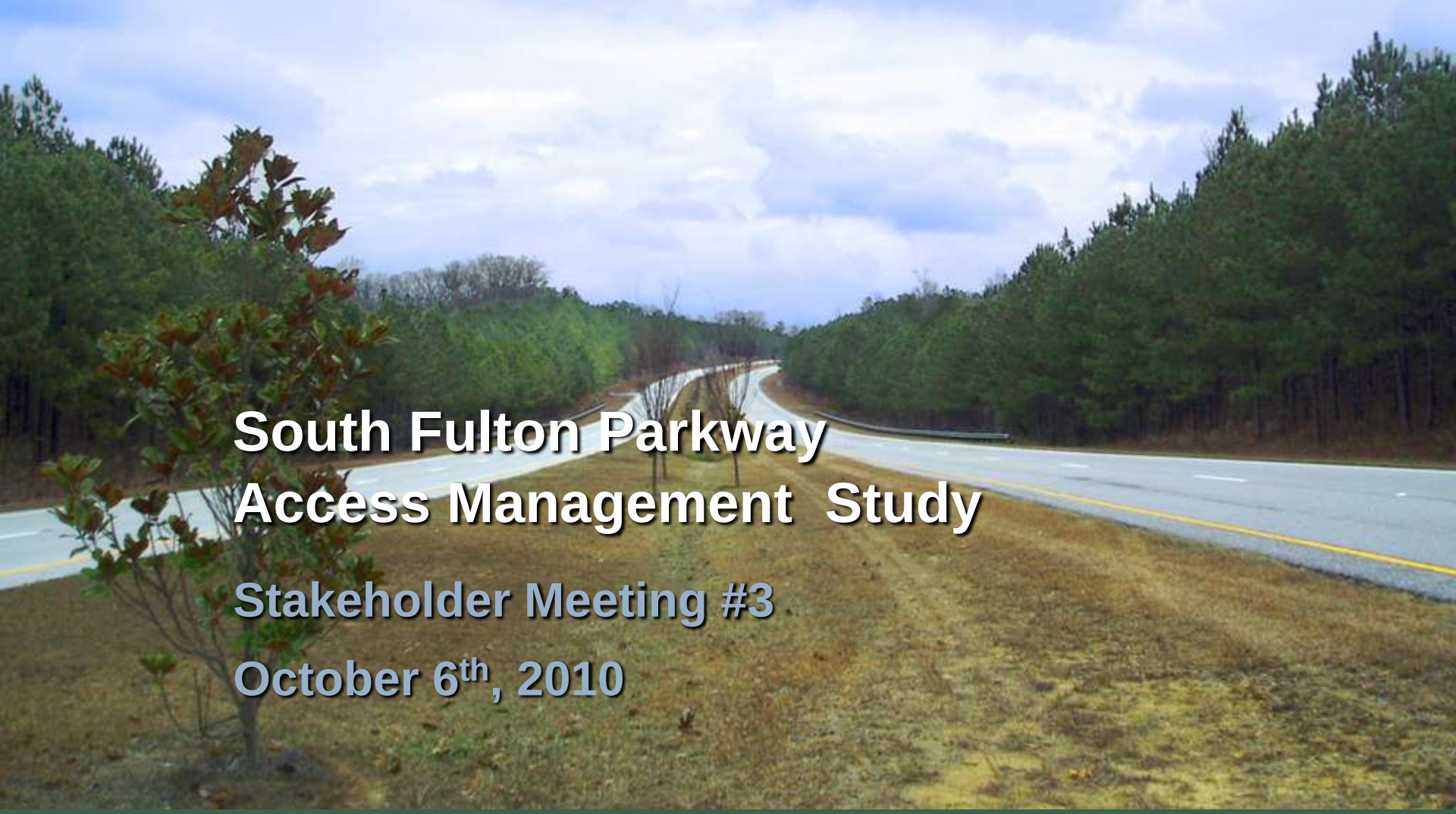


South Fulton Parkway Access Management Study

Stakeholder Meeting #3

October 6th, 2010

Georgia Department of Transportation

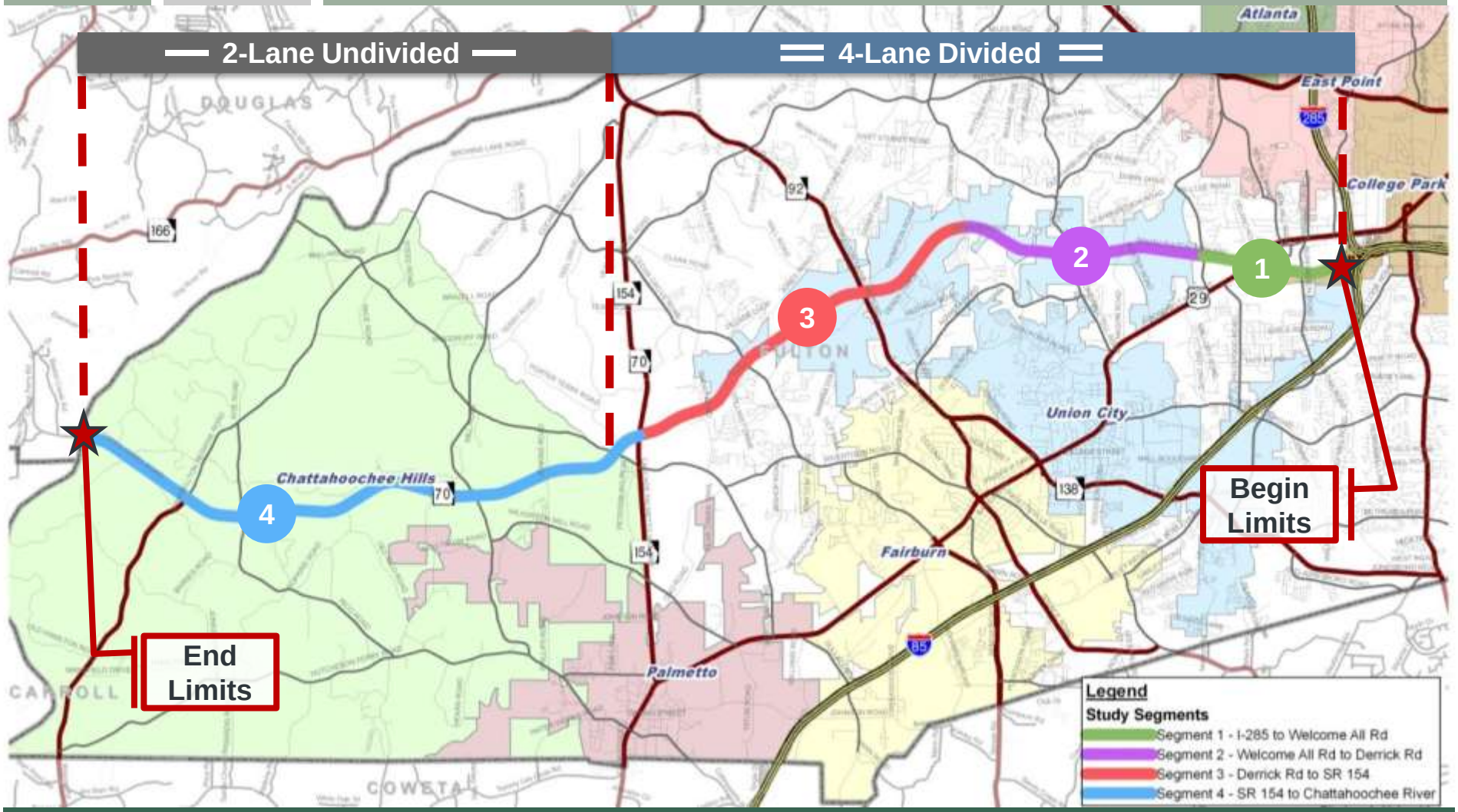
HNTB

Agenda

- Corridor Study Process
- Public Open House #1
- Corridor Vision, Goals & Performance Measures
- Improvement Development Process
- Next Steps

