

TSAC MEETING MINUTES & PUBLIC MEETING MINUTES

Thursday November 5, 2009

6:00 PM

Milton City Hall

Court Room

Attendees

Steve Beecham, TSAC Member

Nick Voigt, TSAC Member

Julie Pinckney, TSAC Member

Bruce Smitherman, TSAC Member

Brad Robinson, TSAC Member (Committee Co-Chair)

Sara Leaders, Milton Staff

Carter Lucas, Milton Staff

Faye DiMassimo, Kimley-Horn

Cristina Pastore, Kimley-Horn

James Fowler, Kimley-Horn

Not in Attendance

Clyde Johnson, TSAC Member (Committee Chair)

Josh Barnes, TSAC Member

Introduction

- The primary focus of meeting will be on the key outstanding issues in the recommendations; primarily the new road connection between New Providence and Arnold Mill and the bypass routes around Crabapple. TSAC members received copies of the draft Final report electronically, and hard copies were also provided at City Hall for pick-up.

Schedule Review

- Faye DiMassimo with Kimley-Horn briefly reviewed the remaining dates of the schedule. Tonight's meeting is the final scheduled TSAC meeting. Kimley-Horn will be presenting to City Council on Monday night and will be partially focusing on results that come out of the discussion at the TSAC meeting. Remaining schedule dates include:
 - o November 9th – City Council Work Session; discussion of final recommendations (6:00 pm)
 - o December 14th – City Council Work Session; presentation of Final Report (6:00 pm)
 - o December 21st – Council adoption of the CTP (6:00 pm)

Survey Review

- TSAC has received the survey prior to the meeting electronically. The survey results are also included in the Appendix of the draft Final Report
- James Fowler then read a few key points from the survey, particularly regarding the corridor improvements:
 - o From the survey summary memo,
“All but one of the specific transportation improvement recommendations also receive a majority of support. The most popular—widening State Route 9—is supported by nearly three-quarters (73%) of residents. The recommendations of widening Arnold Mill Road and connecting it to New Providence Road both receive the support of more than 60% of residents.”

Review of Widening Projects and New Connections

- James Fowler then led a review of the major corridor improvements that are being recommended including the widening of Arnold Mill Road, State Route 9, Hamby Road, Holbrook Campground Road, and Hopewell Road
- Also there is an additional recommendation to widen a section of Morris Road if in the future an interchange is constructed at McGinnis Ferry Road and if McGinnis Ferry Road is widened by Forsyth County
- The new road connection between Arnold Mill Road was then discussed in greater detail. This is a key decision that should be made before the recommendations go to Council if possible. This road connection would improve connectivity, particularly east/west connectivity, which is a goal for some of the TSAC members. The connection would also relieve some of the congestion on Batesville Road, Birmingham Highway, and Arnold Mill Road, by providing an alternative route for some trips along these corridors as shown by the model results included in the Appendix of the Final Draft Report. However, if this connection were put in place, additional traffic would then be seen on New Providence Road, particularly between the new connection location and Birmingham Highway.
- Some TSAC members felt that the new connection would benefit those living around Milton by providing them with access to Milton, but that the road would not benefit Milton residents because people living in Milton mostly do not need access to this section of Arnold Mill Rd and adjacent Cherokee County. The new road project would also be expensive (approx \$18 mil). The additional traffic that would be seen on New Providence Road would not be in keeping with the character of the area. Some TSAC members feel that New Providence is a residential road that does not have the feel of a cut-through route.
- It was then noted that some of the TSAC members present were completely in favor of removing the recommendation and that the remaining TSAC members present were not opposed to removing it. It was decided that the recommendation would be removed with the understanding that this road connection may be a good idea in the future once Milton has a better direction on land use policies but in the meantime, there are other transportation priorities that benefit from a far stronger consensus.

