

Location

Town of Tyrone Chambers
881 Senoia Road
Tyrone, GA 30290

Attendees

Carlotta Ungaro, Fayette County Chamber of Commerce
Daniel Studdard, Atlanta Regional Commission
Edlin Regis, GDOT
Ellis Still, City of Union City
Mayor Eric Dial, Town of Tyrone
Harland Smith, GDOT
Hattie Portis-Jones, City of Fairburn
Joddie Gray, AICP, South Fulton CID
Jonathan Rorie, City of Peachtree City
Lester Thompson, City of Fairburn
Mark Sanders, South Fulton CID
Mike Warrix, City of Peachtree City
Pete Frisina, Fayette County
Phil Mallon, Fayette County
Phillip Trocquet, Town of Tyrone
Roshni Lawrence, GDOT
Ryan Sager, MARTA
Stanford Taylor, GDOT
Steve Rapson, Fayette County
Tarika Peeks, City of Fairburn
Mayor Vanessa Fleisch, City of Peachtree City

Summary

The meeting format included a brief presentation which allowed for questions and comments throughout. After the presentation, the Committee was engaged in an activity to gain feedback on the vision for the corridor before adjourning.

A welcome was issued by Town of Tyrone Mayor Dial who thanked everyone for coming and being involved. Phil Mallon, Fayette County Engineer, also thanked the group for coming and informed the Committee that he is acting as the point of contact for the project team. Mr. Mallon emphasized that this is everyone's project and belongs to all municipalities. The group will make sure the finished project meets the needs of all.

Presentation

Eric Lusher, from Pond began the presentation, which is provided in **Attachment A**. He stated that this meeting will focus on a review of some of the work completed to date and a discussion with

the Committee on goals and objectives. Mr. Lusher gave some history on the SR 74 Gateway Coalition and what occurred at the last meeting, which was a listening session with the Coalition members. This is the first official meeting of the Stakeholder Advisory Committee, which goes beyond the Gateway Coalition to get broader input. Mr. Lusher mentioned that there will be additional opportunities to give input into the process throughout the study timeline.

Mr. Lusher presented the schedule and general timeline of the project. Currently, the study is identifying and establishing existing conditions, land use, transportation, and access management. A Needs Assessment will begin in the fall when the Team will begin thinking about current and future needs. In the winter the Team will enter the evaluation phase when alternatives that have incorporated the public's ideas will be presented. During this phase, the Team will be evaluating and prioritizing ideas. In the spring, the Team will present final recommendations and will complete the final report. Mr. Lusher also talked about the public engagement process such as meetings and other outreach throughout the process. He invited the Committee to give feedback on opportunities to interact with the public.

Next, Mr. Lusher talked about current and projected population and employment. In 2014, the data shows growth in employment and some densification of population. There is an expectation of growth along the corridor. Commuter patterns show commute times for Fairburn, Tyrone and Peachtree City. Mr. Lusher mentioned that commuter patterns show a big pull in the direction of Atlanta/central Atlanta, which puts a strain on SR 74 for those commuting out.

Mr. Lusher then discussed the Traffic Demand Model outputs to date. Traffic flows show traffic demands along SR 74. The model predicts a fairly significant amount of additional traffic in the corridor. The Team will dig into this data more during the Needs Assessment. Mr. Lusher stated that this tool is a pretty modest estimation. He also presented a graphic that shows future and existing truck travel, per the ARC travel demand model.

Mr. Lusher then discussed historical and projected traffic using GDOT traffic counts. The Team examined four locations and looked at the correlation between time of day and traffic patterns. This data differs some from model. There are a variety of assumptions built into using both the model and the GDOT traffic counts as a mechanism for projecting future travel demand. Mr. Lusher stated that the Team is looking at this from a variety of different angles. As the Team thinks about land use it will have an impact on what is considered reasonable traffic growth.

Next, Mr. Lusher presented information on Level of Service (LOS). He stated that a LOS D at peak times is acceptable, however, we want to avoid LOS E and F. The Model prediction shows the interchange with I-85 as a hot spot. Mr. Lusher reminded the group that the information presented gives us a general idea of LOS from a "30,000 foot view". When the Team examines LOS at an intersection level, it is expected that we will find more congestion.

Next, Mr. Lusher discussed Access Management. Thus far, the study has given the Team a good understanding of where access points are concentrated, as well as where there is a lack of density in access points. The Team will dig deeper into this more during the Needs Assessment phase and will offer alternative solutions to deal with access along the SR 74 corridor. Likewise, the Team will form a greater understanding of Land Use along SR 74 as more information is

compiled and evaluated through GIS. The focus now is on the Character Areas. For the cities that actually touch the corridor, Mr. Lusher and Team highlighted the future development maps and character areas for each and mapped them to see if there were any thematic similarities and/or differences from one to the next. This analysis indicated that there are differences in how each community treats the corridor. Mr. Lusher encouraged the Committee to think about how all of these differences can work together.

Vision Exercise

Pat Smeeton of Pond provided the Committee with an overview of what we heard during the June listening session with the Coalition. This information will be used to help develop a cohesive vision. The information collected during the listening session was presented as a word cloud that the Team then organized into six categories, which will be used as to help draft the Vision for the corridor.

- Access Management – curb cuts, etc.
- Accessibility – how easy it is to get from point A to B. Includes new access.
- Aesthetics & Signage – cohesion and consistency of theme.
- Alternative Travel Modes – transit, shuttles, bike and ped facilities, etc.
- Development Patterns – controlled development and balancing growth with capacity.
- Mobility – your ability to move along corridor at a decent LOS (enhance or maintain) more capacity and operational improvements.
- Other

After creating the corridor vision, these categories will eventually evaluation criteria for measuring transportation and policy recommendations. Mr. Smeeton explained that the exercise and feedback today will help the Team prioritize and understand what is most important. The Team will use quantifiable and qualifiable criteria to judge and measure the projects against.

