



NORTH FULTON COMPREHENSIVE TRANSPORTATION PLAN

Public Meeting Events

- **September 27 | 6PM-8PM**
Roswell City Hall
38 Hill Street
Roswell, GA, 30075
- **September 28 | 6PM-8PM**
Johns Creek City Hall
12000 Findley Road
Johns Creek, GA, 30097
- **September 29 | 6PM-8PM**
Sandy Springs City Hall
7840 Roswell Road, Building 500
Sandy Springs, GA, 30350
- **October 5 | 6PM-8PM**
Alpharetta City Hall
2 Park Plaza
Alpharetta, GA, 30009
- **October 11 | 6PM-8PM**
Milton City Hall
13000 Deerfield Parkway, Suite 107
Milton, GA, 30004

Format

- Check-in followed by Open House activities
- Welcome & Presentation
- Interactive Table Exercises hosted at each table with participants
- Next Steps

Summary

Open House Activities

Meeting attendees were engaged in three Open House activities. The “One Word” activity asked attendees to give one word that describes North Fulton now as well as one word that describes the future of North Fulton. The responses were collected and displayed as word clouds shown collectively for all public meetings.



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4. Economic Vitality
5. Safety
6. Integration of Land Use & Transportation
7. Environment
8. System Preservation & Efficiency

Thought Wall

Lastly, the “Thought Wall” exercise invited participants to provide more input on the eight priorities. Participants received five comment cards (one blue in color; three yellow) and were asked to express the most important comment in writing on the blue card for their top priority area. Other comments for other priority areas could be written on the remaining yellow cards. The comment cards were then organized in accordance with the eight categories. Input from the public resulted in the following comments. Priority comments (written on blue cards) followed by general comments (written on yellow cards) are shown collectively for all public meetings:

Economic Vitality

- Priority: N/A
- General:
 - Strong economic development strategies to attract and grow businesses in North Fulton
 - Seems priority given to people not EVEN HERE YET.

Environment:

- Priority: N/A
- General: N/A

Integration of Land Use & Transportation

- Priority:
 - The integration of smart mixed-use land use planning incorporating transportation/transit options (in the right places!)
 - I do not understand how our transportation improvement efforts fit into an overall plan to accomplish overarching goals. It seems that transportation improvement focuses on fighting the problem of the day as opposed to implementing a vision or plan
 - Land use plan on main roads
 - Excessive and unnecessary curb cuts on Secondary Roads (like Roswell Road and Cobb Parkway) Visit Route 17 in Saddle River Paramus NJ to see what happens to roads with too many curb cuts. Be smarter with development and create parallel roads connecting shops, gas stations, coffee shops, etc...and bring traffic out at a stop light
 - Regional cooperation / coordination. Regional solutions!



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- Needs a better balance between population and infrastructure growth. It takes 2x as long to drive just 2 mile to the store as 3 years ago. Transportation infrastructure growth has not kept pace with population growth for last 3+ years. There are too many schools in too small areas.
- General:
 - There is plenty of room on the other of the road where the road would still be removed and allow them to have privacy
 - You can build all the new shopping and dining areas you want, but if you can't get there, what's the point
 - Unmitigated suburban sprawl
 - All the building of new apartments and multiuse projects did not take into account the lack of traffic control and number of cars we already have
 - Residential development around rail stations
 - Fewer apartments
 - Transportation needs to places other than shopping and restaurants within community (grocery, drugstore, doctors and health professions, recreation, faith-based activities)

Mobility

- Priority:
 - Improving congestion
 - Traffic at the intersection of Medlock Bridge Road and State Bridge Road
 - Too many cars crammed into too little space
 - Congestion: impeding economic development and quality of life, reflecting poorly on metro Atlanta for not proactively dealing with it, concerned for lack of vision and leadership, convened that Dallas, Denver, etc. can do "it" and we cannot seem to, T-SPLIST a good beginning
 - Stop light at Roberts Drive and Highway 9
 - Rail (the need to use rail stations to facilitate transportation to other parts of the metro area)
 - Roswell Road and River traffic
 - Haynes Bridge Road - Mansell to Old Alabama: Please widen to 4 lanes with center turn lanes - curbs, sidewalks, street lights, path sides, reflectors on road, and bury the electrical lines underground
 - We live in Bethany Oaks Subdivision and it is very difficult to split our subdivision onto Hopewell Road. Can a stop sign be put on Hopewell? Very dangerous! Many accidents!
- General:
 - Connectivity, including vehicular connectivity is important to our overall, long term community quality of life
 - Transit plays an important part in our mobility choice options
 - Better traffic light timing
 - The plan for mobbing traffic north and south in Johns Creek is highly dependent on 141. An alternative north-south route is Jones Bridge, but traffic is still forced to turn onto Old Alabama and rejoin 141.
 - Traffic on 285 at 400 and 400 at 285



