	171	21	Pleasant Hill Road	Sweetwater Road	317
7	Old Norcross Road	Davenport Road	100	22	Pleasant Hill Road	Venture Drive / Venture Parkway	483
8	Satellite Boulevard	Old Norcross Road (East)	99	23	Satellite Boulevard	West Liddell Road	142
9	Satellite Boulevard	Old Norcross Road (West)	264	24	Satellite Boulevard	Steve Reynolds Road	353
10	Steve Reynolds Boulevard	Old Norcross Road	217	25	Satellite Boulevard	Commerce Avenue	188
11	Old Norcross Road	Sweetwater Road	152	26	Steve Reynolds Boulevard	Shackleford Road	295
12	Pleasant Hill Road	Breckinridge Boulevard / Shackleford Road	364	27	Steve Reynolds Boulevard	Club Drive	180
13	Pleasant Hill Road	Club Drive	623	28	Steve Reynolds Boulevard	Venture Drive	353
14	Pleasant Hill Road	Corley Place	107	29	Club Drive	Sweetwater Road	135
15	Pleasant Hill Road	Koger Boulevard / Crestwood Parkway	205				

Principal Arterial Minor Arterial Major Collector Interstate

## Top 29 Intersections Locations (Numbers Correspond to List on Previous Slide)

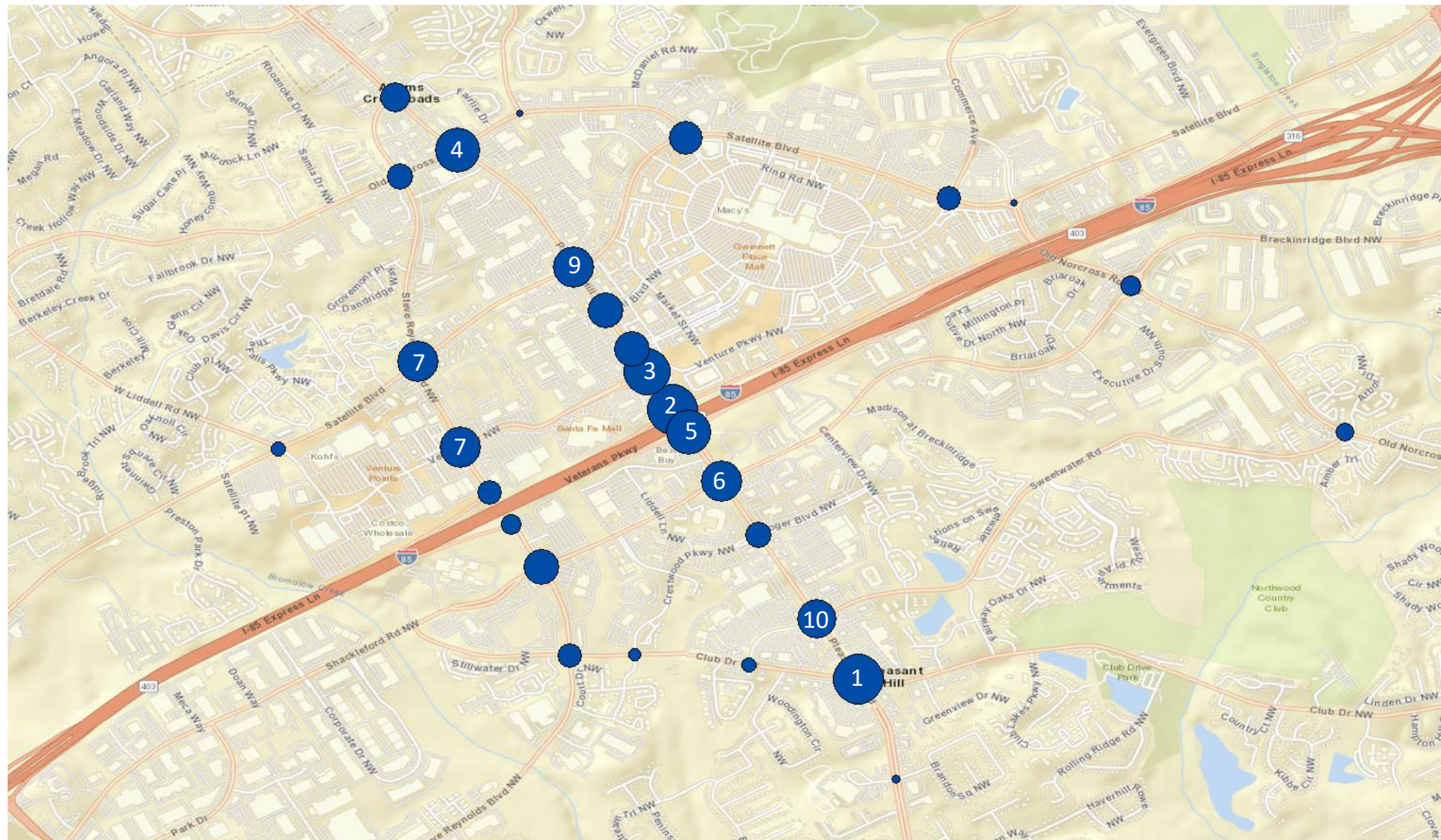


## Top 29 Intersections Ranked by Total Numbers of Crashes

Rank	Intersection	No. of Crashes	Rank	Intersection	No. of Crashes
1	13 - Pleasant Hill Road and Club Drive	623	16	10 - Steve Reynolds Boulevard and Old Norcross Road	217
2	2 - I-85 North Ramps and Pleasant Hill Road	594	17	15 - Pleasant Hill Road and Koger Boulevard/Crestwood Parkway	205