- Break-Out Session – Alternate Routes

Corridor Study Process

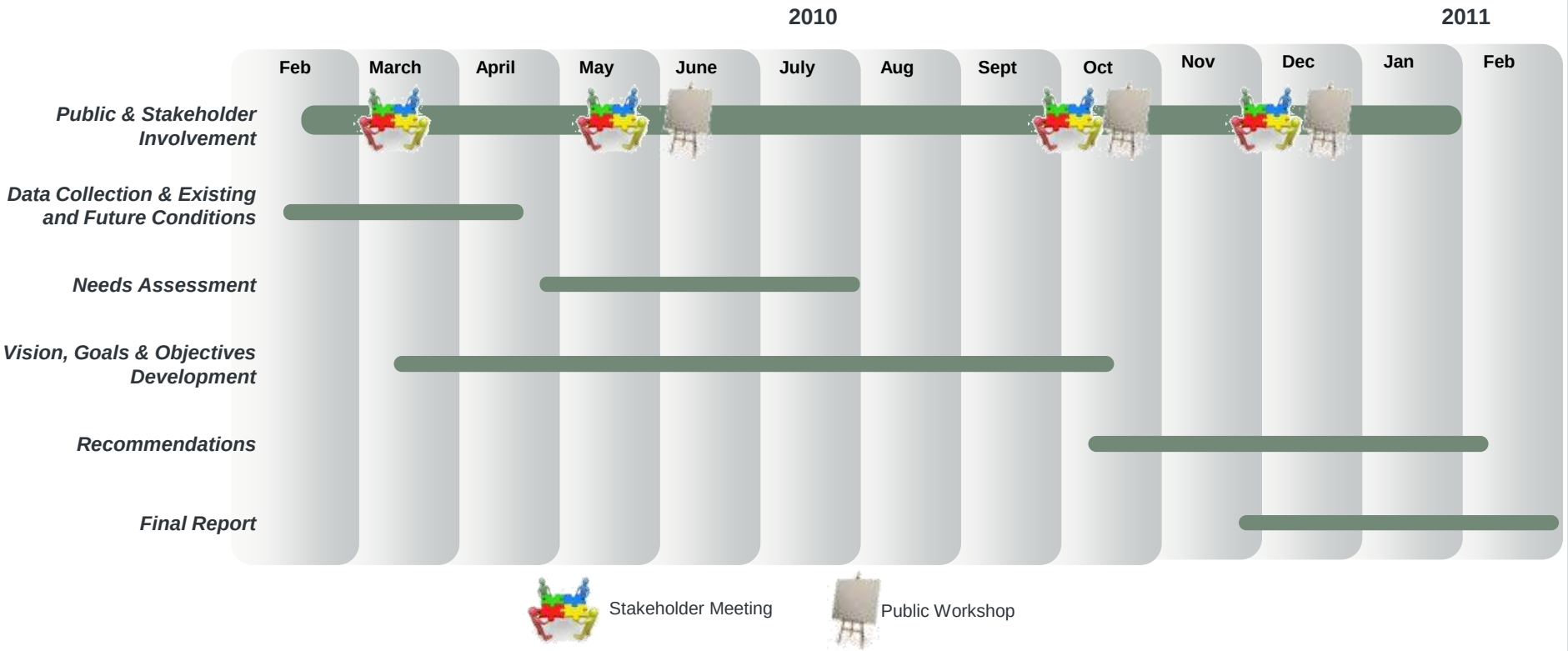


Corridor Study Process

- Stakeholder & Public Involvement
- ✓ Data Inventory/Collection
- ✓ Corridor Vision, Goals & Objectives
- Land Use Scenario Building – Establish Alternative Futures
- Transportation Needs
- Strategy Screening
- Develop Improvement Alternatives
- Conduct Evaluation & Develop Preliminary Recommendations
- Develop Corridor Plan

Corridor Study Process

STUDY SCHEDULE



Public Workshop #1

- June 10, 2010
- Well attended with over 75 participants
- Receptive to study process and analysis

Public Workshop #1

- Citizen Concerns
  - Need more turn lanes
  - Need park-and-ride facilities
  - No more traffic signals
  - Concerns with bicycles and pedestrians along the Parkway
  - Need to maintain buffer
  - Need more trails
  - Need better signage
  - Concerns with safety

Corridor Vision, Goals, and Performance Measures

- Corridor Vision
  - South Fulton Parkway will be a **vibrant** corridor in the Atlanta region over the next 20 years. The corridor will support local and regional economic vitality through **future development**, viable **transportation connections**, improvements to the **safety and operations** of transportation facilities, and **preservation of the natural environment** through **integrated planning efforts** and **implementation** of sustainable solutions.

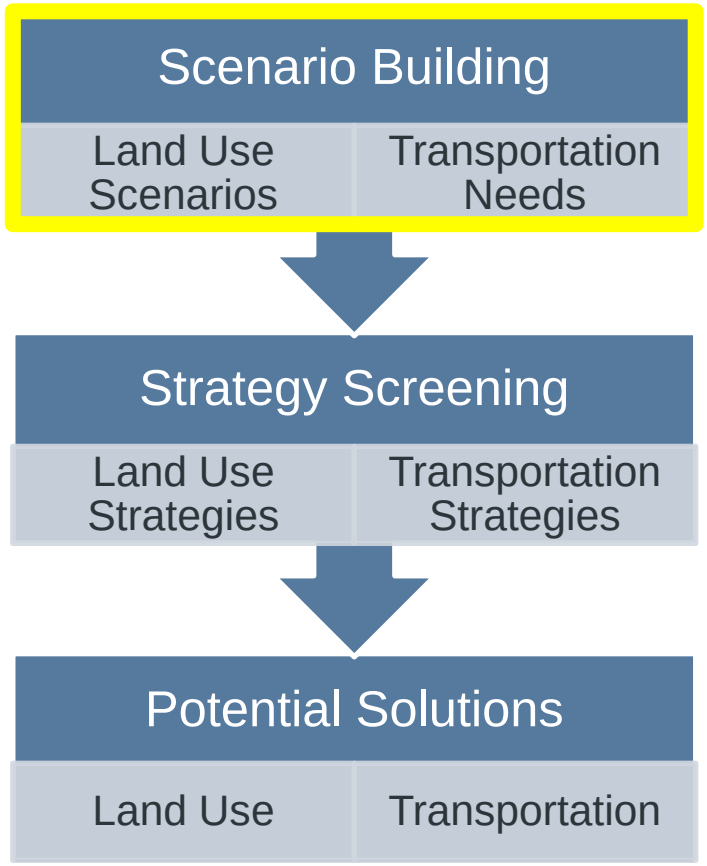
Corridor Vision, Goals, and Performance Measures

- Corridor Goals
  1. Maintain Mobility While Enhancing Access
  2. Contribute to the Economic Vitality of the Region
  3. Unify, Connect, and Integrate Uses along the Corridor
  4. Enhance Livability for All Users
  5. Promote Partnerships between Agencies, Municipalities, Businesses, and Residential Communities
  6. Protect Existing Resources and Communities
  7. Maintain the Visual Character and Identity of the Corridor

Corridor Vision, Goals, and Performance Measures

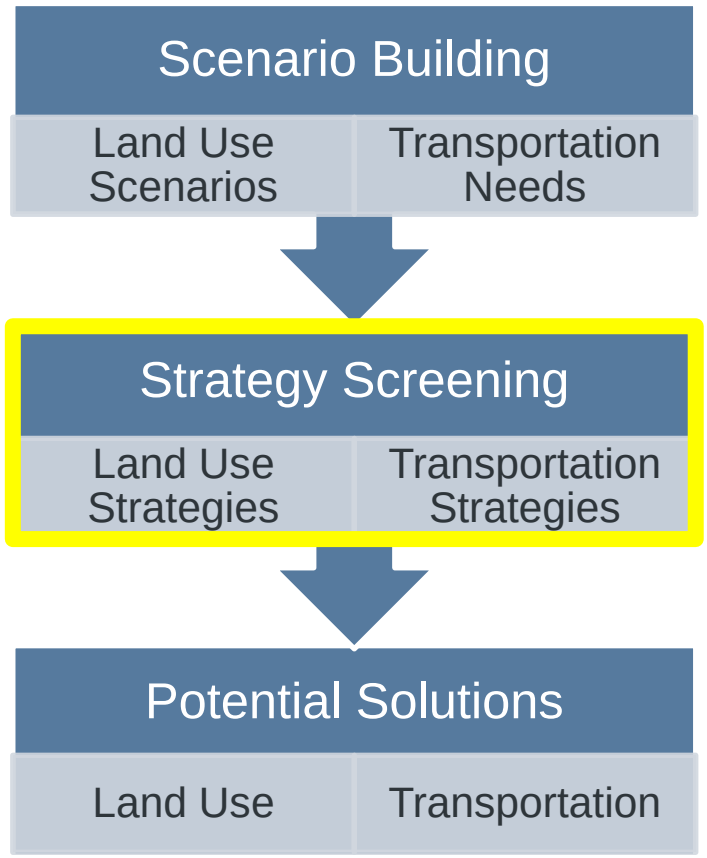
Performance Measures	Goals						
	1 Mobility	2 Economic	3 Integrate	4 Livability	5 Partnerships	6 Resources	7 Character
Level of Service	✓						
Travel Time / Travel Speeds	✓						
Intersection Spacing / Access Points	✓			✓			
Safety				✓			
Conflict Points				✓			
Connectivity	✓		✓				
Multi-Modal			✓		✓		
Corridor Preservation			✓		✓		✓
Development Opportunities		✓	✓		✓		
Environmental Impacts						✓	
Development / Parcel Impacts						✓	
Consistency with Comprehensive Plan/Land Use Plan		✓	✓		✓		