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- Too many cars
- East-West connectivity
- Traffic light at intersection of Roberts Drive and Roswell Road
- Bottleneck intersections
- 1. Gasoline tax is not available for non-asphalt solutions. We need access to OUR gas tax for non-asphalt transportation solutions. Ergo reversal or revision of Gas Tax Restriction Constitutional Amendments is necessary 2. Focus on multimodal is a fad and we need to stop wasting time on it (bikers reject concrete seam multimodal paths) 3. Cobb continues to build roadway plans/paths that cut through Fulton County to get to a highway (remember Johnson Ferry and now Braves) - Fulton needs to block Cobb before they build roads/stadiums. This means attend Cobb planning meetings 4. Infrastructure Impact fees/requirements of new developments are needed. Not enough is collected. Do not waive. 5. Based on your demographic research this community are large lot single family homes. Stop planning for people to walk or bike. 6. Too many plans do not match current demographics they desire a change in demographics in order to live/work and walk from home to work to groceries.
- East-West mobility limited: vehicle traffic and limited transit

Multimodal Options

- Priority:
 - Without heavy rail to windward, there is no traffic relief. There is only pretending.
 - Bus lines do not integrate well with one another
 - Lack of public transportation
 - Lack of multimodal options
 - Extend Marta up 400
 - Transit network with central rail system
 - Lack of options
- General:
 - Sidewalks and bike lanes contribute to a healthy mobility network
 - Cars need to expect bikes on the road
 - More sidewalks
 - Why is Johns Creek eliminating bike lanes? They should be adding them!
 - I support transit, but I see that we do not use the best transit system out there, which is the school bus system. If kids do not ride school buses, what makes us think that they will ride transit as adults?
 - I am concerned about the trend of building sidewalks everywhere even though they are distanced from any destination and are very unlikely to be used. Do we understand to what extent sidewalks are a realistic transportation alternative?
 - Limited bike access to places of employment
 - Not walkable
 - Over reliance on vehicles - creates problems as residents age
 - Expand Marta north to at least Windward Parkway
 - Need for top-end 285 East-West transit (Doraville to "Braves Stadium")



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- Should have express bus service to Sandy Springs, Lindbergh and Buckhead (public transit)

Quality of Life

- Priority:
 - Integrations of successful, safety, environment and quality of life is the primary and, in fact, only driver of economic viability and multimodal options which in turn determine the integration of land use and transportation
 - Concerned about McGinnis Ferry Road widening and affecting 7-oaks homes value and resale! Stop trucks using McGinnis Ferry!
 - We have just purchased a house and found out that the road next to us is going to be widened towards us. The road will be 2 lanes and a sidewalk closer to us. This leaves us with safety, sounds, and property devaluation issues. All we know at this point is that the city would like us to donate the land they will take in exchange for 'homeowner improvements' that are not improvements and minimal and this does not address our concerns. Wider roads are good but need to be done without running over residents.
 - DO NOT WANT THROUGH TRUCKS FROM 85-400 IN MY BACKYARD. Re: McGinnis Ferry
 - Priority needs to be given for the residents of Johns Creek City to support property values. Transportation planning is not transparent and does not set a priority for Johns Creek residents
 - Quality of life is my #1 priority because I do not want to live somewhere unpleasant, even if other factors such as mobility or economic vitality are high. Mobility and Environment come right after.
- General:
 - Plan for affordable live-play-work developments to provide housing and entertainment for our workforce population
 - I am a pediatric ER nurse that works 7PM-7AM. I sleep during the day. How am I going to do that when there is construction 5-10 feet from my headboard? (Short-term) All vegetation will be cleared, which is my sound barrier that keeps the traffic noise down. (long-term)
 - Finding ways to encourage / support people to live, work, and play in the same area - thus reducing commute time and the number of cars on the road
 - Limited recreational opportunities along Chattahoochee River
 - Promote more open "green spaces" to include neighborhood "Pocket Parks"

