

Douglas County
Comprehensive Transportation Plan

Second Public Meeting

June 3, 2021



AUDIENCE INSTRUCTIONS

- Event Time: **6:00pm – 7:30pm**
- Please use the **Q&A Section** to submit your project specific questions or comments. We will address as many questions/comments as time will allow.
- Your input is welcomed. Please participate in the **POLL QUESTIONS!**
- If you miss any details during the presentation, it will be posted on Douglas County CTP's project website.
- For additional information on the Douglas County CTP project visit, **www.DouglasCountyCTP.com**



TODAY'S AGENDA

- Introductions
- Meeting Objective
- Project Update
- Needs Identification
- Next Steps



PROJECT TEAM INTRODUCTIONS



Project Team

- Director of Transportation: Miguel Valentin
- County Project Manager: Jack Burnside
- Project Manager: Fabricio Ponce
- Highway Team Lead: David Pickworth
- Transit Team Lead: Jonathan Webster
- Project Team Member: Katrina Highsmith
- Project Team Member: Rachel Stanley
- Project Team Member: Michael Kray



MEETING OBJECTIVE

WHAT IS A CTP & WHY IS IT IMPORTANT?

- **CTP = Comprehensive Transportation Plan**
- **Creates a roadmap** for how Douglas County will invest in all modes of transportation over next 30 years
- Makes it easier to compete for **federal and state funding**, which can help Douglas County's local dollars go further
- **Opportunity to collaborate** with local, regional & state partners
- **It's about time!** Last CTP was updated in 2009.
- **To hear from you!** Will engage residents and stakeholders in shaping future of Douglas County



MEET THE TEAM



Atlanta Regional Commission



Meeting Objective

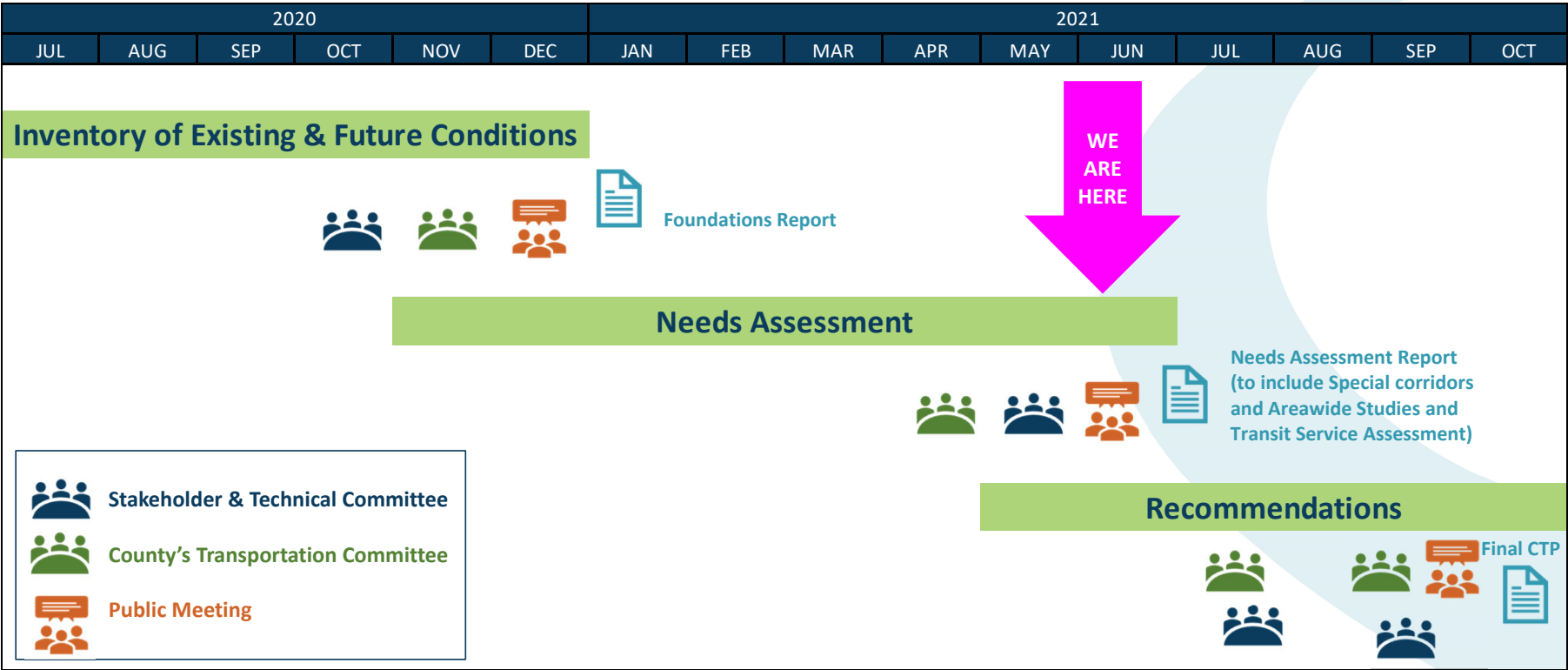
- Provide Project status update
- Present identified Needs for different CTP categories
- Compare Needs against current Revenue Forecasts
- Project Prioritization Process
- Next Steps



