



SUBJECT: City of Johns Creek – Transportation Master Plan
Transportation Breakout CAC Meeting

MEETING DATE: November 14, 2007

PREPARED BY: Amos Fernandes, Carter & Burgess

ATTENDEES: Transportation Sub-Committee
Jay Bockish
Mitch Copman
Robert Horn
Edward “Skip” Rolquin
City of Johns Creek Staff:
Cindy Jenkins
Tom Udell
Sycamore Consulting
Kristine Hansen-Dederick
Carter & Burgess, Inc.
Richard Fangmann
Amos Fernandes

LOCATION: City of Johns Creek – Taylor Farms Conference Room

Meeting Summary

The meeting began with Richard Fangmann introducing Carter & Burgess and Sycamore Consulting. Each of the committee members was provided the opportunity to offer brief introductions about themselves; specifically in relation to how they might contribute to the transportation planning process needs for Johns Creek.

After the introductions, Richard Fangmann talked about the purpose of the breakout session and provided a schedule to each of the participants. Richard Fangmann also provided a display of maps that presented traffic volumes and RTP/TIP projects in Johns Creek.

For the purposes of identifying transportation needs in Johns Creek and for preparing the Transportation Needs Assessment document, the primary focus of the breakout session was to obtain community feedback from the committee on the following fundamental questions:

- What are the primary transportation trouble spots today?
- What are future transportation challenges ten year from now? 20 years from now?
- What is the role of transit in the future of Johns Creek?
- How much is too much congestion?
- What will make this study a success?
- Overview of information from previous studies - How far do these go in addressing needs in Johns Creek?
- What would you envision Johns Creek to be in thirty years?

The following comments, questions, and statements from the meeting were re-ordered and grouped by the primary questions of focus for the meeting. (i.e. the comments, questions, and statements that follow are not in chronological order)

What are the primary transportation trouble spots today?

- Old Milton Parkway is overly congested at 7:30 AM and onward for the AM peak period during the weekdays.
- Improvements are imperative at the intersection of Medlock Bridge Road and State Bridge Road. It was stated that grade separated solutions are not out of the question.
- Medlock Bridge Road corridor needs major improvements.
- The Committee stated that fragmented sidewalks are an issue, indicating that most sidewalks didn't lead to anything. Narrow sidewalks were another issue mentioned.

What are future transportation challenges ten year from now? 20 years from now?

- Is there was any forecast growth data for 5, 10, and 30 years from now?
- The Committee asked if money should limit ideas and limit potential solutions and goals for Johns Creek. The Committee concurred that ideas and the vision for Johns Creek should not be constrained by cost. They indicated that a vision should include the future needs of children and grandchildren.
- 50% of peak hour traffic is traveling through – hard to do anything about it. We should focus our improvements on those that improve local connections and benefit local traffic and employees/residents. Let GDOT take the lead in addressing regional roadway needs.
- The Committee indicated that Kids today can't visit friends without parents driving them and that Johns Creek needs more pedestrian and bike connectivity. Also, bike-pedestrian connectivity to schools should be a priority. "Seaside" was mentioned as an example that has paths throughout the community.
- The Committee brought up the McGinnis Ferry Rd/GA 400 project and a proposed mall in that area in relation to potential implications on traffic in Johns Creek.
- The Committee acknowledged that a cost-benefit analysis would have to be used to select projects between similar options.

What is the role of transit in the future of Johns Creek?

- A Committee Member stated that he thought transit was not a viable option for Johns Creek in the near future, due to the current and planned density.
- The Committee would like to see Personal Rapid Transit (PRT) in a vision of the future (without constraints). For example, small individual pods located in strategically located stations could expediently take kids from the soccer field to their friend's house.
- The Committee discussed how would potential village/city center nodes could be connected? He further asked if local transit or a circulator between the nodes would be a

solution. The Committee indicated an interest in PRT as opposed to more conventional transit.

How much is too much congestion?

- This question was not directly addressed in the meeting.