3	22 - Pleasant Hill Road and Venture Drive/Venture Parkway	441	18	25 - Satellite Boulevard and Commerce Avenue	188
4	18 - Pleasant Hill Road and Old Norcross Road	435	18	3 - I-85 North Ramps and Steve Reynolds Boulevard	180
5	4 - I-85 South Ramps and Pleasant Hill Road	376	20	27 - Steve Reynolds Boulevard and Club Drive	180
6	12 - Pleasant Hill Road and Breckinridge Boulevard/Shackleford Road	364	21	6 - Old Norcross Road and Breckinridge Boulevard	171
7	24 - Satellite Boulevard and Steve Reynolds Road	353	22	5 - I-85 South Ramps and Steve Reynolds Boulevard	169
7	28 - Steve Reynolds Boulevard and Venture Drive	353	23	11 - Old Norcross Road and Sweetwater Road	151
9	19 - Pleasant Hill Road and Satellite Boulevard	351	24	23 - Satellite Boulevard and West Liddell Road	142
10	21 - Pleasant Hill Road and Sweetwater Road	317	25	29 - Club Drive and Sweetwater Road	135
11	26 - Steve Reynolds Boulevard and Shackleford Road	295	26	1 - Club Drive and Court Drive	120
12	16 - Pleasant Hill Road and Gwinnett Place Drive	288	27	14 - Pleasant Hill Road and Corley Drive	107
13	17 - Pleasant Hill Road and Mall Boulevard	280	28	7 - Old Norcross Road and Davenport Road	100
14	9 - Satellite Boulevard and Old Norcross Road (West)	264	29	8 - Satellite Boulevard and Old Norcross Road (East)	99
15	20 - Pleasant Hill Road and Steve Reynolds Boulevard	246			