Before soliciting feedback, the Committee reviewed the Goals & Objectives and offered some additional ideas:

- Please consider including freight specific design and accommodating truck traffic
 - This will fit into the “Mobility” goal
- Please encourage greenspace along corridor as well as green vehicles and charging stations.
 - Greenspace will be included in the “Aesthetics & Signage” goal.
 - Green vehicles and charging stations will be included in the “Alternative Travel Modes” goal
- Include smart corridors and autonomous/connected vehicles
 - This can be included in the “Mobility” goal.

Committee members were given 10 dots to select the categories most important to them. The raw results are included in **Attachment B** and indicated in the table on the following page.



Vision Exercise Results

Category	Number of Dots	Relative Weighting
Access Management	42	20%
Mobility	42	20%
Accessibility	40	19%
Development Patterns	34	16%
Aesthetics and Signage	31	15%
Alternative Travel Models	22	10%

Mr. Smeeton wrapped up the discussion by stating that the Team will craft a vision statement based on this feedback, and will get back to group for consensus. Mr. Lusher added that the Committee will be invited to help wordsmith the vision. The goal is to act as one group and from a consensus perspective. The Vision will also be presented at the first public meeting for their input as well.

The next meeting of the Stakeholder Advisory Committee has not yet been scheduled but will occur at the next project milestone, likely in the fall.



SR 74
COMPREHENSIVE CORRIDOR STUDY

Stakeholder Advisory Committee
Meeting #1 – Visioning
July 25, 2017 | 1:00 – 3:00 PM

