

**City of Johns Creek**  
**Transportation Master Plan Workshop Notes**  
**Sub-Area 1**  
**February 19, 2008**

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The following notes are intended to serve as a summary of the issues and opportunities citizens mentioned during the Transportation Master Plan Workshop for Sub-Area 1 in the City of Johns Creek. The information listed will be reviewed and analyzed and then may be further considered for realistic application, implementation, funding, and prioritization.

### **General**

- CIP plan with cost estimates will be given to Council to prioritize
- Has anyone discussed relocating SR 120 to State Bridge?
- Need to consider traffic from surrounding neighboring jurisdictions such as Gwinnett and Suwannee
- Dedicated rights-of-way
- Develop impact fees ordinance
- Concerns about truck traffic on State Routes and local roads
- No more development in sub area 1
- Do not allow high density developments on roads maxed out on capacity
- The major arterials should be upgraded as much as possible to remove traffic from the smaller roads
- Widen existing roads
- 2 lane roadways widening to 4 or 6 then dropping down to 2 again
- Major traffic issues in the Nesbit Ferry, Old Alabama and Haynes Bridge Road corridor
- Holcomb Bridge Road to Jones Bridge Road is being used as an alternative north route verses 141
- Hwy 141 needs to be controlled access, possibly tolled.
- Find a way to direct traffic to Nesbitt Ferry and off of Barnwell
- Nesbitt Ferry needs center turn lanes
- Safety is one of the biggest concerns
- Better enforcement of speed limits is needed.
- City needs Speed Limit Signs with the radar screen that shows drivers how fast they are going. Safety – slow drivers down.
- Speed limits too high on Buice Road and Jones Bridge Road
- #1 – SAFETY – specifically on Barnwell Road at River Glen subdivision entrances (traveling south bound).
- Speed Limit on Barnwell is 40 mph and needs to be lowered due to site distance & deer

- Use more high tech devices such as the devices that read traveling speed of cars
- Bridge at Old Alabama by County Club of the South
- Round-a-bouts
- New Jersey Jug handles
- Doublegate Subdivision is currently used as a cut-through and should be preserved as a residential subdivision road
- Toll roads could be utilized for inter-connectivity between gated subdivisions
- People currently value the enclosed sense of their individual communities and there is resistance to connectivity

## **Intersection Improvements**

- Significant intersection improvements are needed at:  
     Jones Bridge & State Bridge  
     Jones Bridge & Old Alabama  
     Old Alabama & Medlock Bridge  
     Medlock Bridge & State Bridge (Also safety issues)  
     Nesbitt Ferry & Old Alabama (Also safety issues)
- There is a need for turn lanes throughout the study area to provide vehicles with a safe place to wait for an opportunity to turn. Specific locations noted include:  
     Barnwell Road at River Glen subdivision  
     School on Barnwell Road
- Some local roads intersecting with major roads such as SR 141 may need to prohibit left turns to avoid interrupting through traffic on the major roads
- Longer turn lanes should be provided along State Bridge Road
- Rivermont and Barnwell Rd. intersection is a “blind” intersection.
- Intersection of Buice Rd and Autrey Mill Rd. has safety issues. The angle of the intersection causes an illusion (especially in AM).
- Barnwell Road and Nesbit Ferry Road – Ingress/Egress safety issues. Need to add turn lanes, acceleration / deceleration lanes
- Issues on light timing on Jones Br and State Br Roads. Need to add adaptive timing sensors for time of day and day of week. Multi-zone timers
- Buice Road – unsafe due to straight-aways
- Morton Rd. and Jones Bridge Road intersection is problematic
- Haynes Bridge at Publix light needs better timing
- More turning lanes are needed at major intersections
- Timing of lights
- Lights need to be more accurately timed
- Rush hour traffic light timing causes long queues on side streets
- Synchronization of stop lights
- Site Distance at Intersection
- Add Turn lanes
- Smart lights
- Long left and right turn bays
- Advanced signage at intersections

- Improved intersection safety at several locations
- Intersections around schools need increased capacity