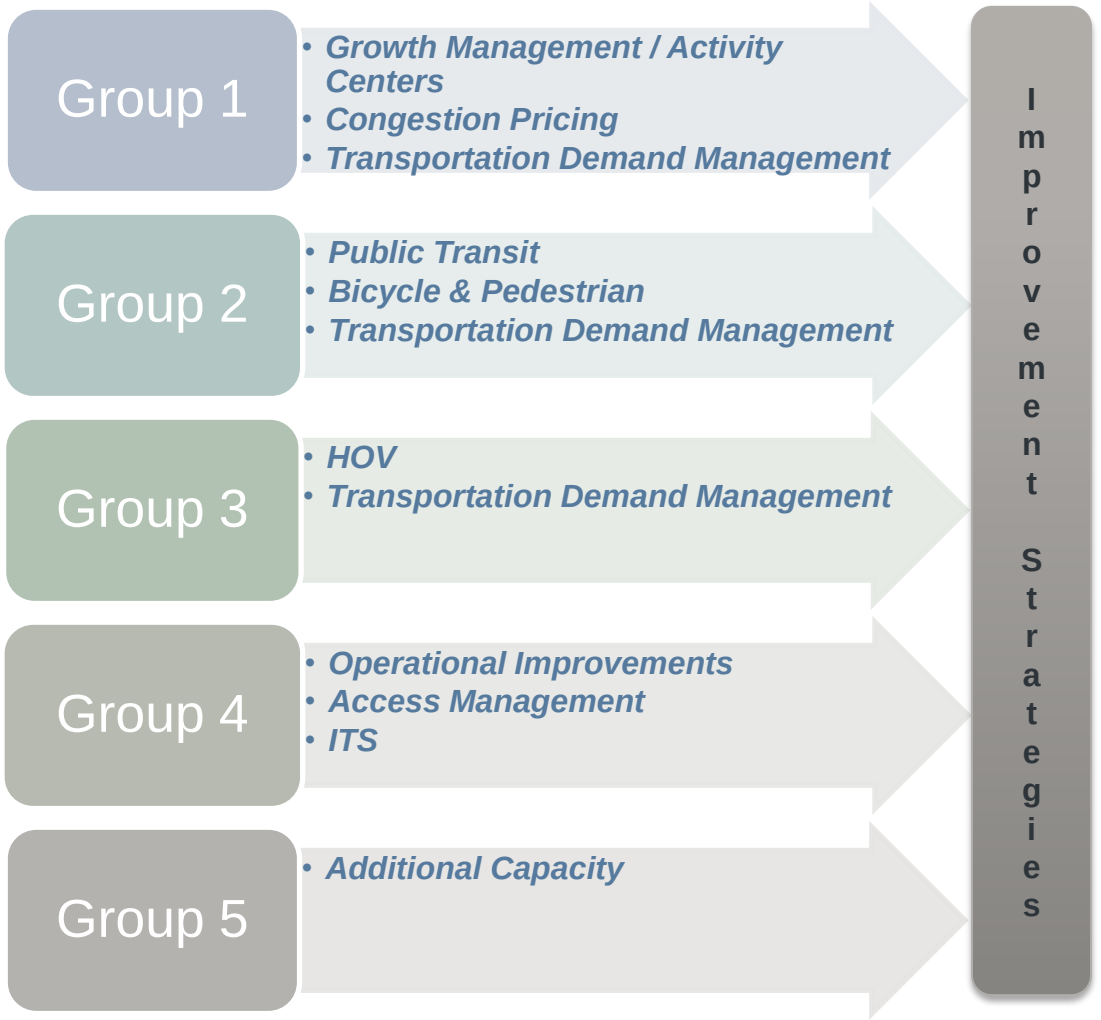
Improvement Development Process



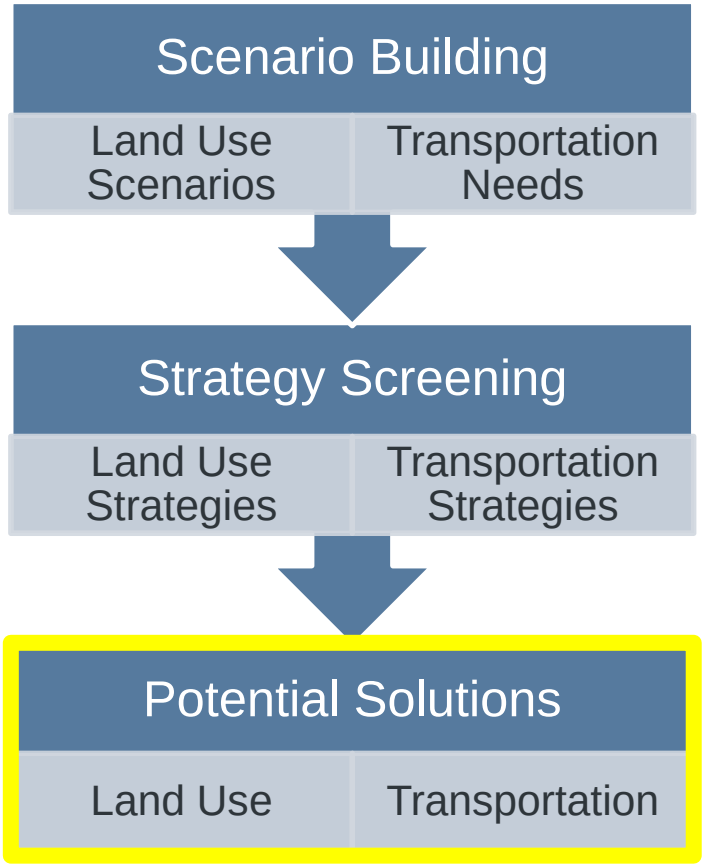
- Future Scenarios
  - Baseline Conditions
    - ARC Forecasts
  - Scenario 1
    - DRIs and Developments
  - Scenario 2
    - Aggressive & Balanced Growth