Attachment A

Presentation Materials



SR 74

COMPREHENSIVE CORRIDOR STUDY

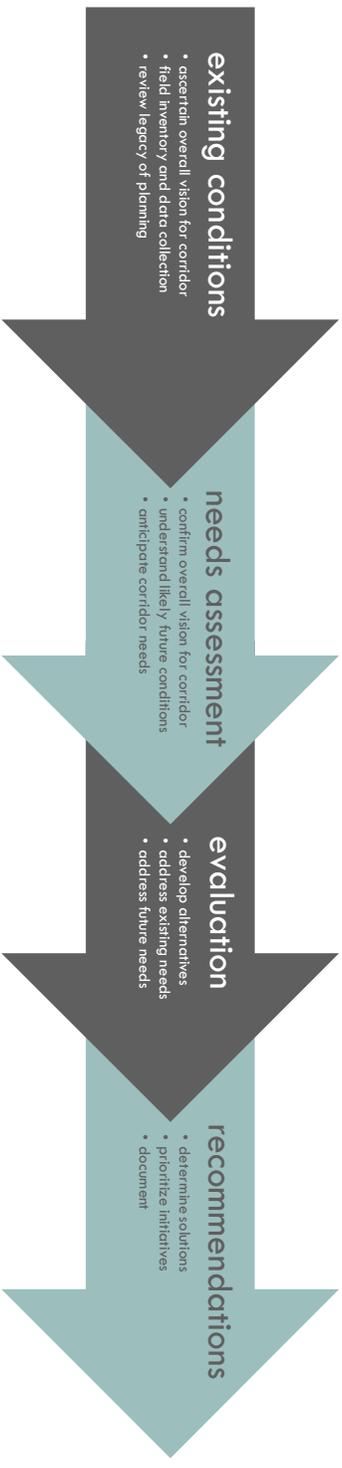
timeline & phasing

summer 2017

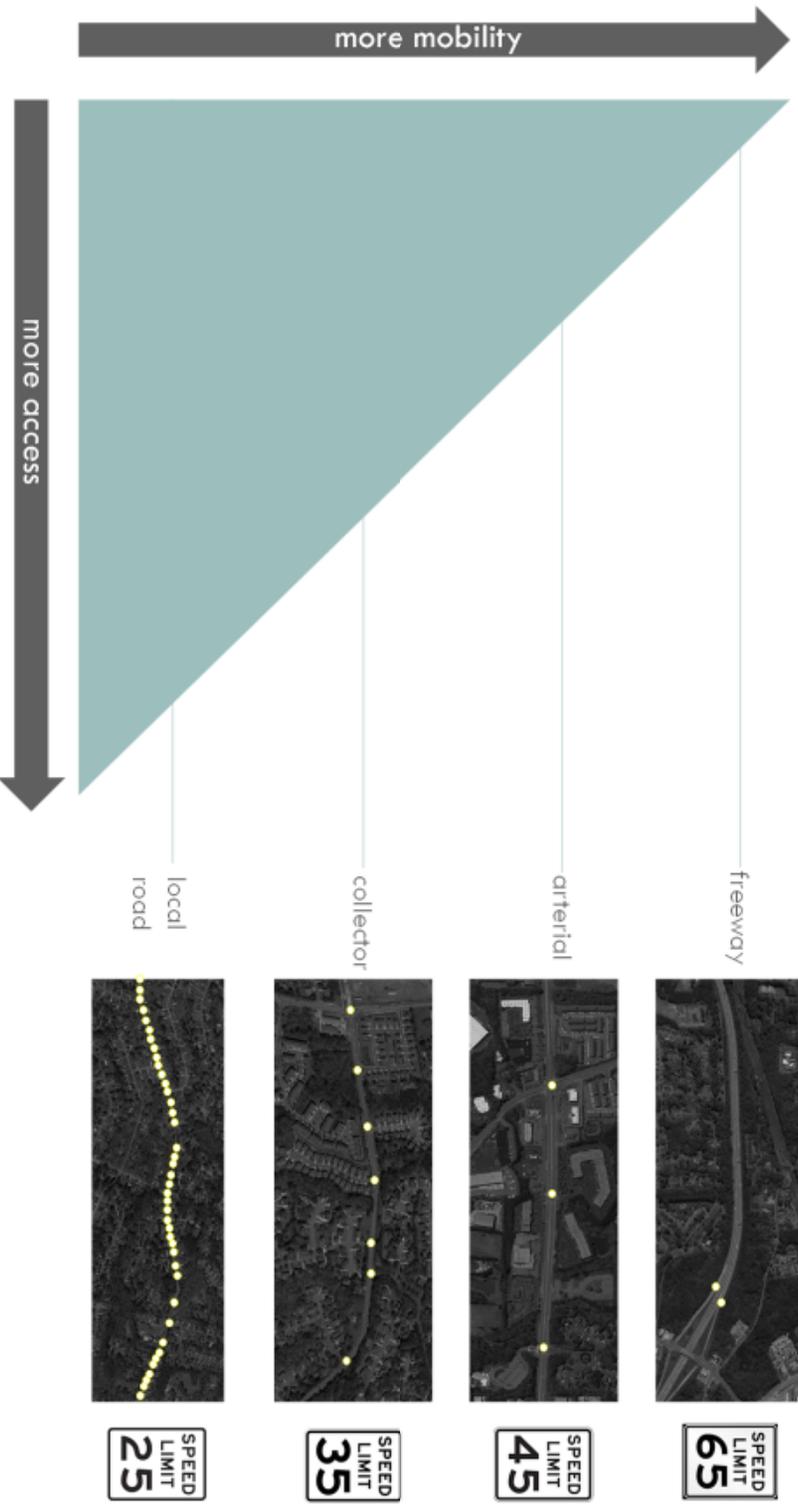
fall 2017

winter 2018

spring 2018



access & mobility

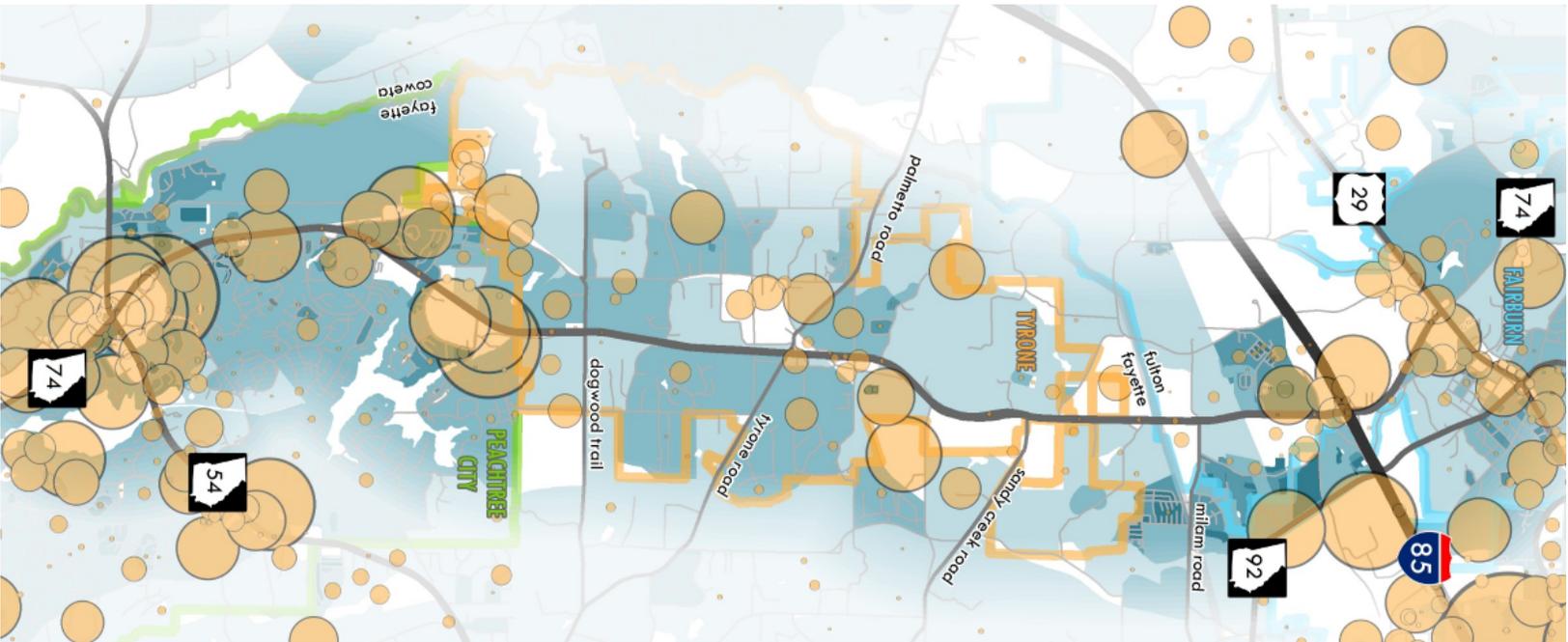




