



Summary of Input

Eric Lusher, Consultant Team member, presented information on the process and schedule, noting that there would be a phased approach, including an existing conditions inventory, needs assessment, evaluation and recommendations, and prioritization of the recommendations. He indicated the study will continue through the spring of 2018.

Mr. Lusher then discussed the overall planning process (see Attachment A) with focus on the outreach component, including five events with the Stakeholder Committee (SAC) at appropriate technical milestones (beginning with this Listening Session), and public outreach including traditional meetings and pop up events. He further noted that the role of the SAC will be to vet ideas and processes and to build consensus. He then asked the group if there were other people/organizations that need to be included on the SAC. Responses from the group indicated that GDOT representation would be helpful, specifically from planning, the area office, and bike/ped coordinator. Other suggestions included MARTA, Fulton County, and the Mayor of the City of South Fulton.

The group decided that the SAC should be agency/jurisdictional focused. Outreach to owners of adjacent properties and those that are ready for development that might have an interest in the study would best be handled through the general community engagement or by the local jurisdictions.

Mr. Lusher then reviewed information contrasting access and mobility (see Attachment B), noting that mobility related to faster speeds (getting people through the corridor) contrasted with accessibility meant slower speeds with more access to adjacent properties. Mr. Lusher then asked Pat Smeeton, Consultant Team member, to discuss the project vision and goals. Mr. Smeeton stated that the team was looking for input on the overarching vision for the corridor and to understand desired outcomes for the planning effort. He stated that the vision will drive project goals and objectives for the long term vision of the corridor. Mr. Smeeton invited SAC members to go around the room to provide their input.

The following items were mentioned as vision input for the corridor:

- Safe and secure
- Aesthetically pleasing
- Adds value
- An economic development corridor
- Not to the detriment of the community or businesses
- Access management
- Multi-use trails
- Early deliverables/successes
- Projects ready for ARC's schedule for quick implementation
- Protect Level of Service – Maintain or enhance
- Recognize the entrance into Fayette County, notice how nice it is
- Enhance the entire corridor from I-85 to Peachtree City
- Incorporate previously planned intersection improvements:
 - SR 54 @ SR 74
 - I-85 @ SR 74



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- Overlay zoning to control development
- Mobility – 70% of workforce leaves Fayette County for employment
- Accessibility – perhaps access road for development
- Development of a blueprint for aesthetics and development areas along the corridor and intersections
- Bike paths
- Connectivity and pedestrian compatibility from I-85 to SR 54
- Consistent signage and aesthetics throughout corridor
- Transit
- Access points to pocket parks, library, trails, etc. via trails
- Balanced use of corridor for everyone/all modes
- Access management for locals – in Fairburn, Peachtree City commuters are mixed with Fairburn residents
- Controlled development in Fairburn area – don't let development get out of hand, at least until the City can support the growth with appropriate infrastructure
- Opportunities to reduce single occupancy vehicles
- Shuttles to Park and Ride Lots, Van Pools, Ride Sharing
- Access management to keep the corridor moving
- Look into untapped funding sources to add value
 - Is GRTA shuttle eligible for 5307 funding?
- Gateway project for Fayette County
- Interparcel access management in Tyrone
- Quality growth, with the overlay in place
- Economic development factors
 - Working with developers on how we can handle the impact to traffic/transportation
 - Developers need to handle traffic internally to keep traffic off of the corridor
- Architectural and landscape standards in the overlay to preserve and maintain an aesthetically pleasing corridor
- Mobility
- Aesthetically pleasing – keep it green
- Coordinated signage
- Improve traffic flow on 74
- Half diamond interchange at SR92 and I-85
- Might be able to use analysis from this project to help justify new/alternative corridors/ways to access I-85
- Smart corridor as much as possible – benefits of intelligent signals, etc.
- Car flow from Coweta into Fayette County pressures Peachtree City and Tyrone
- Interchange with I-85 would be great near Gullatt or Johnson Road. There is a long stretch between interchanges.
- Truck only access
- Freight is an issue near the interchange with I-85 but not elsewhere along the corridor
- Frontage roads/access roads/new interchange will help limit curb cuts but add mobility and accessibility