Improvement Development Process



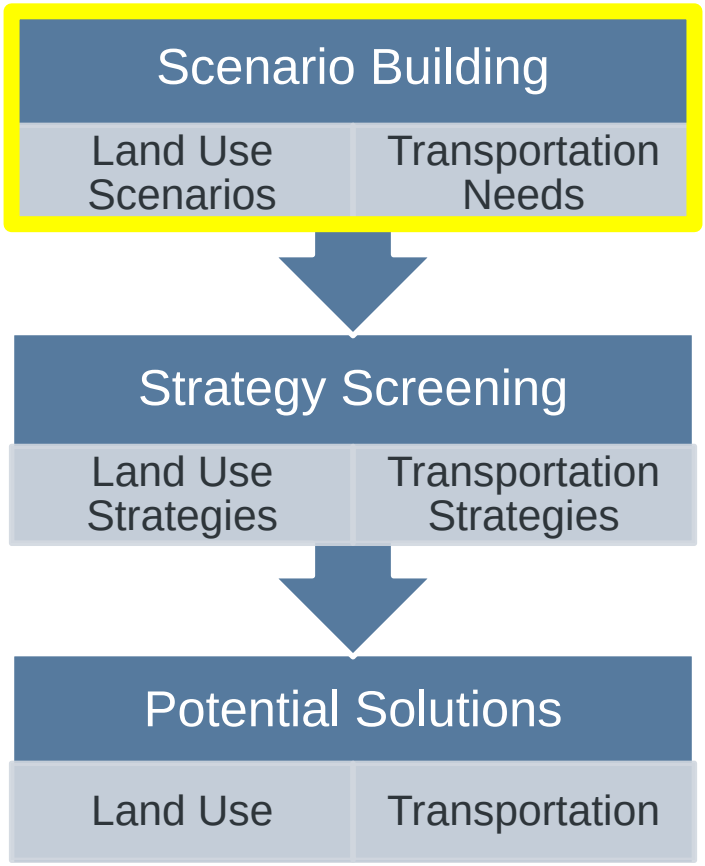


Improvement Development Process

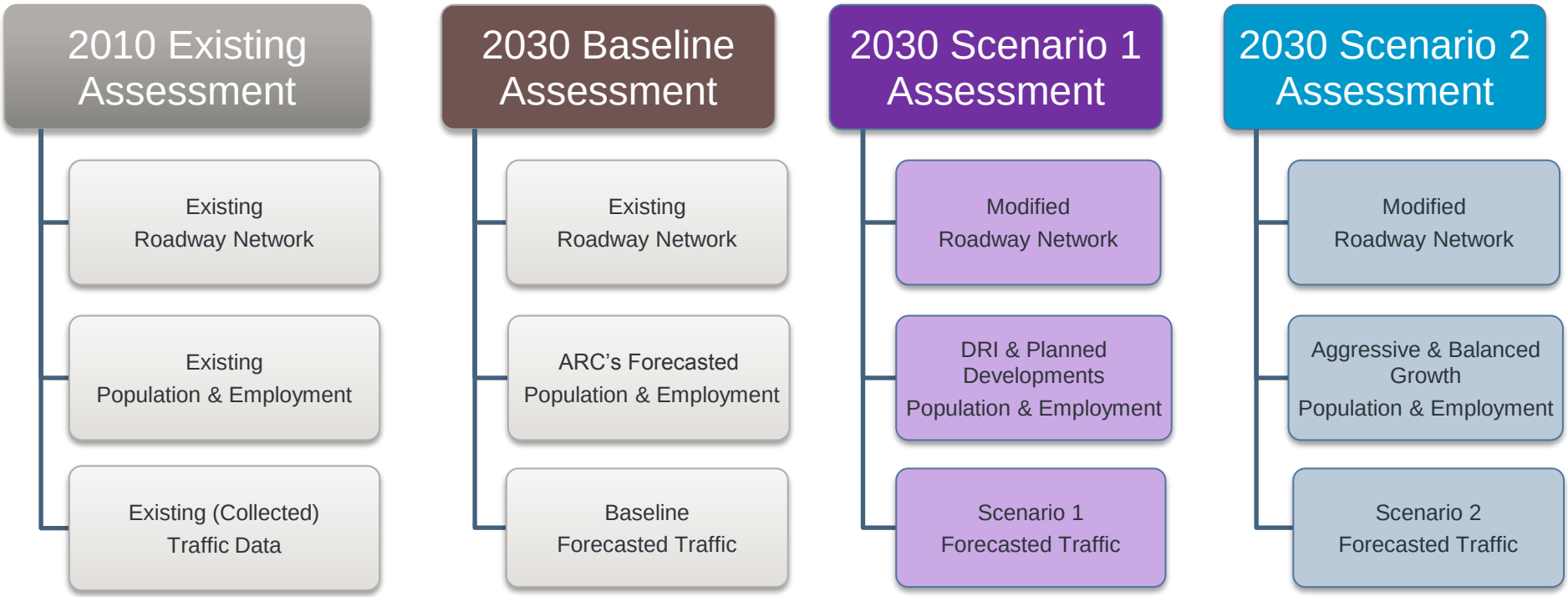


Potential Solution	Existing	Baseline	Scenario 1	Scenario 2
Potential Solution 1	✓	✓	✓	✓
Potential Solution 2			✓	✓
Potential Solution 3			✓	
Etc.				