PROJECT UPDATE



WORK PLAN & SCHEDULE



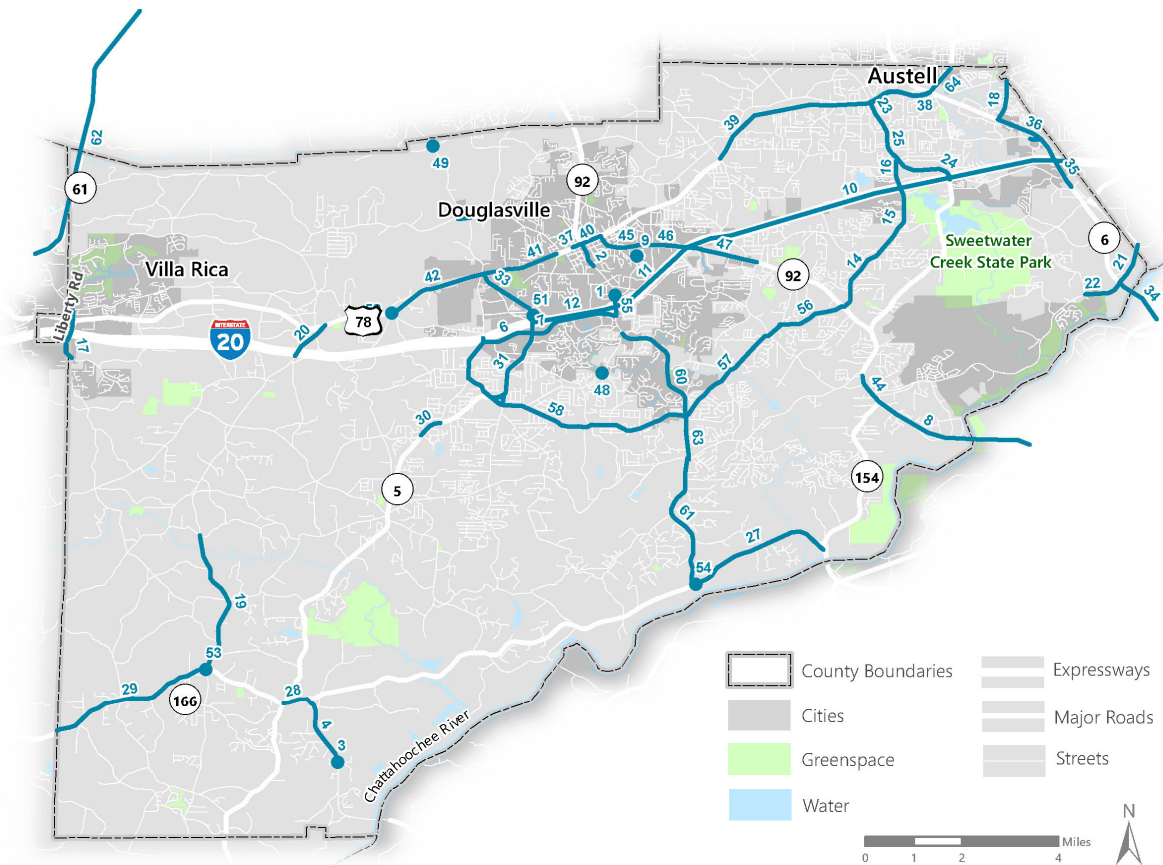
NEEDS IDENTIFICATION

NEEDS IDENTIFIED

- Roadways
- Maintenance
- Freight
- Active Transportation
- Corridor & Areawide Studies Specifics
- Funding
- Transit



ROADWAY NEEDS



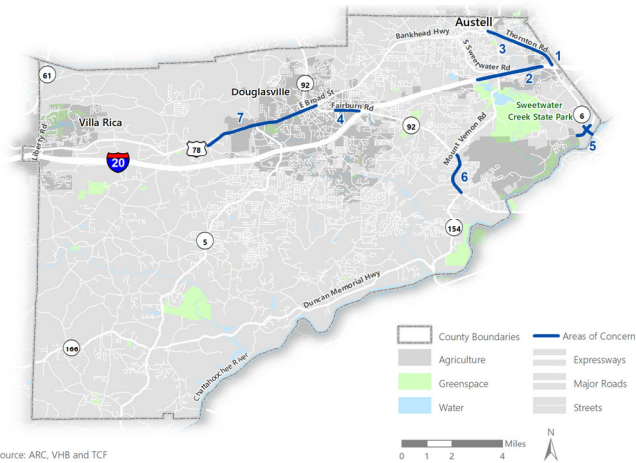
- Safety Improvements
- Operational Improvements
- Road Widenings
- New Roads

ROADWAY NEEDS - Maintenance

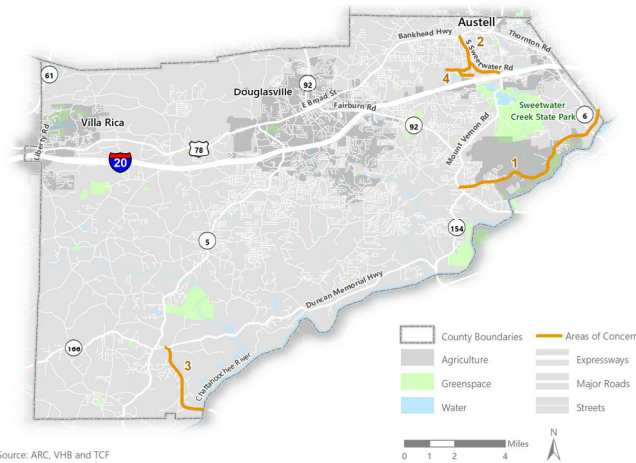
- 700 miles of roads (approx.)
- Currently:
 - \$3M/year
 - 16 to 20 miles/year
- Entire County: 40 years
- Ideally, maintenance every 10 to 20 years
- More robust maintenance program is needed