# Top 29 Intersections Ranked Based off Total Number of Crashes



## Top 29 Intersections Ranked by KA Severity

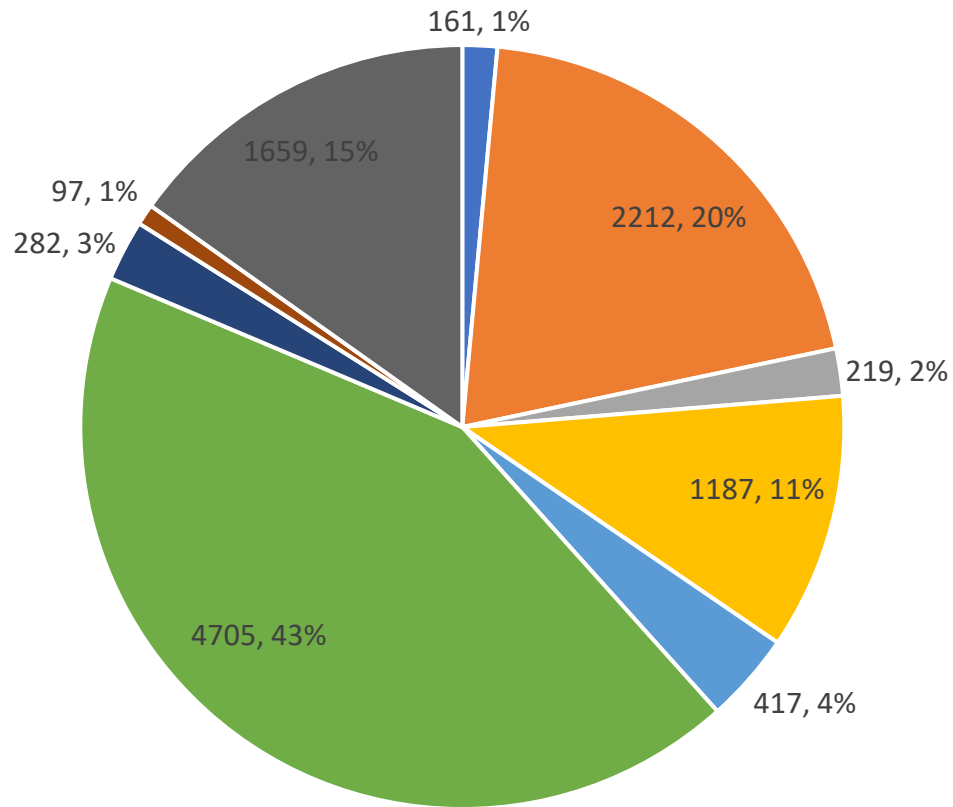
Rank	Intersection	No. of Crashes	Rank	Intersection	No. of Crashes
<b>K Severity – Fatal Injury</b>			<b>3</b>	23 - Satellite Boulevard and West Liddell Road	2
<b>1</b>	28 - Steve Reynolds Boulevard and Venture Drive	1	<b>3</b>	29 - Club Drive and Sweetwater Road	2
<b>1</b>	24 - Satellite Boulevard and Steve Reynolds Road	1	<b>4</b>	1 - Club Drive and Court Drive	1
<b>A Severity – Suspected Serious Injury</b>			<b>4</b>	2 - I-85 North Ramps and Pleasant Hill Road	1
<b>1</b>	26 - Steve Reynolds Boulevard and Shackleford Road	4	<b>4</b>	3 - I-85 North Ramps and Steve Reynolds Boulevard	1
<b>2</b>	13 - Pleasant Hill Road and Club Drive	3	<b>4</b>	7 - Old Norcross Road and Davenport Road	1
<b>2</b>	21 - Pleasant Hill Road and Sweetwater Road	3	<b>4</b>	8 - Satellite Boulevard and Old Norcross Road (East)	1
<b>2</b>	22 - Pleasant Hill Road and Venture Drive/Venture Parkway	3	<b>4</b>	17 - Pleasant Hill Road and Mall Boulevard	1
<b>2</b>	25 - Satellite Boulevard and Commerce Avenue	3	<b>4</b>	20 - Pleasant Hill Road and Steve Reynolds Boulevard	1
<b>3</b>	11 - Old Norcross Road and Sweetwater Road	2	<b>4</b>	24 - Satellite Boulevard and Steve Reynolds Road	1
<b>3</b>	18 - Pleasant Hill Road and Old Norcross Road	2	<b>4</b>	28 - Steve Reynolds Boulevard and Venture Dive	1
<b>3</b>	19 - Pleasant Hill Road and Satellite Boulevard	2			