Scenario Building

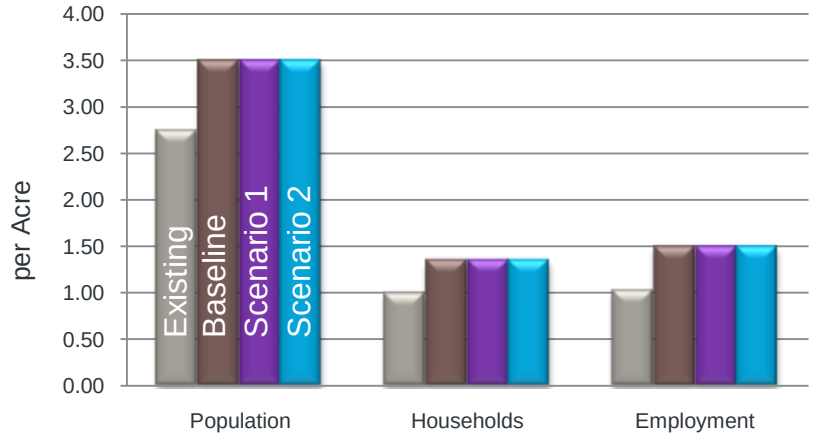


Scenario Building Overview

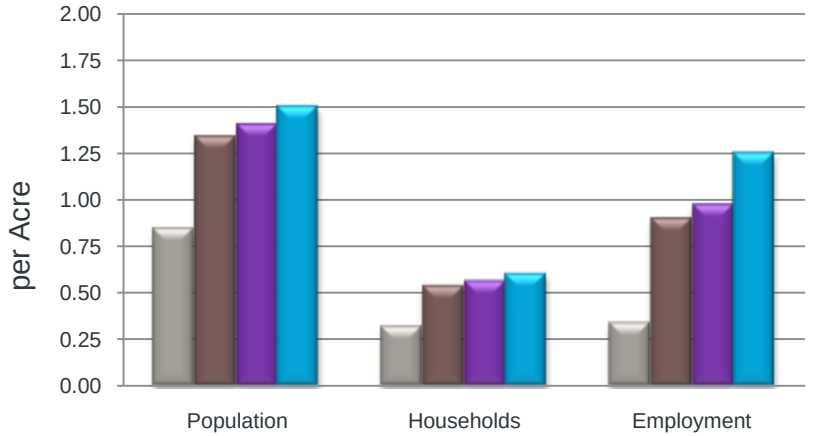


Scenario Building
Land Use Scenarios

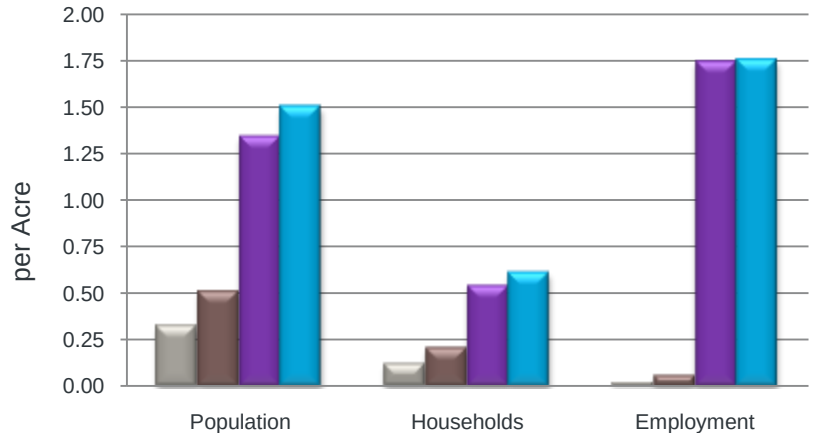
Segment 1 – I-285 to Welcome All Rd



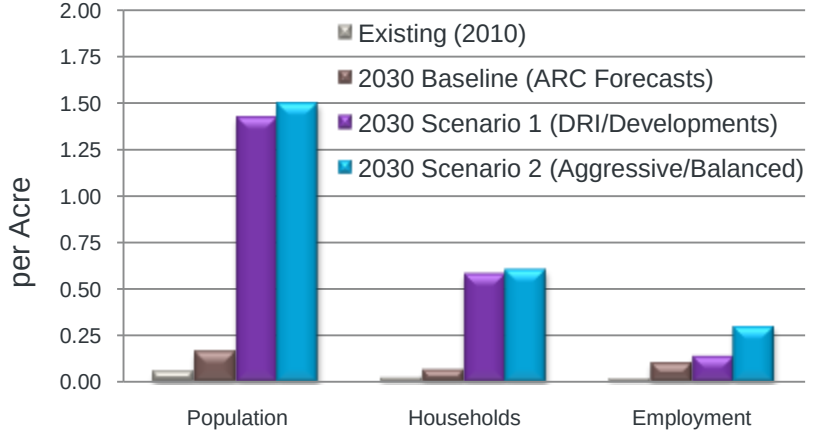
Segment 2 – WelcomeAll Rd to Derrick Rd



Segment 3 – Derrick Rd to SR 154

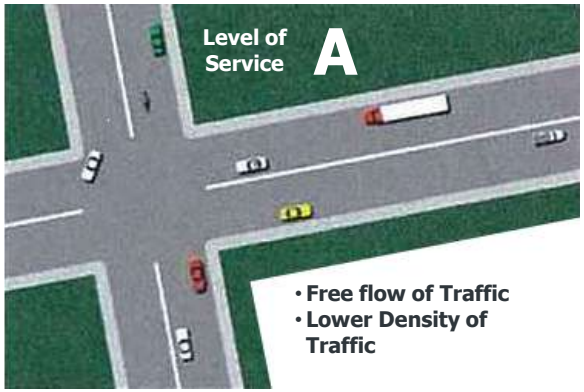


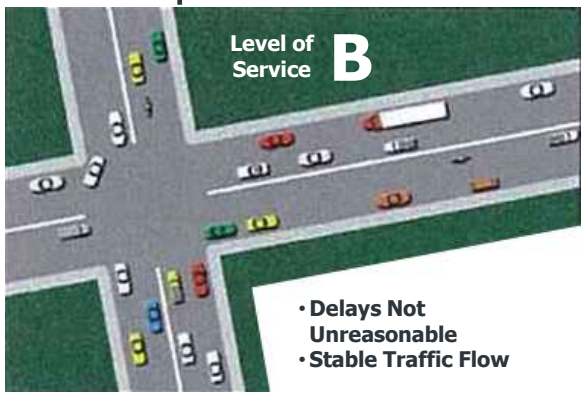
Segment 4 - SR 154 to Chattahoochee River

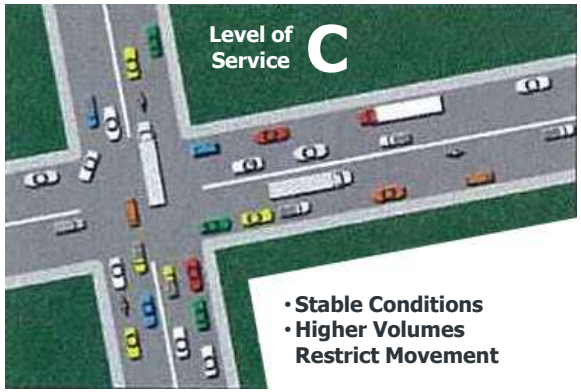


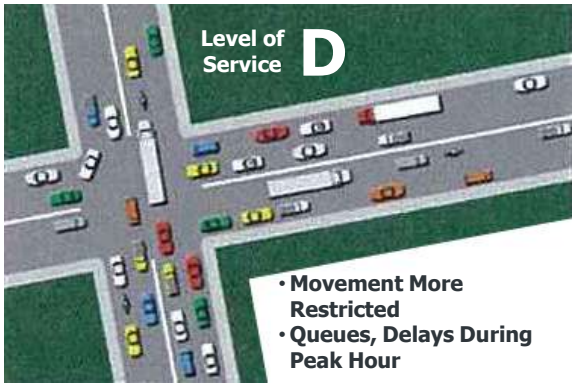
Scenario Building
Corridor Performance & Needs

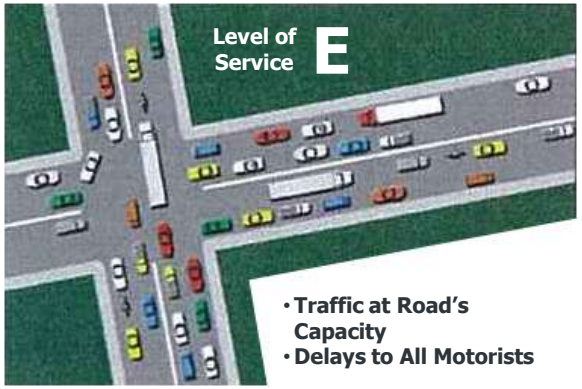
- Level of Service (LOS)
  - Qualitative Measure of Traffic Flow Used to Describe Operating Conditions from the Perspective of Travelers

