



**Spalding County Freight Cluster Study  
Stakeholder Committee Meeting #4  
Meeting Notes**

**Date:** July 30, 2020  
**Time:** 10:00 AM – 11:30 AM  
**Location:** Zoom online

**Team Attendees:** William Wilson, Deborah Bell - Spalding County  
Brian Upson - Paragon Consulting Group  
Wade Carroll, Vincent Matheney, Chandra Khare, Michael Brown - Metro Analytics  
Nithin Gomez, Megha Young - Gresham Smith  
Laura Beall - Eagle Eye Planning Solutions  
Inga Kennedy – PEQ, Inc.  
Daniel Studdard - Atlanta Regional Commission

**SSC Attendees:** Commissioner Gwen Flowers-Taylor, Spalding County  
Mayor Doug Hollberg, City of Griffin  
Kenny Smith, Brant Keller, Chad Jacobs – City of Griffin  
Kirby Sisk – City of Griffin Transportation Committee  
Randall Peters, Chairman, Bob Stapleton - Griffin-Spalding Airport Authority  
David Luckie - Griffin-Spalding Development Authority  
Glenn Polk - Spalding County Fire Dept  
Kris Northup - Southeastern Freight Lines, Inc.  
Pavielle Ludlow - Three Rivers Regional Commission  
GDOT District 3 - Kraig Collins, Harland Smith  
Milton Dortch - Stowers & Company (real estate)

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 reviewed the agenda.
- Wade introduced Inga Kennedy with PEQ, Inc. is assisting the team today with a survey tool, [www.Menti.com](http://www.Menti.com). Inga asked participants to test the tool by logging into [www.Menti.com](http://www.Menti.com), enter the meeting code and answering the first question. Wade explained that participants will use the tool to vote on priorities to help the team in developing the work program.

## Overview of Projects

Wade proceeded to review the maps of potential short term and long-term projects in the handout materials by sharing his screen for the group, including the map of bike pedestrian and pavement recommendations.

### DISCUSSION:

- DH - Northern bypass dumps into NW Ellis rather than Hwy 92 interchange; instead already have a bridge there if need to tie in
- GFT - What will Connectivity bypass provide? Is it about trucks or moving people?
- WC - Mainly relieve truck traffic through City, but some help on mobility
- GFT – How do you come up with these sidewalks?
- MY - Rationale for identifying sidewalks from Spalding County Comprehensive Transportation Plan (CTP) in industrial parks and workforce access. We looked at the demographics for the County and number of cars per household.
- GFT – My concern if bike/ped help within industrial park walk around rather get people from town to industrial park than within.
- WC – We will come up with transit recommendations to move workforce to job areas by shuttle or other options.
- WC – I have sent invitations out to the Board of Commissioners for one-on-one meetings for more discussion, if Commissioner Taylor would like to schedule one.

## Overview of Prioritization Framework

Wade Carroll proceeded to review the prioritization framework handout. The framework is based on Spalding County goals and ARC Prioritization process. A total of 47 projects are in the draft list of improvements. This list was derived from analysis and previous studies. The methodology for project scoring and ranking was developed from data collected for each project. Some data was qualitative or quantitative depending on measure. The team converted the data values into scores and developed scenarios-based weighting schemes. A two-tier system with criteria weight and measure weight. We applied the scenario weights to project data and estimated total score for each project. The projects were ranked from highest score to lowest score.

Wade reviewed the preliminary project ranking (scenario 7) as a sample using the Framework. We will review the priorities for the scenarios during the Stakeholder Input session later in the meeting.

The Project Prioritization Tool is spreadsheet based, user friendly and flexible. Using the navigation menu with instructions, it is easy to add and delete projects, select projects and project data, change scoring criteria and weights, and view the results on the fly. The tool allows this type of analysis to be a transparent process and calculations.

**Preliminary Prioritization Results**

Wade proceeded to demonstrate the tool showing how it can help to develop work programs and give idea of what an operational “project” may look like. The tool does not dictate the work plan. The prioritization merely feeds the development of the work plan, which will be developed based on available revenues/funding, implementation timeframe, community priorities.

**DISCUSSION:**

- RS – Emphasize importance Wild Plum @ GA 16. Planning 2024 to open new airport, needs to be done by 2023 timeframe for initial R-Cut to provide access.
- GFT – Railroad crossing; McDonough @ GA 16 if need improvements route re-directed? Do they plans include accompanying sidewalk?
- BU – Green Valley, SR 155 re-designation County signed the PFA with GDOT. GDOT will move forward with concept. The plan, Kenny Smith, William Wilson and Brian Upson talked to them about => N McDonough be designated temporarily out of downtown to protect the LCI improvements that have already been done.
- KS- sidewalks to nowhere but if one considers the Satellite Blvd example in Gwinnett County, the County can get ahead of it and down the road when more development occurs it will become a walkable area.

