

# Appendix D

## Supportive Transportation Materials

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### D.1. Stakeholder Input and Coordination

As noted in Section 1.7 of the main Master Plan document, there have been several opportunities for stakeholders to provide input into the transportation recommendations moving forward. These included stakeholder interviews, flash interviews, CORE Team meetings and meetings with implementing agencies such as ARC, GDOT, MARTA and Fulton County.

#### Input from CORE Team Meetings and Interviews

The following input was received from CORE Team meetings, flash interviews and stakeholder interviews:

- Potholes are a problem. The roadway needs to be resurfaced with a better pavement that can handle the weight of the trucks along the corridor. If this is not possible, better maintenance along FIB is needed.
- The intersection of FIB and Cascade Road needs to be improved to handle both general roadway and truck traffic.
- Making left-turns onto FIB at unsignalized intersections is very difficult. As a result, trucks often block these intersections while trying to make a left turn.
- The corridor is very dark at night and seeing pedestrians is a problem. Better lighting is needed along the corridor – especially at driveways.
- FIB needs better access to the MARTA system. Transit could better serve people in the area; a central parking area, and a circulator that just serves the corridor’s employees would remove some car traffic from the road.
- Transit is important. The biggest problem with the MARTA Route 73 is that it does not feed the arteries along FIB such as Great Southwest Parkway, Westgate Drive, etc. There are a lot of temp agencies in the area that help place temporary employees with corridor businesses, and coordination with these agencies needs to occur. There are approximately 3,000 to 5,000 temporary employees in the area. Strategic bus service based on their input operating during peak hours can be a real benefit to the area.
- The biggest challenge to freight mobility is the company running the Fulton County Railroad. If they were more accommodating to area businesses and provide better maintenance of the tracks, the area could attract more industries that would use the rail.
- With only two lanes, truck access to I-20 is inadequate. Also, trucks are required to go uphill with heavy a load, which slows them and all other traffic down getting onto the highway. The interchange is designed for just cars, not an industrial area, and no major overhaul has occurred since the interchange was initially designed.

- Improving the I-285/I-20 interchange should improve conditions at the FIB/I-20 interchange.
- If lanes are widened on the interchange ramps (or anything else done on ramps), an Interchange Modification Report (IMR) would be required first. The IMR has a 6-8 year life-time. The CID should look into the steps for doing this in the long-term.
- There is no possibility of providing direct access to the NW quadrant area of the interchange straight from the westbound exit ramp; this would go against state regulations.
- Realigning Fulton Industrial Circle is essential to redevelopment south of the interchange. Businesses would consider locating there, but the intersection does not function well currently.
- Access management near the interchange is important and should be considered in plan development.
- Long term improvements are important to being in plan. When the TIP is updated, having the content in the South Fulton CTP and the Master Plan will help them carry much more weight.
- The corridor needs more signals and heightened coordination - possibly through the addition of FIB into the GDOT RTOP system.
- Employees working late shifts may have difficulties getting home if they do not have a car. This may limit the pool of potential area employees.
- Conversation around MARTA rail connecting to corridor with a station needs to be reopened. The corridor could approach MARTA with money.
- There is a need to evaluate truck routes in the corridor and ways that other drivers can take different routes. Signage for truck routes would help.
- More sidewalks along FIB are needed. Better pedestrian crossings are also needed. Pedestrian walk-overs (at least one) should be considered for the corridor.
- Better lighting at driveways is needed.
- There are too many truckers along the corridor often driving in an unsafe manner.
- Speeding is a problem along FIB.
- There is difficulty getting onto FIB from Westgate Parkway. There needs to be a signal there.
- A traffic light is needed at Riverside Drive and FIB.
- More signals along FIB are needed.
- Rush hour congestion at Camp Creek Parkway and FIB is a problem.

### **Input from MARTA Coordination Meeting**

Following the completion of the needs assessment, coordination with MARTA staff to discuss potential transit enhancements took place. Given the information regarding boardings, ridership, employment statistics, and transit amenities, the following improvements were subject to discussion:

- Transit shelters at:
  - East side of FIB at Cascade Road
  - West side of FIB at Tradewater Parkway
  - Boat Rock Road and Lagrange Boulevard
- Peak hour express service along the Route 73

### **Input from MARTA staff included the following:**

- Transit shelters are now primarily provided by CBS for the purpose of advertising. As such, proposed shelters would have a high level of visibility for consideration.
- Even if the CID gets funding for the shelters, the major issue is maintenance more so than construction.
- Of the three proposed shelter locations, only that proposed on the east side of FIB at Cascade Road would qualify for MARTA's shelter installation program.
- MARTA had previously operated a peak hour service, called the 273, in the FIB corridor that was cut due to funding shortfalls. In order to serve all of the employment along the corridor, the route had a very complex operating plan that was a bit confusing.