Review of Crabapple Crossroads Recommendations

- Cristina Pastore then discussed the recommendations being considered for Crabapple Crossroads. One of the simplest initial recommendations would be to retime the signal to improve traffic flows in the east/west direction. There have also been numerous public comments regarding the signal at this intersection and

that there is not enough time for pedestrians to cross. This should also be adjusted as part of the signal retiming.

- A second phase of improvements would include improvements to the intersection itself. These recommendations include:
 - o Install new left-turn lanes in the northbound and southbound directions with protected + permitted phases
 - o Remove the eastbound right-turn lane and use this space to shift the through lane and create a new eastbound left-turn lane with protected-only phasing
 - o Install a landscaped median in the northbound/southbound direction
- A third phase would be to implement streetscape improvements along Crabapple Road which would include providing a landscaped median, crosswalks in key locations (therefore providing pedestrian refuge in the median), and conversion of the right-turn lanes into on-street parking, additional hardscape and landscape enhancements.
- Other improvements would include creating bypass routes around the Crabapple intersection to provide alternative connections that would allow motorists to avoid the intersection itself. Bypass routes have been considered at all four quadrants surrounding the intersection. Providing all or some of the routes would alleviate much of the congestion at the intersection and also would reduce traffic volumes on Crabapple Road within the bypasses which would complement the pedestrian-oriented streetscape enhancements. However, some of these connections have been received with strong opposition from local residents. Particularly the southern bypass routes have created the largest amount of concern because of the existing residences within these quadrants.
- TSAC members felt that providing a combination of the bypasses would be beneficial, if even just the northern bypasses. No TSAC members expressed strong support for pursuing the southern bypasses if these routes were not going to be supported by the local residents.

Next Steps

- As a follow-up, TSAC members were asked to complete a “homework” assignment that would be sent to them electronically in which they would provide feedback on which improvements they felt were the highest priorities with respect to corridors, intersections, and the Crabapple improvements.

PUBLIC MEETING

Directly following the TSAC Meeting

7:00 PM

Milton City Hall

Court Room

Attendees

Cathy Rhea, local resident

Steve Beecham, TSAC Member

Nick Voigt, TSAC Member

Julie Pinckney, TSAC Member

Bruce Smitherman, TSAC Member

Brad Robinson, TSAC Member (Committee Co-Chair)

Sara Leaders, Milton Staff

Carter Lucas, Milton Staff

Faye DiMassimo, Kimley-Horn

Cristina Pastore, Kimley-Horn

James Fowler, Kimley-Horn

Not in Attendance

Clyde Johnson, TSAC Member (Committee Chair)

Josh Barnes, TSAC Member

Meeting Notes

- The public meeting session followed directly after the TSAC meeting and was attended by one member of the public.
- James Fowler gave a quick overview of the recommendations that were being considered for the project and provided Ms. Rhea the opportunity to ask about additional information for any of the recommendations that were of interest or concern.
- Ms. Rhea's primary concern was regarding the intersection of Arnold Mill Road and New Providence Road. She filled out a comment card and her comments are recorded as follows:

"The first intersection improvement (lighted intersection) must be at the intersection of New Providence Road and Arnold Mill road (at the fire station). This is long overdue. It was originally scheduled for July 2007 by Fulton County. I attended all those meetings held years ago by Fulton County representatives and the engineering firm scheduled to do the work. The meetings were at Crabapple Crossing Elementary. This intersection is dangerous particularly at rush hour. I usually slow to a crawl traveling on Arnold Mill to provide those at the intersection an opportunity to get out. It doesn't matter that there's been a lack of accidents. Maybe this speaks well of those who use the intersection. Don't simply widen the road to four lanes. We'll never get out. It will be worse. People will drive even faster. I still can't believe all the intersection lights that have gone up yet one intersection looks the same as it always has. I'm tired of the delay. When you finish with this intersection THEN you can use my tax money for whatever you want."



TRANSPORTATION STAKEHOLDER ADVISORY COMMITTEE

Date Approved: 11/16/09

Approved By:

Seonita R. Marchisano
City Clerk's Office

Brad Robinson
Brad Robinson, Co-Chair