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existing (2010)



future (2040)

population &
employment





SR 74

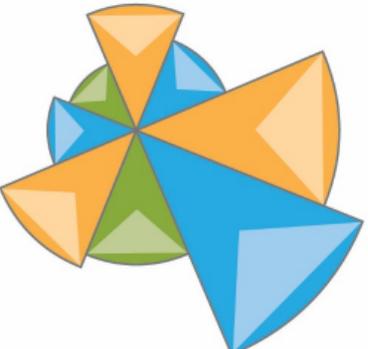
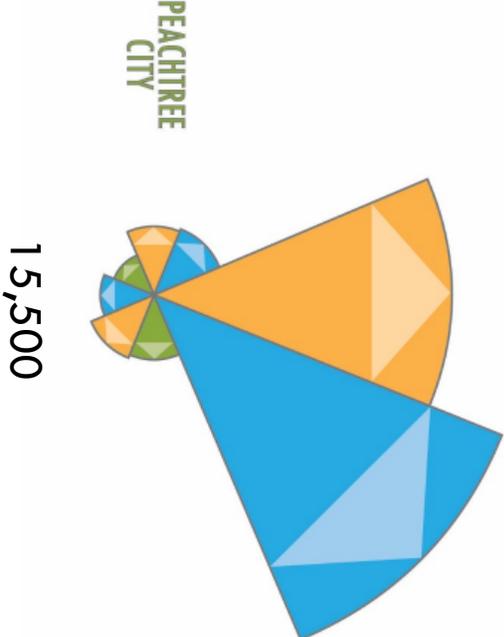
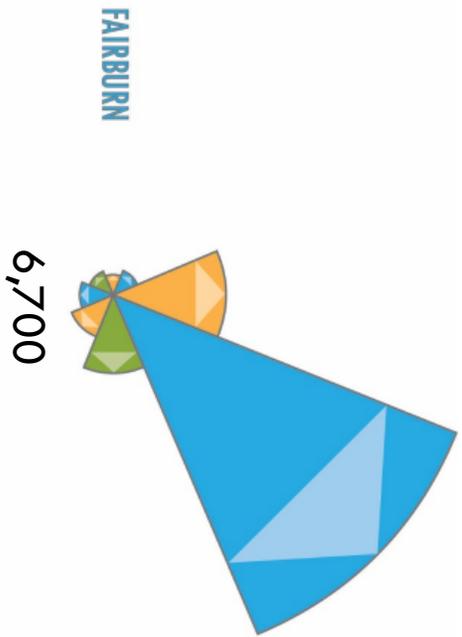
COMPREHENSIVE CORRIDOR STUDY