FREIGHT NEEDS

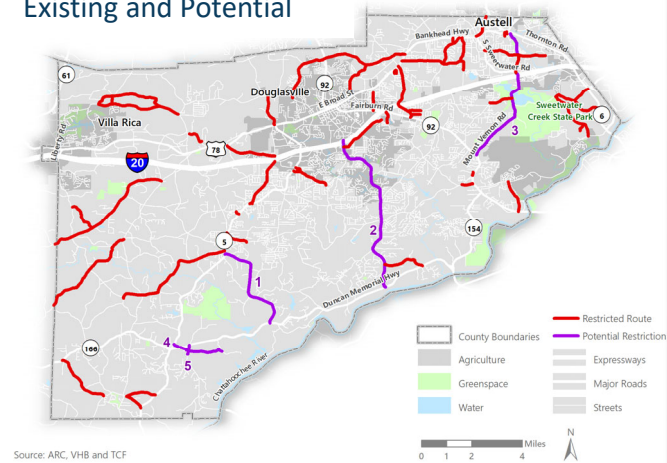
Freight Crash Areas of Concern



Community-Freight Conflict Areas



Zone Prohibiting Trucks with more than six wheels Existing and Potential



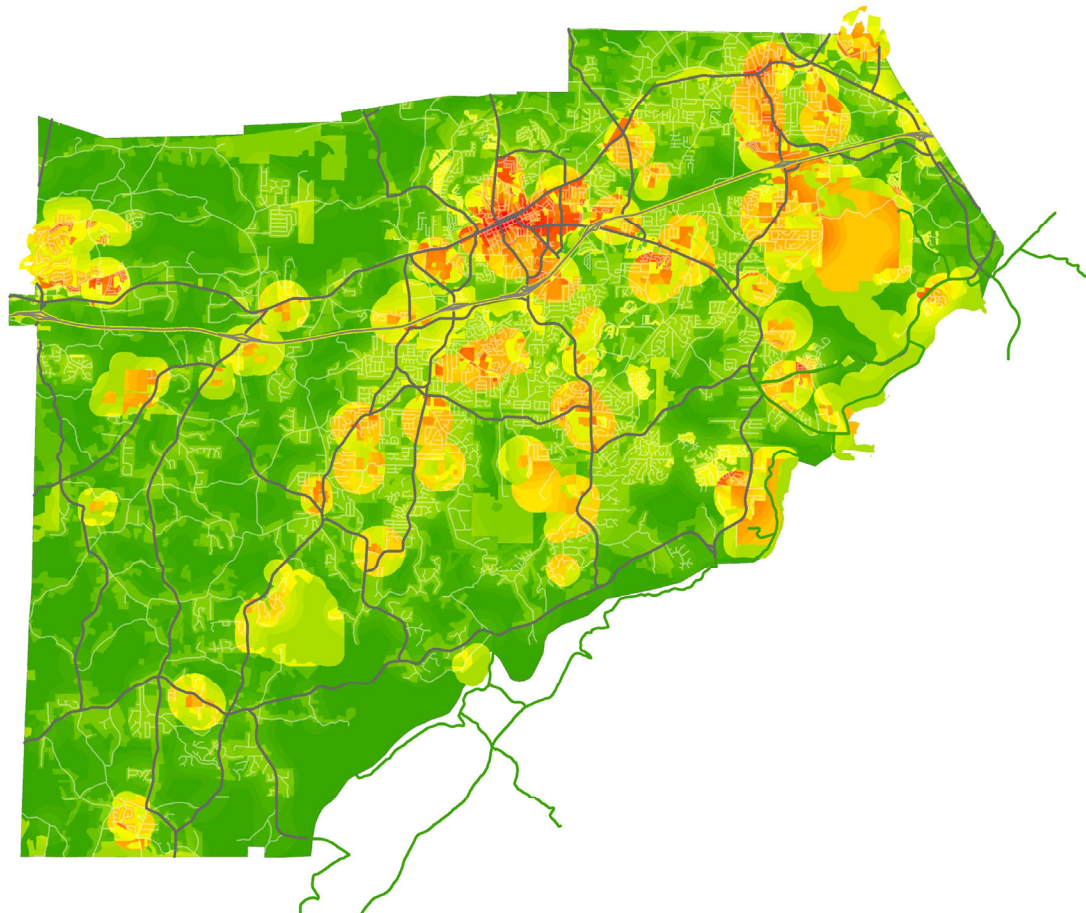
Walking Propensity

Methodology

- Intersection Density
- Land Use
- Pedestrian Crashes
- Schools and Parks

Planned Connections

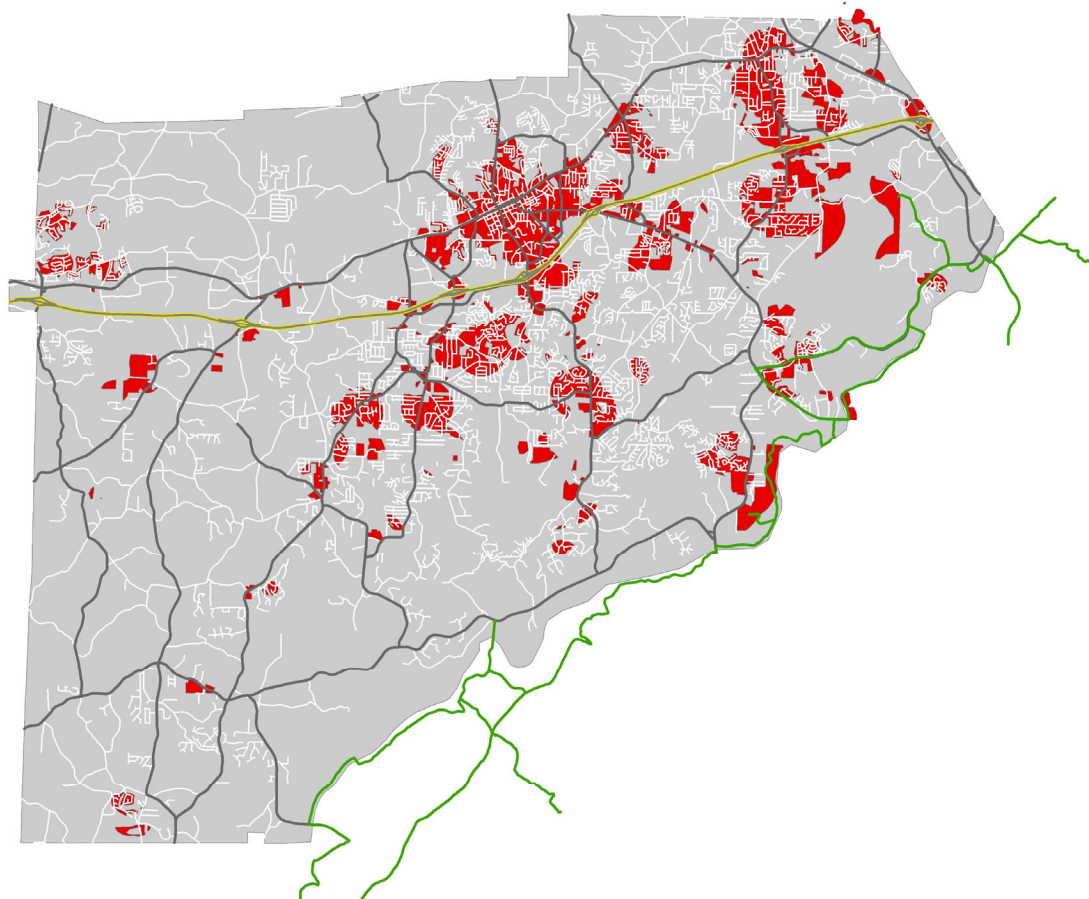
- Chattahoochee Riverlands Trail
- Sweetwater Creek State Park Trail



