

Open House Comments
4/24/08
Transportation Master Plan

- On behalf of Autry Mill, I will state concern at what will be done when future road widening plans are developed. Per city/staff/consultant acknowledgment, no additional right of way may be taken off the preserve frontage. Our current understanding is that recommendations are to leave Old Alabama a two-lane section with a median along said frontage. Our request is to maintain a curbcut for Autry Mill and replace the signal. Also want to see sidewalks along Autry Mill frontage to connect to the library. Only a short section is needed to connect one trail to the middle school.
- With 4 to 6 stories planned for 141 the road should be 8 lanes.
- You have omitted the intersection improvement @ Haynes & Old Alabama - a major chokepoint is the Newtown corridor.
- I would like to see 120 between Abbots and Parsons 3 lanes with two lanes on both roads. W-E 2 lanes west & 1 lane E. on 120. This will allow more traffic through our city & introduce travelers through the city to two separate business corridors in our city.
- I work with most of the big bus. in the area such as Ciba & State Farm to get clean commute programs going I would love to talk with someone about the ways I can help with TDM in the area. I see that it is a part of your plan and my services are free of charge.
- There should be a formal way to work with surrounding towns & counties to help relieve congestion - For example Gwinnett needs to add a second turn lane at Rt 120 & Peachtree Industrial, Forsyth needs to re-Time the light at Deer Lake, etc.
- Why is there no BRT on Medlock Bridge running N-S? 2) Opposed to 4 lanes Jones Bridge and six-lanes on Medlock Bridge to solve N-S thru traffic problems. Six-lanes Medlock Bridge does not seem consistent with the development plan for the corridor.
- I would like the Rogers Bridge to be rebuilt for 2 lane local traffic allowing flow across the river at one more point that already has the easements. We can do that while still providing river access & trail across the river.
- Intersection of Jones Bridge and Plantation Ridge/Colony Glen/Meadow Crest need left turn lanes for traffic traveling north on Jones Bridge.
- Intersection of Haynes Bridge & Berkshire Manor needs either a left turn lane for traffic heading East on Haynes Bridge or close off Berkshire Manor so traffic is forced to use light on Alvin Road.
- Must have left hand turn lanes at all intersections where a subdivision joins a collector or arterial.
- When discussing Multiuse Trails, please investigate the trails and sidewalk plans in Smyrna. JC could benefit from a similar plan. A high priority for my neighbors is to successfully complete a sidewalk and/or bike trail from Sargent to 141. Being able to go to the coffee shops and restaurants in that area without getting in a car is good for traffic, energy/fuel savings and beautification.
- Road to Webb Bridge Park (off Kimball Bridge) closed a couple of years ago causing traffic to bottle up at school & then traffic light to make a right & then left. Don't see what was gained - - and much lost interims of time.

- As a resident of Riverwood sub. I am very concerned with changes to the State Bridge Rd./Medlock Bridge Rd. intersection that would create a "freeway interchange" type situation. Our traffic situation is terrible but I don't want to live next to a freeway. How could ANYONE possibly have supported adding a high school to that intersection?!
- Multi-use trail along Parsons shouldn't be priority A - it isn't close enough to schools, people drive too quickly (fly down this road) and it won't feel safe enough. Bad use of money.
- * Need to address bus routes along 141, specifically the bus stops and design * Development Zone "09" (141) - how to handle 2 x or more density * Safety along 141 - /accidents above state average, addressed how?
- Keep Candacraig at State Bridge Rd. closed.
- Widening 141 to 6 lanes seems excessive - Improve intersections should make a huge difference.
- Keep commercial development off of Old Alabama jurisdictions would also have to wide so a bottleneck wouldn't occur at county lines. Keep Tech Park atmosphere on 141.
- I am glad that the master plan removed possibly opening Candacraig Rd. at State Bridge because it is a dangerous road. If this road opened up it would experience many accidents. Please do not revisit this bad idea.
- I have a driveway that is blind in both directions on Candacraig. I am relieved that you have chosen to keep Candacraig closed to through traffic. My family's safety depends upon that road remaining closed.
- Keep Candacraig closed at State Bridge Road.
- Do not add more commercial to Old Alabama Road.
- Concentrate on intersection improvement vs. widening roads.
- Continue these great, informing open houses.
- Strongly oppose the consideration of opening Candacraig to State Bridge as a resident of Cameron Cres Farms. We are a nature preserve community. So we oppose this on environmental as well as safety issues for our community. Our community represents one of the largest green spaces in Johns Creek.
- Strongly object to any consideration to tie Candacraig into State Bridge. We have this road closed 15 years ago due to out thru traffic.
- New connector Rd. thru Perimeter Church. They have invested heavily in a track & 3 new pools & wooded acreage for Camp All American which handles kids/summer.
- Need ordinances to deal with clear cutting. Don't allow it unless there's a hardship & then require double untended row.
- Ordinances tied to CLUP restricting new density when roads are already an f.

- No development of Area 9, Medlock Bridge, does not appear to be consistent with widening Medlock Bridge to six lanes and no Bus Rapid Transit.
- The property at the corner of Old Alabama & Medlock Bridge should not be planned for commercial development.
- The development of Area 9 will be harmed by widening Medlock Bridge rd. to 6 lanes. Do not exceed 4-story height limitation for commercial buildings in JC. Keep Autry Mill pastoral area at the density of 1 unit or less per acre to preserve character. Do not plan for commercial development at the intersection of Medlock Br. Rd. & Old Alabama Rd.
- I dislike widening Jones Bridge Road to 4/acres and Medlock Bridge Road (141) to 6 lanes. NO! I dislike the idea of connecting sidewalks because no one uses them. I do not want 8 story-tall buildings in Tech Park or elsewhere in Johns Creek. We need to maintain the 4-story limitation height for commercial buildings.
- Do not 6-lane Medlock Bridge Road because it would not be consistent with the nice ambience of the dev. at Area 9 (Technology Park)
- Increasing park acres - nature parks, not sports fields.
- Have bus rapid transit on Medlock Br Rd going North to South.
- Keep the Autry Mill Pastoral Area at 1 unit or less per acre to preserve the character of that area.
- Additional Comments: Do not open up the Cameron Crest Farm Subdivision to through traffic because it would not help traffic, but would pose safety issues. Also, don't create an unsafe rotary in front of Oxford Mill and Comeron Crest Farms Subdivision.
- I do not like the idea of a rotary on Buice Road.
- Paving needs
- Lowering taxes
- Parks, licensing parks (not necessary bill funds) would be used more than making more sidewalks
- Six lanes Medlock Bridge Road & Jones Bridge for N.S. thru traffic.
- High taxes, user fees and franchise fees
- Excessive commercial development
- Excessive commercial development
- Preserving air and water quality. Environmental protection.
- Lack of services comments (emergency and otherwise).
- State Bridge Road Dev. Area #4