

TSPLOST 2018 Program
Prince Avenue Corridor Improvements: Project 16

User Group Meeting – Minutes

January 12, 2022 3:00 P.M. <https://youtu.be/9k3Mj2tbNOY>

User Group Members Present: Ellen Walker, Emily Tatum, Jen Rice, Mark Ebell, Clint McCrory, Stephen Bailey, Ilka McConnell, Jeanne Connell, Daniel Sizemore

Members Absent: Peter Norris, Bruce Lonnee

Other Staff Present: Tim Griffeth, Jimmy Rowan, Todd Miller, John Rogeberg, Sam Eberhard, Keith Sanders, Brad McCook, Diana Jackson

Guests: Erik Hammarlund, John Walker, Olivia Zuvanich

General Business

Diana Jackson called the meeting to order at 3:03 P.M., welcomed the members in attendance and thanked them for being present.

Quorum: Established quorum was present.

No additional items were added to the agenda.

User Group Actions

Meeting Minutes Review & Approval – Mark Ebell made a motion to approve the December 15, 2021 Minutes, as amended by Ellen Walker, and Clint McCrory seconded. The minutes were approved unanimously.

The below is a brief summary of the key discussion items, not a transcript. The full video is available at the above noted YouTube link. The below notes are only to identify the items discussed and the general order of those discussion to make finding the information on the video easier.

Crash Data from TPW

Tim Griffeth and Jimmy Rowan went through the crash data taken from before and after Dougherty Street was 3-laned. The main takeaway was that after 3-laning the rear end accidents doubled. He attributes it to taking two lanes of traffic and squeezing it into one lane, and anyone turning right not being able to get out of the flow of traffic. During rush hour, it could result in frustration and an increase in aggressive driving.

There was also an uptick in fixed object crashes, Tim attributed that to folks sitting behind parked cars thinking that they were in a travel lane.

Mark noted that the biggest increase was the immediate period right after the reconfiguration and that it is tapering off. He wondered if it is a learning curve. Jimmy attributes it to once the lane configurations were made, traffic had to adjust the signal timing to get traffic moving and through better, so it was a learning curve for drivers and TPW. Mark asked to what extent sight lanes also play a role as there's a hill in the middle of Dougherty Street. Jimmy agreed that it could be a possibility if there was a green light at

Lumpkin Street and if traffic was backed up. Tim stated that most of the traffic along this portion of the corridor are commuters, so the learning curve should not be years in the making.

Stephen noted that Dougherty Street is different from Prince Avenue with both sight distance and grade. He pointed out that there is a mid-block crossing at Hull Street. He said he wouldn't be surprised to see if many of these rear ends were at that site.

Traffic Counts/Safety Analytics – Erik/John/Olivia

John Walker shared the overall area of traffic study with the UG. He reminded them that last time we met we focused on the intersections/traffic signals and looked to see how the level of service changes over time along with the delay if Prince keeps 4 lanes or reduces it to 3 lanes. He shared a chart that went intersection by intersection, showing what the model suggests relative to the average speed to travel through the corridor as well as travel time.

He showed a chart for average arterial speed for horizon year 2033 going from Milledge Street to Hull Street. The model does account for traffic signal lights at the intersection and stopping and starting. If kept at 4 lanes, the average speed to travel this segment is 23 mph in the morning eastbound. For that same peak and direction, the average speed for 3-laning is 22 mph. Midday traffic volumes are heavier and the 4-lane average speed eastbound is 22 mph, for 3-laning it is 11 mph - or twice as long.

