



**Spalding County Freight Cluster Study  
Stakeholder Committee Meeting #3  
Meeting Notes**

**Date:** May 20, 2020  
**Time:** 2:45 PM – 4:00 PM  
**Location:** Zoom online

**Team Attendees:** William Wilson, Michelle Irizarry, Deborah Bell - Spalding County  
Brian Upson, Sam Brown - Paragon Consulting Group  
Wade Carroll, Vincent Matheney - Metro Analytics  
Nithin Gomez, Megha Young - Gresham Smith  
Laura Beall - Eagle Eye Planning Solutions  
Daniel Studdard - Atlanta Regional Commission

**SSC Attendees:** Bill Bryant, GSATC member  
Bob Stapleton, Airport Authority  
Dr. Brant Keller, City of Griffin Public Works  
Doug Holberg, Mayor, City of Griffin  
Glenn Polk, Spalding County Fire Dept  
Homer Daniel, City of Griffin Police Department  
Kenny Smith, City of Griffin  
Kris Northup, Southeastern Freight Lines, Inc.  
Mark Austin, WellStar Spalding Regional Hospital  
Pavielle Ludlow, Three Rivers Regional Commission  
Tom Gardner, Griffin-Spalding Development Authority

Per the agenda, the highlights of the discussion were as follows:

**Introductions and Overview**

- William Wilson, Spalding County Manager, called the meeting to order and thanked participants for participating with an online format. He turned the meeting over to Wade Carroll, of Metro Analytics and consultant project manager. Wade reviewed the participants on the call to confirm names and organizations.
- Wade provided some quick meeting protocols for online meetings to use the “Chat” feature on Zoom. He then reviewed the agenda. Wade gave a brief update on the revised project schedule and the impacts of COVID 19 pandemic to the project.

### Outreach Update

- Wade Carroll provided a brief update on the outreach activities that have taken place since the last SSC meeting in November 2019.
- The project web page is available for review of the latest activities: <https://www.spaldingcounty.com/freight-c-s/> . As deliverables are completed, a link to the document can be found on the page as well as the SSC meeting materials.
- Interviews with Norfolk Southern current and retired executives were conducted to exchange more on the project scope and to gather input on how best to coordinate with railroad operations and future plans. Additional coordination is needed on Hill Street crossing with operations and government affairs representatives.
- Upcoming one-on-one interviews will be targeted to refine work program.
- The next SSC meeting will be scheduled for July, but date has not been confirmed yet. This meeting will be held online as well.

### Highlights of Inventory and Assessment Report

- Wade Carroll provided a recap of major findings from the Inventory and Assessment Report
- In the Land Use and Development chapter, the highlights presented were:
  - The Center for Neighborhood Technology conducted a cluster ranking for potential cargo-oriented development areas based on several factors. Due to the presence of surrounding development, existing infrastructure, and available developable land, industrial areas closer to Green Valley rate the best for future development.
  - In the areas near I-75, demand for industrial development is highly likely despite obstacles and reflects overall needed efforts by the County for successful industrial development.
- In the Transportation chapter, the highlights presented were:
  - Roadway Volumes - In 2015, most roadways had daily volumes under 5,000. US 19/41 had the highest local volumes with roughly 25,000 ADT. In 2040, the growth is projected along US 19/41 and SR 155 near Henry County.
  - Road Congestion - In 2015, the County had very low levels of congestion. In 2040, projected congestion along SR 155 and moderate levels of congestion along US 19/41 and within the City
  - Safety - Most crashes were reported in and around Griffin. SR 16 corridor and US 92 at US 19/41 intersection. SR 16 and US 19/41 corridors higher in Commercial crashes which include delivery trucks
  - Truck Travel Characteristics - The roadway segment that show the highest truck percentage per total volume are as expected: 12% SR 16 – West of US 19/41, 11% SR 16 – Memorial Drive to McDonough Road and SR 16 – McDonough Road to Jackson Road.

### Traffic Study Results

- Nithin Gomez of Gresham Smith presented a summary of the Traffic Study Report. Eleven key locations were selected to focus the study of most commonly used freight corridors – Jackson

Road at Wallace Road, several intersections along Arthur K. Bolton Parkway (SR 16), MLK Jr Parkway (US 41) and Johnston Road.

