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Dear Robert,

Thank you for spending so much time with me on Friday (10-12-12) discussing the FHR (Forest Hill Road) project.

It seemed to me that your biggest concern dealt with a desire to support roads feeding traffic to the new investments and development in the area around Bass Road at I-75, New Forsyth Rd, The Shoppes, etc.

You pointed out to me how FHR appears on the map to be an ideal path for shoppers coming from south Bibb who want to drive to north Bibb. These shoppers would benefit the Shoppes area merchants at the expense of the competing merchants at the old Macon Mall and numerous other businesses along the Eisenhower Pkwy, Mercer University Drive and Log Cabin corridors. This is a "no net gain" of commerce; just shifting the commerce from south to north Bibb.

You seemed most concerned that if FHR (north section) is not a 3-lane road, then it would not accommodate the needed car traffic from South Macon to The Shoppes area. But, modern designers say the opposite is true.

Are the investors in north Bibb aware that they will not receive the complete rich diversity of the traveling public unless they provide a "Complete Street" roadway to their commercial areas? I feel certain that the north Bibb investors, GDOT and FHWA will all be happier and more proud in the long run if FHR becomes a Complete Street and thereby serves a wider variety of the traveling public.

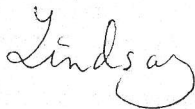
What if I can show you proof that more traffic could be accommodated on the 2-lane (plus bike lanes and sidewalks) facility designed by any New Urbanist? Would you prefer a road design that can handle the most traffic? (including bikers and walkers) Three lane roads don't increase capacity over a two lane road. You may verify that by speaking with the degreed and professional traffic planners from Sotille and Sotille or CHA - the consultants hired for the Second Street Project. If capacity is not increased, why harm (blight) the neighborhood taxbase? The GDOT project area stops north of Northside Drive and then becomes a two lane road, not directly to the Shoppes, but to Wesleyan Drive that is another narrow two laner. Capacity, even if it were improved, would be immediately restricted on FHR at Northside (going north). Other restrictions along this NW corridor are the two lane roadways at Wesleyan Drive, Park Street and Log Cabin. 90% of traffic delay along FHR now is due to the intersections (especially Ridge Avenue) lacking turn lanes. Macon-Bibb has the ability to quickly pave slip-lanes at these locations, yet the politicians do not act to solve this simple problem. The public knows this, and the lack of due diligence by Macon-Bibb leaders to fix these intersections in a timely manner adds heat to a simmering discontent among the public.

You shared your personal need for a safer exit from Northminster to Wimbish. The safest design there would be a reconfiguration (as suggested by Rick Chellman) with a roundabout (as suggested by Michael Wallwork). The GDOT plan will still allow for faster traffic, and unprotected left turns. If we can get this intersection right, right now, it will benefit many generations to come.

I would like to set up another date to meet with you (and any North Bibb investors too) to share the latest road design theories - with documentation. These new "theories" are based on real-world evidence, and that are approved by the FHWA. As you know, FHWA is supplying 80% of the funds to reconstruct FHR. They and GDOT would prefer to see their money and efforts appreciated by the public. Macon's Mayor is in a position to effect a positive change in this project.

Thank-you again,

- Lindsay



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