

0:0:0.0 --> 0:0:0.800

Hari Karikaran

Wait, I think we are.

0:0:0.810 --> 0:0:1.210

Hari Karikaran

Good.

0:0:1.860 --> 0:0:2.930

Carroll, Wade

OK, great.

0:0:1.780 --> 0:0:3.290

Hari Karikaran

Let's go ahead and right.

0:0:3.80 --> 0:0:4.390

Carroll, Wade

Alright, fantastic.

0:0:4.940 --> 0:0:7.670

Carroll, Wade

Well, welcome everybody to our steering.

0:0:7.680 --> 0:0:12.190

Carroll, Wade

First Steering Committee meeting for the city of Stonecrest Freight cluster plan.

0:0:12.200 --> 0:0:13.990

Carroll, Wade

We're excited to have everybody here.

0:0:14.860 --> 0:0:19.0

Carroll, Wade

I wanted to just go ahead and start with introductions, since I'm I'm talking right now.

0:0:19.10 --> 0:0:19.910

Carroll, Wade

I'll go ahead and start.

0:0:19.920 --> 0:0:20.310

Carroll, Wade

I'm wade.

0:0:20.320 --> 0:0:26.900

Carroll, Wade

Carol, I'm our consultant, project manager with Metro Analytics and we'll be our consultant project manager.

0:0:26.910 --> 0:0:38.0

Carroll, Wade

But I was going to turn it over to Harry and have Harry just say a couple words and introduce himself and then and what I'll do is I'll go around the room and and have others on the committee introduce themselves as well and.

0:0:38.10 --> 0:0:43.280

Carroll, Wade

And so we can all kind of get a better on, you know, understanding of who we all are and what we're all here to do.

0:0:43.470 --> 0:0:44.680

Carroll, Wade

So here I'll turn it over to you.

0:0:45.300 --> 0:0:46.350

Hari Karikaran

And thank you, Wade.

0:0:46.840 --> 0:0:47.180

Hari Karikaran

You know.

0:0:47.190 --> 0:0:48.170

Hari Karikaran

Good morning everyone.

0:0:48.180 --> 0:0:50.250

Hari Karikaran

I'm the city engineer for the city of Stonecrest.

0:0:50.260 --> 0:0:58.670

Hari Karikaran

My name is Harry Karikaran, and then in March, sort of February next February, I'll be completing 2 years here at the city of Stonecrest.

0:0:59.440 --> 0:1:2.830

Hari Karikaran

Before that I have been with the several umm.

0:1:2.900 --> 0:1:4.750

Hari Karikaran

And Winnipeg organizations?

0:1:4.760 --> 0:1:11.650

Hari Karikaran

Uh, so this is my 25th year in public sector and before that I was in no private sector for a while.

0:1:12.900 --> 0:1:23.130

Hari Karikaran

So you know, we are excited to have this uh freight cluster study kicking off today with the with our stakeholders.

0:1:23.900 --> 0:1:33.550

Hari Karikaran

You know this is a joint jointly funded project, you know, thank you arc for funding most of the money for this study.

0:1:33.880 --> 0:1:53.200

Hari Karikaran

And Stonecrest has a good area of industrial cluster in our you know north of I-20 and you know you know previously before my time this grant application was submitted and then we received it and it took a while to get this started.

0:1:53.270 --> 0:1:56.580

Hari Karikaran

You know all these contract execution and things like that.

0:1:56.590 --> 0:2:1.40

Hari Karikaran

Finally, we are here and you know welcome all the stakeholders.

0:2:1.510 --> 0:2:4.970

Hari Karikaran

There are two additional stakeholders representing.

0:2:5.370 --> 0:2:34.610

Hari Karikaran

A, you know, homeowners and we're still trying to get them to join us and hopefully they will be here for the next stakeholder meeting and we would like to hear from everybody and then you know this is this is the group that is going to move this study forward and then you know we have a, a, several public engagement events that Inga Kennedy, who is our public engagement consultant will be handling.

0:2:35.20 --> 0:2:43.650

Hari Karikaran

And so that's the introduction about me and then I'll turn it back to Wade and then we can go around and introduce everyone.

0:2:44.510 --> 0:2:45.260

Carroll, Wade

Fantastic.

0:2:45.270 --> 0:2:45.940

Carroll, Wade

Thank you, Harry.

0:2:45.950 --> 0:2:51.590

Carroll, Wade

Well, since we're on the sponsors and so forth, Daniel, I'll go ahead and have you introduce yourself for a minute. The.

0:2:52.900 --> 0:2:53.110

Daniel Studdard

Yeah.

0:2:53.120 --> 0:2:53.670

Daniel Studdard

Thanks, wade.

0:2:53.980 --> 0:2:54.210

Daniel Studdard

Yeah.

0:2:54.220 --> 0:2:55.250

Daniel Studdard

Good morning everybody.

0:2:55.300 --> 0:2:56.520

Daniel Studdard

My name is Daniel Studdard.

0:2:56.880 --> 0:3:0.110

Daniel Studdard

I've missed the free planning programming here at the Atlanta Regional Commission.

0:3:0.470 --> 0:3:2.490

Daniel Studdard

We're excited to get this plan moving.

0:3:2.500 --> 0:3:5.350

Daniel Studdard

I'm think this is our 10th freight cluster plan.

0:3:5.360 --> 0:3:12.990

Daniel Studdard

Essentially this point it just kind of came out of our recommendations of our 2016 region freight plan where we said we we have a lot of local plans in our region.

0:3:13.100 --> 0:3:19.260

Daniel Studdard

You probably very LCI for a very CTP program, but nothing really focused on industrial injuries and freight movement.

0:3:19.270 --> 0:3:26.800

Daniel Studdard

And so we create the freight cluster planning program to do that and it's been a couple years now and still crust initially they initially get to cheat.

0:3:26.810 --> 0:3:36.720

Daniel Studdard

I saying they had some freight issues and GDOT redirected them to us and said they they built up very cluster plan program might be a good match for them.

0:3:36.730 --> 0:3:39.220

Daniel Studdard

And so they actually applied as here, he said.

0:3:39.230 --> 0:3:44.510

Daniel Studdard

We got there the contract and keep all the few months back and so glad to have everybody here today.

0:3:44.520 --> 0:3:51.570

Daniel Studdard

Appreciate you taking the time today and I look forward to your input and thanks to to wait and the team in the area to see for get us up and billions.

0:3:53.320 --> 0:3:54.90

Carroll, Wade

Thank you, Daniel.

0:3:54.180 --> 0:4:1.160

Carroll, Wade

OK, well, I'm gonna go around the room as I'm seeing you on my screen, so it'll be quite random, but Greg, Greg Wright.

0:4:3.650 --> 0:4:3.920

Greg Wright

Yes.

0:4:3.930 --> 0:4:4.470

Greg Wright

Good morning.

0:4:4.480 --> 0:4:6.260

Greg Wright

Uh, I'm Greg Wright.

0:4:6.270 --> 0:4:11.400

Greg Wright

I'm the director of manufacturing operations for master Wall on Lithonia Industrial Blvd.

0:4:11.790 --> 0:4:15.260

Greg Wright

And I'm also the vice chair of the Stonecrest Industrial Council.

0:4:15.270 --> 0:4:20.780

Greg Wright

So I'm kind of representing my company as well as as the other industrial businesses in this sector.

0:4:21.330 --> 0:4:24.720

Greg Wright

I'm traveling this morning, so I'm calling in from Las Vegas.

0:4:26.780 --> 0:4:26.950

Carroll, Wade

Good.

0:4:25.130 --> 0:4:30.530

Greg Wright

I'm not sure who decided to schedule this meeting at 6:00 in the morning, but I'll try to stay awake through it.

0:4:34.770 --> 0:4:34.870

Greg Wright

Yes.

0:4:32.950 --> 0:4:35.570

Carroll, Wade

Especially in Vegas, I get that ohk OK.

0:4:37.140 --> 0:4:38.820

Carroll, Wade

Ohh ray white.

0:4:44.260 --> 0:4:44.810

Carroll, Wade

Ohh.

0:4:46.950 --> 0:4:47.230

Hari Karikaran

Ray.

0:4:48.680 --> 0:4:48.990

Carroll, Wade

Right.

0:4:49.0 --> 0:4:50.140

Carroll, Wade

I think we're having audio issues.

0:4:58.320 --> 0:4:58.650

Carroll, Wade

OK.

0:4:58.660 --> 0:5:0.310

Carroll, Wade

Well, we'll we'll come back to Ray.

0:5:0.320 --> 0:5:4.300

Carroll, Wade

So how about, UM, Kyle Kyle Jones?

0:5:6.510 --> 0:5:7.400

b7076a51-4173-4190-ad01-62ec9465679f

Good morning.

0:5:7.410 --> 0:5:10.110

b7076a51-4173-4190-ad01-62ec9465679f

Carl Jones, my major with Lithonia Police Department.

0:5:10.120 --> 0:5:12.930

b7076a51-4173-4190-ad01-62ec9465679f

I'm filling in for Chief Donald E Janet.

0:5:12.940 --> 0:5:16.640

b7076a51-4173-4190-ad01-62ec9465679f

He had a another event he had to attend this morning.

0:5:16.730 --> 0:5:20.710

b7076a51-4173-4190-ad01-62ec9465679f

So I'll be here taking good notes and look forward to the meeting.

0:5:21.910 --> 0:5:22.870

Carroll, Wade

Alright.

0:5:22.980 --> 0:5:23.440

Carroll, Wade

Thank you.

0:5:23.450 --> 0:5:24.950

Carroll, Wade

Thank you for joining us, Alan Burnette.

0:5:28.560 --> 0:5:29.70

Burnette, Alan C (Duluth) USA

Everybody.

0:5:29.80 --> 0:5:29.810

Burnette, Alan C (Duluth) USA

I'm Alan burnette.

0:5:29.820 --> 0:5:32.830

Burnette, Alan C (Duluth) USA

I'm the director of resource development for Heidelberg Materials.

0:5:33.340 --> 0:5:41.790

Burnette, Alan C (Duluth) USA

I cover SE US, we have a large quarry partially in the city of Stonecrest and partially in unincorporated the cab.

0:5:41.800 --> 0:5:59.900

Burnette, Alan C (Duluth) USA

I'm also a member of the Executive Committee of the Stonecrest Industrial Council, along with the Greg, so he and I are representing our organizations and many other industrial organizations within STONECREST and look forward to pursuing this to happy ending.

0:6:1.760 --> 0:6:2.530

Carroll, Wade

All right.

0:6:2.600 --> 0:6:3.310

Carroll, Wade

OK.

0:6:3.320 --> 0:6:4.260

Carroll, Wade

Uh, Paul denard?

0:6:8.160 --> 0:6:9.250

DeNard, Paul

Good morning everyone.

0:6:9.450 --> 0:6:14.970

DeNard, Paul

My name is Paul Denard and I'm the district engineer for Georgia Department of Transportation.

0:6:18.240 --> 0:6:19.0

Vincent Matheney

Supplemental.

0:6:15.770 --> 0:6:27.280

DeNard, Paul

We serve or cover six of the metro counties and I'm glad it's only 6 uh, but we deal with everything in regards to the State Route, Interstate systems.

0:6:27.290 --> 0:6:28.730

DeNard, Paul

You know our planning office?

0:6:29.430 --> 0:6:37.210

DeNard, Paul

Uh partners with our District office to make sure that we're participating in these freight cluster studies all over the region.

0:6:49.120 --> 0:6:49.320

Carroll, Wade

Sure.

