

Roadway

- General
 - Bottlenecks seem to be at intersections
 - Installing more traffic lights on congested roadways is not the answer but part of the problem
 - Consider a citywide SCATS adaptive traffic signal control system to improve traffic signal operations
 - All roadway and intersection improvements should incorporate “complete street” and “context sensitive design” elements into their design and construction
 - Identify the major north/south and east/west routes and focus improvements on those
 - Longer turn storage at intersections
 - More landscaping of ROWs desired
 - Consider the look of the roadway network – make sure we have attractive roadways
 - All new/upgrade/replacement roadway signs and traffic signals should be done with decorative poles/mast arms; the decorative design should be studied as part of the City’s branding and beautification efforts
 - All new/upgrade/replacement traffic signals should have illuminated street name signs
 - Need more civic signs/banners → wayfinding and branding
 - Better connections to parks desired, e.g. Webb Bridge Park
 - Consider continuous flow, echelon, grade separated or other innovative intersection designs
 - Safety should be a key consideration in all intersection improvements
 - Consider multi-city (Johns Creek, Alpharetta, Roswell) traffic management center, coordinated emergency response and road closing issues
 - Priority intersections for improvements: Medlock Bridge at State Bridge, Jones Bridge at State Bridge, Jones Bridge at Abbotts Bridge, Medlock Bridge at Abbotts Bridge
 - Priority roads for widening: Jones Bridge, Sargent, McGinnis Ferry
 - Priority hot spot intersections (in order): 1-Medlock at State Bridge; 2-Medlock at Abbotts Bridge; 3-Jones Bridge at Abbotts Bridge; 4-Medlock at McGinnis Ferry; 5-State Bridge at Jones Bridge; 6-State Bridge at Kimball Bridge; 7-Medlock Bridge at Old Alabama; 8-Jones Bridge at Sargent
 - All new development should install left and right turn lanes into their developments to all access points, or roundabouts at their entrances
 - As properties at major intersections develop/redevelop, the site needs to be designed to safely accommodate bypass traffic of the major intersection
 - City should consider traffic/open space impact fees for new development
 - New traffic signals should only be installed if impact to through traffic is offset by other improvements and long-term operating/maintenance costs paid for by the developer (or some portion of the future costs)
 - Consider a system of “bonus” densities for developments that incorporate “smart growth” transportation planning concepts into their developments
 - Citywide efforts to slow speeds down in subdivisions, but avoid use of speed bumps like along Buice Rd by Ocee Park

- **Connectivity**
 - Where possible, need to develop connectivity in the network
 - Control access through neighborhoods to open them up
 - Recurring concern about transportation connectivity (roadway and bike/ped connections), particularly in vicinity of schools
 - Johns Creek called “a community of cul-de-sacs”; suggestion made to open up new connections (perhaps limited to specific types of vehicles, or everything but cars) simultaneously so that some neighbors don’t complain about being unfairly affected if just one new connection at a time were implemented
 - Some streets in the vicinity of schools were purposely closed off to vehicular traffic through installation of bollards, etc.; suggestion made that they be re-opened
 - Consider reconnecting Morton Crossing once new high school is opened to provide local residents a way to avoid the State Bridge/Jones Bridge intersection
 - City should not accept any development roads that do not provide for inter-parcel access; those roads without would remain private roads and the property owners along the roadway would be responsible for the long-term maintenance
 - All commercial developments need to provide inter-parcel access to adjacent commercial properties
- **Schools Specific**
 - Traffic from new high school will be an issue
 - Need second roadway access to Chattahoochee High/Taylor Road Middle – what looks like a second connection northwest of Taylor is actually blocked/ped only
 - Chattahoochee High School causes traffic issues in the morning; school buses are under-utilized (many kids drive or are dropped off by parents)
 - Work closely with schools to reduce school traffic and increase bus, pedestrian and bike usage
- **Medlock Bridge at State Bridge Activity Area**
 - Need overpass/tunnel underpass at State Bridge at Medlock Bridge intersection
 - People use Medlock Crossing to avoid State Bridge at Medlock Bridge intersection
 - Increase lanes (use grassy median space) approaching intersection to provide more capacity
 - Improvements at Buford Hwy at Pleasant Hill serve as a good example
 - Construct new connector roadways around “exterior” of intersection on all 4 corners (between back of commercial developments and neighborhood buffers; behind new high school)
 - Consider roadway impacts/access of new “city center” site if constructed
 - Need ped connections across State Bridge from new high school
 - Will need ped connection across State Bridge from new “city center” if constructed
 - Ped connections to State Bridge Crossing elementary school from adjacent neighborhoods behind it
 - Need ingress/egress to property west of “city center” site on State Bridge
 - Through movement needs improvement; grade separation, giant roundabout, or “limited access tunnel” for cars?
 - Coordination with land use/redevelopment of area, particularly north side of State Bridge
 - Reconfigurations (grade separation?) effects on local businesses?

