

Working Partners



This plan was developed by ARCADIS/BPA with assistance from URS and in close coordination with the City of Atlanta and the community. We would like to acknowledge the following partners that helped develop this plan.

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Building on Previous Efforts

This plan builds upon previous planning efforts the City of Atlanta has contributed to or undertaken. These efforts include:

2000 Northwest Framework Plan –
http://apps.atlantaga.gov/citydir/DPCD/Bureau_of_Planning/BOP/Plan_Study/Other_Plans/NW_Report.pdf

2002 Bolton Road/Moores Mill LCI –
http://apps.atlantaga.gov/citydir/DPCD/Bureau_of_Planning/BOP/Plan_Study/LCI/livable_centers_initiative.htm#Bolton/Moores%20Mill

Northwest Connectivity Study –
http://www.grta.org/nwcs/GRTA_Website/index2.htm

Mobility 2030 –
<http://www.atlantaregional.com/transportationair/mobility2030documentation.html>

Study Advisory Committee

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The plan was developed for the City of Atlanta by ARCADIS/BPA in association with URS. It was directed by Jia Li, Urban Planner for the City of Atlanta. For additional information on this study, please contact Jia Li at 404-330-6961 or visit the project web site at:

<http://www.atlantaga.gov/government/planning.aspx>

Click on "Bureau of Planning," then click on "Bolton/Moores Mill LCI -- Transportation/Circulation Study"

Study Purpose

The City of Atlanta has undergone several planning processes for the Bolton/Moores Mill Road area, including the Northwest Framework Plan and the 2002 Livable Centers Initiative (LCI) study. While both of these studies provided a vision for future growth and guidelines to direct that growth, neither study addressed a key transportation issue – the relationship between industrial traffic and passenger vehicle traffic. In 2004, the community and the City of Atlanta initiated a new study, the Bolton Road/Moores Mill Road Transportation and Circulation Study, with this purpose in mind.

The goal of this study is to identify specific projects and actions necessary to implement the vision identified through the 2002 LCI study and other studies while addressing the transportation issues within the area. More specifically, this study identifies specific actions to provide the most appropriate transportation network by addressing the following:

- Industrial traffic circulation and 2002 LCI study goals
- Dedicated lanes for specific classes of traffic
- Interconnectivity of the transportation system

Study Results

The study's recommendations entail maximizing the efficient use of the existing transportation network by reviewing transportation options identified in the 2002 LCI study and improving industrial traffic circulation, while also protecting other modes of transportation and transportation users. The study resulted in a detailed action plan supported by implementation measures and a capital improvement program, which represent a shared community vision defined through a participatory process and previous planning efforts.

The final recommendations fall into the following general categories and make up the Preferred Circulation Plan seen on the following page:

- Heavy vehicle/truck routing
- Traffic-calming strategies
- Localized intersection geometric improvements

Study Process

Engage the Community: Community participation consisted of an Advisory Committee, stakeholder interviews, and communitywide meetings.

Establish Existing Conditions: Included the collection of traffic data, circulation patterns, planned growth, and the overall condition of the transportation network.

Analyze Existing Conditions: Included an analysis of traffic volume by class and potential project constraints such as environmental issues, right-of-way, and funding.

Development of Recommendations: Included the identification of candidate transportation projects and the selection of preferred improvements.

Development of Final Plan: Included preparation of conceptual plans for priority projects with an action plan describing project limits, cost estimates, responsible parties, and potential funding sources.

Traffic Calming

Traffic-calming measures are recommended for the following corridors:

Hollywood Road and Marietta Road

- Stop-controlled intersections
- Speed monitoring (digital displays and/or flashing beacons)
- Installations of chicanes
- Installation of center islands

Bolton Road (study area)