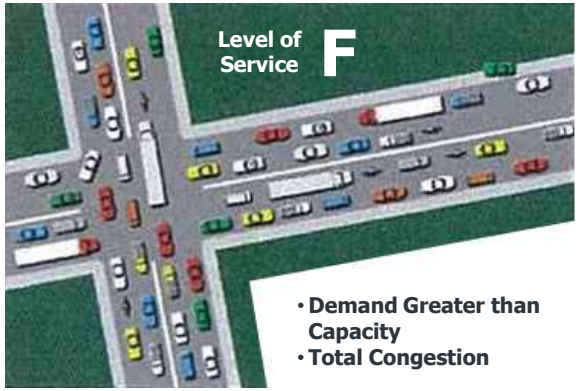








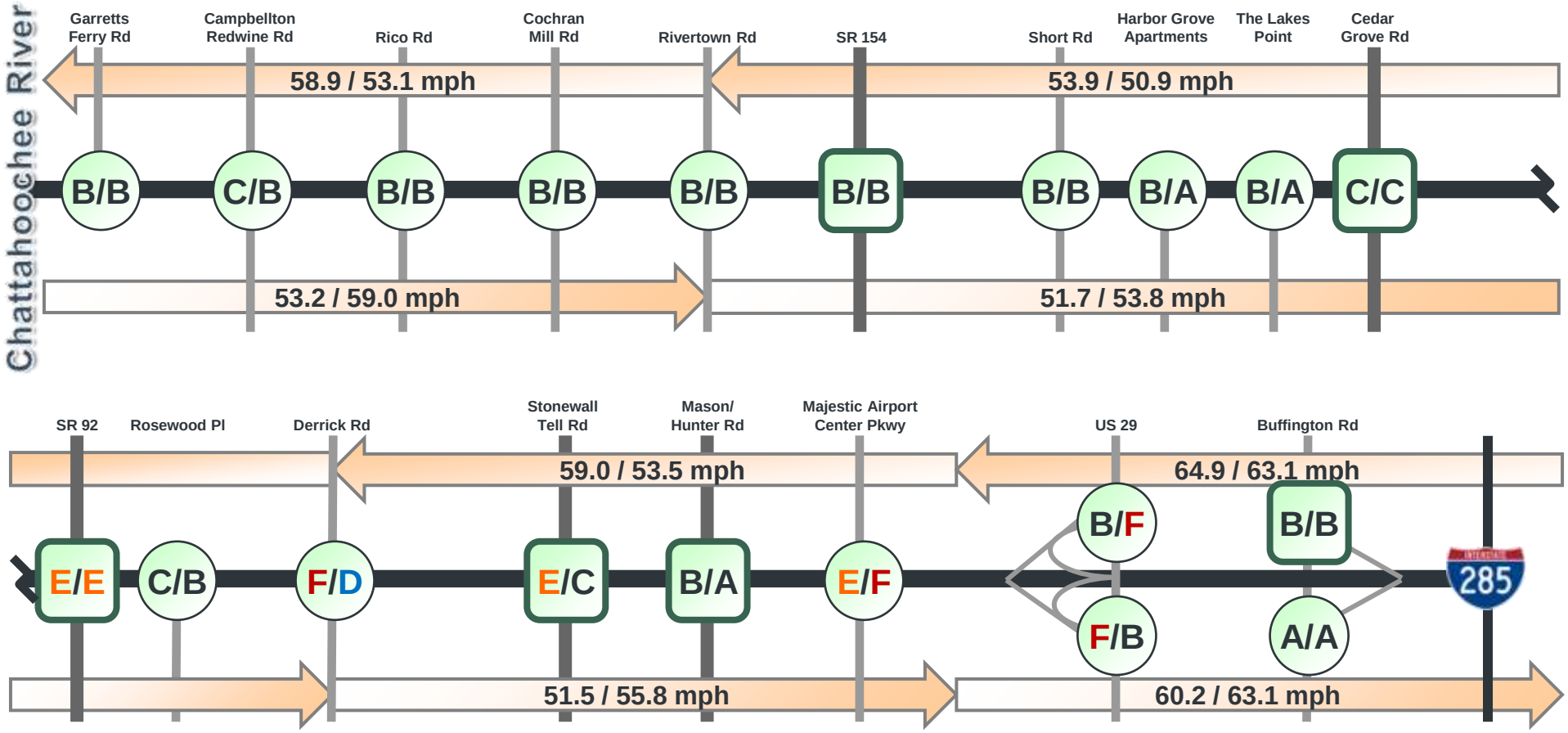




AM LOS / PM LOS

Scenario Building
2010 Existing Corridor Performance

- Intersection Level of Service & Corridor Speed



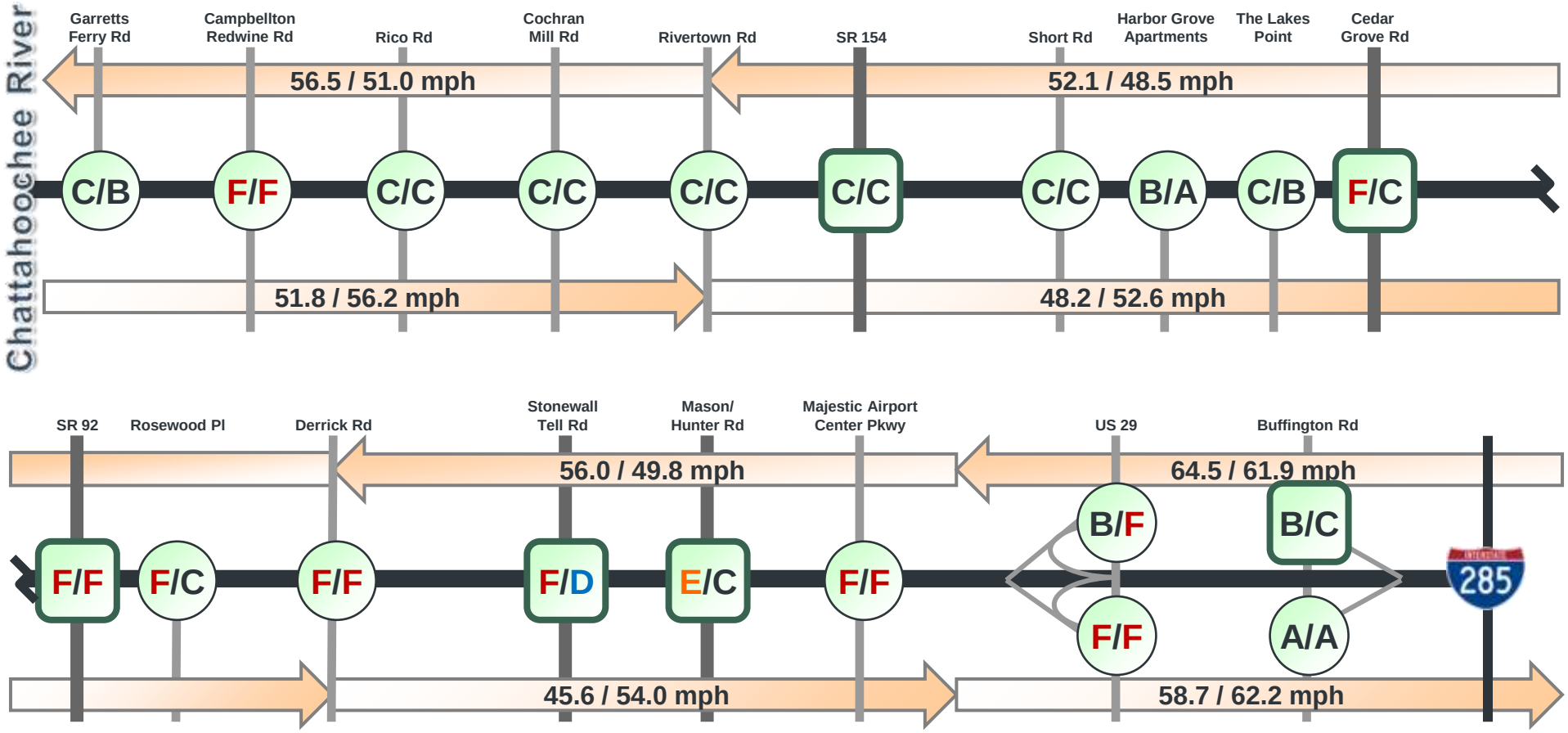
Scenario Building
2010 Existing Needs

- US 29 EB Ramps – EB Off Ramp left turn delay
- US 29 WB Ramps – WB Off Ramp left turn delay
- Majestic Airport Center Pkwy – SB left turn delay
- Stonewall Tell Rd – SB left turn delay
- Derrick Rd – SB approach delay
- SR 92 – delay from all approaches

AM LOS / PM LOS

Scenario Building
2030 Baseline Corridor Performance

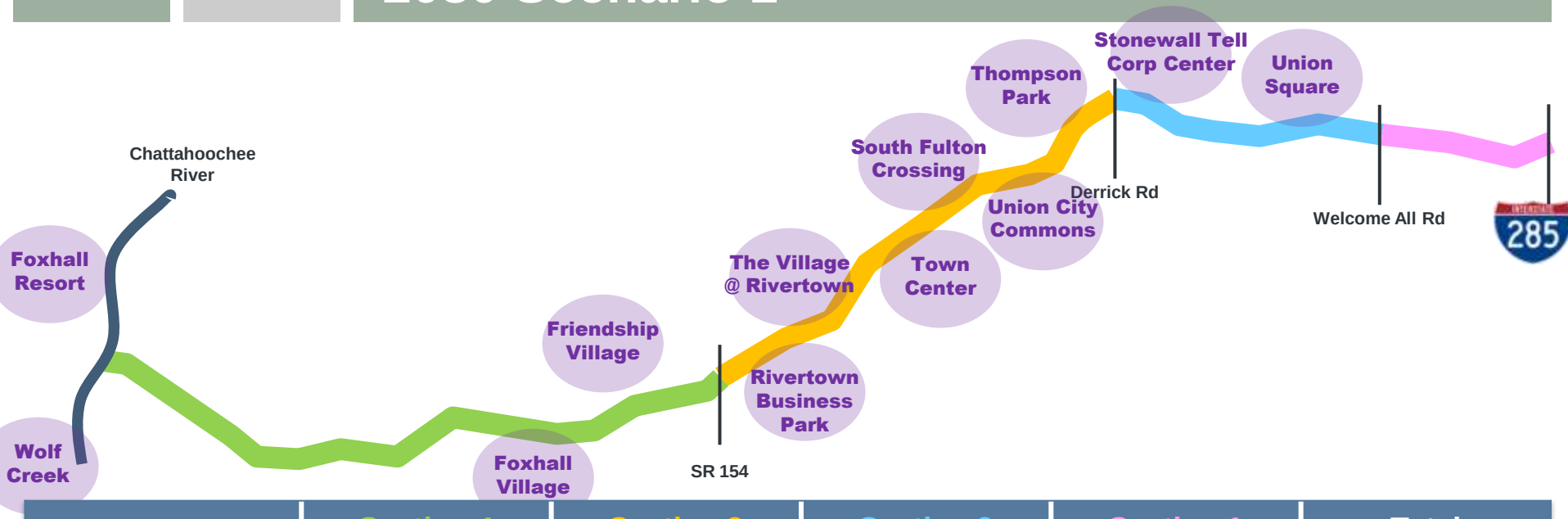
- Intersection Level of Service & Corridor Speed



Scenario Building
2030 Baseline Needs

- ❑ US 29 EB Ramps – EB Off Ramp left turn delay
- ❑ US 29 WB Ramps – WB Off Ramp left turn delay
- ❑ Majestic Airport Center Pkwy – SB left turn delay
- Mason/Hunter Rd – SB approach delay
- ❑ Stonewall Tell Rd – SB approach delay
- Derrick Rd – NB and SB approach delay
- Rosewood Pl – NB left turn delay
- ❑ SR 92 – delay from all approaches
- Cedar Grove Rd – delay from all approaches
- Campbellton Redwine Rd – NB approach delay