commuter patterns

residents who work outside
of their home city

employees who live
out of the city

people who live
and work in the
same city

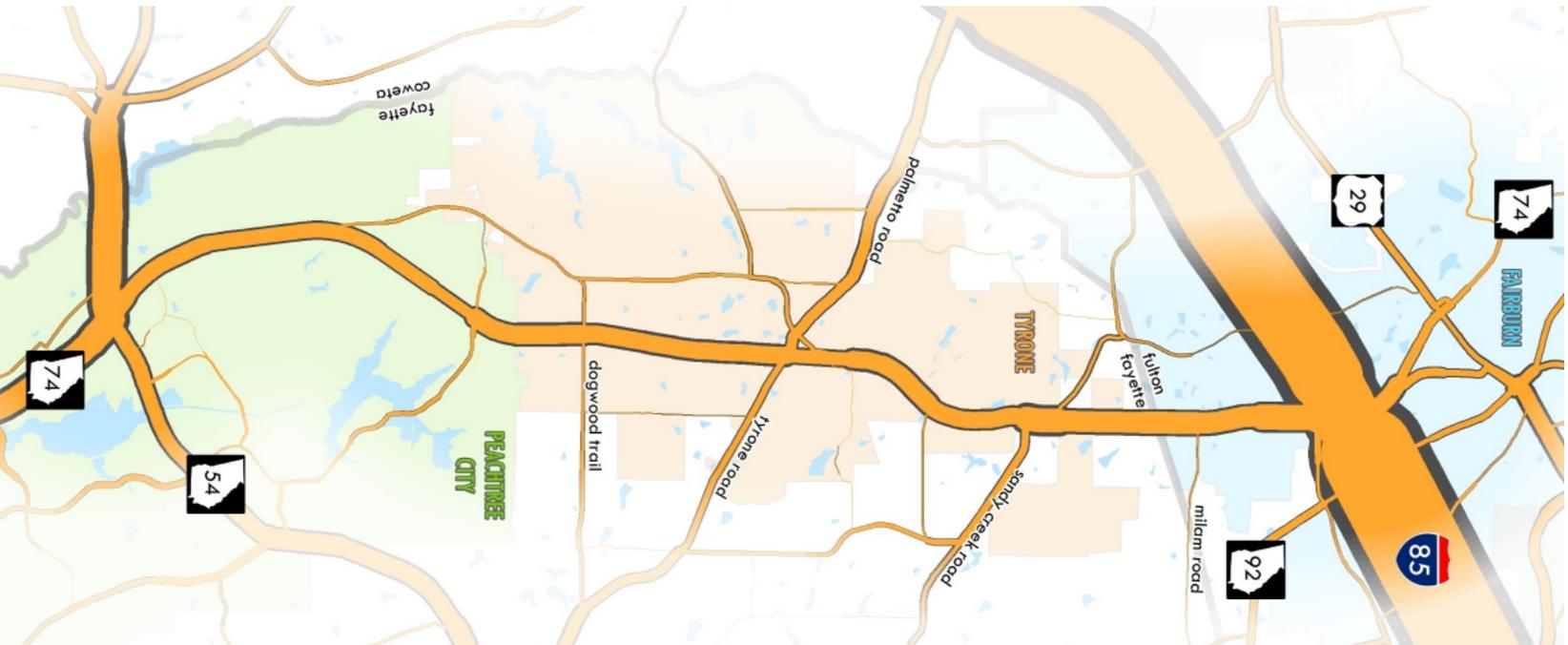




SR 74

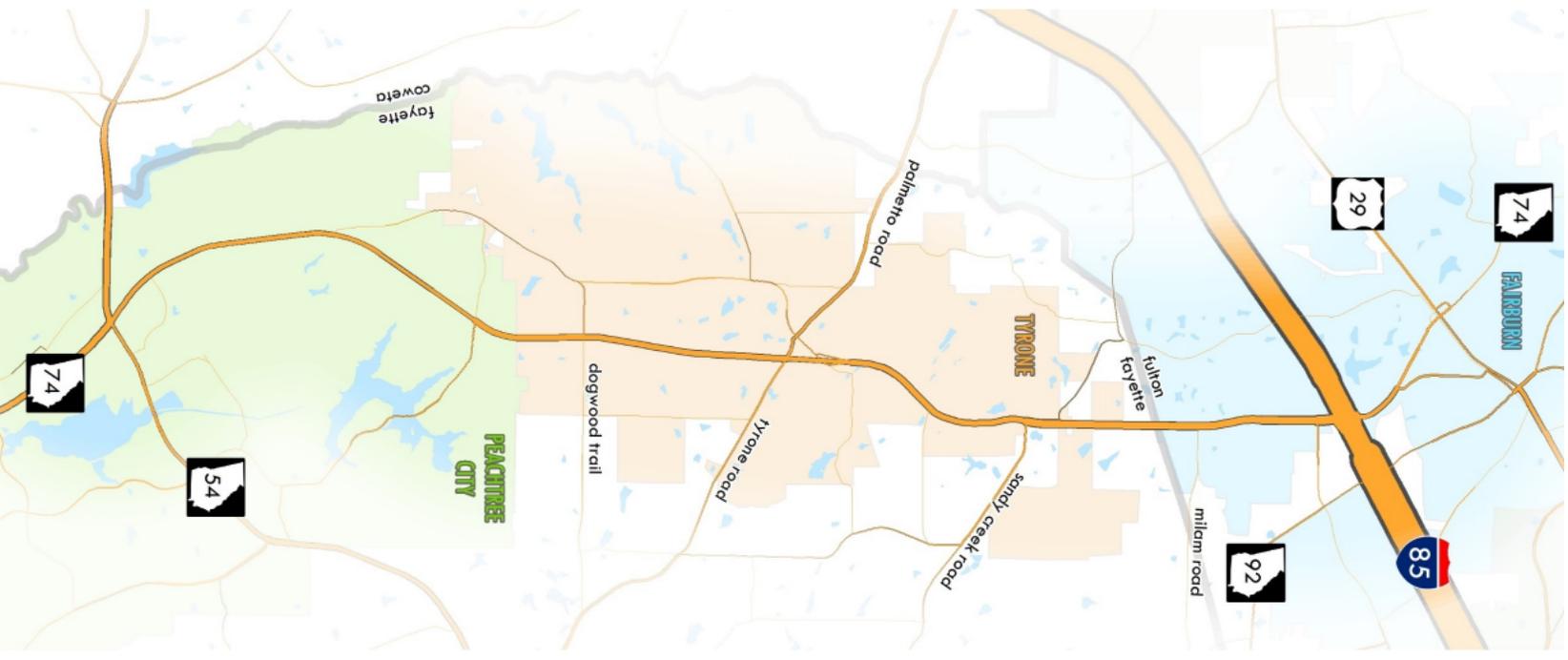
COMPREHENSIVE CORRIDOR STUDY

existing (2015) & future (2040)