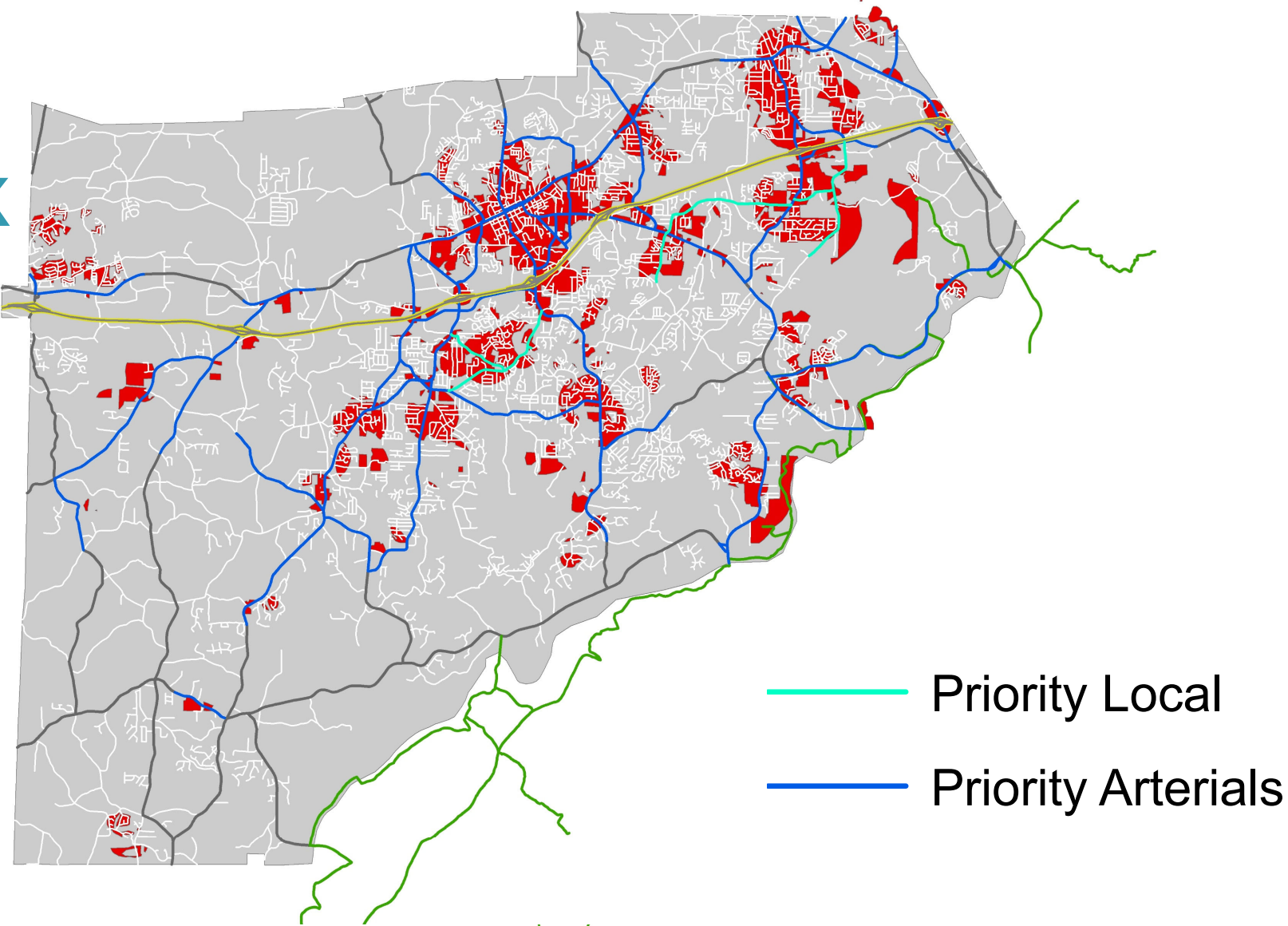
High Propensity Areas

Initial Observations





- Heaviest walking demand in Downtown Douglasville
- West Douglas county shows little walking demand
- Concentrated sidewalk investments (in high demand areas) could have big impact