Scenario Building
2030 Scenario 1

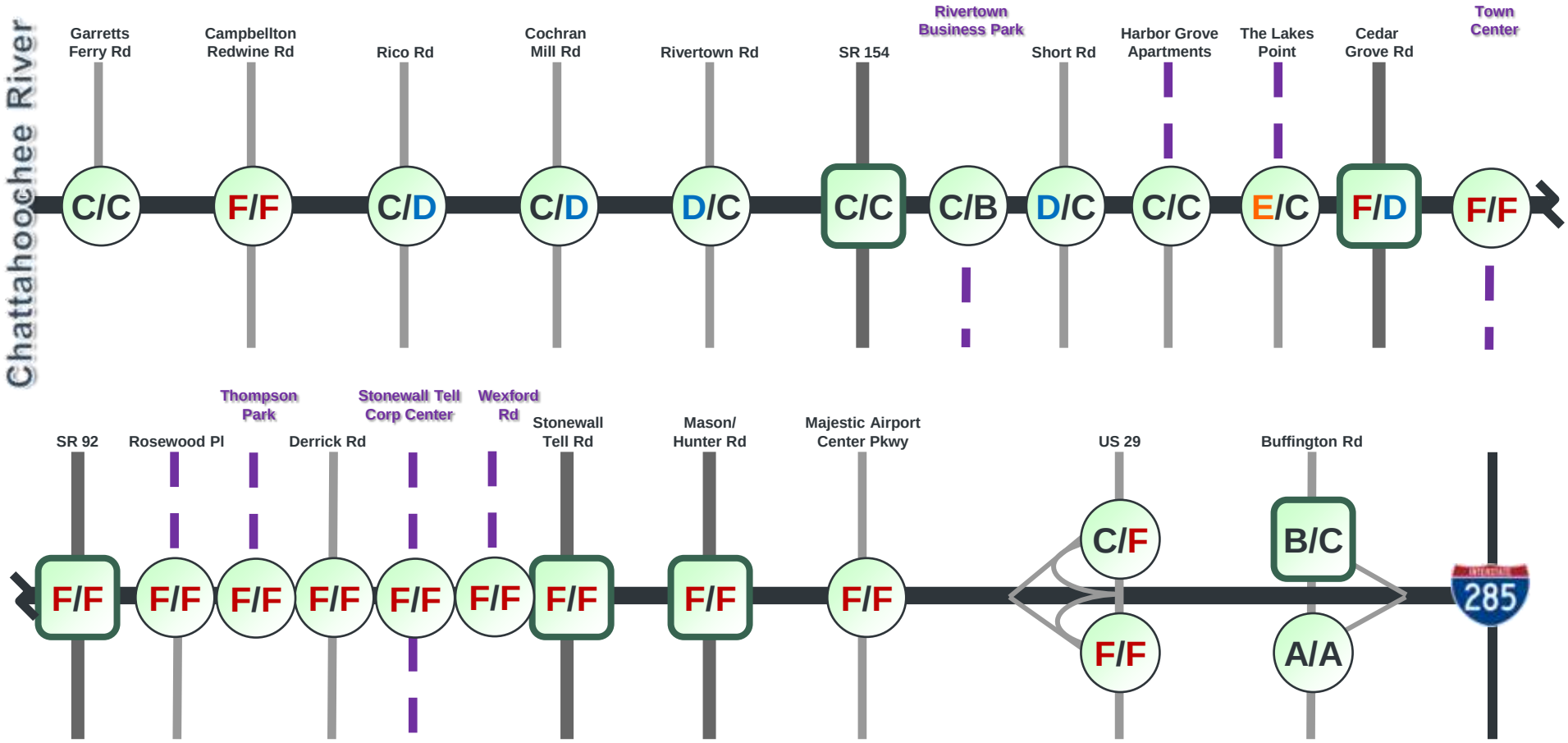


	Section 4		Section 3		Section 2		Section 1		Total	
	Baseline	Scenario 1	*Baseline*	Scenario 1	*Baseline*	Scenario 1	*Baseline*	Scenario 1	*Baseline*	Scenario 1
Persons per Acre	*0.16*	1.42	*0.51*	1.34	*1.34*	1.41	*3.50*	3.50	*0.93*	1.74
Households per Acre	*0.06*	0.58	*0.21*	0.54	*0.54*	0.56	*1.35*	1.35	*0.37*	.070
Employment per Acre	*0.10*	0.14	*0.06*	1.75	*0.90*	0.98	*1.50*	1.50	*0.43*	0.79

AM LOS / PM LOS

Scenario Building
2030 Scenario 1 Corridor Performance

- Intersection Level of Serviced



Note: Facilities in purple reflect the proposed access for each individual development or DRI and not the recommendations of this study.

Scenario Building
2030 Scenario 1 Needs

- South Fulton Pkwy - capacity concerns (I-285 to Cedar Grove Rd)
- South Fulton Pkwy - delays due to additional intersections
- Some side streets with low turning movements while not providing efficient connectivity
- ❑ Southbound approach delay along most side streets
  - Mason/Hunter Rd
  - Stonewall Tell Rd
  - Derrick Rd
  - Cedar Grove Rd
- ❑ US 29 EB & WB Ramps – Off Ramp left turn delay
- ❑ SR 92 – delay from all approaches
- Campbellton Redwine Rd – NB and SB approach delay