traffic demand



travel demand model traffic flows

existing (2015) & future (2040)
truck demand

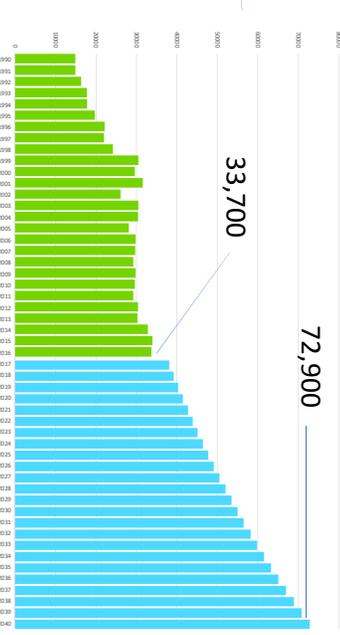
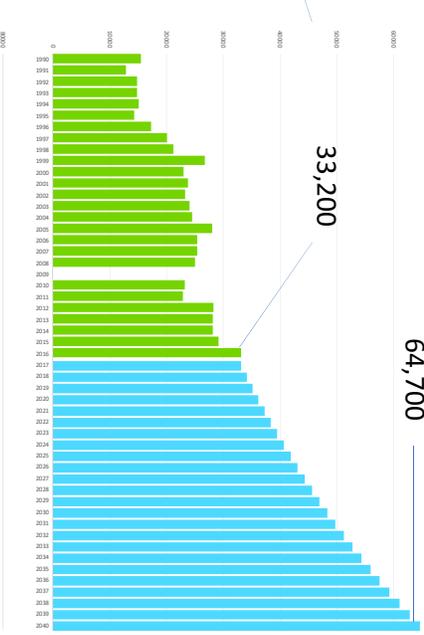
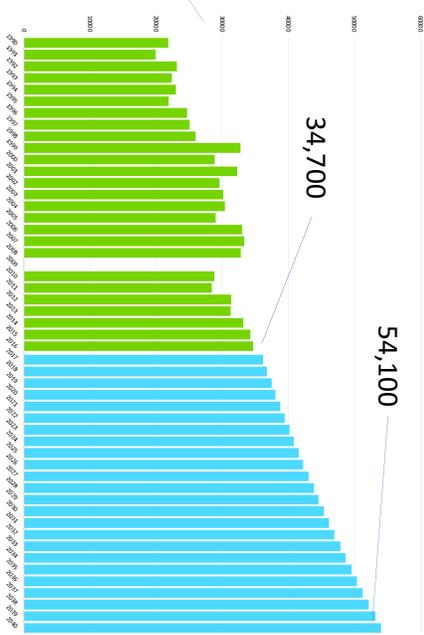
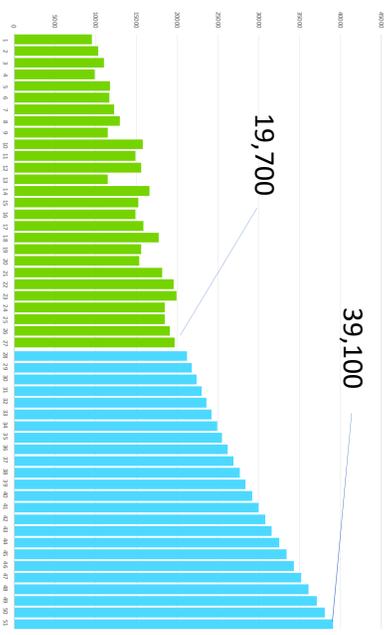
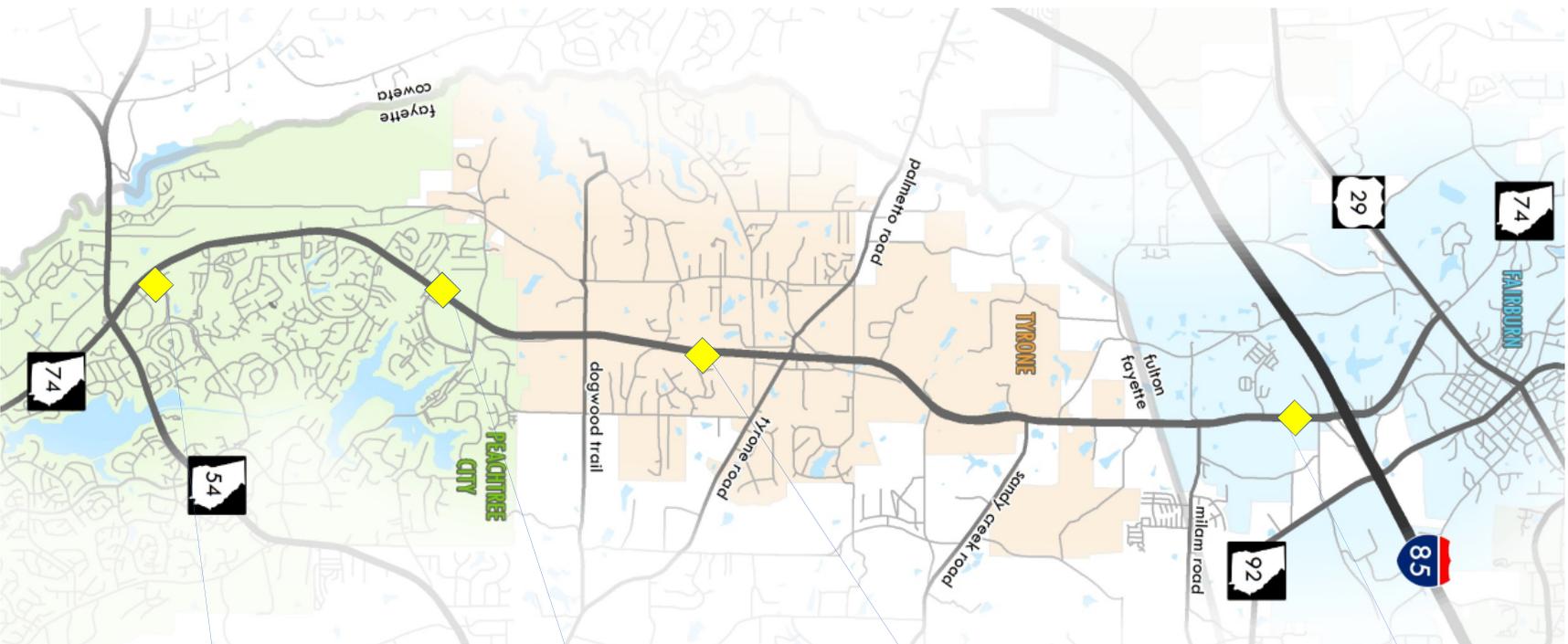