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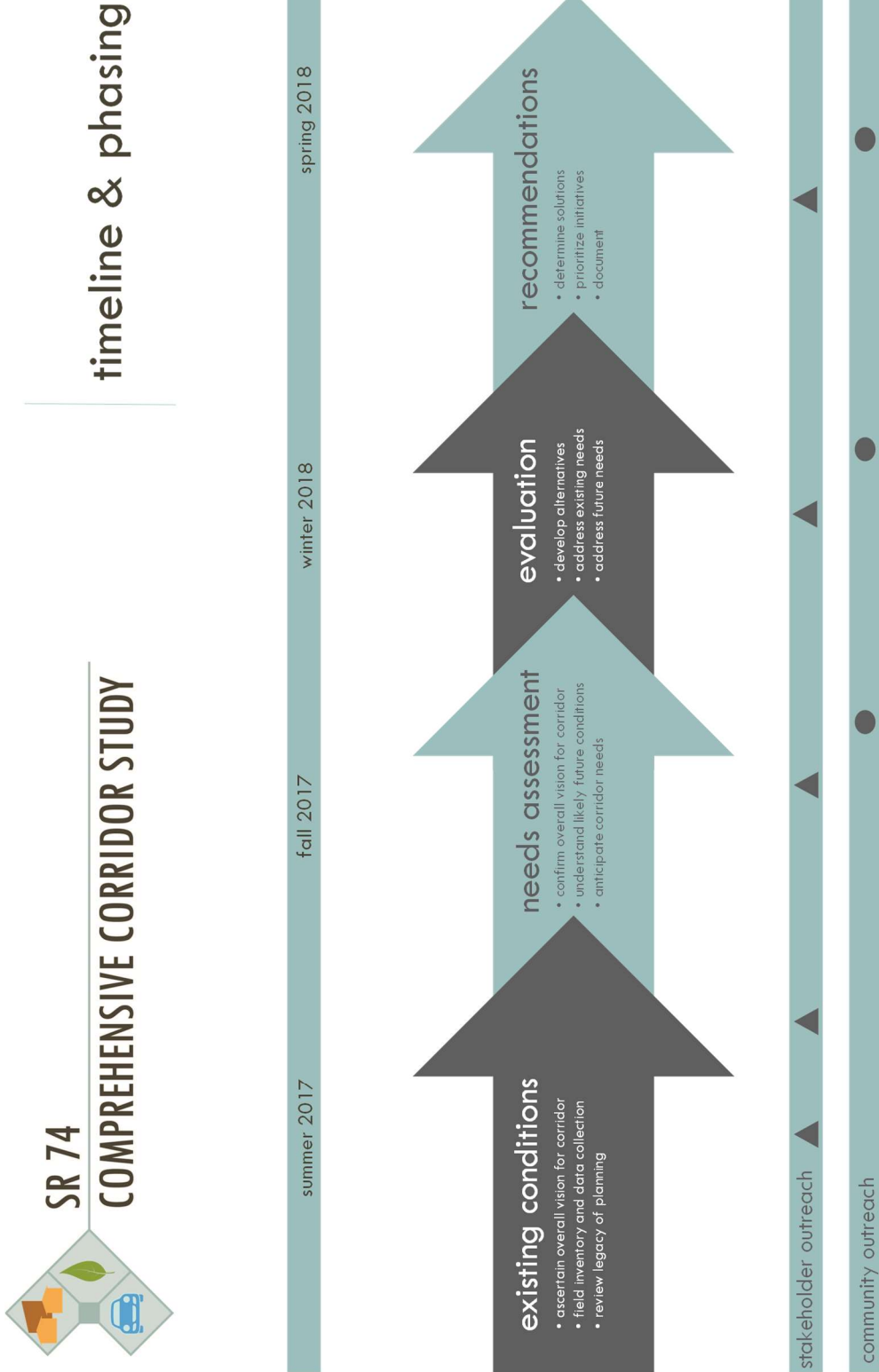
ATTACHMENT A