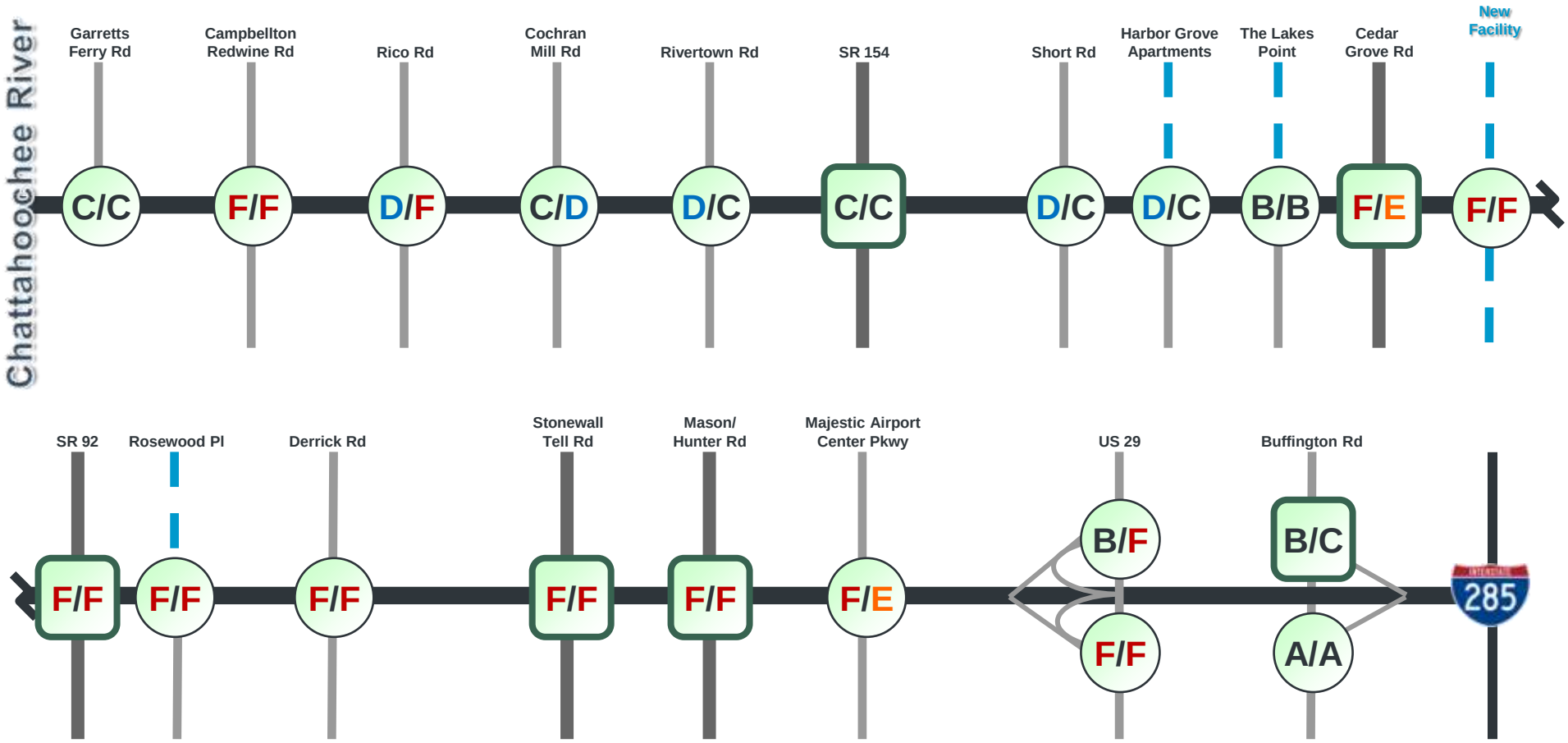
Scenario Building
2030 Scenario 2

	Section 4		Section 3		Section 2		Section 1		Total	
	Baseline	Scenario 2	*Baseline*	Scenario 2	*Baseline*	Scenario 2	*Baseline*	Scenario 2	*Baseline*	Scenario 2
Persons per Acre	*0.16*	1.50	*0.51*	1.50	*1.34*	1.50	*3.50*	3.50	*0.93*	1.83
Households per Acre	*0.06*	0.61	*0.21*	0.61	*0.54*	0.60	*1.35*	1.35	*0.37*	0.73
Employment per Acre	*0.10*	0.30	*0.06*	1.75	*0.90*	1.25	*1.50*	1.50	*0.43*	0.91

AM LOS / PM LOS

Scenario Building
2030 Scenario 2 Corridor Performance

- Intersection Level of Service



Scenario Building
2030 Scenario 2 Needs

- South Fulton Pkwy - capacity concerns (I-285 to Cedar Grove Rd)

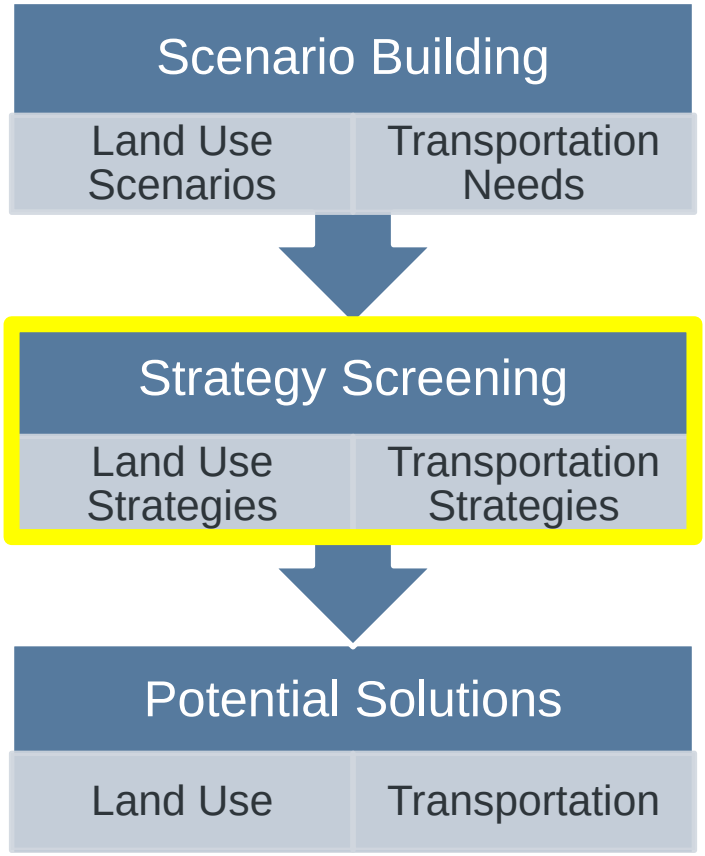
❑ Southbound approach delay along most side streets
  - Mason/Hunter Rd
  - Stonewall Tell Rd
  - Derrick Rd
  - Cedar Grove Rd

❑ US 29 EB & WB Ramps – Off Ramp left turn delay

❑ SR 92 – delay from all approaches

❑ Campbellton Redwine Rd – NB and SB approach delay

Strategy Screening



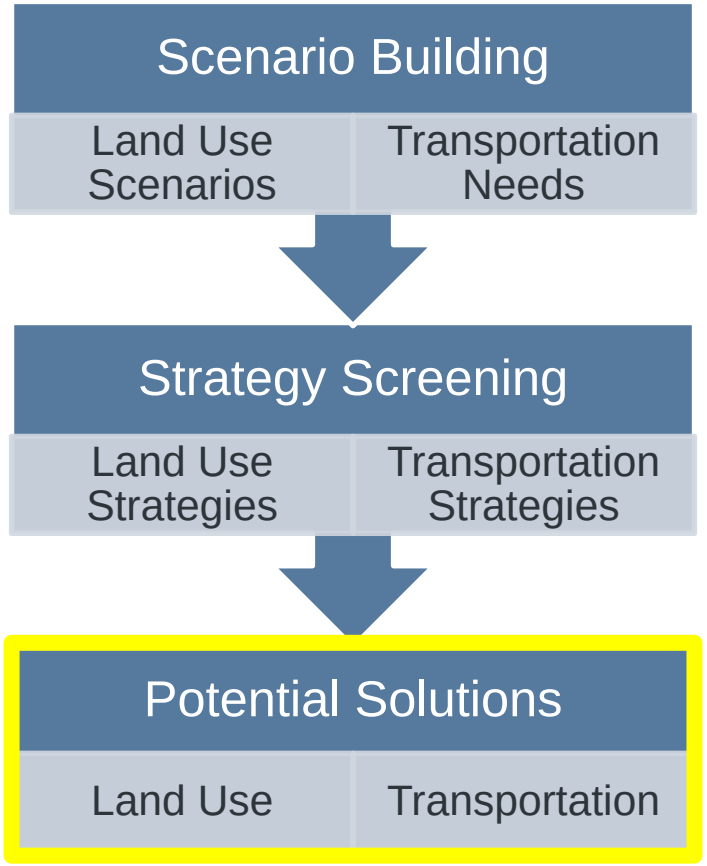
Strategy Screening

Group 1	• Land Use Policies / Regulations • Telecommuting / Alternative Work Week • Trip Reduction Ordinances	County Municipalities
Group 2	• Transit Facilities (Bus, BRT, Rail) • Bicycle & Pedestrian Facilities	GDOT MARTA/GRTA Municipalities County
Group 3	• Carpooling • Vanpooling Programs • The Clean Air Campaign / Commute Options	GDOT MARTA/GRTA Municipalities County
Group 4	• Intersection Widening • Frontage Roads • Median Control • Signalization Improvements	GDOT Municipalities County
Group 5	• Additional Lanes	GDOT

Performance Measures

Improvement Strategies

Potential Solutions



Potential Solutions
What We are Doing Now

Potential Solution	2010 Existing Conditions	2030 Baseline Conditions	2030 Scenario 1 Conditions	2030 Scenario 2 Conditions
Stonewall Tell Rd – SB Dual Left Turn Lane	✓	✓	✓	✓
Town Center Access – Directional Median Opening			✓	
South Fulton Pkwy – Widen to 6-Lanes			✓	✓
More to Come…..				

Next Steps

- Conduct Public Workshop #2 (October 14th, 2010)
- Screen Potential Solutions for the Parkway Against Performance Measures
- Develop Preliminary Recommendations

Break-Out Session

- What existing facilities can we use as alternates to South Fulton Pkwy?
- What are missing connections to the roadway network?
- What are missing connections to the bicycle and pedestrian network?

Contact Information

Georgia Department of Transportation

Attention: Kyle Mote

Phone: (404) 631-1987

Fax: (404) 631-1957

Email: kmote@dot.ga.gov

www.dot.ga.gov/southfultonpkwy

Public Meeting #2 – October 14th, 2010 6:00-7:30PM

Langston Hughes High School

7510 Hall Road

Fairburn, GA 30213

Study Products
Additional Resources

- Two Way Left Turn Lane vs. Median
  - Before
  - After
- Intersection Functional Area
  - Before
  - After
- Driveway Control
  - Before
  - After