- The strategies examined to address key issues include new intersection controls, pavement marking and signage, advanced warning signage, improvements to intersection geometry, and adjustments to signal phasing and timing.
- Major findings at three areas were presented for discussion:
  - Intersection 2 – Arthur K. Bolton Parkway (SR 16) at Wild Plum Road – The proposal is to convert intersection to a Restricted Crossing U-Turn (RCUT) and to redirect SR 16 westbound traffic to Rehoboth Road or S. McDonough Road
  - Intersection 8 – MLK Jr. Pkwy. (US 19/US 41/SR 3) @ Zebulon Pkwy. (US 19 Bus.) – The proposal is to Install dual left turns for eastbound left turns from Zebulon Parkway to MLK Jr. Parkway and long-term, Install displaced left turn (DLT) for eastbound left turns from Zebulon parkway to MLK Jr. Parkway.
  - Intersections 9, 10 and 11 – Johnston Rd. @ Macon Rd., Johnston Rd. @ Green Valley Rd., Johnston Rd. @ S. McDonough Rd. – The proposal is to install splitter islands, which will improve skew angle at S. McDonough Road; and long-term, install roundabout at Macon Road and eliminate intersection by relocating Green Valley Road to intersect with S. McDonough Road further to the north.

#### DISCUSSION:

- Brant Keller - Put RCUT at Luckie Street and 19 - not happy with RCUT at Wild Plum because at 19/41 there is not enough room to make an RCUT - GDOT did not put enough pavement there and trucks encroach on ROW. As busy as SR 16 is, RCUT might not be appropriate at the intersection.
- Nithin Gomez - As project is developed, different options would be considered. Due to lack of traffic on side streets, a signal may not be warranted. A signal permit would be difficult to get. However, it is something that GDOT would examine as an option as the project would progress.
- Brant Keller - The DLT at Dawsonville works well if you are going through but turning into the outlets - vehicles queue at the left turn, and stack outside the displaced left turns. Not sure how you will fix Orchard Hill.
- Nithin Gomez - We can take another look at this. There is also one in Snellville.
- Bill Bryant - Intersection 8: suggest 2 other items (1) exit from US 41 to US 19 & (2) northern end to Ingles fuel island. Headed south of 19/41 and turning right - that is a high-speed ramp. That intersection needs some extra scrutiny. I like the proposed concept but let us think of ways to address that. Also, at the Ingles gas entrance/exit on the northern end, there have been numerous near-misses and collisions there.
- Doug Holberg - Based on development patterns, Southern Bypass is probably not feasible. So many lines on the screen - since this is 20-25 years out, we need to prioritize just a couple of these. Anything that funnels traffic into central business district such as E would not help - need to distribute vehicles away from central Griffin. Need to look at the raw land where these corridors go - is there acreage available for it, that can be used for industrial investment and other opportunities? Need to get truck traffic out of Downtown Griffin immediately. It is our Achilles heel - affects economic development and quality of life.

- Bill Bryant - If there will be continued growth near I-75, how do we facilitate that growth and help traffic keep moving between Griffin and the 75 corridors?

### Stakeholder Input Session: Short- and Long-Term Improvements

Link to Interactive Online Webpage: <https://bit.ly/SpaldingSCMap>

Wade Carroll introduced an interactive online web tool for input on short-term and long-term improvements and walked through examples of how to navigate the screens and how to provide comments in the boxes. Technical instructions on how use the page were sent out to the committee with the agenda the day before this meeting. The link will stay open until June 15<sup>th</sup> to allow for committee members to provide comments at their convenience.

The Freight Cluster Plan (FCP) proposed projects are identified with alphabetical dots and the Comprehensive Transportation Plan (CTP) projects are identified with numerical dots on the map.

### DISCUSSION:

- Bill Bryant – Is it possible to add an aerial layer?
  - Vincent – We had tried but were not able to add an aerial.
- Wade Carroll – Please look at Orchard Hill and provide comments on ideas and what you think may work. We are aware that there are truck restrictive route, but we need some constructive input. On the Long-term map, please review the types of projects as a realm of possibility.
- Brant Keller – suggests overlay county conversation with these proposals.
- Doug Holberg – anything funneling traffic into the CBD will cause issues.
- Wade Carroll – we need comments on long term solutions or preserve what we have. Spalding County has opportunity for corridor preservation.
- Doug Holberg – top priority is to get truck traffic out of CBD; either airport extension or SR 155 realignment; our “Achilles Heel” affects economic development, quality of life for Griffin.
- Bill Bryant – notice the lines do not follow existing right-of-way; assuming these are conceptual but not exact alignments; got to be realistic with budget and reality.
- Wade Carroll – List is not prioritized.
- Bill Bryant – Like it as an exercise to make me think.
- Wade Carroll – Additional lines for consideration but did not want to have too much on the map.

### Next Meeting Preview

Wade Carroll provided a preview of the next meeting in July 2020. The next meeting will be held online again. The presentation will be a much more detailed look at proposed land use and multimodal transportation strategies to support cargo-oriented development; a proposed prioritization framework for developing the work program and stakeholder input on a proposed work program.