**At the conclusion of the meeting, the following recommendations came forth from MARTA staff:**

- Due to the funding levels, the shelter improvements should be considered more long-term than short-term. While the location at Cascade Road and FIB qualifies for a shelter, there are numerous shelters that are currently rated higher per MARTA criteria. With respect to the other proposed shelters, the CID should continue to coordinate with MARTA staff monitor the ridership along the Route 73 as more employment is attracted nearby.
- With regard to the potential peak hour express service, MARTA recommended that the CID continue to coordinate with MARTA staff on that issue as well. Should ridership levels along the FIB begin to increase, the likelihood of the return of an express route so too increases. However, there is competition for these routes amongst other portions of the MARTA service area. Therefore, the CID should continue to promote transit use through its own membership coordination in order to increase ridership and make the FIB corridor more competitive for peak-hour service.
- Should the peak hour service be implemented, traffic signal preemption should be a component of the project.

**Table 2.1. Preliminary List of Recommended Transportation Improvements**

<b>Freight Mobility Improvements</b>			
<b>Improvement #</b>	<b>Roadway</b>	<b>Limits /Location</b>	<b>Improvement Type</b>
F-1	FIB	I-20 EB Ramp	Intersection Improvements*
F-2	FIB	I-20 WB Ramp	Intersection Improvements*
F-3	FIB	Shirley Drive**	Intersection Improvements*
F-4	FIB	Patton Drive**	Intersection Improvements*
F-5	FIB	Bakers Ferry Road**	Intersection Improvements*
F-6	FIB	Cascade/Great Southwest**	Intersection Improvements*
F-7	FIB	Camp Creek Parkway**	Intersection Improvements*
F-8	FIB	Campbellton Road**	Intersection Improvements*
<b>Multimodal Transportation Improvements</b>			
<b>Roadway</b>			
<b>Improvement #</b>	<b>Roadway</b>	<b>Limits /Location</b>	<b>Improvement Type</b>
R-1	Commerce Drive	FIB/Fulton Industrial Circle**	Realign to create 4-way intersection
<b>Transit</b>			
<b>Improvement #</b>	<b>Roadway</b>	<b>Limits/Location</b>	<b>Improvement Type</b>
T-1	FIB	East Side - Cascade Road	New Shelter
T-2	FIB	West Side - Tradewater Parkway	New Shelter
T-3	Boat Rock Road	Lagrange Boulevard	New Shelter
<b>Bike/Ped</b>			
<b>Improvement #</b>	<b>Roadway</b>	<b>Limits/Location</b>	<b>Improvement Type</b>
BP-1***	FIB	East Side - Robinson Drive to Shirley Drive	Sidewalk Installation
BP-2***	FIB	West Side - Patton Drive to Frederick Drive	Sidewalk Installation
BP-3***	FIB	Both Sides - Camp Creek Parkway to Cascade Road	Sidewalk Installation
BP-4	FIB	Wendell Drive	Pedestrian Crosswalks and Signals
BP-5	FIB	Great Southwest Parkway (North)	Pedestrian Crosswalks and Signals
BP-6****	FIB	Great Southwest Parkway/Cascade Road	Pedestrian Crosswalks and Signals
BP-7*****	FIB	Camp Creek Parkway	Pedestrian Crosswalks and Signals
BP-8	Boat Rock Road	Fulton Industrial Blvd to Chattahoochee River	Multi-Use Trail
BP-9	Cascade Road	FIB East to I-285	Multi-Use Trail
BP-10	Great Southwest Parkway	FIB to Villanova Drive	Sidewalk Installation
BP-11	Villanova Drive	Great Southwest Parkway to FIB	Sidewalk Installation
BP-12	FIB	Villanova Drive to Great Southwest Parkway	Sidewalk Installation
BP-13	Phillip Lee Drive	FIB to MacDermid Printing Solutions	Sidewalk Installation
BP-14	Westlake Boulevard	FIB to McMaster-Carr Supply	Sidewalk Installation
BP-15	Westpark Drive/Place	FIB to South Fulton Government Center	Sidewalk Installation
BP-16	Wharton Drive	FIB to Wharton Circle and around Wharton Circle	Sidewalk Installation
* - Median and Radii Improvements based on Conceptual Design			
** - Will include pedestrian crossings and signals			
*** - May duplicate Project # P-1 from South Fulton CTP (Sidewalk from Frederick Drive to Riverside Drive on One Side of Road)			
**** - Recommended regardless of implementation of F-6			
***** - Recommended regardless of implementation of F-7			
<b>Long-Term Transportation Improvements</b>			
<b>Roadway</b>			
<b>Improvement #</b>	<b>Roadway</b>	<b>Limits /Location</b>	<b>Improvement Type</b>
R-LT-1	FIB	Mendel Road to Camp Creek Parkway	Widen from 4 to 6 lanes
R-LT-2	FIB	I-20	Interchange Modifications
R-LT-3	FIB	Camp Creek Parkway to Campbellton Road	Widen from 4 to 6 lanes
R-LT-4	Campbellton Road	FIB to Douglas County	Widen from 2 to 4 lanes
<b>Transit</b>			
<b>Improvement #</b>	<b>Roadway</b>	<b>Limits /Location</b>	<b>Improvement Type</b>
T-LT-1	Route 73 Bus Route	HE Holmes Station through Study Area	Limited Stop Service during Peak Hours
<b>Bicycle/Pedestrian</b>			
<b>Improvement #</b>	<b>Roadway</b>	<b>Limits /Location</b>	<b>Improvement Type</b>
BP-LT-1	Chattahoochee Nature Trail	Entire Length of Chattahoochee River	Multi-Use Trail/Linear Park