Safety

- Priority:
 - Network safety should be our highest priority
 - It is important to get more cars through the region, but not sacrifice safety in doing so.
 - I am directly affected by the Jones Bridge Road expansion project. My concern is for safety as the planned expansion places the road dangerously close to my residency. The city seems unconcerned about safety as they often very little to address solutions



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to the issues that have been expressed. While I have no issues with expansion, I just believe safety should be taken into consideration.

- My house is 37 feet away from the road currently and preliminary designs would make it 22ft away. That is my bedroom. SO the concern is a cars coming through. Designs to change my driveway, making it even more difficult to get into and out of my house. I will get hit. A sidewalk close to my bedroom. Construction 5-10ft from my house.
- Traffic congestion (Ex: SB on GA 400 and exiting onto Holcomb Bridge Road)
- Concerned about proposed raised medians on Highway 9
- Traffic safety enforcement (Ex: crosswalks, speed limits)
- General:
 - Traffic calming
 - Safety reducing crashes
 - Hazmat, red lights not synced
 - Pedestrian safety
 - Bad / dangerous driving habits
 - Lack of traffic enforcement : ped safety, red lights, speed

System Preservation & Efficiency

- Priority: N/A
- General:
 - Think we need some new major roads. I have lived here over 20 years and cannot think of a new major road.

Presentation & Facilitated Discussion

After the Open House period, each meeting began with a welcome from City staff who serve as participating members of the North Fulton CTP Project Management Team. Members of the Consultant Team, led by Cristina Pastore of Kimley-Horn, delivered identical presentations at each meeting. The presentation explained the purpose of the CTP update; the TSPLOST referendum and how it relates to the NFCTP, as well as the profile of North Fulton through a demographic review. This included discussions on population density, income age, and zero vehicle households. Continuing this discussion, the Consultant Team talked more about demographic, economic and real estate considerations and specifically how transportation might be impacted by trends in each of these areas. The Team mentioned the many plans that have been collected for review and how this update will focus on leveraging the good planning work and projects that have been implemented over time.

Next, information regarding commuting behaviors and typical commute times was presented. The Team discussed specifically where North Fulton workers live and where North Fulton residents go to work. Passive location data has also been used to determine total trips in the study area, and whether these trips are personal or commercial. Lastly, meeting attendees were engaged in table discussions regarding transportation modes. Each discussion was prefaced with a presentation of current data and information pertinent to the conversations. Facilitators at each table led the committee members through the discussion. Input has been summarized per meeting and by topic below.



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Roswell

Roadway

- SR 120 & SR 9 by Roswell Town Square
 - Congestion with people wanting to turn left toward Cobb Co. Lane is too short and turning traffic blocks through traffic.
- Holcomb Bridge between SR 400 & SR 9
 - Signal coordination problem. Referenced Mansell Road as a corridor that performs well.
- Crabapple Road (Near new STEM School between Chaffin Road and Strickland Road)
 - Too many conflicting movements and very high volumes coming NB on Crabapple Road.
- Kimball Bridge Road & North Point Parkway
 - All SB traffic is forced into one lane as a free-flow right turn merges with thru traffic causing congestion from Waters Road back to the intersection
- Coleman Road & SR 120
 - E/W movements have short turn lanes that often spillover. This is especially true when someone goes straight through the light into Kroger. Also aware of new development coming soon and fears it will get worse
- Crabapple Road and Rucker Road
 - Signal poorly timed
- Rucker Road and Charlotte Drive
 - People often back up on Rucker Road waiting to turn left on Charlotte Drive

Transit

- SR 400 Corridor
 - Marta bus/managed lanes vs. heavy rail
- Holcomb Bridge Road/Old Milton Parkway/Windward Parkway
 - Extensions of rail stops to these locations
- Downtown Alpharetta
 - More bus service and stops
- Overall
 - More bus shelters

Bicycle & Pedestrian

- Coleman Road
 - Sidewalks to fill in gaps and connect to SR 120

Johns Creek

Roadway

- State Bridge Road at SR 141
 - U-turns are frequent and pose a safety concern
- SR 141