What will make this study a success?

- The Committee stated that through traffic without any origin or destination within Johns Creek has no benefit to Johns Creek. He stated that improvements should benefit Johns Creek workers and residents, not through traffic. Furthermore, a Committee Member cited that the City of Roswell has a guideline that specifically talks about prohibiting improvements that primarily benefit through traffic.
- The Committee concurred that the prioritization of projects should be based on who stands to primarily benefit from an improvement. The following priority rankings were agreed upon (1) Local trips – Trips beginning and ending in Johns Creek (2) Origin or Destination trips – Trips that either begin or end in Johns Creek (3) Through traffic – Trips that have no origin or destination within Johns Creek.
- The Committee asked whether origin-destination data was available. Richard Fangmann indicated that the data is limited, but that ARC's travel demand model is calibrated based on regional origin-destination studies and ARC may have some O-D surveys that pertain to North Fulton County and Johns Creek.
- The Committee expressed concern about the timing of the work and the need to ensure that agreed Transportation Recommendations are incorporated in the Comprehensive Plan, which is scheduled to be reviewed by Mayor and Council on July 14, for immediate submission to the Georgia Department of Community Affairs.

Overview of information from previous studies - How far do these go in addressing needs in Johns Creek?

- The Committee mentioned that the North Fulton Regional Plan will begin after the Johns Creek Plan is complete in November 2008. The Committee discussed whether inferred that regional improvements and concerns should be secondary to local improvements required for Johns Creek.
- Robert Horne provided his written summary of the Focus Fulton 2025 Plan to Carter & Burgess. He stated that the Focus Fulton 2025 Plan lacks in addressing needs along Medlock Bridge Road.
- Green Print and Transportation plans need to interface.

What would you envision Johns Creek to be in thirty years?

- The Committee asked if Johns Creek should have a unique transportation identity like a Peachtree City with the golf carts. Perhaps Personal Rapid Transit (PRT) as part of an unconstrained vision.
- Johns Creek needs more east-west roads.

- There was a group consensus that they want to avoid six-laning any road in Johns Creek.
- Safety should be consideration in the vision, because people are not going to use sidewalks or bikeways if they are not safe.
- Safe access to the Chattahoochee River should also be considered.
- The Committee agreed that safe access to Autry Mill Preserve, greenspace, and parks should be a priority.
- The location of a city center has yet to be determined. There are candidates for city centers: (a) New Town (Jones Bridge and McGinnis Ferry Road). (b) The office space around Medlock Bridge Road and McGinnis Ferry Road (c) the area around Medlock Bridge Road and State Bridge Road (d) Haynes Bridge Road and Old Alabama Road (e) Abbotts Bridge Road and Jones Bridge Road. The Committee also indicated that they may not have a single city center.
- The Committee would like to see kids walk to school. It's a different experience than being driven to school, which builds a sense of community.
- The Committee concurred that access to schools and shopping centers should be a priority.
- The Committee would like to see Villages, not city centers with walkable, bike friendly connections between village nodes.
- Alternative means to get around (bike, walk, scooter).
- Kids biking to friends/school.
- Subdivisions connecting with bike/ped facilities.
- Safe Routes to School.
- Choices.
- High Quality of Life.
- Keeping roads in character with the community
- Connections within (walkable) and between (transit) activity centers will be needed in the future.
- Walkability is important, with facilities that are attractive, safe, and connect to destinations.
- Safety should be emphasized in the future transportation system.

Next Steps

- The next meeting is schedule for December 11, 2007.
- Carter & Burgess, Inc. will bring maps that contain data and analysis on existing conditions within Johns Creek to facilitate the discussion.

These meeting minutes reflect the understanding of Amos Fernandes, attendee at the above referenced meeting. Please indicate any changes and return these meeting minutes via email to amos.fernandes@c-b.com. If no changes are requested, these meeting minutes will be considered final in seven calendar days. As always, please call or email me if you have any questions or comments regarding the meeting summary.