

SUBJECT: City of Johns Creek – Transportation Master Plan
Transportation Subcommittee Meeting

MEETING DATE: April 15, 2008

PREPARED BY: Amos Fernandes, Jacobs Carter Burgess

ATTENDEES: **Transportation Sub-Committee**
Jay Bockish
Robert Horne
Edward “Skip” Rolquin
Major Thompson
Citizens Advisory Committee
Tim Jennette
Jacobs Carter Burgess
Richard Fangmann
Amos Fernandes
City of Johns Creek
Cindy Jenkins
Tom Udell
Susan Canon
Comprehensive Plan Management
Marie Garrett

LOCATION: City of Johns Creek, Taylor Farms Conference Room
3rd floor behind Council Chamber

Meeting Minutes

Richard Fangmann opened the meeting by providing an overview of the agenda. He summarized the previous sub area workshops and talked about the next steps on the schedule. Richard Fangmann indicated that a hard copy of the draft report would be provided at the next CAC meeting on May 13th. Richard Fangmann presented the following maps on presentation boards: Pedestrian Needs; The Peak Hour Volume Deficiency; 2030 Recommended Functional Classification & Roadway Network; and Alternative Intersection Designs. He also provided hand outs which included those shown on presentation boards (excluding the Pedestrian Needs) and additionally provided handouts of the hot spot analysis locations and a table of the hot spot analysis results with recommendations.

Recap of Previous Meetings, Hot Spot Locations (“Old Business”)

- A committee member inquired about the status of the sidewalks map and if it has been updated. Richard Fangmann responded that the sidewalks map has been updated for all three (3) sub areas. These maps were available at the three public workshops.

- A committee member inquired about the status of the hot spot locations. The following additional hot spot congestion locations were discussed:
 - Kimball Bridge Road at State Bridge Road
 - Medlock Bridge Road at Medlock Crossing Parkway
 - Medlock Bridge Road at Parsons Road
 - Barnwell at Holcomb Bridge Road
- Richard Fangmann indicated that with improvement upgrades along McGinnis Ferry Road, intersections located on McGinnis Ferry Road don't need to be studied since GDOT traffic volume projections should be accommodated and satisfied with their design.
- Committee members indicated that the signal timings at Douglas Road and McGinnis Ferry Road are inadequate. Tom Udell stated that Johns Creek will look into the signal timings although the intersection is outside Johns Creek City limits and in Forsyth County limits. Johns Creek currently maintain the signal timings at the location.
- A committee member inquired if the 2030 volume forecasts presented reflect the widening of Ga 400. Richard Fangmann responded that the effect of the widening was accounted for in the regional travel demand modeling for the Year 2030, and is shown on the Johns Creek network, particularly SR 141.
- A committee member suggested that the map of the hot spot locations be revised to more clearly indicate intersections that are analyzed as a system and not in isolation. It was suggested that system intersections should be linked with a highlight (i.e. 5A and 5B should be linked with a highlight along Jones Bridge Road).

Pedestrian Needs Map

- A committee member inquired about the exclusion of Riverside Walk from the pedestrian needs map, and also about the future Johns Creek greenway along Medlock Bridge Road. Richard Fangmann responded that the maps shows existing public facilities and ½ mile walking buffers around them.
- The Committee would like an existing sidewalk map without the buffers.
- For the maps showing the half-mile buffers around the public facilities, the Committee suggested seeing the Riverside Walk and the Johns Creek Greenway shown on the map so as not to confuse the public.

2030 Recommended FC & Network

- A committee member inquired how the recommended 2030 functional classification map would accommodate (or not) the 2030 travel demand model volume results. Richard

Fangmann indicated that part of the answer involves the eventual differences between realized land use changes in the future versus presumed land use assignments in the regional travel demand model for the Year 2030.

- A committee member stated that roundabouts do not work in areas where roads are operating over capacity. A roundabout on Old Alabama Road at Spruill Road was decided by the committee as not desirable.
- A committee member stated that re-connecting Candacraig serves no significant use the citizens of Johns Creek. The committee was in agreement.
- The committee stated that the recommended new roadway shown between Old Alabama and State Bridge is a good idea.
- A committee member suggested not showing Jones Bridge road north of Sargent Road as a potential four lane road since it may not primarily serve the residents of Johns Creek but other traffic.
- There are short term intersection improvement needs at Jones Bridge Road and Morton Road.

Hot Spot Location Analysis Results

- A committee member inquired about the additional traffic that would be attracted by widening Medlock Bridge Road to six lanes in the Year 2030. Richard Fangmann indicated that the modeling is in process and defining potential termini of the 6 lane Medlock Bridge Road beyond city limits is under study. The southern limit of the six lane widening will be in the vicinity of Peachtree Corners and the northern termini has yet to be defined but will occur where there is a projected drop off of traffic, possibly at Ga 400.
- A committee member stated that the logical termini of the Abbotts Bridge widening should be considered.
- A committee member indicated that the LOS standard used to drive the recommendations for major intersections improvements should be carefully considered.
- Based on the information presented it was shown that the anticipated deficiency on SR 141 could potentially justify the widening of Medlock Bridge Road to 8 lanes. However, due to feasibility of acquiring ROW along the well established corridor, it was deemed unfeasible and the City is recommending a 6 lane widening, at least for certain portions of Medlock Bridge Road.
- A committee member indicated that the location of the greenway should be considered when considering design constraints of widening Medlock Bridge Road. It was suggested that consideration should be given to reducing the posted speed limit on



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Medlock Bridge Road in order to narrow the travel lanes to 11' - thereby reducing need for wide pavement shoulders and utilizing existing pavement for additional travel lanes.

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@jacobs.com. As always, please call or email me if you have any questions or comments regarding the meeting minutes.