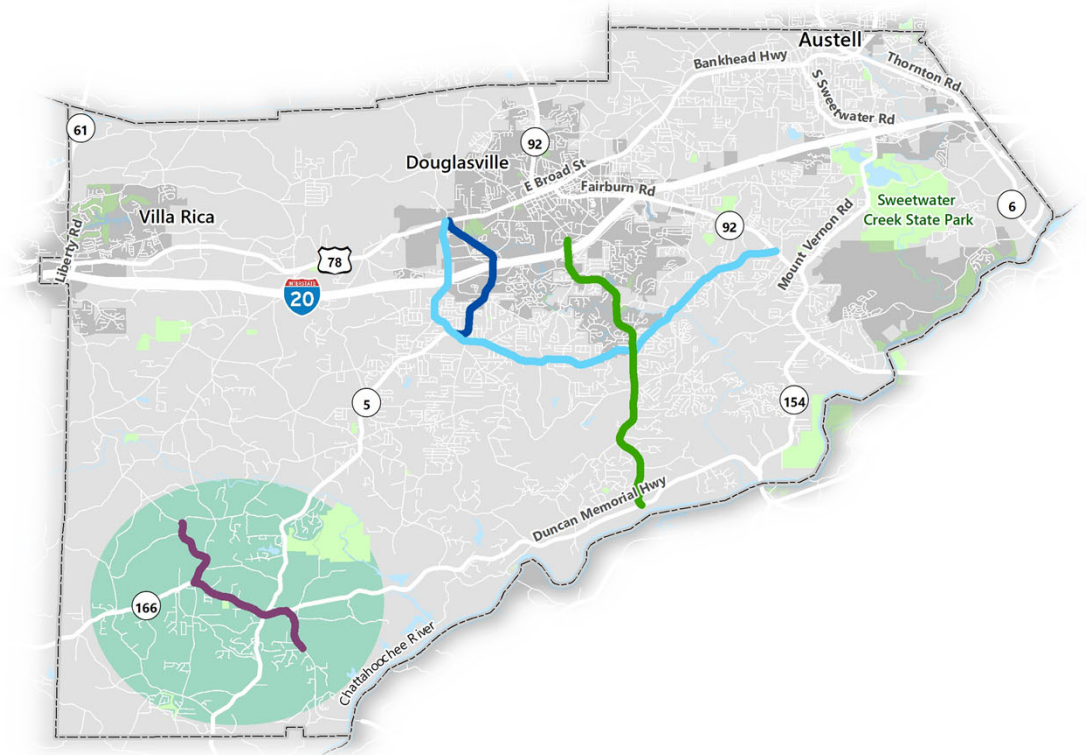


SIDEWALK NEEDS



CORRIDOR & SUBAREA STUDIES

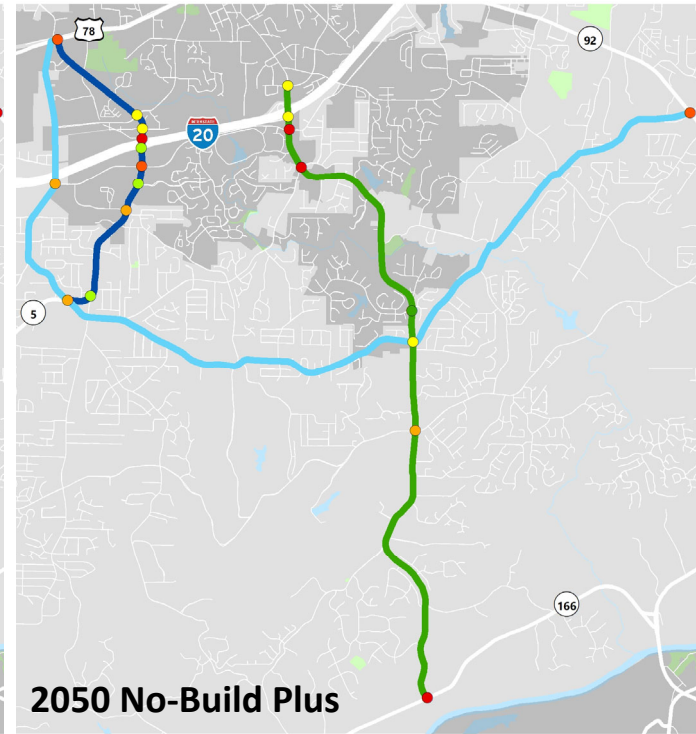
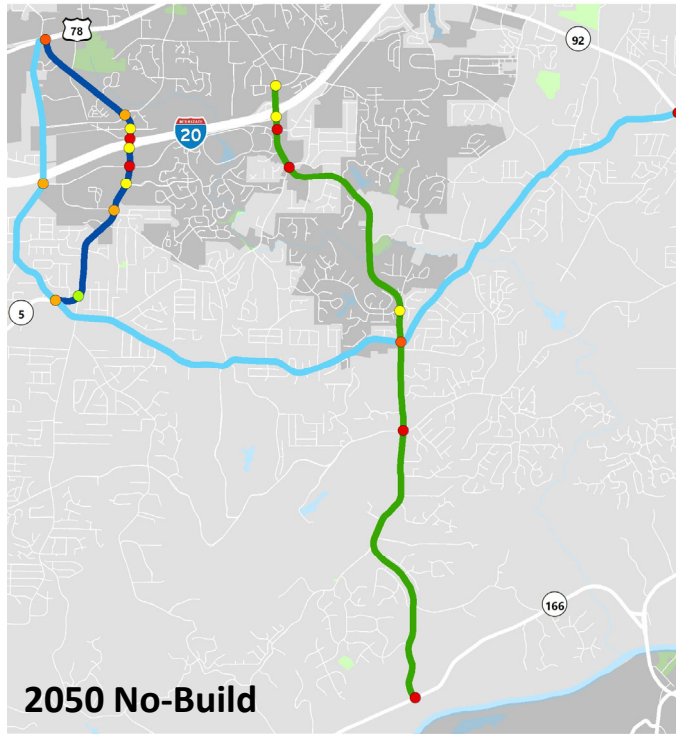
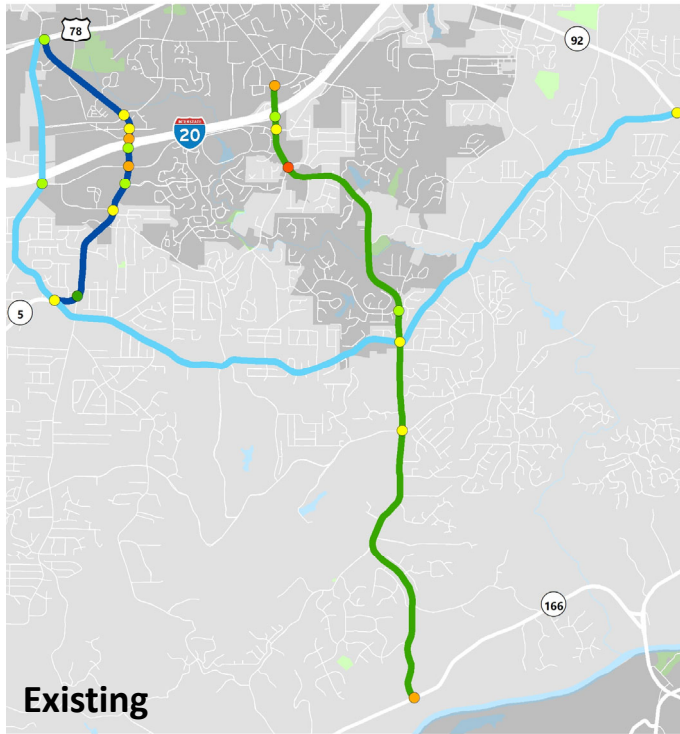
-  Lee Road Extension Corridor
US 78/SR 8 to SR 92/Fairburn Road
-  SR 5 Corridor
US 78/SR 8 to Central Church Road
-  Chapel Hill Road Corridor
Hospital Drive to SR 166/Duncan Memorial Highway
-  Capps Ferry to Liberty Road Sub-Area



CORRIDOR STUDIES PROCESS



CORRIDOR STUDIES INITIAL FINDINGS



PM Level of Service

- | | | |
|-----|-----|-----|
| ● A | ● C | ● E |
| ● B | ● D | ● F |



CORRIDOR STUDIES INITIAL FINDINGS

Planned Long Term Widening on each of the three corridors address some of the anticipated operational deficiencies. Locations that will likely need additional improvements include:

LEE ROAD EXTENSION

- SR 92

SR 5

- US 78
- I-20 RAMPS
- DOUGLAS BLVD.

