

COORDINATING COMMITTEE

**March 4, 2022, Meeting Notes
Online Meeting**

<i>ARC</i>	John Orr	<i>Forsyth</i>	John Cunard
<i>ATL</i>	---	<i>Fulton</i>	---
<i>Atlanta</i>	Michelle Wynn	<i>GDOT</i>	Charles Robinson
<i>Barrow</i>	---	<i>GRTA/SRTA</i>	Jamie Fischer
<i>Cherokee</i>	Jim Wilgus	<i>Gwinnett</i>	---
<i>Clayton</i>	Keith Rohling	<i>Henry</i>	Sam Baker
<i>Cobb</i>	Laura Beall	<i>MARTA</i>	---
<i>Coweta</i>	Jenny Runion	<i>Newton</i>	---
<i>DeKalb</i>	Sylvia Smith	<i>Paulding</i>	---
<i>Douglas</i>	Miguel Valentin	<i>Rockdale</i>	Brian Kelley
<i>EPD</i>	Gil Grodzinsky	<i>Spalding</i>	---
<i>Fayette</i>	Phil Mallon	<i>Walton</i>	Joe Walter
<i>MD-1</i>	---	<i>MD-4</i>	---
<i>MD-2</i>	---	<i>MD-5</i>	---
<i>MD-3</i>	---	<i>MD-6</i>	---

Advisors (Non-voting):

<i>CBMPO</i>	---
<i>GHMPO</i>	---
<i>GDOT I'modal</i>	---
<i>FHWA</i>	---
<i>FTA</i>	---

Friday March 4, 2022, TCC Meeting Summary

John Orr, Chair

1. Welcome

John Orr, ARC, opened the meeting and asked the committee if there were any comments or edits to the February 4, 2022, TCC meeting. No comments or edits were submitted prior to the meeting, and none proposed during the meeting. Hearing none, the meeting summary was accepted as presented.

Orr then asked if there were any public comment to which there were no requests.

2. Transportation Improvement Program (TIP) Amendment #4 (Action Item)

Orr introduced Jean Hee Barrett, ARC, to present the TIP Amendment #4 which requires action from the committee.

Barrett indicated the 4th Amendment included:

- The Livable Center Initiative (LCI) new funding recommendations for PE phases, and studies and expenditures in support of ARC's Regional Plan Update.
- Changes to GDOT Major Mobility Investment Program Projects.
- Cost estimate increases to federal-aid projects exceeding the administrative modification threshold and other programming changes.

The drafted Public Comment Report was distributed to the TCC members for review. The report describes the activities during the 15-day public comment period held January 24th to February 11th. During this time, there were seven written comments received and one comment verbalized on Wednesday, February 9th, during the public hearing held. All comments were addressed by the ARC staff and relevant comments were shared with the perspective jurisdiction and GDOT.

Barrett shared the following tentative schedule for the 4th Amendment:

- March 4th TCC Action.
- March 9th- The ARC Board, GRTA Board, and TAQC Actions.
- Mid-March- Anticipated submittal to US DOT (FHWA & FTA) and US EPA and 30-day review period.
- Mid-March to Mid-April- Conformity determination.

Orr asked for a motion to accept which was made by Sylvia Smith, Dekalb County and was seconded by Jim Wilgus, Cherokee County. Motion was approved.

3. Regional Safety Strategy Work Documentation

Orr introduced Bryon Rushing, ARC, to update the committee on work activities for the Regional Safety Strategy Work. Rushing recapped the presentation from last month prior to introducing Frank Gross with the prime consultant firm VHB.

Gross recapped the top methods found to increase effectiveness which are:

- Focus on fatal and serious injury crashes,

- Focus on crash types (intersection, roadway departure, pedestrian, and bicycle),
- Focus on facility types, and
- Focus on risk factors.

During the presentation, it was stated the intersection crash type results are not available. Roadway departures four primary facility types having the most impacts are urban state-owned interstate (6 or more lanes), state-owned minor arterials (2 lanes), Minor arterial county-owned (2 lanes), county-owned major collector (2 lanes). There were several risk factors presented related to roadway crashes. The primary roadway factors highlighted were AADT over 30k, AADT between 5k and 15k, 4 or more thru lanes, GDOT owned, posted speed of 45 mph or above.

The pedestrian trends and bicycle trends were overrepresented throughout the region. The pedestrian focused facilities four primary facility types having the most impacts are urban state-owned other principal arterials (6+ lanes), state-owned other principal arterials (4 lanes), state-owned minor arterial (4 lanes) and county-owned minor arterial (4 lanes). The primary roadway characteristics for the pedestrian risk factors are AADT over 9k, 4 or more thru lanes, GDOT owned, Posted speed limit of 35 mph and under, Bus stop within 100ft. (2021), and high frequency bus service (3/4 qtr. mi; 2015). In conclusion, the graphs illustrated a correlation between speed and type of injury.

The bicycle focus facilities primary facility types having the most impacts are urban state-owned other principal arterials (4 lanes), state-owned minor arterial (4 lanes), state-owned minor arterial (2 lanes), and urban city major collector (2 lanes). The primary roadway characteristics for the bicycle risk factors are AADT over 20,000, 4 or more thru lanes, GDOT owned, bus stop within 100 ft (2021), high frequency bus services (3/4 qtr. mi; 2015), bicycle lane (none-separated), and multi-use path within 100 ft. When the pedestrian and bicycle risk factors were compared to the NCHRP Report 893, it was observed that the national primary roadway characteristics for pedestrian and bicycle risk factors were reflective. Thus, the national countermeasures can be used to address regional trends.

This analysis will assist with making funding discussions and project development. In March, the project team will complete the data analysis. In early summer, it is anticipated to develop the regional safety strategies.

Michele Wynn shared the City of Atlanta's efforts to make the bicyclist feel more comfortable and improving driver behavior of not impeding the bike lanes.

Kathy Morgan indicated the Highway 278 CID is currently working on a plan where they are doing preliminary engineering to finalize the Highway 278 Corridor. The CID is implementing a median on a five-lane highway and roundabouts. Currently, there are no bicycle activity but sidewalks on the southside of Highway 278 and multi-use trail on the northside will be constructed to improve safe access. These implementations were driven by safety measures and fatalities within the major commercial district. The CID is also enhancing street lighting and improving intersection crossings. Improvements are expected to be completed by 2026.

Sam Baker, Henry County, indicated the county is updating their transportation plan and developing a trails plan. The county's citizens have expressed concern over rumble stripes which the county is looking for alternatives.

4. Review of SPLOST and T-SPLOST Revenue Collection

Orr introduced David Haynes, ARC, to provide an update on local revenue collections that are used to support the implementation of transportation projects.

After the pandemic shutdown, ARC staff begin analyzing the economic impacts on the local sales tax and the state gas tax. During spring 2020, staff begin monitoring data collected monthly from the Department of Revenue which Haynes demonstrated the data collection process used to collect local sales tax data. He further explained how the data was managed and used to describe the sales tax trends.

Kyethea Clark, Cumberland CID, expressed interest in knowing if the data would indicate the revenue generated from the World Series. David explained that the data doesn't give a granular level of detail. However, a comparison could be done by comparing the event month to the previous year(s).

5. Other Items and Announcements

John Orr indicated the ARC staff will update the TCC on the federal bill as information becomes available.

In-person meetings are anticipated to resume periodically.

6. Adjourn