## **Needed Connections and/or realignments**

- Bell Road should align across Medlock Bridge Road and connect with Abbotts Bridge Road
- Interconnectivity of neighborhoods
- Electronic “city pass” through gated neighborhoods, or toll shortcuts within the city
- Poor vehicular and pedestrian network for the city
- New roads throughout the city to take the burden off existing streets
- Outer loop is needed.
- Build outer perimeter in Forsyth County
- Create a bypass from Old Alabama & Buice Rd intersection to Medlock Bridge Crossing
- Overpass/grade separation – 2 turning lanes onto each street
- Make a bridge over river for “local traffic only”
- Johns Creek needs more bridges to allow connectivity
- Add new road around/through Perimeter Church to avoid congestion at Old Alabama/Medlock Br. intersection

## **Rural Character**

- Some roads (Buice, Boles, Parsons) should remain rural
- Keep Buice, Parsons and Boles residential; do not 4-lane
- Make no change to Buice Rd. except for sidewalks and intersection improvements at Spruill and Autrey Mill to maintain character of Buice.
- Protect the character of Buice Road

## **Traffic Hotspots**

- State Bridge/Medlock
- Holcomb Bridge/Barnwell
- Old Alabama/Medlock
- Old Alabama/Jones Bridge
- Old Alabama/Haynes Bridge
- State Bridge/Jones Bridge (moves well except going West towards 400)
- Old Alabama/Barnwell (after new development of Mt. Pisgah’s athletic fields is complete)
- Nesbit and Holcomb Bridge (concerns about increased traffic due to proposed Wal-Mart)

## **Medlock Bridge at State Bridge Activity Area**

- Close mid-block shopping center access along State Bridge immediately east of Medlock Bridge to enable longer left and right turn bays

- Implement several backside connectivity/ring roadways to enable traffic to avoid busy intersection
- “Formalize” existing connection on NE corner for WB State Bridge traffic wanting to head NB
- Construct long ring road on western side stretching from north of the new HS (near Old Medlock Bridge), along behind the HS, crossing state bridge between State Bridge Crossing ES and Villages at Warsaw neighborhood, then heading southwest behind Perimeter School field to connect into Old Alabama at Buice Rd intersection
- EB Old Alabama across from school and immediately after neighborhood heading southeast to connect into Medlock Bridge
- Extend Medlock Crossing eastward across Medlock Bridge between Riverclub and commercial center to connect into State Bridge at existing access beyond shopping center’s eastern edge
- Longer turn lanes at State Bridge and Medlock
- Left turn movements are too restricted at the Medlock Bridge/State Bridge intersection
- Provide a cut-through behind the high school from Medlock Bridge Road to State Bridge Road and continue to Old Alabama Road
- The non-signalized intersection on State Bridge Road in between the Target and Publix should be closed
- Some service roads (such as roads within a shopping plaza) are used as shortcuts by drivers to avoid delay at the major intersections such as SR 141 @ State Bridge Road, which should be prohibited
- There will be a tremendous amount of traffic at Medlock Bridge and State Bridge once new school opens.
- Medlock Bridge/State Bridge issue with traffic using Target parking lot as a cut thru.
- Traffic issues at the intersection of State Bridge and Medlock Bridge could be solved by adding bypasses or additional connections in this area.
- Another solution for this interchange would be grade separation.
- Pedestrian connections from the State Bridge Crossings School to the neighborhood behind it would allow students to walk to school.
- Medlock Bridge Rd. and State Bridge Rd. intersection is problematic and the new high school will only add to the problem
- “Fly over” Medlock Bridge Road and State Bridge Road intersection
- Create a bypass through rear of Home Depot & Target (SE corner) & behind Publix (NE corner) shopping centers

## **Jones Bridge Corridor**

- Jones Bridge has too many lane changes that are not well marked
- Jones Bridge needs improved signal timing to keep traffic flowing (weekday vs. weekend timing)
- Jones Bridge should be four lanes
- Jones Bridge will worsen when Old Alabama is 4-laned; needs to be 4-laned as well

- Intersection improvements and addition of turn lanes along Jones Bridge Road between Old Alabama and State Bridge will make a big impact.
- There are safety issues on Jones Bridge at intersections with lanes matching across the intersection.
- The Morton Rd. intersection with Jones Bridge needs improvement.