0:6:38.90 --> 0:6:52.830

DeNard, Paul

So we we're glad to be here and happy to contribute and we have two other folks from GDOT here if we if that could, they could go ahead and introduce themselves from our preconstruction and planning section as well.

0:6:52.840 --> 0:6:53.190

DeNard, Paul

Thank you.

0:6:53.920 --> 0:6:54.160

Carroll, Wade

OK.

0:6:56.360 --> 0:6:56.840

Carroll, Wade

Alright.

0:6:56.340 --> 0:6:57.440

Perry, Landon

Yes, my name is Landon.

0:6:59.390 --> 0:6:59.840

Carroll, Wade

Land it.

0:6:59.60 --> 0:7:0.90

Perry, Landon

My name is Landon Perry.

0:7:0.100 --> 0:7:2.160

Perry, Landon

I'm the seven preconstruction engineer.

0:7:4.70 --> 0:7:5.890

Carroll, Wade

Great, Josh.

0:7:9.960 --> 0:7:10.120

Ray White

OK.

0:7:7.40 --> 0:7:26.160

Higgins, Joshua

Umm Joshua Higgins Umm district planning programming laser normal core duties is on working with the locals in getting their own lap certification and restarted fication umm mainly work with the locals.

0:7:26.230 --> 0:7:31.250

Higgins, Joshua

Umm for their federal UM products that his sponsors.

0:7:33.490 --> 0:7:34.350

Carroll, Wade

OK, great.

0:7:34.670 --> 0:7:36.310

Carroll, Wade

David Pelton from the county.

0:7:39.140 --> 0:7:45.210

Pelton, David

I'm David Pelton, deputy Public works director, over transportation for de Kalb County.

0:7:47.790 --> 0:7:52.720

Carroll, Wade

Lantastic OK, I believe that has the committee, the committee members are present.

0:7:52.730 --> 0:7:53.580

Carroll, Wade

Ohh ray, right?

0:7:53.810 --> 0:7:53.970

Inga Kennedy

I'm.

0:7:53.590 --> 0:7:53.980

Carroll, Wade

Did you?

0:7:53.990 --> 0:7:54.710

Carroll, Wade

Did you get audio?

0:7:55.430 --> 0:7:55.960

Ray White

Can you hear me?

0:7:56.760 --> 0:7:57.900

Carroll, Wade

Yes, we can.

0:7:57.770 --> 0:7:58.520

Ray White

Ohh great.

0:7:58.530 --> 0:7:59.960

Ray White

OK, so let's give video.

0:8:1.350 --> 0:8:3.530

Ray White

OK, so I had some technical problems.

0:8:3.540 --> 0:8:4.380

Ray White

I apologize.

0:8:4.930 --> 0:8:6.100

Ray White

My name is Ray White.

0:8:6.110 --> 0:8:26.180

Ray White

I'm the director of planning for Stonecrest City of Stonecrest, and we are obviously key to the freight cluster plan, particularly in light of the fact that our comprehensive plan is being updated as we speak moving forward into the year 2024, early in the first quarter.

0:8:26.190 --> 0:8:36.30

Ray White

It's needed this transportation freight cluster plan is critical on to the economic development component and therefore to for the vitality of the city.

0:8:36.40 --> 0:8:44.110

Ray White

So I'm listening in and see what we can gather that would be in involved with the the policy document.

0:8:44.560 --> 0:8:55.270

Ray White

As you know, for the comprehensive plan which is linked to all of the implementation systems, including zoning and all the rest of the things that the tools that we use to build out the city.

0:8:55.280 --> 0:8:59.670

Ray White

So we're very much appreciative of the opportunity to be involved.

0:9:0.100 --> 0:9:0.410

Ray White

Thank you.

0:9:1.440 --> 0:9:2.320

Carroll, Wade

Thank you, ray.

0:9:2.330 --> 0:9:7.0

Carroll, Wade

I asked you can count on us being in touch more frequently than just the steering committee.

0:9:7.10 --> 0:9:7.950

Carroll, Wade

Meetings will follow.

0:9:7.960 --> 0:9:13.100

Carroll, Wade

They be coordinating with you a lot as we moved through the the project, so thanks for being here today.

0:9:13.110 --> 0:9:13.580

Carroll, Wade

I'm.

0:9:13.830 --> 0:9:15.810

Carroll, Wade

I'll turn it over to our our consultant team.

0:9:15.820 --> 0:9:20.760

Carroll, Wade

We do have a couple Members here at the two or three Inga, if you'll go ahead or outreach director.

0:9:20.800 --> 0:9:24.390

Inga Kennedy

The Ohh good good, good great to follow, Ray.

0:9:24.400 --> 0:9:25.550

Inga Kennedy

Hey, Ray, how you doing?

0:9:27.870 --> 0:9:28.700

Ray White

Doing well, thank you.

0:9:29.830 --> 0:9:30.980

Inga Kennedy

Gonna get ink.

0:9:31.30 --> 0:9:33.70

Inga Kennedy
Inga Kennedy with PEQ.

0:9:33.210 --> 0:9:39.340

Inga Kennedy
We are the engagement consultants of of with Metro Analytics on this project.

0:9:39.350 --> 0:9:45.800

Inga Kennedy
We have conducted 2 and this is the third freight cluster plan in DeKalb County.

0:9:46.10 --> 0:9:55.960

Inga Kennedy
Over the past few years, so very familiar with the freight cluster process and working with ARC and others by PEQ has been around for 30 years.

0:9:56.10 --> 0:9:57.750

Inga Kennedy
This we have significant.

0:9:59.160 --> 0:10:2.760

Inga Kennedy
Experience in the Stonecrest area.

0:10:2.870 --> 0:10:5.350

Inga Kennedy
Pre incorporation of the city.

0:10:5.360 --> 0:10:14.420

Inga Kennedy
So very familiar and looking forward to working with everyone on this important project and I'll turn it over to Marla Hill with Peq.

0:10:16.460 --> 0:10:17.400

Marla Hill
Good morning, everyone.

0:10:18.370 --> 0:10:21.430

Marla Hill
Marla Hill and with PEQ for 10 years now.

0:10:21.470 --> 0:10:28.740

Marla Hill
Lots familiar faces on this call and I will be working with Inga to do the public engagement.

0:10:30.580 --> 0:10:31.130

Carroll, Wade
All right.

0:10:31.140 --> 0:10:33.910

Carroll, Wade

And last but not least, Vince, my right hand man.

0:10:34.100 --> 0:10:34.860

Carroll, Wade

Go ahead, Vince.

0:10:35.590 --> 0:10:36.360

Vincent Matheney

Yeah. I'm.

0:10:36.370 --> 0:10:37.320

Vincent Matheney

I'm Vince matheney.

0:10:37.330 --> 0:10:43.80

Vincent Matheney

I'm I am the deputy project manager on the the Stonecrest freight cluster plan for the consultant team.

0:10:43.610 --> 0:10:46.660

Vincent Matheney

This is my 4th freight cluster plan with Wade.

0:10:46.670 --> 0:10:51.870

Vincent Matheney

So we're we're old, had at this and our excited to see what we can do for stonecrest.

0:10:51.880 --> 0:10:53.730

Vincent Matheney

So that's that's me. Thanks.

0:10:55.200 --> 0:10:55.950

Carroll, Wade

All right.

0:10:55.960 --> 0:10:56.830

Carroll, Wade

Well, oh, great.

0:10:56.840 --> 0:10:58.350

Carroll, Wade

I'll go ahead and get us going.

0:10:58.550 --> 0:11:1.50

Carroll, Wade

Let me so our agenda today.

0:11:1.60 --> 0:11:3.550

Carroll, Wade

We owe, you know, obviously we're gonna introduce the study.

0:11:4.200 --> 0:11:6.70

Carroll, Wade

Uh, uh, you know, just kidding.

0:11:6.130 --> 0:11:11.90

Carroll, Wade

Give you an overview of sort of what the study is all about and sort of your role in the process.

0:11:11.670 --> 0:11:14.30

Carroll, Wade

Let's talk a little bit about some of the prevailing issues.

0:11:14.900 --> 0:11:16.550

Carroll, Wade

You know that are there throughout the corridor.

0:11:16.560 --> 0:11:37.480

Carroll, Wade

And I think that we'll have some discussion on that too as well through later on in the process, give you an overview of you know, give you an overview of what our anticipated outreach activities are and also what we will be pinging the folks on this call on ways that we may be able to to enhance our outreach activities give he's just some preliminary results.

0:11:37.490 --> 0:11:40.280

Carroll, Wade

We were in the middle of an inventory and assessment report.

0:11:40.370 --> 0:11:45.120

Carroll, Wade

That is, you know, that's that's actually getting well under way.

0:11:45.130 --> 0:11:52.840

Carroll, Wade

And so we've got some things to show you that may surprise you, but probably won't given your, given your familiarity with the corridor.

0:11:53.550 --> 0:12:4.660

Carroll, Wade

We also introduce you a little bit to a traffic study where we're going to be doing some more detailed analysis to kind of dig in to the data a little bit more deep and then we'll have an input session.

0:12:4.670 --> 0:12:10.120

Carroll, Wade

And just to try to to try to gauge this committee kind of what's important to them, what would they like to see?

0:12:10.130 --> 0:12:13.170

Carroll, Wade

What would you like to see out of this process?

0:12:13.320 --> 0:12:14.390

Carroll, Wade

And So what are the?

0:12:14.440 --> 0:12:16.750

Carroll, Wade

What are the important issues that you'd like to see addressed?

0:12:16.760 --> 0:12:19.730

Carroll, Wade

And so and then kind of recap some next steps.

0:12:19.770 --> 0:12:25.470

Carroll, Wade

So our team is, you know, Metro Analytics, we're the lead.

0:12:26.130 --> 0:12:33.560

Carroll, Wade

So we will be pretty much overseeing the overall process and but we are supported by a great team.

0:12:33.600 --> 0:12:42.210

Carroll, Wade

I think you know PEQ is on the call and they've done outreach throughout the region for more years than I than than that Inga wants to admit.

0:12:42.220 --> 0:12:42.800

Carroll, Wade

So.

0:12:42.890 --> 0:13:1.390

Carroll, Wade

So they are very familiar with the freight cluster project process and and really a in getting and getting out there and and really freight related outreach you know and so we'll talk a little bit more about that program it and here in the in the in the presentation Atlas though we're pleased to have Atlas on our team.

0:13:1.400 --> 0:13:22.20

Carroll, Wade

Todd Long and his group to do some of the traffic study work and doing some help with with the work program development will be a high level of coordination needed with GDOT on this and and with the districts and so forth and then KBAG they are are they could KB advisory group they are a the if most of you probably are familiar with them.

0:13:22.30 --> 0:13:24.700

Carroll, Wade

They've done a lot of economic development work throughout the region.

0:13:24.710 --> 0:13:28.900

Carroll, Wade

So, umm, alright.

0:13:28.970 --> 0:13:33.60

Carroll, Wade

So the overall purpose of the the plan, it is a freight cluster plan.

0:13:33.70 --> 0:13:43.620

Carroll, Wade

So it really is about taking a look at how freight and in in industrial uses and so forth are functioning in the city and ways to improve it.

0:13:43.630 --> 0:13:55.340

Carroll, Wade

So we want to understand what some of those existing freight and dynamics are really try to take a look at as well though is it's not just about freight, it's also how freight interacts with all modes.

0:13:55.350 --> 0:14:5.290

Carroll, Wade

And so and as we talked through some of the prevailing issues, we'll talk about the need to coordinate with all modes and because there's a lot of folks from using the network besides freight users.

0:14:5.300 --> 0:14:7.570

Carroll, Wade

However, you know they it is.

0:14:7.580 --> 0:14:11.210

Carroll, Wade

It is focused on freight and and and and and freight mobility.

