

COMMUNITY IMPROVEMENT DISTRICTS

Gwinnett districts target access, congestion

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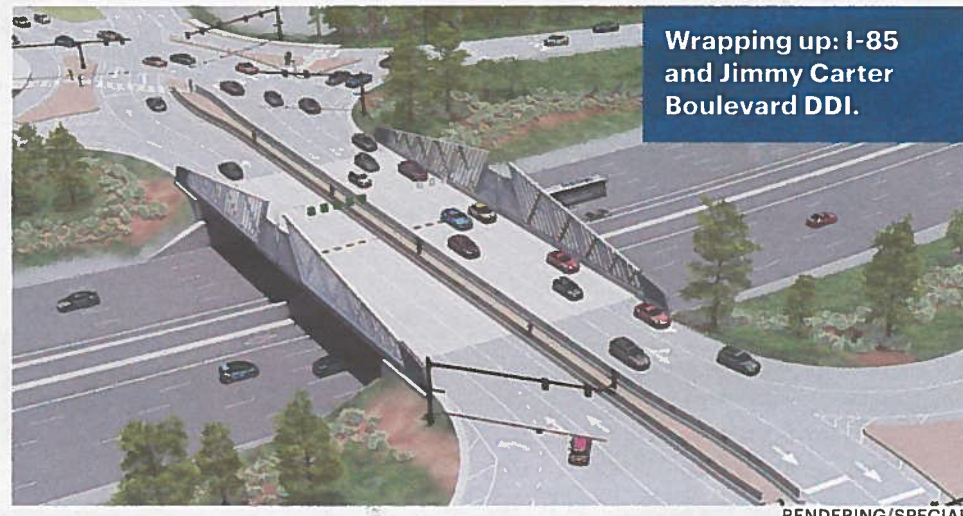
Gwinnett County is home to five community improvement districts.

CIDs are self-taxing business districts in which commercial property owners agree to tax themselves to fund infrastructure improvements, including ones that help smooth traffic snarls and ease congestion – persistent problems found throughout metro Atlanta.

Gwinnett County's Jimmy Carter Boulevard and I-85 diverging diamond interchange is expected to be completed this year.

According to the **Gwinnett Village Community Improvement District**, the project is expected to reduce traffic congestion by 55 percent.

"Construction crews are currently working to erect the architectural components of the bridge," Joel Wascher, communications director at Gwinnett Village CID, said via email. "This work was originally scheduled to happen after the cross-over date, but as crews evaluated the situation it was deemed that the lane closures would be far too intrusive with the new lane configuration and a better approach would be to construct the façade before completing the lane conversion."



Wrapping up: I-85 and Jimmy Carter Boulevard DDI.

RENDERING/SPECIAL

The **Gwinnett Place Community Improvement District** completed the county's first diverging diamond interchange (DDI), and the second in Georgia, at Pleasant Hill Road and Interstate 85.

"We are very proud of Gwinnett's first DDI," Joe Allen, executive director of Gwinnett Place CID, said. "Results show a 51 percent decrease in the average number of stops and a 43 percent decrease in total delay along that portion of Pleasant Hill Road."

The Gwinnett Place CID has partnered with the **Gwinnett Department of**

Transportation on intersection improvement projects at the following locations: Pleasant Hill Road and Club Drive; Pleasant Hill Road and Breckinridge Boulevard; Pleasant Hill Road and Gwinnett Place Drive; Day Drive and Venture Drive; and Steve Reynolds Boulevard and Venture Drive.

The CID is also pulling together some initial concept plans for improvements to the intersection at Pleasant Hill Road and Satellite Boulevard, Allen said.

Further, the Gwinnett Place CID is working on more streetscape projects along Pleasant Hill Road and along Satellite Boulevard. One of those projects began March 3.

"We will have a pedestrian enhancement project along Steve Reynolds Boulevard and are looking at several pedestrian street crossing improvements throughout the district," Allen said.

And finally, the Gwinnett Place CID is working with the Gwinnett DOT this year to improve traffic flow using a system control and traffic responsive operation at the 49 intersections in the area, Allen said.

The Gwinnett Village and Gwinnett Place CIDs partnered to fund a multi-phase feasibility study, completed in 2010, to examine extending transit up the I-85 corridor from the Doraville MARTA station to The Arena at Gwinnett Center.

After landing a federal grant, the Gwinnett Place and Gwinnett Village CIDs partnered with Gwinnett County on an

Alternatives Analysis (the first step required to qualify for federal funding of transit projects), which was completed in 2014. The next steps are yet to be determined.

The **Evermore Community Improvement District**

is an association of property owners along U.S. 78 in Gwinnett County, the main thoroughfare through the district. The **Georgia Department of Transportation** spent nearly \$66 million between 2007 and 2009 to make over the Highway 78 corridor and the Evermore CID contributed sidewalks, pedestrian crossings, deceleration lanes, mast arms, street

lights, a pedestrian bridge, sewer, landscaping and streetscape improvements.

Currently, the Evermore CID is working on a new collector road project that has four phases. The first is the Walton Court realignment at U.S. 78, which consists of realigning Old U.S. 78 directly across from Walton Court. It is intended to reduce the number of conflict points within the corridor by providing controlled access at a signalized intersection, which is expected to improve mobility, preserve capacity and enhance safety along the U.S. 78 corridor by providing for an alternate transportation route for anticipated residential and commercial development between Highpoint Road and Old Highway 78. The project will include pedestrian lighting, 10-foot side walks and landscaping enhancements. The first phase ends at Evermore North Boulevard, which is phase two.

The third phase consists of constructing parallel access north of U.S. 78 between Hewatt Road and Parkwood Road, with a continuation to Britt Road. This phase aims to preserve capacity along U.S. 78 by removing any unnecessary vehicle trip associated with the commercial use located north of U.S. 78. The project ends at Phase IV at Yellow River.

"With the congestion that is experienced on the roadway, the new north collector will serve as a 'relief valve' during critical incidences as well as allow

ing local traffic to avoid the U.S. 78 corridor during rush-hour traffic, Jim Brooks, executive director of the Evermore CID, said

The **Lilburn Community Improvement District** is contributing

\$800,000 to a \$3.1

million investment project, known as the Main Street realignment, in cooperation with the City of Lilburn and Gwinnett County.

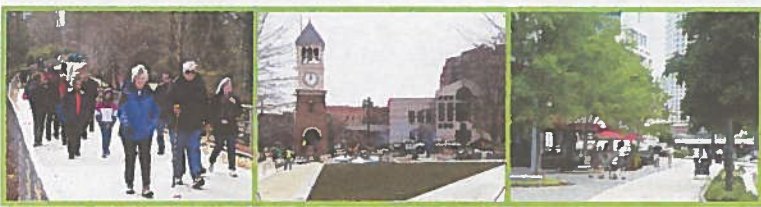
"That investment by the CID is leading to a transformative change for downtown Lilburn, which is going to include a new city hall and library as well as an anticipated \$50 million private mixed-use development at the intersection of U.S. 29 and Main Street," said Taylor Anderson, Lilburn CID's engineering consultant and interim director. "The realignment is nearly complete and features two roundabouts and large sidewalks for enhancing both automotive and pedestrian connectivity of downtown Lilburn."

Additionally, the Lilburn CID has a number of projects that it is pursuing over the next decade, including current design of a nearly one-mile long multi-use trail along U.S. 29 between Indian Trail Road and Postal Way, Anderson said. "This project will connect to the other numerous pedestrian facilities within the city of Lilburn, giving citizens multiple options for getting around the city."



BUCKHEAD

Community Improvement District



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Joe
Allen



Taylor
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