CHAPEL HILL

- DOUGLAS BLVD
- STEWART MILL ROAD

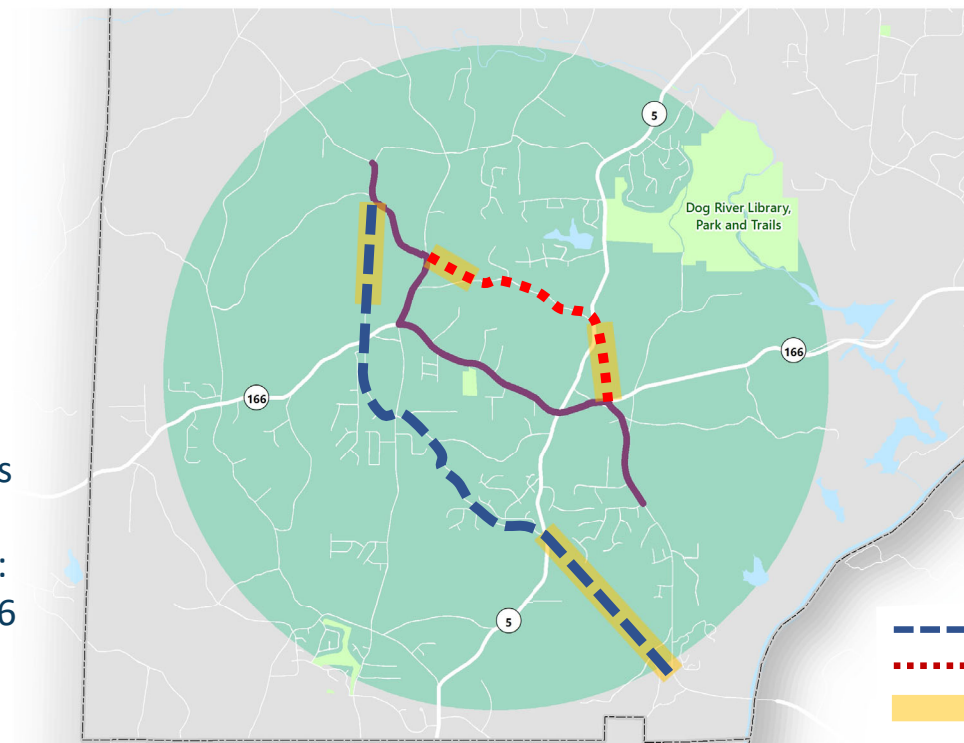
SUBAREA STUDY FINDINGS

Two Analysis Methods

1. Sketch Travel Demand Modeling
2. Review of Foxhall DRI forecasts

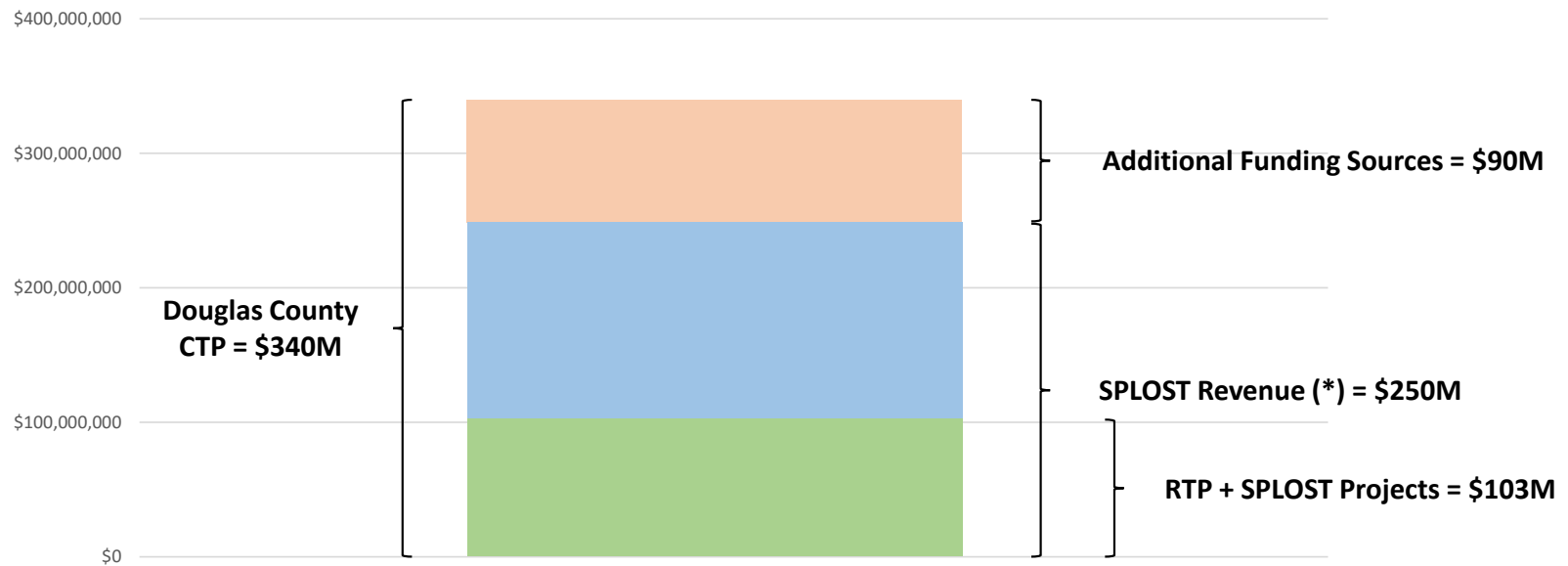
Conclusions

- New alignment likely to attract less than 10,000 vpd.
- Most effective for spot improvements to address:
 - Most critical: NBL/EBR at Capps Ferry @ SR 166
 - Other potential improvements:
 - SBL/WBR at SR 5 @ SR 166
 - SBL/WBR at Post Road @ SR 166



COST ESTIMATES – REVENUE FORECAST

LOCAL FUNDS – Through 2050



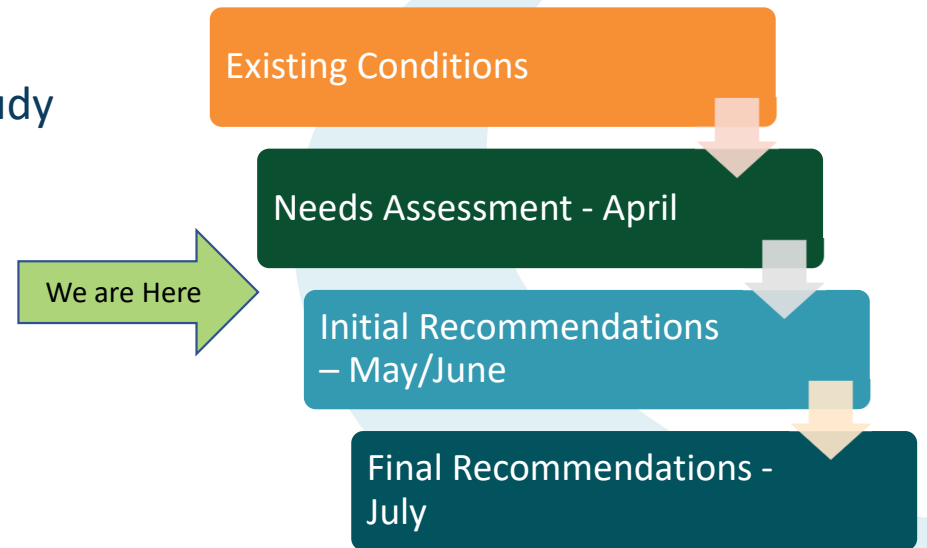
(*) It assumes SPLOST continues to 2050



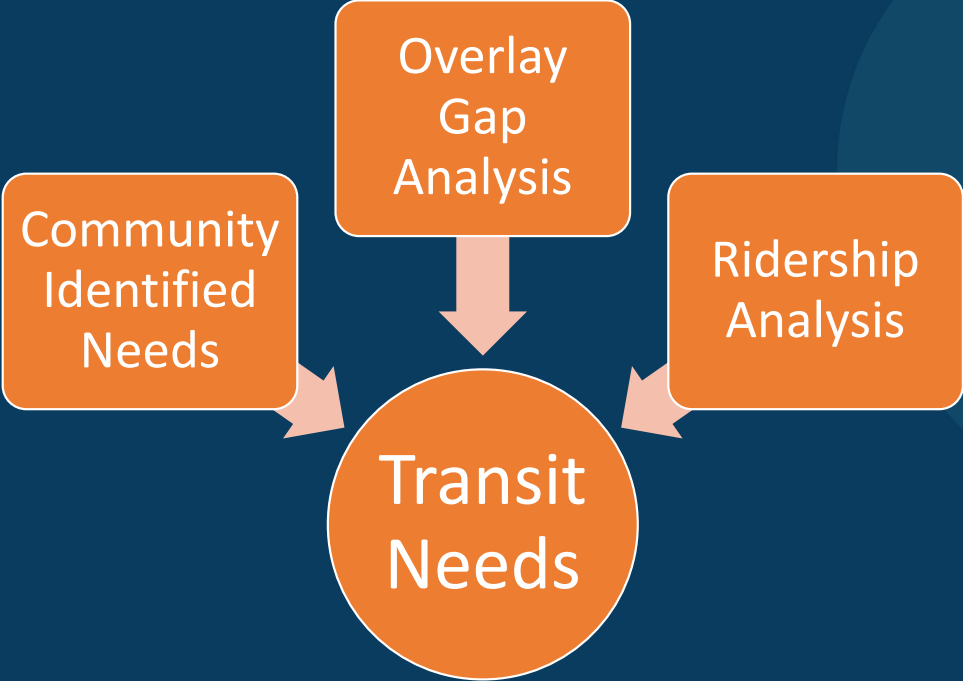
TRANSIT SERVICES ASSESSMENT

- Special focus of Douglas County CTP Update
- Update to the 2016 Transportation Services Study
- Assessment of current transit needs:
 - Existing route coverage
 - Service to different population groups
 - Ridership and productivity
 - Service span
 - Regional transit connections
 - Transit amenities
- Assessment process and schedule

Assessment Process



OVERVIEW OF TRANSIT NEEDS



COMMUNITY IDENTIFIED NEEDS – GENERAL THEMES

- Improvements to the existing transit offerings
- Countywide demand-response service
- Fixed-route improvements & additional service
- Fixed-route perception
- Post COVID-19 assessment
- Additional Regional connections
- Last-mile/first-mile connections



