



PUBLIC CHARRETTE OVERVIEW

A second round of public charrettes was held in each North Fulton Community over a two week period in May to gather public input on proposed project recommendations (Mountain Park opted for an update to be provided to the City Council in lieu of a full charrette). A total of five charrettes were held in the cities of Alpharetta, Johns Creek, Milton, Roswell, and Sandy Springs. Using transportation needs identified during the Needs Assessment phase, a list of preliminary recommendations developed by the Project Management Team and Consultant Team was presented to the public for comment. These meetings were conducted in charrette-style format, where attendees first listened to a brief presentation on the North Fulton CTP and its mission and goals, accomplishments to date, and upcoming milestones, and then were encouraged to break up into smaller groups led by facilitators to discuss the preliminary project recommendations. Attendees were asked to use red and green dots to indicate support or dissatisfaction for the suggested roadway, pedestrian, bicycle, and transit projects presented. This input was useful for gauging public support for each of the projects and also for gaining a sense of project priorities.

Public Input Received

More than 40 people participated in the May charrettes to provide input for the identified projects. The voting results for each meeting were compiled and general trends in opinion were observed. These results, along with comments from previous public meetings, were factored into decisions to remove projects from the list and to add new projects into the list. Public comments were also used to prioritize those projects that went on to be grouped into tiers.

Vehicular Projects

Among the vehicular projects, the following attracted the most votes (*for or against*) from the public:

- Improvements to GA 400 – Adding managed lanes (HOV/HOT); creating high capacity transit; adding capacity by widening; redesigning the interchange at Holcomb Bridge Road; creating a new interchange at Riverside Road; adding the Big Creek connection bridge over the freeway.
- Improvements to State Route 9 (Roswell Road, Alpharetta Highway) – Intersection improvements, access management, and adding capacity by widening.
- Improvements to State Route 141 (Medlock Bridge Road) - Adding capacity by widening.

In general, the results indicate a strong public desire to resolve capacity issues along GA 400. The preferred method for resolving those issues, however, varied widely among attendees. Widening along GA 400, for instance, received one of the largest numbers of supporting votes, and likewise received one of the largest numbers of disapproving votes (22 in favor versus 14 opposed). Public opinion was also split over the installation of additional interchanges (16 in favor versus 10 opposed) and the addition of High Occupancy Toll (HOT)/High Occupancy Vehicle (HOV) lanes along the freeway (29 in favor versus 9 opposed). There was, however, strong consensus and



support for redesigning the existing interchange at Holcomb Bridge Road (22 in favor versus zero opposed) as well as creating high capacity transit along the freeway (40 in favor versus 4 opposed). Another project along the GA 400 corridor which received strong public support was the Big Creek Connection - a new bridge/roadway connection from Old Alabama Road across GA 400 to Warsaw Road (21 in favor versus 2 opposed).

The other prominent north/south corridor that drew a large amount of input was State Route 9. A common theme was evident regarding the need for additional capacity and intersection improvements along the corridor. According to the results, the public highly supported intersection improvements and access management along the SR 9 corridor (26 in favor versus 1 opposed), as well as capacity improvements by widening (15 in favor versus 1 opposed).

Public opinion concerning widening of existing roads and construction of new connectors varied from project to project. Because the charrettes took place in each municipality separately, the results can be broken up by individual city. Generally, each municipality felt strongly for or against specific projects which directly affected that municipality. That is, most of the opinions expressed were regarding facilities within the subject city. The overall public opinion was divided over the widening of Hammond Drive (16 in favor versus 16 opposed) as well as the addition of a new Chattahoochee River crossing (4 in favor versus 9 opposed); however, those opposed to the improvements generally were representing the municipality in which the improvements would be made (Sandy Springs or Roswell for these projects). On balance, the public also objected to widening along Medlock Bridge Road (5 in favor versus 10 opposed).

Pedestrian/Bicycle Projects

The pedestrian and bicycle facility projects received the most public support and the least public resistance overall. Generally speaking, people expressed a desire for increased connectivity and more consistency with both types of facilities.

Enhancing the pedestrian and bicycle facilities along State Route 9 to create a continuous north-south route from Forsyth County to the City of Atlanta drew strong public support (36 in favor versus 2 opposed). Likewise, creating an east-west pedestrian and bicycle route along Riverside Road also won favor with the public (19 in favor versus zero opposed).

Connecting the Big Creek Greenway to Roswell's Chattahoochee River Walk along Riverside Drive via existing bike lanes along Old Alabama Road had a solid positive vote (26 in favor and zero opposed) with no objections from those who attended the public meetings.

Transit Projects

Many of the comments regarding transit were related to heavy rail and other forms of high capacity transit. High capacity transit along GA 400 and I-285 appears to be strongly desired by many residents of North Fulton. Additionally, an interest was expressed to revise existing MARTA bus routes to connect downtown Roswell, downtown Alpharetta, and other venues and places of interest (MARTA's current bus routes are mainly oriented towards connecting residents to the

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heavy rail stations in Sandy Springs). Overall, based on the high number of positive responses and the low number of negative responses to the listed transit projects (163 in favor versus 14 opposed), there appears to be strong support for providing greater access to transit in North Fulton. Concerns were expressed regarding the funding for transit projects.