

Pedestrian and Bicycle Plan

2011 Update to the Alternative Transportation Plan

City of Suwanee, Georgia
April 18, 2011



Table of Contents

Executive Summary

Table 1

Pedestrian and Bicycle Plan

Introduction

History and Purpose

Plan Goals

Public Involvement Plan and Summary

Major Changes in the Plan

Project Costing and Prioritization

Recommended Projects

Funding Opportunities

Attachment A: Figures and Tables

Figure 1 – Summary Map

Figure 2 – Downtown Suwanee Map

Figure 3 – Smithtown Road Map

Table 2 - Project Evaluation Tiers I and II

Table 3 – Project Evaluation Tiers III and Projects by others

Table 4 – Project Cost Estimates Tier I and II

Table 5 – Project Cost Estimates Tier III and Projects by others

Attachment B:

Public Input Meetings

Public Input January

Moving Forward



Where Does the Path Take You?

The City of Suwanee is committed to providing safe and convenient places to walk and bike. Implementation of needed facilities is important, but will take time.

Tier I: 2011-2015

Tier II: 2016-2030

Tier III: Beyond 2030

Additional funding could speed the implementation process. Completion of some projects may be dependent on obtaining additional funding from other sources:

Possible Funding Sources:

- Transportation Enhancement
- Special Purpose Local Option Sales Tax (SPLOST)
- Livable Centers Initiative Implementation Funding
- HB 277 Funding
- Transportation, Community and System Preservation
- Federal Recreational Trails Program
- Safe Routes to School Program



Walk



Bike



Run



City of Suwanee Pedestrian and Bicycle Plan

History and Purpose

The *City of Suwanee Alternate Modes Transportation Plan* was completed in 2006.

This plan analyzed existing pedestrian and bicycle facilities in the City and identified potential improvements. In 2011, the City of Suwanee updated this plan, renaming it the *Pedestrian and Bicycle Plan*, to reflect the primary nature of these travel modes for moving people within Suwanee. The purpose of this plan is to provide a guide for implementation of pedestrian and bicycle facilities to support community goals for a walkable and bikeable community. The plan will fill in the gaps in the system and define additional improvements to most benefit the sidewalk and trail network. As additional projects are completed and the system is improved, priorities may be readjusted in the future.

Plan Goals

- Provide pedestrian and bicycle connections from residential areas to Town Center and Old Town Suwanee area
- Improve safety of pedestrians and bicycles crossing Peachtree Industrial Boulevard and other areas with heavy traffic
- Provide expansive loops for bicycle travel
- Implement projects that improve the system

What Has Changed?

The updated *Pedestrian and Bicycle Plan* includes the following:

Projects to address additional needs since 2006; Low-cost improvements to mark lower volume bike routes for shared use (makes use of “Sharrow” markings); Additional detail for improving crossings of Peachtree Industrial Boulevard including:

- Improvements to crossings at signalized intersections (countdown timers and refuge islands at corners)
- Identification of possible locations for Pedestrian Hybrid Beacons
- Grade Separated Crossing

Revised costs and project prioritization

Project Prioritization

Considerations for prioritization include:

- Filling in the gaps in the network
- Enhancing major road crossings
- Low-cost improvement (striping only)
- Location within one mile of Town Center
- Location within ½ mile of a school or park
- Part of Greenway system
- Significant public interest



Sharrow Marking



Pedestrian Hybrid Beacon

Table 1 - RECOMMENDED PROJECTS AND PRIORITIZATION

| Tier | Map ID | Project Description | Project Type |
|------------------------------------|---|---|-----------------------------------|
| TIER I - 2011 to 2015 | 1 | 5' Sidewalk Filling in the gap along Martin Farm Rd. from existing sidewalks to greenway (250') | Sidewalk |
| | 2 | 5' sidewalk Filling in the Gaps along Scales Rd. west of Multiuse Trail Terminus near Old Town Suwanee (200') | Sidewalk |
| | 3 | 5' George Pierce Park Trail from Ruby Forest to George Pierce Park (800') | Greenway Trail |
| | 4 | Install sharrows along Scales Rd. from Multiuse Trail Terminus to Main St. and along Main St. From Scales Rd. to existing pedestrian tunnel (3200') | Share the Road Markings/Signage |
| | 5 | Install sharrows along Russell St., King St., and Martins Farm Rd. from Main St. to Satellite Blvd. (8200') | Share the Road Markings/Signage |
| | 6 | Install Sharrows along Eva Kennedy Rd. from Peachtree Industrial Blvd. to Stonecypher Rd. and along Stonecypher Rd. to Main St. (5700') | Share the Road Markings/Signage |
| | 7 | 5' sidewalk along Buford Hwy. from George Pierce Park to sidewalks at Dollar Circle (1500') and 5' Sidewalk along Buford Hwy. near Ruby Forest Subdivision (700') | Sidewalk |
| | 8 | Enhance Crossings of Peachtree Industrial Blvd. at Suwanee Dam Rd. and Moore Road intersections. (Install pedestrian countdown timers, streetlighting improvements, and brick pattern accented crosswalks at both intersections. Modify Suwanee Dam Road int | Intersection Modifications |
| | 9 | Install Pedestrian Hybrid Beacon at one of three locations (Peachtree Industrial Blvd. between Village Crest Dr. and Silver Peak Pkwy., Peachtree Industrial Blvd. northeast of McGinnis Ferry Rd., or McGinnis Ferry Rd. northwest of Scales Road). | New Pedestrian Crossing |
| | 10 | Install Sharrows along Scales Rd. and Lake Point Blvd. from McGinnis Ferry Rd. to Suwanee Station Trail and along Suwanee Station Road from Lake Point Blvd. to Peachtree Industrial Blvd. (7990') | Share the Road Markings/Signage |
| | 11 | 10' sidewalk along Suwanee Dam Rd. from Peachtree Industrial Blvd. to Brushy Creek Trail (1600'), 5' sidewalk from Brushy Creek Trail to Library entrance (300') | Sidewalk |
| | 12 | 10' Brushy Creek Trail from Suwanee Dam Rd. to Stonecypher Rd. and Main St. (2900') | Multiuse Trail |
| | 13 | 5' sidewalks filling in gaps along Peachtree Industrial Blvd. and Eva Kennedy Rd. (1500') | Sidewalk |
| TIER II - 2016 to 2030 | 14 | Enhance Crossing of Peachtree Industrial Blvd. at McGinnis Ferry Road intersection to increase curb radius and install raised channelization islands on all four corners. Install pedestrian countdown timers and brick pattern accented crosswalks . | Intersection Modifications |
| | 15 | Install Pedestrians Hybrid Beacon at two of three locations (Peachtree Industrial Blvd. between Village Crest Dr. and Silver Peak Pkwy., Peachtree Industrial Blvd. northeast of McGinnis Ferry Rd., or McGinnis Ferry Rd. northwest of Scales Road). | New Pedestrian Crossing |
| | 16 | 10' George Pierce Park Trail from Smithtown Rd. to George Pierce Park (1700') | Greenway Trail |
| | 17 | Bridge for trail access to George Pierce Park (coordinate with trail inside park) | Greenway Trail |
| | 18 | 5' Sidewalk along Stonecypher Rd. from Pringle Dr. to Main St. (1900') | Sidewalk |
| | 19 | 5' Sidewalk along Smithtown Rd. from Lawrenceville Suwanee Rd. to George Pierce Park Trail (4000') | Sidewalk |
| | 20 | 5' sidewalk Filling in the gaps along Lawrenceville-Suwanee Rd. (3050') | Sidewalk |
| | 21 | 5' Sidewalk along Smithtown Rd. from George Pierce Park Trail to Morning Glen Dr. (3900') | Sidewalk |
| 22 | 10' Greenway along Ga Power Easement running parallel to PIB and along Brushy Creek(9500') | Greenway Trail | |
| TIER III - Long Term (Beyond 2030) | 23 | 5' Sidewalk along Suwanee Creek Rd. from Idlewild Place to Eryn Circle (350') and 5' sidewalk along north side of Buford Highway from Baxley Point Dr. | Sidewalk |
| | 24 | 5' Sidewalk along Jackson St. from Calaboose St. to existing sidewalk east of Cambron Commons Trace (800') | Sidewalk |
| | 25 | 5' Sidewalk along Annandale Ln. between existing sidewalks (400') | Sidewalk |
| | 26 | 5' Sidewalk along northwest side of Peachtree Industrial Blvd. from existing sidewalk southwest of Tench Rd. to Tench Rd. (500') and 5' sidewalk along west side of Tench Rd. from Peachtree Industrial Blvd. to existing sidewalk (900') | Sidewalk |
| | 27 | 5' Sidewalk along Suwanee Ave. from Lawrenceville-Suwanee Rd. to George Pierce Park (900') and 10' trail within park to existing trail (300') | Sidewalk |
| | 28 | 5' Sidewalk along Lawrenceville-Suwanee Rd. from Library entrance to Main St. (1200') | Sidewalk |
| | 29 | 5' Sidewalk along northwest side of Peachtree Industrial Blvd. from McGinnis Ferry Rd. to Grand Vista (1900') | Sidewalk |
| | 30 | 5' Sidewalks along Smithtown Rd. from Satellite Blvd. to Morning Glen Dr. (1500') | Sidewalk |
| | 31 | 5' sidewalk along east side of Village Crest Drive from Peachtree Industrial Boulevard to existing sidewalk (860') | Sidewalk |
| | 32 | Trail from Moore Rd. to Sims Lake Park (1600') | Greenway Trail |
| | 33 | 5' Sidewalk along Suwanee Dam Rd. from existing sidewalks to Moore Rd. (1500') | Sidewalk |
| | 34 | Construction of new 5' sidewalk on the east side of Landover Crossing and Landover Way (2600') | Sidewalk |
| | 35 | Work with Neighborhoods to provide sidewalk and bicycle interconnections | Neighborhood Ped/Bike Connections |
| | 36 | 5' Sidewalk along Lawrenceville Suwanee Rd. (west side) from Greenway to south of Smithtown Rd. (2500') | Sidewalk |
| | 37 | 5' Sidewalk along south side of Settles Bridge Rd. from Moore Rd. to Short St. (900')and along Moore Rd. from Settles Bridge Rd. to existing sidewalk (500') | Sidewalk |
| | 38 | 5' Sidewalk on southwest side of McGinnis Ferry Rd. from Buford Hwy. to Greenway Trail (1200') | Sidewalk |
| 39 | 5' Sidewalk along Stonecypher Rd from Pringle Dr. to Suwanee Dam Rd. (1500') | Sidewalk | |
| 40 | 5' Sidewalk on southwest side of McGinnis Ferry Rd. between existing sidewalks in front of apartment complex (700')and from Scales Rd. to existing sidewalks (650') | Sidewalk | |
| 41 | 5' Sidewalk along Satellite Blvd. from existing sidewalks to Annandale Lane (1800') and on Martin Farm Rd. from Satellite Blvd. to existing sidewalks (200') | Sidewalk | |
| 42 | 5' Sidewalk along Satellite Blvd. (south side) from office building driveway to Smithtown Rd. (2800') | Sidewalk | |
| 43 | 5' Sidewalk along south side of Satellite Blvd. from Lawrenceville-Suwanee Rd. to Martin Farm Rd. (800') | Sidewalk | |
| PROJECTS BY OTHERS | 44 | 5' Sidewalk and bike lanes along Buford Hwy. from Suwanee Dam Rd. to McGinnis Ferry Rd. (7200') and along Russell St. from Buford Hwy. to Main St. (650') along with Pedestrian Hybrid Beacon for Crossing of Buford Hwy. when Buford Hwy. concept Plan is impl | Sidewalk and Bike Lanes |
| | 45 | 5' Sidewalk and 10' Trail along McGinnis Ferry Rd. extension from Satellite Blvd. to Old Peachtree Rd. (5600') | Multi-use Trail and Sidewalk |
| | 46 | Greenway Trail along Ivy Creek from George Pierce Park to city limits (6000') | Greenway Trail |
| | 47 | 5' Sidewalk and 10' Trail along McGinnis Ferry Rd. from Peachtree Industrial Blvd. to Fulton County (1500 feet) | Multi-use Trail and Sidewalk |
| | 48 | 5' Sidewalk and 10' Trail along Smithtown Rd. extension from Satellite Blvd. to Horizon Dr. (2700') | Multi-use Trail and Sidewalk |
| | 49 | 10' Multiuse Trail along Old Peachtree Rd. from McGinnis Ferry Rd. Extension to Smithtown Rd. Extension (9000') | Multi-use Trail |
| 50 | 5' Sidewalk along east side of Lawrenceville-Suwanee Rd. from Satellite Boulevard north to existing sidewalk (600') | Sidewalk | |