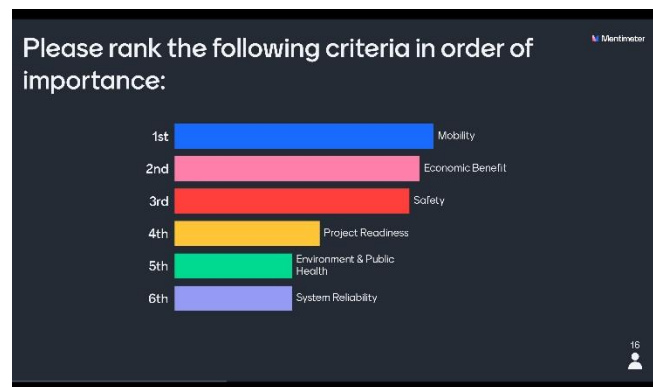
**Stakeholder Input Session: Potential Projects/Recommendations**

Wade Carroll introduced Inga Kennedy with PEQ, Inc. assisting with a Menti.com real time voting tool to survey participants on the call. Everyone was asked to log onto Menti.com and use a meeting ID. Each question below was shown on the screen while the participants selected their priorities anonymously. The group then discussed the results. The input session results will be used to weight and prioritize the projects in the framework previously presented.

Prioritization Weights

Question #1: Please rank the following criteria in order of importance:

1. Mobility
2. Economic Benefit
3. Safety
4. Project Readiness
5. Environment & Public Health
6. System Reliability



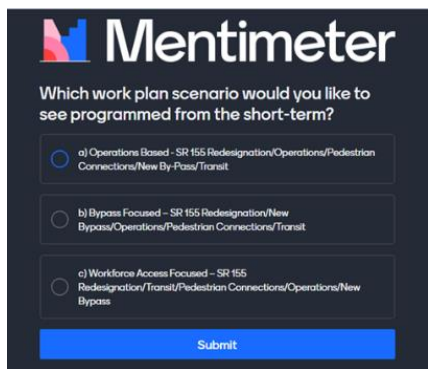
Bypass Alternatives

Which of the Bypass Alternatives do you prefer (from Long-Term Map)? Please pick one.

- a) NB-1 – New alignment from Jackson Road to US 19/41 5
- b) NB-2 – New alignment via New Airport Boulevard from SR 16 to US 19/41 2
- c) SB-1 – McDonough Road/County Line Road alignment from SR 16 to US 41 6
- d) SB-2 – New Alignment from McDonough Road to Moreland Road to connect to US 41 1



Work Program Priorities



Which work plan scenario would you like to see programmed from the short-term?

- Operations Based - SR 155 Re-designation/Operations/Pedestrian Connections/New By-Pass/Transit 0
- Bypass Focused – SR 155 Re-designation/New Bypass/Operations/Pedestrian Connections/Transit 9
- Workforce Access Focused – SR 155 Re-designation/Transit/Pedestrian Connections/Operations/New Bypass 3

**DISCUSSION:**

- WC - Not see resurfacing because it is assumed right off the top
- WW – Not enough money from 10 T-SPLOST for Bypass alternative
- GFT – Bypass NE to south will create connectivity that is non-existent for us. McDonough Road is overloaded. If in that process, create pedestrian, people, create economic development opportunity. Areas we already want to serve
- WW – Look at where transit in B. I chose C. Bypass cost a lot. ROW issues with houses too close in alignment

- WC – give us priorities but there may be shifts as work through it with how improvements are structured with funding and alignments
- KS – Map of bypass routes, surprised not along McIntosh
- WC – ROW costly did evaluate and may be an alternative
- DH – 90's southern connection, significant resistance; already have land; 2 miles built for airport; long term vision NE quadrant of how to develop
- PL – transit data jump recurrent transit system, Spalding trips Newnan due to resources; more outer counties growing trips towards Griffin; not only Griffin growing trips within Griffin.
- DB – what about tie into Jenkinsburg Road to Jackson to vineyard to (@
- KS – How to accelerate plan? Timeline and funding.

### Next Steps

Wade Carroll provided an action list the team will be doing over the next several weeks

- Develop work program based on the feedback from today
- Meet with City and County to finalize work program
- Finalize scheduling for more detailed discussions with Board of Commissioners

William Wilson ended the meeting with an announcement:

Of all the counties outside of I-285, Spalding County has had the least negative impact from COVID-19 pandemic. Spalding County has collected more than forecasted of SPLOST revenues; estimates collected for December \$973K which is highest month of 2019, and then in 2020 with pandemic, May \$965K and June \$908K.

Daniel Studdard with ARC also shared that GDOT has released in the past week or two a preliminary design process for the I-75 commercial vehicle lane. Got to:

<https://majormobilityga.com/projects/i75cvl/>