0:14:11.680 --> 0:14:16.810

Carroll, Wade

We are also focused on, you know cost effective and opportunistic work program.

0:14:16.820 --> 0:14:23.430

Carroll, Wade

I think that's an important the days of being able to just say ohh it's Los it's it's congested.

0:14:23.440 --> 0:14:24.140

Carroll, Wade

So let's widen it.

0:14:24.150 --> 0:14:32.720

Carroll, Wade

That's long gone, so we'll definitely be looking at some more lower impact, really more bang for your buck kind of improvements to help the overall district.

0:14:33.580 --> 0:14:53.10

Carroll, Wade

I think another area that they sometimes gets forgotten, and this is really about promoting economic development, the overall result of the freight plan will certainly help have more vibrant industrial district and so forth and help the city of Stonecrest kind of grow that industrial district in a way that they feel appropriate and so forth.

0:14:53.20 --> 0:14:55.350

Carroll, Wade

And and again I know we put it on.

0:14:55.390 --> 0:14:57.730

Carroll, Wade

It's on the slide, but I can't say enough.

0:14:57.820 --> 0:15:4.790

Carroll, Wade

It is important, though, that we we we do reach out with the private sector and also community stakeholders as well.

0:15:4.800 --> 0:15:7.750

Carroll, Wade

We want to make sure that both business and the Community are.

0:15:7.960 --> 0:15:10.620

Carroll, Wade

Neighbors, as we plan the industrial district.

0:15:14.910 --> 0:15:17.960

Carroll, Wade

So we are, uh, right now our first meeting.

0:15:17.970 --> 0:15:33.480

Carroll, Wade

And so as as per the per the chart you see in front of you, we are in the midst of you know I mentioned before the inventory and assessment report we've been working on that doing a lot of data collection over the last couple months and we'll show you some results of that we have.

0:15:33.550 --> 0:15:50.970

Carroll, Wade

We are also in the midst of our best practices review, which will will which will discuss areas such as industrial development, truck movement, trying to really hone in on some what some of the best practices that are happening around the country and even around the region that can be most applicable to stonecrest.

0:15:51.80 --> 0:16:9.810

Carroll, Wade

And of course, the traffic study is I'll talk to you and later stage and so feeding off of this meeting will will go back and from the input will develop some vision and goals and objectives that will then help us sort of develop what kind of what our prioritization framework might be as we start identifying needed projects.

0:16:10.180 --> 0:16:20.340

Carroll, Wade

So as a you know, as we're as as the schedule shows, we are slated to end in, in June on how all the work wrapped up by the with the beginning of June.

0:16:20.460 --> 0:16:27.630

Carroll, Wade

And so and this this committee we have four, we have three meetings scheduled installed.

0:16:27.910 --> 0:16:29.960

Carroll, Wade

So hopefully I wanna put these on calendar.

0:16:30.430 --> 0:16:32.240

Carroll, Wade

One would be in early December.

0:16:32.250 --> 0:16:51.250

Carroll, Wade

We've definitely wanted to make sure we avoided the holidays as much as possible, but given the where those milestones fell, I was we wanna try to get in a a stakeholder meeting in between the Christmas and Thanksgiving holiday, so we'll certainly be reaching out early to get that on the books as soon as we can.

0:16:51.260 --> 0:16:56.60

Carroll, Wade

So we can make sure we get good attendance for December meeting other than then later on in March.

0:16:56.70 --> 0:17:3.580

Carroll, Wade

We'll also be reaching out to to start getting input on recommendations and so forth and and helping finalize the plan.

0:17:6.990 --> 0:17:10.300

Carroll, Wade

So the our study area does not include the entire city.

0:17:10.690 --> 0:17:15.740

Carroll, Wade

It includes the primarily the area of the city north of I-20.

0:17:15.750 --> 0:17:19.660

Carroll, Wade

And so that's where you're industrial clusters are and where your truck traffic issues are.

0:17:19.670 --> 0:17:21.140

Carroll, Wade

So that makes perfect sense.

0:17:21.230 --> 0:17:23.460

Carroll, Wade

It really is the story of two corridors.

0:17:23.760 --> 0:17:39.560

Carroll, Wade

I think you know when you think about, you know, Lithonia Industrial and Panola and also snapfinger Woods, as I think part of that Panola, that Panola District, so each one will have its own issues and we can talk to that later on in the presentation also.

0:17:39.570 --> 0:17:42.870

Carroll, Wade

You know, we do know that there are some, you know, the city of Lithonia.

0:17:42.880 --> 0:17:54.990

Carroll, Wade

We're happy to have the city in this process in ways to sort of help mitigate some of the impacts that are occurring in the city related to trucks and seeing what we can do from that element of things.

0:17:55.440 --> 0:18:4.810

Carroll, Wade

And I think another important element that we'll talk about is the array the the Lithonia Industrial District is part of the Arabian Mountain National Heritage area.

0:18:4.900 --> 0:18:10.910

Carroll, Wade

So as we move through the, the study will also be keeping that in mind through our recommendations.

0:18:10.980 --> 0:18:18.620

Carroll, Wade

And so again, the prevailing issues, again, Lithonia Industrial District will talk about that that one first.

0:18:18.630 --> 0:18:20.0

Carroll, Wade

I think you know it's it.

0:18:20.90 --> 0:18:21.440

Carroll, Wade

The road was built for trucks.

0:18:21.450 --> 0:18:30.990

Carroll, Wade

I mean, that's the the intent of the construction was to actually keep trucks out of downtown and provide an alternative route to the industrial districts, to the north of the city.

0:18:31.0 --> 0:18:38.500

Carroll, Wade

And that's kind of what we what we hope to accomplish as we, ooh, alright, there we go.

0:18:38.510 --> 0:18:39.500

Carroll, Wade

Sorry, I thought I had.

0:18:39.510 --> 0:18:40.700

Carroll, Wade

I thought I had balanced.

0:18:40.710 --> 0:18:41.940

Carroll, Wade

OK, sorry about that.

0:18:42.110 --> 0:18:43.920

Carroll, Wade

I thought I was advancing slide.

0:18:44.250 --> 0:18:57.390

Carroll, Wade

We had some issues there, so you know we are a Lithonia industrial district is you know the kind of that was that road was built to do to, you know to to cover trucks and to mitigate impacts.

0:18:57.400 --> 0:19:0.660

Carroll, Wade

And we'll be looking at ways to maybe improve that area.

0:19:1.30 --> 0:19:11.490

Carroll, Wade

It does have some uh, it does have some challenges with some it was built for older trucks and with that were much shorter and now the the tractor trailers are much bigger.

0:19:11.500 --> 0:19:27.770

Carroll, Wade

And so there's some upgrades that are needed there and of course the park central, which is we really do wanna make sure that area is you know is still, you know sufficient enough to handle the the truck and the and the latest demands within within its area.

0:19:28.100 --> 0:19:46.240

Carroll, Wade

Then a couple of issues that we'll talk to is, you know there has been of course this is the gravel truck parking lots and I know that there's been some some ordinances and so forth addressing that, but will

still take a look at truck parking because we understand it's a demand that needs to be to be met throughout the region.

0:19:46.250 --> 0:19:58.120

Carroll, Wade

So we're certainly going to take a look at for some of those opportunities there are, you know there are some development of new stations and new and new fueling stations that we we'll take a look at as well.

0:19:58.670 --> 0:20:6.940

Carroll, Wade

And another important element that is that's going to becoming increasingly important is the the electric vehicle integration into the city.

0:20:7.290 --> 0:20:24.380

Carroll, Wade

So we'll take a high level look at some of the what, what is happening with the G dot and what they're doing with the with their nevy plan, with their, with their EV plan and so forth, because I 20 would certainly make make a a favorable location for maybe some facilities and so forth.

0:20:24.830 --> 0:20:25.440

Carroll, Wade

Oops, sorry.

0:20:25.450 --> 0:20:25.980

Carroll, Wade

Let me go back.

0:20:29.900 --> 0:20:31.990

Carroll, Wade

Alright, technical issues here.

0:20:32.0 --> 0:20:32.680

Carroll, Wade

OK, hold on.

0:20:35.180 --> 0:20:36.750

Carroll, Wade

Alright, alright, alright.

0:20:36.760 --> 0:20:43.290

Carroll, Wade

Anticipated outreach activity, so we we do plan on talked a bit about our steering committee meetings and and so forth.

0:20:43.300 --> 0:20:53.990

Carroll, Wade

We do plan also on having stakeholder interviews, you know more detailed interviews to talk about specific subject matter items and so forth.

0:20:54.220 --> 0:21:6.400

Carroll, Wade

So we'll definitely be reaching out to some of you separately as well as folks who aren't on this call like residents like the residents that we may have missed today and other folks who you know were unable to attend.

0:21:6.830 --> 0:21:27.520

Carroll, Wade

I think the uh driver intercept survey to inga's been very, very successful at that in our previous freight cluster plans here in the cab county and we definitely intend on keeping that moving a good input about where where they're coming from or origins and destination also where where there are issues in the district that are in the city that need to be addressed.

0:21:27.530 --> 0:21:31.380

Carroll, Wade

Addressed and we would, we'll be doing 2 rounds of surveys as well.

0:21:31.390 --> 0:21:41.910

Carroll, Wade

One is to really get into find out what some of the needs are around the city and then others and then another follow up to address the recommendations and so forth.

0:21:41.920 --> 0:21:44.450

Carroll, Wade

And then of course, we will have some public forums.

0:21:44.460 --> 0:21:57.220

Carroll, Wade

We will bring in this out to the public to give everyone a chance to to participate in the process and of course, and and on top of that we'll we'll do some social media and we do have a project landing page already set up.

0:22:5.260 --> 0:22:19.720

Carroll, Wade

All right, so we want to talk a little bit about your network, just to give you a high level overview of you know of and I think again a lot of this and folks know I think you know they're prevalent facility through the through this area is I-20.

0:22:19.730 --> 0:22:31.890

Carroll, Wade

But honestly though the I think from from when it comes to city issues and I20 you know other than some safety around its interchanges and so forth, you're the focus really is on your local roadway network.

0:22:31.900 --> 0:22:41.610

Carroll, Wade

And so, I mean, well, for the most part, you know, you're you're you're you're served by basically our minor arterials that are four lanes, four lane.

0:22:41.620 --> 0:22:46.650

Carroll, Wade

And So what that really means is that they're going to be a lot of operational.

0:22:46.660 --> 0:22:52.780

Carroll, Wade

There's a lot of access management and things of that nature that that prevail throughout the throughout the district or city.

0:22:58.140 --> 0:22:59.580

Carroll, Wade

Signalized intersections.

0:22:59.590 --> 0:23:2.130

Carroll, Wade

I think it's just kind of letting you know where these are.

0:23:2.140 --> 0:23:9.690

Carroll, Wade

I've again, I'm figuring a lot of these folks have a lot of folks on this call know where these are, but I think what I wanna highlight here is a lot of them are.

0:23:9.750 --> 0:23:22.50

Carroll, Wade

There are a great deal along Panola Rd as well as there are two different systems in place you have your your, your local, your, your local de Kalb County signals and you're also you have your our top signals.

0:23:22.60 --> 0:23:31.860

Carroll, Wade

So we'll be coordinating with both the cab county and with GDOT to as we move through the process to identify any kind of signalization needs that are necessary.

0:23:35.300 --> 0:23:36.940

Carroll, Wade

Yeah, you're crossings, I think.

0:23:36.950 --> 0:23:41.710

Carroll, Wade

Uh, I think we we know if we we've heard that railroad crossings are an issue.