Introduction

The City of Suwanee updated its Alternate Modes Transportation Plan in 2011 to address additional project needs, refine previously recommended projects to meet City Goals, update cost estimates, and prioritize and group projects into implementation tiers. Pond & Company assisted the City with preparation of the plan update, which included technical analysis and input from the citizens of Suwanee. This document provides technical information regarding project prioritization and cost estimates, as well as background and study goals. The executive summary provides an overview of the plan, along with a project list. Maps, figures and tables are included in attachment A and public input is included in attachment B.

History and Purpose

The *City of Suwanee Alternate Modes Transportation Plan* was originally completed in 2006. This plan analyzed existing pedestrian and bicycle facilities in the City and identified potential improvements. In 2011, the City of Suwanee updated this plan, renaming it the *Pedestrian and Bicycle Plan*, to reflect the primary nature of these travel modes for moving people within Suwanee.

The purpose of this plan is to provide a guide for implementation of pedestrian and bicycle facilities to support community goals for a walkable and bikeable community. The plan will fill in the gaps in the City's system and define additional improvements to most benefit the sidewalk and trail network. As projects are completed and the system is improved, priorities may be readjusted.

Plan Goals

The *Alternate Modes Transportation Plan, 2007* indicated three goals for enhancing pedestrian and bicycle transportation in the City of Suwanee:

- Provide pedestrian and bicycle connections from residential areas to Town Center and Old Town Suwanee area
- Improve safety of pedestrians and bicycles crossing Peachtree Industrial Boulevard and other areas with heavy traffic
- Provide expansive loops for bicycle travel

These goals were presented to the public for comment in the first public meeting, held on November 4, 2010. There were no public comments on the goals of the study, but City staff suggested the addition of a fourth goal: Implement projects that improve the system. This was added to the goals for the *Pedestrian and Bicycle Plan*.

Public Involvement Plan and Summary

The sidewalk and trail system are visible amenities used by the community every day. They have helped define the City and along with the Town Center, provide a resource for achieving a more active lifestyle. The community was very involved in preparation of the original *Alternate Modes Transportation Plan* and has been involved in the plan update. The primary means for public input for the *Pedestrian and Bicycle Plan* has been through two meetings:

- November 4, 2010: This meeting provided information on the *2006 Alternative Modes Transportation Plan* and requested input on goals, needs, and solutions.

- November 18, 2010: This meeting provided recommendations for the 2011 update to the *Alternate Modes Transportation Plan* for review and comment by the public.

Comments were received during and following each of the meetings. Copies of the public comments are included in Attachment B. The majority of public comments were received during the first public meeting, which are summarized at the beginning of the attachment.

In addition to public meeting comments received during plan development, comments on the draft of the Plan Summary document were received in January 2011 and used to guide minor modifications of the plan in coordination with City staff prior to planned adoption.

Major Changes in Plan Update

The Pedestrian and Bicycle Plan includes several changes from the original 2007 plan. A summary of these changes is provided below.

Crossing of Peachtree Industrial Boulevard and McGinnis Ferry Road

Providing a safer crossing of Peachtree Industrial Boulevard was the top priority in the 2006 plan. Several of the community comments indicated frustration that improvements were not yet made. The City requested additional detailing of potential improvements for these crossings. The updated plan provides recommendations for improving the pedestrian crossings at three existing signalized intersections (indicated below). These improvements will add countdown timers for pedestrian signal phases, improve street lighting, and add brick pattern accented crosswalks at each intersection. In addition, it will provide raised islands for pedestrian refuge areas at the locations indicated below (See Attachment A, Figure 1).

- Peachtree Industrial Boulevard at Suwanee Dam Road - Increase curb radius and install raised channelization islands on the west and south corners and provide crosswalk between these corners. Also remove the small painted island on the east corner and place right turn under signal control.
- Peachtree Industrial Boulevard at Moore Road/Eva Kennedy Road – curb radius improvements not needed.
- Peachtree Industrial Boulevard at McGinnis Ferry Road - Increase curb radius and install raised channelization islands on all four corners.



Installation of Pedestrian Hybrid Beacons was recommended at three locations to assist in pedestrian crossings away from the intersections, where turning conflicts do not exist:

Peachtree Industrial Boulevard between Village Crest Drive and Silver Peak Parkway: This crossing will provide a direct connection across Peachtree Industrial Boulevard for people living in these two neighborhoods for better pedestrian and bicycle access to Town Center.

Peachtree Industrial Boulevard east of McGinnis Ferry Road: This crossing will serve pedestrians and cyclists traveling along and between the trail on the east side of McGinnis Ferry Road and the sidewalk along Moore Road/sidewalk and Sharrows along Eve Kennedy Road. This location facilitates interchange of traffic between these facilities at a crossing that is free from turning vehicle conflicts.

McGinnis Ferry Road north of Scales Road: This crossing provides a means for pedestrians and cyclists to cross McGinnis Ferry Road for travel from the sidewalks and sharrows along Scales Road to the multi-use path north of Scales Road that leads to Old Town Suwanee and the Town Center. The intersection of McGinnis Ferry Road and Scales Road may be signalized in the future. Implementation of a traffic signal at this location would preclude the need for a Pedestrian Hybrid Beacon.

Pedestrian hybrid beacons are a relatively new crossing aid, having only been incorporated in the MUTCD (Manual of Uniform Traffic Control Devices) in 2009. Because of this the guidance regarding their use is subject to evolve. As such, Gwinnett County Department of Transportation is in the process of forming policies for implementation pedestrian hybrid beacons on County roads and may not be in agreement with implementation of these devices on higher speed roads, such as Peachtree Industrial Boulevard. Lower speed roads, such as McGinnis Ferry Road, may be more likely for implementation of Pedestrian Hybrid Beacons. Implementation of Pedestrian Hybrid Beacons on State or County roads requires approval of the government agency with jurisdiction over the roadway operations.

A grade-separated pedestrian crossing was considered along Peachtree Industrial Boulevard between Suwanee Dam Road and Moore Road. However, the relatively flat grades would require pedestrians and cyclists to move up a series of ramps prior to crossing. Research has shown that pedestrian grade crossings are seldom used when ramps, elevators, or switchbacks are needed to increase the elevation, unless a barrier exists that cannot physically be crossed. The most successful applications of pedestrian grade crossings occur where natural topography or access from buildings creates a near level crossing for pedestrians. The terrain along Peachtree Industrial Boulevard would require significant ramping to reach the elevation for crossing the road. This ramping, combined with the crossing distance, will result in significant expense for a pedestrian crossing structure with relatively low potential use. Therefore, the recommended Peachtree Industrial Boulevard Crossings are via improved at-grade signalized crossings and proposed pedestrian hybrid beacon locations.

Use of Shared Lane Markings for Bicycles

The *Pedestrian and Bicycle Plan* expands the bicycle network along roads with lower traffic volumes through use of a newly approved (in 2009 MUTCD) pavement marking, known as a “sharrow”. These pavement markings look like a bike lane symbol with two chevrons on top. They are installed on the right side of the travel lane at regular intervals to indicate a shared use lane. Because the markings are on the pavement, they have two advantages over traditional share-the-road signage:



- They are more visible to motorists who must pass over them while driving.

- They provide information as to the location a cyclist would typically occupy along the street while sharing the road. This reinforces the cyclist's authorization to use the road itself and not be forced to ride in the gutter.

Projects to Fill-in-the-Gaps in the Sidewalk Network

There are many locations along the roads in Suwanee where small pieces of sidewalk are missing that would help complete the sidewalk network. Smaller sections of sidewalk are grouped into one of four projects to fill-in-the-gaps along Peachtree Industrial Boulevard, Lawrenceville Suwanee Road, Martins Farm Road, and Scales Road. Larger sections are indicated as individual projects, but receive credit for filling-in-the-gaps in the project prioritization (See attachment A, Figure 1).

Project Costing and Prioritization Update

New cost estimates and project prioritization, described in detail in the following section.

Project Costing and Prioritization

The plan update includes revisions to the estimated implementation costs for pedestrian and bicycle facilities. The 2006 plan included 34 projects with a cost range of \$3.8 million to \$5.6 million. The updated plan includes 43 costed projects with an estimated cost of \$10,850,000. It also identifies seven projects to be implemented by others (See Attachment A, Tables 2 and 3).

The previous cost estimates were consistently below actual construction costs, limiting the effectiveness of these estimates to guide pedestrian and bicycle investment. The revised cost estimates are based on unit costs from the Georgia Department of Transportation's (GDOT's) mean item summary adjusted to reflect incidental items, mobilization for small projects, judgment on level of effort for construction based on adjacent topography, and experience on similar projects. These opinions of probable cost are based on previous cost data and engineering judgment based on design requirements. They are based on planning and preliminary knowledge of corridor conditions. Detailed design work to be performed as the City prepares for implementation will provide more precise costing for individual projects.

In addition, the projects included in the plan update were prioritized based on a new set of criteria, which included the following considerations:

Primary Considerations (receiving one to three points)

- ***Filling in the gaps in the network:*** This provides one point for stand-alone projects that provide a continuous path connecting people and destinations that were previously disconnected. Two points are provided to projects that contain one or more small sections that are being filled in to complete the network (designated as Fill-In-The Gaps projects), connect between neighborhoods, or provide direct connection of large residential area to the Town Center.
- ***Enhancing major road crossings:*** This provides two points for projects that improve crossings of major roads including Peachtree Industrial Boulevard and McGinnis Ferry Road.

- **Low-cost improvement (striping only):** This provides three points for low-cost improvements (less than \$60,000). These are primarily striping improvements to add Sharrow markings, as well as three lower cost sidewalk gap projects.

Secondary Considerations (receiving one point)

- **Location within one mile of Town Center:** Town Center is a key pedestrian destination and community focal point.
- **Location within ½ mile of a school or park:** These destinations are typically traveled by children or for recreation purposes, trips which are more likely to shift to pedestrian or bicycle travel modes.
- **Part of Greenway system:** Expansion of the trail system is desired by the community, so extensions of this network and feeder systems (such as sharrows for bicycle use) are important.
- **Significant public interest:** Several projects have support from the community and interest in their use, as expressed through the public meetings.