## Top 29 Intersections Ranked by B Severity

Rank	Intersection	No. of Crashes	Rank	Intersection	No. of Crashes
1	13 - Pleasant Hill Road and Club Drive	21	15	17 - Pleasant Hill Road and Mall Boulevard	9
2	28 - Steve Reynolds Boulevard and Venture Drive	17	15	25 - Satellite Boulevard and Commerce Avenue	9
3	11 - Old Norcross Road and Sweetwater Road	15	18	3 - I-85 North Ramps and Steve Reynolds Boulevard	8
3	12 - Pleasant Hill Road and Breckinridge Boulevard/Shackleford Road	15	18	4 - I-85 South Ramps and Pleasant Hill Road	8
3	24 - Satellite Boulevard and Steve Reynolds Road	15	18	16 - Pleasant Hill Road and Gwinnett Place Drive	8
6	22 - Pleasant Hill Road and Venture Drive/Venture Parkway	14	18	18 - Pleasant Hill Road and Old Norcross Road	8
7	1 - Club Drive and Court Drive	13	18	20 - Pleasant Hill Road and Steve Reynolds Boulevard	8
7	10 - Steve Reynolds Boulevard and Old Norcross Road	13	18	27 - Steve Reynolds Boulevard and Club Drive	8
9	15 - Pleasant Hill Road and Koger Boulevard/Crestwood Parkway	12	24	5 - I-85 South Ramps and Steve Reynolds Boulevard	7
9	23 - Satellite Boulevard and West Liddell Road	12	25	6 - Old Norcross Road and Breckinridge Boulevard	6
11	2 - I-85 North Ramps and Pleasant Hill Road	11	25	14 - Pleasant Hill Road and Corley Drive	6
11	9 - Satellite Boulevard and Old Norcross Road (West)	11	25	29 - Club Drive and Sweetwater Road	6
11	19 - Pleasant Hill Road and Satellite Boulevard	11	28	7 - Old Norcross Road and Davenport Road	4
14	21 - Pleasant Hill Road and Sweetwater Road	10	29	26 - Steve Reynolds Boulevard and Shackleford Road	3
15	8 - Satellite Boulevard and Old Norcross Road (East)	9			