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- Signal timing is terrible
- Barnwell Road and Holcomb Bridge Road
 - Intersection congestion
- Kimball Bridge Road at Jones Bridge Road
 - AM – EB backed up to Parsons Road
 - PM – WB backed up to Old Milton Parkway
 - many driveways near the intersection; some with offsets that cause safety concerns
- Turning from left from SB Kimball Bridge Road onto Waters Road in the AM
- Exit 7 SB SR 400 at Holcomb Bridge Road
 - AM congestion
- EB McGinnis Ferry Road
 - Bell Road to Chattahoochee River heavy PM congestion
- Haynes Bridge Road at Old Alabama Road
 - Signal timing concerns. States that people frequently run the light.
- SR 140 from SR 400 to Old Alabama Road
 - AM congestion
 - AM congestion in the WB travel lanes
- Jones Bridge Road between Plantation Bridge Road and Waters Road
 - Making left turns is impossible and big safety concern
- Several anti-widening sentiments from residents along Jones Bridge Road

Transit

- E/W connection between SR 141 and SR 400
- Most concerned about the safety of transit
- More frequent GRTA service
- N. Fulton connection to Gwinnett County

Bicycle & Pedestrian

- Sidewalk gaps on SR 120
 - Filling gaps would make it easier to get to Willis Park on foot/bike
- Frequent cyclists on SR 141 & McGinnis Ferry
 - This is more prominent around the soccer fields
- Old Alabama traffic is too fast and makes using the sidewalk scary and unsafe
- SR 141 side path is not attractive and speeds along SR 141 make using the path unappealing
- Sidewalk gaps on SR 120 between SR 141 and Parsons Road

Sandy Springs

Roadway

- Johnson Ferry Exit (400) – signal timing
- Congestion: 400 and Roswell Road



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- Widened: bad to okay
- New connection to Cobb Co. (commuter route)
 - 285 (Papermill)
- Riverside and Hertz Ferry Road – signal timing
- Roberts to Roswell Road (no signal = NEED LEFT TURN LANE)
- Roswell Road: Widen from 3 lanes to 4 lanes (add turn lane)
 - 92 to Riverside
- PROPOSED: new ramp on 285 from Sandy Springs Circle until Alan Road
 - CONCERNED: residence want more walkable (less vehicles)
 - Roswell Road needs less vehicles – find alternate route/can't always widen roads.
 - ***Need closer analysis on Roswell Road near 285 for possible solutions
- Abernathy Arts Center Roswell Road, Dowell Temple. Not enough time for E/W traffic during peak hours (Signal timing)
- Possibly limit left turns during specific times from Roberts Road onto Roswell
- SB left turn lane onto Roberts from Roswell is too short
- Hertz Ferry and Riverside signal problems causes roundabouts to get blocked
- Roswell and Hammond Signal Timing
- River Valley and Abernathy at the arts center and remove excessive center stripping and add extra turn lane (right turn lane)

Transit

- Many people don't want transit near the neighborhoods
- Current transit doesn't have good destinations
 - More concert venues
 - Stadiums
 - Museums
- Marta Train to Wynyard
- More park and Rides on 400
- Lots of concern on how to rally other North Fulton cities to be interested in extending MARTA
- MARTA Rail up 400
- Transit Rail Station: Holcomb Bridge and Mansell
- Local transit on North River Parkway – connects to Roberts (more apartments)
- New Park and Rides / Expand parking at Pill Hill
- MARTA on Hammond Drive (stops already there)
- Should all schools be concentrated areas? How to get students home from school? Kids are not allowed to walk home from school
- Park and Ride on border of SS and Cobb Co. – stop people from crossing SS
- Northbound morning bus from SS to Alpharetta / Subway and reverse at night
- New transit at Old Milton

Bicycle & Pedestrian

- KHA Action:



N O R T H F U L T O N C O M P R E H E N S I V E T R A N S P O R T A T I O N P L A N

- Check bike lanes on Roberts Drive
- Where is Path 400 proposed?
- MARTA Rail (medical) – Bike path on Mount Vernon
- New ped path bridge near Roberts Drive
- Expansion on Big Creek Greenway South to Roberts Drive to connect new bike/ped bridge
- New trail following 400 to use as commuter
- Bike path down Roberts Drive
- New bike path on Hammons Drive
- Kroger (new ped crosswalk or signal)
 - Senior housing (Lenox Tower) – women crossing to go grocery shopping
- Check proposed bike path connector to Buckhead – Medical center
- Connect sidewalks to high schools
- Brandon Mile – finish out sidewalks. People walk along grass / road to get to Abernathy
- Riverside Drive sidewalks, plenty of recreational walkers already
- Pedestrian crosswalks not frequent enough on Roswell Road causes pedestrians to dangerously cross midblock and get stranded in the center turn lanes
- Cobb Park is a destination that would be convenient to walk to
- Mount Peger and Mount Vernon one very narrow and unsafe for cyclists
- Johnson Ferry between Sandy Springs Circle and Abernathy removed bike lane. Why?

Alpharetta

Roadway

- Devour: turning left onto Devore and turning onto Highway 9
 - Add median to restrict left-turn movement
- Windward: Highway 9 – Deerfield Parkway
 - EB cannot turn into retail
 - Use different routes and different times of day
- Haynes Bridge and Old Milton
 - NB on 400 exit (backed up)
 - 400-Old Milton (parking lot – no movement)
 - Dual left-turn lane (dangerous)
 - SB turn onto Old Milton (dangerous)
- Focus on redevelopment
- Haynes Bridge (E of 400):
 - Streetlight until Mansell, then has bad lighting and 2 lanes
 - Widen, add lighting, underground utilities (until Old AL)
 - Middle schools around
- Old Milton: North Point – State Bridge (congestion)
- Great Example: Holcomb Bridge – Kimball Bridge
- Highway 0: Roswell City Hall – River (dangerous) – commuter traffic
 - Inability to turn
- Perimeter Area



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- Old Milton – Haynes / 4 – I-20 / 85 – Jimmy Carter
 - Add signage (“Keep Moving”)
- Windward Parkway between North Point Parkway to Highway 9
- Old Milton from 400 East out
- Highway 9 – I-285 to SR 92
- Hopewell Road
- Traffic to Cherokee in the PM
- All routes identified as truck routes are bad
- SR 141 in entirety of study area
- McGinnis Ferry good until it goes back to 2 lanes near Jones Bridge / Sargent
- Canton St. / Old Milton to Highway 9 Roswell Street
- Webb Bridge – backs up to the East between 400 and SR 120
- More bridges across the river/
 - Need more access across river
- Look into the reversible lane on SR 9
 - Possible widening
- Make better use out of lanes that you have
- Reversible lanes on arterials – major routes
- Accidents?
- Roundabouts – get rid of the roundabouts
- Eliminate lights at subdivision
 - Look at Michigan u-turns
 - Remove traffic lights to improve flow

Transit

- Heavy rail to Windward Parkway
- East West connections between Gwinnett and North Fulton
- Frequency of service
- Longer service hours – to get to airport earlier and later hours
- For rapid transit to work needs to be more efficient than car
- Transit shouldn’t eliminate vehicular traffic lanes
 - Buses are in the way
- Fixed guideway for bus okay if doesn’t take lane for cars
- Willingness to pay highway fare if efficient over traveling in car
- Think about regional plan (E-W connection)
 - 285 & I-20
- Ways to connect to location other than shopping and restaurants
 - Ex: work, doctors office, grocery store
- MARTA Stations:
 - North Point Parkway (Medical)
 - North Springs
- Local Shuttle System (operate at peak hours):
 - Avalon – DT Alpharetta (N. Point)
 - Then expand to housing and office complexes



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- Help employees without driver’s license to travel around
- Help emergency vehicles travel through Alpharetta
- Assisted-living (senior housing) – transportation to doctors office for those without Driver’s license or with medical disabilities
- Add MARTA in Alpharetta
 - Fighting congressman who don’t like transit. They keep “studying” MARTA