Recommended Projects

The results of the Pedestrian and Bicycle Plan include 43 projects for implementation. The projects are included in three tiers, plus a grouping of projects to be completed by others. The following is a summary of projects by Tier:

- Tier I: 2011-2015 – 13 projects totaling \$1.7 million
- Tier II: 2016-2030 – 10 project totaling \$4.4 million
- Tier III: Beyond 2030 – 21 projects totaling \$4.75 million

These project tiers are based on a planned expenditure of \$1.5 million every five years for pedestrian and bicycle improvements. The recommended projects are illustrated on the attached map and identified, along with cost and prioritization factors in the attached table. Additional funding could speed the implementation process. Completion of some projects may be dependent on obtaining additional funding from other sources, some of which are described below.

A series of maps and tables summarize the recommended projects. These figures and maps can be found in Attachment A. Figure 1 is a comprehensive summary of the recommended projects including projects by others. Figures 2 and 3 are provided in order to focus in on Downtown Suwanee and the Smithtown Road area. Maps includes existing facilities used by pedestrians. Inclusion of a pedestrian facility on these any of these maps in not intended to convey actual or intended ownership or maintenance responsibility on the part of the City. Rather it is intended to convey the most complete picture possible of the facilities that are available for use by pedestrians. Table 1 is found in the Executive Summary and lists the rank and tier of the various projects as well as providing some description of the project. Tables 2 and 3 indicate how each of the projects were scored based on the criteria provided above. Tables 4 and 5 provide a project description and cost estimate for each of the projects. Table 6 summarizes the projects, notes the scoring of each project and provides a cost estimate for each project.



Pedestrian and Bicycle Plan

Funding Opportunities

Transportation Enhancement Program (TE)

The TE program is federally funded and is administered by the Georgia Department of Transportation. Cities can apply for up to \$1 million in federal TE grant funds, and a minimum local match of 20% is required. Funds are awarded through a competitive process.

Eligible activities fall under four broad categories:

- Multi-use facilities (trails and bicycle lanes)
- Transportation aesthetics (streetscapes and landscaping)
- Historic preservation of transportation related facilities (railroad depots)
- Scenic preservation of views and scenic byways

Special Purpose Local Option Sales Tax (SPLOST)

The special purpose local option sales tax is implemented on the County level. It has provided additional funding for transportation and other purposes in Gwinnett County for several years. The projects to be delivered by the County are identified prior to a referendum on the tax. The money collected is then used to deliver the projects. The Greenway Trail along Ivy Creek connecting to George Pierce Park is an example of an improvement that was funded through the Gwinnett County SPLOST.

Eligible Activities: Pedestrian and bicycle improvements are eligible, as well as intersection operations and roadway capacity improvements.

Livable Centers Initiative Implementation Funding

The Atlanta Regional Commission (ARC) provides funding of livable centers initiatives (LCIs) through its defined program. The City of Suwanee received LCI funding to perform a land use and transportation study of its downtown area. This resulted in recommendations for the Town Center area. As supplemental study examined pedestrian and bicycle needs along Buford Highway. LCI implementation funding is also available to implement pedestrian and bicycle improvements within LCI study areas.

Eligible Activities: Pedestrian and bicycle improvements are eligible, as well as intersection operations and improvements to develop connected street networks.

HB 277 Funding

In 2012, Georgia voters will decide if they would like to fund transportation improvement through a regional sales tax. The tax will be used to deliver a defined program of projects being determined in 2011. The projects must be derived from the regional transportation plan or be the result of an adopted planning study or local planning process. The Pedestrian and Bicycle Plan provides the planning study from which to identify potential pedestrian and bicycle projects in Suwanee. Projects are selected by a committee in roundtable discussions to be held in 2011.

Eligible Activities: Pedestrian and bicycle improvements are eligible, as well as intersection operations and roadway capacity improvements.



Pedestrian and Bicycle Plan

Transportation, Community and System Preservation

Transportation and Community and System Preservation Program (TCSP)

The TCSP is a competitive grant program designed to support innovative projects that integrate transportation projects and plans, community development, and preservation activities to improve quality of life in communities. The discretionary grant is awarded to projects that:

- Improve the efficiency of the transportation system of the United States
- Reduce environmental impacts of transportation
- Reduce the need for costly future public infrastructure investments
- Ensure efficient access to jobs, services, and centers of trade
- Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals

The annual grant program is administered by the FHWA, in partnership with the FTA and Environmental Protection Agency, and may be used to fund State, Metropolitan Planning Organization (MPO), or local government agencies.

Eligible Activities: Bicycling, walking, and traffic calming projects are eligible activities and may well feature as an integral part of many proposed projects that address larger land use and transportation issues.

Federal Recreational Trails Program

The Recreational Trails Program (RTP) of the Federal Transportation Bill provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

Eligible Activities:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition or easements of property for trails
- State administrative costs related to this program (limited to seven percent of a State's funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds)

Administered by the Georgia Department of Natural Resources., acquisition and/or development grants are funded at the 80 percent federal / 20 percent local level.

Safe Routes to School Program (SRTS)

The SRTS program is federally funded and administered by GDOT. The program's goal is to increase the number of children in grades K-8 who bicycle and walk to school. Specifically the goals are:

- Promote walking/biking as a safe and more appealing transportation alternative.
- Encourage and enable children to more safely walk and bicycle to school.
- Promote healthy and active lifestyles at an early age.
- Implement projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

SRTS funding is awarded through a competitive "Call for Projects" process. The maximum amount awarded per project is \$500,000.

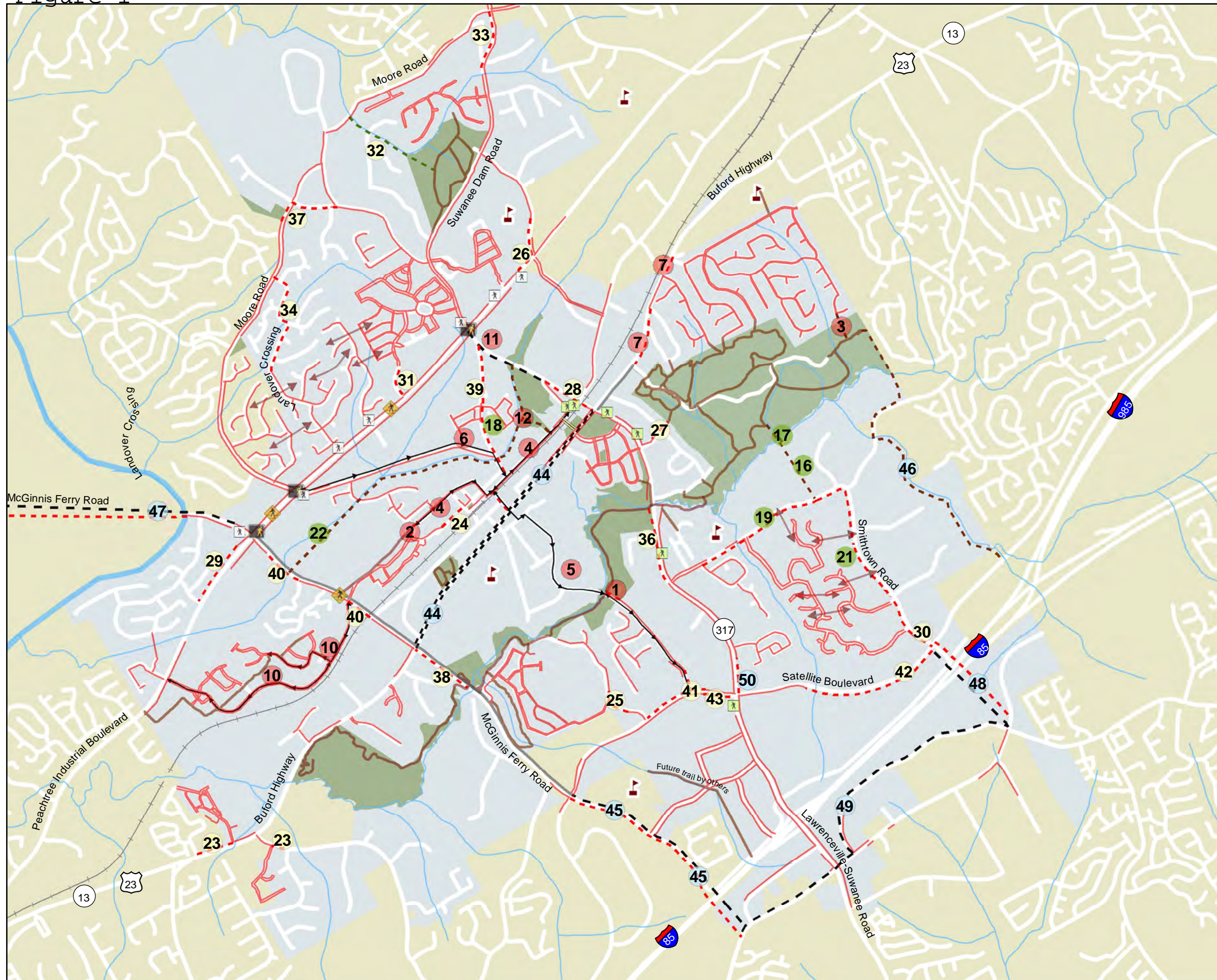
Eligible Activities: Sidewalks, crosswalks, pedestrian signals, and other pedestrian infrastructure.



Pedestrian and Bicycle Plan

Attachment A Figures and Tables

Figure 1



City of Suwanee Pedestrian and Bicycle Plan Summary Map

Project Identifiers

- Peachtree Industrial Boulevard Gap Project (#13)
- Lawrenceville-Suwanee Road Gap Project (#20)
- Pedestrian Hybrid Beacon Projects (#9 #15)
- Intersection Improvement Projects (#8 #14)
- Tier 1
- Tier 2
- Tier 3
- Projects by others

Existing Pedestrian Facilities

- Facility Type**
- Greenway Trail
 - Multi-Use Trail
 - Pedestrian Tunnel
 - Sidewalk

Recommended Projects

- Facility Type**
- Greenway Trail
 - Multi-use Trail
 - Share the Road Signage
 - Sidewalk
 - Sidewalk and Bike Lanes
 - Potential Neighborhood Connections (#35)

