



TRANSPORTATION PLAN KICKOFF AND RURAL BY DESIGN WORKSHOP

TSAC MEETING MINUTES

Thursday, January 22, 2009

4:00 PM

Milton City Hall

Court Room/Council Chambers

Suite 107E

Committee Members in Attendance

District 1 – Steve Beecham

District 2 – Nick Voigt

District 3 – Doug Hand

District 4 – Clyde Johnson

District 5 – Vic Jones

District 6 – Brad Robinson

Committee Members not in Attendance

Citywide – Bruce Smitherman

Guest Attendees

Milton City Council Members

Milton Planning Commission Members

Milton Design Review Board Members

Milton Board of Zoning Appeals Members

Milton Comprehensive Plan Advisory Committee Members

Milton Bike Ped Committee Members

Milton Grows Green Committee Members

Milton Disability Awareness Committee Members

Milton Trash and Recycling Advisory Committee Members

Milton Community Development Staff

Milton Public Works Staff

Kimley-Horn Team

Faye DiMassimo

Ed Ellis

Andrea Foard

Rex White

Cristina Pastore

Ray Strychalski

Gabe Hogan

1. Opening Remarks

- a. Introduction of Kimley-Horn Team

2. Transportation Plan Overview

a. Schedule

- The first step will be completing the Existing Conditions Report. The Needs Analysis will be next, followed by the Recommendations Phase. This is a 15-18 month process.
- Public Involvement will include 3 public open houses, including a Rural by Design workshop. There will be 4 special interest group meetings. Groups such as Equestrian, ADA, HOA, bike ped, etc. will be encouraged to attend. There will also be a large community event in the fall.
- The Public Involvement portion will include a statistically valid phone survey.
- The goal of public outreach effort is to talk to as many people as possible, and get as much buy-in and support as possible

b. Deliverables

- Plan and Project Schedule
- Existing Conditions Report
- Needs Assessment Report & Model Analysis
- Draft Plan
- Final Plan

c. Vision and Goals

- Vision Statement

“Milton is a distinctive community embracing small town life and heritage while preserving our rural character.”

(City of Milton Comprehensive Plan, 2008-2028, pg. A-1)

- Goals

- i. Improve **transportation network system** level performance (level of service) with particular emphasis on the impacts of commuter/”cut through” traffic and **safety**.
- ii. Maintain and improve **mobility** and system performance through roadway improvements and alternative transportation improvements with specific consideration of transit investments appropriate to the community vision and multi-use paths serving cyclists, pedestrians, equestrian users and those with disabilities including wheelchair access.
- iii. Protect and improve the **environment** recognizing its contribution to community **economic vitality** and **quality of life**.
- iv. **Coordinate** transportation investments with the comprehensive plan and **land use** policies insuring creation of a **“sense of place”** (Crabapple Crossroads, Birmingham

Crossroads and the Highway 9 area) as well as barrier free **connectivity** to community assets such as schools, parks and recreation areas.

- v. Leverage **regional** cooperation and regional solutions to transportation issues, including coordination with surrounding jurisdictions, while maintaining the singularly **unique character** of the City of Milton.
- Comments:
 - i. Are the goals listed in any particular order of importance? There are a number of committees to address things such as bike paths and trails, and I would hate to see too much emphasis and/or time spent working on something that is the sole purpose of another group.
 - ii. Are these appropriate overall goals, do they meet the vision?
 - iii. What is your sense of ARC's willingness to accept Milton's uniqueness and desire to remain so?
 - iv. On goal # 1, define "system" - this is too vague and non-detailed. Someone who doesn't know much about transportation would not know what this means.
 - v. On goal # 2, would like to see wheelchair access included.
 - vi. On goal # 4, connectivity should be barrier free connectivity.
 - vii. Ensure that paths, equestrian trails, etc. are spoken for. Let's not just hope it might be there. Plan for it and do it.
 - viii. As an objective, put in place a guideline for design on future development.
 - ix. Coordination between counties is critical.

3. Rural by Design Workshop

- a. Overview and Work Session
- b. Commercial Corridors
- c. Traffic Calming
- d. Conservation Subdivision Design
- e. Questions and comments from the workshop:
 - What is your opinion of traffic circles at 4 way stops?
 - How does rural by design address the economics of paying for a 3 acre lot, but only actually owning a fraction of that, and who takes the responsibility for maintaining the green space?
 - How are these types of properties taxed, specifically the open space portion?
 - Have you done conservation plans for public park systems? And have you designed parks with conservation in mind?
 - "Conservation subdivisions, as defined in Georgia, are not what you are talking about here. Fulton County's conservation subdivision definition is not based on the ARC's model. ARC's model is more for suburban, rather than rural. We do not have a model yet that will be appropriate for Milton."
 - There was a request by Councilmember Bailey to review park development outside of tonight's meeting.
 - Are there build and no build areas within a conservancy lot?

- There have been lots of examples tonight from the Northeast utilizing natural septic systems. Do you have examples from the south? What do you think about septic tanks on green space?
- In a conservancy lot, how do you protect it if the person who owns it decides to sell later down the road?
- CPAC is still working with ARC on the project growth rate for Milton. Finding the right rate will be important – if it is overly aggressive or substantially lower it can skew the planning process. We will seek to use the growth rate approved by the ARC as well as the Milton rate.
- Regarding the growth rate, we can't look at this in a bubble. The areas around us and their growth will impact us as well.

4. Closing Comments and Discussions

- Milton has a distinctive personality in the Atlanta region.
- There is a direct connection between transportation and land use. It is important to understand how land use and development will influence transportation infrastructure.
- Transportation infrastructure also deals with growth of surrounding communities and commuter influx.
- We accommodate commuters from a lot of other areas
- Cherokee's growth plan is substantially different than Milton's, and we are clearly in their path as they access GA 400 and Atlanta
- We may want to identify key corridors for N/S and E/W travel, and protect these areas as transportation routes.
- The needs assessment will give us a good idea of commuter flow.
- We can choose to make capacity improvements or choose to calm traffic or choose to make it so difficult to travel that people choose another route.
- We need to leverage ourselves within the region. Any solution that will affect us will also affect our neighbors. We need to think about where we want to be in 20 years and plan for that vision.
- Are there lessons we have learned from Cobb and Fulton's lack of coordination at the Johnson Ferry Bridge? SR 140 is a major thoroughfare from Cherokee County. Should we not take advantage of the buying power of these commuters?
- There is a need for coordination with other committees and surrounding jurisdictions (Cherokee, Forsyth). Milton can't make isolated decisions. Key to everything is coordination.
- An important question going forward will be, how are we going to manage growth?
- Milton citizens are encouraged to attend CPAC committee and to voice opinions.
- The Transportation Plan and Comprehensive Plan need to go together.
- Coordination is a key piece. There needs to be a formalized process with a liaison, without redundancy, to ensure that the committees are communicating.
- Input from all the committees will be valuable.
- Milton needs guidelines for future developments.



TRANSPORTATION STAKEHOLDERS ADVISORY COMMITTEE

- One possible approach will be to look at transportation solutions through Rural by Design.
- We need to maintain character and integrity of Milton.

Date Approved: 2/12/09

Approved By:

City Clerk's Office

Clyde Johnson, Chair