Horizon Year 2033 Average Arterial Travel Speed LOS Summary <i>LOS (Speed in MPH)</i>							
Segment	Direction	Horizon Year 2033 No-Build (4-Lane Undivided)			Horizon Year 2033 Build (3-Lane with center TWLTL)		
		AM Peak	MD Peak	PM Peak	AM Peak	MD Peak	PM Peak
Prince Avenue from Milledge Ave to Hull St	EB	C (23)	C (22)	D (17)	C (22)	E (11)	F (10)
	WB	C (21)	D (17)	F (9)	C (20)	E (13)	F (7)

John then switched to another slide that shows the average time in second that it takes to travel along the same corridor. Eastbound 4-lane travel time in the morning peak is 143 seconds (2.5 minutes) versus 3-laning it is 158 seconds (2.5 minutes). It is literally 12 seconds longer. Midday, it takes a little longer; 154 seconds with 4 lanes versus 315 seconds with 3 lanes, increasing travel time from 2.5 minutes to 5 minutes. PM peak goes from 3.5 minutes to almost 7 minutes. (Since the UG meeting, the chart below has been revised by Kimley-Horn and converted to minutes.)

Horizon Year 2033 Average Travel Time Summary <i>Average Travel Time (in minutes)</i>							
Segment	Direction	Horizon Year 2033 No-Build (4-Lane Undivided)			Horizon Year 2033 Build (3-Lane with center TWLTL)		
		AM Peak	MD Peak	PM Peak	AM Peak	MD Peak	PM Peak
Prince Avenue from Milledge Ave to Hull St	EB	1.7	1.8	2.3	1.8	3.5	3.9
	WB	1.9	2.3	4.3	2.0	3.0	5.6

Milledge Street to Hull Street is about a mile, so Diana questioned that model's validity of the 1200-second travel time when the previous slide showed 7 and 9 mph. At those rates it should take, 514 seconds and 400 seconds respectively to travel one mile.

Diana asked if the extra time it takes to travel through the corridor is even noticeable – it's not like it's an additional 10 minutes. Tim stated that some folks will not notice, and some will. Daniel also shared that not every driver has to be there during congestion, so they may change their route or drive time.

John ended by stating it is how you want to present the data. You can say that it is going to take twice as long, or you can say that it is going to take you 2-3 more minutes to travel the corridor.

Daniel brought up reversible lanes and wondered if that might be applicable here. There's a lot more signage and marking involved. Clint shared that they tried it once near Stone Mountain/Snellville; and it didn't really work, so they went back to the traditional design. Erik said that it is only really used when you have really directional traffic – large inbound and large outbound. Our counts do not support that.

Erik gave a quick status update. Street Simplified has been given the dates for conducting their 24-hour video count. Preference is the January 18-20 timeframe; if there's an issue with those dates January 25-27 is their backup.

Work Session Results

Diana presented at the January 11th M&C work session. One of the first questions was about 3-laning. The next few questions were about continuous medians and whether GDOT had conducted any traffic studies or public engagement. There was another question about separate bike lanes with a substantial delineator. She spoke to them about four items that were probably going to require policy or department decisions.

Clint asked if the M&C will need more cost data before they vote on February 1st? Diana said no, the first step for them is to accept this list as our priority list to move towards a conceptual phase. She said that once the M&C approve this list, she suggested that, working with TPW staff, we can decide which projects we'd like to request that GDOT consider adding to their project. She felt like the mid-block crossings were first. Then if traffic studies show, and TPW supports, we should meet with GDOT to talk about 3-laning with possible separated bike lanes. *Reminder that Jeanne has already requested to landscape any medians.*

GDOT Request List (held over from 11/10/2021 UG meeting)

- Center raised Median - where to break/request to landscape?
- Add/Change mid-block crossings – do we get GDOT to build some of them for us?
- Can we get raised crosswalks? Peter reminded us that the last time he asked, he was told no for the state-owned portion. Daniel reminded them it was TPW's traffic who said no because it is defined as an arterial road by GDOT.
- If three laning/bike lanes was shown to not affect the LOS/delay, perhaps we could talk to GDOT about striping changes. (Using the UG-preferred Toole configuration)
- Utility pole consolidation?

Assignment for future meetings

- Next meeting is **January 26, 2022 from 3-4:30 PM NOTE TIME**
- Traffic Studies/Updates
- Continuous Medians Primer
- Bus Stops and Bikeways
- Agenda Setting Session Results
- Next Steps

These minutes are not a transcript of the meeting but instead is a general summary of the key points, ideas, or considerations from the discussion.