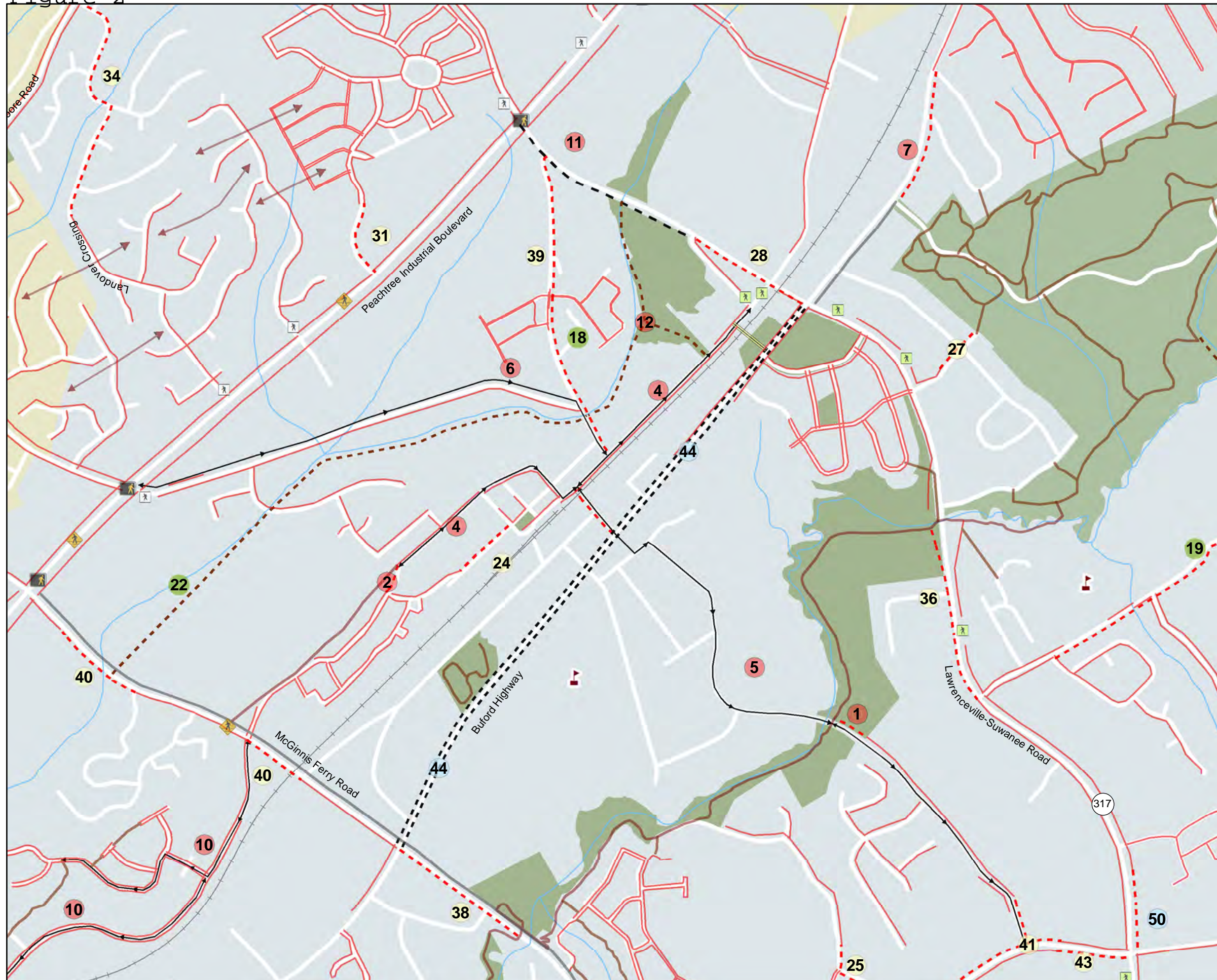
- Schools
- Railroads
- Chattahoochee River
- Streams
- Parks
- City Limits

3,200 1,600 0 3,200 Feet



The information contained herein is believed to be true and correct. However, the City does not guarantee or warrant its accuracy.

Figure 2



City of Suwanee Pedestrian and Bicycle Plan Downtown Suwanee Map

Project Identifiers

- Peachtree Industrial Boulevard Gap Project (#13)
- Lawrenceville-Suwanee Road Gap Project (#20)
- Pedestrian Hybrid Beacon Projects (#9 #15)
- Intersection Improvement Projects (#8 #14)
- Tier 1
- Tier 2
- Tier 3
- Projects by others

Existing Pedestrian Facilities

Facility Type

- Greenway Trail
- Multi-Use Trail
- Pedestrian Tunnel
- Sidewalk

Recommended Projects

Facility Type

- Greenway Trail
- Multi-use Trail
- Share the Road Signage
- Sidewalk
- Sidewalk and Bike Lanes
- Potential Neighborhood Connections (#35)

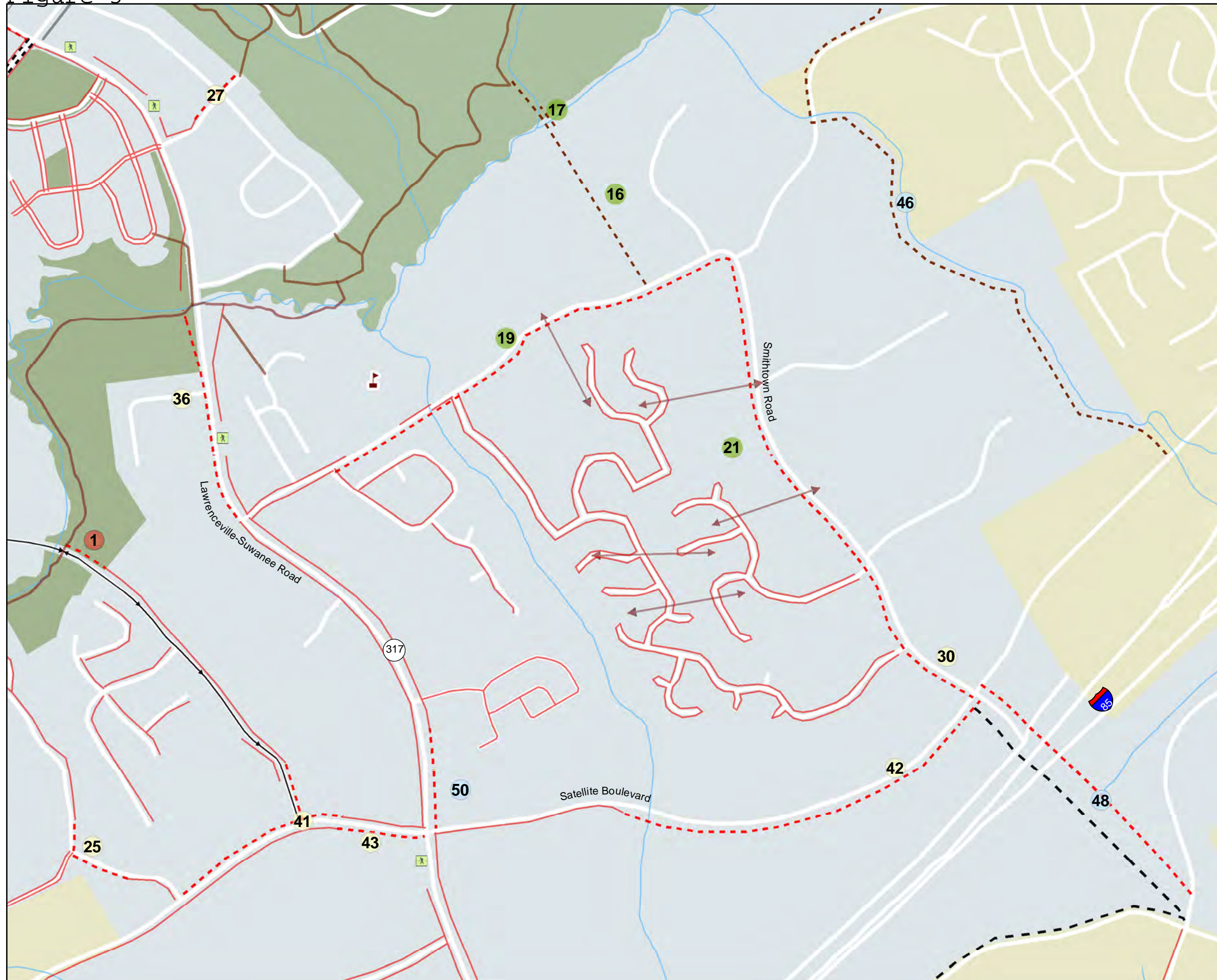
Other Symbols

- Schools
- Railroads
- Chattahoochee River
- Streams
- Roads
- Parks
- City Limits



The information contained herein is believed to be true and correct. However, the City does not guarantee or warrant its accuracy.

Figure 3



City of Suwanee Pedestrian and Bicycle Plan Smithtown Road Map

Project Identifiers

- Peachtree Industrial Boulevard Gap Project (#13)
- Lawrenceville-Suwanee Road Gap Project (#20)
- Pedestrian Hybrid Beacon Projects (#9 #15)
- Intersection Improvement Projects (#8 #14)
- Tier 1
- Tier 2
- Tier 3
- Projects by others

Existing Pedestrian Facilities

Facility Type

- Greenway Trail
- Multi-Use Trail
- Pedestrian Tunnel
- Sidewalk

Recommended Projects

Facility Type

- Greenway Trail
- Multi-use Trail
- Share the Road Signage
- Sidewalk
- Sidewalk and Bike Lanes
- Potential Neighborhood Connections (#35)

Schools

Railroads

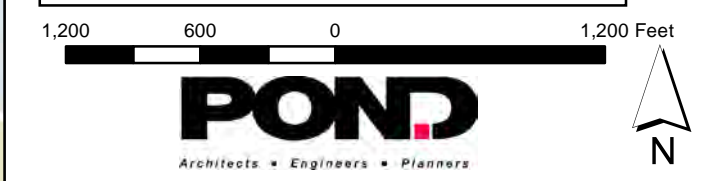
Chattahoochee River

Streams

Roads

Parks

City Limits



The information contained herein is believed to be true and correct. However, the City does not guarantee or warrant its accuracy.