- Desire to add extra circulator roads in area to provide alternative to intersection to access parcels or move through
- Left turn lanes do not have enough capacity (lengthen or add another lane): 141 SB to State Bridge Road EB, State Bridge Rd EB to 141 NB
- Focused land use and transportation study at this intersection (LCI?)
- Relocate JC City Hall to old Wal-Mart (NE corner of intersection) and completely redo this area in a more dense, connected, mixed use manner
- The intersection of 141 and State Bridge is bad now and the new high school will complicate things
- Consider direct connection between Old Alabama and State Bridge that uses Medlock Crossing, Ventana Way (or new parallel roadway) and the rear of Perimeter Church parking lot, and provide connectivity to the new high school north of State Bridge; although not easy to do, it would significantly improve traffic flow for local residents along both State Bridge and Old Alabama
- Other Medlock Bridge
 - Dual lefts from Medlock Bridge onto Old Alabama have helped – use in other places
 - Technology Park congestion along Medlock Bridge
 - Medlock Bridge at McGinnis Ferry intersection improvements
 - Intersection of Medlock and Abbotts Bridge needs improvement
 - 141 is unsafe and should have lower speed limit (55 → 45)
 - Reduce speed limit and narrow shoulders to allow green strip between roadway and future Johns Creek Greenway
 - Enhance beautification efforts
- Other State Bridge
 - Potential new “city center” for Johns Creek along State Bridge past new high school
 - Congestion on State Bridge is bad, especially at peak times
 - Widen State Bridge east of SR 141 to 6 lanes to match Gwinnett County plans
 - West of SR 141, State Bridge should remain 4 lanes since SR 120 and State Bridge basically merge west of Kimball Bridge to become Old Milton Pkwy, 6 lanes along State Bridge would create a huge bottleneck along Old Milton even if widened to 6 lanes
 - Enhance beautification efforts
 - Need to coordinate signal timing with City of Alpharetta
- McGinnis Ferry
 - Improve McGinnis Ferry to 4 lanes in conjunction with extending limited access along Peachtree Industrial Blvd north to remove some traffic from 141
 - McGinnis Ferry congestion, particularly section immediately west of Medlock Bridge
 - Need turn lane along McGinnis Ferry into Seven Oaks Pkwy
- Jones Bridge/Abbotts Bridge/Sargent Activity Area
 - Jones Bridge could be made into a 4/5 lane roadway between Taylor Road and Sargent; would only require minor widening and use of under-utilized right turn lanes
 - North of Douglass Road, Jones Bridge should remain 2 lanes
 - Right turn onto 120 from Jones Bridge is not working
 - Choke point along 120/Kimball Bridge around church/Kimball Park between wider “major” intersections
 - Need better road and ped connections to Kimball Park; more direct access from 120
 - Need extra lanes along Jones Bridge north of 120 intersection

- Sargent at Jones Bridge Rd feeds into a 2-lane road (other sections are 4 lanes), causing bottlenecking
- Better signal phasing, coordination of two intersections (Jones Bridge at Sargent and at 120), and widening of that section of Jones Bridge
- SB weaving on Jones Bridge as commuters entering from Sargent then turn right about a half mile downstream onto 120/Kimball Bridge Rd to eventually access GA 400
- Redirect WB Sargent Rd traffic along McGinnis Ferry → Windward Pkwy → GA 400 utilizing signage as a means of doing so, although Sargent Rd → 120 → 400 is a more direct route
- Jones Bridge NB to 120 WB – median too long, unnecessarily restricts traffic movement
- Need longer right turn lane on Jones Bridge onto Abbott
- Light owned by Alpharetta at Webb Bridge backs up traffic on SR 120 and Jones Bridge, making improvements along Jones Bridge almost irrelevant because of congestion caused at this light; would like to see a mini perimeter around this intersection
- Kimball Bridge between Webb Bridge Way and Jones Bridge needs to be widened to 4 lanes with left turn lanes (in coordination with Alpharetta)
- A short-term project to get left turn lanes along Bridgeway School/Church should be considered (in coordination with Alpharetta)
- Other Jones Bridge
 - Jones Bridge Road SB at Taylor Road has a very short left turn lane and causes Jones Bridge to get backed up between about 8 and 9 am
 - Mini perimeter needed around the State Bridge/Jones Bridge intersection
 - 4-lane Jones Bridge
- Other Abbots Bridge/120
 - Abbots Bridge needs to be 4 lanes; one idea would use “unbalanced lanes” on Abbots and Parson to reduce ROW needs and traffic at the SR 141/Abbots Bridge intersection
 - Abbots Bridge (between 141 and Parsons Rd) has safety and/or capacity issues due to roadway geometry
 - Along 120 between 141 and Jones Bridge Rd, address left turns into neighborhoods and traffic operational improvements before considering or implementing capacity improvements
 - 120 at Parsons intersection is congested
 - Left turn movement from SR 120 onto SR 141 is an issue; high majority of vehicles turning left then turn right onto Bell Road; would like to see a new location road off of SR 120 that curves north and east to align directly with Bell Road
 - Preserve Abbots Bridge as a 2-lane road
 - Improve 120 & Parsons as 3-way pair: Parsons with 2 lanes EB and 1 lane WB; 120 with 1 lane EB and 2 lanes WB
 - Need to coordinate signal timing with City of Alpharetta
- Other Specific Roadways
 - Re-open blocked connection along Mortons Crossing (between Morton and Taylor)
 - Would like to see direct connection from Sargent Road to Douglas Road, which backs up all the way into Windward
 - New road connection between Parsons and Morton Rd
 - Need to coordinate signal timing along Old Alabama with City of Roswell