0:23:42.220 --> 0:24:9.270

Carroll, Wade

And so, you know, there are only two elevated or grade separated, I should say rail crossings this in this district, the primarily 1 being on North Lithonia industrial before the call I was I was talking with Major Jones about you know we understand that a challenge is trying to to try to keep the the impact mitigate impacts of trucks when the grade separated and there is a grade separated cross in Lithonia.

0:24:9.280 --> 0:24:12.420

Carroll, Wade

So I think that's a that's a challenge that we'll have to overcome.

0:24:17.820 --> 0:24:24.780

Carroll, Wade

You're designated freight networks, so this is, you know, I think the these are pretty pretty straightforward.

0:24:25.280 --> 0:24:29.10

Carroll, Wade

So they really come from 2 from basically two sources.

0:24:29.360 --> 0:24:37.750

Carroll, Wade

One, of course is your ARC, and you know your your overall regional network, which includes, of course I-20 and and and Turner Hill Rd.

0:24:37.760 --> 0:24:47.90

Carroll, Wade

And State Route 124 from a regional perspective, but from a county perspective, the De Kalb County has identified truck routes as well.

0:24:47.720 --> 0:24:50.980

Carroll, Wade

And I did put an asterisk on Panola Rd.

0:24:50.990 --> 0:25:1.920

Carroll, Wade

We do know that, that, that ordinance, you know that that the Truck Route Ordinance is being updated or is in the process or may have just recently been updated to remove a portion of Panola Rd South of I-20.

0:25:1.990 --> 0:25:3.540

Carroll, Wade

We understand that there are.

0:25:3.550 --> 0:25:8.80

Carroll, Wade

That's a truck restricted route and there have been a lot of community issues along that route.

0:25:8.90 --> 0:25:10.50

Carroll, Wade

So we are aware of that, so.

0:25:13.960 --> 0:25:18.690

Carroll, Wade

I'm so you know, essentially you're your overall general traffic, uh, characteristics.

0:25:18.700 --> 0:25:32.460

Carroll, Wade

I think most of you know I, you know, I-20, you know, carries the, you know, the bulk of of the traffic through the area, you know, with with ADT's or or daily traffic of over over 100,000 along the route.

0:25:32.470 --> 0:25:38.730

Carroll, Wade

But you know, Lithonia Industrial and Panola carry roughly around 30,000 and 25,000 a piece.

0:25:38.740 --> 0:25:47.260

Carroll, Wade

And and there's significant growth projected over the next 25 or 20 years or you know through 25 through 2050.

0:25:47.270 --> 0:25:52.80

Carroll, Wade

And I think you know, particularly along I-20 now, most of that will be through traffic.

0:25:52.90 --> 0:26:0.60

Carroll, Wade

But when you think about Panola Rd though and significant in increases on Turner Hills and so we'll analyze thony industrial as well.

0:26:0.70 --> 0:26:5.950

Carroll, Wade

So there's those are significant roadways there that are projected to see some increase in volumes.

0:26:10.150 --> 0:26:16.300

Carroll, Wade

So we also took a look at the trucks and so now truck volumes are think projected.

0:26:16.470 --> 0:26:19.180

Carroll, Wade

I wanna just talk about the existing focus on that.

0:26:19.190 --> 0:26:38.0

Carroll, Wade

I mean, we have you can't the the map is a little too slow, but I will just talk from it a little too small, but we have roughly roughly around 1000 trucks a day to 1200 trucks a day along Panola Road and Lithonia Industrial.

0:26:38.250 --> 0:26:43.170

Carroll, Wade

And when you start thinking about, it doesn't seem like a lot of trucks 1000 trucks a day.

0:26:43.180 --> 0:26:58.710

Carroll, Wade

But when you consider the fact that most of that traffic is in with within, say that 6:00 AM to 6:00 PM

range and you start aggravating that by the hour, I think that, you know, even 100 trucks an hour, you know, could make an impact on some of these local roadways.

0:26:58.720 --> 0:27:6.710

Carroll, Wade

And so one of the things that we want to do is make sure that, you know, we recognize that that's that's traveling with a mixed traffic and so forth.

0:27:6.720 --> 0:27:10.950

Carroll, Wade

And so, you know, truck operations are important along those roadways.

0:27:10.960 --> 0:27:15.680

Carroll, Wade

And so the projected growth in trucks, I think that kind of remains to be seen.

0:27:15.690 --> 0:27:18.310

Carroll, Wade

I think we've had some discussions about that before.

0:27:18.320 --> 0:27:31.760

Carroll, Wade

The ARC is working on better ways to project truck traffic, however it is is a goal of this study to really help generate and try to identify what the overall vision is for the for.

0:27:31.770 --> 0:27:44.540

Carroll, Wade

For this, for this particular part of the city, to better inform ARC on how to update their model and make that truck, there's those truck projections a little bit more accurate and and so forth as they move ahead.

0:27:44.550 --> 0:27:48.80

Carroll, Wade

So this is a study that's sponsored by ARC for a reason.

0:27:48.90 --> 0:27:54.260

Carroll, Wade

They also they, they they, they need some outcomes out of this also to help them plan for a better freight mobility throughout the region so.

0:28:0.560 --> 0:28:6.110

Carroll, Wade

Alright, so your level of service, I think, uh, you know, I think this is kind of a deceiving map.

0:28:6.120 --> 0:28:20.770

Carroll, Wade

So the the map on the on on the left is your existing level of service and if you looked at this you would think OK, well it's, it's just uh, there's only congestion on a little bit of Panola Road and you know along the Interstate which we're all aware of.

0:28:20.780 --> 0:28:24.930

Carroll, Wade

But again, think about more localized needs that you would think that it was my.

0:28:24.940 --> 0:28:32.200

Carroll, Wade

It's minimal and it and it is so some degree when you're looking at the just the straight capacity versus the overall volume.

0:28:32.210 --> 0:28:48.660

Carroll, Wade

But things can be deceptive, and so we we're definitely gonna take a look at the area through a traffic study because we understand though that this this really does indicate the need for more of a deep, deep, deeper dive into mobility issues and so forth.

0:28:49.230 --> 0:29:2.230

Carroll, Wade

Also, I think yeah, when you when you look at it as well, you know with a with with this amount, it also the does kind of indicate that we would not have as big a need for capacity improvements.

0:29:2.460 --> 0:29:17.410

Carroll, Wade

But it does kind of strike that, you know, it looks like even in the projected there are some hotspots that will be needed to be addressed, particularly along Panola and Covington Highway and of course that Main Street that mean St project in the you know we'll need to work on to mitigate.

0:29:17.420 --> 0:29:28.520

Carroll, Wade

But I think overall I think that this does, you know from a from a general perspective, but the focus on operational improvements is is in is probably a indicated is a need.

0:29:36.130 --> 0:29:39.250

Carroll, Wade

So yeah, you know, crashes are an important part.

0:29:39.320 --> 0:29:39.980

Carroll, Wade

Mitigating.

0:29:39.990 --> 0:29:41.420

Carroll, Wade

Say you know it's getting improving.

0:29:41.430 --> 0:29:45.810

Carroll, Wade

Safety is also another part of this project that we certainly want to see move forward.

0:29:46.70 --> 0:29:52.460

Carroll, Wade

I think again, when you look at the map on the left, it obviously it it's the elephant in the room, right?

0:29:52.690 --> 0:30:0.300

Carroll, Wade

So Panola and you and Panola Road and 8:20 is certainly has the most crashes in the in the in the in our study area.

0:30:0.350 --> 0:30:6.290

Carroll, Wade

But that is also there is also gonna be the subject of a of an interchange redesign there.

0:30:6.300 --> 0:30:9.120

Carroll, Wade

So hopefully that will improve on that safety.

0:30:9.510 --> 0:30:35.590

Carroll, Wade

But what you do see is there are other you know areas around, particularly along Covington Highway that will need to take a look at safety and particularly Pinola and Lithonia industrial and also taking a look at safety along the interchanges and just you know beyond you know in around those interchanges coming off of I-20, Ohio on the map on the right though, you sort of see how widespread these are.

0:30:35.600 --> 0:30:38.950

Carroll, Wade

So they're not as clustered as you and might you might expect.

0:30:38.960 --> 0:30:47.890

Carroll, Wade

So this, you know, this kind of leads to more access management makes us think that you know, maybe there's more access management control and things of that nature.

0:30:47.900 --> 0:30:57.350

Carroll, Wade

And so it's these kind of issues that we're going to be reaching out to this group to help to help us identify what makes sense from a from a local perspective.

0:30:59.50 --> 0:31:0.60

Inga Kennedy

Hey, hey, wade.

0:31:0.450 --> 0:31:0.670

Carroll, Wade

Yeah.

0:31:0.70 --> 0:31:2.40

Inga Kennedy

And there's a question in the chat.

0:31:2.640 --> 0:31:3.60

Carroll, Wade

Oh, OK.

0:31:2.50 --> 0:31:4.840

Inga Kennedy

Let's go ahead and and and answer that in.

0:31:4.850 --> 0:31:11.230

Inga Kennedy

Paul Denard is asking if the ARC analysis factors in current projects in the tip.

0:31:13.570 --> 0:31:16.360

Carroll, Wade

Yes, yes, the the projected does.

0:31:16.430 --> 0:31:16.920

Carroll, Wade

Yes, it does.

0:31:18.330 --> 0:31:21.40

Carroll, Wade

Yeah, there there's an E + C it should I and Daniel.

0:31:21.50 --> 0:31:33.70

Carroll, Wade

You can answer this, but you know the last time that the ARC model does in fact do the E + C which is existing plus committed, so that should be reflected in the in the in the 2050 numbers.

0:31:34.770 --> 0:31:35.380

Daniel Studdard

Yeah, that would.

0:31:35.390 --> 0:31:39.670

Daniel Studdard

If you're, if that's what you're using E + C for 2050, then yeah, that would be have have what's in the tip, yeah.

0:31:40.440 --> 0:31:40.650

Carroll, Wade

Yep.

0:31:44.250 --> 0:31:44.800

Carroll, Wade

Is there any other?

0:31:44.710 --> 0:31:45.740

Inga Kennedy

Any other questions?

0:31:45.750 --> 0:31:49.180

Inga Kennedy

Any other questions before we go on, it might be a good time to break here.

0:31:49.200 --> 0:31:50.310

Carroll, Wade

Yeah, well, I've heard.

0:31:50.320 --> 0:31:51.210

Carroll, Wade

I've hit have hit.

0:31:52.500 --> 0:31:53.180

Carroll, Wade

I have heard of.

0:31:49.190 --> 0:31:53.270

Inga Kennedy

We've covered weights, covered a lot, and so any other questions?

0:31:53.280 --> 0:31:54.430

Inga Kennedy

Comments. Yep.

0:31:57.340 --> 0:31:57.700

Inga Kennedy

Go ahead.

0:31:56.980 --> 0:31:58.310

Burnette, Alan C (Duluth) USA

I thought we were doing input.

0:31:58.610 --> 0:32:0.430

Burnette, Alan C (Duluth) USA

I thought we're doing input at the end of this.

0:32:1.930 --> 0:32:2.640

Inga Kennedy

Yeah, we are.

0:32:2.480 --> 0:32:2.860

Carroll, Wade

Are we?

0:32:2.650 --> 0:32:8.210

Inga Kennedy

But we like to to go ahead and and make sure that we can answer questions along the way as well.

0:32:11.680 --> 0:32:22.850

Greg Wright

I'm curious about the source of the data that went into this, cause I'm I'm familiar with at least three fatal accidents on the Lithonia industrial in the last five years been involving pedestrians.