Table 2 - Tier 1 and 2 Project Description

| Tier | Map ID | Project Description | Project Type | Cost |
|---|--|--|---------------------------------|--------------------|
| TIER I - 2011 to 2015 | 1 | 5' Sidewalk Filling in the gap along Martin Farm Rd. from existing sidewalks to greenway (250') | Sidewalk | \$35,000 |
| | 2 | 5' sidewalk Filling in the Gaps along Scales Rd. west of Multiuse Trail Terminus near Old Town Suwanee (200') | Sidewalk | \$25,000 |
| | 3 | 80' George Pierce Park Trail from Ruby Forest to George Pierce Park (80') | Greenway Tr | |
| | 4 | Install sharrow along Scales Rd. from Multiuse Trail Terminus to Main St. and along Main St. From Scales Rd. to existing pedestrian tunnel (3200') | Share the Road Markings/Signage | \$5,000 |
| | 5 | Install sharrow along Russell St., King St., and Martins Farm Rd. from Main St. to Satellite Blvd. (8200') | Share the Road Markings/Signage | \$10,000 |
| | 6 | Install Sharrow along Eva Kennedy Rd. from Peachtree Industrial Blvd. to Stonecypher Rd. and along Stonecypher Rd. to Main St. (5700') | Share the Road Markings/Signage | \$10,000 |
| | 7 | 5' sidewalk along Buford Hwy. from George Pierce Park to sidewalks at Dollar Circle (1500') and 5' Sidewalk along Buford Hwy. near Ruby Forest Subdivision (700') | Sidewalk | \$400,000 |
| | 8 | Enhance Crossings of Peachtree Industrial Blvd. at Suwanee Dam Rd. and Moore Road intersections. (Install pedestrian countdown timers, streetlighting improvements, and brick pattern accented crosswalks at both intersections. Modify Suwanee Dam Road Int | Intersection Modifications | \$460,000 |
| | 9 | Install Pedestrian Hybrid Beacon at one of three locations (Peachtree Industrial Blvd. between Village Crest Dr. and Silver Peak Pkwy., Peachtree Industrial Blvd. northeast of McGinnis Ferry Rd., or McGinnis Ferry Rd. northwest of Scales Road). | New Pedestrian Crossing | \$140,000 |
| | 10 | Install Sharrow along Scales Rd. and Lake Point Blvd. from McGinnis Ferry Rd. to Suwanee Station Trail and along Suwanee Station Road from Lake Point Blvd. to Peachtree Industrial Blvd. (7990') | Share the Road Markings/Signage | \$10,000 |
| | 11 | 10' sidewalk along Suwanee Dam Rd. from Peachtree Industrial Blvd. to Brushy Creek Trail (1600'), 5' sidewalk from Brushy Creek Trail to Library entrance (300') | Sidewalk | \$125,000* |
| | 12 | 10' Brushy Creek Trail from Suwanee Dam Rd. to Stonecypher Rd. and Main St. (2900') | Multiuse Trail | \$125,000* |
| | 13 | 5' sidewalks filling in gaps along Peachtree Industrial Blvd. and Eva Kennedy Rd. (1500') | Sidewalk | \$245,000 |
| Total Cost of Tier I (Programmed Years 2011 to 2015) | | | | \$1,680,000 |
| TIER II - 2016 to 2030 | 14 | Enhance Crossing of Peachtree Industrial Blvd. at McGinnis Ferry Road intersection to increase curb radius and install raised channelization islands on all four corners. Install pedestrian countdown timers and brick pattern accented crosswalks . | Intersection Modifications | \$510,000 |
| | 15 | Install Pedestrians Hybrid Beacon at two of three locations (Peachtree Industrial Blvd. between Village Crest Dr. and Silver Peak Pkwy., Peachtree Industrial Blvd. northeast of McGinnis Ferry Rd., or McGinnis Ferry Rd. northwest of Scales Road). | New Pedestrian Crossing | \$280,000 |
| | 16 | 5' George Pierce Park Trail from Smithtown Rd. to George Pierce Park (1700') | Greenway Trail | \$190,000 |
| | 17 | Bridge for trail access to George Pierce Park (coordinate with trail inside park) | Greenway Trail | \$150,000 |
| | 18 | 5' Sidewalk along Stonecypher Rd. from Pringle Dr. to Main St. (1900') | Sidewalk | \$580,000 |
| | 19 | 5' Sidewalk along Smithtown Rd. from Lawrenceville Suwanee Rd. to George Pierce Park Trail (4000') | Sidewalk | \$530,000 |
| | 20 | 5' sidewalk Filling in the gaps along Lawrenceville-Suwanee Rd. (3050') | Sidewalk | \$290,000 |
| | 21 | 5' Sidewalk along Smithtown Rd. from George Pierce Park Trail to Morning Glen Dr. (3900') | Sidewalk | \$520,000 |
| | 22 | 10' Greenway along Ga Power Easement running parallel to PIB and along Brushy Creek(9500') | Greenway Trail | \$1,300,000 |
| | Total Cost of Tier II (Programmed Years 2016 to 2030) | | | |

Table 3 - Tier 3 and Projects by Others Descriptions

| Tier | old Map ID | Map ID | Old | Project Description | Project Type | Cost | | |
|------------------------------------|--|---------------------------|-----|--|--|------------------------------|--------------------|---------------------|
| TIER III - Long Term (Beyond 2030) | 23 | 23 | 23 | 5' Sidewalk along Suwanee Creek Rd. from Idlewild Place to Eryn Circle (350') and 5' sidewalk along north side of Buford Highway from Baxley Point Dr. to City Limit (610') | Sidewalk | \$135,000 | | |
| | 24 | 24 | 19 | 5' Sidewalk along Jackson St. from Calaboose St. to existing sidewalk east of Cambron Commons Trace (800') | Sidewalk | \$130,000 | | |
| | 25 | 25 | 20 | 5' Sidewalk along Annandale Ln. between existing sidewalks (400') | Sidewalk | \$110,000 | | |
| | 26 | 26 | 22 | 5' Sidewalk along northwest side of Peachtree Industrial Blvd. from existing sidewalk southwest of Trench Rd. to Trench Rd. (500') and 5' sidewalk along west side of Trench Rd. from Peachtree Industrial Blvd. to existing sidewalk (900') | Sidewalk | \$230,000 | | |
| | 27 | 27 | 27 | 5' Sidewalk along Suwanee Ave. from Lawrenceville-Suwanee Rd. to George Pierce Park (900') and 10' trail within park to existing trail (300') | Sidewalk | \$130,000 | | |
| | 30 | 28 | 25 | 5' Sidewalk along Lawrenceville-Suwanee Rd. from Library entrance to Main St. (1200') | Sidewalk | \$205,000 | | |
| | 35 | 29 | 30 | 5' Sidewalk along northwest side of Peachtree Industrial Blvd. from McGinnis Ferry Rd. to Grand Vista (1900') | Sidewalk | \$240,000 | | |
| | 36 | 30 | 32 | 5' Sidewalks along Smithtown Rd. from Satellite Blvd. to Morning Glen Dr. (1500') | Sidewalk | \$200,000 | | |
| | 28 | 31 | 12 | 5' sidewalk along east side of Village Crest Drive from Peachtree Industrial Boulevard to existing sidewalk (860') | Sidewalk | \$80,000 | | |
| | 29 | 32 | 24 | Trail from Moore Rd. to Sims Lake Park (1600') | Greenway Trail | \$340,000 | | |
| | 31 | 33 | 26 | 5' Sidewalk along Suwanee Dam Rd. from existing sidewalks to Moore Rd. (1500') | Sidewalk | \$250,000 | | |
| | 32 | 34 | 27 | Construction of new 5' sidewalk on the east side of Landover Crossing and Landover Way (2600') | Sidewalk | \$350,000 | | |
| | 33 | 35 | 28 | Work with Neighborhoods to provide sidewalk and bicycle interconnections | Neighborhood Ped/Bike Connections | TBD | | |
| | 34 | 36 | 29 | 5' Sidewalk along Lawrenceville Suwanee Rd. (west side) from Greenway to south of Smithtown Rd. (2500') | Sidewalk | \$570,000 | | |
| | 37 | 37 | 33 | 5' Sidewalk along south side of Settles Bridge Rd. from Moore Rd. to Short St. (900') and along Moore Rd. from Settles Bridge Rd. to existing sidewalk (500') | Sidewalk | \$190,000 | | |
| | 39 | 38 | 34 | 5' Sidewalk on southwest side of McGinnis Ferry Rd. from Buford Hwy. to Greenway Trail (1200') | Sidewalk | \$300,000 | | |
| | 42 | 39 | 37 | 5' Sidewalk along Stonecypher Rd from Pringle Dr. to Suwanee Dan Rd. (1500') | Sidewalk | \$320,000 | | |
| | 38 | 40 | 40 | 5' Sidewalk on southwest side of McGinnis Ferry Rd. between existing sidewalks in front of apartment complex (700') and from Scales Rd. to existing sidewalks (650') | Sidewalk | \$210,000 | | |
| | 40 | 41 | 41 | 5' Sidewalk along Satellite Blvd. from existing sidewalks to Annandale Lane (1800') and on Martin Farm Rd. from Satellite Blvd. to existing sidewalks (200') | Sidewalk | \$270,000 | | |
| | 41 | 42 | 36 | 5' Sidewalk along Satellite Blvd. (south side) from office building driveway to Smithtown Rd. (2800') | Sidewalk | \$380,000 | | |
| | 43 | 43 | 38 | 5' Sidewalk along south side of Satellite Blvd. from Lawrenceville-Suwanee Rd. to Martin Farm Rd. (800') | Sidewalk | \$110,000 | | |
| | Total Cost of Tier III (Programmed for Long Term) | | | | | | \$4,750,000 | |
| | PROJECTS BY OTHERS | 44 | 44 | 39 | 5' Sidewalk and bike lanes along Buford Hwy. from Suwanee Dam Rd. to McGinnis Ferry Rd. (7200') and along Russell St. from Buford Hwy. to Main St. (650') along with Pedestrian Hybrid Beacon for Crossing of Buford Hwy. when Buford Hwy. concept Plan is implemented | Sidewalk and Bike Lanes | N/A | |
| | | 45 | 45 | 40 | 5' Sidewalk and 10' Trail along McGinnis Ferry Rd. extension from Satellite Blvd. to Old Peachtree Rd. (5600') | Multi-use Trail and Sidewalk | N/A | |
| | | 46 | 46 | 41 | Greenway Trail along Ivy Creek from George Pierce Park to city limits (6000') | Greenway Trail | N/A | |
| | | 47 | 47 | 42 | 5' Sidewalk and 10' Trail along McGinnis Ferry Rd. from Peachtree Industrial Blvd. to Fulton County (1500 feet) | Multi-use Trail and Sidewalk | N/A | |
| | | 48 | 48 | 43 | 5' Sidewalk and 10' Trail along Smithtown Rd. extension from Satellite Blvd. to Horizon Dr. (2700') | Multi-use Trail and Sidewalk | N/A | |
| | | 49 | 49 | 44 | 10' Multiuse Trail along Old Peachtree Rd. from McGinnis Ferry Rd. Extension to Smithtown Rd. Extension (9000') | Multi-use Trail | N/A | |
| | | 50 | 50 | 45 | 5' Sidewalk along east side of Lawrenceville-Suwanee Rd. from Satellite Boulevard north to existing sidewalk (600') | Sidewalk | N/A | |
| | | Total Program Cost | | | | | | \$10,780,000 |

Table 4 - Tier 1 and 2 Prioritization

| Tier | Map ID | Primary Prioritization Considerations | | | Secondary Prioritization Considerations | | | | Prioritization Total | |
|------------------------|--------|---------------------------------------|------------------------------|---------------------------------------|---|---------------------------|-------------------------|-----------------|----------------------|-----------------|
| | | Fills in Gaps in Network | Enhances Major Road Crossing | Low-Cost Project (less than \$60,000) | within 1 mile of Town Center | within 1/2 mile of school | within 1/2 mile of park | Greenway System | | Public Interest |
| TIER I - 2011 to 2015 | 1 | 2 | | 3 | 1 | | 1 | 1 | | 8 |
| | 2 | 2 | | 3 | 1 | | 1 | | | 7 |
| | 3 | | | 3 | | 1 | 1 | 1 | 1 | 7 |
| | 4 | | | 3 | 1 | | 1 | 1 | | 6 |
| | 5 | | | 3 | 1 | | 1 | 1 | | 6 |
| | 6 | | | 3 | 1 | | 1 | 1 | | 6 |
| | 7 | 2 | | | 1 | | 1 | 1 | 1 | 6 |
| | 8 | | 2 | | 1 | | 1 | | 1 | 5 |
| | 9 | | 2 | | 1 | | 1 | | 1 | 5 |
| | 10 | | | 3 | | | 1 | 1 | | 5 |
| | 11 | 1 | | | 1 | | 1 | 1 | 1 | 5 |
| | 12 | 1 | | | 1 | | 1 | 1 | 1 | 5 |
| | 13 | 2 | | | | 1 | | | 1 | 5 |
| TIER II - 2016 to 2030 | 14 | | 2 | | | | 1 | 1 | 1 | 5 |
| | 15 | | 2 | | 1 | | 1 | | 1 | 5 |
| | 16 | | | | 1 | 1 | 1 | 1 | 1 | 5 |
| | 17 | | | | 1 | 1 | 1 | 1 | 1 | 5 |
| | 18 | | | | 1 | 1 | 1 | 1 | 1 | 5 |
| | 19 | | | | 1 | 1 | 1 | 1 | 1 | 5 |
| | 20 | 2 | | | 1 | | 1 | | | 4 |
| | 21 | 1 | | | 1 | | 1 | 1 | 1 | 4 |
| | 22 | | | | 1 | | 1 | 1 | | 3 |