Pedestrian, Bicycle & Trail

- General
 - Need to incorporate pedestrian and bike facilities into new developments
 - Commercial development needs to provide bike facilities and storage
 - Sidewalk connectivity (gaps)
 - Sidewalks along major arteries
 - Prioritize arterials and collectors before lower volume/speed local roads
 - Sidewalks along major roads need to be completed; sidewalks within neighborhoods are not as important
 - Sidewalks should be included on all road widening projects
 - Trail priorities: need multi use trails not concrete, residential to schools, residential to residential
 - If can't/won't more bicycle facilities, at least don't deny bike access to roads
 - Would like to see multi use trails – using something other than concrete, preferably a gravel and rubber mixture
 - Funding from bike/ped advocacy groups
 - Start a program to get students to bike/walk to school based on the “Safe Routes to School” program
 - Equip school buses with bike racks to facilitate more bike usage
 - Equip schools with secured bike rack areas to facilitate more bike usage
- Connectivity & Access
 - Focus on ped/bike connectivity to/from all schools
 - Make sure all parks have adequate pedestrian/bike accessibility
 - All developments within a half-mile of a greenway or bike lanes/paths need to provide connectivity to them (or show how they would connect)
 - Connectivity via bike paths within neighborhoods
 - Pedestrian access to schools
 - Johns Creek called “a community of cul-de-sacs”, children unable to bicycle anywhere outside of neighborhoods
 - Recurring concern about transportation connectivity (roadway and bike/ped connections) in vicinity of schools
 - Better connections to parks desired, e.g. Webb Bridge Park
 - Parents uncomfortable with children's safety on roadways
 - More connections to schools, parks, activity/retail centers from neighborhoods
 - Improve/create pedestrian access to parks, specifically Webb Bridge Park
- Location Specific Pedestrian and/or Trail
 - Bike lanes along Jones Bridge to connect to Taylor Road
 - Bike lanes along Taylor Road to Chattahoochee HS/Taylor Road MS
 - Need to complete sidewalk along Taylor Rd on north side to between Chattahoochee HS/Taylor Rd MS and Jones Bridge Rd
 - Need sidewalks along east side of Jones Bridge north of Taylor Rd to provide a direct connection to Chattahoochee HS/Taylor Rd MS
 - Sidewalk connectivity priority locations: Jones Bridge, Abbotts Bridge, Sargent, residential neighborhoods to commercial areas

- Ped connection from Parsons/Johns Creek (greenway along actual creek) to Chattahoochee High
- Ped connection from Johns Creek (greenway along actual creek) to subdivision lake south of Chattahoochee High
- Pedestrian trail splitting from Johns Creek (greenway along actual creek) just north of 120 northwesterly along creek/neighborhood buffer across Sargent and continuing to Magnolia Circle or other stopping point/connection
- Ped connection along power line easement south from Kimball Bridge to State Bridge
- Consider trails along power and sewer lines and connect to greenway in Alpharetta and other trails
- Johns Creek Greenway should stay along creek
- Sidewalk along 120 between Abbots View Dr and Bell Rd
- Connect gaps everywhere, including Jones Bridge Rd, Taylor Rd, Findley Rd
- Sidewalks needed on Abbots Bridge
- A pedestrian bridge or tunnel across McGinnis Ferry would be helpful
- Need better road and ped connections to Kimball Park; more direct access from 120

Transit

- Transit priorities: connectivity to MARTA rail, park and ride lots, express bus service
- Need transit option to provide businesses with employees (cannot afford to live here)
- Interest in more transit options
- E-W transit from Duluth (and beyond) to GA 400
- Extend MARTA and add shuttles, etc.
- Transport people to local and neighboring activity centers, including North Point Mall and “Shops of Alpharetta”
- Provide more transit access in denser areas
- Park and ride lots (and/or shared parking agreements) for express transit needed in Johns Creek and south Forsyth County; currently no lots north of Peachtree Corners (Spalding and 141) for GRTA users
- Some sort of express connection to MARTA would be great; park and ride lots are needed on 141 between Abbots and State and McGinnis to provide easier access to Atlanta for residents as well as those potential employees trying to commute to work in Johns Creek
- Good park and ride locations would be at the Gold’s Gym and near the hospital and Technology Park
- Not much need for local transit within Johns Creek
- Work with GRTA to provide additional express bus service from/to Johns Creek to/from MARTA stations, Buckhead, Midtown, etc.
- Density within Johns Creek is not adequate to support traditional transit system
- In the long term, need to investigate new ideas such as Personal Rapid Transit (Seattle and London considering such systems)
- Need to increase bus usage by students