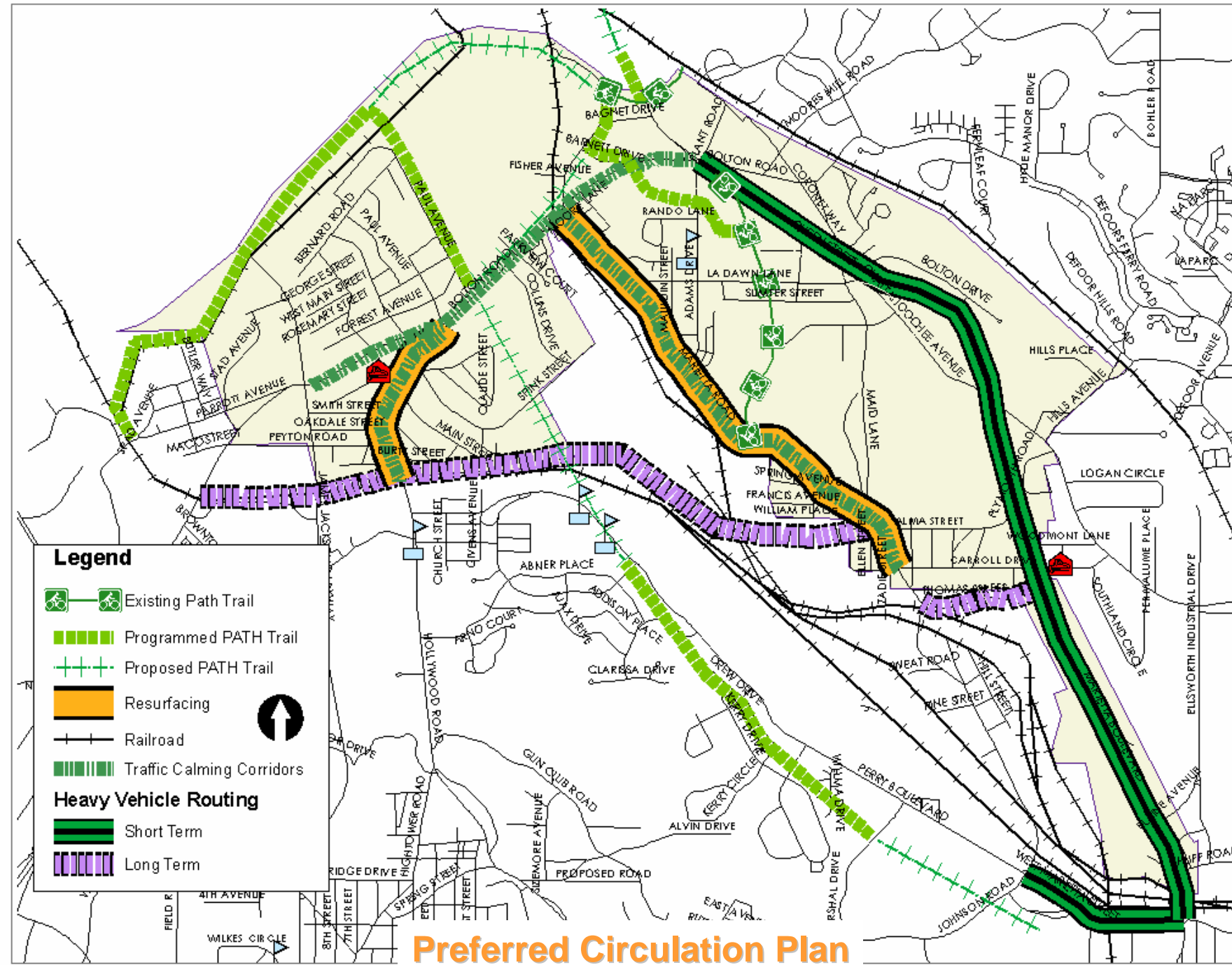
- Speed monitoring (digital displays and/or flashing beacons)
- Installation of center islands

Marietta Road

- Stop-controlled intersections
- Speed monitoring (digital displays and/or flashing beacons)
- Installations of chicanes
- Textured pavement in conjunction with intersection calming

Adams Drive

- Stop-controlled intersections
- Speed monitoring (digital displays and/or flashing beacons)
- Installations of chicanes
- Textured pavement in conjunction with intersection calming



Heavy Vehicle Routing

Route improvements along existing roadways, including Perry Boulevard and Marietta Boulevard, were determined to be the most effective approach to addressing heavy vehicle/truck traffic in the short term. The improvements target heavy vehicle trips generated by the Norfolk Southern Intermodal Terminal and redirect heavy vehicles south from the terminal, along Marietta Road to Marietta Boulevard and/or Perry Boulevard. Trucks accessing Marietta Boulevard would also be directed north to Atlanta Road. Implementation of this alternative includes updated signage and potential traffic signal upgrades (at the intersection of Perry Boulevard and Marietta Boulevard). The success of this approach is contingent on implementation of traffic calming along existing roadways used by heavy vehicles and coordination with the law enforcement community.

In addition to the short-term improvements, two long-term circulation routes are recommended. These routes target heavy vehicle trips generated by the Norfolk Southern Intermodal Terminal and the various commercial properties located along the southern portion of Marietta Boulevard.

The first long-term alternative includes a new roadway from Marietta Road to Bolton Road. The new roadway would cross over the railroad tracks and Hollywood Road. A new intersection would be created at James Jackson Parkway. This strategy will require cooperation with the law enforcement community to keep traffic out of residential areas.

The second long-term strategy includes a new roadway from Marietta Road to Marietta Boulevard (a partial roadway exists) with a newly signalized intersection at Marietta Boulevard. This strategy's success is contingent upon traffic-calming improvements in residential areas and the improvement of the intersection of Bolton Road and Marietta Boulevard.

Intersection Improvements

Intersection improvements are recommended for three main locations.

Bolton Road at Marietta Boulevard

- Relocates Adams Road and Atlanta Water driveway
- Provides second southbound left-turn lane on Marietta Boulevard
- Extends Moores Mill Road and DeFoor's Ferry Road to Marietta Boulevard
- Adds full length left-turn lane on Bolton Road extension
- Fully rehabilitates pavement
- Includes pedestrian traffic signals

Bolton Road at Hollywood Boulevard

- Realigns Hollywood Road to perpendicular intersection with Bolton Road
- Existing alignment of Hollywood Road is treated with cul-de-sac (with pedestrian walk through)
- Includes new traffic signal with pedestrian features
- Fully rehabilitates pavement

Bolton Road at Marietta Road

- Realigns Fisher Avenue at Bolton Road
- Extends Fisher Avenue to intersection with Bolton Road
- Includes new traffic signal with pedestrian features
- Fully rehabilitates pavement