Table 5 - Tier 3 and Projects by Others Prioritization

| Tier | Map ID | Primary Prioritization Considerations | | | Secondary Prioritization Considerations | | | | Public Interest | Prioritization Total | |
|------------------------------------|--------------------|---------------------------------------|------------------------------|---------------------------------------|---|---------------------------|-------------------------|-----------------|-----------------|----------------------|---|
| | | Fills in Gaps in Network | Enhances Major Road Crossing | Low-Cost Project (less than \$60,000) | within 1 mile of Town Center | within 1/2 mile of school | within 1/2 mile of park | Greenway System | | | |
| TIER III - Long Term (Beyond 2030) | 23 | 1 | | | | | 1 | | 1 | 3 | |
| | 24 | 1 | | | | | 1 | | 1 | 3 | |
| | 25 | 1 | | | | 1 | | | | 3 | |
| | 26 | 1 | | | 1 | 1 | | | | 3 | |
| | 27 | | | | 1 | | 1 | | | 3 | |
| | 28 | | | | 1 | | 1 | | | 3 | |
| | 29 | 1 | | | | | | 1 | 1 | 3 | |
| | 30 | 1 | | | | | | 1 | 1 | 3 | |
| | 31 | 1 | | | 1 | | | | | 2 | |
| | 32 | | | | | | 1 | 1 | | 2 | |
| | 33 | | | | | 1 | 1 | | | 2 | |
| | 34 | 1 | | | | | 1 | | | 2 | |
| | 35 | 2 | | | | | | | | 2 | |
| | 36 | | | | | 1 | 1 | | | 2 | |
| | 37 | 1 | | | | | 1 | | | 2 | |
| | 38 | | | | | | 1 | 1 | | 2 | |
| | 39 | | | | | | 1 | 1 | | 2 | |
| | 40 | 1 | | | | | | | | 1 | |
| | 41 | | | | | | 1 | | | 1 | |
| | 42 | 1 | | | | | | | | 1 | |
| | 43 | 1 | | | | | | | | 1 | |
| | | | | | | | | | | | |
| | PROJECTS BY OTHERS | 44 | | | | 1 | | 1 | | 1 | 4 |
| 45 | | | | | | 1 | | 1 | | 3 | |
| 46 | | | | | | | 1 | 1 | 1 | 3 | |
| 47 | | | | | | | 1 | 1 | 1 | 3 | |
| 48 | | 1 | | | | | | 1 | | 3 | |
| 49 | | 1 | | | | | | 1 | | 2 | |
| 50 | | 1 | | | | | 1 | | | 2 | |

Table 6 - RECOMMENDED PROJECTS AND PRIORITIZATION

| Tier | Map ID | Project Description | Project Type | Cost | Primary Prioritization Considerations | | | Secondary Prioritization Considerations | | | Prioritization Total | | |
|---|--|---|--|---------------------|---------------------------------------|------------------------------|---------------------------------------|---|---------------------------|-------------------------|----------------------|-----------------|-----------------|
| | | | | | Fills in Gaps in Network | Enhances Major Road Crossing | Low-Cost Project (less than \$60,000) | within 1 mile of Town Center | within 1/2 mile of school | within 1/2 mile of park | | Greenway System | Public Interest |
| TIER I - 2011 to 2015 | 1 | 5' Sidewalk filling in the gap along Martin Farm Rd. from existing sidewalks to greenway (250') | Sidewalk | \$35,000 | 2 | | 3 | 1 | | 1 | 1 | 8 | |
| | 2 | 5' Sidewalk filling in the Gaps along Scales Rd. west of Multiuse Trail Terminus near Old Town Suwanee (200') | Sidewalk | \$25,000 | 2 | | 3 | 1 | | 1 | | 7 | |
| | 3 | 5' Sidewalk filling in the Gaps along Scales Rd. west of Multiuse Trail Terminus near Old Town Suwanee (200') | U | \$ 0. | | | | | | | | | |
| | 4 | Install sharrows along Scales Rd. from Multiuse Trail Terminus to Main St. and along Main St. From Scales Rd. to existing pedestrian tunnel (3200') | Share the Road Markings/Signage | \$5,000 | | | 3 | 1 | | 1 | 1 | 6 | |
| | 5 | Install sharrows along Russell St., King St., and Martins Farm Rd. from Main St. to Satellite Blvd. (8200') | Share the Road Markings/Signage | \$10,000 | | | 3 | 1 | | 1 | 1 | 6 | |
| | 6 | Install Sharrows along Eva Kennedy Rd. from Peachtree Industrial Blvd. to Stonecypher Rd. and along Stonecypher Rd. to Main St. (5700') | Share the Road Markings/Signage | \$10,000 | | | 3 | 1 | | 1 | 1 | 6 | |
| | 7 | 5' Sidewalk along Buford Hwy. from George Pierce Park to sidewalks at Dollar Circle (1500') and 5' Sidewalk along Buford Hwy. near Ruby Forest Subdivision (700') | Sidewalk | \$400,000 | 2 | | | 1 | | 1 | 1 | 6 | |
| | 8 | Enhance Crossings of Peachtree Industrial Blvd. at Suwanee Dam Rd. and Moore Road intersections. (Install pedestrian countdown timers, streetlighting improvements, and brick pattern accented crosswalks at both intersections. Modify Suwanee Dam Road Int | Intersection Modifications | \$460,000 | | 2 | | 1 | | | 1 | 5 | |
| | 9 | Install Pedestrian Hybrid Beacon at one of three locations (Peachtree Industrial Blvd. between Village Crest Dr. and Silver Peak Pkwy., Peachtree Industrial Blvd. northeast of McGinnis Ferry Rd., or McGinnis Ferry Rd. northwest of Scales Road). | New Pedestrian Crossing | \$140,000 | | 2 | | 1 | | | 1 | 5 | |
| | 10 | Install Sharrows along Scales Rd. and Lake Point Blvd. from McGinnis Ferry Rd. to Suwanee Station Trail and along Suwanee Station Road from Lake Point Blvd. to Peachtree Industrial Blvd. (7990') | Share the Road Markings/Signage | \$10,000 | | | 3 | | | 1 | | 5 | |
| | 11 | 10' sidewalk along Suwanee Dam Rd. from Peachtree Industrial Blvd. to Brushy Creek Trail (1600'). 5' sidewalk from Brushy Creek Trail to Library entrance (300') | Sidewalk | \$125,000* | 1 | | | 1 | | 1 | 1 | 5 | |
| | 12 | 10' Brushy Creek Trail from Suwanee Dam Rd. to Stonecypher Rd. and Main St. (2900') | Multiuse Trail | \$125,000* | 1 | | | 1 | | 1 | 1 | 5 | |
| | 13 | 5' sidewalks filling in gaps along Peachtree Industrial Blvd. and Eva Kennedy Rd. (1500') | Sidewalk | \$245,000 | 2 | | | 1 | | 1 | 1 | 5 | |
| Total Cost of Tier I (Programmed Years 2011 to 2015) | | | | | | | | | | | | | |
| \$1,680,000 | | | | | | | | | | | | | |
| TIER II - 2016 to 2030 | 14 | Enhance Crossing of Peachtree Industrial Blvd. at McGinnis Ferry Road intersection to increase curb radius and install raised channelization islands on all four corners. Install pedestrian countdown timers and brick pattern accented crosswalks. | Intersection Modifications | \$510,000 | | 2 | | | | 1 | 1 | 5 | |
| | 15 | Install Pedestrians Hybrid Beacon at two of three locations (Peachtree Industrial Blvd. between Village Crest Dr. and Silver Peak Pkwy., Peachtree Industrial Blvd. northeast of McGinnis Ferry Rd., or McGinnis Ferry Rd. northwest of Scales Road). | New Pedestrian Crossing | \$280,000 | | 2 | | 1 | | | 1 | 5 | |
| | 16 | 5' George Pierce Park Trail from Smithtown Rd. to George Pierce Park (1700') | Greenway Trail | \$190,000 | | | | 1 | | 1 | 1 | 5 | |
| | 17 | Bridge for trail access to George Pierce Park (coordinate with trail inside park) | Greenway Trail | \$150,000 | | | | 1 | | 1 | 1 | 5 | |
| | 18 | 5' Sidewalk along Stonecypher Rd. from Pringle Dr. to Main St. (1900') | Sidewalk | \$580,000 | | | | 1 | | 1 | 1 | 5 | |
| | 19 | 5' Sidewalk along Smithtown Rd. from Lawrenceville Suwanee Rd. to George Pierce Park Trail (4000') | Sidewalk | \$530,000 | | | | 1 | | 1 | 1 | 5 | |
| | 20 | 5' sidewalk filling in the gaps along Lawrenceville-Suwanee Rd. (3050') | Sidewalk | \$290,000 | 2 | | | 1 | | 1 | 1 | 4 | |
| | 21 | 5' Sidewalk along Smithtown Rd. from George Pierce Park Trail to Morning Glen Dr. (3900') | Sidewalk | \$520,000 | 1 | | | 1 | | 1 | 1 | 4 | |
| | 22 | 10' Greenway along Ga Power Easement running parallel to PIB and along Brushy Creek(9500') | Greenway Trail | \$1,300,000 | | | | 1 | | 1 | 1 | 3 | |
| | Total Cost of Tier II (Programmed Years 2016 to 2030) | | | | | | | | | | | | |
| | \$4,350,000 | | | | | | | | | | | | |
| | TIER III - Long Term (Beyond 2030) | 23 | 5' Sidewalk along Suwanee Creek Rd. from Idlewild Place to Eryn Circle (350') and 5' sidewalk along north side of Buford Highway from Baxley Point Dr. | Sidewalk | \$135,000 | 1 | | | | | 1 | 1 | 3 |
| | | 24 | 5' Sidewalk along Jackson St. from Calaboose St. to existing sidewalk east of Cambron Commons Trace (800') | Sidewalk | \$130,000 | 1 | | | | | 1 | 1 | 3 |
| 25 | | 5' Sidewalk along Amandale Ln. between existing sidewalks (400') | Sidewalk | \$110,000 | | | | | 1 | | | 3 | |
| 26 | | 5' sidewalk along northwest side of Peachtree Industrial Blvd. from existing sidewalk southwest of Trench Rd. to Trench Rd. (500') and 5' sidewalk along west side of Trench Rd. from Peachtree Industrial Blvd. to existing sidewalk (900') | Sidewalk | \$230,000 | 1 | | | 1 | | 1 | | 3 | |
| 27 | | 5' Sidewalk along Suwanee Ave. from Lawrenceville-Suwanee Rd. to George Pierce Park (900') and 10' trail within park to existing trail (300') | Sidewalk | \$130,000 | | | | 1 | | 1 | 1 | 3 | |
| 28 | | 5' Sidewalk along Lawrenceville-Suwanee Rd. from Library entrance to Main St. (1200') | Sidewalk | \$205,000 | | | | 1 | | 1 | 1 | 3 | |
| 29 | | 5' Sidewalk along northwest side of Peachtree Industrial Blvd. from McGinnis Ferry Rd. to Grand Vista (1900') | Sidewalk | \$240,000 | 1 | | | | | | 1 | 3 | |
| 30 | | 5' Sidewalks along Smithtown Rd. from Satellite Blvd. to Morning Glen Dr. (1500') | Sidewalk | \$200,000 | 1 | | | 1 | | | 1 | 3 | |
| 31 | | 5' sidewalk along east side of Village Crest Drive from Peachtree Industrial Boulevard to existing sidewalk (860') | Sidewalk | \$80,000 | 1 | | | | | | | 2 | |
| 32 | | Trail from Moore Rd. to Sims Lake Park (1600') | Greenway Trail | \$340,000 | | | | | | 1 | 1 | 2 | |
| 33 | | 5' Sidewalk along Suwanee Dam Rd. from existing sidewalks to Moore Rd. (1500') | Sidewalk | \$250,000 | | | | | 1 | | | 2 | |
| 34 | | Construction of new 5' sidewalk on the east side of Landover Crossing and Landover Way (2600') | Sidewalk | \$350,000 | 1 | | | | | 1 | | 2 | |
| 35 | | Work with Neighborhoods to provide sidewalk and bicycle interconnections | Neighborhood Ped/Bike Connections | TBD | 2 | | | | | | | 2 | |
| 36 | 5' Sidewalk along Lawrenceville Suwanee Rd. (west side) from Greenway to south of Smithtown Rd. (2500') | Sidewalk | \$570,000 | | | | 1 | | | | 2 | | |
| 37 | 5' Sidewalk along south side of Settles Bridge Rd. from Moore Rd. to Short St. (900') and along Moore Rd. from Settles Bridge Rd. to existing sidewalk (500') | Sidewalk | \$190,000 | 1 | | | | 1 | | | 2 | | |
| 38 | 5' Sidewalk on southwest side of McGinnis Ferry Rd. from Buford Hwy. to Greenway Trail (1200') | Sidewalk | \$300,000 | | | | | | 1 | 1 | 2 | | |
| 39 | 5' Sidewalk along Stonecypher Rd from Pringle Dr. to Suwanee Dam Rd. (1500') | Sidewalk | \$320,000 | | | | | | 1 | 1 | 2 | | |
| 40 | 5' Sidewalk on southwest side of McGinnis Ferry Rd. between existing sidewalks in front of apartment complex (700') and from Scales Rd. to existing sidewalks (650') | Sidewalk | \$210,000 | 1 | | | | | | | 1 | | |
| 41 | 5' Sidewalk along Satellite Blvd. from existing sidewalks to Amandale Lane (1800') and on Martin Farm Rd. from Satellite Blvd. to existing sidewalks (200') | Sidewalk | \$270,000 | | | | | 1 | | | 1 | | |
| 42 | 5' Sidewalk along Satellite Blvd. (south side) from office building driveway to Smithtown Rd. (2800') | Sidewalk | \$380,000 | 1 | | | | | | | 1 | | |
| 43 | 5' Sidewalk along south side of Satellite Blvd. from Lawrenceville-Suwanee Rd. to Martin Farm Rd. (800') | Sidewalk | \$110,000 | 1 | | | | | | | 1 | | |
| Total Cost of Tier III (Programmed for Long Term) | | | | | | | | | | | | | |
| \$4,750,000 | | | | | | | | | | | | | |
| PROJECTS BY OTHERS | 44 | 5' Sidewalk and bike lanes along Buford Hwy. from Suwanee Dam Rd. to McGinnis Ferry Rd. (7200') and along Russell St. from Buford Hwy. to Main St. (650') along with Pedestrian Hybrid Beacon for Crossing of Buford Hwy. when Buford Hwy. concept Plan is impl | Sidewalk and Bike Lanes | N/A | | | | 1 | | 1 | 1 | 4 | |
| | 45 | 5' Sidewalk and 10' Trail along McGinnis Ferry Rd. extension from Satellite Blvd. to Old Peachtree Rd. (5600') | Multi-use Trail and Sidewalk | N/A | | | | | 1 | | 1 | 3 | |
| | 46 | Greenway Trail along Ivy Creek from George Pierce Park to city limits (6000') | Greenway Trail | N/A | | | | | | 1 | 1 | 3 | |
| | 47 | 5' Sidewalk and 10' Trail along McGinnis Ferry Rd. from Peachtree Industrial Blvd. to Fulton County (1500 feet) | Multi-use Trail and Sidewalk | N/A | | | | | | 1 | 1 | 3 | |
| | 48 | 5' Sidewalk and 10' Trail along Smithtown Rd. extension from Satellite Blvd. to Horizon Dr. (2700') | Multi-use Trail and Sidewalk | N/A | 1 | | | | | | 1 | 3 | |
| | 49 | 10' Multiuse Trail along Old Peachtree Rd. from McGinnis Ferry Rd. Extension to Smithtown Rd. extension (9000') | Multi-use Trail | N/A | 1 | | | | | | 1 | 2 | |
| 50 | 5' Sidewalk along east side of Lawrenceville-Suwanee Rd. from Satellite Boulevard north to existing sidewalk (600') | Sidewalk | N/A | 1 | | | | | 1 | | 2 | | |
| Total Program Cost | | | | \$10,780,000 | | | | | | | | | |