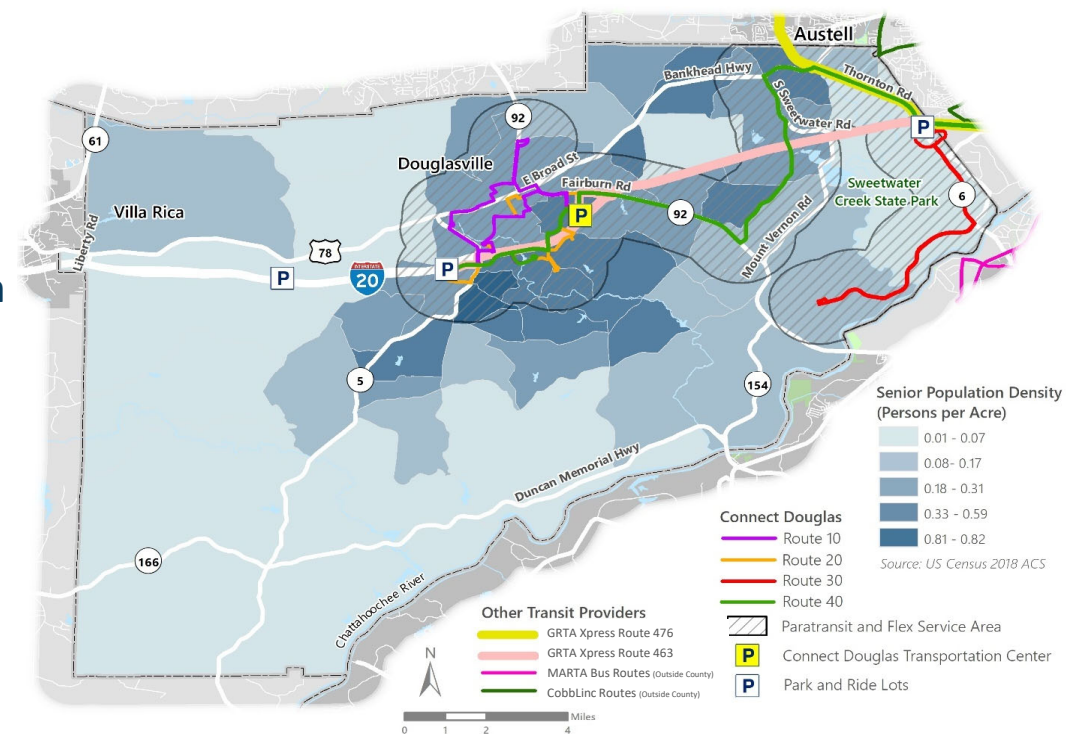
COMMUNITY IDENTIFIED NEEDS – COUNTYWIDE ON-DEMAND

- West Douglas: demand-response service preferred
- Services for all Douglas County residents
- Better serve elderly and disabled persons
- On-demand service that does not require an advanced reservation (Uber/Lyft type)



OVERLAY GAP ANALYSIS

- Existing transit services - population – employment - demographic data
- Service Assessment:
 - Existing population and employment centers
 - Projected population and employment growth
 - Transit reliant population groups
 - Seniors
 - Disabled individuals
 - Low-income households
 - Zero-car households

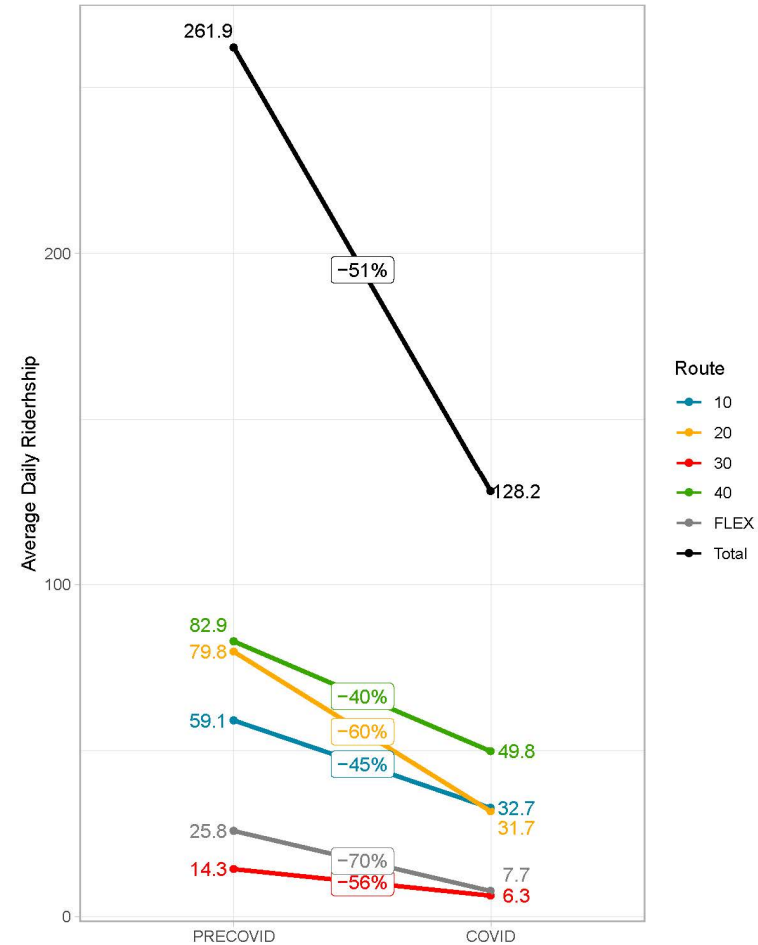


RIDERSHIP ANALYSIS – COVID-19 IMPACTS

- Average daily ridership on Connect Douglas has declined by 51 % due to the COVID-19 pandemic
- Largest decline seen in Flex service (-71%) and lowest in Route 40 (-40%)
- Eight months of service before COVID-19 impacts on ridership
- Typically allow for two years of service before conducting a transit assessment