0:32:25.740 --> 0:32:26.210

Carroll, Wade

OK.

0:32:26.220 --> 0:32:46.850

Carroll, Wade

Well, I think the last slide I think showed a much more much more crashes than what I was about to to present was the was the commercial vehicle we do have we show a lot of crashes here and I believe we do have a fatal fatality here, but it was through 2022.

0:32:46.860 --> 0:32:53.160

Carroll, Wade

So if they'll have been some more recent ones, then we they may not be shown in this data because of our data set.

0:32:57.670 --> 0:32:57.870

Vincent Matheney

Yeah.

0:32:57.380 --> 0:32:59.480

Carroll, Wade

But that's the data we that's our.

0:32:59.580 --> 0:33:1.490

Carroll, Wade

That's our GDOT numeric crash data.

0:33:1.500 --> 0:33:2.810

Carroll, Wade

So that's a that's the general.

0:33:2.820 --> 0:33:3.770

Carroll, Wade

That's what we used.

0:33:5.170 --> 0:33:6.810

Inga Kennedy

And Greg, yours was specific to.

0:33:9.830 --> 0:33:11.280

Greg Wright

Lithonia Industrial Blvd.

0:33:15.240 --> 0:33:15.640

Carroll, Wade

OK.

0:33:11.290 --> 0:33:16.330

Greg Wright

One of my employees was struck and killed on his way to work that might have been.

0:33:16.340 --> 0:33:19.460

Greg Wright

It might have been as early as 2017, but I was thinking 2018.

0:33:20.440 --> 0:33:21.110

Carroll, Wade

OK.

0:33:21.200 --> 0:33:21.780

Carroll, Wade

Yeah.

0:33:21.830 --> 0:33:23.870

Carroll, Wade

So that was, but that's the that's the data source.

0:33:23.890 --> 0:33:39.120

Carroll, Wade

So sorry to hear about that, but we do recognize though, as an aside, we do recognize that we are our group did go out and do field work and we did recognize what you know how dangerous it is for pedestrians along that route.

0:33:39.240 --> 0:33:42.0

Carroll, Wade

That was one of the specific observations that we made.

0:33:44.280 --> 0:33:54.880

Carroll, Wade

So, OK, well, we're ready to move on or because we we do have an input session, but I think the main part here is we have shown you a lot of data.

0:33:54.890 --> 0:34:6.200

Carroll, Wade

So if there was any questions, but we can keep moving and then and then and wait till our our our input session to move forward and we will give this presentation everyone who's on the call by the way.

0:34:6.210 --> 0:34:11.440

Carroll, Wade

So if there is a lot of information here, information overload will be sure to.

0:34:11.510 --> 0:34:12.750

Carroll, Wade

To share this with you as well.

0:34:14.590 --> 0:34:15.30

Carroll, Wade

Umm.

0:34:15.560 --> 0:34:22.980

Carroll, Wade

So our bridges, uh, just in general, the bridges throughout the, the the area are pretty much in good shape.

0:34:22.990 --> 0:34:33.240

Carroll, Wade

I think there was one that along a local Rd South of Covington that that is that is needing some you know that is actually in satisfactory and not good condition.

0:34:33.850 --> 0:34:48.90

Carroll, Wade

There's also the Hillendale Bridge, which is being replaced by GDOT, or maybe recently, maybe that that actually might even be completed so, but overall the bridge is in the area, are rated as as good throughout the throughout the district.

0:34:50.850 --> 0:34:53.440

Carroll, Wade

So your plan improvements are are many.

0:34:53.950 --> 0:34:59.260

Carroll, Wade

So we, we've got this from a couple sources, we got, you know from GDOT projects and so forth.

0:34:59.270 --> 0:35:7.160

Carroll, Wade

We look through the tip, but there's also several that were recommended in the in the in the cities transportation master plan.

0:35:7.430 --> 0:35:20.570

Carroll, Wade

So we are looking at you know we will be going through those taking a look at those from a freight context and maybe evaluating those as part of the overall freight mobility improvement program that comes out of this.

0:35:21.450 --> 0:35:25.780

Carroll, Wade

And so we will be taking a look at that and for integration into this plan.

0:35:30.560 --> 0:35:42.870

Carroll, Wade

Your workforce, I think you know, I think that most people don't realize that you have a lot of workforce to travels from all over the region that we, you know that you know the the you know the only 30% are from de Kalb County.

0:35:42.880 --> 0:35:50.550

Carroll, Wade

So I think that is that just tells you know that the stonecrest it still has a, you know, a reach an economic reach.

0:35:50.560 --> 0:35:56.230

Carroll, Wade

And I think with them as as the industrial district continues to grow, I think that'll continue to happen.

0:35:56.240 --> 0:36:4.160

Carroll, Wade

And so there will be, this study will look at workforce access and some of the transit, uh, improvements that are being made in the area.

0:36:4.470 --> 0:36:11.760

Carroll, Wade

And so and we do know that there's a new transit center being planned for stonecrest, so there'll be plenty of opportunities to bring folks in.

0:36:19.460 --> 0:36:21.850

Carroll, Wade

So yeah, truck restricted routes.

0:36:21.860 --> 0:36:24.710

Carroll, Wade

So we did wanna talk a little bit about this.

0:36:24.860 --> 0:37:9.220

Carroll, Wade

We know that the the truck restricted routes are we are gonna take a look at those and make sure that we we understand which routes in the city are truck restricted to try to identify those areas to prevent some Community impacts and so forth again you know cause again there are there are folks that cut through streets that aren't intended for truck traffic and so we also understand that the city of Lithonia you know you have a truck truck traffic against through all city streets and so we'll we'll we'll work and try to develop some best practices and so forth to try to try to mitigate those impacts that happened along those truck restricted routes but I just wanted to highlight that we are looking at those and inventory and those as well.

0:37:11.500 --> 0:37:18.110

Carroll, Wade

We do have gravel truck lots and I and I know that that was an issue, but we do have the truck parking now.

0:37:18.120 --> 0:37:19.440

Carroll, Wade

This says truck parking types.

0:37:19.450 --> 0:37:21.150

Carroll, Wade

This only highlights the gravel lot.

0:37:21.620 --> 0:37:46.300

Carroll, Wade

Quite frankly, there are other truck parking opportunities in the in the area as well along the Interstate as part of our study, we'll be taking a look at you know where where are those truck parking the the whole listic supply of truck parking also taking a look at maybe in working with the city and so forth to maybe identify so potential solutions uh to you know to to handle truck parking in the area.

0:37:46.310 --> 0:37:46.860

Carroll, Wade

I think it's a.

0:37:46.870 --> 0:37:49.890

Carroll, Wade

It's a regional need and we'll certainly be looking at it moving forward.

0:37:50.370 --> 0:37:52.840

Carroll, Wade

But as you'll see, there are a lot of gravel.

0:37:52.850 --> 0:37:53.120

Carroll, Wade

Lots.

0:37:53.130 --> 0:37:56.420

Carroll, Wade

There are located along Lithonia Industrial and State Route 124.

0:38:0.130 --> 0:38:20.700

Carroll, Wade

And as I mentioned, we will go, we're going into a deep dive on these in on some of these locations and I actually wanna spend a little time on this slide because this is 1 where the these are the, these are the intersections that we have decided that really needed a closer look.

0:38:20.710 --> 0:38:26.380

Carroll, Wade

And so when we do our traffic study, what we're going to do is we're gonna have class counts.

0:38:26.610 --> 0:38:27.380

Carroll, Wade

We're gonna do it.

0:38:27.390 --> 0:38:43.860

Carroll, Wade

Detailed but detailed assessment of the intersection geometrics of and look at their their traffic counts,

their truck traffic counts, the turn movements and so forth and come up with more localized solutions for each of these intersections.

0:38:44.310 --> 0:38:58.670

Carroll, Wade

And the reason I want to stay on this slide a little bit is I'm wondering and this is just curious if we because we are about to, you know start our input session anyway on the next slide.

0:38:58.780 --> 0:39:2.390

Carroll, Wade

But I am curious, have we missed anything?

0:39:2.520 --> 0:39:17.130

Carroll, Wade

So I want the I wanna just give a couple minutes to, you know, for folks to look this over to look this list over and see if we've actually captured where I think the most attention may be needed.

0:39:17.780 --> 0:39:31.490

Carroll, Wade

I think this is one of the we had an internal meeting and we had a discussion, but we want to make sure that this stakeholder group under the Steering Committee understands that that you know that that's in concert with kind of where our deeper dives are going to be.

0:39:31.500 --> 0:39:37.440

Carroll, Wade

So as the map shows, we do focus on the Panola Rd corridor, the Covington Rd corridor.

0:39:37.510 --> 0:39:46.280

Carroll, Wade

The Lithonia Industrial Corridor and the State Route 124 corridor, as well as the Evans Mill Corridor.

0:39:46.290 --> 0:39:52.960

Carroll, Wade

In fact, I wanna make a point that the State Route 124, even though the Rock Chapel Rd.

0:39:53.940 --> 0:39:58.490

Carroll, Wade

Uh, you know, intersection the State Route 124 is outside of the study area.

0:39:58.740 --> 0:40:6.410

Carroll, Wade

It's still warrants attention because the city limits are directly South of there, so we did include that as part of our study.

0:40:6.470 --> 0:40:6.690

Carroll, Wade

OK.

0:40:11.860 --> 0:40:21.790

Carroll, Wade

So and again, we will be distributing this to your, to you to everyone on the call, I think so they'll be opportunity to provide input on this as we move forward.

0:40:30.350 --> 0:40:35.120

Carroll, Wade

All right, so now we want to open the floor up being good and I'll, uh, I don't know.

0:40:38.130 --> 0:40:38.820

Inga Kennedy

Yeah.

0:40:35.150 --> 0:40:39.130

Carroll, Wade

If you can facilitate this, if you want or I can do it I think though.

0:40:39.180 --> 0:40:39.640

Carroll, Wade

OK.

0:40:39.370 --> 0:40:39.840

Inga Kennedy

Yeah.

0:40:39.650 --> 0:40:39.860

Carroll, Wade

I'll.

0:40:39.850 --> 0:40:40.100

Inga Kennedy

Keep.

0:40:39.870 --> 0:40:40.480

Carroll, Wade

I'll talk.

0:40:40.150 --> 0:40:41.160

Inga Kennedy

Yeah, keep going.

0:40:40.520 --> 0:40:41.200

Carroll, Wade

Turn it up.

0:40:41.630 --> 0:40:42.280

Inga Kennedy

Keep going.

0:40:42.290 --> 0:40:43.230

Inga Kennedy
We'll we'll jump in.

0:40:41.690 --> 0:40:44.780

Carroll, Wade
OK, alright, OK. Alright.

0:40:44.790 --> 0:40:47.310

Carroll, Wade
So essentially what we brought you here for is we did.

0:40:47.320 --> 0:40:57.620

Carroll, Wade
We definitely wanted to, you know, to to inform you and sort of what we're doing right now and kind of where we are in the process, but we really don't, you know this is a good time.

0:40:57.630 --> 0:41:5.880

Carroll, Wade
This first stakeholder, you know, meeting this first steering committee meeting really does serve to to set up the overall what?

0:41:5.950 --> 0:41:10.410

Carroll, Wade
What do you, as a stakeholder, want to to see accomplished with this plan?

0:41:10.420 --> 0:41:14.830

Carroll, Wade
And we're not gonna call on anybody, but we're hoping that folks, you know, you're on this committee.

0:41:14.840 --> 0:41:16.670

Carroll, Wade
You've agreed to be on this committee.

0:41:17.260 --> 0:41:25.360

Carroll, Wade
We we we kind of were hoping to get some insight on what folks, you know what what would you like to see come out of this plan and I'll open it up for volunteers.