* Project cost of \$1,000,000 reflects potential Transportation Enhancement Grant of \$750,000 and planned City funding of \$250,000.

Attachment B
Comments from Public Meetings



Pedestrian and Bicycle Plan

Alternate Modes Transportation Plan Update
Public Meeting – November 4, 2010
Comments Results

1. What would encourage you to walk or bike more in Suwanee?

- Logical connections that are safe
- Trails – mark better so new people could find them
- Sidewalks on Smithtown Road/Leaf Lake Drive
- Sidewalk and/or bike trail along Buford Highway – north from George Pierce Park to Ruby Forest SD
- Sidewalks and curb cuts in Ruby Forest SD
- Sidewalks from home to schools, parks, city center and greenway
- 1) Connect the disconnects; 2) Sidewalks along Smithtown and Westbrook Road with connection to Greenway
- Access to the greenway trail in the Smithtown Road community
- Better connection from Smithtown Road to Greenway; School access inadequate and no sidewalk on Smithtown
- Sidewalk along Stonecypher Road; safer crossing across PIB; sidewalk to Sims Lake Park along Lawrenceville-Suwanee Road
- Fix sidewalks; fix roads
- Safety from cars; I'm not going to ride in the street on a bike

2. What are the destinations you walk or bike to most?

- Town Center
- Do not know walking trails so that is one reason I came tonight
- Up and down my street, walking my dog
- Town Center Park and Suwanee Greenway
- Roberts Elementary
- Suwanee Elementary School, new park on Smithtown Road, City Center, George Pierce Park
- Along greenway to Town Center park
- The greenway and George Pierce Park
- Drive to greenway or Sims Lake to walk
- Library, Town Center, Old Town
- Do not anymore, sidewalks all busted up
- Parks

3. Where would you like to walk or bike, but cannot reach easily?

- Town Center from Ruby Forest (Buford Hwy)
- Need more information
- Suwanee Town Center, George Pierce Parkway and Suwanee Elementary
- Town Center Park and Suwanee Creek Greenway and Old Town/Library
- Town Center Park, Play Town Suwanee (kids' super playground)
- Suwanee Elementary School, new park on Smithtown Road, City Center, George Pierce Park
- To a grocery store
- Access to greenway off Smithtown Road



Pedestrian and Bicycle Plan

- Greenway
- Library, Town Center, Old Town, Play Town Suwanee, Sims Lake Park
- We cannot reach anything; Chatt Run
- Across McGinnis Ferry or PIB

4. In your opinion, where is the best location for a new or improved crossing of Peachtree Industrial Boulevard?

- Suwanee Dam Road
- Suwanee Dam @ PIB and McGinnis Ferry @ PIB
- I don't believe one is necessary
- Moore Road to Eva Kennedy
- As safe as possible for kids, maybe including access for bikers at NGMS
- Lawrenceville Suwanee Road
- None! This is a highway!

5. What are your greatest needs and concerns related to pedestrian and bicycle travel (examples, access to destinations, safety, security, use by all ages)?

- Safety
- See and sign to slow car down and crosswalks well marked
- I need an easily accessible way to walk; I am concerned about bicycle traffic
- Access from Ruby Forest SD to Town Center Park
- Safety, usable by both bikes and peds
- Safety – for all ages (mother of 8 and 11 yo boys)
- Safety and better access to Greenway from Westbrook Road and Smithtown
- Safety
- Lack of sidewalk
- Safety, access to destinations
- Safety, use by all ages
- Bikes need to be able to travel on walkways! Riding a bike on PIB should only be done by professionals

6. Do the plan goals reflect your vision for Alternate Modes Transportation in Suwanee?

- No, priorities need attention; missing links
- So what need more information
- Yes
- Yes
- No
- Yes, but they are incomplete. Other destinations could be White Street park and a grocery store
- Need revamping
- Yes
- Yes, also would like trail from Stonecypher to Play Town
- No
- No, cost benefit should be first goal of transportation. I think we should be honest and just say some ideas are just too much money, like bridge and tunnels as walkways across PIB.



Pedestrian and Bicycle Plan

7. Which one project would you want to make sure is constructed? Which one project do you think is not important?

- Do Buford Highway George Pierce Park to Ruby Forest
- PIB @ Suwanee Dam – most important
- Smithtown Road sidewalks
- Sidewalk extension from George Pierce Park to Ruby Forest SD (along Buford Hwy)
- Sidewalks built connecting Ruby Forest SD with George Pierce Park and Suwanee Town Center along Buford Highway
- Sidewalk on Smithtown between Satellite and Lower Suwanee (I believe currently #’d as 29 (Smithtown Road))
- 1) Sidewalks along Smithtown Road; 2) from Smithtown down Westbrook Road; 3) Across Brush Creek from Stonecypher SD greenway to connect with Play Town Suwanee
- Smithtown Road sidewalks
- Most important – Smithtown sidewalks; Least – Sidewalk from Buford Highway to PIB, redundant and less desirable walk than Stonecypher walk
- Sidewalk on Stonecypher. Sidewalk on L’ville Suwanee from PIB to Buford Highway could end to join trail behind library and connect to tunnel to Town Center
- PIB crossing; fix all sidewalks in City
- All of Suwanee should have sidewalks that support bike travel. Do not build crossovers for PIB – too much money!

8. Are there specific areas that you think should be served by pedestrian and bicycle facilities that are not included in the recommendations?