## **Old Alabama Corridor**

- Turn Lanes for subdivisions fronting Old Alabama (Foxworth specifically mentioned)
- Old Alabama needs improvements (turn lane) into Foxworth
- Congestion on Haynes Bridge especially at Old Alabama intersection.
- Haynes Rd needs capacity improvements in general
- Traffic from the signal at the Publix on Haynes Bridge queues onto Old Alabama sometimes.
- The integrity of the bridge at Old Alabama and Country Club of the South is of concern.
- Intersection of Old Alabama and Brumbelow Rd needs improvements to accommodate traffic from new athletic fields

## **Newtown Park Area**

- More connections to park (all sides, not only existing entries) from adjoining neighborhoods
- Trails in area and to Alpharetta's Greenway
- Pedestrian tunnels/overpasses near Mt. Pisgah Christian

## **“Top 3” Lists- Roadway**

- Focus on 4-5 major roads for “big” improvements (E/W= Old Alabama, State Bridge, McGinnis Ferry and N/S=Jones Bridge, Medlock Bridge) and preserve 4-5 rural roads; keep the urban/rural contrast
- Interconnectivity within, between and to neighborhoods and commercial hubs
- Synchronize lights and extend turn lanes

## **Pedestrian/Bicycle**

- Cyclists are not the same as pedestrians and the plan must address both groups accordingly.
- More bike lanes for both transportation and recreation, preferably a lane that's wide enough to share with cyclists.
- No bike lanes needed – it's a waste of time and money.
- Intersection improvements for cyclists (i.e. wide shoulders, left turn signals tripped by cyclists).
- Increase bike lanes on roads, while others do not think the benefits justify the added costs. Several thought that many folks do not ride bikes on bike lanes along roads due to safety. Add “bike only” paths that are away from the roads.
- Bike lanes on roads are not beneficial

- Bike lanes next to traffic are undesirable and unused. Citizens mentioned two instances of cyclists being killed utilizing bike lanes.

## **Transit**

- Future bus and/or light rail service should not compete with existing traffic lanes
- Future transit should be more efficient (travel time) than existing options
- East-west local bus service needs to be developed to connect existing corridors
- Buses are not efficient, they move too slow and make too many stops
- Internal circulator might work from activity center to center.
- Access to airport with safe parking/shuttle.
- Transit connection for peds @ Publix – Fresh Market – Kroger
- Transit will not be effective in Johns Creek – citizens do not use the services offered now (such as the free public school buses).
- The Express Bus is a good connection, particularly for the airport
- GRTA line to MARTA and Airport
- Rapid rail to malls with elevated rails within road medians (Northpoint and Forum mentioned)
- Specific bus lanes to allow buses to travel faster than cars
- Extend East/West bus service from Peachtree Industrial to GA 400.
- Service workers need to have an easy way into the City.
- Motivate parents to allow children to ride bus instead of taking children to school. Parent monitors on buses would provide motivation.
- Implement a loop trolley along key roads with stops at neighborhoods and shopping areas
- Allow golf carts on all non-urban roads/install paths
- There should be more express transit routes and more access to multi-modal transportation
- An internal trolley system should be created for Johns Creek
- Golf carts could be utilized on non-arterial roads
- Airport shuttle services
- Park-n-ride facilities
- No MARTA or transit
- Congested during elementary school drop off – need to force children to ride school buses

## **Pedestrian Needs**

- Recreational use as opposed to replacing autos
- Opportunities to connect with other jurisdictions' trails
- Neighborhood connections to Newtown
- Connect Newtown to Alpharetta's Greenway
- Consider tunnels or overpasses in high pedestrian areas, such as around Newtown and between the ES & HS on State Bridge
- Pedestrian trails over sewer easements
- Connect Johns Creek to greater trail system (i.e. Alpharetta), including those trails around North Point Mall and the YMCA Greenway area.
- Find way to integrate Newtown Park with future pedestrian plans