GENERALIZED PROJECT SCHEDULE



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ATTACHMENT B

ACCESS & MOBILITY

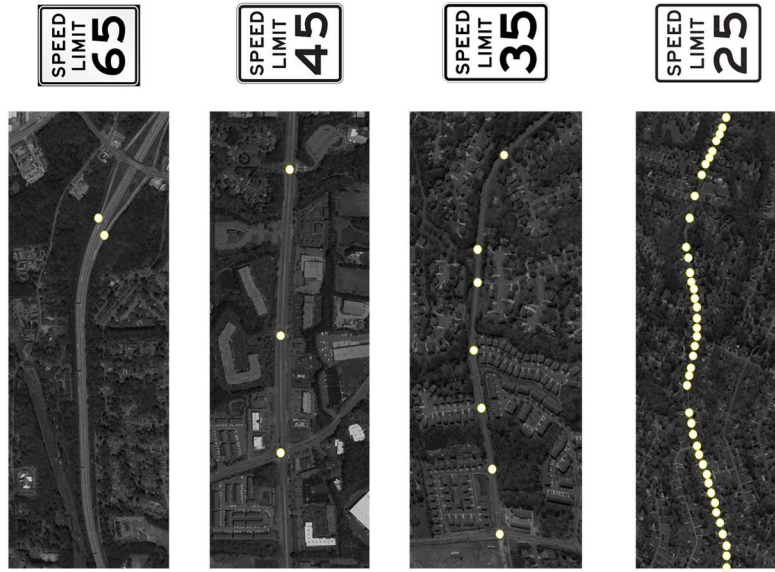


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access & mobility

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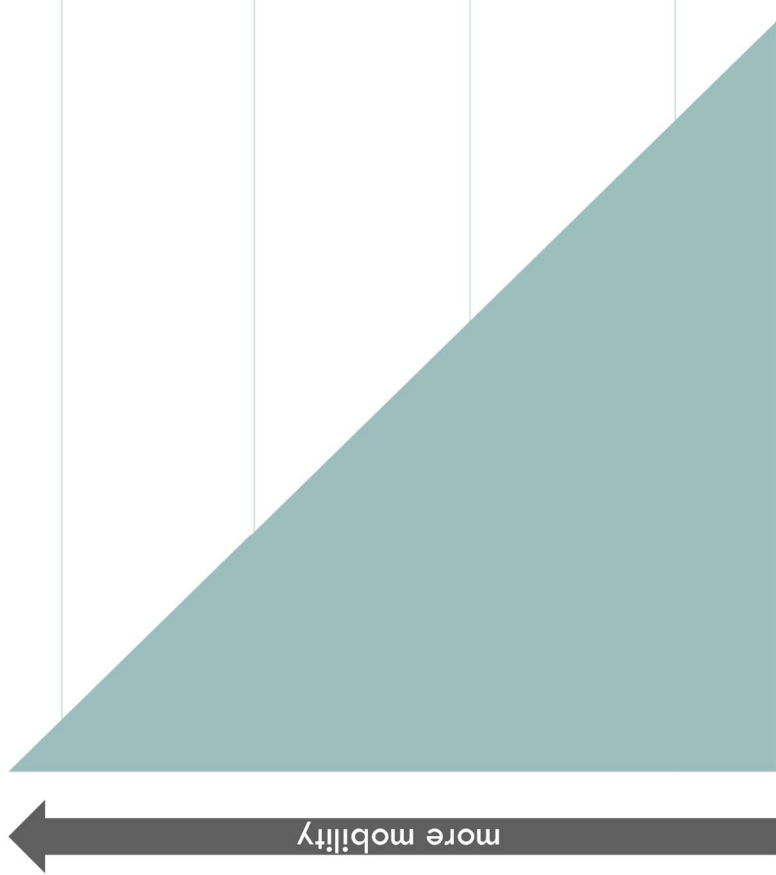


freeway

arterial

collector

local road



more mobility

more access