Bicycle & Pedestrian

- BC Greenway connection to Forsyth – Fowler Park
- Core downtown Uber/ped-friendly
 - Marietta St to Salt (restaurant)
- Improved Intersections:
 - Avalon – multimodal (more walkable)
 - Consider pedestrian bridges / tunnels?
 - Highway 9 and State Bridge (Old Milton)
 - West Side Parkway
- 400 and 285 Interchange (2-year project)
 - Long term benefit?
 - Not NF resident benefit
 - New Braves traffic?
- Bike Facilities focus on recreational / connections
 - Safety / capability
 - Put money in educating community about bikes
- Parking deck DT Alpharetta
 - Concerned about parallel parking on Highway 9
- Places to bike or walk to
 - Avalon – nice safe connector between downtown to Avalon
 - Shopping
 - Access to transit station
- Windward Parkway – has sidewalks but the access from sidewalks to destinations is complicated because you have to walk through parking lots
- Deerfield Parkway – splits to Morris Webb Rd
 - Creates a nice sidewalk loop
 - Promotes walking
 - Heavily used
- Brick work is harder to maintain
 - Aesthetic elements can become safety issues with poor elements
- Multiuse trail – SR 400 up Avalon to North Point on a bike
- Unable to get to BC Greenway without a car
- Connect trail along road to Greenway
- If trees in sidewalk – they need to be maintained because it is a visual issue
- Audible crosswalks at busier intersections
- Intersection at Deerfield and Windward
 - Right turn lane is difficult to cross without a stop bar



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- Complete box crosswalks at busy intersections
- Need skywalks for pedestrians over wide roads
- Build nice pedestrian bridges when replacing or building bridges
- Downtown Alpharetta Academy and Main
 - Do away with the right turn on red
- Smart traffic signals that can communicate with cars
- Pedestrian walkway all the way up Highway 9

Milton

Roadway

- Congestion – Bethany Bend / Bethany Way / Hopewell Road
 - Out plans about a roundabout?
 - Turn lane recommendation?
- Congestion – Spalding and 140
- NB traffic on Hopewell travels very fast, and it’s very hard to get out of subdivisions
 - Many crashes – no fatalities
 - Too many directions to look at when trying to exit subdivisions
- Several schools on Bethany Bend
- SB left into subdivisions very difficult AND leading to rear end crashes
- Overall, people like the roundabouts
 - A lot of people don’t know how to use them (too much hesitation)
 - Education efforts for roundabouts?
- 40 minutes to travel from Peachtree to Spalding on Holcomb Bridge Road
- Bethany Bend at Highway 9 = unsafe!
 - Alignment issues
 - To be improved as part of SR 9 widening
- Signal Timings on Holcomb Bridge in Roswell
- People like the small roundabout alternative for Bethany and Hopewell
 - Concern over LT movement from Bethany Oaks Point neighborhood
 - Concerns about SBL at Bethany Bend queuing past Bethany Oaks Point intersection
- You can only get out of Bethany Oaks Points only if someone from Hopewell is feeling nice
- Potential widening of Hopewell?

Transit

- Rather than bringing in buses or widening roads, take advantage of Uber
 - This can be an option to connect to Marta
- Make it mandatory for kids to ride school buses



N O R T H F U L T O N C O M P R E H E N S I V E T R A N S P O R T A T I O N P L A N

- Most elementary aged kids do
- Middle school and high school – it’s not cool
- Freemanville from Cherokee backs up
- Difficult to get from Point A to Point B on MARTA – 40 minutes bus ride from Park and Ride to train station
- Concerns about NB congestion improvements (C/D system) after 285/400 interchange improvements
- DDI @ GA400 and Holcomb Bridge Road
- Why are we “locked” into heavy rail that no one uses
- More Park and Ride facilities!
- Problems with East-West connectivity
- Desire for transit around 285
- Desire to go South on 400 from North Springs MARTA
- North Springs accessibility from NB 400

Bicycle & Pedestrian

- 2x2 rule low compliance
- Bikes won’t let motorists pass
- Bike team in a house across from Bethany Oaks Pointe – adding more trouble to that intersection
- Wide walking path along Chattahoochee – not wide enough for cyclists
- 2x2 doesn’t work well for families riding with children
- When living in a subdivision, people aren’t going to walk peace
- Positive reaction to driving places and then walking around at the destination
- Better bike/ped facilities where all the schools are clustered (Cogburn)
- There are new sidewalk connections to Roswell parks and library – these are loved

Next Steps

The meetings concluded with a discussion about next steps, which include an inventory of existing conditions and the needs assessment phase. Public meetings have been scheduled in each municipality. Other ways to engage including an online survey, social media, project website and email were also presented before adjournment.