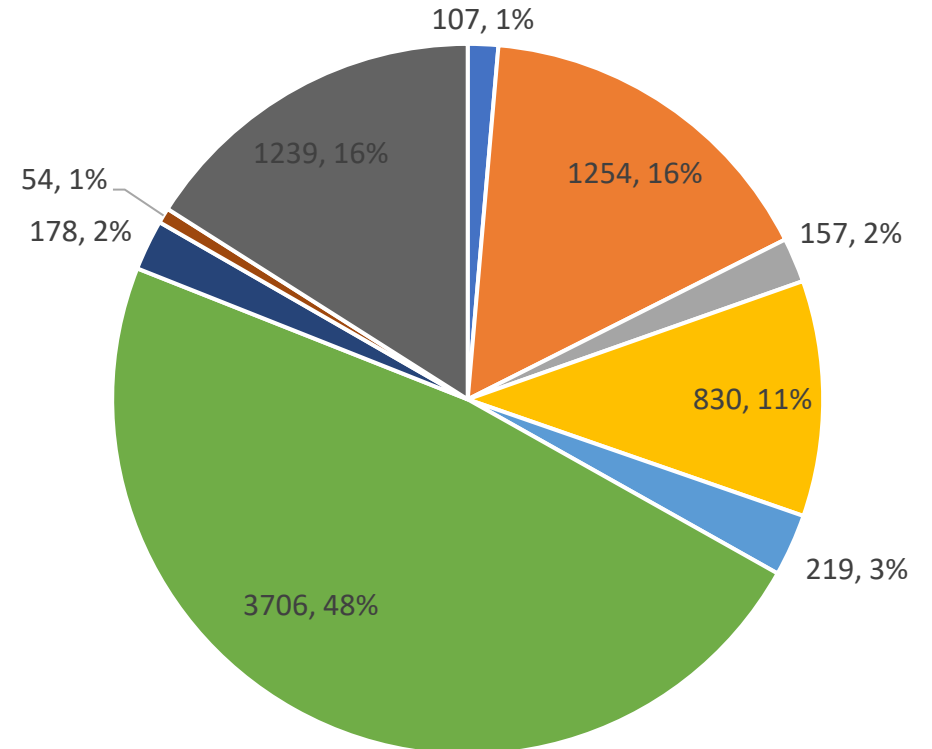


### Manner of Collision (All Crashes)



- (None)
- Head On
- Not a Collision with Motor Vehicle
- Right Angle Crash
- Sideswipe-Same Direction
- Angle (Other)
- Left Angle Crash
- Rear End
- Sideswipe-Opposite Direction

### Manner of Collision (Top 29 Intersections)



- (None)
- Head On
- Not a Collision with Motor Vehicle
- Right Angle Crash
- Sideswipe-Same Direction
- Angle (Other)
- Left Angle Crash
- Rear End
- Sideswipe-Opposite Direction

# Top 29 Intersections Ranked by Manner of Collision (Rear End)

Total: 3,706

Rank	Intersection	No. of Crashes	Rank	Intersection	No. of Crashes
1	13 - Pleasant Hill Road and Club Drive	287	15	9 - and Satellite Boulevard and Old Norcross Road (West)	108
2	2 - I-85 North Ramps and Pleasant Hill Road	281	17	17 - Pleasant Hill Road and Mall Boulevard	104
3	18 - Pleasant Hill Road and Old Norcross Road	279	18	5 - I-85 South Ramps and Steve Reynolds Boulevard	96
4	12 - Pleasant Hill Road and Breckinridge Boulevard/Shackleford Road	208	19	25 - Satellite Boulevard and Commerce Avenue	94
5	24 - Satellite Boulevard and Steve Reynolds Road	191	20	27 - Steve Reynolds Boulevard and Club Drive	90
6	22 - Pleasant Hill Road and Venture Drive/Venture Parkway	182	21	3 - I-85 North Ramps and Steve Reynolds Boulevard	80
7	16 - Pleasant Hill Road and Gwinnett Place Drive	178	22	10 - Steve Reynolds Boulevard and Old Norcross Road	77
8	4 - I-85 South Ramps and Pleasant Hill Road	175	23	14 - Pleasant Hill Road and Corley Drive	59
9	19 - Pleasant Hill Road and Satellite Boulevard	172	24	1 - Club Drive and Court Drive	55
10	21 - Pleasant Hill Road and Sweetwater Road	148	25	23 - Satellite Boulevard and West Liddell Road	49
11	26 - Steve Reynolds Boulevard and Shackleford Road	143	26	11 - Old Norcross Road and Sweetwater Road	44
12	28 - Steve Reynolds Boulevard and Venture Drive	140	27	8 - Satellite Boulevard and Old Norcross Road (East)	42
13	15 - Pleasant Hill Road and Koger Boulevard/Crestwood Parkway	122	28	29 - Club Drive and Sweetwater Road	40
14	20 - Pleasant Hill Road and Steve Reynolds Boulevard	119	29	7 - Old Norcross Road and Davenport Road	35
15	6 - Old Norcross Road and Breckinridge Boulevard	108			

