

**Atlanta Regional Commission
MINUTES
August 22, 2007**

Chairman Olens opened the meeting with the start of the public hearing for the purpose of receiving comments on the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), and the Conformity Determination Report (CDR). There were 14 speakers whose comments are summarized below:

Restore Belt Line funding on the west side

Add north and south bound lanes to I-75 South instead of Jodeco interchange project

Concern over air quality conformity; will not help Atlanta meet ozone standard

Envision6 ignores off road solutions

Air quality and fuel consumption technical analysis fails to comply with SAFETEA-LU standards

Support for commuter rail from Griffin to Tucker

Did not see enough in the plan for senior adult mobility; Envision6 doesn't live up to the commitment to mainstream transportation planning for seniors

Public comment period was not extensive enough nor timed properly

Against I-75/I-575 project – too many lanes and emphasis on car mobility

Need to address mobility for those without cars

People moving out of Henry County due to travel problems below SR 138 on I-75 and quality of life issues

All comments were recorded verbatim and are available through the Transportation Planning Division.

SAM OLENS: Next speak, Judy Neal.

JUDY NEAL: Hello. My name is Judy Neal, and I'm a resident of Henry County. I am both a retired state authority and state agency director. I am here today with others from Henry County who want to go on record supporting additional north- and south-bound lanes on Interstate 75, south of Eagle's Landing Parkway. The Jodeco Bridge project, which I understand TIP rated is Henry County's number one traffic concern, is not considered the number one traffic concern if you poll Henry County residents. I want you to know that Henry County residents have experienced extensive congestion both on weekdays and on weekends do to the volume of traffic on Henry County's section of Interstate 75 deserve the lanes to the building of the Jodeco Bridge, over the Jodeco Bridge. So did the thousands of Georgians, Americans and international travelers who unsuspectingly drive into the black hole of Henry County's traffic. The interstate is one of America's great corridors, as well as a major people corridor. And that, too, should be considered. And even more importantly I-75 hoop through Henry County is one of the major corridors in the state's emergency management plan.

Thus, my question for you is this. Can you explain to me how so vital a project such as the Henry County I-75 lane project, which has a three-month payback can possibly be left out of this plan? And also I would like to know the payback rating on the Jodeco Bridge Project. I thank you for the opportunity to speak to you and to allow me to raise these questions. Thank you.

SAM OLENS: Thank you. Sharon Patterson.

SHARON PATTERSON: Good afternoon. My name is Sharon Patterson. I'm a citizen in Henry County. I'm the past president of the Board of Realtors and currently on the Henry Council -- Board of Directors. Judy spoke to you about being in favor of the increase in lanes on I-75. I, too, support that. Hopefully, that they would put those in over the Jodeco Road Project, which I think is a good project and are on the second priority. The citizens in Henry County, we're growing by leaps and bounds. As you know, Henry County is probably one of the fastest growing counties in the metro Atlanta area. The widening of I-75 will help not only one interchange, but six interchanges that we have in Henry County effecting and effectively helping many, many citizens, helping people get to our businesses, decreased commute times. We have single mothers spending more and more child care because they're spending a lot of time on the road. I think it would improve the health, the quality of life in Henry County. And I thank you for your time.

SAM OLENS: Thank you. Helen Byers.

HELEN BYERS: Good afternoon. My name is Helen Byers. I am a resident of Henry County. For seven years I commuted along 75 to work as an activities director for an assistant living community. I quickly learned about three years ago I would not dare come home on 75. Anybody who lives in our area knows that you avoid 75 at all costs. And that's why after talking with many people our County I know that they

feel that the Jodeco Bridge should not get the priority over the lanes for 75. I thank you very much for your time and your interest.

SAM OLENS: Thank you. Sally Flocks.

SALLY FLOCKS: Hello. I'm Sally Flux. I'm president of PEDS, metro Atlanta's pedestrian advocacy organization. And I want to start out with a question. How many of you in 25 years will be 75 or older? Raise your hand. Anybody going to join me up there?

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(Whereupon, people raise their hands)

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SALLY FLOCKS: Do you envision yourself driving at rush hour on the interstate when you're 75? Or do you think you'll have other transportation needs? I am concerned that this plan does not live up to the resolution that you passed a couple of years ago that said you would mainstream transportation planning for seniors.

I don't think when I'm 75 that I want to drive on a 23-lane highway. I also don't want to share the road with trucks on regular streets who choose to avoid a toll -- a mandatory toll road. And I have great fear as president of PEDS and as a cyclist that the trucks when they're forced to pay a toll in order to use I-75 will choose instead to drive on Cobb Parkway, Northside Drive and other surfaced streets. This will greatly increase the danger to pedestrians, cyclists, and people driving regular cars. And so I would really encourage you to reconsider this plan. I don't think you're doing enough for seniors. I think

the Livable Center Initiative is the only thing in this plan that help -- it helps seniors. But most people will not be able to afford to live in the downtown areas. For the seniors who are living in the suburban areas we need to be putting more money into creating smaller trips. I really think older people are going to have shorter trips not at rush hour. And the decisions you've made when you made congestion mitigation the primary concern, have really taken you away from the needs of seniors. When you're retired, rush hour is not going to be the time you're traveling. You're going to need to get to the hospital, to the doctor's office, to the hairdresser. You're going to have different needs. And I really don't think this regional plan is meeting that. People need facilities to get on on foot. For people who can't drive to I-75, that transit is not going to work very well either. So I don't have a solution for you, but I certainly hope that with your future planning you put more time into thinking about the seniors who can no longer drive a car. Thank you.

SAM OLENS: Dawn Randolph.

DAWN RANDOLF: Good afternoon. My name is Dawn Randolph and I'm a resident of Henry County. I live at 267 Monarch Village Way. Monarch Village is a model community. It has beautiful sidewalks. It has back alleys where we have detached garages. It has an incredible opportunity to do a lot of great things in the future. And many of us have moved there, I am a 20-year resident of the south side, 13 years in Clayton County and now, nearly seven years in Henry County. And when I think back to the time in Mount Zion was not even an interchange. We had a Connor's Florist right there on the corner. And all of us

moved around between Clayton and Henry counties quite easily.

So what we're asking today as Henry County citizens, many of us will not go below Highway 138. It would be a dismal day when we try to move ourselves whether through car or any other mechanism below that interchange right now. Priorities are critical and quality of life is why we live where we do. Many of my neighbors are moving out of Henry County. I have five very close friends, three of them on my street with their houses up for sale. There are many quality of life issues, but the largest one is they feel like they are hamstrung.

The year that we had the gentlemen's truck who ran into the Walt Stevens overpass cut our access in and out of Henry County. Walt Stevens was shut down for over two months. Therefore, we all had to turn left out of our subdivision and try to make our way up to Highway 138 and then into Atlanta for our jobs.