0:41:27.760 --> 0:41:28.180

Burnette, Alan C (Duluth) USA
Right here.

0:41:30.550 --> 0:41:30.950

Inga Kennedy
Go ahead.

0:41:31.740 --> 0:41:34.700

Burnette, Alan C (Duluth) USA
OK, it sound Burnett a little bit.

0:41:34.710 --> 0:41:35.880

Burnette, Alan C (Duluth) USA
Yeah, I have to have bear with me.

0:41:35.890 --> 0:41:44.540

Burnette, Alan C (Duluth) USA
I've got some notes here that I'm gonna run off of and I saved everything for this input section, but and a little bit of mine is a bit selfish because of my industry.

0:41:44.610 --> 0:41:45.630

Burnette, Alan C (Duluth) USA
We're we crushed rock.

0:41:46.380 --> 0:42:29.460

Burnette, Alan C (Duluth) USA
Umm I I have a big issue with the the the study area alone to to begin with and that we are on the we have half of our operation and the Lithonia area in the city of Stonecrest the other half and Unincorporated de Kalb we share borders we we literally share property border with Vulcan materials right up the road is Martin Marietta materials neither of them are in the study area we generate probably 1000 trucks a day out of these three that run all over wherever development's going and I don't see anything that's really taking that into account here at all.

0:42:31.810 --> 0:42:46.820

Burnette, Alan C (Duluth) USA
And the original as part of the Stonecrest Industrial Council, we we had submitted before a a proposed study area which included the all of the quarries in the area simply for there.

0:42:46.830 --> 0:42:48.120

Burnette, Alan C (Duluth) USA
There's a lot of freight.

0:42:48.840 --> 0:42:57.830

Burnette, Alan C (Duluth) USA
Uh, just just to give you an example, we're probably moving 5,000,000 tons of freight through this area, 20 tons at a time in a truck.

0:42:58.360 --> 0:43:3.60

Burnette, Alan C (Duluth) USA
So umm, that really needs to be taken into consideration here.

0:43:5.890 --> 0:43:6.380

Carroll, Wade
OK.

0:43:6.390 --> 0:43:7.140

Carroll, Wade

Well, I will.

0:43:7.190 --> 0:43:16.440

Carroll, Wade

I'll start that in here if you wanna add one of the things though, I think that we are going to look at is impacts in and around the study area.

0:43:16.450 --> 0:43:22.600

Carroll, Wade

So this is the study area that we're gonna focus, maybe some of the land use and and some of those recommendations and so forth.

0:43:22.610 --> 0:43:40.210

Carroll, Wade

But we do want to let you know that we are looking at sort of your impacts, your truck impacts and so forth to the study area should should still be reflected through our count data and our and our and our you know model of data and so forth from the the truck generation standpoint.

0:43:40.320 --> 0:43:51.750

Carroll, Wade

But as far as the traffic study and so forth, you know we can we can talk through that and and see if there's a any other locations you think that we may need to address.

0:43:51.940 --> 0:43:53.930

Carroll, Wade

Harry, there's there anything you wanna add?

0:44:0.70 --> 0:44:2.700

Hari Karikaran

No way the you know, I have nothing to add.

0:44:5.320 --> 0:44:5.610

Carroll, Wade

OK.

0:44:2.710 --> 0:44:8.350

Hari Karikaran

We want to listen to everybody at this point and we we we're not trying to create solutions at this point.

0:44:8.360 --> 0:44:20.680

Hari Karikaran

We want to listen and then, you know, once we do our public input sessions and we want to listen to everybody and then bring more the issues that are being raised by everybody and then.

0:44:21.610 --> 0:44:23.600

Hari Karikaran

Uh, you know, come up with solutions.

0:44:24.130 --> 0:44:32.260

Hari Karikaran

You have to remember this this the study area was generated predating my time here.

0:44:33.10 --> 0:44:33.190

Carroll, Wade

Umm.

0:44:33.170 --> 0:44:42.0

Hari Karikaran

You know, by the time I came in here the the the application was in and then, you know, we just got the awarded the contract.

0:44:42.200 --> 0:44:42.430

Carroll, Wade

OK.

0:44:42.10 --> 0:44:58.230

Hari Karikaran

So like I said, 124, you know north and east of 124, we know that those areas impact our study because you know some of these traffic generated in that area comes through here.

0:44:58.240 --> 0:45:0.890

Hari Karikaran

So we'll definitely look at that then then.

0:45:0.900 --> 0:45:8.20

Hari Karikaran

But I don't think we're going to be changing our study boundaries at this time, but we definitely look at the impact outside also.

0:45:9.330 --> 0:45:11.360

Burnette, Alan C (Duluth) USA

So let me let me make sure I got this right.

0:45:11.790 --> 0:45:25.290

Burnette, Alan C (Duluth) USA

An area that's probably generating more truck traffic than any other area in this study area on a daily basis is outside the IS and is right next door to this.

0:45:28.0 --> 0:45:28.380

Hari Karikaran

Uh.

0:45:25.420 --> 0:45:28.990

Burnette, Alan C (Duluth) USA

We're not going to include how, how are we gonna get?

0:45:29.0 --> 0:45:30.230

Burnette, Alan C (Duluth) USA
How we gonna get accurate?

0:45:30.640 --> 0:45:33.250

Burnette, Alan C (Duluth) USA
I I hear that we're gonna take it into consideration.

0:45:33.560 --> 0:45:36.170

Burnette, Alan C (Duluth) USA
I'm sorry that that I don't buy that.

0:45:36.180 --> 0:45:48.150

Burnette, Alan C (Duluth) USA
I mean I I'm sure you will, but it's not officially in there, so it's not going to officially get any, uh, attention specific attention as the dotted lines will get.

0:45:48.650 --> 0:45:52.860

Burnette, Alan C (Duluth) USA
And to me that this is if, if we're gonna.

0:45:52.870 --> 0:46:2.220

Burnette, Alan C (Duluth) USA
If we're really considering how to minimize snafus if we're, if we're not taking 2000 trucks into consideration, what are we doing?

0:46:3.150 --> 0:46:5.510

Hari Karikaran
Right, Alan, we hear you.

0:46:6.330 --> 0:46:10.480

Hari Karikaran
We gotta move on here or we're not going to be back and forth in this meeting here.

0:46:11.110 --> 0:46:13.730

Hari Karikaran
We heard you clearly and let's move on.

0:46:14.720 --> 0:46:15.770

Burnette, Alan C (Duluth) USA
OK, I've got more.

0:46:15.780 --> 0:46:16.750

Burnette, Alan C (Duluth) USA
So just bear.

0:46:16.760 --> 0:46:18.170

Burnette, Alan C (Duluth) USA
Bear with me here. Just.

0:46:15.250 --> 0:46:24.190

Daniel Studdard

If I can, if I can chime in, if I can chime in on cause a serious that it kind of predates on the process for the application.

0:46:24.600 --> 0:46:40.330

Daniel Studdard

So the city of Stonecrest applied and typically as a city, they're not going to plan outside their boundaries and we would not typically award them funding to really go outside their boundaries without some sort of support from that adjacent jurisdiction.

0:46:40.680 --> 0:46:43.300

Daniel Studdard

And there's a process when you apply.

0:46:43.580 --> 0:46:43.930

Daniel Studdard

OK.

0:46:43.940 --> 0:46:49.440

Daniel Studdard

We're we're the lead sponsor, but we're doing it with these other jurisdictions in some form or another.

0:46:49.450 --> 0:46:53.0

Daniel Studdard

And so city of Lithonia submitted a letter of support.

0:46:53.160 --> 0:46:55.270

Daniel Studdard

And you know, saying yes, we're on port.

0:46:55.280 --> 0:46:58.70

Daniel Studdard

We wanna do this plan, so that's why you'll see my phone.

0:46:58.80 --> 0:47:3.440

Daniel Studdard

You excluded, however, Decap County and it's not staff.

0:47:3.450 --> 0:47:5.210

Daniel Studdard

It's gotta come from elected officials.

0:47:6.890 --> 0:47:9.510

Daniel Studdard

They were never the city of Stonecrest applicants at the time.

0:47:9.520 --> 0:47:13.980

Daniel Studdard

The staff at the time and never never ate to get that letter of support from De Kalb County.

0:47:14.270 --> 0:47:40.60

Daniel Studdard

We we had a deadline, we extended the deadline for whatever reason, it never happened to gently, you know, uh, upper leadership that were submitted that I don't know why, but I know that the the the city staff at the time did it tried to get that and we're ready to get that in so having something that's led by the city of Stonecrest telling Decab County what to do is not is not really going to get things done.

0:47:40.70 --> 0:47:55.390

Daniel Studdard

If the cab county and I know we have the cab county staff on here, you know it's not staff question, but when we fund something, we can't fund something in a JSON jurisdiction without that support from that top level leadership and that's something that just kind of never came in as part of the application.

0:47:55.400 --> 0:47:57.830

Daniel Studdard

So it's Wade, Mary said.

0:47:57.840 --> 0:48:0.750

Daniel Studdard

It's it's not going to just stop hard at the border.

0:48:2.310 --> 0:48:2.480

Burnette, Alan C (Duluth) USA

Thanks.

0:48:2.550 --> 0:48:3.430

Burnette, Alan C (Duluth) USA

My first time here.

0:48:0.760 --> 0:48:4.910

Daniel Studdard

It's not something that's just going to be totally ignored with everyone of these free cluster plans.

0:48:4.920 --> 0:48:12.610

Daniel Studdard

We say, hey, there are things that are, there's always somewhere that you draw the line and there's always something that Jason to is that you have to consider as part of the planning process.

0:48:12.620 --> 0:48:23.640

Daniel Studdard

But that was the process at the time for the application and because we never got that level letter of support from the cab county at the time, the boundary state at the city limits.

0:48:24.190 --> 0:48:25.480

Daniel Studdard

Rather than going any further.

0:48:25.860 --> 0:48:28.530

Hari Karikaran

And and and add to.

0:48:25.570 --> 0:48:29.20

Daniel Studdard

So that's that's kind of filling in that history and contract.

0:48:28.540 --> 0:48:39.990

Hari Karikaran

Adding to that, I heard that the original map was adjusted since the letter did not arrive just before the application and it was submitted.

0:48:40.740 --> 0:48:41.730

Hari Karikaran

You know the map.

0:48:41.740 --> 0:49:3.210

Hari Karikaran

What we have is based on the support letter and also just to add one more thing there that the traffic counts that we are going to be considering or you know collecting is definitely going to include the traffic generated outside of this boundary coming into this area or so.

0:49:3.220 --> 0:49:11.270

Hari Karikaran

So that traffic count when when our traffic team counts the traffic, it's gonna take care of the impact from outside also.

0:49:13.30 --> 0:49:14.540

Burnette, Alan C (Duluth) USA

Thank you, Daniel and Harry for that.

0:49:14.550 --> 0:49:20.570

Burnette, Alan C (Duluth) USA

That's the first I've heard of that, so that that does make sense and I appreciate the the explanation.

0:49:21.470 --> 0:49:23.540

Burnette, Alan C (Duluth) USA

I've got a couple other questions.

0:49:24.450 --> 0:49:26.740

Burnette, Alan C (Duluth) USA

They the inventory on the gravel parking.

0:49:28.600 --> 0:49:32.140

Burnette, Alan C (Duluth) USA

We we might wanna read or do a more recent one.

0:49:32.830 --> 0:49:38.710

Burnette, Alan C (Duluth) USA

The as we were looking at that map, there are there are several more a parking facilities.