## Input from GDOT, ARC and Fulton County

Much like the coordination efforts with MARTA, officials from Fulton County, ARC, and GDOT also provided input into the preliminary list of improvements provided in Table 1. The input received included the following:

### Freight Mobility Improvements

- The freight improvements along FIB should be designed to WB-65 standards since trucks are getting bigger.
- In addition to the radii and median improvements, the two-lane protective permissive left turns from FIB onto I-20 should be reduced to a one-lane left-turn lane for safety reasons. Protective permissive signals are those that allow a protected left turn (green turn arrow) and then permits left turns during the regular cycle of the green light for through traffic (as opposed to a red turn arrows).
- The ROW for Fulton Industrial Circle should be realigned with Commerce Drive since the intersection of FIB and Commerce is already signalized and there have been numerous requests for the realignment of Fulton Industrial Circle. The preliminary list of improvements called for the realignment of Commerce Drive.
- The proposed modification to Fulton Industrial Circle at FIB should take priority over proposed improvements to Campbellton Road as a freight mobility improvement because the need for improving that intersection is more long-term as development occurs along Campbellton Road.
- Local roads subject to freight mobility improvements should have a left, thru, and right turn lane if possible.
- The CID should encourage business owners to donate ROW in exchange for the increased access that will be provided by the improvements. Fulton County has a program in place to provide legal services for these transactions.
- The intersection of FIB and Marvin Miller should be included instead of that at Patton Drive because of the UPS Customer Center. This would strengthen the economic development potential for the proposed freight mobility improvements.
- The improvement at Bakers Ferry Road should include a northbound left turn lane that bulbs out to allow for southbound U-turns.
- Cascade Road improvements at FIB should extend from Westpark Drive to FIB.
- The Camp Creek Parkway and FIB intersection should have raised medians to facilitate pedestrian signals, improved right turn radii onto Camp Creek (both directions), and a continued through lane westbound to allow for merging traffic from southbound FIB.

### Multimodal Improvements

- Additional traffic signals are needed along FIB at:
  - Westpark Place/Villanova Drive
  - Tradewater Boulevard/Riverside Drive
  - Westgate Parkway
- More cameras are needed for traffic control center.

- The multi-use trail improvements provided in the preliminary list of projects should be removed. Further internal coordination between Fulton County departments is needed to define bicycle and pedestrian improvements within the South Fulton CTP.

As a result of stakeholder input in conjunction with the overall needs assessment, the following modifications were made to the preliminary list of improvements:

- The FIB intersections with Fulton Industrial Circle/Commerce Drive and Marvin Miller Drive were given higher priority than those at Campbellton Road and Patton Drive as freight mobility improvement locations.
- The MARTA shelters were removed from the short-term list of improvements.
- The multi-use trails were removed as short-term improvements.
- Traffic signals and additional cameras along FIB at the locations recommended by Fulton County, ARC, and GDOT were added to the list of short-term improvements.