# Top 29 Intersections Ranked by Manner of Collision (Angle (Other))

Total: 1,254

Rank	Intersection	No. of Crashes	Rank	Intersection	No. of Crashes
1	13 - Pleasant Hill Road and Club Drive	138	16	16 - Pleasant Hill Road and Gwinnett Place Drive	33
2	2 - I-85 North Ramps and Pleasant Hill Road	73	16	23 - Satellite Boulevard and West Liddell Road	33
3	17 - Pleasant Hill Road and Mall Boulevard	67	18	7 - Old Norcross Road and Davenport Road	31
3	24 - Satellite Boulevard and Steve Reynolds Road	67	18	25 - Satellite Boulevard and Commerce Avenue	31
5	22 - Pleasant Hill Road and Venture Drive/Venture Parkway	64	20	8 - Satellite Boulevard and Old Norcross Road (East)	30
6	4 - I-85 South Ramps and Pleasant Hill Road	63	20	11 - Old Norcross Road and Sweetwater Road	30
7	19 - Pleasant Hill Road and Satellite Boulevard	59	20	27 - Steve Reynolds Boulevard and Club Drive	30
8	18 - Pleasant Hill Road and Old Norcross Road	54	23	15 - Pleasant Hill Road and Koger Boulevard/Crestwood Parkway	29
9	21 - Pleasant Hill Road and Sweetwater Road	51	24	10 - Steve Reynolds Boulevard and Old Norcross Road	25
10	26 - Steve Reynolds Boulevard and Shackleford Road	50	25	6 - Old Norcross Road and Breckinridge Boulevard	24
11	28 - Steve Reynolds Boulevard and Venture Drive	48	25	29 - Club Drive and Sweetwater Road	24
12	12 - Pleasant Hill Road and Breckinridge Boulevard/Shackleford Road	47	27	14 - Pleasant Hill Road and Corley Drive	20
13	3 - I-85 North Ramps and Steve Reynolds Boulevard	37	28	1 - Club Drive and Court Drive	18
14	9 - Satellite Boulevard and Old Norcross Road (West)	35	29	5 - I-85 South Ramps and Steve Reynolds Boulevard	8
14	20 - Pleasant Hill Road and Steve Reynolds Boulevard	35			



# Top 29 Intersections Ranked by Manner of Collision (Sideswipe-Same Direction)

Total: 1,239

Rank	Intersection	No. of Crashes	Rank	Intersection	No. of Crashes
1	2 - I-85 North Ramps and Pleasant Hill Road	171	16	9 - Satellite Boulevard and Old Norcross Road (West)	35
2	4 - I-85 South Ramps and Pleasant Hill Road	109	16	27 - Steve Reynolds Boulevard and Club Drive	35
3	13 - Pleasant Hill Road and Club Drive	150	18	15 - Pleasant Hill Road and Koger Boulevard/Crestwood Parkway	31
4	12 - Pleasant Hill Road and Breckinridge Boulevard/Shackleford Road	73	19	5 - I-85 South Ramps and Steve Reynolds Boulevard	24
5	19 - Pleasant Hill Road and Satellite Boulevard	72	20	10 - Steve Reynolds Boulevard and Old Norcross Road	21
6	22 - Pleasant Hill Road and Venture Drive/Venture Parkway	58	21	29 - Club Drive and Sweetwater Road	15
6	26 - Steve Reynolds Boulevard and Shackleford Road	58	22	6 - Old Norcross Road and Breckinridge Boulevard	14
8	28 - Steve Reynolds Boulevard and Venture Drive	56	22	23 - Satellite Boulevard and West Liddell Road	14
9	18 - Pleasant Hill Road and Old Norcross Road	48	22	25 - Satellite Boulevard and Commerce	14
10	21 - Pleasant Hill Road and Sweetwater Road	43	25	11 - Old Norcross Road and Sweetwater Road	12
10	24 - Satellite Boulevard and Steve Reynolds Road	43	25	14 - Pleasant Hill Road and Corley Drive	12
12	20 - Pleasant Hill Road and Steve Reynolds Boulevard	42	27	1 - Club Drive and Court Drive	7
13	16 - Pleasant Hill Road and Gwinnett Place Drive	40	27	8 - Satellite Boulevard and Old Norcross Road (East)	7
14	3 - I-85 North Ramps and Steve Reynolds Boulevard	39	29	7 - Old Norcross Road and Davenport Road	5
15	17 - Pleasant Hill Road and Mall Boulevard	36			