0:49:42.600 --> 0:49:42.880

Carroll, Wade

OK.

0:49:40.520 --> 0:49:47.200

Burnette, Alan C (Duluth) USA

In the in the study area, so just just as an FYI, there's to get an accurate number of spaces there.

0:49:47.210 --> 0:49:48.250

Burnette, Alan C (Duluth) USA

There's still a lot more to go yet.

0:49:48.970 --> 0:49:56.920

Carroll, Wade

We're still love and we're in the process now of validating some of this data so that that's a good point and we understand we're just going on the latest and greatest permitted grab a lot.

0:49:56.990 --> 0:50:1.860

Carroll, Wade

The data that we got from the city, but we know that we'll have to do some field work out there to validate some of that.

0:50:1.970 --> 0:50:4.580

Carroll, Wade

And this is exactly the kind of input we need. Alan.

0:50:4.590 --> 0:50:5.110

Carroll, Wade

So thank you.

0:50:5.870 --> 0:50:12.580

Burnette, Alan C (Duluth) USA

And for and one, one last doing on the traffic studies and the routes that you were showing, will there be any other?

0:50:12.850 --> 0:50:15.160

Burnette, Alan C (Duluth) USA

And here's here's more of my concern.

0:50:15.270 --> 0:50:21.260

Burnette, Alan C (Duluth) USA

Our our area that's in the city of Stonecrest is our is our yard where the trucks come out on Roger's lake.

0:50:22.550 --> 0:50:25.240

Burnette, Alan C (Duluth) USA

The the the Rogers Lake Maddox Rd.

0:50:26.410 --> 0:50:29.260

Burnette, Alan C (Duluth) USA

Rogers Lake up to up to Lithonia Industrial.

0:50:30.270 --> 0:50:36.690

Burnette, Alan C (Duluth) USA

Well, any of these smaller two lane roads be even though they have heavy truck traffic.

0:50:36.970 --> 0:50:38.550

Burnette, Alan C (Duluth) USA

Will they be in accounts?

0:50:42.50 --> 0:50:43.500

Carroll, Wade

They're not slated now.

0:50:43.510 --> 0:50:53.920

Carroll, Wade

Those are not the locations that have been selected yet, but we could take a look at that and we we, but we certainly will still be inventory and conditions throughout the whole area.

0:50:54.30 --> 0:51:0.340

Carroll, Wade

But as far as the but if you feel like the the you know, we could take a look at that and consider that.

0:51:0.350 --> 0:51:5.340

Carroll, Wade

But we certainly do want to take a look at, you know, sort of some, some of the major.

0:51:5.350 --> 0:51:13.260

Carroll, Wade

So we did include Maddox Rd out at 1:24 as part of that, but no, we did not include that particular location.

0:51:13.650 --> 0:51:26.520

Carroll, Wade

Uh, so we won't be doing specific counts right now at that location, but we will be considering other factors like we will be considering counts and so forth in data that we have based in in that area when we take a look.

0:51:26.530 --> 0:51:29.450

Carroll, Wade

But no, it's not subject right now to our traffic study list.

0:51:30.190 --> 0:51:30.950

Burnette, Alan C (Duluth) USA

10 four thank you.

0:51:30.960 --> 0:51:31.540

Burnette, Alan C (Duluth) USA

No, no, no.

0:51:31.550 --> 0:51:34.20

Burnette, Alan C (Duluth) USA

When you have on the screen, it is number 12.

0:51:34.30 --> 0:51:36.210

Burnette, Alan C (Duluth) USA

It says Maddox and 124.

0:51:37.180 --> 0:51:38.360

Burnette, Alan C (Duluth) USA

Is that accurate?

0:51:39.210 --> 0:51:39.780

Carroll, Wade

Now.

0:51:39.790 --> 0:51:44.800

Carroll, Wade

Well, no, it's a 11 is Madison 124 ohm.

0:51:45.130 --> 0:51:48.660

Carroll, Wade

This is the Vince will have to fix that.

0:51:48.570 --> 0:51:48.850

Burnette, Alan C (Duluth) USA

OK.

0:51:48.860 --> 0:51:49.460

Burnette, Alan C (Duluth) USA

Yeah, that's coming.

0:51:49.310 --> 0:51:50.590

Carroll, Wade

So Yep, Yep.

0:51:49.470 --> 0:51:51.830

Burnette, Alan C (Duluth) USA

That's coming across our 11 operation to the other.

0:51:52.550 --> 0:51:53.60

Carroll, Wade

OK.

0:51:53.30 --> 0:51:53.210

Vincent Matheney

Yeah.

0:51:53.110 --> 0:51:54.360

Carroll, Wade

Yeah, got it.

0:51:53.490 --> 0:51:54.420

Burnette, Alan C (Duluth) USA

OK, got you.

0:51:55.260 --> 0:51:55.600

Burnette, Alan C (Duluth) USA

Thank you.

0:51:56.870 --> 0:51:57.800

Inga Kennedy

Thanks, Alan.

0:51:58.50 --> 0:51:58.820

Inga Kennedy

That was good input.

0:51:59.960 --> 0:52:0.390

Burnette, Alan C (Duluth) USA

My pleasure.

0:51:58.580 --> 0:52:0.550

Carroll, Wade

Alright, absolutely.

0:52:2.450 --> 0:52:5.750

Carroll, Wade

OK, so let me get back to the output slide ohm.

0:52:6.290 --> 0:52:11.670

Carroll, Wade

Alright, before we go, I guess you know since we're running low on time, we've only got about 5 minutes left.

0:52:11.940 --> 0:52:14.910

Carroll, Wade

I just kinda wanna open the floor up to anyone in these questions.

0:52:14.980 --> 0:52:22.750

Carroll, Wade

I think you know we've kind of heard about the data today and I think that there's been some issues that we've, we've we've planned to look at as well.

0:52:23.100 --> 0:52:25.730

Carroll, Wade

But you know what are the prevailing freight issues?

0:52:26.80 --> 0:52:34.410

Carroll, Wade

You know, other than you know, you know, where do they exist, any sort of input you could provide us in that they don't, you know, where are they at and what are what are they?

0:52:35.70 --> 0:52:38.720

Carroll, Wade

I'll open the floor up to anybody who wants to volunteer some of this information.

0:52:41.790 --> 0:52:42.550

Carroll, Wade

Greg, you're muted.

0:52:42.390 --> 0:52:43.760

Inga Kennedy

Greg, you're on mute.

0:52:43.810 --> 0:52:44.620

Inga Kennedy

We see you talking.

0:52:44.630 --> 0:52:45.30

Inga Kennedy

You're on mute.

0:52:47.710 --> 0:52:57.580

Greg Wright

Ohh, I would like to see a good focus on Lithonia industrial, especially near the Covington highway interchange.

0:52:58.390 --> 0:53:11.710

Greg Wright

Traffic there going South toward I-20 backs up quite often for 1/2 mile and it blocks access to the businesses that are that are closer to Covington Highway.

0:53:11.980 --> 0:53:18.730

Greg Wright

So we need to do some things with that interchange, adjust the timing of the lights, add some additional turn lanes or something.

0:53:18.740 --> 0:53:21.950

Greg Wright

But, but that's a really bad spot.

0:53:23.170 --> 0:53:32.420

Greg Wright

And then in addition to the the freight issues there, as I mentioned earlier, we we need to do some work in terms of safety.

0:53:35.80 --> 0:53:40.280

Greg Wright

With with auto, you know automobile traffic as well as pedestrian traffic.

0:53:40.710 --> 0:53:50.660

Greg Wright

Ohh I I would love to see some sort of a path trail similar to what runs up beside E Ponce de Leon.

0:53:50.670 --> 0:53:52.810

Greg Wright

Going through the Stone Mountain industrial corridor.

0:53:53.430 --> 0:53:59.40

Greg Wright

Uh, I would love to see something like that going through the industrial park in Lithonia.

0:53:59.550 --> 0:54:3.740

Greg Wright

I believe that it would get a lot of use and it would keep people off the roads.

0:54:5.670 --> 0:54:6.220

Carroll, Wade

OK.

0:54:6.280 --> 0:54:6.920

Carroll, Wade

Thank you.

0:54:7.280 --> 0:54:11.800

Carroll, Wade

And we are coordinating by the way with the, with the bicycle, the trails plan that's ongoing.

0:54:11.810 --> 0:54:15.370

Carroll, Wade

So we we're certainly going to talking with the greshamsmith folks.

0:54:18.60 --> 0:54:18.340

Greg Wright

Thank you.

0:54:15.380 --> 0:54:18.780

Carroll, Wade

So just so you know that anyone else?

0:54:27.870 --> 0:54:28.50

Carroll, Wade

Yeah.

0:54:26.470 --> 0:54:29.160

Burnette, Alan C (Duluth) USA

Hey Wade, one one more thing.

0:54:30.170 --> 0:54:33.520

Burnette, Alan C (Duluth) USA

Could I get the a copy of the scope of work for the existing conditions?

0:54:36.140 --> 0:54:36.360

Carroll, Wade

Sure.

0:54:37.340 --> 0:54:38.430

Carroll, Wade

Yeah, so problem.

0:54:37.660 --> 0:54:38.470

Burnette, Alan C (Duluth) USA

Appreciate that.

0:54:39.120 --> 0:54:39.760

Burnette, Alan C (Duluth) USA

Do you have my?

0:54:39.800 --> 0:54:40.300

Burnette, Alan C (Duluth) USA

You have my email.

0:54:41.360 --> 0:54:42.460

Carroll, Wade

Uh, yeah, sure.

0:54:43.90 --> 0:54:43.390

Burnette, Alan C (Duluth) USA

Perfect.

0:54:42.510 --> 0:54:45.410

Carroll, Wade

If you're on this distribution list, Yep, up, I'll.

0:54:44.770 --> 0:54:45.440

Burnette, Alan C (Duluth) USA

Thanks so much.

0:54:45.500 --> 0:54:47.480

Carroll, Wade

I should have to you right after the book, right after the call.

0:54:48.150 --> 0:54:48.790

Burnette, Alan C (Duluth) USA

I appreciate that.

0:54:51.950 --> 0:54:57.220

Inga Kennedy

He way before we leave, I do want to address some of the stakeholder engagement.

0:54:57.230 --> 0:54:58.390

Inga Kennedy

Can you flip back?

0:54:58.590 --> 0:55:5.230

Inga Kennedy

Are there any other questions, comments before we wind down?

0:55:6.130 --> 0:55:39.330

Inga Kennedy

Very, very importantly are the a couple of things here and many of you on this call are going to play a an important role, especially after the inner change that we just talked to that we just had the surveys, Allen and Greg, we want to definitely get out there and talk to some truck drivers and we have an intercept process that involves retired truck drivers so they can talk the language and know what to talk about.

0:55:39.340 --> 0:55:50.630

Inga Kennedy

But we certainly want to reach out and get your suggestions on some of the logistics companies that we can talk to and to help us get to truck drivers.

0:55:50.900 --> 0:55:53.40

Inga Kennedy

The survey is very important.

0:55:53.50 --> 0:56:6.70

Inga Kennedy

So Greg, you just talked about how there might be an opportunity or you suggest an opportunity for alternative methods of of getting around out there, particularly from the pedestrian area.

0:56:6.80 --> 0:56:10.910

Inga Kennedy

We'll need your all of your help and getting our surveys out as well.

0:56:32.940 --> 0:56:33.300

Carroll, Wade

Umm.

0:56:11.90 --> 0:56:46.640

Inga Kennedy

And then we'll be reaching out to you for suggestions with our stakeholder interviews to include some of you that are on here, because I'm sure there's more information you'd like to share with us and we have more questions, we are unable to put anything in the meeting, but we'll certainly reach out to you for a suggestions for talking with other people and as well as yourselves and helping us to really get down on the ground with hearing from the the trucking community and the general community.