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historical and projected traffic



■ = historical volumes ■ = projected volumes



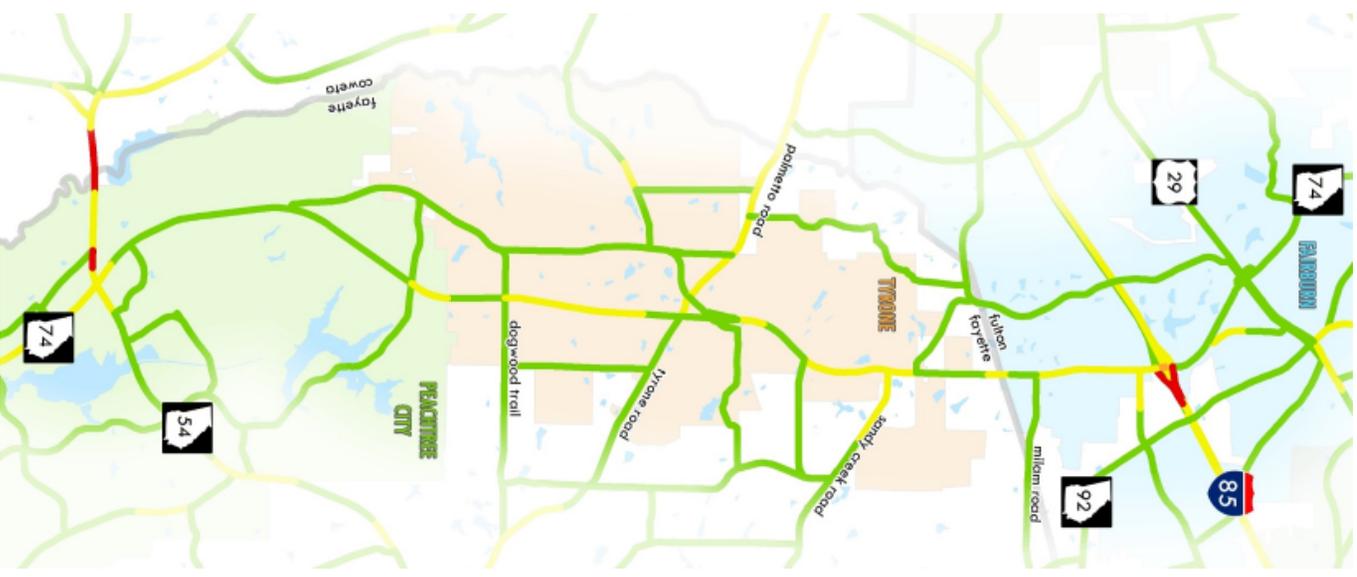
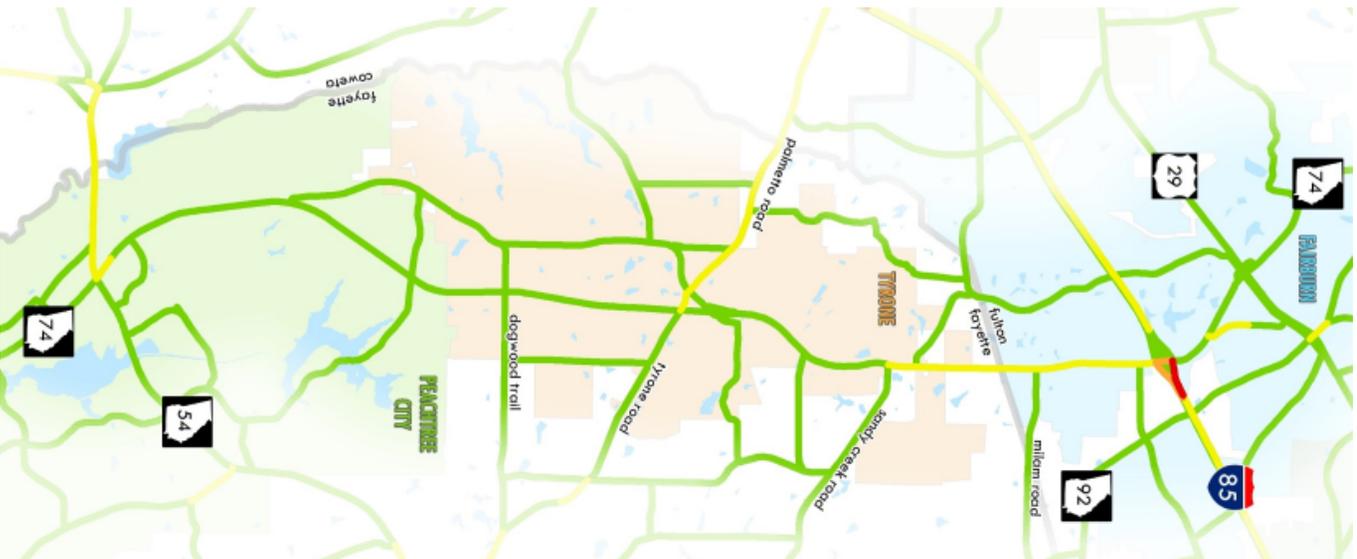
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level of service