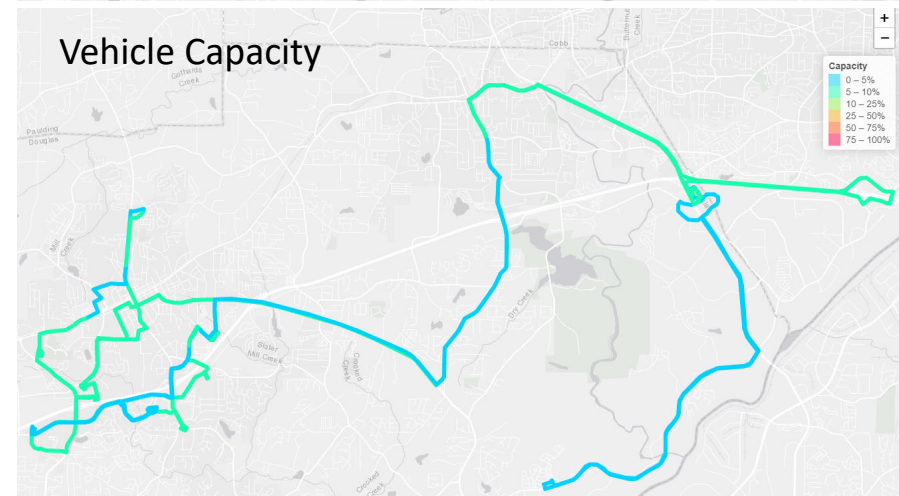
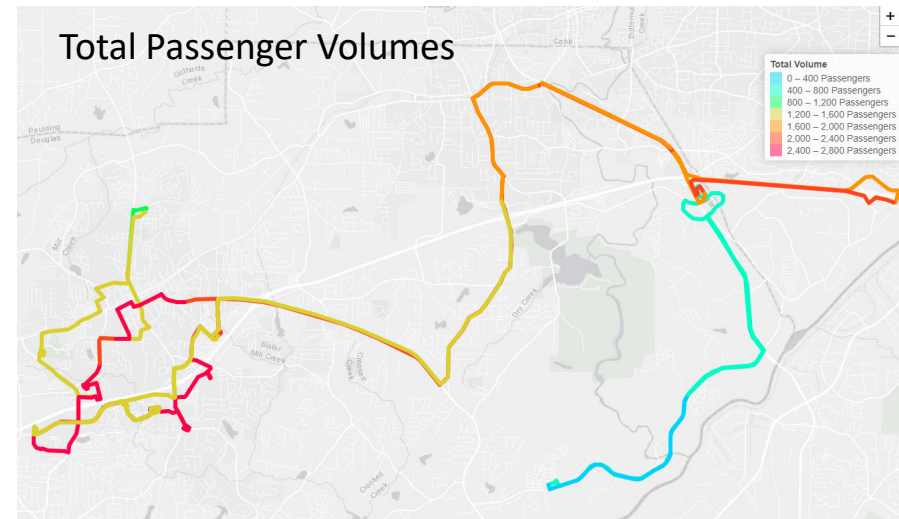


Douglas Connect Average Daily Ridership PRECOVID vs COVID



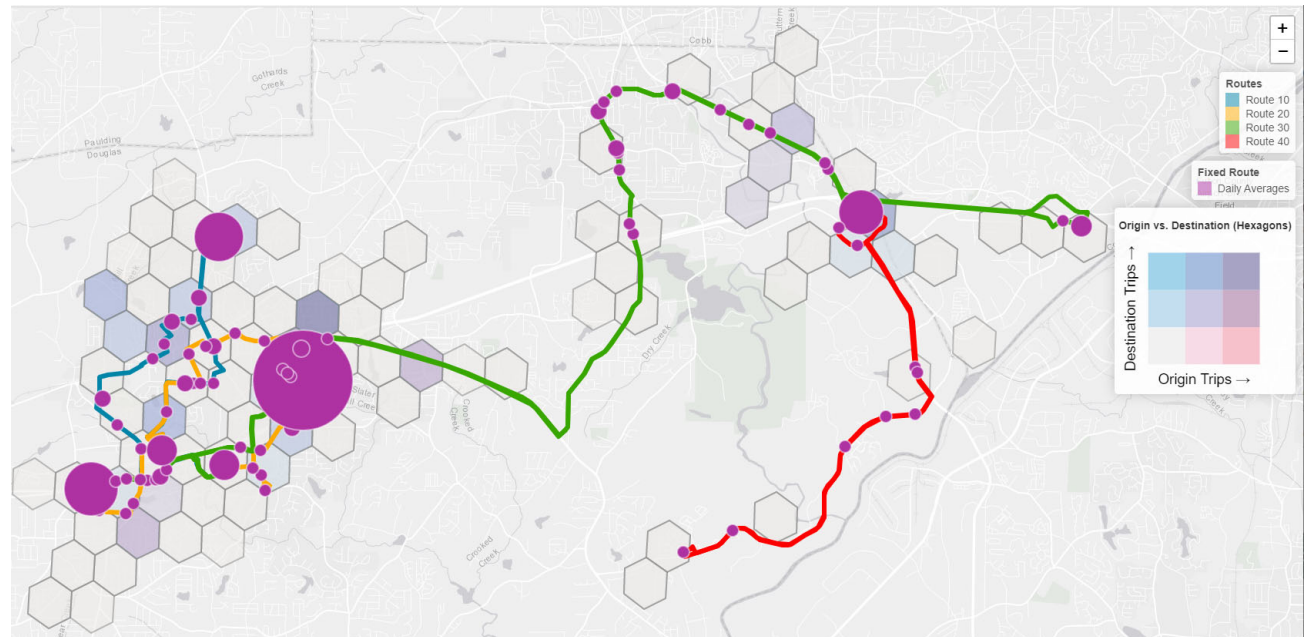
RIDERSHIP ANALYSIS – FIXED ROUTE

- Data visualization tool – https://vhb-transportation.shinyapps.io/Douglas_Connect/.
- Analyzed Pre-COVID and COVID impacted
- Highest ridership on Route 20 and lowest on Route 30
- Systemwide low passenger loads and low vehicle capacity use



RIDERSHIP ANALYSIS – BUS STOP AND FLEX SERVICE

- Daily average bus stop activity (ons/off)
- Heatmap of Flex trip origins and destinations
- Filter Flex trips by trip purpose and mobility status
- Utilize data tool to identify service recommendations to increase ridership and improve system efficiency



TRANSIT NEEDS OVERVIEW

- Consider expanding transit offerings to serve more county residents
- Improve service to transit reliant population groups (disabled, seniors, low-income persons)
- Improve regional transit connections and seamless fare system integration
- Evaluate service improvements to fixed-route bus (expanded route network, improved headways, bus stop amenities, route modifications)



Prioritization Process



Poll Question #1 - Which option would be your 1st priority, 2nd, and 3rd?

1. Improving key intersections, adding turn lanes, and traffic signals when warranted
2. Road maintenance, resurfacing, striping, signage
3. Making our roadways safer
4. Widening major roadways corridors to allow more vehicles
5. Preserve the environment



Poll Question #2 - Which option would be your 1st priority, 2nd, and 3rd?

1. Highway 5
2. Chapel Hill Road
3. Highway 92
4. Lee Road
5. Highway 78

Poll Question #3 - Which option would be your 1st priority, 2nd, and 3rd?

1. Improve traffic congestion
2. High crash locations
3. Incentivizes Economic Development
4. Improves connections between community facilities
5. The project likely going to have negative impacts on unique environmental or historic places
6. How many people will benefit from the project
7. Improvement to the bicycle/pedestrian environment
8. Project is part of the National Highway System or a freight corridor



NEXT STEPS



WHAT'S NEXT?

- Needs Assessment Report
- Project Prioritization
- Funding Scenarios & Strategies
 - Transportation Committee - July 2021
 - Stakeholder & Technical Committee Meeting – August 2021
- Recommendations
 - Transportation Committee - August 2021
 - Stakeholder & Technical Committee Meeting – September 2021
 - Third Public Meeting – September/October 2021



COMMENTS/QUESTIONS