0:56:46.650 --> 0:56:48.880

Inga Kennedy

And and Ray, that includes you as well.

0:56:49.10 --> 0:56:51.370

Inga Kennedy

So we'll we'll we'll follow up.

0:56:53.340 --> 0:56:53.930

Carroll, Wade

Alright, yeah.

0:56:52.940 --> 0:57:3.100

Greg Wright

While you're on this page, one thing I was gonna ask is if you would send us the web address for the project landing page and whatever social media you're using.

0:57:3.800 --> 0:57:7.0

Carroll, Wade

It it will do, and in fact Inga will put that together.

0:57:7.310 --> 0:57:8.820

Carroll, Wade

We'll put a little email together.

0:57:8.830 --> 0:57:10.380

Carroll, Wade

Perry has this Landon.

0:57:10.450 --> 0:57:10.940

Carroll, Wade

I'm sorry.

0:57:11.30 --> 0:57:12.700

Carroll, Wade
Landon has hand up.

0:57:12.710 --> 0:57:13.470

Carroll, Wade
Go ahead, Landon.

0:57:13.930 --> 0:57:14.890

Perry, Landon
Yes, quick question for you.

0:57:14.900 --> 0:57:19.250

Perry, Landon
Just for for you dot purposes will this presentation you made available so we can go back and review.

0:57:20.270 --> 0:57:20.620

Carroll, Wade
Yeah.

0:57:20.630 --> 0:57:25.680

Carroll, Wade
In fact, what I what we're gonna do is well, typically we would put this on the website anyway.

0:57:25.690 --> 0:57:30.770

Carroll, Wade
The project landing page, but I think what we will do for this group because we had a lot of information to cover.

0:57:30.780 --> 0:57:33.310

Carroll, Wade
So I'll send a PDF, yeah.

0:57:31.250 --> 0:57:37.690

Hari Karikaran
Hey, Wade, all this information will be available in the city of Stonecrest website.

0:57:38.470 --> 0:57:39.390

Carroll, Wade
OK, fine.

0:57:39.240 --> 0:57:40.250

Hari Karikaran
It's already there.

0:57:39.400 --> 0:57:41.330

Carroll, Wade
OK. OK.

0:57:40.580 --> 0:57:43.130

Hari Karikaran

It's already there and then I think we gotta change this.

0:57:43.380 --> 0:57:44.110

Hari Karikaran

So I want.

0:57:44.120 --> 0:57:45.970

Hari Karikaran

I don't want this information to be.

0:57:46.850 --> 0:57:52.520

Hari Karikaran

Ohm, you know, going all over the places I think we need to put everything in the city of Stonecrest website.

0:57:53.580 --> 0:57:53.800

Carroll, Wade

OK.

0:57:52.530 --> 0:57:56.440

Hari Karikaran

So everybody has access to not just one or two people.

0:57:56.450 --> 0:57:59.800

Hari Karikaran

We won't have everybody have the same access on all the information.

0:58:0.450 --> 0:58:0.690

Carroll, Wade

OK.

0:57:59.970 --> 0:58:2.290

Hari Karikaran

We gotta be fair to all the groups and everybody.

0:58:3.160 --> 0:58:3.530

Carroll, Wade

OK.

0:58:3.540 --> 0:58:3.870

Carroll, Wade

All right.

0:58:3.880 --> 0:58:12.520

Carroll, Wade

Well, we'll separately send the link though once we get it published to this information, because we do want, you know, I'm in fact, so for for so for everybody.

0:58:13.560 --> 0:58:13.840

Carroll, Wade

Uh.

0:58:14.120 --> 0:58:15.460

Carroll, Wade

Not to get too dizzy here.

0:58:17.830 --> 0:58:23.560

Carroll, Wade

But uh, for I was gonna put was where the slide go with my. Well, that's great.

0:58:23.570 --> 0:58:24.10

Carroll, Wade

I don't on.

0:58:27.60 --> 0:58:30.370

Carroll, Wade

Not that I'm that it protective of my email, but hold on a minute.

0:58:30.380 --> 0:58:32.480

Carroll, Wade

I do have my contact information here.

0:58:34.600 --> 0:58:37.0

Hari Karikaran

I'm going to share something here, but wait, wait.

0:58:38.210 --> 0:58:38.590

Carroll, Wade

OK.

0:58:42.340 --> 0:58:42.840

Carroll, Wade

Alright.

0:58:44.100 --> 0:58:44.370

Hari Karikaran

Right.

0:58:44.380 --> 0:58:47.540

Hari Karikaran

It's right here in the serious Stonecrest website.

0:58:47.550 --> 0:58:54.30

Hari Karikaran

If you go to this site, major plans and studies and all the informations are here.

0:58:54.100 --> 0:59:2.560

Hari Karikaran

Every other plan freight cluster cluster study we have, you know this is updated almost whenever the new information is available.

0:59:3.370 --> 0:59:4.250

Hari Karikaran

But we are putting it here.

0:59:4.260 --> 0:59:5.720

Hari Karikaran

Bicycle pedestrian plan is here.

0:59:6.230 --> 0:59:13.690

Hari Karikaran

So we keep everything updated here in the city website and it's available for anybody who wants to look at it.

0:59:14.610 --> 0:59:17.510

Carroll, Wade

Hey, Harry, can you stick that link while you're over there?

0:59:17.520 --> 0:59:20.100

Carroll, Wade

Can you just copy that link and stick it in the chat for everybody?

0:59:23.490 --> 0:59:23.890

Carroll, Wade

Thank you.

0:59:27.650 --> 0:59:28.250

Inga Kennedy

And weighed.

0:59:28.260 --> 0:59:30.610

Inga Kennedy

Uh, just one last thing we.

0:59:32.530 --> 0:59:38.600

Inga Kennedy

Uh need to the I moving forward, I know the original email came from Harry.

0:59:38.610 --> 0:59:47.570

Inga Kennedy

The invitation and information from Metro Analytics, a lot of the communication moving forward will be coming from me, Umm, Steering Committee members.

0:59:47.580 --> 0:59:50.880

Inga Kennedy

So look to hear from Inga Kennedy.

0:59:53.400 --> 0:59:54.100

Carroll, Wade

It's not spam.

0:59:51.180 --> 0:59:55.50

Inga Kennedy

Don't throw it away when it comes, make sure we'll be reaching.

0:59:55.660 --> 0:59:56.710

Inga Kennedy

That's right.

0:59:57.20 --> 0:59:59.470

Inga Kennedy

Make sure that you look for it.

0:59:59.480 --> 1:0:6.140

Inga Kennedy

I'll be reaching out to all of you, both individually and collectively in the future, so we'll go from there.

1:0:6.850 --> 1:0:7.340

Carroll, Wade

Alright.

1:0:7.60 --> 1:0:8.210

Burnette, Alan C (Duluth) USA

And Inga, hang out.

1:0:8.220 --> 1:0:13.620

Burnette, Alan C (Duluth) USA

I would like to extend an invitation because this is gonna from what you were saying about what?

1:0:15.710 --> 1:0:15.850

Inga Kennedy

Yes.

1:0:13.630 --> 1:0:19.290

Burnette, Alan C (Duluth) USA

What you have planned to to visit us at the the next Stonecrest Industrial Council meeting?

1:0:19.300 --> 1:0:20.930

Burnette, Alan C (Duluth) USA

Virtual up.

1:0:21.60 --> 1:0:21.200

Inga Kennedy

Yes.

1:0:20.980 --> 1:0:24.950

Burnette, Alan C (Duluth) USA

I'll get with you off offline because I think you can get a lot of really good information on one setting.

1:0:25.890 --> 1:0:26.730

Inga Kennedy

That would be perfect.

1:0:27.170 --> 1:0:27.440

Burnette, Alan C (Duluth) USA

Email.

1:0:27.930 --> 1:0:28.430

Inga Kennedy

Thank you.

1:0:28.170 --> 1:0:35.400

Burnette, Alan C (Duluth) USA

Ohh and and one other thing, my email is A is Lehigh Hanson is what the email that you guys have got?

1:0:35.410 --> 1:0:39.30

Burnette, Alan C (Duluth) USA

Lehighhanson.com needs to be changed to heidelbergmaterials.com.

1:0:40.390 --> 1:0:41.230

Inga Kennedy

Say it again, Alan.

1:0:41.940 --> 1:0:42.910

Burnette, Alan C (Duluth) USA

And it it should be.

1:0:42.920 --> 1:0:48.220

Burnette, Alan C (Duluth) USA

Heidelbergmaterials.com alan.burnett@heidelbergmaterials.com.

1:0:49.190 --> 1:0:49.430

Inga Kennedy

OK.

1:0:49.930 --> 1:0:50.900

Burnette, Alan C (Duluth) USA

Also, I'll send you a thing.

1:0:52.260 --> 1:0:52.650

Inga Kennedy

OK.

1:0:52.660 --> 1:1:2.350

Inga Kennedy

OK, please and anybody else who has not received direct email from us, if you'll send us your contact information or anything that needs to be updated.

1:1:6.760 --> 1:1:7.330

Carroll, Wade

All right.

1:1:7.340 --> 1:1:8.770

Carroll, Wade

Well, I know we ran over.

1:1:9.240 --> 1:1:18.750

Carroll, Wade

So thanks everybody for attending and we will, we'll certainly we will keep you posted once we get everything on the website, we'll certainly suit you.

1:1:18.760 --> 1:1:25.470

Carroll, Wade

A link to that or you have a link in the chat but we will send out notification when this is out on the website.

1:1:25.700 --> 1:1:29.910

Carroll, Wade

And thanks again for coming and spending your morning with us.

1:1:29.920 --> 1:1:34.890

Carroll, Wade

And again, feel free to reach out again once you start reviewing.

1:1:35.40 --> 1:1:40.140

Carroll, Wade

We know there was a lot of information, so once you start reviewing the PowerPoint and so forth when it's posted.

1:1:40.890 --> 1:1:44.690

Carroll, Wade

Always feel free to reach out and and and provide some additional input.

1:1:44.700 --> 1:1:45.430

Carroll, Wade

It's always welcome.

1:1:45.650 --> 1:1:46.150

Inga Kennedy

Absolutely.

1:1:48.680 --> 1:1:49.450

Greg Wright

Thank you guys.

1:1:48.790 --> 1:1:49.860

Carroll, Wade
Well, thanks everybody.

1:1:49.900 --> 1:1:50.270

Marla Hill
Alright.

1:1:49.940 --> 1:1:50.370

Burnette, Alan C (Duluth) USA
Thank you.

1:1:50.270 --> 1:1:51.60

Carroll, Wade
Thank you.

1:1:51.50 --> 1:1:51.520

Marla Hill
Thank you.

1:1:50.720 --> 1:1:51.590

Inga Kennedy
Thanks.

1:1:51.270 --> 1:1:52.420

Carroll, Wade
Alright, bye bye.

1:1:52.20 --> 1:1:52.530

Ray White
Thank you.

1:1:52.530 --> 1:1:53.130

Marla Hill
We'll take care.

1:1:53.330 --> 1:1:53.550

Greg Wright
Bye.

1:1:52.670 --> 1:1:54.560

Inga Kennedy
Good to see ya.

1:1:54.280 --> 1:1:54.750

Vincent Matheney
Thanks everyone.

1:1:54.520 --> 1:1:55.100

b7076a51-4173-4190-ad01-62ec9465679f

Alright, take care.

1:1:54.870 --> 1:1:55.300

Marla Hill

OK.