- Bridge from Old Town to Greenway at dead end
- No
- No
- Suwanee Creek Court, Timberland Trail, Leaf Lake Drive
- 1) Westbrook Road starting at Smithtown Road; 2) Connect Stonecypher SD greenway with Delay Park and Play Town Suwanee
- Delete #15 from PIB to Buford Hwy use #19 down Stonecypher, don’t need to be redundant
- No
- Trail from Stonecypher to Play Town
- No



Pedestrian and Bicycle Plan

9. Rank 1-6 (1 most important, 6 least important) which factors are more important for determining which projects should be constructed first?

| FACTOR | RANK 1 | RANK 2 | RANK 3 | RANK 4 | RANK 5 | RANK 6 |
|--|------------|------------|--------|--------|----------|----------|
| Connectivity | XXXXX 5 | X 1 | Xx 2 | Xx 2 | X 1 | 0 |
| Level of Use | x 1 | Xx 2 | XXXX 4 | Xx 2 | 0 | X 1 |
| Safety | XXXX 4 | XXXXX 5 | Xx 2 | 0 | 0 | 0 |
| Feasibility | 0 | Xxx 3 | Xx 2 | XXXX 4 | Xx 2 | X 1 |
| Cost | X 1 | 0 | 0 | Xx 2 | XXXXXX 6 | Xx 2 |
| Opportunity for Outside Funding | 0 | 0 | X 1 | Xx 2 | X 1 | XXXXXX 6 |

Additional Comments:

- City needs more marking on walking trails like a map to hand out to City residents
- My father, my brother, and I like to go to Suwanee Elementary’s playground to play sports. The problem is, because we have no sidewalk, we must drive there. This burns up fuel, emits CO₂, and makes it hard to arrive there. If Smithtown Road had a sidewalk, we could easily walk there, nearly effortlessly.
- I am VP of Ruby Forest HOA. Our subdivision consists of over 400 homes. Extension of the sidewalk from George Pierce Park along Buford Highway to our subdivision would promote pedestrian access to Town Center Park and the Suwanee Greenway. This would help alleviate vehicle traffic to events and help with parking issues at Town Center. It is a win-win proposal – safety for pedestrians and it is GREEN. I have received multiple emails from concerned residents from our subdivision expressing their desire to see this project funded and completed.
- Need handicapped access to Roberts Road near Roberts Elementary (see sketch on survey)
- When last plan was done, Suwanee did not include half of Suwanee Elementary, Suwanee Creek Court, Avonlea; now that it does, priority for sidewalk along Smithtown Road grows dramatically especially for access to Suwanee Elementary School. Also with property City purchased could connect Smithtown Road with greenway which would be very positive. Thx for listening.
- Note error on map! Recommended greenway trail shown long Ivy Creek at dogleg on Westbrook Road (actually a County project) is not correct. Trail will come under bridge on Westbrook Road (from I-985 direction) and will turn right up parallel to bridge (along small triangle of property) then along Westbrook Road to a crossing at Morningview common area.



Pedestrian and Bicycle Plan

- The Smithtown Road sidewalk needs to be on the inside of the road to access Morningside, Avonlea Crossing and Pierce Point subdivisions and run sidewalk down by Pierce Point SD to the greenway
- Need sidewalk on Stonecypher from Eva Kennedy to Main Street
- Need sidewalk from McGinnis Ferry to Grandvista Approach on PIB. The current side bike lane is NOT safe.
- PIB was No. 1 in 2006 and not one dime spent on this
- Very disappointed that the study does not look at adjacent assets (like crossing McGinnis). We have a new bridge being built over the Chattahoochee River that lands in Suwanee. The current study (I was told) is out of the scope to look at anything not in Suwanee. This oversight has a risk of recommending duplicate efforts at tax payer expense. What else are they not looking at? How about the I-85 McGinnis bridge? Any walkways under that bridge? A walkway under the bridge could be the best way/place to cross!
- I think it is financially impractical to provide a safe crossing of PIB. The best we can do is cross walks at intersection.
- I think it's a little disingenuous to have your only public input so close together and then submit your final plans. All your work was already done before the first public input and I doubt you will have any changes made.



Pedestrian and Bicycle Plan

Alternate Modes Transportation Plan Update

Public Comment Period
January 7th – January 21st

The City of Suwanee updated its Alternate Modes Transportation Plan in 2010 to address additional project needs, refine previous recommended projects to meet City Goals, update cost estimates, and prioritize and group projects. The draft plan update was available for public comment in January 2011. Below are comments received during the comment period (January 7 through January 21, 2011) and responses reflected in the final version of the plan, submitted for adoption by City Council.

Comment 1: There should be consideration adding the missing sidewalk section along Buford Highway past Baxley Point Drive as part of the alternative transportation plan.

Response 1: This project will be added and included along with Project 23 – Tier III: 5' sidewalk along Suwanee Creek Road from Idlewild Place to Eryin Circle.

Comment 2: Please put a pedestrian crossing across McGinnis Ferry between Suwanee Station Blvd and Scales with lights to stop east/west traffic on McGinnis Ferry Rd.

Response 2: This is one of the locations indicated for installation of a pedestrian hybrid beacon along at part of project 9 – Tier I (one of three locations) or project 15 – Tier II (remaining two locations).

Comment 3: I think a sidewalk is needed on south McGinnis ferry from Suwanee Station Blvd to Buford HWY.

Response 3: The sidewalk connection on the west side of McGinnis Ferry Road is planned as project 38 in Tier III. An existing trail provides a continuous route along the east side of McGinnis Ferry Road.

Comment 4: I think a sidewalk is needed on east side of road from Suwanee Station entrance on Peachtree Industrial to McGinnis ferry, so can ride bike to the Publix. I heard that a trail was once intended from Suwanee Station neighborhood to be able to go directly to Publix on Peach Tree Industrial that would be great. Also, it would be nice to have some bicycle rails close to the Publix to park a bike.

Response 4: The section of Peachtree Industrial Boulevard (PIB) from Station Center Boulevard to McGinnis Ferry Road has steep drop-offs, which make construction of sidewalks or a trail along this section of PIB expensive. The Pedestrian and Bicycle Plan will eventually provide a route along Scales Road via sharrow markings (Project 8 – Tier I) with a crossing of McGinnis Ferry Road at the Pedestrian Hybrid Beacon (project 7 – Tier I or project 14 – Tier II) with travel along the existing trail on the east side of McGinnis Ferry Road to Peachtree Industrial Boulevard.

Comment 5: I think a sidewalk is needed on both sides of Suwanee Dam Road between Peachtree Industrial and Buford Hwy.

Response 5: A sidewalk is planned along the west side of Suwanee Dam Road as part of project 11 – Tier I and project 28 – Tier III.



Pedestrian and Bicycle Plan

Comment 6: I think it would also be nice to have bike lanes going down Scales road, McGinnis Ferry, and Buford HWY, and on the road from downtown that goes to the community garden where we have a plot.

Response 6: The Pedestrian and Bicycle Plan will eventually provide a route from Suwanee Station Russell Street. Sharrow markings are planned along Scales Road (Project 10 – Tier I) with a crossing of McGinnis Ferry Road at the Pedestrian Hybrid Beacon (project 9 – Tier I or project 15 – Tier II) with travel along the existing trail on the east side of McGinnis Ferry Road to Buford Highway. Sidewalk and bike lanes are planned along Buford Highway from McGinnis Ferry Road to Suwanee Dam Road (Project 44) for implementation of the Buford Highway corridor plan.

Comment 7: I think it would be good to have the sidewalk on the east side of the road from Buford to George Pierce.

Response 7: A sidewalk is planned along Buford Highway from the entrance of George Pierce Park to Dollar Circle (project 7 – Tier I). George Pierce Park can be accessed via existing sidewalk and trail section (boardwalk) along the west side of Lawrenceville-Suwanee Road or via sidewalk on the south side of Buford Highway east of Lawrenceville-Suwanee Road.

Comment 8: A sidewalk and bike lane is needed from Stonecypher subdivision to downtown suwanee on Stonecypher road. Also one from the Village neighborhood on Suwanee Dam/Peachtree to get downtown.

Response 8: Sidewalk is planned along Stonecypher Road from Pringle Drive to Main Street as project 17 – Tier II. A trail is planned along Brushy Creek to connect Stonecypher Road to Suwanee Dam Road and to Main Street near the existing pedestrian tunnel (project 12 – Tier II). Two sharrow projects (projects 4 and 6 – Tier 1) are planned to run from Eva Kennedy Road to Stonecypher Road to Main Street to the existing pedestrian underpass.

Comment 9: On a Suwanee map, there is a Suwanee Station Trail and another trail on Scales. It would be nice to connect those trails and to continue them downtown.

Response 9: The Pedestrian and Bicycle Plan will eventually provide a route from Suwanee Station to the old Town and Town Center. Sharrow markings are planned along Scales Road (Project 10 – Tier I) with a crossing of McGinnis Ferry Road at the Pedestrian Hybrid Beacon (project 9 – Tier I or project 15 – Tier II). Travel for bikes and pedestrians continues east along the existing multiuse trail north of Scales Road. This then becomes sharrow markings along Scales Road and Main Street (project 4 - Tier I).

Comment 10: Another suggestion is to have public transportation (van?) going from Suwanee locations to Windward Parkway, as with the traffic, there are many Suwanee residents who work in Alpharetta.

Response 10: Regional carpool and vanpool opportunities are available in the Atlanta Region, administered through the Atlanta Regional Commission's Ridesmart program. This includes carpool matching and assistance in organizing vanpools.



Pedestrian and Bicycle Plan

Comment 11: Original plans for Suwanee called for a light rail close to Suwanee Station...is this still being considered?

Response 11: The City of Suwanee has acquired property for location of a rail station in the future. This would be used for a rail station for use if implementation of a rail line through Gwinnett County to Gainesville occurs in the future.

Comment 12: A sidewalk on Smithtown Rd would be great. It a dangerous road to walk or ride a bike along.

Response 12: Sidewalks are planned along Smithtown Rd. from Lawrenceville Suwanee Rd. to George Pierce Park Trail (Project 19 – Tier II), from George Pierce Park Trail to Morning Glen Dr. (Project 21– Tier II), and from Morning Glen Dr. to Satellite Blvd. (Project 30 – Tier III).

Comment 13: I would like to make a suggestion for the ATP. I believe this would be an addition to Tier 1 - Item #6. As you are headed North, North-West on Law- Suwanee Road and would like to turn left to go south on PIB, the left turn lane needs to be extended. Not only will this ease traffic congestion but is an improvement to motorists' safety as well. Countless times I have sat waiting to get into the left turn lane but the backside of my car is sticking out into the through lane that crosses PIB. I cringe as through-motorists try to skirt around me when the other outside lane is full as well. As far as easing traffic congestion, drivers that are waiting to turn left on PIB will not clog up the through lane. There is room to make this adjustment but would involve removing some of the existing island and crape myrtles in order to extend the left turn lane. It is possible to move the crape to another location if done correctly. Since the improvements to this intersection are slated for some of the first enhancements to be completed, while the crews are there, what an opportune time to make this enhancement to ease traffic congestion as well.

Response 13: This additional left turn storage could be considered as a separate improvement to enhance traffic operations at the PIB at Suwanee Dam Road intersection and would be subject to the approval of Gwinnett County DOT.

Comment 14: One additional item I would like to add is a sight clearance problem at the turn lane out of the Kroger parking lot off of Law-Suwanee Rd. just south of PIB. Drivers trying to pull out of Kroger have a hard time seeing oncoming traffic because of the vegetation/trees etc. that is growing close to the road. It would be great if some of that could be cut back so drivers have better sight clearance of oncoming traffic and don't have to stomp on the gas peddle when, "Oops - here comes a car that wasn't there a split second ago."

Response 14: This would be a separate issue from the Pedestrian and Bicycle Plan, but will be provided to the City's Engineering Department for consideration.

Pedestrian and Bicycle Plan

Amendments and Corrections

COR-2011-001 – 10-05-2011 – Corrected Table 2 and Table 6. Tier 1 – Item 3 identified as a 10' wide trail with a projected cost of \$90,000. Correction shows it as 5' wide trail with a projected cost of \$60,000.

COR-2011-002 – 10-05-2011 – Remove “March 16, 2011” date from Table 1 and remove “March 22, 2011” date from Tables 3, 4, 5, and 6.

COR-2011-003 – 10-05-2011 – Date of plan adoption, “Adopted April 26, 2011,” added to bottom of every page.