existing (2015) PM peak period

future (2040) PM peak period



LOS A/B

LOS C/D

LOS E

LOS F

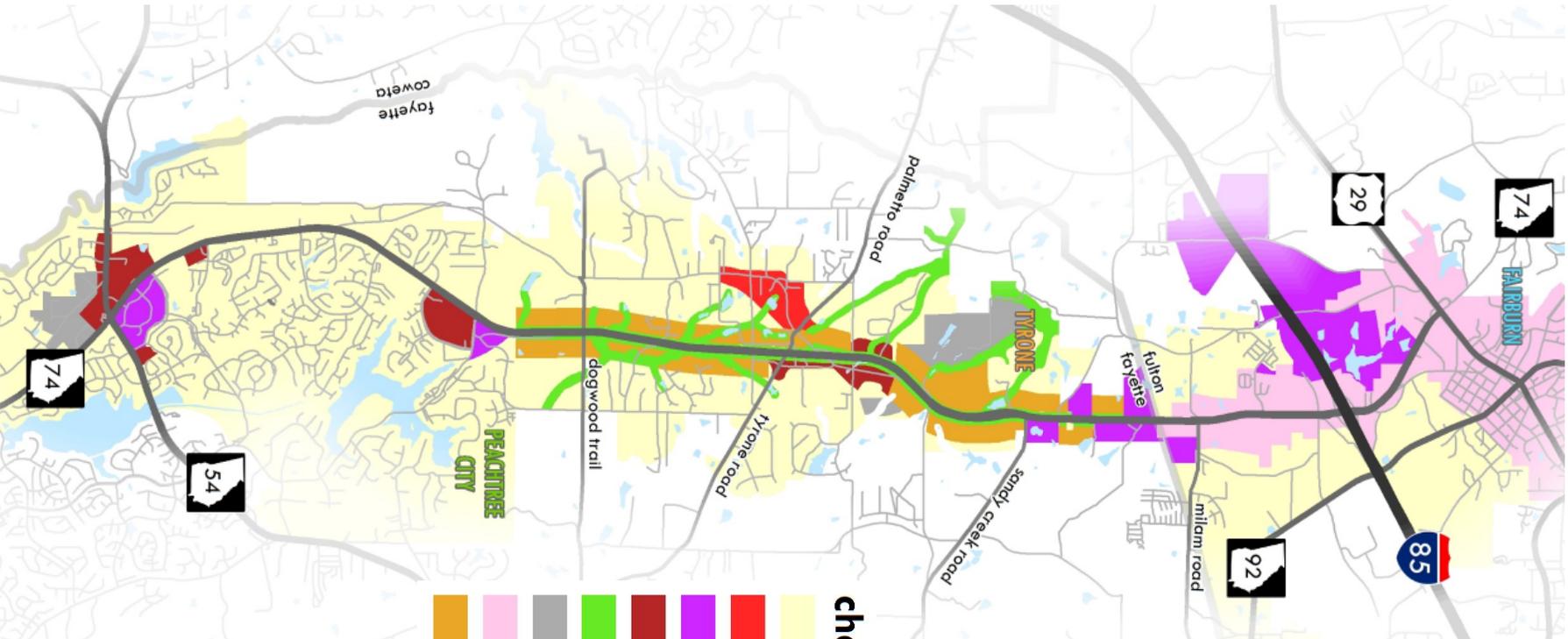




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future character areas



character areas

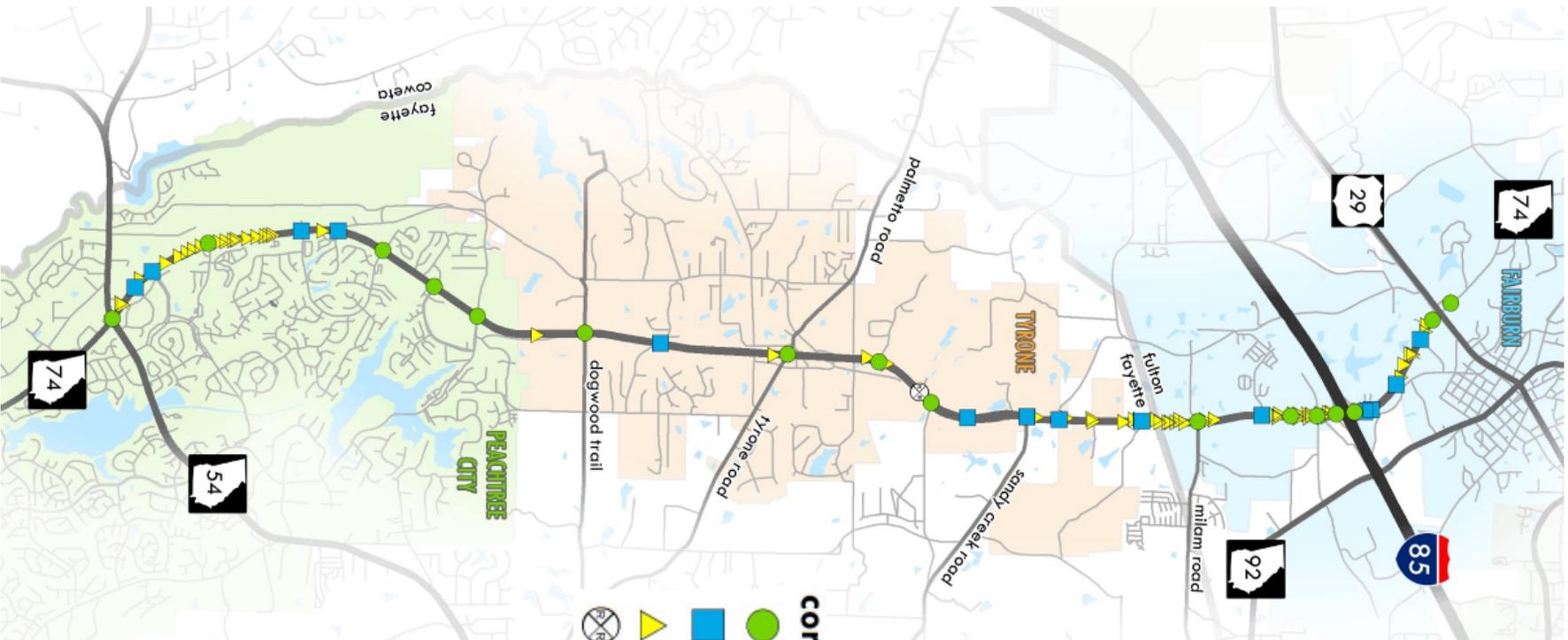
- residential
- commercial - general
- commercial - office
- commercial - retail
- conservation
- industrial
- mixed use
- commercial and residential



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access management



corridor access

- traffic signal
- median opening
- ▲ right-in/right-out
- ⊗ at-grade railroad crossing



SR 74

COMPREHENSIVE CORRIDOR STUDY

goals and objectives

access management

- Implement corridor-wide access management policies to help maintain mobility.
- Implement access management practices such as frontage/backage/access roads and inter-parcel access to limit curb cuts on SR 74 while maintaining accessibility for residents and businesses.

accessibility

- Maintain or enhance accessibility/connectivity for residents and businesses without negatively affecting mobility.
- Identify new corridors and access points to I-85 to improve accessibility and mobility. Possible new I-85 interchange at SR 92, Gullatt Road, or Johnson Road.
- Improve pedestrian and bicycle access to corridor destinations and amenities (retail, downtowns, parks, libraries, etc.)

aesthetics and signage

- Implement corridor-wide design guidelines for both private development and transportation investments to ensure a cohesive, aesthetically pleasing corridor.
- Develop and implement consistent signage standards throughout corridor.
- Identify and install decorative treatments throughout the corridor to highlight SR 74 as a 'Gateway Corridor'.

alternative travel modes

- Identify and implement transportation projects that encourage alternative modes of travel including pedestrian, bicycle, and transit.
- Identify potential funding opportunities to fund shuttles, park and ride lots, van pools, and ride sharing.

development patterns

- Identify and adopt zoning and development standards that balance growth with roadway network capacity in order to maintain mobility.
- Encourage development patterns that help reduce automobile trips (mixed-use, transit oriented, etc).
- Accommodate anticipated economic development without jeopardizing corridor mobility.

mobility

- Identify and implement transportation improvements that preserve or enhance traffic operations and travel times along the SR 74 corridor.
- Implement operational and capacity improvements to accommodate planned growth within the corridor.
- Implement 'Smart Corridor' technologies such as adaptive signal control, queue detection, intelligent transportation systems (ITS) to improve traffic operations and safety within the SR 74 corridor.

other

- Please identify any additional goals and objectives you feel should be included on your comment form and return to the planning team



SR 74
COMPREHENSIVE CORRIDOR STUDY

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Meeting #1 – Visioning
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Attachment B

Vision Exercise Raw Results



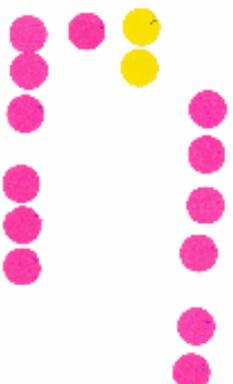
SR 74

COMPREHENSIVE CORRIDOR STUDY

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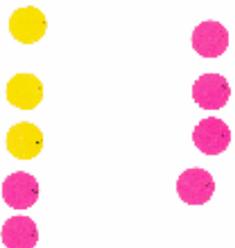
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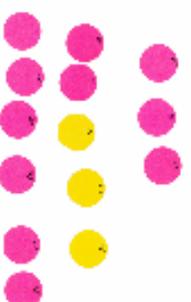
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that capacity of SR 74

Smart Corridor

other

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SR 74

COMPREHENSIVE CORRIDOR STUDY

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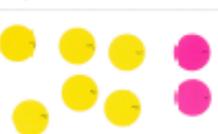
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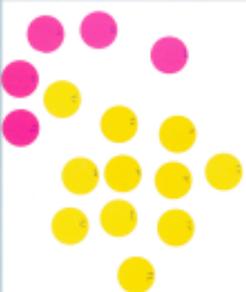
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