- Include 5-10 foot planted buffer between streets and sidewalks when possible
- Any connection of cul-de-sacs to parks/schools is good.
- Pedestrian walkways are needed, but are useless when placed on busy roads. The city needs off-road facilities connecting to destinations of interest.
- Make multiple pedestrian connections to parks/schools/libraries, etc.
- There should be increased interconnectivity between residential and commercial uses
- Many kids are not likely to walk to school as Johns Creek is not currently a pedestrian-oriented city or a pedestrian-oriented populace
- Pedestrian connections should be made between parks, schools and residences, especially Newtown Park
- For pedestrian connectivity to Parks, add pedestrian park entrance through neighborhood cul-de-sacs that abut the Parks. City should purchase home next to parks, tear home down and create a neighborhood pedestrian entrance to the Park.
- Pedestrian connections should be provided between Old Medlock and the new high school
- Pedestrian tunnels or connectors should be examined
- No current access opportunities from neighborhoods to parks/schools
- Chattahoochee River corridor opportunities for recreation
- Create pedestrian connections from neighborhoods to schools and parks
- Pedestrian traffic not allowed at this intersection
- Pedestrian connection from park to Mt. Pisgah
- Create access to park through Rivermont Subdivision and Barnwell Rd

## **Sidewalks**

- Sidewalks throughout the entire City with priorities being busiest road first then secondary roads.
- Sidewalks near schools should be a high priority.
- Best places for sidewalks is by schools
- Sidewalks should connect from schools to libraries to parks.
- Connect sidewalks
- Complete sidewalk system by filling gaps. Start with major intersections and work out to residences (arterials and collectors)
- Many safety issues with sidewalks – should be placed further back from the street
- The City should identify existing small gaps in sidewalks and connect them first (priorities being major roads, schools, secondary roads)
- Sidewalks should start further away from the curb to create a buffer. Buffer should be landscaped and should be 5 to 10 feet wide.
- HOA's could match funds for sidewalk projects within subdivisions (50% match mentioned)
- Create policy to allow funds to be invested by neighborhoods to build additional sidewalks (maybe neighborhood funding pool)
- The City should implement a policy for installation of sidewalks when any road is "upgraded".

- Sidewalk construction should be included with new road and land development projects (via zoning)
- Sidewalks should be aesthetically pleasing and move away from the road into private property. They should curve, be landscaped and be enjoyable to use.
- Power line easements should be considered as a possible location for sidewalks (river to State Bridge mentioned)
- Specifically mentioned Buice Road, Old Alabama, Medlock Crossing to access theater, Barnwell
- Sidewalk should be placed from Old Alabama to Chattahoochee River along Fulton County's access road to pump station.
- Need to fill gaps in existing sidewalks, especially along Jones Bridge between Buice and State Bridge. There is a fair amount of pedestrian activity along this road, with trails becoming worn where sidewalks are not installed.
- Connect existing fragmented sidewalks (e.g., the length of Jones Bridge)
- Sidewalks along Jones Bridge, Buice, Spruill and Autrey Mill
- Sidewalks along Jones Bridge.
- Too many fragmented sidewalks along Jones Bridge Road and Buice Road – connections should be provided
- Sidewalks needed to connect Dolvin Elementary School to State Br. and Jones Br. Roads
- Barnwell Road – Need to add sidewalks, connectivity

## **Trail**

- Create more pedestrian trails
- More bike trails not bike lanes
- There is a desire for more multi-use trails vs. pedestrian sidewalks
- Trails need to be pervious, to prevent erosion issues.
- Use pervious surface for off system trails
- The city should look into using sewer easements for trails.
- Power line easements present an opportunity for trails/multiuse paths
- Connections from Holy Redeemer to Mt. Pisgah and Newtown Park should be provided
- A trail connecting Newtown Park to the Chattahoochee River Nature Reserve would be ideal. This trail could also extend along the river to the east.
- Trail along Chattahoochee River would be great; the River is biggest asset of the south side of city.
- Potential for connection with the Gwinnett multiuse trail along Medlock Bridge Road
- Paths should connect elementary school to library to Autrey Mill baseball fields
- Off system paths (bike & pedestrian) Spruill Library to Autrey Mill Nature Preserve to Chattahoochee River
- A trail connecting the library to Autrey Mill Nature Preserve would be beneficial.
- Additional connections between Buice Road and Autrey Mill Road should be provided
- Access around and through Water Treatment Plant